**Model Template**

**FLEXIBLE USE OF AIRSPACE MANUAL**

# Record of Amendments and Corrigenda

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| AMENDMENTS | | | |  | CORRIGENDA | | | |
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**INTRODUCTION**

## Objective

1. The Flexible Use of Airspace (FUA) Manual (henceforth referred to a ‘Manual’) for [State XYZ] has been prepared by [*Insert names of organizations…* CAA/ANSP/DGCA/AIR FORCE/NAVY/ARMY/…etc.,] It is aimed at providing comprehensive guidelines for matters pertaining to implementation of FUA in [State XYZ] in harmonic fashion.
2. The FUA Manual has taken into consideration the recommendations of the International Civil Aviation Organization in this regard, [*Inset document references*…ICAO Cir 330, ICAO Doc 9750…etc.]. FUA shall be facilitated through both strategic coordination and dynamic interaction, thus allowing the implementation of optimal flight paths, reducing operating costs of airspace users while protecting the environment, whilst paying due heed to security considerations and providing for military operational requirements.

## Scope

1. The FUA Manual – [State XYZ], has been developed to be used in the [Insert the name of FIR/FIRs], taking into account the operational improvements and airspace optimization initiatives in the short and medium term, and particularly in accordance with ATS route network optimization in the region. This Manual will apply to all civil and military use of flexible airspace structures.

## National Background

[NOTE: The following text is only indicative and may be expanded based on the State’s analysis of Civil Military Cooperation and Flexible Use of Airspace)

1. Military aviation places a lot of emphasis on a secure national airspace. Civil Military Cooperation is based on effective real time communication.
2. The goal of civil-military cooperation and coordination should be based on a dialogue between civilian and military authorities, with a clear understanding that supporting the civil air navigation infrastructure is consistent with the military mission to defend the nation’s interests. The objective is to make better use of airspace using mechanisms such as the exchange of flight plan and surveillance data.
3. One of the gaps identified in the current system is a lack of a policy and procedures for FUA, which hampers airspace design and management by not allowing the application of an optimal airspace structure and the use of optimum flight paths. The limitations that have been identified include the existence of permanently reserved airspace, primarily for military purposes, which although justified from a national security point of view, pose constraints on airspace planning, which prevents direct flights between airports of origin - destination and/or city pairs. The endeavour, made using FUA principles, should permit civil flights through such areas, when not being utilized by the military.
4. Improved civil/military coordination and cooperation strengthens airspace safety, allows for a more efficient ATS route structure, reducing miles flown and fuel consumption and, consequently, CO2 emissions into the atmosphere, and increases airspace capacity.
5. It also increases the availability of additional airspaces for military usage, on a day to day basis, where the requirements cannot be met in the existing reserved airspaces should also be considered.

## Basic Airspace Management Principles and Strategies

1. States are suggested to include the following principles in compliance with ICAO:

* all available airspace should be managed in a flexible manner, whenever feasible;
* airspace management processes should incorporate dynamic flight paths and provide optimal operational solutions;
* when conditions require segregation, based on different types of operations and/or aircraft, the size, shape and time zones of said airspace should be determined to minimize impact on operations.
* the use of airspace should be coordinated and monitored in order to accommodate the conflicting requirements of all users and minimize any constrains on operations;
* Airspace reservation should be planned in advance with changes made dynamically whenever possible. The system also need to accommodate short-notice unplanned requirements ; and
* the complexity of operations may limit the degree of flexibility.

1. Coordination and cooperation between Civil and Military authorities shall be organized at Strategic, Pre-tactical and Tactical management level aimed at increasing airspace safety and capacity and improving the efficiency and flexibility of air operations;
2. Consistency among Airspace Management, Air Traffic Management, Air Traffic Flow Management, and Air Traffic Service should be established and maintained at the three airspace management levels (strategic, tactical and pre-tactical);
3. Airspace reservation for exclusive or specific use of certain user categories shall be temporarily applied only during limited periods of time depending on actual use and it shall be disregarded as the activity that motivated it ceases to be, and it shall follow the procedures set forth in ICAO documents and Annexes.
4. Air Traffic Service Units and users will make the best possible use of available airspace,
5. Coordination and Collaborative Decision Making by ATS, ATFM units, and effective application of the Flexible Use Of Airspace concept should be consistent and permanent during the strategic, pre-tactical and tactical phases of airspace management;
6. Adequate resources should be allocated for an effective implementation of the Flexible Use of Airspace concept, taking into account both Civil and Military needs; and
7. Security of national airspace shall be paramount and will not be compromised at any stage.

## FUA Manual – Structure and Content

1. The FUA Manual takes into consideration the National security situation), the national background on civil/military cooperation and the current and future requirements as well as the Global benchmarks and best practices and the principles of FUA enshrined in various ICAO Annexes and Documents.
2. The Manual is organized as follows:

* **Chapter - 1** contains definitions.
* **Chapter - 2** contains details of implementation of FUA in [**State XYZ**] and the ASM Level 1 embodies the three levels of Airspace Management; ASM Level 1, 2 & 3, Flexible Airspace Structure, Particular application of FUA concept, Priority Rules, Transition to FUA Concept.
* **Chapter - 3** contains procedures for Airspace Change Proposals, Joint Design of Airspace at ASM Level 1, Allocation of airspace at ASM Level 1, ATS-ASM-ATFM relationship (Subject to the implementation of ATFM)
* **Chapter - 4**  contains procedures pertaining to ASM level 2 (Pre-tactical Management), details of airspace Management Cells (AMCs), Allocation and Notification process, based on Airspace requests.
* **Chapter - 5** contains procedures involved in publication, promulgation and dissemination of ASM information including AIP, airspace use plan, updated airspace use plan etc.
* **Chapter - 6** contains details of Air Defence Requirements, Cooperation between Civil and Military ATS Units in case of Air Defence violations, interception of civil aircraft etc.
* **Chapter - 7** contains processes and procedures at ASM Level 3 (Tactical Management).
* **Chapter - 8** contains details of Civil Military Cooperation and Interoperability of their systems.

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# Chapter 1: Definitions

[States are encouraged to use the terms in compliance with ICAO]

[States can adopt additional terms depending on their own needs and situations]

# Chapter 2: General

## Implementation of FUA

1. High level recommendations, master plans, national law on LUA, State adoption of FUA and establishment of a nation level CMAC body.

## *Name of National CMAC Body* Establishment, Constitution and TORs

1. The Composition of the *[Name of National CMAC Body]* is as follows:
2. xxx

|  |  |  |
| --- | --- | --- |
|  | Designation/Organization | Status |
| 1 |  | Chairman |
| 2 |  | Member |
| 3 |  | Member |
| 4 |  | Member |
| 5 |  | Member |
| 6 |  | Member/ Convener |
| 7 |  | Member |

## Major functions and responsibilities of *Name of National CMAC Body*

1. The *[Name of National CMAC Body]* is vested with the responsibility of implementation of Flexible Use of Airspace (FUA)
2. The *[Name of National CMAC Body]* is responsible for the formulation of National Airspace Use Policy and carries out necessary strategic planning work, taking into account national and international airspace requirement.
3. The body also shall develop policy guidelines and procedures for airspace allocation for ASM1, ASM2, ASM 3 levels.

## *[Name of National CMAC Body]* Terms of Reference

[Considering inserting the TORs as deemed fit, the following texts are listed as an example for reference]

1. *continuous assessment/re-assessment of National airspace usage requirements of various stake holders and Route structures.*
2. *establishment of Flexible Airspace Use (FUA) structures and the introduction of procedures for the allocation of these airspace structures.*
3. *to improve safe and effective regulation and Management of airspace and its supporting infrastructure.*
4. *to designate military Special Use Airspace (SUA), and to review the continuing use, dimensions and activation timing at regular intervals not exceeding five years.*
5. *to improve coordination for implementation and harmonization of Civil and Military ATC Systems with common features and applications.*
6. *standardize CNS/ATM infrastructure where it supports a civil/military interface.*
7. *\*to setup appropriate committees/sub-committees/advisory bodies at appropriate levels for implementation or taking suitable decisions for implementation of FUA [\*if necessary].*
8. *any other issue vital to Flexible Use of Airspace*

## Three ASM levels

1. The FUA Concept is based on three Levels of ASM which have been identified as:
2. **Strategic** **ASM** - ASM Level 1,
3. **Pre-Tactical** **ASM** - ASM Level 2, and
4. **Tactical** **ASM** - ASM Level 3.

1. The three ASM Levels correspond with Civil/Military ATM coordination tasks. Each Level is related directly to, and impacts on, the others.

## ASM Level 1 – Strategic Management

1. Strategic ASM at ASM Level 1 consists of a joint civil and military process within a [*Name of National CMAC Body*], which formulates the National ASM policy and carries out the necessary strategic planning work, taking into account National and International Airspace Users’ requirements, within the framework of National security requirements.
2. In order to maintain a flexible airspace organization, there ought to be a continual assessment of the national airspace and route structures. At ASM Level 1, the working structures for ASM Levels 2 and 3, should be determined and authority required to carry out their tasks, should be given to them. The procedures to be followed at these pre-tactical and tactical levels and the priority rules and negotiation procedures for airspace allocation at ASM Levels 2 and 3 should be determined by the *[Name of National CMAC Body]*.

## ASM Level 2 – Pre-tactical Management

1. 2.4.4.1 Pre-Tactical - ASM Level 2 consists of the day-to-day management and temporary allocation of airspace through AMCs .
2. Airspace Management Cell（AMC) *[****The AMC should take the form of a joint civil-military cell, if both civil and military authorities are responsible for airspace management in the State,, or the civil/military Airspace Management entity should get their counterpart engaged in the process.****]*  has the authority to conduct ASM within the framework of the State’s airspace structures, priority rules and negotiation procedures as laid down by the National CMAC Body. The Airspace Management entity will collect and analyze airspace requests. After coordination the Airspace Management entity promulgates the airspace allocation. ***[For example, information can be promulgated as an airspace use plan, and changes thereto in an updated airspace use plan.]***
3. Airspace allocation information consolidated airspace use plan/updated airspace use plan is daily published on the ANSP’s dedicated portal and provided to Aircraft Operators (AOs) for flight planning purposes.

## ASM Level 3 - Real Time Use of Airspace

1. 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.
2. Real time access to all necessary flight data, including controllers’ intentions, with or without system support, permits the optimized use of airspace and reduces the need to segregate airspace.

## Flexible and adaptable airspace structures and procedures

1. A FUA concept can be based on the potential offered by flexible and adaptable airspace structures and procedures that are especially suited to temporary allocation and utilization like conditional routes, temporary reserved area (TRA), temporary segregated airspace (TSA) and cross-border area (CBA).
2. ***Conditional route.*** A conditional route (Figure 3-2) is a non-permanent ATS route or portion thereof which can be planned and used under specified conditions. According to its foreseen availability, flight planning possibilities and the expected level of activity of the possible associated TSA, a conditional route can be divided into the following categories:
3. Category one: permanently plannable;
4. Category two: non-permanently plannable; and
5. Category three: not plannable.
6. ***Temporary reserved area (TRA).*** A TRA (Figure 3-2) is airspace temporarily reserved and allocated for the specific use of a particular user for a determined period of time and through which other traffic may be allowed to transit under ATC clearance.
7. ***Temporary segregated airspace (TSA).*** A TSA (Figure 3-2) is airspace temporarily segregated and allocated for the exclusive use of a particular user during a determined period of time and through which other traffic will not be allowed to transit.
8. ***Cross-border areas (CBA).*** A CBA (Figure 3-3) is an airspace reservation/segregation established for specific operational requirements over international boundaries. CBAs are established to allow military training and other operational flights on both sides of a border. CBAs, not being constrained by national boundaries, can be located so as to benefit both civil and military aviation. CBAs, combined with the potential use of conditional routes through them, permit the improvement of the airspace structure in border areas and assist in the improvement of the ATS route network. Political, legal, technical and operational agreements between the States concerned are required prior to the establishment of CBAs. Formal agreements for the establishment and use of CBAs have to address issues of sovereignty, defence, legality, operations, the environment and search and rescue.

## Transition to the FUA concept

1. A State adopting the FUA concept is committed to reassess current national airspace and route structures with the aim of implementing a flexible airspace organisation.

# Chapter 3: ASM Level 1

## Airspace Change process

1. xxx

## Joint Design of Airspace

1. The typical cycle of activities can be mainly classified as Planning, Design, Validation and Implementation. The Global best practices include joint design of airspace which may minimize the delays in the long process of Airspace Change proposals.
2. On completion of the planning stage of an Airspace Change Proposal, it may augur well to include a joint evaluation of the Airspace Design by airspace experts from the ANSP Headquarters, ATC Centres, and Military airspace experts from their Headquarters, Command Headquarters and affected Military ATS Units. A joint design effort will minimize the delays in validation and implementation, since the considerations of both Civil and Military stakeholders has been obtained and recorded and the design suitably reiterated.

## Allocation of airspace in ASM Level 1

1. Major events planned well in advance, such as large scale military exercises, rocket launches etc., which require additional segregated airspace are subject to ***ASM Level 1*** coordination. Subsequently, these activities will be notified by AIS publication..
2. Military authorities or units which are involved in such well-planned Special Use of Airspace shall place their requirements before the Civil ANSP in adherence to prescribed lead times, as per norms laid down from time to time by the Civil ANSP and mutually agreed by all stakeholders.

## General

1. As an integral part of ATM, ASM should work in close cooperation with both ATS and ATFM.
2. An airspace structure reorganized to increase the accessibility of more airspace is accepted as essential to increasing the capacity of the ATS system and reducing delays.
3. In order to achieve an improvement in airspace use, the link between ASM and ATFM is harmonized at all the three Levels including compatibility between ATS, ASM and ATFM procedures and timetables.

## ASM/ATFM Relationship at Strategic Level - ASM Level 1

1. Both ASM and ATFM have a Planning Phase. In ASM Level 1, this consists of a periodical review of the use made of the airspace using traffic statistics and forecasts.
2. In this phase, ATFM identifies choke points, sector capacity and demand imbalances which should be examined in parallel with the ASM Level 1 review. This national periodical review process involving both airspace & route planners, ACCs/FMPs and Airspace Management Entity, should keep pace with the development of improved navigation capabilities, advanced ATC techniques and changes in user requirements.
3. The National Airspace Review including that of CDRs assists the airspace planning, to establish solutions to identified bottlenecks for the long term.
4. The Civil ANSP may consider the preparation and publication of a Route Availability Document (RAD) which enables ATC to maximise capacity by defining route restrictions that provide an organized system of major traffic flows while allowing aircraft operators flight planning flexibility. The RAD is therefore based primarily on permanent ATS routes and CDRs1 and includes route restrictions as published in the national AIPs, LoAs, NOTAMs and AIP Supplements. The RAD includes a number of permanent Routing suggestions to assist AOs in the preparation of their flight plans; these suggestions are advisory and not mandatory.

## ASM/ATFM Relationship at Pre-Tactical Level - ASM Level 2

1. In the pre-tactical ATFM phase, the ATFM Centre highlights areas of insufficient ATC capacity. Routing scenarios have to be considered to solve capacity shortfalls in coordination with AMCs/ACCs/FMPs concerned.
2. User requirements necessitating segregated airspace form the basis for requests and allocation of Temporary Restricted Areas (TRAs) and Temporary Segregated Areas (TSAs).

## ATC/ASM/ATFM Relationship at Tactical Level - ASM Level 3

1. If a reduction in the activation time of a TRA or TSA is agreed between units, the subsequent release of airspace enables civil ACCs to open certain CDRs and reroute traffic flows at short notice. Similarly, ATS units and/or controlling military units are able to use TRAs or TSAs at short notice taking into account the general ATFM plan. To enlarge or combine TRAs or TSAs civil ACCs may be able to allocate, at short notice, some flight levels of an ATS route segment for temporary use.

# Chapter 4: ASM Level 2

## ASM Level 2 – (Pre-tactical Management**)**

1. Pre-Tactical ASM at ASM Level 2 consists of the day-to-day management and temporary allocation of airspace through Airspace Management Cell AMC.
2. An AMC established with adequate representation from Civil and Military ANSP/ATSP/DGCA and Airlines, shall conduct the ASM Level 2 function.
3. The AMC shall have the authority to conduct the ASM function within the framework of airspace structures, priority rules and negotiation procedures as laid down in the FUA Manual approved by the *[Name of National CMAC Body]*.
4. The AMC shall have adequate authority to enable them to efficiently resolve conflicting airspace request and minimize the necessity for referral to higher authority.
5. The AMC shall strictly adhere to the policies formulated by the *Name of National CMAC Body]*, and engage in Collaborative Decision Making (CDM), within the framework of FUA and within the powers vested in it.

## Organizational structure of the AMC

1. The AMC may comprise of a Civil ANSP nominee, representatives from the Air Force, Army and Navy, representatives of the airport operators, airline operators and a representative from the regulatory body.

## Allocation & Notification process – General provisions

1. Agencies responsible for airspace activities should submit their requests for the allocation of airspace or routes - Temporary Segregated Areas (TSAs) or Conditional Routes (CDRs) - to the AMC, in adherence to the agreed conditions laid down in the SOP/LoA for the TSA/TRA activation and deactivation.
2. After the AMC has received, evaluated and de-conflicted the airspace requests, it will convey the allocation plan through a notification of the airspace allocation published in airspace use plan in advance.

## Airspace Requests

1. The requests for airspace use could be presented as a block of airspace required during a specified period of time with the possibility of moving the request in terms of time and flight levels.

## CDR requests

1. Requests for CDRs are normally based on capacity needs identified in the pre-tactical phase.
2. *[Include here State procedures for managing CDR requests]*

# Chapter 5: FUA Information Management

## Publication of ASM information

1. An important national task at ASM Level 1 is to publish in national AIPs the status of airspace structures and ATS routes under its jurisdiction.
2. Another task consists of the coordination of major events planned well in advance, such as large scale military exercises or air shows, which may require additional segregated airspace.
3. These particular activities need to be published by AIS publication such as NOTAM.

## Publication of CDR routes, their availability and conditions

1. Provide information on how CDR systems are described in the AIP, including the timing and means of activation or availability.

## Airspace use plan

1. The effective application of the FUA Concept requires that ASM Level 2 airspace allocation decisions are promulgated daily in an efficient, timely and accurate manner by the AMC by means of a airspace use plan message.

## Updated Airspace use plan

1. After the AMC has completed the allocation process, modification of the airspace allocation might be necessary in order to take advantage of the cancellation of any previously reserved airspace structure. This may also have to be resorted to in case of sudden unexpected requirements of military to close certain routes/portions of routes, additional activation of TRAs/TSAs and/or increased timings for already activated TRAs/TSAs is to be effected. Changes to the airspace allocation will be effected by the Airspace Management Entity through updated airspace use plans.
2. Updated airspace use plans will replace the current airspace use plans and previous updated airspace use plans according to the validity time described in the procedure. .

## ASM Level 2 Timetable

1. The application of the procedures described below will continue to allow the tactical management of CDRs and TRAs/TSAs according to the current procedures.
2. Outside the airspace use plan updated airspace use plan process the changes will continue to be treated at a tactical level and will be processed at the ATC level, informing the users tactically. Notification to pertinent ATC units will be provided tactically.
3. *[Include here a description of how ASM Level 2 plans, decisions and advisories are managed in the State.]*

# Chapter 6: Air Defence Requirements

## Air Defence Identification Zones (ADIZ)

1. Insert text on ADIZ

## Requirement for Air Defence Clearance (ADC)

1. Insert text on action following failure to comply with any restriction or deviating from flight plan; interception etc.

## Procedures for the issue of Air Defence Clearance (ADC)

1. x

# Chapter 7: ASM Level 3

# Tactical Management Functions (ASM Level 3)

## General

1. 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, controllers and/or controlling military units as appropriate.
2. The real time access to all necessary flight data, including controller’s intentions, ***with or without system support***, permits the optimized use of airspace and reduces the need to segregate airspace.
3. Adequate real time coordination facilities and procedures are required to fully exploit the FUA Concept at ASM Levels 1 and 2. Flexibility in the use of airspace is enhanced by real-time civil/military coordination capability.

## Coordination Procedures for ATS Routes and Airspace Crossing

1. xxxx

## Transfer of Control Responsibility

## System Support Functions

1. At the tactical level the main requirement is to provide system support to create a traffic environment in which the FUA Concept can be applied efficiently, i.e. an environment in which the need to segregate traffic is reduced to a strict minimum. This can be achieved by:

* the provision of airspace use data;
* the exchange of flight data, as appropriate, between civil and military units;
* the provision of system support for airspace crossing.

## Airspace Use Data Function

1. The Airspace Use Data Information Function should provide, in real time, all the parties concerned with up-to-date information on the current use of airspace, in addition to airspace use plan/updated airspace use plan information on allocated and scheduled use of airspace.
2. The supporting systems should assure common, secure and consolidated information exchange of the current airspace status.
3. At ASM level 3 airspace management, information should be available to Controllers on activation, deactivation, short-term cancellation or amendments to reservations and reallocation of the airspace structures.
4. The supporting systems should provide the real time airspace status on an airspace status display and should be capable of interfacing with the ATC systems.
5. Initially, real time information on the current use of airspace should be provided manually in each ATS unit on their own and for their individual system..

## Basic Flight Plan Information - Identification Function

1. The Basic Flight Plan Data Information Function concerns the automatic exchange between civil and military control units of all necessary flight plan data.
2. This function will permit the creation of associated tracks/labels in both civil and military units for the display and identification of the overall traffic situation involved in a civil/military coordination process.
3. As a minimum, to permit the correlation of radar data with flight plan data, the aircraft identification/call sign, the SSR Mode and Code for each flight concerned in the coordination process shall be passed from civil to military units, and when required from military to civil units.

# Chapter 8: Civil Military Cooperation and Interoperability

## General

1. The ATM Operational Concept of ICAO presents a vision of an integrated, harmonized and globally interoperable ATM system — a system that meets agreed levels of safety, provides for optimum economic operations, is environmentally sustainable and meets national security requirements for all users during all phases of flight.
2. Communications, navigation and surveillance (CNS) systems, and advanced information management technology are to be used to functionally combine the ground-based and airborne system elements into a fully integrated, interoperable ATM system open to all users.

## Strategic and Political Interoperability

1. Insert texts on harmonizing global or regional views and a regulatory framework

## Operational & Technical Interoperability

1. [Insert text on joint procurement, data sharing, join provision of nav-aids, common procedure, common training, etc.]

**Appendix: Acronyms and Abbreviations**

ACC Area Control Centre

AD Aerodrome

ADC Air Defence Clearance

ADIZ Air Defence Identification Zone

ADS-B Automatic Dependent Surveillance Broadcast

AIP Aeronautical Information Publication

AIS Aeronautical Information Service

AMC Airspace Management Cell (AMC)

ANSP Air Navigation Service Provider

AO Aircraft Operator/Airline Operating Agencies

ASM Airspace Management

ATC Air Traffic Control

ATCO Air Traffic Control Officer

ATFM Air Traffic Flow Management

ATM Air Traffic Management

ATS Air Traffic Services

ATZ Aerodrome Traffic Zone

CBA Cross Border Area

CDM Collaborative Decision Making

CDR Conditional Route

CNS/ATM Communication, Navigation and Surveillance/Air Traffic Management

CTA Control Area

CTR Control Zone

CWP Controller Work Position

DGCA Director General of Civil Aviation

e-AIP electronic AIP

ENR En route

EOBT Estimated Off Block Time

ETD Estimated Time of Departure

FDPS Flight Data Processing System

FIC Flight Information Centre

FIR Flight Information Region

FMU/FMP Flow Management Unit/Flow Management Position

FPL Flight Plan

FTP File Transfer Protocol

FUA Flexible Use of Airspace

GNSS Global Navigation Satellite System

GPI Global Plan Initiatives

HMI Human Machine Interface

ICAO International Civil Aviation Organization

IFR Instrument Flight Rules

LoA Letter of Agreement

MOU Memorandum of Agreement

NOTAM Notice to Airmen

PANS Procedures for Air Navigation Services

PBN Performance-Based Navigation

PSR Primary Surveillance Radar

RAD Route Availability Document

RPA Remotely Piloted Aircraft

RRP Re Routing Proposals

RTF Radio Telephony Frequency

SAR Search and Rescue

SARPS Standards and Recommended Practices

SIDS Standard Instrument Departures

SMS Safety Management Systems

SOP Standard Operating Procedures

SSR Secondary Surveillance Radar

STARS Standard Arrival Routes

SUA Special Use Airspace

SUPPS Regional Supplementary Procedures

TMA Terminal Control Area

TMU Traffic Management Unit

TRA Temporary Reserved Areas

TSA Temporary Segregated Areas

UACC Upper Area Control Centres

UAS Unmanned Aircraft System

VFR Visual Flight Rules

WGS World Geodetic System