

Performance Review Board

Monitoring Report

Finland - RP3



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1 OVERVIEW

1.1 Contextual information

National performance plan adopted following Commission Decision (EU) 2022/765 of 13 April 2022

List of ACCs 1
Tampere ACC

No of airports in the scope of the performance plan:

- $\geq 80'K$ 1
- $< 80'K$ 0

Exchange rate (1 EUR=)
2017: 1 EUR
2024: 1 EUR

Share of Union-wide:

- traffic (TSUs) 2024 0.6%
- en route costs 2024 0.6%

Share en route / terminal costs 2024 72% / 28%

En route charging zone(s)
Finland

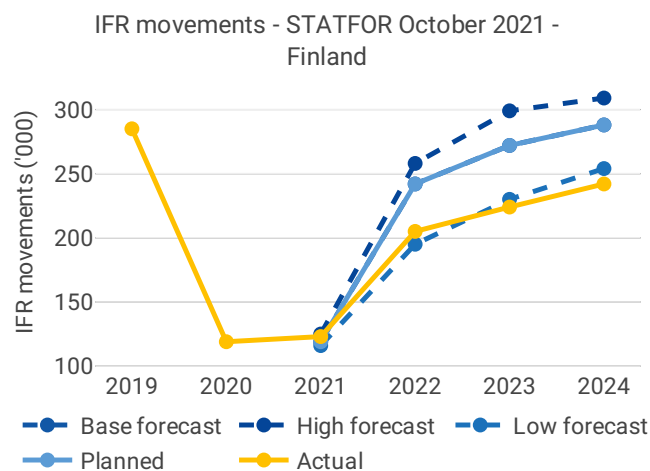
Terminal charging zone(s)
Finland

Main ANSP
• Fintraffic ANS

Other ANSPs
-

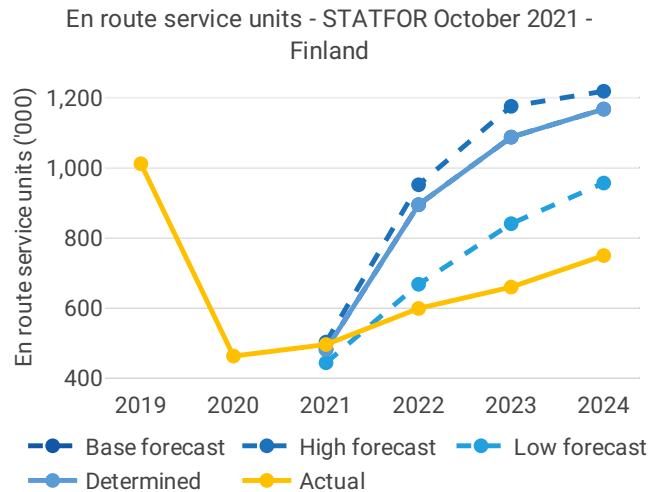
MET Providers
• Finnish Meteorological Institute (FMI)

1.2 Traffic (En route traffic zone)



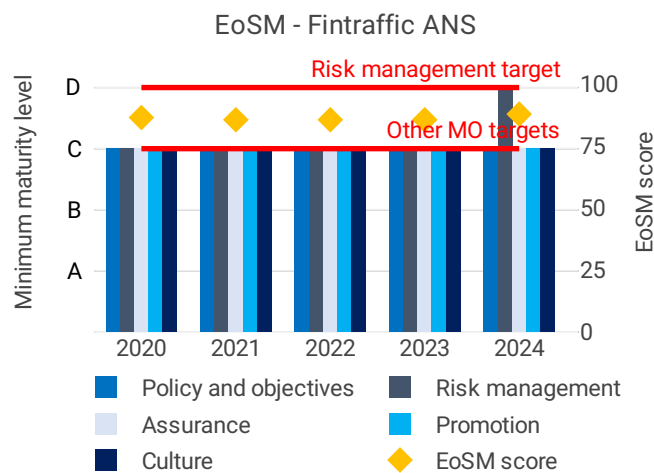
- Actual IFR movements for Finland fell on average by -3.2% per year between 2019 and 2024.
- In the RP3 revised performance plan en route service units were forecasted to remain stable (+0.2% per year). Planned traffic was in line with the STATFOR October 2021 base forecast.
- Over RP3, IFR movements for Finland remained below the 2019 pre-pandemic level.





- Actual en route service units for Finland fell on average by -5.8% per year between 2019 and 2024.
- In the RP3 revised performance plan service units were forecasted to grow by +2.9% per year. Planned traffic was in line with the STATFOR October 2021 base forecast.
- A total of 2,963K actual service units were recorded over RP3, -27.6% below the aggregated planned value (4,091K).

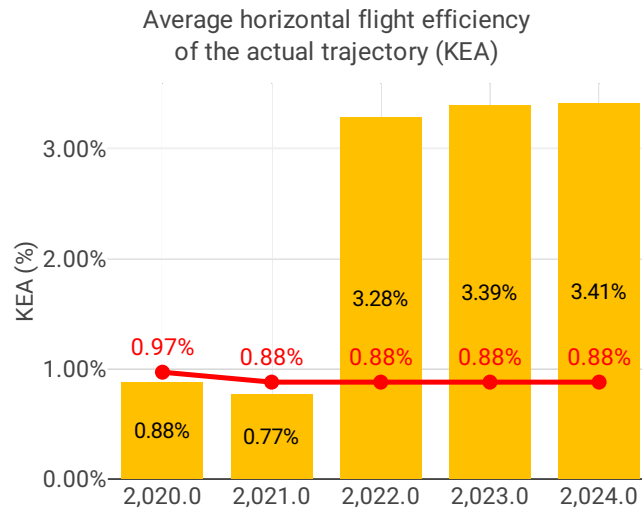
1.3 Safety (Main ANSP)



- Fintraffic ANS has improved in Safety Risk Management in 2024 and achieved the RP3 EoSM targets for all management objectives.
- Finland recorded a stable number of safety occurrences, below the Union-wide average.



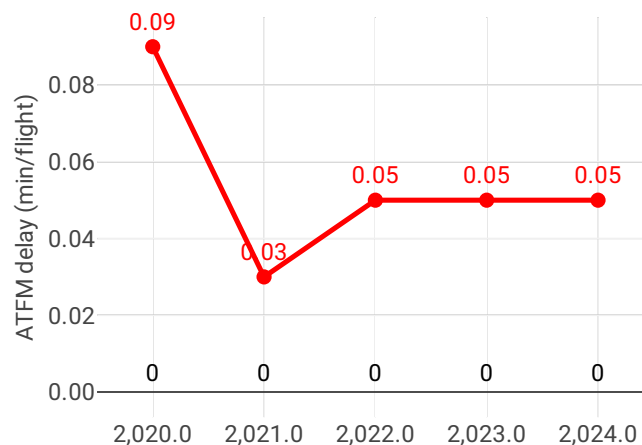
1.4 Environment (Member State)



- Environmental performance in Finland deteriorated during RP3. KEA increased from 0.88% in 2020 to 3.41% in 2024.
- Finland achieved the KEA target in two years of RP3, in 2020 and 2021, during the low-traffic Covid-19 period.
- The NSA noted that the main factors contributed to KEA deteriorating during the period were the shift of the traffic flows between Russia and Kaliningrad and between Finland and Japan.
- KEP deteriorated from 1.14% to 3.58% and SCR deteriorated from 1.01% to 3.68% during RP3.
- The share of CDO flights improved from 60.90% to 62.69% during RP3.
- Additional taxi out time deteriorated from 1.96 to 2.90 min/flight, while additional time in terminal airspace remained stable during RP3.

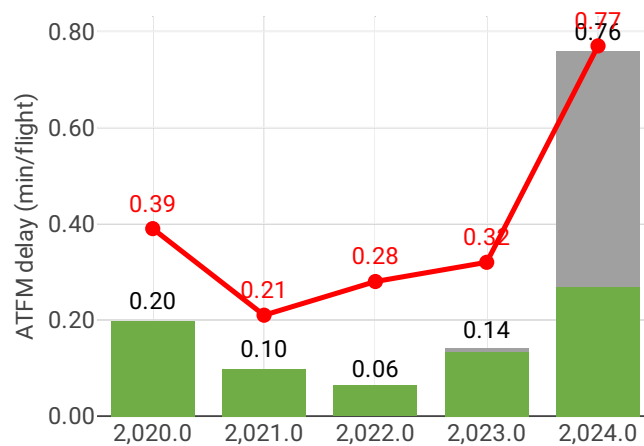
1.5 Capacity (Member State)

Average en route ATFM delay per flight by delay groups



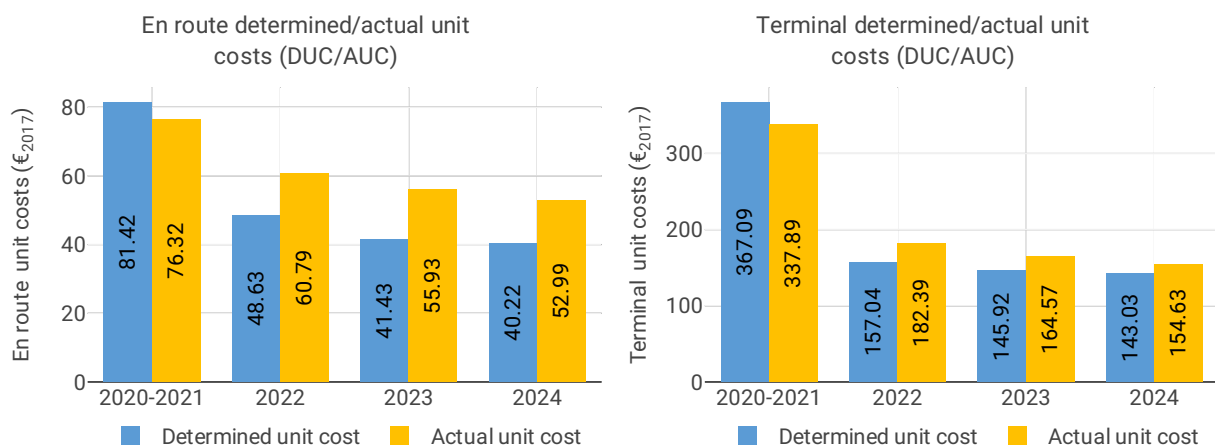
- Finland recorded no en-route ATFM delay minutes within the RP3 timeframe. During RP3, Finland accounted for 0.00% of the total delays at Union level. Compared to RP2, total delay minutes decreased by 100%.
- Finland met its en-route ATFM delay targets in each year of the third reference period.
- In RP3, no en-route ATFM delays were recorded in Finland.
- Over RP3, nearly zero percent of delayed flights in Finland experienced delays longer than 15 minutes, representing a decrease of 24 percentage points compared to RP2.
- In Finland, the total number of ATCOs in OPS over the RP3 period decreased by 8 FTEs, representing a 16% decrease compared to 2019. Finland fell short of the planned ATCO numbers by 12 FTEs by the end of RP3.

Average arrival ATFM delay per flight by delay groups



- Finland accumulated a total of 82,962 arrival ATFM delay minutes within the RP3 timeframe, reaching the highest level of total delay minutes generated in 2024. Compared to RP2, total terminal delay minutes decreased by 30%.
- In RP3, the leading drivers of arrival ATFM delays in Finland were Weather and other non-ATC related causes, representing 54% and 46% of total delay minutes.

1.6 Cost-efficiency (En route/Terminal charging zone(s))



- Over RP3, the en route actual unit cost of Finland was lower than the determined unit cost for the combined year 2020-2021 and higher in 2022, 2023, and 2024. The second half of the reference period has been marked by reduced traffic caused by Russia's war of aggression against Ukraine, resulting in higher actual unit costs. Total actual SUs were -28% lower than determined over the period.
- En route actual total cost for RP3 (186M€2017) were lower than determined (by -26M€2017, or -12%, with all cost categories registering lower-than-planned costs. The difference in total costs is mainly driven by lower staff costs (-15M€2017, or -15%) recorded by Fintraffic ANS, as a result of significantly lower traffic levels and, consequently, reduced staff numbers and several staff cost savings.
- The total RP3 en route regulatory result for Fintraffic ANS amounted to 22M€. This is +17M€ (or +326%) higher than the ex-ante regulatory result. The difference is mainly attributable to the application of the cost-sharing mechanism, due to a positive difference between determined and actual costs to be retained by the ANSP. The regulatory result amounted to 12% of the total en route revenues, while the ex-ante regulatory result amounted to 2.7% of the total planned en route revenues.
- Over RP3, the terminal actual unit cost of Finland was higher than determined in three out of four years (2022, 2023 and 2024), due to lower traffic levels than expected.
- Terminal actual total costs for RP3 (73M€2017) were lower than determined (by -9.5M€2017, or -11%). This is mainly driven by Fintraffic ANS lower staff costs (-6.5M€2017, or -15%) than planned, mainly resulting from lower staff numbers due to reduced traffic.
- The total RP3 terminal regulatory result for Fintraffic ANS amounted to 9.2M€, or 11% of total revenues. This is +8.5M€ higher than the ex-ante regulatory result (0.7€ or 0.8% of the terminal revenues). As for en route, the difference is mainly attributable to the application of the cost-sharing mechanism, due to a positive difference between determined and actual costs to be retained by the ANSP.
- Finland should ensure that any excessive regulatory result, including excess funds received by the ANSP due to the inflation mechanism, is either reinvested to improve the quality of services delivered to airspace users or reimbursed to them.

