

ENR 1.3 MITTARILENTOSÄÄNNÖT

Suomessa noudatetaan Komission täytäntöönpanoasetuksen (EU, SERA-asetus) N:o 923/2012 mukaisia mittarilentosääntöjä mahdollisilla Liikenne- ja viestintäviraston julkaisemilla tarkennuksilla (OPS M1-1).

| | |
|-----|--|
| | 1. KAIKKIA IFR-LENTOJA KOSKEVAT SÄÄNNÖT |
| NIL | |
| | 2. VALVOTUSSA ILMATILASSA SUORITETTAVIA IFR-LENTOJA KOSKEVAT SÄÄNNÖT |
| NIL | |
| | 3. VALVOTUN ILMATILAN ULKOPUOLELLA SUORITETTAVIA IFR-LENTOJA KOSKEVAT SÄÄNNÖT |
| NIL | |

4. FRA:N YLEISET MENETELMÄT**4.1 Määritelmät** (ei suomenkielistä käännöstä)

Free Route Airspace (FRA):

A specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility to route via intermediate (published or unpublished) way points, without reference to the ATS route network, subject to airspace availability. Within this airspace, flights remain subject to air traffic control.

FRA Arrival Connecting Point:

A published NAVAID/Significant Point to which FRA operations are allowed for arriving traffic.

FRA Departure Connecting Point:

A published NAVAID/Significant Point from which FRA operations are allowed for departing traffic.

FRA Entry Point:

A published NAVAID/Significant Point from which FRA operations are allowed.

FRA Exit Point (X)

A published NAVAID/Significant Point to which FRA operations are allowed.

FRA Intermediate Point:

A published NAVAID/Significant Point or unpublished point, defined by geographical coordinates or by bearing and distance via which FRA operations are allowed for all traffic.

FRA Connecting Route:

One or more segment(s) connecting SID end point (or other departure procedure) with FRA Departure Connecting Point, or FRA Arrival Connecting point with STAR start point (or other arrival procedure)

ENR 1.3 INSTRUMENT FLIGHT RULES

Finland follows instrument flight rules pertaining to the European Commission's implementing rules (EU, SERA) No 923/2012 with any specifications (OPS M1-1) issued by the Finnish Transport and Communications Agency.

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|-----|---|
| | 1. RULES APPLICABLE TO ALL IFR FLIGHTS |
| NIL | |
| | 2. RULES APPLICABLE TO IFR FLIGHTS WITHIN CONTROLLED AIRSPACE |
| NIL | |
| | 3. RULES APPLICABLE TO IFR FLIGHTS OUTSIDE CONTROLLED AIRSPACE |
| NIL | |

4. FRA GENERAL PROCEDURES**4.1 Definitions of terms**

4.2 Soveliaat lennot

Sovelialta lentoja ovat kaikki lennot, jotka suuntautuvat NEFAB FRA -alueen korkeus- ja sivurajojen sisäpuolelle tai jossakin vaiheessa DK-SE FRA alueella (København FIR ja Sweden FIR) lentopinnan FL 285 yläpuolelle, kuten on määriteltä AIP:n ENR 2.2 osassa. Tämä sisältää saapuvan, lähtevän ja ylilentävän liikenteen.

4.3 Lennonsuunnittelu

Huom. 1: FRA-toiminnan aikana lentosuunnitelma tulee muilta osin laatia AIP:n osassa ENR 1.10 annettujen ohjeiden sekä Lentosuunnitelman täyttöohjeiden mukaisesti.

Huom. 2: IFPS ei hyväksy DCT-reitityksiä rajoittavien ilmatilan osien läpi. Aktiivisuus ja korkeusrajoitukset julkaistaan AUP:ssa/UUP:ssa.

Lentosuunnitelma tulisi esittää alla olevan taulukon mukaisesti.

| From | To | Remark |
|--------------------------------|------------------------------|--|
| FRA Entry Point | FRA Exit Point | Flight plan DCT or via one or several additional points. |
| | FRA Arrival Connecting Point | |
| FRA Departure Connecting Point | FRA Exit Point | Additional point can either be a NAV aid (as published in ENR 4.1) or a significant point (as published in ENR 4.4) in any of the national AIP of Estonia, Finland, Latvia, Sweden, Norway or Denmark. |
| | FRA Arrival Connecting Point | |
| | | Additional point(s) can also be entered as coordinates. |

4.2 Eligible flights

Eligible flights are all flights that are intending to operate within the vertical and horizontal limits of NEFAB FRA or above FL 285 in DK-SE FRA as specified in ENR 2.2 in the national AIP. This includes arriving, departing and transiting traffic.

4.3 Flight planning

Note 1: During FRA procedures the flight plan shall in other respects be filed according to the instructions in AIP, ENR 1.10 and in Flight Plan Instructions.

Note 2: IFPS does not accept DCT routings through restrictive airspace between published vertical limits during the periods issued by AUP/UUP.

Eligible flights should flight plan according to the table below.

| LÄHTEVÄ LIIKENNE / DEPARTING TRAFFIC | |
|--------------------------------------|---|
| | Access to FRA for departing traffic is via a FRA Departure Connecting Point. |
| | Depending on the aerodrome there are different requirements as described in AIP. |
| | <ul style="list-style-type: none"> - a SID Final Waypoint, - a specific connecting point linked to an aerodrome according to the RAD, Appendix 5, - if required, the last point on a FRA Connecting Route as described in ENR 3.5, - if no suitable SID is available or there is no requirement for a connecting point, a waypoint within a required distance from the aerodrome according to the RAD, Appendix 5. |
| SAAPUVA LIIKENNE / ARRIVING TRAFFIC | |
| | Exiting FRA for arriving traffic is via a FRA Arrival Connecting Point. |
| | Depending on the aerodrome there are different requirements as described in AIP. |
| | <ul style="list-style-type: none"> - a STAR Initial Waypoint, - a specific connecting point linked to an aerodrome according to the RAD, Appendix 5, - if required, the first point on a FRA Connecting Route as described in ENR 3.5, - if no suitable STAR is available or there is no requirement for a connecting point, a waypoint within a required distance from the aerodrome according to the RAD, Appendix 5. |

Flight plans should only be filed within 3 NM of the common outer lateral NEFAB FRA boundary when entering or exiting FRA.