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JEPPESEN
JeppView for Windows

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General Information

Location: ROVANIEMI FIN
ICAO/IATA: EFRO / RVN
Lat/Long: N66° 33.70', E025° 49.85'
Elevation: 643 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 12.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Traffic Pattern Altitude: 1198 ft (555 ft AGL)

Sunrise: 0720 Z
Sunset: 1243 Z

Runway Information

Runway: 03
Length x Width: 9849 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 634 ft
Lighting: Edge, ALS, Centerline

Runway: 21
Length x Width: 9849 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 635 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 133.700
Rovaniemi Tower: 119.700
Rovaniemi Tower: 118.700
Rovaniemi Clearance Delivery: 118.525
Rovaniemi Arrival: 119.700
Rovaniemi Arrival: 118.600
Rovaniemi Radar: 119.700
Rovaniemi Radar: 129.900

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EFRO/RVN ROVANIEMI

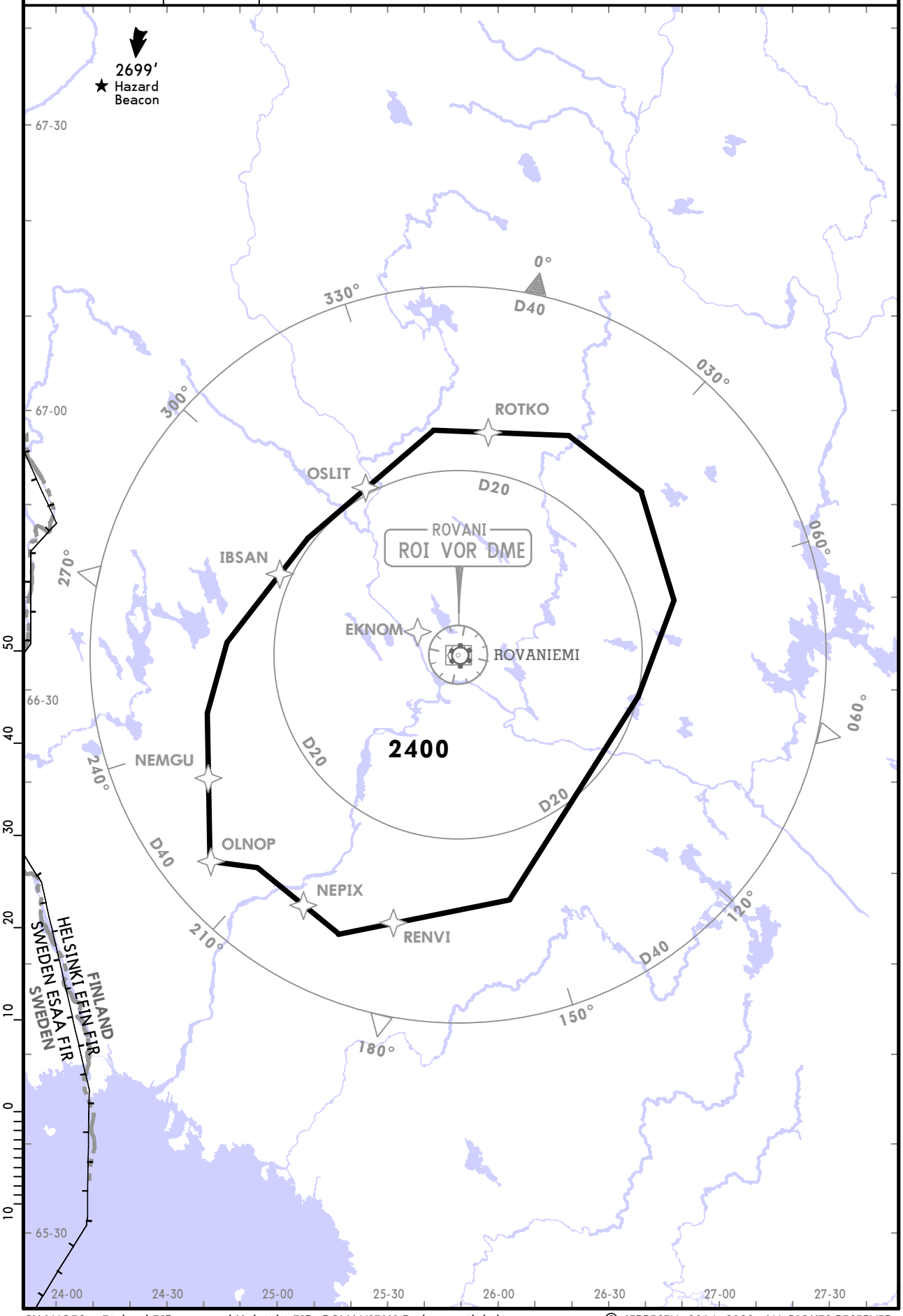
JEPPESEN

24 JAN 20 (10-1R) Eff 30 Jan

ROVANIEMI, FINLAND

RADAR MINIMUM ALTITUDES

ROVANIEMI Radar 129.9 119.7	Apt Elev 643′	Alt Set: hPa Trans level: By ATC Trans alt: 5000′ 1. This chart may only be used for cross-checking of altitudes assigned while the aircraft is identified. 2. Sectors do not constitute controlled airspace, nor do they attract any special airspace regulation in their own right. 3. Altitudes ensure obstacle clearance within the area concerned plus a 3NM buffer area.



CHANGES: Finland FIR renamed Helsinki FIR; ROVANIEMI Radar availability.

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MARXO 2C [MARX2C]
OSLIT 3C [OSLI3C]
ROTKO 3C [ROTK3C]
RNAV ARRIVALS
(RWY 21)

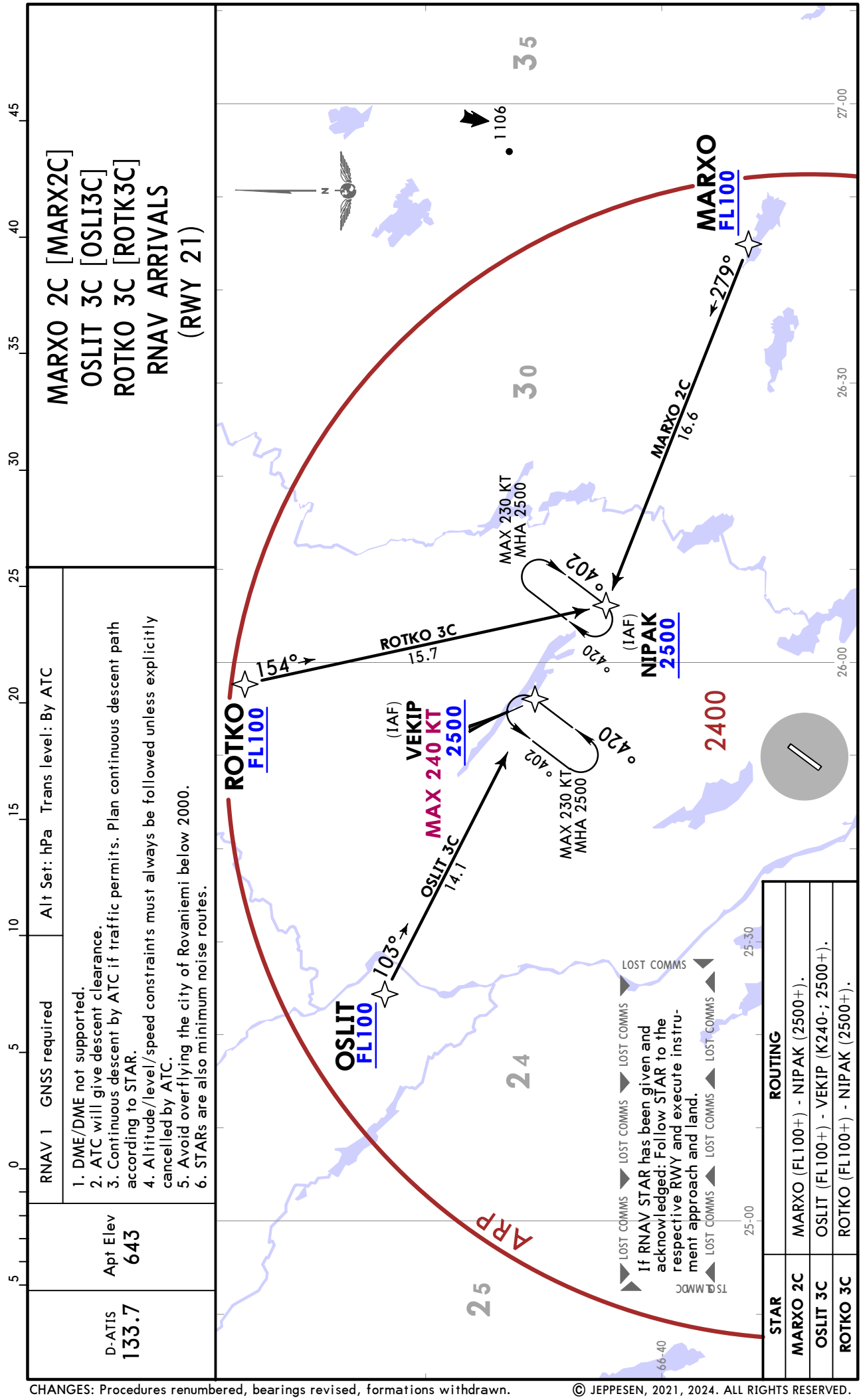
D-ATIS 133.7

Apt Elev 643

RNAV 1 GNSS required

Alt Set: hPa Trans level: By ATC

1. DME/DME not supported.
2. ATC will give descent clearance.
3. Continuous descent by ATC if traffic permits. Plan continuous descent path according to STAR.
4. Altitude/level/speed constraints must always be followed unless explicitly cancelled by ATC.
5. Avoid overflying the city of Rovaniemi below 2000.
6. STARs are also minimum noise routes.



STAR	ROUTING
MARXO 2C	MARXO (FL100+) - NIPAK (2500+).
OSLIT 3C	OSLIT (FL100+) - VEKIP (K240-; 2500+).
ROTKO 3C	ROTKO (FL100+) - NIPAK (2500+).

CHANGES: Procedures renumbered, bearings revised, formations withdrawn.

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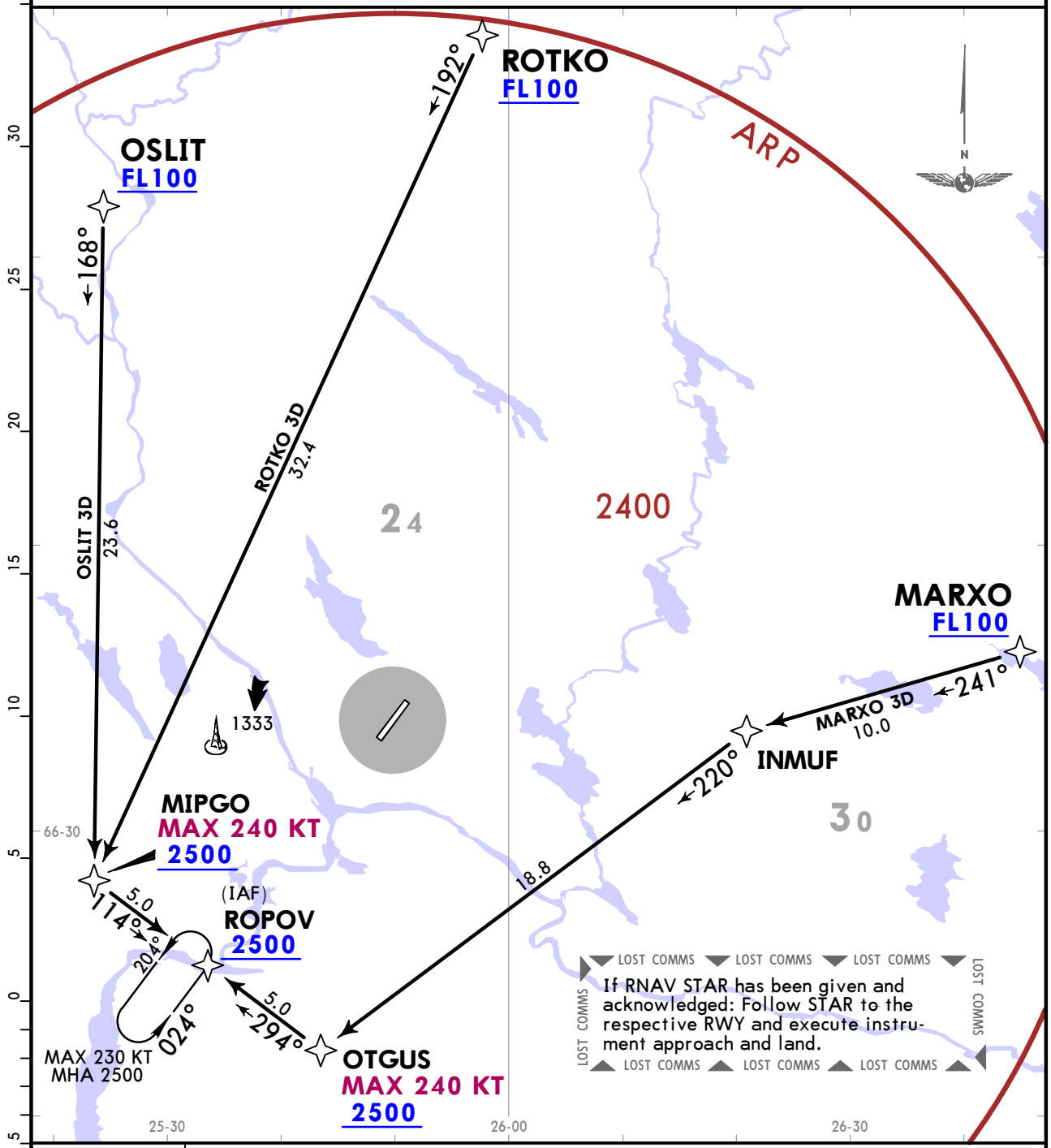
D-ATIS	Apt Elev	RNAV 1 GNSS required	Alt Set: hPa Trans level: By ATC
133.7	643	1. DME/DME not supported. 2. ATC will give descent clearance. 3. Continuous descent by ATC if traffic permits. Plan continuous descent path according to STAR. 4. Altitude/level/speed constraints must always be followed unless explicitly cancelled by ATC. 5. Avoid overflying the city of Rovaniemi below 2000. 6. STARs are also minimum noise routes.	

MARXO 3D [MARX3D], OSLIT 3D [OSLI3D]
ROTKO 3D [ROTK3D]
RNAV ARRIVALS
(RWY 03)



STAR	ROUTING
MARXO 3D	MARXO (FL100+) - INMUF - OTGUS (K240-; 2500+) - ROPOV (2500+).
OSLIT 3D	OSLIT (FL100+) - MIPGO (K240-; 2500+) - ROPOV (2500+).
ROTKO 3D	ROTKO (FL100+) - MIPGO (K240-; 2500+) - ROPOV (2500+).

CHANGES: Procedures renumbered, bearings revised, formations withdrawn.

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ROVANIEMI, FINLAND

RNAV STAR

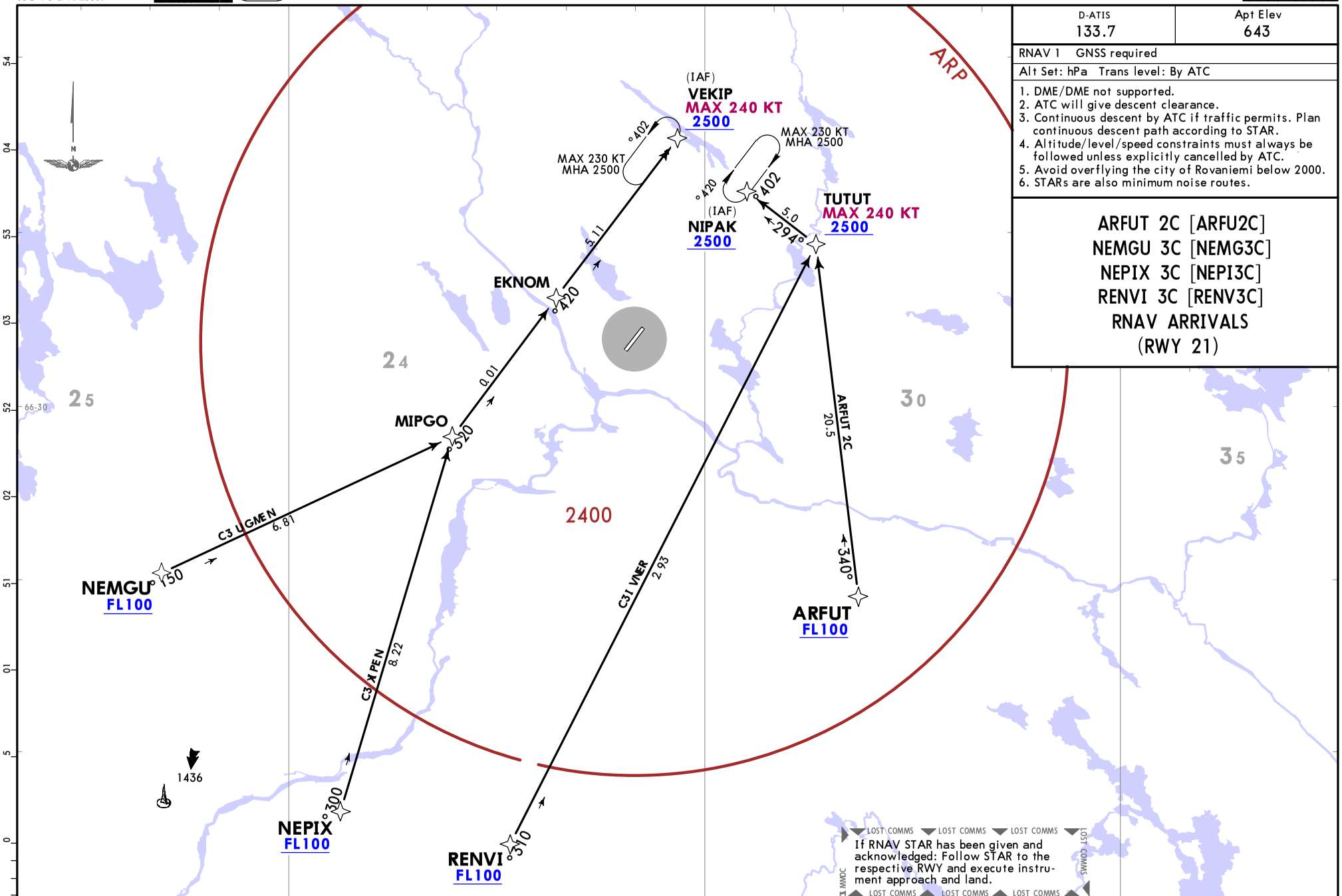
D-ATIS	Apt Elev
133.7	643

RNAV 1 GNSS required

Alt Set: hPa Trans level: By ATC

1. DME/DME not supported.
2. ATC will give descent clearance.
3. Continuous descent by ATC if traffic permits. Plan continuous descent path according to STAR.
4. Altitude/level/speed constraints must always be followed unless explicitly cancelled by ATC.
5. Avoid overflying the city of Rovaniemi below 2000.
6. STARs are also minimum noise routes.

ARFUT 2C [ARFU2C]
NEMGU 3C [NEMG3C]
NEPIX 3C [NEPI3C]
RENVI 3C [RENV3C]
RNAV ARRIVALS
(RWY 21)



STAR	ROUTING
ARFUT 2C	ARFUT (FL100+) - TUTUT (K240-; 2500+) - NIPAK (2500+).
NEMGU 3C	NEMGU (FL100+) - MIPGO - EKNOM - VEKIP (K240-; 2500+).
NEPIX 3C	NEPIX (FL100+) - MIPGO - EKNOM - VEKIP (K240-; 2500+).
RENVI 3C	RENVI (FL100+) - TUTUT (K240-; 2500+) - NIPAK (2500+).

CHANGES: Procedures renumbered, bearings revised, formations withdrawn.

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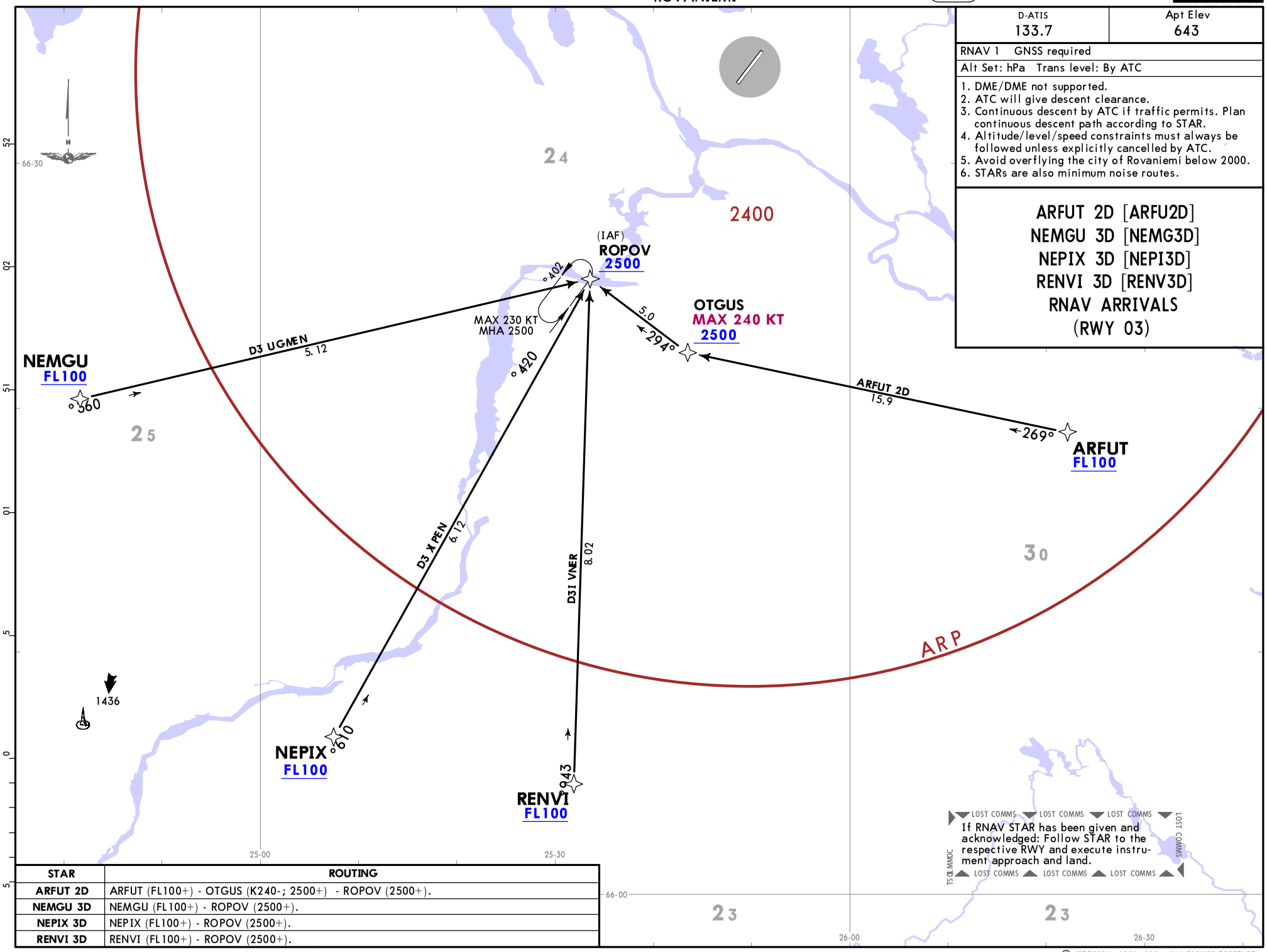

D-ATIS	Apt Elev
133.7	643

RNAV 1 GNSS required

Alt Set: hPa Trans level: By ATC

1. DME/DME not supported.
2. ATC will give descent clearance.
3. Continuous descent by ATC if traffic permits. Plan continuous descent path according to STAR.
4. Altitude/level/speed constraints must always be followed unless explicitly cancelled by ATC.
5. Avoid overflying the city of Rovaniemi below 2000.
6. STARs are also minimum noise routes.

ARFUT 2D [ARFU2D]
NEMGU 3D [NEMG3D]
NEPIX 3D [NEPI3D]
RENVI 3D [RENV3D]
RNAV ARRIVALS
(RWY 03)

STAR	ROUTING
ARFUT 2D	ARFUT (FL100+) - OTGUS (K240-; 2500+) - ROPOV (2500+).
NEMGU 3D	NEMGU (FL100+) - ROPOV (2500+).
NEPIX 3D	NEPIX (FL100+) - ROPOV (2500+).
RENVI 3D	RENVI (FL100+) - ROPOV (2500+).

CHANGES: Procedures renumbered, bearings revised, formations withdrawn.

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IBSAN 4A [IBSA4A], MARXO 2A [MARX2A]
ROTKO 4A [ROTK4A]
RNAV DEPARTURES
(RWY 21)

ROVANIEMI Radar 129.9

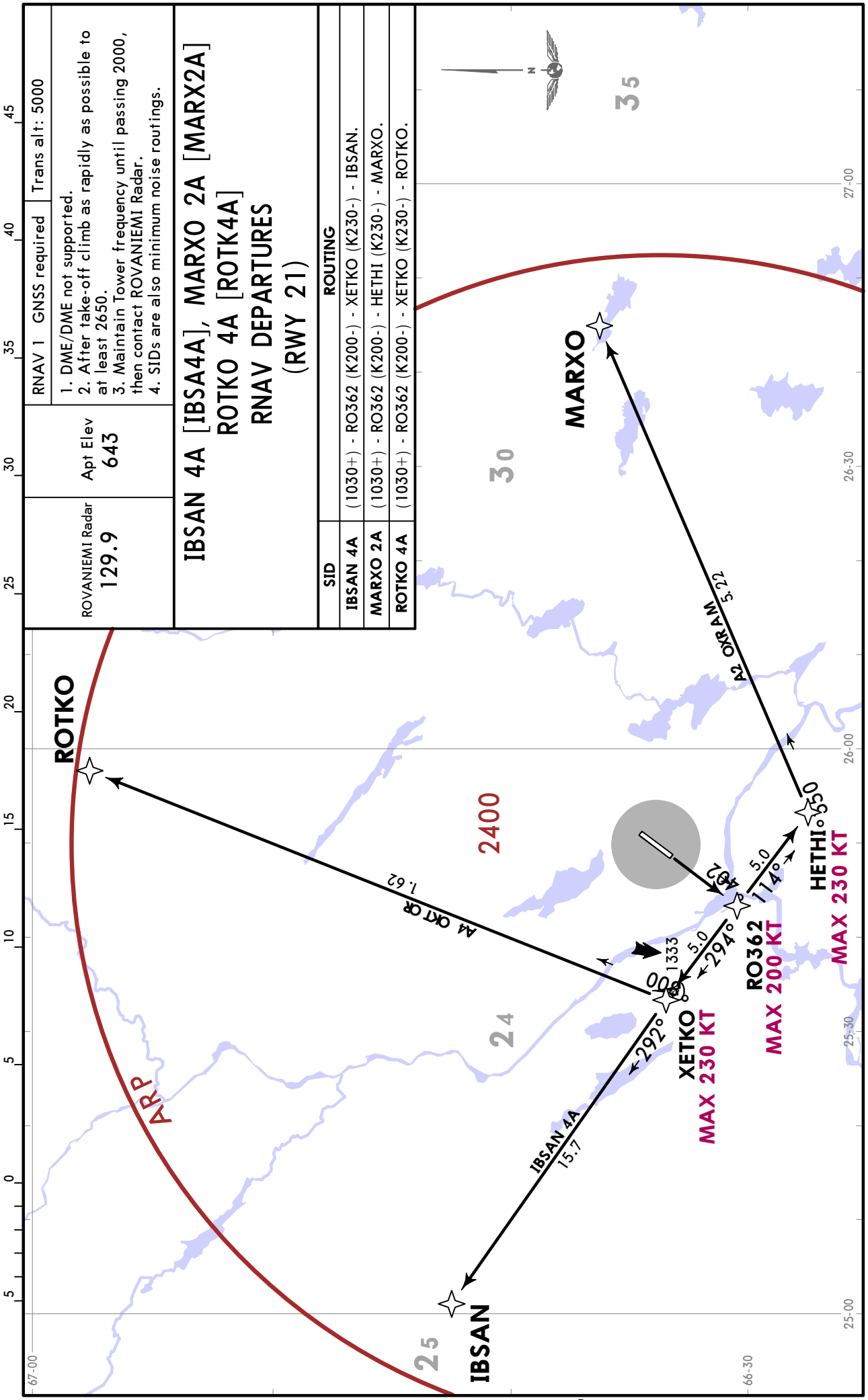
Apt Elev 643

RNAV 1 GNSS required

Trans alt: 5000

1. DME/DME not supported.
2. After take-off climb as rapidly as possible to at least 2650.
3. Maintain Tower frequency until passing 2000, then contact ROVANIEMI Radar.
4. SIDs are also minimum noise routings.

SID	ROUTING
IBSAN 4A	(1030+) - RO362 (K200-) - XETKO (K230-) - IBSAN.
MARXO 2A	(1030+) - RO362 (K200-) - HETHI (K230-) - MARXO.
ROTKO 4A	(1030+) - RO362 (K200-) - XETKO (K230-) - ROTKO.



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EFRO/RVN
ROVANIEMI

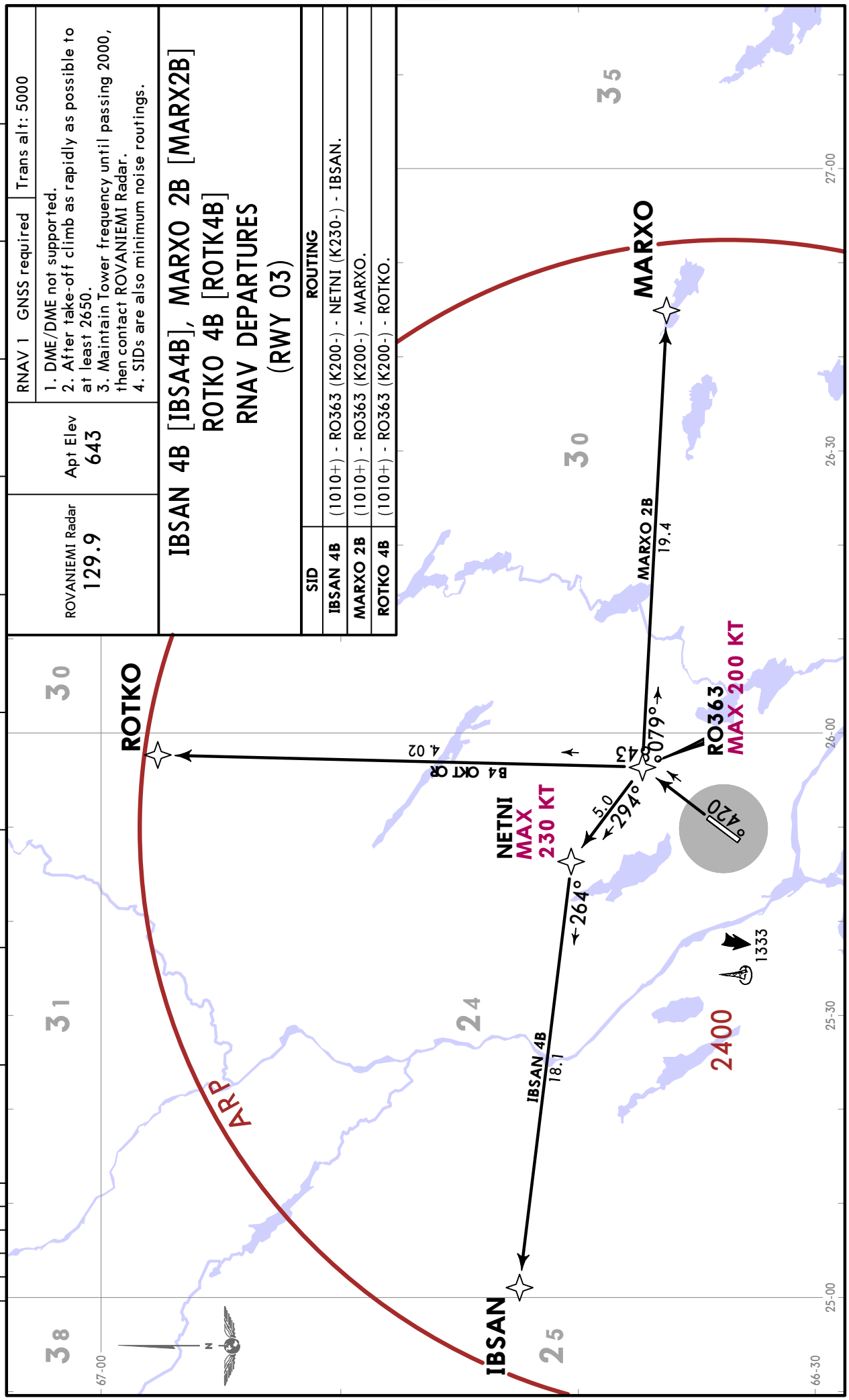
JEPPESEN
15 NOV 24 (10-3A) Eff 28 Nov

ROVANIEMI, FINLAND
RNAV SID

ROVANIEMI Radar	Apt Elev	RNAV 1 GNSS required	Trans alt: 5000
129.9	643	1. DME/DME not supported. 2. After take-off climb as rapidly as possible to at least 2650. 3. Maintain Tower frequency until passing 2000, then contact ROVANIEMI Radar. 4. SIDs are also minimum noise routings.	

IBSAN 4B [IBSA4B], MARXO 2B [MARX2B] ROTKO 4B [ROTK4B] RNAV DEPARTURES (RWY 03)

SID	ROUTING
IBSAN 4B	(1010+) - RO363 (K200-) - NETNI (K230-) - IBSAN.
MARXO 2B	(1010+) - RO363 (K200-) - MARXO.
ROTKO 4B	(1010+) - RO363 (K200-) - ROTKO.



CHANGES: Procedures renumbered, bearings revised.

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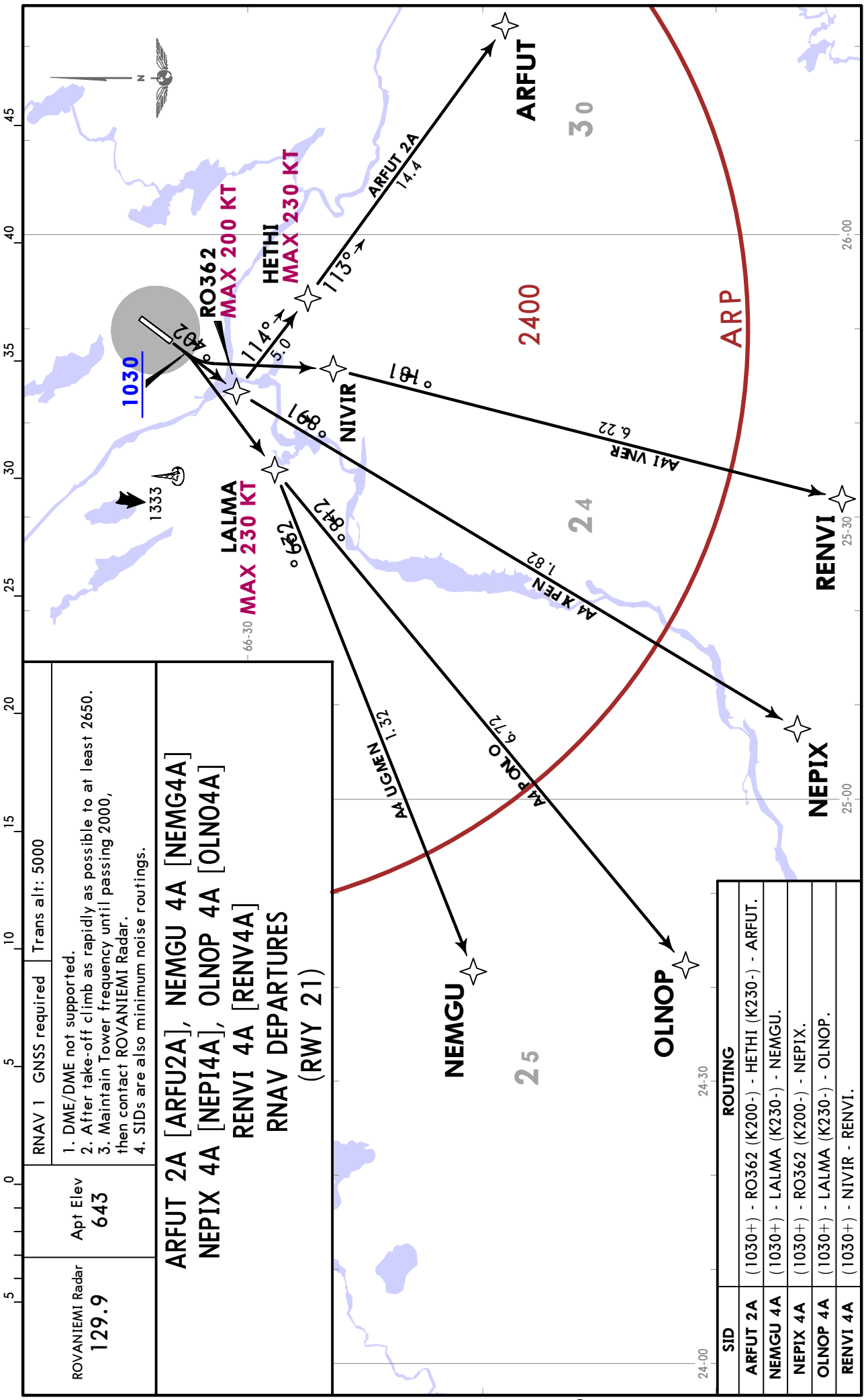

ROVANIEMI Radar 129.9

Apt Elev 643

RNAV 1 GNSS required | Trans alt: 5000

1. DME/DME not supported.
2. After take-off climb as rapidly as possible to at least 2650.
3. Maintain Tower frequency until passing 2000, then contact ROVANIEMI Radar.
4. SIDs are also minimum noise routings.

ARFUT 2A [ARFU2A], NEMGU 4A [NEMG4A]
NEPIX 4A [NEPI4A], OLNOP 4A [OLNO4A]
RENVI 4A [RENV4A]
RNAV DEPARTURES
(RWY 21)

SID	ROUTING
ARFUT 2A	(1030+) - RO362 (K200-) - HETHI (K230-) - ARFUT.
NEMGU 4A	(1030+) - LALMA (K230-) - NEMGU.
NEPIX 4A	(1030+) - RO362 (K200-) - NEPIX.
OLNOP 4A	(1030+) - LALMA (K230-) - OLNOP.
RENVI 4A	(1030+) - NIVIR - RENVI.

CHANGES: Procedures renumbered, bearings revised.

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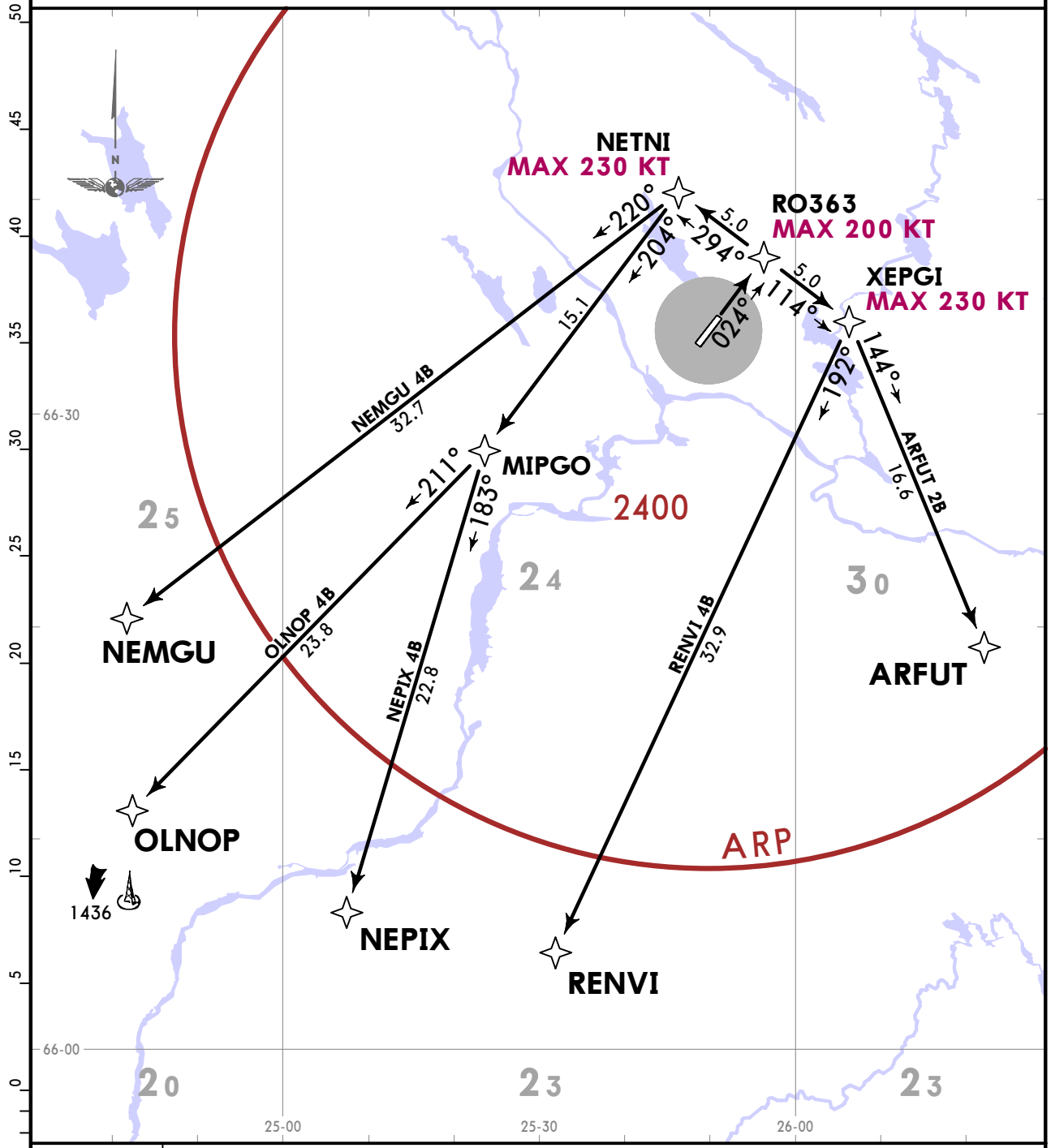
ROVANIEMI Radar 129.9	Apt Elev 643	RNAV 1 GNSS required	Trans alt: 5000

1. DME/DME not supported.
2. After take-off climb as rapidly as possible to at least 2650.
3. Maintain Tower frequency until passing 2000, then contact ROVANIEMI Radar.
4. SIDs are also minimum noise routings.

ARFUT 2B [ARFU2B], NEMGU 4B [NEMG4B]
NEPIX 4B [NEPI4B], OLNOP 4B [OLNO4B]
RENVI 4B [RENV4B]
RNAV DEPARTURES
(RWY 03)



SID	ROUTING
ARFUT 2B	(1010+) - RO363 (K200-) - XEPGI (K230-) - ARFUT.
NEMGU 4B	(1010+) - RO363 (K200-) - NETNI (K230-) - NEMGU.
NEPIX 4B	(1010+) - RO363 (K200-) - NETNI (K230-) - MIPGO - NEPIX.
OLNOP 4B	(1010+) - RO363 (K200-) - NETNI (K230-) - MIPGO - OLNOP.
RENVI 4B	(1010+) - RO363 (K200-) - XEPGI (K230-) - RENVI.

CHANGES: Procedures renumbered, bearings revised.

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ROVANIEMI Radar	Apt Elev	
129.9	643	Trans alt: 5000 1. After take-off climb as rapidly as possible to at least 2650. 2. Maintain Tower frequency until passing 2000, then contact ROVANIEMI Radar.

OMNIDIRECTIONAL DEPARTURES
[OMNI]
(ALL RWYS)

RWY	ROUTING
03	Climb straight ahead to at or above 1010.
21	Climb straight ahead to at or above 1030.

CHANGES: Navdata identifier added.

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NOISE ABATEMENT

SUMMER : LT minus 3 HOURS = UTC (Z)
WINTER : LT minus 2 HOURS = UTC (Z)

PREFERENTIAL RUNWAY SYSTEM

Civil aviation must use runway 21 as the primary landing runway at night 2200-0700LT and runway 03 as the primary take-off runway, unless otherwise dictated by air traffic safety. These regulations do not apply to flying over the aerodrome traffic pattern during general aviation training.

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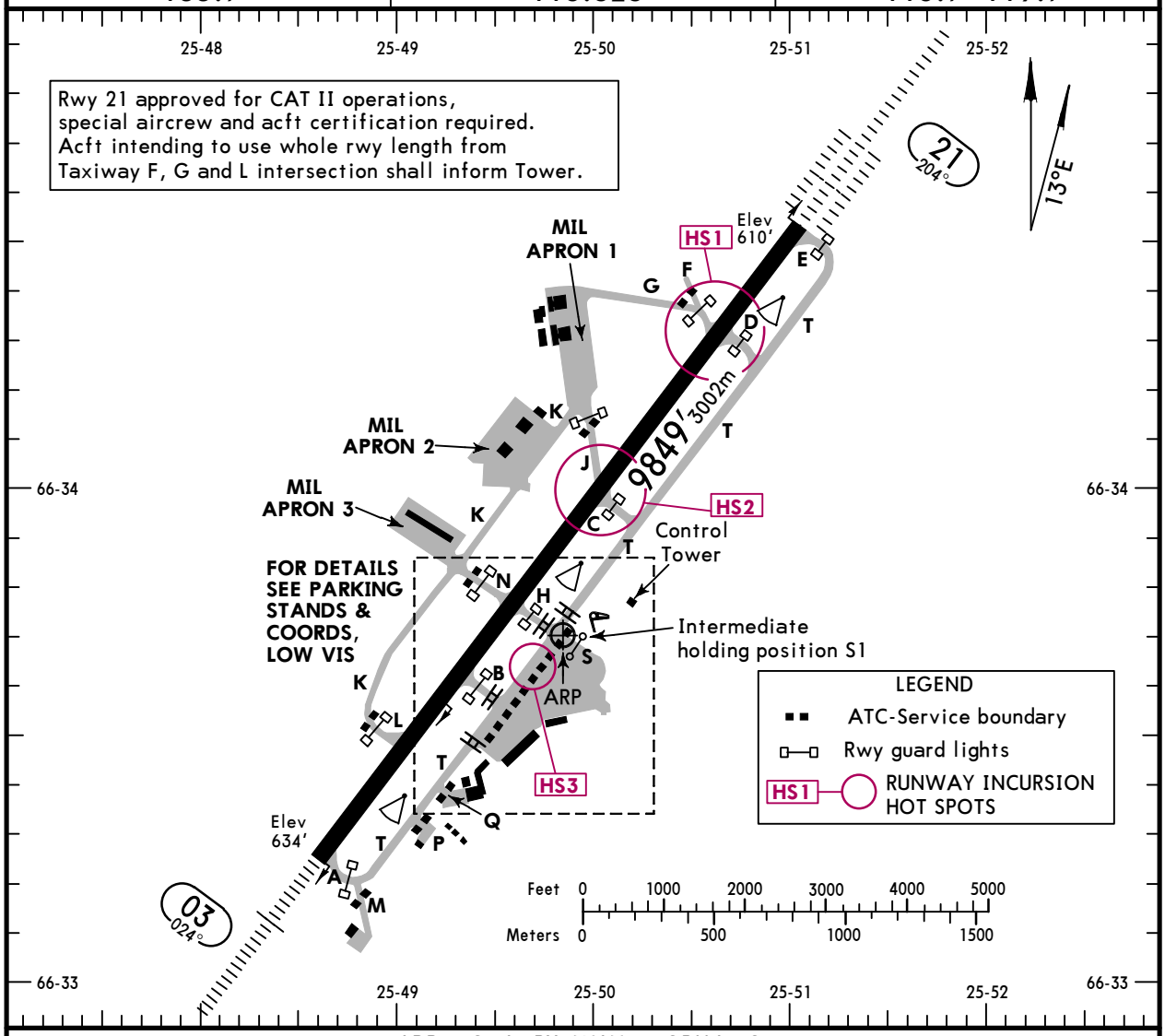
EFRO/RVN

Apt Elev **643'**
N66 33.7 E025 49.9

JEPPESEN
3 APR 26 (10-9) **Eff 16 Apr**

ROVANIEMI, ~~FINLAND~~
ROVANIEMI

D-ATIS (outside ATS hr not monitored)	*ROVANIEMI Delivery (GND)	Tower
133.7	118.525	118.7 119.7



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
03	HIRL ❶CL (15m) ❷❸HIALS PAPI-L (angle 3.0°, MEHT 56') RVR			❺	197' 60m
21	HIRL ❶CL (15m) ❶❷❹HIALS-II ❶TDZ PAPI-L (angle 3.0°, MEHT 56') RVR		9059' 2761m		

❶ LED lights ❷ ALS (red) also available. ❸ length 720m ❹ length 900m

❺ TAKE-OFF RUN AVAILABLE (Int take-off prohibited for jet acft between 01 NOV and 31 MAR.)

RWY 03:		RWY 21:	
From rwy head	9849' (3002m)	From rwy head	9849' (3002m)
twy L int	8143' (2482m)	twy D int	8278' (2523m)
twy B int	6991' (2131m)	twy G int	8238' (2511m)
twy H, N int	5912' (1802m)	twy J int	5906' (1800m)
twy C int	4206' (1282m)	twy C int	5715' (1742m)
twy J int	4039' (1231m)	twy H, N int	4009' (1222m)

HS1 & HS2 Crossing military aircraft and vehicles. An explicit crossing clearance must be received before proceeding over the rwy.

HS3 Observe taxiway lights separating Twy T and civil apron.

Std/State TAKE-OFF

Low Visibility Procedures required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required							
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT
		DAY	NIGHT				
R125m	R150m	R300m		R/V400m		R/V500m	NA

CHANGES: MIL Apron 3 added, int take-off restriction added, helipad withdrawn.

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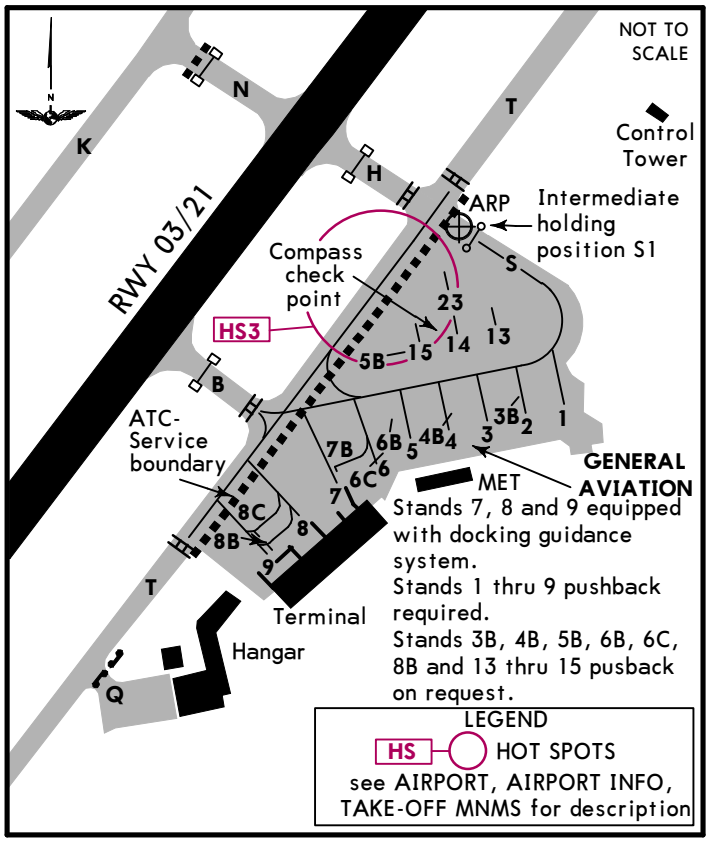

PARKING STAND COORDINATES

STAND No.	COORDINATES	ELEV
1	N66 33.6 E025 50.0	631
2	N66 33.6 E025 50.0	633
3, 3B	N66 33.6 E025 49.9	634
4	N66 33.5 E025 49.8	635
4B	N66 33.6 E025 49.8	636
5	N66 33.5 E025 49.8	635
5B	N66 33.6 E025 49.7	633
6	N66 33.5 E025 49.7	634
6B	N66 33.5 E025 49.7	635
6C	N66 33.5 E025 49.7	634
7, 7B, 8	N66 33.5 E025 49.6	633
8B, 8C	N66 33.5 E025 49.5	631
9	N66 33.5 E025 49.5	632
13	N66 33.6 E025 49.9	630
14	N66 33.6 E025 49.8	631
15	N66 33.6 E025 49.8	633
23	N66 33.6 E025 49.8	632

LOW VISIBILITY PROCEDURES (LVP)

GENERAL

Low Visibility Procedures

Low Visibility Procedures become effective when the TDZ RVR of the rwy in use decreases to 550m.

The application of the Low Visibility Procedures will be informed to the pilots by ATIS or ATC.

RVR Information

ATC will always give the Touch Down Zone RVR. Mid-point and Stop End RVR values will be given only if they are:
- less than the TDZ RVR and less than 800m, or
- less than 400m, or
- requested by pilot.

Closure of taxiways

In low visibility conditions and the amount of traffic demanding, taxiways will be closed by using a closure light system.

The closure light system consists of the following elements:
- 3 pieces of lighting columns (height: 1.6′/49cm, visibility: omnidirectional, light: red) and
- 2 to 4 pieces of barrier poles (height: 3.3′/1m, visibility: reflective, color: orange)

Closure of taxiways by closure light system will be informed by ATIS or ATS.

PILOT PROCEDURES WHEN LOW VISIBILITY PROCEDURES ARE IN OPERATION

Departure

Aircraft using rwy 03/21 for departure are not allowed to start taxi without prior permission of ATC.
In case taxiways being closed departing aircraft shall use twy E (rwy 21) or twy A (rwy 03).

Arrival

Pilots shall report "RUNWAY VACATED AND ON APRON" only when aircraft has arrived on apron.
In case taxiways being closed landing aircraft shall use twy E (rwy 03) or twy A (rwy 21).

FAILURES AND CHANGES IN THE OPERATION OF PROCEDURES

In case the airport is unable to comply with Low Visibility Procedures the pilots are informed either by ATIS or ATC:
"AIRPORT UNABLE TO COMPLY WITH LOW VISIBILITY PROCEDURES".

CHANGES: Helipad withdrawn.

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EFRO/RVN ROVANIEMI

JEPPESEN

26 SEP 25 Eff 2 Oct (11-1)

ROVANIEMI, FINLAND ILS Z or LOC Z Rwy 21

D-ATIS (outside ATS hr not monitored)	ROVANIEMI Radar (APP)	*ROVANIEMI Arrival (APP)	ROVANIEMI Tower
133.7	129.9 119.7	118.6 119.7	118.7 119.7

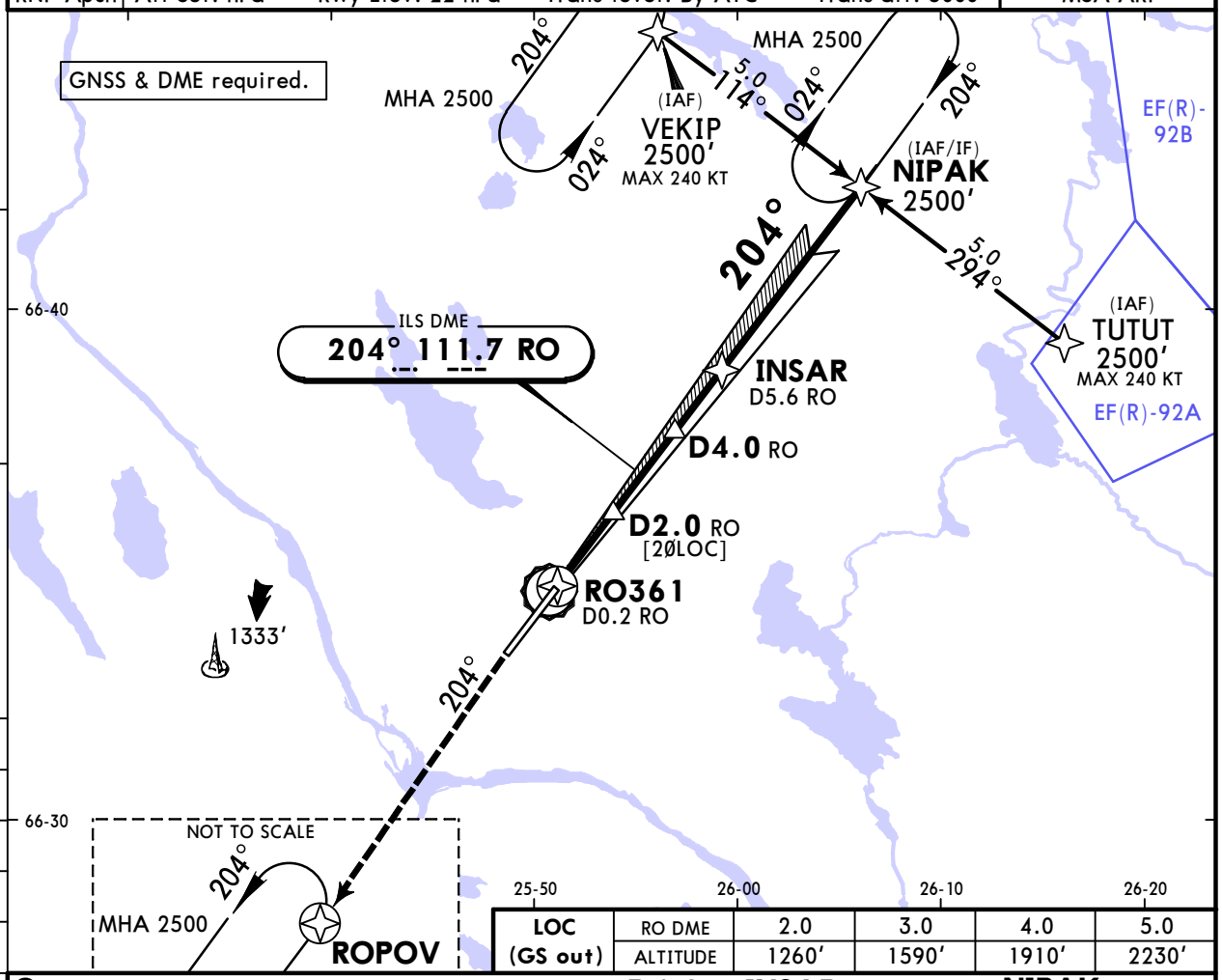
LOC RO	Final Apch Crs	INSAR	ILS DA(H)	Apt Elev 643'
111.7	204°	2400'(1790')	810'(200')	Rwy 610'

2400 MSA ARP

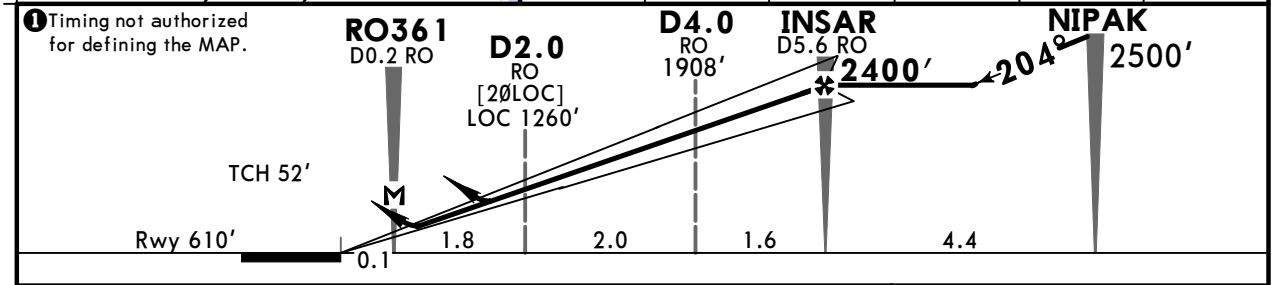
MISSED APCH: Climb STRAIGHT AHEAD to ROPOV to 2500'.

RNP Apch | Alt Set: hPa | Rwy Elev: 22 hPa | Trans level: By ATC | Trans alt: 5000'

BRIEFING STRIP ™



LOC (GS out)	RO DME	2.0	3.0	4.0	5.0
	ALTITUDE	1260'	1590'	1910'	2230'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at RO361/D0.2 RO							
INSAR/D5.6 RO to MAP	❶ 5.4	4:38	3:36	3:14	2:42	2:19	2:02

HIALS-II PAPI

2500' ROPOV

Std/State

STRAIGHT-IN LANDING

ILS: DA(H) 810'(200')

LOC (GS out): ❷ DA/MDA(H) CDFA 940'(330') | ❷ W/o D2.0 RO DA/MDA(H) CDFA 1260'(650')

CIRCLE-TO-LAND

		TDZ or CL out	ALS out		ALS out		ALS out	Max Kts	MDA(H)
A	R550m	❶ R550m	R1200m	❸ R800m	R1500m	❹ R1500m		100	1120'(477') V1500m
B								135	1150'(507') V1600m
C						❹ R2300m	R2400m	180	1300'(657') V2400m
D								205	1350'(707') V3600m

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used. ❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❸ TDZ or CL out: R800m. ❹ TDZ or CL out: AB R1500m, CD R2300m.

PANS OPS

CHANGES: VOR ROI withdrawn, note, Ravaniemi Arrival ops to HO.

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EFRO/RVN ROVANIEMI

JEPPESEN

26 SEP 25
Eff 2 Oct

11-1A

ROVANIEMI, FINLAND
CAT II ILS Z Rwy 21

D-ATIS (outside ATS hr not monitored)	ROVANIEMI Radar (APP)	*ROVANIEMI Arrival (APP)	ROVANIEMI Tower
133.7	129.9 119.7	118.6 119.7	118.7 119.7

LOC RO	Final Apch Crs	INSAR	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 643′ Rwy 610′
111.7	204°	2400′ (1790′)		

MISSED APCH: Climb STRAIGHT AHEAD to ROPOV to 2500′.

RNP Apch	Alt Set: hPa	Rwy Elev: 22 hPa	Trans level: By ATC	Trans alt: 5000′

BRIEFING STRIP ™

2400
MSA ARP

GNSS & DME required.

MHA 2500 204° 024°

(IAF) VEKIP 2500′ MAX 240 KT

5.0 114° 024°

MHA 2500 204°

(IAF/IF) NIPAK 2500′

5.0 294°

(IAF) TUTUT 2500′ MAX 240 KT

EF(R)-92B

EF(R)-92A

204°

ILS DME
204° 111.7 RO

INSAR D5.6 RO

D4.0 RO

1333′

204°

66-40

66-30

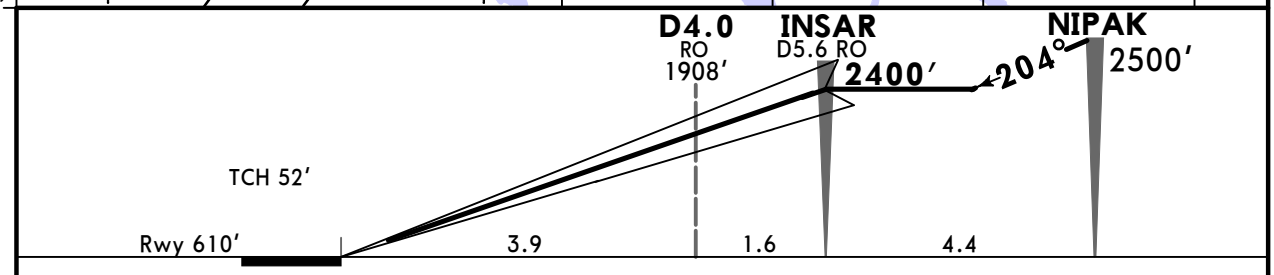
NOT TO SCALE

204° MHA 2500

ROPOV

25-50 26-00 26-10 26-20

10 5 0 5



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

2500′

ROPOV

Std/State STRAIGHT-IN LANDING

CAT II ILS

AB	C	D
RA 120′	RA 123′	RA 145′
DA(H) 710′ (100′)	DA(H) 712′ (102′)	DA(H) 727′ (117′)

1 R300m

PANS OPS

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: VOR ROI withdrawn, note, Ravaniemi Arrival ops to HO.

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EFRO/RVN ROVANIEMI

JEPPESEN
26 SEP 25
Eff 2 Oct
11-2

ROVANIEMI, FINLAND
ILS Y or LOC Y Rwy 21

D-ATIS (outside ATS hr not monitored)	ROVANIEMI Radar (APP)	*ROVANIEMI Arrival (APP)	ROVANIEMI Tower
133.7	129.9 119.7	118.6 119.7	118.7 119.7

BRIEFING STRIP ™

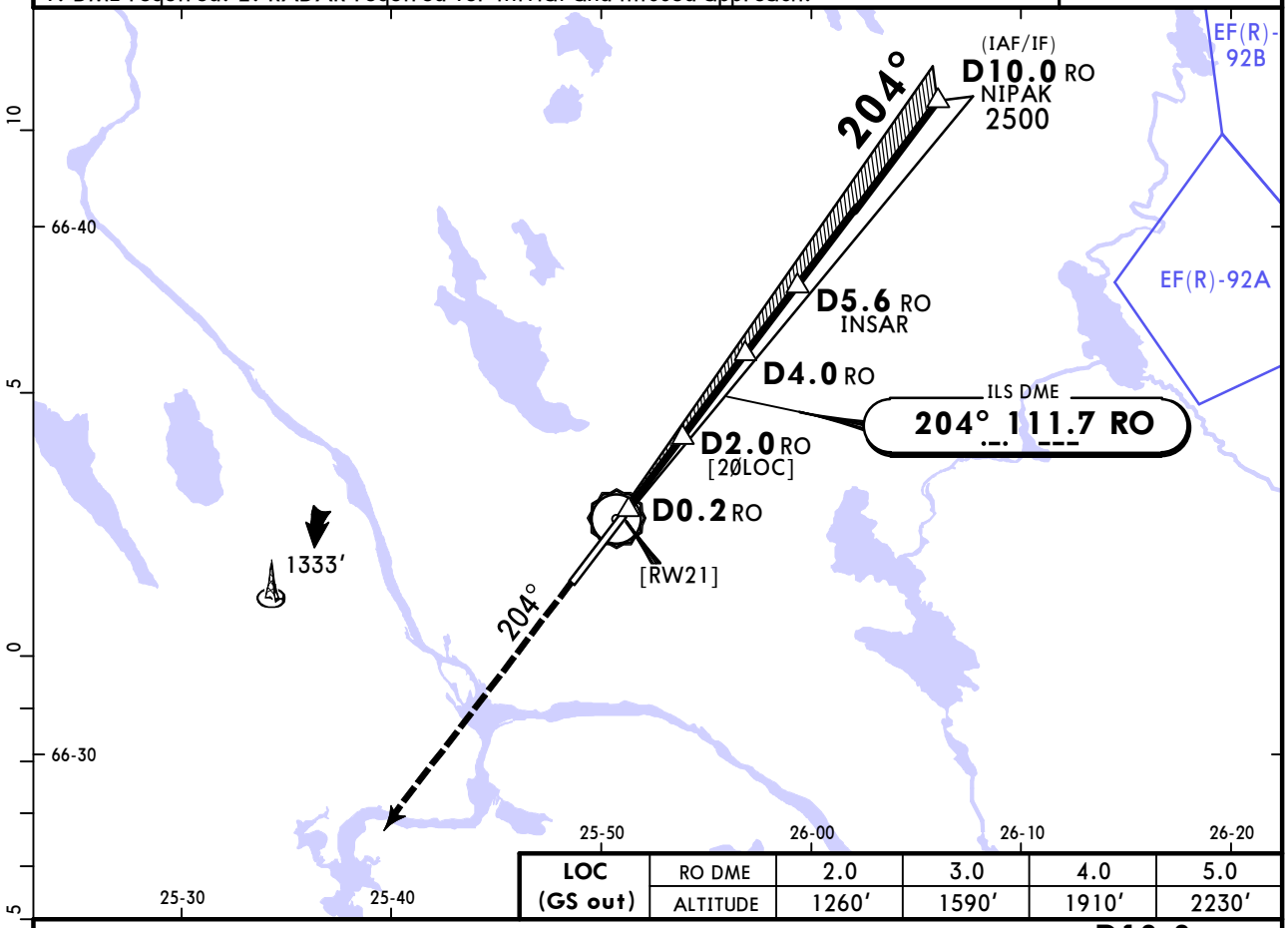
LOC RO	Final Apch Crs	D5.6 RO	ILS DA(H)	Apt Elev 643′
111.7	204°	2400′ (1790′)	810′ (200′)	Rwy 610′

MISSED APCH: STRAIGHT AHEAD climbing to 2500′.
Expect radar vectoring.

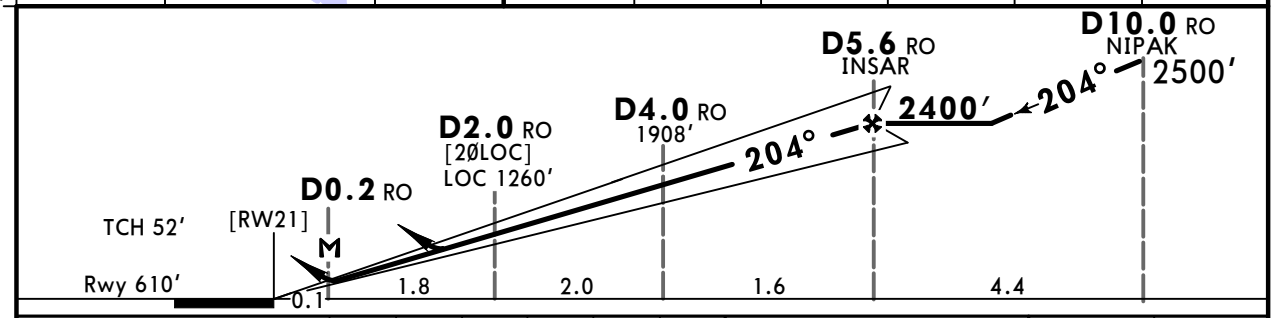
Alt Set: hPa | Rwy Elev: 22 hPa | Trans level: By ATC | Trans alt: 5000′

1. DME required. 2. RADAR required for initial and missed approach.

2400
MSA ARP



LOC (GS out)	RO DME	2.0	3.0	4.0	5.0
	ALTITUDE	1260′	1590′	1910′	2230′



Gnd speed-KT		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 RO							
D5.6 RO/INSAR to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02

Timing not authorized for defining the MAP.

HIALS-II
PAPI
2500′

PANS OPS

Std/State

STRAIGHT-IN LANDING

	ILS DA(H) 810′ (200′) TDZ or CL out		ILS DA(H) 810′ (200′) ALS out	LOC (GS out) 2 DA/MDA(H) 1010′ (400′) CDFA		LOC (GS out) 2 W/o D2.0 RO DA/MDA(H) 1260′ (650′) CDFA	
					ALS out		ALS out
A	R550m	1 R550m	R1200m	3 R1100m	R1500m	4 R1500m	
B							
C					R1800m	4 R2300m	R2400m
D							

CIRCLE-TO-LAND

Max KT	MDA(H)
100	1120′ (477′) V1500m
135	1150′ (507′) V1600m
180	1300′ (657′) V2400m
205	1350′ (707′) V3600m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used. 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 3 TDZ or CL out: R1100m. 4 TDZ or CL out: AB R1500m, CD R2300m.

CHANGES: Procedure revised.

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EFRO/RVN ROVANIEMI

JEPPESEN

26 SEP 25
Eff 2 Oct

11-2A

ROVANIEMI, ~~FINLAND~~
CAT II ILS Y Rwy 21

D-ATIS (outside ATS hr not monitored)	ROVANIEMI Radar (APP)	*ROVANIEMI Arrival (APP)	ROVANIEMI Tower
133.7	129.9 119.7	118.6 119.7	118.7 119.7

BRIEFING STRIP ™

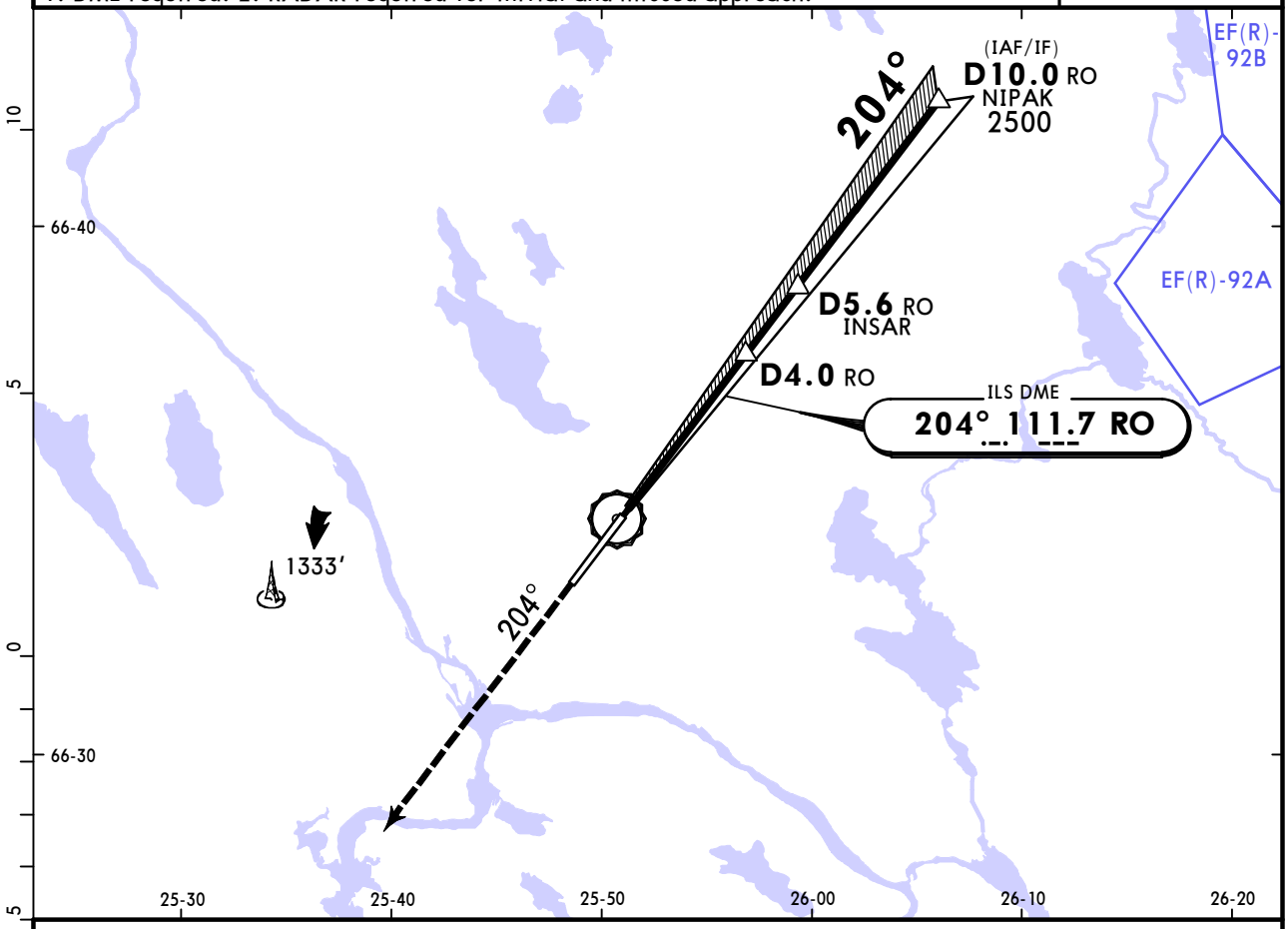
LOC RO	Final Apch Crs	D5.6 RO	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 643′ Rwy 610′
111.7	204°	2400′ (1790′)		

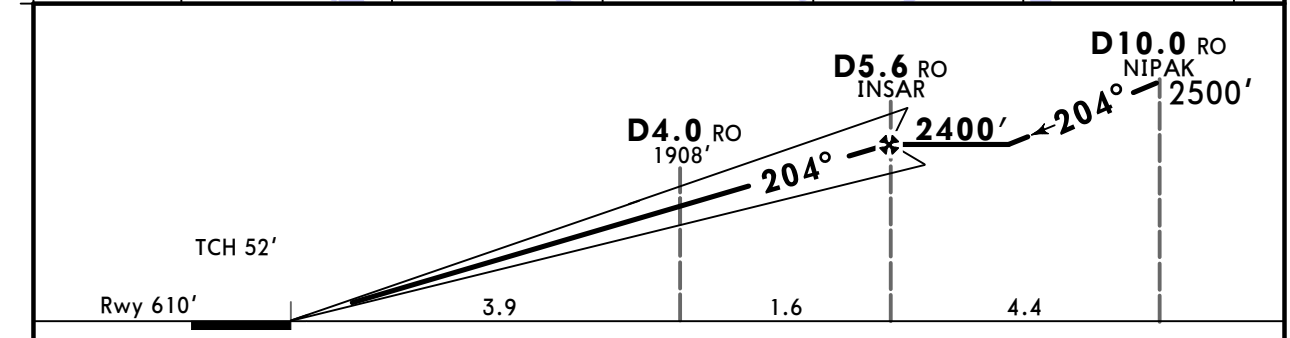
MISSED APCH: STRAIGHT AHEAD climbing to 2500′.
Expect radar vectoring.

Alt Set: hPa | Rwy Elev: 22 hPa | Trans level: By ATC | Trans alt: 5000′

1. DME required. 2. RADAR required for initial and missed approach.

2400
MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI
2500′

Std/State

STRAIGHT-IN LANDING

CAT II ILS

AB	C	D
RA 120′	**RA 123′**	**RA 145′**
DA(H) **710′** (100′)	DA(H) **712′** (102′)	DA(H) **727′** (117′)

PANS OPS

1 R300m

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Procedure revised.

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EFRO/RVN ROVANIEMI

JEPPESEN

26 DEC 25 (12-1)

ROVANIEMI, FINLAND RNP Rwy 03

BRIEFING STRIP

D-ATIS	ROVANIEMI Radar (APP)	*ROVANIEMI Arrival (APP)	ROVANIEMI Tower
133.7	129.9 119.7	118.6 119.7	118.7 119.7

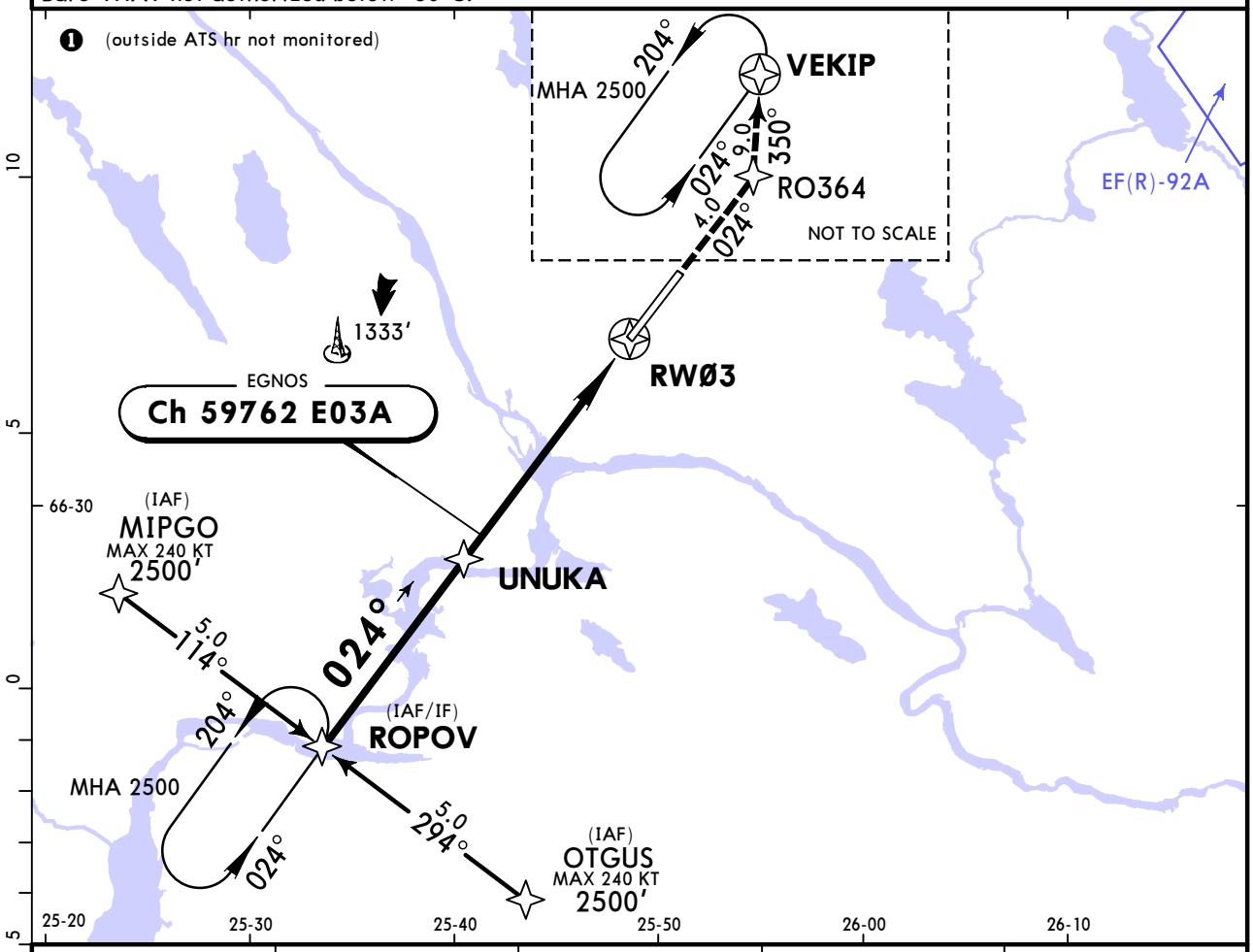
EGNOS	Final Apch Crs	UNUKA	LPV DA(H) Refer to Minimums	Apt Elev 643′
Ch 59762 E03A	024°	2400′ (1766′)		Rwy 634′

MISSED APCH: Proceed via RO364 to VEKIP climbing to 2500′.

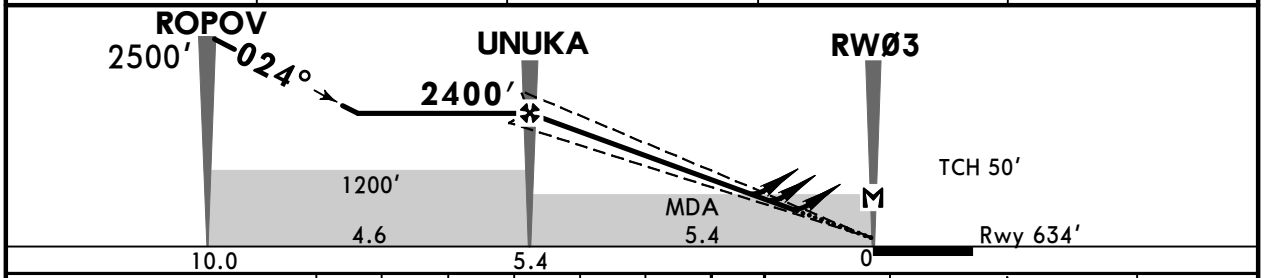
2400 MSA ARP

RNP Apch | Alt Set: hPa | Rwy Elev: 23 hPa | Trans level: By ATC | Trans alt: 5000′

Baro-VNAV not authorized below -30°C.



NM to RWØ3	5.0	4.0	3.0	2.0
ALTITUDE	2280′	1960′	1640′	1320′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ3							

HIALS PAPI

2500′ via RO364 VEKIP

Std/State STRAIGHT-IN LANDING

LPV DA(H)	LNAV/VNAV DA(H)	LNAV CDFA DA/MDA(H)
A:884′(250′) C:896′(262′) B:888′(254′) D:906′(272′)	A:884′(250′) C:911′(277′) B:892′(258′) D:921′(287′)	1 1020′(386′)

CIRCLE-TO-LAND

	LPV ALS out	LNAV/VNAV ALS out	LNAV CDFA ALS out
A	R750m	R750m	R1100m
B	R1300m	R1300m	R1500m
C			R1800m
D		R1400m	

Max Kts	MDA(H)
100	1120′(477′) V1500m
135	1150′(507′) V1600m
180	1300′(657′) V2400m
205	1350′(707′) V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Comms.

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EFRO/RVN ROVANIEMI

JEPPESEN

26 DEC 25 (12-2)

ROVANIEMI, FINLAND RNP Rwy 21

D-ATIS	ROVANIEMI Radar (APP)	*ROVANIEMI Arrival (APP)	ROVANIEMI Tower
133.7	129.9 119.7	118.6 119.7	118.7 119.7

BRIEFING STRIP

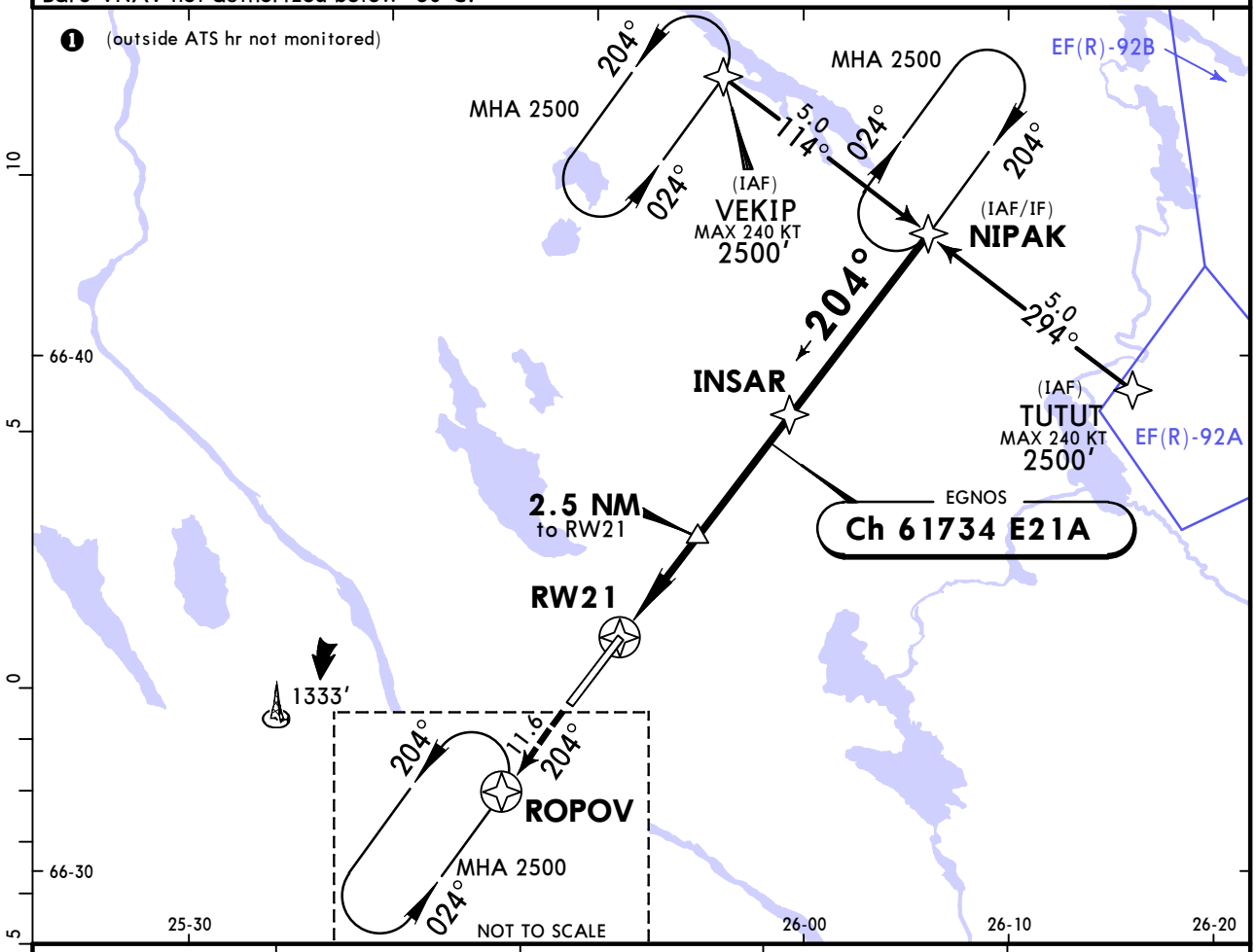
EGNOS	Final Apch Crs	INSAR	LPV DA(H) Refer to Minimums	Apt Elev 643′ Rwy 610′
Ch 61734 E21A	204°	2400′ (1790′)		

MISSED APCH: Proceed to ROPOV climbing to 2500′.

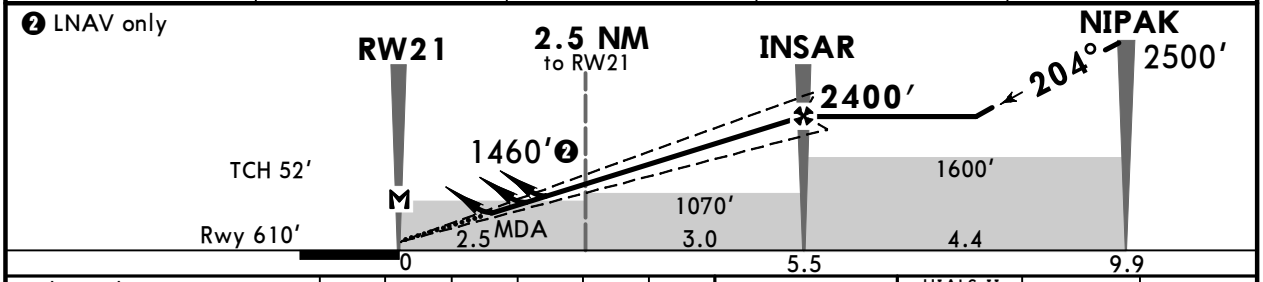
2400 MSA ARP

RNP Apch | Alt Set: hPa | Rwy Elev: 22 hPa | Trans level: By ATC | Trans alt: 5000′

Baro-VNAV not authorized below -30°C.



NM to RW21	2.0	3.0	4.0	5.0
ALTITUDE	1300′	1620′	1940′	2250′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW21							

HIALS-II PAPI 2500′ ROPOV

Standard STRAIGHT-IN LANDING RWY 21 — CIRCLE-TO-LAND

	LPV DA(H)	LNAV/VNAV DA(H)	LNAV CDFA DA/MDA(H)
A	884′ (274′)	860′ (250′)	1010′ (400′)
B	897′ (287′)	872′ (262′)	
C	905′ (295′)	893′ (283′)	
D	915′ (305′)	942′ (332′)	

	LPV ALS out	LNAV/VNAV ALS out	LNAV CDFA ALS out
A	RVR 1300m	RVR 1300m	RVR 1500m
B	RVR 750m 1	RVR 750m 2	RVR 1100m
C	RVR 1400m	RVR 1400m	RVR 1800m
D		RVR 1500m	

Max Kts	MDA(H)	VIS
100	1120′ (477′)	1500m
135	1150′ (507′)	1600m
180	1300′ (657′)	2400m
205	1350′ (707′)	3600m

PANS OPS

1 With TDZ & CL & HUD: CAT A: RVR 600m, CAT B & C: RVR 650m, CAT D: RVR 700m.
2 With TDZ & CL & HUD: CAT A: RVR 550m, CAT B: RVR 600m, CAT C: RVR 650m.

CHANGES: Comms, SMA between INSAR and NIPAK changed to 1600′.

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Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ROVANIEMI, (ROVANIEMI - EFRO)				
REV	AIRPORT, AIRPORT INFO, TA...	10-9	03 Apr 2026	16 Apr 2026
REV	PARKING STANDS & COORDS, ...	10-9A	03 Apr 2026	16 Apr 2026

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EFRO

Chart Change Notices for Country FIN

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

STARs and SIDs are also minimum noise routings.