

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EFHK

Terminal Charts For EFHK

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Helsinki Fin
IATA Code: HEL
Lat/Long: N60° 19.0' E024° 57.8'
Elevation: 180 ft

Airport Use: Public
Magnetic Variation: 8.3°E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0722 Z
Sunset: 1329 Z,

Runway Information

Runway: 04L
Length x Width: 10039 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 140 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 04R
Length x Width: 11286 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 162 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 787 ft
Stopway: 164 ft

Runway: 15
Length x Width: 9518 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 163 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 22L
Length x Width: 11286 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 165 ft
Lighting: Edge, ALS, Centerline, TDZ

Stopway: 197 ft

Runway: 22R
Length x Width: 10039 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 177 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 196 ft

Runway: 33
Length x Width: 9518 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 148 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS 135.075 Arrival Service
ATIS 114.2 Departure Service
Helsinki Tower 119.7
Helsinki Tower 118.85
Helsinki Tower 118.6
Helsinki Delivery Ground Control 118.125
Helsinki Ground Control 121.8
Helsinki Apron Ramp/Taxi Control 121.65
Helsinki Radar Approach Control 119.7
Helsinki Radar Approach Control 129.85
Helsinki Radar Approach Control 119.1
Helsinki Arrival Approach Control 124.325
Helsinki Arrival Approach Control 119.9

1. GENERAL

1.1. ATIS

D-ATIS Arrival 135.075

D-ATIS Departure 114.2

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

In order to reduce ACFT noise impact on residential areas in the vicinity of Helsinki APT the following procedures will be applied:

Flights below 2000' over the city of Helsinki must be avoided unless lower altitude is necessary for take-off or landing.

1.2.2. PREFERENTIAL RUNWAY SYSTEM

Landings

1. RWY 15 2. RWY 22L 3. RWY 04L 4. RWY 04R 5. RWY 22R 6. RWY 33

Departures

1. RWY 22R 2. RWY 22L 3. RWY 04R 4. RWY 33 5. RWY 04L 6. RWY 15

Selection of RWY-in-use is based on safety aspects and temporary restrictions concerning RWY availability.

RWY 15 is not used for departures and RWY 33 for landings, except between 0600-2300LT for turbo-props and other propeller-driven ACFT.

1.2.3. NIGHTTIME RESTRICTIONS

2100-0600LT

Traffic approaching RWY 04R or 22L will not be cleared below the intermediate approach altitude (3300'/3100') before final approach course.

0000-0600LT

ACFT may expect to follow the STAR without shortcuts, except for RWY 15. ACFT may be vectored for approach for RWY 15 in order to reduce noise impact.

Visual approaches are not allowed.

Approaching traffic will not be cleared to an altitude below 5000' (EFHK QNH) at a distance more than 20NM to go.

ATC is not allowed to cancel speed restrictions.

1.2.4. RUN-UP TESTS

Scheduled maintenance run-ups, excluding idle power, must be performed on the run-up area and shall be avoided between 2200-0700LT and on Sundays. Exceptions only as agreed with the TWR.

1.2.5. REVERSE THRUST

Pilots are recommended to avoid reverse thrust except idle thrust after landings.

1.2.6. AUXILIARY POWER UNIT (APU)

The use of APU shall be restricted only to unavoidable situations.

1.2.7. CONTINUOUS DESCENT OPERATIONS

In order to reduce ACFT noise and emissions, ATC gives clearances allowing continuous descent, traffic situation permitting. Continuous descent can be planned based on track distance information of the STAR or, when vectored, on estimated track distance provided by ATC.

1. GENERAL

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

- All RWYs are approved for LVP for take-offs when the RVR is 550m or less.
- Low Visibility Procedures become effective when TDZ RVR decreases to 600m or the ceiling decreases below 200'.
- The application of LVP will be informed to the pilots via ATIS or by ATC.
- ATC will always report the TDZ RVR. Mid RVR and roll-out RVR will only be reported if they are less than the TDZ RVR and below 800m, or when less than 400m, or requested by pilot.
- In case the APT is unable to comply with LVP, pilots are informed either via ATIS or by ATC:
"Airport unable to comply with Low Visibility Procedures."

1.3.2. ARRIVAL

After landing pilots shall maintain on Tower frequency and report "RUNWAY VACATED" not until the ACFT has either completely passed the CAT II/III holding position sign or is on the TWY parallel to RWY.

1.3.3. DEPARTURE

Departing ACFT taxiing on manoeuvring area shall not pass CAT II/III holding positions and stop bar lights unless cleared by ATC and stop bar lights are switched off.

1.3.4. CAT II APPROACHES

RNAV 1 or P-RNAV approved ACFT may intercept the ILS LOC by own navigation using RNAV transition, or may request radar vectoring. Other ACFT will be vectored so, that the intercept of ILS LOC is not less than 10NM from the touchdown.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. ADVANCED SURFACE MOVEMENT RADAR UTILISING MODE S

ACFT operators should ensure that Mode S transponders (if equipped) are able to operate when the ACFT is on the ground.

Flight crew of a Mode S-equipped ACFT shall

- select the assigned code and activate the Mode S transponder from request of push-back or taxi, whichever is earlier;
- keep transponder activated after landing, continuously until ACFT is fully parked on stand;
- set the Mode A code 2000 immediately after parking, before selecting OFF or STAND-BY.

Activation of the Mode S transponder means selecting AUTO mode, ON, XPNDR, or the equivalent, according to the specific installation. Selection of the STAND-BY mode will NOT activate the Mode S transponder.

Flight crew of ACFT equipped with Mode S having an ACFT identification feature should also set the ACFT identification. This setting is the ACFT ident specified in item 7 of the flight plan. ACFT ident should be entered from the request for push-back or taxi, whichever is earlier, through FMS or transponder control panel.

1. GENERAL

1.5. TAXI PROCEDURES

1.5.1. GENERAL

For wingspan restrictions refer to 10-9 charts.

Reduced wingtip clearances exist between ACFT on parallel TWYs as well as between ACFT and objects including parked ACFT and vehicles on service roads. Adhere strictly to TWY centerline markings.

Taxiing on apron is always subject to clearances and instructions given by Ground.

ATC issues clearances for taxiing only within area of Apron Control competence. ACFT taxiing on the apron shall follow the yellow taxi guidance lines. No deviations or shortcuts are permitted except under guidance of a Follow-me car or after special instructions by ATC.

1.5.2. APRON SPOT COORDINATION POINTS

Apron spots (an orange circle with two digits, painted DAY markings only) will be used as coordination points for traffic to and from aprons. Apron spots will not be used if the markings are temporarily covered by ice or snow. Apron spots shall not be used as parking stands.

1.6. PARKING INFORMATION

Stands 12 thru 20 equipped with docking guidance system.

Stands 21 thru 38 and 141 thru 143 equipped with docking guidance system SAFEDOCK.

Clearance distances between the stand and the passenger bridge for ACFT of code letter C thru E: 9'/2.7m longitudinal, 4'/1.25m lateral.

Restrictions to the use of stands:

Stand 12:

The longitudinal clearance distance for ACFT type Avro RJ85 is 7'/2.2m.

Stands 13 thru 22:

The longitudinal clearance distance between ACFT engine and passenger bridge for ACFT type A319 is 6'/1.8m and for ACFT type E170 6'/1.9m.

Docking is allowed only with special permission.

Stands 31 thru 38:

Clearance distances between the stands and the passenger bridges for all ACFT types are 6'/1.8m longitudinal and 4'/1.25m lateral.

2. ARRIVAL

2.1. ARRIVAL INSTRUCTIONS

2.1.1. ENTRY POINTS FOR FLIGHT PLANNING

Arriving traffic shall file the flight plan via the entry points DIVAM, INTOR, LAKUT, LUSEP, ROPAM or VEPIN.

If unable to comply with these procedures, inform ATC immediately.

2.1.2. INITIAL CONTACT

At first contact with Helsinki Approach, report:

- Designator of the last received ATIS broadcast;
- Type of ACFT;
- Level;
- RNAV STAR or RADAR heading given by ATC.

In order to avoid frequency congestion, when changing from HELSINKI RADAR frequency to HELSINKI ARRIVAL frequency, state only: HELSINKI ARRIVAL + [call sign].

When changing from approach control frequency to tower frequency, state only: HELSINKI TOWER + [call sign] + RWY.

2.1.3. RNAV STAR

Final approach cannot be performed without appropriate clearance.

Level(s) specified as level restrictions at waypoints of RNAV STAR, do not allow descending to the level(s) specified.

In case there are two RNAV STAR published from an entry point to the same RWY, designator of the other route differs from the normal naming principle of arrival routes. Instead of the first waypoint, the other RNAV STAR is named after the second waypoint on the route.

2.1.4. INBOUND CLEARANCE

Arriving traffic will normally be cleared to follow RNAV STAR serving the runway in use. An ACFT unable to utilize the given RNAV STAR shall inform the ATC immediately (RTF: "NEGATIVE RNAV"), after which ATC clears the aircraft to leave entry point on RADAR heading.

2.2. SPEED RESTRICTIONS

Unless otherwise instructed by ATC, the ACFT shall follow speed limit MAX 250 KT at HEL 30 DME.

Speed restrictions for RNAV STAR are published on charts concerned.

2.3. COMMUNICATION FAILURE PROCEDURES

RNAV STAR has been given and acknowledged:

Follow STAR to the respective RWY and execute instrument approach and land.

During RADAR vectoring before initial approach fix (IAF):

Proceed to ROPAM holding using last assigned and acknowledged altitude/FL or MHA if higher. Leave holding according to current flight plan ETA, use RNAV STAR to join instrument approach and execute instrument approach for last acknowledged runway.

Aircraft equipped with onboard telephone dial +358 9 8277 3324.

2. ARRIVAL

2.4. NOISE ABATEMENT PROCEDURES

Due to VFR traffic flying below IFR traffic an ACFT carrying out visual approach shall maintain an altitude of at least 2000' until HEL 7 DME, and established on final. The final stage of a visual approach shall be performed at descent profile equivalent to at least 3°.

2.5. CAT II OPERATIONS

RWYs 04L, 22L and 22R approved for CAT II operations, special aircrew and ACFT certification required.

2.6. RWY OPERATIONS

2.6.1. MINIMUM RWY OCCUPANCY TIME

Pilots are reminded that rapid exit from the RWY enables ATC to apply minimum spacing on final approach that will achieve maximum RWY utilisation and will minimize the occurrence of go-arounds.

Pilots should prepare their landings so that they are able to vacate the RWYs in accordance with the following table when RWY conditions permit:

Preferred Turn-offs			
RWY	TWY	Dist from THR to Turn-off	Class
04L	WK	5620' / 1713m	All
	WM	4498' / 1371m	Medium Prop/Light
04R	ZG	4833' / 1473m	All
	ZD	6657' / 2029m	Heavy
15	YF	5066' / 1544m	Medium Jet Medium Prop/Light
	YH	6102' / 1860m	Heavy
	YL	7917' / 2413m	
22L	ZH	4967' / 1514m	All
	ZJ	5856' / 1785m	Heavy
22R	WL	3484' / 1062m	Medium Prop/Light
	WP	4478' / 1365m	All
	WS	5807' / 1770m	Heavy
33	YF	3812' / 1162m	Medium Prop/Light
	Z	6804' / 2074m	Heavy Medium Jet

2.7. TAXI PROCEDURES

2.7.1. GENERAL

ACFT landed at RWY 22L shall not vacate via TWY ZG unless otherwise instructed by ATC.

ACFT using RWY 04R/22L or 15/33 shall contact Ground immediately after vacating the RWY for taxi clearance within area of Apron Control competence.

ACFT vacating RWY 04L/22R shall remain on the appropriate Tower frequency unless otherwise instructed.

If no other instruction than ACFT stand is given, ACFT shall use the TWY parallel to the RWY to the TWY closest to the assigned ACFT stand.

2.7.2. APRON SPOT COORDINATION POINTS

After receiving taxi instruction to an apron spot proceed to the appropriate apron spot. Hold ACFT nose on the spot until further taxi instructions have been issued by ATC.

2. ARRIVAL

2.8. OTHER INFORMATION

2.8.1. SIMULTANEOUS OPERATIONS

Dependent parallel approaches will be used on RWYs 04L/R or 22L/R.

ATIS broadcast will contain the following information:

"Simultaneous dependent ILS approaches in progress on runways 22R and 22L (04R and 04L)."

Independent parallel approaches will be used on RWYs 04L/R or 22L/R.

ATIS broadcast will contain the following information:

"Simultaneous independent ILS approaches in progress on runways 22R and 22L (04R and 04L)."

3. DEPARTURE

3.1. DEPARTURE INSTRUCTIONS

Exit points for flight planning

Departing traffic shall file the flight plan via the exit points ADIVO, ARVEP, DOBAN, IDEPI, KUVEM, NEPEK, NUNTO, RENKU or TEVRU.

3.2. DIGITAL DEPARTURE CLEARANCE (DCL)

Digital enroute clearance shall be requested MAX 25 min prior to EOBT. A digital enroute clearance contains:

- APT of destination;
- Designated departure RWY;
- Standard instrument departure (SID) or heading and altitude after departure;
- TMA exit point;
- SSR-code;
- ADT (Approved Departure Time = CTOT, if applicable);
- Next frequency;
- CTOT (if applicable);
- QNH;
- TSAT (if applicable).

Examples of digital enroute clearances:+

HDG/ALT:

ABC123 CLRD TO ESSA OFF 22R

HDG 280 CLIMB TO 4000 FT VECTORS RUNEN

SQUAWK 2202 ADT 1110

NEXT FREQ 118.125

CTOT 1110

QNH 1013

TSAT 1103

The following procedure applies:

The pilot shall acknowledge the enroute clearance by means of a Departure Clearance Readback message (CDA) downlink within 5 minutes; otherwise a negative FSM (Flight System Message) will be issued and pilot shall revert to voice procedures.

Only the following optional free text messages are noticed:

RWY other than in use only permitted due performance:

"REQ[RWY]"

ACFT unable to follow P-RNAV SID:

"REQ NON PRNAV"

When using the DCL service pilots shall maintain a listening watch on the channel published for HELSINKI Delivery.

An en-route clearance issued by RTF always supersedes an enroute clearance transmitted via the DCL service.

3. DEPARTURE

3.3. DE-ICING

3.3.1. GENERAL

ACFT de-icing may only be carried out in areas specifically designated by the APT.

De-icing may also be performed on Remote De-icing Apron (Apron 6 and 8).

De-icing must be requested between 0330-2230 UTC through HELSINKI De-icing Coordinator on 127.02. The de-icing coordinator will then inform the pilot of which de-icing stand or area to use and will forward the request to the de-icing company.

Other times de-icing must be requested via de-icing company.

Pilots are recommended to monitor the de-icing coordinator's frequency.

Pilots using ground handling at Finavia's business flight terminal shall inquire de-icing coordination from the ground handling officer.

All queries regarding de-icing requests shall initially be made direct to the de-icing coordinator.

Pilots must always request route clearance from ATC before de-icing begins (when the ACFT is ready to begin de-icing). This requirement also applies when de-icing is to be carried out in ACFT parking areas.

3.3.2. DE-ICING STANDS

Stands 122D and 124D are de-icing stands.

3.3.3. SPECIAL PROCEDURES FOR REMOTE DE-ICING APRON

When de-icing is performed on the Remote De-icing Apron, ATC will hand over the ACFT at the perimeter of the apron to the Remote De-icing Coordinator (normally on 133.85).

When notifying the coordinator, pilots shall use their ACFT call sign for identification. The coordinator will direct the ACFT to one of the de-icing stands.

The Remote De-icing Aprons, including their entry and exit taxi lines, lie outside the normal manoeuvring area. Pilots are reminded to proceed with extreme CAUTION within this area so as not to endanger other personnel or vehicles operating in the area.

Pilots must avoid using excessive power when taxiing within this apron.

De-icing is complete when the pilot has received final notification (in accordance with the AEA anti-icing code) by radio. In the Remote De-icing Apron, the final notification is considered as including the "all clear" signal. The anti-icing code cannot be given unless all the conditions of the "all clear" signal have been met. Pilots must remain on the coordinator's frequency until the anti-icing code has been received and the pilot has received instructions to contact ATC again.

In the initial call to ATC the pilot shall notify them of the flight's radio call sign and the de-icing stand number being used. The ACFT must not move until taxiing instructions have been received from ATC and acknowledged.

3.4. START-UP, PUSH-BACK & TAXI PROCEDURES

3.4.1. COLLABORATIVE DECISION MAKING PROCEDURES (CDM)

3.4.1.1. TARGET OFF BLOCK TIME (TOBT)

TOBT is the estimated time when ACFT is ready for immediate engines start-up and/or push-back after receiving clearance from TWR. An exception exists in de-icing procedures when the TOBT owned by the airline operator excludes time consumed for de-icing operations at the ACFTs original parking position. In this case TOBT is the time when an ACFT is ready to start the de-icing process.

If the ACFT is not ready within +/-5 minutes of the last informed TOBT the TOBT must be updated accordingly. TOBT can be updated as described below. Observe, that the target start-up time (TSAT) is generated based on the TOBT. Operators are encouraged to adjust TOBT as close to real as possible.

CDM TOBT procedure doesn't replace the pilots responsibility to keep the adequate flight plan valid and within the given limits.

3. DEPARTURE

3.4.1.2. TARGET START-UP APPROVAL TIME (TSAT)

Time in which the flight crew can request ATC for engines start-up (and push-back).

TSAT is provided by the ATC in order to optimize departure sequence with regard to EOBT, TOBT, ATFM restrictions (CTOT), de-icing and local conditions.

First TSAT will be issued after submission of the first TOBT, but not earlier than 40 min prior EOBT. ATC informs pilots of the TSAT in connection of the enroute clearance.

In interval TSAT +/-5 minutes the flight crew shall request start-up and in case of NOSE-IN stand, push-back. Engines start-up or push-back shall be commenced immediately after receiving the clearance.

If the crew does not request start-up clearance within the interval TSAT +/-5 min and TOBT is not updated the flight is excluded from the sequence until a new TOBT is submitted.

In general, TSAT is not changed during the last TSAT-20 minutes period. However, improvement to the TSAT can be accepted by confirming (or updating) TOBT during this time manually directly to the CDM application.

Also other constraints, like change in CTOT, may cause an update to the TSAT.

Changed TSAT times can be obtained via ATC (R/T), Cockpit laptop (CDM application), Docking guidance system (where available) or your ground handling agent.

Due to operational reasons ATC may provide start-up clearance regardless of the existing TSAT.

After receiving the TSAT the pilot does not need to update flight plan (FPL) and TOBT accordingly. However, TOBT and FPL EOBT always have to encounter with each other (TOBT has to fit to the flight plan window).

3.4.1.3. CDM DE-ICING PROCEDURES

De-icing event is part of the CDM process. Obtaining the optimum departure sequence should the de-icing order be done as early as possible. Placing a de-icing order will cause a recount in the departure and start-up sequence.

If the de-icing stand has been assigned to the original parking position, TSAT is always after the calculated end of the de-icing process. Note that also other constraints for the TSAT assignment, like CTOT, may exist.

Missing the valid TSAT due to de-icing reasons (gate de-icing) shall be immediately reported to your de-icing agent or to the ATC TWR.

3.4.2. GENERAL

Departing IFR flights will receive enroute clearance as follows:

- H24: HELSINKI Delivery

Route clearance shall be requested from appropriate ATC unit not earlier than 25 minutes before the estimated start-up. However, the route clearance must always be requested before de-icing begins. Type of ACFT, ATIS received and (when appropriate) the request to use other RWY than the RWY in use shall be stated.

An ACFT unable to utilise cleared SID route shall inform ATC immediately for an alternative clearance.

3.4.3. START-UP & PUSH-BACK

Contact Ground for start-up and push-back clearance. The stand of the ACFT shall be stated in the initial contact with the ATC unit.

3. DEPARTURE

3.4.4. TAXIING

Unless otherwise instructed ACFT shall use shortest possible way to TWY parallel to the RWY.

3.4.5. APRON SPOT COORDINATION POINTS

After receiving taxi instruction to enter an apron spot proceed to the appropriate apron spot and hold ACFT nose on the spot. Do not enter a TWY until a further taxi clearance has been issued by ATC.

3.5. NOISE ABATEMENT PROCEDURES

After take-off ACFT shall climb as rapidly as practicable to at least 2000'. Standard Instrument Departure Routes depicted on Helsinki SID charts are also minimum noise routings.

Moderately quiet jets (ACFT with flyover noise level less than 89 EPNdB according to ICAO Annex 16, Chapter 3) are allowed to use some PROP/TURBOPROP SID routes.

These routes are indicated on the charts concerned.

3.6. COMMUNICATION FAILURE PROCEDURES

If the flight has acknowledged an initial or intermediate clearance to climb to a level other than the one specified in the current flight plan for the enroute phase of the flight, it shall, if no time or geographical limit was included in the climb clearance, maintain for a period of seven minutes the level to which it was cleared and then continue its flight in accordance with the current flight plan.

A departing controlled flight being vectored by RADAR away from the route specified in its current flight plan and experiencing two-way radio communication failure should proceed in the most direct manner to the route specified in the current flight plan.

3.7. RWY OPERATIONS

3.7.1. MINIMUM RWY OCCUPANCY TIME

On receipt of line-up clearance pilots should ensure, commensurate with safety and standard operating procedures, that they are able to taxi into correct position at the hold and line-up on the RWY as soon as the preceeding ACFT has commenced its take-off roll or landing run.

Pilots shall ensure that cockpit checks have been completed prior to line-up and that they are able to commence the take-off roll immediately after clearance for departure has been issued.

Pilots not able to comply with these requirements should notify ATC.

3.8. OTHER INFORMATION

Due to jetblast hazard, ACFT departing RWY 22L from TWY Y or ZD intersection shall use idle power until clearance for departure has been issued.

HELSINKI Radar

119.1
129.85
*119.7

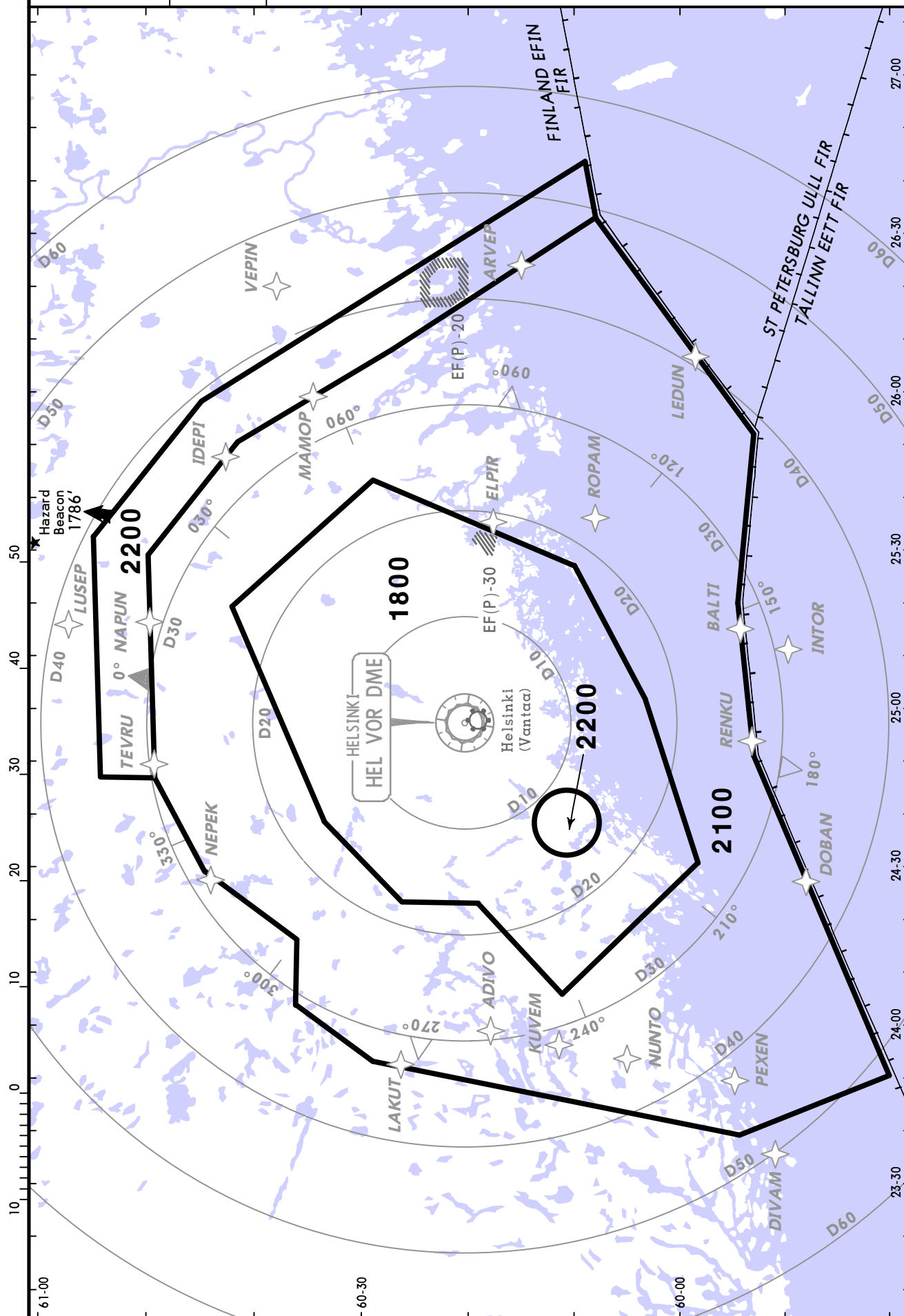
Apt Elev
180'

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 aircraft 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.



RNAV STAR DESIGNATION	REFER TO CHART
DIVAM 1B, INTOR 4B	10-2B
LAKUT 5B, LUSEP 1B	10-2C
MAROM 4B, NAPUN 1B	10-2D
ROPAM 1B, VEPIN 1B	10-2E
PEXEN 4B	10-2F
DIVAM 1R, INTOR 4R	10-2G
LAKUT 5R, LUSEP 1R	10-2H
ROPAM 1R, VEPIN 1R	10-2J
DIVAM 1M, INTOR 5M	10-2K
LAKUT 5M, LUSEP 1M	10-2L
ROPAM 1M, VEPIN 1M	10-2M
DIVAM 1A, INTOR 2A	10-2N
LAKUT 2A, LUSEP 1A	10-2P
ROPAM 1A, VEPIN 1A	10-2Q
DIVAM 1V, INTOR 2V	10-2S
LAKUT 2V, LUSEP 2V	10-2T
PEXEN 2V	10-2U
ROPAM 1V, VEPIN 1V	10-2V
DIVAM 1W, INTOR 4W	10-2W
LAKUT 5W, LUSEP 1W	10-2X
ROPAM 1W, VEPIN 1W	10-2X1

D-ATIS
135.075Apt Elev
180'

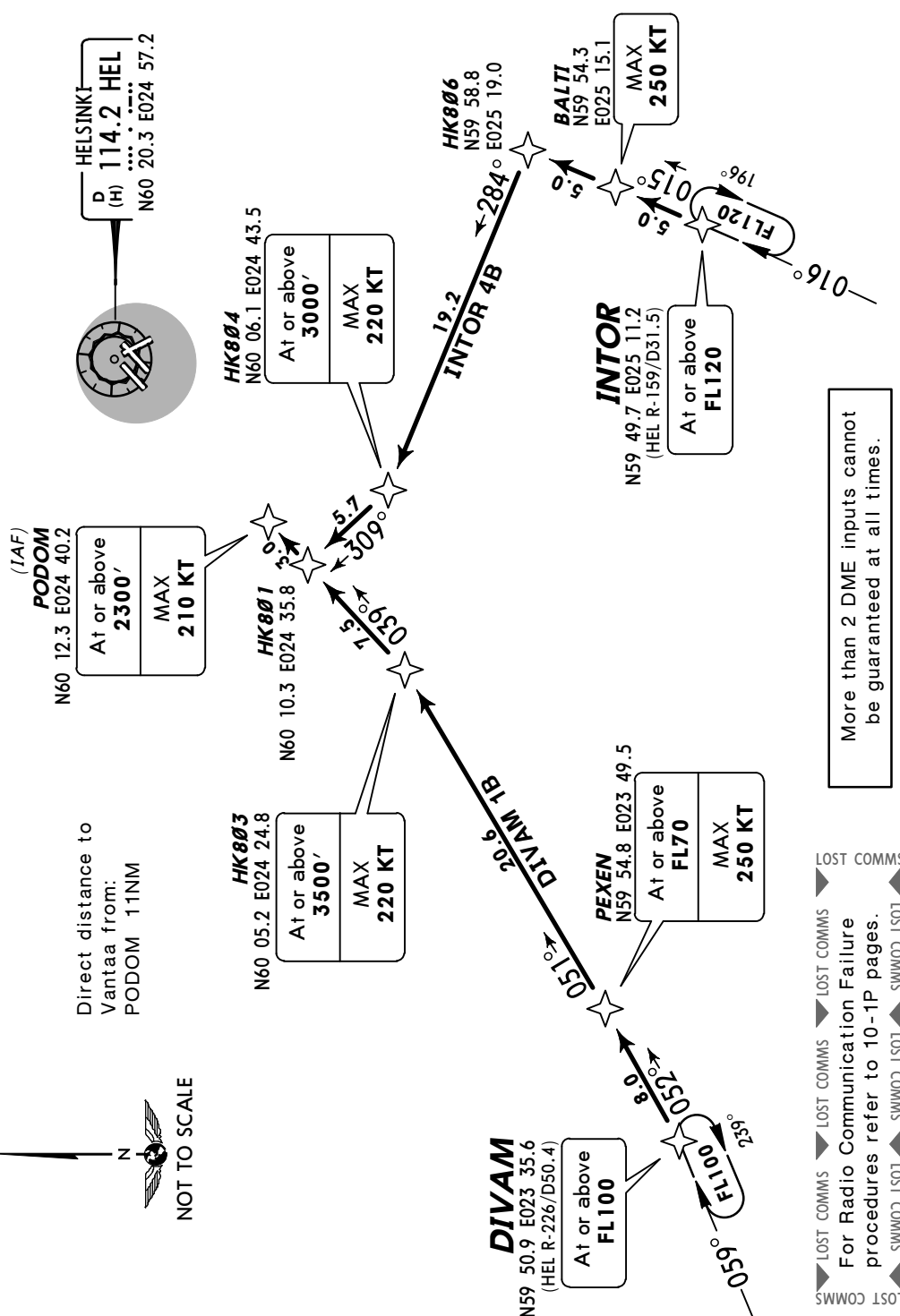
- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
 2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.
 3. STARs are also minimum noise routings.
 4. Descent clearance will be given by ATC.
 5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.
 6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR.

2200'

MSA
ARP

DIVAM 1B [DIVA1B]
INTOR 4B [INTO4B]
RWY 04L RNAV ARRIVALS
RNAV (DME/DME OR GNSS)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



ROUTING

STAR

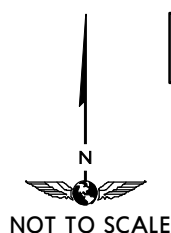
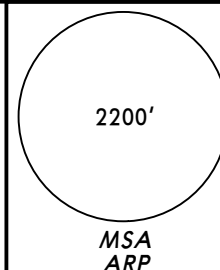
DIVAM 1B	DIVAM (FL100+) - PEXEN (FL70+; K250-) - HK803 (3500'+; K220-) - HK801 - PODOM (2300'+; K210-).
INTOR 4B	INTOR (FL120+) - BALTI (K250-) - HK806 - HK804 (3000'+; K220-) - HK801 - PODOM (2300'+; K210-).

D-ATIS
135.075Apt Elev
180'

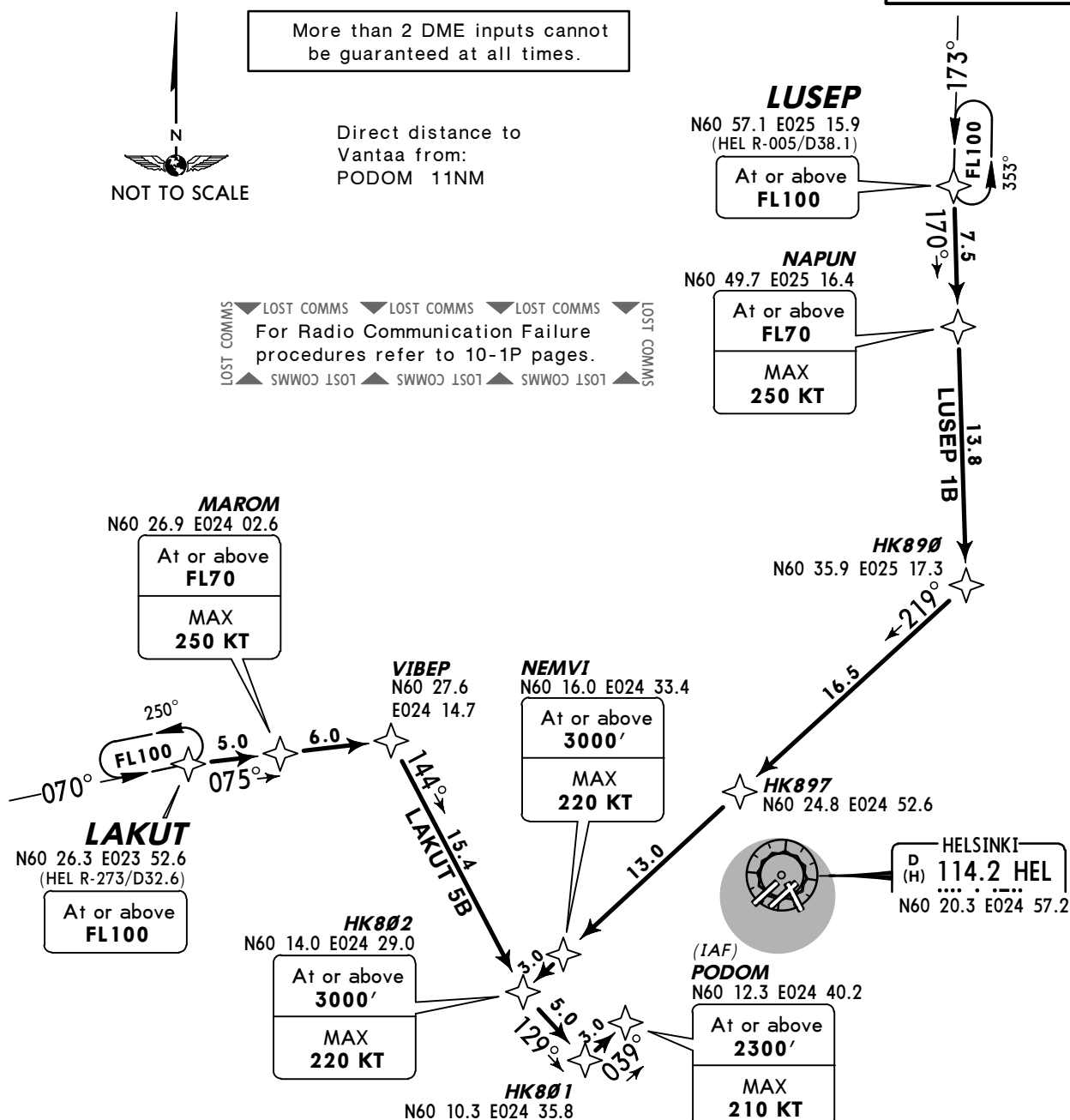
- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
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 5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.
 6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR.

**LAKUT 5B [LAKU5B]
LUSEP 1B [LUSE1B]
RWY 04L RNAV ARRIVALS**
RNAV (DME/DME OR GNSS)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC

More than 2 DME inputs cannot
be guaranteed at all times.Direct distance to
Vantaa from:
PODOM 11NM

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
For Radio Communication Failure
procedures refer to 10-1P pages.
SWWOC 1S01 SWWOC 1S01 SWWOC 1S01 SWWOC 1S01



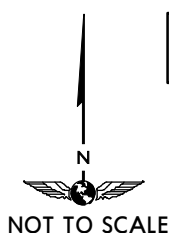
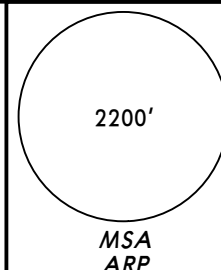
STAR	ROUTING
LAKUT 5B	LAKUT (FL100+) - MAROM (FL70+; K250-) - VIBEP - HK802 (3000'+; K220-) - HK801 - PODOM (2300'+; K210-).
LUSEP 1B	LUSEP (FL100+) - NAPUN (FL70+; K250-) - HK890 - HK897 - NEMVI (3000'+; K220-) - HK802 (3000'+; K220-) - HK801 - PODOM (2300'+; K210-).

D-ATIS
135.075Apt Elev
180'

- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
 2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.
 3. STARs are also minimum noise routings.
 4. Descent clearance will be given by ATC.
 5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.
 6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR.

MAROM 4B [MARO4B]
NAPUN 1B [NAPU1B]
RWY 04L RNAV ARRIVALS
RNAV (DME/DME OR GNSS)

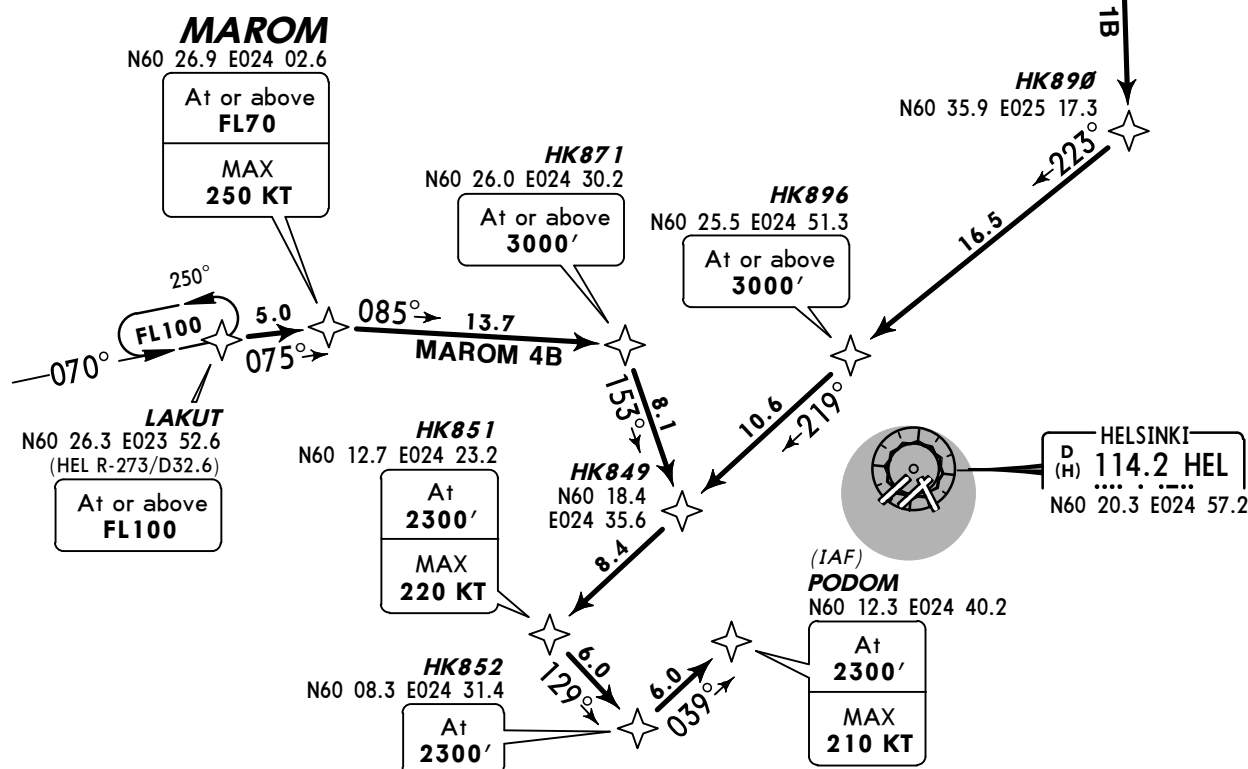
P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



More than 2 DME inputs cannot
be guaranteed at all times.

Direct distance to
Vantaa from:
PODOM 11NM

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
For Radio Communication Failure
procedures refer to 10-1P pages.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS



STAR

ROUTING

MAROM 4B

LAKUT (FL100+) - MAROM (FL70+; K250-) - HK871 (3000'+) - HK849 - HK851 (2300'; K220-) - HK852 (2300') - PODOM (2300'; K210-).

NAPUN 1B

LUSEP (FL100+) - NAPUN (FL70+; K250-) - HK890 - HK896 (3000'+) - HK849 - HK851 (2300'; K220-) - HK852 (2300') - PODOM (2300'; K210-).

D-ATIS
135.075Apt Elev
180'

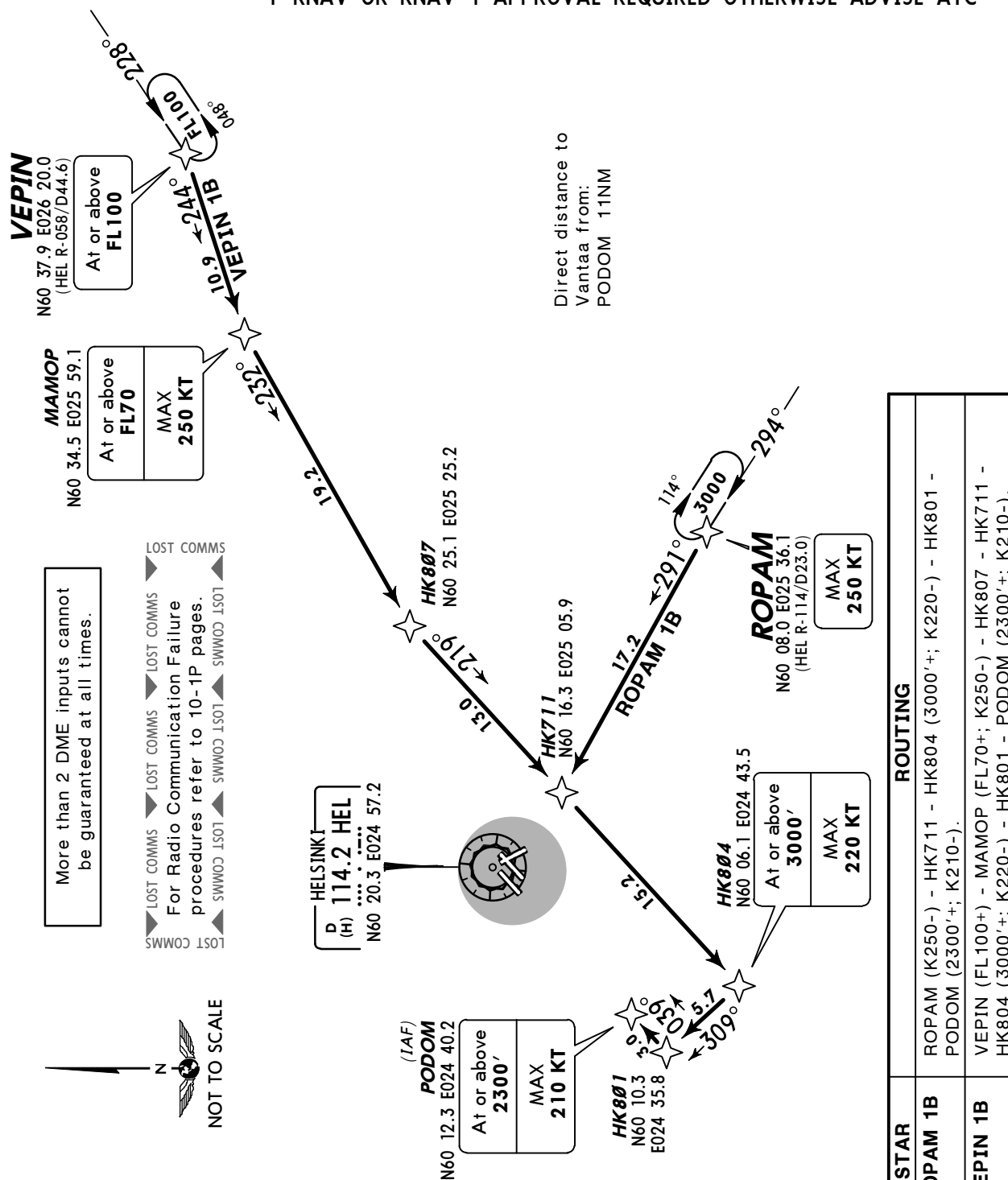
- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
 2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.
 3. STARs are also minimum noise routings.
 4. Descent clearance will be given by ATC.
 5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.
 6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR.

2200'

MSA
ARP

**ROPAM 1B [ROPA1B]
VEPIN 1B [VEPI1B]
RWY 04L RNAV ARRIVALS**
RNAV (DME/DME OR GNSS)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



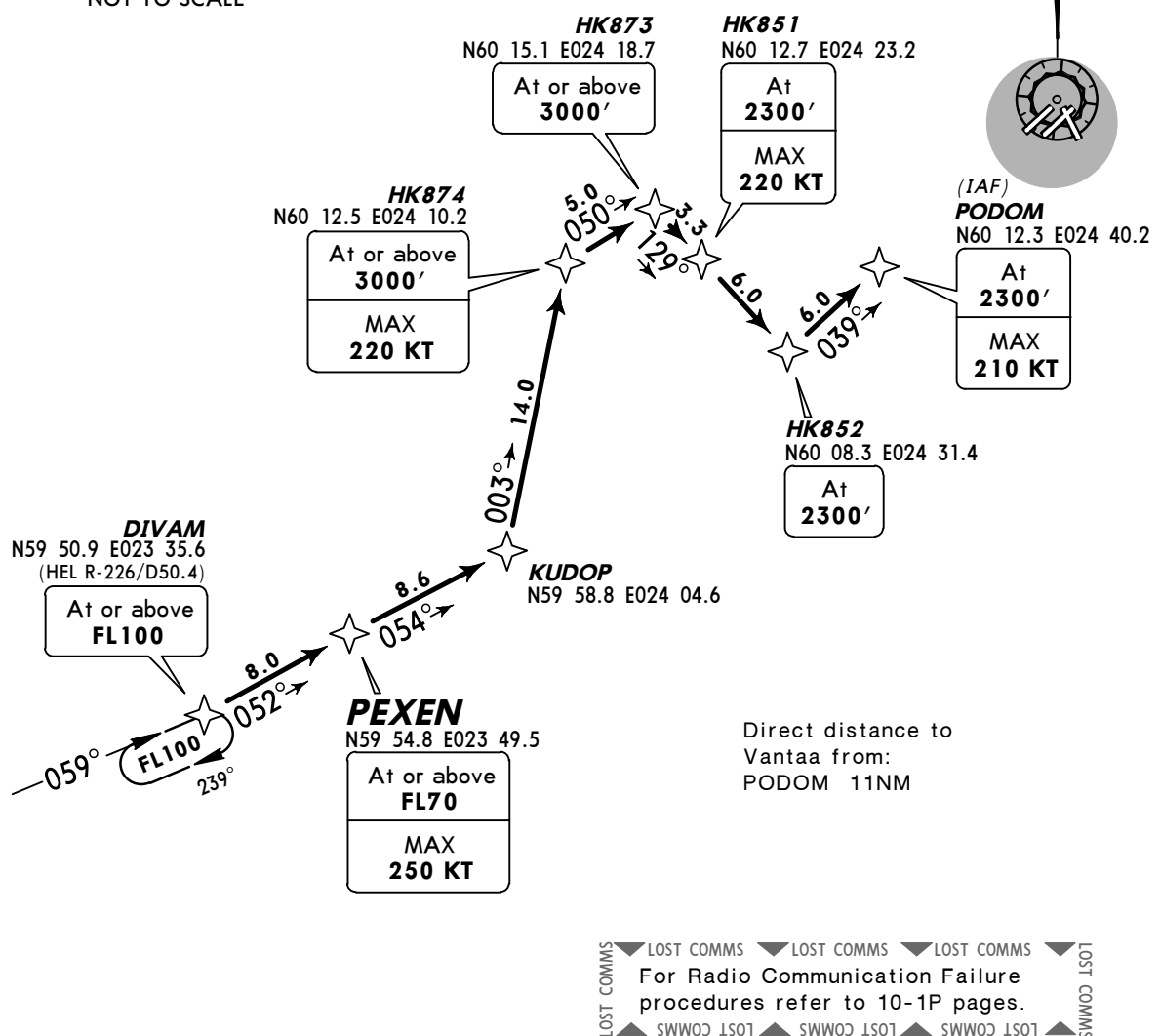
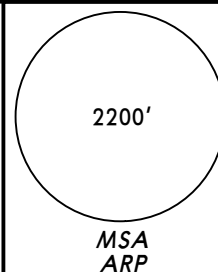
D-ATIS
135.075Apt Elev
180'

- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
 2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.
 3. STARs are also minimum noise routings.
 4. Descent clearance will be given by ATC.
 5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.
 6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR.

**PEXEN 4B [PEXE4B]
RWY 04L RNAV ARRIVAL**

RNAV (DME/DME OR GNSS)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC

More than 2 DME inputs cannot
be guaranteed at all times.**ROUTING**

DIVAM (FL100+) - PEXEN (FL70+; K250-) - KUDOP - HK874 (3000'+; K220-) - HK873 (3000'+) - HK851 (2300'; K220-) - HK852 (2300') - PODOM (2300'; K210-).

Apt Elev
180'

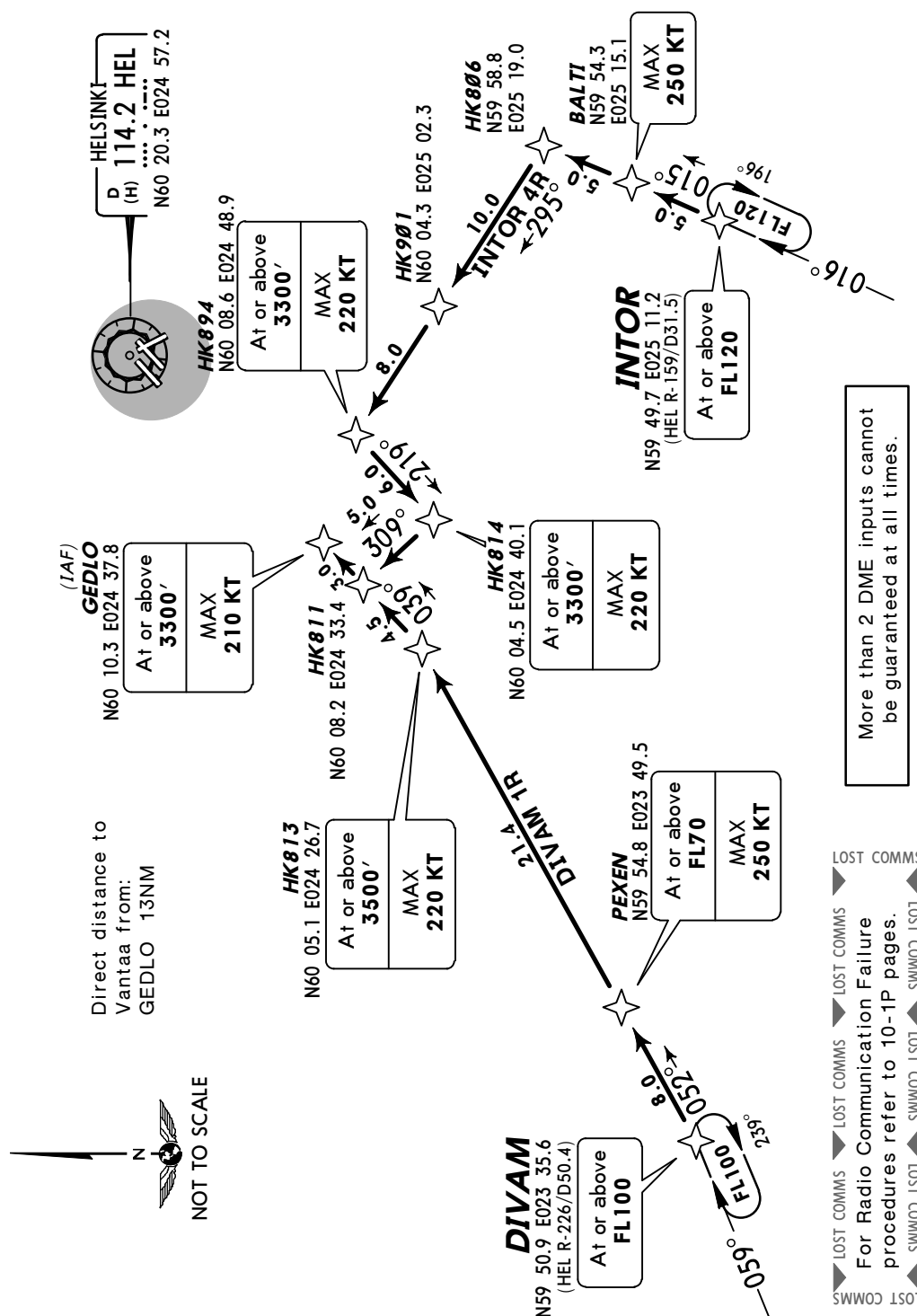
- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
 2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.
 3. STARs are also minimum noise routings.
 4. Descent clearance will be given by ATC.
 5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.
 6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR.

2200'

MSA
ARP

**DIVAM 1R [DIVA1R]
INTOR 4R [INTO4R]
RWY 04R RNAV ARRIVALS
RNAV (DME/DME OR GNSS)**

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



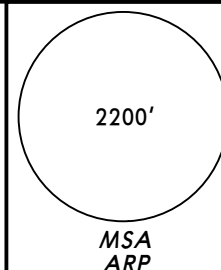
STAR	ROUTING
DIVAM 1R	DIVAM (FL100+) - PEXEN (FL70+; K250-) - HK813 (3500'+; K220-) - HK811 - GEDLO (3300'+; K210-).
INTOR 4R	INTOR (FL120+) - BALTI (K250-) - HK806 - HK901 - HK894 (3300'+; K220-) - HK814 (3300'+; K220-) - HK811 - GEDLO (3300'+; K210-).

D-ATIS
135.075Apt Elev
180'

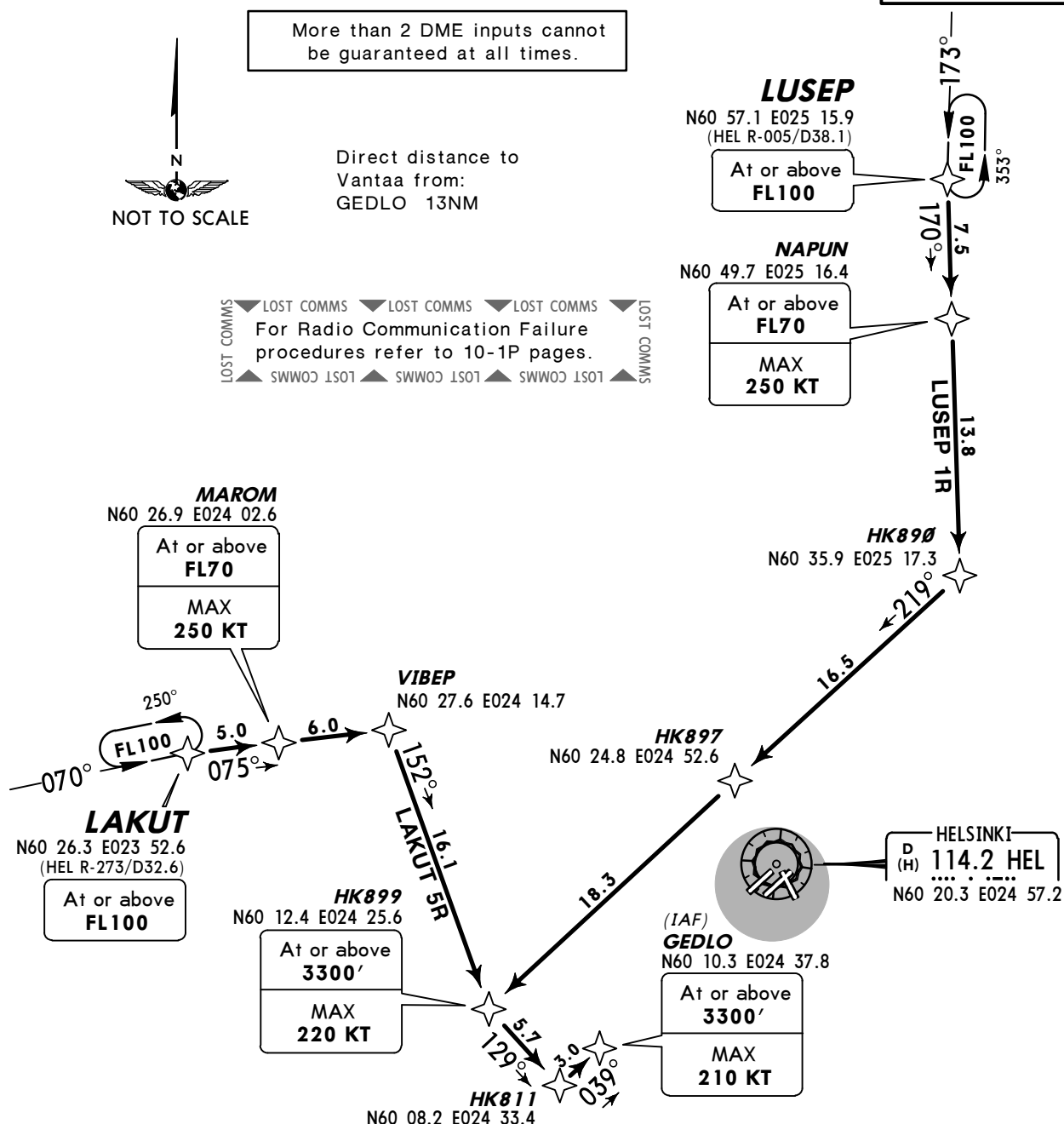
- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
 2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.
 3. STARs are also minimum noise routings.
 4. Descent clearance will be given by ATC.
 5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.
 6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR.

**LAKUT 5R [LAKU5R]
LUSEP 1R [LUSE1R]
RWY 04R RNAV ARRIVALS**
RNAV (DME/DME OR GNSS)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC

More than 2 DME inputs cannot
be guaranteed at all times.Direct distance to
Vantaa from:
GEDLO 13NM

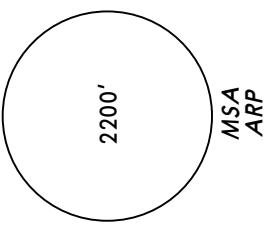
LOST COMMS LOST COMMS LOST COMMS LOST COMMS
For Radio Communication Failure
procedures refer to 10-1P pages.
SWWOC ISOT SWWOC ISOT SWWOC ISOT SWWOC ISOT



STAR	ROUTING
LAKUT 5R	LAKUT (FL100+) - MAROM (FL70+; K250-) - VIBEP - HK899 (3300'+; K220-) - HK811 - GEDLO (3300'+; K210-).
LUSEP 1R	LUSEP (FL100+) - NAPUN (FL70+; K250-) - HK890 - HK897 - HK899 (3300'+; K220-) - HK811 - GEDLO (3300'+; K210-).

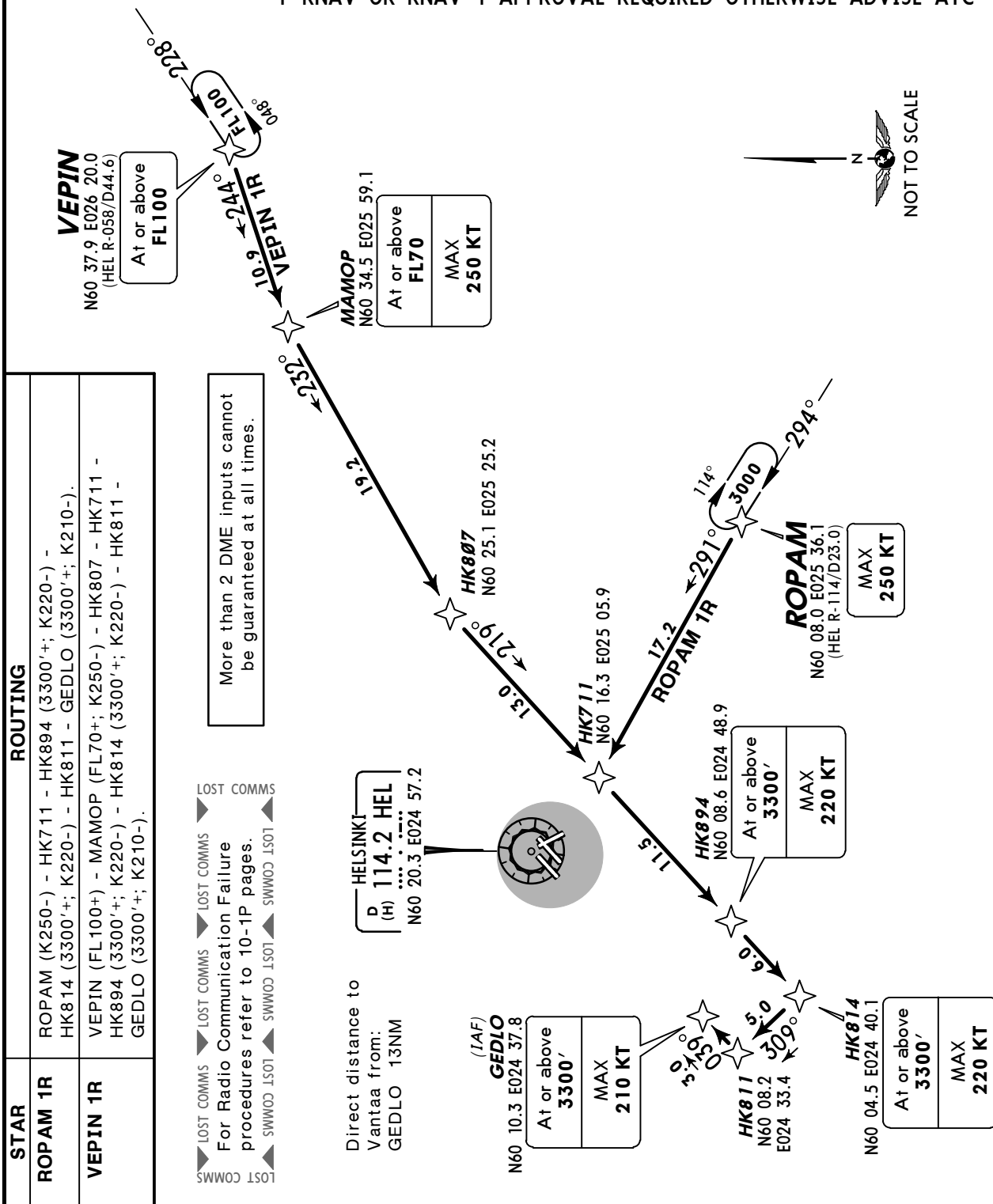
D-ATIS
135.075Apt Elev
180'

- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
 2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.
 3. STARs are also minimum noise routings.
 4. Descent clearance will be given by ATC.
 5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.
 6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR.



ROPAM 1R [ROPA1R]
VEPIN 1R [VEPI1R]
RWY 04R RNAV ARRIVALS
RNAV (DME/DME OR GNSS)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



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- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
 2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.
 3. STARs are also minimum noise routings.
 4. Descent clearance will be given by ATC.
 5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.
 6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR.

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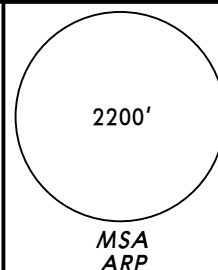
D-ATIS
135.075Apt Elev
180'

- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
 2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.
 3. STARs are also minimum noise routings.
 4. Descent clearance will be given by ATC.
 5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.
 6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR.

**LAKUT 2A [LAKU2A]
LUSEP 1A [LUSE1A]
RWY 22L RNAV ARRIVALS**

RNAV (DME/DME OR GNSS)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC

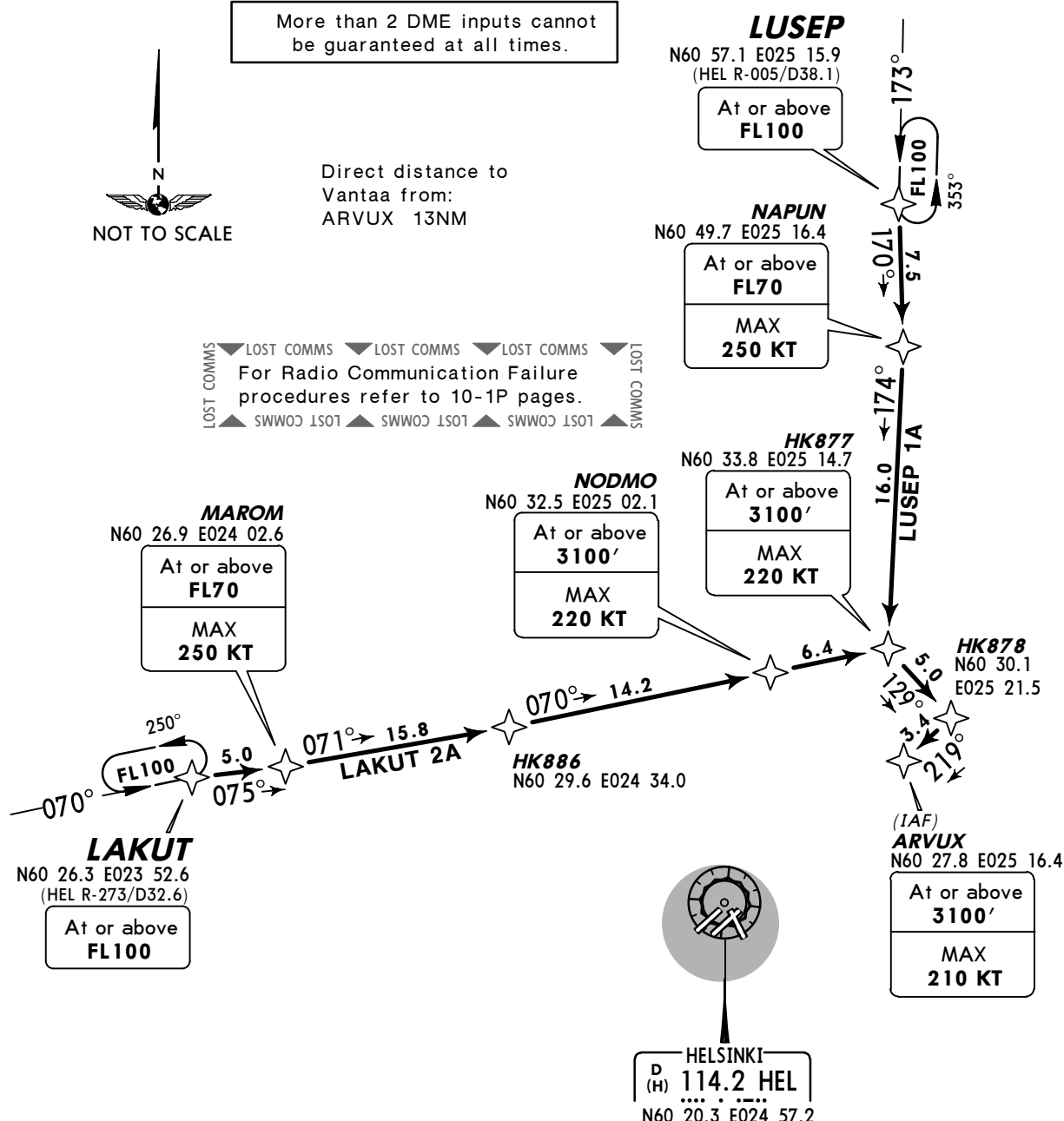


More than 2 DME inputs cannot
be guaranteed at all times.



Direct distance to
Vantaa from:
ARVUX 13NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
For Radio Communication Failure
procedures refer to 10-1P pages.
▲ SSWWOC 1S01 ▲ SSWWOC 1S01 ▲ SSWWOC 1S01 ▲



STAR	ROUTING
LAKUT 2A	LAKUT (FL100+) - MAROM (FL70+; K250-) - HK886 - NODMO (3100'+; K220-) - HK877 (3100'+; K220-) - HK878 - ARVUX (3100'+; K210-).
LUSEP 1A	LUSEP (FL100+) - NAPUN (FL70+; K250-) - HK877 (3100'+; K220-) - HK878 - ARVUX (3100'+; K210-).

D-ATIS
135.075Apt Elev
180'

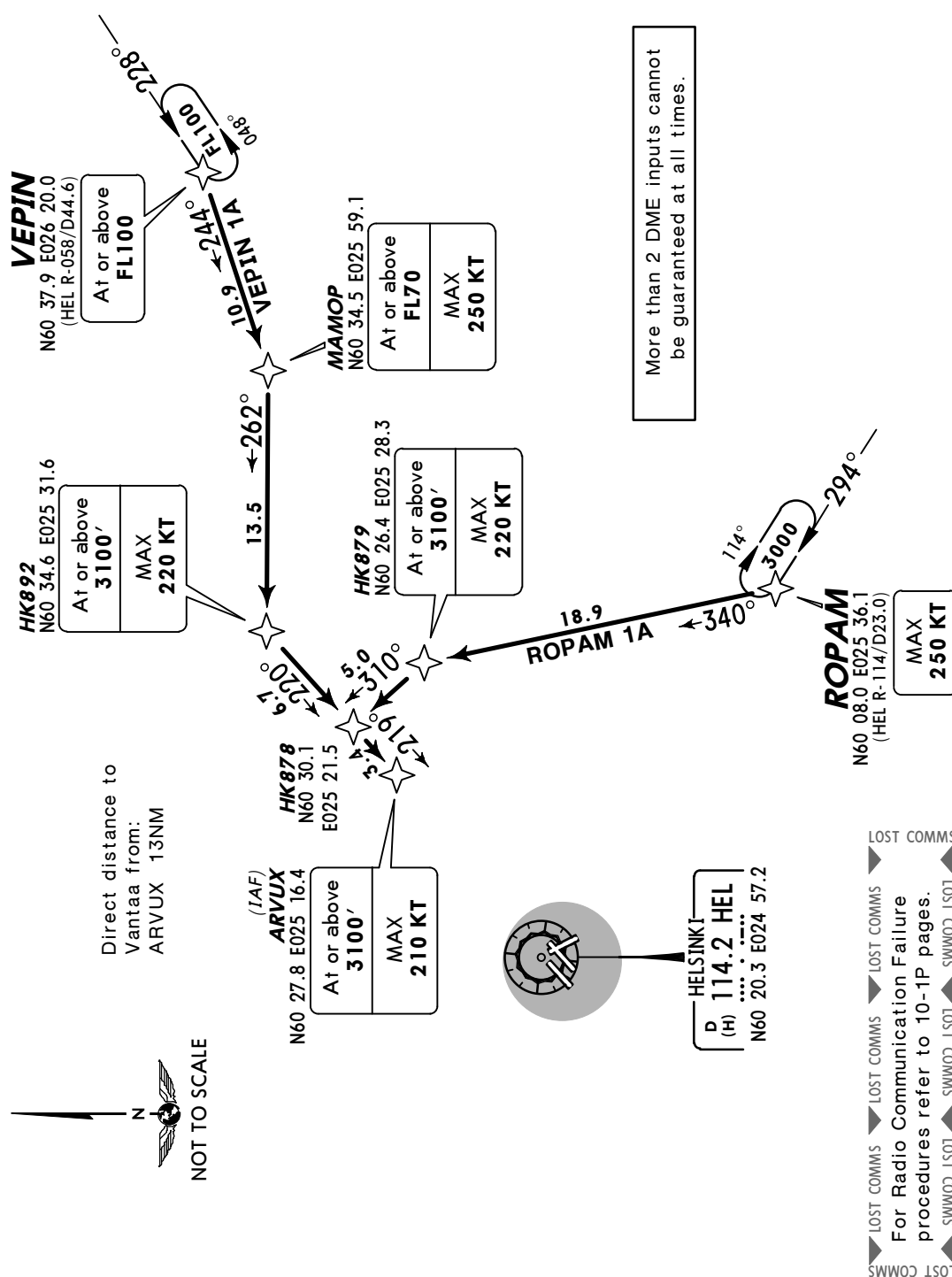
- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
 2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.
 3. STARs are also minimum noise routings.
 4. Descent clearance will be given by ATC.
 5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.
 6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR.

2200'

MSA
ARP

**ROPAM 1A [ROPA1A]
VEPIN 1A [VEPI1A]
RWY 22L RNAV ARRIVALS**
RNAV (DME/DME OR GNSS)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



ROUTING

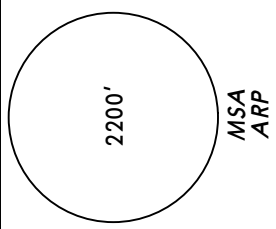
STAR

ROPAM 1A	ROPAM (K250-) - HK879 (3100'+; K220-) - ARVUX (3100'+; K210-).
VEPIN 1A	VEPIN (FL100+) - MAMOP (FL70+; K250-) - HK892 (3100'+; K220-) - HK878 - ARVUX (3100'+; K210-).

D-ATIS
135.075

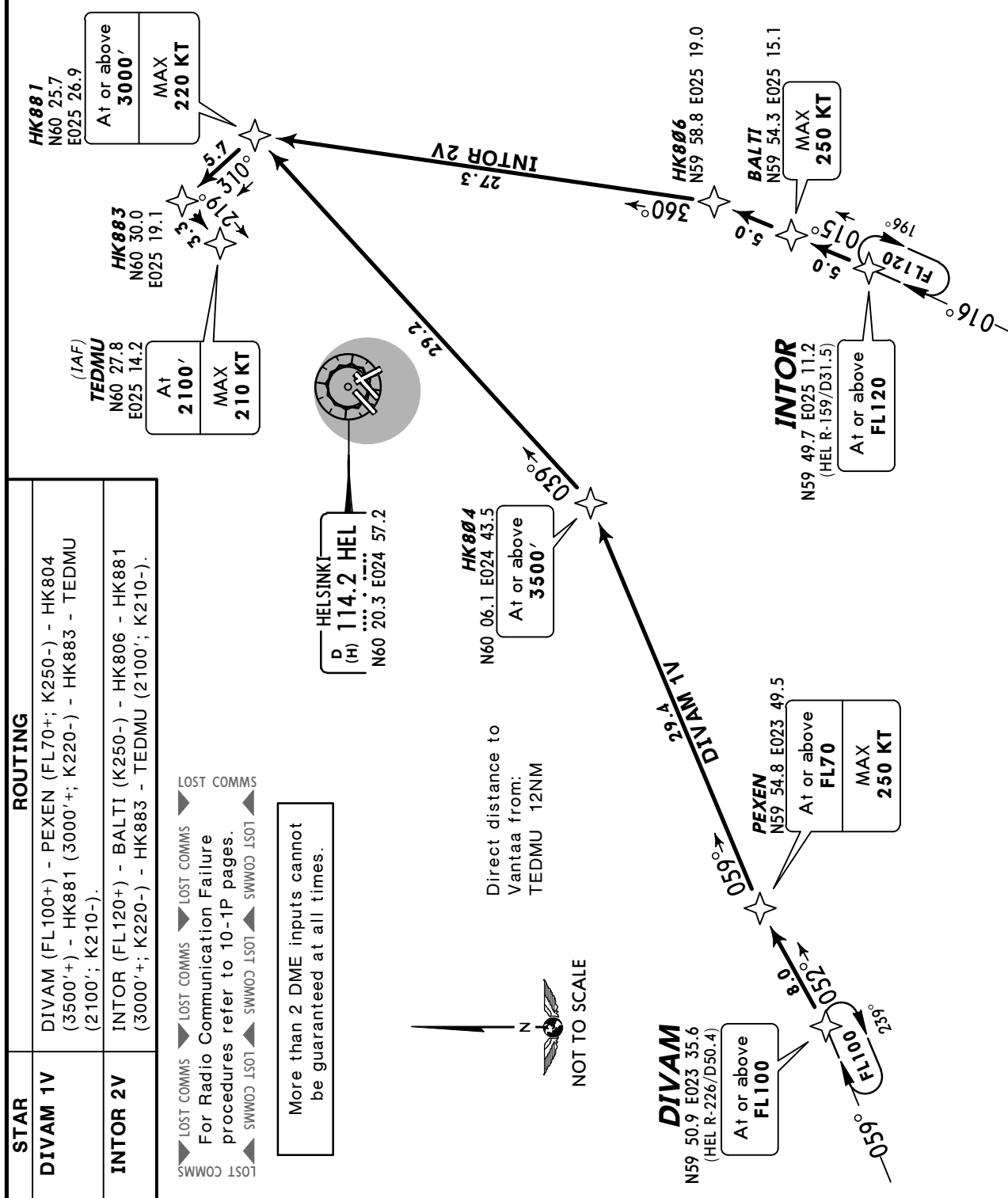
Apt Elev
180'

- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
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 3. STARs are also minimum noise routings.
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 5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.
 6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR.



**DIVAM 1V [DIVA1V]
INTOR 2V [INTO2V]
RWY 22R RNAV ARRIVALS**
RNAV (DME/DME OR GNSS)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC

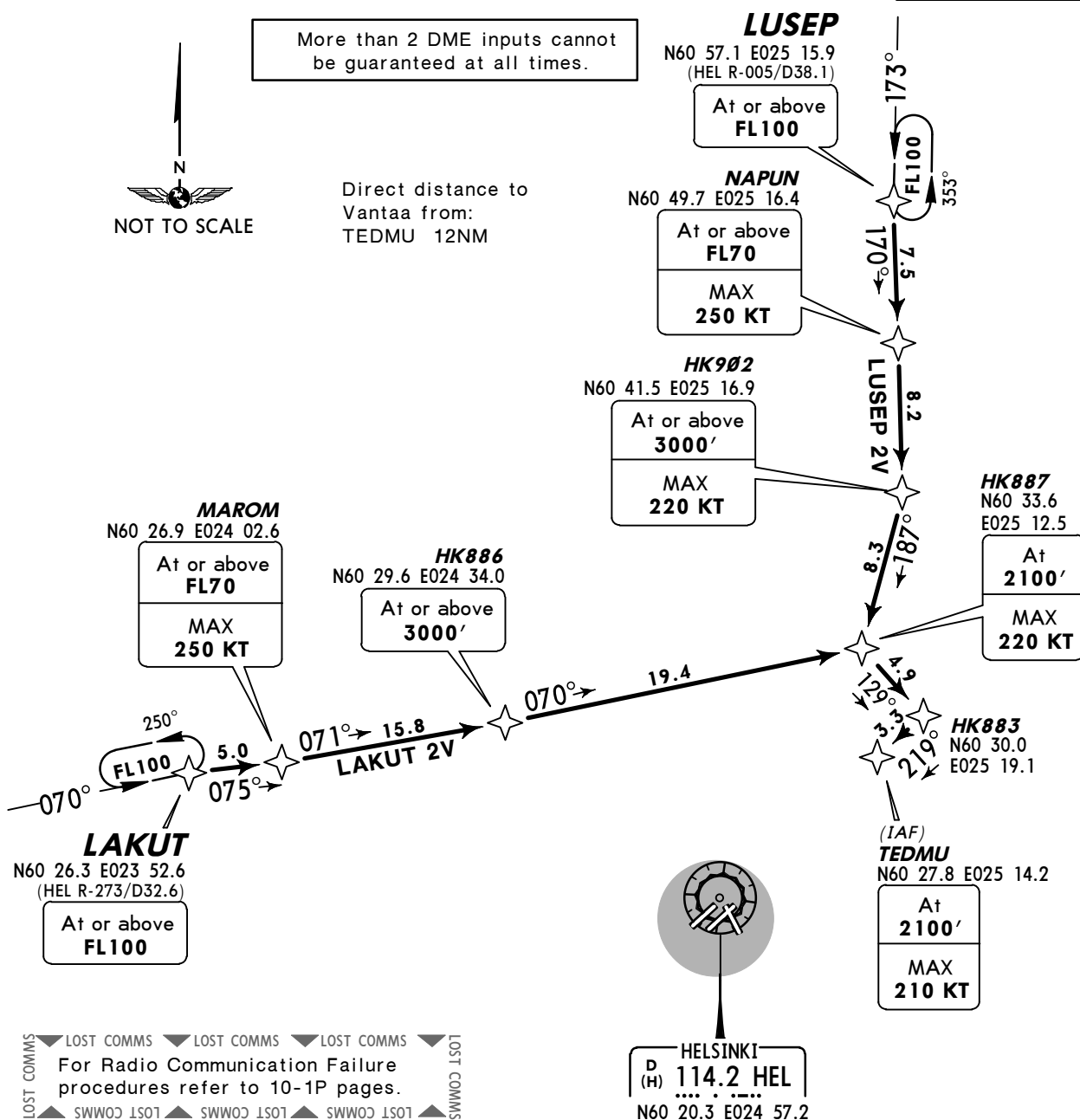
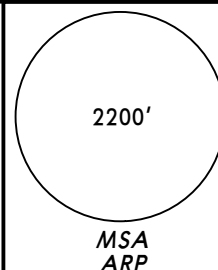


D-ATIS
135.075Apt Elev
180'

- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
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 3. STARs are also minimum noise routings.
 4. Descent clearance will be given by ATC.
 5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.
 6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR.

**LAKUT 2V [LAKU2V]
LUSEP 2V [LUSE2V]
RWY 22R RNAV ARRIVALS**
RNAV (DME/DME OR GNSS)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



STAR	ROUTING
LAKUT 2V	LAKUT (FL100+) - MAROM (FL70+; K250-) - HK886 (3000'+) - HK887 (2100'; K220-) - HK883 - TEDMU (2100'; K210-).
LUSEP 2V	LUSEP (FL100+) - NAPUN (FL70+; K250-) - HK902 (3000'+; K220-) - HK887 (2100'; K220-) - HK883 - TEDMU (2100'; K210-)

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

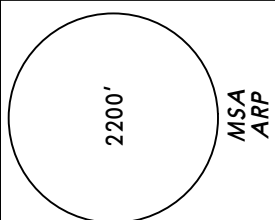
1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.
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5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.
6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR.

RNAV (DME/DME OR GNSS)
P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



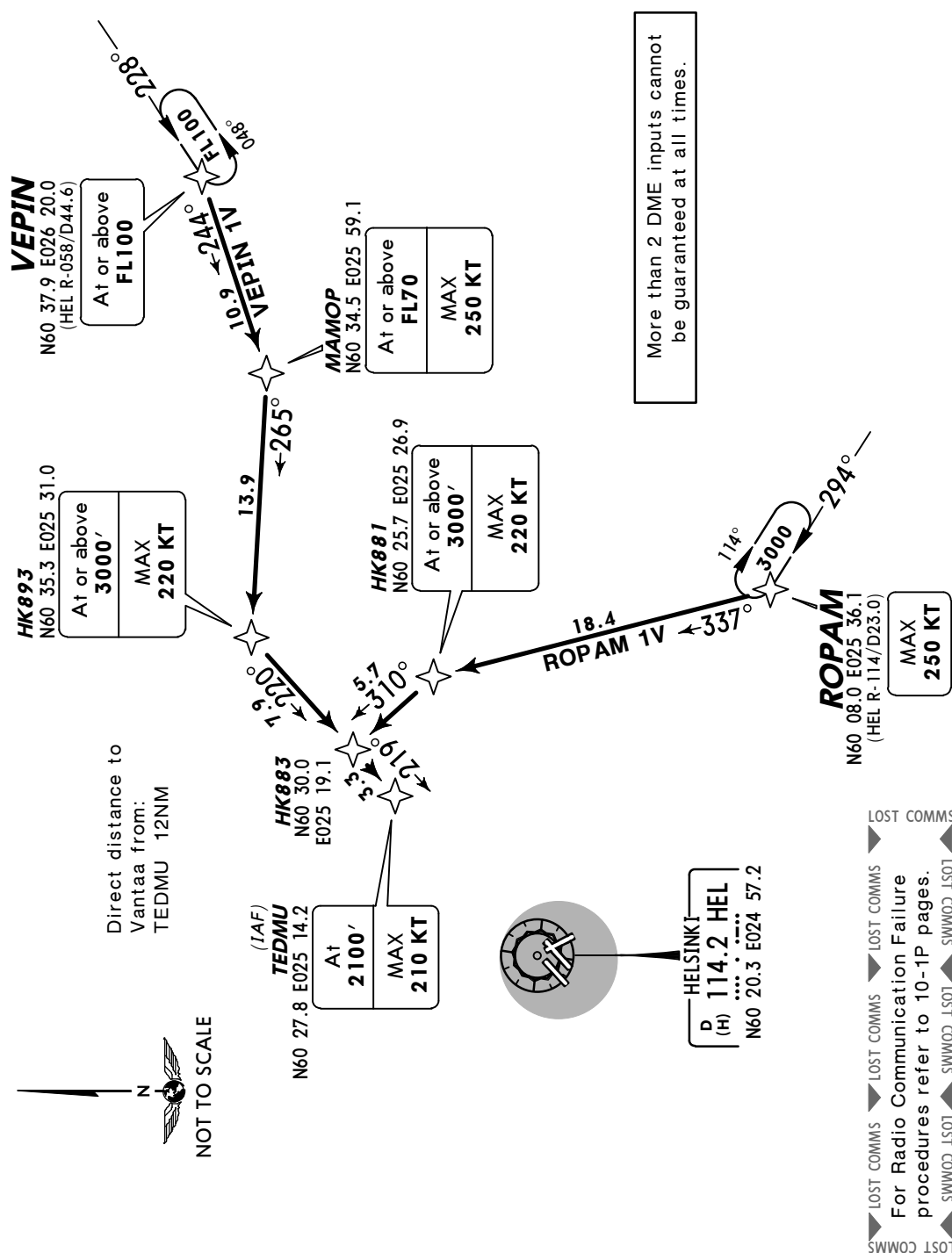
D-ATIS
135.075Apt Elev
180'

- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
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 5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.
 6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR.



**ROPAM 1V [ROPA1V]
VEPIN 1V [VEPI1V]
RWY 22R RNAV ARRIVALS**
RNAV (DME/DME OR GNSS)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



ROUTING

STAR

ROPAM 1V	ROPAM (K250-) - HK881 (3000'+; K220-) - TEDMU (2100'; K210-).
VEPIN 1V	VEPIN (FL100+) - MAMOP (FL70'+; K250-) - HK893 (3000'+; K220-) - HK883 - TEDMU (2100'; K210-).

LOST COMMS
For Radio Communication Failure procedures refer to 10-1P pages.
SWW03 LSOT
SWW03 LSOT
SWW03 LSOT
LOST COMMS

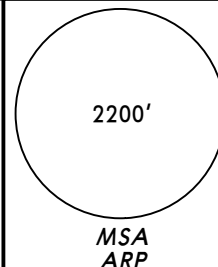
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D-ATIS
135.075Apt Elev
180'

- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
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 3. STARs are also minimum noise routings.
 4. Descent clearance will be given by ATC.
 5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.
 6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR.

**LAKUT 5W [LAKU5W]
LUSEP 1W [LUSE1W]
RWY 33 RNAV ARRIVALS**
RNAV (DME/DME OR GNSS)

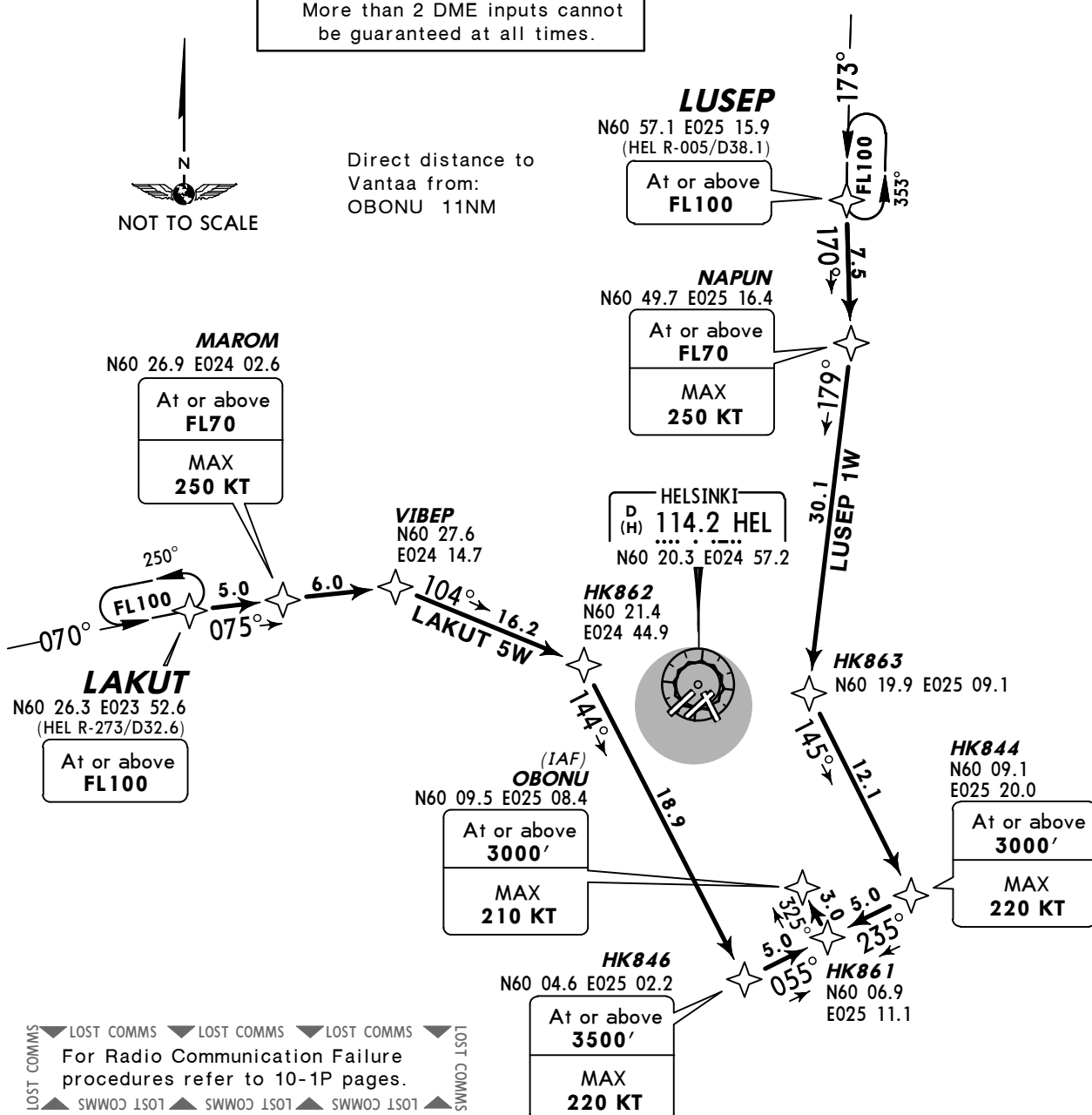
P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



More than 2 DME inputs cannot
be guaranteed at all times.



Direct distance to
Vantaa from:
OBONU 11NM



STAR

ROUTING

LAKUT 5W

LAKUT (FL100+) - MAROM (FL70+; K250-) - VIBEP - HK862 - HK846 (3500'+; K220-) - HK861 - OBONU (3000'+; K210-).

LUSEP 1W

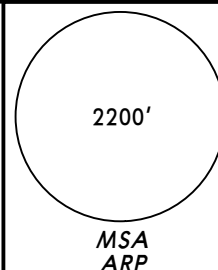
LUSEP (FL100+) - NAPUN (FL70+; K250-) - HK863 - HK844 (3000'+; K220-) - HK861 - OBONU (3000'+; K210-).

D-ATIS
135.075Apt Elev
180'

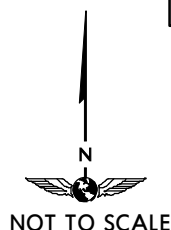
- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
 2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.
 3. STARs are also minimum noise routings.
 4. Descent clearance will be given by ATC.
 5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.
 6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR.

**ROPAM 1W [ROPA1W]
VEPIN 1W [VEPI1W]
RWY 33 RNAV ARRIVALS**
RNAV (DME/DME OR GNSS)

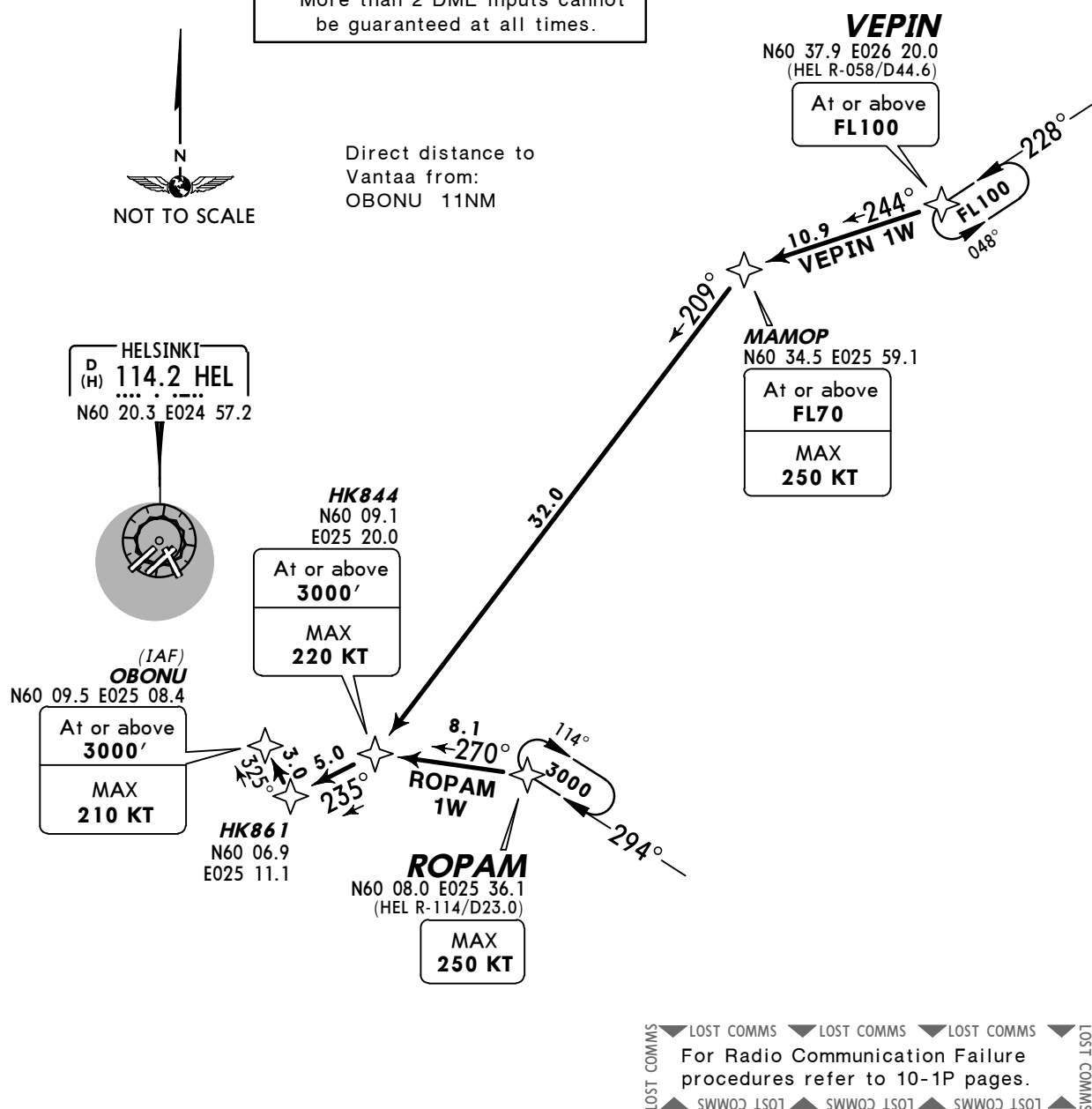
P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



More than 2 DME inputs cannot
be guaranteed at all times.



Direct distance to
Vantaa from:
OBONU 11NM



STAR	ROUTING
ROPAM 1W	ROPAM (K250-) - HK844 (3000'+; K220-) - HK861 - OBONU (3000'+; K210-).
VEPIN 1W	VEPIN (FL100+) - MAMOP (FL70+; K250-) - HK844 (3000'+; K220-) - HK861 - OBONU (3000'+; K210-).

HELSINKI Radar
129.85Apt Elev
180'

- Trans level: By ATC Trans alt: 5000'
1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar.
 2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.
 3. SIDs are also minimum noise routings.
 4. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.

UNURU 3Z [UNUR3Z]
RWY 04L RNAV DEPARTURE
RNAV (GNSS)

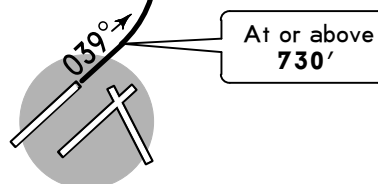
(DME/DME NOT SUPPORTED)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC

2200'

MSA
ARP**UNURU**
N60 27.9 E024 45.9MAX
250 KT

Direct distance from
Vantaa Apt to:
UNURU 11NM



This SID requires a minimum climb gradient
of
300' per NM (5.0%) up to 4000' due to airspace
restrictions.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	380	506	760	1013	1266	1519

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
For Radio Communication Failure
procedures refer to 10-1P pages.
▲ S W W O C I S O T ▲ S W W O C I S O T ▲ S W W O C I S O T ▲

Initial climb clearance **4000'** or assigned altitude if lower,
climb to higher level only when cleared by ATC.

After take-off climb as rapidly as possible to at least 2000'.

ROUTING

(730'+) - UNURU (K250-).

HELSINKI Radar
(ELPEN 4C, LULAB 2C,
XOMRI 1C) (LULAB 2C,
VETUD 3C)
119.1 129.85

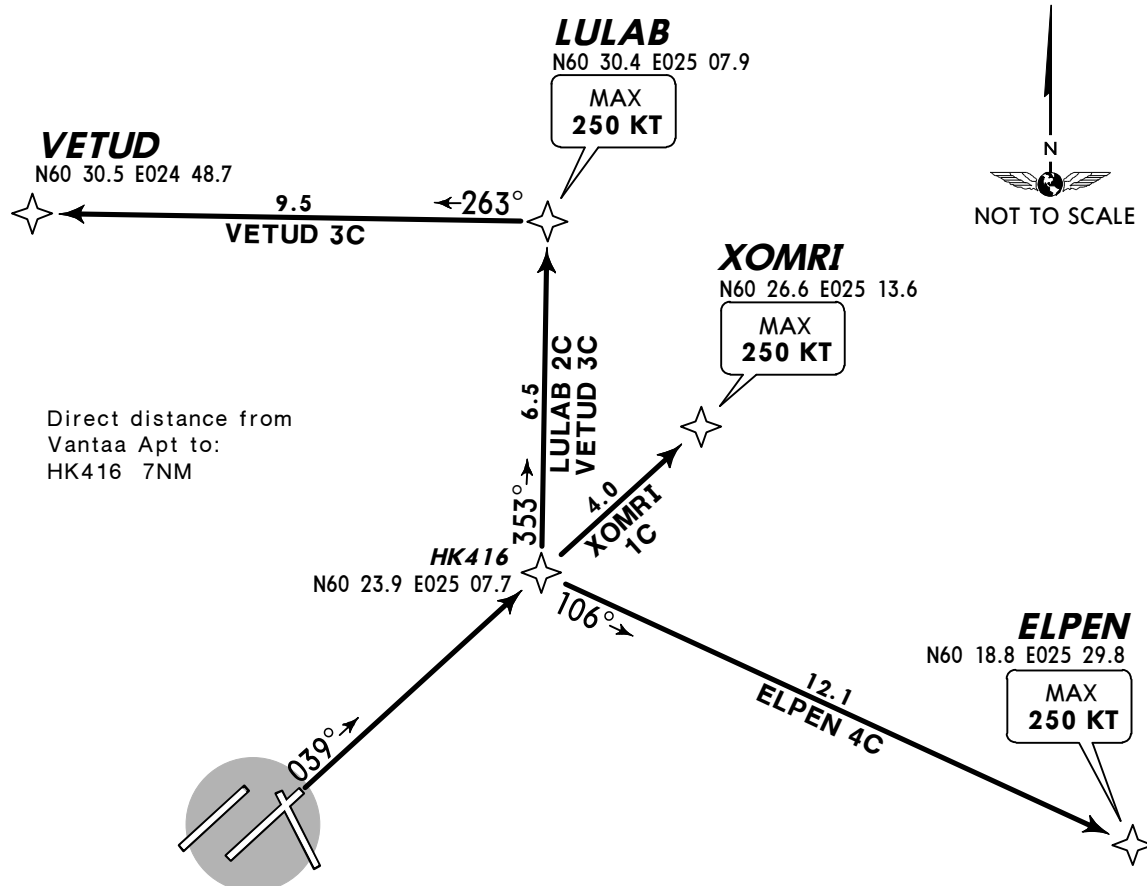
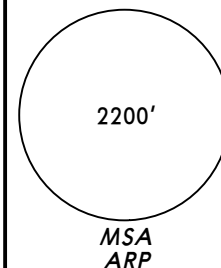
Apt Elev
180'

- Trans level: By ATC Trans alt: 5000'
1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar.
 2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.
 3. SIDs are also minimum noise routings.
 4. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.
 5. EXPECT close-in obstacles

**ELPEN 4C [ELPE4C]
LULAB 2C [LULA2C]
VETUD 3C [VETU3C]
XOMRI 1C [XOMRI1C]
RWY 04R RNAV DEPARTURES**

RNAV (GNSS)
(DME/DME NOT SUPPORTED)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



These SIDs require a minimum climb gradient of 300' per NM (5.0%) up to 4000' due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	380	506	760	1013	1266	1519

LOST COMMS
For Radio Communication Failure procedures refer to 10-1P pages.
LOST COMMS

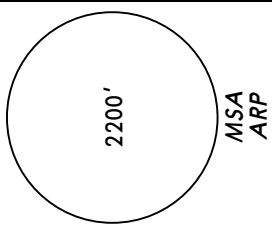
Initial climb clearance **4000'** or assigned altitude if lower, climb to higher level only when cleared by ATC.

After take-off climb as rapidly as possible to at least 2000'.

SID	ROUTING
ELPEN 4C	(730'+) - HK416 - ELPEN (K250-).
LULAB 2C	(730'+) - HK416 - LULAB (K250-).
VETUD 3C	(730'+) - HK416 - LULAB (K250-) - VETUD.
XOMRI 1C	(730'+) - HK416 - XOMRI (K250-).

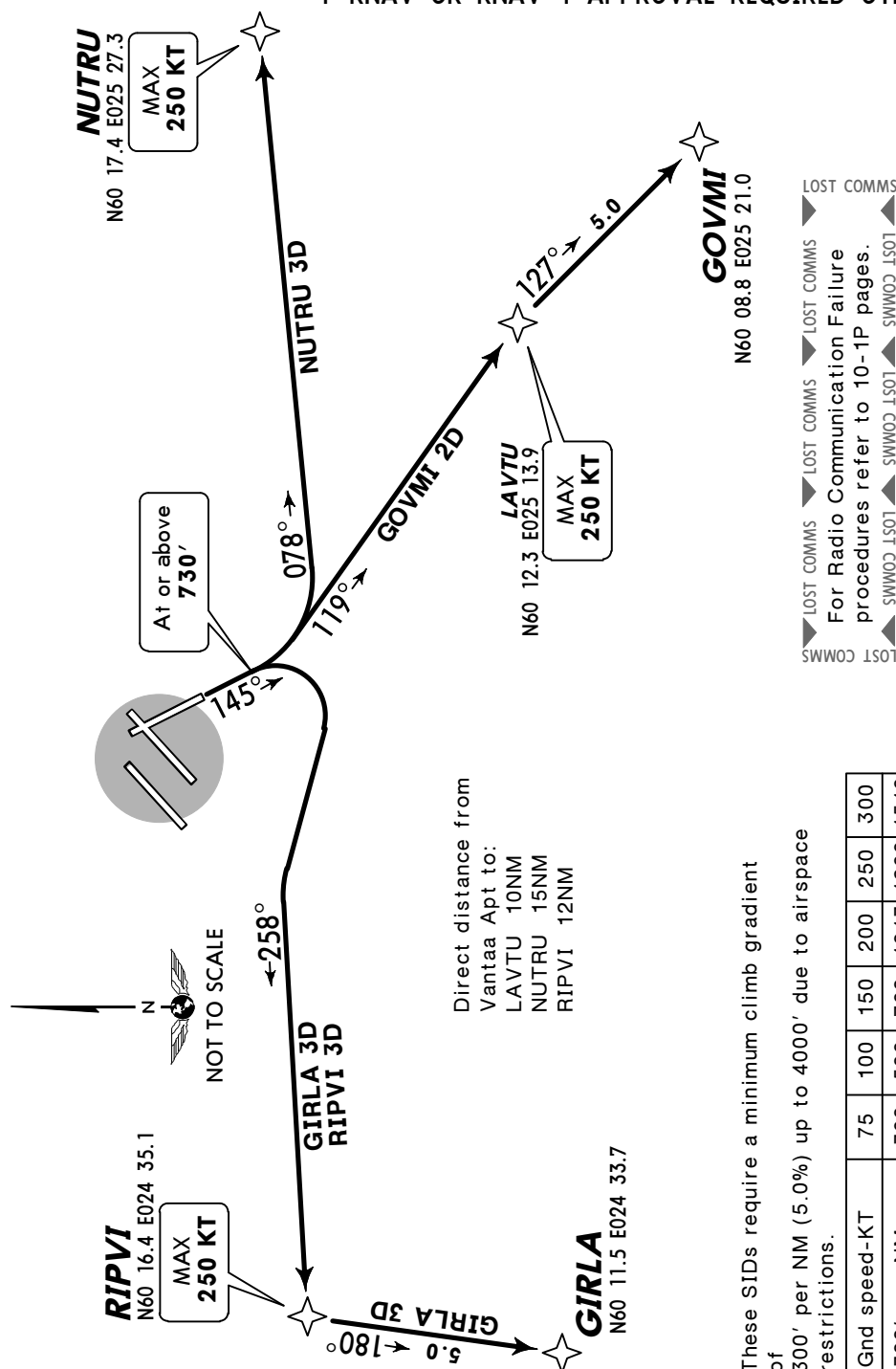
Trans level: By ATC Trans alt: 5000'

1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar.
2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.
3. SIDs are also minimum noise routings.
4. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.



(DME/DME NOT SUPPORTED)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



These SIDs require a minimum climb gradient of 300' per NM (5.0%) up to 4000' due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	380	506	760	1013	1266	1519

Initial climb clearance 4000' or assigned altitude if lower, climb to higher level only when cleared by ATC.

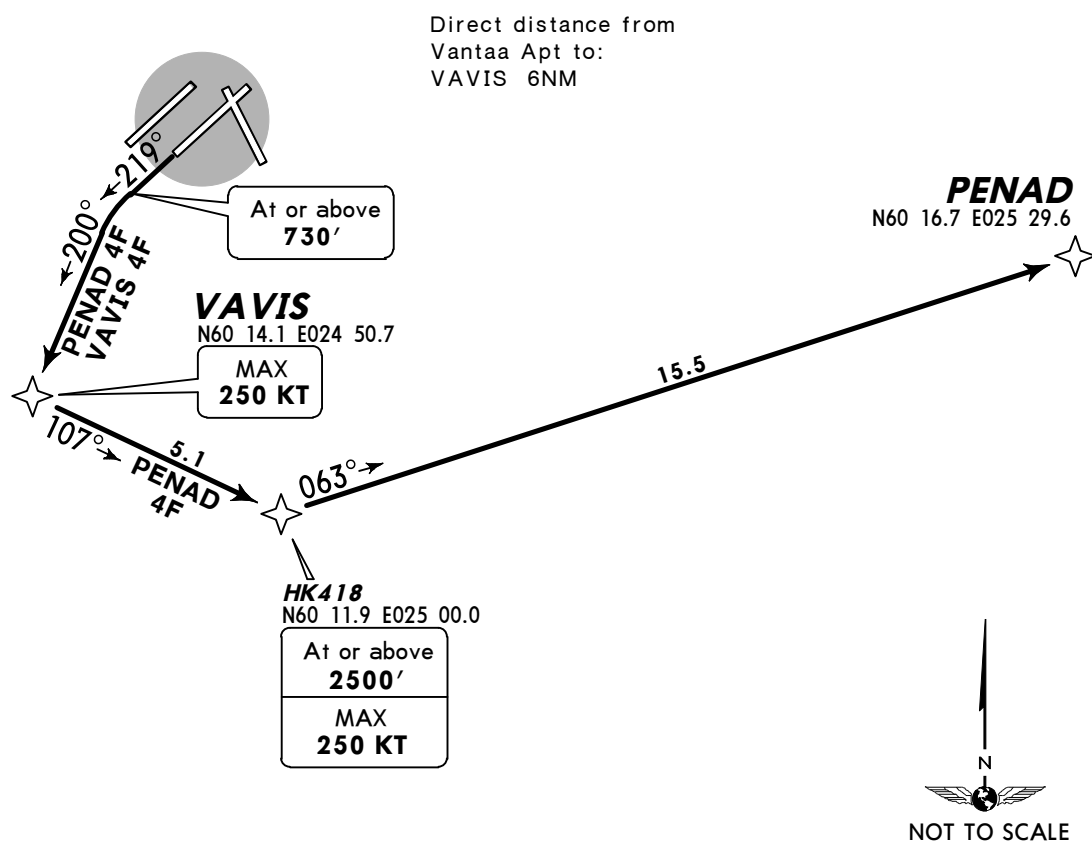
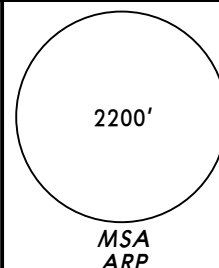
After take-off climb as rapidly as possible to at least 2000'.	
SID	ROUTING
GIRLA 3D	(730'+) - RIPVI (K250-) - GIRLA.
GOVMI 2D	(730'+) - LAVTU (K250-) - GOVMI.
NUTRU 3D	(730'+) - NUTRU (K250-).
RIPVI 3D	(730'+) - RIPVI (K250-).

HELSINKI Radar
119.1Apt Elev
180'

- Trans level: By ATC Trans alt: 5000'
1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar.
 2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.
 3. SIDs are also minimum noise routings.
 4. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.

**PENAD 4F [PENA4F]
VAVIS 4F [VAVI4F]
RWY 22L RNAV DEPARTURES**
RNAV (GNSS)
(DME/DME NOT SUPPORTED)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC
ONLY FOR AIRCRAFT NOT EXCEEDING FLYOVER NOISE LEVEL 89 EPND
ACCORDING TO ICAO ANNEX 16, CHAPTER 3



These SIDs require a minimum climb gradient
of
300' per NM (5.0%) up to 4000' due to airspace
restrictions.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	380	506	760	1013	1266	1519

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
For Radio Communication Failure
procedures refer to 10-1P pages.
SWWOC 1501 SWWOC 1501 SWWOC 1501 SWWOC 1501

Initial climb clearance **4000'** or assigned altitude if lower,
climb to higher level only when cleared by ATC.

After take-off climb as rapidly as possible to at least 2000'.

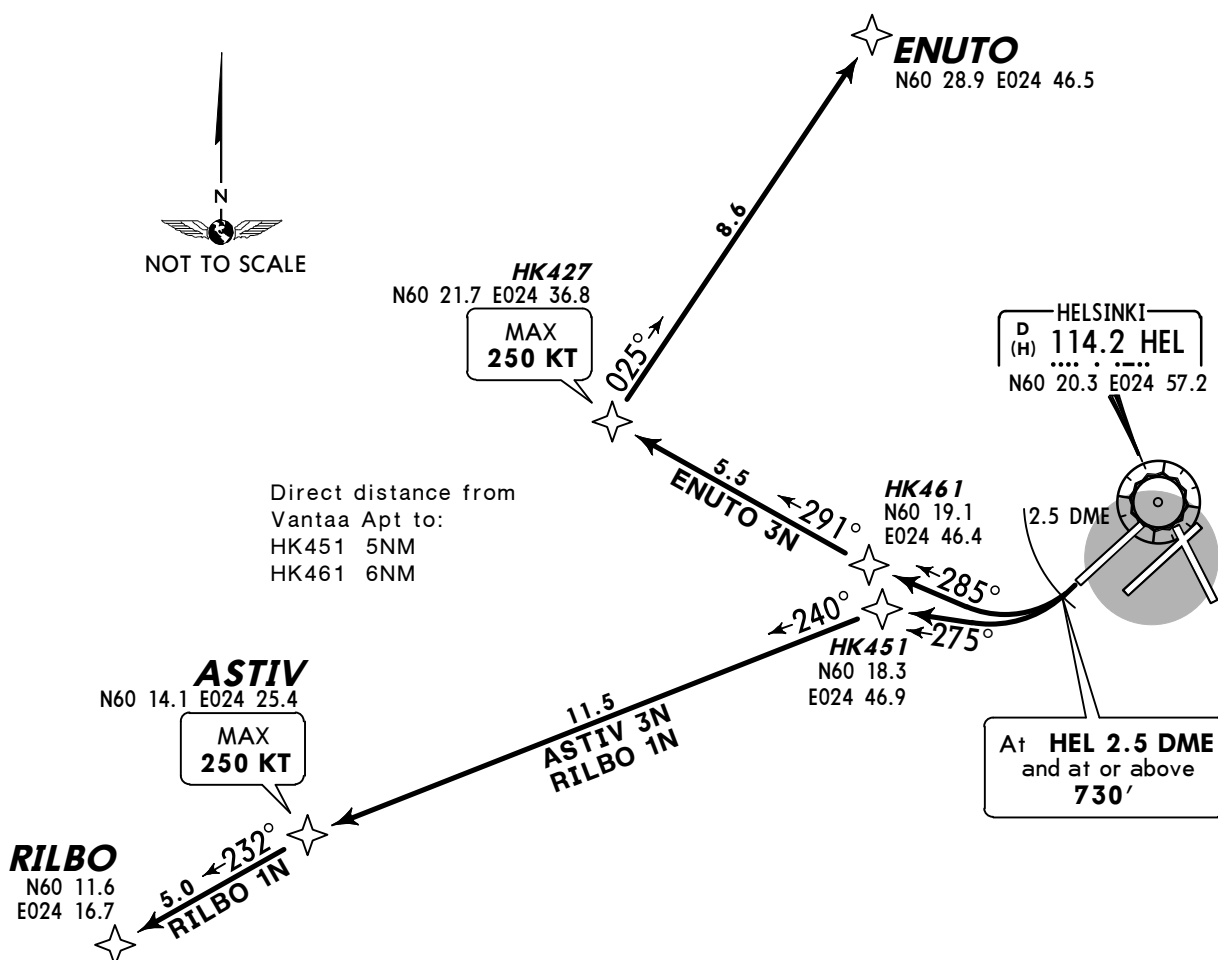
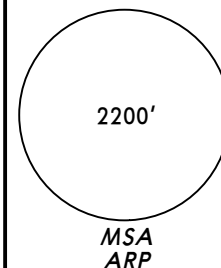
SID	ROUTING
PENAD 4F	(730'+) - VAVIS (K250-) - HK418 (2500'+; K250-) - PENAD.
VAVIS 4F	(730'+) - VAVIS (K250-).

HELSINKI Radar
(ASTIV 3N) (ENUTO 3N,
119.1 129.85 RILBO 1N)

Apt Elev
180'

- Trans level: By ATC Trans alt: 5000'
1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar.
 2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.
 3. SIDs are also minimum noise routings.
 4. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.
 5. EXPECT close-in obstacles

ASTIV 3N [ASTI3N]
ENUTO 3N [ENUT3N], RILBO 1N [RILB1N]
RWY 22R RNAV DEPARTURES
RNAV (GNSS)
(DME/DME NOT SUPPORTED)
P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



These SIDs require a minimum climb gradient of 300' per NM (5.0%) up to 4000' due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	380	506	760	1013	1266	1519

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
For Radio Communication Failure procedures refer to 10-1P pages.
SWW03 1501 SWW03 1501 SWW03 1501 SWW03 1501

Initial climb clearance **4000'** or assigned altitude if lower, climb to higher level only when cleared by ATC.

After take-off climb as rapidly as possible to at least 2000'.

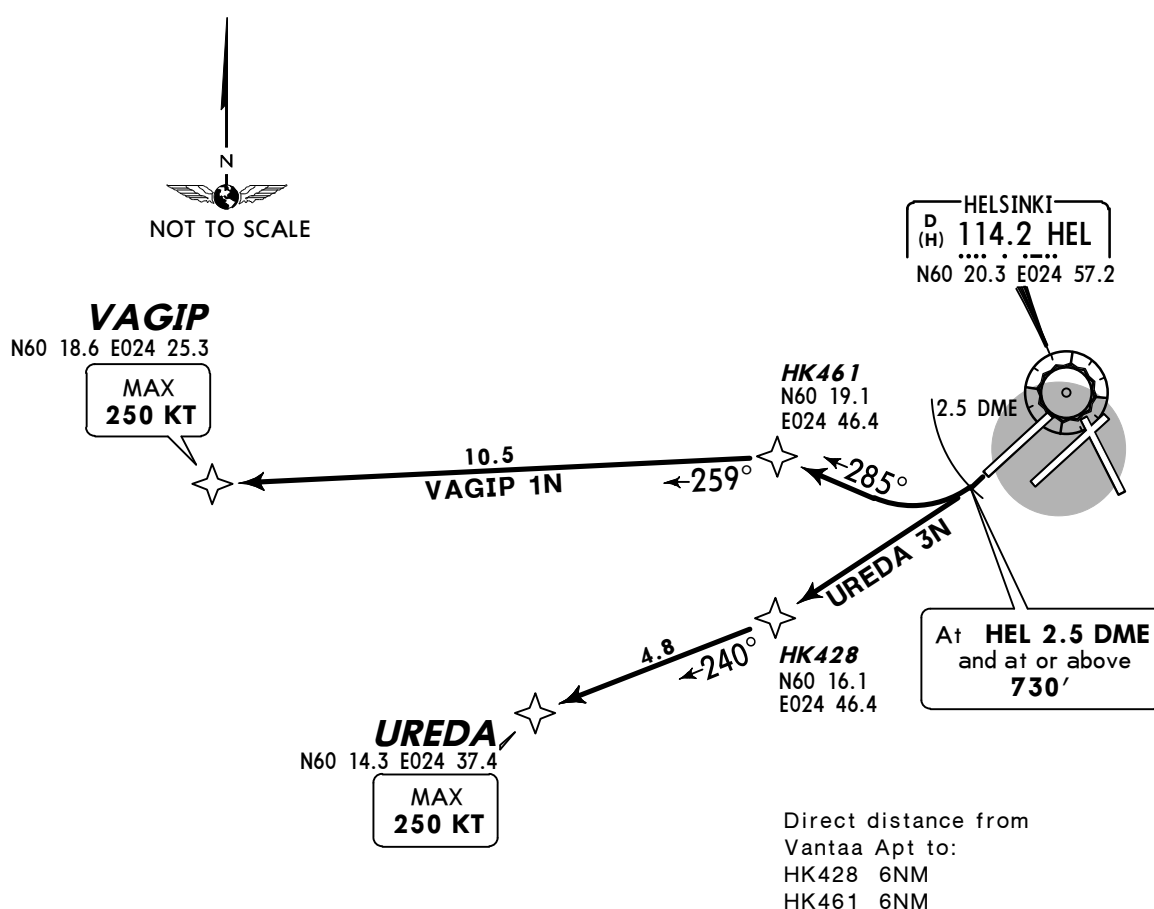
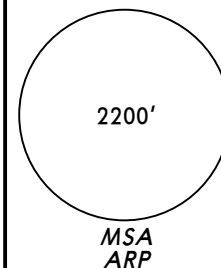
SID	ROUTING
ASTIV 3N	Climb on runway track to HEL 2.5 DME, turn RIGHT, 275° track to HK451 - ASTIV (K250-).
ENUTO 3N	Climb on runway track to HEL 2.5 DME, turn RIGHT, 285° track to HK461 - HK427 (K250-) - ENUTO.
RILBO 1N	Climb on runway track to HEL 2.5 DME, turn RIGHT, 275° track to HK451 - ASTIV (K250-) - RILBO.

HELSINKI Radar
(UREDA 3N) (VAGIP 1N)
119.1 129.85Apt Elev
180'

- Trans level: By ATC Trans alt: 5000'
1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar.
 2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.
 3. SIDs are also minimum noise routings.
 4. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.
 5. EXPECT close-in obstacles

UREDA 3N [URED3N]
VAGIP 1N [VAG11N]
RWY 22R RNAV DEPARTURES
RNAV (GNSS)
(DME/DME NOT SUPPORTED)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



These SIDs require a minimum climb gradient of 300' per NM (5.0%) up to 4000' due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	380	506	760	1013	1266	1519

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
For Radio Communication Failure procedures refer to 10-1P pages.
▲ SWWOC 1SOT ▲ SWWOC 1SOT ▲ SWWOC 1SOT ▲

Initial climb clearance **4000'** or assigned altitude if lower, climb to higher level only when cleared by ATC.

After take-off climb as rapidly as possible to at least 2000'.

SID	ROUTING
UREDA 3N ①	Climb on runway track to HEL 2.5 DME, turn to HK428 - UREDA (K250-).
VAGIP 1N	Climb on runway track to HEL 2.5 DME, turn RIGHT, 285° track to HK461 - VAGIP (K250-).

① Only for aircraft not exceeding flyover noise level 89 EPNdB according to ACAO Annex 16, chapter 3.

HELSINKI Radar
(IDMOP 3P, REDBO 3P)
119.1 (ERSAV 3P, VAMRA 1P)
129.85

Apt Elev
180'

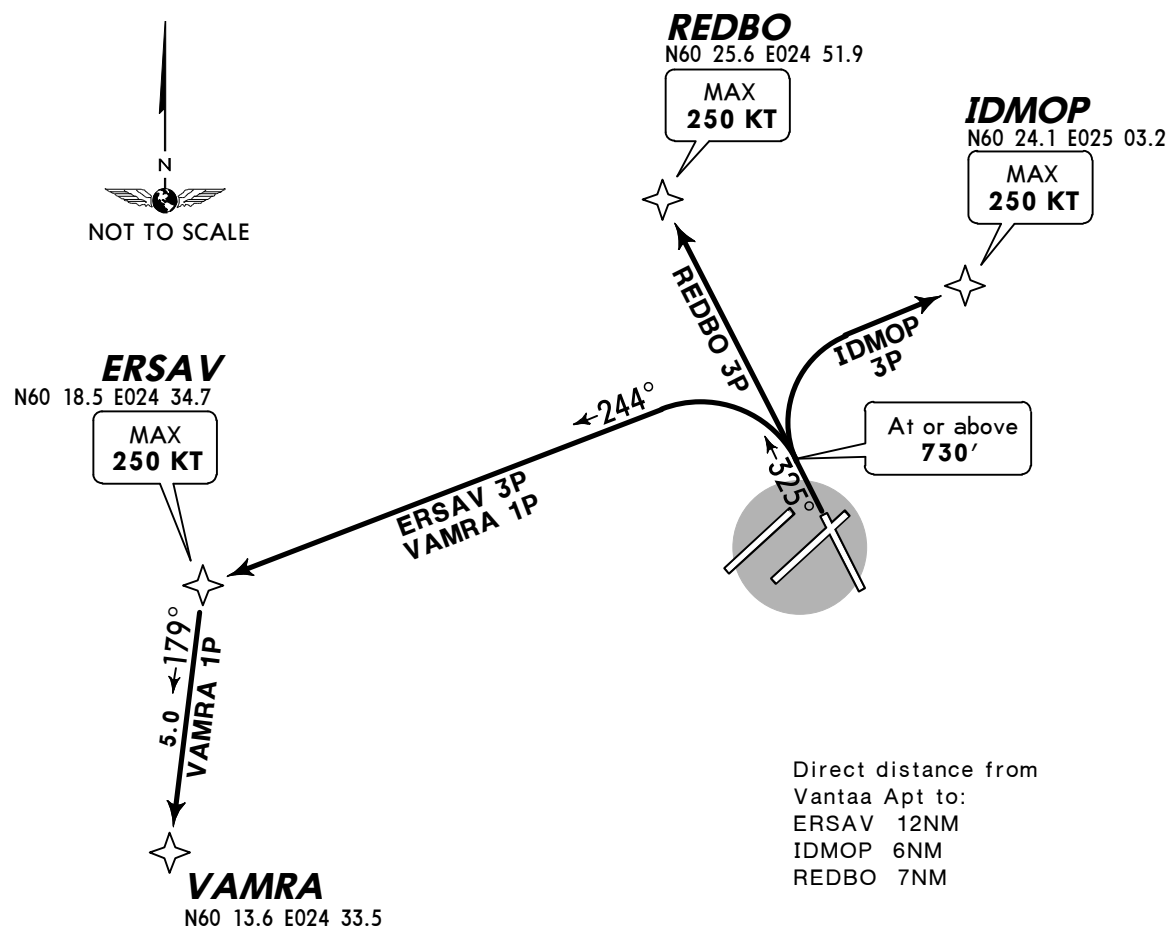
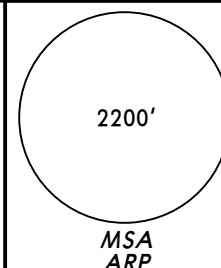
- Trans level: By ATC Trans alt: 5000'
1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar.
 2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.
 3. SIDs are also minimum noise routings.
 4. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.

**ERSAV 3P [ERSA3P], IDMOP 3P [IDMO3P]
REDBO 3P [REDB3P], VAMRA 1P [VAMR1P]
RWY 33 RNAV DEPARTURES**

RNAV (GNSS)

(DME/DME NOT SUPPORTED)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



Direct distance from
Vantaa Apt to:
ERSAV 12NM
IDMOP 6NM
REDBO 7NM

These SIDs require a minimum climb gradient
of
300' per NM (5.0%) up to 4000' due to airspace
restrictions.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	380	506	760	1013	1266	1519

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
For Radio Communication Failure
procedures refer to 10-1P pages.
▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501 ▲

Initial climb clearance **4000'** or assigned altitude if lower,
climb to higher level only when cleared by ATC.

After take-off climb as rapidly as possible to at least 2000'.

SID	ROUTING
ERSAV 3P	(730'+) - ERSV (K250-).
IDMOP 3P	(730'+) - IDMOP (K250-).
REDBO 3P	(730'+) - REDBO (K250-).
VAMRA 1P	(730'+) - ERSV (K250-) - VAMRA.

HELSINKI Radar
119.1Apt Elev
180'

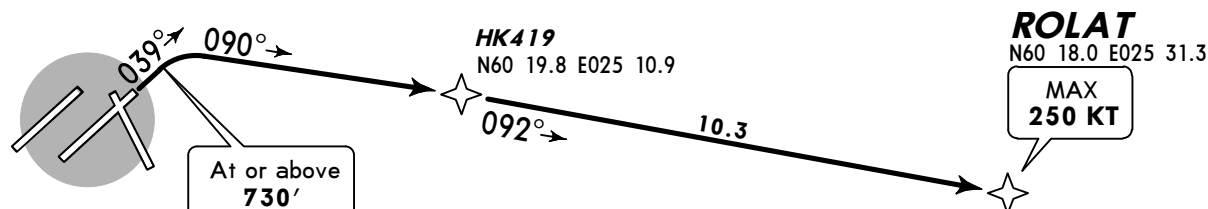
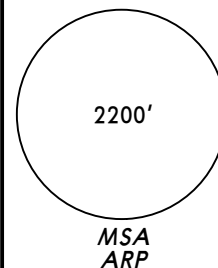
- Trans level: By ATC Trans alt: 5000'
1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar.
 2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.
 3. SIDs are also minimum noise routings.
 4. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.
 5. EXPECT close-in obstacles

ROLAT 3S [ROLA3S]
RWY 04R RNAV DEPARTURE
RNAV (GNSS)

(DME/DME NOT SUPPORTED)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC
PROP/TURBOPROP ONLY

ONLY FOR AIRCRAFT NOT EXCEEDING FLYOVER NOISE LEVEL 89 EPNDB
ACCORDING TO ICAO ANNEX 16, CHAPTER 3



Direct distance from
Vantaa Apt to:
HK419 7NM

This SID requires a minimum climb gradient
of
300' per NM (5.0%) up to 4000' due to airspace
restrictions.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	380	506	760	1013	1266	1519

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
For Radio Communication Failure
procedures refer to 10-1P pages.
▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501 ▲

Initial climb clearance **4000'** or assigned altitude if lower,
climb to higher level only when cleared by ATC.

After take-off climb as rapidly as possible to at least 2000'.

ROUTING

(730'+) - HK419 - ROLAT (K250-).

HELSINKI Radar
119.1Apt Elev
180'

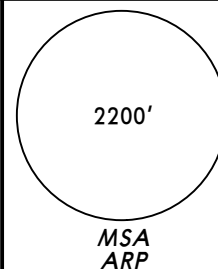
- Trans level: By ATC Trans alt: 5000'
1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar.
 2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.
 3. SIDs are also minimum noise routings.
 4. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.

NIDAG 2U [NIDA2U]
RWY 15 RNAV DEPARTURE
RNAV (GNSS)

(DME/DME NOT SUPPORTED)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC
PROP/TURBOPROP ONLY

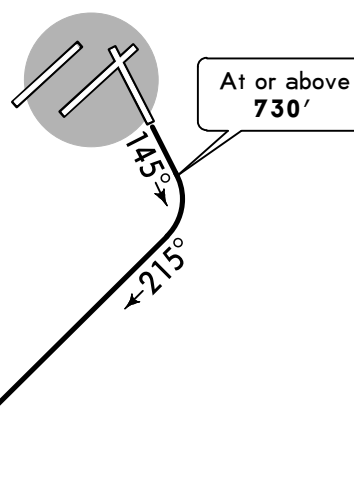
ONLY FOR AIRCRAFT NOT EXCEEDING FLYOVER NOISE LEVEL 89 EPNDB
ACCORDING TO ICAO ANNEX 16, CHAPTER 3



Direct distance from
Vantaa Apt to:
NIDAG 8NM



NIDAG
N60 11.9 E024 50.8
MAX
250 KT



This SID requires a minimum climb gradient
of
300' per NM (5.0%) up to 4000' due to airspace
restrictions.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	380	506	760	1013	1266	1519

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
For Radio Communication Failure
procedures refer to 10-1P pages.
▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501 ▲

Initial climb clearance **4000'** or assigned altitude if lower,
climb to higher level only when cleared by ATC.

After take-off climb as rapidly as possible to at least 2000'.

ROUTING

(730'+) - NIDAG (K250-).

Apt Elev
180'

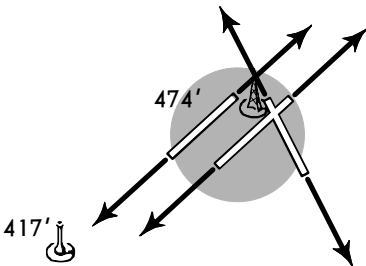
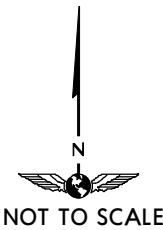
Trans level: By ATC Trans alt: 5000'

RWYS 04L/R, 15, 22L/R, 33

OMNIDIRECTIONAL DEPARTURES

~~SPEED~~ MAX 250 KT UP TO 4000'

UNLESS OTHERWISE INSTRUCTED BY ATC



These departures require a minimum climb gradient of 304' per NM (5.0%) up to 4000' due to airspace restrictions.

Gnd Speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

EXPECT close-in obstacles of
RWY 04L: 474', 060°/1.80NM from THR.
RWY 04R: 474', 031°/1.15NM from DTHR.
RWY 15: 474', 236°/0.30NM from THR.
RWY 22L: 474', 255°/0.70NM from THR.
RWY 22R: 417', 228°/4.32NM from DTHR.
RWY 33: 474', 322°/1.56NM from THR.

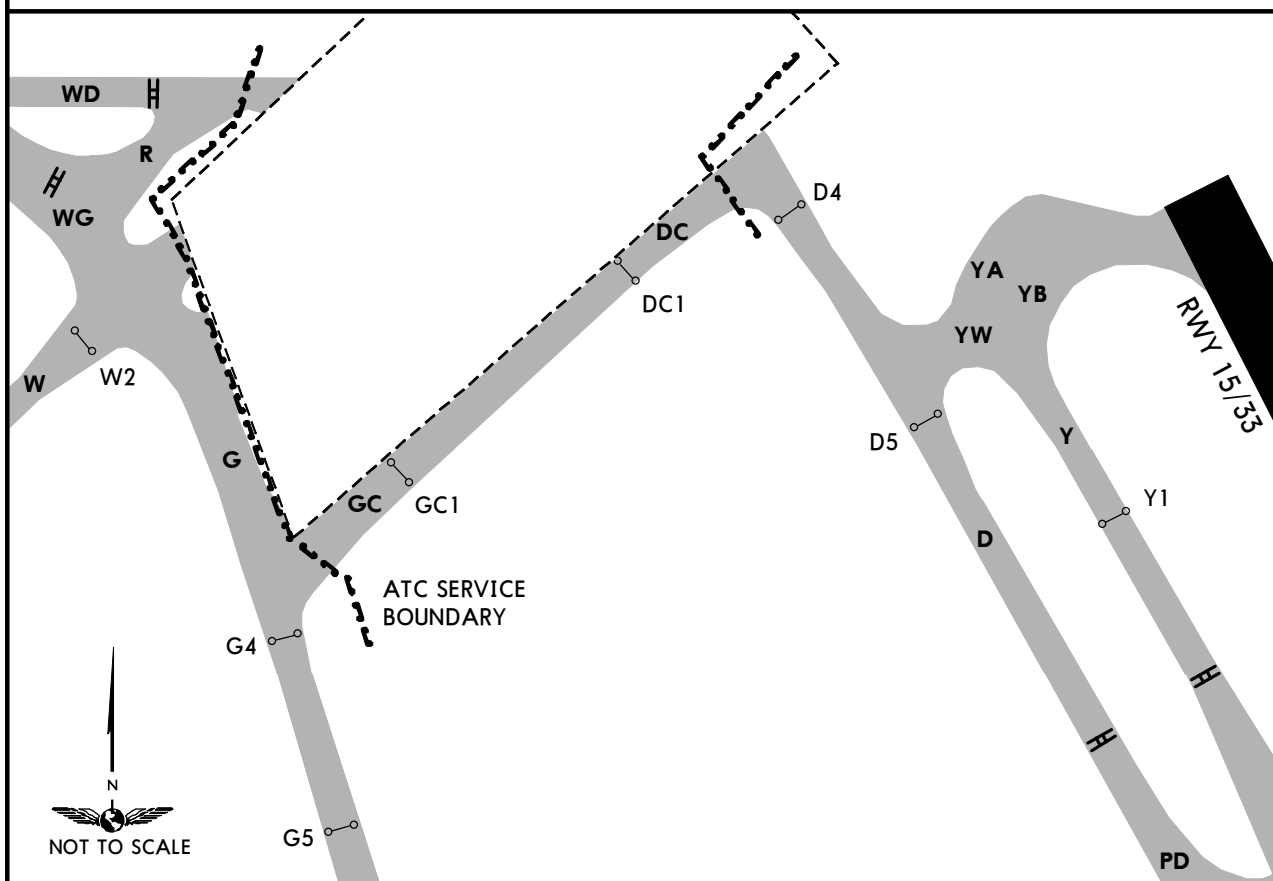
After take-off climb as rapidly as possible to at least 2000'.

ROUTING

Climb straight ahead to at or above 730'.

CONSTRUCTION WORKS OF APRON 6 AND TWY D

REFER ALSO TO LATEST NOTAMS

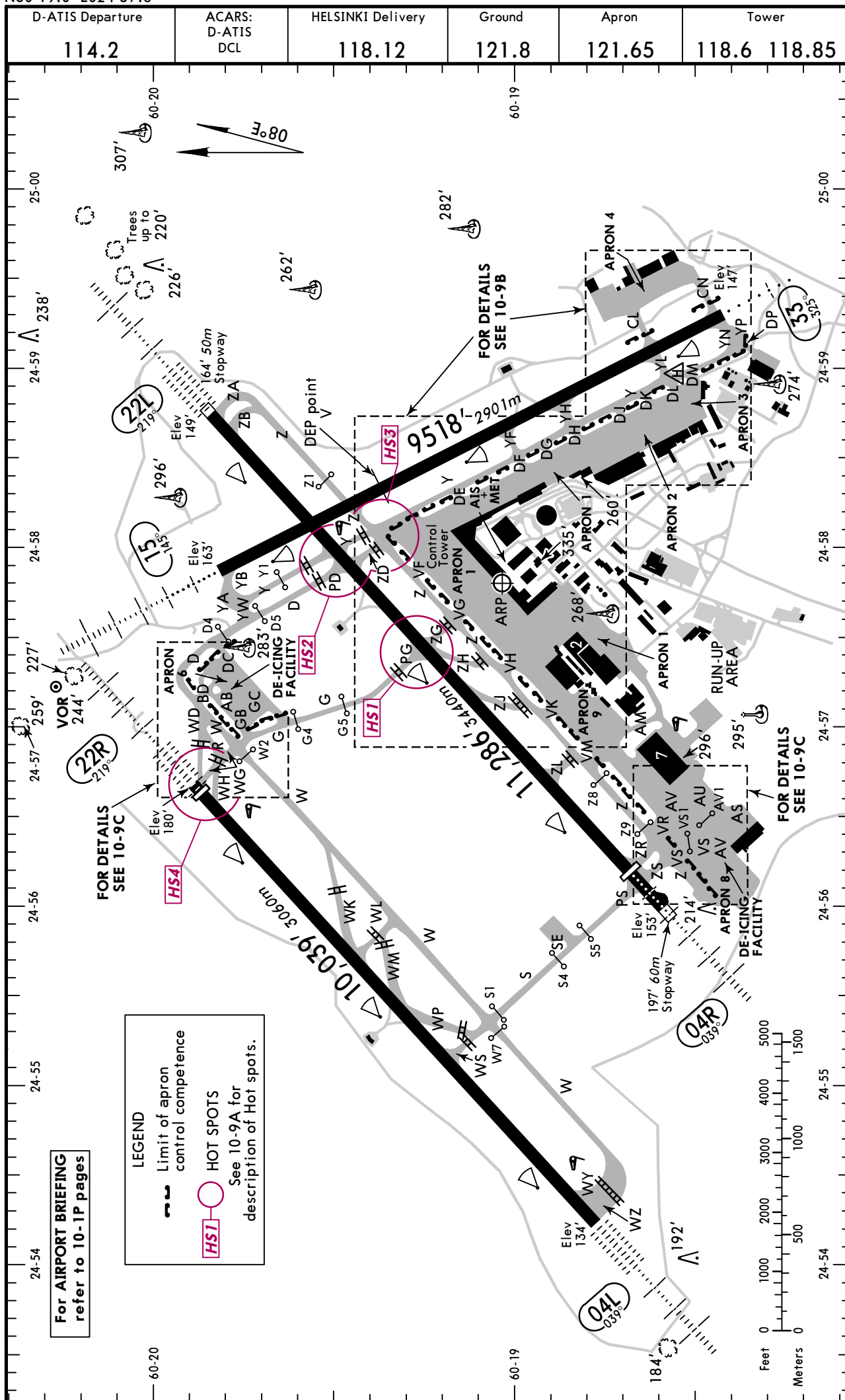
**Restrictions:**

1. Twy D is closed between twy R and twy DC.
2. Twy GB is closed.
3. Aircraft stands 601-607 at Apron 6 are not in use.
4. Restricted taxiing along twy WG-R-WD according to ATC instructions.

EFHK/HEL
Apt Elev 180'
N60 19.0 E024 57.8

JEPPESEN
31 OCT 14 10-9 Eff 13 Nov

HELSINKI, FINLAND
VANTAA



CHANGES: APT elevation. DEP point T deleted.

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ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING	BEYOND		
			Threshold	Glide Slope		

04L	22R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR	9843' 3000m	9045' 2757m 8806' 2684m	1	197' 60m
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ALS (red) also available

1 TAKE-OFF RUN AVAILABLE
RWY 04L:

From rwy head	10,039' (3060m)
twy WY int	9682' (2951m)
twy WS int	6371' (1942m)
twy WP int	5689' (1734m)

RWY 22R:

From rwy head	10,039' (3060m)
twy WH int	9662' (2945m)
twy WK/WL int	6089' (1856m)
twy WM int	5213' (1589m)

04R	22L	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) RVR	10,499' 3200m	9527' 2904m 10,314' 3144m	2	197' 60m
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ALS (red) also available

2 TAKE-OFF RUN AVAILABLE
RWY 04R:

From rwy head	11,286' (3440m)
twy ZS int	10,771' (3283m)
twy ZR int	10,499' (3200m)
twy ZL int	8432' (2570m)
twy ZJ int	6591' (2009m)
twy ZH int	5604' (1708m)
twy ZG int	5374' (1638m)

RWY 22L:

From rwy head	11,286' (3440m)
twy ZB int	10,994' (3351m)
twy Y int	8196' (2498m)
twy ZD int	7808' (2380m)
twy ZG int	5991' (1826m)

15	33	HIRL (60m) CL (15m) HIALS TDZ PAPI-L (3.0°) RVR		8523' 2598m	3	197' 60m
		HIRL (60m) CL (15m) HIALS PAPI-L (3.5°) RVR				

ALS (red) also available

3 TAKE-OFF RUN AVAILABLE
RWY 15:

From rwy head	9518' (2901m)
twy Z int	7073' (2156m)
DEP point V	6398' (1950m)

RWY 33:

From rwy head	9518' (2901m)
twy YL/CL int	8281' (2524m)
twy YH int	6499' (1981m)
twy YF int	5420' (1652m)

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Frequency change before crossing runway. An explicit crossing clearance shall be received before proceeding over the runway.

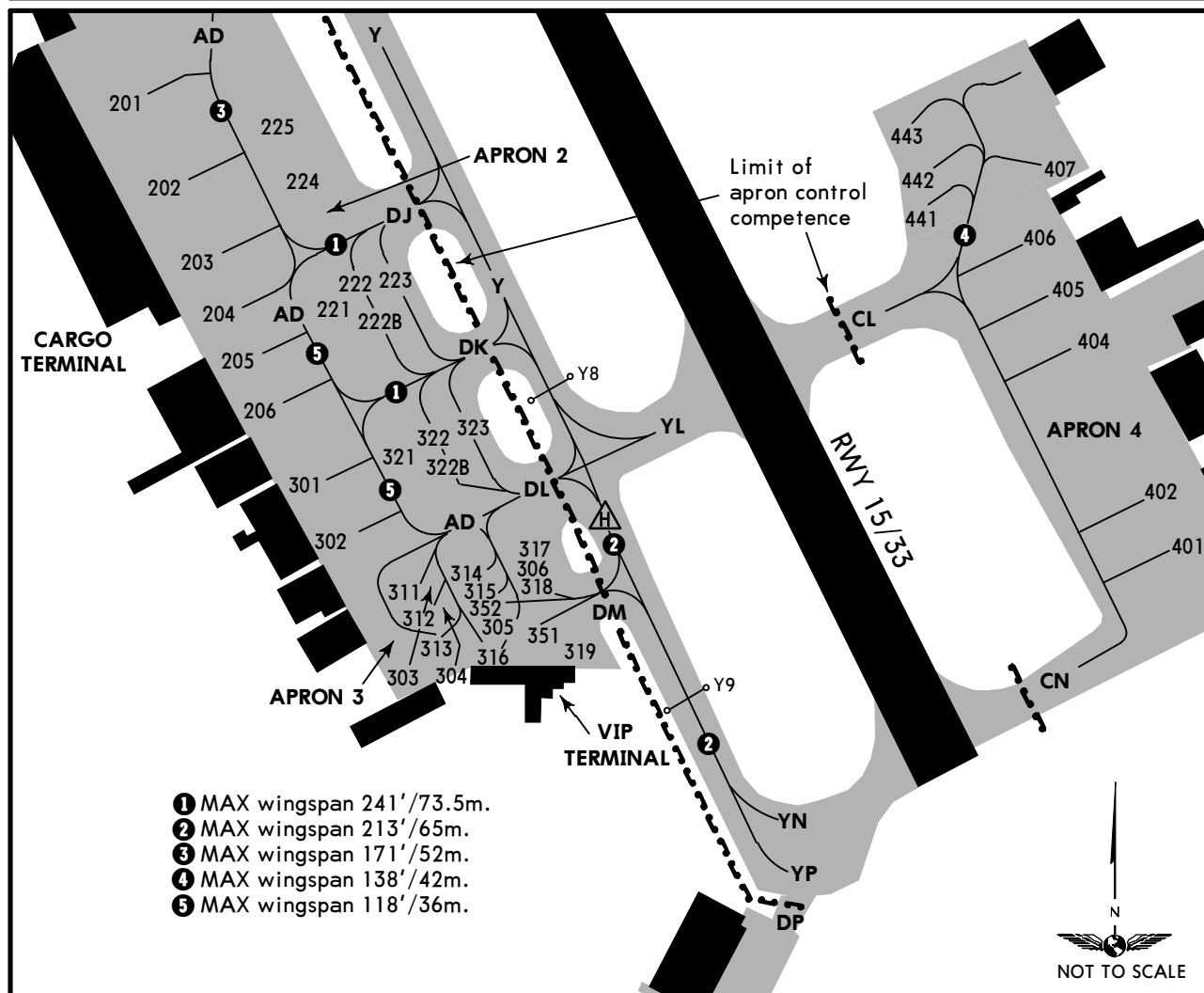
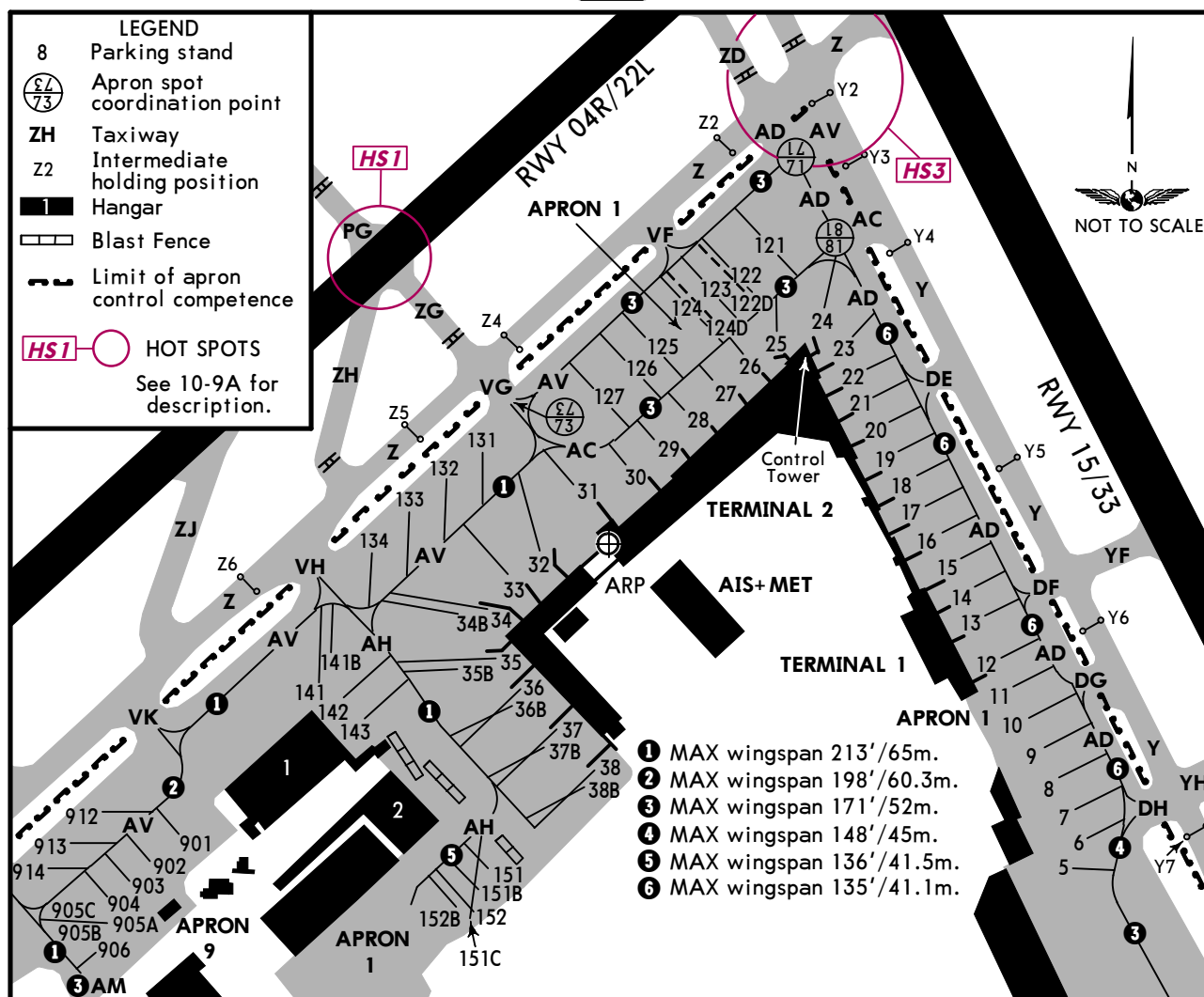
HS3 Wide apron. Make sure of correct turn before runway when taxiing to Rwy 04R.

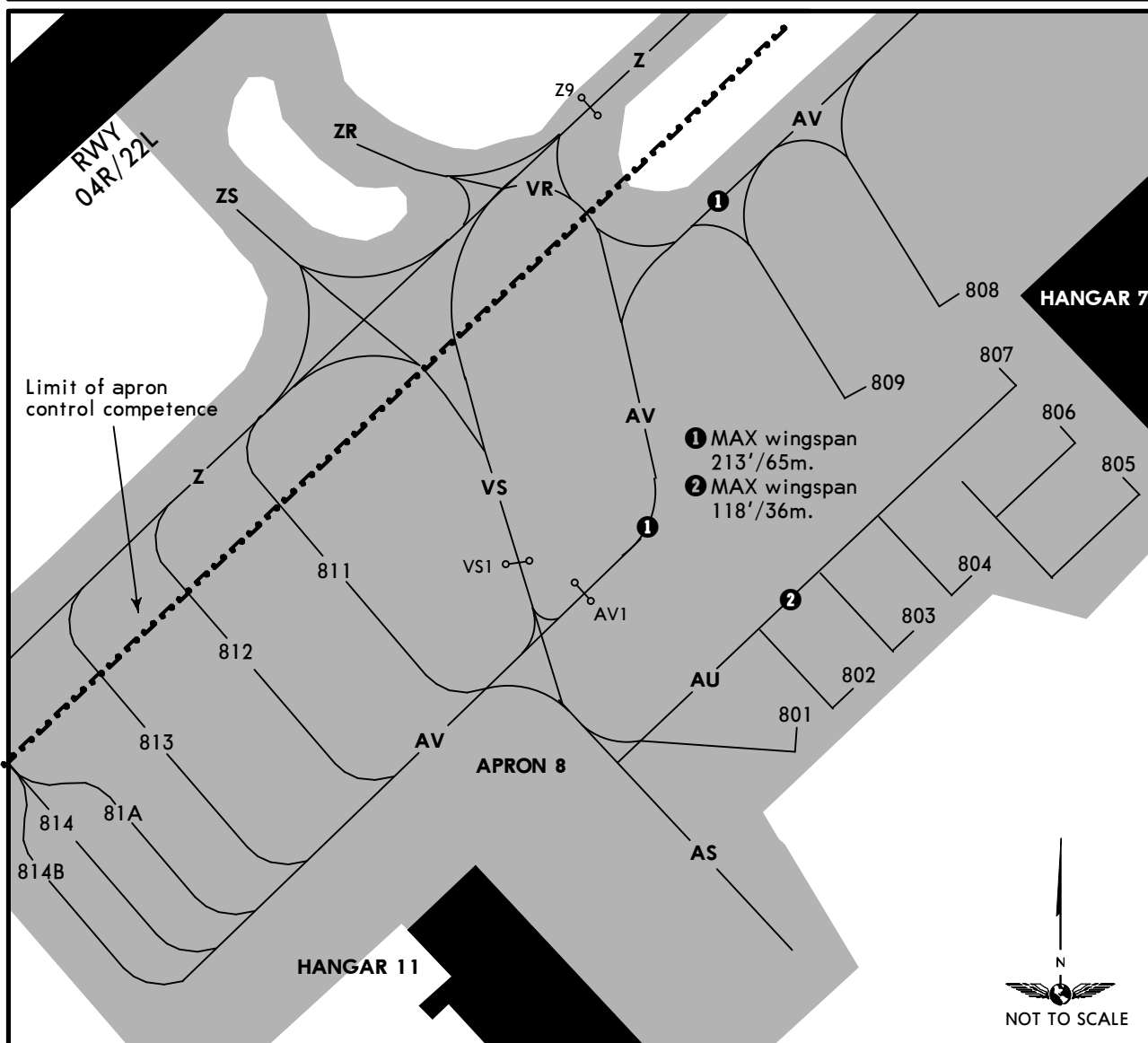
HS4 Angled twy, no sight to the final approach area.

Standard
TAKE-OFF 1

	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

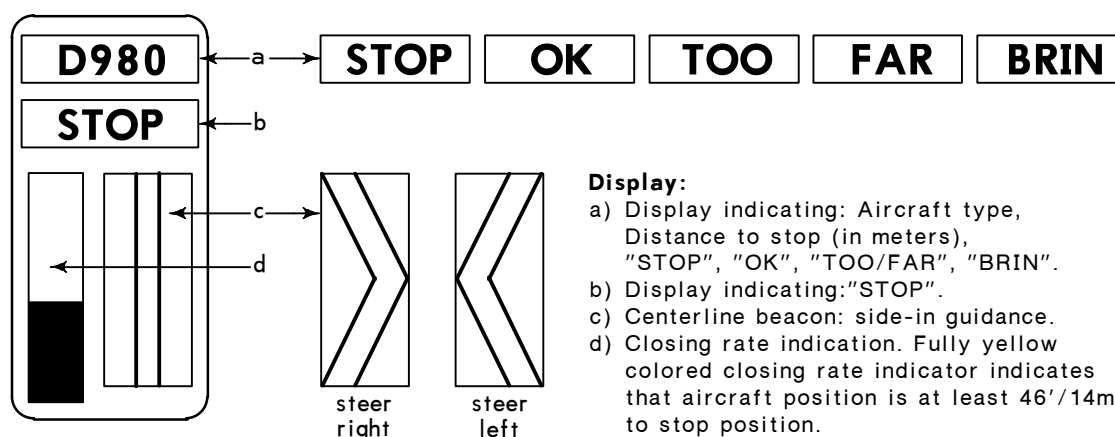
1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.





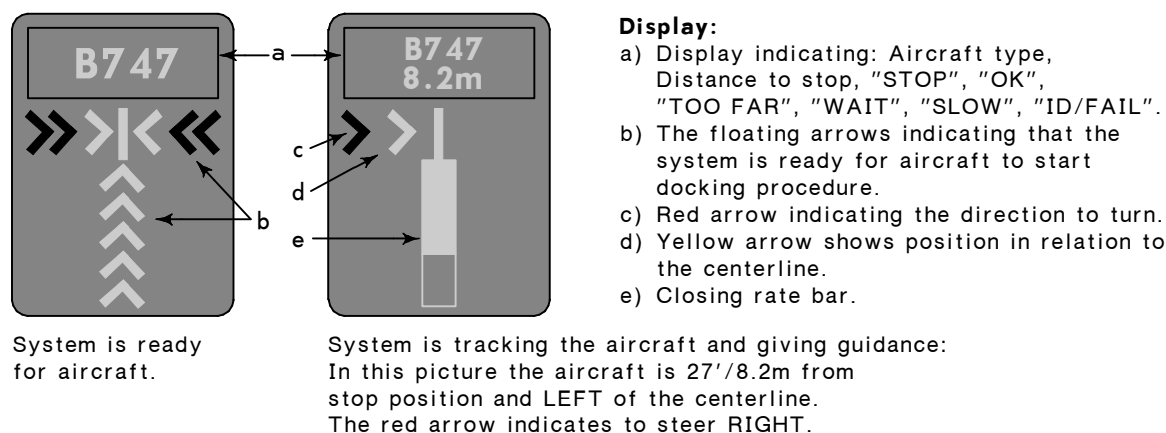
INS COORDINATES									
STAND No.	COORDINATES			ELEV	STAND No.	COORDINATES			ELEV
5 thru 8	N60 18.8	E024 58.5	149	302	N60 18.5	E024 58.7	150		
9	N60 18.9	E024 58.5	150	303	N60 18.5	E024 58.8	153		
10, 11	N60 18.9	E024 58.4	150	304	N60 18.5	E024 58.8	152		
12	N60 18.9	E024 58.4	151	305	N60 18.5	E024 58.9	152		
13	N60 19.0	E024 58.4	151	306	N60 18.5	E024 58.9	151		
14, 15	N60 19.0	E024 58.3	152	311 thru 313	N60 18.5	E024 58.8	153		
16	N60 19.0	E024 58.3	154	314	N60 18.5	E024 58.8	151		
17	N60 19.0	E024 58.3	155	315	N60 18.5	E024 58.8	152		
18	N60 19.1	E024 58.2	157	316	N60 18.5	E024 58.9	152		
19 thru 21	N60 19.1	E024 58.2	158	317	N60 18.5	E024 58.9	150		
22 thru 24	N60 19.2	E024 58.1	158	318, 319	N60 18.5	E024 58.9	151		
25, 26	N60 19.2	E024 58.0	158	321 thru 322B	N60 18.6	E024 58.8	151		
27	N60 19.1	E024 58.0	158	323	N60 18.6	E024 58.8	150		
28, 29	N60 19.1	E024 57.9	159	351	N60 18.5	E024 58.9	151		
30, 31	N60 19.1	E024 57.8	159	352	N60 18.5	E024 58.8	152		
32, 33	N60 19.0	E024 57.7	160	401	N60 18.5	E024 59.6	144		
34	N60 19.0	E024 57.6	160	402	N60 18.6	E024 59.6	145		
34B	N60 19.0	E024 57.6	161	404	N60 18.6	E024 59.5	144		
35	N60 18.9	E024 57.6	158	405	N60 18.7	E024 59.5	145		
35B	N60 18.9	E024 57.6	159	406, 407	N60 18.7	E024 59.4	145		
36 thru 37B	N60 18.9	E024 57.7	157	441 thru 443	N60 18.7	E024 59.3	143		
38, 38B	N60 18.9	E024 57.8	155	600	N60 19.8	E024 57.3	168		
121	N60 19.3	E024 58.0	157	601	N60 19.8	E024 57.3	167		
122 thru 123	N60 19.2	E024 58.0	157	602	N60 19.8	E024 57.2	166		
124, 124D	N60 19.2	E024 57.9	157	604	N60 19.8	E024 57.1	166		
125	N60 19.2	E024 57.9	156	607	N60 19.7	E024 57.1	166		
126	N60 19.2	E024 57.8	156	801	N60 18.4	E024 56.5	151		
127	N60 19.1	E024 57.8	157	802	N60 18.4	E024 56.6	151		
131	N60 19.1	E024 57.6	162	803	N60 18.5	E024 56.6	152		
132	N60 19.1	E024 57.5	161	804	N60 18.5	E024 56.6	153		
133	N60 19.1	E024 57.5	160	805 thru 807	N60 18.5	E024 56.7	155		
134	N60 19.0	E024 57.4	161	808	N60 18.6	E024 56.6	155		
141	N60 18.9	E024 57.3	160	809	N60 18.5	E024 56.6	155		
141B thru 143	N60 18.9	E024 57.4	159	811	N60 18.5	E024 56.3	150		
151, 151B	N60 18.8	E024 57.6	158	812	N60 18.5	E024 56.2	148		
151C, 152	N60 18.8	E024 57.6	157	813	N60 18.4	E024 56.1	146		
152B	N60 18.7	E024 57.6	157	814	N60 18.4	E024 56.0	143		
201 thru 203	N60 18.7	E024 58.5	150	814A	N60 18.4	E024 56.1	144		
204, 205	N60 18.6	E024 58.6	150	814B	N60 18.4	E024 56.0	142		
206	N60 18.6	E024 58.6	149	901	N60 18.8	E024 57.2	159		
221, 222	N60 18.7	E024 58.7	149	902, 903	N60 18.8	E024 57.1	159		
222B	N60 18.6	E024 58.7	149	904, 905A	N60 18.7	E024 57.1	158		
223	N60 18.7	E024 58.7	149	905B, 905C	N60 18.7	E024 57.0	157		
224, 225	N60 18.7	E024 58.7	148	906	N60 18.7	E024 57.1	158		
301	N60 18.6	E024 58.7	149	912	N60 18.8	E024 57.0	159		
				913	N60 18.8	E024 56.9	156		
				914	N60 18.8	E024 56.9	154		

VISUAL NOSE-IN DOCKING GUIDANCE SYSTEM

**Instructions:**

1. Follow taxi-in line and the centerline beacon guidance.
2. Check correct aircraft type is flashing. MAX approach speed is 11km/h (3m/sec). If exceeded, display indicates "SLOW DOWN".
3. Fully yellow colored closing rate indicator indicates that aircraft position is at least 46'/14m to stop position. When distance is 43'/13m to stop position the yellow colored closing rate indication starts to shorten from the bottom.
4. When stop position is reached, display indicates "STOP". Correct parking is indicated as "OK".
5. If aircraft overshoots the limit for correct parking, display indicates "TOO/FAR".
6. "BRIN": Bridge not in parking position
7. Display automatically shuts down after parking.
8. In case of malfunction in the docking guidance system interrupt taxiing and contact HELSINKI Apron.

VISUAL NOSE-IN DOCKING GUIDANCE SYSTEM (SAFEDOCK)

**Instructions:**

1. Follow taxi-in line and the centerline lights guidance.
2. Check correct aircraft type is displayed.
3. The floating arrows indicate that the system is ready for aircraft to start docking procedure. When the system is tracking the aircraft, the floating arrows are replaced by the closing rate bar.
4. The pilot must not proceed beyond the bridge, unless the floating arrows have been superseded by the closing rate bar.
5. MAX approach speed is 11km/h (3m/sec). If exceeded, display indicates "SLOW".
6. During bad weather conditions the visibility for the docking system can be reduced. In that case the display will disable the floating arrows and display aircraft type and "SLOW". As soon as the system detects the approaching aircraft, the closing rate bar will appear.
7. "STOP/ID FAIL": Aircraft type verification is failed. Interrupt taxiing and contact HELSINKI Apron.
8. Fully yellow colored closing rate bar indicates that aircraft position is at least 39'/12m to stop position. When distance is 38'/11.5m to stop position the yellow colored closing rate indication starts to shorten from the bottom, one row indicates 1.6'/0.5m.
9. When stop position is reached, display indicates "STOP". Correct parking is indicated as "OK".
10. If aircraft overshoots the limit for correct parking, display indicates "TOO FAR".
11. "WAIT": Some object is blocking the view, aircraft is lost during tracking or system is not ready. Wait until the message is superseded by closing rate indicator and aircraft type.
12. Display automatically shuts down after parking.
13. In case of malfunction in the docking guidance system interrupt taxiing and contact HELSINKI Apron.

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
04L	CAT 2 ILS	234' (100')	RA 105' - 300m
	ILS	334' (200')	500m / 1000m
	LOC	510' (376')	800m / 1000m
	LOC ❶	780' (646')	1000m / 1000m
	RNAV (LNAV/VNAV)	544' (410')	800m / 1000m
	RNAV (LNAV)	550' (416')	800m / 1000m
04R	ILS	352' (200')	500m / 1000m
	LOC	610' (458')	1000m / 1000m
	RNAV (LNAV/VNAV)	580' (428')	800m / 1000m
	RNAV (LNAV)	580' (428')	800m / 1000m
15	ILS	363' (200')	500m / 1000m
	LOC	620' (457')	1000m / 1000m
	RNAV (LNAV/VNAV)	553' (390')	800m / 1000m
	RNAV (LNAV)	620' (457')	1000m / 1000m
22L	CAT 2 ILS	249' (100')	RA 112' - 300m
	ILS	349' (200')	500m / 1000m
	LOC	590' (441')	800m / 1000m
	LOC ❷	800' (651')	1000m / 1000m
	RNAV (LNAV/VNAV)	580' (431')	800m / 1000m
	RNAV (LNAV)	580' (431')	800m / 1000m
22R	CAT 2 ILS	279' (100')	RA 97' - 300m
	ILS	379' (200')	500m / 1000m
	LOC	620' (441')	800m / 1000m
	RNAV (LNAV/VNAV)	610' (430')	800m / 1000m
	RNAV (LNAV)	620' (440')	800m / 1000m
33	RNAV (LNAV/VNAV)	577' (430')	1000m / 1000m
	RNAV (LNAV)	580' (433')	1000m / 1000m
	VOR	580' (433')	1000m / 1000m
	VOR ❸	1270' (1123')	1000m / 1000m

❶ W/o D2.0 HTV.

❷ W/o D2.0 HK.

❸ W/o D5.0 HEL.

TAKE-OFF RWY 04L/R, 15, 22L/R, 33

LVP must be in Force ❸				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❹	800m

❸ Without LVP 400m are stipulated.

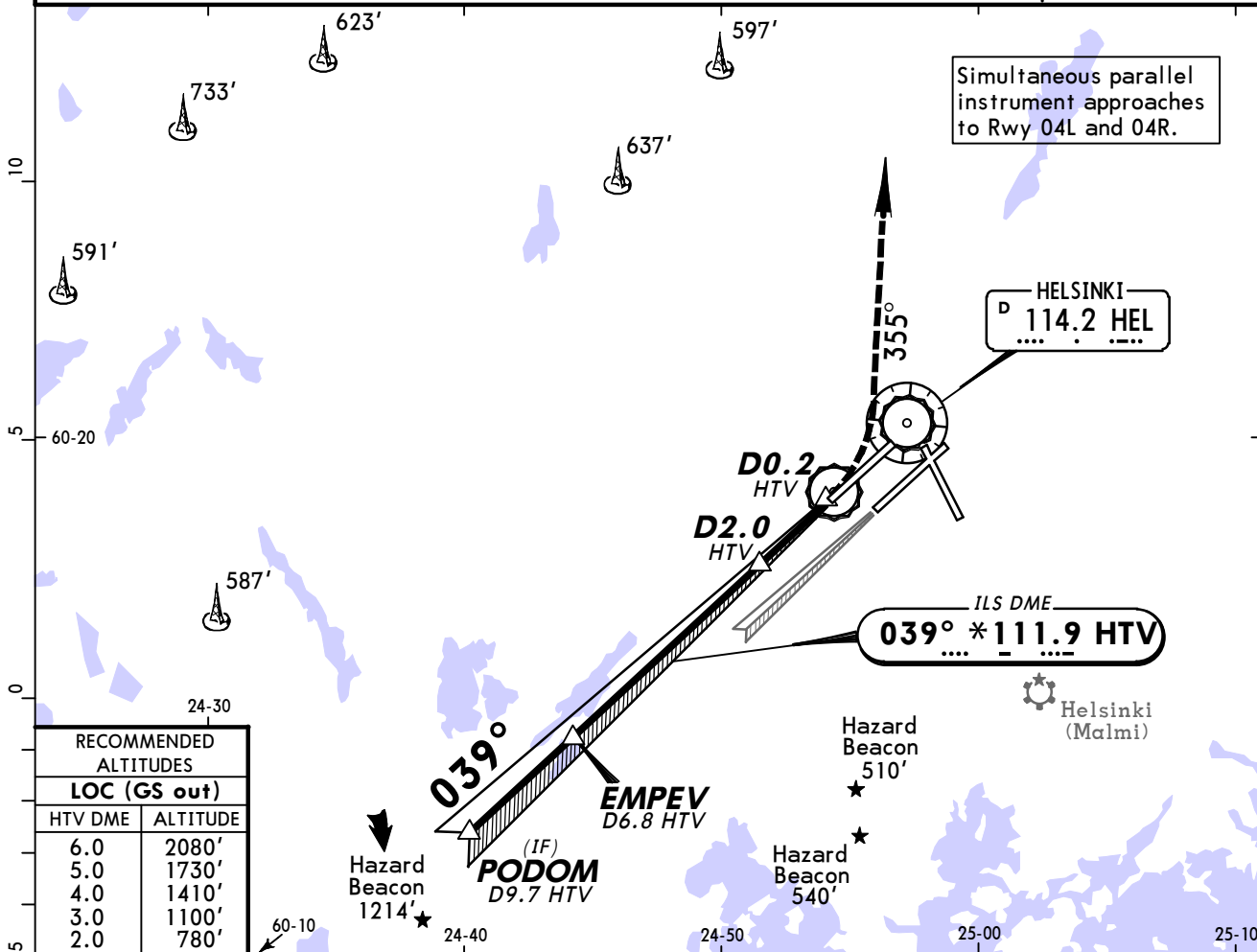
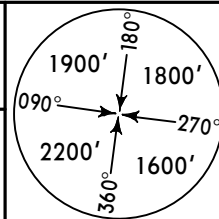
❹ Or rejected take-off distance whichever is the greater.

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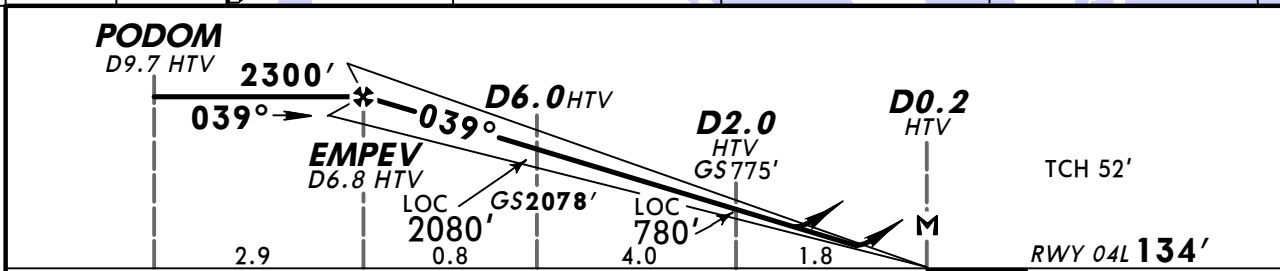
JEPPESEN
31 OCT 14 (11-1) Eff 13 Nov

HELSINKI, FINLAND
ILS or LOC Rwy 04L

D-ATIS Arrival 135.07	HELSINKI Radar (APP) 119.1 129.85	HELSINKI Arrival (APP) 119.9 124.32	HELSINKI Tower 118.6 118.85	Ground 121.8
LOC HTV *111.9	Final Apch Crs 039°	GS D6.0 HTV 2078' (1944')	ILS DA(H) Refer to Minimums	Apt Elev 180' RWY 134'
MISSED APCH: Climb on 039° to D0.2 HTV or 580', whichever is later. Turn LEFT onto 355° climbing to 3000'. Expect radar vectoring.				
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000' 1. DME required. 2. MIM 150 KT until 4 NM from TDZ. Otherwise advise ATC.				MSA HEL VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
HTV DME	ALTITUDE
6.0	2080'
5.0	1730'
4.0	1410'
3.0	1100'
2.0	780'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	039°	D0.2 HTV	whichever later	580'
ILS GS or	372	478	531	637	743	849	PAPI				
LOC Descent Angle	3.00°										
MAP at D0.2 HTV											

STRAIGHT-IN LANDING RWY 04L						
ILS				LOC (GS out)		
DA(H) ABCD: 334' (200') LACFT: 335' (201')				DA(H) 510' (376')		
FULL	Limited	ALS out		ALS out		
A				RVR 1500m	RVR 1500m	
B						
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1700m	CMV 2300m CMV 2400m
D						

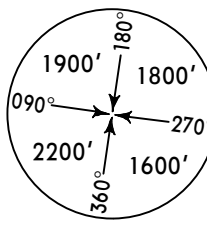
CHANGES: APT and RWY elevation. Missed apch. FAF. Minimums.

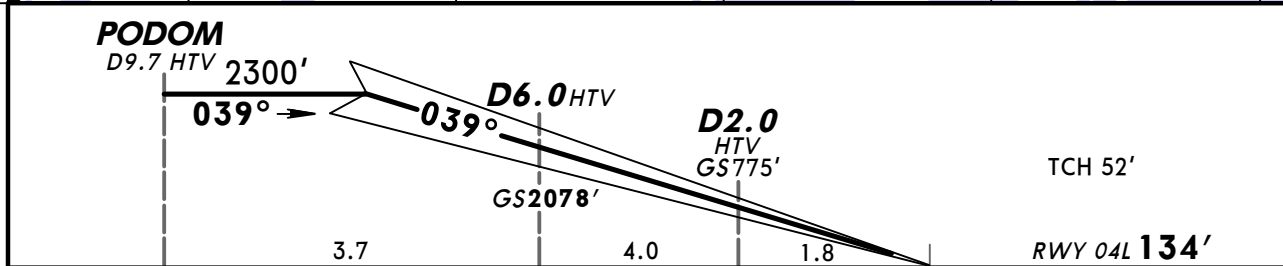
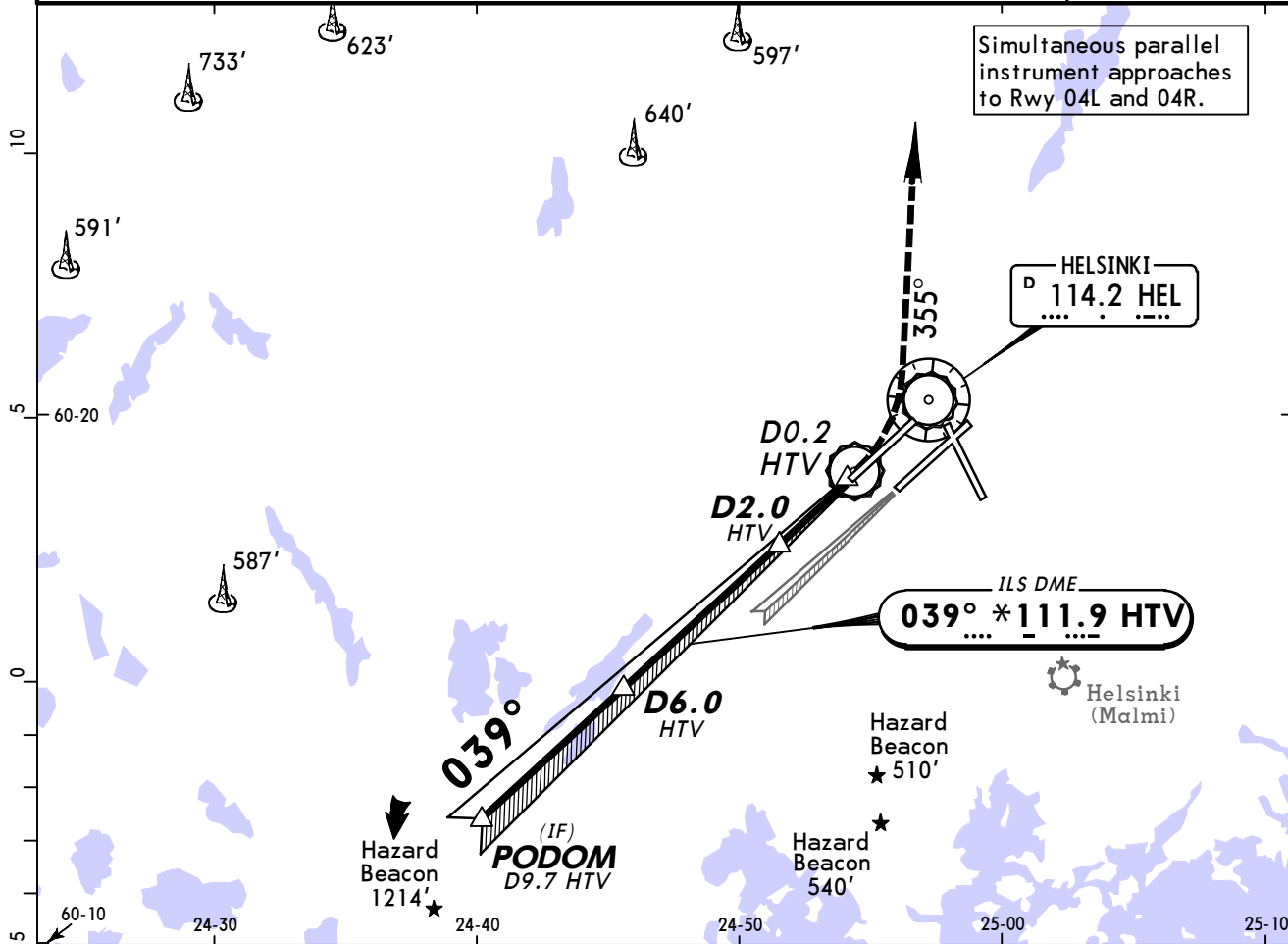
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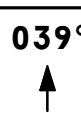
EFHK/HEL
VANTAA

JEPPESSEN
31 OCT 14 11-1A

HELSINKI, FINLAND
CAT II ILS Rwy 04L

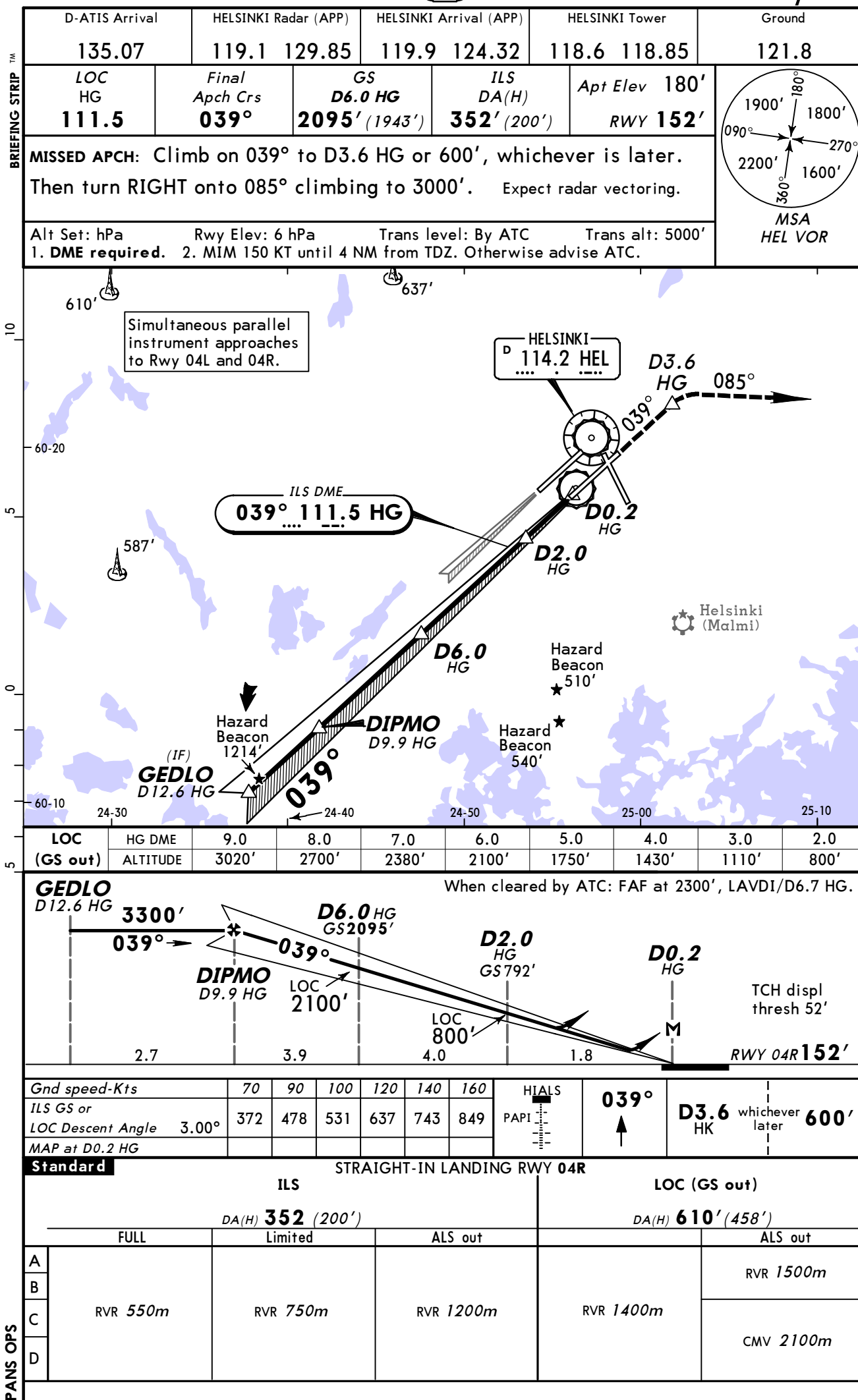
D-ATIS Arrival 135.07	HELSINKI Radar (APP) 119.1 129.85	HELSINKI Arrival (APP) 119.9 124.32	HELSINKI Tower 118.6 118.85	Ground 121.8
LOC HTV *111.9	Final Apch Crs 039°	GS D6.0 HTV 2078' (1944')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 180' RWY 134'
MISSED APCH: Climb on 039° to D0.2 HTV or 580', whichever is later. Turn LEFT onto 355° climbing to 3000'. Expect radar vectoring.				
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000' 1. DME required. 2. MIM 150 KT until 4 NM from TDZ. Otherwise advise ATC. 3. Special Aircrew & Aircraft Certification Required.				 MSA HEL VOR

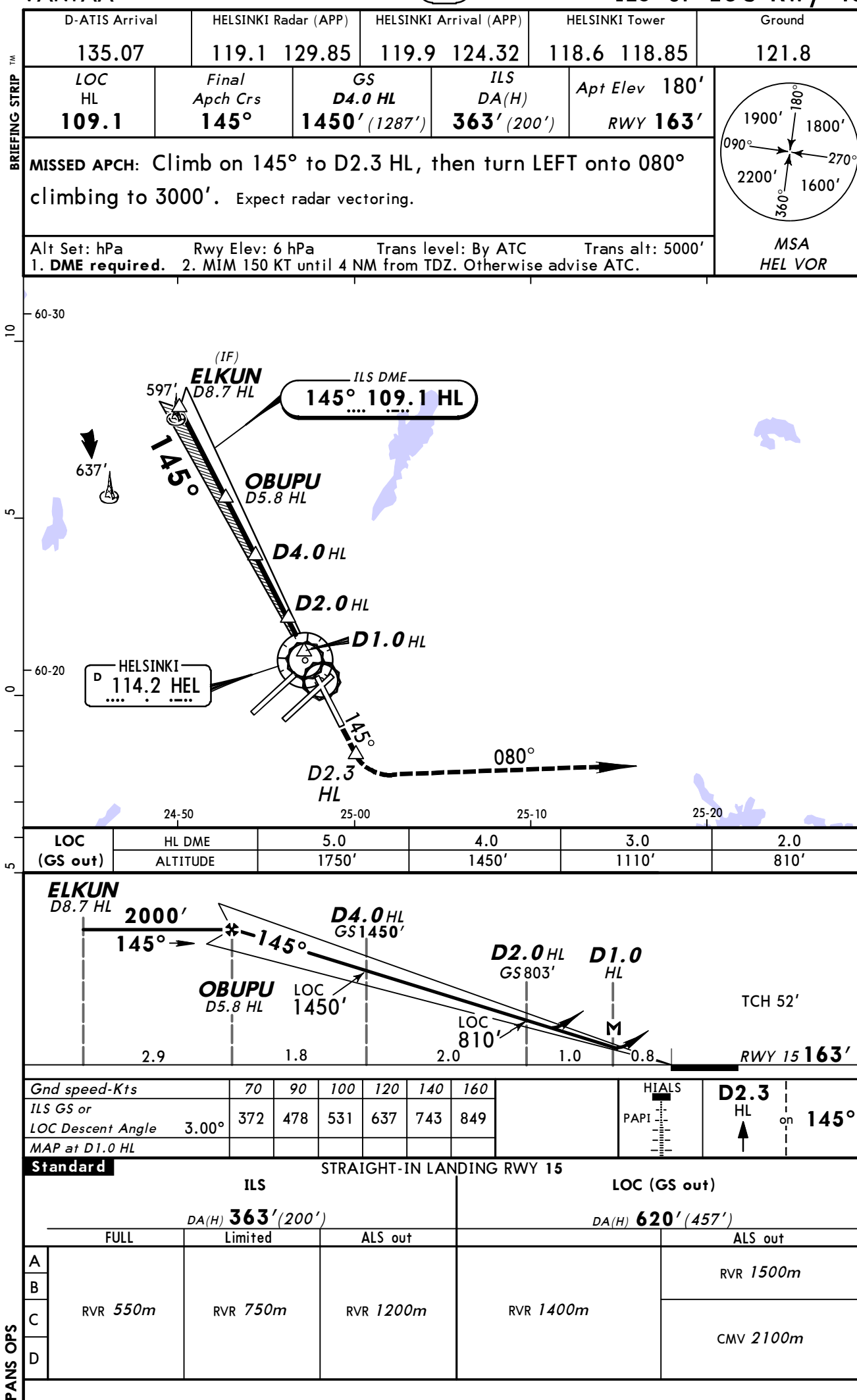


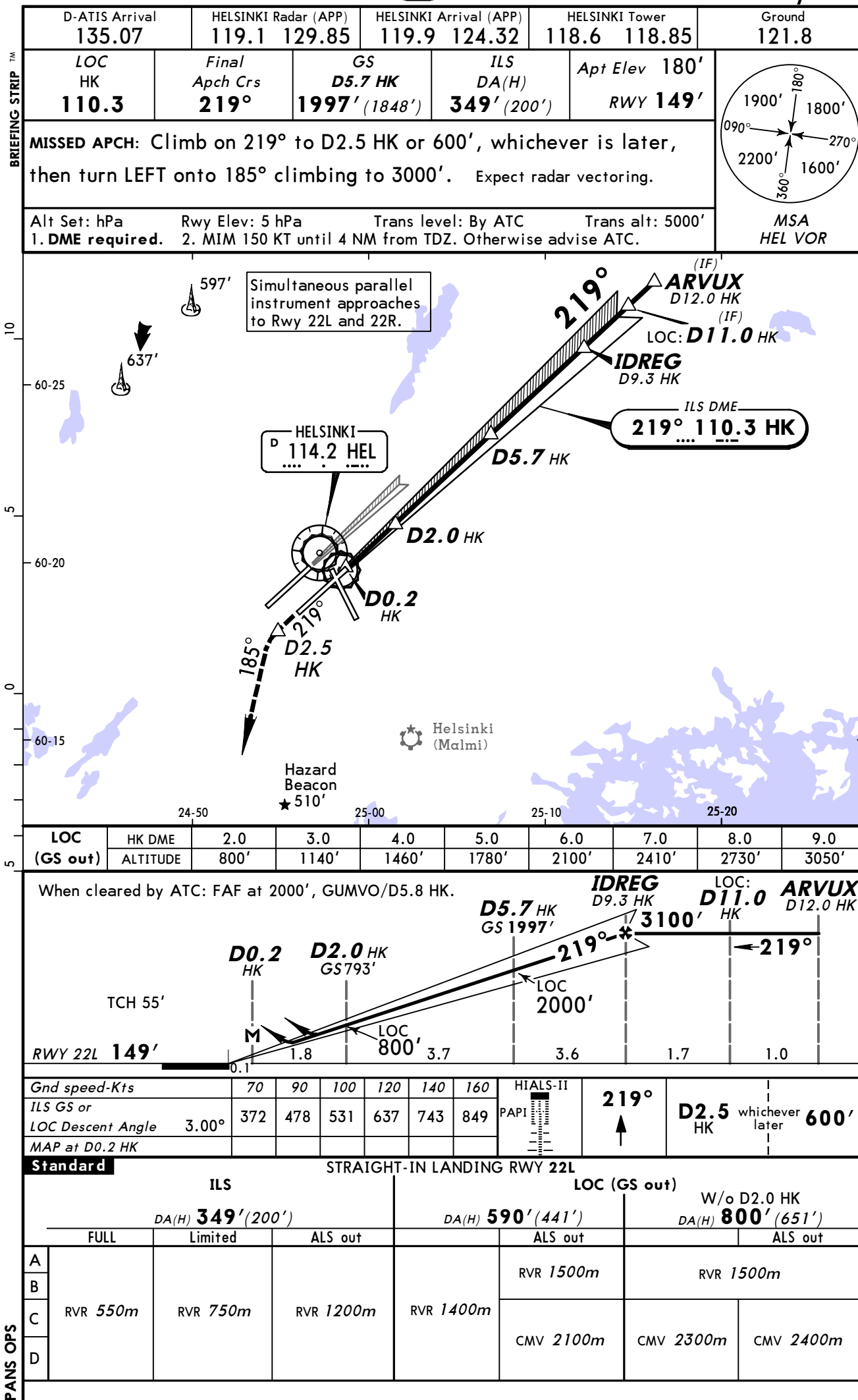
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	039° 	D0.2 whichever later 580' HTV
GS	3.00°	372	478	531	637	743			

Standard			STRAIGHT-IN LANDING RWY 04L			CAT II ILS		
ABC RA 105' DA(H) 234' (100')		D RA 121' DA(H) 248' (114')		LACFT RA 124' DA(H) 251' (117')				

RVR **300m** 





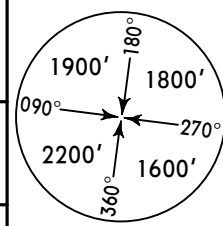


EFHK/HEL
VANTAA

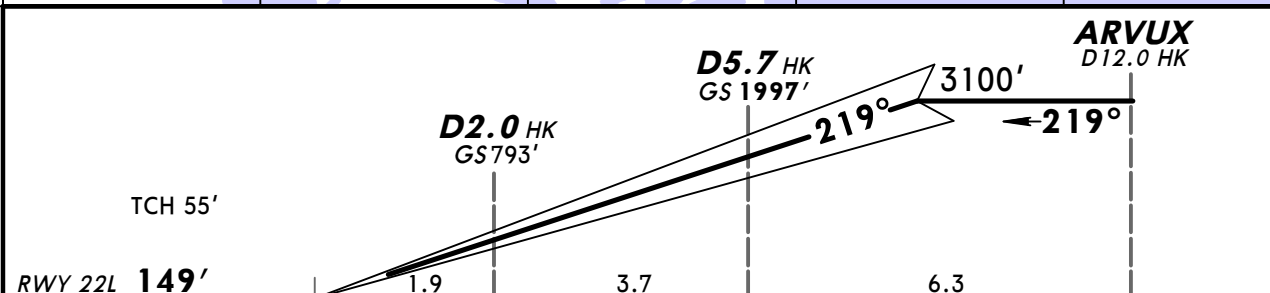
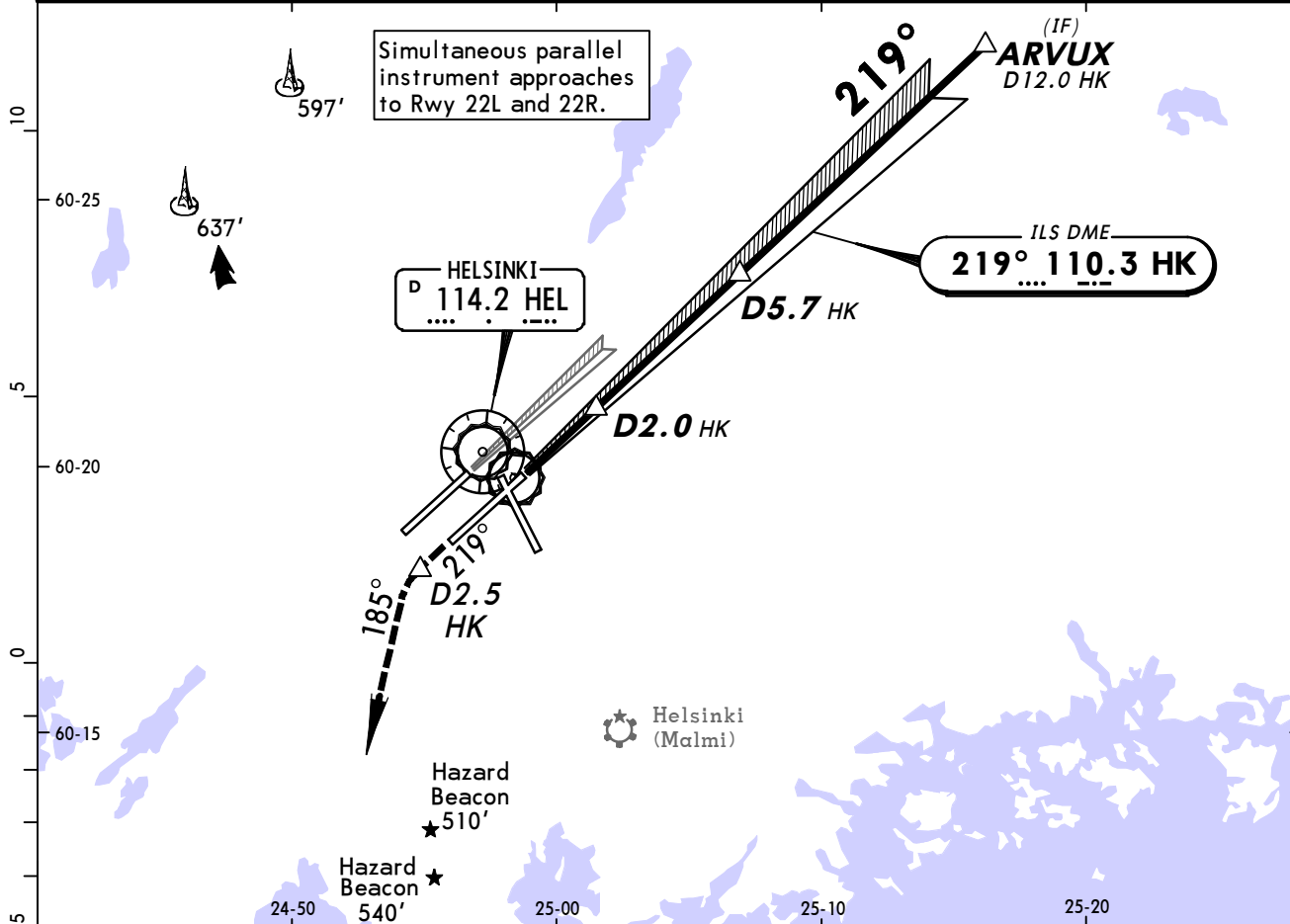
JEPPESEN
31 OCT 14 (11-4A) Eff 13 Nov

HELSINKI, FINLAND
CAT II ILS Rwy 22L

D-ATIS Arrival 135.07	HELSINKI Radar (APP) 119.1 129.85	HELSINKI Arrival (APP) 119.9 124.32	HELSINKI Tower 118.6 118.85	Ground 121.8
LOC HK 110.3	Final Apch Crs 219°	GS D5.7 HK 1997' (1848')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 180' RWY 149'
MISSED APCH: Climb on 219° to D2.5 HK or 600', whichever is later, then turn LEFT onto 185° climbing to 3000'. Expect radar vectoring.				
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000' 1. DME required. 2. MIM 150 KT until 4 NM from TDZ. Otherwise advise ATC. 3. Special Aircrew & Aircraft Certification Required.				



MSA
HEL VOR

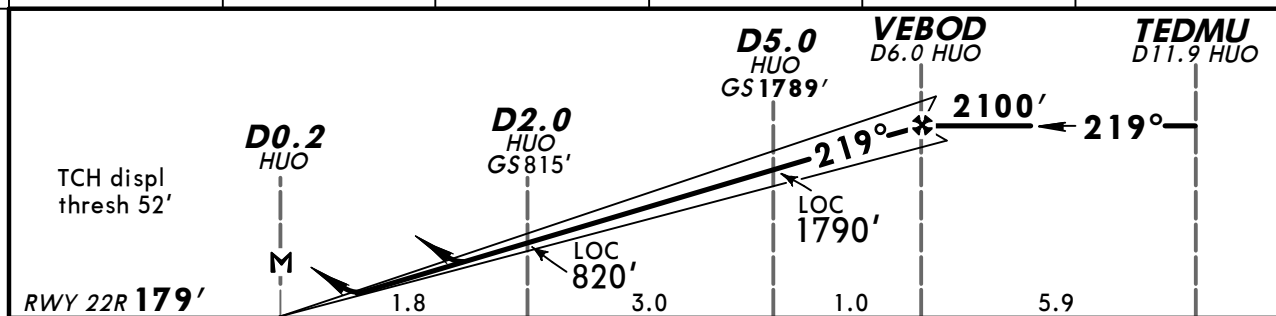
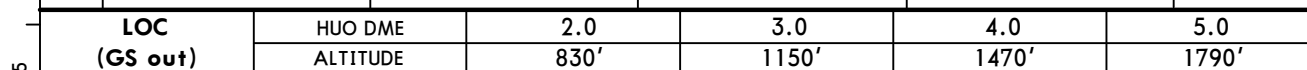


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	219° ↑	D2.5 HK	whichever later	600'
GS	3.00°	372	478	531	637	743	849				

Standard			STRAIGHT-IN LANDING RWY 22L			CAT II ILS		
ABC RA 112' DA(H) 249' (100')			D RA 127' DA(H) 260' (111')			LACFT RA 128' DA(H) 261' (112')		

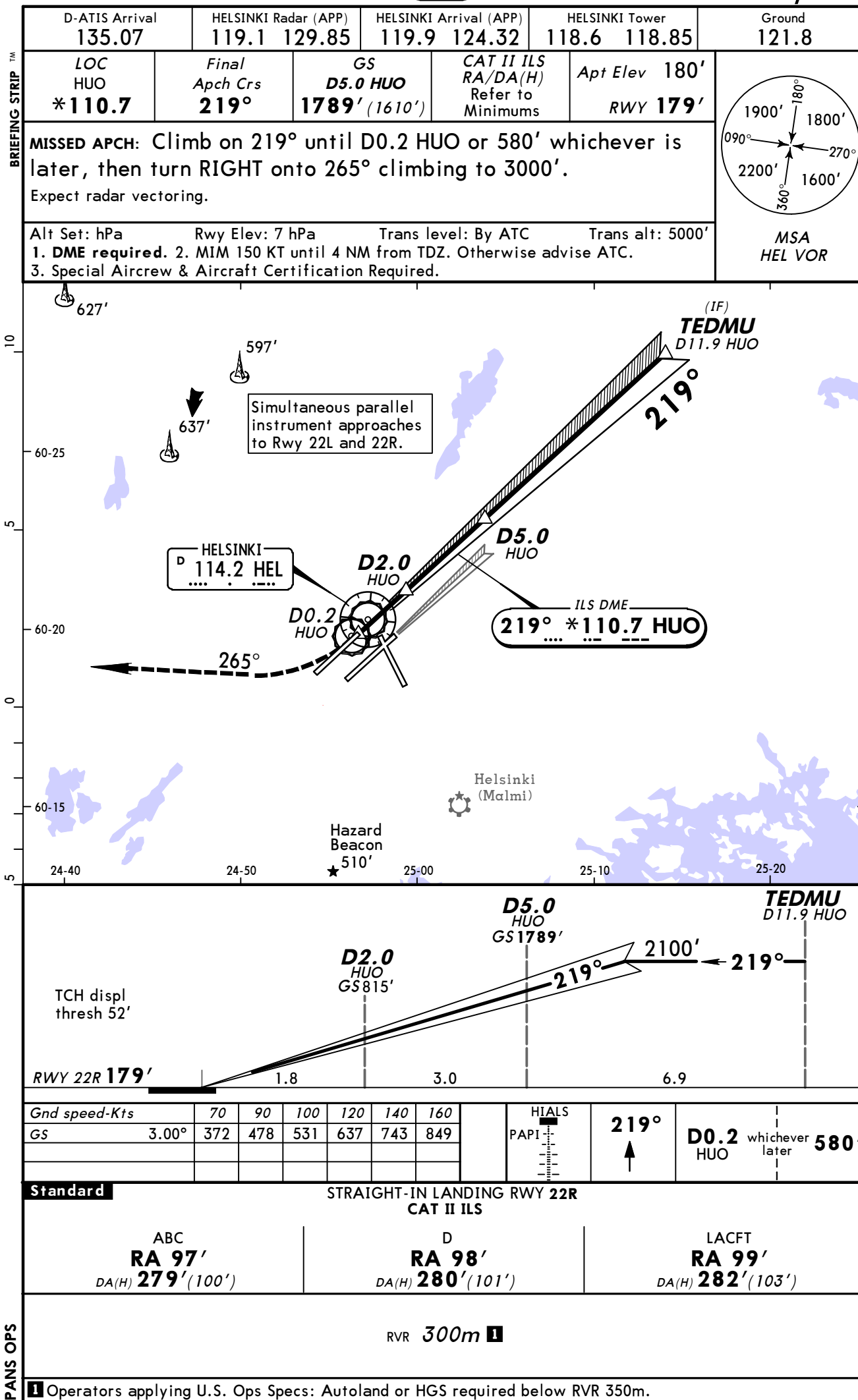
RVR **300m 1**

1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		219° 	D0.2 whichever later 580 HUO
<i>ILS GS or</i>									
<i>LOC Descent Angle</i> 3.00°	372	478	531	637	743	849			
<i>MAP at D0.2 HUO</i>									

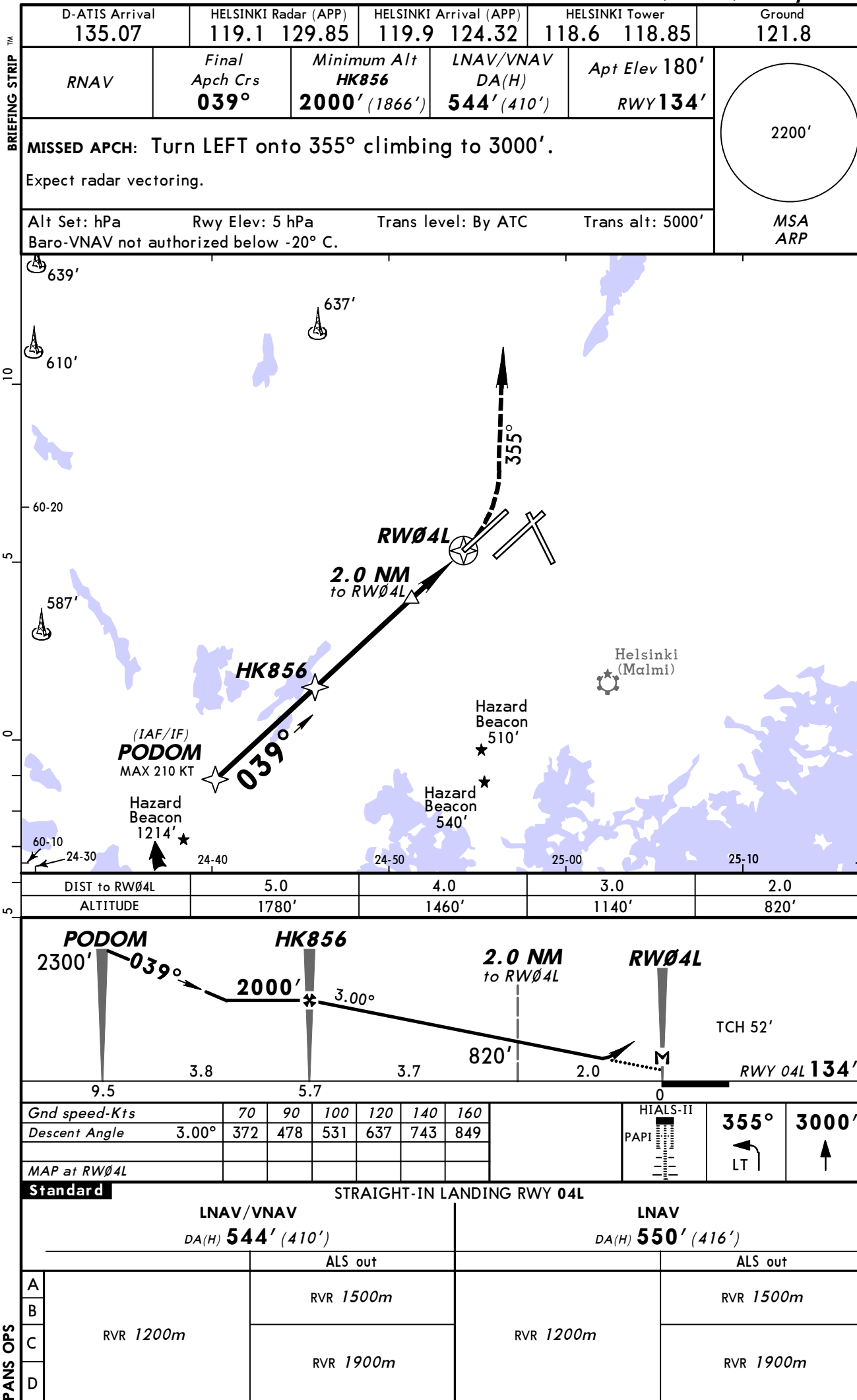
Standard		STRAIGHT-IN LANDING RWY 22R			
		ILS		LOC (GS out)	
		DA(H) 379' (200')		DA(H) 620' (441')	
		FULL	Limited	ALS out	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m
B					
C					CMV 2100m
D					



EFHK/HEL
VANTAA

JEPPESEN
31 OCT 14 (12-1) Eff 13 Nov

HELSINKI, FINLAND
RNAV (GNSS) Rwy 04L



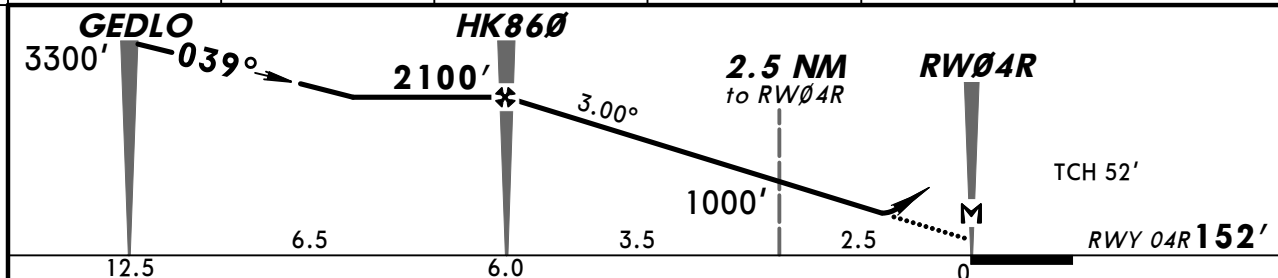
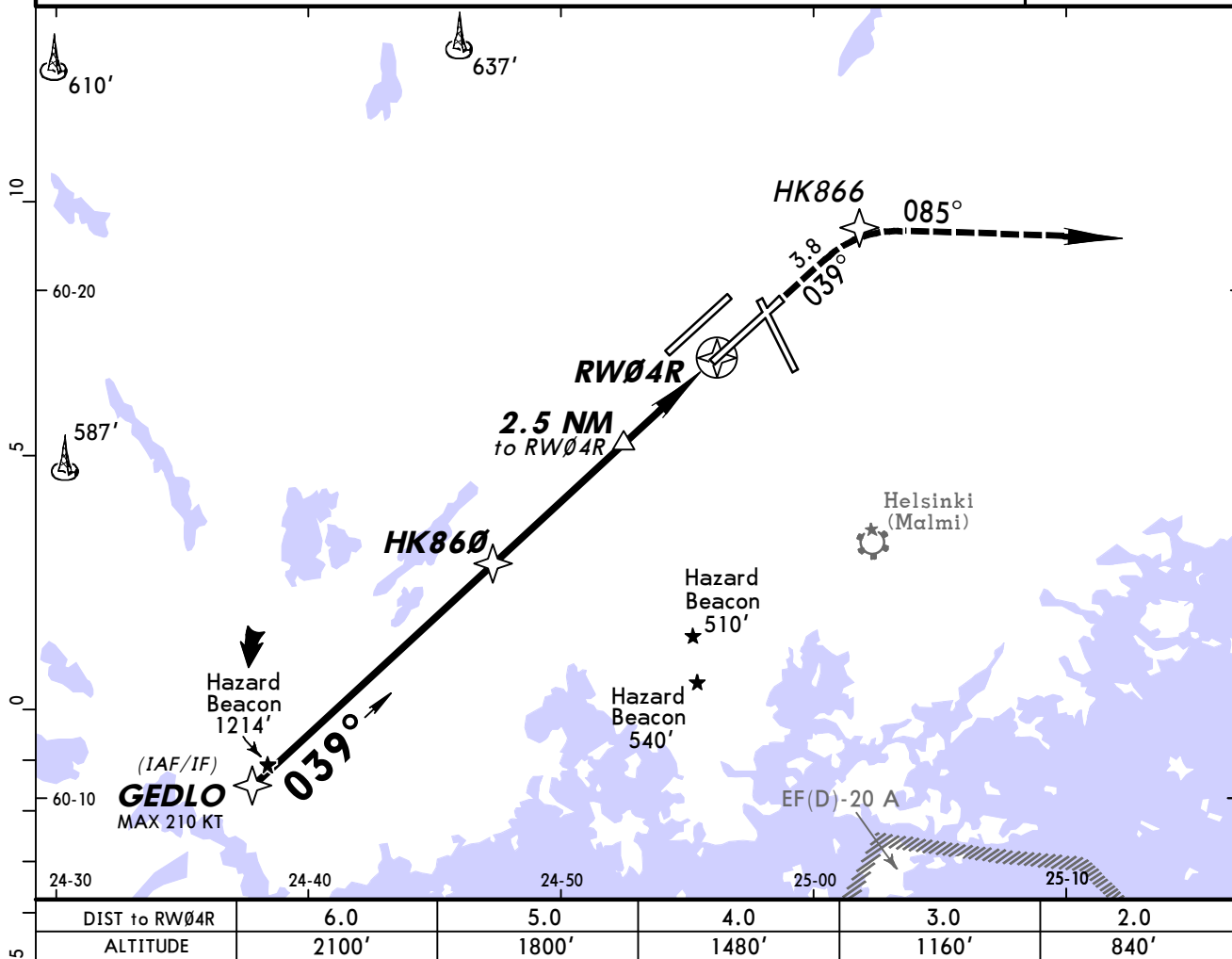
EFHK/HEL
VANTAA

31 OCT 14
Eff 13 Nov

12-2

HELSINKI, FINLAND
RNAV (GNSS) Rwy 04R

BRIEFING STRIP™	D-ATIS Arrival 135.07	HELSINKI Radar (APP) 119.1 129.85	HELSINKI Arrival (APP) 119.9 124.32	HELSINKI Tower 118.6 118.85	Ground 121.8
	RNAV	Final Apch Crs 039°	Minimum Alt HK860 2100' (1948')	LNAV/VNAV DA(H) 580' (428')	Apt Elev 180' RWY152'
	MISSED APCH: Proceed towards HK866 for RIGHT turn on 085° climbing to 3000'. Expect radar vectoring.				
	Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'				
Baro-VNAV not authorized below -20° C.					MSA ARP



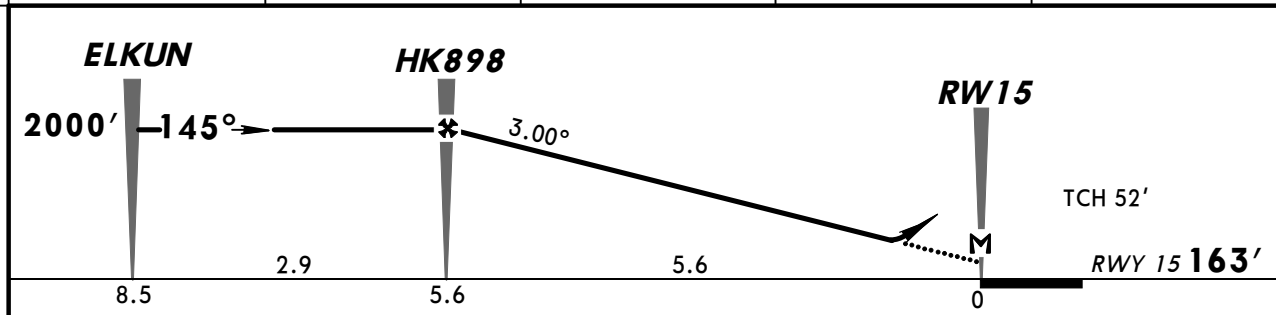
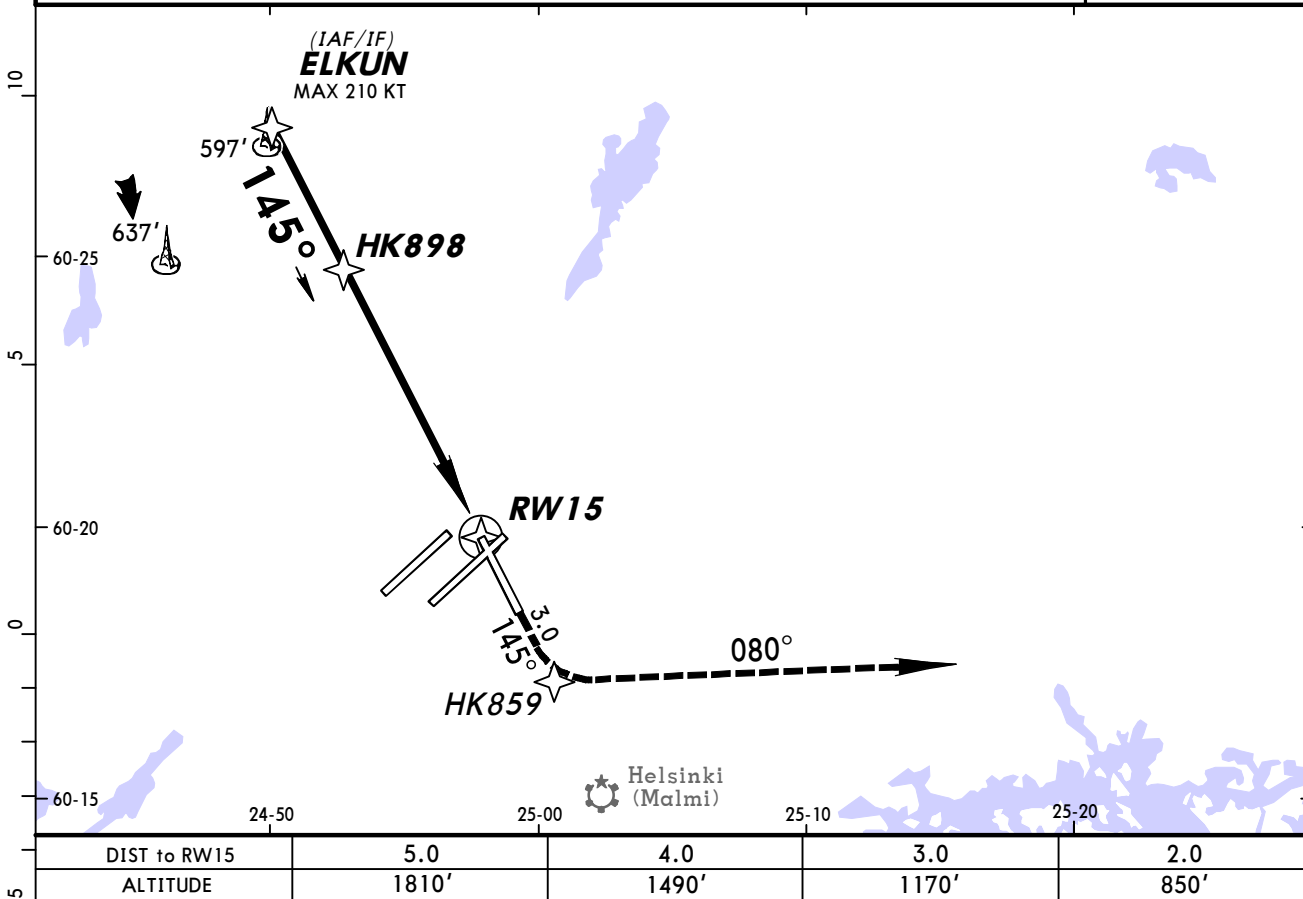
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	HK866 ↑
Descent Angle	3.00°	372	478	531	637	743		
MAP at RW04R								

PANS OPS	STRAIGHT-IN LANDING RWY 04R							
	LNAV/VNAV DA(H) 580' (428')				LNAV DA(H) 580' (428')			
	ALS out				ALS out			
	RVR 1500m				RVR 1500m			
RVR 1300m				RVR 1300m				
RVR 2000m				RVR 2000m				

CHANGES: APT and RWY elevation. Missed apch. Procedure.

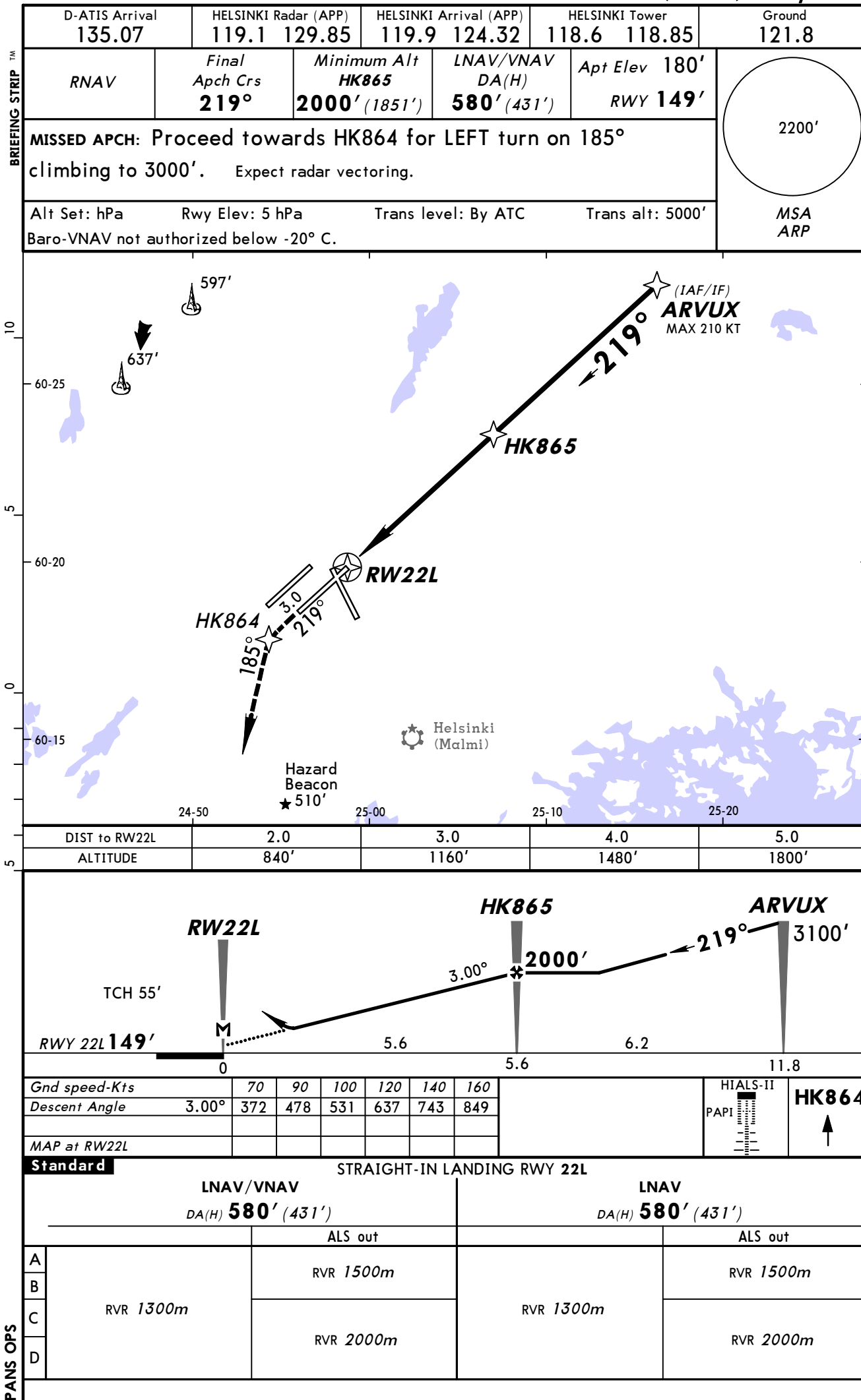
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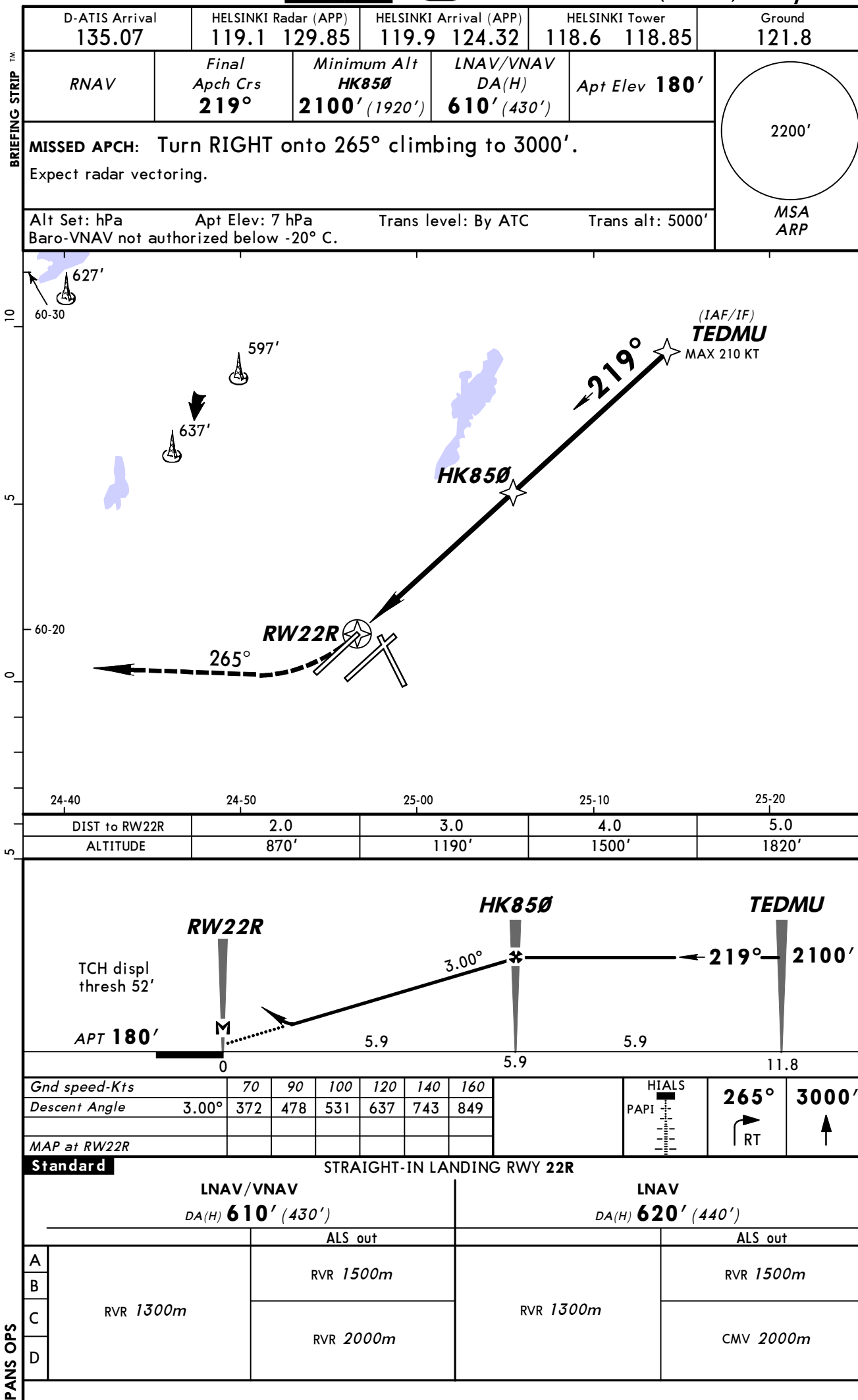
D-ATIS Arrival 135.07	HELSINKI Radar (APP) 119.1 129.85	HELSINKI Arrival (APP) 119.9 124.32	HELSINKI Tower 118.6 118.85	Ground 121.8
RNAV	Final Apch Crs 145°	Minimum Alt HK898 2000' (1837')	LNAV/VNAV DA(H) 553' (390')	Apt Elev 180' RWY 163'
MISSED APCH: Proceed towards HK859 for LEFT turn onto 080° climbing to 3000'. Except radar vectoring.				
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000' Baro-VNAV not authorized below -20° C.				2200' MSA ARP

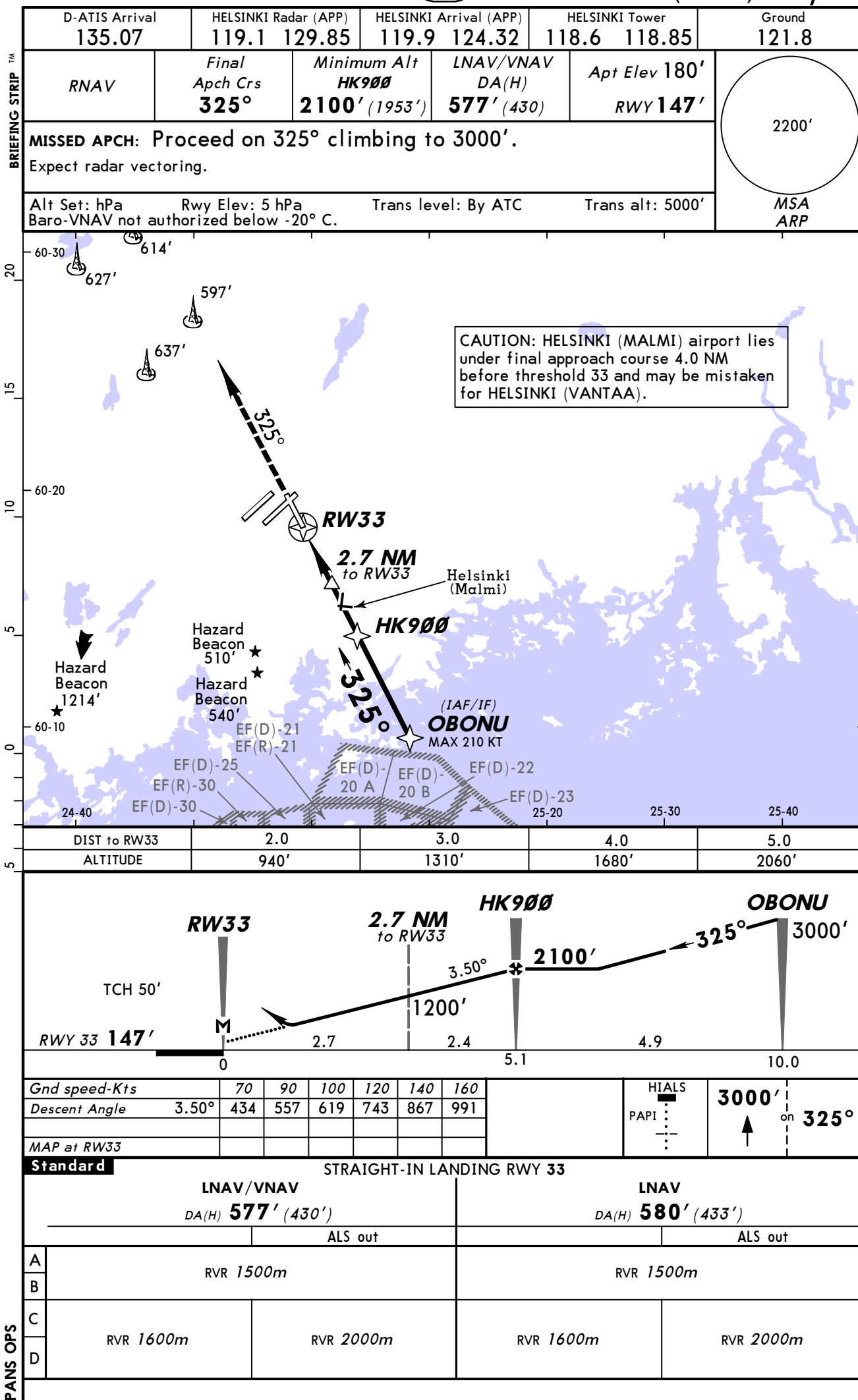


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI HK859
Descent Angle	3.00°	372	478	531	637	743	
MAP at RW15							

Standard				STRAIGHT-IN LANDING RWY 15			
LNAV/VNAV		LNAV					
DA(H) 553' (390')		DA(H) 620' (457')					
ALS out		ALS out					
RVR 1100m		RVR 1500m		RVR 1500m			
		RVR 1800m		RVR 1400m		CMV 2100m	







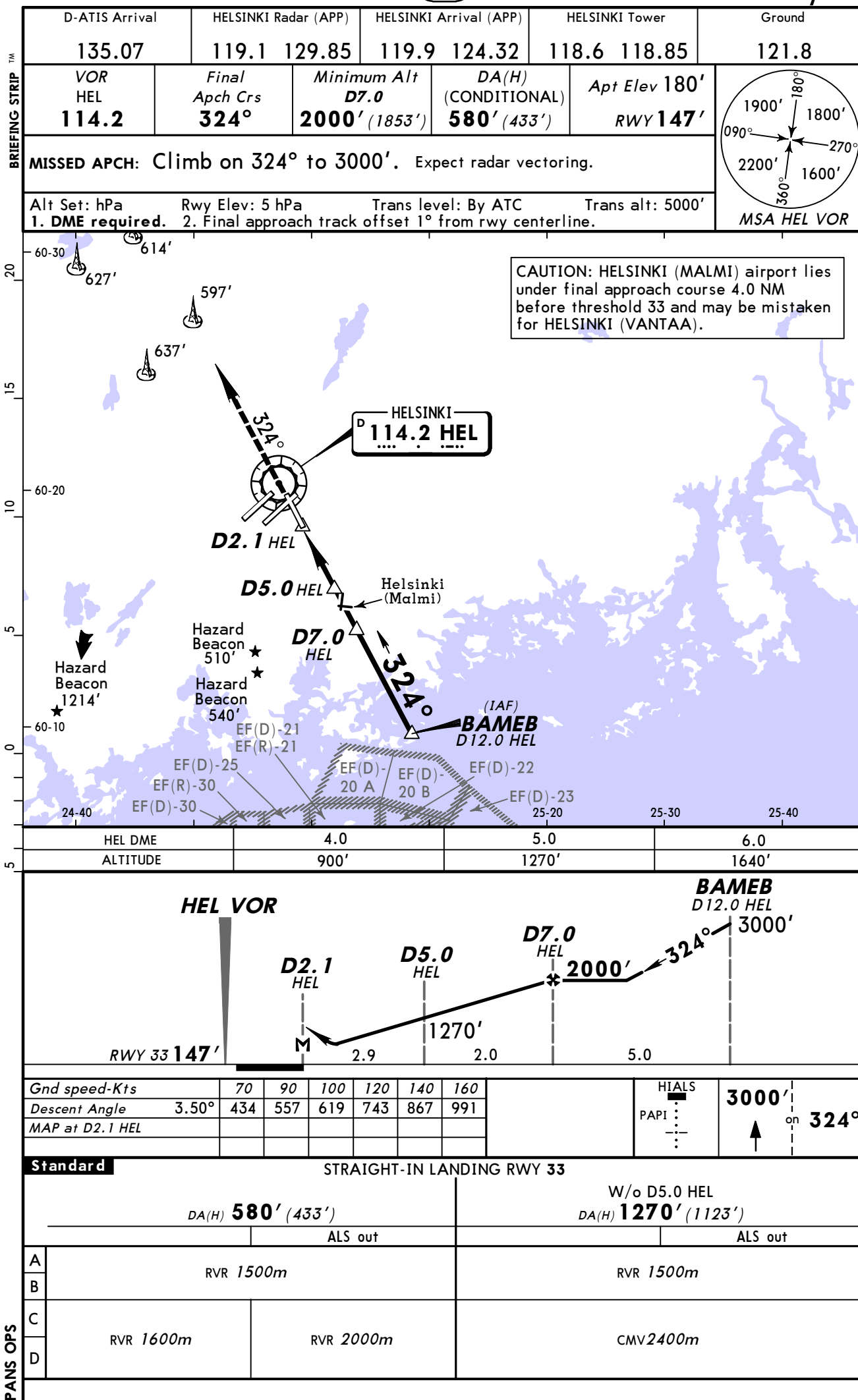


Chart changes since cycle 26-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
HELSINKI, (VANTAA - EFHK)				
REV	RNAV STAR DESIGNATION IND...	10-2	28 Nov 2014	11 Dec 2014
REV	DIVAM 1V & INTOR 2V RNAV ...	10-2S	28 Nov 2014	11 Dec 2014
ADD	LAKUT & LUSEP 2V RNAV ARR...	10-2T	28 Nov 2014	11 Dec 2014
DEL	LAKUT 2V & LUSEP 1V RNAV ...	10-2T	28 Nov 2014	11 Dec 2014

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EFHK

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.