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General Information

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

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 10.0° 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: 0159 Z
Sunset: 1835 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: 135.925 Departure Service
ATIS: 135.075 Arrival Service
Helsinki Tower: 118.850
Helsinki Tower: 119.700
Helsinki Tower: 118.600
Helsinki Ground: 121.800
Helsinki Ground: 118.125
Helsinki Ramp/Taxi: 121.650
Helsinki Radar Approach: 119.100
Helsinki Radar Approach: 119.700
Helsinki Radar Approach: 129.850
Helsinki Arrival: 119.700
Helsinki Arrival: 119.900
Helsinki Arrival: 124.325
Remote De-Icing Operations: 133.850
Helsinki De-Icing Operations: 127.025

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 **JEPPESSEN**
10 JAN 25 **10-1P**

HELSINKI, FINLAND
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS Arrival 135.075
D-ATIS Departure 135.925

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 RWY 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 used for departures and RWY 33 for landings only in exceptional cases and between 0600-2300LT for turbo-props and other propeller-driven ACFT based on ATC considerations.

Wind Speed Criteria

In selecting the combination of runways in use from the preferential runway system, ATC shall apply the wind speed criteria stated below. In applying these wind criteria, gusts below 10 KT shall not be taken into account. When the forecasted tailwind component at 1000' for the RWY in use for landings is 10 KT or more, "observe tailwind on final RWY XX" will be added to ATIS.

- RWYCC 6:
 - RWY 04L/22R, 04R/22L, 15/33:
MAX crosswind component is 20 KT. MAX tailwind component is 5 KT.
- RWYCC 5:
 - RWY 04L/22R, 04R/22L:
MAX crosswind component is 20 KT. MAX tailwind component is 5 KT.
 - RWY 15/33:
MAX crosswind component is 15 KT. MAX tailwind component is 5 KT.
- RWYCC 4:
 - RWY 04L/22R, 04R/22L, 15/33:
MAX crosswind component is 15 KT. MAX tailwind component is 5 KT.
- RWYCC 3:
 - RWY 04L/22R, 04R/22L:
MAX crosswind component is 15 KT. MAX tailwind component is 5 KT.

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 below FL 070 at a distance more than 30NM from RWY touchdown.

ATC is not allowed to cancel speed restrictions.

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10 JAN 25 (10-1P1)

HELSINKI, FINLAND
AIRPORT BRIEFING

1. GENERAL

1.2.4. RUN-UP TESTS

Maintenance run-ups, excluding idle power, must be performed on the run-up area and shall be avoided between 2200-0700LT and on Sundays and public holidays. Permission for run-up on idle power is requested from HELSINKI Apron on 121.650. If the run-up area is occupied, or cannot for any compelling reason be used, or the timing cannot be postponed, the run-ups shall always be coordinated with HELSINKI Apron.

When wind conditions prevent the use of the engine run-up area for maintenance purposes, the primary procedure is to perform engine run-ups at a time when the wind conditions are more suitable. If it is not possible to postpone an engine run-up, maintenance run-ups above idle power can be carried out elsewhere in the APT area.

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.

Adherence to speeds assigned by ATC is mandatory. Pilots should typically expect the following speed restriction to be enforced: 190 KT or less from 9 NM from RWY TDZ.

Speed restriction is applied for ATC separation and noise abatement purposes.

Pilots are encouraged to conform to low power, low drag operating techniques to the maximum extent practicable.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. CAT II/III APPROACHES

RNAV 1 or P-RNAV approved ACFT may intercept the ILS LOC by own navigation using RNAV transition, or may request radar vectoring. Other ACFT will be vectored to intercept ILS LOC.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. ADVANCED SURFACE MOVEMENT RADAR UTILISING MODE S

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

Flight crew of a Mode S equipped ACFT shall

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

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

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

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 15 NOV 24 **10-1P2** **Eff 28 Nov**
HELSINKI, FINLAND
AIRPORT BRIEFING

1. GENERAL

1.5. TAXI PROCEDURES

1.5.1. GENERAL

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 HELSINKI Ground 121.8 or 118.125.

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.

Caution:

Pilots are to use the minimum power necessary when maneuvering on the TWY system. This is of particular importance when maneuvering on the apron, where jet blast can affect adjacent stands, and when manoeuvring on the the apron cul-de-sacs, e.g. TWY AE and TWY AW on apron 1S.

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.

1.5.3. USE OF STOP BARS

Stop bars are normally used in all visibility conditions.

Certain TWY access points to the RWYs are fitted with both CAT I and CAT II/III holding points but only CAT II/III holding points are equipped with stop bars.

Regardless of prevailing visibility conditions, an illuminated stop bar shall not be crossed unless unable to switch off for a technical reason and specifically cleared by ATC.

When LVP procedures are in force, ATC will issue a specific taxi clearance to a CAT II/III holding point.

1.6. PARKING INFORMATION

Stands 12 thru 32, S43, S45 thru S55, W34 thru W48B, 171 thru 172B equipped with docking guidance system.

Stands 12 thru 30:

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.

Stands 13, 14 and 20 thru 22:

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

Docking is allowed only with special permission.

Stand 32:

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

1.7. OTHER INFORMATION

Helicopter operations.

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15 NOV 24 **10-1P3** **Eff 28 Nov**

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.

The term DCT should not be presented after TMA entry point.

2.1.2. INITIAL CONTACT

At first contact with HELSINKI Approach, report:

- Call sign;
- Type of ACFT;
- Wake turbulence category, if HEAVY or SUPER;
- Level;
- Speed, if ordered by previous ATC unit;
- Designator of the last received ATIS broadcast

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 RWY in use. An ACFT unable to utilize the given RNAV STAR shall inform the ATC immediately.

2.2. COMMUNICATION FAILURE PROCEDURES

Select transponder code 7600.

RNAV STAR has been given and acknowledged:

- Follow STAR until last waypoint and proceed to IAF of the last given and acknowledged RWY.
- If RADAR-vectored, continue 2 minutes on last assigned and acknowledged HDG and ALT/FL, then resume STAR until last waypoint and proceed to IAF of the last given and acknowledged RWY.

RNAV STAR has not been given and acknowledged:

- Continue 2 minutes on last assigned and acknowledged HDG and ALT/FL and proceed to IAF of the last given and acknowledged RWY.

From IAF execute IAP to the acknowledged RWY and vacate.

ACFT having telephone, call +358 9 6151 3324.

2.3. 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°.

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2 AUG 24 **10-1P4** **Eff 8 Aug****HELSINKI, FINLAND**
AIRPORT BRIEFING**2. ARRIVAL****2.4. CAT II/III OPERATIONS**

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

2.5. RWY OPERATIONS**2.5.1. 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.

ATC must be informed as early as possible if TWY YP, YN or CN has to be used to vacate RWY 15.

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

2.6. TAXI PROCEDURES**2.6.1. 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 or FATO 16/34 shall contact HELSINKI Ground 121.8 immediately after vacating the RWY/FATO for taxi clearance.

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.

2.6.2. APRON SPOT COORDINATION POINTS

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

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2 AUG 24 **10-1P5** **Eff 8 Aug**

HELSINKI, FINLAND
AIRPORT BRIEFING

2. ARRIVAL

2.7. OTHER INFORMATION

2.7.1. 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 RWYs 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 RWYs 22R and 22L (04R and 04L)."

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20 SEP 24 **10-1P6** **Eff 3 Oct**

HELSINKI, FINLAND
AIRPORT BRIEFING

3. DEPARTURE

3.1. DEPARTURE INSTRUCTIONS

3.1.1. EXIT POINTS FOR FLIGHT PLANNING

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

The term DCT should not be presented before TMA exit point.

3.2. DIGITAL DEPARTURE CLEARANCE (DCL)

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

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

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

CLIMB TO 4000'

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 Ground 118.125.

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

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20 SEP 24 **10-1P7** **Eff 3 Oct****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. Primarily de-icing is performed at remote de-icing aprons 6 and 8. De-icing may also be performed at other dedicated stand areas defined and approved by the APT.

De-icing shall be requested between 0530-0130LT (winter time) through Helsinki de-icing supervisor on 127.025. The de-icing supervisor will inform the pilot of which de-icing stand or area to use. De-icing supervisor will forward the de-icing request to the de-icing company. At other times de-icing shall be requested directly from the de-icing company.

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

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

De-icing shall be requested 20 minutes prior to Target Off Block Time (TOBT).

Request for manual treatment, i.e. under wing, shall also be included in the de-icing request. Engine melting is requested directly from the ground handling company.

Engine melting is performed at the parking stand of the ACFT. De-icing request may also be placed via SureWX application.

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

3.3.2. DE-ICING STANDS

Stands 600 thru 604 and 811 thru 816 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 to the remote de-icing supervisor (133.850) latest at the holding point of the remote de-icing apron area.

When contacting the remote de-icing supervisor, identification is performed by using the flight call sign. The supervisor will direct the ACFT to one of the de-icing stands and inform the frequency of the company performing the de-icing.

The remote de-icing aprons 6 and 8, including the entry and exit taxilanes, lie outside the maneuvering 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 from the de-icing company lead vehicle (in accordance with the SAE anti-icing code) by radio. On 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 de-icing company 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.

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 2 AUG 24 **10-1P8** **Eff 8 Aug**
HELSINKI, FINLAND
AIRPORT BRIEFING

3. DEPARTURE

3.4. START-UP, PUSH-BACK AND 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 does not replace the pilots responsibility to keep the adequate flight plan valid and within the given limits.

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 minutes 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 minutes 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 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.

In circumstances when de-icing is expected for most of the flights, CDM Management Center may activate de-icing preorder function for all flights in the CDM sequence calculation.

The pilot shall confirm the de-icing preorder by placing a de-icing order. If the pilot does not confirm the de-icing preorder in time by placing a de-icing order, the preorder is cancelled.

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.

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2 AUG 24 **10-1P9** **Eff 8 Aug**

HELSINKI, FINLAND
AIRPORT BRIEFING

3. DEPARTURE

3.4.2. GENERAL

Departing IFR flights will receive enroute clearance via datalink or from HEL-SINKI Ground 118.125.

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 AND PUSH-BACK

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

3.4.4. 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 or FATO 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.

Noise Abatement Departure Procedure RWY 22L

In order to minimize the noise impact, departures of jet aeroplanes shall be conducted in accordance with a specific noise abatement procedure except in conditions that may preclude the safe execution of the procedure.

Appropriate noise mitigation can be achieved by applying the following altitudes in take-off and climb procedure that is otherwise defined as for NADP 1:

- Performing take-off with the applied take-off power until a thrust reduction altitude of at least 1500'.
- Maintaining the speed of $V_{\frac{1}{2}}$ (10 to 20 KT) until an acceleration altitude of at least 3000'.

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2 AUG 24 **10-1P10** Eff 8 Aug

HELSINKI, FINLAND
AIRPORT BRIEFING

3. DEPARTURE

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

By default, ATC will use the following RWY intersections or departure points, unless otherwise requested by the pilot:

RWY	DEFAULT INT	RMK
04L	WZ	
22R	WG WD	
04R	ZR ZS ZT	For ACFT parking or de-icing taking place on APN 8 For ACFT parking or de-icing taking place on APN 8
22L	Y ZD ZB	Propeller / turboprop / quiet jet ACFT Propeller / turboprop / quiet jet ACFT
15	DEP POINT V Z YB	Propeller / turboprop / quiet jet ACFT Propeller / turboprop / quiet jet ACFT If LVP operations are in use
33	CN YN	For ACFT parking taking place on APN 4

The take-off positions on the RWY are not marked by painted markings or sign boards with the exception of DEP POINT V which is provided with a sign board.

When cleared for take-off, ATC will expect and has planned on seeing movement within 10 seconds of take-off clearance being issued.

Pilots unable to comply with this requirement shall notify ATC before entering the RWY.

To increase RWY capacity and to comply with slot times, ATC may reorder departure sequence at any time.

3.8. OTHER INFORMATION

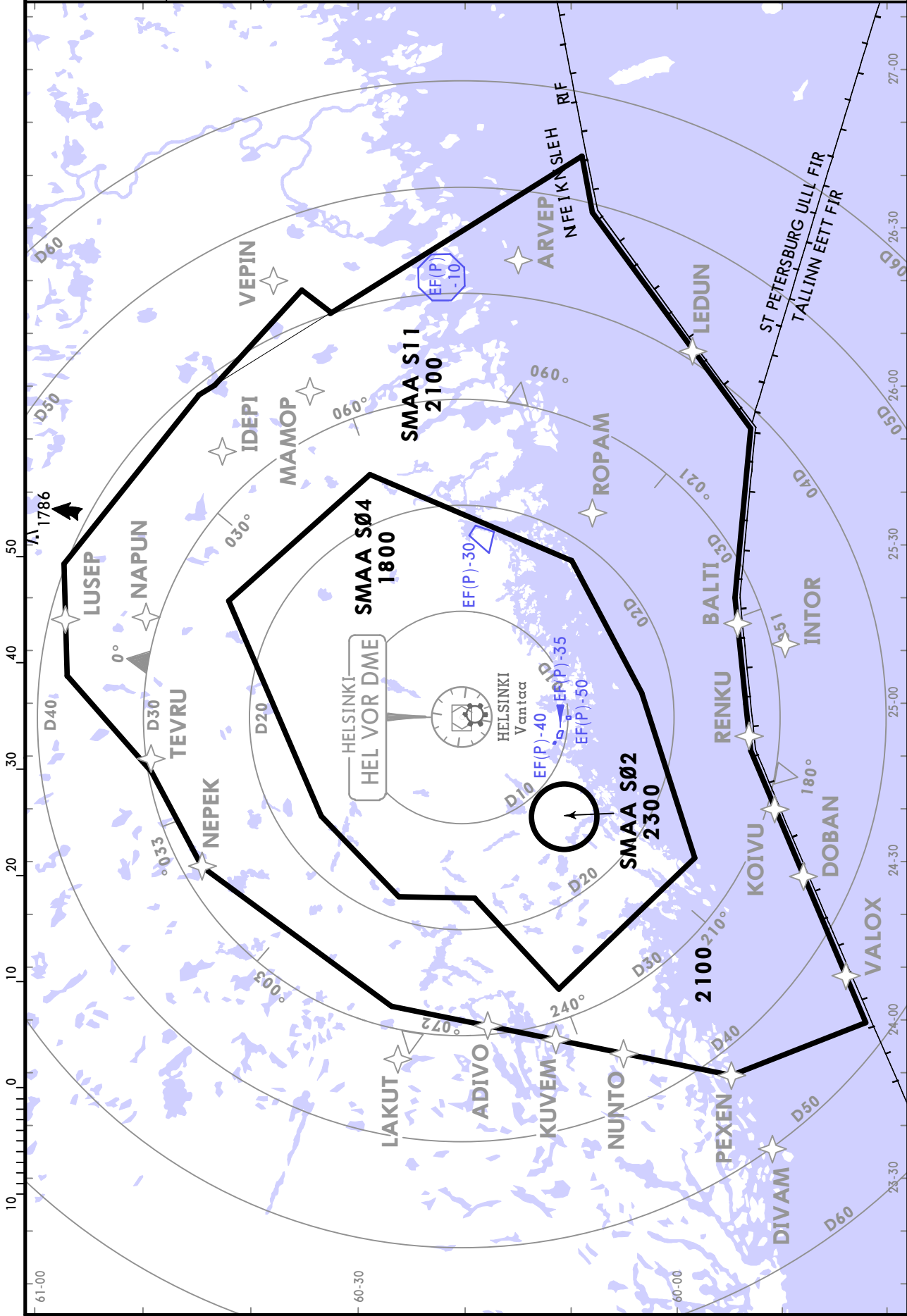
Due to jetblast hazard, ACFT departing RWY 22L from TWY Y or ZD intersection shall use idle power until clearance for departure has been issued.

EFHK/HEL
VANTAA

JEPPESEN
29 NOV 24 (10-1R)

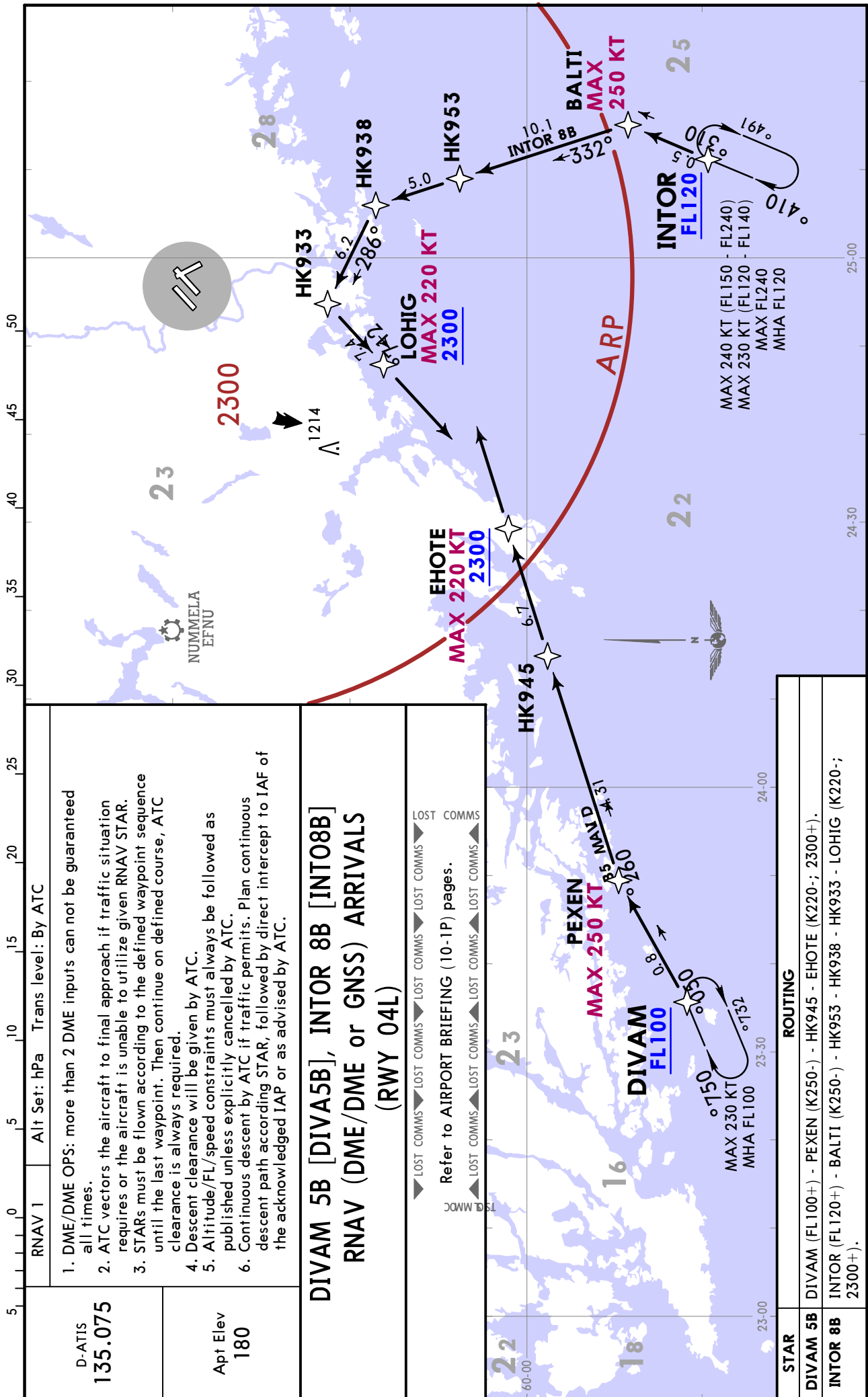
HELSINKI, FINLAND
RADAR MINIMUM ALTITUDES

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.
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CHANGES: Sector SMAA S02 altitude revised.

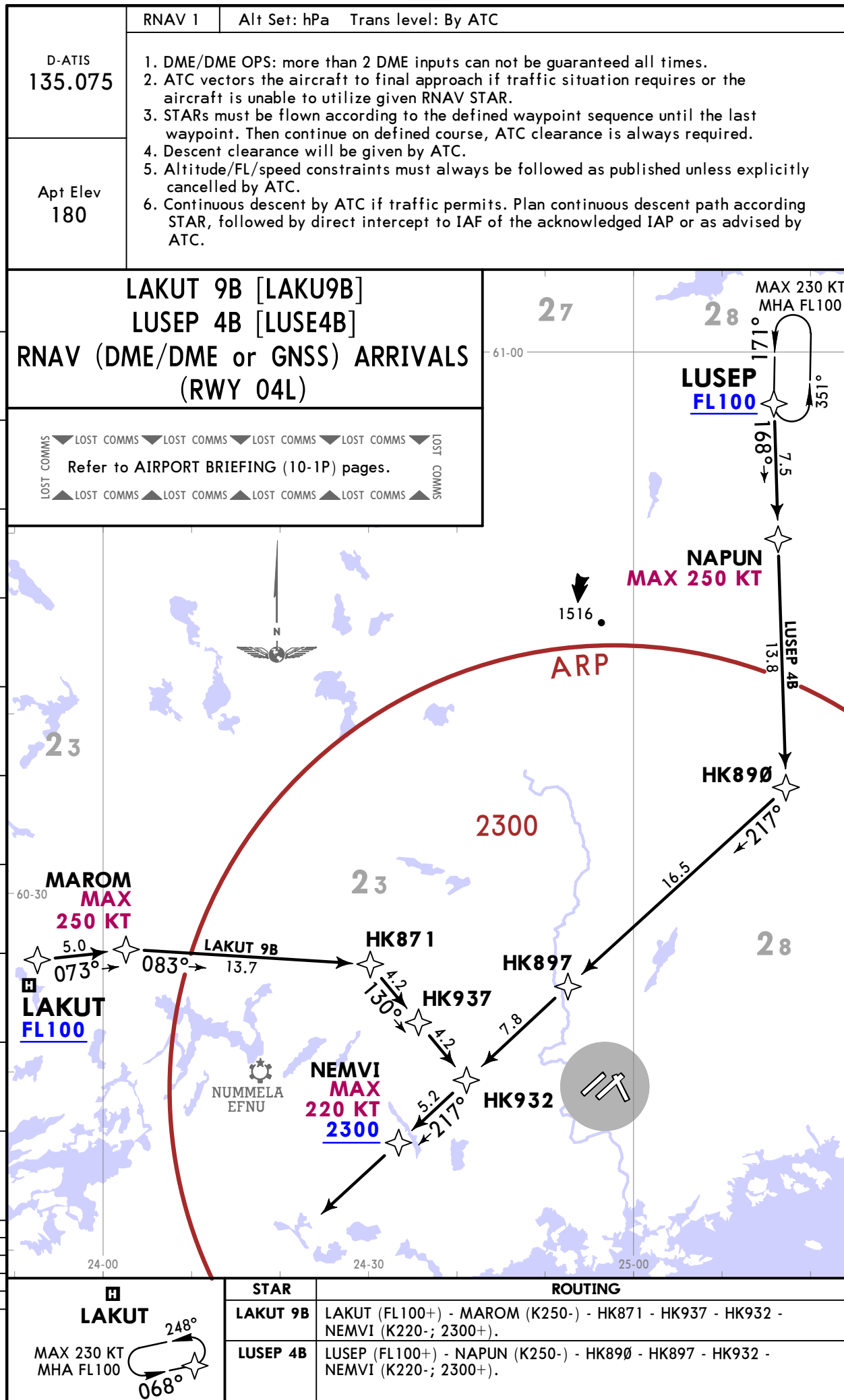
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EFHK/HEL
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JEPPESSEN
29 NOV 24 (10-2A)

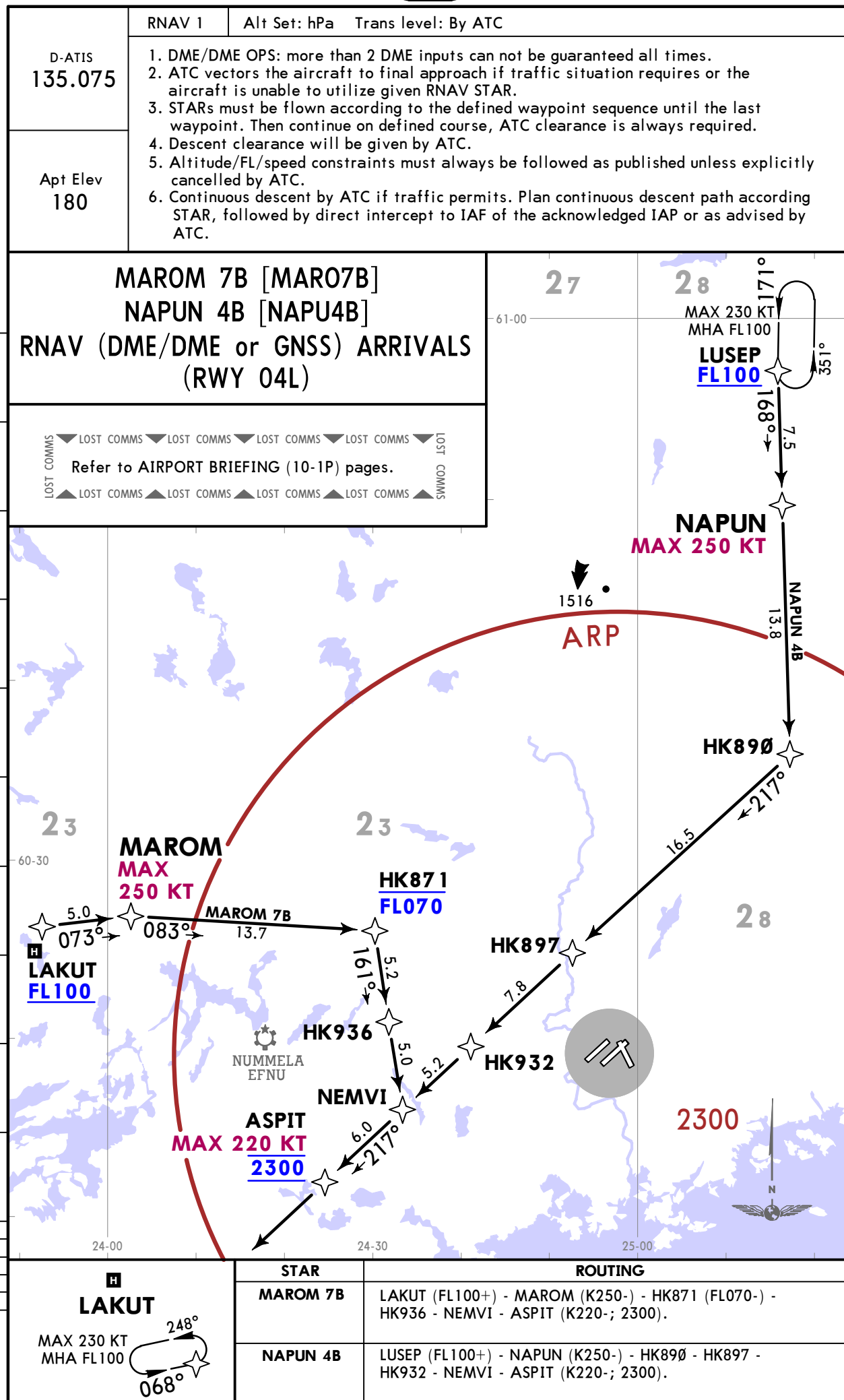
HELSINKI, FINLAND
RNAV STAR



EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 (10-2B)

HELSINKI, FINLAND
RNAV STAR



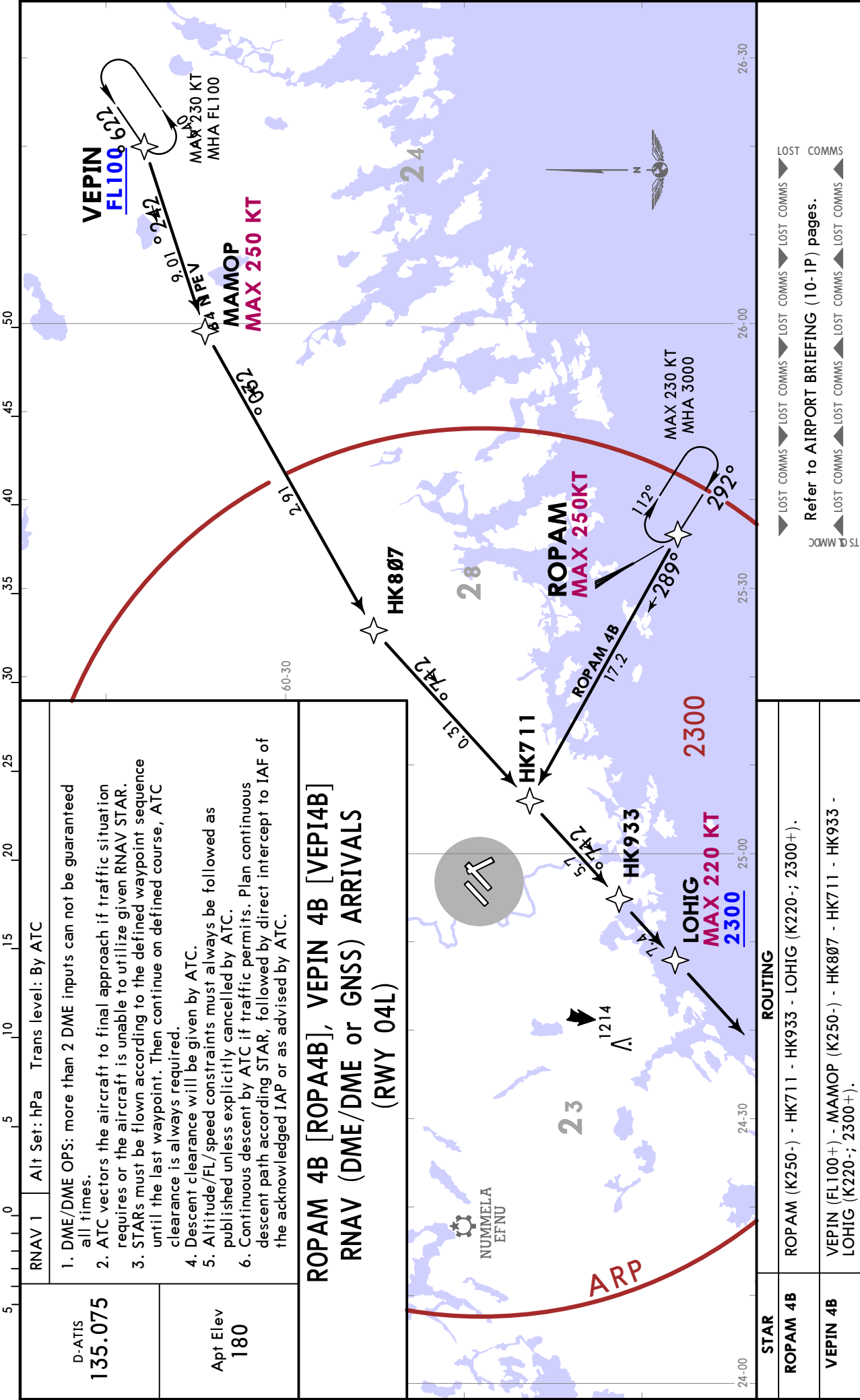
CHANGES: MSA value.

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EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 10-2C

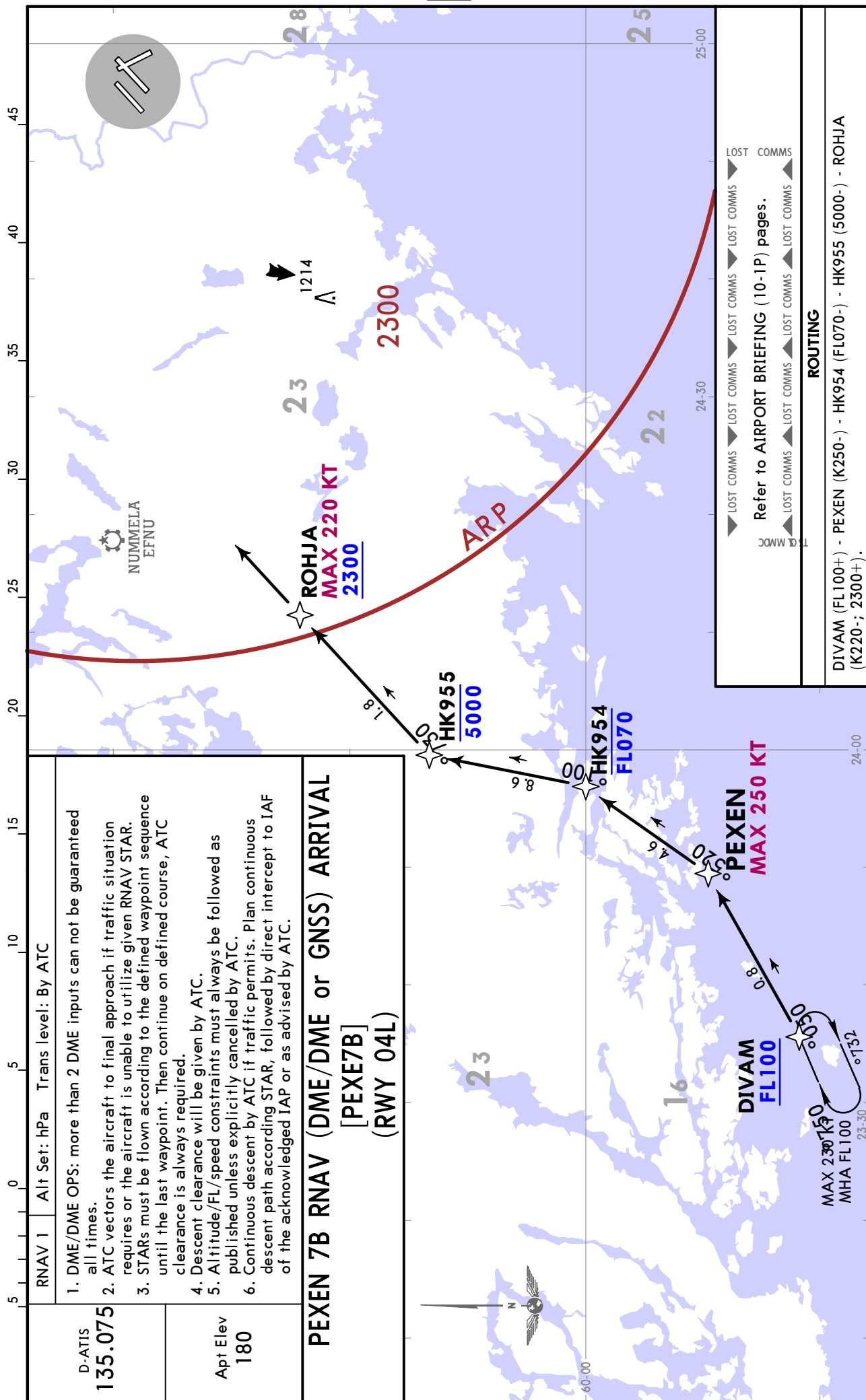
HELSINKI, FINLAND
RNAV STAR

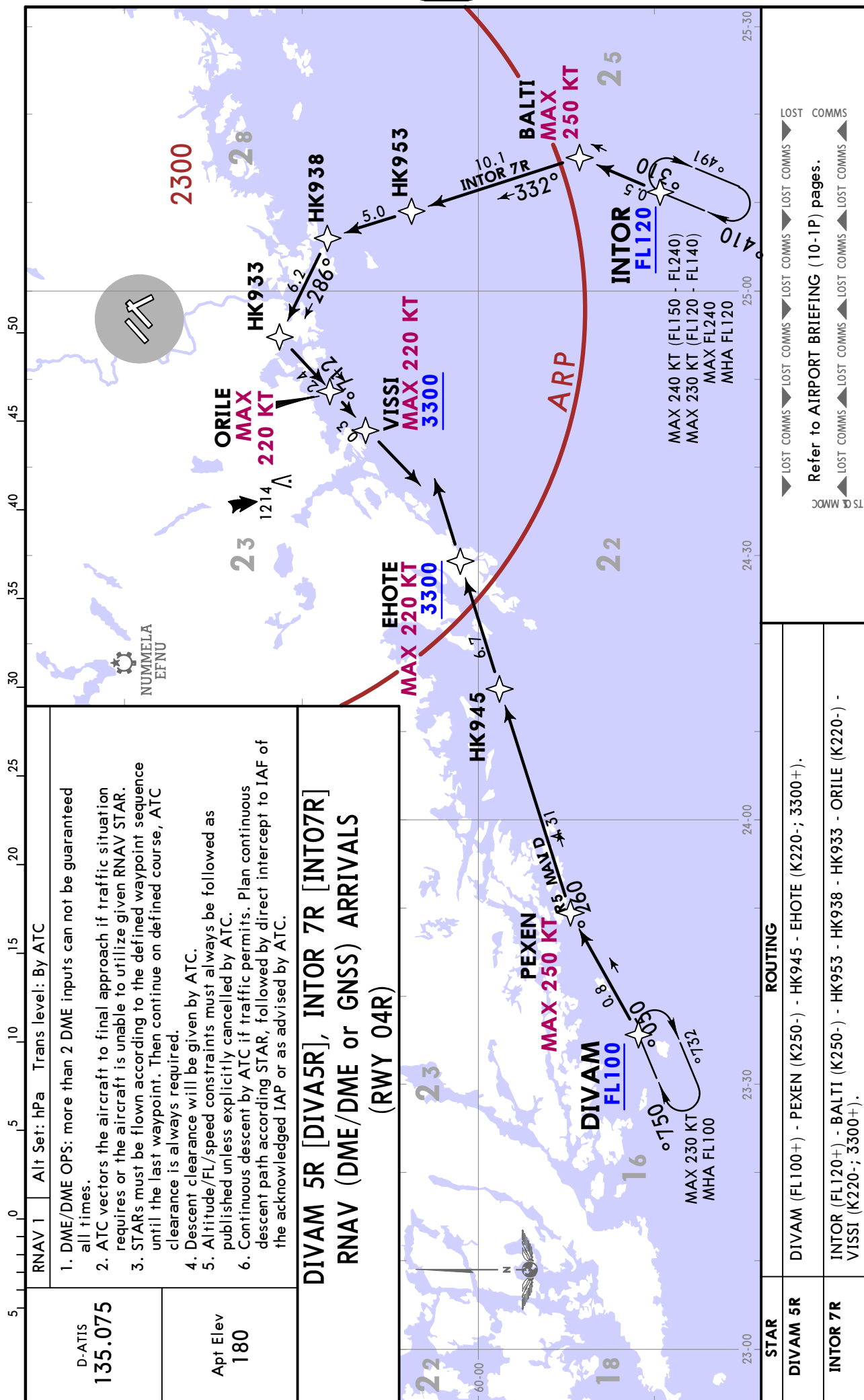


**EFHK/HEL
VANTAA**

JEPPESSEN
29 NOV 24 (10-2D)

HELSINKI, FINLAND
RNAV STAR

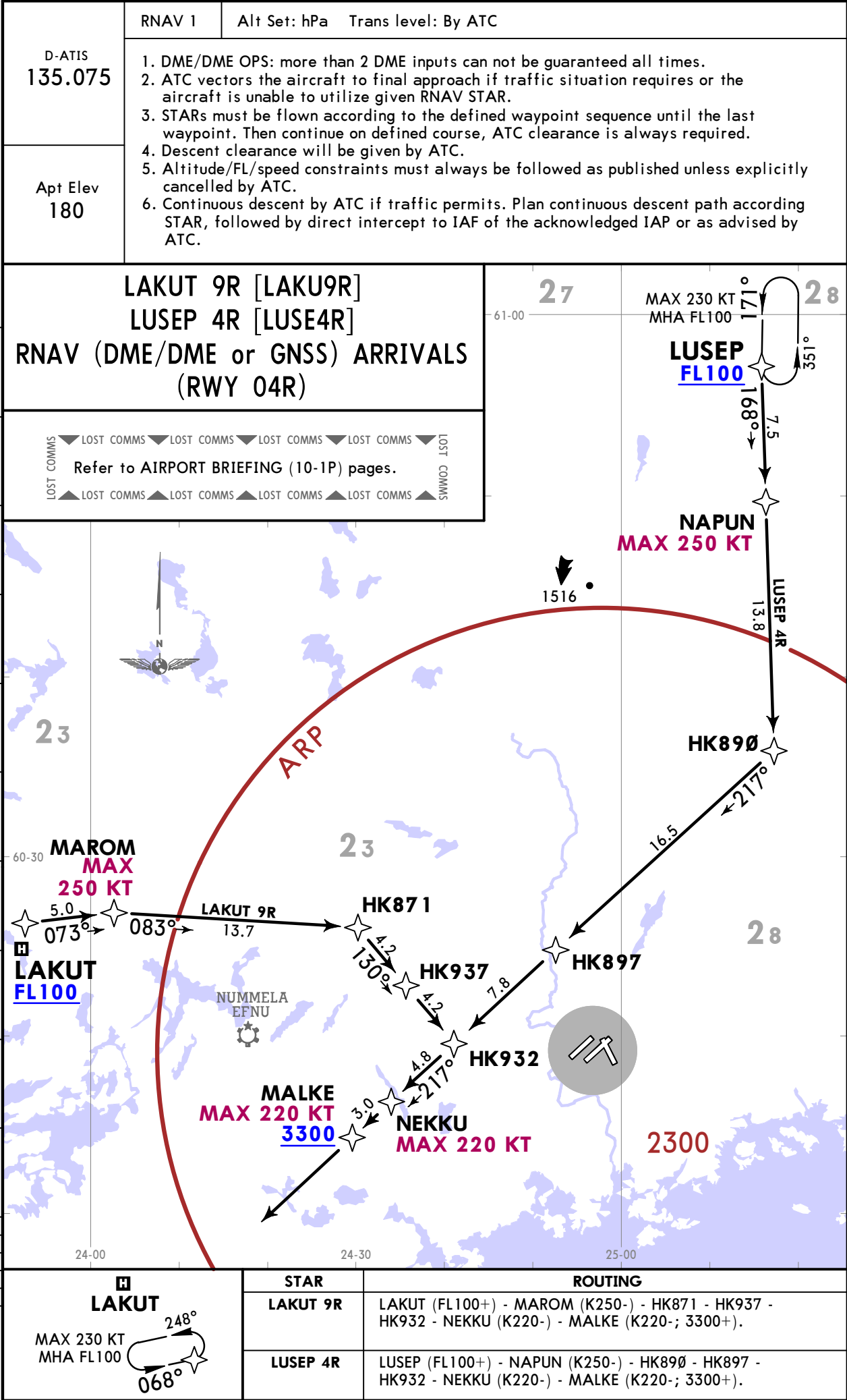




EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 10-2F

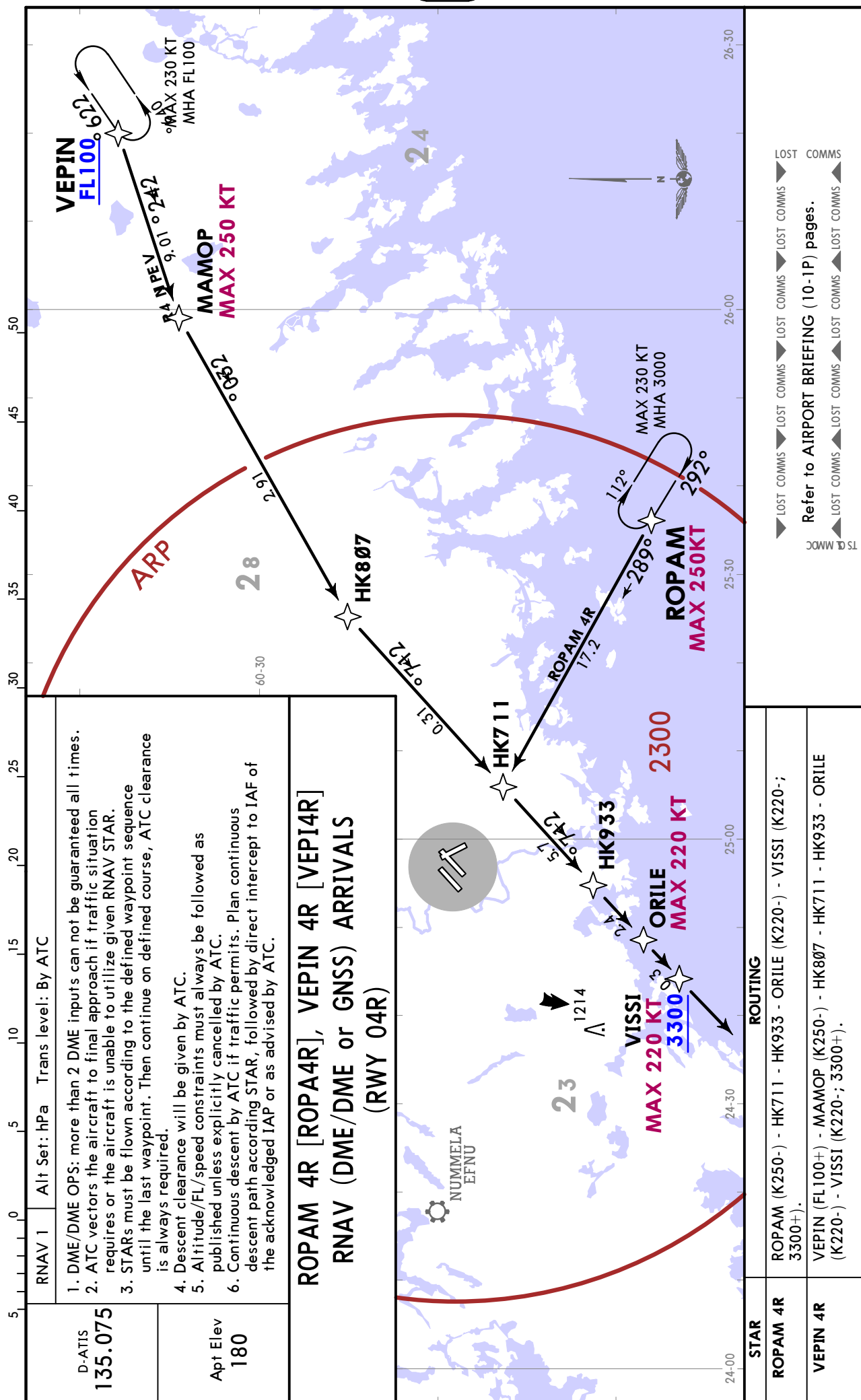
HELSINKI, FINLAND
RNAV STAR



**EFHK/HEL
VANTAA**

JEPPESSEN
29 NOV 24 (10-2G)

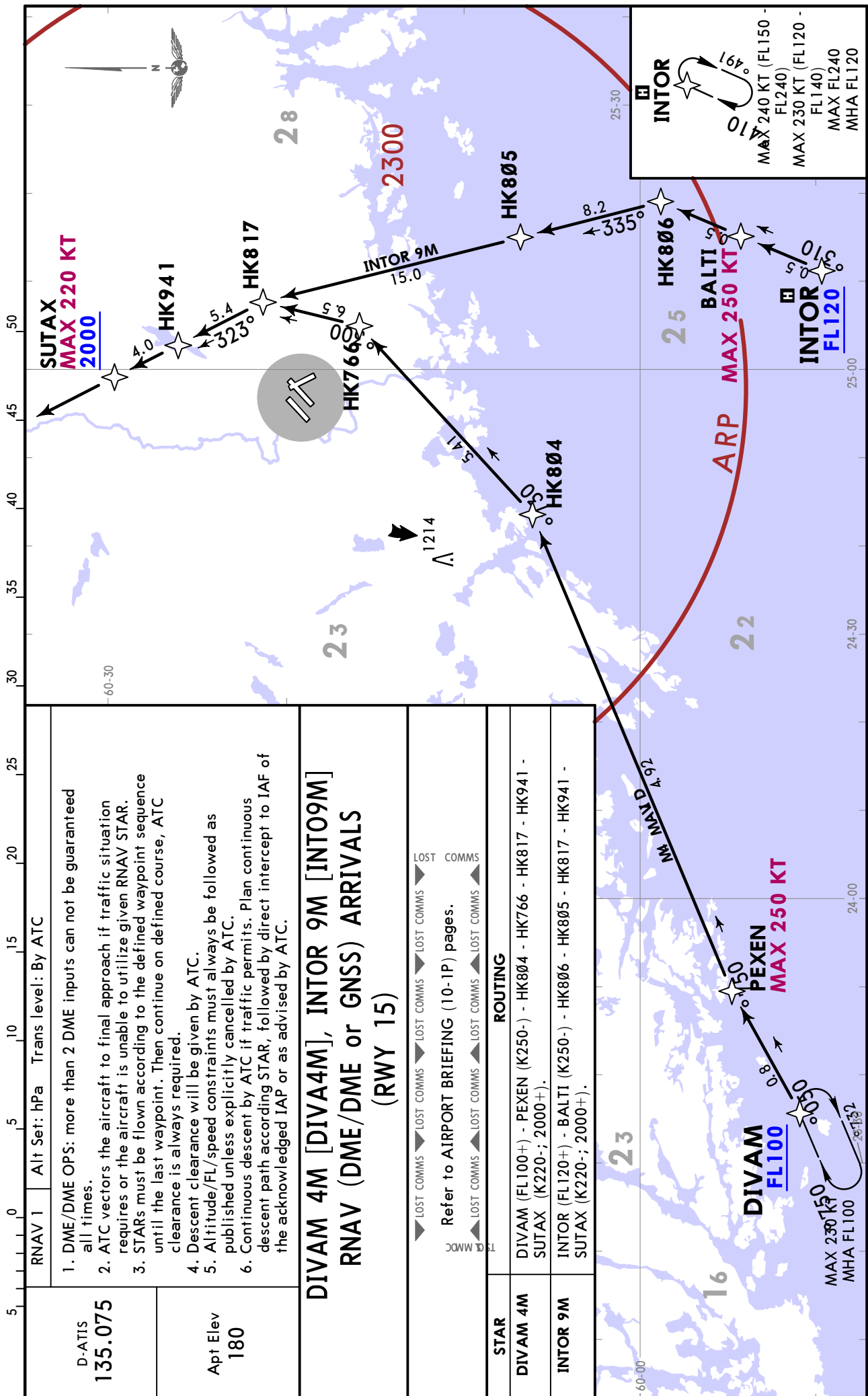
HELSINKI, FINLAND
RNAV STAR



**EFHK/HEL
VANTAA**

JEPPESEN
29 NOV 24 (10-2H)

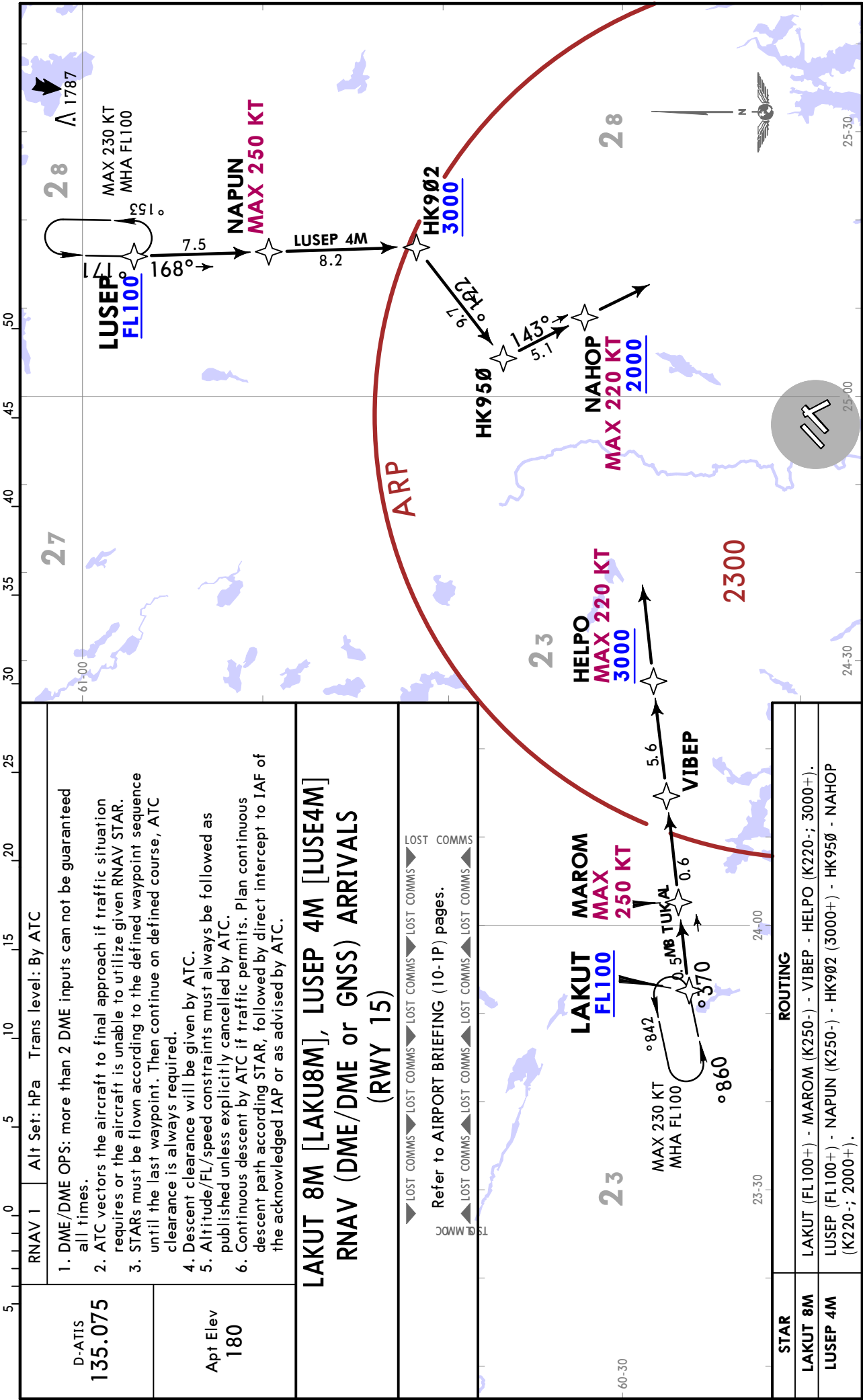
HELSINKI, FINLAND

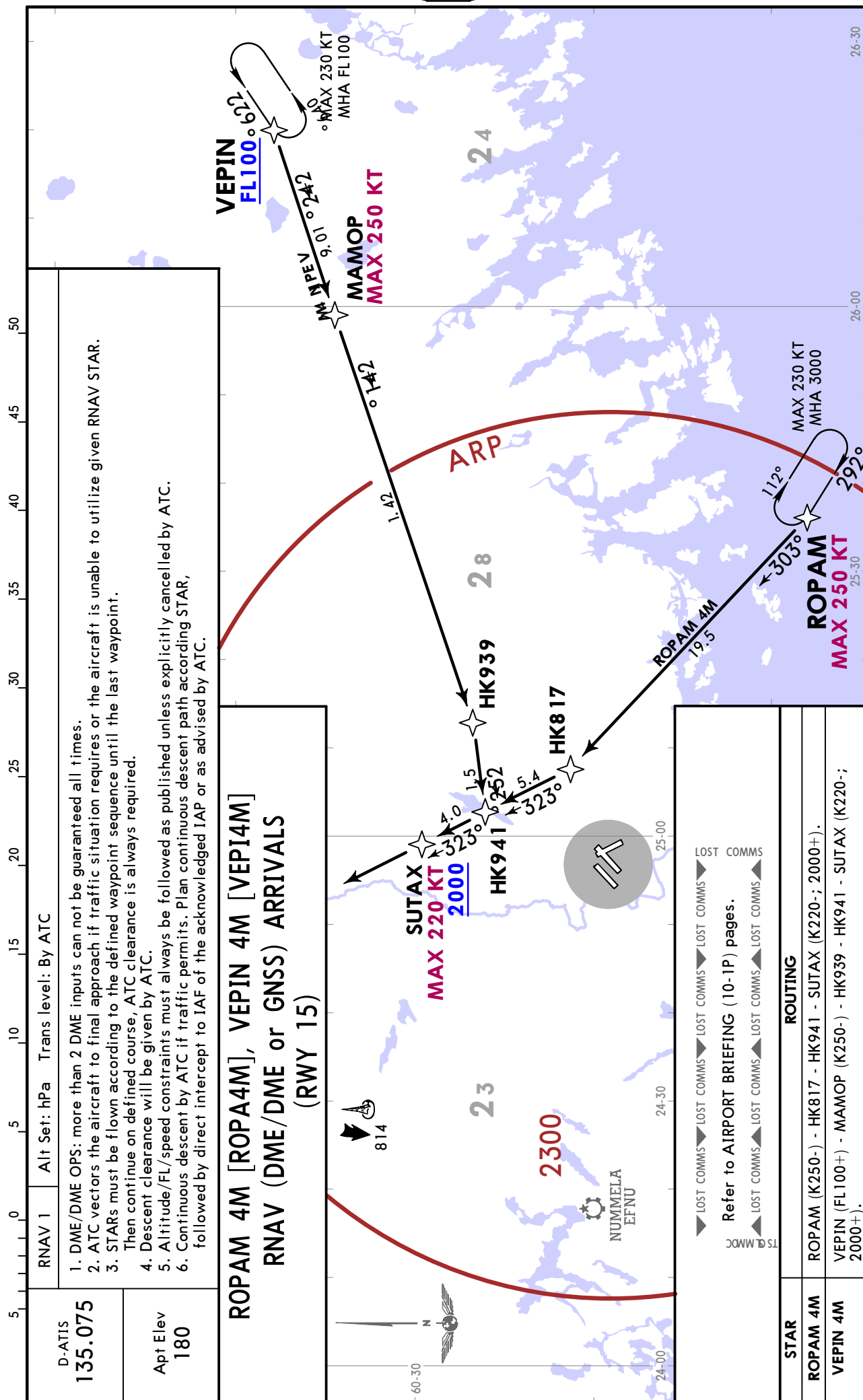
RNAV STAR

EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 10-2J

HELSINKI, FINLAND
RNAV STAR

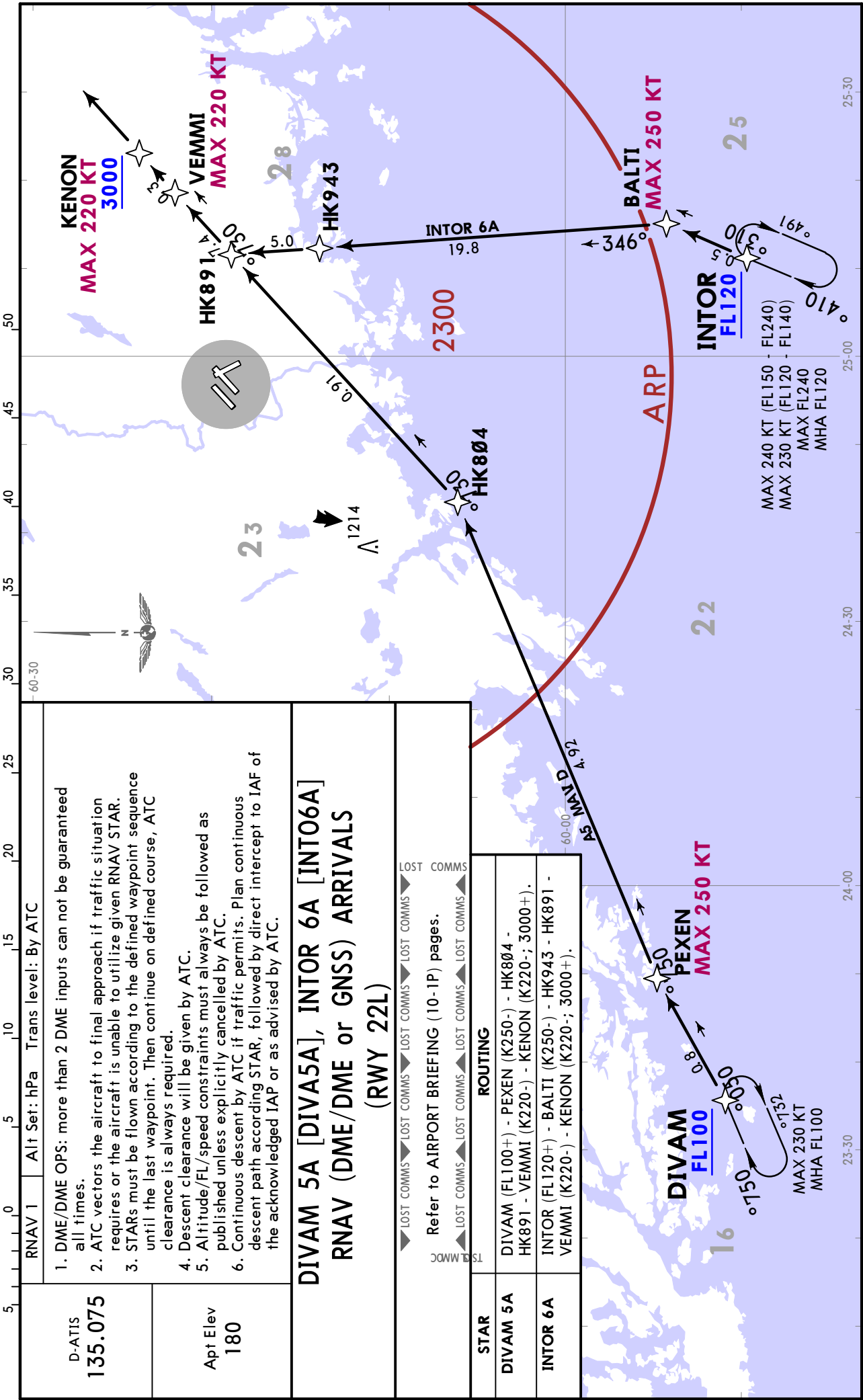




EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 10-2L

HELSINKI, FINLAND
RNAV STAR



EFHK/HEL
VANTAA

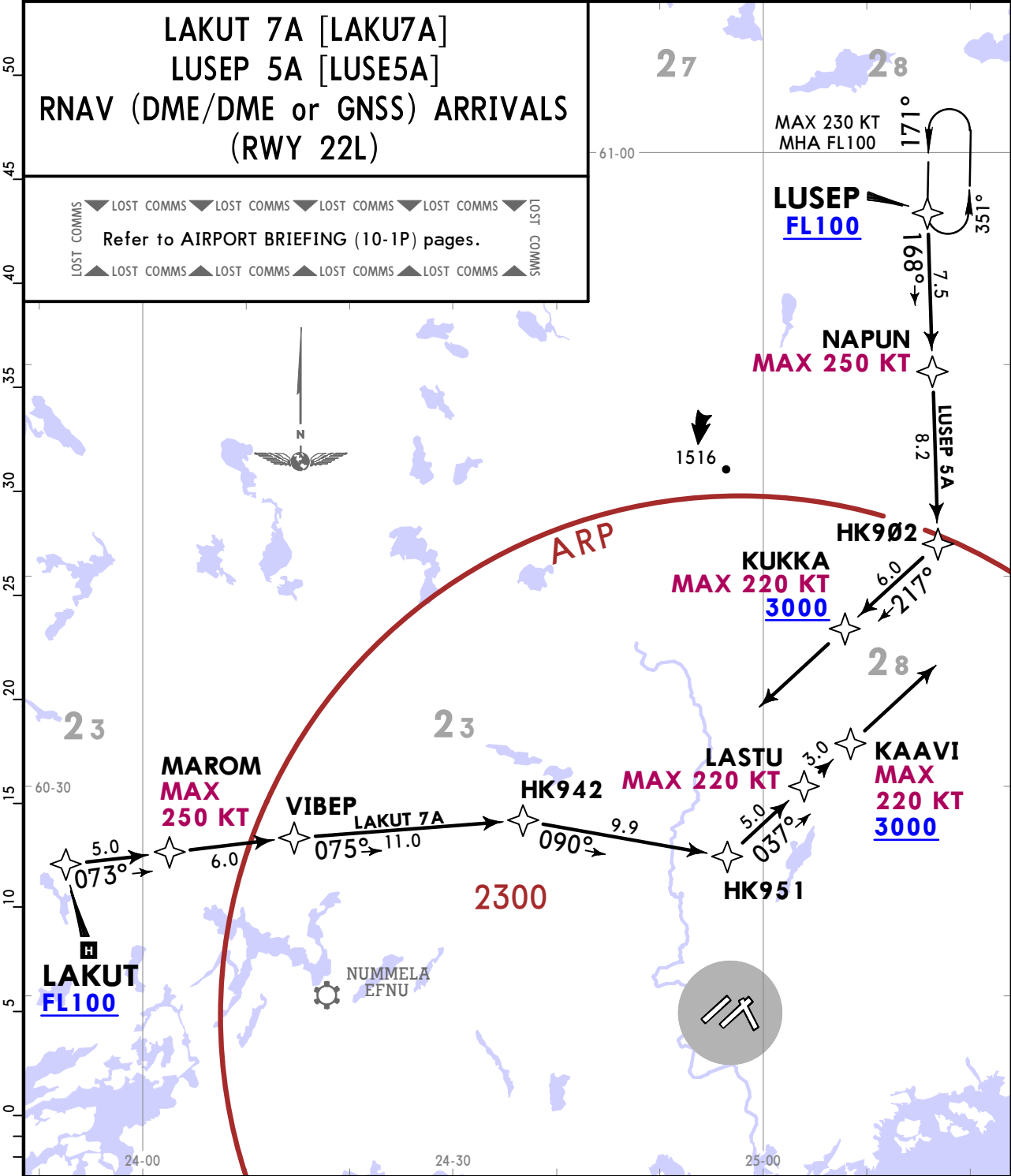
JEPPESSEN
29 NOV 24 10-2M

HELSINKI, FINLAND
RNAV STAR

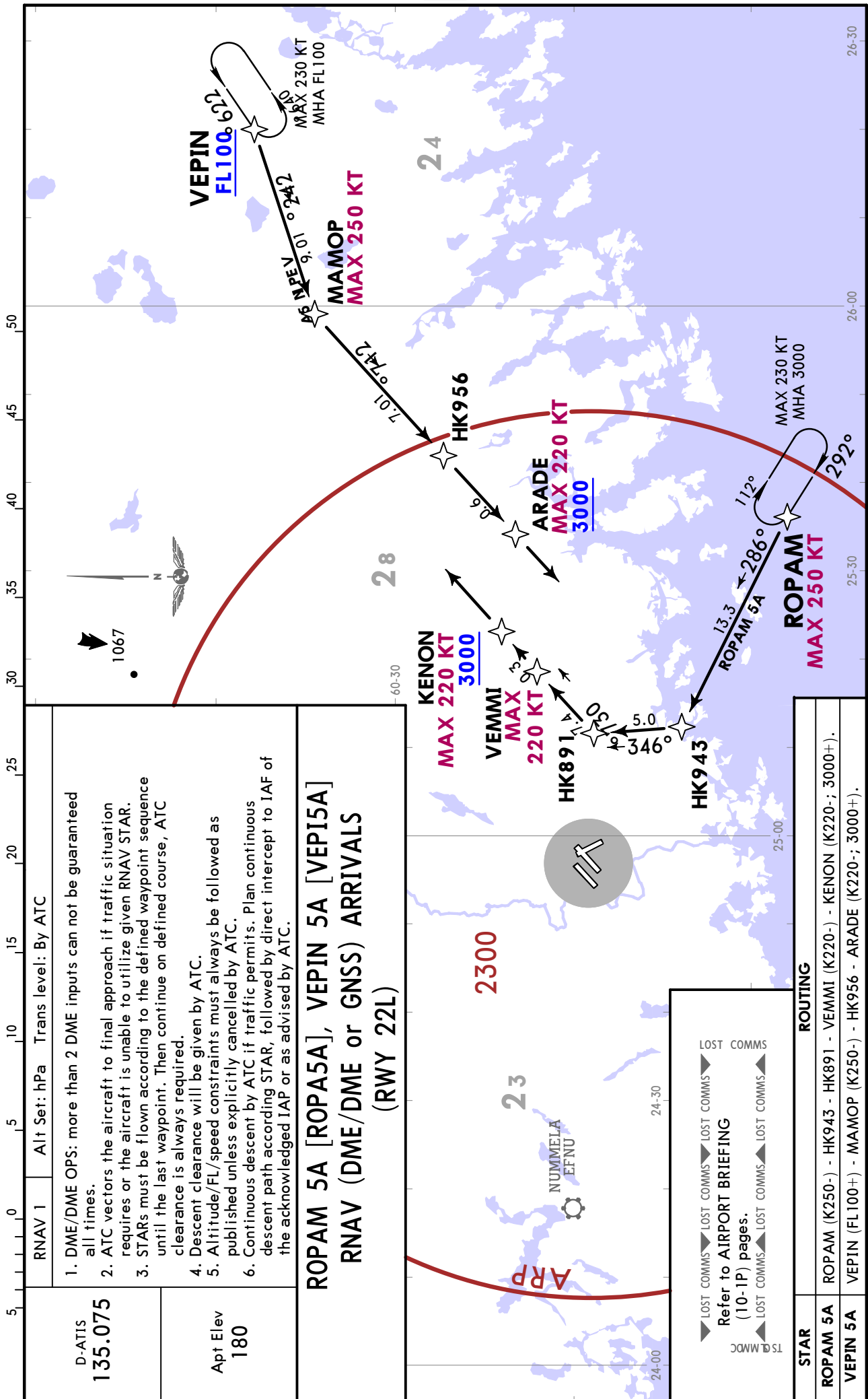
D-ATIS 135.075	Apt Elev 180	Alt Set: hPa Trans level: By ATC
		RNAV 1
		1. DME/DME OPS: more than 2 DME inputs can not be guaranteed all times. 2. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR. 3. STARs must be flown according to the defined waypoint sequence until the last waypoint. Then continue on defined course, ATC clearance is always required. 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, followed by direct intercept to IAF of the acknowledged IAP or as advised by ATC.

LAKUT 7A [LAKU7A]
LUSEP 5A [LUSE5A]
RNAV (DME/DME or GNSS) ARRIVALS
(RWY 22L)

Refer to AIRPORT BRIEFING (10-1P) pages.



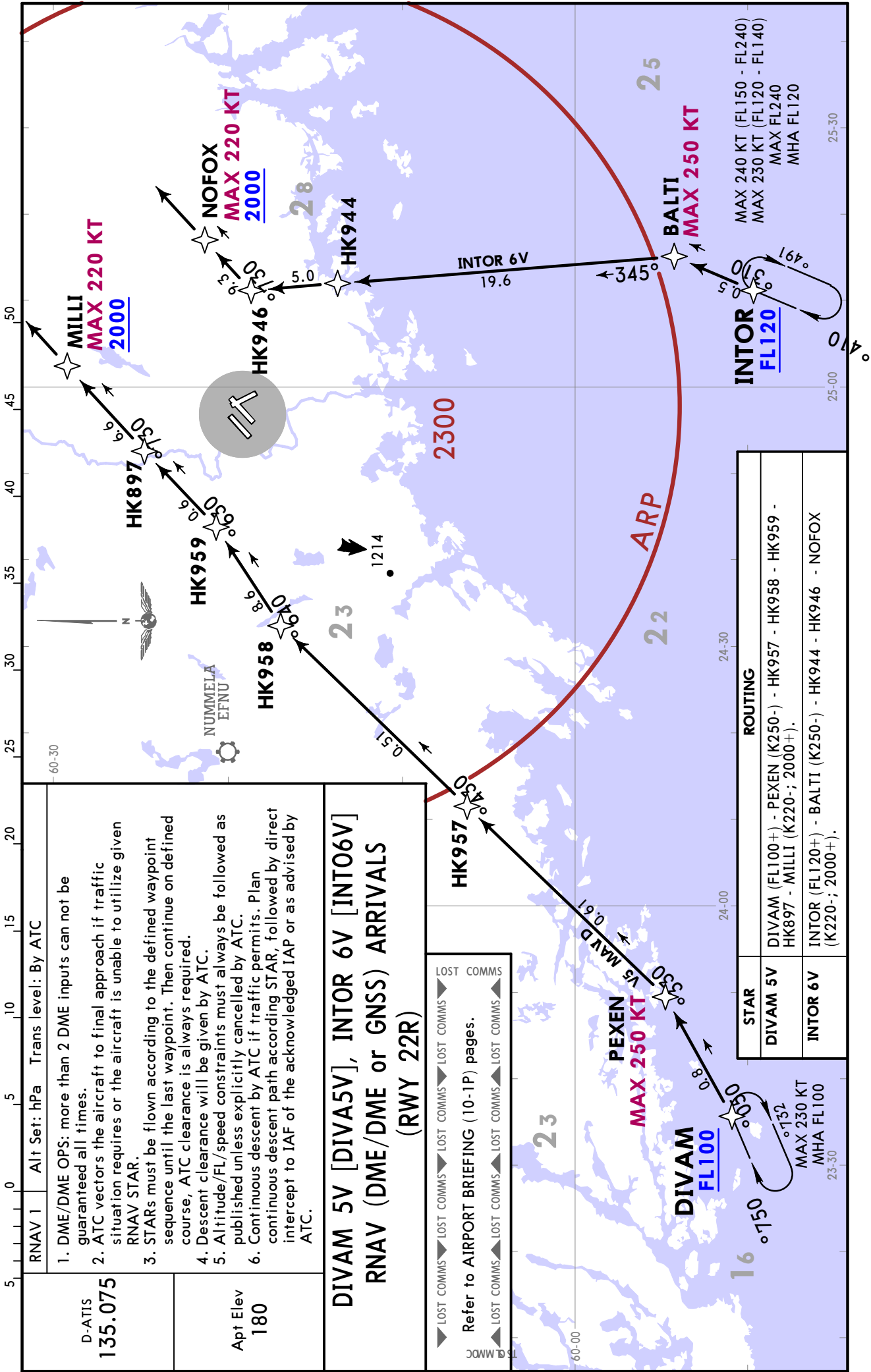
STAR	ROUTING	
	LAKUT 7A	LUSEP 5A
LAKUT	LAKUT (FL100+) - MAROM (K250-) - VIBEP - HK942 - HK951 - LASTU (K220-) - KAAVI (K220-; 3000+).	LUSEP (FL100+) - NAPUN (K250-) - HK902 - KUKKA (K220-; 3000+).



EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 10-2P

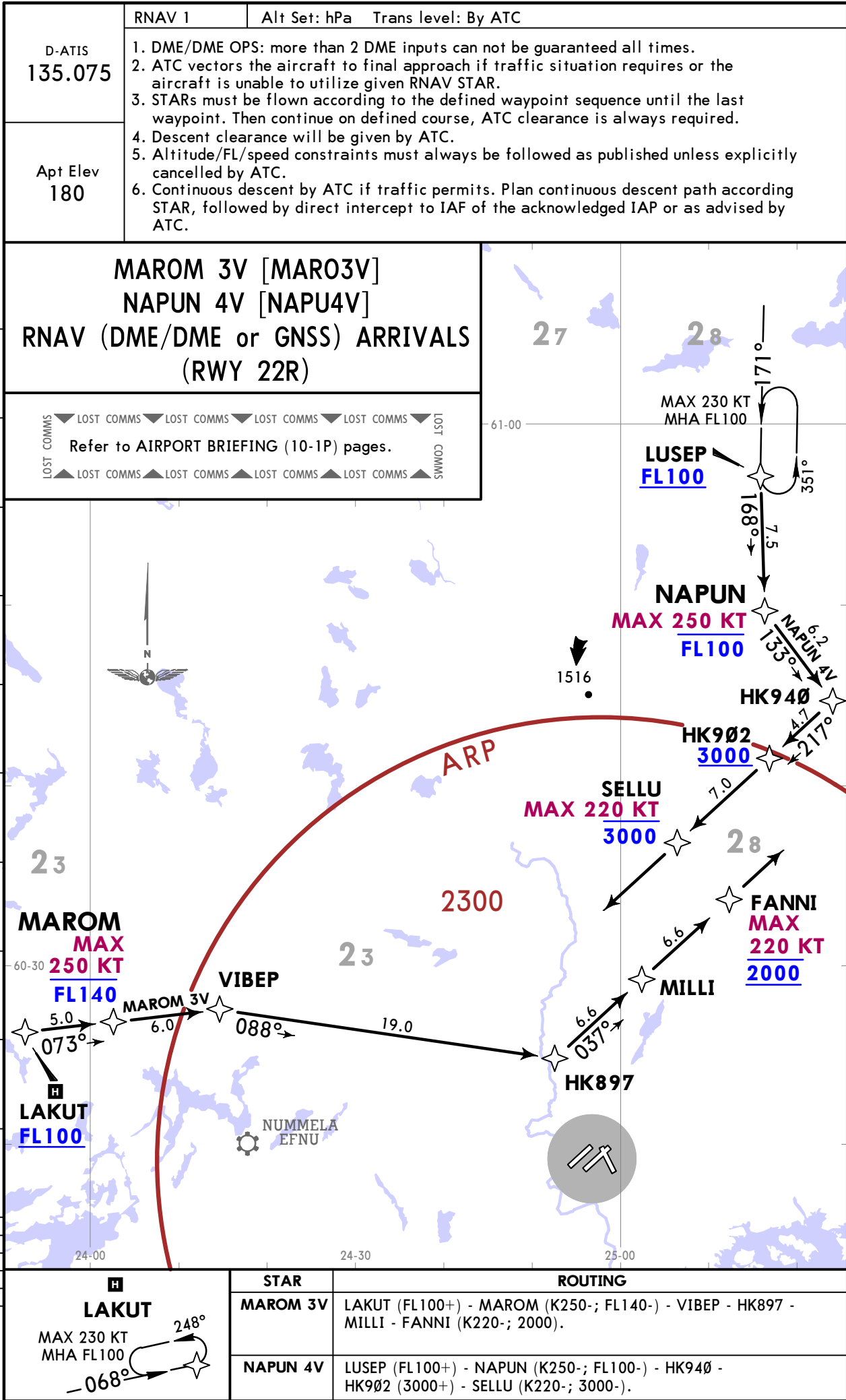
HELSINKI, FINLAND
RNAV STAR



EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 (10-25)

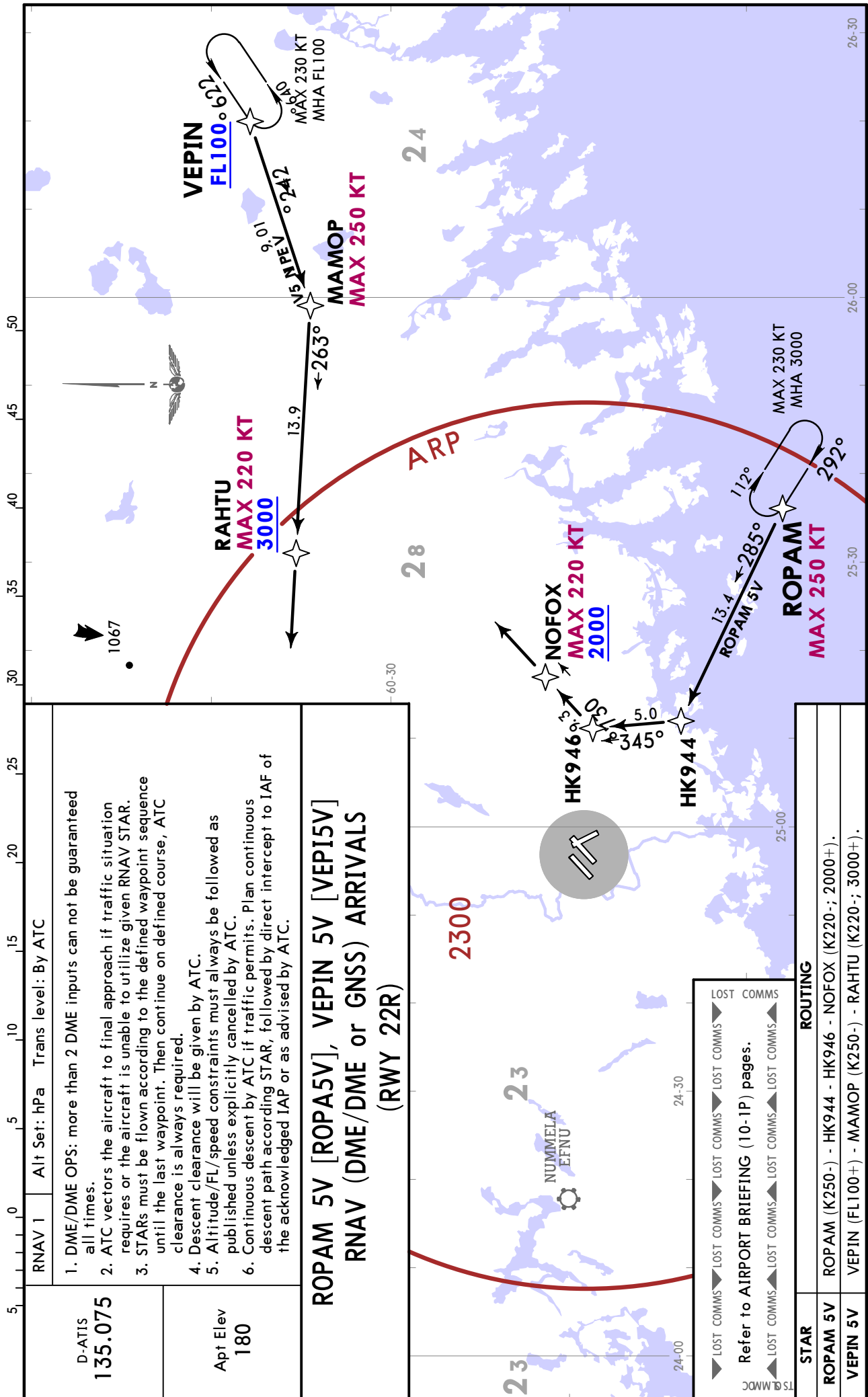
HELSINKI, FINLAND
RNAV STAR



EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 (10-2T)

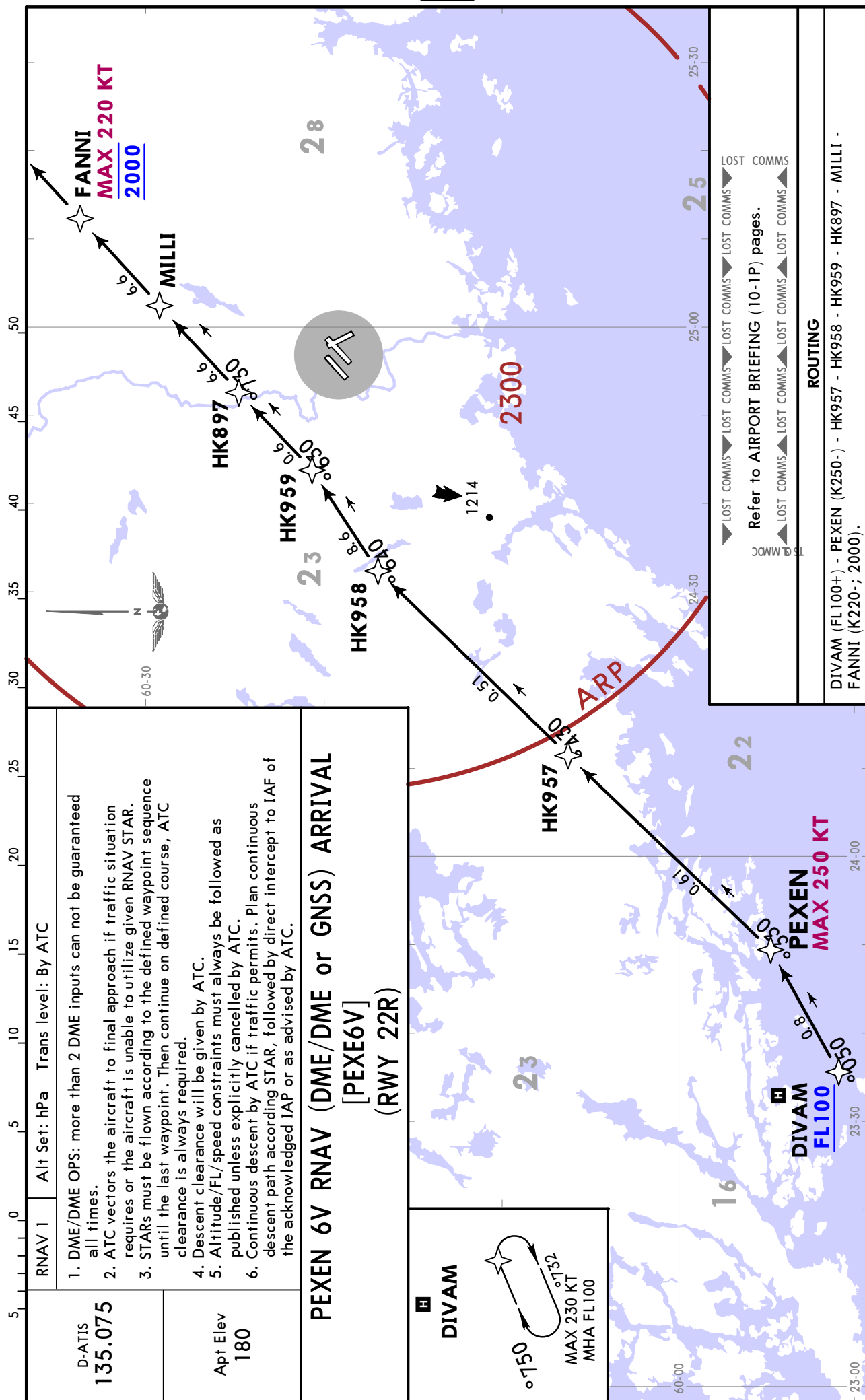
HELSINKI, FINLAND

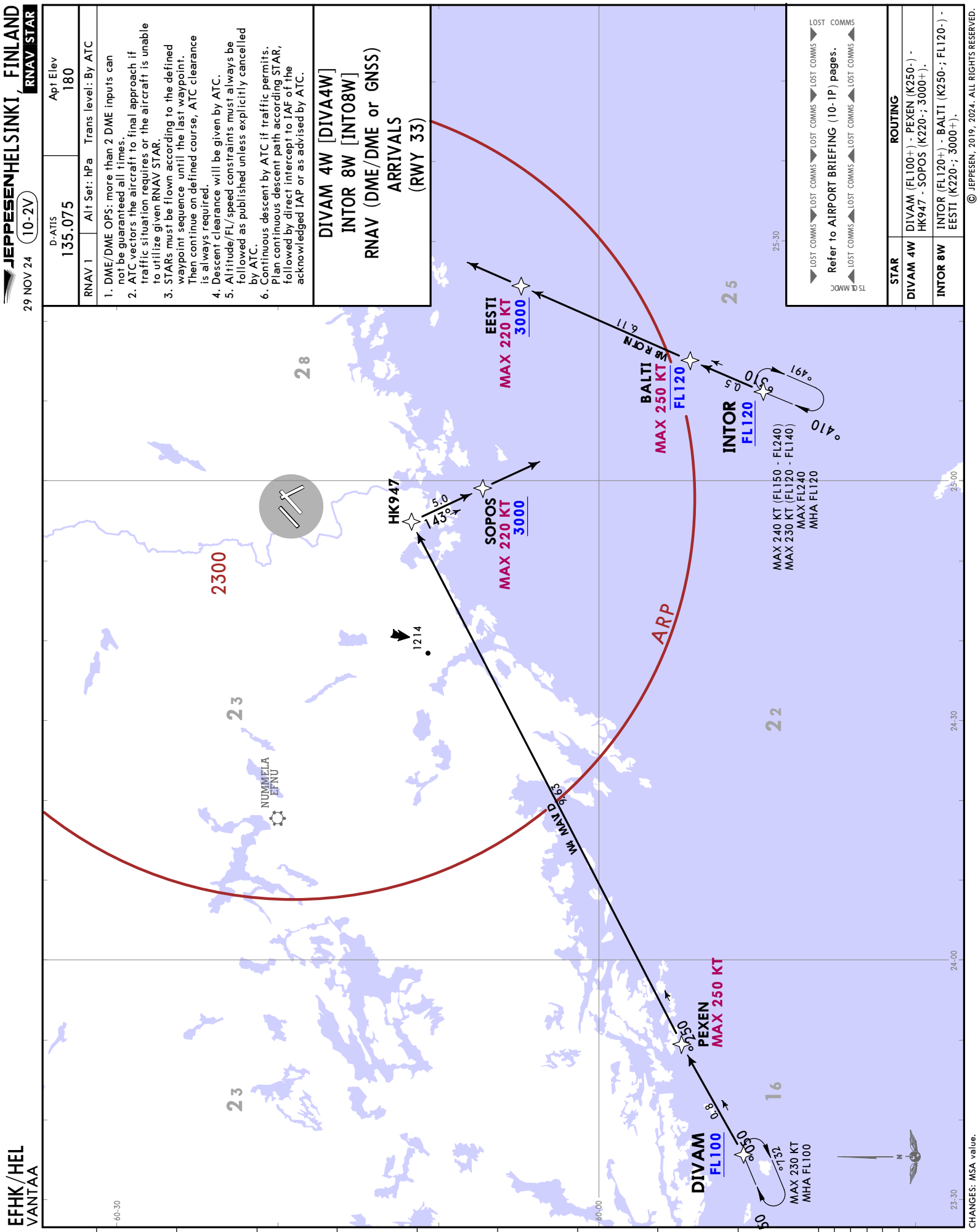
RNAV STAR

**EFHK/HEL
VANTAA**

JEPPESSEN
29 NOV 24 (10-2U)

HELSINKI, FINLAND
RNAV STAR



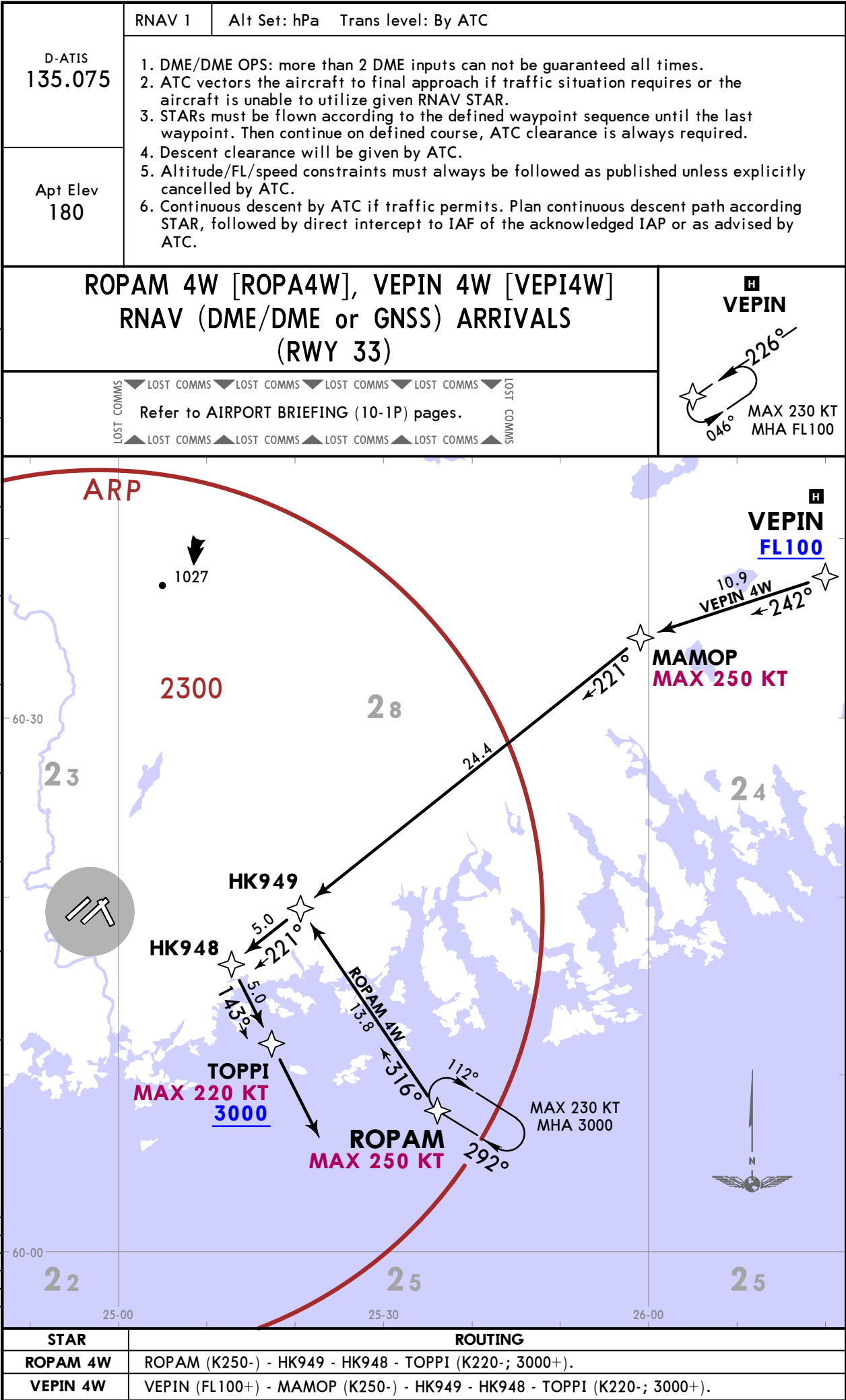




EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 10-2X

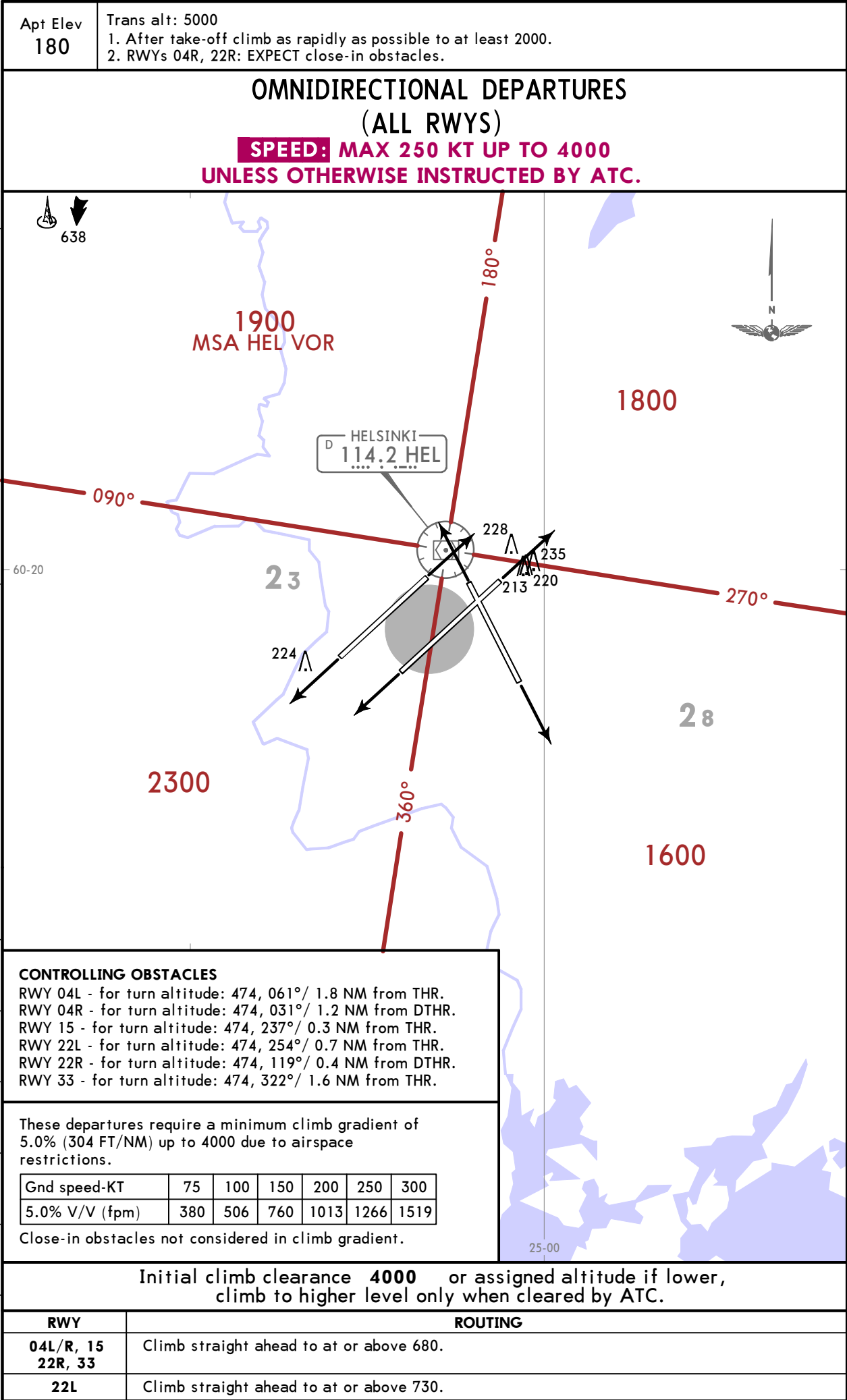
HELSINKI, FINLAND
RNAV STAR



EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 10-3

HELSINKI, FINLAND
DEPARTURE



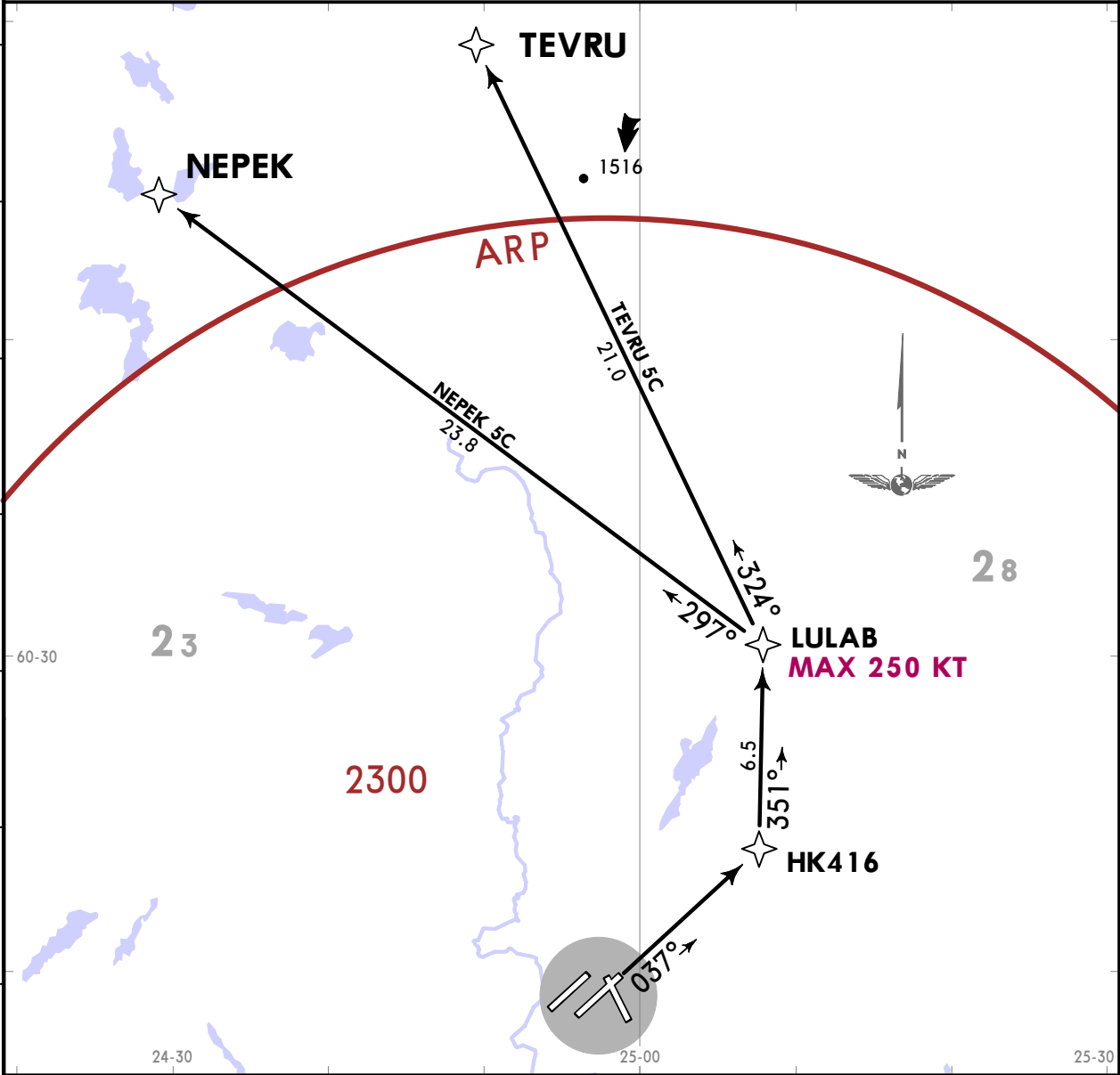
EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 10-3B

HELSINKI, FINLAND
RNAV SID

HELSEINKI Radar 129.850	Apt Elev 180	Trans alt: 5000
		RNAV 1
		1. DME/DME not supported. 2. Maintain Tower frequency until passing 1500, then contact HELSINKI Radar. 3. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level. 4. After take-off climb as rapidly as possible to at least 2180. 5. SIDs are also minimum noise routings. 6. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off. 7. EXPECT close-in obstacles.

NEPEK 5C [NEPE5C], TEVRU 5C [TEVR5C]
RNAV (GNSS) DEPARTURES
(RWY 04R)



These SIDs require a minimum climb gradient of 5.0% (304 FT/NM) up to 4000 due to airspace restrictions.						
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

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

SID	ROUTING
NEPEK 5C	(680+) - HK416 - LULAB (K250-) - NEPEK.
TEVRU 5C	(680+) - HK416 - LULAB (K250-) - TEVRU.

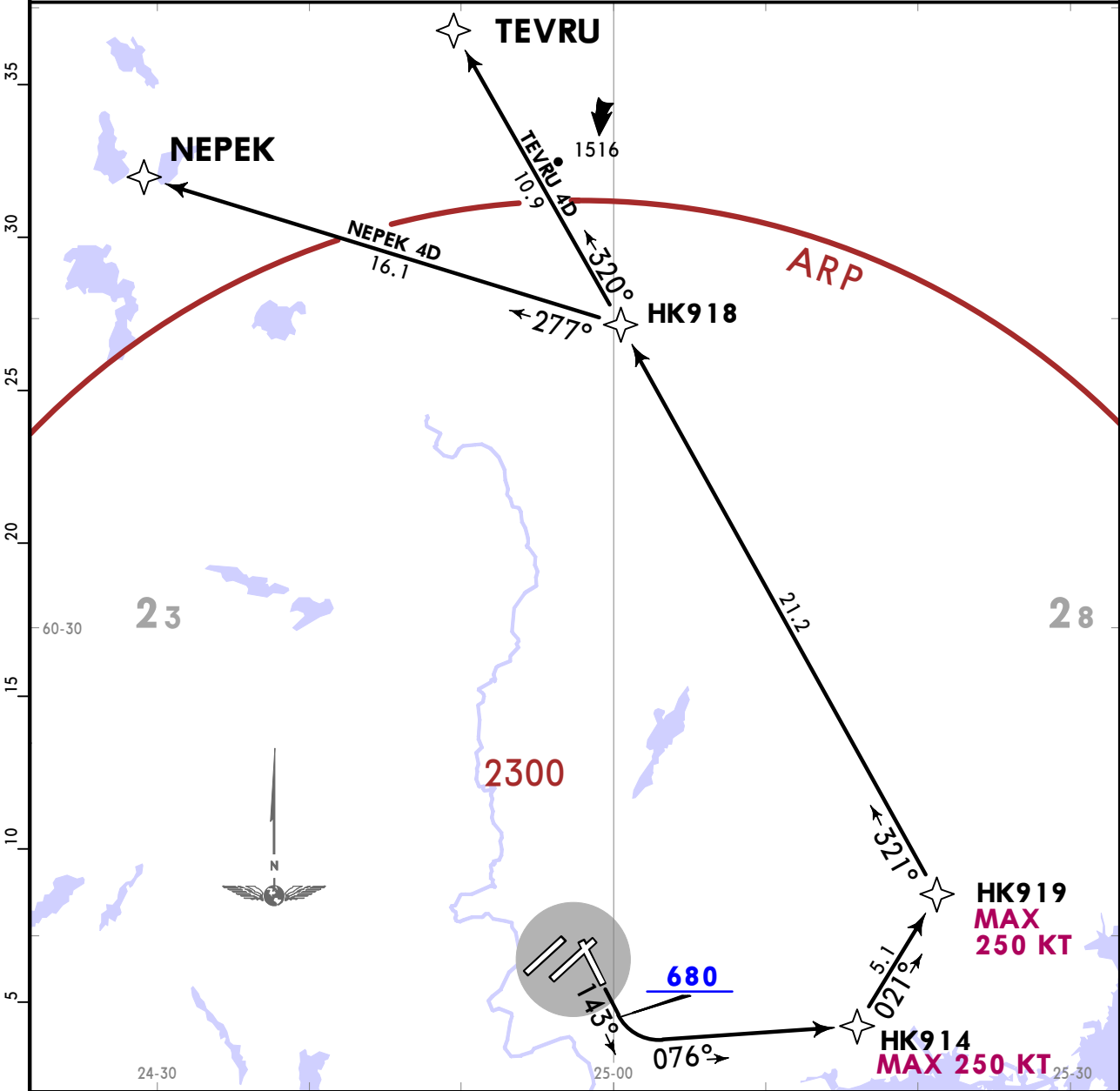
EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 (10-3C)

HELSINKI, FINLAND
RNAV SID

HELSEINKI Radar 119.100	Apt Elev 180	RNAV 1	Trans alt: 5000
		1. DME/DME not supported. 2. Maintain Tower frequency until passing 1500, then contact HELSINKI Radar. 3. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level. 4. After take-off climb as rapidly as possible to at least 2180. 5. SIDs are also minimum noise routings. 6. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.	

NEPEK 4D [NEPE4D], TEVRU 4D [TEVR4D]
RNAV (GNSS) DEPARTURES
(RWY 15)



These SIDs require a minimum climb gradient of 5.0% (304 FT/NM) up to 4000 due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Refer to AIRPORT BRIEFING (10-1P) pages.

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

SID	ROUTING
NEPEK 4D	(680+) - HK914 (K250-) - HK919 (K250-) - HK918 - NEPEK.
TEVRU 4D	(680+) - HK914 (K250-) - HK919 (K250-) - HK918 - TEVRU.

10-3D

RNAV SID

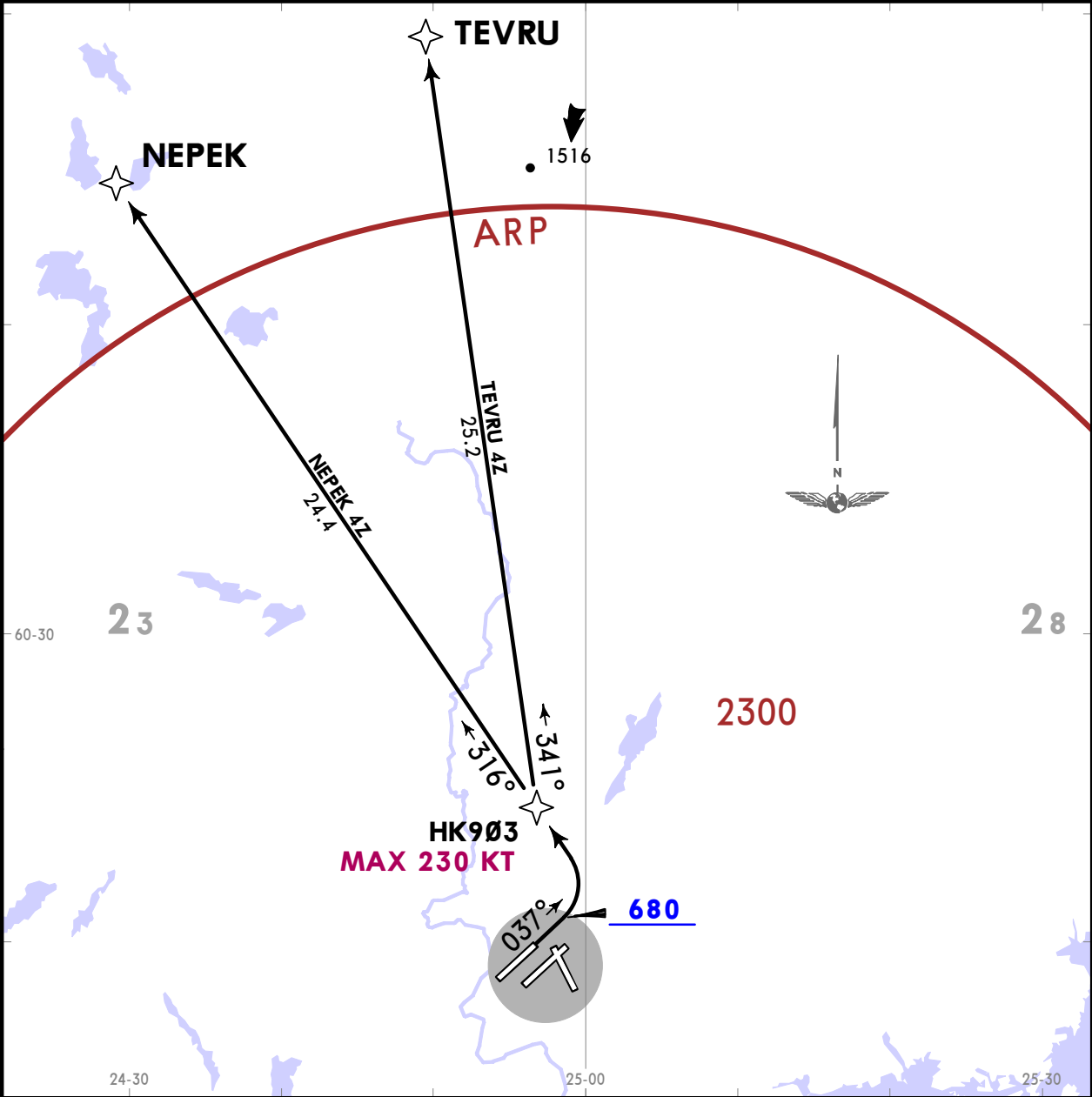
EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 10-3F

HELSINKI, FINLAND
RNAV SID

HELSENKI Radar 129.850	Apt Elev 180	RNAV 1	Trans alt: 5000
		1. DME/DME not supported. 2. Maintain Tower frequency until passing 1500, then contact HELSENKI Radar. 3. At first contact with HELSENKI Radar report SID or RADAR heading given by ATC and level. 4. After take-off climb as rapidly as possible to at least 2180. 5. SIDs are also minimum noise routings. 6. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.	

NEPEK 4Z [NEPE4Z], TEVRU 4Z [TEVR4Z]
RNAV (GNSS) DEPARTURES
(RWY 04L)



These SIDs require a minimum climb gradient of 5.0% (304 FT/NM) up to 4000 due to airspace restrictions.						
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

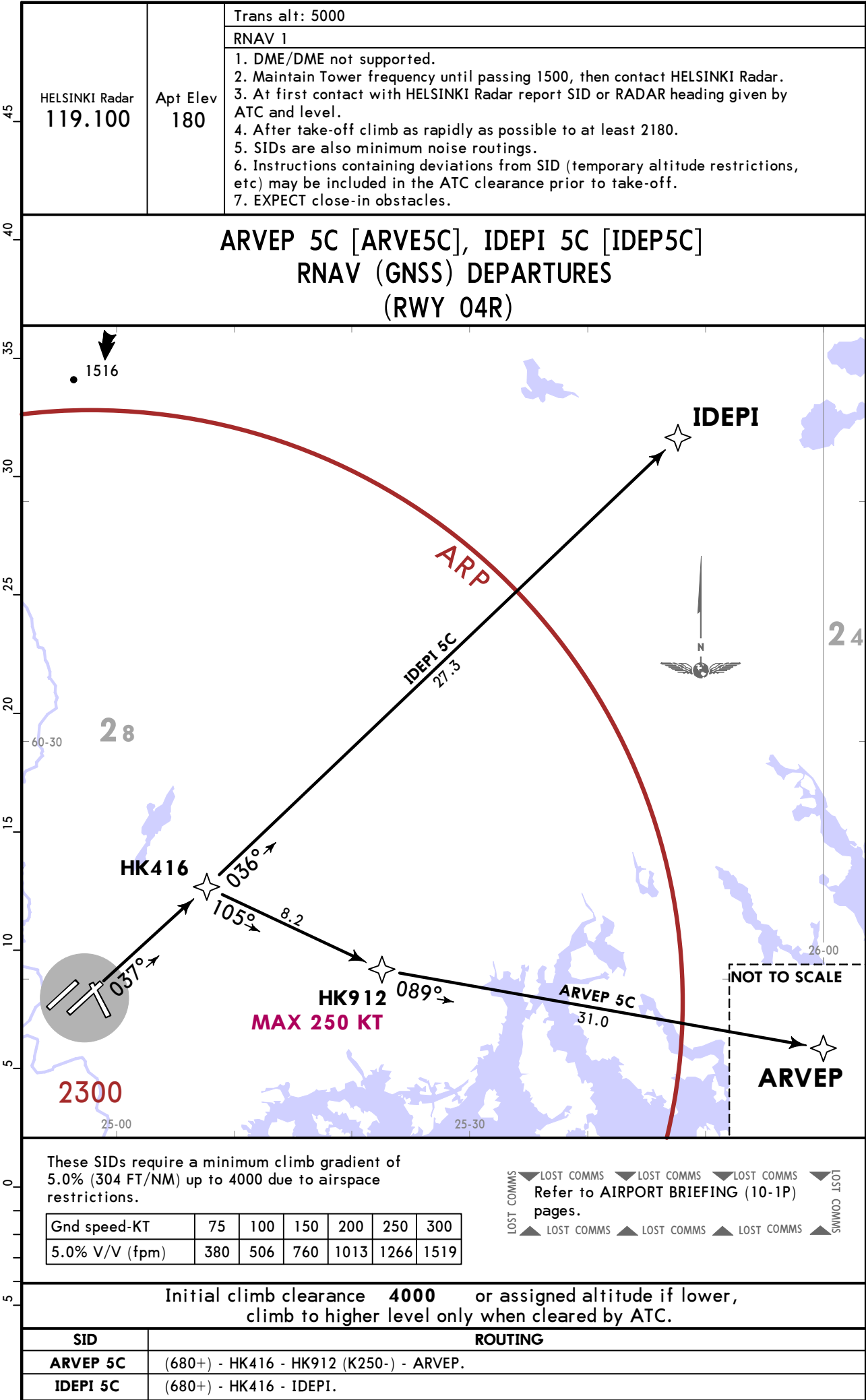
Initial climb clearance 4000 or assigned altitude if lower, climb to higher level only when cleared by ATC.

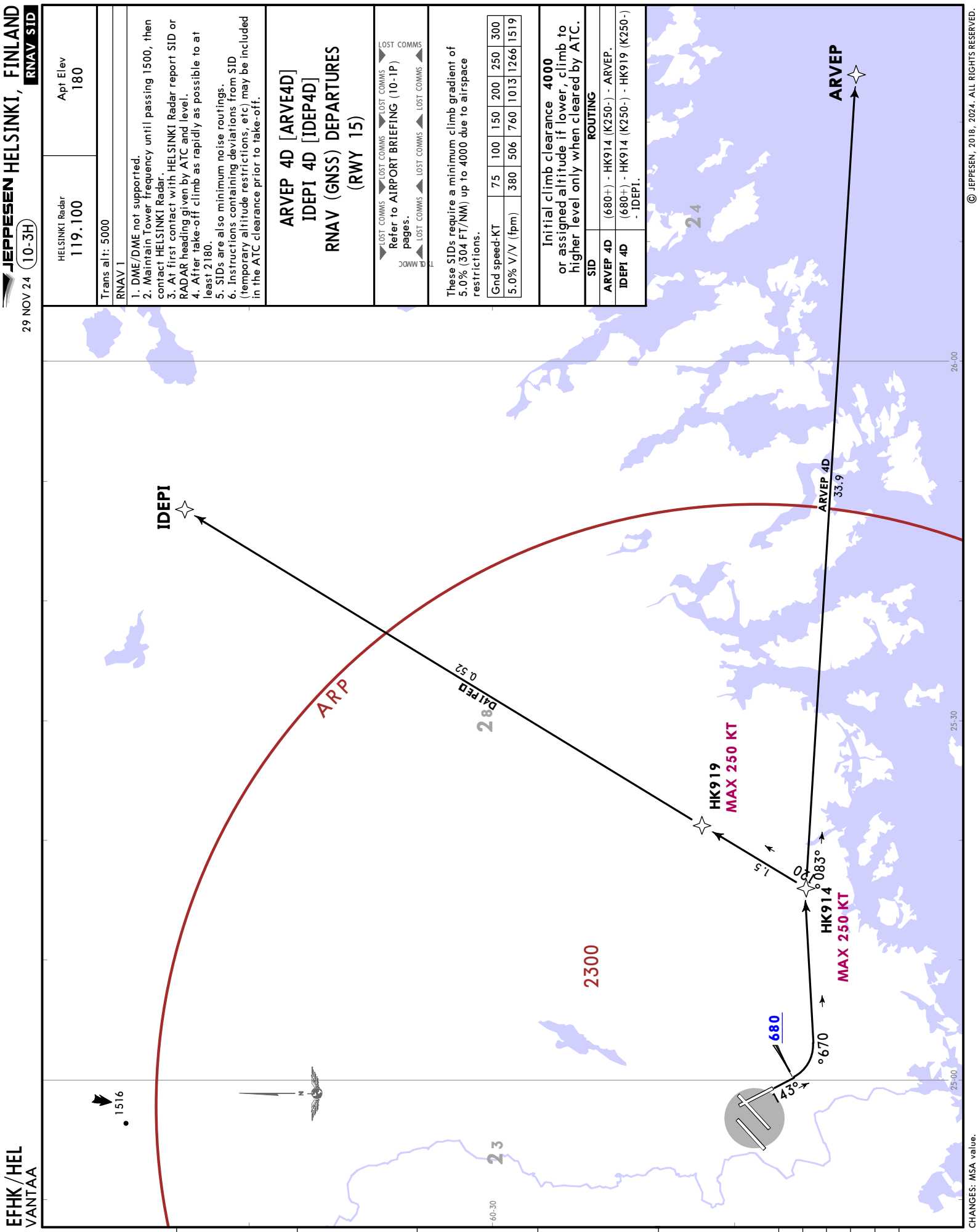
SID	ROUTING
NEPEK 4Z	(680+) - HK903 (K230-) - NEPEK.
TEVRU 4Z	(680+) - HK903 (K230-) - TEVRU.

EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 (10-3G)

HELSINKI, FINLAND
RNAV SID







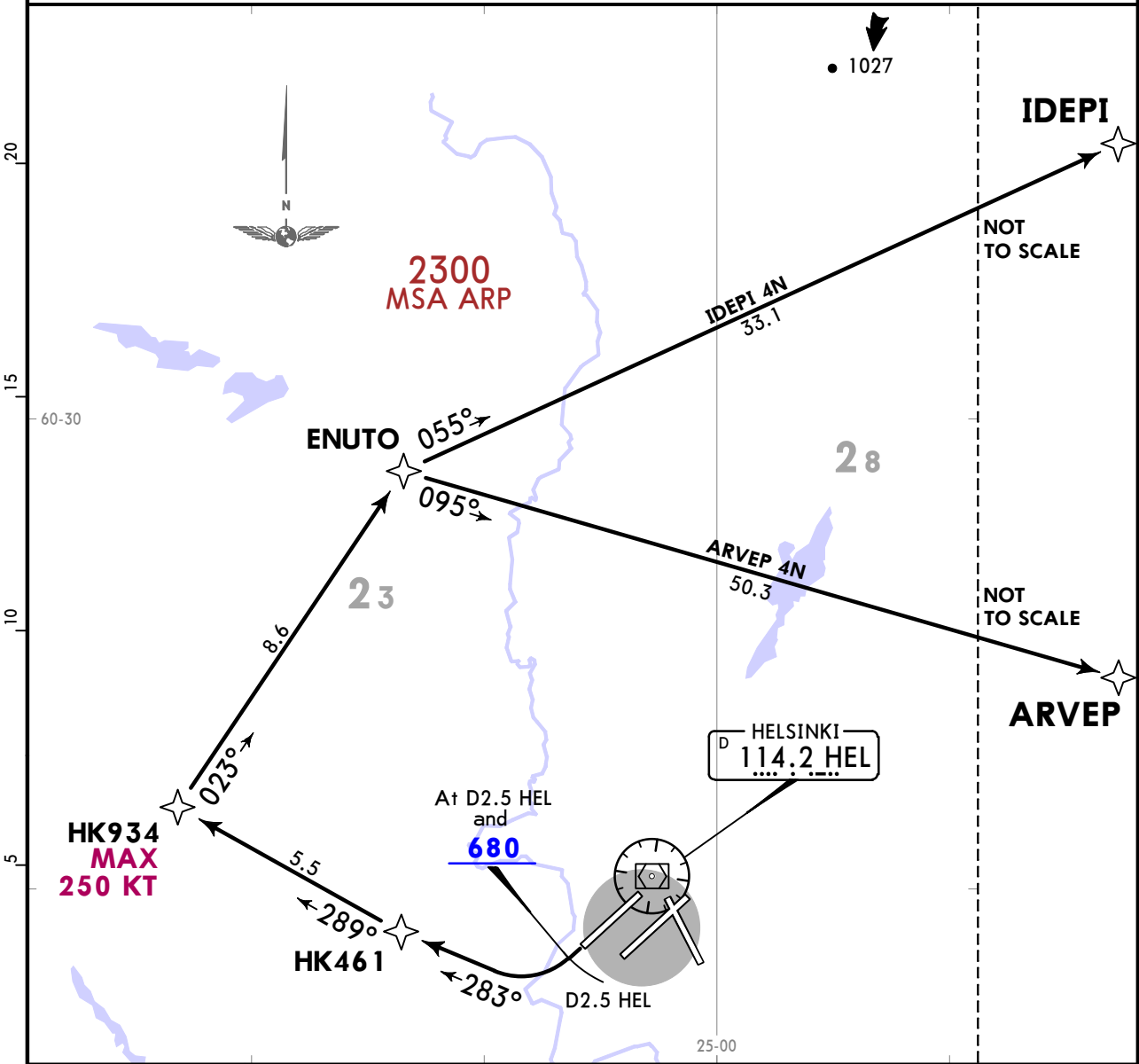
EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 10-3K

HELSINKI, FINLAND
RNAV SID

HELSINKI Radar 129.850	Apt Elev 180	RNAV 1	Trans alt: 5000
		1. DME/DME not supported. 2. Maintain Tower frequency until passing 1500, then contact HELSINKI Radar. 3. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level. 4. After take-off climb as rapidly as possible to at least 2180. 5. SIDs are also minimum noise routings. 6. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off. 7. EXPECT close-in obstacles.	

ARVEP 4N [ARVE4N], IDEPI 4N [IDEP4N]
RNAV (GNSS) DEPARTURES
(RWY 22R)



These SIDs require a minimum climb gradient of 5.0% (304 FT/NM) up to 4000 due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Refer to AIRPORT BRIEFING (10-1P) pages.

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

SID	ROUTING
ARVEP 4N	Climb on runway track to D2.5 HEL, turn RIGHT, 283° track to HK461 - HK934 (K250-) - ENUTO - ARVEP.
IDEPI 4N	Climb on runway track to D2.5 HEL, turn RIGHT, 283° track to HK461 - HK934 (K250-) - ENUTO - IDEPI.

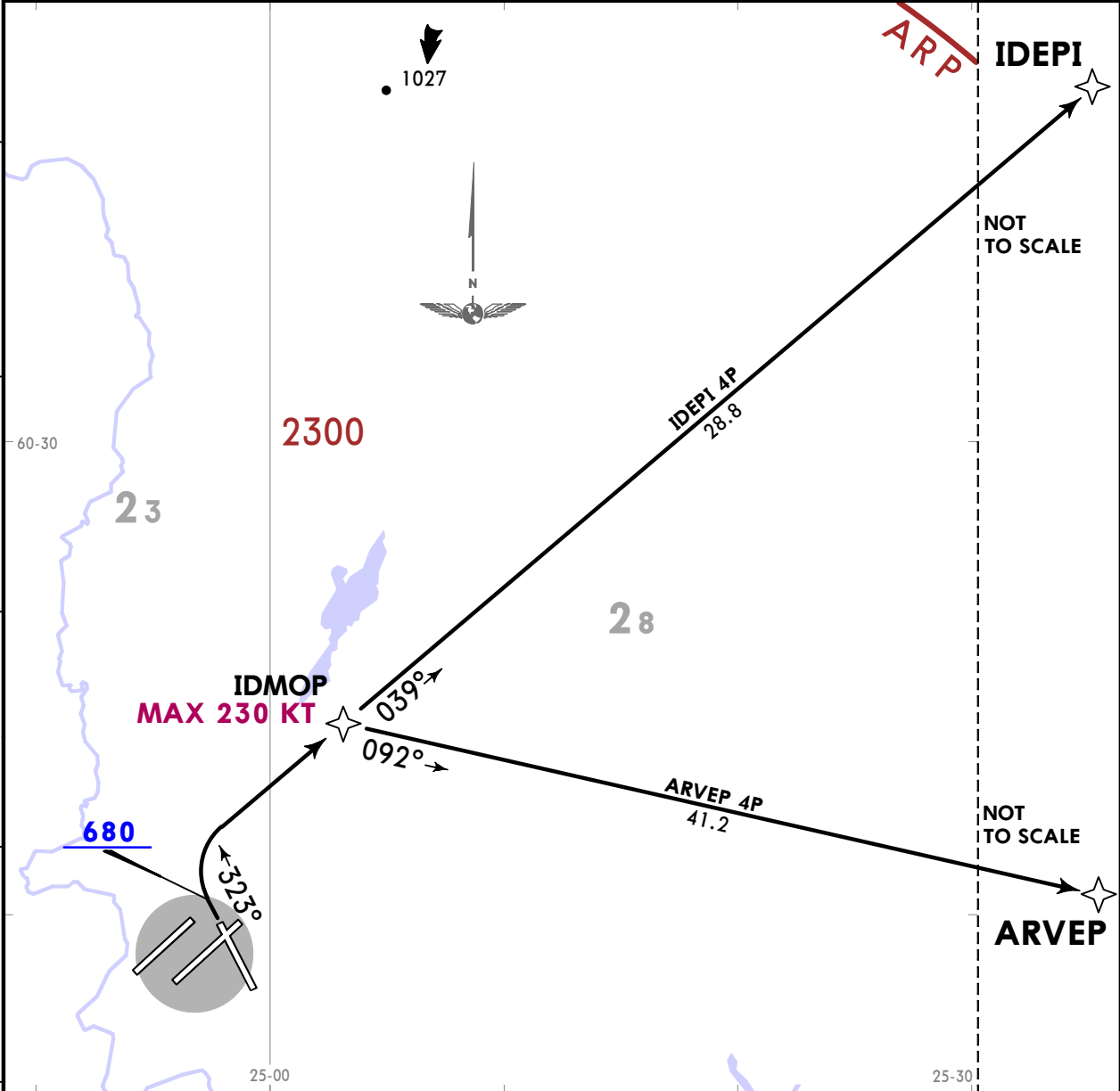
EFHK/HEL
VANTAA

29 NOV 24 10-3L

HELSINKI, FINLAND
RNAV SID

HELSINKI Radar 119.100	Apt Elev 180	Trans alt: 5000
		RNAV 1
		1. DME/DME not supported.
		2. Maintain Tower frequency until passing 1500, then contact HELSINKI Radar.
		3. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.
		4. After take-off climb as rapidly as possible to at least 2180.
		5. SIDs are also minimum noise routings.
		6. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.

ARVEP 4P [ARVE4P], IDEPI 4P [IDEP4P]
RNAV (GNSS) DEPARTURES
(RWY 33)



These SIDs require a minimum climb gradient of 5.0% (304 FT/NM) up to 4000 due to airspace restrictions.						
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

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

SID	ROUTING
ARVEP 4P	(680+) - IDMOP (K230-) - ARVEP.
IDEPI 4P	(680+) - IDMOP (K230-) - IDEPI.

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VANTAA

JEPPESSEN
29 NOV 24 (10-3M)

HELSINKI, FINLAND
RNAV SID

HELSINKI Radar
119.100

Apt Elev
180

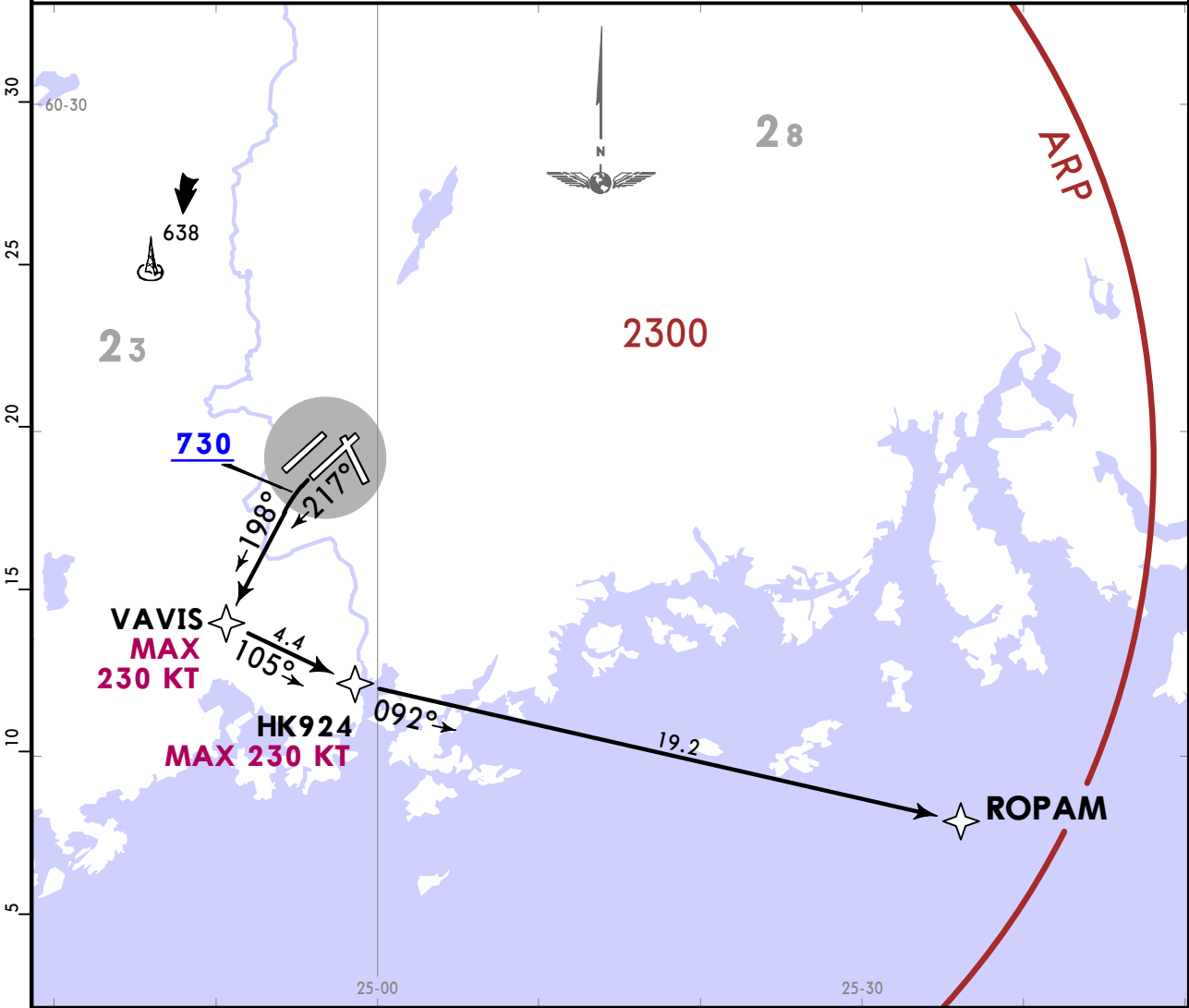
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RNAV 1

1. DME/DME not supported.
2. Maintain Tower frequency until passing 1500, then contact HELSINKI Radar.
3. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.
4. For noise abatement refer to 10-1P9.
5. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.

ROPAM 3F [ROPA3F]
RNAV (GNSS) DEPARTURE
(RWY 22L)
PROP ONLY

ONLY FOR AIRCRAFT IN WAKE TURBULENCE CATEGORY L OR M AND NOT EXCEEDING
FLYOVER NOISE LEVEL 89 EPND B ACCORDING TO ICAO ANNEX 16, CHAPTER 3



This SID requires a minimum climb gradient of 5.0% (304 FT/NM) up to 4000 due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Refer to AIRPORT BRIEFING (10-1P) pages.

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

ROUTING

(730+) - VAVIS (K230-) - HK924 (K230-) - ROPAM.

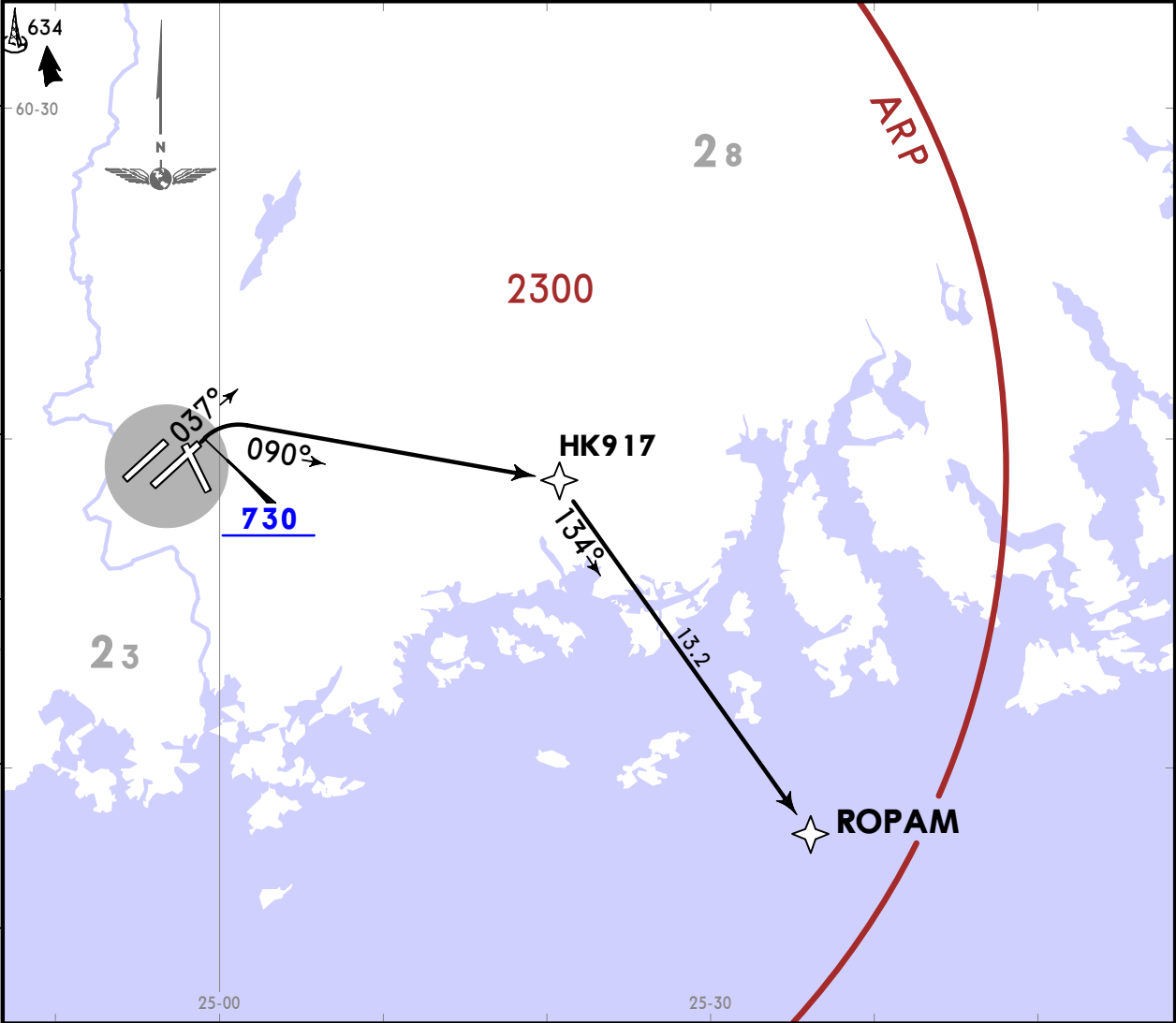
EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 (10-3N)

HELSINKI, FINLAND
RNAV SID

HELSINKI Radar 119.100	Trans alt: 5000
	RNAV 1
Apt Elev 180	1. DME/DME not supported.
	2. Maintain Tower frequency until passing 1500, then contact HELSINKI Radar.
	3. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.
	4. After take-off climb as rapidly as possible to at least 2180.
	5. SIDs are also minimum noise routings.
	6. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.
	7. EXPECT close-in obstacles.

ROPAM 3S [ROPA3S]
RNAV (GNSS) DEPARTURE
(RWY 04R)
PROP/TURBOPROP ONLY
ONLY FOR AIRCRAFT NOT EXCEEDING FLYOVER NOISE LEVEL 89 EPNDB
ACCORDING TO ICAO ANNEX 16, CHAPTER 3



This SID requires a minimum climb gradient of 5.0% (304 FT/NM) up to 4000 due to airspace restrictions.						
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	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						
(730+) - HK917 - ROPAM.						

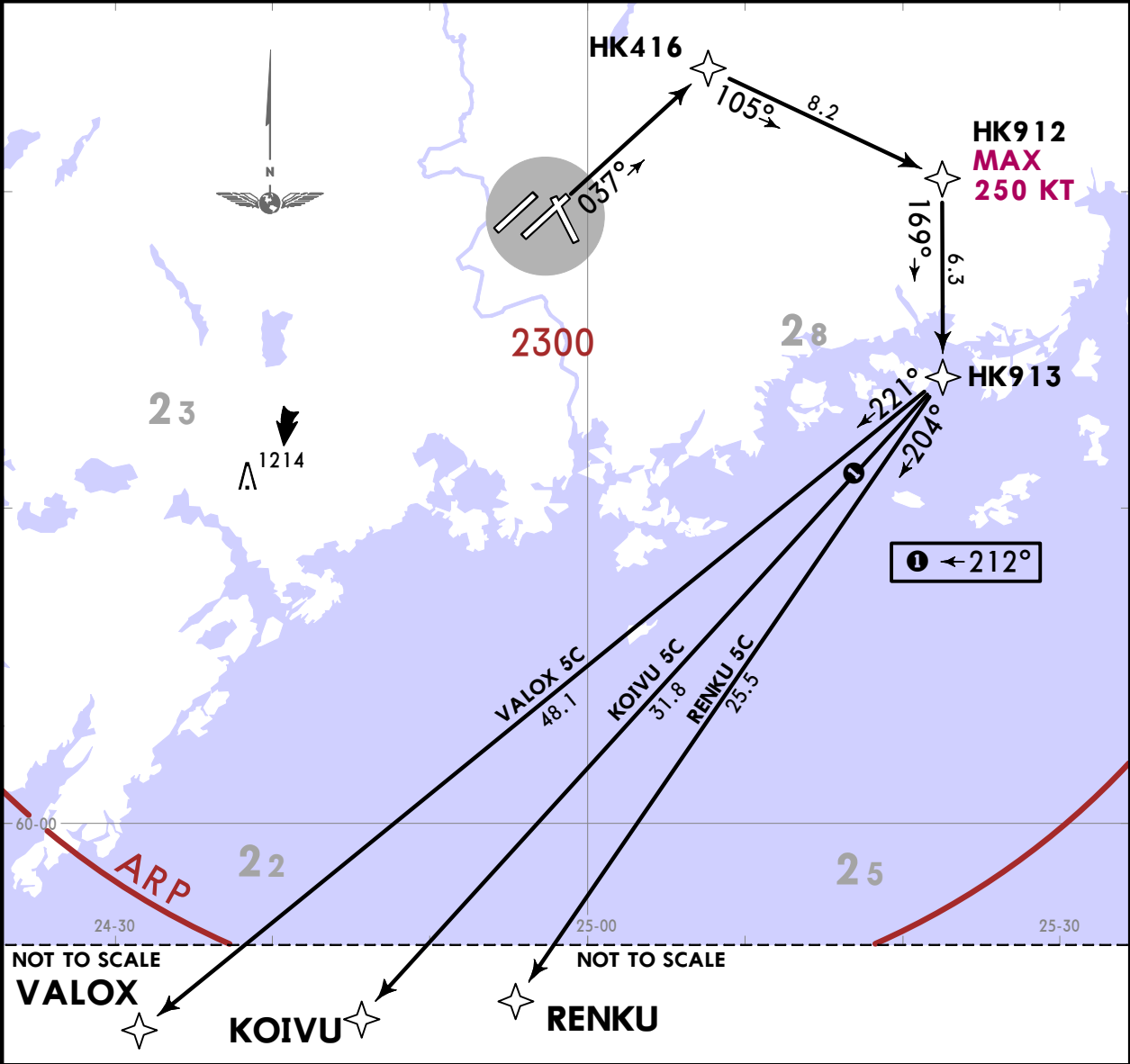
EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 10-3P

HELSINKI, FINLAND
RNAV SID

HELSEINKI Radar 119.100	Apt Elev 180	Trans alt: 5000
		RNAV 1
		1. DME/DME not supported. 2. Maintain Tower frequency until passing 1500, then contact HELSINKI Radar. 3. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level. 4. After take-off climb as rapidly as possible to at least 2180. 5. SIDs are also minimum noise routings. 6. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off. 7. EXPECT close-in obstacles.

KOIVU 5C [KOIV5C], RENKU 5C [RENK5C], VALOX 5C [VALO5C]
RNAV (GNSS) DEPARTURES
(RWY 04R)



These SIDs require a minimum climb gradient of 5.0% (304 FT/NM) up to 4000 due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Refer to AIRPORT BRIEFING (10-1P) pages.

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

SID	ROUTING
KOIVU 5C	(680+) - HK416 - HK912 (K250-) - HK913 - KOIVU.
RENKU 5C	(680+) - HK416 - HK912 (K250-) - HK913 - RENKU.
VALOX 5C	(680+) - HK416 - HK912 (K250-) - HK913 - VALOX.

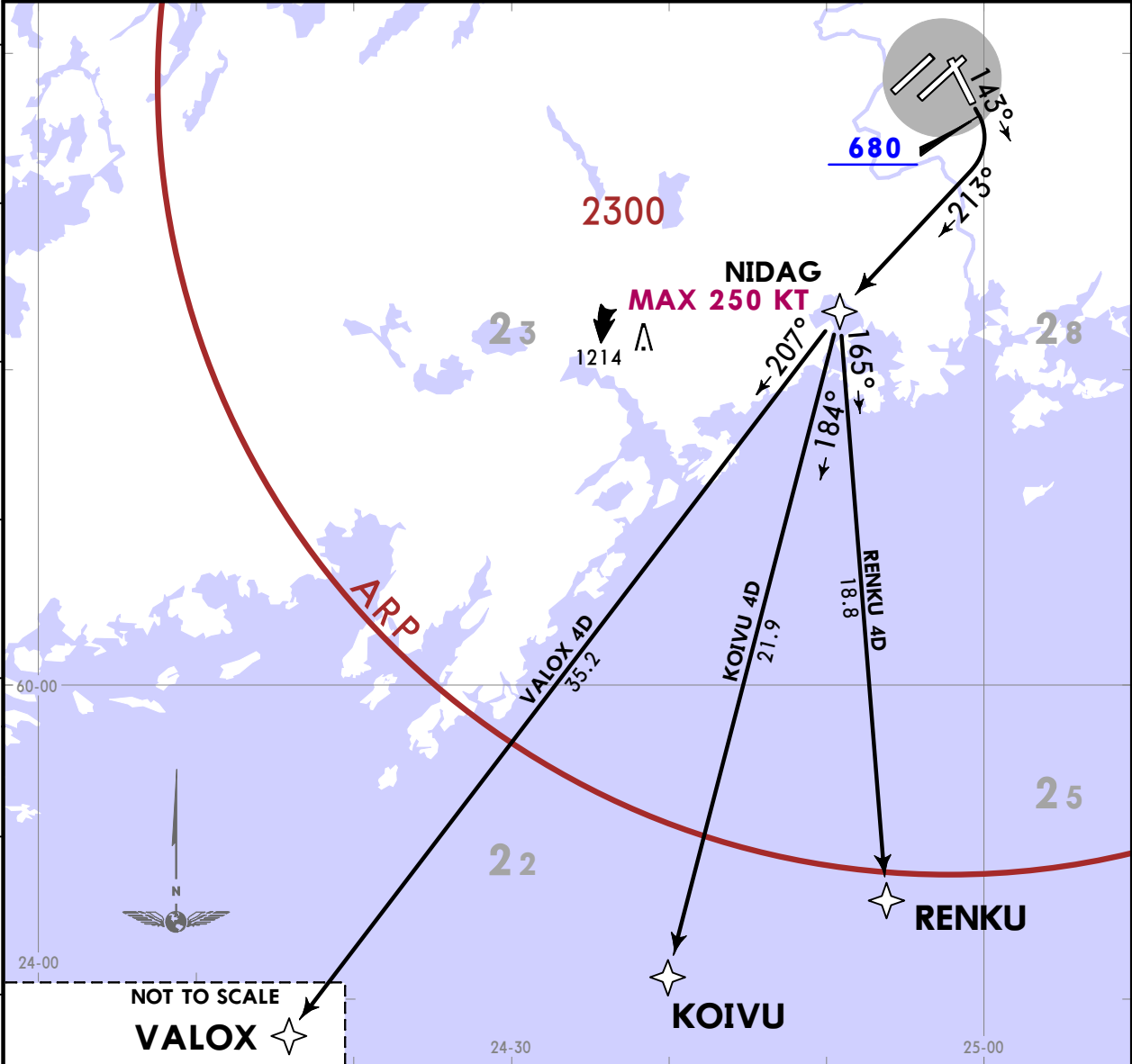
EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 10-3Q

HELSINKI, FINLAND
RNAV SID

HELSENKI Radar 119.100	Apt Elev 180	Trans alt: 5000
		RNAV 1
		1. DME/DME not supported. 2. Maintain Tower frequency until passing 1500, then contact HELSENKI Radar. 3. At first contact with HELSENKI Radar report SID or RADAR heading given by ATC and level. 4. After take-off climb as rapidly as possible to at least 2180. 5. SIDs are also minimum noise routings. 6. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.

KOIVU 4D [KOIV4D], RENKU 4D [RENK4D], VALOX 4D [VALO4D]
RNAV (GNSS) DEPARTURES
(RWY 15)



These SIDs require a minimum climb gradient of 5.0% (304 FT/NM) up to 4000 due to airspace restrictions.						
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

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

SID	ROUTING
KOIVU 4D	(680+) - NIDAG (K250-) - KOIVU.
RENKU 4D	(680+) - NIDAG (K250-) - RENKU.
VALOX 4D	(680+) - NIDAG (K250-) - VALOX.

EFHK/HEL
VANTAA

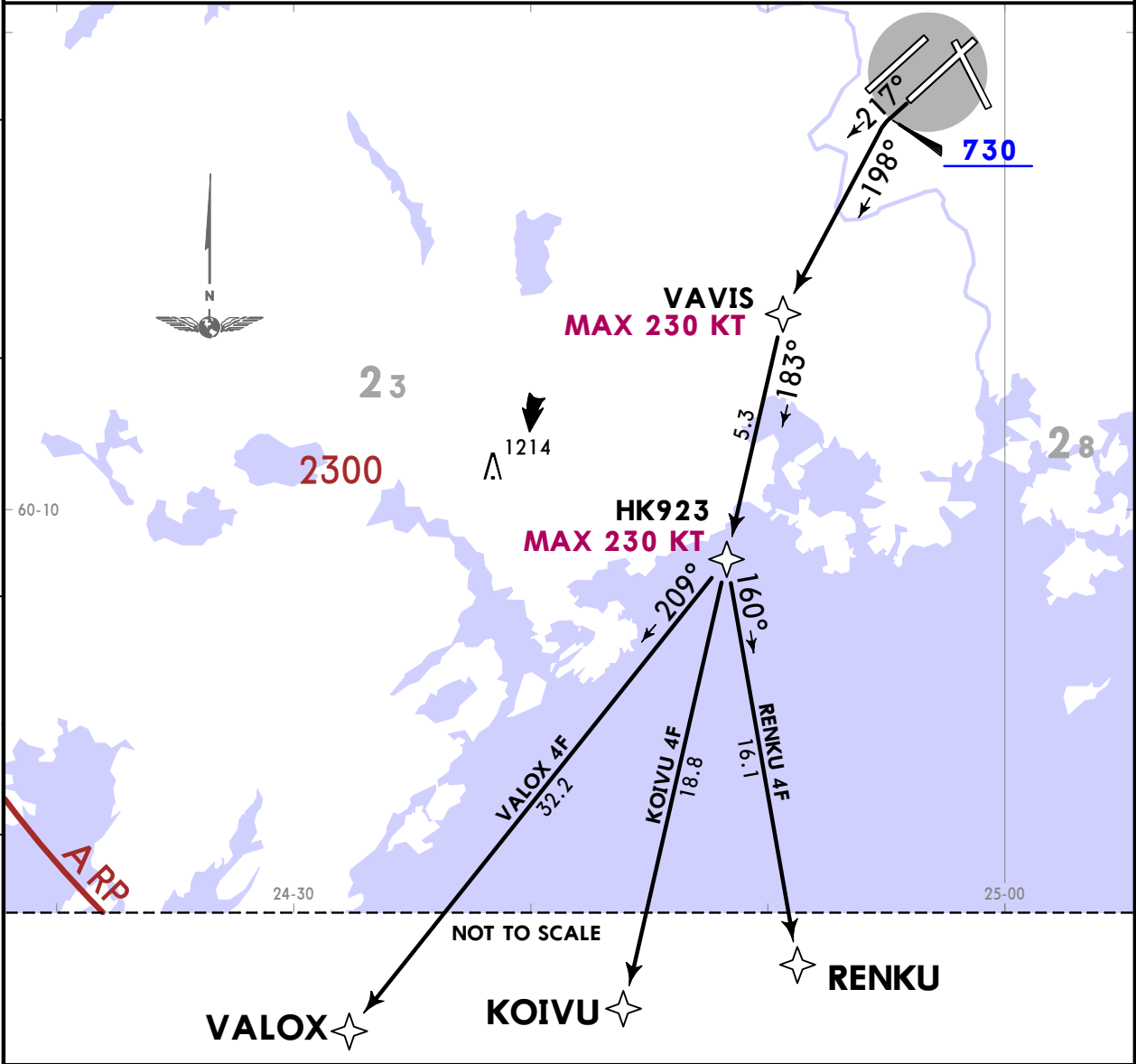
JEPPESSEN
29 NOV 24 10-3S

HELSINKI, FINLAND
RNAV SID

HELSINKI Radar 119.100	Trans alt: 5000
	RNAV 1
Apt Elev 180	1. DME/DME not supported. 2. Maintain Tower frequency until passing 1500, then contact HELSINKI Radar. 3. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level. 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.

KOIVU 4F [KOIV4F], RENKU 4F [RENK4F], VALOX 4F [VALO4F]
RNAV (GNSS) DEPARTURES
(RWY 22L)

ONLY FOR AIRCRAFT IN WAKE TURBULENCE CATEGORY L OR M AND NOT EXCEEDING
FLYOVER NOISE LEVEL 89 EPND B ACCORDING TO ICAO ANNEX 16, CHAPTER 3



These SIDs require a minimum climb gradient of 5.0% (304 FT/NM) up to 4000 due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Refer to AIRPORT BRIEFING (10-1P) pages.

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

SID	ROUTING
KOIVU 4F	(730+) - VAVIS (K230-) - HK923 (K230-) - KOIVU.
RENKU 4F	(730+) - VAVIS (K230-) - HK923 (K230-) - RENKU.
VALOX 4F	(730+) - VAVIS (K230-) - HK923 (K230-) - VALOX.

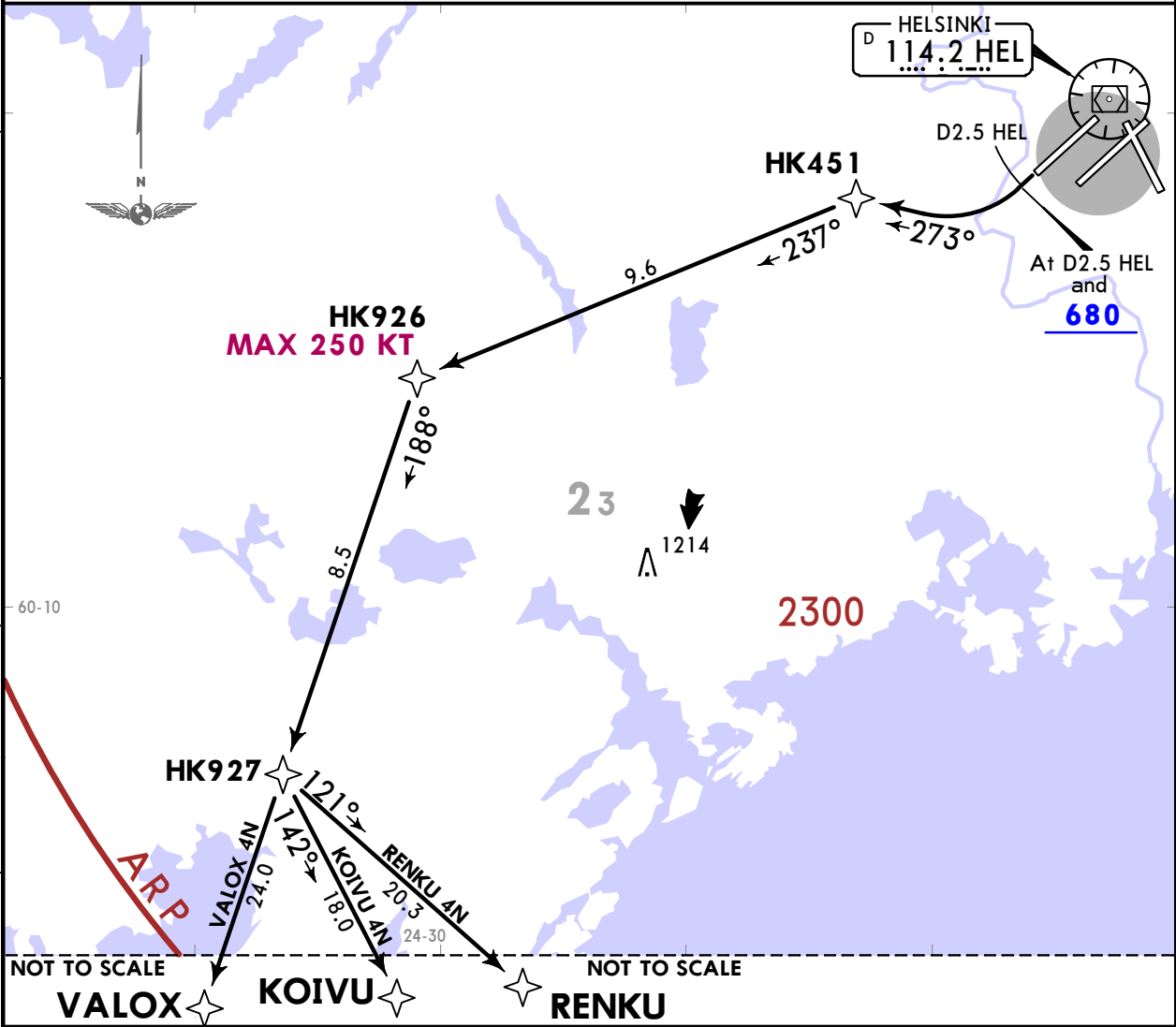
EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 (10-3T)

HELSINKI, FINLAND
RNAV SID

HELSINKI Radar 119.100	Apt Elev 180	RNAV 1	Trans alt: 5000
		1. DME/DME not supported. 2. Maintain Tower frequency until passing 1500, then contact HELSINKI Radar. 3. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level. 4. After take-off climb as rapidly as possible to at least 2180. 5. SIDs are also minimum noise routings. 6. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off. 7. EXPECT close-in obstacles.	

KOIVU 4N [KOIV4N], RENKU 4N [RENK4N], VALOX 4N [VALO4N]
RNAV (GNSS) DEPARTURES
(RWY 22R)



These SIDs require a minimum climb gradient of 5.0% (304 FT/NM) up to 4000 due to airspace restrictions.	
Gnd speed-KT	75 100 150 200 250 300
5.0% V/V (fpm)	380 506 760 1013 1266 1519

Initial climb clearance 4000 or assigned altitude if lower, climb to higher level only when cleared by ATC.	
SID	ROUTING
KOIVU 4N	Climb on runway track to D2.5 HEL, turn RIGHT, 273° track to HK451 - HK926 (K250-) - HK927 - KOIVU.
RENKU 4N	Climb on runway track to D2.5 HEL, turn RIGHT, 273° track to HK451 - HK926 (K250-) - HK927 - RENKU.
VALOX 4N	Climb on runway track to D2.5 HEL, turn RIGHT, 273° track to HK451 - HK926 (K250-) - HK927 - VALOX.

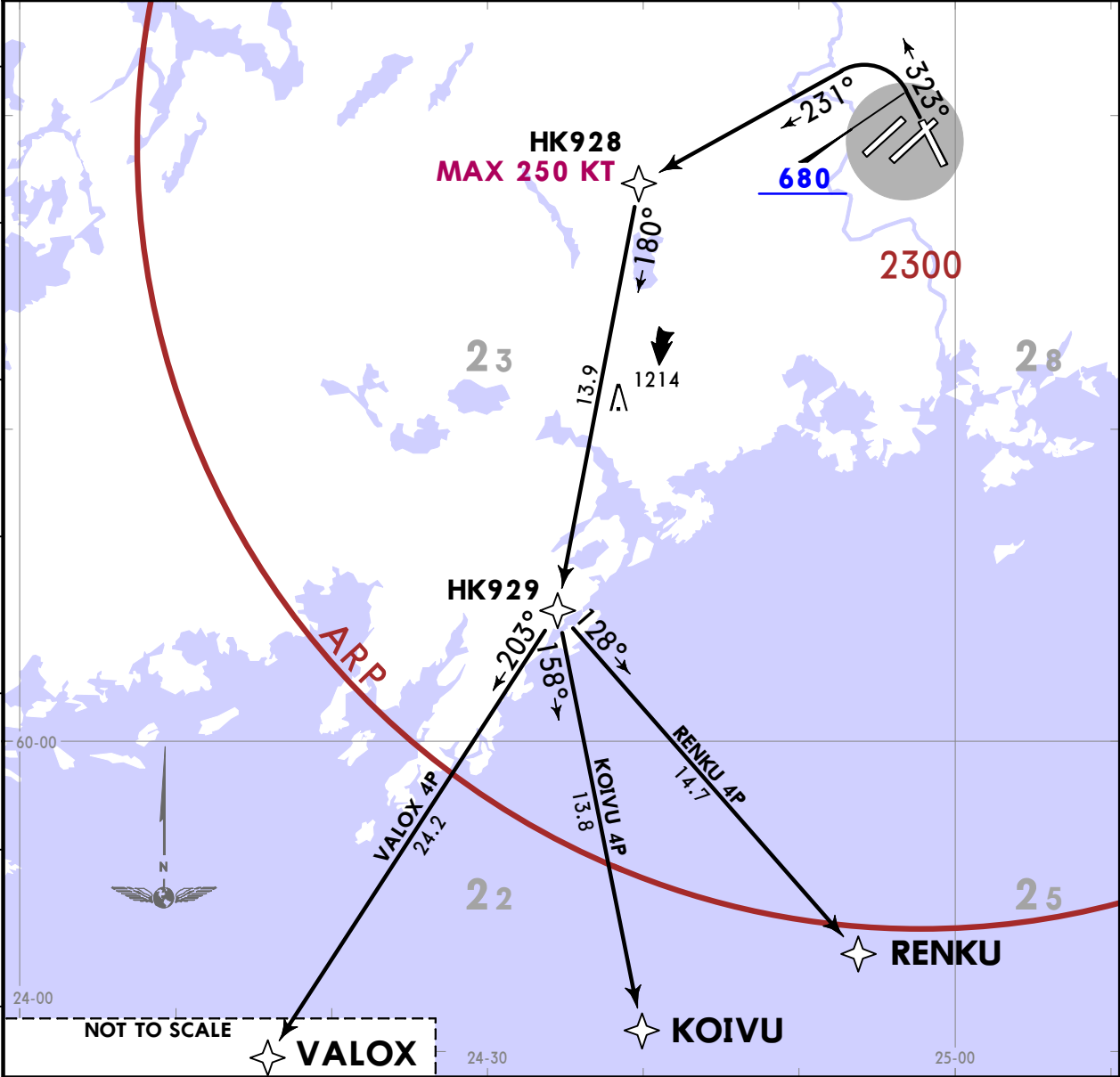
EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 (10-3U)

HELSINKI, FINLAND
RNAV SID

HELSENKI Radar 129.850	Apt Elev 180	Trans alt: 5000
		RNAV 1
		1. DME/DME not supported. 2. Maintain Tower frequency until passing 1500, then contact HELSENKI Radar. 3. At first contact with HELSENKI Radar report SID or RADAR heading given by ATC and level. 4. After take-off climb as rapidly as possible to at least 2180. 5. SIDs are also minimum noise routings. 6. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.

KOIVU 4P [KOIV4P], RENKU 4P [RENK4P], VALOX 4P [VALO4P]
RNAV (GNSS) DEPARTURES
(RWY 33)



These SIDs require a minimum climb gradient of 5.0% (304 FT/NM) up to 4000 due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Refer to AIRPORT BRIEFING (10-1P) pages.

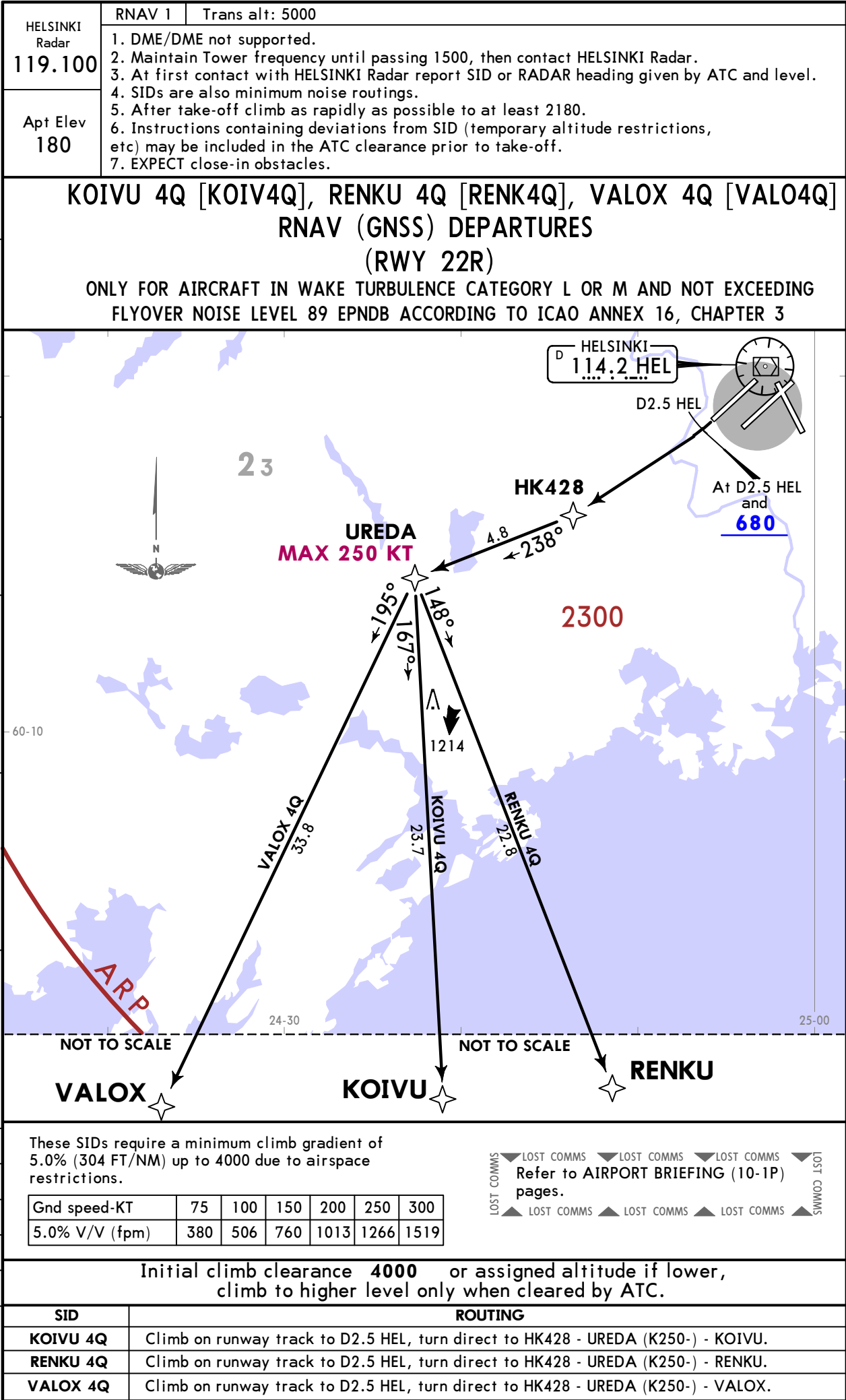
Initial climb clearance 4000 or assigned altitude if lower, climb to higher level only when cleared by ATC.

SID	ROUTING
KOIVU 4P	(680+) - HK928 (K250-) - HK929 - KOIVU.
RENKU 4P	(680+) - HK928 (K250-) - HK929 - RENKU.
VALOX 4P	(680+) - HK928 (K250-) - HK929 - VALOX.

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JEPPESSEN
29 NOV 24 10-3V

HELSINKI, FINLAND
RNAV SID



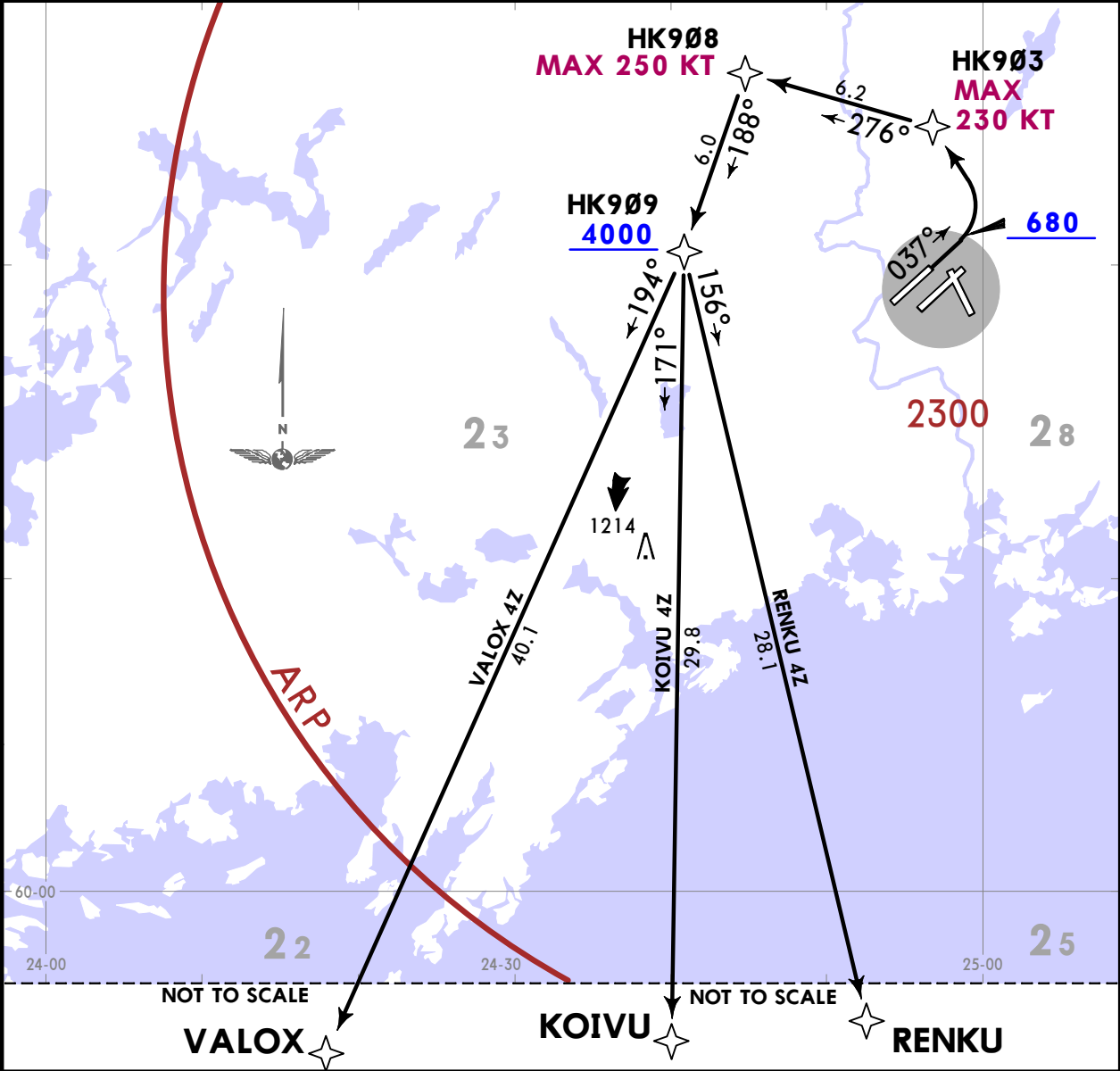
EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 10-3W

HELSINKI, FINLAND
RNAV SID

HELSENKI Radar 129.850	Apt Elev 180	Trans alt: 5000
		RNAV 1
		1. DME/DME not supported. 2. Maintain Tower frequency until passing 1500, then contact HELSENKI Radar. 3. At first contact with HELSENKI Radar report SID or RADAR heading given by ATC and level. 4. After take-off climb as rapidly as possible to at least 2180. 5. SIDs are also minimum noise routings. 6. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.

KOIVU 4Z [KOIV4Z], RENKU 4Z [RENK4Z], VALOX 4Z [VALO4Z]
RNAV (GNSS) DEPARTURES
(RWY 04L)



These SIDs require a minimum climb gradient of 5.0% (304 FT/NM) up to 4000 due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Refer to AIRPORT BRIEFING (10-1P) pages.

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

SID	ROUTING
KOIVU 4Z	(680+) - HK903 (K230-) - HK908 (K250-) - HK909 (4000+) - KOIVU.
RENKU 4Z	(680+) - HK903 (K230-) - HK908 (K250-) - HK909 (4000+) - RENKU.
VALOX 4Z	(680+) - HK903 (K230-) - HK908 (K250-) - HK909 (4000+) - VALOX.

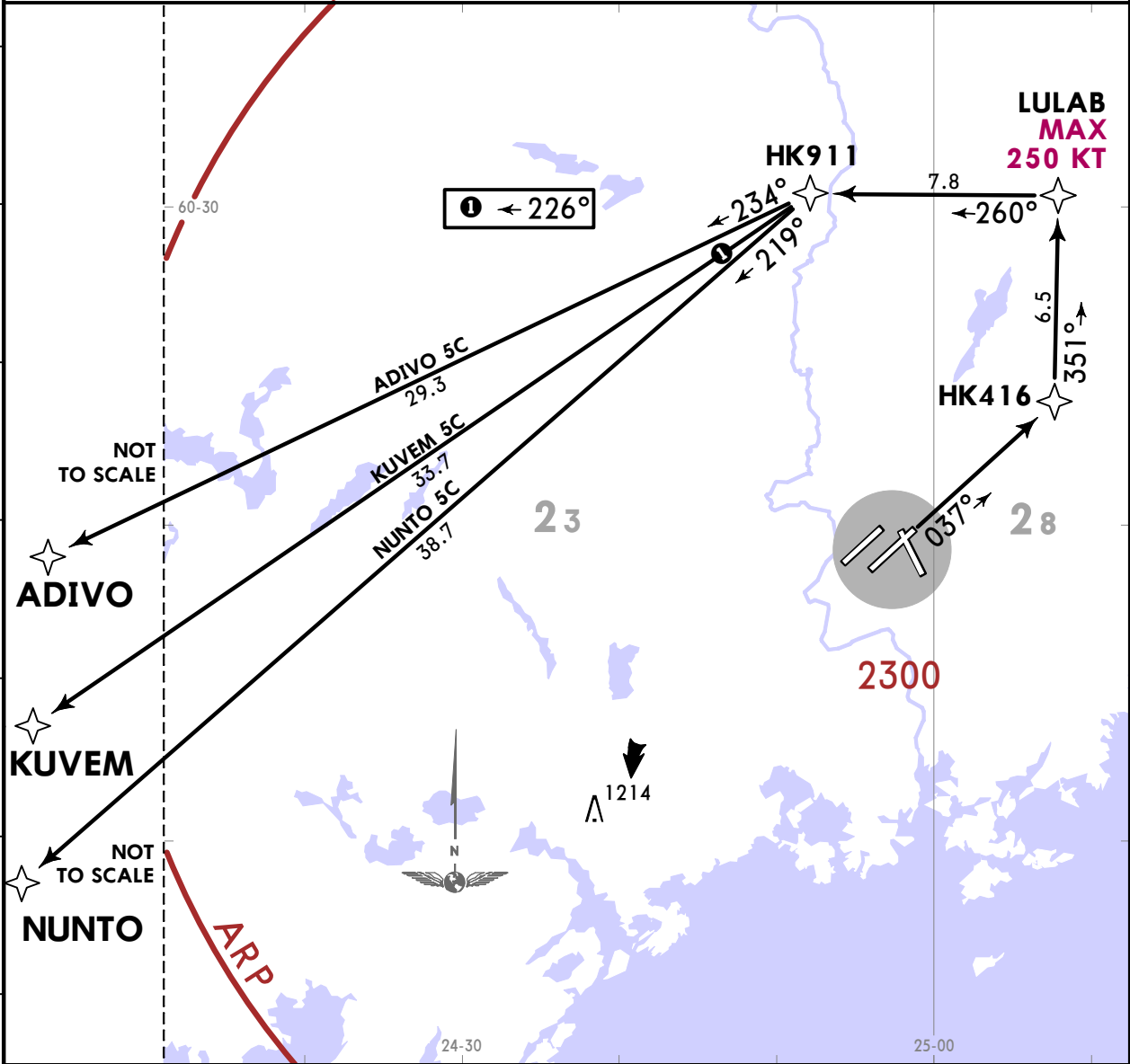
EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 (10-3X)

HELSINKI, FINLAND
RNAV SID

HELSENKI Radar 129.850	Apt Elev 180	Trans alt: 5000
		RNAV 1
		1. DME/DME not supported. 2. Maintain Tower frequency until passing 1500, then contact HELSENKI Radar. 3. At first contact with HELSENKI Radar report SID or RADAR heading given by ATC and level. 4. After take-off climb as rapidly as possible to at least 2180. 5. SIDs are also minimum noise routings. 6. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off. 7. EXPECT close-in obstacles.

ADIVO 5C [ADIV5C], KUVEM 5C [KUV5C], NUNTO 5C [NUNT5C]
RNAV (GNSS) DEPARTURES
(RWY 04R)



These SIDs require a minimum climb gradient of 5.0% (304 FT/NM) up to 4000 due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Refer to AIRPORT BRIEFING (10-1P) pages.

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

SID	ROUTING
ADIVO 5C	(680+) - HK416 - LULAB (K250-) - HK911 - ADIVO.
KUVEM 5C	(680+) - HK416 - LULAB (K250-) - HK911 - KUVEM.
NUNTO 5C	(680+) - HK416 - LULAB (K250-) - HK911 - NUNTO.

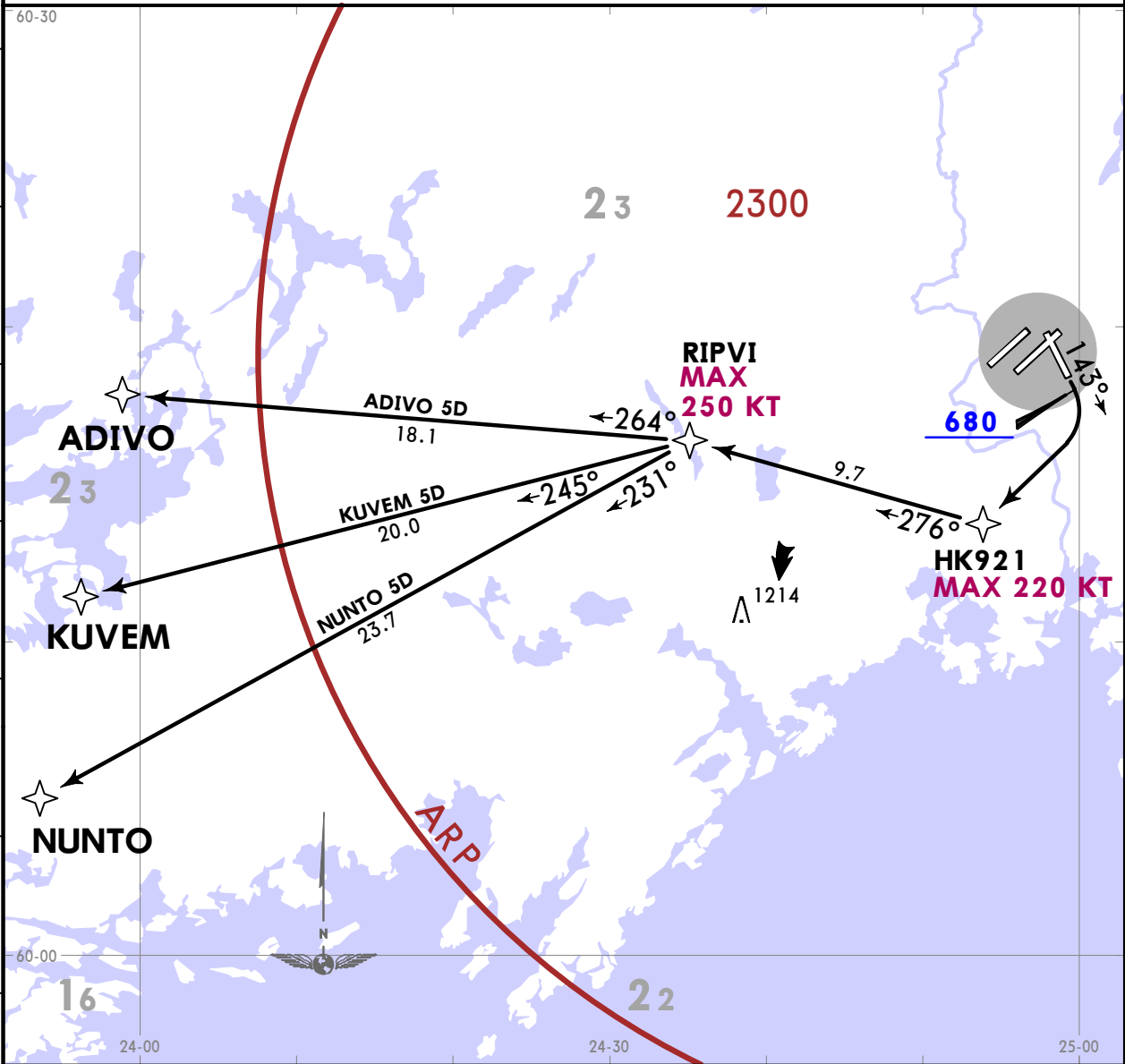
EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 (10-3X1)

HELSINKI, FINLAND
RNAV SID

HELSINKI Radar 119.100	Apt Elev 180	Trans alt: 5000
		RNAV 1
		1. DME/DME not supported. 2. Maintain Tower frequency until passing 1500, then contact HELSINKI Radar. 3. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level. 4. After take-off climb as rapidly as possible to at least 2180. 5. SIDs are also minimum noise routings. 6. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.

ADIVO 5D [ADIV5D], KUVEM 5D [KUVE5D], NUNTO 5D [NUNT5D]
RNAV (GNSS) DEPARTURES
(RWY 15)



These SIDs require a minimum climb gradient of 5.0% (304 FT/NM) up to 4000 due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Refer to AIRPORT BRIEFING (10-1P) pages.

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

SID	ROUTING
ADIVO 5D	(680+) - HK921 (K220-) - RIPVI (K250-) - ADIVO.
KUVEM 5D	(680+) - HK921 (K220-) - RIPVI (K250-) - KUVEM.
NUNTO 5D	(680+) - HK921 (K220-) - RIPVI (K250-) - NUNTO.

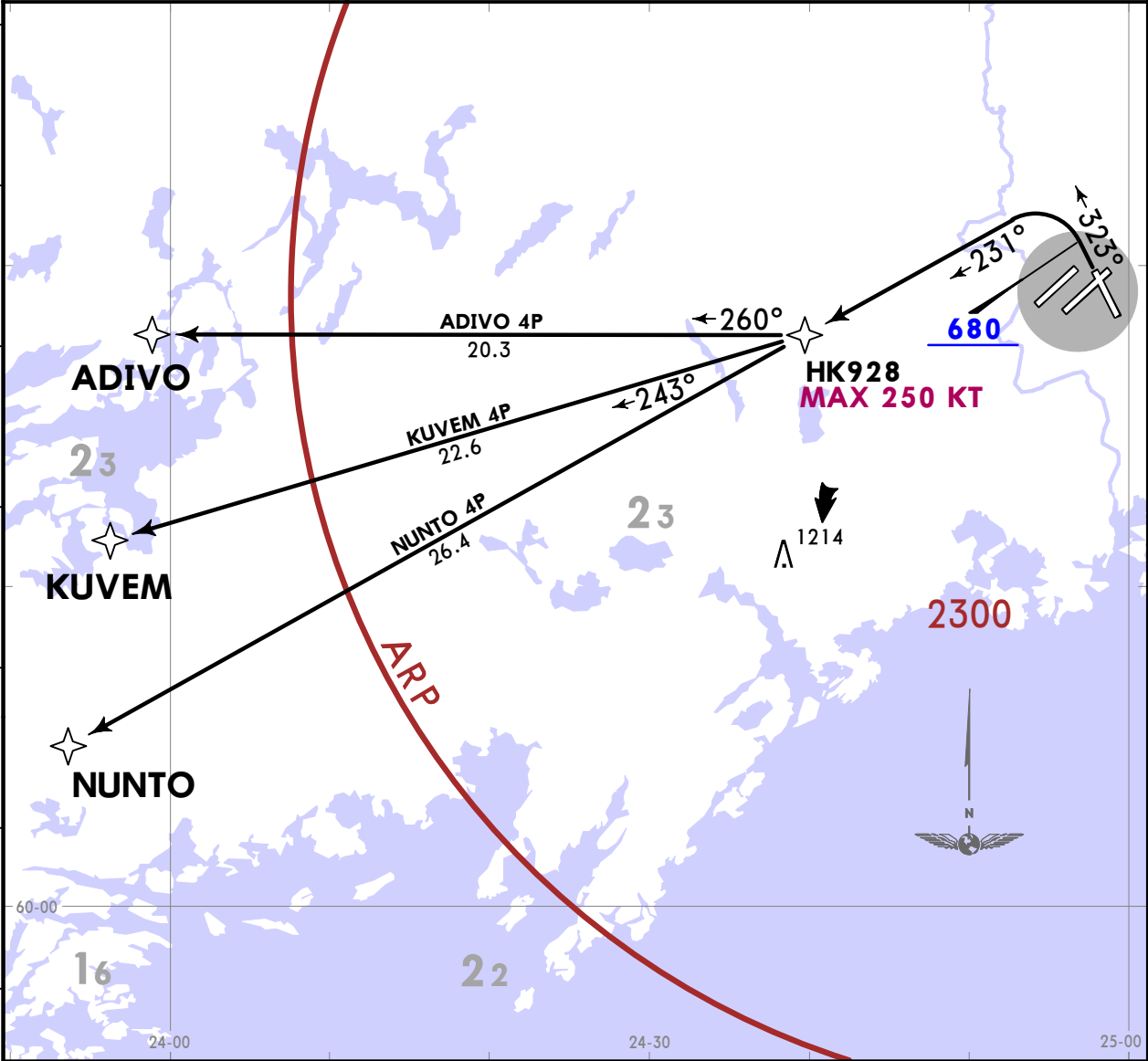
EFHK/HEL
VANTAA

JEPPESSEN
29 NOV 24 10-3X3

HELSINKI, FINLAND
RNAV SID

HELSENKI Radar 129.850	Apt Elev 180	Trans alt: 5000
		RNAV 1
		1. DME/DME not supported. 2. Maintain Tower frequency until passing 1500, then contact HELSENKI Radar. 3. At first contact with HELSENKI Radar report SID or RADAR heading given by ATC and level. 4. After take-off climb as rapidly as possible to at least 2180. 5. SIDs are also minimum noise routings. 6. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.

ADIVO 4P [ADIV4P], KUVEM 4P [KUV4P]
NUNTO 4P [NUNT4P]
RNAV (GNSS) DEPARTURES
(RWY 33)



These SIDs require a minimum climb gradient of 5.0% (304 FT/NM) up to 4000 due to airspace restrictions.						
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance 4000 or assigned altitude if lower, climb to higher level only when cleared by ATC.	
SID	ROUTING
ADIVO 4P	(680+) - HK928 (K250-) - ADIVO.
KUVEM 4P	(680+) - HK928 (K250-) - KUVEM.
NUNTO 4P	(680+) - HK928 (K250-) - NUNTO.

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VANTAA**

JEPPESSEN
29 NOV 24 (10-3X4)

HELSINKI, FINLAND
RNAV SID

HELSINKI Radar
129.850

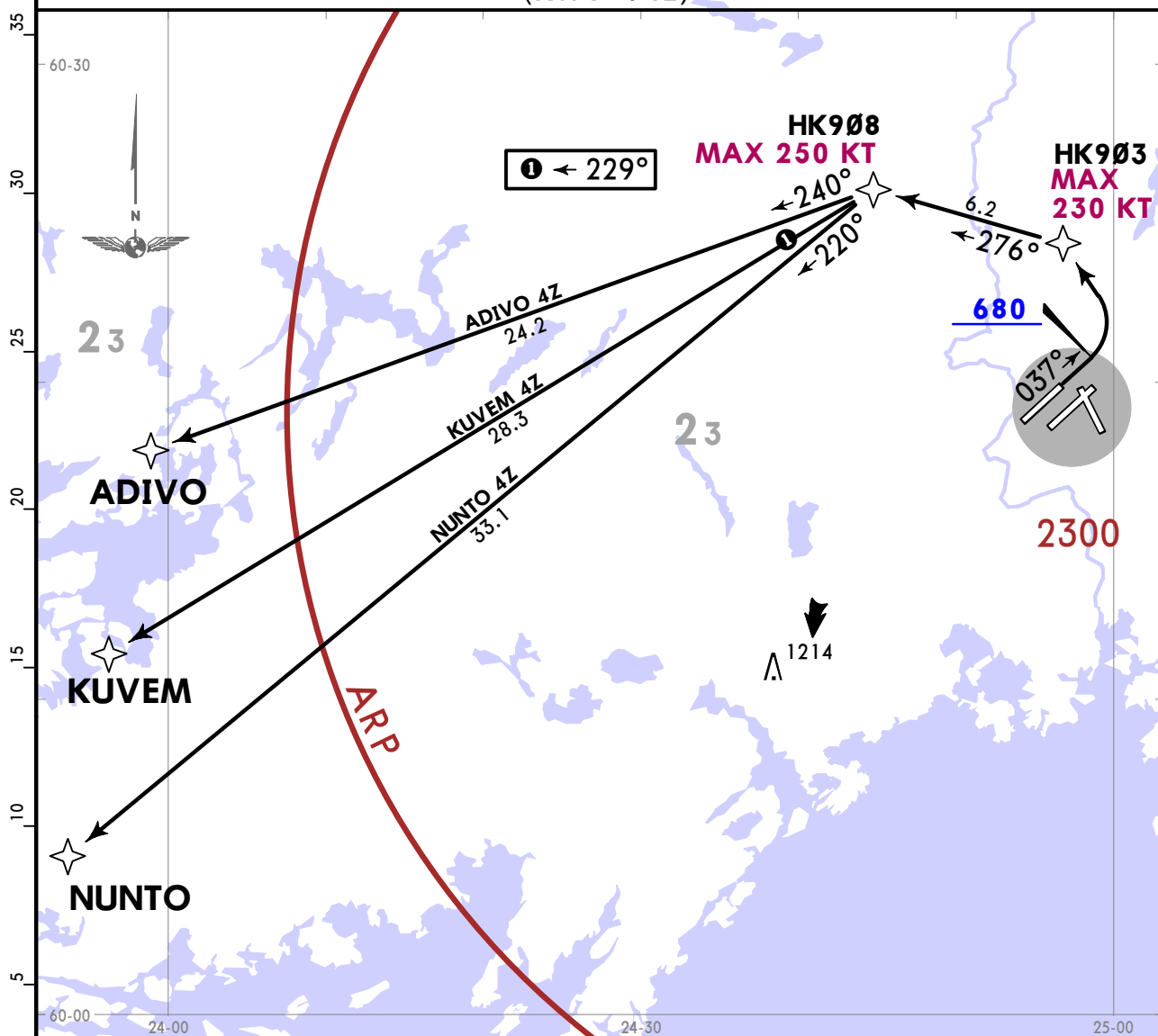
Apt Elev
180

Trans alt: 5000

RNAV 1

1. DME/DME not supported.
2. Maintain Tower frequency until passing 1500, then contact HELSINKI Radar.
3. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.
4. After take-off climb as rapidly as possible to at least 2180.
5. SIDs are also minimum noise routings.
6. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.

ADIVO 4Z [ADIV4Z], KUVEM 4Z [KUV4Z]
NUNTO 4Z [NUNT4Z]
RNAV (GNSS) DEPARTURES
(RWY 04L)



These SIDs require a minimum climb gradient of 5.0% (304 FT/NM) up to 4000 due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Refer to AIRPORT BRIEFING (10-1P) pages.

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

SID	ROUTING
ADIVO 4Z	(680+) - HK903 (K230-) - HK908 (K250-) - ADIVO.
KUVEM 4Z	(680+) - HK903 (K230-) - HK908 (K250-) - KUVEM.
NUNTO 4Z	(680+) - HK903 (K230-) - HK908 (K250-) - NUNTO.

EFHK/HEL
Apt Elev 180'

NGO 19.0 E024 57.8

D-ATIS Departure

ACARS:

D-ATIS

DCL

HELINKI Ground

Tower

135.925 118.125 121.8 121.650 118.850 119.7

24-53 24-54 24-55

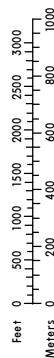
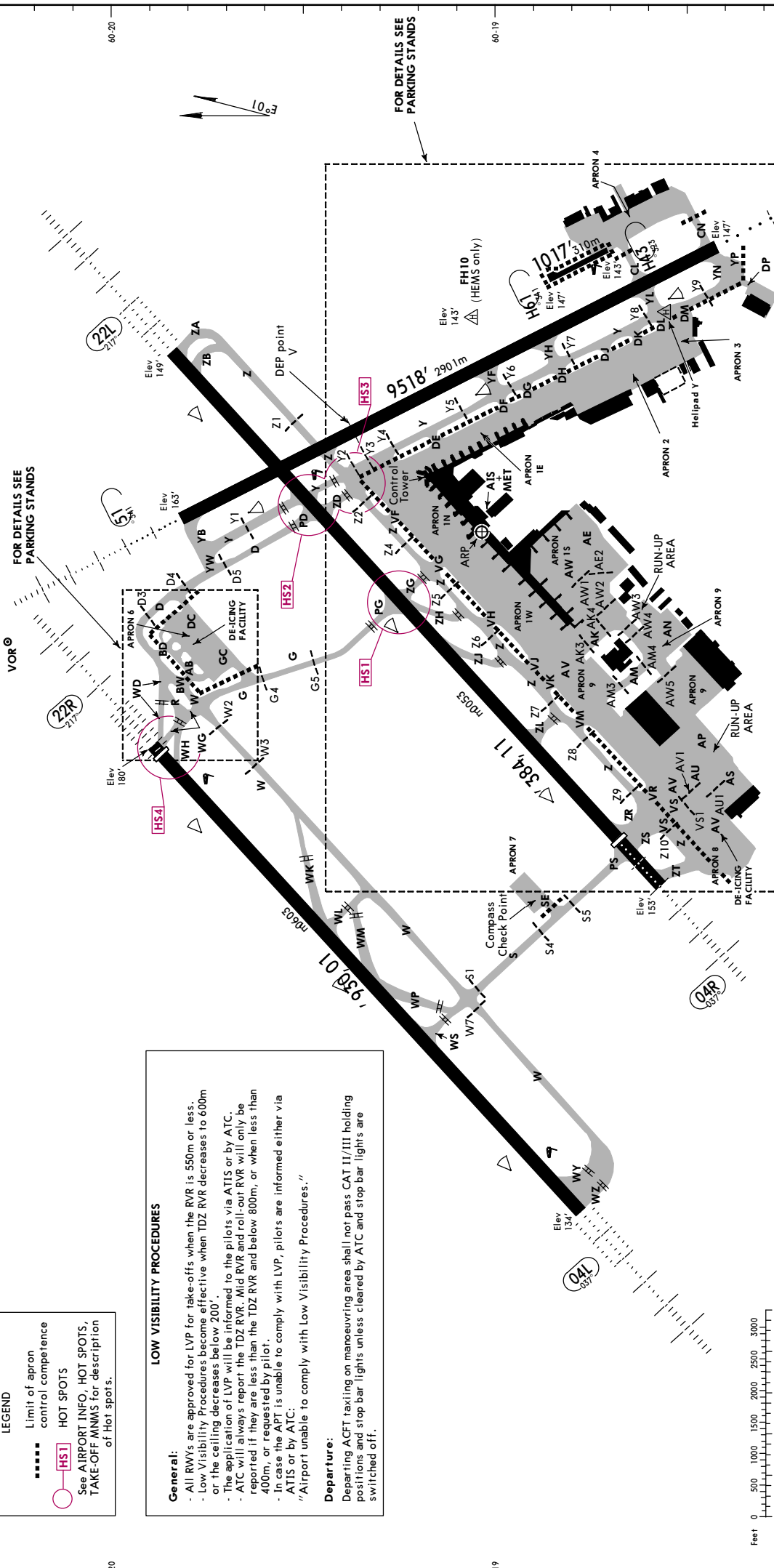
LEGEND

- Limit of apron control competence
- HOT SPOTS
- See AIRPORT INFO, HOT SPOTS, TAKE-OFF MINIMS for description of Hot spots.

LOW VISIBILITY PROCEDURES

- 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."

- 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.



EFHK/HEL



JEPPESSEN

HELSINKI, FINLAND

20 SEP 24

10-9A

Eff 3 Oct

VANTAA

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS			TAKE-OFF	WIDTH
RWY					LANDING BEYOND				
					Threshold	Glide Slope			
04L	HIRL ① CL (15m) ② HIALS-II ① TDZ	OFZ RVR		8999' 2743m	③	197' 60m			
	PAPI-L (angle 3.0°) HST- WK & WM								
22R	HIRL ① CL (15m) ② HIALS-II ① TDZ	OFZ RVR	9843' 3000m	8695' 2650m					
	PAPI-L (angle 3.0°) HST- WP								
ALS (red) also available - LED lights									
① LED lights									
② length 900m									
③ TAKE-OFF RUN AVAILABLE									
RWY 04L:									
From Rwy head		10,039' (3060m)		RWY 22R:					
Twy WY int		9672' (2948m)		From Rwy head		10,039' (3060m)			
Twy WS int		6371' (1942m)		Twy WH int		9662' (2945m)			
04R	HIRL ④ CL (15m) ⑤ HIALS	RVR	10,499' 3200m	9446' 2879m	⑥	197' 60m			
	PAPI-L (angle 3.0°)								
22L	HIRL ④ CL (15m) ⑤ HIALS-II ④ TDZ	OFZ RVR		10,440' 3182m					
	PAPI-L (angle 3.0°) HST- ZH & ZJ								
ALS (red) also available - LED lights									
④ LED lights									
⑤ length 900m									
⑥ TAKE-OFF RUN AVAILABLE									
RWY 04R:									
From Rwy head		11,483' (3500m)		RWY 22L:					
Twy PS/ZS int		10,771' (3283m)		From Rwy head		11,483' (3500m)			
Twy ZR int		10,499' (3200m)		Twy ZB int		11,191' (3411m)			
Twy ZL int		8432' (2570m)		Twy Y int		8432' (2570m)			
Twy ZG int		5377' (1639m)		Twy PD/ZD int		8091' (2466m)			
				Twy PG/ZG int		6188' (1886m)			
15	HIRL ⑦ CL (15m) ⑧ HIALS ⑦ TDZ	RVR		8448' 2575m	⑩	197' 60m			
	PAPI-L (angle 3.0°)								
33	HIRL ⑦ CL (15m) ⑨ HIALS	RVR							
	PAPI-L (angle 3.5°)								
ALS (red) also available - LED lights									
⑦ LED lights									
⑧ length 900m									
⑨ length 420m									
⑩ TAKE-OFF RUN AVAILABLE									
RWY 15:									
From Rwy head		9518' (2901m)		RWY 33:					
Twy Z int		7073' (2156m)		From Rwy head		9518' (2901m)			
DEP point V		6398' (1950m)		Twy YL/CL int		8281' (2524m)			
Twy YF int		4199' (1280m)		Twy YH int		6499' (1981m)			
				Twy YF int		5446' (1660m)			
HOT SPOTS									
(For information only, not to be construed as ATC instructions.)									
HS1 Frequency change before crossing runway. An explicit crossing clearance shall									
HS2 be received before proceeding over the runway.									
HS3 Wide apron. Make sure of correct turn before runway when taxiing to Rwy 04R.									
HS4 Angled twy, no sight to the final approach area.									
Std/State TAKE-OFF									
Low Visibility Procedures required				RCLM or RL or CL	RL or CL	Adequate Vis Ref			
Approval for Low Visibility Take-off required									
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT		
		DAY	NIGHT						
① R125m	R150m	R300m		R/V400m		R/V500m	NA		
① RWY 04L, 22R: R75m with approved lateral guidance system.									



EFHK/HEL


JEPPESEN
20 SEP 24 (10-9C) Eff 3 Oct

HELSINKI, FINLAND
VANTAA

INS COORDINATES									
STAND No.	COORDINATES			ELEV	STAND No.	COORDINATES			ELEV
5 thru 8	N60 18.8	E024 58.5	149		302	N60 18.5	E024 58.7	150	
9	N60 18.9	E024 58.5	150		303	N60 18.5	E024 58.8	153	
10, 11	N60 18.9	E024 58.4	150		304	N60 18.5	E024 58.8	152	
12	N60 18.9	E024 58.4	151		305	N60 18.5	E024 58.9	152	
13	N60 19.0	E024 58.4	151		306	N60 18.5	E024 58.9	151	
14, 15	N60 19.0	E024 58.3	152		311 thru 313	N60 18.5	E024 58.8	153	
16	N60 19.0	E024 58.3	154		314	N60 18.5	E024 58.8	151	
17	N60 19.0	E024 58.3	155		315	N60 18.5	E024 58.8	152	
18	N60 19.1	E024 58.2	157		316	N60 18.5	E024 58.9	152	
19 thru 21	N60 19.1	E024 58.2	158		317	N60 18.5	E024 58.9	150	
22 thru 24	N60 19.2	E024 58.1	158		318, 319	N60 18.5	E024 58.9	151	
25, 26	N60 19.2	E024 58.0	158		321 thru 322B	N60 18.6	E024 58.8	151	
27	N60 19.1	E024 58.0	158		323	N60 18.6	E024 58.8	150	
28, 29	N60 19.1	E024 57.9	159		351	N60 18.5	E024 58.9	151	
30, 32	N60 19.1	E024 57.8	159		352	N60 18.5	E024 58.8	152	
121	N60 19.3	E024 58.1	158		401, 402	N60 18.5	E024 59.6	144	
122, 123	N60 19.2	E024 58.0	157		403	N60 18.6	E024 59.6	145	
124	N60 19.2	E024 57.9	157		404, 404B	N60 18.7	E024 59.5	144	
125	N60 19.2	E024 57.8	157		405	N60 18.7	E024 59.4	144	
126	N60 19.1	E024 57.8	158		406	N60 18.7	E024 59.4	145	
131	N60 19.1	E024 57.6	162		407 thru 408	N60 18.7	E024 59.4	144	
132	N60 19.1	E024 57.5	161		411, 412	N60 18.8	E024 59.4	145	
133	N60 19.1	E024 57.5	160		413	N60 18.8	E024 59.3	144	
134	N60 19.0	E024 57.4	161		600	N60 19.8	E024 57.3	168	
W34, W34A	N60 19.0	E024 57.7	161		601	N60 19.8	E024 57.3	167	
W34B	N60 19.0	E024 57.7	160		602	N60 19.8	E024 57.2	166	
W35	N60 19.0	E024 57.6	161		603	N60 19.8	E024 57.1	166	
W36	N60 19.0	E024 57.6	160		604	N60 19.7	E024 57.1	166	
W36A	N60 19.0	E024 57.6	161		801	N60 18.4	E024 56.5	151	
W36B	N60 19.0	E024 57.6	160		802	N60 18.4	E024 56.6	151	
W40	N60 18.9	E024 57.5	160		803	N60 18.5	E024 56.6	152	
W42, W44	N60 18.9	E024 57.4	159		804	N60 18.5	E024 56.6	153	
W46	N60 18.8	E024 57.3	159		805 thru 807	N60 18.5	E024 56.7	155	
W48	N60 18.8	E024 57.2	159		808	N60 18.6	E024 56.6	155	
W48A	N60 18.8	E024 57.3	159		809	N60 18.5	E024 56.6	155	
W48B	N60 18.8	E024 57.2	158		811	N60 18.5	E024 56.3	150	
S43	N60 18.9	E024 57.6	158		812	N60 18.5	E024 56.2	148	
S45, S45A, S45B	N60 18.8	E024 57.5	159		813	N60 18.4	E024 56.1	146	
S47, S49	N60 18.8	E024 57.4	158		814	N60 18.4	E024 56.1	144	
S52	N60 18.9	E024 57.7	157		815	N60 18.4	E024 56.0	143	
S53	N60 18.8	E024 57.8	157		816	N60 18.4	E024 56.0	142	
S54	N60 18.8	E024 57.8	156		903	N60 18.8	E024 57.1	159	
S55	N60 18.8	E024 57.9	154		904, 905A	N60 18.7	E024 57.1	158	
171, 171A	N60 18.7	E024 57.7	155		905	N60 18.7	E024 57.0	157	
171B	N60 18.7	E024 57.7	156		906	N60 18.7	E024 57.1	158	
172, 172A	N60 18.7	E024 57.7	157		913	N60 18.8	E024 56.9	156	
172B	N60 18.7	E024 57.6	158		914	N60 18.8	E024 56.9	155	
201 thru 203	N60 18.7	E024 58.5	150		951, 951A	N60 18.5	E024 57.2	156	
204	N60 18.6	E024 58.6	150		951B	N60 18.6	E024 57.2	157	
206	N60 18.6	E024 58.6	149		952	N60 18.5	E024 57.3	155	
221, 222	N60 18.7	E024 58.7	149		961, 962	N60 18.5	E024 57.1	156	
222B	N60 18.6	E024 58.7	149		963	N60 18.4	E024 57.0	156	
223	N60 18.7	E024 58.7	149						
224, 225	N60 18.7	E024 58.7	148						
301	N60 18.6	E024 58.7	149						

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.

REMOTE DEICING 133.850	Remote de-icing Apron 6 and Apron 8 queuing boards inform the pilot the remote de-icing frequency.
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.

EFHK/HEL

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HELSINKI, FINLAND

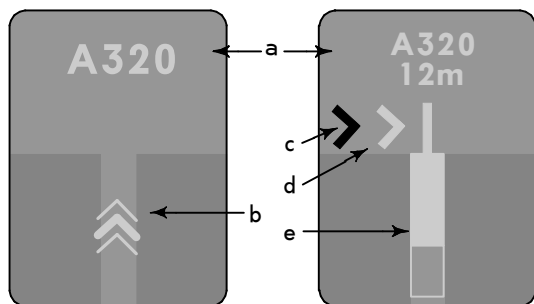
26 JAN 18

10-9E

Eff 1 Feb

VANTAA

VISUAL NOSE-IN DOCKING GUIDANCE SYSTEM



System is ready for aircraft.

System is tracking the aircraft and giving guidance:
In this picture the aircraft is 39.4'/12m from stop position and LEFT of the centerline.
The red arrow indicates to steer RIGHT.

Display:

- a) Display indicating: Aircraft type, Distance to stop, "STOP", "OK", "TOO FAR", "WAIT", "SLOW", "ID/FAIL".
- b) The floating arrows indicating that the system is ready for aircraft to start docking procedure.
- c) Red arrow indicating the direction to turn.
- d) Yellow arrow shows position in relation to the centerline.
- e) Closing rate bar.

Instructions:

1. Follow taxi-in line and the centerline lights guidance.
2. Check correct aircraft type is displayed.
3. The floating arrows indicate that the system is ready for aircraft to start docking procedure. When the system is tracking the aircraft, the floating arrows are replaced by the closing rate bar.
4. The pilot must not proceed beyond the bridge, unless the floating arrows have been superseded by the closing rate bar.
5. 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.
6. "STOP/ID FAIL": Aircraft type verification is failed. Interrupt taxiing and contact HELSINKI Apron.
7. When stop position is reached, display indicates "STOP". Correct parking is indicated as "OK".
8. If aircraft overshoots the limit for correct parking, display indicates "TOO FAR".
9. "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.
10. Display automatically shuts down after parking.
11. In case of malfunction in the docking guidance system interrupt taxiing and contact HELSINKI Apron.

EFHK/HEL

EASA AIR OPS
HELSINKI, FINLAND
VANTAA

COPTER			
STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
04L	CAT 2 ILS	RA 105' 234' (100')	R300m
	① ILS	334' (200')	R550m / R1000m
	LOC	520' (386')	R800m / R1000m
	② LOC	710' (576')	R800m / R1000m
	① RNP (LPV)	334' (200')	R550m / R1000m
	RNP (LNAV/VNAV)	410' (276')	R800m / R1000m
	RNP (LNAV)	550' (416')	R800m / R1000m
04R	① ILS	352' (200')	R550m / R1000m
	LOC	540' (388')	R800m / R1000m
	③ LOC	790' (638')	R800m / R1000m
	① RNP (LPV)	352' (200')	R550m / R1000m
	RNP (LNAV/VNAV)	460' (308')	R800m / R1000m
	RNP (LNAV)	550' (398')	R800m / R1000m
15	① ILS	363' (200')	R550m / R1000m
	LOC	600' (437')	R800m / R1000m
	④ LOC	800' (637')	R800m / R1000m
	① RNP (LPV)	363' (200')	R550m / R1000m
	RNP (LNAV/VNAV)	456' (293')	R800m / R1000m
	RNP (LNAV)	610' (447')	R800m / R1000m
22L	CAT 2 ILS	RA 113' 249' (100')	R300m
	① ILS	349' (200')	R550m / R1000m
	LOC	590' (441')	R800m / R1000m
	⑤ LOC	790' (641')	R800m / R1000m
	① RNP (LPV)	349' (200')	R550m / R1000m
	RNP (LNAV/VNAV)	463' (314')	R800m / R1000m
	RNP (LNAV)	610' (461')	R800m / R1000m
22R	CAT 2 ILS	RA 97' 279' (100')	R300m
	① ILS	379' (200')	R550m / R1000m
	LOC	550' (371')	R800m / R1000m
	⑥ LOC	810' (631')	R800m / R1000m
	① RNP (LPV)	380' (200')	R550m / R1000m
	RNP (LNAV/VNAV)	457' (277')	R800m / R1000m
	RNP (LNAV)	610' (430')	R800m / R1000m
33	① RNP (LPV)	347' (200')	R600m / R1000m
	RNP (LNAV/VNAV)	466' (319')	R800m / R1000m
	RNP (LNAV)	550' (403')	R800m / R1000m
	VOR	570' (423')	R800m / R1000m
	⑦ VOR	1270' (1123')	R800m / R1000m

- ① With coupled autopilot, otherwise: R800m.
- ② W/o D1.8 HTV.
- ③ W/o D2.0 HG.
- ④ W/o D2.0 HL.
- ⑤ W/o D2.0 HK.
- ⑥ W/o D2.0 HUO.
- ⑦ W/o D5.0.

TAKE-OFF RWY 04L/R, 15, 22L/R, 33			
⑧ Low Visibility Procedures required			No markings (NIGHT)
⑧ Approval for Low Visibility Take-off required			
RL or FATO lights & RCLM & RVR	RL or FATO lights & RCLM	No lights & no markings (DAY)	
R150m	R200m	⑨ R250m	
			V800m

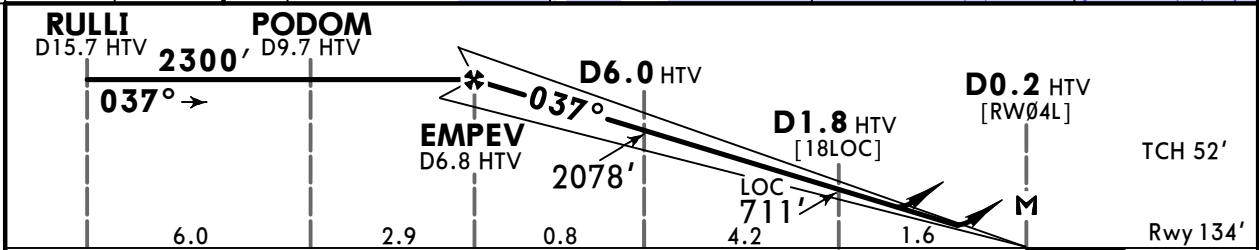
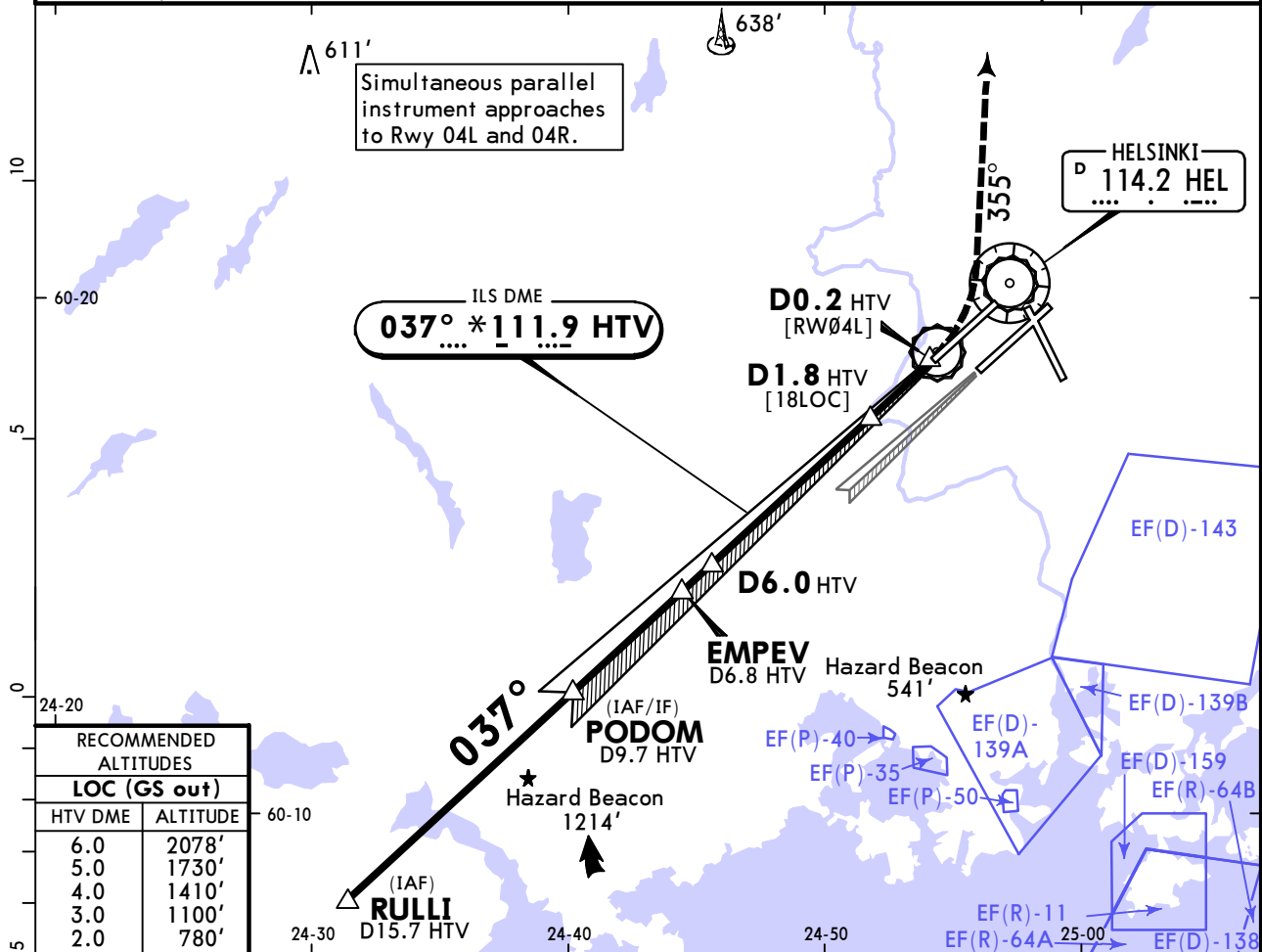
- ⑧ Otherwise: R/V400m.
- ⑨ Or rejected take-off distance whichever is the greater.

EFHK/HEL
VANTAA

JEPPESSEN
6 DEC 24 (11-1)

HELSINKI, FINLAND
ILS or LOC Rwy 04L

D-ATIS Arrival	HELSENKI Radar (APP)	HELSENKI Arrival (APP)	HELSENKI Tower	Ground
135.075	119.1 129.850	119.9 124.325	118.6 118.850	118.125 121.8
LOC HTV *111.9	Final Apch Crs 037°	EMPEV 2300' (2166')	ILS DA(H) 334' (200')	Apt Elev 180' Rwy 134'
MISSED APCH: Climb STRAIGHT AHEAD to 580', then turn LEFT onto 355° climbing to 2000'. Do not turn before MAP. Expect radar vectoring.				
Alt Set: hPa	Rwy Elev: 5 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.				



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 HTV							
EMPEV/D6.8 HTV to MAP	6.6	5:39	4:24	3:58	3:18	2:50	2:28
Timing not authorized for defining the MAP.							

HIALS-II

PAP

</

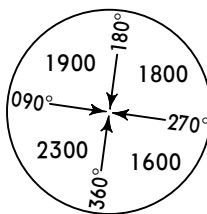
Std/State			ILS			STRAIGHT-IN LANDING			LOC (GS out)		
			DA(H) 334' (200')			CDFA 520' (386')			W/o D1.8 HTV CDFA 710' (576')		
			TDZ or CL out			TDZ or CL out			TDZ or CL out		
A											
B											
C											
D											

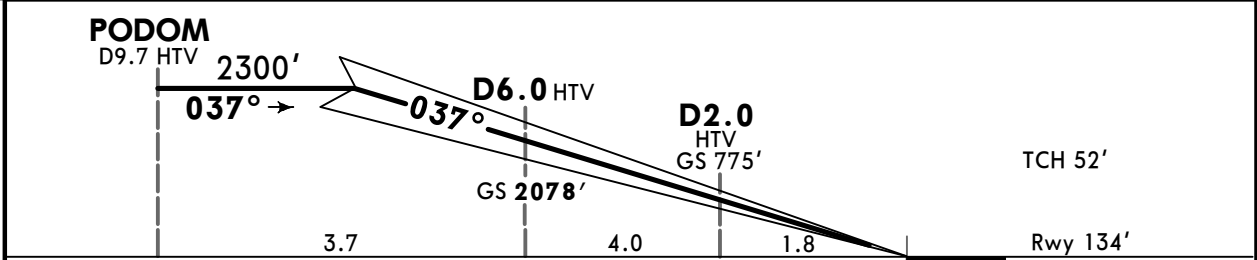
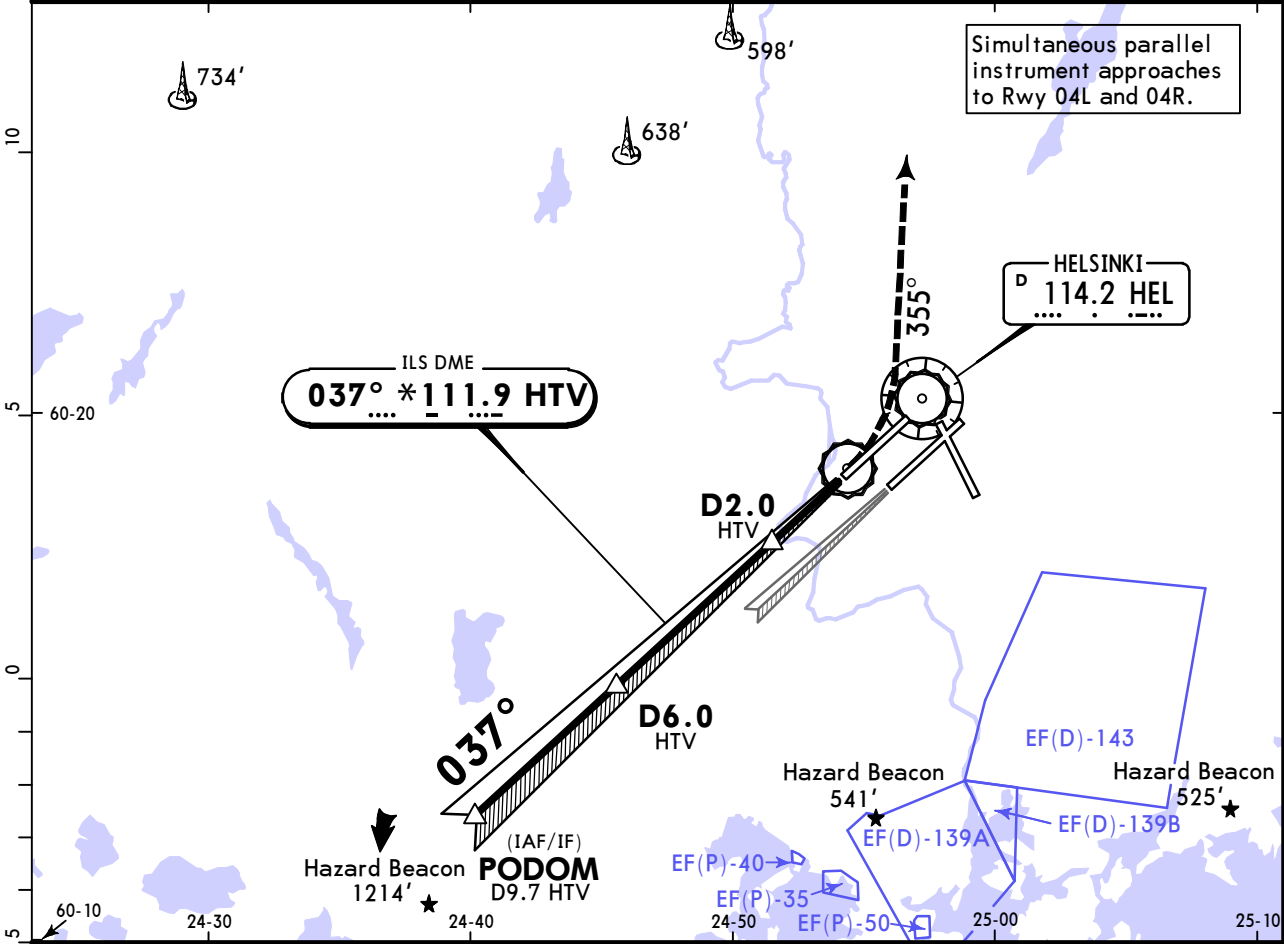
1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

EFHK/HEL
VANTAA

JEPPESEN
6 DEC 24 11-2

HELSINKI, FINLAND
CAT II/III ILS Rwy 04L

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	118.125	121.8	
LOC HTV *111.9	Final Apch Crs 037°	GS D6.0 HTV 2078' (1944')	CAT III & II ILS Refer to Minimums		Apt Elev 180' Rwy 134'		 MSA HEL VOR		
MISSED APCH: Climb STRAIGHT AHEAD to 580', then turn LEFT onto 355° climbing to 2000'.									
Do not turn before threshold. 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.									



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		580'	355°	2000'
GS	3.00°	372	478	531	637	743	PAPI		↑	LT	↑

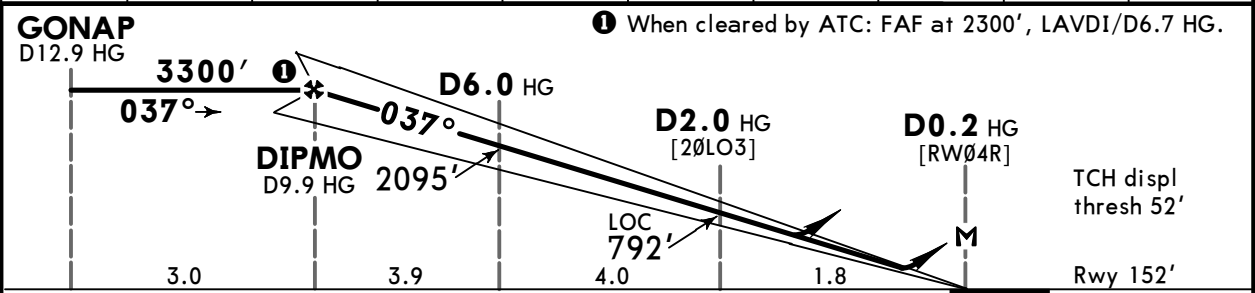
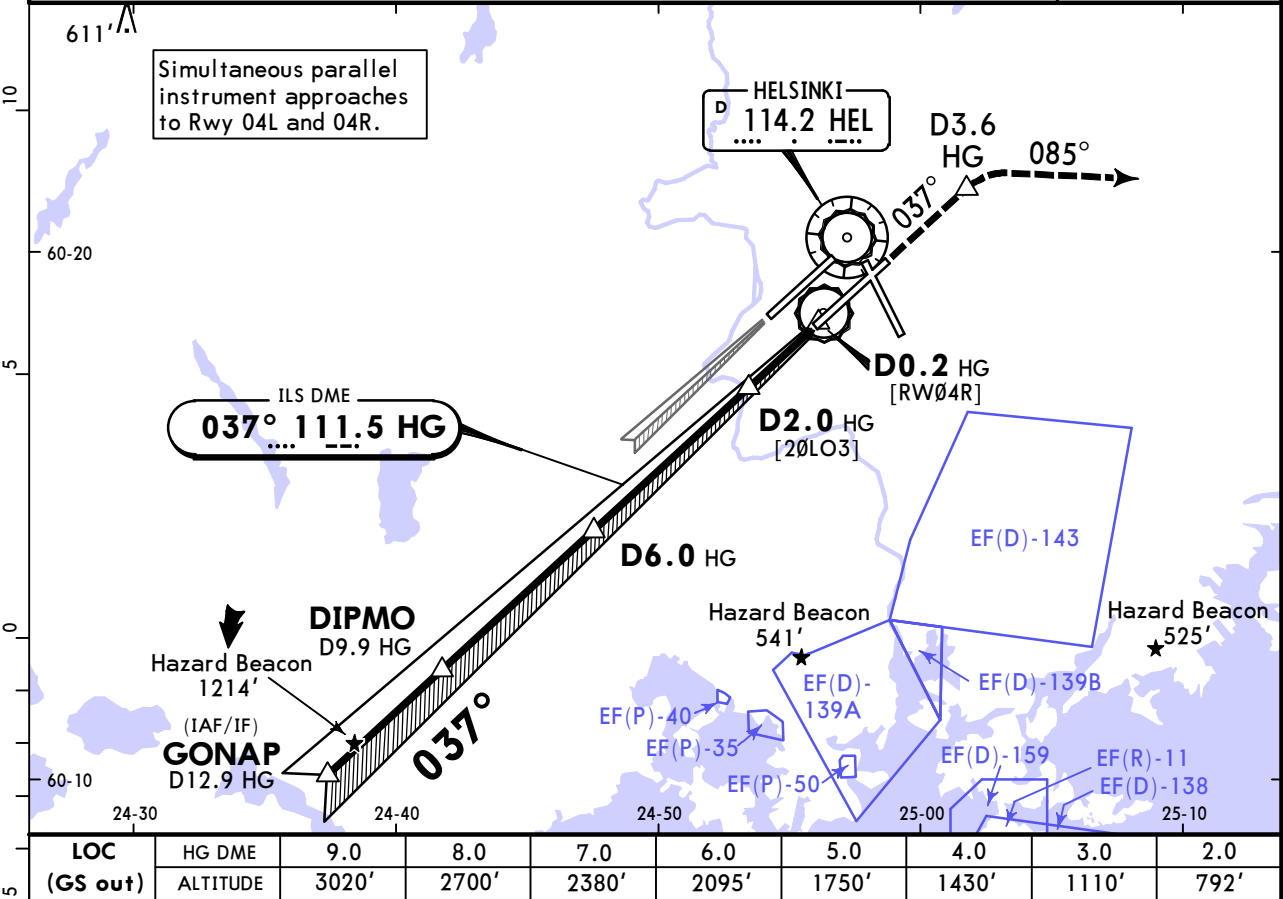
Std/State		STRAIGHT-IN LANDING		
CAT III ILS	ABC	CAT II ILS		D _L
	RA 105'	D		
	DA(H) 234'(100')	RA 110'		RA 112'
		DA(H) 239'(105')		DA(H) 241'(107')
R75m	1 R300m			
1 CAT D/D _L requires autoland or HUDLS, otherwise: R350m.				

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JEPPESEN
6 DEC 24 11-3

HELSINKI, FINLAND
ILS or LOC Rwy 04R

D-ATIS Arrival	HELSENKI Radar (APP)	HELSENKI Arrival (APP)	HELSENKI Tower	Ground
135.075	119.1 129.850	119.9 124.325	118.6 118.850	118.125 121.8
LOC HG 111.5	Final Apch Crs 037°	DIPMO 3300' (3148')	ILS DA(H) 352' (200')	Apt Elev 180' Rwy 152'
MISSED APCH: Climb STRAIGHT AHEAD to D3.6 HG, then turn RIGHT onto 085° climbing to 2000'. 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.				



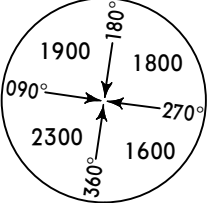
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAP: 	D3.6 ↑	085°  RT	2000' ↑
GS 3.00°	372	478	531	637	743	849				
MAP at D0.2 HG										
DIPMO/D9.9 HG to MAP 9.7	8:19	6:28	5:49	4:51	4:09	3:38				
Timing not authorized for defining the MAP.										

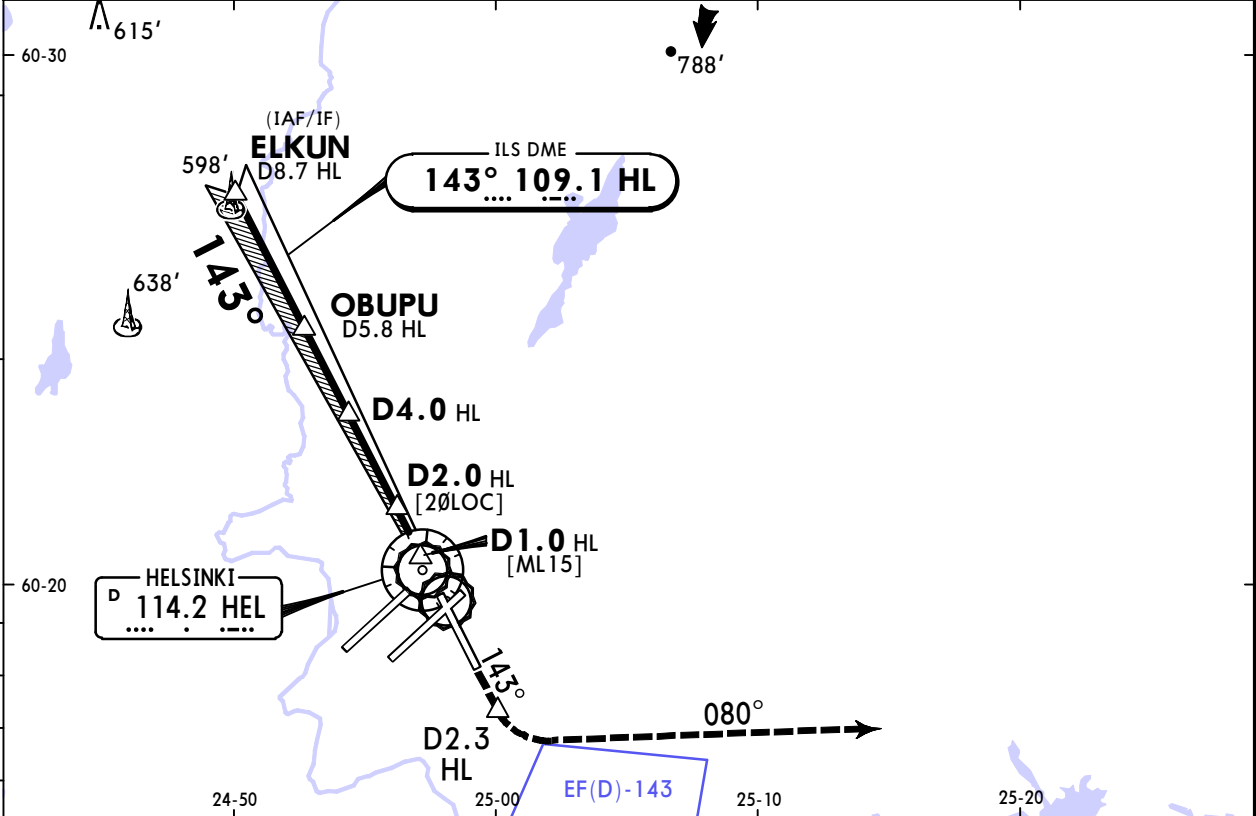
Std/State		ILS		STRAIGHT-IN LANDING		LOC (GS out)	
		DA(H) 352' (200')		CDFA 2 DA/MDA(H) 540' (388')		W/o D2.0 HG CDFA 2 DA/MDA(H) 790' (638')	
		ALS out		ALS out		ALS out	
A	1 R550m	R1200m	R1100m	R1500m	R1500m		
B				R1800m	R2200m	R2400m	
C							
D							
1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.							
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.							

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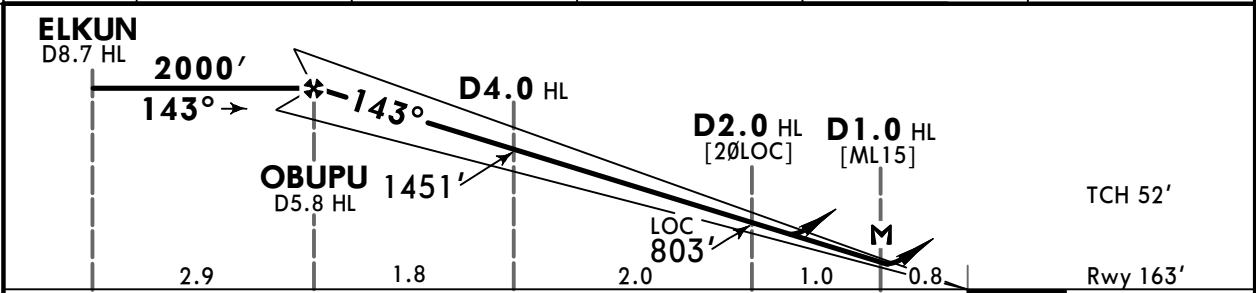
JEPPESEN
6 DEC 24 11-4

HELSINKI, FINLAND
ILS or LOC Rwy 15

D-ATIS Arrival	HELSENKI Radar (APP)	HELSENKI Arrival (APP)	HELSENKI Tower	Ground
135.075	119.1 129.850	119.9 124.325	118.6 118.850	118.125 121.8
LOC HL 109.1	Final Apch Crs 143°	OBUPU 2000' (1837')	ILS DA(H) 363' (200')	Apt Elev 180' Rwy 163'
MISSED APCH: Climb STRAIGHT AHEAD to D2.3 HL, then turn LEFT onto 080° climbing to 2000'. 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)	HL DME	5.0	4.0	3.0	2.0
	ALTITUDE	1750'	1451'	1110'	803'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI D2.3 HL 080° LT
GS 3.00°	372	478	531	637	743	849	
MAP at D1.0 HL							
OBUPU/D5.8 HL to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48	
Timing not authorized for defining the MAP.							

Std/State		ILS		STRAIGHT-IN LANDING		LOC (GS out)	
		DA(H) 363' (200')		CDFA 2 DA/MDA(H) 600' (437')		W/o D2.0 HL CDFA 2 DA/MDA(H) 800' (637')	
		TDZ or CL out	ALS out	TDZ or CL out	ALS out	TDZ or CL out	ALS out
A							
B							
C	R550m	1 R550m	R1200m	R1300m	R1500m	R1500m	
D					R2000m	R2200m	R2400m

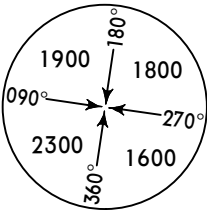
1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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VANTAA

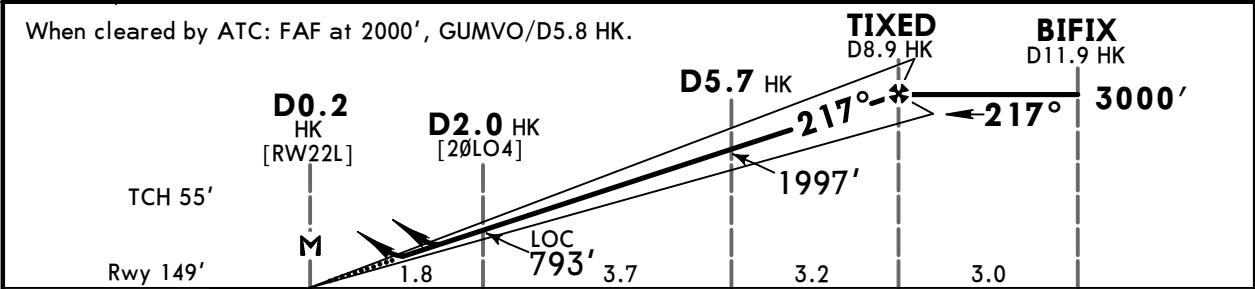
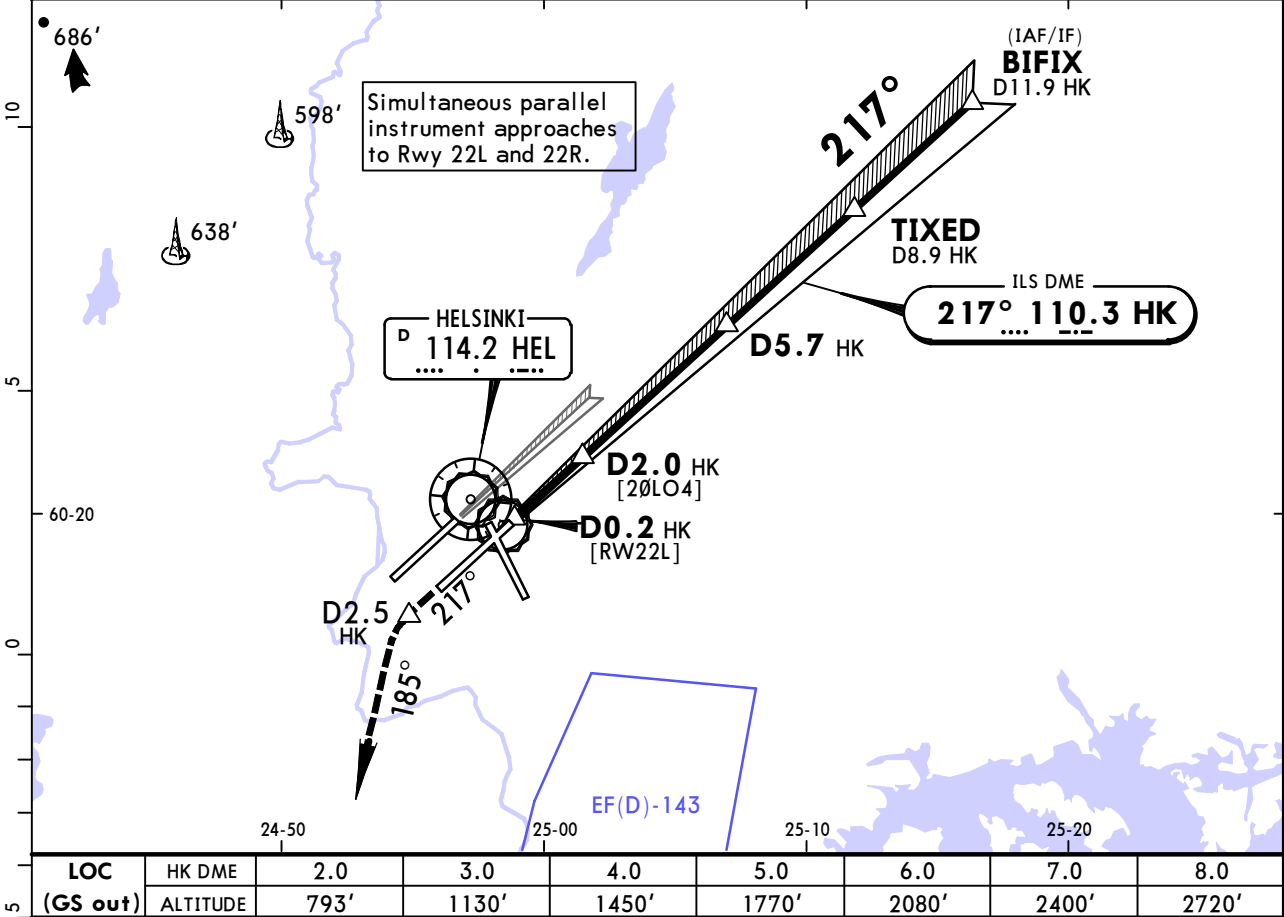
JEPPESSEN
6 DEC 24 (11-5)

HELSINKI, FINLAND
ILS or LOC Rwy 22L

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 118.125 121.8
LOC HK 110.3	Final Apch Crs 217°	TIXED 3000' (2851')	ILS DA(H) 349' (200')	Apt Elev 180' Rwy 149'
MISSED APCH: Climb on STRAIGHT AHEAD to D2.5 HK, then turn LEFT onto 185° climbing to 2000'. Expect radar vectoring.				
Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 5000'	
1. DME required. 2. MIM 150 KT until 4 NM from TDZ. Otherwise advise ATC.				



MSA
HEL VOR



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	D2.5 HK	185°	2000'
GS	3.00°	372	478	531	637	743	849	PAPI	↑	LT	↑
MAP at D0.2 HK											

Std/State		ILS		STRAIGHT-IN LANDING		LOC (GS out)	
		DA(H) 349' (200')		CDFA DA/MDA(H) 590' (441')		W/o D2.0 HK CDFA DA/MDA(H) 790' (641')	
		TDZ or CL out		ALS out		TDZ or CL out	
A		R550m		R1200m		R1500m	
B		R550m		R1400m		R1500m	
C		R550m		R1200m		R1500m	
D		R550m		R1200m		R1500m	

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: MSA.

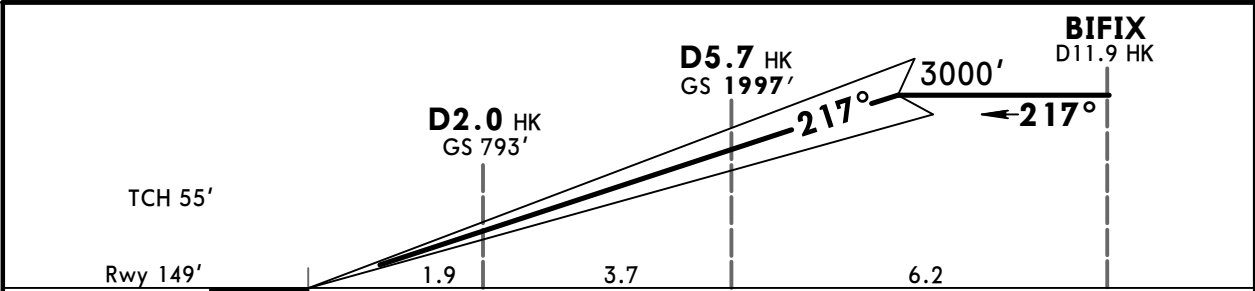
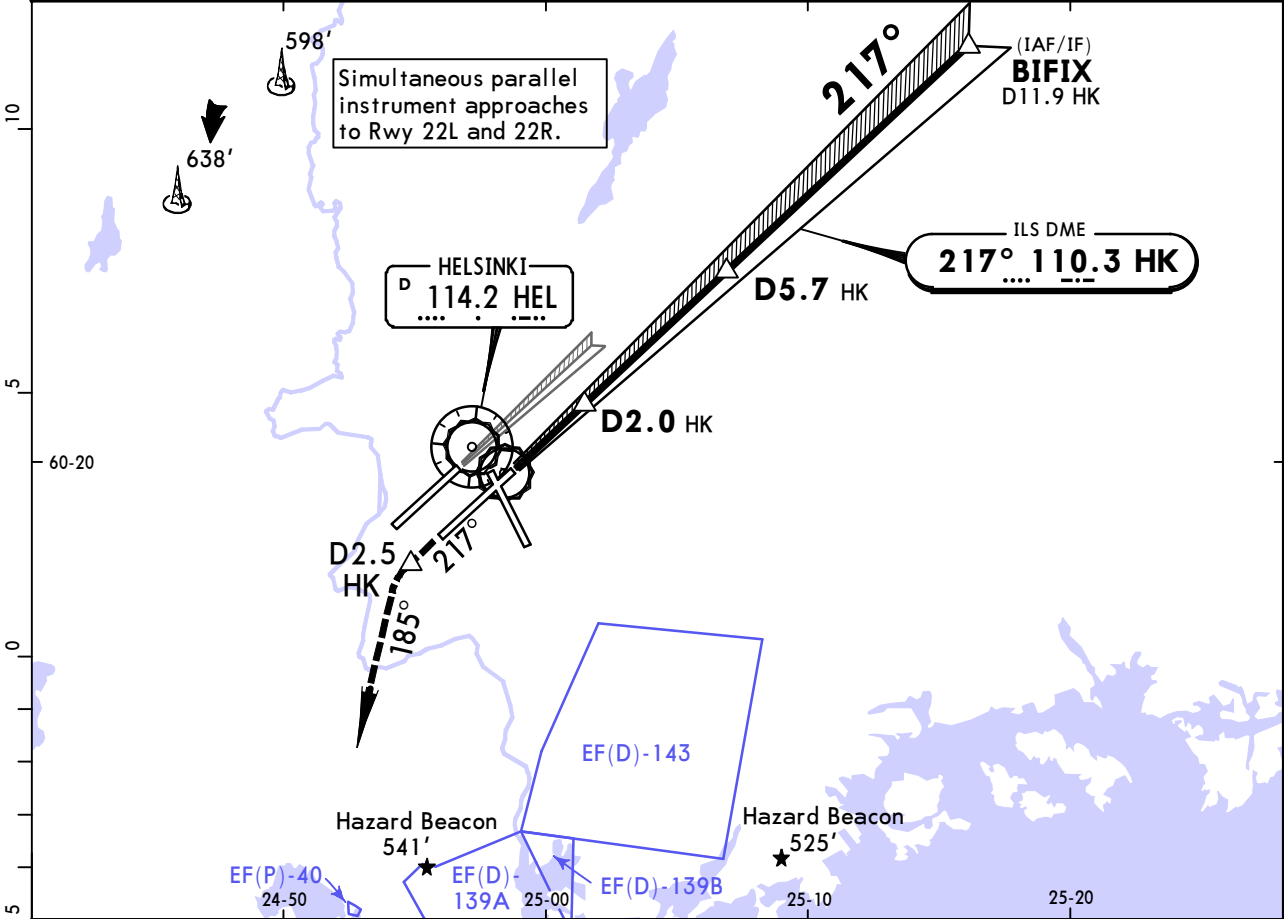
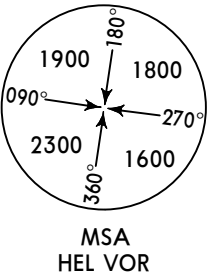
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6 DEC 24 11-6

HELSINKI, FINLAND
CAT II ILS Rwy 22L

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 118.125 121.8
LOC HK 110.3	Final Apch Crs 217°	GS D5.7 HK 1997' (1848')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 180' Rwy 149'
MISSED APCH: Climb on STRAIGHT AHEAD to D2.5 HK, then turn LEFT onto 185° climbing to 2000'. 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.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D2.5 HK	185°	2000'
GS	3.00°	372	478	531	637	743		↑	LT	↑

Std/State			STRAIGHT-IN LANDING CAT II ILS		
ABC RA 113'	D RA 127'		D _L RA 128'		
DA(H) 249' (100')	DA(H) 260' (111')		DA(H) 261' (112')		

R300m

CAT D/D_L requires autoland or HUDLS, otherwise: R350m.

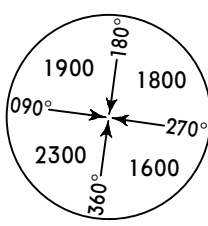
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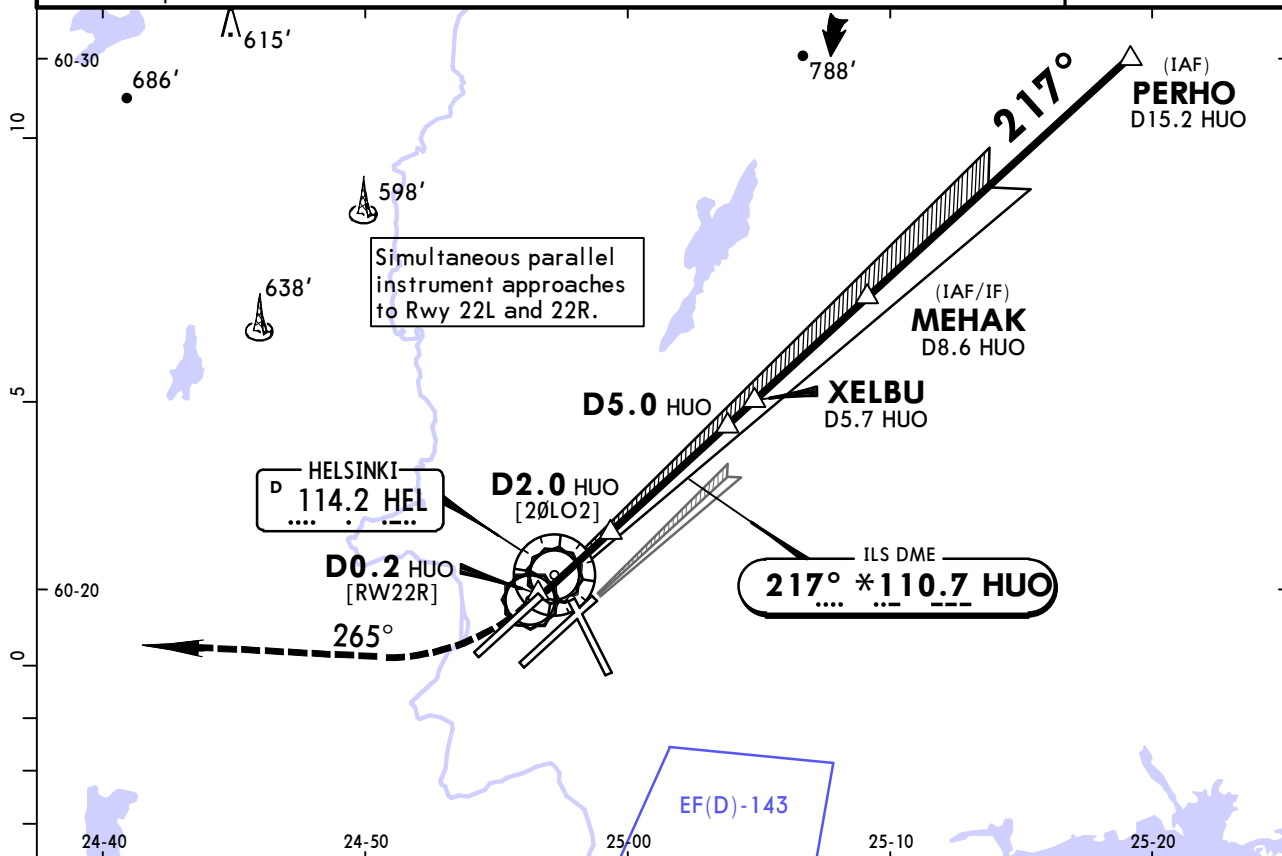
JEPPESSEN
6 DEC 24 (11-7)

HELSINKI, FINLAND
ILS or LOC Rwy 22R

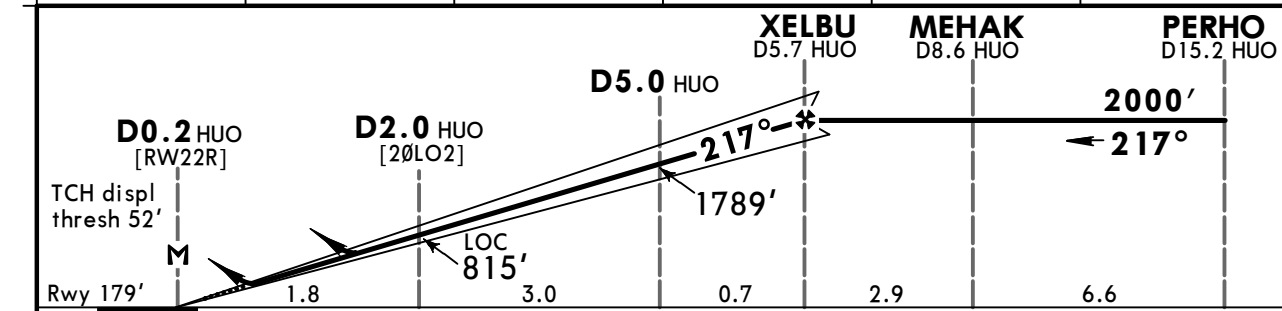
BRIEFING STRIP™	D-ATIS Arrival 135.075	HELSINKI Radar (APP) 119.1 129.850	HELSINKI Arrival (APP) 119.9 124.325	HELSINKI Tower 118.6 118.850	Ground 118.125 121.8
	LOC HUO *110.7	Final Apch Crs 217°	XELBU 2000' (1821')	ILS DA(H) 379' (200')	Apt Elev 180' Rwy 179'
	MISSED APCH: Climb STRAIGHT AHEAD to 580', then turn RIGHT RIGHT onto 265° climbing to 2000'. Do not turn before MAP. 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.





LOC (GS out)	HUO DME	2.0	3.0	4.0	5.0
	ALTITUDE	815'	1150'	1470'	1789'



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	580'	265°	2000'
GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT	↑
MAP at D0.2 HUO											

Std/State			STRAIGHT-IN LANDING				LOC (GS out)			
ILS			CDFA				W/o D2.0 HUO			
DA(H) 379' (200')			2 DA/MDA(H) 550' (371')				2 DA/MDA(H) 810' (631')			
TDZ or CL out			ALS out				TDZ or CL out			
A	R550m	1 R550m	R1200m	R1000m			R1500m	R1500m		
B							R1700m			
C								R2200m		
D								R2400m		

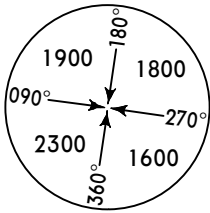
1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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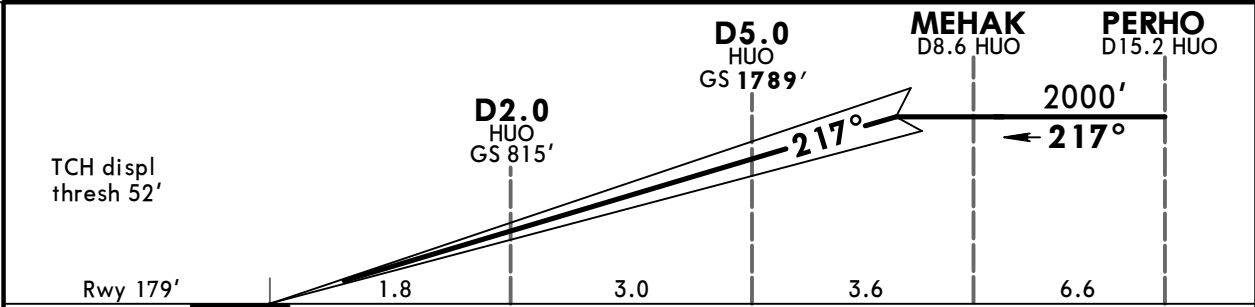
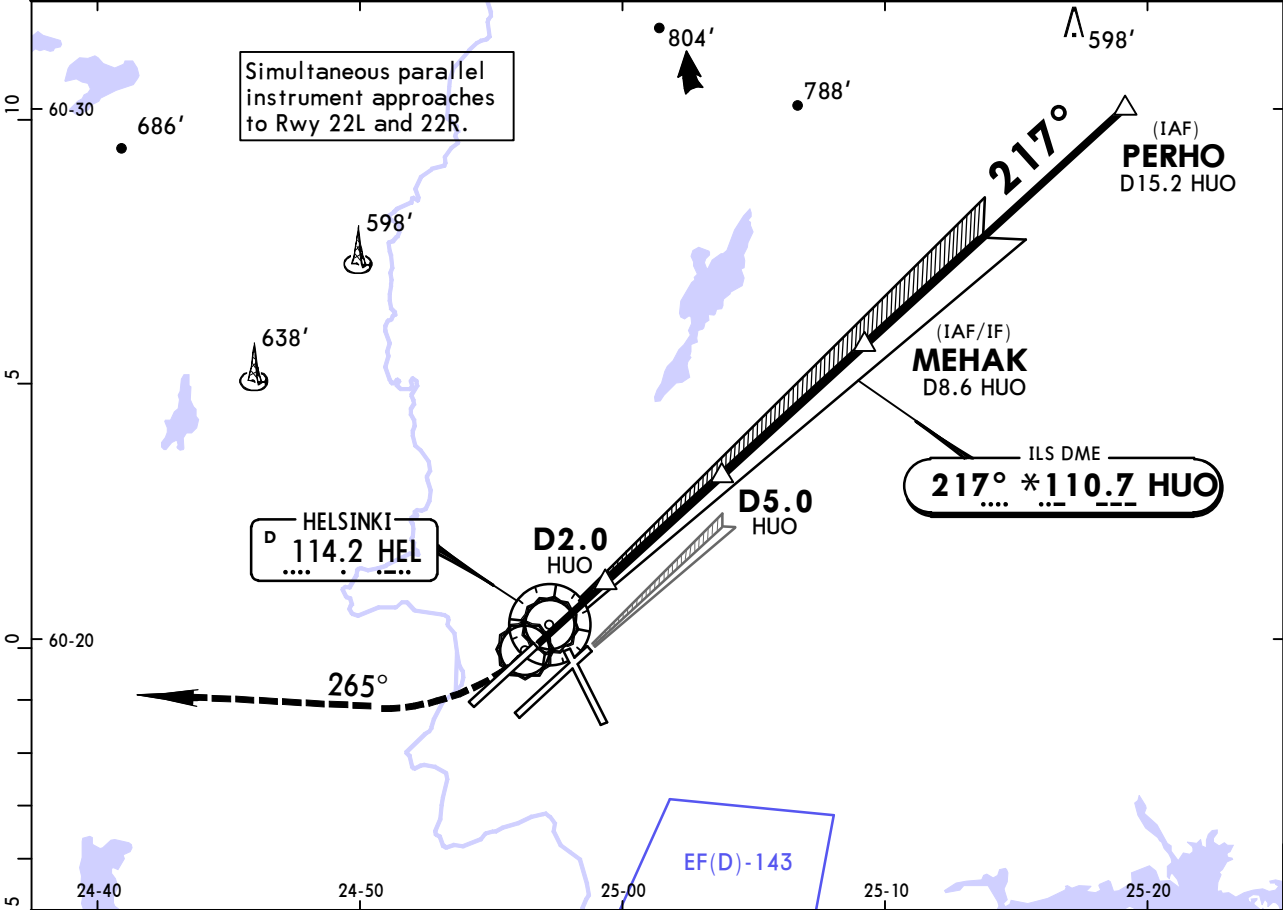
JEPPESSEN
6 DEC 24 (11-8)

HELSINKI, FINLAND
CAT II/III 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 118.125 121.8
LOC HUO *110.7	Final Apch Crs 217°	GS D5.0 HUO 1789' (1610')	CAT III & II ILS Refer to Minimums	Apt Elev 180' Rwy 179'
MISSED APCH: Climb STRAIGHT AHEAD to 580', then turn RIGHT onto 265° climbing to 2000'. Do not turn before displaced threshold. 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-II	580'	265°	2000'
GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT	↑

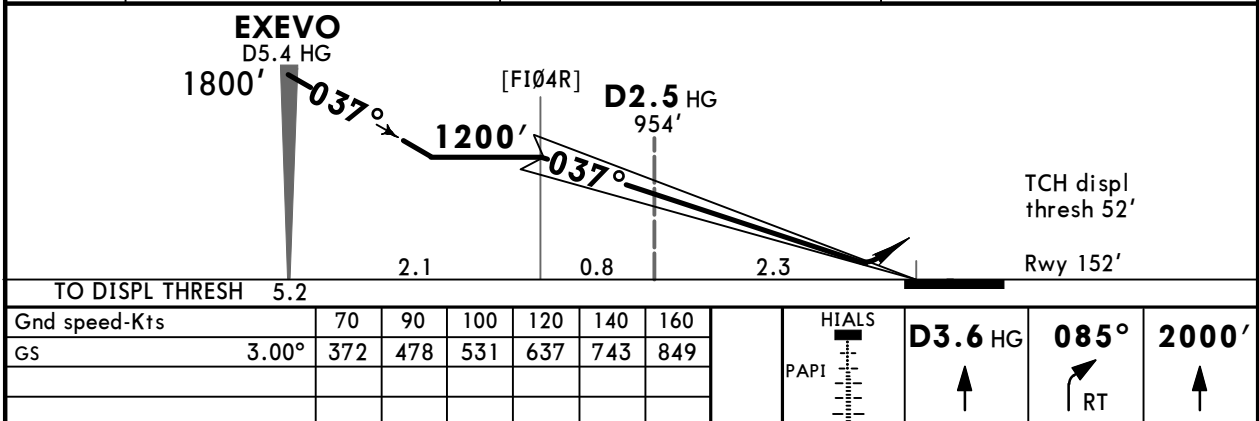
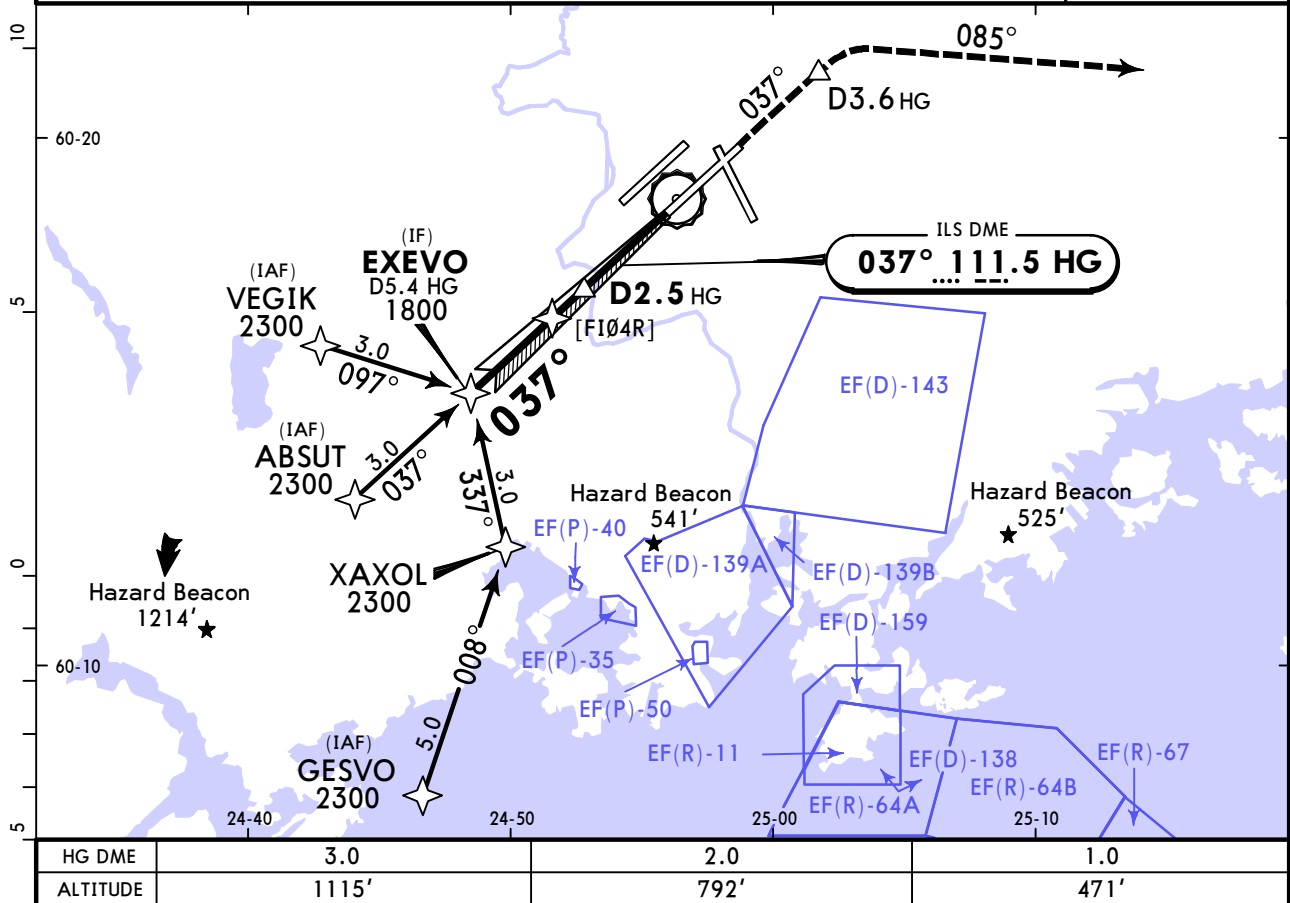
Std/State	STRAIGHT-IN LANDING		
CAT III ILS	ABC	CAT II ILS	
	D	D _L	
	RA 97'	RA 99'	RA 100'
	DA(H) 279'(100')	DA(H) 281'(102')	DA(H) 283'(104')
R75m	1 R300m		
1 CAT D/D _L requires autoland or HUDLS, otherwise: R350m.			

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JEPPESSEN
6 DEC 24 (11-9)

HELSINKI, FINLAND
COPTER ILS Rwy 04R

D-ATIS Arrival	HELSEINKI Radar (APP)	HELSEINKI Arrival (APP)	HELSEINKI Tower	Ground
135.075	119.1 129.850	119.9 124.325	118.6 118.850	118.125 121.8
LOC HG 111.5	Final Apch Crs 037°	[F104R] 1200' (1048')	DA(H) 352' (200')	Apt Elev 180' Rwy 152'
MISSED APCH: Climb STRAIGHT AHEAD until D3.6 HG, then turn RIGHT onto 085° climbing to 2000'. Expect radar vectoring.				2300 MSA ARP
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'				
RNAV 1. GNSS or Radar required for Initial Approach.				
DME required.				



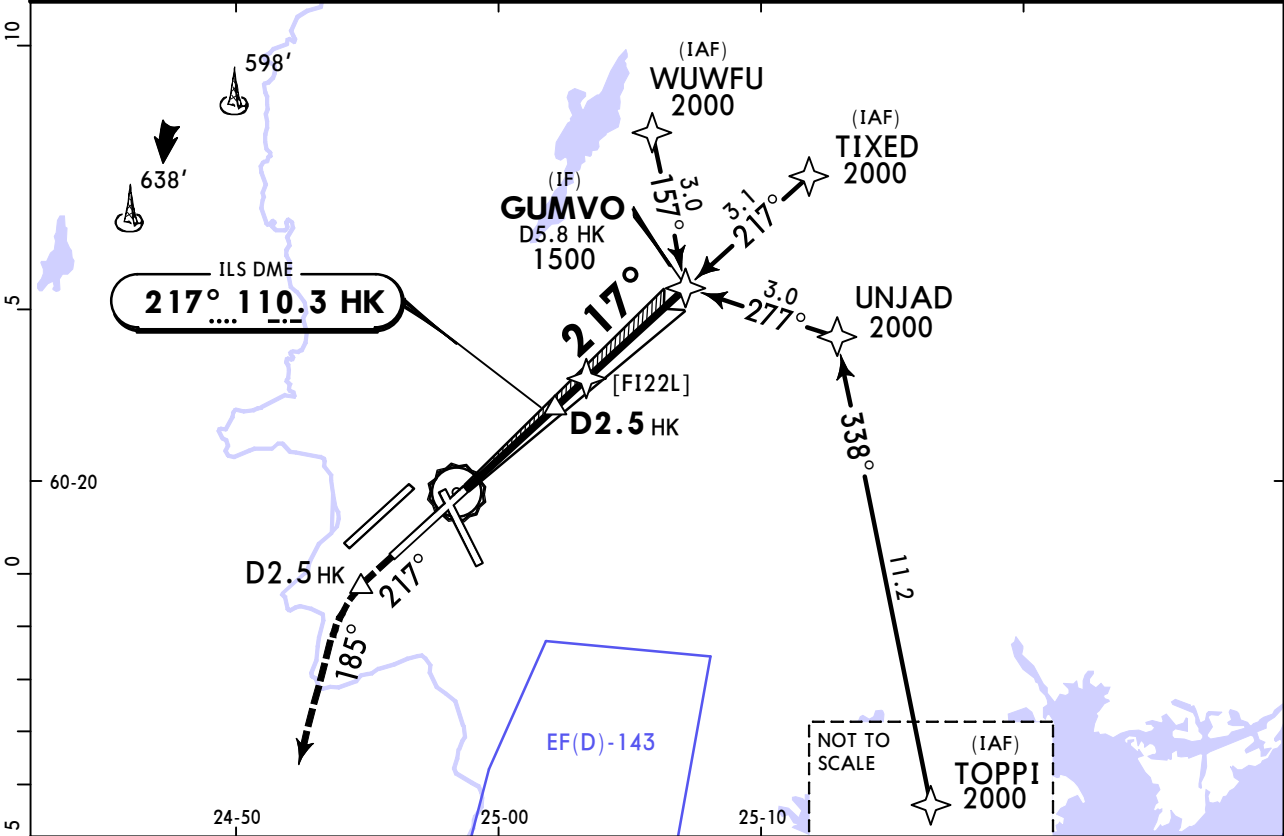
Std/State		STRAIGHT-IN LANDING	
		ILS	
		DA(H) 352' (200')	
		ALS out	
COPTER	R550m		R1000m
	With coupled autopilot, otherwise: R800m.		

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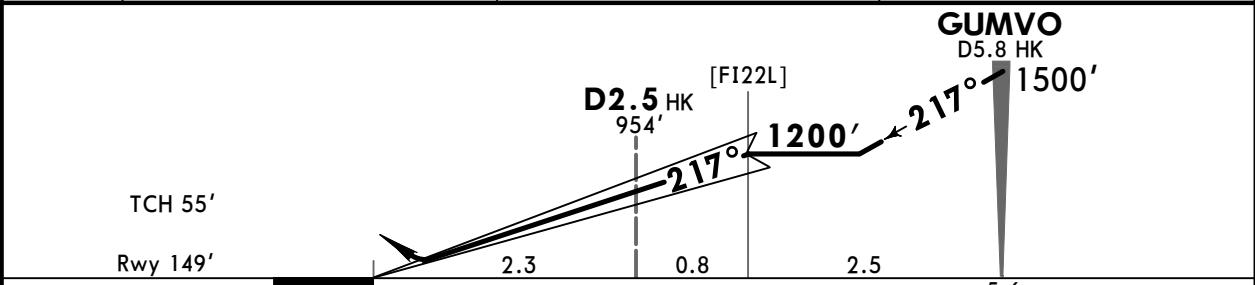
6 DEC 24 11-10

HELSINKI, FINLAND
COPTER ILS Rwy 22L

D-ATIS Arrival	HELSENKI Radar (APP)	HELSENKI Arrival (APP)	HELSENKI Tower	Ground
135.075	119.1 129.850	119.9 124.325	118.6 118.850	118.125 121.8
LOC HK 110.3	Final Apch Crs 217°	[F122L] 1200' (1051')	DA(H) 349' (200')	Apt Elev 180' Rwy 149'
MISSED APCH: Climb STRAIGHT AHEAD until D2.5 HK, then turn LEFT onto 185° climbing to 2000'. Expect radar vectoring.				
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'				
RNAV 1. GNSS or Radar required for Initial Approach.				
DME required.				



HK DME	1.0	2.0	3.0
ALTITUDE	472'	793'	1116'



							5.6				
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI				

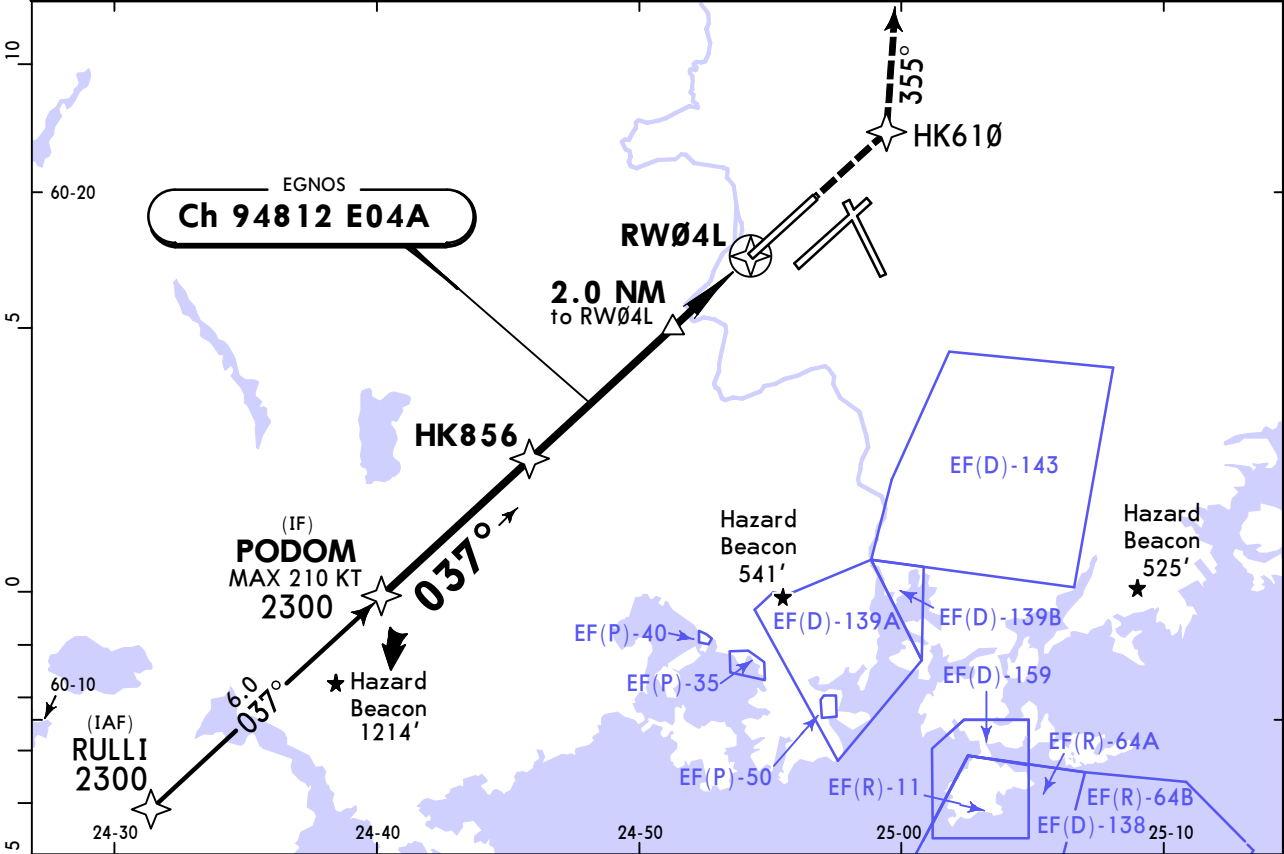
Std/State		STRAIGHT-IN LANDING	
		ILS DA(H) 349' (200')	
		ALS out	
C O P T E R	1 R550m	R1000m	
1 With coupled autopilot, otherwise: R800m.			

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VANTAA

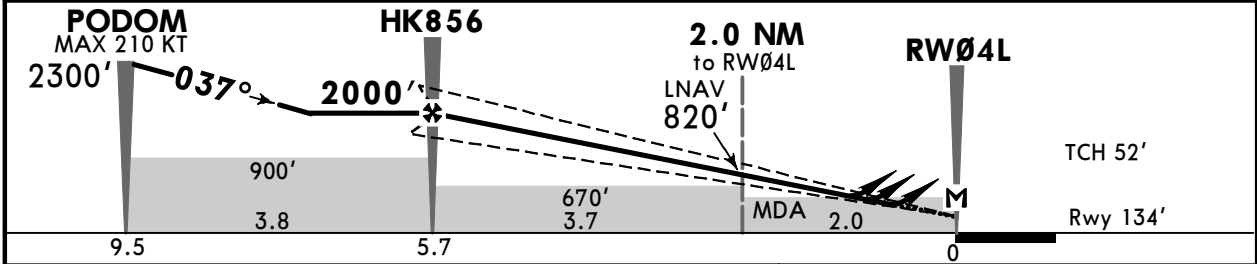
JEPPESEN
6 DEC 24 (12-1)

HELSINKI, FINLAND
RNP Rwy 04L

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 118.125 121.8
EGNOS Ch 94812 E04A	Final Apch Crs 037°	HK856 2000' (1866')	LPV DA(H) 334' (200')	Apt Elev 180' Rwy 134'
MISSED APCH: Proceed from RW04L towards HK610 for LEFT turn to track 355° climbing to 2000'. Expect radar vectoring.				
RNP Apch	Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 5000'
1. Simultaneous parallel instrument approaches to Rwy 04L and 04R. 2. Baro-VNAV not authorized below -30°C.				
				2300 MSA ARP



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
Glide Path Angle	3.00°	372	478	531	637	743
MAP at RW04L						
HK856 to MAP	5.7	4:53	3:48	3:25	2:51	2:27
Timing not authorized for defining the MAP.						
			HIALS-II PAPI		HK610	355° LT
						2000'

Std/State			STRAIGHT-IN LANDING			LNAV		
1 LPV			LNAV/VNAV			CDFA		
DA(H) 334' (200')			A: 410' (276') C: 430' (296') B: 422' (288') D: 440' (306')			DA/MDA(H) 550' (416')		
TDZ or CL out			TDZ or CL out			TDZ or CL out		
A			R600m	2 R600m	R1300m	R1200m		
B	R550m	2 R550m	R650m	2 R650m	R1400m			
C								
D			R700m	2 R700m				

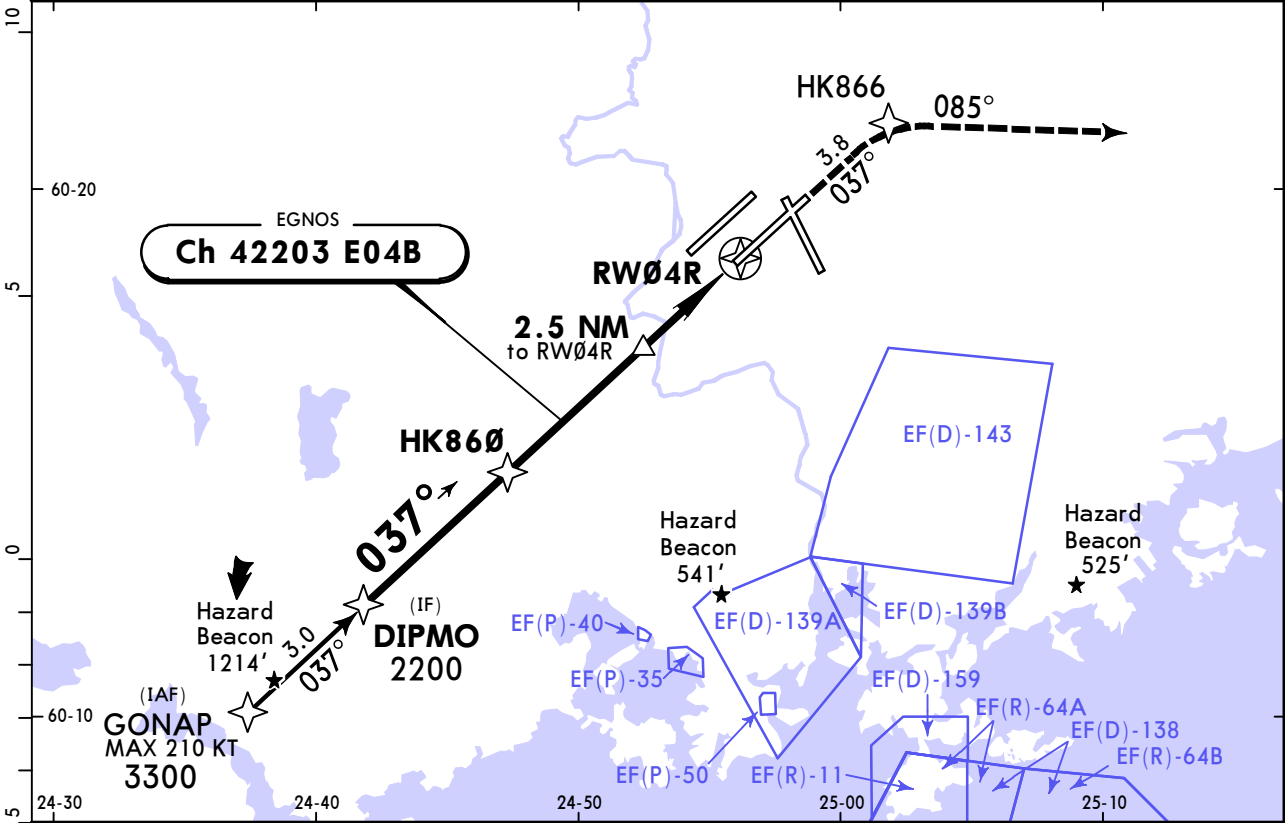
1 LPV (VAL 35m) 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

EFHK/HEL
VANTAA

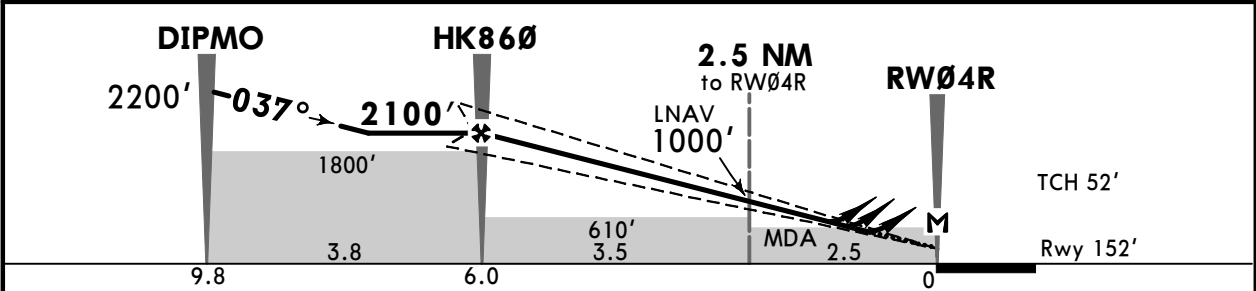
JEPPESEN
6 DEC 24 12-2

HELSINKI, FINLAND
RNP Rwy 04R

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 118.125 121.8
EGNOS Ch 42203 E04B	Final Apch Crs 037°	HK860 2100' (1948')	LPV DA(H) 352' (200')	Apt Elev 180' Rwy 152'
MISSED APCH: Proceed from RW04R towards HK866 for RIGHT turn to track 085° climbing to 2000'. Expect radar vectoring.				
RNP Apch	Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC	Trans alt: 5000'
1. Simultaneous parallel instrument approaches to Rwy 04L and 04R. 2. Baro-VNAV not authorized below -30°C.				
2300 MSA ARP				



DIST to RW04R	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2100'	1800'	1480'	1160'	840'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI HK866	085° RT	2000'
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW04R									
HK860 to MAP	6.0	5:09	4:00	3:36	3:00	2:34		2:15	
Timing not authorized for defining the MAP.									

Std/State		STRAIGHT-IN LANDING			
1 LPV		LNAV/VNAV		LNAV	
DA(H) 352' (200')		DA(H) A: 460' (308') C: 481' (329') B: 472' (320') D: 491' (339')		CDFA 3 DA/MDA(H) 550' (398')	
ALS out		ALS out		ALS out	
A					
B	2 R550m	R1200m	2 R700m	R1400m	R1500m
C			R800m	R1500m	R1800m
D					

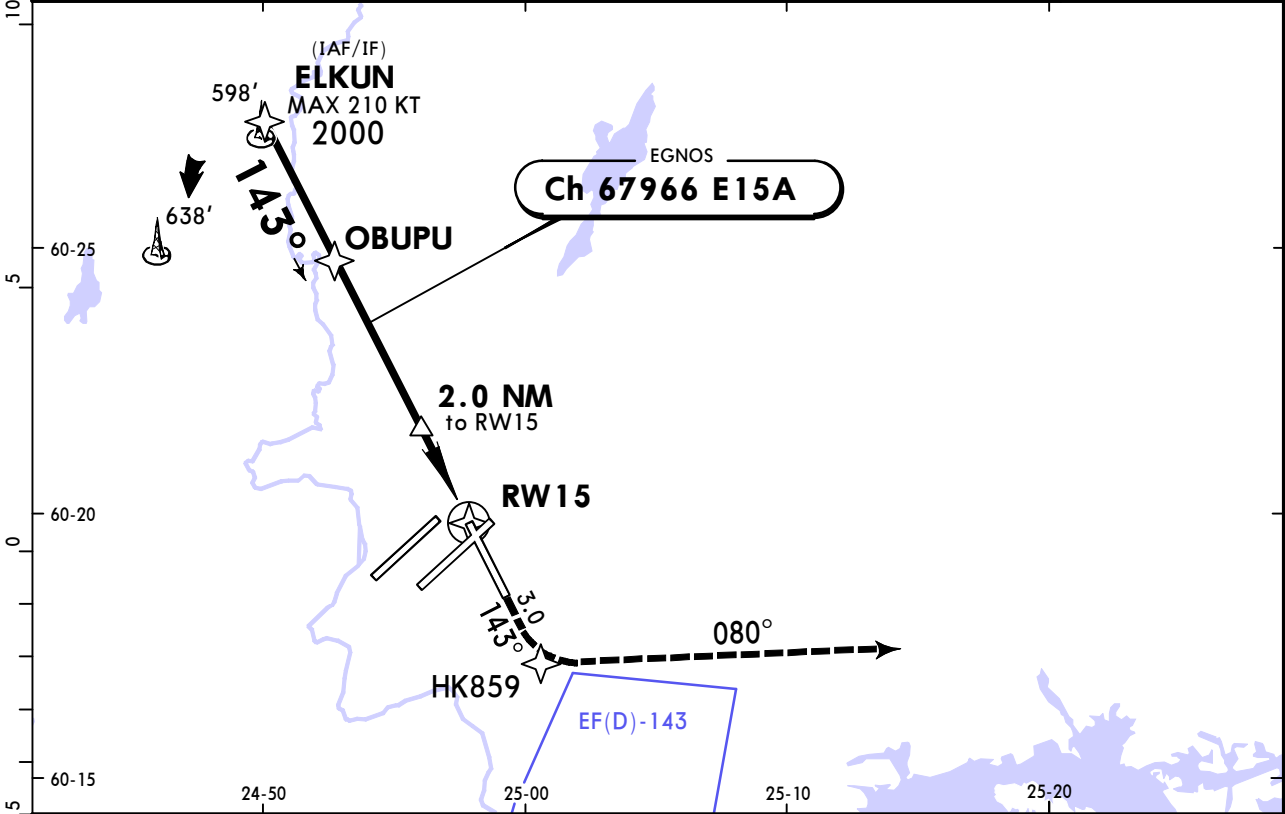
1 LPV (VAL 35m) 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

EFHK/HEL
VANTAA

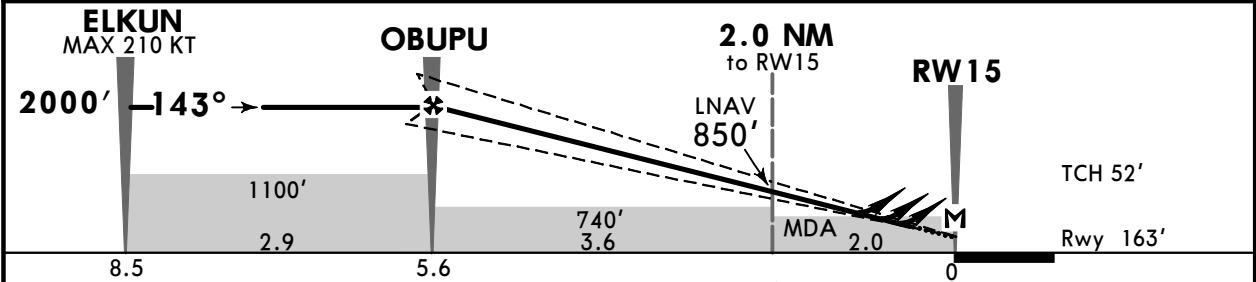
JEPPESSEN
6 DEC 24 (12-3)

HELSINKI, FINLAND
RNP Rwy 15

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 118.125 121.8		
EGNOS Ch 67966 E15A		Final Apch Crs 143°		OBUPU 2000' (1837')		LPV DA(H) 363' (200')		Apt Elev 180' Rwy 163'		
MISSED APCH: Proceed from RW15 towards HK859 for LEFT turn to track 080° climbing to 2000'. Except radar vectoring.									2300 MSA ARP	
RNP Apch		Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC		Trans alt: 5000'		
Baro-VNAV not authorized below -30°C.										



DIST to RW15	5.0	4.0	3.0	2.0
ALTITUDE	1810'	1490'	1170'	850'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI HK859 080° 2000'	
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at RW15								
OBUPU to MAP	5.6	4:48	3:44	3:22	2:48	2:24		
Timing not authorized for defining the MAP.								

Std/State			STRAIGHT-IN LANDING					
1 LPV			LNAV/VNAV			LNAV		
DA(H) 363' (200')			A: 456' (293') C: 476' (313') B: 468' (305') D: 486' (323')			CDFA 3 DA/MDA(H) 610' (447')		
	TDZ or CL out	ALS out		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A			R650m	2 R650m				R1500m
B	R550m	2 R550m	R1200m	R700m	2 R700m	R1400m		
C								R2100m
D				R800m	R800m	R1500m		

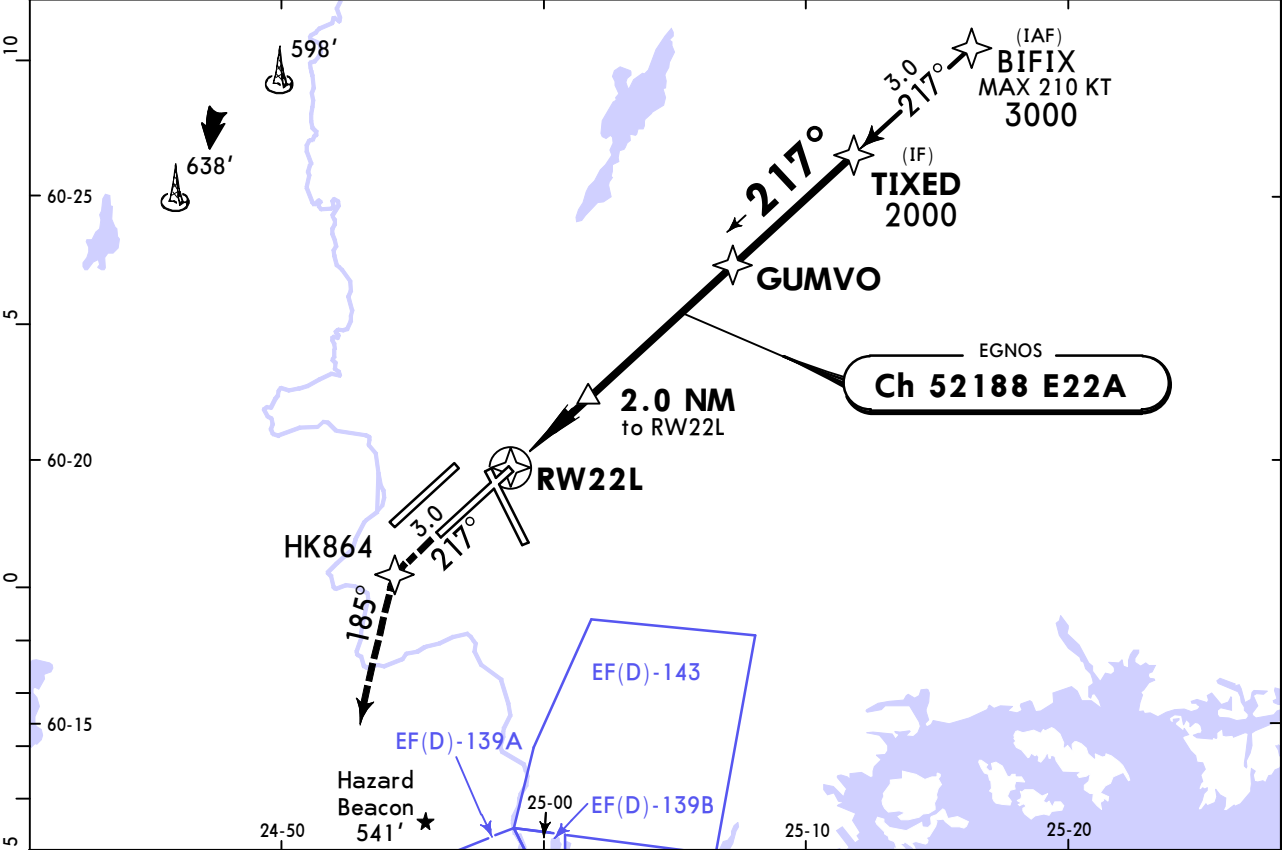
1 LPV (VAL 35m) 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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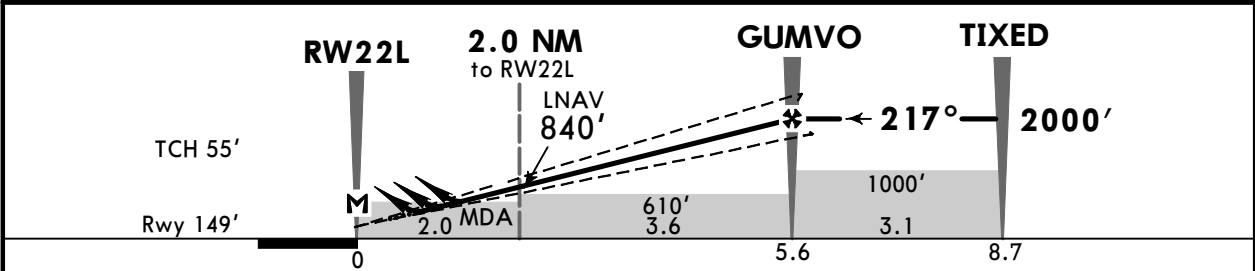
JEPPESSEN
6 DEC 24 (12-4)

HELSINKI, FINLAND
RNP Rwy 22L

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 118.125 121.8
EGNOS Ch 52188 E22A	Final Apch Crs 217°	GUMVO 2000' (1851')	LPV DA(H) 349' (200')	Apt Elev 180' Rwy 149'
MISSED APCH: Proceed from RW22L towards HK864 for LEFT turn to track 185° climbing to 2000'. Expect radar vectoring.				
RNP Apch	Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 5000'
1. Simultaneous parallel instrument approaches to Rwy 22L and 22R. 2. Baro-VNAV not authorized below -30°C.				



DIST to RW22L	2.0	3.0	4.0	5.0
ALTITUDE	840'	1160'	1480'	1800'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI <
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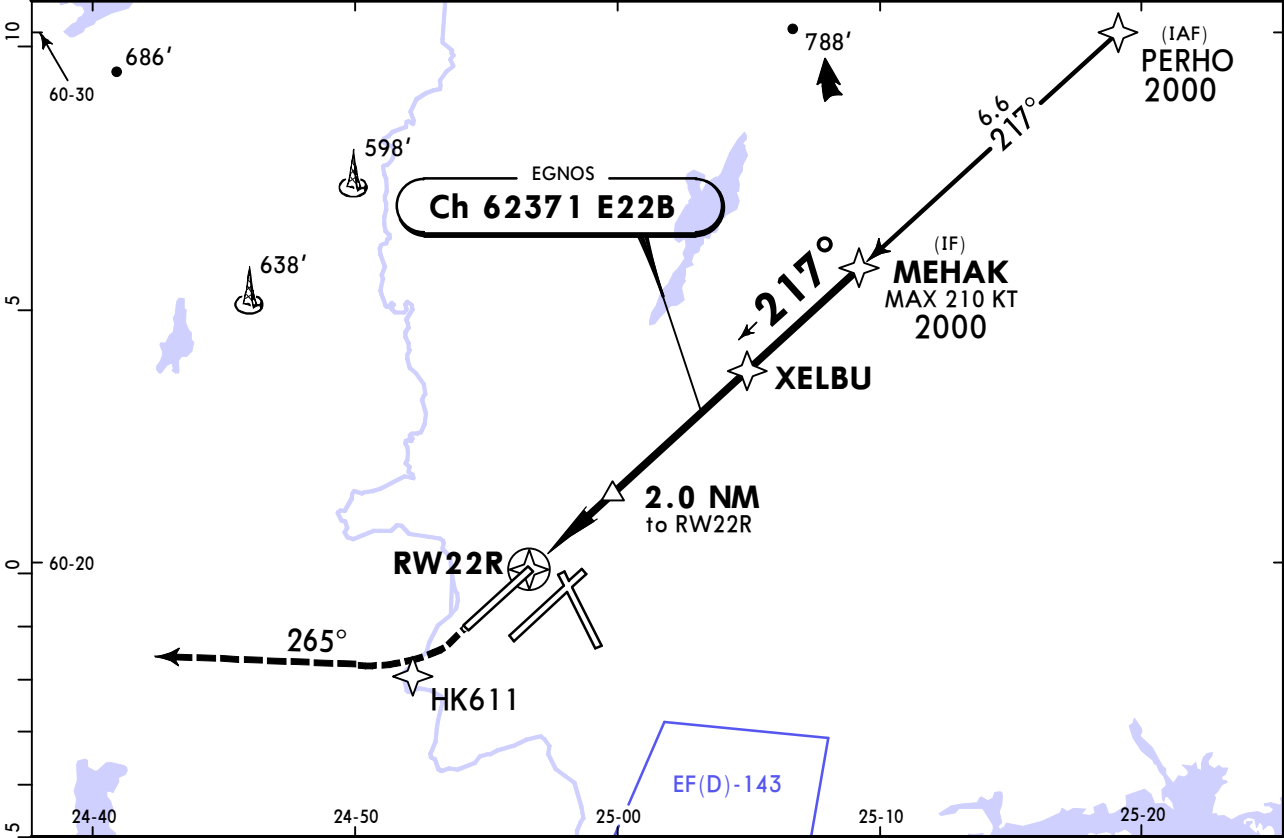
Std/State			STRAIGHT-IN LANDING						
1 LPV			LNAV/VNAV			LNAV			
DA(H) 349'(200')			DA(H) A:463'(314') C:483'(334') B:475'(326') D:494'(345')			CDFA 3 DA/MDA(H) 610'(461')			
		TDZ or CL out	ALS out			TDZ or CL out	ALS out		
A	R550m	2 R550m	R1200m	R700m	2 R700m	R1400m	R1500m		
B				R800m	R800m	R1500m			
C									
D				R900m	R900m	R1600m			
								R2200m	

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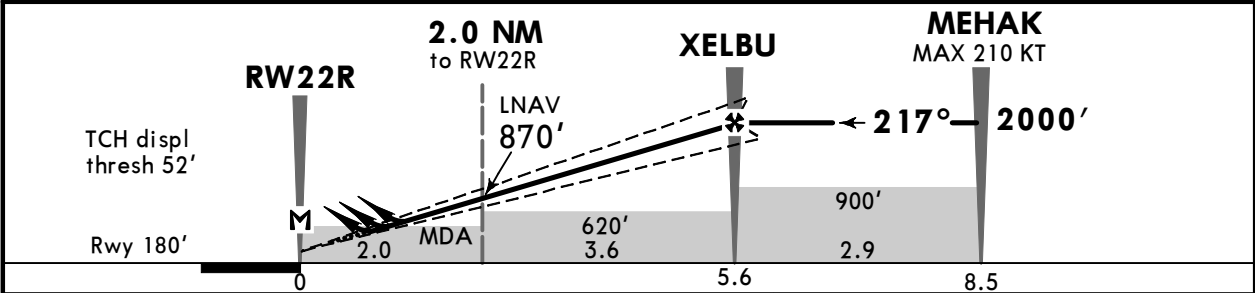
JEPPESSEN
6 DEC 24 (12-5)

HELSINKI, FINLAND
RNP 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 118.125 121.8
EGNOS Ch 62371 E22B	Final Apch Crs 217°	XELBU 2000' (1820')	LPV DA(H) 380' (200')	Apt Elev 180' Rwy 180'
MISSED APCH: Proceed from RW22R towards HK611 for RIGHT turn to track 265° climbing to 2000'. Expect radar vectoring.				
RNP Apch	Alt Set: hPa	Apt Elev: 7 hPa	Trans level: By ATC	Trans alt: 5000'
1. Simultaneous parallel instrument approaches to Rwy 22L and 22R. 2. Baro-VNAV not authorized below -30°C.				



DIST to RW22R	2.0	3.0	4.0	5.0
ALTITUDE	870'	1190'	1500'	1820'



Gnd speed-Kts	70	90	100	120	140	160		HK611			
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW22R											
XELBU to MAP	5.6	4:48	3:44	3:22	2:48	2:24					2:06
Timing not authorized for defining the MAP.											

Std/State			STRAIGHT-IN LANDING					
1 LPV			LNAV/VNAV			LNAV CDFA		
DA(H) 380' (200')			A: 457' (277') C: 477' (297') B: 469' (289') D: 487' (307')			DA/MDA(H) 610' (430')		
TDZ or CL out			TDZ or CL out			TDZ or CL out		
A			R600m	2 R600m	R1300m	R1300m		
B	R550m	2 R550m	R1200m	R650m	2 R650m			
C					R1400m			
D				R700m	2 R700m			

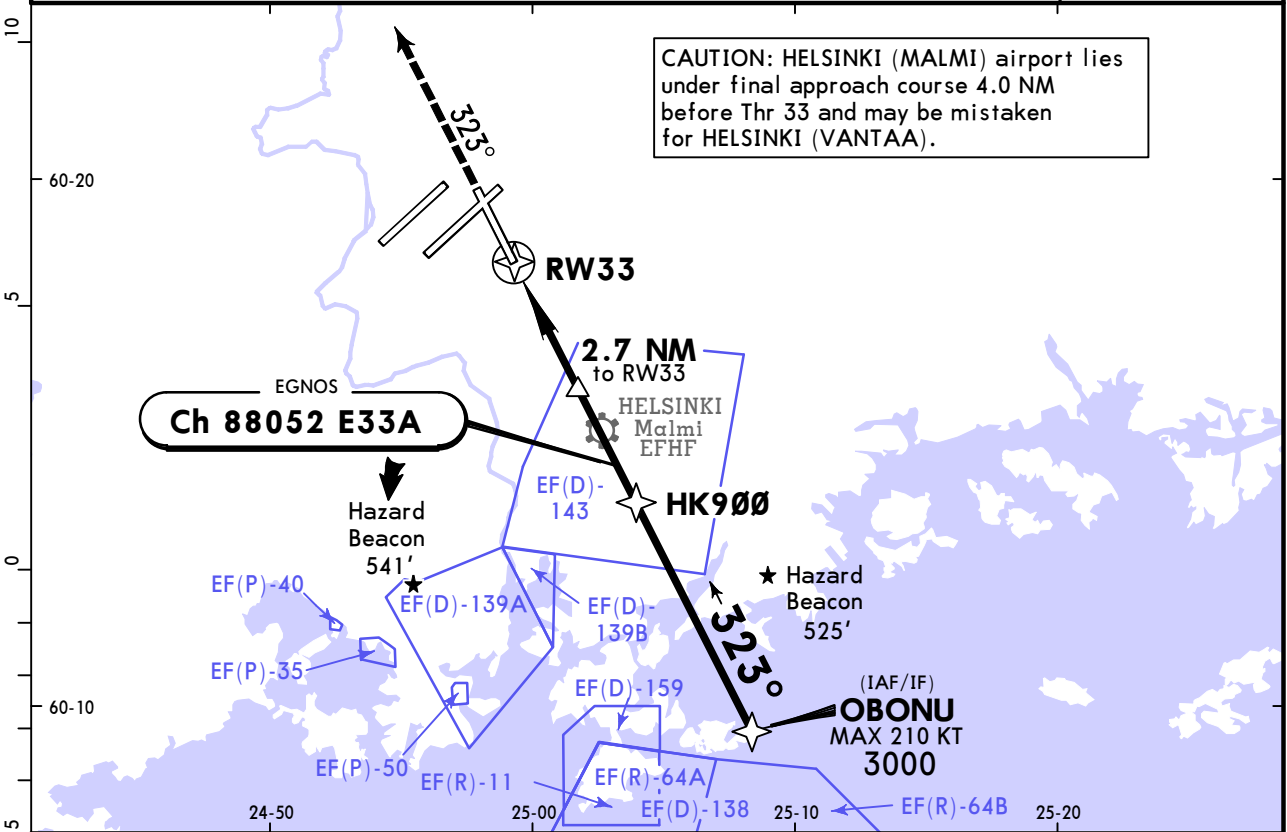
1 LPV (VAL 35m) 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

EFHK/HEL
VANTAA

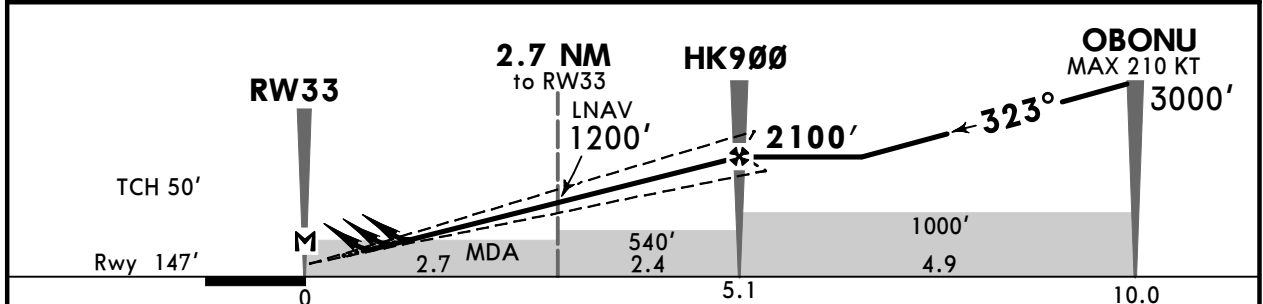
JEPPESEN
6 DEC 24 12-6

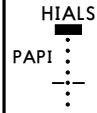
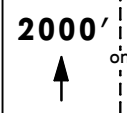
HELSINKI, FINLAND
RNP Rwy 33

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 118.125 121.8			
	EGNOS Ch 88052 E33A		Final Apch Crs 323°		HK900 2100' (1953')		LPV DA(H) Refer to Minimums		Apt Elev 180' Rwy 147'			
	MISSED APCH: Proceed from RW33 on track 323° climbing to 2000'. Expect radar vectoring.									2300 MSA ARP		
	RNP Apch		Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC		Trans alt: 5000'			
	Baro-VNAV not authorized below -30°C.											



DIST to RW33	2.0	3.0	4.0	5.0
ALTITUDE	940'	1310'	1680'	2060'



Gnd speed-Kts	70	90	100	120	140	160		
Glide Path Angle 3.50°	434	557	619	743	867	991		
MAP at RW33								
HK900 to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55		
Timing not authorized for defining the MAP.								

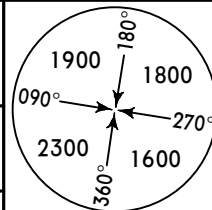
Std/State		STRAIGHT-IN LANDING			
1 LPV		LNAV/VNAV		LNAV	
DA(H) ABC: 347' (200') D: 349' (202')		DA(H) A: 466' (319') C: 493' (346') B: 481' (334') D: 503' (356')		CDFA 2 DA/MDA(H) 550' (403')	
ALS out		ALS out		ALS out	
A	R750m	R1200m	R1000m	R1400m	R1500m
B			R1100m	R1500m	
C			R1200m	R1600m	
D					
1 LPV (VAL 35m) 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.					

EFHK/HEL
VANTAA

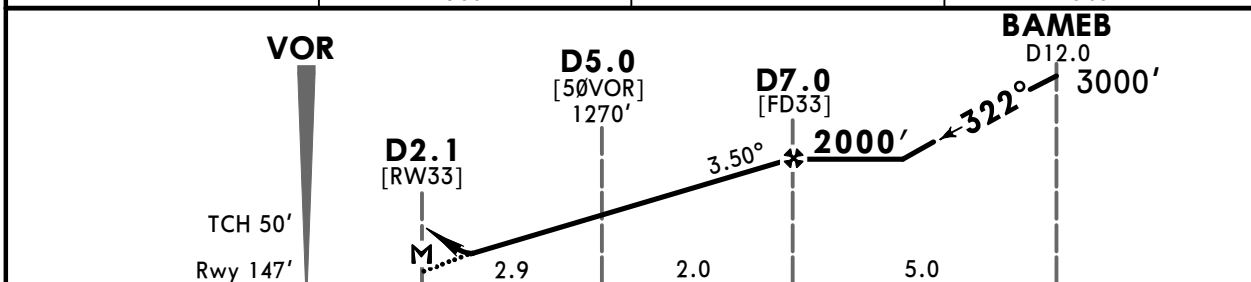
JEPPESEN
6 DEC 24 (13-1)

HELSINKI, FINLAND
VOR Rwy 33

D-ATIS Arrival	HELSINKI Radar (APP)	HELSINKI Arrival (APP)	HELSINKI Tower	Ground
135.075	119.1 129.85	119.9 124.32	118.6 118.85	118.125 121.8
VOR HEL 114.2	Final Apch Crs 322°	D7.0 2000' (1853')	DA/MDA(H) (CONDITIONAL) 570' (423')	Appt Elev 180' Rwy 147'
MISSED APCH: Climb on track 322° to 2000'. Expect radar vectoring.				
Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 5000'	
1. DME required.	2. Final approach track offset 1° from Rwy centerline.	MSA HEL VOR		



HEL DME	4.0	5.0	6.0
ALTITUDE	900'	1270'	1640'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867
MAP at D2.1						
D7.0 to MAP	4.9	4:12	3:16	2:56	2:27	2:06
Timing not authorized for defining the MAP.						
HIALS PAPI 2000' on 322°						

Std/State		STRAIGHT-IN LANDING	
CDFA		W/o D5.0 CDFA	
DA/MDA(H) 570' (423')		DA/MDA(H) 1270' (1123')	
ALS out		ALS out	
A	R1500m	R1500m	
B	R1500m	R1500m	
C	R1600m	R2000m	R2400m
D	R1600m	R2000m	R2400m
VNAV DA(H) in lieu of MDA(H) depends on operator policy.			

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
HELSINKI, (VANTAA - EFHK)				
DEL	RWY 04L/22R CONSTRUCTION ...	10-8B	21 Feb 2025	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EFHK

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20250531

(12-6) RNP RWY 33 - SMA value 540' of the segment between HK900 and (SDF) 2.7 NM to RW33 should read 590' (based on SUP 165-24).

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.