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Legal basis:
Finnish Aviation Act (864/2014), Section 5

Implemented EU legislation:

Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010, as amended by Commission Regulation (EU) 2015/340 and Commission Implementing Regulation (EU) 2016/1185.

Modification details:

This regulation shall revoke the Finnish Transport Safety Agency’s Aviation Regulation OPS M1-1 of 11 November 2014 on the Rules of the Air applicable in Finland (TRAFI/4936/03.04.00.00/2014) and Aviation Regulation GEN M1-8 of 18 November 2011 on radiotelephony in aviation (TRAFI/3761/03.04.00.00/2011).

Rules of the Air applicable in Finland

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1 APPLICATION OF THE COMMON EUROPEAN RULES OF THE AIR IN FINLAND

- 1.1 The Standardised European Rules of the Air (SERA), Commission Implementing Regulation (EU) No 923/2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Implementing Regulation (EU) No 1035/2011 and Regulations (EC) No 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No 255/2010), as amended by Commission Regulation (EU) 2015/340 and Commission Implementing Regulation (EU) 2016/1185, are complied with in both civil and military aviation in Finland with the exceptions and supplementary provisions as specified in this regulation. Neither the Standardised European Rules of the Air or this regulation apply to model aircraft.
- 1.2 The Defence Forces’ flight safety management will ensure that any exemptions granted to military aviation in this regulation will not compromise the safety of aviation. The Air Force commander is responsible for ensuring that the Defence Forces have an appropriate flight safety management system, which is continuously maintained and developed.

- 1.3 The exceptions applicable to unmanned aviation are imposed in a separate Aviation Regulation OPS M1-32, Use of Remotely Piloted Aircraft and Model Aircraft.

2 FINNISH TRANSPORT SAFETY AGENCY'S PROVISIONS COMPLEMENTARY TO THE COMMON EUROPEAN RULES OF THE AIR

2.1 Dropping or spraying (SERA.3115)

No article or substance that may cause damage, illness or health hazard shall be dropped or sprayed from an aircraft in flight without permission from the Finnish Transport Safety Agency. Instructions from the appropriate ATS unit shall be taken into account during dropping or spraying activities, and permission for dropping or spraying must be obtained from the ATC unit when the airspace requires a clearance.

2.2 Towing (SERA.3120)

No aircraft or other object shall be towed by an aircraft without permission from the Finnish Transport Safety Agency. Permission is not, however, required for sailplane or glider towing flights operated in accordance with the Finnish Transport Safety Agency's regulations. Instructions from the appropriate ATS unit shall be taken into account during towing activities, and clearance must be obtained from the ATC unit when the airspace requires a clearance.

2.3 Parachute descents (SERA.3125)

Parachute descents shall only be carried out under conditions prescribed by the Finnish Transport Safety Agency or in emergency situations. Instructions from the appropriate ATS unit shall be taken into account during parachute jumping activities, and permission for jumping must be obtained from the ATC unit when the airspace requires a clearance.

2.4 Aerobatic flight (SERA.3130)

Aerobatic flights shall not be carried out above congested areas of cities, towns and settlements or over an open-air assembly of persons.

2.5 Formation flights (SERA.3135)

No conditions other than those listed in SERA.3135 a) - d) are imposed on formation flights in controlled airspace.

2.6 Water operations (SERA.3230)

All aircraft on the water shall display the lights referred to in SERA.3230 b) from sunset to sunrise and otherwise in poor visibility.

2.7 Submission of a flight plan (SERA.4001)

- 2.7.1 Based on SERA.4001 b) 3), a flight plan shall be submitted for a flight intended to be conducted in an aerodrome flight information zone during its operating hours.

2.7.2 Based on SERA.4001 b) 4), 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.

2.7.3 For flight operations conducted in Finland's flight information region (FIR) under visual flight rules (VFR), a flight plan can be submitted no later than 30 minutes before the estimated off-block time.

2.8 Contents of a flight plan (SERA.4005)

A flight plan shall contain the information listed in SERA.4005 a) 1) - 14), and the name of the pilot-in-command.

2.9 Completion of a flight plan (SERA.4010)

A flight plan shall also contain the information listed in SERA.4005 a) 12) -14), as applicable, and the name of the pilot-in-command.

2.10 Closing a flight plan (SERA.4020)

An arrival report can also be made by telephone.

2.11 VMC visibility and distance from cloud minima (SERA.5001)

2.11.1 In airspace class G in accordance with Table S5-1, flight visibilities reduced to not less than 1 500 m are permitted on flights conducted at an indicated airspeed (IAS) of 140 knots at maximum. In other conditions, the visibilities specified in Table S5-1 shall be followed.

2.11.2 In airspace class G in accordance with Table S5-1, flight visibilities reduced to less than 1 500 m but not less than 800 m are permitted on helicopter flights if the aircraft is manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

2.12 Visual flight rules (SERA.5005)

2.12.1 VFR flights at night are permitted in accordance with SERA.5005 c).

2.12.2 Higher VMC visibility and distance from cloud minima have not been prescribed for mountainous terrain based on SERA.5005 c) 3) v).

2.12.3 With regard to SERA.5005 c) 5), the following has been prescribed on minimum heights: A VFR flight at night shall, except when necessary for take-off or landing or when the flight is operated in accordance with Aviation Regulation OPS M1-15, be flown 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.

2.12.4 With regard to SERA.5005 d) 2) ii), no authorization procedure has been established.



2.12.5 With regard to SERA.5005 f), the following has been prescribed on minimum heights: A VFR flight at night shall not, except when necessary for take-off or landing or when the flight is operated in accordance with Aviation Regulation OPS M1-15, 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.

2.12.6 Based on SERA.5005 g), no other provisions have been issued on minimum heights for VFR flights.

2.13 Special VFR in control zones (SERA.5010)

Special VFR flights may be operated within a control zone also at night in accordance with SERA.5010.

2.14 Instrument flight rules (IFR) — Rules applicable to all IFR flights (SERA.5015)

An IFR flight shall, except when necessary for take-off or landing, be flown 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.

2.15 Rules applicable to IFR flights outside controlled airspace (SERA.5025)

An IFR flight operating in level cruising flight outside of controlled airspace is not required to be flown at a cruising level appropriate to its track as specified in the table of cruising levels in Appendix 3, if the flight is performed at or below 900 m (3 000 ft) above mean sea level.

2.16 Classification of airspaces (SERA.6001)

If an aircraft cannot, due to technical or safety reasons, maintain the speed limit (250 kts) in airspace classes C, D, E, F and G, an exemption shall be applied for from the Finnish Transport Safety Agency. Exemptions granted based on a safety assessment are published in the AIP.

2.17 Operation of air traffic control service (SERA.8005)

Separation is provided between special VFR flights.

In airspace classes D and E during day in visual meteorological conditions, the provision of separation between IFR flights can be waived and a flight may be cleared to maintain own separation in respect of a specific portion of the flight below 3 050 m (10 000 ft) during climb or descent, when requested by the pilot of an aircraft and agreed by the pilot of the other aircraft.

2.18 Adherence to flight plan (SERA.8020)

- 2.18.1 Paragraph SERA.8020 a) 1) shall be complied as such, unless otherwise directed by the appropriate air traffic control unit.
- 2.18.2 Changeover points as referred to in SERA.8020 a) 2) have not been established.
- 2.18.3 No exemption from the 2-minute rule as defined in SERA.8020 b) 3) has been prescribed in Finland.

2.19 Position reports (SERA.8025)

Controlled flights are not required to report the time and level of passing each designated compulsory reporting point to the appropriate air traffic services unit when in radar contact. Intervals for position reports in the absence of compulsory reporting points have not been prescribed.

2.20 Communications (SERA.8035)

- 2.20.1 If a communication failure precludes compliance with SERA.8035, the aircraft shall comply with published procedures and the applicable parts of the said provision. In addition, aircraft forming part of the aerodrome traffic at a controlled aerodrome shall keep a watch for instructions that may be issued by visual signals.
- 2.20.2 If in visual meteorological conditions, the aircraft shall
 - a) set the transponder to code 7600;
 - b) continue to fly in visual meteorological conditions;
 - c) land at the nearest suitable aerodrome; and
 - d) report its arrival by the most expeditious means to the appropriate air traffic control unit or AFIS unit.
- 2.20.3 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
 - 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 reporting point,

whichever is later.

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.

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;

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;

g) complete a normal instrument approach procedure as specified for the designated navigation aid;

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.

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.

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.

Note 3. Rules corresponding to the provisions of paragraph 2.20 of this regulation are in force in the territory of those European states having introduced reduced vertical separation minima (EUR RVSM area). These provisions differ from the international Rules of the Air (ICAO Annex 2).

2.21 Automatic terminal information service (ATIS) (SERA.9010)

When ATIS messages are used in directed request/reply transmissions, the appropriate air traffic services unit shall, whenever Voice-ATIS and/or D-ATIS is provided, report the current altimeter setting to an arriving aircraft when it is cleared to descent below transition level. The

latest altimeter setting shall also be reported when an aircraft is cleared for approach, unless it is known that the aircraft has already received the latest altimeter setting.

2.22 Availability of alerting service (SERA.10001)

The reports including the words "Operations normal" issued at intervals of 20 to 40 minutes as specified in SERA.10001 b) are not required in Finland.

2.23 Unlawful interference (SERA.11005)

The Finnish Transport Safety Agency has not assigned a dedicated aerodrome in accordance with SERA.11005 ab) where the pilot-in-command should attempt to land if the aircraft is subjected to unlawful interference.

2.24 Special aircraft observations (SERA.12005)

Finland has not given any national supplementary provisions on other conditions which shall be reported, as permitted in SERA.12005 b).

2.25 Operation of an SSR transponder (SERA.13001)

Provisions on the airspaces referred to in SERA.13001 c) (transponder mandatory zones) are contained in Aviation Regulation OPS M1-31.

2.26 SSR transponder Mode A code setting (SERA.13005)

2.26.1 With regard to SERA.13005 b) 2), no other code has been prescribed to be selected instead of code 2000.

2.26.2 With regard to SERA.13005 b) 3), no other code has been prescribed to be selected instead of code 7000.

2.27 Pressure-altitude-derived information (SERA.13010)

With regard to SERA.13010 b), no other provisions have been issued on the air traffic control unit's responsibility to verify the pressure-altitude-derived level information displayed to the controller.

2.28 Language to be used in air-ground communication (SERA.14015)

With regard to SERA.14015 b), no other provisions have been issued on the language to be used in air-ground communication.

2.29 Radiotelephony procedures (SERA.14055 b) 2))

For transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted when answering calls concerning the establishment of radiotelephony communications.

2.30 Transfer of VHF communications (SERA.14060)

With regard to SERA.14060 b), no other provisions have been issued on the information that an aircraft is required to transmit.

2.31 Radiotelephony procedures for air-ground voice communication channel changeover (SERA.14065)

2.31.1 With regard to SERA.14065 a), no other provisions have been issued on the information that an aircraft is required transmit to the ATS unit.

2.31.2 With regard to SERA.14065 a) 2) and c) 2), it is prescribed that an aircraft shall use the word "SUPER" as the code for the wake turbulence category if its maximum takeoff mass (MTOM) is at least 560 000 kg, or the word "HEAVY", if its MTOM is more than 136 000 kg but less than 560 000 kg.

2.31.3 With regard to SERA.14065 a) 5), no other provisions have been issued on the information that an aircraft is required to transmit.

2.31.4 With regard to SERA.14065 c) 4), no other provisions have been issued on the information that an aircraft is required to transmit.

2.32 Communications watch/Hours of service (SERA.14080)

2.32.1 With regard to SERA.14080 a), it is prescribed that communication watch shall be maintained during flight in accordance with the requirements for the airspace class.

2.32.2 It is not required to continuously guard the VHF emergency frequency 121,5 MHz as specified in SERA.14080 a) 2).

2.33 Specific communication procedures (SERA.14090)

With regard to SERA.14090 c) 2), it is prescribed that aircraft with a maximum takeoff mass (MTOM) of at least 560 000 kg shall use the word "SUPER" as the code for the wake turbulence category.

2.34 Distress and urgency radiotelephony communication procedures (SERA.14095)

With regard to SERA.14095 b) 5) iii), it is prescribed that the ATS unit controlling the communications may transmit the message "DISTRESS TRAFFIC ENDED" in accordance with this point after the reception of the message cancelling the distress condition as prescribed in point b) 5) i).

2.35 Unmanned free balloons (Appendix 2)

In addition to the rules specified in Appendix 2, there are no provisions on the use of light unmanned free balloons exclusively for meteorological purposes.

A heavy unmanned free balloon shall not be operated below 18 000 m (60 000 ft) pressure-altitude at night, unless the balloon and its attachments and payload, whether or not they become separated during the operation, are lighted.

2.36 Table of cruising levels (Appendix 3)

No provisions have been issued on the use of grid tracks more extensively than in polar areas at latitudes higher than 70 degrees.

2.37 ATS airspace classes — services provided and flight requirements (Appendix 4)

For VFR flights in airspace class C and for all flights in airspace classes D-G, exemptions may be granted from the speed limitation of 250 kts indicated airspeed (IAS) below 3050 m (10000 ft) above mean sea level (AMSL) to those aircraft types which, for technical or safety reasons, cannot maintain this speed.

3 EXEMPTIONS FROM THE RULES OF THE AIR IN MILITARY AVIATION

3.1 Minimum heights (SERA.3105)

By way of derogation from the provisions of SERA.3105, regulations issued by the Defence Forces on minimum flight altitudes shall be complied with in military aviation.

3.2 Dropping or spraying (SERA.3115)

By way of derogation from SERA.3115, no article or substance that may cause damage, illness or health hazard shall be dropped or sprayed from a military aircraft in flight without an acceptable cause and against the provisions and instructions given by the Defence Forces. Instructions from the appropriate ATS unit shall be taken into account during dropping or spraying activities, and permission for dropping or spraying must be obtained from the ATC unit when the airspace requires a clearance.

3.3 Towing (SERA.3120)

By way of derogation from SERA.3120, no aircraft or other object shall be towed in military aviation without permission from the Finnish Military Aviation Authority or against the provisions and instructions given by the Defence Forces. Towing operations must not cause any hazard to those involved or to third parties. Instructions from the appropriate ATS unit shall be taken into account during towing activities, and clearance must be obtained from the ATC unit when the airspace requires a clearance.

3.4 Parachute descents (SERA.3125)

By way of derogation from SERA.3125, parachute and parasail jumping activities as well as parachuting and parasailing operations shall comply with the provisions and instructions given by the Defence Forces. Instructions from the appropriate ATS unit shall be taken into account during parachute jumping activities, and permission for jumping must be obtained from the ATC unit when the airspace requires a clearance.

3.5 Aerobatic flight (SERA.3130)

3.5.1 By way of derogation from the provisions of SERA.3130, aerobatic flights in military aviation shall not be carried out above congested areas of cities, towns and settlements or over an open-air assembly of persons without permission from the Finnish Military Aviation Authority. Instructions from the appropriate ATS unit shall be taken into account in aerobatic operations. Clearance for aerobatic flight must be obtained from the ATC unit when the airspace requires a clearance.

3.5.2 Display and demonstration flights shall comply with the provisions issued by the Defence Forces on flight altitudes, flying conditions, display pilots and operating procedures.

3.6 Formation flights (SERA.3135)

3.6.1 By way of derogation from SERA.3135, formation flights in military aviation shall be flown in accordance with approved flight training programmes or procedures as required by the Defence Forces.

a) When flying in standard military formation, each aircraft shall maintain a distance not exceeding 0.5 NM laterally and longitudinally and 100 ft vertically from the aircraft in the formation that uses mode 3 A/C in its SSR transponder (flight leader).

b) When flying in non-standard formation in controlled airspace, the horizontal distance between two aircraft must be 3 NM (5.6 km) or less and the block altitude 1000 ft (300 m) or less, unless otherwise agreed with the appropriate ATS unit. Deviation from block altitude may be required for take-off. All aircraft in the formation shall use mode 3 A/C in their SSR transponders, unless otherwise agreed with the appropriate ATS unit.

3.6.2 When flying in uncontrolled airspace or in controlled airspace reserved for military operations, the maximum horizontal and vertical distances between aircraft in the formation shall be as determined by the military authority.

3.6.3 On aerobatic, display or demonstration flights and in related exercises, the minimum and maximum distances between aircraft in the formation shall be as determined by the military authority.

3.6.4 On formation flights the flight leader is responsible for ensuring that the appropriate ATS unit is informed of the longitudinal, lateral and vertical dimensions of the formation for carrying out any necessary air navigation service procedures. The flight leader and the pilots-in-command of the other aircraft in the formation are, for their part, responsible for avoiding collision between aircraft in the formation.

3.7 Proximity (SERA.3205)

Instead of the provision in SERA.3205, the military authority shall provide instructions on minimum distances between aircraft and on how to operate in proximity to other aircraft to avoid collisions in military aviation.

3.8 Lights to be displayed by aircraft (SERA.3215)

3.8.1 By way of derogation from SERA.3215, military aircraft flying in controlled airspace reserved for military aviation and below such airspace may, as planned in advance and in accordance with approved flying training programmes, renounce from using external navigation lights as required by the Rules of the Air. In that case, suitable external lights shall be used.

3.8.2 In helicopter operations, aircraft may renounce from using external navigation lights as required by the Rules of the Air even outside the airspace referred to in 2.8.1 above when necessary for training purposes. In that case, the navigation lights must be switched on, but they can be dimmed (in NVG-F mode).

3.8.3 When practising tactical operations (cf. QRA), military aircraft may, without restrictions to civil aviation, perform a take-off and/or approach without external lights at night under ATC radar control, provided that there is no essential traffic or any traffic that would require traffic information. The operations must be planned in advance, and permission for flying without lights must be obtained from the appropriate ATS unit.

3.9 VMC visibility and distance from cloud minima (SERA.5001)

3.9.1 The VMC minima referred to in SERA.5001 are complied with in military aviation with the following exceptions:

a) Accepted deviations from VMC minima for aeroplanes

The distance from cloud minima as required by the general Rules of the Air may be waived in military aviation. In this case, however, the aircraft must maintain such distance from cloud that the flight can be conducted clear of cloud.

b) Accepted deviations from VMC minima for helicopters

i) The distance from cloud minima as required by the general Rules of the Air may be waived in military aviation. In this case, however, the aircraft must maintain such distance from cloud that the flight can be conducted clear of cloud.

ii) In uncontrolled airspace when the flight altitude is at or below 3 000 ft (900 m) above mean sea level or 1 000 ft (300 m) above terrain, whichever is the higher:

VMC minima for helicopters by day:

- o flight visibility equivalent to at least 30 seconds flight time at that speed, and
- o clear of cloud and with the surface in sight.

VMC minima for helicopters by night:

- o flight visibility equivalent to at least 1 minute flight time at that speed, and
- o clear of cloud and with the surface in sight.

3.10 Visual flight rules (SERA.5005)

On flights at transsonic and supersonic speeds, the provisions of paragraph 3.13 shall be complied with in military aviation.

3.11 Special VFR in control zones (SERA.5010)

By way of derogation from the provisions of SERA.5010, the following shall be complied with in military aviation:

On special VFR flights operated by aeroplane, the ground visibility shall be at least 1.5 km by day and night and the visibility shall be such that the flight can be conducted clear of cloud while following minimum heights.

On special VFR flights operated by helicopter, the ground visibility shall be at least the distance equivalent to a half a minute's flight time at that speed by day and a minute's flight time by night, and the visibility shall be such that the flight can be conducted clear of cloud while following minimum heights.

3.12 Requirements for communications (SERA.5025, SERA.6001 and SERA.6005)

3.12.1 By way of derogation from the provisions of SERA.5025, SERA.6001 and SERA.6005, the requirement for continuous listening watch and two-way communication between the aircraft and the ATS unit may be omitted when the flight is controlled by a military organ.

3.12.2 By way of derogation from the provisions of SERA.6005 a) and Appendix 4, the necessary communication can be maintained and reports made also by a military organ.

3.13 Classification of airspaces (SERA.6001)

3.13.1 By way of derogation from SERA.6001, flight speeds that are type-specific and/or determined by the flight training programme shall be complied with in military aviation irrespective of the airspace class and flight altitude.

3.14 Application of wake turbulence separation (SERA.8012)

By way of derogation from the provisions of SERA.8012 a), wake turbulence separation between military aircraft is not applied when aerodrome control service is provided.

3.15 Air traffic control clearances (SERA.8015)

By way of derogation from the provisions of SERA.8015 eb) 1), military aircraft may also use other altimeter setting procedures at and above the transition level when the operations require so.

3.16 Communications (SERA.8035)

By way of derogation from the provisions of SERA.8035 b), after detecting a radio communication failure the pilot shall set the SSR transponder to code 7600 and:

- a) When flying in a practice area or in airspace reserved for military aviation, the aircraft shall select an altitude within the vertical limits of the airspace reservation and continue flying in the area at the selected altitude, and
 - 1) if radio reception is operative, circle right for at least 3 minutes and thereafter comply with any clearances issued, or
 - 2) if radio reception is inoperative, circle left in the area for at least 3 minutes and comply with the following instructions:
 - i) Aircraft flying in accordance with instrument flight rules (IFR) shall proceed to the appropriate designated navigation aid serving the destination aerodrome, maintaining a suitable flight altitude as selected for the area. The aircraft shall commence descent, complete the instrument approach and land without undue delay.
 - ii) Aircraft flying in accordance with visual flight rules (VFR) shall continue to fly in visual meteorological conditions (VMC) and land at the nearest suitable aerodrome.
- b) When flying outside practice areas and airspace reserved for military aviation
 - 1) Aircraft flying in accordance with visual flight rules (VFR) shall continue to fly in visual meteorological conditions, land at the nearest suitable aerodrome, and report its arrival by the most expeditious means to the appropriate air traffic control or AFIS unit, unless the landing has otherwise been observed (as indicated e.g. by visual signals),
 - 2) When flying en-route in accordance with instrument flight rules (IFR), the aircraft shall proceed according to the current flight plan for at least 3 minutes, and thereafter fly to a suitable initial approach fix for the destination, alternative or departure aerodrome at the latest clearance altitude received. After passing the initial approach fix, the aircraft shall commence descent, complete the instrument approach and land.
 - 3) When being radar vectored under instrument flight rules (IFR), the aircraft shall rejoin the current flight plan route as soon as possible and fly to a suitable initial approach fix. After passing the initial approach fix, the aircraft shall commence descent, complete the instrument approach and land.
- c) If the radio communication failure is associated with another technical malfunction in the aircraft, the pilot shall momentarily select code 7700 in the SSR transponder. On Hornet aircraft, the code is used to inform about the need for an arresting cable.

3.17 Operation of an SSR transponder (SERA.13001)

By way of derogation from the provisions of SERA 13001 a), the use of an SSR transponder can be omitted in military aviation within an airspace reserved for military aviation and in Quick Reaction Alert (QRA) operations.

3.18 Radiotelephony call signs for aircraft (SERA.14050)

By way of derogation from the provisions of SERA.14050, the call sign for a military aircraft shall be one of the following:

- | | |
|---|--------|
| a) One letter followed by two numbers | S41 |
| b) Abbreviation FNF (= FINNFORCE) followed by 1-3 numbers | FNF391 |
| c) Tactical call sign followed by 0-2 numbers | BLADE1 |

The call sign may not contain more than 7 characters in total.

The call signs in accordance with point c) are English words or names and they should be pronounced in English. The call sign cannot be abbreviated.

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Päivi Metsävainio
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