

OPERATIONS AT FINNISH AIRPORTS WHERE AERODROME FLIGHT INFORMATION SERVICE (AFIS) IS PROVIDED

This Aviation Regulation has been issued on the basis of the Aviation Decree (525/68), Article 77, para. 1. (This Regulation has become effective on 01 December 1992, and has replaced Regulation OPS M1-19 from 11 November 1991.)

1 INTRODUCTION

1.1 At those instrument aerodromes in Finland, where the air traffic does not warrant controlled airspace, may a service providing information beneficial for the safety and efficiency of the aerodrome traffic be used, instead of Air Traffic Control Service. The service is called Aerodrome Flight Information Service (AFIS).

1.2 In determining whether Air Traffic Control Service, or Aerodrome Flight Information Service shall be provided at a given aerodrome, the type and density of the air traffic, local topographical and meteorological conditions, and such other factors as may be pertinent to safety and efficiency of the traffic have been considered, including the languages to be used in air-ground communications.

1.3 These instrument aerodromes, where the service provided is Aerodrome Flight Information Service, are called AFIS aerodromes to distinguish them from controlled airports.

1.4 The Air Traffic Services unit providing the service is called AFIS unit and is located at the aerodrome.

1.5 The AFIS unit is not an Air Traffic Control unit. Therefore, the pilots-in-command must themselves - on the basis of the Rules of the Air, the information received, and the use of their own judgment - take care of the proper separation between the aircraft and of the avoidance of obstacles and vehicle traffic on ground.

2 DUTIES AND FUNCTIONS OF AFIS UNIT

2.1 General

The AFIS unit

- a) provides the aircraft, operating on the manoeuvring area or in the Flight Information Zone (FIZ) of the aerodrome and, in addition, the aircraft outside the airspace mentioned but per-

forming an instrument approach or instrument departure procedure, information pertaining to the safe and efficient conduct of the flight operations;

- b) provides alerting service for the aircraft and
- c) communicates air traffic control clearances to the aircraft.

2.2 Information to be provided for departing aircraft

AFIS unit provides the departing aircraft with the following information:

- a) Direction and speed of the current surface wind, including significant variations;
- b) Altimeter setting (QNH, or at the request of the pilot, QFE) rounded down to the nearest whole number.
- c) Temperature and dewpoint.
- d) Visibility on ground, if this is less than 10 km, or RVR when available, including significant variations.
- e) Correct time rounded to the nearest half minute.
- f) Significant weather in the departure and initial climb area, unless the AFIS unit knows that the pilot already has this information.

Note. Significant weather means in this connection: thunder clouds or thunderstorm to be expected, moderate or severe turbulence, wind shear, hail, moderate or severe icing, severe line squall, freezing rain, mountain waves, blowing snow, tornado or waterspout.

- g) Runway used by the other traffic; or other information, necessary for the selection of the most suitable runway and departure route and the maintenance of order of the traffic in the vicinity of the aerodrome.
- h) Known aircraft, vehicles and personnel on, or near the manoeuvring area of the aerodrome and the aircraft operating in the vicinity of the

- aerodrome, potentially hazardous for the aircraft.
- i) Information about the conditions at the aerodrome, if necessary for safety reasons, or if requested by the aircraft. The following aspects affecting the conditions at the aerodrome will be reported:
 1. Construction or maintenance work on, or immediately adjacent to the manoeuvring area;
 2. Rough or broken surfaces on a runway or a taxiway, whether marked or not;
 3. Snow, slush or ice on a runway or a taxiway; braking action or friction coefficients, if available, on runways, taxiways and apron.
 4. Water on a runway. The following terms will be used in reporting:
 - "Damp" when runway is so damp that the color of the surface has been changed
 - "Wet" when runway is wet but no water patches exist
 - "Water patches" when there are visible patches on the runway
 - "Flooded" when runway is flooded.
 5. Snowbanks or drifts adjacent to a runway or a taxiway
 6. Other temporary hazards, including parked aircraft or birds on the ground or in the air.
 7. Failure or irregular operation of part or all of the aerodrome lighting system.
 8. Any other pertinent information.
 - j) Information on changes in the operational status of non-visual navigation aids and visual aids essential for aerodrome traffic.
 - k) Messages, including clearances, received from other ATS units for relay to aircraft.
 - l) Advice whether the runway is clear
 - m) Any other information contributing to safety, or necessary for the operation of the flight.
- c) Transition level.
 - d) Visibility on ground, if this is less than 10 km, or RVR if available, and significant variations.
 - e) Significant weather conditions on the approach route, unless the AFIS unit knows that the pilot already has this information (see 2.2.f).
 - f) Current weather, height of cloudbase and amount of lowest clouds, if an aircraft is performing an approach in instrument meteorological conditions.
 - g) Runway used by other traffic, as well as other information, necessary for the selection of most suitable runway and approach route and the maintenance of order of the traffic in the vicinity of an aerodrome.
 - h) Known aircraft, vehicles or personnel on, or near the manoeuvring area and the aircraft operating in the vicinity of the aerodrome and potentially dangerous for the aircraft.
 - i) Information on conditions at the airport, if necessary for safety reasons, or if requested by the aircraft (see 2.2.i).
 - j) Information on changes in the operational status of non-visual navigation aids and visual aids essential for aerodrome traffic.
 - k) Information on whether the runway is clear.
 - l) Any other information, contributing to safety or necessary for the operation of the flight.

2.3 Information to be provided for arriving aircraft

AFIS unit provides the arriving aircraft with the following information:

- a) Direction and speed of the current surface wind and significant variations.
- b) Altimeter setting (QNH, or at the request of the pilot, QFE) rounded down to the nearest whole number.

2.4 Information for other aircraft

Aircraft flying in the vicinity of the aerodrome, other than arriving or departing, will be provided with the following information:

- a) Information about the essential traffic in the FIZ.
- b) Altimeter setting (QNH, on request the QFE) rounded down to the nearest whole number.
- c) Other information significant for the aircraft.

AFIS unit will pass information to aircraft operating on ground on the manoeuvring area or adjacent to it about aircraft, vehicles or personnel that may be dangerous for the safety of aircraft.

2.5 Known traffic

2.5.1 AFIS unit will advise the aircraft that it considers concerned about the known traffic as soon as possible, either directly or through another ATS unit.

2.5.2 AFIS unit will advise about the following activities:

- a) Essential air traffic in the FIZ.

- b) Any other traffic known, if the advice is contributing to the safety and efficiency of the aerodrome traffic.
- c) Any other activity known that may cause danger for the aircraft, such as parachuting or model flying.

2.6 Advising the runway vacated

AFIS unit will advise the arriving or departing traffic that the runway is vacated, when the following conditions are met:

- a) The other aircraft
 - 1) is not on the runway-in-use or not closer to it than at a distance of 30 meters from the runway edge, where runway length is less than 900 meters; or at a distance of 50 meters from the runway edge where runway length is 900 meters or more; or
 - 2) has, after landing, vacated the runway-in-use; or has crossed the runway and is moving away from the runway; or
 - 3) holds at a marked taxi-holding position.
- b) Vehicles, maintenance work machines, or persons are not on the runway-in-use or closer to it than
 - 1) at a taxi-holding position if such is determined and the markings are visible; or
 - 2) at a distance corresponding to the distance of a taxi-holding position, if such positions are not determined or the markings are not visible.
- c) Net barriers are in an appropriate position.

2.7 Use of Direction Finder (VDF)

AFIS unit, having an approved VHF Direction Finder (VDF) at its disposal, may give directional information (QDM, QDR, QTE) if requested by the pilot.

2.8 Signals used

2.8.1 Light signals

When an aircraft aloft can not be informed about a danger by any other means, the AFIS unit may use the following light signals for the purpose:

- a) Red flashes (by lamp); means that the aerodrome is dangerous
- b) Red pyrotechnics; means that a landing is not safe until further.

The light signals issued by the AFIS unit must be considered as warnings; the pilot bears the responsibility for any action due to the situation.

2.8.2 Visual ground signals

The visual ground signals according to the Rules of the Air (6.4.2) may be used at an AFIS aerodrome except the signal 6.4.2.5 (Direction of departure and landing).

3 OPERATION OF THE AIRCRAFT

3.1 Reports by the aircraft

3.1.1 Departing aircraft

Departing aircraft must inform the AFIS unit about:

- a) Intention to taxi for takeoff. Turbine aircraft must also report their readiness to start the engines.
- b) Selection of the runway; selection of a possible taxi-holding position.
- c) The planned route or the flight track and a possible intention to make a right turn.
- d) Readiness for takeoff.
- e) Taxiing to the runway for takeoff.
- f) Leaving the Flight Information Zone (FIZ).
- g) Any action or intention than may affect other traffic.

3.1.2 Arriving aircraft

An arriving aircraft must advice the AFIS unit about the following:

- a) Its position, flying altitude and the estimated time of arrival to the aerodrome or above a navigation aid of the FIZ. This information must be given, at the latest, when arriving over the border of the FIZ or over a reporting point given in the approach chart.
- b) Runway selected and, if the flight is operated according to IFR, the approach procedure selected.
- c) Any intention to use a right-hand circuit.
- d) Arrival in the holding pattern and leaving it.
- e) Commencing the approach procedure or entering the circuit.
- f) Passage of the IAF and the FAF or outer marker during an instrument approach.
- g) Turn to base leg or to final.
- h) Taxiing to the apron or parking area after the landing.
- i) Missed approach and the intentions following.
- j) Any other action or intention, that may affect other air traffic.

3.1.3 Other aircraft

Any other aircraft, that is flying into the FIZ, and not having an intention to land at the aerodrome, must inform the AFIS unit about the following:

- a) Its position and flying altitude.
- b) Route, intentions and flying altitude while flying in the FIZ and possible changes.
- c) Estimated time of arrival over the border or reporting point of the FIZ or a navigational aid of the FIZ or over the aerodrome itself; actual time over these and time leaving the FIZ.

An aircraft, which is being operated on the manoeuvring area of the aerodrome and the operation is not connected with a landing or takeoff, must inform its intentions to the AFIS unit.

3.2 Holding before a takeoff

When, due to other traffic, an immediate takeoff is not possible, a departing aircraft must hold

- a) in a taxi-holding position, if this has been defined and its markings are visible, or
- b) otherwise at a distance of at least
 - 1) 30 metres from the runway edge, where runway length is less than 900 metres; or
 - 2) 50 metres from the runway edge, where runway length is 900 metres or more.

4 MOVEMENT OF THE VEHICLES AND PERSONNEL ON THE MANOEUVRING AREA

4.1 Permissions for movement on this area

Movement of vehicles and personnel on this area is subject to permission from the AFIS unit.

4.2 Safe distances from the runway

When an aircraft is about to land or take off, no vehicles or personnel are permitted closer to the runway than para. 2.6.b above indicates.
