
RÄYSKÄLÄ AERODROME STANDING REGULATIONS

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Approved: The Räyskälä Foundation board of trustees, 31.07.2015

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These standing regulations are based on the aeronautical regulation OPS M1-6 - THE USE OF AERODROMES FOR AVIATION, section 5 Aerodrome standing regulations, and AGA M1-1, section 5

0. Foreword & Definitions

This document is compiled for all people and operators in Räyskälä aerodrome area to use. The main purpose of this document is to promote safe and efficient operations in Räyskälä aerodrome for all operators. This document is also meant to help understand and coordinate different parties' operations in relation to each other, and thus to make operating in Räyskälä aerodrome more safe, efficient and enjoyable for everyone.

For simplicity, in this document when referencing a person or an operator, he/him/his is used as a pronoun, but this also includes she/her/hers.

Definitions

LYHTY	Flight Operations Liaison (Lentotoiminnan Yhteyshenkilö)
LDG chart	Official landing chart. Depicts the aerodrome area and traffic circuits, as well as holds instructions for operations at the aerodrome

1. General

Safety is the most important goal in all operations. The purpose of these standing regulations is to give instructions in order to ensure safe operations in Räyskälä aerodrome. These regulations have been approved by the board of the Räyskälä Foundation.

These standing regulations are specifically a set of instructions for local operations. Everyone practising aviation, as well as leaders of other activities in the aerodrome area, are obligated to learn and abide these regulations. The aerodrome operator may give instructions and bulletins, with which these regulations may be temporarily altered.

In addition to these regulations, the Finnish aviation law, aviation regulations and PART SERA rules must be followed.

In all operations, good airmanship, careful airspace look out/monitoring, and clear and precise radio traffic shall be followed.

The aerodrome operator of Räyskälä aerodrome (EFRY) is the Räyskälä Foundation. The Foundation's representative is the Foundation CEO. A person specifically nominated by the Foundation may act as the Aerodrome Chief. During the summer months there is often a hired Flight Operations Liaison (called LYHTY) in Räyskälä. He/she acts in his duties with a mandate from the aerodrome operator. Every person in the aerodrome, in ground organization or in an aircraft performing duties, shall obey the instructions given by the aerodrome operator within his jurisdiction. (AGA M1-1, 2.4)

An operator holding a pilot's license, a permit to fly, or a proper certification is personally responsible for his own operations, and the validity of the permits and/or licenses required.

The land area of Räyskälä aerodrome is owned by Metsähallitus. By a joint agreement between Metsähallitus and Räyskälä Foundation, the aerodrome and the course centre area connected to the aerodrome has been signed over to the control of the Foundation. Räyskälä Foundation is responsible for the maintenance and development of the aerodrome.

Glider towing activity in Räyskälä is conducted by Räyskälä Foundation.

Contact information

Räyskälä Aerodrome (EFRY)

Address:	Räyskälä Foundation Räyskäntie 311 12820 Räyskälä Suomi, Finland
Phone numbers:	<ul style="list-style-type: none">• CEO..... +358 400 921 260• Aerodrome chief..... +358 400 921 260• Automatic weather service..... +358 19 448 993
Radio frequencies:	<ul style="list-style-type: none">• Räyskälä traffic122.650• ATIS (activate by pressing PTT twice)122.625

2. Movement in the aerodrome area

2.1 General

In Räyskälä aerodrome there is extremely heavy aviation activity from time to time. Simultaneously there may be gliding, motor gliding, powered flying, ultralights, hang gliding, paragliding, parachute activity and model plane activity.

The whole rental area of the Räyskälä Foundation is considered as private area detached from road (see ANNEX 3). Hence everyone moving in the aerodrome area must use special caution in his actions. Unnecessary movement in the traffic areas is prohibited. When crossing runways or runway strips everyone is obligated to stop and ensure, that all aircraft take-offs and landings can be performed without disruption.

OBS! Especially gliders, being aircraft without engines, may land on other areas than designated runways or runway strips. Therefore, all movement in the aerodrome area must be conducted using the appropriate level of caution and vigilance.

2.2 Vehicle traffic

Vehicle traffic in the aerodrome area shall be kept to a minimum. Vehicle traffic should primarily take place along paved areas. Driving on grass should always be avoided, and it is completely prohibited after a long rain season, due to the softness of ground.

A speed limit of 30 KM/H IS IN FORCE on the WHOLE RÄYSKÄLÄ FOUNDATION RENTAL AREA. At the Räyskälä Foundation trailer area and hangar area a 20 KM/H SPEED LIMIT IS IN FORCE. As well as to enhance traffic safety, the purpose is to reduce throwing up dust during the summer season.

The restriction does not apply to prearranged tests, courses, or competitions. Unauthorized movement in the aerodrome area is prohibited by the decree of the Ministry of Interior, number 273/2002.

Parking of vehicles on the traffic and runway areas is prohibited. At the ends of runways 08R and 12L parking is allowed only on areas shown on the map (see ANNEX 1). Otherwise, vehicles shall be parked at the parking places near the café and motel.

All engine-powered vehicles used in the Foundation rental areas shall have traffic insurance (Traffic insurance law 279/1959).

2.3 Parking, vehicles and aircraft

The safety of all other users of the aerodrome must be taken into consideration in all moving and parking of vehicles and aircraft. Everyone is responsible to act as not to cause any harm or danger to others moving in the aerodrome, or to the environment.

The hangar clearing is reserved for aircraft parking. If gliders are stored in trailers, they must be kept in spots reserved for trailers. It is prohibited to leave any loose items or constructions, that may obstruct flight operations, in the aerodrome area.

3. Signal area and notice boards

The signal area is the area outlined in white, situated on the right-hand side of the 08 taxiway.

The only notice board in use is the official aerodrome notice board, situated adjacent the fuelling station.

4. Instructions for emergency situations

ALL EMERGENCY CALLS SHALL BE MADE TO THE FINNISH EMERGENCY PHONE NUMBER 112

The aerodrome chief must be informed without undue delay about all occurring danger and accident situations.

List of emergency equipment locations

Emergency equipment	Locations
Stretchers	Hangar 1, inside on the left-hand wall
First aid equipment	Hangar 1, inside on the right-hand wall Big Sauna building Motel reception Motel maintenance area
Fire extinguishers	All hangars Fuelling stations Café Saunas Motel Motel maintenance area

Please familiarize yourself with the locations of the first aid equipment and fire extinguishers, as well as their operating instructions. There is also a lifeboat and ladder on a trailer behind the motel. Instructions and absorbing substances, for fuel leaks etc. can be found from fuelling stations as well as hangar 1. Please familiarize yourself with the rescue plan, that can be found from the Foundation website (www.rayskala.fi) and from the Foundation office.

5. Radios and radio traffic

Räyskälä traffic radio frequency is 122.650 MHz. All aircraft are recommended to use this frequency for safety reasons, when operating inside a 10 km/6 NM distance from Räyskälä. Due to heavy activity, necessary radio calls shall be made in such a way as not to congest the radio frequency unnecessarily.

Gliders on cross country flights should use the frequencies reserved for cross country and competition flying, i.e. 122.025MHz and 122.750MHz, for communicating among themselves.

6. Flight procedures

6.1 General

All aircraft flying in the vicinity of the aerodrome shall pay special attention to the fact, that in the traffic circuit area below 1100 ft (330m) AGL, only flying according to the traffic circuit is allowed. Exceptions to the LDG chart depicted traffic circuit may be made in parachuting, training, and towing activity, for reasons regarding safety, training or noise abatement.

There may be winch launching activity in the aerodrome. The upper limit for winch launching is 1200 m (4000 ft) AGL. Please avoid overflying below 1200 m (4000 ft) AGL.

6.2 Runway usage

The runways in use in Räyskälä are 12L/30R, 12R/30L, 08R/26L, 08L/26R. On runways 12L/30R and 08R/26L displaced thresholds are used. The principles for the use of runways are published in the LDG chart and the related instructions, to which one must without exception familiarize oneself.

The simultaneous use of crossing runways 08 (R&L) and 12 (R&L) for flight operations is prohibited. If runways 08 are used for flight operations, then runways 12 are prohibited to be used for flight operations. Vice versa, if runways 12 are used for flight operations, it is prohibited to use runways 08 for flight operations.

The aerodrome's parallel runways fulfil the requirements set for parallel runways for VFR flight operations. Therefore, the simultaneous use of parallel runways R and L is possible for flight operations. However, it is not recommended to perform simultaneous take-offs from runways situated fairly close to each other.

For glider towing, runways 08R, 12L, 26L and 30R (i.e. the long runways) are used.

Powered aircraft and all other powered flights shall use for take-offs and landings the parallel runway, that is not being used for glider towing.

Before joining the traffic circuit, any aircraft approaching the aerodrome shall find out which runway is being used for glider towing.

After landing all aircraft must **immediately** maneuver to outside the traffic and runway areas, outside the protection zone.

It is the responsibility of the pilot-in-command to ensure, that he does not endanger aviation or general safety in the aerodrome with his actions.

6.3 Gliding activity

Räyskälä training areas are D 150A, 150B and 150C. Familiarize yourself carefully to the area borders before commencing flight operations.

The aerodrome operator takes care of all necessary air space reservations. Every glider pilot holding a appropriate license, is by himself responsible for the appropriate use of airspace. Normally the airspace reservations will be clarified during the morning briefing. This applies especially for IFR area reservations (cloud flying).

Gliders may be towed to the start areas by car. A glider being moved on the ground shall be equalled to a taxiing aircraft. The ground movement of gliders should mainly take place along the taxiways. It is recommended to keep a listening watch in the car towing a glider.

Parking of cars is prohibited at the start areas of runways 30R and 26L. At the start areas of runways 12L and 08R, parking is allowed only in areas marked on the map (see ANNEX 1).

The gliders shall be anchored at least 30 meters away from the runway edge, perpendicular to the runway. A glider is not to be moved to the starting grid/position, before the pilot and glider are ready for towing. The settling into the aircraft may be done in the starting grid, but all other preparations shall be done before moving the glider to the runway.

The first glider in the starting grid shall be positioned on the mark painted on the asphalt. The goal is to keep the line in the starting grid as short as possible. The gliders at the back must be pushed forward as the gliders in front have been towed airborne. Due to the aforementioned starting grid procedure, on Räyskälä's runways 12L, 30R, 08R and 26L there are displaced thresholds, that shall be taken into consideration by all other flight operations (see annexes).

Gliders employing school or check flight operations shall have priority in towing in such a way, that every other glider in the start grid may be one used in a school flight.

A tow ticket shall be delivered to the tow pilot before the start of the tow. A tow pilot is not permitted to start towing without a tow ticket. The wing runner is not allowed to lift the glider's wing before receiving the "all ready" sign from the pilot, and before making sure that there are no landing aircraft on final.

A glider tow shall not be started simultaneously with a hang glider tow, winch launch, or other traffic taking off. A glider tow may be started only when the whole cable used in a winch launch is on the ground.

All thermalling turns inside a radius of 10 km from Räyskälä aerodrome are recommended to be performed counterclockwise (left turns). This does not apply for school or check flights.

All thermalling turns in the traffic circuit area at or below 330 m (1100 ft) AGL are prohibited.

There are separate instructions published for tow pilots.

For the use of Foundation's ASK21 gliders see separate instructions.

Glider winch-launching

There are separate areas designated for winch launching, as depicted in ANNEX 2. To begin winch launching operations, a separate permission must be received from the aerodrome operator/aerodrome chief. A winch launch shall not be started while a aerotow is on the runway area, in the coverage area of the winch cable. The start of a winch launch must be reported on the radio, as well as the information when the cable is on the ground. When winch launch operations are being performed parallel to runways 12 and 30, warning/prohibited driving direction signs must be put up on the 08 taxiway, so that there is no traffic over the winch cable.

It is not allowed to start a winch launch after parachute operations have reported "...will drop in 2 minutes", and until all parachutists from the jump line in question have landed.

Instructions for self-launching gliders

Take-off and climb phase

For self-launcher take-offs, it is recommended to use the longest runway length available allowed by the traffic situation.

When operating on runways occupied by other departing gliders, a self-launcher must act in a way not to unduly impede other operations. The warmup and test run of the engine must be performed in a manner, not to cause undue harm or inconvenience with the propeller stream to gliders behind.

Parallel runways may also be used for self-launcher take-offs. When operation from a parallel runway, the pilot of the self-launcher must coordinate his operations with the operations on the main runway. He must also take care not to unduly impede or delay other operations on the parallel runway.

Other traffic must take into consideration the possibility, that in an engine failure, the self-launcher will abort his take-off and stop on the runway. Other departing traffic shall ensure to have a far enough distance to the self-launcher, before commencing his own take-off run.

If willing, after take-off a self-launcher may perform a right turn. Turning into the direction of the traffic circuit in use should be avoided. During climb a self-launcher must note all noise abatement areas, and avoid flying over them.

Radio traffic

When moving using own power at the aerodrome, a self-launcher shall report his intentions on the radio. If necessary, a self-launcher must coordinate its take-off in relation to other traffic by radio.

A right turn after take-off shall be reported in connection with the take-off announcement “OH-123, take-off runway 26 Right, right turn”.

In an emergency, when the situation allows, a self-launcher should report its intentions by radio. “Mayday” should be used if the situation demands.

Re-starting engine in the vicinity of the aerodrome

Engine restart is allowed in the traffic circuit for the purpose of school or training operations.

6.4 Powered flight and ultralight operations

When starting aircraft engines, one shall ensure that the propeller stream is not directed towards hangars or gliders.

Usually engine starts and taxiing should be performed on the taxiways.

Powered aircraft in the hangar clearing shall be parked at a long enough distance from taxiways, not to impede the movement of long-winged gliders along the taxiways.

One shall familiarize oneself with the instructions published in the valid LDG chart, and obey them especially regarding the use of the runways.

According to the environmental permit, take-offs and landings with powered aircraft are allowed:

- Monday to Friday, from 9 a.m. to 7 p.m. (9:00 – 19:00)
- Saturday to Sunday, from 9 a.m. to 6 p.m. (9:00 – 20:00)

The restrictions given in the environmental permit shall be followed. In addition, any disruptive flying should be avoided, as a voluntary means of limiting noise caused to the surrounding areas.

Power flight operations must take into account the noise abatement areas and instructions regarding those areas, as published in the LDG chart.

6.5. Parachute activity (see OPS M6-1)

Parachute operations require a permission from the aerodrome operator.

Information showing the operating area and altitudes must be put up on the aerodrome notice board.

Persons taking part in parachute activities shall daily nominate a responsible person, whose responsibilities are:

- A permission for parachuting activity is received from the aerodrome operator
- Daily parachute operations have been agreed upon with the aerodrome operator or LYHTY
- Markings depicting parachute activity are put up on the aerodrome notice board

- Räyskälä airspace category is G from GND to FL95. Parachuting through cloud is prohibited, OPS M6-1, section 3.1.2
 - OBS! A parachute activity declaration does not alter the right-of-way rules, normal aviation regulations are to be followed. Nor does the declaration close the airspace from other traffic. Parachutists must always ensure before jumping out, that the airspace below is free from other traffic.

In the center of the aerodrome there is a softened landing area for parachute jumping. This area and its immediate surroundings shall be used as a target area for parachute jumping. The aforementioned target area is shown in the LDG chart.

6.6 Model flying activity

Model flying activity shall always be coordinated and agreed upon with the aerodrome operator or LYHTY.

Suitable areas for model flying are the start ends of runways 08 and 12, when they are not in use of flight operations.

Careful watch for other traffic shall be kept at the model flying area. It is recommended to keep a listening watch on the aerodrome radio traffic. Model flying heights shall be restricted as not to cause any inconvenience, harm or danger to aircraft flying in traffic circuit, or to parachutists. Model flying is prohibited in the hangar clearing area.

To minimize the noise impact from flying motorized model planes, the operating times given in the environmental permits must be followed. These restrictions do not apply to models with electric engines, or without engines.

Vehicles used in model flying activity shall be parked, either at parking areas shown in ANNEX 1, or right on the edge of the aerodrome area. Parking in the middle of the aerodrome area is prohibited.

Model flying activity may be forced to be restricted especially during heavy flight operations activity.

6.7 Hang gliding activity

Hang gliding activity requires a permission from the aerodrome operator.

People taking part in hang gliding activity shall daily nominate a responsible person, who agrees with the aerodrome operator or LYHTY upon the daily operations.

Hang gliding operations using a tow-launch shall have in use an aeronautical radio operating on R_{äyskälä} frequency. Furthermore, it is recommended for the hang gliders to be equipped with aforementioned radios.

At least the following reports shall be made on R_{äyskälä} frequency in connection with tow launches: “Towing starts” and “Cable on ground”.

Hang glider towing may not be started simultaneously with sailplane towing or any other departing traffic.

It is not allowed to start a hang glider tow after parachute operations have reported “...will drop in 2 minutes”, and until all parachutists from the jump line in question have landed.

OBS! The thin towing cable is extremely difficult to spot.

Hang gliding activity may be forced to be restricted especially during heavy flight operations activity.

Abnormal operations

Other than aviation related operations are temporarily held at the aerodrome area. These include various public events as well as e.g., motorized vehicle tests, courses, trainings, and competitions.

Also, the Finnish Defence Forces have training activity in the area.

All notable events are reported on the official notice board, on Räyskälä Foundation's website (www.rayskala.fi), as well as, when necessary, via the Aeronautical Information Service, so that they can be checked before flight.

In such a case, also the appropriate visible signals are used in the signal area or in the restricted area.

Waste management

At Räyskälä aerodrome waste management and sorting is carried out according to the environmental plan (Jussi Seppänen 2002). The sorting bins are located between the camping area and the Big Sauna, next to the parking area.

It is prohibited to store any hazardous waste in the Räyskälä aerodrome area, other than by the Räyskälä Foundation. If any hazardous waste is produced from operations in the area, everyone is personally responsible for delivering the waste to be appropriately processed.

Validity

These standing procedures will become valid approved by the board of trustees of the Räyskälä Foundation on 31.07.2015.