□□ 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	Finland AIP - EFIV

ATC positions

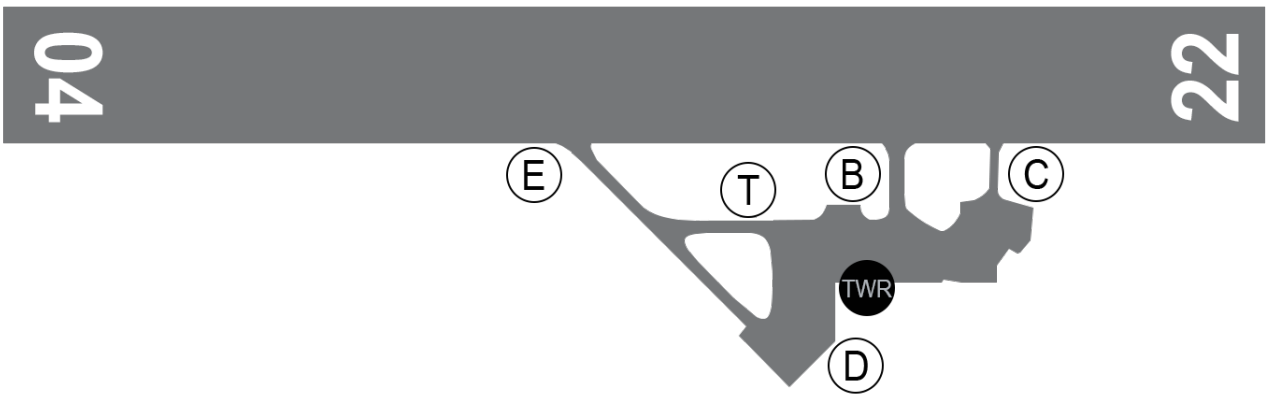
Ivalo is a controlled airport with aerodrome control- and approach control service. The service is combined to one Air Traffic Controller (tower-radar).

> During low traffic, Ivalo airport can also be operated withAFIS (Aerodrome Flight Information Service).

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
EFIV_I_TWR	IVALO INFORMATION	118.000	Ground movement, Ivalo Upper- and Lower Flight Information Zones

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, flight level 350, squawk 5542
Fastair 312, selvä Helsinkiin, kiitotie 22, Sotit 2D lähtöreitti, lentopinta 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

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

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

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

> If EFIV_I_TWR is online, please check the AFIS pilot guide:AFIS (Aerodrome Flight Information Service).

Reduced Radar Coverage

Due to high terrain and location of the nearest SSR radar, aircraft flying at low altitudes are not visible on ATC radar screen.

Arriving aircraft may expect to hear "radar service terminated" prior reaching the initial approach fix. This can just be acknowledged by the pilot and it does not affect the flight crew in any way.

Departing aircraft are requested to report their passing flight level by ATC when the aircraft is visible on the radar screen and radar service is established.

Map of reduced radar coverage

> Work in progress

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.

Revision #6
Created 18 October 2023 08:18:01 by Otto Tuhkunen (1339541)
Updated 15 October 2024 18:47:29 by Otto Tuhkunen (1339541)