

ATTACHMENT 3

SUPPLEMENTARY PROCEDURES

1 Separation Standards between activated AMC manageable area(s) and Non-Participating Aircraft to be applied by ATC in controlled airspace

Military aircraft utilizing training areas shall confine the operations to the established horizontal and vertical limits of the areas. ATC shall provide IFR separation between activated AMC manageable areas and non-participating aircraft.

Note (a): Military activity inside an AMC manageable area shall be considered as NON-RVSM.

Note (b): Operations inside active AMC Manageable Areas shall be at least 2,5nm clear of national borders, unless adjacent AMC Manageable Areas are active across said national border to enable cross-border training.

2 Hospital and search and rescue traffic conflicting with the AMC manageable area(s)

Flights with priority e.g.:

- Flights conducting priority ambulance missions
- Flights conducting search and rescue operations (SAR)
- Flights carrying a life-critical emergency evacuation (MEDEVAC)
- Flights in a state of emergency
- Flights engaged in firefighting (FFR)

shall be given priority over all military training activity.

3 Electronic presentation of AMC manageable areas

Electronic presentation of the AMC manageable areas shall be available on the situation display at both the Coordinating Unit and the surveillance equipped ATC units concerned.

4 Operations and coordination into and within AMC manageable areas

4.1 The responsibility for remaining inside the AMC manageable areas rests solely with the controlling agency or the PIC depending on the type of air operation.

Note: Aircraft may be operating on different altimeter settings inside and outside an activated area.

4.2 Separation between flights within the AMC manageable areas is the responsibility of the controlling agency or PIC. ATC shall not clear participating controlled flights to enter an AMC manageable area without an entry clearance from the responsible coordinating unit. ATC shall request entry clearances by forwarding estimates on all controlled flights to the coordinating unit.

4.3 All airspace violations shall immediately be reported to, and coordinated between, the relevant units.

5 Temporary displacement of the lower vertical limit of an AMC- manageable area

Deviation of air pressure and temperature from ICAO standard atmosphere may in certain circumstances generate a need to raise the lower limit of an area to allow non-participating traffic to fly within controlled airspace.

6 Use of SSR-transponder

Military aircraft will squawk STANDBY when necessary due to operational reasons. The following rules apply:

- a) Only allowed within active AMC-manageable areas.
- b) Aircraft shall be controlled by GCI.
- c) When operations requiring STANDBY mode are complete and prior to coordinating recovery, the transponder shall be activated.
- d) In exceptional cases military aircraft may be requested to squawk NORMAL until the situation is resolved.

Detailed coordination procedures shall be described at Level 3.