

AIR OPERATIONS

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References

- A OSF, Rules and Safety Regulations for Military Aviation in Sweden
- B BCL, Regulations for Civil Aviation in Sweden
- C ICAO, Standards and Regulations
- D JAR-OPS 1/3 Sweden, Joint Aviation Rules -Operations (concerning commercial air transportation aircraft)
- E MIL AIP/AIP, Sweden
- F Crewhandbook for Air Operations in Nordic Peace 98

1 Situation

In the period 28 September - 9 October 1998, Nordic and Baltic air forces from NATO countries and PFP nations, will come together as part of a joint "in the spirit of" Exercise, to support CIMIC operations. Some transport flights will be performed from the 21 of September 1998.

2 Mission

An Air Operation Centre (AOC), as a part of J 3 Air, will plan and execute flying operations, concentrating on CIMIC support in a Peace Support Operation (PSO).

3 Command and Control

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a) Tasking Authority. The FC will delegate OPCON over all exercise aircraft to chief J3/Air. He is also responsible for all flight safety matters within the framework of the exercise.

b) FW operations at Visby AS and Skavsta AS.
Each fixed wing A/C at Skavsta is operating as a national squadron detachment and is serviced by a Base OPS, concerning all needs for the PSO (communications, weather-briefings, air information service, transportations, flightplans, ATO/ATM reception, etc, etc).

c) RW operations at UNMIB MF Heli Squadron at Almnäs and Visby. The UNMIB MF Heli Squadron at Almnäs and Visby is a construction to serve support and organisational purposes of the exercise for visiting NATO and PFP Nations and Swedish civil helicopters. It will have no Command and Control functions like an organic national flying squadron. UNMIB MF Heli Squadron Commander primary task is to execute the exercise ATO and at the same time supervise flying operations according to regulations and constraints given by this exercise operations order.
UNMIB MF Heli Squadron at Visby AS is served by a Base OPS.

d) Radar Control Centre. MIL ACC Arlanda will for all fixed wing operations during the exercise:

- provide necessary radar guidance according to ATO,
- co-ordinate with Air Traffic Control Agencies as required.
(Details see Tab C Appendix 3.)

4 Execution

a) Concept of operations. Planning and execution of Air Operations will be conducted in five phases:

Phase 1	planning period	until 98-09-26
Phase 2	deployment to exercise	between 09-27--28
Phase 3	training period	09-28—10-02
Phase 4	transition to mission	10-03
Phase 5	LIVEX/ PSO	10-04--10-07 1500 PM
Phase 6	withdrawal and social programme	10-07—10-08
Phase 7	Phase 7	10-09

(1) Phase 1. All participating countries are engaged and involved in a NATO standard planning procedure concerning air operations.

(2) Phase 2. Deployment to exercise is conducted on the respective nations own responsibility but according to own reported schedule and constraints in EXOPORD.

(3) Phase 3. During week one (28 September - 2 October) a composition of briefings and special training occasions will take place to secure safe air operations and will comprise:

- briefings on safety regulations for passenger- and troop flights,
- safety briefing for crew members, including "Crewhandbook for Air Operations in Nordic Peace 98" and air traffic procedures,
- practise heli loading/unloading and stretcher handling,
- briefings and exhibition on Air MEDEVAC methods and equipment,
- briefings on staff procedures for Air Peace Support Operations.

(4) Phase 4. Transition to mission will include:

- Heli transport of recce-team and commanders.
- Airlift Operations with heli and fixed wing aircraft.

(5) Phase 5. Main events during the LIVEX are:

- Air Evacuation with heli from crisis area to Visby airport where a CSU is organised,
- and with fixed wing aircraft from Visby airport to Skavsta Airport, which corresponds with Aeromedical Evacuation to different hospitals in neighbouring countries.
- Heli command and control flights.
- Heli observation flights in crisis area.
- Heli recce flights in crisis area.
- Air drops with fixed wing in crisis area.
- Heli flights with sling load.
- Airlift Operations (transportation) on request from units and GO's/NGO's with heli and fixed wing, including cargo and passengers.
- Maritime heli rescue and sea operations.

(1) Phase 6 and 7. Re-deployment from exercise is conducted on nations responsibility but according to own reported schedule and constraints in EXOPORD.

b) Tasks

Commander J 3 AOC (section J 3/Air Operations) is organised from Phase 2 and will:

- control all Air Operations with special emphasis on safety.

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- execute a training program during Phase 3 leading up to necessary standard for FW units. The training programme for RW aircraft is delegated to the UNMIB MF Heli Squadron commander.
- during phase 4 and 5 task all air operations according to JSTAFF co-ordination of UNMIB Operations.

c) Conduct of operations. Beddown of the majority of the forces should be completed by Monday, 28 September 1998 at 1400 (UTC). All exercise flying operations from then will be tasked by the joint staff from section J3/Air Operations Centre (AOC) for FW familiarisation flights and by UNMIB MF Heli Squadron for RW familiarisation flights. Only limited heli transportation missions will occasionally be tasked by the staff the first week.

The LIVEX part of the exercise will take place from Saturday 3 October - 7 October. The ATO (or ATM) will normally be sent to Base OPS by message NLT 6 hours before take off time. (Time off duty is not counted.)

(1) Hours of operations. Air operations during the LIVEX will take place during daylight. Fixed wing aircraft will be tasked 2 - 4 missions a day and heli aircraft will be tasked up to 6 flying hours a day. 8 October and 9 October there will be no exercise air operations due to social programme and re-deployments.

(2) Exercise area. See Appendix 3 Tab B.

(3) SAR. Real world SAR will be co-ordinated from the Swedish Air Rescue Co-ordination Center (ARCC).

(4) Flight safety. See ANNEX O Appendix 3.

(5) Tasking.

- Tasking agency for air operations is FC joint staff section J3/Air Operations which is organised as a minor AOC. All exercises related to air activities for the following day will be written into an Air Tasking Order (ATO) and normally sent out NLT 6 hour before take off time (time off duty not counted). An example of the ATO is at Tab C to Appendix 7 to Annex S.
- The ATO, the Mission part, will be named after its execution date and numbered.
- ATO production and distribution tool will be SCAA ANDROMEDA and backed up by Fax and Message.

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(6) Reporting to AOC. After each mission the crew are immediately to make a prel voice-report and a mission report on fax NLT 2 hours.

(7) Briefings. Prior to the exercise, compulsory in-briefings for all aircrew will be held on SWEDINT Almnäs Tuesday 29. During phase 3 the fire brigade at Skavsta and Visby will receive a thorough introduction on the safety equipment of participating aircraft. This will be part of the planned familiarisation flights.

On each flying day two major briefings are to be held. The first one in the morning giving standard aeronautical information details as well as guidance and intentions related to the exercise. The second one in the evening will consolidate the lessons-learned of that flying day and preflight programme for the next day.

With the beginning of LIVEX (2 October – 7 October) a military information briefing are to be included in the morning briefing.

(8) Diplomatic Clearance. The diplomatic clearance number for all aircraft operating in connection with the exercise will be given as a separate clearance number for each unit. Clearance number will be forwarded from CINC CJC.

Flight notification for all planned flights to/over Sweden must be forwarded to ARCC Sweden by FAX +46 31 698496 not later than 48 hours prior to entering Swedish airspace. The notification must include diplomatic clearance number and marked "Nordic Peace 98".

All flight plans (ICAO) must be forwarded to AFTN address ESORYCYX with the diplomatic clearance number entered under item 18.

TRAINING PERIOD (Phase 3)**1 General**

Training period commences on Tuesday 29 September 1998 with briefings on local procedures and safety.

Exercise flying starts on Tuesday 29 September 1998. The phase will terminate on Friday 2 October 1998.

2 Purpose

The purpose of this phase is to:

- a) Perform familiarisation flights.
- b) Train Partner aircrew in a UNMIB MF Heli Squadron standards and to enable them to operate in the local area as well as in the PSO in Betaland.
- c) Train troops and personal in safety regulations, practise loading/unloading and stretcher handling with regards to different types of helicopters.

3 Execution**a) Fixed Wing/FW**

According to Jstaff plan for training week. ATO will be edited from AOC for all fam flights.

b) Rotator Wing/RW**(1) Organisation**

All helicopter flying operations will be executed from the UN MIB MF Helisquadron deployed at a temporary helibase at SWEDINT, Almnäs. The Helisquadron will consist of a Helisquadron commander, Staff unit, Technical unit and four Heli units with own detachment Commanders, including pilots and mechanics.

(2) Responsibilities

The Helisquadron commander will be a Swedish major.
Each heli unit should nominate an aircrew liaison officer as a detachment Commander. His responsibilities are to assist the Squadron Commander in all matters concerning the safe conduct of flying operations.

(3) Policies

The UNMIB MF Heli squadron commander or his deputy are the only authorities, who have the right to call-on all or part of exercise flying operations on unit level.

The EXDIR, DEP EXDIR, FC and UNMIB MF Heli squadron commander or his deputy are the only authorities who have the right to cancel all or part of exercise flying operations on unit level.

PEACE SUPPORT AIR OPERATIONS/LIVEX (Phase 4 - 5)**1 General**

Phase 3 and 4 includes the PSO and will commence on Sunday, 04 October 1998 and will terminate at the end of Wednesday, 07 October 1998. Air operations during Phase 4 and 5 will take place during daylight. Fixed wing aircraft will be tasked 2 - 4 missions a day and Heli aircraft will be tasked up to 6 flying hours a day.

2 Purpose

The purpose of these phases is to practise PSO missions, which are tasked by a joint headquarters to meet the Joint Commanders objectives and requests from all different units.

3 Execution**a) Intention**

The overall mission is to support the CIMIC operation. An important part of the air operations are Aeromedical Evacuations which will include both heli and fixed wing missions and a special organisation to meet the critical timeschedules in these types of operations.

b) Mission Types.

(1) Deploy to Betaland.

(2) Heli transport of recce-team and commanders.

(3) Airlift Operations with heli and fixed wing aircraft.

(4) Air evacuation with heli from crisis area to Visby airport where a CSU is organised

(5) Aeromedical Evacuation with fixed wing aircraft from Visby airport to Skavsta Airport, which corresponds with evacuation to different hospitals in neighbour countries.

(6) Heli command and control flights

(7) Heli observation flights in crisis area.

(8) Heli recce flights in crisis area.

(9) Air drops with fixed wing in crisis area.

(10) Heli flights with sling load.

(11) Airlift Operations (transportation) on request from units and GO's/NGO's with heli and fixed wing aircraft, including cargo and passengers.

(12) Re-deployment from Betaland.

c) Rules of Engagement

Rules of Engagement for air operations will be published with the ATO under special instructions. The number of ROE is very limited. They are however a compulsory item for the mission briefing. Details see UNMIB SOP.

d) Military information

This information is available at all Base OPS. All crew members must always be updated on the current mil information situation before every mission.

Tabs:

A. UN MIB MF Heli Squadron

B. Air Base Organisations at Skavsta and Visby

AIRSPACE CONTROL PLAN

1 Concept of Operations

In order to exercise airspace control procedures in a PfP and PSO environment an Airspace Control Plan (ACP) has been developed and is published in this Appendix to the EXOPORD. The ACP incorporates real world ATC requirements for the exercise with a procedural system of airspace control, which will be implemented within the Exercise Airspace Control Area (EACA), defined below. The system will be supported by ATC services.

2 Aim

The Aim of the ACP in this exercise is to provide a procedural system of airspace control, which will:

- a) Compliment existing ATC procedures to provide safe passage to all air traffic.
- b) Allow exercise participants freedom to operate while simulating the restrictions and procedures required ensuring the minimum risk of colliding with non-exercising traffic.

3 Airspace Control Authority

FC has been nominated as the Airspace Control Authority.

4 Responsibilities

- a) Within the EACA the airspace control authority is responsible for:
 - (1) Developing and maintaining the ACP, ensuring that it complies with ATC rules and regulations, including specific agreements reached between HQ CJC planning staff and representatives of the CAA (LFV) Sweden.
 - (2) Co-ordination with affected commands and civil agencies.
 - (3) Co-ordination and de-confliction of airspace requirements of subordinated units.
 - (4) Co-ordination and integration of exercise air traffic into the existing Swedish ATC system.
 - (5) Publication of Airspace Control Orders (ACO)

- b) Commanders of participating units are responsible for ensuring that their subordinates comply with the ACP and ACO.

5 Applicability of the ACP/ACO

All exercise players are to note that the ACP/ACO is applicable to all exercise airspace users when operating within the EACA.

6 Airspace Co-ordination Centre

The Airspace Control Authority will execute his responsibilities through the Airspace Co-ordination Centre (ACC). The ACC for all exercise forces will be located at *SWEDINT* and/or in Visby. The ACC will be manned from 28 Sept to 2 Oct 08.00Z to 16.00Z and 07.00Z to 18.00Z on 3 - 6 Oct and 07.00Z to 13.00Z on 7 Oct. The POC is Duty Officer J3. Contact telephone number is:

016-341030

7 Exercise Airspace Control Area

There are two Exercise Airspace Control Areas (EACA) established. One area EACA1 established for the period 28 Sept to 1 Oct. A second area EACA2 established for the period 2 Oct to 7 Oct. The EACA2 encompass a defined Air Exercise Area (AEA). The AEA has been agreed with ATC and will be promulgated by AIP SUP and MIL NOTAM as Restricted Area. Exercise air activity such as low level flight and Air Drop operations will take place within the AEA. Air Drop operations performed by fixed wing will take place within Restricted Operating Zones (ROZ). AEA encompass two ROZ. ROZ's will be established to separate AD-flights from other exercising air traffic. Transit between take-off base and the AEA will be conducted under the existing ATC procedures, which for Visby are detailed at TAB A. The EACAs, AEA and ROZs are detailed at TAB B

At all times, and in parts of the EACAs, ATC requirements are to take priority over exercise control play.

- a) EACA1 established 28 Sept to 1 Oct, will be promulgated by AIP SUP and MIL NOTAM as Navigational Warning for non-exercise traffic. Exercise airspace control play will not take place inside the Terminal Areas (TMA) of Stockholm and Östgöta and/or inside Controlzones (CTR).
- b) EACA2 established 29 Sept to 7 Oct, will be promulgated by AIP SUP and MIL NOTAM as Navigational Warning for non-exercise traffic. Exercise airspace control

play will not take place inside the Terminal Areas (TMA) of Visby and Östgöta and/or inside Controlzones (CTR).

8 Airspace Control Means

Airspace control will be achieved by the implementation of a number of Airspace Control Means (ACM). ACMs will comprise routes, zones of defined dimensions which reserve airspace for specified purposes. A description of the ACMs to be used is given at TAB C.

9 ACM Requests

Unit commanders with a pre-planned operational requirement for the use of airspace are to forward their requests for the activation/deactivation of ACMs to the ACC at the earliest opportunity and not later than 09.00Z the day prior to the day which the airspace is required. The format requesting the activation/deactivation of ACMs is similar to that of the ACO which is detailed at TAB D.

10 Airspace Control Orders

- a) Applicable ACMs will be promulgated by an Airspace Control Order (ACO).
- b) The ACO will be attached to the Air Tasking Order (ATO) for distribution and dissemination. Additionally, the ACO will be distributed separately on FAX.
- c) Format. The ACO will be issued in a standard format. Details of the ACO format are given in TAB D.
- d) Standing ACO. A Standing ACO (SACO) will be issued prior to Fri 25 September. It is expected that the initial SACO (SACO 001) will be valid for the period 280600Z to 7 Oct 1800Z. However, subsequent SACOs may be issued if the need arises. Subsequent SACOs, if required, will be numbered SACO 002, SACO 003 etc. The format for the SACO will be the same as for the ACO.

12 SSR/IFF Procedures

SSR/IFF procedures are detailed at Annex S.

13 Flight Plans

- a) Fixed Wing Transport.
Aircraft are to file IFR flight plans for all missions based on the tasking detailed in the ATO/ATM. IFR may be changed to VFR at any time by aircraft which subsequently choose to continue under VMC.

b) Helicopters. Aircraft are to file VFR flight plans for all missions based on the tasking detailed in the ATO/ATM.

(1) During the period 28 Sept to 1 Oct the Heli Sq uses Swedish military routines for flightplans.

(2) During the period 2 Oct to 7 Oct there will be special routines for flights performed to/from Visby airport and In/out of AEA.

Heli missions in LIVEX are often Alert missions and therefore a special agreement is made with Visby ATC. For each day there will be a standing ATS- flightplan issued for every single helicopter.

Each helicopter has its own callsign and SSR-code during the LIVEX. PIC has to complete with POB before lift-off.

ATC PROCEDURES

1 ATC requirements and instructions

ATC requirements and instructions take priority over exercise airspace control procedures at all time.

2 Flight Plans

Aircraft are to file flight plans for all missions based on the tasking detailed in the ATO/ATM. Fixed Wing Transport are to file IFR flight plans. IFR may be changed to VFR at any time by the aircraft which subsequently choose to continue under VMC conditions. Air Drop operations must be carried out in VMC conditions (see *ANNEX n*)

a) Fixed Wing Transport.

Aircraft are to file IFR flight plans. IFR may be changed to VFR at any time by aircraft which subsequently choose to continue under VMC.

b) Helicopters. Aircraft are to file VFR flight plans for all missions.

(1) During the period 28 Sept to 1 Oct the Heli Sq uses Swedish military routines for flightplans.(OSF)

(2) During the period 2 Oct to 7 Oct there will be special routines for flights performed to/from Visby airport and In/out of AEA.

Heli missions in LIVEX are often Alert missions and therefore a special agreement is made with Visby ATC. For each day there will be a standing ATS- flightplan issued for every single helicopter.

Each helicopter has its own callsign and SSR-code during the LIVEX. PIC has to complete POB before lift-off at Visby airport, and during recovery, before entering the CTR.

3 Departure/Recovery procedures during 28 of Sept to 1 Oct

During the exercise Nordic Peace 98 a certain ATC frequency "Stockholm control" will be in use for flights in uncontrolled airspace and flights overseas to/from the island Gotland. The ATC function is situated at Stockholm ATCC and handles normally Swedish military traffic. Radar service is provided for traffic not below radar coverage minimum 4000FT or 1200m and carrying transponder mode A/C. Frequency, Area Control Centre, (Stockholm ACC) 129.950 Mhz

a) Fixed Wing Transport

(1) Departure and arrival from/to SKAVSTA according to procedures described in AIP Sweden IAC and Landing Chart ESKN. (se also in "CREW handbook for NP 98")
Frequencies: TWR – taxi clearance and departure clearance -127.700 Mhz. Terminal control centre, Östgöta TMC 132.950 Mhz.

(2) Departure and arrival from/to VISBY according to procedures described in AIP Sweden IAC and Landing Chart ESSV. (se also in "CREW handbook for NP 98")
Frequencies: TWR – taxi clearance and departure clearance -120.300 Mhz. VISBY TMC 126.150 Mhz.

b) Helicopter (VFR flights)

(1) Departure and arrival from/to BERGA. (See "CREW handbook for NP 98")
Frequency: TWR 134.100

(2) Departure and arrival from/to SKAVSTA according to procedures described in AIP Sweden VAC and Landing Chart ESKN. (See also in "CREW handbook for NP 98")
Frequency: TWR – taxi clearance and departure clearance-127.700 Mhz.

(3) Departure and arrival from/to VISBY according to procedures described in AIP Sweden VAC and Landing Chart ESSV. (See also in "CREW handbook for NP 98")
Frequency: TWR – taxi clearance and departure clearance -120.300 Mhz.

(4) Departure and arrival from/to the temporary landingground NP 98 at ALMNÄS. (See "CREW handbook for NP 98")
Frequency:

4 Departure/Recovery procedures during 2 of Oct to 7 Oct**a) Fixed Wing Transport**

(1) See 3 a (1)

(2) See 3 a (2)

b) Helicopter (VFR flights)

(1) Departure and arrival from/to VISBY according to procedures described in AIP Sweden VAC and Landing Chart ESSV. During LIVEX certain exit/entry points will be established for exercise helicopter traffic. Those exit/entry points are located to simplify sling load missions to/from the airport and special attention is made to gain separation

between non exercise and other exercise traffic in low visibility conditions. (See also in "CREW handbook for NP 98")

Frequencies: TWR – taxi clearance and departure clearance -120.300 Mhz.

During flight overseas to/from the island Gotland, Area Control Centre, Stockholm ACC 129.950 Mhz

(2) Departure and arrival from/to SKAVSTA according to procedures described in AIP Sweden VAC and Landing Chart ESKN. (See also in "CREW handbook for NP 98")

Frequencies: TWR – taxi clearance and departure clearance-127.700 Mhz.

During flight overseas to/from the island Gotland, Area Control Centre, Stockholm ACC 129.950 Mhz

(3) Departure and arrival from/to the temporary landingground at ALMNÄS. (See "CREW handbook for NP 98")

Frequencies:

During flight overseas to/from the island Gotland, Area Control Centre, Stockholm ACC 129.950 Mhz

5 Diversion

There are two standard planned diversion airfields. Firstly Norrköping/KUNGSÄNGEN positioned 23nm/43km bearing 240⁰ from Skavsta. Secondly Västerås/Hässlö positioned 48nm/91km bearing 350⁰ from Skavsta. The following procedures should be observed.

a) The decision to divert should be advised to ATC as early as possible.

b) Recovery will be via normal ATC procedures.

c) Diplo clearance nr must be given to ATC.

d) (1) Diversion to Norrköping/KUNGSÄNGEN according to procedures described in AIP Sweden IAC and Landing Chart ESSP. (See also in "CREW handbook for NP 98")

(2) Diversion to Västerås/Hässlö according to procedures described in AIP Sweden IAC and Landing Chart ESOW. (See also in "CREW handbook for NP 98")

6 Emergency diversion

The emergency diversion airfield will be Stockholm/SKAVSTA. Skavsta is a NP 98 Base Ops for fixed wing operations. The following procedures should be observed.

- a) The decision to divert should be advised to ATC as early as possible.
- b) Recovery will be via normal ATC procedures described in AIP Sweden IAC and Landing Chart ESKN. (See also in "CREW handbook for NP 98")

7 Altimeter setting

- a) Fixed Wing Transport.
In accordance with standard ATC procedures for transition from QNH to Standard Altimeter Setting 1013.2 hPa(mb). The Transition Altitude within Östgöta, Stockholm, Västerås and Visby TMA is 5000 MSL./1500m MSL.
When exercising Air Drop, present QNH for VISBY is given/requested from ATC.
- b) Helicopters.
QNH will be received from ATC when departing/approaching the Control Zone (CTR).
When flying overseas between the mainland of Sweden and the island of Gotland the lowest QNH shall be used. Lowest QNH is available from Base Ops SKAVSTA (callsign "SKAVSTA BASE OPS") or VISBY (callsign "VISBY BASE OPS").

EXERCISE AIRSPACE CONTROL AREA AND EXERCISE RESTRICTED AREA

1 Two Exercise Airspace Control Areas

There are two Exercise Airspace Control Areas (EACA) established. One area EACA1 established for the period 28 Sept to 1 Oct. A second area EACA2 established for the period 29 Sept to 7 Oct. The EACA2 encompass a defined Exercise Restricted Area (ERA).

The ERA has been agreed with ATC and will be promulgated by AIP SUP and MIL NOTAM as Restricted Area. Exercise air activity such as low level flight and Air Drop (AD) operations will take place within the ERA. AD operations performed by fixed wing will take place within Restricted Operating Zones (ROZ). ERA encompass two ROZ. ROZ's will be established to separate AD operations from other exercising air traffic.

Transit between take-off base and the ERA will be conducted under the existing ATC procedures and for Helicopter, combined with NP98 procedures. Departure/approach procedures for Visby are detailed at TAB A. At all times, and in parts of the EACAs, ATC requirements are to take priority over exercise control play.

The EACAs, ERA and ROZs are detailed at TAB B

Maps of the EACAs and ROZs see TAB E.

a) EACA1 established for the period 28 Sept to 1 Oct

This area will be promulgated by AIP SUP and MIL NOTAM as a Navigational Warning Area for non-exercise traffic. Exercise airspace control play will not take place inside the Terminal Areas (TMA) of Stockholm and Östgöta and/or inside Controlzones (CTR).

b) EACA2 established for the period 29 Sept to 7 Oct.

This area will be promulgated by AIP SUP and MIL NOTAM as a Navigational Warning Area for non-exercise traffic. Exercise airspace control play will not take place inside the Terminal Areas (TMA) of Visby and Östgöta and/or inside Controlzones (CTR).

2 Exercise airspace control area

The boundary points of the EACAs are detailed below in table G-3-B-1 (EACA1) and in table G-3-B-2 (EACA2).

Point No.	Latitude	Longitude
1	591542N	172914E
2	590700N	182400E
3	585931N	182400E
4	585540N	181000E
5	584430N	171200E
6	584135N	165620E
7	584215N	163750E
8	585125N	163730E
9	591542N	172914E

Table G-3-B-1 (EACA1)

Point No.	Latitude	Longitude
1	591542N	172914E
2	585500N	174130E
3	581815N	180555E
4	580120N	182240E
5	580752N	184100E
6	581041N	185930E
7	580000N	193000E
8	575006N	193900E
9	573136N	191400E
10	570800N	190000E
11	564220N	175800E
Along the territorial sea boarder to		
12	573346N	174344E
13	584215N	163750E
14	585125N	163730E
15	591542N	172914E

Table G-3-B-2 (EACA2)

3 Exercise restricted area

Exercise air activity such as low level flight and Air Drop operations will take place within the ERA. Two Restricted Operations Zones will be established within the ERA in order to reserve airspace for specific activities. ERA will be promulgated as a restricted area – non exercise traffic will be prohibited from entering the area without specific authorization. The ERA is defined in table G-3-B-3.

Point No.	Latitude	Longitude
1	574920N	180350E
2	574700N	182200E
3	574100N	181300E
4	573330N	181300E
5	573200N	182000E
6	573700N	182750E
7	573136N	191400E
8	570800N	190000E
9	570800N	174120E
Along the territorial sea boarder to		
10	574920N	180310E

Notes:

1 NOTAMs. EACAs will be published in AIP SUP-NOTAM as Navigational Warning Areas for non-exercising aircraft. This means there can be non-exercising aircraft within the areas.

ERA will be promulgated as restricted area - non-exercising aircraft will be prohibited from entering the area without specific authorisation.

ROZ will be established within the ERA. ROZ will be published in the SACO/ACO.

2 Prohibited Zones. A number of Prohibited Zones (PZ) exist Within both EACAs. Towns and community's marked with yellow colour. Fox/Mink-farms marked with red colour. Markings/colours refer to SAF MAP 1:500.000 scale.

AIRSPACE CONTROL MEANS

1 Co-ordination level

Description. The co-ordination level (CL) is an ACM established to decrease the confliction between slow and fast moving air traffic at low level. In this exercise the CL is specifically intended to avoid confliction between fixed wing transport and rotary aircraft. During the exercise five military and two civil helicopters will perform low level flights in the Exercise Restricted Area (ERA). There will be a number of helicopter take off/landings in the terrain. Fixed wing transport aircraft perform low level flights in the ERA prior to Air-Drop operations (performed within ROZ). It is essential to strictly adhere to the CL. These procedures are practised during NP98 for maximising flight safety.

a Altitude of CL. The altitude is expressed as an altitude (AMSL) based on QNH.
CL in ERA 1000ft AMSL

b (1) Procedures. **Within the ERA fixed wing aircraft are not to descend below the CL without specific clearance.** Rotary wing traffic are to operate below the CL.

(2) The specific clearance required is: For all aircraft. Specific tasking in ATO and within the lateral limits of an activated ROZ.

c Activation. The CL will be activated by SACO/ACO. The CL is applicable throughout the ERA (but not within the TMA and CTR).

2 Restricted operating zones

Description. ROZs are established in order to reserve airspace for specific activities. The horizontal and vertical dimensions of a ROZ are determined by the type of activity it contains. **In exercise NP98 ROZs will be employed for Air Drop.**

a Procedures

(1) ROZ will always be associated with a controlling authority, FAC which will be identified in the ATO/ACO.

(2) Unauthorized entry into a ROZ is prohibited.

(3) ROZ will be established using Latitude and Longitude positions.

(4) ROZ will be numbered sequentially throughout the exercise and will be prefixed with the letter "R".

(5) ROZ have priority over all other ACM except PZ.

b Activation. ROZs will be activated by SACO/ACO.

c Preplanned ROZs. Two preplanned ROZ may be activated.

ROZ	Pt. No.	Lat. Long.	Lwr Level	Upr Level	Radius (Nm/km)	Controlling Authority	Notes
R001	01		<u>GND</u>	1000FT	4/8		1
R002	02		<u>GND</u>	<u>1500F</u> <u>T</u>	4/8		

Table G-3-C-1 Pre-planned ROZ

Notes:

1 ROZ 001 is partly inside Visby CTR. CTR have priority over ROZ 001. If flightpath is going to penetrate the CTR boarder ATC- clearance must be recieved in advance. Call Visby TWR at fq 120.300 Mhz.

3 Prohibited zones

Description. Prohibited Zones (PZ) are established around points, areas or location where exercise traffic is prohibited. The horizontal and vertical dimensions of a PZ are determined by the item around which flight is prohibited. In this exercise PZs will be established around the following:

a (1) Towns indicated by yellow colour on Swedish Air Force Map 1:500.000. Are not to be over-flown below 2000ft.

(2) Fox/Mink farms are to be avoided either lateraly or in plan. The location of fox/mink farms is marked with a Magenta coloured dot. Map SAF 1:500.000. Are not to be over-flown below 1000ft or latterly 0.5nm/1km.

(3) Established Danger Areas

b (1) Procedures. Exercise aircraft are prohibited from entering activated PZs. The route structure given in ACO/ATO will attempt to route traffic around PZs. However exercise aircrew remain responsible for ensuring that they do not enter PZs which lie below, adjacent to, or within, routes, corridors or ROZs.

(2) PZs other than towns, fox/mink farms or established danger areas will not be established during NP98.

(3) Farms and small villages should also be avoided by low flying aircraft. Aircrew must act with care and consideration to minimise noise for inhabitants. Recommended minimum altitude 500ft GND.

4 Air routes

Description. An air route (AR) is established to route fixed wing transport to/from the Östgöta and Visby TMAs. It will provide a procedural mean of identification and method of traffic control. In this exercise one AR is established and is equal to the Airway B7 between VOR TRS and VOR VSB. B7 is described in Crew handbook for Air NP98.

a Operation of SSR/IFF equipment is to be in accordance with Annex S
(Communication procedures)

ACO FORMAT

1 Description

The ACO will be used by the ACC to publish and revise the various Airspace Control Means (ACM) and provide other pertinent airspace control information. The format of the ACO is detailed below. Lateral positions will only be given in Latitude and Longitude.

2 Definition of format

Each piece of data associated with an ACM will be placed in a defined position (a data field) within the message. The following format will be used:

Field	ACM Desig. And Serial No.	WP No.	Lat & Long	Lower Level	Upper Level	Start Time	End Time
Example	R01	01	580325N 184000E	GND	1000 AMSL	07.00	09.00
Notes	1	2	3	4	5	6	7

Field	Radius	Remarks
Example	080	Conflicting with Visby CTR, req clearance!
Notes	8	9

Notes:

- 1 Designator shows ACM type; "R" = ROZ
- 2 WP Number is simply the serial number of this point within an ACM .
- 3 Lat and Long position in degrees, minutes and seconds.
- 4 Lower level of ACM. Not applicable in NP98. Here ground level.
- 5 Upper level expressed as feet above mean sea level AMSL (QNH)
- 6 Start Date Time Group (DTG) of activation of this ACM in Zulu/UTC. Note that ACMs may be activated for only part of the entire period of validity of the ACO. If no start DTG is entered then the ACM is valid from the start time of the ACO.

7 End DTG of activation of this ACM. If no end DTG is entered then the ACM is valid until the end DTG of the ACO.

8 Allows entry of the radius for circular ACMs based on a defined point. Entered as 3 digits to give range in kilometres with 3rd digit showing 10ths of a kilometer e.g. 150=15km 153=15,3km. If not used enter "NA" (Not Applicable).

9 Remarks: enter details of controlling authority, e.g "callsign hawk fq 123.450", purpose of ROZ etc.

3 Sequence of entries

The sequence of entries in the ACO is shown below:

EXERCISE NP98 ACO

FROM

TO

CLASSIFICATION

SIC

DAYTIME GROUP

ACO IDENTIFICATION

ACO SERIAL NUMBER

PERIOD OF VALIDITY

SECTION A.	Co-ordination Level (CL)
SECTION B.	Restricted Operation Zones (ROZ)
SECTION C	NA in NP98
SECTION D	NA in NP98
SECTION P	Remarks

4 Example ACO

An example of an ACO is shown below:

FM CCJC

TO C HELI SQ VISBY, C C130, C AN26

SIC:

SUBJECT: EX NP98 ACO 01

VALID 020600Z OCT 98 TO 030600Z OCT 98

SECTION A/COORDINATION LEVEL (CL)//

ERA/1300FT//

**REM/ROTARY WING AC TO REMAIN 500FT BELOW CL/FIXED WING TO REMAIN
ABOVE CL/SEE EXOPORDER PAGE G-3-C-1//**

SECTION B/RESTRICTED OPERATION ZONES (ROZ)//

R01/01/582030N 180510E/GND/1000AMSL/0700/0900/HAWK FQ123.450//

SECTION P/REMARKS//

REM/01/NEXT ACO WILL BE ISSUED021200ZOCT/ACO02

REM/02/ACC/0435-45672/FAX0435-45622//

AIR BASE OPERATIONS AND SUPPORT

1 General

Visby and Skavsta Airports are civilian airfields with continued civilian airtraffic even during the live exercise.

At Visby Airport (VSB) a military detachment, one Air Base Platoon with Base Operations Centre (VSB Ops), will be in charge of all support to the UNMIB MF Helicopter Squadron and temporarily support to the fixed wing National Air transport Detachments.

At Skavsta Airport a military detachment, one Air Base Platoon with Base Operations Centre (SKA Ops), will be in charge of all support to the fixed wing National Air transport Detachments and temporarily support to the UN MIB MF Heli Squadron.

Berga Helicopter Base is a military naval Helicopter Base. This base will be used as POE and under the preparation and transport phases together with Almnäs Heli landing-ground. Under these phases Berga Squadron Ops will be in charge of all support to the UNMIB MF Heli Squadron.

This appendix is complementary to Annex N LOGISTICS and covers the following areas:

- Flying Operations
- Communications
- Facilities
- Technical Support
- Administration

2 Flying operations

Visby Base OPS and Skavsta Base OPS will:

- a) Receive all ATO to RW and FW Aircraft from the J-staff both at VIS and SKA.
- b) Dispatch all flightplans received from the UNMIB MF Heli Squadron (SQ OPS) and National detachment FW (that is every Fixed Wing aircraft) to the Air Traffic Control (ATC).
- c) Keep RW SQ OPS and the National FW Detachments informed on Alternate and Diversion status.

Transfer passengers to and from aircraft within the airport.

3 Communications

a) UHF/VHF radio

Heli SQ OPS will be supplied with two two-way UHF/VHF radio sets. One is to be install into the SQ OPS room and the other one is to be mobile FAC. SKAVSTA Base OPS (SKA OPS) will be supplied with one two-way HF radio set to be install in SKA OPS room.

b) Telephones/Telefax

The UN MIB MF Heli Squadron and the FW Detachments will be supplied with a sufficient number of Telephones and Fax-machines. One FAX will be exclusive for Weather Forecast and another FAX will be exclusive for MEDEVAC matters. A directory, valid for the whole exercise will be published latest one week prior to the exercise.

4 Facilities

a) Buildings

(1) At VISBY Airport the UN MIB MF Heli Squadron will be located in the Admini - stration House North (Admin house). The house will contain:

One Base Operations Centre (VIS OPS)
Platoon commander
Baseplatoon
Heli Squadron office and briefing room
A number of offices for individual briefings/debriefings (i.e. Fixed Wing crew)
Met-station and meteorologist officers
Casualty Staging Unit (CSU) for AE MEDEVAC
Combined Mess Facility
Kitchenette, rest areas and sanitary facilities

Military Aviation fuel and POL personnel will operate out of the Admin house. Air-fieldguard, officers and soldiers will operate within the aera

Crew and Maintenance personnel in MEDEVAC alert with Heli will operate out of a small building in the Forward Readiness Area.

Aircraft Repair Facilities space (one medium sized fighter A/C or Heli) is available at VIS in Hangar 1 for necessary maintenance work and storage of Heli equipment.

Aircraft shelters at VSB Forward Readiness Area may be used depending on the size of A/C.

Live Search and Rescue Helicopter (SAR) unit will be housed in Hangar 1.

(2) At SKAVSTA Airport (SKA) the National Fixed Wing Detachments will be located in the Base Ops building. The house will contain:

One Base Operations Centre (SKA OPS)
Platoon commander
Baseplatoon
Flight crew briefing room
Kitchenette, rest areas and sanitary facilities

Combined Mess Facility (Skavsta airport Restaurant facility)

Aviation fuel and POL will be available only as a special request to the civilian airport authority at SKAVSTA Airport. Normally aviation fuel and POL will be supplied by VSB OPS.

5 Technical support

a) Ground equipment

The UN MIB MF Heli Squadron will be given access to one Hangar (the same as above) to store ground equipment at VISBY Airport.

b) Fire Fighting Services

Fire fighting services will be provided by the civilian airport authority, Fire Fighting Services (Luftfartsverket Visby and Skavsta Flygplats) and also by the Base OPS concerning limited fire.

c) POL

Aviation POL will be supplied by the VSB OPS for Helicopters as well as Fixed Wing during the live exercise phase. Ground equipment fuel (diesel and petrol) will be supplied by the Base OPS.

d) Gases

Gases (LOX) will be provided by VSB OPS.

- e) Hazardous waste

Suitable containers for hazardous disposal will be supplied by Base OPS.

6 Administration

- a) Contracts and economics (See Annex N)
- b) Accommodation

(1) At VISBY Airport aircrew, CSU and Base OPS personnel will be accommodated as follows:

UN MIB MF Heli Sq	36 - 37 pers	at nearby "Stugby"
Fixed Wing Crew	6 - 9 pers	when needed at BaseOps
CSU personnel	9 pers	TBD
Air Base Platoon including Base OPS	20 pers	(Only need accom for 2 Met officer and 1 Dispatch officer TBD)
Guests (VIP)	See Host Nation Support	by MKG

(2) At SKAVSTA Airport aircrew and Base OPS personnel will be accommodated as follows:

National Fixed Wing Crew	21 - 25pers	at "Kompaniet" Nyköping
Base OPS	8 - 12pers	at Base Ops Skavsta

- c) Messing

At VISBY Airport breakfast, lunch and dinner (to personnel according to section b. above) will be served at Combined Mess Facility at VSB Base OPS.

At SKAVSTA Airport lunch and dinner will be served mainly at the civilian Airport Restaurant.

- d) Laundry Services

Washing-machine will be provided at each Bas OPS.

- e) Movements and Transportation

Transportation will be provided by request to the Bas OPS and if needed supported by the Host Nation Support.

f) Medical support. (See Annex N)

g) Maps

SQ OPS and SKA OPS will provide maps during the whole exercise. Necessary maps will be distributed during the first day of the training phase.

h) Security

Base OPS at VISBY will require armed guard on the parking aprons (areas) where exercise aircraft are located and necessary over all security from FC.

Base OPS at SKAVSTA will relay on Skavsta Airport Security.

ID cards for participating personal will be issued on arrival. Passes for cars will also be issued on arrival.

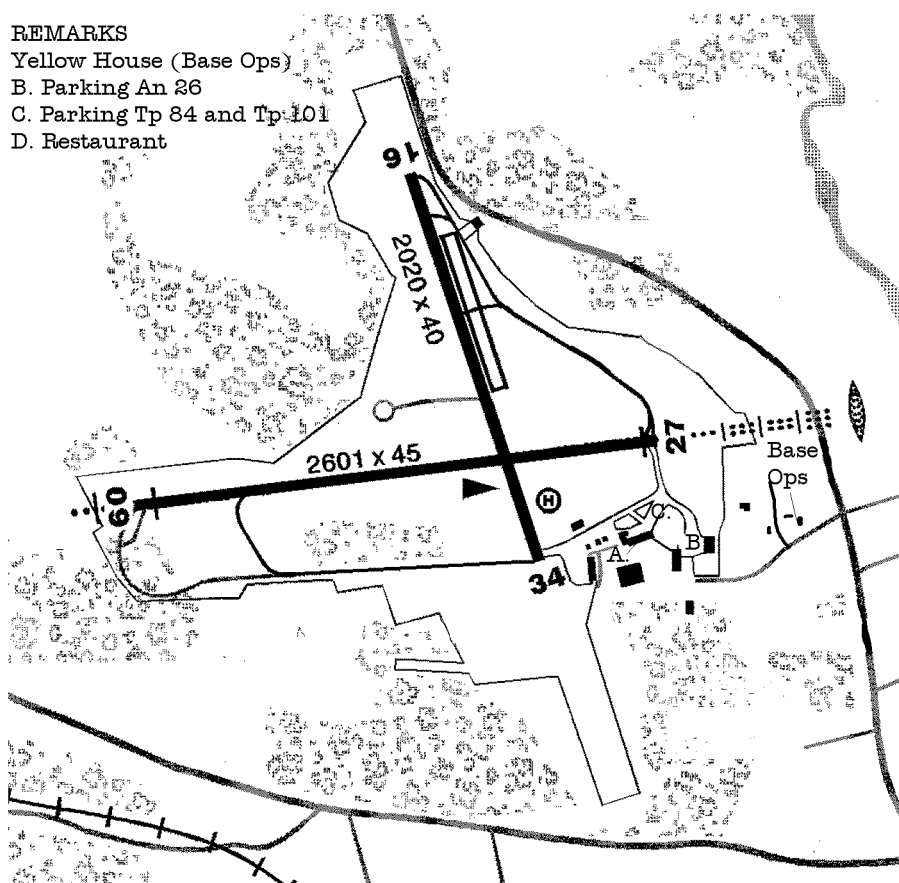
TAB A

SITUATION MAP

SKAVSTA AIRPORT

REMARKS

- Yellow House (Base Ops)
- B. Parking An 26
- C. Parking Tp 84 and Tp 101
- D. Restaurant



PLEASE REMEMBER: SAFETY IS NO ACCIDENT

VISBY AIRPORT

REMARKS

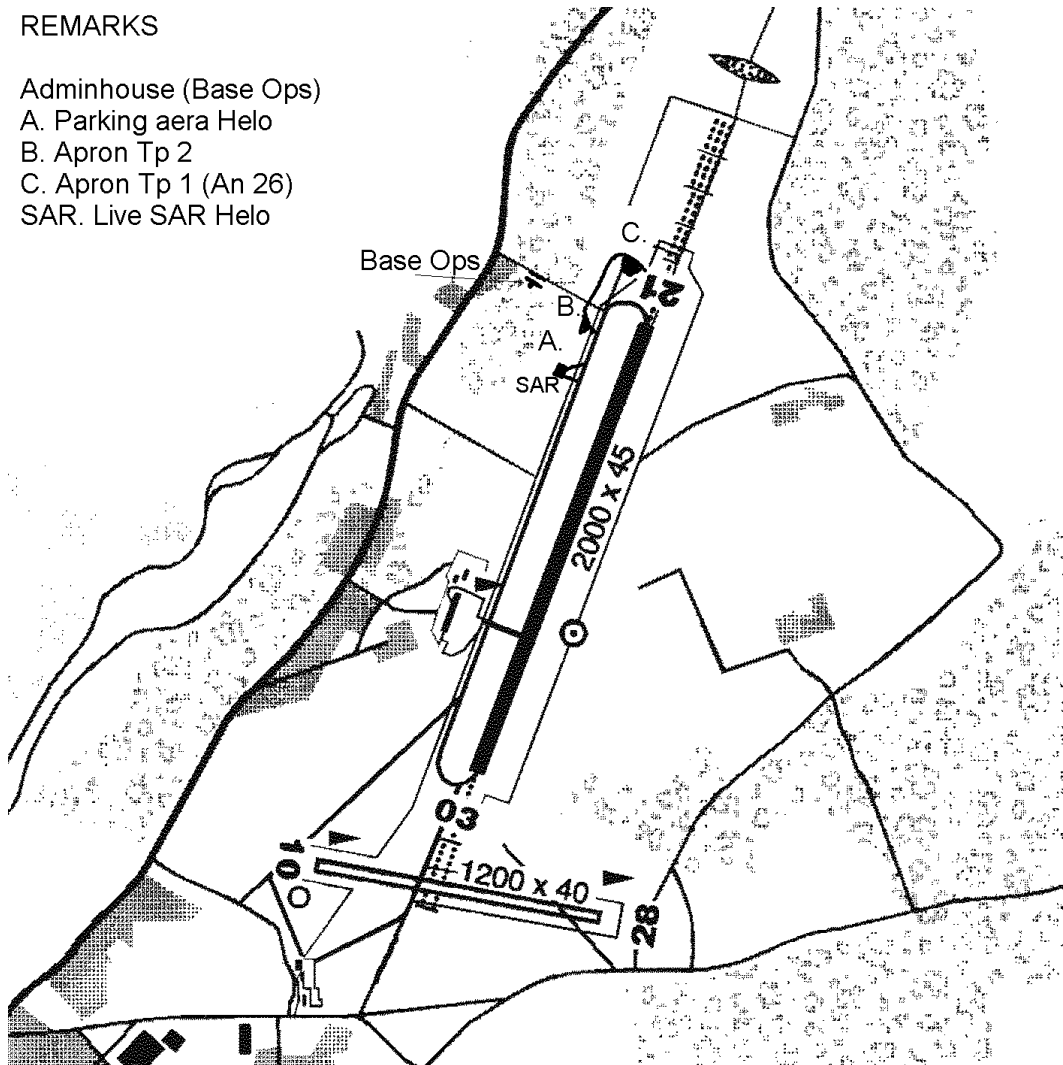
Adminhouse (Base Ops)

A. Parking area Helo

B. Apron Tp 2

C. Apron Tp 1 (An 26)

SAR. Live SAR Helo



PLEASE REMEMBER: SAFETY IS NO ACCIDENT
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AEROMEDICAL EVACUATION / MEDEVAC**1 Mission**

To demonstrate Aeromedical Evacuation (AE) / MEDEVAC capabilities and develop Standard Operating Procedures (SOP) to be used in Combined Operations as exercise Nordic Peace 98.

2 Tasks

The Task Origination is to:

- a) Set up and operate an Aeromedical Evacuation Co-ordination Cell (AECC) in the Joint Staff, headed by an Aeromedical Co-ordination Officer (AECO).
- b) Set up and operate a Casualty Staging Unit (CSU), to exercise complete AE with patient documentation.
- c) Develop SOPs for Aeromedical Evacuation.
- d) Examine and develop interpretability of equipment, ground and in flight procedures and combined patient tracking/documentation.
- e) Demonstrate national equipment and personal capabilities across all available aircraft types.

2 Conduct Of Aeromedical Evacuation / MEDEVAC

The AE/Medevac procedure is at Tab A.

The AE/Request procedure is at Tab B.

All requests for AE/MEDEVAC are to be made on the Medical Evacuation Request Proforma, Tab C.

All AE orders from AECO to CSU and AE-teams are to be made on AE Flight Plan, Tab D.

AECC will be located within the JOINT STAFF and be responsible for the co-operation of both aircraft and in flight medical teams in liaison with the Air Planning staff. Tasking of Medical Teams will be the responsibility for the AECC.

Host Nation will provide suitable AE/MEDEVAC patients moulage.

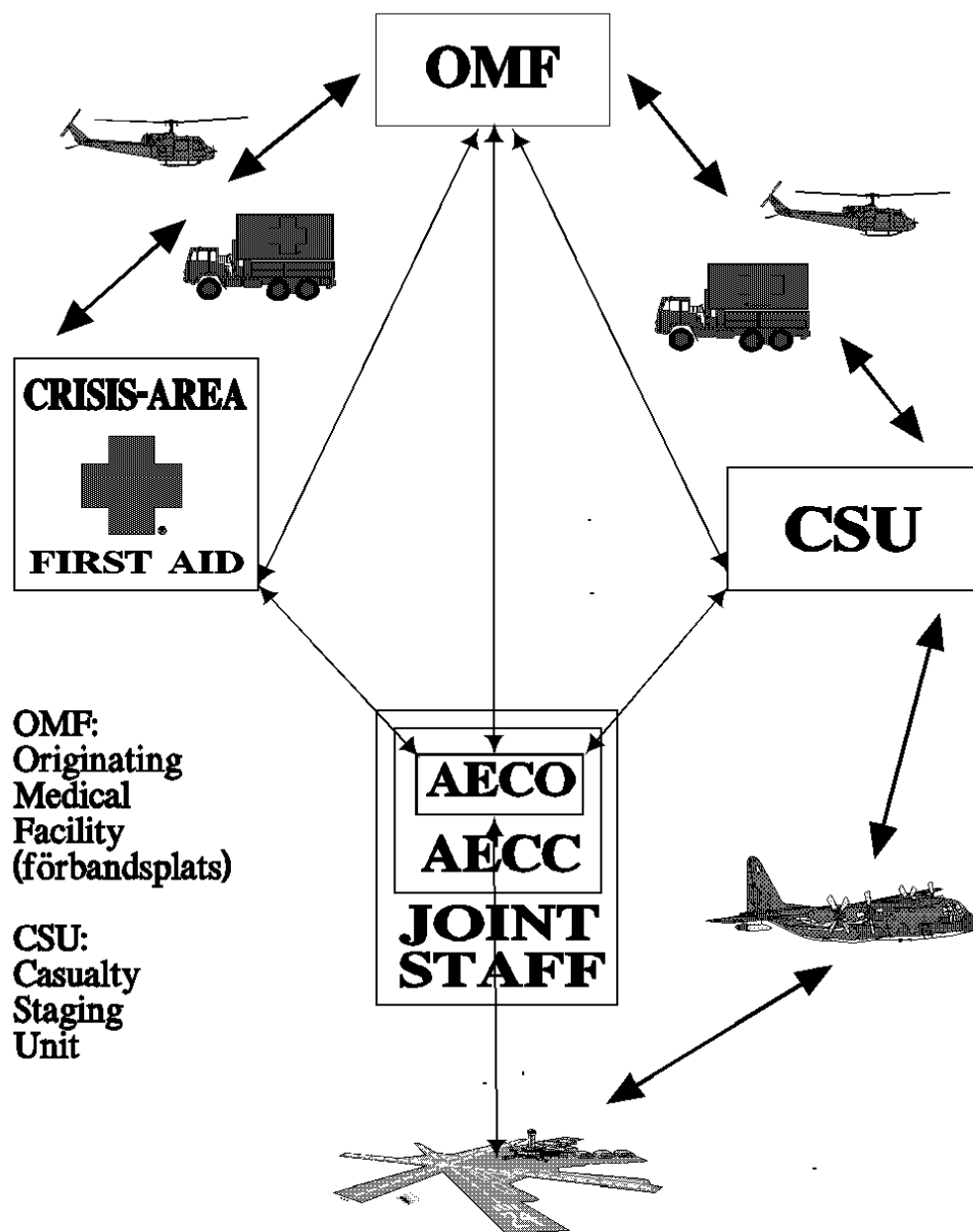
3 Real World Medical Support

Arrangements for REAL WORLD medical support is detailed at Annex R.

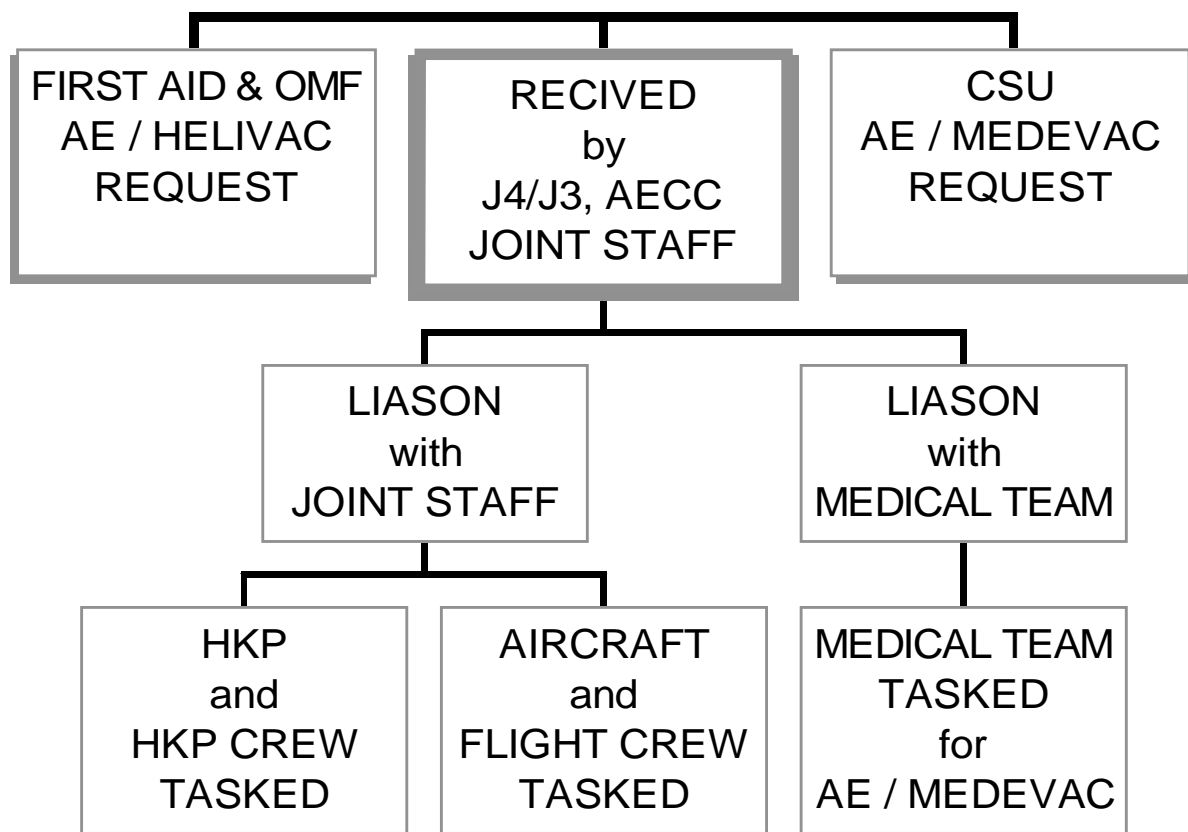
4 Service Support

Task Organisation is to comply with Annex R

AEROMEDICAL EVACUATION PROCEDURE



Aeromedical Evacuation Request Procedure



MEDICAL EVACUATION REQUEST**Request to J4: Patient data**

1 Requesting unit:	2 DTG of earliest evacuation:
3 Family name:	4 First name:
5 Rank:	6 Service unit:
7 ID nr or date of birth:	8 Nationality:
9 Military or civilian:	10 Present location or grid:
11 Priority for evacuation:	12 Class of evacuation:
13 Illness or injury, case summary:	13 Patient's condition and requirements:
15 Pick-up site safe or unsafe?:	16 Special remarks:

J4 and AECO decision

17 Evac by: (air, ground etc)	18 Evacuation to: (CSU, hospital, ship etc)
----------------------------------	---

AECO first order to CSU and AE Team

19 Planned AE-flight number:	20 Type of aircraft:
21 ETA Visby (time, date):	22 ETD Visby (time, date):
23 ETA(time, date):	24 Patient's final destination:

CSU report to AECO

25 Illness or injury with special AE consideration:
26 Special care or treatment in flight:
27 Medical assistance in flight:
28 Flight level restrictions:
29 Classification:
30 Priority:
31 Ready to leave CSU at (time):

AECO notes and signature.....

32 Post AE transfer by:	33 ETA of transfer:
34 Transfer destination....	35 ETA to destination
36 Transport authority and telephone nr:	37 Destination's telephone nr:

21 August 1998

ANNEX G
Appendix 5
Tab D

Page 1 (2)

AE FLIGHT PLAN. Final order to CSU and AE-team.

Page No.....

Flight No	Type of Aircraft	Starting from (Airport and ETD)	AE-crew boarding (Airport)
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Patient data

[illegible]

Order to AECC/AEROMEDICAL EVACUATION CONTROL CENTRE

- To organise and lead air transport of casualties from a crisis area to the OMF, (ORIGINATING MEDICAL FACILITY), ("förbandsplatsgrupp"), and from OMF to local medical treatment or AE.
- To select, together with OMF, and assign patients for AE, and transfer them to the CSU.
- To provide AE-flights in liaison with J 3/Air Operation (AOC), and to assign AE-teams and medical equipment for the flights.
- To make arrangements for further transfer of patients after AE.

Order to CSU/CASUALTY STAGING UNIT

- To provide reception and administration, processing and ground transportation of patients arriving from OMF.
- To review patient priorities and classification.
- To provide appropriate medical control, nursing and feeding of AE patients.
- To have a capability to transfer up to 50 patients per 6h to aircraft and to have a temporary holding facility for up to 50 patients in the event of aircraft delay.