

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EFHK

Terminal Charts For EFHK

Revision Letter For Cycle 13-2016

Change Notices

Notebook

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: 0052 Z
Sunset: 1951 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: 118.600
Helsinki Tower: 118.850
Helsinki Tower: 119.700
Helsinki Delivery Ground: 118.125
Helsinki Ground: 121.800
Helsinki Apron Ramp/Taxi: 121.650
Helsinki Radar Approach: 119.100
Helsinki Radar Approach: 119.700
Helsinki Radar Approach: 129.850
Helsinki Arrival: 124.325
Helsinki Arrival: 119.900

EFHK/HEL
VANTAAJEPPESEN
30 OCT 15JEPPESEN
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.

EFHK/HEL
VANTAAJEPPesen
30 OCT 15 (10-1P1)

Eff 12 Nov

HELSINKI, FINLAND
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.

EFHK/HEL
VANTAA

29 JUN 16

JEPPESEN

10-1P2

Eff 4 Feb

HELSINKI, FINLAND

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.

Taxiing on TWY AP by towing only.

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.

EFHK/HEL
VANTAA

29 JAN 16

JEPPesen

10-1P3

Eff 4 Feb

HELSINKI, FINLAND

AIRPORT BRIEFING

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.

EFHK/HEL
VANTAA

JEPPESEN
23 JAN 15 10-1P4

HELSINKI, FINLAND
Eff 5 Feb AIRPORT BRIEFING

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 Medium Prop/Light
	YH	6102'/1860m	Heavy
	YL	7917'/2413m	
22L	ZH	4967'/1514m	All
	ZJ	5856'/1785m	Heavy
22R	WL	3484'/1062m	Medium Prop/Light
	WP	4478'/1365m	All
	WS	5807'/1770m	Heavy
33	YF	3812'/1162m	Medium Prop/Light
	Z	6804'/2074m	Heavy Medium Jet

2.7. TAXI PROCEDURES

2.7.1. GENERAL

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

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

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

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

2.7.2. APRON SPOT COORDINATION POINTS

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

EFHK/HEL
VANTAA

JEPPesen

23 JAN 15

10-1P5

Eff 5 Feb

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)."

EFHK/HEL
VANTAA

31 OCT 14

JEPPesen

10-1P6

Eff 13 Nov

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.

EFHK/HEL
VANTAA

31 OCT 14

JEPPESSEN

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.

EFHK/HEL
VANTAAJEPPesen
31 OCT 14JEPPesen
10-1P8

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.

EFHK/HEL
VANTAA

31 OCT 14

JEPPesen
10-1P9

Eff 13 Nov

HELSINKI, FINLAND
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 preceding 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

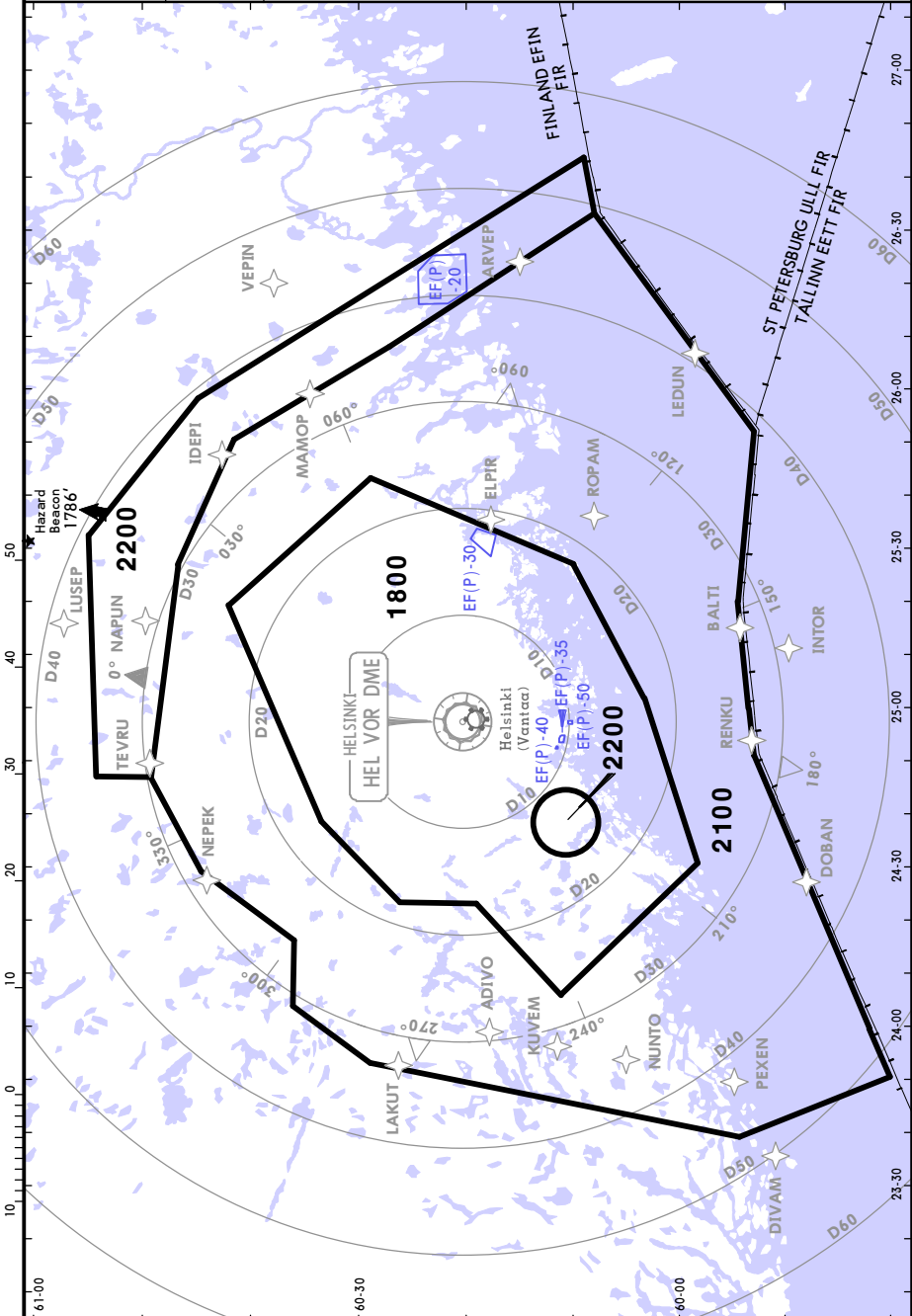
Due to jetblast hazard, ACFT departing RWY 22L from TWY Y or ZD intersection shall use idle power until clearance for departure has been issued.

EFHK/HEL
VANTAA

JEPPESEN
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.

© JEPPESEN, 2009, 2015. ALL RIGHTS RESERVED.

EFHK/HEL
VANTAA

JEPPesen
 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

EFHK/HEL
VANTAA

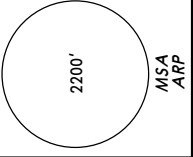
JEPPesen
31 OCT 14 (10-2B) Eff 13 Nov

HELSINKI, FINLAND
RNAV STAR

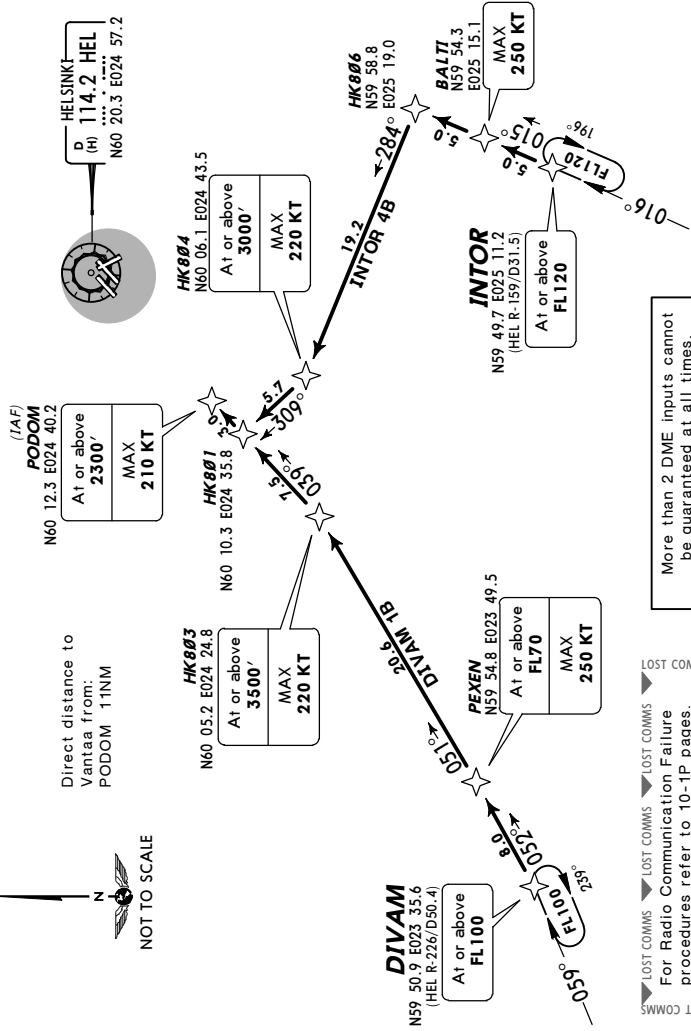
D-ATIS
135.075

Apt Elev
180'

- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
 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.



DIVAM 1B [DIVA1B]
INTOR 4B [INTO4B]
RWY 04L RNAV ARRIVALS
RNAV (DME/DME OR GNSS)
P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



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

EFHK/HEL
VANTAA

JEPPesen
31 OCT 14 (10-2C) Eff 13 Nov

HELSINKI, FINLAND
RNAV STAR

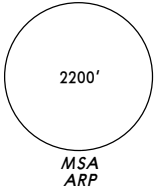
D-ATIS
135.075

Apt Elev
180'

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

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

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



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

Direct distance to
Vantaa from:
PODOM 11NM

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

LUSEP
N60 57.1 E025 15.9
(HEL R-005/D38.1)
At or above
FL100

NAPUN
N60 49.7 E025 16.4
At or above
FL70
MAX
250 KT

MAROM
N60 26.9 E024 02.6
At or above
FL70
MAX
250 KT

LAKUT
N60 26.3 E023 52.6
(HEL R-273/D32.6)
At or above
FL100

VIBEP
N60 27.6 E024 14.7
LAKUT 5B
N60 14.0 E024 29.0
At or above
3000'
MAX
220 KT

NEMVI
N60 16.0 E024 33.4
At or above
3000'
MAX
220 KT

HK890
N60 35.9 E025 17.3
HK897
N60 24.8 E024 52.6

PODOM
N60 12.3 E024 40.2
At or above
2300'
MAX
210 KT
HELSINKI
D (H) 114.2 HEL
N60 20.3 E024 57.2

HK801
N60 10.3 E024 35.8

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

JEPPESN
31 OCT 14 (10-2D) Eff 13 Nov

HELSINKI, FINLAND
RNAV STAR

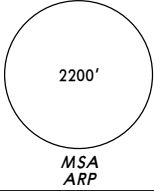
D-ATIS
135.075

Apt Elev
180'

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

**MAROM 4B [MARO4B]
NAPUN 1B [NAPU1B]
RWY 04L RNAV ARRIVALS**

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



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

Direct distance to
Vantaa from:
PODOM 11NM

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

LUSEP
N60 57.1 E025 15.9
(HEL R-005/D38.1)
At or above
FL100

NAPUN
N60 49.7 E025 16.4
At or above
FL70
MAX
250 KT

MAROM
N60 26.9 E024 02.6
At or above
FL70
MAX
250 KT

HK871
N60 26.0 E024 30.2
At or above
3000'

HK896
N60 25.5 E024 51.3
At or above
3000'

HK890
N60 35.9 E025 17.3

LAKUT
N60 26.3 E023 52.6
(HEL R-273/D32.6)
At or above
FL100

HK851
N60 12.7 E024 23.2
At
2300'
MAX
220 KT

HK849
N60 18.4 E024 35.6

HK852
N60 08.3 E024 31.4
At
2300'

(IAF)
PODOM
N60 12.3 E024 40.2
At
2300'
MAX
210 KT

HELSINKI
D (H)
114.2 HEL
N60 20.3 E024 57.2

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-).

EFHK/HEL
VANTAA

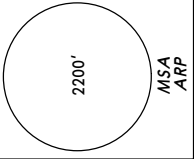
JEPPesen
31 OCT 14 10-2E Eff 13 Nov

HELSINKI, FINLAND
RNAV STAR

D-ATIS
135.075

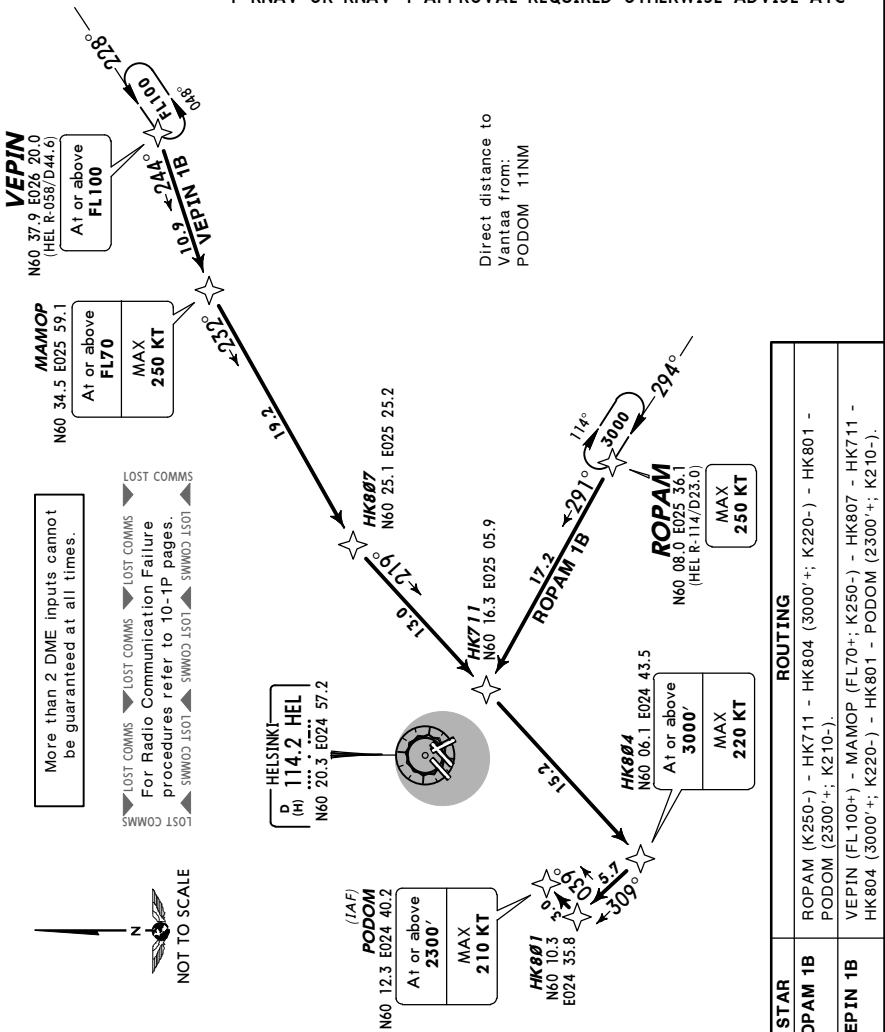
Apt Elev
180'

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



ROPAM 1B [ROPA1B]
VEPIN 1B [VEP11B]
RWY 04L RNAV ARRIVALS
RNAV (DME/DME OR GNSS)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



EFHK/HEL
VANTAA

JEPPESSEN
31 OCT 14 10-2F Eff 13 Nov

HELSINKI, FINLAND
RNAV STAR

D-ATIS
135.075

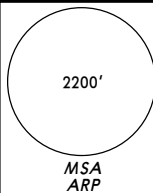
Apt Elev
180'

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

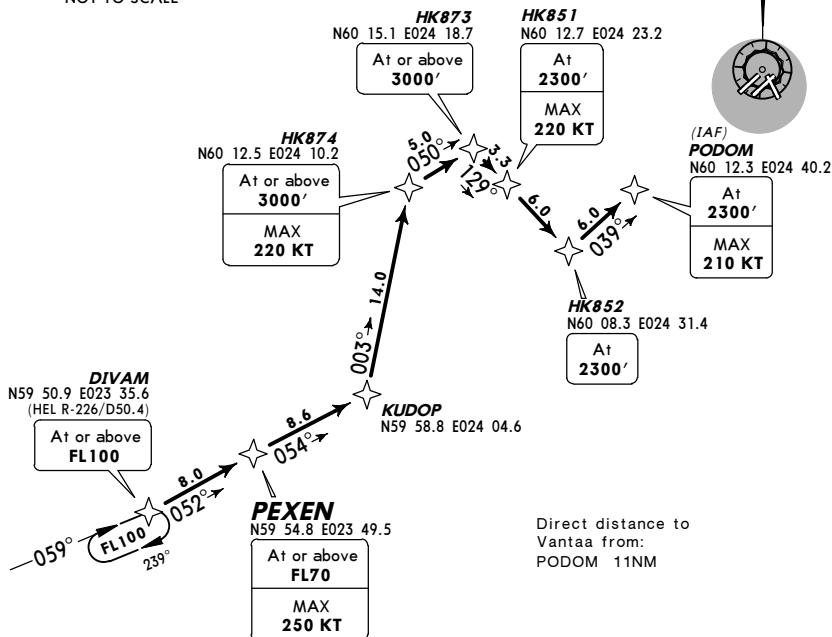
PEXEN 4B [PEXE4B]
RWY 04L RNAV ARRIVAL

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

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



HELSINKI
D (H) 114.2 HEL
N60 20.3 E024 57.2



ROUTING

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

EFHK/HEL
VANTAA

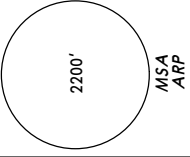
JEPPesen
31 OCT 14 (10-2G) Eff 13 Nov

HELSINKI, FINLAND
RNAV STAR

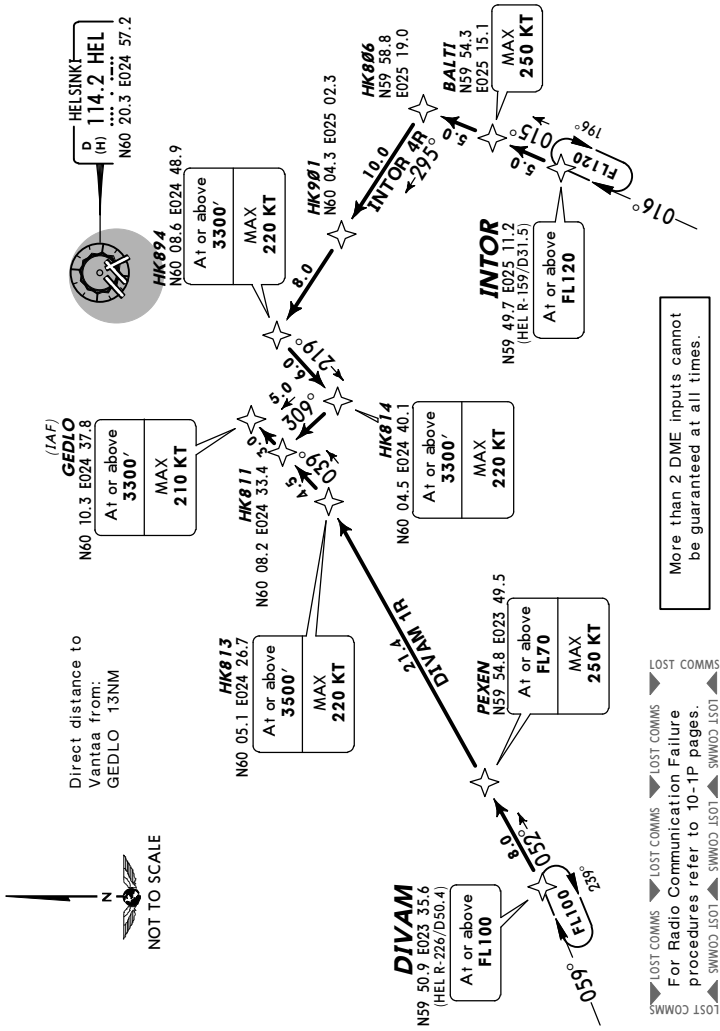
D-ATIS
135.075

Apt Elev
180'

- Alt Set: hPa Trans level: By ATC Trans alt: 5000'
1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
 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.



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



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

EFHK/HEL
VANTAA

JEPPesen
31 OCT 14 (10-2H) Eff 13 Nov

HELSINKI, FINLAND
RNAV STAR

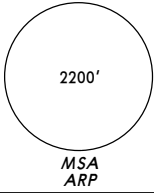
D-ATIS
135.075

Apt Elev
180'

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

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

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



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

Direct distance to
Vantaa from:
GEDLO 13NM

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

LUSEP
N60 57.1 E025 15.9
(HEL R-005/D38.1)
At or above
FL100

NAPUN
N60 49.7 E025 16.4
At or above
FL70
MAX
250 KT

MAROM
N60 26.9 E024 02.6
At or above
FL70
MAX
250 KT

LAKUT
N60 26.3 E023 52.6
(HEL R-273/D32.6)
At or above
FL100

VIBEP
N60 27.6 E024 14.7
LAKUT 5R
N60 12.4 E024 25.6
At or above
3300'
MAX
220 KT

HK897
N60 24.8 E024 52.6
GEDLO
(IAF)
N60 10.3 E024 37.8
At or above
3300'
MAX
210 KT

HK890
N60 35.9 E025 17.3
HK811
N60 08.2 E024 33.4

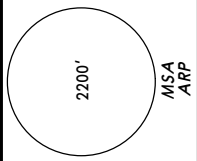
HELSINKI
(D (H))
114.2 HEL
N60 20.3 E024 57.2

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-).

© JEPPESEN, 2014. ALL RIGHTS RESERVED.

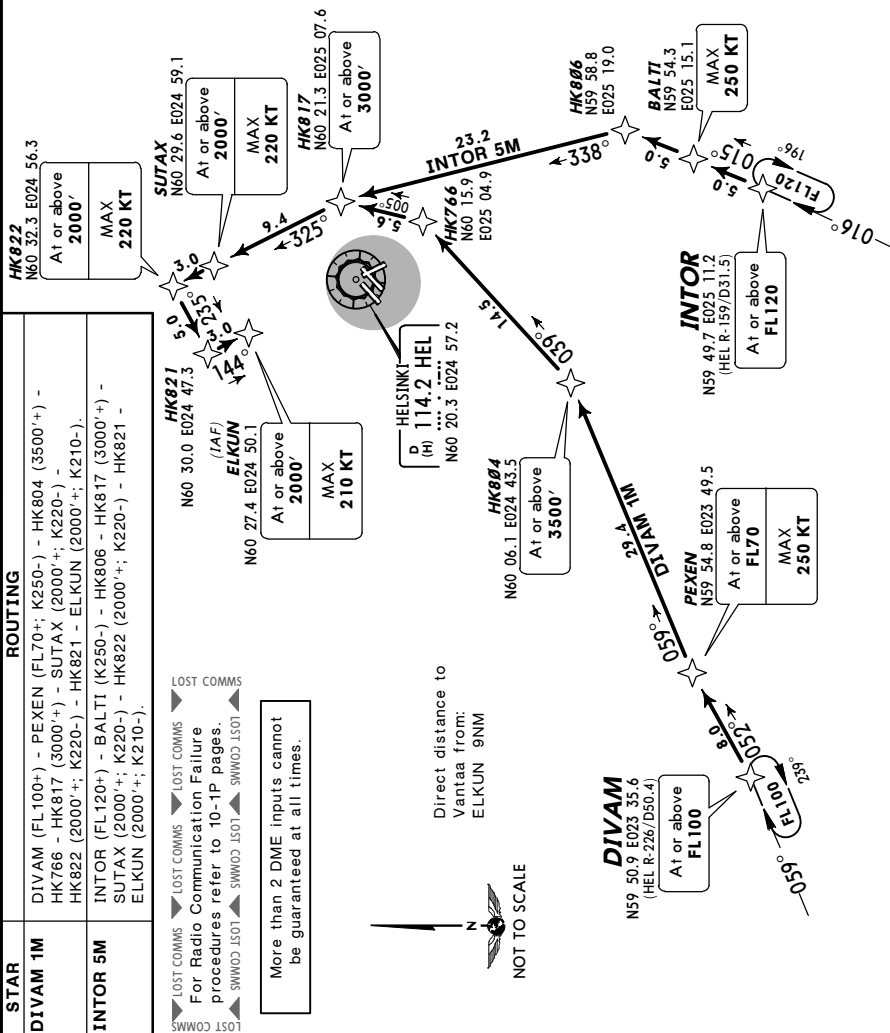
Apt Elev
180'

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



**DIVAM 1M [DIVA1M]
INTOR 5M [INTO5M]
RWY 15 RNAV ARRIVALS
RNAV (DME/DME OR GNSS)**

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



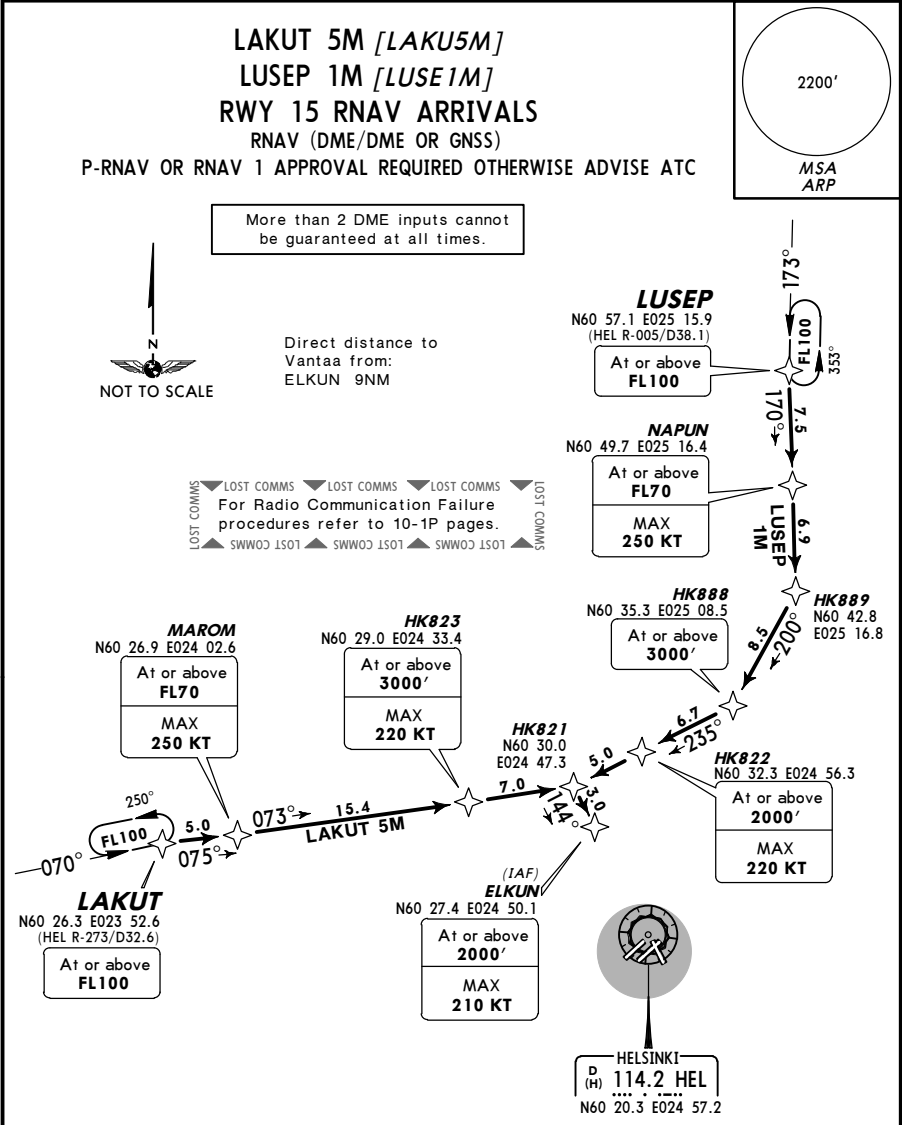
© JEPPESEN, 2014. ALL RIGHTS RESERVED.

EFHK/HEL
VANTAA

JEPPESN
31 OCT 14 (10-2L) Eff 13 Nov

HELSINKI, FINLAND
RNAV STAR

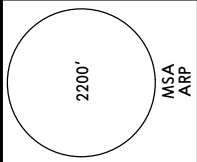
D-ATIS 135.075	<i>Apt Elev</i> 180'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR. 2. STARs must be flown according to the defined waypoint sequence until the last waypoint.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



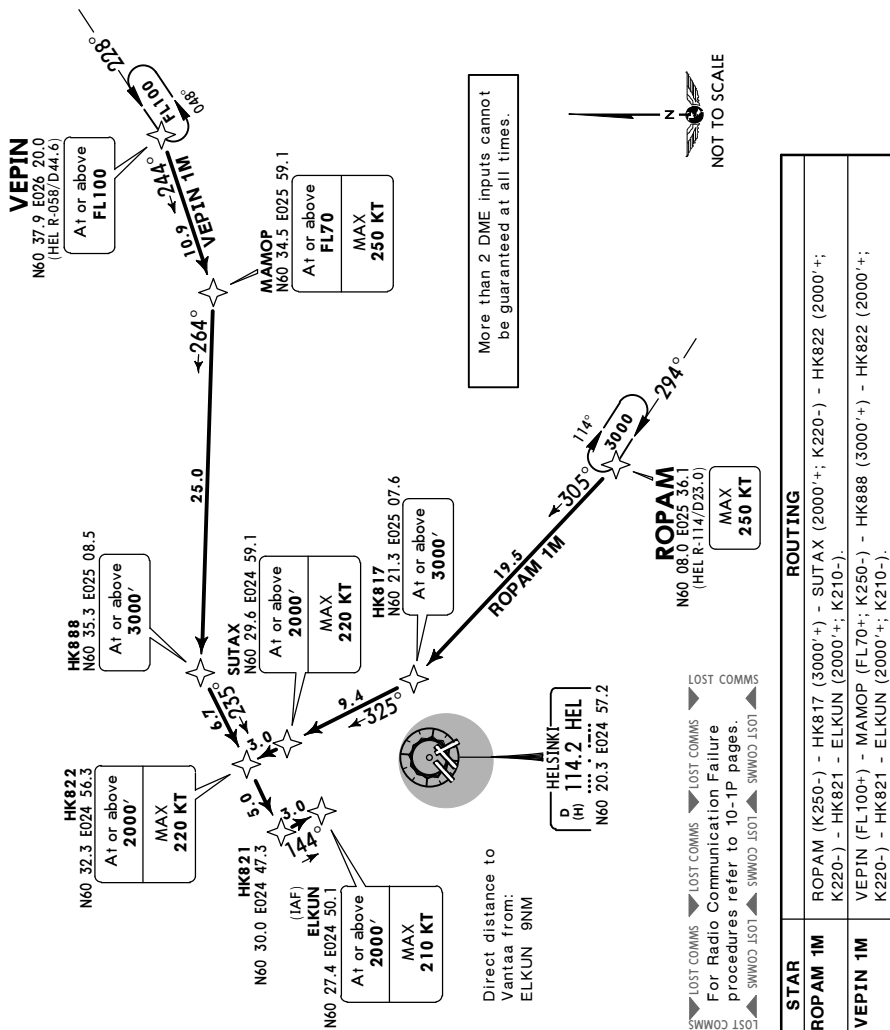
STAR	ROUTING
LAKUT 5M	LAKUT (FL100+) - MAROM (FL70+; K250-) - HK823 (3000'+; K220-) - HK821 - ELKUN (2000'+; K210-).
LUSEP 1M	LUSEP (FL100+) - NAPUN (FL70+; K250-) - HK889 - HK888 (3000'+) - HK822 (2000'+; K220-) - HK821 - ELKUN (2000'+; K210-).

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



© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

EFHK/HEL
VANTAA

JEPPesen
30 OCT 15 10-2P Eff 12 Nov

HELSINKI, FINLAND
RNAV STAR

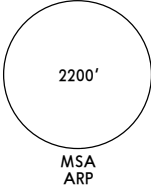
D-ATIS
135.075

Apt Elev
180'

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

LAKUT 3A [LAKU3A]
LUSEP 2A [LUSE2A]
RWY 22L RNAV ARRIVALS
RNAV (DME/DME OR GNSS)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC

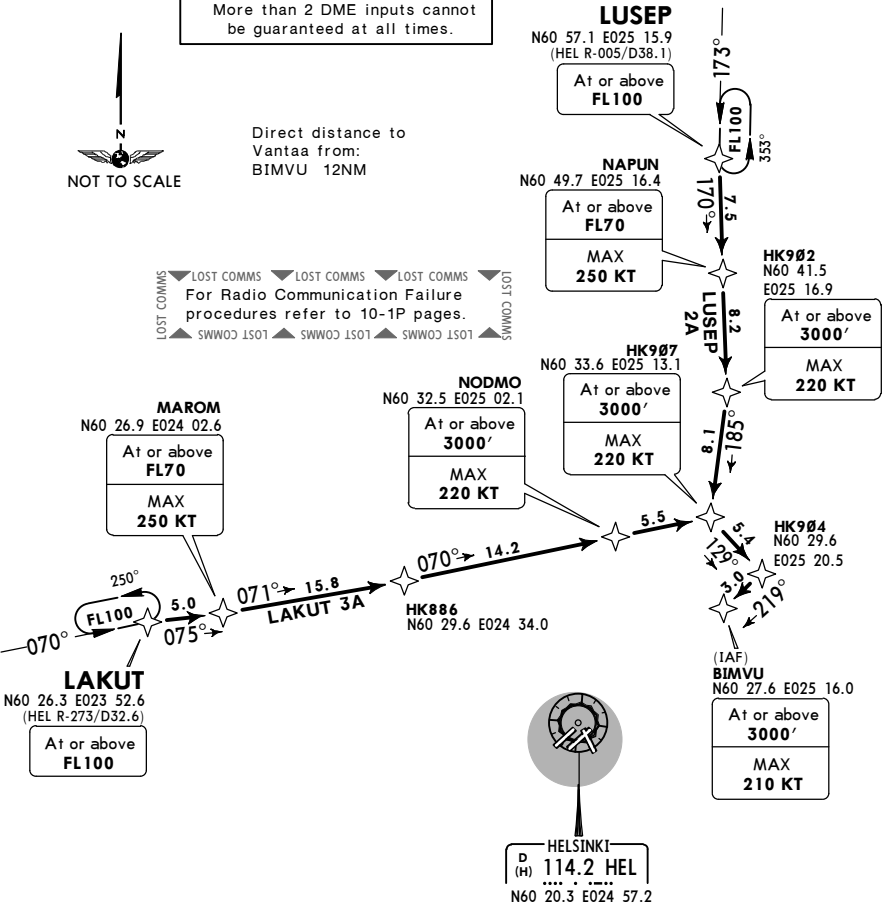


More than 2 DME inputs cannot
be guaranteed at all times.



Direct distance to
Vantaa from:
BIMVU 12NM

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



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

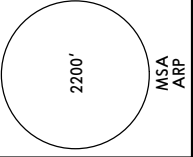
JEPPesen
30 OCT 15 (10-2Q) Eff 12 Nov

HELSINKI, FINLAND
RNAV STAR

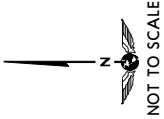
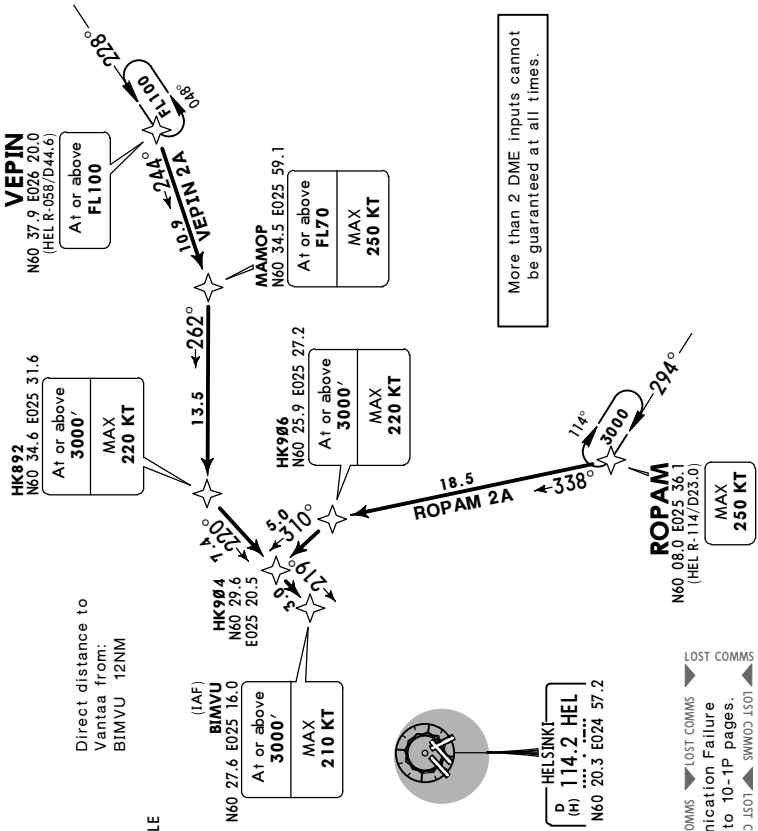
D-ATIS
135.075

Apt Elev
180'

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



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



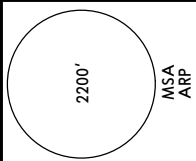
HELSINKI
D 114.2 HEL
(H)
N60 20.3 E024 57.2

LOST COMMS
For Radio Communication Failure
procedures refer to 10-1P pages.
SWW03 JS01 SWW03 JS01 SWW03 JS01

ROUTING	
ROPAM 2A	ROPAM (K250-) - HK906 (3000'+; K220-) - BIMVU (3000'+; K210-).
VEPIN 2A	VEPIN (FL100+) - MAMOP (FL70+; K250-) - HK892 (3000'+; K220-) - HK904 - BIMVU (3000'+; K210-).

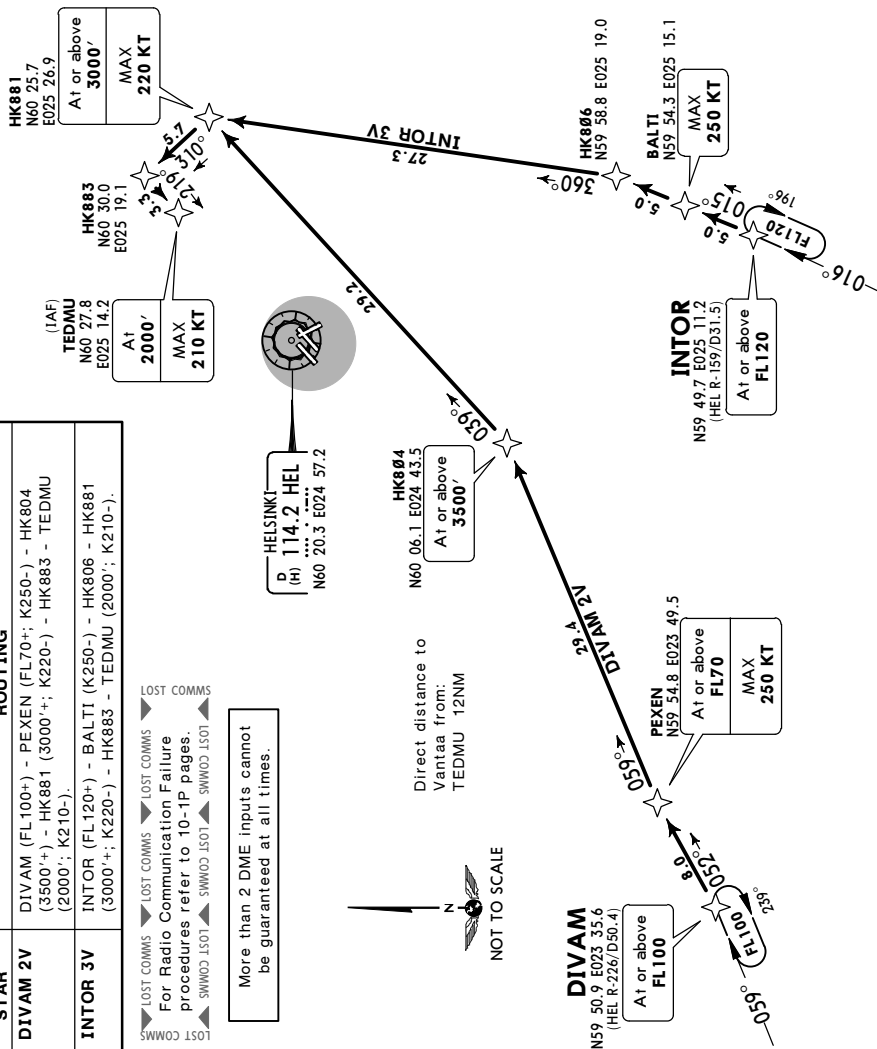
Alt Set: hPa Trans level: By ATC Trans alt: 5000'

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.



**DIVAM 2V [DIVA2V]
INTOR 3V [INTO3V]
RWY 22R RNAV ARRIVALS
RNAV (DME/DME OR GNSS)**

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

EFHK/HEL
VANTAA

JEPPesen
30 OCT 15 **(10-2T)** **Eff 12 Nov**

HELSINKI, FINLAND
RNAV STAR

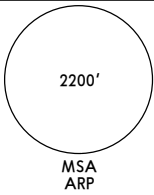
D-ATIS
135.075

Apt Elev
180'

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

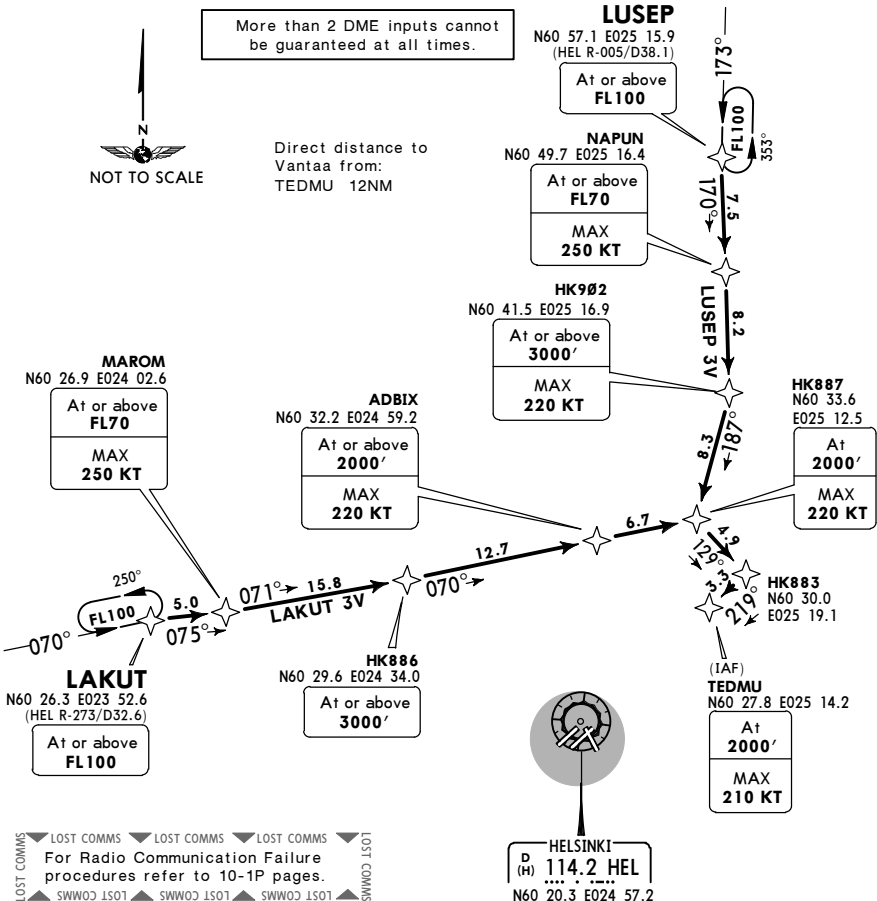
**LAKUT 3V [LAKU3V]
LUSEP 3V [LUSE3V]
RWY 22R RNAV ARRIVALS**

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



Direct distance to
Vantaa from:
TEDMU 12NM

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



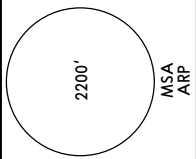
LOST COMMS
For Radio Communication Failure
procedures refer to 10-1P pages.
LOST COMMS
LOST COMMS
LOST COMMS
LOST COMMS

HELSINKI
D (H) **114.2 HEL**
N60 20.3 E024 57.2

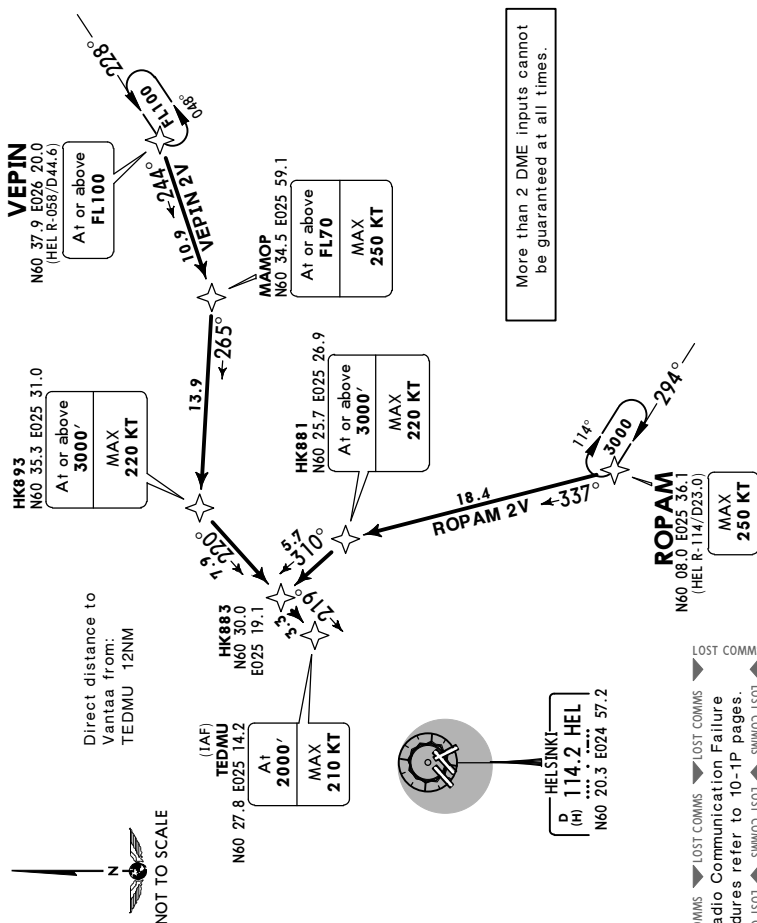
STAR	ROUTING
LAKUT 3V	LAKUT (FL100+) - MAROM (FL70+; K250-) - HK886 (3000'+) - ADBIX (2000'+; K220-) - HK887 (2000'; K220-) - HK883 - TEDMU (2000'; K210-).
LUSEP 3V	LUSEP (FL100+) - NAPUN (FL70+; K250-) - HK902 (3000'+; K220-) - HK887 (2000'; K220-) - HK883 - TEDMU (2000'; K210-)

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.



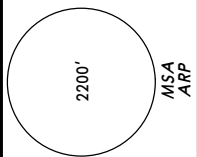
P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



STAR	ROUTING
ROPAM 2V	ROPAM (K250-) - HK881 (3000+; K220-) - HK883 - TEDMU (2000+; K210-).
VEPIN 2V	VEPIN (FL100+) - MAMOP (FL70+; K250-) - HK893 (3000+; K220-) - HK883 - TEDMU (2000+; K210-).

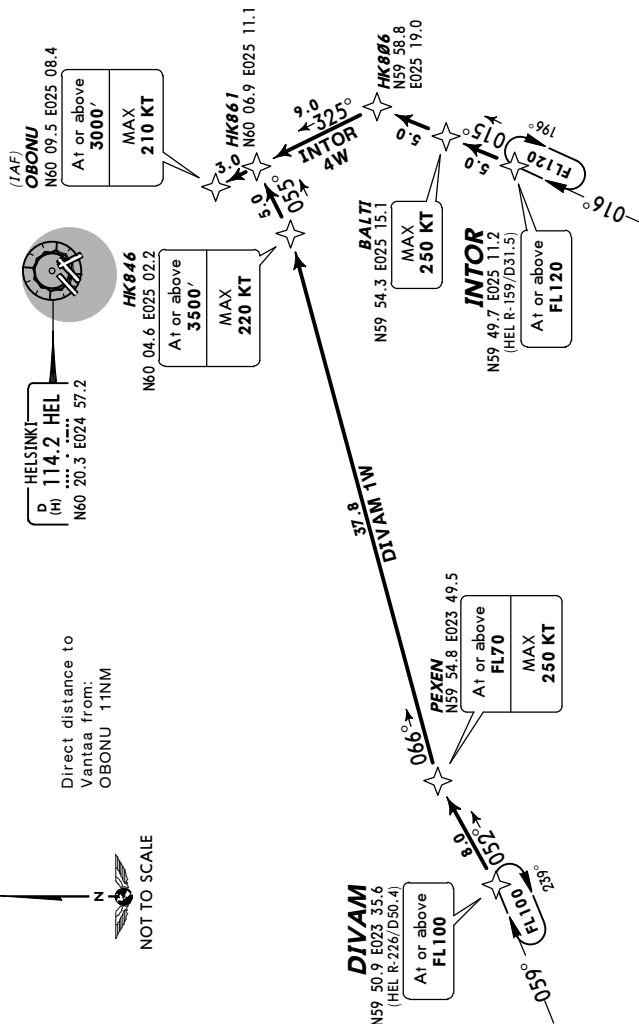
Alt Set: hPa Trans level: By ATC Trans alt: 5000'

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.



**DIVAM 1W [DIVA1W]
INTOR 4W [INTO4W]
RWY 33 RNAV ARRIVALS
RNAV (DME/DME OR GNSS)**

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



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

ROUTING

STAR

DIVAM (FL100+) - PEXEN (FL70+: K250-) - HK846 (3500'+: K220-) - HK861 -

INTOR (FL120+) - BALTI (K250-) - HK806 - HK861 - OBONU (3000'+; K210-).

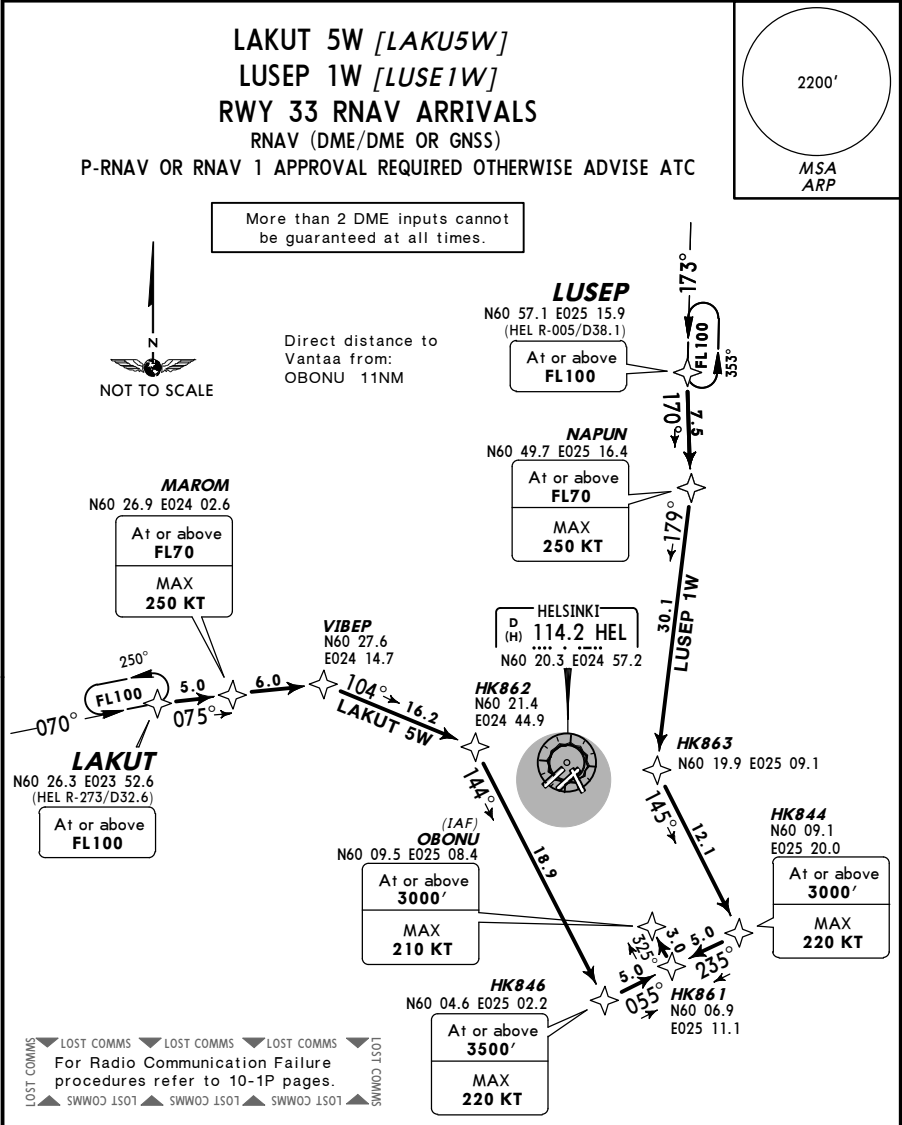
For Radio Communication Failure procedures refer to 10-1P pages.

EFHK/HEL
VANTAA

JEPPESN
31 OCT 14 (10-2X) Eff 13 Nov

HELSINKI, FINLAND
RNAV STAR

D-ATIS 135.075	Apt Elev 180'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR. 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.
-------------------	------------------	--



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

JEPPesen
31 OCT 14 (10-2X1) Eff 13 Nov

HELSINKI, FINLAND
RNAV STAR

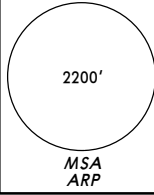
D-ATIS
135.075

Apt Elev
180'

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

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

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



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

Direct distance to
Vantaa from:
OBONU 11NM

HELSINKI
D 114.2 HEL
(H)
N60 20.3 E024 57.2



(IAF)
OBONU
N60 09.5 E025 08.4
At or above
3000'
MAX
210 KT

HK844
N60 09.1 E025 20.0
At or above
3000'
MAX
220 KT

HK861
N60 06.9 E025 11.1

ROPAM
N60 08.0 E025 36.1
(HEL R-114/D23.0)
MAX
250 KT

VEPIN
N60 37.9 E026 20.0
(HEL R-058/D44.6)
At or above
FL100

MAMOP
N60 34.5 E025 59.1
At or above
FL70
MAX
250 KT

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

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
129.850

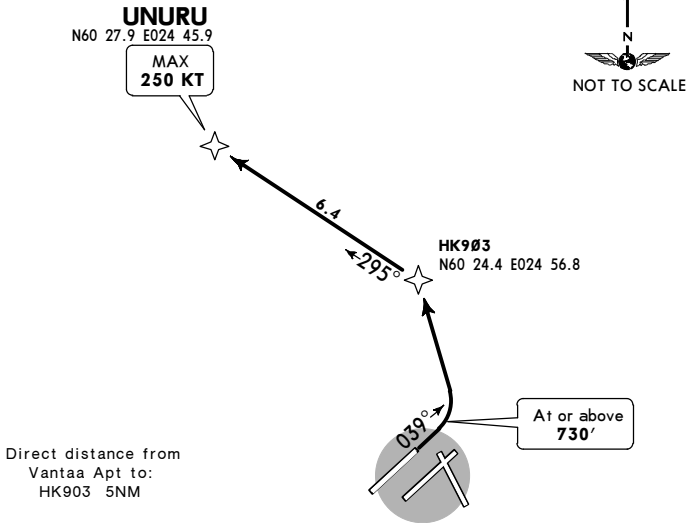
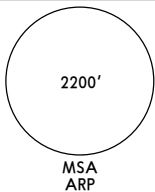
Apt Elev
180'

Trans level: By ATC Trans alt: 5000'
1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar.
2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.
3. 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.

UNURU 4Z [UNUR4Z]
RWY 04L RNAV DEPARTURE
RNAV (GNSS)

(DME/DME NOT SUPPORTED)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



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

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

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

ROUTING

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

EFHK/HEL
VANTAA

 **JEPPESSEN**
30 OCT 15 **(10-3A)** **Eff 12 Nov**

HELSINKI, FINLAND
RNAV SID

HELSINKI Radar
(ELPEN 4C, XOMRI 1C) 119.1
(LULAB 2C, VETUD 3C) 129.850

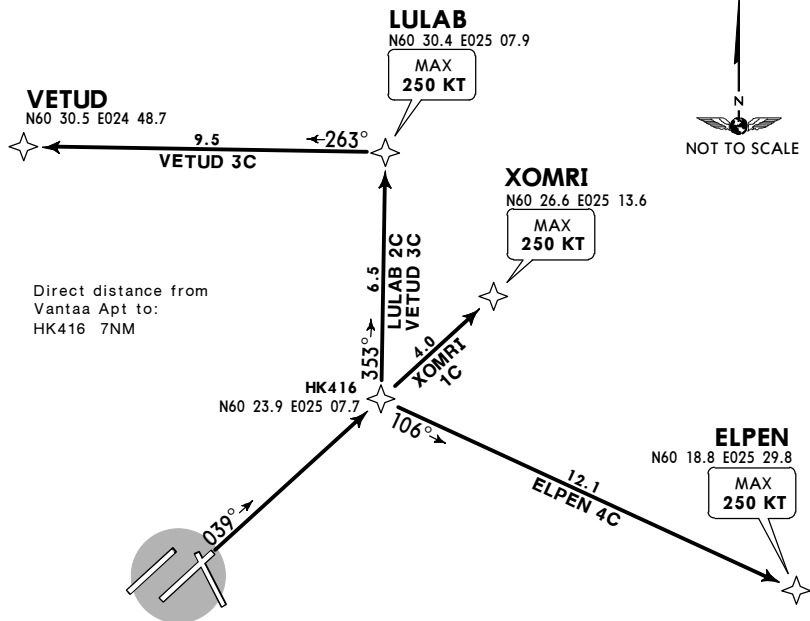
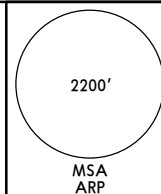
Apt Elev
180'

Trans level: By ATC Trans alt: 5000'
1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar.
2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.
3. 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.

ELPEN 4C [ELPE4C]
LULAB 2C [LULA2C]
VETUD 3C [VETU3C]
XOMRI 1C [XOMR1C]
RWY 04R RNAV DEPARTURES
RNAV (GNSS)

(DME/DME NOT SUPPORTED)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



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

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
For Radio Communication Failure procedures refer to 10-1P pages.
LOST COMMS ▲ SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01 ▲ LOST COMMS

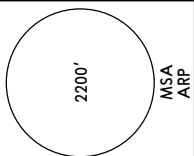
Initial climb clearance **4000'** or assigned altitude if lower, climb to higher level only when cleared by ATC.

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

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

Trans level: By ATC Trans alt: 5000'

1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar.
2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.
3. 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.

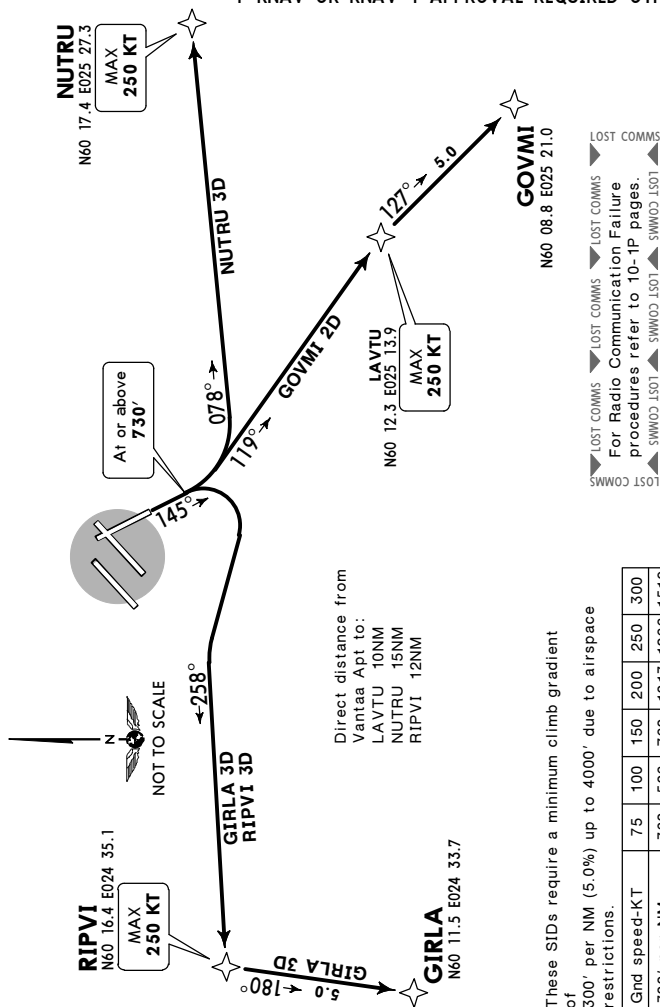


GIRLA 3D [GIRL3D]
GOVMI 2D [GOVM2D]
NUTRU 3D [NUTR3D]
RIPVI 3D [RIPV3D]
RWY 15 RNAV DEPARTURES

RNAV (GNSS)

(DME/DME NOT SUPPORTED)

P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC



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

Gnd speed-K T	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.

ROUTING	SID
(730' +) - RIPVI (K250-) - GIRLA.	GIRLA 3D
(730' +) - LAVTU (K250-) - GOVMI.	GOVMI 2D
(730' +) - NUTRU (K250-).	NUTRU 3D
(730' +) - RIPVI (K250-).	RIPVI 3D

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

EFHK/HEL
VANTAA

 **JEPPesen**
30 OCT 15 **(10-3C)** **Eff 12 Nov**

HELSINKI, FINLAND
RNAV SID

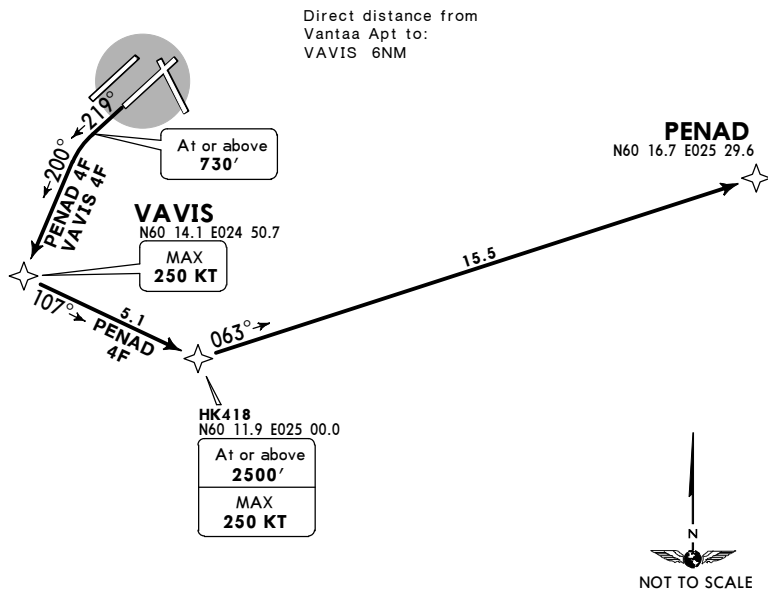
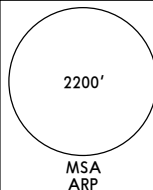
HELSINKI Radar
119.1

Apt Elev
180'

Trans level: By ATC Trans alt: 5000'
1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar.
2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.
3. 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.

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

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



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

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
For Radio Communication Failure procedures refer to 10-1P pages.
LOST COMMS ▲ SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01 ▲ LOST COMMS

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

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

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

EFHK/HEL
VANTAA

JEPPESEN
30 OCT 15 (10-3D) Eff 12 Nov

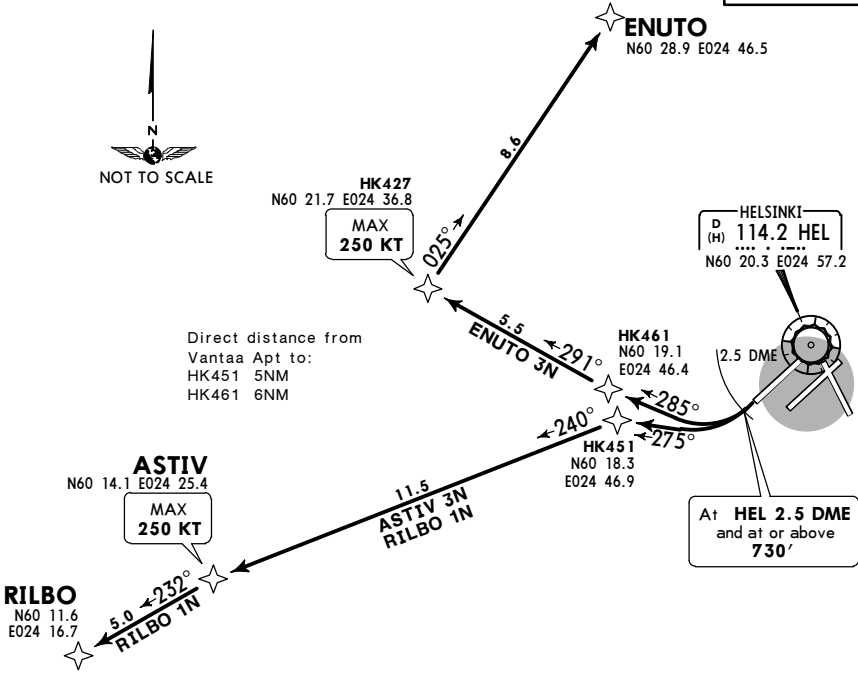
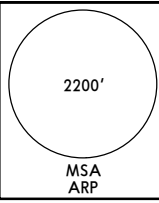
HELSINKI, FINLAND
RNAV SID

HELSINKI Radar
(ENUTO 3N,
RILBO 1N)
119.1 129.850

Apt Elev
180'

- Trans level: By ATC Trans alt: 5000'
1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar.
 2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.
 3. 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.

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



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

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

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

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

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

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

EFHK/HEL
VANTAA

JEPPESEN
30 OCT 15 (10-3E) Eff 12 Nov

HELSINKI, FINLAND
RNAV SID

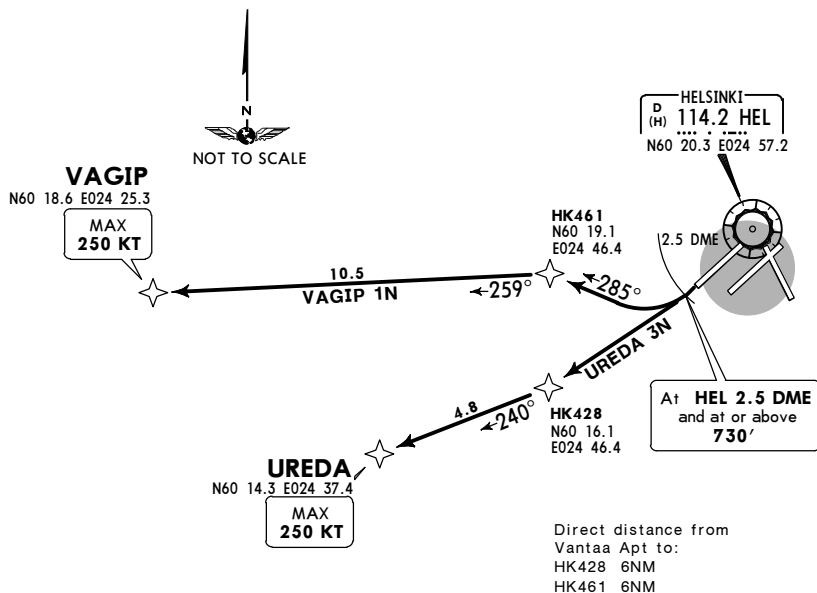
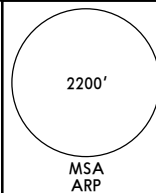
HELSINKI Radar
(UREDA 3N) (VAGIP 1N)
119.1 129.850

Apt Elev
180'

- Trans level: By ATC Trans alt: 5000'
1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar.
 2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.
 3. 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.

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



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

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

LOST COMMS
For Radio Communication Failure procedures refer to 10-1P pages.
LOST COMMS
SWW002 1501 SWW003 1501 SWW004 1501 SWW005 1501

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

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

SID	ROUTING
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

JEPPESEN
30 OCT 15 (10-3F) Eff 12 Nov

HELSINKI, FINLAND
RNAV SID

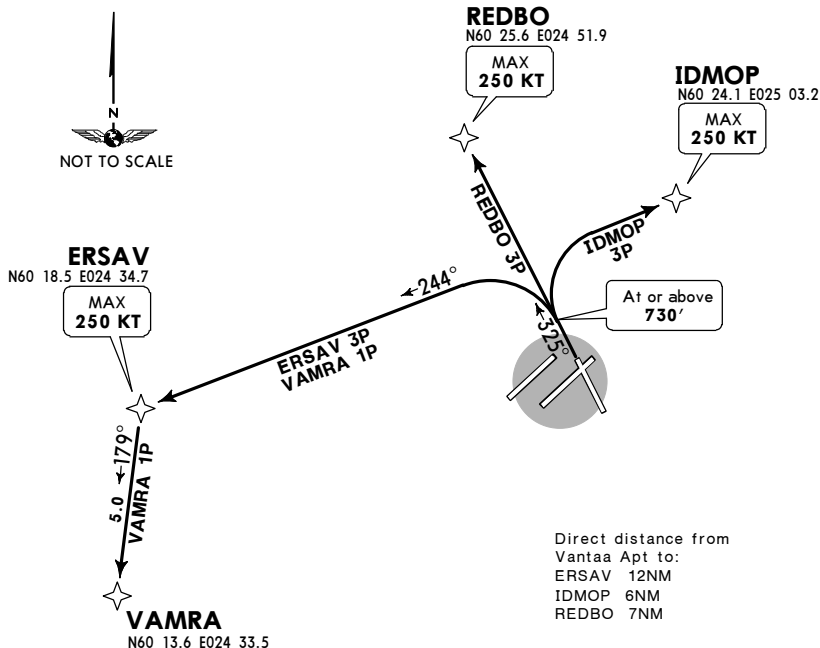
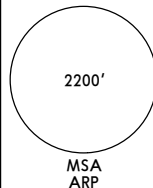
HELSEINKI Radar (IDMOP 3P, REDBO 3P) 119.1 (ERSAV 3P, VAMRA 1P) 129.850	Apt Elev 180'	Trans level: By ATC Trans alt: 5000' 1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar. 2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level. 3. EXPECT 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.
--	------------------	---

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



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

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

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

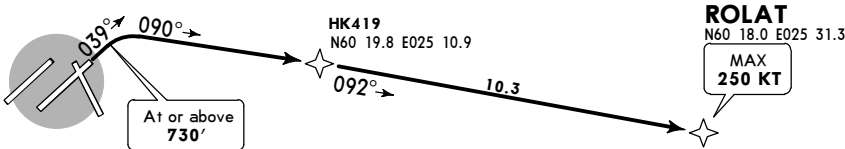
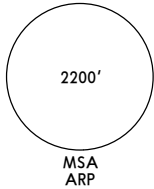
EFHK/HEL
VANTAA

JEPPesen
30 OCT 15 (10-3G) Eff 12 Nov

HELSINKI, FINLAND
RNAV SID

HELSINKI Radar 119.1	Apt Elev 180'	Trans level: By ATC Trans alt: 5000' 1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar. 2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level. 3. 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.
-------------------------	------------------	---

ROLAT 3S [ROLA3S]
RWY 04R RNAV DEPARTURE
RNAV (GNSS)
(DME/DME NOT SUPPORTED)
P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC
PROP/TURBOPROP ONLY
ONLY FOR AIRCRAFT NOT EXCEEDING FLYOVER NOISE LEVEL 89 EPNDB
ACCORDING TO ICAO ANNEX 16, CHAPTER 3



Direct distance from
Vantaa Apt to:
HK419 7NM

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

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

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

Initial climb clearance 4000' or assigned altitude if lower, climb to higher level only when cleared by ATC.
After take-off climb as rapidly as possible to at least 2000'.
ROUTING
(730'+) - HK419 - ROLAT (K250-).

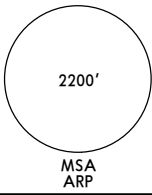
EFHK/HEL
VANTAA

JEPPesen
30 OCT 15 (10-3H) Eff 12 Nov

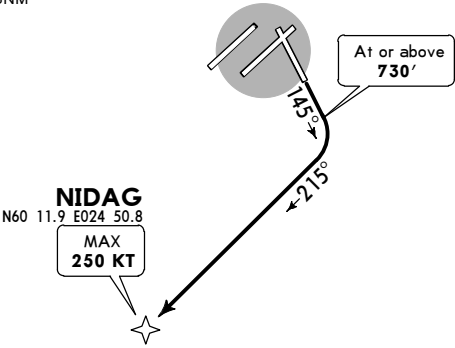
HELSINKI, FINLAND
RNAV SID

HELSINKI Radar 119.1	Apt Elev 180'	Trans level: By ATC Trans alt: 5000' 1. Maintain Tower frequency until passing 1500', then contact HELSINKI Radar. 2. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level. 3. 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.
-------------------------	------------------	--

NIDAG 2U [NIDA2U]
RWY 15 RNAV DEPARTURE
RNAV (GNSS)
(DME/DME NOT SUPPORTED)
P-RNAV OR RNAV 1 APPROVAL REQUIRED OTHERWISE ADVISE ATC
PROP/TURBOPROP ONLY
ONLY FOR AIRCRAFT NOT EXCEEDING FLYOVER NOISE LEVEL 89 EPNDB
ACCORDING TO ICAO ANNEX 16, CHAPTER 3



Direct distance from
Vantaa Apt to:
NIDAG 8NM



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.
▲ SWW003 1501 ▲ SWW003 1501 ▲ SWW003 1501 ▲

Initial climb clearance 4000' or assigned altitude if lower, climb to higher level only when cleared by ATC.
After take-off climb as rapidly as possible to at least 2000'.
ROUTING
(730'+) - NIDAG (K250-).

EFHK/HEL
VANTAA

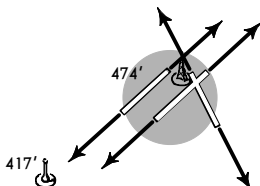
 **JEPPESSEN**
30 OCT 15 **(10-3J)** **Eff 12 Nov**

HELSINKI, FINLAND
DEPARTURE

Apt Elev
180'

Trans level: By ATC Trans alt: 5000'

RWYS 04L/R, 15, 22L/R, 33
OMNIDIRECTIONAL DEPARTURES
SPEED: MAX 250 KT UP TO 4000'
UNLESS OTHERWISE INSTRUCTED BY ATC



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

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

EXPECT close-in obstacles of

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

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

ROUTING

Climb straight ahead to at or above 730'.

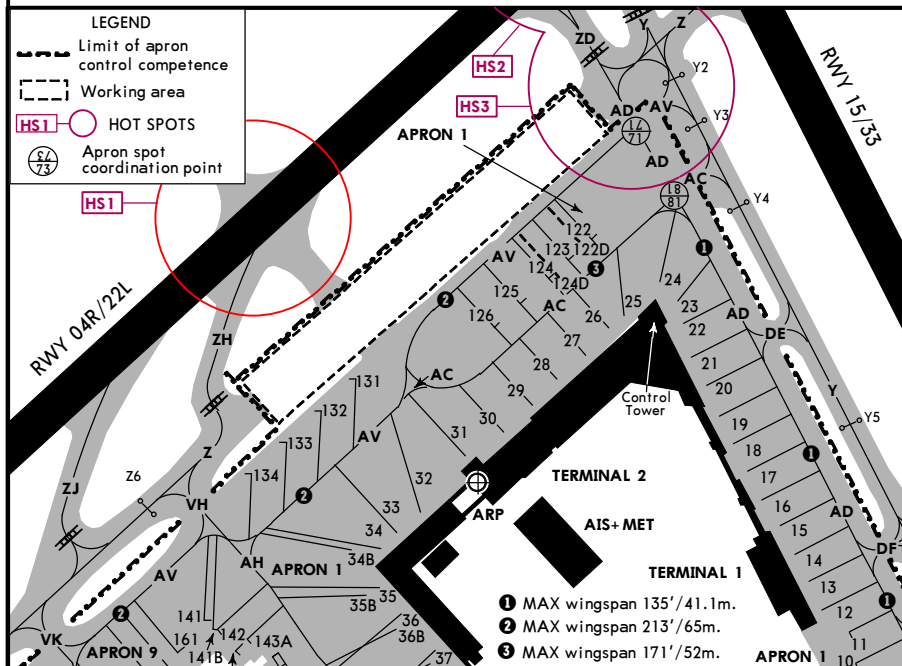
EFHK/HEL

JEPPesen
27 MAY 16 **(10-8)** Eff 6 Jun

HELSINKI, FINLAND
VANTAA

TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS



Twy Z between Z2 thru Z5 is not in use.

Twys VF, VG and ZG are not in use.

Temporarily on Twy AV between Twy AD thru VG MAX wingspan 213'/65m.

ACFT stands 121 and 127 not in use.

The working area is equipped with temporary lights (R LIL), cones and flags.

ACARS:	HELINKI Delivery	Apron	Tower
D-ATIS DCL	118.125	121.650	118.6 118.850
D-ATIS Departure	114.2	121.8	

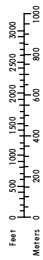
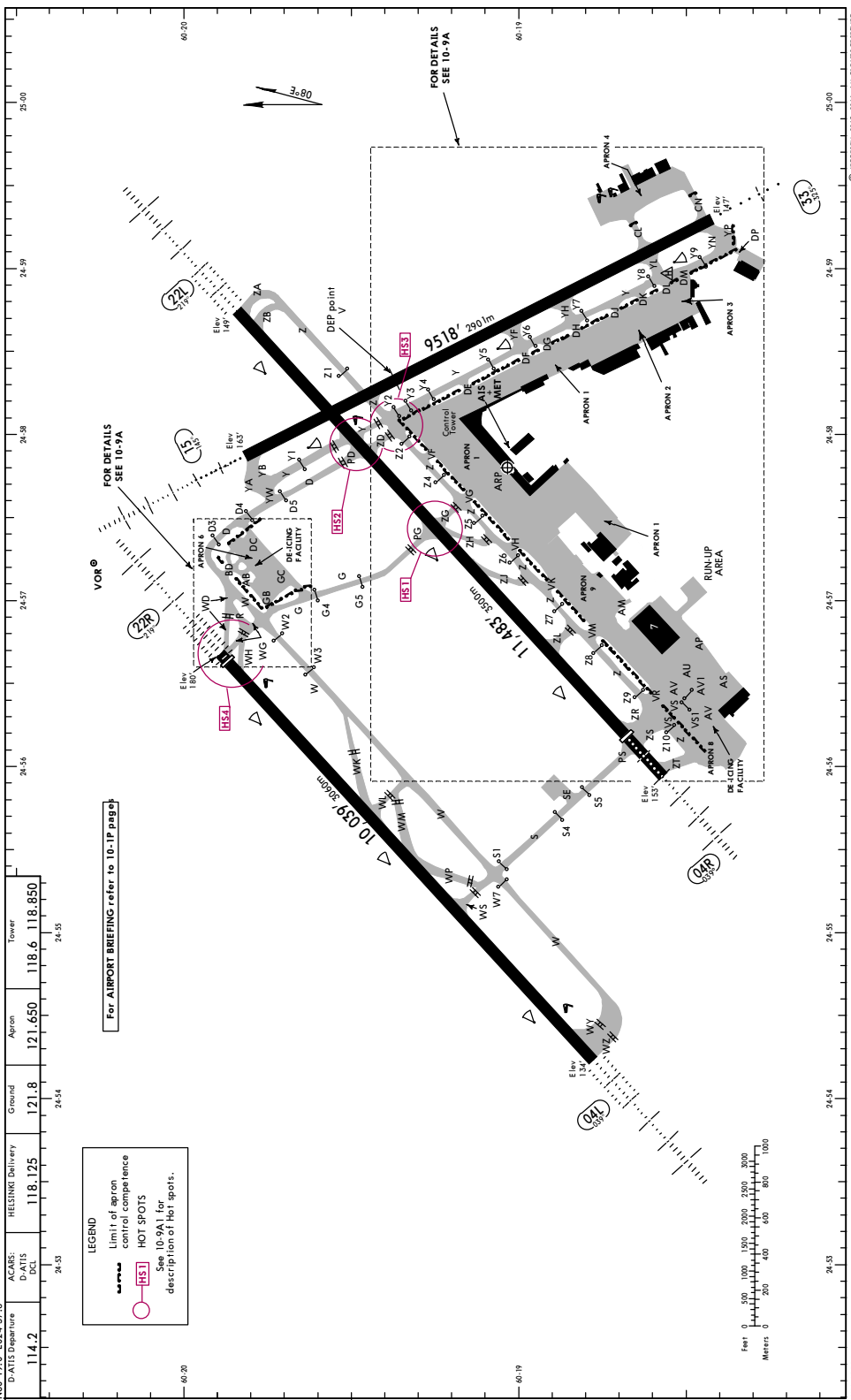
LEGEND

Limit of apron control compliance

HOT SPOTS

See 10-9A1 for description of Hot spots.

For AIRPORT BRIEFING refer to 10-1P page 9



EFHK/HEL



JEPPESSEN

18 MAR 16

10-9B

Eff 31 Mar

HELSINKI, FINLAND

VANTAA

ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		TAKE-OFF	WIDTH
RWY						LANDING BEYOND			
						Threshold	Glide Slope		
04L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(3.0°) RVR					9045' 2757m	1	197' 60m	
22R						9843' 3000m			8806' 2684m
ALS (red) also available									
① TAKE-OFF RUN AVAILABLE									
RWY 04L:					RWY 22R:				
From rwy head					From rwy head				
twy WY int					twy WH int				
twy WS int					twy WK/WL int				
twy WP int					twy WM int				
04R	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) RVR					10,499' 3200m	9527' 2904m	2	197' 60m
22L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR						10,511' 3204m		
ALS (red) also available									
② TAKE-OFF RUN AVAILABLE									
RWY 04R:					RWY 22L:				
From rwy head					From rwy head				
twy ZS int					twy ZB int				
twy ZR int					twy Y int				
twy ZL int					twy ZD int				
twy ZJ int					twy ZG int				
twy ZH int									
twy ZG int									
15	HIRL (60m) CL (15m) HIALS TDZ PAPI-L (3.0°) RVR						8523' 2598m	3	197' 60m
33	HIRL (60m) CL (15m) HIALS PAPI-L (3.5°) RVR								
ALS (red) also available									
③ TAKE-OFF RUN AVAILABLE									
RWY 15:					RWY 33:				
From rwy head					From rwy head				
twy Z int					twy YL/CL int				
DEP point V					twy YH int				
					twy YF int				

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 1					
	LVP must be in Force				
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					500m
D	150m	200m	250m	300m	
1 Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.					

EFHK/HEL


JEPPESSEN
 18 MAR 16 **(10-9C)** Eff 31 Mar

HELSINKI, FINLAND

VANTAA

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

EFHK/HEL

HELSINKI, FINLAND
VANTAA

DE-ICING VISUAL GUIDANCE SYSTEM

The aircraft visual guidance system is in use 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.

601

Visual guidance system at standby mode displays deicing bay number.

CALL
BRAKES SET



When taxiing to the de-icing bay the pilot will be instructed to contact after the parking brakes are set.

STOP
DEICING
IN PROGRESS



Commencing de-icing.

DEICING
COMPLETE



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.

601

Visual guidance system returns to standby mode.

FIN393 HOLD
FIN005 BAY607

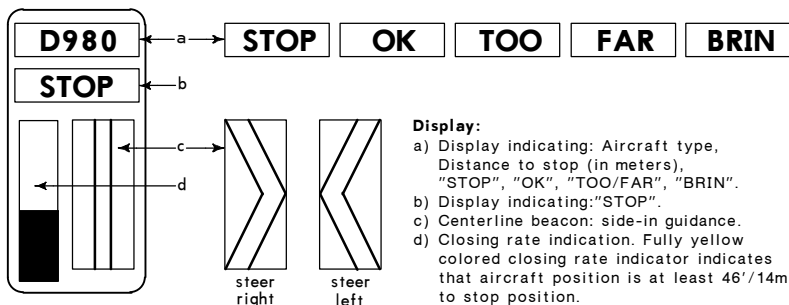
The queuing board displays the de-icing bay number for a single aircraft. If the de-icing bay has not been allocated the pilot will be instructed to hold position at clearance limit given by ATC.

EFHK/HEL

JEPESEN
29 JAN 16 (10-9E) Eff 4 Feb

HELSINKI, FINLAND
VANTAA

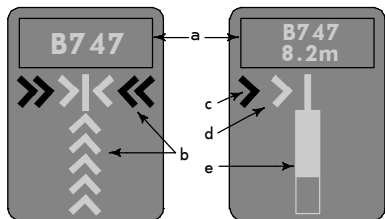
VISUAL NOSE-IN DOCKING GUIDANCE SYSTEM



Instructions:

- Follow taxi-in line and the centerline beacon guidance.
- Check correct aircraft type is flashing. MAX approach speed is 11km/h (3m/sec). If exceeded, display indicates "SLOW DOWN".
- 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.
- When stop position is reached, display indicates "STOP". Correct parking is indicated as "OK".
- If aircraft overshoots the limit for correct parking, display indicates "TOO/FAR".
- "BRIN": Bridge not in parking position
- Display automatically shuts down after parking.
- In case of malfunction in the docking guidance system interrupt taxiing and contact HELSINKI Apron.

VISUAL NOSE-IN DOCKING GUIDANCE SYSTEM (SAFEDOCK)



System is ready for aircraft.

System is tracking the aircraft and giving guidance:
In this picture the aircraft is 27'/8.2m from stop position and LEFT of the centerline.
The red arrow indicates to steer RIGHT.

Instructions:

- Follow taxi-in line and the centerline lights guidance.
- Check correct aircraft type is displayed.
- 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.
- The pilot must not proceed beyond the bridge, unless the floating arrows have been superseded by the closing rate bar.
- MAX approach speed is 11km/h (3m/sec). If exceeded, display indicates "SLOW".
- 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.
- "STOP/ID FAIL": Aircraft type verification is failed. Interrupt taxiing and contact HELSINKI Apron.
- 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.
- When stop position is reached, display indicates "STOP". Correct parking is indicated as "OK".
- If aircraft overshoots the limit for correct parking, display indicates "TOO FAR".
- "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.
- Display automatically shuts down after parking.
- In case of malfunction in the docking guidance system interrupt taxiing and contact HELSINKI Apron.

EFHK/HEL

JEPPESEN
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 ❹				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❺	800m

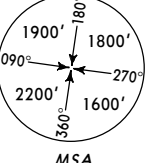
❹ Without LVP 400m are stipulated.

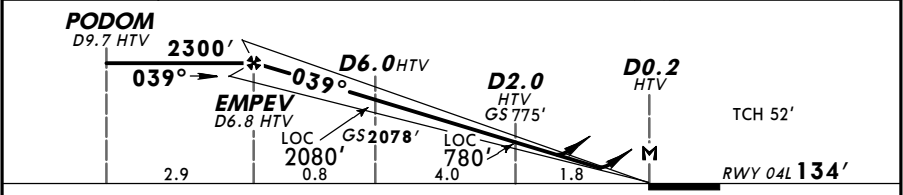
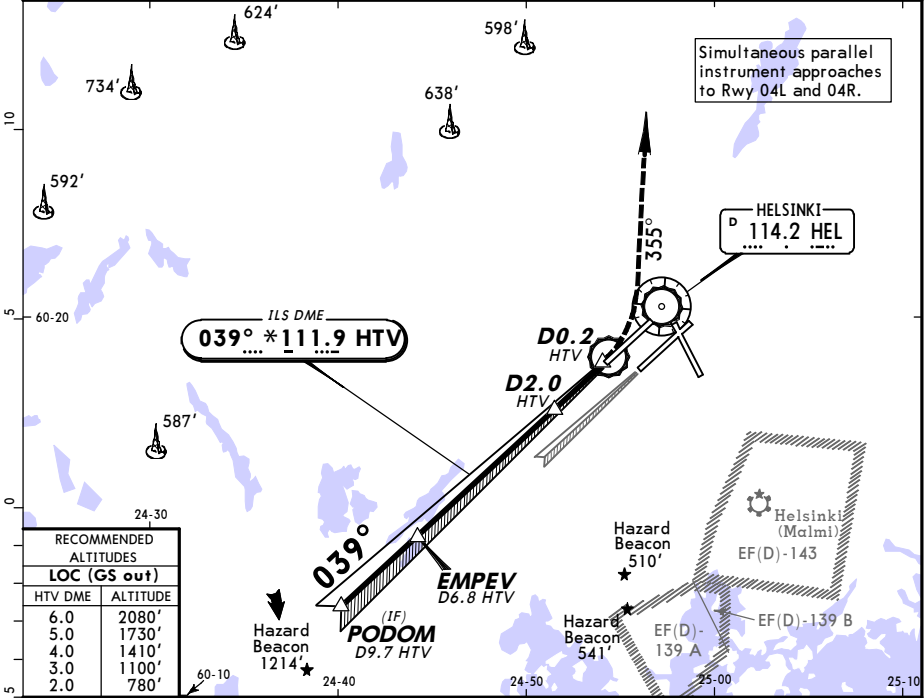
❺ Or rejected take-off distance whichever is the greater.

EFHK/HEL
VANTAA

JEPPesen
23 JAN 15 (11-1) Eff 5 Feb

HELSINKI, FINLAND
ILS or LOC 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 HTV *111.9	Final Apch Crs 039°	GS D6.0 HTV 2078' (1944')	ILS DA(H) Refer to Minimums	Apt Elev 180' RWY 134'
MISSED APCH: Climb on 039° to D0.2 HTV or 580', whichever is later. Turn LEFT onto 355° climbing to 3000'. Expect radar vectoring.				
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000' 1. DME required. 2. MIM 150 KT until 4 NM from TDZ. Otherwise advise ATC.				



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

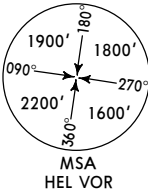
Standard				STRAIGHT-IN LANDING RWY 04L				LOC (GS out)			
DA(H)				W/o D2.0 HTV				DA(H) 780' (646')			
ABCD: 334' (200') LACFT: 335' (201')				DA(H) 510' (376')							
FULL				Limited				ALS out			
A				B				C			
RVR 550m				RVR 750m				RVR 1200m			
RVR 1000m				RVR 1500m				RVR 1500m			
RVR 1700m				CMV 2300m				CMV 2400m			
D											

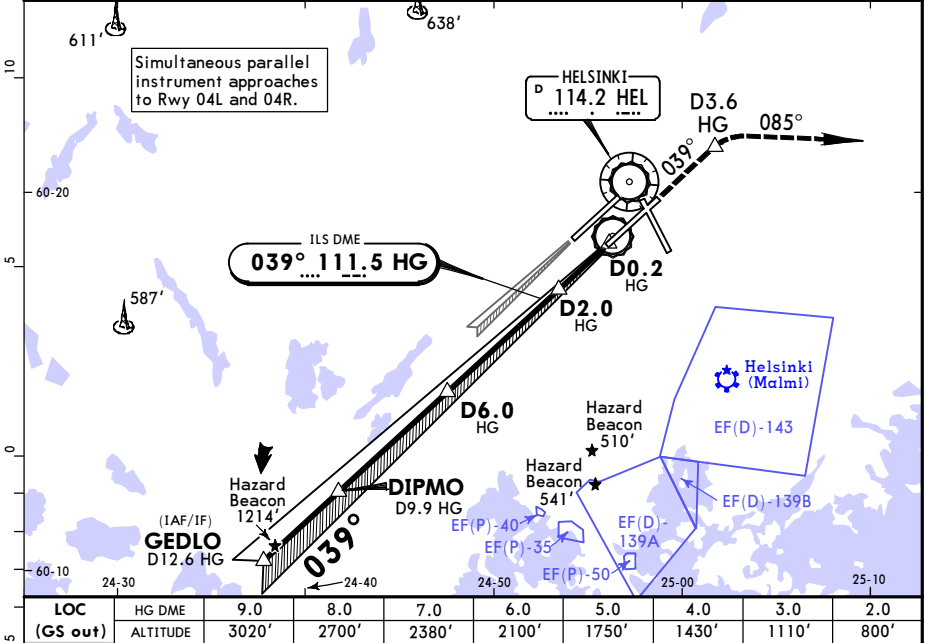
© JEPPESEN, 2004, 2015. ALL RIGHTS RESERVED.

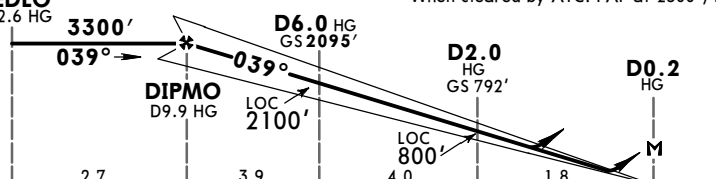
EFHK/HEL
VANTAA

JEPPesen
1 APR 16 11-2

HELSINKI, FINLAND
ILS or LOC Rwy 04R

BRIEFING STRIP™	D-ATIS Arrival		HELSINKI Radar (APP)		HELSINKI Arrival (APP)		HELSINKI Tower		Ground	
	135.075		119.1 129.850		119.9 124.325		118.6 118.850		121.8	
	LOC HG	Final Apch Crs	GS D6.0 HG		ILS DA(H)		Apt Elev 180'			
	111.5	039°	2095' (1943')		352' (200')		Rwy 152'			
	MISSED APCH: Climb on 039° to D3.6 HG or 600', whichever is later. 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'		MSA HEL VOR		
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
(GS out)		ALTITUDE	3020'	2700'	2380'	2100'	1750'	1430'	1110'	800'
GEDLO D12.6 HG										
When cleared by ATC: FAF at 2300', LAVDI/D6.7 HG.										
										
TCH displ thresh 52' Rwy 152'										
Gnd speed-Kts	70	90	100	120	140	160	HIALS		039°	
ILS GS or	372	478	531	637	743	849	PAPI		D3.6 HG	
LOC Descent Angle	3.00°								whichever later 600'	
MAP at D0.2 HG										

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

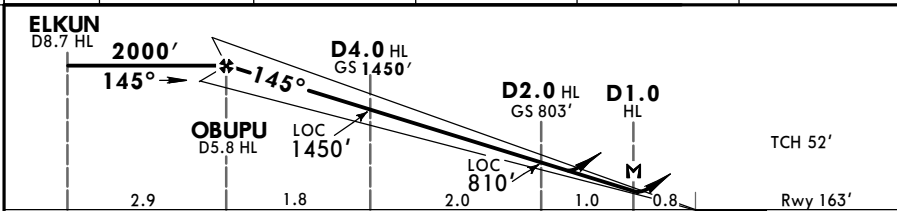
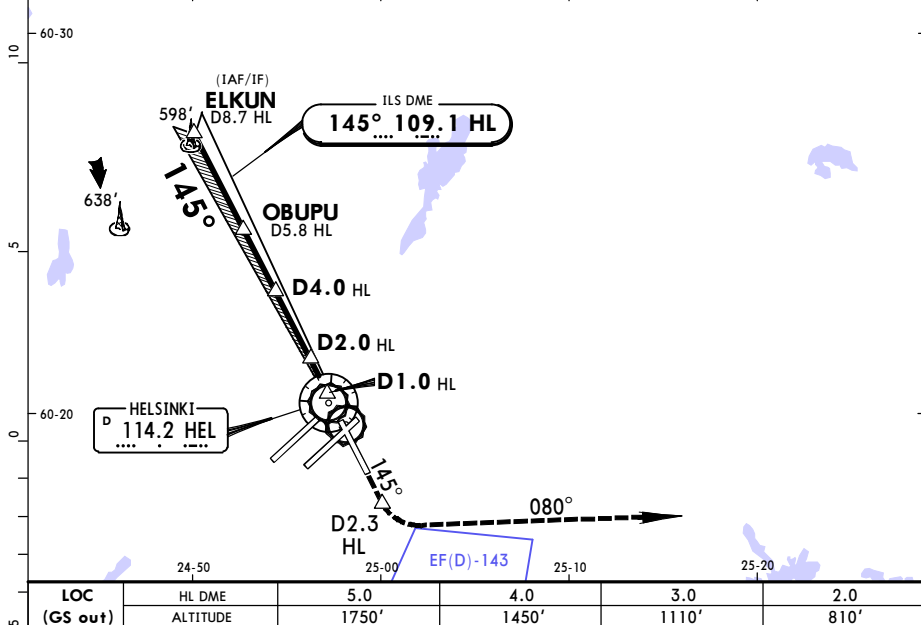
PANS OPS

EFHK/HEL
VANTAA

JEPPesen
1 APR 16 (11-3)

HELSINKI, FINLAND
ILS or LOC Rwy 15

BRIEFING STRIP™	D-ATIS Arrival		HELSINKI Radar (APP)		HELSINKI Arrival (APP)		HELSINKI Tower		Ground	
	135.075		119.1 129.850		119.9 124.325		118.6 118.850		121.8	
	LOC HL		Final Apch Crs		GS D4.0 HL		ILS DA(H)		Apt Elev 180'	
	109.1		145°		1450' (1287')		363' (200')		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'									
1. DME required. 2. MIM 150 KT until 4 NM from TDZ. Otherwise advise ATC.										
MSA HEL VOR										



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

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

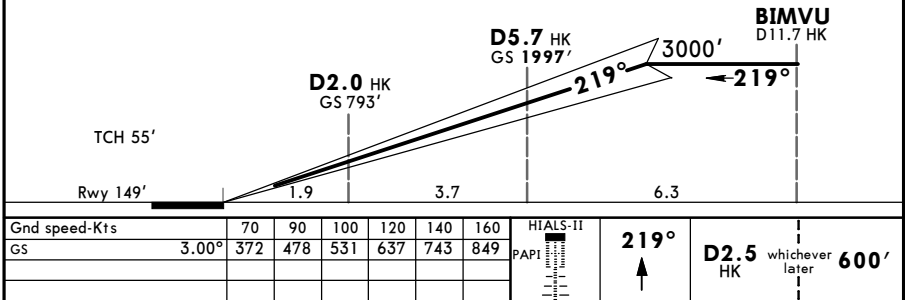
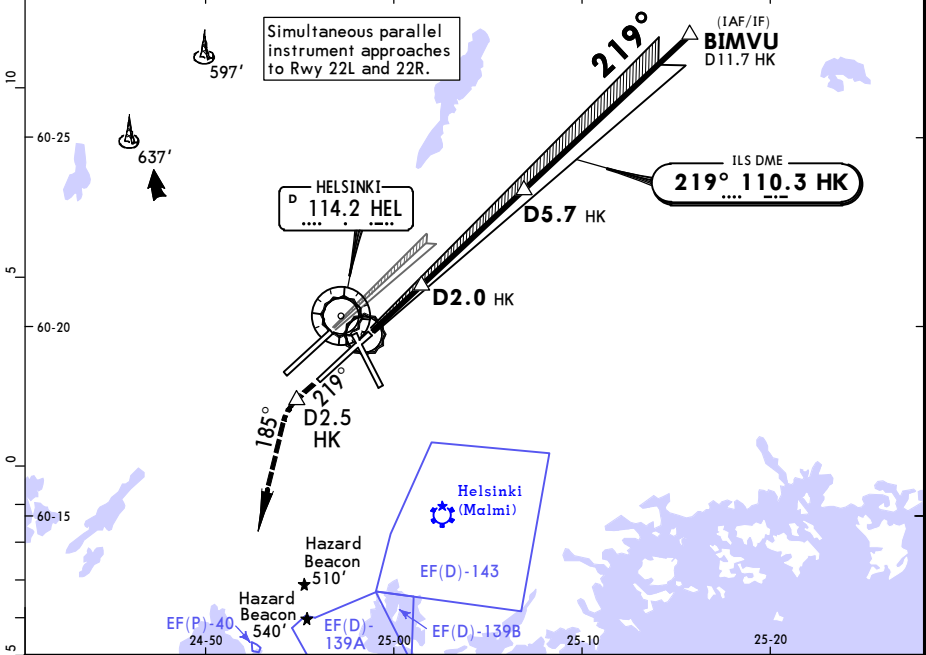
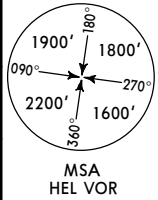
EFHK/HEL
VANTAA

JEPPESSEN
30 OCT 15 (11-4A) Eff 12 Nov

HELSINKI, FINLAND
CAT II ILS Rwy 22L

BRIEFING STRIP™	D-ATIS Arrival 135.075	HELSINKI Radar (APP) 119.1 129.850	HELSINKI Arrival (APP) 119.9 124.325	HELSINKI Tower 118.6 118.850	Ground 121.8
	LOC HK 110.3	Final Apch Crs 219°	GS D5.7 HK 1997' (1848')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 180' Rwy 149'
	MISSED APCH: Climb on 219° to D2.5 HK or 600', whichever is later, then turn LEFT onto 185° climbing to 3000'. Expect radar vectoring.				
	Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'				
	1. DME required. 2. MIM 150 KT until 4 NM from TDZ. Otherwise advise ATC. 3. Special Aircrew & Aircraft Certification Required.				

MSA
HEL VOR



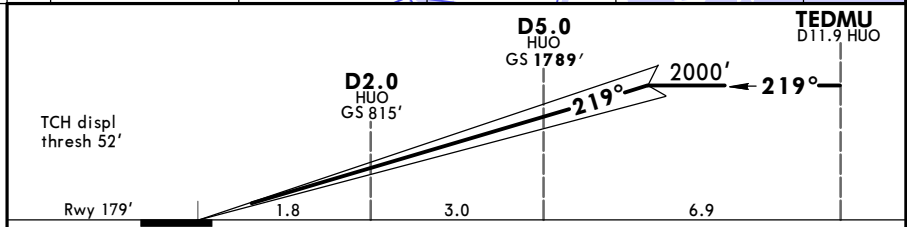
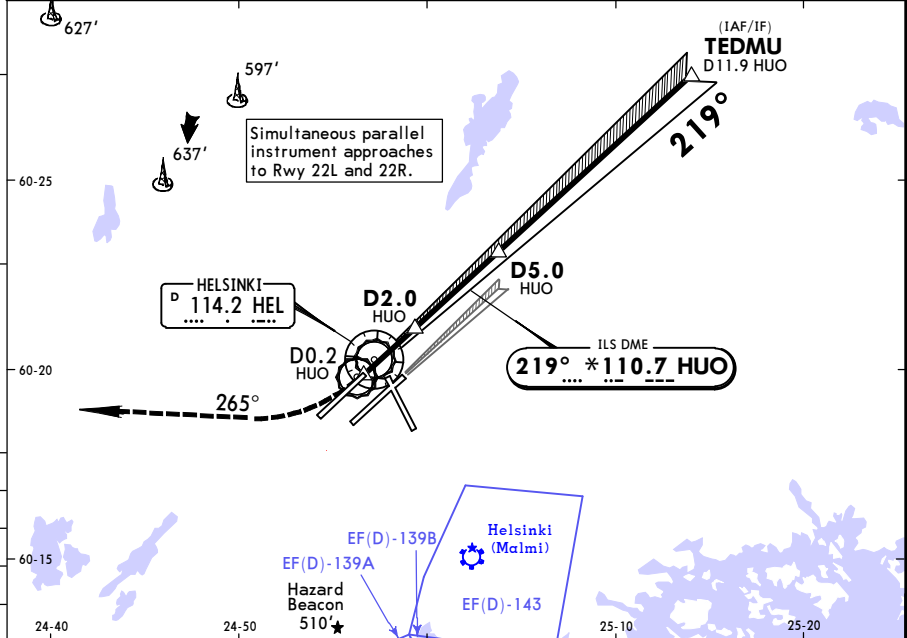
STRAIGHT-IN LANDING RWY 22L CAT II ILS		
ABC RA 112' DA(H) 249' (100')	D RA 127' DA(H) 260' (111')	LACFT RA 128' DA(H) 261' (112')
RVR 300m I		

EFHK/HEL
VANTAA

JEPPesen
30 OCT 15 11-5A Eff 12 Nov

HELSINKI, FINLAND
CAT II ILS Rwy 22R

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS	219°	D0.2 HUO	580'
GS	3.00°	372	478	531	637	743	849	PAPI	↑	whichever later
Standard										
STRAIGHT-IN LANDING RWY 22R										
CAT II ILS										
ABC RA 97'			D RA 98'			LACFT RA 99'				
DA(H) 279' (100')			DA(H) 280' (101')			DA(H) 282' (103')				

RVR 300m

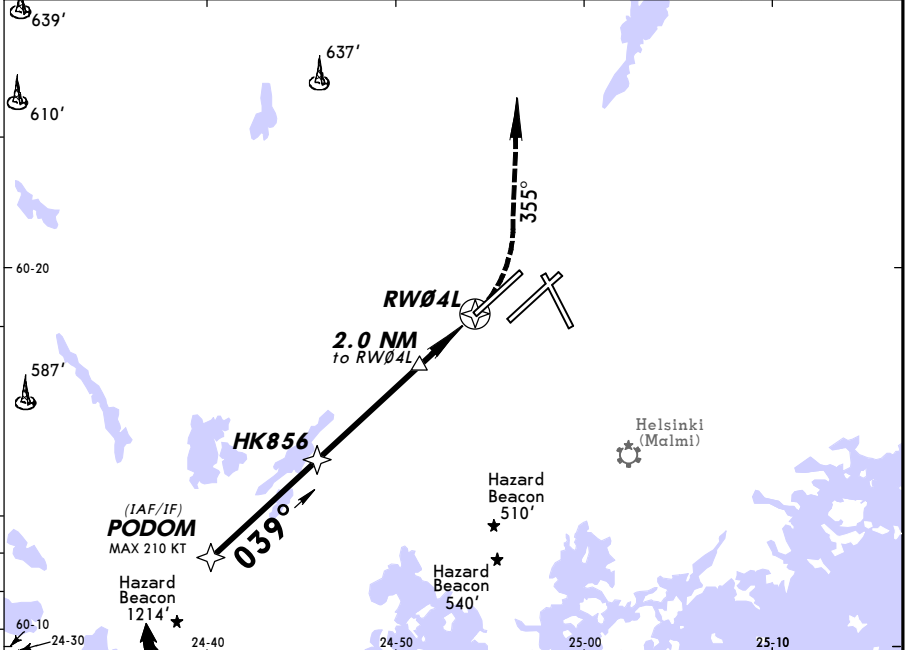
Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

EFHK/HEL
VANTAA

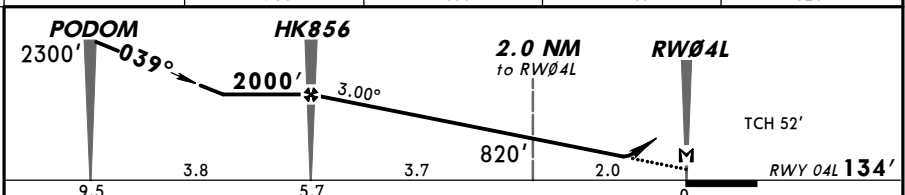
JEPPESEN
31 OCT 14 (12-1) Eff 13 Nov

HELSINKI, FINLAND
RNAV (GNSS) Rwy 04L

D-ATIS Arrival 135.07	HELSINKI Radar (APP) 119.1 129.85	HELSINKI Arrival (APP) 119.9 124.32	HELSINKI Tower 118.6 118.85	Ground 121.8
RNAV	Final Apch Crs 039°	Minimum Alt HK856 2000' (1866')	LNAV/VNAV DA(H) 544' (410')	Apt Elev 180' RWY134'
MISSED APCH: 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 ARP
Baro-VNAV not authorized below -20° C.				



DIST to RW04L	5.0	4.0	3.0	2.0
ALTITUDE	1780'	1460'	1140'	820'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	355° LT	3000'
Descent Angle	3.00°	372	478	531	637	743			
MAP at RW04L									

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

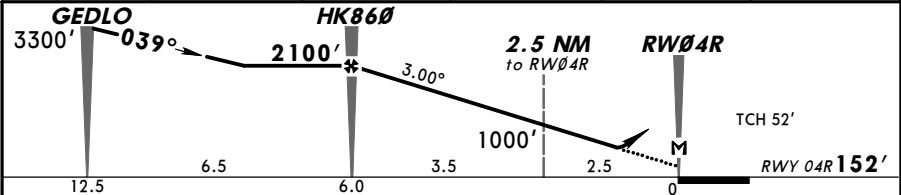
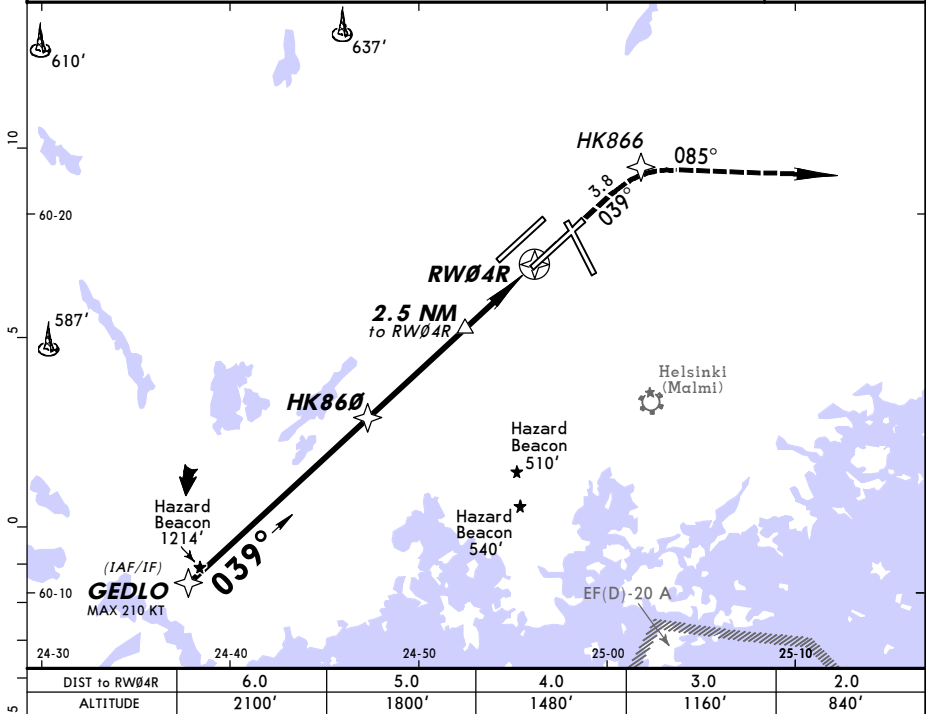
EFHK/HEL
VANTAA

31 OCT 14
Eff 13 Nov

JEPPesen
12-2

HELSINKI, FINLAND
RNAV (GNSS) Rwy 04R

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



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

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

EFHK/HEL
VANTAA

JEPPesen

30 OCT 15

12-3

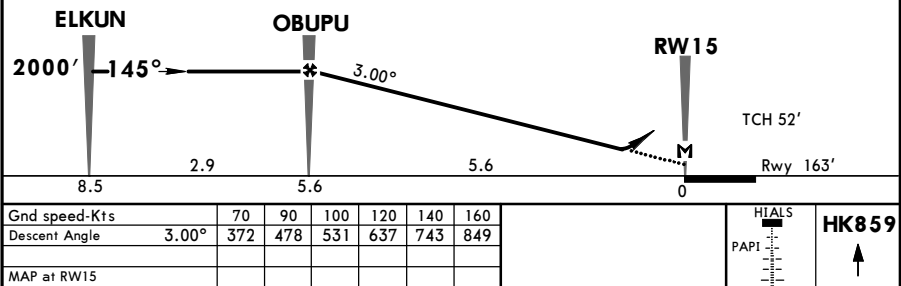
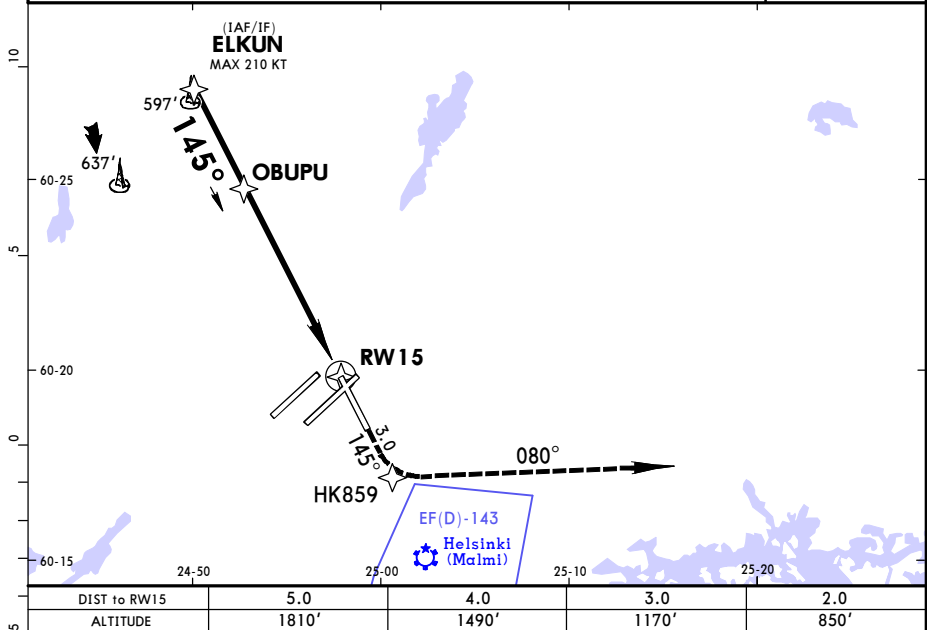
Eff 12 Nov

HELSINKI, FINLAND

RNAV (GNSS) Rwy 15

BRIEFING STRIP

D-ATIS Arrival 135.075		HELSINKI Radar (APP) 119.1 129.850		HELSINKI Arrival (APP) 119.9 124.325		HELSINKI Tower 118.6 118.850		Ground 121.8
RNAV		Final Apch Crs 145°	Minimum Alt OBUPU 2000' (1837')		LNAV/VNAV DA(H) 553' (390')		Apt Elev 180' Rwy 163'	2200' MSA ARP
MISSED APCH: Proceed towards HK859 for LEFT turn onto 080° climbing to 3000'. Except radar vectoring.								
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC		Trans alt: 5000'		
Baro-VNAV not authorized below -20° C.								



PANS OPS

CHANGES: Waypoints.

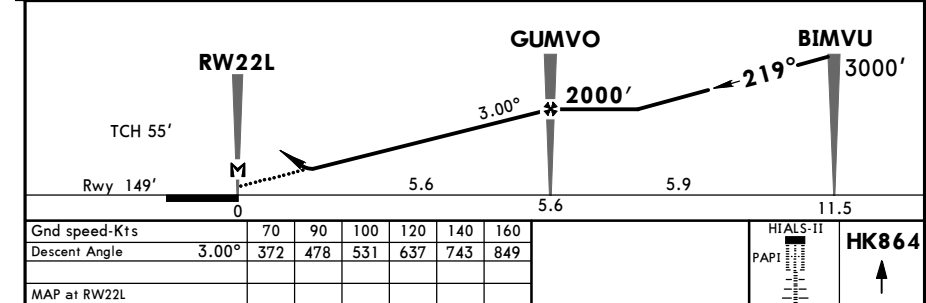
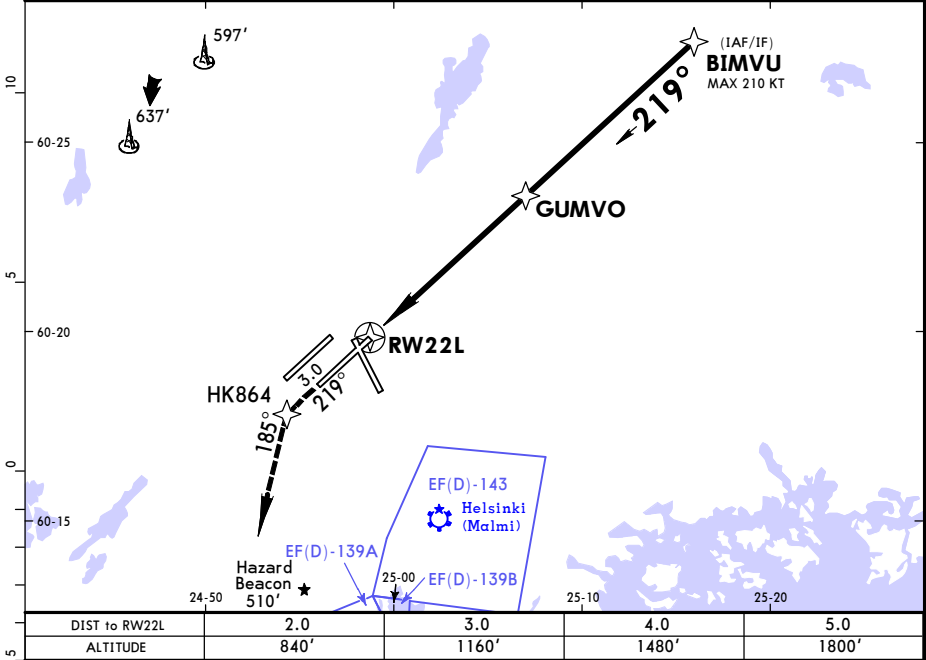
© JEPPESEN, 2009, 2015. ALL RIGHTS RESERVED.

EFHK/HEL
VANTAA

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

HELSINKI, FINLAND
RNAV (GNSS) Rwy 22L

BRIEFING STRIP™	D-ATIS Arrival 135.075	HELSINKI Radar (APP) 119.1 129.850	HELSINKI Arrival (APP) 119.9 124.325	HELSINKI Tower 118.6 118.850	Ground 121.8
	RNAV	Final Apch Crs 219°	Minimum Alt GUMVO 2000' (1851')	LNAV/VNAV DA(H) 580' (431')	Apt Elev 180' Rwy 149'
	MISSED APCH: Proceed towards HK864 for LEFT turn on 185° climbing to 3000'. Expect radar vectoring.				
	Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 5000'	MSA ARP



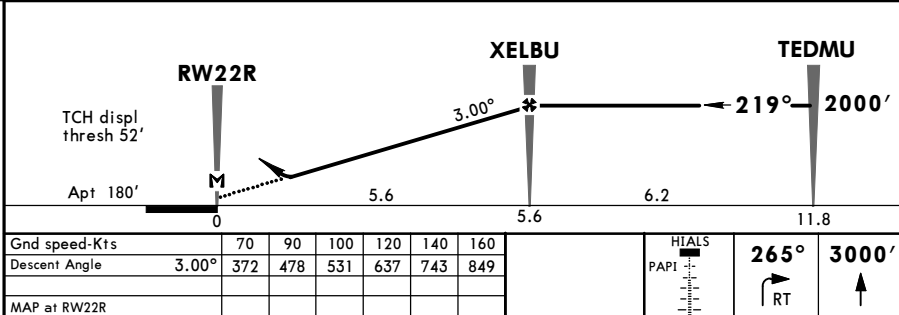
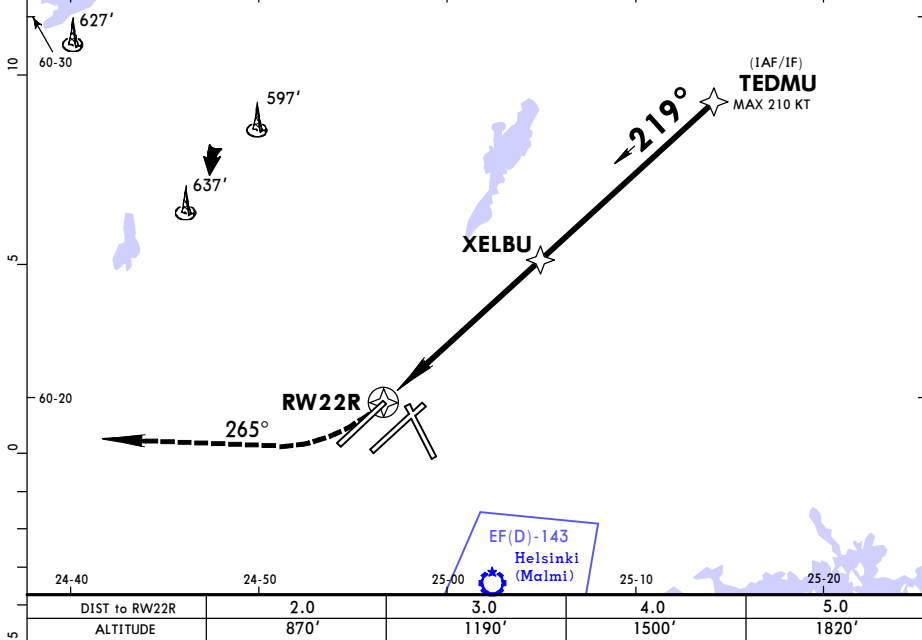
STRAIGHT-IN LANDING RWY 22L			
LNAV/VNAV		LNAV	
DA(H) 580' (431')		DA(H) 610' (461')	
ALS out		ALS out	
A	RVR 1300m	RVR 1500m	RVR 1500m
B			RVR 1500m
C			CMV 2200m
D	RVR 2000m		

EFHK/HEL
VANTAA

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

HELSINKI, FINLAND
RNAV (GNSS) Rwy 22R

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

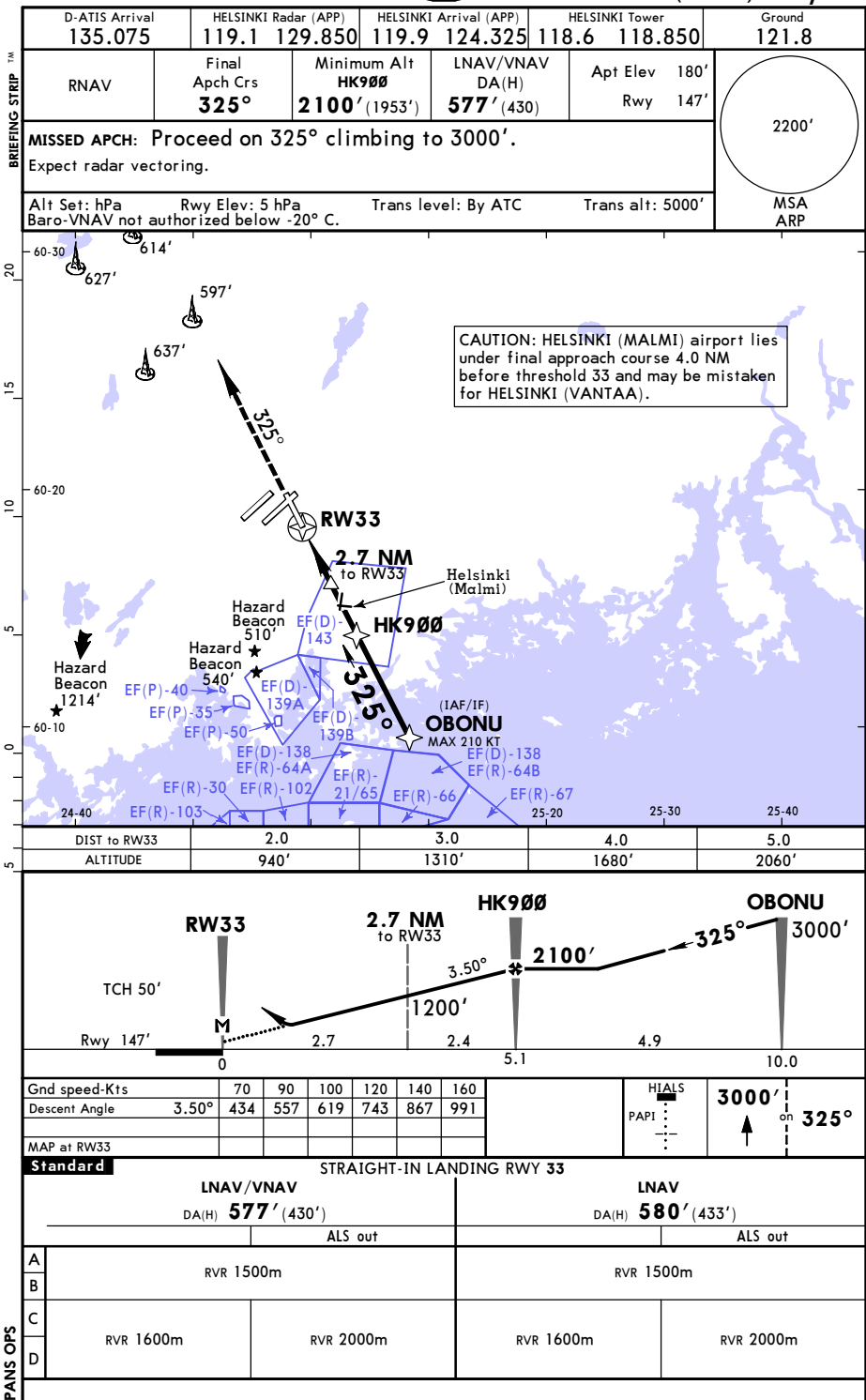


STRAIGHT-IN LANDING RWY 22R			
LNAV/VNAV DA(H) 610' (430')		LNAV DA(H) 620' (440')	
ALS out		ALS out	
A	RVR 1300m	RVR 1500m	RVR 1500m
B		RVR 2000m	RVR 2000m
C			
D			

EFHK/HEL
VANTAA

JEPPesen
30 OCT 15 (12-6) Eff 12 Nov

HELSINKI, FINLAND
RNAV (GNSS) Rwy 33



EFHK/HEL
VANTAA

JEPPesen
31 OCT 14 **13-1**

Eff 13 Nov

HELSINKI, FINLAND
VOR Rwy 33

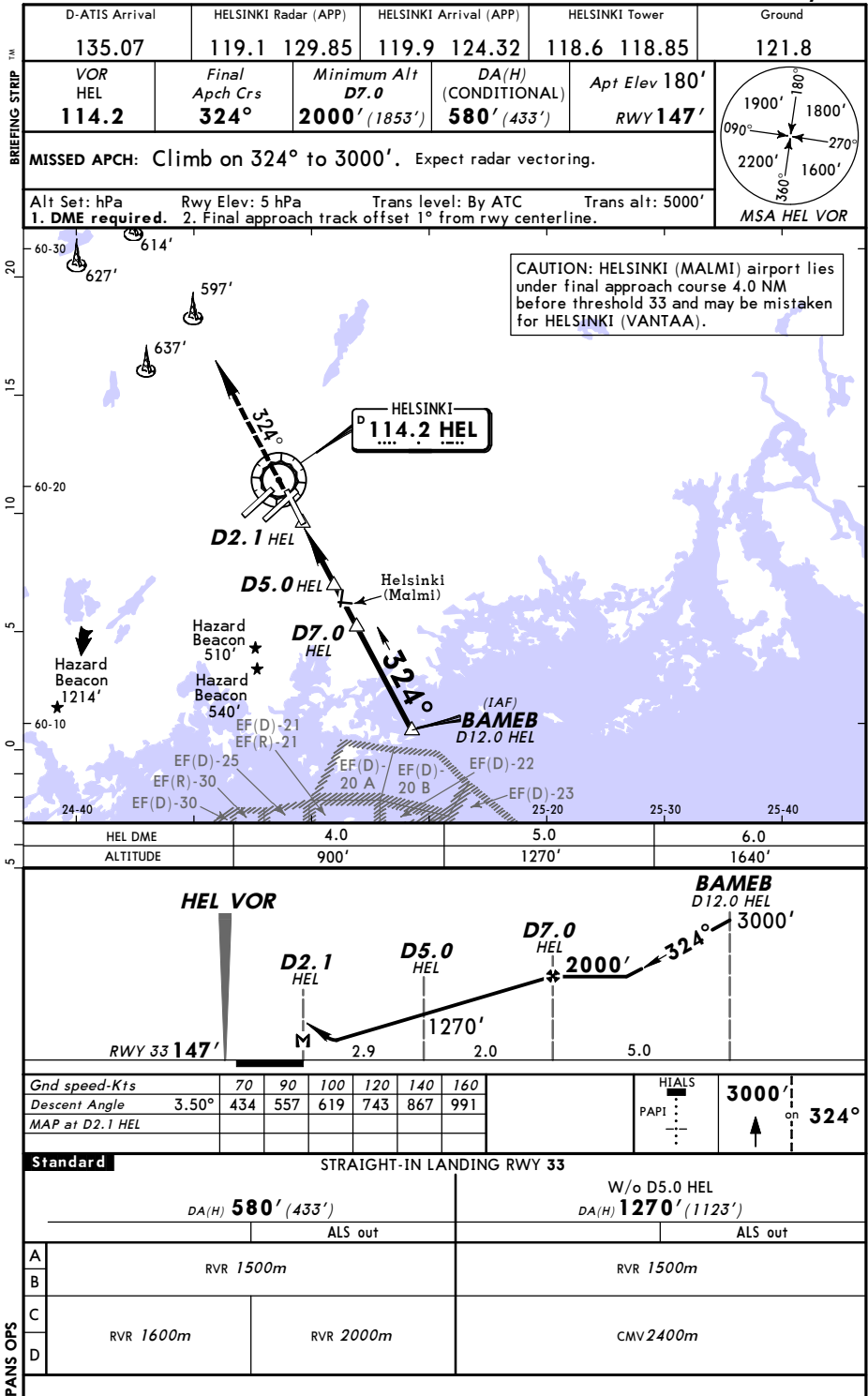


Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
HELSINKI, (VANTAA - EFHK)				
REV	AIRPORT BRIEFING (DEP CON...	10-1P8	10 Jun 2016	23 Jun 2016
REV	AIRPORT BRIEFING (DEP CON...	10-1P9	10 Jun 2016	23 Jun 2016
REV	GIRLA, NUTRU & RIPVI 3D, ...	10-3B	10 Jun 2016	23 Jun 2016
ADD	DEVKA 1F & PENAD 5F RNAV ...	10-3C	10 Jun 2016	23 Jun 2016
DEL	PENAD & VAVIS 4F RNAV DEP...	10-3C	10 Jun 2016	23 Jun 2016

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EFHK

Type: Terminal

Effectivity: Temporary

Begin Date: 20151210

End Date: 20160914

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

Type: Terminal

Effectivity: Temporary

Begin Date: 20160606

End Date: 20160717

For construction work information refer to 10-8 and latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: 20160418

End Date: 20161015

Due to renovation of APN 6 TWY GB and TWY GC are closed to traffic. TWY AB between aircraft stands 601 to 604 is closed to traffic. The area closed to traffic is equipped with temporary lights, cones and flags.

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.