TRAFICOM
Finnish Transport and Communications Agency

Finnish Plan for Aviation Safety 2026

Finnish Aviation Safety Programme, Annex 1

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Foreword

The operating environment for aviation has changed during the first half of this decade in ways that previously might have been considered highly unlikely. Geopolitical developments have been rapid and have affected aviation operations across wide geographical areas, both from the perspective of service providers and service users. The current situation requires the ability to adapt to rapidly evolving conditions. Today's high level of safety and trust has been built through long-term and systematic safety work, in which lessons have been learned from both accidents and even minor occurrences. Safety management practices and networks have repeatedly demonstrated their value.

The current global situation has had a range of concrete impacts on Finland's aviation system, including increased GNSS interference, stray drones and extended flight times. In addition, the economic consequences of the situation pose further challenges for different stakeholders. The aviation sector has nevertheless been able to respond to these challenges through existing structures and measures planned on the basis of risk assessments. Safety is not a separate domain to be considered in isolation. It must be integrated into day-to-day operations, decision-making and strategic planning. This vital process is also supported by the updated Finnish Plan for Aviation Safety 2026.

Aviation is more than a means of transport. It is Finland's connection to the world, a key element of security of supply and a prerequisite for economic vitality. Maintaining it requires expertise, courage and the ability to make necessary decisions from both industry stakeholders and authorities. Above all, it requires a conscious commitment to ensuring that safety remains at the core of all activities and the highest priority, now and in the years to come.

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Finnish Plan for Aviation Safety, document version history

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[1] *REGULATION (EU) 2018/1139 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91*

Abbreviations

Abbreviation	Meaning
ADR	Aerodromes
AIR	Airworthiness
AMO	Approved Maintenance Organisation
ANS	Air Navigation Services
AOC	Air Operator Certificate
ATO	Approved Training Organisation
CAMO	Continuing Airworthiness Management Organisation
CAO	Combined Airworthiness Organisation
CAT	Commercial Air Transport
C-UAS	Counter UAS
DGCA	Director General of Civil Aviation
EASA	European Union Aviation Safety Agency
EASP	European Aviation Safety Programme
EPAS	European Plan for Aviation Safety
Eurocontrol	European Organisation for Safety of Air Navigation
FASP	Finnish Aviation Safety Programme
FDM	Flight Data Monitoring
FPAS	Finnish Plan for Aviation Safety
FRMS	Fatigue Risk Management System
FTL	Flight and duty time limitation
GASP	Global Aviation Safety Plan
GH	Ground handling
GRF	Global Reporting Format
ICAO	International Civil Aviation Organization
IFALPA	International Federation of Air Line Pilots' Associations
IS	Information Security
ISMS	Information Security Management System
NCC	Non-commercial air operations with complex motor-powered aircraft
NCO	Non-commercial operations with other than complex-motor-powered aircraft
RVSM	Reduced Vertical Separation Minima
SIAP	Standardisation Inspection Annual Programme
SMICG	Safety Management International Collaboration Group
SMS	Safety Management System
SPAS	State Plan for Aviation Safety
SPI	Safety Performance Indicator
SPO	Specialised operations
SPN	Safety Promotion Network
SPT	Safety Performance Target
SSP	State Safety Programme
SSPIA	State Safety Programme Implementation Assessment
UAS	Unmanned Aircraft System

1 Finnish Plan for Aviation Safety

1.1 Safety Plan objectives

The actions set out in the Finnish Plan for Aviation Safety (FPAS) aim to ensure that the safety of Finland's aviation system remains at a high level and continues to improve. These actions ensure that the safety objectives defined for the aviation system at global, EU and national level are achieved. They also aim to ensure that risks remain under control both for authorities and aviation stakeholders, and that Finland's aviation system remains a strong link in the global aviation safety management chain.

Finland's aviation safety policy is described in section 1.1 of the Finnish Aviation Safety Programme (FASP). The key objective of the safety policy is to ensure that flight safety, the preparedness of Finland's aviation system as part of Finland's comprehensive security and public confidence in the air transport system are maintained at a high level. In the aviation system, confidence is based on the pillars of aviation safety, aviation security, cybersecurity[2], health security and environmental friendliness. Section 1.2 of the FASP defines more concrete strategic safety objectives for the implementation of the safety policy. Each action contributes to the achievement of these objectives.

By maintaining FPAS, Finland fulfils the obligations concerning a national safety plan laid down in Article 8 of EASA Regulation (EU) 2018/1139.

1.2 Definition of actions in the Safety Plan

The Finnish Plan for Aviation Safety (*FPAS*) is Annex 1 to the Safety Programme and is published as a standalone document. It sets out the key actions through which identified risks are kept under control, safety-enhancing structures are strengthened and safety objectives are achieved.

Actions are defined in two ways:

1. At national level, through the Finnish aviation safety risk management process. The process is described in more detail in section 2.6 of the Finnish Aviation Safety Programme, *Hazard/threat identification, safety risk assessment and management (ICAO CE-8)*.
2. Through the European Plan for Aviation Safety (EPAS). The European Union Aviation Safety Agency (EASA) updates EPAS actions annually, based on the European aviation risk management process. Some of the EPAS actions are addressed directly to Member States. Member States are required to incorporate these actions into their national aviation safety plans. Further information on EPAS and related development work is provided in section 1.4.7 of the Finnish Aviation Safety Programme, *Key European Union strategies, objectives and implementation plans affecting aviation*, as well as on Traficom's EPAS web page and the EASA website.

[2] *Cybersecurity, aviation information security*

Each aviation stakeholder is responsible for the safety of its own operations. Stakeholders must address in their Safety Management Systems the threats identified by them and those identified in the Finnish aviation safety risk management process in respect of their own operations, assess the associated risks and, if necessary, implement actions aiming to reduce risks to an acceptable level. Traficom and aviation stakeholders must process, document and implement the actions of the Finnish Plan for Aviation Safety where applicable. As part of its oversight activities, Traficom assesses how stakeholders have addressed the actions described in the FPAS and the threats relevant to them in their safety management.

The effectiveness of FPAS actions is monitored as part of Finnish aviation safety risk management and safety assurance.

The Finnish Plan for Aviation Safety is updated annually. The responsibilities for maintaining the FPAS are described in section 1.6.4 of the Finnish Aviation Safety Programme, *FASP maintenance and update responsibilities*. The FPAS can be accessed on https://www.traficom.fi/en/aviation-safety/finnish-plan-aviation-safety-fpas.

1.3 Safety Plan structure

The actions described in section 3 are divided into systemic and operational actions that are addressed to several aviation domains and to actions addressed to individual aviation domains. The objectives, parties responsible for implementation, the schedule and the status of implementation are specified for each action, and an EPAS reference is given if an action is based on an EPAS action assigned to Member States. Some of the EPAS actions assigned to Member States are straightforward, while others leave it to the Member State to define the action in detail. Details of EPAS actions and nationally identified actions are defined in the Finnish aviation safety risk management process (*FASP, section 2.6*).

Appendix 1, included at the end of this document, contains a list of actions for each stakeholder group to help aviation organisations identify actions that concern them. New and deleted actions have also been marked in the list.

2 Aviation safety situation in Europe and Finland

2.1 Current safety themes in EPAS 2026

The following 14 "hazards in a context" themes in different aviation domains are highlighted in the top 20 safety issues included in EPAS 2026 Volume III:

- **Impact of GNSS interference on civil aviation operations (CAT A, commercial air transport – aeroplanes)**
- **Oxygen-fed fire in the flight deck (AIR, airworthiness)**
- Out-of-spec synthetic aviation turbine fuels (SATF) in operations (CAT A)
- Approach path management (CAT A)
- Inappropriate clearance/instructions in relation to runway operations (ATM/ANS, air traffic management / air navigation services)
- Icing in flight (CAT A)
- Entry of aircraft performance data (CAT A)
- Mishandling of non-precision approaches due to erosion of piloting skills (CAT A)
- Adverse weather encounters (turbulence, hail, lightning, ice) (CAT A)
- Landing/take-off/crossing without a clearance (ATM/ANS)
- False or disrupted instrument landing system (ILS) signal capture (CAT A)
- Level bust: unauthorised vertical deviation of more than 300 ft (200 ft in RVSM airspace) from an ATC flight clearance (ATM/ANS)
- In-flight fire in inaccessible areas (AIR)
- Errors of civil aircraft identification by ground military forces and airborne assets outside the conflict zone

Six systemic themes are highlighted in the EPAS top 20 safety issues:

- **Outdated certification bases established for major changes to type certificates** (AIR)
- Insufficient consideration of flight crew human factors in the continued airworthiness process of the type design (AIR)
- Inadequate evaluation of organisational and safety culture due to insufficient leadership competence and/or commitment to HF/HP principles (HF/HP, Human factors/Human performance)
- Inadequate management of repetitive defects (AIR)
- Lack of accessible and trusted staff support for wellbeing and fitness for duty (HF/HP)
- Shortcomings in design and maintenance instructions resulting in maintenance errors (AIR)

The three themes with the highest Safety Issue Priority Index (SIPI) scores, indicating risk level, are highlighted in red in the list above. The list has been significantly updated since last year.

For more detailed information about the status of aviation in the EU and key safety themes in various aviation domains, see **EPAS 2026, Volume III, Safety Risk Portfolios**, which can be found at https://www.easa.europa.eu/en/document-library/general-publications/european-plan-aviation-safety-epas-2026. EASA also publishes the **EASA Annual Safety Review** that provides a comprehensive review of safety performance across aviation domains in the year preceding publication.

The latest version, EASA Annual Safety Review 2025, was published in August 2025 and can be accessed at https://www.easa.europa.eu/en/document-library/general-publications/annual-safety-review-2025.

2.2 Current safety themes in the Finnish aviation system

Traficom issues an aviation safety review twice a year. One of the reviews focuses on the state of safety during the previous year. The 2025 safety review can be accessed via this link. Traficom also monitors the development of safety and statistics concerning aviation and other transport sectors and produces related up-to-date information and data. Situational pictures are available on the website Tieto.Traficom.fi: https://tieto.traficom.fi/en/situational-pictures (→ Show filters → Topic → Aviation).

In 2025, commercial air transport in Finland continued to be significantly affected by the war in Ukraine. Circumnavigating conflict zones and the closure of Russian airspace for European operators caused major changes in flight routes. Disruptions to satellite navigation continued in Finland, in the vicinity of various conflict areas around the world and within Finnish airspace. Up-to-date information on the situation regarding radio interference is available on Traficom's web page on satellite navigation service interference in Finland.

Based on the tier 1[3] Finnish safety performance indicators (SPIs), the safety of commercial air transport has remained at a high level. In 2025, two events classified as accidents took place, one involving a seaplane preparing for a taxi flight in Lapland and the other involving an airliner in Helsinki. Neither accident resulted in injuries. The number of serious incidents decreased compared with the previous year but remained above the long-term average. In Finnish general aviation and recreational aviation, no fatal accidents occurred and the total number of accidents remained at the level of the ten-year average. However, one mid-air collision involving foreign general aviation helicopters occurred in Finland, resulting in five fatalities. In general and recreational aviation, there were 13 serious incidents, which was somewhat below the ten-year average and clearly fewer than in the previous year, when 22 incidents were reported.

In commercial air transport, based on Finnish tier 2[4] SPIs, the largest category continued to be mid-air collisions and near misses (airprox). Most of these again took place outside Finland and involved an unmanned aircraft as the other party. A relatively high number of collisions while taxiing on aprons and taxiways were also recorded compared with previous years, although the absolute numbers remained low. In general and recreational aviation, based on tier 2 indicators, none of the indicators exceeded the long-term average last year. In fact, runway excursions, CFIT[5] incidents and airprox events were reported at levels clearly below the average.

[3] *Tier 1 SPIs refer to the number of accidents, the fatalities associated with them and serious incidents.*
[4] *Tier 2 SPIs measure the functionality of the system and focus on certain key operational threats identified as the most common direct factors leading to accidents.*
[5] *CFIT = Controlled flight into terrain.*

3 Safety Plan actions

3.1 Systemic issues – safety management

Systemic issues, introduction

Systemic themes are issues that concern an individual organisation, a system element or the entire aviation system. Systemic actions comprehensively improve the safety level of aviation in Finland. They also maintain and reinforce the actions and competence that have helped us reach the current level of safety.

Systemic themes do not necessarily have a direct, immediate and easily identifiable link to an individual occurrence, incident or accident. Systemic threats are background factors, often latent. They can be associated with shortcomings in processes, methods or operating cultures, for example. If systemic threats are not identified and if the risks caused by them are not managed, they may trigger or contribute to an occurrence, incident or accident.

Identifying systemic threats is particularly important in relation to changes in the aviation system, in the case of new, emerging issues. The safety data available on these issues is often limited, highlighting the importance of proactive safety risk and impact assessments and related research.

The global safety management chain (*GASP–EASP/EPAS–FASP/FPAS–SMS*) was created to systematically develop the safety of the entire aviation system and its elements (*see FASP, section 1*). Key system-level elements are the state safety programmes (*SSPs, including the FASP in Finland*) and stakeholders' Safety Management Systems (*SMS*).

SYS.002.1, Finnish Plan for Aviation Safety

EPAS reference: MST.0028: Member States to establish and maintain a State Plan for Aviation Safety (SPAS)

Objective of the action:

- **EPAS safety objective:** Improve the level of safety through the effective implementation of safety management by authorities and organisations.
- **FASP strategic safety objective:** Risk management (safety, security, cybersecurity, health security) in Finnish aviation is systematic, effective and continuously developing.
- **Objective of the action:** Finland implements the actions assigned to EU Member States in the European Plan for Aviation Safety (EPAS) and those identified through the national aviation safety risk management process (*see FASP, section 2.6*).

Action:

Traficom maintains the national Finnish Plan for Aviation Safety (FPAS).

Traficom has included EPAS actions for which EU Member States are responsible in the national safety plan and defines their focus areas in further detail utilising the national safety risk management process (see FASP section 2.6). Traficom also uses the process to determine other safety measures based on national needs and to include them in the plan. The national safety risk management process also

includes an annual review of the European-level risk picture produced by EASA (EASA Annual Safety Review) and prioritised safety themes (EPAS, volume III, Safety Risk Portfolio).

A draft plan is sent to the Ministry of Transport and Communications, Safety Investigation Authority, Finland and the Finnish Military Aviation Authority for comments. Traficom confirms the actions after the comments have been considered.

Traficom publishes annual updates of the safety plan. Traficom actively communicates about the plan content, sees to the implementation of actions assigned to it, and oversees the implementation of actions assigned to other stakeholders.

Stakeholder responsible for implementation:
Traficom: FPAS maintenance, development and implementation
Aviation organisations: Implementation of FPAS actions in their operations

Timetable
Continuous, annual updates

Deliverable
FPAS updated and published, actions implemented in practice

Status
The first version was published on 20 December 2013, this document is the latest update. Traficom implements FPAS as described in the FASP section 2.6 and oversees the implementation of the actions assigned to stakeholders.

SYS.003.1, Finnish aviation safety performance targets and indicators

MST.0028 Member States to establish and maintain a State Plan for Aviation Safety (SPAS)

Objective of the action:

- **EPAS safety objective:** Improve the level of safety through the effective implementation of safety management by authorities and organisations.
- **FASP strategic safety objective:** Continuous development of the safety performance of Finnish aviation stakeholders in all aviation domains.
- **Objective of the action:** Effective and useful targets and indicators for monitoring and assessing the safety levels and performance of the Finnish aviation system have been specified and introduced.

Action:
Traficom regularly assesses the national aviation safety performance targets (SPT) and indicators (SPI) published as a standalone Annex 2 to the Finnish Aviation Safety Programme as well as any need to update them, and updates Annex 2 where necessary. Traficom communicates about the targets and indicators, and applies them to safety management in Finnish aviation.

Stakeholders take the national safety performance targets and indicators into account and address them in a documented manner in relation to their own operations as part of their safety management. As a part of its monitoring, Traficom ensures that stakeholders have reviewed the valid safety performance indicators and targets and included them, when applicable, as a part of their safety management.

Stakeholder responsible for implementation:

Traficom
Aviation organisations

Timetable

Continuous
2026–2027: Annex 2 will be updated. Positive Safety 2 performance indicators will be added during the next round of SPI updates.

Deliverable

FASP Annex 2, *Finnish aviation safety performance targets and indicators*, has been assessed, updated, published and implemented

Status

The latest updated version of FASP Annex 2 was published on 11 January 2024. Before the update, Traficom organised an information event for aviation organisations on 28 November 2023 with the theme "Measurement and monitoring of performance as a part of safety work" (*Suorituskyvyn mittaaminen ja seuranta turvallisuustyön osana)*. Traficom has communicated the update in stakeholder events and oversees how aviation stakeholders have incorporated FASP Annex 2 into their safety management. Traficom publishes SPI monitoring data on the Tieto.Traficom.fi website.

SYS.004.1, Finnish aviation safety risk management

EPAS reference: MST.0028: Member States to establish and maintain a State Plan for Aviation Safety

Objective of the action:

- **EPAS safety objective:** Improve the level of safety through the effective implementation of safety management by authorities and organisations.
- **FASP strategic safety objective:** Risk management (safety, security, cybersecurity, health security) in Finnish aviation is systematic, effective and continuously developing.
- **Objective of the action:** Risk management in Finnish aviation is systematic, effective and continuously developing. Finland complies with ICAO and EU-level requirements regarding risk management in Finnish aviation.

Action:

The Finnish aviation safety risk management process (*FASP, section 2.6*) is implemented by Traficom and aviation organisations in accordance with their roles and responsibilities. For the division of responsibilities, see FASP section 1.6. Finnish aviation safety risk management by Traficom and aviation organisations consists of:

- **identifying strengths and functions to be fostered** - in which aspects of risk management we have succeeded and what kind of good and effective performance it is important to maintain
- **identifying key threats to be addressed – also proactively and anticipating changes**
- assessing risks and maintaining risk pictures on aviation domains
- determining the acceptable risk level

- measures for maintaining risks at an acceptable level and strengthening the issues to be fostered, and
- **monitoring the effectiveness of actions**.

Traficom communicates the results of national-level risk management to stakeholders and takes them into account in its various aviation safety management functions.

Each aviation organisation is responsible for the safety of its own operations. **Each aviation organisation must, within the scope of its SMS**, identify hazards/threats – including threats caused by changes in its own operations or in the operating environment (see *SYS.007.2, Management of change as part of safety management*) – and assess risks related to its own operations, determine the acceptable risk level in its operations and take any necessary actions to eliminate risks or reduce them to an acceptable level. As one important result, organisations also gain insight into the aspects of their operations where risks are well under control and the good and effective safety work that should be fostered.

Organisations have the **opportunity to participate** in updating national risk pictures and to **receive and share current safety information** by participating in joint risk workshops. Information produced by organisations' safety management systems (SMS) is also an important source of safety information for maintaining risk pictures.

Organisations must address the actions assigned to their respective stakeholder group in the Finnish Plan for Aviation Safety and, where necessary, take measures to eliminate or reduce the risks identified in those actions to an acceptable level. **Organisations have the duty to demonstrate the performance of their management system to the supervising aviation authority**, on the basis of which Traficom assigns actions to organisations. For a description of acceptable levels of safety performance, see FASP sections 3.2 and 3.3.

Traficom continues to **proactively identify and assess changes in the operating environment**, such as the impact of the altered security policy situation in Europe. In its role as an authority, Traficom ensures that the risks related to the threats to the safety of the aviation system caused by the changes are assessed and the required risk management measures are specified and implemented. This work is carried out in active cooperation with EASA, ICAO and other international stakeholders and Finnish aviation stakeholders. The aviation sector has created mechanisms for ensuring safe operations and for relaying necessary information on conflict zones, threats or increased risks around the world. The mechanisms coordinated by the European Commission together with EASA include working groups, the European Information Sharing and Cooperation Platform on Conflict Zones and the Conflict Zone Information Bulletin (CZIB). Finland is actively involved in this work. Traficom and aviation organisations monitor the situation and ensure that the risks to their operations are maintained at an acceptable level regardless of the situation in the operating environment.

Stakeholder responsible for implementation:
Traficom: Implementing Finnish aviation safety risk management as described in FASP section 2.6

Aviation organisations: Implementing safety risk management relevant to their operations, including the action described above

Timetable

Continuous
The **objectives for 2026–2027** include especially:

- proactive identification of changes in the operating environment and risk assessment as well as the specification of the required measures
- management of interface risks.

Deliverable

Finnish aviation safety risk management process is implemented

Status

Actions are progressing as planned.
One of the main themes of the Aviation Safety Forum 2025 organised by Traficom on 12 November 2025 was "safety together: risk management at interfaces".

SYS.005.1, Safety promotion in relation to safety management systems (SMS)

EPAS reference: MST.0002: Promotion of SMS

Objective of the action:

- **EPAS safety objective:** Improve the level of safety through the effective implementation of safety management by authorities and organisations.
- **FASP strategic safety objective:** Continuous development of the safety performance of Finnish aviation stakeholders in all aviation domains.
- **Objective of the action:** Support aviation stakeholders in SMS implementation and development by making guidance material available to them.

Action:

Traficom supports the development of safety management competence among aviation stakeholders as part of its aviation authority duties by visiting customers, organising internal and external events, and at different stages of approval and certification management as described in FASP section 4.2, *Training organised by Traficom and sharing of safety information*. Examples of sharing and developing safety management information include the risk workshops with stakeholders, as described in action SYS.004.1, and other events, such as the annual Aviation Safety Forum that supports stakeholders' safety management (SMS).

In particular, Traficom also supports small and non-complex organisations and their SMS work to:

- harmonise practices and give examples of good and efficient SMS practices with a special focus on the perspective of small organisations, including change management, risk assessment and SPI examples
- harmonise and promote good practices that Traficom uses to audit small organisations, including combined SMS audits for multiple domains and a risk and performance-based approach
- ensure a uniform approach to the assessment of the need for the prior approval of Air Operator Certificates and the processing of approvals in connection with changes

- draw up a check list on how organisations can verify the certificates and approvals required of their subcontractors and ensure compliance in subcontracting.

Traficom ensures that materials produced by EASA Safety promotion activities (incl. SPN, E-SPN-R), the SM ICG group *(Safety Management International Collaboration Group)* and other guidance materials relevant to safety management (SSP, SPAS, SMS) are available to aviation stakeholders. Traficom publishes guidance materials on its website where they are easily accessible and encourages organisations to use them. The website also includes information about the European working groups and forums whose work aviation stakeholders have an opportunity to participate in and/or influence.

As regards the impacts of changes in the operating environment (e.g. conflict zones), Traficom ensures that stakeholders are aware of and have access to all the guidance material relevant to safety management and their own operations produced by EASA and ICAO or any cooperation forums they coordinate.

Stakeholder responsible for implementation:

Traficom

Timetable

Continuous: In terms of the activities described in FASP section 4.2, Training organised by Traficom and sharing of safety information

Continuous: Traficom organises the annual Aviation Safety Forum where topical themes of aviation safety and safety management are discussed from a practical perspective with the aim of proactive risk management.

2025–2026: Traficom implements measures targeted at small/non-complex organisations as described in the action.

Deliverable

Establishing, sharing and using best practices

Status

Continuous implementation in line with the principles of FASP section 4.2, *Training organised by Traficom and sharing of safety information.* Traficom continues to participate in EASA's SPN and ESPN-R groups and in the work of SMICG and continues to maintain and develop its aviation website. In 2025, the *SM ICG Survey on Factoring Cross-Domain Risk Interdependencies into SRM* was sent to all aviation stakeholders, addressing interdependencies between different areas of risk management. The analysis of the results will continue in 2026, and based on the findings, the working group will prepare guidance material for stakeholders.

In 2025, Traficom organised the Aviation Safety Forum 2025. The event focused on looking ahead: how to ensure continued safety in the future, how should our operations evolve and how to ensure safety together through risk management at interfaces. Preparations for the **Aviation Safety Forum 2026** are underway. The **main themes for 2026** include safe operations at airports, personnel as a key factor in ensuring aviation safety and resilience, and lessons learned from the first year of implementing the Part-IS requirements for aviation cybersecurity.

SYS.005.2, Promoting safety through proficiency in and use of English in aviation

MST.0033 Language proficiency requirements — share best practices, to identify areas for improvement for the uniform and harmonised language proficiency requirements implementation

Objective of the action:

- **EPAS safety objective:** Increase safety by reducing the risk of ineffective communication or even miscommunication when pilots and/or ATCOs are faced with an unexpected situation and need to use plain language.
- **FASP strategic safety objective:** Aviation safety in Finland remains at a high level and continues to improve. There are no aviation accidents where the underlying causes originate from the Finnish aviation system.
- **Objective of the action:** Increase understanding of the importance of the work for aviation safety. Ensure sufficient proficiency in English and to recognise the importance of language proficiency as a safety factor.

Action:
Refresher training for language proficiency examiners and the training of new language proficiency examiners are used to harmonise the activities of the examiners, collect best practices and emphasise the significance of language proficiency requirements for safety. Traficom is a member of the EASA LPRI TF working group and actively participates in its activities. Traficom participates in producing information and responds to EASA's surveys on language proficiency.

Stakeholder responsible for implementation:
Traficom and aviation language proficiency examiners where relevant

Timetable
2026

Deliverable
Harmonised language proficiency examinations and good English proficiency among pilots

Status
Refresher training sessions are organised when necessary. The latest training session was organised in January 2025.

SYS.005.4, Taking into account the recommendations of safety investigation authorities

No EPAS reference: the need for the action has been identified based on national risk management.

Action background:
Safety recommendations identified in safety investigations, as well as other valuable safety information contained in investigation reports, are often not taken into account by organisations other than those to which the recommendations are addressed. According to the traditional Safety-I concept, things go well because the system is working as it should and things go badly when someone or something is not working correctly or breaks down. Advanced safety thinking, Safety-II, is founded on the idea that most things go well because people know how to adapt to their everchanging operating environment in their everyday work.

The core philosophy of the Safety-II concept is to ensure that as many parts of the system as possible work correctly.

Targets of safety investigation are cases where risks have already been realised. Organisations should take into account the risks and any safety recommendations that apply to their operations in their own safety management systems, even if the recommendations have not been directed at their organisation. Organisations should use the means of risk management to assess the existence of a threat and its potential impact on their operations and the level of risk, and develop appropriate measures to prevent the detected threat from becoming a realized risk in the future or mitigate its impact on their operations.

Objective of the action:

- **FASP strategic safety objective:** Aviation safety in Finland remains at a high level and continues to improve. There are no aviation accidents where the underlying causes originate from the Finnish aviation system.
- **Objective of the action:** Utilisation of safety information obtained through safety investigations as a source of information in aviation organisations' own safety management.

Action:
Traficom makes use of available safety information in its risk management activities.

Aviation organisations ensure that they have described and implemented a process for utilising relevant external sources of information in their risk management work. This process must cover e.g. any safety recommendations directed at them by safety investigation authorities and actions assigned to them in the Finnish Plan for Aviation Safety. In addition, an organisation's process must cover the utilisation of national or international safety recommendations directed at other organisations that are also relevant to the organisation's own operations, in the organisation's safety management system.

Stakeholder responsible for implementation:

Traficom
Aviation organisations

Timetable
Continuous

Deliverable
Safety information obtained through safety investigations has been processed and utilised in the organisations' own safety management

Status
Traficom has implemented the action for its part. Traficom monitors the implementation of the measures in connection with its oversight.

SYS.006.1, Safety culture, reporting culture and just culture atmosphere

MST.0027: Develop Just Culture in GA (in FPAS extended to cover all aviation domains)

Objective of the action:

- **EPAS safety objective:** Reduce the number of fatalities in general aviation (GA) through the implementation of systemic enablers.
- **FASP strategic safety objective:** Safety culture in Finnish aviation is at a good level. Good safety culture, just culture and good reporting culture are maintained and developed.
- **Objective of the action:** Maintain and reinforce just culture in Finnish aviation and encouraging stakeholders to maintain and develop a good reporting and safety culture.

Action:

All aviation:
Traficom publishes and maintains guidance material related to safety culture and just culture on its web page on safety culture and other cultural elements in everyday aviation, as well as reporting guidance on its web page on flight safety reports. Traficom also incorporates cultural elements into events organised for aviation organisations.

Through means of safety promotion, coordination and training, Traficom promotes good reporting culture and ensures that other national authorities with connections to e.g. obligations laid down in the Occurrence Regulation (EU) 376/2014 or other official obligations related to civil aviation are sufficiently aware in their work of the importance of cultural elements and safety information for aviation safety management, as well as of the above-mentioned EU and national special legislation on aviation.

General and recreational aviation:
The 2015 recreational aviation safety project built analysis cooperation between Traficom, the Finnish Aeronautical Association (SIL) and AOPA Finland (SMLL). This cooperation has since been further developed and is one way to maintain and strengthen good reporting culture. These cooperation forms continue and will be further developed.

Traficom is developing, in cooperation with SIL, an interface between SIL's SILPI reporting system and the ECCAIRS2 system. The development project will enable individual pilots to submit reports with a single form to the aviation authority and to SIL, if the pilot so wishes. The form will be available in Finnish, and it will be sufficiently simple for the purposes of private aviation.

In addition, Traficom is developing and introducing a simplified reporting form for private aviators. The form will be available in Finnish, Swedish and English. This ensures that pilots who do not have sufficient proficiency in English are also able to report occurrences, serious incidents and accidents they observe to the authority. If they wish, pilots may also submit reports through the SILPI reporting system once the interface to the ECCAIRS2 system has been completed.

Stakeholder responsible for implementation:

General action:
Traficom
Other national authorities with official obligations related to civil aviation or a connection to Traficom's authority duties, such as the National Police Board of Finland, the public prosecutor and Safety Investigation Authority, Finland.
Action on general and recreational aviation: Stakeholders committed to the

operating model for Finnish recreational aviation safety work: Traficom, Finavia, Fintraffic ANS, Finnish Meteorological Institute, Finnish Aeronautical Association (SIL) and AOPA Finland (SMLL)

Timetable

Continuous

Deliverable

Cooperation in promoting a good reporting and safety culture and the principle of just culture.

Status

In the updates to the Finnish Aviation Safety Programme (FASP) published in 2022 and 2025, the elements of safety culture and the just culture principle were further strengthened.
The interface from the SILPI system to the ECCAIRS2 system is under development. Traficom's simplified reporting form for private pilots, available in Finnish, Swedish and English, was introduced in March 2026.

SYS.006.2, Improving the quality of occurrence reporting

EPAS reference: MST.0043: Improvement of data quality in occurrence reporting

Objective of the action:

- **EPAS safety objective:** Assist Member States and EASA in data-driven decision-making to improve aviation safety.
- **FASP strategic safety objective:** Safety culture in Finnish aviation is at a good level. Good safety culture, just culture and good reporting culture are maintained and developed.
- **Objective of the action:** Maintain and strengthen a good reporting culture in Finnish aviation and improve the quality of occurrence reports so that the safety information obtained from them would better support data-driven decision-making, a risk- and performance-based approach and proactive safety work.

Action:

Traficom:

Traficom regularly organises cooperation events with the most important aviation organisations to discuss the principles of occurrence reporting and the use of occurrence information in analyses and national risk management work.

Traficom regularly provides information about the development of the number of occurrence reports as well as the importance of the quality of occurrence information on its website, in safety bulletins, in the Advisory Circular GEN T1-4, and in various events and seminars. The information provided includes instructional material on occurrence reporting, for example. The communication activities place special emphasis on the importance of providing comprehensive descriptions of events.

Traficom's oversight and other communications encourage organisations to pay attention to the quality of occurrence reports and their comprehensive analysis as well as on covering reporting issues in their own training events and information activities.

Aviation organisations:
Aviation organisations must pay attention to the quality of occurrence reports and their comprehensive analysis and include topics related to reporting in their own training events.

Organisations must pay attention to ensuring that the following issues are described in the field "Description of the event" in sufficient detail for the purposes of occurrence report analysis and train their personnel to do so: what happened, what were the consequences, an estimate of the causes of the event and the factors that contributed to it, an assessment of what could be done or what the party submitting the report has already done to prevent similar events, and a description of the weather, if it influenced what happened.

Stakeholder responsible for implementation:

Traficom
Aviation organisations
With regard to general and recreational aviation: Stakeholders committed to the operating model for Finnish recreational aviation safety work: Traficom, Finavia, Fintraffic ANS, Finnish Meteorological Institute, Finnish Aeronautical Association (SIL) and AOPA Finland (SMLL)

Timetable
Continuous (EPAS: 2026)

Deliverable
Instructions and actions to improve the quality of occurrence reporting

Status
The actions are ongoing. Qualitative factors in occurrence reporting are currently addressed, for example on the following web pages:

- Safety culture and other cultural elements in everyday aviation
  - Especially on its subpage: Reporting culture
- The website Flight safety report
- The website Tieto.Traficom.fi has its own page for flight safety reporting. The page describes the development of reporting as well as the reporting taxonomy.

SYS.007.1, Assessment of safety management system (SMS) performance

EPAS reference: MST.0026: Conduct SMS assessment

Objective of the action:

- **EPAS safety objective:** Improve the level of safety through the effective implementation of safety management by authorities and organisations
- **FASP strategic safety objective:** Continuous development of the safety performance of Finnish aviation stakeholders in all aviation domains.
- **Objective of the action:** Traficom uses the results of performance-based oversight and further develops the approach, and the assessment criteria for SMS audit practices are harmonised across Member States.

Action:

To assess organisations' compliance monitoring systems (CMS) and safety management systems (SMS), Traficom uses methods that produce evidence of the

compliance and performance of the organisations' management systems. As one element of the development work, the management system assessment tool developed by EASA has been taken into account, either as such or for its contents.

Traficom regularly assesses whether its assessment tool is up to date and updates it when necessary. The latest revision of EASA's assessment tool is taken into account in the update. EASA published an update to its Management System Assessment Tool in September 2023.

Target levels are set for the performance of the entire safety management systems used by organisations or for different elements of these systems. Based on the results, Traficom decides on the need for action (e.g. oversight, safety promotion).

Stakeholder responsible for implementation:

Traficom

Timetable

2025–2026: The assessment tool is in use, and feedback is provided to EASA on its application and performance.

Deliverable

Traficom has assessment methods and tools for assessing overall performance, and it uses these in its risk- and performance-based activities.

Status

All aviation inspectors have been trained in the use of the assessment tool. The tool is systematically used as part of OPS (AOC, SPO and NCC), ATO, GH, ADR, ANS and AIR oversight, and the results of the assessment lay the foundation for organisations' profiles and risk-based oversight. The use of the tool is also being expanded to cover the activities of AeMC organisations. Feedback from the use of the tool is utilised in its further development and communicated to EASA.

SYS.007.2, Management of change as part of safety management

No EPAS reference: The action listed below was defined on the basis of nationally identified needs for action.

Objective of the action:

- **EPAS safety objective:** Improve the level of safety through the effective implementation of safety management by authorities and organisations.
- **FASP strategic safety objective:** Key threats of Finnish aviation (safety, security, cybersecurity, health security) have been identified and they are addressed in stakeholders' safety management.
- **Objective of the action:** Ensure that aviation organisations implement timely and comprehensive MoC procedures and identify those changes in their operations that require the activation of the MoC procedure.

Action:

In Traficom's assessment of the effectiveness of stakeholders' SMS change management (MoC) processes, it has been consistently observed that the processes do not yet, in all respects, efficiently support the identification of safety threats arising from change and the associated safety risk management. Organisations must ensure that:

- they have an appropriate MoC procedure, including required personnel training

- **they identify changes that need to be processed in a timely manner**; **the management informs the organisation of the changes in advance, ensuring that they can be processed with enough time**
- the **effects of the results are genuinely taken into account in decision-making**; the outcome may be that a designed change will not be implemented at all or that it will be implemented ensuring that the necessary change management actions are adopted in a timely manner before, during and after the implementation of the change, incl. monitoring the impact of the change
- the performance of the MoC procedure is subject to an internal audit as part of the SMS system
- the performance of the MoC procedure can be verified.

As part of its oversight activities, Traficom assesses the performance of stakeholders' SMS MoC functions and internal audits. The assessment also takes into consideration **how**

- the organisation has identified and addressed the effects of current changes, such as conflict zones and changes at operational interfaces, on the operating environment and the organisation's own operations during the situation itself and during its recovery from the situation
- the organisation has **utilised available information on threats identified elsewhere**, including those arising from specific situations (including information produced by EASA and the conflict zone information coordinated by the Commission together with EASA), how **it has strived to identify** potential threats caused by changes, and how it has addressed the above mentioned as part of the organisation's management of change
- the organisation has **identified and addressed changes** to operational activities and supportive functions, including safety management, **resulting from different business challenges**, such as cost pressures, resource challenges or employee turnover
- the organisation has defined the necessary change management actions in order to maintain an acceptable level of safety and a positive safety culture within the organisation.

Stakeholder responsible for implementation:
Aviation organisations
Traficom

Timetable
2026–2027

Deliverable
Organisations have highly effective MoC procedures, the functioning of which can be verified.

Status
Ongoing. Based on the observations, oversight focuses particularly on the timely identification of changes requiring a risk assessment, risk management as the change process progresses (updating the risk assessments made) and comprehensive implementation of change management.

Traficom held a MoC workshop for smaller organisations on 10 March 2026. Workshops will be organised in the future based on feedback received from customers. The workshops address different areas of the management system one at a time, with a practical focus.

SYS.007.3, Governance structure

EPAS reference: MST.0019: Better understanding of the operators' governance structure

Objective of the action:

- **EPAS safety objective:** Increase safety by continuously assessing and improving risk controls to mitigate the risks in CAT and NCC operations.
- **FASP strategic safety objective:** Risk management in Finnish aviation is systematic, effective and continuously developing.
- **Objective of the action:** Identify threats related to new business models and assess and reduce associated risks.

Action:
Traficom examines how the organisations' key persons – including safety managers and accountable managers – in reality implement and perceive the responsibilities related to their roles. In this, Traficom also uses the following guidance material prepared by EASA: "*Practical Guide: Management of hazards related to new business models of commercial air transport operators*", "*Guidance for the oversight of group operations*" (version 2.0 published in 2024).

The organisations' management has the duty to ensure that new business models and any threats associated with them are addressed in the company's SMS, including timely processing through change management procedures (MoC) where required. This duty also applies to the subcontracting of safety-critical functions and the subcontracting of chained or large-scale functions.

Stakeholder responsible for implementation:

Traficom
Aviation organisations

Timetable
2026

Deliverable
Oversight measures taking the action into account: safety discussions and audits as well as updated performance profiles

Status
For Traficom's part, the action is implemented in connection with safety discussions and oversight and taken into consideration in organisations' performance profiles.

SYS.007.4, Assessment of the safety culture of AOC operators

EPAS reference: MST.0042: Assessment of safety culture at air operators

Objective of the action:

- **EPAS safety objective:** Enable a better understanding of the possible safety risks arising from socio-economic factors and manage them.

- **FASP strategic safety objective:** Safety culture in Finnish aviation is at a good level. Good safety culture, just culture and good reporting culture are maintained and developed.
- **Objective of the action:** Maintain and promote a good safety culture and incorporate cultural elements into organisations' safety management.

Action:
2023: Traficom works actively in EASA forums in order to ensure that material and tools produced by EASA to evaluate safety culture would correspond to the views and needs of Finland.

2024–2025: Traficom assesses the material and tool produced by EASA and, based on the assessment, as appropriate, incorporates the elements of constant evaluation of safety culture into the processes and tools used in the assessment of organisations' performance.

2026: The elements described above are implemented as part of performance assessment, as applicable.

Traficom continues to implement the theme in practice by means of safety promotion by implementing the long-term action *SYS.006.1 Safety culture, reporting culture and just culture* and utilises previous experience of the evaluation of safety culture in the process.

Stakeholder responsible for implementation:

Traficom

Timetable
2023–2026

Deliverable
EASA has produced guidance material and tools for Member States for the purpose of evaluating the safety culture of organisations. Traficom has included elements of safety culture evaluation in the oversight of AOC (CAT) operators.

Status
Traficom assesses the safety culture of AOC operators as part of SMS audits and assessments. Traficom has assessed the suitability of the safety culture evaluation tool developed by EASA for its use. Traficom is awaiting further technical development of the tool by EASA and will reassess its suitability once this work has been completed.

SYS.008.1, Cybersecurity in aviation

No EPAS reference: The need for the action has been identified based on national risk management.

Objective of the action:

- **EPAS safety objective:** Increase aviation safety by managing the impact of information security risks on safety and mitigating the related safety risks.
- **FASP strategic safety objective:** The aviation risk management by Traficom and aviation stakeholders also includes the management of cybersecurity risks.

- **Objective of the action:** Efficiently identify cybersecurity threats and managing the risks caused by them.

Action:
Cybersecurity has been included in the Finnish Aviation Safety Programme (FASP) and the Finnish Aviation Security Programme. Cybersecurity is addressed as part of Finnish aviation safety risk management (FASP, section 2.6), and the aviation cybersecurity risk picture will continue to be maintained and developed in cooperation with key aviation stakeholders.

In Finland, the aviation cybersecurity work implements the ICAO[6] and EU strategies as well as Finland's Cyber Security Strategy 2024–2035[7] and fulfils the international and national obligations set for cybersecurity in aviation. Traficom contributes to the development of EU cybersecurity regulation and ICAO Standards and Recommended Practices.

Regulation on information security management in aviation and related preparedness is implemented by Traficom and aviation stakeholders in such a way that the structures and functions of information security management are appropriate and proportionate, and that operations are efficient and effective. In the implementation, performance assessment tools are utilised where applicable, as well as guidance and materials developed jointly by EASA and the Member States within the Part-IS Implementation Task Force. Aviation stakeholders must ensure the identification of cybersecurity threats and the management of related risks concerning systems and information critical to aviation safety and security.

Stakeholder responsible for implementation:
Traficom
Aviation organisations subject to regulation on cybersecurity / information security management in aviation

Timetable
Continuous

Deliverable

- Cybersecurity is included in the FASP and its Annexes as well as the Finnish Aviation Security Programme.
- A Finnish aviation cybersecurity risk picture/portfolio (strategic situational picture of aviation cybersecurity) is established and maintained.
- Aviation stakeholders have effective methods, appropriately scaled to their operations, for identifying cybersecurity threats and managing the associated risks.
- The EU and national regulation on aviation cybersecurity is appropriate and effective. Regulatory obligations have been implemented in the Finnish aviation system.
- Traficom and aviation stakeholders have the necessary systems and processes to report cybersecurity events/incidents and store, protect, process, analyse and relay information to the appropriate parties in accordance with the regulatory obligations related to aviation cybersecurity.

[6] https://www.icao.int/cybersecurity/Pages/Cybersecurity-Strategy.aspx
[7] Finland's Cyber Security Strategy 2024–2035

Status
The work is progressing as planned.

Finland contributes to the development of EU cybersecurity regulation and participates in key international aviation cybersecurity working groups and forums (ICAO CYSECP/TFP, ECAC Cyber Study Group, EASA Part-IS TF, EASA NoCA and the EC Aviation Cybersecurity Sub Group). These groups develop international and EU-level requirements, recommendations and best practices for states and industry, addressing aviation cybersecurity in a cross-cutting manner.

At national level, the focus for 2026–2028 is on the oversight of stakeholders based on current EU and national cybersecurity obligations, as well as on the development of the oversight concept, with the objectives of ensuring effective oversight and minimising the administrative burden on both stakeholders and the authority. Particular emphasis is placed on stakeholders' cybersecurity maturity and continuous improvement in order to ensure effective risk management with optimal use of resources.

Another focus area is promoting cybersecurity among all aviation stakeholders via national cooperation, in addition to the risk picture and situational awareness work carried out in cooperation with key aviation stakeholders. Traficom also maintains and develops web pages on cybersecurity in aviation, with information on cybersecurity work in aviation, relevant regulation and guidance material.

SYS.009.5, Fatigue risk management (FRM) as part of risk management

EPAS reference: MST.0034: Oversight capabilities/focus area: flight time specification schemes

Objective of the action:

- **EPAS safety objective:** Ensure continuous improvement in safety management activities as related to human factors and human performance.
- **FASP strategic safety objective:** Continuous development of the safety performance of Finnish aviation stakeholders in all aviation domains.
- **Objective of the action:**
  - Increase the competence of inspectors.
  - Form a reliable picture of the functionality and efficiency of organisations' fatigue risk management.
  - Increase mutual cooperation and harmonisation between EASA Member States with regard to the monitoring of fatigue risk management.

Action:
Traficom continuously develops competencies and methods for assessing the functionality and efficiency of fatigue risk management at organisations.

A representative of Traficom participates in the activities of the FTL & FRM Expert Group under EASA's OPS TeB. The Expert Group strives to increase cooperation and harmonisation between EASA Member States with regard to Fatigue Risk Management Systems. For example, the Group develops the existing and produces new guidance material on FTL and FRM.

The authority members of the FTL & FRM EG organise quarterly meetings intended exclusively for aviation authorities. The aim is to increase communication between the aviation authorities of the Member States, the exchange of good practices and joint initiatives in fatigue risk management issues and to find common views to support effective EU-level work to develop fatigue risk management.

Stakeholder responsible for implementation:
Traficom

Timetable
2024–2026: Traficom carries out a survey on the state of fatigue risk management for companies operating multi-pilot commercial air transport subject to FTL rules.

2026: Providing personnel with training on the new flight and duty time limitations in air taxi operations.

Deliverable
- An EASA-level assessment of the functioning and efficiency of fatigue risk management is incorporated into organisations' performance profiles.
- Authorities use information on fatigue risk management performance in their work.

Status
The fatigue risk management assessment tool is ready and in use. The tool is used as part of organisations' management system assessments and the results are included in organisations' performance profiles. Traficom has commissioned a survey on the state of fatigue risk management for companies operating multi-pilot commercial air transport subject to FTL rules. A key objective of the survey is to gain a better picture on the fatigue status of crews, and as a derivative, the effectiveness of the companies' fatigue risk management.

The theme was also addressed at the 2024 Aviation Safety Forum on 20 November 2024 where one of the main themes was fatigue risk management and other human factors as part of risk management in organisations and at national level.

SYS.009.6, Strengthening competence in taking human factors and human performance into account in regulatory work

EPAS reference: MST.0037: Foster a common understanding and oversight of Human Factors

Objective of the action:
- **EPAS safety objective:** Ensure continuous improvement in safety management activities as related to human factors and human performance.
- **FASP strategic safety objective:** New technologies are promoted and safely integrated into the aviation system based on a balanced approach taking into account the strengths and limitations of human factors.
- **Objective of the action:** Strengthen competence in the oversight, analysis and consideration of human factors and human performance within Traficom's activities as an aviation authority and systematically implement these themes in practice.

Action:
Human factors and human performance (HF/HP) are part of the competencies in which staff is provided with training and which they are required to possess in many of Traficom's official duties in the field of aviation. They are also covered in personnel training programmes. HF/HP themes have also become one of the focus areas in EASA and ICAO safety work. To strengthen the practical implementation of HF/HP themes, Traficom will:

- assess the HF/HP competence of its aviation personnel in relation to the competence requirements of different positions
- prepare a separate HF/HP training programme and plan or make the necessary changes to existing training programmes and plans
- organise necessary additional HF/HP training.

After this, Traficom will regularly assess the need for HF/HP training and the level of related competence as part of its existing processes for ensuring the maintenance of competence.

In carrying out the action described above, Traficom will utilise guidance material produced in EASA's SPT.0115 and relevant existing ICAO and EASA material, including the ICAO Manual on Human Performance (HP) for Regulators Doc 10151 (First Edition) and ICAO Safety Management Manual Doc 9859 (Fourth Edition).

Stakeholder responsible for implementation:
Traficom

Timetable
2026

Deliverable
The importance and impact of human factors and human performance are more comprehensively taken into account in Traficom's duties as an authority, including oversight, analysis, safety promotion and the assessment of the SMS performance of organisations.

Status
The themes are included in Traficom's training programme regarding SSP (FASP) issues and in the training programmes for departments and units. In 2023 and 2024, all aviation personnel at Traficom completed HF/HP training tailored to aviation authority duties.

SYS.MED.009.8, Preventive mitigation of incapacitation risk

No EPAS reference: the need for the action has been identified based on national risk management.

Objective of the action:

- **EPAS safety objective:** Ensure continuous improvement in safety management activities as related to human factors and human performance.
- **FASP strategic safety objective:** Reactivity: Traficom and aviation stakeholders actively react to any deficiencies identified and implement corrective measures in the spirit of continuous improvement, with the aim of moving their operations towards a more proactive approach.

- **Objective of the action:** Reduce the risk of incapacitation by improving the capability of aeromedical examiners to detect groups of conditions that cause incapacitation, and thereby improve flight safety.

Action background:
According to data gathered in international aeromedical research on aviation accidents, less than 5 per cent of accidents can be attributed to a medical cause and the frequency of different medical conditions as causes for partial or complete incapacitation is as follows:

- the largest group of conditions is cardiovascular diseases
- the second largest group of conditions is psychiatric conditions
- the third largest group of conditions is endocrinological conditions

International studies have found the following to be the most frequent chemical medicinal substances detected in connection with accidents:

1) medicinal products affecting the cardiovascular system
2) sedatives and
3) alcohol.

Action:
Pilots' fitness for aviation will be subject to enhanced monitoring in Finland by training aeromedical examiners to assess cardiovascular risks in accordance with the Implementing Regulation amending the Flight Crew Regulation that entered into force on 13 February 2025. Cardiovascular diseases are the leading cause of death in the Western countries, and the most common fatal diseases are myocardial and cerebral infarctions. Aeromedical examiners are also provided with training in the assessment of sleep apnoea risks in connection with medical fitness for class 1 and class 2 medical certificates because untreated sleep apnoea increases the risk of cardiovascular disease. This action is in accordance with EASA's new guidance on aeromedical requirements. Aeromedical examiners are also provided with guidance on the assessment of cognitive decline caused by ageing and by underlying neurological and psychiatric medical conditions, in particular. Aeromedical examiners are also provided with instructions on ageing-related degenerative diseases affecting sensory organs and their assessment, with a particular focus on hearing and eyesight.

Stakeholder responsible for implementation:
Traficom

Timetable
2025–2026

Deliverable
Trainings, instructions and the higher competence of aeromedical examiners in detecting medical conditions affecting the risk of incapacitation.

Status
Implementation underway

3.2 Operational issues

Operational issues, introduction

Operational themes are more directly linked to the actions of an individual person, organisation or operational area or to environmental factors, including weather events. At operational level, threats may directly cause a situation to develop into an occurrence, incident or accident.

Operational threats and safety factors are often identified by analysing occurrence data from flight safety reports and by carrying out risk assessments. Risk management measures seek to reduce the probability of events that result in occurrences, incidents and accidents and mitigate the severity of their consequences. For information on the safety situation of Finnish aviation, see the aviation section on Traficom's Tieto.Traficom.fi website.

Among other aspects, EPAS requires national safety plans to include threats identified at international level. These include the following themes:

- Loss of control in flight (LOC-I) (LOC-I data on the Tieto.Traficom.fi website)
- Runway excursions (RE) (RE data on the Tieto.Traficom.fi website)
- Runway incursions (RI) (RI data on the Tieto.Traficom.fi website)
- Mid-air collisions (MAC) (MAC/Airprox data on the Tieto.Traficom.fi website)
- Controlled flight into terrain (CFIT) (CFIT data on the Tieto.Traficom.fi website)
- Fire, smoke and fumes (data on the Tieto.Traficom.fi website)
- Airspace infringement (AI) (AI data on the Tieto.Traficom.fi website)
  In addition, the actions include the national prioritised threat:
- Collisions while taxiing to or from a runway (GCOL) (GCOL data on the Tieto.Traficom.fi website)

The EPAS reference for all of the operational actions listed below is MST.0028: Member States to establish and maintain a State Plan for Aviation Safety

NEW ACTION: OPER.SRM.000.1, Addressing operational threats in organisational risk management

Objective of the action:

- **EPAS safety objective:** Improve the level of safety through the effective implementation of safety management by authorities and organisations.
- **FASP strategic safety objective:** Key threats of Finnish aviation (safety, security, cybersecurity, health security) have been identified and they are addressed in stakeholders' safety management. The special conditions in Finland, such as winter conditions, are taken into account in the work.
- **Objective of the action:** Keep LOC-I, RE, RI, MAC, CFIT, FIRE and GCOL risks under control.

Action:
The threats and identified contributing factors described in actions OPER.LOC.001.1, OPER.RE.002.1, OPER.RI.004.1, OPER.MAC.005.1, OPER.CFIT.006.1, OPER.FIRE.007.1 and OPER.GCOL.008.1 are included in the safety performance indicators and targets of Finnish aviation (FASP Annex 2). **Stakeholders are required to address these actions in a documented**

manner and, where necessary, take action within their own risk management to reduce the risk.

Each action specifies the aviation organisations to which it applies. Where an organisation determines, in the course of addressing an action, that the threat in question may be present in its own operations (either through its own activities/influence or those of its operating environment), the organisation must include these threats in its risk register and address them as part of its risk management.

Traficom monitors the number of occurrences and the level of risk related to the threats described in the actions, determines necessary actions as part of Finnish aviation risk management and oversees how organisations have addressed the above actions and related threats.

Addressing threats within an organisation's own risk management includes:

- assessing risks in their own operations
- incorporating the threats or safety issue as a permanent element in the organisation's risk register (if the threats may affect the organisation's operations)
- defining the acceptable level of safety and the required control or response levels
- defining and implementing the necessary actions
- monitoring the effectiveness of the actions.

Stakeholder responsible for implementation:
Traficom: With regard to Finnish aviation safety risk management (FASP 2.6) and oversight (FASP 3.0)
Aviation organisations and stakeholders referred to in actions OPER.LOC.001.1, OPER.RE.002.1, OPER.RI.004.1, OPER.MAC.005.1, OPER.CFIT.006.1, OPER.FIRE.007.1 and OPER.GCOL.008.1 (AOC, SPO, ATO, NCC, ANS, ADR, AIR, GH, RPAS)

Timetable
Continuous

Deliverable
Key operational threats (LOC-I, RE, RI, MAC, CFIT, FIRE, GCOL) are addressed in organisations' risk management and the risk register is kept up to date.

Status
Traficom has implemented the action for its part. Traficom monitors the implementation of the actions in connection with its oversight.

OPER.LOC.001.1, Loss of control in flight (LOC-I)

Further information: LOC-I data on the Tieto.Traficom.fi website

Action:
Loss of control in flight (LOC-I) may be a multifaceted phenomenon influenced by technical, operational and human factors. Aviation stakeholders are required to address the threats related to loss of control in flight (LOC-I) within their own risk management in accordance with action OPER.SRM.000.1, *Addressing operational threats in organisational risk management*. Examples of factors contributing to the LOC-I threat include, among

others, deficiencies in the management of automation, reduced situational awareness of the crew, workload and inappropriate control inputs, deficiencies in UPRT training, system failures, as well as external factors such as bird strikes, foreign object debris (FOD) events and the effects of severe weather phenomena, such as strong turbulence.

Stakeholder responsible for implementation:
Traficom: As regards Finnish aviation safety risk management (FASP 2.6) and oversight (FASP 3.0)
Aviation organisations and stakeholders (AOC, SPO, ATO, NCC, ANS, ADR): Addressing the LOC-I threat in their operations

Timetable, deliverable and status: described in connection with action *OPER.SRM.000.1, Addressing operational threats in organisational risk management*

OPER.RE.002.1, Runway excursions (RE)

Further information: RE data on the Tieto.Traficom.fi website

Action:
Aviation stakeholders are required to address the threats related to runway excursions (RE) within their own risk management in accordance with action OPER.SRM.000.1, *Addressing operational threats in organisational risk management*. They must also take into account the changes in the operating environment, e.g. how strong and/or sudden changes in the weather or changes in resources may affect operations.

Stakeholder responsible for implementation:
Traficom: As regards Finnish aviation safety risk management (FASP 2.6) and oversight (FASP 3.0)
Aviation organisations (AOC (aeroplanes), SPO (aeroplanes), ATO (aeroplanes), NCC (aeroplanes), ANS, ADR):
Addressing the RE threat in their operations

Timetable, deliverable and status: described in connection with action *OPER.SRM.000.1, Addressing operational threats in organisational risk management*

OPER.RWY.003.1, Local runway safety teams (LRST)

Objective of the action:

- **EPAS safety objective:** Improve the level of safety through the effective implementation of safety management by authorities and organisations.
- **FASP strategic safety objective:** The runway safety of Finnish aviation remains at a high level.
- **Objective of the action:** Maintain a high level of runway safety in Finland and strengthen active interaction and the management of interface risks among key stakeholders involved in runway operations.

Action:
Local Runway Safety Team (LRST) activities play an important role in the risk management of airports. Knowledge-based, effective risk management requires:

- **sufficient understanding of the activities** of all organisations that affect the safety of the airport
- active **exchange of** safety information and safety-related **observations and views** among the organisations that operate at the airport
- cooperation and coordination in identifying threats, assessing risks, **specifying the need for actions and implementing the actions**, with a particular focus on **interface risks**.

A Local Runway Safety Team has been set up at Helsinki Airport. The airport operator must ensure the implementation and effectiveness of LRST activities at other airports as well, and establish the necessary functions and conditions for cooperation, particularly with a view to achieving the objectives of the action.

Traficom oversees LRST activities from the perspective of their organisation and utilisation.

Stakeholder responsible for implementation:
Traficom
Aviation organisations (ADR (responsibility of organising LRST), ANS, AOC, ATO)

Timetable
Continuous

Deliverable
LRST functions have been implemented at airports, and the LRSTs operate effectively.

Status
An LRST is operating at EFHK. Traficom is involved in EFHK's LRST and processes the matter with organisations as part of oversight.

OPER.004.1, Runway incursions (RI)

Further information: RI data on the Tieto.Traficom.fi website

Action:
Runway incursion (RI) threats and their identified causal factors have been included in the Finnish aviation safety performance indicators and targets (FASP Annex 2). Aviation stakeholders are required to address the threats related to runway incursions (RI) within their own risk management in accordance with action OPER.SRM.000.1, *Addressing operational threats in organisational risk management*.

Stakeholder responsible for implementation:
Traficom: As regards Finnish aviation safety risk management (FASP 2.6) and oversight (FASP 3.0)
Aviation organisations (AOC (aeroplanes), SPO (aeroplanes), ATO (aeroplanes), NCC (aeroplanes), ANS, ADR): Addressing the RI threat in their operations

Timetable, deliverable and status: described in connection with action OPER.SRM.000.1, *Addressing operational threats in organisational risk management*

OPER.MAC.005.1, Mid-air collisions (MAC)

Further information: MAC/Airprox data on the Tieto.Traficom.fi website

Action:
The threat of mid-air collisions (MAC) of **manned or unmanned** (drones) aircraft and their identified causal factors have been included in the Finnish aviation safety performance indicators and targets (FASP Annex 2). Aviation stakeholders are required to address the threats related to mid-air collisions (MAC) of **manned or unmanned** (drones) aircraft within their own risk management in accordance with action OPER.SRM.000.1, *Addressing operational threats in organisational risk management*.

Stakeholder responsible for implementation:
Traficom: As regards Finnish aviation safety risk management (FASP 2.6) and oversight (FASP 3.0)
Aviation organisations (AOC, SPO, ATO, NCC, ANS, UAS): Addressing the MAC threat in their operations

Timetable, deliverable and status: described in connection with action OPER.SRM.000.1, *Addressing operational threats in organisational risk management*

OPER.MAC.005.2, Loss of separation between civil and military aircraft (MAC)

EPAS reference: MST.0024: 'Due regard' for the safety of civil traffic over high seas

- **EPAS safety objective:** Achieving closer cooperation between the civil and the military aviation stakeholders, in all domains contributing to safety enhancement: airworthiness, safety intelligence, aviation security, airspace, air navigation services, aerodromes, UAS and research and innovation.
- **FASP strategic safety objective:** Finland is a reliable and active cooperation partner in international aviation forums. Finland works for its part to ensure that safety remains at a good level and promotes safety enhancing measures.
- **Objective of the action:** Reducing the threat of loss of separation between civil and military aircraft and MAC by harmonising methods and increasing cooperation between relevant organisations.

Action:
Finland creates, maintains and uses its "due regard[8]" procedures, updates them to ICAO EUR Doc 032 and ensures that stakeholders who operate state aircraft are aware of the requirements and have access to guidelines for using the "due regard" procedures.

Finland maintains coordination between civilian and military aviation, also using the ICAO Manual on Civil-Military Cooperation in Air Traffic Management (Doc 10088).

[8] *A due regard procedure means that the theme in question is given appropriate attention. See also https://skybrary.aero/articles/due-regard*

As part of national risk management (see FASP, section 2.6), Finland monitors military aviation traffic volumes and the nature of activities over the Baltic Sea. Monitoring focuses particularly on reported incidents where the involved parties are civilian and military aircraft. The objective is to identify trends that may have a negative impact on aviation safety. Finland reports this information to EASA in accordance with its obligations under Regulation (EU) 376/2014.

Traficom has also participated in the preparation of EASA's safety risk portfolio "Review of Aviation Safety Issues arising from the war in Ukraine". As part of national aviation risk management, Traficom maintains a national risk picture of the identified and potential impacts of the ongoing war in Ukraine and the resulting changes in the operating environment on aviation safety, and addresses these themes in regular risk workshops organised for aviation stakeholders as part of the review of the risk picture for the relevant domain. Where necessary, risk assessments are carried out on a short timescale in order to define and implement the required actions.

Traficom also communicates relevant material produced by EASA to stakeholders and encourages them to make use of this information in their safety management.

Stakeholder responsible for implementation:
Traficom

Timetable
Continuous (EPAS: 2026)

Deliverable
Mid-air collisions and the associated threat factors have been addressed in Finnish aviation safety risk management and in the risk management of aviation stakeholders.

Status
The actions are ongoing.

OPER.CFIT.006.1, Controlled flight into terrain (CFIT)

Further information: CFIT data on the Tieto.Traficom.fi website

Action:
Controlled flight into terrain (CFIT) threats and their identified causal factors have been included in the Finnish aviation safety performance indicators and targets (FASP Annex 2). Aviation stakeholders are required to address the threats related to controlled flight into terrain (CFIT) within their own risk management in accordance with action OPER.SRM.000.1, *Addressing operational threats in organisational risk management*.

Stakeholder responsible for implementation:
Traficom: As regards Finnish aviation safety risk management (FASP 2.6) and oversight (FASP 3.0)
Aviation organisations (AOC, SPO, NCC, ATO, ANS): Addressing CFIT threats in their operations

Timetable, deliverable and status: described in connection with action OPER.SRM.000.1, *Addressing operational threats in organisational risk management*

OPER.FIRE.007.1, Fire, smoke and fumes

Further information: data on the Tieto.Traficom.fi website

Action:
Threats of fire as well as observations of smoke and other fumes and their identified causal factors have been included in the Finnish aviation safety performance indicators and targets (FASP Annex 2). Aviation stakeholders are required to address the threats related to observations of fire, smoke and other fumes within their own risk management in accordance with action OPER.SRM.000.1, *Addressing operational threats in organisational risk management*. **An example** of these threats is the **overheating/ignition of lithium batteries carried in the aircraft cabin or cargo compartment**.

Stakeholder responsible for implementation:
Traficom: As regards Finnish aviation safety risk management (FASP 2.6) and oversight (FASP 3.0)
Aviation organisations (AOC, NCC, AIR, ADR): Addressing threats related to fire, smoke and fumes in their operations

Timetable, deliverable and status: described in connection with action *OPER.SRM.000.1, Addressing operational threats in organisational risk management*

OPER.GCOL.008.1, Collisions while taxiing to or from a runway (GCOL)

Further information: GCOL data on the Tieto.Traficom.fi website

Action:
Collisions while taxiing to or from a runway (GCOL) and their identified causal factors have been included in the Finnish aviation safety performance indicators and targets (FASP Annex 2). Aviation stakeholders are required to address the threats related to collisions while taxiing to or from a runway (GCOL) within their own risk management in accordance with action OPER.SRM.000.1, *Addressing operational threats in organisational risk management*.

Stakeholder responsible for implementation:
Traficom: As regards Finnish aviation safety risk management (FASP 2.6) and oversight (FASP 3.0)
Aviation organisations (AOC (aeroplanes), SPO (aeroplanes), ATO (aeroplanes), NCC (aeroplanes), ANS, ADR, GH): Addressing the GCOL threat in their operations

Timetable, deliverable and status: described in connection with action OPER.SRM.000.1, *Addressing operational threats in organisational risk management*

NEW ACTION: OPER.GNSS.009.1, Management of flight safety risks arising from GNSS interference

No EPAS reference: the need for the action has been identified based on national risk management. The topic is also a key priority in EPAS, but EPAS does not include actions directly assigned to Member States.

Further information: Satellite navigation service interference in Finland on the Tieto.Traficom.fi website.

Objective of the action:

- **EPAS safety objective:** Increase safety by managing the impact of security threats and security measures on safety, avoiding risk transfer and mitigating related safety risks. Encourage an integrated approach to management of safety and security risks across the spectrum of aviation activities.
- **FASP strategic safety objective:** Risk management (safety, security, cybersecurity, health security) in Finnish aviation is systematic, effective and continuously developing.
- **Objective of the action:** Ensure that flight safety is maintained at an acceptable, high level by managing risks related to GNSS interference in Finland and in international air transport.

Action:
Traficom monitors the situation regarding disruptions to satellite navigation services (GNSS) in Finland and internationally in areas affecting the flight operations of Finnish operators, based on occurrence reports and ADS-B data. On the basis of this monitoring, Traficom produces information on the development of GNSS interference and on its direct and indirect impacts. This information is used as part of situational awareness within Traficom and in national aviation risk management in cooperation with aviation stakeholders to ensure safety and preparedness.

Aviation organisations are required to address the threats related to GNSS interference and their potential impact on their own operations, and to implement the necessary risk management actions, such as training of personnel and operational instructions for dealing with interference.

Traficom oversees the methods and operations of aviation organisations and cooperates as necessary to maintain comprehensive situational awareness and to identify the need for further actions.

Stakeholder responsible for implementation:
Traficom
Aviation organisations and stakeholders whose operations GNSS interference affects

Timetable
2026–2027

Deliverable
Risks related to GNSS interference in the Finnish aviation system are under control, and both the authority and aviation organisations have the necessary situational awareness and procedures in place to ensure safe operations.

Status
The actions are ongoing. A coordinated European-level action plan, the European Aviation Action Plan for Ensuring Safe Operations during GNSS Interferences (GNSS RFI Action Plan), was published on 26 March 2026.

3.3 Actions concerning individual domains of aviation

Section 3.3 contains actions assigned separately to each domain of aviation. These actions were specified on the basis of EPAS (EPAS reference given) and/or the results of the Finnish aviation safety risk management process. The section for each domain begins with the topical threat scenarios for the domain in question (*see FASP, section 2.6*) for which it has been considered necessary to include actions in the Safety Plan. These threat scenarios are defined on the basis of national safety risk pictures, which are based on an assessment of the safety risk level in the relevant domain of Finnish aviation. The results of this assessment do not provide information on the performance of individual organisations regarding the threat in question.

In some domains, it was found that the actions in sections 3.1 and 3.2 already cover the key threats that have been identified. For these domains, actions have not been separately included in section 3.3.

SYS.HECO.001, Collaboration forums for helicopter safety

EPAS reference: MST.0015: Helicopter safety events

Objective of the action:

- **EPAS safety objective:** Increase safety by continuously assessing and improving risk controls.
- **FASP strategic safety objective:** Risk management in Finnish aviation is systematic, effective and continuously developing.
- **Objective of the action:** Improve helicopter safety.

Action:
Traficom has established a Finnish Helicopter Safety Team (FHST). The group convenes regularly. Traficom also organises an FHST Safety Day for Finland's helicopter operators each year as part of its safety promotion activities (*FASP section 4.2*). Traficom also distributes material produced for the Safety Day and other safety information to helicopter operators via its Helicopter safety website (in Finnish) and as part of its daily regulatory work. In addition to this, helicopter operators can utilise EASA's helicopter safety website Rotocraft - EASA community and the open ESPN-R LinkedIn forum.

At European level, Traficom contributes to helicopter safety by participating in the Helicopter Expert Group (HEG) under EASA's Air OPS TeB. Traficom is an observer on EASA's R.COM committee.

Stakeholder responsible for implementation:
Traficom

Timetable
2026

Deliverable
FHST is operational, Traficom participates in European activities to promote helicopter safety and actively shares safety information.

Status

Implementation underway. Traficom organises *Helicopter Safety Day* events. In addition, the FHST working group has convened regularly. The working group convened in the spring of 2025, and the Safety Day was held in the autumn of 2025 as a risk workshop.

SYS.HECO.002, Helicopter safety

Objective of the action:

- **EPAS safety objective:** Increase safety by continuously assessing and improving risk controls.
- **FASP strategic safety objective:** Risk management in Finnish aviation is systematic, effective and continuously developing.
- **Objective of the action:** Improve helicopter safety.

Action:

The three key helicopter operations safety issues in the EU/EPAS risk portfolio were:

- Inadvertent flight into IMC
- Inadequate airborne separation under VFR operation
- Inadequate obstacle clearance during any flight phase

In Finland, the following scenarios were identified as key in the risk picture for commercial helicopter operations (CAT RW) and specialised operations with helicopters (SPO RW):

- Collision between an unmanned aircraft and a helicopter
- Deficiencies in occurrence reporting among small helicopter operators
- Presence of loose objects, obstacles and persons at uncontrolled aerodromes

At system level, the action covers the theme of **developing standard operating procedures (SOP) and supporting their implementation**. The theme is also one of the national safety performance indicators that helicopter operators are obliged to monitor (*FASP Annex 2, Finnish Aviation Safety Objectives and Safety Performance Indicators and Targets, helicopter operation indicator RW-SPI-SOP*). The development of SOPs has progressed well, but the work continues in certain areas.

Helicopter operators, including helicopter training organisations (ATO), ensure that they have standard operating procedures (SOP) which describe in sufficient detail and scope all helicopter operations relevant to their activities. SOPs are to be taken into account in all training and helicopter operations, they are reviewed regularly, and they are updated based on the needs identified in risk management.

Traficom includes good reporting culture and practices, as well as standard operating procedures and their use, as one of the priority areas in its oversight plan, and promotes their implementation through safety promotion activities.

Stakeholder responsible for implementation:

Organisations involved in helicopter operations in commercial air transport (CAT RW) and specialised operations (SPO RW) and approved training organisations for

helicopter operations (ATO RW)
Traficom

Timetable
2026–2027

Deliverable
The action described above has been addressed in organisations' safety management and the results have been processed in connection with Traficom's oversight.

Status
Implementation underway

SYS.HECO.004, Survey of the impact of regulatory obligations from the perspective of small helicopter operators

EPAS reference: MST.0041 Harmonisation in Helicopter AOC approvals, procedures and documents

Objective of the action:

- **EPAS safety objective:** Ensure an efficient regulatory framework for rotorcraft operators.
- **FASP strategic safety objective:** Finland is a reliable and active cooperation partner in international aviation forums. Finland works for its part to ensure that safety remains at a good level and promotes safety enhancing measures.
- **Objective of the action:** At EASA level, the aim is to reduce excess administrative work and streamline helicopter operators' licence processes.

Action:
Traficom will carry out a survey to determine whether small Finnish helicopter operators deem the current regulatory framework governing commercial helicopter operators to be too burdensome. As part of the survey, Traficom will send a questionnaire on the topic to Finnish helicopter operators.

At EASA level, the aim is to reduce excess administrative work and streamline helicopter operators' licence processes. If, based on the result of the survey, the current regulations are deemed problematic by Finnish operators, Traficom will evaluate its control process and assess the need for changes and participate in development work through EASA's *Helicopter Expert Group* in order to improve the situation.

Stakeholder responsible for implementation:
Traficom

Timetable: 2023–2028

Deliverable
A survey on the impact of regulation governing commercial helicopter operators from the perspective of small operators and any subsequent further actions, such as updated and harmonised AOC approval processes, working instructions and checklists used by Traficom.

Status
Implementation underway

Image: IMAGOKUVA

SYS.ADR.001, Airport safety

Objective of the action:

- **EPAS safety objective:** Increase safety by continuously assessing and improving risk controls.
- **FASP strategic safety objective:** Risk management in Finnish aviation is systematic, effective and continuously developing.
- **Objective of the action:** Implement Finnish aviation safety risk management in the ADR domain by ensuring that the risks related to the threat scenarios described are maintained at an acceptable level.

Action:

The 30 key airport-related safety issues in the EU/EPAS risk portfolio are described in Chapter 11, Aerodromes and ground handling – ADR/GH, of EPAS 2026, Volume III: Safety Risk Portfolio.

At operational level, the key scenarios in the Finnish airport safety risk picture are as follows:

- winter conditions at the airport
- maintenance of the runways and manoeuvring areas at airports
- unauthorised vehicles on runways (runway incursion, RI) in summer and especially in winter conditions
- operational compliance and usability of the manoeuvring area.

At system level, the key scenarios are as follows:

- shortcomings in airport maintenance reporting

- shortcomings in the use of information produced within SMS for decision-making (see also action *SYS.007.2, Management of change as part of safety management*)
- relay of timely condition information and the correspondence between this information and information received from elsewhere
- ensuring the maintenance of manoeuvring area infrastructure and the necessary renewal of infrastructure
- changes in resources and their impact on operations.

As part of their safety management, airport operators must address the above key scenarios identified at national level and threats that they have identified themselves in respect of their own operations, define an acceptable level of safety and, if necessary, take action to reduce risks to an acceptable level.

Traficom includes the identified key scenarios in its oversight plan as one of the oversight priorities.

Stakeholder responsible for implementation:
Airport operators
Traficom

Timetable
2026–2027

Deliverable
The action described above has been addressed in organisations' safety management and the results have been processed in connection with Traficom's oversight.

Status
Implementation is ongoing with regard to oversight. Traficom, in cooperation with Finavia, Fintraffic ANS, Finnair, Norra and the Finnish Meteorological Institute as well as with the airports of Lappeenranta, Mikkeli, Enontekiö and Seinäjoki, has also updated the Winter Operations Bulletin for airlines flying into Finnish airports. The bulletin has been published in Finnish and English. The English version has been distributed through several different channels and can also be found on the IFALPA Safety bulletin website.

SYS.ATO.001, Safety of flight training

Objective of the action:

- **EPAS safety objective:** Ensure the continuous improvement of all aviation personnel competence by modernising the related regulatory framework, also with the introduction of new state-of-the-art training and assessment methodologies (e.g. CBTA).
- **FASP strategic safety objective:** Risk management in Finnish aviation is systematic, effective and continuously developing.
- **Objective of the action:** Implement Finnish aviation safety risk management in the ATO domain by ensuring that the risks associated with the threat scenarios described are maintained at an acceptable level.

Action:
At EU/EPAS level, the competence of aviation personnel "is paramount to the safety and resilience of the aviation industry. Therefore, 'competence of personnel' is a strategic priority." The above is reflected in several EPAS actions, which also extend beyond training activities. Examples of safety issues related to flight training in the EU/EPAS risk portfolio include, among others:

- Knowledge transfer issue for new generation aviation personnel
- Short time available for training affecting training effectiveness
- Impact of startle and surprise on flight crew management of safety-critical situations

At operational level, the following key scenario has been identified in Finland's national safety risk picture in the domain of flight training (ATO):

- shortcomings in airspace observation; these shortcomings may lead to a risk of collision (MAC), especially during solo flights to/from uncontrolled aerodromes.

At system level, the following key scenarios were identified:

- deficiencies in training organisations' processes intended to ensure that an FSTD is suitable for the training provided by the organisation (see ORA.ATO.135). For example, if the aircraft used by the ATO are equipped with a different avionics version than the FSTD, the difference must be accounted for in the training.
- deficiencies in the FSTD organisation's processes intended to ensure the continuous compliance of the FSTD (see ORA.FSTD.100) and to inform users, such as ATOs, about any temporary shortcomings. For example, if a temporary defect is not described clearly, users may not necessarily understand that the device is faulty and may use it in training.
- deficiencies in the conduct of an individual instructor during a training session. The instructor should always check the FSTD for any temporary shortcomings and adapt the session so the faulty systems are not used so that students will not learn incorrect operating models.
- deficiencies in organisations' risk management, especially in identifying threats
- deficiencies in organisations' incident handling, especially in root cause analyses
- risk assessment and necessary risk management measures related to operations in winter conditions at uncontrolled aerodromes.

As part of their safety management, flight training organisations must address the above key scenarios identified at national level and threats that they have identified themselves in respect of their own operations, define an acceptable level of safety and, if necessary, take action to reduce risks to an acceptable level.

In addition, training organisations operating at uncontrolled aerodromes must review and, if necessary, update their risk analyses with respect to the impact of winter conditions.

Traficom includes the scenarios in organisations' risk-based oversight.

Stakeholder responsible for implementation:
Flight training organisations
Traficom

Timetable
2026–2027

Deliverable
The action described above has been addressed in organisations' safety management and the results have been processed in connection with Traficom's oversight.

Status
Implementation underway

SYS.CAT.001, Safety of commercial air transport

Objective of the action:

- **EPAS safety objective:** Increase safety by continuously assessing and improving risk controls.
- **FASP strategic safety objective:** Risk management in Finnish aviation is systematic, effective and continuously developing.
- **Objective of the action:** Improve the safety of commercial air transport.

Action:
A significant proportion of the top 20 safety issues in the EU/EPAS risk portfolio are directly or indirectly related to commercial air transport (CAT). See the themes in section 2.1 of this document.

At operational level, the following commercial air transport (AOC) scenarios have been identified in Finland's national risk picture and included in FPAS:

- impact of GNSS interference on operative flight operations
- adverse weather encounters (turbulence, hail, lightning, ice) and
- increased unruly behaviour of passengers.

At system level, the following scenarios have been identified:

- the increasing use of self-study and online training reduces the quality of training
- the management of interface risks related to subcontracting and complex supply chains, and
- the timeliness of the management of change and its impact on decision-making.

As part of their safety management, commercial air transport **organisations must address** the above scenarios identified at national level and threats that they have identified themselves in respect of their own operations, define an acceptable level of safety and, if necessary, take action to reduce risks to an acceptable level.

Traficom includes the scenarios in organisations' risk-based oversight. The oversight of organisations includes ensuring their ability to adapt their operations and manage the risk level of their operations in prevailing conditions and implement possible changes while making genuine and efficient use of the processes for change management and risk management.

Stakeholder responsible for implementation:
AOC operators (aeroplanes and hot air balloon operations)
Traficom

Timetable
2026-2027

Deliverable
The action described above has been addressed in commercial air transport organisations' safety management and the results have been processed in connection with Traficom's oversight.

Status
Implementation underway

SYS.CAT.002.1, Safety promotion in the use of FDM systems as part of safety management

EPAS reference: MST.0003: Member States should maintain a regular dialogue with their national aircraft operators on flight data monitoring (FDM) programmes

Objective of the action:

- **EPAS safety objective:** Improve the level of safety through the effective implementation of safety management by authorities and organisations.
- **FASP strategic safety objective:** Continuous development of the safety performance of Finnish aviation stakeholders in all aviation domains.
- **Objective of the action:** Support organisations in using FDM systems as part of their safety management, raise awareness of best practices and safety benefits, enable confidential dialogue and sharing of safety information between industry stakeholders and Traficom, and encourage FDM operators to use the guidance material produced by European cooperation forums or other existing useful material.

Action:
Traficom ensures that the guidance materials on the FDM system or FDM data produced by it and other parties, such as the European Operators Flight Data Monitoring forum (EOFDM), relevant to safety management are available to aviation organisations (EASA guidance material is available on the EASA website via this link). Traficom publishes guidance materials on its website where they are easily accessible and encourages organisations to use them. The website also includes information about the European working groups and forums whose work aviation stakeholders have an opportunity to participate in and/or influence.

Stakeholder responsible for implementation:
Traficom
Operators producing FDM data: participating in stakeholder events and promoting best practices in aviation safety work regarding FDM systems and their use

Timetable: Continuous

Deliverable
Efficient use of FDM systems in safety work.

Status
Ongoing

SYS.GH.001, Ground handling safety

Objective of the action:

- **EPAS safety objective:** Increase safety by continuously assessing and improving risk controls.
- **FASP strategic safety objective:** Risk management in Finnish aviation is systematic, effective and continuously developing.
- **Objective of the action:** Implement Finnish aviation safety risk management in the GH domain by ensuring that the risks related to the threat scenarios described are maintained at an acceptable level.

Action:

According to the analysis in the EU/EPAS Annual Safety Review 2025, the three key risk areas significantly influenced by ground handling were:

- Fire, smoke and pressurisation
- Aircraft upset
- Ground damage to aircraft

At operational level, the following were identified as key scenarios in Finland's national safety risk picture in the ground handling (GH) domain:

- correct procedure is not followed while fuelling when passengers are on board/boarding/disembarking
- incorrect or deficient loading of the aircraft
- shortcomings in immediate information provision when a ground handling vehicle collides with an aircraft (including immediately informing the crew and technical staff and occurrence reporting)
- shortcomings in guiding and supervising passengers on the apron.

At system level, the following key scenarios were identified:

- a subcontractor operates incorrectly, but the organisation procuring the service does not sufficiently ensure safe operation in direct subcontracting and especially in subcontracting chains
- due to shortcomings in SMS performance, the system does not identify safety threats and/or is incapable of managing safety risks
- due to tight schedules, ground handling functions are performed incorrectly or neglected
- shortcomings in the management of change (MoC) in regard to changes occurring in the GH operating environment

As part of their safety management, organisations must address the above key scenarios in ground handling identified at national level and ground handling threats that they have identified themselves in respect of their own operations, define an acceptable level of safety and, if necessary, take action to reduce risks to an acceptable level.

Traficom monitors the number and risk level of events related to ground handling and ground operations, defines the required actions as part of Finnish aviation safety risk management and assesses how organisations have addressed and processed threats related to ground handling and ground operations. Traficom contributes to ground handling safety through EASA's working groups and shares information about EU-level ground handling regulation

Stakeholder responsible for implementation:
GH organisations
AOC organisations
Traficom

Timetable
2026–2027

Deliverable
The action described above has been addressed in the safety management of ground handling organisations and in the safety management of the organisations using ground handling services. Traficom includes the identified key scenarios in its oversight plan as one of the oversight priorities.

Status
Ongoing

SYS.AIR.001, Airworthiness and maintenance safety

Objective of the action:

- **EPAS safety objective:** Increase safety by continuously assessing and improving risk controls.
- **FASP strategic safety objective:** Risk management in Finnish aviation is systematic, effective and continuously developing.
- **Objective of the action:** Implement Finnish aviation safety risk management in the AIR domain by ensuring that the risks related to the threat scenarios described are maintained at an acceptable level.

Action:
A significant proportion of the top 20 safety issues in the EU/EPAS risk portfolio are directly or indirectly related to airworthiness and maintenance (AIR). See the top 20 safety issues in section 2.1 of this document. All airworthiness-related safety issues included in the EU/EPAS risk portfolio are discussed in Chapter 9 (Airworthiness) of EPAS 2026, Volume III: Safety Risk Portfolio. Key issues include the following:

- Emergency locator transmitters' and personal locator beacons' malfunctions
- Hazardous conditions following helicopter ditching
- Helicopter rotor and rotor drive system failures
- Inadequate management of repetitive defects
- In-flight fire in inaccessible areas
- Insufficient consideration of flight crew human factors in functional threat assessments (FHAs)
- Insufficient consideration of flight crew human factors in the continued airworthiness process of the type design
- Limited application and inadequate oversight of development assurance
- Outdated certification bases established for major changes to type certificates
- Oxygen-fed fire in the flight deck

- Shortcomings in design and maintenance instructions resulting in maintenance errors
- Use of an airstair for passenger embarking/disembarking on/from large transport aeroplanes.

At system level, the following were identified as key scenarios in Finland's national safety risk picture in the airworthiness and maintenance (AIR) domain:

- A mistake is made in airworthiness management, causing a maintenance task or AD to be neglected.
- Maintenance staff carry out their work incorrectly, leading to an aircraft being released to service even though it is not airworthy.
- A device is installed incorrectly, resulting in non-compliant aircraft (maintenance) operation.
- Maintenance staff act or use an aircraft system incorrectly, causing damage or an incident.

Continuing airworthiness management organisations (CAMO), maintenance organisations (Part-145), production organisations (POA), combined airworthiness organisations (CAO) and CAO.UAS organisations are required to address, as part of their safety management or, where a safety management system is not in place, to take into account in their operations, the above key scenarios identified at EU/EPAS and national level and the threats that they have identified themselves in their own operations, define an acceptable level of safety and, if necessary, take action to reduce risks to an acceptable level.

Traficom includes the scenarios in its oversight plan as one of the oversight priorities.

Stakeholder responsible for implementation:
CAMO, 145, POA, CAO and CAO.UAS organisations
Traficom

Timetable
2026–2027: CAMO, POA and CAO
CAO.UAS: Recommendation

Deliverable
The scenarios described above have been addressed in the organisations' safety management and the results have been processed in connection with Traficom's oversight.

Status
Implementation underway

SYS.DRONE.001, Risk management

No EPAS reference: the need for the action has been identified based on national risk management.

Objective of the action:

- **EPAS safety objective:** Enable the safe integration of UAS into the European airspace while maintaining a high and uniform level of safety.

- **FASP strategic safety objective:** Unmanned aviation is safely integrated into the Finnish aviation system. Unmanned aviation operators know the requirements related to their operations and are responsible for the safety of their activities. Authorities will intervene in infringing activities.
- **Objective of the action:** Reduce the risks of unmanned aviation.

Action:
The key risk scenarios in the national risk picture for drone operations are as follows:

- lack of knowledge of regulation and the obligations thereof regarding safe operations, encompassing
    - operators who are unaware that they should be familiar with the obligations related to drone operations
    - operators who do not understand the content of the obligations
- incorrect attitudes, encompassing
    - operators who, for whatever reason, do not operate in compliance with regulatory obligations
    - operators who knowingly operate in violation of obligations and regulations
- difficulties in coordinating manned and unmanned aviation and making them visible to each other.

Operators are responsible for managing the risks on their own operations; they must assess the risks of their operations and plan the measures required to keep those risks under control, regardless of the category of their operations (open or specific). As regards operations in the 'specific' category, Traficom addresses these risk assessments and oversees the operators using a risk-based approach.
Traficom:

- promotes the safety of drone activities and improves operators' knowledge of regulation and safe operation by the means described in action *SYS.DRONE.002, Safety promotion*
- issues decisions or regulations that can be used to establish prohibited, restricted and allowed UAS geographical zones, which serve in their part to mitigate the risk of mid-air collisions between unmanned and manned aircraft either via restrictions or by increasing awareness of flight zones
- can establish U-Space airspaces and allowed UAS geographical zones based on its risk assessment
- engages in cooperation with the police and promotes the making of identified and required legislative changes
- participates in discussions on Counter UAS (C-UAS) functions with aviation organisations and other authorities, if necessary.

Stakeholder responsible for implementation:
Operators using unmanned aircraft
Traficom

Timetable
2026–2027

Deliverable
The scenarios have been addressed to a sufficient degree in the safety assessments of operators using unmanned aircraft. The risk level of unmanned

aviation is maintained at an acceptable level with Traficom's and operators' actions.

Status
Traficom's actions are progressing as planned. Allowed UAS geographical zones have been established around drone ports. Drone port locations have been incorporated into aeronautical charts to ensure that manned aircraft are more aware of the existence of these ports. Authorisations of the Finnish Border Guard, the Finnish Defence Forces, the Finnish Customs and the Prison and Probation Service of Finland to intervene in unauthorised drone operation in their respective spheres of responsibility have been described in more detail in legislation. Information campaigns to increase awareness of drone operation have been published through different channels (television, radio, print media, social media). Cybersecurity instructions for recreational operators of unmanned aircraft were published on 27 March 2024.

SYS.DRONE.002, Safety promotion

No EPAS reference: the need for the action has been identified based on national risk management.

Objective of the action:

- **EPAS safety objective:** Enable the safe integration of UAS into the European airspace while maintaining a high and uniform level of safety.
- **FASP strategic safety objective:** Unmanned aviation operators know the requirements related to their operations and are responsible for the safety of their activities.
- **Objective of the action:** Strengthen safety communication and thereby improve the safety of unmanned aviation.

Action:
Traficom uses a number of channels to communicate information about safe operation to professionals and hobbyists. Traficom also communicates via social media in order to reach young drone operators. In addition, Traficom updates and maintains the website droneinfo.fi for drone operators to support safety promotion and the safe operation of drones and monitors the numbers of visitors on the website. Traficom publishes bulletins and newsletters for drone operators and, if necessary, organises events for drone operators.

Within its role, Traficom supports stakeholders in testing various applications and operational concepts in Finland. Traficom contributes to international regulatory development and also participates in the EASA SPN working group, and at national level coordinates associated European actions to promote the safe operation of drones in line with the objective of the action.

Stakeholder responsible for implementation:
Traficom

Timetable: Continuous

Deliverable
Active communication with customers across multiple platforms.

Status
Actions are progressing as planned

General aviation safety

Background:

General aviation refers to all other manned aviation apart from commercial air transport and aerial work. At European level, key risks of non-commercial aviation have been described in EPAS 2026, Volume III, Safety Risk Portfolios and in EASA's Annual Safety Review 2025. Examples of key risks include the following:

- Risks associated with parachuting operations
- Risks associated with in-flight decision-making
- Inadvertent flight into IMC/scud running
- Bird/wildlife strikes.

EPAS actions strengthen protection measures for reducing systemic risks related to e.g. **taking into account meteorological conditions** and **managing the flight**, including iConspicuity, which means maintaining situational awareness during flight in relation to real-time information obtained from various digital systems, e.g. GPS navigation and meteorological data, and discernibility in relation to others.

Traficom works on the safety of general and recreational aviation as set out in **Finland's operating model for recreational aviation safety work** developed in a recreational aviation safety project in 2015. In addition to Traficom, Finavia, Fintraffic ANS, the Finnish Meteorological Institute, the Finnish Aeronautical Association and AOPA Finland are committed to the operating model. These organisations discuss the safety situation annually and specify priorities for safety work and needs for action during the year as well as themes for the next Lentoon! seminar.

SYS.GA.002, Safety promotion in GA

EPAS reference: MST.0025: Improve the dissemination of safety messages

Objective of the action:

- **EPAS safety objective:** Reduce the number of fatalities in general aviation (GA) through the implementation of systemic enablers.
- **FASP strategic safety objective:** Aviation safety in Finland remains at a high level and continues to improve. There are no aviation accidents where the underlying causes originate from the Finnish aviation system.
- **Objective of the action:** Strengthen safety communication and thereby improve the safety of general aviation.

Action:

Key elements of safety promotion associated with the Finnish operating model for recreational aviation safety work include the **annual Lentoon! seminar** and **effective safety promotion and sharing of best practices** using different communication channels. The cooperation described above continues within the framework of the operating model. Stakeholders meet annually before the beginning of the flying season to discuss and make decisions on essential topical themes for safety promotion.

The key theme chosen for 2026 is "aviation weather and decision-making in flight operations". The theme agreed by the cooperation group for the

operating model refers in particular to the comprehensive consideration of weather conditions in decision-making, both during flight preparation and in flight.

Stakeholder responsible for implementation:
Stakeholders committed to the operating model for Finnish recreational aviation safety work: Traficom, Finavia, Fintraffic ANS, Finnish Meteorological Institute, Finnish Aeronautical Association (SIL) and AOPA Finland (SMLL)

Timetable
Continuous

Deliverable
Effective, risk-based safety promotion

Status
The 2025 Lentoon! seminar was held on 24 May 2025. The seminar material is available at https://ilmailuliitto.fi/ajankohtaista/lentoon-2025-seminaarin-esitykset-nahtavilla/. The **2026 Lentoon! seminar** will be organised by the Finnish Meteorological Institute. The seminar will be held as a **hybrid event, with both in-person and remote participation options, on 18 April 2026**. The link to the event page is provided here.

In 2025 and in early 2026, Traficom published several Safety Bulletins that included instructions for general and recreational aviators (mainly in Finnish):

- 3 February 2025: Aviation Safety Review 2024 (a separate section for general and recreational aviation)
- 3 April 2025 Aviation safety bulletin – spring 2025
- 2 October 2025 Winter operations bulletin for general and recreational aviation 2025 (in English)
- 16 February 2026 Safety situation in general and recreational aviation
- 17 February 2026 Aviation Safety Review 2025
- 27 March 2026 Aviation safety bulletin – spring 2026

EASA has also released a video related to the topic on its YouTube channel: GA Season Opener Day 1 - Be Ready and Fly Safely Introduction - YouTube

SYS.GA.003 Identification of the safety aspects of airspace complexity and changes therein and the utilisation of air traffic control in general aviation

MST.0038 Airspace complexity and traffic congestion

Objective of the action:

- **EPAS safety objective:** Reduce the number of fatalities in general aviation (GA) through the implementation of systemic enablers.
- **FASP strategic safety objective:** Aviation safety in Finland remains at a high level and continues to improve. There are no aviation accidents where the underlying causes originate from the Finnish aviation system.
- **Objective of the action:** Reduce MAC and AI risks

Action:
Traficom ensures that the safety impacts of airspace complexity and airspace changes have been identified, that the risks associated with them have been assessed and that the required actions have been taken in accordance with

organisations' risk management processes. Traficom ensures that the issue has also been taken into consideration in the national aviation risk picture.

Traficom participates in developing best practices for preventing mid-air collisions (MAC) and airspace infringements (AI) through EASA's GA TeB (*General Aviation Technical Advisory Body*).

In the cooperation group on the *Operating model for Finnish recreational aviation safety work*, Traficom seeks to identify ways to reduce MAC and AI risks, including encouraging pilots in general and recreational aviation to use the air traffic control service in the event of occurrences and incidents and, in particular, to proactively prevent them.

Stakeholder responsible for implementation:
Traficom
Co-operation group on the Operating model of Finnish recreational aviation safety work

Timetable
2026

Deliverable
Assessment of the safety impacts related to airspace complexity and changes in airspace, and the management of the associated risks; the appropriate use of air traffic control services in general and recreational aviation.

Status
Ongoing. The cooperation group on the *Operating model of Finnish recreational aviation safety work* has highlighted an urgent need for a functional tool with the help of which dynamic airspace changes could be communicated in real-time. In spring 2025, Fintraffic ANS introduced the Fintraffic Sky application to address these challenges. More information: https://www.fintraffic.fi/en/ans/fintraffic-sky.

Appendix: List of actions by stakeholder groups

Measures only assigned to Traficom (indirect impacts on aviation organisations)

- SYS.005.1, Safety promotion in relation to safety management systems (SMS)
- SYS.007.1, Assessment of safety management system (SMS) performance
- SYS.007.4, Assessment of the safety culture of AOC operators
- SYS.009.5, Fatigue Risk Management System (FRMS) utilisation and FRMS competence as part of risk management
- SYS.009.6, Strengthening competence in taking human factors and human performance into account in regulatory work
- OPER.MAC.005.2, Loss of separation between civil and military aircraft (MAC)
- SYS.MED.009.8, Preventive mitigation of incapacitation risk
- SYS.HECO.001, Collaboration forums for helicopter safety
- SYS.HECO.004, Survey of the impact of regulatory obligations from the perspective of small operators
- SYS.DRONE.002, Safety promotion

Actions assigned to all aviation organisations and Traficom:

- SYS.002.1, Finnish Plan for Aviation Safety
- SYS.003.1, Finnish aviation safety performance targets and indicators
- SYS.004.1, Finnish aviation safety risk management
- SYS.005.4, Taking into account the recommendations of safety investigation authorities
- SYS.006.2, Improving the quality of occurrence reporting
- SYS.007.2, Management of change as part of safety management
- SYS.007.3, Governance structure
- SYS.008.1, Cybersecurity in aviation
- **NEW ACTION:** OPER.GNSS.009.1, Management of flight safety risks arising from GNSS interference

Actions assigned to Traficom and other authorities with official obligations related to civil aviation or a connection to Traficom's duties as the civil aviation authority, e.g. the National Police Board of Finland, the public prosecutor and Safety Investigation Authority, Finland:

- SYS.006.1, Safety culture, reporting culture and just culture atmosphere

Actions assigned to individual groups of aviation organisations and Traficom:

Language proficiency examiners

- SYS.005.2, Promoting safety through proficiency in and use of English in aviation

AIR organisations

- **NEW ACTION:** OPER.SRM.000.1, Addressing operational threats in organisational risk management
- OPER.FIRE.007.1, Fire, smoke and fumes
- SYS.AIR.001, Airworthiness and maintenance safety (CAMO, AMO, POA and CAO organisations)

ATO organisations (aeroplanes and helicopters)

- **NEW ACTION:** OPER.SRM.000.1, Addressing operational threats in organisational risk management
- OPER.LOC.001.1, Loss of control in flight (LOC-I)
- OPER.MAC.005.1, Mid-air collisions (MAC)
- OPER.CFIT.006.1, Controlled flight into terrain (CFIT)
- SYS.ATO.001, Safety of flight training

ATO organisations (aeroplanes, in addition to the previous measures)

- OPER.RE.002.1, Runway excursions (RE)
- OPER.RWY.003.1, Local runway safety teams (LRST)
- OPER.004.1, Runway incursions (RI)
- OPER.GCOL.008.1, Collisions while taxiing to or from a runway (GCOL)

ATO organisations (helicopters, in addition to the previous measures)

- SYS.HECO.002, Helicopter safety

ANS organisations

- **NEW ACTION:** OPER.SRM.000.1, Addressing operational threats in organisational risk management
- OPER.LOC.001.1, Loss of control in flight (LOC-I)
- OPER.RE.002.1, Runway excursions (RE)
- OPER.RWY.003.1, Local runway safety teams (LRST)
- OPER.RI.004.1, Runway incursions (RI)
- OPER.GCOL.008.1, Collisions while taxiing to or from a runway (GCOL)
- OPER.MAC.005.1, Mid-air collisions (MAC)
- OPER.CFIT.006.1, Controlled flight into terrain (CFIT)

ADR organisations

- **NEW ACTION**: OPER.SRM.000.1, Addressing operational threats in organisational risk management
- OPER.LOC.001.1, Loss of control in flight (LOC-I)
- OPER.RE.002.1, Runway excursions (RE)
- OPER.RWY.003.1, Local runway safety teams (LRST)
- OPER.RI.004.1, Runway incursions (RI)
- OPER.GCOL.008.1, Collisions while taxiing to or from a runway (GCOL)
- OPER.FIRE.007.1, Fire, smoke and fumes
- SYS.ADR.001, Airport safety

AOC organisations (aeroplanes and helicopters)

- **NEW ACTION:** OPER.SRM.000.1, Addressing operational threats in organisational risk management
- OPER.LOC.001.1, Loss of control in flight (LOC-I)
- OPER.MAC.005.1, Mid-air collisions (MAC)
- OPER.CFIT.006.1, Controlled flight into terrain (CFIT)
- OPER.FIRE.007.1, Fire, smoke and fumes
- SYS.CAT.002.1, National FDM forum (operators producing FDM data)
- SYS.GH.001, Ground handling safety

AOC organisations (aeroplanes, in addition to the actions listed above)

- OPER.RE.002.1, Runway excursions (RE)
- OPER.RWY.003.1, Local runway safety teams (LRST)
- OPER.RI.004.1, Runway incursions (RI)
- OPER.GCOL.008.1, Collisions while taxiing to or from a runway (GCOL)
- SYS.CAT.001, Safety of commercial air transport

AOC organisations (hot air balloon operations)

- **NEW ACTION:** OPER.SRM.000.1, Addressing operational threats in organisational risk management
- SYS.CAT.001, Safety of commercial air transport
- OPER.LOC.001.1, Loss of control in flight (LOC-I)
- OPER.MAC.005.1, Mid-air collisions (MAC)
- OPER.CFIT.006.1, Controlled flight into terrain (CFIT)
- OPER.FIRE.007.1, Fire, smoke and fumes

AOC and SPO organisations (helicopters)

- SYS.HECO.002, Helicopter safety

SPO organisations (aeroplanes and helicopters)

- **NEW ACTION**: OPER.SRM.000.1, Addressing operational threats in organisational risk management
- OPER.LOC.001.1, Loss of control in flight (LOC-I)
- OPER.MAC.005.1, Mid-air collisions (MAC)
- OPER.CFIT.006.1, Controlled flight into terrain (CFIT)

SPO organisations (aeroplanes, in addition to the actions listed above)

- OPER.RE.002.1, Runway excursions (RE)
- OPER.RI.004.1, Runway incursions (RI)
- OPER.GCOL.008.1, Collisions while taxiing to or from a runway (GCOL)

NCC organisations (aeroplanes)

- **NEW ACTION**: OPER.SRM.000.1, Addressing operational threats in organisational risk management

- OPER.LOC.001.1, Loss of control in flight (LOC-I)
- OPER.RE.002.1, Runway excursions (RE)
- OPER.RI.004.1, Runway incursions (RI)
- OPER.GCOL.008.1, Collisions while taxiing to or from a runway (GCOL)
- OPER.MAC.005.1, Mid-air collisions (MAC)
- OPER.CFIT.006.1, Controlled flight into terrain (CFIT)
- OPER.FIRE.007.1, Fire, smoke and fumes

GH organisations

- SYS.GH.001, Ground handling safety
- **NEW ACTION:** OPER.SRM.000.1, Addressing operational threats in organisational risk management
- OPER.GCOL.008.1, Collisions while taxiing to or from a runway (GCOL)

UAS organisations

- **NEW ACTION:** OPER.SRM.000.1, Addressing operational threats in organisational risk management
- OPER.MAC.005.1, Mid-air collisions (MAC)
- SYS.DRONE.001, Risk management

Actions to be implemented collaboratively in the framework of the operating model of Finnish recreational aviation safety work by the stakeholders committed to the model: Traficom, Finavia, Fintraffic ANS, Finnish Meteorological Institute, Finnish Aeronautical Association (SIL) and AOPA Finland (SMLL)

- SYS.006.1, Safety culture, reporting culture and just culture atmosphere
- SYS.GA.002, Safety promotion in GA
- SYS.GA.003 Identification of the safety aspects of airspace complexity and changes therein and the utilisation of air traffic control in general aviation

Deleted actions

- SYS.001.1, Finnish Aviation Safety Programme
- SYS.004.2, Aviation safety, security and cybersecurity occurrence reporting coordination mechanisms
- SYS.009.1, The oversight of Part-147 organisations (Part-147 organisations)
- SYS.009.7, PPL/LAPL learning objectives in the Meteorological Information part of the PPL/LAPL syllabus
- SYS.FOT.009.2, Resources and competence
- SYS.009.3, Cooperative oversight
- SYS.009.4, Performance- and risk-based operations management
- SYS.NCC.001, Safety of non-commercial operations with complex motor-powered aircraft
- OPER.GA.001, Airspace infringements

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