

**ROUTE AVAILABILITY DOCUMENT**  
**RAD USERS MANUAL**



**EUROCONTROL**

**EDITION N°: 1.0**

**<http://www.cfm.eurocontrol.int>**

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**AMENDMENT N° 0**

Section	Issue Date	Amended Section	Amended Date
1. GENERAL	31-Jul-2006		
2. CFMU SYSTEM PROCESSING	31-Jul-2006		
3. KEY PARTICIPANTS	31-Jul-2006		
4. ATTACHMENT 1	31-Jul-2006		
5. ATTACHMENT 2 - AIRAC CALENDAR	31-Jul-2006		
6. RAD MANAGEMENT GROUP	31-Jul-2006		
7. RAD PUBLICATION TIMETABLE	31-Jul-2006		
8. DICTIONARY OF ABBREVIATIONS	31-Jul-2006		

**Amendment No. 0 to the ROUTE AVAILABILITY DOCUMENT**

**The Main changes will be indicated with revision bars.**

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## ROUTE AVAILABILITY DOCUMENT

### 1. GENERAL

The Route Availability Document (**RAD**) is a sole-source-planning document which integrates both structural and Air Traffic Flow and Capacity Management (**ATFCM**) requirements geographically and vertically. The RAD is updated each AIRAC cycle following a structured standard process of:

1. Requirement.
2. Validation.
3. Publication.

by the Central Flow Management Unit (**CFMU**) in cooperation and coordination with the relevant States and Aircraft Operators (**AOs**).

The RAD is the AIRAC ATFM Bulletin that shall promulgate strategic ATFM measures. Changes to promulgated Strategic ATFM measures shall be promulgated using a NOTAM in series F in accordance with ICAO Annex 15 provisions (**DOC 7030 Amendment 208 dated 15<sup>th</sup> Oct 2004**).

The RAD is only applicable to any IFR part of a flight plan intending to operate within the IFPZ.

The document is divided into 2 unique parts:

#### 1.1. Part I

Consists of a separate Annex for each State identified by the ICAO 2 letter identifier (e.g. ANNEX LF for France) together with an Annex for the North Atlantic Traffic (NAT) and an Annex dedicated to routes for military traffic flying as GAT (MIL).

4 Appendices are included in Part 1:

- Appendix 1 defines the RAD.
- Appendix 2 defines Area Definitions (TMA, FIR etc.).
- Appendix 3 defines City Pair Level Caps.
- Appendix 4 defines the DCT (direct) flight plan filing limitations imposed by each national authority, and

#### 1.2. Part II

Is a pan-European document that lists all restrictions across the European theatre of operations. The list of restrictions is defined alphabetically (e.g. A1, UA1, A2, UA2....Z999, UZ999). It is the responsibility of each State, through their national RAD coordinator, to ensure that the restrictions listed in Part II are aligned with those listed in Part I.

The national authorities shall provide a detailed description of route characteristics (airway name, route orientation in M, flight levels available etc in the ENR section of the relevant AIP.

The routing organisation is permanently effective and applies daily H24, except where otherwise specified.

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The RAD may be suspended, or temporarily relaxed, in cases where it is expected to have an abnormally adverse impact upon the traffic flows. This action will always be co-ordinated through the CFMU and all participants.

Amendments will be published as follows:

- a) 34 days in advance of the relevant AIRAC cycle.
- b) Amendments will be highlighted in **BOLD** lettering and will be annotated with a revision bar ( | ).
- c) Restrictions that have been removed will be annotated at the end of the relevant Annex under the heading “**Withdrawn Restrictions**”.
- d) Last minute changes of a more restrictive nature will only be accepted in exceptional circumstances, and only when they have significant impact on operational requirements. These changes will be promulgated on the CFMU website under the “What is New” button. Changes which reduce the restrictiveness, or the removal of restrictions will be accepted at any time.

The control and management of the RAD is carried out through a triangular process as follows:

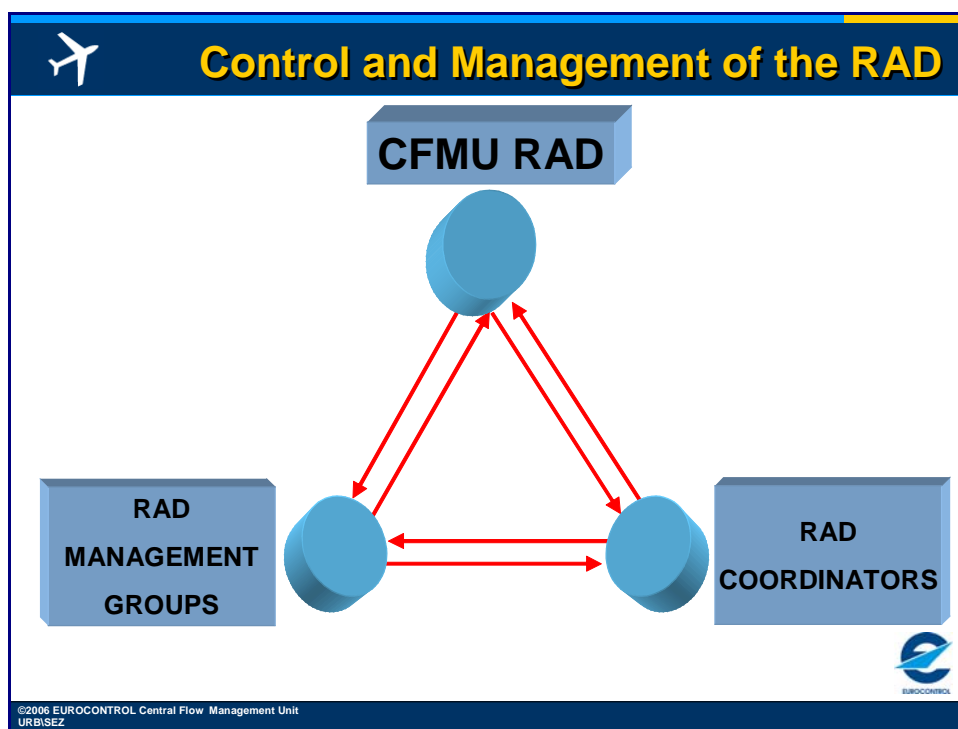


Figure 1-1 CFMU RAD

The CFMU RAD Team is responsible for the maintenance and publication of the RAD, this is co-ordinated through liaison with the National RAD Coordinators (**NRCs**) on an AIRAC cycle basis. Development of the RAD is through the RAD Management Group (**RMG**), this body is established to manage the evolution of the RAD, the NRCs are contacted if and when necessary on matters of procedure. Roles and responsibilities for each body can be found in Annex.

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**1.3. Requirements**

The RAD provides a single fully integrated and co-ordinated list of routing restrictions and requirements for the CFMU area.

Exceptions to the RAD are not envisaged under normal conditions, however, temporary changes to the RAD restrictions due to exceptional circumstances or operational necessity shall be published by AIM giving details of the traffic affected, the period of activation and, where practical, the corresponding routings.

The RAD document shall be updated each AIRAC cycle to reflect periodical changes in the airspace and shall be available via the CFMU website at [www.cfm.eurocontrol.int](http://www.cfm.eurocontrol.int).

Restrictions are divided into **three** different categories: either "STRUCTURAL" (**S**), "ROUTING" (**R**) or a combination of the two (**S/R**). This definition is determined and provided by each State for their respective Annex.

The structure of each restriction is hierarchical and specific and has been arranged in a fashion to facilitate parsing of the information into computer systems.

Aircraft Operators shall take all relevant and current RAD requirements into account when submitting a flight plan for an IFR flight, or part thereof, intending to operate within the IFPZ.

There are **3 main types** of restrictions, the **inclusive**, **exclusive** and **compulsory**, examples of which are given below:

**1.3.1. Inclusive Restriction**

Here, traffic must meet **ALL** of the conditions to be subject to the restriction.

UN869 LERGA - OLRAK Not available for traffic  
Above FL275  
With Dep. LSAGFIR, Chambéry TMA,  
Lyon TMA  
With Dest. LFBBFIR, LFRRFIR

**1.3.2. Exclusive Restriction**

Here traffic only needs to meet **ONE** of the conditions to be subject to the restriction.

UL976 OBATO - RONAX Not available for traffic  
1. Dest. LFPG/B  
2. Via MMD  
Except Dest. ELLX, EBLG, EHBK,  
EDDR/FH/LN, ETAD/AR/SB, LFJL/SF  
3. Via CHW  
With Dest. EBBUFIR  
Except Dest. EBLG, ELLX

**1.3.3. Compulsory Restriction**

Here specified traffic **HAS NO OTHER OPTION**, it shall fly this route segment.

UL865 BOL - TAQ Compulsory for traffic  
Dep. LIML  
With Dest. LICJ

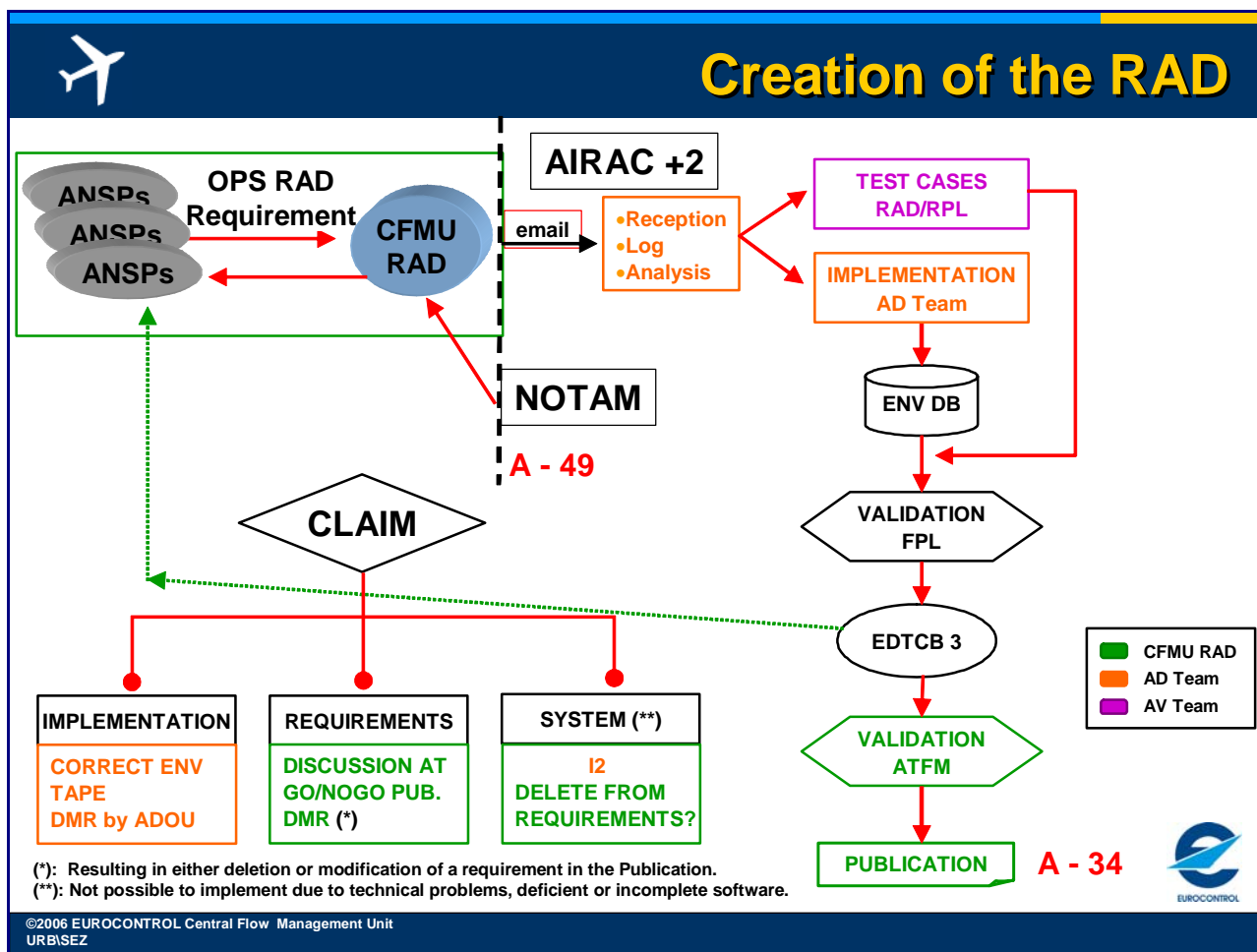


Figure 1-2 Creation of the RAD

The diagram above gives a flow presentation of the process of creation of the RAD, starting with the box on the top left and working through until Publication as follows:

- The CFMU RAD team sends out a reminder to the National RAD Co-ordinators (**NRCs**) at AIRAC -56 advising them of 1 (one) week to RAD Cut-off. The A-49 line depicts the RAD Cut-off date.

Inputs for RAD amendments are accepted by e-mail and then transcribed into the respective Annex that has been prepared for the relevant AIRAC cycle.

Once an Annex has been completed, the new restrictions are taken by the Airspace validation team and new/existing FPLs are used for testing the efficacy of the changed restrictions. Concurrently, the requirements for change are sent to the respective Airspace Data Teams (implementation AD Team) for creation/amendment of the restriction in the ENVironment database.

Upon receipt of supporting AIS data, and only then, the revised/new restrictions can be checked against the revised airspace by the use of the FPLs created by the RPL Validation Team.

If inconsistencies are discovered, then claims are raised accordingly and allocated to one of the three categories (Implementation/Requirements/System) for further handling.

At the EDTCB3 (Environment Data Transfer Control Board) meeting all unsolved RAD errors are discussed and appropriate action is taken prior to publication.

The restrictions are then assessed for impact through the ATFM Validation process. Where a restriction is deemed to be particularly punitive or is affecting a disproportionate amount of traffic, it is referred back to the State of origin.

At AIRAC -34 days, the RAD is published via email to the NRCs and promulgated on the CFMU website and the EAD website.

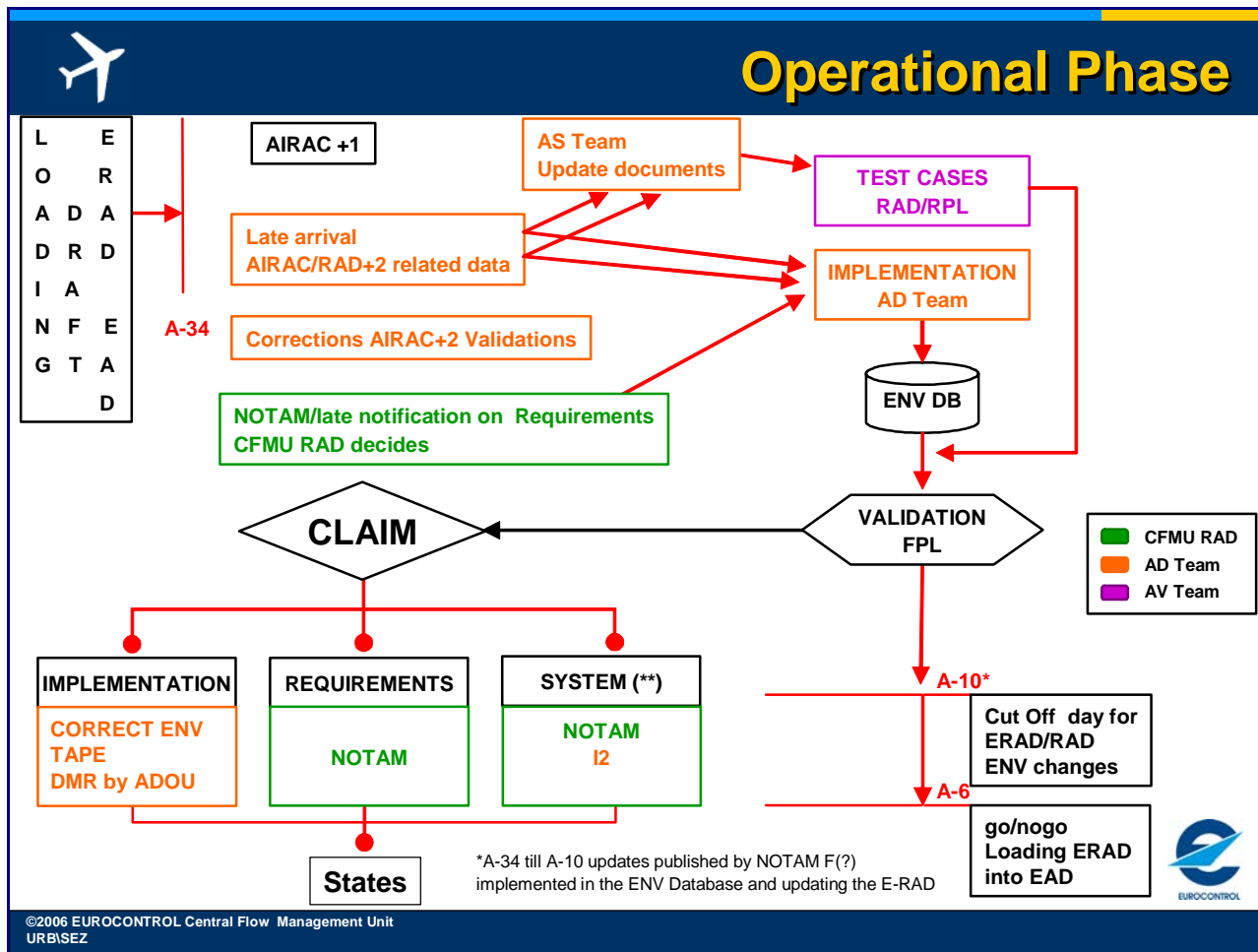


Figure 1-3 Pre-Operational Phase

After AIRAC -34 the RAD process continues into the validation and assessment phase. Late changes/NOTAM are implemented where possible; however once past AIRAC -34 this process is very cumbersome for all recipients.

As the AIS data is received, the Airspace Data Team update the relevant AIPs etc. within the ENV Library.

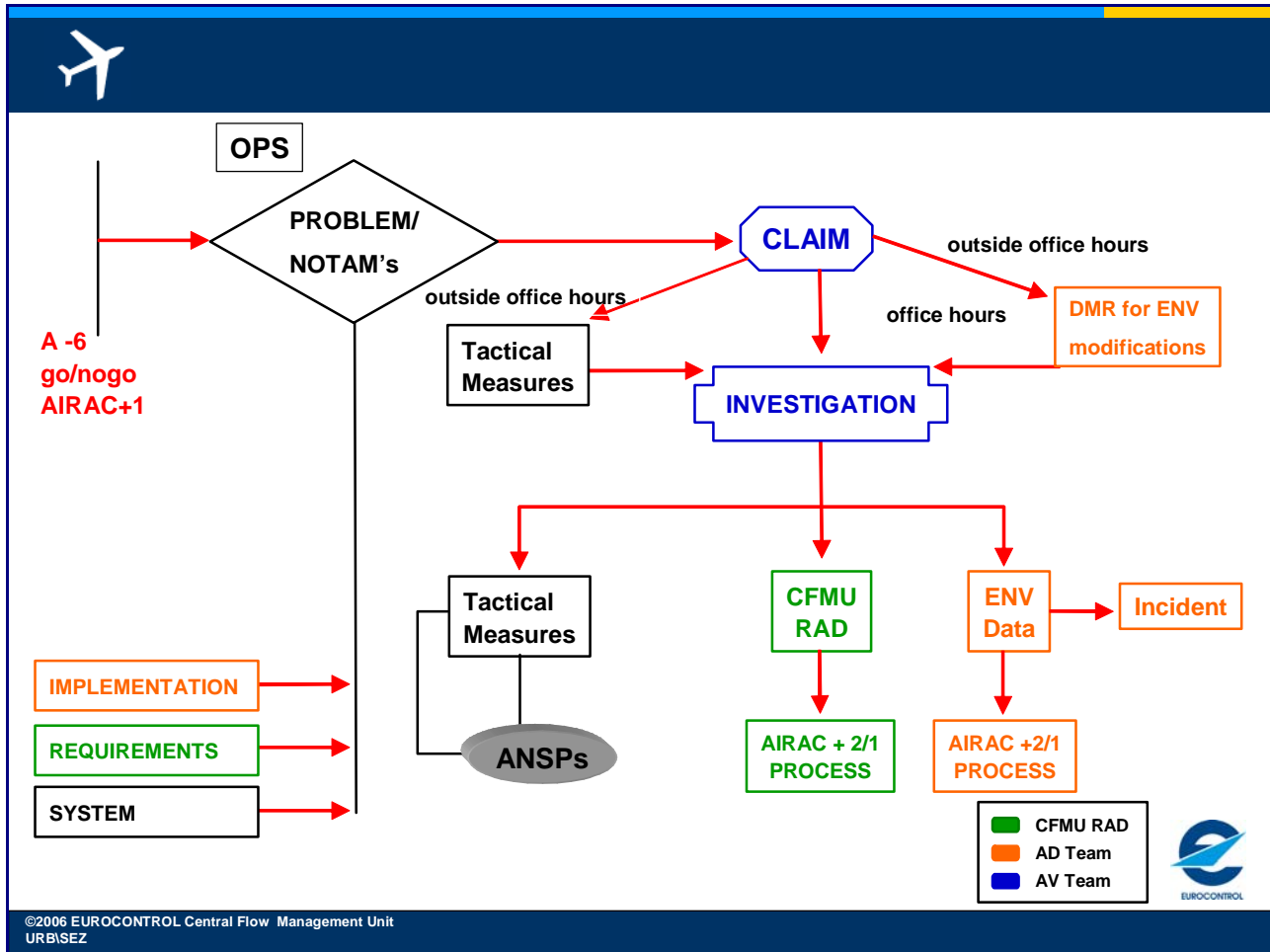
At this stage a more comprehensive Validation can be carried out by cross referring the RAD with the received AIS data.

The same process is completed as described in the previous diagram, with creation/amendment of FPLs by the RPL Validation Team.

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At AIRAC -10 days the final cut-off is effective, beyond which no further changes can be accepted in time to change the ENVironment database.

Final cross checking of the ENVironment data is carried out between AIRAC -10 and AIRAC -6 at which point a go/no go decision is made for the ENVironment tape.

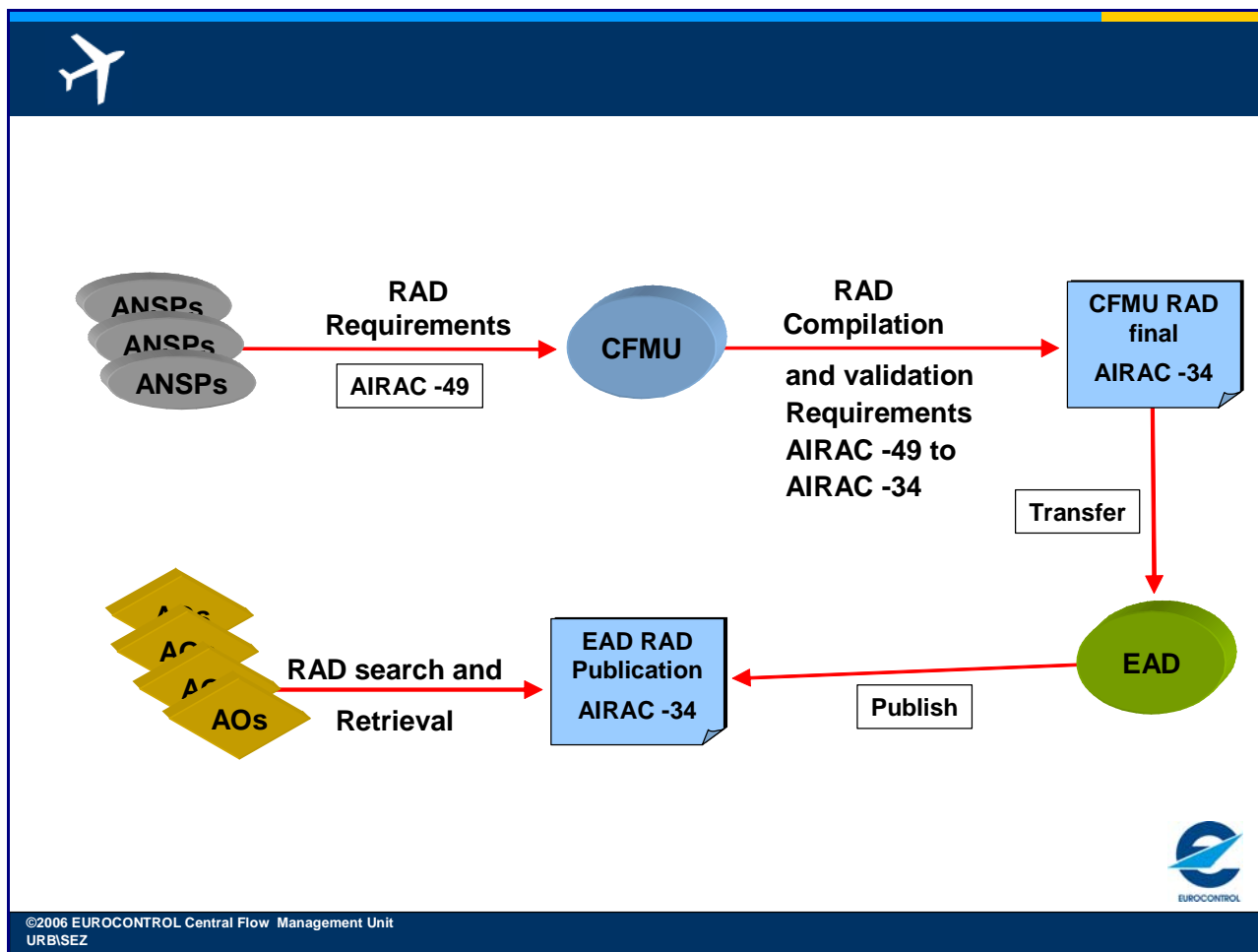


**Figure 1-4 Operational Phase**

After AIRAC -6 days we enter into the Operational phase where any errors are notified to the AO community via NOTAM.

A Claim is raised and the method of resolution is determined outside office hours by the Airspace Data/IFPS Supervisor/OPSD Team Leader and passed to the Investigation Team, or within office hours through the Investigation Team, either: Tactical measures if the error/change is considered of vital operational importance; CFMU RAD updates the respective document for the next available AIRAC publication; or if it requires modification of the ENVironment data then a DMR is raised.

1.4. FULL EAD



**Figure 1-5 Operational Phase via EAD**

When EAD becomes the sole source of RAD Data then the process will entail publication only by EAD (the RAD will no longer be sent to the NRCs via email and it will not be published on the CFMU website).

Recipients shall retrieve the RAD data from the PAMS Light on EAD.

1.5. RAD Modification Dynamic

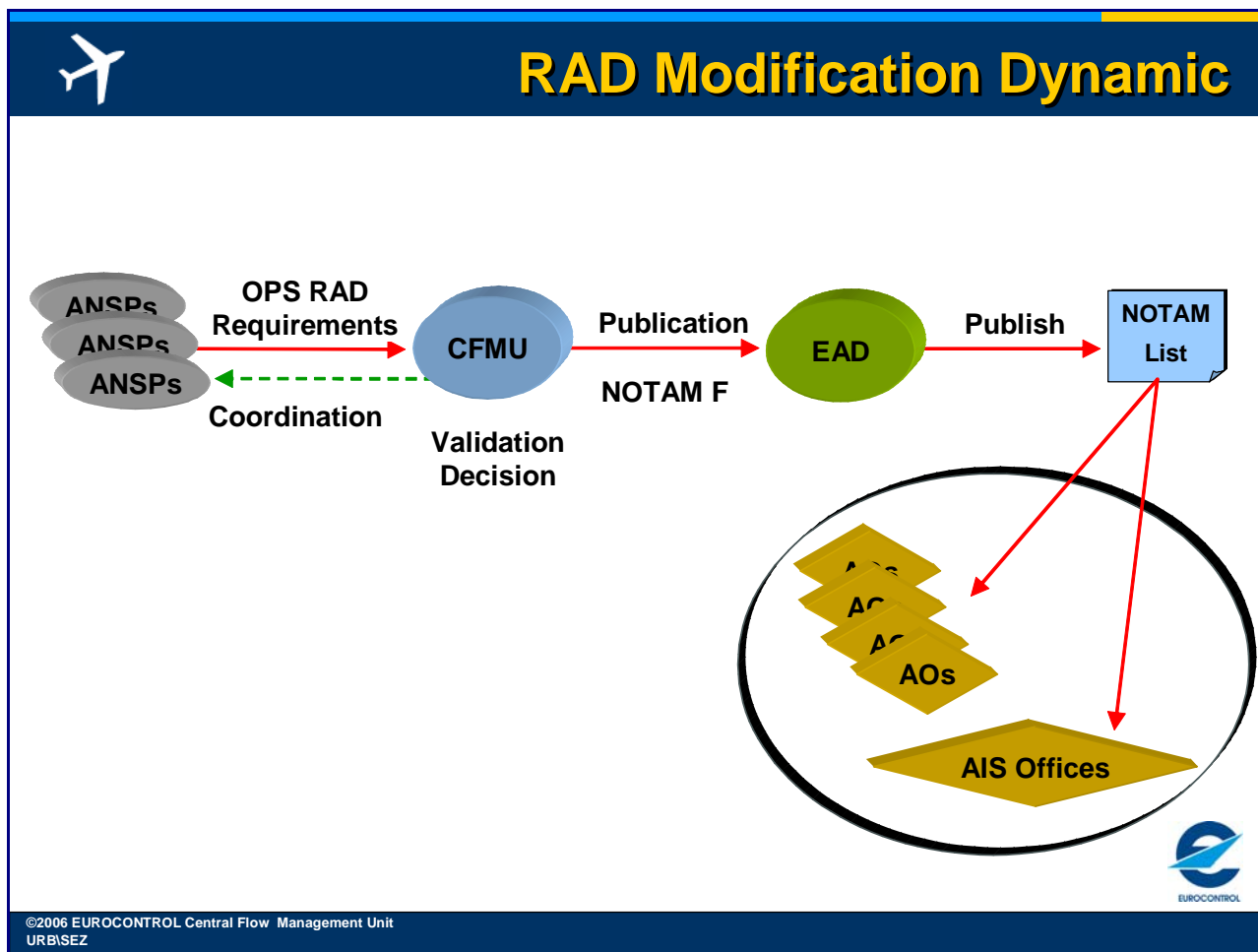


Figure 1-6 Dynamic Modification

Upon initialisation of the NOTAM F, amendments to the RAD will be promulgated by this process. The change shall be agreed between the ANSP and the CFMU RAD team and the NOTAM text will be formatted and entered into the EAD terminal, EAD will then publish the NOTAM on behalf of the State concerned. On a monthly basis CFMU RAD will initiate the publication of a list of current NOTAM type F.



## 2. CFMU SYSTEM PROCESSING

A restriction imposes a restrictive measure for a single flight or a flow of traffic. A restriction consists of the following elements:

- The operational reason for this restriction.
- As from which date is this restriction valid and during which parts of the week.
- What is restricted (route/point).
- Who is affected by this restriction.

### 2.1. IFPS Behaviour

Two types of flow restrictions exist within the IFPS for processing purposes:

- Hard Traffic Flow Restrictions.
- Soft Traffic Flow Restrictions.

#### 2.1.1. Hard/Soft Traffic Flow Restriction

Where a flight plan violates a **Hard** Traffic Flow Restriction, that flight plan shall fail automatic processing and be passed for manual treatment by the IFPS staff. The IFPS staff shall normally try to contact the originator of the flight plan in order to find a solution to the problem. The invalidated message shall incorporate a clear error message (examples below), which enables the IFPS staff or the message originator to correct the error.

ERROR PROF: RS: OFF MANDATORY ROUTE AT:HELEN LEVELS:F065..F999 REF:EH  
APPENDIX5 STAR HELEN UNIT:EHAM6010A BETWEEN:LFPB EHAM

ERROR PROF: RS: ON FORBIDDEN ROUTE:NIK COA LEVELS:F000..F195 REF:SASKI  
L179 NIK UNIT:EH 2007A BETWEEN:LFPG EBAW

An error message issued when a flight plan violates a Traffic Flow Restriction shall contain the restriction identification. It shall indicate whether the flight plan is on a forbidden route or off a mandatory route. It shall also point as accurately as possible that part of the flight plan which has caused the error.

Where a flight plan violates a **Soft** Traffic Flow Restriction, the IFPS shall automatically insert the IFP Indicator 'IFP/ERROUTRAD' in Item 18 of that message. Soft Traffic Flow Restriction violations do not cause messages to fail automatic processing in the IFPS.

The Hard/Soft Traffic Flow Restriction are the last aspects to be checked against by the IFPS when processing a flight plan message, thus, for example, a route availability error may mask a Hard Traffic Flow Restriction during processing, and only on correction of the route availability error will the RAD restriction violation become apparent.

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**2.1.2. IFPS Error Messages**

<b>[P12] PROF : RS: OFF MANDATORY ROUTE:&lt; &gt; LEVELS: &lt;FL_Band&gt; REF: &lt;Pub_Ref&gt; UNIT: &lt;Unit&gt; BETWEEN: &lt;Citypair&gt;</b>	
<b>Reason:</b> The route detailed in the submitted message does not comply with the specified mandatory RAD route.	<b>Requirements:</b> The filed route must comply with all relevant RAD restrictions.

<b>[P22] PROF : RS: ON FORBIDDEN ROUTE: &lt; &gt; LEVELS: &lt;FL_Band&gt; REF: &lt;Pub_Ref&gt; UNIT: &lt;Unit&gt; BETWEEN: &lt;Citypair&gt;</b>	
<b>Reason:</b> The route detailed in the submitted message follows the listed forbidden RAD route	<b>Requirements:</b> The filed route must comply with all relevant RAD restrictions

**2.1.3. DCT Limitation Restriction**

The general en-route direct (**DCT**) distance limitation is defined by national authorities as a maximum distance, in nautical miles, that may be filed as a DCT segment. These will serve to invalidate those flight plans that contain DCT segments which are too long for a defined airspace when submitted to the IFPS for processing.

Individual DCT segments which are longer but nevertheless allowed may be defined as exceptions to this rule. Equally, there may be individual DCT segments that are shorter but not-allowed. These will be expressed as secondary restrictions to the primary restriction which reveals the actual DCT Distance Limit.

Secondary en-route DCT limitations can be defined to express deviating DCT limits on particular operational airspaces and/or specific flight types such as military.

Similarly aerodrome departure and arrival DCT distance limits will be defined in a restriction. Such a restriction will also contain any allowed DCTs that replace the old connecting point procedures. The IFPS shall consider these allowed DCTs when making the general terminal procedure processing.

**2.2. ETFMS Behaviour**

**2.2.1. Hard/Soft Traffic Flow Restriction**

Where a route violates a Hard Traffic Flow Restriction it will be become unusable for the AOWIR function.

**2.2.2. DCT Limitations Restriction**

Where a route violates a DCT limitation it will become unusable for the AOWIR function.

### **3. KEY PARTICIPANTS**

#### **3.1. CFMU RAD Team**

##### **3.1.1. Roles and Responsibilities**

The CFMU RAD Team is the central co-ordinator for the entire RAD process, their responsibilities include:

- Notification to NRCs of “one week to cut-off” at AIRAC -56 days.
- Notification to NRCs of “RAD Cut-off” at AIRAC -49 days.
- Modification of the RAD Master Document in accordance with the requests and requirements of the NRCs.
- Maintenance of the RAD Master Document.
- Co-ordination and cross check of the restrictions within the RAD, together with liaison of cross-border restrictions.
- Verification of the change requirements requested by NRCs.
- Liaison between CFMU and NRCs on the efficacy of the RAD.
- Publication of the RAD at AIRAC -34 via CFMU website, EAD website and email to NRCs and AO Central Offices.
- Reviewing the respective Annexes of the RAD, with the NRCs and Aircraft Operators (AOs), on a regular basis.
- Assessing the activation/disabling of late changes to the RAD.
- Managing the implementation of eRAD.
- Issuance of NOTAM F for: trigger of RAD availability; temporary amendment to/removal of RAD restrictions.
- Maintenance of the RAD/AIRAC calendar.
- Liaison with CFMU ENVIRONMENT Teams on creation/amendment of RAD restrictions.
- Maintenance of Operational Goals of each RAD restriction in co-ordination with the NRC.
- Maintenance of the CFMU documentation in relation to the RAD.
- Chairing/participation the RAD Management Group meetings.
- Responsibility for the CFMU on RAD related issues.

#### **3.2. National RAD Co-ordinators (NRCs)**

##### **3.2.1. Role**

The role of the designated National RAD co-ordinator is to provide a single link between CFMU and the States to co-ordinate the accumulation, management and publication of the RAD restrictions pertinent to that State.

**3.2.2. Responsibilities**

The National RAD co-ordinator shall carry out any necessary co-ordination within the State to enable the creation/update and management of all pertinent annexes and appendices of the RAD in the agreed format and methodology. (see ATTACHMENT 1).

The National RAD co-ordinator shall provide the CFMU with the "Operational Goal" of each and every restriction.

The National RAD co-ordinator shall adhere to the published timetable (AIRAC -49 days) for transmitting data to the CFMU for publication. (see ATTACHMENT 2 – AIRAC CALENDAR)

The National RAD co-ordinator shall provide the single link for discussion of the relevance or necessity for any restrictions identified by CFMU and shall carry out the necessary internal co-ordination in order to provide answers in a timely manner. This is especially important with regard to the responsibilities of the National ENV Co-ordinator.

The National RAD co-ordinator shall appoint and advise the CFMU of a replacement on a permanent basis, or every time he/she will be unavailable for a period of days/weeks.

The National RAD co-ordinator shall make him/herself available for a review of the Annexes and appendices on an annual basis, or more frequently if the necessity demands. The meetings will be organised by CFMU and will include representatives of the AO community.

The National RAD co-ordinator shall review the respective RAD Annex and Appendices (This includes RADAN MIL and NAT where applicable) on a regular basis.

The National RAD co-ordinator shall consult with adjacent States on cross-border restrictions, or restrictions that affect routes that cross borders, to achieve a harmonious result.

The National RAD co-ordinator shall be the contact point for all data relevant to the RAD that requires the issuance of NOTAM F. The NRC may delegate this responsibility to a nominated contact at FMP/ACC level, in this case the name of the contact person and the delegated responsibilities shall officially be communicated to CFMU.

The National RAD co-ordinator is responsible for the numbering of the restrictions in the various Annexes/Appendices.

In the case of an Airspace change, which leads to a RAD restriction, the NRC will monitor the relevant NOTAM and activate the process for issuance of NOTAM F.

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4. ATTACHMENT 1

Changes to the RAD will be delivered to the CFMU no later than AIRAC -49 days.

The format for delivering changes is as follows:

4.1. Amended Restriction

Using the current document (*ANNEX or Appendix*); incorporate all changes using **BOLD RED** text and highlight changes with a change bar (see example below)

S	UL127	CAPCO - MERLU	<b>Only available for traffic Dest. LFMMFIR Below FL200 At NORKA Dest. Nice TMA, LFTZ</b>	<b>LF**2081</b>
R		MERLU - STP	Not available for traffic Week End, Bank Holiday Dep. Ajaccio TMA	LF**2082
R		STP - MERLU	Not available for traffic Week End Bank Holiday Dest. Ajaccio TMA	LF**2083
S		NORKA - CAPCO	Only available for traffic Dest. Bastia TMA	LF**2084

The above depicts a change with the restriction on UL127 between waypoints CAPCO and MERLU where a further element has been added to the restriction item 2 Below FL200 At NORKA Dest. Nice TMA, LFTZ.

4.2. New Restriction

If an entirely new restriction is to be included then proceed as follows: place the cursor in the left hand box immediately below where the restriction should be included (*bear in mind that the Annexes are arranged in a consecutive manner based upon the alpha/numeric of the airway identifier. The lower airway restrictions are always first, followed by combined lower and upper restrictions followed by upper restrictions*) select “table” followed by “insert” in the drop down menu, then select “rows above”, this will insert a new row immediately above where the cursor was originally placed.

R	P/UP18	<b>NEW - ADN</b>	<b>Only available for traffic With Dest. EGPD</b>	<b>EG**2231</b>
R		<b>ADN - NEW</b>	<b>Only available for traffic Dep. EGPD</b>	<b>EG**2232</b>
R			<b>Not available for traffic With RFL245 and below Except Dest. Manchester TMA, Midlands Group, EGNJ/NT/NV/SH/UL/UN/YC/YM</b>	<b>EG**2233</b>
R			<b>Not available for traffic With RFL245 and above Except 1. Dest. EGNJ/SH/UL/UN/YC/YM 2. Via LONAM/PETIL/TOPPA</b>	<b>EG**2234</b>

Include all of the changes in **BOLD RED** and ensure that the numbering of new restrictions in the Annex are sequential to those currently in use. No RAD restriction IDs shall be re-used.

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**4.3. Withdrawn Restriction**

If a restriction is to be withdrawn, then proceed as follows:

Place the cursor in the first box and then select table, in the drop down menu choose "select", in the further drop down menu choose "row" (*the row that you wish to withdraw should then be highlighted*). Using the right button on the mouse select "cut", this will remove the restriction from the table. The restriction should then be placed at the end of the Annex under "**Withdrawn Restrictions**" and the surrounding table lines should be removed as depicted below.

**Withdrawn Restrictions**

R	UL984	OKG - SULUS	Not available for traffic 1. Dest. ELLX, EHBK, EBLG, EDDR/FH/RZ/SB/TL, LFJL/OK/QA/QB/SF/SR Except with Dep. LKKB/PR/VO 2. Dest. EDDF/DG/DL/LE/LM/LN/LV, ETID/OU This traffic shall file via T170	ED**2077
S	UM726	ANELA - LASGA	Not available for traffic Dep. EDMMFIR. This traffic shall file via Y103-DOSIS- Y107-LASGA	ED**2100

These amendment procedures apply to the Annexes and Appendices of the RAD. Once all amendments have been completed, the resulting document should be sent via email to [cfmu.rad@eurocontrol.int](mailto:cfmu.rad@eurocontrol.int) for inclusion into the Master Document.

**4.4. Temporary Changes to Published Restrictions**

Temporary changes to the RAD restrictions, due to exceptional circumstances or operational necessity, shall be published by NOTAM series F (**AIM**) giving details of the traffic affected, the period of activation and ,where practical, the corresponding alternative routings.

**4.5. NOTAM Series F**

NOTAM proposals may be sent to the CFMU be e-Mail, or through AFS, in a pre-defined NOTAM Proposal format. The CFMU will publish the NOTAM F through EAD on behalf of the State concerned.

The NOTAM proposal shall, as far as possible, specify the complete text of the NOTAM to be issued. The information shall include:

- a) Applicable ICAO FIR(s) Location Indicator(s).
- b) Start time (Format YYMMDDHHMM).
- c) End time (Format YYMMDDHHMM).
- d) If not continuous, the dates and times scheduled.  
(**Note:** use of this field is not encouraged)
- e) Plain language description of the Scenario including, where possible Annexes, Appendices and Restrictions affected.

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### 4.6. Restriction Numbering

The responsibility for the numbering of restrictions lies with the National RAD Co-ordinator (**NRC**). Each restriction is numbered in the following sequence AABB1234 where AA is the two letter State identifier, BB is normally two asterisks (\*\*) except in the case of cross border restrictions where it is the two letter identifier of the second State involved and Appendix 5 where it is the ICAO Locator of the aerodrome concerned. 1234 is the numbering sequence as follows: Appendix 3 numbering is 4000 series; Appendix 4 is 5000 series; Appendix 5 is 6000 series and special units for the NOTE fields are 8000 series; the Annexes are 2000 series; Cross border restrictions are 1000 series and special units for the NOTE fields are 3000 series; the Military Annex is 7000 series.

The numbering of each Annex is sequential. When a new restriction is introduced, it is allocated the next number in sequence from the last number that was introduced. When a restriction is withdrawn, the number is not re-allocated until the entire sequence has been exhausted.

When a restriction is created in the CFMU ENVIRONMENT, it may comprise more than one part in order to satisfy all of the requirements of the restriction. When this is the case CFMU will allocate a further "alpha" identifier, for example: EG\*\*2778A, EG\*\*2778B, EG\*\*2778C.....

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## 5. ATTACHMENT 2 – AIRAC CALENDAR

CALENDAR YEAR 2005						
Cycle	Ident	56 Days	28 Days	RAD Cut-Off	Issue Date	AIRAC
1	0501	25-Nov-04	23-Dec-04	02-Dec-04	17-Dec-04	20-Jan
2	0502	23-Dec-04	20-Jan	30-Dec-04	14-Jan	17-Feb
3	0503	20-Jan	17-Feb	27-Jan	11-Feb	17-Mar
4	0504	17-Feb	17-Mar	24-Feb	11-Mar	14-Apr
5	0505	17-Mar	14-Apr	24-Mar	08-Apr	12-May
6	0506	14-Apr	12-May	21-Apr	06-May	09-Jun
7	0507	12-May	09-Jun	19-May	03-Jun	07-Jul
8	0508	09-Jun	07-Jul	16-Jun	01-Jul	04-Aug
9	0509	07-Jul	04-Aug	14-Jul	29-Jul	01-Sep
10	0510	04-Aug	01-Sep	11-Aug	26-Aug	29-Sep
11	0511	01-Sep	29-Sep	08-Sep	23-Sep	27-Oct
12	0512	29-Sep	27-Oct	06-Oct	21-Oct	24-Nov
13	0513	27-Oct	24-Nov	03-Nov	18-Nov	22-Dec

CALENDAR YEAR 2006						
Cycle	Ident	56 Days	28 Days	RAD Cut-Off	Issue Date	AIRAC
1	0601	24-Nov-05	22-Dec-05	01-Dec-05	16-Dec-05	19-Jan
2	0602	22-Dec-05	19-Jan	29-Dec-05	13-Jan	16-Feb
3	0603	19-Jan	16-Feb	26-Jan	10-Feb	16-Mar
4	0604	16-Feb	16-Mar	23-Feb	10-Mar	13-Apr
5	0605	16-Mar	13-Apr	23-Mar	07-Apr	11-May
6	0606	13-Apr	11-May	20-Apr	05-May	08-Jun
7	0607	11-May	08-Jun	18-May	02-Jun	06-Jul
8	0608	08-Jun	06-Jul	15-Jun	30-Jun	03-Aug
9	0609	06-Jul	03-Aug	13-Jul	28-Jul	31-Aug
10	0610	03-Aug	31-Aug	10-Aug	26-Aug	28-Sep
11	0611	31-Aug	28-Sep	07-Sep	22-Sep	26-Oct
12	0612	28-Sep	26-Oct	05-Oct	20-Oct	23-Nov
13	0613	26-Oct	23-Nov	02-Nov	17-Nov	21-Dec

CALENDAR YEAR 2007						
Cycle	Ident	56 Days	28 Days	RAD Cut-Off	Issue Date	AIRAC
1	0701	23-Nov-06	21-Dec-06	01-Dec-06	15-Dec-06	18-Jan
2	0702	21-Dec-06	18-Jan	29-Dec-06	12-Jan	15-Feb
3	0703	18-Jan	15-Feb	25-Jan	09-Feb	15-Mar
4	0704	15-Feb	15-Mar	22-Feb	09-Mar	12-Apr
5	0705	15-Mar	12-Apr	22-Mar	06-Apr	10-May
6	0706	12-Apr	10-May	20-Apr	04-May	07-Jun
7	0707	10-May	07-Jun	17-May	01-Jun	05-Jul
8	0708	07-Jun	05-Jul	14-Jun	30-Jun	02-Aug
9	0709	05-Jul	02-Aug	12-Jul	27-Jul	30-Aug
10	0710	02-Aug	30-Aug	09-Aug	24-Aug	27-Sep
11	0711	30-Aug	27-Sep	06-Sep	21-Sep	25-Oct
12	0712	27-Sep	25-Oct	04-Oct	19-Oct	22-Nov
13	0713	25-Oct	22-Nov	02-Nov	16-Nov	20-Dec

CALENDAR YEAR 2008						
Cycle	Ident	56 Days	28 Days	RAD Cut-Off	Issue Date	AIRAC
1	0801	22-Nov-07	20-Dec-07	29-Nov-07	14-Dec-07	17-Jan
2	0802	20-Dec-07	17-Jan	27-Dec-07	13-Jan	14-Feb
3	0803	17-Jan	14-Feb	24-Jan	08-Feb	13-Mar
4	0804	14-Feb	13-Mar	21-Feb	07-Mar	10-Apr
5	0805	13-Mar	10-Apr	20-Mar	04-Apr	08-May
6	0806	10-Apr	08-May	17-Apr	02-May	05-Jun
7	0807	08-May	05-Jun	15-May	30-May	03-Jul
8	0808	05-Jun	03-Jul	12-Jun	27-Jun	31-Jul
9	0809	03-Jul	31-Jul	10-Jul	26-Jul	28-Aug
10	0810	31-Jul	28-Aug	07-Aug	22-Aug	25-Sep
11	0811	28-Aug	25-Sep	04-Sep	19-Sep	23-Oct
12	0812	25-Sep	23-Oct	02-Oct	17-Oct	20-Nov
13	0813	23-Oct	20-Nov	29-Oct	14-Nov	18-Dec

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## 6. RAD MANAGEMENT GROUP

The RAD Management Group (**RMG**) is an independent group reporting to the Head of CFMU Ops. Any topic considered to be of an ATFCM nature may be brought to ODSG/EAG by CFMU Ops. on behalf of the RMG, as appropriate.

The responsibilities include:

- a) Control the scope of the RAD.
- b) Agree, control and formalise the amendment process.
- c) Agree, control and formalise the publication process.
- d) Monitor the validation process.
- e) Manage development procedures, including:
  - How to establish a RAD Annex.
  - How to amend a RAD Annex.
  - Roles and responsibilities of a RAD Co-ordinator.
  - Processes and techniques involved in maintaining a RAD Annex.
- f) Establish a formal meeting, at least once per year, with Aircraft Operators (**AOs**) and once per year with National RAD Co-ordinators (**NRCs**).
- g) Establishing a formal Review procedure.
- h) Ensuring the RAD is utilised solely for Operational Requirements.

The members of the RMG comprise; 8 Experts external to CFMU; 2 representatives from the AO Liaison Cell; 4 members of CFMU. (A quorum is defined as a minimum of 4 external experts, 1 AO Liaison plus 2 members of CFMU).

The RMG will meet a minimum of twice per year and no more than 4 times per year (except in exceptional circumstances). All meetings to be held in Brussels and to last no longer than 1 day, under normal circumstances.

The RMG is to confine its discussions to RAD related issues.

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**ROUTE AVAILABILITY DOCUMENT**

**7. RAD PUBLICATION TIMETABLE**

The following publication timetable is used to maintain the RAD.

DAY	PROCESS	ACTION
D -56	Notification to States "One week to Cut-off"	RAD Team
D -49	Cut-off. States provide amendments to CFMU OpsD	States
	Two weeks to compile the RAD and to resolve errors/conflicts	RADT/ENV
	Final Check	States
D -34	Publication	RADT
	Two weeks to assess impact of new restrictions	RADT/ENV
D -14	Results of impact assessment of new restrictions	RADT/ENV
	Changes/amendments to be promulgated on "What is new" on the website.	RADT
D -10	10.00 CET Teleconference, when necessary, for States to present changes for the D +28 AIRAC and to resolve issues	ALL
D -10	Freeze of ENVironment tape for AIRAC	ENV

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## ROUTE AVAILABILITY DOCUMENT

## 8. DICTIONARY OF ABBREVIATIONS

ACRONYM	DEFINITION
ACC	Air traffic Control Centre
AD	Airspace Data
ADOU	Airspace Data Operational Unit
AIM	Aeronautical Information Message
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information Regulation And Control
AIS	Aeronautical Information Service
ANSP	Airspace National Service Provider
AO	Aircraft Operator
AS	
ATFCM	Air Traffic Flow and Capacity Management
ATFM	Air Traffic Flow Management
CET	Central European Time
CFMU	Central Flow Management Unit
DB	DataBase
DCT	DireCT
DMR	Data Modification Request
EAD	European AIS Database
EAG	European ATFM Group
EDTCB	Environment Data Transfer Control Board
ENR	ENRoute
ENV	ENVironment
eRAD	<i>electronic</i> Route Availability Document
FMP	Flow Management Personnel
FPL	Flight PLan
GAT	General Air Traffic
ICAO	International Civil Aviation Organization
IFPZ	Integrated initial Flight Plan Zone
IFR	Instrument Flight Rules
MIL	MILitary
NAT	North ATLantic
NOTAM	Notice To AirMen
NRC	National RAD Co-ordinator
ODSG	Operations and Development Sub Group
OPS	OPerationS

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**ROUTE AVAILABILITY DOCUMENT**

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<b>ACRONYM</b>	<b>DEFINITION</b>
<b>ACC</b>	Air traffic Control Centre
<b>OpsD</b>	Operations Division
<b>PAMS</b>	Published AIP Management System
<b>RAD</b>	Route Availability Document
<b>RADT</b>	RAD Team
<b>RMG</b>	RAD Management Group
<b>RPL</b>	Repetitive flight PAn
<b>TMA</b>	Terminal Control Area



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