

# AIC - SUOMI / FINLAND

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## SUOMEN ALUELENNONJOHDON ATFCM- VARAUTUMISSUUNNITELMA

Korvaa AIC:n A 11/2013

ANS Finland julkaisee Suomen alueennonjohdon häiriötilanteiden varautumissuunnitelman liikennevirtojen säätelyn osalta (ATFCM Contingency Plan) EU komission asetuksen 255/2010 vaatimuksen mukaisesti.

Varautumissuunnitelma on ohje alueennonjohdon vuoroiesimiehelle 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 vuoroiesimiehelle esim. säätelyarvoista eri asteen häiriötilanteissa.

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

Väistötilojen vaihtoehdot: EFIN ACC:n liikenne johdetaan nykyään kahdesta sijainnista, Tampereen alueennonjohdon tiloista ja/tai EFHK lentoaseman ATCC:n tiloista. Normaalioloissa molemmista tiloista toimitaan rinnakkain paitsi öisin (APRX 2100-0600 LMT). Tämän lisäksi on olemassa erillinen, kolmas väistöpaikka EFHK:ssa.

Ellei FMP toisin ilmoita, normaalit säännöt ATFCM-rajoituksesta vapautumiselle ovat voimassa. Pitkittyneessä varautumistilanteessa merkittävimpiä operaattoreita konsultoidaan heidän mahdollisista reittien priorisointien tarpeista.

Varautumissuunnitelma sivulla 2.

## ACC FINLAND ATFCM CONTINGENCY PLAN

Replaces AIC A 11/2013

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

The Contingency Plan is a guideline for the ACC supervisor on ATFCM 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 ATFCM measures, more detailed tactical information will be communicated to flight operators through the Eurocontrol website (NOP Portal).

Fallback alternatives: EFIN ACC traffic is presently handled at two locations, the Tampere ACC building and/or the ATCC at EFHK Airport. Normally both facilities operate in parallel except for nights (APRX 2100-0600 LMT). Additionally there is a separate, third fallback facility at EFHK.

Unless otherwise declared by the FMP, normal ATFCM Exemption rules will apply. In a prolonged contingency major operators will be consulted as to their possible route prioritising preferences.

Contingency Plan on page 2.

OCCURRENCE	INITIAL ACTION				RECOVERY			
	AFFECTED AREA	MEASURE	TV TO BE USED	RATE	ACTIONS	RATE	RATE	
Evacuation of the ACC OPS Room, no fallback staff available	EFIN ACC AoR	All ACC traffic to be run down as described in Annex 4 section 13	EFINALL	0/60	Gradual increase of capacity until normal, as described in Annex 4 section 14	Negotiated with NMOOC		
Evacuation of the ACC OPS Room, fallback staff available	EFIN ACC AoR	Transfer of traffic to fallback facility, sector configuration according to available staff	According to the sector configuration	Estimated capacity reduction 0-50%	Gradual increase of capacity until normal, as described in Annex 4 section 14	Negotiated with NMOOC		
Total ATC system failure, no fallback staff or facility available	EFIN ACC AoR	All ACC traffic to be run down as described in Annex 4 section 13	EFINALL	0/60	Gradual increase of capacity until normal, as described in Annex 4 section 14	Negotiated with NMOOC		
Total ATC system failure, fallback staff and facility available	EFIN ACC AoR	Transfer of traffic to fallback facility, sector configuration according to available staff	According to the sector configuration	Estimated capacity reduction 0-50%	Gradual increase of capacity until normal, as described in Annex 4 section 14	Negotiated with NMOOC		
Multiple radar failure (back-up radar and other systems operating)	EFIN ACC AoR	Capacity reduction 0-100% as specified in Annex 4	Each TV according to sector configuration, rates as specified in Annex 4	Estimated capacity reduction 0-50%	Gradual increase of capacity until normal.	Negotiated with NMOOC		
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 NMOOC		
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 decision according to the situation, in collaboration with NMOOC and Supervisors of affected AD	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	Managed by FMP Manager and/or separately established Crises Management group. Operational FMP is only to make necessary tactical ATFCM decisions in the immediate initial stage, measures according to the situation.						
Staff shortage industrial action (ATC or Non-ATC)	EFIN ACC AoR EF.. AD	ANS Finland's managerial level to assess impact and decide on consequential administrative actions (possible service level reductions, closure/restrictions of ATC units or AD, flight/flow priorities etc) EFIN FMP in collaboration with NMOOC to decide on measures and rates according to these decisions						