Tampere-Pirkkala Airport

IATA/ICAO CODE:	TMP/EFTP
CITY:	Pirkkala
COUNTRY:	Finland

AIRPORT CONTACT

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

Name:	Pertti Skogberg	Jussi Honka-Hallila
Title:	Airport Manager	EFTP ATC Supervisor
Airport:	Tampere-Pirkkalan Airport	
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Airport Web Site: www.finavia.fi/airport_tampere-pirkkala

ELEVATION: 390 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
06/24	2700	-	3	45

NOISE ABATEMENT PROCEDURES

See AIP Finland, ENR 1.5-1.4 Noise Abatement Procedures for details.

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

AIP Finland EFTP AD 2.21.2, TRAINING FLIGHTS

IFR and VFR training flights shall be accomplished during 0500-2000 UTC (during summer time period 0400-1900 UTC). Between the beginning of September and the end of April night-time training shall be accomplished MON-THU by 2300 UTC (during summer period by 2200 UTC), excluding take-off or landing of individual en-route flight.

PREFERENTIAL RUNWAYS

See AIP Finland

PREFERENTIAL RUNWAY SYSTEM

During 2000-0500 UTC (during summer time period 1900-0400 UTC) circumstances allowing runway 06 is used for landings and runway 24 is used for take-offs. Preferential runway system is not applied to flying in aerodrome traffic circuit.

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