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Revision Letter For Cycle 01-2016

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## General Information

Location: HELSINKI FIN  
ICAO/IATA: EFHK / HEL  
Lat/Long: N60° 19.03', E024° 57.80'  
Elevation: 180 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: -2:00 = UTC  
Magnetic Variation: 8.0° 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: 0718 Z  
Sunset: 1337 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: 11483 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 162 ft  
Lighting: Edge, ALS, Centerline  
Displaced Threshold: 984 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: 11483 ft x 197 ft  
Surface Type: asphalt  
TDZ-Elev: 165 ft

Lighting: Edge, ALS, Centerline, TDZ

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: 114.200 Departure Service  
ATIS: 135.075 Arrival Service  
Helsinki Tower: 118.850  
Helsinki Tower: 118.600  
Helsinki Tower: 119.700  
Helsinki Ground: 121.800  
Helsinki Delivery Ground: 118.125  
Helsinki Apron Ramp/Taxi: 121.650  
Helsinki Radar Approach: 119.100  
Helsinki Radar Approach: 119.700  
Helsinki Arrival Approach: 119.900  
Helsinki Arrival Approach: 124.325  
Helsinki Radar Approach: 129.850

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**VANTAA**

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30 OCT 15

10-1P

Eff 12 Nov

**HELSINKI, FINLAND**  
**AIRPORT BRIEFING**

## 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'/3000') 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.

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**AIRPORT BRIEFING**

## **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. 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.

#### **1.3.3. CAT II/III 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 to intercept ILS LOC.

### **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.

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**AIRPORT BRIEFING**

## **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.

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**HELSINKI, FINLAND**  
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## **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.

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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/III OPERATIONS

RWYs 22L and 22R approved for CAT II operations and RWY 04L approved for CATIII 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<br>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<br>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.

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**HELSINKI, FINLAND**  
**AIRPORT BRIEFING**

**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)."

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**HELSINKI, FINLAND**  
**AIRPORT BRIEFING**

### 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.

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31 OCT 14

10-1P7

Eff 13 Nov

HELSINKI, FINLAND  
AIRPORT BRIEFING

### 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.

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Eff 13 Nov

HELSINKI, FINLAND  
AIRPORT BRIEFING

### 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.

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**HELSINKI, FINLAND**  
**Eff 13 Nov** **AIRPORT BRIEFING**

### **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.

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30 OCT 15 **10-1R**

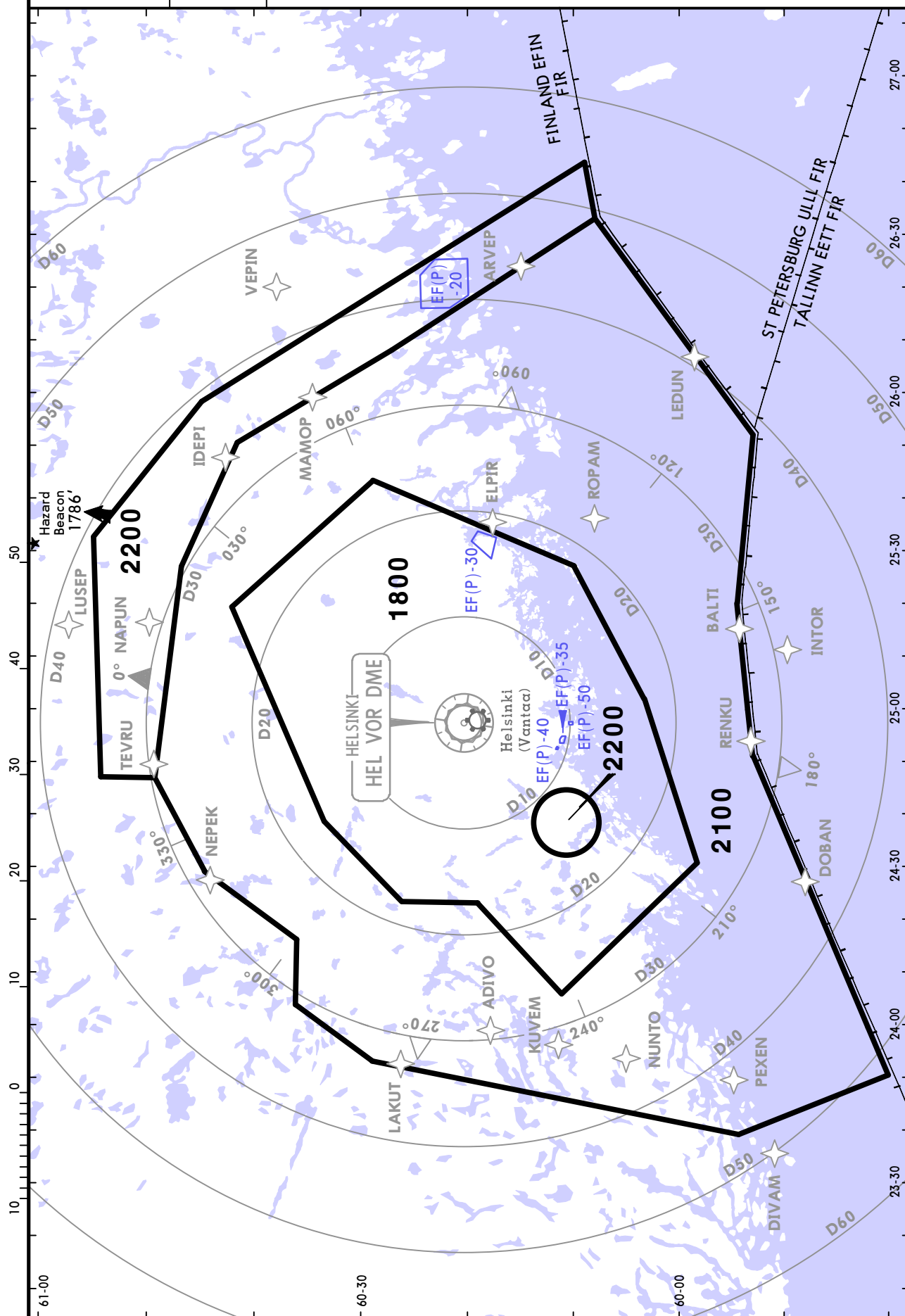
**HELSINKI, FINLAND**

**Eff 12 Nov RADAR MINIMUM ALTITUDES**

HELSINKI Radar  
**119.1**  
**129.850**  
**\*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.



CHANGES: Sectors revised.

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30 OCT 15 **10-2** **Eff 12 Nov**

**HELSINKI, FINLAND**  
**RNAV STAR**

| 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 2A, INTOR 3A    | 10-2N          |
| LAKUT 3A, LUSEP 2A    | 10-2P          |
| ROPAM 2A, VEPIN 2A    | 10-2Q          |
| DIVAM 2V, INTOR 3V    | 10-2S          |
| LAKUT 3V, LUSEP 3V    | 10-2T          |
| PEXEN 3V              | 10-2U          |
| ROPAM 2V, VEPIN 2V    | 10-2V          |
| DIVAM 1W, INTOR 4W    | 10-2W          |
| LAKUT 5W, LUSEP 1W    | 10-2X          |
| ROPAM 1W, VEPIN 1W    | 10-2X1         |

|  |
|--|
|  |
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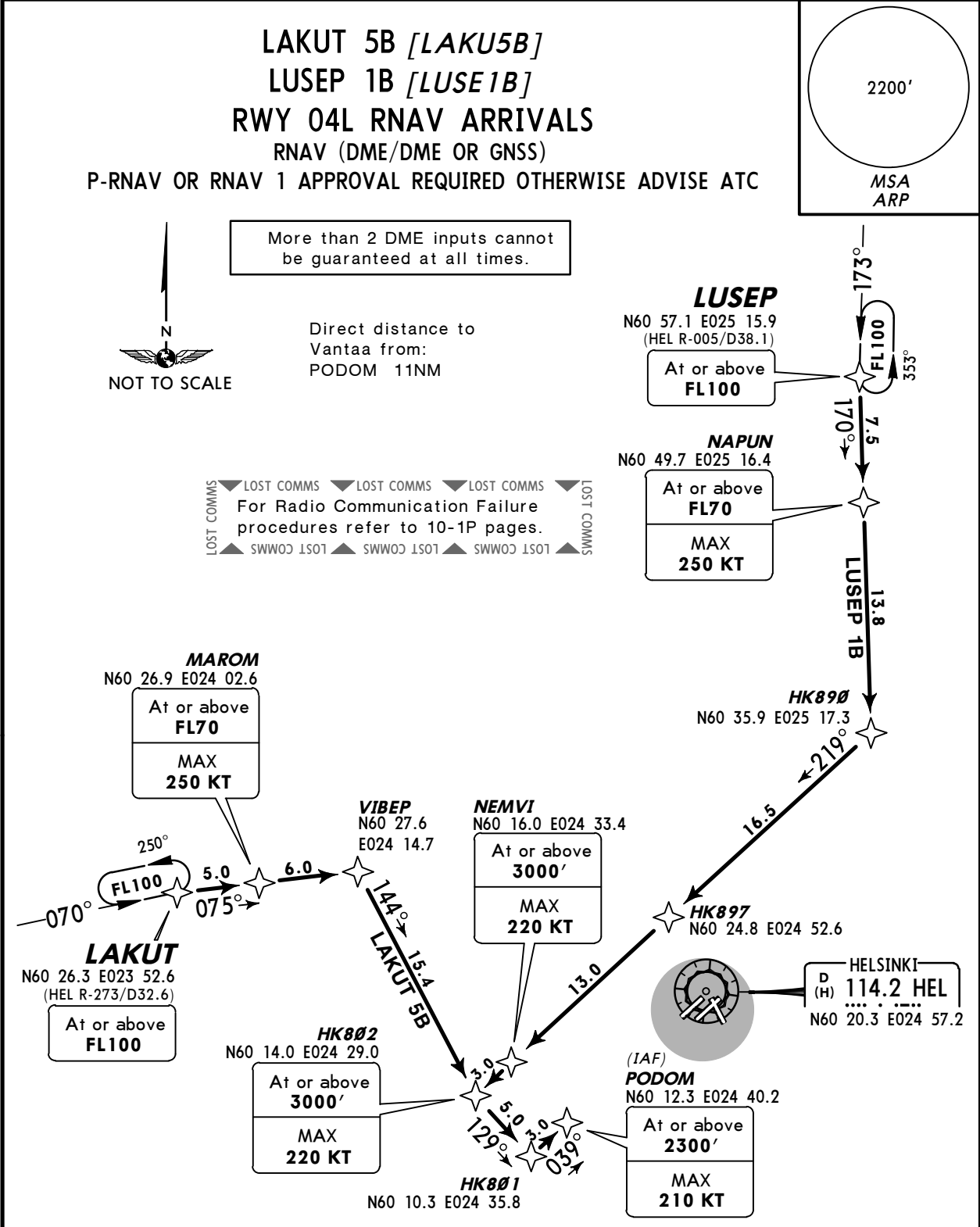
**RNAV STAR**

EFHK/HEL  
VANTAA

JEPPESSEN  
31 OCT 14 10-2C Eff 13 Nov

HELSINKI, FINLAND  
RNAV STAR

|                   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| D-ATIS<br>135.075 | Apt Elev<br>180' | Alt Set: hPa Trans level: By ATC Trans alt: 5000'<br>1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.<br>2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.<br>3. STARs are also minimum noise routings.<br>4. Descent clearance will be given by ATC.<br>5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.<br>6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR. |
|-------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



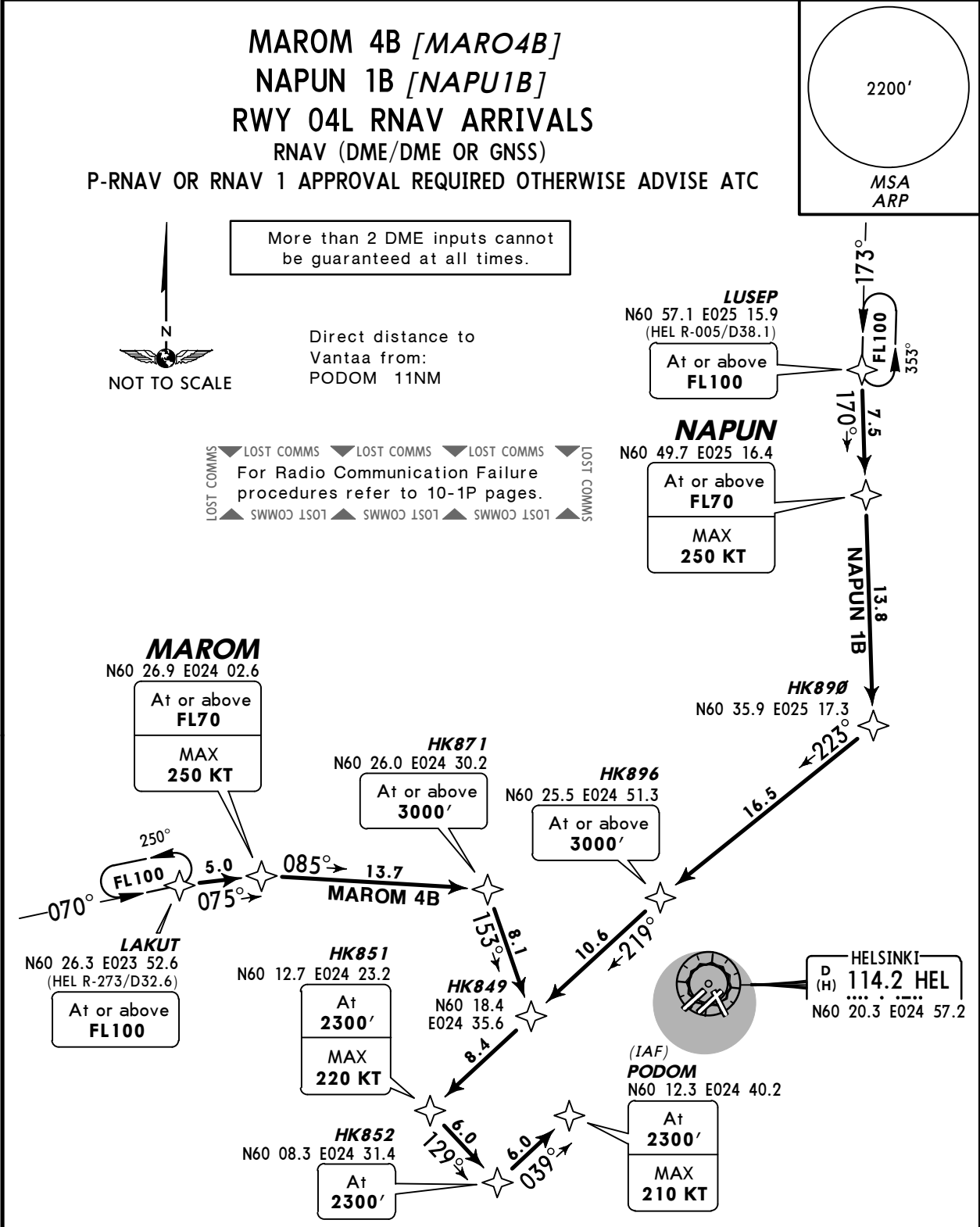
| STAR     | ROUTING                                                                                                                                |
|----------|----------------------------------------------------------------------------------------------------------------------------------------|
| 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-). |

EFHK/HEL  
VANTAA

JEPPESSEN  
31 OCT 14 10-2D Eff 13 Nov

HELSINKI, FINLAND  
RNAV STAR

|                   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| D-ATIS<br>135.075 | Apt Elev<br>180' | Alt Set: hPa Trans level: By ATC Trans alt: 5000'<br>1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.<br>2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.<br>3. STARs are also minimum noise routings.<br>4. Descent clearance will be given by ATC.<br>5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.<br>6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR. |
|-------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



| 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-). |

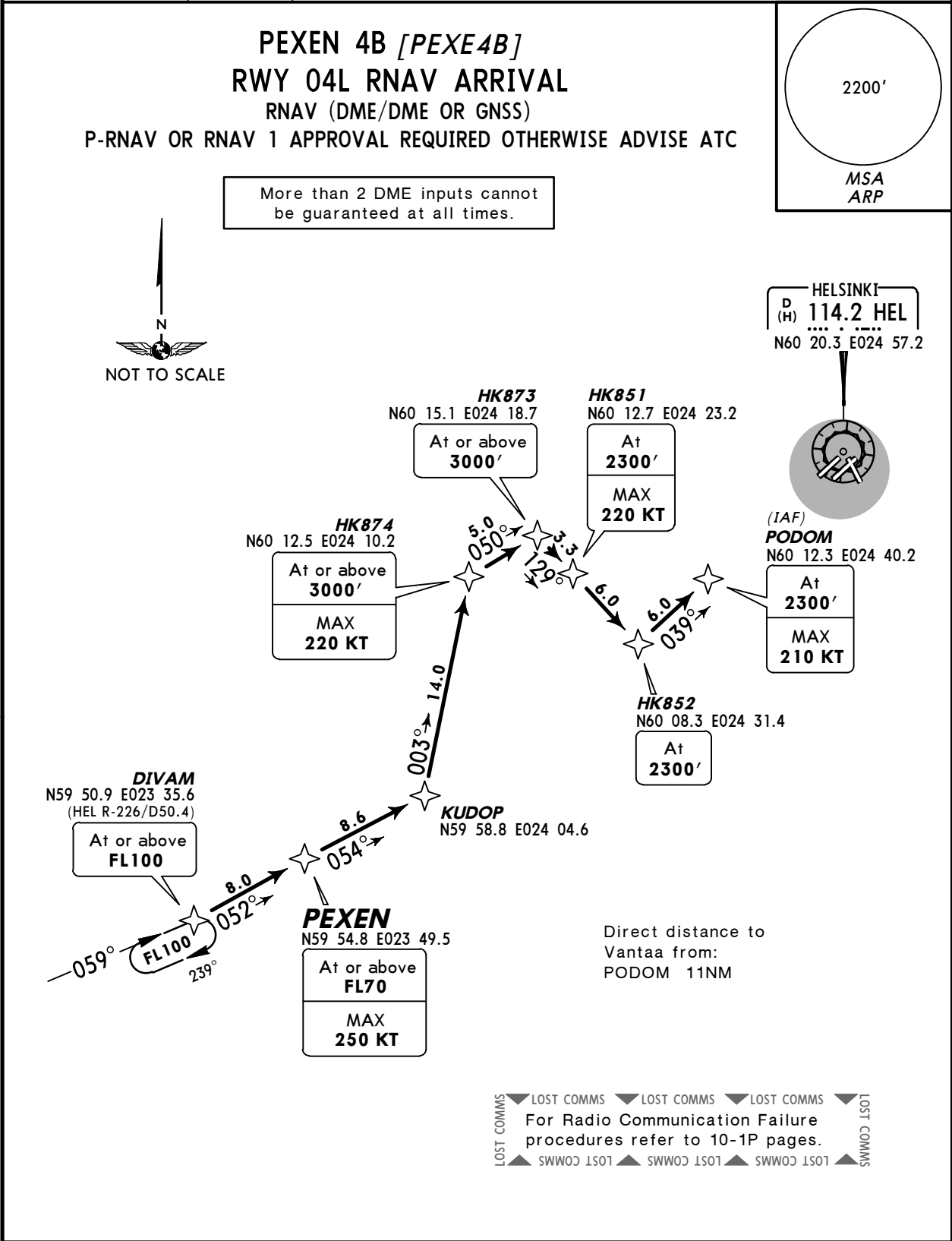
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EFHK/HEL  
VANTAA

JEPPESSEN  
31 OCT 14 10-2F Eff 13 Nov

HELSINKI, FINLAND  
RNAV STAR

|                   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| D-ATIS<br>135.075 | Apt Elev<br>180' | Alt Set: hPa Trans level: By ATC Trans alt: 5000'<br>1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.<br>2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.<br>3. STARs are also minimum noise routings.<br>4. Descent clearance will be given by ATC.<br>5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.<br>6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR. |
|-------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



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

EFHK/HEL  
VANTAA

JEPPESSEN  
31 OCT 14 10-2G Eff 13 Nov

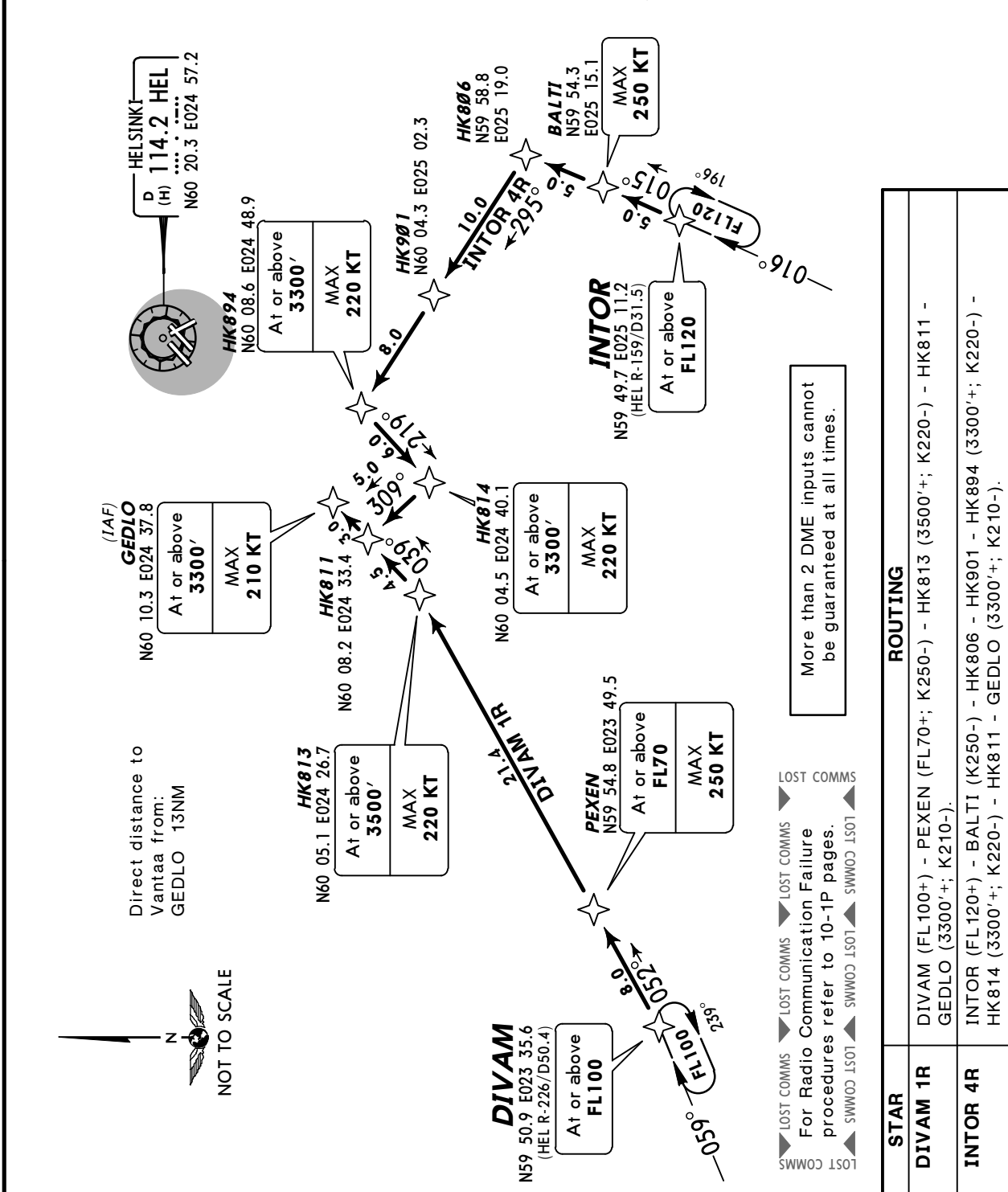
HELSINKI, FINLAND  
RNAV STAR

|                   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| D-ATIS<br>135.075 | Apt Elev<br>180' | Alt Set: hPa Trans level: By ATC Trans alt: 5000'<br>1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.<br>2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.<br>3. STARs are also minimum noise routings.<br>4. Descent clearance will be given by ATC.<br>5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.<br>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

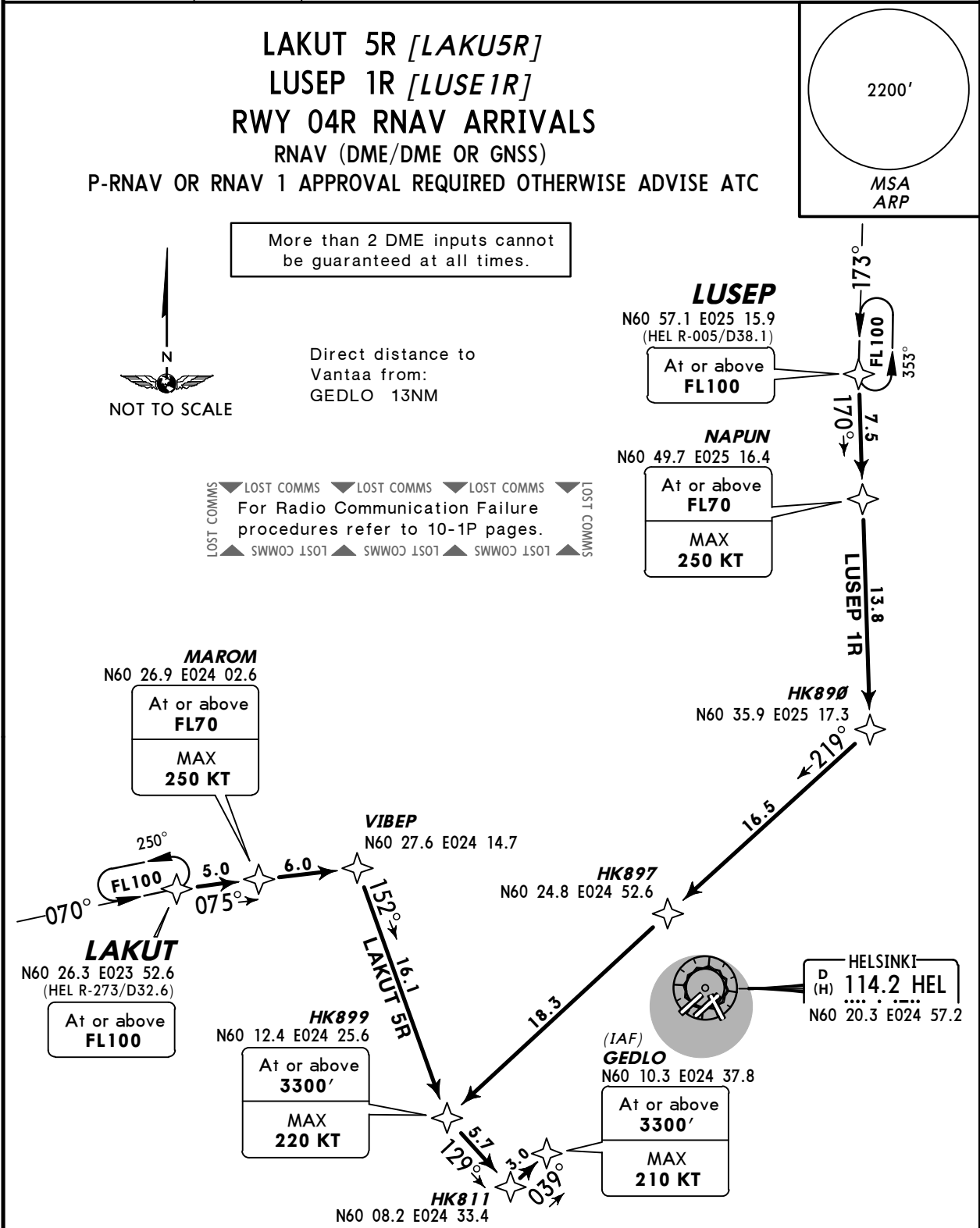


EFHK/HEL  
VANTAA

JEPPESSEN  
31 OCT 14 10-2H Eff 13 Nov

HELSINKI, FINLAND  
RNAV STAR

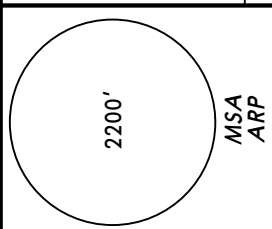
|                   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| D-ATIS<br>135.075 | Apt Elev<br>180' | Alt Set: hPa Trans level: By ATC Trans alt: 5000'<br>1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.<br>2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.<br>3. STARs are also minimum noise routings.<br>4. Descent clearance will be given by ATC.<br>5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.<br>6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR. |
|-------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



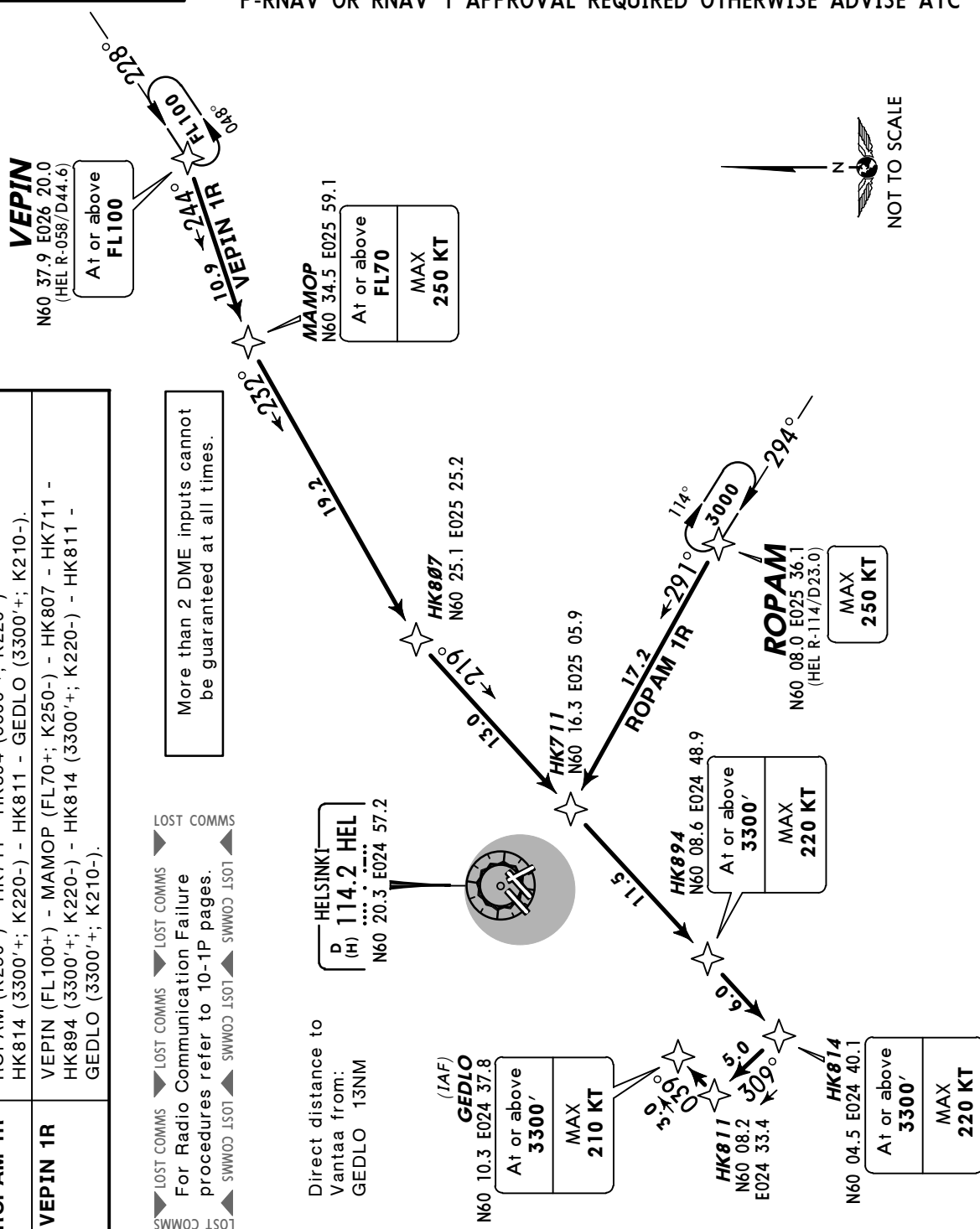
| STAR     | ROUTING                                                                                                        |
|----------|----------------------------------------------------------------------------------------------------------------|
| LAKUT 5R | LAKUT (FL100+) - MAROM (FL70+; K250-)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

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.



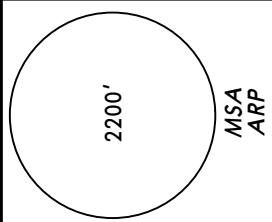
P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



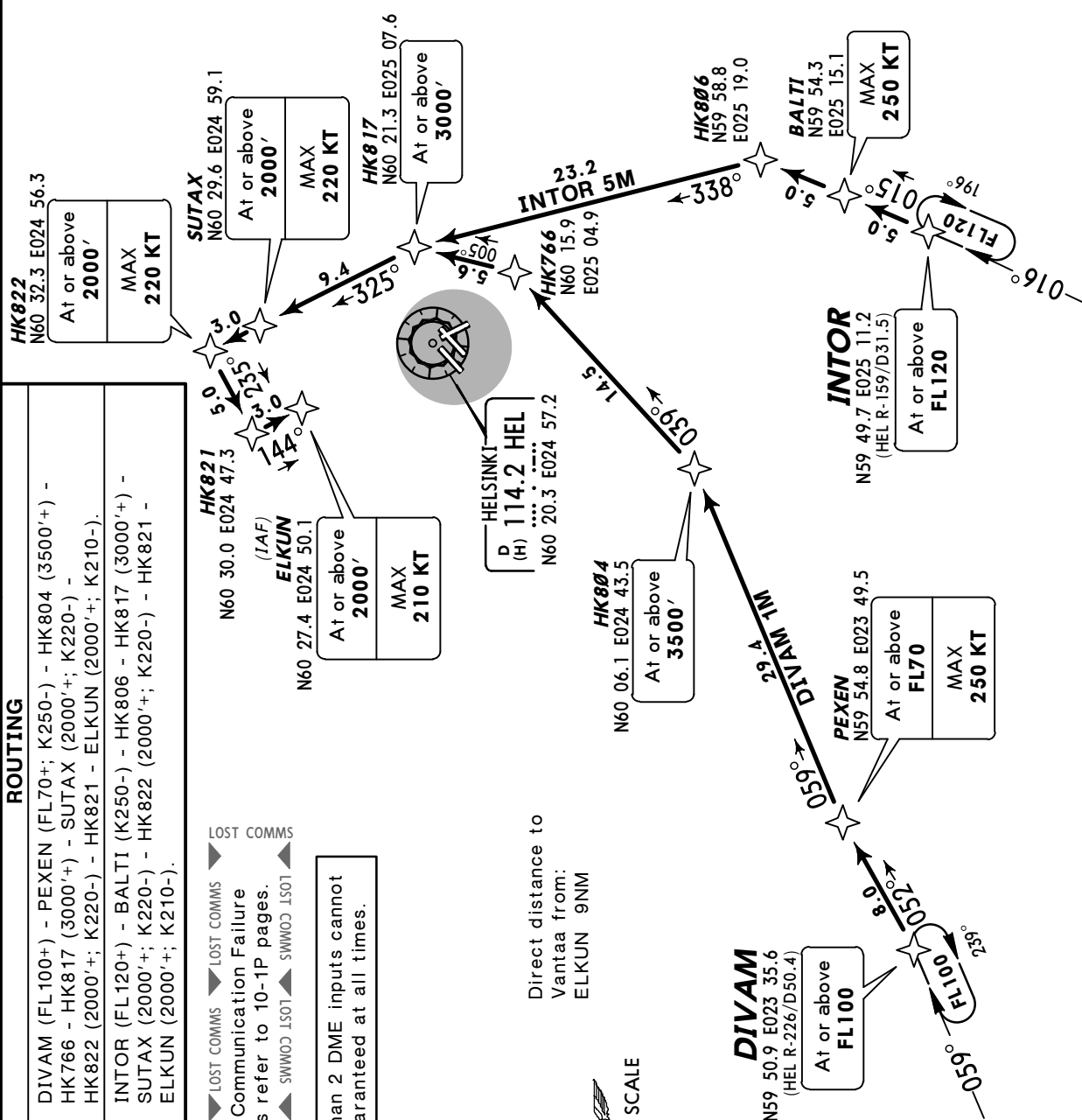
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Alt Set: hPa    Trans level: By ATC    Trans alt: 5000'

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.



P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



## ROUTING

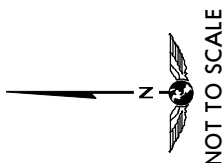
R

DIVAM (FL100+) - PEXEN (FL70+; K250-) - HK804 (3500'+) -  
 HK766 - HK817 (3000'+) - SUTAX (2000'+; K220-) -  
 HK822 (2000'+; K220-) - HK821 - ELKUN (2000'+; K210-).

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

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

Direct distance to  
Vantaa from:  
ELKUN 9NM



**RNAV STAR**

EFHK/HEL  
VANTAA

JEPPESSEN  
30 OCT 15 10-2M Eff 12 Nov

HELSINKI, FINLAND  
RNAV STAR

|                   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| D-ATIS<br>135.075 | Apt Elev<br>180' | Alt Set: hPa Trans level: By ATC Trans alt: 5000'<br>1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.<br>2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.<br>3. STARs are also minimum noise routings.<br>4. Descent clearance will be given by ATC.<br>5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.<br>6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR. |
|-------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

2200'

MSA ARP

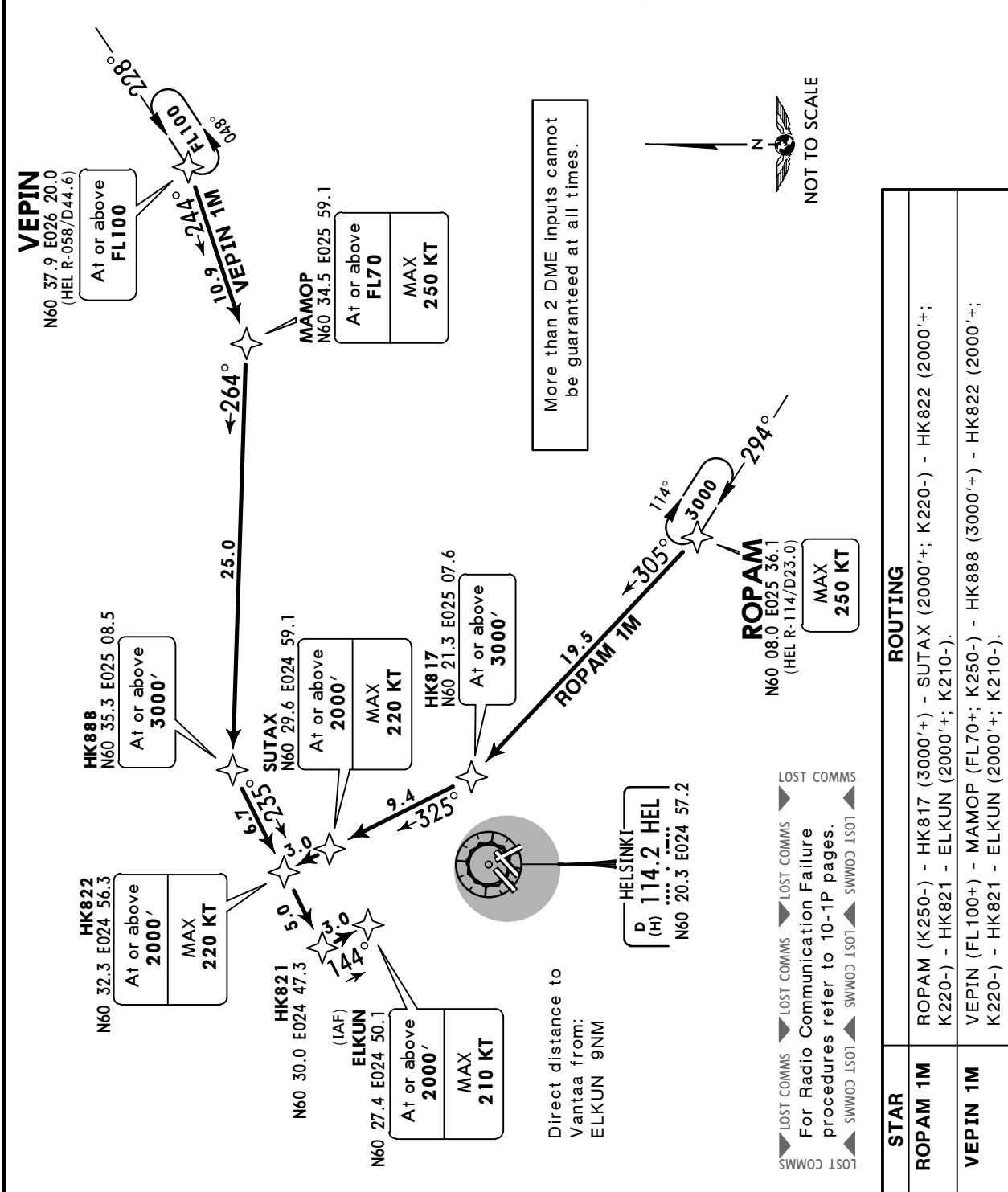
ROPAM 1M [ROPA1M]

VEPIN 1M [VEPI1M]

RWY 15 RNAV ARRIVALS

RNAV (DME/DME OR GNSS)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



| STAR     | ROUTING                                                                                                         |
|----------|-----------------------------------------------------------------------------------------------------------------|
| ROPAM 1M | ROPAM (K250-) - HK817 (3000'+) - SUTAX (2000'+) - HK822 (2000'+); K220- - HK821 - ELKUN (2000'+; K210-).        |
| VEPIN 1M | VEPIN (FL100+) - MAMOP (FL70+; K250-) - HK888 (3000'+) - HK822 (2000'+; K220-) - HK821 - ELKUN (2000'+; K210-). |

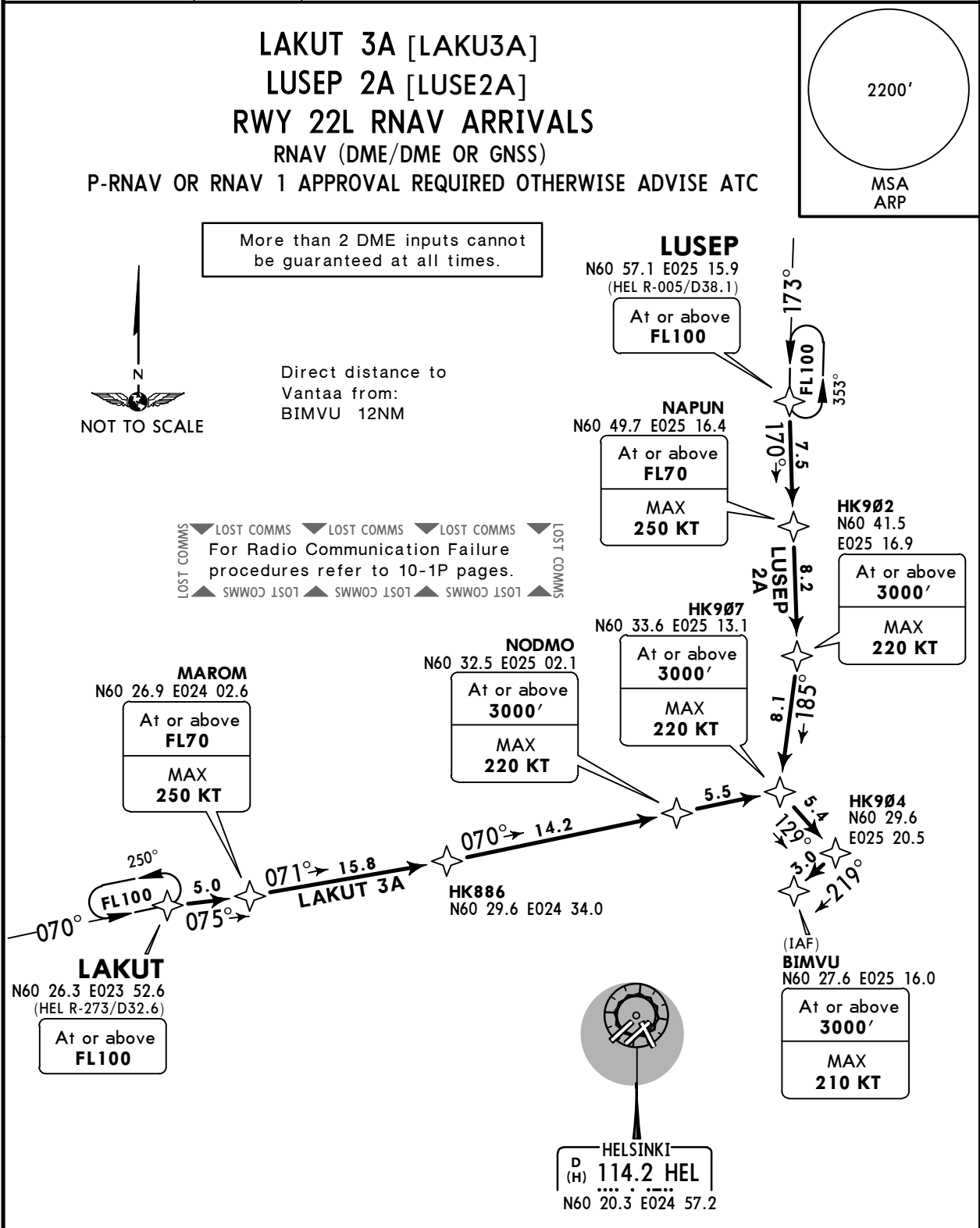
**RNAV STAR**

EFHK/HEL  
VANTAA

JEPPESSEN  
30 OCT 15 10-2P Eff 12 Nov

HELSINKI, FINLAND  
RNAV STAR

|                   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| D-ATIS<br>135.075 | Apt Elev<br>180' | Alt Set: hPa Trans level: By ATC Trans alt: 5000'<br>1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.<br>2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.<br>3. STARs are also minimum noise routings.<br>4. Descent clearance will be given by ATC.<br>5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.<br>6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR. |
|-------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



| STAR     | ROUTING                                                                                                                        |
|----------|--------------------------------------------------------------------------------------------------------------------------------|
| LAKUT 3A | LAKUT (FL100+) - MAROM (FL70+; K250-) - HK886 - NODMO (3000'+; K220-) - HK907 (3000'+; K220-) - HK904 - BIMVU (3000'+; K210-). |
| LUSEP 2A | LUSEP (FL100+) - NAPUN (FL70+; K250-) - HK902 (3000'+; K220-) - HK907 (3000'+; K220-) - HK904 - BIMVU (3000'+; K210-).         |

EFHK/HEL  
VANTAA

JEPPESSEN  
30 OCT 15 10-2Q Eff 12 Nov

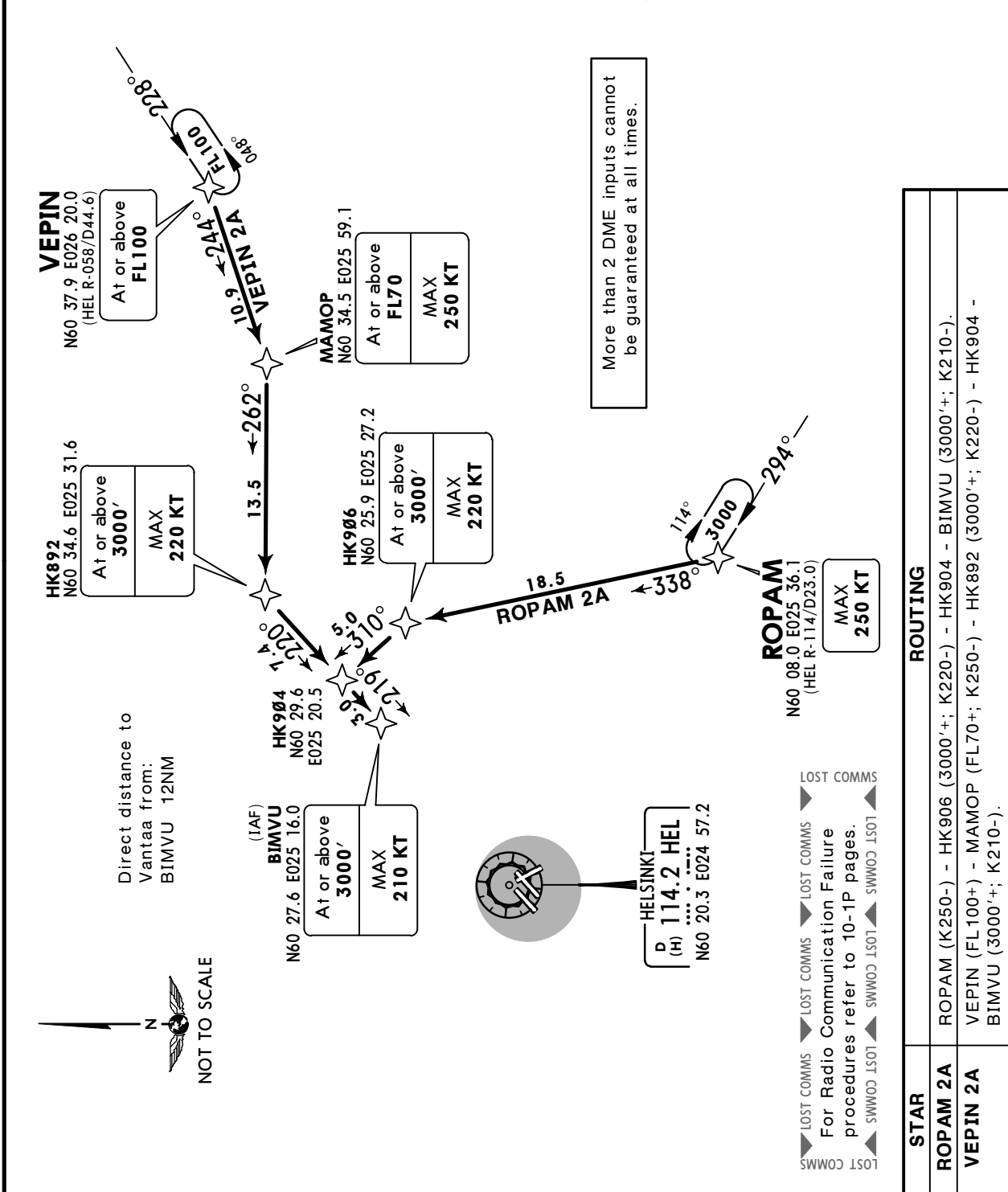
HELSINKI, FINLAND  
RNAV STAR

|                   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| D-ATIS<br>135.075 | Apt Elev<br>180' | Alt Set: hPa Trans level: By ATC Trans alt: 5000'<br>1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.<br>2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.<br>3. STARs are also minimum noise routings.<br>4. Descent clearance will be given by ATC.<br>5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.<br>6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR. |
|-------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

2200'

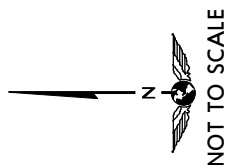
MSA ARP

ROPAM 2A [ROPA2A]  
VEPIN 2A [VEPI2A]  
RWY 22L RNAV ARRIVALS  
RNAV (DME/DME OR GNSS)  
P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



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

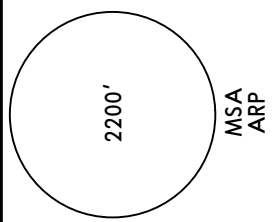
1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.
3. STARs are also minimum noise routings.
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.



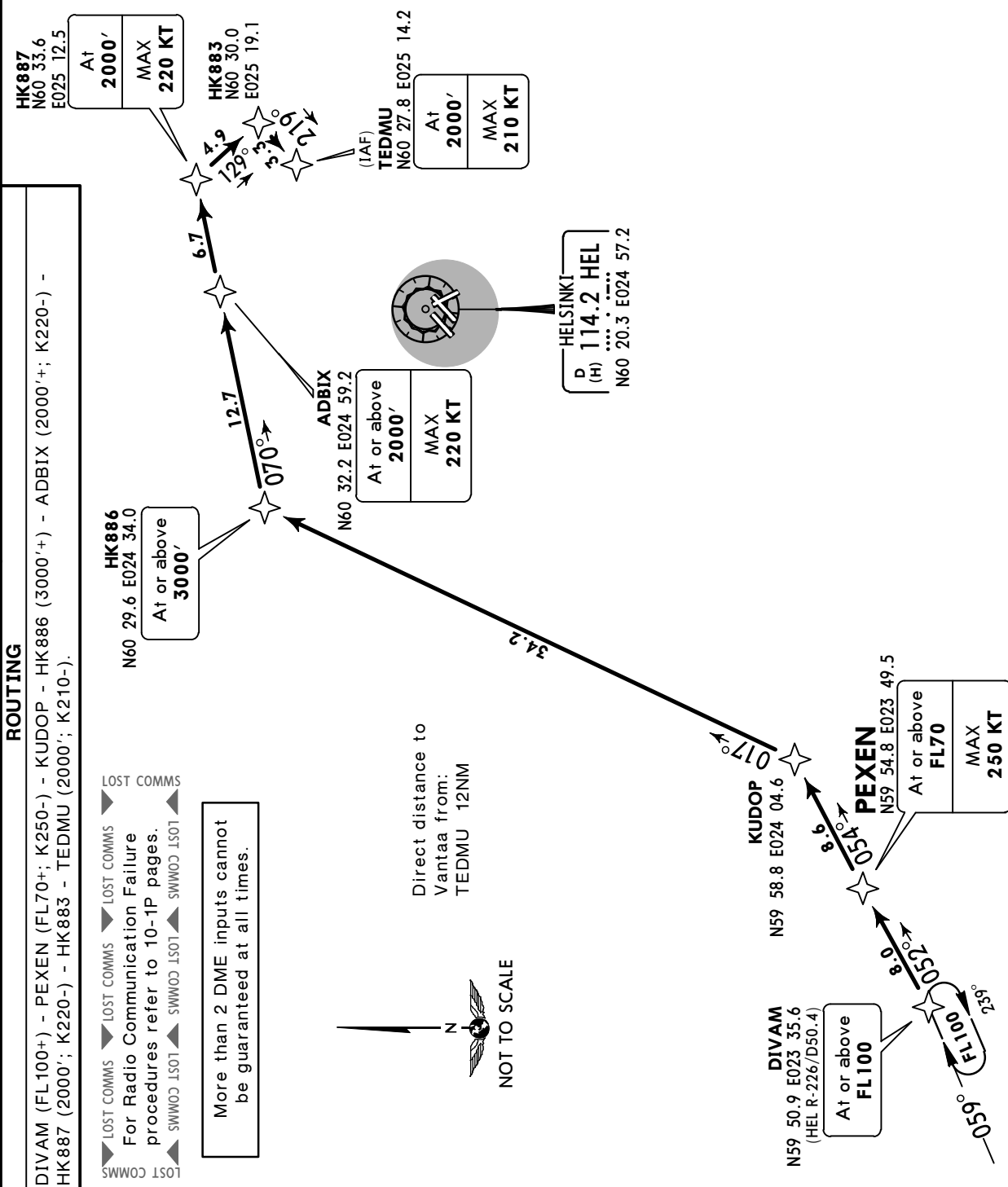
CHANGES: RNAV STARs renumbered & revised. © JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

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.



P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



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EFHK/HEL  
VANTAA

JEPPESSEN  
30 OCT 15 10-2V Eff 12 Nov

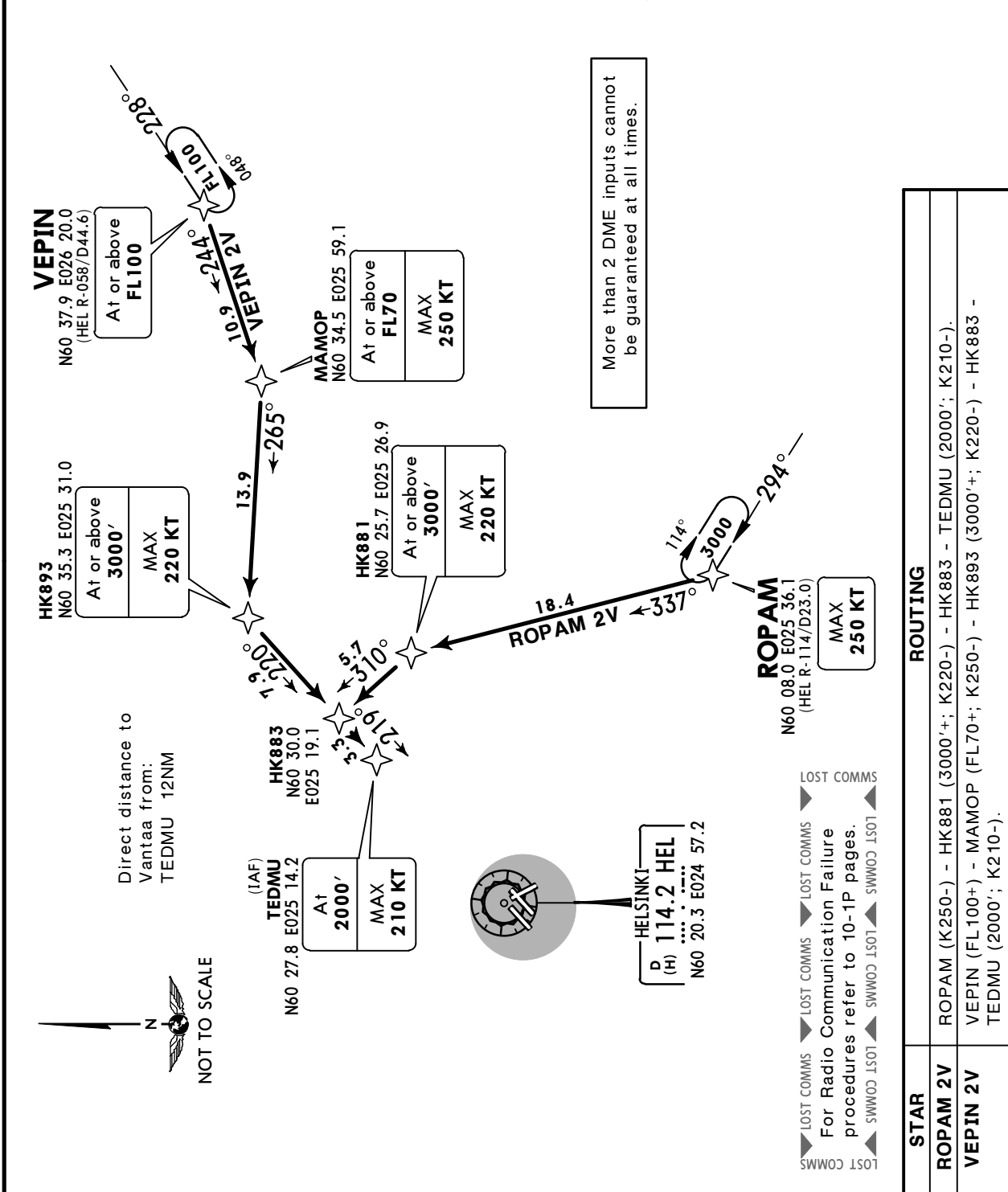
HELSINKI, FINLAND  
RNAV STAR

|                   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| D-ATIS<br>135.075 | Apt Elev<br>180' | Alt Set: hPa Trans level: By ATC Trans alt: 5000'<br>1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.<br>2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.<br>3. STARs are also minimum noise routings.<br>4. Descent clearance will be given by ATC.<br>5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.<br>6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR. |
|-------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

2200'

MSA ARP

ROPAM 2V [ROPA2V]  
VEPIN 2V [VEPI2V]  
RWY 22R RNAV ARRIVALS  
RNAV (DME/DME OR GNSS)  
P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



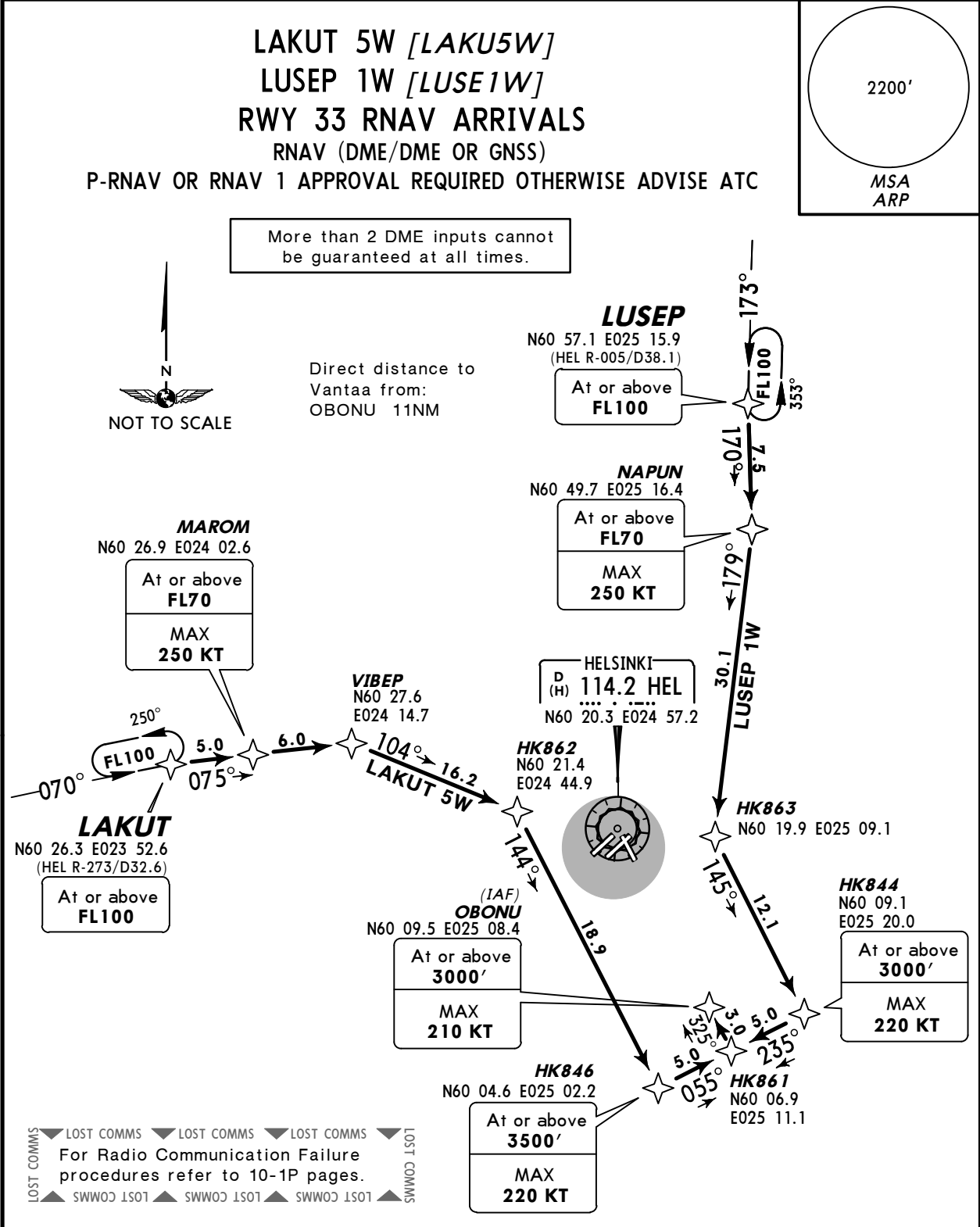
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EFHK/HEL  
VANTAA

JEPPESSEN  
31 OCT 14 10-2X Eff 13 Nov

HELSINKI, FINLAND  
RNAV STAR

|                   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| D-ATIS<br>135.075 | Apt Elev<br>180' | Alt Set: hPa Trans level: By ATC Trans alt: 5000'<br>1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.<br>2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.<br>3. STARs are also minimum noise routings.<br>4. Descent clearance will be given by ATC.<br>5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.<br>6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR. |
|-------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



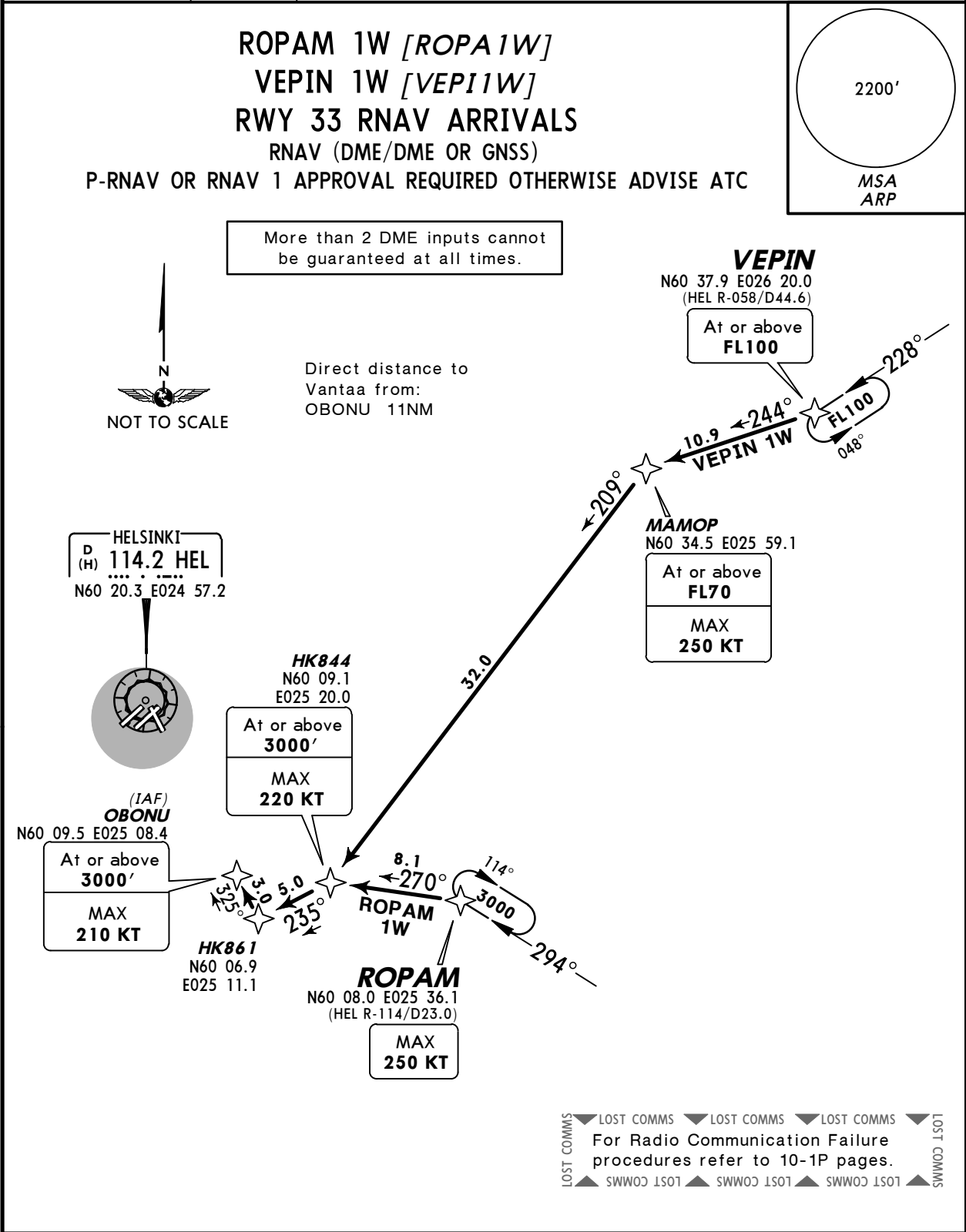
| STAR     | ROUTING                                                                                                        |
|----------|----------------------------------------------------------------------------------------------------------------|
| LAKUT 5W | LAKUT (FL100+) - MAROM (FL70+; K250-) - VIBEP - HK862 - HK846 (3500'+; K220-) - HK861 - OBONU (3000'+; K210-). |
| LUSEP 1W | LUSEP (FL100+) - NAPUN (FL70+; K250-) - HK863 - HK844 (3000'+; K220-) - HK861 - OBONU (3000'+; K210-).         |

EFHK/HEL  
VANTAA

JEPPESSEN  
31 OCT 14 10-2X1 Eff 13 Nov

HELSINKI, FINLAND  
RNAV STAR

|                   |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| D-ATIS<br>135.075 | Apt Elev<br>180' | Alt Set: hPa Trans level: By ATC Trans alt: 5000'<br>1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.<br>2. STARs must be flown according to the defined waypoint sequence until the last waypoint. Separate clearance to inbound is not required.<br>3. STARs are also minimum noise routings.<br>4. Descent clearance will be given by ATC.<br>5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.<br>6. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR. |
|-------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



| 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-). |

EFHK/HEL  
VANTAA

JEPPESEN  
30 OCT 15 10-3 Eff 12 Nov

HELSINKI, FINLAND  
RNAV SID

|                           |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|---------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| HELSINKI Radar<br>129.850 | Apt Elev<br>180' | Trans level: By ATC    Trans alt: 5000'<br>1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar.<br>2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.<br>3. EXPECT DCT clearance or vectors to the ATS route after SID.<br>4. SIDs are also minimum noise routings.<br>5. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off. |
|---------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

UNURU 4Z [UNUR4Z]  
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 45.9  
MAX  
250 KT

6.4  
295°

HK903  
N60 24.4 E024 56.8

039°

At or above  
730'

Direct distance from  
Vantaa Apt to:  
HK903 5NM

N

NOT TO SCALE

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.

LOST COMMS

LOST COMMS

LOST COMMS

LOST COMMS

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

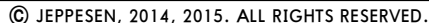
After take-off climb as rapidly as possible to at least 2000'.

ROUTING

(730'+) - HK903 - UNURU (K250-).

CHANGES: RNAV SID UNURU 3Z renumbered 4Z & revised. © JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

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EFHK/HEL  
VANTAA

JEPPESEN  
30 OCT 15 10-3C Eff 12 Nov

HELSINKI, FINLAND  
RNAV SID

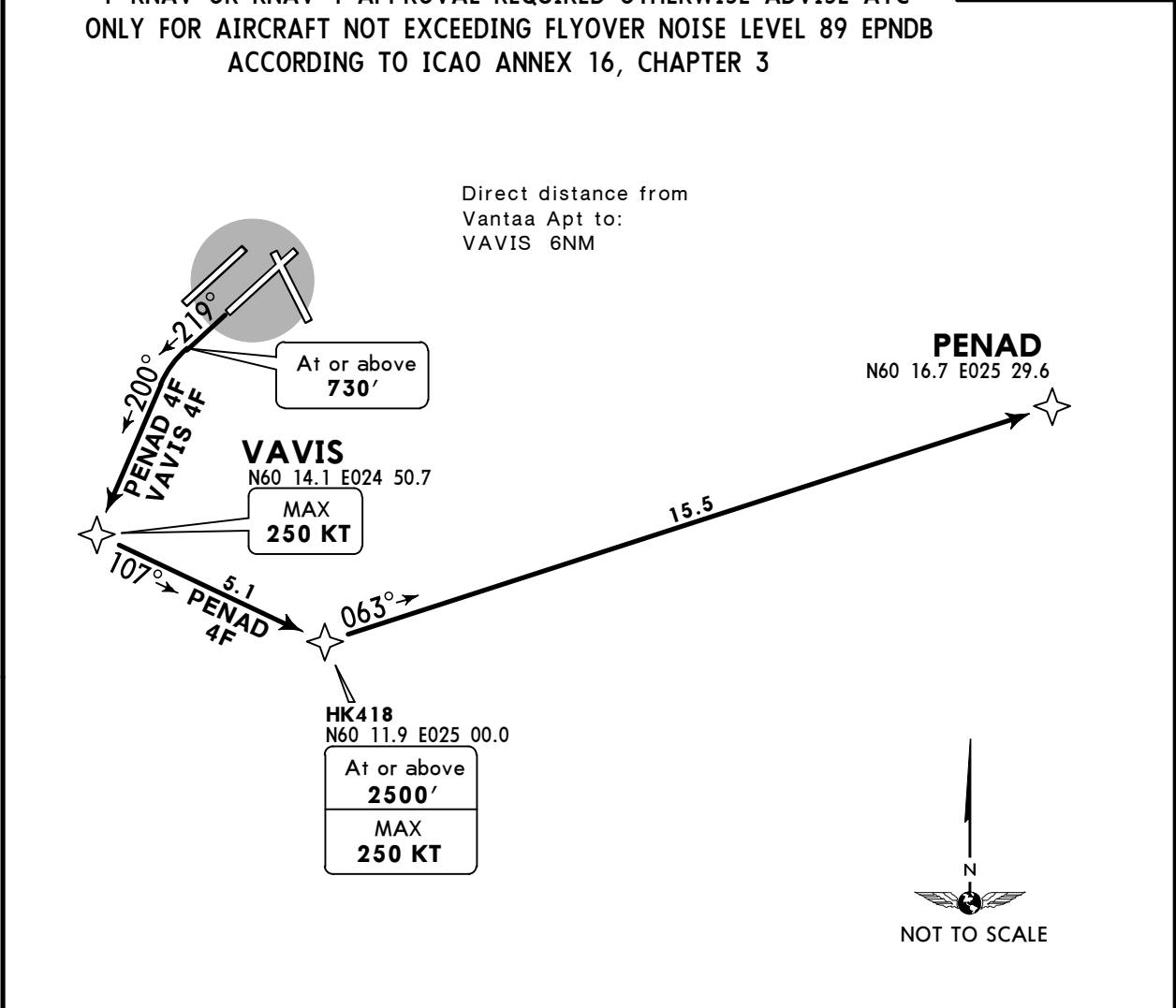
|                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| HELSINKI Radar<br>119.1 | Apt Elev<br>180' | Trans level: By ATC    Trans alt: 5000'<br>1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar.<br>2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.<br>3. EXPECT DCT clearance or vectors to the ATS route after SID.<br>4. SIDs are also minimum noise routings.<br>5. 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 EPNDB ACCORDING TO ICAO ANNEX 16, CHAPTER 3

2200'

MSA  
ARP



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                                                  |
|-----------------|----------------------------------------------------------|
| <b>PENAD 4F</b> | (730'+) - VAVIS (K250-) - HK418 (2500'+; K250-) - PENAD. |
| <b>VAVIS 4F</b> | (730'+) - VAVIS (K250-).                                 |

CHANGES: General notes revised.

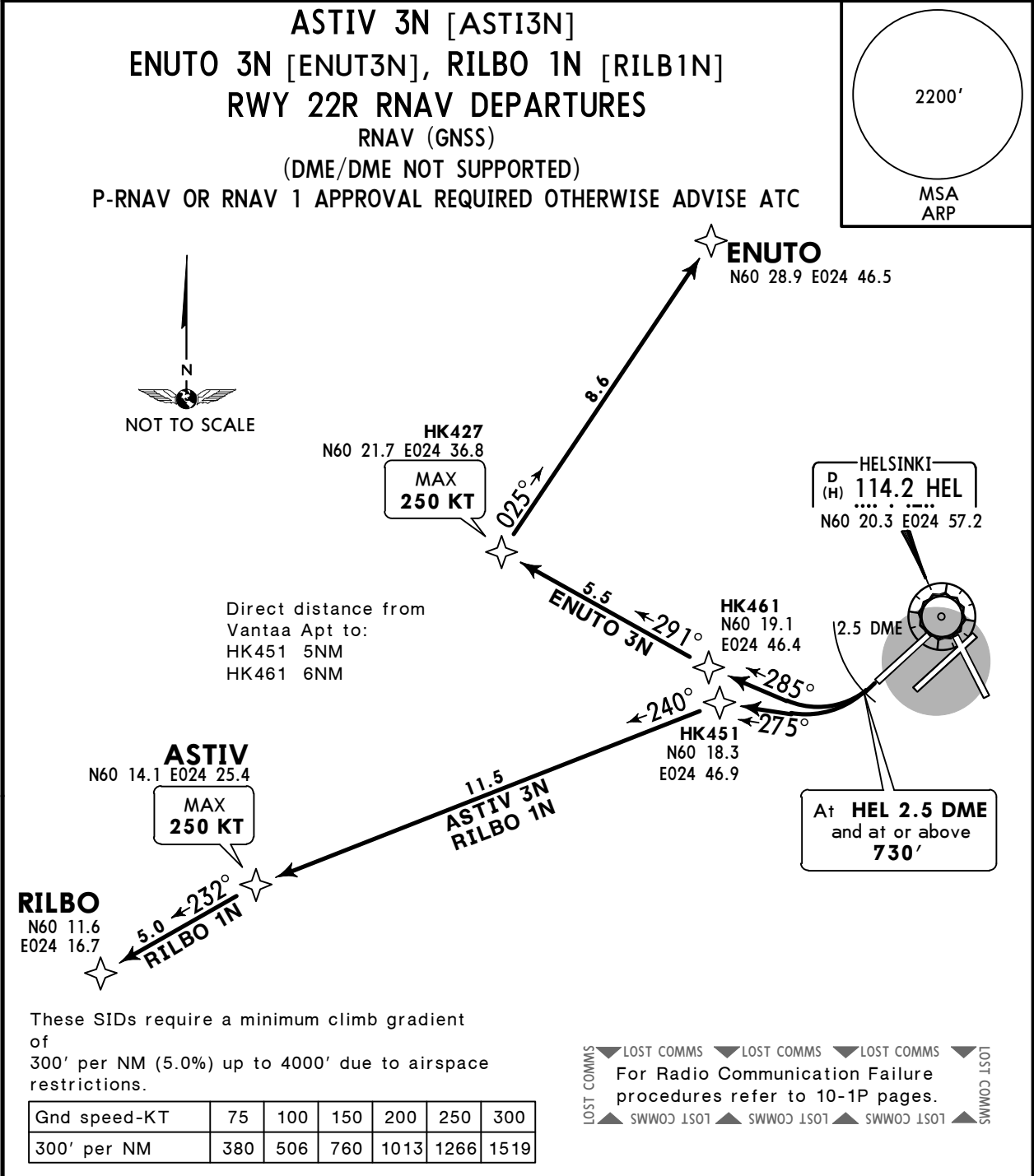
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EFHK/HEL  
VANTAA

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30 OCT 15 10-3D Eff 12 Nov

HELSINKI, FINLAND  
RNAV SID

|                                                                          |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|--------------------------------------------------------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| HELSENKI Radar<br>(ASTIV 3N)<br>119.1<br>(ENUTO 3N, RILBO 1N)<br>129.850 | Apt Elev<br>180' | Trans level: By ATC Trans alt: 5000'<br>1. Maintain Tower frequency until passing 1500', then contact HELSENKI Radar.<br>2. At first contact with HELSENKI Radar report SID or RADAR heading given by ATC and level.<br>3. EXPECT DCT clearance or vectors to the ATS route after SID.<br>4. SIDs are also minimum noise routings.<br>5. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.<br>6. EXPECT close-in obstacles. |
|--------------------------------------------------------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



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VANTAA

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30 OCT 15 10-3E Eff 12 Nov

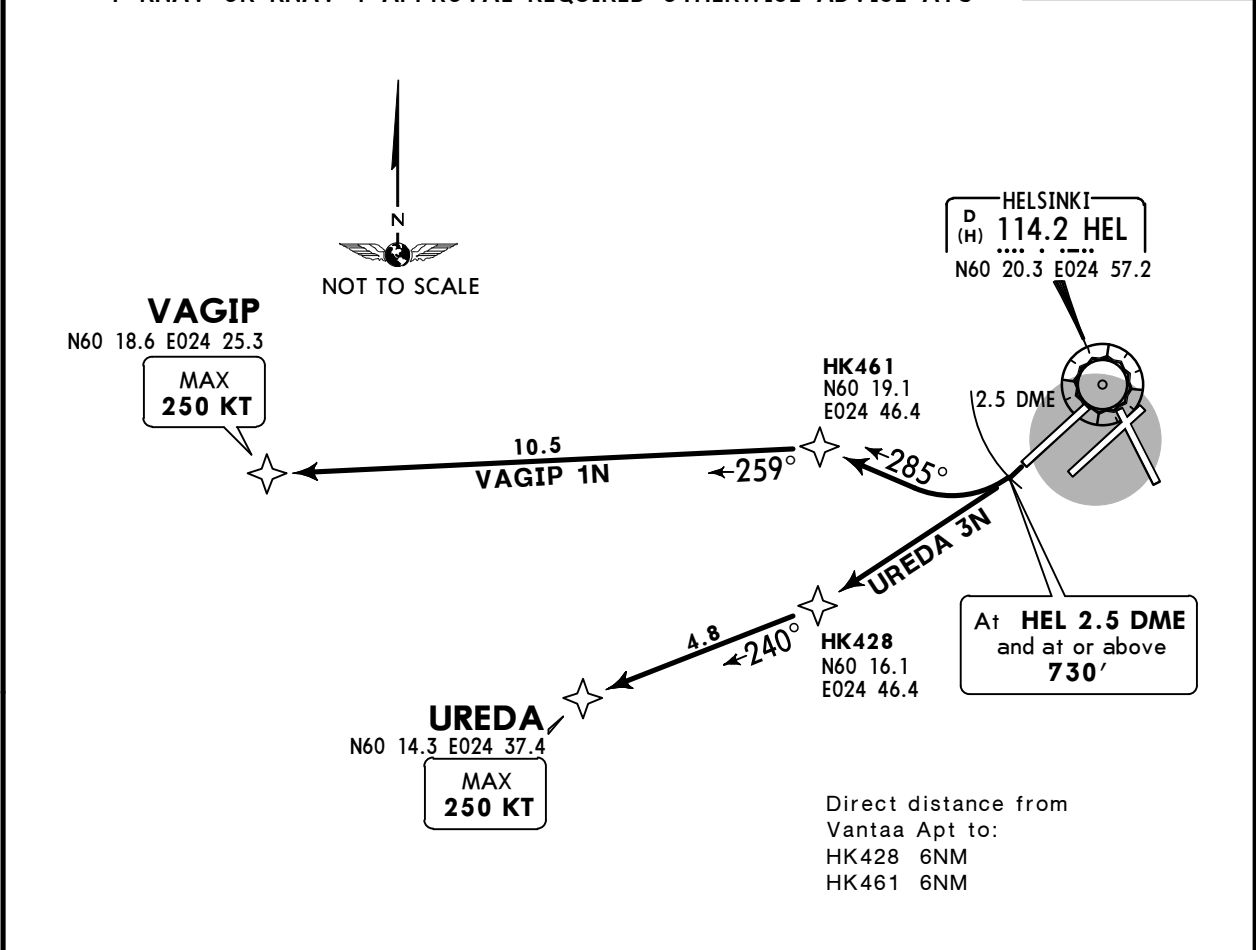
HELSINKI, FINLAND  
RNAV SID

|                                                          |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|----------------------------------------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| HELSINKI Radar<br>(UREDA 3N) (VAGIP 1N)<br>119.1 129.850 | Apt Elev<br>180' | Trans level: By ATC Trans alt: 5000'<br>1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar.<br>2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.<br>3. EXPECT DCT clearance or vectors to the ATS route after SID.<br>4. SIDs are also minimum noise routings.<br>5. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.<br>6. EXPECT close-in obstacles. |
|----------------------------------------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

UREDA 3N [URED3N]  
VAGIP 1N [VAGI1N]  
RWY 22R RNAV DEPARTURES  
RNAV (GNSS)  
(DME/DME NOT SUPPORTED)  
P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC

2200'

MSA  
ARP



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 |

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

| Initial climb clearance <b>4000'</b> 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.               |                                                                                        |

EFHK/HEL  
VANTAA

JEPPESSEN  
30 OCT 15 10-3F Eff 12 Nov

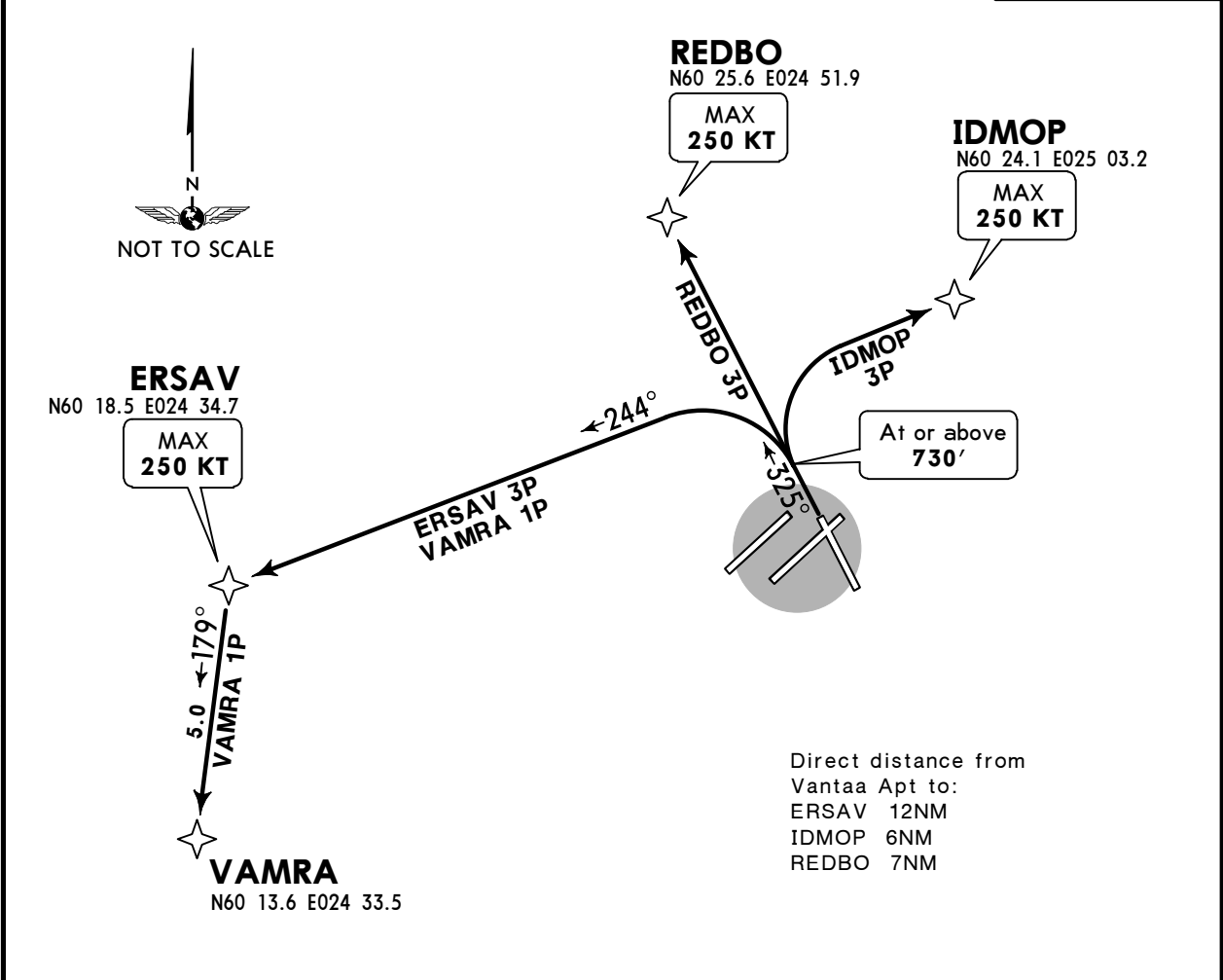
HELSINKI, FINLAND  
RNAV SID

|                                                                                 |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------------------------------------------------------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| HELSINKI Radar<br>(IDMOP 3P, REDBO 3P)<br>(ERSAV 3P, VAMRA 1P)<br>119.1 129.850 | Apt Elev<br>180' | Trans level: By ATC Trans alt: 5000'<br>1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar.<br>2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.<br>3. EXPECT DCT clearance or vectors to the ATS route after SID.<br>4. SIDs are also minimum noise routings.<br>5. 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

2200'

MSA  
ARP



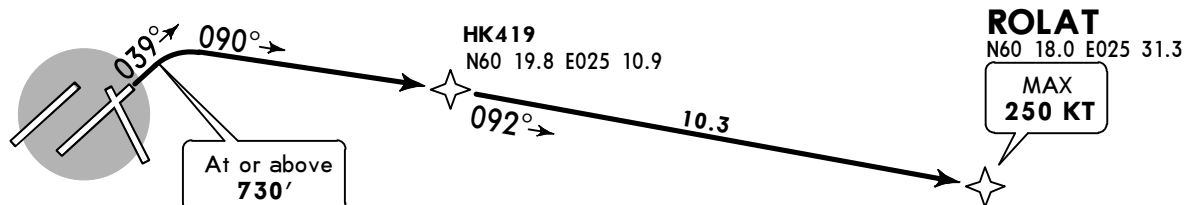
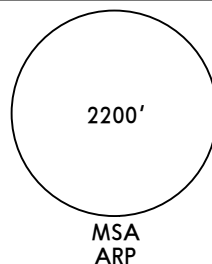
These SIDs require a minimum climb gradient of 300' per NM (5.0%) up to 4000' due to airspace restrictions.

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

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

| Initial climb clearance <b>4000'</b> 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. |

- 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. EXPECT DCT clearance or vectors to the ATS route after SID.
  4. SIDs are also minimum noise routings.
  5. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.
  6. EXPECT close-in obstacles.



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 |

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

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-).

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30 OCT 15 10-3H Eff 12 Nov

HELSINKI, FINLAND  
RNAV SID

|                         |                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| HELSINKI Radar<br>119.1 | Apt Elev<br>180' | Trans level: By ATC    Trans alt: 5000'<br>1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar.<br>2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.<br>3. EXPECT DCT clearance or vectors to the ATS route after SID.<br>4. SIDs are also minimum noise routings.<br>5. 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

2200'

MSA  
ARP

Direct distance from  
Vantaa Apt to:  
NIDAG 8NM

N

NOT TO SCALE

At or above  
730'

145°

215°

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.

LOST COMMS

LOST COMMS

LOST COMMS

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'.

ROUTING

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

CHANGES: General notes revised.

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EFHK/HEL  
Apt Elev 180'  
N60 19.0 E024 57.8

JEPPESEN  
2 OCT 15 (10-9) Eff 15 Oct

HELSINKI, FINLAND  
VANTAA

| ACARS:<br>D-ATIS<br>DCL | HEL Sinki Delivery | Ground | Apron   | Tower         |
|-------------------------|--------------------|--------|---------|---------------|
| 114.2                   | 118.125            | 121.8  | 121.650 | 118.6 118.850 |

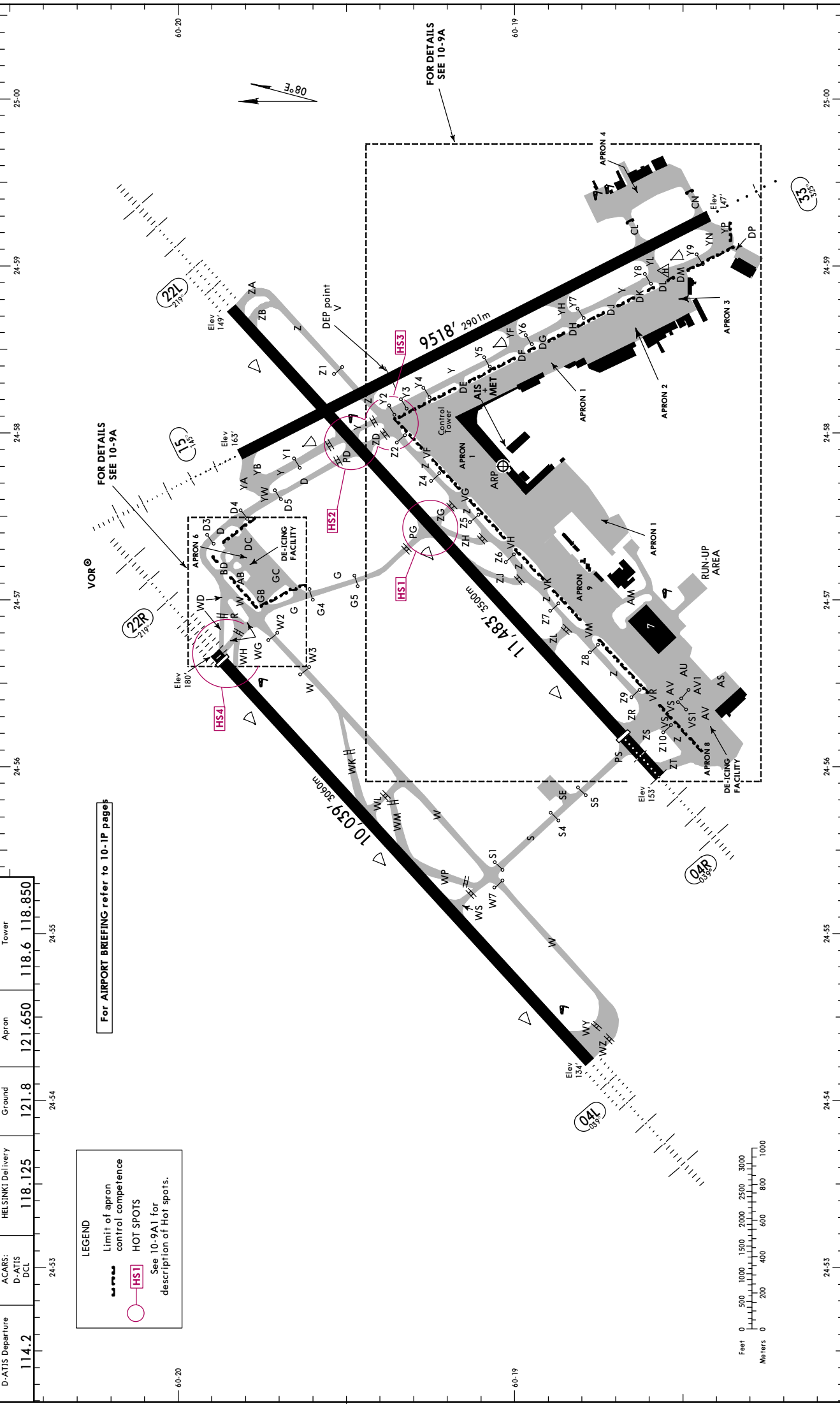
LEGEND

 Limit of apron control competence

 HOT SPOTS

See 10-9A1 for description of Hot spots.

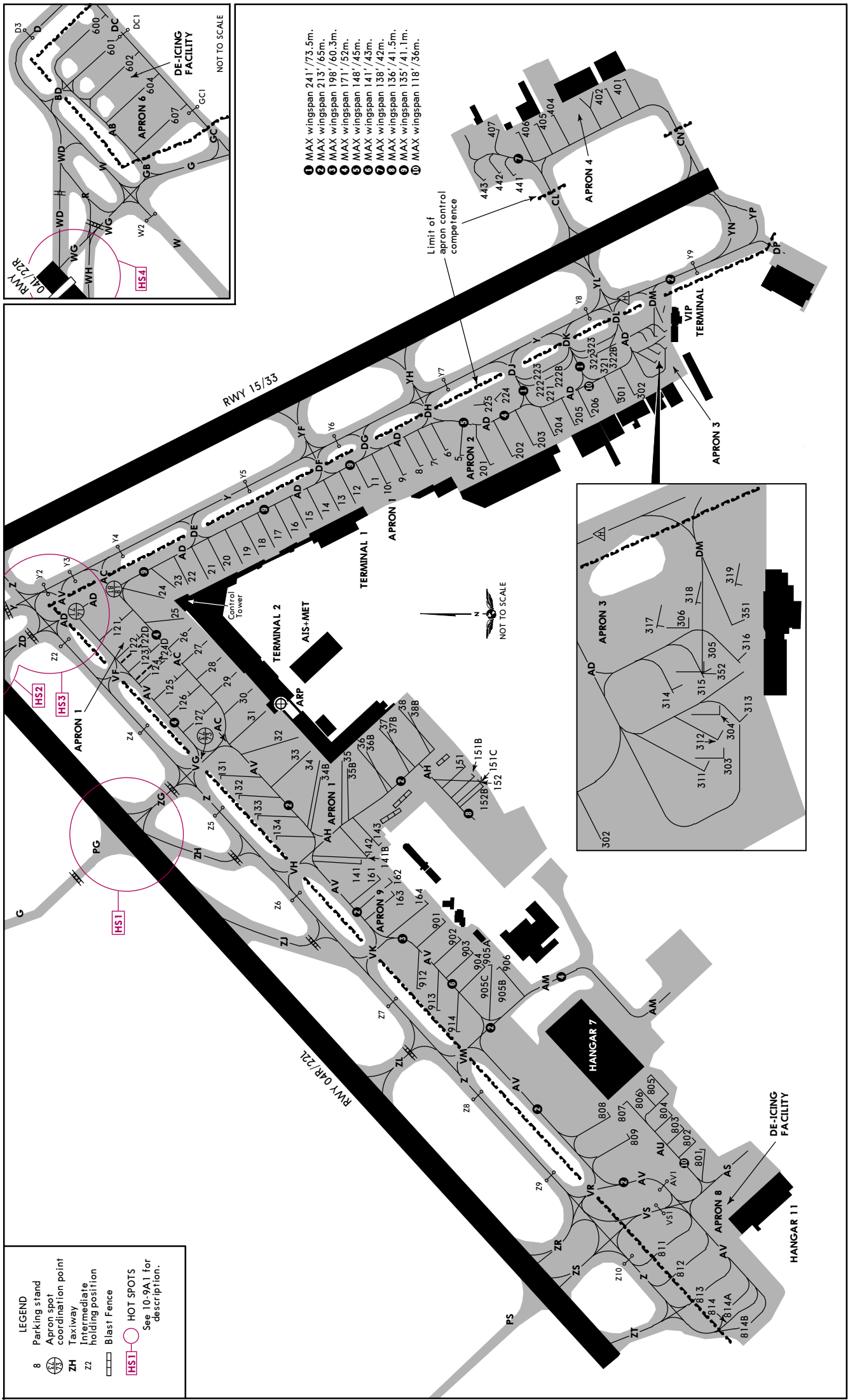
For AIRPORT BRIEFING refer to 10-IP pages



JEPPESEN  
2 OCT 15 (10-9A) EFF 15 Oct

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VANTAA



- LEGEND**
- 8 Parking stand
  - APRON spot coordination point
  - ZH Taxiway
  - 22 Intermediate holding position
  - Blast Fence
  - HOT SPOTS  
See 10-9A1 for description.

- 1 MAX wingspan 241' / 73.5m.
- 2 MAX wingspan 213' / 65m.
- 3 MAX wingspan 198' / 60.3m.
- 4 MAX wingspan 171' / 52m.
- 5 MAX wingspan 148' / 45m.
- 6 MAX wingspan 141' / 43m.
- 7 MAX wingspan 138' / 42m.
- 8 MAX wingspan 136' / 41.5m.
- 9 MAX wingspan 135' / 41.1m.
- 10 MAX wingspan 118' / 36m.

EFHK/HEL

**HELSINKI, FINLAND**  
**VANTAA**

| 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  | 9045' 2757m           | ❶                     | 197' 60m       |               |
|                                                                                                                                  |                        |                                                    | 9843' 3000m           |                       |                | 8806' 2684m   |
| ALS (red) also available                                                                                                         |                        |                                                    |                       |                       |                |               |
| ❶ 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         | ❷                     | 197' 60m       |               |
|                                                                                                                                  |                        | HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR |                       |                       |                | 10,511' 3204m |
| ALS (red) also available                                                                                                         |                        |                                                    |                       |                       |                |               |
| ❷ TAKE-OFF RUN AVAILABLE                                                                                                         |                        |                                                    |                       |                       |                |               |
| RWY 04R:                                                                                                                         |                        |                                                    |                       |                       |                |               |
| From rwy head 11,483' (3500m)                                                                                                    |                        |                                                    |                       |                       |                |               |
| 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 11,483' (3500m)                                                                                                    |                        |                                                    |                       |                       |                |               |
| twy ZB int 11,191' (3411m)                                                                                                       |                        |                                                    |                       |                       |                |               |
| twy Y int 8392' (2558m)                                                                                                          |                        |                                                    |                       |                       |                |               |
| twy ZD int 8005' (2440m)                                                                                                         |                        |                                                    |                       |                       |                |               |
| twy ZG int 6188' (1886m)                                                                                                         |                        |                                                    |                       |                       |                |               |
| 15                                                                                                                               | 33                     | HIRL (60m) CL (15m) HIALS TDZ PAPI-L (3.0°) RVR    |                       | ❸                     | 197' 60m       |               |
|                                                                                                                                  |                        | HIRL (60m) CL (15m) HIALS PAPI-L (3.5°) RVR        |                       |                       |                | 8523' 2598m   |
| ALS (red) also available                                                                                                         |                        |                                                    |                       |                       |                |               |
| ❸ 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. |                        |                                                    |                       |                       |                |               |
| HS2                                                                                                                              |                        |                                                    |                       |                       |                |               |
| 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 ❶                                                                                                              |                        |                                                    |                       |                       |                |               |
| LVP must be in Force                                                                                                             |                        |                                                    |                       |                       |                |               |
| Approved Operators                                                                                                               | RL, CL & mult. RVR req | RL & CL                                            | RCLM (DAY only) or RL | RCLM (DAY only) or RL | NIL (DAY only) |               |
| HIRL, CL & mult. RVR req                                                                                                         |                        |                                                    |                       |                       |                |               |
| A                                                                                                                                | 125m                   | 150m                                               | 200m                  | 250m                  | 400m           | 500m          |
| B                                                                                                                                |                        |                                                    |                       |                       |                |               |
| C                                                                                                                                |                        |                                                    |                       |                       | 400m           | 500m          |
| D                                                                                                                                | 150m                   | 200m                                               | 250m                  | 300m                  |                |               |
| ❶ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.                       |                        |                                                    |                       |                       |                |               |

EFHK/HEL

 JEPPESEN

HELSINKI, FINLAND

2 OCT 15

(10-9C)

Eff 15 Oct

VANTAA

| INS COORDINATES |             |           |     |      |               |             |           |     |      |
|-----------------|-------------|-----------|-----|------|---------------|-------------|-----------|-----|------|
| STAND No.       | COORDINATES |           |     | ELEV | STAND No.     | COORDINATES |           |     | ELEV |
| 5 thru 8        | N60 18.8    | E024 58.5 | 149 |      | 303           | N60 18.5    | E024 58.8 | 153 |      |
| 9               | N60 18.9    | E024 58.5 | 150 |      | 304           | N60 18.5    | E024 58.8 | 152 |      |
| 10, 11          | N60 18.9    | E024 58.4 | 150 |      | 305           | N60 18.5    | E024 58.9 | 152 |      |
| 12              | N60 18.9    | E024 58.4 | 151 |      | 306           | N60 18.5    | E024 58.9 | 151 |      |
| 13              | N60 19.0    | E024 58.4 | 151 |      | 311 thru 313  | N60 18.5    | E024 58.8 | 153 |      |
| 14, 15          | N60 19.0    | E024 58.3 | 152 |      | 314           | N60 18.5    | E024 58.8 | 151 |      |
| 16              | N60 19.0    | E024 58.3 | 154 |      | 315           | N60 18.5    | E024 58.8 | 152 |      |
| 17              | N60 19.0    | E024 58.3 | 155 |      | 316           | N60 18.5    | E024 58.9 | 152 |      |
| 18              | N60 19.1    | E024 58.2 | 157 |      | 317           | N60 18.5    | E024 58.9 | 150 |      |
| 19 thru 21      | N60 19.1    | E024 58.2 | 158 |      | 318, 319      | N60 18.5    | E024 58.9 | 151 |      |
| 22 thru 24      | N60 19.2    | E024 58.1 | 158 |      | 321 thru 322B | N60 18.6    | E024 58.8 | 151 |      |
| 25, 26          | N60 19.2    | E024 58.0 | 158 |      | 323           | N60 18.6    | E024 58.8 | 150 |      |
| 27              | N60 19.1    | E024 58.0 | 158 |      | 351           | N60 18.5    | E024 58.9 | 151 |      |
| 28, 29          | N60 19.1    | E024 57.9 | 159 |      | 352           | N60 18.5    | E024 58.8 | 152 |      |
| 30, 31          | N60 19.1    | E024 57.8 | 159 |      | 401           | N60 18.5    | E024 59.6 | 144 |      |
| 32, 33          | N60 19.0    | E024 57.7 | 160 |      | 402           | N60 18.6    | E024 59.6 | 145 |      |
| 34              | N60 19.0    | E024 57.6 | 160 |      | 404           | N60 18.6    | E024 59.5 | 144 |      |
| 34B             | N60 19.0    | E024 57.6 | 161 |      | 405           | N60 18.7    | E024 59.5 | 145 |      |
| 35              | N60 18.9    | E024 57.6 | 158 |      | 406, 407      | N60 18.7    | E024 59.4 | 145 |      |
| 35B             | N60 18.9    | E024 57.6 | 159 |      | 441 thru 443  | N60 18.7    | E024 59.3 | 143 |      |
| 36 thru 37B     | N60 18.9    | E024 57.7 | 157 |      | 600           | N60 19.8    | E024 57.3 | 168 |      |
| 38, 38B         | N60 18.9    | E024 57.8 | 155 |      | 601           | N60 19.8    | E024 57.3 | 167 |      |
| 121             | N60 19.3    | E024 58.0 | 157 |      | 602           | N60 19.8    | E024 57.2 | 166 |      |
| 122 thru 123    | N60 19.2    | E024 58.0 | 157 |      | 604           | N60 19.8    | E024 57.1 | 166 |      |
| 124, 124D       | N60 19.2    | E024 57.9 | 157 |      | 607           | N60 19.7    | E024 57.1 | 166 |      |
| 125             | N60 19.2    | E024 57.9 | 156 |      | 801           | N60 18.4    | E024 56.5 | 151 |      |
| 126             | N60 19.2    | E024 57.8 | 156 |      | 802           | N60 18.4    | E024 56.6 | 151 |      |
| 127             | N60 19.1    | E024 57.8 | 157 |      | 803           | N60 18.5    | E024 56.6 | 152 |      |
| 131             | N60 19.1    | E024 57.6 | 162 |      | 804           | N60 18.5    | E024 56.6 | 153 |      |
| 132             | N60 19.1    | E024 57.5 | 161 |      | 805 thru 807  | N60 18.5    | E024 56.7 | 155 |      |
| 133             | N60 19.1    | E024 57.5 | 160 |      | 808           | N60 18.6    | E024 56.6 | 155 |      |
| 134             | N60 19.0    | E024 57.4 | 161 |      | 809           | N60 18.5    | E024 56.6 | 155 |      |
| 141             | N60 18.9    | E024 57.3 | 160 |      | 811           | N60 18.5    | E024 56.3 | 150 |      |
| 141B thru 143   | N60 18.9    | E024 57.4 | 159 |      | 812           | N60 18.5    | E024 56.2 | 148 |      |
| 151, 151B       | N60 18.8    | E024 57.6 | 158 |      | 813           | N60 18.4    | E024 56.1 | 146 |      |
| 151C, 152       | N60 18.8    | E024 57.6 | 157 |      | 814           | N60 18.4    | E024 56.0 | 143 |      |
| 152B            | N60 18.7    | E024 57.6 | 157 |      | 814A          | N60 18.4    | E024 56.1 | 144 |      |
| 161             | N60 18.9    | E024 57.3 | 159 |      | 814B          | N60 18.4    | E024 56.0 | 142 |      |
| 162             | N60 18.9    | E024 57.3 | 160 |      | 901           | N60 18.8    | E024 57.2 | 159 |      |
| 163             | N60 18.9    | E024 57.3 | 159 |      | 902, 903      | N60 18.8    | E024 57.1 | 159 |      |
| 164             | N60 18.8    | E024 57.2 | 159 |      | 904, 905A     | N60 18.7    | E024 57.1 | 158 |      |
| 201 thru 203    | N60 18.7    | E024 58.5 | 150 |      | 905B, 905C    | N60 18.7    | E024 57.0 | 157 |      |
| 204, 205        | N60 18.6    | E024 58.6 | 150 |      | 906           | N60 18.7    | E024 57.1 | 158 |      |
| 206             | N60 18.6    | E024 58.6 | 149 |      | 912           | N60 18.8    | E024 57.0 | 159 |      |
| 221, 222        | N60 18.7    | E024 58.7 | 149 |      | 913           | N60 18.8    | E024 56.9 | 156 |      |
| 222B            | N60 18.6    | E024 58.7 | 149 |      | 914           | N60 18.8    | E024 56.9 | 154 |      |
| 223             | N60 18.7    | E024 58.7 | 149 |      |               |             |           |     |      |
| 224, 225        | N60 18.7    | E024 58.7 | 148 |      |               |             |           |     |      |
| 301             | N60 18.6    | E024 58.7 | 149 |      |               |             |           |     |      |
| 302             | N60 18.5    | E024 58.7 | 150 |      |               |             |           |     |      |

**DE-ICING VISUAL GUIDANCE SYSTEM**

The aircraft de-icing visual guidance system is operating on Apron 6 and Apron 8.

The visual guidance system is an informative source of de-icing process displayed to all pilots.  
All communication between de-icing truck and pilots occurs via VHF radio.



Visual guidance system at standby mode.



Visual guidance system displays the call sign information and de-icing bay number.



The pilot will be instructed to contact after the parking brakes are set.



Commencing de-icing.



Spraying completed. De-icing trucks are moving to safe zone. De-icing leading truck prepares to read de-icing codes by VHF frequency.



De-icing codes have been given to the pilot by leading truck. Leading truck gives separate instruction to change to ATC frequency for taxi.



Hold position at de-icing bay until the traffic lights have been turned on green and message "DEICING COMPLETE" is shown. ATC will give permission to taxi to the manoeuvring area.



Visual guidance system returns to standby mode.



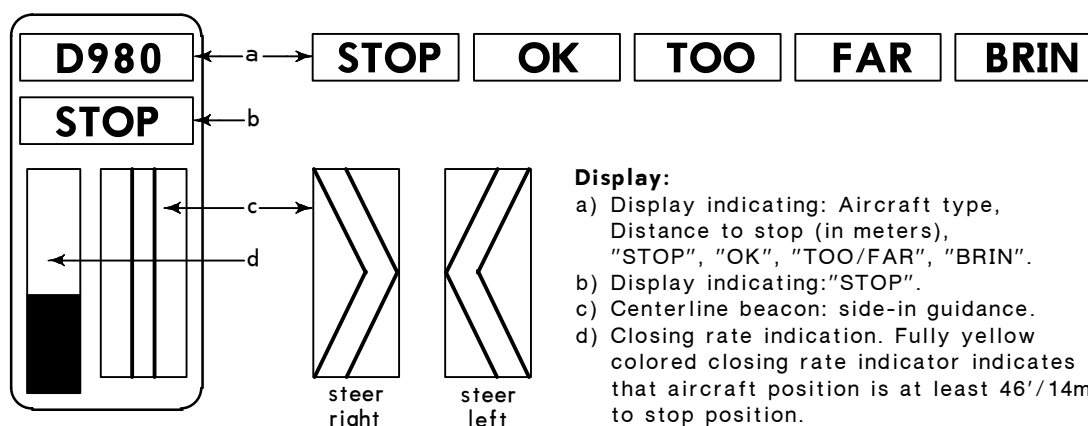
The queuing board displays the de-icing bay number for a single aircraft. If the de-icing bay has not been allocated the pilot will be instructed to hold position at clearance limit given by ATC.

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27 MAR 15 10-9E Eff 2 Apr

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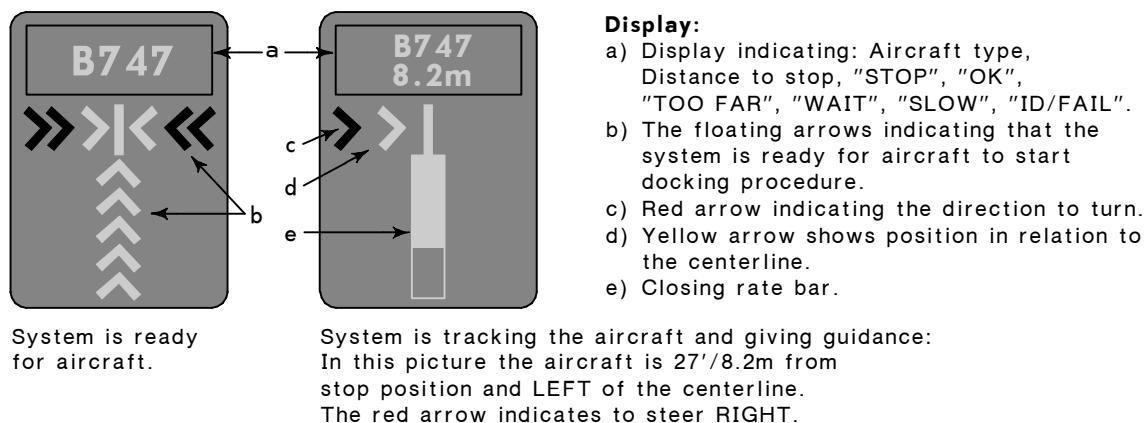
# VISUAL NOSE-IN DOCKING GUIDANCE SYSTEM



## 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.

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30 OCT 15 **10-9Y** Eff 12 Nov

**JAA COPTER MINIMUMS**
**HELSINKI, FINLAND**  
**VANTAA**

| 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)      | 610' (461')    | 1000m / 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**

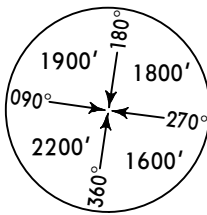
| LVP must be in Force ❸            |                        |                                       |                       |                         |
|-----------------------------------|------------------------|---------------------------------------|-----------------------|-------------------------|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

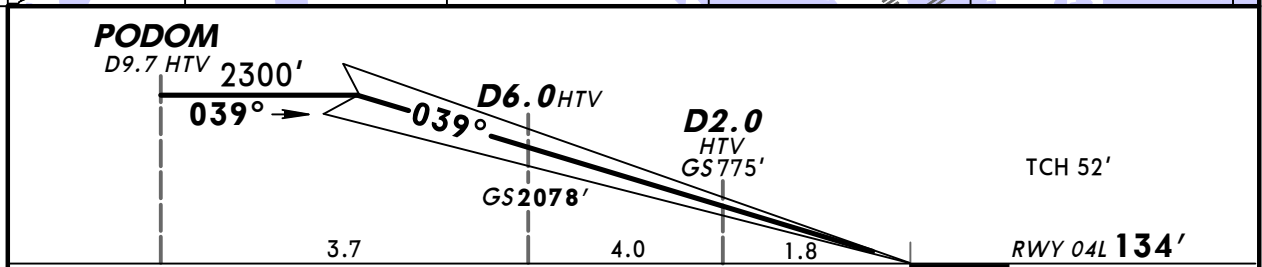
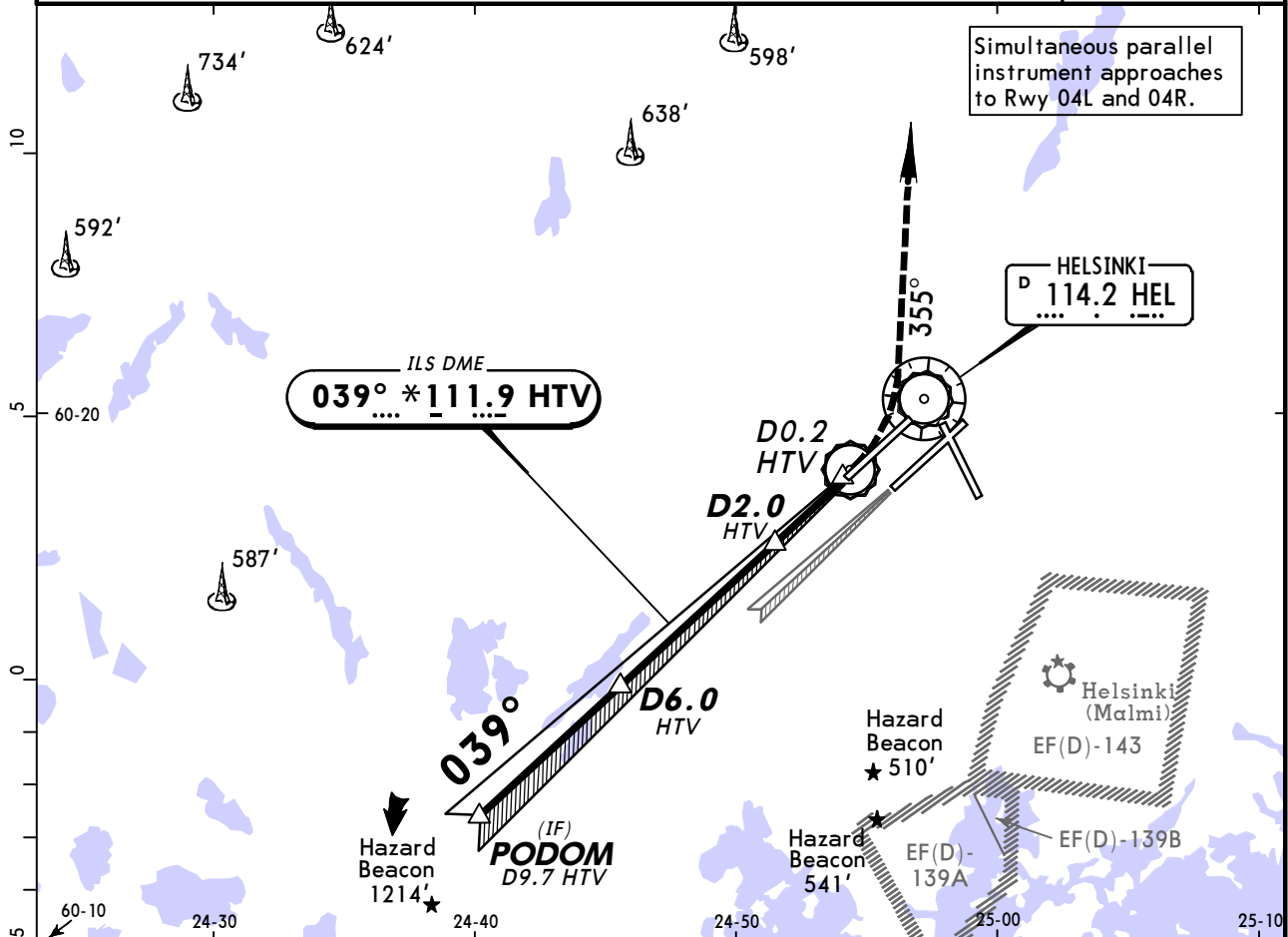
❸ Without LVP 400m are stipulated.

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



**EFHK/HEL**  
**VANTAA**
**JEPPESEN**  
23 JAN 15  
**Eff 5 Feb**
**11-1A**
**HELSINKI, FINLAND**  
**CAT II/III ILS Rwy 04L**

|                                                                                                                                           |                           |                                 |                                                                        |                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------|------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| D-ATIS Arrival                                                                                                                            | HELSENKI Radar (APP)      | HELSENKI Arrival (APP)          | HELSENKI Tower                                                         | Ground                                                                              |
| 135.07                                                                                                                                    | 119.1 129.85              | 119.9 124.32                    | 118.6 118.85                                                           | 121.8                                                                               |
| LOC<br>HTV<br>*111.9                                                                                                                      | Final<br>Apch Crs<br>039° | GS<br>D6.0 HTV<br>2078' (1944') | CAT II & IIIA ILS<br>Refer to<br>Minimums<br>Apt Elev 180'<br>RWY 134' |  |
| <b>MISSED APCH:</b> 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'                                                       | MSA<br>HEL VOR                                                                      |
| 1. <b>DME required.</b> 2. MIM 150 KT until 4 NM from TDZ. Otherwise advise ATC.<br>3. Special Aircrew & Aircraft Certification Required. |                           |                                 |                                                                        |                                                                                     |



|               |       |     |     |     |     |     |          |      |          |                 |      |
|---------------|-------|-----|-----|-----|-----|-----|----------|------|----------|-----------------|------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II | 039° | D0.2 HTV | whichever later | 580' |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 | 849      | PAPI |          |                 |      |

|                 |                   |                                    |                   |       |
|-----------------|-------------------|------------------------------------|-------------------|-------|
| <b>Standard</b> |                   | <b>STRAIGHT-IN LANDING RWY 04L</b> |                   |       |
| CAT IIIA ILS    |                   | CAT II ILS                         |                   | LACFT |
| DH 50'          | ABC<br>RA 105'    | D<br>RA 121'                       | LACFT<br>RA 124'  |       |
|                 | DA(H) 234' (100') | DA(H) 248' (114')                  | DA(H) 251' (117') |       |
| RVR 200m        | RVR 300m <b>I</b> |                                    |                   |       |

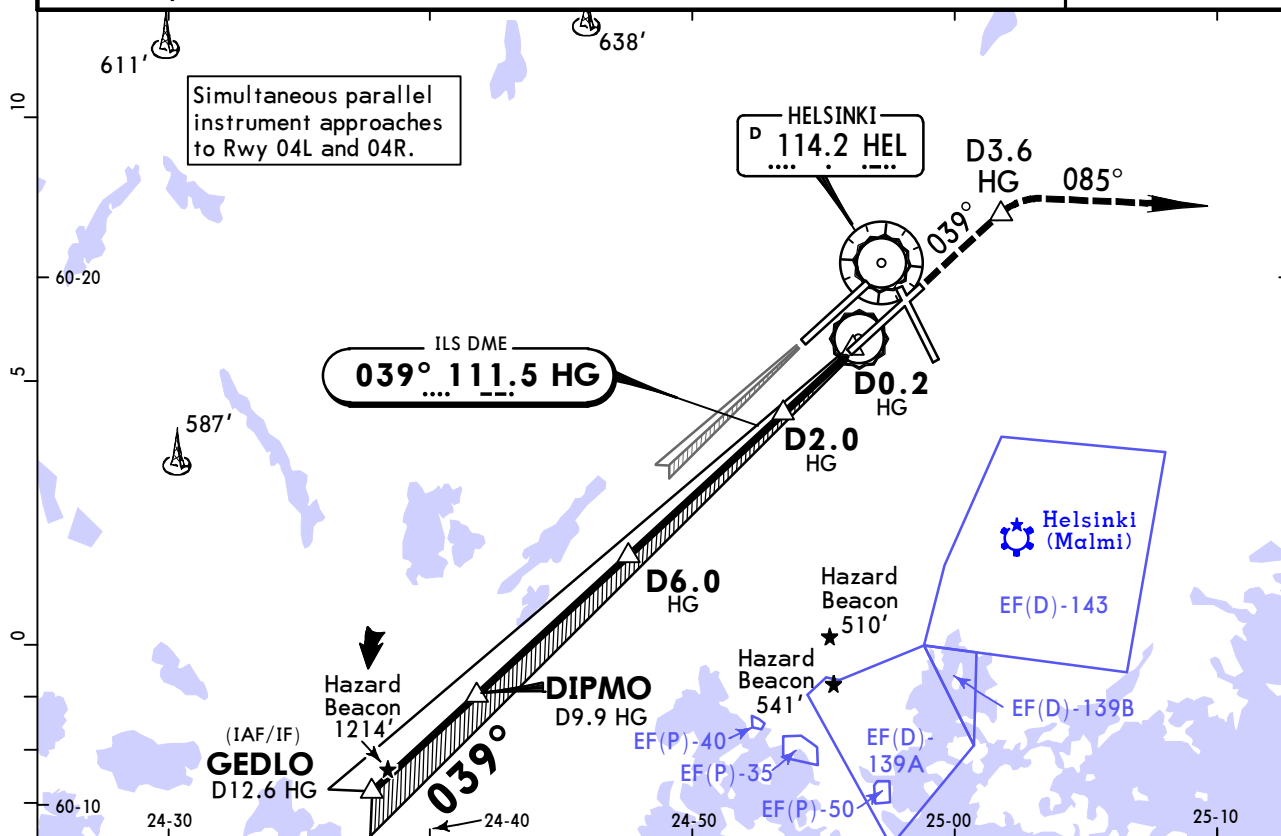
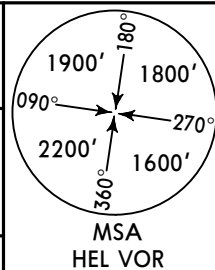
**I** Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

**CHANGES:** CAT III minimums established.

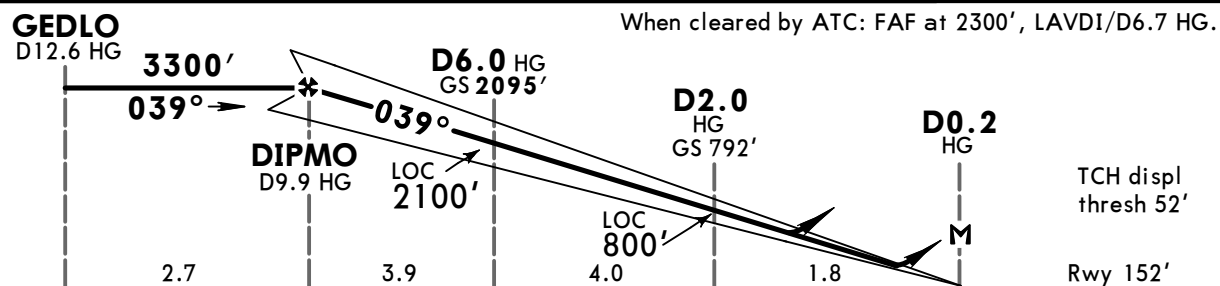
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30 OCT 15 **(11-2)**
**HELSINKI, FINLAND**
**Eff 12 Nov** **ILS or LOC Rwy 04R**

|                                                                                                                                                   |                                    |                                              |                                    |                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|----------------------------------------------|------------------------------------|---------------------------|
| D-ATIS Arrival                                                                                                                                    | HEL SINKI Radar (APP)              | HEL SINKI Arrival (APP)                      | HEL SINKI Tower                    | Ground                    |
| 135.075                                                                                                                                           | 119.1 129.850                      | 119.9 124.325                                | 118.6 118.850                      | 121.8                     |
| LOC HG<br><b>111.5</b>                                                                                                                            | Final<br>Apch Crs<br><b>039°</b>   | GS<br><b>D6.0 HG</b><br><b>2095'</b> (1943') | ILS<br>DA(H)<br><b>352'</b> (200') | Apt Elev 180'<br>Rwy 152' |
| <b>MISSED APCH:</b> Climb on 039° to D3.6 HG or 600', whichever is later.<br>Then turn RIGHT onto 085° climbing to 3000'. Expect radar vectoring. |                                    |                                              |                                    |                           |
| Alt Set: hPa                                                                                                                                      | Rwy Elev: 6 hPa                    | Trans level: By ATC                          | Trans alt: 5000'                   |                           |
| 1. DME required.                                                                                                                                  | 2. MIM 150 KT until 4 NM from TDZ. | Otherwise advise ATC.                        |                                    |                           |



| LOC (GS out) | HG DME | 9.0   | 8.0   | 7.0   | 6.0   | 5.0   | 4.0   | 3.0   | 2.0  |
|--------------|--------|-------|-------|-------|-------|-------|-------|-------|------|
| ALTITUDE     |        | 3020' | 2700' | 2380' | 2100' | 1750' | 1430' | 1110' | 800' |



|                                |       |     |     |     |     |     |       |      |         |                 |      |
|--------------------------------|-------|-----|-----|-----|-----|-----|-------|------|---------|-----------------|------|
| Gnd speed-Kts                  | 70    | 90  | 100 | 120 | 140 | 160 | HIALS | 039° | D3.6 HK | whichever later | 600' |
| ILS GS or<br>LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849   | PAPI |         |                 |      |
| MAP at D0.2 HG                 |       |     |     |     |     |     |       |      |         |                 |      |

| STRAIGHT-IN LANDING RWY 04R |          |          |                   |           | LOC (GS out) |           |
|-----------------------------|----------|----------|-------------------|-----------|--------------|-----------|
| ILS                         |          |          | LOC (GS out)      |           |              |           |
| DA(H) 352' (200')           |          |          | DA(H) 610' (458') |           |              |           |
| FULL                        | Limited  | ALS out  | FULL              | Limited   | ALS out      |           |
| A                           |          |          |                   |           |              | RVR 1500m |
| B                           |          |          |                   |           |              |           |
| C                           | RVR 550m | RVR 750m | RVR 1200m         | RVR 1400m |              | CMV 2100m |
| D                           |          |          |                   |           |              |           |

CHANGES: Airspaces.

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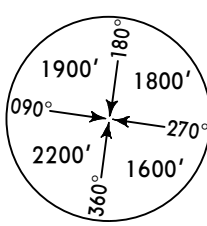
30 OCT 15

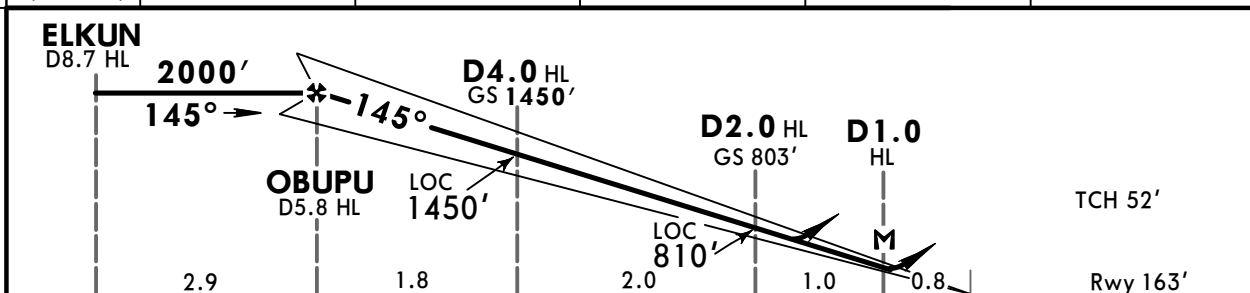
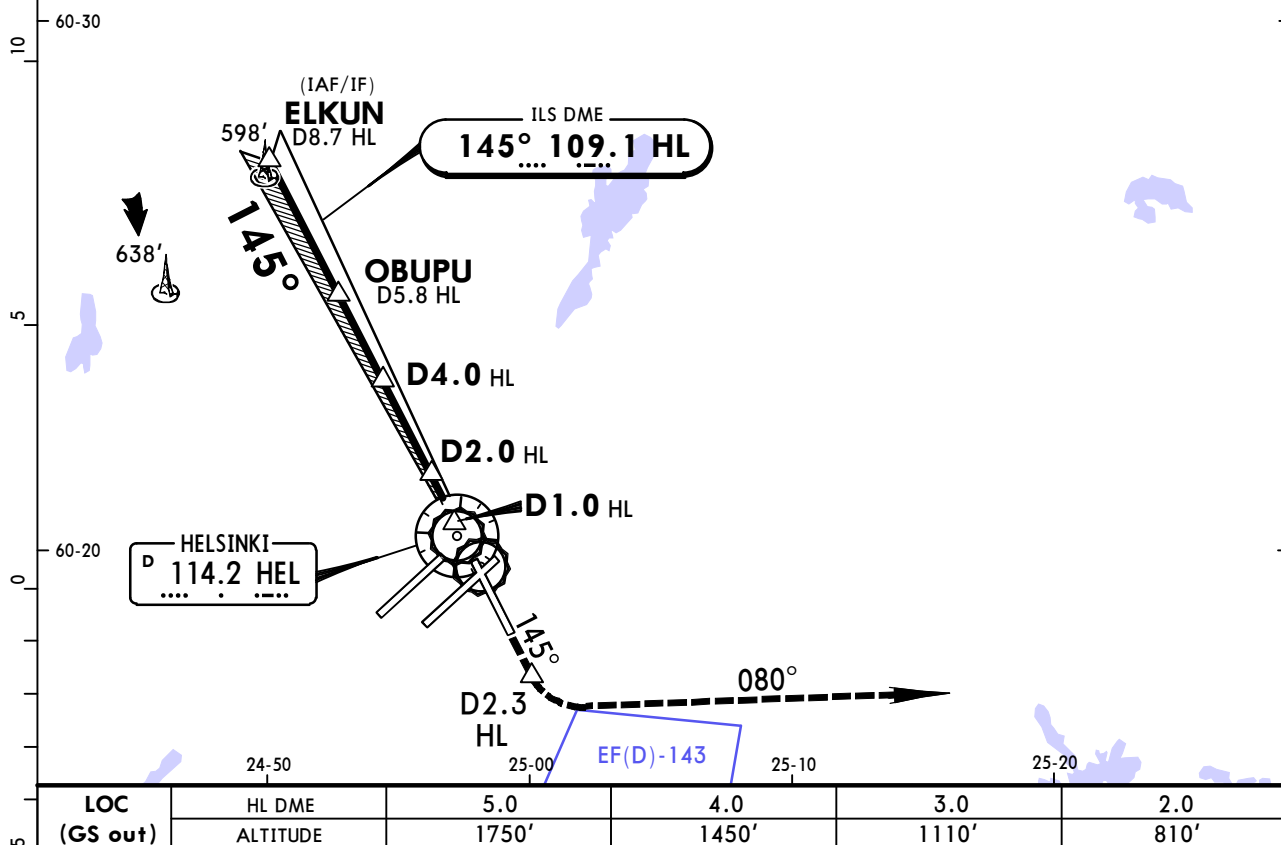
11-3

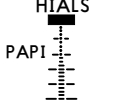
Eff 12 Nov

HELSINKI, FINLAND

ILS or LOC Rwy 15

|                                                                                                            |                           |                                |                             |                                                                                     |
|------------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------|-----------------------------|-------------------------------------------------------------------------------------|
| D-ATIS Arrival                                                                                             | HELSENKI Radar (APP)      | HELSENKI Arrival (APP)         | HELSENKI Tower              | Ground                                                                              |
| 135.075                                                                                                    | 119.1 129.850             | 119.9 124.325                  | 118.6 118.850               | 121.8                                                                               |
| LOC HL<br>109.1                                                                                            | Final<br>Apch Crs<br>145° | GS<br>D4.0 HL<br>1450' (1287') | ILS<br>DA(H)<br>363' (200') | Apt Elev 180'<br>Rwy 163'                                                           |
| MISSED APCH: Climb on 145° to D2.3 HL, then turn LEFT onto 080° climbing to 3000'. Expect radar vectoring. |                           |                                |                             |  |
| Alt Set: hPa                                                                                               | Rwy Elev: 6 hPa           | Trans level: By ATC            | Trans alt: 5000'            | MSA<br>HEL VOR                                                                      |
| 1. DME required. 2. MIM 150 KT until 4 NM from TDZ. Otherwise advise ATC.                                  |                           |                                |                             |                                                                                     |



|                   |       |     |     |     |     |     |                                                                                       |                 |
|-------------------|-------|-----|-----|-----|-----|-----|---------------------------------------------------------------------------------------|-----------------|
| Gnd speed-Kts     | 70    | 90  | 100 | 120 | 140 | 160 |  | D2.3 HL on 145° |
| ILS GS or         | 372   | 478 | 531 | 637 | 743 | 849 |                                                                                       |                 |
| LOC Descent Angle | 3.00° |     |     |     |     |     |                                                                                       |                 |
| MAP at D1.0 HL    |       |     |     |     |     |     |                                                                                       |                 |

| PANS OPS | STRAIGHT-IN LANDING RWY 15 |          |           |                   |
|----------|----------------------------|----------|-----------|-------------------|
|          | ILS                        |          |           | LOC (GS out)      |
|          | DA(H) 363' (200')          |          |           | DA(H) 620' (457') |
|          | FULL                       | Limited  | ALS out   | ALS out           |
| A        |                            |          |           | RVR 1500m         |
| B        |                            |          |           |                   |
| C        | RVR 550m                   | RVR 750m | RVR 1200m | RVR 1400m         |
| D        |                            |          |           | CMV 2100m         |

CHANGES: IAF designation.

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30 OCT 15

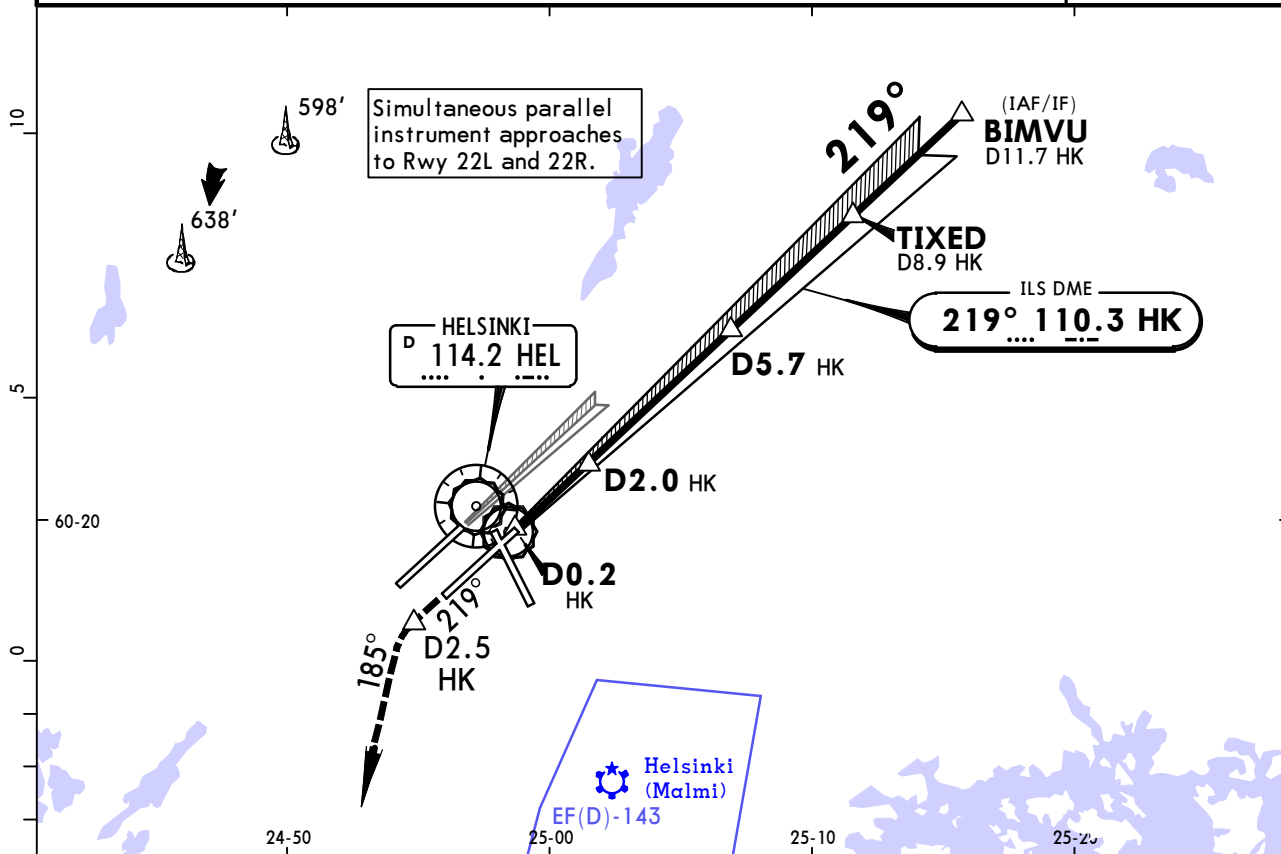
(11-4)

**Eff 12 Nov**

**HELSINKI, FINLAND**

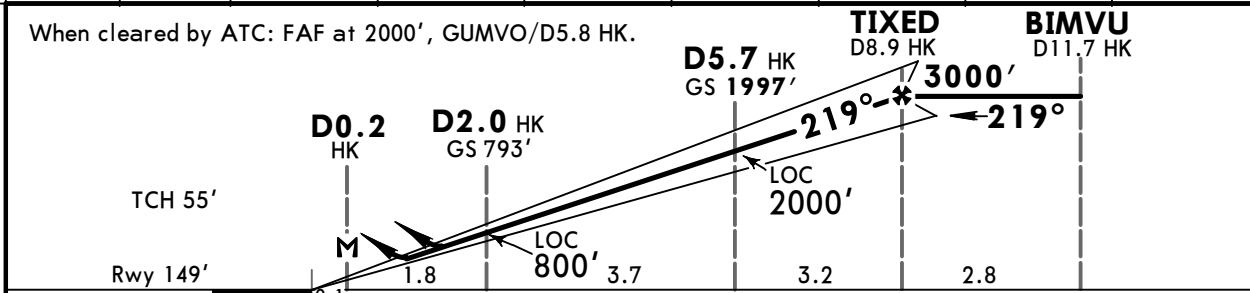
**ILS or LOC Rwy 22L**

|                                                                                                                                                  |                                                                                    |                                                |                                        |                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|------------------------------------------------|----------------------------------------|---------------------------|
| D-ATIS Arrival<br><b>135.075</b>                                                                                                                 | HELSINKI Radar (APP)<br><b>119.1 129.850</b>                                       | HELSINKI Arrival (APP)<br><b>119.9 124.325</b> | HELSINKI Tower<br><b>118.6 118.850</b> | Ground<br><b>121.8</b>    |
| LOC<br>HK<br><b>110.3</b>                                                                                                                        | Final<br>Apch Crs<br><b>219°</b>                                                   | GS<br><b>D5.7 HK</b><br><b>1997'</b> (1848')   | ILS<br>DA(H)<br><b>349'</b> (200')     | Apt Elev 180'<br>Rwy 149' |
| <b>MISSED APCH:</b> Climb on 219° to D2.5 HK or 600', whichever is later,<br>then turn LEFT onto 185° climbing to 3000'. Expect radar vectoring. |                                                                                    |                                                |                                        |                           |
| Alt Set: hPa<br><b>1. DME required.</b>                                                                                                          | Rwy Elev: 5 hPa<br><b>2. MIM 150 KT until 4 NM from TDZ. Otherwise advise ATC.</b> | Trans level: By ATC                            | Trans alt: 5000'                       | MSA<br>HEL VOR            |



| LOC<br>(GS out) | HK DME   | 2.0  | 3.0   | 4.0   | 5.0   | 6.0   | 7.0   | 8.0   |
|-----------------|----------|------|-------|-------|-------|-------|-------|-------|
|                 | ALTITUDE | 810' | 1130' | 1450' | 1770' | 2080' | 2400' | 2720' |

When cleared by ATC: FAF at 2000', GUMVO/D5.8 HK.



|                                |       |     |     |     |     |     |          |      |         |                 |      |
|--------------------------------|-------|-----|-----|-----|-----|-----|----------|------|---------|-----------------|------|
| Gnd speed-Kts                  | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II | 219° | D2.5 HK | whichever later | 600' |
| ILS GS or<br>LOC Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849      | PAPI |         |                 |      |
| MAP at D0.2 HK                 |       |     |     |     |     |     |          |      |         |                 |      |

| STRAIGHT-IN LANDING RWY 22L |          |          |           | LOC (GS out)             |           |                     |
|-----------------------------|----------|----------|-----------|--------------------------|-----------|---------------------|
| ILS                         |          |          |           | W/o D2.0 HK              |           |                     |
| DA(H) <b>349'</b> (200')    |          |          |           | DA(H) <b>590'</b> (441') |           |                     |
| FULL Limited ALS out        |          |          |           | ALS out                  |           |                     |
| A                           |          |          |           |                          | RVR 1500m | RVR 1500m           |
| B                           |          |          |           |                          |           |                     |
| C                           | RVR 550m | RVR 750m | RVR 1200m | RVR 1400m                | CMV 2100m | CMV 2300m CMV 2400m |
| D                           |          |          |           |                          |           |                     |

CHANGES: Waypoints. Altitudes.

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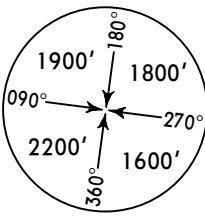
EFHK/HEL  
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JEPPesen  
30 OCT 15 11-4A Eff 12 Nov

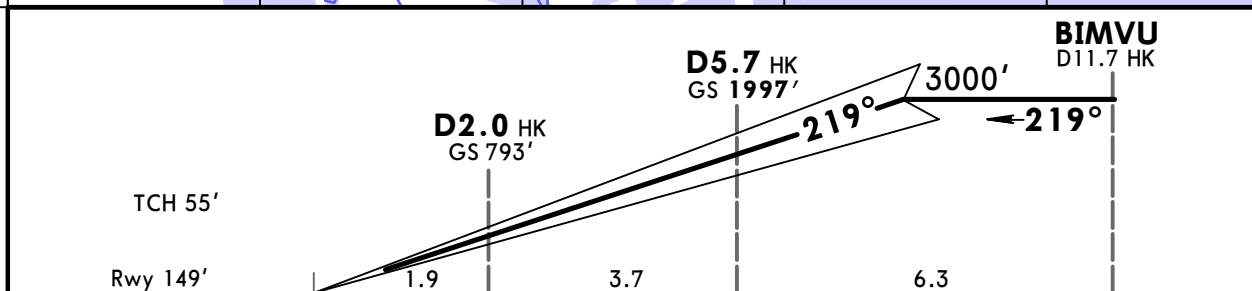
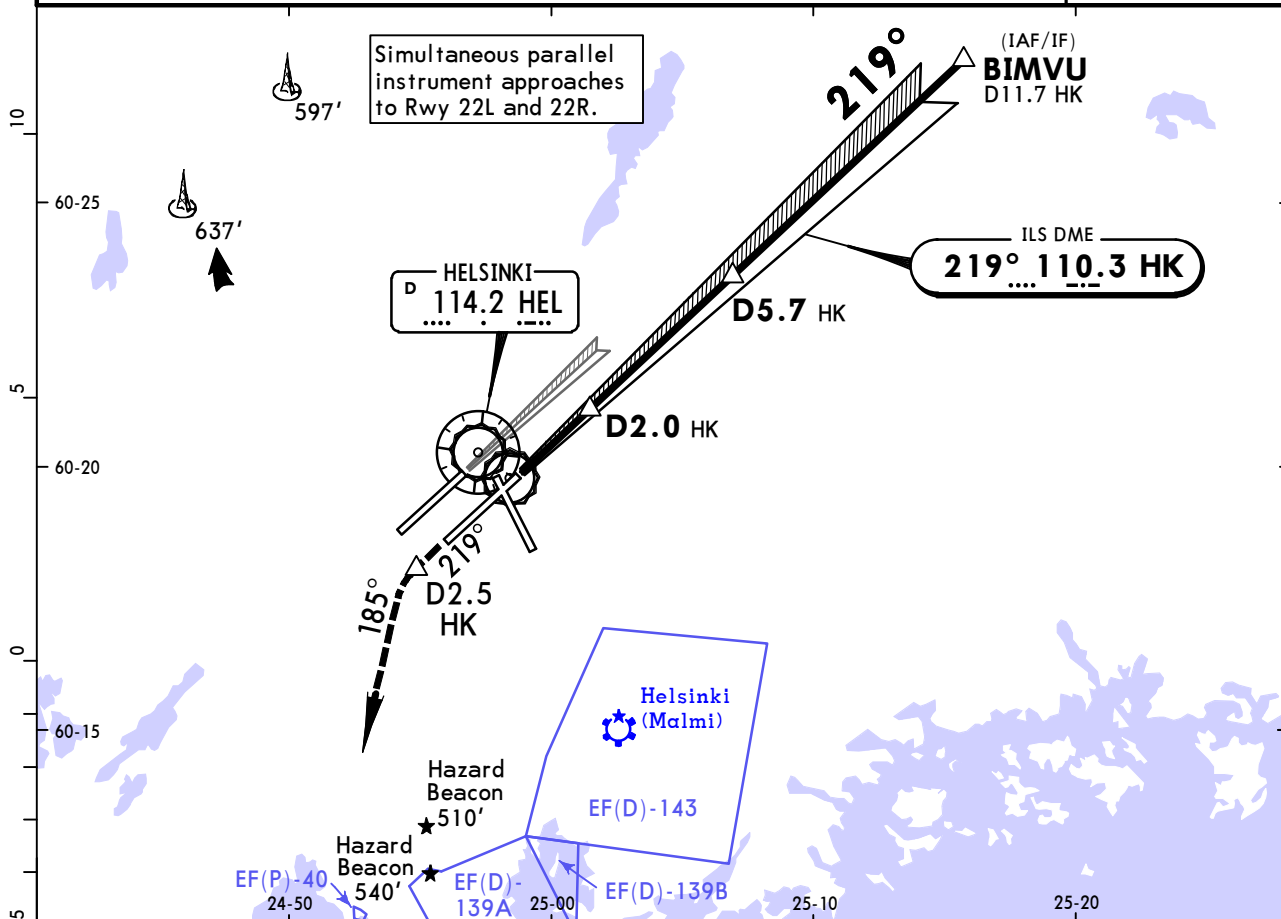
HELSINKI, FINLAND  
CAT II ILS Rwy 22L

BRIEFING STRIP™

|                                                                                                                                           |                                       |                                         |                                                |                           |
|-------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------|------------------------------------------------|---------------------------|
| D-ATIS Arrival<br>135.075                                                                                                                 | HELSINKI Radar (APP)<br>119.1 129.850 | HELSINKI Arrival (APP)<br>119.9 124.325 | HELSINKI Tower<br>118.6 118.850                | Ground<br>121.8           |
| LOC<br>HK<br>110.3                                                                                                                        | Final<br>Apch Crs<br>219°             | GS<br>D5.7 HK<br>1997' (1848')          | CAT II ILS<br>RA/DA(H)<br>Refer to<br>Minimums | Apt Elev 180'<br>Rwy 149' |
| MISSED APCH: Climb on 219° to D2.5 HK or 600', whichever is later,<br>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. <b>DME required.</b> 2. MIM 150 KT until 4 NM from TDZ. Otherwise advise ATC.<br>3. Special Aircrew & Aircraft Certification Required. |                                       |                                         |                                                |                           |



MSA  
HEL VOR



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

Standard

STRAIGHT-IN LANDING RWY 22L  
CAT II ILS

|                                     |                                   |                                       |
|-------------------------------------|-----------------------------------|---------------------------------------|
| ABC<br>RA 112'<br>DA(H) 249' (100') | D<br>RA 127'<br>DA(H) 260' (111') | LACFT<br>RA 128'<br>DA(H) 261' (112') |
|-------------------------------------|-----------------------------------|---------------------------------------|

PANS OPS

RVR 300m 1

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

CHANGES: Waypoint. Altitude.

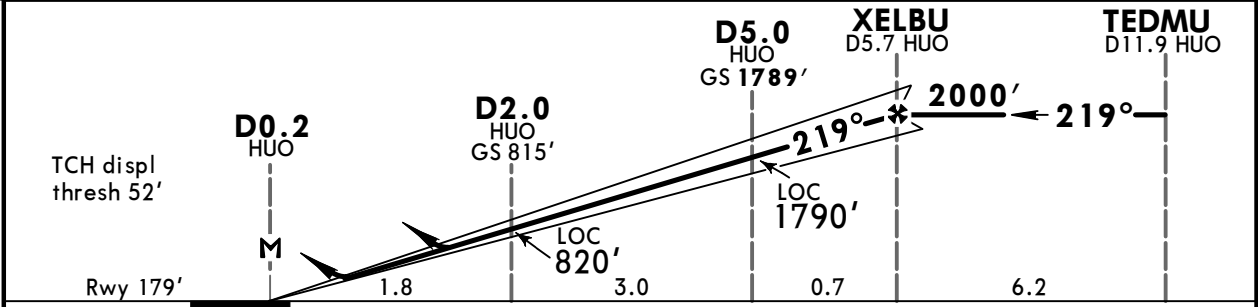
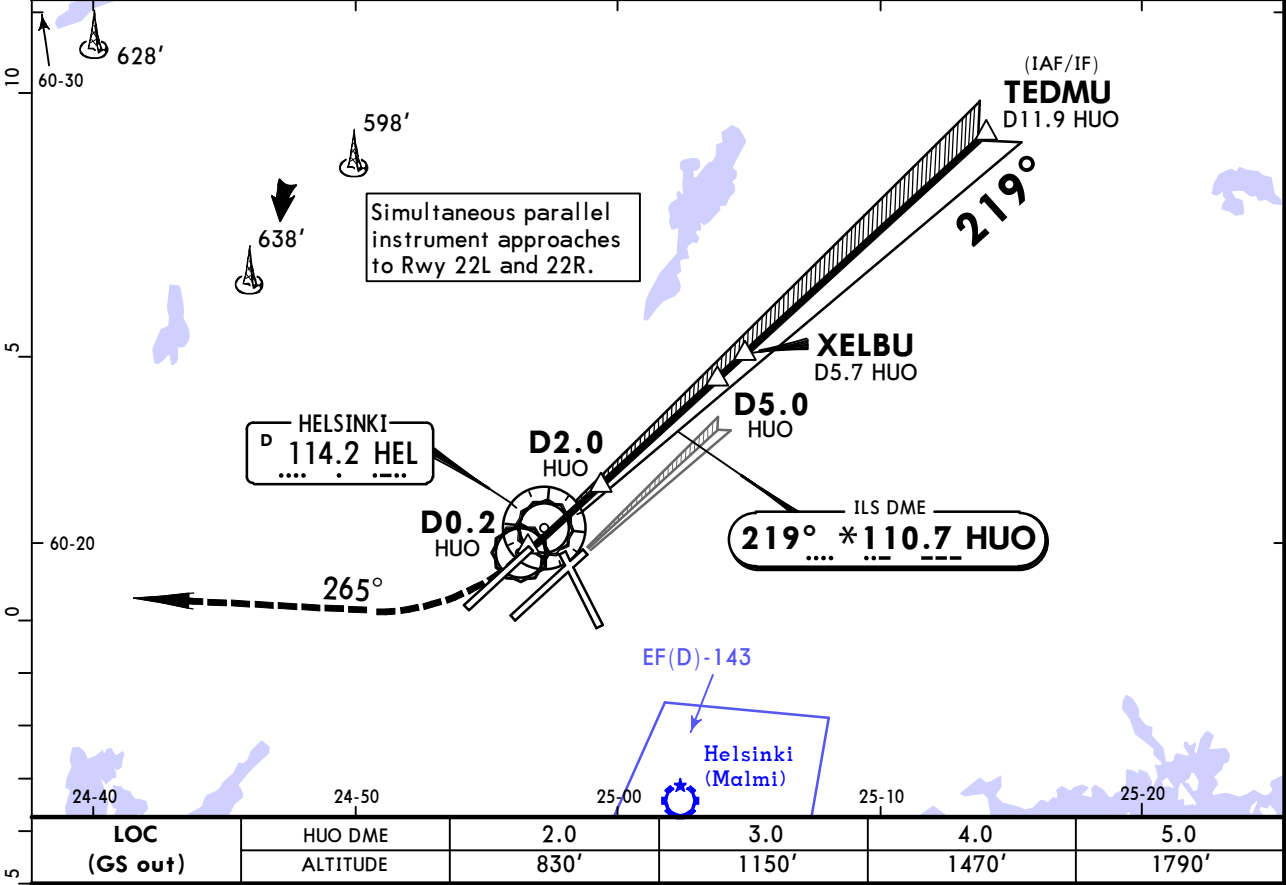
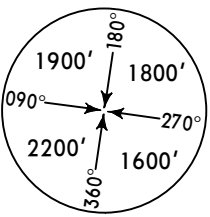
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JEPPESSEN  
30 OCT 15 (11-5)

HELSINKI, FINLAND  
Eff 12 Nov ILS or LOC Rwy 22R

|                                                                                                                                               |                                       |                                         |                                 |                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------|---------------------------------|---------------------------|
| D-ATIS Arrival<br>135.075                                                                                                                     | HELSINKI Radar (APP)<br>119.1 129.850 | HELSINKI Arrival (APP)<br>119.9 124.325 | HELSINKI Tower<br>118.6 118.850 | Ground<br>121.8           |
| LOC<br>HUO<br>*110.7                                                                                                                          | Final<br>Apch Crs<br>219°             | GS<br>D5.0 HUO<br>1789' (1610')         | ILS<br>DA(H)<br>379' (200')     | Apt Elev 180'<br>Rwy 179' |
| MISSED APCH: Climb on 219° until D0.2 HUO or 580' whichever is later, then turn RIGHT onto 265° climbing to 3000'.<br>Expect radar vectoring. |                                       |                                         |                                 |                           |
| Alt Set: hPa                                                                                                                                  | Rwy Elev: 7 hPa                       | Trans level: By ATC                     | Trans alt: 5000'                | MSA<br>HEL VOR            |
| 1. DME required. 2. MIM 150 KT until 4 NM from TDZ. Otherwise advise ATC.                                                                     |                                       |                                         |                                 |                           |



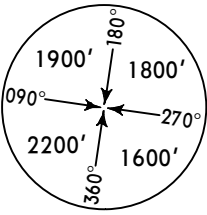
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|--------------------------------|-------|-----|-----|-----|-----|-----|-------|------|----------|-----------------|------|
| Gnd speed-Kts                  | 70    | 90  | 100 | 120 | 140 | 160 | HIALS | 219° | D0.2 HUO | whichever later | 580' |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

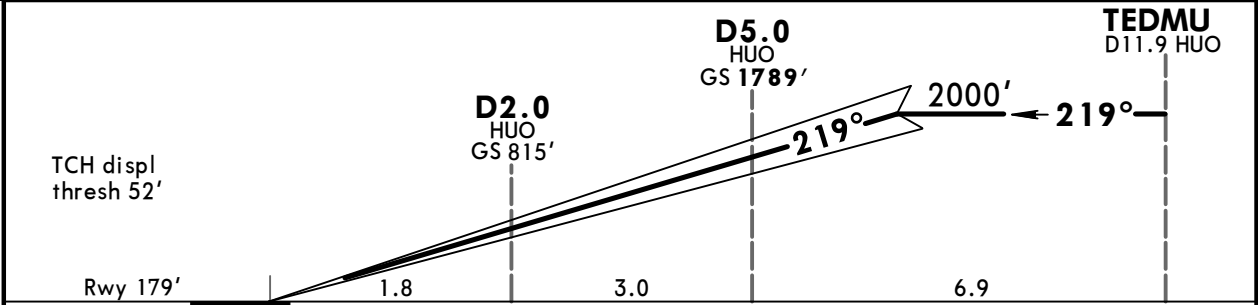
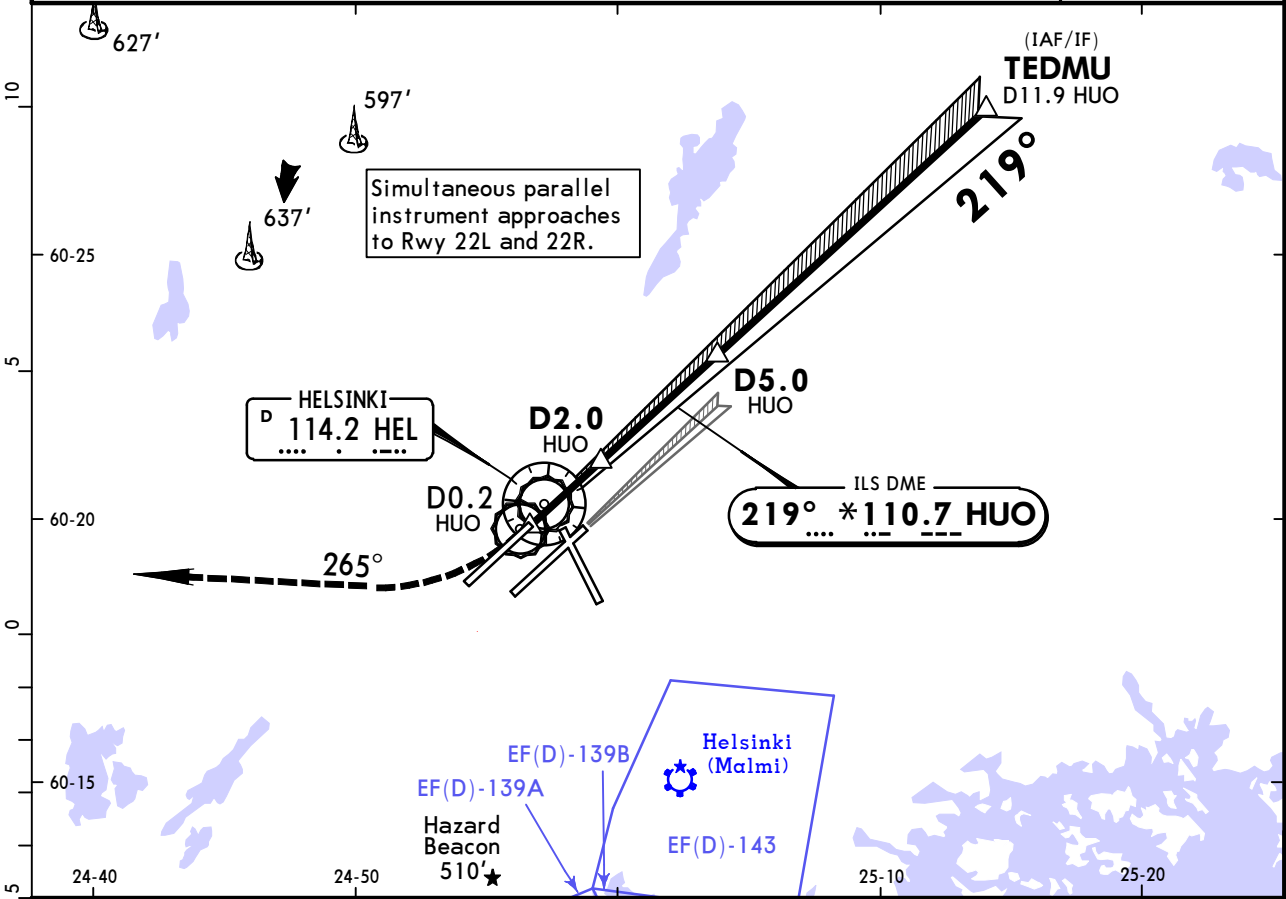
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|-------------------|----------|----------|--|-----------|-----------------------------|-----------|---------|--|-----------|
| Standard          |          |          |  |           | STRAIGHT-IN LANDING RWY 22R |           |         |  |        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

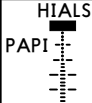
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VANTAA

JEPPesen  
30 OCT 15 11-5A Eff 12 Nov

HELSINKI, FINLAND  
CAT II ILS Rwy 22R

|                                                                                                                                               |                                       |                                         |                                                |                                                                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------|------------------------------------------------|-------------------------------------------------------------------------------------|
| D-ATIS Arrival<br>135.075                                                                                                                     | HELSINKI Radar (APP)<br>119.1 129.850 | HELSINKI Arrival (APP)<br>119.9 124.325 | HELSINKI Tower<br>118.6 118.850                | Ground<br>121.8                                                                     |
| LOC<br>HUO<br>*110.7                                                                                                                          | Final<br>Apch Crs<br>219°             | GS<br>D5.0 HUO<br>1789' (1610')         | CAT II ILS<br>RA/DA(H)<br>Refer to<br>Minimums | Apt Elev 180'<br>Rwy 179'                                                           |
| MISSED APCH: Climb on 219° until D0.2 HUO or 580' whichever is later, then turn RIGHT onto 265° climbing to 3000'.<br>Expect radar vectoring. |                                       |                                         |                                                |  |
| Alt Set: hPa                                                                                                                                  | Rwy Elev: 7 hPa                       | Trans level: By ATC                     | Trans alt: 5000'                               | MSA<br>HEL VOR                                                                      |
| 1. DME required. 2. MIM 150 KT until 4 NM from TDZ. Otherwise advise ATC.<br>3. Special Aircrew & Aircraft Certification Required.            |                                       |                                         |                                                |                                                                                     |



|               |       |     |     |     |     |     |                                                                                     |           |                                          |
|---------------|-------|-----|-----|-----|-----|-----|-------------------------------------------------------------------------------------|-----------|------------------------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |  | 219°<br>↑ | D0.2 HUO<br>↑<br>whichever later<br>580' |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 743 |                                                                                     |           |                                          |
|               |       |     |     |     |     |     |                                                                                     |           |                                          |

|                   |                   |  |                                           |  |  |
|-------------------|-------------------|--|-------------------------------------------|--|--|
| Standard          |                   |  | STRAIGHT-IN LANDING RWY 22R<br>CAT II ILS |  |  |
| ABC<br>RA 97'     | D<br>RA 98'       |  | LACFT<br>RA 99'                           |  |  |
| DA(H) 279' (100') | DA(H) 280' (101') |  | DA(H) 282' (103')                         |  |  |

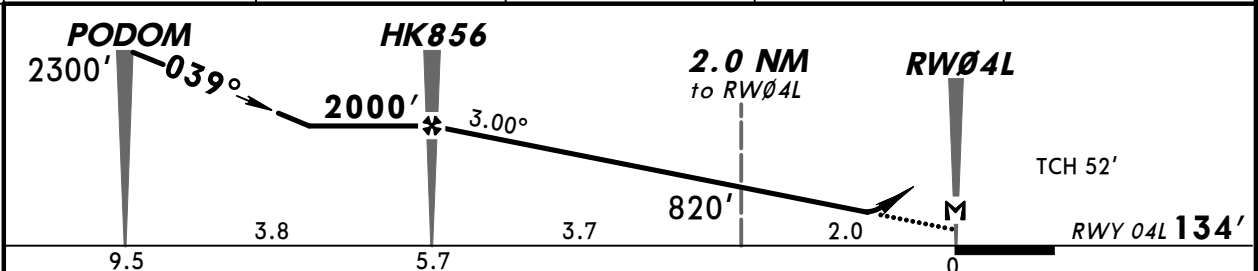
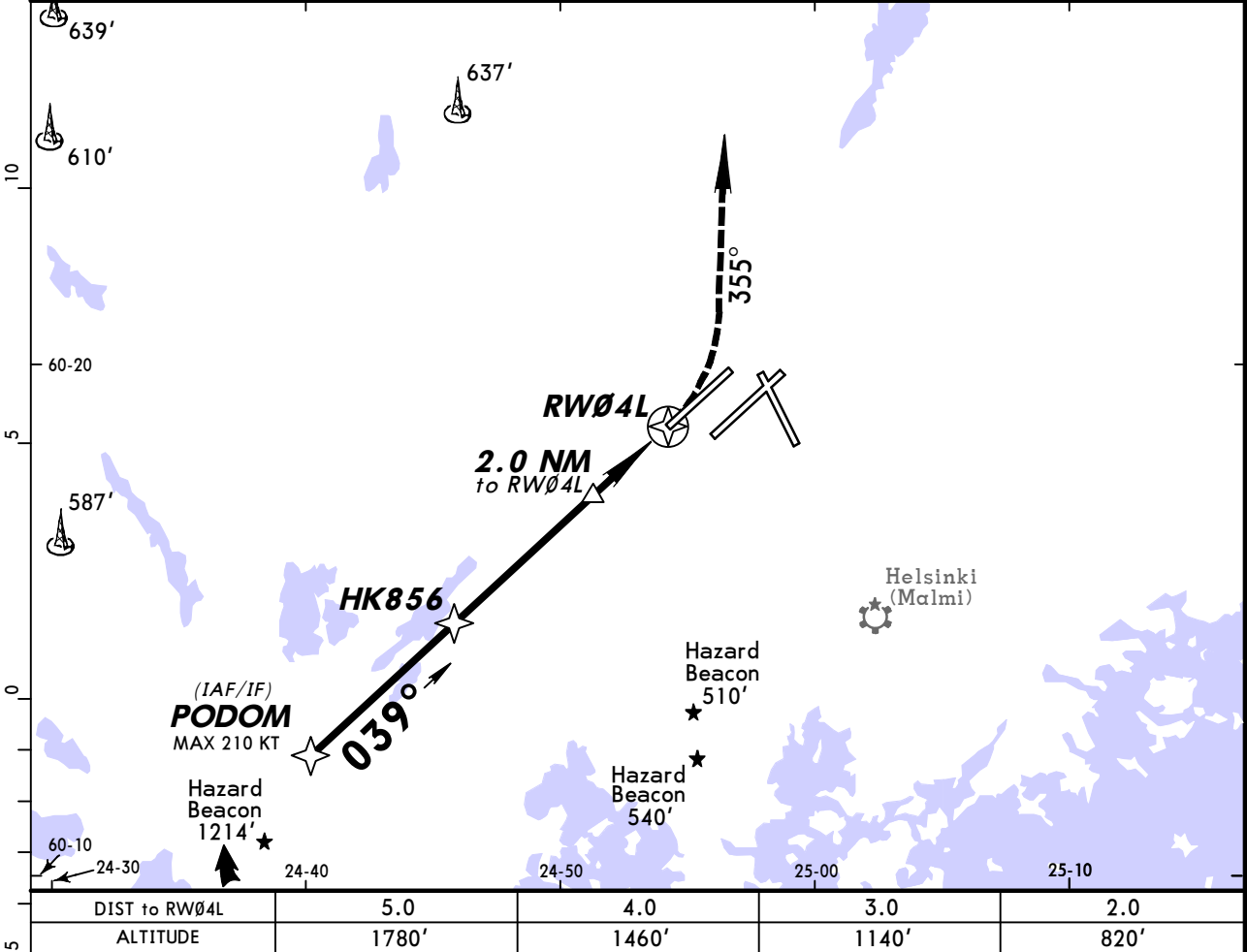
PANS OPS  
RVR 300m I  
Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

EFHK/HEL  
VANTAA

JEPPESEN  
31 OCT 14 (12-1)

HELSINKI, FINLAND  
RNAV (GNSS) Rwy 04L

|                                                                                |                                      |                                        |                                   |                           |
|--------------------------------------------------------------------------------|--------------------------------------|----------------------------------------|-----------------------------------|---------------------------|
| D-ATIS Arrival<br>135.07                                                       | HELSINKI Radar (APP)<br>119.1 129.85 | HELSINKI Arrival (APP)<br>119.9 124.32 | HELSINKI Tower<br>118.6 118.85    | Ground<br>121.8           |
| RNAV                                                                           | Final<br>Apch Crs<br>039°            | Minimum Alt<br>HK856<br>2000' (1866')  | LNAV/VNAV<br>DA(H)<br>544' (410') | Apt Elev 180'<br>RWY 134' |
| MISSED APCH: Turn LEFT onto 355° climbing to 3000'.<br>Expect radar vectoring. |                                      |                                        |                                   |                           |
| Alt Set: hPa                                                                   | Rwy Elev: 5 hPa                      | Trans level: By ATC                    | Trans alt: 5000'                  | MSA<br>ARP                |
| Baro-VNAV not authorized below -20° C.                                         |                                      |                                        |                                   |                           |



|                |       |     |     |     |     |     |          |      |       |
|----------------|-------|-----|-----|-----|-----|-----|----------|------|-------|
| Gnd speed-Kts  | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II | 355° | 3000' |
| Descent Angle  | 3.00° | 372 | 478 | 531 | 637 | 743 | 849      | PAPI | LT    |
| MAP at RWY 04L |       |     |     |     |     |     |          |      |       |

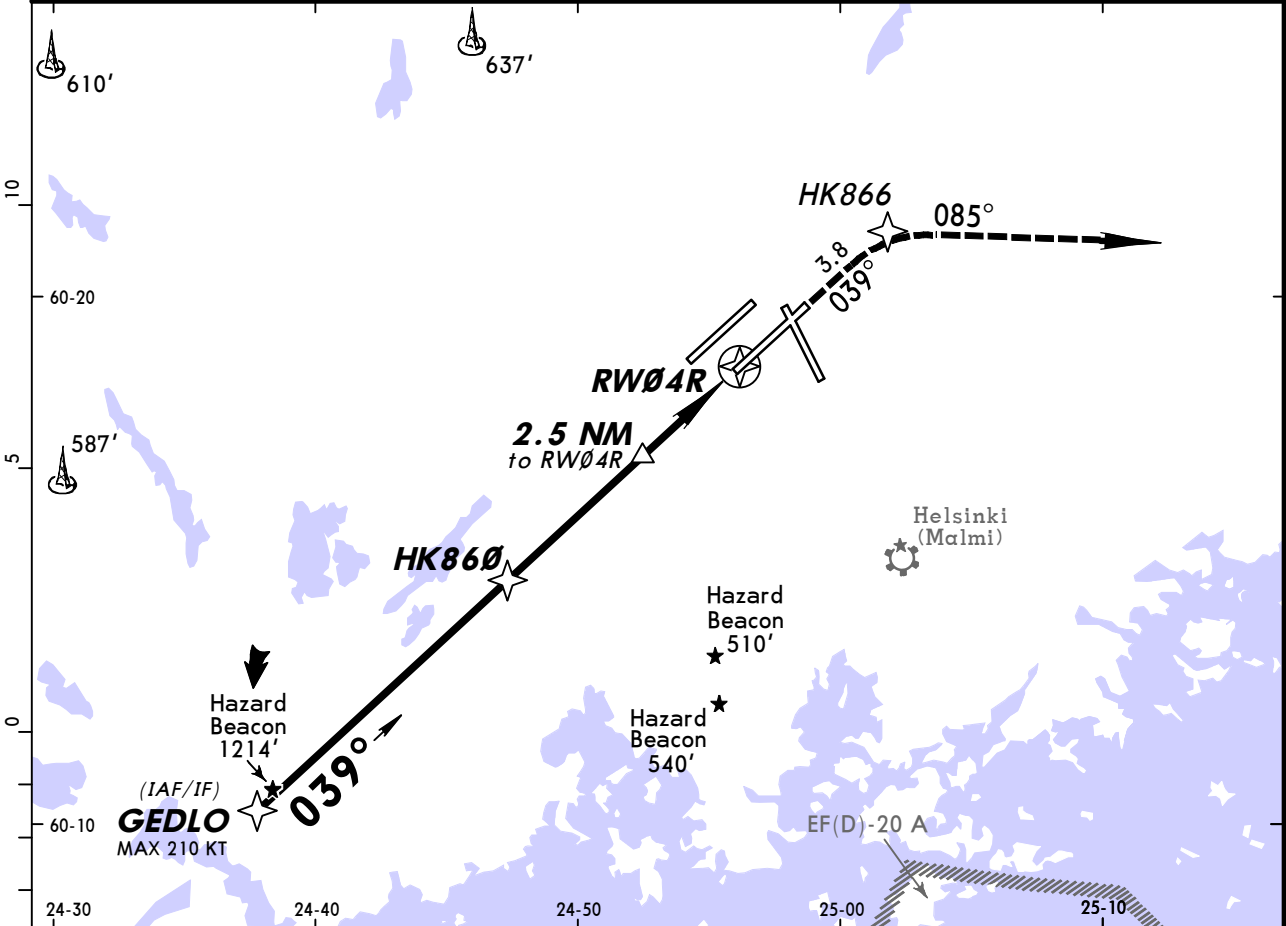
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|-------------------|--|-------------------|--|-----------------------------|--|-----------|--|
| Standard          |  |                   |  | STRAIGHT-IN LANDING RWY 04L |  |           |  |
| LNAV/VNAV         |  | LNAV              |  | ALS out                     |  | ALS out   |  |
| DA(H) 544' (410') |  | DA(H) 550' (416') |  |                             |  |           |  |
|                   |  |                   |  | RVR 1500m                   |  | RVR 1500m |  |
| RVR 1200m         |  | RVR 1900m         |  | RVR 1200m                   |  | RVR 1900m |  |
| A                 |  |                   |  |                             |  |           |  |
| B                 |  |                   |  |                             |  |           |  |
| C                 |  |                   |  |                             |  |           |  |
| D                 |  |                   |  |                             |  |           |  |

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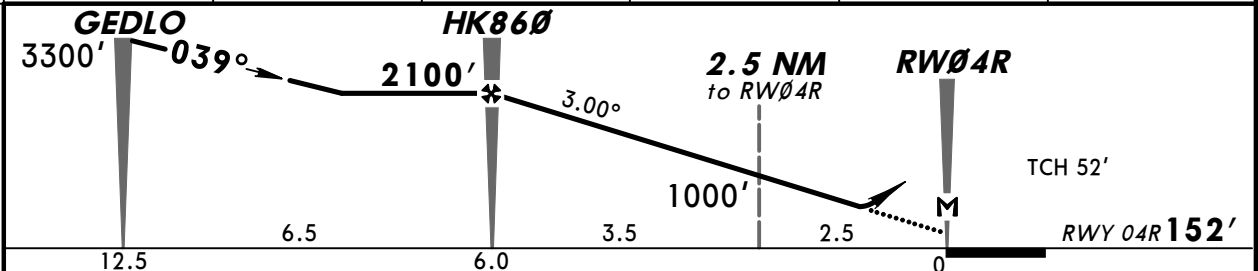
JEPPESSEN  
31 OCT 14  
Eff 13 Nov  
(12-2)

HELSINKI, FINLAND  
RNAV (GNSS) Rwy 04R

|                                                                                                             |                                      |                                        |                                   |                           |
|-------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------|-----------------------------------|---------------------------|
| D-ATIS Arrival<br>135.07                                                                                    | HELSINKI Radar (APP)<br>119.1 129.85 | HELSINKI Arrival (APP)<br>119.9 124.32 | HELSINKI Tower<br>118.6 118.85    | Ground<br>121.8           |
| RNAV                                                                                                        | Final<br>Apch Crs<br>039°            | Minimum Alt<br>HK860<br>2100' (1948')  | LNAV/VNAV<br>DA(H)<br>580' (428') | Apt Elev 180'<br>RWY 152' |
| MISSED APCH: Proceed towards HK866 for RIGHT turn on 085°<br>climbing to 3000'. Expect radar vectoring.     |                                      |                                        |                                   |                           |
| Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'<br>Baro-VNAV not authorized below -20° C. |                                      |                                        |                                   | 2200'<br>MSA<br>ARP       |



|                 |       |       |       |       |      |
|-----------------|-------|-------|-------|-------|------|
| DIST to RWY 04R | 6.0   | 5.0   | 4.0   | 3.0   | 2.0  |
| ALTITUDE        | 2100' | 1800' | 1480' | 1160' | 840' |



|                |       |     |     |     |     |     |                             |
|----------------|-------|-----|-----|-----|-----|-----|-----------------------------|
| Gnd speed-Kts  | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI<br>HK866<br>↑ |
| Descent Angle  | 3.00° | 372 | 478 | 531 | 637 | 743 |                             |
| MAP at RWY 04R |       |     |     |     |     |     |                             |

| Standard |           | STRAIGHT-IN LANDING RWY 04R |  |                   |  |
|----------|-----------|-----------------------------|--|-------------------|--|
|          |           | LNAV/VNAV                   |  | LNAV              |  |
|          |           | DA(H) 580' (428')           |  | DA(H) 580' (428') |  |
|          |           | ALS out                     |  | ALS out           |  |
| A        | RVR 1300m | RVR 1500m                   |  | RVR 1500m         |  |
| B        |           |                             |  |                   |  |
| C        |           | RVR 2000m                   |  | RVR 2000m         |  |
| D        |           |                             |  |                   |  |

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VANTAA

JEPPESSEN

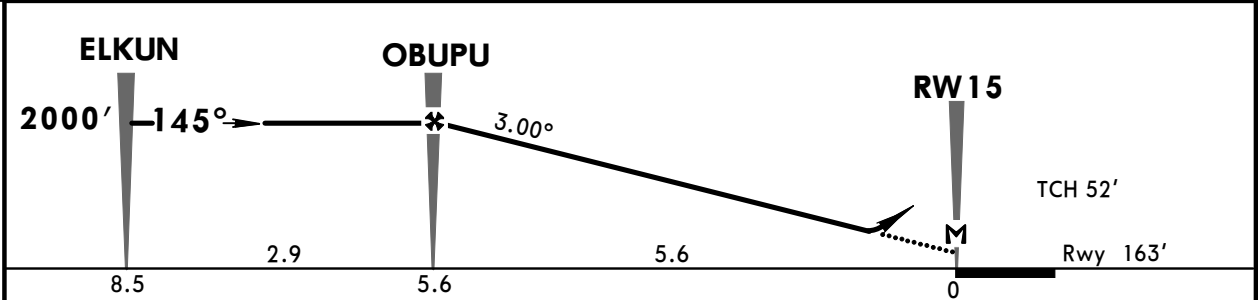
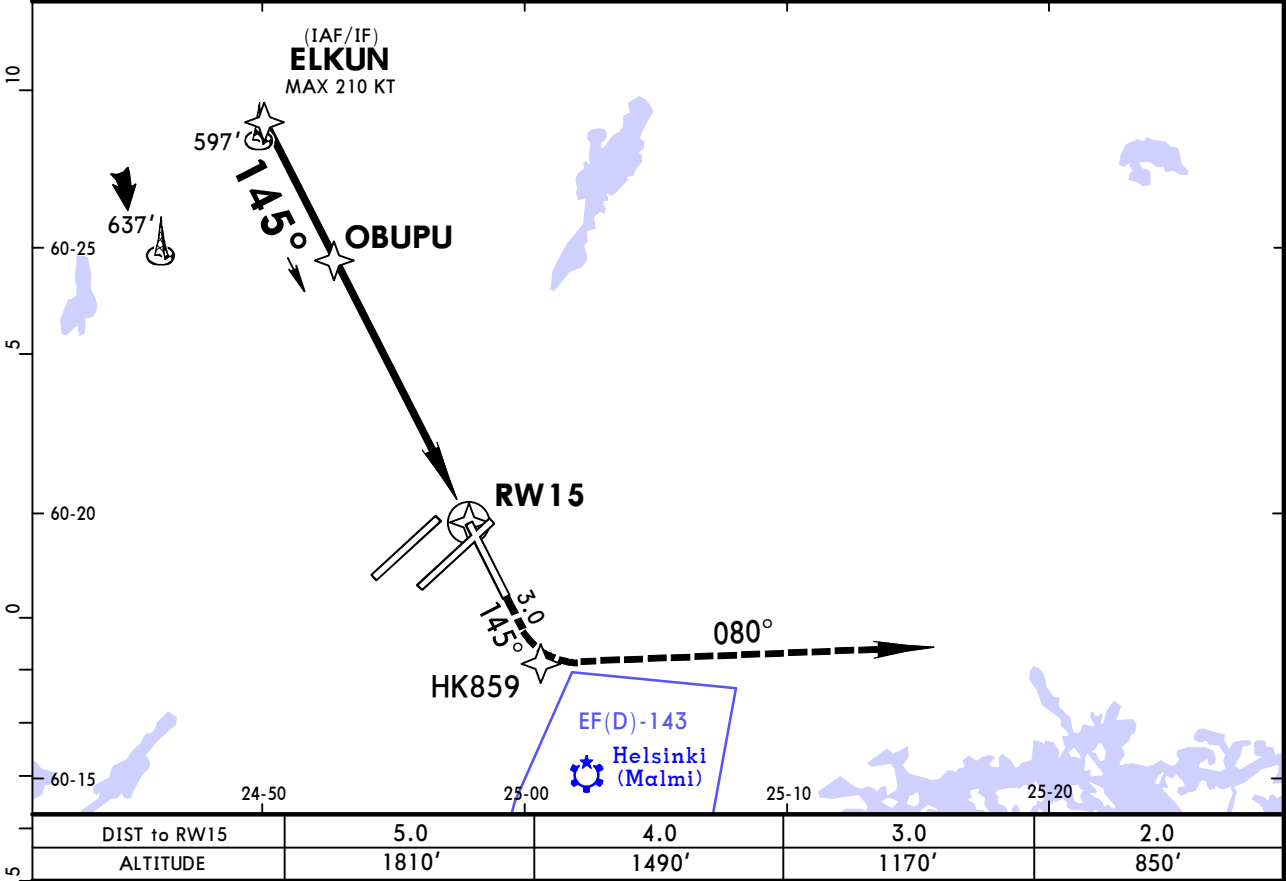
HELSINKI, FINLAND

30 OCT 15 (12-3)

Eff 12 Nov

RNAV (GNSS) Rwy 15

|                                                                                                          |                                       |                                         |                                   |                           |
|----------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------|-----------------------------------|---------------------------|
| D-ATIS Arrival<br>135.075                                                                                | HELSINKI Radar (APP)<br>119.1 129.850 | HELSINKI Arrival (APP)<br>119.9 124.325 | HELSINKI Tower<br>118.6 118.850   | Ground<br>121.8           |
| RNAV                                                                                                     | Final<br>Apch Crs<br>145°             | Minimum Alt<br>OBUPU<br>2000' (1837')   | LNAV/VNAV<br>DA(H)<br>553' (390') | Apt Elev 180'<br>Rwy 163' |
| MISSED APCH: Proceed towards HK859 for LEFT turn onto 080°<br>climbing to 3000'. Except radar vectoring. |                                       |                                         |                                   |                           |
| Alt Set: hPa                                                                                             | Rwy Elev: 6 hPa                       | Trans level: By ATC                     | Trans alt: 5000'                  | MSA<br>ARP                |
| Baro-VNAV not authorized below -20° C.                                                                   |                                       |                                         |                                   |                           |



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

|                                |           |                           |           |
|--------------------------------|-----------|---------------------------|-----------|
| STRAIGHT-IN LANDING RWY 15     |           |                           |           |
| LNAV/VNAV<br>DA(H) 553' (390') |           | LNAV<br>DA(H) 620' (457') |           |
| ALS out                        |           | ALS out                   |           |
| A                              | RVR 1100m | RVR 1500m                 | RVR 1500m |
| B                              |           | RVR 1400m                 | CMV 2100m |
| C                              |           |                           |           |
| D                              |           |                           |           |

CHANGES: Waypoints.

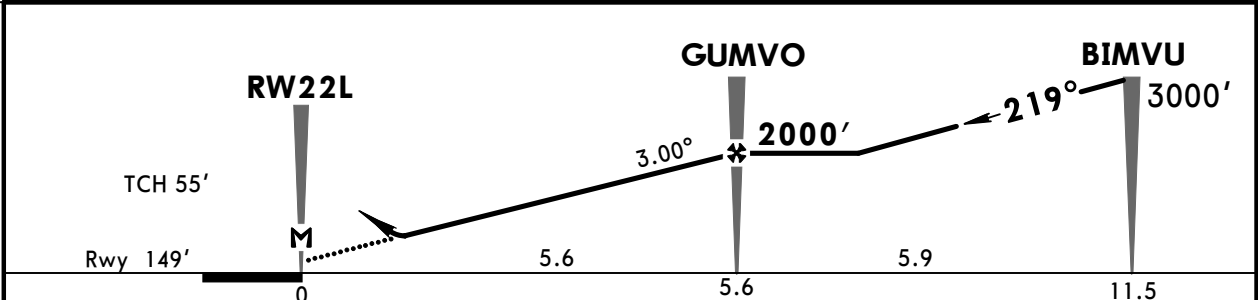
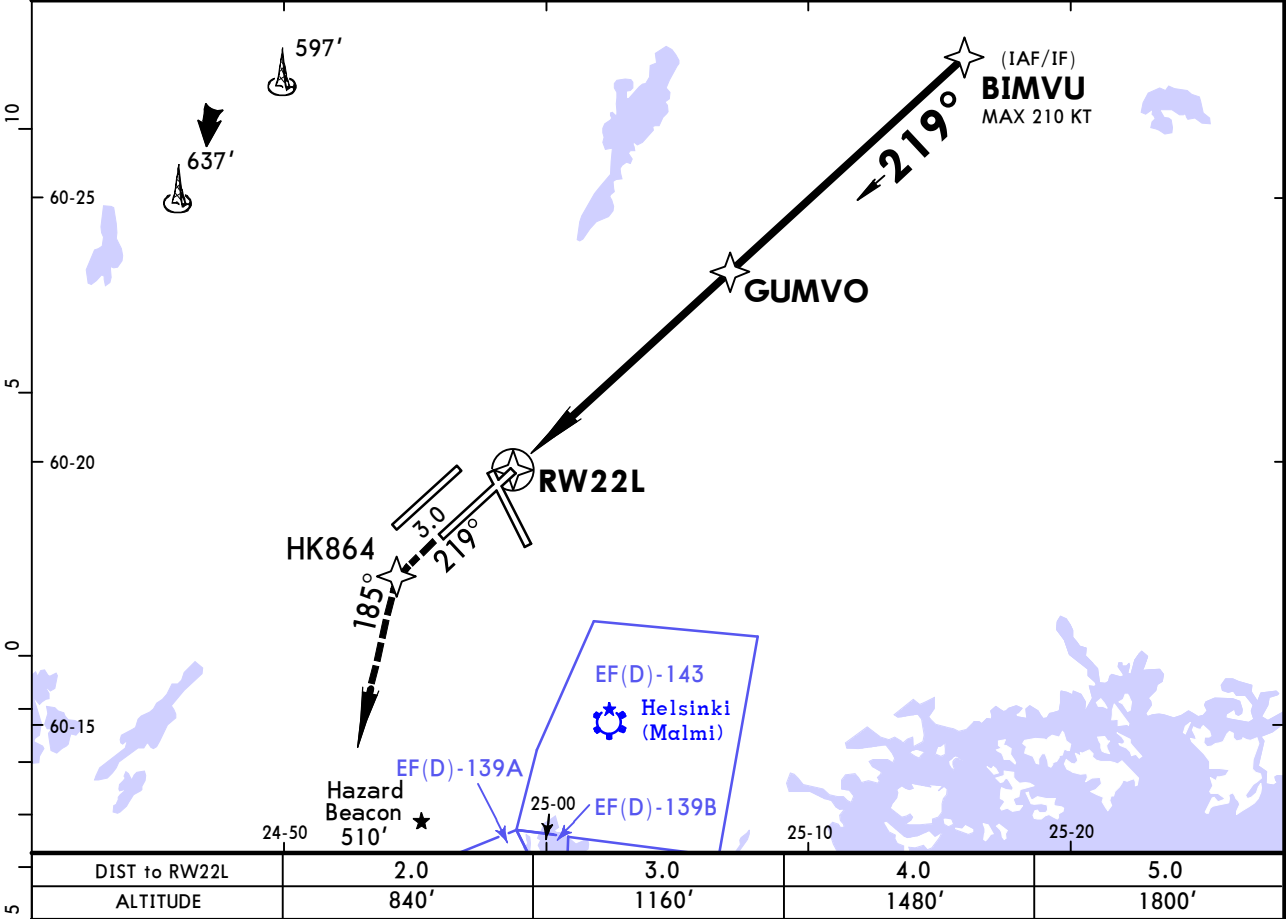
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JEPPESSEN  
30 OCT 15 (12-4) Eff 12 Nov

HELSINKI, FINLAND  
RNAV (GNSS) Rwy 22L

|                                                                                                        |                                       |                                         |                                   |                           |
|--------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------|-----------------------------------|---------------------------|
| D-ATIS Arrival<br>135.075                                                                              | HELSINKI Radar (APP)<br>119.1 129.850 | HELSINKI Arrival (APP)<br>119.9 124.325 | HELSINKI Tower<br>118.6 118.850   | Ground<br>121.8           |
| RNAV                                                                                                   | Final<br>Apch Crs<br>219°             | Minimum Alt<br>GUMVO<br>2000' (1851')   | LNAV/VNAV<br>DA(H)<br>580' (431') | Apt Elev 180'<br>Rwy 149' |
| MISSED APCH: Proceed towards HK864 for LEFT turn on 185°<br>climbing to 3000'. Expect radar vectoring. |                                       |                                         |                                   | 2200'                     |
| Alt Set: hPa                                                                                           | Rwy Elev: 5 hPa                       | Trans level: By ATC                     | Trans alt: 5000'                  | MSA<br>ARP                |
| Baro-VNAV not authorized below -20° C.                                                                 |                                       |                                         |                                   |                           |



|               |       |     |     |     |     |     |          |       |
|---------------|-------|-----|-----|-----|-----|-----|----------|-------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HTALS-II | HK864 |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI     | ↑     |
| MAP at RW22L  |       |     |     |     |     |     |          |       |

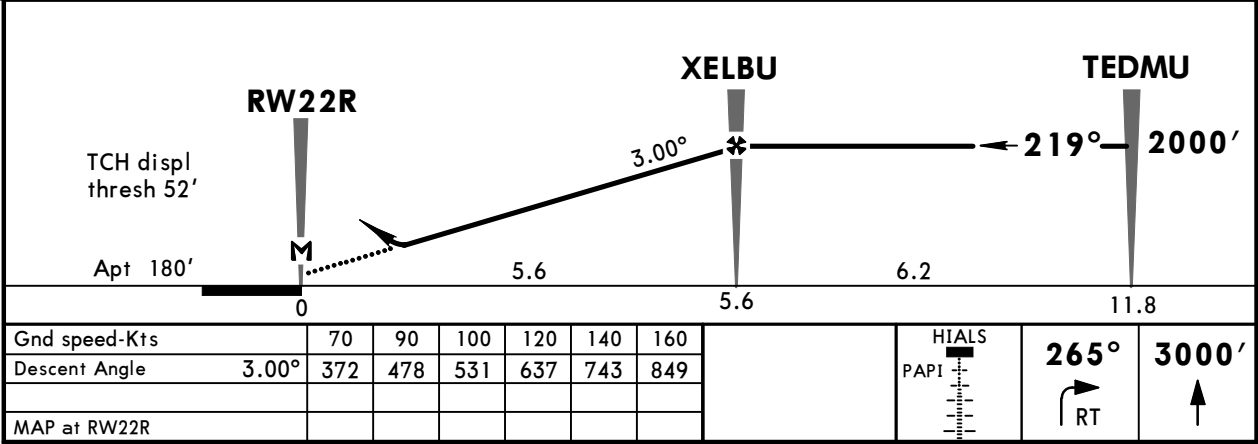
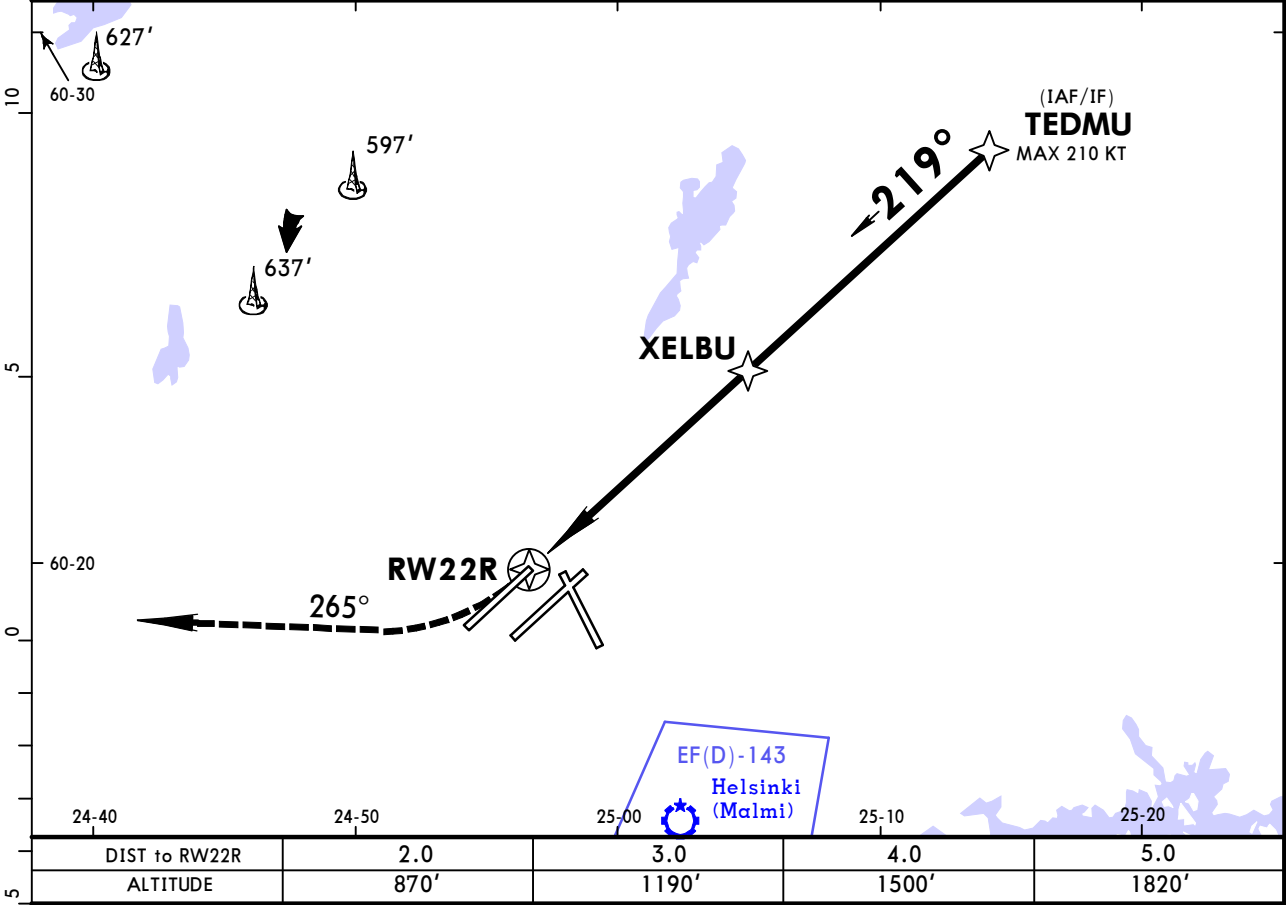
|                                |           |                           |           |
|--------------------------------|-----------|---------------------------|-----------|
| STRAIGHT-IN LANDING RWY 22L    |           |                           |           |
| LNAV/VNAV<br>DA(H) 580' (431') |           | LNAV<br>DA(H) 610' (461') |           |
| ALS out                        |           | ALS out                   |           |
| A                              | RVR 1300m | RVR 1500m                 | RVR 1500m |
| B                              |           | RVR 1500m                 | CMV 2200m |
| C                              |           |                           |           |
| D                              |           |                           |           |

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VANTAA

JEPPESSEN  
30 OCT 15  
Eff 12 Nov  
(12-5)

HELSINKI, FINLAND  
RNAV (GNSS) Rwy 22R

|                                                                                 |                           |                                       |  |                                         |  |                                 |  |                                         |
|---------------------------------------------------------------------------------|---------------------------|---------------------------------------|--|-----------------------------------------|--|---------------------------------|--|-----------------------------------------|
| D-ATIS Arrival<br>135.075                                                       |                           | HELSINKI Radar (APP)<br>119.1 129.850 |  | HELSINKI Arrival (APP)<br>119.9 124.325 |  | HELSINKI Tower<br>118.6 118.850 |  | Ground<br>121.8                         |
| RNAV                                                                            | Final<br>Apch Crs<br>219° | Minimum Alt<br>XELBU<br>2000' (1820') |  | LNAV/VNAV<br>DA(H)<br>610' (430')       |  | Apt Elev 180'                   |  | <div>2200'</div> <div>MSA<br/>ARP</div> |
| MISSED APCH: Turn RIGHT onto 265° climbing to 3000'.<br>Expect radar vectoring. |                           |                                       |  |                                         |  |                                 |  |                                         |
| Alt Set: hPa                                                                    |                           | Apt Elev: 7 hPa                       |  | Trans level: By ATC                     |  | Trans alt: 5000'                |  |                                         |
| Baro-VNAV not authorized below -20° C.                                          |                           |                                       |  |                                         |  |                                 |  |                                         |



|                   |           |                   |  |                             |  |                   |  |
|-------------------|-----------|-------------------|--|-----------------------------|--|-------------------|--|
| Standard          |           |                   |  | STRAIGHT-IN LANDING RWY 22R |  |                   |  |
| LNAV/VNAV         |           | LNAV              |  | LNAV                        |  | LNAV              |  |
| DA(H) 610' (430') |           | DA(H) 620' (440') |  | DA(H) 620' (440')           |  | DA(H) 620' (440') |  |
| ALS out           |           | ALS out           |  | ALS out                     |  | ALS out           |  |
| A                 | RVR 1300m | RVR 1500m         |  | RVR 1500m                   |  | RVR 1500m         |  |
| B                 |           | RVR 1500m         |  | RVR 1500m                   |  | RVR 1500m         |  |
| C                 |           | RVR 2000m         |  | RVR 1300m                   |  | RVR 2000m         |  |
| D                 |           |                   |  |                             |  |                   |  |

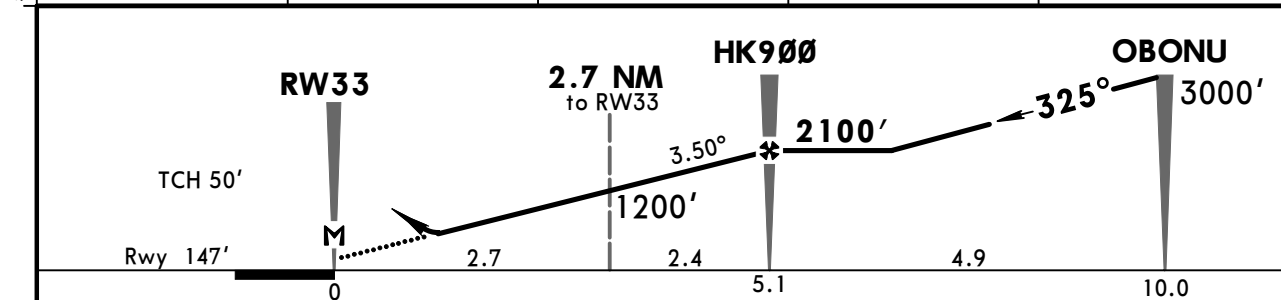
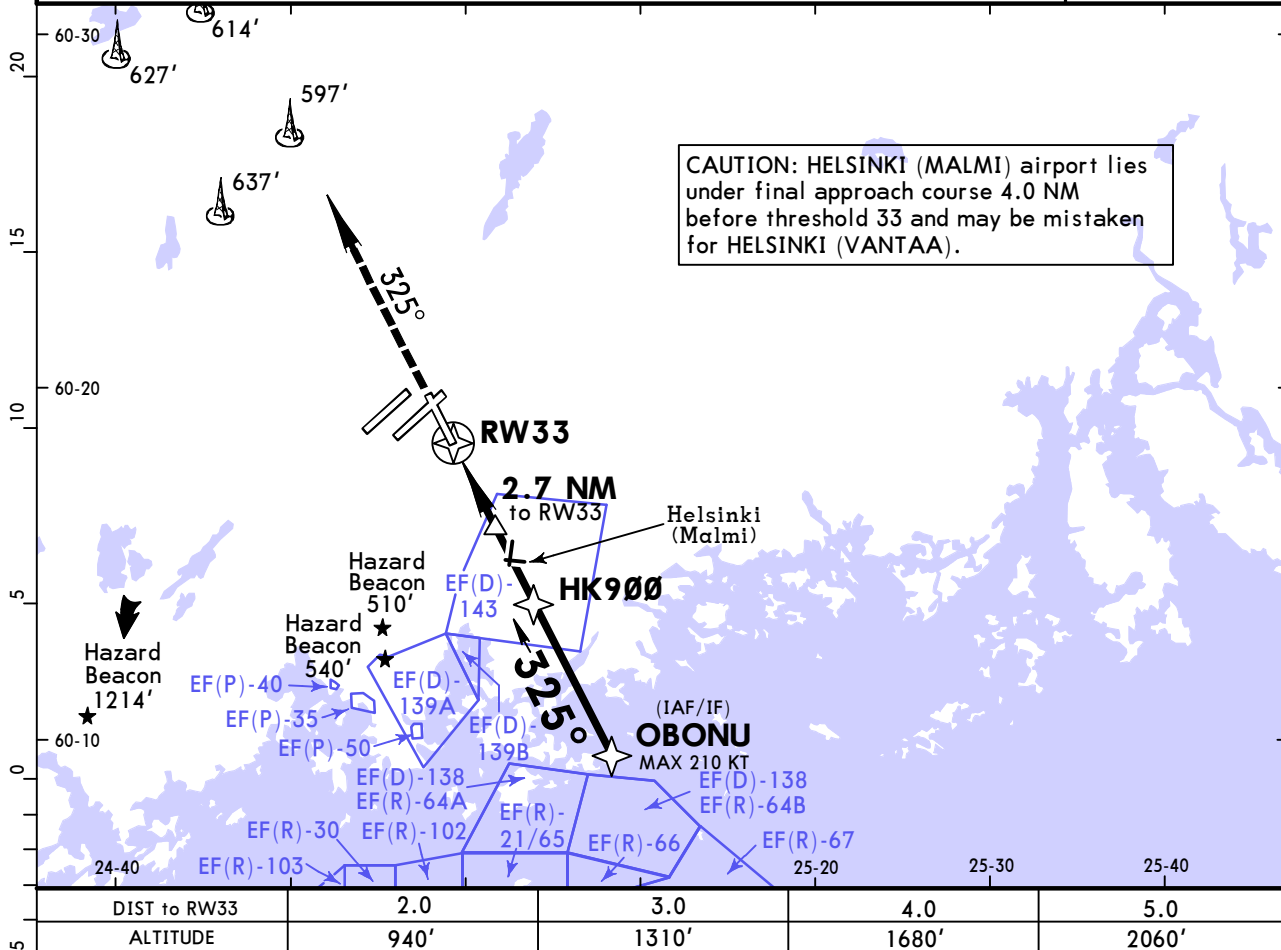
**EFHK/HEL**  
**VANTAA**
**JEPPESSEN**

30 OCT 15

(12-6)

**Eff 12 Nov**
**HELSINKI, FINLAND**
**RNAV (GNSS) Rwy 33**

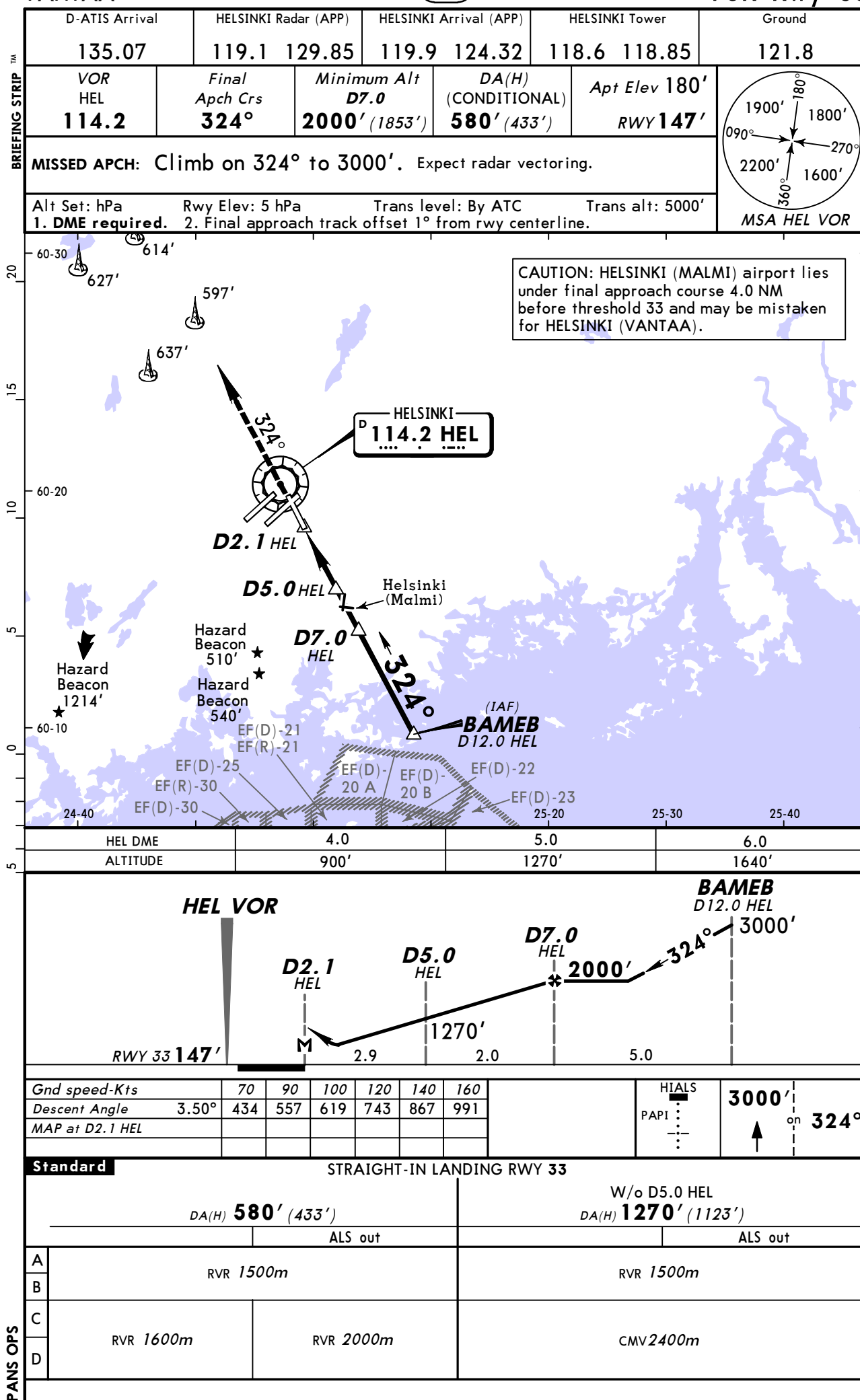
|                                                                                   |                                              |                                                     |                                         |                           |
|-----------------------------------------------------------------------------------|----------------------------------------------|-----------------------------------------------------|-----------------------------------------|---------------------------|
| D-ATIS Arrival<br><b>135.075</b>                                                  | HELSINKI Radar (APP)<br><b>119.1 129.850</b> | HELSINKI Arrival (APP)<br><b>119.9 124.325</b>      | HELSINKI Tower<br><b>118.6 118.850</b>  | Ground<br><b>121.8</b>    |
| RNAV                                                                              | Final<br>Apch Crs<br><b>325°</b>             | Minimum Alt<br><b>HK900</b><br><b>2100'</b> (1953') | LNAV/VNAV<br>DA(H)<br><b>577'</b> (430) | Apt Elev 180'<br>Rwy 147' |
| <b>MISSED APCH: Proceed on 325° climbing to 3000'.</b><br>Expect radar vectoring. |                                              |                                                     |                                         |                           |
| Alt Set: hPa Rwy Elev: 5 hPa<br>Baro-VNAV not authorized below -20° C.            |                                              |                                                     |                                         | 2200'<br><br>MSA<br>ARP   |



|               |       |     |     |     |     |     |       |       |      |
|---------------|-------|-----|-----|-----|-----|-----|-------|-------|------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS | 3000' | 325° |
| Descent Angle | 3.50° | 434 | 557 | 619 | 743 | 867 | PAPI  | ↑     |      |
| MAP at RW33   |       |     |     |     |     |     |       |       |      |

| STRAIGHT-IN LANDING RWY 33                   |           |                                         |           |
|----------------------------------------------|-----------|-----------------------------------------|-----------|
| <b>LNAV/VNAV</b><br>DA(H) <b>577'</b> (430') |           | <b>LNAV</b><br>DA(H) <b>580'</b> (433') |           |
| ALS out                                      |           | ALS out                                 |           |
| A                                            | RVR 1500m |                                         | RVR 1500m |
| B                                            | RVR 1500m |                                         | RVR 1500m |
| C                                            | RVR 1600m | RVR 2000m                               | RVR 1600m |
| D                                            | RVR 1600m | RVR 2000m                               | RVR 2000m |

**EFHK/HEL**  
**VANTAA**
**JEPPESSEN**

31 OCT 14 **(13-1)**
**Eff 13 Nov**
**HELSINKI, FINLAND**  
**VOR Rwy 33**


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

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**Chart changes since cycle 26-2015**

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----|-----------------|-------|----------|----------|
|-----|-----------------|-------|----------|----------|

**HELSINKI, (VANTAA - EFHK)**

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport EFHK

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** 20151210

**End Date:** 20160525

(10-9/10-9A) Construction works on apron 4. Stand 443 not available.

### 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.