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ROUTE AVAILABILITY DOCUMENT (RAD)

It has been decided not to reproduce the RAD document in full as a CYPRUS AIP Supplement, in view of its size and complexity. Instead, the general outline of the RAD is re-produce below, and the complete document is available on the Eurocontrol Website:

URL: http://www.cfmu.eurocontrol.be

1. Introduction

1.1 The RAD is a sole-source-planning document that combines AIP Route Flow restrictions with ATFM routeing requirements designed to make the most effective use of ATC capacity. The RAD is finalised during the ATFM strategic planning process organised by the EUROCONTROL Central Flow Management Unit.

1.2 For details of route characteristics refer to the ENR section of the relevant AIP.

2. Basic Principles

2.1 The objective of the RAD is to facilitate flight planning in order to improve ATC capacity management while allowing aircraft operators flight planning flexibility. It provides a single, fully integrated and co-ordinated routeing scheme. Except where otherwise specified the RAD affects all airspace. The RAD enables ATC to maximise capacity by defining restrictions that prevent disruption to the organised system of major traffic flows through congested areas.

2.2 The RAD is designed as a part of the CFMU ATFM operation. Whilst, on its own, it will not guarantee the protection of congested ATC sectors during peak periods, the flexibility it allows should facilitate more precise application of tactical ATFM measures when required.

2.3 The RAD should also assist the CFMU in identifying and providing re-routeing options. Global management of the demand will, potentially, lead to an overall reduction of delays. It is important to note that to achieve this may require some re-distribution of the traffic, which may result in additional traffic/regulation in some areas where, under normal circumstances, they would not be seen.

2.4 The RAD will be subject to continuous review by the CFMU to ensure that the requirements are still valid and take account of any ATC structural or organisational changes that may occur. Further reviews may be initiated at the request of the States or the user organisations.

3. Structure

3.1 The routeing organisation is defined by a list of restrictions on specific ATS route segments in both the upper and lower airspace.

3.2 The document includes all route flow restrictions valid for the State concerned. It is important to note, however, that restrictions for traffic arriving and departing the areas are also included.

Notes:

1. Details of weekend periods are included in each Annex where relevant. The start and end time of the periods relates to the entry to the segment concerned.

2. Additional periods can be declared as weekends (e.g. Busy Fridays, Nights, Bank Holidays) refer to national publication or relevant annex for the details.

3.3 Each RAD Annex should also comprise a list of ADVISORY routeings for Major Traffic Flows to assist with Flight Planning, until the process is fully automated.

3.4 Reference is made to the phases of ATFM operation. These are as follows:

3.5 **Strategic Phase:** A planning phase from more than two days before the day of operation;

3.6 **Pre-tactical Phase:** A planning phase during the two days before the day of operation;

3.7 **Tactical Phase:** The day of operation

4. Period of validity

4.1 The routeing organisation is permanently effective and applies daily H24, except where otherwise specified.

5. CFMU Application

5.1 The RAD will be fully integrated into the CFMU systems, including IFPS, through the Route Restrictions computer model any changes to an Annex will automatically be checked provided the relevant notification period has been observed.

5.2 Changes agreed outside the AIRAC cycle will be handled manually until such time as the system can be updated at the appropriate AIRAC date.

6. Permanent Amendments

6.1 Permanent amendments to the RAD, or the period of validity, will be co-ordinated by the CFMU with the States concerned together with the AO organisations. All States concerned shall provide their request for changes to FMD/CFMU, taking into account agreed publication and implementation dates, in accordance with AIRAC procedures.

6.2 Suspension of NavAids, and/or replacement by temporary mobile units will be promulgated in the appropriate Annex of the RAD.

6.3 Amendments will be published as follows:

a. 42 days in advance of the relevant AIRAC cycle, exceptionally, in respect of major changes 56 days advanced notice is required.

b. Amendments will be highlighted in BOLD lettering and will be annotated with a revision bar (|).

c. Last minute changes will only be accepted on an exceptional basis, and only when they have an operational impact. These changes will be promulgated on the CFMU website under the What is New button, this will be supported by an AIM.

7. Temporary Amendments

7.1 Temporary changes due to exceptional circumstances (e.g. major equipment failure,industrial action or large-scale military exercises) may necessitate the suspension of part of the RAD for specified periods, and additional routeings will be activated where possible following co-ordination with the relevant FMPs and AO organisations. Changes will be published by AIM giving details of the traffic affected, the period of activation and the corresponding routeings

8. Flight Planning (Refer to IFPS Users Manual for full details)

8.1 The RAD defines restrictions on routes, through specified areas during the published period of validity. Aircraft operators planning flights through these areas must flight plan in accordance with these route restrictions, taking into account any change of validity.

8.2 When a route is restricted between two points it must be understood that all segments, between the recorded points, are included in the restriction. Cross boundary restrictions will only be recorded in the Annex relevant to the State/FIR within which the first point of that restriction lies.

8.3 When filing flight plans, aircraft operators must comply with any flight level limitation published in the RAD.

8.4 An operator who has submitted a flight plan for a route and wishes to change to another route must either; send a CHG message giving the new route or; cancel the existing flight plan and submit a new flight plan following the replacement flight plan procedure. This applies equally to re-routeing proposed by the CFMU and to changes made at the initiative of the operator.

9. Routeing Scenarios

9.1 For each area expected to be critical, a number of flows have been identified, for which other routeings are available, that follow the general scheme, but avoid the critical area. These are known as routeing scenarios.

9.2 When, during pre-tactical planning, the CFMU identifies the risk of major imbalance between demand and capacity, it may be decided, after agreement with all FMPs concerned, to make part (or all) of the alternative routeings mandatory for the period expected to be critical.

9.3 The list of available scenarios is promulgated on the CFMU website.

10. Tactical Operations

10.1 The CFMU in conjunction with the FMPs will monitor the actual situation during the tactical phase to ensure the RAD is achieving the balance of traffic required.

10.2 During periods of unanticipated high demand the CFMU may co-ordinate an extension to the period of validity of routeing scenarios with the relevant FMPs. This will be published by AIM, giving at least three hours notice.

10.3 During periods of significant improvement to the ATFM situation, the CFMU will co-ordinate with the relevant FMP, a reduction in the period of validity of scenarios. This will be published by AIM.

10.4 If, due to a major unexpected event, there is a significant disturbance to traffic patterns, after coordination with the relevant parties (FMPs and AOís), the CFMU may suspend part of the RAD and provide alternative routeings.

10.5 Temporary changes due to exceptional circumstances (e.g. major equipment failure, industrial action or large-scale military exercises) may necessitate the suspension of part of the RAD for specified periods, and additional routeings will be activated where possible following co-ordination with the relevant FMPs and AO organisations. Changes will be published by AIM giving details of the traffic affected, the period of activation and the corresponding routeings.

AIP SUP 01/98 has been replaced with this AIP SUP.

Record entry of AIP SUP 1/10 and cancel AIP SUP 01/98 on page GEN 0.3-1.

This supplement is valid until further notice.

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