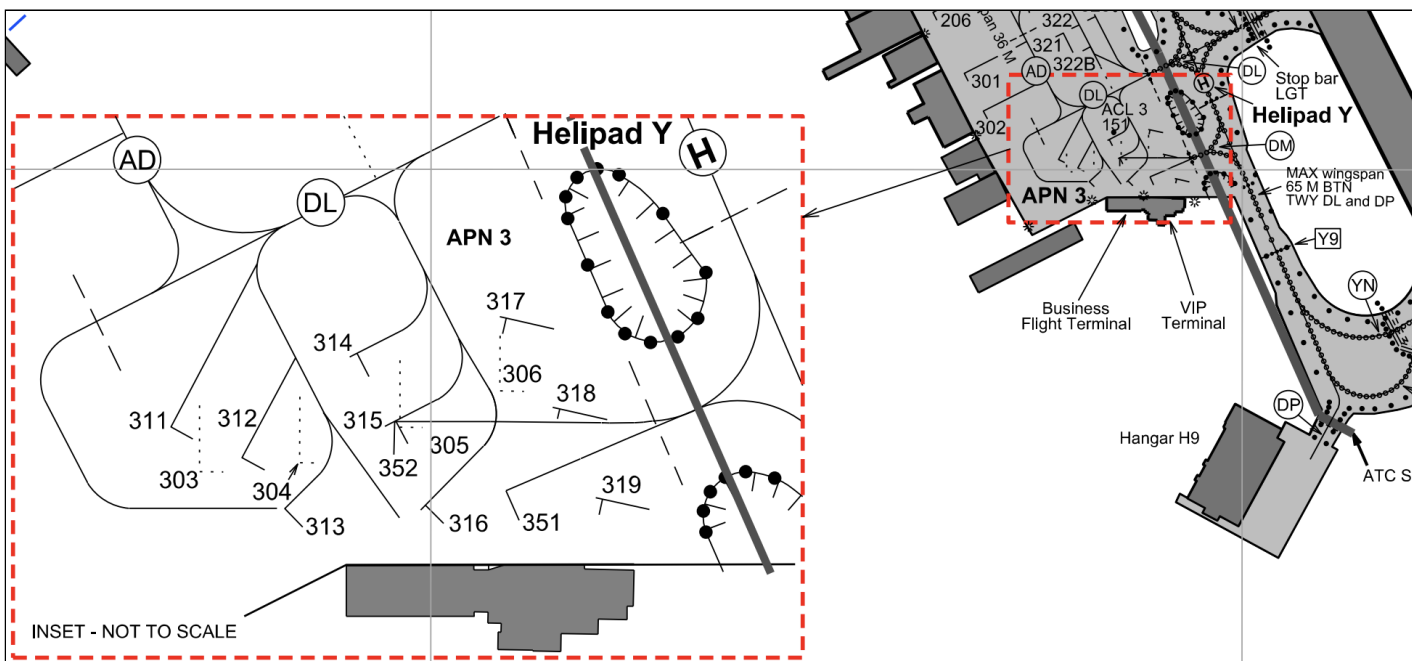


VFR traffic

Parking

General VFR traffic will normally be parked at Apron 3.

- Light aircraft pilots will usually get to choose their parking spot after landing. ATC will instruct the pilot to taxi to apron 3 via DL or AD.
- At rare occasions stand 351 or 352 may be blocked by a larger aircraft. Taxi to these stands is performed via taxiway DM.



Local restrictions

- VFR flights are restricted during peak hours and during simultaneous IFR approaches to parallel runways (04L/R or 22L/R). Check ATIS prior to flight!
- VFR flights shall not climb above 1000 FT without explicit clearance from ATC.

Helsinki Control Zone is ATS airspace classification D with vertical limits SFC - 1300 FT.

- VFR traffic is not separated from other traffic in the Control Zone
- Traffic information is given by Helsinki Tower
 - VFR pilots are expected to maintain sufficient separation to other IFR or VFR traffic when traffic information is provided

Visual Reporting Point **ROQQA** may be used only used for SAR flights.

- Find the Visual Approach Chart [HERE](#).

Departing VFR

- Request start-up and clearance on initial contact with ATC
 - State any requests such as the use of a specific runway for departure
 - ATC clearance is usually given on stand

☐☐☐☐➔ **HELSINKI GROUND, OH-CME, CESSNA 172, APRON 3, INFORMATION MIKE, QNH 1011, REQUEST START-UP**

☐☐ **O-ME, HELSINKI GROUND. START-UP APPROVED, RUNWAY 15, LEAVE CONTROL ZONE VIA LILJA, 1000 FT OR BELOW, SQUAWK 0355**

☐☐☐☐➔ **START-UP APPROVED, RUNWAY 15, LEAVE CONTROL ZONE VIA LILJA, 1000 FT OR BELOW, SQUAWK 0355, O-ME**

- When ready for departure, ATC may give departure restrictions. Please follow all clearances given by ATC.
- Pilots are requested to report when leaving the Control Zone.
 - If cleared via VRP: "O-ME, LILJA OUTBOUND"
 - If cleared direct en-route: "O-ME, CONTROL ZONE BOUNDARY OUTBOUND"

Arriving VFR

- Report your position and intentions on initial contact with Helsinki Tower when approaching the Control Zone boundary.
- Helsinki tower will normally give clearance to a part of the traffic circuit serving the runway in use.
- During peak hours VFR flights might be cleared to visual holdings or to absorb delay with other means such as orbiting.

□□□→ **HELSINKI TOWER, OH-CME, CESSNA 172, RADIAL 360, 20 MILES FROM HELSINKI, 1000 FT, INFORMATION MIKE, QNH 1011 FOR LANDING**

□□ **O-ME, HELSINKI TOWER, VIA TURFI JOIN RIGHT BASE LEG RUNWAY 22 LEFT, 1000 FT OR BELOW**

□□□→ **VIA TURFI JOIN RIGHT BASE LEG 1000 FT OR BELOW, O-ME**

- Pilots are requested to report once established on the downwind leg
- Pilots shall report on final if Tower has not given a clearance to use the runway (landing, touch-and-go, low approach etc.)

Traffic Circuit

- Local VFR flights (normally training flights) may be cleared for a traffic circuit.

□□□→ **HELSINKI GROUND, OH-CME, CESSNA 172, REQUEST START-UP**

□□ **O-ME, HELSINKI GROUND, START-UP APPROVED, CLEARED TRAFFIC CIRCUIT RUNWAY 15, 1000 FT OR BELOW, SQUAWK 0422**

□□□→ **START-UP APPROVED, CLEARED TRAFFIC CIRCUIT RUNWAY 15, 1000 FT OR BELOW, O-ME**

- Pilots are requested to report once established on the downwind leg
- Pilots shall report on final if Tower has not given a clearance to use the runway (landing, touch-and-go, low approach etc.)

Delaying VFR traffic

- Tower may delay VFR traffic when traffic information is not sufficient
- Examples of delay action:
 - orbit left/right
 - make three-sixty left/right
 - extend downwind
 - join holding ...
- Please follow the clearances given by Helsinki Tower

Flight Plan instructions

Flight planning is an essential phase of your flight. A good flight plan will give Air Traffic Control sufficient information regarding your intentions and reduces the need to ask intentions during the flight.

Traffic circuit

Traffic circuit is marked with **TC** in the ROUTE field.

TC can be further specified in FPL field-18 ('remarks field') as follows:

1. Conducting one spot landing:
 - RMK/1SL
2. Conducting a practiced forced landing after which the flight continues to two training areas:
 - RMK/PFL 2TA
3. Conducting two spot landings after which the flight continues to a training area:
 - RMK/2SL TA

Most common abbreviations

FS	Full Stop (Ladning)
----	---------------------

LA	Low Approach
TA	Training Area
AP	Approaches
TGL	Touch and Go Landing
TC	Traffic Circuit
SL	Spot Landing
PFL	Practiced Forced Landing
PFLR	Practiced Forced Landing back to Runway

En-route flights

- It is highly recommended to plan via Visual Reporting Points. These points are indicated on the [Visual Approach Chart](#).
- Unless otherwise specified in a flight plan, ATC will assume the aircraft will fly straight from the departure aerodrome to the destination aerodrome as filed.
 - If this is to be significantly deviated from, the planned flight route must be shown in the FPL. In such a case the route can, when required, also be inserted using the plain-language place names.
 - Example: (EFHK) LINTU NUMMELA VIILA (EFTP)
 - If you wish to join the traffic circuit at Helsinki, add "TC" to the route and mark your requested approaches in the remarks section, e.g. "RMK/EFHK 2TGL"

Example flight plan

VFR flight leaving Control Zone and re-entry for traffic circuit performing 2 touch-and-go landings, 2 spot landings and 1 full-stop landing:

3 MESSAGE TYPE	7 AIRCRAFT IDENTIFICATION	8 FLIGHT RULES	TYPE OF FLIGHT
<=(FPL	- O H C M E	- V	- G <=
9 NUMBER	TYPE OF AIRCRAFT	WAKE TURBULENCE CAT.	10 EQUIPMENT
- 1	C 1 7 2	/ L	- FOV <=
13 DEPARTURE AERODROME	TIME		/ C
- E F H K	1 4 0 0		<=
15 CRUISING SPEED	LEVEL	ROUTE	
- N 0 1 0 0	V F R	HAGIP SUOMENLINNA HAGIP TC	
16 DESTINATION AERODROME	TOTAL EET	ALTN AERODROME	2ND ALTN AERODROME
E F H K	HR MIN 0 2 0 0		
18 OTHER INFORMATION			
- RMK/2TGL 2SL 1FS DOF/241017			

Helicopter flights

VFR helicopters may choose the take-off or landing location.

Take-off and landing locations		
Location	Within Maneuvering Area?	Remarks
Runways	YES	
FATO H16/H34	YES	Serving traffic to Apron 4
FATO FH10	YES	Medical helicopter FinnHEMS 10

Example phraseology:

- ☐ HELSINKI TOWER, OH-HEH, ROBINSON 44,
EAST OF HELSINKI, 1200 FT, ESTIMATING
LILJA IN 4 MINUTES FOR LANDING, APRON 3
- ☐ O-EH, HELSINKI TOWER, VIA LILJA JOIN FINAL
RUNWAY 33, 1000 FT OR BELOW, QNH 1011
- ☐ VIA LILJA JOIN FINAL RUNWAY 33, 1000 FT OR
BELOW, QNH 1011, O-EH

- ☐ **O-EH, LILJA INBOUND**
- ☐ **O-EH**
- ☐ **O-EH, WIND VARIABLE 4 KNOTS, RUNWAY 33 CLEARED TO LAND**
- ☐ **CLEARED TO LAND RUNWAY 33, O-EH**
- ☐ **O-EH, AIR-TAXI VIA DL TO APRON 3**
- ☐ **AIR-TAXI VIA DL TO APRON 3, O-EH**

Outside Maneuvering Area

When departing or landing outside of the Maneuvering Area, pilots are requested to **report airborne** or to **report on ground**. No take-off or landing clearance will be issued.

- You can view the Maneuvering Area boundaries from the Aerodrome Charts (APDC). The Area is marked with a gray line called "ATC SER BDRY" on the charts in [AIP Finland](#).

- ☐ **O-EH, WIND CALM, MAKE APPROACH TO APRON 7, REPORT ON GROUND, CLEARED TO CROSS RUNWAY 04L**
- ☐ **MAKE APPROACH TO APRON 7, CLEARED TO CROSS RUNWAY 04L, WILCO, O-EH**

Special VFR

VMC Conditions

Airspace class	Minimum visibility	Minimum cloud ceiling
D (Control Zone)	5 km	BKN or OVC 1000 ft

When the visibility is less than 5 km and/or when the cloud ceiling is below 1000 ft, ATC may give clearance for **Special VFR**, and the minima may be reduced to:

- minimum **visibility 1500 m**
- minimum **cloud ceiling 600 ft**

Special VFR traffic is separated from all other traffic by ATC

Geographical Restrictions for Separation

ATC may restrict a VFR flight to remain outside of the IFR Approach Funnel in order to separate a Special VFR aircraft from other aircraft.

☐☐

O-BC, leave control zone via Kitka, special VFR, after departure remain outside of IFR approach funnel.

O-BC, jätä lähialue Kitkan kautta, erityis-VFR, lähdön jälkeen pysy pois IFR-lähestymisen suojaalueelta.

☐☐

O-BC, report when outside of IFR approach funnel.

O-BC, ilmoita kun pois IFR-lähestymisen suoja-alueelta.

☐☐

O-BC, LEAVE CONTROL ZONE VIA LINTU, SPECIAL VFR, AFTER DEPARTURE REMAIN OUTSIDE OF IFR APPROACH FUNNEL

☐☐

O-BC, REPORT WHEN OUTSIDE OF IFR APPROACH FUNNEL

ATC may give a warning when a possibility of IMC conditions is present, especially during a change from IFR to VFR.

☐☐

O-BC, INSTRUMENT METEOROLOGICAL CONDITIONS REPORTED / FORECASTED IN THE VICINITY OF HELSINKI

☐☐➔

ROGER, MAINTAINING IFR, O-BC