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# Finland procedures on AMC and High Seas flights

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# Airspace Management Cell (AMC)

- Started in Finland 2007
  - Operational H24
  - Joint CIV / MIL cooperation
  - Situates at ACC premises (ATCC Finland)
  - CIV and MIL controllers holds the same certificate (ACS/RAD)
    - Operationally under same rules and instructions
    - Supervisory responsibility under Finavia for both CIV / MIL
- AMC opening hours
  - Mon – Fri 08.15 – 16.00 local time
  - Extended opening hours
    - MIL need (exercises)
    - Large air space reservations (glider flying competitions)
  - Outside AMC operational hours ACC supervisor responsibility

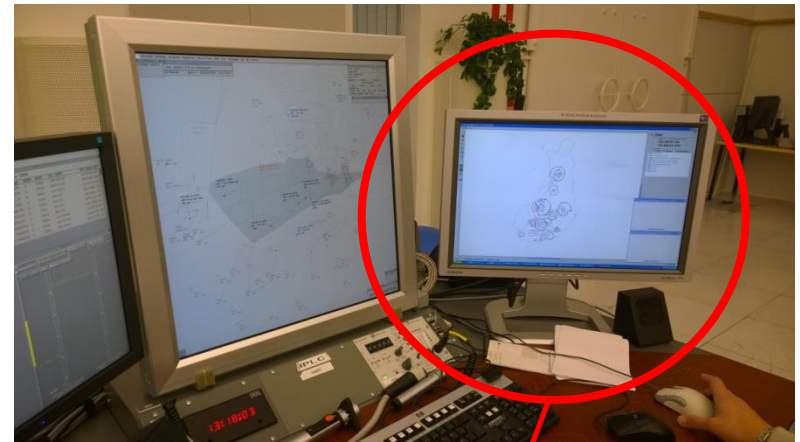
# Airspace Management Cell (AMC)

## Basic principles in ASM handbook

- At D-1 military informs AMC about their plans for the next day.
- AMC collects and de-conflicts the requests and makes the Airspace Use Plan (AUP)
- AUP lists open/closed CDR's and all the TSA's that will be active (time/flight levels)
- In order to block unsafe Free Route (DCT) flightplans, Flight Plan Buffers (FBZ) are defined and all TSA's have a restriction attached.
- NM (IFPS) checks the FPL's and rejects if the trajectory penetrates or get's too close to the TSA (penetrates the Flightplan Buffer Zone).
- If airspace reservations change, an Updated Use Plan (UUP) will be issued.
- AMC activates and deactivates TSA, D or R areas (eg. TRA at High Seas area)
  - Safety allways main issue

# Finland airspace activation process – tactical phase

- 30-60 minutes prior to actual ARES activation Military sends manually confirmation to the AMC.
- ASM system shows the controller this "pre-activation" at the CWP (in ASM tool)
- When the fighters are about to take-off, MIL requests (via telephone) the activation from AMC.
- AMC sends electronically the activation request to all concerned ATC-units – concerned ACC sectors positions (and towers/approaches).
- After all ATC units have approved the activation (clicked "ok"), AMC informs Military and the ARES is activated.
- ATC may utilize not activated airspace.
- The above procedure applies also to R- and D-areas.



# Quick Reaction Alert, QRA flights

- Operated with close cooperation between CIV / MIL
  - Real time coordination takes place in every case between Fighter controller and ACC sector concerned
  - Safety is always the main issue
- Various tools can be used based on operational needs
  - With or without transponder
  - With or without radio contact to CIV ATC
  - With dedicated heading, altitude and distance
  - With dedicated airspace block
- QRA flights are always tactically coordinated and the responsibility of leading of the flight is definic

# High Seas Flights

- Information / estimates from
  - Flight plans
  - Estonian ATC
  - Russian ATC
  - Sweden ATC
  - Fighter controller
- Primary radar showing targets without transponder + information from MIL SUR
- D –areas inside Hing Seas area:
  - ARES cancelled via AMC when an identified flight is about to penetrate the area if the safety is concerned

A woman with long, dark hair is seen from behind, looking out over a city from a balcony. The scene is overlaid with a semi-transparent blue filter. The word "FINAVIA" is written in a white, italicized, sans-serif font across the center of the image.

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