

## **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, a 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**

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 advance notification procedure does not override the status of the Finnish Defence Forces' priority areas as per Appendix 1.

In other cases, the priority ranking of TSA and D areas is determined by the advance notification procedure, i.e. the advance notification has priority for airspace use over the area without advance notification.

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

### **5 Category 1 TSA – Other air traffic**

The order of priority between other air traffic and a TSA is determined by the standard procedures governing daily use of airspace by the Finnish Defence Forces (Appendix 1).

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 other air traffic through the strategic level planning and negotiation process.

### **6 Category 2 TSA – Other air traffic**

Other air traffic takes priority over category 2 TSAs.

A category 2 TSA may be given priority over other air traffic through the strategic level planning and negotiation process.

## **7 Cross-Border Operations – Other air traffic**

The order of priority between other air traffic and Cross-Border Operations is described in the standard procedures governing daily use of airspace by the Finnish Defence Forces (Appendix 1).

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

## **8 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.

## **9 R area – Danger area (D area)**

A restricted area takes priority over a D area.

## **10 R area – Other air traffic**

A restricted area takes priority over other air traffic, but the AMC may restrict or suspend any activity dangerous to aircraft in a restricted area, if necessary, to ensure 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.

## **11 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.

## **12 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.

## **13 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:

EFD119A Hyvinkää	SFC – 4000 FT MSL VFR/IMC
EFD119B Hyvinkää	SFC – FL60 VFR/IMC
EFD119C Hyvinkää	SFC – FL60 VFR/IMC
EFD129A Piikajärvi	SFC – FL65 VFR
EFD128A Nummela	SFC – 4000 FT MSL VFR/IMC
EFD128B Nummela	SFC – FL60 VFR/IMC
EFD128C Nummela	SFC – FL60 VFR/IMC
EFD128E Nummela	SFC – 4000 FT MSL VFR/IMC
EFD136 Raahe-Pattijoki	SFC – FL65 VFR, SFC - FL60 IMC

## **14 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 Traficom decision or set by the AMC based on section 11 of the Aviation Act.

## **15 Air traffic at Helsinki-Vantaa Airport – R and D areas**

Air traffic at Helsinki-Vantaa Airport is busiest between 06:00 and 09:30, between 14:30 and 17:30 and between 22:00 and 23:00 (LMT). The Finnish Defence Forces should take this into account when planning their operations, so that firings with live ammunition are minimised during these times in permanent R areas and in 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 and 09:30, and between 14:30 and 17:30 (LMT):

EFR64 A/B SANTAHAMINA maximum ceiling 600 m / 2000 FT MSL

EFR65 - EFR67, EFR101 and EFD101 ISOSAARI maximum ceiling 600 m / 2000 FT MSL

EFR75 and EFR86 MÄKILUOTO maximum ceiling 600 m / 2000 FT MSL

EFR102 and EF D102 KUIVASAARI maximum ceiling 600 m / 2000 FT

EFR103 - R104 and EFD103 - EFD104 KATAJALUOTO maximum ceiling 600 m / 2000 FT MSL

EFR105 - ER107 and EFD105 - EFD100 KATAJALUOTO maximum ceiling 600 m / 2000 FT MSL

EFR77 UPINNIEMI maximum ceiling 600 m / 2000 FT MSL

Between 14:00 and 17:30 (LMT):

EFR78 A/B - EFR79 HÄSTÖ - BUSÖ maximum ceiling 4300 m / FL160

EFR80 A/B - EFR81 RUSSARÖ maximum ceiling 4300 m / FL160

EFR108 and EFD108 RUSSARÖ maximum ceiling 4300 m / FL160

EFR83 SYNDALEN maximum ceiling 4300 m / FL160

EFR84 and EFR85, EFR109 and EFD109 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 operation 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 regarding traffic conditions and the weather.

## **16 Danger area EFD124A/B/C/D/E KAUHAVA - Air traffic at Kruunupyy, Seinäjoki and Vaasa aerodromes**

The AMC may limit the upper limit of the danger area to FL95 due to outgoing / incoming traffic to Kruunupyy, Seinäjoki and Vaasa.

## **17 TRA – Danger areas for general and recreational aviation (EFD120B/C/D, EFD123A, EFD142, EFD145A/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 party making the reservation and the military aviation unit and decide on the use, striving to minimise negative effects on the reserving parties. When no advance reservation is made, military aviation has priority to the use of the airspace over the D area.

## **18 Territorial surveillance**

The Territorial Surveillance Act requires the ATS provider and the Airspace Management Cell to organise unimpeded use of airspace and impose the necessary restrictions 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. Assistance missions in accordance with the Territorial Surveillance Act are not limited to national borders.

Limiting or prohibitive airspace structures cannot be established in the airspace of international maritime areas (R area, TSA/TRA area).

## **19 Danger area (D) – UAS geographical zone**

An activated D area does not remove the requirements and airspace use restrictions imposed on restricting and prohibiting UAS geographical zones or U-space airspace, or the rights or conditions set for the use of permitting UAS geographical zones. When a danger area or temporary danger area is used by military aviation, the activated danger area removes the airspace use restrictions imposed on restricting or prohibiting UAS geographical zones for the operator reserving the area.

## **20 Prohibited area (P), Restricted area (R) and TSA – UAS geographical zone**

P, R and TSA areas have priority airspace use in relation to UAS geographical zones. An unmanned aircraft cannot be operated in a P or R area without a separate permission from a competent authority. Unmanned aircraft operations in permitting UAS geographical zones

located within an activated TSA are possible only by separate agreement with the Air Force Command.

If Traficom grants a special permit for aviation in a P or R area, a notice about the permission will be served by publication on the Traficom website.

## **21 TRA area - Restricted UAS geographical zone of the airport**

The restrictive UAS airspace zones of airports are established on the basis of flight safety and they also apply to the country's unmanned aviation and military aviation. Although a TRA area is reserved for the exclusive use of a specific user group, UAS operations are restricted by a TRA as they are restricted by a restrictive UAS airspace zone.

If long-term special procedures for the country's unmanned aviation or military aviation have been granted to the restrictive UAS airspace zones established to protect the airport, this activity will not be restricted more than what has been agreed to.

However, in accordance with the strategic level planning process, the operation of restrictive UAS airspace zones can also be restricted to a wider extent than the normal level.

## **22 TRA area - Permitting UAS geographical zone of the airport**

Permissive UAS geographical zones have been established in the vicinity and approach areas of airports based on Traficom's safety assessment. The prerequisite for the use of the permitting UAS geographical zone is the preparation of the field rules for the airfield in cooperation with the airport and, if necessary, the Finnish Border Guard and the Defence Forces. In principle, the permitted UAS geographical zone is not intended to be restricted more than the field rules require.

However, in accordance with the planning process at the strategic level, the operation of the permitting UAS geographical zones can also be restricted.

## **23 Restricting or prohibiting UAS geographical zones or U-space airspace – permitting UAS geographical zones**

In permitting UAS geographical zones, it is possible to deviate from the requirements of restricting or prohibiting UAS geographical zones or U-space airspace. Deviations shall be determined prior to the establishment of the permitting UAS geographical zone on the basis of a risk assessment performed by Traficom and the operating procedures shall be written in the field rules or operations manuals of the operator using the permitting UAS geographical zone

### **Restricting UAS geographical zones, prohibiting UAS geographical zones and partly or wholly overlapping U-space airspaces**

If two or more restricting or prohibiting UAS geographical zones or U-space airspaces are partly or wholly overlapping, the terms and restrictions or prohibitions concerning all the zones must be obeyed.

## **25 Danger area – Radio Mandatory Zone (RMZ)**

Outside ATS airspace, the activation of a D area does not lift the RMZ obligations concerning the use of radio equipment.