

EFIV - Ivalo



Located in the pristine landscapes of northern Lapland, Ivalo Airport serves as **one of Finland's key entry points to the Arctic wonders**. Situated approximately 9 kilometers from the Ivalo village and in close proximity to the popular Saariselkä ski resort, this airport welcomes travelers and aviators eager to experience the mesmerizing northern lights, vast tundra expanses, and thrilling winter adventures that only this unique region can offer.

Ivalo Airport has a single asphalt runway capable of accommodating a variety of aircraft, ranging from small private planes to larger commercial airliners.

IATA	ICAO	Charts
IVL	EFIV	Chartfox - EFIV

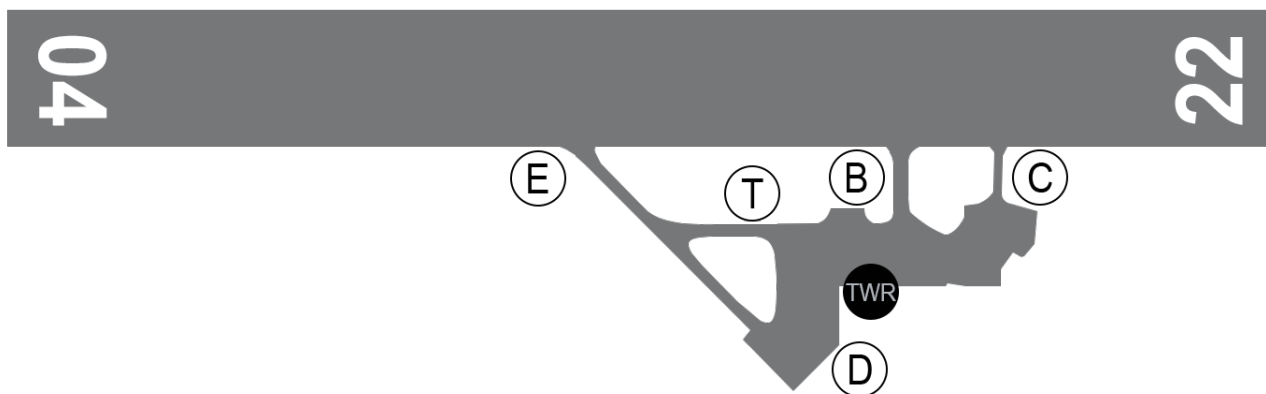
ATC positions

Ivalo is a controlled airport with aerodrome control- and approach control service. The service is combined to one Air Traffic Controller (tower-radar).

Pilots can identify the level of service provided from the Vatsim logon code (or by the ATC information text):

Logon code	Call sign	Frequency	Responsibilities
EFIV_R_TWR	IVALO TOWER	118.000	Ground movement, Ivalo Control Zone & Terminal Area

Ground layout



- The main apron is located next to the Control Tower southeast of the runway
 - Access the main apron via B or E
- The general aviation apron can be accessed via taxiway C

Runways

Ivalo is equipped with one runway 04/22. When the wind direction and weather conditions allows, the runway is usually selected to suit the traffic needs. Runway 04 is often used which allows for a shorter arrival route and eliminates the need of backtracks.

Take-offs from runway intersections can be performed upon the pilot's request the traffic situation permitting.

Currently available stands

<https://stands.vatsim-scandinavia.org/?icao=EFIVframeless=true>

Stand restrictions & push back procedures

- All stands on the main apron can fit airplanes up to A321/B739
- In low traffic levels ATC will assign stands in order to eliminate the need of push back

En-route clearance

Please, do not include the SID in your flight plan route.

By default the local tower controller will give clearance to requested cruise flight level.

Departure with SID:



Fastair 312, cleared to Helsinki, runway 22, Sotit 2D departure, climb via SID to flight level 350, squawk 5542

Fastair 312, selvä Helsinkiin, kiitotie 22, Sotit 2D lähtöreitti, nouse lähtöreittiä lentopinnalle 350, koodaa 5542

Departure with direct route:



Fastair 312, cleared to Helsinki, runway 22, direct Ibosu, flight level 350, squawk 5542

Fastair 312, selvä Helsinkiin, kiitotie 22, lähdöstä suoraan Ibosu, lentopinta 350, koodaa 5542

Approach

Please, do not include the STAR in your flight plan route.

Runway 22 is the only runway with an **ILS approach system**. This makes runway 22 the preferred runway in Low Visibility conditions.

When approaching runway 04, pilots may expect to be cleared for RNP approach (or visual approach upon pilot request).

Arriving aircraft may be cleared for the approach already on initial contact with the local controller. Please be ready to copy any clearance and instructions.

Phraseology example:

- On initial contact with approach control, please include the following:
 - Call sign
 - Current flight level
 - Assigned flight level
 - Aircraft type (and wake turbulence category if necessary)
 - Received ATIS broadcast
 - Other restrictions given by previous controller

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Ivalo tower, Finnair 639, passing flight level 192, descending flight level 100, Airbus 321, information L

Ivalon torni, Finnair 639, läpi lentopinta 192, laskeudutaan lentopinnalle 100, Airbus 321, tiedotus L

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Finnair 639, Ivalo tower, radar contact, continue descent to 3500 feet, QNH 1014, cleared RNP approach runway 04, report final approach course, for information next 15 miles below flight level 95 uncontrolled airspace

Finnair 639, Ivalon torni, tutkayhteys, jatka laskeutumista 3500 jalkaan, QNH 1014, selvä RNP lähestymiseen kiitotie 04, ilmoita loppulähestymissuunnassa, tiedoksi seuraavat 15 mailia alle lentopinnan 95 valvomatonta ilmatilaa

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Continue descent to 3500 feet, QNH 1014, cleared RNP approach runway 04, wilco, Finnair 639

Jatkan laskeutumista 3500 jalkaan, QNH 1014, selvä RNP lähestymiseen kiitotie 04, ilmoitan, Finnair 639

Operations in Low Visibility Conditions

Take-offs are allowed when the reported RVR is between 550 meters and 400 meters, provided that only one aircraft at a time is in the manoeuvring area.

Ivalo has only ILS CAT I approach available for runway 22 with the following minimas OCA (H):

- Category A: 616 (152)
- Category B: 627 (163)
- Category C: 638 (174)
- Category D: 651 (187)

There are also LPV approaches available for both runways (Lateral Precision with Vertical Guidance Approach). See the [RNP approach charts](#) for more information.

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