

Oulu Airport

IATA/ICAO CODE: OUL/EFOU
CITY: Oulunsalo
COUNTRY: Finland

AIRPORT CONTACT

Information updated by the airport 2/2011

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ELEVATION: 47 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
1230	2501	-	-	60

NOISE ABATEMENT PROCEDURES

See AIP Finland, ENR 1.5-1.4 Noise Abatement Procedures

- 4.1 The published SID and STAR-routes are also minimum noise routings.
- 4.2 After take-off aircraft shall climb as rapidly as practicable to at least 600 M (2000 FT).
- 4.3 The final stage of an instrument or visual approach shall not be performed below the glide path of 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 (CD) is an aircraft operating technique, enabled by airspace design, procedure design and ATC facilitation, in which an arriving aircraft continuously descends by employing minimum engine thrust, ideally in a low drag configuration, prior to the FAF/FAP.
- 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 table EFHF AD 2.17.

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

CONTINUOUS DESCENT APPROACH (CDA) - See Noise Abatement Procedures

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS - [NONE](#)

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](#)