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ACCESS PROCEDURES FOR GENERAL AIR TRAFFIC (GAT) VFR FLIGHT, ABOVE FLIGHT LEVEL 195

1. PURPOSE

The purpose of this circular is to set out the procedures applied to GAT VFR flights that seek to operate within European Civil Aviation Conference (ECAC) airspace, above FL195, after the application of ICAO Airspace Classification C above this level.

This implementation will take place in Cyprus on 12th of March 2009.

2. BACKGROUND

AIC A 04/07 had described the background to the implementation of class C airspace, above FL 195, in order to create a simplified and harmonized airspace structure throughout ECAC airspace 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 A 04/07 and within the reference documents of ICAO listed in paragraph 8 of this circular.

3. VFR FLIGHTS

Because of safety and airspace capacity considerations, together with the understanding that there is almost no requirement for route GAT VFR flight above FL195, paragraph 4 of AIC A 4/07 sets out that, **within ECAC airspace:**

- En - route GAT VFR above FL 195 **will not be permitted.**
- GAT VFR flights above FL195 and up to and including FL 285, **will only be authorized in:** Airspace reservation (Temporary Segregated Airspace (TSA) or its equivalent) or in accordance with specific arrangements established by the appropriate ATS Authority in accordance with the authorization procedures established and published in the relevant aeronautical information publication.
- GAT VFR flight above FL 285, within RVSM airspace, **must be contained within:** Airspace reservation (TSA or its equivalent) where practical to establish.

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 one continuum and allocated according to users requirements.

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

Cyprus has implemented a joint national civil/military Airspace Management Cell (AMC), to conduct day - to - day airspace allocation and management.

The Cyprus AMC manages temporary segregated areas (TSAs) together with dangerous or restricted manageable areas 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 the body responsible for the activities, causing their establishment, after prior coordination with DCAC.

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

There is little GAT VFR activity that takes place above FL195. However, some activities that may require the establishment of temporary airspace reservation or a restricted area, are for example:

- high flying gliders;
- test flights;
- high level parachuting;
- gas balloon flights.

6. INFORMATION ON PROCEDURES FOR ACCESS TO AIRSPACE ABOVE FL195 FOR GAT VFR FLIGHTS THAT REQUIRE TEMPORARY AIRSPACE RESERVATION OR RESTRICTION

In accordance with Cyprus regulatory arrangement in force, requests for all permanent or temporary airspace structures, including temporary segregated areas (TSAs) and restricted or dangerous areas, are initiated and forwarded by representatives from concerned users to Cyprus Airspace Management Cell.

After study and in accordance with these regulatory arrangements, those requests which obtain an agreement approval are subject to official notification and aeronautical information publication.

In the context of the concept presented in paragraph 4, the allocation of temporary segregated areas (TSA) and restricted or dangerous manageable areas is performed day - to - day by Cyprus AMC.

To access and operate within these temporary segregated areas (TSAs) and restricted or dangerous manageable areas, airspace users concerned must comply to the Cyprus regulatory arrangements in force, in order to proceed VFR within Class C airspace above FL 195 (e.g. filing of a flight plan, transponder mode A+C with alticoder, radio communications equipment, meteorological conditions, e.t.c.)

7. PROCEDURES FOR ACCESS TO ECAC AIRSPACE ABOVE FL 195 BUT BELOW FL 285 FOR GAT VFR FLIGHTS REQUIRING A SPECIFIC ARRANGEMENT

In certain limited circumstances, it may be possible to permit under special conditions, access for GAT VFR flights above FL 195 but below FL 285, without requiring an airspace reservation.

In those circumstances it is expected that such flights will be entirely contained within the accepting ATC Sector (or within ACC), in order not to affect the integrity of Air Traffic Flow Management effectiveness throughout ECAC airspace.

These particular flights will be subject to prior request to (allow 3 weeks), and to an agreement from:

Post: CYPRUS AIRSPACE MANAGEMENT CELL
27 Pindarou street
1060 Nicosia
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8. REFERENCE DOCUMENTS

ICAO Annex 2 - Rules of the Air

ICAO Annex 11 - Air Traffic Services

ICAO Doc 7030/4 - EUR Regional Supplementary Procedures
ICAO Doc 7754 - EUR Air Navigation Plan
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. 1 & 2
EUROCONTROL Airspace Management Handbook for the application of the Flexible use of airspace
concept.
Cyprus Regulation and Cyprus A.I.P.
Cyprus Plan for the implementation of FUA.
EU Regulation 2150/2005
EU Regulation 730/2006

9. ADDITIONAL INFORMATION

Additional information on policy, planning and implementation issues for the application of Airspace
Classification C within ECAC airspace above FL 195 can be obtained from:

Post: EUROCONTROL HQ
Rue de la Fusee 96
B - 1130 Brussels
Belgium
Phone: + 3227293954
Fax: + 3227299003
Email: philip.atlay@eurocontrol.int
URL: <http://www.eurocontrol.be>

This AIC cancels and replaces AIC A 001/2009 dated 05 January

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