

**GEN 1.7 EROAVUDET ICAO:N NORMEISTA JA SUOSITUKSISTA**
**GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES**

1. ANNEX 1 – PERSONNEL LICENCING		
CHAPTER 1	Definitions: 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 66 of the Regulation 216/2008.
CHAPTER 2	2.1.5.2 Type rating	Upset prevention and recovery training (UPRT) requirements for CPL, MPL and initial multi-pilot aeroplane type ratings will enter into force in April 2018.
	2.5.3.2 MPL	
	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 licence category is not used in Finland.
CHAPTER 4	4.6.1.1 - 4.6.2	The licence category is not used in Finland.

2. ANNEX 2 – Rules of the Air		
CHAPTER 2	2.4	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	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	3.1.9	No technical or operational certification or authorization is required nor any licensing for remote pilots for operations with RPAS less than 25 KG MTOW. The airworthiness of UA having operating mass of 150 KG or more is regulated by the European Union.	
	3.2.2	No technical or operational certification or authorization is required nor any licensing for remote pilots for operations with RPAS less than 25 KG MTOW. The airworthiness of UA having operating mass of 150 KG or more is regulated by the European Union.	
	3.2.2.4	SERA.3210 c)3)i): A sailplane overtaking another sailplane may alter its course to the right or left.	
	3.2.3.2	SERA.3215 b)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.	
	3.2.5	The requirements to make all turns to the left and land and take off into the wind do not apply to balloons.	
	3.3.1.2	SERA: A flight plan shall be submitted prior to operating any flight planned to operate across international borders, unless otherwise prescribed by the States concerned, and any flight planned to operate at night, if leaving the vicinity of an aerodrome. 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.	
	3.3.2	The name of the pilot-in-command of the aircraft shall be included in the flight plan.	
	3.3.3.2	In addition, the name of the pilot-in-command of the aircraft shall be included in the flight plan.	
	3.6.2.2	Item c) not implemented.	
	3.6.2.3	Item b) not implemented.	
	3.6.5.2.1	Additional requirement: When experiencing communication failure, aircraft with an SSR transponder shall select code 7600.	
			If in instrument meteorological conditions or if the weather conditions are such that it seems inadvisable to complete the flight in accordance with paragraph 2.19.2, the aircraft shall a) set the transponder to code 7600; 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: 1) when the aircraft is on a route with no compulsory reporting points or it has been instructed to omit position reports, i) the time when it reaches the last assigned level or minimum flight altitude; or ii) the time when the transponder is set to code 7600, whichever is later; or 2) when the aircraft is on a route that contains compulsory reporting points and has not been instructed to omit position reports, i) the time when it reaches the last assigned level or minimum flight altitude; or ii) the latest time over a compulsory reporting point as estimated by the pilot; or iii) the aircraft's failure to report its position over a compulsory re-reporting point, whichever is later;

	3.6.5.2.2	<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 2.19.2, 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>1) when the aircraft is on a route with no compulsory reporting points or it has been instructed to omit position reports, i) the time when it reaches the last assigned level or minimum flight altitude; or ii) the time when the transponder is set to code 7600, whichever is later; or 2) when the aircraft is on a route that contains compulsory reporting points and has not been instructed to omit position reports, i) the time when it reaches the last assigned level or minimum flight altitude; or ii) the latest time over a compulsory reporting point as estimated by the pilot; or iii) the aircraft's failure to report its position over a compulsory 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. d) when being radar vectored or when the aircraft is proceeding offset using area navigation (RNAV) without a specified limit for rejoining the route 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 2.19.3 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	<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>

CHAPTER 4	4.3	The difference is that regulation adds requirements under which VFR flights at night may be permitted. SERA.5005 c) When so prescribed by the competent authority, VFR flights at night may be permitted under the following conditions: 1) if leaving the vicinity of an aerodrome, a flight plan shall be submitted in accordance with SERA.4001(b)(6); 2) flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available; 3) the VMC visibility and distance from cloud minima as specified in Table S5-1 shall apply except that: i) the ceiling shall not be less than 450 M (1 500 FT); ii) the reduced flight visibility provisions specified in Table S5-1(a) and (b) shall not apply; 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; and v) for mountainous terrain, higher VMC visibility and distance from cloud minima may be prescribed by the competent authority; 5) except when necessary for take-off or landing, or except when specifically authorised by the competent authority, a VFR flight at night shall be flown at a level which is not below the minimum flight altitude established by the State whose territory is overflown, or, where no such minimum flight altitude has been established: iv) over high terrain or in mountainous areas, at a level which is at least 600 M (2 000 FT) above the highest obstacle located within 8 KM of the estimated position of the aircraft; v) elsewhere than as specified in i), at a level which is at least 300 M (1 000 FT) above the highest obstacle located within 8 KM of the estimated position of the aircraft.
	4.4	VFR flights above FL200 are allowed in case: 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	The maximum FL allowed is 285.

3. ANNEX 3 – METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION		
CHAPTER 6	6.5.2	GAMET forecasts are not issued.  Remark: Finland issues national plain language area for GAFOR.
CHAPTER 7	7.2.1	AIRMET information is not issued.  Remark: Finland issues national information WXREP based on pilot reports.
	7.3.1	Aerodrome warnings are normally not issued for meteorological conditions, which could adversely affect aircraft on the ground, including parked aircraft.  Remark: Due to limitations of observing technics and/or short term forecasting, this kind of specific warnings are not issued in Finland.
	7.3.2	Aerodrome warnings are normally not issued for meteorological conditions, which could adversely affect aircraft on the ground.
	7.4.1	Wind shear warnings are normally not issued. Information on observed wind shear at aerodromes is included in METARs and local reports.  Remark: Due to limitations of observing technics and/or short term forecasting, this kind of warnings are not issued in Finland.

	7.4.3	Wind shear warnings are normally not issued. Information on observed wind shear at aerodromes is included in manual METARs and local reports.
	7.4.4	Wind shear warnings are normally not issued. Information on observed wind shear at aerodromes is included in manual METARs and local reports.

4. ANNEX 4 – AERONAUTICAL CHARTS		
NIL		

5. ANNEX 5 – UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS		
NIL		

6. ANNEX 6 – OPERATION OF AIRCRAFT		
PART I		
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.
	6.3.1.2.1	Requirement applies only to <i>multi-engined</i> turbine-powered aeroplanes with an MCTOM of 5 700 KG or less.
	6.3.1.2.11	The flight parameters of Type IA should be recorded only for aeroplanes first issued with an individual CofA on or after 01 January 2016.
	6.3.1.3.2 6.3.1.3.3 6.3.1.3.4 6.3.1.3.5	Discontinuation of old memory media not implemented.
	6.3.2.1.1 Cockpit voice recorders	CVR for light aircraft not implemented.
	6.3.2.2.1	Discontinuation of old memory media not implemented.
	6.3.2.3.1 6.3.2.3.3	For aeroplanes with an MCTOM of over 5 700 KG and first issued with an individual CofA on or after 01 April 1998, the minimum recording duration of the CVR is 2 hours. Retrofit extension of recording duration to two hours not implemented.
	6.3.3.1.1. Data link recorders 6.3.3.1.2.	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.
	6.3.4.5.2 Flight recorders — general	Requirement of a dual combination recorder configuration for MCTOM exceeding 15000 KG not implemented.
6.24.1	Currently no rules for SVS and EVS.	
CHAPTER 10	10.2 10.3	No detailed requirement for flight dispatchers training.

PART II		
CHAPTER 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 required a Point of no return.
	2.4.2.3	No equivalent rule in the EU for this category of aircraft.
	2.4.13.2 Pressure-altitude reporting transponder	(a) The secondary surveillance radar (SSR) transponders of aeroplanes being operated under European air traffic control should comply with any applicable Single European Sky legislation. (b) If the Single European Sky legislation is not applicable, the SSR transponders should operate in accordance with the relevant provisions of Volume IV of ICAO Annex 10.
	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.
	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	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		
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).
CHAPTER 3	3.1.2.1	European rules do not allow IMC operations in performance Class 3.
CHAPTER 4	4.2.2.1	No equivalent rule in EU for this category of aircraft.
	4.3.1.4	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.
	4.4.4 GPWS	European rules do not require Ground Proximity Warning system for helicopters.
CHAPTER 5	5.3.1 Surveillance equipment	Not implemented.
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	Not implemented.

CHAPTER 4	4.1.3.2	No equivalent rule in EU for this category of aircraft.
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.

7. ANNEX 7 – AIRCRAFT NATIONALITY AND REGISTRATION MARKS		
NIL		

8. ANNEX 8 – AIRWORTHINESS OF AIRCRAFT		
NIL		

9. ANNEX 9 – 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.
	2.19	General Customs supervision is at all times possible; such supervision may include a document check.
	2.32, 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.
	3.58, 6.32	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.
	3.60	This standard is not implemented if an in-transit passenger needs a visa to enter Finland and she/he doesn't have one.
	3.68	The Finnish Crew Member Certificate is not machine readable and it is not issued in accordance with the specifications in Doc 9303.
	3.73 - 3.76	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.
	4.22	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.
	4.24	This Recommended Practice is not implemented.
	4.27	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.
	4.30	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.
	4.34	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 on 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. ANNEX 10 – AERONAUTICAL TELECOMMUNICATIONS		
VOL 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.
VOL II		
CHAPTER 5	5.2.1.4.1.2	Flight levels of whole hundreds (or thousands) are transmitted using the words "HUNDRED" (or "THOUSAND").
		The high intensity light setting of 100% may be transmitted as "ONE HUNDRED PERCENT".
	5.3.2.1.1	b) The number of persons on board has been added to the list of elements to be reported in a distress message.



11. ANNEX 11 – 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 SE-RA.8005(b), specifies:</p> <p>(b) Clearances issued by air traffic control units shall provide separation:</p> <p>(1) between all flights in airspace Classes A and B;</p> <p>(2) between IFR flights in airspace Classes C, D and E;</p> <p>(3) between IFR flights and VFR flights in airspace Class C;</p> <p>(4) between IFR flights and special VFR flights;</p> <p>(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>Implementing Regulation (EU) No 923/2012, paragraph SE-RA.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</p> <p>(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;</p> <p>(ii) clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and</p> <p>(iii) runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and</p> <p>(iv) transition levels, whether issued by the controller or contained in ATIS broadcasts.</p> <p>Implementing Regulation (EU) No 923/2012, paragraph SE-RA.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 SE-RA.5010, specifies:</p> <p>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>(a) by the pilot:</p> <p>(1) clear of cloud and with the surface in sight;</p> <p>(2) the flight visibility is not less than 1 500 M or, for helicopters, not less than 800 M;(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>(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;</p> <p>(3) the ceiling is not less than 180 M (600 FT).</p>

CHAPTER 5		Implementing Regulation (EU) No 923/2012, paragraph SE-RA.12005, specifies: (b) Competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed.
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12.	ANNEX 12 – SEARCH AND RESCUE	
NIL		

13.	ANNEX 13 – AIRCRAFT ACCIDENT INVESTIGATION	
NIL		

14.	ANNEX 14 – AERODROMES	
VOL I		
CHAPTER 1	1.2.2	The specifications shall apply only to aerodromes where Air Traffic Service is permanently available.  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.
CHAPTER 3	3.3.1	This Standard is implemented as a recommendation only.
	3.5.1	A runway end safety area shall be provided if the construction is practicable without reducing the runway length.
	3.5.4	The width of a runway end safety area shall be at least twice that of the associated runway. However, a width of 90 M is considered sufficient in all cases.
	3.9.4	This Standard is implemented as mandatory only when designing and building new taxiways or rebuilding existing taxiways.
CHAPTER 5	5.2.6.2	A touchdown zone marking is required on instrument runways where the code number is 2, 3 or 4 but not on non-instrument runways.
	5.2.9.1	This Standard is implemented as a recommendation only.  Remark: In Finland, the turn pads have been marked, in general only with side stripe markings to allow the aircraft to utilise the total width of the runway.
	5.3.3.3	This Standard will be implemented as a recommendation only.  Remark: Standards 5.3.3.1 and 5.3.3.2 are considered adequate in determining the operational requirement. Operational need for an aerodrome beacon or an identification beacon is negligible.
	5.3.10.1	Also precision approach category I runway with displaced threshold is allowed to be provided with wing bar lights only.
	5.3.18.1	This Standard is implemented as mandatory only on turn pads intended for use with an operating minimum below an RVR of 250 M.
	5.3.22.1	For runways intended to be used for take-offs only in runway visual range conditions of less than 550 M runway guard lights are not required if operational procedures exist to limit the number of: 1) aircraft on the manoeuvring area to one at a time; and 2) vehicles on the manoeuvring area to the essential minimum.

	5.4.1.7	<p>The following is applied:</p> <p>1) Signs shall be illuminated, either internally or externally, when intended for use:</p> <p>a) in runway visual range conditions less than 800 M; or</p> <p>b) at night in association with instrument runways; or</p> <p>c) at night in association with non-instrument runways where the code number is 3 or 4.</p> <p>2) Signs shall be illuminated internally in accordance with the provisions of Annex 14, Appendix 4 when intended for use in runway visual range less than 550 M.</p>
CHAPTER 6	6.1.3	<p>This Standard is implemented with the following additions:</p> <p>d) the marking may be omitted in the case of tree tops forming an obstacle;</p> <p>e) the marking may be omitted in the case of terrain forming an obstacle not exceeding above an obstacle free zone;</p> <p>f) the lighting may be omitted in the case of tree tops forming an obstacle not exceeding above an obstacle free zone; and</p> <p>g) the lighting may be omitted in the case of tree tops forming an obstacle not considered to constitute a hazard to aircraft.</p>
	6.3.27	<p>Low-intensity obstacle lights displayed on vehicles, including follow-me vehicles, differ from those specified in Table 6-3 as to the flash frequency, maximum allowable intensity and vertical beam spread. The low-intensity obstacle lights used on vehicles (special warning lamps for motor vehicles) are in accordance with the United Nations Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, Regulation No. 65, Uniform Provisions Concerning the Approval of Special Warning Lamps for Motor Vehicles.</p>
CHAPTER 7	7.1.4	<p>This Standard is implemented with the following additions:</p> <p>When the closed marking is used on a temporarily closed runway, it shall be of the form and proportions as detailed in Figure 7-1, illustration a) or b).</p>
CHAPTER 8	8.1.7	<p>For a runway meant for take-off in runway visual range conditions of less than 550 M, a secondary power supply capable of meeting the relevant requirements of the table 8-1 shall be provided. Accordingly, in table 8-1 550 M is substituted for 800 M.</p>
CHAPTER 9	9.1.13	<p>a) The intervals between full-scale aerodrome emergency exercises will exceed two years.</p> <p>Remark: A full scale exercise might cause the expenditure of scarce human resources for outside organizations like hospitals.</p>
	9.2.7	<p>This Standard is implemented with the following additions:</p> <p>If during anticipated periods of reduced activity the highest category of aircraft planned to use the aerodrome is 1 or 2, protection shall be provided for these operations if the total annual number of operations at the aerodrome is more than 50 000.</p>
	9.7.5	<p>It is not mandatory for a driver of a radio-equipped vehicle before entering the apron to establish a radio communication with ATC or apron management service.</p>
CHAPTER 10	10.3.4	<p>Provision of a temporary threshold marking and early provision of the runway centre line marking are required only when practicable. If a temporary threshold marking is not provided, a temporary threshold shall be indicated with runway threshold identification lights in addition to runway threshold lights and / or wing bar lights. All these shall be high-intensity lights, if applicable.</p>
	10.4.1	<p>A light shall be redeemed unserviceable when the main beam average intensity is less than 50 per cent of the value specified in the appropriate figure in Appendix 2 or if in a visual inspection the light intensity is found to be distinctly reduced.</p>

15. ANNEX 15 – AERONAUTICAL INFORMATION SERVICES		
CHAPTER 4	4.2.5	Only electronic AIP (eAIP) is available.
	4.4.6	Monthly printed plain-language list of valid NOTAM is not provided.
CHAPTER 5	5.1.1.4	A 7-days advance notice (NOTAM) cannot be guaranteed in all air-space restrictions.
	5.2.13.3	Monthly printed plain-language list of valid NOTAM is not provided.
CHAPTER 10	10.1-10.4	Electronic terrain and obstacle data is not available.

16. ANNEX 16 – ENVIRONMENTAL PROTECTION		
NIL		

17. ANNEX 17 – SECURITY – SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE		
NIL		

18. ANNEX 18 – THE SAFE TRANSPORT OF DANGEROUS GOODS		
NIL		

19. ANNEX 19 – SAFETY MANAGEMENT		
NIL		

20. PANS ATM Doc 4444 Procedures for Air Navigation Services		
PART 4	4.11.1	Transmission of position reports See GEN 1.7, DOC 7030 EUR Regional Supplementary Procedures, Airground 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. SUPP Doc 7030 EUR Regional Supplementary Procedures		
PART 1		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.

		<p>Establishment of communication                  Unless otherwise prescribed or agreed, an aircraft operated outside controlled airspace shall establish radio communication with the appropriate ATS unit as follows:                  - Crossing of FIR boundary                  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                  - 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:                  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:                  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:                  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> <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.                  - An aircraft operated within ADIZ, shall, if not in communication with another ATS unit:                  a) maintain continuous listening watch on the frequency of the ACC;                  b) report position as requested by the appropriate ATS unit.</p>
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22. PANS OPS Doc 8168 Procedures for Air Navigation Services - 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. COMMISSION REGULATION (EU) No 73/2010		
CHAPTER II	Article 7 (2)	The process of establishing national provisions to completely achieve the aeronautical data quality requirements in accordance with the Commission Regulation (EU) No 73/2010 is in progress. Accordingly, all aeronautical data and information published in AIP Finland shall be considered as not compliant with European Commission Regulation (EU) No 73/2010, until all the requirements defined in the mentioned regulation have been met.