

FUA OPERATIONS	FUA TEMPORARY INSTRUCTION	Doc. ID: FTI/25-009	
Issued on: 29/10/2025 By: GACAMPOR	Subject Dynamic RAD live trials (Replacing FTI/25-008)	Validity From: 30/10/2025 To: UFN	NOP Portal: Yes Briefing: No
		TLP Status	White

1. Introduction

Trials during 2021 proved that the concept of Dynamic RAD is feasible and brought to identification of possible technical improvements to facilitate the introduction of the concept in Operations. These technical changes (AUP-RAD Restrictions) were planned for NM release 27.0 and were implemented in April 2023.

Considering the time required for external stakeholders (e.g, AMC using local ASM tools and AOs/CFSPs) to implement the new features, it was considered useful to have a transition period where stakeholders can continue to apply the concept with the same features used in 2021. For this reason, new trials were planned for 2022-2023-2024-2025. With AIRAC 2501 Starting on 23 January 2025, AUP-RAD Restrictions are operational (used by MUAC and PANSA only for now) together with the FUA/RAD restrictions associated to the Triggering Zones (used by all the others).

This FTI contains the procedures to be used during the new trials planned by the end of this year and for 2023-2024-2025.

2. Objectives

- Allow ANSPs to test new dynamic restrictions.
- Stress the use of UUP.
- Support fine-tuning of the procedures as required.
- Facilitate the local assessment of the selected RAD.
- Allow AOs to take benefits from the proposed relaxation of dynamic RAD.

3. Trials Period

The trials will involve several ANSPs (DSNA, ENAIRE, ENAV, NATS, AVINOR, FINTRAFFIC, LFV, MUAC, and PANSA). Each of them will define a specific live trial period. The provisions of this FTI are equally applicable to each of them. However, the FTI will indicate when specific procedures are applicable only to identified ANSPs.

The following table provides the live trials plans by each ANSP:

ANSPs	AUP	UUP				START	END	Remark
		D-1		D-OPS				
		P2	P3	P2	P3			
DSNA	X					01/12/2022	UFN	See Note (DSNA)
ENAIRE	X	✂				28/11/2024	16/04/2025	See Note (ENAIRE)
NATS	X					13/07/2023	UFN	See Note (NATS)
ENAV	X					28/11/2024	16/04/2025	See Note (ENAV)
AVINOR	X					TBD	TBD	
FINTRAFFIC	X					28/11/2024	UFN	See Note

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								(FINTRAFFIC)
LFV	X					28/11/2024	UFN	See Note (LFV)
MUAC	X					23/01/2025	UFN	See Note (MUAC)
PANSA	X					20/02/2025	UFN	See Note (PANSA)

Note (DSNA): For this new set of trials, when allocating the TZ (only with the AUP) DSNA will locally restrict the air traffic flow.

Note (NATS): For this new set of trials, when allocating the TZ (only with the AUP) NATS will locally relax the air traffic flow.

Note (ENAV): For this new set of trials, when allocating the TZ (only with the AUP) ENAV will locally restrict the air traffic flow.

Note (ENAIRE): For this new set of trials, when allocating the TZ (only with the AUP) ENAIRE will provide DCT availability for the morning period of D-OPS allowing flight plans through shorter routes.

Note (FINTRAFFIC): For this new set of trials, when allocating the TZ (only with the AUP) FINTRAFFIC will locally restrict the air traffic flow.

Note (LFV): For this new set of trials, when allocating the TZ (only with the AUP) LFV will locally restrict the air traffic flow.

Note (MUAC): For this new set of trials, MUAC will locally restrict the air traffic flow using the AUP-RAD Restrictions¹.

Note (PANSA): For this new set of trials, PANSA will locally restrict the air traffic flow using the AUP-RAD Restrictions².

4. General provisions

The trials will be based on the dynamic management of RAD restrictions through the AUP/UUP process. In order to handle these restrictions, dedicated triggering zones (TZs) have been temporarily implemented, adapting the selected RAD measures to be classified as FUA/RAD restrictions, with dependent applicability (only timely) from the associated zones. The TZs are classified as RSAs, from GND to FL005 in order not to interfere with traffic when activated. The full list of the selected RAD restrictions and associated triggering zones for each ANSP are described in a dedicated folder (**Dynamic RAD**), loaded on RAD home page. The RAD restrictions are described in an Excel file, with the same structure of the RAD increment file, containing the list of all temporary RAD restrictions

¹ **AUP-RAD Restrictions** are a category of airspace restrictions directly managed through the AUP/UUP mechanism. Unlike traditional restrictions, AUP-RAD Restrictions are not linked to and RSA but can be activated dynamically based on specific time periods (e.g., day and time schedules). They eliminate the need for fictitious Triggering Zones and provide greater flexibility and efficiency in airspace management.

² See Footnote 1

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implemented in the system to support the dynamic RAD live trials. These restrictions will have the ID composed by the same ID of the original restriction selected for the trial, with one or two additional letters. The restrictions that will be used dynamically will contain the two letters TZ in their ID, directly linked to the particular triggering zone used to activate them. In the live trials periods, according to ANSPs' decisions, the original RAD restrictions will be disabled, keeping active only the modified RAD restrictions selected for the trials.

- This FTI will also be published on the NOP Portal, as part of the documentation in the dedicated folder (**Dynamic RAD**).

5. Notification to the Airspace users

To inform AUs of the starting of live trials, an AIM will be published on the NOP Portal before the first ANSPs will start the trial. The AIM will cover the entire period of the trials, complementing the detail information available on the RAD home page. Being not defined the conclusion of the trials, the text will report UFN.

6. Procedure

The AUP/UUP is just a technical mean to able / disable a RAD restriction. Detailed AUP/UUP procedures focused on the management of dynamic RAD are provided in Annex 2. They are aligned with the process described in ERNIP Part 3 ASM Handbook.

7. Contingency procedures

During the trials period the general contingency procedures described in Annex 11 of ERNIP part 3 ASM Handbook are applicable. In case of ANSPs wish to apply specific contingency procedures for dynamic RAD restrictions, Annex 3 contains the dedicated instructions for each ASNP, if any. These instructions shall be considered complementary to the ASM-NM agreement signed, with or without contingency templates, if any.

8. Suspension of Trials

In case of safety reasons (e.g., FPL wrongly accepted through an active RAD), the trial could be suspended by NM OM, on request of MILO, AD SNOS/NOSU or locally by FMP/AMC concerned, according to their defined operational procedures in force. In this case, communication will be provided to MILO/AD SNOS/NOSU. In case of trial suspension, the selected RAD restrictions will be disabled in CACD, while the original ones will be activated again until further notice. Dedicated AIM will be published.

9. Contacts

The Annex 1 contains a list of NM and national focal points.

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10. Validation measurement

The trials do not aim to validate any concept therefore no specific need of post OPS analysis. However, a monitoring of the operations and possible uptake by AOs will be performed during the trials periods for any specific need of feedback by the stakeholders involved.

Head of NMOC

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ANNEX 1 – Contacts list

NM

Role/Name	Phone	Fax	e-mail
G. Acampora	+32 2 7293541		giuseppe.acampora@eurocontrol.int
Hans De Smet	+32 2 729 9848		hans.de-smet@eurocontrol.int
OM	+32 2 7451931		nm.om@eurocontrol.int
DOM	+32 2 7451900		nm.dom@eurocontrol.int
AD SVR	+32 2 7451904		nm.ad.spvr@eurocontrol.int
AOLO	+32 2 7451992		nm.aolo@eurocontrol.int
MILO	+32 2 7299844		nm.milo@eurocontrol.int

ANSPs

DSNA

Role/Name	Phone	Fax	e-mail
AMC			
Laurent Galindou	+33 169 57 73 22		Laurent.galindou@aviation-civile.gouv.fr
ATFCM HQ			
Théo Le Gall	+33 6 61 90 89 93		theo.le-gall@aviation-civile.gouv

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ENAIRE

Role/Name	Phone	Fax	e-mail
AMC			
Víctor Gutiérrez	+34 646 67 53 15		vgutierrez@enaire.es
Alberto Blanch Romero	+ 34 665 87 87 88		abromero@enaire.es
FMP			
AMC Spain	+34 913 21 48 00		AMC.Espana@enaire.es

ENAV

Role/Name	Phone	Fax	e-mail
AMC			
			amc.italy <amc.italy@enav.it>
	+393666630500		Giannangeli Alessandro <alessandro.giannangeli@enav.it>
FMP	+39 3356333650		Mastrodonato Michele <michele.mastrodonato@enav.it>
	+39 06 81664940 +39 3346535003		Palombi Debora <debora.palombi@enav.it>

NATS

Role/Name	Phone	Fax	e-mail
AMC			
UK AMC			ukamc@nats.co.uk
FMP			
Tactical FMP			tactical.fmp@nats.co.uk
Pretactical FMP			pretactfmp.pretactfmp@nats.co.uk

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FINTRAFFIC

Role/Name	Phone	e-mail
AMC		
AMC OPS	+358 3 386 9851	amc.ops@ops-ansfinland.fi
Head of AMC	+358 50 347 4845	Sami Fabritius sami.fabritius@fintraffic.fi
FMP		
Tactical FMP	+358 3 386 5171	fmp@fintraffic.fi
FMP Manager	+358 40 160 3603	Timo Pyöriä timo.pyoria@fintraffic.fi
FMP Deputy manager	+358 50 514 4707	Osmo Liimatainen osmo.liimatainen@fintraffic.fi

LFV

Role/Name	Phone	Fax	e-mail
AMC	+46 40 613 15 56	-	amc.sweden@lfv.se
FMP			
³ FMP Stockholm	+46 8 797 63 32	+46 8 593 619 00	wsatcc.stockholm@lfv.se
⁴ FMP manager Stockholm: - Tobias Lindström - Wanjia Hammarström	-	-	DL-ATFM_FMP_ESOS@lfv.se
⁵ FMP Malmö	+46 40 613 27 01	+46 40 50 02 54	wsesmm@lfv.se
⁶ FMP manager Malmö: - Mattias Andersson - Johan Lindvall	-	-	DL-ATFM_FMP_ESMM@lfv.se

Maastricht UAC

Role/Name	Phone	Fax	e-mail
FUA Cell (AMC equivalent)	+ 31 43 366 2046		masuac.fuacell@eurocontrol.int
FMP	+ 31 43 366 1127		masuac.fmp@eurocontrol.int
NRC	+ 31 43 366 1477		masuac.rad@eurocontrol.int

³ To get in contact with FMP at each Control Centres.

⁴ To get in contact with one of the FMP-managers personally.

⁵ To get in contact with FMP at each Control Centres.

⁶ To get in contact with one of the FMP-managers personally.

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PANSA

Role/Name	Phone	Fax	e-mail
AMC			
	+48 22 5745731 (H24)		AMC Supervisor (H24), amc.poland@pansa.pl
FMP	+48 22 5745532 (H24)		FMP ops (H24) fmp.warszwa@pansa.pl
NRC	+48 22 5745716 (MON-FRI 07:00-15:00)		Grzegorz.zacharczuk@pansa.pl (MON-FRI 07:00-15:00)

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ANNEX 2 – Dynamic RAD procedures

The following procedures are tuned according to the requirements of the different ANSPs; In any case, they are aligned with the operational procedures described in the ASM Handbook and the FTI/17-013 for P3.

Dynamic RAD management via AUP/UUP

AUP

The Day before Operations (D-1)

Before 11.00 UTC (10.00 UTC Summer) on the Day before Operations:

- a) the FMP/ACC will select the dynamic RAD restrictions eligible for activation/de-activation⁷. Perform preliminary coordination with adjacent FMPs for those selected restrictions with potential downstream effects;
- b) after coordination with adjacent FMPs, if required, the ACC/FMP should send the requests for allocation of associated triggering zones to the AMC, with details of traffic forecasts, capacity shortfalls and delay predictions. For AUP-RAD restrictions, if using CIAM the responsible FMP (if assigned by the State, N/A otherwise⁸) using his/her CIAM FMP profile, should:
 - 1) Verify the AMC has already prepared an INTENT / DRAFT AUP; if not, ask the AMC to generate it;
 - 2) Select in the «Restriction Availability» frame of the «RAD RS» tab of the AUP the AUP-RAD restrictions he/she wants to activate (unless they are «Default Active»). The selected AUP-RAD Restrictions for activation will appear in the «Restriction Activation» frame of the «RAD RS» tab of the AUP (where the responsible FMP can Edit (e.g. Activation period (WEF, UNT), Delete or Update to default each single activated AUP-RAD restriction), and once the FMP is ready, he/she should confirm the activation of the selected RAD restrictions with the «Confirm All» button, still in the «RAD RS» tab of the AUP.

Before 15.00 UTC (14.00 UTC Summer) on the Day before Operations:

- a) the AMC should collect the requests of triggering zones allocations (time, with FLs value defined in CACD – GND/005); N/A for AUP-RAD restrictions;
- b) the AMC should compose a Draft AUP and forward it to NM MILO/AD (outside MILO working hours, e.g. Eurocontrol HQ bank holidays) via CIAM or ASM tool by 13.00 UTC (12.00 UTC Summer) at the latest;
- c) between 13.00 and 14.00 UTC (12.00 - 13.00 UTC Summer) NM MILO/AD (outside MILO working

⁷ See **Note (NATS)**

⁸ Some States can decide to delegate AUP-RAD restrictions activation to AMC. In this case AMC will perform all actions described in point 2) after having prepared an INTENT / DRAFT AUP. Nevertheless, the selection of AUP-RAD restrictions eligible for activation and the preliminary coordination with adjacent FMPs for those selected restrictions is the only responsibility of the FMP.

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hours, e.g. EUROCONTROL HQ bank holidays):

- Verify the published FUA-RADs associated to TZs listed in the RSAs tab and the AUP-RADs listed in the RAD RS tab;
- In coordination with NM DOM, should forward the received RAD relaxation/activation requests (email with screenshots) to NM PRETACT (SNOC/NOSP).

NM PRETACT (SNOC/NOSP), if deemed useful, should apply GRRT in SIMEX to assess where the flights are rerouted and inform relevant FMP & NM DOM.

In case of combined requests affecting network operations, NM PRETACT (SNOC/NOSP) provide advices to relevant FMPs for modification of time allocation of the triggering zones⁹ and/or AUP-RAD.

d) between 14.00 and 15.00 UTC (13.00 and 14.00 UTC Summer) the relevant FMP should coordinate the advice/alternatives proposed with NM PRETACT (SNOC/NOSP) / NM DOM, if required;

The final decision to activate a TZ and associated restriction¹⁰ and/or AUP-RAD remains the responsibility of the local FMPs, informing the relevant AMCs.

e) by 15.00 UTC (14.00 UTC Summer) the AMC should promote the AUP to READY¹¹ via CIAM or ASM tool for the 24 hour period from 06.00 UTC on the day of operations to 06.00 UTC the next day (06.00 UTC D to 06.00 UTC D+1);

f) In case not done with Draft AUP (reception too late or too complex to finalise the assessment before the AUP publication time), NM PRETACT (SNOC/NOSP), if deemed useful, should apply GRRT in SIMEX after the EAUP publication to assess where the flights are rerouted and inform relevant FMP & NM DOM of potential sectors load generated by the identified re-route flights.

g) The AMC may send the AUP to FMPs, ACCs and, if bilaterally agreed, to adjacent AMCs via other means of notification (e.g. AFTN).

Before 16.00 UTC (15.00 UTC Summer) on the Day before Operations:

The CADF consolidates the AUPs information in a European AUP (EAUP) that is published on the NOP portal and post on eAMI server. Dissemination of information via eAMI should allow stakeholders using B2B service to upload EAUP information in their systems;

After 16.00 UTC (15.00 UTC Summer) on the Day before Operations:

AOs may file or re-file their FPLs according to the latest airspace and ATFCM situation.

UUP (ONLY on request of the participating States)¹²

Release of dynamic RAD restrictions

The following procedures will be applied to provide information to the airspace users about changes of the airspace plan in relation of release of triggering zones that modify the applicability of associated dynamic

⁹ Utilisation of TZs scenarios if identified during the strategic preparation of the live trials.

¹⁰ See **Note (NATS)**

¹¹ For AUP-RAD restrictions, in emergency situations the FMP can still contact the AMC to ask to demote the READY AUP to DRAFT AUP in order to Edit or Delete those activated AUP-RAD restrictions.

¹² N/A for AUP-RAD restrictions;

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RAD restrictions.

As Required On The Day Before Operations:

Change of AUP via UUP publication on D-1 (to be used only in case of fine-tuning in case of correction of AUP data)

The FMPs that have requested the allocations of triggering zones should advise the AMC about any change in their planning that doesn't require anymore the activation, full or partial, of the dynamic RAD restrictions.

As from the EAUP publication (16.00 UTC /15.00 UTC Summer):

- a) FMP should inform AMCs for any triggering zone activation no more required or subject to reduced activation or additional availability of airspace/FPL opportunities through the publication of the associated TZ;
- b) AMCs notify the changes of triggering zones cancellation/reduction (or additional availability of airspace/FPL opportunities through the publication of the associated TZ), via the promulgation of the first convenient UUP from 17.00 UTC (16.00 UTC Summer) every hour up to 20.00 UTC (19.00 UTC Summer);
- c) the UUPs provide information of the changes starting from 06.00 UTC D to 06.00 UTC D+1.
- d) AMC will take the final decision about the new publication promoting/confirming the UUP as READY.
- e) NM AD will publish the EUUP and update NM Environment (CACD) database in accordance with the released UUPs received, in order to ensure FPL consistency.

The cancellation/reduction/allocation/extension¹³ of triggering will be disseminated by NM through:

- The NOP portal; and
- eAMI

Interested AOs should re-file FPLs accordingly.

The Day of Operations (ONLY on request of the participating States and ONLY to promote additional airspace relaxation/FPL opportunities if needed)

Based on the feedback provided by the ANSPs, at this stage the UUP at D-OPS will be used ONLY on request of the participating States, using an UUP to notify the changes of the TZs related to the additional availability of airspace/FPL opportunities proposed. The following procedures are therefore built up on this specific usage.

As required on the Day of Operations:

- a) FMP should inform AMCs for any additional triggering zones activation ONLY promoting additional availability of airspace/FPL opportunities.
- b) AMCs notify the changes of additional publication of triggering zones using an UUP.
- c) On the basis of the Draft UUP received from AMC, MILO/AD (outside MILO working hours, e.g. Eurocontrol HQ bank holidays) shall inform NM SNOC/NM DOM about the additional availability of airspace/FPL opportunities.
- d) If possible before EUUP publication (draft UUP received at early stage or not complex assessment), NM SNOC/NM DOM, if deemed useful, should apply GRRT in SIMEX ETFMS to assess where the flights are rerouted and inform relevant FMP.
- e) Local AMC, in coordination with FMP, will take the final decision on the UUP publication promoting

¹³ See **Note (NATS)**

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to READY.

f) NM MILO/AD (outside MILO working hours, e.g. Eurocontrol HQ bank holidays) will release the UUP to generate the EUUP via NOP Portal and eAMI via B2B. The EUUP publication cannot be delayed because of the impact assessment.

g) In case not done previous EUUP publication (draft UUP too late or complex assessment), NM SNOC/NM DOM, if deemed useful, should apply GRRT in SIMEX to assess where the flights are rerouted and inform relevant FMP if any relevant sectors load is detected. The FMP stays responsible of any other measure to be implemented, if necessary.

h) CACD will be updated accordingly.

i) If FPLs are available, OPP TOOL will detect and flag the flights that could take benefit from the relaxed dynamic RAD with re-routeing/new trajectory proposals generated by GRRT according to the defined templates. In case of requested by AOs, RRP messages will be generated accordingly.

j) Interested AOs should re-file FPLs accordingly.

k) For those flights in the Execution Phase, any available re-routeing will be provided by ATC to the pilot.

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ANNEX 3 - SPECIFIC LOCAL CONTINGENCY PROCEDURES

In case of failure in the processing of AUP/UUP, the following contingency procedures are applied for the ASNPs involved. In case of existing ASM-NM agreement signed by one of the ANSPs participating to the trials, these procedures have to be considered complementary to those described in the agreement, including specific contingency template provisions, if any.

DSNA

The general contingency procedures described in Annex 10 of ERNIP part 3 ASM Handbook will be the rules applicable

ENAIRE

The general contingency procedures described in Annex 10 of ERNIP part 3 ASM Handbook will be the rules applicable.

ENAV

The general contingency procedures described in Annex 10 of ERNIP part 3 ASM Handbook will be the rules applicable

NATS

The general contingency procedures described in Annex 10 of ERNIP part 3 ASM Handbook will be the rules applicable

AVINOR

N/A

FINTRAFFIC

The general contingency procedures described in Annex 10 of ERNIP part 3 ASM Handbook will be the rules applicable.

LFV

The general contingency procedures described in Annex 10 of ERNIP part 3 ASM Handbook will be the rules applicable.

MUAC

The general contingency procedures described in Annex 10 of ERNIP part 3 ASM Handbook will be the rules applicable.

PANSA

The general contingency procedures described in Annex 10 of ERNIP part 3 ASM Handbook will be the rules applicable.

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ANNEX 4 – List of Trial RAD IDs and Triggering Zones

XXXXXX	RESTRICTION PUBLISHED IN RAD BEFORE DYMANIC RAD TRIAL
XXXXXX	DYNAMIC PART OF THE RESTRICTION MANAGED VIA AUP/UUP DURING DYNAMIC RAD TRIAL

RAD ID	TRIAL RAD ID	TRIGGERING ZONE	RELATED DCT
LF2107	LFTZ2107X	LFTZ2107	N/A
LF2433	LFTZ2433X ¹⁴	LFTZ2433	N/A
LF4411	LFTZ4411X ¹⁵	LFTZ4411	N/A
LF4281	LFTZ4281X ¹⁶	LFTZ4281	N/A
⌘	⌘	⌘	⌘
⌘	⌘	⌘	⌘
⌘	⌘	⌘	⌘
EF2046	EFTZ2046X ¹⁷	EFTZ2046	N/A
EF2047	EFTZ2047X ¹⁸	EFTZ2047	N/A
EF2048	EFTZ2048X ¹⁹	EFTZ2048	N/A
EF2049	EFTZ2049X ²⁰	EFTZ2049	N/A
EF2050	EFTZ2050X ²¹	EFTZ2050	N/A
EF2051	EFTZ2051X ²²	EFTZ2051	N/A
EF2052	EFTZ2052X ²³	EFTZ2052	N/A
ES2009	ESTZ2009X ²⁴	ESTZ2009	N/A
ES2010	ESTZ2010X ²⁵	ESTZ2010	N/A
ES2011	ESTZ2011X ²⁶	ESTZ2011	N/A
ES2012	ESTZ2012X ²⁷	ESTZ2012	N/A
ES2013	ESTZ2013X ²⁸	ESTZ2013	N/A

¹⁴ In use from AIRAC 2304

¹⁵ Amended from AIRAC 2503

¹⁶ Amended from AIRAC 2503

¹⁷ In use from AIRAC 2412

¹⁸ In use from AIRAC 2412

¹⁹ In use from AIRAC 2412

²⁰ In use from AIRAC 2412

²¹ In use from AIRAC 2412

²² In use from AIRAC 2412

²³ In use from AIRAC 2412

²⁴ In use from AIRAC 2412

²⁵ In use from AIRAC 2412

²⁶ In use from AIRAC 2412

²⁷ In use from AIRAC 2412

²⁸ In use from AIRAC 2412

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FUA OPERATIONS	FUA TEMPORARY INSTRUCTION	Doc. ID: FTI/25-009	
Issued on: 29/10/2025 By: GACAMPOR	Subject Dynamic RAD live trials (Replacing FTI/25-008)	Validity From: 30/10/2025 To: UFN	NOP Portal: Yes Briefing: No
		TLP Status	White

RAD ID	TRIAL RAD ID	TRIGGERING ZONE	RELATED DCT
ES2014	ESTZ2014X ²⁹	ESTZ2014	N/A
LE2761 LE3021	LETZ3021B ³⁰	LETZ3021	PONEN-LUMAS
LE3102 LE2647	LETZ2647B ³¹	LETZ2647X	HAMRA-RUTIP
LE2121 LE2647	LETZ2647C ³²	LETZ2647Y	HAMRA-ASTRO
LE2701 LE2268	LETZ2268B ³³	LETZ2268	CRISA-KORNO
LE3192 LE2090	LETZ2090B ³⁴	LETZ2090	ANZAN-TOPTU
LE2907 LE2188	LETZ2188BX ³⁵	LETZ2188X	BERUM-NUNKA
LE2841 LE2188	LETZ2188BY ³⁶	LETZ2188Y	BERUM-MORAL
LE2761 LE2906	LETZ2906B ³⁷	LETZ2906	NUNKA-LUMAS
LE2271 LE2122	LETZ2122C ³⁸	LETZ2122	ASTRO-DELOG
LE2271 LE2149	LETZ2149B ³⁹	LETZ2149	BARDI-DELOG
LE2181 LE2842	LETZ2842B ⁴⁰	LETZ2842	MORAL-BELEN
LE2761 LE3107	LETZ3107B ⁴¹	LETZ3107	SADAF-LUMAS
LE3106 LE3034	LETZ3034B ⁴²	LETZ3034	PUMAL-SADAF
LF4436	LFTZ4436X ⁴³	LFTZ4436	N/A
LF4438	LFTZ4438X ⁴⁴	LFTZ4438	N/A

²⁹ In use from AIRAC 2412

³⁰ In use from AIRAC 2412

³¹ In use from AIRAC 2412

³² In use from AIRAC 2412

³³ In use from AIRAC 2412

³⁴ In use from AIRAC 2412

³⁵ In use from AIRAC 2412

³⁶ In use from AIRAC 2412

³⁷ In use from AIRAC 2412

³⁸ In use from AIRAC 2412

³⁹ In use from AIRAC 2412

⁴⁰ In use from AIRAC 2412

⁴¹ In use from AIRAC 2412

⁴² In use from AIRAC 2412

⁴³ In use from AIRAC 2503

⁴⁴ In use from AIRAC 2503

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		TLP Status	White

RAD ID	TRIAL RAD ID	TRIGGERING ZONE	RELATED DCT
LF4439	LFTZ4439X ⁴⁵	LFTZ4439	N/A
LF4440	LFTZ4440X ⁴⁶	LFTZ4440	N/A
LF4441	LFTZ4441X ⁴⁷	LFTZ4441	N/A
LF4442	LFTZ4442X ⁴⁸	LFTZ4442	N/A
LF4443	LFTZ4443X ⁴⁹	LFTZ4443	N/A
✂	✂	✂	✂
✂	✂	✂	✂
NM2101	NM2101A ⁵⁰	LFTZ2101	N/A

⁴⁵ In use from AIRAC 2503

⁴⁶ In use from AIRAC 2503

⁴⁷ In use from AIRAC 2503

⁴⁸ In use from AIRAC 2503

⁴⁹ In use from AIRAC 2503

⁵⁰ In use (again) from AIRAC 2504

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		TLP Status	White

ANNEX 5 – List of Trial AUP-RAD⁵¹ IDs

XXXXXX	RESTRICTION PUBLISHED IN RAD BEFORE DYMANIC RAD TRIAL
XXXXXX	DYNAMIC PART OF THE RESTRICTION MANAGED VIA AUP/UUP DURING DYNAMIC RAD TRIAL

RAD ID	TRIAL RAD ID	RELATED DCT
YX2273	YX2273A ⁵²	N/A
	YX2273B ⁵³	N/A
	YX2273C ⁵⁴	N/A
YX2274	YX2274A ⁵⁵	N/A
	YX2274B ⁵⁶	N/A
EP4011	EP4011A ⁵⁷	N/A
EP4012	EP4012A ⁵⁸	N/A
EP4017	EP4017A ⁵⁹	N/A

⁵¹ **AUP-RAD Restrictions** are a category of airspace restrictions directly managed through the AUP/UUP mechanism. Unlike traditional restrictions, AUP-RAD Restrictions are not linked to and RSA but can be activated dynamically based on specific time periods (e.g., day and time schedules). They eliminate the need for fictitious Triggering Zones and provide greater flexibility and efficiency in airspace management.

⁵² In use from AIRAC 2501

⁵³ In use from AIRAC 2501

⁵⁴ In use from AIRAC 2501

⁵⁵ In use from AIRAC 2501

⁵⁶ In use from AIRAC 2501

⁵⁷ In use from AIRAC 2502

⁵⁸ In use from AIRAC 2502

⁵⁹ In use from AIRAC 2502

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