

ORDER OF PRIORITY FOR AIRSPACE USE

The order of priority described in this Appendix is based on advance notification procedures at the pre-tactical level of ASM in adherence to the FUA concept. Approved Agencies (AA) are authorised to submit advance notifications to the AMC. Airspace reservations can also be made without an advance notification at the tactical level, but in that case the reserved areas will have no priority over other airspace structures or air traffic. This document specifies the permanent order of priority for airspace use. Traficom may issue a decision concerning temporary reorganisation of priorities through the strategic level planning and negotiation process.

The following flights always take priority over all other air traffic and airspace structures:

- an aircraft in an emergency;
- an aircraft avoiding a weather phenomenon dangerous to flights;
- quick reaction alert flights (QRA missions);
- flights conducted under an Open Skies agreement;
- flights designated with STS indicators MEDEVAC/SAR/HEAD.

The following order of priority shall be observed between various airspace structures and air traffic:

1 TSA – TMA

At the pre-tactical level, a TMA takes priority over TSAs. A TSA may be given priority over a TMA through the strategic level planning and negotiation process. At the tactical level, the TMA holder may release airspace for a TSA, in which case the TMZ requirement and services specific to the airspace class may also be waived.

2 TSA – FIZ

At the pre-tactical level, the FIZ takes priority over TSAs.

A TSA may be given priority over a FIZ through the strategic level planning and negotiation process. The RMZ requirement may be waived for the TSA if the area has been reserved through the strategic level planning and negotiation process in accordance with the applicable reservation procedure.

3 TSA – P area

A prohibited area takes priority over TSAs.

4 TSA – Danger area (D area) for general and recreational aviation

The priority ranking of a TSA and a D area is determined by the advance notification procedure. If the advance notifications for both the TSA and the D area were submitted by an AA in accordance with the advance notification procedure, the AMC will coordinate the airspace use needs between the parties involved and the military authorities will decide whether the priority use of airspace in accordance with Appendix 1 can be waived. The pre-notification procedure does not override the status of the Armed forces' priority areas as per Appendix 1.

Where no reservation has been accepted for the TSA in accordance with the advance notification procedure, the D area has priority for airspace use over the TSA.

TSA restrictions will be waived for a duly activated D area.

5 Category 1 TSA – ATS route

Priority between CDR1 category ATS routes and a TSA is determined by the standard procedures governing daily use of airspace by the Defence Forces (Appendix 1).

A permanent ATS route takes priority over a TSA.

ATC may clear an aircraft in controlled airspace through a category 1 TSA if the actual activity in the area has been suspended or terminated.

A TSA may be given priority over ATS routes through the strategic level planning and negotiation process.

6 Category 2 TSA – ATS route

CDR1 and permanent ATS routes take priority over category 2 TSAs.

A category 2 TSA may be given priority over an ATS route through the strategic level planning and negotiation process.

7 CBA – ATS route

A Cross Border Area (CBA) takes priority over CDR1 ATS routes at the following times:

- Mon–Thu 0600–1500 UTC (daylight saving time: 0500–1400 UTC)
- Fri 0600–1300 UTC (daylight saving time: 0500–1200 UTC)

Outside the above hours and during weekends and national holidays in Finland and Sweden, CDR1 routes take priority.

At the tactical level, ATC may reroute a flight in controlled airspace through a CBA if the activity in the area has been suspended or terminated.

A CBA may be given priority over ATS routes through the strategic level planning and negotiation process.

8 CBA – Other air traffic

The flights specified below take precedence over and restrict a CBA.

- Scheduled traffic to and from Pajala airport (ESUP) at FL100/FL110.
- Special flights for which advance notification is given and approved.

9 TRA under ATC supervision – Other air traffic

An aircraft en-route on a scheduled flight with an approved flight plan is allowed to enter a TRA. The ATC unit supervising the TRA reservation will separate aircraft by imposing restrictions on air traffic in the reserved TRA if necessary. Exemptions from the above may be applied to military aviation, and restrictions are imposed with an aim to minimise any negative effects on operations.

Any tactical shortcuts deviating from the flight plan and affecting the TRA will be coordinated on the terms of the receiving ATC unit.

10 R area – Danger area (D area) for general and recreational aviation

A restricted area takes priority over a D area for general and recreational aviation.

11 R area – Other air traffic

The AMC may restrict or suspend any activity dangerous to aircraft in a restricted area if necessary for ensuring the safety of other air traffic. In special cases, and at its discretion, the AMC may also suspend an activity dangerous to aircraft in a restricted area for air traffic reasons.

12 TSA / R area – Official flights

Under section 1 of the Government Decree on areas where aviation is restricted, official flights are allowed to fly into these areas.

In restricted areas or TSAs established for an activity dangerous to aircraft, the following procedures shall be observed to ensure safety:

At the pre-tactical level, the pilot-in-command and the managing body for the area must agree on the procedures for executing the flight safely. An entry RMK/EFRXX OK or RMK/EFTSAXXX OK must be made in section 18 of the flight plan.

At the tactical level, the pilot-in-command must request the ATS unit to limit or suspend the activity dangerous to aircraft if necessary. The ATS unit will relay the request to the AMC, which will take the necessary action to ensure flight safety.

13 D areas over international waters – Other air traffic

The AMC may limit or suspend an activity dangerous to aircraft in a danger area if necessary for ensuring the safety of other air traffic. In special cases, and at its discretion, the AMC may also suspend any activity in a danger area for air traffic reasons.

14 Danger area (D area) for general and recreational aviation – TMA, CTR, CTA, FIZ

To facilitate recreational aviation operations, D areas may be activated in ATS airspace on terms specified by the relevant ATS unit. Services and requirements for the airspace class and airspace volume are waived for an activated D area. The following D areas take priority over ATS airspace.

EFD127A – Hyvinkää	SFC – 4000 FT MSL VFR/IMC
EFD127B – Hyvinkää	SFC – FL60 VFR/IMC
EFD127C – Hyvinkää	SFC – FL60 VFR/IMC
EFD129A – Piikajärvi	SFC – FL65 VFR
EFD133A – Nummela	SFC – 4000 FT MSL VFR/IMC
EFD133B – Nummela	SFC – 4000 FT MSL VFR/IMC
EFD133C – Nummela	SFC – FL60 VFR/IMC
EFD133D – Nummela	SFC – 4000 FT MSL VFR/IMC
EFD133F – Nummela	SFC – 4000 FT MSL VFR/IMC
EFD136 – Raahe-Pattijoki	SFC – FL65 VFR, SFC - FL60 IMC

15 Temporary R or P area – Other air traffic

A temporary R or P area restricts other air traffic in accordance with strategic-level planning. Restrictions are issued by a Trafi decision and principally published in an AIP Supplement.

16 Air traffic at Helsinki-Vantaa Airport – R and D areas

Air traffic at Helsinki-Vantaa Airport is busiest between 06:00 and 09:30 and between 14:30 and 17:30. The Defence Forces should take this into account when planning their firings, so that firings with live ammunition are minimised during these times in permanent R areas and D areas over international waters as listed below.

In order to prioritise air traffic in busy periods, the following maximum ceilings are specified for firings in R areas and in D areas over international waters:

Between 06:00 – 09:30 and between 14:30 – 17:30 (Finnish local time):

EF R64 A/B - SANTAHAMINA maximum ceiling 600 m / 2000 FT MSL

EF R65 - R67, EF R101 and EF D101 - ISOSAARI maximum ceiling 600 m / 2000 FT MSL

EF R75 - 76 - MÄKILUOTO maximum ceiling 600 m / 2000 FT MSL

EF R102 and EF D102 - KUIVASAARI maximum ceiling 600 m / 2000 FT

EF R103 - R104 and EF D103 - D104 - KATAJALUOTO maximum ceiling 600 m / 2000 FT MSL

EF R105 - R107 and EF D105 - D107 - KATAJALUOTO maximum ceiling 600 m / 2000 FT MSL

EF R77 - UPINNIEMI maximum ceiling 600 m / 2000 FT MSL

Between 14:00 and 17:30 (Finnish local time):

EF R78 - R79 - HÄSTÖ - BUSÖ maximum ceiling 4300 m / FL160

EF R80 - R81 - RUSSARÖ maximum ceiling 4300 m / FL160

EF R108 and EF D108 - RUSSARÖ maximum ceiling 4300 m / FL160

EF R82 - SYNDALEN maximum ceiling 4300 m / FL160

EF R84 - 85, EF R109 and EF D109 - ÖRÖ maximum ceiling 7300 m / FL260

If the air traffic situation allows, the AMC may grant reservations to altitudes exceeding the maximum ceilings, but no higher than the ceiling specified in the firing notification.

Outside the peak periods referred to above, permanent R areas and D areas over international waters, which are established for the Defence Forces have priority over the air traffic to and from Helsinki-Vantaa Airport.

The AMC can regulate the maximum altitudes of civil aviation restricted and danger areas in Helsinki-Vantaa's TMA also for a reason of traffic conditions and the weather.

17 R area and D area EF R/D 109 ÖRÖ – ATS routes and FRA routings

The Defence Forces conduct activities hazardous to aircraft in these areas. They may be reserved and activated GND – UNL. When these areas are in use, they affect FRA routings as well as ATS routes L77, M851, P608 and Y96. The availability of these routes may be restricted with sufficient protective margins. The activation of these areas and any restrictions on the availability of the routes will be notified through an AUP / UUP.

With regard to other ATS routes, chapters 11 and 13 in Appendix 2 shall be observed.

18 R area and D area EFR111A/B/C/D/E and EFD111A/B/B/C/D LOHTAJA – ATS routes and FRA routings

The Defence Forces conduct activities hazardous to aircraft in these areas. They may be reserved and activated GND – UNL. When these areas are in use, they affect FRA routings as well as ATS routes T70, Y364, P998. The availability of these routes may be restricted with sufficient protective margins. The activation of these areas and any restrictions on the availability of the routes will be notified through an AUP / UUP.

19 TRA – Danger areas for general and recreational aviation (EF D123A, D147B, 147C, D142, D145A/B)

The priority ranking of a TRA under ATC supervision and a D area is determined by the advance reservation procedure. If the D area reservation is made in accordance with the advance reservation procedure, the AMC will coordinate the airspace use needs between the parties involved and decide on the use, striving to minimise negative effects on the reserving parties.

20 Territorial surveillance

The Territorial Surveillance Act requires the ATS provider and the Airspace Management Cell to organise unimpeded use of airspace at the territorial surveillance authority's request. In practice, the airspace use needs of an aircraft performing territorial surveillance duties are ensured by route and altitude changes to other air traffic, using normal ATC clearances. When these measures are not considered adequate, airspace restrictions may also be imposed to ensure that territorial surveillance duties can be carried out without impediment.