

Helsinki-Vantaa

IATA/ICAO CODE: HEL/EFHK
 CITY: Helsinki
 COUNTRY: Finland

AIRPORT CONTACT

No changes reported by the airport in 2011
 Verify information below with the airport

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Title:	Environmental Specialist	Gen. Manager, Air Traffic Operations
Airport:	Helsinki-Vantaa Airport	Helsinki-Vantaa Airport
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ELEVATION: 179 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
04R/22L	3440	-	-	60
04L/22R	3060	-	-	60
15/33	2901	-	-	60

NOISE ABATEMENT PROCEDURES

In order to reduce aircraft noise impact on residential areas in the vicinity of Helsinki-Vantaa and Helsinki-Malmi airports the following procedures will be applied.

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

The noise abatement procedures include a preferential runway system (see below) restrictions on training flights and restrictions on maintenance run-ups(see below).

Unless wind condition criteria prevent

- Runway 15 is not used for departures and runway 33 for landings, except during 0400-2100 UTC for turboprops and other propeller driven aircraft.

Training flights:

Local IFR training flights and VFR touch and go landings are subject to ATC permission and will be accepted for justified reasons only. The decisions for granting a permission will be based on the current and expected traffic situation and the judgment of the level of noise impact caused by such activity.

Thrust Reverse:
Pilots are recommended to avoid reverse thrust except idle thrust after landing.

SIDs are designed as Noise Preferential Routes and shall be followed as instructed by ATC.

Arrivals:
Maintain at least 2000 feet until intercepting glide path of ILS or PAPI, do not fly below glide path of ILS or PAPI. Without ILS or PAPI maintain at least a glide path of 3 degrees.

Departures:
After takeoff climb as rapidly as practicable to at least 2000f feet AAL. Follow Standard Instrument Departure Routes depicted in Helsinki SID charts as closely as possible unless clear do otherwise.

Pilots are recommended to avoid reverse thrust except idle thrust after landing.

Also see Noise Level Limits.

CONTINUOUS DESCENT ARRIVAL (CDA)

In order to reduce aircraft noise and emissions, ATC gives clearances allowing continuous descent (CD) traffic situation permitting.

Continuous descent can be planned based on track distance information of the STAR or, when vectored, on estimated track distance provided by ATC.

AIRPORT CURFEWS - [NONE Until 2013](#)

NOTE: Effective 2013, there will be a ban (12:30 am to 5:30 am) on noisy aircraft. An aircraft is not allowed to take-off or land during those hours if it has a certified noise level greater than 89 EPNdB at take-off .

PREFERENTIAL RUNWAYS

Runways are used in the following preferential order:						
	1	2	3	4	5	6
Landings	15	22L	04L	04R	22R	33
Departures	22R	22L	04R	33	04L	15
Note: Runway 15 is not used for departures and runway 33 for landings, except during 0400-2100 UTC for turbo props and other propeller driven aircraft.						
In selecting the runway in use combination from the preferential runway system, ATC shall apply the wind speed criteria as have been stated in the table below. In applying these wind criteria, gusts below 10 KT shall not be taken into account.						
If the actual wind speed values exceed the wind speed criteria or if runway						

conditions are worse than stated in the table below, ATC aims at using runway that has best headwind component. Accepting a runway in use is a pilot's decision. If a pilot, prompted by safety concerns, requests another runway to be used, it will be granted when possible.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Scheduled maintenance run-ups shall be avoided between 2000 and 0500 UTC and on Sundays. Run-ups, excluding idle power, must be performed on the run-up area. If the run-up area is occupied or can not be used for any other reason, the run-ups shall always be performed as agreed with the TWR.

APU OPERATING RESTRICTIONS

Aircraft parked at the apron shall always use ground power when it is available at the stand.
The use of APU is restricted to unavoidable situations only.

NOISE BUDGET - [NONE](#)

NOISE SURCHARGE

A noise surcharge for night time departures (2300 - 0600 LMT) with turbojet aircraft. The charge is calculated according to the aircraft's certificated noise level (in accordance with ICAO Annex 16 Vol I part II chapter 3 or FAR Part 36 stage 3). Aircraft which are unable to show a noise certificate according to the above mentioned document will be charged at the highest noise rate of the same aircraft type.

Charges less than 6.93 EUR will not be billed. Charge for one takeoff is:

$$\text{Charge} = C_d * 10^{[(L_d - T_d)/10]}$$

Unit rate, $C_d = 6.93$ EUR

L_d = mean of the sideline and take-off noise levels of the aircraft

Minimum threshold at departure, $T_d = 86$ EPNdB.

Application: Departures at Helsinki-Vantaa Airport between 23:00 -6:00 LMT with turbojet aircraft only.

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	-	No new houses or any other sensitive activities in a noise area over LDEN 60 dB. No new housing areas over LDEN 55 dB. Noise insulation is needed for any building for housing and other sensitive activities over LDEN 50 dB.
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	2006	10,200 LDEN > 55 dB
Airport Noise Contour Overlay Maps	-	Prediction 2003-2020
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

[monitor locations](#)

Aircraft noise and flight tracks are monitored by using Lochard's Global Environment Monitoring System (GEMS) system. The system gathers information about flight tracks, measured noise and flight plans.

FLIGHT TRACK MONITORING SYSTEM

Yes, see information under Noise Monitoring System

NOISE LEVEL LIMITS

Moderately Quiet Jets

Moderately quiet jets* are allowed to use some of the standard instrument departure routes shown on the Prop/turboprop SID charts. These routes are indicated on the charts concerned.

*) Definition: Aircraft with flyover noise less than 89 EPNdB in the measurement point according to ICAO Annex 16, Volume I, Fifth Edition, Chapter 3, paragraph 3.3.1 b) measured by applying the method in Appendix 2 of the document. These aircraft include among others A319 - A321, B733 - B739, E145, RJ85 and MD90.

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](#)