

# AIRSPACE MANAGEMENT IN CYPRUS

## 1. General

Commission Regulation (EC) No 2150/2005 on the flexible use of airspace (FUA Regulation) lays down common rules for the management of air traffic within airspace that is under the control of member states' civil and military air traffic services (ATS) units to ensure efficient civil-military coordination. The FUA Regulation states that coordination between civil and military authorities must be organised at the strategic, tactical, and pre-tactical levels (also called levels 1, 2, and 3 of ASM, respectively) using established agreements and procedures. The objective is to enhance safety, augment airspace capacity, and increase the efficiency and flexibility of airspace use.

The procedures of airspace management are applicable to the national use of airspace and over adjacent international waters within the NICOSIA FIR.

Airspace management is exercised through the application of FUA procedures developed by Eurocontrol. AMC is responsible for the implementation of ASM and FUA procedures.

### 1.1 Airspace Management (ASM)

1. The responsibility for ASM arrangements and airspace allocation within NICOSIA FIR rests with the Department of Civil Aviation of the Ministry of Transport, Communications and Works.
2. The daily planning and coordination of airspace use is managed by the Cyprus Airspace Management Cell (AMC), co-located with the Department of Civil Aviation.
3. AMC responsibilities:

The Airspace Management Cell will:

- a) determine the daily airspace allocation on the preceding day based on requirements and desires submitted;
- b) determine necessary amendments of the airspace utilization on the day of operations;
- c) not later than 1500 UTC (1400 UTC summer prd) on the day before operations, transmit an Airspace Use Plan (AUP) to the NMOC/CADF in Brussels for the day of operations;
- d) transmit an Updated Airspace Use Plan (UUP). The UUP can be published every half an hour according to a separate schedule.

### 1.2 European Airspace Use Plan (EAUP)

The European Airspace Use Plan is issued daily by NMOC/CADF unit in Brussels based on the information received from the national Airspace Management Cells (AMC) or appointed Lead AMC. EAUP is published daily by 1600 UTC (1500 UTC) to cover the 24 hours time period between 0600 UTC the next day to 0600 UTC the day after.

#### European Updated Airspace Use Plan (EUUP)

The EAUP published on the day before activities (D-1) may be updated by publishing European Updated Airspace Use Plan (EUUP) according to separate schedule. Content of the EUUP is based on the information received from the national Airspace Management Cells

(AMC) or appointed Lead AMC. EUUP becomes valid on the hour according to separate schedule and it replaces the previously published EAUP or EUUP.

### **Content and Publication of EAUP and EUUP**

EAUP and EUUP are published on the NMOC NOP (Network Operations Portal) webpage. EAUP/EUUP contains mainly a list of Category 2 CDR, or portion(s) thereof, now available for flight planning purposes. It may also contain, when applicable, information on CDR 1 closures, as well as any other closure of a permanent ATS route.

## **1.3 Cyprus Plan of Flexible Use of Airspace (FUA)**

The Cyprus FUA Application Plan has been developed into three levels of airspace management. Each level, Strategic, Pre-tactical and Tactical, is related directly to, and has an impact on the others.

### **1.3.1 Level 1 - Strategic**

The definition of the national airspace policy of the Republic of Cyprus is under the responsibility of the Ministers of Foreign Affairs, Defense and Transport, Communications and Works. The application of the Strategic level is under the responsibility of the High Level Airspace Policy Body. Any proposal by airspace users, service providers and other relevant bodies for the modification of existing airspace structures or the introduction of new ones shall be submitted to the AMC for further processing and subsequent submission to the High Level Airspace Policy Body for approval.

### **1.3.2 Level 2 - Pre-tactical**

The Pre-tactical level consists of the day to day management, the day before operations, and temporary allocation of airspace and it is managed by the Cyprus AMC.

### **1.3.3 Level 3 - Tactical**

The Tactical level is executed in real time by the Civil and Military ATS Units.

## **1.4 Flight Information Region (FIR)**

The Nicosia flight information region (Nicosia FIR) has been defined in the Cyprus Aeronautical Information Publication (AIP Cyprus). FUA principles are applied throughout the Nicosia FIR, including airspace over international waters.

Aviation in airspace over international waters must comply with the Chicago Convention and its Annexes. The United Nations Convention on the Law of the Sea (1982) allows unrestricted flights by state aircraft within airspace over international waters.

Temporary Segregated Areas (TSA) and Temporary Reserved Areas (TRA) are established by state and published in Cyprus AIP. Activities dangerous to aircraft flight safety may be undertaken in Danger areas, including firings in airspace over international waters.

## **1.5 Free Route Airspace (FRA)**

Free route airspace (FRA) procedures are available in Cyprus from FL205 and above. Within FRA airspace, users may plan their flights directly between published entry and exit points, with the possibility of routing via intermediate waypoints where necessary. The routings must

take account of airspace use restrictions and airspace availability. FRA procedures are published in Cyprus AIP.

## 1.6 AUP/UUP – NUP

The activity of the TSA, TRA, and certain R and D areas with their buffer zones is reported daily on the AUP/UUP/NUP.

### Information Promulgated with NOTAMs

The AMC will draw up NOTAM proposals for TSA, TRA and D areas to be activated. Based on the proposals, the International NOTAM Office (Cyprus AIS) will issue the relevant NOTAM.

### TSA/TRA/R/D Areas - Definitions

**Temporary Reserved Area (TRA):** A defined volume of airspace normally under the jurisdiction of one aviation authority and temporarily reserved, by common agreement, for the specific use by another aviation authority and through which other traffic may be allowed to transit, under ATC clearance. In the context of the FUA Concept, all TRAs are airspace reservations subject to management and allocation at ASM Level 2.

**Temporary Segregated Area (TSA):** A defined volume of airspace normally under the jurisdiction of one aviation authority and temporarily segregated, by common agreement, for the exclusive use by another aviation authority and through which other traffic will not be allowed to transit. In the context of the FUA Concept, all TSAs are airspace reservations subject to management and allocation at ASM Level 2.

**Danger Area (D):** An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times. In the context of the FUA Concept, some Danger Areas subject to management and allocation at ASM Level 2 are established at ASM Level 1 as AMC Manageable Areas and identified as such in AIP.

**Restricted Area (R):** Airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions. In the context of the FUA Concept, some Restricted Areas are subject to management and allocation at ASM Level 2 are established at ASM Level 1 as AMC-Manageable Areas and identified as such in AIP.

## 1.7 ASM Functions at the Tactical Level

The tactical level of airspace management implements the Airspace Use Plan (AUP), Updated Airspace Use Plan (UUP) and National Use Plan (NUP) drafted at the pre-tactical level by activating and deactivating approved airspace reservations. Airspace reservations at the tactical level are of a temporary nature and applied only over limited periods of time. Reservations are based on actual airspace use, and restrictive airspace is deactivated immediately when the activity that caused the restriction is terminated. Any changes to an advance notification shall be submitted immediately to AMC for coordination.

### 1.7.1 Cancellation of Airspace Reservation

The airspace user must notify the AMC by telephone for the termination of the activities or the cancellation of the airspace reservation when the reservation is no longer required. The AMC will deactivate the reservation to release the area.

### **1.7.2 Dynamic Airspace Management**

AMC functions aim at the dynamic management of airspace. Dynamic ASM refers to the capacity of the AMC to implement the principles of efficient use of airspace as laid down in statutes and defined by the authorities, while treating all airspace users equally. The AMC strives to ensure equal opportunities for airspace use by constantly monitoring traffic forecasts and UUP/NUP updates. This allows the AMC to also allocate such areas and airspace structures for which an advance notification has not been submitted, provided this would achieve a greater overall benefit with a view to the reserving party's activities and the expediency of traffic flows.

### **1.8 UAS Geographical Zones**

UAS geographical zones restricts unmanned aircraft operations or prohibits them above specific areas defined by state for the following reasons. For more information see: <https://drones.gov.cy/gr/>

- 1) The running of a state
- 2) Flight safety or safety investigation
- 3) National defence, territorial surveillance, border security or preparedness
- 4) Police activity, rescue operations, maintaining international relations, administration of justice or healthcare and social welfare
- 5) Protection of an industrial facility or area
- 6) Protection of a port, terminal, railway yard or other equivalent transport hub
- 7) Environmental protection

### **1.9 U-space Airspace**

U-space airspace means a UAS geographical zone designated by the State, where UAS operations are only allowed to take place with the support of U-space services.

*U-space in Cyprus is under development.*