



Direction des Opérations

Service
de l'Information
Aéronautique

D S N A

8, AVENUE ROLAND GARROS - BP 40 245
F-33698 MERIGNAC CEDEX

<http://www.sia.aviation-civile.gouv.fr>

SALES DEPARTMENT

☎ : 33 (0)5 57 92 56 68
Fax : 33 (0)5 57 92 56 69
✉ : sia-commercial@aviation-civile.gouv.fr

NOTAM OFFICE

☎ : 33 (0)5 57 92 57 92
Fax : 33 (0)5 57 92 57 99
✉ : bni.sia@regis-dgac.net
AFTN : LFFAYNYX

AIP SUP
042/09

PUB : MAR 12

LOCATION(S) : Reims FIR (LFEE), Strasbourg-Entzheim AD (LFST), Basel-Mulhouse AD (LFSB), Mulhouse-Habsheim AD (LFGB), Haguenau AD (LFSH), Saverne-Steinbourg AD (LFQY), Phalsbourg-Bourscheid AD (LFQP), Sarrebourg-Buhl AD (LFGT), Strasbourg-Neuhof AD (LFGC), Saint Dié-Remoneix AD (LFGY), Colmar-Houssen AD (LFGA), Colmar-Meyenheim AD (LFSC)

VALIDITY : 01 to 05 April 2009

SUBJECT : NATO SUMMIT AT STRASBOURG-BASEL

1 DESCRIPTION

On the occasion of the NATO Summit and for air security-related requirements, two temporary prohibited areas (TPAs), and one temporary restricted area (TRA), in Strasbourg area, and one temporary restricted area in Basel-Mulhouse area are created. The limits, characteristics and operating conditions for the areas interfering with the French airspace are defined below.

2 LIMITS OF THE CONCERNED AIRSPACES

2.1 "SIERRA" TPA

2.1.1 Lateral limits

48°25'51.2"N – 007°45'06.1"E;

Clockwise arc of 10 Nm radius centered on point

48°35'51.0"N – 007°45'30.0"E;

48°42'29.7"N – 007°56'48.7"E;

France-Germany border;

48°25'51.2"N – 007°45'06.1"E.

2.1.2 Vertical limits

SFC / FL 115.

2.2 "BRAVO" TPA

2.2.1 Lateral limits

48°47'21.0"N – 008°02'05.8"E.

48°47'21.0"N – 008°02'05.8"E;

Clockwise arc of 6 Nm radius centered on point

48°47'30.0"N – 008°11'12"E;

48°53'07.0"N – 008°08'01.0"E;

France-Germany border;

48°47'21.0"N – 008°02'05.8"E

2.2.2 Vertical limits

SFC / FL 115.

2.3 "STRASBOURG" TRA

2.3.1 Lateral limits

48°54'39.7"N – 007°07'44.5"E;

49°05'51.1"N – 007°31'42.7"E;

France-Germany border;

48°00'20.9"N – 007°36'06.1"E;

Clockwise arc of 30 Nm radius centered on point

48°30'19.4"N – 007°34'19.1"E;

48°54'39.7"N – 007°07'44.5"E;

2.3.2 Vertical limits

SFC / FL 195.

2.4 "BASEL" TRA

2.4.1 Lateral limits

48°07'37.2"N – 007°04'49.9"E;

Counterclockwise arc of 30 Nm radius centered on point

48°30'19.4"N – 007°34'19.1"E;

48°00'20.9"N – 007°36'06.1"E;

France-Germany border;

47°35'23.9"N – 007°35'20.8"E;

France-Switzerland border;

47°25'55.6"N – 007°23'03.7"E;

47°44'16.0"N – 007°01'48.0"E;

48°07'37.2"N – 007°04'49.9"E.

excluding Fessenheim TPA (no. 36) defined in ENR 5.1.

2.4.2 Vertical limits

SFC / FL 145.

3 DATES AND TIMES OF ACTIVITY (UTC)

3.1 Rehearsal

The "SIERRA", "BRAVO" TPAs and "STRASBOURG" TRA can be activated on Wednesday 01 April 2009 from 0600 to 2200 (possible postponement to Thursday 02 April 2009, same time slots).

The "BASEL" TRA is not activated during rehearsal.

3.2 Actual operations

From Friday 03 April 2009, 0000 to Sunday 05 April 2009, 1200.

4 STATUSES OF THE CONCERNED AIRSPACES

4.1 "SIERRA" and "BRAVO" TPAs

Temporary prohibited areas.

Infringements

In compliance with the Civil Aviation Code (article L-131-3), any aircraft entering a prohibited area without clearance must land at the nearest aerodrome outside this area, as soon as the pilot becomes aware of this infringement. If it is detected in flight, the pilot must comply with the first injunction, slow down, descend to the imposed altitude and land at the specified aerodrome.

Infringements to the provisions applicable to prohibited areas are liable to a fine (article L-150-4) of 15,000 Euros to 45,000 Euros, and/or imprisonment of six months to one year.

Besides, the public authorities can retain the aircraft with which such an infringement to the provisions of the Civil Aviation Code was committed on the spot, and the pilot can be liable to prosecution.

4.2 "STRASBOURG" and "BASEL" TRAs

Temporary restricted areas.

5 ENTRY CONDITIONS AND SERVICES PROVIDED IN “SIERRA” and “BRAVO” TPAs and “STRASBOURG” and “BASEL” TRAs

GAT/Military Air Traffic: compulsory avoidance except for the activities defined in Appendix 1.

The usual air traffic control units carry on providing the services corresponding to the controlled airspace classes which the “SIERRA” and “BRAVO” TPAs and “STRASBOURG” and “BASEL” TRAs have replaced:

- to aircraft in GAT authorized to enter, as per the current airspace classes;
- to aircraft in Military Air Traffic authorized to enter, as per the Military Air Traffic rules.

In class G uncontrolled airspace, Drachenbronn Control and Detection Center (CDC) (or replacement CDC) provides the users authorized to enter these areas with the flight information and alert services.

Nevertheless, for air security reasons, the following may be implemented:

- it is likely that specific measures to control the flow, which could go as far as the temporary suspension of flights, are implemented,
- real time restrictions may be introduced to satisfy a request from the military authorities.

6 SPECIFIC MEASURES**6.1 Suspended activities**

All the general aviation, light and sports aircraft activities, such as some parachute dropping, aerobatics, model flying, flying of gliders and moto-gliders, ultralight gliders (ULG: paragliders, hanggliders), ULMs (including paramotors), gyroplanes, airships, balloons (free or captive balloons, etc.), and any other VFR GAT flight activity not included in the list of activities 1, 2 and 3 defined in Appendix 1 are suspended, within the “SIERRA” and “BRAVO” TPAs and “STRASBOURG” and “BASEL” TRAs when active.

6.1.1 When the “SIERRA” and “BRAVO” TPAs and “STRASBOURG” TRA are active

The following aerodromes are not usable:

LFSH Haguenau
 LFQY Saverne
 LFGT Sarrebourg
 LFGC Strasbourg Neuhof
 LFGY Saint Dié

Daytime VFR transit routes:

The W-W1-W2-S route located in Strasbourg CTR is not usable.
 The EN-E leg located in Colmar Meyenheim TMA-CTR is not usable.

Night-time VFR transit route:

The leg defined from Colmar-Meyenheim/Colmar-Houssen/S /Strasbourg Entzheim /W/Saverne/ Sarrebourg to Epinal is not usable.

Unusable parachute dropping activities:

212 Colmar Sud
 221 Colmar Houssen Aerodrome
 222 Strasbourg Neuhof Aerodrome
 225 Etang du Stock

Unusable aerobatics activities:

6155 Saint Dié Remoneix Aerodrome
 6160 Colmar Houssen

Unusable model aircraft flying:

8210 Albe
 8370 Mertzwiller
 8440 Mothern
 8001 Wissembourg

8002 Belmont
8003 Oberhoffen/Moder
8004 Sélestat
8005 Sessenheim
8020 Bouxwiller
8021 Sainte-Croix-en-Plaine 2
8034 Meistratzheim
8035 Molsheim
8036 Krautwiller
8037 Pfalzweyer
8052 Saverne aerodrome
8053 Sarrebourg Buhl aerodrome
8058 Haguenau aerodrome

Deactivated danger and restricted areas:

D524 A, B Bitché
D526 Oberoffen
R1000 Nord Alsace
R111 Erstein
R120 Selestat
R122
R123
R127 A, B Vosges
R150 A, B, C1, D1, D2 Phalsbourg
R164 A1, A2, B, C Epinal
R197 Dabo
R198 Donon
R199 Neuhof

6.1.2 When the "BASEL" TRA is active

The following aerodrome is not usable:

LFGB Mulhouse Habsheim

The following heliport is not usable:

Basel Mulhouse

Daytime VFR transit routes:

The W-WA-WB route located in Basel Mulhouse TMA-CTR is not usable, in both directions.

The sections of the N-NE-E and E-S route located in Basel Mulhouse TMA-CTR are not usable, in both directions.

The E1-E and E1-ES routes located in Colmar Meyenheim CTR are not usable.

Night-time VFR transit route:

The Héricourt/Basel-Mulhouse/Village Neuf and Basel-Mulhouse/Colmar-Houssen/Strasbourg routes are not usable by night, in both directions.

Unusable model aircraft flying:

8010 Carspach
8022 Pulversheim
8023 Rouffach
8031 Sainte Croix en Plaine 1
8032 Alolsheim
8033 Reiningue
8430 Cernay

Deactivated danger and restricted areas:

D118A, B Belfort
R125A Belfort Chaux Est
R127A, B Vosges

6.2 Restrictions as regards the VFR GAT / Military Air Traffic activities in TRAs and TPAs.

The VFR GAT flights not pertaining to activities 1, 2 and 3 as defined in Appendix 1 are prohibited within the limits of the "SIERRA" and "BRAVO" TPAs and "STRASBOURG" and "BASEL" TRAs.

The use of the heliports, whether private or not, all helipads and ULM platforms located within the limits of the "SIERRA" and "BRAVO" TPAs and "STRASBOURG" and "BASEL" TRAs is prohibited, except, upon compliance with the conditions specified in Para. 5, for activities 1, 2 and 3 defined in Appendix 1.

Strasbourg Entzheim (LFST), Basel Mulhouse (LFSB), and Colmar Houssen (LFGA) aerodromes are not usable in VFR GAT.

Phalsbourg-Boursheid aerodrome remains accessible to the aircraft not pertaining to activities 1, 2 and 3, only by the West, in direct route at 500 ft ASFC, through points:

- NW (Rhodes antenna);
- SW (Blamont wind turbine fields).

The applicable aircraft contact PHALSBOURG APP or PHALSBOURG TWR 2 min before entering the "STRASBOURG" TRA to notify their entry. Except in case of emergency, the GCA procedure is suspended.

6.3 Restrictions as regards IFR GAT in TRA and TPAs

- The floor of the following airway segments is raised to FL 115 (first usable level: FL 120):

R11 between POGOL and LUPEN

R112 between MIRGU and OBORN

R7 between GTQ and LUPEN

V17 between GTQ and LUPEN

V32 between EPL and BERUG

- Servicing of Strasbourg-Entzheim aerodrome: aircraft pertaining to activity 4B are authorized to enter the "SIERRA" and "BRAVO" TPAs and "STRASBOURG" TRA. Prior to entry, they shall obtain accreditation to be authorized to enter these areas (see Para. 7.1).
- For aircraft authorized to enter the "SIERRA" and "BRAVO" TPAs and "STRASBOURG" and "BASEL" TRAs, IFR flight plan canceling and visual approaches are prohibited. Aircraft shall keep strictly the routes published or authorized by the air traffic control units within these areas.
- In the "STRASBOURG" TRA, transits are authorized with no accreditation, only on published airways, the first usable level of which is FL 120. Aircraft shall keep strictly the published flight paths or flight paths authorized by the air traffic control unit within the TRA.
- Strasbourg-Entzheim, Basel-Mulhouse and Colmar-Houssen aerodromes cannot be scheduled as diversion aerodromes.

6.4 Additional activities

Activation of TSA 20 A (max floor FL 315 for EPT (Preferential Airspace) FR21 and Giséle axes) and TSA 22 A and B (max floor FL 285 for Marie and fighter aircraft holding area axes).

7 PRECEDENT ENTRY CONDITIONS FOR AUTHORIZED AIRCRAFT

(appendices 1 and 2).

7.1 Accreditation request procedure

The accreditation procedure will not be implemented for the rehearsal time slot on 01 April 2009 (possible postponement to 02 April 2009).

Until 26 March 2009, the accreditation requests, for the activities requiring it (ref. Appendix 1), will be filled in and sent in computer format by the aircraft operators or managers of the applicable airlines, as per the template shown in Appendix 2, to the Accreditation Unit of the Bas Rhin Prefecture. The Accreditation Unit of the Bas Rhin Prefecture, after request examination, will issue an accreditation number for the aircraft and one for the crews. Beyond 26 March 2009, the requests will be processed within 24 hours, but will be subject to processing capacities.

7.2 Planning activities 1, 2 and 3 in VFR GAT

In addition to the requirements regarding flight plan communication, the aircraft pilot or operator, or the operations center (departmental fire and rescue service [SDIS], Prefectural command post, defense authority, etc.) shall file directly a flight intent for each flight, and shall then obtain flight clearance before taking off.

7.3 Flight intent

Filing of the data (see Para. 7.5) to the Aviation Activity Unit of Coordination (C2A2):

- for scheduled missions: by fax with confirmation by phone, at least 1 hour before the flight,
- for emergency missions (activities 1, 2 and 3 only): by phone before the flight.

7.4 Flight clearance

The flight clearance will be delivered by the Aviation Activity Unit of Coordination (C2A2) when confirming the flight over the phone (together with a 3/A transponder code which may be imposed).

7.5 Information to be sent

- Number and type of aircraft
- Flight designator
- Planned schedule
- Take-off and landing platforms
- Route and altitude
- Type of mission or type of flight
- Justification of the operation for emergency activities.

8 USER INFORMATION

- REIMS INFO: 124.100 MHz
- REIMS CTL: 124.950 MHz / 128.300 MHz
- STRASBOURG TWR: 119.250 MHz
- STRASBOURG APP: 120.700 MHz, 119.450 MHz, 119.575 MHz
- BASEL TWR: 118.300 MHz
- BASEL INFO: 121.250 MHz
- HABSHEIM TWR: 125.500 MHz
- HOUSSEN TWR: 119.000 MHz
- COLMAR TWR: 122.100 MHz
- COLMAR APP: 118.950 MHz
- RIESLING RADAR (or replacement CDC): 143.550 MHz, 317.500 MHz.

9 AUTHORITIES TO BE CONTACTED**9.1 Until 31 March 2009**

CDAOA/Etat-major/Défense aérienne élargie/Sauvegarde Air (Air Defense and Air Operations Command/ Headquarters/Extended Air Defense/Air Safety) – PARIS-BALARD (75).

☎ : +33 (0)1.45.52.30.26 or +33(0)1.45.52.66.62 or +33(0)1.45.52.30.37 or +33(0)1.45.52.91.68.

Fax with "STRASBOURG DPSA" indication: +33(0)1.45.52.49.95.

9.2 From 01 to 05 April 2009

The C2A2 (Aviation Activity Unit of Coordination) can be activated during the time slots defined in Para. 3 (positioning, phone/fax details and operating times to be published by NOTAM).

Users are invited to read the amending or complementary French and German NOTAMs which may be published, on a daily basis.

Appendix 1 (1/2)
Table of activities

	Entry clearance		Accreditation	Flight plan	Flight intent and flight clearance	Procedures	
	TPA	TRA				VFR Military Air Traffic V	IFR Military Air Traffic A and B
<p>ACTIVITY 1: Defense aircraft and unmanned remotely piloted Defense aircraft (drones), customs, civil protection, police force and gendarmerie aircraft performing a safety and rescue operation, operating within the framework of their missions.</p> <p>ACTIVITY 2: Medical evacuation aircraft, or aircraft having to operate in the area for technical and security reasons when area avoidance is not compatible with these missions.</p> <p>ACTIVITY 3: Foreign State aircraft or any aircraft, carrying official authorities</p>	YES	YES	NO	<p>GAT IFR: Usual time limit</p> <p>VFR GAT and Military Air Traffic - scheduled activities: Mandatory, notice: 1 hr (2) - emergency activities: NIL</p>	YES	(3)	
	YES		NO	Usual time limit			Follow the instructions of the usual air traffic control units
		YES	YES (1)	Usual time limit (2)			
		NO	Usual time limit				
<p>ACTIVITY 4: IFR GAT (except activities 1, 2 and 3)</p> <p>4A: commercial aircraft performing regular air transport, from or bound for Strasbourg-Entzheim on published flight paths or flight paths authorized by the control units.</p> <p>4B: flights not pertaining to activity 4A from or bound for Strasbourg-Entzheim on published flight paths or flight paths authorized by the control units.</p> <p>4C: aircraft from or bound for Lahr or Baden-Baden on published flight paths or flight paths authorized by the control units.</p> <p>4D: aircraft from or bound for Colmar Houssen on published flight paths or flight paths authorized by the control units.</p> <p>4E: aircraft from or bound for Basel Mulhouse or aircraft in transit in "BASEL" TRA on published flight paths or flight paths authorized by the control units.</p> <p>4F: aircraft in transit in "STRASBOURG" TRA only on published flight paths or flight paths authorized by the control units, from FL 120.</p>	YES	YES	NO	Usual time limit			
			YES (1)	Usual time limit (2)			
		NO	YES (1)	Usual time limit (2)			
<p>ACTIVITY 5: VFR GAT (except activities 1, 2 and 3) VFR flights are prohibited during the activity time slots.</p>	NO	NO	NO	Usual time limit			Idem as above + (4)

Appendix 1 (2/2)

- (1) The request must be made no later than a date to be published by NOTAM (ref. Para. 7 for accreditation procedure).
- (2) Send to usual addresses and to DRACHENBRONN (LFYAYWYX), CINQ MARS LA PILE (LFXOYWYX) and LYON-MONT VERDUN (LFXVY-WYX) CDCs with the accreditation numbers in box 18 for activities 2, 4B and 4D, and the name of the authority member being carried, for activity 3.
- (3) In class C/D airspace: follow the instructions of the usual air traffic control units.

Out of class C/D airspace: authorized aircraft (see table in Appendix 1, page 1) shall make mandatory radio contact for identification 10 minutes before entry (or as soon as possible after take-off if schedule is lower than 10 minutes), and maintain the radio contact with the control unit / ATS:

- for aircraft operating under Military Air Traffic rules, Drachenbronn Control and Detection Center (CDC) (or replacement CDC): RIESLING INFO Freq. 143.550 MHz or Freq. 317.500 MHz,
- for aircraft operating under VFR GAT: Reims FIC: REIMS INFO Freq. 124.100 MHz. Reims FIC will transfer these flights to RIESLING INFO Freq. 143.550 MHz as soon as possible.

Mode A and C transponder mandatory.

- (4) Mandatory compliance with the published airways, the first available level of which is FL 120. Only aircraft in emergency or distress situation may be exempted from these limitations after obtaining clearance from Drachenbronn CDC (upon request from the usual ATS authorities).

Appendix 2 (1/2)

Accreditation request to be sent to the Accreditation Unit of Bas-Rhin:Email: accreditation.otan@aviation-civile.gouv.fr

Tel.: +33 (0)6.17.44.07.89 (to be used only in case of emergency from 30 March to 05 April 2009).

Check the applicable boxes:

- Activity 2
- Activity 3
- Activity 4B
- Activity 4D

Operating airline's identification and address, Phone number and electronic address of applicant	
Phone number of operator's permanent operations center	
Type of aircraft	
Aircraft registration	
Aircraft base aerodrome	
Radio call sign	
From	
Bound for	
Scheduled dates and times of arrival and/or departure	

Appendix 2 (2/2)

CREW MEMBERS:

Onboard function (pilot, copilot, flight crew member)	Surname, First name	
	Date and place of birth	
	Nationality	
	Home address	
	License no. for pilots	
Onboard function (pilot, copilot, flight crew member)	Surname, First name	
	Date and place of birth	
	Nationality	
	Home address	
	License no. for pilots	
Onboard function (pilot, copilot, flight crew member)	Surname, First name	
	Date and place of birth	
	Nationality	
	Home address	
	License no. for pilots	
Onboard function (pilot, copilot, flight crew member)	Surname, First name	
	Date and place of birth	
	Nationality	
	Home address	
	License no. for pilots	
Onboard function (pilot, copilot, flight crew member)	Surname, First name	
	Date and place of birth	
	Nationality	
	Home address	
	License no. for pilots	
Onboard function (pilot, copilot, flight crew member)	Surname, First name	
	Date and place of birth	
	Nationality	
	Home address	
	License no. for pilots	

