

AIC - SUOMI / FINLAND

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SUOMEN ALUELENNONJOHDON ATFM-VARAUTUMISSUUNNITELMA

Finavia julkaisee Suomen aluelennonjohdon häiriötilanteiden varautumissuunnitelman liikennevirtojen säätelyn osalta (ATFM Contingency Plan) EU komission asetuksen 255/2010 vaatimuksen mukaisesti.

Varautumissuunnitelma on ohje aluelennonjohdon vuoro-esimiehelle säätelytoimista häiriötilanteiden varalta. Ilmatilan käyttäjille se julkaistaan tiedoksi.

Varautumissuunnitelmassa mainittu "Annex 4" viittaa EFIN ACC toimintakäsikirjaan, OPS osa 1 liite 4 (Häiriötilanteet), joka antaa tarkemmat ohjeet vuoro-esimiehelle esim. säätelyarvoista eri asteen häiriötilanteissa.

Säätelytoimia vaativissa häiriötilanteissa tarkemmat taktiset tiedot välitetään lento-operaattoreille Eurocontrolin verkkosivustolla (NOP Portal) AIM:n muodossa.

Varautumissuunnitelma sivulla 2.

ACC FINLAND ATFM CONTINGENCY PLAN

Finavia publishes the ACC Finland ATFM Contingency Plan in compliance with the requirements of EU Commission Regulation 255/2010.

The Contingency Plan is a guideline for the ACC supervisor on ATFM measures during contingencies. For airspace users the publication is to be regarded as informative.

The "Annex 4" mentioned in the Contingency Plan refers to the ACC Operations Manual, OPS part 1 Annex 4 (Contingencies), which provides the supervisor with more detailed information on e.g. regulation rates for different levels of contingencies.

In all contingencies causing ATFM measures, more detailed tactical information will be communicated to flight operators through the Eurocontrol website (NOP Portal).

Contingency Plan on page 2.

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| OCCURRENCE | INITIAL ACTION | | | | RECOVERY | | |
|--|---------------------------------------|---|---|------------------------------------|---|----------------------|--|
| | AFFECTED AREA | MEASURE | TV TO BE USED | RATE | ACTIONS | RATE | |
| Evacuation of the ACC OPS Room | EFIN ACC AoR | All ACC traffic to be run down as described in Annex 4 section 13 | EFINC17A | 0/60 | Gradual increase of capacity until normal, as described in Annex 4 section 14 | Negotiated with NMOC | |
| Total ATC system failure | EFIN ACC AoR | All ACC traffic to be run down as described in Annex 4 section 13 | EFINC17A | 0/60 | Gradual increase of capacity until normal, as described in Annex 4 section 14 | Negotiated with NMOC | |
| Main radar failure (back-up radar and other systems operating) | EFIN ACC AoR | Capacity reduction 0-100% as specified in Annex4 | Each TV according to the sector configuration, rates as specified in Annex4 | Estimated capacity reduction 0-50% | Gradual increase of capacity until normal. | Negotiated with NMOC | |
| Partial ATC system failure (COM/FDP/OLDI/AFTN etc) | EFIN ACC AoR | Capacity reduction as specified in Annex 4 | Each TV according to the configuration, rate specified by Annex 4 | Estimated capacity reduction 0-30% | Gradual increase of capacity until normal. | Negotiated with NMOC | |
| Severe weather (winter XCD, large CB fronts, strong wind etc) | EFIN ACC Sector(s) and/or impacted AD | For winter XCD, refer to the EFIN FMP Handbook Other : FMP:s decision according to the situation, in collaboration with NMOC and Supervisors of affected AD:s | EFIN Sector TV and/or AD TV, as impacted | Decided by FMP | Restore to normal capacity when conditions allow | Normal | |
| Large-scale, multi-FIR disruption (e.g. volcanic ash cloud) | EFIN ACC AoR EF.. AD:s | Managed by separately established Crises Management group. Operational FMP is only to make necessary tactical ATFM decisions in the immediate initial stage, measures according to the situation. | | | | | |
| Staff shortage industrial action (ATC or Non-ATC) | EFIN ACC AoR EF.. AD:s | Finavia ANS managerial level to assess impact and decide on consequential administrative actions (possible service level reductions, closure/restrictions of ATC units or AD:s, flight/flow priorities etc) EFIN FMP in collaboration with NMOC to decide on measures and rates according to these decisions | | | | | |