EFHK pilot briefing

Helsinki Airport is the main international airport of the city of Helsinki, and the entire country. The airport is located north of Helsinki in the neighboring city of Vantaa. The airport is operated by state-owned Finavia.

The airport is by far the busiest in Finland and the fourth busiest in the Nordic countries in terms of passenger numbers. About 90% of Finland's international air traffic passes through Helsinki Airport. On average, the airport handles around 350 departures a day.

The airport is the main hub for Finnair, the flag carrier of Finland, and its subsidiary Nordic Regional Airlines.

IATA	ICAO	Charts	NOTAMs
HEL	EFHK	Finland AIP - EFHK	Bulletins: EFHK

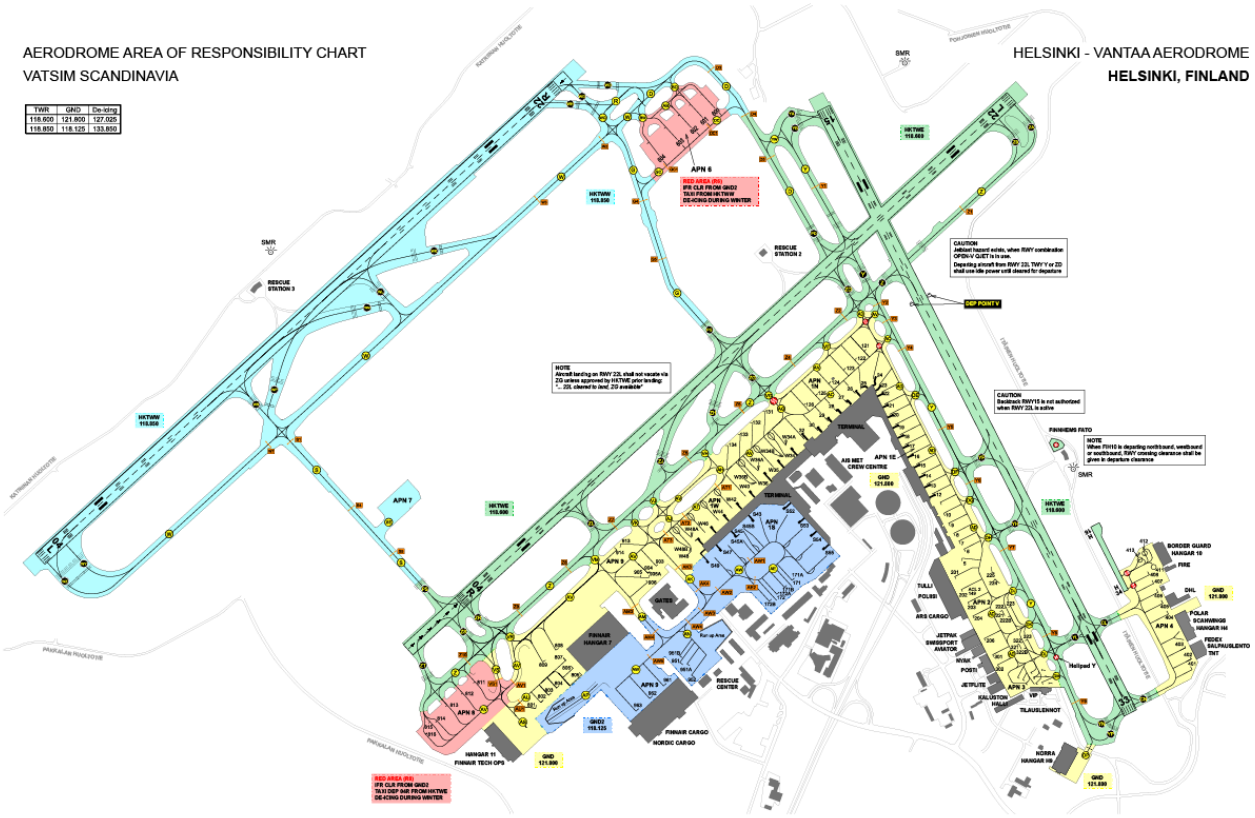
Air Traffic Control positions

Due to the size of Helsinki airport and the increased amount of operations, there is a possibility to provide service from two tower positions, two radar positions and two arrival positions:

Login code	Call sign	Frequency	Responsibility
EFHK_DEL	HELSINKI GROUND	118.125	- All en-route clearances (DCL/PDC: EFHK) - Ground movement on aprons 1S and 9
EFHK_GND	HELSINKI GROUND	121.800	- Ground movement
EFHK_E_TWR	HELSINKI TOWER	118.600	- Primary Tower position - Runways 04R/22L and 15/33 - FATO H16/H34
EFHK_W_TWR	HELSINKI TOWER	118.850	- Opened according to traffic demand - Runways 04L/22R
EFHK_E_APP	HELSINKI RADAR	119.100	- Primary Radar position - East sector
EFHK_E_APP	HELSINKI RADAR	129.850	- Opened according to traffic demand - West sector
EFHK_R_APP	HELSINKI ARRIVAL	119.900	- Primary arrival position - Sequencing arriving traffic below 5000 FT
EFHK_A_APP	HELSINKI ARRIVAL	124.325	- Opened only during parallel IFR approaches - Sequencing arriving traffic below 5000 FT

> **Listen carefully** to the frequency given when being transferred to another controller. Do not try and guess the next frequency, as TWR and APP units may be divided to smaller sectors with similar frequencies.

Ground movement responsibilities:



	EFHK_DEL 118.125		EFHK_GND 121.800		EFHK_E_TWR 118.600		EFHK_W_TWR 118.850		DE-ICING

Currently available stands

https://stands.vatsim-scandinavia.org/?icao=EFHKframeless=true

Stand allocation

Fun fact! Most of the stand numbers starts with the apron number.

Type	Stand location
Schengen	stands 12-32 and remote stands
Non-Schengen	stands W34-W48, S49-S55 and remote stands

Cargo	aprons 2, 4 and 9
General Aviation / VIP	apron 3
Stands reserved for de-icing during winter season	aprons 6 and 8

Taxi procedures

Taxiing on the apron is always subject to instructions. If you are unsure where to go, please ask for detailed taxi instructions.

> Note that the main taxiways have only one letter, e.g. "Y" or "Z", but most taxiways are named with two letters, e.g. "AD" or "AC". Listen carefully to the taxi instructions given by ATC.

> Do not cross a runway without a specific clearance from ATC.

> Keep the transponder active (**squawk mode C**) at all times when moving on the runways, taxiways and aprons.

Taxi procedures for departing aircraft

> When runway 22R is in use for departure, expect to hold short of runway 22L before you are given clearance to taxi to holding point runway 22R.

By default, ATC will use these holding points:

Runway	Holding point	Remarks
04L	WZ	...
04R	ZR, (ZS, ZT)	Aircraft from Apron 8: ZS, ZT

15	Z, YA	Turboprop aircraft DEP from Z
33	CN, YN	Aircraft from Apron 4: CN
22L	Y, ZD, ZB	Turboprop/QJet aircraft DEP from Y/ZD
22R	WG, WD	WL may be used for traffic from taxiway S

Taxi procedures for arriving aircraft

ATC will often use minimum spacing on final approach. It is important to **vacate the runway quickly** in order to achieve maximum runway capacity and minimize the occurance of go-arounds.

When landing on runway 22L, vacate via ZH or later. Do not vacate via Y, ZD or ZG without prior approval from Helsinki Tower.

When landing on runway 04R/22L or 15/33, contact Helsinki Ground 121.8 after vacating the runway. No handoff will be given.

Preferential runway system

When ATC is online, the runway is selected according to the following wind limits when possible. Note that runways may differ from real life due different traffic amount and type. Controllers on VATSIM will select the most suitable runway according to the traffic needs on VATSIM.

Preference order:	1	2	3	4	5	6
Arrival runway:	15	22L	04L	04R	22R	33

Departure runway:	22R	22L	04R	33	04L	15

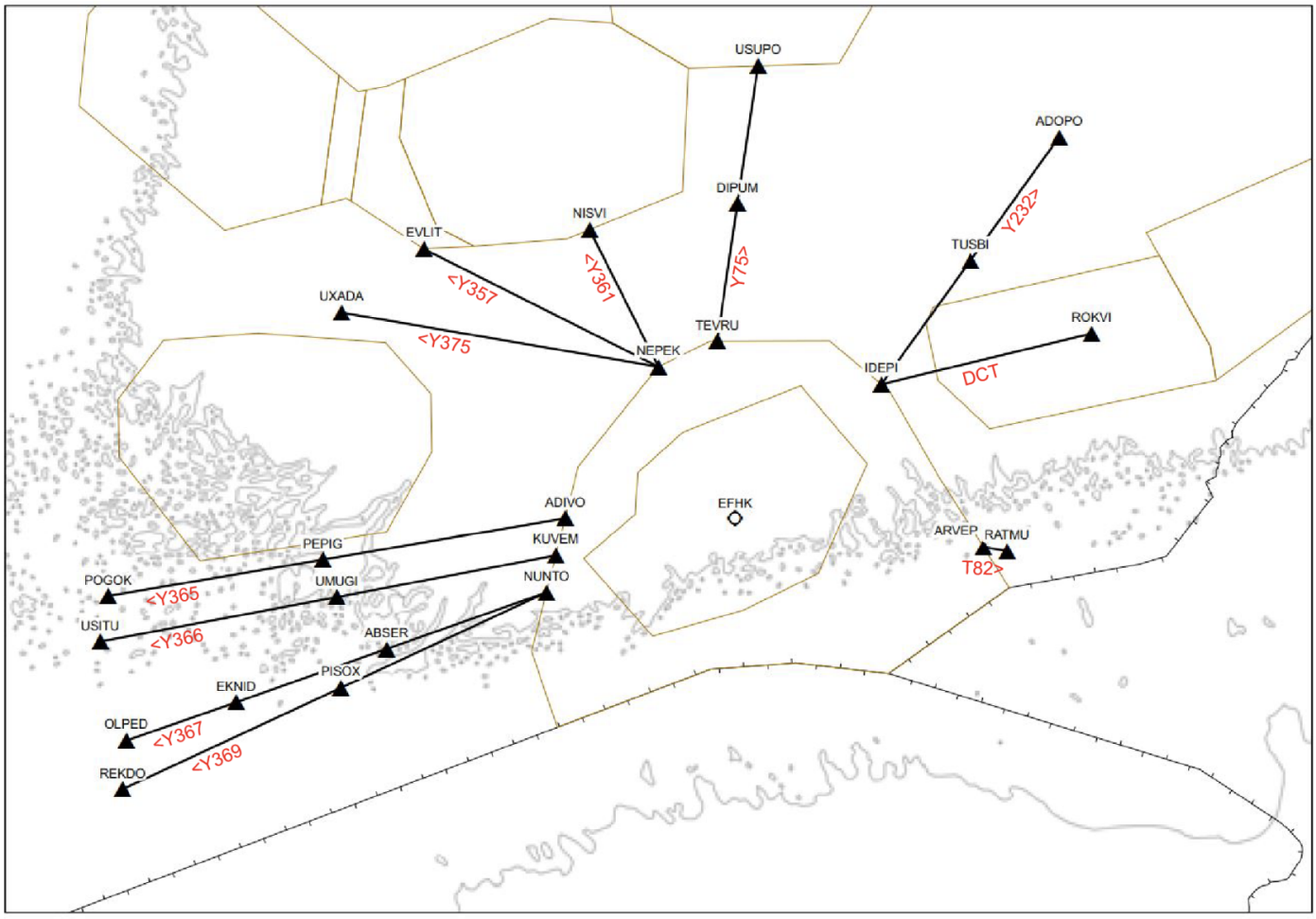
As a general rule, the first available preferential runway will be used until the crosswind component on a dry runway exceeds 20 KT and/or the tailwind component exceeds 5 KT. If the runway is contaminated, the respective restrictions are 15 KT and 5 KT.

Mandatory departure routes

> Pilots are requested NOT to include SID in their flight plan as this will be assigned by ATC.

IFR-flights departing from Helsinki above FL 95 shall use these **mandatory routes** after the SID:

EFHK TMA Boundary Point	EFHK Departure Connecting Point	Flight Plan
NUNTO	REKDO	NUNTO-Y369-REKDO-DCT
NUNTO	OLPED	NUNTO-Y367-OLPED-DCT
KUVEM	USITU	KUVEM-Y366-USITU-DCT
ADIVO	POGOK	ADIVO-Y365-POGOK-DCT
NEPEK	NISVI	NEPEK-Y361-NISVI-DCT
TEVRU	USUPO	TEVRU-Y75-USUPO-DCT
IDEPI	ADOPO	IDEPI-Y232-ADOPO-DCT
IDEPI	ROKVI	IDEPI DCT ROKVI DCT
ARVEP	RATMU	ARVEP-T82-RATMU-DCT
NEPEK	EVLIT	NEPEK-Y357-EVLIT-DCT
NEPEK	UXADA	NEPEK-Y375-UXADA-DCT



After the last point of the mandatory departure route, pilots have mostly free hands to plan their flights with DCT routes.

> **RENKU** is only available and mandatory for departures to EETN or EEEI. Maximum cruise level is FL 100.

En-route clearance

> En-route clearance can be requested with **DCL** (datalink) or with **VOICE** over the ground or tower frequency depending on which ATC position is online.

If using DCL, pilots shall send the pre-dep request to identifier EFHK or EFIN, depending on which station is online. Frequency 118.125 shall be monitored when requesting clearance via DCL.

>

> **On initial contact, state aircraft type, received ATIS and QNH**.

□✈ **FASTAIR 312, AIRBUS 320, INFORMATION M, QNH 1011, REQUEST CLEARANCE TO OULU**

Departure with SID:

□ **FASTAIR 312, CLEARED TO OULU, RUNWAY 22R, TEVRU 3N DEPARTURE, CLIMB TO 4000 FEET, SQUAWK 5542**

Departure with heading:

□ **FASTAIR 312, CLEARED TO OULU, RUNWAY 22R, AFTER DEPARTURE FLY HEADING 270, CLIMB TO 4000 FEET, EXPECT RADAR VECTORS TO TEVRU, SQUAWK 5542.**

If you prefer to use a different runway due performance, you may ask it prior to receiving the en-route clearance. Runways 22L and 15 are often approved for turboprop or quiet aircraft.

If unable to follow RNAV SID, inform ATC when requesting clearance.

□✈ **FASTAIR 312, AIRBUS 320, INFORMATION M, QNH 1011, REQUEST CLEARANCE TO OULU, NEGATIVE RNAV**

Your en-route clearance will include the destination, departure runway, SID or heading and the initial climb which is usually 4000 feet. You will also receive an SSR-code which shall be selected and activated prior to taxi.

Take-off and climb

> When cleared for take-off, pilots are expected to **start rolling within 10 seconds of take-off clearance**. Pilots unable to comply with this requirement

shall notify ATC before entering the runway.

Radio transfer procedures

After take-off aircraft shall remain on tower frequency until passing 1500 FT, then **contact Helsinki Radar 119.100 or 129.850, depending on your SID route**.

You will find the correct radar frequency on your SID-chart. If the primary frequency is not online, contact Radar on the other frequency or Helsinki Control on 121.300.

Pilots shall automatically change to radar frequency after departure!

Initial contact with Radar after departure

When contacting Helsinki Radar, state your altitude and assigned SID. If you are assigned a heading, report the heading to Radar on initial contact.

HELSINKI RADAR, FASTAIR 312, PASSING 1900 FEET, TEVRU 3N

If no further climb is given, pilot shall maintain **4000 FT**.

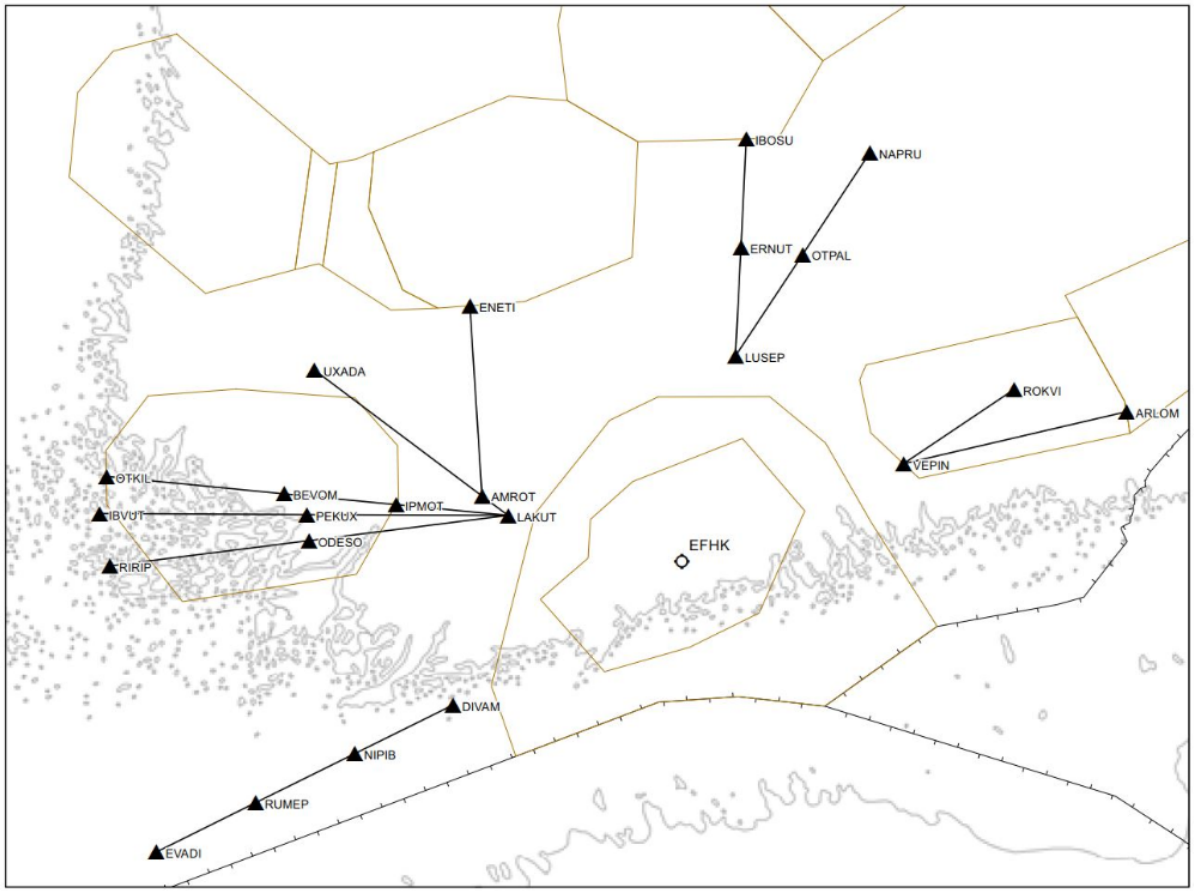
Mandatory arrival routes

Pilots are requested to not include STAR in their flight plan route.

Arriving IFR flights with cruising level above FL 95 shall use the following routes:

EFHK Arrival Connecting Point	EFHK STAR Initial Waypoint	Flight Plan

EVADI	DIVAM	DCT to EVADI-Y370-DIVAM
RIRIP	LAKUT	DCT to RIRIP-Y364-LAKUT
IBVUT	LAKUT	DCT to IBVUT-Y363-LAKUT
OTKIL	LAKUT	DCT to OTKIL-Y368-LAKUT
UXADA	AMROT	DCT to UXADA-Y349-AMROT-Y362-LAKUT
ENETI	LAKUT	DCT to ENETI-Y362-LAKUT
IBOSU	LUSEP	DCT to IBOSU-Y86-LUSEP
NAPRU	LUSEP	DCT to NAPRU-T83-LUSEP
ROKVI	VEPIN	DCT to ROKVI-Y358-VEPIN
ARLOM	VEPIN	DCT to ARLOM-Y359-VEPIN



Radio procedures for arrivals

Arriving traffic is informed of the runway in use and cleared for the appropriate STAR serving the arrival runway. This information is given by Area Control (EFIN/EETT) when online.

Initial contact with Helsinki Radar

Call sign	HELSINKI RADAR, FINNAIR 6
Aircraft type	AIRBUS 330
“HEAVY” or “SUPER” if necessary	HEAVY
Current flight level	FLIGHT LEVEL 154
Speed (only if assigned by ATC)	SPEED 240 KNOTS
Last received ATIS broadcast	INFORMATION SIERRA

Initial contact with Helsinki Arrival

> Say your **Call sign only** on initial contact with Helsinki Arrival

Call sign	HELSINKI ARRIVAL, FINNAIR 6

Initial contact with Helsinki Tower

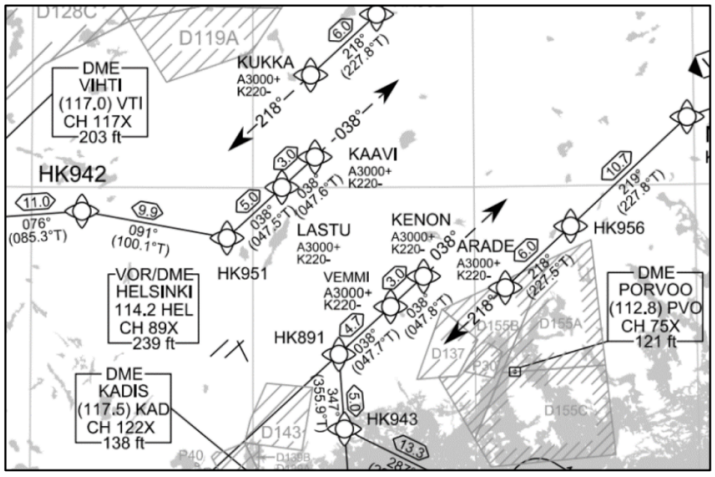
Call sign	HELSINKI TOWER, FINNAIR 6
Runway	RUNWAY 22 LEFT

Clearance for Approach

There are 2 ways to be cleared for the approach:

1. **Own navigation (direct route)**
   - Maximum 90-degree final turn to localizer
2. **Radar vectoring**
   - Maximum 45-degree final turn to localizer
   - Maximum 30-degree final turn to localizer when simultaneous IFR approaches are in use for parallel runways

> All STARs at Helsinki are so-called Open STARs. **If ATC has not given approach clearance, the pilot shall continue present heading after the last waypoint on the STAR:**



> When aircraft is cleared for approach via own navigation, pilot shall plan a direct (DCT) instead of a vector after the last waypoint on the STAR.

SPEEDBIRD 794H, VIA KENON BIFIX CLEARED ILS APPROACH RUNWAY 22 LEFT

Visual approach

ILS is the primary approach type. Upon pilot request, ATC may give clearance for a visual approach.

ATC may advise to **“maintain own separation from preceding”**, if there are other aircraft approaching the airport. In that case, the separation responsibility will transfer from ATC to the pilot performing the visual approach.

SPEEDBIRD 794H, DESCEND 2000 FEET, CLEARED VISUAL APPROACH RUNWAY 15, RIGHT CIRCUIT, QNH 1011, MAINTAIN OWN SEPARATION WITH PRECEDING AIRBUS 330 HEAVY, CAUTION WAKE TURBULENCE

> Aircraft on visual approach shall maintain at least 2000 FT until established on final approach course. ATC may give permission **“you may leave 2000 feet before final”**.

Simultaneous IFR approaches

During periods of heavy inbound traffic, dependent or independent simultaneous approaches may be used on runways 04L/R or 22L/R.

- Pilots are informed when parallel approaches are in force via ATIS:
  - "SIMULTANEOUS DEPENDENT/INDEPENDENT IFR APPROACHES IN PROGRESS"

Area control will inform the landing runway as early as possible; however, pilots should plan on landing on either runway when parallel approaches are in progress.

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