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Airspace Management and AMC Austria

1. INTRODUCTION

This AIC provides notification to airspace users about *Airspace Management (ASM)* in general terms as laid down in the *Eurocontrol ASM handbook*, the application of the *Flexible Use of Airspace (FUA)* concept and about the establishment and tasks of AMC Austria.

2. GENERAL

According to *European Route Network Improvement Plan (ERNIP) - Part 3, Procedures for Airspace Management - The ASM Handbook* - the objective of ASM is to achieve the most efficient use of the airspace based on actual needs and, where possible, to avoid permanent airspace segregation while optimizing the network performance.

3. FLEXIBLE USE OF AIRSPACE CONCEPT AS DESCRIBED IN THE ASM HANDBOOK

The basis for the FUA concept is that airspace should no longer be designated as either military or civil airspace but should be considered as one continuum and used flexibly on a day to day basis. Consequently, any necessary airspace segregation should be of a temporary nature.

One of the major objectives is the more efficient use of airspace by civil and military users through the implementation of the FUA concept. Airspace Management Cells (AMCs) will ensure that there is a more effective sharing of ECAC airspace through joint civil/military strategic planning and pre-tactical airspace allocation.

Effective application of the FUA concept requires the establishment of a national High-Level Airspace Policy Body (HLAPB) in each of the ECAC States. This body is tasked with the continuous reassessment of national airspace, the progressive establishment of new flexible airspace structures and the introduction of procedures for the allocation of these airspace structures on a day to day basis. The States are required to establish adequate real time civil/military coordination facilities and procedures so as to fully exploit the FUA concept. The practical application of the FUA concept relies on national or sub-regional Airspace Management Cells (AMCs) for the daily allocation and promulgation of flexible airspace structures, and on the Centralised Airspace Data Function (CADF) within the Network Manager (NM).

NM is in charge for the dissemination of the daily availability of non-permanent ATS routes and daily allocation of areas, including associated information (e.g. restrictions, mandatory intermediate points etc.) for FPL purposes, particularly relevant in the Free Route Airspace.

The FUA Concept is based on three Levels of ASM which have been identified as:

3.1. Strategic ASM - ASM Level 1

Strategic ASM at ASM Level 1 consists of a joint civil and military process within a national HLAPB, which formulates the national ASM policy and carries out the necessary strategic planning work, taking into account national and international airspace users' requirements. In order to maintain a flexible airspace organisation, ECAC States continually assess their national airspace and route structures. At ASM Level 1, the States determine the working structures for ASM Levels 2 and 3 and give them the authority required to carry out their tasks. The States lay down the procedures to be followed at these tactical and pre-tactical levels and agree on priority rules and negotiation procedures for airspace allocation at ASM Levels 2 and 3.

3.2. Pre-Tactical ASM - ASM Level 2

Pre-Tactical - ASM Level 2 consists of the day-to-day management and temporary allocation of airspace through national or sub-regional AMCs and in coordination with the NM. It can start at D-6 and carries on the Day of Operations with updates of the airspace plans.

AMCs are joint civil/military ASM focal-points which have the authority to conduct ASM within the framework of the States' airspace structures, priority rules and negotiation procedures as laid down by the national HLAPB.

From D-6 to D-2, AMCs collect available information and publish DRAFT AUPs as far as required. At D-1 AMCs promulgate the airspace allocation as an Airspace Use Plan (AUP). Changes to the airspace plan are notified via UUPs.

The available information notified with DRAFT AUPs from D-6 to D-2 is published on the NOP Portal. Information notified via AUP at D-1 and any UUPs afterwards are consolidated in EAUP/EUUP, daily published on the NOP Portal and used via B2B service to provide information to Aircraft Operators (AOs) for flight planning purposes.

3.3. Tactical ASM - ASM Level 3

Tactical - ASM Level 3 consists of the real time activation, deactivation or real time reallocation of the airspace allocated at ASM Level 2 and the resolution of specific airspace problems and/or traffic situations between civil and military ATS units and/or controlling military units and/or controllers, as appropriate.

Real time access to all necessary flight data, including controllers' intentions, with or without system support, permits the optimised use of airspace and reduces the need to segregate airspace.

4. FLEXIBLE USE OF AIRSPACE CONCEPT – APPLICATION IN AUSTRIA

In Austria the agreement on the implementation of the FUA concept was achieved on ministerial level between the Federal Department for Transport, Innovation and Technology and the Federal Department of Defence.

5. AMC AUSTRIA

AMC Austria is a joint civil-military Airspace Management Cell operated by Austro Control Ges.m.b.H. (ACG) and the Austrian Joint Force Command Air.

AMC Austria is conducting ASM at ASM Level 2.

5.1. Main tasks of AMC Austria

- Collection of airspace requests.
- Mid-term airspace management (e.g. large scale military exercises, aerial survey flights, test flights, photo flights, ...).
- Day to day airspace planning (e.g. day to day management and temporary allocation of national airspace according to user requirements, production of AUP/UUP including CDR 2 availability).

5.2. Duty hours of AMC Austria

Monday - Friday 06:30 - 16:30 (05:30-15:30) UTC, except legal holidays.

5.3. AUP/UUP

The Austrian airspace allocation is published in a daily Airspace Use Plan. This AUP has to be ready D-1 before 15:00 (14:00) UTC, has to be released D-1 before 16:00 (15:00) UTC and will be published by Centralised Airspace Data Function (CADF) on the Eurocontrol Network Operations Portal (NOP)

<https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html>

in section *European AUP/UUP (EAUP/EUUP)*.

Validity period of the AUP is from D 06:00 until D+1 06:00 UTC

Additionally, a NOTAM is published, containing the activation times and vertical limits of activated MTAs and activated danger areas.

As there are updates to the AUP possible, up to 31 UUPs can be released and published in accordance with the UUP procedure laid down in AMC/CADF Operations Manual.

Contents of Austrian AUP/UUP can be:

- NIL, in case no RSAs (Restricted Airspaces) are activated, or
- RSAs (Restricted Airspaces such as Military Training Areas, Danger Areas) including FUA restrictions where applicable

5.4. Aerial survey flights, photo flights and other civil "missions"

Application for these flights shall be forwarded to AMC Austria, ideally via e-mail to amc@austrocontrol.at and at least 5 working days in advance.

These 5 working days are necessary for coordination purposes and to evaluate the impact of the requested mission on the ATS unit(s) concerned.

If, for whatever reason, the 5 working days pre notification time is not achievable by the applicant, the mission might not always be approved as expected.

Application shall include:

- Contact person and company name, if applicable
- Callsign / registration
- Purpose of the flight
- Requested area of operation, drawn on an actual map
- Requested Flight Levels
- Flight Rules
- The planned duration of the mission
- Planned dates and requested times, if applicable

Additional information, if available:

- Aircraft type
- Aerodrome of departure
- Aerodrome of destination

Applicants will receive an answer via e-mail, including an internal reference number and further information (e.g. telephone number of responsible Supervisor(s)) or instructions/guidance related to the application request.

During the telephone coordination between the applicant of the mission and the Supervisor(s) concerned further details will be discussed and the applicant will be informed that depending on prevailing IFR traffic situation, clearance for aerial survey flights and/or any other civil mission can be granted as expected, modified, refused or delayed. A refusal may be expected if other missions or dense IFR traffic are planned to operate within the same area or within the same or adjacent ATC sectors.

This telephone coordination shall be initiated by the applicant and shall take place at least 2 hours before EOBT except when flights are planned VFR above FL195, then the coordination shall be executed at least 3 hours before EOBT. (Details may be obtained from AIP Austria, ENR 1.2. item 2.1. h)).

5.5. Postal address, telephone connections, e-mail addresses

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Alternate contact outside the hours of operation of AMC Austria:

Supervisor ACC Wien
TEL: +43 5 1703 2111
FAX: +43 5 1703 2176
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6. ABBREVIATIONS

AMC	Airspace Management Cell
ASM	Airspace Management
ATC	Air Traffic Control
ATS	Air Traffic Services
AO	Aircraft Operator
ATCC-V	Air Traffic Control Centre Vienna
AUP	Airspace Use Plan
B2B	Business to Business
BMLV	Bundesministerium für Landesverteidigung (Ministry of Defence)
CADF	Centralised Airspace Data Function
CDR	Conditional Route
ECAC	European Civil Aviation Conference
EAUP	European Airspace Use Plan
EOBT	Estimated Off Block Time
ERNIP	European Route Network Improvement Plan
EUUP	European Updated Airspace Use Plan
FPL	Flightplan
FUA	Flexible Use of Airspace
HLAPB	High Level Airspace Policy Body
IFR	Instrument Flight Rules
MTA	Military Training Area
NM	Network Manager
NOP	Network Operations Portal
RSA	Restricted Airspace
UUP	Updated Airspace Use Plan
VFR	Visual Flight Rules

Article 2, parts of article 3 and parts of article 6 of this document (AIC) are quoted from the Eurocontrol homepage and are subject to © Eurocontrol

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