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## AIC

39 / 03

OCT 14, 2003

### ACCESS PROCEDURES FOR GENERAL AIR TRAFFIC (GAT) VFR FLIGHT HARMONISATION OF AIRSPACE CLASSIFICATION TO ICAO CLASS C AIRSPACE ABOVE FL195 THROUGHOUT EUROPEAN CIVIL AVIATION CONFERENCE (ECAC) AIRSPACE

#### 1 PURPOSE

The purpose of this Circular is to set out the procedures which will apply to GAT VFR flights that seek to operate within ECAC airspace above FL195, after the application of ICAO Airspace Classification " C " above FL195 on 27 November 2003

#### 2 BACKGROUND

AIC 38/03 describes the background to the application of Class " C " airspace above FL195 in order to create a simplified and harmonized airspace structure throughout ECAC airspace<sup>1</sup> in accordance with the aims of the EUROCONTROL Airspace Strategy for the ECAC States. A complete description of ICAO Class " C " airspace is at Paragraph 3 of AIC 38/03 and within the ICAO documents listed at Paragraph 8.

#### 3 VFR FLIGHTS

Because of safety and airspace capacity considerations, together with the understanding that there is almost no requirements for en-route GAT VFR flight above FL195, Paragraph 4 of AIC 38-03 sets out that **within ECAC airspace** :

- En-route GAT VFR flights above FL 195 will not be permitted.
- GAT VFR flights above FL 195 and up to and including FL 285, will only be authorised in:  
Airspace reservation [Temporary Segregated Airspace (TSA) or its equivalent] or  
In accordance with specific arrangements agreed by the appropriate ATS authority
- GAT VFR flights above FL 285, within RVSM airspace, must be contained within:  
Airspace reservation (TSA or its equivalent)

#### 4 AIRSPACE RESERVATIONS

With the introduction of the Concept of the Flexible Use of Airspace (FUA) in the ECAC Airspace in March 1996, airspace is no longer designated as either purely civil or military airspace, but considered as one continuum and allocated according to users requirements.

Any necessary airspace segregation is temporary, based on real-time usage within a specific period.

In addition, whenever required, ECAC States have established joint civil / military Airspace Management Cells (AMCs) to conduct day-to-day airspace allocation and management. The AMC allocation process manages the temporary reservation (Temporary Segregated Area) or restriction (Danger or Restricted Area) of an airspace of defined dimensions.

In airspace where no sovereign rights are exercised (e.g. over the High Seas) only Danger Areas may be established by that body responsible for the activities causing their establishment.

<sup>1</sup> "ECAC airspace" refers to the airspace of: Albania, Armenia, Austria, Azerbaijan, Belgium, Bosnia Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, The former Yugoslav Republic of Macedonia, Malta, Moldova, Monaco, The Netherlands, Norway, Poland, Portugal, Romania, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Turkey, The Union of Serbia and Montenegro, Ukraine, United Kingdom.

**5 TYPES OF GENERAL AVIATION ACTIVITY THAT MAY REQUIRE TEMPORARY AIRSPACE RESERVATION OR RESTRICTION**

There is little GAT VFR activity that take place above FL195, however, examples of the activities that may required the establishment of a temporary airspace reservation or restricted area :

- High flying gliders
- Test flights
- High level parachuting
- Gas balloon flight

**6 PROCEDURES FOR ACCESS TO ECAC AIRSPACE ABOVE FL195 FOR GAT VFR FLIGHT THAT REQUIRED TEMPORARY AIRSPACE RESERVATION OR RESTRICTION****6.1 General Procedures**

6.1.1 When specific aerial activities are identified as needing to be temporarily segregated TSAs should be established where possible. If this is not possible, Danger or Restricted Areas should be established using the criteria and general process developed by each individual ECAC States.

6.1.2 In accordance with this general process, before establishing such AMC -managed airspace structures, States should first validate activity requiring temporary airspace reservation or restriction and consider the feasibility of specific arrangement for the join use of airspace whenever possible.

6.1.3 However, because of safety and airspace capacity considerations, national arrangements have been set-up for the temporary airspace reservation for the exclusive use of specific GAT VFR users above FL195. The specific arrangements for Lisbon FIR/UIR Airspace are set out below.

**6.2 National Procedures**

6.2.1 *Within Lisbon FIR/UIR no specific airspace has been defined to be used by GAT VFR according to the general procedures stated in item 6.1. Any GAT VFR flight will have to comply with the procedures in item 7.*

**7 PROCEDURES FOR ACCESS TO ECAC AIRSPACE ABOVE FL195 BUT BELOW FL285 FOR GAT VFR FLIGHT REQUIRING A SPECIFIC ARRANGEMENT.**

7.1 In certain circumstances, it may be possible to permit access for GAT VFR flight above FL195 but below FL285, which does not require Reserved Airspace. Under these circumstances it is expected that such flight will be entirely contained within the accepting ATC Sector or ACC, in order not to affect the integrity of Air Traffic Flow Management effectiveness throughout ECAC Airspace.

**7.2 National Procedures**

7.2.1 Application for permission to operate GAT VFR above FL195 by specific arrangement must be sent to:

INAC

Rua B, Edifícios 4, 5 e 6

Aeroporto de Lisboa

1749-034 LISBOA

**8 IMPLEMENTATION DATE**

8.1 The agreed implementation date for the majority of ECAC States is 27 November 2003, but, due to the extent of the changes required, a few ECAC States will implement these changes on a later date.

8.2 These procedures will apply throughout Lisbon FIR/UIR Airspace with effect from 00:01 UTC on 27 November 2003.

**9 REFERENCE DOCUMENTS**

- ICAO Annex 2 - Rules of the Air
- ICAO Annex 11 - Air Traffic Services
- ICAO DOC 7030/4 - EUR Regional Supplementary Procedures<sup>2</sup>

- ICAO Doc. 7754 - EUR Air Navigation Plan<sup>2</sup>
- ICAO Doc 9426 - Air Traffic Services Planning Manual
- EUROCONTROL - Airspace Strategy for The ECAC States
- EUROCONTROL - Transition Plan for the Implementation of the EUROCONTROL Airspace Strategy for the ECAC States - VOL I and II
- EUROCONTROL - Airspace Management Hand Book for the Application of the Flexible Use of Airspace Concept
- National AIP and Supplements

**10 ADDITIONAL INFORMATION**

10.1 Additional information on policy, planning and implementation issues for the application of Airspace Classification " C " within ECAC airspace above FL195 can be obtained from :

NAV Portugal (NAV-EPE)  
ESAPRO ( Airspace Issues)  
Mario Neto  
Telephone : +.351.21.8553499  
FAX : +.351.21.8553512  
E-mail : mario.neto@nav.pt

or from :

Secretary to the EUROCONTROL Airspace Strategy Task Force A :  
EUROCONTROL HQ,  
Rue de la Fusée 96  
B-1130 Brussels  
Belgium  
Telephone : +.32.2.729.3954  
Fax: +.32.2.729.9003  
E-mail : philip.atlaty@eurocontrol.int

or

website : <http://www.eurocontrol.be>

**END**

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<sup>2</sup> It is expected that these documents will be amended to reflect the provisions of this AIC by the end of 2003.