

## Lappeenranta Airport

IATA/ICAO CODE: LPP/EFLP  
 CITY: Lappeenranta  
 COUNTRY: Finland

### AIRPORT CONTACT

Information confirmed as current by the airport 2/2011

Name:	Jukka Himanen	Petteri Lehti
Title:	Chief of ATC Lappeenranta	Airport Manager
Airport:	Lappeenranta Airport	Lappeenranta Airport
Address:	Lappeenranta Airport 53600 Lappeenranta 60 Finland	
Phone:	+358 5 680 6321	
Fax:	+358 5 680 6398	
Email:	jukka.himanen@finavia.fi	
Airport Web Site:		

ELEVATION: 349 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
06/24	8300	-	06/3 24/3.5	200

### NOISE ABATEMENT PROCEDURES

The published initial approach routes are also the minimum noise routings. After take-off, all aircraft shall climb as rapidly as practicable to at least 600m (2000 ft). The final stage of an instrument or visual approach shall not be performed below the glide path of ILS or PAPI. When ILS go or PAPI is not available, the approach should be carried out maintaining at least 3 degree glide path. PAPI for Runway 24 is 3.5 degrees. Flying below the altitude of 600m (2000 ft) MSL over Lappeenranta City area must be avoided unless lower altitude is necessary for take-off or landing. For general aviation touch-and-go landings, towing or gliders and parachute jumping flights are not allowed during 2200-0700 local time except those training flights notified to the airport in advance and which are part of the training program.

### CONTINUOUS DESCENT ARRIVAL (CDA)

Lappeenranta Airport utilizes CDA with the majority of flights. Due to low traffic levels, descent clearances are usually given direct to holding altitude, without level flight. This is the case with approx. 95% of flights.

### AIRPORT CURFEWS - [NONE](#)

### PREFERENTIAL RUNWAYS

Runway 06 for landing, 24 for take-off. The preferential runway is used whenever possible without risk for flight safety.

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

The airport reported no noise mitigation/land use planning programs or costs in the last ten years.

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	none	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	none	-
Avigation Easements	none	-
Zoning Laws	none	-
Real Estate/Property Disclosure Laws	none	-
Acquire Land for Noise Compatibility to date	none	-
Population within each noise contour level relative to aircraft operations	none	-
Airport Noise Contour Overlay Maps	none	-
Total Cost of Noise Mitigation Programs to Date	none	-
Source of Noise Mitigation Program Funding for Aircraft Noise	none	-

NOISE MONITORING SYSTEM - **NONE**

FLIGHT TRACK MONITORING SYSTEM - **NONE**

#### NOISE LEVEL LIMITS

From April 1, 2002 noise levels may not exceed  $L_{dn} = 55$  dB(day-evening-night average/3 months) in the surrounding regions, which are located at a distance of more than 500m from the runway centerline. Exceptions can be made only in the case of flight safety. Flight safety

situations:ref. ICAO Doc 8168-OPS/611, Vol.I. Airport must register all the exceptional operations and introduce them to South-East Finland Environment Center (Kaakkois-Suomen Ymparistokeskus). LAmax=80 db may not be exceed 2200-0600 local time. Until April 1, 2002, this limit is allowed to exceed two times per night. The airport has the right to grant permission for individual or scheduled flight for special logistical or other equivalent reasons. Exceedings in flight safety situations are possible as well. South-East Finland Regional Environment Center must be provided with information on those operations and the reason.

#### CHAPTER 2 RESTRICTIONS

The South-East Finland Regional Environment Center must be provided with information concerning all Chapter 2 operations between 2200-0600 local time. Until April 1, 2002, two noisy operations per night are allowed without having to provide this information to the Environment Center.

#### 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

A Stage 3 MD83 and those aircraft which are noisier than that, the same procedure as shown under Chapter 2 restrictions, must be followed.

#### COMMENTS

Lappeenranta Airport has environmental approval awarded by South-East Finland Regional Environment Center which is subject to Ministry of the Environment (Ymparistoministerio). Permission is valid from Sept. 10, 1998 for an indefinite period of time. As of April 1, 2002 permission conditions will be valid at full scale. Environment Center studies closely occurrences, statistics, etc., and if operations increase more than presumed or if nature of action will change essentially, the airport is obliged to apply for a new environment permission, which may include new environmental adjustments. The airport is not planning any new noise regulations within the coming year.