

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For EFHK

Terminal Charts For EFHK

Revision Letter For Cycle 07-2023

Change Notices

Notebook

## General Information

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

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: -2:00 = UTC  
Magnetic Variation: 9.0° 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: 0301 Z  
Sunset: 1739 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: 135.075 Arrival Service  
ATIS: 114.200 Departure Service  
Helsinki Tower: 118.600  
Helsinki Tower: 118.850  
Helsinki Tower: 119.700  
Helsinki Ground: 121.800  
Helsinki Ground: 118.125  
Helsinki Ramp/Taxi: 121.650  
Helsinki Radar Approach: 119.700  
Helsinki Radar Approach: 129.850  
Helsinki Radar Approach: 119.100  
Helsinki Arrival: 124.325  
Helsinki Arrival: 119.900  
Helsinki Arrival: 119.700  
Helsinki De-icing Operations: 127.025  
Remote De-icing Operations: 133.850

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## 1. GENERAL

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### 1.1. ATIS

D-ATIS Arrival 135.075

D-ATIS Departure 114.2

### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. GENERAL

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

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

#### 1.2.2. PREFERENTIAL RUNWAY SYSTEM

##### Landings

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

##### Departures

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

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

RWY 15 is 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

- RWY is clear, dry or damp:
  - MAX crosswind component is 20 KT/MAX tailwind component is 5 KT (RWY 04L/22R, 04R/22L, 15/33).
- RWY is wet and braking action is medium to good or better:
  - MAX crosswind component is 20 KT/MAX tailwind component is 5 KT (RWY 04L/22R, 04R/22L);
  - MAX crosswind component is 15 KT/MAX tailwind component is 5 KT (RWY 15/33).
- RWY is contaminated and braking action is medium to good or better:
  - MAX crosswind component is 15 KT/MAX tailwind component is 5 KT (RWY 04L/22R, 04R/22L, 15/33)

#### 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 FL70 at a distance more than 25NM from RWY touchdown.

ATC is not allowed to cancel speed restrictions.

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## 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.

## 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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## 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.

Pilots are to use the minimum power necessary when maneuvering on the TWY system. This is of particular importance when maneuvering in the apron, where jet blast can affect adjacent stands.

#### 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, 17 1 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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## 2. ARRIVAL

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### 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. 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. ARRIVAL

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### 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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### 3. DEPARTURE

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#### 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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13 JAN 23

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## 3. DEPARTURE

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### 3.3. DE-ICING

#### 3.3.1. GENERAL

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

De-icing may also be performed on remote de-icing apron (apron 6 and 8).

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

Other times de-icing 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 shall be included.

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

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

#### 3.3.2. DE-ICING STANDS

Stands 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 at the perimeter of the apron to the remote de-icing supervisor ( 133.850).

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

The remote de-icing aprons, including their entry and exit taxilines, lie outside the normal 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 (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 remote de-icing supervisor's frequency until the anti-icing code has been received and the pilot has received instructions to contact ATC again.

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

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4 SEP 20

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### 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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4 SEP 20

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### 3. DEPARTURE

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#### 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  $V_2 + (10 \text{ to } 20 \text{ KT})$  until an acceleration altitude of at least 3000'.

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### 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 YA	Propeller / turboprop / quiet jet ACFT Propeller / turboprop / quiet jet ACFT If LVP operations are in use If de-icing takes place on APN 6
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

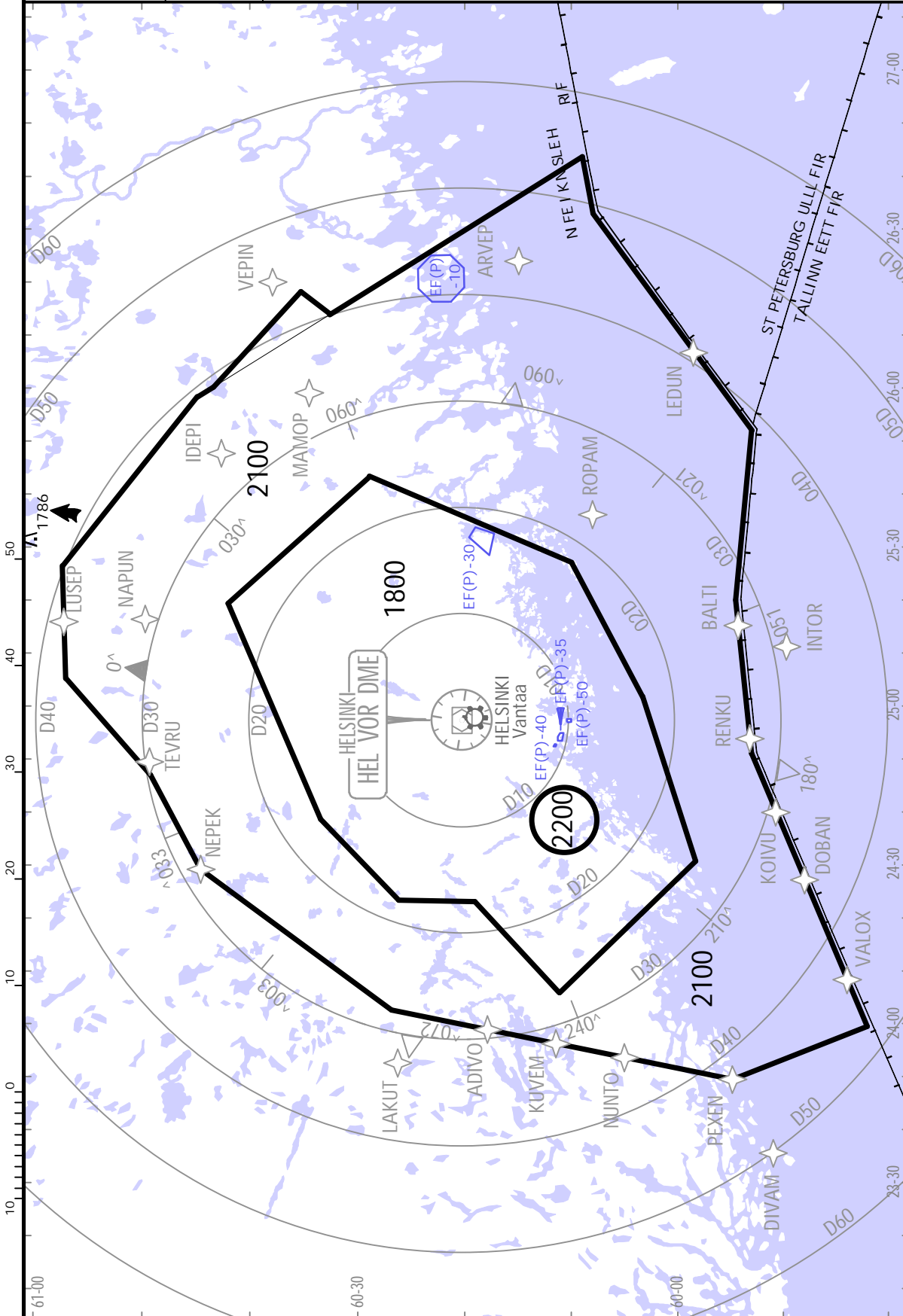
Due to jetblast hazard, ACFT departing RWY 22L from TWY Y or ZD intersection shall use idle power until clearance for departure has been issued.

**EFHK/HEL**  
VANTAA

**JEPPesen**  
8 APR 22 (10-1R) .Eff.21.Apr.

**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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EFHK/HEL  
VANTAA

**JEPPESEN**

17 APR 20

10-2

.Eff.23.Apr.

HELSINKI, FINLAND  
.RNAV.STAR.

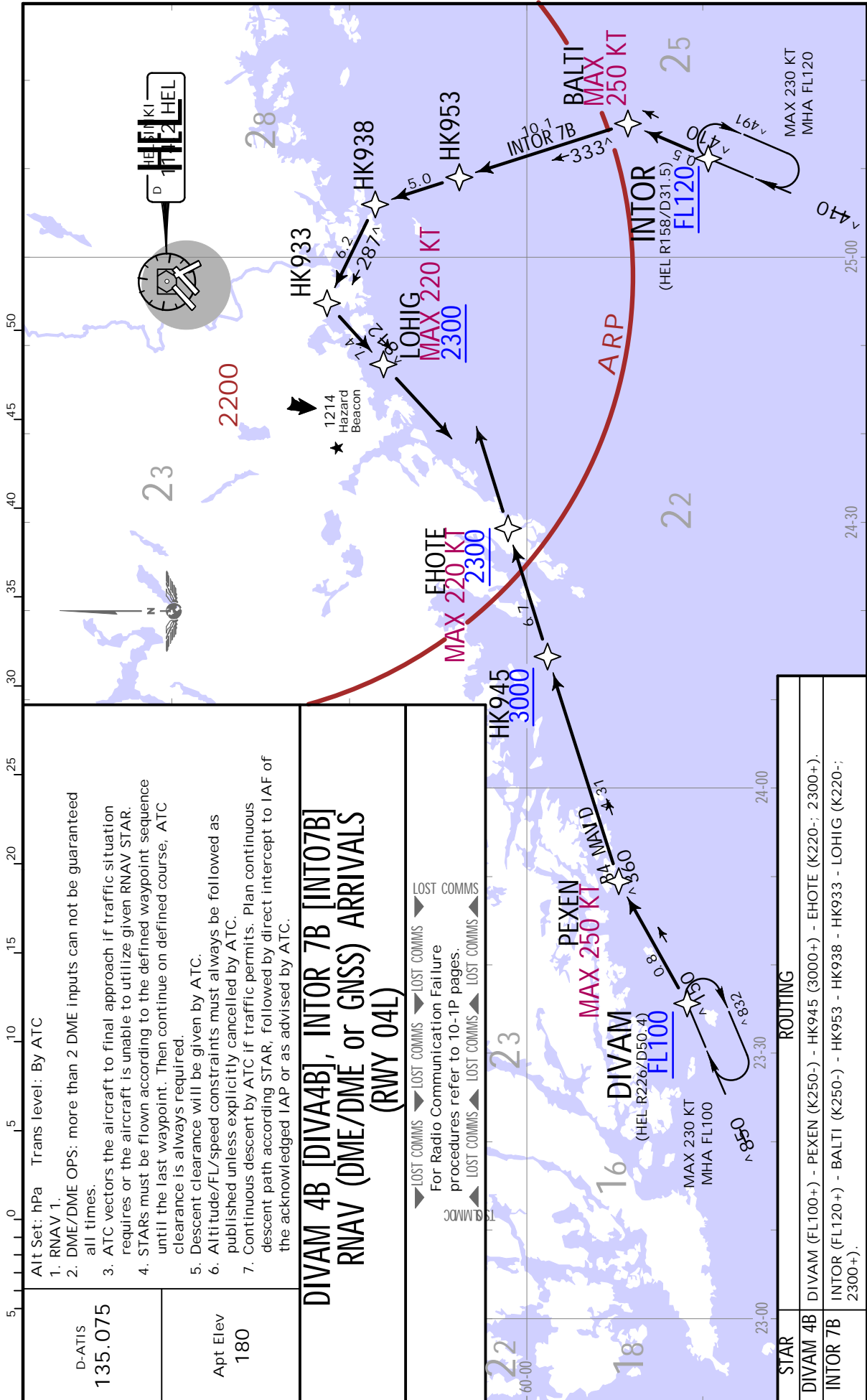
RNAV STAR DESIGNATION	REFER TO CHART
DIVAM 4B, INTOR 7B	10-2B
LAKUT 8B, LUSEP 3B	10-2C
MAROM 6B, NAPUN 3B	10-2D
ROPAM 3B, VEPIN 3B	10-2E
PEXEN 6B	10-2F
DIVAM 4R, INTOR 6R	10-2G
LAKUT 8R, LUSEP 3R	10-2H
ROPAM 3R, VEPIN 3R	10-2J
DIVAM 3M, INTOR 8M	10-2K
LAKUT 7M, LUSEP 3M	10-2L
ROPAM 3M, VEPIN 3M	10-2M
DIVAM 4A, INTOR 5A	10-2N
LAKUT 5A, LUSEP 4A	10-2P
ROPAM 4A, VEPIN 4A	10-2Q
DIVAM 4V, INTOR 5V	10-2S
LAKUT 5V, LUSEP 5V	10-2T
MAROM 2V, NAPUN 3V	10-2U
ROPAM 4V, VEPIN 4V	10-2V
PEXEN 5V	10-2W
DIVAM 3W, INTOR 7W	10-2X
LAKUT 7W, LUSEP 3W	10-2X1
ROPAM 3W, VEPIN 3W	10-2X2



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VANTAA

JEPPESSEN  
17 APR 20 10-2B .Eff.23.Apr.

HELSINKI, FINLAND  
.RNAV.STAR.



Alt Set: hPa Trans level: By ATC

1. RNAV 1.
2. DME/DME OPS: more than 2 DME inputs can not be guaranteed all times.
3. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
4. STARS must be flown according to the defined waypoint sequence until the last waypoint. Then continue on defined course, ATC clearance is always required.
5. Descent clearance will be given by ATC.
6. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.
7. 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.

**DIVAM 4B [DIVA4B], INTOR 7B [INTO7B]  
RNAV (DME/DME or GNSS) ARRIVALS  
(RWY 04L)**

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

STAR	ROUTING
DIVAM 4B	DIVAM (FL100+) - PEXEN (K250-) - HK945 (3000+) - EHOITE (K220-; 2300+).
INTOR 7B	INTOR (FL120+) - BALTI (K250-) - HK953 - HK938 - LOHIG (K220-; 2300+).

CHANGES: RNAV STARS renumbered & revised.

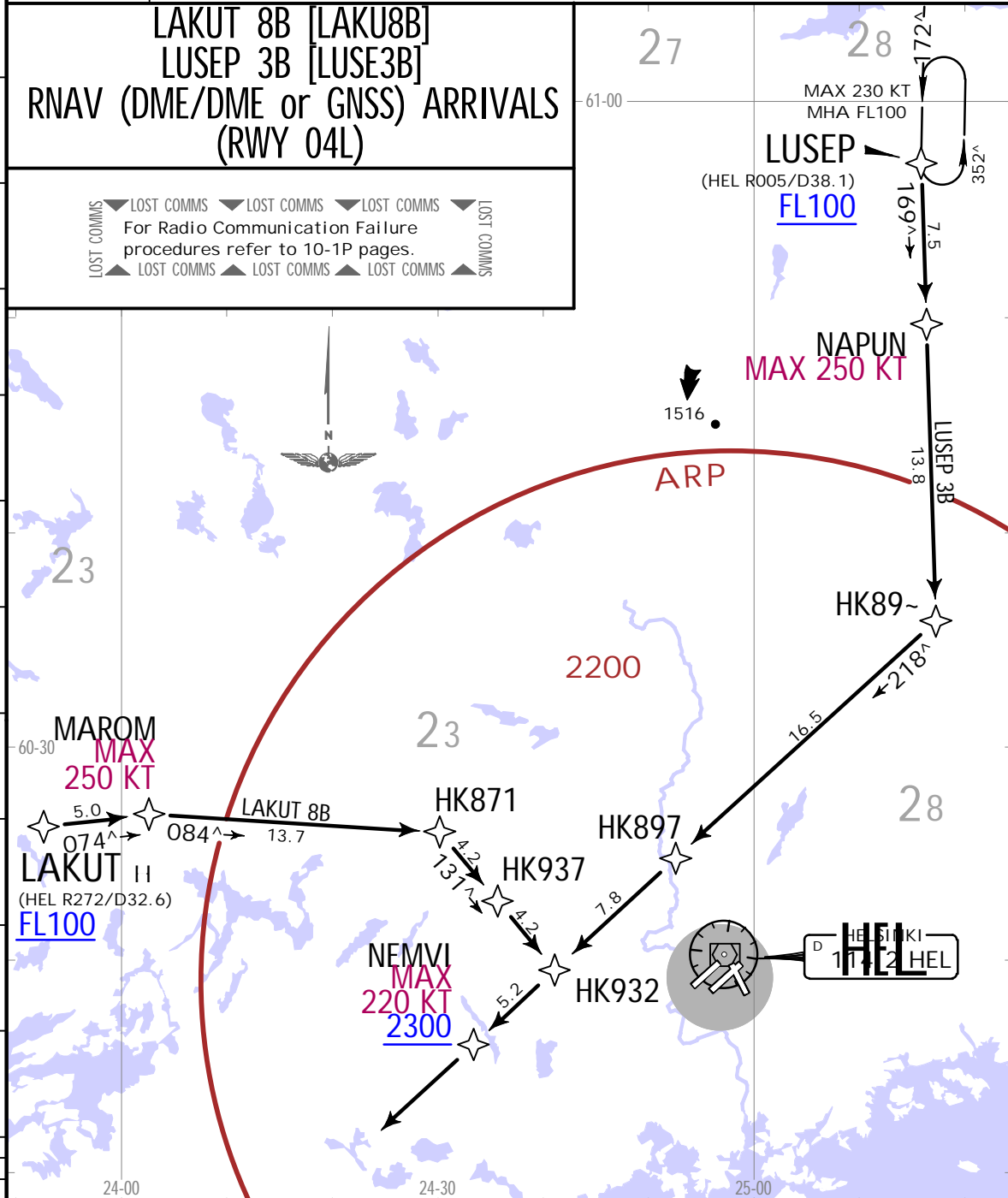
EFHK/HEL  
VANTAA

JEPPESEN

HELSINKI, FINLAND  
.RNAV.STAR.

17 APR 20 (10-2C).Eff.23.Apr.

<p>D-ATIS <b>135.075</b></p>	<p>Alt Set: hPa Trans level: By ATC</p> <ol style="list-style-type: none"> <li>RNAV 1.</li> <li>DME/DME OPS: more than 2 DME inputs can not be guaranteed all times.</li> <li>ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.</li> <li>STARs must be flown according to the defined waypoint sequence until the last waypoint. Then continue on defined course, ATC clearance is always required.</li> <li>Descent clearance will be given by ATC.</li> <li>Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.</li> <li>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.</li> </ol>
<p>Apt Elev <b>180</b></p>	



<p><b>HOLDING OVER LAKUT</b></p> <p>MAX 230 KT MHA FL100</p> <p>249°</p> <p>069°</p>	<p>STAR</p>	<p>ROUTING</p>
	<p>LAKUT 8B</p>	<p>LAKUT (FL100+) - MAROM (K250-) - HK871 - HK937 - HK932 - NEMVI (K220-; 2300+).</p>
	<p>LUSEP 3B</p>	<p>LUSEP (FL100+) - NAPUN (K250-) - HK89- - HK897 - HK932 - NEMVI (K220-; 2300+).</p>

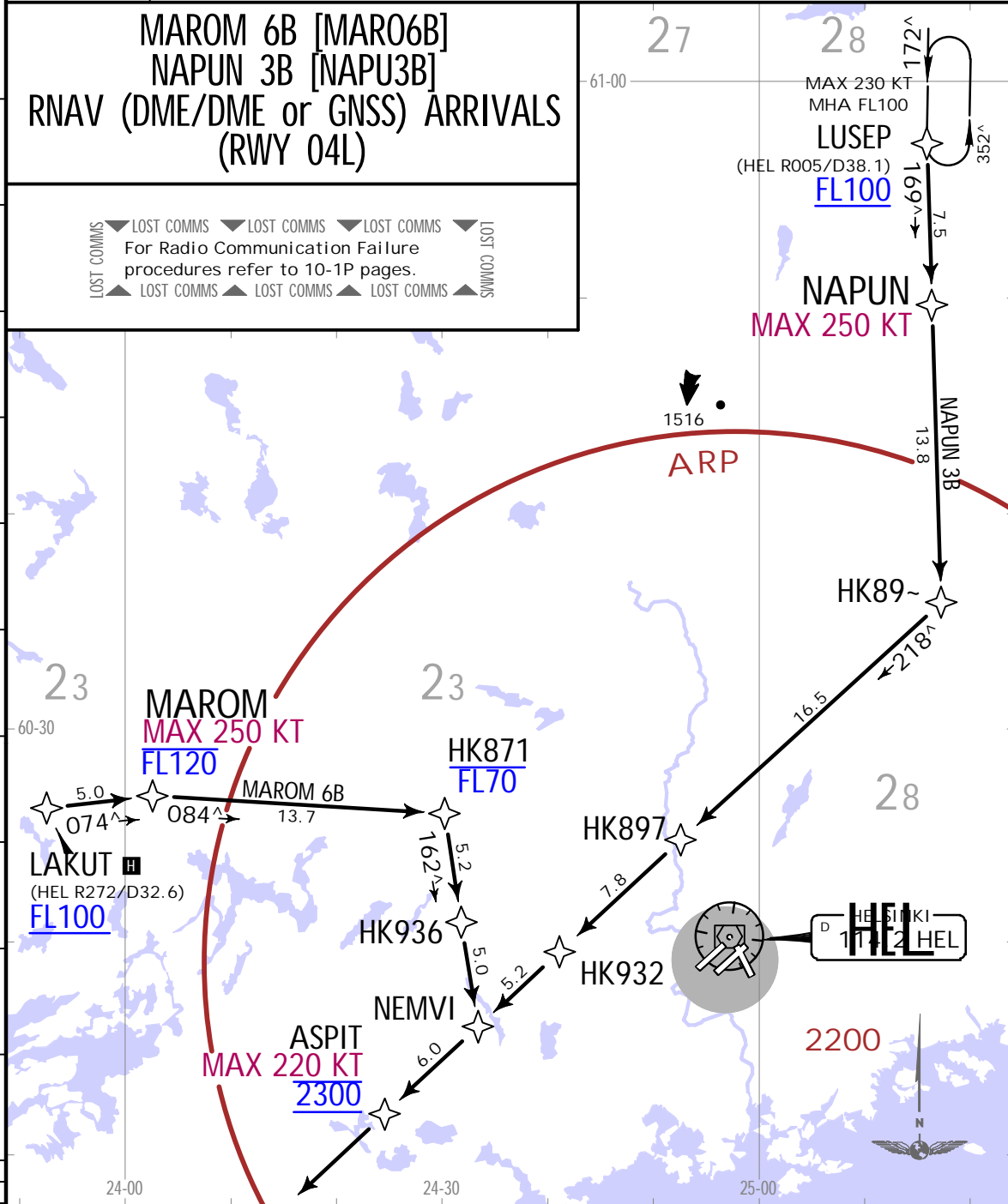
EFHK/HEL  
VANTAA



17 APR 20 (10-2D) .Eff.23.Apr.

HELSINKI, FINLAND  
.RNAV.STAR.

<p>D-ATIS <b>135.075</b></p>	<p>Alt Set: hPa Trans level: By ATC</p> <ol style="list-style-type: none"> <li>RNAV 1.</li> <li>DME/DME OPS: more than 2 DME inputs can not be guaranteed all times.</li> <li>ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.</li> <li>STARs must be flown according to the defined waypoint sequence until the last waypoint. Then continue on defined course, ATC clearance is always required.</li> <li>Descent clearance will be given by ATC.</li> <li>Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.</li> <li>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.</li> </ol>
<p>Apt Elev <b>180</b></p>	

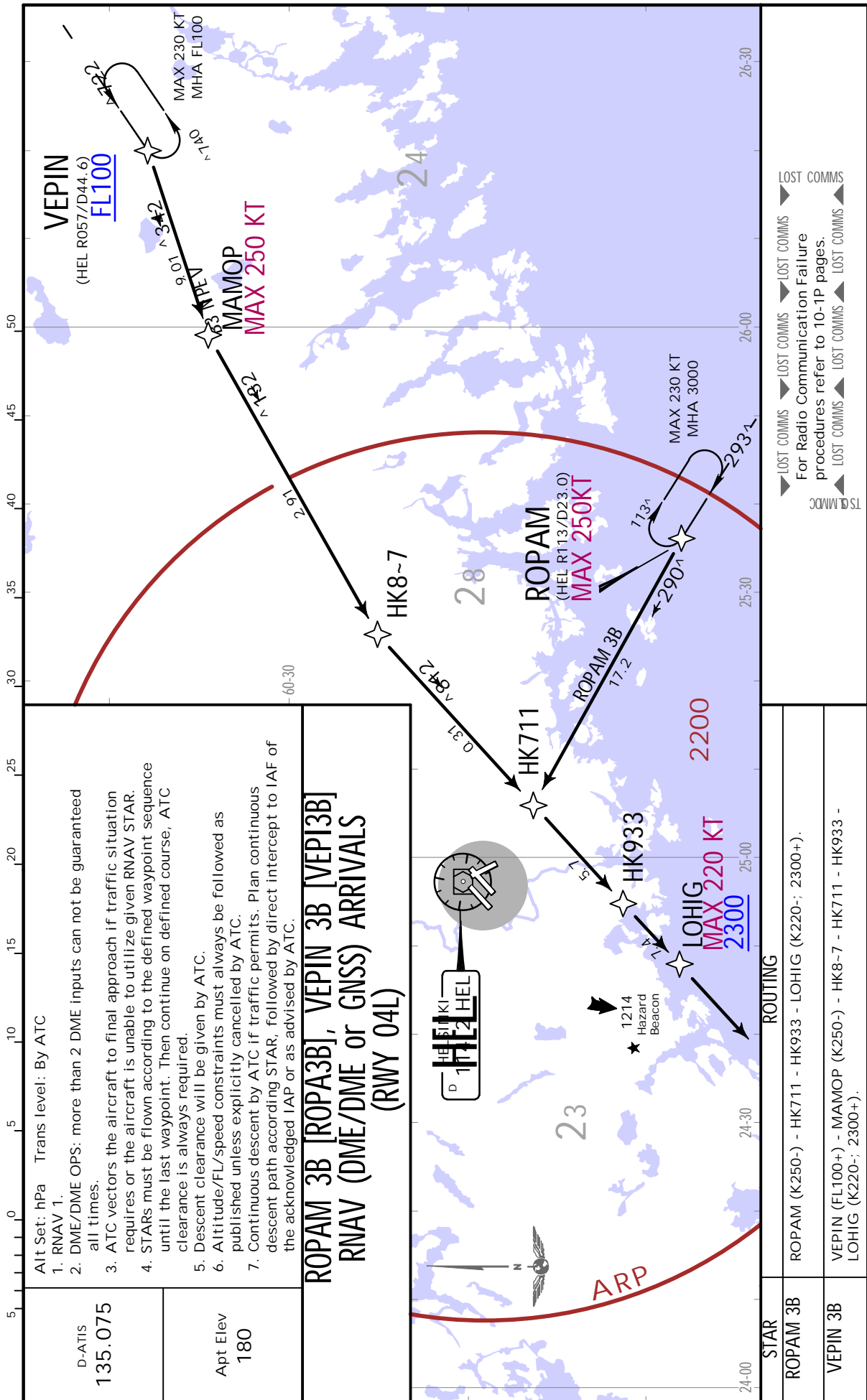


<p><b>HOLDING OVER LAKUT</b></p> <p>MAX 230 KT MHA FL100</p>	STAR	ROUTING
	MAROM 6B	LAKUT (FL100+) - MAROM (K250-; FL120-) - HK871 (FL70-) - HK936 - NEMVI - ASPIT (K220-; 2300).
	NAPUN 3B	LUSEP (FL100+) - NAPUN (K250-) - HK89- - HK897 - HK932 - NEMVI - ASPIT (K220-; 2300).

EFHK/HEL  
VANTAA

JEPPESSEN  
17 APR 20 10-2E .Eff.23.Apr.

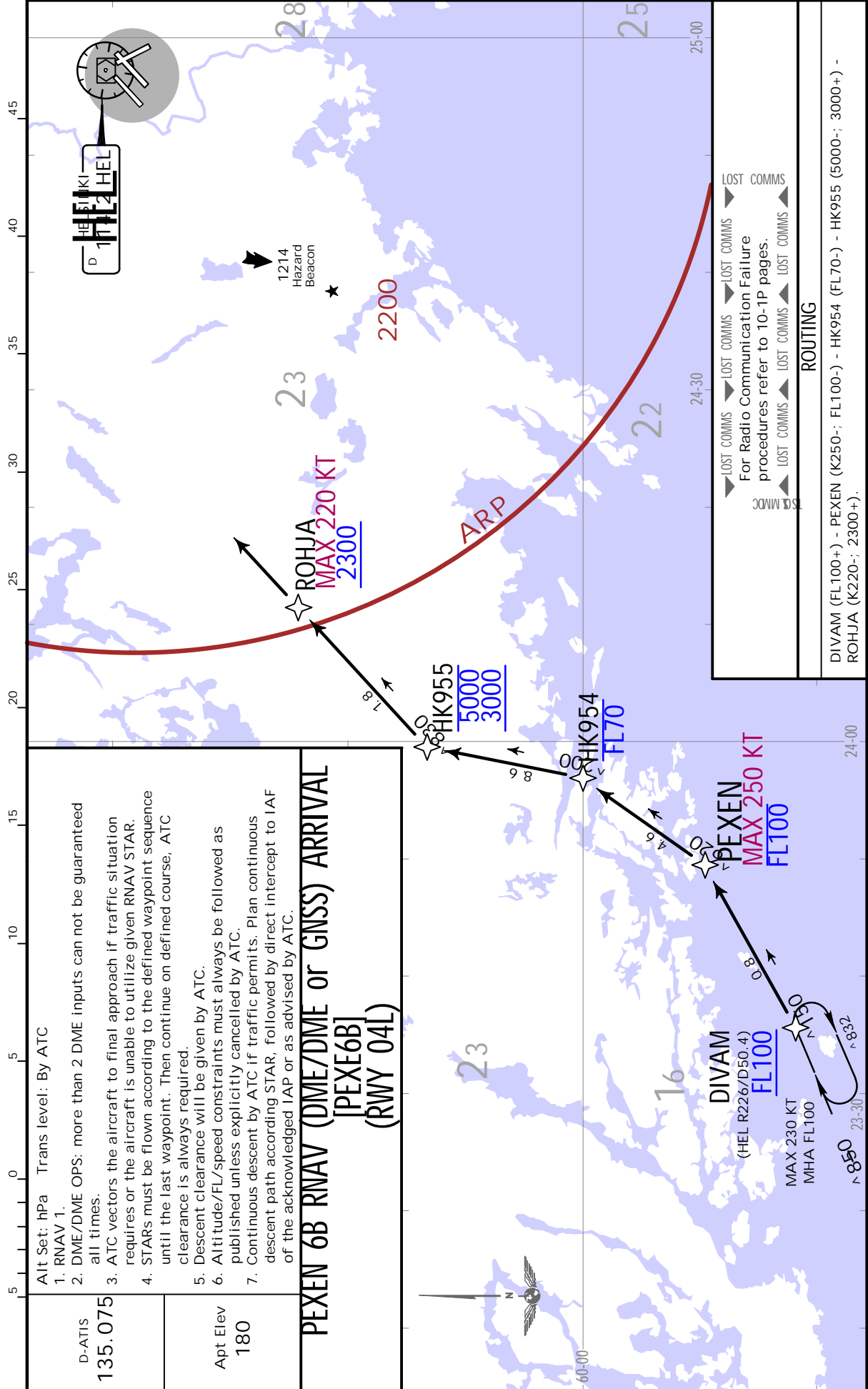
HELSINKI, FINLAND  
.RNAV.STAR.



EFHK/HEL  
VANTAA

JEPPESSEN  
17 APR 20 10-2F .Eff.23.Apr.

HELSINKI, FINLAND  
.RNAV.STAR.



**Alt Set:** hPa    **Trans level:** By ATC

- RNAV 1.
- DME/DME OPS: more than 2 DME inputs can not be guaranteed all times.
- ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
- STARs must be flown according to the defined waypoint sequence until the last waypoint. Then continue on defined course. ATC clearance is always required.
- Descent clearance will be given by ATC.
- Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.
- 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.

**PEXEN 6B RNAV (DME/DME or GNSS) ARRIVAL**  
[PEXE6B]  
(RWY 04L)

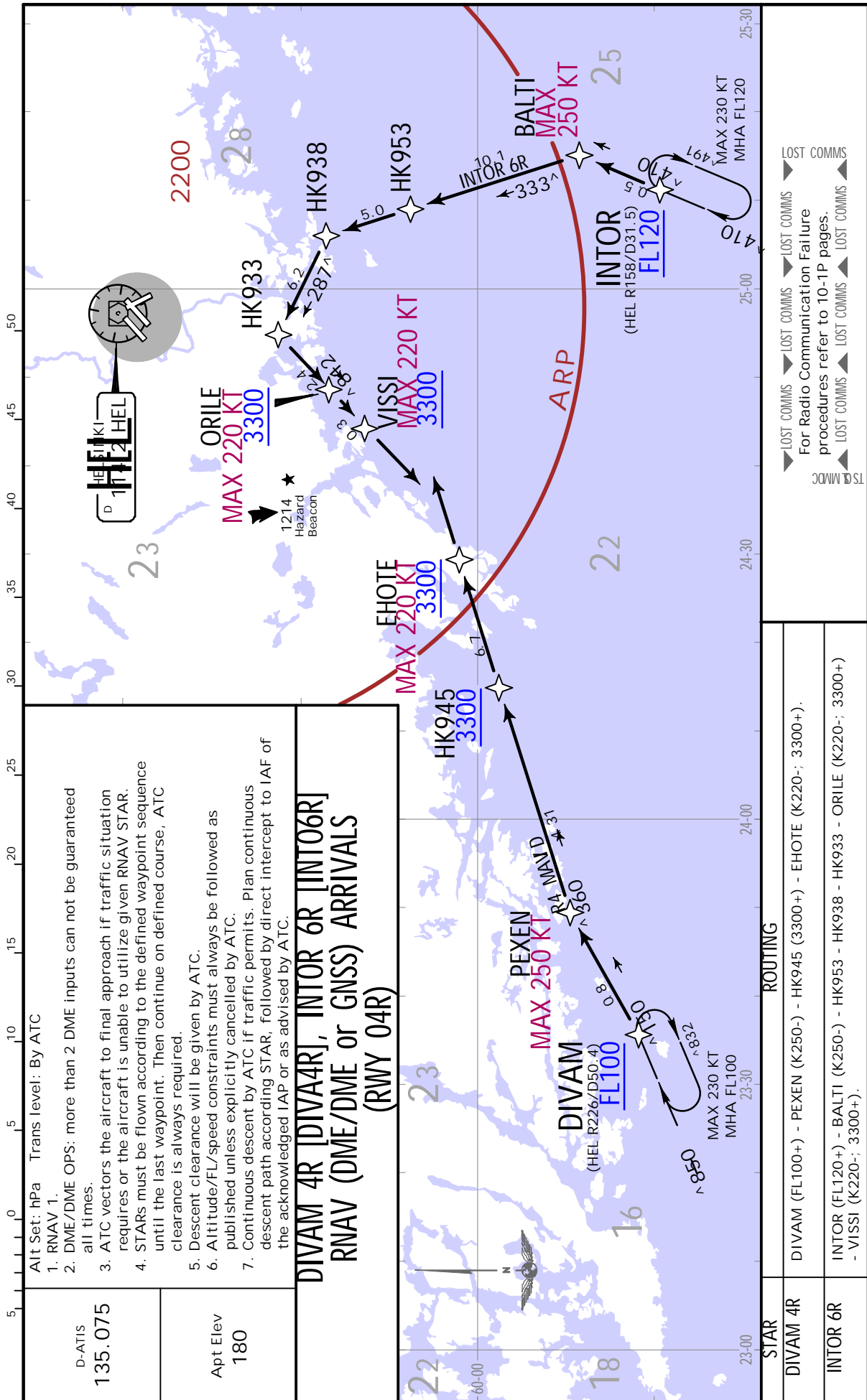
D-ATIS  
135.075

Apt Elev  
180

EFHK/HEL  
VANTAA

JEPPesen  
17 APR 20 10-2G Eff.23.Apr.

HELSINKI, FINLAND  
.RNAV.STAR.



EFHK/HEL  
VANTAA



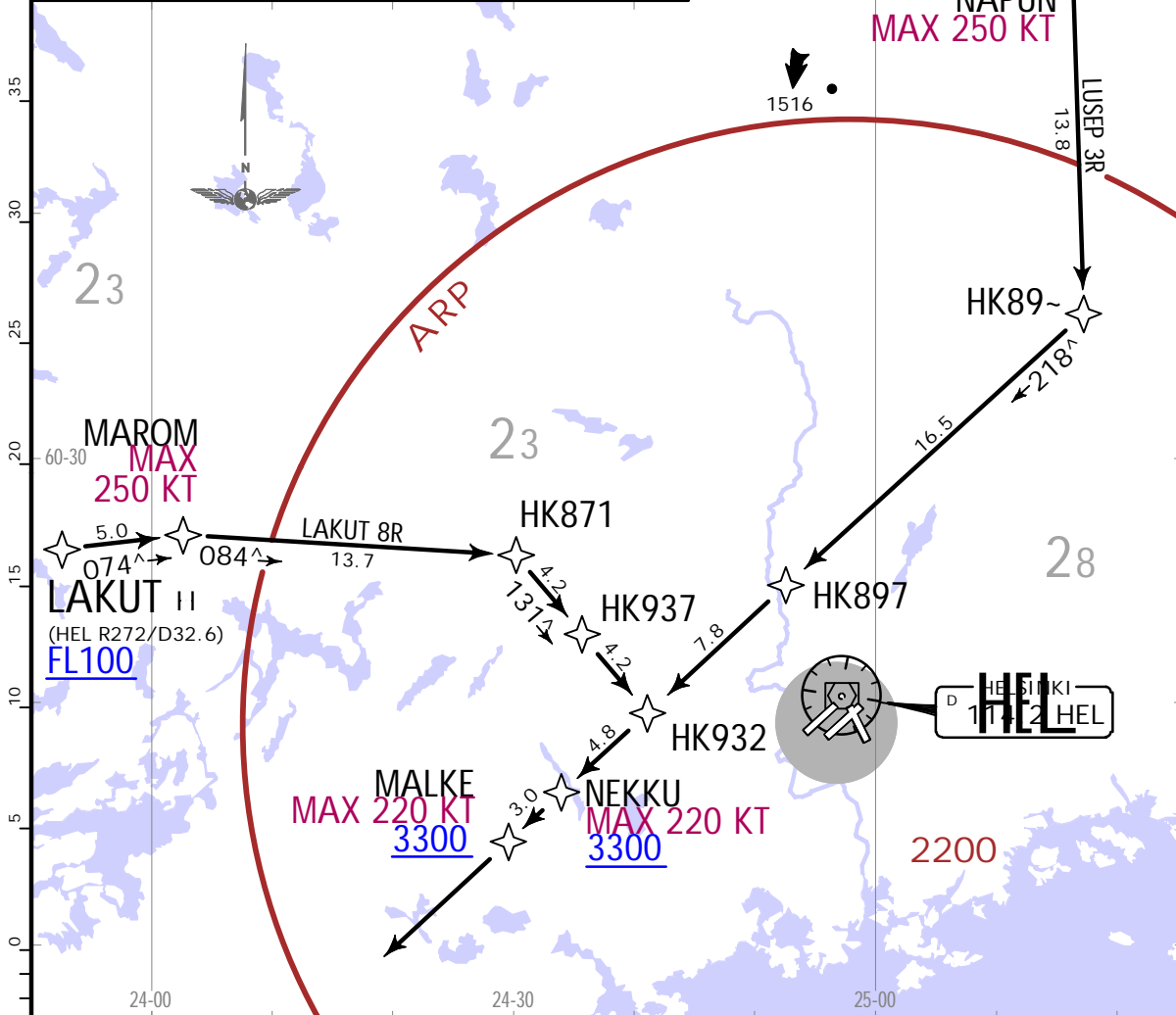
17 APR 20 (10-2H) .Eff.23.Apr.

HELSINKI, FINLAND  
.RNAV.STAR.

D-ATIS <b>135.075</b>	Alt Set: hPa Trans level: By ATC 1. RNAV 1. 2. DME/DME OPS: more than 2 DME inputs can not be guaranteed all times. 3. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR. 4. STARs must be flown according to the defined waypoint sequence until the last waypoint. Then continue on defined course, ATC clearance is always required. 5. Descent clearance will be given by ATC.
Apt Elev <b>180</b>	6. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC. 7. 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 8R [LAKU8R]**  
**LUSEP 3R [LUSE3R]**  
**RNAV (DME/DME or GNSS) ARRIVALS**  
**(RWY 04R)**

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



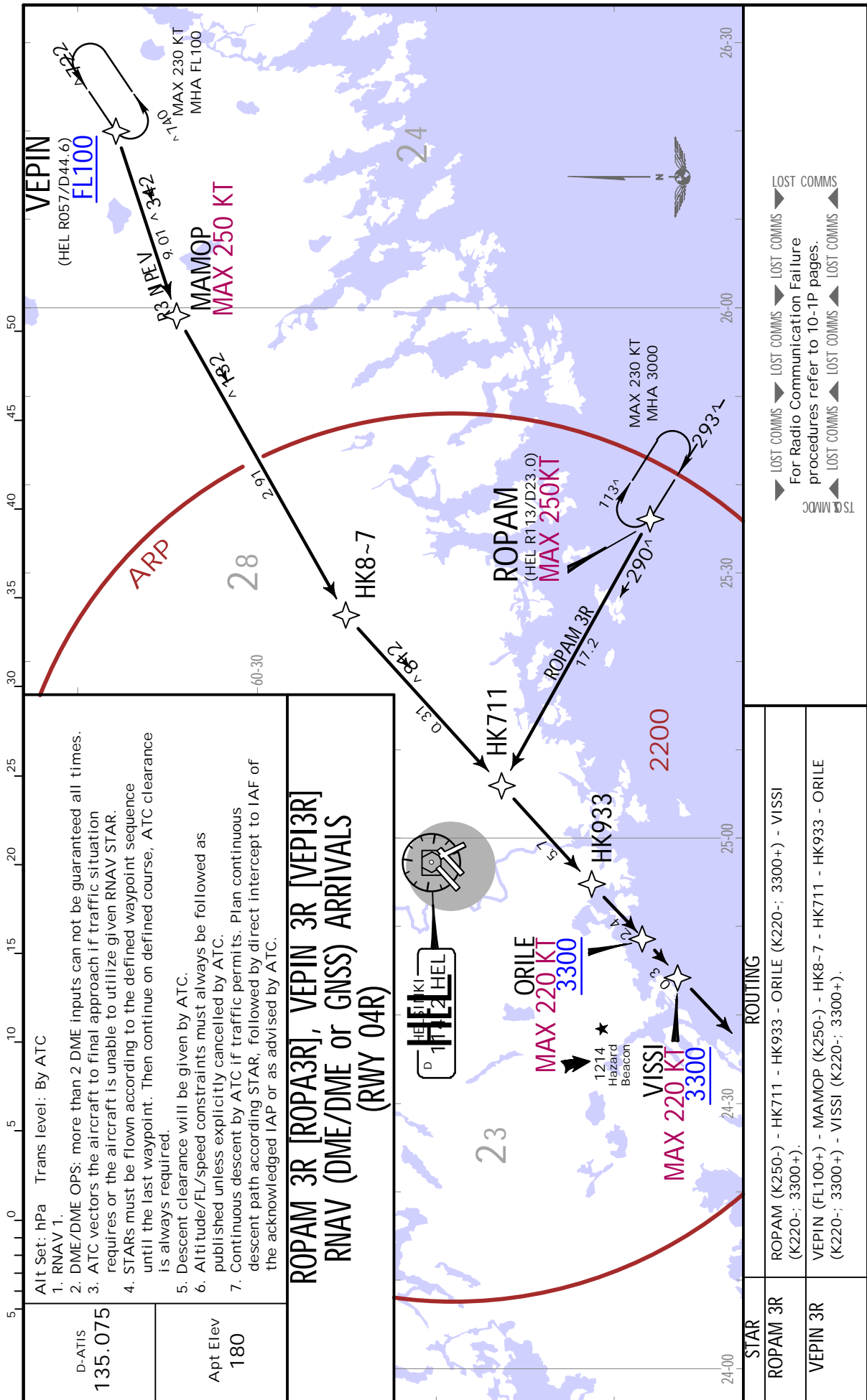
HOLDING OVER LAKUT	STAR	ROUTING
MAX 230 KT MHA FL100 	LAKUT 8R	LAKUT (FL100+) - MAROM (K250-) - HK871 - HK937 - HK932 - NEKKU (K220-; 3300+) - MALKE (K220-; 3300+).
	LUSEP 3R	LUSEP (FL100+) - NAPUN (K250-) - HK89- - HK897 - HK932 - NEKKU (K220-; 3300+) - MALKE (K220-; 3300+).

CHANGES: RNAV STARs renumbered.

EFHK/HEL  
VANTAA

JEPPESSEN  
17 APR 20 (10-2J) .Eff.23.Apr.

HELSINKI, FINLAND  
.RNAV.STAR.

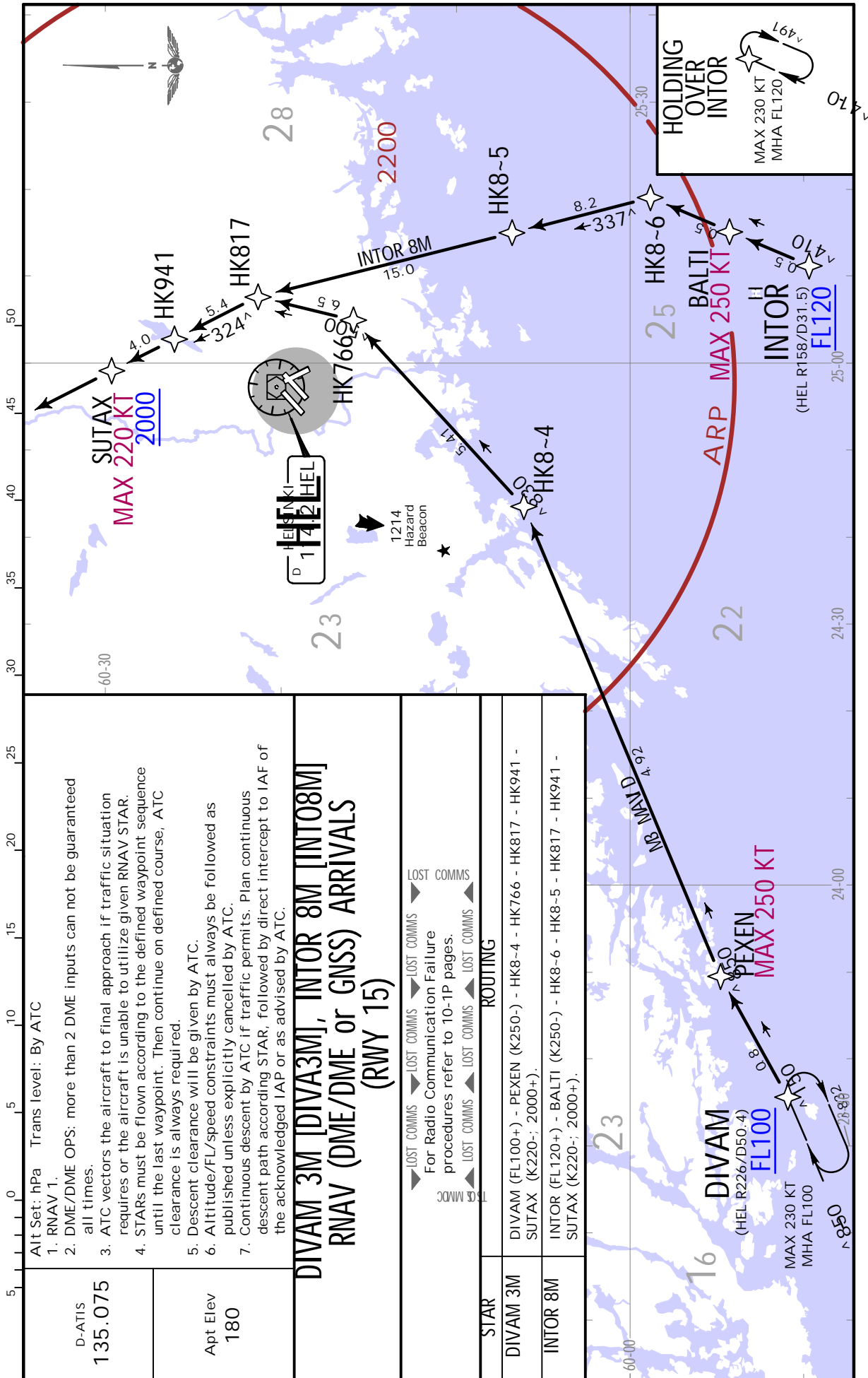




EFHK/HEL  
VANTAA

JEPPesen  
17 APR 20 10-2K Eff.23.Apr.

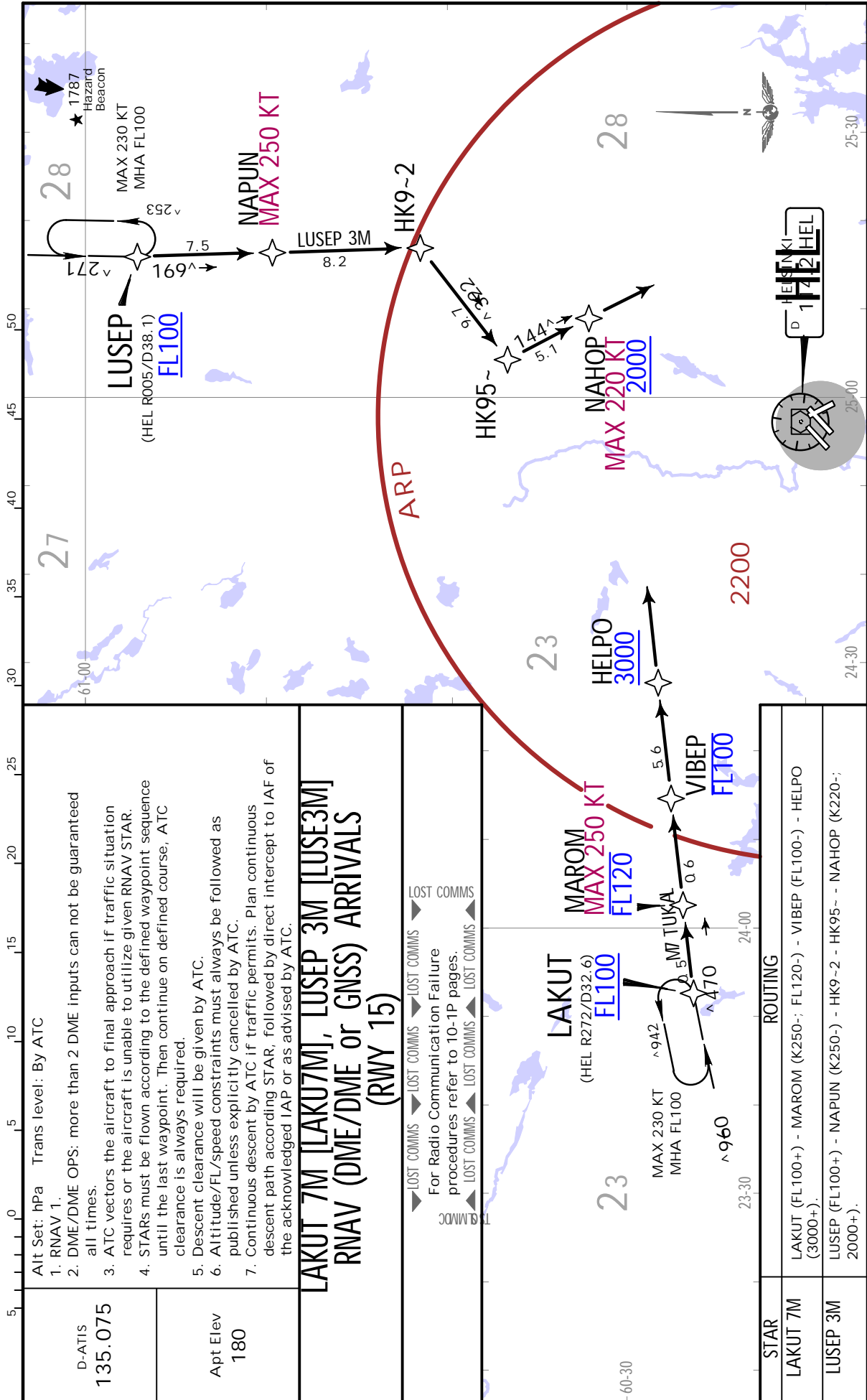
HELSINKI, FINLAND  
.RNAV.STAR.



EFHK/HEL  
VANTAA

JEPPESSEN  
17 APR 20 10-2L .Eff.23.Apr.

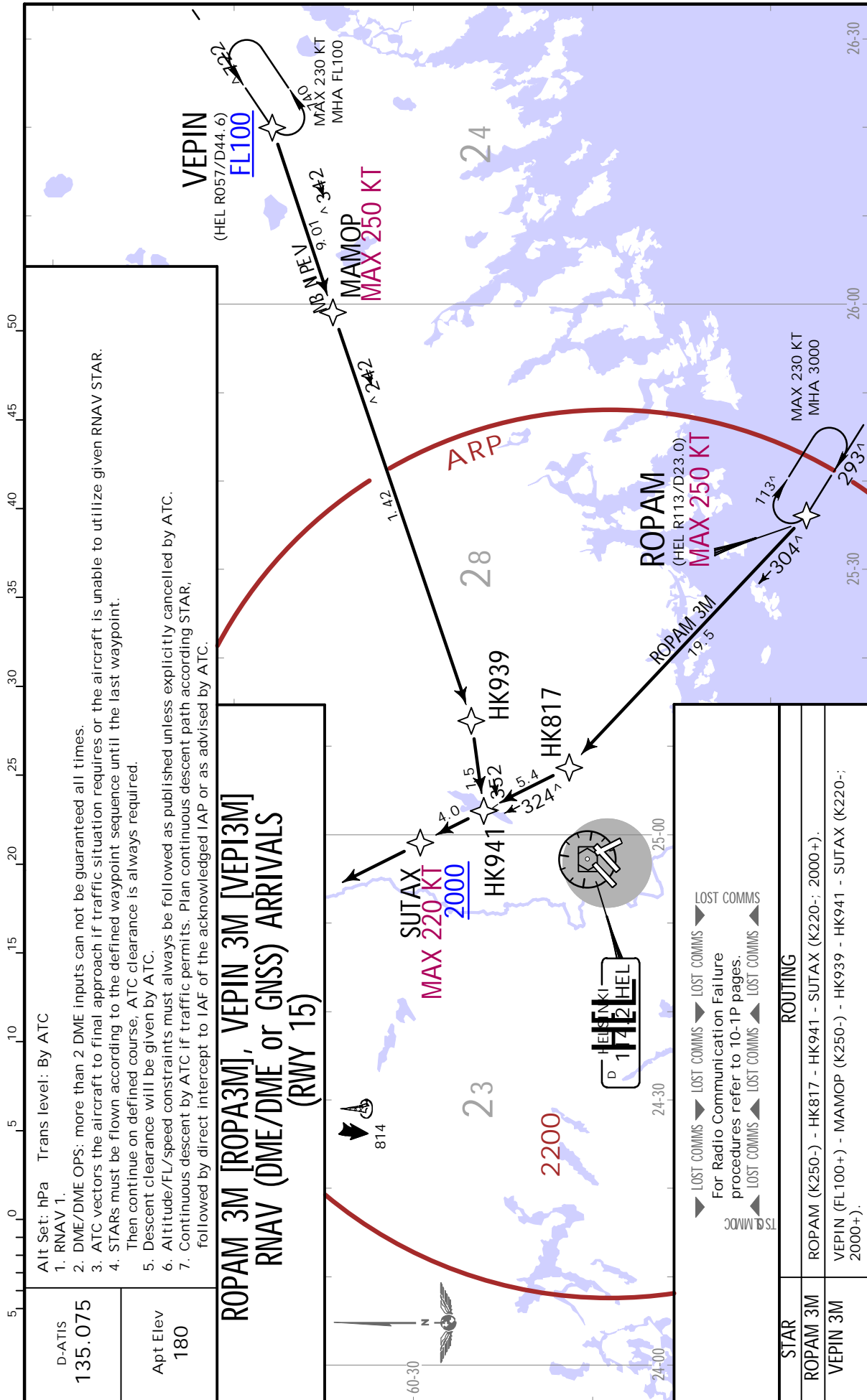
HELSINKI, FINLAND  
.RNAV.STAR.



EFHK/HEL  
VANTAA

JEPPESEN  
17 APR 20 (10-2M) .Eff.23.Apr.

HELSINKI, FINLAND  
.RNAV.STAR.





EFHK/HEL  
VANTAA

JEPPESEN  
3 JUN 22 (10-2P) .Eff.16.Jun.

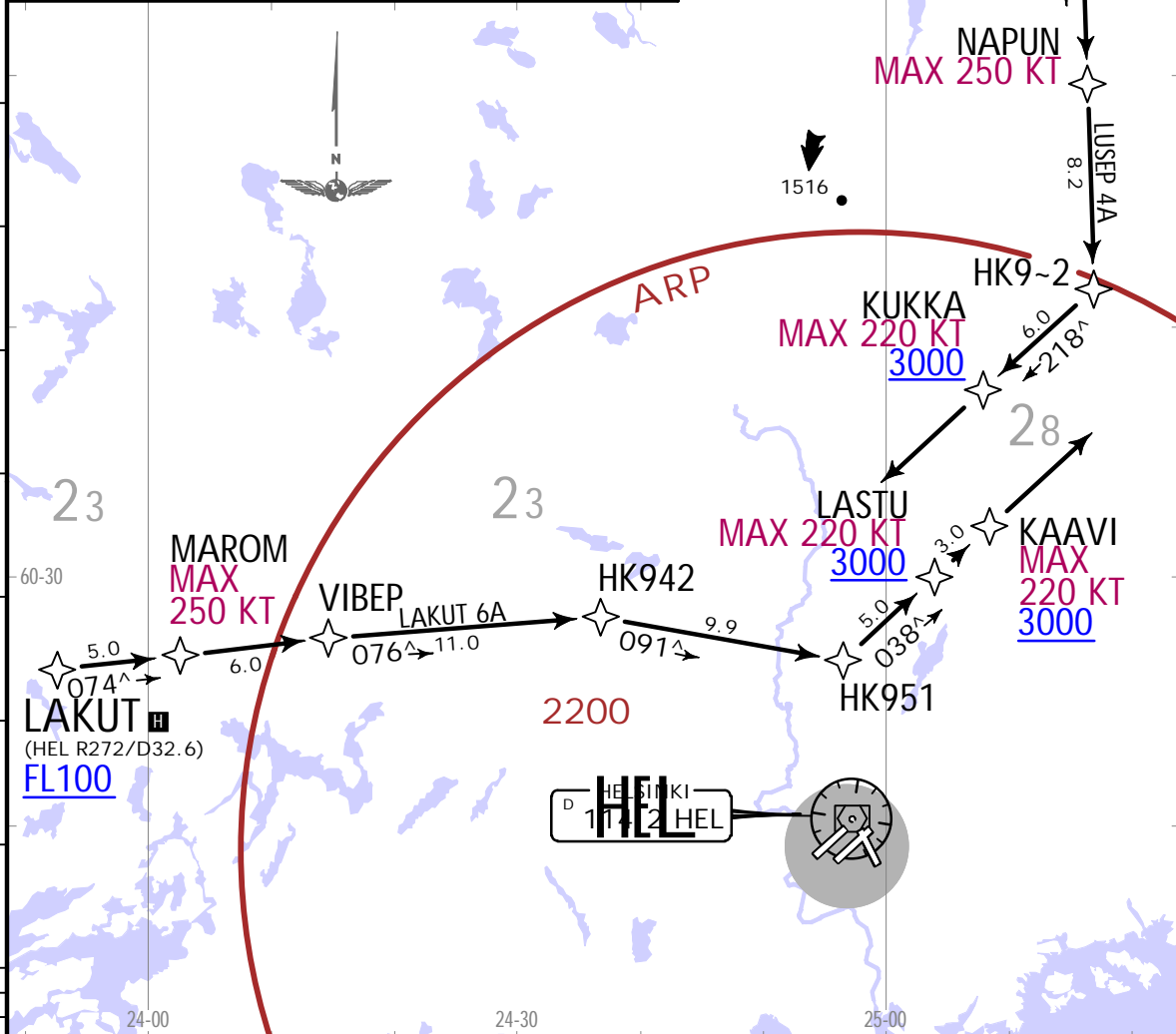
HELSINKI, FINLAND  
.RNAV.STAR.

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 6A [LAKU6A]**  
**LUSEP 4A [LUSE4A]**  
**RNAV (DME/DME or GNSS) ARRIVALS**  
**(RWY 22L)**

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

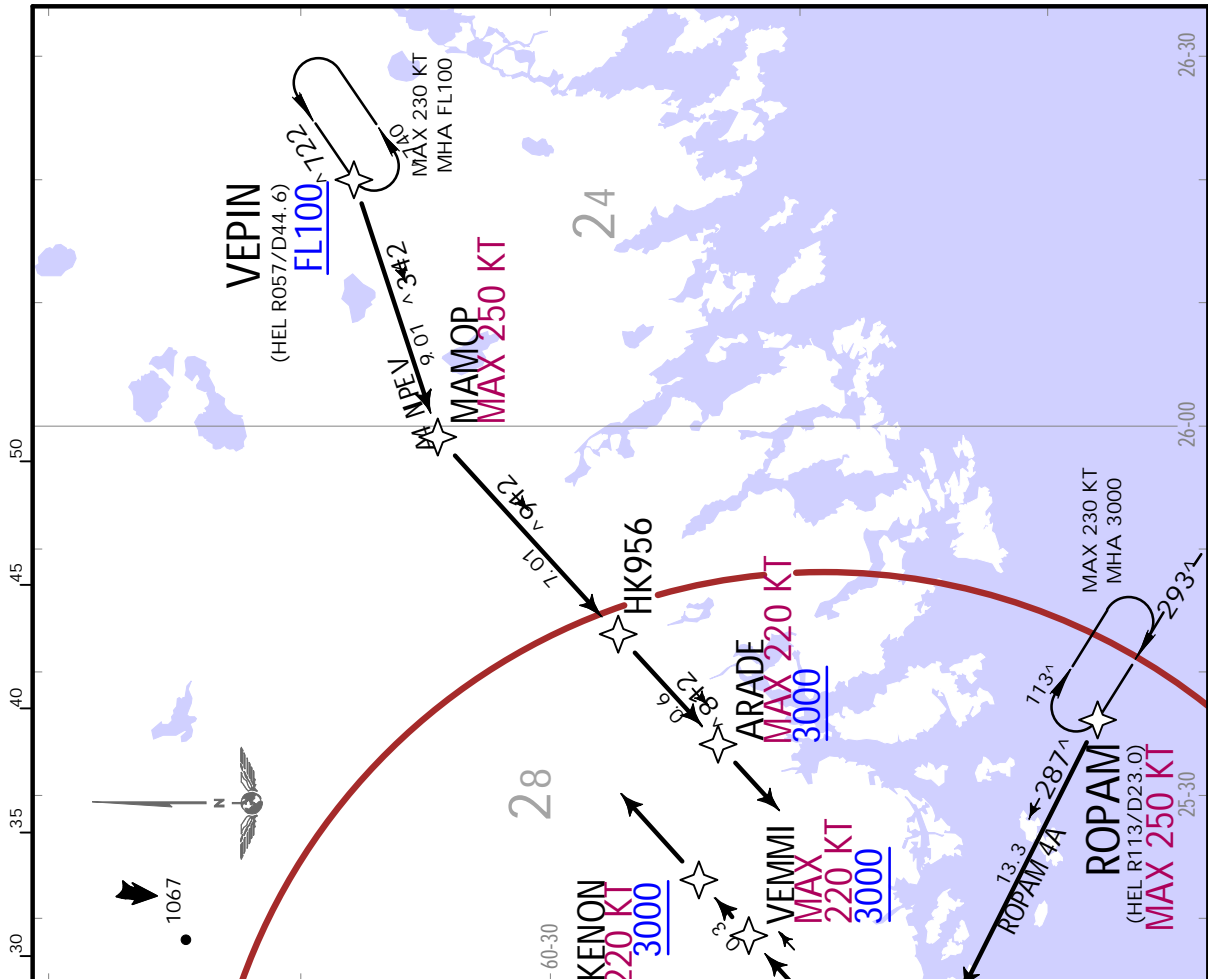


HOLDING OVER LAKUT	STAR	ROUTING
MAX 230 KT MHA FL100 249° 069°	LAKUT 6A	LAKUT (FL100+) - MAROM (K250-) - VIBEP - HK942 - HK951 - LASTU (K220-; 3000+) - KAAVI (K220-; 3000+).
	LUSEP 4A	LUSEP (FL100+) - NAPUN (K250-) - HK9-2 - KUKKA (K220-; 3000+).

EFHK/HEL  
VANTAA

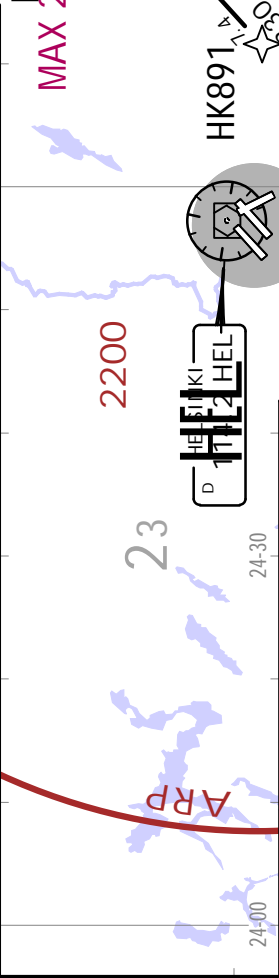
JEPPESEN  
3 JUN 22 (10-2Q) .Eff.16.Jun.

HELSINKI, FINLAND  
.RNAV.STAR.



D-ATIS 135.075	RNAV 1	Alt Set: hPa	Trans level: By ATC
Apt Elev 180	<ol style="list-style-type: none"> <li>1. DME/DME OPS: more than 2 DME inputs can not be guaranteed all times.</li> <li>2. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.</li> <li>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.</li> <li>4. Descent clearance will be given by ATC.</li> <li>5. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.</li> <li>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.</li> </ol>		

**ROPAM 4A [ROPA4A], VEPIN 4A [VEPI4A]  
RNAV (DME/DME or GNSS) ARRIVALS  
(RWY 22L)**



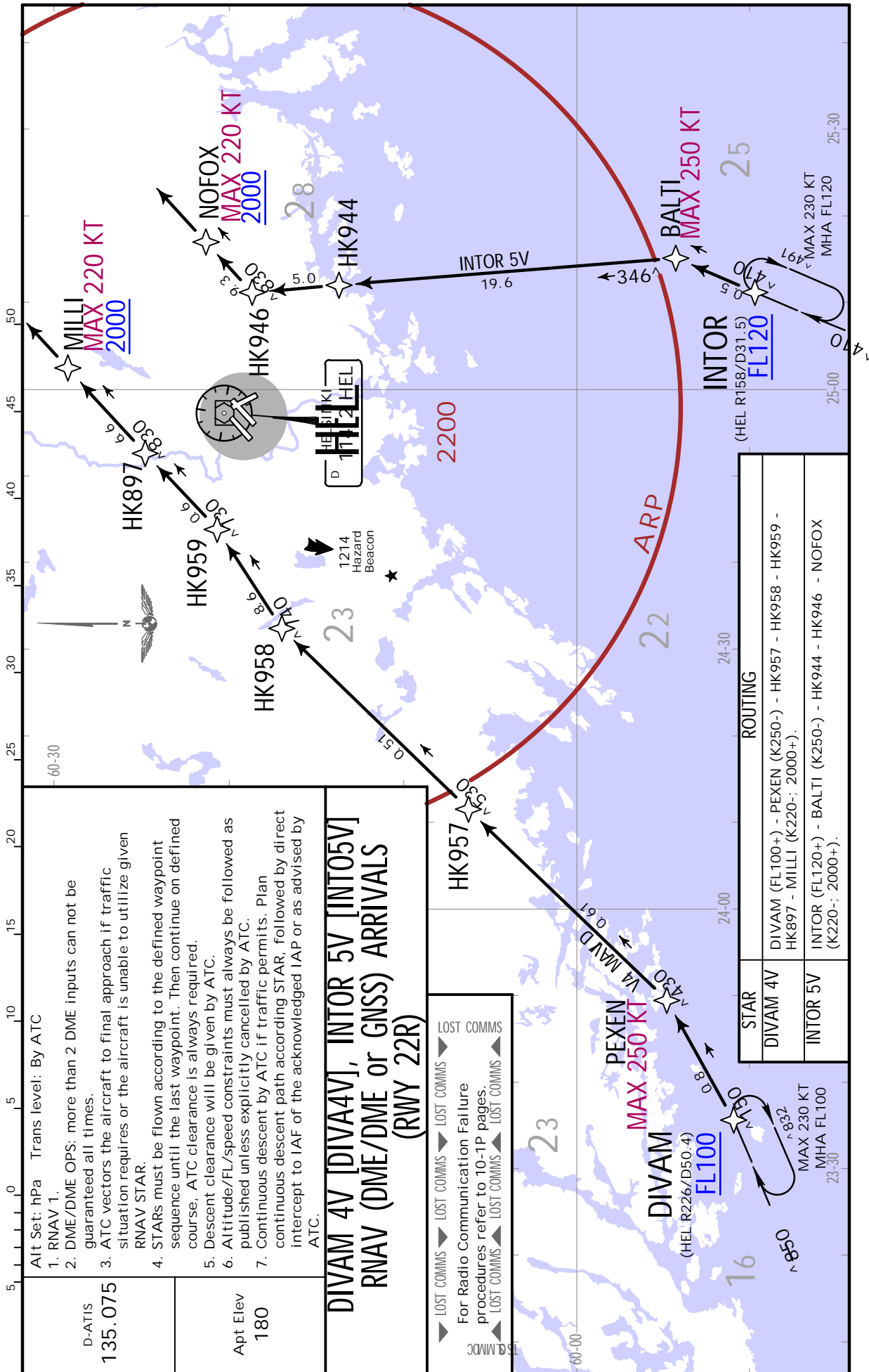
<p>LOST COMMS &gt; LOST COMMS &gt; LOST COMMS &gt; LOST COMMS</p> <p>For Radio Communication Failure procedures refer to 10-1P pages.</p> <p>LOST COMMS &lt; LOST COMMS &lt; LOST COMMS &lt; LOST COMMS</p> <p>TSR MINDC</p>
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STAR	ROUTING
ROPAM 4A	ROPAM (K250-) - HK943 - HK891 - VEMMI (K220-, 3000+) - KENON (K220-, 3000+).
VEPIN 4A	VEPIN (FL100+) - MAMOP (K250-) - HK956 - ARADE (K220-, 3000+).

EFHK/HEL  
VANTAA

JEPPESEN  
17 APR 20 10-2S .Eff.23.Apr.

HELSINKI, FINLAND  
.RNAV.STAR.



Alt Set: hPa Trans level: By ATC

1. RNAV 1.
2. DME/DME OPS: more than 2 DME inputs can not be guaranteed all times.
3. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
4. STARS must be flown according to the defined waypoint sequence until the last waypoint. Then continue on defined course, ATC clearance is always required.
5. Descent clearance will be given by ATC.
6. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.
7. 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.

**DIVAM 4V [DIVA4V], INTOR 5V [INTO5V]  
RNAV (DME/DME or GNSS) ARRIVALS  
(RWY 22R)**

LOST COMMIS > LOST COMMIS > LOST COMMIS  
For Radio Communication Failure procedures refer to 10-1P pages.  
< LOST COMMIS < LOST COMMIS < LOST COMMIS

STAR	ROUTING
DIVAM 4V	DIVAM (FL100+) - PEXEN (K250-) - HK957 - HK958 - HK959 - HK897 - MILLI (K220-; 2000+).
INTOR 5V	INTOR (FL120+) - BALTI (K250-) - HK944 - HK946 - NOFOX (K220-; 2000+).

EFHK/HEL  
VANTAA



17 APR 20 10-2T .Eff.23.Apr.

HELSINKI, FINLAND  
.RNAV.STAR.

D-ATIS 135.075	Alt Set: hPa Trans level: By ATC 1. RNAV 1. 2. DME/DME OPS: more than 2 DME inputs can not be guaranteed all times. 3. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR. 4. STARS must be flown according to the defined waypoint sequence until the last waypoint. Then continue on defined course, ATC clearance is always required. 5. Descent clearance will be given by ATC. 6. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC. 7. Continuous descent by ATC if traffic permits. Plan continuous descent path according STAR, followed by direct intercept to IAF of the acknowledged IAF or as advised by ATC.
Apt Elev 180	

LAKUT 5V [LAKU5V]  
LUSEP 5V [LUSE5V]  
RNAV (DME/DME or GNSS) ARRIVALS  
(RWY 22R)

▼ LOST COMMS

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

▲ LOST COMMS

▼ LOST COMMS

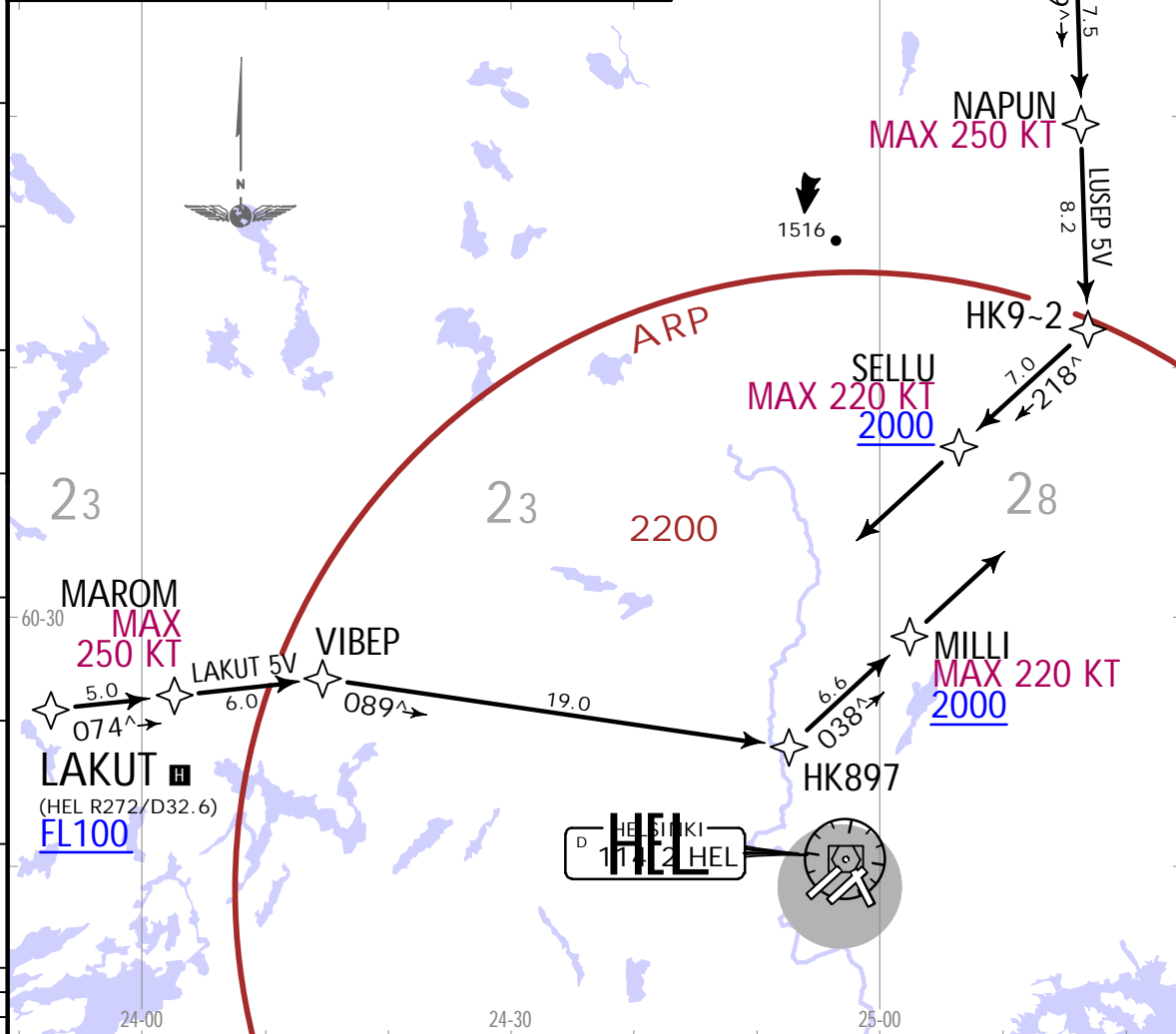
▲ LOST COMMS

▼ LOST COMMS

▲ LOST COMMS

▼ LOST COMMS

▲ LOST COMMS



HOLDING OVER LAKUT MAX 230 KT MHA FL100 	STAR	ROUTING
	LAKUT 5V	LAKUT (FL100+) - MAROM (K250-) - VIBEP - HK897 - MILLI (K220-; 2000+).
	LUSEP 5V	LUSEP (FL100+) - NAPUN (K250-) - HK9-2 - SELLU (K220-; 2000+).



**EFHK/HEL**  
VANTAA



17 APR 20 (10-2U) .Eff.23.Apr.

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

D-ATIS <b>135.075</b>	Alt Set: hPa Trans level: By ATC 1. RNAV 1. 2. DME/DME OPS: more than 2 DME inputs can not be guaranteed all times. 3. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR. 4. STARS must be flown according to the defined waypoint sequence until the last waypoint. Then continue on defined course, ATC clearance is always required.
Apt Elev <b>180</b>	5. Descent clearance will be given by ATC. 6. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC. 7. 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.

MAROM 2V [MARO2V]  
NAPUN 3V [NAPU3V]  
RNAV (DME/DME or GNSS) ARRIVALS  
(RWY 22R)

▼ LOST COMMS

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

▲ LOST COMMS

▼ LOST COMMS

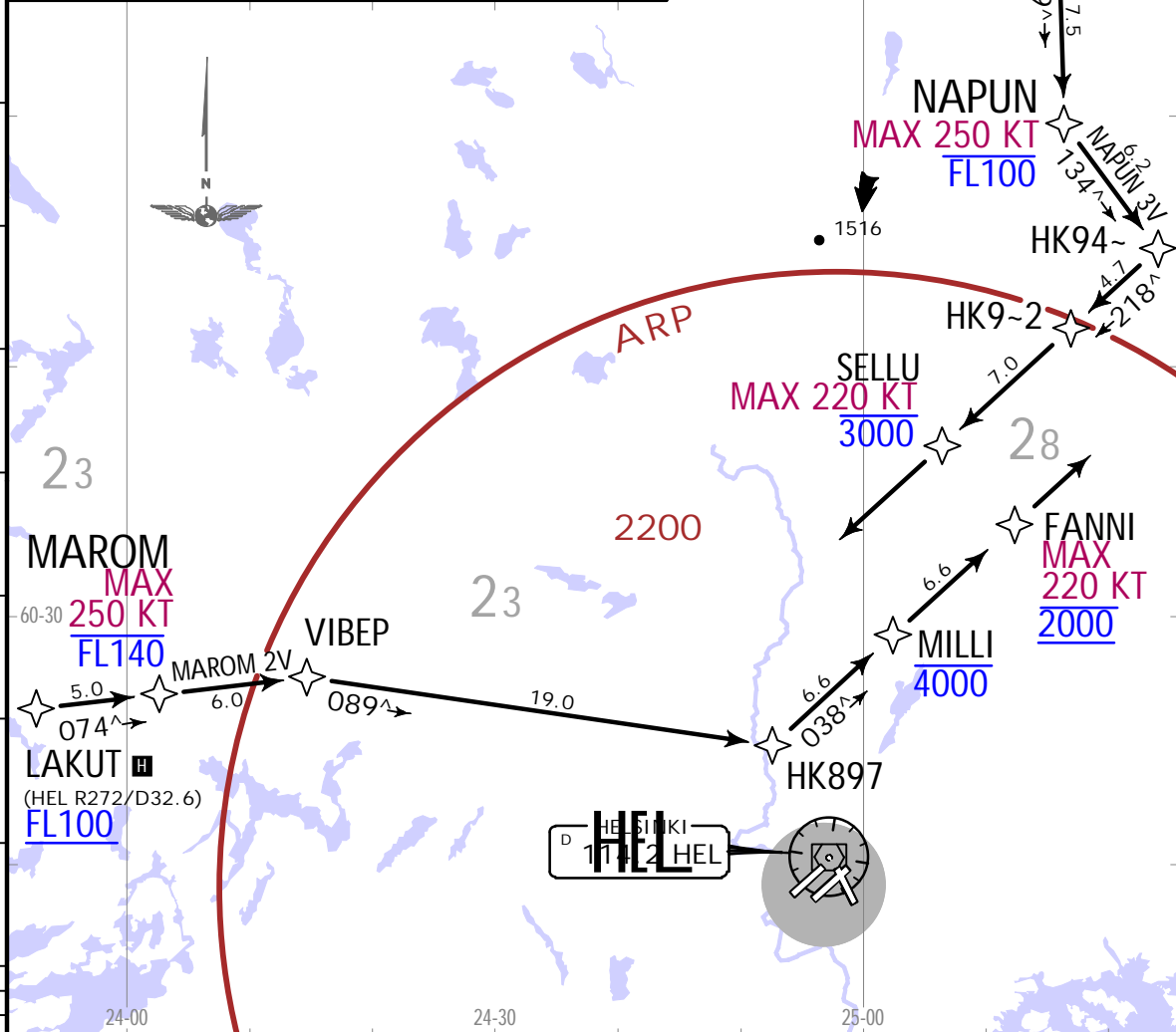
▲ LOST COMMS

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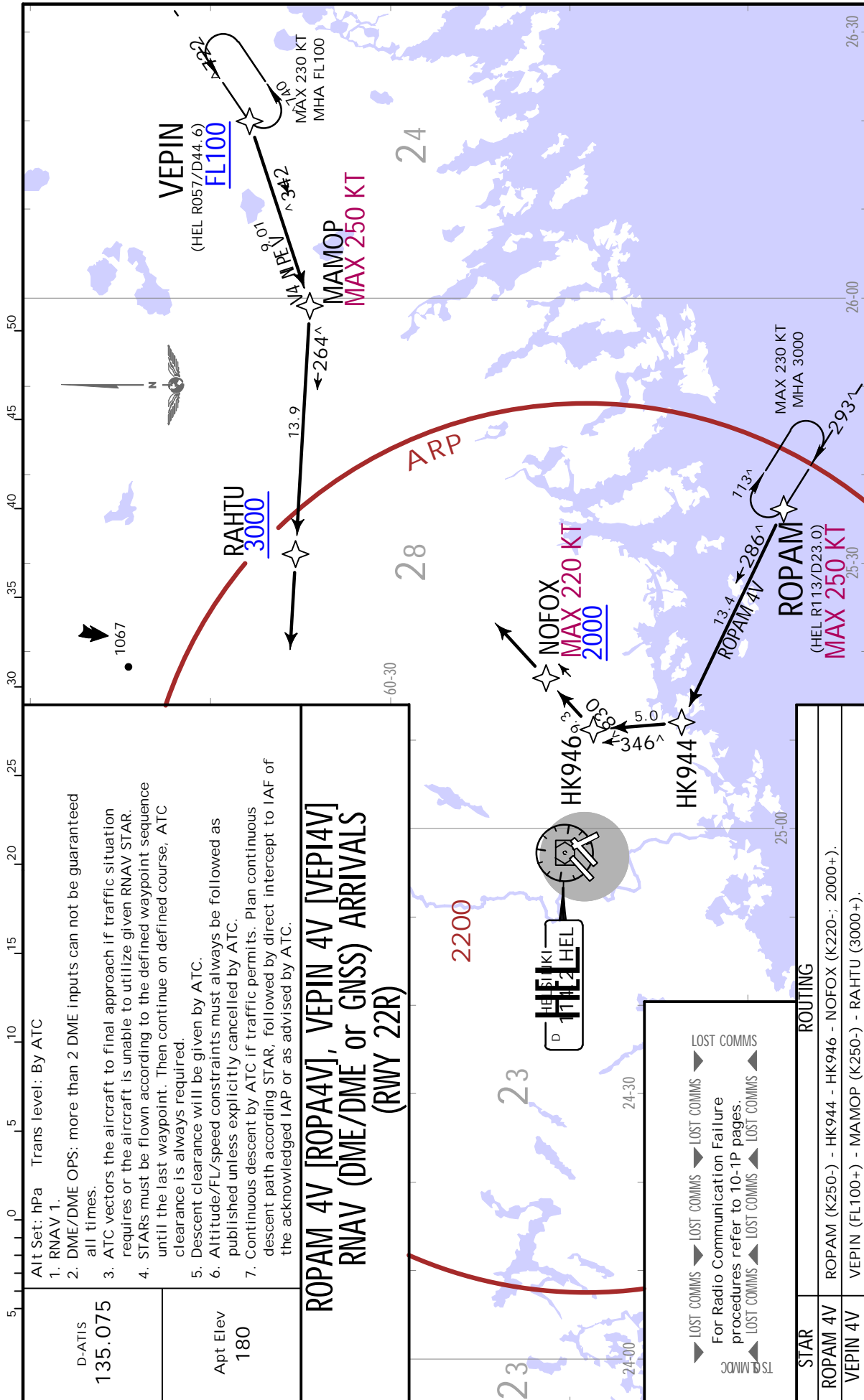


<b>HOLDING OVER LAKUT</b> MAX 230 KT MHA FL100 	<b>STAR</b>	<b>ROUTING</b>
	MAROM 2V NAPUN 3V	LAKUT (FL100+) - MAROM (K250-; FL140-) - VIBEP - HK897 - MILLI (4000-) - FANNI (K220-; 2000). LUSEP (FL100+) - NAPUN (K250-; FL100-) - HK94- - HK9-2 - SELLU (K220-; 3000-).

EFHK/HEL  
VANTAA

JEPPESEN  
17 APR 20 10-2V .Eff.23.Apr.

HELSINKI, FINLAND  
.RNAV.STAR.



Alt Set: hPa Trans level: By ATC

1. RNAV 1.  
2. DME/DME OPS: more than 2 DME inputs can not be guaranteed all times.  
3. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.  
4. STARS must be flown according to the defined waypoint sequence until the last waypoint. Then continue on defined course, ATC clearance is always required.  
5. Descent clearance will be given by ATC.  
6. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.  
7. 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.

**ROPAM 4V [ROPA4V], VEPIN 4V [VEPI4V]  
RNAV (DME/DME or GNSS) ARRIVALS  
(RWY 22R)**

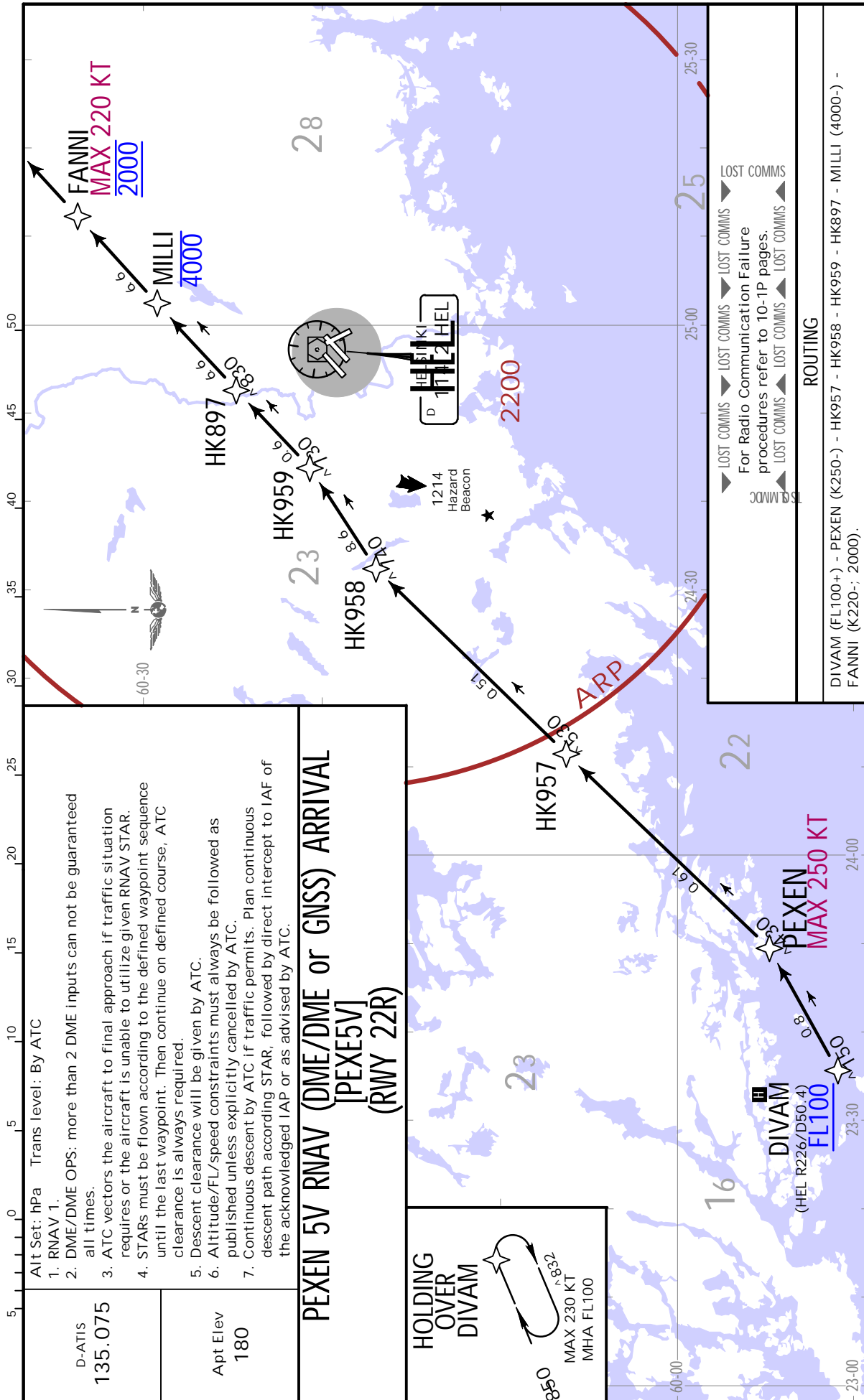
LOST COMMS → LOST COMMS → LOST COMMS → LOST COMMS  
For Radio Communication Failure procedures refer to 10-1P pages.  
LOST COMMS → LOST COMMS → LOST COMMS → LOST COMMS

STAR	ROUTING
ROPAM 4V	ROPAM (K250-) - HK944 - HK946 - NOFOX (K220-; 2000+).
VEPIN 4V	VEPIN (FL100+) - MAMOP (K250-) - RAHTU (3000+).

EFHK/HEL  
VANTAA

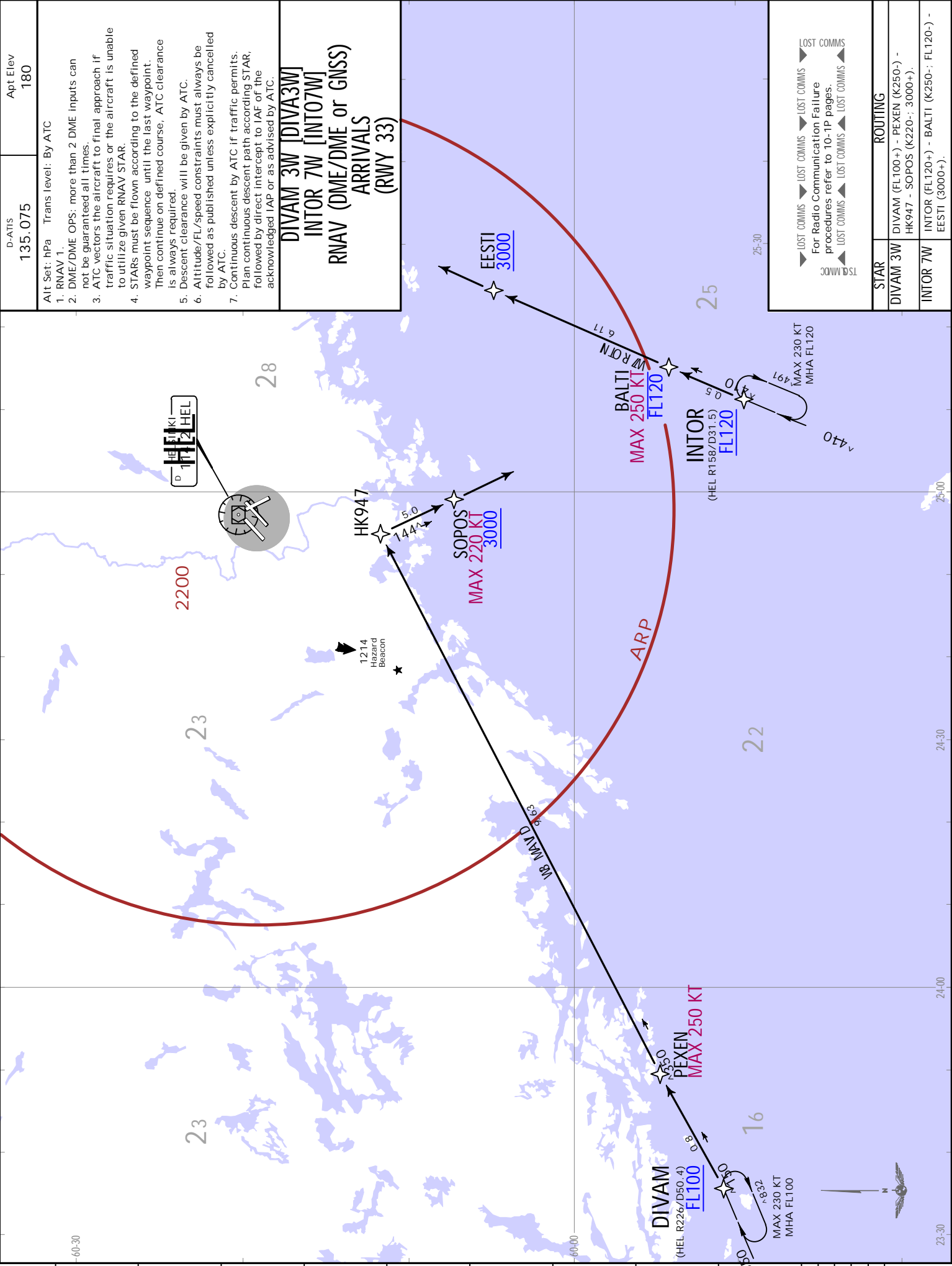
JEPPESSEN  
17 APR 20 10-2W Eff.23.Apr.

HELSINKI, FINLAND  
.RNAV.STAR.



**JEPPesen HELSINKI, FINLAND**  
 17 APR 20 (10-2X) .Eff. 23.Apr. .RNAV.STAR.

**EFHK/HEL VANTAA**



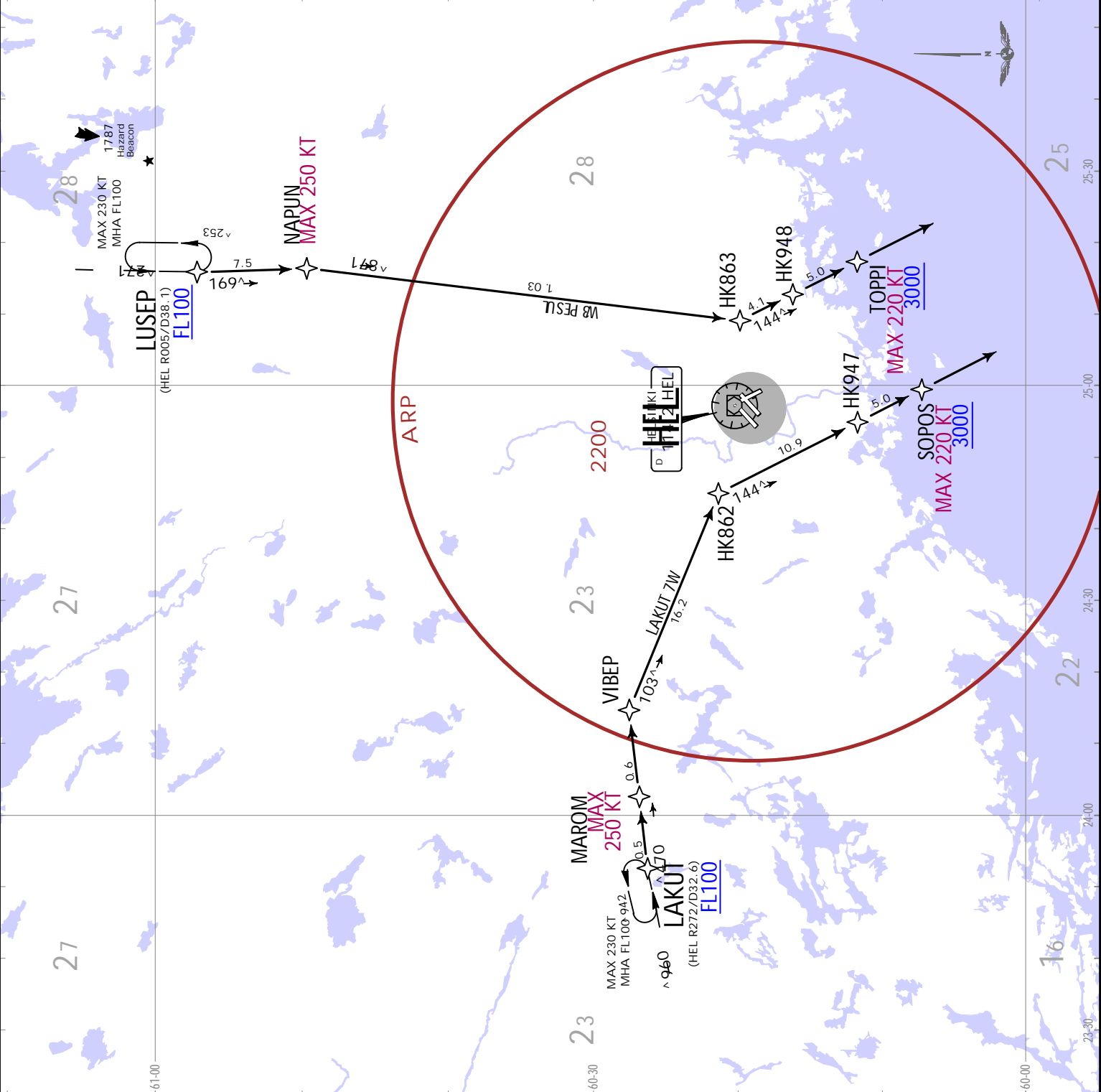
D-ATIS  
 135.075  
 Apt Elev  
 180

Alt Set: hPa Trans level: By ATC

1. RNAV 1.
2. DME/DME OPS: more than 2 DME inputs can not be guaranteed all times.
3. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
4. STARS must be flown according to the defined waypoint sequence until the last waypoint. Then continue on defined course, ATC clearance is always required.
5. Descent clearance will be given by ATC.
6. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.
7. 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.

**DIVAM 3W [DIVA3W]**  
**INTOR 7W [INTO7W]**  
**RNAV (DME/DME or GNSS)**  
**ARRIVALS**  
**(RWY 33)**

LOST COMMS For Radio Communication Failure procedures refer to 10-1P pages. LOST COMMS	
<b>STAR</b>	<b>ROUTING</b>
DIVAM 3W	DIVAM (FL100+) - PEXEN (K250-) - HK947 - SOPOS (K220-; 3000+).
INTOR 7W	INTOR (FL120+) - BALTI (K250-; FL120-) - EESTI (3000+).



D-ATIS  
 135.075

Apt Elev  
 180

Air Set: hPa Trans level: By ATC

1. RNAV 1.
2. DME/DME OPS: more than 2 DME inputs can not be guaranteed all times.
3. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
4. STARS must be flown according to the defined waypoint sequence until the last waypoint. Then continue on defined course, ATC clearance is always required.
5. Descent clearance will be given by ATC.
6. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC.
7. 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 7W [LAKUT7W]**  
**LUSEP 3W [LUSE3W]**  
**RNAV (DME/DME or GNSS)**  
**ARRIVALS**  
**(RWY 33)**

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

STAR  
**LAKUT 7W**  
 LAKUT (FL100+) - MAROM (K250-) - VIBEP - HK862 - HK947 - SOPOS (K220-; 3000+).

ROUTING  
**LUSEP 3W**  
 LUSEP (FL100+) - NAPUN (K250-) - HK862 - HK948 - TOPPI (K220-; 3000+).

EFHK/HEL  
VANTAA

JEPPESSEN  
17 APR 20 (10-2X2) .Eff.23.Apr.

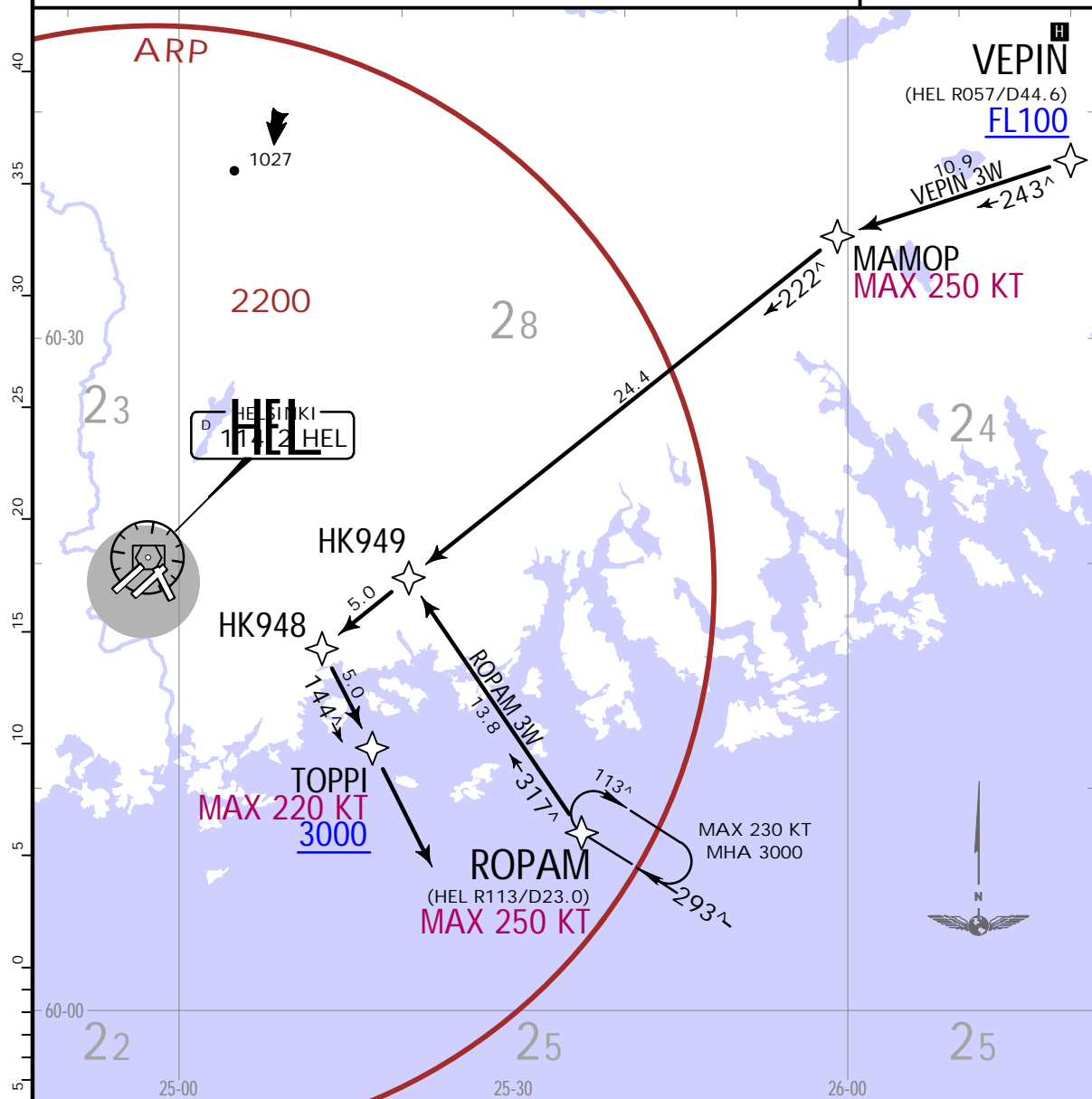
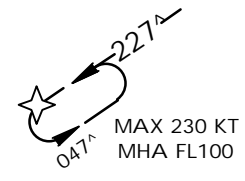
HELSINKI, FINLAND  
.RNAV.STAR.

D-ATIS <b>135.075</b>	Alt Set: hPa Trans level: By ATC 1. RNAV 1. 2. DME/DME OPS: more than 2 DME inputs can not be guaranteed all times. 3. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR. 4. STARs must be flown according to the defined waypoint sequence until the last waypoint. Then continue on defined course, ATC clearance is always required.
Apt Elev <b>180</b>	5. Descent clearance will be given by ATC. 6. Altitude/FL/speed constraints must always be followed as published unless explicitly cancelled by ATC. 7. 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.

**ROPAM 3W [ROPA3W], VEPIN 3W [VEPI3W]  
RNAV (DME/DME or GNSS) ARRIVALS  
(RWY 33)**

**HOLDING OVER  
VEPIN**

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



STAR	ROUTING
ROPAM 3W	ROPAM (K250-) - HK949 - HK948 - TOPPI (K220-; 3000+).
VEPIN 3W	VEPIN (FL100+) - MAMOP (K250-) - HK949 - HK948 - TOPPI (K220-; 3000+).

EFHK/HEL  
VANTAA

**JEPPESEN**

17 APR 20

10-3

.Eff.23.Apr.

HELSINKI, FINLAND  
.RNAV.SID.

RNAV SID DESIGNATION	REFER TO CHART
NEPEK 4C, TEVRU 4C	10-3B
NEPEK 3D, TEVRU 3D	10-3C
NEPEK 3N, TEVRU 3N	10-3D
NEPEK 3P, TEVRU 3P	10-3E
NEPEK 3Z, TEVRU 3Z	10-3F
ARVEP 4C, IDEPTI 4C	10-3G
ARVEP 3D, IDEPTI 3D	10-3H
ARVEP 3F, IDEPTI 3F	10-3J
ARVEP 3N, IDEPTI 3N	10-3K
ARVEP 3P, IDEPTI 3P	10-3L
ROPAM 2F	10-3M
ROPAM 2S	10-3N
KOIVU 4C, RENKU 4C, VALOX 4C	10-3P
KOIVU 3D, RENKU 3D, VALOX 3D	10-3Q
KOIVU 3F, RENKU 3F, VALOX 3F	10-3S
KOIVU 3N, RENKU 3N, VALOX 3N	10-3T
KOIVU 3P, RENKU 3P, VALOX 3P	10-3U
KOIVU 3Q, RENKU 3Q, VALOX 3Q	10-3V
KOIVU 3Z, RENKU 3Z, VALOX 3Z	10-3W
ADIVO 4C, KUVEM 4C, NUNTO 4C	10-3X
ADIVO 4D, KUVEM 4D, NUNTO 4D	10-3X1
ADIVO 3N, KUVEM 3N, NUNTO 3N	10-3X2
ADIVO 3P, KUVEM 3P, NUNTO 3P	10-3X3
ADIVO 3Z, KUVEM 3Z, NUNTO 3Z	10-3X4
OMNIDIRECTIONAL DEPARTURES	10-3X5

EFHK/HEL  
VANTAA

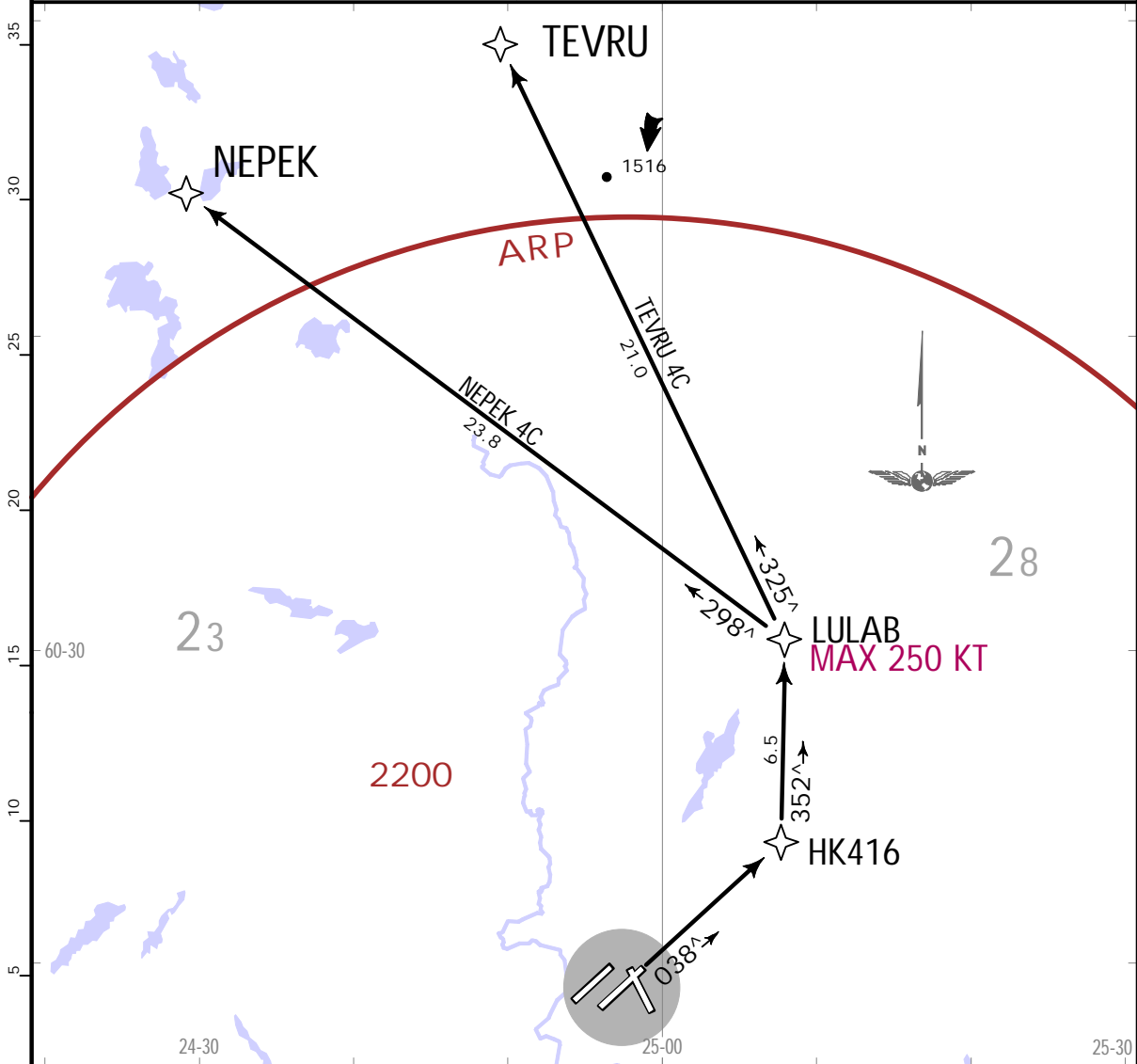
JEPPESEN

HELSINKI, FINLAND  
.RNAV.SID.

17 APR 20 (10-3B) .Eff.23.Apr.

HELSINKI Radar 129.850	Apt Elev 180	Trans alt: 5000 1. RNAV (GNSS) (DME/DME not supported). 2. RNAV 1. 3. Maintain Tower frequency until passing 1500, then contact HELSINKI Radar. 4. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level. 5. After take-off climb as rapidly as possible to at least 2180. 6. SIDs are also minimum noise routings. 7. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off. 8. EXPECT close-in obstacles.
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NEPEK 4C [NEPE4C], TEVRU 4C [TEVR4C]  
RNAV DEPARTURES  
(RWY 04R)



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

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

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

SID	ROUTING
NEPEK 4C	(680+) - HK416 - LULAB (K250-) - NEPEK.
TEVRU 4C	(680+) - HK416 - LULAB (K250-) - TEVRU.



EFHK/HEL  
VANTAA

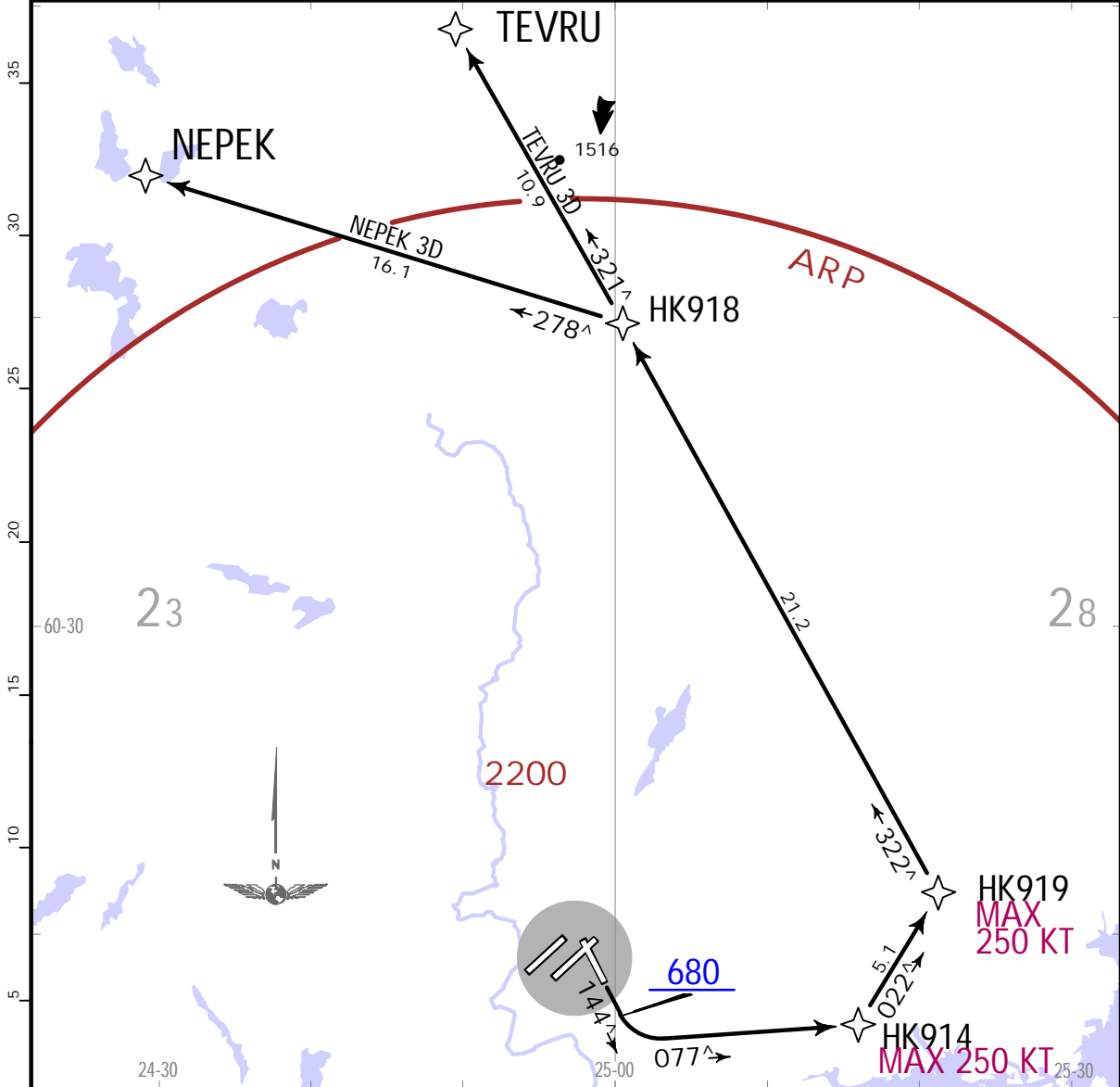
JEPPESEN

HELSINKI, FINLAND  
.RNAV.SID.

17 APR 20 (10-3C) .Eff.23.Apr.

HELSENKI Radar 119.100	Apt Elev 180	Trans alt: 5000 1. RNAV (GNSS) (DME/DME not supported). 2. RNAV 1. 3. Maintain Tower frequency until passing 1500, then contact HELSENKI Radar. 4. At first contact with HELSENKI Radar report SID or RADAR heading given by ATC and level. 5. After take-off climb as rapidly as possible to at least 2180. 6. SIDs are also minimum noise routings. 7. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.
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NEPEK 3D [NEPE3D], TEVRU 3D [TEVR3D]  
RNAV DEPARTURES  
(RWY 15)



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

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

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

SID	ROUTING
NEPEK 3D	(680+) - HK914 (K250-) - HK919 (K250-) - HK918 - NEPEK.
TEVRU 3D	(680+) - HK914 (K250-) - HK919 (K250-) - HK918 - TEVRU.

EFHK/HEL  
VANTAA

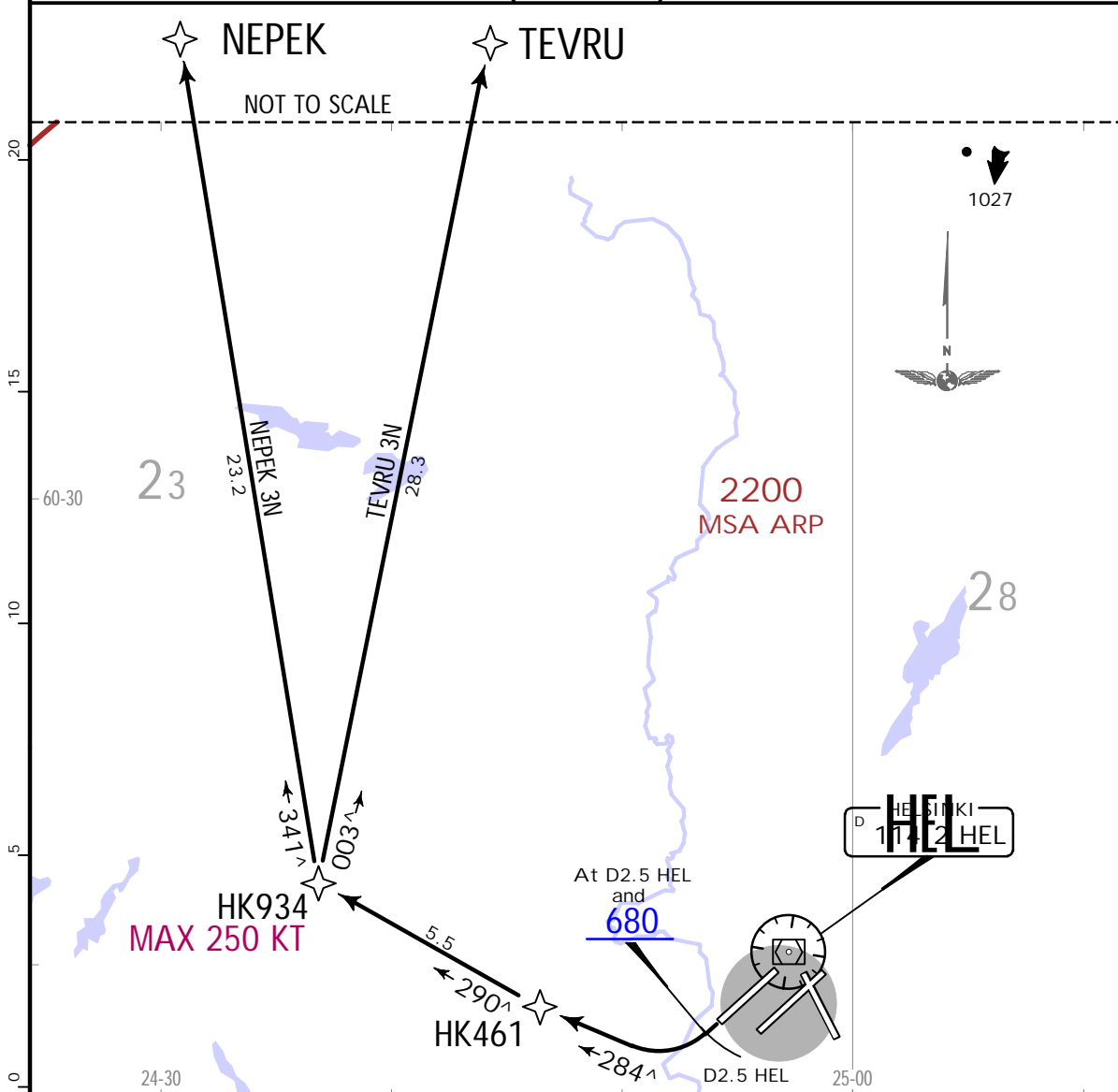


17 APR 20 (10-3D) .Eff.23.Apr.

HELSINKI, FINLAND  
.RNAV.SID.

HELSENKI Radar 129.850	Apt Elev 180	Trans alt: 5000 1. RNAV (GNSS) (DME/DME not supported). 2. RNAV 1. 3. Maintain Tower frequency until passing 1500, then contact HELSENKI Radar. 4. At first contact with HELSENKI Radar report SID or RADAR heading given by ATC and level. 5. After take-off climb as rapidly as possible to at least 2180. 6. SIDs are also minimum noise routings. 7. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.
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**NEPEK 3N [NEPE3N], TEVRU 3N [TEVR3N]  
RNAV DEPARTURES  
(RWY 22R)**



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

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

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

SID	ROUTING
NEPEK 3N	Climb on runway track to D2.5 HEL, turn RIGHT, 284 <sup>^</sup> track to HK461 - HK934 (K250-) - NEPEK.
TEVRU 3N	Climb on runway track to D2.5 HEL, turn RIGHT, 284 <sup>^</sup> track to HK461 - HK934 (K250-) - TEVRU.

EFHK/HEL  
VANTAA

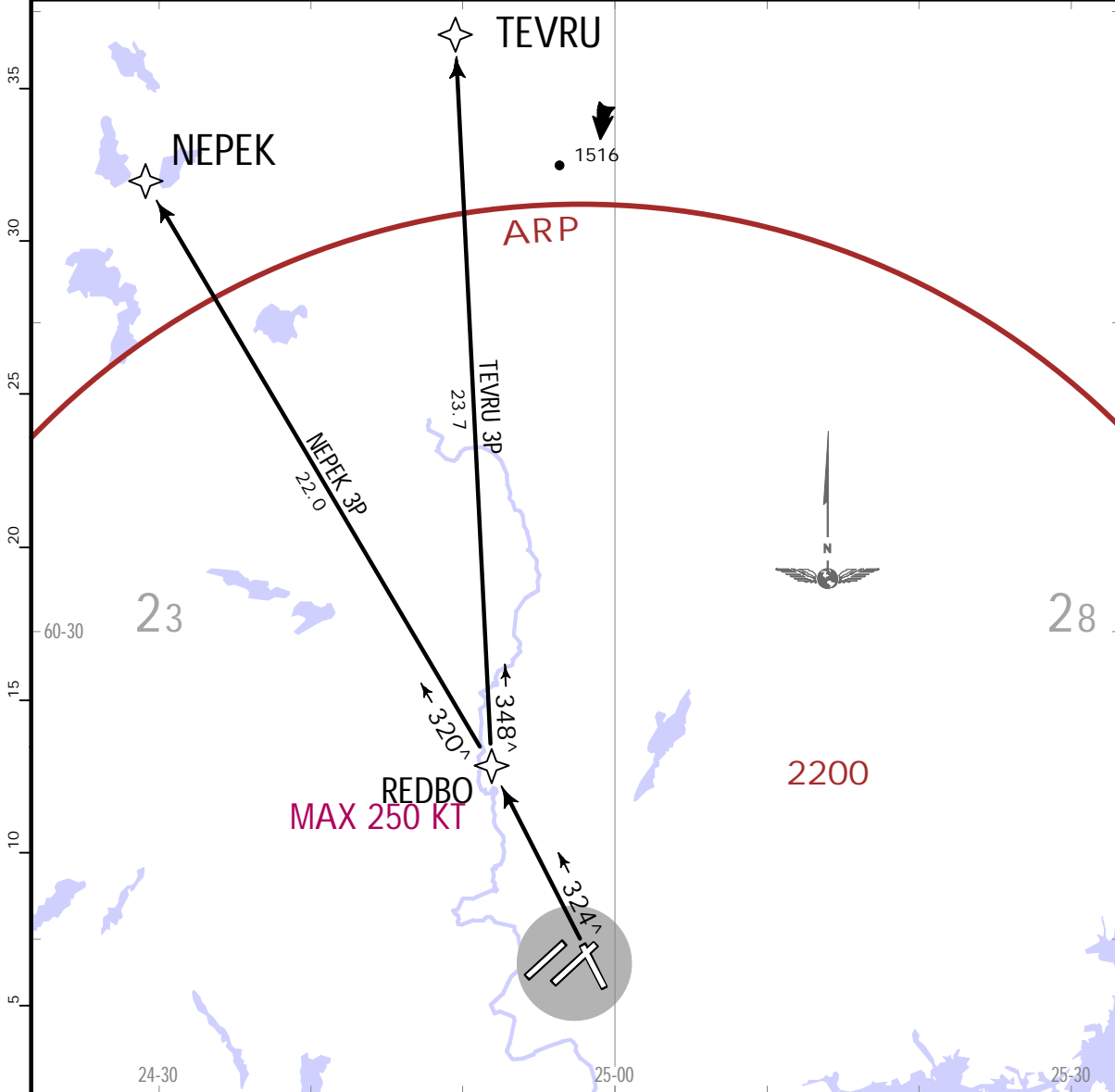
JEPPESEN

HELSINKI, FINLAND  
.RNAV.SID.

17 APR 20 (10-3E) .Eff.23.Apr.

HELSENKI Radar 119.100	Apt Elev 180	Trans alt: 5000 1. RNAV (GNSS) (DME/DME not supported). 2. RNAV 1. 3. Maintain Tower frequency until passing 1500, then contact HELSENKI Radar. 4. At first contact with HELSENKI Radar report SID or RADAR heading given by ATC and level. 5. After take-off climb as rapidly as possible to at least 2180. 6. SIDs are also minimum noise routings. 7. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.
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NEPEK 3P [NEPE3P], TEVRU 3P [TEVR3P]  
RNAV DEPARTURES  
(RWY 33)



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

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

LOST COMMS (downward arrow) LOST COMMS (downward arrow) LOST COMMS (downward arrow) LOST COMMS (downward arrow)  
For Radio Communication Failure procedures refer to 10-1P pages.  
LOST COMMS (upward arrow) LOST COMMS (upward arrow) LOST COMMS (upward arrow) LOST COMMS (upward arrow)

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

SID	ROUTING
NEPEK 3P	(680+) - REDBO (K250-) - NEPEK.
TEVRU 3P	(680+) - REDBO (K250-) - TEVRU.

EFHK/HEL  
VANTAA

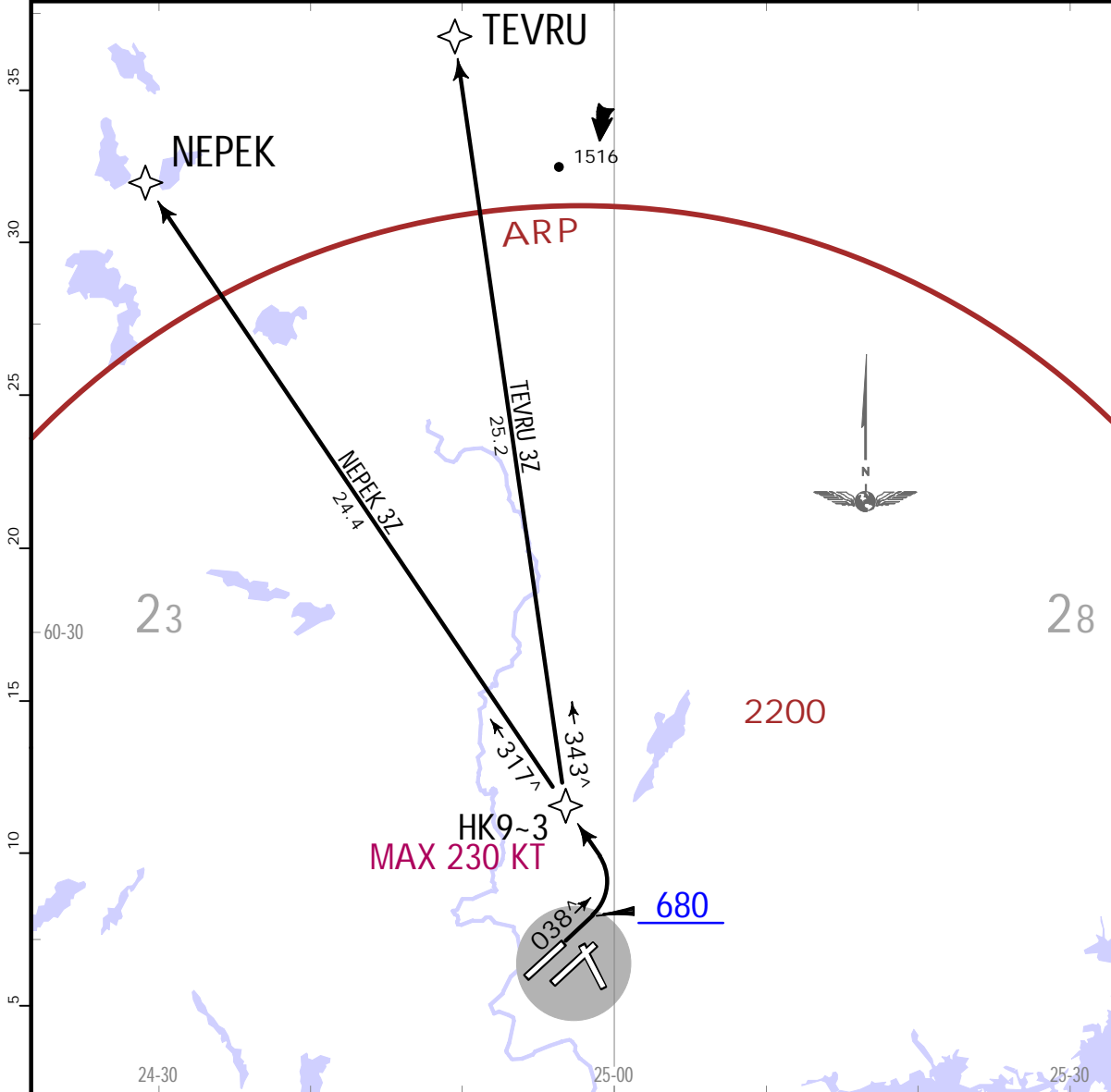
JEPPESEN

HELSINKI, FINLAND  
.RNAV.SID.

17 APR 20 10-3F .Eff.23.Apr.

HELSEINKI Radar 129.850	Apt Elev 180	Trans alt: 5000 1. RNAV (GNSS) (DME/DME not supported). 2. RNAV 1. 3. Maintain Tower frequency until passing 1500, then contact HELSINKI Radar. 4. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level. 5. After take-off climb as rapidly as possible to at least 2180. 6. SIDs are also minimum noise routings. 7. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.
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NEPEK 3Z [NEPE3Z], TEVRU 3Z [TEVR3Z]  
RNAV DEPARTURES  
(RWY 04L)



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

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

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

SID	ROUTING
NEPEK 3Z	(680+) - HK903 (K230-) - NEPEK.
TEVRU 3Z	(680+) - HK903 (K230-) - TEVRU.

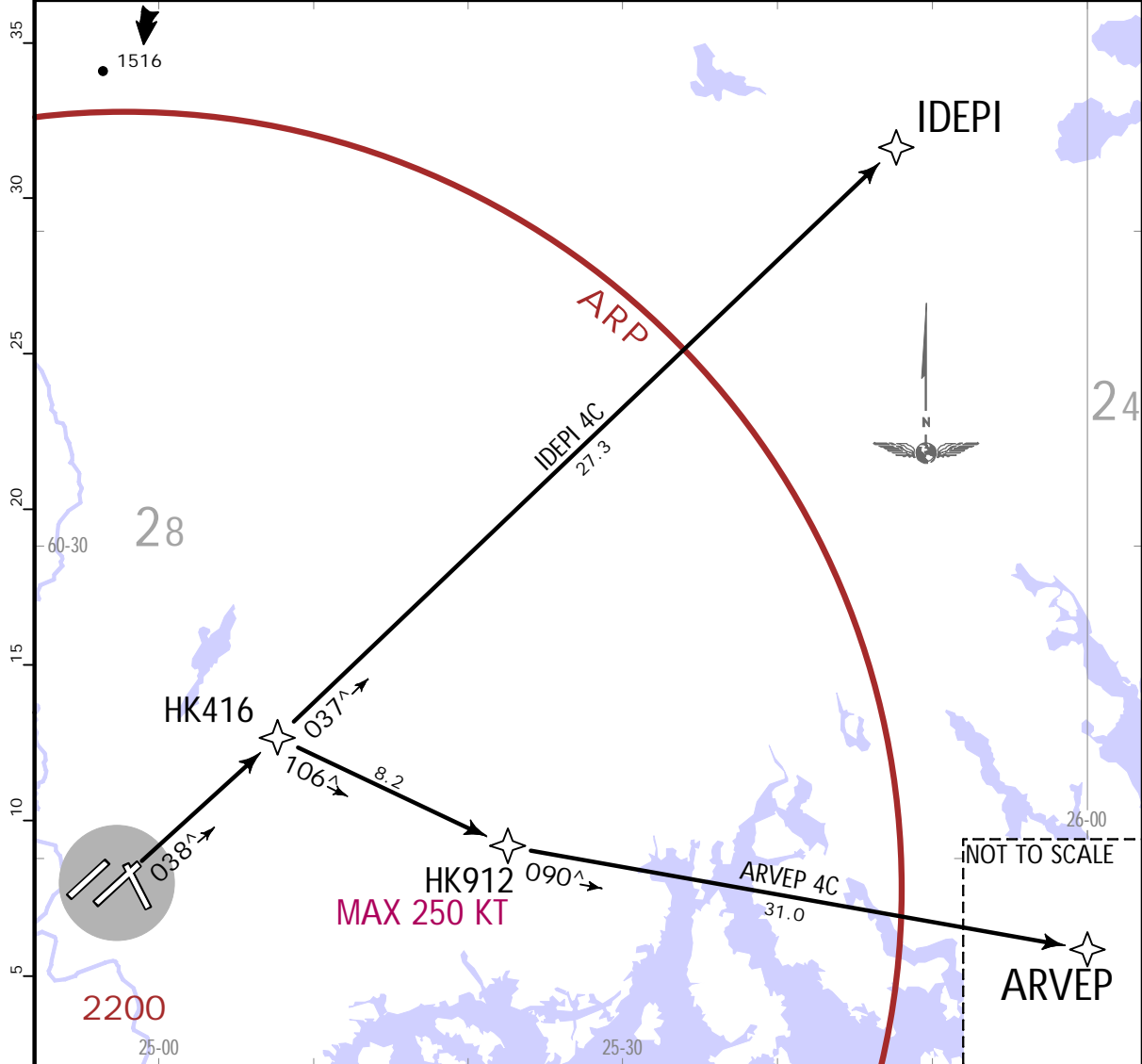
EFHK/HEL  
VANTAA

JEPPESEN  
17 APR 20 10-3G .Eff.23.Apr.

HELSINKI, FINLAND  
.RNAV.SID.

HELSINKI Radar 119.100	Apt Elev 180	Trans alt: 5000 1. RNAV (GNSS) (DME/DME not supported). 2. RNAV 1. 3. Maintain Tower frequency until passing 1500, then contact HELSINKI Radar. 4. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level. 5. After take-off climb as rapidly as possible to at least 2180. 6. SIDs are also minimum noise routings. 7. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off. 8. EXPECT close-in obstacles.
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**ARVEP 4C [ARVE4C], IDEPI 4C [IDEP4C]  
RNAV DEPARTURES  
(RWY 04R)**



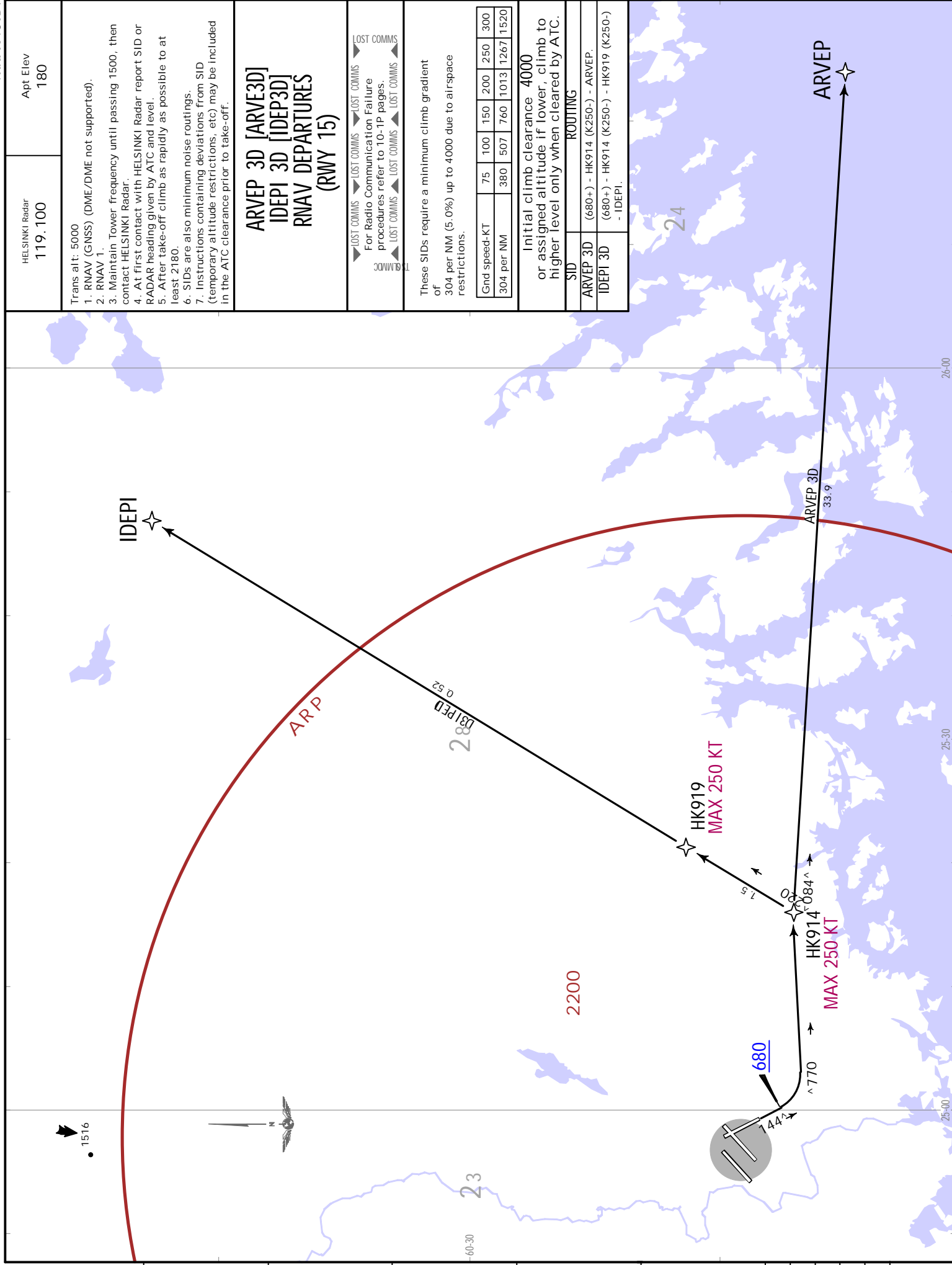
These SIDs require a minimum climb gradient of 304 per NM (5.0%) up to 4000 due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

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

SID	ROUTING
ARVEP 4C	(680+) - HK416 - HK912 (K250-) - ARVEP.
IDEPI 4C	(680+) - HK416 - IDEPI.



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

**ARPEP 3D [ARVE3D]  
 IDEPI 3D [IDEP3D]  
 RNAV DEPARTURES  
 (RWY 15)**

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

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

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

SID		ROUTING	
ARPEP 3D	(680+) - HK914 (K250-) - ARPEP.	ARPEP 3D	(680+) - HK914 (K250-) - ARPEP.
IDEPI 3D	(680+) - HK914 (K250-) - HK919 (K250-) - IDEPI.	IDEPI 3D	(680+) - HK914 (K250-) - HK919 (K250-) - IDEPI.

HELSINKI Radar  
 119.100  
 Apt Elev  
 180

Trans alt: 5000  
 1. RNAV (GNSS) (DME/DME not supported).  
 2. RNAV 1.  
 3. Maintain Tower frequency until passing 1500, then contact HELSINKI Radar.  
 4. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level.  
 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 3F [ARVE3F]  
 IDEPI 3F [IDEP3F]  
 RNAV DEPARTURES  
 (RWY 22L)**

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

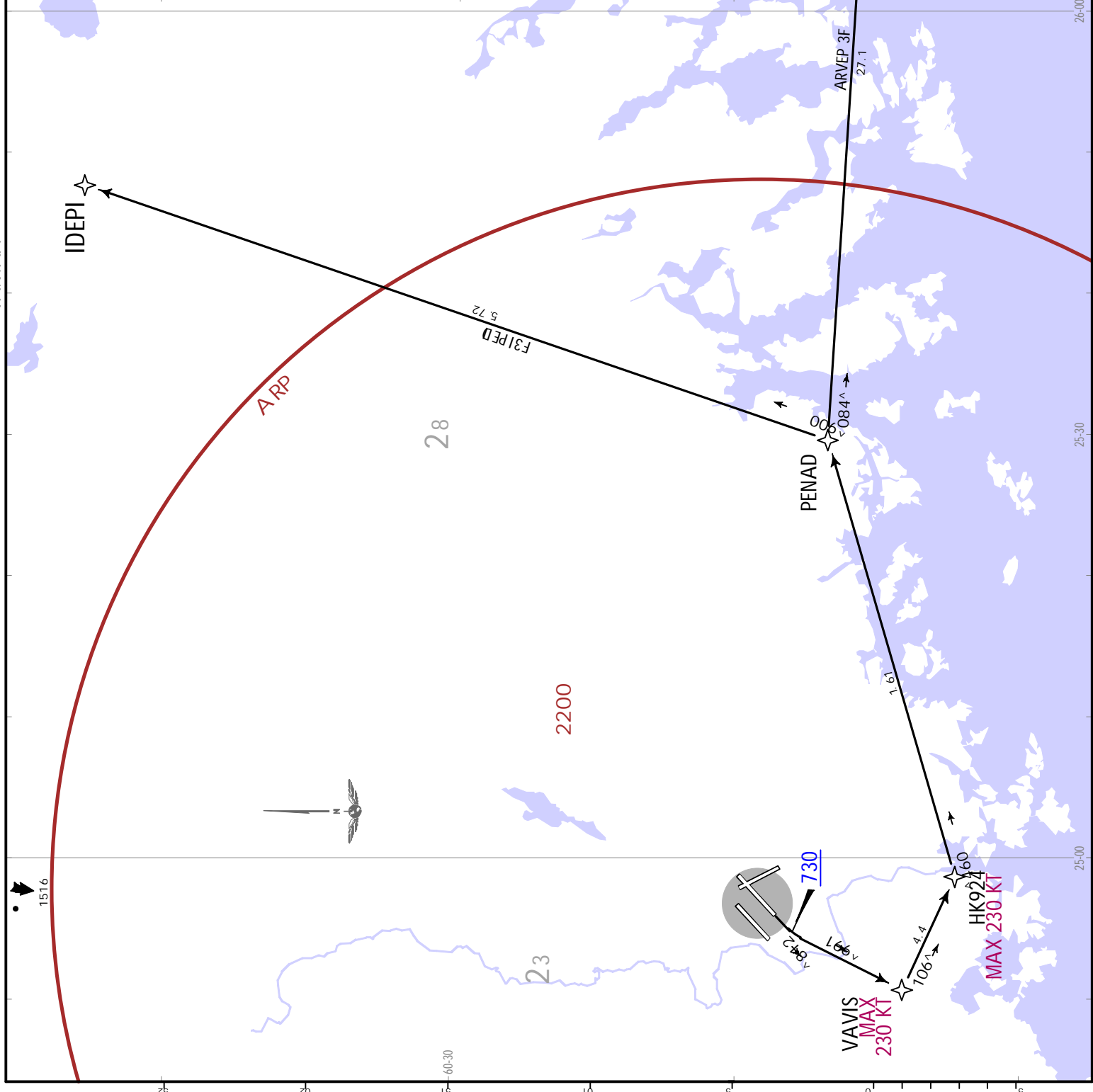
LOST COMMS  
 For Radio Communication Failure procedures refer to 10-1P pages.

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

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

SID	ROUTING
ARVEP 3F	(730+) - VAVIS (K230-) - HK924 (K230-) - PENAD - ARVEP.
IDEPI 3F	(730+) - VAVIS (K230-) - HK924 (K230-) - PENAD - IDEPI.



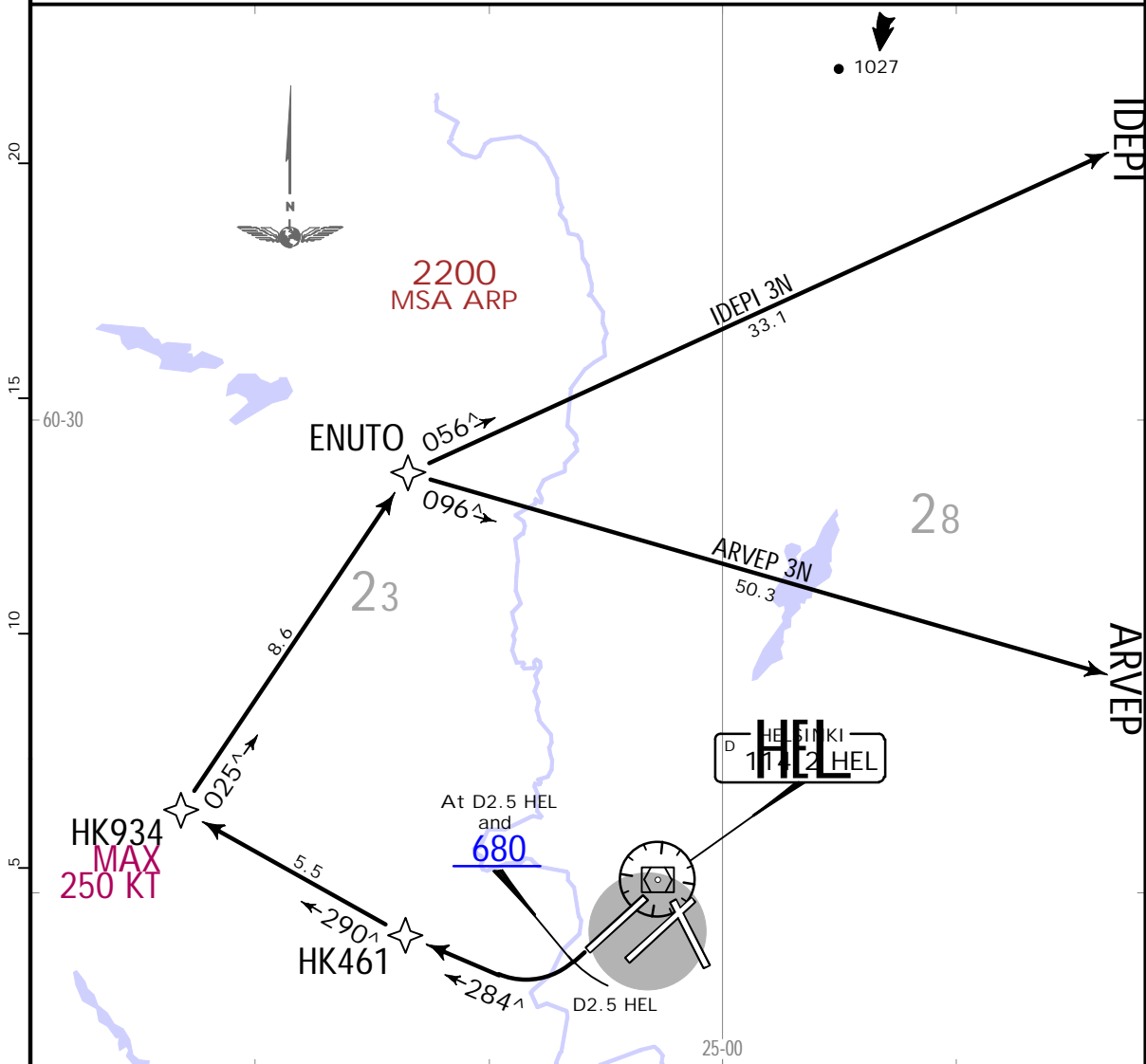
EFHK/HEL  
VANTAA

JEPPESEN  
17 APR 20 (10-3K) .Eff.23.Apr.

HELSINKI, FINLAND  
.RNAV.SID.

HELSENKI Radar 129.850	Apt Elev 180	Trans alt: 5000 1. RNAV (GNSS) (DME/DME not supported). 2. RNAV 1. 3. Maintain Tower frequency until passing 1500, then contact HELSENKI Radar. 4. At first contact with HELSENKI Radar report SID or RADAR heading given by ATC and level. 5. After take-off climb as rapidly as possible to at least 2180. 6. SIDs are also minimum noise routings. 7. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.
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**ARVEP 3N [ARVE3N], IDEPI 3N [IDEP3N]  
RNAV DEPARTURES  
(RWY 22R)**



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

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

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

SID	ROUTING
ARVEP 3N	Climb on runway track to D2.5 HEL, turn RIGHT, 284° track to HK461 - HK934 (K250-) - ENUTO - ARVEP.
IDEPI 3N	Climb on runway track to D2.5 HEL, IDEP RIGHT, 284° track to HK461 - HK934 (K250-) - ENUTO - IDEPI.



EFHK/HEL  
VANTAA

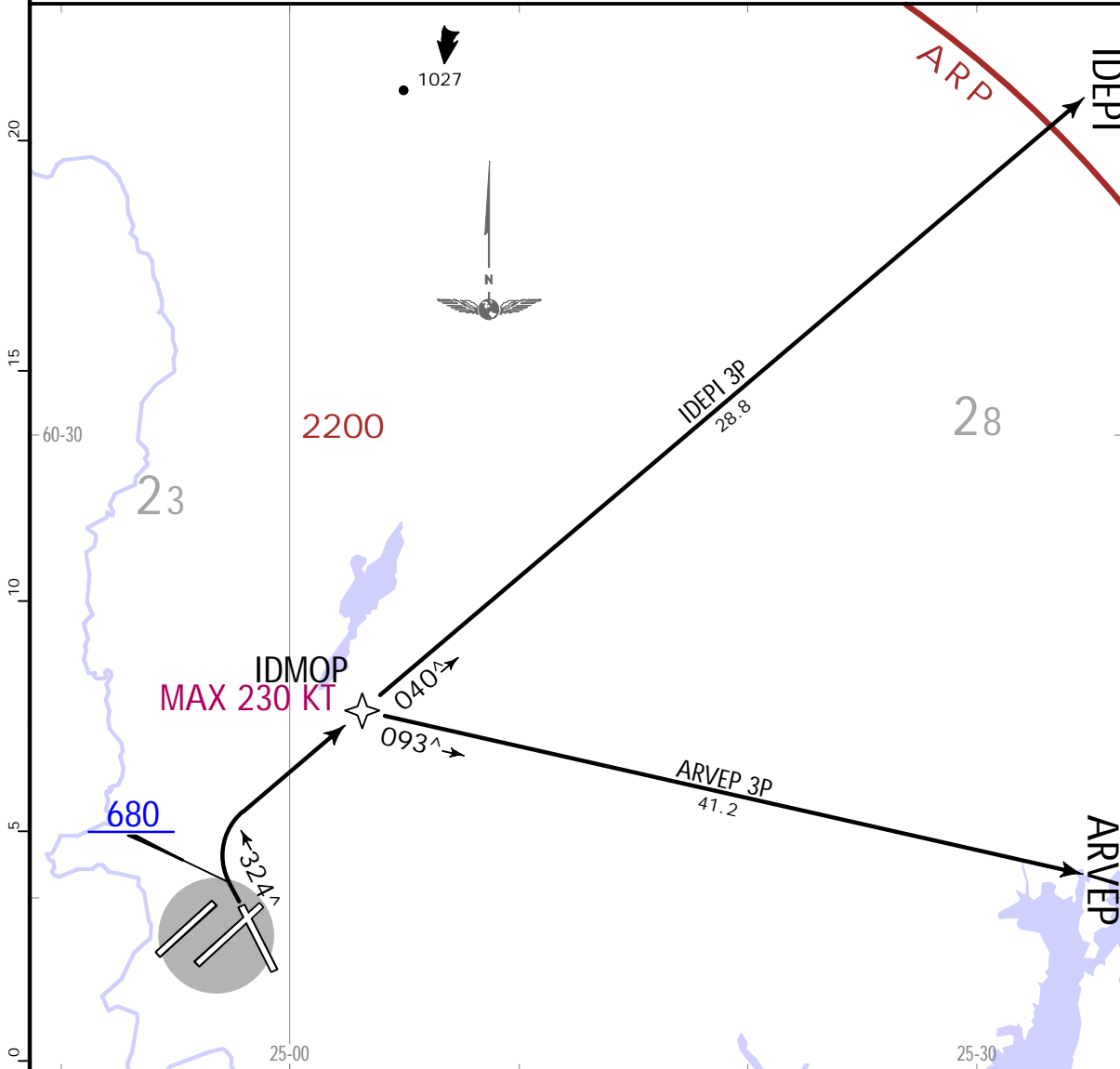
JEPPESEN

HELSINKI, FINLAND  
.RNAV.SID.

17 APR 20 (10-3L).Eff.23.Apr.

HELSENKI Radar 119.100	Apt Elev 180	Trans alt: 5000 1. RNAV (GNSS) (DME/DME not supported). 2. RNAV 1. 3. Maintain Tower frequency until passing 1500, then contact HELSENKI Radar. 4. At first contact with HELSENKI Radar report SID or RADAR heading given by ATC and level. 5. After take-off climb as rapidly as possible to at least 2180. 6. SIDs are also minimum noise routings. 7. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.
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ARVEP 3P [ARVE3P], IDEPI 3P [IDEP3P]  
RNAV DEPARTURES  
(RWY 33)



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

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

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

SID	ROUTING
ARVEP 3P	(680+) - IDMOP (K230-) - ARVEP.
IDEPI 3P	(680+) - IDMOP (K230-) - IDEPI.

EFHK/HEL  
VANTAA

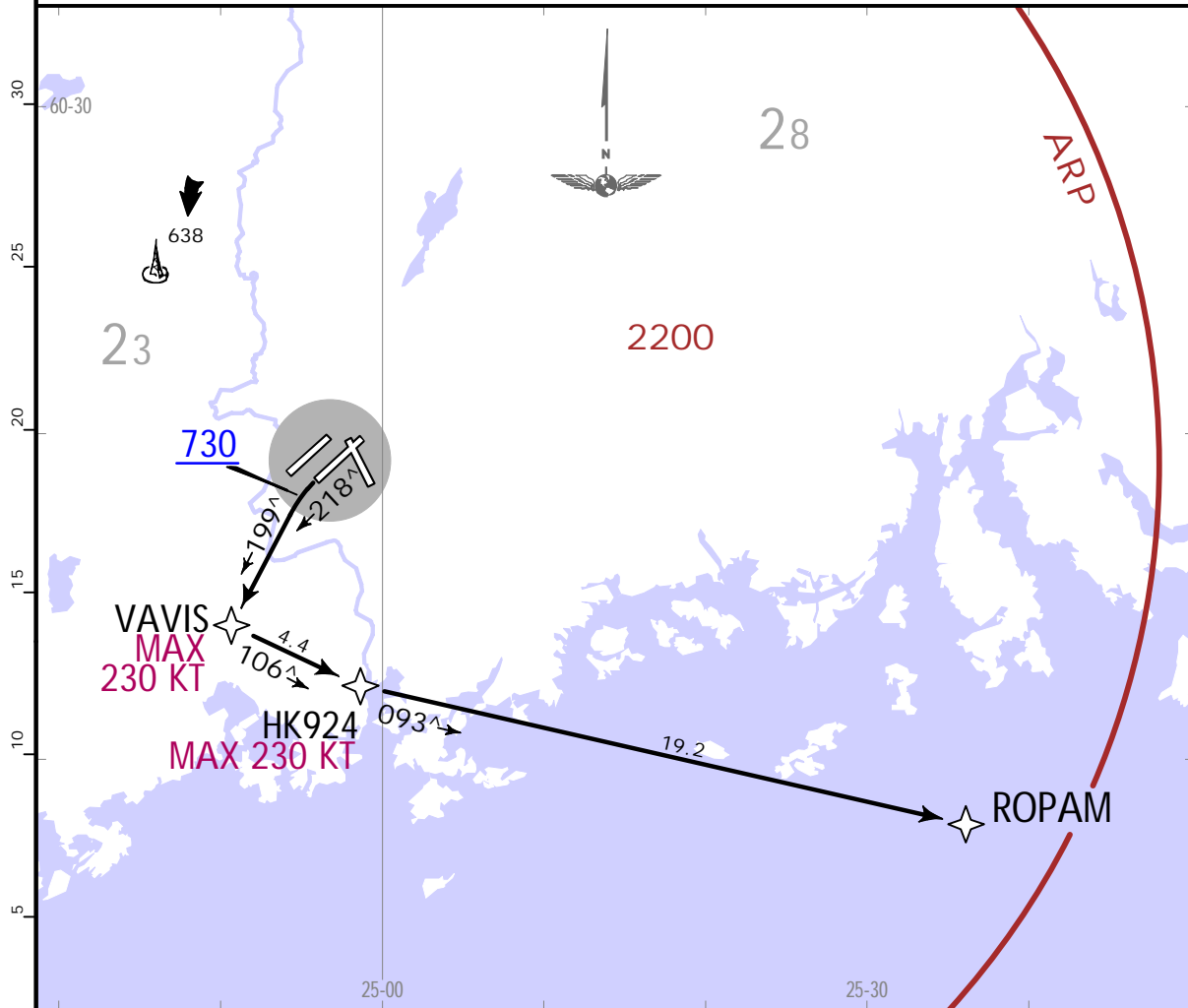


17 APR 20 (10-3M) .Eff.23.Apr.

HELSINKI, FINLAND  
.RNAV.SID.

HELSINKI Radar 119.100	Trans alt: 5000 1. RNAV (GNSS) (DME/DME not supported). 2. RNAV 1. 3. Maintain Tower frequency until passing 1500, then contact HELSINKI Radar. 4. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level. 5. For noise abatement refer to 10-1P9. 6. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.
Apt Elev 180	

**ROPAM 2F [ROPA2F]**  
**RNAV 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 304 per NM (5.0%) up to 4000 due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

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

ROUTING

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

EFHK/HEL  
VANTAA

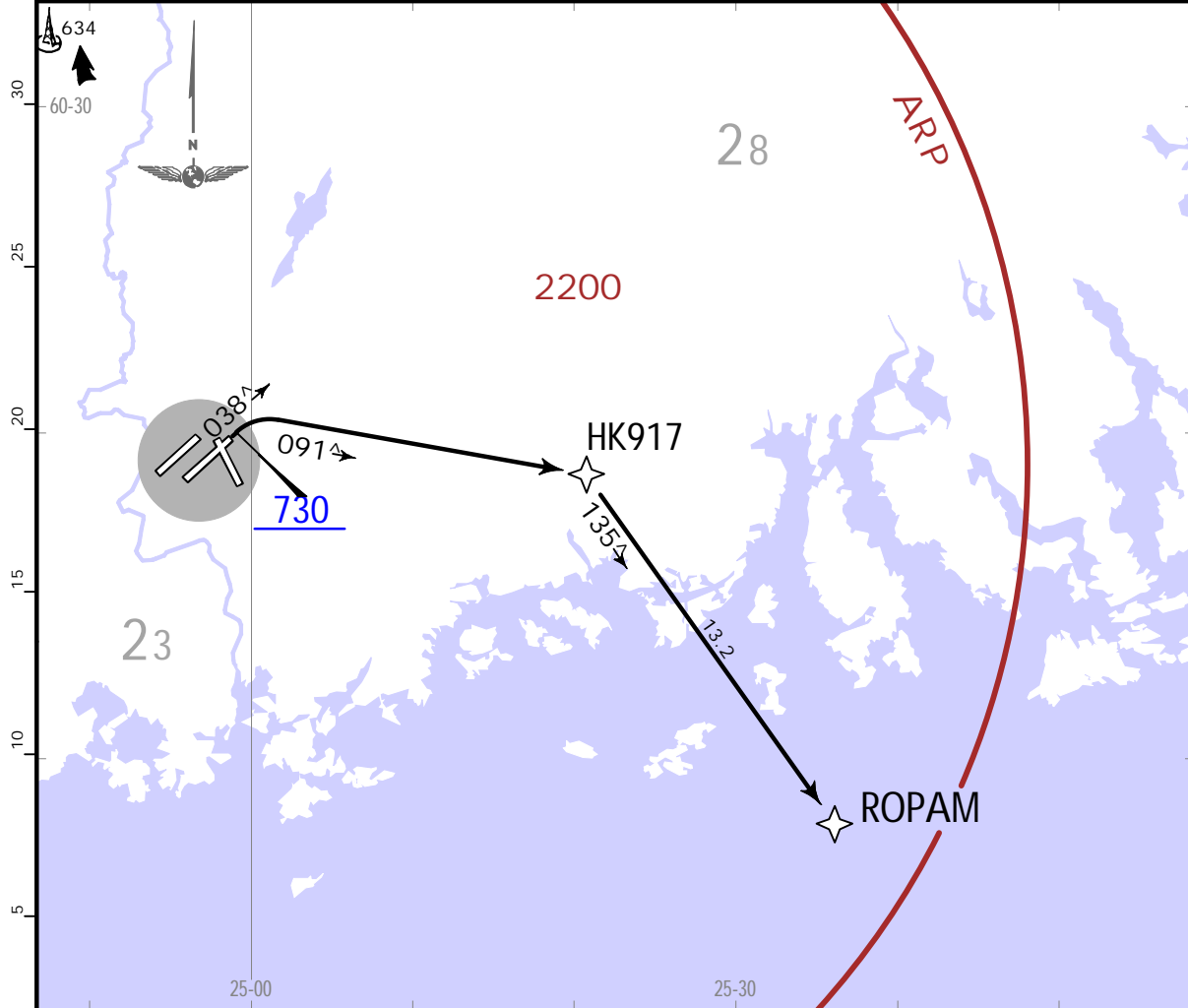
JEPPESEN

HELSINKI, FINLAND  
.RNAV.SID.

17 APR 20 (10-3N) .Eff.23.Apr.

HELSINKI Radar 119.100	Trans alt: 5000 1. RNAV (GNSS) (DME/DME not supported). 2. RNAV 1. 3. Maintain Tower frequency until passing 1500, then contact HELSINKI Radar. 4. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level. 5. After take-off climb as rapidly as possible to at least 2180. 6. SIDs are also minimum noise routings. 7. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off. 8. EXPECT close-in obstacles.
Apt Elev 180	

**ROPAM 2S [ROPA2S]**  
**RNAV 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 304 per NM (5.0%) up to 4000 due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

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

ROUTING

(730+) - HK917 - ROPAM.

EFHK/HEL  
VANTAA

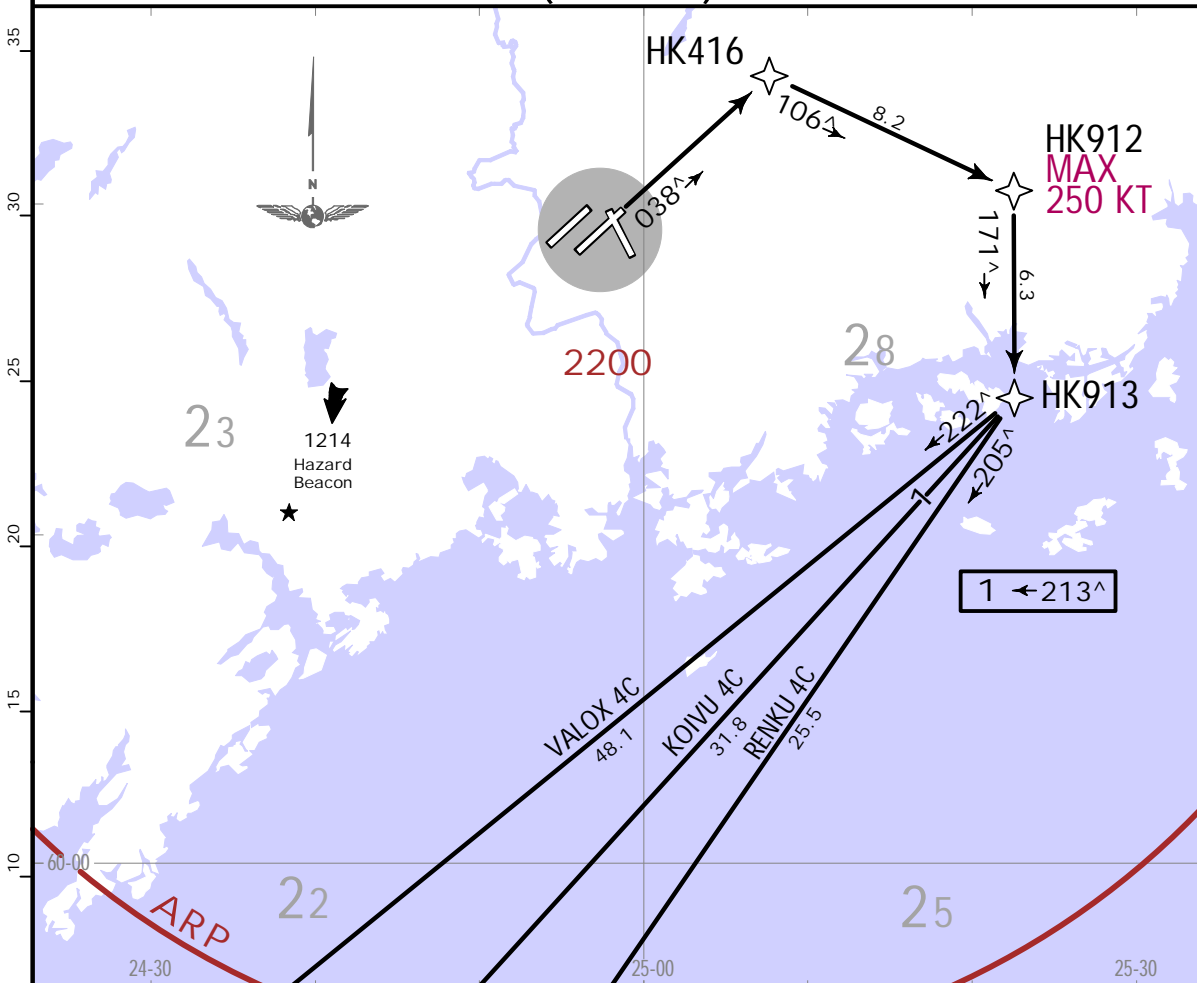
JEPPESEN

HELSINKI, FINLAND  
.RNAV.SID.

17 APR 20 10-3P .Eff.23.Apr.

HELSINKI Radar 119.100	Apt Elev 180	Trans alt: 5000 1. RNAV (GNSS) (DME/DME not supported). 2. RNAV 1. 3. Maintain Tower frequency until passing 1500, then contact HELSINKI Radar. 4. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level. 5. After take-off climb as rapidly as possible to at least 2180. 6. SIDs are also minimum noise routings. 7. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off. 8. EXPECT close-in obstacles.
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**KOIVU 4C [KOIV4C], RENKU 4C [RENK4C], VALOX 4C [VALO4C]  
RNAV DEPARTURES  
(RWY 04R)**



NOT TO SCALE  
VALOX  
KOIVU  
RENKU

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

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

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

SID	ROUTING
KOIVU 4C	(680+) - HK416 - HK912 (K250-) - HK913 - KOIVU.
RENKU 4C	(680+) - HK416 - HK912 (K250-) - HK913 - RENKU.
VALOX 4C	(680+) - HK416 - HK912 (K250-) - HK913 - VALOX.

EFHK/HEL  
VANTAA

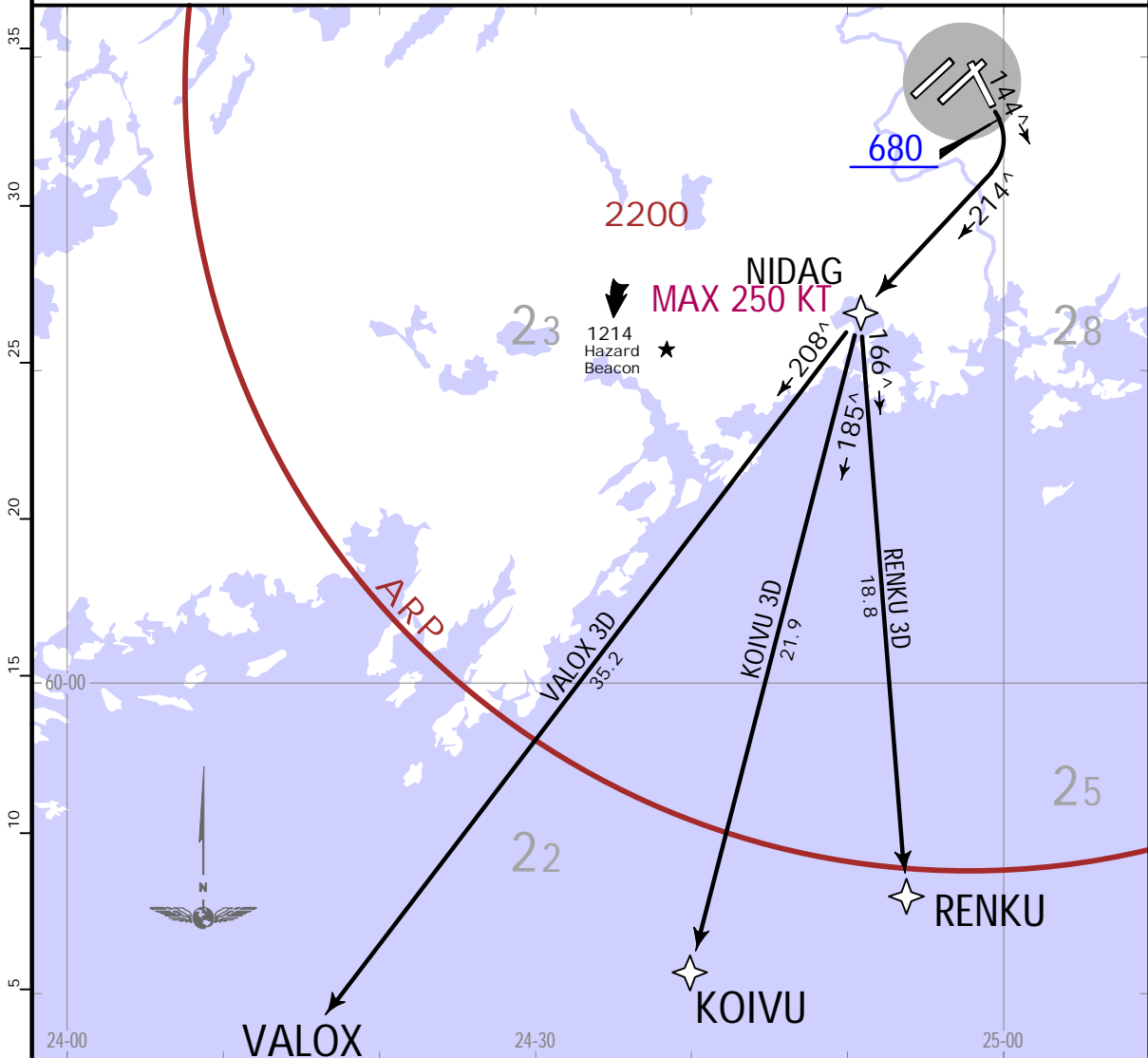
JEPPESEN

HELSINKI, FINLAND  
.RNAV.SID.

17 APR 20 (10-30).Eff.23.Apr.

HELSENKI Radar 119.100	Apt Elev 180	Trans alt: 5000 1. RNAV (GNSS) (DME/DME not supported). 2. RNAV 1. 3. Maintain Tower frequency until passing 1500, then contact HELSENKI Radar. 4. At first contact with HELSENKI Radar report SID or RADAR heading given by ATC and level. 5. After take-off climb as rapidly as possible to at least 2180. 6. SIDs are also minimum noise routings. 7. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.
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**KOIVU 3D [KOIV3D], RENKU 3D [RENK3D], VALOX 3D [VALO3D]  
RNAV DEPARTURES  
(RWY 15)**



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

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

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

SID	ROUTING
KOIVU 3D	(680+) - NIDAG (K250-) - KOIVU.
RENKU 3D	(680+) - NIDAG (K250-) - RENKU.
VALOX 3D	(680+) - NIDAG (K250-) - VALOX.

EFHK/HEL  
VANTAA

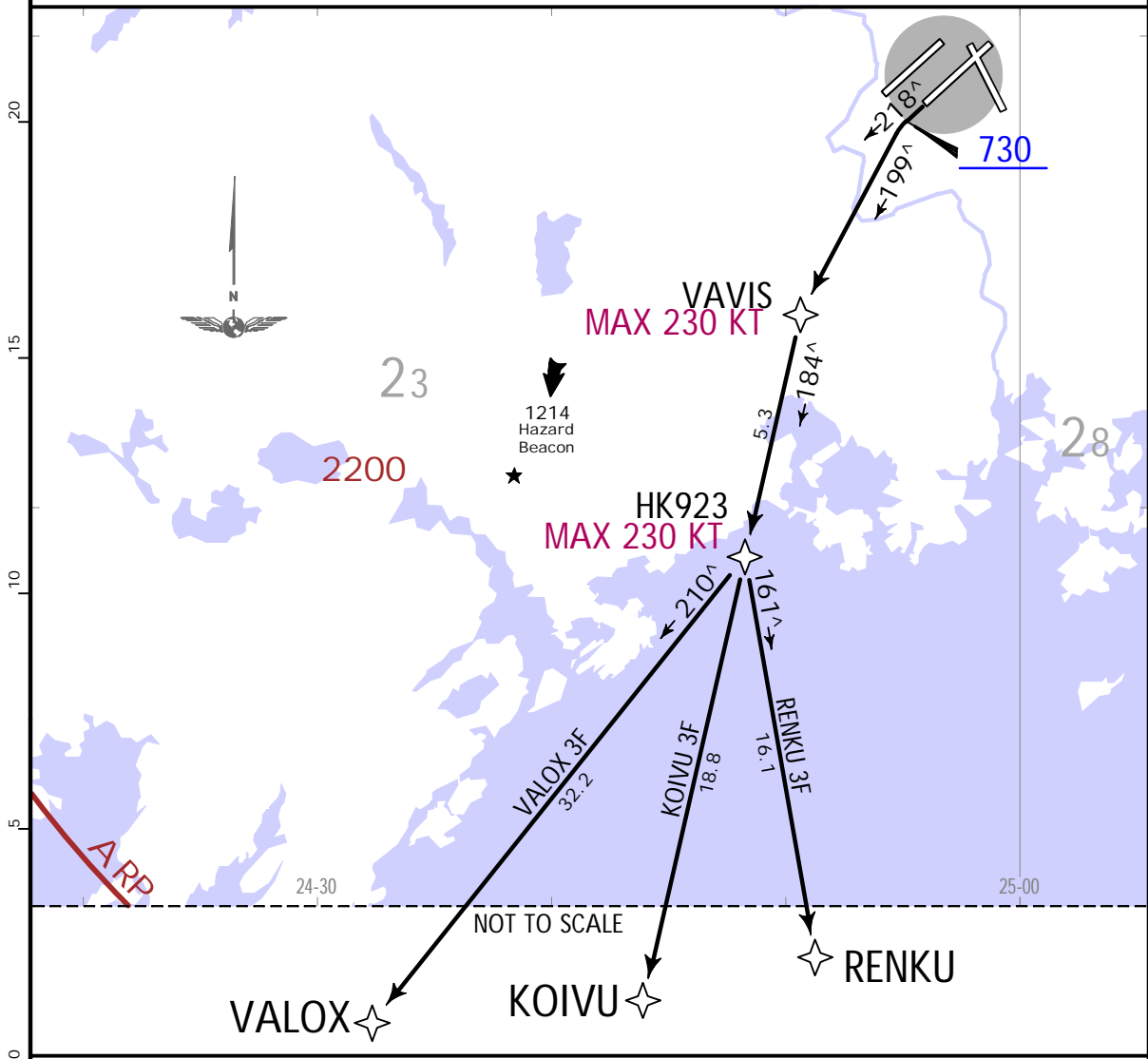
JEPPESEN  
17 APR 20 (10-3S) .Eff.23.Apr.

HELSINKI, FINLAND  
.RNAV.SID.

HELSINKI Radar 119.100	Trans alt: 5000 1. RNAV (GNSS) (DME/DME not supported). 2. RNAV 1. 3. Maintain Tower frequency until passing 1500, then contact HELSINKI Radar.
Apt Elev 180	4. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level. 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 3F [KOIV3F], RENKU 3F [RENK3F], VALOX 3F [VALO3F]  
RNAV 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 304 per NM (5.0%) up to 4000 due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

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

SID	ROUTING
KOIVU 3F	(730+) - VAVIS (K230-) - HK923 (K230-) - KOIVU.
RENKU 3F	(730+) - VAVIS (K230-) - HK923 (K230-) - RENKU.
VALOX 3F	(730+) - VAVIS (K230-) - HK923 (K230-) - VALOX.

EFHK/HEL  
VANTAA

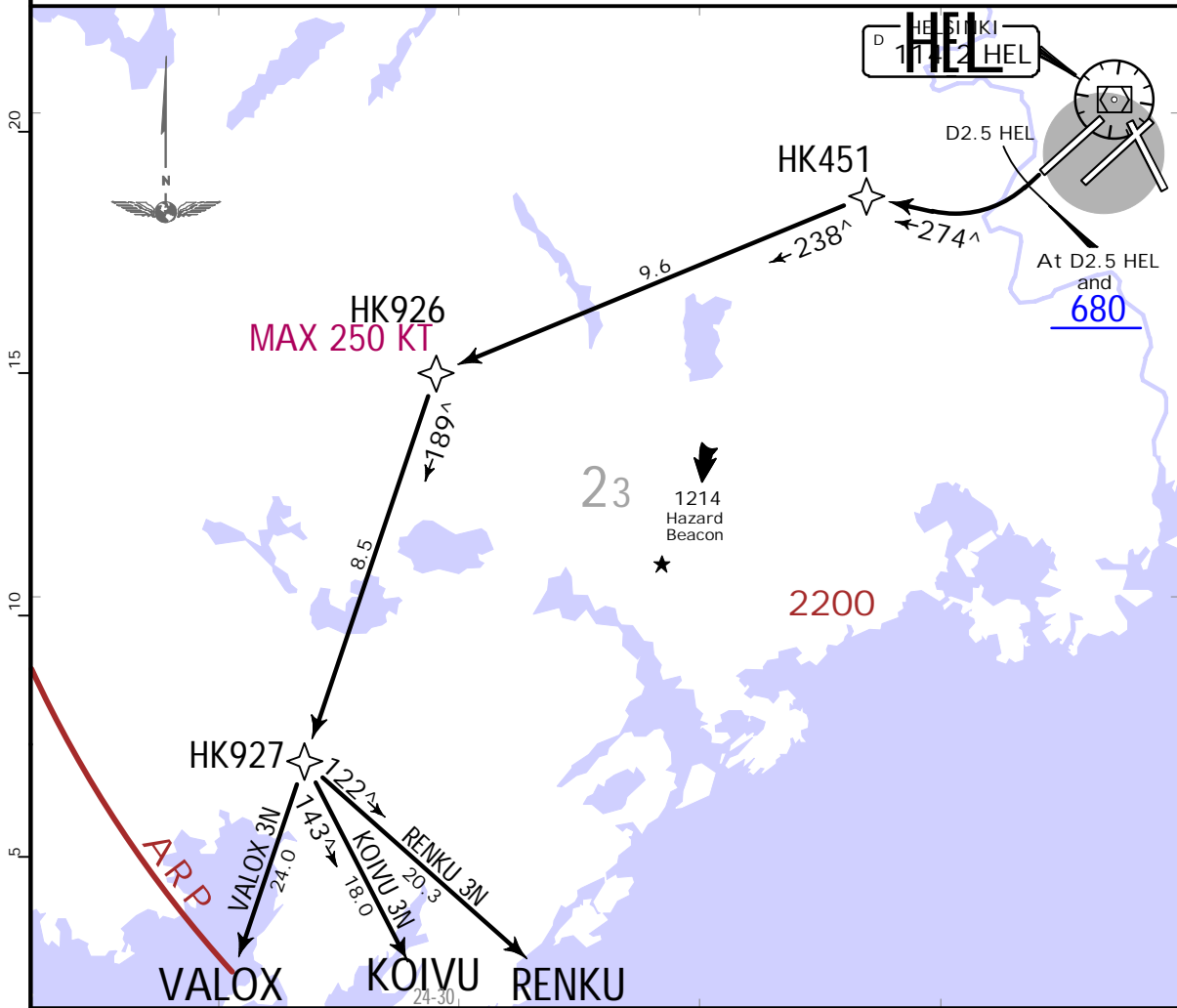
JEPPesen

HELSINKI, FINLAND  
.RNAV.SID.

17 APR 20 (10-3T).Eff.23.Apr.

HELSENKI Radar 119.100	Apt Elev 180	Trans alt: 5000 1. RNAV (GNSS) (DME/DME not supported). 2. RNAV 1. 3. Maintain Tower frequency until passing 1500, then contact HELSENKI Radar. 4. At first contact with HELSENKI Radar report SID or RADAR heading given by ATC and level. 5. After take-off climb as rapidly as possible to at least 2180. 6. SIDs are also minimum noise routings. 7. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.
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**KOIVU 3N [KOIV3N], RENKU 3N [RENK3N], VALOX 3N [VALO3N]  
RNAV DEPARTURES  
(RWY 22R)**



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

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

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

SID	ROUTING
KOIVU 3N	Climb on runway track to D2.5 HEL, turn RIGHT, 274^ track to HK451 - HK926 (K250-) - HK927 - KOIVU.
RENKU 3N	Climb on runway track to D2.5 HEL, turn RIGHT, 274^ track to HK451 - HK926 (K250-) - HK927 - RENKU.
VALOX 3N	Climb on runway track to D2.5 HEL, turn RIGHT, 274^ track to HK451 - HK926 (K250-) - HK927 - VALOX.

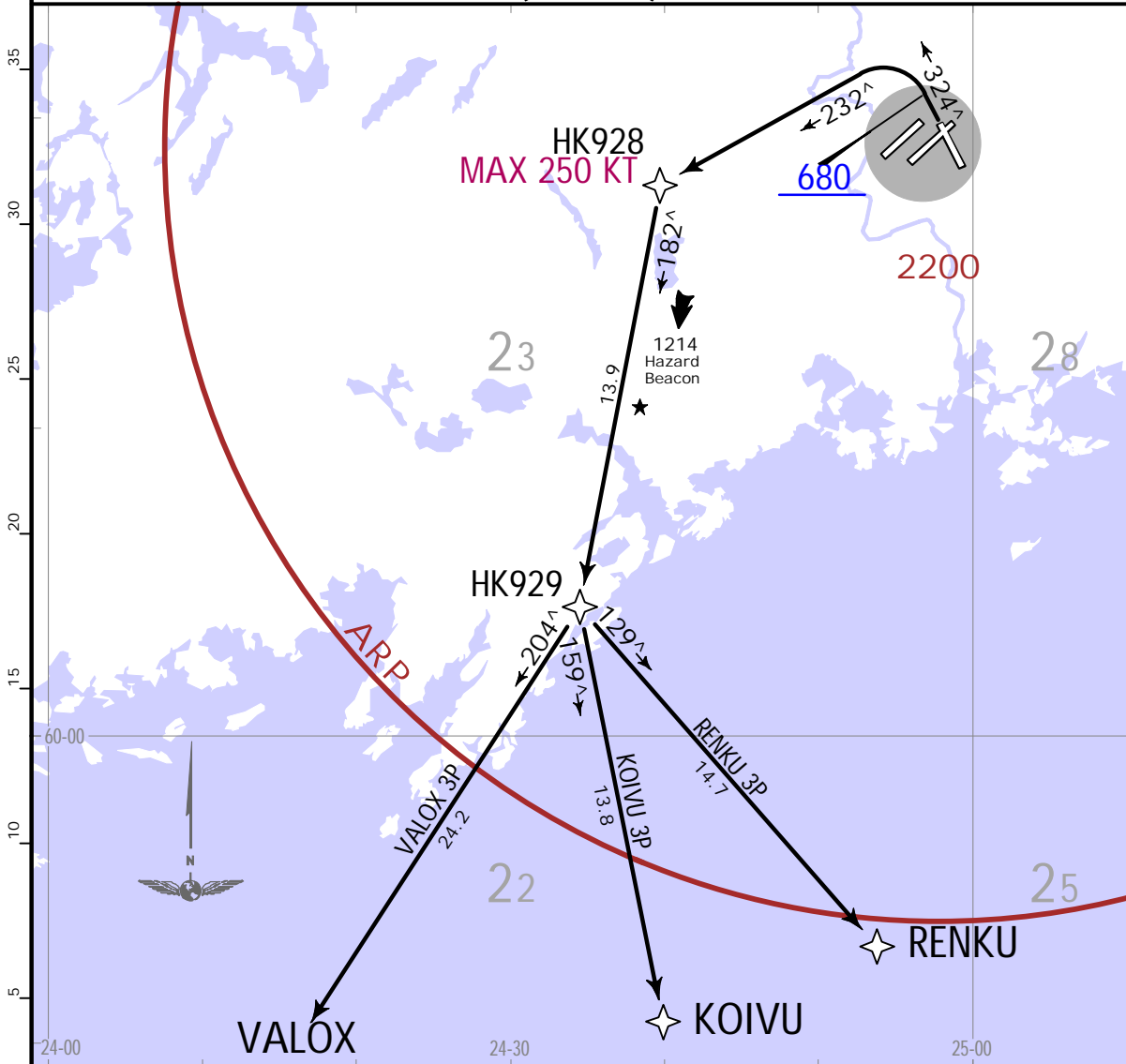
EFHK/HEL  
VANTAA

JEPPESEN  
17 APR 20 (10-3U) Eff.23.Apr.

HELSINKI, FINLAND  
.RNAV.SID.

HELSENKI Radar 129.850	Apt Elev 180	Trans alt: 5000 1. RNAV (GNSS) (DME/DME not supported). 2. RNAV 1. 3. Maintain Tower frequency until passing 1500, then contact HELSENKI Radar. 4. At first contact with HELSENKI Radar report SID or RADAR heading given by ATC and level. 5. After take-off climb as rapidly as possible to at least 2180. 6. SIDs are also minimum noise routings. 7. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.
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**KOIVU 3P [KOIV3P], RENKU 3P [RENK3P], VALOX 3P [VALO3P]  
RNAV DEPARTURES  
(RWY 33)**



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

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

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

SID	ROUTING
KOIVU 3P	(680+) - HK928 (K250-) - HK929 - KOIVU.
RENKU 3P	(680+) - HK928 (K250-) - HK929 - RENKU.
VALOX 3P	(680+) - HK928 (K250-) - HK929 - VALOX.



**EFHK/HEL**  
VANTAA

**JEPPesen**

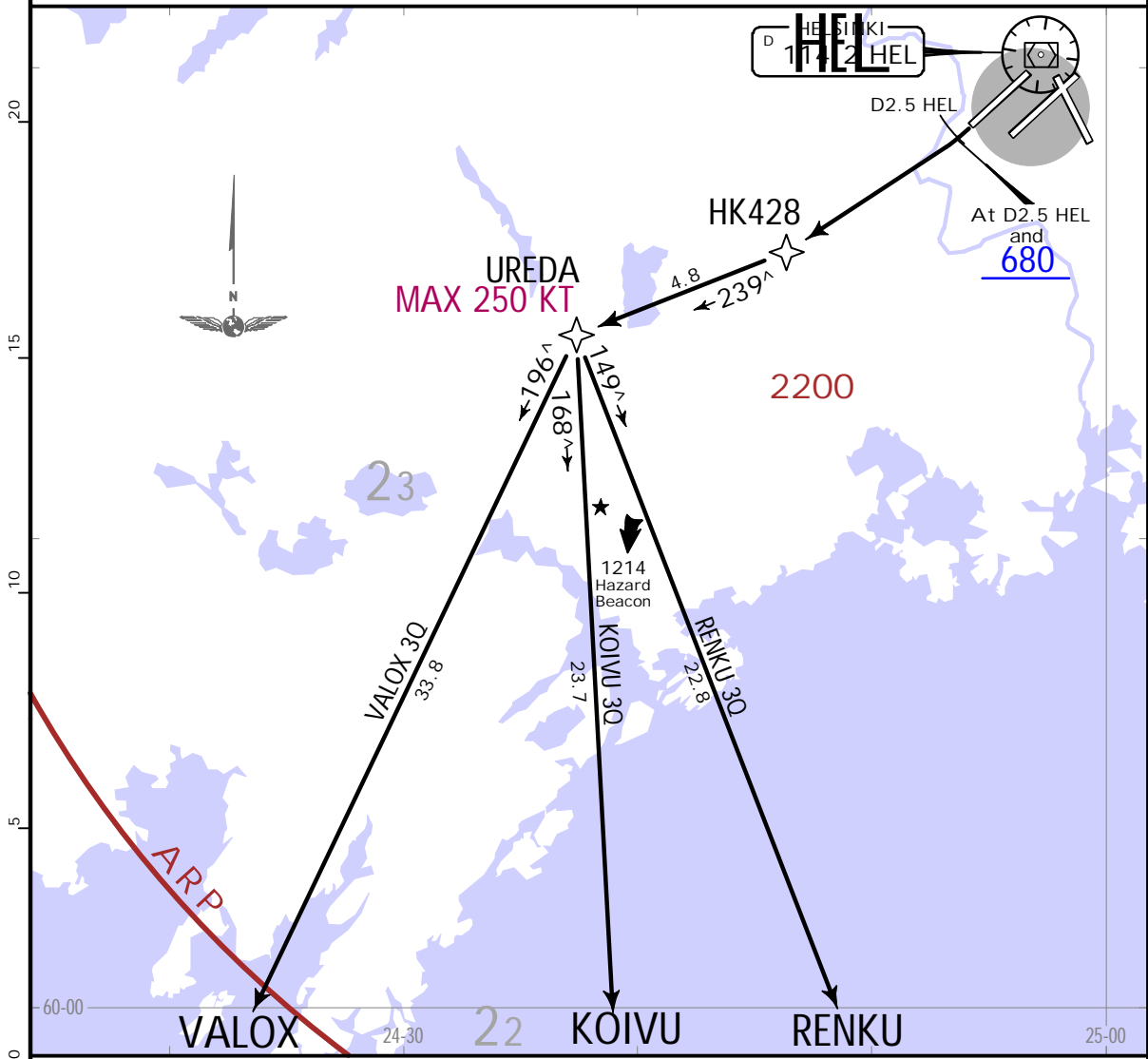
**HELSINKI, FINLAND**  
.RNAV.SID.

17 APR 20 **10-3V** .Eff.23.Apr.

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

**KOIVU 3Q [KOIV3Q], RENKU 3Q [RENK3Q], VALOX 3Q [VALO3Q]**  
**RNAV DEPARTURES**  
**(RWY 22R)**

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 304 per NM (5.0%) up to 4000 due to airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

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

SID	ROUTING
KOIVU 3Q	Climb on runway track to D2.5 HEL, turn direct to HK428 - UREDA (K250-) - KOIVU.
RENKU 3Q	Climb on runway track to D2.5 HEL, turn direct to HK428 - UREDA (K250-) - RENKU.
VALOX 3Q	Climb on runway track to D2.5 HEL, turn direct to HK428 - UREDA (K250-) - VALOX.

EFHK/HEL  
VANTAA

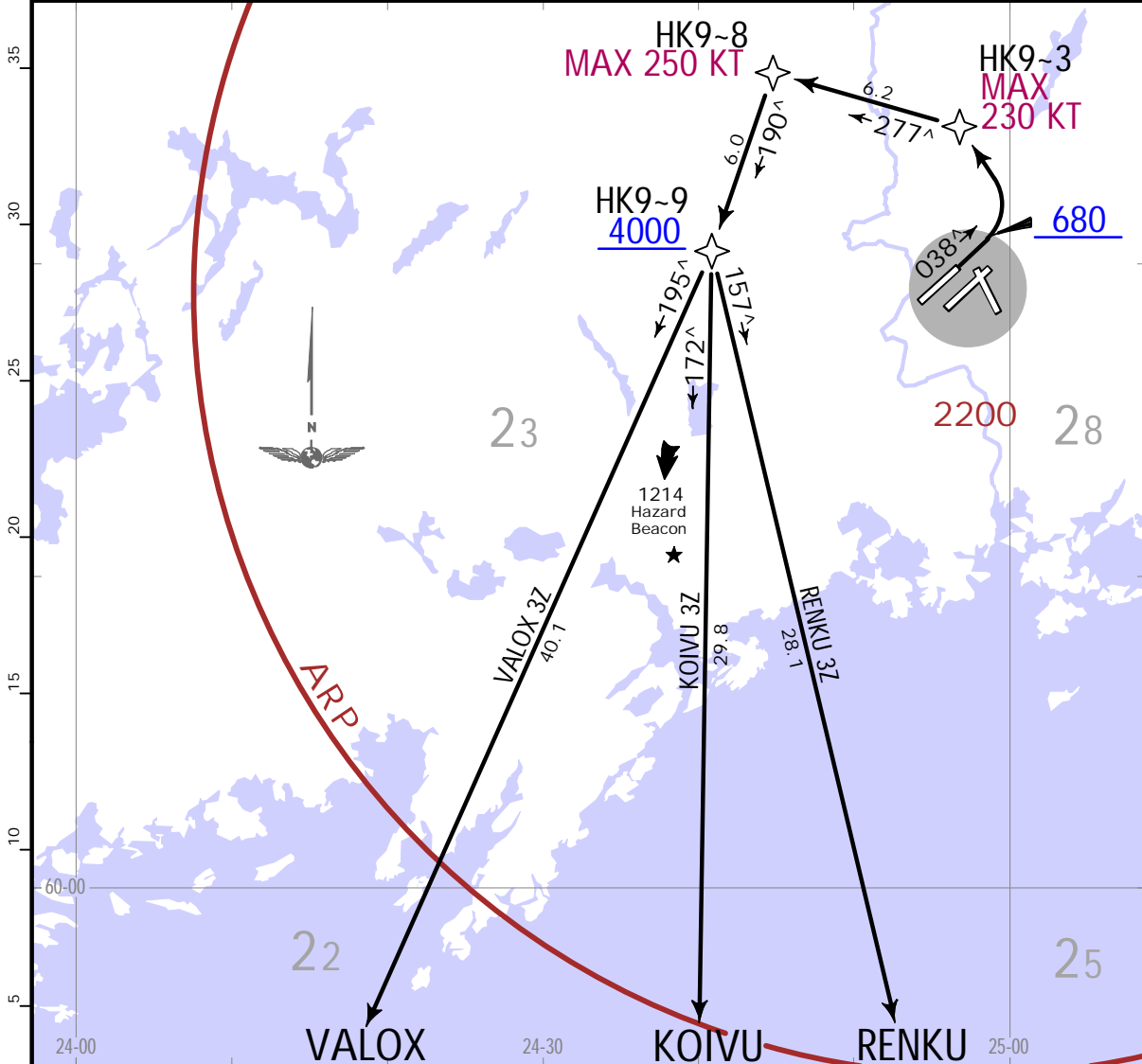


17 APR 20 (10-3W) .Eff.23.Apr.

HELSINKI, FINLAND  
.RNAV.SID.

HELSENKI Radar 129.850	Apt Elev 180	Trans alt: 5000 1. RNAV (GNSS) (DME/DME not supported). 2. RNAV 1. 3. Maintain Tower frequency until passing 1500, then contact HELSENKI Radar. 4. At first contact with HELSENKI Radar report SID or RADAR heading given by ATC and level. 5. After take-off climb as rapidly as possible to at least 2180. 6. SIDs are also minimum noise routings. 7. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.
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**KOIVU 3Z [KOIV3Z], RENKU 3Z [RENK3Z], VALOX 3Z [VALO3Z]  
RNAV DEPARTURES  
(RWY 04L)**



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

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

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

SID	ROUTING
KOIVU 3Z	(680+) - HK903 (K230-) - HK908 (K250-) - HK909 (4000+) - KOIVU.
RENKU 3Z	(680+) - HK903 (K230-) - HK908 (K250-) - HK909 (4000+) - RENKU.
VALOX 3Z	(680+) - HK903 (K230-) - HK908 (K250-) - HK909 (4000+) - VALOX.

EFHK/HEL  
VANTAA

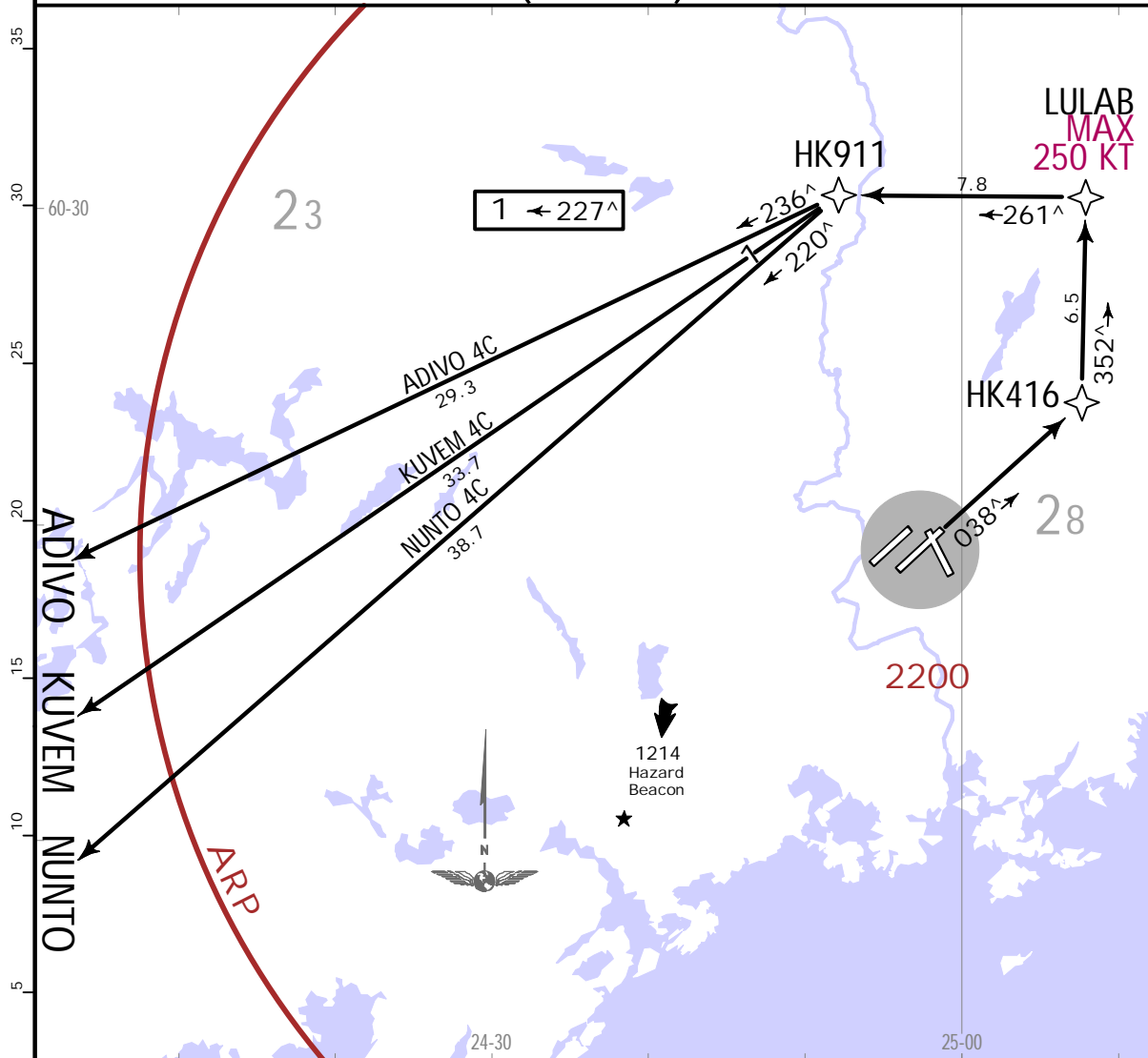
JEPPESEN

HELSINKI, FINLAND  
.RNAV.SID.

17 APR 20 (10-3X) .Eff.23.Apr.

HELSINKI Radar 129.850	Apt Elev 180	Trans alt: 5000 1. RNAV (GNSS) (DME/DME not supported). 2. RNAV 1. 3. Maintain Tower frequency until passing 1500, then contact HELSINKI Radar. 4. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level. 5. After take-off climb as rapidly as possible to at least 2180. 6. SIDs are also minimum noise routings. 7. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off. 8. EXPECT close-in obstacles.
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**ADIVO 4C [ADIV4C], KUVEM 4C [KUVE4C], NUNTO 4C [NUNT4C]  
RNAV DEPARTURES  
(RWY 04R)**



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

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

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

SID	ROUTING
ADIVO 4C	(680+) - HK416 - LULAB (K250-) - HK911 - ADIVO.
KUVEM 4C	(680+) - HK416 - LULAB (K250-) - HK911 - KUVEM.
NUNTO 4C	(680+) - HK416 - LULAB (K250-) - HK911 - NUNTO.

EFHK/HEL  
VANTAA

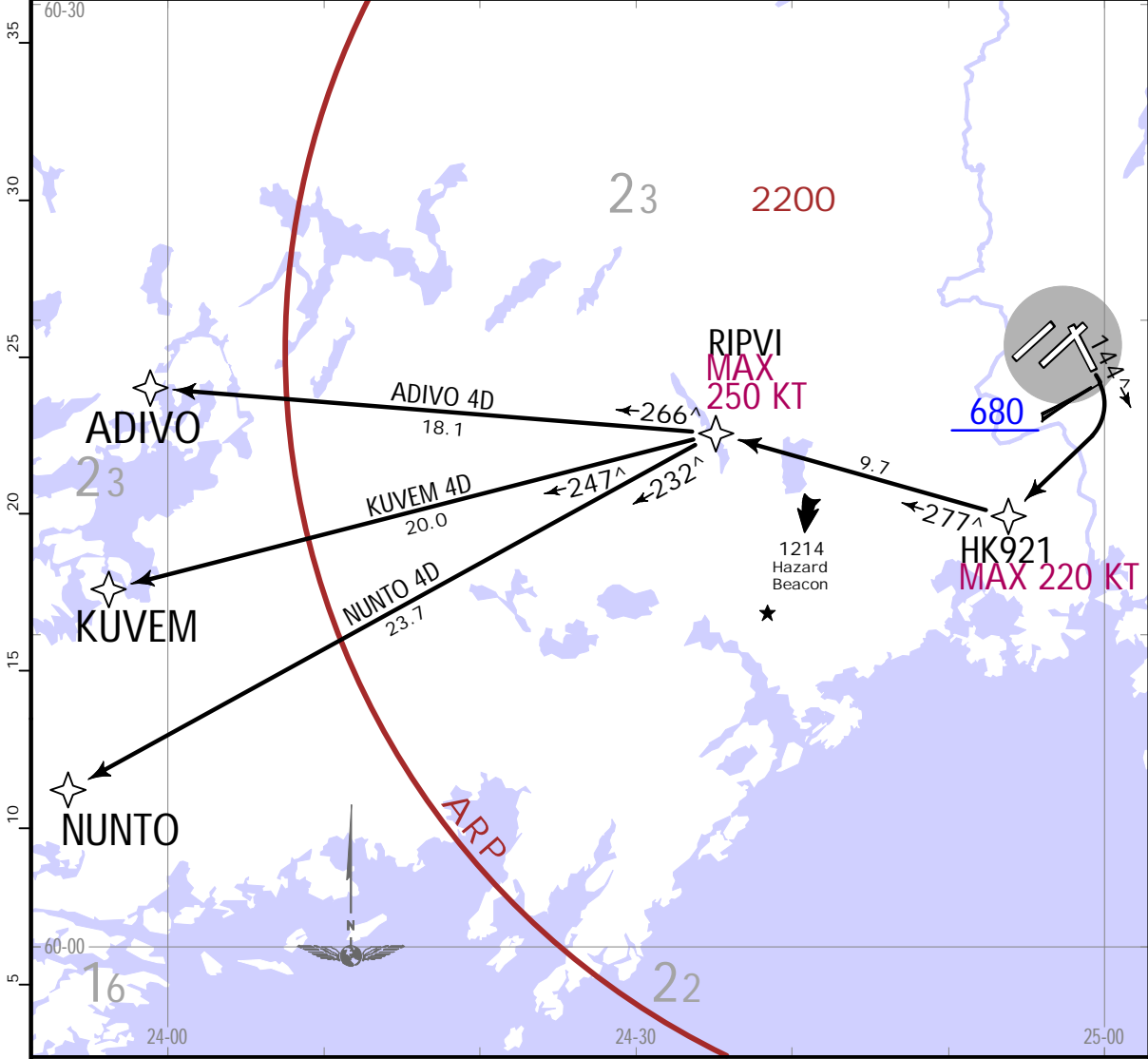


HELSINKI, FINLAND  
.RNAV.SID.

17 APR 20 (10-3X1) .Eff.23.Apr.

HELSENKI Radar 119.100	Apt Elev 180	Trans alt: 5000 1. RNAV (GNSS) (DME/DME not supported). 2. RNAV 1. 3. Maintain Tower frequency until passing 1500, then contact HELSENKI Radar. 4. At first contact with HELSENKI Radar report SID or RADAR heading given by ATC and level. 5. After take-off climb as rapidly as possible to at least 2180. 6. SIDs are also minimum noise routings. 7. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.
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**ADIVO 4D [ADIV4D], KUVEM 4D [KUVE4D], NUNTO 4D [NUNT4D]  
RNAV DEPARTURES  
(RWY 15)**



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

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

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

SID	ROUTING
ADIVO 4D	(680+) - HK921 (K220-) - RIPVI (K250-) - ADIVO.
KUVEM 4D	(680+) - HK921 (K220-) - RIPVI (K250-) - KUVEM.
NUNTO 4D	(680+) - HK921 (K220-) - RIPVI (K250-) - NUNTO.

EFHK/HEL  
VANTAA

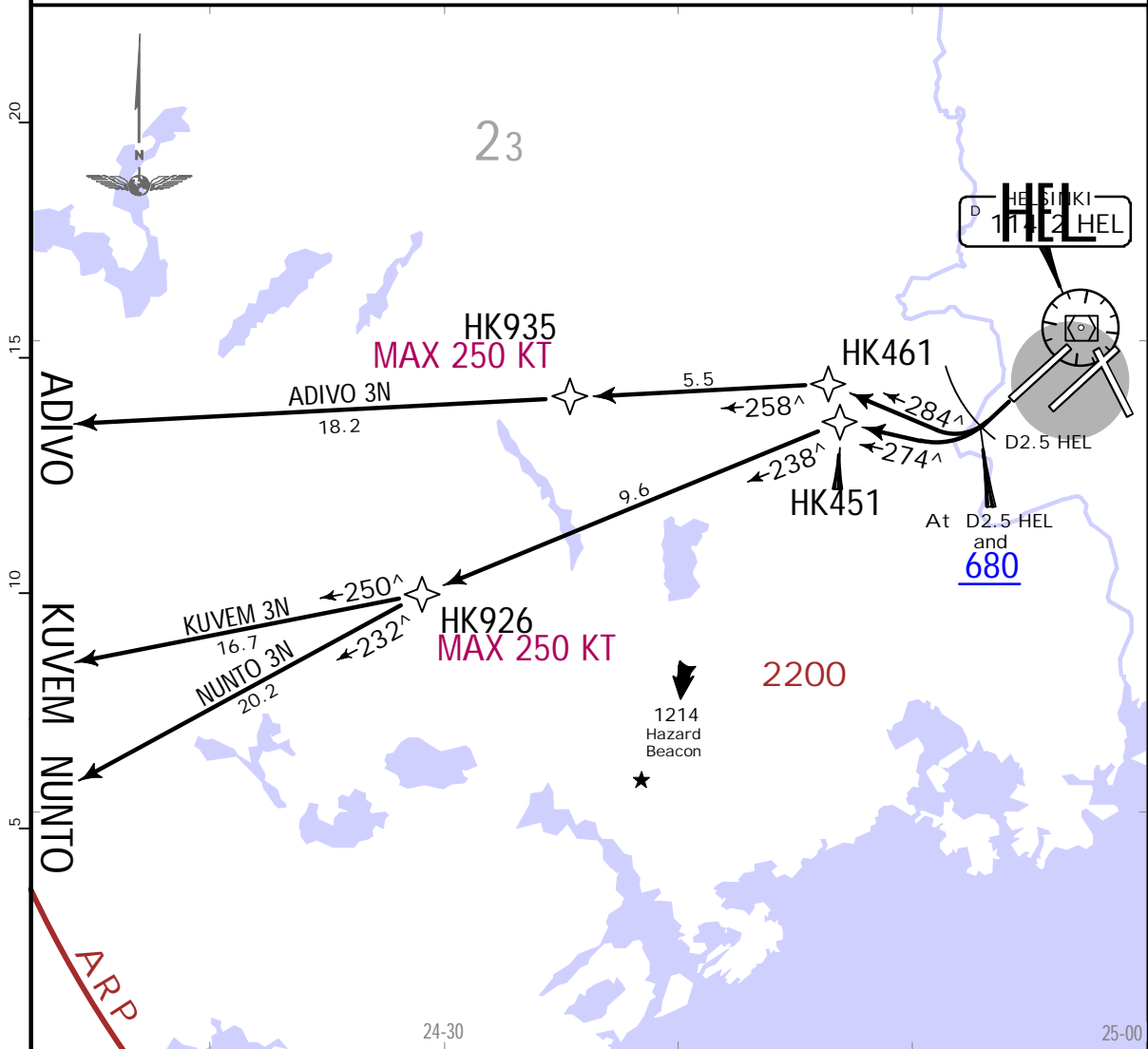


17 APR 20 (10-3X2) .Eff.23.Apr.

HELSINKI, FINLAND  
.RNAV.SID.

HELSENKI Radar 129.850	Apt Elev 180	Trans alt: 5000 1. RNAV (GNSS) (DME/DME not supported). 2. RNAV 1. 3. Maintain Tower frequency until passing 1500, then contact HELSENKI Radar. 4. At first contact with HELSENKI Radar report SID or RADAR heading given by ATC and level. 5. After take-off climb as rapidly as possible to at least 2180. 6. SIDs are also minimum noise routings. 7. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.
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**ADIVO 3N [ADIV3N], KUVEM 3N [KUVE3N], NUNTO 3N [NUNT3N]  
RNAV DEPARTURES  
(RWY 22R)**



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

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

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

SID	ROUTING
ADIVO 3N	Climb on runway track to D2.5 HEL, turn RIGHT, 284° track to HK461- HK935 (K250-) - ADIVO.
KUVEM 3N	Climb on runway track to D2.5 HEL, turn RIGHT, 274° track to HK451 - HK926 (K250-) - KUVEM.
NUNTO 3N	Climb on runway track to D2.5 HEL, turn RIGHT, 274° track to HK451 - HK926 (K250-) - NUNTO.

EFHK/HEL  
VANTAA

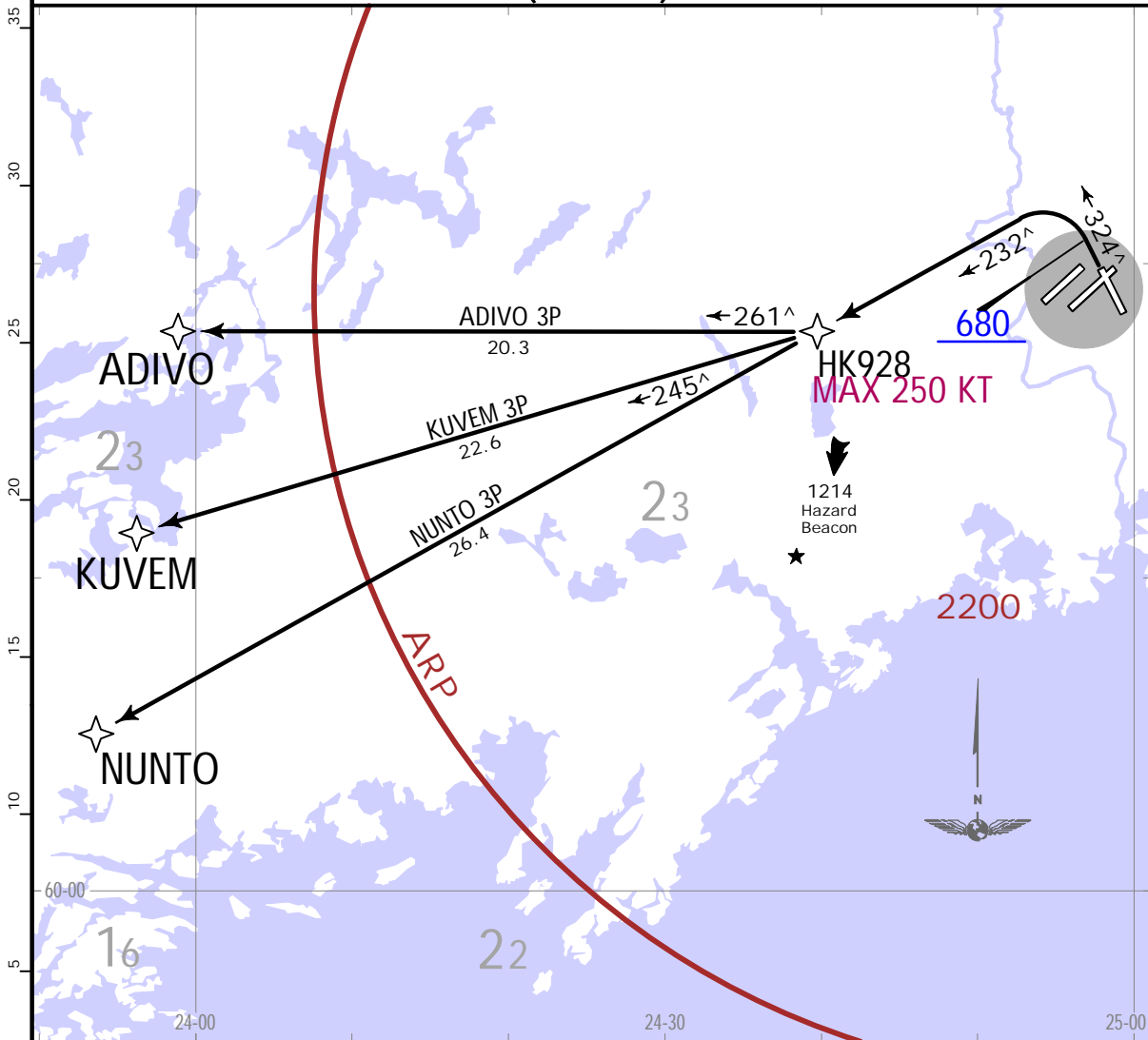


17 APR 20 (10-3X3) .Eff.23.Apr.

HELSINKI, FINLAND  
.RNAV.SID.

HELSENKI Radar 129.850	Apt Elev 180	Trans alt: 5000 1. RNAV (GNSS) (DME/DME not supported). 2. RNAV 1. 3. Maintain Tower frequency until passing 1500, then contact HELSENKI Radar. 4. At first contact with HELSENKI Radar report SID or RADAR heading given by ATC and level. 5. After take-off climb as rapidly as possible to at least 2180. 6. SIDs are also minimum noise routings. 7. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.
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ADIVO 3P [ADIV3P], KUVEM 3P [KUV3P]  
NUNTO 3P [NUNT3P]  
RNAV DEPARTURES  
(RWY 33)



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

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

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

SID	ROUTING
ADIVO 3P	(680+) - HK928 (K250-) - ADIVO.
KUVEM 3P	(680+) - HK928 (K250-) - KUVEM.
NUNTO 3P	(680+) - HK928 (K250-) - NUNTO.

EFHK/HEL  
VANTAA

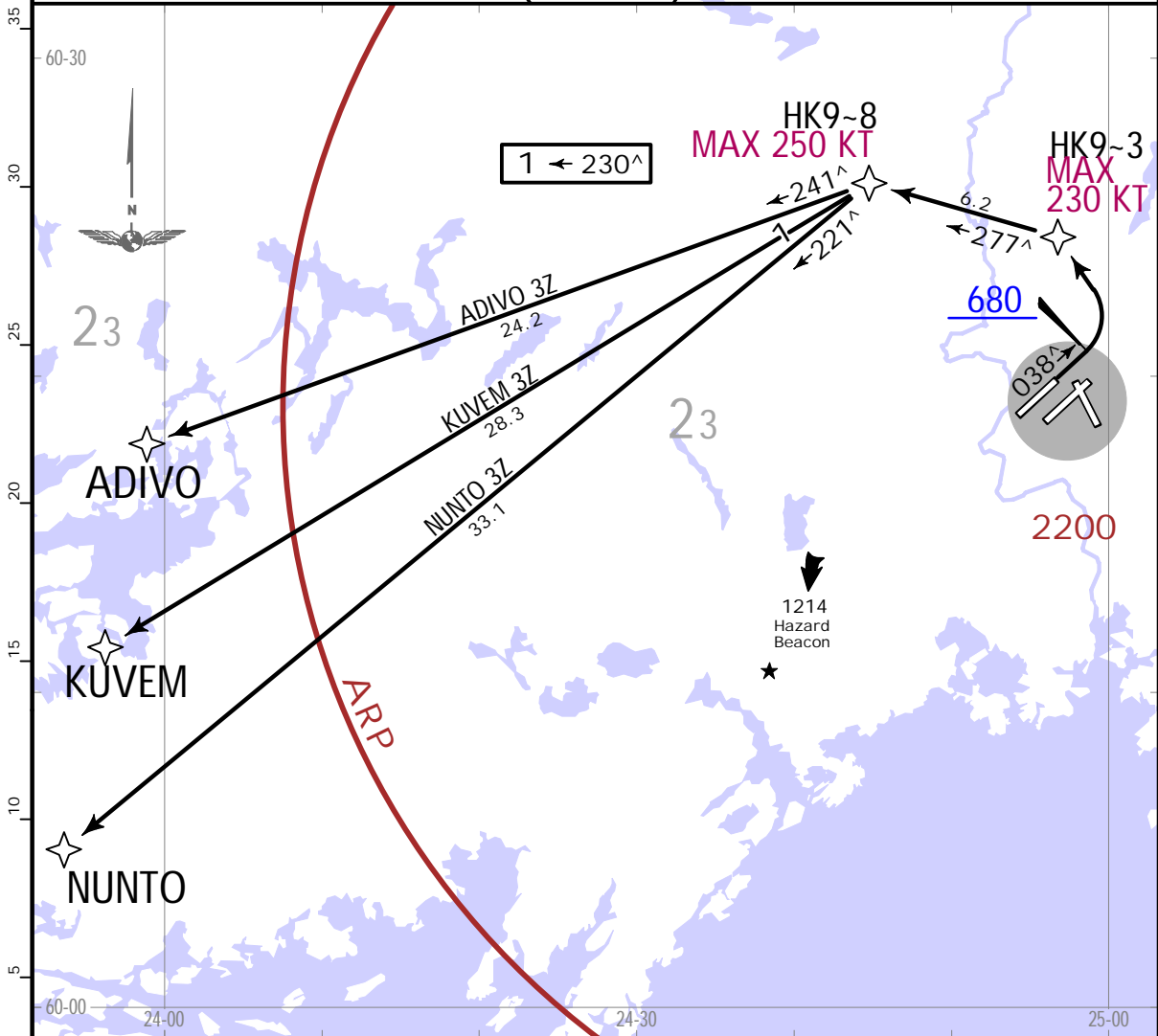
JEPPESEN

HELSINKI, FINLAND  
.RNAV.SID.

17 APR 20 (10-3X4) .Eff.23.Apr.

HELSENKI Radar 129.850	Apt Elev 180	Trans alt: 5000 1. RNAV (GNSS) (DME/DME not supported). 2. RNAV 1. 3. Maintain Tower frequency until passing 1500, then contact HELSENKI Radar. 4. At first contact with HELSENKI Radar report SID or RADAR heading given by ATC and level. 5. After take-off climb as rapidly as possible to at least 2180. 6. SIDs are also minimum noise routings. 7. Instructions containing deviations from SID (temporary altitude restrictions, etc) may be included in the ATC clearance prior to take-off.
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ADIVO 3Z [ADIV3Z], KUVEM 3Z [KUVEM3Z]  
NUNTO 3Z [NUNT3Z]  
RNAV DEPARTURES  
(RWY 04L)



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

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520

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

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

SID	ROUTING
ADIVO 3Z	(680+) - HK903 (K230-) - HK908 (K250-) - ADIVO.
KUVEM 3Z	(680+) - HK903 (K230-) - HK908 (K250-) - KUVEM.
NUNTO 3Z	(680+) - HK903 (K230-) - HK908 (K250-) - NUNTO.

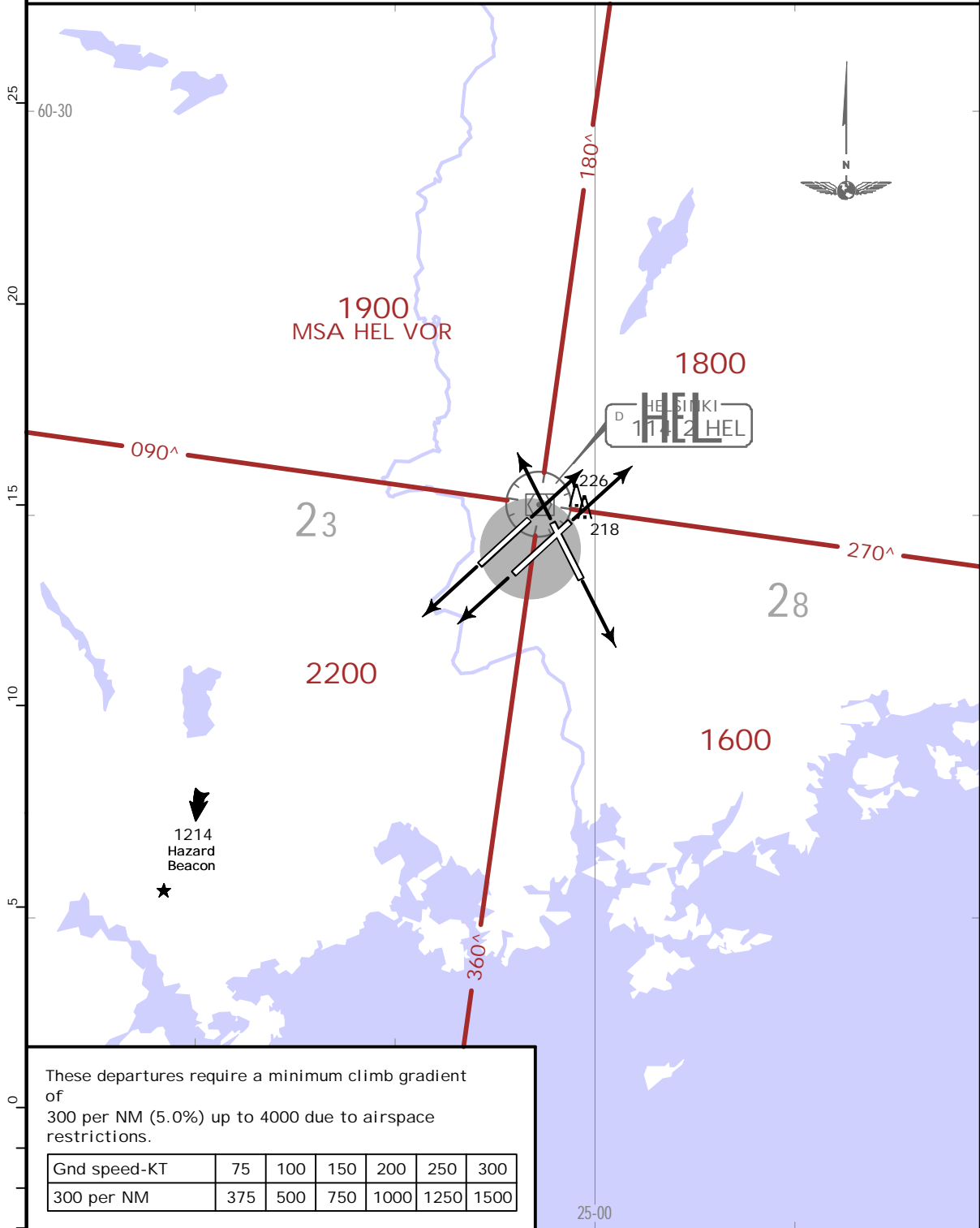
**EFHK/HEL**  
VANTAA

**JEPPESEN**  
29 NOV 19 (10-3X5) .Eff.5.Dec.

**HELSINKI, FINLAND**  
.DEPARTURE.

Apt Elev 180      Trans alt: 5000  
EXPECT close-in obstacles.

**OMNIDIRECTIONAL DEPARTURES**  
SPEED: MAX 250 KT UP TO 4000  
UNLESS OTHERWISE INSTRUCTED BY ATC.



After take-off climb as rapidly as possible to at least 2000.  
Initial climb clearance **4000** or assigned altitude if lower, climb to higher level only when cleared by ATC.

RWY	ROUTING
04L/R, 15 22R, 33	Climb straight ahead to at or above 680.
22L	Climb straight ahead to at or above 730.



EFHK/HEL  
Apt Elev 180'  
N60 19.0 E024 57.8

JEPPESEN  
29 JUL 22 (10-9) .EFF. 11.AUG.

HELSINKI, FINLAND  
VANTAA

D-ATIS Departure	114.2	ACARS	121.8	HELINKI Ground	118.125	118.6	118.850	119.7	Tower
D-ATIS		D-ATIS		D-ATIS		121.8	121.650	121.850	119.7
	24-53		24-53		24-54		24-54		24-55

**LEGEND**

- Limit of apron control competence
- HOT SPOTS
- See 10-9B for description of hot spots.

For AIRPORT BRIEFING refer to 10-1P pages

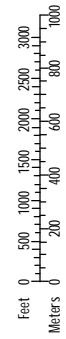
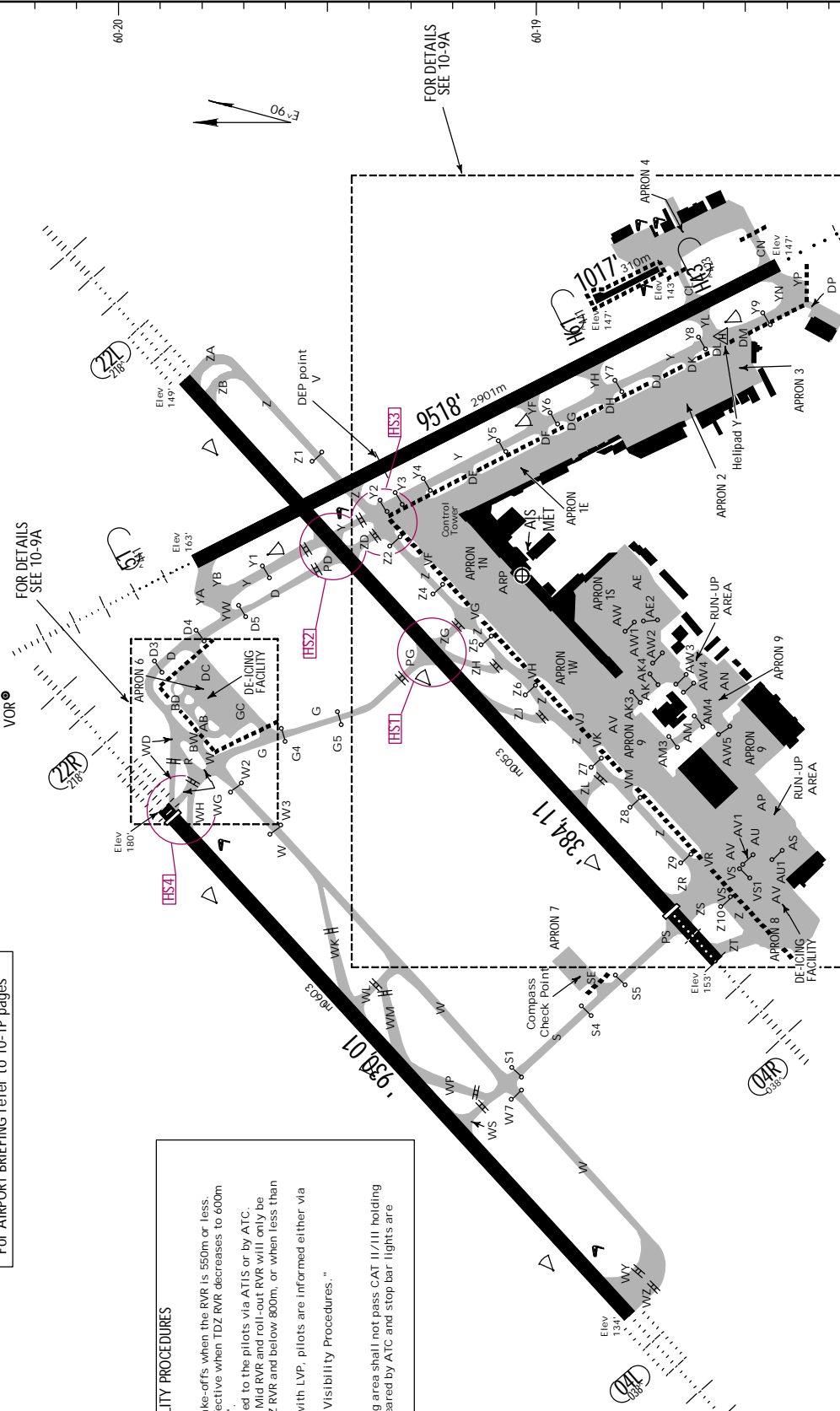
**LOW VISIBILITY PROCEDURES**

**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:**

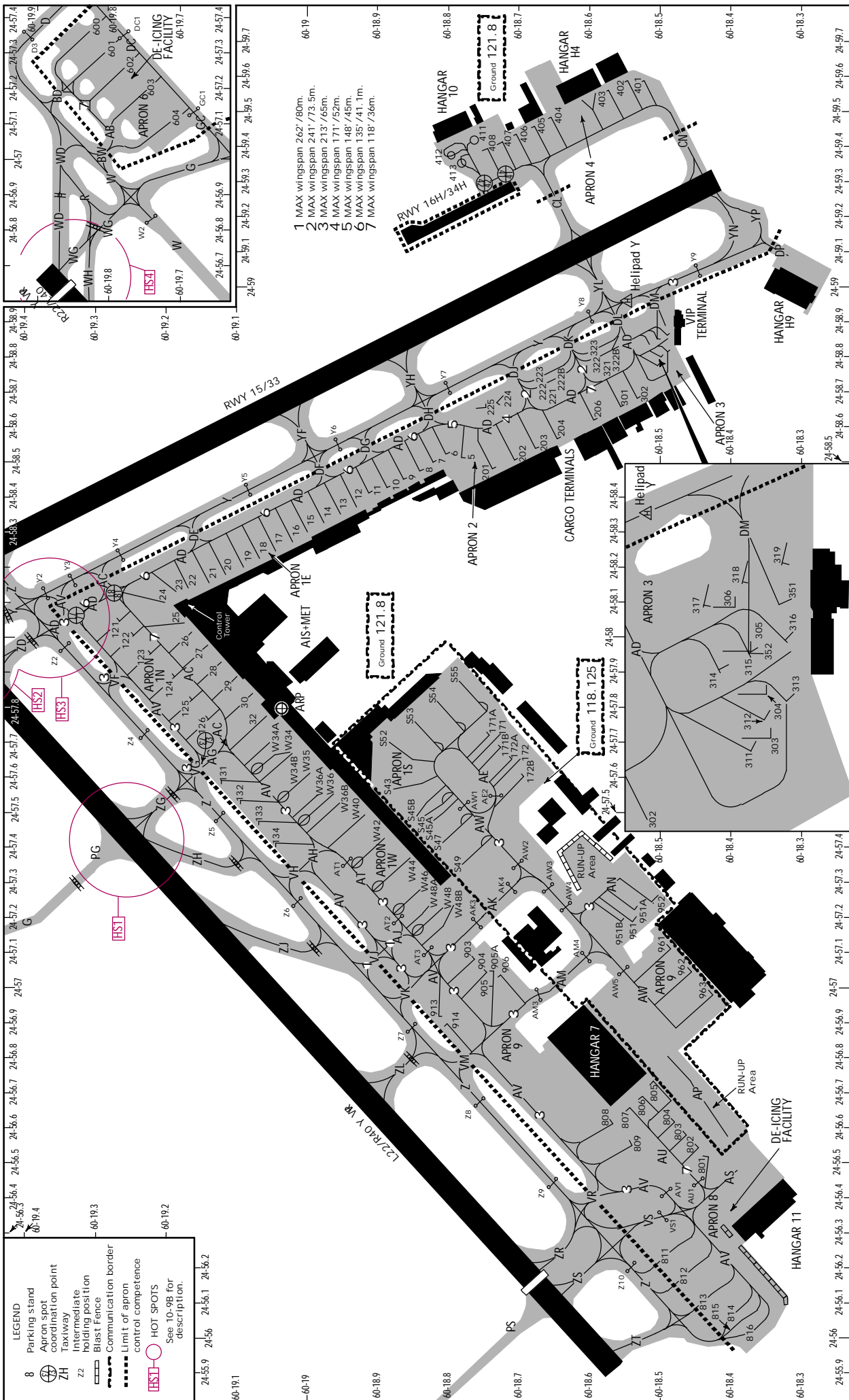
Departing ACFT taxiing on manoeuvring area shall not pass CAT I/II/III holding positions and stop bar lights unless cleared by ATC and stop bar lights are switched off.



JEPESEN  
29 JUL 22  
10-9A . Eff. 11 Aug.

HELSINKI, FINLAND  
VANTAA

EFHK/HEL



**LEGEND**

- 8 Parking stand
- ⊕ Apron spot
- ⊙ coordination point
- ZH Taxiway
- Z2 Intermediate holding position
- ▭ Blast fence
- ▬ Communication border
- ▬ Limit of apron control competence
- HS1 HOT SPOTS
- See 10-9B for description.

- 1 MAX wingspan 262' / 80m.
- 2 MAX wingspan 241' / 73.5m.
- 3 MAX wingspan 213' / 65m.
- 4 MAX wingspan 171' / 52m.
- 5 MAX wingspan 148' / 45m.
- 6 MAX wingspan 135' / 41.1m.
- 7 MAX wingspan 118' / 36m.

CHANGES: Terminal 1 and Terminal 2 labels withdrawn. Cargo Terminals label added. Buildings by Apron 1N and Apron 1E.

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EFHK/HEL



HELSINKI, FINLAND

23 OCT 20 (10-9B) .Eff.5.Nov.

VANTAA

ADDITIONAL RUNWAY INFORMATION						
RWY					USABLE LENGTHS	
					LANDING BEYOND	
				Threshold	Glide Slope	TAKE-OFF WIDTH
04L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(3.0^)	RVR 1			8999' 2743m	3
22R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(3.0^)	RVR 2		9843' 3000m	8695' 2650m	
ALS (red) also available						
1 HST- WK & WM 2 HST- WP						
3 TAKE-OFF RUN AVAILABLE						
RWY 04L:						
From rwy head 10,039' (3060m)						
twy WY int 9682' (2951m)						
twy WS int 6371' (1942m)						
twy WP int 5689' (1734m)						
RWY 22R:						
From rwy head 10,039' (3060m)						
twy WH int 9662' (2945m)						
twy WK/WL int 6089' (1856m)						
twy WM int 5213' (1589m)						
04R	HIRL (60m) CL (15m) HIALS PAPI-L (3.0^)	RVR		10,499' 3200m	9446' 2879m	5
22L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0^)	RVR 4			10,440' 3182m	
ALS (red) also available						
4 HST- ZH & ZJ						
5 TAKE-OFF RUN AVAILABLE						
RWY 04R:						
From rwy head 11,483' (3500m)						
twy ZS int 10,771' (3283m)						
twy ZR int 10,499' (3200m)						
twy ZL int 8432' (2570m)						
twy ZJ int 6591' (2009m)						
twy ZH int 5604' (1708m)						
twy ZG int 5374' (1638m)						
RWY 22L:						
From rwy head 11,483' (3500m)						
twy ZB int 11,191' (3411m)						
twy Y int 8392' (2558m)						
twy ZD int 8005' (2440m)						
twy ZG int 6188' (1886m)						
15	HIRL (60m) CL (15m) HIALS TDZ PAPI-L (3.0^)	RVR			8448' 2575m	6
33	HIRL (60m) CL (15m) HIALS PAPI-L (3.5^)	RVR				
ALS (red) also available						
6 TAKE-OFF RUN AVAILABLE						
RWY 15:						
From rwy head 9518' (2901m)						
twy Z int 7073' (2156m)						
DEP point V 6398' (1950m)						
RWY 33:						
From rwy head 9518' (2901m)						
twy YL/CL int 8281' (2524m)						
twy YH int 6499' (1981m)						
twy YF int 5420' (1652m)						
<b>HOT SPOTS</b>						
(For information only, not to be construed as ATC instructions.)						
<p><b>HS1</b> Frequency change before crossing runway. An explicit crossing clearance shall be received before proceeding over the runway.</p> <p><b>HS2</b></p> <p><b>HS3</b> Wide apron. Make sure of correct turn before runway when taxiing to Rwy 04R.</p> <p><b>HS4</b> Angled twy, no sight to the final approach area.</p>						
<b>Standard.</b>						
TAKE-OFF						
Low Visibility Take-off						
	1 HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, MID, RO	TDZ, MID, RO				
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m
D						
1 RWY 04L, 22R: RVR 75m with approved guidance system or HUD/HUDLS.						

EFHK/HEL



HELSINKI, FINLAND

23 OCT 20 (10-9C) .Eff.5.Nov.

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	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, 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.

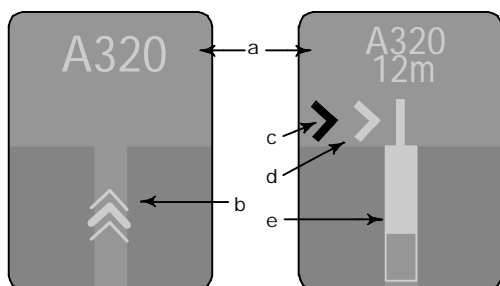
DEICING  
COMPLETE

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.

### 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

 **JEPPESEN**  
1 NOV 19 **10-9Y** .Eff.7.Nov.

**STD. COPTER. MINIMUMS.**  
**HELSINKI, FINLAND**  
VANTAA

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
04L	CAT 2 ILS	234' (100')	RA 105' - 300m
	ILS	334' (200')	500m / 1000m
	LOC	500' (366')	800m / 1000m
	LOC 1	780' (646')	1000m / 1000m
	RNP (LPV)	370' (236')	550m / 1000m
	RNP (LNAV/VNAV)	416' (282')	600m / 1000m
	RNP (LNAV)	570' (436')	800m / 1000m
04R	ILS	352' (200')	500m / 1000m
	LOC	550' (398')	800m / 1000m
	LOC 2	800' (648')	1000m / 1000m
	RNP (LPV)	445' (293')	600m / 1000m
	RNP (LNAV/VNAV)	460' (308')	750m / 1000m
RNP (LNAV)	580' (428')	800m / 1000m	
15	ILS	363' (200')	500m / 1000m
	LOC	600' (437')	800m / 1000m
	LOC 3	800' (637')	1000m / 1000m
	RNP (LPV)	428' (265')	600m / 1000m
	RNP (LNAV/VNAV)	457' (294')	600m / 1000m
RNP (LNAV)	610' (447')	800m / 1000m	
22L	CAT 2 ILS	249' (100')	RA 112' - 300m
	ILS	349' (200')	500m / 1000m
	LOC	590' (441')	800m / 1000m
	LOC 4	800' (651')	1000m / 1000m
	RNP (LPV)	428' (279')	600m / 1000m
	RNP (LNAV/VNAV)	463' (314')	750m / 1000m
	RNP (LNAV)	610' (461')	1000m / 1000m
22R	CAT 2 ILS	279' (100')	RA 97' - 300m
	ILS	379' (200')	500m / 1000m
	LOC	550' (371')	800m / 1000m
	LOC 5	820' (641')	1000m / 1000m
	RNP (LPV)	413' (233')	550m / 1000m
	RNP (LNAV/VNAV)	459' (279')	600m / 1000m
	RNP (LNAV)	610' (430')	800m / 1000m
33	RNP (LPV)	450' (303')	800m / 1000m
	RNP (LNAV/VNAV)	466' (319')	800m / 1000m
	RNP (LNAV)	580' (433')	800m / 1000m
	VOR	580' (433')	800m / 1000m
	VOR 6	1270' (1123')	1000m / 1000m

- 1 W/o D2.0 HTV.
- 2 W/o D2.0 HG.
- 3 W/o D2.0 HL.
- 4 W/o D2.0 HK.
- 5 W/o D2.0 HUO.
- 6 W/o D5.0 HEL.

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

Low Visibility Take-off <sup>7</sup>				
RL/FATO LTS, RCLM & RVR info	RL/FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m <sup>8</sup>	800m

<sup>7</sup> Without Low Visibility Take-off approval 400m are stipulated.

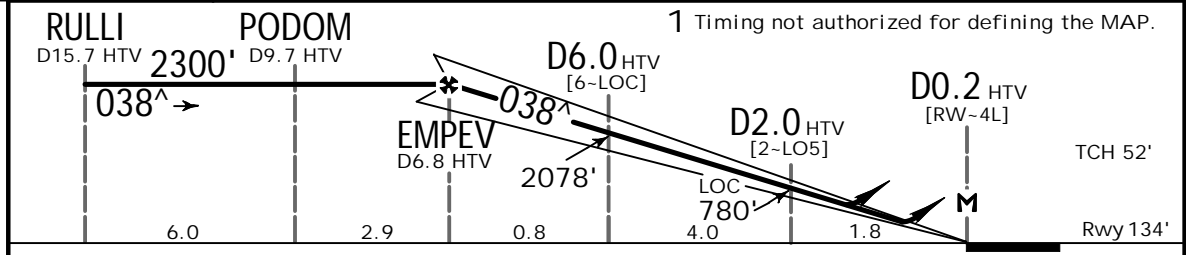
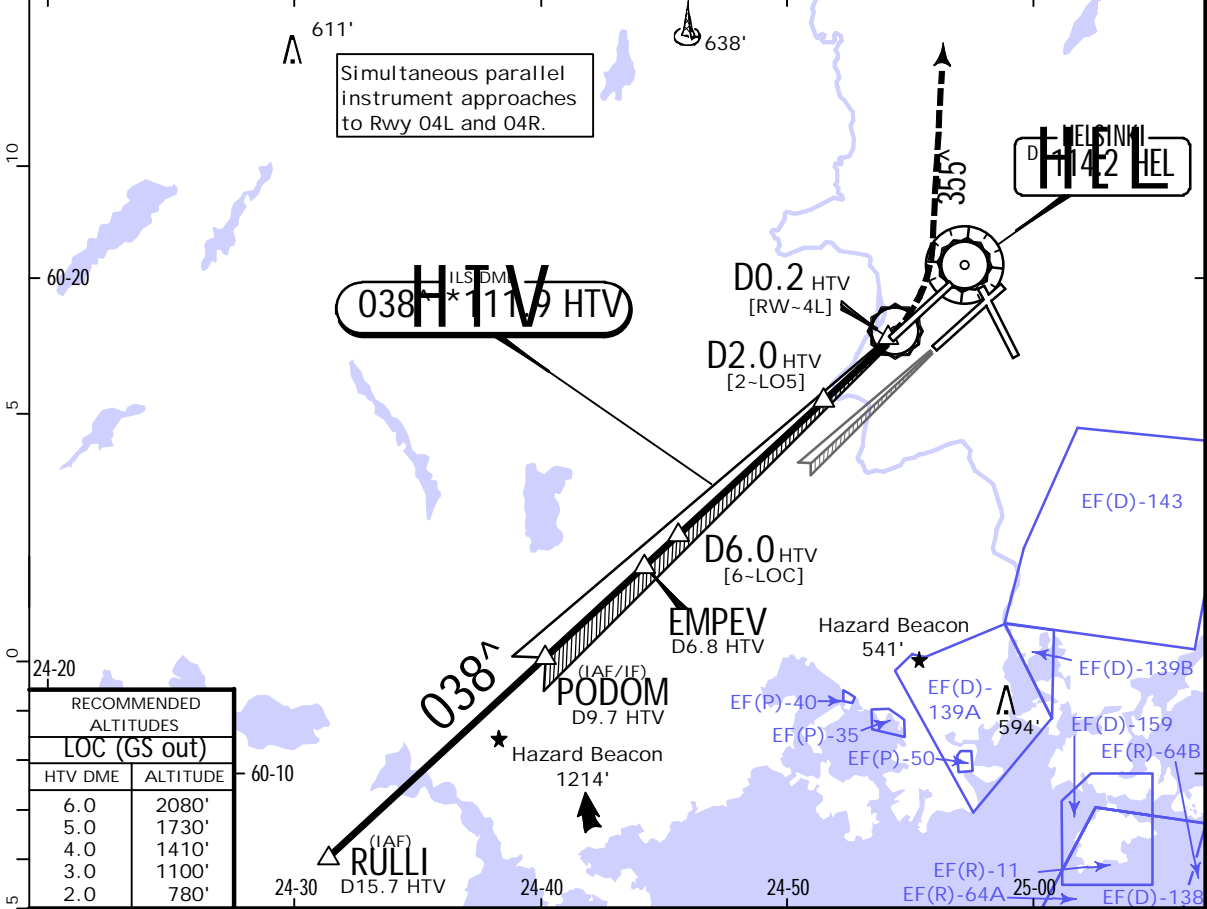
<sup>8</sup> Or rejected take-off distance whichever is the greater.

EFHK/HEL  
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JEPPESEN  
16 APR 21 (11-1) .Eff.22.Apr.

HELSINKI, FINLAND  
ILS or LOC 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
LOC HTV *111.9	Final Apch Crs 038 <sup>^</sup>	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 <sup>^</sup> 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' 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 	580'	355 <sup>^</sup>	2000'	
ILS GS	3.00 <sup>^</sup>	372	478	531	637	743		849	↑	LT	↑
LOC Descent Angle	3.05 <sup>^</sup>	378	486	540	648	755		863			
MAP at D0.2 HTV											
EMPEV/D6.8 HTV to MAP	1 6.6	5:39	4:24	3:58	3:18	2:50	2:28				

PANS OPS	.Standard.		ILS		STRAIGHT-IN LANDING RWY 04L		LOC (GS out)	
	FULL		IDZ or CL out		ALS out		ALS out	
	DA(H) 334' (200')		DA/MDA(H) 500' (366')		W/o D2.0 HTV CDFA DA/MDA(H) 780' (646')			
	A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1000m	RVR 1500m	RVR 1500m	
B					RVR 1700m	RVR 2300m	RVR 2400m	
C								
D								

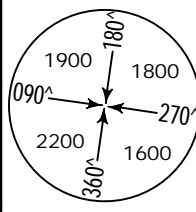
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
 CHANGES: Airspaces D159A, D159B renamed to D159, R11. | JEPPESEN, 2002, 2021. ALL RIGHTS RESERVED.

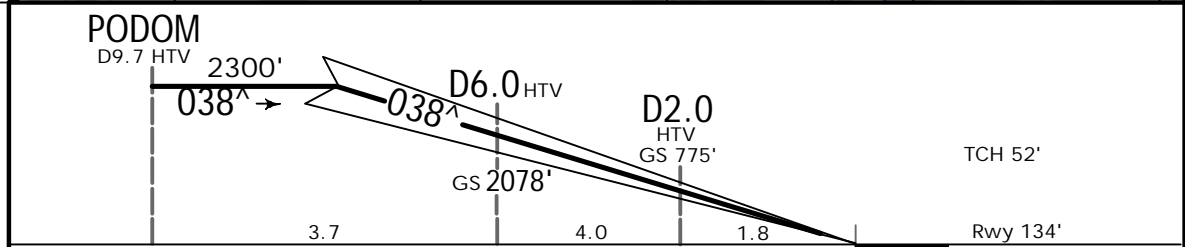
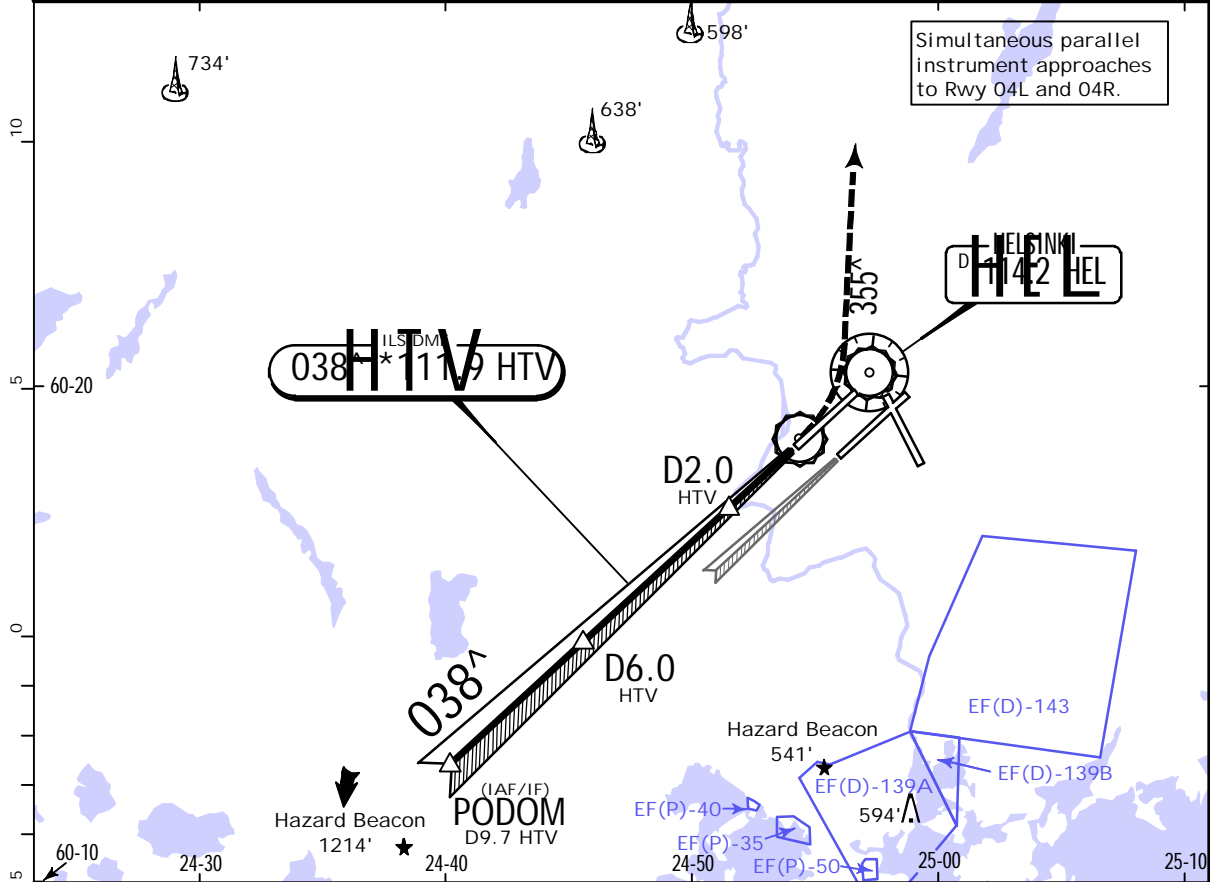


EFHK/HEL  
VANTAA

JEPPESEN  
16 APR 21  
Eff. 22 Apr. (11-2)

HELSINKI, FINLAND  
CAT II/III ILS 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
LOC HTV *111.9	Final Apch Crs 038 <sup>^</sup>	GS D6.0 HTV 2078' (1944')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 180' Rwy 134'
MISSED APCH: Climb STRAIGHT AHEAD to 580', then turn LEFT onto 355 <sup>^</sup> climbing to 2000'. Do not turn before threshold. Expect radar vectoring.				 <p>MSA HEL VOR</p>
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 580' 355 <sup>^</sup> 2000'
GS	3.00 <sup>^</sup>	372	478	531	637	743	

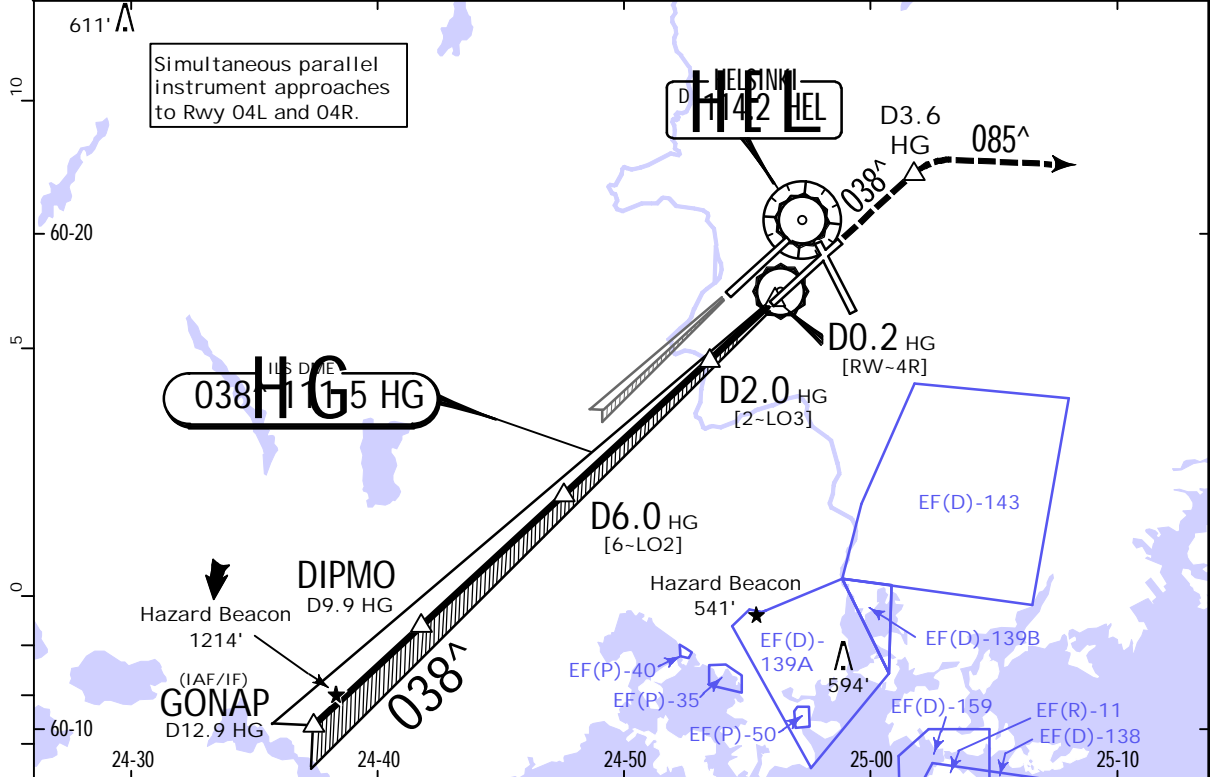
STRAIGHT-IN LANDING RWY 04L		
.Standard CAT IIIB ILS DH 50' RVR 75m	CAT IIIA ILS DH 50' RVR 200m	CAT II ILS ABC RA 105' DA(H) 234' (100') D RA 110' DA(H) 239' (105') LACFT RA 113' DA(H) 242' (108') RVR 300m

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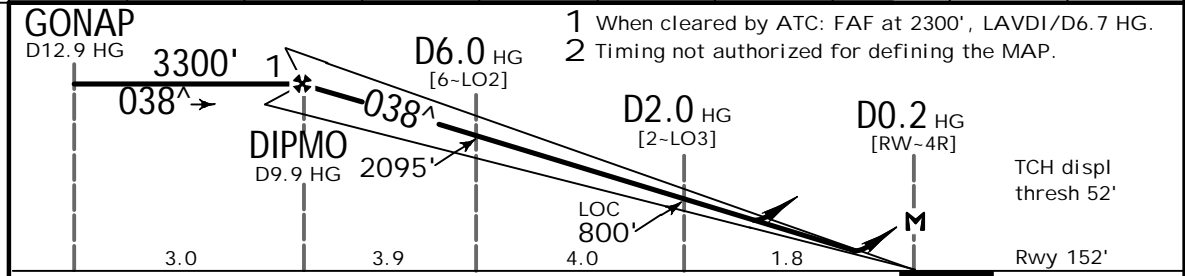
**JEPPESSEN**  
16 APR 21 11-3 Eff.22.Apr.

**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 038 <sup>^</sup>	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 <sup>^</sup> climbing to 2000'. Expect radar vectoring.				<p>MSA HEL VOR</p>
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'				
1. DME required. 2. MIM 150 KT until 4 NM from TDZ. Otherwise advise ATC.				



LOC (GS out)	HG DME ALTITUDE	9.0 3020'	8.0 2700'	7.0 2380'	6.0 2100'	5.0 1750'	4.0 1430'	3.0 1110'	2.0 800'
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Gnd speed-Kts	70	90	100	120	140	160		D3.6	085 <sup>^</sup>	2000'	
ILS GS	3.00 <sup>^</sup>	372	478	531	637	743					849
LOC Descent Angle	3.07 <sup>^</sup>	380	489	543	652	760					869
MAP at D0.2 HG											
DIPMO/D9.9 HG to MAP	29.7	8:19	6:28	5:49	4:51	4:09	3:38				

PANS OPS	Standard. ILS		STRAIGHT-IN LANDING RWY 04R				LOC (GS out)	
	DA(H) 352 (200')		CDFA, 550' (398')		W/o D2.0 HG CDFA, 800' (648')			
	FULL		ALS out		ALS out		ALS out	
	RVR 550m 1		RVR 1200m		RVR 1100m		RVR 1500m	
						RVR 1500m		
						RVR 1800m		
						RVR 2300m		
						RVR 2400m		

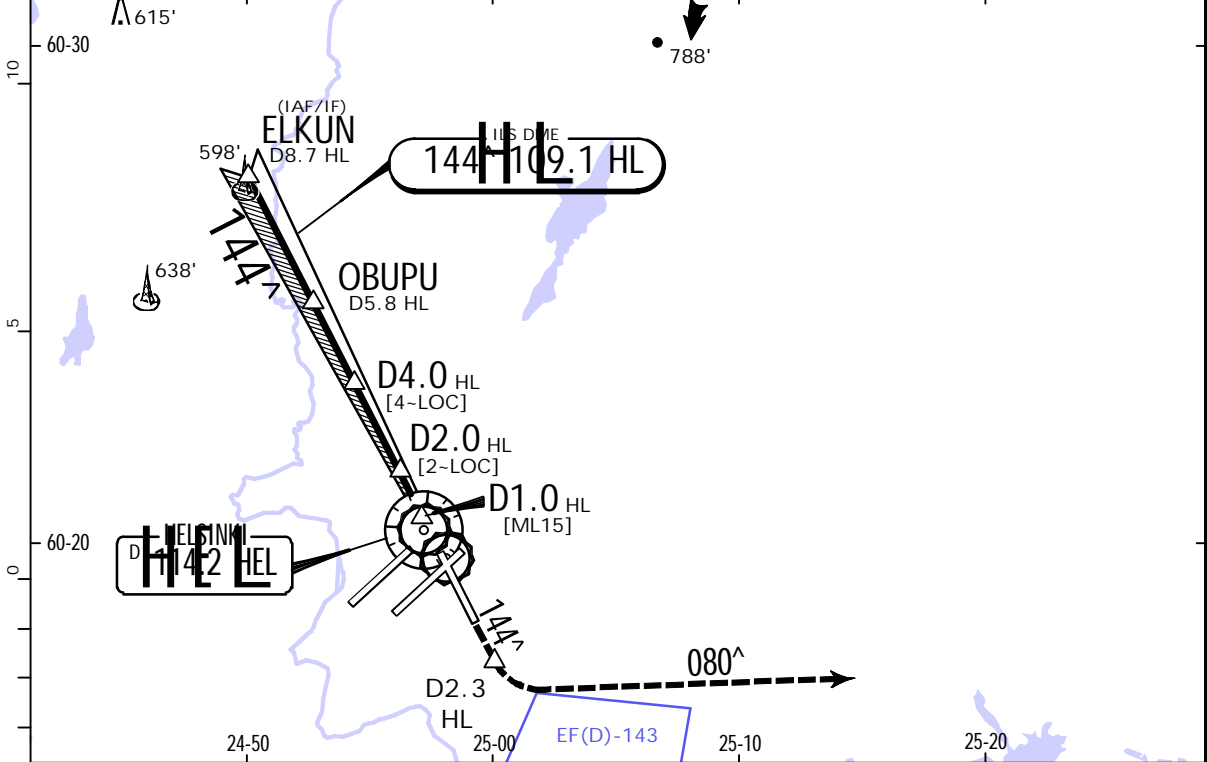
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

EFHK/HEL  
VANTAA

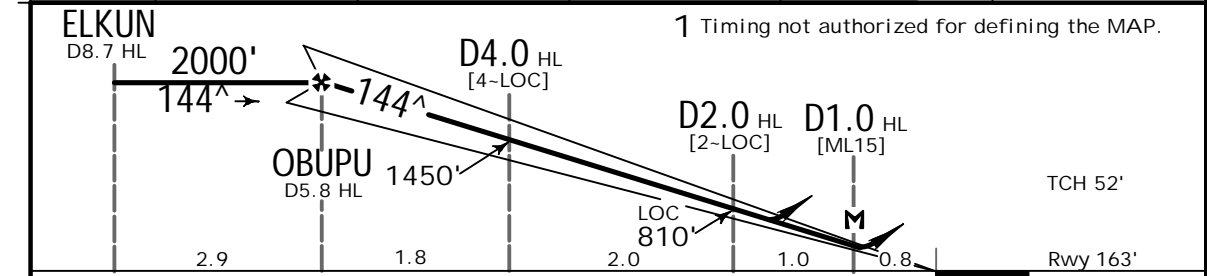
JEPPESSEN  
16 APR 21 (11-4) .Eff.22.Apr.

HELSINKI, FINLAND  
ILS or LOC 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		
LOC HL 109.1		Final Apch Crs 144 <sup>^</sup>		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 <sup>^</sup> 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'	1450'	1110'	810'



Gnd speed-Kts	70	90	100	120	140	160		D2.3 HL ↑ 080 <sup>^</sup> LT ↶	
ILS GS	3.00 <sup>^</sup>	372	478	531	637	743			849
LOC Descent Angle	3.03 <sup>^</sup>	375	482	536	643	750			858
MAP at D1.0 HL									
OBUPU/D5.8 HL to MAP	1	4.8	4:07	3:12	2:53	2:24	2:03	1:48	

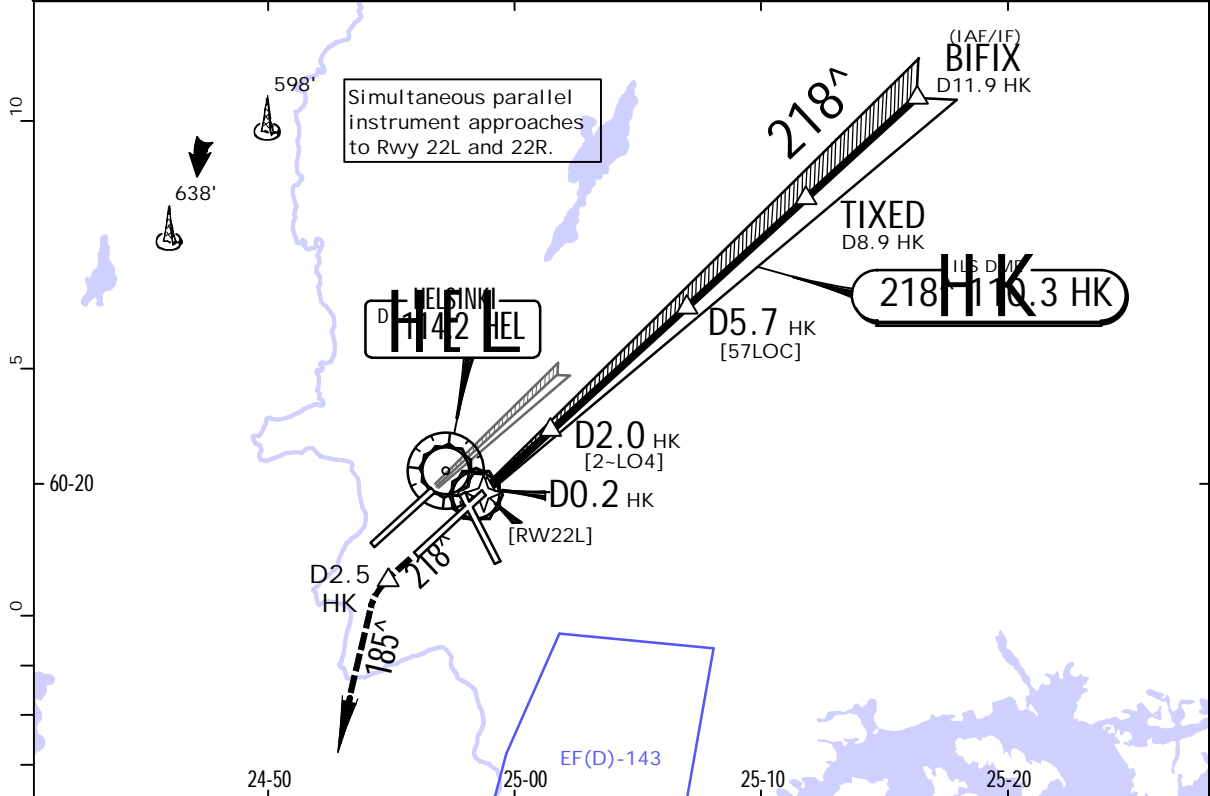
PANS OPS	Standard.						STRAIGHT-IN LANDING RWY 15		LOC (GS out)	
	ILS			CDEFA			CDEFA W/LS		D2.0 HL	
	DA(H) 363' (200')			DA/MDA(H) 600' (437')			DA/MDA(H) 800' (637')			
	FULL		TDZ or CL out	ALS out		ALS out		ALS out		ALS out
	A									
B	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1300m	RVR 1500m	RVR 1500m				
C					RVR 2000m	RVR 2200m	RVR 2400m			
D										
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.										

EFHK/HEL  
VANTAA

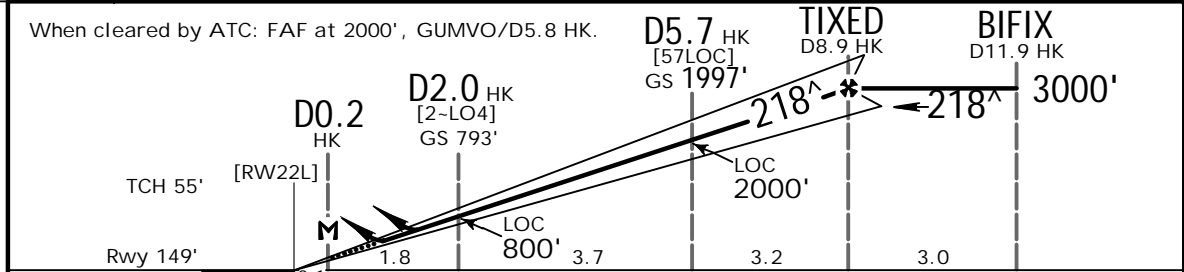
JEPPESEN  
26 APR 19 11-5

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 218 <sup>^</sup>	GS D5.7 HK 1997' (1848')	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 <sup>^</sup> 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



LOC (GS out)	HK DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	800'	1130'	1450'	1770'	2080'	2400'	2720'



Gnd speed-Kts	70	90	100	120	140	160			
ILS GS	3.00 <sup>^</sup>	372	478	531	637	849			
LOC Descent Angle	3.06 <sup>^</sup>	379	487	541	650	866			

.Standard.		ILS		STRAIGHT-IN LANDING RWY 22L		LOC (GS out)		CDFA	
		DA(H) 349' (200')		CDEA DA/MDA(H) 590' (441')		W/o D2.0 HK DA/MDA(H) 800' (651')			
		FULL	TDZ or CL out	ALS out	ALS out				
A						RVR 1500m		RVR 1500m	
B						RVR 1500m		RVR 1500m	
C	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1400m		RVR 2100m	RVR 2300m	RVR 2400m	
D									
1 W/o HUD/AP/FD: RVR 750m									

PANS OPS

CHANGES: Chart reindexed.

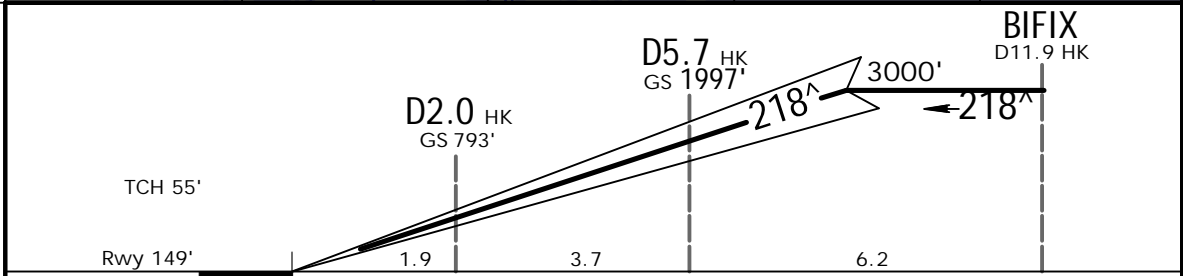
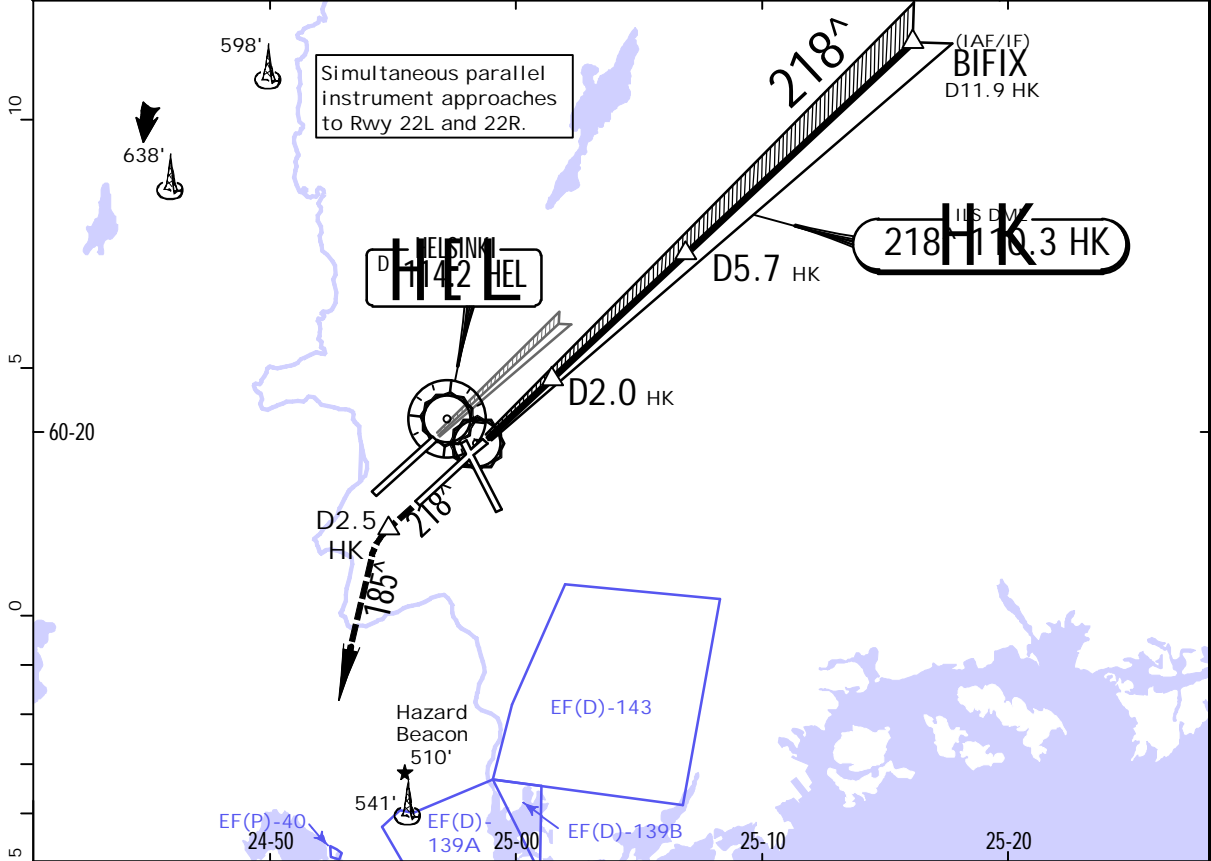
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JEPPESEN  
26 APR 19 (11-6)

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 218 <sup>^</sup>	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 <sup>^</sup> climbing to 2000'. Expect radar vectoring.				<p>MSA HEL VOR</p>
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	HI ALS-II PAPI	D2.5 HK	185 <sup>^</sup> LT	2000'
GS	3.00 <sup>^</sup>	372	478	531	637	743				

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

RVR 300m

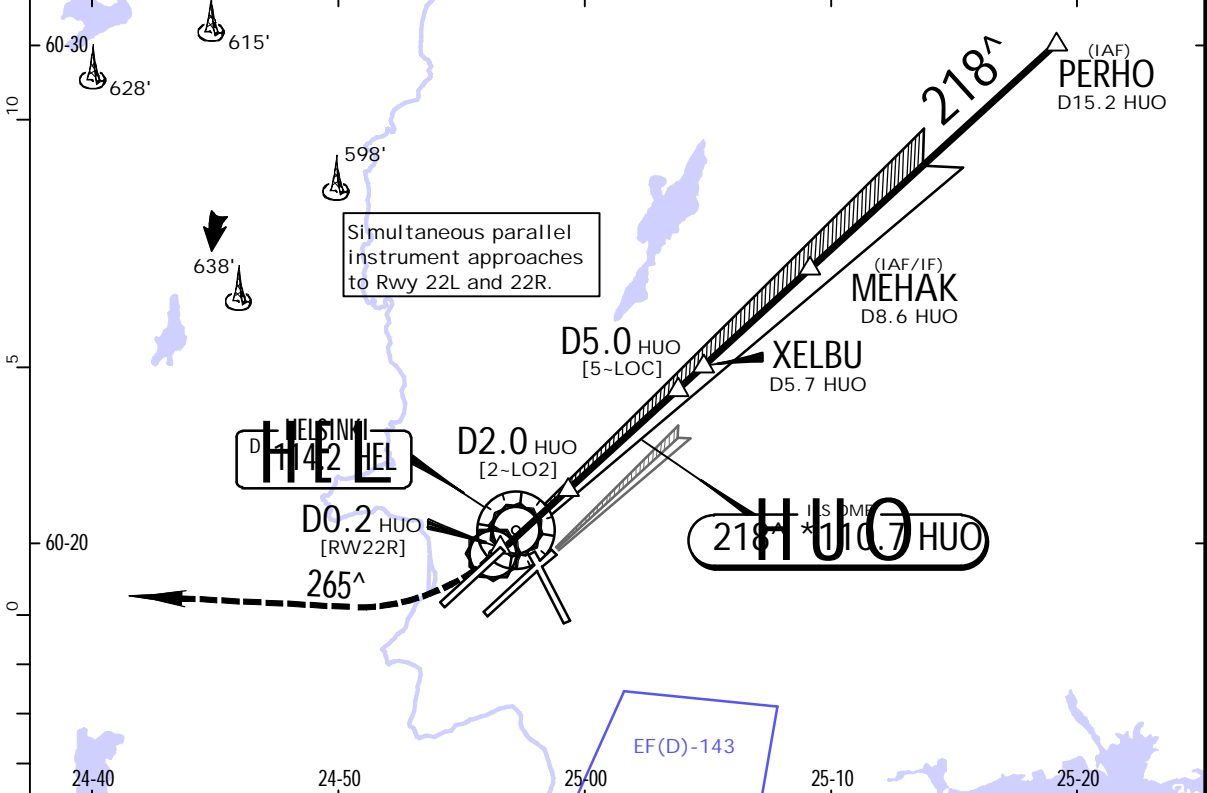
PANS OPS

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VANTAA

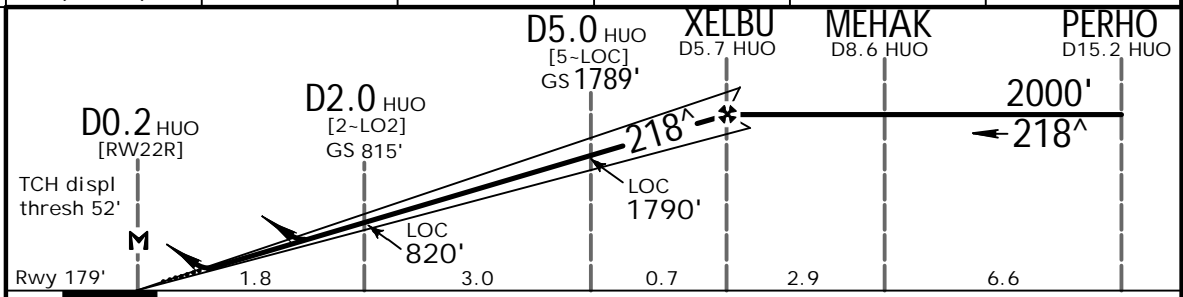
**JEPPESEN**  
4 JUN 21 **11-7** .Eff.17.Jun.

**HELSINKI, FINLAND**  
ILS or LOC 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 218 <sup>^</sup>	GS D5.0 HUO 1789' (1610')	ILS DA(H) 379' (200')	Apt Elev 180' Rwy 179'
MISSED APCH: Climb STRAIGHT AHEAD to 580', then turn RIGHT RIGHT onto 265 <sup>^</sup> 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.				MSA HEL VOR



LOC (GS out)	HUO DME	2.0	3.0	4.0	5.0
	ALTITUDE	820'	1150'	1470'	1790'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	
ILS GS	3.00 <sup>^</sup>	372	478	531	637	743		849
LOC Descent Angle	3.04 <sup>^</sup>	376	484	538	645	753		861

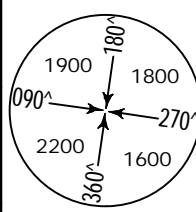
PANS OPS	Standard.						STRAIGHT-IN LANDING RWY 22R			LOC (GS out) W/o D2.0 HUO		
	ILS			CDFA			CDFA			CDFA		
	DA(H) 379' (200')			DA/MDA(H) 550' (371')			DA/MDA(H) 820' (641')			DA/MDA(H) 820' (641')		
	FULL	TDZ or CL out	ALS out	ALS out	ALS out	ALS out						
A						RVR 1500m	RVR 1500m					
B												
C	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1000m		RVR 1700m	RVR 2300m	RVR 2400m				
D												

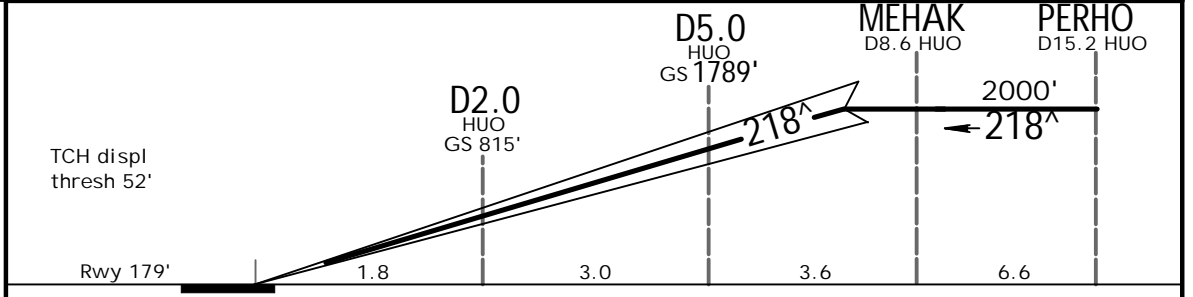
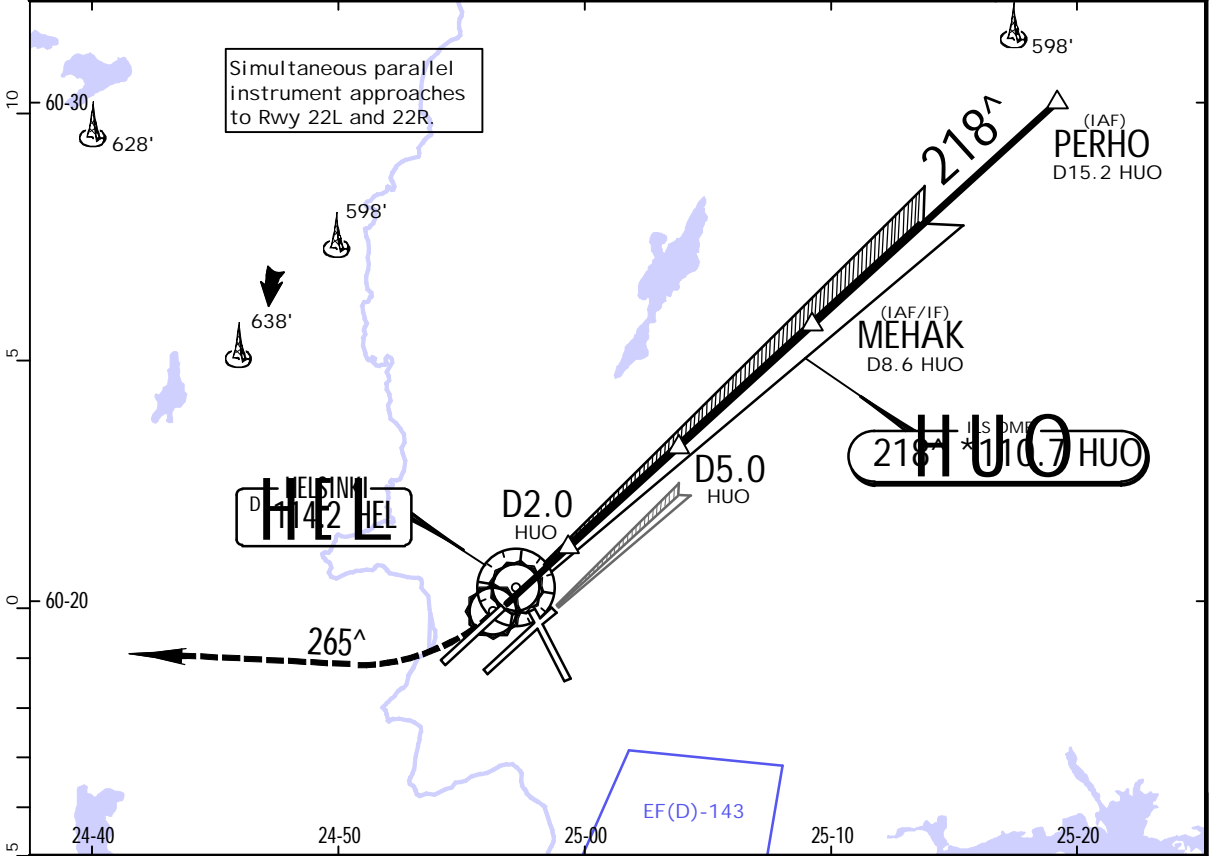
1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.  
 CHANGES: None. | JEPPESEN, 2002, 2019. ALL RIGHTS RESERVED.


EFHK/HEL  
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JEPPESEN  
4 JUN 21  
.Eff. 17 Jun. (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 218 <sup>^</sup>	GS D5.0 HUO 1789' (1610')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 180'  Rwy 179'
MISSED APCH: Climb STRAIGHT AHEAD to 580', then turn RIGHT onto 265 <sup>^</sup> climbing to 2000'. Do not turn before displaced threshold. Expect radar vectoring.				 MSA HEL VOR
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.				



Gnd speed-Kts	70	90	100	120	140	160		580'	265 <sup>^</sup>	2000'
GS	3.00 <sup>^</sup>	372	478	531	637	849		↑	↖ RT	↑

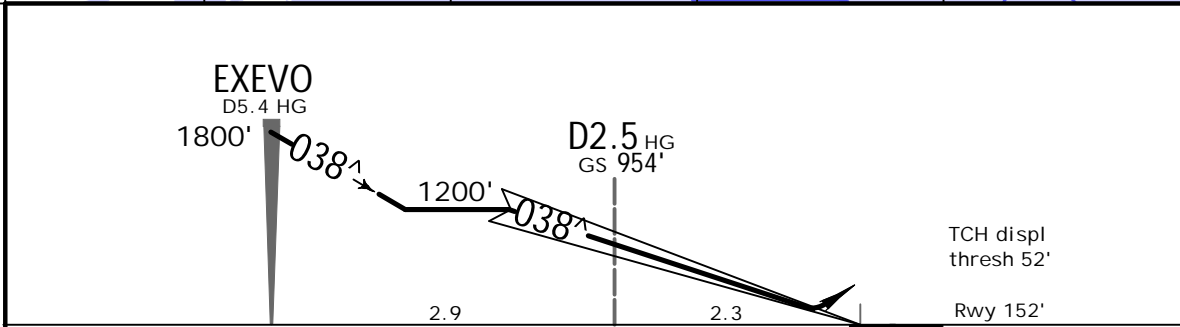
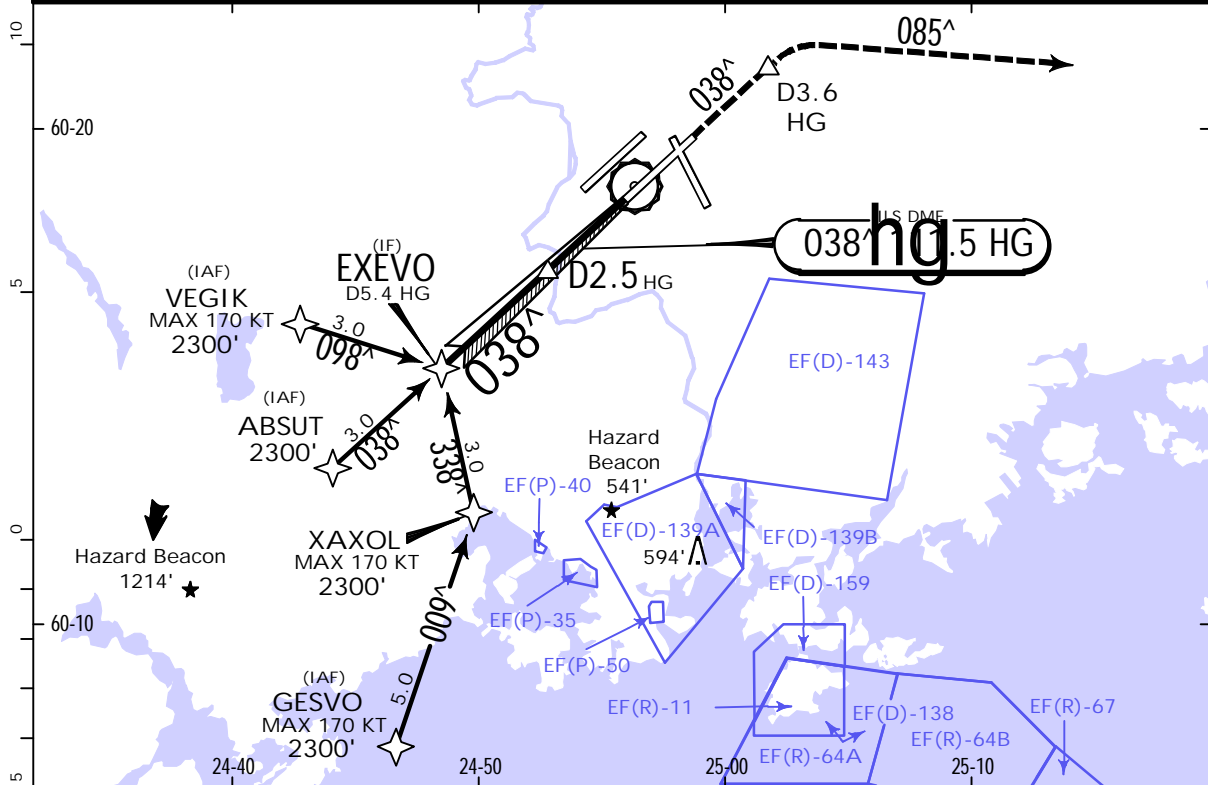
Standard STRAIGHT-IN LANDING RWY 22R				
CAT IIIB ILS	CAT IIIA ILS	ABC RA 97' DA(H) 279' (100')	D RA 99' DA(H) 281' (102')	LACFT RA 100' DA(H) 283' (104')
RVR 75m	RVR 200m	RVR 300m		

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JEPPESEN  
16 APR 21 (11-9).Eff.22.Apr.

HELSINKI, FINLAND  
COPTER ILS Rwy 04R

D-ATIS Arrival 135.075	HELSINKI Radar (APP) 119.1 129.85	HELSINKI Arrival (APP) 119.9 124.325	HELSINKI Tower 118.6 118.85	Ground 118.125 121.8
LOC HG 111.5	Final Apch Crs 038 <sup>^</sup>	GS D2.5 HG 954' (802')	ILS DA(H) 352' (200')	Apt Elev 180' Rwy 152'
MISSED APCH: Climb STRAIGHT AHEAD until D3.6 HG, then turn RIGHT onto 085 <sup>^</sup> climbing to 2000'. Expect radar vectoring.				 MSA ARP
Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 5000'				
1. DME required. 2. GNSS or Radar required for Initial Approach. 3. RNAV transitions: RNAV 1 or RNP.				



Gnd speed-Kts	70	90	100	120	140	160	 D3.6 HG
GS	3.00 <sup>^</sup>	372	478	531	637	743	

.Standard. STRAIGHT-IN LANDING RWY 04R

ILS DA(H) 352' (200')

FULL ALS out

COPTER	RVR 500m	RVR 1000m

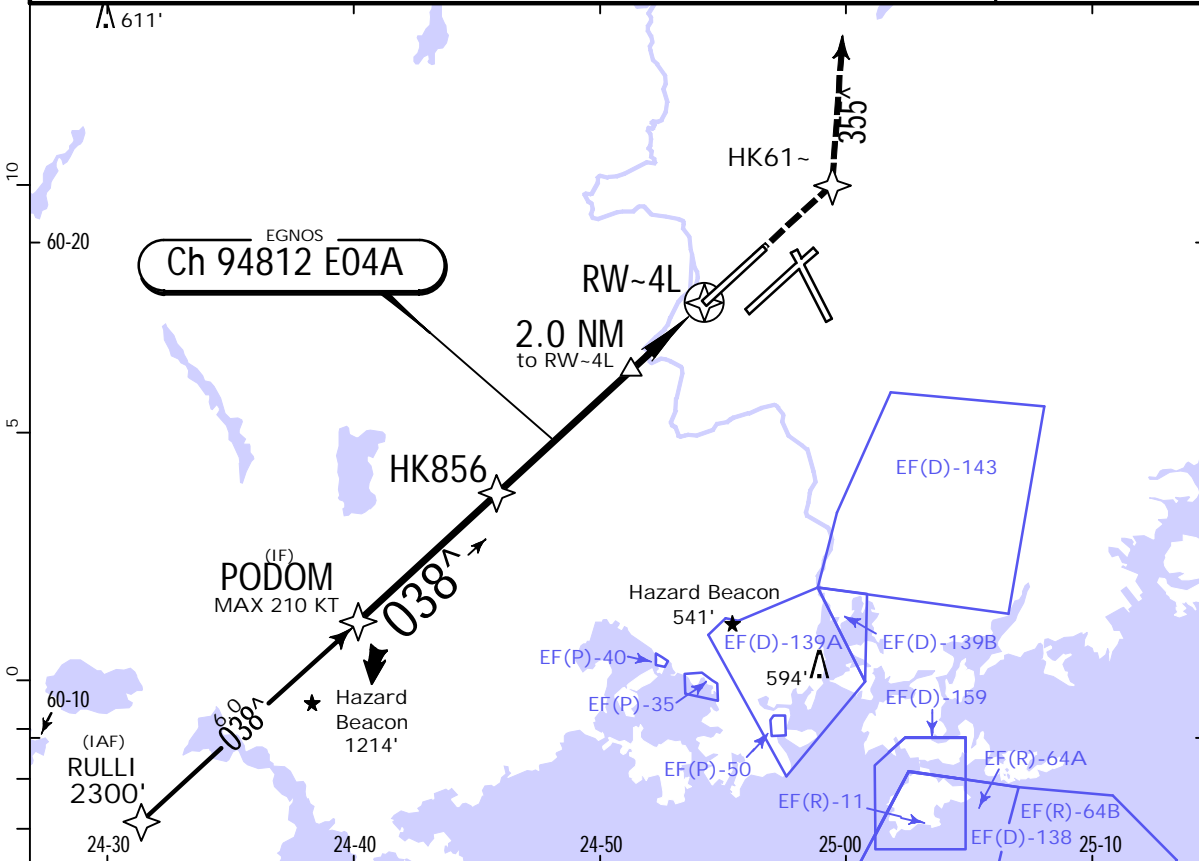


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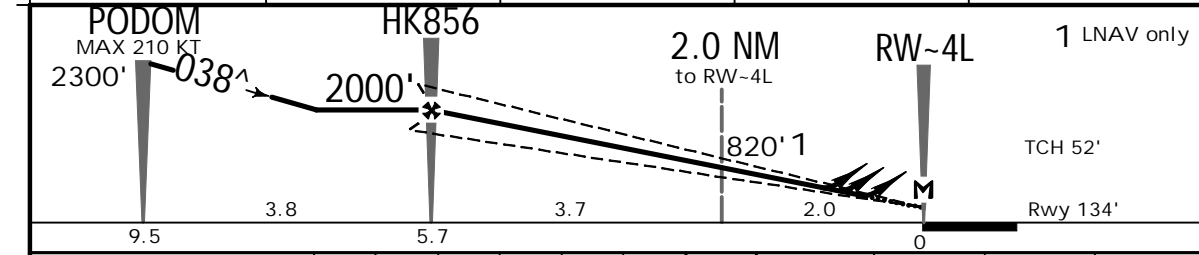
JEPPESEN  
16 APR 21 (12-1) .Eff.22.Apr.

HELSINKI, FINLAND  
RNP Rwy 04L

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 94812 E04A	Final Apch Crs 038^	HK856 2000' (1866')	LPV DA(H) Refer to Minimums	Apt Elev 180' Rwy 134'	
	MISSED APCH: Proceed towards HK61~ for LEFT turn on 355^ climbing to 2000'. Expect radar vectoring.					2200
	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 -20°C.					MSA ARP	



DIST to RW-4L	5.0	4.0	3.0	2.0
ALTITUDE	1780'	1460'	1140'	820'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	HK61~	355^ LT	2000'
Glide Path Angle	3.00^	372	478	531	637	743				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW-4L										

PANS OPS	.Standard.		STRAIGHT-IN LANDING RWY 04L				LNAV CDFA 570' (436')
	LPV		LNAV/VNAV		LNAV		
	DA(H) AB: 384' (250')	C: 390' (256') D: 401' (267')	A: 416' (282') B: 428' (294')	C: 437' (303') D: 447' (313')			DA/ MDA(H)
	ALS out		ALS out		ALS out		
A	RVR 750m 1	RVR 1300m	RVR 750m 3	RVR 1400m	RVR 1300m	RVR 1500m	
B	RVR 750m 2		RVR 750m 4			RVR 2000m	
C							
D							

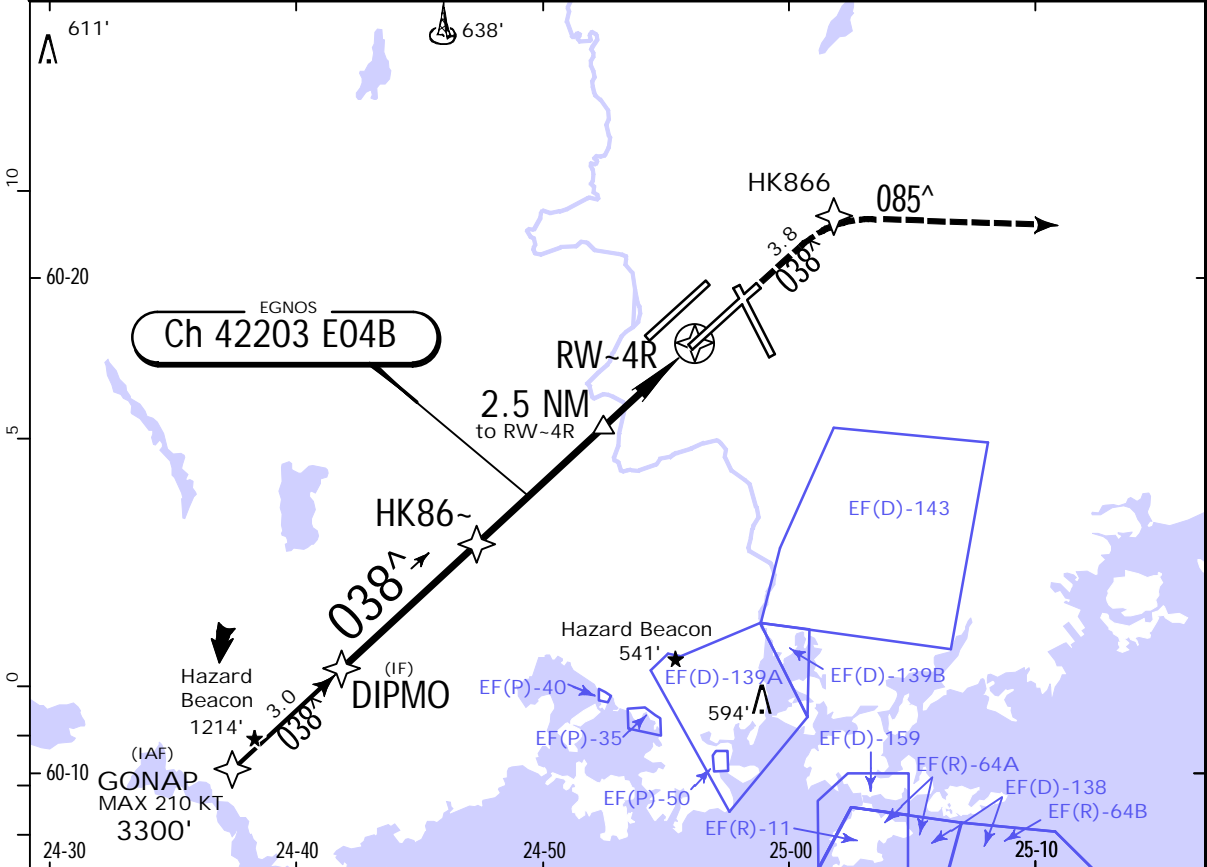
1 With TDZ & CL & HUD: RVR 550m. 2 With TDZ & CL & HUD: RVR 600m.  
3 With TDZ & CL & HUD: RVR 650m. 4 With TDZ & CL & HUD: RVR 700m.

**EFHK/HEL**  
VANTAA

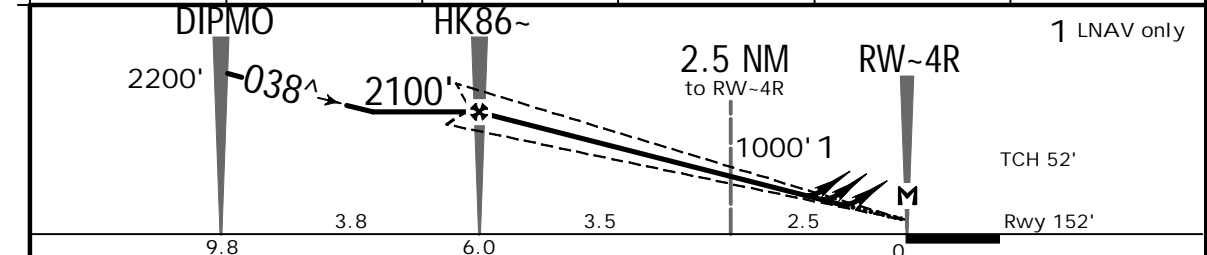
**JEPPESSEN**  
16 APR 21 (12-2) .Eff.22.Apr.

**HELSINKI, FINLAND**  
RNP Rwy 04R

BRIEFING STRIP™	D-ATIS Arrival	HELSINKI Radar (APP)		HELSINKI Arrival (APP)		HELSINKI Tower		Ground		
	135.075	119.1	129.850	119.9	124.325	118.6	118.850	118.125	121.8	
	EGNOS Ch 42203 E04B	Final Apch Crs 038 <sup>^</sup>	HK86~ 2100' (1948')	LPV DA(H) Refer to Minimums	Apt Elev 180' Rwy 152'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">2200</div> MSA ARP			
	MISSED APCH: Proceed towards HK866 for RIGHT turn on 085 <sup>^</sup> 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 -20°C.										



DIST to RW-4R	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
Glide Path Angle	3.00 <sup>^</sup>	372	478	531	637	743	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW-4R							

PANS OPS	Standard LPV		STRAIGHT-IN LANDING RWY 04R LNAV/VNAV		LNAV CDFA
	DA(H) A: 445' (293') B: 458' (306')	C: 466' (314') D: 476' (324')	DA(H) A: 460' (308') B: 472' (320')	C: 481' (329') D: 491' (339')	DA/MDA(H) 580' (428')
	ALS out		ALS out		ALS out

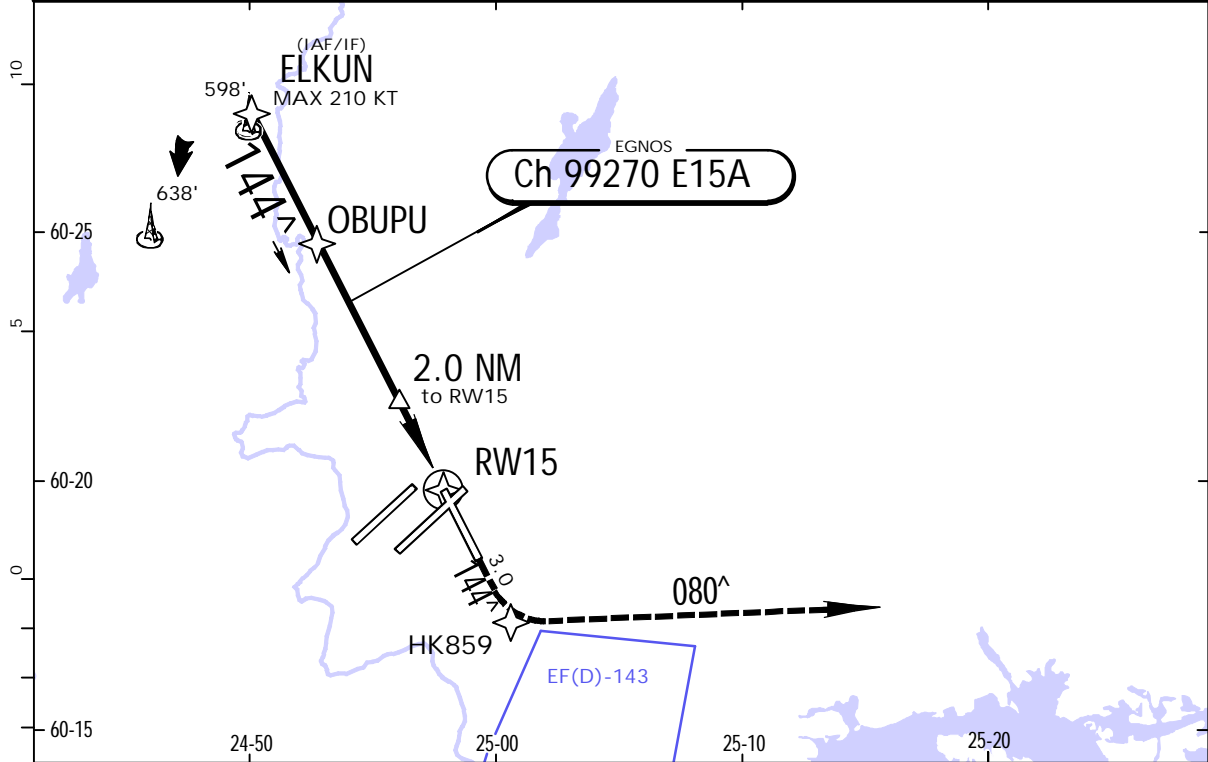
A			RVR 750m	RVR 1400m	RVR 1500m
B	RVR 750m	RVR 1400m			RVR 1500m
C			RVR 800m	RVR 1500m	RVR 2000m
D	RVR 800m	RVR 1500m			

EFHK/HEL  
VANTAA

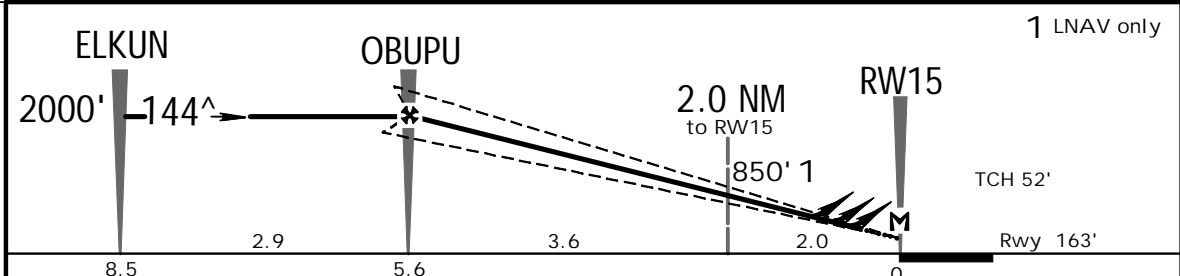
JEPPESEN  
1 NOV 19 (12-3) .Eff.7.Nov.

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 99270 E15A	Final Apch Crs 144 <sup>^</sup>	OBUPU 2000' (1837')	LPV DA(H) Refer to Minimums	Apt Elev 180' Rwy 163'	
MISSED APCH: Proceed towards HK859 for LEFT turn onto 080 <sup>^</sup> climbing to 2000'. Except radar vectoring.				2200  MSA ARP	
RNP Apch	Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 5000'
Baro-VNAV not authorized below -20°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			
Glide Path Angle	3.00 <sup>^</sup>	372	478	531	637	743			849
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW15									

PANS OPS	Standard LPV		STRAIGHT-IN LANDING RWY 15 LNAV/VNAV		LNAV CDFA	
	DA(H) A: 428' (265') B: 440' (277')	DA(H) C: 448' (286') D: 459' (296')	DA(H) A: 457' (294') B: 469' (306')	DA(H) C: 477' (314') D: 490' (327')	DA/MDA(H) 610' (447')	
	ALS out		ALS out		ALS out	
	A RVR 750m 1	RVR 1300m	RVR 750m 2	RVR 1400m	RVR 1400m	RVR 1500m
B RVR 750m 2	RVR 1400m	RVR 750m 3	RVR 1500m	RVR 1400m	RVR 2100m	
C RVR 750m 2	RVR 1400m	RVR 800m	RVR 1500m			
D RVR 750m 2	RVR 1400m	RVR 800m	RVR 1500m			

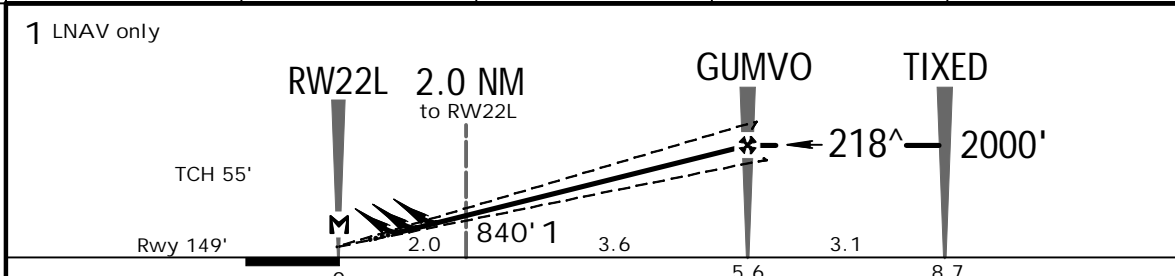
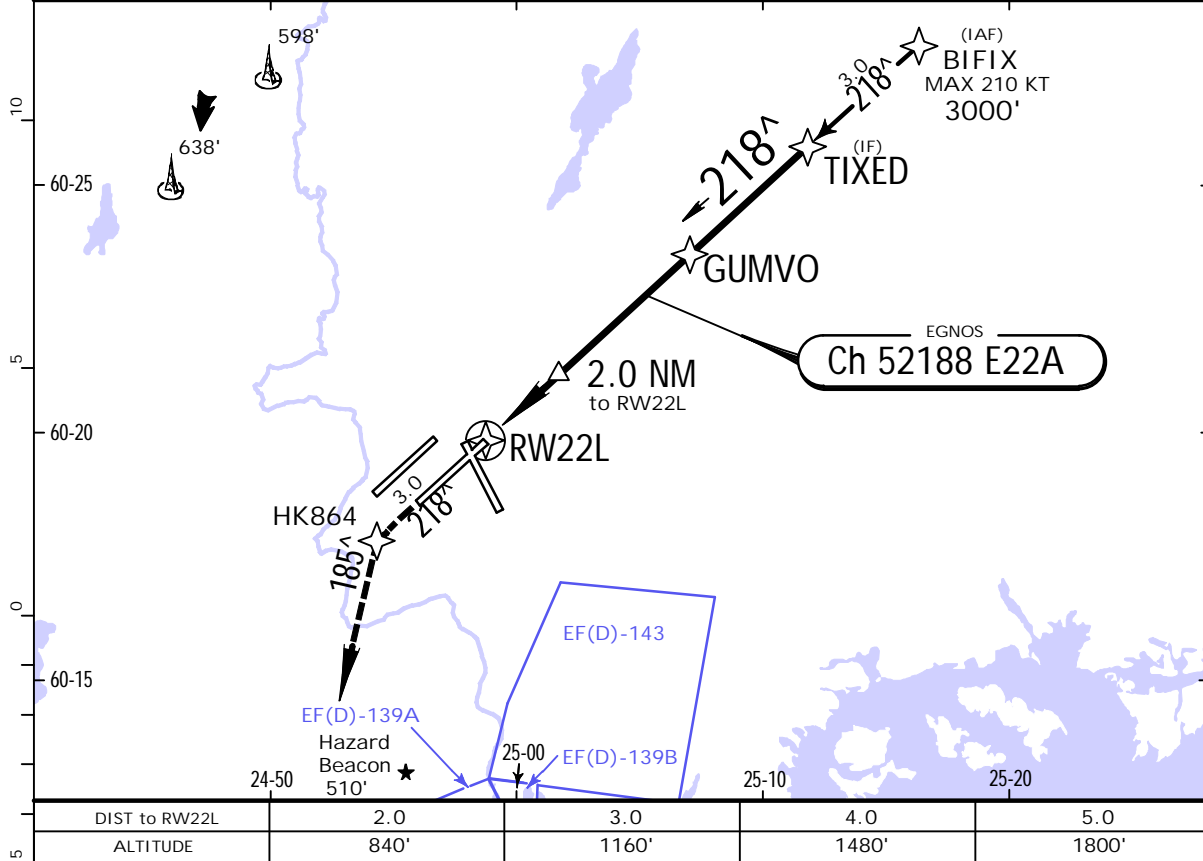
1 With TDZ & CL & HUD: RVR 600m. 2 With TDZ & CL & HUD: RVR 650m. 3 With TDZ & CL & HUD: RVR 700m.

EFHK/HEL  
VANTAA

JEPPESEN  
1 NOV 19 (12-4) .Eff.7.Nov.

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 218 <sup>^</sup>	GUMVO 2000' (1851')	LPV DA(H) Refer to Minimums	Apt Elev 180' Rwy 149'	
MISSED APCH: Proceed towards HK864 for LEFT turn on 185 <sup>^</sup> climbing to 2000'. Expect radar vectoring.				2200  MSA ARP	
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 -20°C.					



Gnd speed-Kts	70	90	100	120	140	160			
Glide Path Angle	3.00 <sup>^</sup>	372	478	531	637	743			849
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RWY22L									

.Standard.		STRAIGHT-IN LANDING RWY 22L				LNAV CDFA	
LPV		LNAV/VNAV				DA/MDA(H)	
DA(H)		DA(H)		DA(H)		610' (461')	
A: 428' (279')	C: 449' (300')	A: 463' (314')	C: 483' (334')				
B: 440' (291')	D: 461' (312')	B: 475' (326')	D: 494' (345')				
ALS out		ALS out		ALS out			
A	RVR 750m 1	RVR 1300m	RVR 750m 3	RVR 1400m		RVR 1500m	
B	RVR 750m 2	RVR 1400m	RVR 800m	RVR 1500m	RVR 1500m	RVR 2200m	
C	RVR 750m 3		RVR 900m	RVR 1600m			
1 With TDZ & CL & HUD: RVR 600m. 2 With TDZ & CL & HUD: RVR 650m. 3 With TDZ & CL & HUD: RVR 700m.							

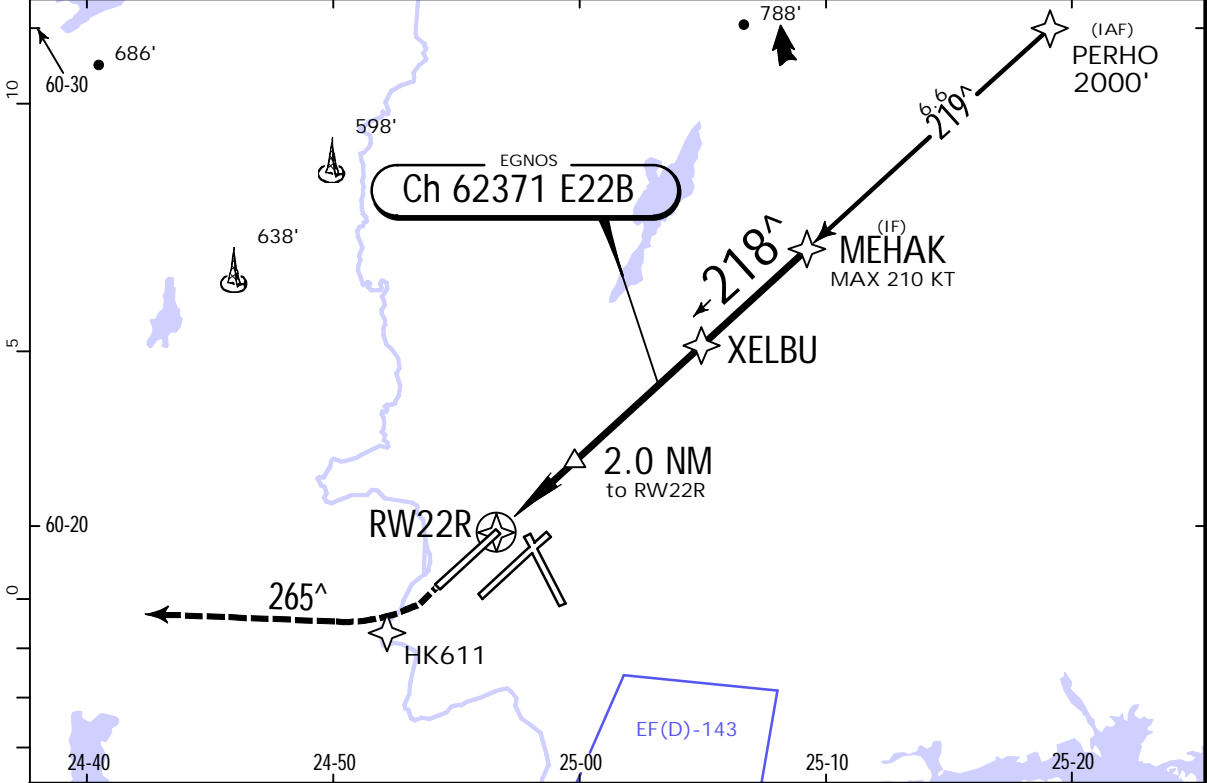
PANS OPS

**EFHK/HEL**  
VANTAA

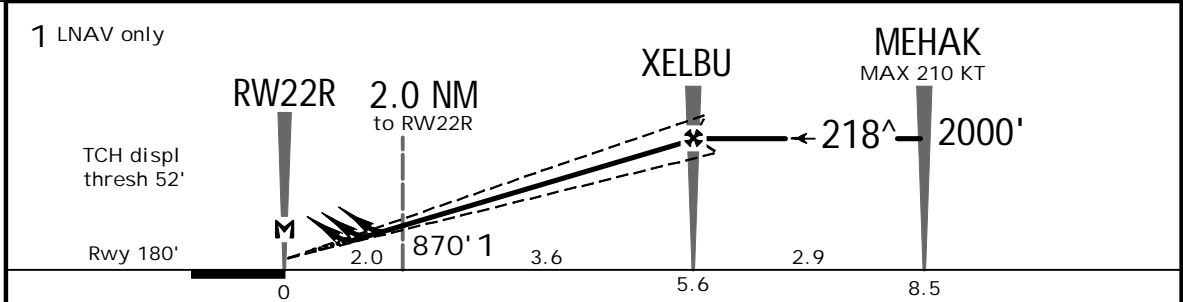
**JEPPESEN**  
16 APR 21 (12-5).Eff.22.Apr.

**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 218 <sup>^</sup>	XELBU 2000' (1820')	LPV DA(H) Refer to Minimums	Apt Elev 180' Rwy 180'	
MISSED APCH: Proceed towards HK611 for RIGHT turn on track 265 <sup>^</sup> climbing to 2000'. Expect radar vectoring.				2200  MSA ARP	
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 -20°C.					



DIST to RWY22R	2.0	3.0	4.0	5.0
ALTITUDE	870'	1190'	1500'	1820'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	HK611	265 <sup>^</sup> RT	2000' ↑
Glide Path Angle	3.00 <sup>^</sup>	372	478	531	637	849				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RWY22R										

<b>.Standard.</b>		STRAIGHT-IN LANDING RWY 22R LNAV/VNAV				LNAV CDFA	
LPV		DA(H)		DA(H)		DA/ MDA(H)	
AB: 430' (250')		C: 434' (254')		A: 459' (279')		C: 480' (300')	
D: 492' (312')		D: 490' (310')		B: 472' (292')		D: 490' (310')	
ALS out		ALS out		ALS out		ALS out	
A	RVR 750m 1	RVR 750m 2		RVR 1300m		RVR 1500m	
B	RVR 750m 2	RVR 1300m		RVR 750m 4		RVR 1300m	
C	RVR 750m 3	RVR 1400m		RVR 1400m		RVR 2000m	
D	RVR 750m 3	RVR 1400m		RVR 750m 3		RVR 2000m	

1 With TDZ & CL & HUD: RVR 550m. 2 With TDZ & CL & HUD: RVR 600m.  
3 With TDZ & CL & HUD: RVR 700m. 4 With TDZ & CL & HUD: RVR 650m.

EFHK/HEL  
VANTAA

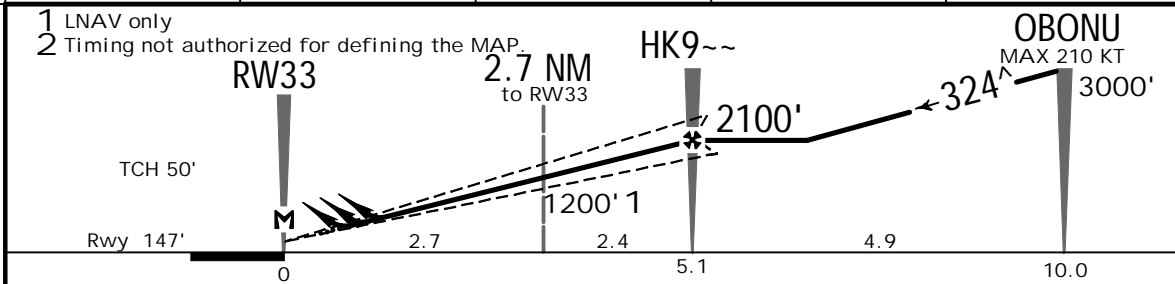
JEPPESEN  
16 APR 21 (12-6) .Eff.22.Apr.

HELSINKI, FINLAND  
RNP Rwy 33

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 324 <sup>^</sup>	HK9~~ 2100' (1953')	LPV DA(H) Refer to Minimums	Apt Elev 180' Rwy 147'	
MISSED APCH: Proceed on 324 <sup>^</sup> climbing to 2000'. Expect radar vectoring.				2200  MSA ARP	
RNP Apch	Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC		Trans alt: 5000'
Baro-VNAV not authorized below -20°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	HIALS PAPI 2000' on 324 <sup>^</sup>	
Glide Path Angle	3.50 <sup>^</sup>	434	557	619	743	867		
LPV, LNAV/VNAV: MAP at DA								
LNAV: MAP at RW33								
HK9~~ to MAP	2	5.1	4:22	3:24	3:04	2:33	2:11	1:55

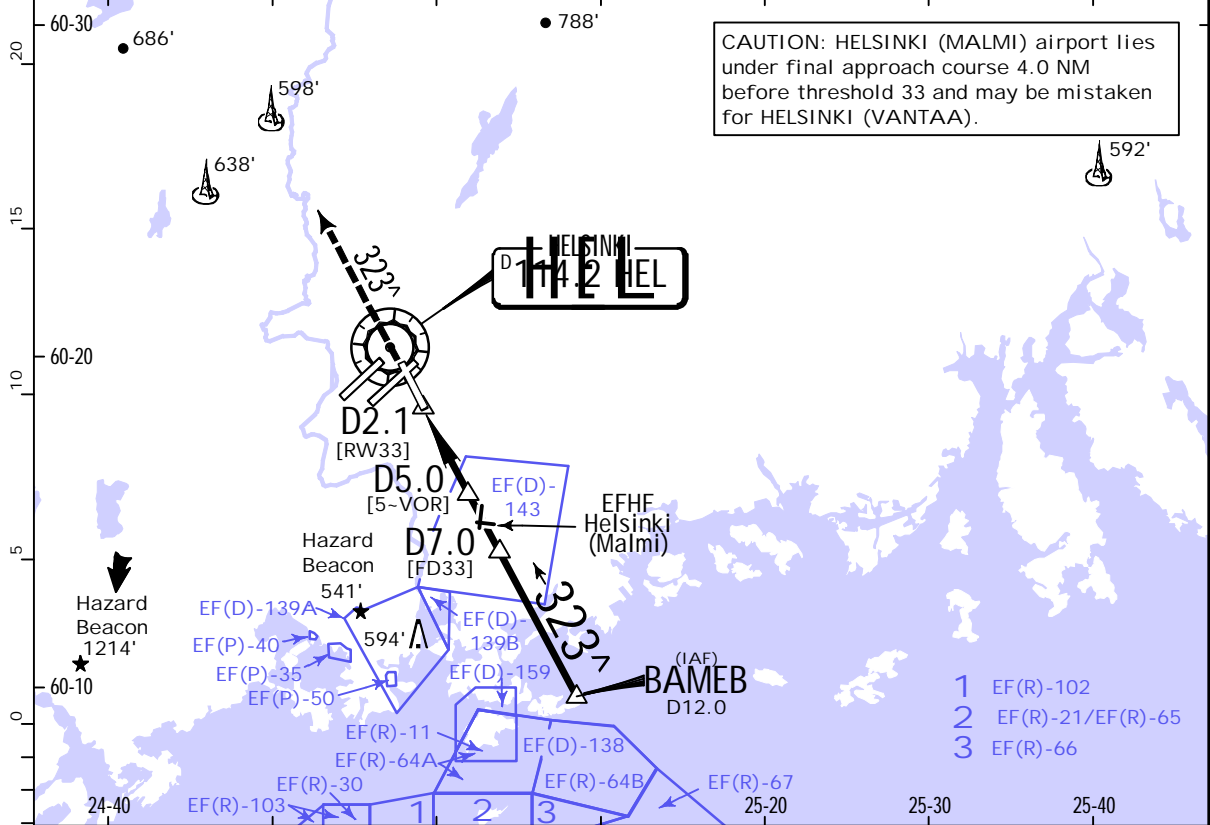
.Standard.		STRAIGHT-IN LANDING RWY 33				LNAV CDFA	
LPV		LNAV/VNAV				DA/MDA(H) 580' (433')	
DA(H)		DA(H)		DA(H)			
A: 450' (303')	C: 477' (330')	A: 466' (319')	C: 493' (346')				
B: 466' (319')	D: 487' (340')	B: 481' (334')	D: 503' (356')				
ALS out		ALS out		ALS out			
A	RVR 1000m	RVR 1400m	RVR 1000m	RVR 1400m	RVR 1500m	RVR 1500m	
B			RVR 1100m	RVR 1500m			
C	RVR 1100m	RVR 1500m	RVR 1200m	RVR 1600m	RVR 1600m	RVR 2000m	
D							

EFHK/HEL  
VANTAA

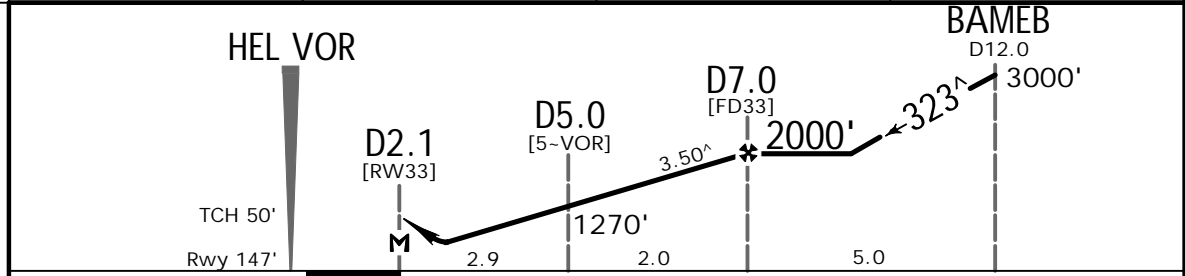
JEPPESEN  
16 APR 21 13-1 .Eff.22.Apr.

HELSINKI, FINLAND  
VOR Rwy 33

D-ATIS Arrival 135.07	HELSINKI Radar (APP) 119.1 129.85	HELSINKI Arrival (APP) 119.9 124.32	HELSINKI Tower 118.6 118.85	Ground 118.125 121.8
VOR HEL 114.2	Final Apch Crs 323 <sup>^</sup>	D7.0 2000' (1853')	DA/MDA(H) (CONDITIONAL) 580' (433')	Apt Elev 180' Rwy 147'
MISSED APCH: Climb on track 323 <sup>^</sup> 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 <sup>^</sup> 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		2000' on 323 <sup>^</sup>
Descent Angle	3.50 <sup>^</sup>	434	557	619	743	867		
MAP at D2.1								

PANS OPS	Standard.		STRAIGHT-IN LANDING RWY 33		W/o D5.0		
	DA/MDA(H) 580' (433')		ALS out		DA/MDA(H) 1270' (1123')		
	ALS out		ALS out		ALS out		
	A	RVR 1500m		RVR 1500m		RVR 1500m	
B	RVR 1500m		RVR 1500m		RVR 1500m		
C	RVR 1600m	RVR 2000m		RVR 2400m		RVR 2400m	
D	RVR 1600m	RVR 2000m		RVR 2400m		RVR 2400m	

## Chart changes since cycle 06-2023

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

ACT    PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

HELSINKI, (VANTAA - EFHK)



## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport EFHK

### Chart Change Notices for Country FIN

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

STARs and SIDs are also minimum noise routings.