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Luettelo Suomessa voimassa olevista merkittävistä eroavuuksista ICAOn standardeihin ja suosituksiin

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Kansainväliselle siviili-ilmailujärjestölle (ICAO) on ilmoitettu seuraavista merkittävistä eroavuuksista, jotka koskevat Suomessa sovellettavan Euroopan unionin ja kansallisen lainsäädännön poikkeavuutta kansainvälisen siviili-ilmailun yleissopimuksen liitteinä julkaistuista ICAOn standardeista ja suosituksista:

1 Liite 1 - Henkilöstön lupakirjat ja kelpuutukset (Personnel Licensing)

CHAPTER 1	Definitions: Airship	Airship Hot-air airships fall under the definition of 'balloon'.
	1.2.2.1 Method of rendering a licence valid	The licences issued by a Member State of the European Union are recognised as valid by all the other Member States without administrative issuance of an additional authorisation. This applies also to the states participating in the work of EASA under Article 129 of the Regulation 2018/1139.
CHAPTER 2	2.1.10.1 Limitation of privileges of pilots who have attained their 60th birthday and curtailment of privileges of pilots who have attained their 65th birthday	Following Part-FCL requirements are applied: Age 60-64. Aeroplanes and helicopters. The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport except as a member of a multi-pilot crew. Age 65. Except in the case of a holder of a balloon or sailplane pilot licence, the holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport. Age 70. The holder of a balloon or sailplane pilot licence who has attained the age of 70 years shall not act as a pilot of a balloon or a sailplane engaged in commercial air transport.
	2.3.2.1 Privileges of the holder of the licence	The holder of a PPL may receive remunerations when providing flight instruction.
CHAPTER 3	3.1.1 - 3.3.2.2	The flight navigator and flight engineer licence categories are not used in Finland.
CHAPTER 4	4.6.1.1 - 4.6.2	The flight operations officer/flight dispatcher licence category is not used in Finland.

2 Liite 2 - Lentosäännöt (Rules of the Air)

CHAPTER 2	2.4 Authority of pilot-in-command of an aircraft	The commander may temporarily order a member of the aircraft crew to perform a duty different from the duties he/she was employed for. When necessary for maintaining order and safety or for other imperative reasons, the commander has the right to refuse entry on board, and for compelling reasons, disembark a member of the crew or a passenger or remove goods from the aircraft prior to departure or, if the aircraft is in flight, at the first suitable landing site.
	2.5 Problematic use of psychoactive substances	No person shall perform duties on board an aircraft or in a glider or other device used for aviation or perform flight safety-related duties in a ground organisation, while his/her blood alcohol level is raised due to the consumption of alcohol, or he/she has used some intoxicating substance other than alcohol so that detectable amounts remain within his/her system. Furthermore, the duties referred to in subsection 1 above shall not be performed by a person who, due to illness, fatigue or other similar reason, is not able to perform these duties without compromising flight safety. The provisions of subsection 1 and 2 above shall also apply to actions directly related to flight preparation. Where necessary, military aviation authorities may impose more stringent requirements than those laid down in subsection 1-3 to be applied in military aviation, as required by the nature of the operations.
CHAPTER 3	3.2.2 Right-of-way	SERA.3210(b) specifies: An aircraft that is aware that the maneuverability of another aircraft is impaired shall give way to that aircraft.
	3.2.2.4 Overtaking	SERA.3210 c)3)i): A sailplane overtaking another sailplane may alter its course to the right or left.
	3.2.3.2 Lights to be displayed by aircraft	The point (2) below allow to act as far as practicable; the definition of night is different to ICAO and in (3) the operation is specified as taxiing or being towed. SERA.3215 (b) Except as provided by (e), at night: (2): Unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable. (3): all aircraft taxiing or being towed on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft.
3.2.5 Operation on and in the vicinity of an aerodrome	SERA.3225 specifies that these provisions apply whether or not the aircraft is within an aerodrome traffic zone: SERA.3225: An aircraft operated on or in the vicinity of an aerodrome shall: ... SERA.3225 also specifies that subparagraphs (c) and (d) do not apply to balloons and (c) specifies that the instruction shall be given by ATC: (c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC; (d) except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.	

<p>3.3.1.2 Submission of a flight plan</p>	<p>SERA.4001(b): A flight plan shall be submitted prior to operating:</p> <p>(5): any flight across international borders, unless otherwise prescribed by the States concerned.</p> <p>(6) any flight planned to operate at night, if leaving the vicinity of an aerodrome.</p> <p>OPS M1-1: a flight plan shall be submitted for a flight intended to be conducted in an aerodrome flight information zone during its operating hours. A flight plan shall be submitted for a flight intended to be conducted in an air defence identification zone (ADIZ) or in a prohibited or restricted area.</p>
<p>3.3.2 Contents of a flight plan</p>	<p>OPS M1-1: The name of the pilot-in-command of the aircraft shall be included in the flight plan.</p>
<p>3.3.3.2 Completion of a flight plan</p>	<p>OPS M1-1: In addition, the name of the pilot-in-command of the aircraft shall be included in the flight plan.</p>
<p>3.6.5.2.1 Communication failure</p>	<p>OPS M1-1 additional requirement: When experiencing communication failure, aircraft with an SSR transponder shall select code 7600.</p>
<p>3.6.5.2.2 Communication failure</p>	<p>According to OPS M1-1:</p> <p>If in instrument meteorological conditions or if the weather conditions are such that it seems inadvisable to complete the flight in accordance with paragraph 2.20.2, the aircraft shall</p> <p>a) set the transponder to code 7600;</p> <p>b) maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes. This time is counted from:</p> <p style="padding-left: 40px;">1) when the aircraft is on a route with no compulsory reporting points or it has been instructed to omit position reports,</p> <p style="padding-left: 80px;">i) the time when it reaches the last assigned level or minimum flight altitude; or</p> <p style="padding-left: 80px;">ii) the time when the transponder is set to code 7600, whichever is later; or</p> <p style="padding-left: 40px;">2) when the aircraft is on a route that contains compulsory reporting points and has not been instructed to omit position reports,</p> <p style="padding-left: 80px;">i) the time when it reaches the last assigned level or minimum flight altitude; or</p> <p style="padding-left: 80px;">ii) the latest time over a compulsory reporting point as estimated by the pilot; or</p> <p style="padding-left: 80px;">iii) the aircraft's failure to report its position over a compulsory re-reporting point, whichever is later;</p> <p>c) thereafter adjust level and speed in accordance with the filed flight plan. Note: The level and speed means the information given in the filed flight plan.</p> <p>d) when being radar vectored or when the aircraft is proceeding offset using area navigation (RNAV) without a specified limit for rejoining the route</p>

		<p>specified in the current flight plan, rejoin the current flight plan route as soon as possible but no later than at the next significant point, taking into consideration the applicable minimum flight altitude. Note: The flight route or the time when descent for the destination aerodrome is commenced means the information in accordance with the current flight plan.</p> <p>e) proceed according to the current flight plan route to the appropriate designated navigation aid serving the destination aerodrome and, when required to ensure compliance with f) below, hold over this aid until commencement of descent;</p> <p>f) commence descent from the navigation aid specified in e) at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan;</p> <p>g) complete a normal instrument approach procedure as specified for the designated navigation aid;</p> <p>h) land, if possible, within 30 minutes after the estimated time of arrival specified in f) or the last received and acknowledged expected approach time, whichever is later.</p> <p>Note 1. The provision of air traffic control service to other flights operating in the airspace concerned will be based on the premise that an aircraft experiencing communication failure will comply with the rules in paragraph 2.20.3 of this regulation.</p> <p>Note 2. After a communication failure is detected, a transponder-equipped aircraft shall select mode A and code 7600. When the aircraft carries a serviceable transponder equipped with mode C, this mode shall be continuously operated unless otherwise instructed by the appropriate ATC unit.</p>
	3.8.1 Interception	<p>The words "in distress" of Chapter 3 Part 3.8, are not included in Union law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive as well as those found in Attachment A, are not contained in Union law.</p>
	4.3 Visual flight rules	<p>VFR flights at night are permitted under the conditions prescribed in SERA.5005 (c) and in OPS M1-1.</p> <p>VFR flights at night are permitted under the following conditions:</p> <p>(1) if leaving the vicinity of an aerodrome, a flight plan shall be submitted in accordance with SERA.4001(b)(6);</p> <p>(2) flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available;</p> <p>(3) the VMC visibility and distance from cloud minima as specified in Table S5-1 shall apply except that:</p> <p style="padding-left: 40px;">(i) the ceiling shall not be less than 450 M (1 500 FT);</p> <p style="padding-left: 40px;">(ii) the reduced flight visibility provisions specified in Table S5-1(a) and (b) shall not apply;</p> <p style="padding-left: 40px;">(iii) in airspace classes B, C, D, E, F and G, at and below 900 m (3 000 FT) AMSL or 300 M (1 000 FT) above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface.</p> <p>OPS M1-1:</p>

		Except when necessary for take-off or landing, or except when operated in accordance with OPS M1-15, a VFR flight at night shall be flown at a level which is at least 300M (1000 FT) above the highest obstacle located within 8 KM of the estimated position of the aircraft.
	4.4 Visual flight rules	VFR flights are not allowed above FL 195 with two exceptions. SERA.5005 (d) VFR flights shall not be operated: (2) above FL 195. Exceptions to this requirement are the following: i) an airspace reservation has been established, where practical, by the Member States, in which VFR flights may be allowed; or ii) airspace up to and including flight level 285, when VFR traffic in that airspace has been authorised by the responsible ATS unit in accordance with the authorisation procedures established by the Member States and published in the relevant aeronautical information publication.
	4.5 Visual flight rules	The maximum FL allowed is 285 instead of FL 290. SERA.5005 (e): Authorisation for VFR flights to operate above FL 285 shall not be granted where a vertical separation minimum of 300 m (1 000 ft) is applied above FL 290.
CHAPTER 4	4.6 Visual flight rules	SERA.5005 (f) adds to ICAO annex 2, 4.6 by introducing more exacting obstacle criteria in point 2: Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown: 1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 M (1 000 FT) above the highest obstacle within a radius of 600 m from the aircraft; 2) elsewhere than as specified in (1), at a height less than 150 M (500 FT) above the ground or water, or 150 M (500 FT) above the highest obstacle within a radius of 150 M (500 FT) from the aircraft. OPS M1-1 adds: "A VFR flight at night shall, except when necessary for take-off or landing, be flown at a level which is at least 300 M (1000 FT) above the highest obstacle located within 8 km of the estimated position of the aircraft".

3 Liite 3 - Sääpalvelut (Meteorological Service for International Air Navigation)

CHAPTER 5		New provision. Point SERA.12005 of Implementing Regulation (EU) No 923/2012 specifies: (b) Competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed.
CHAPTER 6	6.2.6	Also long TAF forecasts are issued every three hours (REF. AltMoC 2020-00011) Period on validity of short TAF is based on ATC need and is 3 hours, as a minimum.

Appendix 3	2.3.1	SPECIAL reports are not issued due to changes in wind nor RVR. Instead of ATIS realtime information is provided in ATC clearance.
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4 Liite 4 - Imailukartat (Aeronautical Charts)

NIL

5 Liite 5 - Mittayksiköt (Units of Measurement to be Used in Air and Ground Operations)

NIL

6 Liite 6 - Lentotoiminta (Operation of Aircraft)

Part I - International Commercial Air Transport - Aeroplanes

CHAPTER 4	4.2.8.3 Instrument approach operations classification	Classification of approach operations by Type A and B not yet transposed.
	4.3.4.3.1 Destination alternate aerodromes	European rules require a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome.
	4.3.6.2 Usable fuel	The effects of deferred maintenance items are not required.
CHAPTER 6	6.3 Flight recorders	Airborne image recorders and lightweight flight recorder are not required.
	6.3.1.1.1	For those light aeroplanes first issued with an individual CofA before 5 September 2022, only those that are multi-engine turbine powered and have a MOPSC of more than 9 are required to carry a flight recorder. In addition, turbine-engined aeroplanes with a MCTOM of less than 2 250 kg and a MOPSC of 9 or less are not required to carry a flight recorder, whatever their date of issuance of the individual CofA.
	6.3.1.2	The use of magnetic tape for the FDR is not forbidden
	6.3.2.1.1 Cockpit voice recorders	Partially implemented; The scope of CAT.IDE.A.185(a) (2) is limited to multi-engine turbine-powered aeroplanes with a MCTOM of less than 5 700 kg. The scope of CAT.IDE.A.191 covers aircraft with an individual CofA first issued on or after 5/09/2022; no retrofit
	6.3.2.4	CVR alternate power source not implemented.
	6.3.3.1.2 Data link recorders	Recording of data link communications is required for aeroplanes issued with an individual CofA on or after 08 April 2014. Retrofit of data link communication recording not implemented.
	6.3.4.2 6.3.4.3	CVR duration/correlation not implemented

	6.3.5.5.2 Flight recorders - general	Requirement of a dual combination recorder configuration for MCTOM exceeding 15000 KG not implemented.
	6.5.3 Long-range over-water flights	Partially implemented; The requirement to carry an 8.8 kHz underwater locating device (ULD) applies to aeroplanes with an MCTOM of more than 27 000 kg and with an MOPSC of more than 19 and all aeroplanes with an MCTOM of more than 45 500 kg. The ULD might not be fitted if the aeroplane is equipped with robust and automatic means to accurately determine, following an accident where the aeroplane is severely damaged, the location of the point of end of flight.
	6.18 Location of aeroplane in distress	Partially implemented. CAT.GEN.MP A.210 is not applicable to aeroplanes with MCTOM of less than 45 500 kg and MOPSC of less than 19. In addition, CAT.GEN.MPA.210 is only applicable to aeroplanes that are issued with an individual CofA on or after 1 January 2023.
CHAPTER 10	10.2 10.3	No detailed requirement for flight dispatchers training.

Part II - International General Aviation - Aeroplanes

CHAPTER 2.2	2.2.3.5 Alternate aerodromes	European rules require a period commencing one hour before and ending one hour after the estimated time of arrival at the aerodrome in accordance with 2.2.3.4.3. European rules do not require a Point of no return.
	2.2.4.7.2 2.2.4.7.3	Minimum fuel and mayday fuel announcements implemented through SERA requirements. Not implemented in air ops regulation 965/2012.
CHAPTER 2.4	2.4.2.2	ELA1 aeroplanes, i.e. aeroplanes with a Maximum Take-off Mass (MTOM) of 1200 kg or less that are not classified as complex motor-powered aircraft, are exempt from the hand fire extinguisher requirement in NCO.IDE.A.160.
	2.4.2.3	Only implemented for Large Aeroplanes: Initial CofA after 18 Feb 2020 (lavatory) and 18 May 2019 (portable). No reference for Part-NCO.
	2.4.12.3	NCO.IDE.A.170 (a) (3): a survival ELT (ELT(S)) or a personal locator beacon (PLB), carried by a crew member or a passenger, is authorised when the aeroplane is certified for a maximum passenger seating configuration of six or less
	2.4.16.1.2.1 Flight data recorders	Currently, only aeroplanes with an MCTOM of over 5 700 KG are required to carry an FDR.
	2.4.16.2.1 Cockpit voice recorders	CVR for light aircraft not implemented.
	2.4.16.3 Data link recorders	Not implemented.
	2.4.16.4	Not implemented.
CHAPTER 2.5	2.5.2.5 PBN specific approval	Regulation 965/2012 requires a specific approval for RNP AR APCH and RNP 0.3. Furthermore, the European rule requires a procedure specific approval for

		private procedures, non-standard public procedures and whenever required in the AIP or by the competent authority.
	2.5.3 Surveillance equipment	Not implemented.
CHAPTER 3.6	3.6.3.1.1.1 Flight data recorders	Carriage of a flight data recorder is required only for aeroplanes first issued with an individual CofA on or after 1 January 2016.
	3.6.3.2.1.2 Cockpit voice recorders	No retroactive CVR carriage requirement for aeroplanes above 27 000 KG MCTOM.

Part III - International Operations - Helicopters
Section II International Commercial Air transport

CHAPTER 2	2.3.4.2.2 Destination alternate heliport	European rules require a period commencing 1 hour before and ending 1 hour after the estimated time of arrival at the aerodrome and higher operating minima (1 category above).
	2.4.9.3 2.4.9.4	Minimum fuel and mayday fuel announcements implemented through SERA requirements. Not implemented in air ops regulation 965/2012.
CHAPTER 3	3.1.2.1	European rules do not allow IMC operations in performance Class 3.
CHAPTER 4	4.2.2.1	Only implemented for Large Helicopters: Initial CofA after 18 Feb 2020 (lavatory) and 18 May 2019 (portable).
	4.3.1.1.4 4.3.1.1.5	The scope of FDR requirement covers only those helicopters having a MTOM of 2250 kg or more and have an individual CofA first issued on or after 5 September 2022.
	4.3.1.3	Only in the case of helicopters first issued with an individual CofA on or after 01 January 2016 (corresponding to type IVA) is the FDR required to record data for at least the preceding 10 hours.
CHAPTER 8	8.2 8.3	No detailed requirement for flight dispatchers training.

Section III International General Aviation

CHAPTER 2	2.6.2.1	European rules require that weather conditions, at the heliport of intended landing OR at least one alternate heliport will, at the estimated time of arrival, be at or above the heliport operating minima.
	2.7.1	For isolated heliports the minimum weather conditions defined in 2.6.2.2 have to prevail and all the other conditions must be met.
	2.9.2 2.9.3	Minimum fuel and mayday fuel announcements implemented through SERA requirements. Not implemented in air ops regulation 965/2012.
CHAPTER 4	4.1.3.2	Implemented only for Large Helicopters: Initial CofA after 18 Feb 2020 (lavatory) and 18 May 2019 (portable)

CHAPTER 5	5.2.5	European rules require a specific approval for RNP AR APCH and RNP 0.3. Furthermore, the European rules require a procedure specific approval for private procedures, non-standard public procedures and whenever required in the AIP or by the competent authority.
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7 Liite 7 - Ilma-alusten kansallisuus- ja rekisterimerkinnät (Aircraft Nationality and Registration Marks)

NIL

8 Liite 8 - Lentokelpoisuus (Airworthiness of Aircraft)

NIL

9 Liite 9 - Lentoliikenteen sujuvuuden edistäminen (Facilitation)

CHAPTER 2	2.10.2.12	A General Declaration is not normally required but the pilot-in-command or the owner or the bearer of the vehicle or his representative has to submit to the authorities responsible for carrying out checks on persons at external borders passenger and crew lists containing the following information: last name, first name, date of birth, sex and nationality of each person on board, nationality and register number of the aircraft, port of entry and departure of the aircraft.
		Obligation for air carriers to transmit at the request of the authorities responsible for carrying out checks on persons at external borders, by the end of check-in, information concerning the passengers they will carry to an authorised port of entry or departure through which these persons will enter or leave the territory of the EU Member States.
		The information shall comprise the number and type of the travel document used, nationality, full names, the date of birth, the port of entry into or departure from the territory of the Member States, code of the transportation, time of departure and arrival, total number of passengers carried on that transport and the initial point of embarkation.
	2.20	General Customs supervision is at all times possible; such supervision may include a document check.
	2.34 7.3.3	There is no single agency to receive and coordinate notices and application concerning flights to other than international airports.
CHAPTER 3	3.23	Personal appearance at the visa issuing office is normally required.
	3.24	Visa is issued on the basis of the need of applicant and according to the consideration of the authorities.
	3.54 6.24	If the transit/transfer airport is a Schengen external border the border control formalities shall take place at this airport if this is where the passenger enters or leaves the Schengen area.
	3.68 - 3.71	These Recommended Practices are not implemented.

CHAPTER 4	4.2	Applicable legislation does not foresee a guarantee waiver for transport by road (including airfreight by road). However, provisions to authorize a reduction of the guarantee level exist.
	4.3	Consultation with aircraft operators and other parties concerned is generally performed but not guaranteed in all cases.
	4.24	The export declaration must be lodged at the customs office responsible for supervising the place where the exporter is established or where the goods are packed or loaded for export shipment.
	4.26	This Recommended Practice is not implemented.
	4.28	There are currently no provisions determining in which cases the use of simplified arrangements is obligatory or when they should be allowed to the operators.
	4.32	All the goods covered by a same declaration shall be released at the same time. Where a declaration form covers two or more items, the particulars relating to each item shall be deemed to constitute a separate declaration.
	4.36	Provisions concerning export and transit licences remain applicable, in certain cases, when the goods are redirected to another destination (weapons, dual use goods, precursors etc.).
CHAPTER 5	5.9.1	The operator is responsible for the cost of custody and care if person is found inadmissible on any ground.
	5.11	The aircraft operator is alternatively responsible to remove the inadmissible person to the state which has issued the travel document in which the person travelled.
	5.18	If an inadmissible person does not have funds for his or her return journey, the carrier is obliged to arrange his or her transport at its own cost.

10 Liite 10 - Ilmailuviestiliikenne (Aeronautical Telecommunications)

Volume I, Part I

CHAPTER 2	2.2.1	Non-directional and locator beacons are not the subject of periodic flight checks.
CHAPTER 3	3.1.3.3.1	Some localizers have reduced azimuthal coverage.
	3.1.5.1.4	ILS Reference Datum is less than 15 M (50 FT) at some runways. Detailed information is given on IAC.
	3.1.7.6.2.1	Some middle markers are not located at recommended distance from the threshold.

	3.1.7.6.3.1	Some outer markers are not located at recommended distance from the threshold.
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Volume II

CHAPTER 5	5.2.1.4.1-2	<p>ICAO Annex 10, Volume II, Chapter 5.2.1.4.1 is transposed in point SERA.14035 of Implementing Regulation (EU) No 923/2012 with some differences. The differences between that ICAO Standard and that Union Regulation are as follows: SERA.14035 Transmission of numbers in radiotelephony (a) Transmission of numbers</p> <p>(1) All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately. (i) Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds. (ii) The altimeter setting shall be transmitted by pronouncing each digit separately except for the case of a setting of 1000 hPa which shall be transmitted as 'ONE THOUSAND'. (iii) All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word 'THOUSAND'.</p> <p>(2) All numbers used in transmission of other information than those described in point (a)(1) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word 'HUNDRED' or 'THOUSAND', as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word 'THOUSAND', followed by the number of hundreds, followed by the word 'HUNDRED'.</p> <p>(3) In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately.</p> <p>(4) When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as 'TEN O'CLOCK' or 'ELEVEN O'CLOCK'.</p> <p>(5) Numbers containing a decimal point shall be transmitted as prescribed in point (a)(1) with the decimal point in appropriate sequence indicated by the word 'DECIMAL'.</p> <p>(6) All six digits of the numerical designator shall be used to identify the transmitting channel in Very High Frequency (VHF) radiotelephony communications except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used. Flight levels of whole hundreds (or thousands) are transmitted using the words "HUNDRED" (or "THOUSAND").</p>
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	5.2.1.7.3.2.3	<p><u>ICAO Annex 10, Volume II, Chapter 5.2.1.7.3.2.3 is transposed in point SERA.14055 of Implementing Regulation (EU) No 923/2012 with a difference.</u> <u>The difference between that ICAO Standard and that EU Regulation is as follows:</u> <u>SERA.14055 Radiotelephony procedures</u> <u>(b) Establishment of radiotelephony communications</u></p> <p><u>(2) The reply to the above calls shall use the call sign of the station calling, followed by the call sign of the station answering, which shall be considered an invitation to proceed with transmission by the station calling. For transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted, when so authorised by the competent authority.</u>The high intensity light setting of 100% may be transmitted as "ONE HUNDRED PERCENT".</p>
	5.3.2.1.1	<p>b) The number of persons on board has been added to the list of elements to be reported in a distress message.</p>

11 Liite 11 - Ilmailiikennepalvelu (Air Traffic Services)

CHAPTER 2	2.25.5	Time checks shall be given at least to the nearest minute.
CHAPTER 3		<p>Implementing Regulation (EU) No 923/2012, paragraph SERA.8005(b), specifies: (b) Clearances issued by air traffic control units shall provide separation:</p> <p>(1) between all flights in airspace Classes A and B; (2) between IFR flights in airspace Classes C, D and E; (3) between IFR flights and VFR flights in airspace Class C; (4) between IFR flights and special VFR flights; (5) between special VFR flights unless otherwise prescribed by the competent authority; except that, when requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and if so prescribed by the competent authority for the cases listed under (b) above in airspace Classes D and E, a flight may be cleared subject to maintaining own separation in respect of a specific portion of the flight below 3 050 M (10 000 FT) during climb or descent, during day in visual meteorological conditions.</p> <p>The Finnish Transport and Communications Agency has approved that separation between special VFR flights does not have to be provided when ground visibility is 3 KM or more - during daytime between military aircraft, Border guard aircraft and medical helicopters - during night time between military helicopters, Border guard helicopters and medical helicopters.</p> <p>Implementing Regulation (EU) No 923/2012, paragraph SERA.8015, specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1 of the underlined text):</p> <p>(e) Read-back of clearances and safety-related information (1) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back:</p> <p>(i) ATC route clearances; (ii) clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and (iii) runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and (iv) transition levels, whether issued by the controller or contained in ATIS broadcasts.</p>

		<p>Implementing Regulation (EU) No 923/2012, paragraph SERA.8015(e)(2), specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1.1 of the underlined text):</p> <p>(2) Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.</p> <p>Implementing Regulation (EU) No 923/2012, paragraph SERA.5010, specifies: Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied:</p> <p><u>(a) such flights may be conducted during day only, unless otherwise permitted by the competent authority;</u></p> <p>(a) by the pilot:</p> <p>(1) clear of cloud and with the surface in sight; (2) the flight visibility is not less than 1 500 M or, for helicopters, not less than 800 M; (3) <u>fly</u> at speed of 140 KT IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and</p> <p>(3) at speed of 140 KT IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and</p> <p><u>(c) an air traffic control unit shall not issue a Special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima:</u></p> <p>(b) by ATC:</p> <p>(1) during day only, unless otherwise permitted by the competent authority;</p> <p>(2) the ground visibility is not less than 1 500 M or, for helicopters, not less than 800 M; (3) the ceiling is not less than 180 M (600 FT).</p>
CHAPTER 5		<p>Implementing Regulation (EU) No 923/2012, paragraph SERA.12005, specifies:</p> <p>(b) Competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed.</p>

12 Liite 12 - Etsintä- ja pelastuspalvelu (Search and Rescue)

NIL

13 Liite 13 - Lento-onnettomuuksien ja vaaratilanteiden tutkinta (Aircraft Accident and Incident Investigation)

NIL

14 Liite 14 - Lentopaikat (Aerodromes)

Volume I

CHAPTER 1	1.2.2	<p>The specifications shall apply only to aerodromes where Air Traffic Service is permanently available.</p> <p>Remark: Other aerodromes are for general Aviation and therefore the national regulations, which are less comprehensive than the Standards and recommendations in Annex 14 are adequate.</p>
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CHAPTER 2	2.6.3	The specification has not been transposed.
	2.6.4	The specification has not been transposed.
CHAPTER 3	3.3.1	The provision of the runway turn pad is conditional due to the inclusion of the words "if required" in the CS.
CHAPTER 5	5.2.10.5	The specification has not been transposed.
	5.3.3.3	The specification has been adopted so that at least 2 conditions (instead of 1) should exist for the aerodrome beacon to be provided.
CHAPTER 10	10.5.1	Notes 2 and 3 have not been transposed.

15 Liite 15 - Ilmailutiedotuspalvelu (Aeronautical Information Services)

NIL

16 Liite 16 - Ympäristönsuojelu (Environmental Protection)

NIL

17 Liite 17 - Turvatoimet (Security)

NIL

18 Liite 18 - Vaarallisten aineiden ilmakuljetus (Safe Transport of Dangerous Goods by Air)

NIL

19 Liite 19 - Turvallisuuden hallinta (Safety Management)

CHAPTER 1	Definitions	Industry code of practice - no definition Safety - no definition *The concept of industry code of practice (or industry standard) is present and recognised in EU rules even if there is no definition
CHAPTER 3	3.3.2 Safety management system obligations	SMS not yet implemented for design, manufacture and maintenance organisations in Reg. (EU) 748/2012 and in Annex II to Reg. (EU) 1321/2014) * Introducing SMS requirements for design, manufacture and maintenance organisations is being progressed (see EASA NPA 2019-05)
CHAPTER 4	4.1. General	This is addressed in the different regulations, except for initial and continuing airworthiness (Reg. (EU) 748/2012 and Annex II of Reg. (EU) 1321/2014)

		*Introducing SMS requirements for design, manufacture and Part-145 maintenance organisations is being progressed (see EASA NPA 2019-05)
	4.1.2	SMS not yet implemented for design, manufacture and maintenance organisations in Reg. (EU) 748/2012 and in Annex II to Reg. (EU) 1321/2014 (see NPA 2019-05). *In other domains where SMS is mandatory, the organisations have to comply with a transition period and there is no requirement for organisations to have a plan to implement SMS.
	4.1.5	Not yet addressed in Annex II to Regulation 4.1.5 (EU) 1321/2014 (Part-145). *Introducing SMS requirements for Part-145 maintenance organisations is being progressed (see NPA 2019-05)
	4.1.6	4.1.6 Not yet addressed in Regulation (EU) 748/2012 4.1.6 (Part-21) *Introducing SMS requirements for design is being progressed (see NPA 2019-05)
	4.1.7	4.1.7 Not yet addressed in Regulation (EU) 748/2012 (Part-21). * Introducing SMS requirements for manufacturing is being progressed (see NPA 2019-05)

PANS -asiakirjat

20 Doc 4444 PANS-ATM

PART 4	4.11.1	Transmission of position reports: See GEN 1.7, DOC 7030 EUR Regional Supplementary Procedures, Air-ground communication and in-flight reporting
PART 15	13.2	Air-Ground Communications Failure: The procedures valid in Finland concerning the action in the event of air-ground communication failure differ from ICAO Doc 4444. The procedures are described on AIP, part GEN 1.7, para 2, Annex 2.

21 Doc 7030 EUR Regional Supplementary Procedures

PART I		4. Air-ground communication and in-flight reporting The procedures valid in Finland concerning air-ground communication and in-flight reporting are more exacting than those prescribed in EUR Regional Supplementary Procedures (Doc 7030) and are described below in detail. Note: See also section GEN 1.5 for air-ground communication requirements. Exemptions in Finland from mandatory carriage of 8.33 KHZ channel spacing capable radio equipment are given in section ENR 1.8.
		Establishment of communication Unless otherwise prescribed or agreed, an aircraft operated outside controlled airspace shall establish radio communication with the appropriate

		<p>ATS unit as follows:</p> <ul style="list-style-type: none"> - Crossing of FIR boundary <p>If an aircraft on an IFR flight or on a VFR flight by night will cross a FIR boundary, it shall establish communication with the ACC prior to entering the FIR of which the ACC is in charge.</p>
		<p>Maintaining of communication and position reporting</p> <ul style="list-style-type: none"> - An aircraft operated as an IFR flight or as a VFR flight by night outside the controlled airspace at a level more than 900 M (3000 FT) AMSL, shall in the en-route phase of flight, if not in communication with another ATS unit: <ul style="list-style-type: none"> a) maintain continuous listening watch on the frequency of the ACC; b) establish two-way communication as necessary with this unit; and c) report position as specified for controlled flights. - An aircraft operated as an IFR flight or as a VFR flight by night outside controlled airspace at an altitude not exceeding 900 M (3000 FT), shall in the en-route phase of flight, if not in communication with another ATS unit: <ul style="list-style-type: none"> a) maintain continuous listening watch on the frequency of the ACC; b) report position as requested by the appropriate ATS unit. - An aircraft operated as a VFR flight on top of clouds shall report position as requested by the appropriate ATS unit. - An aircraft operated in a terminal control area, a control zone or a flight information zone (FIZ) outside the operational hours of the appropriate ATS unit, when the airspace concerned changes character to airspace class G, shall: <ul style="list-style-type: none"> a) maintain continuous listening watch on the frequency of the appropriate ATS unit, unless otherwise instructed, and b) report entering the airspace concerned at the lateral or vertical limit of the airspace on the frequency of the appropriate ATS unit. <p>In ground movements the frequency of the appropriate ATS unit shall be monitored when in the manoeuvring area and entering of the manoeuvring area shall be reported on this frequency.</p> <ul style="list-style-type: none"> - An aircraft operated within ADIZ, shall, if not in communication with another ATS unit: <ul style="list-style-type: none"> a) maintain continuous listening watch on the frequency of the ACC; b) report position as requested by the appropriate ATS unit.

22 Doc 8168 Aircraft Operations

VOL II	3.1	DR track on standard instrument departure routes may exceed 5.0. NM. Required obstacle clearance is maintained in all cases.
	5.4.6	Visual Segment Surface (VSS) protection for all straight-in instrument approach procedures can not be guaranteed for the time being.

	5.5.3	Published FAF procedure altitude represents for the time being published descent path at the FAF and the recommended 50 FT reduction is not included.
	5.5.4	Published altitudes for the final approach segment are procedure altitude, step-down fix procedure altitudes when necessary and OCA/H values. Profile minimum altitudes for obstacle clearance are not published for the time being.
	8.1	Published minimum sector altitudes (MSA) and area minimum altitudes (AMA) are based on obstacle information known to Finavia. These values are applicable only when used inside the Finnish territory.

23 Doc 8400 ICAO Abbreviations and codes

NIL

24 Doc 9868 Training

NIL

25 Doc 9981 Aerodromes

NIL

26 Doc 10066 Aeronautical Information Management

CHAPTER 6	6.1.4.3	A 7-days advance notice (NOTAM) cannot be guaranteed in all airspace restrictions.
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