

PILOT BRIEFING ROVANIEMI X-MAS FLY-IN



IVAO Nordic Region
presents



**The Annual Rovaniemi
X-Mas Fly-In**

Saturday
December 5th
1800z - 2300z



GENERAL

ICAO: EFRO

IATA: RVN

Runways: 03/21

LAYOUT

Rovaniemi's layout is fairly simple. It consists of 1 runway and two aprons (one civil and one military). The favourable runway is, weather and wind conditions permitting, runway 21. The military apron is to the north of the runway and the civil apron to the south.

The airport have one main taxiway, T, which runs along the the full length of the runway.

During the Rovaniemi Fly-In the military apron will **only** used if deemed necessary. Pilots are reminded that the apron has limited parking stands available, in other words, when you have finished your flight please disconnect as soon as possible to give way to new arrivals.

ILS FREQUENCY

The ILS frequency of runway 21 might differ in your simulator from the charts, since this has been changed! See picture 2 for default MSFS frequencies.

It is **vital** that you ensure what the ILS frequency for runway 21 at EFRO is in your simulator before you embark on a flight to Rovaniemi, **especially** on this event!

RUNWAY & TAXIWAYS

During this event runway 21 will be in use, unless weather conditions deem it extremely necessary to use runway 03. The reason for this is due to the fact that runway 21 is the only runway with an ILS. The exits to be used when vacating the runway is shown on picture 1. These exits needs to be used, in the preferred order, unless specifically instructed otherwise!

DEPARTING TRAFFIC

Because of the amount of traffic this event brings, and due to the fact that the spacing between arrivals needs to be kept at an absolute minimum, it is important that departing traffic **is fully** ready for departure when reaching the holding point!

If you will **not** be fully ready for departure when reaching the holding point, you **must** advice ATC as soon as possible! This way ATC will have the possibility of departing aircrafts ahead of you from other intersections.

TAKEOFF CLEARENCE

Pay special attention to your takeoff clearance as you might be adviced of whom to contact after departure and when with the takeoff clearance!

ARRIVING TRAFFIC

All flights arriving Rovaniemi shall be planned via the following TMA entry points:

- NEMGU
- NEPIX
- OSLIT
- RENVI
- ROTKO

The STAR chart of Rovaniemi offers no standard holding patterns at the TMA boundary. Because of this, standardized holding patterns that will be in effect on the day of the event has been established! In the event that you will be placed in a holding, and you will most likely be, pay special attention to the instruction for joining and leaving the holding pattern. The holding patterns are shown on picture 2.

When being instructed to leave the holding you will be cleared direct to one of the IAF's. This does **not** mean that you can continue the ILS procedure as depicted on the ILS chart after the IAF. ILS interception will be on ATC instructions **only**.

If you arrive at the IAF, without having received prior instructions as what to do when reaching, maintain your present heading after passing the IAF!

On initial contact with approach (Rovaniemi Radar), state the following:

What to include	Example
<ul style="list-style-type: none"> • Callsign • ATIS 	SAS123: Rovaniemi Radar, Scandinavian 123, information B

Please make sure that you read the entire ATIS as it may contain important information with regards to your arrival to Rovaniemi. When you report the ATIS identifier to the controller do expect that you have read and understood the ATIS information!

APPROACH

During your approach Rovaniemi Radar will expect you to be able to plan your rate of descent as to reach the IAF at 2500ft. Even though you should plan your descent accordingly, you **shall not** descend without explicit prior permission by Rovaniemi Radar.

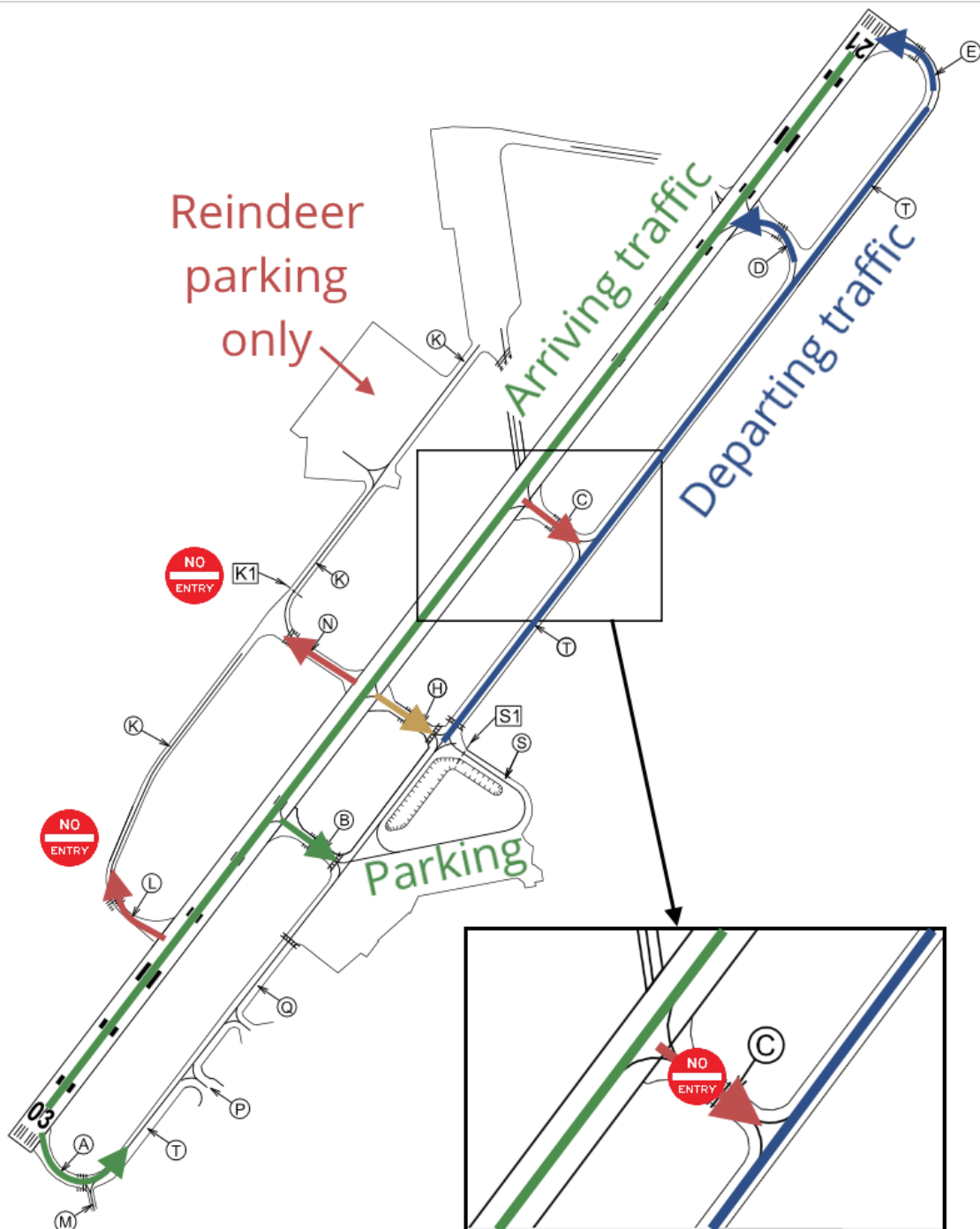
In high density situations it is vital that you maintain the speed you are instructed! **DO NOT** slow down when you feel like it. ATC will slow you down in time. The speed on the ILS **must** be kept at 160KIAS until reaching 4dme final

PICTURE 1

Study the ground layout of the airport properly so you know where to vacate. Exit points from runway 21 should be used in the following order; B is primary and preferred exit point, A is secondary exit point and the use H should be avoided!

NOTE: Vacating via C, N and L is strictly prohibited!

Special caution needs to be taken IF vacating via H. Vacating via H means that you will be head to head with outbound traffic taxiing to the runway.

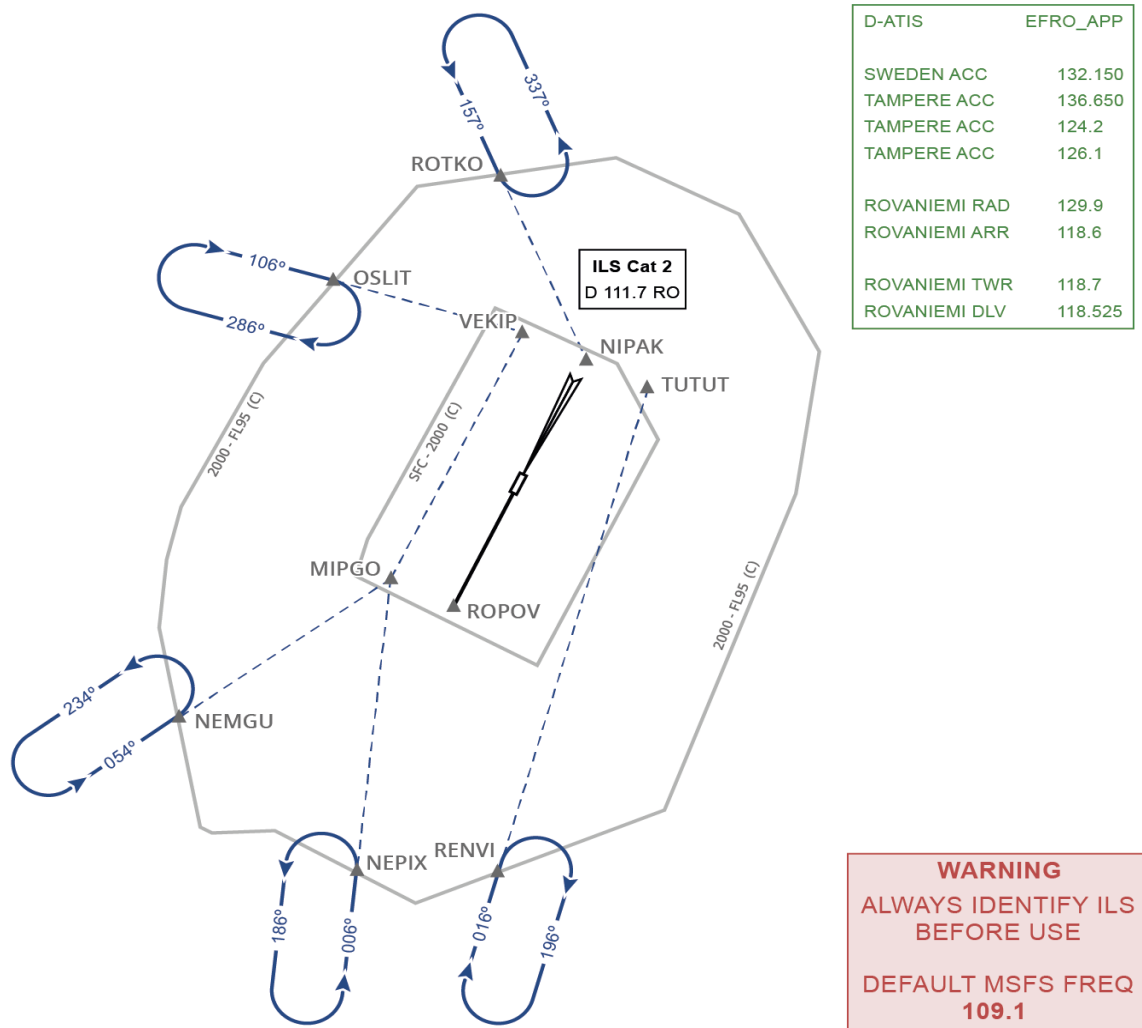


PICTURE 2

Below the standardized holdings that will be in effect on this event is displayed and also the applicable frequencies for the close by controllers.

You will also see the procedure you can expect when it comes to leaving the holding point, but **do not** plan it as it will depend on the traffic density if this is the clearance you will receive or not. Expect anything!

The default ILS frequency of MSFS is shown at the bottom right of the chart.



EFFECTIVE 05 DEC 2015

XN AIP-SUP 15/01

VFR

During the annual Rovaniemi Fly-In, VFR will not be accommodated in the time from 1530z until 2330z and will be subject of **HEAVY** delays if wishing to enter the control zone to land.