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JEPPESEN
JeppView for Windows

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General Information

Location: VAASA FIN
ICAO/IATA: EFVA / VAA
Lat/Long: N63° 02.72', E021° 45.85'
Elevation: 21 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 9.0° E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Traffic Pattern Altitude: 602 ft (581 ft AGL)

Sunrise: 0700 Z
Sunset: 1336 Z

Runway Information

Runway: 16
Length x Width: 8202 ft x 157 ft
Surface Type: asphalt
TDZ-Elev: 21 ft
Lighting: Edge, ALS

Runway: 34
Length x Width: 8202 ft x 157 ft
Surface Type: asphalt
TDZ-Elev: 17 ft
Lighting: Edge, ALS

Communication Information

ATIS: 136.450
Vaasa Tower: 119.700
Vaasa Tower: 120.950
Vaasa Radar: 119.700
Vaasa Radar: 125.850

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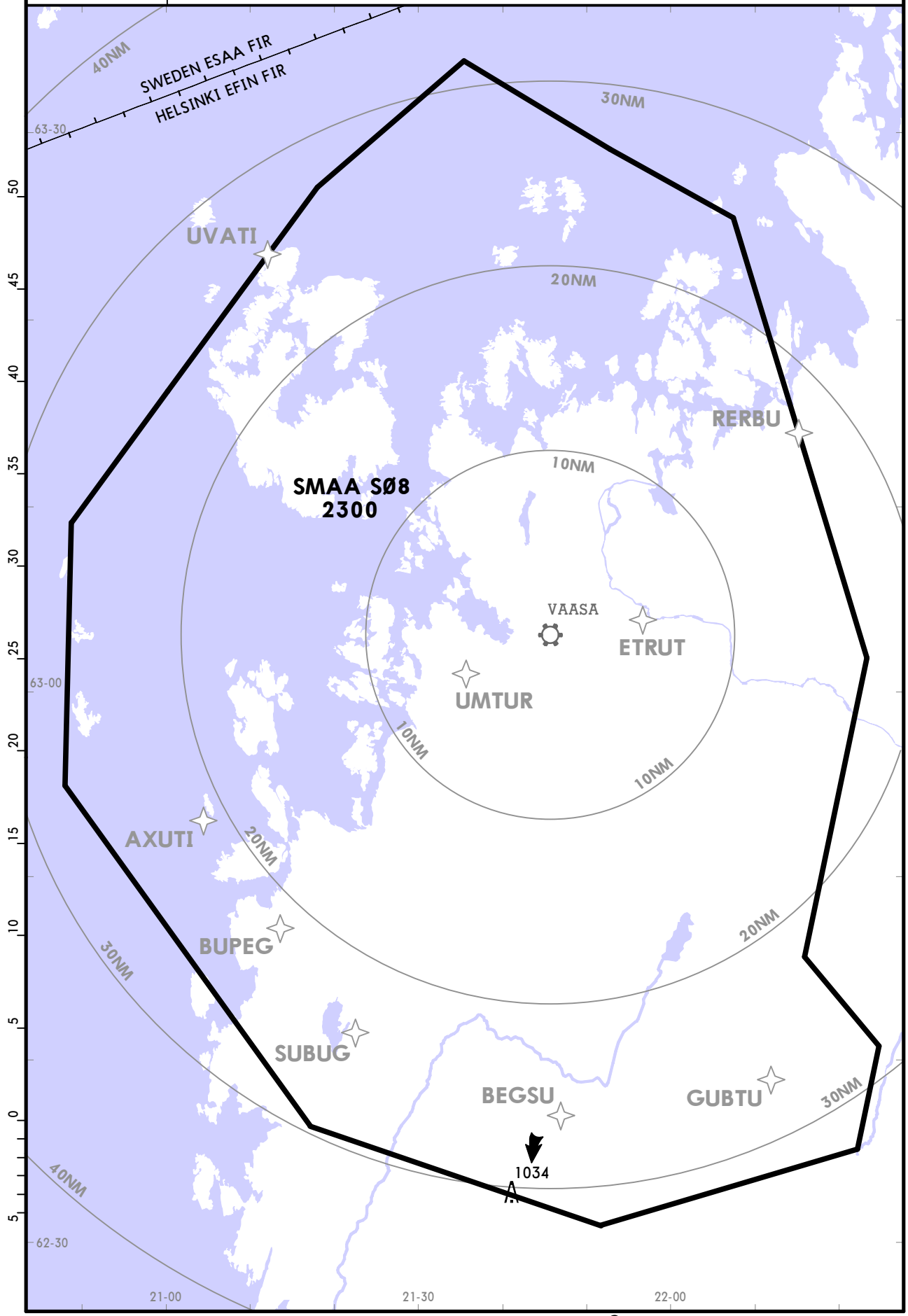
EFVA/VAA
VAASA

JEPPESEN
25 JUL 25 10-1R Eff 7 Aug

VAASA, FINLAND
RADAR MINIMUM ALTITUDES

Apt Elev
21

Alt Set: hPa Trans level: By ATC Trans alt: 5000
1. This chart may only be used for cross-checking of altitudes assigned while the ACFT is identified.
2. Sectors do not constitute controlled airspace nor do they attract any special airspace regulation in their own right.
3. Altitudes ensure obstacle clearance within the area concerned plus a 3NM buffer area.



CHANGES: VAASA Radar frequencies withdrawn.

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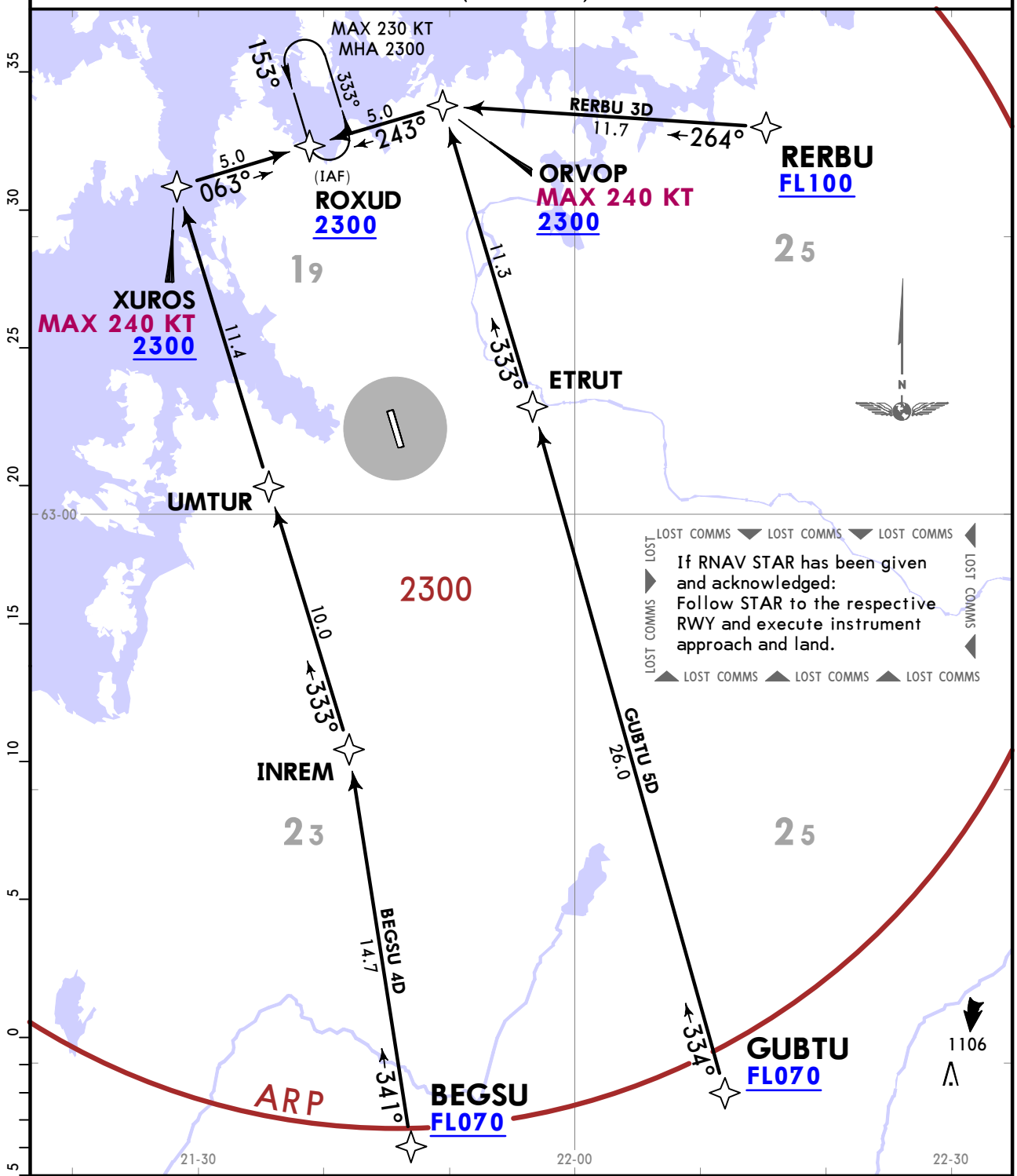
D-ATIS
136.450

Apt Elev
21

RNAV 1 GNSS required | Alt Set: hPa Trans level: By ATC

1. DME/DME not supported.
2. ATC will give descent clearance.
3. Continuous descent by ATC if traffic permits. Plan continuous descent path according to STAR.
4. Altitude/level/speed constraints must always be followed unless explicitly cancelled by ATC.
5. Avoid overflying the city of Vaasa below 2000.
6. STARs are also minimum noise routes.

BEGSU 4D [BEGS4D], GUBTU 5D [GUBT5D], RERBU 3D [RERB3D] RNAV ARRIVALS (RWY 16)



STAR	ROUTING
BEGSU 4D	BEGSU (FL070+) - INREM - UMTUR - XUROS (K240-; 2300+) - ROXUD (2300+).
GUBTU 5D	GUBTU (FL070+) - ETRUT - ORVOP (K240-; 2300+) - ROXUD (2300+).
RERBU 3D	RERBU (FL100+) - ORVOP (K240-; 2300+) - ROXUD (2300+).

CHANGES: STARs renumbered, PBN NavSpec, bearings updated.

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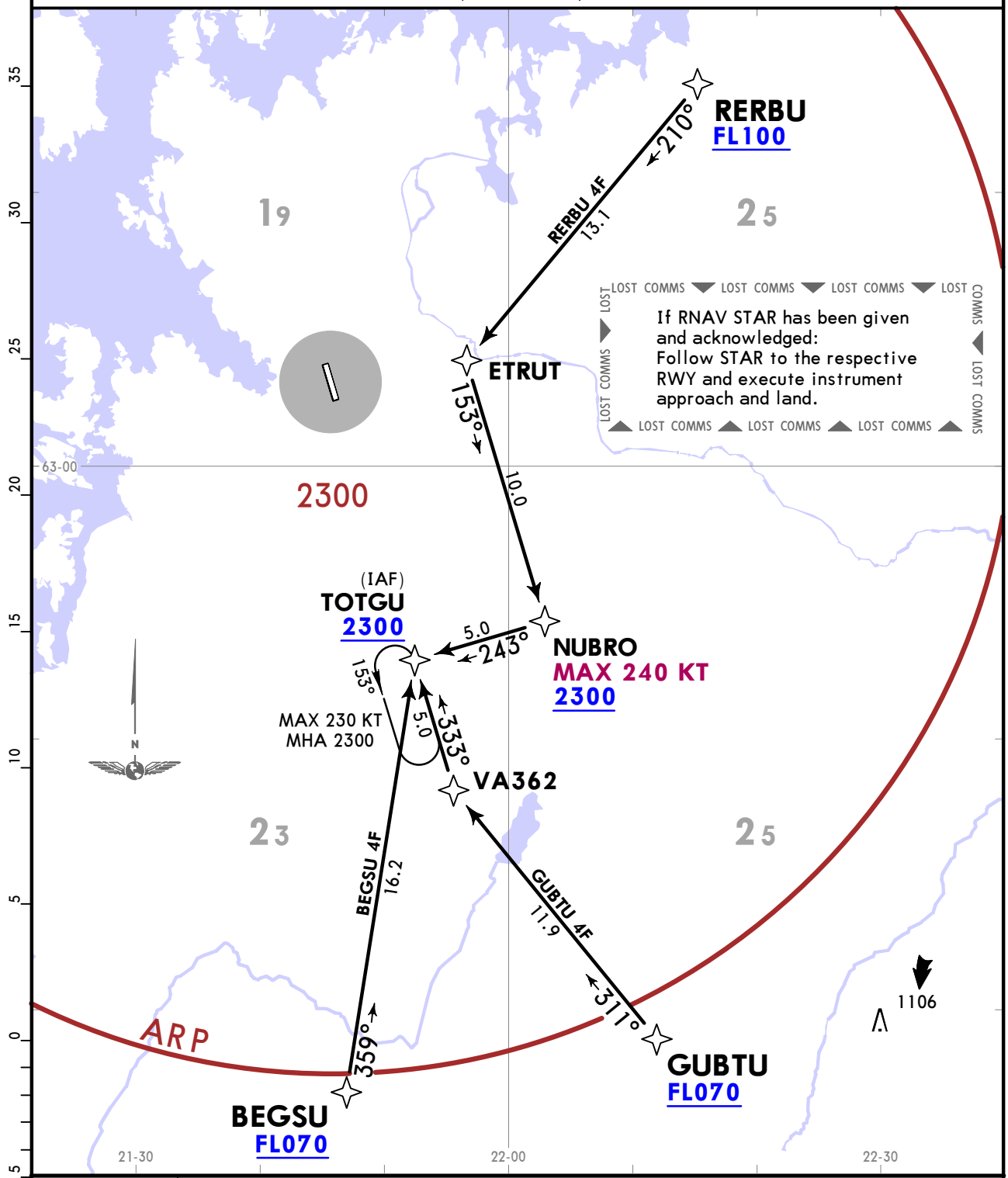
D-ATIS
136.450

Apt Elev
21

RNAV 1 GNSS required | Alt Set: hPa Trans level: By ATC

1. DME/DME not supported.
2. ATC will give descent clearance.
3. Continuous descent by ATC if traffic permits. Plan continuous descent path according to STAR.
4. Altitude/level/speed constraints must always be followed unless explicitly cancelled by ATC.
5. Avoid overflying the city of Vaasa below 2000.
6. STARs are also minimum noise routes.

BEGSU 4F [BEGS4F], GUBTU 4F [GUBT4F], RERBU 4F [RERB4F] RNAV ARRIVALS (RWY 34)



STAR	ROUTING
BEGSU 4F	BEGSU (FL070+) - TOTGU (2300+).
GUBTU 4F	GUBTU (FL070+) - VA362 - TOTGU (2300+).
RERBU 4F	RERBU (FL100+) - ETRUT - NUBRO (K240-; 2300+) - TOTGU (2300+).

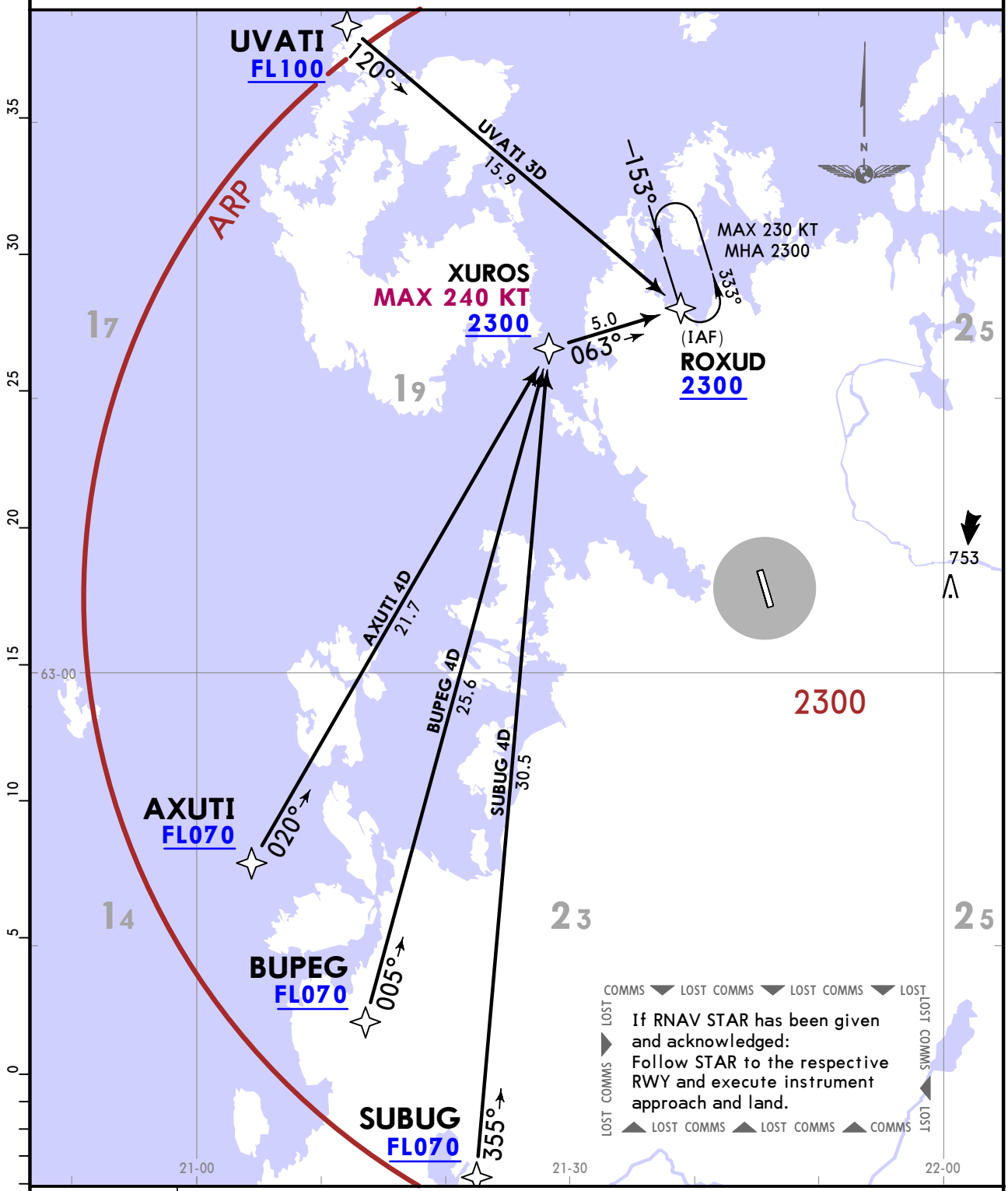
CHANGES: STARs renumbered, PBN NavSpec, bearings updated.

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D-ATIS 136.450	RNAV 1 GNSS required	Alt Set: hPa Trans level: By ATC
Apt Elev 21	1. DME/DME not supported. 2. ATC will give descent clearance. 3. Continuous descent by ATC if traffic permits. Plan continuous descent path according to STAR. 4. Altitude/level/speed constraints must always be followed unless explicitly cancelled by ATC. 5. Avoid overflying the city of Vaasa below 2000. 6. STARs are also minimum noise routes.	

AXUTI 4D [AXUT4D], BUPEG 4D [BUPE4D] SUBUG 4D [SUBU4D], UVATI 3D [UVAT3D] RNAV ARRIVALS (RWY 16)



STAR	ROUTING
AXUTI 4D	AXUTI (FL070+) - XUROS (K240-; 2300+) - ROXUD (2300+).
BUPEG 4D	BUPEG (FL070+) - XUROS (K240-; 2300+) - ROXUD (2300+).
SUBUG 4D	SUBUG (FL070+) - XUROS (K240-; 2300+) - ROXUD (2300+).
UVATI 3D	UVATI (FL100+) - ROXUD (2300+).

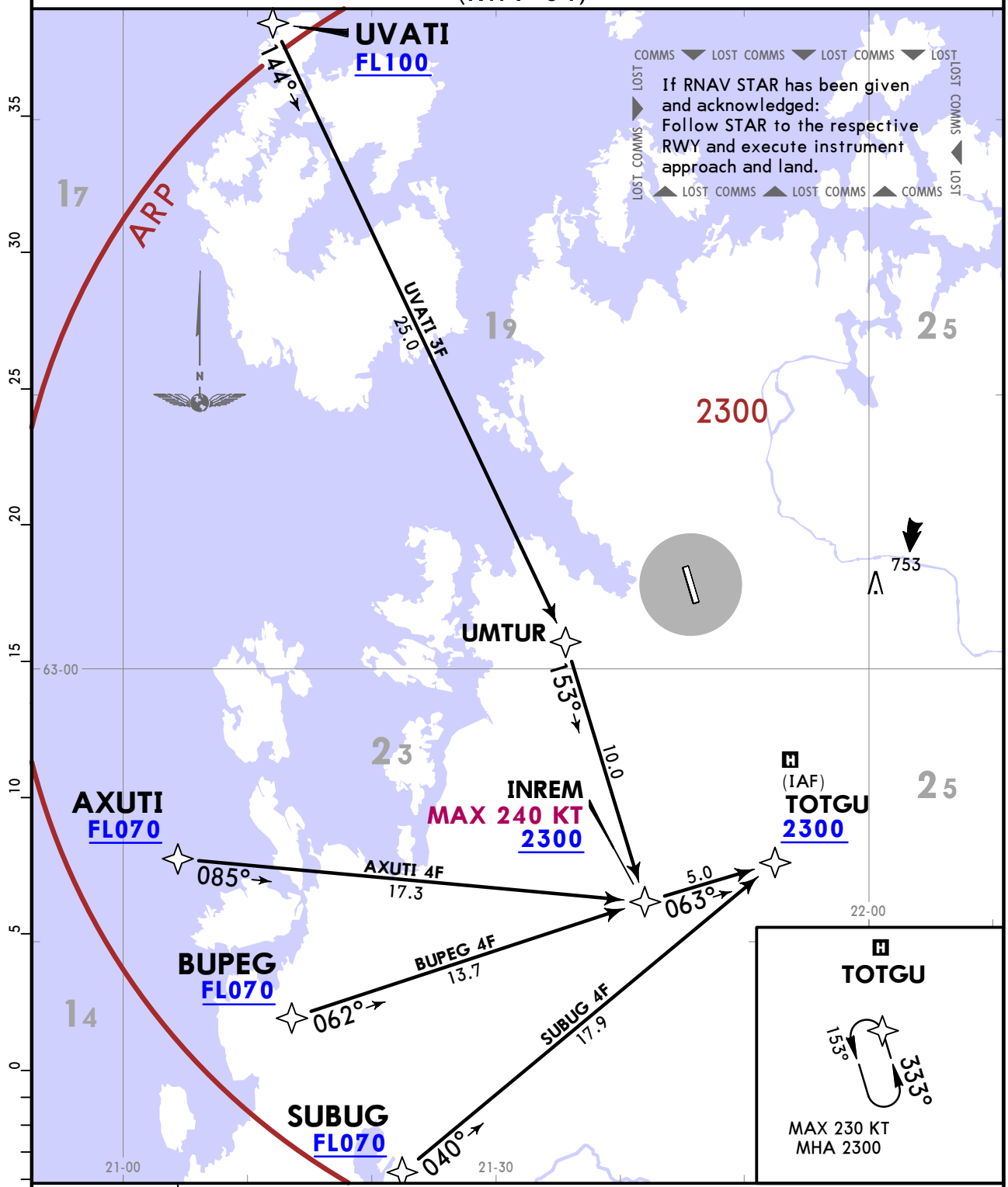
CHANGES: STARs renumbered, PBN NavSpec, bearings updated.

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D-ATIS 136.450	RNAV 1 GNSS required	Alt Set: hPa Trans level: By ATC
Apt Elev 21	1. DME/DME not supported. 2. ATC will give descent clearance. 3. Continuous descent by ATC if traffic permits. Plan continuous descent path according to STAR. 4. Altitude/level/speed constraints must always be followed unless explicitly cancelled by ATC. 5. Avoid overflying the city of Vaasa below 2000. 6. STARs are also minimum noise routes.	

AXUTI 4F [AXUT4F], BUPEG 4F [BUPE4F] SUBUG 4F [SUBU4F], UVATI 3F [UVAT3F] RNAV ARRIVALS (RWY 34)



STAR	ROUTING
AXUTI 4F	AXUTI (FL070+) - INREM (K240-; 2300+) - TOTGU (2300+).
BUPEG 4F	BUPEG (FL070+) - INREM (K240-; 2300+) - TOTGU (2300+).
SUBUG 4F	SUBUG (FL070+) - TOTGU (2300+).
UVATI 3F	UVATI (FL100+) - UMTUR - INREM (K240-; 2300+) - TOTGU (2300+).

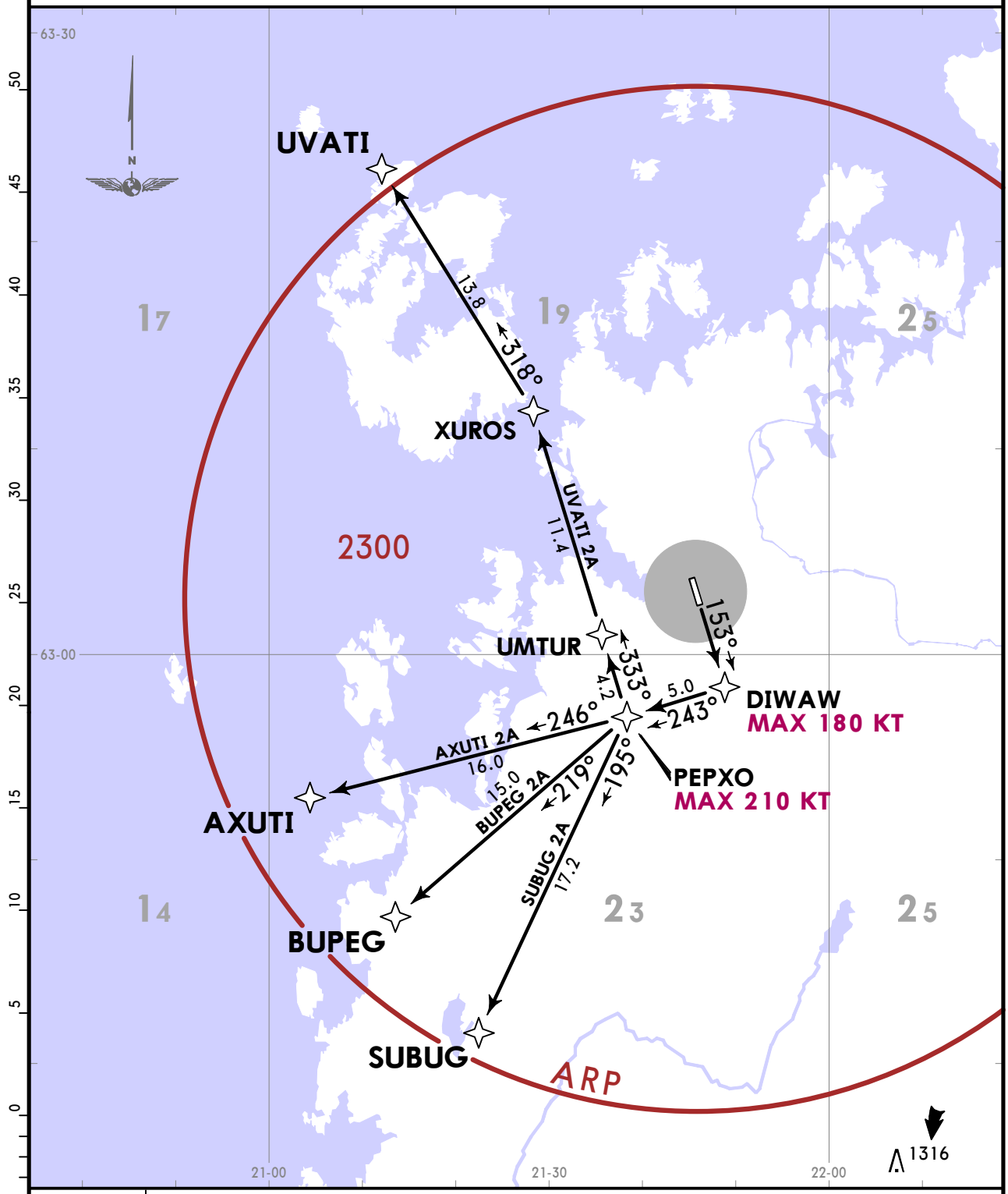
CHANGES: STARs renumbered, PBN NavSpec, bearings updated.

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Apt Elev 21	Trans alt: 5000
	RNAV 1 GNSS required
	1. DME/DME not supported. 2. After take-off climb as rapidly as possible to at least 2030. 3. SIDs are also minimum noise routings.

AXUTI 2A [AXUT2A], BUPEG 2A [BUPE2A] SUBUG 2A [SUBU2A], UVATI 2A [UVAT2A] RNAV DEPARTURES (RWY 16)



SID	ROUTING
AXUTI 2A	(430+) - DIWAW (K180-) - PEPXO (K210-) - AXUTI.
BUPEG 2A	(430+) - DIWAW (K180-) - PEPXO (K210-) - BUPEG.
SUBUG 2A	(430+) - DIWAW (K180-) - PEPXO (K210-) - SUBUG.
UVATI 2A	(430+) - DIWAW (K180-) - PEPXO (K210-) - UMTUR - XUROS - UVATI.

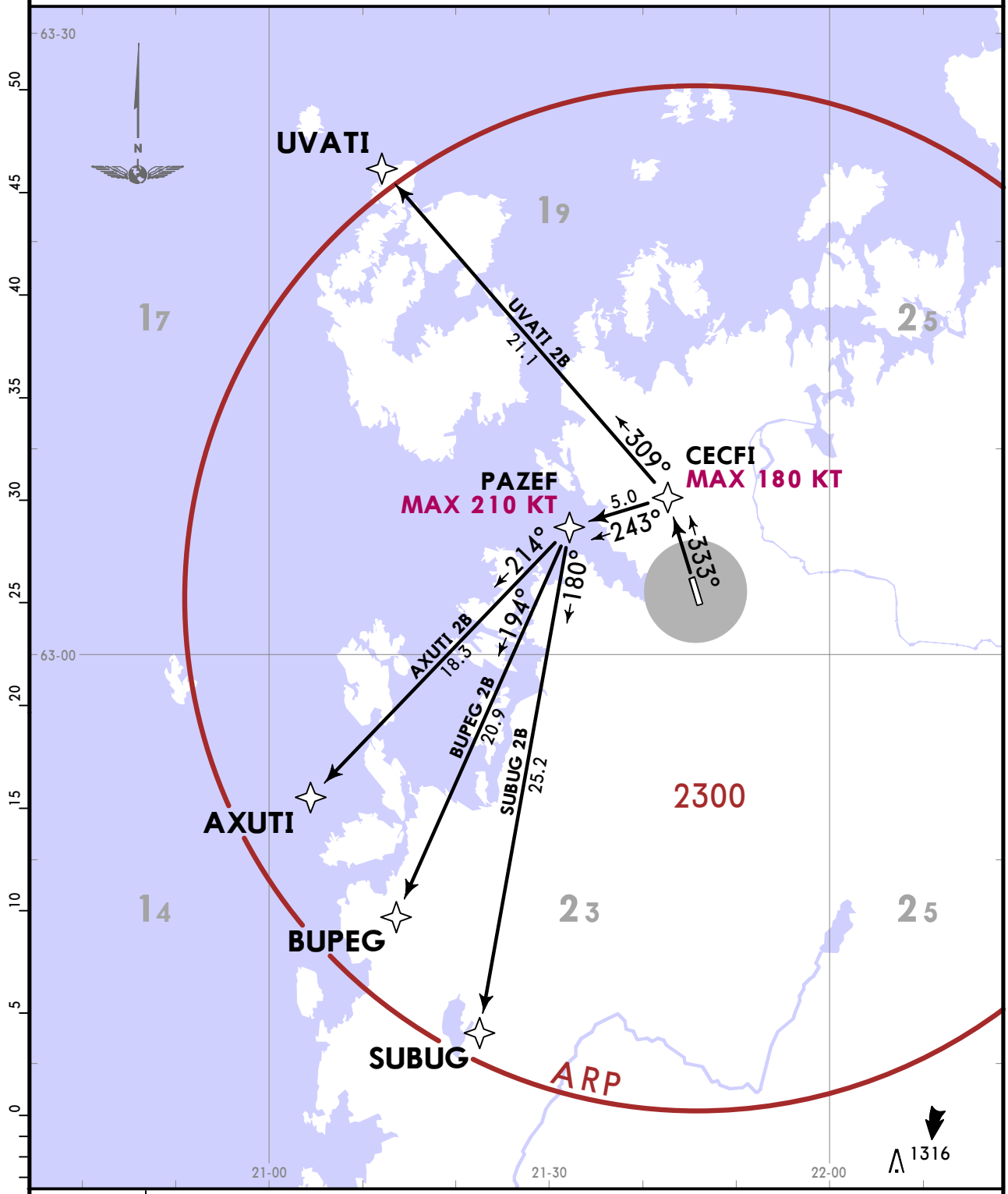
CHANGES: SIDs renumbered, PBN NavSpec, bearings updated.

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Apt Elev	
21	Trans alt: 5000
	RNAV 1 GNSS required
	1. DME/DME not supported. 2. After take-off climb as rapidly as possible to at least 2030. 3. SIDs are also minimum noise routings. 4. For close-in obstacles see 10-3OB1.

AXUTI 2B [AXUT2B], BUPEG 2B [BUPE2B] SUBUG 2B [SUBU2B], UVATI 2B [UVAT2B] RNAV DEPARTURES (RWY 34)



SID	ROUTING
AXUTI 2B	(430+) - CECFI (K180-) - PAZEF (K210-) - AXUTI.
BUPEG 2B	(430+) - CECFI (K180-) - PAZEF (K210-) - BUPEG.
SUBUG 2B	(430+) - CECFI (K180-) - PAZEF (K210-) - SUBUG.
UVATI 2B	(430+) - CECFI (K180-) - UVATI.

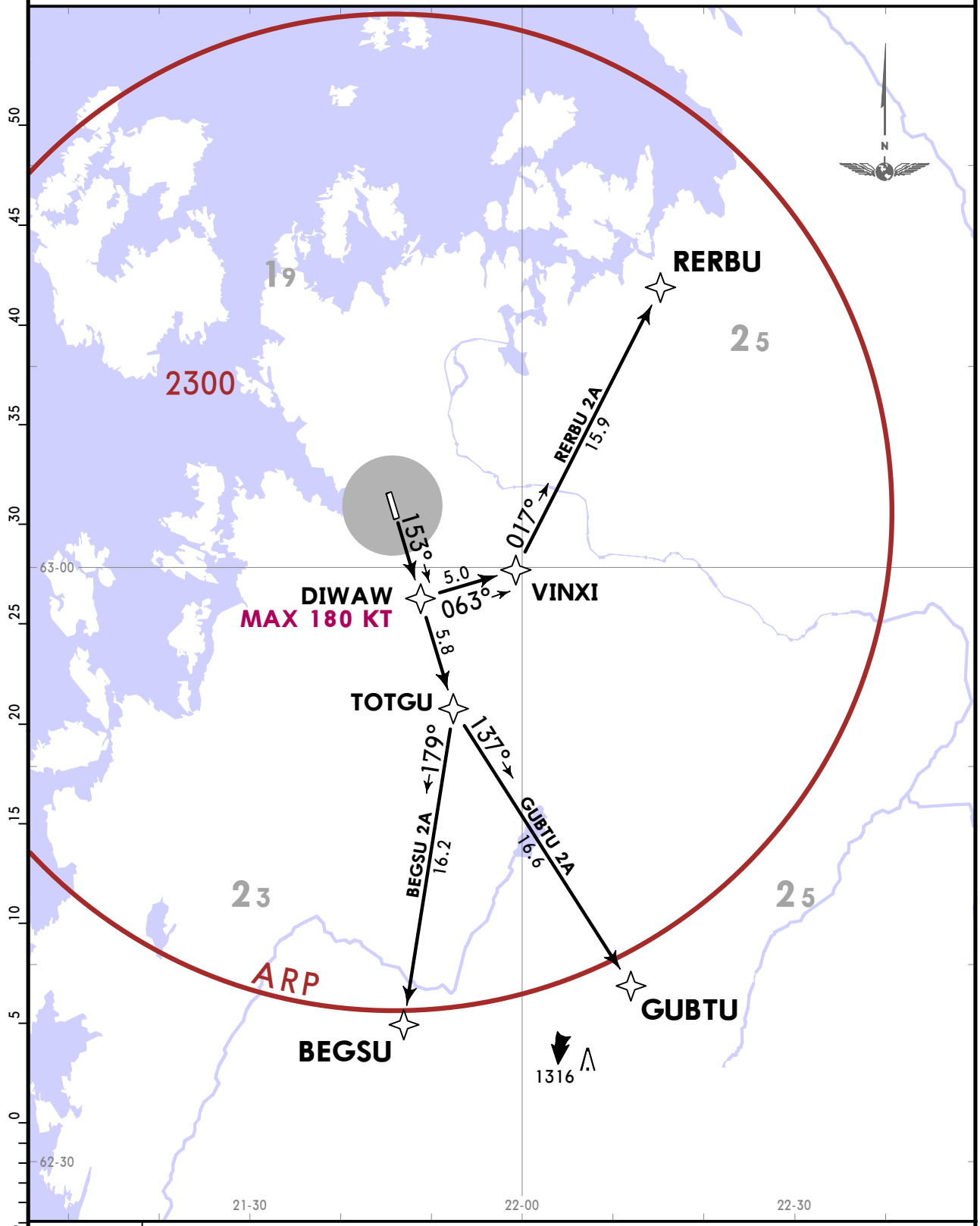
CHANGES: SIDs renumbered, PBN NavSpec, gen note 4 added, bearings updated.

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Apt Elev 21	Trans alt: 5000
	RNAV 1 GNSS required
	1. DME/DME not supported. 2. After take-off climb as rapidly as possible to at least 2030. 3. SIDs are also minimum noise routings.

BEGSU 2A [BEGS2A], GUBTU 2A [GUBT2A], RERBU 2A [RERB2A] RNAV DEPARTURES (RWY 16)



SID	ROUTING
BEGSU 2A	(430+) - DIWAW (K180-) - TOTGU - BEGSU.
GUBTU 2A	(430+) - DIWAW (K180-) - TOTGU - GUBTU.
RERBU 2A	(430+) - DIWAW (K180-) - VINXI - RERBU.

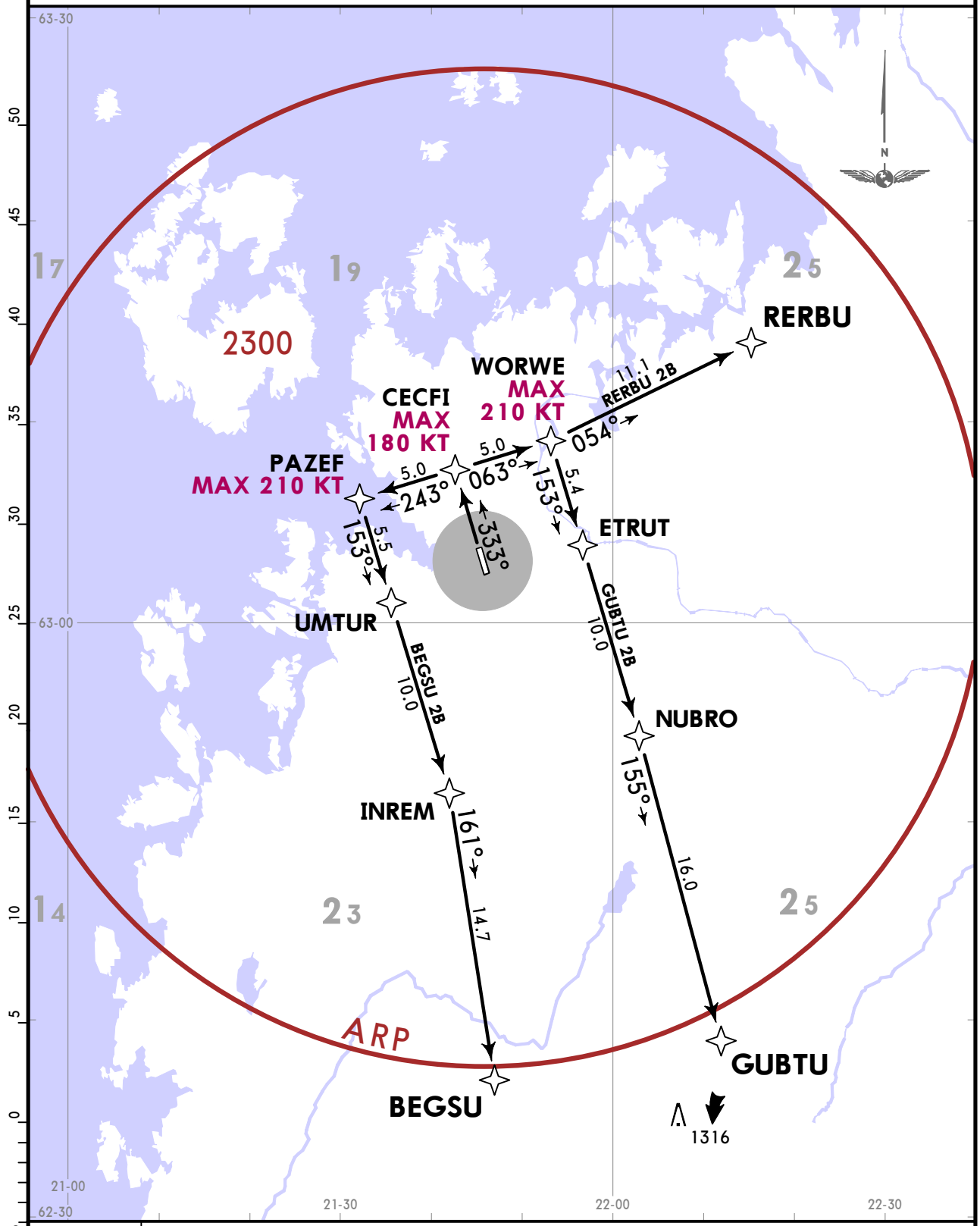
CHANGES: SIDs renumbered, PBN NavSpec, bearings updated.

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Apt Elev	
21	Trans alt: 5000
	RNAV 1 GNSS required
	1. DME/DME not supported. 2. After take-off climb as rapidly as possible to at least 2030. 3. SIDs are also minimum noise routings. 4. For close-in obstacles see 10-3OB1.

BEGSU 2B [BEGS2B], GUBTU 2B [GUBT2B], RERBU 2B [RERB2B] RNAV DEPARTURES (RWY 34)



SID	ROUTING
BEGSU 2B	(430+) - CECFI (K180-) - PAZEF (K210-) - UMTUR - INREM - BEGSU.
GUBTU 2B	(430+) - CECFI (K180-) - WORWE (K210-) - ETRUT - NUBRO - GUBTU.
RERBU 2B	(430+) - CECFI (K180-) - WORWE (K210-) - RERBU.

CHANGES: SIDs renumbered, PBN NavSpec, gen note 4 added, bearings updated.

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Apt Elev	
21	Trans alt: 5000 1. After take-off climb as rapidly as possible to at least 2030. 2. For close-in obstacles see 10-3OB1.

OMNIDIRECTIONAL DEPARTURES
(ALL RWYS)

CONTROLLING OBSTACLES
RWY 16 - for turn altitude: 176, 167°/2.8 NM from THR.
RWY 34 - for turn altitude: 223, 329°/3.3 NM from THR.

ROUTING

Climb straight ahead to at or above 430.

CHANGES: General note 2 established.

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CLOSE-IN OBSTACLES

RWY 34

NR	COORDINATES	ELEV
1	N63 04 19.0 E021 44 18.3	147
2	N63 03 47.8 E021 45 25.6	68

CHANGES: New chart.

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EFVA/VAA

Apt Elev 21′
N63 02.7 E021 45.9

JEPPESEN

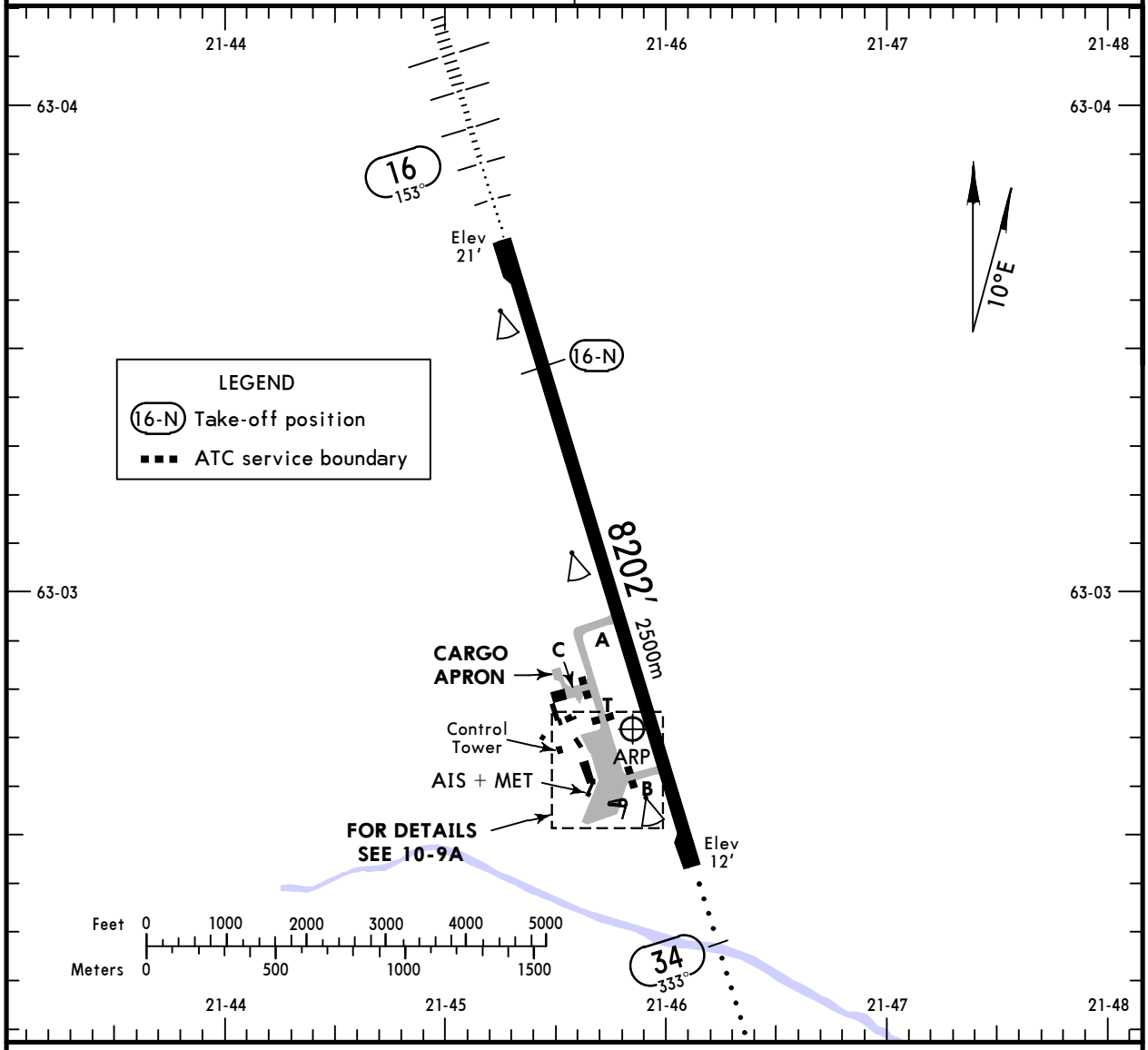
30 JAN 26 (10-9)

VAASA, ~~FINLAND~~

VAASA

D-ATIS 136.450 (outside ATS hr not monitored)

*VAASA Tower 120.950



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	USABLE LENGTHS LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
16	HIRL (60m) ❶ PALS CAT I (LIH) PAPI-L (angle 3.0°, MEHT 52′)	RVR		7219′ 2200m	❸	157′ 48m
34	HIRL (60m) ❷ SALS (LIH) PAPI-L (angle 3.0°, MEHT 50′)	RVR				

❶ length 900m. ALS-(red) also available.
❷ length 690m. ALS-(red) also available.
❸ TAKE-OFF RUN AVAILABLE

RWY 16:
From rwy head 8202′ (2500m)
posn 16-N 6562′ (2000m)

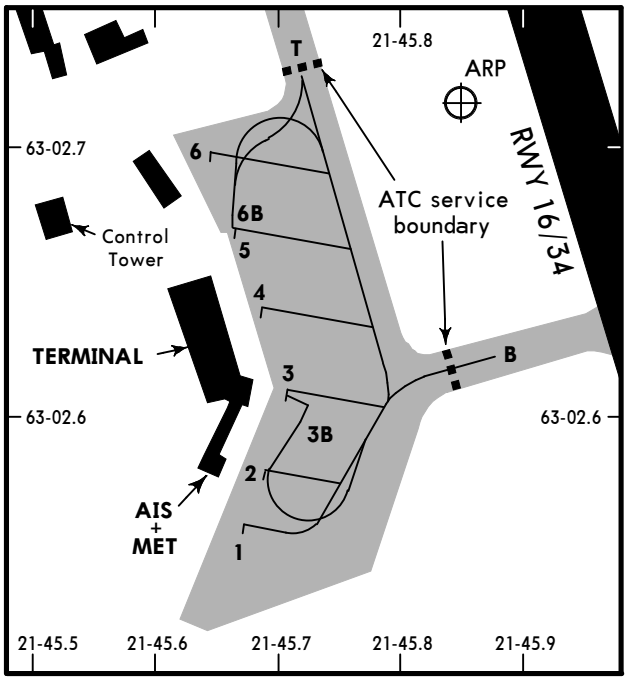
RWY 34:
From rwy head 8202′ (2500m)
twy B int 6982′ (2128m)
twy A int 5016′ (1529m)

Std/State	TAKE-OFF			
	Low Visibility Procedures required			
Approval for Low Visibility Take-off required	RCLM or RL	RL	Adequate Vis Ref	
RCLM & RL & RVR	DAY	NIGHT	DAY	NIGHT
DAY / NIGHT				
R300m	R400m		R500m	NA

CHANGES: LVP.

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INS COORDINATES		
STAND No.	**COORDINATES**	**ELEV**
1	N63 02.6 E021 45.7	14
2	N63 02.6 E021 45.7	15
3, 3B	N63 02.6 E021 45.7	16
4	N63 02.6 E021 45.7	17
5	N63 02.7 E021 45.7	17
6	N63 02.7 E021 45.7	16
6B	N63 02.7 E021 45.7	17

LOW VISIBILITY PROCEDURES

ATC initiates the implementation of operational procedures with preparatory measures when:
- weather conditions are or are expected to become such that LVP procedures are required, and
- there is known departing IFR traffic capable of performing a low-visibility take-off.

Procedures will be in force when RVR falls below 550 meters at any measuring point.
Pilots will be informed by ATIS or ATC: "Low Visibility Take Off Procedures in Operation".
Operators must take into account in their LVP operations that runway 16/34 is not equipped with centerline lights or runway guard lights. While LVP operational procedures are in operation, only one aircraft at a time is allowed on the airport manoeuvring area, and no vehicles or working machines may be present simultaneously.
In case the aerodrome is unable to comply with Low Visibility Procedures the pilots will be informed either by ATIS or ATC: "Airport unable to comply with Low Visibility Take Off Procedures".

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EFVA/VAA
VAASA

JEPPESEN
8 AUG 25 (11-1)

VAASA, ~~FINLAND~~
ILS Z or LOC Z Rwy 16

BRIEFING STRIP™

D-ATIS (outside ATS hr not monitored)	*VAASA Approach	*VAASA Tower
136.450	120.950	120.950

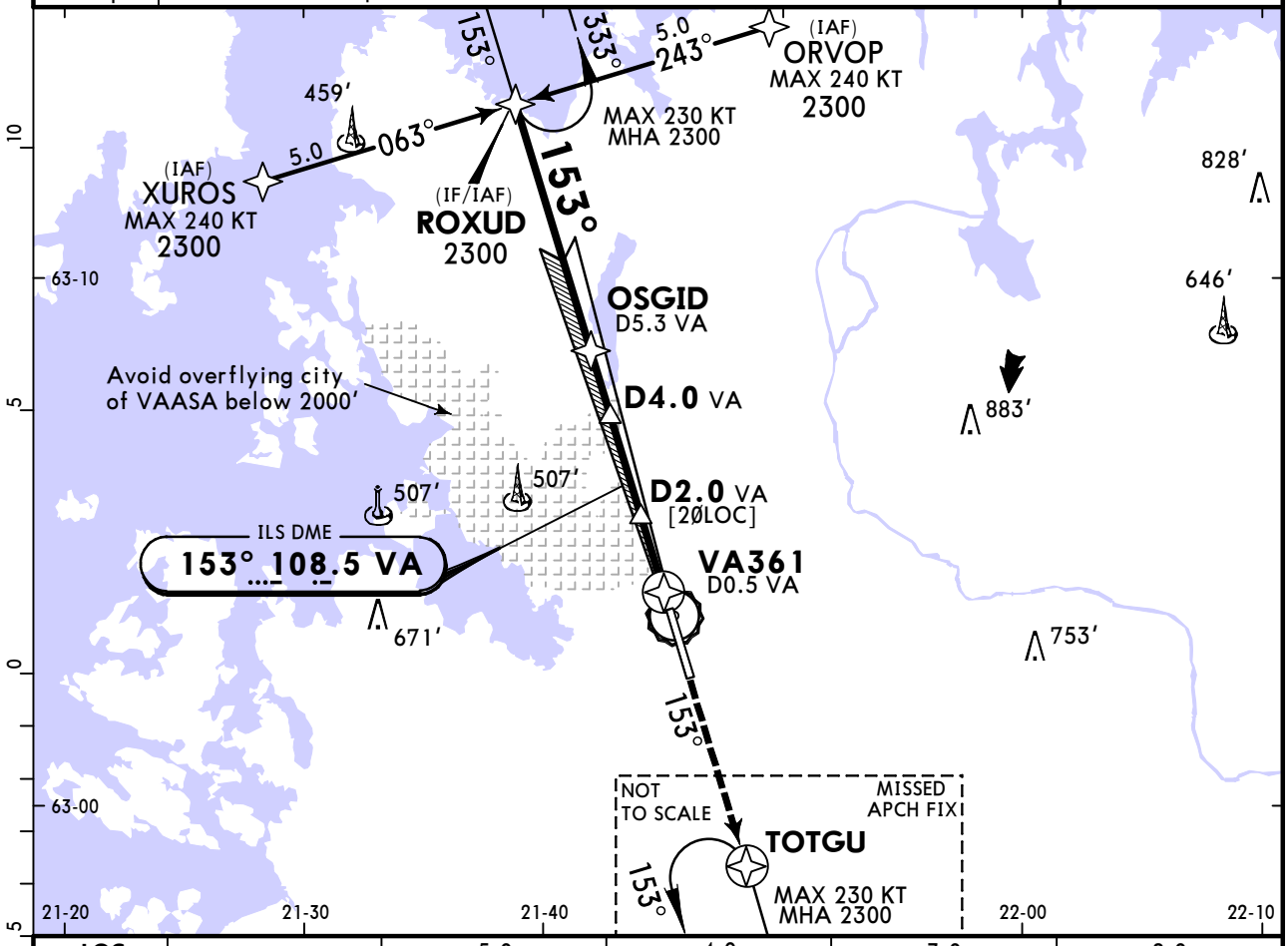
LOC VA	Final Apch Crs	OSGID	ILS DA(H)	Apt Elev 21′
108.5	153°	1700′ (1679′)	221′ (200′)	Rwy 21′

MISSED APCH: Climb STRAIGHT AHEAD to TOTGU climbing to 2300′.

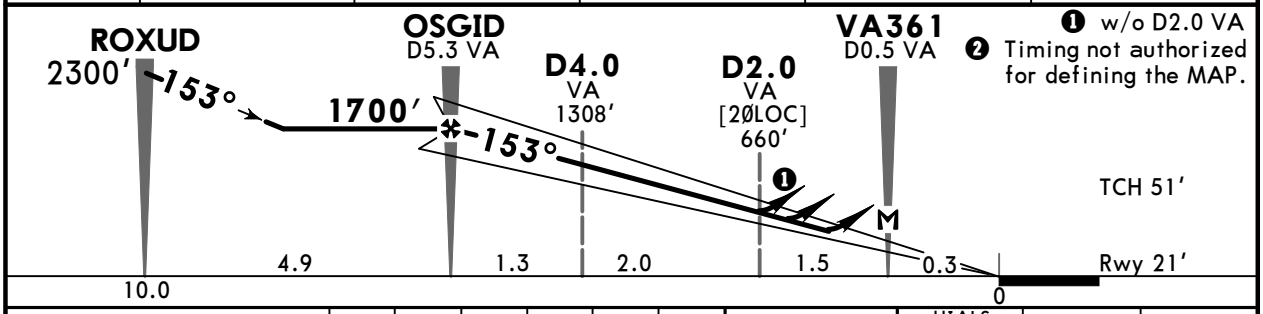
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 5000′

RNP Apch | GNSS and DME required.

2300
MSA ARP



LOC (GS out)	VA DME	5.0	4.0	3.0	2.0
	ALTITUDE	1610′	1310′	970′	660′



❶ w/o D2.0 VA
❷ Timing not authorized for defining the MAP.

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at VA361/D0.5 VA							
OSGID/D5.3 VA to MAP ❷	4.8	4:07	3:12	2:53	2:24	2:03	1:48

HIALS
PAPI
2300′
TOTGU

PANS OPS

Std/State

STRAIGHT-IN LANDING

ILS DA(H) 221′ (200′)		LOC (GS out) CDFA with D2.0 VA ❷DA/MDA(H) 400′ (379′)		LOC (GS out) CDFA w/o D2.0 VA ❷DA/MDA(H) 660′ (639′)	
	ALS out		ALS out		ALS out
A	❶R550m	R1200m	R1000m	R1500m	R1500m
B					
C			R1700m	R2200m	R2400m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	530′ (509′)	❸V1500m
135	530′ (509′)	❸V1600m
180	910′ (889′)	V2400m
205	910′ (889′)	V3600m

❶R750m when a Flight Director or Autopilot or HUDLS to DA is not used. ❷VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❸or higher straight-in minimums.

CHANGES: VAASA Radar (APP) removed, VAASA Approach added.

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EFVA/VAA
VAASA

JEPPESEN
8 AUG 25 (11-2)

VAASA, ~~FINLAND~~
ILS Y or LOC Y Rwy 16

BRIEFING STRIP™

D-ATIS (outside ATS hr not monitored)	*VAASA Approach	*VAASA Tower
136.450	120.950	120.950

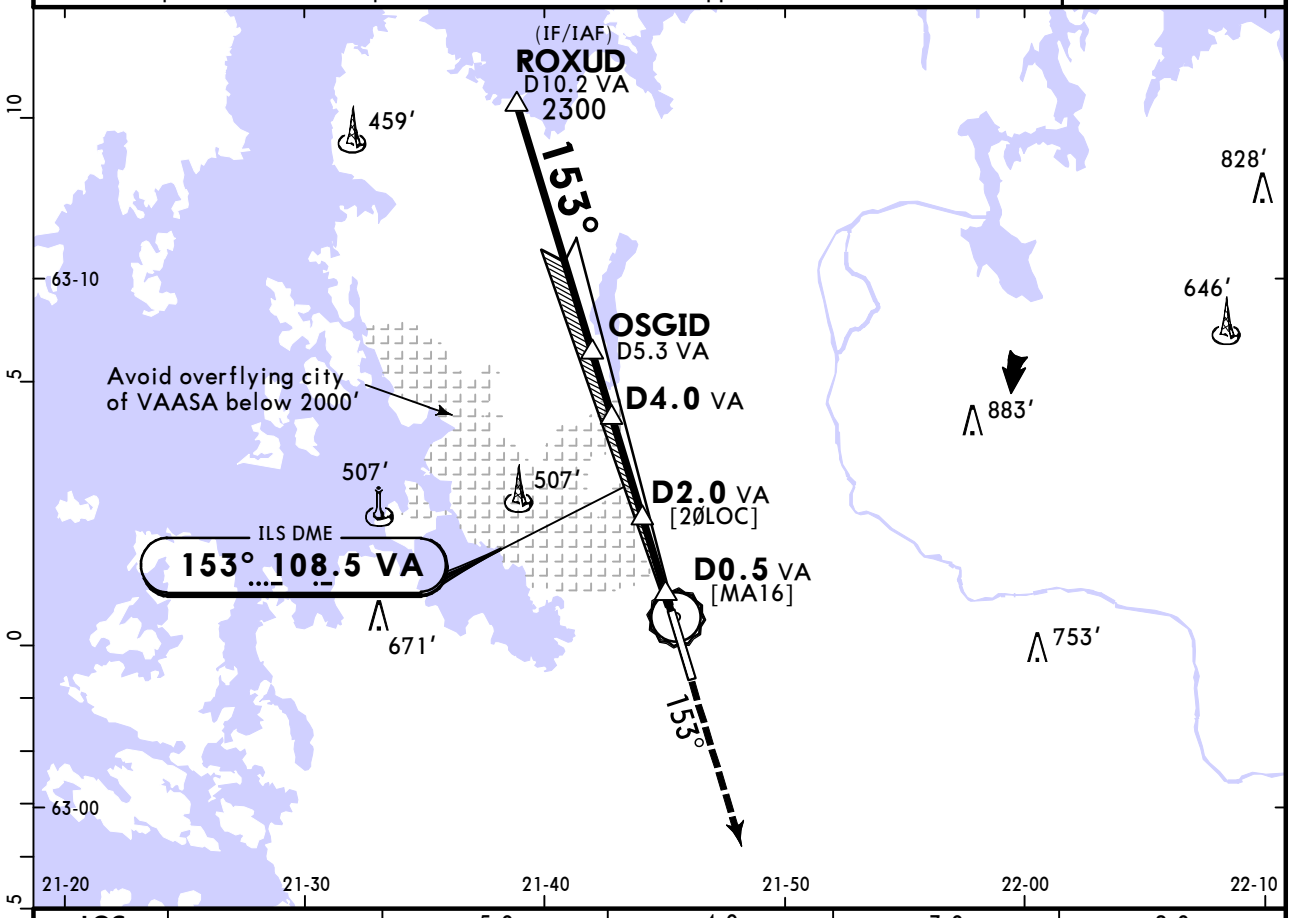
LOC VA	Final Apch Crs	OSGID	ILS DA(H)	Apt Elev 21′
108.5	153°	1700′ (1679′)	221′ (200′)	Rwy 21′

MISSED APCH: STRAIGHT AHEAD climbing to 2300′. Excpect Radar vectoring.

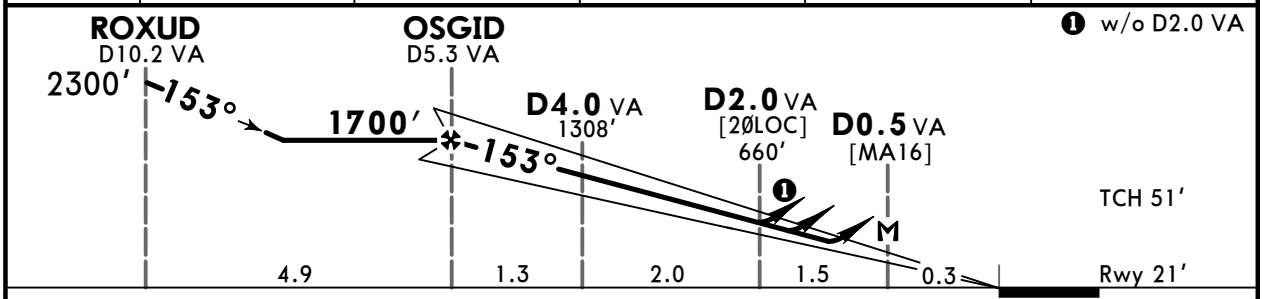
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 5000′

1. DME required. 2. Radar required for initial and missed approach.

2300
MSA ARP



LOC (GS out)	VA DME	5.0	4.0	3.0	2.0
	ALTITUDE	1610′	1310′	970′	660′



❶ w/o D2.0 VA

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.5 VA							
OSGID/D5.3 VA to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48

Timing not authorized for defining the MAP.

HIALS
PAPI
2300′

Std/State

STRAIGHT-IN LANDING

ILS DA(H) 221′ (200′)		LOC (GS out) CDFA with D2.0 VA DA/MDA(H) 400′ (379′)		LOC (GS out) CDFA w/o D2.0 VA DA/MDA(H) 660′ (639′)	
	ALS out		ALS out		ALS out
A	❶ R550m	R1200m	R1000m	R1500m	R1500m
B					
C			R1700m	R2200m	R2400m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	530′ (509′)	❸ V1500m
135	530′ (509′)	❸ V1600m
180	910′ (889′)	V2400m
205	910′ (889′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used. ❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❸ or higher straight-in minimums.

CHANGES: VAASA Radar (APP) removed, VAASA Approach added.

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EFVA/VAA
VAASA

JEPPESEN
8 AUG 25 (12-1)

VAASA, FINLAND
RNP Rwy 16

D-ATIS	(outside ATS hr not monitored)	*VAASA Approach	*VAASA Tower
136.450		120.950	120.950

BRIEFING STRIP ™

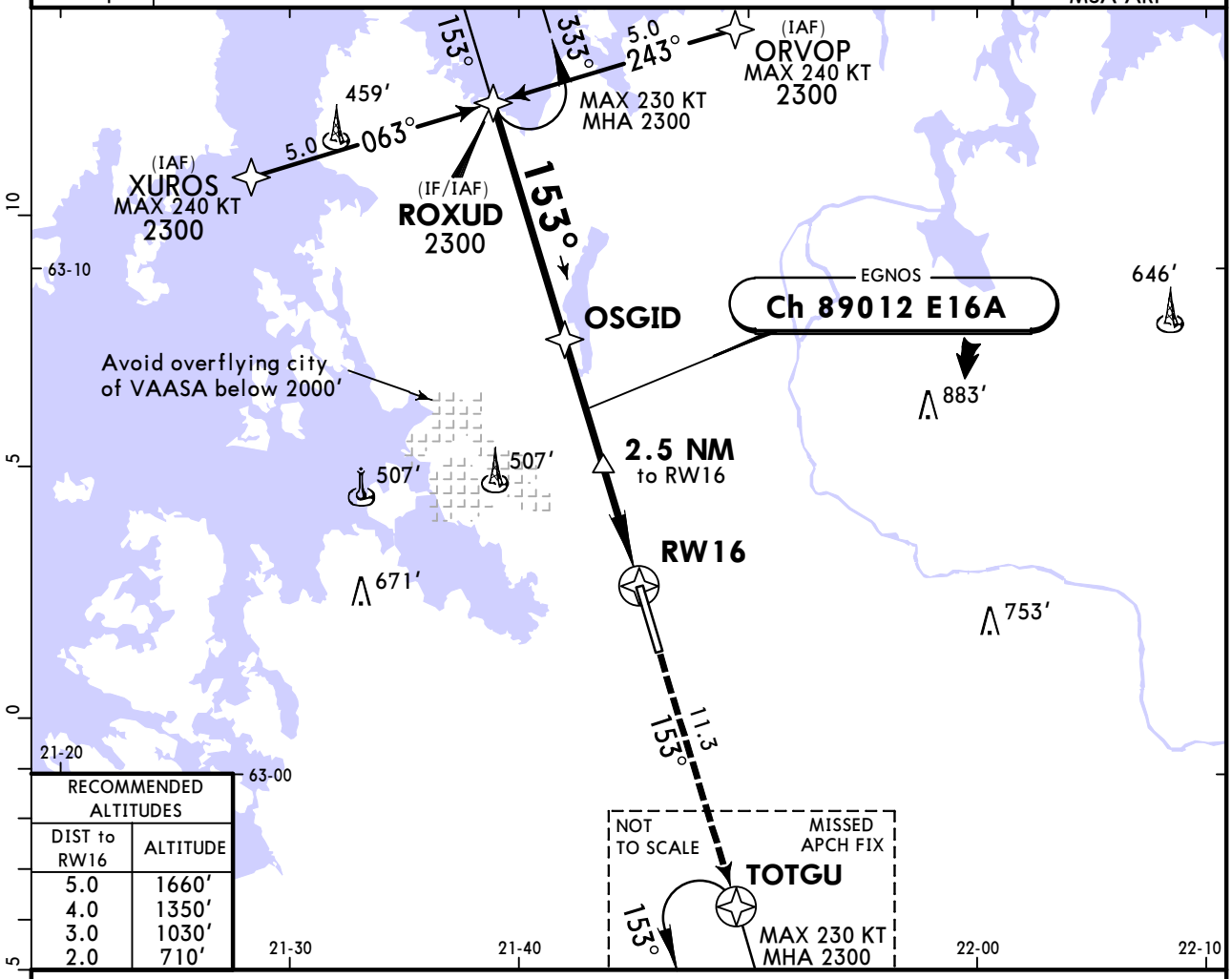
EGNOS	Final Apch Crs	OSGID	LPV DA(H)	Apt Elev / Rwy
Ch 89012 E16A	153°	1700′ (1679′)	221′ (200′)	Apt Elev 21′ / Rwy 21′

MISSED APCH: Proceed from RW16 to TOTGU climbing to 2300′.

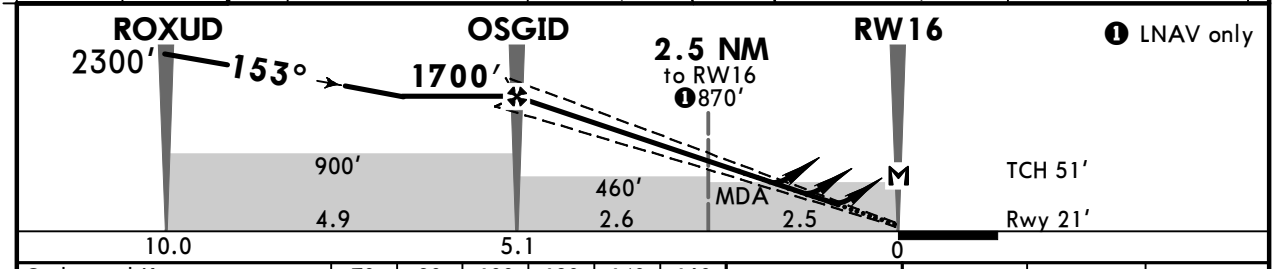
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 5000′

RNP Apch | Baro-VNAV not authorized below -30°C.

2300
MSA ARP



RECOMMENDED ALTITUDES	
DIST to RW16	ALTITUDE
5.0	1660′
4.0	1350′
3.0	1030′
2.0	710′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW16							
OSGID to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

Timing not authorized for defining the MAP.

HIALS
PAPI

2300′
TOTGU

Std/State

STRAIGHT-IN LANDING

❶ LPV DA(H)	LNAV/VNAV DA(H)	LNAV CDFA ❸ DA/MDA(H)
221′ (200′)	A: 320′ (299′) C: 341′ (320′) B: 333′ (312′) D: 351′ (330′)	440′ (419′)

	❶ LPV ALS out	LNAV/VNAV DA(H)	LNAV/VNAV ALS out	LNAV CDFA ❸ DA/MDA(H)	LNAV CDFA ALS out
A	❷ R550m	❷ R650m	R1400m	R1200m	R1500m
B		❷ R700m			
C					R1900m
D	R1200m	R800m	R1500m		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	530′ (509′) V1500m
135	530′ (509′) V1600m
180	910′ (889′) V2400m
205	910′ (889′) V3600m

PANS OPS

❶ LPV (VAL 35m) ❷ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❸ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: VAASA Radar (APP) removed, VAASA Approach added.

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EFVA/VAA
VAASA

JEPPESEN
8 AUG 25 (12-2)

VAASA, FINLAND
RNP Rwy 34

BRIEFING STRIP™

D-ATIS	*VAASA Approach	*VAASA Tower
136.450 (outside ATS hr not monitored)	120.950	120.950

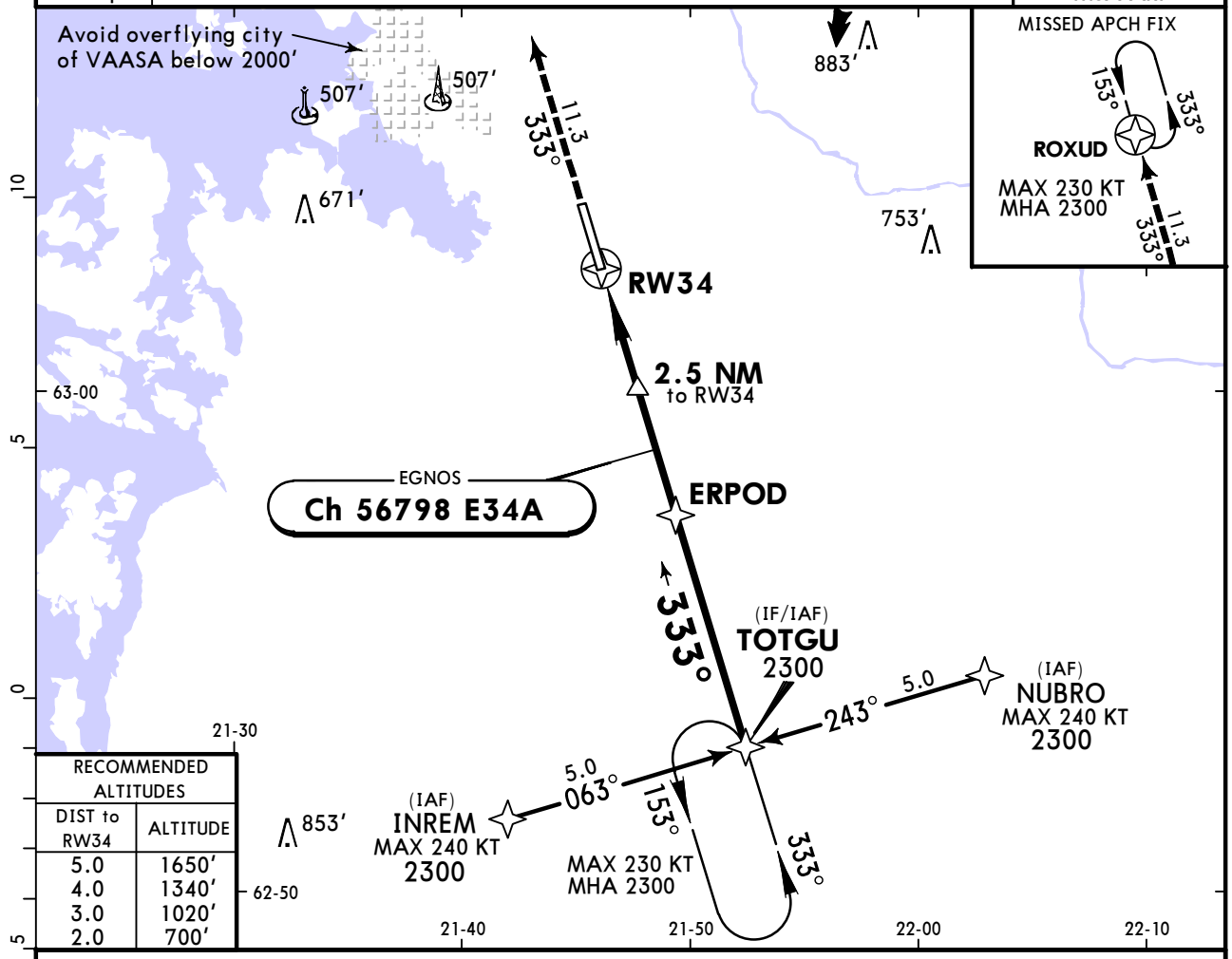
EGNOS	Final Apch Crs	ERPOD	LPV DA(H)	Apt Elev 21′
Ch 56798 E34A	333°	1700′ (1688′)	212′ (200′)	Rwy 12′

MISSED APCH: Proceed from RW34 to ROXUD climbing to 2300′.

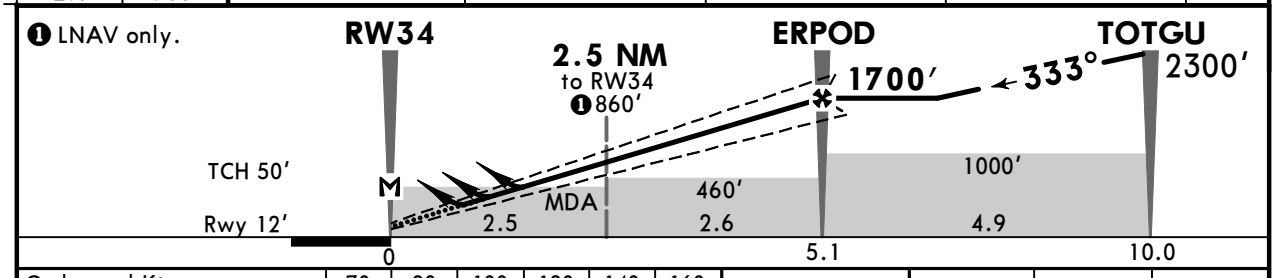
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 5000′

RNP Apch | Baro-VNAV not authorized below -30°C.

2300
MSA ARP



RECOMMENDED ALTITUDES	
DIST to RW34	ALTITUDE
5.0	1650′
4.0	1340′
3.0	1020′
2.0	700′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW34							
ERPOD to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

Timing not authorized for defining the MAP.

HIALS
PAPI

2300′ ROXUD

Std/State

STRAIGHT-IN LANDING

❶ LPV
DA(H) 212′ (200′)

LNAV/VNAV
DA(H)
A: 286′ (274′) C: 306′ (294′)
B: 298′ (286′) D: 316′ (304′)

LNAV
CDFA
❷ DA/MDA(H) 430′ (418′)

	ALS out		ALS out		ALS out
A	R750m	R1200m	R900m	R1300m	R1500m
B					
C				R1400m	R1900m
D			R1000m		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	530′ (509′) V1500m
135	530′ (509′) V1600m
180	910′ (889′) V2400m
205	910′ (889′) V3600m

PANS OPS

❶ LPV (VAL 35m) ❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: VAASA Radar (APP) removed, VAASA Approach added.

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Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

VAASA, (VAASA - EFVA)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EFVA

Chart Change Notices for Country FIN

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

STARs and SIDs are also minimum noise routings.