As a Member of the European Union, SES Regulations are binding and directly applicable to Finland.


For Finland,

Minna Kivimäki
Director, Transport Services Unit
Ministry of Transport and Communications

Signature
Date

Chapter 15 - Annual Report on the Application of FUA

15.1 National organisation and responsibilities at the 3 levels of FUA

15.1.1 At Strategic Airspace Management Level 1

<table>
<thead>
<tr>
<th>FUA Level 1 Implemented:</th>
<th>Y</th>
<th>The State has established appropriate FUA Level 1 mechanisms, e.g. High Level Airspace Policy Body:</th>
<th>Y</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>The group identified as High Level Airspace Policy Body consists of representatives from Ministry of Transport and Communications, Ministry of Defence, CAA Finland and Military Aviation Authority. In addition ANSP Finavia and Finnish Air Forces have been invited to these meetings during 2008-2009. The moderator for the group is the Ministry of Transport and Communications. The working methods of this group will be formalised in the first half of 2010 by introducing ToRs drafted during the year 2009.</td>
<td></td>
</tr>
</tbody>
</table>

The responsible organisations for the Strategic Airspace Management Level 1 in Finland are:
- the Ministry of Transport and Communications in the area of Airspace Management Policy including tasks described in paragraphs a, b, h, i, l and m of article 4 in Regulation 2150/2005, and
- the FCAA (the TraFi as of 1 January 2010) in respect of paragraphs c, d, e, f, g, j, k and n of the same article.

The above mentioned organisations are supported in their work by the Ministry of Defence, the Finnish Military Aviation Authority, the Finnish Air Forces and the service provider Finavia.

<table>
<thead>
<tr>
<th>Measures established to ensure consistency between:</th>
<th>- ASM and ATFM:</th>
<th>Y</th>
<th>AMC and FMP functions are integrated at Tampere ACC</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>- ASM and ATS:</td>
<td>Y</td>
<td>AMC is integrated in ATS at Tampere ACC</td>
</tr>
</tbody>
</table>

The State has notified the Commission the identified persons/organisations responsible for all the tasks listed in Art. 4.1 of the FUA Regulation: Y


LSSIP2010-14 Finland  Part III - Chapter 15  Released issue
- Regularly review and address users' requirements

Users' requirements are addressed and reviewed in HLB meetings arranged by the Ministry of Transport and Communications.

- Approve activities which require airspace reservation or restriction

Airspace reservations and restrictions require approval from CAA.

- Define temporary airspace structures and procedures to offer multiple airspace reservation and route options

According to the acceptance procedures of CAA: ANSP or airspace user prepares a proposal and approval is made by CAA (Aviation Act 1242/2005 and CAA regulation OPS M1-28)

- Establish criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace

Airspace design is very flexible; the whole Finland is divided in TSA/TRAs areas. Each TSA/TRAs area is airspace of predefined dimensions. This modular design allows activations of only those TSA/TRAs-areas that are actually needed. Upper and lower limits are freely defined according to the actual needs. Danger areas are published with their requested upper limit, but actual operational reservations for the danger areas are made by actual upper limit needed (Military act of danger area usage PAK D1.5). AMC can adjust vertical limits of published airspace structures in daily use when operationally needed.

- Assess the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures

On-going monitoring by ANSP. ANSP holds regular coordination meetings with airspace users including military operator and MoTC/CAA/ANSP. In addition regular meetings facilitated by MoTC are held (ref. 15.1.1)

- Define specific conditions under which the responsibility for separation between civil and military flights rests on the ATS units or on the controlling military units

In all cases the separation responsibility between civil and military flights rests on the ATC-unit in concern. Military does not give ATS-service in Finnish airspace.

- Establish mechanisms to assess performance of FUA operations

On-going monitoring by ANSP. ANSP holds regular coordination meetings with airspace users including military operator and MoTC/CAA/ANSP. In addition regular meetings facilitated by MoTC are held (ref. 15.1.1). Formal KPI indicators defined by CAA Finland will be added into revised ASM-handbook, which is expected to be finalised in the first half of 2010.

- Based on the outcome of this assessment, periodically review and revise as necessary, airspace procedures

Ref. 15.1.1

- Establish mechanisms to archive data on the requests, allocation and actual use of airspace structures for further analysis and planning activities

ANSP collects MIL airspace reservation data*. FCAA uses the data collected in airspace management decision making processes.

Apart from Danger Areas over the High Seas and Prohibited areas, the State has abandoned application of permanent airspace restrictions:

| Y | Yes, Finland has abandoned the model of permanent airspace restrictions in context of FUA (civil-military). The whole airspace is civil airspace and it is allocated for military purposes on request based on actual needs. To accommodate the military airspace needs, the whole airspace is divided in TSA/TRAs blocks, which can be used flexibly. According to the aviation act CAA can make a decision in case of temporary airspace restriction, but the maximum duration of the restriction is two weeks. |

Changes since previous FUA Report:

| Y | Renewed Aviation Act has been published at the end of the year 2009 to enter into force on 1.1.2010 (1194/2009). Some of the TSA-areas have been changed to TRAs. Revised ASM-handbook as well as formal ToRs for HLB has been drafted (expected publication on first half of 2010). |
15.1.2 At Pre-tactical Airspace Management Level 2

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fully implemented;</td>
<td></td>
<td>- Joint Airspace Management Cell has been created to enhance co-operation.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The airspace is allocated in accordance with the conditions and procedures defined in Article 4.1:</td>
<td>Y</td>
<td>--</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The established AMC (referred to above) is provided with adequate dedicated ASM supporting systems to perform and communicate the pre-tactical airspace management tasks:</td>
<td>Y</td>
<td>Airspace Reservation procedures and AMC-TOOL application is used to communicate and perform the pre-tactical airspace management tasks.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Changes since previous FUA Report:</td>
<td>Joint Airspace Management Cell has been created.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

15.1.3 At Tactical Airspace Management Level 3

<table>
<thead>
<tr>
<th>FUA Level 3 Implemented:</th>
<th>Y</th>
<th>Finland has a fully integrated civil-military system, where military has no role in ATS-provision. All Tactical Airspace Management procedures have been ensured in procedures of Joint Civil/Military Cell.</th>
</tr>
</thead>
</table>

The State has ensured that the relevant ATS Units and controlling military units:

- establish coordination procedures and communication facilities to allow the real-time activation, deactivation or reallocation of airspace allocated at pre-tactical level: N/A

In all cases the separation responsibility between civil and military flights rests on the ATC-unit in concern, Military does not give ATS-service in Finnish airspace.

- establish coordination procedures to ensure the timely and effective exchange of any modification of planned airspace reservations and the adequate notification to all affected users: N/A

As above

- establish coordination procedures and supporting systems to ensure safety when managing interactions between civil and military flights: N/A

As above

- establish coordination procedures to permit direct communication of relevant information to resolve specific traffic situations where civil and military controllers are providing services in the same airspace: N/A

Specifically:

- Position of aircraft N/A
- Flight intention of aircraft (e.g. exchange of Flight Plan data) N/A

All airspace reservations are released as soon as activities having caused their establishment cease: Y

Responsible unit, which has reserved the airspace, informs the AMC-Cell when the operation within the reserved area has been ended. AMC-Cell will release airspace by the means of AMC-TOOL-application. System indicates real-time picture of airspace allocation for all ATC-units.

Changes since previous FUA Report: Cancelations of reservations were earlier announced directly to responsible ATC-units.

15.2 Cooperation between Member States at the 3 levels of FUA

15.2.1 At Strategic Airspace Management Level 1

The State coordinates its airspace management policy with the respective States to jointly address the use of cross- | Y | Finland has delegated responsibility for the provision of air traffic services |

ISSIP2010-14 Finland Part III - Chapter 15-3 Released Issue
border airspace structures:

<table>
<thead>
<tr>
<th>Type(s) of cross-border airspace use applied in the State:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Cross-border area</td>
<td>N</td>
<td>Common cross border military training area with Sweden is expected to be in use by the end of the year 2010.</td>
</tr>
<tr>
<td>Shared reserved airspace (TRA and TSA)</td>
<td>N</td>
<td>Under development. Will be defined in connection with creation of the common cross border military training area with Sweden (above).</td>
</tr>
<tr>
<td>Conditional routes</td>
<td>N</td>
<td>No need at the moment.</td>
</tr>
</tbody>
</table>

The State has established with neighbouring States one common set of standards for separations between civil and military flights for cross-border activities: N Will be taken into account in connection with creation of the common cross border military training area with Sweden.

| Changes since previous FUA Report: | Establishment of the Cross-border area is postponed to the end of year 2010. |

15.2.2 At Pre-tactical Airspace Management Level 2

If cross-border operations apply, has the State established a joint or multinational AMC with neighbouring State(s): N Enhanced AMC cooperation procedures between Finland and Sweden are to be implemented under the framework of the CBA Agreement.

| Changes since previous FUA Report: | NONE |

15.2.3 At Tactical Airspace Management Level 3

The State has established a common set of procedures to manage specific traffic situations and/or to enhance the real-time airspace management between civil and military units involved in or concerned with cross-border activities: N Will be taken into account in connection with creation of the common cross border military training area with Sweden.

| Changes since previous FUA Report: | NONE |
15.3 Safety assessment

The State has established a safety management process to conduct all safety assessment activities before the introduction of any changes to the operations of the FUA: Y

Any change that affects the ATM must be assessed. Assessments are made by the ANSP according to their Safety Management System procedures, which are audited by the CAA.

15.4 Performance assessment

<table>
<thead>
<tr>
<th>Evaluation of the functioning of agreements, procedures and supporting systems established at the 3 levels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
</tr>
<tr>
<td>Airspace capacity</td>
</tr>
<tr>
<td>Efficiency</td>
</tr>
<tr>
<td>Flexibility</td>
</tr>
</tbody>
</table>

15.5 Compliance monitoring

The State is fully compliant with the FUA Regulation (FC Regulation 2150/2005): Y

The State has established a FUA compliance monitoring processes: Annex Y

Ongoing monitoring is responsibility of both ANSP and CAA. CAA/NSA audits made 2007 and 2008, but minimum requirement is once every two years. Next audit planned for 2010.

Additional comments:

15.6 Problems encountered and need for changes

Problems encountered in the implementation of the FUA regulation and need for changes