

# EFOU - Oulu



Oulu Airport is not only the **second busiest in Finland**, but also serves as a significant gateway to Northern Scandinavia. Situated approximately 11 kilometers west of the Oulu city center, this airport plays an instrumental role in connecting the Northern part of the country with the rest of Finland.

The airport, operated by Finavia, handled over a million passengers in 2019 and serves as a hub for diverse types of air traffic. While it primarily serves commercial airlines, it also supports a variety of other aircraft including general aviation, parachute jump flights, private jets and medical helicopter service.

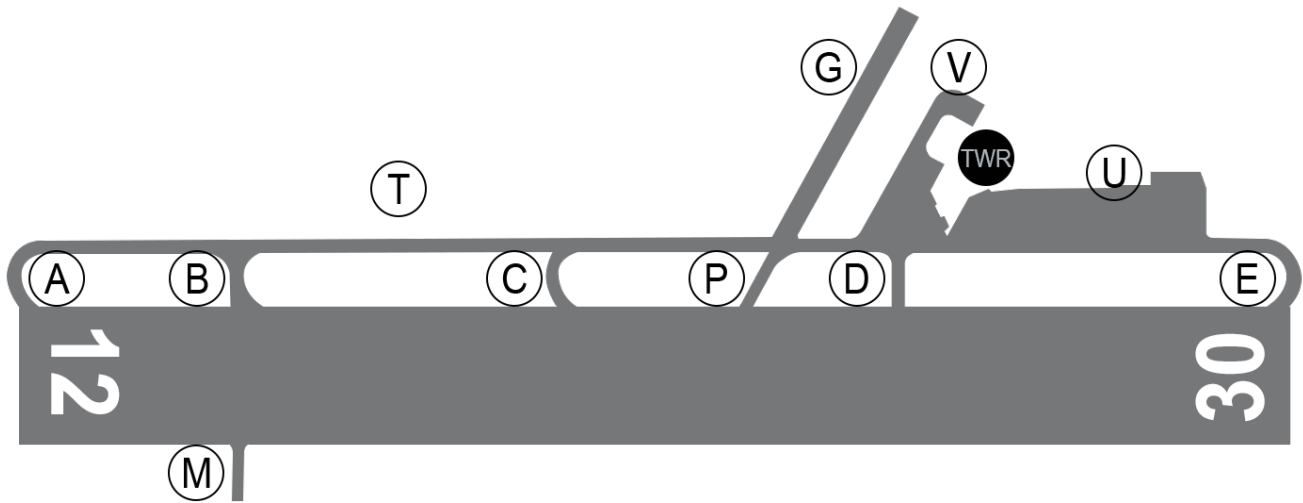
IATA	ICAO	Charts
OUL	EFOU	<a href="#">Finland AIP - EFOU</a>

## ATC positions

Oulu is a controlled airport with aerodrome control- and approach control service. This service can be combined (tower-radar), or separate.

Logon code	Call sign	Frequency	Responsibilities
EFOU_TWR	OULU TOWER	124.400	Ground movement, Oulu Control Zone
EFOU_R_TWR	OULU TOWER	124.400	Ground movement, Oulu Control Zone & Terminal Area
EFOU_APP	OULU RADAR	118.150	Oulu Terminal Area

# Ground layout



- The main apron is located north of runway 30 threshold
- Stands 13 to 16 are equipped with jetbridges
- General aviation aircraft are usually parked at Apron 3 (taxiway G)
- Medical helicopter base is located at the end of taxiway V

Military apron is located south of the runway at taxiway M.

## Runways

Oulu is equipped with one runway 12/30. The preferred runway is considered to be runway 12 for arrivals and runway 30 for departures.

Take-offs from the runway intersections can be performed upon the pilot's request the traffic situation permitting **0500-2000 UTC (0400-1900 UTC)**.

# Currently available stands

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

## Stand restrictions

AIRCRAFT STAND ID	MAX PERMISSIBLE AIRCRAFT TYPE
5, 6, 7A, 8 12A	MAX WINGSPAN 24 M DASH8 - Q400
7B, 9, 10, 11, 12B, 13, 14 13B, 15B	MAX WINGSPAN 36 M MAX ATR72
15	B757-200W
16	MAX WINGSPAN 65 M

## 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 12, Miknu  
4A departure, flight level 350, squawk 5542  
*Fastair 312, selvä Helsinkiin, kiitotie 12, Miknu 4A  
lähtöreitti, lentopinta 350, koodaa 5542*

SID route is mandatory for jet aircraft with sufficient equipment from runway 12 due noise abatement.

## Departure with direct route:



Fastair 312, cleared to Helsinki, runway 12, direct  
Ibosu, flight level 150, expect radar climb, squawk  
5542

*Fastair 312, selvä Helsinkiin, kiitotie 12, lähdöstä suoraan  
Ibosu, lentopinta 150, odota tutka nousua, koodaa 5542*

# Approach

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

Runway 12 is the only runway with an **ILS approach system**. This makes runway 12 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 30, 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



Oulu tower, Finnair 4MW, passing flight level 202  
for flight level 100, Airbus 320, information Q  
*Oulun torni, Finnair 4MW, läpäisen lentopinnan 202  
lentopinnalle 100, Airbus 320, tiedotus Q*



Finnair 4MW, Oulu tower, radar contact, continue descent to 2300 feet, QNH 1032, cleared ILS Z approach runway 12, right circuit, report established on localizer, for information next 20 miles below flight level 95 uncontrolled airspace  
*Finnair 4MW, Oulun torni, tutkayhteys, jatka laskeutumista 2300 jalkaan, QNH 1032, selvä ILS Z lähestymiseen kiitotie 12, oikea kierros, ilmoita suuntasäteessä, tiedoksi seuraavat 20 mailia alle lentopinnan 95 valvomatonta ilmatilaa*



Continue descent to 2300 feet, QNH 1032, cleared ILS Z approach runway 12, right circuit, wilco, Finnair 4MW  
*Jatkan laskeutumista 2300 jalkaan, QNH 1032, selvä ILS Z lähestymiseen kiitotie 12, oikea kierros, ilmoitan, Finnair 4MW*

## Operations in Low Visibility Conditions

Runways 12 and 30 are approved for Low Visibility Procedures for Take-offs (LVPTO).

- LVPTO is used when the RVR value is 550 M or less.

Runway 12 is approved for ILS CAT II approaches. The approach procedure has the following minimas OCA (H):

- Category A: 112 (65)
- Category B: 124 (77)
- Category C: 136 (89)
- Category D: 152 (105)

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

## LVP initiation

Low Visibility Procedures for all air traffic will become effective when the RVR value decreases to **550 M**.

# Medical helicopter

Note! The base of medical helicopter is located at the airport. The call sign of the medical helicopter is “Finnhems”.

## General information

ICAO call sign	FIH 50
SSR code	0005
Agreed route	DCT, MAX 1300 FT
base flight rules	VFR (IFR visual take-off and landing approved)

Medical helicopter pilot shall select **transponder code 0005** prior to contacting Oulu Tower.

## Departure from base

- VTOL PC1 take-off from FATO
- Initial climb in runway direction H110 or H290 (picture)

ATC will give VFR clearance (normally direct en-route, 1300 feet or below) and ask pilot to report when airborne. No take-off clearance is given when departing directly from apron.



## Arrival to base

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- Final approach in runway direction H110 or H290
- Aimpoint FIH FATO
- VTOL PC1 landing

ATC will normally give a clearance for approach to own base and ask the pilot to report on ground. No landing clearance is given when arriving directly to apron.

Revision #34

Created 26 July 2023 10:41:30 by Otto Tuhkunen (1339541)

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