JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

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

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 10.0° E

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

Sunrise: 0105 Z
Sunset: 1931 Z

Runway Information

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

Runway: 04R
Length x Width: 11483 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 162 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 984 ft

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

Runway: 22L
Length x Width: 11483 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 165 ft
Lighting: Edge, ALS, Centerline, TDZ

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

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

Communication Information

ATIS: 114.200 Departure Service
ATIS: 135.075 Arrival Service
Helsinki Tower: 118.850
Helsinki Tower: 118.600
Helsinki Tower: 119.700
Helsinki Ground: 118.125
Helsinki Ground: 121.800
Helsinki Ramp/Taxi: 121.650
Helsinki Radar Approach: 119.100
Helsinki Radar Approach: 119.700
Helsinki Radar Approach: 129.850
Helsinki Arrival: 119.900
Helsinki Arrival: 119.700
Helsinki Arrival: 124.325
Remote De-Icing Operations: 133.850
Helsinki De-Icing Operations: 127.025

1. GENERAL

1.1. ATIS

D-ATIS Arrival 135.075
D-ATIS Departure 114.2

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

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

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

1.2.2. PREFERENTIAL RUNWAY SYSTEM

Landings

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

Departures

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

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

RWY 15 is 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.

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, trough FMS or transponder control panel.

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.

2. ARRIVAL

2.1. ARRIVAL INSTRUCTIONS

2.1.1. ENTRY POINTS FOR FLIGHT PLANNING

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

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

2.1.2. INITIAL CONTACT

At first contact with HELSINKI Approach, report:

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

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

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

2.1.3. RNAV STAR

Final approach cannot be performed without appropriate clearance.

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

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

2.1.4. INBOUND CLEARANCE

Arriving traffic will normally be cleared to follow RNAV STAR serving the RWY in use. An ACFT unable to utilize the given RNAV STAR shall inform the ATC immediately.

2.2. COMMUNICATION FAILURE PROCEDURES

Select transponder code 7600.

RNAV STAR has been given and acknowledged:

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

RNAV STAR has not been given and acknowledged:

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

From IAF execute IAP to the acknowledged RWY and vacate.
ACFT having telephone, call +358 9 6151 3324.

2.3. NOISE ABATEMENT PROCEDURES

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

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.

2. ARRIVAL

2.7. OTHER INFORMATION

2.7.1. SIMULTANEOUS OPERATIONS

Dependent parallel approaches will be used on RWYs 04L/R or 22L/R.
ATIS broadcast will contain the following information:
"Simultaneous dependent ILS approaches in progress on RWYs 22R and 22L (04R and 04L)."

Independent parallel approaches will be used on RWYs 04L/R or 22L/R.
ATIS broadcast will contain the following information:
"Simultaneous independent ILS approaches in progress on RWYs 22R and 22L (04R and 04L)."

3. DEPARTURE

3.1. DEPARTURE INSTRUCTIONS

3.1.1. EXIT POINTS FOR FLIGHT PLANNING

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

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

3.2. DIGITAL DEPARTURE CLEARANCE (DCL)

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

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

Examples of digital enroute clearances:+

HDG/ALT:

ABC123 CLRD TO ESSA OFF 22R

HDG 280 CLIMB TO 4000 FT VECTORS RUNEN

SQUAWK 2202 ADT 1110

NEXT FREQ 118.125

CTOT 1110

QNH 1013

TSAT 1103

CLIMB TO 4000'

The following procedure applies:

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

Only the following optional free text messages are noticed:

RWY other than in use only permitted due performance:

"REQ[RWY]"

ACFT unable to follow P-RNAV SID:

"REQ NON PRNAV"

When using the DCL service pilots shall maintain a listening watch on the channel published for HELSINKI Ground 118.125.

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

3. DEPARTURE

3.3. DE-ICING

3.3.1. GENERAL

ACFT de-icing may only be carried out in areas specifically designated by the APT. Primarily de-icing is performed at remote de-icing aprons 6 and 8. De-icing may also be performed at other dedicated stand areas defined and approved by the APT.

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

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

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

De-icing shall be requested 20 minutes prior to Target Off Block Time (TOBT). Request for manual treatment, i.e. under wing, shall also be included for de-icing request. Engine melting is requested directly to the ground handling company. Engine melting is performed at the parking stand of the ACFT.

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

3.3.2. DE-ICING STANDS

Stands 600 thru 604 and 811 thru 816 are de-icing stands.

3.3.3. SPECIAL PROCEDURES FOR REMOTE DE-ICING APRON

When de-icing is performed on the remote de-icing apron, ATC will hand over the ACFT to the remote de-icing supervisor (133.850) latest at the holding point of the remote de-icing apron area.

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

The remote de-icing aprons 6 and 8, including the entry and exit taxilanes, lie outside the maneuvering area. Pilots are reminded to proceed with extreme CAUTION within this area so as not to endanger other personnel or vehicles operating in the area.

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

De-icing is complete when the pilot has received final notification from the de-icing company lead vehicle (in accordance with the SAE anti-icing code) by radio. On the remote de-icing apron, the final notification is considered as including the "all clear" signal. The anti-icing code cannot be given unless all the conditions of the "all clear" signal have been met.

Pilots must remain on the de-icing company frequency until the anti-icing code has been received and the pilot has received instructions to contact ATC again.

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

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.

3. DEPARTURE

3.4.2. GENERAL

Departing IFR flights will receive enroute clearance via datalink or from HELSINKI 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 to 20 KT) until an acceleration altitude of at least 3000'.

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	For ACFT parking or de-icing taking place on APN 8
	ZT	For ACFT parking or de-icing taking place on APN 8
22L	Y	Propeller / turboprop / quiet jet ACFT
	ZD	Propeller / turboprop / quiet jet ACFT
	ZB	
15	DEP POINT V	Propeller / turboprop / quiet jet ACFT
	Z	Propeller / turboprop / quiet jet ACFT
	YB	If LVP operations are in use
33	CN	For ACFT parking taking place on APN 4
	YN	

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

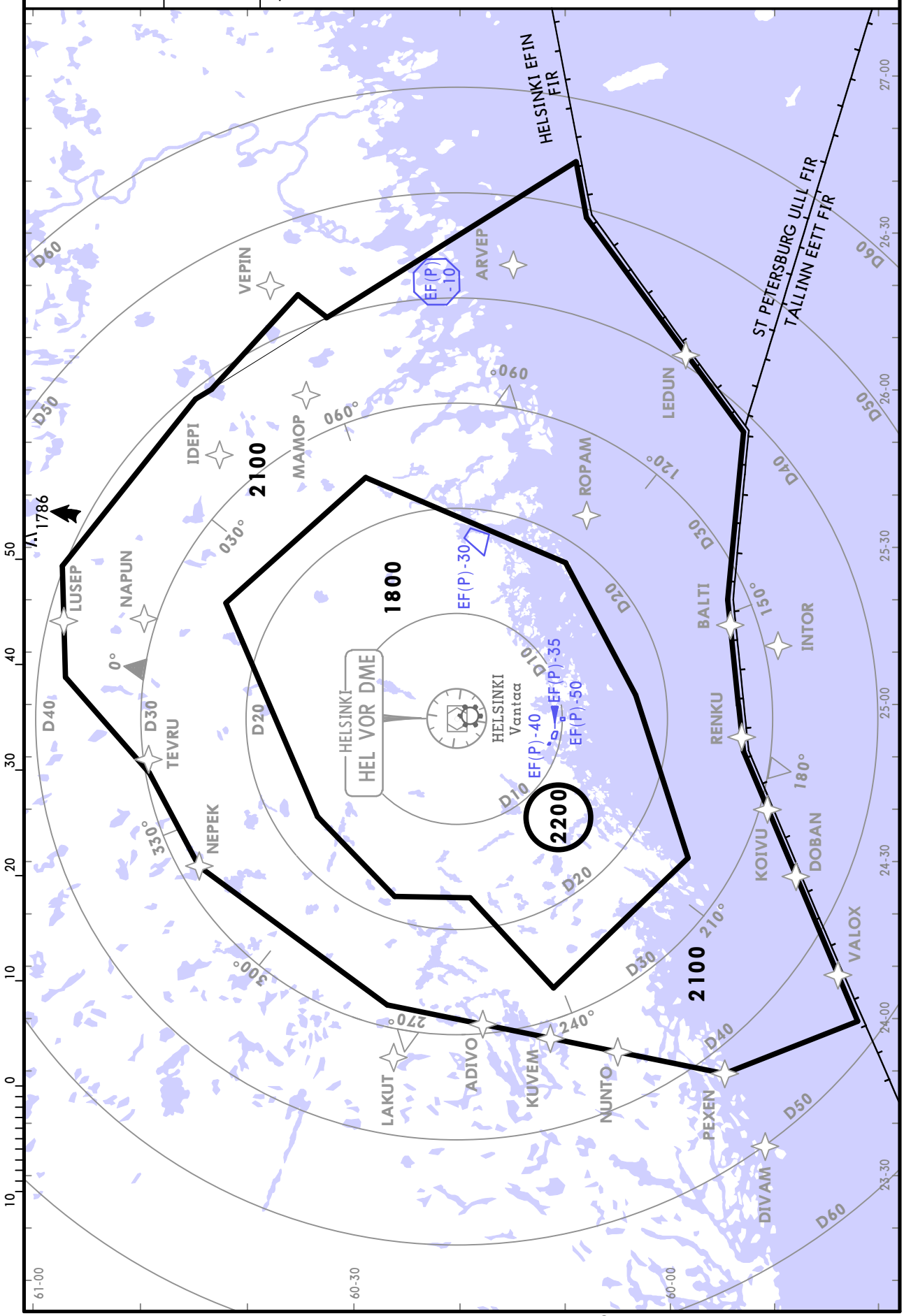
HELSINKI, FINLAND

RADAR MINIMUM ALTITUDES

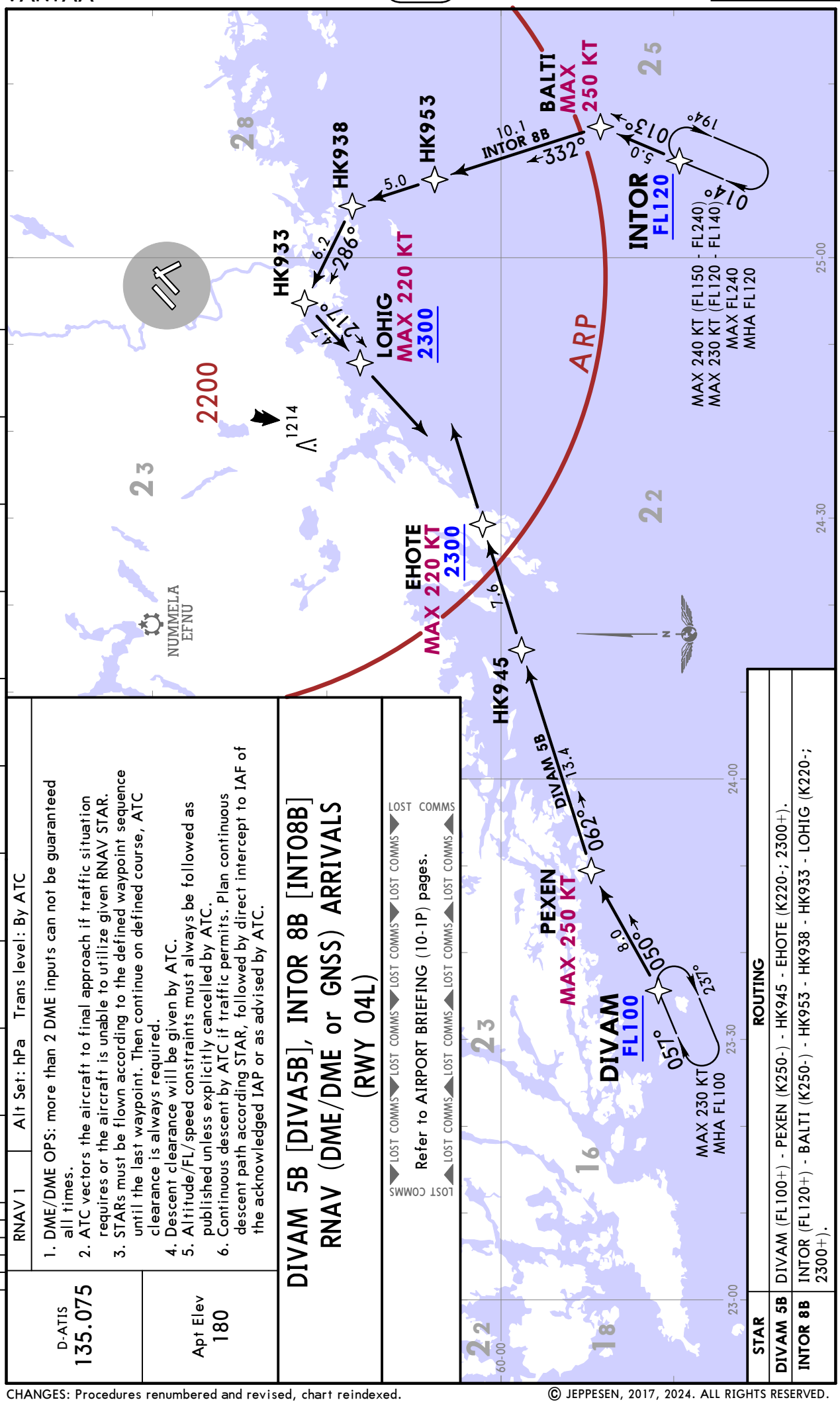
HELSINKI Radar	Apt Elev
119.1 129.850 119.7	180

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

1. This chart may only be used for cross-checking of altitudes assigned while the aircraft is identified.
2. Sectors do not constitute controlled airspace, nor do they attract any special airspace regulation in their own right.
3. Altitudes ensure obstacle clearance within the area concerned plus a 3NM buffer area.



CHANGES: Sectors revised, EF(P)-20 replaced by EF(P)-10.



DIVAM 5B [DIVA5B], INTOR 8B [INTO8B]
RNAV (DME/DME or GNSS) ARRIVALS
(RWY 04L)

D-ATIS 135.075

Apt Elev 180

RNAV 1 | Alt Set: hPa | Trans level: By ATC

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.

STAR	ROUTING
DIVAM 5B	DIVAM (FL100+) - PEXEN (K250-) - HK945 - EHOTE (K220-; 2300+).
INTOR 8B	INTOR (FL120+) - BALTI (K250-) - HK953 - HK938 - HK933 - LOHIG (K220-; 2300+).

D-ATIS
135.075

Apt Elev
180

RNAV 1 | Alt Set: hPa Trans level: By ATC

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 9B [LAKU9B]
LUSEP 4B [LUSE4B]
RNAV (DME/DME or GNSS) ARRIVALS
(RWY 04L)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

MAX 230 KT
MHA FL100
LUSEP
FL100
171°
351°
188°
7.5
NAPUN
MAX 250 KT
1516
ARP
LUSEP 4B
13.8
HK89Ø
217°
16.5
2200
MAROM
MAX
250 KT
5.0
073°
083°
LAKUT 9B
13.7
HK871
4.2
130°
HK937
4.2
HK897
7.8
LAKUT
FL100
NUMMELA
EFNU
NEMVI
MAX
220 KT
2300
5.2
217°
HK932
61-00
60-30
24-00
24-30
25-00

LAKUT
MAX 230 KT
MHA FL100
248°
068°

STAR	ROUTING
LAKUT 9B	LAKUT (FL100+) - MAROM (K250-) - HK871 - HK937 - HK932 - NEMVI (K220-; 2300+).
LUSEP 4B	LUSEP (FL100+) - NAPUN (K250-) - HK89Ø - HK897 - HK932 - NEMVI (K220-; 2300+).

CHANGES: Procedures renumbered and revised, chart reindexed.

D-ATIS
135.075

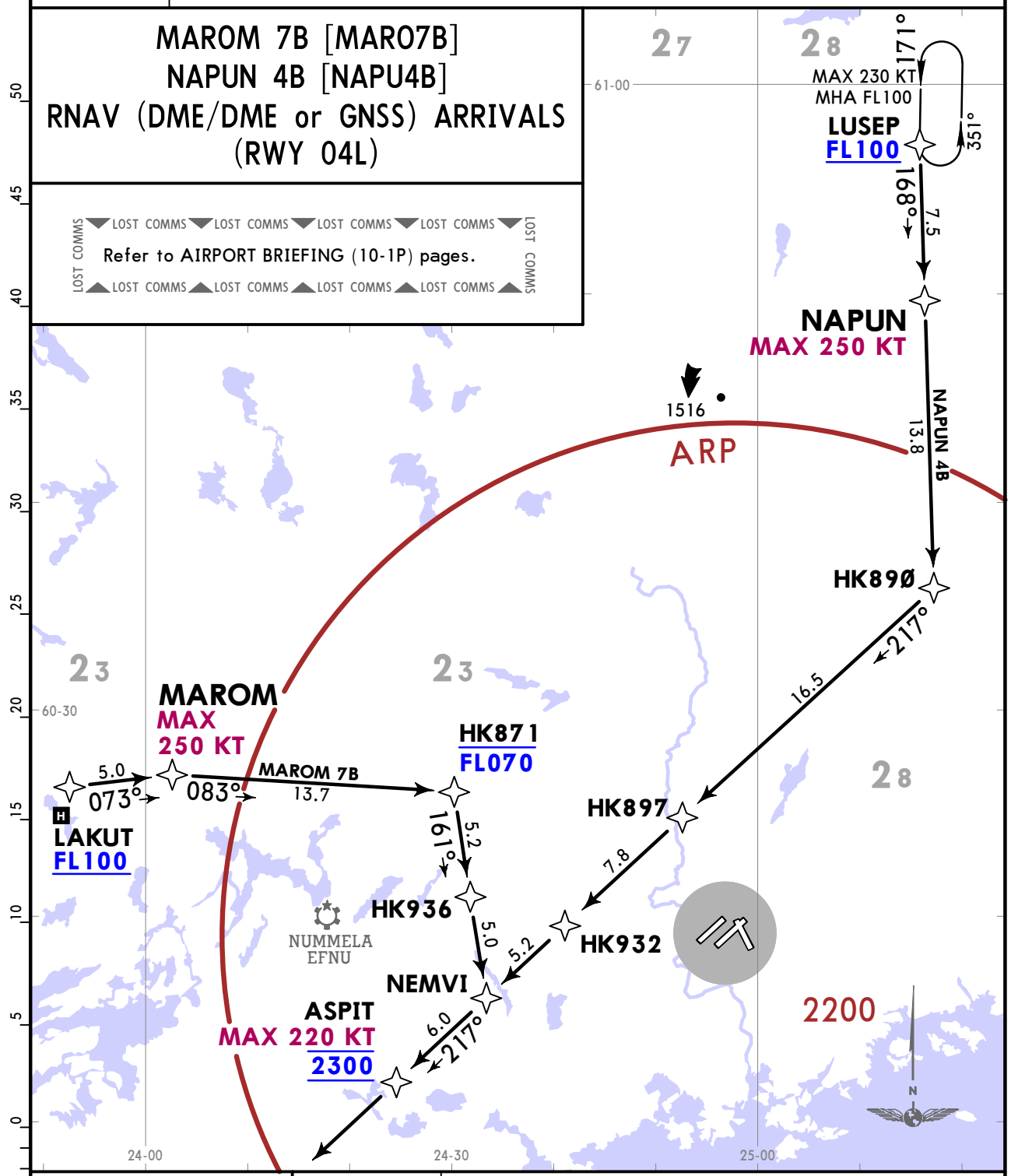
Apt Elev
180

RNAV 1 | Alt Set: hPa Trans level: By ATC

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.

MAROM 7B [MARO7B]
NAPUN 4B [NAPU4B]
RNAV (DME/DME or GNSS) ARRIVALS
(RWY 04L)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS



H
LAKUT
MAX 230 KT
MHA FL100
248°
068°

STAR	ROUTING
MAROM 7B	LAKUT (FL100+) - MAROM (K250-) - HK871 (FL070-) - HK936 - NEMVI - ASPIT (K220-; 2300).
NAPUN 4B	LUSEP (FL100+) - NAPUN (K250-) - HK890 - HK897 - HK932 - NEMVI - ASPIT (K220-; 2300).

CHANGES: Procedures renumbered and revised, chart reindexed.

12 APR 24
JEPPESEN
10-2C
Eff 18 Apr

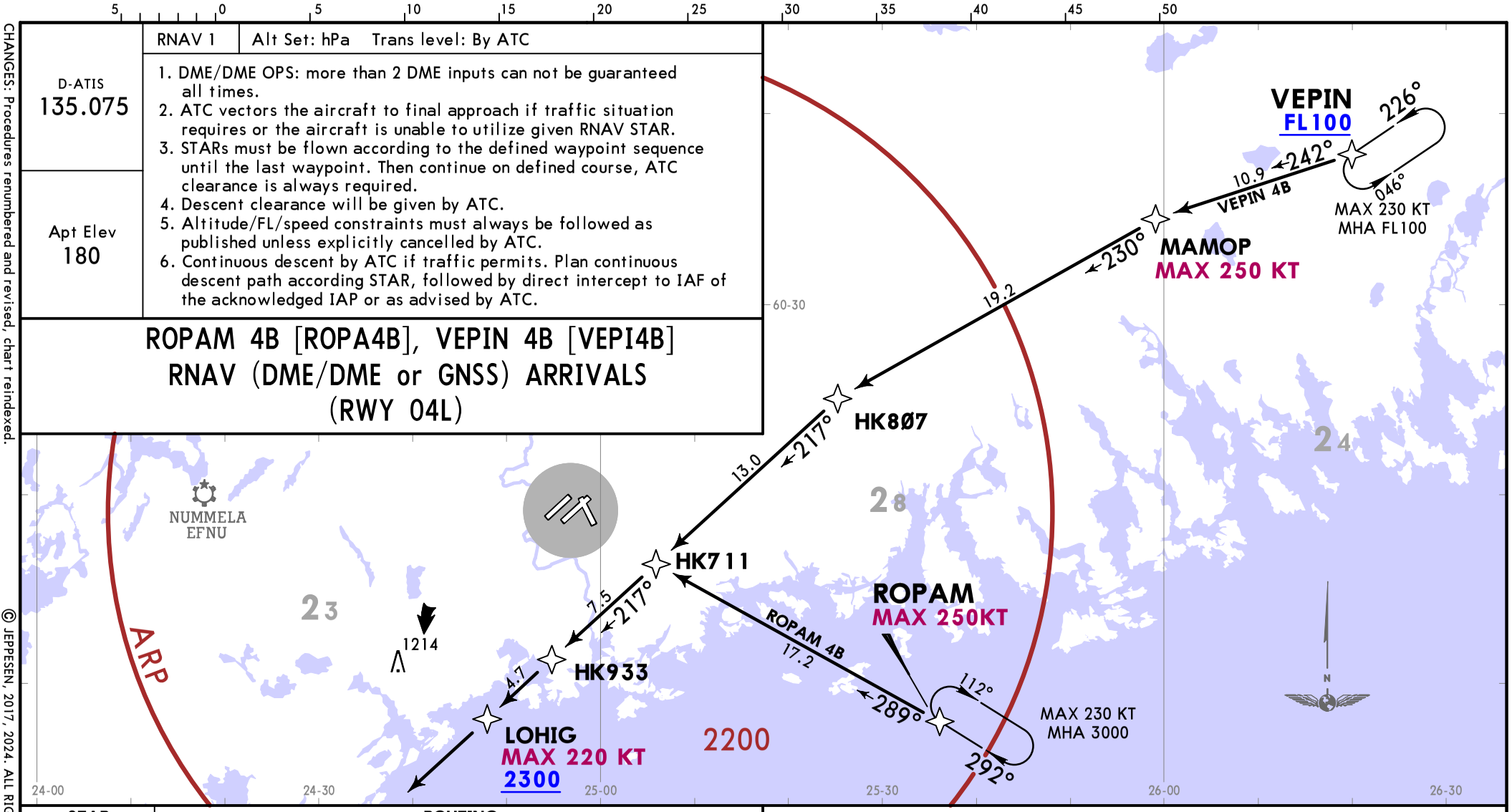
D-ATIS
135.075

Apt Elev
180

RNAV 1 | Alt Set: hPa Trans level: By ATC

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.

ROPAM 4B [ROPA4B], VEPIN 4B [VEPI4B] RNAV (DME/DME or GNSS) ARRIVALS (RWY 04L)



STAR	ROUTING
ROPAM 4B	ROPAM (K250-) - HK711 - HK933 - LOHIG (K220-; 2300+).
VEPIN 4B	VEPIN (FL100+) - MAMOP (K250-) - HK8Ø7 - HK711 - HK933 - LOHIG (K220-; 2300+).

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

PEXEN 7B RNAV (DME/DME or GNSS) ARRIVAL
[PEXE7B]
(RWY 04L)

D-ATIS 135.075

Apt Elev 180

RNAV 1 | Alt Set: hPa Trans level: By ATC

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.

ROUTING

DIVAM (FL100+) - PEXEN (K250-) - HK954 (FL070-) - HK955 (5000-) - ROHJA (K220-; 2300+).

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

LOST COMMS

ROHJA
MAX 220 KT
2300

HK955
5000

HK954
FL070

PEXEN
MAX 250 KT

DIVAM
FL100

MAX 230 KT
MHA FL100

ARP

NUMMELA
EFNU

1214

2200

8.1
037°
6.8
001°
6.4
075°
8.0
050°
057°
237°

JEPPESEN
12 APR 24 (10-2E) Eff 18 Apr

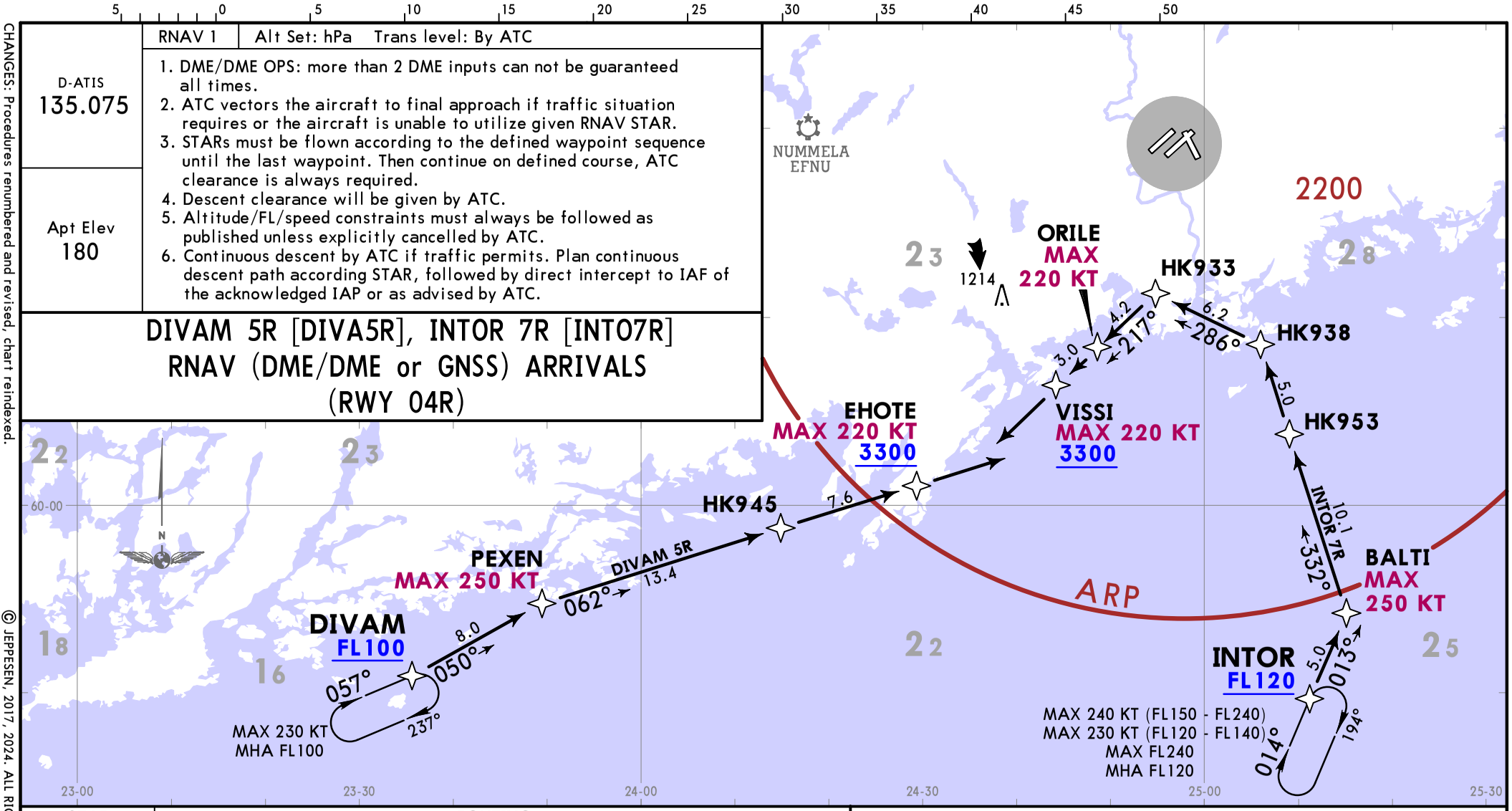
D-ATIS
135.075

Apt Elev
180

RNAV 1 | Alt Set: hPa Trans level: By ATC

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.

DIVAM 5R [DIVA5R], INTOR 7R [INTO7R] RNAV (DME/DME or GNSS) ARRIVALS (RWY 04R)



STAR	ROUTING
DIVAM 5R	DIVAM (FL100+) - PEXEN (K250-) - HK945 - EHOTE (K220-; 3300+).
INTOR 7R	INTOR (FL120+) - BALTI (K250-) - HK953 - HK938 - HK933 - ORILE (K220-) - VISSI (K220-; 3300+).

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

D-ATIS
135.075

Apt Elev
180

RNAV 1 | Alt Set: hPa Trans level: By ATC

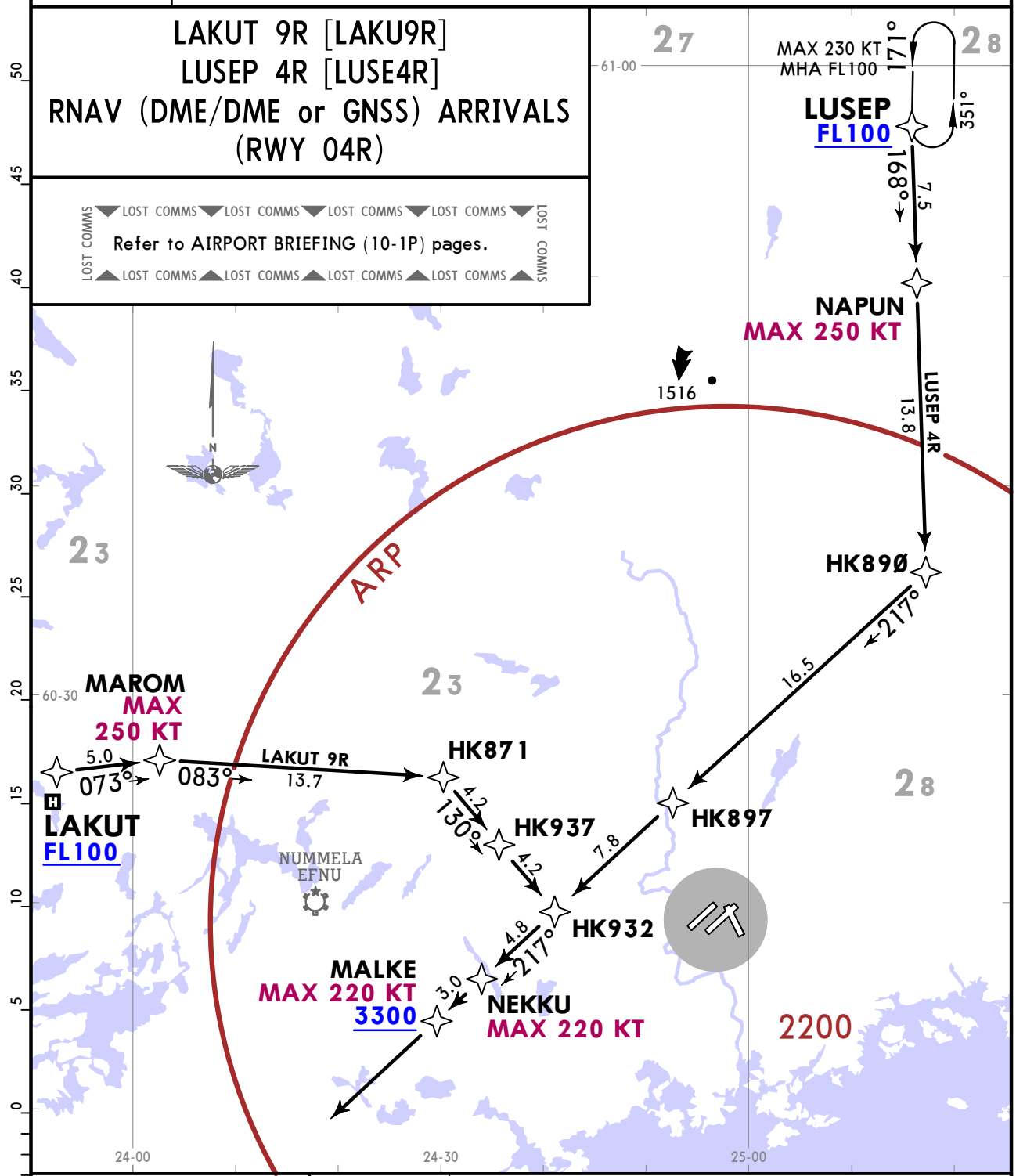
1. DME/DME OPS: more than 2 DME inputs can not be guaranteed all times.
2. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
3. STARs must be flown according to the defined waypoint sequence until the last waypoint. Then continue 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 9R [LAKU9R]
LUSEP 4R [LUSE4R]
RNAV (DME/DME or GNSS) ARRIVALS
(RWY 04R)

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

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

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS



LAKUT
MAX 230 KT
MHA FL100
248°
068°

STAR	ROUTING
LAKUT 9R	LAKUT (FL100+) - MAROM (K250-) - HK871 - HK937 - HK932 - NEKKU (K220-) - MALKE (K220-; 3300+).
LUSEP 4R	LUSEP (FL100+) - NAPUN (K250-) - HK89Ø - HK897 - HK932 - NEKKU (K220-) - MALKE (K220-; 3300+).

CHANGES: Procedures renumbered and revised, chart reindexed.

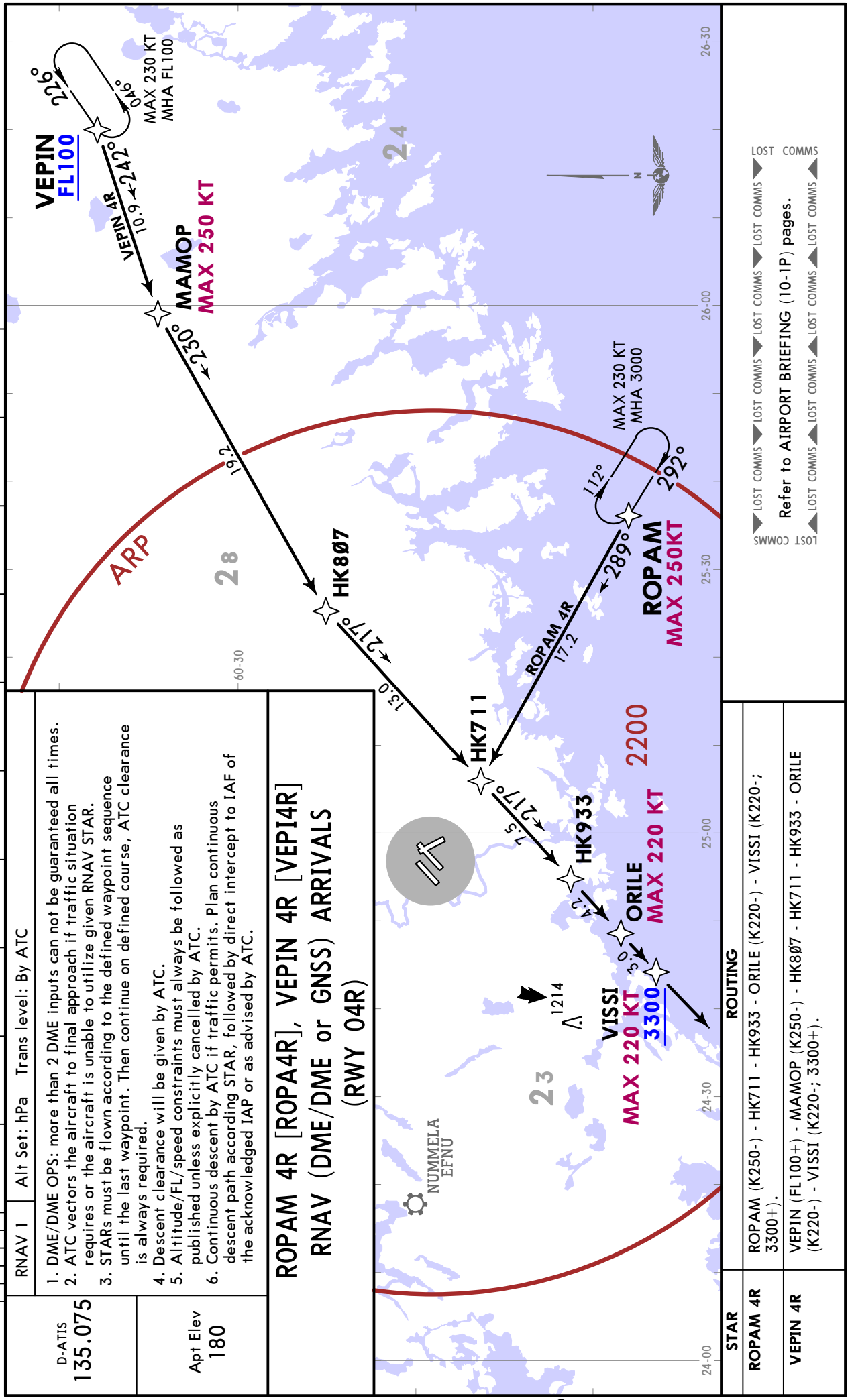
EFHK/HEL VANTAA

JEPPESEN

12 APR 24 (10-2G) Eff 18 Apr

HELSINKI, FINLAND

RNAV STAR



ROPAM 4R [ROPA4R], VEPIN 4R [VEPI4R] RNAV (DME/DME or GNSS) ARRIVALS (RWY 04R)

D-ATIS 135.075

Apt Elev 180

RNAV 1 | Alt Set: hPa Trans level: By ATC

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.

STAR	ROUTING
ROPAM 4R	ROPAM (K250-) - HK711 - HK933 - ORILE (K220-) - VISSI (K220-; 3300+).
VEPIN 4R	VEPIN (FL100+) - MAMOP (K250-) - HK8Ø7 - HK711 - HK933 - ORILE (K220-) - VISSI (K220-; 3300+).

CHANGES: Procedures renumbered and revised, chart reindexed.

JEPPESEN
12 APR 24
10-2H
Eff 18 Apr

D-ATIS 135.075	RNAV 1 | Alt Set: hPa Trans level: By ATC
Apt Elev 180	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.

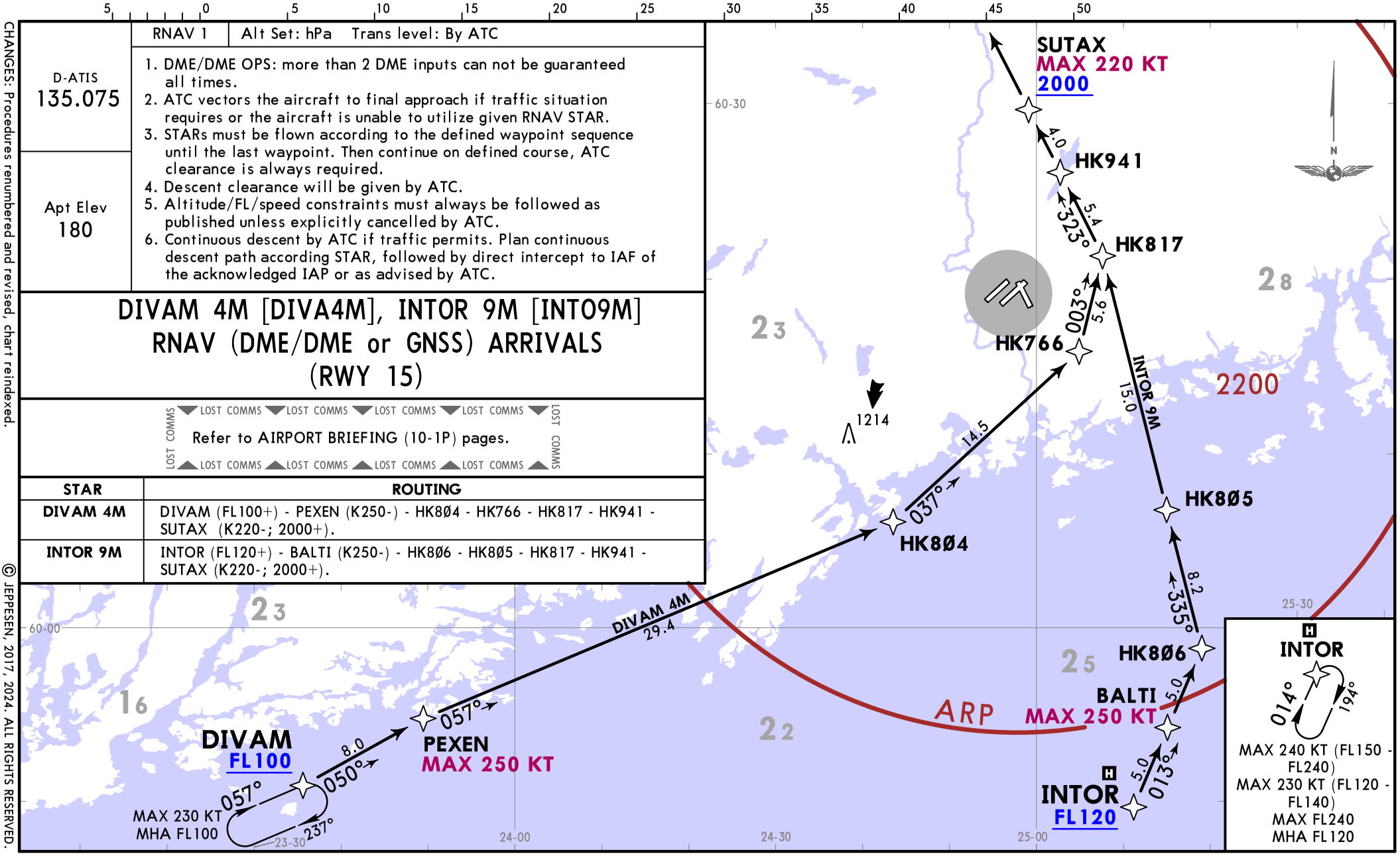
DIVAM 4M [DIVA4M], INTOR 9M [INTO9M] RNAV (DME/DME or GNSS) ARRIVALS (RWY 15)

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

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

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

STAR	ROUTING
DIVAM 4M	DIVAM (FL100+) - PEXEN (K250-) - HK8Ø4 - HK766 - HK817 - HK941 - SUTAX (K220-; 2000+).
INTOR 9M	INTOR (FL120+) - BALTI (K250-) - HK8Ø6 - HK8Ø5 - HK817 - HK941 - SUTAX (K220-; 2000+).



D-ATIS
135.075

Apt Elev
180

RNAV 1 | Alt Set: hPa Trans level: By ATC

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.

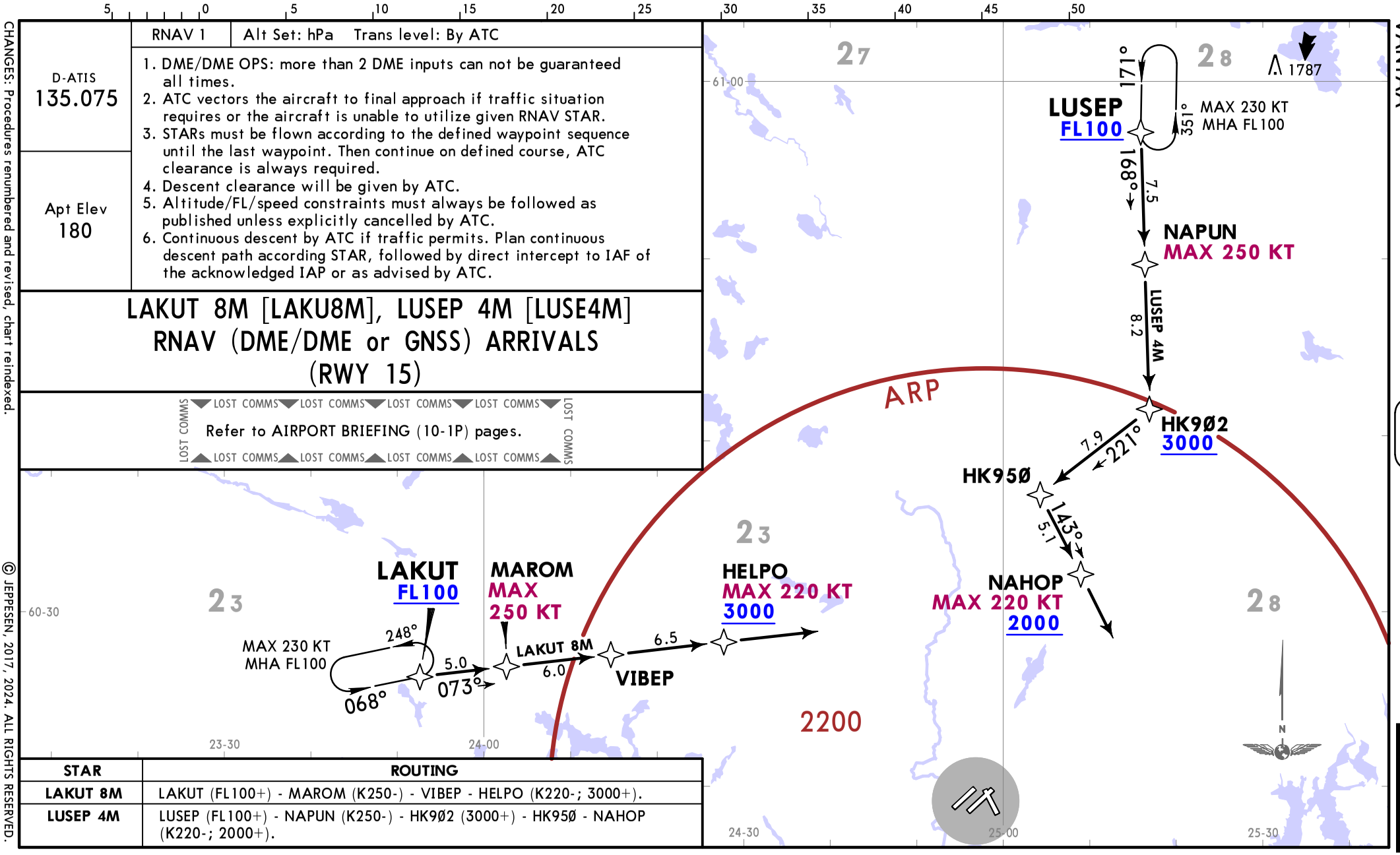
LAKUT 8M [LAKU8M], LUSEP 4M [LUSE4M] RNAV (DME/DME or GNSS) ARRIVALS (RWY 15)

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

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

LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

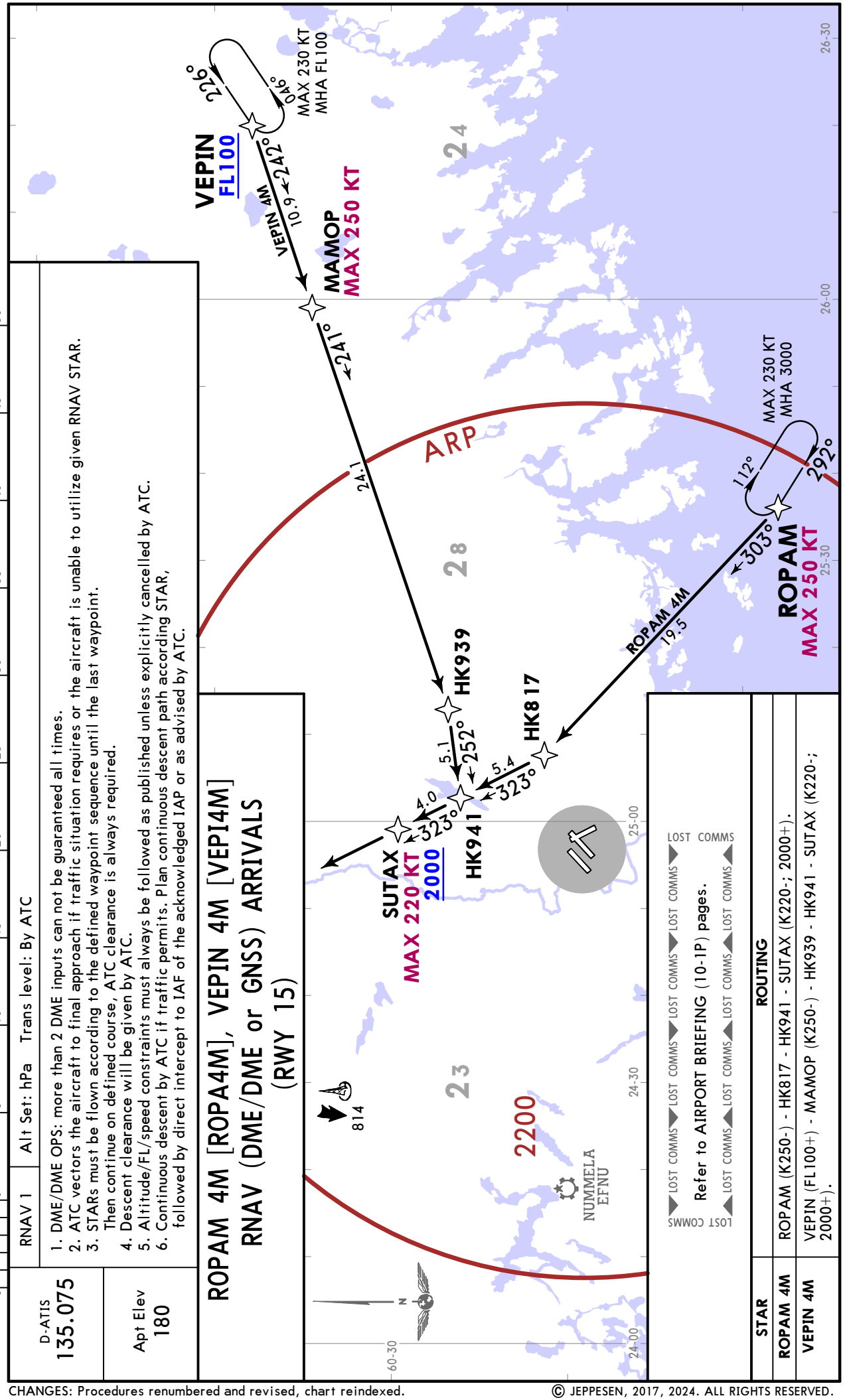
STAR	ROUTING
LAKUT 8M	LAKUT (FL100+) - MAROM (K250-) - VIBEP - HELPO (K220-; 3000+).
LUSEP 4M	LUSEP (FL100+) - NAPUN (K250-) - HK9Ø2 (3000+) - HK95Ø - NAHOP (K220-; 2000+).



EFHK/HEL
VANTAA

JEPPESEN
12 APR 24 (10-2K) Eff 18 Apr

HELSINKI, FINLAND
RNAV STAR

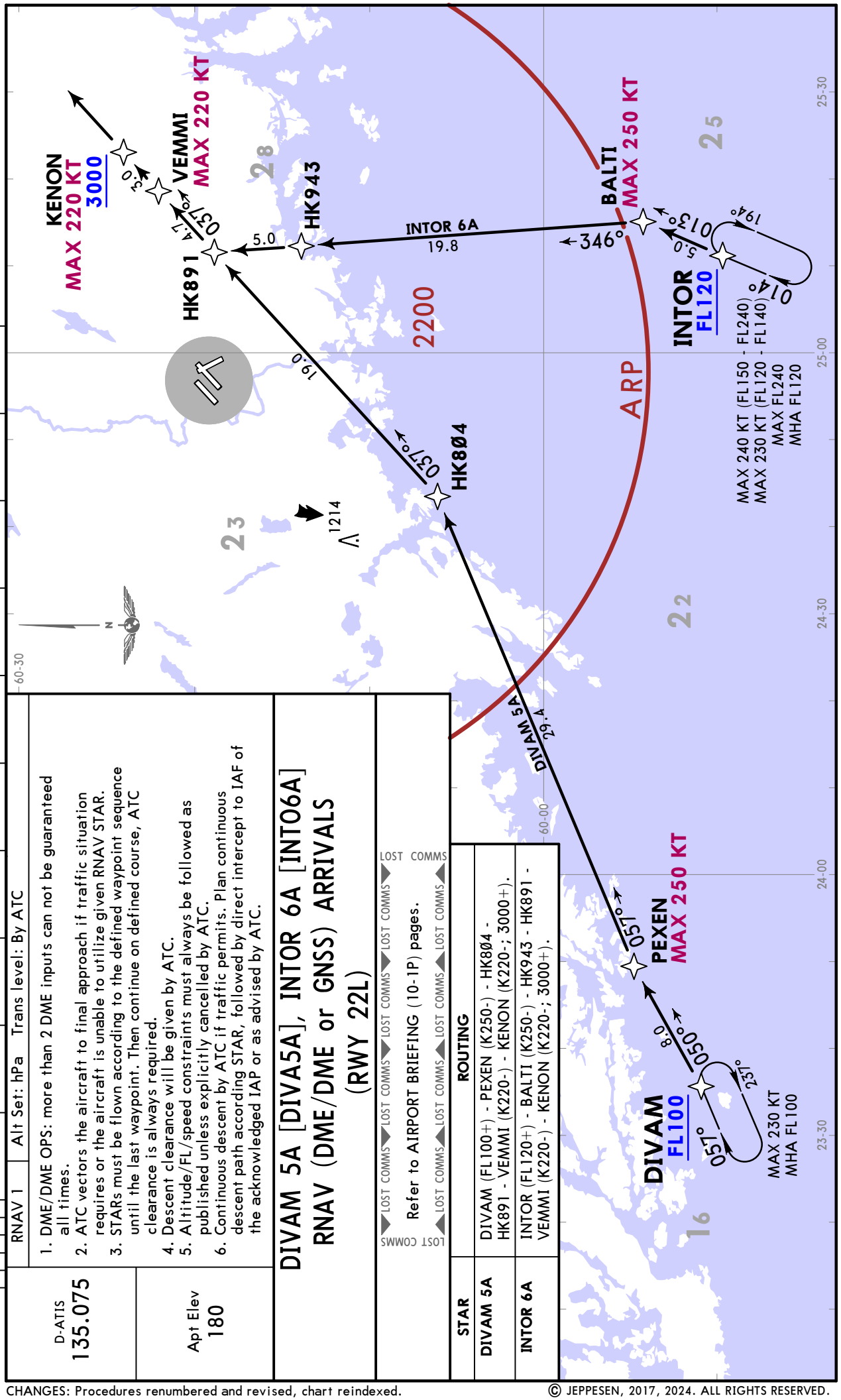


CHANGES: Procedures renumbered and revised, chart reindexed.

EFHK/HEL
VANTAA

JEPPESEN
12 APR 24 (10-2L) Eff 18 Apr

HELSINKI, FINLAND
RNAV STAR



D-ATIS 135.075

Apt Elev 180

RNAV 1 | Alt Set: hPa | Trans level: By ATC

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.

DIVAM 5A [DIVA5A], INTOR 6A [INTO6A] RNAV (DME/DME or GNSS) ARRIVALS (RWY 22L)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

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

STAR	ROUTING
DIVAM 5A	DIVAM (FL100+) - PEXEN (K250-) - HK8Ø4 - HK891 - VEMMI (K220-) - KENON (K220-; 3000+).
INTOR 6A	INTOR (FL120+) - BALTI (K250-) - HK943 - HK891 - VEMMI (K220-) - KENON (K220-; 3000+).

CHANGES: Procedures renumbered and revised, chart reindexed.

D-ATIS	Apt Elev
135.075	180

Alt Set: hPa Trans level: By ATC

RNAV 1

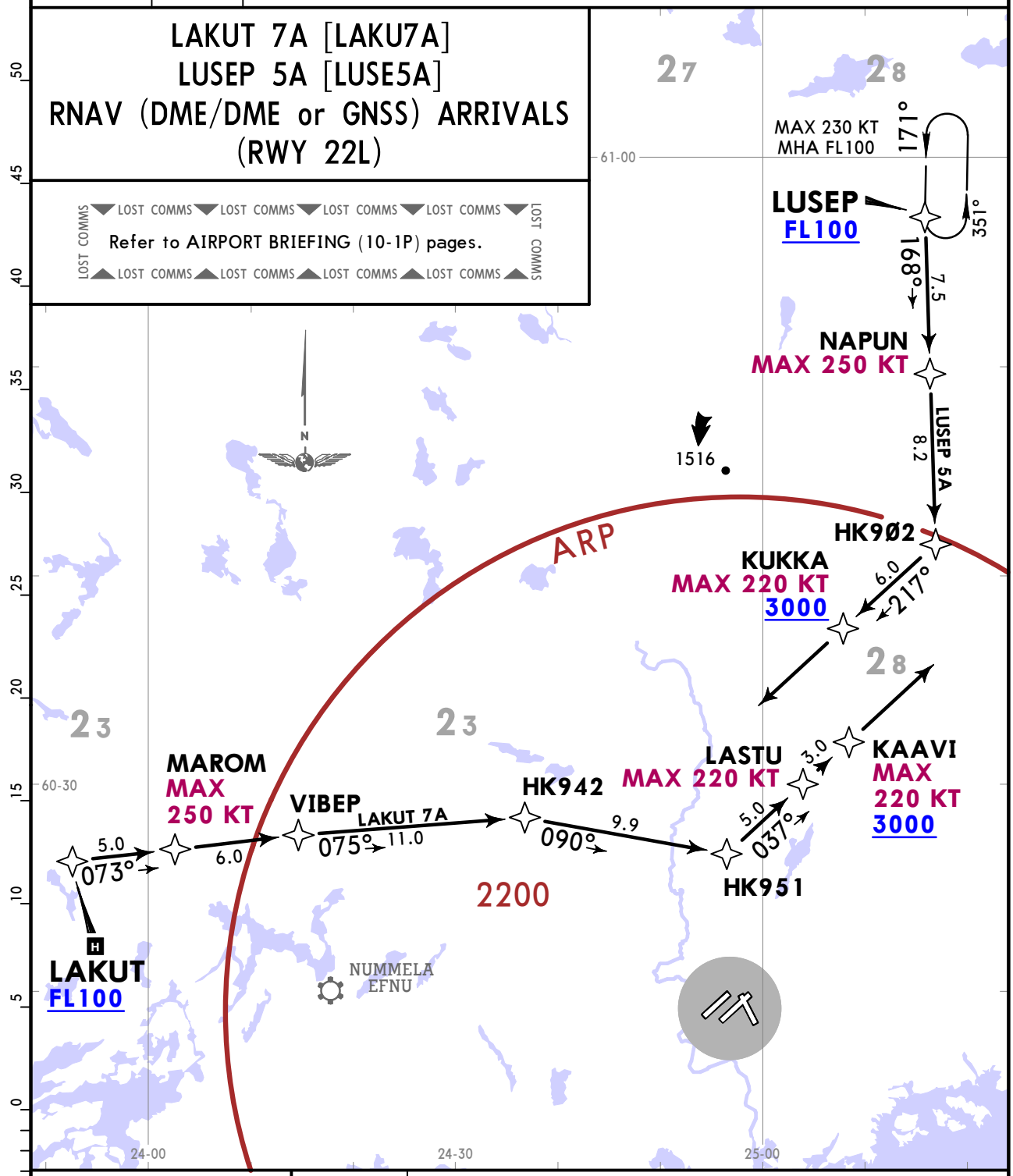
1. DME/DME OPS: more than 2 DME inputs can not be guaranteed all times.
2. ATC vectors the aircraft to final approach if traffic situation requires or the aircraft is unable to utilize given RNAV STAR.
3. STARs must be flown according to the defined waypoint sequence until the last waypoint. Then continue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

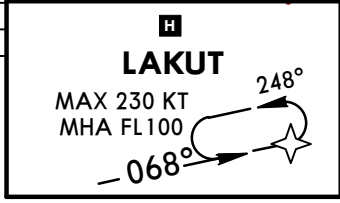
LAKUT 7A [LAKU7A]
LUSEP 5A [LUSE5A]
RNAV (DME/DME or GNSS) ARRIVALS
(RWY 22L)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS





STAR	ROUTING
LAKUT 7A	LAKUT (FL100+) - MAROM (K250-) - VIBEP - HK942 - HK951 - LASTU (K220-) - KAAVI (K220-; 3000+).
LUSEP 5A	LUSEP (FL100+) - NAPUN (K250-) - HK9Ø2 - KUKKA (K220-; 3000+).

CHANGES: Procedures renumbered and revised, chart reindexed.

ROPAM 5A [ROPA5A], VEPIN 5A [VEPI5A]
RNAV (DME/DME or GNSS) ARRIVALS
(RWY 22L)

D-ATIS 135.075

Apt Elev 180

RNAV 1 | Alt Set: hPa | Trans level: By ATC

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.

STAR	ROUTING
ROPAM 5A	ROPAM (K250-) - HK943 - HK891 - VEMMI (K220-) - KENON (K220-; 3000+).
VEPIN 5A	VEPIN (FL100+) - MAMOP (K250-) - HK956 - ARADE (K220-; 3000+).

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

VEPIN FL100
MAX 230 KT MHA FL100
229°
049°
242°
VEPIN 5A
10.9
MAMOP MAX 250 KT
217°
10.1
HK956
ARADE MAX 220 KT 3000
6.0
KENON MAX 220 KT 3000
VEMMI MAX 220 KT
5.0
027°
4.1
HK891
5.0
346°
HK943
MAX 230 KT MHA 3000
292°
112°
286°
13.3
ROPAM 5A
ROPAM MAX 250 KT
1067
2200
NUMMELA EFNU
ARP
24
28
23
60-30
25-00
24-30
24-00
26-00
25-30
26-30
5 0 5 10 15 20 25 30 35 40 45 50

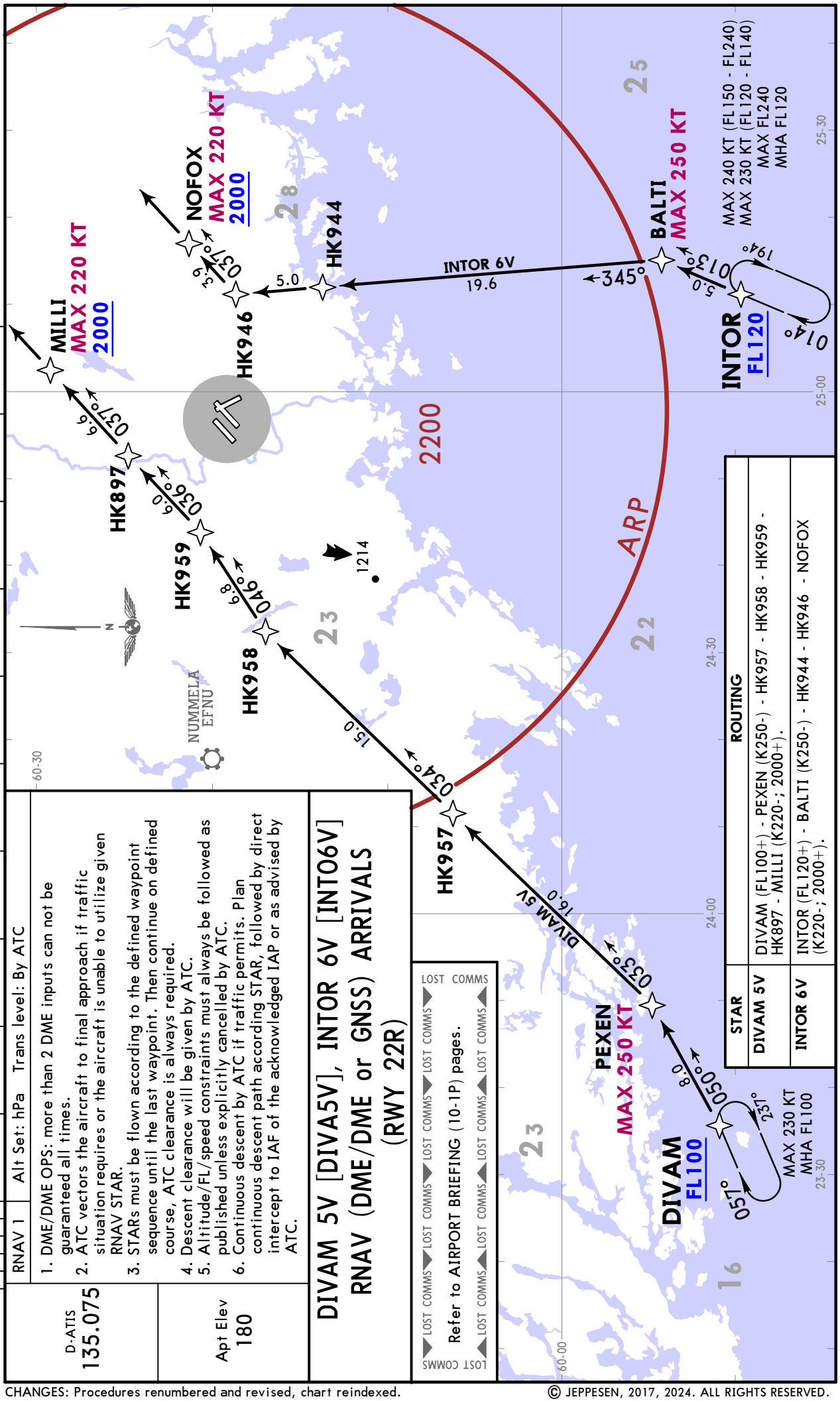
EFHK/HEL VANTAA

JEPPESEN

12 APR 24 | 10-2P | Eff 18 Apr

HELSINKI, FINLAND

RNAV STAR



STAR	ROUTING
DIVAM 5V	DIVAM (FL100+) - PEXEN (K250-) - HK957 - HK958 - HK959 - HK897 - MILLI (K220-; 2000+).
INTOR 6V	INTOR (FL120+) - BALTI (K250-) - HK944 - HK946 - NOFOX (K220-; 2000+).

D-ATIS 135.075

Apt Elev 180

RNAV 1 | Alt Set: hPa Trans level: By ATC

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.

DIVAM 5V [DIVA5V], INTOR 6V [INTO6V] RNAV (DME/DME or GNSS) ARRIVALS (RWY 22R)

D-ATIS
135.075

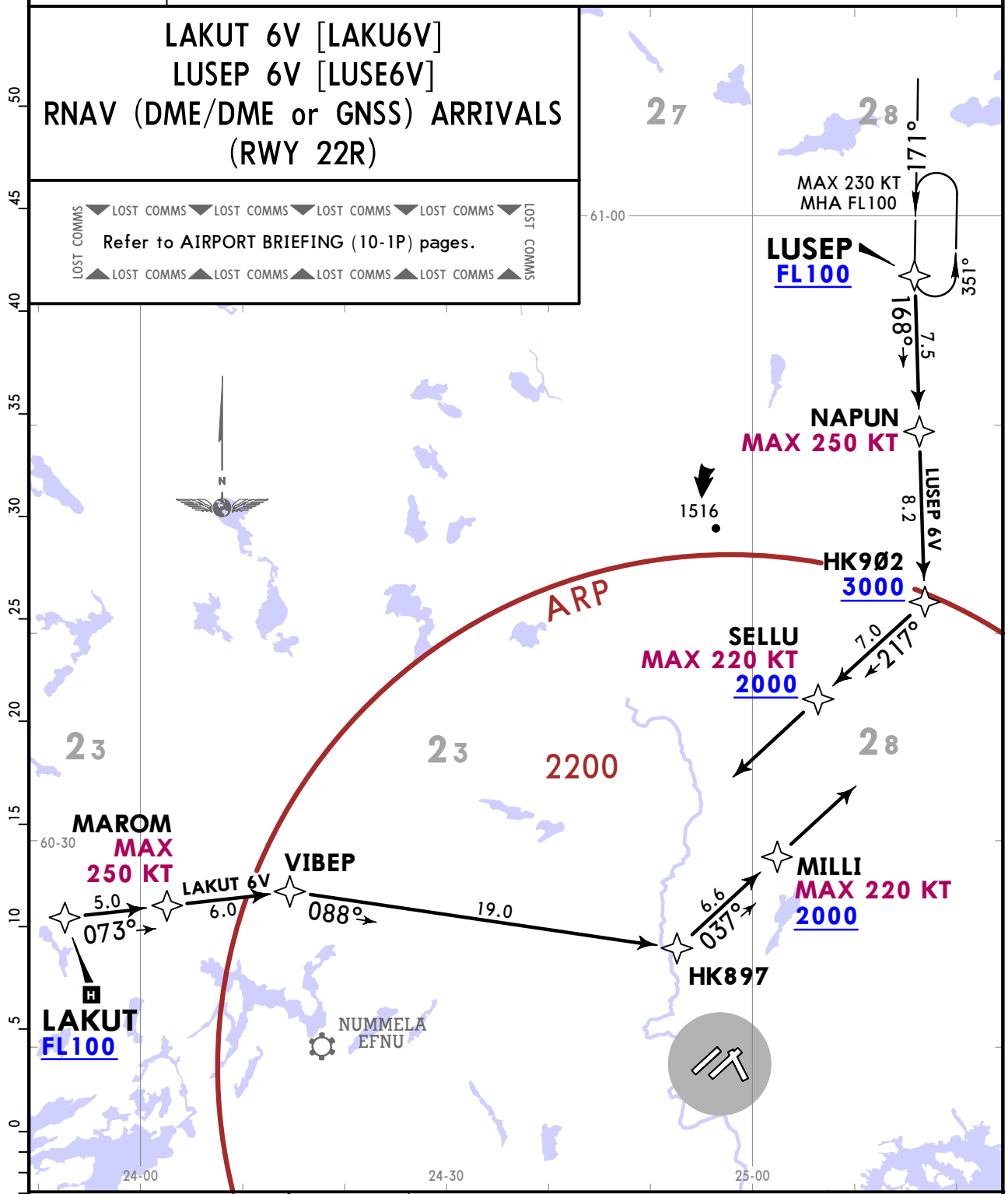
Apt Elev
180

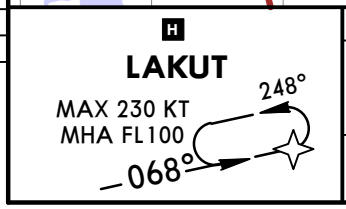
RNAV 1 | Alt Set: hPa Trans level: By ATC

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 6V [LAKU6V]
LUSEP 6V [LUSE6V]
RNAV (DME/DME or GNSS) ARRIVALS
(RWY 22R)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS





STAR	ROUTING
LAKUT 6V	LAKUT (FL100+) - MAROM (K250-) - VIBEP - HK897 - MILLI (K220-; 2000+).
LUSEP 6V	LUSEP (FL100+) - NAPUN (K250-) - HK9Ø2 (3000+) - SELLU (K220-; 2000+).

CHANGES: Procedures renumbered and revised, chart reindexed.

D-ATIS
135.075

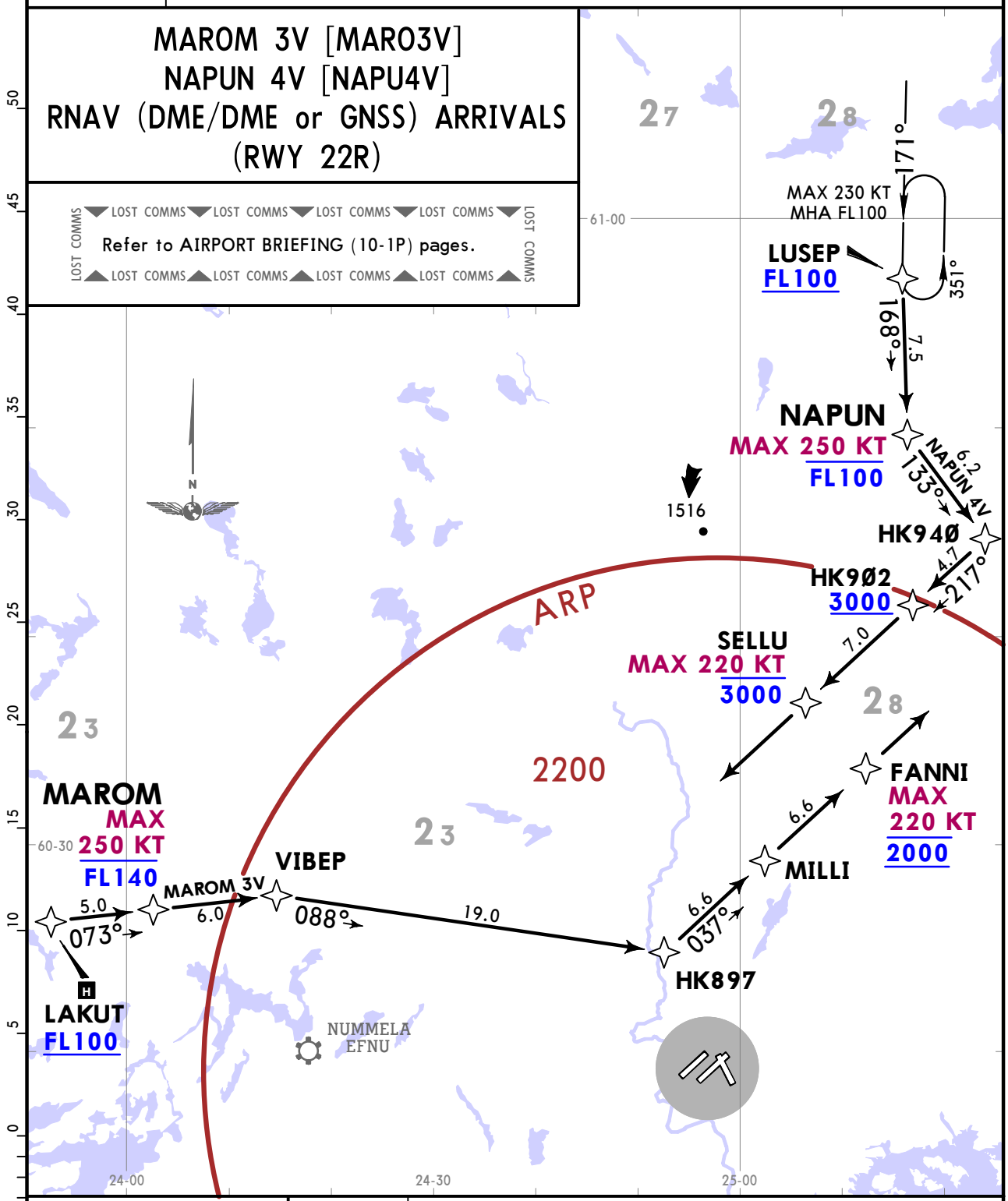
Apt Elev
180

RNAV 1 | Alt Set: hPa Trans level: By ATC

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.

MAROM 3V [MARO3V]
NAPUN 4V [NAPU4V]
RNAV (DME/DME or GNSS) ARRIVALS
(RWY 22R)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS



H
LAKUT
MAX 230 KT
MHA FL100
248°
068°

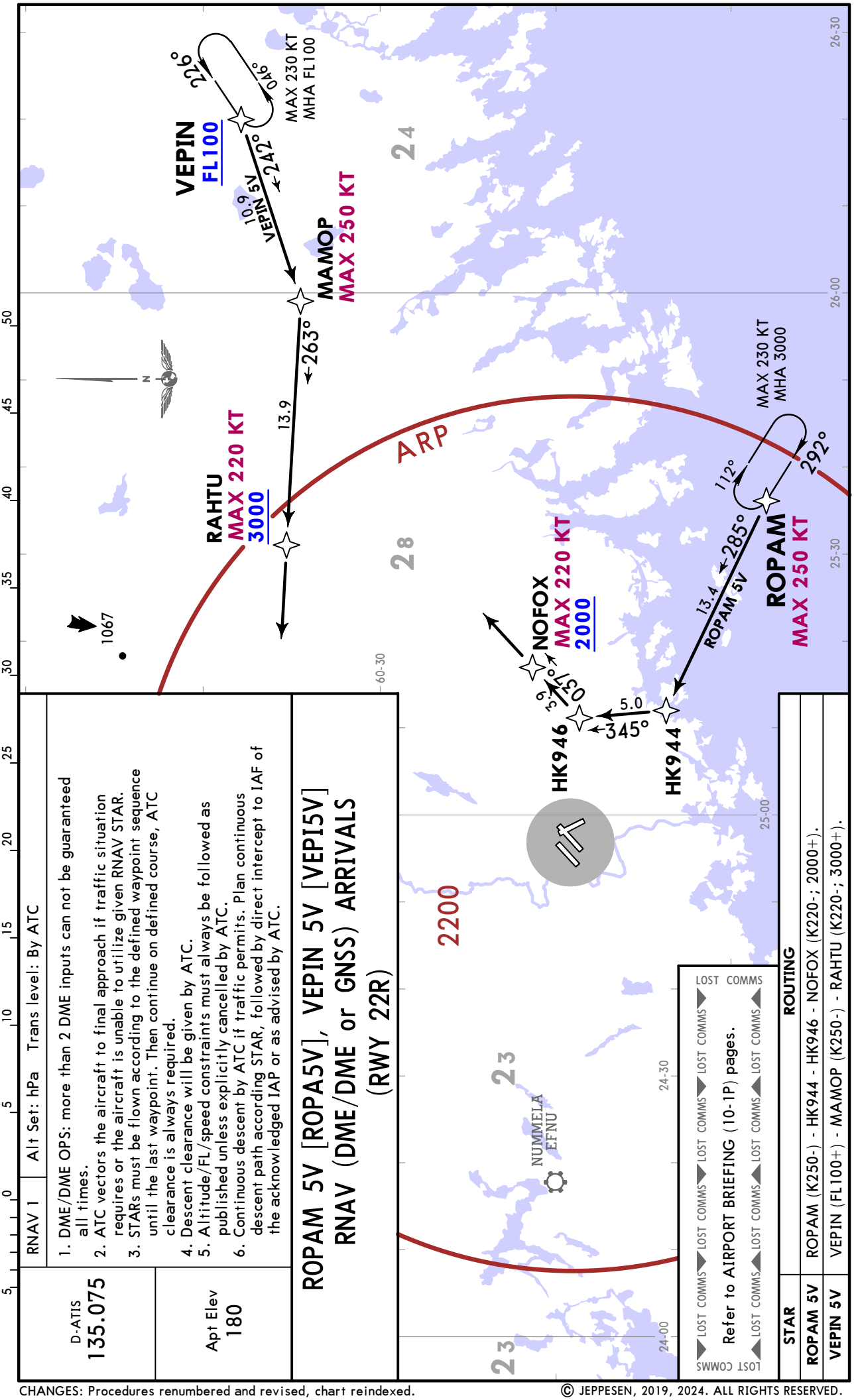
STAR	ROUTING
MAROM 3V	LAKUT (FL100+) - MAROM (K250-; FL140-) - VIBEP - HK897 - MILLI - FANNI (K220-; 2000).
NAPUN 4V	LUSEP (FL100+) - NAPUN (K250-; FL100-) - HK94Ø - HK9Ø2 (3000+) - SELLU (K220-; 3000-).

CHANGES: Procedures renumbered and revised, chart reindexed.

EFHK/HEL
VANTAA

JEPPESEN
12 APR 24 (10-2T) Eff 18 Apr

HELSINKI, FINLAND
RNAV STAR



D-ATIS 135.075

Apt Elev 180

RNAV 1 | Alt Set: hPa Trans level: By ATC

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.

ROPAM 5V [ROPA5V], VEPIN 5V [VEPI5V]
RNAV (DME/DME or GNSS) ARRIVALS
(RWY 22R)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

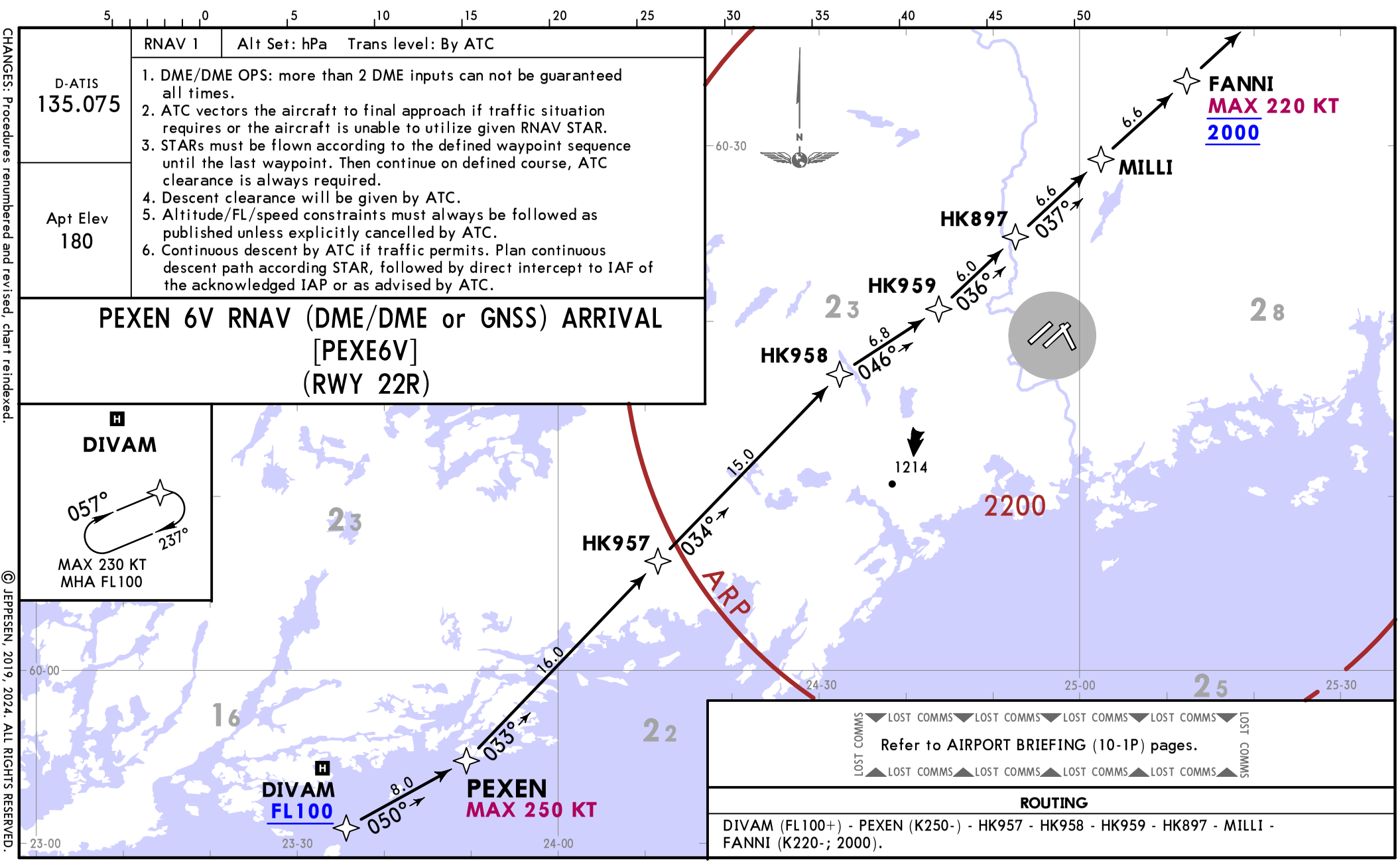
STAR	ROUTING
ROPAM 5V	ROPAM (K250-) - HK944 - HK946 - NOFOX (K220-; 2000+).
VEPIN 5V	VEPIN (FL100+) - MAMOP (K250-) - RAHTU (K220-; 3000+).

CHANGES: Procedures renumbered and revised, chart reindexed.

D-ATIS	RNAV 1	Alt Set: hPa	Trans level: By ATC
135.075			
Apt Elev 180			

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.

PEXEN 6V RNAV (DME/DME or GNSS) ARRIVAL [PEXE6V] (RWY 22R)



ROUTING

DIVAM (FL100+) - PEXEN (K250-) - HK957 - HK958 - HK959 - HK897 - MILLI - FANNI (K220-; 2000).

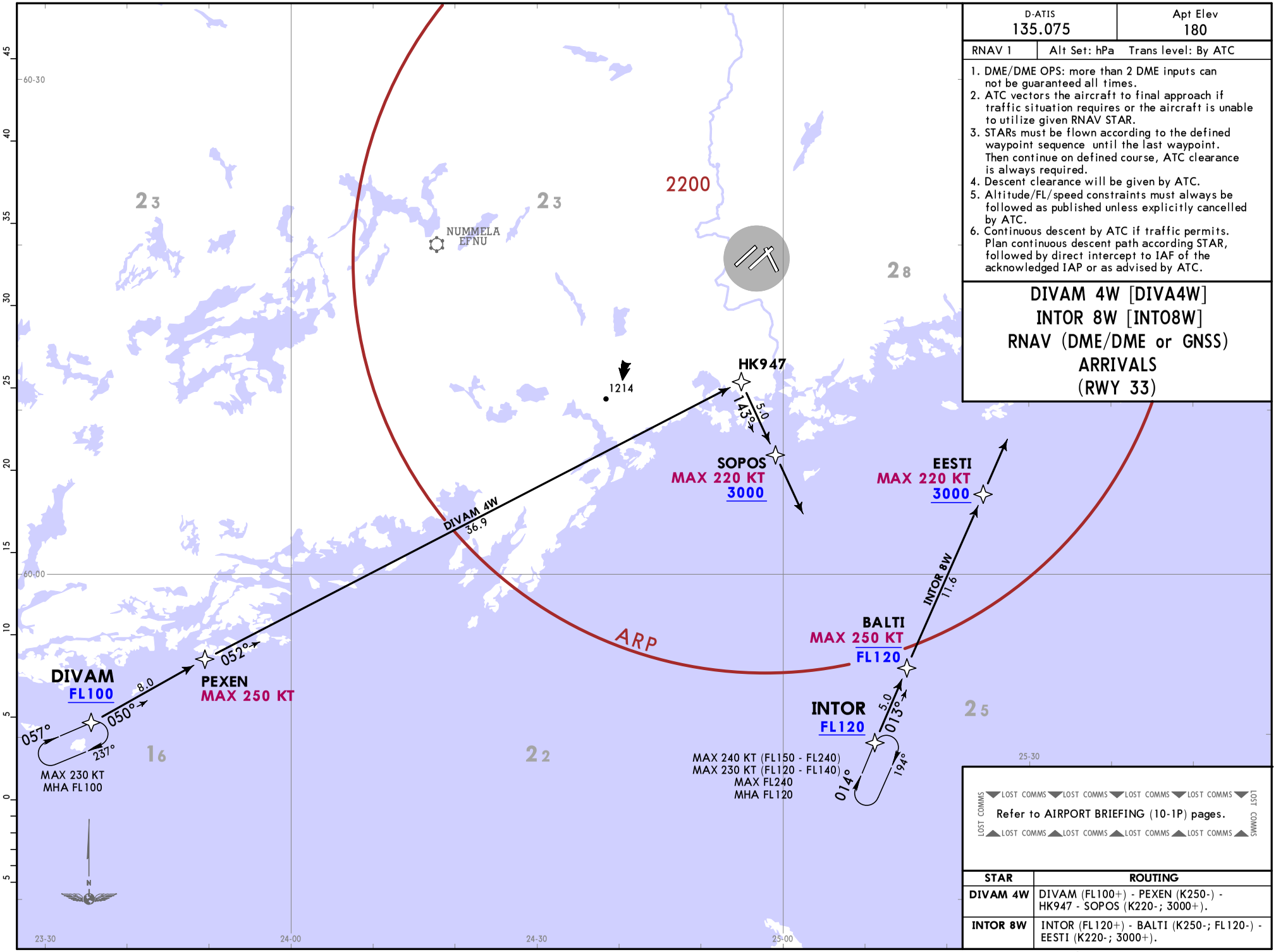
JEPPESEN HELSINKI, FINLAND
12 APR 24 (10-2V) Eff 18 Apr RNAV STAR

D-ATIS	Apt Elev
135.075	180

RNAV 1 | Alt Set: hPa | Trans level: By ATC

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.

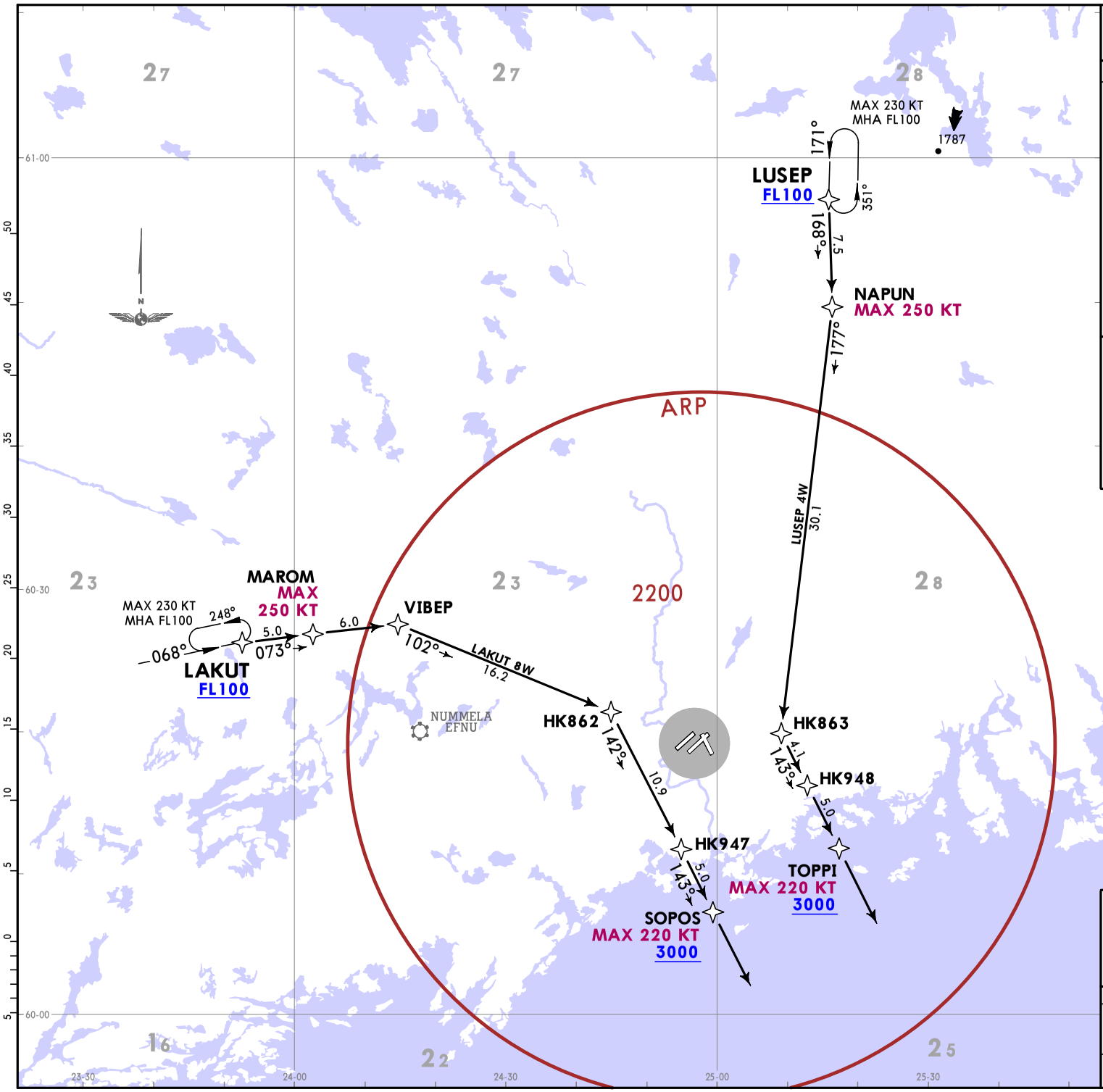
DIVAM 4W [DIVA4W]
INTOR 8W [INTO8W]
RNAV (DME/DME or GNSS)
ARRIVALS
(RWY 33)



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

STAR	ROUTING
DIVAM 4W	DIVAM (FL100+) - PEXEN (K250-) - HK947 - SOPOS (K220-; 3000+).
INTOR 8W	INTOR (FL120+) - BALTI (K250-; FL120-) - EESTI (K220-; 3000+).

CHANGES: Procedures renumbered and revised, chart reindexed.



D-ATIS	Apt Elev
135.075	180

RNAV 1	Alt Set: hPa	Trans level: By ATC

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 8W [LAKU8W]
LUSEP 4W [LUSE4W]
RNAV (DME/DME or GNSS)
ARRIVALS
(RWY 33)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

STAR	ROUTING
LAKUT 8W	LAKUT (FL100+) - MAROM (K250-) - VIBEP - HK862 - HK947 - SOPOS (K220-; 3000+).
LUSEP 4W	LUSEP (FL100+) - NAPUN (K250-) - HK863 - HK948 - TOPPI (K220-; 3000+).

CHANGES: Procedures renumbered and revised, chart reindexed.

D-ATIS
135.075

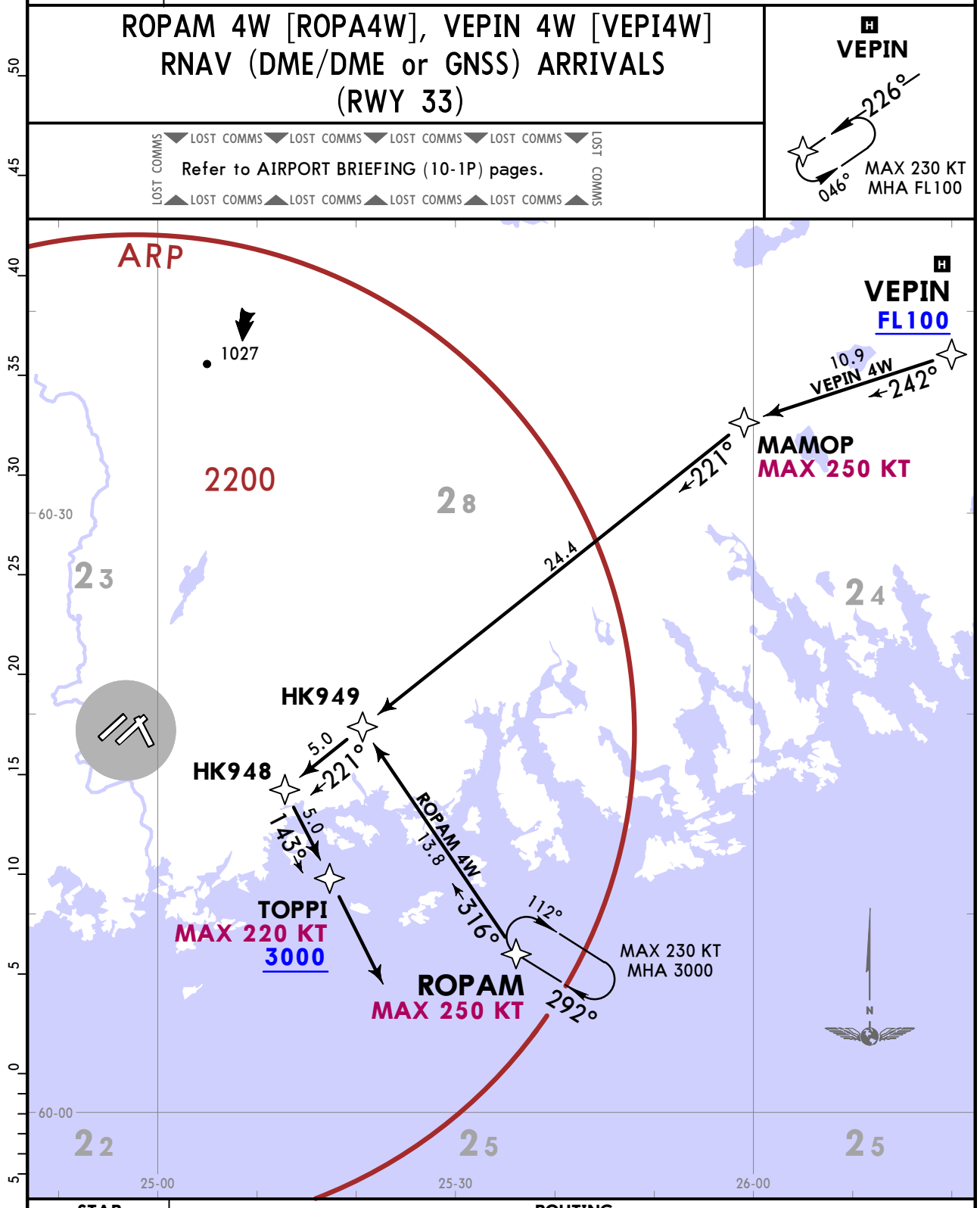
Apt Elev
180

RNAV 1 | Alt Set: hPa Trans level: By ATC

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.

ROPAM 4W [ROPA4W], VEPIN 4W [VEPI4W] RNAV (DME/DME or GNSS) ARRIVALS (RWY 33)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS



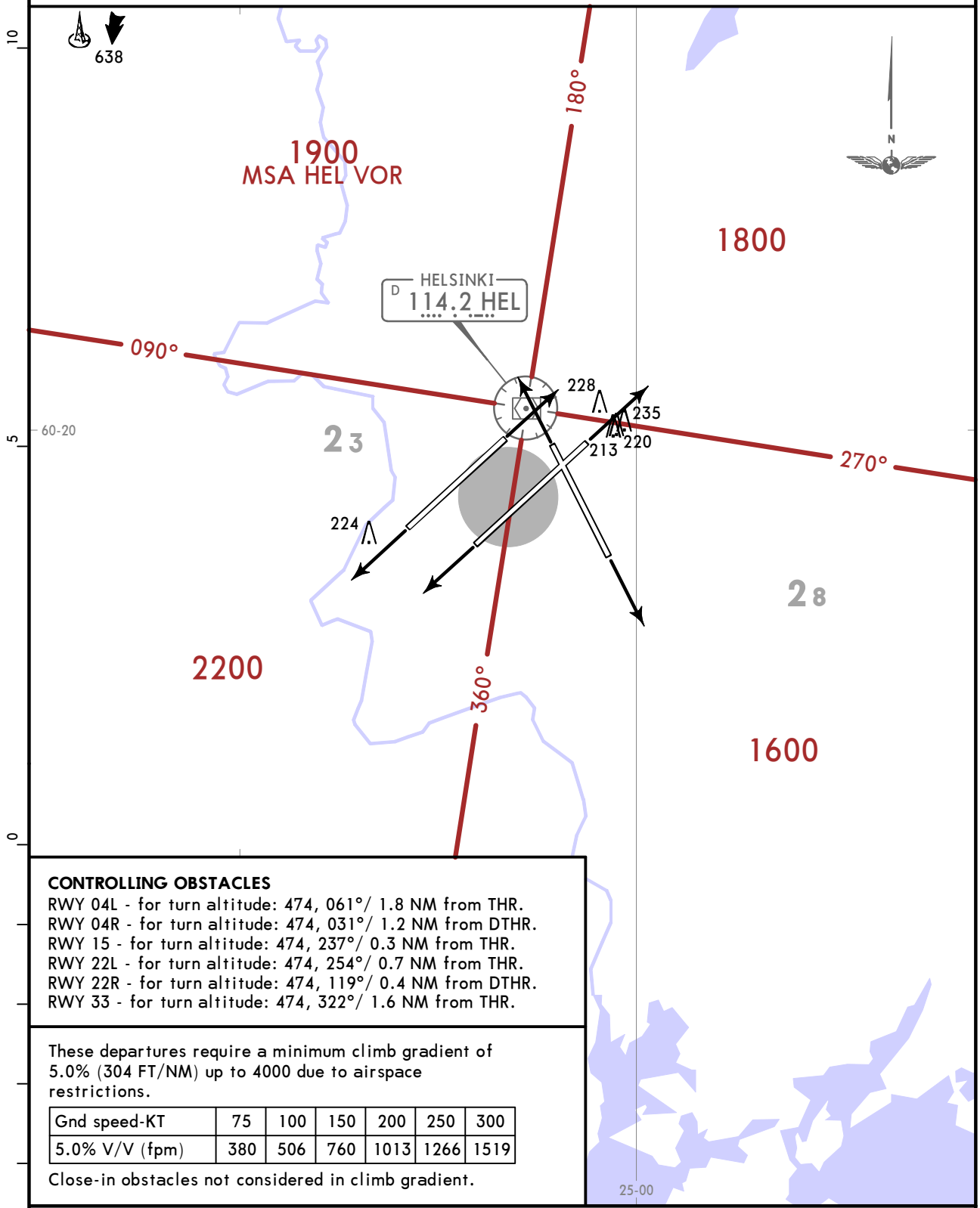
STAR	ROUTING
ROPAM 4W	ROPAM (K250-) - HK949 - HK948 - TOPPI (K220-; 3000+).
VEPIN 4W	VEPIN (FL100+) - MAMOP (K250-) - HK949 - HK948 - TOPPI (K220-; 3000+).

CHANGES: Procedures renumbered and revised, chart reindexed.

Apt Elev	
180	Trans alt: 5000 1. After take-off climb as rapidly as possible to at least 2000. 2. RWYs 04R, 22R: EXPECT close-in obstacles.

OMNIDIRECTIONAL DEPARTURES
(ALL RWYS)

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



CONTROLLING OBSTACLES
RWY 04L - for turn altitude: 474, 061°/ 1.8 NM from THR.
RWY 04R - for turn altitude: 474, 031°/ 1.2 NM from DTHR.
RWY 15 - for turn altitude: 474, 237°/ 0.3 NM from THR.
RWY 22L - for turn altitude: 474, 254°/ 0.7 NM from THR.
RWY 22R - for turn altitude: 474, 119°/ 0.4 NM from DTHR.
RWY 33 - for turn altitude: 474, 322°/ 1.6 NM from THR.

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

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

Close-in obstacles not considered in climb gradient.

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

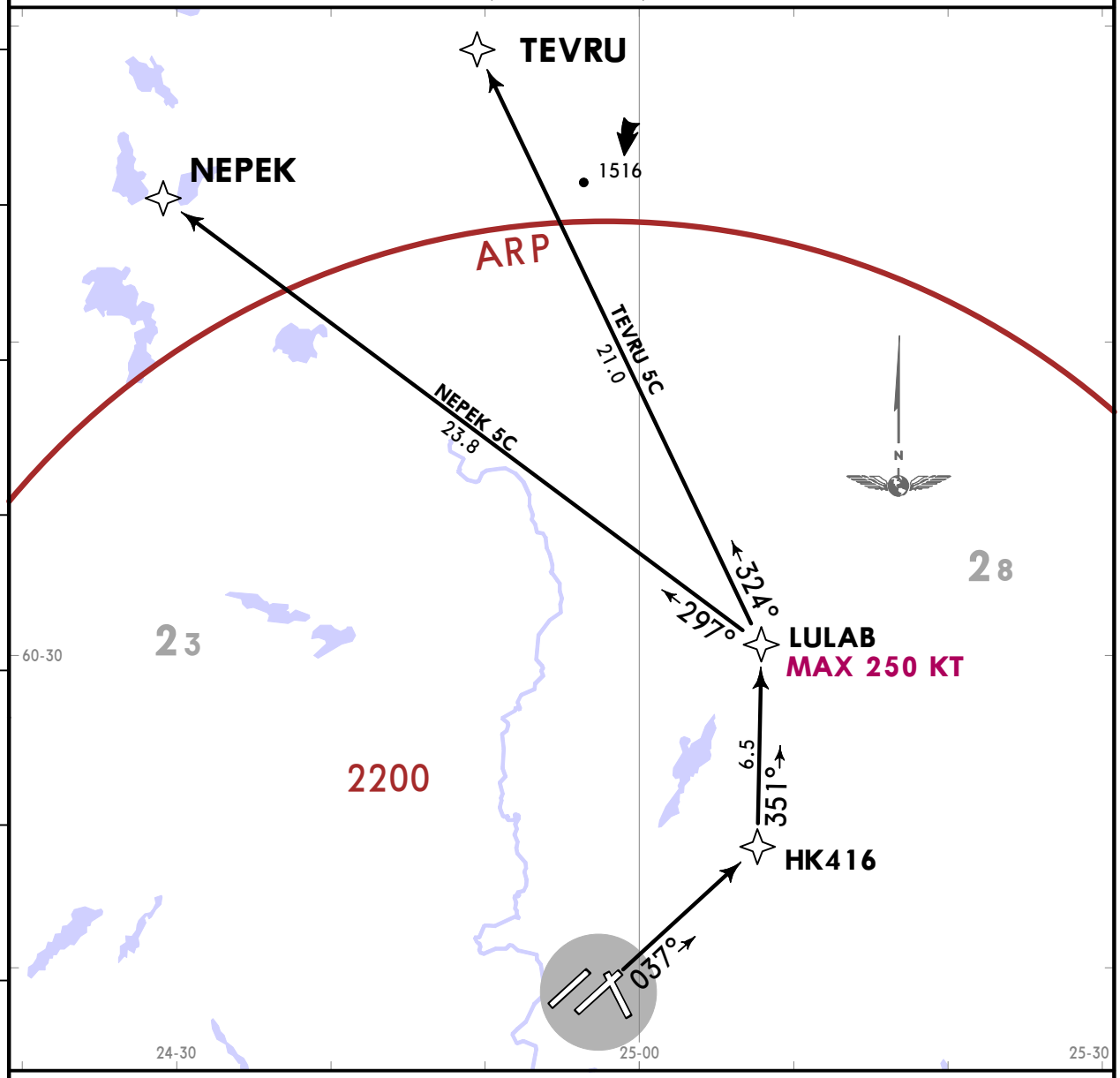
RWY	ROUTING
04L/R, 15 22R, 33	Climb straight ahead to at or above 680.
22L	Climb straight ahead to at or above 730.

CHANGES: Chart reindexed & completely revised.

HELSINKI Radar	Apt Elev	Trans alt: 5000
129.850	180	RNAV 1

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

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



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

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

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (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.

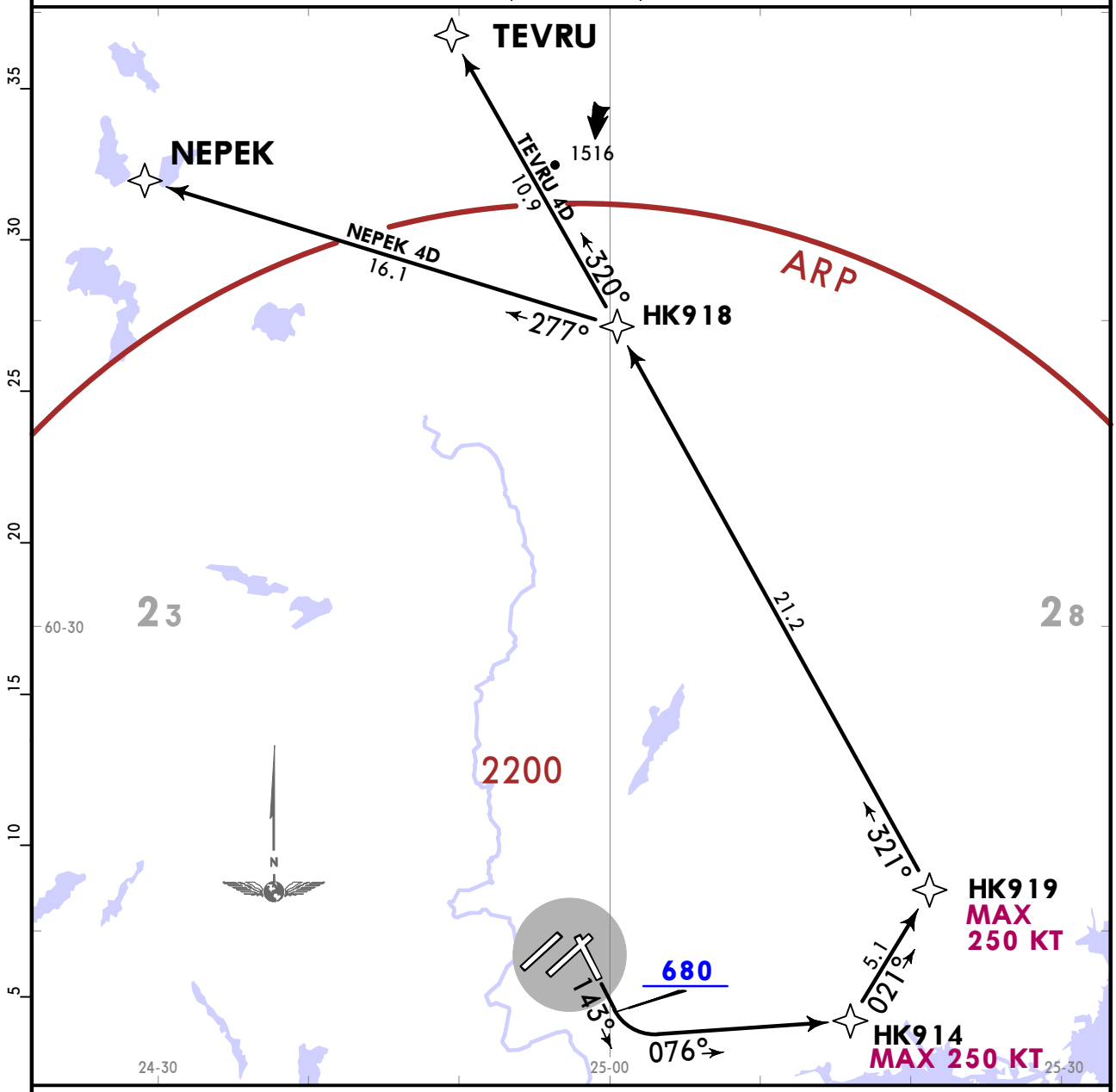
SID	ROUTING
NEPEK 5C	(680+) - HK416 - LULAB (K250-) - NEPEK.
TEVRU 5C	(680+) - HK416 - LULAB (K250-) - TEVRU.

CHANGES: Tracks updated, procedures renumbered.

HELSINKI Radar	Apt Elev	RNAV 1	Trans alt: 5000
119.100	180		

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

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



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

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

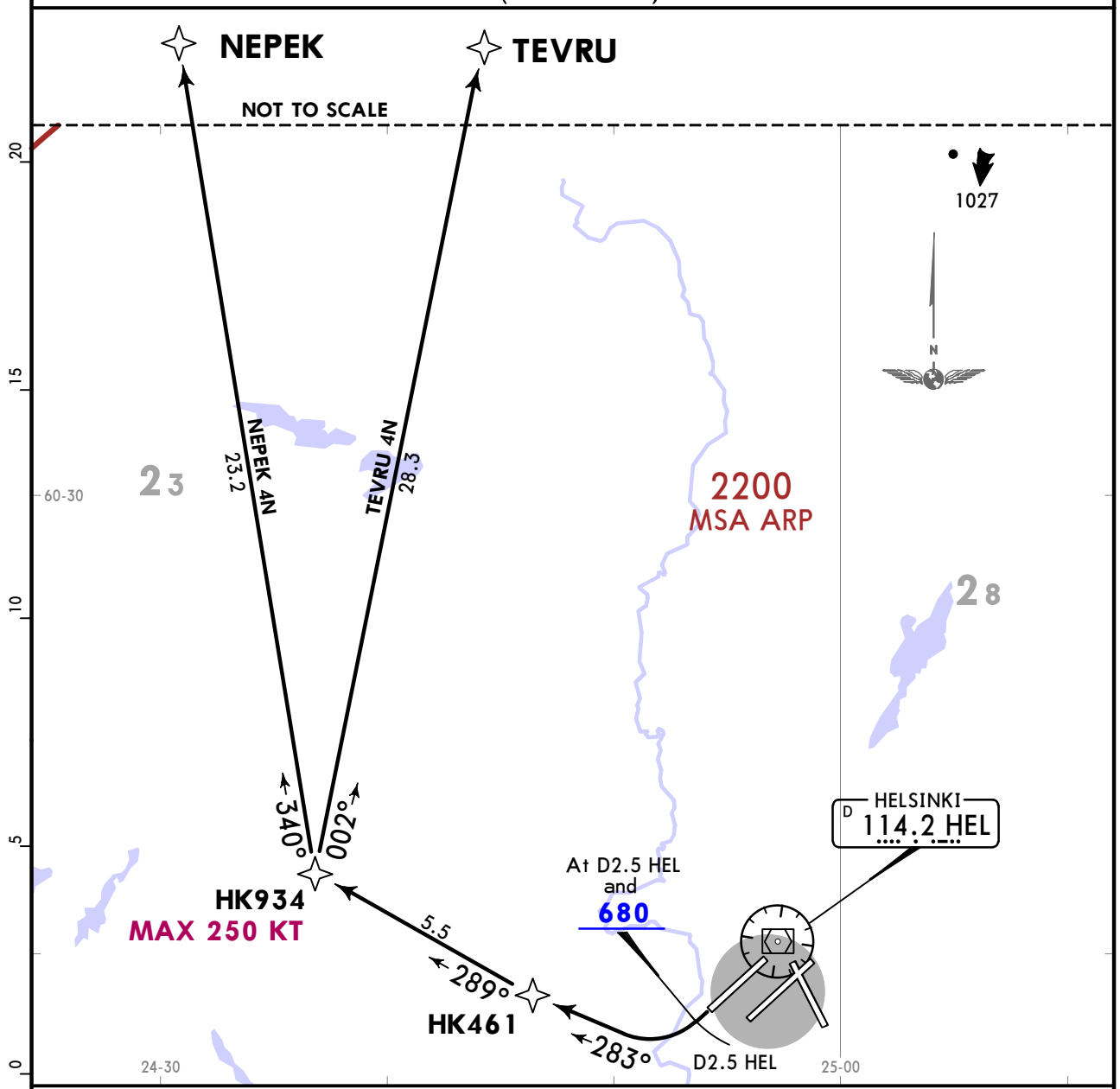
Initial climb clearance **4000** or assigned altitude if lower, climb to higher level only when cleared by ATC.

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

CHANGES: Tracks updated, procedures renumbered.

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

NEPEK 4N [NEPE4N], TEVRU 4N [TEVR4N]
RNAV (GNSS) DEPARTURES
(RWY 22R)



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

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

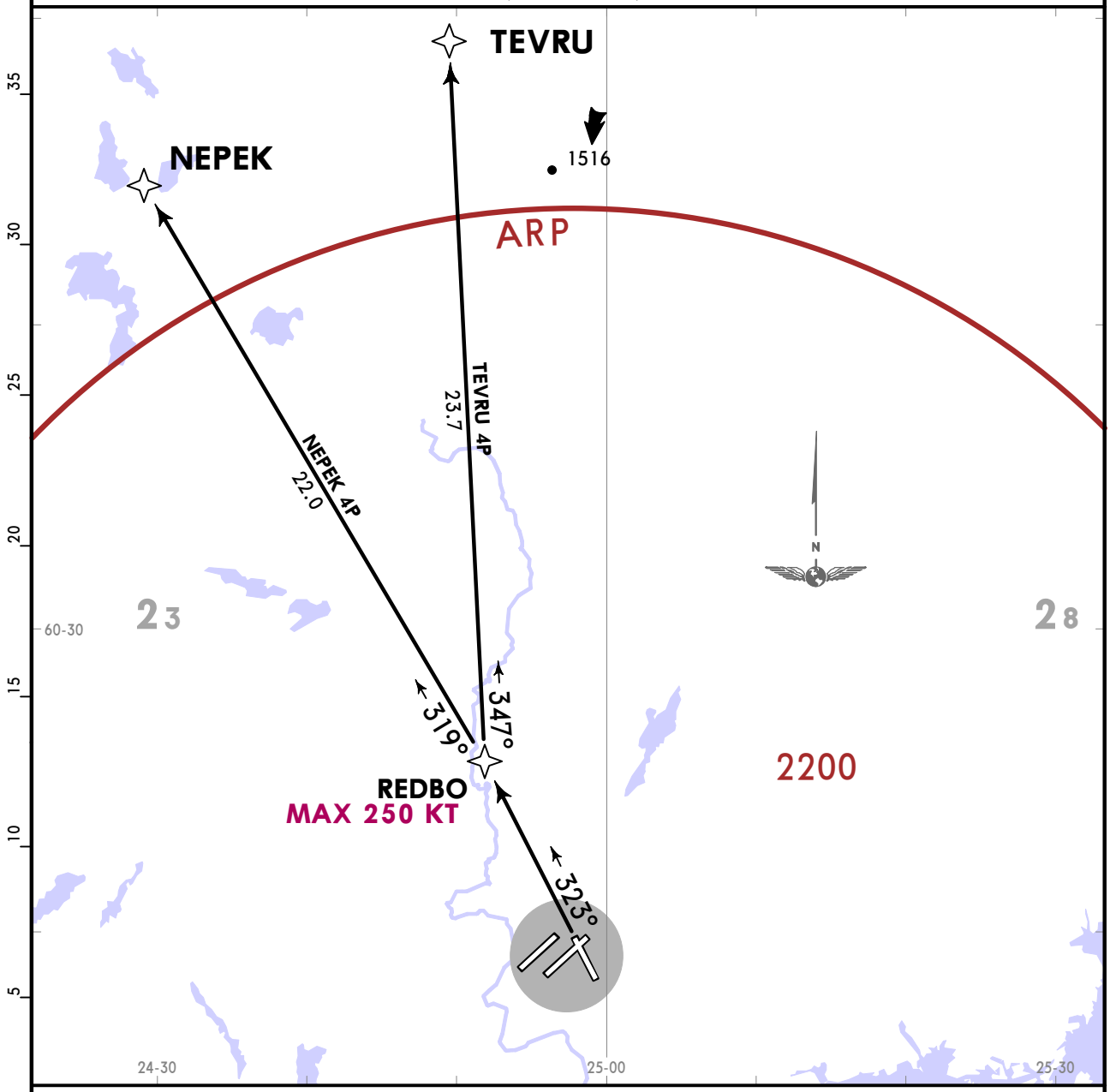
Initial climb clearance **4000** or assigned altitude if lower, climb to higher level only when cleared by ATC.

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

CHANGES: Tracks updated, procedures renumbered.

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

NEPEK 4P [NEPE4P], TEVRU 4P [TEVR4P]
RNAV (GNSS) DEPARTURES
(RWY 33)



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

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

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (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 4P	(680+) - REDBO (K250-) - NEPEK.
TEVRU 4P	(680+) - REDBO (K250-) - TEVRU.

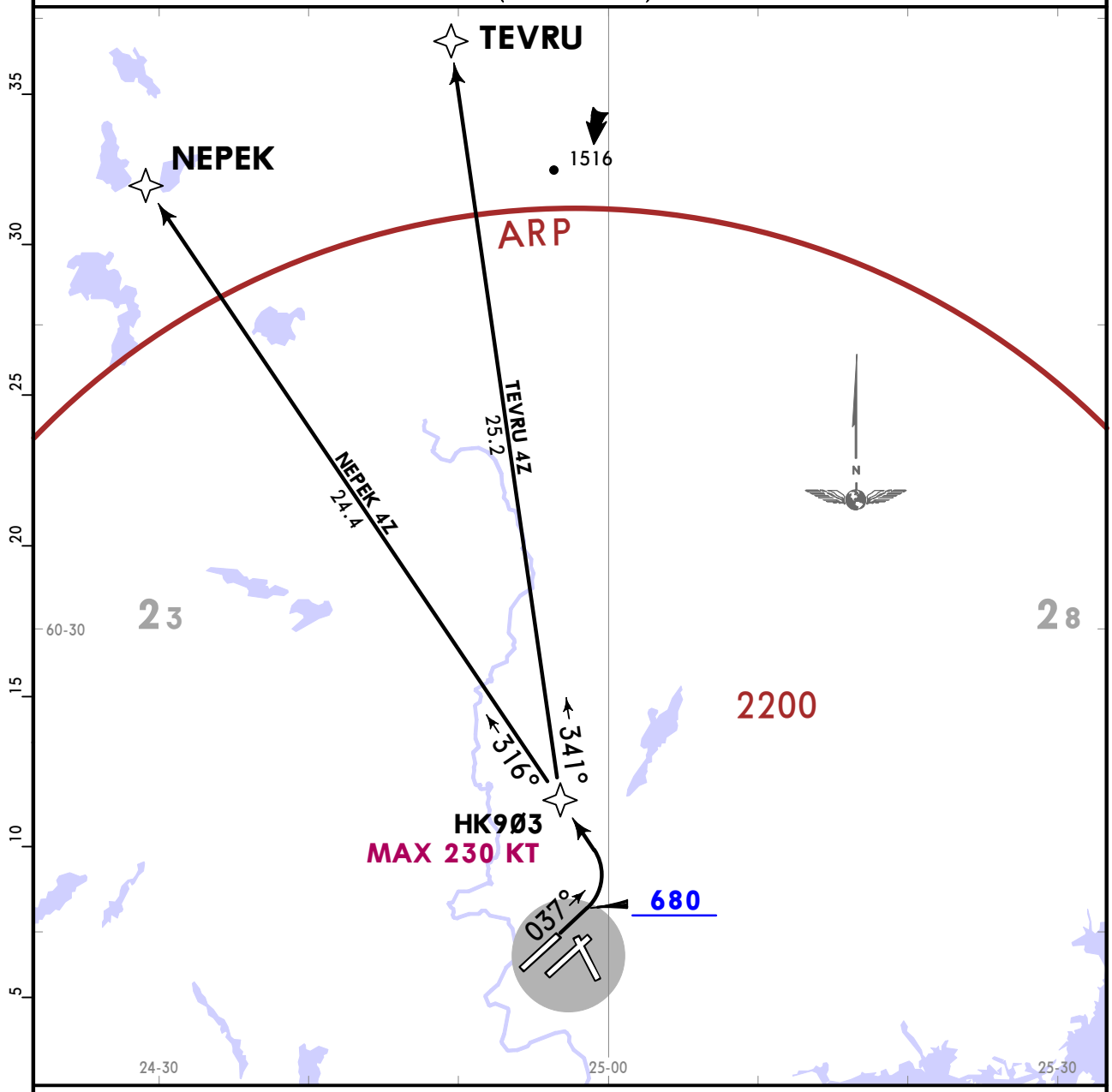
CHANGES: Tracks updated, procedures renumbered.

HELSINKI Radar	Apt Elev
129.850	180

RNAV 1 | Trans alt: 5000

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

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



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

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

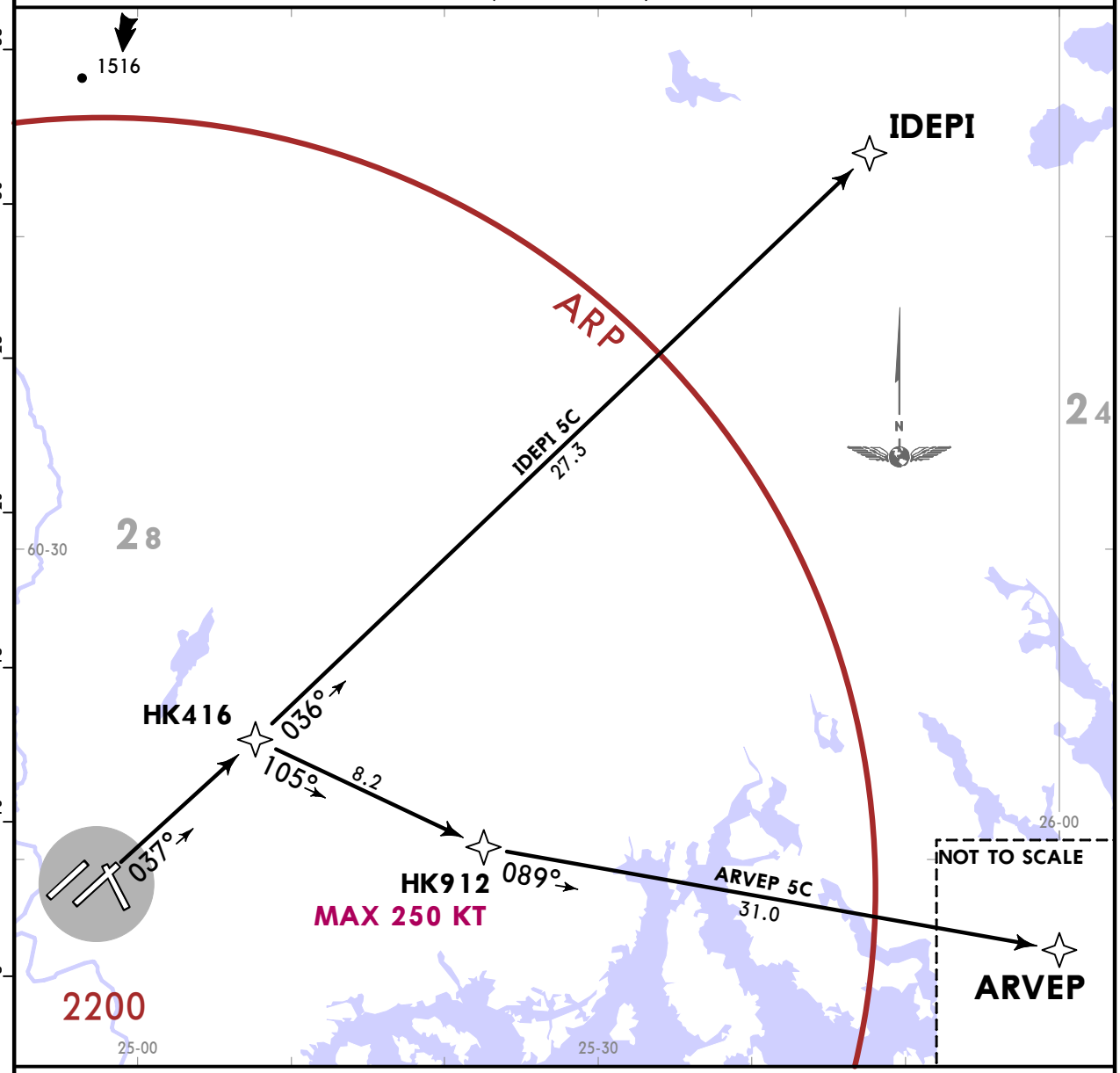
Initial climb clearance **4000** or assigned altitude if lower, climb to higher level only when cleared by ATC.

SID	ROUTING
NEPEK 4Z	(680+) - HK9Ø3 (K230-) - NEPEK.
TEVRU 4Z	(680+) - HK9Ø3 (K230-) - TEVRU.

CHANGES: Tracks updated, procedures renumbered.

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

ARVEP 5C [ARVE5C], IDEPI 5C [IDEP5C]
RNAV (GNSS) DEPARTURES
(RWY 04R)



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

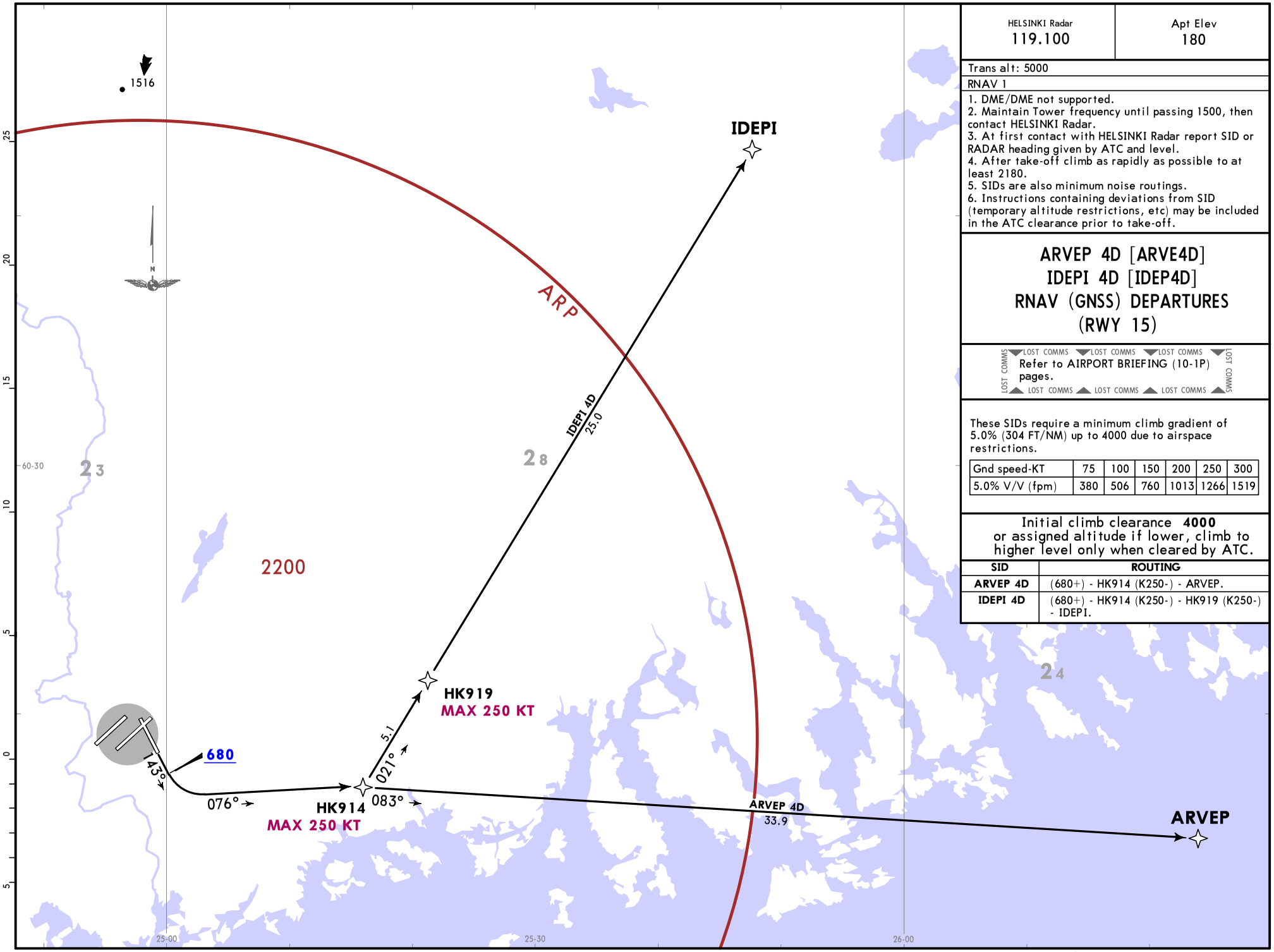
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Refer to AIRPORT BRIEFING (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 5C	(680+) - HK416 - HK912 (K250-) - ARVEP.
IDEPI 5C	(680+) - HK416 - IDEPI.

CHANGES: Tracks updated, procedures renumbered.



HELSINKI Radar	Apt Elev
119.100	180

Trans alt: 5000

RNAV 1

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

ARVEP 4D [ARVE4D]
IDEPI 4D [IDEP4D]
RNAV (GNSS) DEPARTURES
(RWY 15)

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

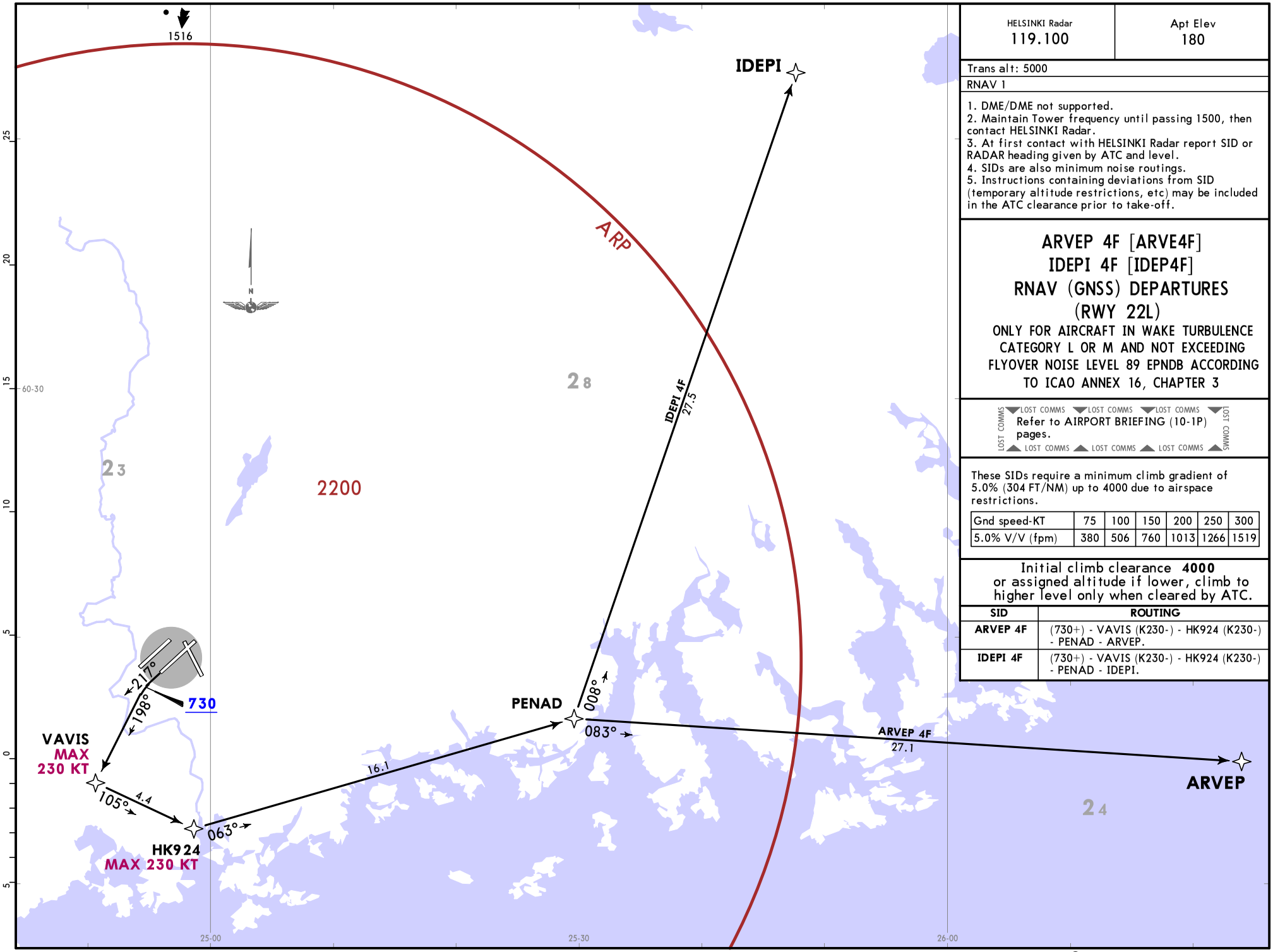
These SIDs require a minimum climb gradient of 5.0% (304 FT/NM) up to 4000 due to airspace restrictions.

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

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

SID	ROUTING
ARVEP 4D	(680+) - HK914 (K250-) - ARVEP.
IDEPI 4D	(680+) - HK914 (K250-) - HK919 (K250-) - IDEPI.

CHANGES: Tracks updated, procedures renumbered.



HELSINKI Radar	Apt Elev
119.100	180

Trans alt: 5000

RNAV 1

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

ARVEP 4F [ARVE4F]
IDEPI 4F [IDEP4F]
RNAV (GNSS) DEPARTURES
(RWY 22L)

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

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

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

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

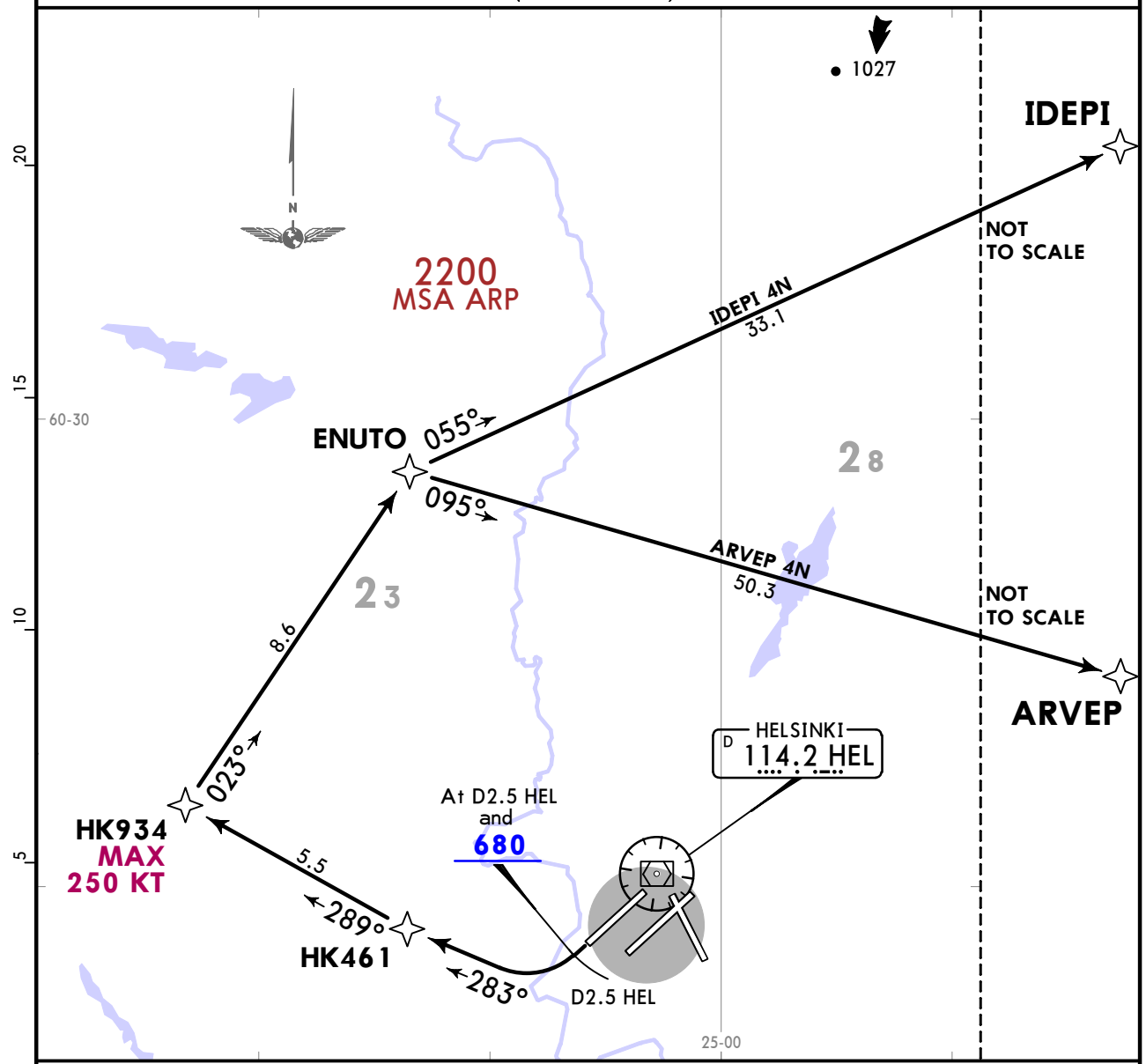
Initial climb clearance **4000**
or assigned altitude if lower, climb to higher level only when cleared by ATC.

SID	ROUTING
ARVEP 4F	(730+) - VAVIS (K230-) - HK924 (K230-) - PENAD - ARVEP.
IDEPI 4F	(730+) - VAVIS (K230-) - HK924 (K230-) - PENAD - IDEPI.

CHANGES: Tracks updated, procedures renumbered.

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

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



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

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

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

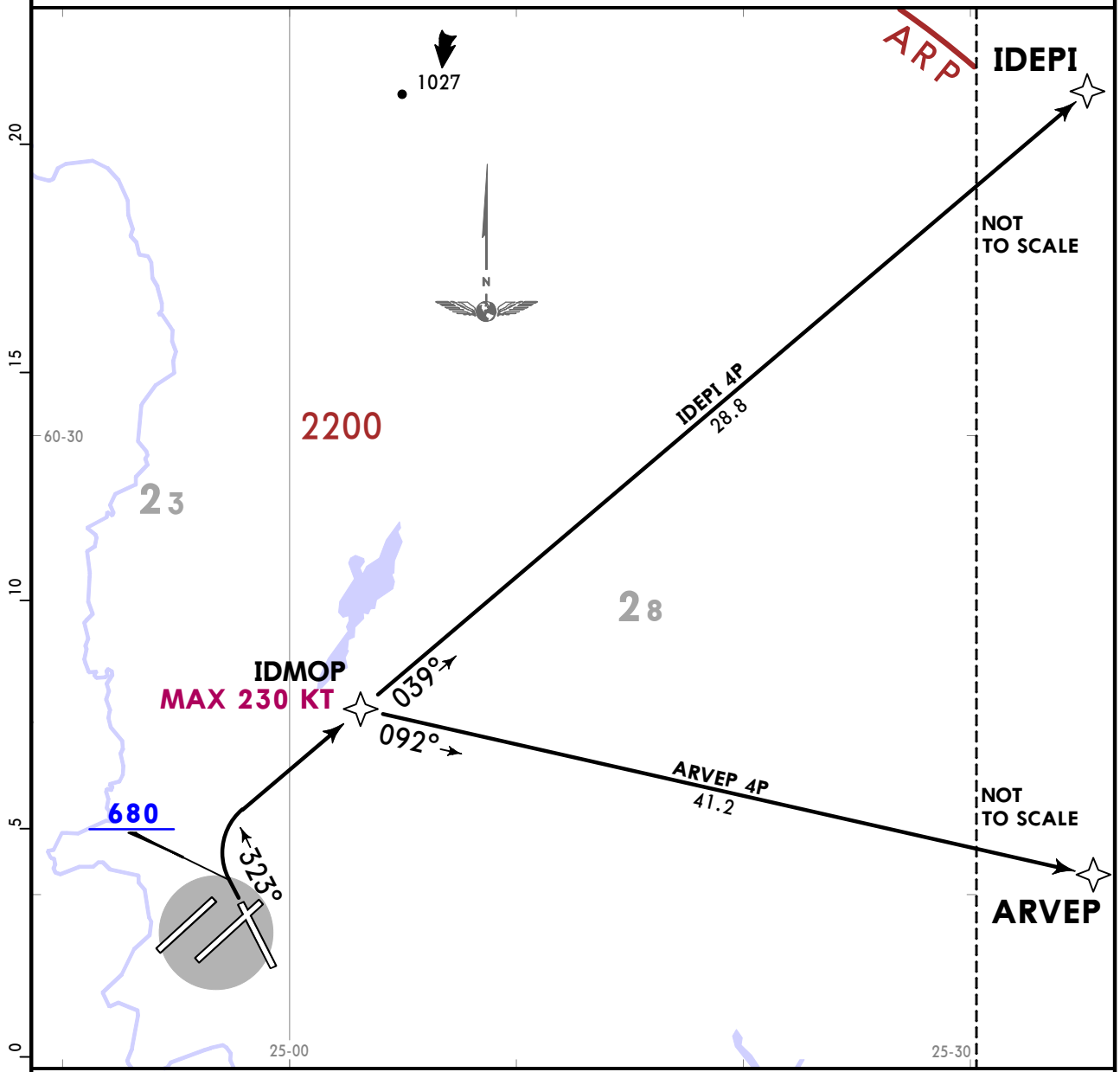
Initial climb clearance **4000** or assigned altitude if lower, climb to higher level only when cleared by ATC.

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

CHANGES: Tracks updated, procedures renumbered.

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

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



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

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Refer to AIRPORT BRIEFING (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 4P	(680+) - IDMOP (K230-) - ARVEP.
IDEPI 4P	(680+) - IDMOP (K230-) - IDEPI.

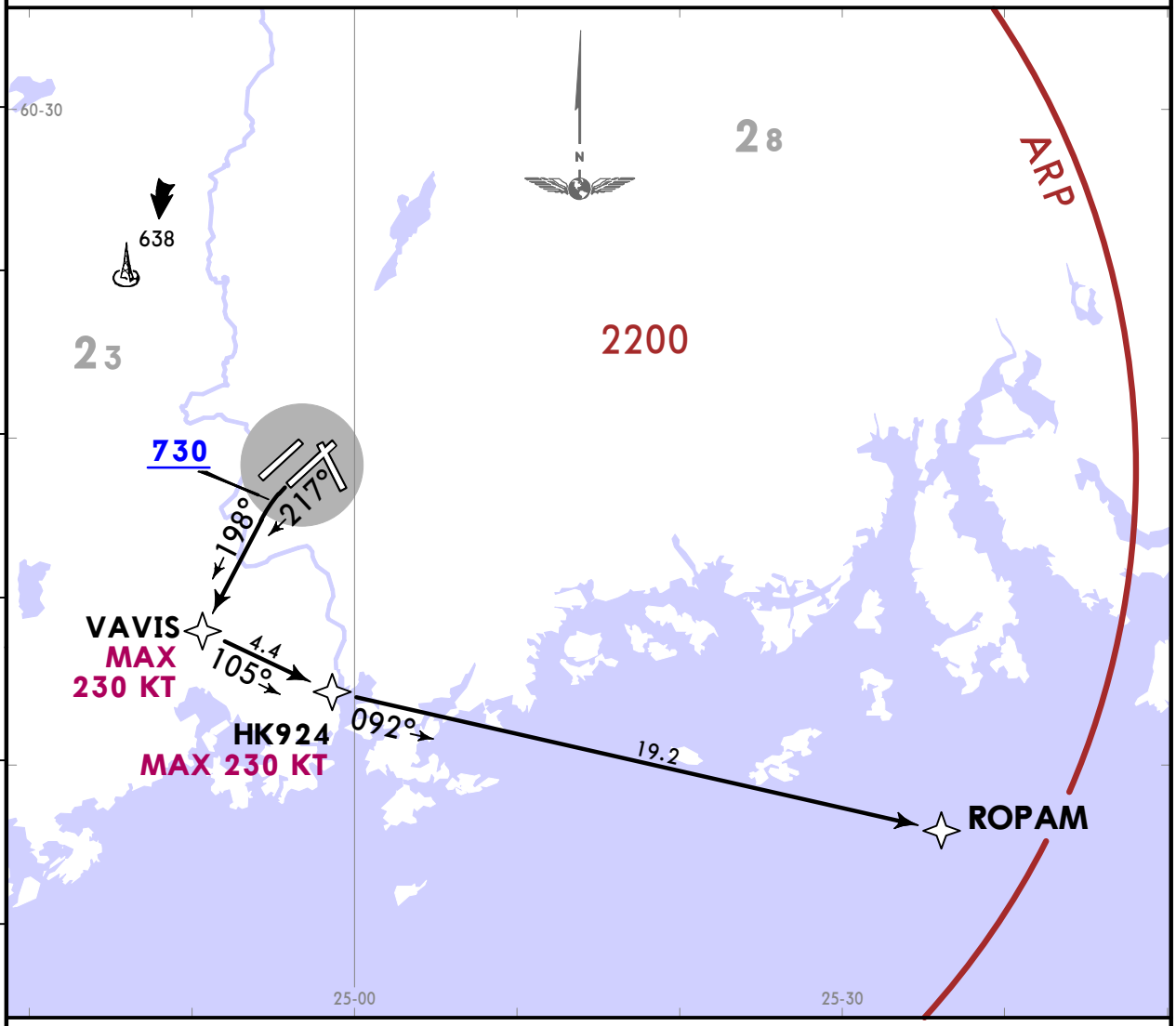
CHANGES: Tracks updated, procedures renumbered.

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

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

PROP ONLY

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



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

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Refer to AIRPORT BRIEFING (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

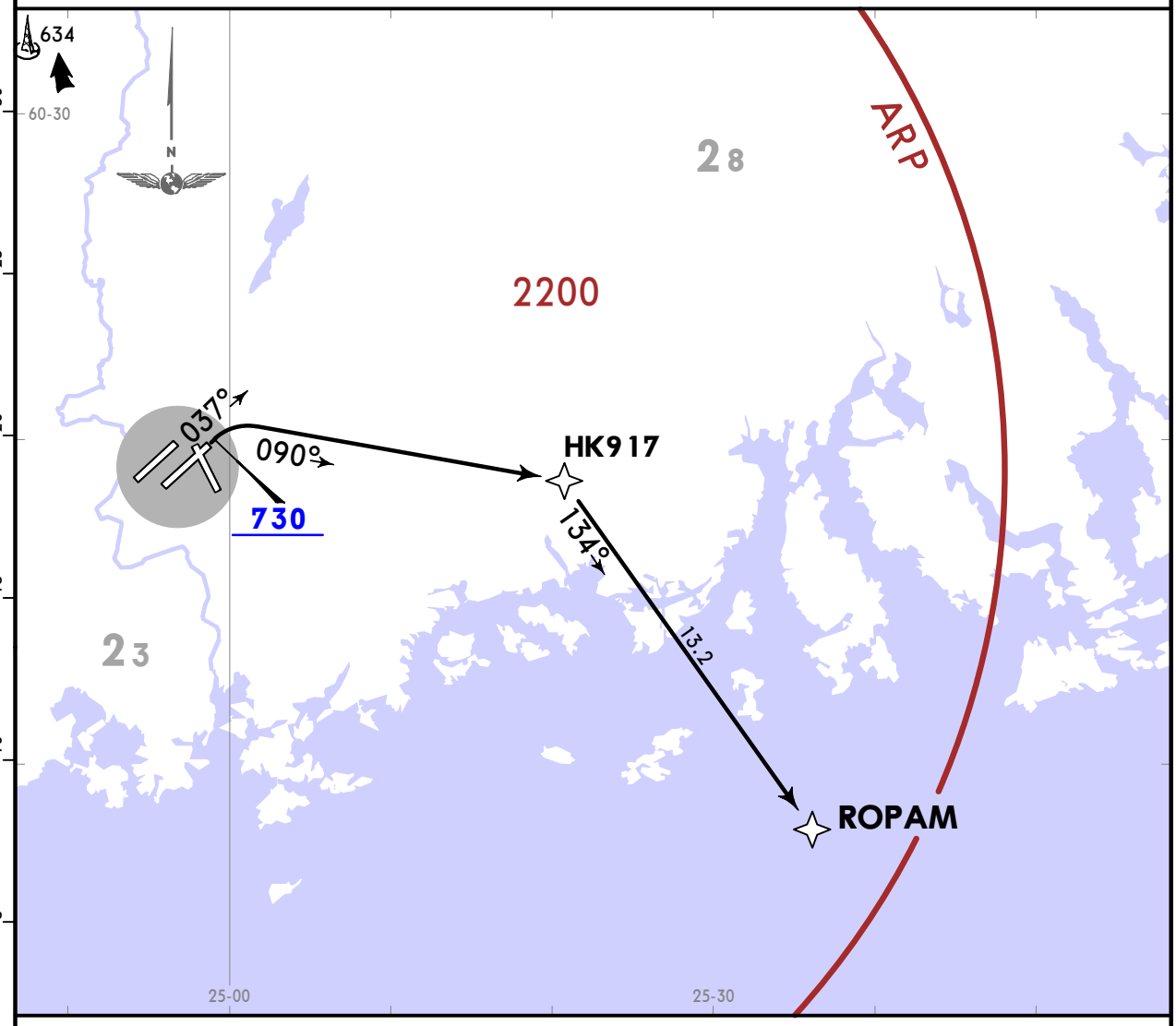
(730+) - VAVIS (K230-) - HK924 (K230-) - ROPAM.

CHANGES: Tracks updated, procedure renumbered.

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

ROPAM 3S [ROPA3S]
RNAV (GNSS) DEPARTURE
(RWY 04R)

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



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

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Refer to AIRPORT BRIEFING (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

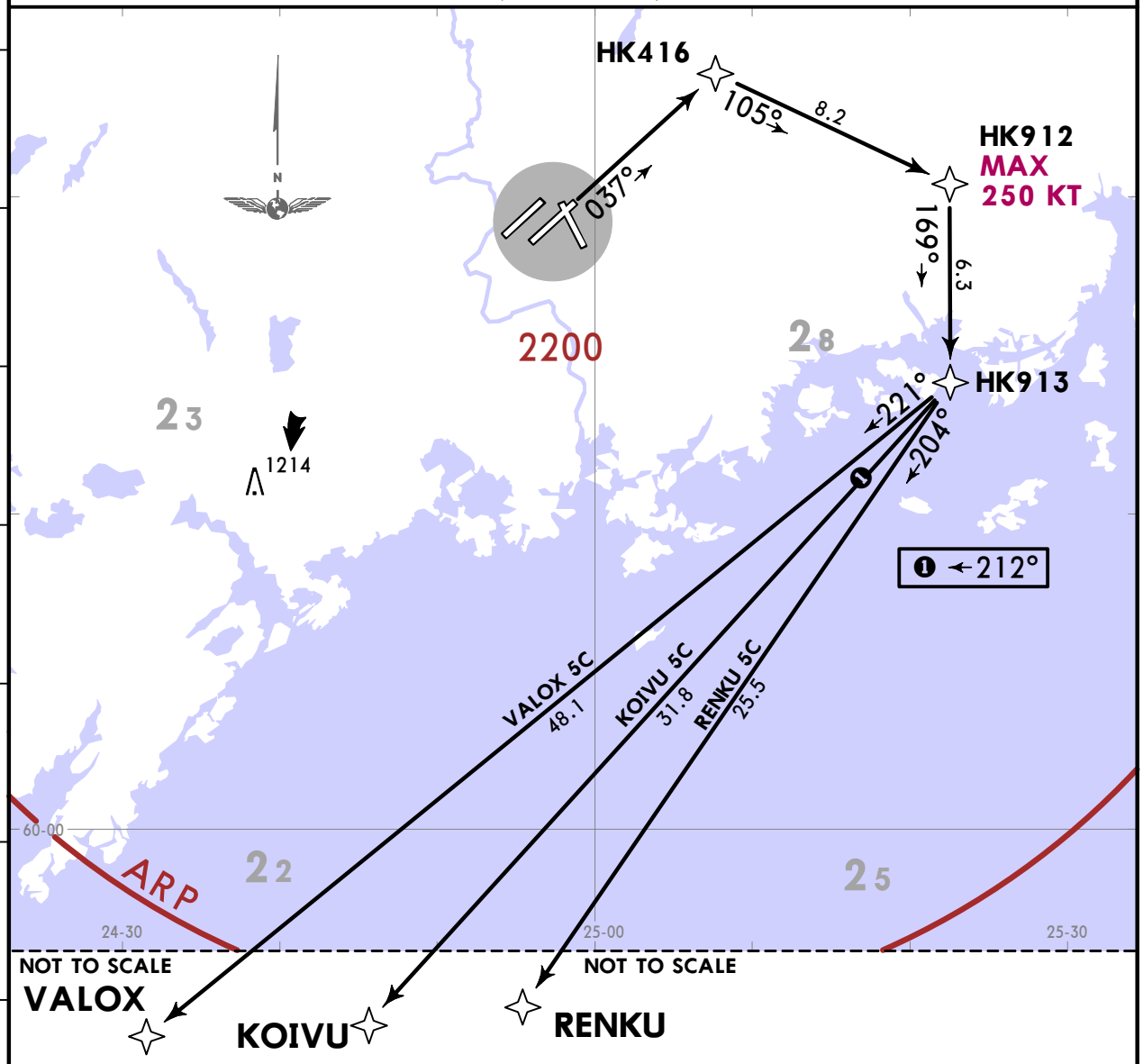
(730+) - HK917 - ROPAM.

CHANGES: Tracks updated, procedure renumbered.

HELSINKI Radar	Apt Elev	Trans alt: 5000
119.100	180	RNAV 1

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

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



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

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

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

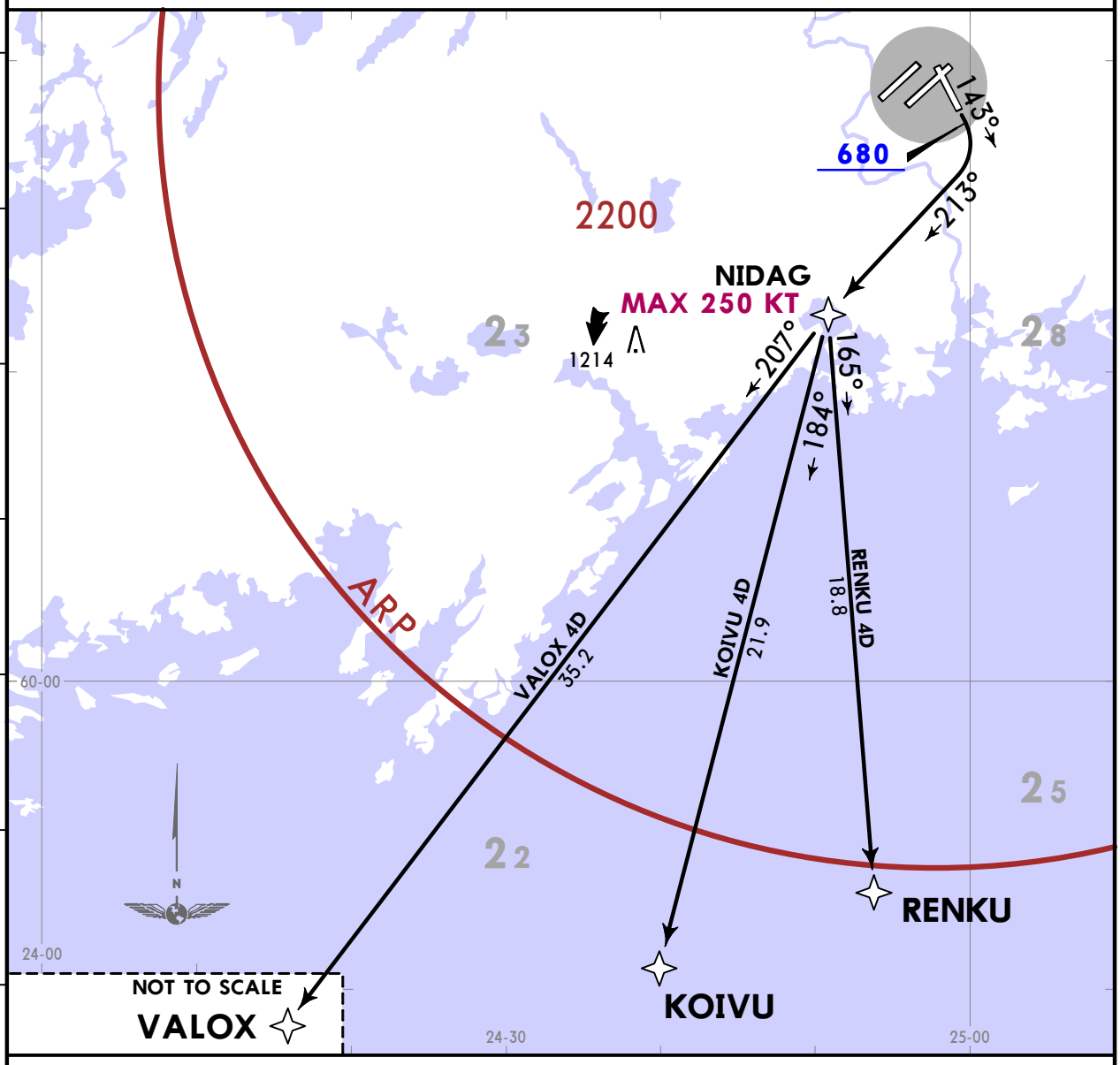
Initial climb clearance **4000** or assigned altitude if lower, climb to higher level only when cleared by ATC.

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

CHANGES: Tracks updated, procedures renumbered.

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

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



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

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Refer to AIRPORT BRIEFING (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.

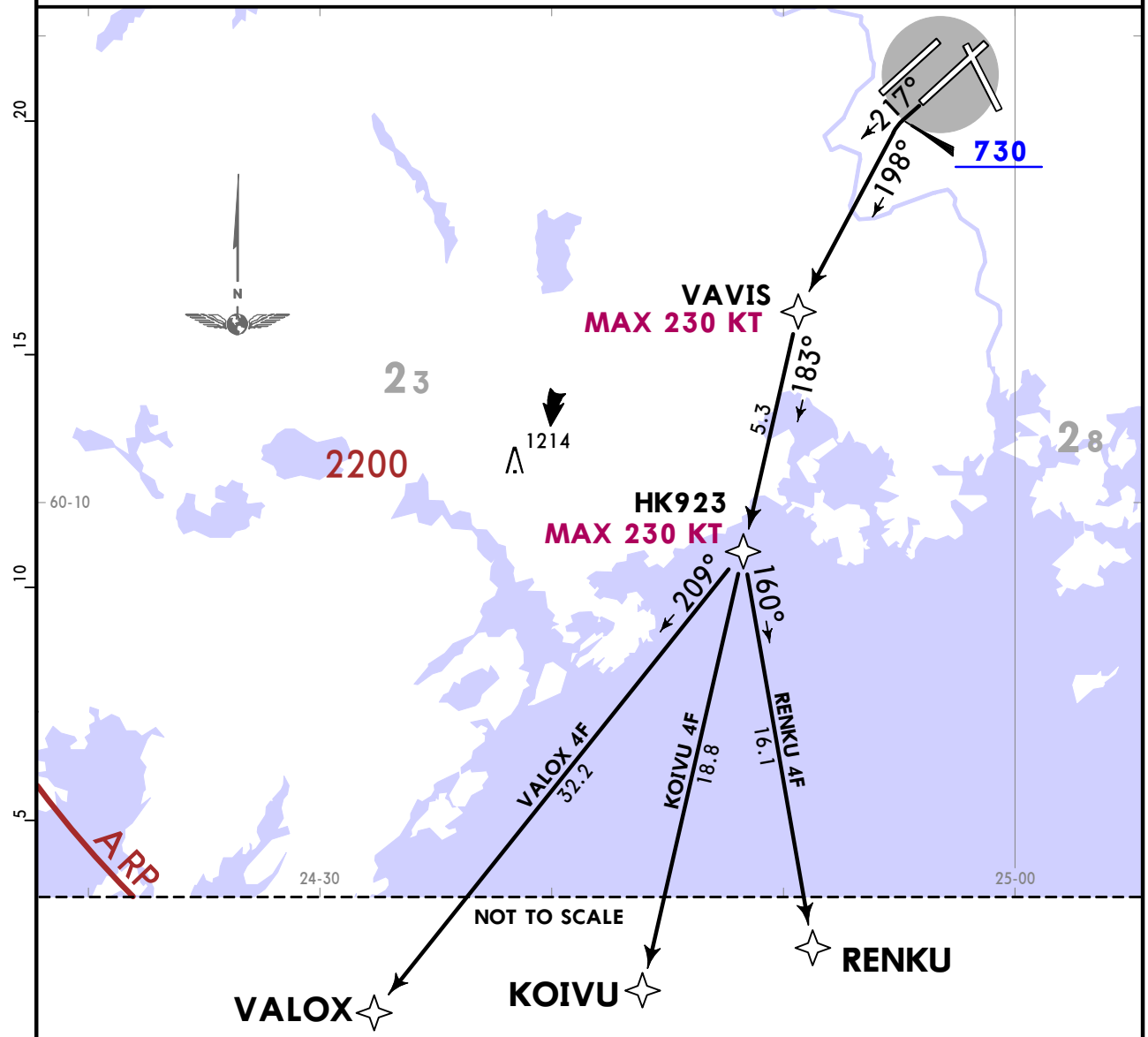
SID	ROUTING
KOIVU 4D	(680+) - NIDAG (K250-) - KOIVU.
RENKU 4D	(680+) - NIDAG (K250-) - RENKU.
VALOX 4D	(680+) - NIDAG (K250-) - VALOX.

CHANGES: Tracks updated, procedures renumbered.

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

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

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



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

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Refer to AIRPORT BRIEFING (10-1P) pages.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

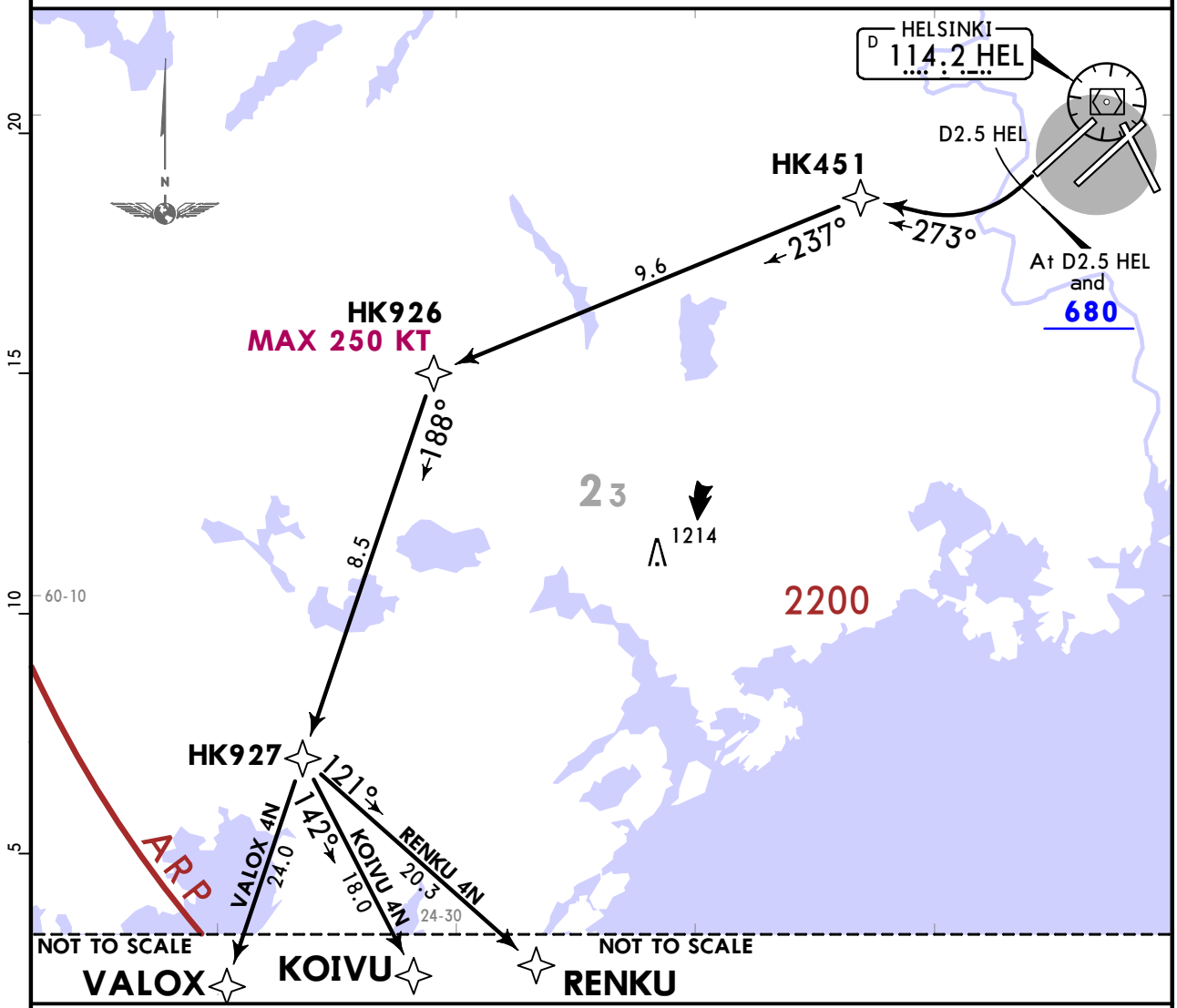
Initial climb clearance **4000** or assigned altitude if lower, climb to higher level only when cleared by ATC.

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

CHANGES: Tracks updated, procedures renumbered.

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

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



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

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

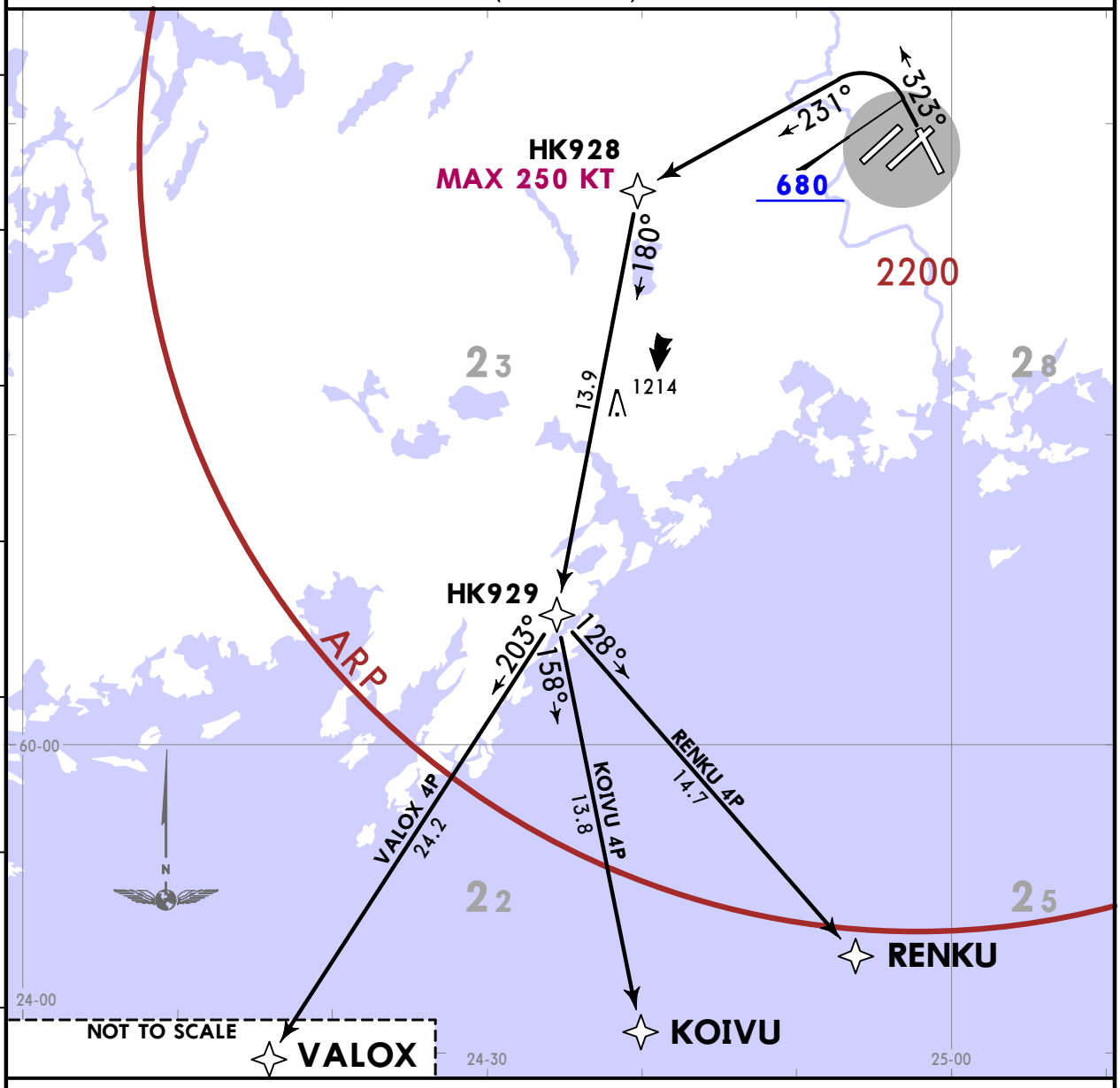
Initial climb clearance **4000** or assigned altitude if lower, climb to higher level only when cleared by ATC.

SID	ROUTING
KOIVU 4N	Climb on runway track to D2.5 HEL, turn RIGHT, 273° track to HK451 - HK926 (K250-) - HK927 - KOIVU.
RENKU 4N	Climb on runway track to D2.5 HEL, turn RIGHT, 273° track to HK451 - HK926 (K250-) - HK927 - RENKU.
VALOX 4N	Climb on runway track to D2.5 HEL, turn RIGHT, 273° track to HK451 - HK926 (K250-) - HK927 - VALOX.

CHANGES: Tracks updated, procedures renumbered.

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

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



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

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Refer to AIRPORT BRIEFING (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.

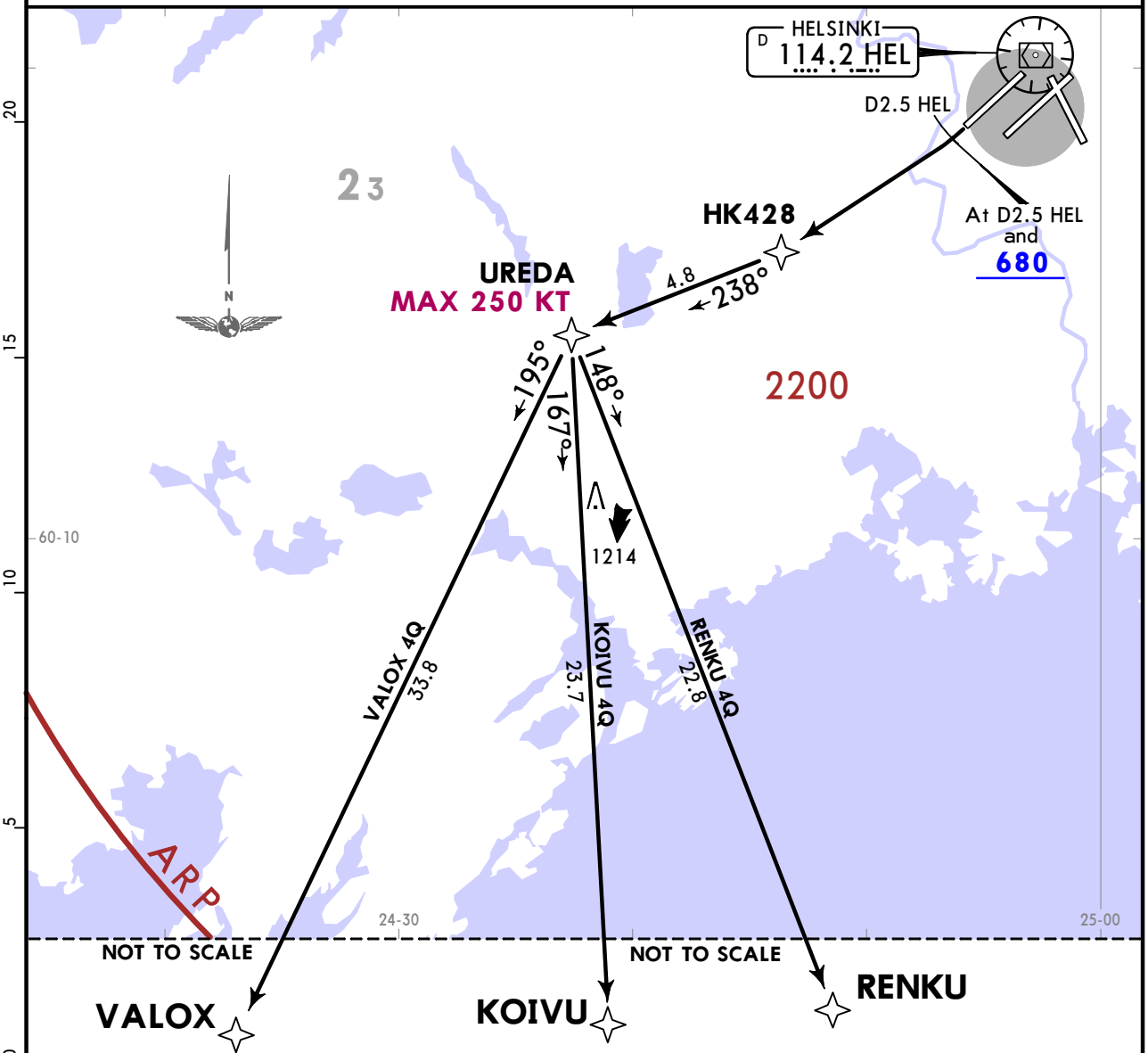
SID	ROUTING
KOIVU 4P	(680+) - HK928 (K250-) - HK929 - KOIVU.
RENKU 4P	(680+) - HK928 (K250-) - HK929 - RENKU.
VALOX 4P	(680+) - HK928 (K250-) - HK929 - VALOX.

CHANGES: Tracks updated, procedures renumbered.

HELSINKI Radar 119.100	RNAV 1 | Trans alt: 5000
Apt Elev 180	1. DME/DME not supported. 2. Maintain Tower frequency until passing 1500, then contact HELSINKI Radar. 3. At first contact with HELSINKI Radar report SID or RADAR heading given by ATC and level. 4. SIDs are also minimum noise routings. 5. 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. 7. EXPECT close-in obstacles.

KOIVU 4Q [KOIV4Q], RENKU 4Q [RENK4Q], VALOX 4Q [VALO4Q]
RNAV (GNSS) DEPARTURES
(RWY 22R)

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



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

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Refer to AIRPORT BRIEFING (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.

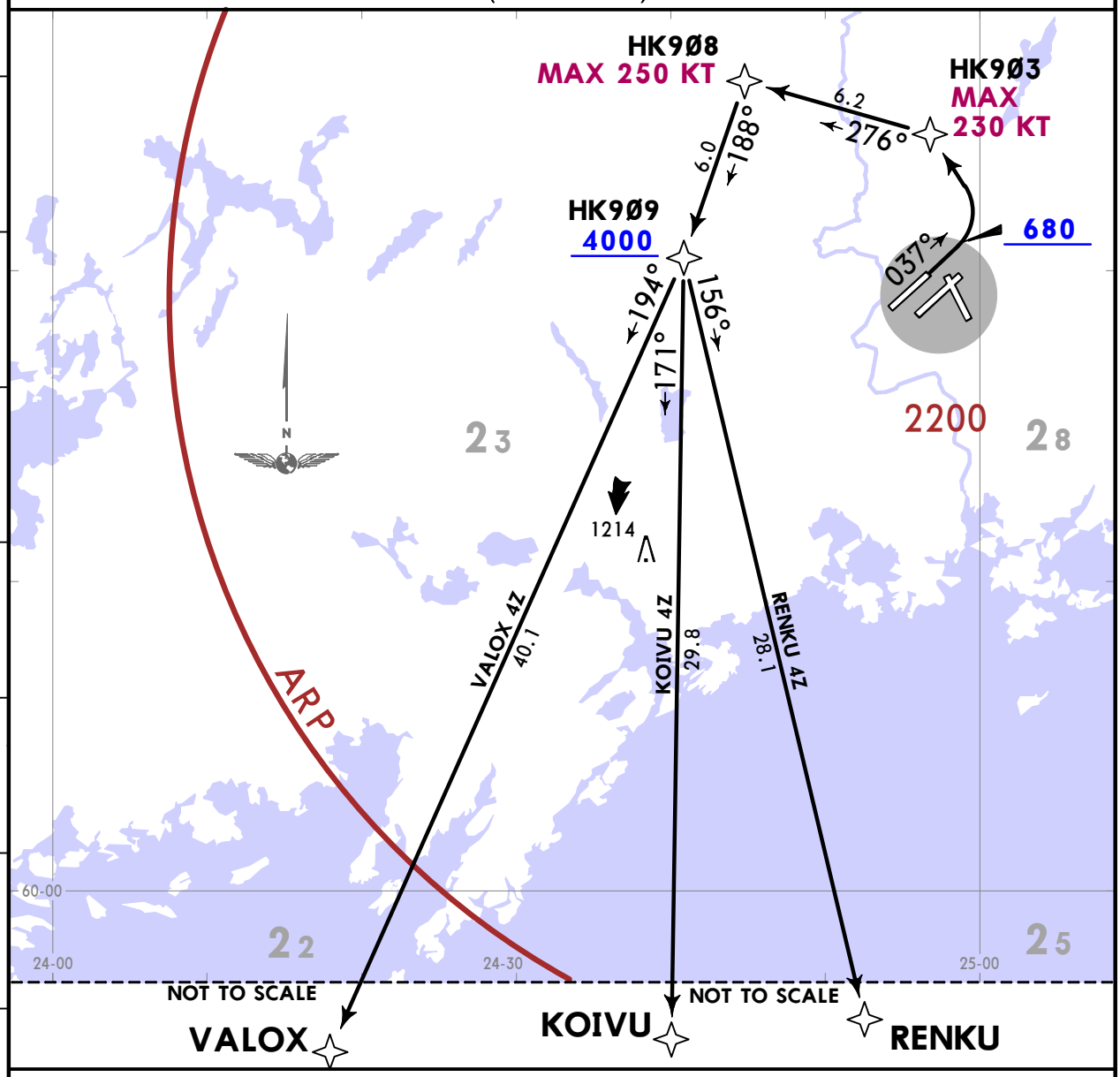
SID	ROUTING
KOIVU 4Q	Climb on runway track to D2.5 HEL, turn direct to HK428 - UREDA (K250-) - KOIVU.
RENKU 4Q	Climb on runway track to D2.5 HEL, turn direct to HK428 - UREDA (K250-) - RENKU.
VALOX 4Q	Climb on runway track to D2.5 HEL, turn direct to HK428 - UREDA (K250-) - VALOX.

CHANGES: Tracks updated, procedures renumbered.

HELSINKI Radar	Apt Elev	Trans alt: 5000
129.850	180	RNAV 1

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

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



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

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Refer to AIRPORT BRIEFING (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.

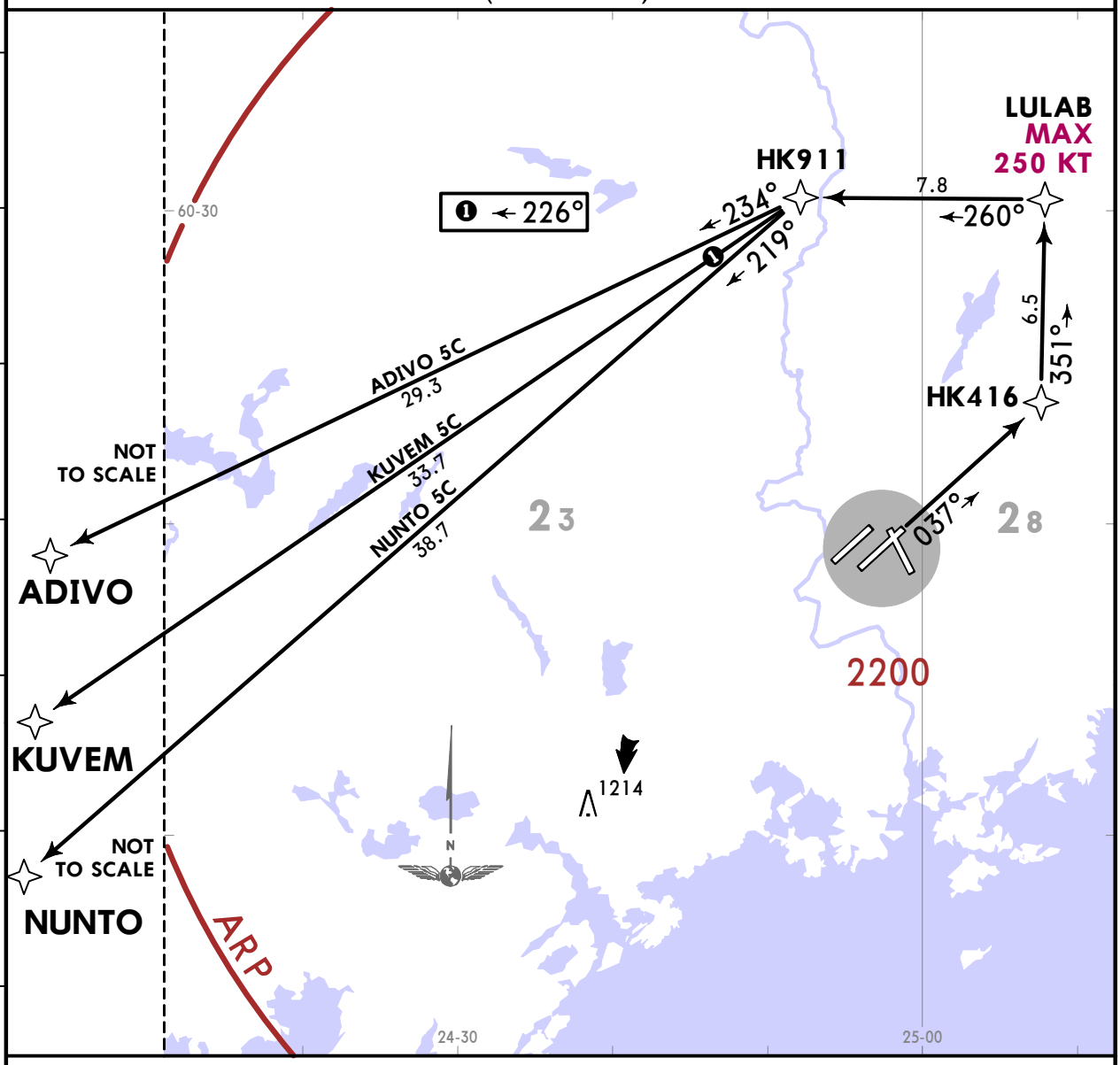
SID	ROUTING
KOIVU 4Z	(680+) - HK9Ø3 (K230-) - HK9Ø8 (K250-) - HK9Ø9 (4000+) - KOIVU.
RENKU 4Z	(680+) - HK9Ø3 (K230-) - HK9Ø8 (K250-) - HK9Ø9 (4000+) - RENKU.
VALOX 4Z	(680+) - HK9Ø3 (K230-) - HK9Ø8 (K250-) - HK9Ø9 (4000+) - VALOX.

CHANGES: Tracks updated, procedures renumbered.

HELSINKI Radar	Apt Elev	Trans alt: 5000
129.850	180	RNAV 1

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

ADIVO 5C [ADIV5C], KUVEM 5C [KUVE5C], NUNTO 5C [NUNT5C] RNAV (GNSS) DEPARTURES (RWY 04R)



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

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

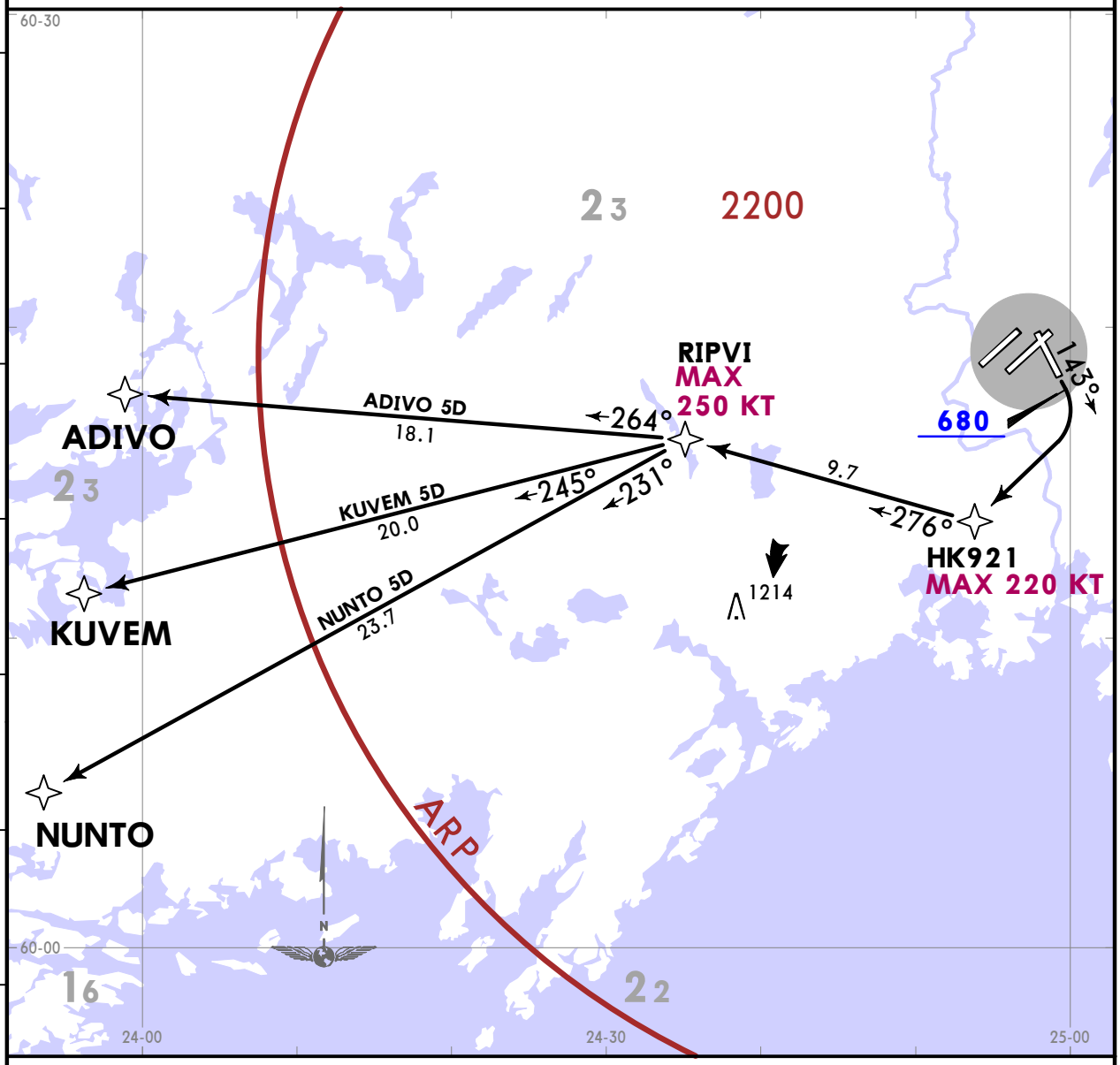
Initial climb clearance **4000** or assigned altitude if lower, climb to higher level only when cleared by ATC.

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

CHANGES: Tracks updated, procedures renumbered.

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

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



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

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS ▲ 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 5D	(680+) - HK921 (K220-) - RIPVI (K250-) - ADIVO.
KUVEM 5D	(680+) - HK921 (K220-) - RIPVI (K250-) - KUVEM.
NUNTO 5D	(680+) - HK921 (K220-) - RIPVI (K250-) - NUNTO.

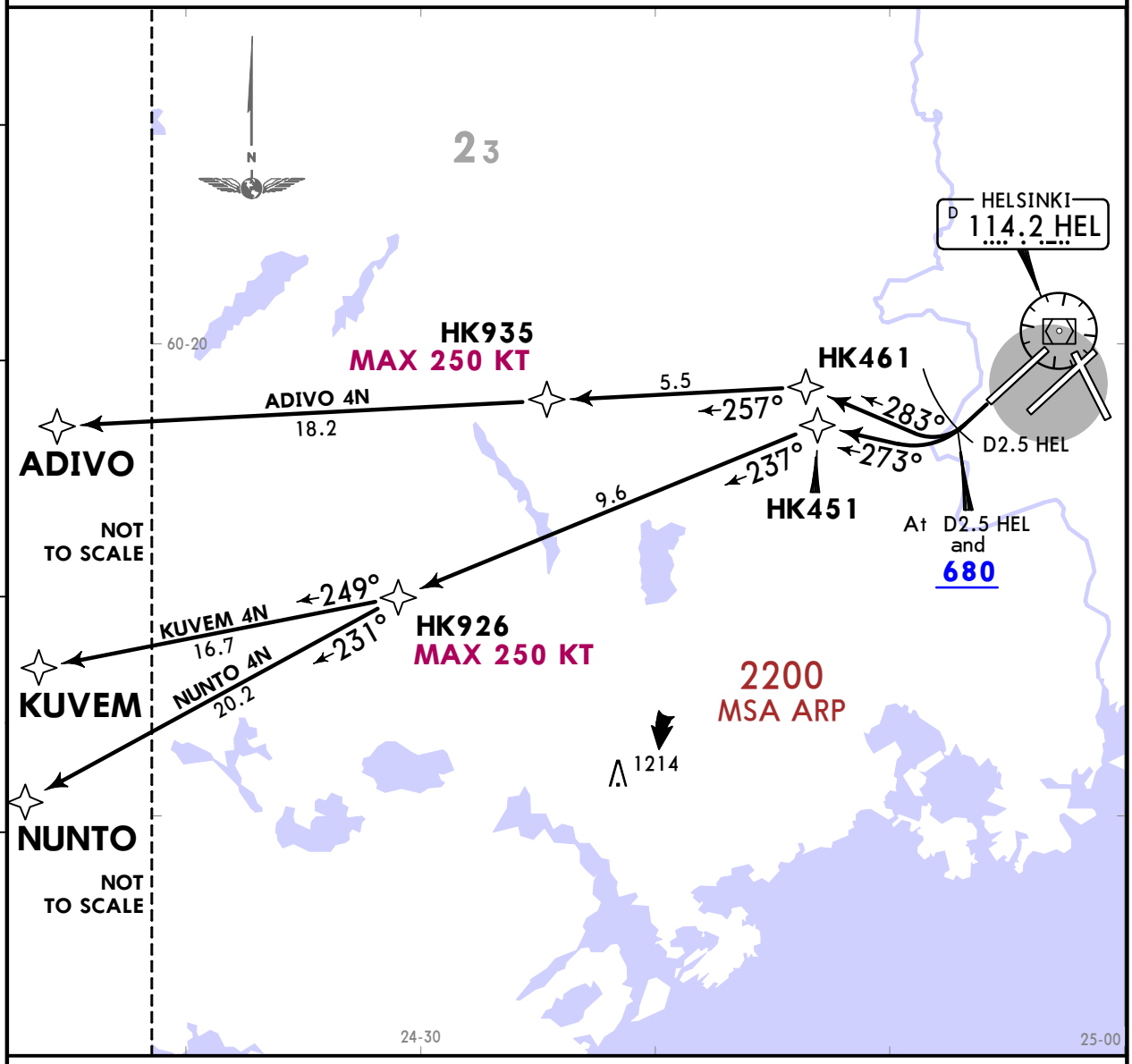
CHANGES: Tracks updated, procedures renumbered.

HELSINKI Radar	Apt Elev
129.850	180

RNAV 1 | Trans alt: 5000

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

ADIVO 4N [ADIV4N], KUVEM 4N [KUVE4N], NUNTO 4N [NUNT4N] RNAV (GNSS) DEPARTURES (RWY 22R)



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

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

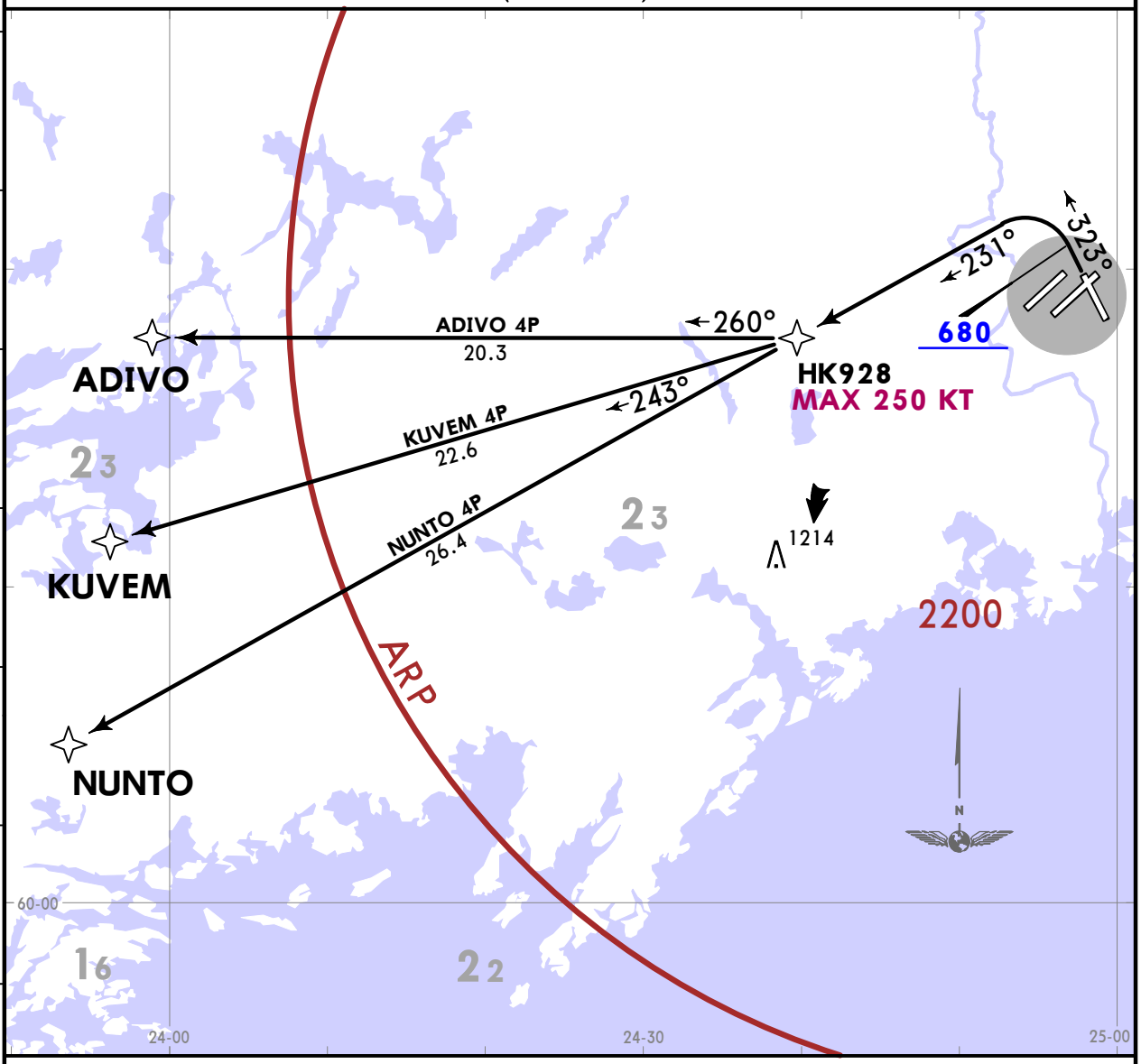
Initial climb clearance **4000** or assigned altitude if lower, climb to higher level only when cleared by ATC.

SID	ROUTING
ADIVO 4N	Climb on runway track to D2.5 HEL, turn RIGHT, 283° track to HK461- HK935 (K250-) - ADIVO.
KUVEM 4N	Climb on runway track to D2.5 HEL, turn RIGHT, 273° track to HK451 - HK926 (K250-) - KUVEM.
NUNTO 4N	Climb on runway track to D2.5 HEL, turn RIGHT, 273° track to HK451 - HK926 (K250-) - NUNTO.

CHANGES: Tracks updated, procedures renumbered.

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

ADIVO 4P [ADIV4P], KUVEM 4P [KUVE4P]
NUNTO 4P [NUNT4P]
RNAV (GNSS) DEPARTURES
(RWY 33)



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

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

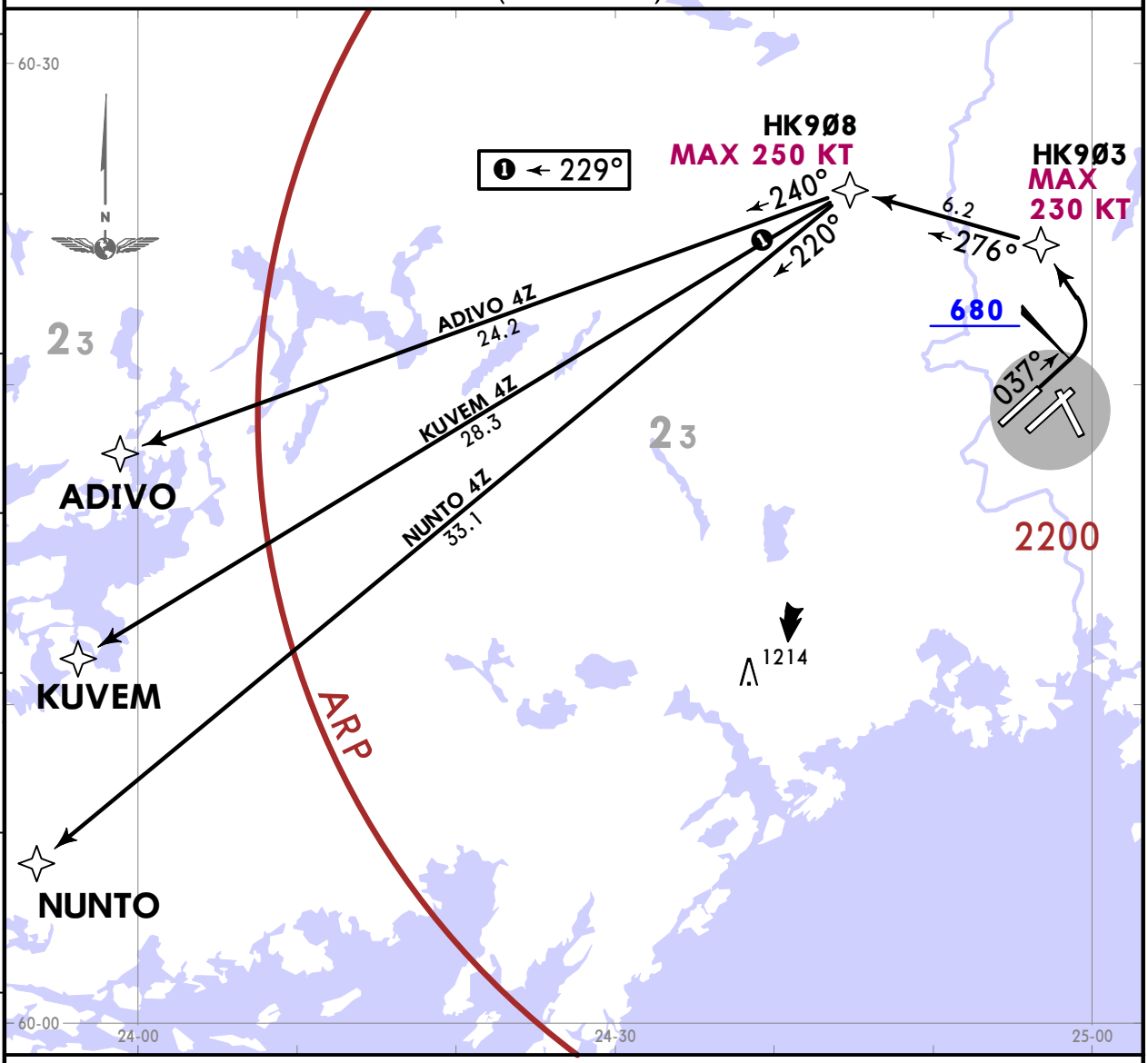
Initial climb clearance **4000** or assigned altitude if lower, climb to higher level only when cleared by ATC.

SID	ROUTING
ADIVO 4P	(680+) - HK928 (K250-) - ADIVO.
KUVEM 4P	(680+) - HK928 (K250-) - KUVEM.
NUNTO 4P	(680+) - HK928 (K250-) - NUNTO.

CHANGES: Tracks updated, procedures renumbered.

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

ADIVO 4Z [ADIV4Z], KUVEM 4Z [KUVE4Z]
NUNTO 4Z [NUNT4Z]
RNAV (GNSS) DEPARTURES
(RWY 04L)



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

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Refer to AIRPORT BRIEFING (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 4Z	(680+) - HK9Ø3 (K230-) - HK9Ø8 (K250-) - ADIVO.
KUVEM 4Z	(680+) - HK9Ø3 (K230-) - HK9Ø8 (K250-) - KUVEM.
NUNTO 4Z	(680+) - HK9Ø3 (K230-) - HK9Ø8 (K250-) - NUNTO.

CHANGES: Tracks updated, procedures renumbered.

CONSTRUCTION WORKS
SUP 035/24 AIRAC
REFER ALSO TO LATEST NOTAMS

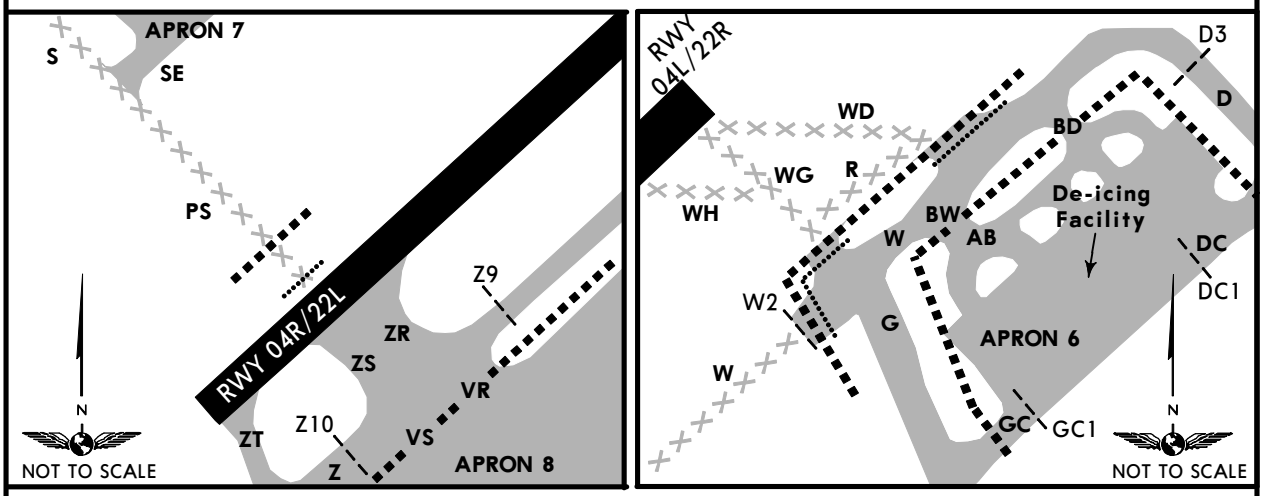
Resurfacing and lighting renovation works will be carried out on Rwy 04L/22R at airport from 15 APR 2024, 0700 UTC to 15 MAY 2024, 1100 UTC.

RESTRICTIONS:

The areas closed to traffic are shown on the chart.
- Rwy 04L/22R is not in use for take-off and landings.
- Twy PS, S, WG and WD are closed to traffic.
- Twy W is closed between Twy WZ and intermediate holding position W2.

MARKINGS:

- The closed area is equipped with flags, cones and temporary red lights.
- Centre line lights leading to the closed area are not in use.



LEGEND

ATC service boundary

Temporary lights

CHANGES: New temporary chart.

TEMPORARY CLOSURE OF RWY 04L/22R
(SUP 036/24 AIRAC)
REFER ALSO TO LATEST NOTAMS

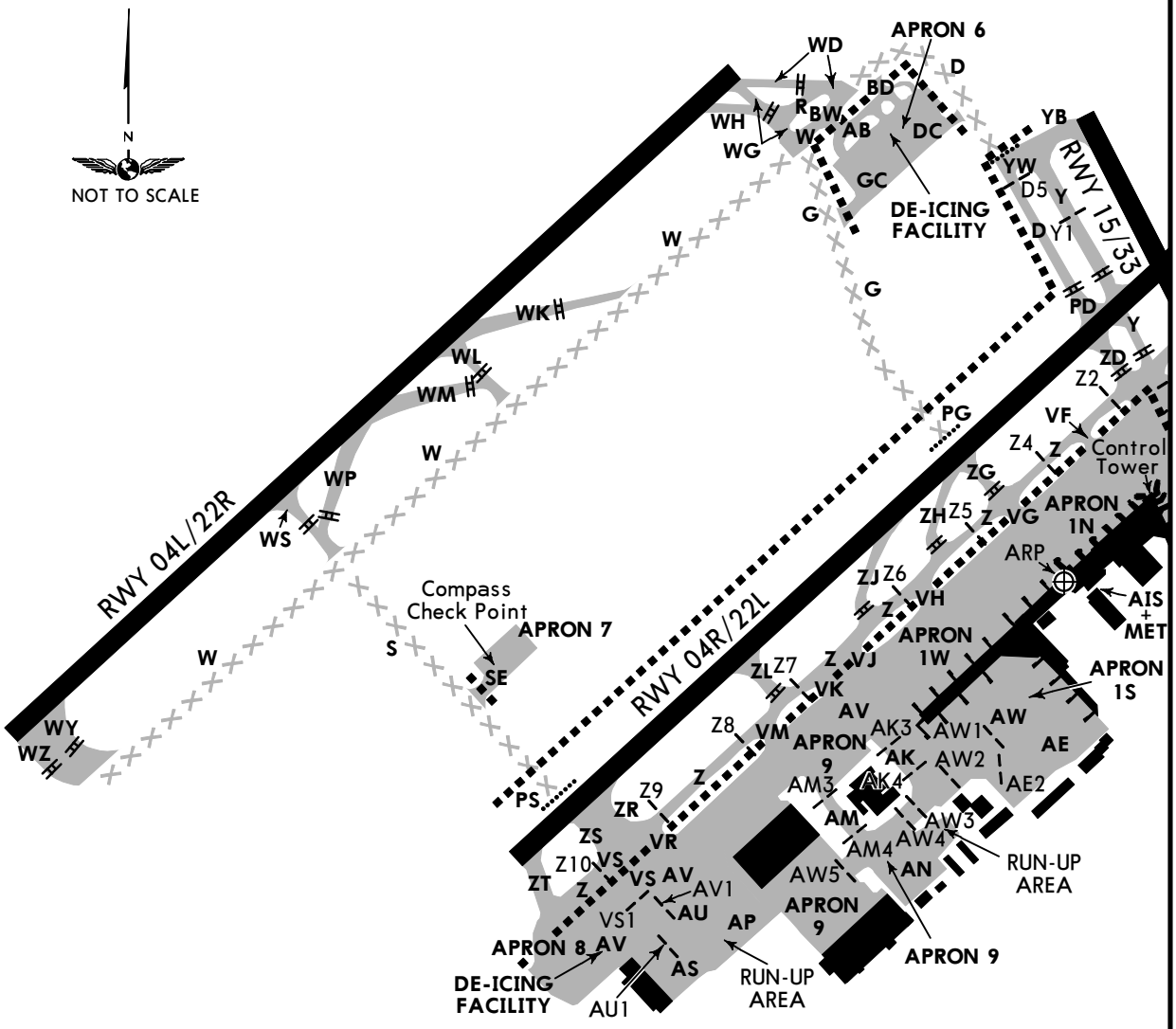
Lighting renovation works will be carried out on Rwy 04L/22R at airport from 15 MAY 2024, 1100 UTC to 12 JUN 2024, 1100 UTC.

RESTRICTIONS:

The areas closed to traffic are shown on the chart.
- Rwy 04L/22R is not in use for take-off and landings.
- Twy PS, S, PG, G and W are closed to traffic.
- Twy D is closed between Twy YW and Twy WD.

MARKINGS:

- The closed area is equipped with flags, cones and temporary red lights.
- Centre line lights leading to the closed area are not in use.



LEGEND

ATC service boundary

Temporary lights

CHANGES: New temporary chart.

EFHK/HEL

Apt Elev **180′**
N60 19.0 E024 57.8

JEPPESEN
12 APR 24 (10-9) Eff 18 Apr

HELSINKI, FINLAND
VANTAA

D-ATIS Departure	ACARS: D-ATIS DCL	HELSINKI Ground		Apron	Tower		
114.2		118.125	121.8	121.650	118.6	118.850	119.7

LEGEND
- Limit of apron control competence
- HS1 HOT SPOTS

See PARKING STANDS for description of Hot spots.

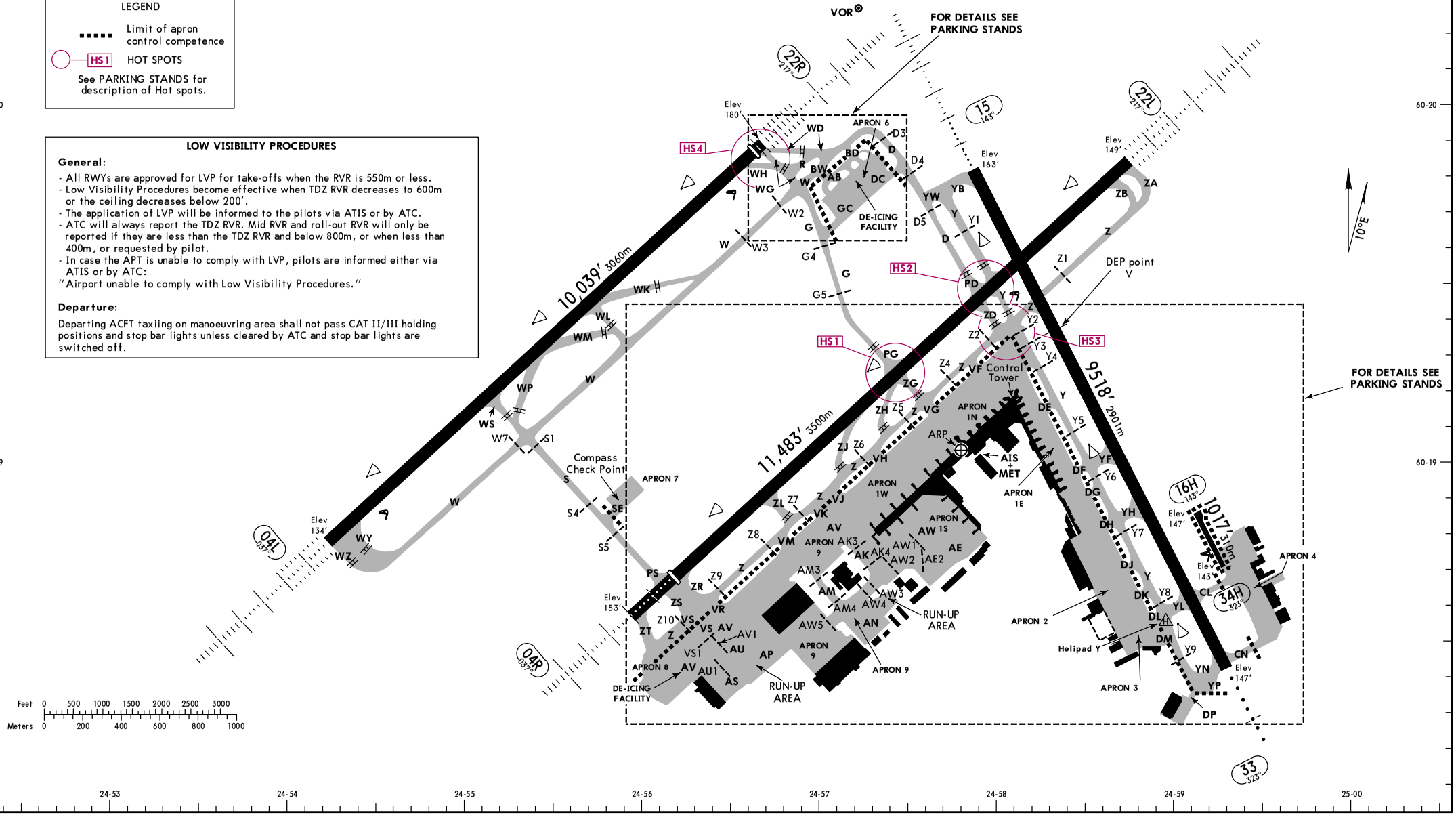
LOW VISIBILITY PROCEDURES

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

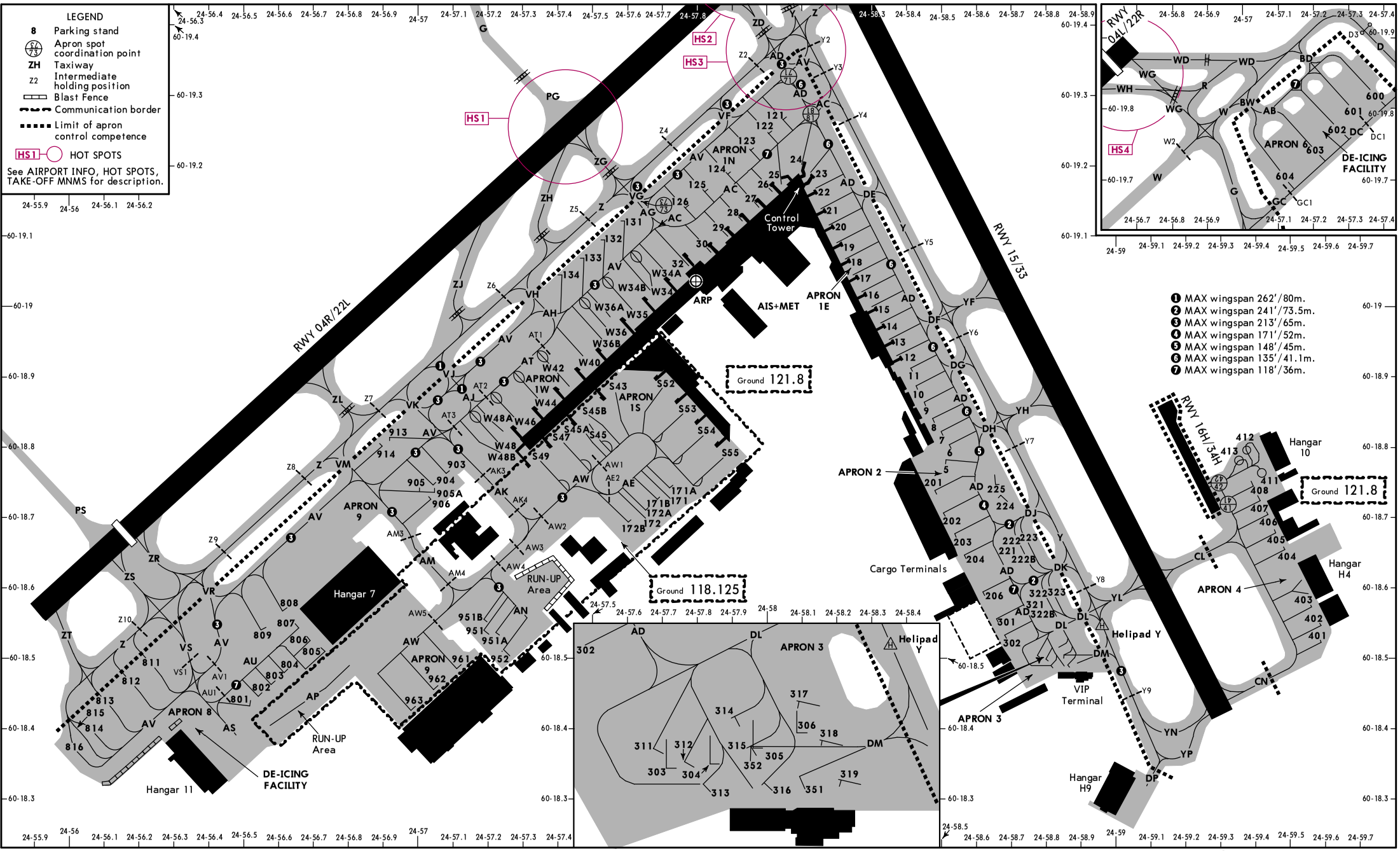
"Airport unable to comply with Low Visibility Procedures."

Departure:

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



CHANGES: Mag var, bearings, buildings, WIP area added.



CHANGES: Buildings, WIP area added.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
04L	HIRL ❶CL (15m) ❷HIALS-II ❶TDZ PAPI-L (angle 3.0°) HST- WK & WM	OFZ RVR		8999' 2743m	❸	197' 60m
22R	HIRL ❶CL (15m) ❷HIALS-II ❶TDZ PAPI-L (angle 3.0°) HST- WP	OFZ RVR	9843' 3000m	8695' 2650m		

ALS (red) also available - LED lights
❶ LED lights
❷ length 900m
❸ 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)

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
04R	HIRL ❹CL (15m) ❺HIALS PAPI-L (angle 3.0°)	RVR	10,499' 3200m	9446' 2879m	❻	197' 60m
22L	HIRL ❹CL (15m) ❺HIALS-II ❹TDZ PAPI-L (angle 3.0°) HST- ZH & ZJ	OFZ RVR		10,440' 3182m		

ALS (red) also available - LED lights
❹ LED lights
❺ length 900m
❻ 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)

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
15	HIRL ❼CL (15m) ❽HIALS ❼TDZ PAPI-L (angle 3.0°)	RVR		8448' 2575m	❿	197' 60m
33	HIRL ❼CL (15m) ❾HIALS PAPI-L (angle 3.5°)	RVR				

ALS (red) also available - LED lights
❼ LED lights
❽ length 900m
❾ length 420m
❿ TAKE-OFF RUN AVAILABLE

RWY 15:

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

RWY 33:

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

HOT SPOTS

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

HS1 HS2 Frequency change before crossing runway. An explicit crossing clearance shall be received before proceeding over the runway.

HS3 HS4 Wide apron. Make sure of correct turn before runway when taxiing to Rwy 04R. Angled twy, no sight to the final approach area.

Std/State TAKE-OFF

Low Visibility Procedures required / Approval for Low Visibility Take-off required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT
		DAY	NIGHT				
❶ R125m	R150m	R300m		R/V400m		R/V500m	NA

❶ RWY 04L, 22R: R75m with approved lateral guidance system.

CHANGES: LED lights added, new EASA.

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				

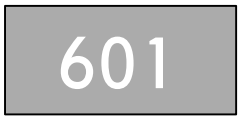
CHANGES: None.

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 de-icing Apron 6 and Apron 8 queuing boards inform the pilot the remote de-icing frequency.

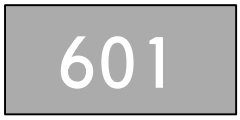


Visual guidance system at standby mode displays deicing bay number.

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

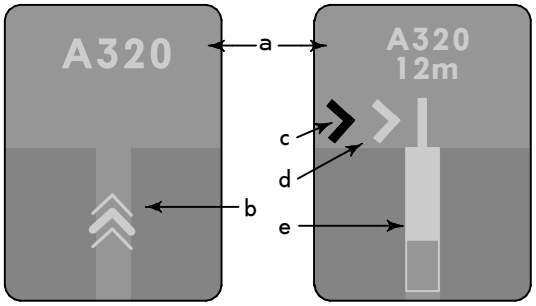
Commencing de-icing.

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



Visual guidance system returns to standby mode.

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.

COPTER

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

❶With coupled autopilot, otherwise: R800m.
❷W/o D1.8 HTV.
❸W/o D2.0 HG.
❹W/o D2.0 HL.
❺W/o D2.0 HK.
❻W/o D2.0 HUO.
❼W/o D5.0.

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

❽ Low Visibility Procedures required			
❽ Approval for Low Visibility Take-off required			No markings (NIGHT)
RL or FATO lights & RCLM & RVR	RL or FATO lights & RCLM	No lights & no markings (DAY)	
R150m	R200m	❾ R250m	V800m

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

CHANGES: Minimums, new EASA.

EFHK/HEL VANTAA

JEPPESEN

12 APR 24 (11-1) Eff 18 Apr

HELSINKI, FINLAND ILS or LOC Rwy 04L

D-ATIS Arrival	HELSINKI Radar (APP)	HELSINKI Arrival (APP)	HELSINKI Tower	Ground
135.075	119.1 129.850	119.9 124.325	118.6 118.850	118.125 121.8

BRIEFING STRIP

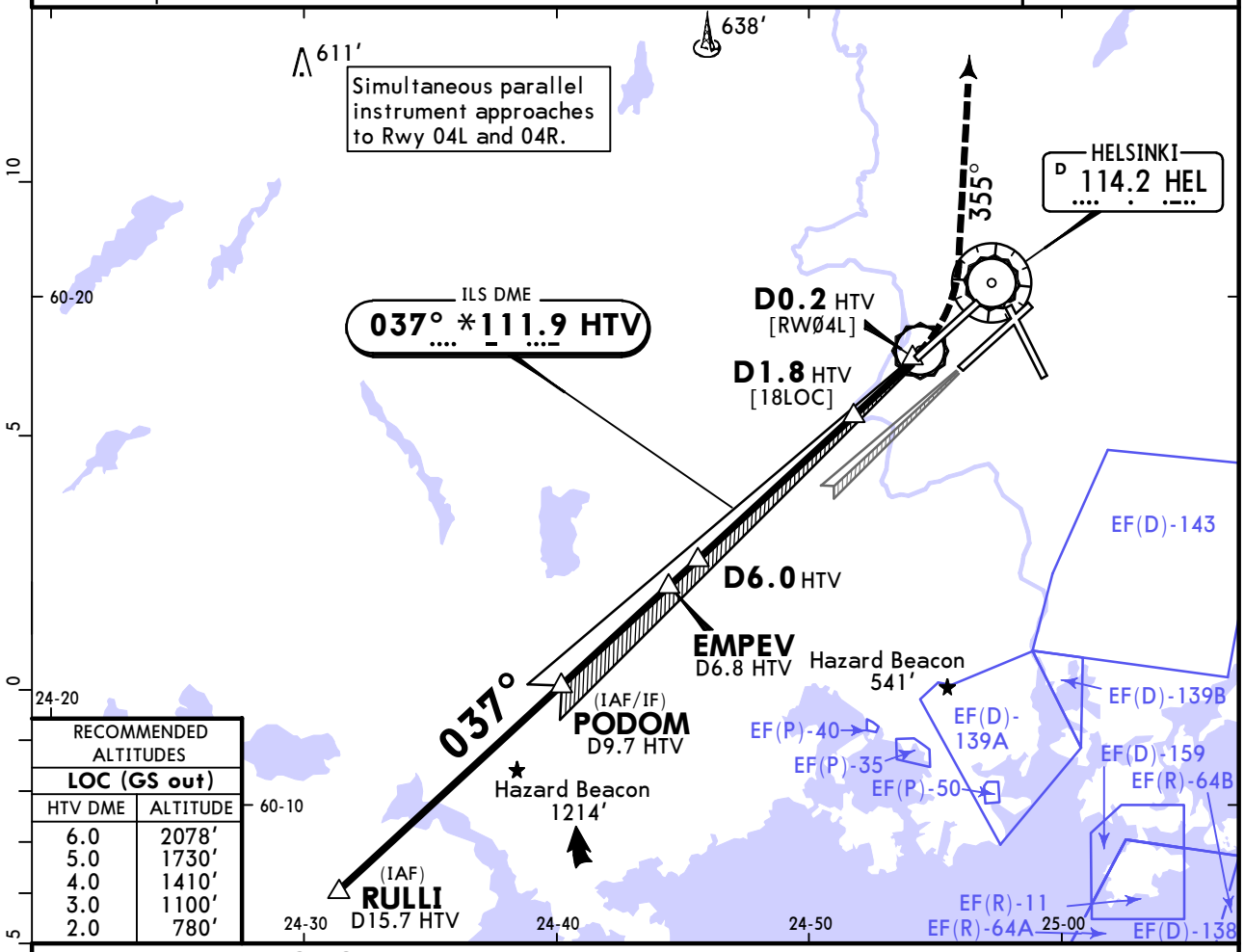
LOC HTV	Final Apch Crs	EMPEV	ILS DA(H)	Apt Elev 180′
*111.9	037°	2300′ (2166′)	334′ (200′)	Rwy 134′

MISSED APCH: Climb STRAIGHT AHEAD to 580′, then turn LEFT onto 355° climbing to 2000′.
Do not turn before MAP. Expect radar vectoring.

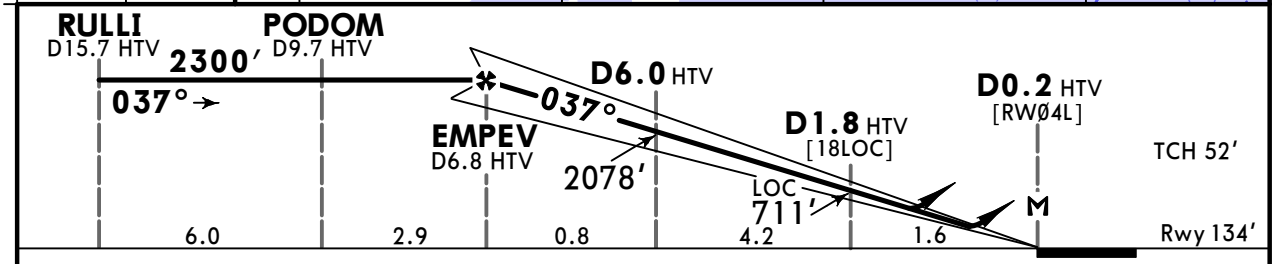
Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′

1. DME required. 2. MIM 150 KT until 4 NM from TDZ. Otherwise advise ATC.

MSA
HEL VOR



RECOMMENDED ALTITUDES	
LOC (GS out)	
HTV DME	ALTITUDE
6.0	2078′
5.0	1730′
4.0	1410′
3.0	1100′
2.0	780′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 HTV							
EMPEV/D6.8 HTV to MAP	6.6	5:39	4:24	3:58	3:18	2:50	2:28

Timing not authorized for defining the MAP.

HIALS-II
PAPI

580′	355°	2000′
	LT	

Std/State — STRAIGHT-IN LANDING

	ILS		LOC (GS out)		
	DA(H) 334′ (200′)		CDFA 2 DA/MDA(H) 520′ (386′)	W/o D1.8 HTV CDFA 2 DA/MDA(H) 710′ (576′)	
	TDZ or CL out	ALS out	TDZ or CL out	ALS out	TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m	R1100m	R1500m	R1500m	
B						
C					R1800m	R1900m	R2400m
D						

PANS OPS

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

CHANGES: SDF moved, bearings, LOC minimums, new EASA.

EFHK/HEL
VANTAA

JEPPESEN
12 APR 24
Eff 18 Apr
11-2

HELSINKI, FINLAND
CAT II/III ILS Rwy 04L

D-ATIS Arrival	HELSINKI Radar (APP)	HELSINKI Arrival (APP)	HELSINKI Tower	Ground
135.075	119.1 129.850	119.9 124.325	118.6 118.850	118.125 121.8

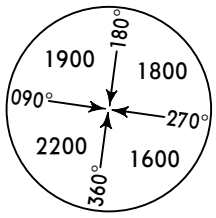
BRIEFING STRIP

LOC HTV *111.9	Final Apch Crs 037°	GS D6.0 HTV 2078′ (1944′)	CAT III & II ILS Refer to Minimums	Apt Elev 180′ Rwy 134′

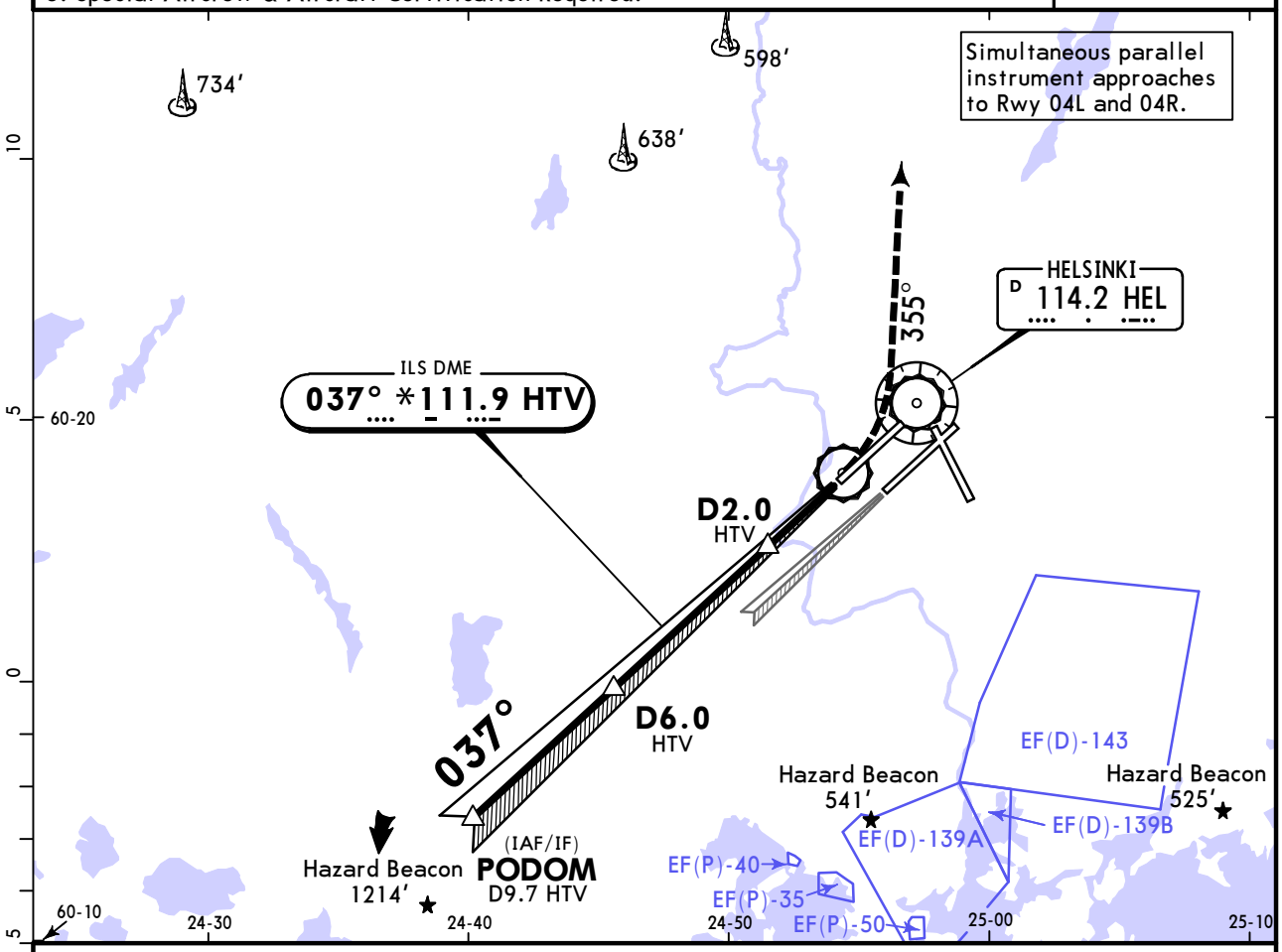
MISSED APCH: Climb STRAIGHT AHEAD to 580′, then turn LEFT onto 355° climbing to 2000′.
Do not turn before threshold. Expect radar vectoring.

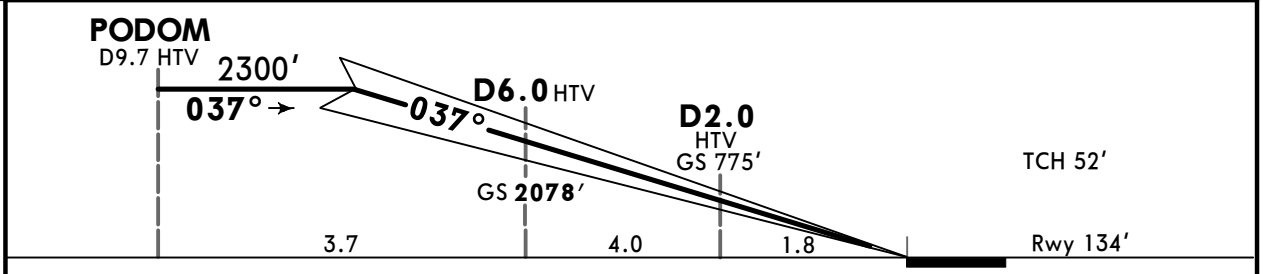
Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′

1. DME required. 2. MIM 150 KT until 4 NM from TDZ. Otherwise advise ATC.
3. Special Aircrew & Aircraft Certification Required.



MSA
HEL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

580′ ↑ | 355° LT | 2000′ ↑

Std/State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS		
	ABC	D	D_L
	RA 105′ DA(H) 234′ (100′)	RA 110′ DA(H) 239′ (105′)	RA 112′ DA(H) 241′ (107′)
R75m	1 R300m		

1 CAT D requires autoland or HUDLS, otherwise: R350m.

PANS OPS

CHANGES: Bearings, large acft minimums, new EASA.

EFHK/HEL VANTAA

JEPPESEN 12 APR 24 (11-3) Eff 18 Apr

HELSINKI, FINLAND ILS or LOC Rwy 04R

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

BRIEFING STRIP ™

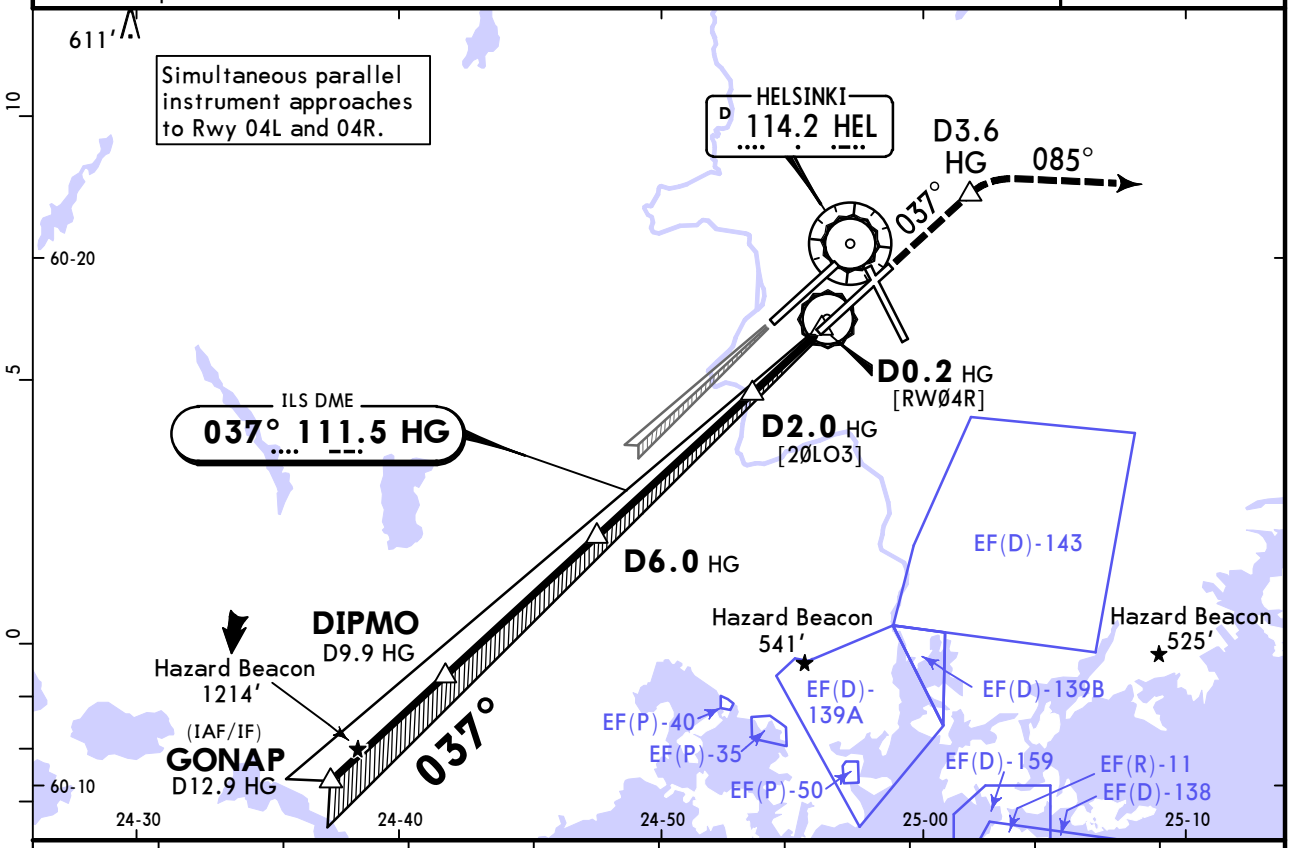
LOC HG	Final Apch Crs	DIPMO	ILS DA(H)	Apt Elev 180′
111.5	037°	3300′ (3148′)	352′ (200′)	Rwy 152′

MISSED APCH: Climb STRAIGHT AHEAD to D3.6 HG, then turn RIGHT onto 085° climbing to 2000′. Expect radar vectoring.

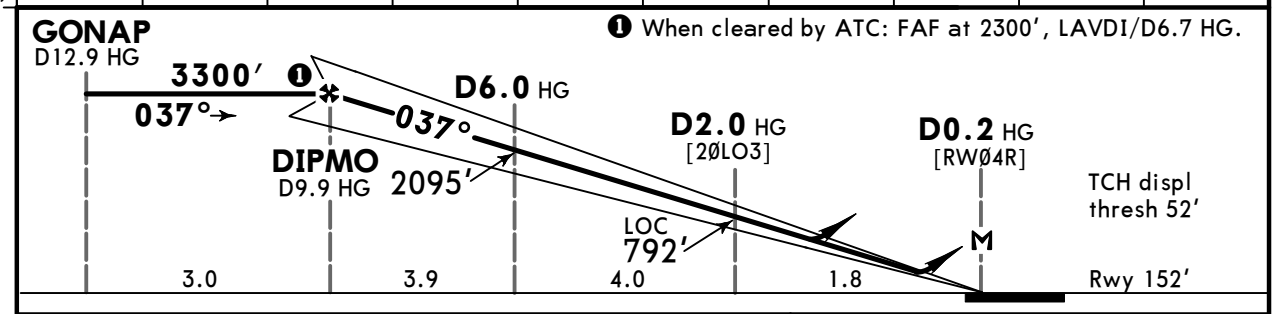
MSA
HEL VOR

Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC	Trans alt: 5000′

1. DME required. 2. MIM 150 KT until 4 NM from TDZ. Otherwise advise ATC.



LOC (GS out)	HG DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3020′	2700′	2380′	2095′	1750′	1430′	1110′	792′



❶ When cleared by ATC: FAF at 2300′, LAVDI/D6.7 HG.

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 HG							
DIPMO/D9.9 HG to MAP	9.7	8:19	6:28	5:49	4:51	4:09	3:38

Timing not authorized for defining the MAP.

HIALS-II
PAPI

D3.6	085°	2000′
↑	RT	↑

Std/State — STRAIGHT-IN LANDING

	ILS		LOC (GS out)	
	DA(H) 352′ (200′)	CDFA 2 DA/MDA(H) 540′ (388′)	W/o D2.0 HG CDFA 2 DA/MDA(H) 790′ (638′)	
	ALS out	ALS out	ALS out	
A	1 R550m	R1200m	R1100m	R1500m	R1500m
B				
C				R1800m	R2200m	R2400m
D				

PANS OPS

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

CHANGES: Bearings, LOC minimums, new EASA.

EFHK/HEL VANTAA

JEPPESEN 12 APR 24 (11-4) Eff 18 Apr

HELSINKI, FINLAND ILS or LOC Rwy 15

BRIEFING STRIP

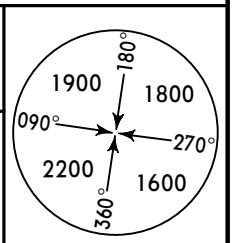
D-ATIS Arrival	HELSINKI Radar (APP)	HELSINKI Arrival (APP)	HELSINKI Tower	Ground
135.075	119.1 129.850	119.9 124.325	118.6 118.850	118.125 121.8

LOC HL	Final Apch Crs	OBUPU	ILS DA(H)	Apt Elev 180′
109.1	143°	2000′ (1837′)	363′ (200′)	Rwy 163′

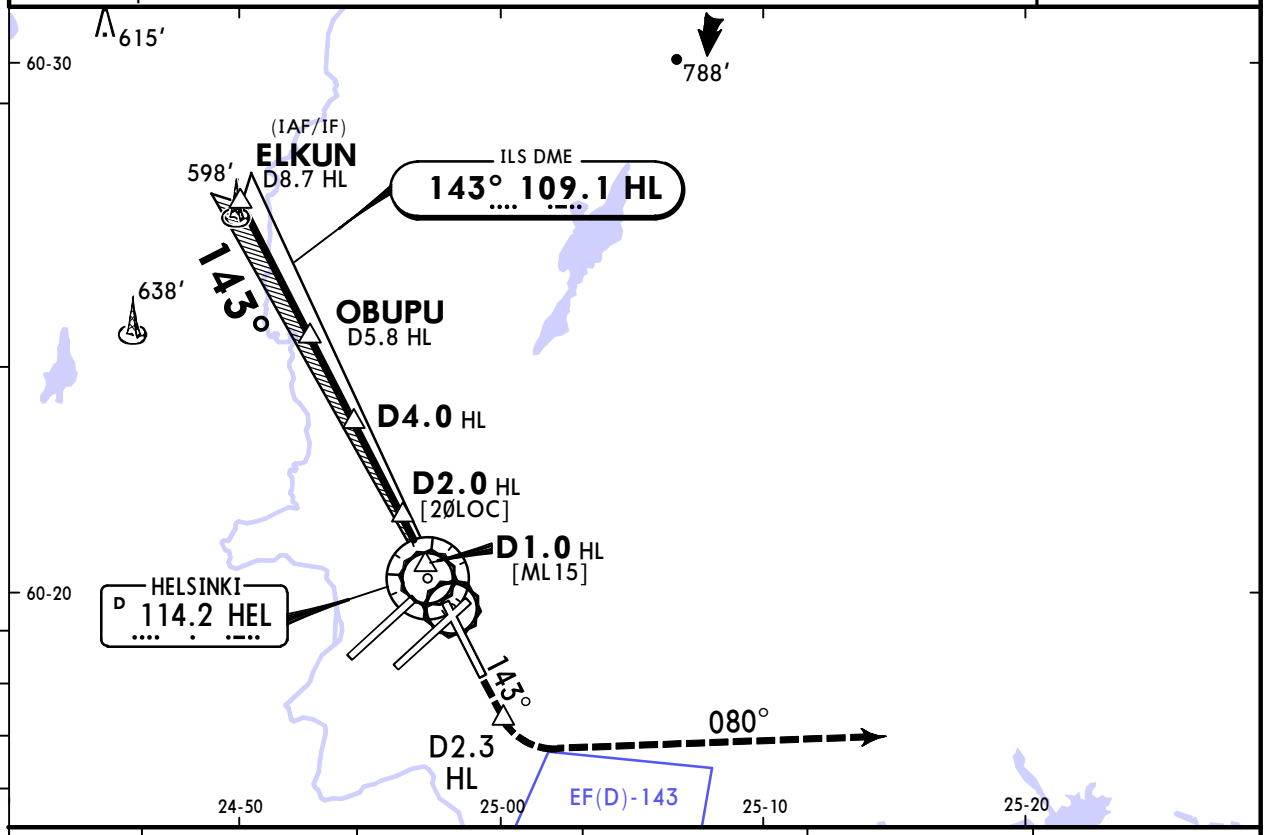
MISSED APCH: Climb STRAIGHT AHEAD to D2.3 HL, then turn LEFT onto 080° climbing to 2000′. Expect radar vectoring.

Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC	Trans alt: 5000′

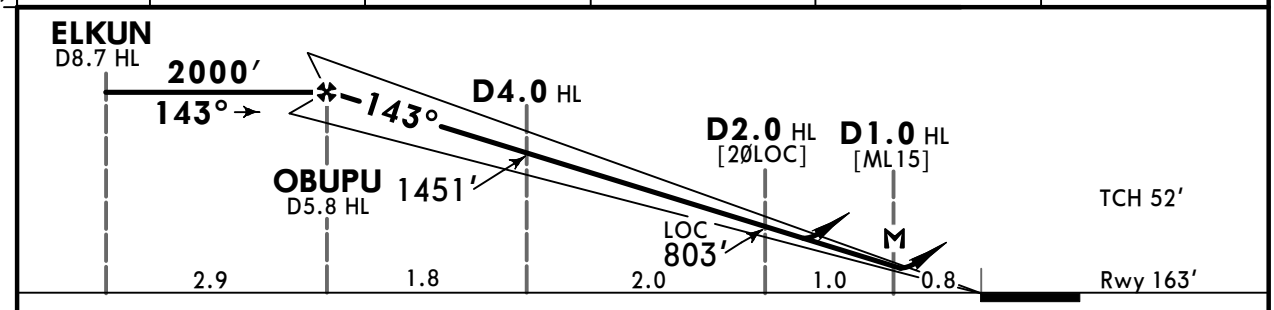
1. DME required. 2. MIM 150 KT until 4 NM from TDZ. Otherwise advise ATC.



MSA
HEL VOR

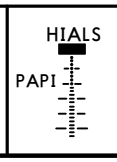


LOC (GS out)	HL DME	5.0	4.0	3.0	2.0
	ALTITUDE	1750′	1451′	1110′	803′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.0 HL							
OBUPU/D5.8 HL to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48

Timing not authorized for defining the MAP.



D2.3 HL

080° LT

Std/State ILS — STRAIGHT-IN LANDING — LOC (GS out)

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

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

PANS OPS

CHANGES: Bearings, altitude at D4.0 HL, new EASA.

EFHK/HEL VANTAA

JEPPESEN 12 APR 24 (11-5) Eff 18 Apr

HELSINKI, FINLAND ILS or LOC Rwy 22L

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

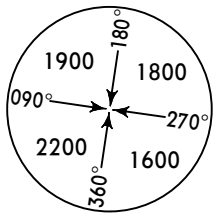
BRIEFING STRIP ™

LOC HK	Final Apch Crs	TIXED	ILS DA(H)	Apt Elev 180′
110.3	217°	3000′ (2851′)	349′ (200′)	Rwy 149′

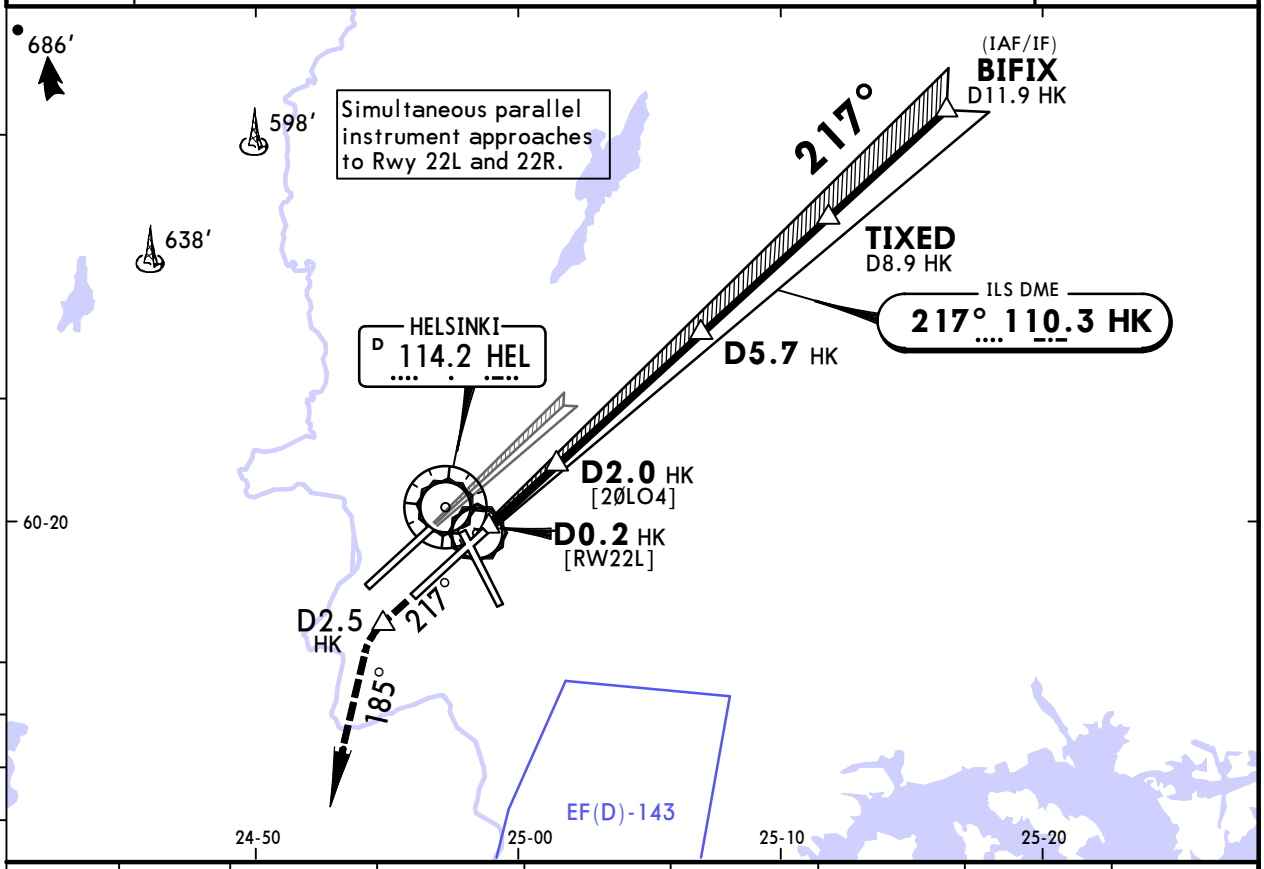
MISSED APCH: Climb on STRAIGHT AHEAD to D2.5 HK, then turn LEFT onto 185° climbing to 2000′. Expect radar vectoring.

Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 5000′

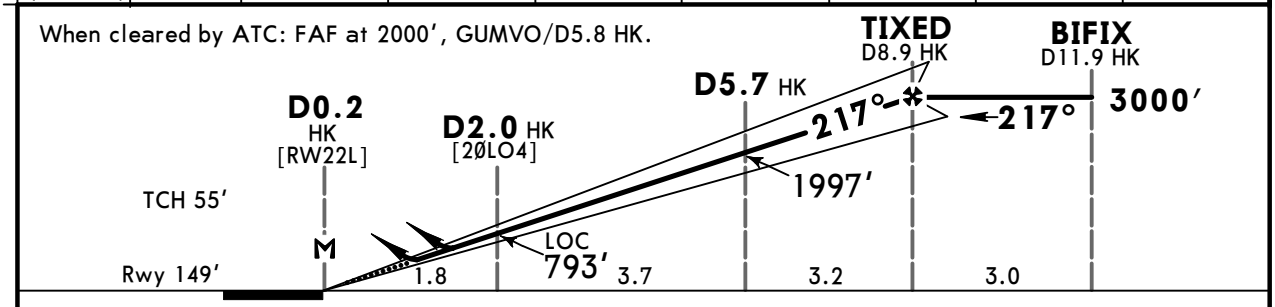
1. DME required. 2. MIM 150 KT until 4 NM from TDZ. Otherwise advise ATC.



MSA
HEL VOR



LOC (GS out)	HK DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	793′	1130′	1450′	1770′	2080′	2400′	2720′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 HK							

HIALS-II PAPI | D2.5 HK | 185° LT | 2000′

Std/State

	ILS		STRAIGHT-IN LANDING		LOC (GS out)	
	DA(H) 349′ (200′)		CDFA 2 DA/MDA(H) 590′ (441′)		W/o D2.0 HK CDFA 2 DA/MDA(H) 790′ (641′)	
	TDZ or CL out	ALS out	TDZ or CL out	ALS out	TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m	R1400m	R1500m	R1500m
B						
C					R2100m	R2300m R2400m
D						

PANS OPS

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

CHANGES: Bearings, LOC without D2.0 HK minimums, new EASA.

EFHK/HEL VANTAA

JEPPESEN 12 APR 24 (11-6) Eff 18 Apr

HELSINKI, FINLAND CAT II ILS Rwy 22L

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

BRIEFING STRIP ™

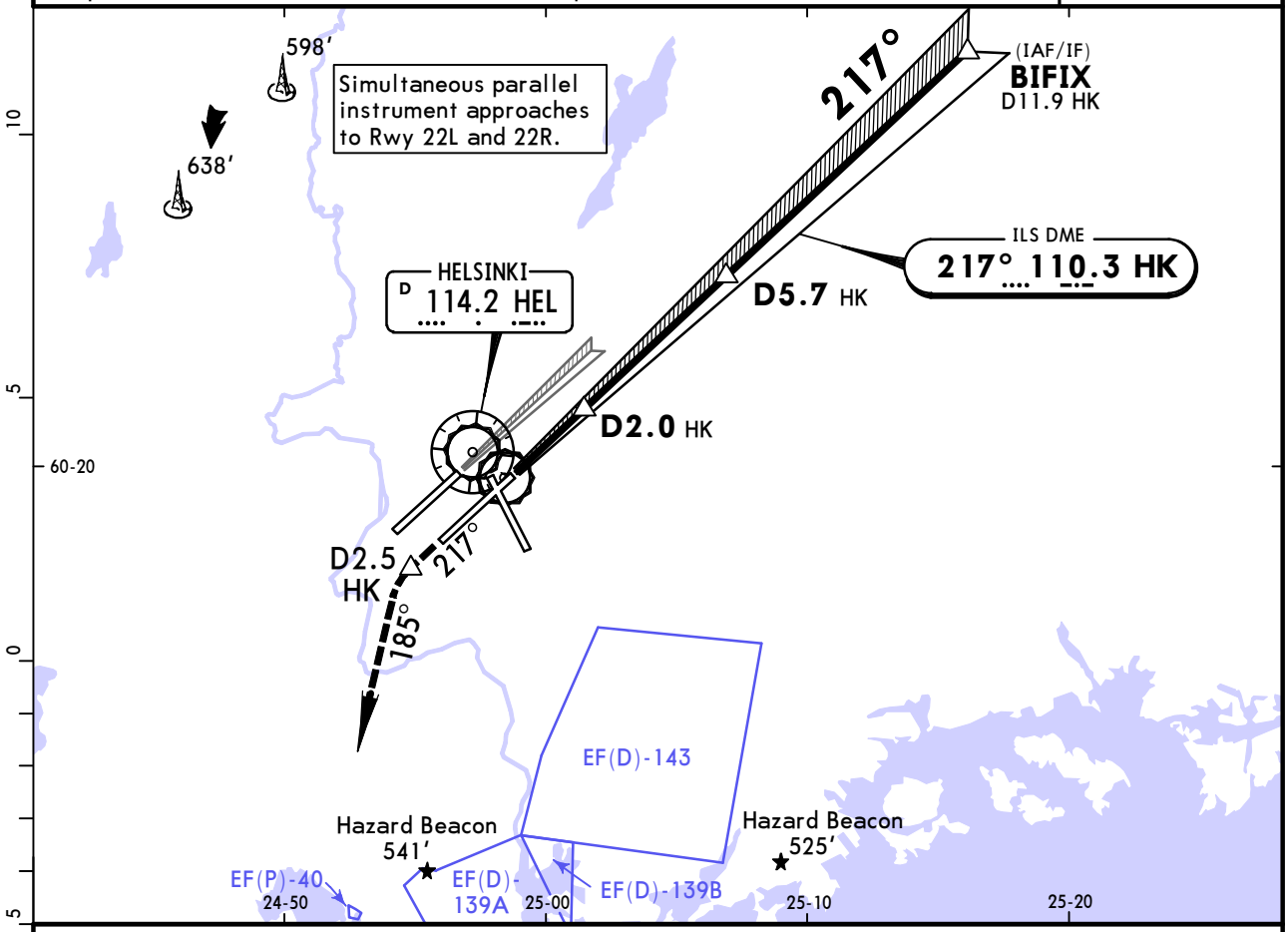
LOC HK	Final Apch Crs	GS	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 180' Rwy 149'
110.3	217°	D5.7 HK 1997' (1848')		

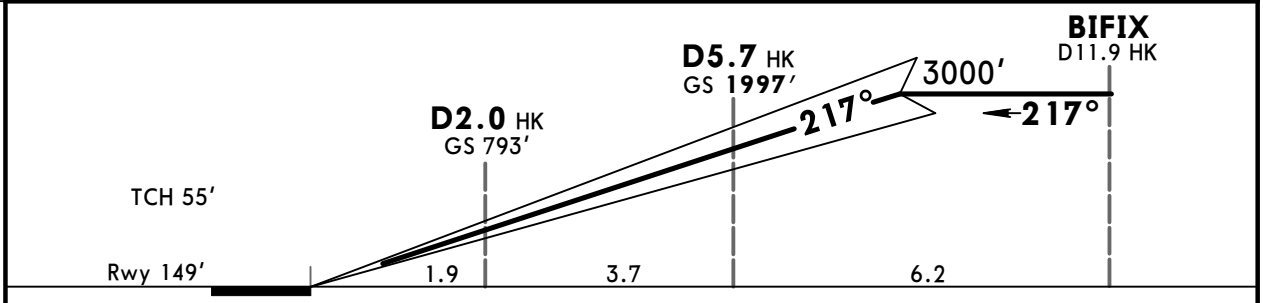
MISSED APCH: Climb on STRAIGHT AHEAD to D2.5 HK, then turn LEFT onto 185° climbing to 2000'. Expect radar vectoring.

Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 5000'

1. DME required. 2. MIM 150 KT until 4 NM from TDZ. Otherwise advise ATC.
3. Special Aircrew & Aircraft Certification Required.

MSA
HEL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI | D2.5 HK | 185° LT | 2000'

Std/State

STRAIGHT-IN LANDING
CAT II ILS

ABC	D	D_L
RA 113'	**RA 127'**	**RA 128'**
DA(H) **249'** (100')	DA(H) **260'** (111')	DA(H) **261'** (112')

PANS OPS

1 R300m

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Bearings, new EASA.

EFHK/HEL VANTAA

JEPPESEN

12 APR 24 (11-7) Eff 18 Apr

HELSINKI, FINLAND ILS or LOC Rwy 22R

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

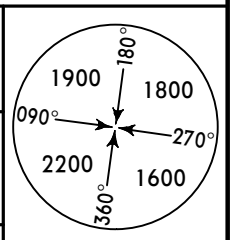
BRIEFING STRIP ™

LOC HUO	Final Apch Crs	XELBU	ILS DA(H)	Apt Elev 180'
*110.7	217°	2000' (1821')	379' (200')	Rwy 179'

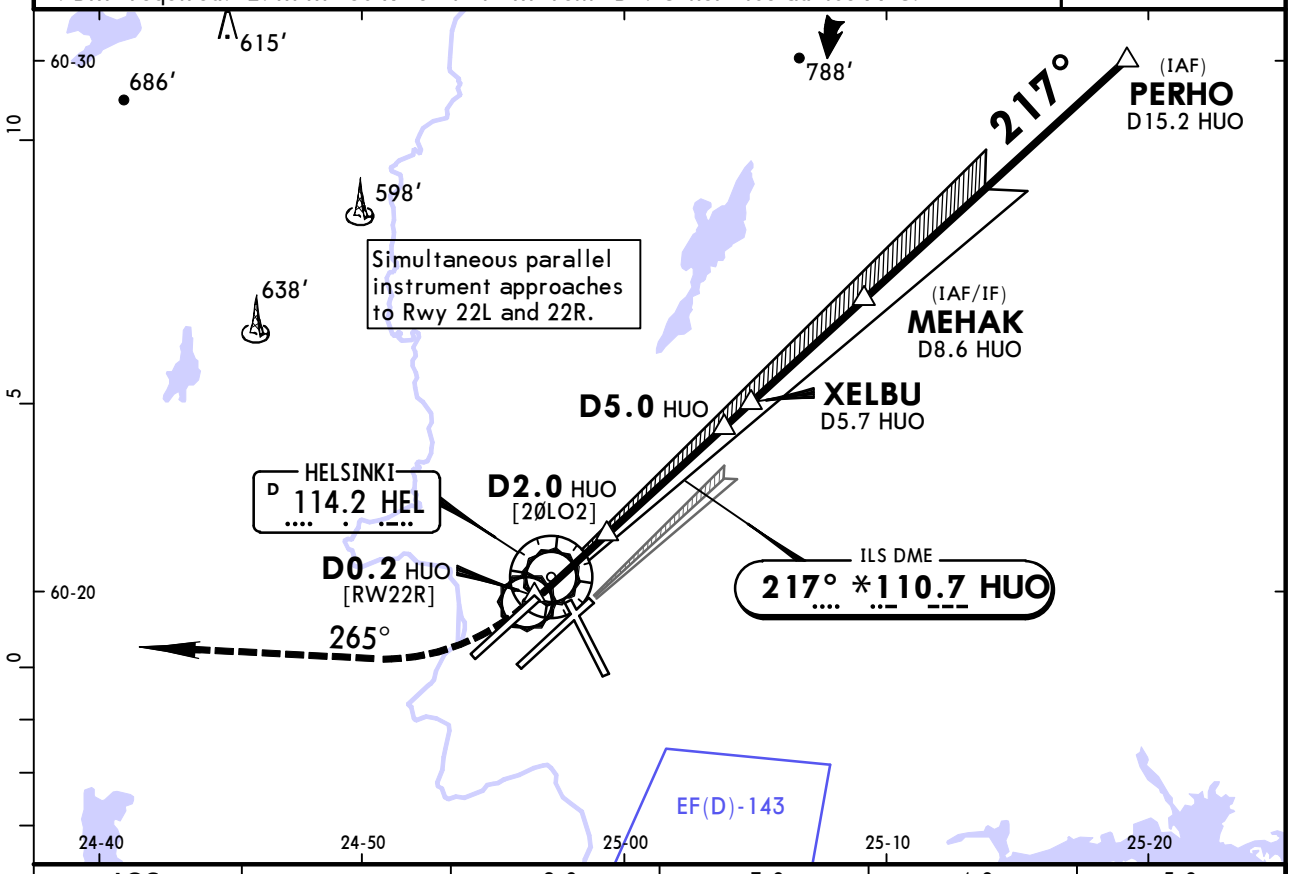
MISSED APCH: Climb STRAIGHT AHEAD to 580', then turn RIGHT RIGHT onto 265° climbing to 2000'.
Do not turn before MAP. Expect radar vectoring.

Alt Set: hPa | Rwy Elev: 7 hPa | Trans level: By ATC | Trans alt: 5000'

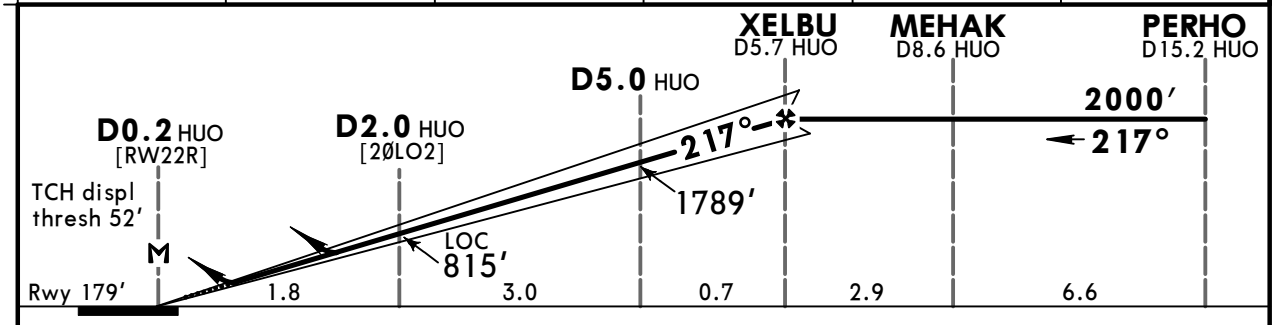
1. DME required. 2. MIM 150 KT until 4 NM from TDZ. Otherwise advise ATC.



MSA HEL VOR



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



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 HUO							

HIALS-II PAPI

580' | 265° RT | 2000'

PANS OPS

Std/State ILS — STRAIGHT-IN LANDING — LOC (GS out)

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

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

CHANGES: Bearings, LOC without D2.0 HUO minimums, new EASA.

EFHK/HEL VANTAA

JEPPESEN
12 APR 24
Eff 18 Apr
11-8

HELSINKI, FINLAND
CAT II/III ILS Rwy 22R

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

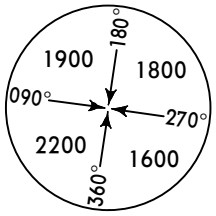
BRIEFING STRIP

LOC HUO	Final Apch Crs	GS	CAT III & II ILS Refer to Minimums	Apt Elev 180′ Rwy 179′
*110.7	217°	D5.0 HUO 1789′ (1610′)		

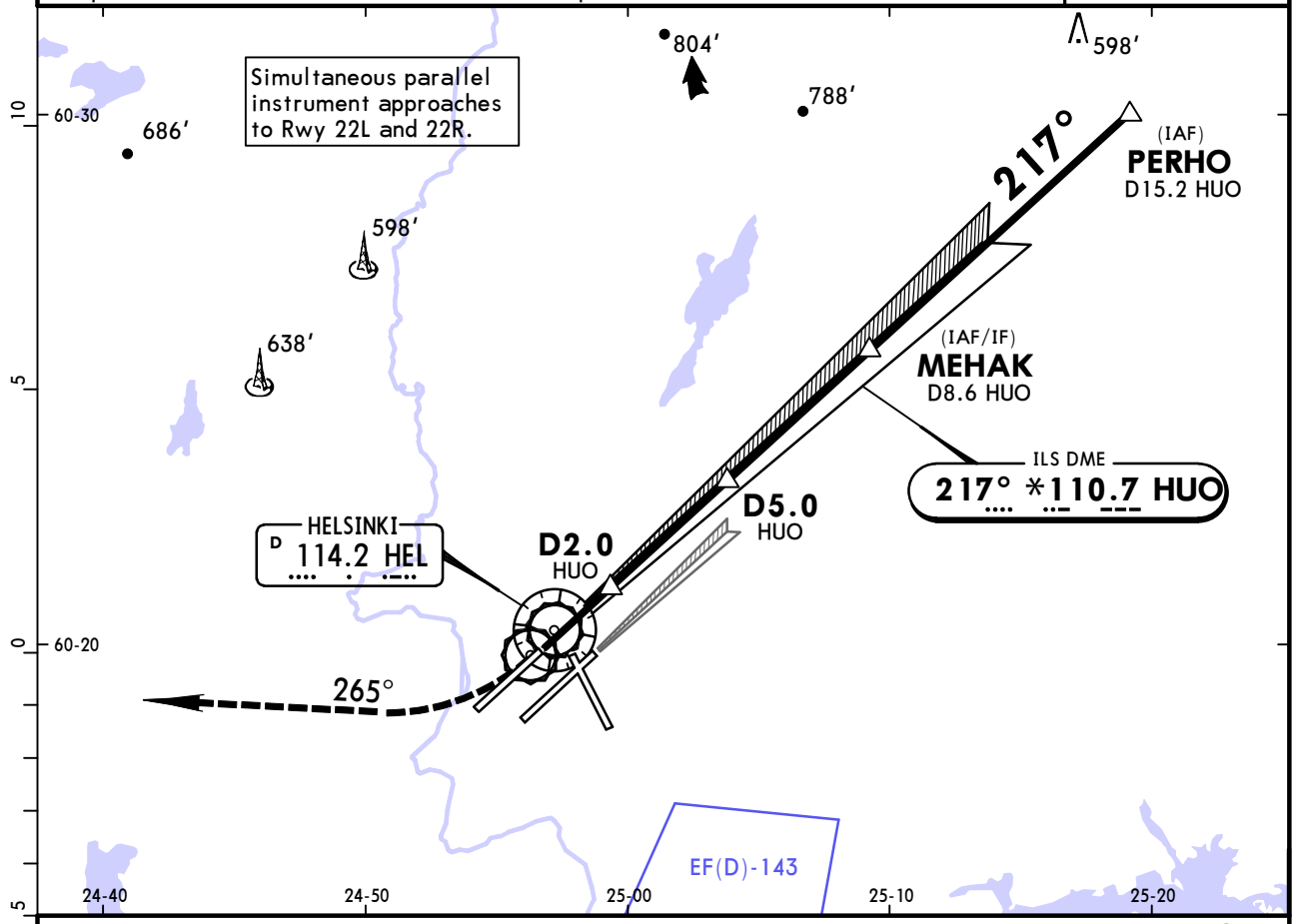
MISSED APCH: Climb STRAIGHT AHEAD to 580′, then turn RIGHT onto 265° climbing to 2000′.
Do not turn before displaced threshold. Expect radar vectoring.

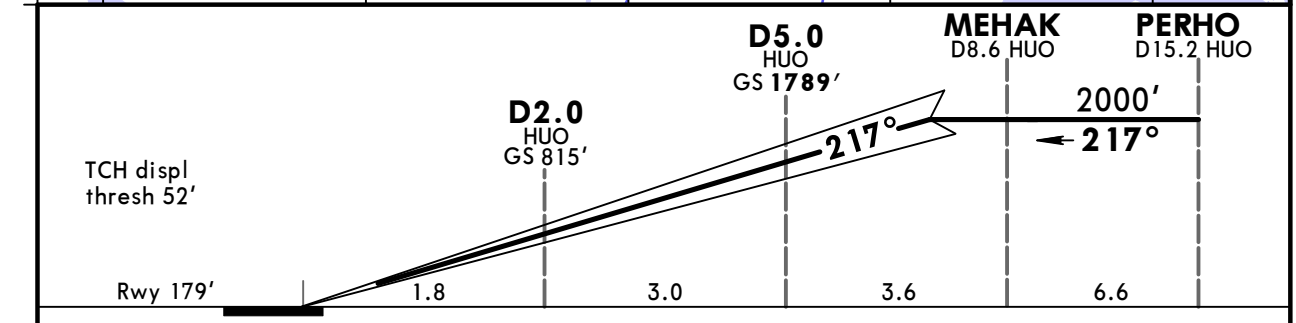
Alt Set: hPa | Rwy Elev: 7 hPa | Trans level: By ATC | Trans alt: 5000′

1. DME required. 2. MIM 150 KT until 4 NM from TDZ. Otherwise advise ATC.
3. Special Aircrew & Aircraft Certification Required.



MSA
HEL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

580′ | 265° RT | 2000′

Std/State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS		
	ABC	D	D_L
	RA 97′ DA(H) 279′ (100′)	RA 99′ DA(H) 281′ (102′)	RA 100′ DA(H) 283′ (104′)
R75m	1 R300m		

1 CAT D requires autoland or HUDLS, otherwise: R350m.

PANS OPS

CHANGES: Bearings, new EASA.

EFHK/HEL VANTAA

JEPPESEN 12 APR 24 (11-9) Eff 18 Apr

HELSINKI, FINLAND COPTER ILS Rwy 04R

D-ATIS Arrival	HELSINKI Radar (APP)	HELSINKI Arrival (APP)	HELSINKI Tower	Ground
135.075	119.1 129.85	119.9 124.325	118.6 118.85	118.125 121.8

BRIEFING STRIP ™

LOC HG	Final Apch Crs	GS	ILS DA(H)	Apt Elev 180′
111.5	037°	D2.5 HG 954′ (802′)	352′ (200′)	Rwy 152′

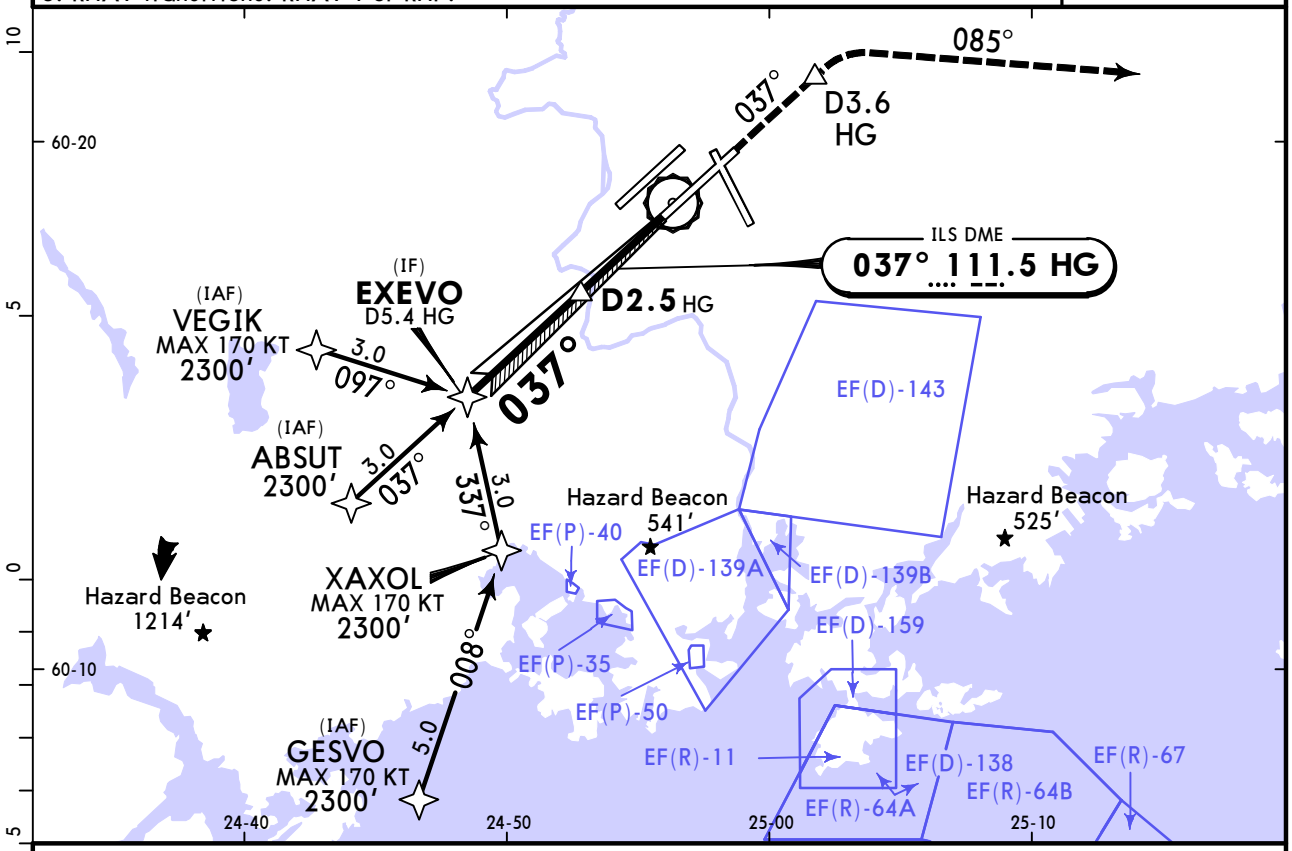
MISSED APCH: Climb STRAIGHT AHEAD until D3.6 HG, then turn RIGHT onto 085° climbing to 2000′. Expect radar vectoring.

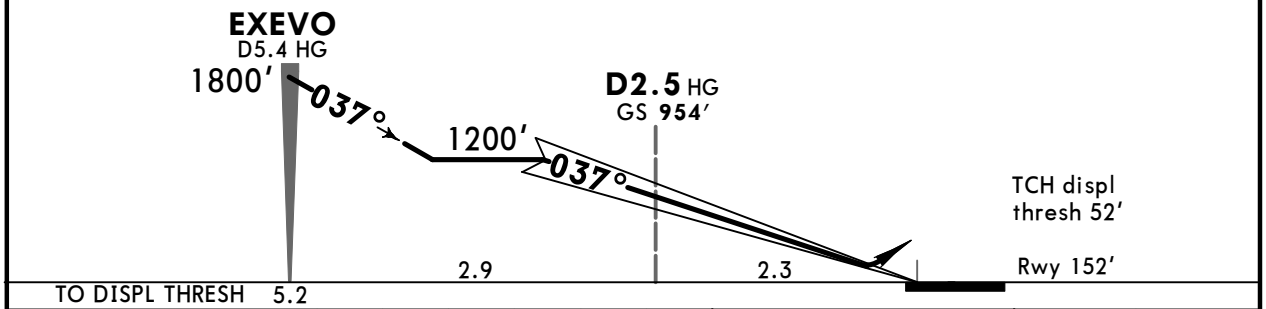
2200

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
GS	3.00°	372	478	531	637	743	849

HIALS PAPI

D3.6 HG

Std/State STRAIGHT-IN LANDING

ILS
DA(H) 352′ (200′)

	ALS out
COPTER 1 R550m	R1000m

PANS OPS

1 With coupled autopilot, otherwise: R800m.

CHANGES: Bearings, new EASA.

EFHK/HEL VANTAA

JEPPESEN 12 APR 24 (12-1) Eff 18 Apr

HELSINKI, FINLAND RNP Rwy 04L

D-ATIS Arrival	HELSINKI Radar (APP)	HELSINKI Arrival (APP)	HELSINKI Tower	Ground
135.075	119.1 129.850	119.9 124.325	118.6 118.850	118.125 121.8

BRIEFING STRIP

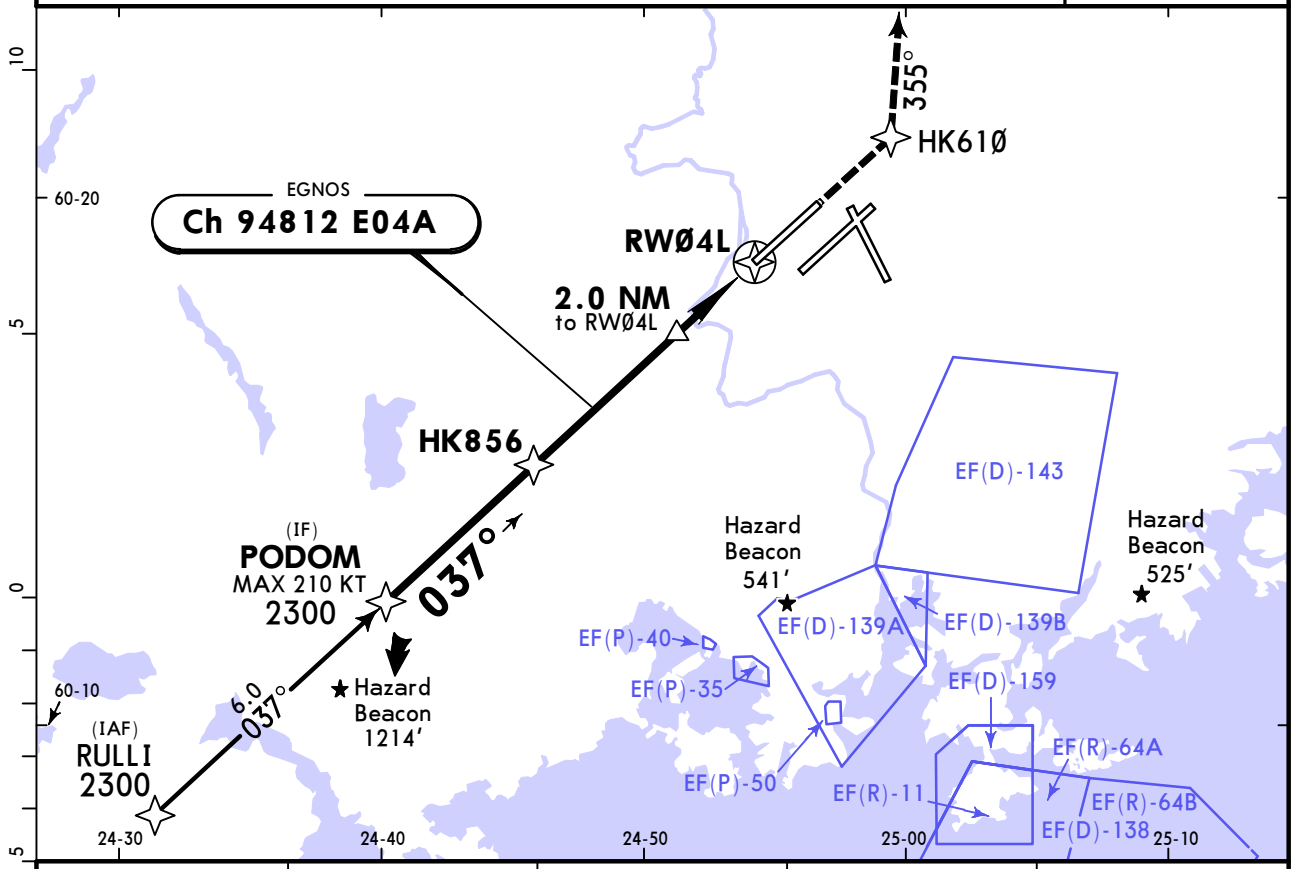
EGNOS	Final Apch Crs	HK856	LPV DA(H)	Apt Elev 180′
Ch 94812 E04A	**037°**	**2000′** (1866′)	**334′** (200′)	Rwy 134′

MISSED APCH: Proceed from RWØ4L towards HK61Ø for LEFT turn to track 355° climbing to 2000′. Expect radar vectoring.

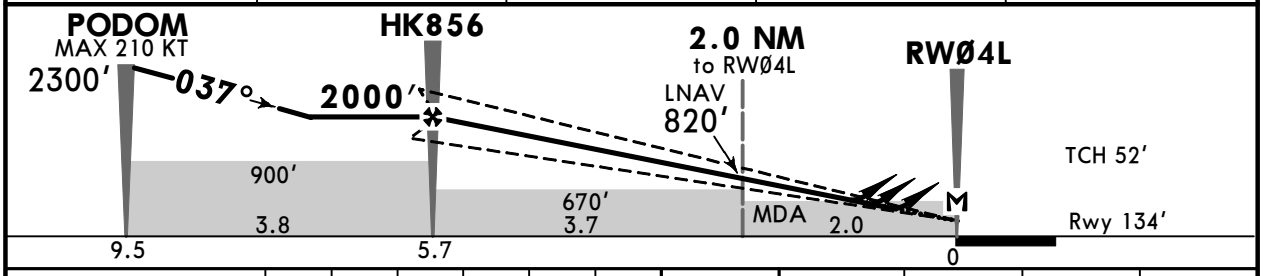
RNP Apch	Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 5000′

1. Simultaneous parallel instrument approaches to Rwy 04L and 04R.
2. Baro-VNAV not authorized below -30°C.

2200 MSA ARP



DIST to RWØ4L	5.0	4.0	3.0	2.0
ALTITUDE	1780′	1460′	1140′	820′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ4L							
HK856 to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08

Timing not authorized for defining the MAP.

HIALS-II PAPI

HK61Ø | **355°** LT | **2000′**

PANS OPS

Std/State

STRAIGHT-IN LANDING

1 LPV

DA(H) **334′** (200′)

LNAV/VNAV

DA(H)
A: **410′** (276′) C: **430′** (296′)
B: **422′** (288′) D: **440′** (306′)

LNAV

CDFA

3 DA/MDA(H) **550′** (416′)

		TDZ or CL out	ALS out		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	**2** R550m	R1200m	R600m	**2** R600m	R1300m	R1200m		R1500m
B				R650m	**2** R650m	R1400m			
C									R1900m
D				R700m	**2** R700m				

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

CHANGES: Baro-VNAV note, bearings, SMA, minimums, new EASA.

EFHK/HEL VANTAA

JEPPESEN
12 APR 24 (12-2) Eff 18 Apr

HELSINKI, FINLAND RNP Rwy 04R

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

BRIEFING STRIP

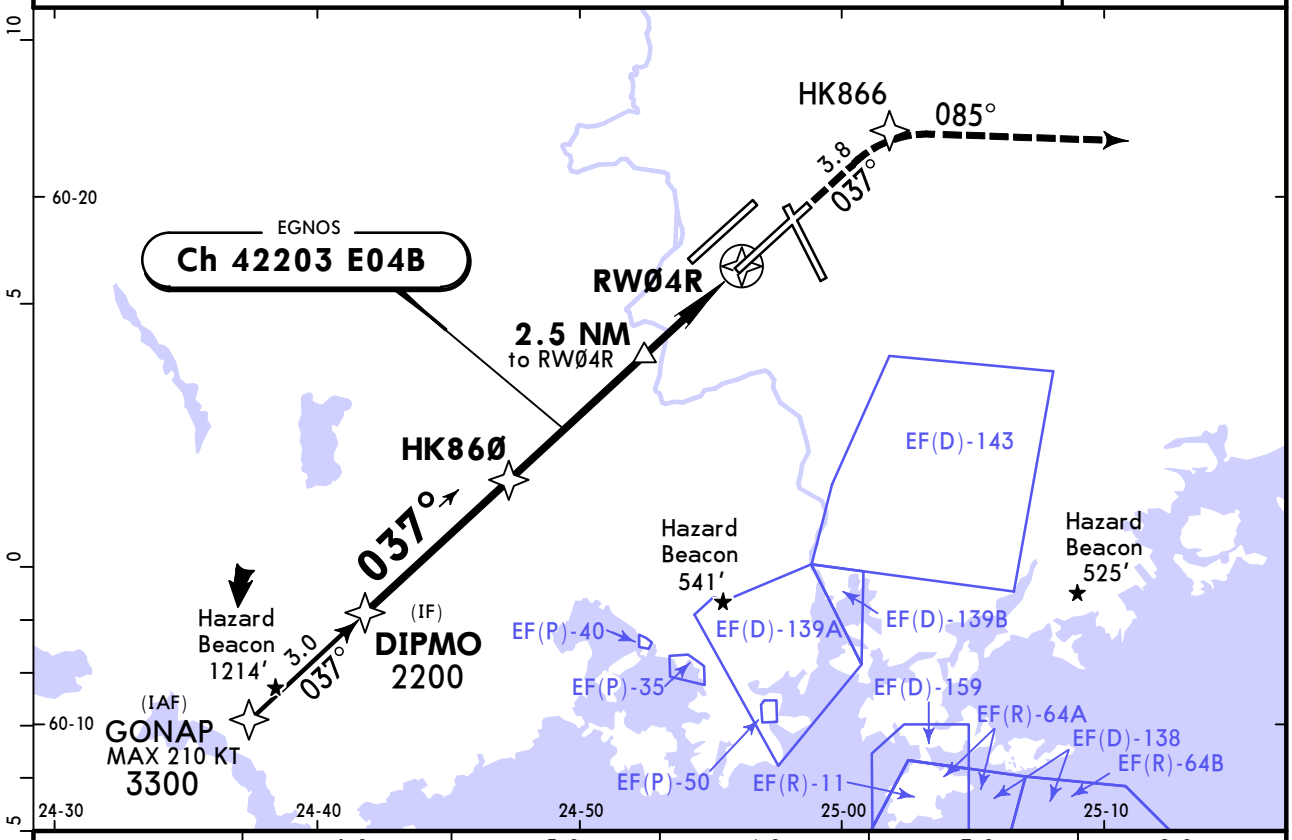
EGNOS	Final Apch Crs	HK86Ø	LPV DA(H)	Apt Elev 180′
Ch 42203 E04B	037°	2100′ (1948′)	352′ (200′)	Rwy 152′

MISSED APCH: Proceed from RWØ4R towards HK866 for RIGHT turn to track 085° climbing to 2000′. Expect radar vectoring.

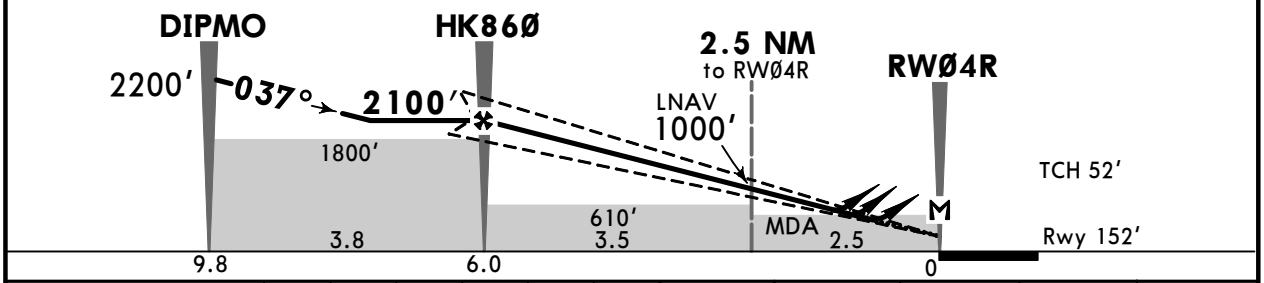
RNP Apch	Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC	Trans alt: 5000′

1. Simultaneous parallel instrument approaches to Rwy 04L and 04R.
2. Baro-VNAV not authorized below -30°C.

2200
MSA
ARP



DIST to RWØ4R	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
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ4R							
HK86Ø to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

Timing not authorized for defining the MAP.

HIALS
PAPI

HK866 | 085° RT | 2000′

Std/State

STRAIGHT-IN LANDING

	1 LPV		LNAV/VNAV		LNAV	
	DA(H) 352′ (200′)		DA(H) A: 460′ (308′) C: 481′ (329′) B: 472′ (320′) D: 491′ (339′)		CDFA 3 DA/MDA(H) 550′ (398′)	
		ALS out		ALS out		ALS out
A	2 R550m	R1200m	2 R700m	R1400m	R1100m	R1500m
B						
C			R800m	R1500m		R1800m
D						R1800m

PANS OPS

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

CHANGES: Baro-VNAV note, bearings, SMA, minimums, new EASA.

EFHK/HEL VANTAA

JEPPESEN
12 APR 24 (12-3) Eff 18 Apr

HELSINKI, FINLAND RNP Rwy 15

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

BRIEFING STRIP

EGNOS	Final Apch Crs	OBUPU	LPV DA(H)	Apt Elev 180′
Ch 67966 E15A	143°	2000′ (1837′)	363′ (200′)	Rwy 163′

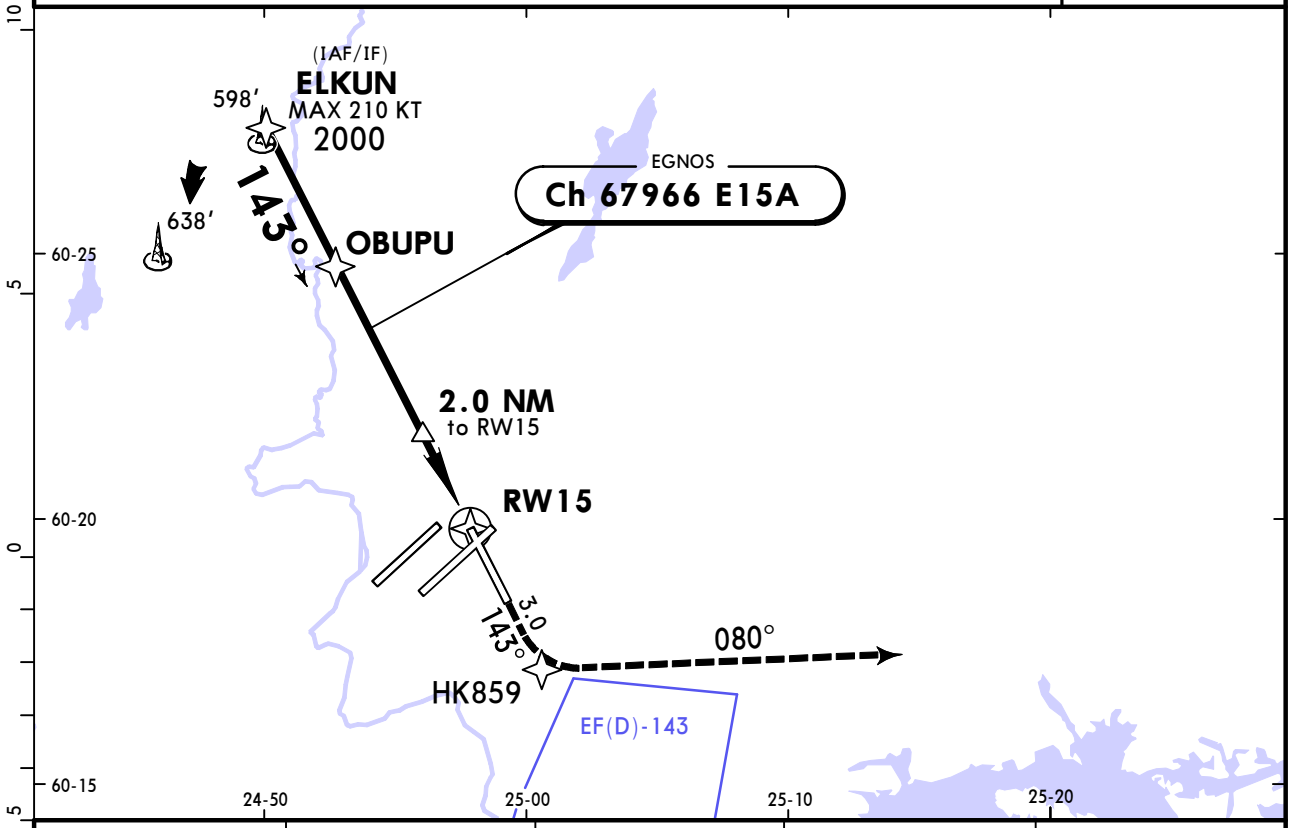
MISSED APCH: Proceed from RW15 towards HK859 for LEFT turn to track 080° climbing to 2000′. Except radar vectoring.

2200

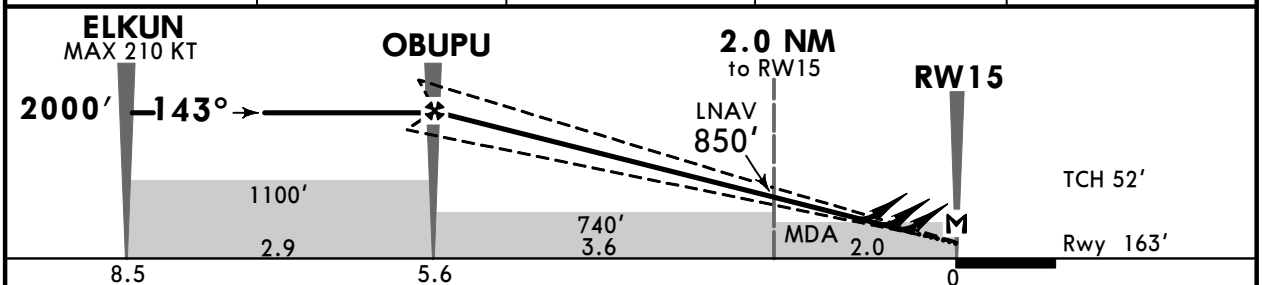
MSA ARP

RNP Apch	Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC	Trans alt: 5000′

Baro-VNAV not authorized below -30°C.



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



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW15							
OBUPU to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06

Timing not authorized for defining the MAP.

HIALS
PAPI

HK859

080° LT

2000′

Std/State

STRAIGHT-IN LANDING

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

PANS OPS

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

CHANGES: EGNOS Ch, baro-VNAV note, bearings, SMA, minimums, new EASA.

EFHK/HEL VANTAA

JEPPESEN
12 APR 24 (12-4) Eff 18 Apr

HELSINKI, FINLAND RNP Rwy 22L

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

BRIEFING STRIP

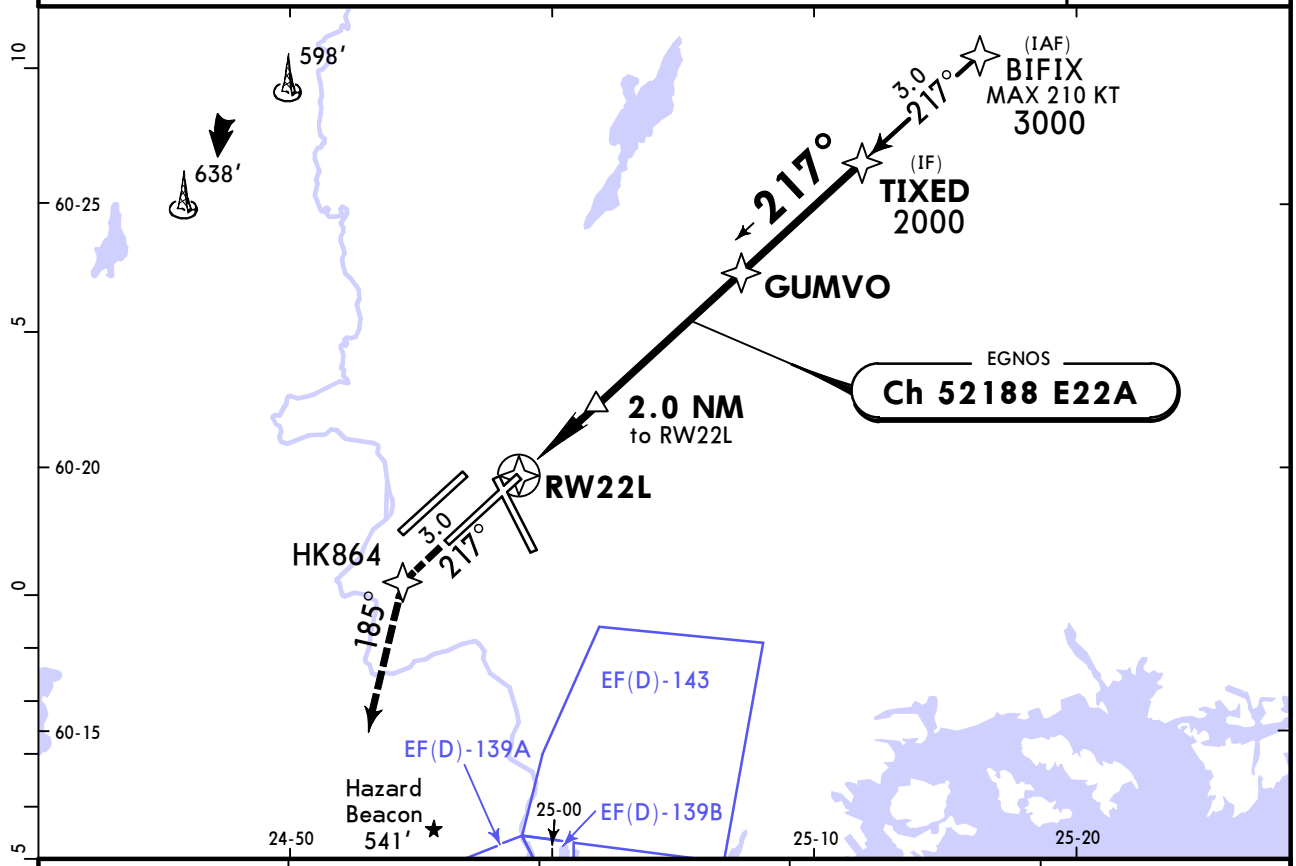
EGNOS	Final Apch Crs	GUMVO	LPV DA(H)	Apt Elev / Rwy
Ch 52188 E22A	217°	2000′ (1851′)	349′ (200′)	180′ / 149′

MISSED APCH: Proceed from RW22L towards HK864 for LEFT turn to track 185° climbing to 2000′. Expect radar vectoring.

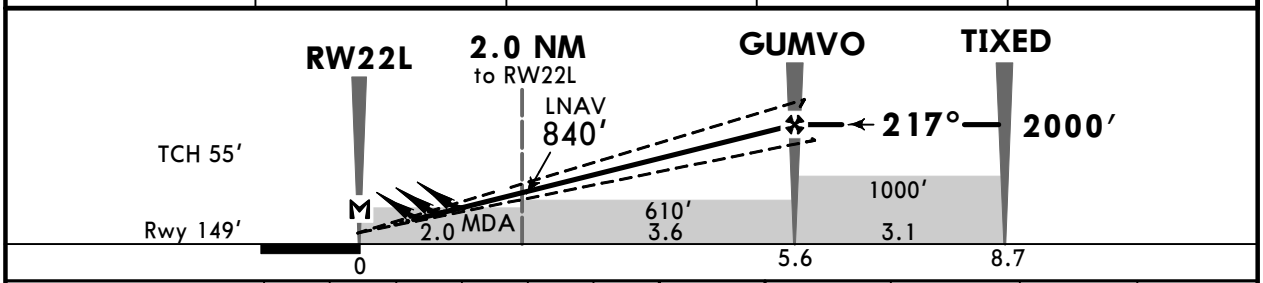
RNP Apch	Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 5000′

1. Simultaneous parallel instrument approaches to Rwy 22L and 22R.
2. Baro-VNAV not authorized below -30°C.

2200
MSA
ARP



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



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW22L							
GUMVO to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06

Timing not authorized for defining the MAP.

HIALS-II
PAPI

HK864

185° LT

2000′

Std/State

STRAIGHT-IN LANDING

1 LPV
DA(H) **349′** (200′)

LNAV/VNAV
DA(H)
A: **463′** (314′) C: **483′** (334′)
B: **475′** (326′) D: **494′** (345′)

LNAV
CDFA
3 DA/MDA(H) **610′** (461′)

	TDZ or CL out	ALS out		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	**2** R550m	R1200m	R700m	**2** R700m	R1400m	R1500m	R1500m
B				R800m	R800m	R1500m		
C							R1500m	R2200m
D				R900m	R900m	R1600m		

PANS OPS

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

CHANGES: Baro-VNAV note, bearings, SMA, minimums, new EASA.

EFHK/HEL VANTAA

JEPPESEN
12 APR 24 (12-5) Eff 18 Apr

HELSINKI, FINLAND RNP Rwy 22R

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

BRIEFING STRIP

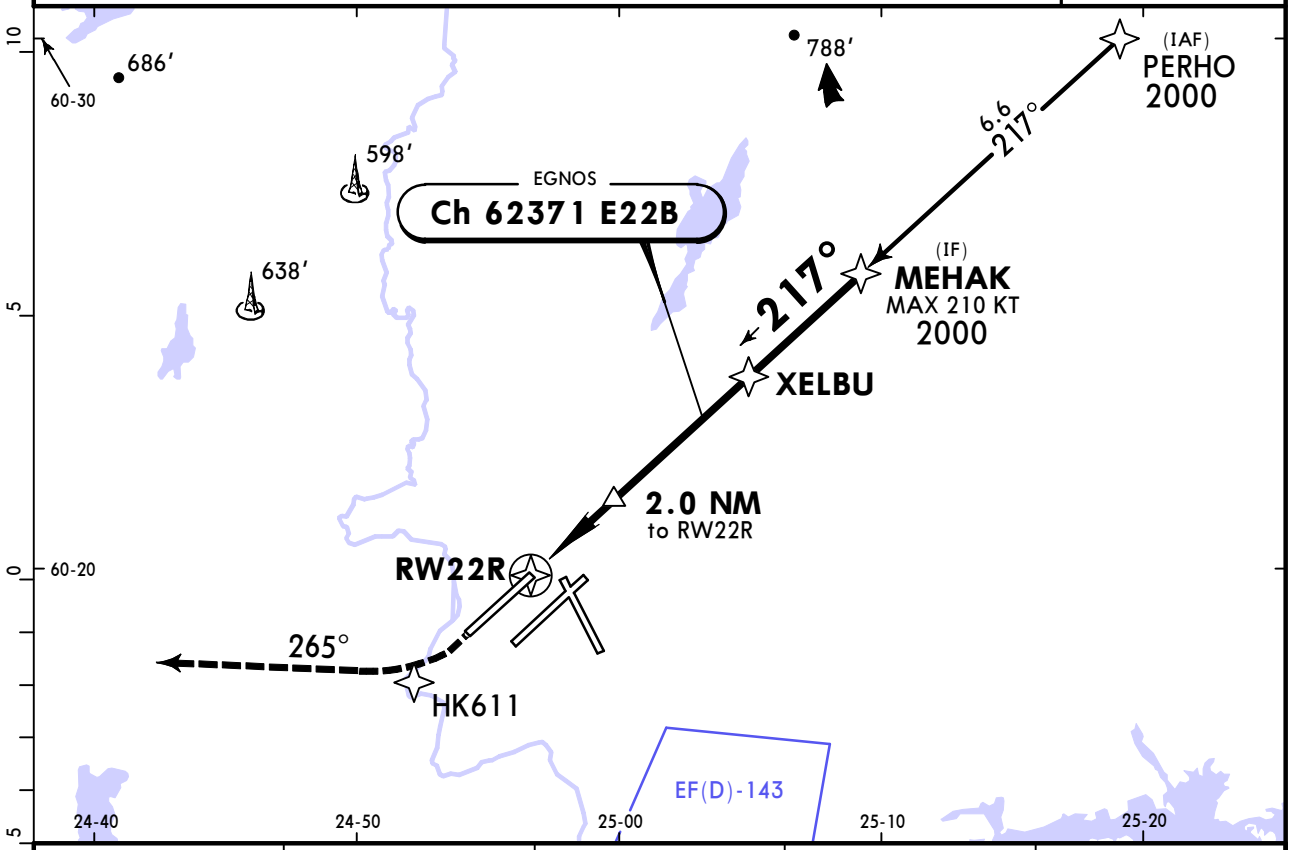
EGNOS	Final Apch Crs	XELBU	LPV DA(H)	Apt Elev 180′
Ch 62371 E22B	217°	2000′ (1820′)	380′ (200′)	Rwy 180′

MISSED APCH: Proceed from RW22R towards HK611 for RIGHT turn to track 265° climbing to 2000′. Expect radar vectoring.

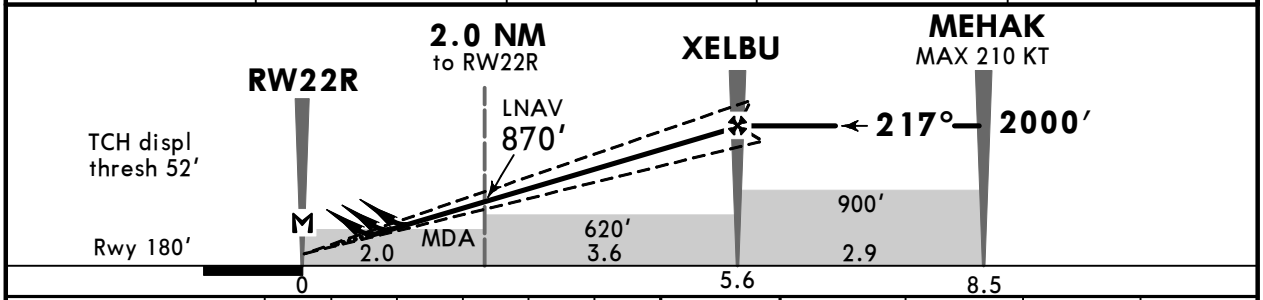
RNP Apch	Alt Set: hPa	Apt Elev: 7 hPa	Trans level: By ATC	Trans alt: 5000′

1. Simultaneous parallel instrument approaches to Rwy 22L and 22R.
2. Baro-VNAV not authorized below -30°C.

MSA
2200
ARP



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



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW22R							
XELBU to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06

Timing not authorized for defining the MAP.

HIALS
PAPI

HK611

265° RT

2000′

PANS OPS

Std/State

STRAIGHT-IN LANDING

	1 LPV	LNAV/VNAV	LNAV CDFA
DA(H)	380′ (200′)	A: 457′ (277′) C: 477′ (297′) B: 469′ (289′) D: 487′ (307′)	3 DA/MDA(H) 610′ (430′)

	TDZ or CL out	ALS out		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	2 R550m	R1200m	R600m	2 R600m	R1300m	R1300m	R1500m
B				R650m	2 R650m	R1400m		
C								R2000m
D				R700m	2 R700m			

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

CHANGES: Baro-VNAV note, bearings, SMA, minimums, new EASA.

EFHK/HEL VANTAA

JEPPESEN 12 APR 24 (12-6) Eff 18 Apr

HELSINKI, FINLAND RNP Rwy 33

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

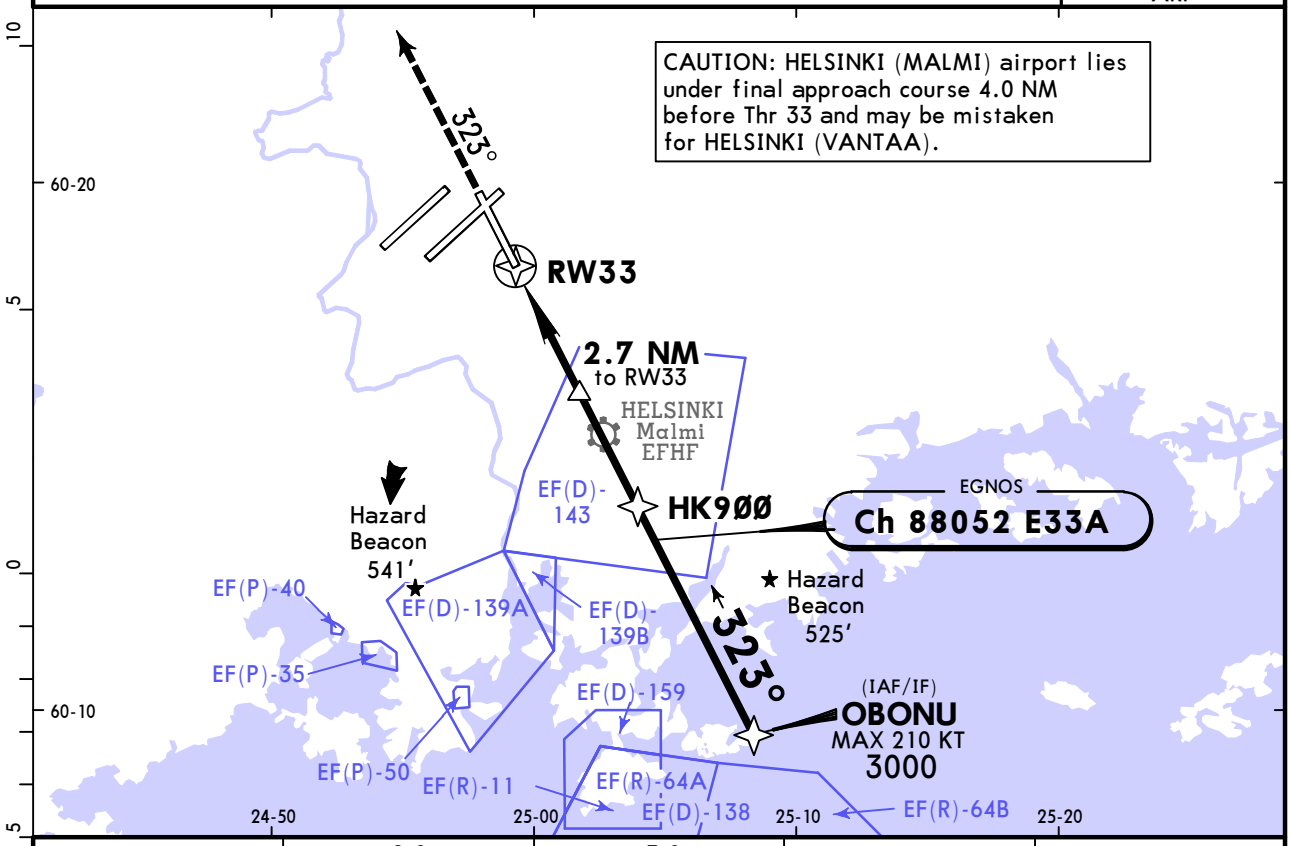
BRIEFING STRIP

EGNOS	Final Apch Crs	HK900	LPV DA(H)	Apt Elev 180′
Ch 88052 E33A	323°	2100′ (1953′)	Refer to Minimums	Rwy 147′

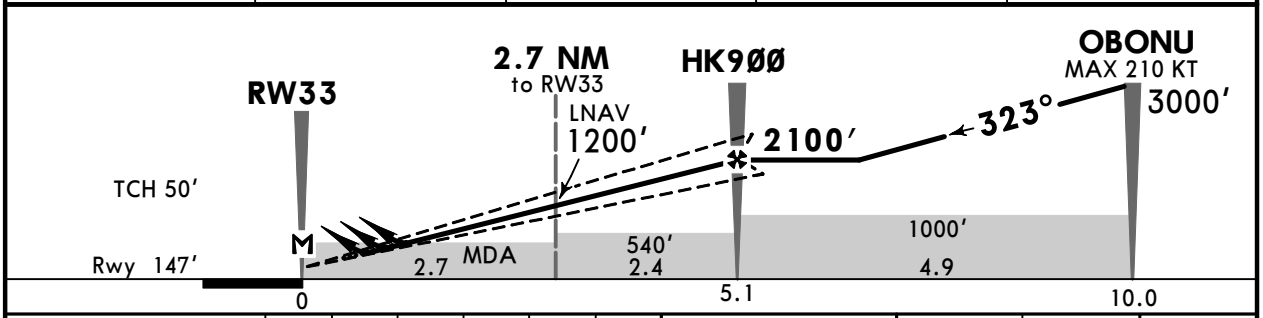
MISSED APCH: Proceed from RW33 on track 323° climbing to 2000′.
Expect radar vectoring.

RNP Apch | Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′
Baro-VNAV not authorized below -30°C.

2200
MSA
ARP



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



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.50°	434	557	619	743	867	991
MAP at RW33							
HK900 to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

Timing not authorized for defining the MAP.

HIALS
PAPI

2000′ on 323°

Std/State STRAIGHT-IN LANDING

	1 LPV		LNAV/VNAV		LNAV	
	DA(H)	ALS out	DA(H)	ALS out	CDFA	ALS out
	ABC: 347′ (200′) D: 349′ (202′)		A: 466′ (319′) C: 493′ (346′) B: 481′ (334′) D: 503′ (356′)		2 DA/MDA(H) 550′ (403′)	
A	R750m	R1200m	R1000m	R1400m	R1500m	R1500m
B			R1100m	R1500m		
C			R1200m	R1600m		R1900m
D						

PANS OPS

1 LPV (VAL 35m) 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Baro-VNAV note, bearings, SMA, minimums, new EASA.

EFHK/HEL VANTAA

JEPPESEN
12 APR 24 (13-1) Eff 18 Apr

HELSINKI, FINLAND VOR Rwy 33

D-ATIS Arrival	HELSINKI Radar (APP)	HELSINKI Arrival (APP)	HELSINKI Tower	Ground
135.07	119.1 129.85	119.9 124.32	118.6 118.85	118.125 121.8

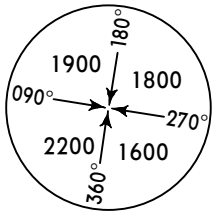
BRIEFING STRIP

VOR HEL	Final Apch Crs	D7.0	DA/MDA(H) (CONDITIONAL)	Apt Elev 180′
114.2	322°	2000′ (1853′)	570′ (423′)	Rwy 147′

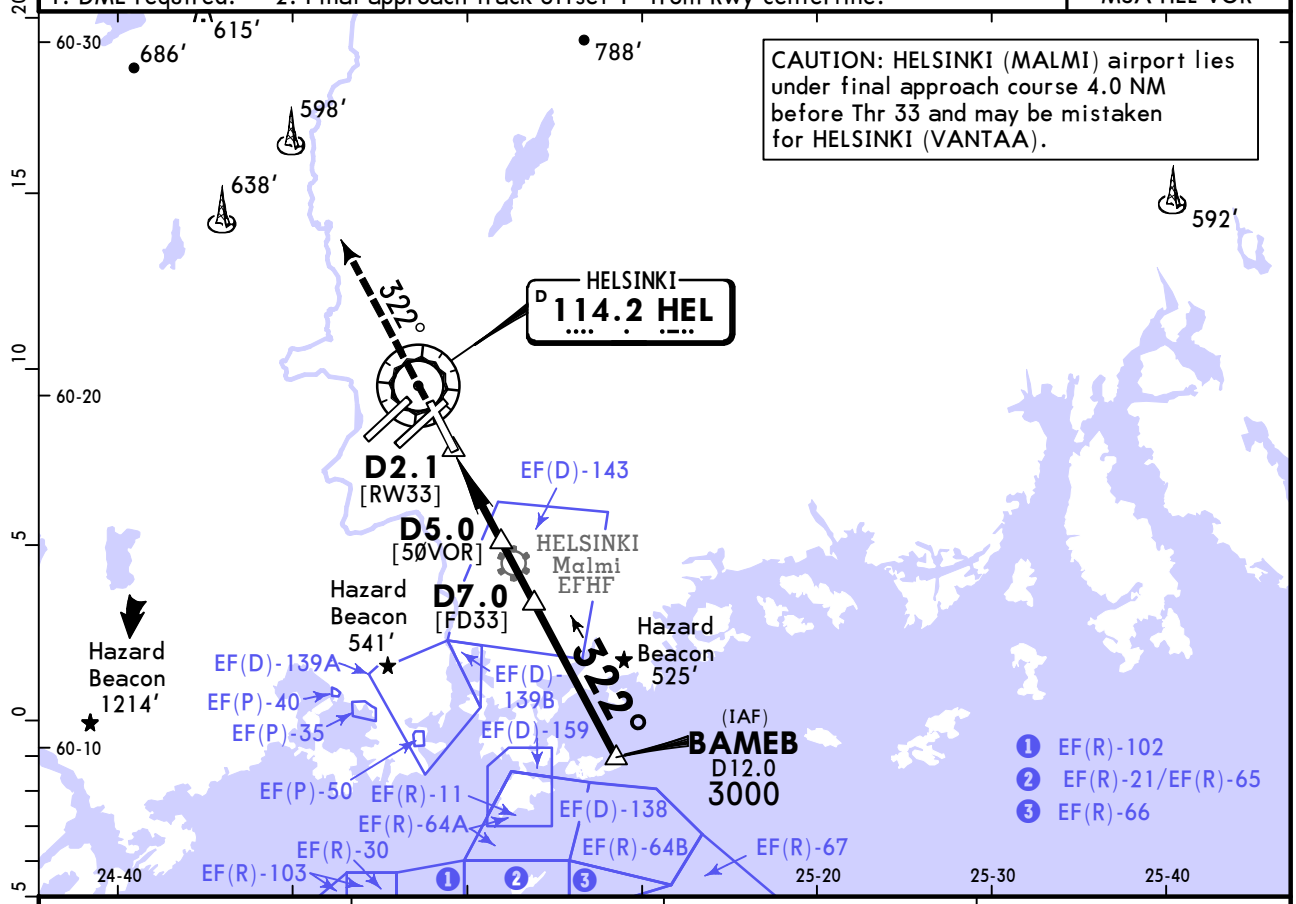
MISSED APCH: Climb on track 322° to 2000′. Expect radar vectoring.

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′

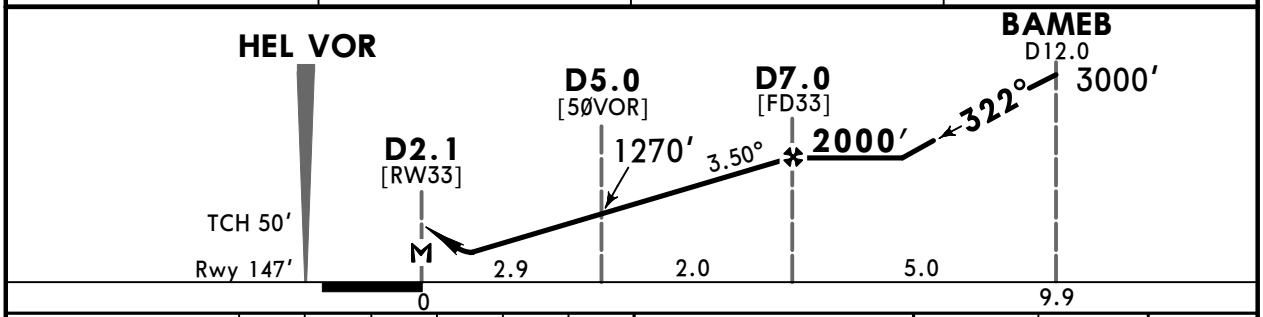
1. DME required. 2. Final approach track offset 1° from Rwy centerline.



MSA HEL VOR



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at D2.1							
D7.0 to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50

Timing not authorized for defining the MAP.

HIALS
PAPI
2000′ on 322°

Std/State STRAIGHT-IN LANDING

	CDFA 1 DA/MDA(H) 570′ (423′)		W/o D5.0 CDFA 1 DA/MDA(H) 1270′ (1123′)	
		ALS out		ALS out
A	R1500m		R1500m	
B				
C	R1600m	R2000m	R2400m	
D				

PANS OPS

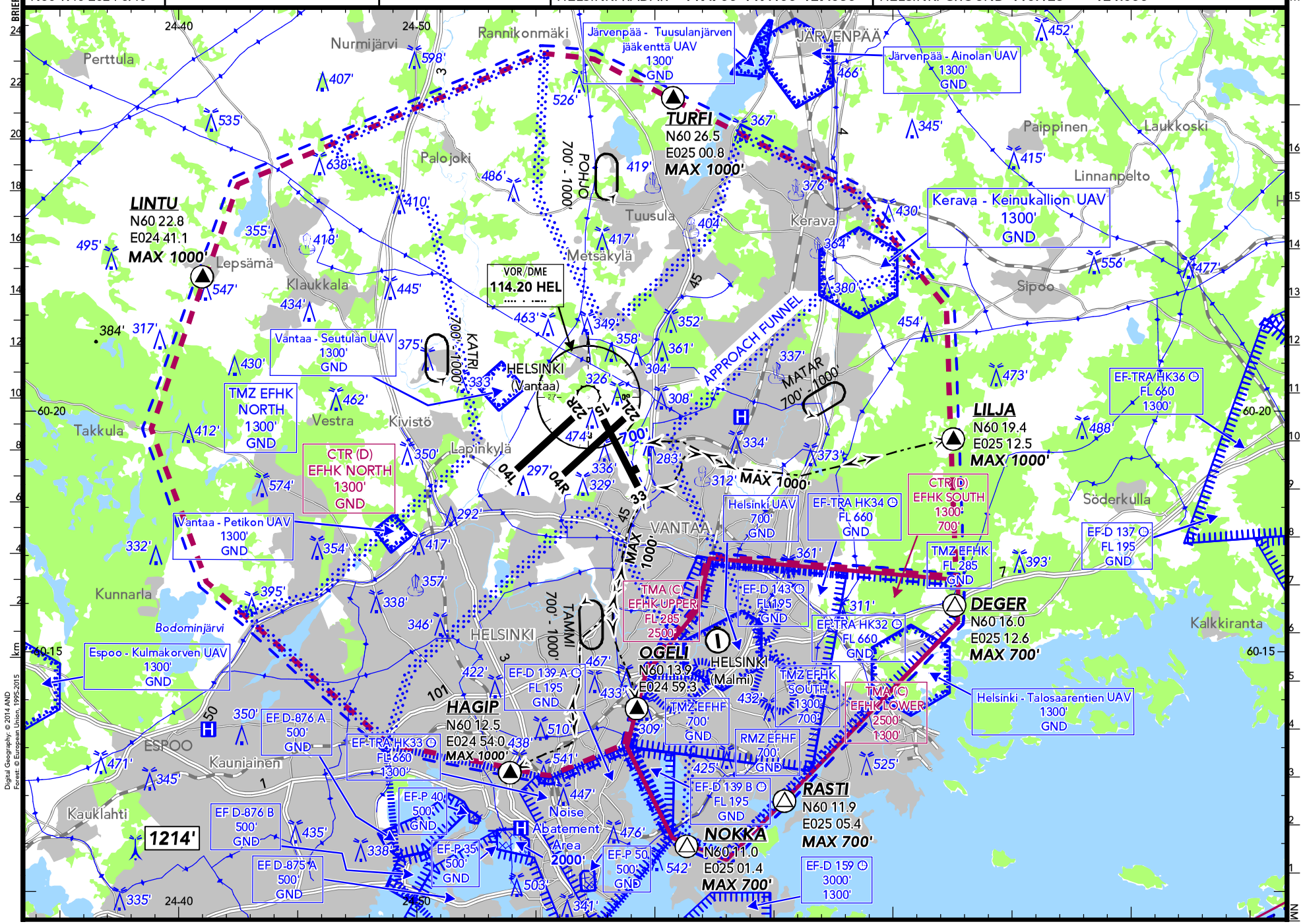
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Bearings, minimums, new EASA.

LOCATION	FIS	ATIS	APPROACH	TOWER
Elev 180' /55m N60 19.0 E024 57.8	HELSINKI CONTROL 127.425	ATIS 135.075 114.200	HELSINKI ARRIVAL 124.325 119.900 HELSINKI RADAR 119.700 119.100 129.850	HELSINKI TOWER 118.600 (en) 118.850 (en) 119.700 (en) HELSINKI GROUND 118.125 121.800

BRIEFING STRIP™

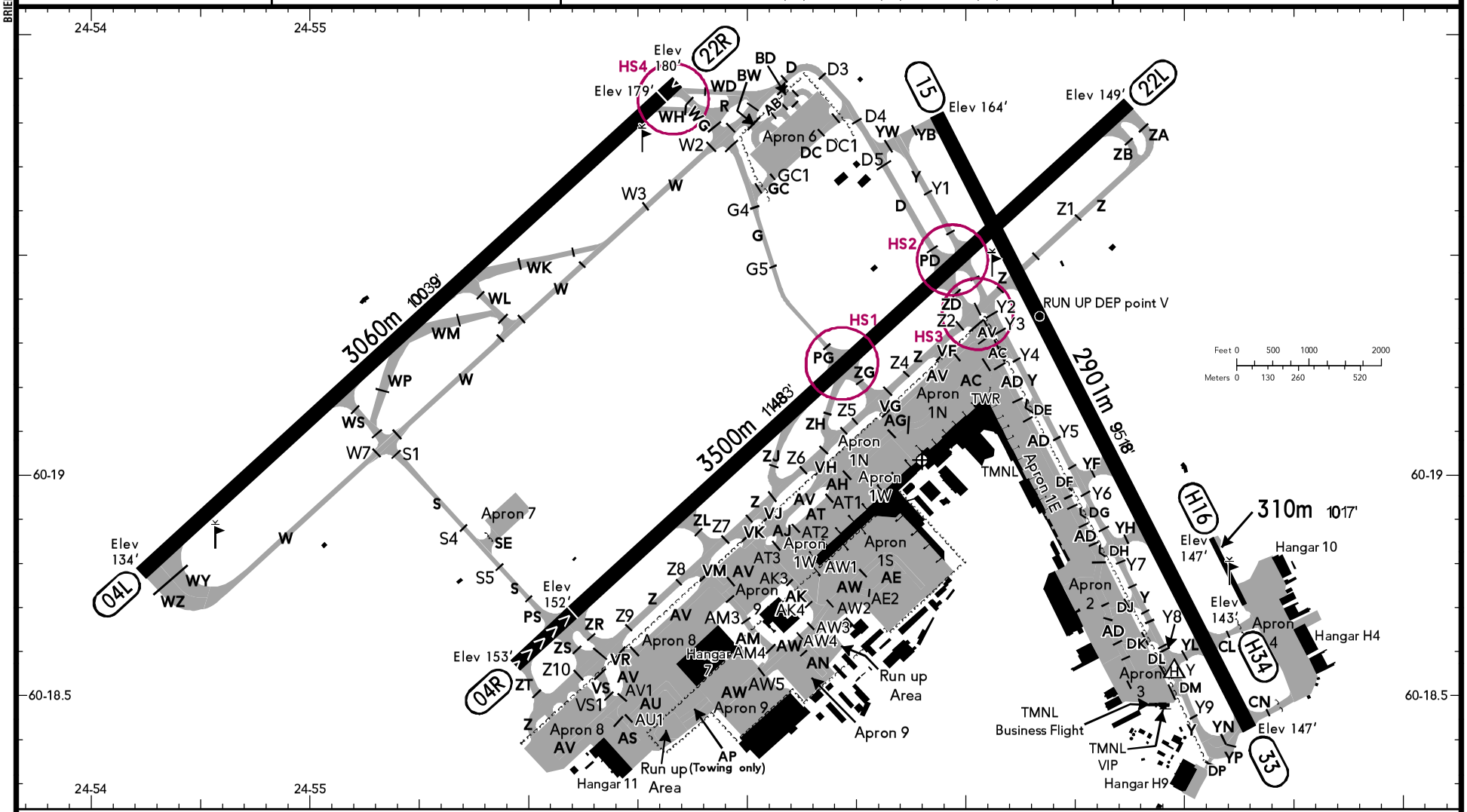
VAR 10°E



CHANGES: VAR - Airspace - REPs - OBST.

BRIEFING STRIP™

LOCATION	ATIS	TOWER	ADMITTED AIRCRAFT
Elev **180'** /55m N60 19.0 E024 57.8	ATIS **135.075 114.200**	HELSINKI GROUND **118.125** **121.800** HELSINKI TOWER **118.600** (en) **118.850** (en) **119.700** (en)	



ALS - PAPI 04L (3.0°), 22R (3.0°), 04R (3.0°), 22L (3.0°), 15 (3.0°), 33 (3.5°) - THRL - RL - RENL - RCLL - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
04R (037°) 22L (217°)	3500 x 60 Asphalt	3500	3200 3500	PCN 102/F/B/W/T	
04L (037°) 22R (217°)	3060 x 60 Asphalt	3060	3060 3000	PCN 100/F/A/W/T	
15 (143°) 33 (323°)	2901 x 60 Asphalt	2901	2901	PCN 108/F/B/W/T	
H16 (143°) ❶ H34 (323°)	310 x 20 Asphalt			11t MTOM	

❶ HEL VFR only

CHANGES: QFU - TWY - Buildings - THR ELEV - Holding Position - WDI.

NOTE: ACFT LDG on RWY 22L shall not vacate RWY via TWY ZG unless otherwise instructed by ATC.

CAUTION: Jetblast hazard exists, when RWY combination RWY 15 for LDG, RWY 22L for DEP. ACFT departing RWY 22L from TWY Y or TWY ZD intersection shall use idle power until clearance for DEP has been issued.

RWY Incursion Hot Spots

HS1, HS2 - Frequency change before crossing RWY. An explicit crossing clearance shall be received before proceeding over the RWY.

HS3 - Wide apron. Make sure of correct turn before RWY when taxiing to RWY 04R.

HS4 - Angled TWY, no sight to the final approach area.

VFR Flights

VFR flights within TMA Helsinki are subject to ATC permission and will be accepted for justified reasons only. The schedule and program of the flight shall be coordinated with Helsinki-Vantaa approach supervisor.

In case of VFR flight departing inside Helsinki-Vantaa CTR, the pilot shall request clearance before airborne from HELSINKI TOWER.

VFR flights are not allowed at Helsinki-Vantaa CTR and TMA during parallel APCHs. Excluding flights which do not affect conducting the parallel APCHs.

VFR traffic in CTR North MAX 1000' unless otherwise instructed by ATC.

Inbound clearance includes instructions how to enter traffic circuit and flights altitudes (MNM 700').

Taxi Procedures

Pilots are to use the MNM power necessary when manoeuvring on the TWY system, especially when manoeuvring on the apron.

TWYs WK, WM, WP, ZH and ZJ are rapid exit TWYs.

Taxiing on the Apron

Taxiing on the apron is always subject to instructions.

When taxiing on the apron, the ACFT shall always follow the yellow guide lines. No deviations or short cuts are permitted except under the guidance of a follow-me car or after special instructions given by appropriate ATC unit.

Arriving ACFT

ACFT using RWY 04R/22L or RWY 15/33 or FATO 16/34 for LDG shall contact HELSINKI GROUND immediately after vacating RWY/FATO for taxi clearance. ACFT vacating RWY 04L/22R or HEL landing on Helipad Y shall remain on the appropriate TWR freq unless otherwise instructed by ATC.

Departing ACFT

Route clearance by radio shall be requested from the appropriate ATC unit, but not earlier than 25 MIN before estimated start-up.

When taxiing, the pilot shall follow the instructions given by the appropriate ATC unit. ACFT shall use the shortest possible way to TWY parallel to RWY to continue further to the clearance limit given by ATC.

Intersection TKOF Procedures

Intersection TKOF

RWY	TWY	TORA (m)
04R	ZS	3283
	ZR	3200
	ZL	2570
	ZJ	2009
	ZH	1708
	ZG	1638
22L	ZB	3411
	Y	2558
	ZD	2440
	ZG	1886
04L	WY	2951
	WS	1942
	WP	1734
22R	WH	2945
	WK, WL	1856
	WM	1589
15	Z	2156
	DEP V	1950
33	YL, CL	2524
	YH	1981
	YF	1652

NOTE: The TKOF 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.

Noise Abatement Procedures

Flying below 2000' over Helsinki noise abatement area must be avoided, unless lower ALT is necessary for TKOF or LDG.

HEL Operations

When performing TKOFs from RWY H16 or LDGs on RWY H34, pilots must exercise caution and visually confirm the absence of OBSTs in the front sector.

Outside the ATC service boundary at APN 4 and between TWYs CL and CN there may be ground traffic unknown to ATC.

Chart changes since cycle 10-2024

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

HELSINKI, (VANTAA - EFHK)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EFHK

Type: Terminal (VFR)
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Until 24 JUL 24 Resurfacing and LGT renovation works carried out on RWY 04L/22R. RWY 04L/22R is not in use for TKOF and LDG. TWYs PS, S, PG, G and W CLSD to TFC. TWY D CLSD BTN TWY YW and TWY WD.

Type: Terminal (VFR)
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Until 15 SEP 23 Renovation works on RWY 15/33. RWY 33 is not in use for TKOF & LDG. RWY 15 is not in use for LDG. RWY 15 is in use for TKOF via TWY Z during the day light. RWY 15/33 ALS & RWY lights are not in use. TWY YW & TWY Y (between RWY 04R/22L & TWY YW) clsd.

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.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 25 APR 19 All FIS sectors call signs chgd from TAMPERE RADAR to HELSINKI CONTROL.