

# VFR GUIDE TO FINLAND

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# Table of contents

Flying in Local Traffic Circuit .....	3
Charts.....	3
Flight plan.....	3
Phraseology examples .....	4
Entering/Exiting Control Zone (CTR).....	5
Flight plan.....	6
Phraseology examples .....	6
Flying in Terminal Manoeuvring Area (TMA) .....	7
Phraseology examples .....	8
Flying to/from uncontrolled aerodromes .....	12
Phraseology examples .....	12

# Flying in Local Traffic Circuit

Local Traffic Circuit is a standardised flight path in the immediate vicinity of an aerodrome. The traffic circuit is meant for all kinds of traffic but is mainly used by General Aviation (VFR flights). Every controlled aerodrome has its own landing chart that includes the standard path of a traffic circuit. Before flying, you need to have the knowledge of what are the parts of circuit (upwind, crosswind, downwind, base). Information can be found online.

## Charts

In Finland you need to have your Landing chart with you in order to understand and to recognize the correct flight path for local traffic circuits. You can find Landing Charts from *AIP Suomi – Finland*.

All charts of the controlled aerodromes can be found behind these web addresses.

[https://www.ais.fi/ais/aip/ad/\[ICAO\]/\[ICAO\].htm](https://www.ais.fi/ais/aip/ad/[ICAO]/[ICAO].htm)

Example:

<https://www.ais.fi/ais/aip/ad/efpo/efpo.htm>

All charts of the uncontrolled aerodromes from this address:

<https://lentopaikat.fi/>

### **What do I need to find from charts?**

- Is the regular traffic circuit left or right hand pattern? (Usually left)
- What's the circuit altitude?

## Flight plan

When flying in a Local Traffic Circuit, the routing in your flight plan should be *TC*. In the remarks you can describe how many approaches are to be conducted during the flight. E.g. *RMK/EFOU 2TGL 1LA 1FS*. Parsed this would mean two touch and go landings, two low approaches and one full stop landing.

## Phraseology examples

### Departure

Pilot: *Pirkkala Tower, OH-DMP.*

Pirkkalan torni, OH-DMP.

ATC: *OH-DMP, Pirkkala Tower.*

OH-DMP, Pirkkalan torni.

Pilot: *OH-DMP, is a Diamond 42 at General Aviation parking, 1 person on board, information M, QNH 1007, request taxi for local traffic circuits. (Here you can briefly describe your flight plan to the controller (TGL, LA, FS)).*

OH-DMP on Diamond 42, yleisilmailun asematasolla, 1 henkilö kyydissä, tiedotus M, QNH 1007, pyydän rullata paikallista laskukierrosta varten.

ATC: *O-MP, taxi to holding point G, runway 24, report ready for departure (, squawk 6556).*

O-MP, rullaa odotuspaikalle G, kiitotie 24, ilmoita kun valmis lähtöön (, koodaa 6556).

Pilot: *Taxi to holding point G, runway 24, wilco, O-MP.*

Rullaan odotuspaikalle G, kiitotie 24, ilmoitan, O-MP.

Pilot: *O-MP is ready for departure.*

O-MP on valmis lähtöön.

ATC: *O-MP, wind 240 degrees at 5 knots, runway 24, cleared for takeoff to (left/right hand) traffic circuit.*

O-MP, tuuli 240 astetta 5 solmua, kiitotie 24, selvä lentoonlähtöön (vasemman-/oikeanpuoleiseen) laskukierrokseen.

Pilot: *Runway 24, cleared for takeoff to (left/right hand) traffic circuit, O-MP.*

Kiitotie 24, selvä lentoonlähtöön (vasemman-/oikeanpuoleiseen) laskukierrokseen, O-MP.

### On traffic circuit

Pilot: *O-MP is on (left/right) downwind, runway 24, request touch and go.*

O-MP, (vasen/oikea) myötätuuli, kiitotie 24, läpilaskua varten.

ATC: *O-MP, wind 250 degrees at 4 knots, runway 24, cleared for touch and go, after touch and go fly (left/right hand) traffic circuit.*

O-MP, tuuli 250 astetta 4 solmua, kiitotie 24, selvä läpilaskuun, läpilaskun jälkeen liity (vasemman-/oikeanpuoleiseen) laskukierrokseen.

Pilot: *O-MP is on (left/right) downwind, runway 24, request full stop landing.*

O-MP, (vasen/oikea) myötätuuli, kiitotie 24, loppulaskua varten.

ATC: *O-MP, wind 260 degrees at 6 knots, runway 24, cleared to land.*

O-MP, tuuli, 260 astetta 6 solmua, kiitotie 24, selvä laskuun.

### **Traffic information**

ATC: *O-BC, you are number 2, traffic is a Cessna 172 on base leg, for runway 24.*

O-BC, olet vuorolla 2, liikenteesi on Cessna 172 perusosalla, kiitotielle 24.

Pilot: *Number 2, traffic in sight, O-BC.*

Vuorolla 2, liikenne näkyvissä, O-BC.

ATC: *O-TF, number 3, extend downwind, traffic is the Beechcraft 350 ahead of you on number 2.*

O-TF, vuorolla 3, jatka myötätuulta, liikenteesi on Beechcraft 350 edessä vuorolla 2.

ATC: *O-VB, observe traffic at holding south.*

O-VB, huomioi liikenne etelänpuoleisessa odotuskuviossa.

## **Entering/Exiting Control Zone (CTR)**

Entering and exiting the Control Zone is normally done through Visual Reporting Points (VRP). VRPs help both ATC and pilots to understand where the flight is to enter or exit the Control Zone. In some cases, departing traffic is cleared direct enroute without flying through a VRP.

## Flight plan

VRPs can be added to your route of flight just like a regular waypoint. ATC will automatically clear you to leave or enter the control zone through the VRP you have filed. You can find VRPs from *AIP Suomi – Finland*.

## Phraseology examples

### Exiting Control Zone

Pilot: *Pori Tower, OH-COG, on Apron 3, 2 persons on board, information F, QNH 1000, request taxi to leave control zone via KULTA towards Pirkkala.*

Porin torni, OH-COG, asematasolla 3, 2 henkilöä kyydissä, tiedotus F, QNH 1000, pyydän rullata jättää lähialue KULLAn kautta kohti Pirkkalaa.

ATC: *OH-COG, Pori Tower, leave control zone via KULTA, 1200 feet or below, VFR (, squawk 1403), taxi to holding point V, runway 12, report ready for departure.*

OH-COG, Porin torni, jätä lähialue KULLAn kautta, 1200 jalkaa tai alle, VFR (, koodaa 1403), rullaa odotuspaikalle V, kiitotie 12, ilmoita valmis lähtöön.

Pilot: *Leave control zone via KULTA, 1200 feet or below, VFR, taxi to holding point V, runway 12, wilco, OH-COG.*

Jätä lähialue KULLAn kautta, 1200 jalkaa tai alle, VFR, rullaa odotuspaikalle V, kiitotie 12, ilmoitan, OH-COG.

Pilot: *O-OG is ready for departure.*

O-OG on valmis lähtöön.

ATC: *O-OG, wind 160 degrees at 5 knots, runway 12, cleared for takeoff, left turn.*

O-OG, tuuli 160 astetta 5 solmua, kiitotie 12, selvä lentoonlähtöön, vasen kaartto.

Pilot: *Runway 12, cleared for takeoff, left turn, O-OG.*

Kiitotie 12, selvä lentoonlähtöön, vasen kaartto, O-OG.

Pilot: *O-OG, KULTA outbound (, 1200 feet).*

O-OG, KULTA ulos (, 1200 jalkaa).

ATC: *O-OG.*

O-OG.

Note: Departing aircraft is responsible of informing the ATC when they are leaving their area of responsibility, unless otherwise instructed by ATC. After informing the ATC of leaving the AoR, frequency change is approved without any instruction by ATC.

### **Entering Control Zone**

Pilot: *Pori Tower, OH-DTG, 5 minutes from SIRMA, information A, QNH 1017, for full stop landing.*

Porin torni, OH-DTG, arvio SIRMAan 5 minuuttia, tiedotus A, QNH 1017, loppulaskua varten.

ATC: *O-TG, Pori Tower, via SIRMA, join right hand traffic circuit, runway 30, (1200 feet or below,) QNH 1016, report SIRMA inbound.*

O-TG, Porin torni, SIRMAan kautta liity oikean puoleiseen laskukierrokseen, kiitotie 30, (1200 jalkaa tai alapuolella,) QNH 1016, ilmoita SIRMA sisään.

ATC: *O-TG, via SIRMA, join (left) base leg, runway 12, report SIRMA inbound.*

O-TG, SIRMAan kautta liity (vasemmalle) perusosalle, kiitotie 12, ilmoita SIRMA sisään.

ATC: *O-TG, join holding north due to traffic, 1200 feet, expect runway 12.*

O-TG, liity pohjoiseen odotuskuvioon liikenteen takia, 1200 jalkaa, odotetaan kiitotietä 12.

ATC: *O-TG, number 2, traffic is a Cessna 152 on downwind, runway 12, join downwind runway 12.*

O-TG, olet vuorolla 2, liikenteesi on Cessna 152 myötätuuliosalla, kiitotie 12, liity myötätuuleen kiitotie 12.

Note: When cleared to join downwind as number 2 and traffic information is given, you shall join behind that described traffic.

When entering the traffic circuit refer to previous chapter of this document.

It is the pilot's responsibility to find out the maximum altitudes of VRPs and to adhere them without any ATC clearance.

## **Flying in Terminal Manoeuvring Area (TMA)**

Flying VFR flights in Terminal Manoeuvring Area is possible if the traffic situation allows it.

There might be some restrictions due to landing commercial traffic, but when traffic

information is given to you, you shall primarily keep yourself away from other traffic (in class D airspace).

## Phraseology examples

### Flying through TMA

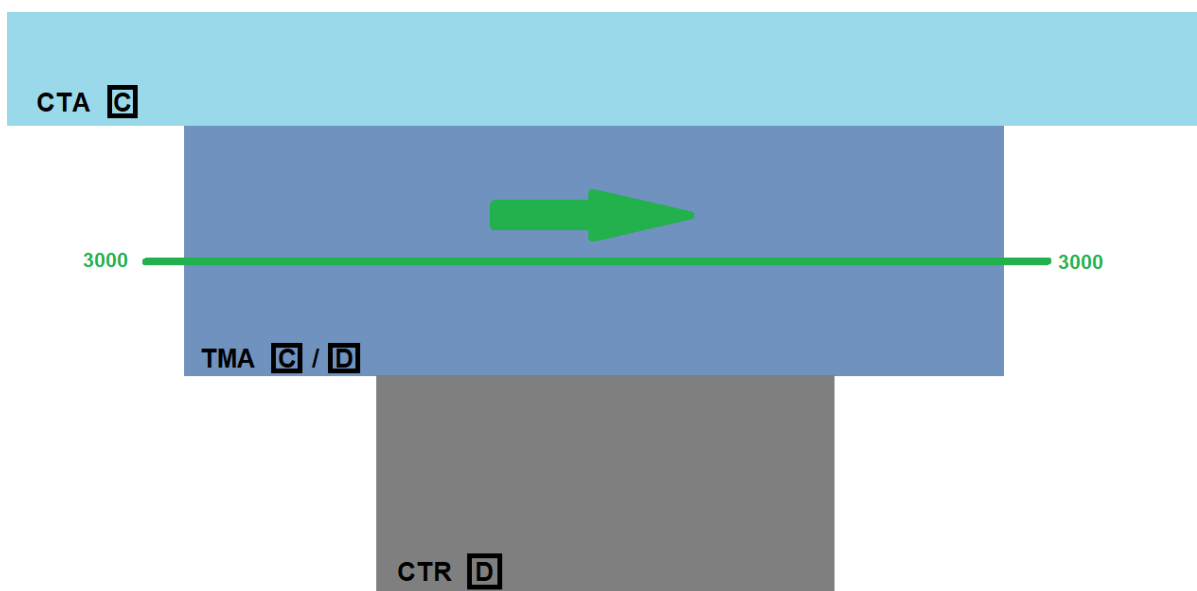
Pilot: *Helsinki Radar, OH-ABC.*  
Helsingin tutka, OH-ABC.

ATC: *OH-ABC, Helsinki Radar.*  
OH-ABC, Helsingin tutka.

Pilot: *O-BC, over Inkoo, (request clearance to TMA) 3000 feet (, information A).*  
O-BC, Inkoon päällä, (pyydän selvitystä TMA:lle) 3000 jalkaa (, tiedotus A).

ATC: *O-BC, cleared to Helsinki Terminal Area 3000 feet (or below), VFR, report TMA boundary inbound, QNH 1001.*  
O-BC, selvitetty Helsingin lähestymisalueelle 3000 jalkaa (tai alapuolella), VFR, ilmoita TMA:n raja sisään, QNH 1001.

Pilot: *Cleared to Helsinki Terminal Area 3000 feet (or below), VFR, QNH 1001, wilco, O-BC.*  
Selvitetty Helsingin lähestymisalueelle 3000 jalkaa (tai alapuolella), VFR, QNH 1001, ilmoitan, O-BC.





## Climbing to TMA

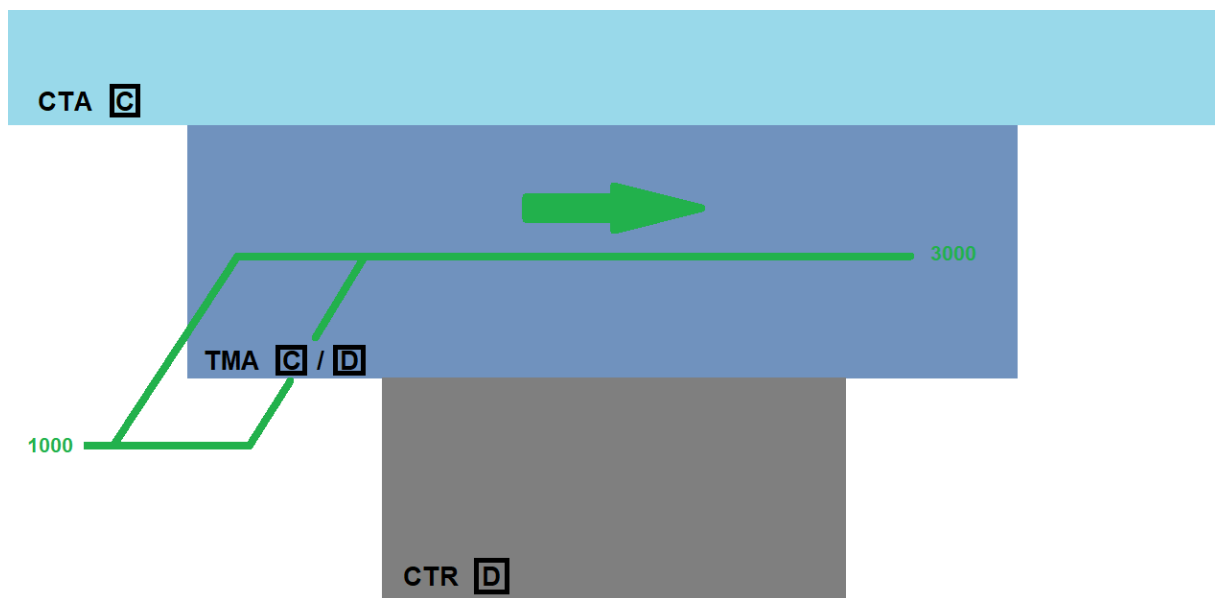
Pilot: Helsinki Radar, OH-WTF.  
Helsingin tutka, OH-WTF.

ATC: OH-WTF, Helsinki Radar.  
OH-WTF, Helsingin tutka.

Pilot: O-TF, over Vuosaari, 1000 feet, squawk 6501, request climb for 3000 feet.

ATC: O-TF, radar contact, cleared to Helsinki TMA 3000 feet/climb to 3000 feet, QNH 1007, VFR.

O-TF, tutkayhteys, selvitetty Helsingin TMA:lle 3000 jalkaa/nouse 3000 jalkaan, QNH 1007, VFR.



## Descent into uncontrolled airspace

Pilot: *OH-CVB, request descent to 1000 feet.*

OH-CVB, pyydän laskua 1000 jalkaan.

ATC: *O-VB, cleared for descent into uncontrolled airspace, QNH 1013.*

Selvä laskeutumaan valvomattomaan ilmatilaan, QNH 1013.

Pilot: *Cleared for descent, QNH 1013, O-VB.*

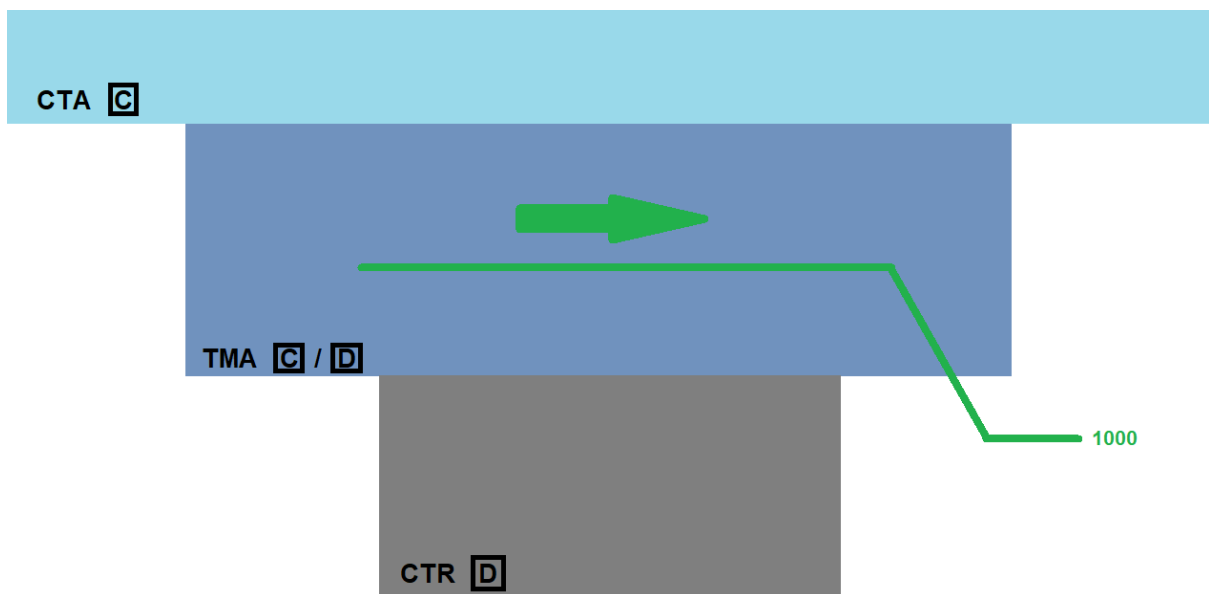
Selvä laskeutumaan, QNH 1013, O-VB.

ATC: *O-VB, leaving controlled airspace, frequency change approved.*

O-VB, jätät valvotun ilmatilan, taajuuden siirto hyväksytty.

Pilot: *Changing to Malmi traffic 131.250, O-VB.*

Siirryn Malmin liikenteelle 131.250, O-VB.



## Arriving CTR via TMA

1.

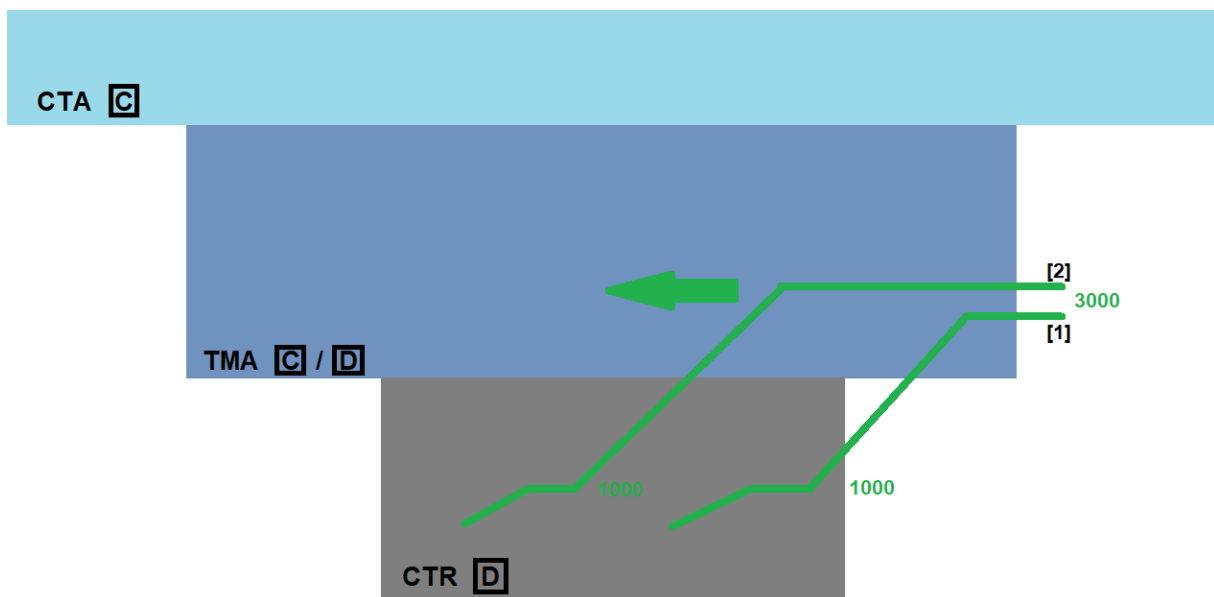
ATC: *OH-ABC, join downwind runway 15 via LILJA, maximum altitude at LILJA 1000 feet.*

OH-ABC, liity myötätuuleen kiitotie 15 LILJAn kautta, maksimi korkeus LILJAssa 1000 jalkaa.

2.

ATC: *OH-ABC, join downwind runway 15 via LILJA, 3000 feet or below, no descent restrictions.*

OH-ABC, liity myötätuuleen kiitotie 15 LILJAn kautta, 3000 jalkaa tai alapuolella, ei laskeutumisrajoituksia.



Note: You need to have obtained your ATC clearance to enter TMA, before flying in TMA and following these procedures.

# Flying to/from uncontrolled aerodromes

When flying to and from uncontrolled aerodromes, the Area Control Centre (ACC) needs to know who are airborne even when flight was in uncontrolled airspace. This is to (IRL) provide Search and Rescue services in the case of emergency and also to give Flight Information Service on request for flights. When starting your flight from an uncontrolled aerodrome you need to activate your flight plan and to close it when arriving at an uncontrolled aerodrome.

## Phraseology examples

### Activating and closing a flight plan

Pilot: *Helsinki Control, OH-CWM, departure from Jämijärvi at 0946, destination Kiikala (, request flight plan activation).*

Helsinki Control, OH-CWM, lähtö Jämijärveltä aikaan 0946, määränpää Kiikala (,pyydän lentosuunnitelman aktivointia).

ATC: *OH-CWM, Helsinki Control, roger, flight plan activated at time 0950, squawk 6502.*

OH-CWM, Helsinki Control, selvä, lentosuunnitelma aktivoitu aikaan 0950, koodaa 6502.

ATC: *OH-CWM, no reported traffic in uncontrolled airspace, Pirkkala QNH 1013.*

OH-CWM, ei tiedossa olevaa liikennettä valvomattomassa ilmatilassa, Pirkkalan QNH 1013.

Pilot: *Helsinki Control, OH-CWM, from Kiikala to Malmi, landing time 1346 (, closing flight plan).*

Helsinki Control, OH-CWM, Kiikalasta Malmille, lasku aikaan 1346 (, päätän lentosuunnitelman).

ATC: *OH-CWM, roger, flight plan closed at time 1349.*

OH-CWM, selvä, lentosuunnitelma päätetty aikaan 1349.

## **Flight Information Service in uncontrolled airspace**

Pilot: *Helsinki Control, OH-WTF, 5 miles west of Lepplax, squawk 6504, request Flight Information Service.*

Helsinki Control, OH-WTF, 5 mailia länteen Lepplaxista, koodi 6504, pyydän lentotiedotuspalvelua.

ATC: *OH-WTF, Helsinki Control, Flight Information Service, Kruunu QNH 1003, an Ultralight departed Ylivieska at time 1033, towards south, callsign Ultra 574.*

OH-WTF, Helsinki Control, lentotiedotuspalvelu, Kruunun QNH 1003, Ultrakevyt lähetynyt Ylivieskasta aikaan 1033, kohti etelää, kutsulla Ultra 574.

ATC: *OH-WTF, Helsinki Control, Flight Information Service, no reported traffic in uncontrolled airspace, Kruunu QNH 1002.*

OH-WTF, Helsinki Control, lentotiedotuspalvelu, ei tiedossa olevaa liikennettä valvomattomassa ilmatilassa, Kruunun QNH 1002.

## **Climbing to Finland CTA**

Pilot: *Helsinki Control, OH-CVE, over Manamansalo, squawk 4453, request climb to FL100.*

Helsinki Control, OH-CVE, Manamansalon yllä, koodi 4453, pyydän nousua lentopinnalle 100.

ATC: *OH-CVE, Helsinki Control, radar contact, climb to FL100.*

OH-CVE, Helsinki Control, tutkayhteys, nouse lentopinnalle 100.

Pilot: *Helsinki Control, OH-CVE, over Oulu aerodrome, squawk 3334, request climb to FL130 to drop 3 parachutist then to leave level for descent.*

Helsinki Control, OH-CVE, Oulun lentopaikan päällä, koodi 3334, pyydän nousua lentopinnalle 130, 3 laskuvarjohyppääjän pudotusta varten, jonka jälkeen jättää pinnan.

ATC: *OH-CVE, radar contact, climb to FL130, cleared to drop and leave level after.*

OH-CVE, tutkayhteys, nouse lentopinnalle 130, saat pudottaa ja jättää pinnan.