

2014



Airspace Classification

Norway FIR

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1 General

1.1 Purpose

The purpose of this Airspace Classification manual is to define the differences between all airspaces used within Norway FIR between GND - FL660.

1.2 Credits

Thanks to:

- **Sebastian Rekdal** - ACCSCA23 Chief of Training Norway | Original appendices 2014.
- **Daniel Klepp** - ACCSCA4 Director Norway FIR | Re-issued 2014

1.3 Contact information.

If you have any questions, comments, suggestions or complain regarding the document, please do not hesitate to contact us.

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If you find any errors, outdated procedures or typos regarding the manual, please send an E-mail to accsca23@vatsim-scandinavia.org and help us keep the manual clean and updated.

2 Definitions and Abbreviations

2.1 Definitions

Aerodrome flight information service (AFIS)

A flight information service (FIS) is a form of air traffic service which is available to any aircraft within a flight information region (FIR). Aerodrome Flight Information Service (AFIS) is provided at airfields where, despite not being busy enough for full air traffic control, the traffic is such that some form of service is necessary.

Aerodrome

A defined area on land (including any buildings, installations and equipments) intended to be used either wholly or in part for the departure, arrival and surface movement of aircraft.

Air traffic controller (ATC)

A service provided for the purpose of preventing collisions between aircraft in air and on ground and expediting and maintaining orderly flow of air traffic.

Air traffic service

A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service).

Airspace

A certain geographical area which contains both horizontal boundary and vertical boundary from one certain level to another.

a) controlled airspace

An airspace of defined dimensions within which air traffic control service is provided.

b) uncontrolled airspace

An airspace of defined dimensions within which no air traffic control service is provided. May be provided by Flight information service.

Coordination

Coordination is a co-operation between two or more air traffic service units where to agree aviation related procedures within his/her area of responsibility.

General air traffic

Traffic such as IFR and VFR flights.

Operational air traffic

Traffic such as military flights

Position report

Position report is where a pilot reports his/her position to an appropriate air traffic control service or on traffic information frequency (found in uncontrolled airspace).

Two-way radio communication

A two-way radio is a radio that can both transmit and receive. Two-way radio communication is used between pilot and air traffic control service in order to be able to communicate appropriately via voice.

2.2 Abbreviations

AFIS	Aerodrome flight information service
ATC	Air traffic control/Air traffic controller
ATS	Air traffic service
CTR	Control zone
FIR	Flight information region
FIS	Flight information service
FL	Flight level

GND	Ground
IAS	Indicated Air Speed
IFR	Instrument flight rules
MIL	Military air traffic
TIA	Terminal information area
TIZ	Terminal information zone
VFR	Visual flight rule

3 National ATC regulations

3.1 Position report

Position reports may be omitted within Norway FIR only if the pilot is informed. Position reports will usually occur during VFR flights in both uncontrolled and controlled airspace. Aircraft shall report position in uncontrolled airspace if the ATS unit has informed the pilot that surveillance service is terminated.

When a pilot is informed that the aircraft is provided with surveillance service, and/or an aircraft is departing from an aerodrome where surveillance service is provided to departing aircraft, the pilot need upon channel change only to report the aircraft callsign and actual FL/altitude together with, if applicable, the FL/altitude the aircraft is climbing or descending to.

Position report within TIA and/or TIZ, which is airspace class G*, must inform AFIS unit before entering, transiting and/or exiting TIA and/or TIZ. AFIS unit shall only provide traffic information between GND - maximum TIZ/TIA height. No surveillance radar service is provided due to airspace classification (see section 4.5 Class G).

Position report within controlled airspace, such as control zone (CTR) shall be used by pilot upon entering, transiting and/or exiting the CTR. ATS unit shall provide air traffic service to general air traffic (IFR/VFR) within CTR boundary. Aircraft within CTR shall be informed of any relevant traffic in the vicinity, and weather information if needed. Otherwise (such as vectoring general and operational air traffic) is subject to coordination with approach.

3.2 Speed limits below FL100

Norwegian and foreign operational air traffic (MIL) have been exempted from the general speed limits of 250 knots below FL100. General air traffic (IFR/VFR) shall not exceed 250 knots below FL100 unless otherwise cleared or instructed.

3.3 Two-way radio communication in Class G

Within class G airspace, TIA and TIZ are established at several uncontrolled aerodromes within Norway FIR, where AFIS is provided.

IFR flights in class G airspace are not required to establish two-way radio communication with ATS unit except that communication shall be established by all air traffic (IFR/VFR/MIL) with the appropriate flight information service (FIS) unit when operating within a TIA or a TIZ (airspace where FIS is provided).

4 Airspaces used in Norway FIR

4.1 Description

Within Norway FIR, the airspace is divided into 4 classifications, A, C, D and G. Class A, C and D airspace is controlled while class G airspace is uncontrolled. Airspace is described in section 4.2 - 4.5.

4.2. Class A

IFR flights only permitted within class A airspace. All flights are provided with ATC service and are separated from each other.

Note: Bodø Oceanic only.

4.3 Class C

General and operational air traffic (IFR/VFR/MIL) are permitted. All aircraft are provided with ATC service. IFR flights are separated from other IFR and VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights in the vicinity.

4.4 Class D

General and operation air traffic (IFR/VFR/MIL) are permitted. All aircraft are provided with ATC service. IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights in the vicinity. VFR flights will not be provided separation by ATC service, but receive traffic information in respect of all other flights within a certain area.

4.5 Class G

General and operational air traffic (IFR/VFR/MIL) are permitted and will receive flight information service from an AFIS unit.

4.6 Airspace structure table

Requirements for all flights within Norway FIR for each airspace are as shown in the following table.

Class	Type of Flight	Separation provided	Service provided	Speed limits	Radio communication requirement	Subject to an ATC clearance
A	IFR	All aircraft	ATC service	Not applicable	Continuous two-way radio communication	Required
	VFR	VFR flights are not permitted				
C	IFR	IFR from IFR and VFR	ATC service	Not applicable	Continuous two-way radio communication	Required
	VFR	VFR from IFR	<p>1. ATC service for separation from IFR traffic.</p> <p>2. Traffic information between VFR to VFR (and traffic avoidance advice on request).</p>	250 knots IAS below FL100	Continuous two-way radio communication	Required
D	IFR	IFR from IFR	ATC service and traffic information about VFR traffic (and traffic avoidance advice on request).	250 knots IAS below FL100	Continuous two-way radio communication	Required
	VFR	Not provided	ATC service included traffic information about IFR and VFR traffic (and traffic avoidance advice on request).	250 knots IAS below FL100	Continuous two-way radio communication	Required
G	IFR	Not provided	Flight information Service	250 knots IAS below FL100	Not required/Continuous two-way radio communication	Not required
	VFR	Not provided	Flight information Service	250 knots IAS below FL100	Not required/Continuous two-way radio communication	Not required