□□□✈ VFR in Finland

Weather minima

The minimum weather conditions where an aircraft can fly under Visual Flight Rules is described in the table below.

Airspace class	Minimum visibility	Minimum cloud ceiling
D (Control Zone)	5 km	BKN or OVC 1000 ft
For **Special VFR**, the minima may be reduced to:		
D (Control Zone)	1500 m	BKN or OVC 600 ft

- All Control Zones in Finland are `D` airspace
- Check ilmailusaa.fi for weather information

> On VATSIM you can fly as VFR also in IMC conditions. It is recommended to add `RMK/SIMULATED VMC` to the flight plan.

- **VMC**: Visual Meteorological Conditions - weather conditions that allow pilots to fly using visual references
- **IMC**: Instrument Meteorological Conditions - pilots must rely on flight instruments for navigation due to low visibility

Charts

- eAIP Finland
  - From the left menu, navigate to `AD 2` for controlled aerodromes
  - VAC charts are the most useful ones for VFR flying
- lentopaikat.fi
  - Information about uncontrolled aerodromes
- flyk.com or Fintraffic Sky
  - Interactive maps with airspace and weather information
- Local TRA Charts
  - Local Training Areas around airports (in CTR and TMA)

Charts provide the pilots essential information for the flight such as:

- Traffic circuit direction and altitude
- Visual Reporting Points
- Airspace structure, vertical limits, holding areas
- landmarks for visual navigation
- Apron locations, ground layout

Flight Plan

Origin and Destination

Use the ICAO four-letter code e.g. `EFOU` in the departure and destination fields. If the aerodrome does not have a code, use `ZZZZ` and specify the aerodrome location in the REMARK field e.g. `DEP/KORVATUNTURI` or `DEST/601542N0193819E`.

If the flight plan is given in flight, insert `AFIL` in the departure field. The location of the ATS-unit from which supplementary flight plan data can be obtained shall be marked

to the Remarks field, e.g. `DEP/EFRO` for Rovaniemi TWR/APP.

Route Field

The entries below can be used in the Flight Plan Route field

ROUTE Field	Explanation
OULU CTR	Flight staying within the Control Zone
LOIMAA FORSSA	Aerodrome or destination location in plain language
TC	Traffic Circuit. You may specify the type and amount of landings in the REMARK field, e.g. `RMK/2TGL 1SL 1FS`
TA	Training Area. If you request a certain area, you may insert the name to the REMARK field e.g. `RMK/TRAJY04`. Check V-LARA Airspace Reservation if you wish to reserve an airspace block.
LINTU	Visual Reporting Points used when entering or exiting the Control Zone. Pilots should plan the flights via the VRP's as they are establihsed for noise abatement.

Remarks Field

The following entries can be used in the Flight Plan Remarks field (`RMK/...`)

RMK/	Explanation
FS	Full Stop Landing
LA	Low Approach
TGL	Touch and Go Landing
SL	Spot Landing
PFL	Practiced Forced Landing
PFLR	Practiced Forced Landing back to Runway
VFR ON TOP	For a VFR flight to be operated on top of clouds

DEP EFOU	Activating VFR flight plan shall be done by radio to the ATS unit whose area of responsibility the aerodrome is located
ARR EFTP	Closing VFR flight plan shall be done by radio to the ATS unit whose area of responsibility the aerodrome is located
DEP EFIN	Flight plan activation or closure is intended to be given to the EFIN ACC by radio
DEP ARR EFRO	Flight plan activation and closure is intended to Rovaniemi ATS by radio
FPL CLOSING KUKSA EFRO	Flight plan closing at the boundary of controlled airspace

Abbreviated Call Sign

When using abbreviated call signs, the first and at least the last two characters of the aircraft registration are used.

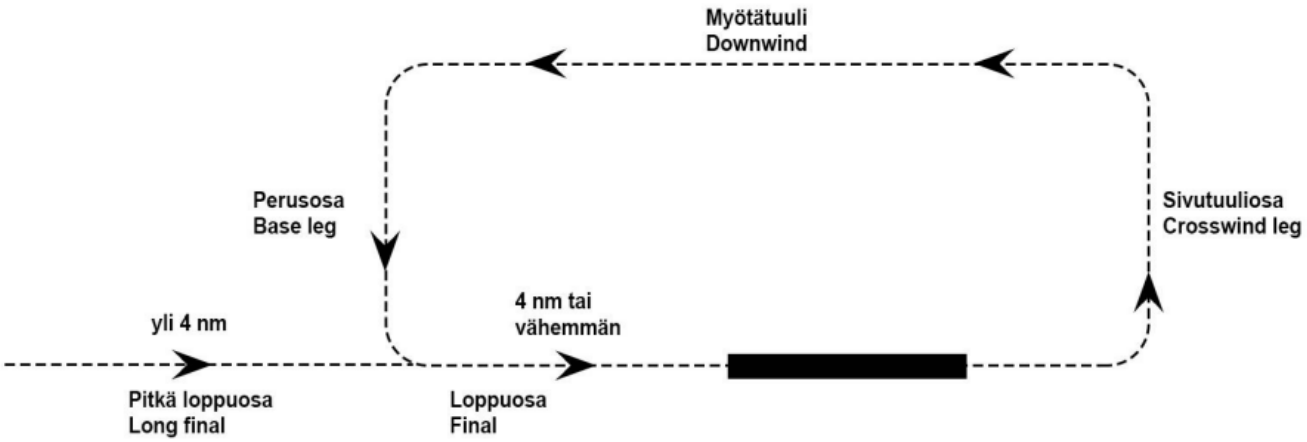
Example: The call sign `OH-ABC` is abbreviated as `O-BC` ("Oscar Bravo Charlie") or `O-ABC` ("Oscar Alpha Bravo Charlie").

Abbreviated call signs should be used only after radio contact has been established and provided that there is no risk of confusion. **The aircraft may use an abbreviated call sign only after the ground station (ATC) has used it**.

Local Traffic Circuit

Local Traffic Circuit is a standardised flight path in the immediate vicinity of an aerodrome used mainly by General Aviation VFR flights.

Every controlled aerodrome has its own **Visual Approach Chart (VAC)** which includes essential information for flights in the Control Zone. Before your flight, you need to have a general understanding of the traffic circuit legs illustrated below:



> Always use left turns unless otherwise instructed by ATC.

> Pilots shall always report when on downwind, e.g. `O-ME, DOWNWIND RUNWAY 30, TOUCH AND GO`. If no clearance has been received, pilots shall also report when established on the final leg.

Long final is when the aircraft is over 4 miles away from the runway threshold. The `ON LONG FINAL` call is made on 8 miles final.

Flight Plan Example

```
(FPL-OHCME-VG
-C172/L-FOV/C
-EFOU0730
-N0100A013 TC
-EFOU0100
-DOF/250516 RMK/2TGL 1SL 1FS)
```

In the example above, the pilot will perform 2 touch-and-go landings, 1 spot-landing and 1 full-stop-landing.

Phraseology Example

□□□✈

OULU TOWER, OH-CME
OULUN TORNI, OH-CME

□□

O-ME, OULU TOWER
O-ME, OULUN TORNI

□□□✈

O-ME, CESSNA 172, APRON 3, INFORMATION M, QNH 1011, REQUEST TAXI
O-ME, CESSNA 172, ASEMATASOLLA 3, TIEDOTUS M, QNH 1011, PYYDÄN RULLATA

□□

O-ME, TAXI TO HOLDING POINT RUNWAY 30, CLEARED TO TRAFFIC CIRCUIT, 1300 FEET OR BELOW, SQUAWK 2611
O-ME, RULLAA ODOTUSPAIKALLE KIITOTIE 30, SELVÄ LASKUKIERROKSEEN, 1300 JALKAA TAI ALAPUOLELLA, KOODAA 2611

□□□✈

TAXI TO HOLDING POINT RUNWAY 30, CLEARED TO TRAFFIC CIRCUIT, 1300 FEET OR BELOW, SQUAWK 2611, O-ME
RULLAAN ODOTUSPAIKALLE KIITOTIE 30, SELVÄ LASKUKIERROKSEEN, 1300 JALKAA TAI ALAPUOLELLA, KOODAAN 2611, O-ME

- - - when ready for departure - - -

□□

O-ME, LINEUP RUNWAY 30
O-ME, SIIRRY KIITOTIELLE 30

□□□✈

LINING UP RUNWAY 30, O-ME
SIIRRYN KIITOTIELLE 30, O-ME

□□

O-ME, WIND CALM, RUNWAY 30 CLEARED FOR TAKE-OFF, RIGHT TURN
O-ME, TUULI TYYNTÄ, KIITOTIE 30 SELVÄ LENTOONLÄHTÖÖN, OIKEA KAARTO

□□□✈

CLEARED FOR TAKE-OFF RUNWAY 30, RIGHT TURN, O-ME
SELVÄ LENTOONLÄHTÖÖN KIITOTIE 30, OIKEA KAARTO, O-ME

- - - on traffic circuit - - -

□□□✈

O-ME, RIGHT DOWNWIND RUNWAY 30, TOUCH AND GO
O-ME, OIKEA MYÖTÄTUULI KIITOTIE 30, LÄPILASKU

□□

O-ME, WIND VARIABLE 2 KNOTS, RUNWAY 30 CLEARED FOR TOUCH AND GO, LEFT TURN
O-ME, TUULI VAIHTELEE 2 SOLMUA, KIITOTIE 30 SELVÄ LÄPILASKUUN, VASEN KAARTO

□□□✈

CLEARED FOR TOUCH AND GO RUNWAY 30, LEFT TURN, O-ME
SELVÄ LÄPILASKUUN KIITOTIE 30, VASEN KAARTO, O-ME

Leaving Control Zone

Flight Plan Example

```
(FPL-OHCME-VG
-C172/L-FOV/C
-EFOU0730
-N0100A013 TC UNILO
-EFAH0100
-DOF/250516 RMK/EFOU 2TGL)
```

In the example above, the pilot will perform 2 touch-and-go landings in Oulu which after the aircraft will leave the control zone via Unilo towards the destination EFAH (Ahmosuo).

> The phraseology below is used when leaving the Control Zone to uncontrolled airspace. If leaving towards the Terminal Area, please check the ATC documentation: VFR Clearances.

Phraseology Example

□□□✈

O-ME, DOWNWIND RUNWAY 30, TOUCH AND GO, WHICH AFTER REQUESTING TO LEAVE CONTROL ZONE VIA UNILO
O-ME, MYÖTÄTUULI KIITOTIE 30, LÄPILASKU JONKA JÄLKEEN PYYDÄN JÄTTÄÄ LÄHIALUEEN UNILON KAUTTA

□□

O-ME, AFTER TOUCH AND GO LEAVE CONTROL ZONE VIA UNILO, WIND CALM, RUNWAY 30 CLEARED TOUCH AND GO, RIGHT TURN
O-ME, LÄPILASKUN JÄLKEEN JÄTÄ LÄHIALUE UNILON KAUTTA, TUULI TYYNTÄ, KIITOTIE 30 SELVÄ LÄPILASKUUN, OIKEA KAARTO

□□□✈

AFTER TOUCH AND GO, LEAVE CONTROL ZONE VIA UNILO, CLEARED FOR TOUCH AND GO RUNWAY 30, RIGHT TURN, O-ME
LÄPILASKUN JÄLKEEN JÄTÄN LÄHIALUEEN UNILON KAUTTA, SELVÄ LÄPILASKUUN KIITOTIE 30, OIKEA KAARTO, O-ME

- - - when passing the Visual Reporting Point - - -

□□□✈

O-ME, UNILO OUTBOUND
O-ME, UNILO ULOS

□□

O-ME
O-ME

You may now change the frequency. Please bare in mind altitude limits of the Terminal Area which is located above the uncontrolled airspace. The limits can be easily checked from flyk.fi map.

ATC may also give clearance to `LEAVE CONTROL ZONE DIRECT EN-ROUTE` or `LEAVE CONTROL ZONE TOWARDS AHMOSUO`. In that case you may fly direct towards your destination. Remember to report `O-ME, CONTROL ZONE BOUNDARY OUTBOUND` when leaving the Control Zone.

Entering Control Zone

Flight Plan Example

```
(FPL-OHCME-VG
-C172/L-FOV/C
-EFAH0730
-N0100A013 UNILO TC
-EFOU0020
-DOF/250516 RMK/1SL)
```

In the example above, the pilot will enter the control zone via Unilo and perform 1 spot-landing and 1 full-stop-landing

- Arriving VFR aircraft is always given clearance to a part of the traffic circuit if the traffic situation permits

- Contact Tower about 5 minutes before entering the Control Zone

> The phraseology below is used when entering the Control Zone from uncontrolled airspace. If entering directly from the Terminal Area, please check the ATC documentation: VFR Clearances.

Phraseology Example

□□□✈

OULU TOWER, OH-CME
OULUN TORNI, OH-CME

□□

O-ME, OULU TOWER
O-ME, OULUN TORNI

□□□✈

O-ME, DEPARTED FROM AHMOSUO, 1000 FEET, 5 MINUTES FROM UNILO, INFORMATION M
O-ME, LÄHTÖ AHMOSUOLTA, 1000 JALKAA, ARVIO UNILOON 5 MINUUTTIA, TIEDOTUS M

□□

O-ME, VIA UNILO JOIN RIGHT BASE LEG RUNWAY 30, 1300 FEET OR BELOW, QNH 1011
O-ME, UNILON KAUTTA LIITY OIKEAAN MYÖTÄTUULEEN KIITOTIE 30, 1300 JALKAA TAI ALAPUOLELLA, QNH 1011

□□□✈

VIA UNILO JOIN RIGHT BASE LEG RUNWAY 30, 1300 FEET OR BELOW, QNH 1011, O-ME
UNILON KAUTTA LIITYN OIKEALLE PERUSOSALLE KIITOTIE 30, 1300 JALKAA TAI ALAPUOLELLA, QNH 1011, O-ME

- - - entering control zone - - -

□□□✈

O-ME, UNILO INBOUND
O-ME, UNILO SISÄÄN

□□

O-ME
O-ME

- - - on traffic circuit (spot landing) - - -

□□□✈

O-ME, RIGHT BASE LEG, READY TO COMMENCE SPOT LANDING
O-ME, OIKEALLA PERUSOSALLA, VALMIS ALOITTAMAAN MAALIINLASKUN

□□

O-ME, COMMENCE SPOT LANDING
O-ME, ALOITA MAALIINLASKU

□□□✈

COMMENCING SPOT LANDING, O-ME
ALOITAN MAALIINLASKUN, O-ME

□□

O-ME, WIND CALM, RUNWAY 30 CLEARED TO LAND
O-ME, TUULI TYYNTÄ, KIITOTIE 30 SELVÄ LASKUUN

□□□✈

CLEARED TO LAND RUNWAY 30, O-ME
SELVÄ LASKUUN KIITOTIE 30, O-ME

ATC may also give clearance to `JOIN DOWNWIND DIRECT` or `JOIN FINAL DIRECT`. In that case you may fly direct towards the given part of the traffic circuit. Remember to report `CONTROL ZONE BOUNDARY INBOUND` when entering the Control Zone.

Traffic Information

As the Control Zone is Class `D` airspace, the pilot is responsible for maintaining separation from other IFR and VFR aircraft. To assist with this, ATC will provide information about essential traffic that may affect your flight.

Below are listed a few common phrases used by ATC:

□□

O-ME, NUMBER 2, FOLLOW DIAMOND 42 ON BASE LEG
O-ME, VUORO 2, SEURAA DIAMOND 42 PERUSOSALLA

□□

O-ME, TRAFFIC ATR 72 DEPARTING RUNWAY 12 STRAIGHT AHEAD TO 4 MILES WHICH AFTER TURNING TOWARDS HELSINKI
O-ME, LIIKENTEESI ATR 72 LÄHDÖSSÄ KIITOTIELTÄ 12 SUORAAN NELJÄÄN MAILIIN JONKA JÄLKEEN KAARTAA KOHTI HELSINKIÄ

□□

O-ME, TRAFFIC AIRBUS 320 ON 2 MILES FINAL, CAUTION WAKE TURBULENCE
O-ME, LIIKENTEESI AIRBUS 320 KAHDEN MAILIN LOPPUOSALLA, VARO JÄTTÖPYÖRRETTÄ

□□

O-ME, TRAFFIC CESSNA 152, 11 O'CLOCK 5 MILES, OPPOSITE DIRECTION
O-ME, LIIKENTEESI CESSNA 152, KELLO 11:STA 5 MAILIA, VASTAAN TULEVAA

Words used to describe other traffic	
Unknown Tuntematonta	Closing Lähestyvää
Slow moving Hitaasti liikkuvaa	Opposite / same direction Vastaan tulevaa / samansuuntaista
Fast moving Nopeasti liikkuvaa	Crossing left to right / right to left Vasemmalta oikealle / oikealta vasemmalle
Overtaking Saavuttavaa	Climbing / descending Nousussa / laskussa

Pilot phrases:

□□□✈

LOOKING OUT, O-ME
HUOMIOIN, O-ME

□□□✈

TRAFFIC IN SIGHT, O-ME
LIIKENNE NÄKYVISSÄ, O-ME

□□□✈

NEGATIVE CONTACT (DUE TO CLOUDS), O-ME
EI NÄKYVISSÄ (PILVIEN TAKIA), O-ME

□□□✈

CONTINUE APPROACH AS NUMBER TWO, O-ME
JATKAN LÄHESTYMISTÄ VUOROLLA KAKSI, O-ME

Delaying Aircraft

ATC may delay aircraft in air due to other traffic.

- **Long approach**: join final more than 4 NM from runway threshold
- **Extend downwind**: continue on downwind until cleared to join final
- **Orbit left/right**: fly in a continuous turn to specified direction
- **Make another circuit**: join and fly the circuit again
- **Three sixty left/right**: make only one 360° turn to specified direction

Example of phrases used by ATC

□□

O-ME, MAKE LONG APPROACH
O-ME, TEE PITKÄ LÄHESTYMINEN

□□

O-ME, EXTEND DOWNWIND (30 SECONDS / UNTIL ADVISED)
O-ME, PIDENNÄ MYÖTÄTUULTA (30 SEKUNTIA / TOISTAISEKSI)

□□

O-ME, ORBIT RIGHT (FROM PRESENT POSITION)
O-ME, TEE YMPYRÄÄ OIKEALLE (NYKYISESSÄ PAIKASSA)

□□

O-ME, MAKE ANOTHER CIRCUIT
O-ME, TEE UUSI KIERROS

□□

O-ME, MAKE A THREE SIXTY TURN LEFT (DUE TRAFFIC)
O-ME, TEE KOLME-KUUSIKYMMENTÄ VASEMPAAN (LIIKENTEEN TAKIA)

Flight Plan Activation and Closure

VFR aircraft operating in uncontrolled airspace do not have to report their flights and no two-way radio communication requirements exist. However, it is recommended to open and close the flight plan on radio with Helsinki Control (EFIN_CTR) or with the the local Tower controller if flying below a Terminal Area (TMA).

Helsinki Control offers Flight Information Service below FL 95 in uncontrolled airspace.

To activate and close the flight plan, use the phraseology examples below:

□□□✈

HELSINKI CONTROL, OH-CWM, DEPARTURE FROM JÄMIJÄRVI AT 0946, DESTINATION KIIKALA, REQUEST FLIGHT PLAN ACTIVATION
HELSINGIN ALUE, OH-CWM, LÄHTÖ JÄMIJÄRVELTÄ AIKAAN 0946, MÄÄRÄNPÄÄ KIIKALA, PYYDÄN LENTOSUUNNITELMAN AKTIVOINTIA

□□

OH-CWM, HELSINKI CONTROL, FLIGHT PLAN ACTIVATED AT TIME 0950, SQUAWK 6502
OH-CWM, LENTOSUUNNITELMA AKTIVOITU AIKAAN 0950, KOODAA 6502

□□□✈

HELSINKI CONTROL, OH-CWM, FROM KIIKALA TO MALMI, LANDING TIME 46, CLOSING FLIGHT PLAN
HELSINGIN ALUE, OH-CWM, KIIKALASTA MALMILLE, LASKU AIKAAN 46, PÄÄTÄN LENTOSUUNNITELMAN

□□

O-WM, HELSINKI CONTROL, FLIGHT PLAN CLOSED AT TIME 49
O-WM, LENTOSUUNNITELMA PÄÄTETTY AIKAAN 49

Helicopter flights

Helicopters may plan their flights under IFR or VFR, just like fixed-wing aircraft. When operating under VFR, helicopters may receive permission to depart from or arrive directly at the apron.

DEP or ARR within the Maneuvering Area

When departing or arriving within the Maneuvering Area, a take-off or landing clearance will be issued normally. The Maneuvering Area is defined on the airport ADC chart.

□□

O-CX, WIND VARIABLE 2 KNOTS, RUNWAY 36 CLEARED TO LAND
O-CX, TUULI VAIHTELEVAA 2 SOLMUA, KIITOTIE 36 SELVÄ LASKUUN

□□

CLEARED TO LAND RUNWAY 36 O-CX
SELVÄ LASKUUN KIITOTIE 36, O-CX

- - - after landing - - -

□□

O-CX, AIR TAXI TO APRON
O-CX, ILMARULLAA ASEMATASOLLE

□□

AIR TAXI TO APRON, O-CX
ILMARULLAAN ASEMATASOLLE, O-CX

DEP or ARR outside of the Maneuvering Area

When departing from or arriving within the maneuvering area, ATC will instruct the pilot to report either when on the ground or when airborne. All Aprons are outside of the Maneuvering Area.

Example of a helicopter entering the Control Zone and landing directly to the apron:

O-CX, OULU TOWER, VIA TASKI JOIN RIGHT DOWNWIND RUNWAY 30, 1300 FEET OR BELOW, QNH 1011
O-CX, TASKIN KAUTTA LIITY OIKEAAN MYÖTÄTUULEEN KIITOTIE 30, 1300 JALKAA TAI ALAPUOLELLA, QNH 1011

VIA TASKI JOIN RIGHT DOWNWIND RUNWAY 30, 1300 FEET OR BELOW, QNH 1011, O-CX
TASKIN KAUTTA LIITYN OIKEAAN MYÖTÄTUULEEN KIITOTIE 30, 1300 JALKAA TAI ALAPUOLELLA, QNH 1011, O-CX

- - - on downwind - - -

O-CX, RIGHT DOWNWIND RUNWAY 30, REQUEST APPROACH TO APRON
O-CX, OIKEALLA MYÖTÄTUULELLA KIITOTIE 30, PYYDÄN LÄHESTYMISTÄ ASEMATASOLLE

O-CX, WIND CALM, MAKE APPROACH TO APRON 3, REPORT ON GROUND
O-CX, TUULI TYYNTÄ, TEE LÄHESTYMINEN ASEMATASOLLE, ILMOITA MAASSA

MAKE APPROACH TO APRON, WILCO, O-CX
TEEN LÄHESTYMISEN ASEMATASOLLE, ILMOITAN, O-CX

- - - hovering over apron - - -

O-CX, ON GROUND
O-CX, MAASSA

O-CX, TIME 34
O-CX, AIKA 34

O-CX
O-CX

ATC may also issue clearance into the Control Zone directly towards the apron, without joining the traffic circuit.

O-CX, CLEARED TO CONTROL ZONE DIRECT TOWARDS APRON, 1300 FEET OR BELOW, QNH 1012
O-CX, SELVÄ LÄHIALUEELLE SUORAAN KOHTI ASEMATASOA, 1300 JALKAA TAI ALAPUOLELLA, QNH 1012

CLEARED TO CONTROL ZONE DIRECT TOWARDS APRON, 1300 FEET OR BELOW, QNH 1012, O-CX
SELVÄ LÄHIALUEELLE SUORAAN KOHTI ASEMATASOA, 1300 JALKAA TAI ALAPUOLELLA, QNH 1012, O-CX

- - - entering control zone - - -

O-CX, CONTROL ZONE BOUNDARY INBOUND
O-CX, LÄHIALUEEN RAJA SISÄÄN

O-CX, WIND 230 DEGREES 2 KNOTS, MAKE APPROACH TO APRON, REPORT ON GROUND, CLEARED TO CROSS RUNWAY 12
O-CX, TUULI 230 ASTETTA 2 SOLMUA, TEE LÄHESTYMINEN ASEMATASOLLE, ILMOITA MAASSA, SELVÄ YLITTÄÄ KIITOTIE 12

MAKE APPROACH TO APRON, CLEARED TO CROSS RUNWAY 12, WILCO, O-CX
TEEN LÄHESTYMISEN ASEMATASOLLE, SELVÄ YLITTÄÄ KIITOTIE 12, ILMOITAN, O-CX

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