

**HELSINKI/Vantaa (HEL/EFHK)**

Elevation 180ft

**CATEGORY A**

AV brief not available.

**GENERAL**

- The busiest airport in Finland, located 9 nm N of Helsinki city centre
- Built originally for the 1952 Summer Olympics in Helsinki
- Major hub for connecting flights as its minimum transit time of 35 minutes is amongst the shortest in Europe
- Large easterly variation (9°E)

**Threats****Loss of Control**

- Missed approach stop altitudes are very low

**Mid Air Collision**

- Missed approach stop altitudes are very low. Consider go around handling.
- Parallel approaches may be used

**ARRIVAL****Diversion Airports**

TURKU	TKU/EFTU	081 nm/280°T	CAT A
TAMPERE	TMP/EFTP	077 nm/329°T	CAT A
TALLINN	TLL/EETN	054 nm/184°T	CAT B
STOCKHOLM, Arlanda	ARN/ESSA	216 nm/262°T	CAT A

- Preferred landing runways 15, 22L, 04L, 04R, 22R, 33 in that order
- When busy parallel approaches may be used to 22-04/L-R
- ATC will inform you of the runway in use and clear you for the appropriate STAR. If no further clearance has been given by the time you reach the final fix, you must continue on the heading specified on the STAR chart. **Do NOT turn toward the FAF unless instructed.**
- ATC may vector you to the final approach or clear you direct the IAF, e.g. "BAW47C, via KENON (direct) BIFIX cleared ILS approach runway 22L" or "BAW47C, after KENON cleared direct BIFIX" followed at some later point by an approach clearance.

**Approach**

- ILS 04R is not recommended for coupled approaches. Aircraft crossing Rwy 04R may disturb the localiser signal. Be prepared to intervene.

### GROUND

- 22L arrivals – do not vacate via ZG or earlier unless otherwise instructed
- High intensity runway operations - after vacating 22L/04R vacate on to Z to avoid blocking the exit
- After vacating 22L/04R or 15/33, contact Helsinki Ground 121.8 for further taxi – there is no need to wait for a ‘handoff’.
- Arrivals to 22R/04L remain on the Tower frequency until otherwise instructed
- “Apron spots” are shown on charts and may be used as co-ordination points for inbound and outbound traffic

### DEPARTURE

- Preferred departure runways: 22R, 22L, 04R, 33, 04L, 15 in that order
- Use FCOM Noise Abatement procedure
- Ensure squawking Mode C prior to pushback request
- After departure aircraft are expected to remain on the Tower frequency at 1,500 ft and then automatically switch to Helsinki Radar. There will be no ‘handoff’. The frequency may be stated as part of the takeoff clearance, otherwise it is stated on the SID chart or if neither \_APP sector is online, EFES\_CTR 121.3

### WEATHER

- Temperatures during winter are warmer than might be expected as a result of the influence of the Baltic Sea and North Atlantic Current
- Average low/high temperatures -6°C/-1°C (Jan), 14°C/21°C (Jul)
- Winters are warmer and the snow season shorter than in the north of Finland but low cloud is common
- Thunderstorms are common in summer

### OPERATIONAL INFORMATION

<b>Handling Agent</b>	Aviator
<b>Handling Agent VHF</b>	131.4
<b>Potable Water</b>	Uplift permitted

<b>IF ONLY Electrical Power is required</b>	Use ground power at all times
<b>If BOTH electrical power and air conditioning is required:</b>	Use both ground services at all times