

EFKU - Kuopio



Kuopio Airport is located in the heart of Finland's northern Lakeland district, approximately 14 kilometers north of Kuopio city center. It is the **seventh busiest airport in Finland**, serving both commercial and general aviation flights.

Kuopio also has a Finnish Air Force base, with the Karelia Air Command making use of the airport for various training and operational purposes.

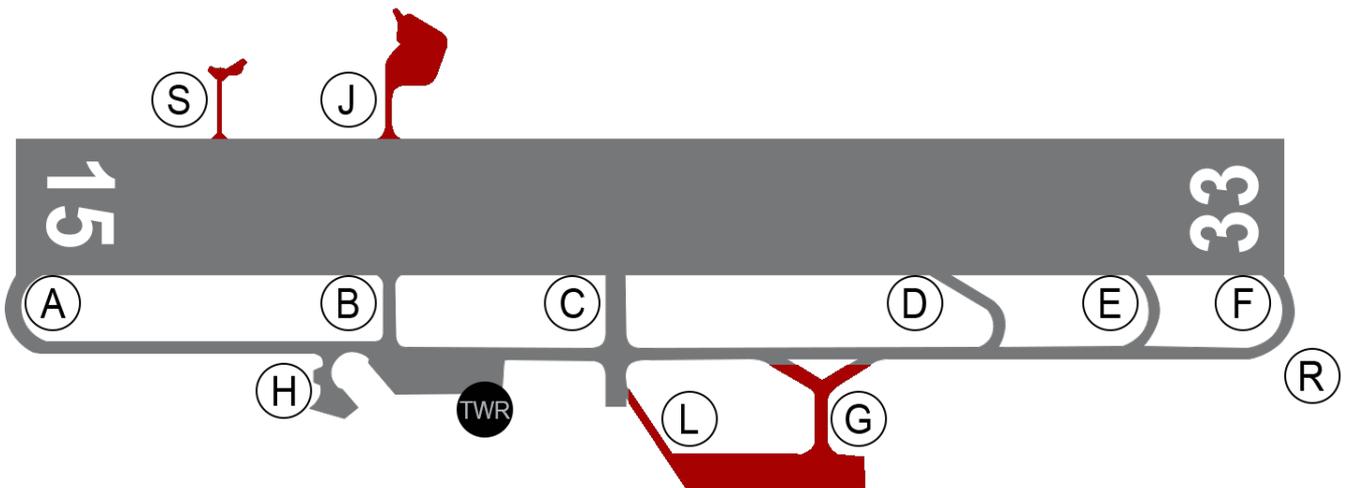
IATA	ICAO	Charts
KUO	EFKU	Finland AIP - EFKU

ATC positions

Kuopio is a controlled airport with aerodrome control- and approach control service. This service can be combined (tower-radar), or separate. Kuopio Arrival position can also be opened when arrival rate is high.

Logon code	Call sign	Frequency	Responsibilities
EFKU_TWR	KUOPIO TOWER	120.150	Ground movement, Kuopio Control Zone
EFKU_R_TWR	KUOPIO TOWER	120.150	Ground movement, Kuopio Control Zone & Terminal Area
EFKU_APP	KUOPIO RADAR	130.600	Kuopio Terminal Area
EFKU_R_APP	KUOPIO ARRIVAL	122.850	Kuopio Terminal Area - arrivals below 5000 FT

Ground layout



- The main apron is located next to the Control Tower south of the runway
- Stands 1, 2, 3 and 4 can be used for passenger flights
- All stands are designed so that push back is not necessary
- General aviation aircraft are usually parked on the apron next to taxiway H

There is a military apron south of the runway next to taxiways L and G. There are also two aprons north of the runway used for military traffic and QRA flights.

Runways

Kuopio is equipped with one runway 15/33. The preferred runway is considered to be runway 15 for departures and runway 33 for arrivals.

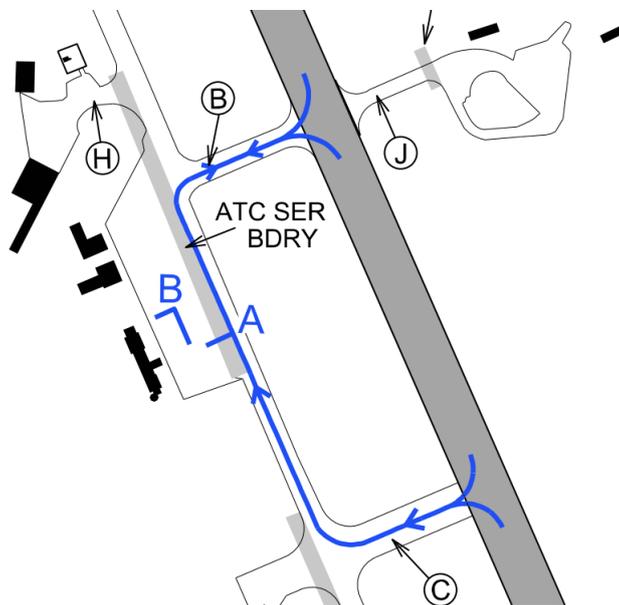
Take-offs from runway intersections can be performed upon the pilot's request the traffic situation permitting

Currently available stands

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

Stand restrictions

- Stands 1, 2, 3 and 4 can fit up to Code C aeroplanes. Use caution when moving on the apron, especially if the other stand is blocked
- There are two additional unmarked parking stands A and B that can fit Code E aeroplanes. These stands shall not be used for smaller aeroplanes



☐ Code E aeroplanes

When stand A is in use, the main taxiway between B and C cannot be used. Additionally stand 4 shall be empty.

When stand B is in use, stands 3 and 4 shall be empty.

Code E aeroplanes

Code	ICAO	Aircraft type	Wingspan M
------	------	---------------	------------

☐ E	B77W, B77L	Boeing 777-300ER, -200LR, -F	64.8
☐ E	A359, A35K	Airbus A350-900, A350-1000	64.75
☐ E	B744	Boeing 747-400	64.44
☐ E	A345, A346	Airbus A340-500, -600	63.45
☐ E	B772, B773	Boeing 777-300, -200	60.93
☐ E	A332, A333, A342, A343	Airbus A330-200, -300, Airbus A340-200, -300	60.3
☐ E	B788, B789, B78X	Boeing Dreamliner 787-8, 787-9, 787-10	60.12
☐ E	IL96	Ilyushin IL-96	60.11
☐ E	B742, B743	Boeing 747-200, -300	59.6

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 15, Astux 3C departure, flight level 230, squawk 5542
Fastair 312, selvä Helsinkiin, kiitotie 15, Astux 3C lähtöreitti, lentopinta 230, koodaa 5542

Departure with direct route:



Fastair 312, cleared to Helsinki, runway 15, direct Astux, flight level 100, expect radar climb, squawk 5542

Fastair 312, selvä Helsinkiin, kiitotie 15, lähdöstä suoraan Astux, lentopinta 100, odota tutka nousua, koodaa 5542

Approach

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

Runway 33 is the only runway with an **ILS approach system**. This makes runway 33 the preferred runway during Low Visibility Operations.

- **ILS Z approach** is used for RNAV capable aircraft
- **ILS Y approach** is used for non-RNAV aircraft (based on VOR navigation)

When approaching runway 15, pilots may expect to be cleared for 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



Kuopio tower, Finnair 42T, flight level 190, when ready descending flight level 100, ATR 72, information L

Kuopion torni, Finnair 42T, lentopinta 190, kun valmis laskeudutaan lentopinnalle 100, ATR 72, tiedotus L



Finnair 42T, Kuopio tower, radar contact, when ready descent to 2700 feet, QNH 998, via Giluv cleared ILS-Z approach runway 33, report established on localizer, for information next 20 miles below flight level 95 uncontrolled airspace
Finnair 42T, Kuopion torni, tutkayhteys, jatka laskeutumista 2700 jalkaan, QNH 998, Giluvin kautta selvä ILS-Z lähestymiseen kiitotie 33, ilmoita suuntasäteessä, tiedoksi seuraavat 20 mailia alle lentopinnan 95 valvomatonta ilmatilaa



Continue descent to 2700 feet, QNH 998, via Giluv cleared ILS-Z approach runway 33, wilco, Finnair 42T
Jatkan laskeutumista 2700 jalkaan, QNH 998, Giluvin kautta selvä ILS-Z lähestymiseen kiitotie 33, ilmoitan, Finnair 42T

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.

Kuopio has only ILS CAT 1 approach available for runway 33 with the following minimas OCA (H):

- Category A: 469 (153)
- Category B: 479 (163)
- Category C: 491 (175)
- Category D: 503 (187)

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

Revision #10

Created 28 July 2023 19:15:06 by Otto Tuhkunen (1339541)

Updated 15 October 2024 20:38:45 by Otto Tuhkunen (1339541)