

**Vaasa Airport**

IATA/ICAO CODE:     VAA/EFVA  
CITY:                 Vaasa  
COUNTRY:             Finland

**AIRPORT CONTACT**

No changes reported by the airport in 2011  
[Verify information below with the airport](#)

Name:     Civil Aviation Administration  
Title:  
Airport:   Vaasa Airport  
Address:   Finavia  
            Vaasa Airport  
            65380 Vaasa  
            Finland  
  
Phone:     + 358 6 212 6130  
Fax:       +358 6 212 6199  
Email:  
Airport Web Site: [www.finavia.fi/airport\\_vaasa](http://www.finavia.fi/airport_vaasa)

ELEVATION: 19 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
16/34	2500	-	-	48

**NOISE ABATEMENT PROCEDURES**

In order to reduce aircraft noise impact on residential areas in the vicinity of Vaasa airport, the following procedures will be applied:

Flying below the altitude of 600 M (2000 ft) MSL over Vaasa city area must be avoided, unless lower altitude is necessary for take-off or landing.

See AIP Finland, ENR 1.5 paragraph 4 Noise Abatement Procedures

4.1 The published SID and STAR routes are also the minimum noise routings.

4.2 After take-off aircraft shall climb as rapidly as practicable to at least 2000 ft.

4.3 The final stage of an instrument or visual approach shall not be preformed below the glide path ILS or PAPI. When ILS GP or PAPI is not available, the approach should be carried out maintaining at least 3 degree glide path.

4.4 Continuous descent approach (CDA) is a noise abatement technique for arriving aircraft in which the rate of descent is adjusted by pilots to achieve a continuous descent profile before

interception of the ILS glide path, the objective being to minimize the length of level flight segments while as far as possible using reduced engine power.

4.5 According to the Decision of Finavia flying below 2000 ft MSL above the city of Helsinki shall be avoided. For coordinates of Helsinki Noise Abatement Area, see AIP Finland, EFH AD2.17.

Note: Irrespective of the recommendation above, the aircraft shall follow flying altitudes specified for departure and arrival routes located within the noise abatement area.

**CONTINUOUS DESCENT ARRIVAL (CDA)**

4.4 Continuous descent approach (CDA) is a noise abatement technique for arriving aircraft in which the rate of descent is adjusted by pilots to achieve a continuous descent profile before interception of the ILS glide path, the objective being to minimize the length of level flight segments while as far as possible using reduced engine power.

AIRPORT CURFEWS - [NONE](#)

**PREFERENTIAL RUNWAYS**

Landings - Runway 34  
Take-off - Runway 15

The preferential runway system applies to all jet aircraft and it is used when ever possible without risk for flight safety. Military and training flights are excluded from the preferential runway system.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS - [NONE](#)

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

**NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION**

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise	-	-

Compatibility to date		
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)