

ATTACHMENT 2

ADDITIONAL AIRSPACE ALLOCATION PROCEDURES

1. General

Training areas are designed to allow military training without reducing safety nor creating significant disadvantages for civilian traffic.

When operational factors such as weather or available crew/aircraft/SAR have changed after AUP publication, AA or CAOC may request area changes. Such changes shall, as far as practicable, be allocated at ASM Level 2 or 3 on the day of operation, see paragraph 6.

Activation on ASM Level 3 is not restricted by vertical limitations or time slots as long as traffic permits.

Unless otherwise specified all areas can be requested and allocated H24.

2. Timetable

The time reference in the European Route Network Improvement Plan (ERNIP), Part 3, Airspace Management Handbook, Procedure for Airspace Management, Section 4, paragraph 4.8.2.2 shall for Norway read "Before 13:00 local time on the day before operations (13:00 local time D-1)"

3. Military Airspace Requests

3.1 Military Airspace users

Military airspace users shall on D-1 confine their airspace requests to what is actually required (number and vertical extent of areas) based on:

- type of mission
- operational factors such as:
 - weather forecast; and
 - available crew/aircraft/SAR

Airspace requests shall take into account the limitations set forth in this agreement.

On the day of operations, the AUP shall be adhered to as long as operational requirements are met. Before requesting any change to the AUP the above listed factors shall be evaluated again.

Changing airspace after promulgation of the AUP disrupts the planning for both ATC and civilian airspace users. Changes shall therefore be kept to a minimum, keeping the above-described procedure in mind. As a part of the continuous work to document and improve the FUA in Norway, each change shall be recorded and handled as described in military procedures.

3.2 Airspace Request

3.2.1 AA shall submit an Airspace Utilization and Allocation Request (AUAR) which shall consist of the following elements:

- a) requested airspace including vertical limitations
- b) date and period (UTC) of planned activity
- c) type of activity
- d) responsible Coordinating unit(s)
- e) use of other areas not covered by the FUA procedure
- f) other information as necessary

AUAR shall be submitted through the LARA ASM tool, or by email as a backup procedure.

3.2.2 AA shall in accordance with own internal guidelines for airspace requests:

- De-conflict all military airspace requests
- Ensure that the AUAR takes into account the limitations set forth in this procedure
- Use paragraph e) or f) to indicate needs not covered by the agreement on Use of AMC Manageable Areas, such as tactical needs which cannot be promulgated by the AUP or transition flights to training areas outside Norway

4. Allocation of AMC manageable areas

4.1 Different vertical limits

Caution shall be exercised by all parties involved when military aircraft are utilizing adjacent areas with different vertical limits.

4.2 Utilization of areas

The allocation rules applicable for AMC at Level 2 do not preclude activation at Level 3.

4.3 Request and allocation rules

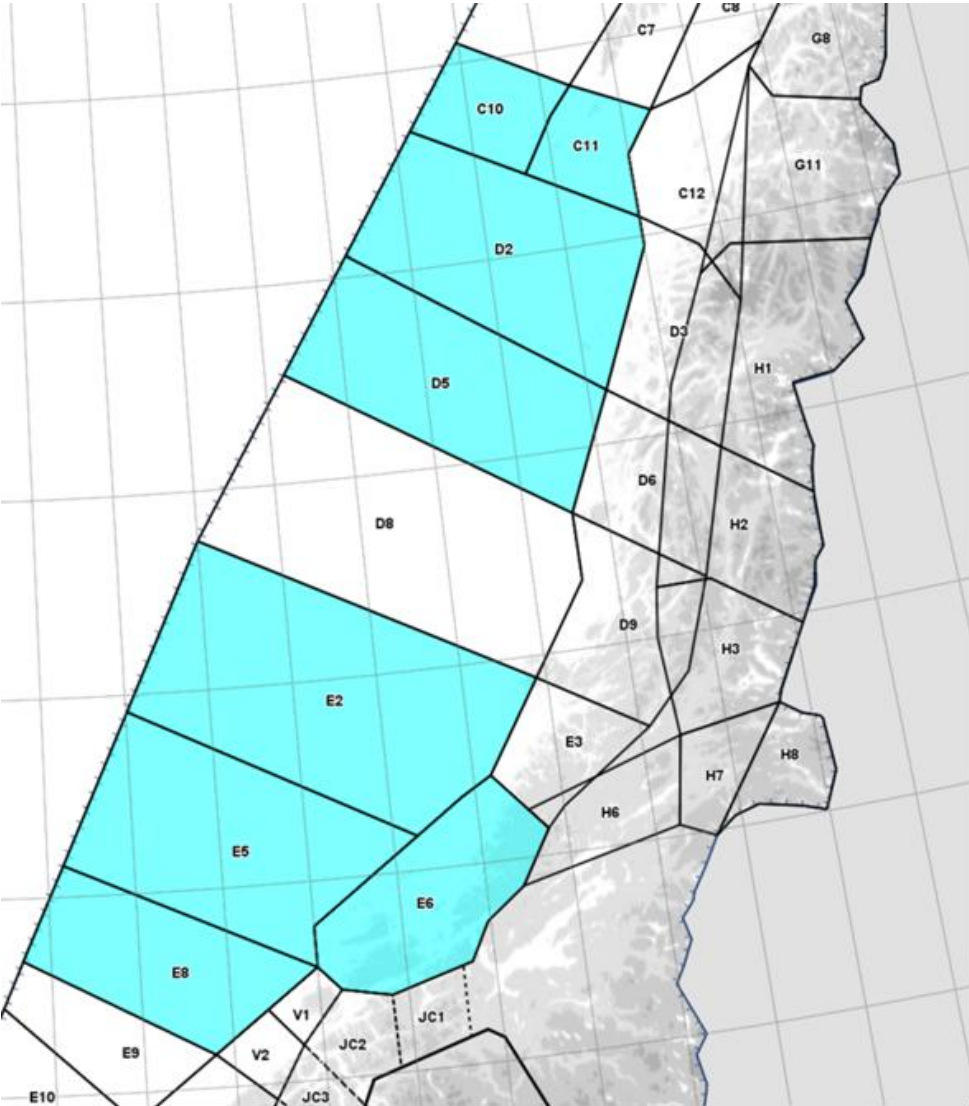
The following paragraphs define the rules for requesting and allocating multiple areas.

AMC Manageable Areas are published from GND/MSL to FL660.

Maximum three areas in a row (e.g. D2/D5/D8 or E2/E5/E8) can be requested and allocated simultaneously to FL660 in AUP/UUP. The next adjacent area can only be requested and allocated to maximum FL300 or below to allow transiting traffic.

Exemptions and further details are described in this procedure and LoA on use of AMC Manageable Areas level 3 between Avinor Flysikring AS and the Royal Norwegian Air Force.

Exercises or special circumstances requiring extended vertical limits and/or larger combinations of AMC Manageable Areas shall be coordinated in accordance with the Procedure on use of AMC Manageable Areas paragraph 2.4.



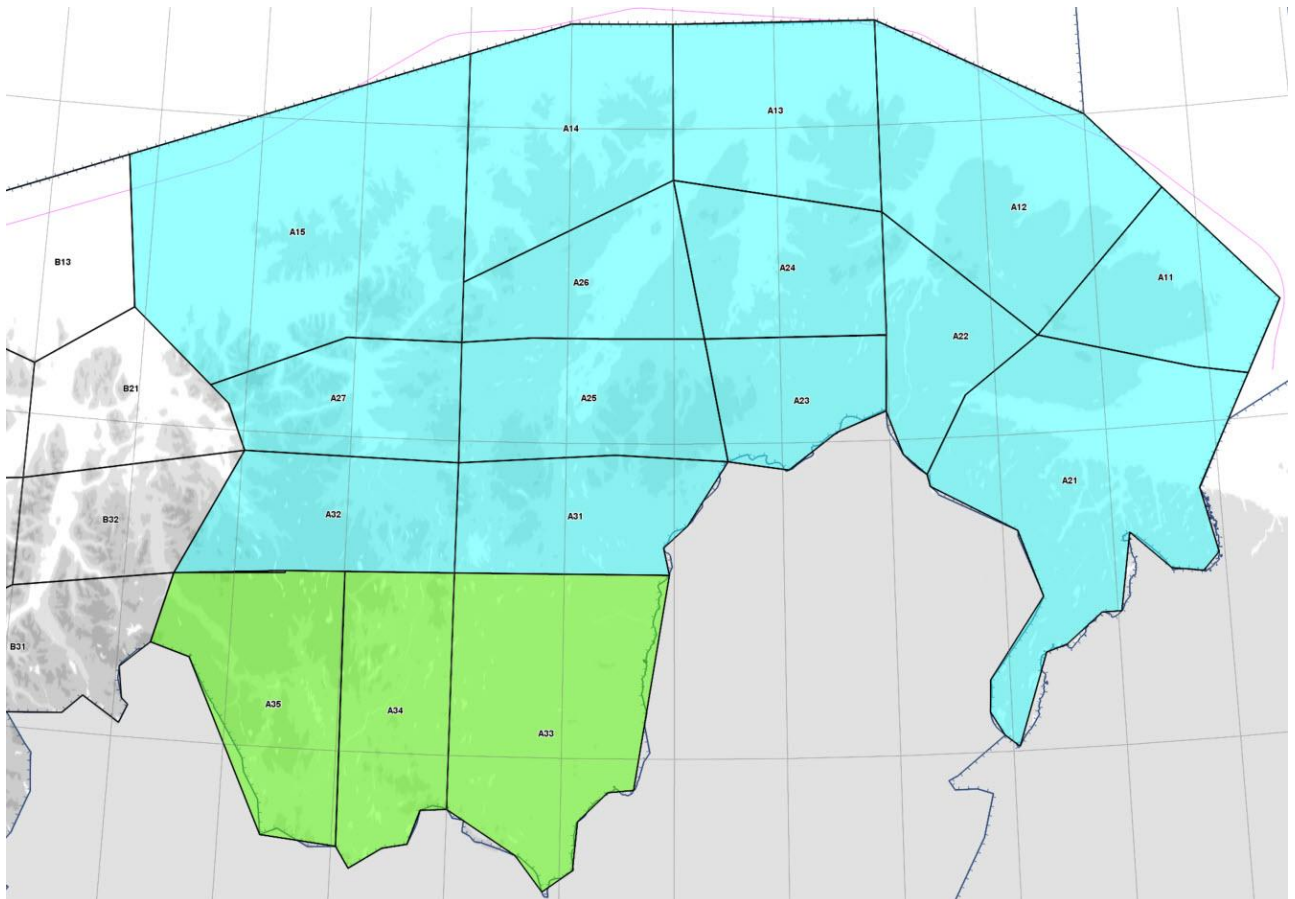
Example of area combinations

Simultaneous use of more than two blocks* of connected areas in Polaris ACC, Oslo shall be avoided, unless special activities so require. Special activities are subject to prior coordination with Polaris ACC, Oslo.

** One block of connected areas is regarded as being the unity of more than one area, which are connected and thus forming a block of adjoining areas, e.g. areas within J are one block of connected areas.*

4.3.1

A-areas, except A33/A34/A35, cannot be requested and allocated below FL200.

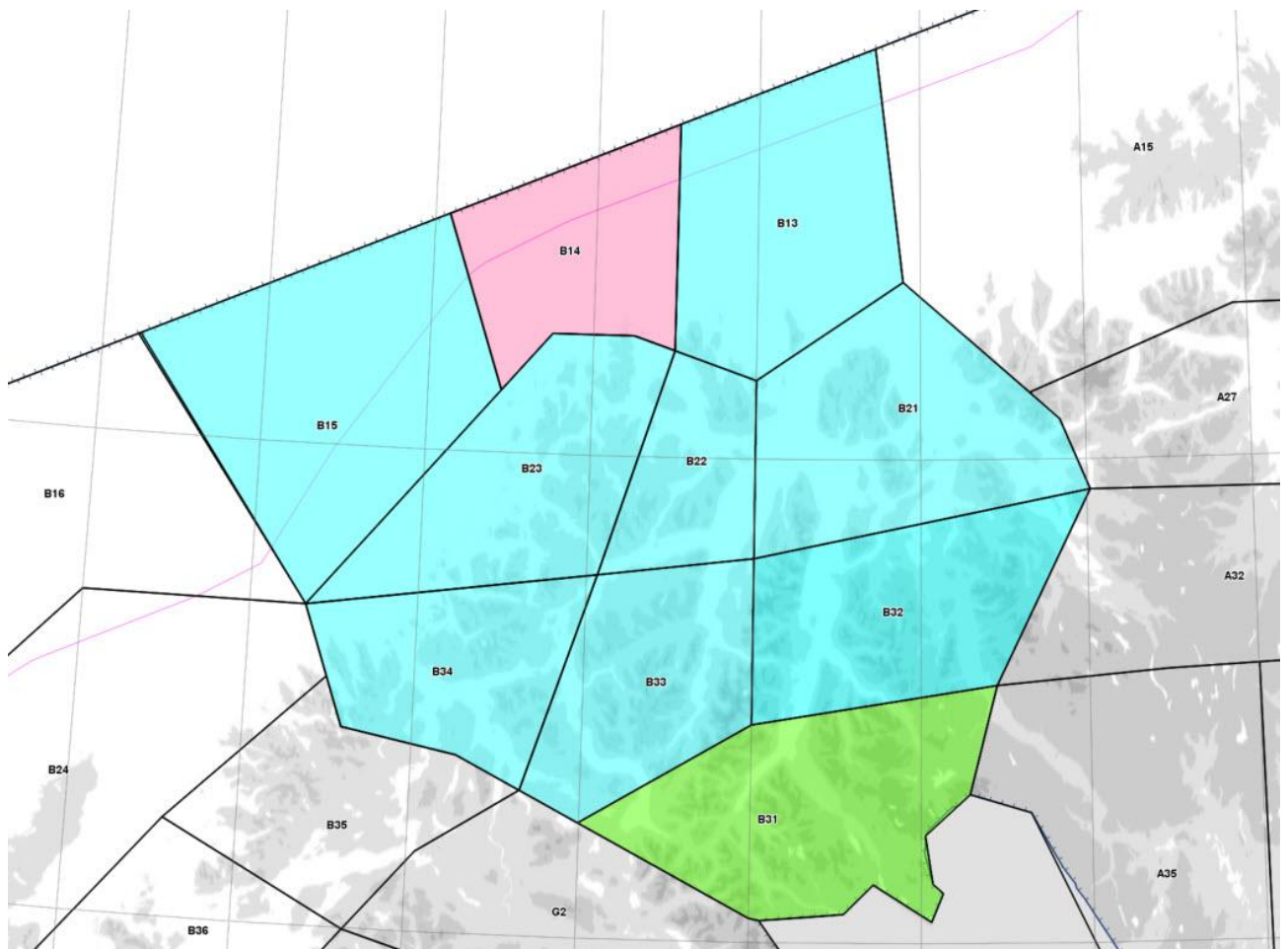


4.3.2

B-Areas in blue cannot be requested and allocated below FL200. These areas require pre-coordination between the AA and the ANSP before an airspace request is submitted.

B14 is intended for tactical use as a corridor, not to be requested and allocated in AUP/UUP.

B31 can be requested and allocated with lower limit 6 500 ft but requires pre-coordination between the AA and the ANSP before an airspace request is submitted.



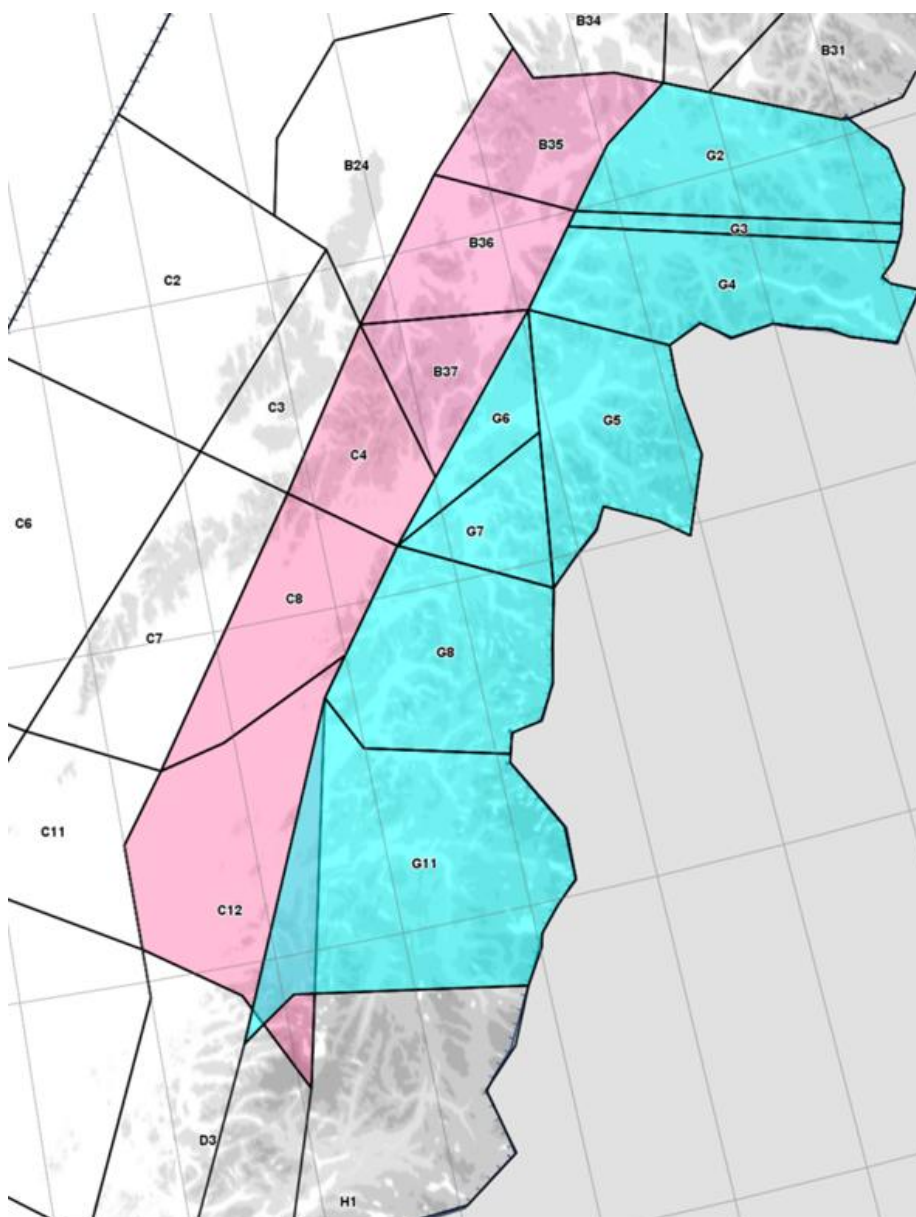
4.3.3

B35/B36/B37 are tactical corridors and shall not be requested and allocated, ref. 4.3.13.

C4/C8/C12 cannot be requested and allocated at the same time as the areas in blue (G2/G3/G4/G5/G6/G7/G8/G11).

G2 requires pre-coordination between the AA and the ANSP before an airspace request is submitted.

G11 and C12 cannot be requested and allocated below FL180.



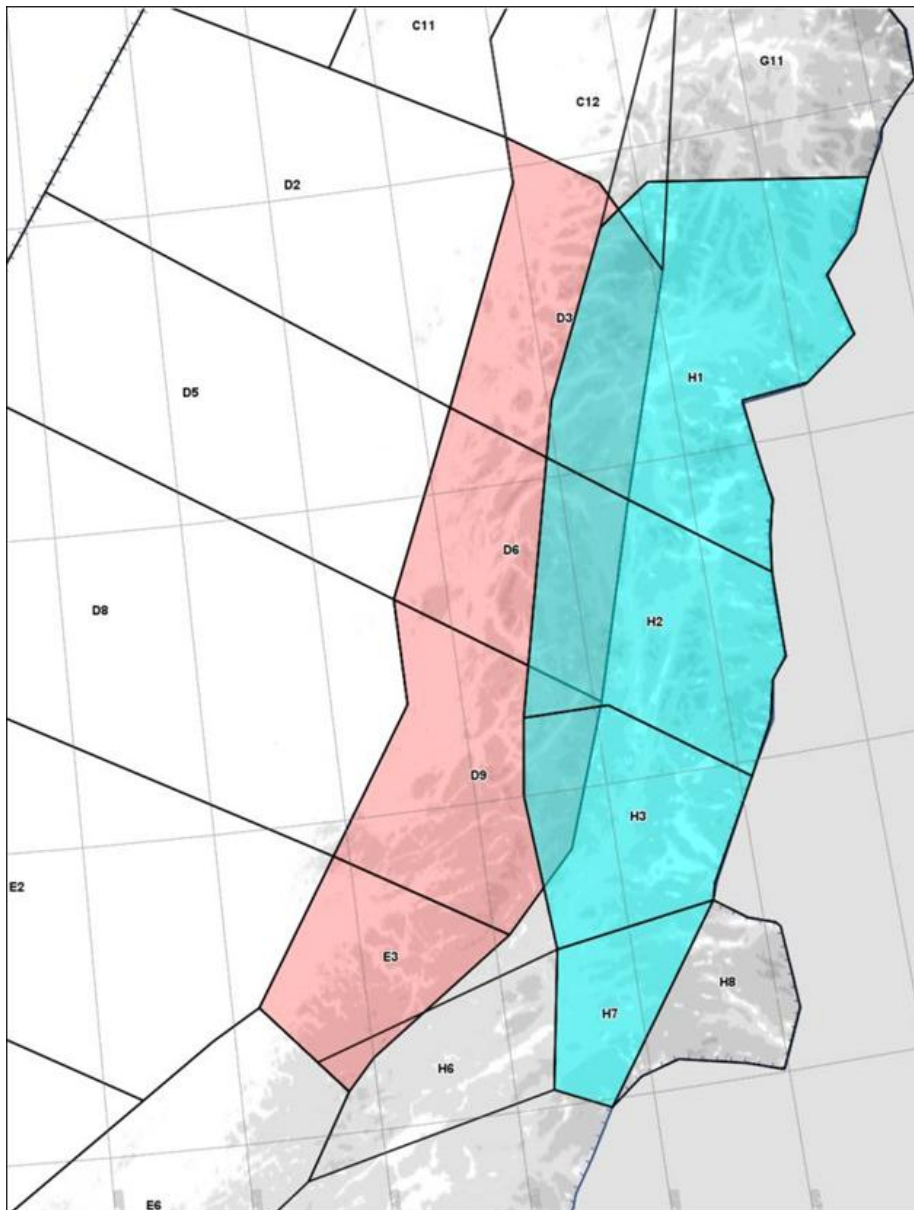
4.3.4

D3/D6/D9 and E3 cannot be requested and allocated below FL150.

H-areas cannot be requested and allocated above FL300.

H6 is a tactical corridor and shall not be requested and allocated, ref. 4.3.13.

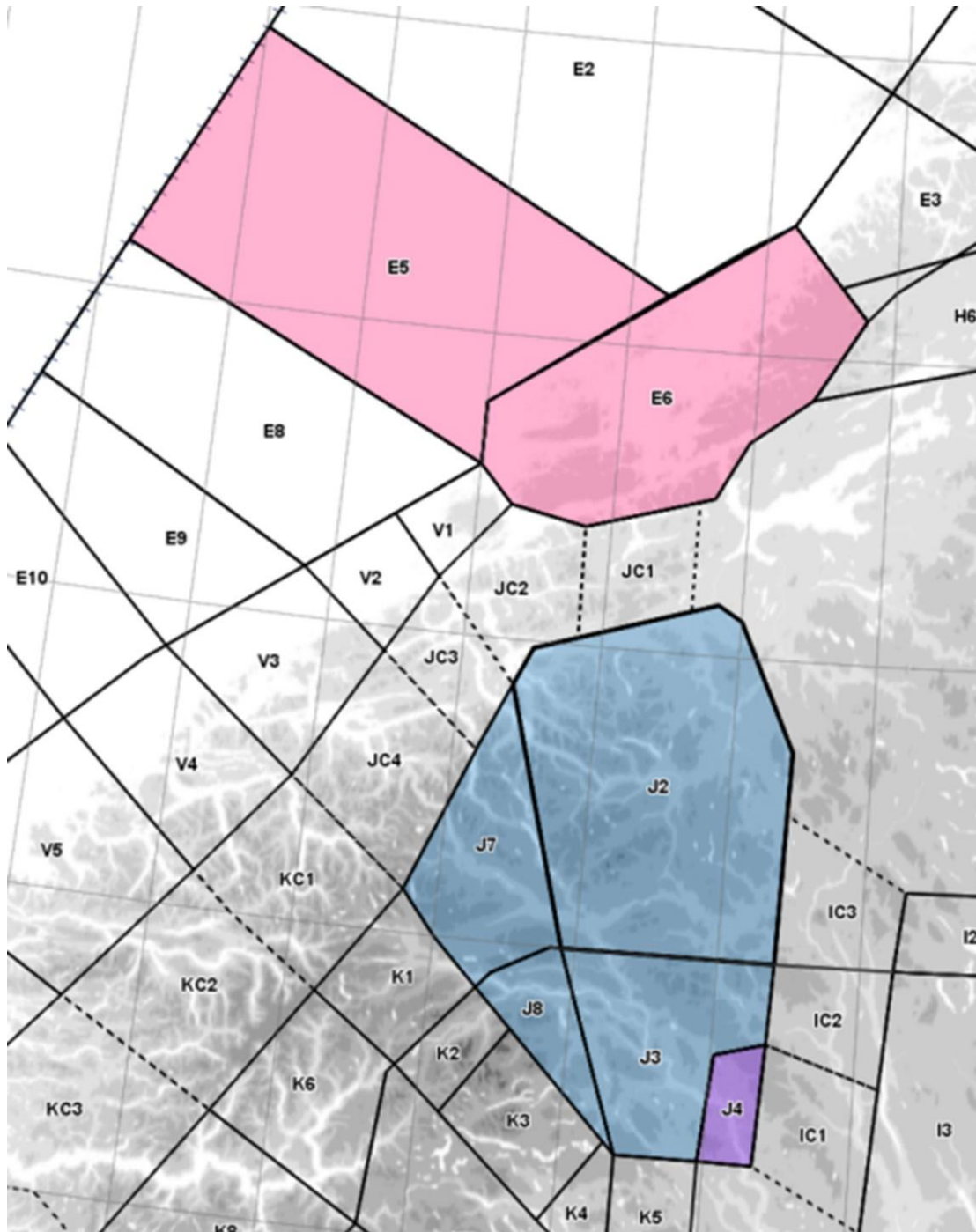
To allow for non-participating traffic in the north/south direction, the areas in red (D3/D6/D9 and E3) cannot be requested and allocated at the same time as the areas in blue (H1/H2/H3/H7).



4.3.5

E6 cannot be requested and allocated below FL175.

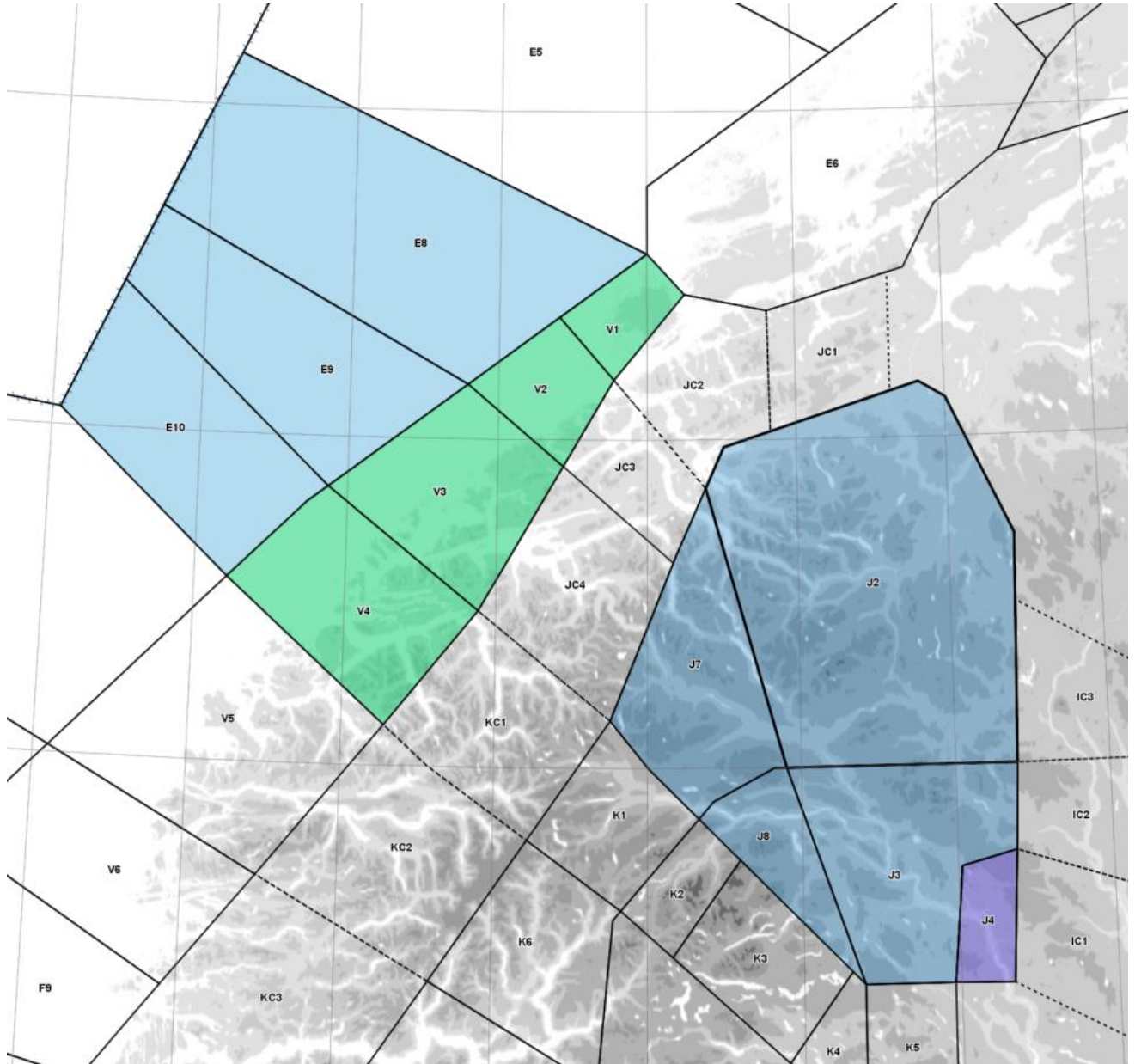
When the areas in blue (J2/J3/J4/J7/J8) are requested and allocated above FL300 the areas in pink (E5/E6) cannot be requested and allocated above FL300 at the same time, and vice versa.



4.3.6

V-areas cannot be requested and allocated below FL180.

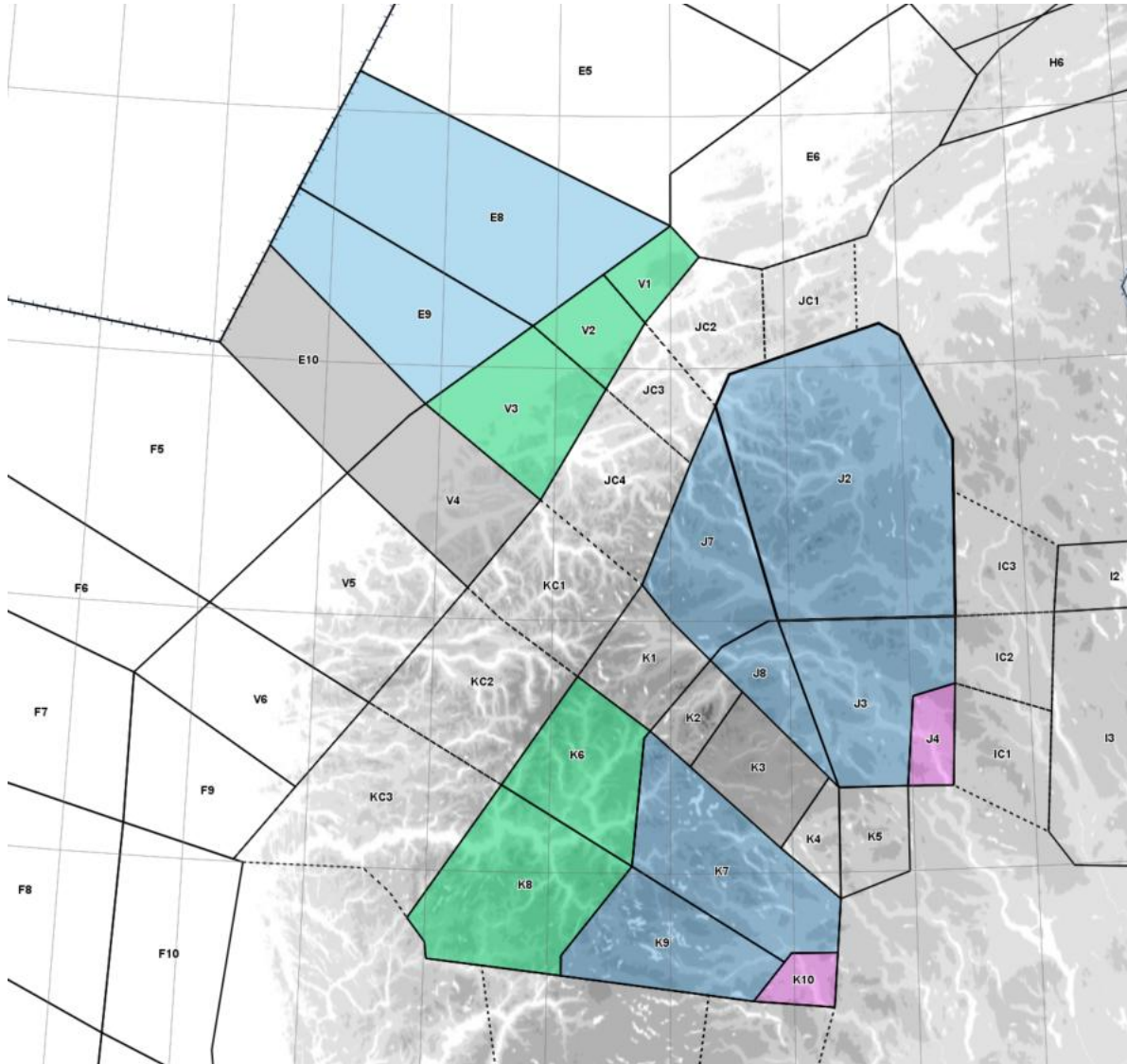
Areas in green (V1-V4) may be requested and allocated simultaneously to FL660 in AUP/UUP. V1/V2 considered as one area with regards to the rule of maximum three adjacent areas to FL660.



4.3.7

To allow transiting traffic with this combination of areas, K3 (corridor) can only be requested and allocated FL180-FL260, and V4 and E10 can only be requested and allocated to FL300 or below.

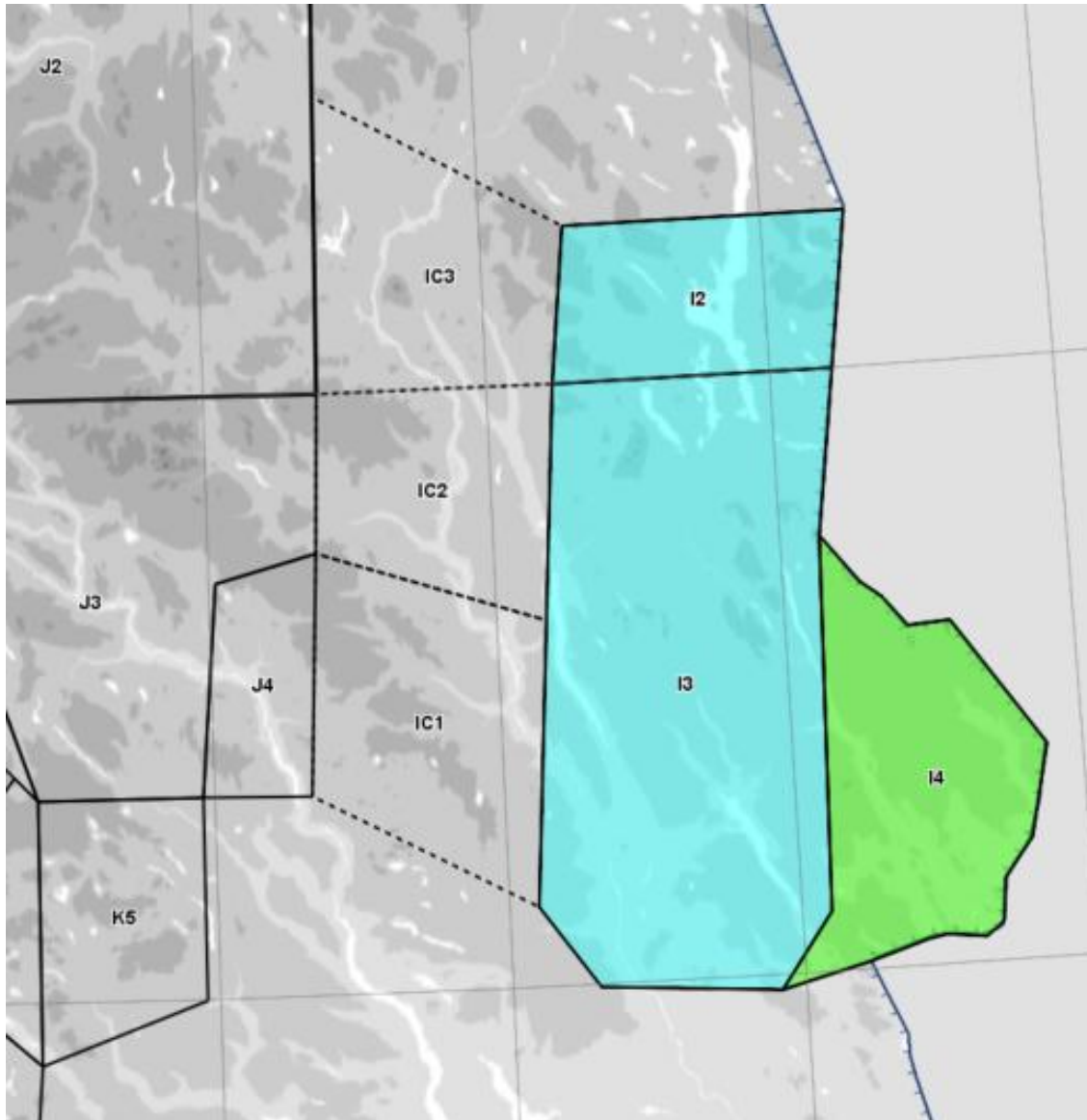
When BELGU holding is needed, J4 shall be handed back to ATC within 10 minutes.



4.3.8

I2/I3 cannot be requested and allocated above FL250.

I4 cannot be requested and allocated above FL150 and below FL95.

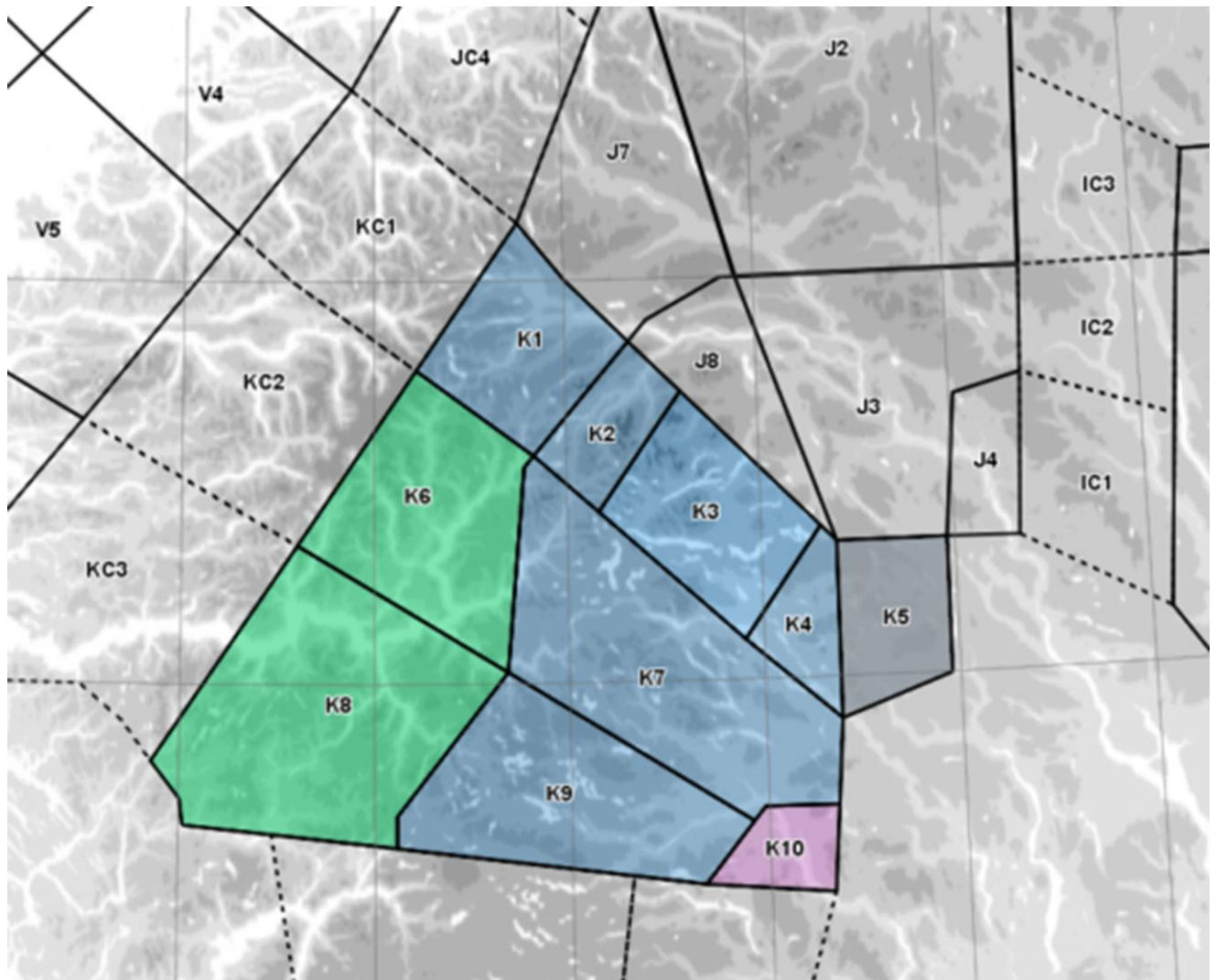


4.3.9

Areas K6 and K8 cannot be requested and allocated below FL160.

To allow departing traffic from ENGM via EVTOG SID, K5 cannot be requested and allocated together with K6 and K7.

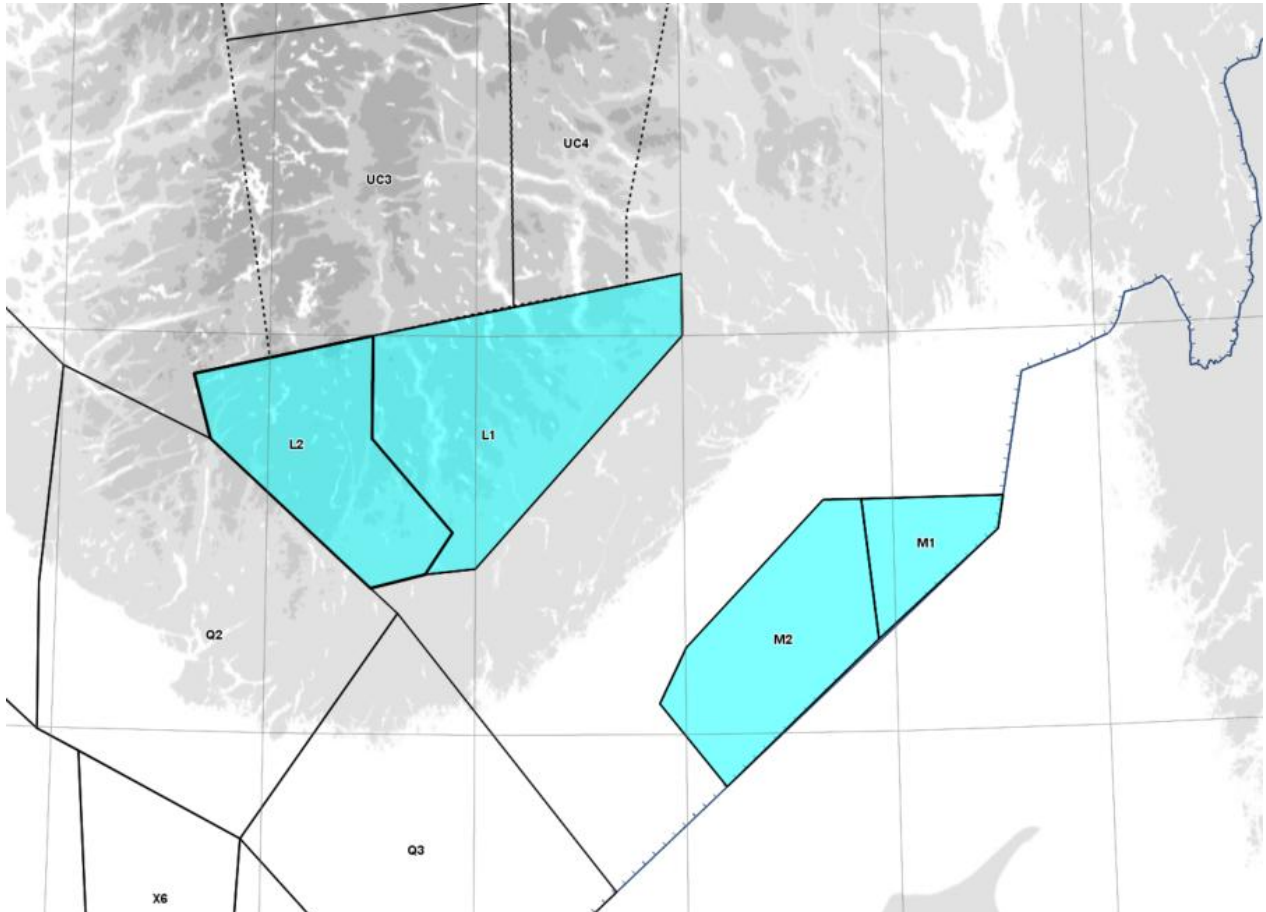
When ADOPI holding is needed, K10 shall be handed back to ATC within 10 minutes.



4.3.10

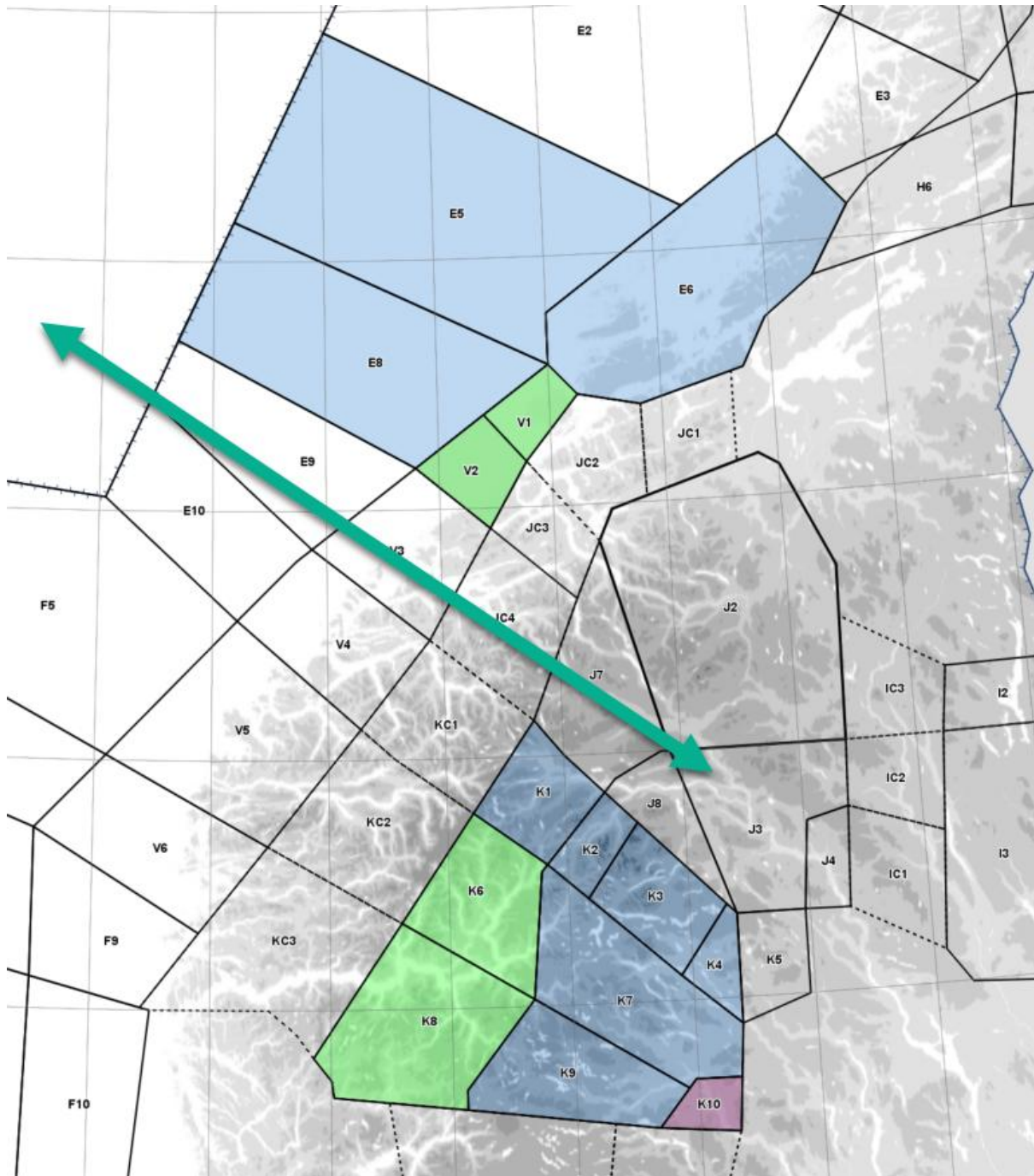
Areas L1/L2 and M1/M2 require pre-coordination between the AA and the ANSP before an airspace request is submitted.

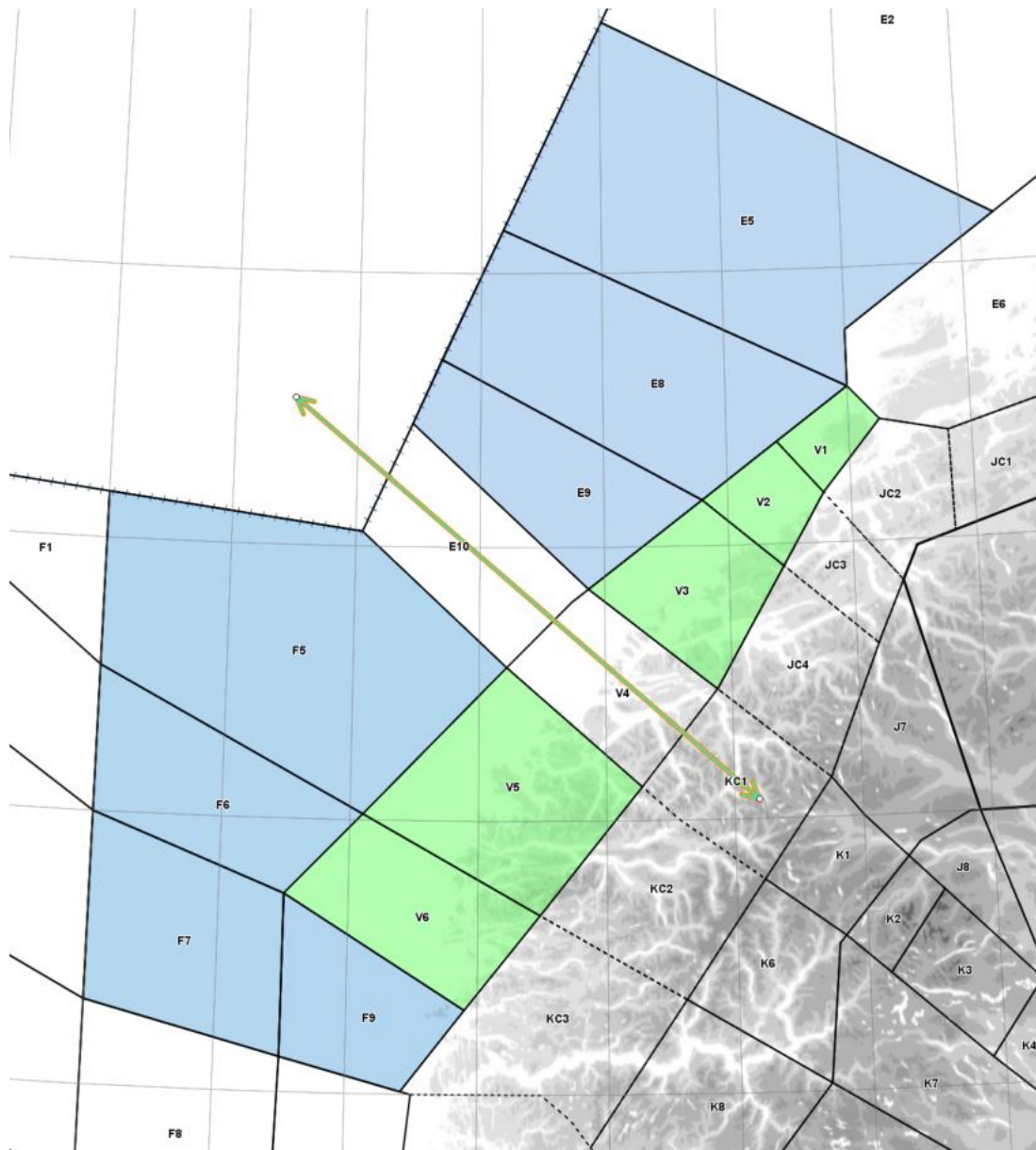
M1/M2 cannot be requested and allocated above FL300.



4.3.11

Examples of corridors for transiting traffic between blocks of areas.





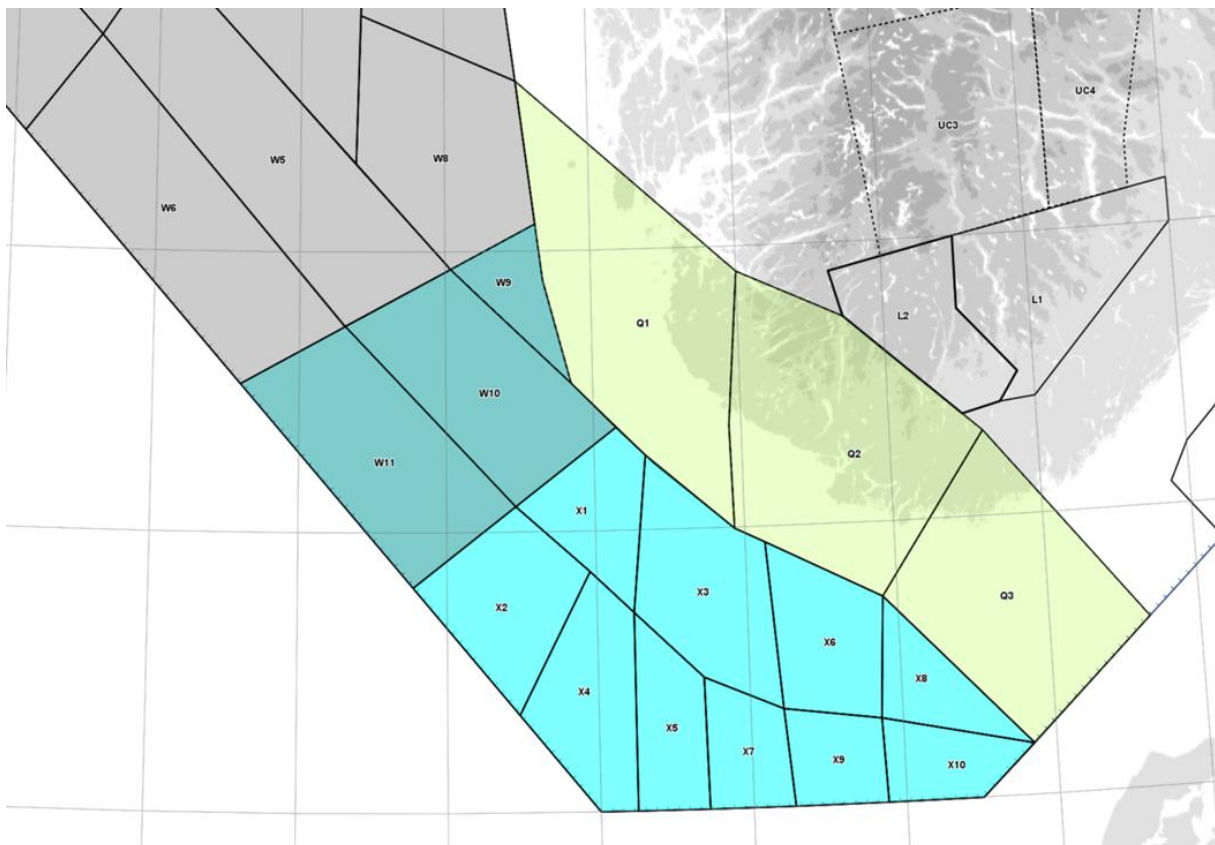
4.3.12

1. Civilian traffic is prioritized in areas W9, W10 and W11 (overflights and SID/STAR ENZV). If neither X-areas nor other W-areas will be used, W9, W10 and W11 can be requested and allocated up to FL300.

W10 and W11 can be requested and allocated up to FL120 in combination with other W-areas, except W9.

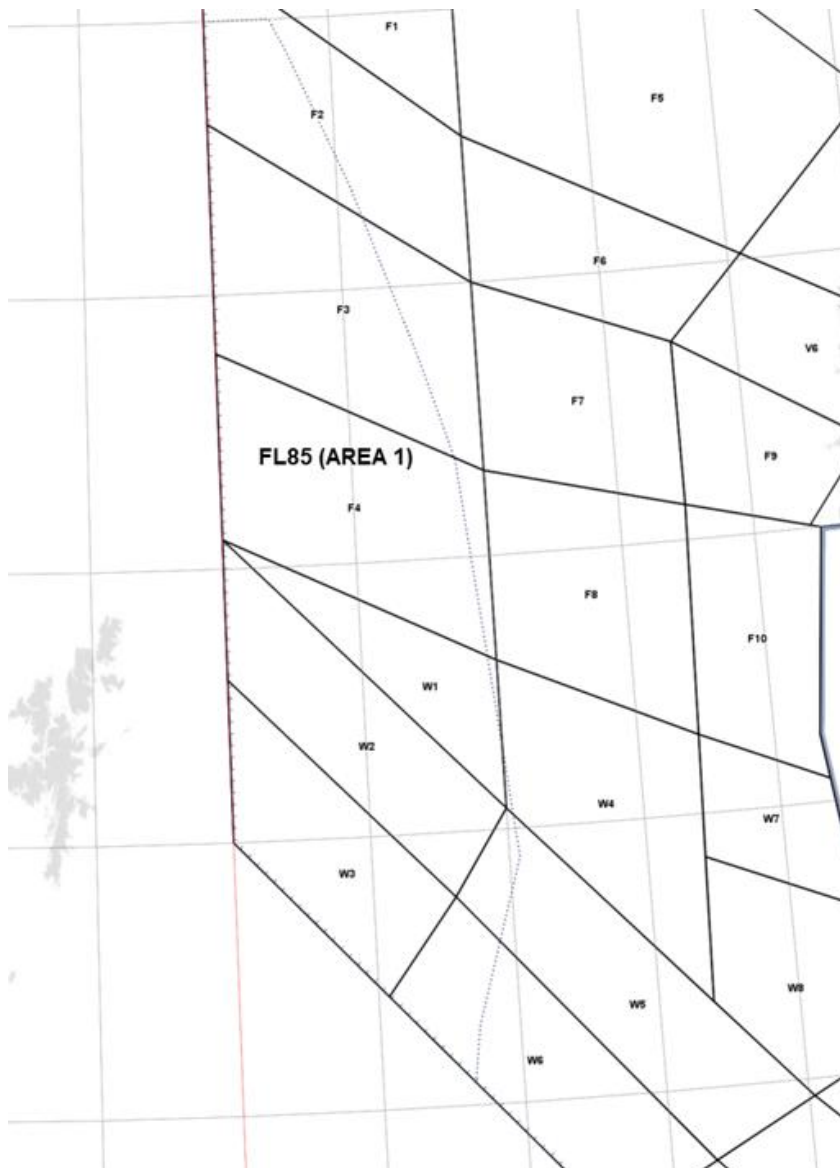
2. The below mentioned areas can be allocated simultaneously:

- X1-X10 can be requested and allocated up to FL300.
- W10 and W11 can be requested and allocated up to FL120.



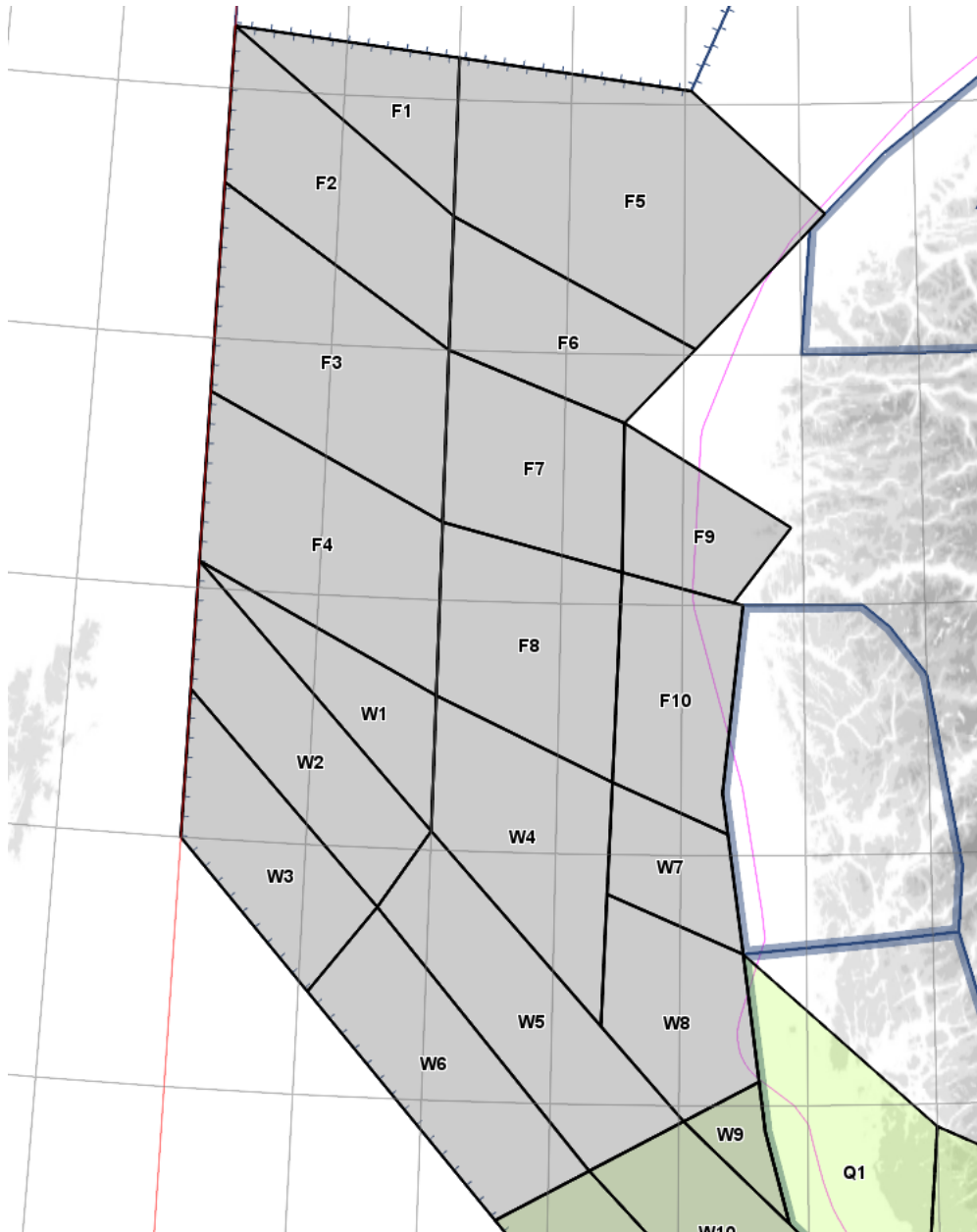
3. W1, W2, W3, W4, W5, W6, W7, W8 and F2, F3, F6, F7, F9 can be requested and allocated up to FL300.
4. Civilian traffic is prioritized in areas F4, F8 and F10. These areas shall only be used during exercises or under special circumstances. The number of areas activated, and the vertical limits, will be determined prior to each event by the CAA.

5. D5, D8, E2, E5, E8, F1-F10, W1-W11 and X1-X4 can be requested and allocated from FL90.



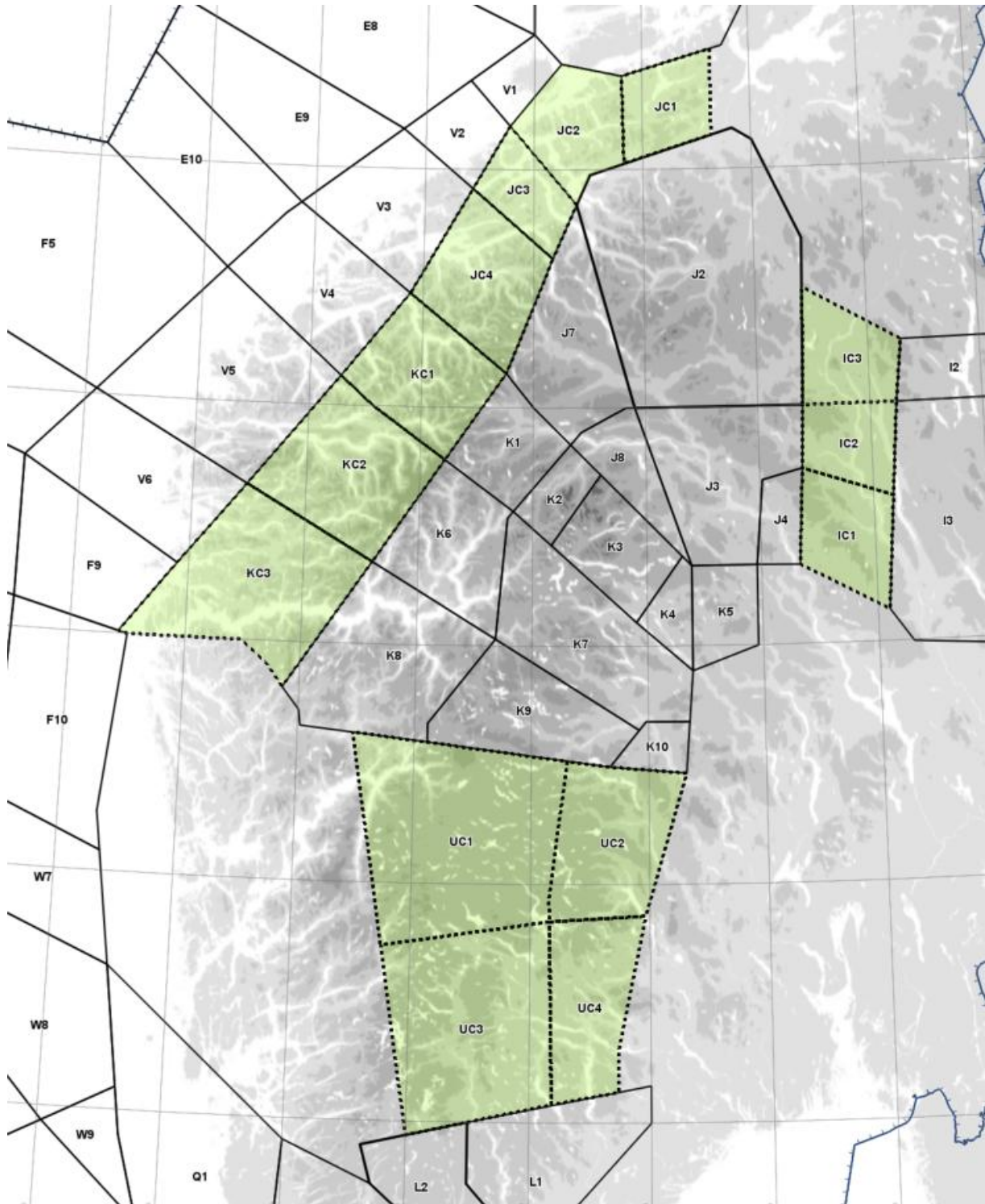
Note: In the western part of Polaris FIR, ATS has been delegated to the UK below FL85 (Area I), ref. AIP ENR 2.2.5.

6. Other levels and Q-areas shall only be used during exercises or under special circumstances. The number of areas activated, and the vertical limits, will be determined prior to each event by the CAA.



4.3.13

Areas intended for tactical use as corridors, not to be requested and allocated in AUP/UUP.

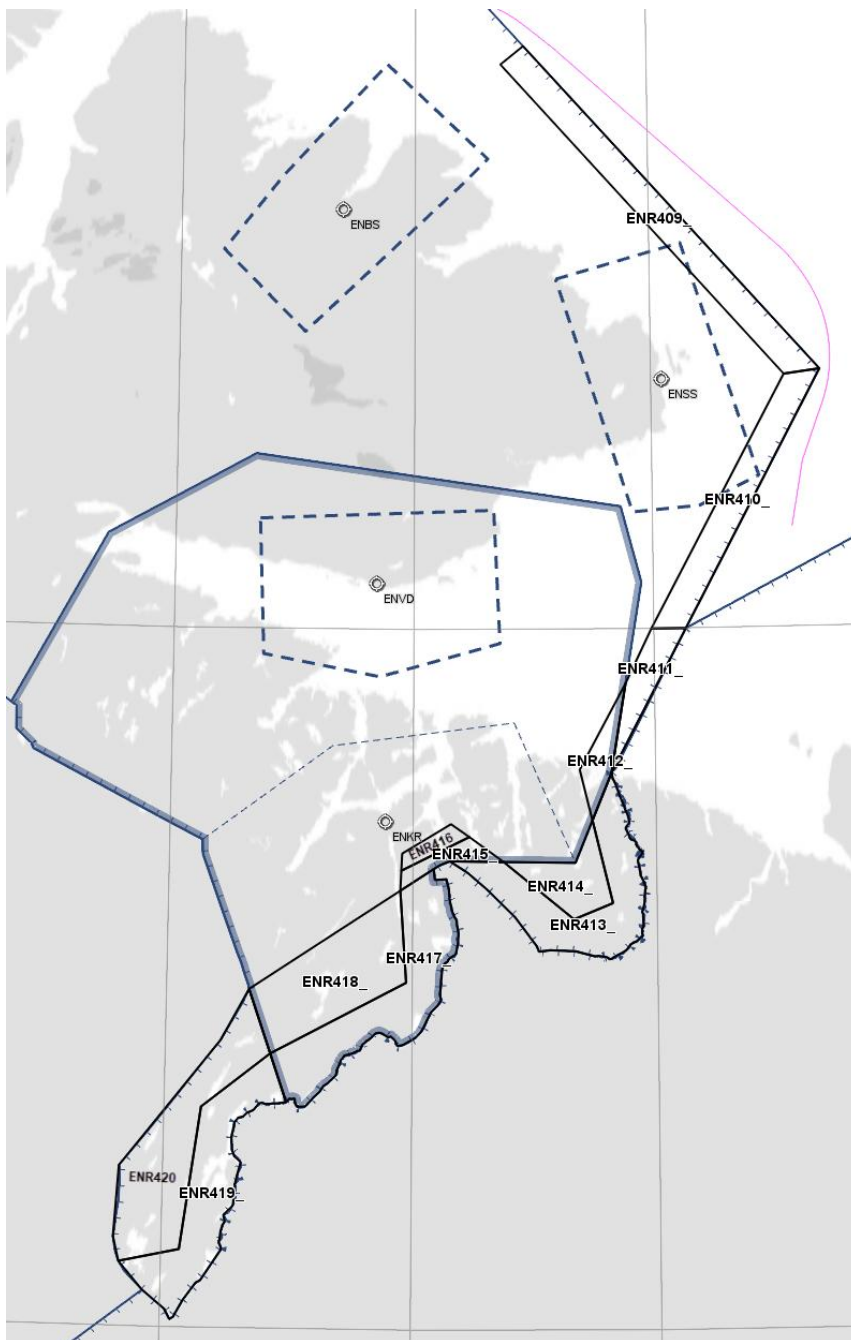


4.3.14

EN R409, EN R410, EN R411, EN R413, EN R414, EN R419 and EN R420 can be requested and allocated up to 4 500 ft.

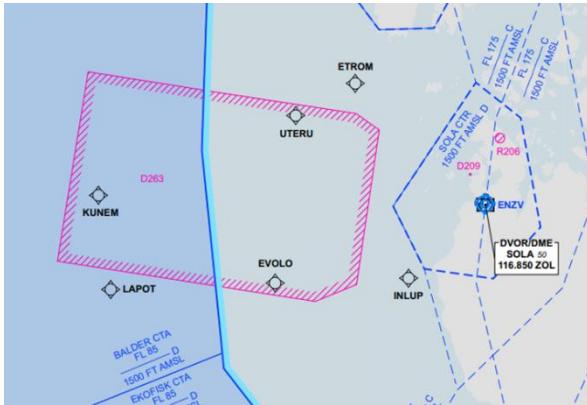
EN R412, EN R415, EN R416, EN R417 and EN R418 can be requested and allocated up to 2 500 ft.

The Norwegian Police and the Norwegian Armed Forces can, on their own legal basis, ad-hoc activate these restricted areas. Coordination with relevant ATS unit and publication via NOTAM is then required.



4.3.15

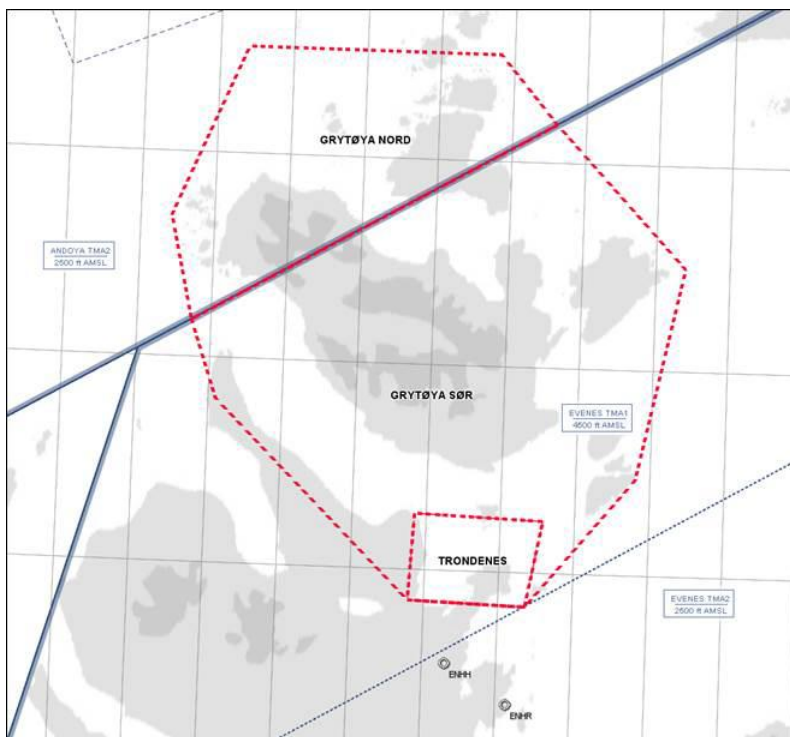
EN D263 “Klepp” can be requested and allocated subject to approval from Sola TWR/APP and Polaris ACC, Stavanger in accordance with the “Operational Arrangement for conducting flights inside danger areas EN D263 to support NATO FORACS activity” between Avinor Flysikring AS and Combined Air Operations Centre (CAOC).



4.3.16

EN T739 and EN T740 can be requested and allocated up to 4 500 ft.

EN T738 can be requested and allocated up to 2 500 ft.



4.3.17

EN R424 can be requested and allocated up to 3 000 ft.



5. Reallocation of an AMC manageable area

Flights mentioned in Attachment 3 – paragraph 2 shall be given priority over all military operations. The allocated area will be withdrawn, and an adjusted area will be allocated to ensure that the relevant flights remain segregated from the military activity. The relevant Coordinating Unit shall acknowledge to ATC that the military traffic is confined to the reallocated area.

6. Airspace request not in accordance with AUP and allocation by UUP

Any changes to the AUP shall be promulgated through UUP in accordance with ERNIP Part 3.

Airspace change requests from AA (prior to start of operation) shall be forwarded to AMC.

Airspace change requests from Coordinating Unit (during operations) shall be forwarded to the relevant supervisor at Polaris ACC.

Requests for areas exceeding AUP/UUP that negatively affects non-participating traffic shall not be activated at Level 3.

7. Air Traffic Flow and Capacity Management (ATFCM)

7.1 General

None of the measures listed in paragraph 7 shall prevent ATC from taking any measures needed to ensure flight safety.

Paragraphs 7.2 and 7.3 describe two different scenarios, one when immediate action is required and one when regulations are planned.

7.2 Ad hoc regulations

7.2.1 ATC (FMP) shall first regulate civilian traffic as necessary to allow for the continued use of military training areas.

7.2.2 The relevant supervisor shall then coordinate with AMC to agree upon solutions to increase the capacity. AMC shall include AA in this process. This may include a reduction in the number of activated areas, the vertical or horizontal extent of the areas or reallocation of military activity to other areas within the same AoR or to another AoR.

7.2.3 Based on the outcome of 7.2.2, the restrictions on the civilian traffic in 7.2.1 may be revised.

7.3 Planned regulations

The relevant supervisor shall, as soon as possible, coordinate with AMC any known problems which may affect upcoming AUP/UUP and agree upon solutions to minimize the impact on civilian and military operations. AMC shall include AA in this process.

8. Data collection

AMC shall ensure that historical data as specified in EUROCONTROL Specification for the Application of the Flexible Use of Airspace (FUA) PERF-REQU-05 are collected and archived.