

EFKT - Kittilä



Located in the heart of Lapland, Kittilä Airport is the gateway to a winter wonderland, serving as **one of the busiest winter-season airports in Finland**. Approximately 5 kilometers from Kittilä town center and 35 kilometers from the Levi ski resort, it is the perfect starting point for travelers and pilots drawn to the captivating northern lights, untouched wilderness, and winter sports activities this region offers.

Kittilä 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
KTT	EFKT	Finland AIP - EFKT

ATC positions

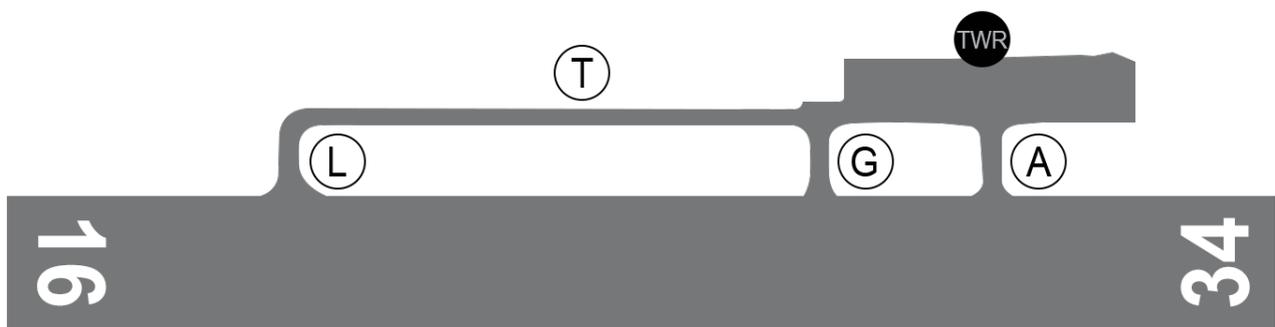
Kittilä is a controlled airport with aerodrome control- and approach control service. The service is combined to one Air Traffic Controller (tower-radar).

During low traffic, Kittilä airport can also be operated with AFIS (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
EFKT_DEL	KITTILÄ DELIVERY	123.100	Clearance delivery during peak hours
EFKT_R_TWR	KITTILÄ TOWER	120.150	Ground movement, Kittilä Control Zone & Terminal Area
EFKT_I_TWR	KITTILÄ INFORMATION	120.150	Ground movement, Kittilä Upper- and Lower Flight Information Zones

Ground layout



- The main apron is located next to the Control Tower east of the runway
- The main apron has recently been enlarged and the main taxiway T has been extended to holding point L.

Runways

Kittilä is equipped with one runway 16/34. The preferred runway is considered to be runway 16 for departures and runway 34 for arrivals.

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=EFKTframeless=true>

Stand restrictions & push back procedures

- All stands on the main apron can fit airplanes up to A321/B739
- Stands 11B, 13B and 14B are used when possible to eliminate the need of push back
 - These stands are often used during summer season when traffic levels are lower
 - When these stands are occupied, stands 11, 12, 13, 14 and 15 can not be used
- All other stands (7 - 18) require push back for Code C aircraft and bigger.

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 16, Tugpu 1C departure, flight level 350, squawk 5542
Fastair 312, selvä Helsinkiin, kiitotie 16, Tugpu 1C lähtöreitti, lentopinta 350, koodaa 5542

Departure with direct route:



Fastair 312, cleared to Helsinki, runway 16, direct Tugpu, flight level 350, squawk 5542
Fastair 312, selvä Helsinkiin, kiitotie 15, lähdöstä suoraan Tugpu, lentopinta 350, koodaa 5542

Approach

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

Runway 34 is the only runway with an **ILS approach system**. This makes runway 34 the preferred runway during Low Visibility Operations.

- **ILS Z or LOC Z approach** is used for RNAV capable aircraft
- **ILS Y or LOC Y approach** is used for non-RNAV aircraft (ADF and DME required)

When approaching runway 16, pilots may expect to be cleared for LOC or RNP approach.

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



Kittilä tower, Finnair 8LD, passing flight level 192,
descending flight level 100, Embraer 190,
information L

*Kittilän torni, Finnair 8LD, läpi lentopinta 192,
laskeudutaan lentopinnalle 100, Embraer 190, tiedotus L*



Finnair 8LD, Kittilä tower, radar contact, continue descent to 3800 feet, QNH 1014, cleared LOC-Z approach runway 16, right circuit, report established on localizer, for information next 17 miles below flight level 95 uncontrolled airspace
Finnair 8LD, Kittilän torni, tutkayhteys, jatka laskeutumista 3800 jalkaan, QNH 1014, selvä LOC-Z lähestymiseen kiitotie 16, oikea kierros, ilmoita suuntasäteessä, tiedoksi seuraavat 16 mailia alle lentopinnan 95 valvomatonta ilmatilaa



Continue descent to 3800 feet, QNH 1014, cleared LOC-Z approach runway 16, right circuit, wilco, Finnair 8LD
Jatkan laskeutumista 3800 jalkaan, QNH 1014, selvä LOC-Z lähestymiseen kiitotie 16, oikea kierros, ilmoitan, Finnair 8LD

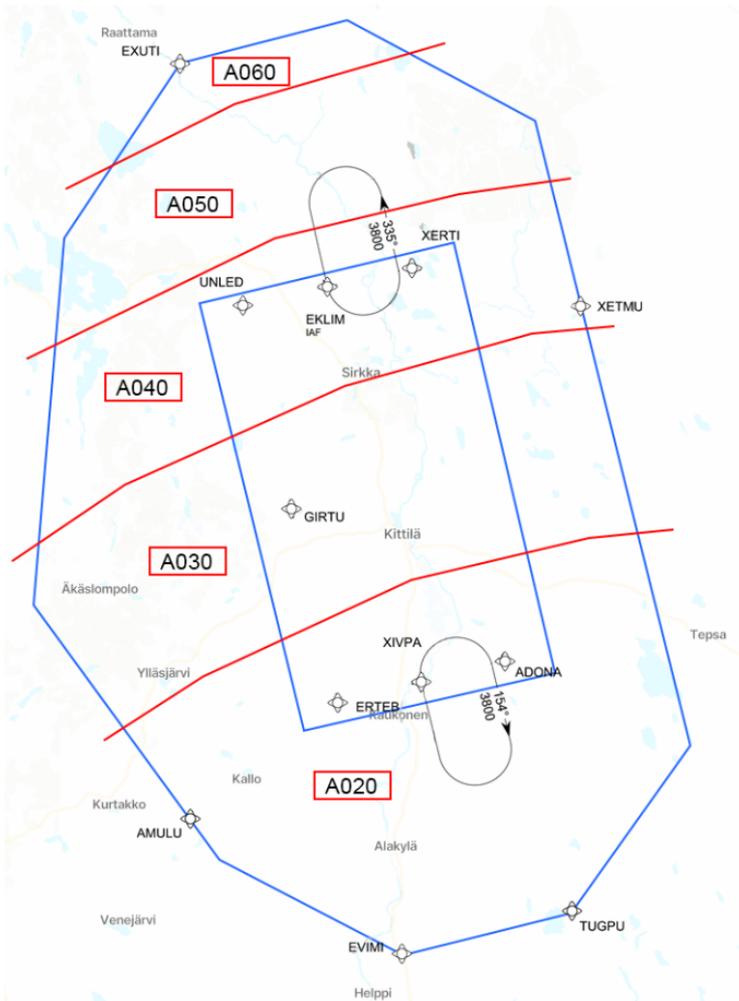
Reduced Radar Coverage

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

Approaching aircraft for runway 16 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



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.

Kittilä has only ILS CAT I approach available for runway 34 with the following minima OCA (H):

- Category A: 844 (200)
- Category B: 858 (214)
- Category C: 875 (231)
- Category D: 895 (251)

There is 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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Created 30 July 2023 11:04:55 by Otto Tuhkunen (1339541)

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