


EFRO - Rovaniemi



Rovaniemi Airport holds the record of being the **third busiest airport in Finland** and the official airport of Santa Claus . It is situated just 10 kilometers north of Rovaniemi city center and about 8 kilometers from Santa Claus Village at the Arctic Circle, making it a famous destination, especially during the holiday season.

Managed by Finavia, the airport serves as a crucial link between Lapland and the rest of the world, handling both domestic and international flights. The airport saw over half a million passengers in 2019, indicating its significant role in Finland's air transport.

Rovaniemi Airport's location presents unique challenges and opportunities in air traffic control due to its proximity to the Arctic Circle. It handles a diverse array of air traffic, including commercial, general aviation, private, and seasonal charter flights as well as medical helicopter service. It is equipped with a single runway, yet it efficiently manages the volume of air traffic.

[IATA](#)

[ICAO](#)

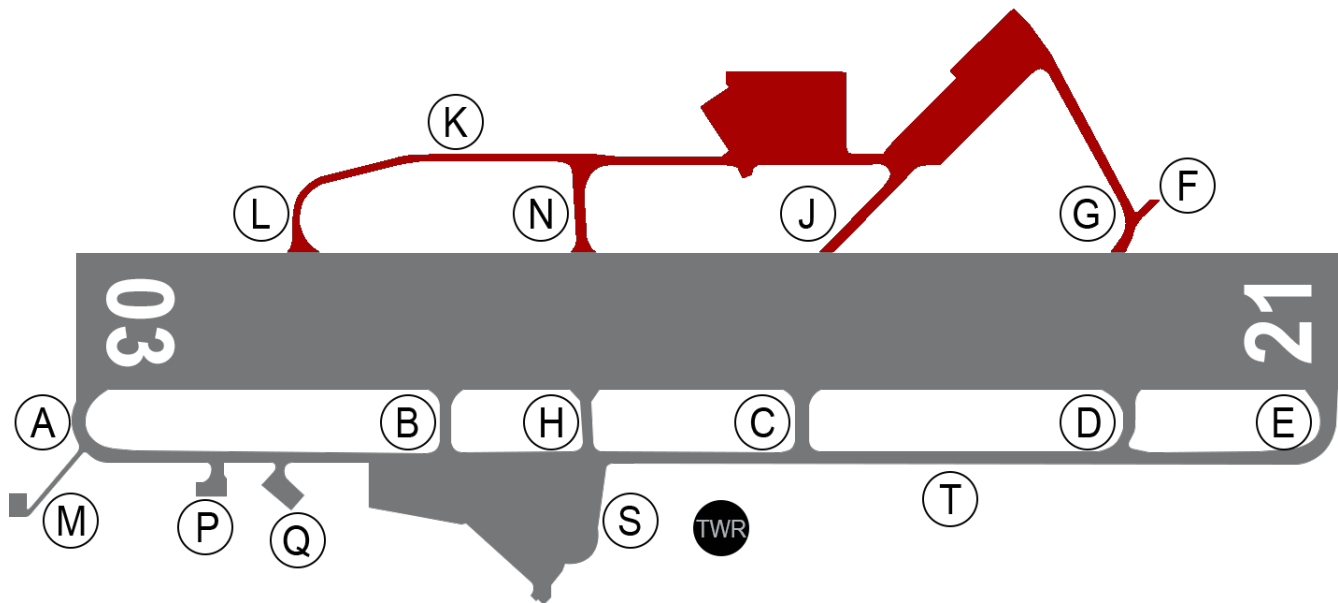
[Charts](#)

ATC positions

Rovaniemi is a controlled airport with aerodrome control- and approach control service. This service can be combined (tower-radar), or separate. Rovaniemi Delivery and Arrival positions are opened only when necessary due high traffic levels.

Logon code	Call sign	Frequency	Responsibilities
EFRO_DEL	ROVANIEMI DELIVERY	118.525	En-route clearance, (ground movement)
EFRO_TWR	ROVANIEMI TOWER	118.700	Ground movement, Rovaniemi Control Zone
EFRO_R_TWR	ROVANIEMI TOWER	118.700	Ground movement, Rovaniemi Control Zone and Terminal Area
EFRO_APP	ROVANIEMI RADAR	129.900	Rovaniemi Terminal Area
EFRO_R_APP	ROVANIEMI ARRIVAL	118.600	Rovaniemi Terminal Area - arrivals below 5000 FT

Ground layout



- Main apron is located south of the runway next to taxiways B and H
- General aviation aircraft can park on the main apron General Aviation Parking Area
- Medical helicopter base is located at Q

Military apron is located north of runway 03/21

Runways

Rovaniemi is equipped with one runway 03/21. The preferred runway is considered to be runway 03 for departures and runway 21 for arrivals.

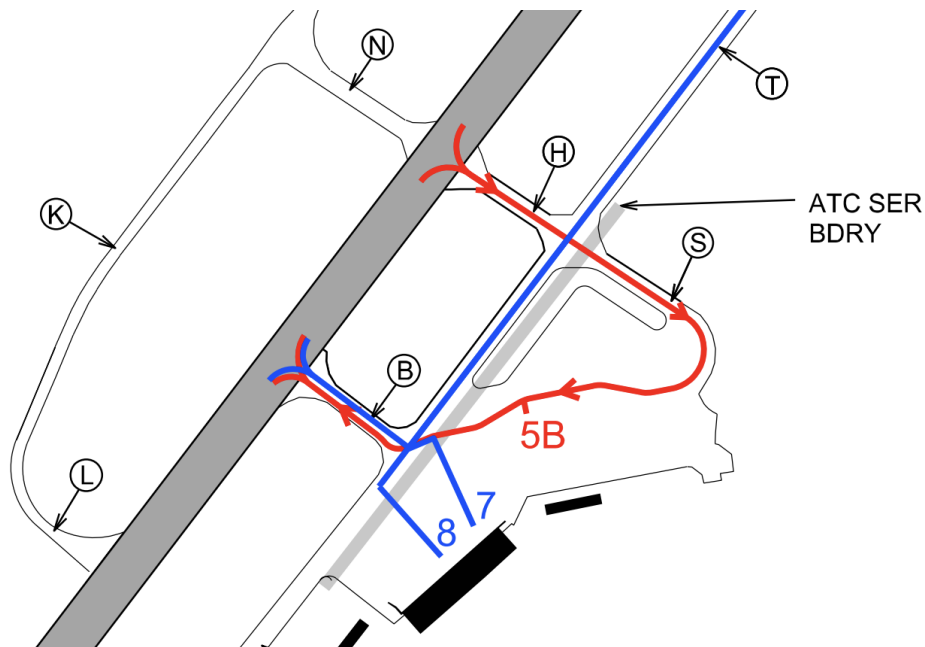
Civil aviation must use runway 21 as the primary landing runway at night 2000-0500 UTC (1900-0400 UTC).

Take-offs from the runway intersections can be performed upon the pilot's request the traffic situation permitting.

Currently available stands

<https://stands.vatsim-scandinavia.org/?icao=EFROframeless=true>

Stand restrictions and push back



☐ Code E aeroplanes ☐ Code F aeroplanes

When stand 5B is occupied by a code F aeroplane, stands 3 to 5 and 13 to 15 shall be clear of traffic.

Code E and F aeroplanes

Code	ICAO	Aircraft type	Wingspan M
☐ F	A388	Airbus A380-800	79.8
☐ F	A124	Antonov AN-124-100	73.3
☐ F	B748	Boeing 747-8	68.5
☐ F	C5M	Lockheed C-5 Super Galaxy	67.9
☐ 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	Ilyushin IL-96	60.11
☐ E	B742, B743	Boeing 747-200, -300	59.6

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

En-route clearance

Please, do not include the SID in your flight plan route.

By default the local tower controller will give clearance to requested cruise flight level.

Departure with SID:

☐

Fastair 312, cleared to Helsinki, runway 21, Renvi 3A departure, flight level 350, squawk 5542
Fastair 312, selvä Helsinkiin, kiitotie 21, Renvi 3A lähtöreitti, lentopinta 350, koodaa 5542

Departure with direct route:

☐

Fastair 312, cleared to Helsinki, runway 21, direct Renvi, flight level 350, squawk 5542
Fastair 312, selvä Helsinkiin, kiitotie 21, lähdöstä suoraan Renvi, lentopinta 350, koodaa 5542

Approach

Please, do not include the STAR in your flight plan route.

Runway 21 is the only runway with an **ILS approach system**. This makes runway 21 the preferred runway during Low Visibility Operations.

- **ILS Z approach** is used for RNAV capable aircraft
- **ILS Y approach** is used for non-RNAV aircraft (based on VOR navigation)

When approaching runway 03, pilots may expect to be cleared for RNP approach.

Arriving aircraft may be cleared for the approach already on initial contact with the local controller. Please be ready to copy any clearance and instructions.

Phraseology example:

- On initial contact with approach control, please include the following:
 - Call sign
 - Current flight level
 - Assigned flight level
 - Aircraft type (and wake turbulence category if necessary)
 - Received ATIS broadcast
 - Other restrictions given by previous controller

☐→

Rovaniemi tower, Golden 332, passing flight level 202 for flight level 100, Airbus 320, information E
Rovaniemen torni, Golden 332, läpäisen lentopinnan 202 lentopinnalle 100, Airbus 320, tiedotus E

☐

Golden 332, Rovaniemi tower, radar contact.
Continue descent to 2500 feet, qnh 1011, cleared RNP approach runway 03, right circuit, number 1 in traffic. Report on final approach course
Golden 332, Rovaniemen torni, tutka yhteys, jatka laskeutumista 2500 jalkaan, qnh 1011, selvä RNP lähestymiseen kiitotie 03, oikea kierros, vuoro yksi, ilmoita loppulähestymissuunnassa



Descend 2500 feet, qnh 1011, cleared RNP approach runway 03, right circuit, wilco, Golden 332

Jatkan laskeutumista 2500 jalkan, qnh 1011, selvä RNP lähestymiseen kiitotie 03, oikea kierros, ilmoitan, Golden 332

Operations in Low Visibility Conditions

Runways 03 and 21 are approved for Low Visibility Procedures for Take-offs (LVPTO).

- LVPTO is used when the RVR value is 550 M or less.

Runway 21 is approved for ILS CAT II approaches. The approach procedure has the following minimas OCA (H):

- Category A: 688 (79)
- Category B: 699 (90)
- Category C: 712 (103)
- Category D: 727 (118)

There is also LPV approaches available for both runways (Lateral Precision with Vertical Guidance Approach). See the [RNP approach charts](#) for more information.

LVP initiation

Low Visibility Procedures for all air traffic will become effective when the RVR value decreases to **550 M**.

Medical helicopter

Note! The base of medical helicopter is located at the airport. The call sign of the medical helicopter is "Finnhems".

- Check [HEMS Pilot Procedures](#) for more information.

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Created 26 July 2023 10:42:45 by Otto Tuhkunen (1339541)

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