

## FLEXIBLE USE OF AIRSPACE

---

### INTRODUCTION

The flexible use of airspace concept (FUA) is based on that airspace should no longer be designated as either pure military or civil airspace but rather 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.

There are three levels of airspace management:

- **Level 1- Strategic:** Where a long-term planning of the national airspace policy and its structures is established by a joint civil and military process.
- **Level 2 - Pretactical:** consists of the day to day management, the day before operations, and temporary allocation of airspace through the Airspace Management Cell (AMC) which collects and analyses all airspace request and decide the daily airspace allocation.
- **Level 3 - Tactical:** Where the use of airspace is managed in real time.

### FLEXIBLE AIRSPACE STRUCTURES

The FUA concept complements the airspace organisation with flexible structures defined as follows:

#### - Temporary Segregated Areas (TSA):

An airspace of predefined dimensions established in response to civil and military needs that require the reservation of airspace during a determined period of time. TSA are described in ENR 5.2.1.

They are allocated by AMC at pretactical level the day before operations. They are activated within the period published in AUP.

#### - Manageable Danger and Restricted Areas:

They are military areas that maintaining its D or R concept, can be managed and allocated by the AMC in the same way as TSA, during the periods of time published in ENR 5.1.

#### - Conditional Routes (CDR):

They are non-permanent ATS routes or portions thereof which can be planned and used only under certain specified conditions within the periods of time published in the description of the Conditional Route. Besides an alternate route is included for each CDR in the remarks column, see ENR 3.5.1.

CDR are divided into three categories according to their foreseen availability in flight plans:

CDR1 - They are established at strategic phase (Level 1). They are permanently plannable, that is, CDR1

CDR1 could be included in flight plans (RPL and FPL).

Any foreseen period of non-availability of CDR1 are daily published in AUP and CRAM. The

relevant

RPL shall be cancelled for the flight concerned and an individual FPL shall be submitted including

In the item 15, the alternate route for the unavailable CDR1.

In the event of a short notice unavailability of a CDR1, flights will be instructed by ATC to use alternative routes in tactical level.

CDR 2- They are managed at pretactical phase (Level 2). They are non-permanently plannable.

CDR2 could only be included in FPL according to the conditions daily published, the day before operations, through the Conditional Route Availability Message (CRAM).

CDR3 - They are managed at tactical phase (Level 3). They are not plannable in flight plan. They are only used subject to ATC clearance, prior civil-military co-ordination.

CDR cross Temporary Segregated Areas (TSA) or Manageable Danger and Restricted Areas. The periods of time during which those routes or segments are classified as CDR2 or CDR3 must be coincidental with the activity periods of the crossed areas.

One segment of ATS route can be Conditional 1, 2 or 3 in different periods of time. In Spain, an ATS route has a normal use outside the periods of time and vertical limits published as CDR.

#### **UNITS OF AIRSPACE MANAGEMENT Airspace Management Cell (AMC).**

It is a national joint civil/military cell responsible for the day-to-day deal and management (in pretactical phase) the temporary allocation of airspace according to airspace users requirements (ACC, FMP, and other approved agencies).