

AIC A-14/95. Flexible Use of Airspace (FUA)

In 1990 it was agreed upon, as a part of the ECAC strategy to introduce a programme designed to make use of airspace more flexible. Since then Phase 1 of the programme named "The Concept of the Flexible Use of Airspace" is now ready for implementation.

Implementation of Phase 1 is planned for **28 MAR 1996**.

The basis of the FUA Concept is that no airspace should be reserved in advance for one operator without co-ordination. Military/civilian co-ordination is to be improved to fully exploit the individual airspace segments. For this purpose national Airspace Management Cells will be established, tasked with the supervision of allocation of individual airspace segments as required, and to notify the utility of these to EUROCONTROL Central Flow Management Unit (CFMU).

In Denmark traffic is handled according to the Area Control Concept, characterized by a total exploitation of the airspace, therefore, it has been decided **not** to implement FUA Phase 1 in its entirety.

Therefore, FUA in Denmark will only be introduced in areas where conditions will be improved for all operators or in areas where a greater uniformity is preferable.

The Danish Civil Aviation Administration will closely monitor the FUA Concept and will continuously evaluate requirements (advantages/disadvantages) as regards a further implementation.

(FO)

AIC A-14/95. Flexible Use of Airspace (FUA).

I 1990 blev man som en del af ECAC strategien enige om at iværksætte et program der har til formål at gøre brugen af luftrum mere fleksibel. Man er nu kommet så langt at man er klar med første del af programmet, der benævnes "The Concept of the Flexible Use of Airspace".

Implementeringen af fase 1 er planlagt til den **28 MAR 1996**.

FUA går ud på, at intet luftrum skal kunne være forhåndsreserveret til en enkelt bruger uden koordination. Militær/civil koordination skal udbygges således at de enkelte luftrumsenheder udnyttes optimalt. Til dette formål etableres nationale "Airspace Management Cell's", der har til opgave at styre tildelingen af de enkelte luftrumsenheder efter behov, samt at meddele anvendeligheden af disse til EUROCONTROL Central Flow Management Unit (CFMU).

I Danmark afvikles trafikken efter et Area Control Concept, som kendetegnes ved en total udnyttelse af luftrummet, derfor er det blevet besluttet **ikke** at implementere FUA fase 1 fuldt ud.

I Danmark vil FUA derfor kun blive indført på de områder hvor det vil forbedre forholdene for alle brugere eller på områder hvor en større ensartethed vil være at foretrække.

Statens Luftfartsvæsen vil følge FUA konceptet nøje og vil løbende vurdere behovet (fordele / ulemper) for en yderligere implementering.

(FO)

Introduction of the Flexible Use of Airspace Concept in the ECAC Area

1. Purpose

- 1.1 The purpose of this Circular is to present initial information as regards the introduction of the Concept of the Flexible Use of Airspace (FUA) in the European Civil Aviation Conference (ECAC) area with effect from AIRAC date **Thursday 28 March 1996**
- 1.2 The Circular provides information for General Air Traffic (GAT) operators and controllers on the use of new procedures for operating on non-permanent ATS routes called "Conditional Routes" (CDRs).
- 1.3 The Circular also provides information for military operators and Operational Air Traffic (OAT) controllers on the new procedures for operating in flexible airspace structures called "Temporary Segregated Areas" (TSAs) or "AMC-Manageable Restricted (R) or Danger (D) Areas".

2. Background

- 2.1 In 1990, the ECAC adopted an En-Route Strategy and the European Air Traffic Control Harmonisation and Integration Programme (EATCHIP).
- 2.2 In addition to the adaptation of the airspace structure to traffic flows and the implementation of area navigation (RNAV), a major Airspace Management (ASM) objective of the ECAC Strategy and EATCHIP is the implementation of the FUA Concept. This Concept has been developed by civil and military representatives of ECAC States together with representatives of Aircraft Operators (AOs).
- 2.3 The Implementation Plan of the FUA Concept consists of two phases. **Phase 1** will start on **28 March 1996** with the progressive establishment of flexible airspace structures and procedures. The widespread application of the FUA Concept during **Phase 2** will take place from AIRAC date 26 February 1998 onwards.

3. Basis of the FUA Concept

- 3.1 The basis of 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 only of a temporary nature.
- 3.2 The FUA Concept is based on the possibilities offered by new or adaptive airspace and route structures that are particularly suited for temporary allocation and utilisation, namely non-permanent ATS routes called "Conditional Routes" (CDRs), "Temporary Segregated Areas" (TSAs) and "AMC-Manageable R or D Areas".

3.3 The introduction of the FUA Concept in each of the ECAC States has started with the establishment of a national high-level airspace policy body. This body is tasked with the re-assessment 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-by-day basis. The States will establish adequate real-time civil/military co-ordination facilities and procedures so as to fully exploit the FUA Concept.

3.4 The application of the FUA Concept will include the setting-up of national Airspace Management Cells (AMCs), for the daily allocation and promulgation of flexible airspace structures, and on the establishment of the Centralised Airspace Data Function (CADF) within the EUROCONTROL Central Flow Management Unit (CFMU). The CADF will disseminate the daily availability of Conditional Routes (CDRs) to aircraft operators.

4. Conditional Routes (CDRs)

4.1 The current "permanent" ATS route network consists of all permanently designated routes which are not subject to daily management and which can only be closed under specific conditions known well in advance e.g. by NOTAM, for large scale military exercises.

4.2 Conditional Routes (CDRs) are designed to complement the permanent ATS route network and to allow flights to be planned on ATS routes, or portions thereof, that are not always available. CDRs are generally established through areas of potential temporary allocation identified under the generic term "AMC-Manageable Areas" (TSAs and Manageable Restricted/Danger Areas).

4.3 CDRs are divided into three different categories according to their foreseen availability, their flight planning potential and the anticipated level of activity of the associated AMC-Manageable Area(s).

4.4 A CDR can be established in one or more of the three following categories:

4.4.1 Category One (CDR 1) - *Permanently Plannable CDR during the times published in AIPs*

- CDRs 1 are CDRs expected to be available for most of the time during the time period published in AIPs.
- CDRs 1 will be flight planned in the same way as permanent ATS routes during the times published in AIPs.
- Any foreseen unavailability of CDRs 1 will, when practicable, be properly notified.
- In the event of a short notice unavailability of a CDR 1, re-routing around an associated AMC-Manageable Area will be made on ATC instructions.

4.4.2 Category Two (CDR 2) - *Non-Permanently Plannable CDR* -

- CDRs 2 are part of pre-defined routing scenarios which respond to specific capacity imbalances.
- Flights may only be planned on CDRs 2 in accordance with conditions published daily.

4.4.3 Category Three (CDR 3) - *Not Plannable CDR* -

- CDRs 3 are published in AIPs as CDRs usable on ATC instructions only.
- Flights will be re-routed on CDRs 3 on ATC instructions as short notice routing proposals.

4.5 An example of publication in AIP of the three categories of CDRs is given in [Annex 1](#).

4.6 Details of the availability, conditions and use of CDRs 2 in the ECAC area will be published daily in the "Conditional Route Availability Message" (CRAM) and disseminated to operators for flight planning purposes.

5. Area Control Centre (ACC)/Flow Management Position (FMP) - CDR Requests

5.1 Requests for CDRs 2 will normally be based on capacity shortfalls identified in the pre-tactical ATFM Phase.

5.2 The Flow Management Positions (FMPs) and the associated Area Control Centres (ACCs) in co-ordination with the CFMU will assess the expected traffic forecast for the next day, highlight areas of insufficient ATC capacity and agree to the requirement for Traffic flow adjustment requests.

5.3 As a result of this pre-tactical ATFM co-ordination process, and after consideration of all other relevant ACC factors, the FMPs/ACCs, as Approved Agencies (AAs), will submit, on the day before operations, a request for the activation of CDRs 2 to the AMC.

6. Temporary Segregated Areas (TSAs)

6.1 "Temporary Segregated Areas" (TSAs) are airspace of pre-defined dimensions within which activities require the **reservation** of airspace for the exclusive use of specific users during a determined period of time. TSAs permit activities requiring temporary reservation to be allocated on the day before operations. This allows the AMC to make available, if required, CDRs outside the planned hours of associated TSAs.

6.2 The TSA Concept encompasses all airspace reservations (TSAs) and restrictions (Restricted or Danger Areas) that are managed and allocated the day before operations by the AMC. They are identified as "AMC-Manageable Areas" in the relevant part of AIP. Any remaining Danger, Restricted and Prohibited Areas that are not suitable for AMC management, remain unaltered in the AIP.

6.3 An example of publication in the AIP (or where appropriate) of TSAs and AMC-Manageable Restricted & Danger Areas is given in [Annex 2](#).

6.4 The planned activity and conditions for the use of TSAs and AMC-Manageable Danger or Restricted Areas will be published daily in the national "Airspace Use Plans" (AUPs).

7. New Airspace-Use Planning Procedures - Approved Agencies (AAs)

7.1 National authority concerned will authorise units, known as Approved Agencies (AAs), to utilise TSAs or AMC-Manageable Restricted and Danger areas.

- 7.2 AAs are required by States to submit airspace requests to the AMC for airspace utilisation and allocation in order to perform their operations with the required safety. AAs are required to:
- plan their airspace-use activities in advance so as to be able to notify their airspace needs to the AMCs on the day before the activity;
 - submit to the AMC, on the day before the proposed activity (D -1), requests for airspace utilisation and allocation;
 - make use, on the day of the activity, of the airspace in accordance with the AMC's airspace allocation;
 - cancel through the AMC, any airspace allocation which, on the day of the activity, is no longer required and advise, if required, the relevant ACC accordingly.
- 7.3 TSA requests could be presented as a block of airspace required during a specified period of time with the possibility of adapting the request in time and flight level.
- 7.4 Any sub-division of TSAs should be related to the activity concerned.
- 7.5 TSA requests should cover the 24H period of time between **06.00 UTC** the next day to **06.00 UTC** the day after (D 0600hrs to D+1 0600hrs).
- 8. Airspace Management Cell (AMC) - Airspace Use Plan (AUP) & Updates (UUPs)**
- 8.1 A joint civil/military Airspace Management Cell (AMC) will be established to conduct the day-to-day management and temporary allocation of national airspace according to user requirements (see [Annex 3](#)).
- 8.2 Approved Agencies (AAs) responsible for airspace activities will submit requests for allocation of airspace (TSAs) or routes (CDRs) to the AMC the day before operations.
- 8.3 After the AMC has received, evaluated and de-conflicted the airspace requests, the notification of the airspace allocation (CDRs, TSAs, ...) will be published in a daily Airspace Use Plan (AUP). The AUP will be published before 14.00 UTC to cover the 24 hours time period between 06.00 UTC the next day to 06.00 UTC the day after. An example of AUP is given in [Annex 4](#).
- 8.4 Airspace allocated in the current AUP that is cancelled on the day of activity, will be subject of reallocation by the AMC through an Updated Airspace Use Plan (UUP), promulgated by 09.00 UTC on the day of operation, to cover the 18 hours time period between 12.00 UTC that day to 06.00 UTC the following day.
- 8.5 The AUPs will only be transmitted to AAs, including ACCs/FMPs, to the CADF, to adjacent AMCs and to such internal national agencies as agreed. As national AUPs will not be sent to AOs, the information provided by AMCs on CDRs 2 availability in the ECAC area will be disseminated by the CFMU/CADF in a consolidated international message, the CRAM.
- 9. Centralised Airspace Data Function (CADF) - Conditional Route Availability Message (CRAM)**
- 9.1 The CADF is an ASM function established in the CFMU by the ECAC States to collect the information on CDRs from AMCs, to detect any lack of continuity in CDRs arising from the different AUPs, and to compile the daily CRAM on CDRs 2 availability within the ECAC area.
- 9.2 In order to permit operators to process the CRAM in the most efficient way, the list of available CDRs 2 in the ECAC area can be divided into groups e.g. by region or FIR.
- 9.3 The list of available CDRs 2 by region will contain the region name followed by the list of available CDRs 2 in the region for the validity period of the CRAM. When there are no CDRs 2 made available in a given region, this region name will not appear in the CRAM.
- 9.4 The CRAM will contain the list of available CDRs 2 and additionally, when applicable, information on foreseen period(s) of non-availability of CDRs 1. The CRAM will cover the 24 hours time period between **06.00 UTC** the next day to **06.00 UTC** the day after (D 0600hrs to D+1 0600hrs). An example of the CRAM is given in [Annex 5](#).
- 9.5 The CRAM will be issued by the CADF each day by **15.00 UTC** before or simultaneously with the "ATFM Notification Message" (ANM) to AOs, ACCs/FMPs concerned, all AMCs and selected AROs on behalf of all ECAC States.
- 10. Flight Planning Procedures**
- 10.1 In order to take advantage of available CDRs, Aircraft Operators are invited to submit their flight plans in accordance with the following procedures.
- 10.2 **CDRs 1** will be plannable in the same way as permanent ATS routes during the times published in AIPs, either using FPL or RPL. Any foreseen period of non-availability of CDRs 1 will, whenever practicable, be published in the national AUPs for ACC information and notified to the operators by the CRAM. In the event of a short notice unavailability of a CDR 1, flights will be instructed by ATC to use alternative routes. Operators should consider the implications of the possible use of the alternate ATS routes published for each CDR 1 in the "Remarks column" of the AIP ([see Annex 1](#)).
- 10.3 **CDRs 2** availability information in the daily CRAM may be used by Aircraft Operators for flight planning purposes. Aircraft Operators are also invited to refer to national AIPs and to the daily ANM for additional information regarding the specific utilisation of available CDRs 2. Flights on CDRs 2 can only be flight planned when the CDRs are made available. Therefore, CDRs 2 cannot be planned in RPLs. Whenever an operator wishes to take advantage of particular available CDR(s) 2, the relevant RPL shall be cancelled for the flight(s) concerned and an individual flight plan shall be submitted including, in the route field 15, the available CDR(s) 2 to be followed.
- 10.4 The operator shall ensure that the latest flight plan information, including route changes and the use of CDRs 2, pertaining to a particular flight and duly notified to the appropriate agencies through the "Integrated Initial Flight Plan Processing System" (IFPS), is made available to the pilot-in-command.
- 10.5 **CDRs 3** will be published in AIPs as CDRs that are usable on ATC instructions only. Therefore, flights cannot be planned in advance on CDRs 3, but can only be planned on the permanent ATS route network around the associated "AMC-Manageable Areas". When activity in the associated area will permit, the controller may offer an aircraft a short-notice routing through the Area using a pre-defined CDR 3.

11. Publication of CDRs and TSAs with effect from 28 March 1996

11.1 AIRAC date **1 February 1996** will be the common publication date for all new CDRs, TSAs and other AMC-Manageable Areas that will be used from the start of Phase 1 Implementation of the FUA Concept, and with effect from 28 March 1996.

12. Further Information

12.1 Further information on the FUA Concept can be obtained:

- from Civil Aviation Administration, ATM and Procedures
TEL + 45 3644 4848, ext. 477 - FAX + 45 3644 0303
- and from EUROCONTROL Agency Airspace Division (DED 4)
TEL + 32 2 729, 33 81, 3382 or 3383 - FAX + 32 2 729 90 03

List of Abbreviations

AA	Approved Agency	D	Danger Area
ACC	Area Control Centre	EATCHIP	European ATC Harmonisation and Integration Programme
AIP	Aeronautical Information Publication	ECAC	European Civil Aviation Conference
AIRAC	Aeronautical Information Regulation and Control	FMP	Flow Management Position
AMC	Airspace Management Cell	FPL	Filed Flight Plan
ANM	ATFM Notification Message	FUA	Flexible Use of Airspace
AO	Aircraft Operator	GAT	General Air Traffic
ARO	Air Traffic Services Reporting Office	IFPS	Integrated Initial Flight Plan Processing System
ASM	Airspace Management	OAT	Operational Air Traffic
ATC	Air Traffic Control	R	Restricted Area
ATFM	Air Traffic Flow Management	RNAV	Area Navigation
ATS	Air Traffic Services	RPL	Repetitive Flight Plan
AUP	Airspace Use Plan	TSA	Temporary Segregated Area
CADF	Centralised Airspace Data Function	UTC	Co-ordinated Universal Time
CDR	Conditional Route	UUP	Updated Airspace Use Plan
CFMU	Central Flow Management Unit		
CRAM	CDR Availability Message		

Annex 1

FICTITIOUS EXAMPLE OF CDR PUBLICATION IN AIP RAC 3

RAC 3-2-x

AIP xxxxxx

Significant point	Locat	Coord.	Mag track (°)	Dist NM	Upper/Lower Limits	FL 1 : odd 2 : even	UAC	Remarks
1a	1b	1c	2↑	3	4	5↑	6	7
UA 1								
CONDITIONAL ROUTE (CDR) - CATEGORY ONE								
▲ VOR AAA								CDR 1 H 24
▲ FIR Bdry			012 192	69	FL450 / FL250	1 2	Maastricht	ALTN ROUTE: UA 7 (Distance ?)
UB 2								
CONDITIONAL ROUTE (CDR) - CATEGORY TWO								
▲ VOR XXX								CDR 2 H 24
▲ VOR YYY			199	162	FL450 / FL250	1 2	Berlin	AVBL as specified in daily German AUP & CRAM
UG 3								
CONDITIONAL ROUTE (CDR) - CATEGORY THREE								
▲ ABCD								CDR 3 H 24
▲ VOR EFG			016 196	19	FL450 / FL250	1 2	Bordeaux	TEMPO OPN on UAC Instructions NML ROUTE: UB 11
UR 4								
CONDITIONAL ROUTE (CDR) - MIXED CATEGORIES ONE & TWO (Week-end Route)								
▲ VOR HIJ								CDR 1 EV Week-end FM FRI 17 00 (16 00) TIL MON 07 00 (06 00)
▲ KLMN			269 089	92	FL450 / FL250	1 2	Geneve	CDR 2 EV Week FM MON 07 00 (06 00) TIL FRI 17 00 (16 00)
▲ VOR OPQ			269 089	28	FL450 / FL250	1 2	Milano	AVBL as specified in daily Swiss & Italian AUPs & CRAM

Annex 2

FICTITIOUS EXAMPLE OF TSA PUBLICATION IN AIP RAC 5

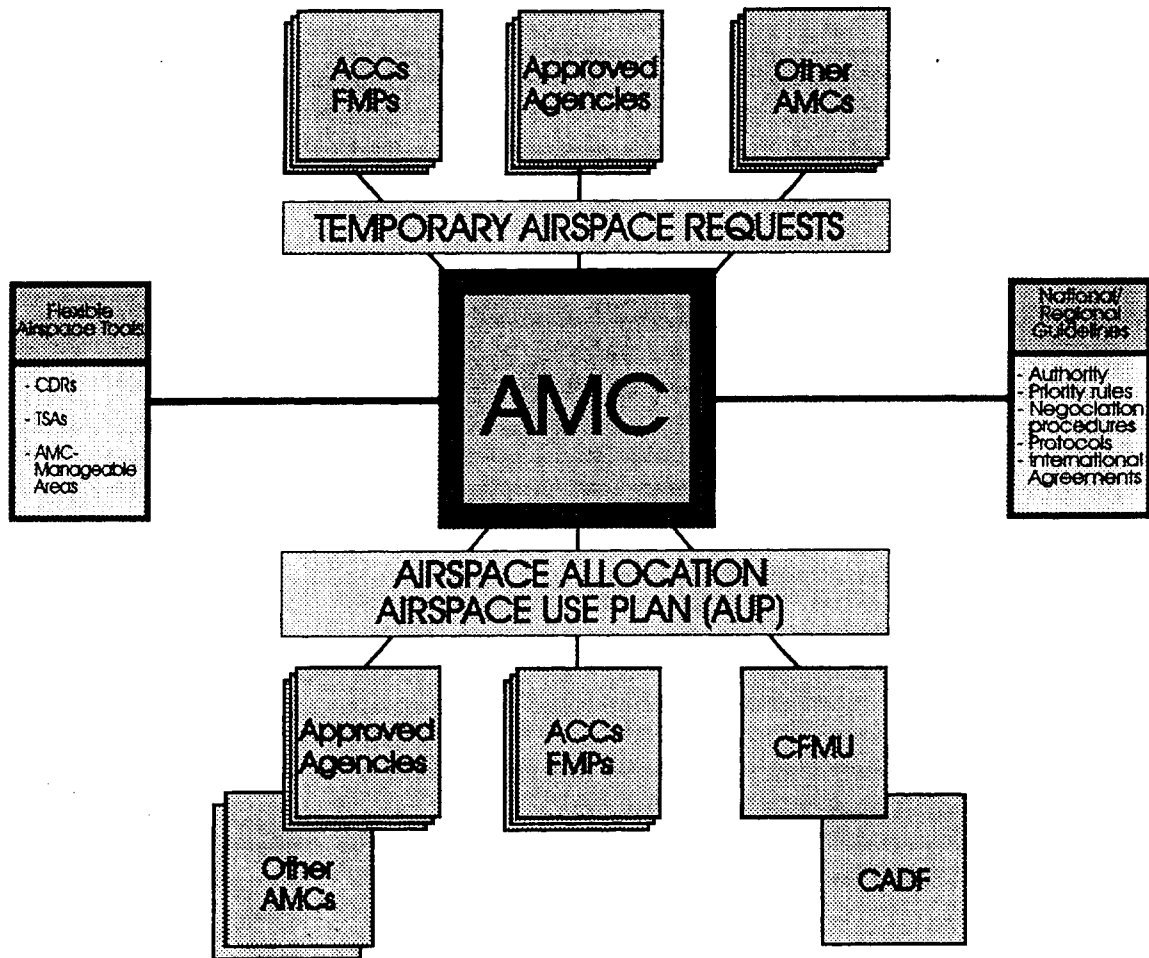
AIP xxxxxx

RAC 5 xx

IDENTIFICATION NAME	UPPER LIMIT LOWER LIMIT	TYPE OF ACTIVITY	ACTIVATION HOURS	REMARKS
1	2	3	4a	4b
AMC-manageable structure formally entitled "TSA" within controlled airspace				
TSA 01 - EAST - 540045N, 0121502E- ----- - 535942N, 0115750E	FL 450 FL 245	Air combat training High performance flights	MON TO FRI H 24 Planned hours specified in the daily xxx AUP	AMC-manageable area Real activity information known from ...ACC Penetration prohibited during activation
AMC-manageable Restricted area in the same way as a TSA				
XX - R 101 - NORTH - 543045N, 0131502E- ----- - 515942N, 0114750E	FL 300 FL 250	Firing/Bombing	MON TO FRI 0830-1700 Planned hours specified in the daily xxx AUP	AMC-manageable area Real activity information and/or crossing clearance from Control on XXX.XXX MHZ
AMC-manageable Danger area in the same way as a TSA				
XX - D 120 - SOUTH - 5343045N, 0101502E- ----- - 525942N, 0114550E	50 000' SFC	Pilotless Target Aircraft/	MON TO FRI 0830-1700 Planned hours specified in the daily xxx AUP	AMC-manageable area Real activity information and/or crossing clearance from ACC on YYY.YYY MHZ

Annex 3

AMC OPERATIONS



Annex 4

FORMAT & CONTENTS FOR THE AIRSPACE USE PLAN

MESSAGE TYPE	A U P
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REFERENCE DATA	SENDING UNIT (AMC) IDENTIFIER
	ADDRESSEE UNIT(S) IDENTIFIER
	AUP MESSAGE NUMBER

DATE/TIME OF TRANSMISSION	D-1/ 1400 (At the very latest)
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VALIDITY PERIOD	D/ 0600 D+1/ 0600 (Optional)
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ALPHA :

LIST OF AVAILABLE CATEGORY 2 CDRs

Number	Designator	Flight Level Block	Validity Period	Remarks
<i>Sequence Number starting with [1] for the first item.</i>	<i>AIP RAC 3-2 route designator and identifiers of first and last points of the portion of route concerned with ICAO identifiers/ or GEO/ or REF points.</i>	<i>Affected airspace described vertically between the two Flight Levels concerned.</i>	<i>Date/time groups indicating the start and the end of the period of use inclusive of the times given.</i>	<i>Any additional information in plain language.</i>

BRAVO:

LIST OF CLOSED ATS ROUTES AND CATEGORY 1 CDRs

Number	Designator	Flight Level Block	Validity Period	Remarks
<i>Sequence Number starting with [1] for the first item.</i>	<i>AIP RAC 3-2 route designator and identifiers of first and last points of the portion of route concerned with ICAO identifiers/ or GEO/ or REF points.</i>	<i>Affected airspace described vertically between the two Flight Levels concerned.</i>	<i>Date/time groups indicating the start and the end of the period of closure inclusive of the times given.</i>	<i>Any additional information in plain language.</i>

Annex 4 - Page 2

FORMAT & CONTENTS FOR THE AIRSPACE USE PLAN

CHARLIE :

LIST OF TSAs AND "AMC-MANAGEABLE" R AND D AREAS

Number	Designator	Flight Level Block	Validity Period	Responsible Unit	Remarks
<i>Sequence Number starting with [1] for the first item.</i>	<i>AIP RAC 5 designator of the airspace or portion thereof concerned.</i>	<i>Affected airspace described vertically between the two Flight Levels concerned.</i>	<i>Date/time groups indicating the start and the end of the period of use inclusive of the times given.</i>	<i>Unit responsible for the concerned airspace during the time indicated by the Validity Period.</i>	<i>Any additional information in plain language.</i>

DELTA :

LIST OF REDUCED AIRSPACE RESTRICTION (R, D)

Number	Designator	Flight Level Block	Validity Period	Responsible Unit	Remarks
<i>Sequence Number starting with [1] for the first item.</i>	<i>AIP RAC 5 designator of the airspace or portion thereof concerned.</i>	<i>Affected airspace described vertically between the two Flight Levels concerned.</i>	<i>Date/time groups indicating the start and the end of the period of reduced use inclusive of the times given.</i>	<i>Unit responsible for the concerned airspace during the time indicated by the Validity Period.</i>	<i>Any additional information in plain language.</i>

ECHO :

LIST OF RCAs (Optional)

Number	Designator	Flight Level Block	Validity Period	Responsible Unit	Remarks
<i>Sequence Number starting with [1] for the first item.</i>	<i>LoA designator of the airspace concerned.</i>	<i>Affected airspace described vertically between the two Flight Levels concerned.</i>	<i>Date/time groups indicating the start and the end of the period of use inclusive of the times given.</i>	<i>Unit responsible for the concerned airspace during the time indicated by the Validity Period.</i>	<i>Any additional information in plain language.</i>

FOX-TROT:

ADDITIONAL INFORMATION

Any additional information in plain language, if not "NIL".

Annex 4 - Page 3

FICTITIOUS EXAMPLE OF "AUP"

AIRSPACE USE PLAN

TYPE AUP
REF DATA LFPSZAMC
LFFFZRZX LFFFZDZX LFRZRZX LFRZDZX LFEEZRZX

FIL TIME 271332
VALPERIOD 9603280600 9603290600 (Optional)

A) CDR 2 AVAILABILITY

- 1 . UR80 - TBO SAU - F320 F460 - 9603280900 9603281200 -
- 2 . UR80 - TBO SAU - F195 F460 - 9603281600 9603290600 -
- 3 . UR80 - DEVOS BARLU - F195 F460 - 9603280600 9603281000 -
- 4 . UH100 - CGC FISTO - F330 F460 - 9603281030 9603281230 - UA25 CLOSED -
- 5 . UG29 - PTV CMF - F195 F460 - 9603280600 9603281130 -
- 6 . UG29 - PTV CMF - F195 F460 - 9603281600 9603290600 -

B) ATS ROUTE AND CDR 1 CLOSURE

- 1 . UA25 - CGC AGN - F330 F460 - 9603281030 9603281230 - ALTN UH100 - DATEX
- 2 . UR106 - LCA LMG - F195 F460 - 9603281400 9603281530 - ALTN UR10 UG21 VIA GUERE

C) TSA AND "AMC-MANAGEABLE" R AND D AREA ACTIVATION

- 1 . LFTSA34A - F200 F310 - 9603280900 9603281200 - LFXDYWYX - AIR TO AIR REFUELLING
- 2 . LFTSA34 - F200 UNL - 9603281200 9603281600 - LFXDYWYX - DACT
- 3 . LFTSA09 - F200 UNL - 9603281000 9603281500 - LFXOYWYX - DACT
- 4 . LFD31 - F200 UNL - 9603280900 9603281500 - LFXDYWYX - AIR TO AIR FIRING

D) REDUCED AIRSPACE RESTRICTION

- 1 . LFR108A - F320 UNL - 9603280900 9603281200 - LFMIYWYX -
- 2 . LFR9B - F200 F530 - 9603281130 9603281600 - LFOAYWYX -

F) ADDITIONAL INFORMATION

ECHO NIL

Annex 5

FORMAT & CONTENTS FOR THE CDR AVAILABILITY MESSAGE

MESSAGE TYPE	C R A M
REFERENCE DATA	SENDING UNIT (CADF) IDENTIFIER
	ADDRESSEE UNIT(S) IDENTIFIER
	CRAM MESSAGE NUMBER
DATE/TIME OF TRANSMISSION	D-1/ 1500 (At the very latest)
VALIDITY PERIOD	D/ 0600 D+1/ 0600 (Optional)

ALPHA :

LIST OF AVAILABLE CDRs 2 IN THE ECAC AREA				
Region Number	Designator	Flight Level Block	Validity Period	Remarks
<i>Region Name</i> <i>Sequence Number starting with [1] for the first item of each Region list.</i>	<i>AIP RAC 3-2 route designator and identifiers of first and last points of the portion of route concerned with ICAO identifiers/ or GEO/ or REF points.</i>	<i>Affected airspace described vertically between the two Flight Levels concerned.</i>	<i>Date/time groups indicating the start and the end of the <u>period of use</u> inclusive of the times given.</i>	<i>When two or more CDRs in the AUPs of adjacent States can be joined with the same Flight Level Block and Validity Period, they shall be replaced by one continuous CDR in the CRAM.</i>

BRAVO:

ADDITIONAL INFORMATION
<i>Any additional information in plain language, if not "NIL". Whenever practicable, any foreseen period of non-availability of CDRs 1. When necessary, reference should be made to the ANM, if some CDRs 2 have been made mandatory by the CFMU to solve ATFM problems.</i>

Annex 5 - Page 2

FICTITIOUS EXAMPLE OF "CRAM"

CONDITIONAL ROUTE AVAILABILITY MESSAGE

TYPE CRAM
REF DATA EBBDCADF
EBBUZRZX EDDFZRZX EDDYZRZX EGTZRZX EHAAZRZX
EKDKZRZX LBSFZQZX LECMZRX LFFFZRZX LGGGZRZX
LHCCZRZX LIRRZRZX LSAGZRZX.....
001
FIL TIME 281443
VALPERIOD 9603280600 9603290600

A) CDRs 2 AVAILABILITY

BRUSSELS UIR - AMSTERDAM FIR

1. UR7 - PAM BATTY - F195 F460 - 9603281400 9603290600 -

BRUSSELS UIR - FRANCE UIR

1. UR158 - LNO REM - F195 F460 - 9603280600 9603281400 -

LONDON UIR - SHANNON UIR

1. UB39 - DUB CHELT - F245 F460 - 9603281000 9603290600 -

LONDON UIR - AMSTERDAM FIR - KOBENHAVN FIR - HANNOVER UIR

1. UZ900 - VES GABAD - F245 F460 - 9603281900 9603290600 -

MADRID UIR - FRANCE UIR

1. UZ19 - CGC DGO - F195 F460 - 9603280600 9603281000 -

2. UR80 - TBO SAU - F195 F460 - 9603281100 9603281600 -

RHEIN UIR - VIENNA FIR

1. UW72 - ALB BRENO - F250 F450 - 9603281000 9603290600 -

ROMA UIR - MILANO UIR

1. UM726 - BOL FER - F245 F460 - 9603281700 9603290600 -

ATHENS UIR - SOFIA UIR

1. UW22 - ATH SOMOV - F245 F460 - 9603280600 9603290600 -

SWITZERLAND UIR

1. UB372 - SPR CERVI - F245 F460 - 9603280900 9603281200 -

B) ADDITIONAL INFORMATION

CDRs 1 CLOSURE:

FRANCE UIR

1. UR106 - LCA LMG - F195 F460 - 9603281400 9603281530 - ALTN UR10 UG 21 VIA GUERE

BERLIN UIR

1. UG15 - TRT MAG - F290 F370 - 9603281100 9603281430 - ALTN UA4 UA101 UB20 VIA FULDA

PLEASE CHECK ANM FOR ANY FURTHER INFORMATION ON POSSIBLE MANDATORY CDRs