

Luftfartstilsynet
Postboks 243
8001 BODØ
Norge

Vår ref.
19/03599-3

Vår dato:
12.05.2021

Deres ref.
17/01797-5

Deres dato:

Vår saksbehandler:
Hans Jacob Hofgaard

Nye FUA-områder i Sør-Norge

Det vises til Luftfartstilsynets brev av 23.04.2019, hvor Forsvaret og Avinor Flysikring AS anmodes om i fellesskap å utarbeide et forslag til ny struktur for FUA-luftromsblokker i Sør-Norge.

På bakgrunn av Luftfartstilsynets anmodning ble det i 2019 nedsatt en prosjektgruppe, med deltakere fra Forsvaret og Avinor Flysikring AS, for å jobbe med utforming av nye områder og eventuell justering av eksisterende områder. Luftfartstilsynet har deltatt som observatør i prosjektet. Foreløpige utkast til områder har flere ganger vært diskutert i FUA RE, og i NASMAC-møtet den 8. april 2021 ble områdenes utstrekning og prinsipper for bruk gjennomgått med luftromsbrukerne.

Vedlagt oversendes et omforent og endelig forslag til ny struktur for FUA-luftromsblokker i Sør-Norge, som kan benyttes som underlag til offentlig høring. Mesteparten av Polaris FIR blir med dette dekt av tilgjengelige FUA-områder, som kan kombineres i moduler. Noen av disse områdene/modulene er i utgangspunktet for daglig militær trening, mens andre hovedsakelig er tiltenkt større militære øvelser. Dette er nærmere beskrevet i vedlegget.

Videre prosess vil foregå delvis parallelt med at forslaget er ute på høring, herunder bestilling til kart- og kunngjøringstjenesten i Avinor AS, utarbeidelse av «Flight Plan Buffer Zones» og re-rutingspunkter rundt hvert område, validering av områder og tilhørende RAD-restriksjoner i samarbeid med Eurocontrol, sikkerhetsvurderinger og informasjons- og opplæringsaktiviteter.

Tentativ dato for publisering av de nye FUA-områdene er på AIRAC 4. november 2021.

Med vennlig hilsen
Avinor FS AS

Sindre T. Johnsen
Prosjektleder AMA Sør-Norge

Hans Jacob Hofgaard

Dokumentet er godkjent elektronisk.

1 vedlegg



Mottakerliste

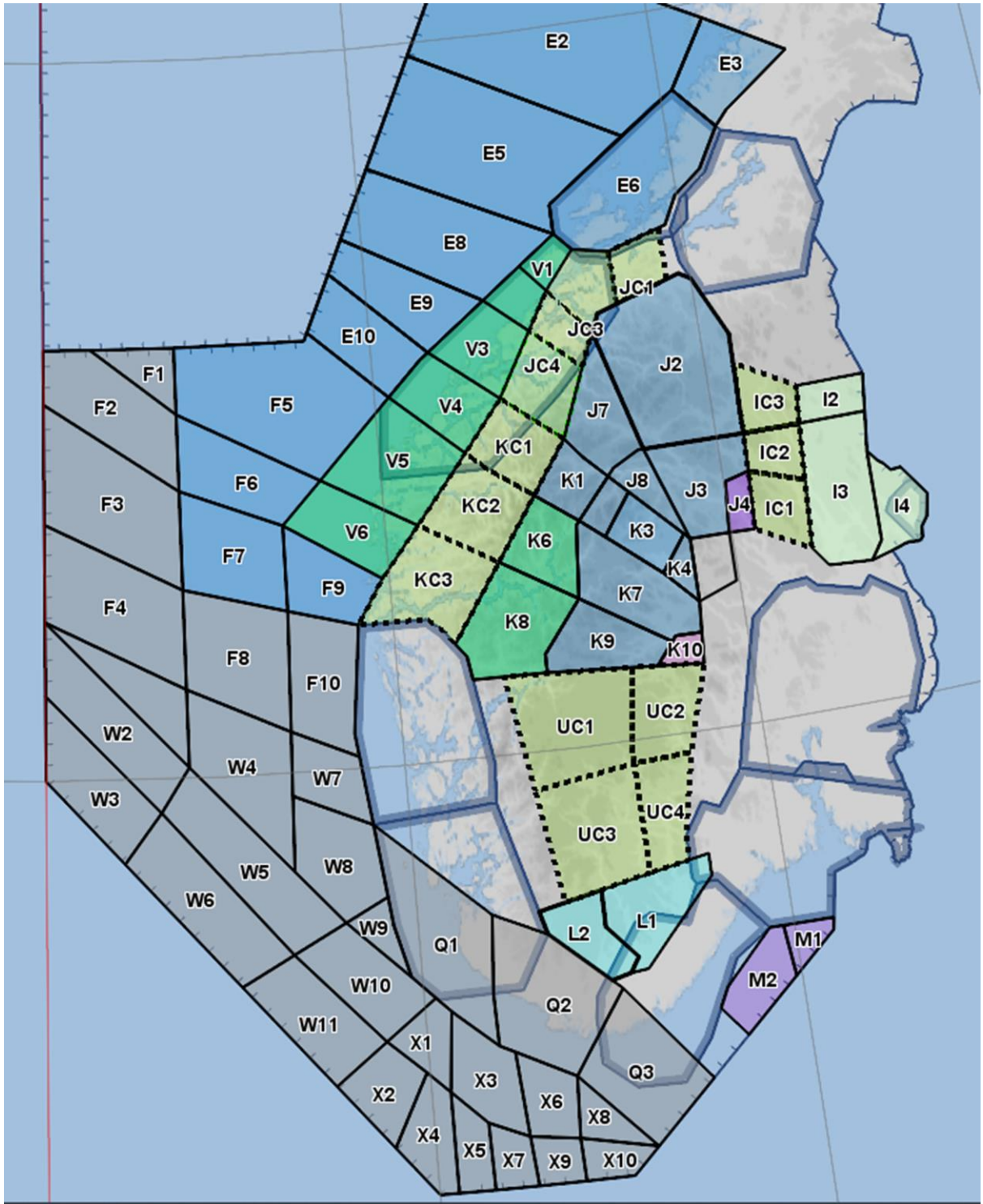
Mottaker	Adresse	Post	Land	Kontaktperson
Luffartstilsynet	Postboks 243	8001 BODØ	Norge	

AMA Southern Norway

The aim of the project is to establish flexible, variable-profile areas of a modular design that meets military requirements and reduces the impact on civilian traffic. Existing areas were used as a starting point and were modified to meet the requirements. Additional areas were added as necessary. Flight Plan Buffer Zones (FBZ) are included and rerouting points are defined. The areas are classified as Temporary Reserved Areas (TRA) except the areas that are fully or partially over the high-seas which are classified as AMC D-areas.

The AMC-areas can generally be divided into three groups: areas used for daily training, areas that will only be used during exercises or under special circumstances and lastly the areas used tactically as corridors. All areas except the corridor areas will be managed by the Airspace Management Cell (AMC) and use will be promulgated in the daily Airspace Use Plan (AUP). The corridor areas will only be activated on tactical level for short periods of time. A detailed set of rules governing the use of the areas will be promulgated by the Norwegian CAA.

Illustration 1 shows all the areas. The areas that are intended for exercises are gray in color, the corridor areas have dotted outlines and the remaining areas are for daily training.



may tactically remove the hard floor. Horizontally the areas are adjusted internally, and the southern border has been moved further north enabling the use of standard routings for the civilian traffic on the city-pair Bergen-Oslo.

IC1, IC2, IC3, JC1, JC2, JC3, JC4, KC1, KC2, KC3

The vertical limits are from lower limit of controlled airspace to FL660. However, vertical extent when used will be determined on a tactical level. These are all corridor areas and will only be activated on a tactical level for short periods of time. Civilian traffic will have priority in this airspace.

V1, V2, V3, V4, V5 and V6

The vertical limits are from FL150 to FL660. Hard floor will allow civilian traffic to and from airports below. Area V4 will be capped at FL300 if area K3 is active as a corridor area (same will apply to area E10). This will create a corridor from Bodoe Oceanic FIR to Oslo Area for civilian traffic.

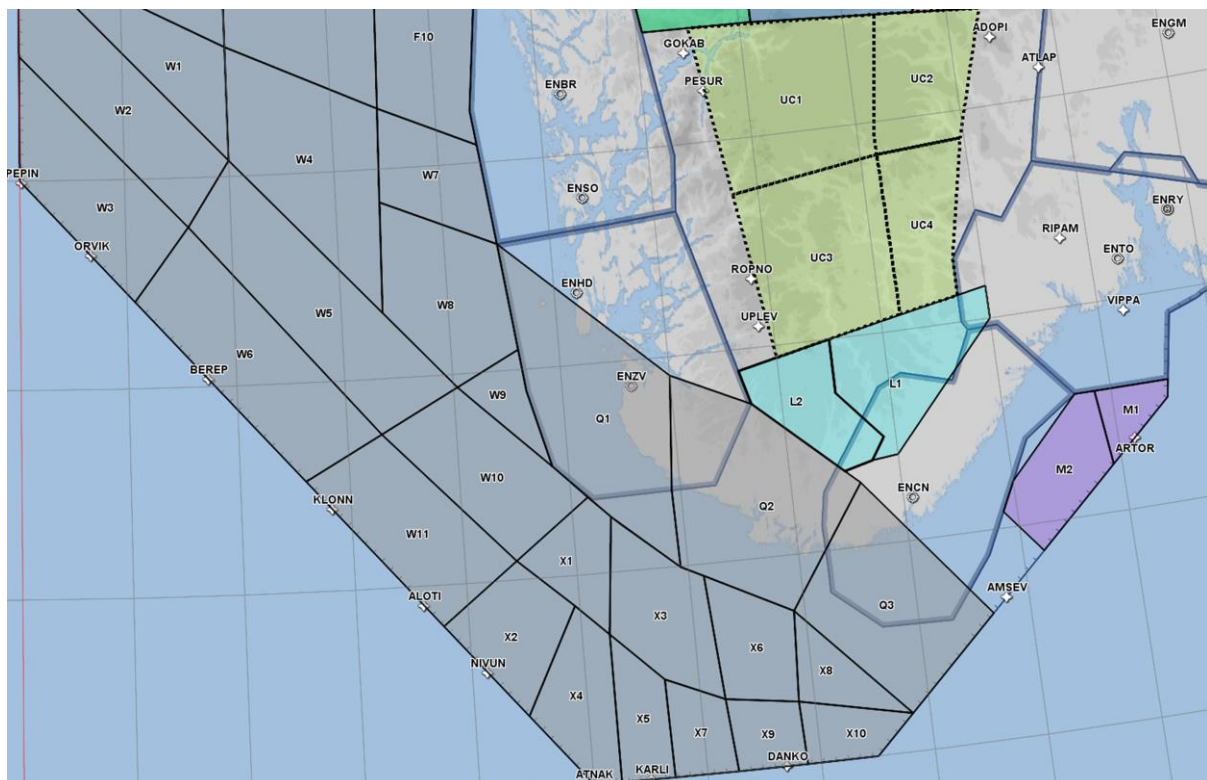
E8, E9, E10, F5, F6, F7 and F9

The vertical limits are from FL195 to FL660. Except for area E10 which will be capped at FL300 (same as V4) if area K3 is active as a corridor area.

F1, F2, F3, F4, F8 and F10

The vertical limits are from FL195 to FL660. Areas will only be used for exercises or under special circumstances. The number of areas activated and the vertical limits will be determined prior to each event by the CAA.

The Southern areas in more detail:



UC1, UC2, UC3 and UC4

The vertical limits are defined from lower limit of controlled airspace to FL660. However, vertical extent when activated will be determined on a tactical level for a short period of time. These are all corridor areas and civilian traffic will have priority in this airspace.

L1 and L2

The vertical limits are from lower limit of controlled airspace to FL660. The areas have been re-designed to enable the use of standard routings for the civilian traffic on the city-pair Stavanger-Oslo and Kristiansand-Oslo.

M1 and M2

Vertical limits are from lower limit of controlled airspace to FL300. The areas have been re-designed to better accommodate civilian traffic to and from Oslo.

W, Q and X-areas

The vertical limits are from FL195 to FL660. Areas will only be used during exercises or under special circumstances. The number of areas activated and the vertical limits will be determined prior to each event by the CAA.