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MILITARY AVIATION AIR TRAFFIC SERVICES

The regulation lays down safety requirements for providing air traffic services to military aviation within the Finland Flight Information Region.

Enabling act:
Aviation Act (864/2014; section 7, subsection 1, paragraph 16)

Period of validity:
From 27.11.2025 until further notice

Repeal:
SIM-To-Lv-012, Military aviation air traffic services HQ900, 27 October 2020
AFCOMFIN FIMAA regulation, Kiitotieolosuhdetietojen ilmoittaminen sotilasilma-aluksille (Reporting of runway surface conditions to military aircraft) CR7840, 9 September 2021
AFCOMFIN FIMAA decision, Saattoajoneuvon käyttö kiitotiellä NATO ISR FORCEn RQ-4D toiminnan yhteydessä (Use of escort vehicle on runway during RQ-4D operation by NATO ISR FORCE) CV6030, 11 June 2025

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DEFINITIONS

The concepts and terms contained in this regulation mean the following:

Airspace reserved for military aviation means a temporary segregated area (TSA) reserved for the use of military aviation, a temporary reserved area (TRA) in controlled airspace or a temporary or permanent restricted or danger area reserved for the use of military aviation.

Arresting barrier system means an arresting system in the overrun of a runway that can be used to stop an aircraft.

Arresting cable system means a mobile or fixed arresting system on a runway that is used to stop an aircraft equipped with a tail hook.

Below obstacle level means, when flying a military aerial vehicle, an altitude in the vicinity of a fixed obstacle (trees, structure or building) up to the same height with it, not exceeding a 100-metre radius of the said obstacle as well as maintaining a minimum of a 200-metre distance from the runway edge.

Formation means a flying unit of two or more aircraft, the leader of which is responsible for conducting the flight mission. A formation is handled as a single aircraft.

General Air Traffic (GAT) means operations of civil aircraft and such state aircraft as are used to perform the duties of the military, the Customs, the Border Guard and the police in compliance with the regulations and procedures issued by the International Civil Aviation Organization (ICAO) or national civil aviation authorities.

Landing roll means the phase of flight from touchdown until the aircraft exits the landing runway, stops, or changes its direction of movement over 90 degrees.[1]

Military aerial vehicle means unmanned military aerial systems used in ‘military open’ and ‘military specific’ categories of operations. Military aerial vehicles are not type-approved and do not require the same system reliability as unmanned military aircraft.

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[1] Landing roll: *The phase of flight from touchdown until the aircraft exits the landing runway or comes to a stop, whichever occurs first (ICAO).*

Military aviation means aviation for military purposes or aviation conducted by the use of military aircraft or military aerial vehicles.

Military control unit means fighter control and military air traffic control.

Night means the time from the end of dusk until the beginning of dawn. The time of dusk ends when the centre of the Sun's disc descends to 6 degrees below the horizon in the evening and the time of dawn begins when the centre of the Sun's disc ascends to 6 degrees below the horizon in the morning.

Non-standard formation means a formation, in which the horizontal separation between two aircraft in controlled airspace does not exceed 3 NM and the vertical separation 1,000 ft, unless otherwise agreed with the appropriate ATS unit. A deviation from the above vertical separation requirement may be necessary for take-off.

On the runway edge means a situation in which no part of an aircraft on runway is closer than 15 metres from the runway centreline.

Operational Air Traffic (OAT) means any flight or air traffic which does not comply with the general air traffic directives and for which national aviation authorities have issued appropriate rules and procedures. Operational air traffic is not priority-ranked air traffic unless it fulfils any condition of a prioritised clearance (for example, QRA, MEDEVAC, HEAD).

Quick Reaction Alert flight (QRA flight) means a surveillance, identification, interception, transport or reconnaissance flight directly required for monitoring and safeguarding territorial integrity, a flight and an air operation related to crisis management or a flight related to the provision of international aid and urgent executive assistance. A quick reaction alert flight is priority-ranked air traffic.

Standard military formation means a formation, in which each aircraft maintains a distance not exceeding 0.5 NM laterally and 100 ft vertically from the flight leader.

Temporary Reserved Area (TRA) means a temporarily reserved volume of airspace.

Temporary Segregated Area (TSA) means a temporarily segregated volume of airspace.

Trail formation means a non-standard formation in which aircraft fly in a line, such as a radar trail.

Training area means an area or a part of airspace in controlled airspace designated for manned and unmanned air operations.

Unmanned aircraft means an aircraft that operates or is intended to operate autonomously or by remote control without an operator on board of the aircraft. In military aviation, unmanned aircraft are divided into unmanned military aircraft and military aerial vehicles.

Unmanned military aircraft means an operating system used in the ‘military certified’ category of operations for which a type-approval certificate is issued by the military aviation authority.

1 SCOPE

This regulaton lays down safety requirements for air navigation services under the Aviation Act (864/2014) section 7, subsection 1, paragraph 16, according to which the Defence Forces issues orders on air navigation services of military aviation pursuant to Aviation Act (864/2014), sections 6 and 7.

The regulation sets safety requirements of providing air traffic services for military aviation within the Finnish Flight Information Region.

This regulation shall not be applied to foreign military aircraft transfer and transport flights which cross the national border. When providing air traffic services for these aircraft, regulations set for civil aviation shall be observed.

This regulation may also be applied to aviation conducted for military purposes with a civil aircraft or a civil unmanned aerial vehicle (or equivalent). This requires that the aerial work to be performed shall have either an aerial work certificate issued by the military aviation regulatory body or a permit for military aviation with a civil aircraft issued by the Commander of the Finnish Air Force.

This English version is a translation of the original document in Finnish. However, in case of a discrepancy, the original document will prevail.

2 AIR TRAFFIC CONTROL CLEARANCE

Military aircraft may be given a clearance to a specific altitude block. A block altitude between two aircraft shall be no less than 1,000 ft.

When an aircraft is conducting a mission as defined in the Finnish Aviation Act (864/2014) section 5, subsection 2, under radio silence, without an SSR transponder code or in the EMCON mode, the Defence Forces shall determine necessary procedures for ensuring flight safety. Radio silence shall be broken immediately when this is required for flight safety.

A military control unit may transmit notifications and clearances between the pilot-in-command and ATS unit.

3 ARRESTING BARRIER SYSTEM

Should the runway in use have an arresting barrier system, this system must be used as follows:

1. The approach-end barrier net in front of the runway threshold shall be down.
2. The barrier net in the overrun of a runway shall be operated in compliance with the order by the Air Force Command. However, the barrier net in the overrun of a runway shall be raised at the request of the pilot of an aircraft.

With any foreign military aircraft operators, the use of barrier nets shall always be agreed upon separately. The Air Force Command has to appoint representatives responsible for agreeing on the matter.

4 ARRESTING CABLE SYSTEM

An arresting cable on the runway is raised at the request of the pilot-in-command of an aircraft or if required for maintenance activities.

With any foreign military aircraft operators, the use of an arresting cable shall always be agreed upon separately. The Air Force Command has to appoint representatives responsible for agreeing on the matter.

5 LINE UP ON RUNWAY

A manned military aircraft may be cleared to line up on a runway even though one or more military aircraft have already been cleared to line up on the runway using the same holding point. In such cases, the aircraft shall be given a number in the departure sequence. More than one military aircraft may be cleared to line up on a runway, provided that visibility enables the air traffic controller to maintain continuous visual contact with each aircraft on the manoeuvring area.

In case the taxiway and runway are under the responsibility of a military control unit, the clearance of multiple military aircraft or formations for line-up on the runway requires that the runway supervisor holds continuous visual contact on the runway and all essential air traffic in the manoeuvring area, unless the air traffic controller has visual contact or a full video feed of the runway in use.

6 REPORTING FRICTION COEFFICIENTS

An air traffic services unit shall pass measured friction coefficients at the request of a military aircraft pilot if such information is available.

If the runway is closed to civil aviation due to prevailing conditions, the air traffic services unit shall pass a runway condition code or measured friction coefficients by runway thirds for the pilot of the military aircraft.

7 TAKEOFF CLEARANCES

A military aircraft can be cleared for take-off even if a vehicle required for operating the aircraft is cleared on the runway. While issuing a takeoff clearance, the vehicle shall be abreast or behind the aircraft.

Takeoff clearance may be given to a manned military aircraft when the aerodrome control has ensured that

1. the runway is unoccupied.

- A military aircraft may be cleared for take-off although there are other military aircraft
    - on the runway abreast with the departing military aircraft or behind it.
    - on a landing roll at a minimum of a 2,000–metre distance from the threshold of the runway in use, moving away with the intent to vacate the runway.
    - on the runway edge. (note: not applicable at night or to situations in which the wingspan of the departing aircraft is greater

than 26 metres or in the departures of a standard military formation)

- off the runway, at a distance from the runway edge that is lesser than that of the holding point marking.

  This is contingent upon visibility enabling the runway supervisor to maintain continuous visual contact with the aircraft in question. Air traffic control shall give traffic information on all essential traffic.

  In case the taxiway and runway are under the responsibility of a military control unit, clearing multiple military aircraft or a formation for take-off is contingent upon visibility enabling the runway supervisor to hold continuous visual contact with the runway and all essential air traffic in the manoeuvring area, unless the air traffic controller has a visual contact or a full video feed of the runway in use. Air traffic control shall give traffic information on all essential traffic.

- A military aircraft may be cleared for take-off even though the preceding military aircraft has not yet departed or is only on a take-off roll. In such a case, the succeeding military aircraft shall be given a number in the departure sequence.

- A military aircraft may be cleared for take-off although the preceding departing military aircraft has not crossed the opposite end of the runway or initiated a turn. Air traffic control shall give traffic information on all essential aircraft that are not part of the formation.

- A military aircraft may be cleared for take-off when there are no Defence Forces' vehicles, heavy equipment or personnel within the aircraft-specific safety distances in the direction of jet exhaust danger area.

- A military aircraft may be cleared for take-off although there is a military aerial vehicle being operated below obstacle level within the aerodrome area or in a UAV training area separately approved by the military aviation regulatory body. A military aircraft must be notified of essential unmanned flight operations in the training area.

2. the arresting barrier nets and arresting cable are in their appropriate positions.

- Please see chapters 3 and 4.

- A military aircraft may be cleared for take-off over an unserviceable arresting barrier system. Before issuing the takeoff clearance, the air traffic controller must alert the pilot of the aircraft about the unserviceable system.

- A military aircraft may be cleared for take-off when there is a fixed arresting cable under tension. The air traffic controller shall notify the pilot-in-command of such situations, as it is he who decides on the position of the arresting cable.

- Only aircraft capable of being stopped with an arresting cable may be cleared for take-off over a mobile arresting cable. Should the situation so require, all military aircraft can taxi or air-taxi over a fixed cable as well as a mobile one.

- A military aircraft may be cleared for take-off with a mobile arresting cable moved to the side of the runway (not under tension). The air traffic controller shall inform the pilot of the location of the cable.

3. the runway has the required lighting.

- At the request of the pilot of a military aircraft, the taxiway, runway and approach lights as well as the lights indicating glide path angle can be dimmed or turned off for take-off provided that this action causes no hazard to any aircraft in the air or in the manoeuvring area or vehicles, heavy equipment or personnel in the manoeuvring area. When turning off runway and taxiway lights, the operators of ground handling equipment and those aircrews that may be affected are to be notified of this.

4. the necessary navigation equipment and other equipment are in operation.

- While operating under General Air Traffic (GAT) rules, low visibility take-off operations shall comply with international and national civil aviation regulations. The Defence Forces issues regulations on Operational Air Traffic (OAT) take-offs.

5. the pilot is aware of the operating conditions.

- A military helicopter may hover taxi in ground effect on the runway for take-off even when the runway is closed due to its condition code. Rolling or touchdown landing in ground effect requires that the condition code of the runway third in use is, at a minimum, one.

- A military aircraft may use a runway even if the runway is closed due to its condition code. For take-off, the condition code of the runway thirds in use shall be, at a minimum, one.

8 LANDING CLEARANCES

A manned military aircraft may be cleared for landing even if the aircraft-type specific vehicle required for its operation is cleared conditionally on the runway.

A landing clearance can be given to a manned military aircraft when the aerodrome control has ensured that

1. the runway is unoccupied.

- A military aircraft may be cleared to land although the preceding military aircraft is still airborne. In this case, air traffic control shall provide the military aircraft with a number in the landing sequence and the position of the preceding aircraft.

- A military aircraft may be cleared to land although there are other military aircraft or military aircraft not part of the formation

    - on a landing roll.

  - on the landing runway at a minimum of a 2,000–metre distance from the threshold of the landing runway.
  - holding on the edge of the runway. (note: not applicable at night or to a situation in which the wing span of the landing aircraft is greater than 26 metres, or in the landings of a standard military formation)
  - off the runway, at a distance from the runway edge that is lesser than that of the holding point mark.

  This is contingent upon visibility enabling the air traffic controller to maintain continuous visual contact with the aircraft on the ground. Air traffic control shall give traffic information on all essential traffic.

  In case the taxiway and runway are under the responsibility of a military control unit, clearing multiple military aircraft or a formation to land requires that the runway supervisor holds continuous visual contact on the runway and all essential aircraft in the manoeuvring area, unless the air traffic controller has visual contact or a full video feed of the runway in use. Air traffic control shall give traffic information on all essential traffic.

- A military aircraft may be cleared to land although the preceding departing military aircraft has not crossed the opposite end of the runway or initiated a turn, provided that the preceding military aircraft can with reasonable certainty be assumed airborne or the distance between the two aircraft can be assumed to increase as the succeeding aircraft crosses the threshold of the runway in use.
- A military aircraft may be cleared for a touch-and-go landing although the preceding military aircraft is still airborne, or on a landing or take-off roll. In this case, air traffic control shall provide the military aircraft with a number in the landing sequence and the position of the preceding aircraft. Air traffic

control must issue traffic information on all essential aircraft that are not part of the formation.

- A military aircraft may be cleared to land although there is a military aerial vehicle being operated below obstacle level within the aerodrome area or in a UAV training area separately approved by the military aviation regulatory body. A military aircraft pilot must be notified of essential unmanned flight operations.

2. the arresting barrier nets and arresting cable are in their appropriate positions.

- Please see chapters 3 and 4.
- A military aircraft may be cleared to land over an unserviceable arresting net system located before the landing runway threshold. The air traffic controller shall alert the pilot about the unserviceable system before clearing them for landing.
- A military aircraft may be cleared for landing while a fixed arresting cable is raised. The air traffic controller must notify of such a situation the aircraft pilot-in-command who will decide the cable position.
- Only aircraft capable of being stopped with an arresting cable may be cleared for landing over a mobile arresting cable. Should the situation so require, all military aircraft can taxi or air-taxi over a fixed cable as well as a mobile one.
- Military aircraft may be cleared for landing with a mobile arresting cable moved to the side of the runway (not under tension). The air traffic controller shall inform the aircraft's pilot of the cable location.

3. the runway, the line of approach and precision approach path indicator have the required lighting.

- At the request of the pilot of a military aircraft, the taxiway, runway and approach lights as well as the lights indicating glide path angle (PAPI) can be dimmed or turned off for landing provided that this action causes no hazard to any aircraft in the air or in the manoeuvring area or vehicles, heavy equipment or personnel in the manoeuvring area. When turning off runway and taxiway lights, the operators of ground handling equipment and those aircrews that may be affected are to be notified of this.

4. the length of the runway in use is sufficient.

- The available runway length may be temporarily restricted between Defence Forces' vehicles, heavy equipment, personnel, and military aircraft other than jet engine military aircraft. This is contingent upon both parties agreeing to a temporary shortening of the runway from its end. The available runway length for aircraft shall be no less than 1,000 metres and at no point shall ground traffic be closer than 250 metres to the end of the shortened runway. Available runway length for helicopters shall not be less than 200 metres and ground traffic shall not come closer than 250 metres to the end of the shortened runway. Restricting the available runway length for operations of foreign military aviation shall always be separately agreed while taking into account the above minima. The Defence Forces shall appoint representatives responsible for agreeing on the matter.

5. the pilot is aware of the operating conditions.

- A military helicopter may use the runway in ground effect height even when the runway is closed, and also air-taxi out of the runway. Landing in ground effect presumes that the the condition code of the runway third in use is, at a minimum, one.

- Other military aircraft besides jet engine aircraft may use the runway even if the runway is closed due to the condition code of the last third of the runway, if the runway condition code in the first two thirds is at least one.

9 WAKE TURBULENCE SEPARATION

Even though wake turbulance separation is not applied to manned military aircraft under aerodrome control, successively departing and approaching military aircraft shall be cautioned of wake turbulence when necessary.

10 LOW APPROACHES TO OCCUPIED RUNWAY

A manned military aircraft may be cleared for a low approach with a minimum altitude restriction of 200 feet (60 m) measured from the reference level of the runway (AD ELEV) when the runway is occupied by a vehicle and/or another military aircraft. Traffic information shall always be issued to all aircraft and/or vehicles on the runway. A military aircraft making a low approach shall be notified of the reason for the restriction.

A manned military aircraft may be cleared for a low approach with a minimum altitude restriction when there is a military aerial vehicle being operated above obstacle level within the aerodrome area or at a distance closer than 200 metres from the runway edge or outside an aerial vehicle training area separately approved by the military aviation regulatory body. The minimum altitude cleared for a military aircraft shall be 200 feet (60 m) above the clearance altitude of the aerial vehicle. The operator of the aerial vehicle shall be given traffic information. The military aircraft making a low approach shall be notified of the reason for the restriction.

11 MINIMUM VECTORING ALTITUDES

An air traffic controller may provide any manned military aircraft flying in or above a control zone with a flight altitude applying a reduced obstacle clearance of 150 m. In such cases, the aircraft shall be informed of being vectored applying a reduced obstacle clearance. For such clearance to be issued, there needs to be a valid ATC surveillance minimum altitude chart (ATC SMAC) of the aerodrome. The altitude for the reduced obstacle clearance is derived by deducting 500 feet from the surveillance minimum altitude in question.

If a military aircraft is vectored for an instrument approach procedure, the flight altitude provided by the air traffic controller shall enable the aircraft to join the instrument approach procedure at least at the intermediate approach altitude. An aircraft shall remain in controlled airspace during radar vectoring, but there is no requirement concerning lateral separation from uncontrolled airspace.

12 SEPARATION AND TERMINATION OF SEPARATION

The parts of airspace reserved for military aviation that are laterally and/or vertically adjacent to each other and controlled by a military control unit are not separated from each other.

A manned military aircraft cleared for a training area needs no provision of separation from a manned military aircraft in an adjacent training area as well as from an adjacent part of airspace reserved for the military control unit. A military control unit shall require no notification of military air traffic that has been subjected to an air traffic control unit and operates next to a part of airspace reserved for the military control unit.

An air traffic control unit may terminate separation services between special-VFR flights when ground visibility is 3 km or more

- between any military aircraft by day
- between military helicopters by both day and night.

An air traffic control unit may terminate the provision of separation services between military aircraft in airspace class C by day under VMC conditions when a VFR military aircraft is performing aerobatics over an aerodrome and an IFR military aircraft is taking off or landing.

An air traffic control unit may terminate separation services provided for a manned military aircraft to an aviation-restricted part of airspace. In such a case, the air traffic controller shall notify the pilot or military control unit of the aviation-restricted part of airspace. The pilot shall be requested to maintain his own separation from the active P or R area. The pilot-in-command of the aircraft shall bear the responsibility for his own separation from the said area. This may not be applicable if the air traffic controller vectors the aircraft or the air traffic controller has cleared the aircraft to fly directly to a waypoint.

12.1 Separation between unmanned military aviation and manned military aircraft and termination of separation

An unmanned military aircraft shall be separated between other military aircraft. Conditional clearances based on a visual reference cannot be applied to unmanned military aircraft.

A military aerial vehicle shall not be operated in an aerodrome area without a permission of an air traffic services unit. The operator is required to establish two-way radio contact with the air traffic services unit in question when the flying operation takes place in an aerodrome, unless a separate agreement has been established with the air traffic services unit.

A military aircraft shall be handled clearly separate from military aerial vehicle activity. An air traffic control unit may terminate the separation requirement when the UAV operation takes place within a training area approved by the military aviation regulatory body or below obstacle level. While a military aircraft is preparing for take-off, the active UAV operation area is prohibited to reach the front sector at an altitude which prevents conducting a safe take-off. As a military aircraft is flying an approach, the active UAV operation area cannot be established at a site which prevents conducting landing or missed approach in a safe manner.

A military aircraft shall be notified of any significant military aerial vehicle or operations within the training area. Military unmanned aerial vehicles are not separated between each other. A military aircraft has airspace use priority over a military aerial vehicle.

12.2 Own separation between military aircraft

When aircraft are encountering under the control of an air traffic controller within a temporary reserved area, the controller shall follow standard criteria of separation between the aircraft until the pilots-in-command or formation leaders assume responsibility for maintaining an adequate safety distance between the aircrafts or formations concerned. Own separation between two military unmanned aircraft cannot be established through visual reference. When the pilots-in-command or formation leaders can ensure an adequate safe distance is maintained between their aircraft, the other aircraft in the formation, and other formations in the area, they shall transmit to the air traffic control unit: “MARSA” (Military Authority Assumes Responsibility for Separation of Aircraft). The air traffic controller shall then transfer the responsibility for separation of aircraft to the pilots-in-command or formation leaders. If one of the military aircraft is unmanned, responsibility for maintaining a safe distance falls on the pilot-in-command of the manned aircraft. The Air Force Command shall give guidance on radio communication for the operation.

12.3 Minimum separation in airspace reserved for military aviation

The Air Force Command determines a minimum separation of military aircraft in airspace reserved for military aviation. When determining minima of horizontal and vertical separation, it should be noted that the locations and measuring features of the sensors used for building a recognised air picture differ both temporally and geographically. Due to this, the applicable minimum should be assessed and decided on a case-by-case basis. The vertical separation minimum for air traffic control is 1,000 feet. When an air picture display system is used, the air traffic controller may terminate vertical separation if lateral separation between military aircraft remains 3 NM at a minimum.

13 FORMATION FLIGHTS

13.1 Formation join-up

When a formation or single aircraft are joining up under the control of an air traffic controller, the controller shall apply the standard criteria to ensure separation between the single aircraft intending to join up until the formation leader or pilot-in-command assumes responsibility for maintaining adequate and safe separation between the aircraft concerned. Own separation between two unmanned military aircraft cannot be established through visual reference.

When the formation leader or pilot-in-command is able to ensure adequate and safe separation between his aircraft, the other aircraft of the formation, and aircraft that are joining up, he shall confirm this to the air traffic control unit by transmitting "MARSA” (Military Authority Assumes Responsibility for Separation of Aircraft). On receipt of this call, the controller shall transfer the responsibility for separation of the aircraft that are joining up to the formation leader or pilot-in-command. Within the Defence Forces, the Air Force Command shall provide guidance for the radio communication of the operation.

13.2 Formation break-up (split)

A single aircraft or flight ceases to be part of the earlier formation upon receiving a new clearance from the air traffic control. However, the air traffic control will only assume responsibility for separation between the single aircraft or flights splitting from the formation once the prescribed separation criteria are met. Until then, the pilots-in-command or formation leaders are responsible for maintaining sufficient safety distances.

13.3 Trail formation

The pilots-in-command of the aircraft flying in a trail formation shall be responsible for adequate separations within the formation. The Defence Forces shall issue aircraft-specific minimum separations between two aircraft in a trail formation. Apart from take-off and landing, all aircraft flying in the trail formation shall maintain the same flight altitude or use separately defined altitude blocks. For the eventuality of a missed approach, the relevant air traffic control unit shall reserve a minimum of 1,000 feet of the available block in the climb direction per each aircraft in the formation. Trail formation cannot be applied with unmanned aerial vehicles.

At an airport where no ATS surveillance services are provided, the aircraft flying in a trail formation shall be issued clearance altitude in blocks. Such a block altitude shall be at least 1,000 feet per aircraft.

14 USE OF SSR TRANSPONDER

The Defence Forces shall determine operation and situations in which the use of SSR transponder may be terminated in military aviation. The Defence Forces issues orders on the use of SSR transponder in airspace reserved for military aviation and operational quick reaction alert (QRA) missions within the Finland Flight Information Region. In other aviation activities, the air traffic control unit instructs the use of SSR transponder or the military aircraft selects the standard code for military aviation.

An aircraft under air traffic control is not allowed to terminate the use of SSR transponder without the permission of the applicable air traffic control unit. Under air traffic control, every aircraft of a non-standard formation shall primarily select mode 3 A/C in SSR transponder. Under air traffic control, only the formation leader of a standard military formation shall primarily use mode 3 A/C in SSR transponder.

15 QUICK REACTION ALERT FLIGHT

Outside the airspace reserved for military aviation, the fighter controller in charge of the quick reaction alert flight shall keep the flight away from other air traffic subject to the following requirements:

- A military aircraft shall maintain at least 10 NM of lateral separation or 2,000 feet vertical separation from any traffic under the responsibility of an air traffic services unit. (This requirement is not applicable to an aircraft that is being identified or any other aircraft under the responsibility of the fighter controller.)
- An aircraft conducting a quick reaction alert flight shall not need to have a radio connection with the air traffic services unit in question and is not required to use its SSR transponder.
- The fighter controller and the relevant air traffic services unit shall together coordinate any air traffic that may affect the quick reaction alert flight (its flight path, altitude changes and specific details, if any) and, where necessary, agree on restrictions to other air traffic or airspace.

The military control unit and the pilot-in-command conducting a quick reaction alert flight shall each ensure that a sufficient safety distance is maintained between the aircraft executing the mission and any other aircraft.

16 FLIGHTS IN ACTIVE TSA, TRA EXTENDING TO INTERNATIONAL WATERS OR D, P, OR R AREA

Under the Rules of the Air, a military aircraft may fly into an active TSA or TRA extending to international waters, P or R area where activities hazardous to aviation are present when this is required for mission execution. The relevant air traffic control unit shall have been informed by telephone or in writing of the aircraft's permit to fly into the area. The information relayed by telephone or the indication in the flight plan shall be based on coordination between the military control unit in charge of the airspace or the reservation holder and the pilot-in-command or the military unit controlling the aircraft. The air traffic control clearance is valid until the military aircraft enters to the reserved airspace in question or uncontrolled airspace. The transfer of radio communications shall be declared no later than at the said reserved airspace boundary.

A military aircraft may enter an active R area where activities hazardous to aviation have been suspended when the flight is coordinated with the reservation holder or when the flight is controlled by a military control unit. This presupposes that the military control unit has two-way radio contact with the military aircraft and the military control unit is able to confirm recurrence of the activities via the AMC unit or LARA system (or equivalent).

A military aircraft may fly into an active D area. When entering an active D area, the pilot-in-command shall take into account the effects of the reservation holder's operations on his own operation.

As an exception to approaches above, a military aircraft may fly into an active P or R area when, as specified by Government Decree (930/2014) section 1, subsection 2, it is required for carrying out a mission laid down for public authorities or the training of the above missions.

A military control unit may transfer the control of a military aircraft to an air traffic control unit while the aircraft is still in an airspace reserved for military aviation. Unless otherwise agreed by the military control unit and air traffic control unit, an air traffic controller may change the aircraft's altitude freely and its heading by no more than 45 degrees only from the boundary of the area reserved for aviation under the military control unit. In such cases, the distance from the aircraft to the reserved airspace must not be reduced until separation between the aircraft and the reserved airspace exists. Once the transfer of radio communications has been completed, an air traffic controller may, based on prior coordination, change the aircraft’s altitude downward and its heading by no more than 45 degrees also in the airspace reserved for the military control unit regardless of the airspace class. The military control unit shall be responsible for maintaining the aircraft at a sufficient safety distance from any other aircraft in the airspace reserved for military aviation as well as any other areas restricted from aerial traffic until the aircraft exits the airspace reserved for military aviation.

The military control unit shall release a military aircraft conducting an IFR flight to air traffic control at a track that ensures at least nominal vertical separation to the aircraft (note: within RVSM airspace, vertical separation of 2000 feet to D, P and R areas applies) or laterally at least a distance complying with separation minima to other active areas restricted from air traffic.

17 CIVIL AIRCRAFT TRANSIT THROUGH TRA RESERVED FOR MILITARY AVIATION

A military control unit may clear a civil aircraft to transit through a TRA placed under military control (incl. a local TRA). In this case, the military control unit shall see to it that a sufficient safety distance is maintained between the civil aircraft and any military aircraft. The minimum allowed safety distance between a military aircraft and a civil aircraft is either 10 NM in the horizontal direction or 2,000 feet in the vertical direction. The civil aircraft shall select the SSR transponder mode 3 A/C or S. The civil aircraft’s radio contact shall not be transferred to the military control unit. An air traffic services unit shall transmit any transit restrictions placed by the military control unit (such as those concerning times or altitudes) to the civil aircraft.

An air traffic services unit may modify a clearance coordinated with the military control unit only for a compelling reason. Any changes in the aircraft's route or altitude shall immediately be reported to the military control unit.

18 EXEMPTIONS

The Military Aviation Authority Finland may grant exemptions from this regulation based on a justifiable application addressing the exceptional features of the activities in question. The application process and instructions are detailed in the Military Aviation Authority Advisory SIO-Pe-YI-008 “*Application for exemption to military aviation authority decision or military aviation regulation in force*”.

Director	
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