

Procedure on Use of AMC Manageable Areas

Established by

**Norwegian
Civil
Aviation
Authority
(CAA)**

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DOCUMENT CHANGE RECORD

The following table records the complete history of the successive editions of amendments to the present document:

Edition Number	Edition date	Reason for change	Pages affected
1.0	07.04.2011	Adjusted procedure in accordance with «Forskrift om fleksibel bruk av luftrommet» (BSL G 4-2)».	All
2.0	04.03.2013	Clarification of procedures, revised airspace, editorial.	All
3.0	19.09.2013	Clarified and added procedures, new definition and abbreviations, editorial.	All
3.1	13.11.2014	Editorial, revised Birch 7B, revised Corridor Dovre, revised transponder procedures, revised charts.	All
4.0	12.11.2015	Revision of procedure title, areas, area names and associated procedures.	All
5.0	28.01.2021	Change from «agreement» to «procedure established by CAA» including editorial.	All
6.0	04.11.2021	Re-designed airspace in the southern part of Norway, added updated charts and text. Added TRA as type of area, editorial.	All
7.0	25.01.2024	Re-designed airspace in the northern part of Norway, added updated charts and text.	All
8.0	12.06.2025	Re-designed airspace in the northern part of Norway, added updated charts and text.	All

1 General

1.1 Purpose

The purpose of this document is to define the procedures to maintain and improve flight safety and to promote the Flexible Use of Airspace (FUA) within the Polaris Flight Information Region (FIR) and Bodø Oceanic Flight Information Region (OFIR).

The procedure reflects the requirements in national Regulation 14 December 2021 No 3530 on the Flexible Use of Airspace (hereafter referred to as BSL G 4-1), which states that the purpose of said regulation is to establish a safe, socially beneficial and effective traffic flow taking into consideration all airspace users and national rules on priority. BSL G 4-1 implements in national law the Commission Regulation (EC) no 2150/2005 on the Flexible Use of Airspace.

1.2 Content

This procedure with attachments (see below) describes the general principles, airspace available and procedures valid for Polaris FIR and Bodø OFIR.

Attachment 1: Description of areas

Attachment 2: Additional airspace allocation procedures

Attachment 3: Supplementary procedures

Attachment 4: Abbreviations

1.3 Publication

This procedure is published on the CAA [web site](#).

1.4 Parties involved

Airspace Management Cell (AMC)

See article 2.2.

Area Control Centre (ACC)

The civil coordinating and controlling unit.

Approved Agency (AA)

Approved Agencies (AAs) are units, which are authorised by the national civil and military airspace authorities to take part in the management of an Airspace Management Cell for airspace allocation and utilisation matters.

Coordinating Unit

A military unit responsible for coordinating activation/de-activation of allocated airspace. A Coordinating Unit can be a Control and Reporting Centre (CRC) or an Air Control Unit (ACU).

Controlling Agency

A military unit responsible for tactical control of military aircraft inside activated airspace. A Controlling Agency would normally be a CRC but can also be an Airborne Warning and Control System (AWACS), an ACU or any other assigned units.

Military airspace users

Military airspace users as approved by AA.

2 Airspace management levels, responsibilities and procedures

In accordance with the principles laid down in Commission Regulation (EC) no 2150/2005, airspace management shall be organized and coordinated at three levels: the strategic, pre-tactical and tactical level.

2.1 Level 1 - Strategic Airspace Management (Strategic ASM)

The CAA is the national airspace authority in Norway and is responsible for the Strategic ASM (Level 1). In order to conduct its tasks, and in accordance with BSL G 4-1 § 28, the CAA appoints a Civil-Military Airspace Committee (Sivil-militær luftromskomiteé). The Committee is assisted by an advisory ATM expert group (FUA RE).

Military Aviation Authorities (MAA) are responsible for matters concerning operations under OAT rules for military flights. These operations are defined as tasks that cannot be operated under GAT rules. The Norwegian Armed Forces will as far as possible and practicable operate under GAT rules.

In cases where operational needs dictate operations that cannot adhere to GAT rules, said operations will adhere to OAT rules. Through ASM Level 1, the CAA establishes the working structures for ASM Levels 2 and 3, lays down the procedures to be followed at pre-tactical and tactical levels, and agrees priority rules and negotiation procedures for airspace allocation at ASM Level 2 and Level 3.

2.2 Level 2 - Pre-Tactical ASM

The Joint Air Operations Centre (JAOC) is authorised to be AA for the Norwegian Armed Forces and shall de-conflict all military airspace requests prior to submitting an Airspace Utilization and Allocation Request (AUAR) to the AMC.

According to BSL G 4-1 §§ 28 and 30, CAA has appointed a joint civil-military airspace management cell (AMC Norway). AMC Norway is located at Polaris ACC, Bodø. Staffing is a joint responsibility between the appointed Air Navigation Service Provider and the Norwegian Armed Forces. The appointed Air Navigation Service Provider ensures civilian staff. The Norwegian Armed Forces will man the AMC to the extent needed to ensure acceptable coordination at levels 2 & 3.

AMC Norway shall perform pre-tactical ASM at Level 2 through day-to-day management and temporary allocation of airspace as described in attachment 1 to this procedure. Conditions and procedures described in “The European Route Network Improvement Plan (ERNIP), Part 3, Airspace Management Handbook, Procedures for Airspace Management” shall be adhered to. Additional procedures for AMC Norway are contained in Attachment 2 to this procedure.

Note: The ERNIP Part 3 is available at: [European Route Network Improvement Plan \(ERNIP\) - Part 3 | EUROCONTROL](#)

2.3 Level 3 - Tactical ASM

Tactical ASM Level 3 consists of the real-time activation, deactivation or reallocation of the airspace allocated at Level 2 and the resolution of specific airspace issues and/or traffic situations between ATS units and military coordinating units, as appropriate. Coordination procedures for Level 3 shall be described in a Letter of Agreement (LoA) between the appointed Air Navigation Service Provider and the Norwegian Armed Forces.

2.4 Applicability of the procedure

For daily military training, airspace shall be requested and allocated according to this procedure.

For military exercises requiring larger combinations of AMC Manageable Areas and other rules for prioritization, the airspace allocated at Level 2 shall be used to the extent possible. In these cases, the exercise planning team shall coordinate with the CAA to agree on a timeline for planning activities tailored to the specific event.

For events or operations that are not part of an exercise and requiring combinations of AMC Manageable Areas that are not described in this procedure and its Attachments, the CAA Norway may instruct the AMC to accept such requests from the AA. Such cases include operations requiring Level 1 involvement.

If new, modified, or restricted airspace areas are required, Regulation 14 December 2021 No 3530 on airspace organization (BSL G 4-1) applies.

3 Revision of the procedure

All necessary and requested revisions of the procedure, including attachments, shall be forwarded through own organization and will be handled by the advisory ATM expert group on behalf of the Civil-Military Airspace Committee.

Revisions shall be distributed by the CAA at least four weeks in advance to the appointed Air Navigation Service Provider and the Norwegian Armed Forces and shall enter into force on an AIRAC date. The content of the revision may necessitate longer lead time for implementation, as indicated by the parties involved.

4 Interpretation and settlement of disputes

Should any doubt or diverging views arise regarding the interpretation of any provision of this procedure, or in case of dispute regarding its application, the issue shall be discussed in the Civil-Military Airspace Committee.

Should no agreement be reached within the Committee, the parties will follow the procedure laid down in BSL G 4-1 § 28.

5 Validity

This Procedure becomes effective 12.06.2025.