INSTRUCTIONS FOR THIRD COUNTRY AIR CARRIERS APPLYING FOR AN OPERATING PERMIT IN FINLAND

Operating permits (traffic rights) are granted by the Finnish Transport and Communications Agency Traficom. Applications shall be sent to Traficom by **e-mail: flightpermissions@trafi.fi** or **AFTN-message:** EFCAYAYX.

Applications for overflight and landing permits for commercial ad-hoc flights should be made at least 48 hours before the scheduled flight (weekends and national holidays excluded). Applications for scheduled and non-scheduled commercial operations for summer and winter seasons should be made at least 30 days before the commencement of the operations.

EU carriers do not need to notify the Finnish Transport and Communications Agency about intra-EU flights or non-scheduled (charter) flights between Finland and third countries. An EU-carrier needs specific traffic rights only for scheduled flights between Finland and a third country.

Our office hours are from 8:00-16:15 local time from Monday to Friday.

1. THIRD COUNTRY OPERATORS (TCO)

Third country operators (TCO), including TCOs having wet-lease or code-sharing agreements with an EU operator, shall only engage in scheduled or non-scheduled commercial air transport operations within, into or out of the territory subject to the provisions of the Treaty on European Union **when they hold an authorisation issued by the European Aviation Safety Agency (EASA) in accordance with Regulation (EU) No 452/2014.**

A TCO authorisation is not required for operators only overflying the abovementioned EU territories without intended landing.

EU Member States will continue to issue operating permits for commercial operations. The safety authorisation issued by EASA is a prerequisite to apply for such operating permits.

For more information please visit the EASA website: http://easa.europa.eu/TCO

2. CARRIER´S SUPERVISORY AND DISCLOSURE OBLIGATION

Operator shall notify the Finnish Border Guard if the <u>external border of the Schengen area</u> will be crossed.

New operator shall notify the Border Guard **four months before** beginning the operation.

New routes shall be reported no later than **two months before** beginning the operation.

Notifications shall be submitted by e-mail rajavartiolaitos@raja.fi or mail (Border Guard Headquarters, PO Box 3, FI-00131 Helsinki).

The notification shall include at least the **following information**:

- contact information for the transport operator,
- whether the notification concerns the introduction of a new cross-border transport operation or the addition of cross-border routes or services,
- the border crossing point concerned in the case of a new operation,
- the date when the transport operation will begin.

3. ADVANCE PASSENGER INFORMATION (API)

Air carriers shall submit to the border-control authority, on its request, information listed in Section 20 of the Act on Processing of Personal Data by the Border Control.

API information is required for all flights to and from Finland that originate or terminate in an airport located in a country outside the Schengen Area.

API data is required for passengers and crew members, including cargo flights.

For more information please visit the **Finnish Border Guard** website:
http://www.raja.fi/guidelines/carriers_supervisory_and_disclosure_obligation.

4. PASSENGER NAME RECORD (PNR) REQUIREMENTS

According to directive (EU) 2016/681 on the use of Passenger Name Record (PNR) data for the prevention, detection, investigation and prosecution of terrorist offences and serious crimes, air carriers operating international passenger services to and from Finland have to supply Passenger Name Record (PNR) data to Customs and Border Protection.

For further information and assistance please e-mail or write to:

National Bureau of Investigation

Passenger Information Unit

PO Box 285

FI-01301 Vantaa, Finland

e-mail: **ptr-piu.krp@poliisi.fi**

5. LANDING/OVERFLIGHT PERMITS issued by the Finnish Transport Safety Agency

The application shall include the following information:

1) Name and contact information of the operator
2) Flight numbers
3) Type and registration numbers of the aircraft used
4) Purpose of flight and number of passengers and/or nature and amount of cargo
5) Flight routes and dates in question as well as estimated times of arrival/departure at each airport
6) In case of a charter flight, name of the charterer
7) Copies of Insurance Certificates

Third party liability insurance requirements for aircraft are listed in the following table:

MTOM	SDRs
< 500 kg	750.000
< 1 000 kg	1.500.000
< 2 700 kg	3.000.000
< 6 000 kg	7.000.000
< 12 000 kg	18.000.000
< 25 000 kg	80.000.000
< 50 000 kg	150.000.000
< 200 000 kg	300.000.000
< 500 000 kg	500.000.000
≥ over 500 000 kg	700.000.000

MTOM = maximum take-off mass

SDR = special drawing right

Passenger liability insurance: In operations to/from Community airports, the minimum insurance amount required per passenger/single accident to cover death or bodily injury shall be at least 250.000 SDR.

6. OVERFLIGHTS

The operators of the States parties to the Convention on International Civil Aviation (Chicago 1944) have the right in international non-scheduled operations to overfly Finnish territory without prior permission.

In scheduled air services the right to overfly Finnish territory without prior permission is allowed for operators of a State party to the International Air Services Transit Agreement (Chicago 1944) or another international agreement where Finland has agreed such rights.

Otherwise the permission to operate air services over the territory of Finland shall be requested from the Finnish Transport and Communications Agency.

7. AVIATION SECURITY REQUIREMENTS APPLICABLE AT AIRPORTS IN FINLAND

Prior to starting operations to/from airports in Finland the air carrier has to contact the Finnish Transport and Communications Agency, Security Unit to be informed on applicable aviation security requirement and to agree to the implementation of required aviation security measures at airports in Finland.

Contact information: **ilmailunturva-asiat@traficom.fi**

8. ACC3 DESIGNATION

Air carriers that fly air cargo or mail into the EU from a non-EU airport are required to comply with the EU ACC3 programme for inbound cargo and mail. Only air carriers that comply with this programme can be designated as an "Air Cargo or Mail Carrier operating into the Union from a Third Country Airport" (ACC3) and may thus carry cargo or mail into the EU. **ACC3 designation is required for each non-EU airport from which an air carrier flies air cargo or mail to the EU.**

Carriers not having ACC3 designation are not allowed to fly any cargo or mail from non-EU airports to EU-area.

ACC3s must ensure that all cargo and mail is physically screened or comes from an EU aviation security validated secure supply chain. As of 1 July 2014, physical screening needs to be performed in accordance with EU standards.

EU aviation security validation of an ACC3´s cargo and mail operations at each departure airport for EU bound flights is mandatory as of 1 July 2014.

For more information: http://ec.europa.eu/transport/modes/air/security/cargo-mail/non-eu_en.htm.

9. EU ETS

Flights within the EEA area are covered by the EU Emissions Trading System (EU ETS). If the air carrier performs intra-EEA flights, it may be included in the EU ETS, and thus is obliged to comply with the system.