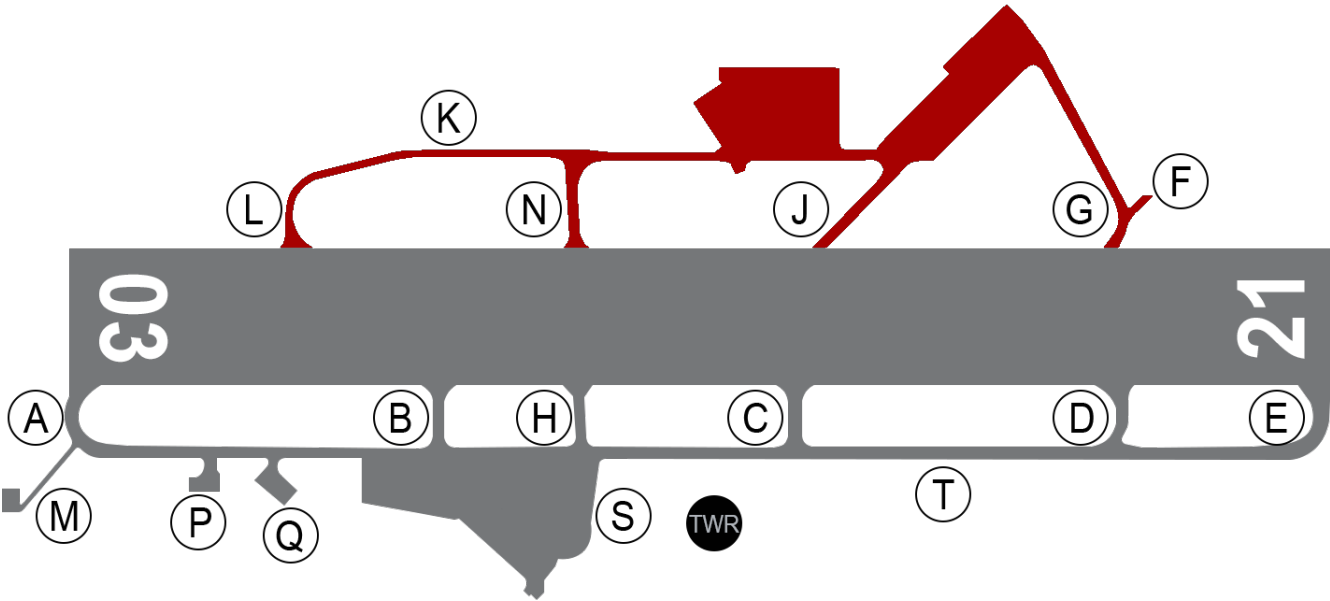


EFRO - Rovaniemi



| IATA | ICAO | Charts |
|------|------|------------------------------------|
| RVN | EFRO | Finland AIP - EFRO |



There will be full-staffing for Rovaniemi during the event:

| Logon code | Call sign | Frequency | Responsibilities |
|------------|--------------------|-----------|--|
| EFRO_DEL | ROVANIEMI DELIVERY | 118.525 | En-route clearance |
| EFRO_TWR | ROVANIEMI TOWER | 118.700 | All ground movement and clearances on the Runway |
| EFRO_APP | ROVANIEMI RADAR | 129.900 | Rovaniemi Terminal Area |
| EFRO_R_APP | ROVANIEMI ARRIVAL | 118.600 | Arrivals below 5000 FT |

Additionally we will staff the following positions to help manage the traffic flow:

- EFIN_Y_APP (Arrival Feeder Sector)
- EFIN_Z_APP (Arrival Feeder Sector)
- EFRO TWR SUPER
- EFRO APP SUPER
- EFIN ACC SUPER + FMP

Arrivals

Holding Procedures

- Pilots shall be prepared for non-standard holding procedures
- **ATC will give the inbound heading, turn direction and inbound time**
- Pilots may view the planned holding locations in our [Map Service](#)
- We try our best to minimize holding during the event

- Recommended YouTube Holding Tutorials:
 - [Airbus 320 Holding Tutorial](#) by Airbus Cockpit Coach
 - [Boeing 737 Holding Tutorial](#) by British Avgeek

Re-routing

- Pilots are requested to use our route planner at fss.vatsim-scandinavia.org
- If you don't find a route for your departure location or if your route is invalid, pilots shall be prepared for re-routing issued by ATC

If you are unsure of a given re-route, please don't hesitate to ask ATC for the complete route by text.

- Mandatory routes to Rovaniemi are shown in our [Map Service](#).
- ATC may give a tactical re-route for better sequencing even if pilot has used a correct route

Arrival Slots

- All arrivals to Rovaniemi are required to:
 1. have a valid slot booking, or;
 2. have received a non-event release by ATC
- Don't worry if you don't have a slot. There will be around 10 non-event releases every hour!
 - Pilots who don't get a chance for a slot are diverted to another airport (our suggestions are EFOU, EFKT or EFHK)
- Pilots are requested to plan their departure time in order to arrive during their booked slot time

Approach

- Runway 21: ILS-Z (2500 FT)
- Runway 03: RNP (2500 FT)

Arrivals will be vectored to localizer (ILS) or to final approach course (RNP).

Say your **Call Sign ONLY** when contacting Rovaniemi Arrival (EFRO_R_APP).
Example: "Rovaniemi Arrival, Finnair 1"

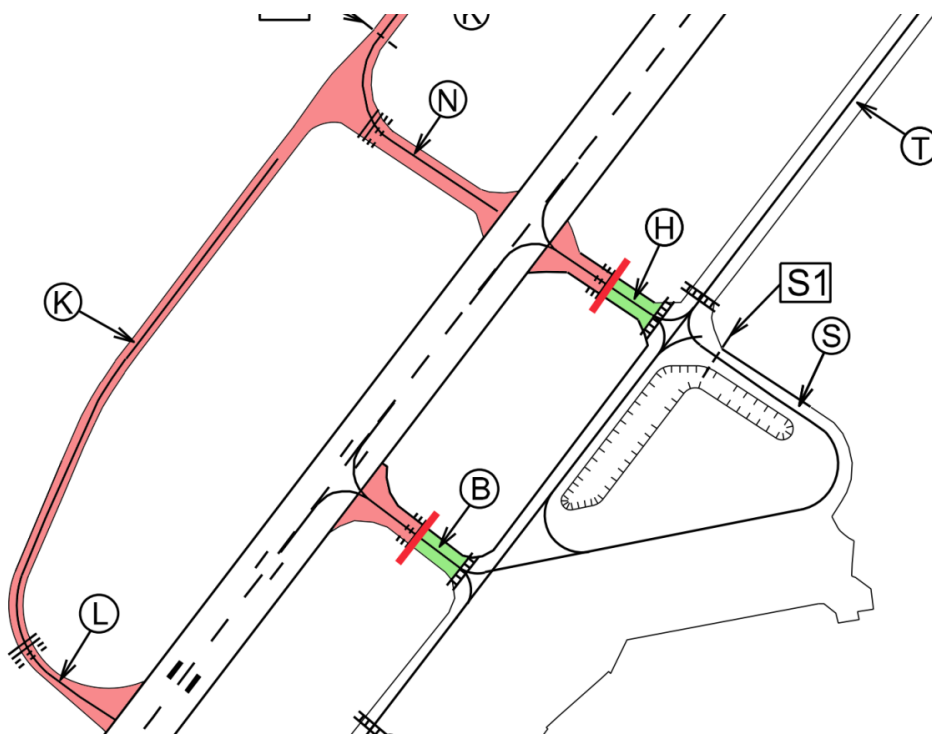
Landing

- Arrivals will be transferred to Tower on final (4 - 10 NM)
- Pilots are kindly requested not to initiate a go-around unless really necessary

- A landing clearance can be issued at latest when passing the runway threshold
- TWR may give a landing clearance when there is reasonable assurance that the runway will be free at the time when the aircraft passes the runway threshold

In case of a **go-around**, fly straight ahead and climb to 2500 FT unless otherwise instructed by ATC.

Please, **expedite vacating** the runway after landing and taxi across the holding point line! (see green area in image below)



- Plan to vacate via H or B (Runway 21) and taxi across the holding point line (green area)
 - If Runway 03 is in use, plan to vacate via H, C or D
- Hold short of the main taxiway/apron after vacating
- DO NOT vacate to the north-west side of the runway (military apron)

Departures

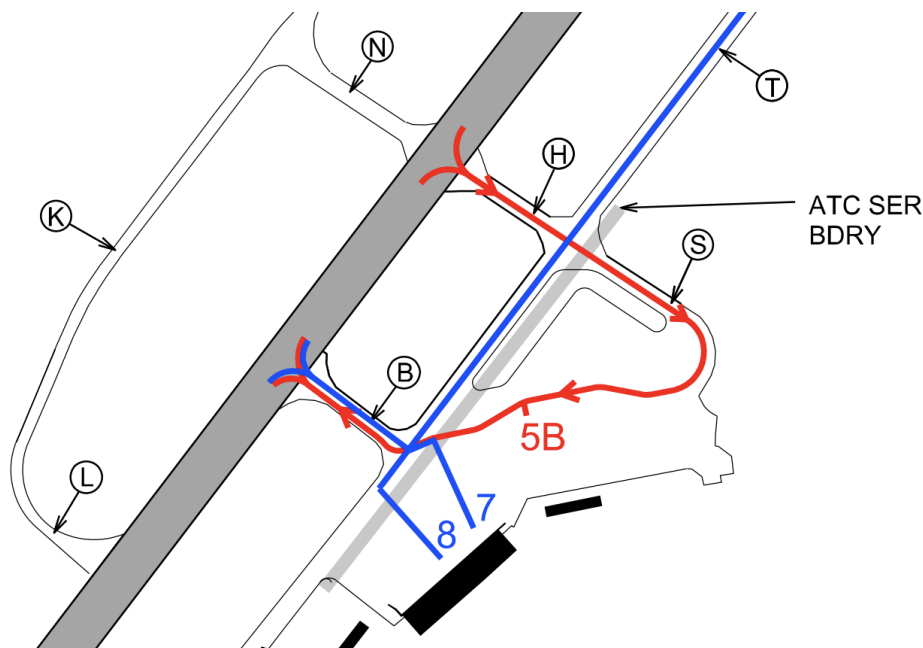
Slots

Departures are NOT required to have a slot unless flying to ESNQ (Kiruna) or ENTC (Tromso).

Departures to ESNQ or ENTC without a slot may get a non-event release by ATC. There will be around 10 non-event releases per hour.

Currently Available Stands

Stands for large airplanes



☐ Code E airplanes ☐ Code F airplanes

| Code | ICAO | Aircraft type | Wingspan M |
|----------------------------|------------|------------------------------|------------|
| <input type="checkbox"/> F | A388 | Airbus A380-800 | 79.8 |
| <input type="checkbox"/> F | A124 | Antonov AN-124-100 | 73.3 |
| <input type="checkbox"/> F | B748 | Boeing 747-8 | 68.5 |
| <input type="checkbox"/> F | C5M | Lockheed C-5 Super Galaxy | 67.9 |
| <input type="checkbox"/> E | B77W, B77L | Boeing 777-300ER, -200LR, -F | 64.8 |

| | | | |
|------|---------------------------|---|-------|
| ☐☐ E | A359, A35K | Airbus A350-900, A350-1000 | 64.75 |
| ☐☐ E | B744 | Boeing 747-400 | 64.44 |
| ☐☐ E | A345, A346 | Airbus A340-500, -600 | 63.45 |
| ☐☐ E | B772, B773 | Boeing 777-300, -200 | 60.93 |
| ☐☐ E | A332, A333, A342, A343 | Airbus A330-200, -300, Airbus A340-200, -300 | 60.3 |
| ☐☐ E | B788, B789, B78X | Boeing Dreamliner 787-8, 787-9, 787-10 | 60.12 |
| ☐☐ E | IL96 | Iljushin IL-96 | 60.11 |
| ☐☐ E | B742, B743 | Boeing 747-200, -300 | 59.6 |

Re-routing

Rovaniemi Delivery may assign a modified departure route during the en-route clearance. Please be prepared to reprogram your route if necessary. There are mandatory routes to ESNQ, ENTC and flights towards Sweden which you can view in our route planner at fss.vatsim-scandinavia.org. Flights southbound may also be re-routed to avoid arriving traffic.

Target Start-up Approval Time (TSAT)

Pilots may be assigned a TSAT after the en-route clearance. The given TSAT is calculated based on the amount of departures and arrivals to Rovaniemi. The goal of using TSAT is to avoid spending unnecessary time at the holding point when the engines are turned on.

Rovaniemi Delivery will transfer departing traffic to Tower when the TSAT time is reached. If the stands are getting too crowded, departing traffic may need to absorb some delay on the taxiway instead.

Push back procedures

| Stands | Push back procedure |
|--------|---------------------|
|--------|---------------------|

| | |
|---------------------------------------|--|
| 3B, 4B, 5B, 6B, 6C, 8B, 13, 14 and 16 | Push back is normally not required but provided by pilot request |
| 1, 2, 3, 4, 5, 6, 7, 8, 9 | Push back is required |
| 7B, 8C, 23 | No push back |

Take-off

Departures will be assigned a departure gap by our Flow Managers. Therefore pilots are requested to be ready for departure when reaching the runway holding point in order not to miss the coordinated gap.

Departing traffic are assigned a heading and altitude by Rovaniemi Delivery to be followed after departure.

- The Minimum Turning Altitude for Runway 21 is 1030 FT and for Runway 03 1010 FT
- Pilots shall initiate the turn towards the assigned heading when above the Minimum Turning Altitude

Do not climb above 4000 FT unless cleared by ATC