

17.12.2019 nr ÕV-0.4-2.5/19/1258

ESTONIAN NATIONAL TECHNICAL ANNEX
BETWEEN
ESTONIAN CIVIL AVIATION AUTHORITY
AND
ESTONIAN DEFENCE FORCES

MILITARY FLIGHT PROCEDURES IN ESTONIAN AIRSPACE

Release version 2.2

Effective: 01-JAN-2020

ESTONIAN NATIONAL TECHNICAL ANNEX
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ESTONIAN NATIONAL TECHNICAL ANNEX
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DOCUMENT CHANGE RECORD

RELEASE	DATE	REASON FOR CHANGE	PAGES AFFECTED
	14.06.2016	New document release.	
2.0	26.04.2018	Document review by Estonian Air Force and EANS: - airspace management procedures removed; - changed separation standards; - general formatting.	All
2.1	03.01.2019	Change of phone numbers: - CRC Karmelava - CRP Ämari - AMC Estonia	Page 11 - Item 7.2
2.2	13.12.2019	Changed unit whom MCU notifies it's take over – OPSUP to AMC Change of unit names and contacts	Page 5 – item 3 Page 11– item 7.2

ESTONIAN NATIONAL TECHNICAL ANNEX
MILITARY FLIGHT PROCEDURES IN ESTONIAN AIRSPACE

CONTENT

1.	GENERAL	5
2.	ESTONIAN AIRSPACE MANAGEMENT PROCEDURES	5
3.	RESPONSIBLE MISSION CONTROL UNIT (MCU) AND MCU CHANGE	5
4.	RADAR BASED CO-ORDINATION AND TRANSFER PROCEDURES	5
4.1.	QRA(I) FLIGHTS	5
4.2.	TRAINING FLIGHTS.....	5
4.2.1.	Entry to SUA.....	5
4.2.2.	Exit from SUA	5
4.2.3.	Flights within SUA.....	6
4.3.	PERMEABILITY OF TSA FOR NON-PARTICIPATING FLIGHTS.....	6
5.	FLIGHT PROCEDURES	6
5.1.	QUICK REACTION ALERT FLIGHTS (QRA).....	6
5.2.	AIR-TO-AIR REFUELLING (AAR).....	6
5.3.	AIR COMBAT MANOEUVRING (ACM).....	7
5.4.	AIRBORNE WARNING AND CONTROL SYSTEM (AWACS)	7
5.5.	LOW LEVEL FLYING.....	7
5.6.	USE OF TRANSPONDER	7
5.6.1.	SSR Code Assignment	7
5.6.2.	Formation Flights	7
5.6.3.	Additional procedure for Mode 3A/C during ALPHA Scramble	7
5.6.4.	ACAS/TCAS.....	8
5.7.	ALTIMETER SETTINGS.....	8
5.8.	FORMATION FLYING	8
5.8.1.	Standard Formation	8
5.8.2.	Non-Standard Formation.....	8
5.8.3.	Formation Take-off and Landing	8
5.8.4.	Formation Break-Up (Split).....	8
5.8.5.	Lost-Wingman (Lost-Lead) Procedure.....	9
5.8.6.	Formation Join-up.....	9
5.9.	SUPERSONIC FLIGHTS	9
5.10.	SPEED RESTRICTION OF 250 KTS BELOW FL100	9
5.11.	UNPLANNED DIVERSION WITH ARMAMENT	9
5.12.	RADIO COMMUNICATION FAILURE.....	10
5.12.1.	Formation Radio Failure.....	10

ESTONIAN NATIONAL TECHNICAL ANNEX
MILITARY FLIGHT PROCEDURES IN ESTONIAN AIRSPACE

6.	SEPARATION STANDARDS	10
6.1.	VERTICAL SEPARATION	10
6.2.	HORIZONTAL SEPARATION	10
6.3.	SEPARATION STANDARDS BETWEEN GAT AND SUA-s.....	11
7.	COMMUNICATION.....	11
7.1.	FAILURE OF GROUND/GROUND VOICE COMMUNICATIONS	11
7.2.	COMMUNICATION CONTACTS	11
ATTACHMENT A ABBREVIATIONS		ATTACHMENT A-1
ATTACHMENT B DEFINITIONS		ATTACHMENT B-1

ESTONIAN NATIONAL TECHNICAL ANNEX
MILITARY FLIGHT PROCEDURES IN ESTONIAN AIRSPACE

1. GENERAL

This Technical Annex describes supplementary military flight procedures of “Letter of Agreement between NATO and the Baltic States on airspace management arrangements in support of the air policing mission and other air activities in the Baltics” for military operations in Tallinn FIR, military airspace utilization within Special Use Airspace (SUA), and provides instructions for expeditious launch and recovery of aircraft in support of air defence operations.

States, when taking over air policing mission in the Baltic States, shall contact the Estonian Air Force Staff at least 90 days before actual operations in case the provisions laid down in this Annex cannot be met or in case any additional agreements are foreseen in order to fulfil their operating procedures.

2. ESTONIAN AIRSPACE MANAGEMENT PROCEDURES

Estonian Airspace management procedures and areas available for training in Tallinn Flight Information Region (FIR) are described in the national Agreement of Airspace Management on Levels 2 and 3 (obtained from Estonian Air Force Military Airspace Manager (MAM)).

3. RESPONSIBLE MISSION CONTROL UNIT (MCU) AND MCU CHANGE

The coordination and safe provision of fighter control of Quick Reaction Alert (QRA) flights within Tallinn FIR is the responsibility of the designated Mission Control Unit (MCU).

Upon change of designated MCU, it is the responsibility of the MCU that takes over to notify Estonian Airspace Management Cell (AMC) about MCU change as soon as possible.

4. RADAR BASED CO-ORDINATION AND TRANSFER PROCEDURES

4.1. QRA(I) FLIGHTS

When an ALPHA-Scramble (A-SCR) order has been issued, coordination procedures laid down in 6.4.2.4 of the “Letter of Agreement between NATO and the Baltic States on airspace management arrangements in support of the air policing mission and other air activities in the Baltics” shall apply.

Immediately before the initiation of an A-SCR mission from Ämari Airbase, the information listed in 6.4.2.4 shall be issued to Ämari Tower (TWR) as the relevant Air Traffic Control (ATC) unit.

4.2. TRAINING FLIGHTS

4.2.1. Entry to SUA

Before entering the SUA, appropriate civil ATC unit shall instruct the Pilot-in-Command (PIC) to establish radio communication with the controlling MCU. Transfer of control takes place at the SUA boundary unless otherwise agreed.

4.2.2. Exit from SUA

At least 5 minutes prior exit from the SUA the MCU will pass a verbal estimate to the appropriate civil ATC unit in order to obtain an ATC clearance and SUA exit conditions to be relayed to PIC.

ESTONIAN NATIONAL TECHNICAL ANNEX
MILITARY FLIGHT PROCEDURES IN ESTONIAN AIRSPACE

The verbal estimate message shall include:

- callsign(s)*
- Estimate time over (ETO) SUA border and requested level
- type of formation (standard or non-standard) and flights rules (IFR/VFR)
- intentions.

* MCU shall inform an appropriate ATC unit in case formation aircraft/elements have been changed inside SUA.

ATC unit will issue a clearance specifying all necessary exit conditions. MCU shall read back all elements of issued ATC clearance before relaying the clearance to aircraft.

Before exiting the SUA, the MCU shall instruct the PIC/formation leader to establish radio communication with civil ATC unit. Transfer of control takes place at the SUA boundary unless otherwise agreed.

In case of formation flight, the aircraft are not allowed to leave the SUA until they are in formation.

Aircraft are not allowed to leave the SUA until they have established 2-way radio communications with an appropriate ATC unit.

4.2.3. Flights within SUA

Responsible Unit (MCU or PIC) shall ensure that all participating aircraft will stay within the SUA limits.

The operations within SUA may be conducted:

- inside lateral limits of the area and;
- not closer than 500 FT from the vertical limits of the area.

4.3. PERMEABILITY OF TSA FOR NON-PARTICIPATING FLIGHTS

When a TSA is active, the airspace within has no ICAO classification and may not be crossed by non-participating traffic except aircraft in EMERGENCY situation.

In order to accommodate flights with priority status (HOSP, SAR etc.), civil ATC has a right to temporarily change the vertical limits of the respective TSA. Changes shall be coordinated with MCU at least 5 minutes before.

5. FLIGHT PROCEDURES

5.1. QUICK REACTION ALERT FLIGHTS (QRA)

QRA (interceptor(I)) flights are conducted as described in paragraph 6 of the main body of the agreement. Once the A-SCR mission is complete and the scramble status is changed from ALPHA to TANGO, an ICAO flight plan is not needed to proceed to any activated SUA and/or to return to the operating airbase.

ATC will consider all flights which have changed their scramble status from ALPHA to TANGO as GAT IFR flights.

5.2. AIR-TO-AIR REFUELLING (AAR)

AAR operations are allowed only in activated SUAs or un-controlled airspace.

ESTONIAN NATIONAL TECHNICAL ANNEX
MILITARY FLIGHT PROCEDURES IN ESTONIAN AIRSPACE

5.3. AIR COMBAT MANOEUVRING (ACM)

Training of Air Combat Manoeuvring (ACM) is allowed only in activated SUAs.

5.4. AIRBORNE WARNING AND CONTROL SYSTEM (AWACS)

AWACS operations may be carried out inside activated SUAs or in controlled airspace, as coordinated with responsible ATC.

If AWACS flight is carried out outside SUAs, it is considered as GAT flight and standard separation minima apply (incl. minima in RVSM airspace) unless otherwise requested by PIC.

5.5. LOW LEVEL FLYING

Standard operational procedures for low level flying of military jet aircraft greater than 250kt in Estonian airspace are described in AIP Estonia ENR 5.2.

5.6. USE OF TRANSPONDER

5.6.1. SSR Code Assignment

The following Mode 3A (SSR) codes will be used for QRA(I) aircraft involved in A-SCR:

CALLSIGN	SSR CODE	CALLSIGN	SSR CODE
MA01	1325	MA03	1313
MA02	1326	MA04	1314
SA01	1301	SA03	1307
SA02	1302	SA04	1310
EI01	1321	EI03	1323
EI02	1322	EI04	1324
JK01	1303		
JK02	1304		

The following Mode 3A (SSR) codes will be used for QRA(I) aircraft involved in T-SCR:

CALLSIGN	SSR CODE	CALLSIGN	SSR CODE
MA01	1501	MA03	1503
MA02	1502	MA04	1504
SA01	1570 - 1577		
SA02	1570 - 1577		
EI01	1570 - 1577		
EI02	1570 - 1577		
JK01	1570 - 1577		
JK02	1570 - 1577		

5.6.2. Formation Flights

Whilst transiting to and from a SUA in standard formation, only the lead military aircraft is to squawk Mode 3A/C. Other aircraft are to switch their transponder to "standby" mode.

In non-standard formation all military aircraft shall squawk Mode 3A/C.

5.6.3. Additional procedure for Mode 3A/C during ALPHA Scramble

A-SCR shall squawk SSR Mode3A/C if the target aircraft is not squawking Mode 3A.

ESTONIAN NATIONAL TECHNICAL ANNEX
MILITARY FLIGHT PROCEDURES IN ESTONIAN AIRSPACE

After coordination between MCU and relevant civil ATC units, the MCU may instruct A-SCR aircraft to turn off SSR transponders within 20 NM of target.

5.6.4. ACAS/TCAS

If equipped with ACAS/TCAS, single aircraft (not a formation flight) shall operate in the Traffic Alert/Resolution Advisory (TA/RA) mode outside SUA-s.

In a formation, if equipped with ACAS/TCAS, only the lead aircraft should operate in the TA/RA mode.

5.7. ALTIMETER SETTINGS

QNH altimeter setting as provided by the appropriate ATC unit shall be used by aircraft operating at or below transition altitude (TA) of 5000 FT AMSL and by aircraft descending below the transition level (TL).

The standard atmospheric pressure (e.g. 1013.2 hPa or 29.92 in Hg) shall be used by aircraft operating at or above the transition level and by aircraft climbing above the transition altitude (TA) of 5000 FT AMSL.

5.8. FORMATION FLYING

Sufficient safety distance between the aircraft comprising a formation flight shall be the responsibility of the formation leader and the individual PIC at all phases of the flight, which includes take-off and landing and all parts of the enroute flight.

Upon each initial report on a new radio frequency, the formation leader shall indicate to ATC whether the flight is in standard or non-standard formation and the number of aircraft in the formation (*E.g. Callsign/Standard formation of 4*).

5.8.1. Standard Formation

A Standard Formation is a formation in which each aircraft will stay within 1 NM horizontally and 100 FT vertically from the formation leader.

5.8.2. Non-Standard Formation

A Non-standard Formation is a formation in which aircraft/elements belonging to that formation will exceed the limits of a standard military formation but not more than 3 NM/1000 FT. If these limits need to be exceeded further an approval shall be obtained from ATC.

5.8.3. Formation Take-off and Landing

Take-off and landing of aircraft comprising a military formation flight ATC will treat the formation the same way as the take-off and landing of a single aircraft.

Required time/distance intervals between elements or individual aircraft comprising the formation flight are determined by the formation leader and he/she shall inform ATC about the magnitude of the intervals.

5.8.4. Formation Break-Up (Split)

Formation Break-Up is allowed only within activated SUA or flying VFR below FL195.

If the formation Break-Up is requested to be carried out in controlled airspace under VFR, formation Break-Up shall be pre-coordinated between the formation leader and the ATC during which the flight leader will identify the position of the individual aircraft relative to his lead-aircraft and the sequence in which he intends to break up the formation. Formation

ESTONIAN NATIONAL TECHNICAL ANNEX
MILITARY FLIGHT PROCEDURES IN ESTONIAN AIRSPACE

Break-Up is completed when each individual elements/aircraft have established two-way radio communication with ATC Unit.

Once the formation has broken up, the smaller formation elements or single aircraft will then be controlled individually and will receive separate clearances.

5.8.5. Lost-Wingman (Lost-Lead) Procedure

In any lost wingman situation, an immediate initial safety distance between aircraft is essential for flight safety to avoid a potential mid-air collision. Therefore, each wingman losing sight/contact of the aircraft preceding him or being unable to maintain formation for other reasons shall immediately execute the procedures relevant to his flight position, while transitioning to instrument flying and resuming own navigation.

Wingman losing sight/contact of the aircraft preceding him or being unable to maintain formation for other reasons shall squawk A7700 and request individual clearance from ATC as soon as possible.

Note: Lost-Wingman Procedure execution may result in a loss of minimum separation in respect to other air traffic and is an Emergency situation for ATC.

5.8.6. Formation Join-up

ATC is not controlling formation join-ups, therefore "MARSAS" is not in use in Tallinn FIR.

Formation Join-ups are allowed only within activated SUA or upon pilot request when all elements are flying VFR below FL195.

If the formation join-up is requested to be carried out in controlled airspace under VFR, ATC will provide traffic information until the formation leader reports that formation join-up is completed.

5.9. SUPERSONIC FLIGHTS

In Estonian Airspace, supersonic flights can only be conducted:

- Above FL300 with prior notification to ATC.
- Over the sea at all levels, 10 NM from the coast and heading away, avoiding maritime vessels.

Restrictions described above do not apply to QRA(I) flights involved in A-SCR.

5.10. SPEED RESTRICTION OF 250 KTS BELOW FL100

This restriction does not apply if military aircraft must be flown at a higher air speed due to their military flying characteristics or when involved in Low Level Tactical Flying. These aircraft shall fly at the lowest possible air speed for the respective flight configuration under the given flight conditions, unless the mission requires a higher speed. The responsibility for the performance of a safe flight rests with the PIC.

5.11. UNPLANNED DIVERSION WITH ARMAMENT

Before landing with armament or practice munitions at any military or civilian airfield, where respective local procedures are not known, the pilot-in-command shall appropriately advise ATC about the circumstances.

After landing the pilot-in-command shall request taxi instructions to the designated safe-for-parking area and avoid taxiing into an area or position that could threaten personnel or equipment.

ESTONIAN NATIONAL TECHNICAL ANNEX
MILITARY FLIGHT PROCEDURES IN ESTONIAN AIRSPACE

5.12. RADIO COMMUNICATION FAILURE

In case of a radio communication failure a pilot-in-command shall ensure compliance with relevant ICAO radio failure procedures.

5.12.1. Formation Radio Failure

A formation flight in which a flight member experiences total radio failure shall comply with the procedures outlined for this case within the Standard Operating Procedures (SOP) of their appropriate national authority.

If the SOP requires deviations from a given clearance, the flight leader or the pilot of the aircraft with the serviceable radio shall inform the ATC unit and request a different clearance.

In the event that the total radio failure affects all aircraft of the formation flight, the formation leader shall ensure compliance with basic ICAO radio failure procedures.

In case a formation break-up is required for safe approach and landing all aircraft or element-leader of the formation flight shall squawk A7600, as soon as the break-up was initiated by the formation leader and continue to ensure compliance with basic ICAO radio failure procedures.

6. SEPARATION STANDARDS

6.1. VERTICAL SEPARATION

Vertical separation minima shall be:

- At and below FL290 1000 FT
- Above FL290 2000 FT

If the single military aircraft is RVSM capable, 1000 FT separation between FL290 and FL410 may be applied.

To ensure that the minimum vertical separation is not infringed between the formation and other traffic, ATC shall add 1000 FT.* below FL290 to the prescribed vertical separation minimum between squawking aircraft and other traffic.

*Not applicable within lateral limits of Tallinn TMA1 up to 5000 FT AMSL.

If operationally required pilot or MCU may request a specific level block. In such case ATC shall apply vertical separation minima to agreed level block.

All formation flights in RVSM airspace will be considered as non-RVSM.

6.2. HORIZONTAL SEPARATION

Horizontal separation minima shall be:

- Within Tallinn CTA 5 NM
- Within Tallinn TMA 3 NM

To ensure that the minimum horizontal separation is not infringed between all aircraft of the standard formation and other traffic, ATC shall add 1 NM to the distance of the prescribed horizontal minimum separation between the squawking aircraft of the formation and other traffic.

In case Non-standard formation, ATC shall apply prescribed horizontal separation between all aircraft of the non-standard formation and other traffic.

ESTONIAN NATIONAL TECHNICAL ANNEX
MILITARY FLIGHT PROCEDURES IN ESTONIAN AIRSPACE

6.3. SEPARATION STANDARDS BETWEEN GAT AND SUA-s

ATC shall provide separation between activated SUA-s and non-participating controlled IFR flights:

- Vertically 500 FT (if SUA is activated at or below FL 285) or
- Vertically 1500 FT (if SUA is activated at or above FL 295).

Controlled VFR flights in the vicinity of SUA shall be informed about activity by relevant ATC unit.

7. COMMUNICATION

7.1. FAILURE OF GROUND/GROUND VOICE COMMUNICATIONS

In case of communications failure, pilots shall be instructed, at least 5 minutes prior to the transfer of control, to pass flight data on the appropriate frequency of the accepting unit for the purpose of obtaining an entry clearance.

The transferring unit shall hold the aircraft within its AoR and after a maximum of 10 minutes instruct the pilot to re-establish radio contact with the accepting unit. This procedure shall be repeated until an onward clearance has been obtained from the accepting unit.

7.2. COMMUNICATION CONTACTS

UNIT	PHONE	FAX	E-MAIL
CRC Tallinn (c/s LIGHTHOUSE)	+372 717 3404 (FA) +372 717 3078 (FA) +372 717 3408 (MC)	-	kv.osd.ojke.gci@mil.ee
CRC Lielvarde (c/s AMBERLAND)	+371 6500 2204 (FA) +371 6500 2205 (FA) +371 6500 2202 (MC)	+371 6500 2698	AFCRC@mil.lv
CRC Karmelava (c/s GALAXY)	+370 7067 8501 (FA) +370 3730 9694 (FA) +370 7067 8515 (MC)	+370 3730 7526 +370 3739 9027	crc.karmelava@mil.lt
Tapa RCO (c/s MUDPIT)	+372 56 911 476	-	rco@mil.ee
Ämari TWR	+372 717 3185	-	airbase-atc@mil.ee
Tallinn ACC WEST Sector Planner	+372 6 058 651	-	-
Tallinn ACC EAST Sector Planner	+372 6 258 256	-	-
Tallinn Approach ARR Planner	+372 6 058 625	-	-
AMC Estonia	+372 6 258 244	-	amc@eans.ee
Military Airspace Manager (MAM)	+372 717 3404 +372 717 3163	-	kv.osd.ojke.gci@mil.ee ; airspace@mil.ee

ATTACHMENT A ABBREVIATIONS

AAR	Air-to-Air Refuelling
ACAS	Airborne Collision Avoidance System
ACC	Area Control Centre
ACM	Air Combat Manoeuvring
AIP	Aeronautical Information Publication
AMC	Airspace Management Cell
AoR	Area of Responsibility
ARR	Arrival
ATC	Air Traffic Control
AWACS	Airborne Warning and Control System
CRC	Control and Reporting Centre
CRP	Control and Reporting Post
CTA	Control Area
EANS	Estonian Air Navigation Services
ENR	Enroute
ETO	Estimated Time Over
FA	Fighter Allocator
FIR	Flight Information Region
FL	Flight Level
FT	feet
GAT	General Air Traffic
HOSP	Hospital
IFR	Instrumental Flight Rules
kt	knots
MAM	Military Airspace Manager
MARSA	Military Accepts Responsibility for Separation of Aircraft
MC	Master Controller
MCU	Mission Control Unit
NM	Nautical mile
OPSUP	Operational supervisor
PIC	Pilot in Command
QRA	Quick Reaction Alert
RCO	Range Control Officer
RVSM	Reduced Vertical Separation Minimum
SAR	Search and Rescue
SCR	Scramble
SOP	Standard Operating Procedures
SSR	Secondary Surveillance Radar
SUA	Special Use of Airspace
TA	Transition Altitude
TCAS	Traffic Collision Avoidance System
TL	Transition Level
TMA	Terminal Control Area
TWR	Tower
VFR	Visual Flight Rules

ATTACHMENT B**DEFINITIONS**

Air Policing (AP)	A peacetime mission involving the use of the Air Surveillance and Control System, air command and control and appropriate air defence assets, including interceptors, for the purpose of preserving the integrity of the NATO airspace part of Alliance airspace.
Air Traffic Control (ATC Unit)	Air Traffic Control (ATC) Unit means variously, area control centre, approach control unit or aerodrome control tower.
Airborne Early Warning (AEW)	Military aerial operation during which an aircraft is utilizing active and/or passive electronic emitters. AEW operations usually take place inside designated areas (e.g. TSA/TRA), or use other airspace arrangements that have been pre-coordinated with ATC as an unusual aerial activity.
Aircraft Scrambling	Directing the immediate take-off of aircraft from a ground-alert condition of readiness.
Air-to-Air Refuelling (AAR)	Military aerial operation to refuel aircraft during flight. AAR operations usually take place in designated military training areas (e.g. TRA/TSA), or use other airspace arrangements that have been pre-coordinated with ATC as an unusual aerial activity.
ALPHA Scramble (A-SCR)	Tactical mission of military aircraft involved in an actual air policing incident.
Area of Responsibility (AoR)	An airspace of defined dimensions where an ATC unit has responsibility for providing air traffic services.
Control and Reporting Centre (CRC)	An air control element subordinate to a Combined Air Operations Centre (CAOC) from which warning operations and weapons control are conducted.
Fighter Aircraft	A generic term to describe a type of fast and manoeuvrable fixed-wing aircraft capable of tactical air operations against air and/or surface targets.
Fighter Allocator (FA)	An officer who assigns and supervises intercept control teams to control intercepts.
Fighter Control	A service provided for the purpose of specialized military operations such as air policing, air combat training, low level missions, in-flight refuelling and other activities which are not compatible with the normal application of air traffic service procedures as specified in the ICAO Rules of the Air.
Fighter Controller (FC)	An officer who has the responsibility to control intercepts using specific procedures.
Formation Flight	A flight consisting of more than one aircraft which, by prior arrangement between the pilots, operates as a single aircraft with regard to navigation and position reporting, as well as clearances issued by ATC.
General Air Traffic (GAT)	All flights, which are conducted in accordance with the rules and procedures of ICAO and/or the national civil aviation regulations and legislation.

Low-Level Flying Areas/routes	Established areas where authorised low flying may be carried out in accordance with national regulation and special procedures.
MCU Master Controller (MC)	An officer at an MCU who is responsible for the minute-to-minute control of Air Defence (AD) operations.
Military Special-Use Area (SUA)	Airspace wherein activities must be confined because of their nature, or wherein limitations may be imposed upon aircraft operations that are not part of those activities. These areas may include generally CBAs/TSAs/TRAs/Restricted areas/Dangerous areas/ Established Routes and Corridors, firing areas for any military purpose. These are published in national AIPs.
Non-standard Formation	Aircraft/elements of a formation flight that are outside the horizontal and/or vertical limits of standard military formation parameters are considered a non-standard formation.
Quick Reaction Alert Interceptor (QRA(I))	Air defence fighters on alert for the peacetime policing mission as part of the NATO deterrent.
Scramble	An order directing take-off of aircraft as quickly as possible, usually followed by mission instructions.
Standard Military Formation	A formation of aircraft flying under IFR in which each wingman aircraft will stay within 1 NM horizontally and 100 FT vertically of the lead aircraft. Only the lead aircraft (formation leader) shall squawk as directed by ATC.
Tactical Low-Level Flying	A military training mission carried out to accomplish a specific authorised mission within a designated timeframe and a designated airspace volume.
TANGO Scramble (T-SCR)	A scramble for a direct practice of Air Defence/Air Policing mission. This will be executed in accordance with national flying regulations. CAOC should arrange for a portion of T-SCRs to be initiated from and into adjacent Air Policing Areas. Flying Units and CAOC/MCU are encouraged to discuss the training requirement and plan meaningful mission accordingly.
Temporary Segregated Area (TSA)	An airspace of defined dimension within which activities require the reservation of airspace for the exclusive use of specific users during a determined period of time.