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## AIP:N MUUTOS NR 002/2023 — AIP AMENDMENT NR 002/2023

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Muutos sisältää alla esitetyt muutosaiheet.

This amendment includes the below described changes.

**GEN**

**GEN 1.5 PBN-siirtymäsuunnitelman toteuttaminen Ivalon (EFIV) ja Kemi-Tornion (EFKE) lentoasemilla**

**GEN 2.5 Seuraavien radiosuunnistuslaitteiden käytöstä poistaminen:**
**- L AKU**
**- L G (IVALO)**
**- L TOL**
**- L V (IVALO)**
**- L AS**
**- L G (KEMI-TORNIO)**
**- L KEM**
**- L Y**
**- L B**

**GEN**

**GEN 1.5 Implementation of the PBN transition plan at Ivalo (EFIV) and Kemi-Tornio (EFKE) airports**

**GEN 2.5 Withdrawal of radio navigation aids:**
**- L AKU**
**- L G (IVALO)**
**- L TOL**
**- L V (IVALO)**
**- L AS**
**- L G (KEMI-TORNIO)**
**- L KEM**
**- L Y**
**- L B**

**ENR**

**ENR 2.1 TMZ käyttöönotto EFKT TMA, EFPO TMA EAST ja EFPO TMA WEST**

**ENR 4.4 IFR-ilmoittautumispaikat:**
**- BEDSO käytöstä poistaminen**
**- BURJA, INLEK käyttöönotto**
**- Seuraavat IFR-ilmoittautumispaikat ovat poistuneet vain ENR 4.4 taulukosta, mutta ovat edelleen käytössä (REF WAYPOINTS AND FIXES (EFHK AD 2.15-1 )): BIFIX, ELKUN, GONAP, MEHAK, OBONU, PERHO, RULLI ja INTOR**

**Korjauksia ENR 5.1 teksteihin**

**ENR 5.1, ENRC (ENR 6.1 - 1), P AREAS (ENR 6.3 - 1)**
**Muutos kieltoalueisiin:**
**Käytöstä poistaminen**
**- EFP15**

**ENR 5.1, ENRC (ENR 6.1 - 1), R AREAS (ENR 6.3 - 3)**
**Muutoksia rajoitusalueisiin:**
**Käytöstä poistaminen**
**- EFR70, EFR80, EFR112A ja EFR112B**
**Käyttöönotto**
**- EFR80A, EFR80B, EFR123, EFR124, EFR125, EFR126, EFR127, EFR128, EFR129, EFR130, EFR131, EFR132, EFR133, EFR135A ja EFR135B**

**ENR 5.1, ENRC (ENR 6.1 - 1), D AREAS (ENR 6.3 - 5)**
**Muutoksia vaara-alueisiin:**
**Käytöstä poistaminen**
**- EFD112A, EFD112B, EFD130A, EFD130B, EFD130C, EFD130D, EFD130E ja EFD130F**
**Käyttöönotto**

**ENR**

**ENR 2.1 Implementation of TMZ at EFKT TMA, EFPO TMA EAST and EFPO TMA WEST**

**ENR 4.4 IFR REP:**
**- Withdrawal of BEDSO**
**- Introduction of BURJA, INLEK**
**- The following IFR REP have been removed from ENR 4.4 table only. They are still in use (REF WAYPOINTS AND FIXES (EFHK AD 2.15-1 )): BIFIX, ELKUN, GONAP, MEHAK, OBONU, PERHO, RULLI and INTOR**

**Corrections to text in ENR 5.1**

**ENR 5.1, ENRC (ENR 6.1 - 1), P AREAS (ENR 6.3 - 1)**
**Change to P areas:**
**- Withdrawal of EFP15**

**ENR 5.1, ENRC (ENR 6.1 - 1), R AREAS (ENR 6.3 - 3)**
**Changes to R areas:**
**- Withdrawal of EFR70, EFR80, EFR112A and EFR112B**
**- Introduction of EFR80A, EFR80B, EFR123, EFR124, EFR125, EFR126, EFR127, EFR128, EFR129, EFR130, EFR131, EFR132, EFR133, EFR135A and EFR135B**

**ENR 5.1, ENRC (ENR 6.1 - 1), D AREAS (ENR 6.3 - 5)**
**Changes to D areas**
**- Withdrawal of EFD112A, EFD112B, EFD130A, EFD130B, EFD130C, EFD130D, EFD130E and EFD130F**
**- Introduction of EFD162A, EFD162B, EFD162C, EFD162D, EFD162E, EFD163A, EFD163B, EFD164A, EFD164B, EFD164C, EFD164D, EFD164E, EFD164F, EFD164G, EFD165 and EFD166**

**- EFD162A, EFD162B, EFD162C, EFD162D, EFD162E, EFD163A, EFD163B, EFD164A, EFD164B, EFD164C, EFD164D, EFD164E, EFD164F, EFD164G, EFD165 ja EFD166**

**ENR 5.2, TRA AREAS (ENR 6.4 - 3)**
**Muutoksia TRA-alueisiin:**
**Käytöstä poistaminen**
**- EFTRAM52 ja EFTRAN35**
**Käyttöönotto**
**- EFTRAM59, EFTRAN36 ja EFTRAN37**

**ENR 5.2, TRA AREAS (ENR 6.4 - 3)**
**Changes to TRA areas:**
**- Withdrawal of EFTRAM52 and EFTRAN35**
**- Introduction of EFTRAM59, EFTRAN36 and EFTRAN37**

**ENR 5.2**
**Muutoksia Local TRA -alueisiin:**
**Käytöstä poistaminen**
**- EFTRARO15, EFTRARO16, EFTRATP76, EFTRATP77, EFTRATP78 ja EFTRATP79**
**Käyttöönotto**
**- EFTRARO25, EFTRARO26, EFTRATP90, EFTRATP91, EFTRATP92, EFTRATP93, EFTRATP94 ja EFTRATP95**

**ENR 5.2**
**Changes to Local TRA areas:**
**- Withdrawal of EFTRARO15, EFTRARO16, EFTRATP76, EFTRATP77, EFTRATP78 and EFTRATP79**
**- Introduction of EFTRARO25, EFTRARO26, EFTRATP90, EFTRATP91, EFTRATP92, EFTRATP93, EFTRATP94 and EFTRATP95**

**ENR 5.2, TSA AREAS (ENR 6.4 - 5)**
**Muutoksia TSA-alueisiin:**
**Käytöstä poistaminen**
**- EFTSAJ36 ja EFTSAM52**
**Käyttöönotto**
**- EFTSAJ37, EFTSAJ38 ja EFTSAM59**

**ENR 5.2, TSA AREAS (ENR 6.4 - 5)**
**Changes to TSA areas:**
**- Withdrawal of EFTSAJ36, EFTSAM52**
**- Introduction of EFTSAJ37, EFTSAJ38 and EFTSAM59**

**ENR 5.2**
**Muutoksia TSA FBZ -alueisiin:**
**Käytöstä poistaminen**
**- EFTSAJ36Z ja EFTSAM52Z**
**Käyttöönotto**
**- EFTSAJ37Z, EFTSAJ38Z ja EFTSAM59Z**

**ENR 5.2**
**Changes to TSA FBZ areas:**
**- Withdrawal of EFTSAJ36Z and EFTSAM52Z**
**- Introduction of EFTSAJ37Z, EFTSAJ38Z and EFTSAM59Z**

**ENR 5.2, ENRC (ENR 6.1 - 1)**
**Muutos ADIZ-alueen sivurajaan**

**ENR 5.2, ENRC (ENR 6.1 - 1)**
**Change to lateral limits of ADIZ**

**AD 2 LENTOPAIKAT**

**AD 2 AERODROMES**

**HALLI (EFHA)**

VAC (EFHA AD 2.14 - 1)
- Muutoksia lennokkien lennätyspaikkoihin

**HALLI (EFHA)**

VAC (EFHA AD 2.14 - 1)
- Changes to model aircraft flying

**HELSINKI-VANTAA (EFHK)**

APDC (EFHK AD 2.5 - 1)
- Uusien väliodotuspaikkojen käyttöönotto
- Muutoksia rullausteiden AD maalausmerkintöihin

**HELSINKI-VANTAA (EFHK)**

APDC (EFHK AD 2.5 - 1)
- Introduction of new intermediate holding positions
- Changes to TWY AD markings

**ATC SMAC (EFHK AD 2.9 - 1/2)**
**- Vaara-alueen EFD112B käytöstä poistaminen**
**- Vaara-alueiden EFD162B ja EFD162E käyttöönotto**
**- Rajoitusalueen EFR128 käyttöönotto**

**ATC SMAC (EFHK AD 2.9 - 1/2)**
**- Withdrawal of danger area EFD112B**
**- Introduction of danger areas EFD162B and EFD162E**
**- Introduction of restricted area EFR128**

**RNAV SID RWY 04L (EFHK AD 2.10 - 1/2)**
**RNAV SID RWY 04R (EFHK AD 2.10 - 3/4)**
**RNAV SID RWY 15 (EFHK AD 2.10 - 7/8)**
**RNAV SID RWY 22L (EFHK AD 2.10 - 13/14)**
**RNAV SID RWY 22R (EFHK AD 2.10 - 15/16)**
**RNAV SID RWY 33 (EFHK AD 2.10 - 17/18)**
**RNAV STAR RWY 04L 1/2 (EFHK AD 2.12 - 1/2)**
**RNAV STAR RWY 04L 2/2 (EFHK AD 2.12 - 3/4)**
**RNAV STAR RWY 04R (EFHK AD 2.12 - 5/6)**
**RNAV STAR RWY 15 (EFHK AD 2.12 - 7/8)**
**RNAV STAR RWY 22L (EFHK AD 2.12 - 9/10)**
**RNAV STAR RWY 22R 1/2 (EFHK AD 2.12 - 11/12)**
**RNAV STAR RWY 22R 2/2 (EFHK AD 2.12 - 13/14)**
**RNAV STAR RWY 33 (EFHK AD 2.12 - 15/16)**

**RNAV SID RWY 04L (EFHK AD 2.10 - 1/2)**
**RNAV SID RWY 04R (EFHK AD 2.10 - 3/4)**
**RNAV SID RWY 15 (EFHK AD 2.10 - 7/8)**
**RNAV SID RWY 22L (EFHK AD 2.10 - 13/14)**
**RNAV SID RWY 22R (EFHK AD 2.10 - 15/16)**
**RNAV SID RWY 33 (EFHK AD 2.10 - 17/18)**
**RNAV STAR RWY 04L 1/2 (EFHK AD 2.12 - 1/2)**
**RNAV STAR RWY 04L 2/2 (EFHK AD 2.12 - 3/4)**
**RNAV STAR RWY 04R (EFHK AD 2.12 - 5/6)**
**RNAV STAR RWY 15 (EFHK AD 2.12 - 7/8)**
**RNAV STAR RWY 22L (EFHK AD 2.12 - 9/10)**
**RNAV STAR RWY 22R 1/2 (EFHK AD 2.12 - 11/12)**
**RNAV STAR RWY 22R 2/2 (EFHK AD 2.12 - 13/14)**
**RNAV STAR RWY 33 (EFHK AD 2.12 - 15/16)**

**- Rajoitusalueiden EFR128 ja EFR132 käyttöönotto**

**ARC (EFHK AD 2.11 - 1)**
**- Vaara-alueiden EFD112A, EFD112B, EFD130A, EFD130B, EFD130C, EFD130D, EFD130E ja EFD130F käytöstä poistaminen**
**- Vaara-alueiden EFD162A, EFD162B, EFD162E, EFD164A, EFD164B, EFD164C, EFD164D, EFD164E, EFD164F, EFD164G, EFD165 ja EFD166 käyttöönotto**
**- Rajoitusalueiden EFR80, EFR112A ja EFR112B käytöstä poistaminen**
**- Rajoitusalueiden EFR80A, EFR80B, EFR127, EFR128, EFR132, EFR133, EFR135A ja EFR135B käyttöönotto**

**PRD INDEX (EFHK AD 2.15 - 9)**
**- Vaara-alueiden EFD112A, EFD112B, EFD130A, EFD130B, EFD130C, EFD130D, EFD130E ja EFD130F käytöstä poistaminen**
**- Vaara-alueiden EFD162A, EFD162B, EFD162D, EFD162E, EFD164A, EFD164B, EFD164C, EFD164D, EFD164E, EFD164F, EFD164G, EFD165 ja EFD166 käyttöönotto**
**- Rajoitusalueiden EFR80, EFR112A ja EFR112B käytöstä poistaminen**
**- Rajoitusalueiden EFR80A, EFR80B, EFR127, EFR128, EFR132, EFR133, EFR135A ja EFR135B käyttöönotto**

**IVALO (EFIV)**

**AD 2.19 Seuraavien radiosuunnistuslaitteiden käytöstä poistaminen:**
**- L AKU**
**- L G**
**- L TOL**
**- L V**

**VAC (EFIV AD 2.14 - 1)**
**- Radiosuunnistuslaitteiden AKU, G, TOL ja V käytöstä poistaminen**

**LDG (EFIV AD 2.14 - 3)**
**- Radiosuunnistuslaitteiden G ja V käytöstä poistaminen**

**JOENSUU (EFJO)**

**RNAV SID RWY 10 (EFJO AD 2.10 - 1/2)**
**RNAV SID RWY 28 (EFJO AD 2.10 - 3/4)**
**- Rajoitusalueen EFR70 käytöstä poistaminen**

**RNAV STAR RWY 10 (EFJO AD 2.12 - 1/2)**
**- Rajoitusalueen EFR70 käytöstä poistaminen**
**- Vakiotuloreitin RISEV muutos**

**RNAV STAR RWY 28 (EFJO AD 2.12 - 3/4)**
**- Rajoitusalueen EFR70 käytöstä poistaminen**
**- Vakiotuloreitin ETENA muutos**

**RNP RWY 10 (EFJO AD 2.13 - 1/2)**
**- Rajoitusalueen EFR70 käytöstä poistaminen**
**- Baro-VNAV minimilämpötilan muutos**

**ILS or LOC RWY 28 (EFJO AD 2.13 - 3/4)**
**- Rajoitusalueen EFR70 käytöstä poistaminen**
**- Alkulähestymisen muutos (ARGAT rajoitus)**

**- Introduction of restricted areas EFR128 and EFR132**

**ARC (EFHK AD 2.11 - 1)**
**- Withdrawal of danger areas EFD112A, EFD112B, EFD130A, EFD130B, EFD130C, EFD130D, EFD130E and EFD130F**
**- Introduction of danger areas EFD162A, EFD162B, EFD162E, EFD164A, EFD164B, EFD164C, EFD164D, EFD164E, EFD164F, EFD164G, EFD165 and EFD166**
**- Withdrawal of restricted areas EFR80, EFR112 and EFR112B**
**- Introduction of restricted areas EFR80A, EFR80B, EFR127, EFR128, EFR132, EFR133, EFR135A and EFR135B**

**PRD INDEX (EFHK AD 2.15 - 9)**
**- Withdrawal of danger areas EFD112A, EFD112B, EFD130A, EFD130B, EFD130C, EFD130D, EFD130E and EFD130F**
**- Introduction of danger areas EFD162A, EFD162B, EFD162D, EFD162E, EFD164A, EFD164B, EFD164C, EFD164D, EFD164E, EFD164F, EFD164G, EFD165 and EFD166**
**- Withdrawal of restricted areas EFR80, EFR112A and EFR112B**
**- Introduction of restricted areas EFR80A, EFR80B, EFR127, EFR128, EFR132, EFR133, EFR135A and EFR135B**

**IVALO (EFIV)**

**AD 2.19 Withdrawal of radio navigation aids:**
**- L AKU**
**- L G**
**- L TOL**
**- L V**

**VAC (EFIV AD 2.14 - 1)**
**- Withdrawal of radio navigation aids AKU, G, TOL and V**

**LDG (EFIV AD 2.14 - 3)**
**- Withdrawal of radio navigation aids G and V**

**JOENSUU (EFJO)**

**RNAV SID RWY 10 (EFJO AD 2.10 - 1/2)**
**RNAV SID RWY 28 (EFJO AD 2.10 - 3/4)**
**- Withdrawal of restricted area EFR70**

**RNAV STAR RWY 10 (EFJO AD 2.12 - 1/2)**
**- Withdrawal of restricted area EFR70**
**- Change to standard arrival route RISEV**

**RNAV STAR RWY 28 (EFJO AD 2.12 - 3/4)**
**- Withdrawal of restricted area EFR70**
**- Change to standard arrival route RTE ETENA**

**RNP RWY 10 (EFJO AD 2.13 - 1/2)**
**- Withdrawal of restricted area EFR70**
**- Change to Baro-VNAV minimum temperature**

**ILS or LOC RWY 28 (EFJO AD 2.13 - 3/4)**
**- Withdrawal of restricted area EFR70**
**- Change of initial approach (ARGAT constraint)**

**RNP RWY 28 (EFJO AD 2.13 - 5/6)**
**- Rajoitusalueen EFR70 käytöstä poistaminen**
**- Baro-VNAV minimilämpötilan muutos**
**- Alkulähestymisen muutos (ARGAT rajoitus)**
**- LNAV/VNAV OCA (H) muutos**

**VAC (EFJO AD 2.14 - 1)**
- VFR REP SURHU käytöstä poistaminen
- VFR REP ADNEX käyttöönotto
**- Rajoitusalueen EFR70 käytöstä poistaminen**

WAYPOINTS AND FIXES (EFJO AD 2.15 - 1)
- VFR REP SURHU käytöstä poistaminen
- VFR REP ADNEX käyttöönotto

**JYVÄSKYLÄ (EFJY)**

**ATC SMAC (EFJY AD 2.9 - 1)**
**- Rajoitusalueiden EFR123, EFR124, EFR125, EFR130 ja EFR131 käyttöönotto**

**RNAV STAR RWY 12 (EFJY AD 2.12 - 1/2)**
**RNAV STAR RWY 30 (EFJY AD 2.12 - 3/4)**
**NON-RNAV INA RWY 12 (EFJY AD 2.12 - 5)**
**NON-RNAV INA RWY 30 (EFJY AD 2.12 - 7)**
**RNP RWY 12 (EFJY AD 2.13 - 1/2)**
**VOR RWY 12 (EFJY AD 2.13 - 3)**
**ILS Z or LOC Z RWY 30 (EFJY AD 2.13 - 5/6)**
**ILS Y or LOC Y RWY 30 (EFJY AD 2.13 - 7)**
**RNP RWY 30 (EFJY AD 2.13 - 9/10)**
**VOR RWY 30 (EFJY AD 2.13 - 11)**
**VAC (EFJY AD 2.14 - 1)**
**- Rajoitusalueen EFR130 käyttöönotto**

**KAJAANI (EFKI)**

**AD 2.3, AD 2.4**
**- Polttoaineen 100LL käytöstä poistaminen**
**- Muutoksia polttoainetäydennyslaitteisiin**

**KEMI-TORNIO (EFKE)**

**AD 2.19 Seuraavien radiosuunnistuslaitteiden käytöstä poistaminen:**
**- L AS**
**- L G**
**- L KEM**
**- L Y**

**ADC (EFKE AD 2.4 - 1)**
**- Radiosuunnistuslaitteen L Y poistaminen**

**RNAV SID RWY 18 (EFKE AD 2.10 - 1/2)**
**RNAV SID RWY 36 (EFKE AD 2.10 - 3/4)**
**- Vakiolähtöreitin BEDSO käytöstä poistaminen**
**- Vakiolähtöreittien BURJA ja INLEK käyttöönotto**
**- Rajoitusalueen EFR129 käyttöönotto**

**RNAV STAR RWY 18 (EFKE AD 2.12 - 1/2)**
**RNAV STAR RWY 36 (EFKE AD 2.12 - 3/4)**
**- Vakiotuloreitin BEDSO käytöstä poistaminen**
**- Vakiotuloreittien BURJA ja INLEK käyttöönotto**
**- Rajoitusalueen EFR129 käyttöönotto**

**VAC (EFKE AD 2.14 - 1)**
**- Radiosuunnistuslaitteiden L AS, G, KEM ja Y käytöstä poistaminen**

**RNP RWY 28 (EFJO AD 2.13 - 5/6)**
**- Withdrawal of restricted area EFR70**
**- Change to Baro-VNAV minimum temperature**
**- Change of initial approach (ARGAT constraint)**
**- Change to LNAV/VNAV OCA (H)**

**VAC (EFJO AD 2.14 - 1)**
- Withdrawal of VFR REP SURHU
- Introduction of VFR REP ADNEX
**- Withdrawal of restricted area EFR70**

WAYPOINTS AND FIXES (EFJO AD 2.15 - 1)
- Withdrawal of VFR REP SURHU
- Introduction of VFR REP ADNEX

**JYVÄSKYLÄ (EFJY)**

**ATC SMAC (EFJY AD 2.9 - 1)**
**- Introduction of restricted areas EFR123, EFR124, EFR125, EFR130 and EFR131**

**RNAV STAR RWY 12 (EFJY AD 2.12 - 1/2)**
**RNAV STAR RWY 30 (EFJY AD 2.12 - 3/4)**
**NON-RNAV INA RWY 12 (EFJY AD 2.12 - 5)**
**NON-RNAV INA RWY 30 (EFJY AD 2.12 - 7)**
**RNP RWY 12 (EFJY AD 2.13 - 1/2)**
**VOR RWY 12 (EFJY AD 2.13 - 3)**
**ILS Z or LOC Z RWY 30 (EFJY AD 2.13 - 5/6)**
**ILS Y or LOC Y RWY 30 (EFJY AD 2.13 - 7)**
**RNP RWY 30 (EFJY AD 2.13 - 9/10)**
**VOR RWY 30 (EFJY AD 2.13 - 11)**
**VAC (EFJY AD 2.14 - 1)**
**- Introduction of restricted area EFR130**

**KAJAANI (EFKI)**

**AD 2.3, AD 2.4**
**- Withdrawal of AVGAS 100LL**
**- Changes to fuelling facilities**

**KEMI-TORNIO (EFKE)**

**AD 2.19 Withdrawal of radio navigation aids:**
**- L AS**
**- L G**
**- L KEM**
**- L Y**

**ADC (EFKE AD 2.4 - 1)**
**- Withdrawal of radio navigation aid L Y**

**RNAV SID RWY 18 (EFKE AD 2.10 - 1/2)**
**RNAV SID RWY 36 (EFKE AD 2.10 - 3/4)**
**- Withdrawal of standard departure route BEDSO**
**- Introduction of standard departure routes BURJA and INLEK**
**- Introduction of restricted area EFR129**

**RNAV STAR RWY 18 (EFKE AD 2.12 - 1/2)**
**RNAV STAR RWY 36 (EFKE AD 2.12 - 3/4)**
**- Withdrawal of standard arrival route BEDSO**
**- Introduction of standard arrival routes BURJA and INLEK**
**- Introduction of restricted area EFR129**

**VAC (EFKE AD 2.14 - 1)**
**- Withdrawal of radio navigation aids L AS, G, KEM and Y**

**LDG (EFKE AD 2.14 - 3)**
**- Radiosuunnistuslaitteiden L G ja Y käytöstä poistaminen**

**WAYPOINTS AND FIXES (EFKE AD 2.15 - 1)**
**- IFR REP BEDSO käytöstä poistaminen**
**- IFR REP BURJA ja INLEK käyttöönotto**

**PRD INDEX (EFKE AD 2.15 - 5)**
**- Rajoitusalueen EFR129 käyttöönotto**

**LDG (EFKE AD 2.14 - 3)**
**- Withdrawal of radio navigation aids L G ja Y**

**WAYPOINTS AND FIXES (EFKE AD 2.15 - 1)**
**- Withdrawal of IFR REP BEDSO**
**- Introduction of IFR REP BURJA and INLEK**

**PRD INDEX (EFKE AD 2.15 - 5)**
**- Introduction of restricted area EFR129**

**KITTILÄ (EFKT)**

**AD 2.19 Radiosuunnistuslaitteen L B käytöstä poistaminen**

**Lentomenetelmän NDB RWY 34 (EFKT AD 2.13 - 11) käytöstä poistaminen**

**VAC (EFKT AD 2.14 - 1)**
**- Lisäys EFKT TMA tietoihin**
**- Radiosuunnistuslaitteen L B käytöstä poistaminen**

**KITTILÄ (EFKT)**

**AD 2.19 Withdrawal of radio navigation aid L B**

**Withdrawal of PROC NDB RWY 34 (EFKT AD 2.13 - 11)**

**VAC (EFKT AD 2.14 - 1)**
**- Addition of EFKT TMA info**
**- Withdrawal of radio navigation aid L B**

**KUUSAMO (EFKS)**

AD 2.3, AD 2.4 Polttoaineen 100LL käyttöönotto (NOTAM K0524/23)

**KUUSAMO (EFKS)**

AD 2.3, AD 2.4 Introduction of AVGAS 100LL (NOTAM B0225/23)

**MIKKELI (EFMI)**

**VAC (EFMI AD 2.14 - 1)**
**PRD INDEX (EFMI AD 2.15 - 5)**
**- Vaara-alueiden EFD162D ja EFD162E käyttöönotto**

**MIKKELI (EFMI)**

**VAC (EFMI AD 2.14 - 1)**
**PRD INDEX (EFMI AD 2.15 - 5)**
**- Introduction of danger areas EFD162D and EFD162E**

**OULU (EFOU)**

**ATC SMAC (EFOU AD 2.9 - 1)**
**- IFR REP BEDSO käytöstä poistaminen**
**- IFR REP BURJA käyttöönotto**
**- Kieltoalueen EFP15 käytöstä poistaminen**

**PRD INDEX (EFOU AD 2.15 - 5)**
**- Kieltoalueen EFP15 käytöstä poistaminen**

**RNAV SID RWY 12 (EFOU AD 2.10 - 1/2)**
**RNAV SID RWY 30 (EFOU AD 2.10 - 3/4)**
**- Vakiolähtöreitin BEDSO käytöstä poistaminen**
**- Vakiolähtöreitin BURJA käyttöönotto**
**- Kieltoalueen EFP15 käytöstä poistaminen**

**RNAV STAR RWY 12 (EFOU AD 2.12 - 1/2)**
**RNAV STAR RWY 30 (EFOU AD 2.12 - 3/4)**
**- Vakiotuloreitin BEDSO käytöstä poistaminen**
**- Vakiotuloreitin BURJA käyttöönotto**
**- RDL/DIST merkintöjen käytöstä poistaminen**
**- Kieltoalueen EFP15 käytöstä poistaminen**

**NON-RNAV INA RWY 12 (EFOU AD 2.12 - 5)**
**NON-RNAV INA RWY 30 (EFOU AD 2.12 - 7)**
**- Alkulähestymisreitin BEDSO käytöstä poistaminen**
**- Alkulähestymisreitin BURJA käyttöönotto**
**- Kieltoalueen P15 käytöstä poistaminen**

**WAYPOINTS AND FIXES (EFOU AD 2.15 - 1)**
**- IFR REP BEDSO käytöstä poistaminen**
**- IFR REP BURJA käyttöönotto**

**OULU (EFOU)**

**ATC SMAC (EFOU AD 2.9 - 1)**
**- Withdrawal of IFR REP BEDSO**
**- Introduction of IFR REP BURJA**
**- Withdrawal of prohibited area EFP15**

**PRD INDEX (EFOU AD 2.15 - 5)**
**- Withdrawal of prohibited area EFP15**

**RNAV SID RWY 12 (EFOU AD 2.10 - 1/2)**
**RNAV SID RWY 30 (EFOU AD 2.10 - 3/4)**
**- Withdrawal of standard departure route BEDSO**
**- Introduction of standard departure route BURJA**
**- Withdrawal of prohibited area EFP15**

**RNAV STAR RWY 12 (EFOU AD 2.12 - 1/2)**
**RNAV STAR RWY 30 (EFOU AD 2.12 - 3/4)**
**- Withdrawal of standard arrival route BEDSO**
**- Introduction of standard arrival route BURJA**
**- Withdrawal of RDL/DIST markings**
**- Withdrawal of prohibited area EFP15**

**NON-RNAV INA RWY 12 (EFOU AD 2.12 - 5)**
**NON-RNAV INA RWY 30 (EFOU AD 2.12 - 7)**
**- Withdrawal of initial approach route BEDSO**
**- Introduction of initial approach route BURJA**
**- Withdrawal of prohibited area P15**

**WAYPOINTS AND FIXES (EFOU AD 2.15 - 1)**
**- Withdrawal of IFR REP BEDSO**
**- Introduction of IFR REP BURJA**

**PORI (EFPO)**

**ATC SMAC (EFPO AD 2.9 - 1)**
**PRD INDEX (EFPO AD 2.15 - 5)**
**- Vaara-alueiden EFD130A, EFD130B, EFD130C ja EFD130D käytöstä poistaminen**
**- Vaara-alueiden EFD164A, EFD164B, EFD164C, EFD164D, EFD164E, EFD165 ja EFD166 käyttöönotto**

**RNAV SID RWY 12 (EFPO AD 2.10 - 1/2)**
**RNAV SID RWY 30 (EFPO AD 2.10 - 3/4)**
**RNAV STAR RWY 12 (EFPO AD 2.12 - 1/2)**
**RNAV STAR RWY 30 (EFPO AD 2.12 - 3/4)**
**NON-RNAV INA RWY 12 (EFPO AD 2.12 - 5)**
**NON-RNAV INA RWY 30 (EFPO AD 2.12 - 7)**
**- Vaara-alueiden EFD130B ja EFD130C käytöstä poistaminen**
**- Vaara-alueiden EFD164C, EFD164D ja EFD166 käyttöönotto**

**VAC (EFPO AD 2.14 - 1)**
**- Lisäys EFPO TMA WEST tietoihin**

**PORI (EFPO)**

**ATC SMAC (EFPO AD 2.9 - 1)**
**PRD INDEX (EFPO AD 2.15 - 5)**
**- Withdrawal of danger areas EFD130A, EFD130B, EFD130C and EFD130D**
**- Introduction of danger areas EFD164A, EFD164B, EFD164C, EFD164D, EFD164E, EFD165 and EFD166**

**RNAV SID RWY 12 (EFPO AD 2.10 - 1/2)**
**RNAV SID RWY 30 (EFPO AD 2.10 - 3/4)**
**RNAV STAR RWY 12 (EFPO AD 2.12 - 1/2)**
**RNAV STAR RWY 30 (EFPO AD 2.12 - 3/4)**
**NON-RNAV INA RWY 12 (EFPO AD 2.12 - 5)**
**NON-RNAV INA RWY 30 (EFPO AD 2.12 - 7)**
**- Withdrawal of danger areas EFD130B and EFD130C**
**- Introduction of danger areas EFD164C, EFD164D and EFD166**

**VAC (EFPO AD 2.14 - 1)**
**- Addition of EFPO TMA WEST info**

**ROVANIEMI (EFRO)**

**AD 2.20 Muutos ilma-aluksen seisontapaikan tietoihin**

**APDC (EFRO AD 2.5 - 1)**
**- Muutos ilma-aluksen seisontapaikkaan 7B**

**ATC SMAC (EFRO AD 2.9 - 1/2)**
**RNAV SID RWY 03 (EFRO AD 2.10 - 1/2)**
**RNAV SID RWY 21 (EFRO AD 2.10 - 3/4)**
**RNAV STAR RWY 03 (EFRO AD 2.12 - 1/2)**
**RNAV STAR RWY 21 (EFRO AD 2.12 - 3/4)**
**NON-RNAV INA RWY 03 (EFRO AD 2.12 - 5)**
**NON-RNAV INA RWY 21 (EFRO AD 2.12 - 7)**
**PRD INDEX (EFRO AD 2.15 - 5)**
**- Rajoitusalueen EFR129 käyttöönotto**

**ROVANIEMI (EFRO)**

**AD 2.20 Change to aircraft stands information**

**APDC (EFRO AD 2.5 - 1)**
**- Change to ACFT stand 7B**

**ATC SMAC (EFRO AD 2.9 - 1/2)**
**RNAV SID RWY 03 (EFRO AD 2.10 - 1/2)**
**RNAV SID RWY 21 (EFRO AD 2.10 - 3/4)**
**RNAV STAR RWY 03 (EFRO AD 2.12 - 1/2)**
**RNAV STAR RWY 21 (EFRO AD 2.12 - 3/4)**
**NON-RNAV INA RWY 03 (EFRO AD 2.12 - 5)**
**NON-RNAV INA RWY 21 (EFRO AD 2.12 - 7)**
**PRD INDEX (EFRO AD 2.15 - 5)**
**- Introduction of restricted area EFR129**

**TAMPERE-PIRKKALA (EFTP)**

AD 2.22 Muutos Lentomenetelmät -osan tietoihin

**ATC SMAC (EFTP AD 2.9 - 1/2)**
**PRD INDEX (EFTP AD 2.15 - 5)**
**- Vaara-alueiden EFD130A, EFD130B, EFD130C, EFD130D, EFD130E ja EFD130F käytöstä poistaminen**
**- Vaara-alueiden EFD164A, EFD164B, EFD164C, EFD164D, EFD164E, EFD164F, EFD164G, EFD165 ja EFD166 käyttöönotto**
**- Rajoitusalueen EFR128 käyttöönotto**

**RNAV SID RWY 06 (EFTP AD 2.10 - 1/2)**
**RNAV SID RWY 24 (EFTP AD 2.10 - 3/4)**
**RNAV STAR RWY 06 (EFTP AD 2.12 - 1/2)**
**RNAV STAR RWY 24 (EFTP AD 2.12 - 3/4)**
**NON-RNAV INA RWY 06 (EFTP AD 2.12 - 5)**
**- Vaara-alueiden EFD130A, EFD130B, EFD130C ja EFD130D käytöstä poistaminen**
**- Vaara-alueiden EFD164A, EFD164B, EFD164C, EFD164D ja EFD164E käyttöönotto**

**NON-RNAV INA RWY 24 (EFTP AD 2.12 - 7)**
**- Vaara-alueen EFD130D käytöstä poistaminen**
**- Vaara-alueen EFD164E käyttöönotto**

VAC (EFTP AD 2.14 - 1)
- Lennokkien lennätyspaikkojen lisäys

**TAMPERE-PIRKKALA (EFTP)**

AD 2.22 Change to Flight procedures

**ATC SMAC (EFTP AD 2.9 - 1/2)**
**PRD INDEX (EFTP AD 2.15 - 5)**
**- Withdrawal of danger areas EFD130A, EFD130B, EFD130C, EFD130D, EFD130E and EFD130F**
**- Introduction of danger areas EFD164A, EFD164B, EFD164C, EFD164D, EFD164E, EFD164F, EFD164G, EFD165 and EFD166**
**- Introduction of restricted area EFR128**

**RNAV SID RWY 06 (EFTP AD 2.10 - 1/2)**
**RNAV SID RWY 24 (EFTP AD 2.10 - 3/4)**
**RNAV STAR RWY 06 (EFTP AD 2.12 - 1/2)**
**RNAV STAR RWY 24 (EFTP AD 2.12 - 3/4)**
**NON-RNAV INA RWY 06 (EFTP AD 2.12 - 5)**
**- Withdrawal of danger areas EFD130A, EFD130B, EFD130C and EFD130D**
**- Introduction of danger areas EFD164A, EFD164B, EFD164C, EFD164D and EFD164E**

**NON-RNAV INA RWY 24 (EFTP AD 2.12 - 7)**
**- Withdrawal of danger area EFD130D**
**- Introduction of danger area EFD164E**

VAC (EFTP AD 2.14 - 1)
- Introduction of model aircraft flying

**TURKU (EFTU)**

**ATC SMAC (EFTU AD 2.9 - 1/2)**
**RNAV SID RWY 08 (EFTU AD 2.10 - 1/2)**
**RNAV SID RWY 26 (EFTU AD 2.10 - 3/4)**
**RNAV STAR RWY 08 (EFTU AD 2.12 - 1/2)**
**RNAV STAR RWY 26 (EFTU AD 2.12 - 3/4)**
**- Vaara-alueiden D164A, D164B, D164C, D164D, D164E, D164F, D164G, D165 ja D166 käyttöönotto**
**- Rajoitusalueen EFR127 käyttöönotto**
**- Vaara-alueiden EFD130A, EFD130B, EFD130C, EFD130D, EFD130E ja EFD130F käytöstä poistaminen**

**NON-RNAV INA RWY 08 (EFTU AD 2.12 - 5)**
**- Vaara-alueiden D164A, D164B, D164F, D165 ja D166 käyttöönotto**
**- Rajoitusalueen EFR127 käyttöönotto**
**- Vaara-alueiden EFD130A ja EFD130E käytöstä poistaminen**

**NON-RNAV INA RWY 26 (EFTU AD 2.12 - 7**
**- Vaara-alueiden D164A, D164B, D164E, D164F, D164G, D16 ja D166 käyttöönotto**
**- Rajoitusalueen EFR127 käyttöönotto**
**- Vaara-alueiden EFD130A, EFD130D, EFD130E ja EFD130F käytöstä poistaminen**

**RNP RWY 08 (EFTU AD 2.13 - 1/2)**
**VOR RWY 08 (EFTU AD 2.13 - 3)**
**ILS Z or LOC Z RWY 26 (EFTU AD 2.13 - 5/6)**
**ILS Y or LOC Y RWY 26 (EFTU AD 2.13 - 7)**
**RNP RWY 26 (EFTU AD 2.13 - 9/10)**
**VOR RWY 26 (EFTU AD 2.13 - 11)**
**- Vaara-alueiden EFD164B, EFD164F ja EFD165 käyttöönotto**
**- Vaara-alueiden EFD130A ja EFD130E käytöstä poistaminen**

**UTTI (EFUT)**

**RNAV SID RWY 07 (EFUT AD 2.10 - 1/2)**
**RNAV SID RWY 25 (EFUT AD 2.10 - 3/4)**
**RNAV STAR RWY 07 (EFUT AD 2.12 - 1/2)**
**RNAV STAR RWY 25 (EFUT AD 2.12 - 3/4)**
**PRD INDEX (EFUT AD 2.15 - 5)**
**- Vaara-alueiden EFD112A ja EFD112B käytöstä poistaminen**
**- Vaara-alueiden EFD162A, EFD162B, EFD162C, EFD162D ja EFD162E käyttöönotto**
**- Rajoitusalueiden EFR112A ja EFR112B käytöstä poistaminen**
**- Rajoitusalueiden EFR135A ja EFR135B käyttöönotto**

**RNP RWY 07 (EFUT AD 2.13 - 1/2)**
**VOR RWY 07 (EFUT AD 2.13 - 3)**
**ILS Z or LOC Z RWY 25 (EFUT AD 2.13 - 5/6)**
**ILS Y or LOC Y RWY 25 (EFUT AD 2.13 - 7)**
**RNP RWY 25 (EFUT AD 2.13 - 9/10)**
**VOR RWY 25 (EFUT AD 2.13 - 11)**
**- Vaara-alueiden EFD112A ja EFD112B käytöstä poistaminen**
**- Vaara-alueiden EFD162A, EFD162B, EFD162C ja EFD162E käyttöönotto**
**- Rajoitusalueiden EFR112A ja EFR112B käytöstä poistaminen**
**- Rajoitusalueiden EFR135A ja EFR135B käyttöönotto**

**VAC (EFUT AD 2.14 - 1)**
**- Vaara-alueiden EFD112A ja EFD112B käytöstä poistaminen**
**- Vaara-alueiden EFD162A, EFD162B, EFD162C ja EFD162E käyttöönotto**
**- Rajoitusalueiden EFR112A ja EFR112B käytöstä poistaminen**
**- Rajoitusalueiden EFR135A ja EFR135B käyttöönotto**
- Pyhtää RMZ lisäys

**TURKU (EFTU)**

**ATC SMAC (EFTU AD 2.9 - 1/2)**
**RNAV SID RWY 08 (EFTU AD 2.10 - 1/2)**
**RNAV SID RWY 26 (EFTU AD 2.10 - 3/4)**
**RNAV STAR RWY 08 (EFTU AD 2.12 - 1/2)**
**RNAV STAR RWY 26 (EFTU AD 2.12 - 3/4)**
**- Introduction of danger areas D164A, D164B, D164C, D164D, D164E, D164F, D164G, D165 and D166**
**- Introduction of restricted area EFR127**
**- Withdrawal of danger areas EFD130A, EFD130B, EFD130C, EFD130D, EFD130E and EFD130F**

**NON-RNAV INA RWY 08 (EFTU AD 2.12 - 5)**
**- Introduction of danger areas D164A, D164B, D164F, D165 and D166**
**- Introduction of restricted area EFR127**
**- Withdrawal of danger areas EFD130A and EFD130E**

**NON-RNAV INA RWY 26 (EFTU AD 2.12 - 7**
**- Introduction of danger areas D164A, D164B, D164E, D164F, D164G, D165 and D166**
**- Introduction of restricted area EFR127**
**- Withdrawal of danger areas EFD130A, EFD130D, EFD130E and EFD130F**

**RNP RWY 08 (EFTU AD 2.13 - 1/2)**
**VOR RWY 08 (EFTU AD 2.13 - 3)**
**ILS Z or LOC Z RWY 26 (EFTU AD 2.13 - 5/6)**
**ILS Y or LOC Y RWY 26 (EFTU AD 2.13 - 7)**
**RNP RWY 26 (EFTU AD 2.13 - 9/10)**
**VOR RWY 26 (EFTU AD 2.13 - 11)**
**- Introduction of danger areas EFD164B, EFD164F and EFD165**
**- Withdrawal of danger areas EFD130A and EFD130E**

**UTTI (EFUT)**

**RNAV SID RWY 07 (EFUT AD 2.10 - 1/2)**
**RNAV SID RWY 25 (EFUT AD 2.10 - 3/4)**
**RNAV STAR RWY 07 (EFUT AD 2.12 - 1/2)**
**RNAV STAR RWY 25 (EFUT AD 2.12 - 3/4)**
**PRD INDEX (EFUT AD 2.15 - 5)**
**- Withdrawal of danger areas EFD112A and EFD112B**
**- Introduction of danger areas EFD162A, EFD162B, EFD162C, EFD162D and EFD162E**
**- Withdrawal of restricted areas EFR112A and EFR112B**
**- Introduction of restricted areas EFR135A and EFR13**5B

**RNP RWY 07 (EFUT AD 2.13 - 1/2)**
**VOR RWY 07 (EFUT AD 2.13 - 3)**
**ILS Z or LOC Z RWY 25 (EFUT AD 2.13 - 5/6)**
**ILS Y or LOC Y RWY 25 (EFUT AD 2.13 - 7)**
**RNP RWY 25 (EFUT AD 2.13 - 9/10)**
**VOR RWY 25 (EFUT AD 2.13 - 11)**
**- Withdrawal of danger areas EFD112A and EFD112B**
**- Introduction of danger areas EFD162A, EFD162B, EFD162C and EFD162E**
**- Withdrawal of restricted areas EFR112A and EFR112B**
**- Introduction of restricted areas EFR135A and EFR135B**

**VAC (EFUT AD 2.14 - 1)**
**- Withdrawal of danger areas EFD112A and EFD112B**
**- Introduction of danger areas EFD162A, EFD162B, EFD162C and EFD162E**
**- Withdrawal of restricted areas EFR112A and EFR112B**
**- Introduction of restricted areas EFR135A and EFR135B**
- Addition of Pyhtää RMZ

**AD 2 VALVOMATTOMAT LENTOPAIKAT**

**NUMMELA (EFNU)**

Lisätty uusia tietoja

**RNP RWY 04 (EFNU AD 2.13 - 1/2)**
**- Uusi menetelmä**

**REDSTONE AERO (EFPR)**

Lisätty uusia tietoja

**RNP RWY 15 (EFPR AD 2.13 - 1/2)**
**RNP RWY 33 (EFPR AD 2.13 - 3/4/5)**
**- Uusi menetelmä**

VAC (EFPR AD 2.14 - 1)
- Uusi kartta

**Seuraavat NOTAMit on sisällytetty AIP:hen tällä AIRAC-muutoksella:**

K0524/23
B0225/23

NOTAMit kumotaan 14 vuorokauden kuluttua tämän AIP AIRAC muutoksen voimaantulosta.

Seuraavat AIP Supplementit ja AIC:t on sisällytetty AIP:hen / kumotaan tällä AIP AIRAC muutoksella:

AIP SUP: 134/2022
AIC A: NIL

**AD 2 UNCONTROLLED AERODROMES**

**NUMMELA (EFNU)**

New information added

**RNP RWY 04 (EFNU AD 2.13 - 1/2)**
**- New PROC**

**REDSTONE AERO (EFPR)**

New information added

**RNP RWY 15 (EFPR AD 2.13 - 1/2)**
**RNP RWY 33 (EFPR AD 2.13 - 3/4/5)**
**- New PROC**

VAC (EFPR AD 2.14 - 1)
- New chart

**Information previously published by the following NOTAM has been incorporated in the AIP with this AIRAC AMDT:**

K0524/23
B0225/23

The NOTAM concerned will be cancelled 14 days after the effective date of this AIP AIRAC AMDT.

Information published by the following AIP Supplements and AIC have been incorporated in the AIP / cancelled with this AIRAC AMDT:

AIP SUP: 134/2022
AIC A: NIL

**Luettelo tällä muutoksella poistetuista ja/tai lisätyistä AIP:n sivuista**
**List of AIP pages removed and/or inserted by this Amendment**

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| GEN 1.7 - 101 | 26 JAN 2023 | GEN 1.7 - 101 | 20 APR 2023 |
| GEN 1.7 - 102 | 26 JAN 2023 | GEN 1.7 - 102 | 20 APR 2023 |
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**GEN 0.2 LUETTELO AIP:N MUUTOKSISTA** **GEN 0.2 RECORD OF AIP AMENDMENTS**

| *AIRAC* | | | |
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| *AMDT NR* | *Julkaisupäivä* | *Voimaantulopäivä* | *Muutoksen suorittaja* |
| | *Publication date* | *Effective Date* | *Inserted by* |
| 001/2023 | 15 DEC 2022 | 26 JAN 2023 | |
| 002/2023 | 16 FEB 2023 | 20 APR 2023 | |

| *Non-AIRAC* | | | |
|---|---|---|---|
| *AMDT NR* | *Julkaisupäivä* | *Muutospäivä* | *Muutoksen suorittaja* |
| | *Publication date* | *Date inserted* | *Inserted by* |
| 006/2022 | 17 NOV 2022 | 29 DEC 2022 | |

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## GEN 0.4 AIP:N SIVUJEN TARKISTUSLUETTELO / CHECKLIST OF AIP PAGES

| Sivu / Page | Päiväys / Date |
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| **GEN 0** | |
| 0.1 - 1 | 29 DEC 2022 |
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| EFVA AD 2.15 - 4 | 29 DEC 2022 |
| EFVA AD 2.15 - 5 | 29 DEC 2022 |
| EFVA AD 2.15 - 6 | 29 DEC 2022 |

**AD 2 (Uncontrolled AD)**

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| EFAA AD 2.1 - 1 | 29 DEC 2022 |
| EFAA AD 2.1 - 2 | 29 DEC 2022 |
| EFAA AD 2.1 - 3 | 29 DEC 2022 |
| EFAA AD 2.1 - 4 | 29 DEC 2022 |
| EFAA AD 2.1 - 5 | 29 DEC 2022 |
| EFAA AD 2.1 - 6 | 29 DEC 2022 |
| EFAA AD 2.2 - 1 | 29 DEC 2022 |
| EFAA AD 2.2 - 2 | 29 DEC 2022 |
| EFAA AD 2.3 - 1 | 29 DEC 2022 |
| EFAA AD 2.3 - 2 | 29 DEC 2022 |
| EFAA AD 2.4 - 1 | 29 DEC 2022 |
| EFAA AD 2.4 - 2 | 29 DEC 2022 |
| EFAA AD 2.5 - 1 | 29 DEC 2022 |
| EFAA AD 2.5 - 2 | 29 DEC 2022 |
| EFAA AD 2.6 - 1 | 29 DEC 2022 |
| EFAA AD 2.6 - 2 | 29 DEC 2022 |
| EFAA AD 2.7 - 1 | 29 DEC 2022 |
| EFAA AD 2.7 - 2 | 29 DEC 2022 |
| EFAA AD 2.8 - 1 | 29 DEC 2022 |
| EFAA AD 2.8 - 2 | 29 DEC 2022 |
| EFAA AD 2.9 - 1 | 29 DEC 2022 |
| EFAA AD 2.9 - 2 | 29 DEC 2022 |
| EFAA AD 2.10 - 1 | 29 DEC 2022 |
| EFAA AD 2.10 - 2 | 29 DEC 2022 |
| EFAA AD 2.11 - 1 | 29 DEC 2022 |
| EFAA AD 2.11 - 2 | 29 DEC 2022 |
| EFAA AD 2.12 - 1 | 29 DEC 2022 |
| EFAA AD 2.12 - 2 | 29 DEC 2022 |
| EFAA AD 2.13 - 1 | 29 DEC 2022 |
| EFAA AD 2.13 - 2 | 29 DEC 2022 |
| EFAA AD 2.14 - 1 | 29 DEC 2022 |
| EFAA AD 2.14 - 2 | 29 DEC 2022 |


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| EFAA AD 2.15 - 1 29 DEC 2022 | EFAL AD 2.11 - 1 29 DEC 2022 | EFFO AD 2.6 - 1 29 DEC 2022 |
| EFAA AD 2.15 - 2 29 DEC 2022 | EFAL AD 2.11 - 2 29 DEC 2022 | EFFO AD 2.6 - 2 29 DEC 2022 |
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| EFAH AD 2.5 - 1 29 DEC 2022 | EFEU AD 2.1 - 5 29 DEC 2022 | EFFO AD 2.13 - 1 29 DEC 2022 |
| EFAH AD 2.5 - 2 29 DEC 2022 | EFEU AD 2.1 - 6 26 JAN 2023 | EFFO AD 2.13 - 2 29 DEC 2022 |
| EFAH AD 2.6 - 1 29 DEC 2022 | EFEU AD 2.1 - 7 26 JAN 2023 | EFFO AD 2.14 - 1 29 DEC 2022 |
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| EFHM AD 2.8 - 1 | 29 DEC 2022 | EFIM AD 2.3 - 1 | 29 DEC 2022 | EFJM AD 2.15 - 1 | 29 DEC 2022 |
| EFHM AD 2.8 - 2 | 29 DEC 2022 | EFIM AD 2.3 - 2 | 29 DEC 2022 | EFJM AD 2.15 - 2 | 29 DEC 2022 |
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| EFHM AD 2.9 - 2 | 29 DEC 2022 | EFIM AD 2.4 - 2 | 29 DEC 2022 | EFKO AD 2.1 - 2 | 29 DEC 2022 |
| EFHM AD 2.10 - 1 | 29 DEC 2022 | EFIM AD 2.5 - 1 | 29 DEC 2022 | EFKO AD 2.1 - 3 | 29 DEC 2022 |
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| EFHM AD 2.11 - 1 | 29 DEC 2022 | EFIM AD 2.6 - 1 | 29 DEC 2022 | EFKO AD 2.1 - 5 | 29 DEC 2022 |
| EFHM AD 2.11 - 2 | 29 DEC 2022 | EFIM AD 2.6 - 2 | 29 DEC 2022 | EFKO AD 2.1 - 6 | 29 DEC 2022 |
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| EFHM AD 2.14 - 2 | 29 DEC 2022 | EFIM AD 2.9 - 2 | 29 DEC 2022 | EFKO AD 2.4 - 2 | 29 DEC 2022 |
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| EFII AD 2.3 - 1 | 29 DEC 2022 | EFIM AD 2.15 - 1 | 29 DEC 2022 | EFKO AD 2.10 - 1 | 29 DEC 2022 |
| EFII AD 2.3 - 2 | 29 DEC 2022 | EFIM AD 2.15 - 2 | 29 DEC 2022 | EFKO AD 2.10 - 2 | 29 DEC 2022 |
| EFII AD 2.4 - 1 | 29 DEC 2022 | EFJM AD 2.1 - 1 | 29 DEC 2022 | EFKO AD 2.11 - 1 | 29 DEC 2022 |
| EFII AD 2.4 - 2 | 29 DEC 2022 | EFJM AD 2.1 - 2 | 29 DEC 2022 | EFKO AD 2.11 - 2 | 29 DEC 2022 |
| EFII AD 2.5 - 1 | 29 DEC 2022 | EFJM AD 2.1 - 3 | 29 DEC 2022 | EFKO AD 2.12 - 1 | 29 DEC 2022 |
| EFII AD 2.5 - 2 | 29 DEC 2022 | EFJM AD 2.1 - 4 | 29 DEC 2022 | EFKO AD 2.12 - 2 | 29 DEC 2022 |
| EFII AD 2.6 - 1 | 29 DEC 2022 | EFJM AD 2.1 - 5 | 29 DEC 2022 | EFKO AD 2.13 - 1 | 29 DEC 2022 |
| EFII AD 2.6 - 2 | 29 DEC 2022 | EFJM AD 2.1 - 6 | 29 DEC 2022 | EFKO AD 2.13 - 2 | 29 DEC 2022 |
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| EFII AD 2.8 - 2 | 29 DEC 2022 | EFJM AD 2.2 - 2 | 29 DEC 2022 | EFKO AD 2.15 - 2 | 29 DEC 2022 |
| EFII AD 2.9 - 1 | 29 DEC 2022 | EFJM AD 2.3 - 1 | 29 DEC 2022 | EFKJ AD 2.1 - 1 | 29 DEC 2022 |
| EFII AD 2.9 - 2 | 29 DEC 2022 | EFJM AD 2.3 - 2 | 29 DEC 2022 | EFKJ AD 2.1 - 2 | 29 DEC 2022 |
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| EFLL AD 2.10 - 2 | 29 DEC 2022 | EFME AD 2.6 - 2 | 29 DEC 2022 | EFNU AD 2.1 - 8 | 29 DEC 2022 |


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| EFVT AD 2.2 - 2 29 DEC 2022 | EFSU AD 2.15 - 2 29 DEC 2022 | EFTO AD 2.11 - 2 29 DEC 2022 |


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| **AD 3** | EFHY AD 3.11 - 2 29 DEC 2022 | EFHH AD 3.7 - 2 29 DEC 2022 |
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## GEN 1.5 ILMA-ALUKSEN LAITTEET, VARUSTEET JA ASIAKIRJAT

### 1 YLEISTÄ

Ilma-aluksen laitteiden ja asiakirjojen osalta sovelletaan EASA:n perusasetusta ja sen soveltamissääntöjä.

Lentotoimintaan liittyvien teknisten vaatimusten osalta sovelletaan Euroopan Komission asetusta (EU) 965/2012.

### 2 SSR TOISIOTUTKAVASTAIN

2.1. Ilma-aluksen tulee olla varustettu toimintakuntoisella painekorkeuden ilmoittavalla transponderilla, ja sen käyttö on pakollista lennettäessä seuraavissa ilmatilan osissa:

a. ENR 2.1 -osassa esitetyt ilmatilat, joissa on TMZ-vaatimus

b. EFHK CTR NORTH, EFHK CTR SOUTH

c. EFHK TMA LOWER alapuolisessa valvomattomassa ilmatilassa.

Ilma-aluksessa on oltava painekorkeuden ilmoittava transponderi, joka toimii A- ja C-moodissa tai S-moodissa.

2.2. Poikkeuksia yllämainituista vaatimuksista voidaan myöntää seuraavasti:

a. Liikenne- ja viestintävirasto voi seuraavassa lueteltua toimintaa harjoittavien yksiköiden pyynnöstä myöntää näille yksiköille poikkeuksia EU:n yhteisiin lentosääntöihin (SERA) perustuvista vaatimuksista seuraavan yleishyödyllisen toiminnan ja sen turvalliseen harjoittamiseen tarvittavan koulutuksen osalta:

   1. poliisi- ja tullitehtävät
   2. liikenteenvalvonta- ja takaa-ajotehtävät
   3. viranomaisten suorittamat tai valtuuttamat ympäristövalvontatehtävät
   4. etsintä- ja pelastustoimet
   5. lääkintälennot
   6. evakuoinnit
   7. palontorjunta
   8. poikkeukset, jotka ovat tarpeen valtionpäämiesten, ministerien ja vastaavien valtion virkamiesten lentojen turvallisuuden varmistamiseksi.

b. Lennonvarmistuspalvelujen tarjoaja (Fintraffic ANS) myöntää poikkeuksia EU:n yhteisiin lentosääntöihin (SERA) perustuvista vaatimuksista seuraavasti:

   1. Kohdan 2.1 vaatimuksia ei sovelleta moottorittomiin ilma-aluksiin, moottoroituihin liitimiin, apumoottorilla varustettuihin purjelentokoneisiin eikä itselähteviin purjelentokoneisiin. Vaatimuksia ei myöskään sovelleta ilma-aluksiin, joissa ei ole latausjärjestelmää.
   2. Yksittäisiä lentoja varten voi ao. ATS-elin myöntää poikkeuksen liikennetilanteen sen salliessa:
      1. ilma-aluksen siirtämiseen huoltoa tai korjausta varten

## GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

### 1 GENERAL

Regarding aircraft instruments equipment and flight documents the EASA Basic Regulation with its implementing rules shall apply.

Commission Regulation (EU) 965/2012 shall apply to technical requirements related to air operations.

### 2 SSR TRANSPONDER

2.1. Aircraft shall be equipped with a serviceable transponder with pressure-altitude reporting capability and it is mandatory to operate the transponder within the following airspace:

a. within airspaces given in ENR 2.1 with TMZ requirement

b. EFHK CTR NORTH, EFHK CTR SOUTH

c. within the uncontrolled airspace below EFHK TMA LOWER.

The aircraft shall be equipped with a transponder with pressure-altitude reporting capability operating on Modes A and C or on Mode S.

2.2. Exemptions from the requirements above can be granted as follows:

a. At the request of the entities conducting the following activities, the competent authorities may grant exemptions from the specific requirements of this Regulation to those entities for the following activities of public interest and for the training necessary to carry out the activities safely:

   1. police and customs missions
   2. traffic surveillance and pursuit missions
   3. environmental control missions conducted by, or on behalf of public authorities
   4. search and rescue
   5. medical flights
   6. evacuations
   7. fire fighting
   8. exemptions required to ensure the security of flights by heads of State, Ministers and comparable State functionaries.

b. The air navigation service provider (Fintraffic ANS) grants exemptions from the requirements based on EU's Standard European rules of the air (SERA) as follows:

   1. Requirements given in para 2.1 do not apply to non-power driven aircraft, motorized hang-gliders, self-sustaining powered sailplanes and self-launching gliders. Requirements do not apply to aircraft without motorized charging system either.
   2. Traffic conditions permitting, occasional exemptions for individual flights may be granted by the appropriate ATC unit:
      1. or the removal of an aircraft for maintenance or repair

2. lentonäytökseen tai lentokilpailuun osallistumiseen
3. muuhun vastaavaan tarkoitukseen
4. RPAS-toimintaan.

Lisätietoja yllä annettujen määräysten soveltamisesta, ks. ilmailumääräys OPS M1-31.

Lisätietoja toimintamenetelmistä, ks. ENR 1.6.

**3 SUORITUSKYKYYN PERUSTUVA NAVIGOINTI (PBN)**

Suorituskykyyn perustuvaa navigointia varten ilma-alusten on täytettävä lentokelpoisuusvaatimukset kyseisen navigointivaatimuksen osalta. Suomen lentotiedotusalueella (HELSINKI FIR) lentopinnan FL 95 yläpuolella mittarilentosääntöjen mukaan toimivissa ilma-aluksissa, lukuun ottamatta valtion ilma-aluksia, on oltava RNAV-laitteet, jotka täyttävät vähintään julkaisussa ICAO EUR Regional Supplementary Procedures (Doc 7030) Chapter 4 määritellyn suunnistustarkkuusvaatimuksen RNP 5.

ATS-elin voi myöntää yksittäistapauksessa poikkeuksen tästä vaatimuksesta operatiivisista syistä ja edellyttäen, ettei lentoturvallisuus vaarannu.

3.1. PBN-kelpoisuusvaatimukset

3.1.1. RNAV STAR tai RNAV SID -menetelmien käyttäminen edellyttää RNAV 1 -kelpoisuutta ja sensoreista ainoastaan GNSS on tuettuna. Helsinki-Vantaan lähestymisalueella on RNAV STAR -menetelmissä myös DME/DME-toiminto tuettuna.

3.1.2. Kaikki lähestymismenetelmät PBN-toimintaympäristössä edellyttävät RNP APCH -kelpoisuutta mukaan lukien ILS- ja LOC -menetelmät, koska niissä alku-, väli- ja keskeytetty lähestyminen perustuvat RNP-toiminnallisuuden hyödyntämiseen. APV Baro-VNAV -lähestyminen LNAV/VNAV - minimiin edellyttää lisäksi APV Baro-VNAV -kelpoisuutta. APV SBAS -lähestyminen LPV-minimiin edellyttää SBAS-vastaanotinta ja -kelpoisuutta.

3.1.3. Seuraavilla Suomen lentoasemilla on ainoastaan PBN-toimintaympäristö, eli konventionaalisia mittarimenetelmiä ei ole käytettävissä. Lentoasemilta toimiminen edellyttää vähintään RNP APCH -kyvykkyyttä ja -kelpoisuutta.

EFET, Enontekiö
EFIV, Ivalo
EFJO, Joensuu
EFKI, Kajaani
EFKE, Kemi-Tornio
EFKS, Kuusamo
EFLP, Lappeenranta
EFSA, Savonlinna

3.2. Varautuminen PBN-toimintahäiriöihin

3.2.1. Kun lentoasema on ainoastaan PBN-toimintaympäristö, ei lentoasemalle ole enää mahdollista lentää ilman soveltuvaa PBN-kyvykkyyttä ja -kelpoisuutta.

3.2.2. RNAV-laitteiston vikaantuessa ja estäessä ilma-aluksen RNAV-suunnistuksen, tulee lento suunnata sellaiselle lentoasemalle, jolla on käytössä konventionaalisia menetelmiä tai jolla ilma-alus voidaan vektoroida ILS-lähestymiseen.

2. for participation in an air show or an air competition
3. for other similar purpose
4. for RPAS (Remotely Piloted Aircraft Systems) operations.

For more information of the application of the requirements above, see Aviation Regulation OPS M1-31.

For more information about operating procedures, see ENR 1.6.

**3 PERFORMANCE BASED NAVIGATION (PBN)**

For performance-based-navigation, aircraft must comply with the airworthiness requirements for the particular navigation requirement. Other than state aircraft operating according to instrument flight rules within the Finnish flight information region (HELSINKI FIR) above FL 95 shall carry RNAV equipment fulfilling at least the RNP 5 requirements set out in the ICAO EUR Regional Supplementary Procedures (Doc 7030) Chapter 4.

Flight safety permitting and when operationally appropriate, occasional exemptions for individual flights may be granted by the ATS unit.

3.1. PBN capability requirements

3.1.1. The usage of RNAV STAR or RNAV SID procedures requires RNAV 1 capability. GNSS is the only supported sensor. DME/DME function is possible only at Helsinki-Vantaa RNAV STAR procedures.

3.1.2. All approach procedures in PBN based operational environment requires RNP APCH capability, including ILS or LOC procedures, because in them the initial, intermediate and missed approach are based on utilization of the RNP functionality. In addition, APV Baro-VNAV approach to LNAV/VNAV minima requires Baro-VNAV capability. APV SBAS approach to LPV minima requires SBAS receiver and qualification.

3.1.3. The following Finnish aerodromes have exclusively PBN based operational environment, i.e. no conventional instrument procedures are available. Flight operations from these airports requires at least RNP APCH capability and qualification.

3.2. PBN contingency procedures

3.2.1. For airports having only PBN based operational environment, it is not possible to operate at the airport without appropriate PBN capability and qualification.

3.2.2. In RNAV failure situations making an aircraft incapable for RNAV navigation, the flight must be redirected to an airport having conventional procedures available or where the aircraft can be radar vectored to the ILS approach.


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## 4 RADIOVARUSTUS

Johdetulla VFR-lennolla olevan ilma-aluksen tulee olla varustettu vähintään yhdellä radiolaitteella kaksipuolista radioliikennettä varten ao. ATS-elimen kanssa, kun:

a. lento tai sen osa suoritetaan ilmatilaluokissa B, C, D tai

b. radiovyöhykkeellä (RMZ) tai

c. tunnistusvyöhykkeellä (ADIZ) (ks. ENR 5.2).

Edellä mainituissa ilmatilan osissa suoritettavia VFR-lentoja varten voi ao. ATS-elin myöntää poikkeusluvan ilma-aluksille, joilla ei ole mahdollisuutta kaksipuoliseen radioliikenteeseen ATS-elimen kanssa.

4.1. Eräiden radiolaitteiden käyttö ilma-aluksissa

Radiotaajuuksista ja telelaitteista annetun lain nojalla annetun Viestintäviraston määräyksen mukaan on eräiden radioluvasta vapaiden radiolähettimien käyttö ilmassa olevissa ilma-aluksissa kokonaan tai osittain kiellettyä häiriöiden estämiseksi. Tällaisia radiolähettimiä ovat mm. erilaiset matkaviestimet, kuten GSM- ja UMTS-puhelimet.

Määräys 15 luvasta vapaiden radiolähettimien yhteistaajuuksista ja käytöstä sisältää tiedot tällaisista radiolähettimistä sekä niitä koskevista rajoituksista. Määräys on saatavissa osoitteesta www.traficom.fi tai sähköpostiosoitteesta kirjaamo@traficom.fi

tai osoitteesta

Liikenne- ja viestintävirasto Traficom
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Luvanvaraisen radiolähettimen käytöstä ilma-aluksessa määrätään lähettimen radioluvassa.

4.2. Vaatimus ilma-alusten varustamisesta 8.33 KHZ:n kanavavälin radioilla

Tämä vaatimus on julkaistu ilmailumääräyksellä OPS M1-30.

Suomen lentotiedotusalueella yli FL 195 sovelletaan ICAO:n Annex 10 sekä Doc 7030 määräyksiä koskien yleistä ilmaliikennettä ja ilma-alusten VHF-radioiden 8.33 KHZ:n kanavavälin radiovarustusvaatimusta. Liikenne- ja viestintävirasto voi myöntää poikkeuksen yksittäiselle VFR-lennolle.

Euroopan komission asetuksen (EU) 1079/2012 mukaan ilma-aluksen VHF-radiolaitteen tulee pystyä käyttämään 8.33 KHZ kanavavälillä olevia taajuuksia viimeistään 31.12.2017. Euroopan komission poikkeusluvalla siirtymäaika Suomessa 8.33 KHZ:n kanavavälin käyttöönottoon on kymmenen vuotta, sama siirtymäaika on myös vain 25 KHZ:n kanavavälillä toimivilla radiolaitteilla. Poikkeus koskee vain Suomea, naapurimaissa 8.33 KHZ:n kanavaväli voi olla käytössä vuoden 2018 alusta.

Fintraffic ANS käyttää siirtymäaikana 25 KHZ kanavaväliä. Lisätietoja, ks. ENR 1.8.

## 5 PIENENNETTY KORKEUSPORRASTUSMINIMI (RVSM)

## 4 COMMUNICATION EQUIPMENT

An aircraft operated as a controlled VFR flight shall be equipped at least with one radio receiver and transmitter unit suitable for two-way radio communication with the appropriate ATS unit when:

a. the flight or part thereof will be operated within airspace classes B, C, D or

b. radio mandatory zone (RMZ) or

c. ADIZ (see ENR 5.2).

For VFR flights in the aforementioned airspace, an exemption may be granted by the ATS unit for aircraft without the possibility of double-sided radio communications with the ATS unit.

4.1. The use of certain radio equipment on board aircraft

According to the regulation directed by the Finnish Communications Regulatory Authority FICORA under the Act of radio frequencies and transmitters the use of certain radio license-exempt radio operating in the air in the aircraft, in whole or in part, forbidden to prevent interference. Such devices are, e.g. various mobile devices, such as GSM and UMTS Phones.

Regulation 15 regulation on collective frequencies for licence-exempt radio transmitters and on their use contains conditions for use for such radio transmitters whose use does not require a separate radio licence. The regulation is available from www.traficom.fi or e-mail kirjaamo@traficom.fi

or address

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Provisions on the use of licensed radio transmitter are given in the radio licence of the transmitter.

4.2. Requirement for 8.33 KHZ channel spacing radio equipment

This requirement has been published in the series of National aviation regulations and is available in Finnish only.

The ICAO Annex 10 and Doc 7030 are applied in HELSINKI FIR where carriage of 8.33 KHZ channel spacing radio equipment is required for aircraft operating as general air traffic above FL 195. The Finnish Transport and Communications Agency may grant an exemption for a single VFR flight.

According to the European commission regulation (EU) 1079/2012 the radio equipment in the aircraft shall be capable to operate in 8.33 KHZ channel spacing channels. Transition period to implement 8.33 KHZ channel spacing is 10 years due to the exemption permitted by the European commission. Same transition period is used for radio equipment operating in 25 KHZ channel spacing only. Exemption is valid only in Finland, in the neighbouring states 8.33 KHZ channel spacing may be required at the beginning of 2018.

Fintraffic ANS is using 25 KHZ channel spacing during the transition time. For more information, see ENR 1.8.

## 5 REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

EUR RVSM ilmatilassa sallitaan ainoastaan RVSM toimintaan hyväksyttyjen ilma-alusten ja RVSM toimintaan hyväksymättömien valtion ilma-alusten lennot.

Lukuun ottamatta valtion ilma-aluksia, RVSM hyväksyntä vaaditaan ilma-aluksilta, jotka toimivat RVSM ilmatilassa Suomen lentotiedotusalueella FL 290 yläpuolella.

*Huom. EUR RVSM ilmatilassa, jossa suoritetaan RVSM siirtymä, RVSM toimintaan hyväksymättömään siviililentotoimintaan sovellettavat määräykset on esitetty julkaisussa ICAO EUR Regional Supplementary Procedures (Doc 7030/4 - EUR).*

RVSM hyväksyttyjä ilma-aluksia ovat ilma-alukset, joille ilma-aluksen käyttäjä on saanut RVSM hyväksynnän joko siltä valtiolta, jossa käyttäjän kotipaikka on tai valtiolta, jossa ilma-alus on rekisteröity.

**6 HÄTÄLÄHETTIMET**

Ilma-aluksissa on oltava 406 MHZ taajuudella toimiva ELT-hätälähetin. Kuitenkin yksityislentotoiminnassa muilla kuin vaativilla ilma-aluksilla (other than complex motor-powered aircraft) voidaan käyttää myös miehistön jäsenellä tai matkustajalla olevaa henkilökohtaista hätälähetintä (PLB), kun lentokoneen suurin hyväksytty matkustajapaikkaluku on enintään kuusi.

6.1. Hätälähetinrekisteri

Liikenne- ja viestintävirasto ylläpitää suomalaisten ilma-alusten hätälähetinrekisteriä. Rekisteriä ylläpidetään 406 MHZ:n taajuudella toimivista ilma-alusten ja niiden pelastuslauttojen hätälähettimistä, mukaan lukien ilma-aluskohtaiset PLB-hätälähettimet.

6.2. Hätälähettimien toimintakokeet

Hätälähettimen toimintakokeissa on noudatettava valmistajan ohjeiden lisäksi seuraavia ohjeita:

6.2.1. Self-Test

Hätälähettimen toiminnan tarkistamiseksi käyttäjä voi suorittaa laitteen self-testin. Tässä toimintamuodossa laitteen lähettämä testisignaali ei aiheuta hälytystä satelliittien välityksellä. Lennonjohtoelimet eivät myöskään reagoi toimintamuodon lyhyeen 121.500 MHZ taajuudella lähettämään signaaliin. Testin saa tehdä milloin vain, eikä siitä tarvitse ilmoittaa esim. lennonjohdolle.

6.2.2. Operatiivinen toimintakoe

ELT-valmistaja saattaa edellyttää asennuksen jälkeen tehtäväksi operatiivista toimintakoetta, jossa laite käännetään ON asentoon (korkeintaan 5 sekunniksi) samoin kuin oikeassa hätätilanteessa. Tällaisen kokeen saa suorittaa vain ELT-laitteiden huoltoon tai asennukseen oikeutettu henkilöstö. Operatiivisista testauksista tulee ilmoittaa Meripelastuskeskukselle ennen testin aloitusta. Koe tehdään täyden tunnin ensimmäisen 5 minuutin aikana. Sen kesto rajoitetaan maksimissaan 5 sekunnin mittaiseksi. Selkeästi pidempi päällä olo käynnistää satelliiteille menevän hätähälytyksen, mikä on ehdottomasti kiellettyä.

6.3. Tahattomat hälytykset

Tahattomat hätälähettimen hälytykset voidaan todeta kuuntelemalla taajuutta 121.500 MHZ. Näin tulisi menetellä aina, kun on syytä epäillä ilma-aluksen joutuneen tärähdyksen kohteeksi laskussa. Myös koneen siirtely maassa tai huoltotyöt koneessa voivat aiheuttaa hätälähettimen käynnistymisen. Mikäli hätälähettimen havaitaan käynnistyneen vahingossa, tulee se välittömästi sulkea ja asiasta ilmoittaa heti ao. ATS-elimelle.

6.4. Taajuuden 121.500 MHZ kuuntelu lennolla

Taajuuden 121.500 MHZ kuuntelemista lennolla suositellaan, mikäli se muutoin on radioliikenteen puolesta mahdollista. Jos

Only RVSM approved aircraft and non-RVSM approved State aircraft shall be permitted to operate within the EUR RVSM airspace.

Except for State aircraft, RVSM approval is required for aircraft to operate in the RVSM airspace within the HELSINKI FIR above FL 290.

*Note: The provisions applicable to non-RVSM approved civil operations in EUR RVSM airspace where RVSM transition tasks are carried out are as specified in the ICAO EUR Regional Supplementary Procedures (Doc 7030/4 - EUR).*

RVSM approved aircraft are those aircraft for which the Operator has obtained an RVSM approval, either from the State in which the operator is based, or from the State in which the aircraft is registered.

**6 EMERGENCY LOCATION BEACON - AIRCRAFT**

Aircraft must have an ELT emergency transmitter operating at FREQ 406 MHZ. However, on private operations, other than complex motor-powered aircraft, the crew member or the passenger may use personal locator beacon (PLB) when the maximum approved passenger seating configuration does not exceed six.

6.1. Emergency Location Beacon registry

The Finnish Transport and Communications Agency maintains a registry of the Emergency Locator Beacons for Finnish aircraft. The register is kept on emergency transmitter on the aircraft and their life rafts operating at 406 MHZ including aircraft-specific PLB emergency transmitters.

6.2. ELT testing

In the operation tests of the ELT, in addition to the manufacturer's instructions, the following instructions must be followed:

6.2.1. Self Test

To check the ELT operation, the user may run the self-test of the device. In this mode of operation, the test signal transmitted by the device will not cause an alarm via satellites. Air traffic control units will not respond to the short signal transmitted in the frequency of 121.500 MHZ in this mode either. The test may be carried out at any time, and need not be notified e.g. to the air traffic control.

6.2.2. Operational test

The ELT manufacturer may require an operational test after installation, in which the device is switched ON (for 5 seconds at maximum) in the same way as in an actual emergency. This test may only be performed by staff members authorized for the maintenance or installation of ELT devices. Any operational tests must be notified to the Maritime Rescue Coordination Centre before the test is started. The test must be made during the first 5 minutes of any full hour. The maximum duration of the test is limited to 5 seconds. If the device is on for a significantly longer time, it will activate an emergency alarm to the satellites, which is strictly forbidden.

6.3. False alarms

False ELT alarms can be detected by monitoring the frequency 121.500 MHZ. This should always be done after a rough landing or similar ground movements. The maintenance work of the aircraft may also cause false ELT alarms. If a false ELT alarm is observed, the ELT transmitter shall be turned off immediately and the appropriate ATS unit shall be informed without delay.

6.4. Listening watch on 121.500 MHZ during the flight

Listening watch on the frequency 121.500 MHZ during the flight is recommended other radio communication permitting. If


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lennolla vastaanotetaan hätäsignaali, siitä on ilmoitettava ATS-elimelle, joka antaa lisäohjeita hätälähettimen kuunteluun ja paikantamiseen.

6.5. ACAS II vaatimus lennoille Suomen ilmatilassa

ACAS II vaatimus perustuu EU asetukseen 1332/2011.

Kiinteäsiipisessä turbiinikäyttöisessä ilma-aluksessa on oltava ACAS II -järjestelmä, jos ilma-aluksen suurin hyväksytty lentoonlähtömassa on yli 5 700 KG tai suurin hyväksytty matkustajien istuinpaikkamäärä on yli 19.

Valtion ilma-aluksille ja sotilasilma-aluksille sallitaan poikkeaminen kohdan edellämainitusta varustevaatimuksesta.

Muiden kuin valtion ilma-alusten ja sotilasilma-alusten osalta poikkeaminen varustevaatimuksesta edellyttää poikkeuslupaa. Poikkeuslupaa haetaan viimeistään seitsemän vuorokautta ennen suunniteltua lentoa Liikenne- ja viestintävirastolta vapaamuotoisella kirjallisella hakemuksella.

Yhteystiedot:

Liikenne- ja viestintävirasto Traficom
PL 320
00059 TRAFICOM

TEL 029 534 5000
kirjaamo@traficom.fi

**7 PALVELUT VALTION ILMA-ALUKSILLE, JOTKA TOIMIVAT ILMAN MODE S ELS, MODE S EHS JA ADS-B OUT -JÄRJESTELMIÄ**

Valtion ilma-aluksille, jotka toimivat yleisenä ilmaliikenteenä (GAT) IFR-lentosääntöjen mukaisesti ATS-valvontapalvelua antavassa ilmatilan osassa (julkaistu AIP ENR 1.6) teknisistä tai operatiivisista syistä ilman Mode S ELS, Mode S EHS tai ADS-B out -järjestelmiä, annetaan lennonvarmistuspalvelua perinteisillä ATS-valvontajärjestelmillä kuten Mode 3/A/C/S. Lentosuunnitelman kenttään 18 tulee silloin lisätä tunnisteet SUR/EUADSBX, SUR/EUEHSX, SUR/EUELSX tai niiden yhdistelmä.

an ELT alarm is received during the flight, it shall be reported to the appropriate ATS unit, which gives further instructions for listening to and for locating the transmission.

6.5. ACAS II requirement for flights in Finnish airspace

ACAS II requirement is based on EU decree 1332/2011.

All civil fixed-wing turbine-engined aircraft having a maximum take-off mass exceeding 5 700 KG, or a maximum approved passenger seating configuration of more than 19, shall be equipped with an ACAS II.

State aircraft and military aircraft are granted exemption from this requirement.

For all other than the above mentioned aircraft a permission for exemption shall be applied from the Finnish Transport and Communications Agency. The free format written application shall reach the Finnish Transport and Communications Agency at least 7 days prior to the intended flight

Contact information:

Finnish Transport and Communications Agency Traficom
PL 320
FI-00059 TRAFICOM

TEL +358 29 534 5000
kirjaamo@traficom.fi

**7 ACCOMMODATION OF STATE AIRCRAFT OPERATING WITHOUT MODE S ELS, MODE S EHS AND ADS-B OUT**

State aircraft that are operating IFR flights as general air traffic (GAT) without Mode S ELS, Mode S EHS or ADS-B out for technical or operational reasons, will be accommodated by Finnish ANSPs through traditional surveillance methods where available according to AIP ENR 1.6, such as Mode 3/A/C/S. The flight plan shall include in item 18 the indicators SUR/EUADSBX, SUR/EUEHSX, SUR/EUELSX or a combination thereof.

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| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFTRAM35 | TRA | 620836N 0244901E<br>615433N 0244838E<br>614109N 0241543E<br>614307N 0240755E<br>615655N 0240258E<br>620455N 0240521E | NIL | 2 KM |
| EFTRAM36 | TRA | 621002N 0250657E<br>620552N 0251613E<br>615433N 0244838E<br>620836N 0244901E | NIL | 2 KM |
| EFTRAM38 | TRA | 620552N 0251613E<br>615152N 0254656E<br>613731N 0253018E<br>613623N 0244811E<br>615433N 0244838E | NIL | 2 KM |
| EFTRAM39 | TRA | 615433N 0244838E<br>614109N 0241543E<br>613600N 0243550E<br>613623N 0244811E | NIL | 2 KM |
| EFTRAM58 | TRA | 623126N 0261834E<br>622437N 0263339E<br>620714N 0263435E<br>615152N 0254656E<br>620552N 0251613E | NIL | 2 KM |
| EFTRAM59 | TRA | 624834N 0253951E<br>623950N 0255943E<br>623126N 0261834E<br>620552N 0251613E<br>621002N 0250657E<br>620836N 0244901E<br>622433N 0244927E<br>623436N 0244948E<br>624251N 0245007E<br>624803N 0251041E | NIL | 2 KM |
| EFTRAM61 | TRA | 622433N 0244927E<br>620836N 0244901E<br>620455N 0240521E<br>621744N 0234728E | NIL | 2 KM |
| EFTRAM62 | TRA | 623741N 0233957E<br>623424N 0244948E<br>622433N 0244927E<br>621744N 0234728E<br>622753N 0233304E | NIL | 2 KM |
| EFTRAN02 | TRA | 624342N 0284110E<br>623710N 0292309E<br>622416N 0290512E<br>623257N 0283809E | NIL | 2 KM |

| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFTRAN10 | TRA | 625437N 0293635E<br>625026N 0300118E<br>624610N 0302557E<br>623808N 0303112E<br>623516N 0303304E<br>622555N 0302516E<br>622000N 0300419E<br>622416N 0290512E<br>623710N 0292309E<br>624731N 0293747E | NIL | 2 KM |
| EFTRAN12 | TRA | 624800N 0281714E<br>624342N 0284110E<br>623257N 0283810E<br>623355N 0280038E | NIL | 2 KM |
| EFTRAN13 | TRA | 623355N 0280038E<br>623257N 0283809E<br>622416N 0290512E<br>621540N 0285432E<br>621929N 0284256E<br>621450N 0282008E<br>622441N 0275255E | NIL | 2 KM |
| EFTRAN20 | TRA | 625534N 0261603E<br>624142N 0264420E<br>623126N 0261834E<br>623538N 0260910E<br>623950N 0255943E | NIL | 2 KM |
| EFTRAN21 | TRA | 631116N 0263241E<br>630627N 0270241E<br>625011N 0270559E<br>624142N 0264420E<br>625534N 0261603E | NIL | 2 KM |
| EFTRAN22 | TRA | 624142N 0264420E<br>622717N 0270251E<br>620714N 0263435E<br>622437N 0263339E<br>623126N 0261834E | NIL | 2 KM |
| EFTRAN23 | TRA | 625011N 0270559E<br>623159N 0270936E<br>622717N 0270251E<br>624142N 0264420E | NIL | 2 KM |
| EFTRAN26 | TRA | 633859N 0290612E<br>632924N 0291840E<br>631418N 0293258E<br>630850N 0282036E<br>631833N 0281131E<br>632257N 0282306E | NIL | 2 KM |
| EFTRAN27 | TRA | 631418N 0293258E<br>625437N 0293635E<br>625906N 0290928E<br>625839N 0282959E<br>630850N 0282036E | NIL | 2 KM |


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| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFTRAN30 | TRA | 625906N 0290928E<br>625303N 0284825E<br>624342N 0284110E<br>624800N 0281714E<br>625839N 0282959E | NIL | 2 KM |
| EFTRAN31 | TRA | 625906N 0290928E<br>625437N 0293635E<br>624731N 0293747E<br>623710N 0292309E<br>624342N 0284110E<br>625303N 0284825E | NIL | 2 KM |
| EFTRAN36 | TRA | 632502N 0273640E<br>632350N 0275458E<br>631833N 0281131E<br>630850N 0282036E<br>625839N 0282959E<br>625011N 0270559E<br>630627N 0270241E<br>631145N 0270136E<br>631710N 0271009E<br>632110N 0271629E<br>632231N 0272328E | NIL | 2 KM |
| EFTRAN37 | TRA | 625011N 0270559E<br>625839N 0282959E<br>624800N 0281714E<br>623355N 0280038E<br>623406N 0275220E<br>623310N 0271831E<br>623159N 0270936E | NIL | 2 KM |
| EFTRAV03 | TRA | 640640N 0282911E<br>633859N 0290612E<br>632257N 0282306E<br>633817N 0280117E<br>635409N 0280820E<br>640259N 0281320E | NIL | 2 KM |
| EFTRAV04 | TRA | 633817N 0280117E<br>632257N 0282306E<br>631833N 0281131E<br>632350N 0275458E | NIL | 2 KM |
| EFTRAV05 | TRA | 640259N 0281320E<br>635409N 0280820E<br>633817N 0280117E<br>632350N 0275458E<br>632502N 0273640E<br>632231N 0272328E<br>633558N 0272727E<br>635733N 0272739E<br>635550N 0274305E | NIL | 2 KM |
| EFTRAV12 | TRA | 635957N 0270535E<br>635733N 0272739E<br>633558N 0272727E<br>632231N 0272328E<br>632110N 0271629E<br>631710N 0271009E<br>634545N 0263223E | NIL | 2 KM |

| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFTRAV13 | TRA | 634545N 0263223E<br>631710N 0271009E<br>631145N 0270136E<br>630627N 0270241E<br>631116N 0263241E<br>631924N 0254005E | NIL | 2 KM |
| EFTRAV14 | TRA | 631924N 0254005E<br>631116N 0263241E<br>625534N 0261603E<br>630347N 0253958E | NIL | 2 KM |
| EFTRAV15 | TRA | 630347N 0253958E<br>625534N 0261603E<br>623950N 0255943E<br>624834N 0253951E | NIL | 2 KM |
| EFTRAV16 | TRA | 631924N 0254005E<br>630347N 0253958E<br>624834N 0253951E<br>624803N 0251041E<br>631529N 0245114E<br>631758N 0250448E | NIL | 2 KM |
| EFTRAV17 | TRA | 631529N 0245114E<br>624803N 0251041E<br>624251N 0245007E | NIL | 2 KM |
| EFTRAV18 | TRA | 631529N 0245114E<br>624251N 0245007E<br>630006N 0240449E<br>631302N 0243759E | NIL | 2 KM |
| EFTRAV19 | TRA | 630006N 0240449E<br>624251N 0245007E<br>623424N 0244948E<br>623741N 0233957E | NIL | 2 KM |
| EFTRAV27 | TRA | 644053N 0225520E<br>642017N 0235325E<br>640601N 0232642E<br>640226N 0224239E<br>635829N 0215742E | NIL | 2 KM |
| EFTRAV28 | TRA | 640226N 0224239E<br>635525N 0223157E<br>632906N 0215245E<br>633348N 0213523E<br>633622N 0212551E<br>633700N 0212959E<br>635829N 0215742E | NIL | 2 KM |
| EFTRAV29 | TRA | 635553N 0223723E<br>633115N 0222659E<br>632527N 0220725E<br>632906N 0215245E<br>635525N 0223157E | NIL | 2 KM |
| EFTRAV30 | TRA | 640601N 0232642E<br>635853N 0231334E<br>635553N 0223723E<br>635525N 0223157E<br>640226N 0224239E | NIL | 2 KM |


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| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFTSAJ31 | TSA | 694136N 0255653E<br>694914N 0282555E<br>694737N 0283510E<br>693935N 0282525E | NIL | 2 KM |
| EFTSAJ32 | TSA | 693935N 0282525E<br>694737N 0283510E<br>694344N 0285709E<br>694036N 0290814E<br>693834N 0291022E | NIL | 2 KM |
| EFTSAJ33 | TSA | 693935N 0282525E<br>692949N 0281342E<br>692813N 0281451E<br>685630N 0260730E<br>685308N 0260626E<br>685418N 0253919E<br>694136N 0255653E | NIL | 2 KM |
| EFTSAJ34 | TSA | 693834N 0291022E<br>693453N 0291414E<br>691648N 0285621E<br>691556N 0285423E<br>691631N 0284018E<br>692106N 0281957E<br>692813N 0281451E<br>692949N 0281342E<br>693935N 0282525E | NIL | 2 KM |
| EFTSAJ35 | TSA | 692813N 0281451E<br>692106N 0281957E<br>691631N 0284018E<br>691556N 0285423E<br>691345N 0284928E<br>691045N 0284935E<br>691019N 0284923E<br>691001N 0281205E<br>685841N 0280416E<br>685830N 0273751E<br>683307N 0262247E<br>685308N 0260626E<br>685630N 0260730E | NIL | 2 KM |
| EFTSAJ37 | TSA | 672716N 0253810E<br>665751N 0254242E<br>664623N 0250847E<br>665710N 0244248E<br>671811N 0243858E<br>671503N 0245435E<br>671726N 0252004E | NIL | 2 KM |
| EFTSAJ38 | TSA | 665710N 0244248E<br>664623N 0250847E<br>663511N 0244642E | NIL | 2 KM |
| EFTSAK03 | TSA | 613731N 0253018E<br>613318N 0262942E<br>604623N 0253804E<br>604943N 0252929E<br>605722N 0252812E | NIL | 2 KM |

| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFTSAK04 | TSA | 613731N 0253018E<br>605722N 0252812E<br>604943N 0252929E<br>604951N 0252909E<br>604913N 0244656E<br>604723N 0243954E<br>604944N 0243716E<br>605528N 0243835E<br>613623N 0244811E | NIL | 2 KM |
| EFTSAK05 | TSA | 613623N 0244811E<br>605528N 0243835E<br>611443N 0243524E<br>613600N 0243550E | NIL | 2 KM |
| EFTSAL01 | TSA | 610500N 0272534E<br>604928N 0274312E<br>604328N 0274513E<br>603514N 0262550E<br>604328N 0260733E<br>605313N 0260303E<br>605602N 0260525E<br>605852N 0262951E<br>610347N 0271410E | NIL | 2 KM |
| EFTSAL02 | TSA | 612221N 0282529E<br>611835N 0284117E<br>610330N 0283953E<br>605900N 0283004E<br>604328N 0274513E<br>604928N 0274312E<br>610500N 0272534E<br>610858N 0272100E<br>611043N 0272916E | NIL | 2 KM |
| EFTSAL03 | TSA | 604328N 0274513E<br>602701N 0272949E<br>602201N 0272949E<br>602000N 0272635E<br>602016N 0263052E<br>601856N 0261846E<br>602708N 0260759E<br>603514N 0262550E | NIL | 2 KM |
| EFTSAL04 | TSA | 613318N 0262942E<br>612014N 0273528E<br>611043N 0272916E<br>610858N 0272100E<br>610500N 0272534E<br>605602N 0260525E<br>605313N 0260303E<br>604328N 0260733E<br>603514N 0262550E<br>602708N 0260759E<br>604132N 0255030E<br>604623N 0253804E | NIL | 2 KM |


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| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFTSAL06 | TSA | 615453N 0265049E<br>614838N 0272336E<br>614550N 0273758E<br>614201N 0275719E<br>613554N 0280521E<br>612642N 0275702E<br>612014N 0273528E<br>613318N 0262942E<br>614222N 0262940E | NIL | 2 KM |
| EFTSAL07 | TSA | 615423N 0280843E<br>615009N 0282123E<br>613332N 0290956E<br>612556N 0290649E<br>611512N 0290649E<br>611346N 0290227E<br>611044N 0285432E<br>610839N 0284714E<br>610330N 0283953E<br>611835N 0284117E<br>612221N 0282529E<br>611043N 0272916E<br>612014N 0273528E<br>612642N 0275702E<br>613554N 0280521E<br>614201N 0275719E<br>614550N 0273758E<br>614836N 0274758E | NIL | 2 KM |
| EFTSAM35 | TSA | 620836N 0244901E<br>615433N 0244838E<br>614109N 0241543E<br>614307N 0240755E<br>615655N 0240258E<br>620455N 0240521E | NIL | 2 KM |
| EFTSAM36 | TSA | 621002N 0250657E<br>620552N 0251613E<br>615433N 0244838E<br>620836N 0244901E | NIL | 2 KM |
| EFTSAM38 | TSA | 620552N 0251613E<br>615152N 0254656E<br>613731N 0253018E<br>613623N 0244811E<br>615433N 0244838E | NIL | 2 KM |
| EFTSAM39 | TSA | 615433N 0244838E<br>614109N 0241543E<br>613600N 0243550E<br>613623N 0244811E | NIL | 2 KM |
| EFTSAM50 | TSA | 620714N 0263435E<br>615453N 0265049E<br>614222N 0262940E<br>613318N 0262942E<br>613731N 0253018E<br>615152N 0254656E | NIL | 2 KM |

| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFTSAM58 | TSA | 623126N 0261834E<br>622437N 0263339E<br>620714N 0263435E<br>615152N 0254656E<br>620552N 0251613E | NIL | 2 KM |
| EFTSAM59 | TSA | 624834N 0253951E<br>623950N 0255943E<br>623126N 0261834E<br>620552N 0251613E<br>621002N 0250657E<br>620836N 0244901E<br>622433N 0244927E<br>623436N 0244948E<br>624251N 0245007E<br>624803N 0251041E | NIL | 2 KM |
| EFTSAM61 | TSA | 622433N 0244927E<br>620836N 0244901E<br>620455N 0240521E<br>621744N 0234728E | NIL | 2 KM |
| EFTSAM62 | TSA | 623741N 0233957E<br>623424N 0244948E<br>622433N 0244927E<br>621744N 0234728E<br>622753N 0233304E | NIL | 2 KM |
| EFTSAN02 | TSA | 624342N 0284110E<br>623710N 0292309E<br>622416N 0290512E<br>623257N 0283809E | NIL | 2 KM |
| EFTSAN06 | TSA | 615847N 0273144E<br>614836N 0274758E<br>614550N 0273758E<br>614838N 0272336E | NIL | 2 KM |
| EFTSAN10 | TSA | 625437N 0293635E<br>625026N 0300118E<br>624610N 0302557E<br>623808N 0303112E<br>623516N 0303304E<br>622555N 0302516E<br>622000N 0300419E<br>622416N 0290512E<br>623710N 0292309E<br>624731N 0293747E | NIL | 2 KM |
| EFTSAN12 | TSA | 624800N 0281714E<br>624342N 0284110E<br>623257N 0283810E<br>623355N 0280038E | NIL | 2 KM |
| EFTSAN13 | TSA | 623355N 0280038E<br>623257N 0283809E<br>622416N 0290512E<br>621540N 0285432E<br>621929N 0284256E<br>621450N 0282008E<br>622441N 0275255E | NIL | 2 KM |


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| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFTU | CTA | 603316N 0212103E<br>602319N 0212309E<br>600643N 0215359E<br>601354N 0225727E<br>602806N 0231129E<br>603804N 0230956E<br>603243N 0232055E<br>602707N 0232145E<br>600932N 0230419E<br>600112N 0215035E<br>602108N 0211330E<br>602634N 0211220E<br>603921N 0223914E<br>602426N 0224145E<br>602219N 0215343E<br>603711N 0215048E<br>604627N 0220801E<br>604618N 0225250E<br>603804N 0230956E<br>602806N 0231129E<br>601354N 0225727E<br>600643N 0215359E<br>602319N 0212309E<br>603316N 0212103E<br>604359N 0213509E | NIL | 2 KM |
| EFUT | CTR | 610347N 0271410E<br>604836N 0272033E<br>604404N 0263629E<br>605852N 0262951E<br>610500N 0272534E<br>604928N 0274312E<br>604328N 0274513E<br>603514N 0262550E<br>604328N 0260733E<br>605313N 0260303E<br>605602N 0260525E<br>605852N 0262951E<br>610347N 0271410E | NIL | 2 KM |

| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFVA | CTA | 631612N 0210010E<br>625628N 0205859E<br>624034N 0212353E<br>623610N 0215155E<br>623903N 0221257E<br>624537N 0221554E<br>624044N 0222446E<br>623507N 0222214E<br>623056N 0215141E<br>623622N 0211706E<br>625455N 0204758E<br>630908N 0204843E<br>631625N 0215404E<br>625405N 0220845E<br>624947N 0213726E<br>631204N 0212223E<br>633348N 0213523E<br>632906N 0215245E<br>632527N 0220725E<br>630658N 0221953E<br>630151N 0222317E<br>624537N 0221554E<br>623903N 0221257E<br>623610N 0215155E<br>624034N 0212353E<br>625628N 0205859E<br>631612N 0210010E<br>632704N 0211759E | NIL | 2 KM |
| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
| *1* | *2* | *3* | *4* | *5* |
| EFP10 | P | 602424N 0262228E<br>602309N 0262504E<br>602121N 0262507E<br>602004N 0262235E<br>602002N 0261858E<br>602117N 0261623E<br>602305N 0261619E<br>602422N 0261851E | NIL | 2 KM |
| EFP25 | P | 611714N 0212535E<br>611442N 0213258E<br>611109N 0212736E<br>611341N 0212013E | NIL | 2 KM |
| EFP30 | P | 601935N 0253145E<br>601743N 0252826E<br>601715N 0253230E<br>601900N 0253340E | NIL | 2 KM |
| EFP35 | P | 601119N 0245408E<br>601110N 0245433E<br>601106N 0245446E<br>601045N 0245447E<br>601054N 0245327E<br>601118N 0245326E | NIL | 2 KM |


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| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFP40 | P | 601142N 0245216E<br>601138N 0245232E<br>601133N 0245245E<br>601126N 0245238E<br>601128N 0245217E | NIL | 2 KM |
| EFP45 | P | 602832N 0220006E<br>602812N 0220100E<br>602743N 0220115E<br>602738N 0220106E<br>602748N 0220032E<br>602745N 0215947E<br>602752N 0215947E<br>602803N 0215931E<br>602800N 0215918E<br>602818N 0215910E | NIL | 2 KM |
| EFP50 | P | 601027N 0245730E<br>601003N 0245732E<br>601002N 0245658E<br>601022N 0245655E<br>601027N 0245702E | NIL | 2 KM |
| EFR11 | R | 600919N 0250231E<br>600909N 0250450E<br>600745N 0250450E<br>600745N 0250110E<br>600802N 0250110E | NIL | 2 KM |
| EFR35 | R | 595631N 0241810E<br>595631N 0242413E<br>595431N 0242413E<br>595210N 0241810E | NIL | 2 KM |
| EFR37 | R | 600251N 0241810E<br>600251N 0242413E<br>595852N 0242413E<br>595852N 0241810E | NIL | 2 KM |
| EFR43 | R | 595100N 0231648E<br>595100N 0232249E<br>594948N 0232249E<br>594948N 0231648E | NIL | 2 KM |
| EFR45 | R | 594700N 0225348E<br>594700N 0225748E<br>594500N 0225748E<br>594500N 0225348E | NIL | 2 KM |
| EFR54 | R | 600800N 0212653E<br>600800N 0213118E<br>600603N 0213100E<br>600603N 0212313E | NIL | 2 KM |
| EFR56 | R | 602301N 0264849E<br>602301N 0270749E<br>601655N 0271036E<br>601855N 0264849E | NIL | 2 KM |
| EFR57 | R | 601855N 0264849E<br>601655N 0271036E<br>601417N 0271148E<br>601630N 0264746E | NIL | 2 KM |

| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFR58 | R | 601630N 0264746E<br>601417N 0271148E<br>601201N 0271249E<br>601201N 0264549E | NIL | 2 KM |
| EFR59 | R | 604044N 0273603E<br>603119N 0273552E<br>603123N 0271401E<br>604020N 0271621E | NIL | 2 KM |
| EFR60 | R | 645048N 0290500E<br>645041N 0291235E<br>644800N 0291221E<br>644839N 0290500E | NIL | 2 KM |
| EFR62 | R | 613401N 0284749E<br>613401N 0285249E<br>613201N 0285249E<br>613201N 0284749E | NIL | 2 KM |
| EFR63 | R | 615001N 0270942E<br>615001N 0271542E<br>614507N 0271542E<br>614213N 0271412E<br>614231N 0271230E<br>614501N 0270942E | NIL | 2 KM |
| EFR64A | R | 600919N 0250231E<br>600900N 0250700E<br>600646N 0250549E<br>600646N 0245949E | NIL | 2 KM |
| EFR64B | R | 600900N 0250700E<br>600849N 0251049E<br>600731N 0251325E<br>600604N 0251140E<br>600646N 0250549E | NIL | 2 KM |
| EFR65 | R | 600646N 0245949E<br>600646N 0250549E<br>600513N 0250549E<br>600513N 0245949E | NIL | 2 KM |
| EFR66 | R | 600646N 0250549E<br>600604N 0251140E<br>600513N 0250549E | NIL | 2 KM |
| EFR67 | R | 600513N 0245949E<br>600513N 0250549E<br>600604N 0251140E<br>600731N 0251325E<br>600331N 0252302E<br>600001N 0252001E<br>600001N 0245949E | NIL | 2 KM |
| EFR68 | R | 675846N 0255732E<br>675311N 0255759E<br>675301N 0254315E<br>675835N 0254244E | NIL | 2 KM |
| EFR69 | R | 650231N 0253646E<br>650149N 0254216E<br>650101N 0254047E<br>650043N 0253516E | NIL | 2 KM |


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| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFR71 | R | 630602N 0303449E<br>630602N 0304049E<br>630302N 0304049E<br>630302N 0303449E | NIL | 2 KM |
| EFR72 | R | 633200N 0283424E<br>632819N 0284730E<br>632500N 0284630E<br>632343N 0283700E<br>632749N 0283000E | NIL | 2 KM |
| EFR73A | R | 620728N 0223320E<br>615557N 0224635E<br>614310N 0222815E<br>614757N 0221659E<br>620102N 0221323E | NIL | 2 KM |
| EFR73B | R | 621000N 0220000E<br>621000N 0223030E<br>620728N 0223320E<br>620102N 0221323E<br>614757N 0221659E<br>614310N 0222815E<br>614447N 0220957E<br>615005N 0220006E | NIL | 2 KM |
| EFR73C | R | 623037N 0220000E<br>623037N 0220603E<br>621000N 0223030E<br>621000N 0220000E | NIL | 2 KM |
| EFR75 | R | 595631N 0241810E<br>595631N 0242413E<br>595431N 0242413E<br>595210N 0241810E | NIL | 2 KM |
| EFR76 | R | 595631N 0241810E<br>595210N 0241810E<br>594457N 0235904E<br>595600N 0240049E<br>595522N 0241531E | NIL | 2 KM |
| EFR77 | R | 595600N 0240049E<br>600251N 0241810E<br>600251N 0242413E<br>595631N 0242413E<br>595631N 0241810E<br>595522N 0241531E | NIL | 2 KM |
| EFR78A | R | 594948N 0232249E<br>594948N 0233149E<br>594100N 0233149E<br>594100N 0232649E | NIL | 2 KM |
| EFR78B | R | 595100N 0232249E<br>595100N 0233149E<br>594948N 0233149E<br>594948N 0232249E | NIL | 2 KM |
| EFR79 | R | 595100N 0231648E<br>595100N 0232249E<br>594948N 0232249E<br>594100N 0232649E<br>594100N 0231219E<br>594948N 0231648E | NIL | 2 KM |

| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFR80A | R | 594924N 0230748E<br>594943N 0231500E<br>594948N 0231648E<br>594100N 0231219E<br>594100N 0230519E | NIL | 2 KM |
| EFR80B | R | 594848N 0225418E<br>594924N 0230748E<br>594100N 0230519E<br>594500N 0225748E<br>594700N 0225748E<br>594700N 0225348E | NIL | 2 KM |
| EFR81 | R | 594700N 0225348E<br>594700N 0225748E<br>594500N 0225748E<br>594500N 0225348E | NIL | 2 KM |
| EFR83 | R | 595300N 0230955E<br>595300N 0231500E<br>594943N 0231500E<br>594924N 0230748E<br>595230N 0230748E | NIL | 2 KM |
| EFR84 | R | 595100N 0221548E<br>595100N 0221948E<br>594400N 0222912E<br>594400N 0220948E | NIL | 2 KM |
| EFR85 | R | 594400N 0220948E<br>594400N 0222912E<br>593800N 0223648E<br>593800N 0220448E | NIL | 2 KM |
| EFR87 | R | 594830N 0211745E<br>594830N 0212448E<br>594624N 0213518E<br>593536N 0211348E<br>593818N 0210948E | NIL | 2 KM |
| EFR88 | R | 600800N 0212653E<br>600800N 0213118E<br>595800N 0212948E<br>600030N 0211248E | NIL | 2 KM |
| EFR89 | R | 611000N 0205748E<br>610900N 0212348E<br>610230N 0212348E<br>605700N 0205748E | NIL | 2 KM |
| EFR91 | R | 604710N 0222148E<br>604700N 0222333E<br>604630N 0222333E<br>604630N 0222148E | NIL | 2 KM |
| EFR92A | R | 664144N 0261934E<br>663814N 0262704E<br>663638N 0261828E<br>663856N 0261428E | NIL | 2 KM |
| EFR92B | R | 663940N 0263532E<br>663814N 0262704E<br>664144N 0261934E<br>665050N 0261628E<br>665525N 0262019E<br>665609N 0263314E | NIL | 2 KM |


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| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFR92C | R | 664201N 0265029E<br>663940N 0263532E<br>665609N 0263314E<br>665705N 0265023E<br>665005N 0264457E | NIL | 2 KM |
| EFR92D | R | 664303N 0270634E<br>664201N 0265029E<br>665005N 0264457E<br>665705N 0265023E<br>665006N 0270650E | NIL | 2 KM |
| EFR92E | R | 665525N 0262019E<br>665908N 0262326E<br>670330N 0263506E<br>665705N 0265023E<br>665609N 0263314E | NIL | 2 KM |
| EFR93A | R | 620049N 0222115E<br>620201N 0223015E<br>615920N 0223001E<br>615728N 0223042E<br>615133N 0222924E<br>615035N 0222451E<br>615522N 0222415E | NIL | 2 KM |
| EFR93B | R | 620238N 0222020E<br>620332N 0222954E<br>620201N 0223015E<br>620049N 0222115E | NIL | 2 KM |
| EFR94 | R | 610232N 0243019E<br>610339N 0243728E<br>610313N 0244019E<br>610234N 0243754E<br>610119N 0243511E<br>610130N 0243127E | NIL | 2 KM |
| EFR95 | R | 610144N 0252649E<br>610144N 0252953E<br>605954N 0252959E<br>605956N 0252509E | NIL | 2 KM |
| EFR96 | R | 620353N 0245014E<br>620418N 0245157E<br>620331N 0245241E<br>620304N 0245057E | NIL | 2 KM |
| EFR97 | R | 621531N 0243630E<br>621543N 0243748E<br>621501N 0244012E<br>621343N 0243930E<br>621419N 0243642E | NIL | 2 KM |
| EFR98 | R | 623732N 0243025E<br>623624N 0243032E<br>623620N 0242805E<br>623728N 0242757E | NIL | 2 KM |
| EFR99A | R | 642257N 0233123E<br>641136N 0233400E<br>640001N 0232747E<br>635701N 0225047E<br>642001N 0232646E | NIL | 2 KM |

| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFR99B | R | 640001N 0232747E<br>635712N 0231524E<br>635701N 0225047E | NIL | 2 KM |
| EFR100 | R | 690414N 0285223E<br>690307N 0285545E<br>601201N 0271735E<br>601201N 0264549E<br>601401N 0264549E<br>601401N 0271149E<br>601601N 0272249E<br>603501N 0274549E<br>603843N 0275226E<br>604212N 0275847E<br>604545N 0280546E<br>604806N 0280811E<br>604828N 0281110E<br>605232N 0281725E<br>605541N 0282358E<br>605900N 0283004E<br>605851N 0283741E<br>610330N 0283953E<br>610632N 0284524E<br>610815N 0284607E<br>611044N 0285432E<br>611346N 0290227E<br>611702N 0291137E<br>612140N 0291631E<br>612457N 0292135E<br>612809N 0292641E<br>613051N 0292638E<br>613123N 0293401E<br>613548N 0294125E<br>614021N 0294631E<br>614343N 0295259E<br>614654N 0295935E<br>614942N 0300102E<br>615322N 0300808E<br>615726N 0301404E<br>620124N 0302042E<br>620518N 0302657E<br>620921N 0303313E<br>621349N 0303649E<br>621420N 0304138E<br>621740N 0304740E<br>622104N 0305357E<br>622430N 0310008E<br>622759N 0310623E<br>623033N 0310755E<br>623126N 0311056E<br>623559N 0311452E<br>624011N 0311828E<br>624352N 0312039E<br>624719N 0312244E<br>625059N 0312707E<br>625425N 0313106E<br>625829N 0312728E<br>625924N 0312345E | NIL | 2 KM |


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| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| | | 630105N 0312258E<br>630307N 0311853E<br>630540N 0311242E<br>630858N 0311145E<br>631215N 0311047E<br>631426N 0310524E<br>631636N 0305959E<br>631702N 0305625E<br>631958N 0305249E<br>632039N 0304906E<br>632258N 0304506E<br>632446N 0303541E<br>632642N 0302625E<br>633137N 0302018E<br>633349N 0301309E<br>633752N 0300701E<br>634158N 0295938E<br>634453N 0295432E<br>634628N 0295458E<br>634845N 0300416E<br>635039N 0301243E<br>635549N 0301617E<br>635953N 0302347E<br>640328N 0302810E<br>640709N 0302957E<br>640830N 0302743E<br>641219N 0302355E<br>641403N 0302612E<br>641524N 0301851E<br>641715N 0301801E<br>641931N 0301109E<br>642018N 0300443E<br>642333N 0295901E<br>642719N 0295926E<br>643150N 0295524E<br>643627N 0295622E<br>643847N 0300403E<br>644215N 0295935E<br>644445N 0295831E<br>644552N 0300016E<br>644551N 0295129E<br>644551N 0294219E<br>644844N 0293714E<br>644958N 0293752E<br>645110N 0293519E<br>645525N 0293248E<br>645728N 0293318E<br>645934N 0293207E<br>650437N 0293415E<br>650706N 0294251E<br>650707N 0294712E<br>650845N 0294500E<br>651136N 0294905E<br>651214N 0294127E<br>651234N 0293516E<br>651524N 0293204E<br>651722N 0293301E<br>651827N 0293554E | | |

| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| | | 652112N 0294037E<br>652241N 0293946E<br>652620N 0293957E<br>652947N 0294023E<br>653336N 0294648E<br>653540N 0294159E<br>653857N 0293847E<br>654118N 0294943E<br>654333N 0300101E<br>654255N 0300350E<br>654806N 0300210E<br>655322N 0300014E<br>655834N 0295620E<br>660225N 0295422E<br>660701N 0295140E<br>661125N 0294502E<br>661554N 0293759E<br>661950N 0293509E<br>662354N 0293152E<br>662800N 0292824E<br>663156N 0292439E<br>663627N 0291833E<br>664100N 0291246E<br>664523N 0290621E<br>664644N 0290223E<br>664818N 0290226E<br>665043N 0285939E<br>665258N 0285848E<br>665604N 0285736E<br>665952N 0285944E<br>670316N 0290501E<br>670639N 0291022E<br>671000N 0291542E<br>671325N 0292102E<br>671650N 0292609E<br>671929N 0292750E<br>672141N 0293323E<br>672413N 0293847E<br>672815N 0294453E<br>673205N 0295155E<br>673559N 0295408E<br>673953N 0295621E<br>674335N 0294610E<br>674714N 0293601E<br>675116N 0293106E<br>675516N 0292613E<br>675916N 0292118E<br>680316N 0291622E<br>680508N 0290601E<br>680659N 0285538E<br>680848N 0284522E<br>681039N 0283500E<br>681505N 0283218E<br>681927N 0282935E<br>682351N 0282647E<br>682813N 0282405E<br>683235N 0282123E<br>683634N 0282655E | | |


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| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| | | 684032N 0283232E<br>684430N 0283811E<br>684748N 0284026E<br>685106N 0284242E<br>685134N 0283854E<br>685138N 0282535E<br>685511N 0281930E<br>685804N 0283029E<br>690108N 0284121E | | |
| EFR101 | R | 595620N 0251653E<br>595636N 0251010E<br>595539N 0245949E<br>600001N 0245949E<br>600001N 0252001E | NIL | 2 KM |
| EFR102 | R | 595539N 0245949E<br>595517N 0245548E<br>595356N 0244912E<br>600513N 0245558E<br>600625N 0245558E<br>600646N 0245949E<br>600513N 0245949E<br>600001N 0245949E | NIL | 2 KM |
| EFR103 | R | 595356N 0244911E<br>595331N 0244707E<br>595256N 0244448E<br>600105N 0244014E<br>600625N 0245307E<br>600625N 0245558E<br>600513N 0245558E | NIL | 2 KM |
| EFR104 | R | 595256N 0244448E<br>595041N 0243551E<br>595739N 0243154E<br>600105N 0244014E | NIL | 2 KM |
| EFR105 | R | 595041N 0243551E<br>594901N 0242918E<br>594748N 0241956E<br>594738N 0241810E<br>595210N 0241810E<br>595431N 0242413E<br>595631N 0242413E<br>595631N 0242907E<br>595739N 0243154E | NIL | 2 KM |
| EFR106 | R | 594738N 0241810E<br>594701N 0241222E<br>594634N 0240917E<br>594754N 0240651E<br>595210N 0241810E | NIL | 2 KM |
| EFR107 | R | 594634N 0240917E<br>594510N 0235939E<br>594754N 0240651E | NIL | 2 KM |

| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFR108 | R | 593842N 0230418E<br>593808N 0225127E<br>593659N 0224211E<br>593800N 0223648E<br>594241N 0223053E<br>594848N 0225418E<br>594700N 0225348E<br>594500N 0225348E<br>594500N 0225748E<br>594100N 0230519E | NIL | 2 KM |
| EFR109 | R | 593659N 0224211E<br>593629N 0223804E<br>593047N 0222347E<br>592947N 0215919E<br>593800N 0220448E<br>593800N 0223648E | NIL | 2 KM |
| EFR110 | R | 605124N 0201948E<br>605407N 0202615E<br>610737N 0204617E<br>611001N 0204654E<br>611000N 0205748E<br>605700N 0205748E<br>604600N 0205748E<br>604600N 0201948E | NIL | 2 KM |
| EFR111 | R | 610304N 0242152E<br>610110N 0242426E<br>605740N 0241456E<br>610029N 0241154E | NIL | 2 KM |
| EFR113 | R | 610340N 0222838E<br>610301N 0223058E<br>610202N 0223653E<br>610100N 0223710E<br>605849N 0223512E<br>610043N 0222729E<br>610153N 0222618E | NIL | 2 KM |
| EFR114 | R | 641052N 0274317E<br>640931N 0274247E<br>640725N 0274217E<br>640749N 0273811E<br>640931N 0273947E<br>641023N 0274055E | NIL | 2 KM |
| EFR115 | R | 672408N 0261845E<br>672532N 0262145E<br>672502N 0262445E<br>671932N 0262845E<br>671932N 0261745E | NIL | 2 KM |
| EFR116 | R | 672502N 0262445E<br>672502N 0262745E<br>671932N 0263545E<br>671932N 0262845E | NIL | 2 KM |


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| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFR118 | R | 642619N 0285347E<br>642614N 0290008E<br>642222N 0290339E<br>641949N 0290327E<br>641629N 0285458E<br>641632N 0285115E<br>641949N 0284631E<br>642533N 0284457E<br>642542N 0284938E | NIL | 2 KM |
| EFR119A | R | 683802N 0273445E<br>683802N 0274045E<br>683602N 0274045E<br>683602N 0273545E | NIL | 2 KM |
| EFR119B | R | 683802N 0274045E<br>683632N 0274549E<br>683434N 0273937E<br>683602N 0273806E<br>683602N 0274045E | NIL | 2 KM |
| EFR120 | R | 611859N 0280321E<br>611333N 0281111E<br>611043N 0280047E<br>611318N 0275036E<br>611551N 0275049E | NIL | 2 KM |
| EFR122A | R | 640127N 0221841E<br>640239N 0222034E<br>640409N 0222327E<br>640609N 0222852E<br>640726N 0223243E<br>640747N 0223358E<br>641044N 0224644E<br>641204N 0225238E<br>641312N 0225740E<br>641813N 0225835E<br>642138N 0225915E<br>642234N 0225938E<br>642348N 0230025E<br>642450N 0230121E<br>642621N 0230311E<br>642001N 0232646E<br>635701N 0225047E<br>635614N 0223312E<br>635600N 0222800E | NIL | 2 KM |
| EFR122B | R | 642621N 0230311E<br>642741N 0230525E<br>642900N 0230824E<br>642950N 0231052E<br>643054N 0231449E<br>643428N 0232842E<br>642257N 0233123E<br>642001N 0232646E | NIL | 2 KM |

| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFR122C | R | 640127N 0221841E<br>635600N 0222800E<br>635614N 0223312E<br>635525N 0223157E<br>632906N 0215245E<br>633348N 0213523E<br>633620N 0212557E<br>633700N 0213000E<br>634009N 0213400E<br>634020N 0213936E<br>634204N 0215305E<br>635051N 0220712E<br>635629N 0221209E<br>635704N 0221244E<br>635909N 0221518E<br>640034N 0221716E | NIL | 2 KM |
| EFR122D | R | 635701N 0225047E<br>635553N 0223723E<br>633115N 0222659E<br>632527N 0220725E<br>632906N 0215245E<br>635614N 0223312E | NIL | 2 KM |
| EFR122E | R | 652030N 0240859E<br>651817N 0242453E<br>650643N 0241132E<br>645428N 0241313E<br>644001N 0243123E<br>640916N 0233245E<br>641136N 0233400E<br>642257N 0233123E<br>643428N 0232842E<br>643956N 0235009E<br>650449N 0240502E<br>651733N 0240916E | NIL | 2 KM |
| EFR123 | R | 634339N 0253621E<br>633713N 0253900E<br>633758N 0252404E<br>633925N 0252023E | NIL | 2 KM |
| EFR124 | R | 613715N 0261728E<br>613431N 0261902E<br>613450N 0261032E<br>613605N 0261102E | NIL | 2 KM |
| EFR125 | R | 632821N 0262519E<br>632427N 0262959E<br>632319N 0261955E<br>632849N 0261911E | NIL | 2 KM |
| EFR126 | R | 620416N 0231209E<br>620158N 0231248E<br>620155N 0230528E<br>620510N 0230424E | NIL | 2 KM |
| EFR127 | R | 600913N 0223153E<br>600629N 0223121E<br>600658N 0222112E<br>600900N 0222359E | NIL | 2 KM |


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| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFR128 | R | 604140N 0234711E<br>603856N 0235153E<br>603824N 0234913E<br>604030N 0234440E | NIL | 2 KM |
| EFR129 | R | 660736N 0250928E<br>660418N 0251621E<br>660351N 0250956E<br>660717N 0250717E | NIL | 2 KM |
| EFR130 | R | 620840N 0261031E<br>620622N 0261418E<br>620436N 0261303E<br>620534N 0260802E | NIL | 2 KM |
| EFR131 | R | 624018N 0243329E<br>623529N 0243449E<br>623520N 0242347E<br>624012N 0242450E | NIL | 2 KM |
| EFR132 | R | 600031N 0232942E<br>600035N 0233056E<br>600013N 0233124E<br>595942N 0233019E<br>595853N 0233101E<br>595843N 0233033E<br>595854N 0232932E<br>595842N 0232857E<br>595849N 0232835E<br>595853N 0232841E<br>595901N 0232837E<br>595907N 0232839E<br>595938N 0233003E<br>595935N 0232940E | NIL | 2 KM |
| EFR133 | R | 595222N 0231251E<br>595230N 0231347E<br>595228N 0231430E<br>595245N 0231436E<br>595225N 0231542E<br>595152N 0231508E<br>595140N 0231419E<br>595142N 0231327E | NIL | 2 KM |
| EFR135A | R | 611348N 0265233E<br>611348N 0270417E<br>611223N 0270548E<br>610815N 0270655E<br>610740N 0270212E<br>610816N 0265234E | NIL | 2 KM |
| EFR135B | R | 610816N 0265234E<br>610740N 0270212E<br>610707N 0270031E<br>610551N 0265842E<br>610504N 0265524E<br>610634N 0265213E | NIL | 2 KM |
| EFD101 | D | 595620N 0251653E<br>595415N 0251506E<br>595327N 0245949E<br>595539N 0245949E<br>595636N 0251010E | NIL | 2 KM |

| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFD102 | D | 595356N 0244912E<br>595517N 0245548E<br>595539N 0245949E<br>595327N 0245949E<br>595259N 0245100E<br>595226N 0244818E | NIL | 2 KM |
| EFD103 | D | 595256N 0244448E<br>595331N 0244707E<br>595356N 0244911E<br>595226N 0244818E<br>595149N 0244525E | NIL | 2 KM |
| EFD104 | D | 595041N 0243551E<br>595256N 0244448E<br>595149N 0244525E<br>594954N 0243617E | NIL | 2 KM |
| EFD105 | D | 594738N 0241810E<br>594748N 0241956E<br>594901N 0242918E<br>595041N 0243551E<br>594954N 0243617E<br>594601N 0241810E | NIL | 2 KM |
| EFD106 | D | 594634N 0240917E<br>594701N 0241222E<br>594738N 0241810E<br>594602N 0241810E<br>594449N 0241229E | NIL | 2 KM |
| EFD107 | D | 594510N 0235939E<br>594634N 0240917E<br>594449N 0241229E<br>594242N 0240244E<br>594457N 0235904E | NIL | 2 KM |
| EFD108 | D | 593659N 0224211E<br>593808N 0225127E<br>593842N 0230418E<br>593630N 0230319E<br>593630N 0224448E | NIL | 2 KM |
| EFD109 | D | 592947N 0215919E<br>593047N 0222347E<br>593629N 0223804E<br>593659N 0224211E<br>593630N 0224448E<br>592514N 0224449E<br>591355N 0215648E<br>592600N 0215648E | NIL | 2 KM |
| EFD110 | D | 611001N 0204654E<br>610737N 0204617E<br>605407N 0202615E<br>605124N 0201948E<br>611000N 0201947E | NIL | 2 KM |


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| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFD111A | D | 642621N 0230311E<br>642450N 0230121E<br>642348N 0230025E<br>642234N 0225938E<br>642138N 0225915E<br>641813N 0225835E<br>641312N 0225740E<br>641204N 0225238E<br>641044N 0224644E<br>640747N 0223358E<br>640726N 0223243E<br>640609N 0222852E<br>640409N 0222327E<br>640239N 0222034E<br>640127N 0221841E<br>640705N 0220859E<br>643151N 0224222E | NIL | 2 KM |
| EFD111B | D | 643428N 0232842E<br>643054N 0231449E<br>642950N 0231052E<br>642900N 0230824E<br>642741N 0230525E<br>642621N 0230311E<br>643151N 0224222E<br>650014N 0232233E | NIL | 2 KM |
| EFD111C | D | 640705N 0220859E<br>640127N 0221841E<br>640034N 0221716E<br>635909N 0221518E<br>635704N 0221244E<br>635629N 0221209E<br>635051N 0220712E<br>634204N 0215305E<br>634020N 0213936E<br>634009N 0213400E<br>635829N 0215742E | NIL | 2 KM |
| EFD111D | D | 652228N 0235435E<br>652030N 0240859E<br>651733N 0240916E<br>650449N 0240502E<br>643956N 0235009E<br>643428N 0232842E<br>650014N 0232233E<br>650017N 0232232E | NIL | 2 KM |
| EFD113 | D | 610340N 0222838E<br>610153N 0222618E<br>610043N 0222729E<br>610153N 0221857E<br>610621N 0221859E | NIL | 2 KM |

| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFD114A | D | 641145N 0273818E<br>641052N 0274317E<br>641039N 0274541E<br>640902N 0274538E<br>640653N 0274153E<br>640517N 0274037E<br>640550N 0273923E<br>640800N 0273203E<br>641010N 0273205E | NIL | 2 KM |
| EFD114B | D | 641039N 0274541E<br>640932N 0275035E<br>640649N 0275526E<br>640545N 0275410E<br>640408N 0275253E<br>640337N 0275024E<br>640339N 0274415E<br>640517N 0274037E<br>640653N 0274153E<br>640902N 0274538E | NIL | 2 KM |
| EFD114C | D | 640649N 0275526E<br>640510N 0280132E<br>640229N 0280012E<br>640125N 0275742E<br>640129N 0274753E<br>640339N 0274415E<br>640337N 0275024E<br>640408N 0275253E<br>640545N 0275410E | NIL | 2 KM |
| EFD114D | D | 641145N 0273818E<br>641125N 0274703E<br>640820N 0280239E<br>640510N 0280132E<br>640649N 0275526E<br>640932N 0275035E<br>641039N 0274541E<br>641052N 0274317E | NIL | 2 KM |
| EFD114E | D | 640800N 0273203E<br>640550N 0273923E<br>640517N 0274037E<br>640339N 0274415E<br>640129N 0274753E<br>640342N 0273313E | NIL | 2 KM |
| EFD115 | D | 672408N 0261845E<br>671932N 0261745E<br>671932N 0262845E<br>671625N 0262636E<br>671623N 0261528E<br>672250N 0261516E | NIL | 2 KM |
| EFD117A | D | 610754N 0241832E<br>610323N 0242404E<br>610304N 0242152E<br>610029N 0241154E<br>610503N 0240657E | NIL | 2 KM |


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| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFD117B | D | 610754N 0241832E<br>610806N 0243235E<br>610447N 0243813E<br>610341N 0242614E<br>610323N 0242404E | NIL | 2 KM |
| EFD117C | D | 610304N 0242152E<br>610110N 0242426E<br>605740N 0241456E<br>610029N 0241154E | NIL | 2 KM |
| EFD117D | D | 610323N 0242404E<br>610341N 0242614E<br>610120N 0242918E<br>610110N 0242426E<br>610304N 0242152E | NIL | 2 KM |
| EFD117E | D | 610447N 0243813E<br>610225N 0244242E<br>610119N 0243511E<br>610130N 0243127E<br>610120N 0242918E<br>610341N 0242614E | NIL | 2 KM |
| EFD118 | D | 605749N 0262048E<br>604328N 0260733E<br>605313N 0260303E<br>605602N 0260525E | NIL | 2 KM |
| EFD119A | D | 604206N 0245256E<br>604158N 0250353E<br>603901N 0245948E<br>603702N 0244815E<br>604105N 0244310E | NIL | 2 KM |
| EFD119B | D | 604447N 0244800E<br>604510N 0245432E<br>604507N 0250113E<br>604440N 0250737E<br>604158N 0250353E<br>604206N 0245256E<br>604105N 0244310E<br>604342N 0243954E | NIL | 2 KM |
| EFD119C | D | 604913N 0244656E<br>604933N 0250742E<br>604440N 0250737E<br>604507N 0250113E<br>604510N 0245432E<br>604447N 0244800E<br>604342N 0243954E<br>604628N 0243623E<br>604723N 0243954E | NIL | 2 KM |
| EFD119D | D | 605716N 0252624E<br>605002N 0254506E<br>604951N 0252909E<br>604933N 0250742E<br>604913N 0244656E<br>605659N 0250512E | NIL | 2 KM |

| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFD120A | D | 630424N 0233057E<br>630108N 0235632E<br>625755N 0240222E<br>623741N 0233957E<br>624413N 0232629E<br>630224N 0232516E | NIL | 2 KM |
| EFD120B | D | 625755N 0240222E<br>625209N 0241243E<br>623615N 0241203E<br>623711N 0235126E<br>623741N 0233957E | NIL | 2 KM |
| EFD120C | D | 623711N 0235126E<br>623615N 0241203E<br>621744N 0234728E<br>622221N 0234057E<br>622300N 0234001E | NIL | 2 KM |
| EFD120D | D | 623741N 0233957E<br>623711N 0235126E<br>622300N 0234001E<br>622753N 0233304E | NIL | 2 KM |
| EFD121A | D | 641000N 0251700E<br>634823N 0251616E<br>635315N 0254020E<br>641000N 0254026E | NIL | 2 KM |
| EFD121B | D | 641000N 0254026E<br>635315N 0254020E<br>635837N 0260800E<br>641000N 0260800E | NIL | 2 KM |
| EFD122 | D | 645625N 0254251E<br>645356N 0255005E<br>645151N 0254606E<br>645420N 0253851E | NIL | 2 KM |
| EFD123A | D | 615926N 0234155E<br>615655N 0240258E<br>614307N 0240755E<br>614324N 0234508E<br>614138N 0233715E<br>615544N 0232134E<br>615848N 0232508E | NIL | 2 KM |
| EFD123B | D | 615655N 0240258E<br>615117N 0242227E<br>614305N 0242345E<br>614109N 0241544E<br>614307N 0240755E | NIL | 2 KM |
| EFD123C | D | 614327N 0243411E<br>613622N 0244809E<br>613600N 0243552E<br>614109N 0241544E<br>614305N 0242345E | NIL | 2 KM |
| EFD124A | D | 631023N 0225624E<br>631029N 0230930E<br>630428N 0230943E<br>630423N 0225633E | NIL | 2 KM |


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| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFD124B | D | 631800N 0224640E<br>631610N 0230845E<br>631029N 0230930E<br>631023N 0225624E | NIL | 2 KM |
| EFD124C | D | 632056N 0233549E<br>630108N 0235632E<br>630424N 0233057E<br>630428N 0230943E<br>631029N 0230930E<br>631610N 0230845E | NIL | 2 KM |
| EFD124D | D | 630422N 0224357E<br>630423N 0225633E<br>630428N 0230943E<br>630424N 0233057E<br>630224N 0232516E<br>624413N 0232629E | NIL | 2 KM |
| EFD124E | D | 632156N 0223706E<br>631800N 0224640E<br>631023N 0225624E<br>630423N 0225633E<br>630422N 0224357E<br>630151N 0222317E<br>631017N 0221740E | NIL | 2 KM |
| EFD125 | D | 614002N 0283546E<br>614003N 0285104E<br>613332N 0290956E<br>612556N 0290649E<br>611512N 0290649E<br>611346N 0290227E<br>611044N 0285432E<br>610839N 0284714E<br>610330N 0283953E<br>611835N 0284117E<br>612221N 0282529E<br>612134N 0282135E<br>612655N 0281038E | NIL | 2 KM |
| EFD126 | D | 610200N 0252830E<br>610200N 0260245E<br>612045N 0260630E<br>612045N 0252925E | NIL | 2 KM |
| EFD128A | D | 603000N 0241728E<br>602408N 0241739E<br>602215N 0242314E<br>601904N 0242307E<br>601657N 0241831E<br>601631N 0240940E | NIL | 2 KM |
| EFD128B | D | 603915N 0242108E<br>603523N 0242528E<br>603411N 0242252E<br>603000N 0241728E<br>601631N 0240940E<br>601557N 0235806E<br>602652N 0240237E<br>603600N 0241614E | NIL | 2 KM |

| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFD128C | D | 604628N 0243623E<br>604342N 0243954E<br>604105N 0244310E<br>603811N 0243133E<br>603523N 0242528E<br>603915N 0242108E<br>604433N 0242908E | NIL | 2 KM |
| EFD128D | D | 603606N 0240348E<br>603600N 0241614E<br>602652N 0240237E<br>602302N 0240101E<br>601557N 0235806E<br>601525N 0234738E<br>602322N 0235053E<br>602856N 0235310E | NIL | 2 KM |
| EFD128E | D | 601650N 0241609E<br>600813N 0235455E<br>601557N 0235806E<br>601631N 0240940E | NIL | 2 KM |
| EFD129A | D | 611804N 0221443E<br>611716N 0222812E<br>610909N 0222702E<br>610613N 0220911E<br>611537N 0220515E | NIL | 2 KM |
| EFD129B | D | 611036N 0223554E<br>610659N 0223154E<br>610340N 0222838E<br>610153N 0222618E<br>610043N 0222729E<br>610153N 0221857E<br>610613N 0220911E<br>610909N 0222702E | NIL | 2 KM |
| EFD129C | D | 611716N 0222812E<br>611647N 0223625E<br>611036N 0223554E<br>610909N 0222702E | NIL | 2 KM |
| EFD131A | D | 603753N 0261959E<br>603514N 0262550E<br>603630N 0263736E<br>602600N 0264438E<br>602301N 0262649E<br>603035N 0261830E | NIL | 2 KM |
| EFD131B | D | 603947N 0263524E<br>603630N 0263736E<br>603514N 0262550E<br>603753N 0261959E | NIL | 2 KM |
| EFD132 | D | 603436N 0235000E<br>603436N 0232624E<br>602406N 0232731E<br>602314N 0235000E | NIL | 2 KM |
| EFD135A | D | 645947N 0261830E<br>644838N 0261843E<br>645259N 0254300E<br>645905N 0254231E | NIL | 2 KM |


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| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFD135B | D | 650835N 0255444E<br>645947N 0261830E<br>645905N 0254231E | NIL | 2 KM |
| EFD136 | D | 644601N 0243946E<br>643043N 0245833E<br>642648N 0245905E<br>643210N 0244818E<br>643950N 0243147E | NIL | 2 KM |
| EFD137 | D | 602153N 0252533E<br>601949N 0253020E<br>601724N 0252738E<br>601713N 0252207E | NIL | 2 KM |
| EFD138 | D | 600919N 0250231E<br>600900N 0250700E<br>600849N 0251049E<br>600731N 0251325E<br>600604N 0251140E<br>600646N 0250549E<br>600646N 0245949E | NIL | 2 KM |
| EFD139A | D | 601302N 0245851E<br>601108N 0250045E<br>600913N 0245734E<br>601205N 0245423E<br>601225N 0245506E<br>601222N 0245537E | NIL | 2 KM |
| EFD139B | D | 601302N 0245851E<br>601254N 0250050E<br>601108N 0250045E | NIL | 2 KM |
| EFD141A | D | 604853N 0241014E<br>603915N 0242108E<br>603600N 0241614E<br>603606N 0240348E<br>603903N 0235238E<br>604756N 0235036E | NIL | 2 KM |
| EFD141B | D | 610533N 0235105E<br>604853N 0241014E<br>604756N 0235036E<br>610516N 0234635E | NIL | 2 KM |
| EFD141C | D | 611004N 0241412E<br>605948N 0242555E<br>604723N 0243954E<br>604628N 0243623E<br>604433N 0242908E<br>603915N 0242108E<br>604853N 0241014E<br>610533N 0235105E<br>610548N 0235502E | NIL | 2 KM |
| EFD142 | D | 615552N 0224616E<br>614653N 0225721E<br>613826N 0224747E<br>614355N 0222818E<br>615101N 0222847E | NIL | 2 KM |

| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFD143 | D | 601659N 0250148E<br>601641N 0250803E<br>601231N 0250634E<br>601302N 0245851E<br>601433N 0245938E | NIL | 2 KM |
| EFD144A | D | 653252N 0272041E<br>651228N 0272029E<br>651415N 0262415E<br>651627N 0262415E | NIL | 2 KM |
| EFD144B | D | 654222N 0270302E<br>653252N 0272041E<br>651627N 0262415E<br>653107N 0262415E | NIL | 2 KM |
| EFD144C | D | 654901N 0272631E<br>654056N 0274919E<br>653252N 0272041E<br>654222N 0270302E | NIL | 2 KM |
| EFD144D | D | 654056N 0274919E<br>653702N 0280000E<br>651100N 0280000E<br>651228N 0272029E<br>653252N 0272041E | NIL | 2 KM |
| EFD145A | D | 633817N 0280117E<br>632257N 0282306E<br>631833N 0281131E<br>632350N 0275458E | NIL | 2 KM |
| EFD145B | D | 635214N 0272736E<br>635216N 0274059E<br>633817N 0280117E<br>632350N 0275458E<br>632502N 0273640E<br>632231N 0272328E<br>633559N 0272727E | NIL | 2 KM |
| EFD146 | D | 624413N 0232629E<br>623741N 0233957E<br>622753N 0233304E<br>623201N 0232717E | NIL | 2 KM |
| EFD147A | D | 604015N 0271316E<br>603401N 0271249E<br>602801N 0265649E<br>602600N 0264438E<br>603630N 0263736E | NIL | 2 KM |
| EFD147B | D | 604441N 0272211E<br>604118N 0272335E<br>604015N 0271316E<br>603630N 0263736E<br>603947N 0263524E | NIL | 2 KM |


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| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFD149 | D | 623808N 0303112E<br>623352N 0305552E<br>614612N 0294459E<br>615749N 0294723E<br>620745N 0291812E<br>621300N 0292322E<br>622155N 0293830E<br>622000N 0300419E<br>622555N 0302516E<br>623516N 0303304E | NIL | 2 KM |
| EFD151 | D | 595753N 0231500E<br>594943N 0231500E<br>594924N 0230748E<br>594848N 0225418E<br>595300N 0225418E | NIL | 2 KM |
| EFD152A | D | 600000N 0232402E<br>595808N 0232830E<br>594948N 0232249E<br>594948N 0231648E<br>594943N 0231500E<br>595753N 0231500E | NIL | 2 KM |
| EFD152B | D | 600239N 0233236E<br>600239N 0233749E<br>594943N 0233749E<br>594948N 0233149E<br>594948N 0232249E<br>595808N 0232830E<br>600000N 0232402E | NIL | 2 KM |
| EFD153 | D | 610200N 0252334E<br>610200N 0253250E<br>605800N 0253250E<br>605800N 0252334E | NIL | 2 KM |
| EFD154 | D | 600725N 0242053E<br>600725N 0242918E<br>595631N 0242907E<br>595631N 0242413E<br>600251N 0242413E<br>600251N 0241810E | NIL | 2 KM |
| EFD155A | D | 602624N 0254547E<br>601802N 0254732E<br>601736N 0253334E<br>602506N 0254001E | NIL | 2 KM |
| EFD155B | D | 602506N 0254001E<br>601313N 0252950E<br>601719N 0252504E<br>601724N 0252738E<br>601949N 0253020E<br>602151N 0252537E | NIL | 2 KM |
| EFD155C | D | 601802N 0254732E<br>601204N 0254847E<br>601120N 0253200E<br>601313N 0252950E<br>601736N 0253334E | NIL | 2 KM |

| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFD157A | D | 623159N 0270936E<br>621823N 0271303E<br>621213N 0270957E<br>620714N 0263435E | NIL | 2 KM |
| EFD157B | D | 623159N 0270936E<br>620714N 0263435E<br>622437N 0263339E | NIL | 2 KM |
| EFD158 | D | 610231N 0281125E<br>610147N 0281204E<br>610129N 0281033E<br>610213N 0280954E | NIL | 2 KM |
| EFD159 | D | 601000N 0250222E<br>601000N 0250450E<br>600909N 0250450E<br>600919N 0250231E<br>600802N 0250110E<br>600927N 0250109E | NIL | 2 KM |
| EFD160N | D | 652228N 0235431E<br>651817N 0242453E<br>650643N 0241132E<br>645428N 0241313E<br>644001N 0243123E<br>642017N 0235325E<br>640601N 0232642E<br>640226N 0224239E<br>635829N 0215742E<br>644053N 0225520E | NIL | 2 KM |
| EFD160S | D | 640226N 0224239E<br>632906N 0215245E<br>633620N 0212559E<br>633700N 0213000E<br>635829N 0215742E | NIL | 2 KM |
| EFD161A | D | 673000N 0261956E<br>673000N 0262632E<br>672801N 0263139E<br>672557N 0263304E<br>672406N 0262906E<br>672502N 0262745E<br>672502N 0262445E<br>672532N 0262145E<br>672408N 0261845E | NIL | 2 KM |
| EFD161B | D | 673000N 0262632E<br>673000N 0263253E<br>672854N 0263551E<br>672622N 0263356E<br>672557N 0263304E<br>672801N 0263139E | NIL | 2 KM |
| EFD162A | D | 610815N 0270655E<br>610406N 0271203E<br>610151N 0265128E<br>610634N 0265213E<br>610504N 0265524E<br>610551N 0265842E<br>610707N 0270031E<br>610740N 0270212E | NIL | 2 KM |


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| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFD162B | D | 610816N 0265234E<br>610634N 0265213E<br>610151N 0265128E<br>610056N 0264320E<br>610806N 0264128E | NIL | 2 KM |
| EFD162C | D | 611544N 0271255E<br>610518N 0272453E<br>610406N 0271203E<br>610815N 0270655E<br>611223N 0270548E<br>611348N 0270417E | NIL | 2 KM |
| EFD162D | D | 612050N 0265236E<br>611953N 0271240E<br>611544N 0271255E<br>611348N 0270417E<br>611348N 0265233E | NIL | 2 KM |
| EFD162E | D | 612050N 0265236E<br>611348N 0265233E<br>610816N 0265234E<br>610806N 0264128E<br>612029N 0264056E | NIL | 2 KM |
| EFD163A | D | 642917N 0285321E<br>641629N 0285458E<br>641645N 0284129E<br>643000N 0283629E | NIL | 2 KM |
| EFD163B | D | 642920N 0290121E<br>642612N 0291606E<br>641848N 0292057E<br>641629N 0285458E<br>642917N 0285321E | NIL | 2 KM |
| EFD164A | D | 605311N 0222618E<br>610043N 0222729E<br>605849N 0223512E | NIL | 2 KM |
| EFD164B | D | 605311N 0222618E<br>605849N 0223512E<br>605720N 0224106E<br>605927N 0224412E<br>605213N 0230128E<br>604618N 0225250E<br>604625N 0222513E | NIL | 2 KM |
| EFD164C | D | 610659N 0223154E<br>605927N 0224412E<br>605720N 0224106E<br>605849N 0223512E<br>610043N 0222729E<br>610153N 0222618E<br>610340N 0222838E | NIL | 2 KM |
| EFD164D | D | 611036N 0223554E<br>610546N 0225339E<br>605927N 0224412E<br>610659N 0223154E | NIL | 2 KM |

| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFD164E | D | 610546N 0225339E<br>610251N 0230418E<br>610331N 0231806E<br>605213N 0230128E<br>605927N 0224412E | NIL | 2 KM |
| EFD164F | D | 604625N 0222513E<br>604618N 0225250E<br>604350N 0224915E<br>604410N 0222452E | NIL | 2 KM |
| EFD164G | D | 604618N 0225250E<br>603804N 0230956E<br>603747N 0230151E<br>604350N 0224915E | NIL | 2 KM |
| EFD165 | D | 605356N 0221510E<br>605311N 0222618E<br>604625N 0222513E<br>604630N 0221052E | NIL | 2 KM |
| EFD166 | D | 610613N 0220911E<br>610615N 0221239E<br>610445N 0221520E<br>610621N 0221859E<br>610153N 0221857E<br>610043N 0222729E<br>605311N 0222618E<br>605356N 0221510E<br>610321N 0220809E | NIL | 2 KM |


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| *Airspace designator* | *Airspace type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFD300 | D | 691019N 0284924E<br>690307N 0285545E<br>601201N 0271735E<br>601201N 0271249E<br>601201N 0264549E<br>601547N 0264730E<br>601601N 0271049E<br>601701N 0272149E<br>602201N 0272949E<br>690935N 0284905E<br>602701N 0272949E<br>604328N 0274513E<br>610330N 0283953E<br>610839N 0284714E<br>605900N 0283004E<br>611044N 0285432E<br>611346N 0290227E<br>611512N 0290649E<br>612556N 0290649E<br>613332N 0290956E<br>613806N 0293228E<br>614612N 0294459E<br>623352N 0305552E<br>625314N 0311432E<br>634410N 0293628E<br>640328N 0300928E<br>642046N 0294535E<br>645842N 0291639E<br>653620N 0292452E<br>654419N 0300244E<br>660225N 0295422E<br>661548N 0292025E<br>665618N 0283607E<br>673810N 0293556E<br>680610N 0282000E<br>683524N 0280126E<br>684102N 0281745E<br>684702N 0281345E<br>685202N 0275945E<br>685841N 0280416E<br>691016N 0284211E | NIL | 2 KM |

| *EnRoute Segment* | *EnRoute Segment Length* | *EnRoute Segment Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| ABOXU - BAVMO | 37.960664 NM | NIL | 0.1 KM |
| ABOXU - DODEP | 8.479137 NM | NIL | 0.1 KM |
| ABSER - NUNTO | 29.265296 NM | NIL | 0.1 KM |
| ADEDO - MIMRU | 31.802997 NM | NIL | 0.1 KM |
| AMROT - ENETI | 35.177173 NM | NIL | 0.1 KM |
| APTEN - IBSAN | 18.411958 NM | NIL | 0.1 KM |
| ASLUP - NEPIX | 42.730528 NM | NIL | 0.1 KM |
| ASRIS - ODRUB | 11.773296 NM | NIL | 0.1 KM |
| ASRIS - UBIGA | 16.734254 NM | NIL | 0.1 KM |
| ATPEL - VAXUN | 47.056587 NM | NIL | 0.1 KM |

| *EnRoute Segment* | *EnRoute Segment Length* | *EnRoute Segment Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| ATSEN - GOSVA | 26.936511 NM | NIL | 0.1 KM |
| BAVMO - XEVLO | 47.041357 NM | NIL | 0.1 KM |
| BEPEM - ATSEN | 5.902105 NM | NIL | 0.1 KM |
| BEVOM - IPMOT | 20.792725 NM | NIL | 0.1 KM |
| DIPUM - USUPO | 23.980068 NM | NIL | 0.1 KM |
| DIVEG - DODEP | 110.831747 NM | NIL | 0.1 KM |
| DIVEG - RERBU | 24.123036 NM | NIL | 0.1 KM |
| DODEP - BAVMO | 33.488296 NM | NIL | 0.1 KM |
| DODEP - OTBAR | 6.656104 NM | NIL | 0.1 KM |
| EKNID - ABSER | 27.513744 NM | NIL | 0.1 KM |
| ELPOP - SUVIB | 39.701336 NM | NIL | 0.1 KM |
| ELSOV - XEVLO | 33.81286 NM | NIL | 0.1 KM |
| ERNUT - IBOSU | 20.095408 NM | NIL | 0.1 KM |
| ETROD - ASRIS | 20.284857 NM | NIL | 0.1 KM |
| EVADI - RUMEP | 20.459833 NM | NIL | 0.1 KM |
| EVIMI - GITEV | 21.855976 NM | NIL | 0.1 KM |
| EVSET - GULDU | 7.744773 NM | NIL | 0.1 KM |
| GATRI - IXUBI | 46.960399 NM | NIL | 0.1 KM |
| GOSVA - ELSOV | 16.838515 NM | NIL | 0.1 KM |
| GULDU - UPEDU | 10.956827 NM | NIL | 0.1 KM |
| IBOSU - BEPEM | 21.601005 NM | NIL | 0.1 KM |
| IBSAN - EVIMI | 32.80401 NM | NIL | 0.1 KM |
| IDEPI - TUSBI | 26.218898 NM | NIL | 0.1 KM |
| IPMOT - LAKUT | 20.825937 NM | NIL | 0.1 KM |
| IXONO - LOBGA | 5.129953 NM | NIL | 0.1 KM |
| IXUBI - ASRIS | 28.681414 NM | NIL | 0.1 KM |
| KOFUT - TOHAT | 26.615942 NM | NIL | 0.1 KM |
| LAKUT - AMROT | 5.99645 NM | NIL | 0.1 KM |
| LAKUT - PEKUX | 37.258135 NM | NIL | 0.1 KM |
| LOBGA - NOPNI | 18.790246 NM | NIL | 0.1 KM |
| LOFAD - XEVLO | 61.830203 NM | NIL | 0.1 KM |
| LUSEP - ERNUT | 20.094162 NM | NIL | 0.1 KM |
| LUSEP - OTPAL | 22.496341 NM | NIL | 0.1 KM |
| MIKNU - EVSET | 32.71751 NM | NIL | 0.1 KM |
| MIMRU - ELPOP | 28.477551 NM | NIL | 0.1 KM |
| NEPEK - EVLIT | 45.215473 NM | NIL | 0.1 KM |
| NEPEK - NISVI | 26.388177 NM | NIL | 0.1 KM |
| NEPEK - UXADA | 55.425003 NM | NIL | 0.1 KM |
| NEPIX - APTEN | 17.806041 NM | NIL | 0.1 KM |
| NIPIB - DIVAM | 20.236719 NM | NIL | 0.1 KM |
| NOPNI - RIBVU | 11.824015 NM | NIL | 0.1 KM |
| ODESO - LAKUT | 37.122572 NM | NIL | 0.1 KM |
| ODRUB - BAVMO | 11.894065 NM | NIL | 0.1 KM |
| OLPED - EKNID | 20.00468 NM | NIL | 0.1 KM |
| OSKEK - ADEDO | 6.169597 NM | NIL | 0.1 KM |


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| *EnRoute Segment* | *EnRoute Segment Length* | *EnRoute Segment Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| OSLIT - TUGPU | 25.831737 NM | NIL | 0.1 KM |
| OTBAR - MIKNU | 36.74523 NM | NIL | 0.1 KM |
| OTKIL - BEVOM | 32.949597 NM | NIL | 0.1 KM |
| OTLUD - OSKEK | 30.562729 NM | NIL | 0.1 KM |
| OTPAL - NAPRU | 22.500715 NM | NIL | 0.1 KM |
| PEKUX - IBVUT | 38.250614 NM | NIL | 0.1 KM |
| PENIV - SAFEK | 43.734949 NM | NIL | 0.1 KM |
| PEPIG - ADIVO | 42.405234 NM | NIL | 0.1 KM |
| PISOX - NUNTO | 39.085982 NM | NIL | 0.1 KM |
| POGOK - PEPIG | 37.546381 NM | NIL | 0.1 KM |
| RATMU - ARVEP | 4.147222 NM | NIL | 0.1 KM |
| REKDO - PISOX | 41.495504 NM | NIL | 0.1 KM |
| RENVI - ULROM | 23.663115 NM | NIL | 0.1 KM |
| RERBU - ATPEL | 12.63037 NM | NIL | 0.1 KM |
| RIBVU - ASLUP | 15.134492 NM | NIL | 0.1 KM |
| RIRIP - ODESO | 37.105247 NM | NIL | 0.1 KM |
| ROMOP - OTLUD | 18.306469 NM | NIL | 0.1 KM |
| RUDAM - DEPUK | 69.971806 NM | NIL | 0.1 KM |
| RUDAM - NOELA | 72.568656 NM | NIL | 0.1 KM |
| RUMEP - NIPIB | 20.459728 NM | NIL | 0.1 KM |
| SAFEK - LOFAD | 41.884003 NM | NIL | 0.1 KM |
| SOPEB - KOFUT | 51.636391 NM | NIL | 0.1 KM |
| SUVIB - RIBVU | 43.059346 NM | NIL | 0.1 KM |
| TADOX - ABOXU | 104.562377 NM | NIL | 0.1 KM |
| TEVRU - DIPUM | 23.957711 NM | NIL | 0.1 KM |
| TUGPU - GITEV | 22.568247 NM | NIL | 0.1 KM |
| TUSBI - ADOPO | 26.227053 NM | NIL | 0.1 KM |
| UBIGA - UGMOR | 23.928392 NM | NIL | 0.1 KM |
| UGLUM - ETROD | 32.566429 NM | NIL | 0.1 KM |
| UGMOR - EVSET | 26.164779 NM | NIL | 0.1 KM |
| ULROM - OSLIT | 23.783472 NM | NIL | 0.1 KM |
| UMUGI - KUVEM | 38.430091 NM | NIL | 0.1 KM |
| UPEDU - RENVI | 46.858141 NM | NIL | 0.1 KM |
| USITU - UMUGI | 41.515504 NM | NIL | 0.1 KM |
| USUPO - ROMOP | 14.694681 NM | NIL | 0.1 KM |
| UXADA - AMROT | 38.796699 NM | NIL | 0.1 KM |
| VAXUN - IXONO | 44.65675 NM | NIL | 0.1 KM |
| VEPIN - ARLOM | 42.317095 NM | NIL | 0.1 KM |
| VEPIN - ROKVI | 24.564937 NM | NIL | 0.1 KM |
| XEVLO - ABOXU | 13.044276 NM | NIL | 0.1 KM |
| XEVLO - SOPEB | 62.421709 NM | NIL | 0.1 KM |

| *Aerodrome designator* | *Navaid designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | 5 |
| EFET | ET | 682110N 0232421E | NIL | 3 M |
| EFHA | HA | 615118N 0244523E | NIL | 3 M |

| *Aerodrome designator* | *Navaid designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | 5 |
| EFHA | HAL | 615117N 0244809E | NIL | 3 M |
| EFHK | HEL | 602016N 0245713E | NIL | 3 M |
| EFHK | HG | 601955N 0245854E | NIL | 3 M |
| EFHK | HK | 601828N 0245542E | NIL | 3 M |
| EFHK | HL | 601820N 0245923E | NIL | 3 M |
| EFHK | HTV | 602002N 0245659E | NIL | 3 M |
| EFHK | HUO | 601839N 0245358E | NIL | 3 M |
| EFIV | IV | 683552N 0272240E | NIL | 3 M |
| EFJO | JO | 623956N 0293529E | NIL | 3 M |
| EFJY | JY | 622434N 0253921E | NIL | 3 M |
| EFJY | LNE | 622515N 0253724E | NIL | 3 M |
| EFKE | KE | 654607N 0243441E | NIL | 3 M |
| EFKI | KI | 641717N 0274332E | NIL | 3 M |
| EFKK | KK | 634219N 0230813E | NIL | 3 M |
| EFKS | KO | 655842N 0291553E | NIL | 3 M |
| EFKT | HOU | 674136N 0245059E | NIL | 3 M |
| EFKT | KT | 674252N 0245017E | NIL | 3 M |
| EFKU | KU | 630157N 0274627E | NIL | 3 M |
| EFKU | VEH | 625847N 0274850E | NIL | 3 M |
| EFLP | LP | 610300N 0281013E | NIL | 3 M |
| EFMA | MAR | 600828N 0195452E | NIL | 3 M |
| EFMA | SD | 600646N 0195324E | NIL | 3 M |
| EFOU | OU | 645522N 0252259E | NIL | 3 M |
| EFOU | OUK | 645554N 0252133E | NIL | 3 M |
| EFPO | PO | 612810N 0214637E | NIL | 3 M |
| EFPO | PRI | 612753N 0214745E | NIL | 3 M |
| EFRO | RO | 663306N 0254818E | NIL | 3 M |
| EFRO | ROI | 663345N 0254913E | NIL | 3 M |
| EFSA | SA | 615608N 0285802E | NIL | 3 M |
| EFTP | PIR | 612436N 0233440E | NIL | 3 M |
| EFTP | TP | 612424N 0233419E | NIL | 3 M |
| EFTU | RUS | 603055N 0221523E | NIL | 3 M |
| EFTU | TU | 603047N 0221409E | NIL | 3 M |
| EFUT | UT | 605339N 0265456E | NIL | 3 M |
| EFUT | UTT | 605350N 0265546E | NIL | 3 M |
| EFVA | VA | 630214N 0214616E | NIL | 3 M |
| EFVA | VAS | 630229N 0214554E | NIL | 3 M |
| NIL | IL | 624153N 0224911E | NIL | 3 M |
| NIL | MI | 614100N 0271309E | NIL | 3 M |
| *Aerodrome designator* | *DME designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
| *1* | *2* | *3* | 4 | 5 |
| EFET | ET | 682206N 0232554E | NIL | 3 M |
| EFHA | HA | 615120N 0244820E | NIL | 3 M |
| EFHA | HAL | 615117N 0244809E | NIL | 3 M |
| EFHK | ANT | 605147N 0250737E | NIL | 3 M |
| EFHK | HEL | 602016N 0245713E | NIL | 3 M |


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| *Aerodrome designator* | *DME designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFHK | HG | 601850N 0245620E | NIL | 3 M |
| EFHK | HK | 601947N 0245825E | NIL | 3 M |
| EFHK | HL | 601942N 0245808E | NIL | 3 M |
| EFHK | HTV | 601856N 0245423E | NIL | 3 M |
| EFHK | HUO | 601948N 0245617E | NIL | 3 M |
| EFHK | KAD | 600849N 0250452E | NIL | 3 M |
| EFHK | ORM | 605001N 0254544E | NIL | 3 M |
| EFHK | PVO | 601740N 0253519E | NIL | 3 M |
| EFHK | VTI | 602733N 0241439E | NIL | 3 M |
| EFIV | IV | 683649N 0272511E | NIL | 3 M |
| EFJO | JO | 623924N 0293815E | NIL | 3 M |
| EFJY | JY | 622333N 0254126E | NIL | 3 M |
| EFJY | LNE | 622515N 0253724E | NIL | 3 M |
| EFKE | KE | 654723N 0243456E | NIL | 3 M |
| EFKI | KI | 641706N 0274021E | NIL | 3 M |
| EFKK | KK | 634338N 0230838E | NIL | 3 M |
| EFKS | KO | 655932N 0291322E | NIL | 3 M |
| EFKT | HOU | 674136N 0245057E | NIL | 3 M |
| EFKT | KT | 674136N 0245057E | NIL | 3 M |
| EFKU | KU | 625954N 0274830E | NIL | 3 M |
| EFKU | VEH | 625847N 0274850E | NIL | 3 M |
| EFLP | LP | 610232N 0280741E | NIL | 3 M |
| EFMA | MAR | 600828N 0195452E | NIL | 3 M |
| EFMA | SD | 600740N 0195402E | NIL | 3 M |
| EFOU | OU | 645601N 0252009E | NIL | 3 M |
| EFOU | OUK | 645554N 0252133E | NIL | 3 M |
| EFPO | PO | 612730N 0214821E | NIL | 3 M |
| EFPO | PRI | 612753N 0214745E | NIL | 3 M |
| EFRO | RO | 663428N 0255043E | NIL | 3 M |
| EFRO | ROI | 663345N 0254913E | NIL | 3 M |
| EFSA | SA | 615647N 0285553E | NIL | 3 M |
| EFTP | PIR | 612436N 0233440E | NIL | 3 M |
| EFTP | TP | 612502N 0233723E | NIL | 3 M |
| EFTU | RUS | 603055N 0221523E | NIL | 3 M |
| EFTU | TU | 603058N 0221649E | NIL | 3 M |
| EFUT | UT | 605348N 0265703E | NIL | 3 M |
| EFUT | UTT | 605350N 0265546E | NIL | 3 M |
| EFVA | VA | 630335N 0214531E | NIL | 3 M |
| EFVA | VAS | 630229N 0214554E | NIL | 3 M |
| NIL | JNS | 623938N 0293638E | NIL | 3 M |
| NIL | KLA | 655930N 0291409E | NIL | 3 M |
| NIL | KNI | 641657N 0273921E | NIL | 3 M |
| NIL | KNS | 682714N 0272705E | NIL | 3 M |
| NIL | SKE | 641826N 0261759E | NIL | 3 M |
| NIL | SOD | 672533N 0263446E | NIL | 3 M |
| NIL | SVL | 615710N 0285451E | NIL | 3 M |

| *Aerodrome designator* | *DME designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | 4 | 5 |
| NIL | VIL | 610220N 0280701E | NIL | 3 M |
| *Aerodrome designator* | *Precision DME designator* | *Elevation* | *Vertical Accuracy* | *Expected value* |
| *1* | *2* | *3* | *4* | 5 |
| NIL | NIL | NIL | NIL | 3 M |
| *Aerodrome designator* | *DME designator* | *Elevation* | *Vertical Accuracy* | *Expected value* |
| *1* | *2* | *3* | *4* | 5 |
| EFET | ET | 1060 FT | NIL | 3 M |
| EFHA | HA | 538 FT | NIL | 3 M |
| EFHA | HAL | 484 FT | NIL | 3 M |
| EFHK | ANT | 314 FT | NIL | 3 M |
| EFHK | HEL | 239 FT | NIL | 3 M |
| EFHK | HG | 206 FT | NIL | 3 M |
| EFHK | HK | 205 FT | NIL | 3 M |
| EFHK | HL | 220 FT | NIL | 3 M |
| EFHK | HTV | 165 FT | NIL | 3 M |
| EFHK | HUO | 207 FT | NIL | 3 M |
| EFHK | KAD | 138 FT | NIL | 3 M |
| EFHK | ORM | 273 FT | NIL | 3 M |
| EFHK | PVO | 121 FT | NIL | 3 M |
| EFHK | VTI | 203 FT | NIL | 3 M |
| EFIV | IV | 515 FT | NIL | 3 M |
| EFJO | JO | 418 FT | NIL | 3 M |
| EFJY | JY | 468 FT | NIL | 3 M |
| EFJY | LNE | 696 FT | NIL | 3 M |
| EFKE | KE | 92 FT | NIL | 3 M |
| EFKI | KI | 500 FT | NIL | 3 M |
| EFKK | KK | 135 FT | NIL | 3 M |
| EFKS | KO | 919 FT | NIL | 3 M |
| EFKT | HOU | 700 FT | NIL | 3 M |
| EFKT | KT | 700 FT | NIL | 3 M |
| EFKU | KU | 370 FT | NIL | 3 M |
| EFKU | VEH | 481 FT | NIL | 3 M |
| EFLP | LP | 399 FT | NIL | 3 M |
| EFMA | MAR | 118 FT | NIL | 3 M |
| EFMA | SD | 64 FT | NIL | 3 M |
| EFOU | OU | 100 FT | NIL | 3 M |
| EFOU | OUK | 66 FT | NIL | 3 M |
| EFPO | PO | 89 FT | NIL | 3 M |
| EFPO | PRI | 62 FT | NIL | 3 M |
| EFRO | RO | 673 FT | NIL | 3 M |
| EFRO | ROI | 661 FT | NIL | 3 M |
| EFSA | SA | 363 FT | NIL | 3 M |
| EFTP | PIR | 450 FT | NIL | 3 M |
| EFTP | TP | 424 FT | NIL | 3 M |
| EFTU | RUS | 187 FT | NIL | 3 M |


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| *Aerodrome designator* | *DME designator* | *Elevation* | *Vertical Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | 5 |
| EFTU | TU | 200 FT | NIL | 3 M |
| EFUT | UT | 393 FT | NIL | 3 M |
| EFUT | UTT | 355 FT | NIL | 3 M |
| EFVA | VA | 78 FT | NIL | 3 M |
| EFVA | VAS | 36 FT | NIL | 3 M |
| NIL | JNS | 413 FT | NIL | 3 M |
| NIL | KLA | 923 FT | NIL | 3 M |
| NIL | KNI | 447 FT | NIL | 3 M |
| NIL | KNS | 1374 FT | NIL | 3 M |
| NIL | SKE | 381 FT | NIL | 3 M |
| NIL | SOD | 741 FT | NIL | 3 M |
| NIL | SVL | 343 FT | NIL | 3 M |
| NIL | VIL | 363 FT | NIL | 3 M |

| *Aerodrome designator* | *VOR designator* | *VOR Type* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* | *6* |
| EFHA | HAL | DVOR | 615117N 0244809E | NIL | 3 M |
| EFHK | HEL | DVOR | 602016N 0245713E | NIL | 3 M |
| EFJY | LNE | DVOR | 622515N 0253724E | NIL | 3 M |
| EFKU | VEH | DVOR | 625847N 0274850E | NIL | 3 M |
| EFOU | OUK | DVOR | 645554N 0252133E | NIL | 3 M |
| EFPO | PRI | DVOR | 612753N 0214745E | NIL | 3 M |
| EFRO | ROI | DVOR | 663345N 0254913E | NIL | 3 M |
| EFTP | PIR | DVOR | 612436N 0233440E | NIL | 3 M |
| EFTU | RUS | DVOR | 603055N 0221523E | NIL | 3 M |
| EFUT | UTT | DVOR | 605350N 0265546E | NIL | 3 M |
| NIL | MAR | DVOR | 600828N 0195452E | NIL | 3 M |
| NIL | VAS | DVOR | 630229N 0214554E | NIL | 3 M |

| *Aerodrome designator* | *VOR designator* | *Magnetic Variation* | *Magnetic Variation Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFHA | HAL | 9.7° | NIL | 1 DEG |
| EFHK | HEL | 9.3° | NIL | 1 DEG |
| EFJY | LNE | 10.3° | NIL | 1 DEG |
| EFKU | VEH | 11.4° | NIL | 1 DEG |
| EFOU | OUK | 11.1° | NIL | 1 DEG |
| EFPO | PRI | 8.4° | NIL | 1 DEG |

| *Aerodrome designator* | *VOR designator* | *Magnetic Variation* | *Magnetic Variation Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFRO | ROI | 11.9° | NIL | 1 DEG |
| EFTP | PIR | 9.1° | NIL | 1 DEG |
| EFTU | RUS | 8.4° | NIL | 1 DEG |
| EFUT | UTT | 10.2° | NIL | 1 DEG |
| NIL | MAR | 7.4° | NIL | 1 DEG |
| NIL | VAS | 8.9° | NIL | 1 DEG |
| *Aerodrome designator* | *NDB designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
| *1* | *2* | *3* | *4* | *5* |
| EFKK | ESS | 633813N 0230632E | NIL | 3 M |
| EFKK | KRU | 634730N 0231026E | NIL | 3 M |
| EFKK | V | 634207N 0230809E | NIL | 3 M |
| EFKT | KIT | 673723N 0245351E | NIL | 3 M |
| EFKT | L | 674316N 0245001E | NIL | 3 M |
| EFMI | M | 614146N 0270918E | NIL | 3 M |
| EFMI | MI | 614247N 0270407E | NIL | 3 M |
| EFMI | S | 614027N 0271558E | NIL | 3 M |
| EFSI | IJ | 624028N 0225209E | NIL | 3 M |
| EFSI | O | 624211N 0224834E | NIL | 3 M |
| EFSI | PSJ | 623832N 0225610E | NIL | 3 M |
| *Aerodrome designator* | *NDB designator* | *Magnetic Variation* | *Magnetic Variation Accuracy* | *Expected value* |
| *1* | *2* | *3* | *4* | *5* |
| NIL | NIL | NIL | NIL | 1 DEG |
| *Aerodrome designator* | *LOC designator* | *Magnetic Variation* | *Magnetic Variation Accuracy* | *Expected value* |
| *1* | *2* | *3* | *4* | *5* |
| EFET | ET | 11.4° | NIL | 1 DEG |
| EFHA | HA | 9.7° | NIL | 1 DEG |
| EFHK | HG | 9.3° | NIL | 1 DEG |
| EFHK | HK | 9.3° | NIL | 1 DEG |
| EFHK | HL | 9.3° | NIL | 1 DEG |
| EFHK | HTV | 9.3° | NIL | 1 DEG |
| EFHK | HUO | 9.3° | NIL | 1 DEG |
| EFIV | IV | 13.543° | NIL | 1 DEG |
| EFJO | JO | 11.952° | NIL | 1 DEG |
| EFJY | JY | 10.282° | NIL | 1 DEG |
| EFKE | KE | 11.006° | NIL | 1 DEG |
| EFKI | KI | 11.836° | NIL | 1 DEG |
| EFKK | KK | 9.7° | NIL | 1 DEG |
| EFKS | KO | 13.3° | NIL | 1 DEG |
| EFKT | HOU | 11.8° | NIL | 1 DEG |
| EFKT | KT | 11.8° | NIL | 1 DEG |
| EFKU | KU | 11.4° | NIL | 1 DEG |
| EFLP | LP | 10.7° | NIL | 1 DEG |
| EFMA | SD | 7.4° | NIL | 1 DEG |
| EFOU | OU | 11.1° | NIL | 1 DEG |


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| *Aerodrome designator* | *LOC designator* | *Magnetic Variation* | *Magnetic Variation Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFPO | PO | 8.435° | NIL | 1 DEG |
| EFRO | RO | 11.9° | NIL | 1 DEG |
| EFSA | SA | 11.4° | NIL | 1 DEG |
| EFTP | TP | 9.1° | NIL | 1 DEG |
| EFTU | TU | 8.4° | NIL | 1 DEG |
| EFUT | UT | 10.2° | NIL | 1 DEG |
| EFVA | VA | 8.9° | NIL | 1 DEG |
| NIL | IL | 9.2° | NIL | 1 DEG |
| NIL | MI | 10.6° | NIL | 1 DEG |

| *Aerodrome designator* | *Marker designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| NIL | - | 624043N 0225138E | NIL | 3 M |
| NIL | - | 623832N 0225612E | NIL | 3 M |
| NIL | - | 614246N 0270407E | NIL | 3 M |
| NIL | - | 614132N 0271029E | NIL | 3 M |

| *Aerodrome designator* | *TACAN designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| NIL | NIL | NIL | NIL | 3 M |

| *Aerodrome designator* | *DF designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| NIL | NIL | NIL | NIL | 3 M |

| *Aerodrome designator* | *SDF designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| NIL | NIL | NIL | NIL | 3 M |

| *Azimuth name* | *Magnetic Variation* | *Magnetic Variation Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| NIL | NIL | NIL | 1 DEG |

*Area 1 obstacles*

| *Aerodrome designator* | *Obstacle Ident* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| NIL | NIL | NIL | NIL | 50 M |

*Area 1 obstacles*

| *Aerodrome designator* | *Obstacle Ident* | *Elevation* | *Vertical Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| NIL | NIL | NIL | NIL | 30 M |

*Area 2 obstacles*

| *Aerodrome designator* | *Obstacle Ident* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| NIL | NIL | NIL | NIL | 5 M |

*Area 2 obstacles*

| *Aerodrome designator* | *Obstacle Ident* | *Elevation* | *Vertical Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| NIL | NIL | NIL | NIL | 3 M |

| *Area 3 obstacles* | | | | |
|---|---|---|---|---|
| *Aerodrome designator* | *Obstacle Ident* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
| *1* | *2* | *3* | *4* | *5* |
| NIL | NIL | NIL | NIL | 0.5 M |
| *Area 3 obstacles* | | | | |
| *Aerodrome designator* | *Obstacle Ident* | *Elevation* | *Vertical Accuracy* | *Expected value* |
| *1* | *2* | *3* | *4* | *5* |
| NIL | NIL | NIL | NIL | 0.5 M |
| *Area 4 obstacles* | | | | |
| *Aerodrome designator* | *Obstacle Ident* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
| *1* | *2* | *3* | *4* | *5* |
| NIL | NIL | NIL | NIL | 2.5 M |
| *Area 4 obstacles* | | | | |
| *Aerodrome designator* | *Obstacle Ident* | *Elevation* | *Vertical Accuracy* | *Expected value* |
| *1* | *2* | *3* | *4* | *5* |
| NIL | NIL | NIL | NIL | 1 M |

| *Waypoint* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| ABKEM | 642855N 0254841E | NIL | 100 M |
| ABLAD | 663923N 0255419E | NIL | 100 M |
| ABLOP | 680856N 0244518E | NIL | 100 M |
| ABMAX | 614325N 0284117E | NIL | 100 M |
| ABMUS | 641808N 0275411E | NIL | 100 M |
| ABOXU | 633457N 0252329E | NIL | 100 M |
| ABSER | 595350N 0225948E | NIL | 100 M |
| ABSUT | 601309N 0244404E | NIL | 100 M |
| ADBUT | 611211N 0255942E | NIL | 100 M |
| ADEDO | 624616N 0250336E | NIL | 100 M |
| ADEXU | 684615N 0273711E | NIL | 100 M |
| ADIVO | 601751N 0235853E | NIL | 100 M |
| ADKIN | 645018N 0254242E | NIL | 100 M |
| ADKOW | 603834N 0262901E | NIL | 100 M |
| ADNEX | 623321N 0292706E | NIL | 100 M |
| ADONA | 673201N 0251042E | NIL | 100 M |
| ADOPO | 612524N 0264950E | NIL | 100 M |
| ADSEB | 605410N 0281559E | NIL | 100 M |
| ADTUC | 601206N 0195802E | NIL | 100 M |
| AFBAF | 601551N 0241027E | NIL | 100 M |
| AFFOM | 625728N 0225320E | NIL | 100 M |
| AGAMO | 630848N 0311554E | NIL | 100 M |
| AGIVU | 623854N 0295019E | NIL | 100 M |
| AHVEN | 602936N 0262619E | NIL | 100 M |
| AKKIT | 673533N 0264231E | NIL | 100 M |
| AKPEQ | 631725N 0230155E | NIL | 100 M |
| ALAMI | 590252N 0205457E | NIL | 100 M |
| ALJUT | 671939N 0265909E | NIL | 100 M |
| ALXUS | 605442N 0270512E | NIL | 100 M |
| AMASU | 622243N 0232115E | NIL | 100 M |


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| *Waypoint* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| AMDIK | 602453N 0215502E | NIL | 100 M |
| AMGUX | 605051N 0271732E | NIL | 100 M |
| AMROT | 602938N 0234233E | NIL | 100 M |
| AMUBA | 672154N 0262012E | NIL | 100 M |
| AMULU | 672249N 0242242E | NIL | 100 M |
| AMUPO | 610957N 0223817E | NIL | 100 M |
| APAJA | 620106N 0283444E | NIL | 100 M |
| APCIF | 655209N 0291522E | NIL | 100 M |
| APTEN | 662412N 0250422E | NIL | 100 M |
| ARADE | 602316N 0253408E | NIL | 100 M |
| ARBEV | 613737N 0242940E | NIL | 100 M |
| ARFUT | 661902N 0262209E | NIL | 100 M |
| ARGAT | 624033N 0300255E | NIL | 100 M |
| ARLEC | 612504N 0215537E | NIL | 100 M |
| ARLIV | 634818N 0231046E | NIL | 100 M |
| ARLOM | 604725N 0274353E | NIL | 100 M |
| ARVEP | 601458N 0262357E | NIL | 100 M |
| ARVUL | 684054N 0273730E | NIL | 100 M |
| ASBOL | 624520N 0224157E | NIL | 100 M |
| ASBUD | 612430N 0215716E | NIL | 100 M |
| ASLUP | 652355N 0250741E | NIL | 100 M |
| ASPEM | 621150N 0290603E | NIL | 100 M |
| ASPIT | 601157N 0242435E | NIL | 100 M |
| ASRIS | 641123N 0271540E | NIL | 100 M |
| ASTUX | 623325N 0272715E | NIL | 100 M |
| ATBOK | 613357N 0235200E | NIL | 100 M |
| ATGOS | 624834N 0274657E | NIL | 100 M |
| ATLUL | 623357N 0274617E | NIL | 100 M |
| ATNEK | 621942N 0255012E | NIL | 100 M |
| ATPEL | 632358N 0223208E | NIL | 100 M |
| ATSEN | 620437N 0251900E | NIL | 100 M |
| ATVAP | 604642N 0263723E | NIL | 100 M |
| AVELA | 655402N 0290106E | NIL | 100 M |
| AVHUB | 601758N 0263215E | NIL | 100 M |
| AWSIZ | 654148N 0243319E | NIL | 100 M |
| AXUTI | 625302N 0210425E | NIL | 100 M |
| BABIV | 605824N 0281411E | NIL | 100 M |
| BADMA | 631016N 0273842E | NIL | 100 M |
| BAKLA | 612145N 0192457E | NIL | 100 M |
| BALTI | 595415N 0251506E | NIL | 100 M |
| BAMEB | 600942N 0250831E | NIL | 100 M |
| BAMUM | 653700N 0241938E | NIL | 100 M |
| BANRI | 612838N 0232352E | NIL | 100 M |
| BAPLO | 625656N 0280258E | NIL | 100 M |
| BAPTU | 631704N 0225759E | NIL | 100 M |
| BATVO | 654824N 0292525E | NIL | 100 M |

| *Waypoint* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| BAVMO | 635658N 0263301E | NIL | 100 M |
| BECEC | 623641N 0292321E | NIL | 100 M |
| BEGOV | 601657N 0200216E | NIL | 100 M |
| BEGSU | 623657N 0214657E | NIL | 100 M |
| BENUG | 673636N 0245421E | NIL | 100 M |
| BEPEM | 615844N 0251843E | NIL | 100 M |
| BEVNA | 655721N 0282256E | NIL | 100 M |
| BEVOM | 602752N 0222837E | NIL | 100 M |
| BEXOT | 630532N 0274307E | NIL | 100 M |
| BEXUL | 653534N 0240914E | NIL | 100 M |
| BIFIX | 602746N 0251619E | NIL | 100 M |
| BIKBO | 622714N 0253322E | NIL | 100 M |
| BODRI | 622454N 0194927E | NIL | 100 M |
| BOXWO | 610517N 0275509E | NIL | 100 M |
| BOZUS | 615535N 0242353E | NIL | 100 M |
| BROON | 601307N 0194236E | NIL | 100 M |
| BUGEF | 610947N 0252004E | NIL | 100 M |
| BUPEG | 624711N 0211334E | NIL | 100 M |
| BURJA | 652228N 0245631E | NIL | 100 M |
| BUZJE | 683019N 0270629E | NIL | 100 M |
| CECFI | 630738N 0214239E | NIL | 100 M |
| CICHU | 612447N 0215627E | NIL | 100 M |
| COTFE | 655921N 0283905E | NIL | 100 M |
| COTHA | 625744N 0230416E | NIL | 100 M |
| DATZI | 660255N 0292239E | NIL | 100 M |
| DECXU | 683358N 0265712E | NIL | 100 M |
| DEDIT | 631530N 0202702E | NIL | 100 M |
| DEDXE | 612619N 0213411E | NIL | 100 M |
| DEGER | 601559N 0251233E | NIL | 100 M |
| DEKOT | 645125N 0253705E | NIL | 100 M |
| DEPUK | 674005N 0263739E | NIL | 100 M |
| DEQTE | 634737N 0231028E | NIL | 100 M |
| DIPMO | 601207N 0244149E | NIL | 100 M |
| DIPUM | 611300N 0245508E | NIL | 100 M |
| DIRGU | 653622N 0243135E | NIL | 100 M |
| DISIB | 605807N 0221414E | NIL | 100 M |
| DIVAM | 595054N 0233537E | NIL | 100 M |
| DIVEG | 625444N 0214317E | NIL | 100 M |
| DIVNU | 605450N 0270633E | NIL | 100 M |
| DIWAW | 625826N 0214847E | NIL | 100 M |
| DOBAN | 594758N 0242709E | NIL | 100 M |
| DODAM | 600240N 0191806E | NIL | 100 M |
| DODEP | 634324N 0252356E | NIL | 100 M |
| DOMMU | 614538N 0242527E | NIL | 100 M |
| DOPUD | 680829N 0231918E | NIL | 100 M |
| DOWIC | 655853N 0285707E | NIL | 100 M |


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| *Waypoint* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EBEBU | 600542N 0202716E | NIL | 100 M |
| EBESU | 613236N 0272810E | NIL | 100 M |
| EBIXO | 625445N 0281435E | NIL | 100 M |
| ECCAN | 623749N 0294757E | NIL | 100 M |
| ECVIL | 631310N 0230225E | NIL | 100 M |
| EESTI | 600452N 0252424E | NIL | 100 M |
| EGJUL | 654227N 0242119E | NIL | 100 M |
| EHOTE | 600103N 0242920E | NIL | 100 M |
| EKLIM | 675345N 0244346E | NIL | 100 M |
| EKMIK | 651506N 0234339E | NIL | 100 M |
| EKNID | 594300N 0220945E | NIL | 100 M |
| EKNOM | 663615N 0253834E | NIL | 100 M |
| EKPAS | 623741N 0294843E | NIL | 100 M |
| EKTAT | 615945N 0284719E | NIL | 100 M |
| ELBIK | 655648N 0245028E | NIL | 100 M |
| ELKUN | 602723N 0245004E | NIL | 100 M |
| ELPET | 683218N 0273211E | NIL | 100 M |
| ELPOP | 634621N 0250603E | NIL | 100 M |
| ELRAV | 610444N 0281836E | NIL | 100 M |
| ELRUM | 623731N 0225817E | NIL | 100 M |
| ELSIT | 612002N 0233922E | NIL | 100 M |
| ELSOV | 624815N 0252107E | NIL | 100 M |
| ELSUW | 604854N 0265825E | NIL | 100 M |
| ELTUG | 660239N 0284647E | NIL | 100 M |
| EMBAN | 641409N 0280807E | NIL | 100 M |
| EMBOT | 612124N 0234804E | NIL | 100 M |
| EMDUR | 635934N 0233431E | NIL | 100 M |
| EMKIK | 622022N 0253315E | NIL | 100 M |
| EMMET | 633729N 0232318E | NIL | 100 M |
| EMPEV | 601418N 0244425E | NIL | 100 M |
| EMPOM | 601252N 0214240E | NIL | 100 M |
| EMWUT | 612849N 0220233E | NIL | 100 M |
| ENETI | 610429N 0233420E | NIL | 100 M |
| ENFEQ | 655551N 0292333E | NIL | 100 M |
| ENUTO | 602853N 0244632E | NIL | 100 M |
| EPATU | 610037N 0271323E | NIL | 100 M |
| EQHAS | 633934N 0225539E | NIL | 100 M |
| ERAKO | 610051N 0220526E | NIL | 100 M |
| ERGIM | 613912N 0272213E | NIL | 100 M |
| ERKOM | 611335N 0274253E | NIL | 100 M |
| ERNUT | 611710N 0251647E | NIL | 100 M |
| EROKU | 620136N 0261656E | NIL | 100 M |
| ERPOD | 625731N 0214923E | NIL | 100 M |
| ERTEB | 672939N 0244526E | NIL | 100 M |
| ERTIN | 611543N 0232041E | NIL | 100 M |
| ERTOP | 620138N 0252535E | NIL | 100 M |

| *Waypoint* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| ESUDU | 630728N 0275316E | NIL | 100 M |
| ET361 | 681717N 0231706E | NIL | 100 M |
| ET362 | 681434N 0233257E | NIL | 100 M |
| ET363 | 682213N 0232621E | NIL | 100 M |
| ETENA | 624944N 0284550E | NIL | 100 M |
| ETEVI | 641014N 0271910E | NIL | 100 M |
| ETNUP | 622704N 0251811E | NIL | 100 M |
| ETOBA | 621120N 0294040E | NIL | 100 M |
| ETROD | 635705N 0274819E | NIL | 100 M |
| ETRUT | 630352N 0215639E | NIL | 100 M |
| EVADI | 592023N 0215126E | NIL | 100 M |
| EVEKE | 602356N 0223023E | NIL | 100 M |
| EVIMI | 671506N 0245502E | NIL | 100 M |
| EVIRO | 602230N 0244754E | NIL | 100 M |
| EVLAK | 692150N 0284256E | NIL | 100 M |
| EVLAN | 601508N 0190643E | NIL | 100 M |
| EVLIT | 610247N 0230429E | NIL | 100 M |
| EVOLA | 683040N 0245836E | NIL | 100 M |
| EVRIG | 643337N 0281131E | NIL | 100 M |
| EVSET | 645915N 0252804E | NIL | 100 M |
| EXEVO | 601510N 0244829E | NIL | 100 M |
| EXIKU | 625205N 0273114E | NIL | 100 M |
| EXNIZ | 604759N 0264932E | NIL | 100 M |
| EXUPA | 602313N 0230638E | NIL | 100 M |
| EXUTI | 680638N 0242059E | NIL | 100 M |
| FANNI | 603341N 0251218E | NIL | 100 M |
| FAZUC | 673559N 0245445E | NIL | 100 M |
| FEBJU | 654734N 0242255E | NIL | 100 M |
| FERWU | 605934N 0270304E | NIL | 100 M |
| FIDHI | 612636N 0213320E | NIL | 100 M |
| FIGZA | 683642N 0274511E | NIL | 100 M |
| FUSCE | 601405N 0194850E | NIL | 100 M |
| FUTBU | 660235N 0290520E | NIL | 100 M |
| GALPI | 625049N 0200825E | NIL | 100 M |
| GATRI | 645600N 0293700E | NIL | 100 M |
| GEMKU | 613903N 0232551E | NIL | 100 M |
| GESVO | 600731N 0244639E | NIL | 100 M |
| GIDKI | 631718N 0231507E | NIL | 100 M |
| GIKER | 613712N 0273213E | NIL | 100 M |
| GIKIT | 603427N 0215851E | NIL | 100 M |
| GILCE | 601826N 0235713E | NIL | 100 M |
| GILUV | 625030N 0275700E | NIL | 100 M |
| GINZE | 613039N 0213926E | NIL | 100 M |
| GIRTU | 674053N 0243823E | NIL | 100 M |
| GISUX | 630212N 0224836E | NIL | 100 M |
| GITEV | 673648N 0245018E | NIL | 100 M |


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| *Waypoint* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| GITVU | 650115N 0245942E | NIL | 100 M |
| GOBIP | 620226N 0283920E | NIL | 100 M |
| GODOB | 644213N 0233334E | NIL | 100 M |
| GOMIB | 612717N 0234658E | NIL | 100 M |
| GONAP | 601005N 0243724E | NIL | 100 M |
| GONEM | 611102N 0234123E | NIL | 100 M |
| GOSOV | 662758N 0253928E | NIL | 100 M |
| GOSVA | 623128N 0252017E | NIL | 100 M |
| GUBNI | 624511N 0222710E | NIL | 100 M |
| GUBTU | 623855N 0221157E | NIL | 100 M |
| GULDU | 650658N 0252830E | NIL | 100 M |
| GUMVO | 602338N 0250708E | NIL | 100 M |
| GUNLU | 655528N 0292435E | NIL | 100 M |
| GURDO | 654615N 0244658E | NIL | 100 M |
| HA361 | 615126N 0244922E | NIL | 100 M |
| HACCO | 623458N 0293328E | NIL | 100 M |
| HAGIP | 601231N 0245400E | NIL | 100 M |
| HAKKE | 655649N 0245358E | NIL | 100 M |
| HAMPI | 683817N 0265959E | NIL | 100 M |
| HANHI | 620343N 0290245E | NIL | 100 M |
| HAPIS | 654958N 0241733E | NIL | 100 M |
| HATXE | 684021N 0273553E | NIL | 100 M |
| HAURU | 644406N 0253253E | NIL | 100 M |
| HEINU | 663032N 0260701E | NIL | 100 M |
| HELPO | 602816N 0242742E | NIL | 100 M |
| HERMU | 610223N 0271446E | NIL | 100 M |
| HETHI | 662727N 0255315E | NIL | 100 M |
| HIRLE | 615759N 0242122E | NIL | 100 M |
| HIRVA | 682306N 0230325E | NIL | 100 M |
| HK416 | 602353N 0250740E | NIL | 100 M |
| HK428 | 601606N 0244621E | NIL | 100 M |
| HK451 | 601817N 0244655E | NIL | 100 M |
| HK461 | 601906N 0244625E | NIL | 100 M |
| HK610 | 602108N 0245925E | NIL | 100 M |
| HK611 | 601751N 0245211E | NIL | 100 M |
| HK711 | 601620N 0250554E | NIL | 100 M |
| HK766 | 601553N 0250455E | NIL | 100 M |
| HK804 | 600606N 0244330E | NIL | 100 M |
| HK805 | 600648N 0251500E | NIL | 100 M |
| HK806 | 595850N 0251901E | NIL | 100 M |
| HK807 | 602504N 0252513E | NIL | 100 M |
| HK817 | 602119N 0250737E | NIL | 100 M |
| HK856 | 601456N 0244548E | NIL | 100 M |
| HK859 | 601709N 0250036E | NIL | 100 M |
| HK860 | 601440N 0244722E | NIL | 100 M |
| HK862 | 602124N 0244457E | NIL | 100 M |

| *Waypoint* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| HK863 | 601953N 0250905E | NIL | 100 M |
| HK864 | 601749N 0245418E | NIL | 100 M |
| HK866 | 602114N 0250149E | NIL | 100 M |
| HK871 | 602603N 0243014E | NIL | 100 M |
| HK890 | 603553N 0251715E | NIL | 100 M |
| HK891 | 601854N 0251135E | NIL | 100 M |
| HK897 | 602448N 0245236E | NIL | 100 M |
| HK900 | 601352N 0250357E | NIL | 100 M |
| HK902 | 604132N 0251653E | NIL | 100 M |
| HK903 | 602422N 0245647E | NIL | 100 M |
| HK908 | 602604N 0244446E | NIL | 100 M |
| HK909 | 602024N 0244052E | NIL | 100 M |
| HK911 | 603025N 0245208E | NIL | 100 M |
| HK912 | 602024N 0252233E | NIL | 100 M |
| HK913 | 601409N 0252235E | NIL | 100 M |
| HK914 | 601702N 0251559E | NIL | 100 M |
| HK917 | 601844N 0252045E | NIL | 100 M |
| HK918 | 603948N 0250029E | NIL | 100 M |
| HK919 | 602121N 0252115E | NIL | 100 M |
| HK921 | 601345N 0245350E | NIL | 100 M |
| HK923 | 600857N 0244816E | NIL | 100 M |
| HK924 | 601214N 0245838E | NIL | 100 M |
| HK926 | 601438N 0242903E | NIL | 100 M |
| HK927 | 600636N 0242334E | NIL | 100 M |
| HK928 | 601750N 0243943E | NIL | 100 M |
| HK929 | 600412N 0243429E | NIL | 100 M |
| HK932 | 601933N 0244106E | NIL | 100 M |
| HK933 | 601117N 0245447E | NIL | 100 M |
| HK934 | 602145N 0243649E | NIL | 100 M |
| HK935 | 601850N 0243522E | NIL | 100 M |
| HK936 | 602057N 0243151E | NIL | 100 M |
| HK937 | 602248N 0243540E | NIL | 100 M |
| HK938 | 600834N 0250559E | NIL | 100 M |
| HK939 | 602647N 0251251E | NIL | 100 M |
| HK940 | 604443N 0252400E | NIL | 100 M |
| HK941 | 602605N 0250244E | NIL | 100 M |
| HK942 | 602825N 0243648E | NIL | 100 M |
| HK943 | 601355N 0251218E | NIL | 100 M |
| HK944 | 601343N 0251158E | NIL | 100 M |
| HK945 | 595848N 0241452E | NIL | 100 M |
| HK946 | 601842N 0251110E | NIL | 100 M |
| HK947 | 601143N 0245454E | NIL | 100 M |
| HK948 | 601614N 0251248E | NIL | 100 M |
| HK949 | 601921N 0252037E | NIL | 100 M |
| HK950 | 603639N 0250416E | NIL | 100 M |
| HK951 | 602640N 0245629E | NIL | 100 M |


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| *Waypoint* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| HK953 | 600349N 0250901E | NIL | 100 M |
| HK954 | 600000N 0235653E | NIL | 100 M |
| HK955 | 600639N 0235933E | NIL | 100 M |
| HK956 | 602719N 0254303E | NIL | 100 M |
| HK957 | 600616N 0241128E | NIL | 100 M |
| HK958 | 601700N 0243223E | NIL | 100 M |
| HK959 | 602042N 0244348E | NIL | 100 M |
| HOPWU | 633839N 0230640E | NIL | 100 M |
| HUDFA | 602047N 0240807E | NIL | 100 M |
| HUGXI | 604949N 0270719E | NIL | 100 M |
| IBEVU | 654134N 0285742E | NIL | 100 M |
| IBOSU | 613712N 0251743E | NIL | 100 M |
| IBOTI | 682752N 0235331E | NIL | 100 M |
| IBSAN | 664230N 0250105E | NIL | 100 M |
| IBUMI | 614011N 0264949E | NIL | 100 M |
| IBVAR | 604409N 0204858E | NIL | 100 M |
| IBVUT | 602135N 0212040E | NIL | 100 M |
| IDEPI | 604239N 0254739E | NIL | 100 M |
| IDMOP | 602403N 0250309E | NIL | 100 M |
| IDNIS | 610527N 0220436E | NIL | 100 M |
| IFPUG | 601932N 0264147E | NIL | 100 M |
| IKACI | 603350N 0263213E | NIL | 100 M |
| IKEKE | 672714N 0265226E | NIL | 100 M |
| IKOIN | 614637N 0285856E | NIL | 100 M |
| INGIT | 641903N 0280607E | NIL | 100 M |
| INLEK | 651939N 0241443E | NIL | 100 M |
| INLOG | 601018N 0265647E | NIL | 100 M |
| INMUF | 663330N 0262053E | NIL | 100 M |
| INREM | 625127N 0214200E | NIL | 100 M |
| INRUL | 612456N 0240054E | NIL | 100 M |
| INSAR | 663852N 0255920E | NIL | 100 M |
| INSOB | 605118N 0210007E | NIL | 100 M |
| INTOR | 594940N 0251112E | NIL | 100 M |
| IPDUR | 603815N 0220145E | NIL | 100 M |
| IPLUV | 621237N 0255031E | NIL | 100 M |
| IPMOT | 602711N 0231035E | NIL | 100 M |
| IQWAH | 601352N 0240114E | NIL | 100 M |
| IRGAL | 624950N 0200039E | NIL | 100 M |
| IRLOT | 600859N 0254450E | NIL | 100 M |
| IRREP | 673301N 0261718E | NIL | 100 M |
| ITCOP | 604007N 0263840E | NIL | 100 M |
| ITSUG | 603147N 0223728E | NIL | 100 M |
| IV361 | 683707N 0272618E | NIL | 100 M |
| IXONO | 643530N 0244107E | NIL | 100 M |
| IXUBI | 642834N 0280821E | NIL | 100 M |
| JAXSE | 642059N 0272628E | NIL | 100 M |

| *Waypoint* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| JERJO | 664054N 0253916E | NIL | 100 M |
| JO361 | 623922N 0293853E | NIL | 100 M |
| JOHKA | 682450N 0235603E | NIL | 100 M |
| JOKIP | 623317N 0224435E | NIL | 100 M |
| JOPDE | 600854N 0240004E | NIL | 100 M |
| JUSPE | 623054N 0261944E | NIL | 100 M |
| JUTKI | 602254N 0220707E | NIL | 100 M |
| JY361 | 622315N 0254218E | NIL | 100 M |
| KAAVI | 603202N 0250826E | NIL | 100 M |
| KACEZ | 612101N 0214932E | NIL | 100 M |
| KARJU | 624622N 0274304E | NIL | 100 M |
| KATKA | 680712N 0232248E | NIL | 100 M |
| KE361 | 654740N 0243511E | NIL | 100 M |
| KEFFA | 611807N 0211133E | NIL | 100 M |
| KELAS | 602807N 0191033E | NIL | 100 M |
| KELEK | 683012N 0282730E | NIL | 100 M |
| KENON | 602404N 0252305E | NIL | 100 M |
| KENUS | 673611N 0243435E | NIL | 100 M |
| KEPEX | 682808N 0270010E | NIL | 100 M |
| KETOL | 614800N 0300500E | NIL | 100 M |
| KI361 | 641659N 0273944E | NIL | 100 M |
| KI362 | 642302N 0275209E | NIL | 100 M |
| KITKA | 661333N 0290251E | NIL | 100 M |
| KIWUC | 625800N 0231512E | NIL | 100 M |
| KK361 | 634348N 0230851E | NIL | 100 M |
| KOFUT | 614304N 0232109E | NIL | 100 M |
| KOIVU | 595041N 0243955E | NIL | 100 M |
| KOKAT | 624000N 0312231E | NIL | 100 M |
| KOKKO | 630809N 0275835E | NIL | 100 M |
| KOMEK | 622518N 0310630E | NIL | 100 M |
| KONTU | 610306N 0283344E | NIL | 100 M |
| KOSKA | 591058N 0204034E | NIL | 100 M |
| KOSSU | 624115N 0222755E | NIL | 100 M |
| KOSUP | 610639N 0282756E | NIL | 100 M |
| KOTOS | 625244N 0202341E | NIL | 100 M |
| KOVIX | 635144N 0232344E | NIL | 100 M |
| KOVOT | 605216N 0264355E | NIL | 100 M |
| KOXFU | 600312N 0195019E | NIL | 100 M |
| KS361 | 655946N 0291258E | NIL | 100 M |
| KT361 | 674246N 0245018E | NIL | 100 M |
| KT362 | 674021N 0245155E | NIL | 100 M |
| KU361 | 625925N 0274848E | NIL | 100 M |
| KUGAB | 614147N 0273619E | NIL | 100 M |
| KUKKA | 603730N 0250752E | NIL | 100 M |
| KUMPU | 673641N 0251434E | NIL | 100 M |
| KUNES | 642357N 0280406E | NIL | 100 M |


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| *Waypoint* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| KUONA | 615900N 0291639E | NIL | 100 M |
| KUORA | 623850N 0231757E | NIL | 100 M |
| KURPI | 625540N 0281001E | NIL | 100 M |
| KUSUP | 601856N 0195303E | NIL | 100 M |
| KUTIS | 684441N 0274848E | NIL | 100 M |
| KUVEM | 601126N 0235614E | NIL | 100 M |
| KUXIT | 683043N 0234225E | NIL | 100 M |
| LAANI | 682610N 0272421E | NIL | 100 M |
| LADID | 641508N 0271702E | NIL | 100 M |
| LAIVO | 625838N 0273138E | NIL | 100 M |
| LAKUT | 602617N 0235235E | NIL | 100 M |
| LALMA | 662851N 0253500E | NIL | 100 M |
| LAMPI | 633219N 0210212E | NIL | 100 M |
| LANRU | 684821N 0273929E | NIL | 100 M |
| LAPEG | 605453N 0270752E | NIL | 100 M |
| LAPMU | 692445N 0283156E | NIL | 100 M |
| LASHO | 614800N 0271830E | NIL | 100 M |
| LASTU | 603002N 0250356E | NIL | 100 M |
| LASVI | 620629N 0284530E | NIL | 100 M |
| LAVDI | 601414N 0244627E | NIL | 100 M |
| LAZHU | 655205N 0242420E | NIL | 100 M |
| LEDGU | 612926N 0235627E | NIL | 100 M |
| LEDUN | 595830N 0260642E | NIL | 100 M |
| LEGMA | 613043N 0213911E | NIL | 100 M |
| LEGVU | 655728N 0243821E | NIL | 100 M |
| LEMLU | 683238N 0271312E | NIL | 100 M |
| LEPPE | 625933N 0220511E | NIL | 100 M |
| LERZE | 674315N 0250333E | NIL | 100 M |
| LETBO | 625207N 0224250E | NIL | 100 M |
| LETSU | 635239N 0231238E | NIL | 100 M |
| LIKLI | 623838N 0291147E | NIL | 100 M |
| LIKSO | 622654N 0222657E | NIL | 100 M |
| LILJA | 601926N 0251231E | NIL | 100 M |
| LILNU | 650532N 0250544E | NIL | 100 M |
| LIMPU | 611303N 0232104E | NIL | 100 M |
| LIMRO | 681223N 0234813E | NIL | 100 M |
| LINJA | 604714N 0263504E | NIL | 100 M |
| LINKI | 614510N 0273250E | NIL | 100 M |
| LINTU | 602247N 0244104E | NIL | 100 M |
| LIVLU | 602035N 0212750E | NIL | 100 M |
| LOBGA | 643927N 0244841E | NIL | 100 M |
| LOBSU | 624419N 0294100E | NIL | 100 M |
| LOFAD | 623506N 0235446E | NIL | 100 M |
| LOHIG | 600808N 0244755E | NIL | 100 M |
| LOLHO | 635206N 0232938E | NIL | 100 M |
| LOMTU | 603449N 0215306E | NIL | 100 M |

| *Waypoint* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| LOPJU | 624514N 0295057E | NIL | 100 M |
| LOUKI | 675316N 0250426E | NIL | 100 M |
| LP361 | 610222N 0280711E | NIL | 100 M |
| LP362 | 610431N 0281730E | NIL | 100 M |
| LP363 | 610810N 0281415E | NIL | 100 M |
| LP364 | 610051N 0282045E | NIL | 100 M |
| LP365 | 610821N 0274930E | NIL | 100 M |
| LULAB | 603021N 0250754E | NIL | 100 M |
| LUMME | 623837N 0244957E | NIL | 100 M |
| LUPET | 593825N 0195235E | NIL | 100 M |
| LURUR | 650922N 0253603E | NIL | 100 M |
| LUSAG | 682039N 0262137E | NIL | 100 M |
| LUSEP | 605708N 0251553E | NIL | 100 M |
| LUTOP | 623040N 0252538E | NIL | 100 M |
| LUXVE | 611649N 0255550E | NIL | 100 M |
| MA361 | 600754N 0195423E | NIL | 100 M |
| MABOM | 612948N 0212356E | NIL | 100 M |
| MAINU | 640814N 0272527E | NIL | 100 M |
| MALKE | 601416N 0242936E | NIL | 100 M |
| MALOP | 611458N 0215806E | NIL | 100 M |
| MAMAX | 600259N 0195001E | NIL | 100 M |
| MAMOP | 603430N 0255904E | NIL | 100 M |
| MAPUS | 603003N 0215918E | NIL | 100 M |
| MAROM | 602652N 0240237E | NIL | 100 M |
| MARUG | 645938N 0250456E | NIL | 100 M |
| MARXO | 663617N 0264456E | NIL | 100 M |
| MAVUP | 621946N 0260526E | NIL | 100 M |
| MEBUV | 674834N 0244652E | NIL | 100 M |
| MEHAK | 602534N 0250914E | NIL | 100 M |
| MIKNU | 642639N 0252614E | NIL | 100 M |
| MILLI | 602915N 0250226E | NIL | 100 M |
| MIMRU | 631758N 0250453E | NIL | 100 M |
| MIPGO | 662817N 0252336E | NIL | 100 M |
| MISMO | 661029N 0234910E | NIL | 100 M |
| MITKU | 615206N 0251123E | NIL | 100 M |
| MITWI | 612044N 0215023E | NIL | 100 M |
| MIVDA | 682642N 0233446E | NIL | 100 M |
| MOHIS | 672905N 0263328E | NIL | 100 M |
| MOHNI | 595349N 0253506E | NIL | 100 M |
| MOPCE | 624122N 0292707E | NIL | 100 M |
| MORHI | 612836N 0221158E | NIL | 100 M |
| MYLLY | 602959N 0264159E | NIL | 100 M |
| NACUF | 613021N 0214017E | NIL | 100 M |
| NAHOP | 603208N 0250855E | NIL | 100 M |
| NAKUP | 615705N 0251044E | NIL | 100 M |
| NANIP | 632146N 0271936E | NIL | 100 M |


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| *Waypoint* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| NAPRU | 613504N 0260540E | NIL | 100 M |
| NAPSO | 605843N 0274948E | NIL | 100 M |
| NAPUN | 604941N 0251622E | NIL | 100 M |
| NARIL | 595837N 0194623E | NIL | 100 M |
| NASAX | 614656N 0290701E | NIL | 100 M |
| NATPO | 641058N 0280003E | NIL | 100 M |
| NAXEP | 605910N 0263230E | NIL | 100 M |
| NEBAB | 610634N 0225048E | NIL | 100 M |
| NEBET | 670205N 0234301E | NIL | 100 M |
| NEDEB | 624136N 0292543E | NIL | 100 M |
| NEKKU | 601618N 0243401E | NIL | 100 M |
| NEKUX | 685834N 0274720E | NIL | 100 M |
| NEMGU | 662024N 0244139E | NIL | 100 M |
| NEMVI | 601601N 0243324E | NIL | 100 M |
| NENBU | 615148N 0250103E | NIL | 100 M |
| NEPEK | 604433N 0242908E | NIL | 100 M |
| NEPIX | 660630N 0250727E | NIL | 100 M |
| NESPU | 623058N 0225655E | NIL | 100 M |
| NESUK | 634425N 0223230E | NIL | 100 M |
| NETNI | 664019N 0254621E | NIL | 100 M |
| NEVMU | 630336N 0273300E | NIL | 100 M |
| NEVOV | 615344N 0290507E | NIL | 100 M |
| NEVUT | 684101N 0275804E | NIL | 100 M |
| NIBAV | 634403N 0225730E | NIL | 100 M |
| NIDAG | 601151N 0245050E | NIL | 100 M |
| NIDMI | 650535N 0252826E | NIL | 100 M |
| NIFOT | 610838N 0213907E | NIL | 100 M |
| NILJA | 662254N 0255224E | NIL | 100 M |
| NIMGA | 631212N 0274852E | NIL | 100 M |
| NIPAK | 664222N 0260605E | NIL | 100 M |
| NIPIB | 594057N 0230048E | NIL | 100 M |
| NIRPU | 604627N 0220801E | NIL | 100 M |
| NISIX | 591907N 0202554E | NIL | 100 M |
| NISPO | 624254N 0270726E | NIL | 100 M |
| NISVI | 610734N 0240255E | NIL | 100 M |
| NITAS | 601033N 0255829E | NIL | 100 M |
| NITOG | 674832N 0244634E | NIL | 100 M |
| NIVIR | 662622N 0254542E | NIL | 100 M |
| NODKU | 654113N 0243308E | NIL | 100 M |
| NOELA | 675556N 0265314E | NIL | 100 M |
| NOFOX | 602120N 0251700E | NIL | 100 M |
| NOJUR | 673541N 0264324E | NIL | 100 M |
| NOKKA | 601100N 0250121E | NIL | 100 M |
| NOLNO | 613443N 0233102E | NIL | 100 M |
| NOLVU | 600248N 0194959E | NIL | 100 M |
| NOPNI | 645741N 0245843E | NIL | 100 M |

| *Waypoint* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| NORRE | 613515N 0270108E | NIL | 100 M |
| NOTVA | 683334N 0233115E | NIL | 100 M |
| NOUSU | 603745N 0220317E | NIL | 100 M |
| NUBRO | 625419N 0220255E | NIL | 100 M |
| NUBVU | 651204N 0254511E | NIL | 100 M |
| NUKMO | 683938N 0271343E | NIL | 100 M |
| NUNTO | 600501N 0235337E | NIL | 100 M |
| NUPIZ | 603659N 0261923E | NIL | 100 M |
| NURGA | 625650N 0215011E | NIL | 100 M |
| OBEVI | 592608N 0205523E | NIL | 100 M |
| OBISO | 662101N 0283915E | NIL | 100 M |
| OBONU | 600932N 0250822E | NIL | 100 M |
| OBUPU | 602448N 0245245E | NIL | 100 M |
| ODESO | 601934N 0223902E | NIL | 100 M |
| ODRUB | 640414N 0265422E | NIL | 100 M |
| ODUSA | 613101N 0225057E | NIL | 100 M |
| OGELI | 601351N 0245916E | NIL | 100 M |
| OGLAV | 684959N 0211022E | NIL | 100 M |
| OGLOB | 595559N 0192744E | NIL | 100 M |
| OGOBU | 684359N 0272631E | NIL | 100 M |
| OGTUD | 633934N 0231230E | NIL | 100 M |
| OJANE | 603905N 0223309E | NIL | 100 M |
| OKEVU | 591419N 0213136E | NIL | 100 M |
| OKLAG | 625744N 0273406E | NIL | 100 M |
| OLBIB | 602704N 0250107E | NIL | 100 M |
| OLEMA | 601400N 0272830E | NIL | 100 M |
| OLGUB | 620456N 0272149E | NIL | 100 M |
| OLNEG | 612013N 0231610E | NIL | 100 M |
| OLNOP | 661119N 0244219E | NIL | 100 M |
| OLPED | 593459N 0213339E | NIL | 100 M |
| OLULO | 642525N 0275041E | NIL | 100 M |
| OMOKI | 605919N 0263351E | NIL | 100 M |
| OMULE | 613719N 0214643E | NIL | 100 M |
| OMZER | 603341N 0275050E | NIL | 100 M |
| ORAHO | 610520N 0274235E | NIL | 100 M |
| ORHAC | 613424N 0214624E | NIL | 100 M |
| ORHUH | 600113N 0195928E | NIL | 100 M |
| ORILE | 600827N 0244836E | NIL | 100 M |
| ORVOP | 631442N 0214927E | NIL | 100 M |
| OSDIL | 614251N 0215737E | NIL | 100 M |
| OSGID | 630836N 0214200E | NIL | 100 M |
| OSKEK | 624007N 0250322E | NIL | 100 M |
| OSLIT | 665145N 0252423E | NIL | 100 M |
| OSMAM | 644602N 0253638E | NIL | 100 M |
| OSPAG | 623424N 0230444E | NIL | 100 M |
| OSTOT | 591715N 0221043E | NIL | 100 M |


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| *Waypoint* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| OTBAR | 635002N 0252416E | NIL | 100 M |
| OTGUS | 662218N 0254329E | NIL | 100 M |
| OTKAP | 610446N 0272323E | NIL | 100 M |
| OTKIL | 602830N 0212204E | NIL | 100 M |
| OTLUD | 620939N 0250211E | NIL | 100 M |
| OTMAT | 671714N 0263043E | NIL | 100 M |
| OTPAL | 611608N 0254032E | NIL | 100 M |
| OTREK | 633738N 0230615E | NIL | 100 M |
| OTVEG | 621714N 0223851E | NIL | 100 M |
| OTVEM | 650819N 0241322E | NIL | 100 M |
| OTVIS | 624319N 0291529E | NIL | 100 M |
| OU361 | 645619N 0251914E | NIL | 100 M |
| OU362 | 645339N 0252940E | NIL | 100 M |
| OU363 | 644923N 0252337E | NIL | 100 M |
| OU364 | 645755N 0253545E | NIL | 100 M |
| OU365 | 645757N 0251251E | NIL | 100 M |
| OU366 | 645340N 0250650E | NIL | 100 M |
| OU367 | 650213N 0251854E | NIL | 100 M |
| OUKKI | 654029N 0245110E | NIL | 100 M |
| OUNAS | 681612N 0233943E | NIL | 100 M |
| PAXNU | 615058N 0243511E | NIL | 100 M |
| PAZEF | 630611N 0213207E | NIL | 100 M |
| PAZGU | 610510N 0252400E | NIL | 100 M |
| PEHKO | 642249N 0271758E | NIL | 100 M |
| PEKUX | 602419N 0223732E | NIL | 100 M |
| PENAD | 601642N 0252936E | NIL | 100 M |
| PENIV | 612847N 0220017E | NIL | 100 M |
| PEPIG | 600829N 0223559E | NIL | 100 M |
| PEPXO | 625659N 0213819E | NIL | 100 M |
| PERHO | 602959N 0251906E | NIL | 100 M |
| PERKE | 664407N 0235332E | NIL | 100 M |
| PESEG | 660622N 0285458E | NIL | 100 M |
| PESIN | 611115N 0282354E | NIL | 100 M |
| PETOB | 681750N 0231808E | NIL | 100 M |
| PETOT | 593040N 0230831E | NIL | 100 M |
| PEXEN | 595447N 0234928E | NIL | 100 M |
| PEXUT | 601301N 0195855E | NIL | 100 M |
| PIBIR | 612538N 0221141E | NIL | 100 M |
| PIDOP | 613510N 0280845E | NIL | 100 M |
| PIGES | 602951N 0215404E | NIL | 100 M |
| PIHLA | 614442N 0251426E | NIL | 100 M |
| PIKOB | 612901N 0233024E | NIL | 100 M |
| PIKUT | 663803N 0255747E | NIL | 100 M |
| PINHO | 605427N 0275119E | NIL | 100 M |
| PINIG | 614255N 0270327E | NIL | 100 M |
| PIPON | 615059N 0243531E | NIL | 100 M |

| *Waypoint* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| PIRUX | 590300N 0211000E | NIL | 100 M |
| PISIM | 593300N 0231000E | NIL | 100 M |
| PISOX | 594641N 0224504E | NIL | 100 M |
| PITUM | 612417N 0215744E | NIL | 100 M |
| PIVED | 603549N 0221451E | NIL | 100 M |
| PO362 | 612716N 0214916E | NIL | 100 M |
| PODOM | 601221N 0244011E | NIL | 100 M |
| PODUD | 624800N 0291913E | NIL | 100 M |
| POGOK | 595928N 0212316E | NIL | 100 M |
| POHJA | 623607N 0253642E | NIL | 100 M |
| POKAS | 595853N 0192333E | NIL | 100 M |
| POLVI | 625040N 0291901E | NIL | 100 M |
| POUSU | 654821N 0291630E | NIL | 100 M |
| POWUQ | 605840N 0265410E | NIL | 100 M |
| PR451 | 602808N 0263143E | NIL | 100 M |
| PRAST | 601235N 0201450E | NIL | 100 M |
| PULJU | 605053N 0271936E | NIL | 100 M |
| PUPPA | 613509N 0234511E | NIL | 100 M |
| PUQUS | 602106N 0265120E | NIL | 100 M |
| PURSO | 612917N 0231934E | NIL | 100 M |
| RAHTU | 603517N 0253101E | NIL | 100 M |
| RAITO | 660236N 0283837E | NIL | 100 M |
| RALHA | 641912N 0270456E | NIL | 100 M |
| RASRU | 631401N 0210002E | NIL | 100 M |
| RASTI | 601156N 0250526E | NIL | 100 M |
| RATLA | 605130N 0282018E | NIL | 100 M |
| RATMU | 601416N 0263209E | NIL | 100 M |
| RATSO | 600035N 0193714E | NIL | 100 M |
| RAUTU | 612134N 0213859E | NIL | 100 M |
| REBGO | 615109N 0271030E | NIL | 100 M |
| REDBO | 602538N 0245152E | NIL | 100 M |
| REJOW | 610734N 0260333E | NIL | 100 M |
| REKDO | 592635N 0213340E | NIL | 100 M |
| RENKU | 595309N 0245348E | NIL | 100 M |
| RENVI | 660434N 0253154E | NIL | 100 M |
| REPLU | 613352N 0213000E | NIL | 100 M |
| RERBU | 631356N 0221513E | NIL | 100 M |
| RERGA | 622714N 0262753E | NIL | 100 M |
| RERLO | 611653N 0225747E | NIL | 100 M |
| RESRI | 615822N 0283311E | NIL | 100 M |
| RETPU | 602553N 0221641E | NIL | 100 M |
| RIBVU | 650850N 0250745E | NIL | 100 M |
| RIDVI | 692323N 0283603E | NIL | 100 M |
| RIKUM | 595815N 0192429E | NIL | 100 M |
| RIMBI | 625132N 0275606E | NIL | 100 M |
| RIPVI | 601624N 0243507E | NIL | 100 M |


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| *Waypoint* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| RIRAR | 612225N 0232543E | NIL | 100 M |
| RIRIP | 601210N 0212603E | NIL | 100 M |
| RIRTO | 623750N 0231234E | NIL | 100 M |
| RISEV | 623153N 0303014E | NIL | 100 M |
| RISNU | 615500N 0291924E | NIL | 100 M |
| RITUT | 635335N 0230131E | NIL | 100 M |
| RIVHE | 631708N 0225051E | NIL | 100 M |
| RIVUM | 614003N 0285105E | NIL | 100 M |
| RIXIL | 613057N 0233846E | NIL | 100 M |
| RIZUH | 655932N 0293146E | NIL | 100 M |
| RO361 | 663435N 0255108E | NIL | 100 M |
| RO362 | 663028N 0254319E | NIL | 100 M |
| RO363 | 663719N 0255622E | NIL | 100 M |
| RO364 | 663625N 0255439E | NIL | 100 M |
| ROGLU | 642002N 0271453E | NIL | 100 M |
| ROGTU | 612931N 0205811E | NIL | 100 M |
| ROGVA | 603016N 0220255E | NIL | 100 M |
| ROHJA | 601207N 0241127E | NIL | 100 M |
| ROINE | 612225N 0240200E | NIL | 100 M |
| ROKVI | 605139N 0270123E | NIL | 100 M |
| ROKXE | 655046N 0244828E | NIL | 100 M |
| ROLSI | 631009N 0214100E | NIL | 100 M |
| ROMOP | 615124N 0250129E | NIL | 100 M |
| ROPAM | 600759N 0253606E | NIL | 100 M |
| ROPOV | 662518N 0253334E | NIL | 100 M |
| ROTES | 622855N 0252711E | NIL | 100 M |
| ROTKO | 665738N 0255740E | NIL | 100 M |
| ROTPE | 615427N 0283540E | NIL | 100 M |
| ROVSU | 630619N 0274304E | NIL | 100 M |
| ROVTI | 614659N 0262150E | NIL | 100 M |
| ROXUD | 631316N 0213852E | NIL | 100 M |
| RUBAX | 621612N 0255757E | NIL | 100 M |
| RUBOP | 612318N 0214257E | NIL | 100 M |
| RUBSI | 654151N 0243850E | NIL | 100 M |
| RUBSO | 622733N 0254810E | NIL | 100 M |
| RUDAM | 671214N 0292404E | NIL | 100 M |
| RUDED | 633335N 0225310E | NIL | 100 M |
| RUHOT | 673418N 0262954E | NIL | 100 M |
| RUKEM | 683145N 0265050E | NIL | 100 M |
| RULLI | 600818N 0243123E | NIL | 100 M |
| RUMEP | 593045N 0222556E | NIL | 100 M |
| RUMUT | 681203N 0231545E | NIL | 100 M |
| RUNES | 693939N 0282239E | NIL | 100 M |
| RUNGA | 594459N 0194327E | NIL | 100 M |
| RUOKE | 621523N 0253641E | NIL | 100 M |
| RURET | 605544N 0271528E | NIL | 100 M |

| *Waypoint* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| RUVUB | 610259N 0283108E | NIL | 100 M |
| RUXOK | 645433N 0254848E | NIL | 100 M |
| SA361 | 615700N 0285528E | NIL | 100 M |
| SAFEK | 620252N 0225742E | NIL | 100 M |
| SANJA | 622511N 0251439E | NIL | 100 M |
| SELLU | 603650N 0250626E | NIL | 100 M |
| SIGGE | 612221N 0282529E | NIL | 100 M |
| SIIKA | 645047N 0250638E | NIL | 100 M |
| SILHO | 684910N 0273148E | NIL | 100 M |
| SIRWO | 613206N 0271702E | NIL | 100 M |
| SISBA | 623416N 0253306E | NIL | 100 M |
| SISVU | 614708N 0251202E | NIL | 100 M |
| SOBQE | 613441N 0214533E | NIL | 100 M |
| SOGBU | 633145N 0231508E | NIL | 100 M |
| SOHAK | 671329N 0264402E | NIL | 100 M |
| SOPEB | 622803N 0241435E | NIL | 100 M |
| SOPOS | 600716N 0245927E | NIL | 100 M |
| SOSET | 623113N 0295518E | NIL | 100 M |
| SOSIP | 622611N 0273939E | NIL | 100 M |
| SOTIT | 681411N 0271140E | NIL | 100 M |
| SOTUP | 601720N 0203726E | NIL | 100 M |
| SOVOT | 605408N 0275353E | NIL | 100 M |
| SOXAS | 625500N 0275252E | NIL | 100 M |
| SOXOR | 612142N 0232344E | NIL | 100 M |
| SUBUG | 624129N 0212229E | NIL | 100 M |
| SUDAT | 595430N 0251952E | NIL | 100 M |
| SUHMU | 622931N 0294941E | NIL | 100 M |
| SUINI | 660514N 0292522E | NIL | 100 M |
| SUKWI | 630727N 0230305E | NIL | 100 M |
| SUNDI | 634828N 0225340E | NIL | 100 M |
| SUTAX | 602938N 0245905E | NIL | 100 M |
| SUTEV | 643314N 0224416E | NIL | 100 M |
| SUVIB | 642555N 0250744E | NIL | 100 M |
| SUZCU | 605542N 0263138E | NIL | 100 M |
| TADOX | 623151N 0222034E | NIL | 100 M |
| TALVI | 614305N 0242345E | NIL | 100 M |
| TAPPI | 624757N 0254116E | NIL | 100 M |
| TARVA | 622417N 0260307E | NIL | 100 M |
| TASKI | 650507N 0251857E | NIL | 100 M |
| TAVSU | 603645N 0223637E | NIL | 100 M |
| TECOH | 623308N 0294412E | NIL | 100 M |
| TEGBO | 645658N 0245342E | NIL | 100 M |
| TEKVU | 615158N 0250044E | NIL | 100 M |
| TELHU | 622518N 0244928E | NIL | 100 M |
| TEMMO | 663427N 0252639E | NIL | 100 M |
| TEPDA | 612442N 0231138E | NIL | 100 M |


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| *Waypoint* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| TEVRU | 604916N 0244929E | NIL | 100 M |
| TIKMO | 601218N 0195813E | NIL | 100 M |
| TIPUB | 615036N 0242440E | NIL | 100 M |
| TITIV | 624134N 0274508E | NIL | 100 M |
| TIXED | 602545N 0251149E | NIL | 100 M |
| TIZME | 655126N 0243624E | NIL | 100 M |
| TOGMI | 614543N 0193225E | NIL | 100 M |
| TOHAT | 611944N 0225440E | NIL | 100 M |
| TONLE | 611248N 0282516E | NIL | 100 M |
| TOPPI | 601146N 0251718E | NIL | 100 M |
| TOSSA | 683105N 0231819E | NIL | 100 M |
| TOTGU | 625253N 0215227E | NIL | 100 M |
| TOTMO | 655237N 0243647E | NIL | 100 M |
| TOWZU | 605748N 0264609E | NIL | 100 M |
| TP361 | 612513N 0233753E | NIL | 100 M |
| TP364 | 612315N 0232916E | NIL | 100 M |
| TP366 | 612627N 0234316E | NIL | 100 M |
| TP407 | 610731N 0230738E | NIL | 100 M |
| TP408 | 610552N 0231212E | NIL | 100 M |
| TP409 | 611247N 0230218E | NIL | 100 M |
| TP410 | 611949N 0225508E | NIL | 100 M |
| TP411 | 611028N 0230439E | NIL | 100 M |
| TP412 | 612213N 0225331E | NIL | 100 M |
| TU361 | 603055N 0221713E | NIL | 100 M |
| TU362 | 603113N 0222411E | NIL | 100 M |
| TU363 | 602615N 0222505E | NIL | 100 M |
| TU364 | 603611N 0222316E | NIL | 100 M |
| TU365 | 603028N 0220722E | NIL | 100 M |
| TU366 | 602530N 0220816E | NIL | 100 M |
| TU367 | 603526N 0220627E | NIL | 100 M |
| TUBDO | 612756N 0234948E | NIL | 100 M |
| TUGPU | 671726N 0252004E | NIL | 100 M |
| TUHAR | 671214N 0263136E | NIL | 100 M |
| TUMRI | 655205N 0293337E | NIL | 100 M |
| TUMUG | 610040N 0275906E | NIL | 100 M |
| TUNOV | 621632N 0270259E | NIL | 100 M |
| TUPKU | 624951N 0225504E | NIL | 100 M |
| TUPNO | 625225N 0280704E | NIL | 100 M |
| TUPOT | 623553N 0295906E | NIL | 100 M |
| TUSBI | 610405N 0261823E | NIL | 100 M |
| TUTUT | 663920N 0261604E | NIL | 100 M |
| TUVLU | 674126N 0232943E | NIL | 100 M |
| TUXEL | 611734N 0215928E | NIL | 100 M |
| UBIGA | 642305N 0264818E | NIL | 100 M |
| UDDEZ | 634832N 0225923E | NIL | 100 M |
| UDSOL | 671444N 0265630E | NIL | 100 M |

| *Waypoint* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| UDVIM | 615542N 0271413E | NIL | 100 M |
| UGLOS | 615058N 0291312E | NIL | 100 M |
| UGLUM | 632455N 0273827E | NIL | 100 M |
| UGMOR | 643940N 0260830E | NIL | 100 M |
| ULGEG | 635145N 0232031E | NIL | 100 M |
| ULKEP | 641605N 0272835E | NIL | 100 M |
| ULLIZ | 661004N 0290312E | NIL | 100 M |
| ULNAV | 605135N 0263513E | NIL | 100 M |
| ULRAT | 624839N 0223459E | NIL | 100 M |
| ULROM | 662806N 0252813E | NIL | 100 M |
| ULTIR | 601514N 0251213E | NIL | 100 M |
| ULTSI | 603259N 0251727E | NIL | 100 M |
| ULVED | 615553N 0284047E | NIL | 100 M |
| ULVIS | 612136N 0220534E | NIL | 100 M |
| UMESE | 633546N 0224824E | NIL | 100 M |
| UMPIL | 630819N 0272833E | NIL | 100 M |
| UMSES | 610613N 0220911E | NIL | 100 M |
| UMTUR | 630059N 0213538E | NIL | 100 M |
| UMUGI | 600214N 0224141E | NIL | 100 M |
| UNAGU | 630219N 0275801E | NIL | 100 M |
| UNILO | 645652N 0254044E | NIL | 100 M |
| UNLED | 675239N 0243052E | NIL | 100 M |
| UNOJE | 630525N 0272518E | NIL | 100 M |
| UNPOD | 633240N 0230410E | NIL | 100 M |
| UNUKA | 662858N 0254028E | NIL | 100 M |
| UNVOL | 654718N 0290148E | NIL | 100 M |
| UPAPU | 601106N 0223334E | NIL | 100 M |
| UPEDU | 651753N 0252908E | NIL | 100 M |
| UPULU | 620521N 0251722E | NIL | 100 M |
| UREDA | 601420N 0243723E | NIL | 100 M |
| URZUP | 601007N 0200713E | NIL | 100 M |
| USIMI | 605627N 0263302E | NIL | 100 M |
| USITU | 595131N 0212157E | NIL | 100 M |
| USJOT | 672606N 0262331E | NIL | 100 M |
| USUPO | 613645N 0250056E | NIL | 100 M |
| UT361 | 605358N 0265801E | NIL | 100 M |
| UTELI | 603128N 0223133E | NIL | 100 M |
| UVATI | 632329N 0211204E | NIL | 100 M |
| UVEMO | 610533N 0235058E | NIL | 100 M |
| UVNUN | 671819N 0264048E | NIL | 100 M |
| UVOPA | 604625N 0222611E | NIL | 100 M |
| UVOVO | 622257N 0292401E | NIL | 100 M |
| UXADA | 605100N 0223648E | NIL | 100 M |
| UXEGA | 612803N 0265633E | NIL | 100 M |
| UXETI | 600828N 0195452E | NIL | 100 M |
| UXVIT | 601410N 0263756E | NIL | 100 M |


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| *Waypoint* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| VA361 | 630403N 0214503E | NIL | 100 M |
| VA362 | 624807N 0215535E | NIL | 100 M |
| VAARA | 675151N 0242435E | NIL | 100 M |
| VABAS | 621835N 0255322E | NIL | 100 M |
| VABSA | 653543N 0244331E | NIL | 100 M |
| VABUB | 623621N 0223240E | NIL | 100 M |
| VAKBA | 645256N 0253228E | NIL | 100 M |
| VALAK | 632507N 0203427E | NIL | 100 M |
| VALOX | 594354N 0240820E | NIL | 100 M |
| VAMKI | 614448N 0265348E | NIL | 100 M |
| VANOT | 613755N 0213605E | NIL | 100 M |
| VASET | 595639N 0195531E | NIL | 100 M |
| VASKI | 683100N 0264906E | NIL | 100 M |
| VASSO | 630928N 0215840E | NIL | 100 M |
| VAVED | 615040N 0264339E | NIL | 100 M |
| VAVIS | 601406N 0245039E | NIL | 100 M |
| VAXUN | 635903N 0234218E | NIL | 100 M |
| VECCI | 612907N 0220142E | NIL | 100 M |
| VEGIK | 601604N 0244244E | NIL | 100 M |
| VEHUF | 604612N 0260617E | NIL | 100 M |
| VEKIP | 664523N 0255605E | NIL | 100 M |
| VEKUV | 625847N 0274850E | NIL | 100 M |
| VEMIQ | 673711N 0250726E | NIL | 100 M |
| VEMMI | 602203N 0251836E | NIL | 100 M |
| VENAB | 682431N 0270927E | NIL | 100 M |
| VENHE | 672917N 0243858E | NIL | 100 M |
| VEPIN | 603753N 0261959E | NIL | 100 M |
| VESAP | 613123N 0215508E | NIL | 100 M |
| VESEK | 602649N 0223819E | NIL | 100 M |
| VETXA | 611038N 0255143E | NIL | 100 M |
| VIBEP | 602733N 0241439E | NIL | 100 M |
| VIILA | 611805N 0234303E | NIL | 100 M |
| VINXI | 625952N 0215917E | NIL | 100 M |
| VIRFA | 631740N 0231258E | NIL | 100 M |
| VIRJE | 625648N 0213243E | NIL | 100 M |
| VISSI | 600625N 0244411E | NIL | 100 M |
| VORJO | 615938N 0251232E | NIL | 100 M |
| VOZZE | 611012N 0281850E | NIL | 100 M |
| VUBCI | 605712N 0264009E | NIL | 100 M |
| VULEZ | 611235N 0290455E | NIL | 100 M |
| WEKHA | 602342N 0263900E | NIL | 100 M |
| WEZWA | 610716N 0280436E | NIL | 100 M |
| WINHA | 600420N 0200737E | NIL | 100 M |
| WORWE | 630904N 0215312E | NIL | 100 M |
| XALUK | 610317N 0274542E | NIL | 100 M |
| XAPME | 605252N 0264725E | NIL | 100 M |

| *Waypoint* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| XAXOL | 601215N 0244948E | NIL | 100 M |
| XEBWE | 683043N 0273609E | NIL | 100 M |
| XELBU | 602336N 0250453E | NIL | 100 M |
| XELMA | 615605N 0253746E | NIL | 100 M |
| XELRO | 614924N 0265748E | NIL | 100 M |
| XENPO | 613103N 0213817E | NIL | 100 M |
| XEPDU | 645844N 0250945E | NIL | 100 M |
| XEPGI | 663418N 0260620E | NIL | 100 M |
| XERDA | 601458N 0201128E | NIL | 100 M |
| XERTI | 675450N 0245641E | NIL | 100 M |
| XETKO | 663328N 0253321E | NIL | 100 M |
| XETMU | 675224N 0252155E | NIL | 100 M |
| XETNI | 604120N 0221430E | NIL | 100 M |
| XEVAP | 645013N 0241836E | NIL | 100 M |
| XEVLO | 632157N 0252249E | NIL | 100 M |
| XEVUR | 603124N 0222835E | NIL | 100 M |
| XINLI | 624730N 0271918E | NIL | 100 M |
| XISTA | 660301N 0290407E | NIL | 100 M |
| XIVPA | 673051N 0245803E | NIL | 100 M |
| XONTU | 655626N 0240436E | NIL | 100 M |
| XORMU | 611928N 0223854E | NIL | 100 M |
| XUBMO | 605236N 0264452E | NIL | 100 M |
| XUGDI | 634213N 0231937E | NIL | 100 M |
| XULBI | 655806N 0242615E | NIL | 100 M |
| XUROS | 631148N 0212819E | NIL | 100 M |
| YEZGE | 655423N 0290920E | NIL | 100 M |
| YULFO | 630202N 0230345E | NIL | 100 M |
| ZICSE | 633743N 0231741E | NIL | 100 M |
| *Aerodrome designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
| *1* | *2* | *3* | *4* |
| EFAA | 673613N 0235818E | NIL | 30 M |
| EFAH | 645343N 0254508E | NIL | 30 M |
| EFAL | 623317N 0233424E | NIL | 30 M |
| EFET | 682152N 0232539E | NIL | 30 M |
| EFEU | 610658N 0221205E | NIL | 30 M |
| EFFO | 604807N 0233844E | NIL | 30 M |
| EFGE | 600513N 0223119E | NIL | 30 M |
| EFHA | 615123N 0244721E | NIL | 30 M |
| EFHF | 601514N 0250239E | NIL | 30 M |
| EFHK | 601902N 0245748E | NIL | 30 M |
| EFHL | 645811N 0244217E | NIL | 30 M |
| EFHM | 614125N 0230427E | NIL | 30 M |
| EFHN | 595044N 0230456E | NIL | 30 M |
| EFHP | 640647N 0253015E | NIL | 30 M |
| EFHV | 603916N 0245252E | NIL | 30 M |
| EFII | 633755N 0270720E | NIL | 30 M |


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| *Aerodrome designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFIK | 602746N 0233904E | NIL | 30 M |
| EFIM | 611459N 0285413E | NIL | 30 M |
| EFIT | 620958N 0300425E | NIL | 30 M |
| EFIV | 683639N 0272450E | NIL | 30 M |
| EFJM | 614643N 0224258E | NIL | 30 M |
| EFJO | 623932N 0293728E | NIL | 30 M |
| EFJY | 622403N 0254022E | NIL | 30 M |
| EFKA | 630727N 0230305E | NIL | 30 M |
| EFKE | 654645N 0243505E | NIL | 30 M |
| EFKG | 601449N 0204817E | NIL | 30 M |
| EFKH | 640645N 0292619E | NIL | 30 M |
| EFKI | 641703N 0274115E | NIL | 30 M |
| EFKJ | 622749N 0222328E | NIL | 30 M |
| EFKK | 634313N 0230821E | NIL | 30 M |
| EFKM | 664257N 0270926E | NIL | 30 M |
| EFKN | 635514N 0240512E | NIL | 30 M |
| EFKO | 641343N 0234936E | NIL | 30 M |
| EFKR | 635921N 0254437E | NIL | 30 M |
| EFKS | 655925N 0291355E | NIL | 30 M |
| EFKT | 674155N 0245053E | NIL | 30 M |
| EFKU | 630031N 0274740E | NIL | 30 M |
| EFKV | 630731N 0250727E | NIL | 30 M |
| EFKY | 603417N 0265346E | NIL | 30 M |
| EFLA | 610839N 0254135E | NIL | 30 M |
| EFLL | 632358N 0272844E | NIL | 30 M |
| EFLN | 633043N 0293745E | NIL | 30 M |
| EFLP | 610245N 0280855E | NIL | 30 M |
| EFMA | 600719N 0195347E | NIL | 30 M |
| EFME | 625648N 0233108E | NIL | 30 M |
| EFMI | 614111N 0271200E | NIL | 30 M |
| EFMN | 603421N 0253032E | NIL | 30 M |
| EFNS | 603112N 0244954E | NIL | 30 M |
| EFNU | 602002N 0241747E | NIL | 30 M |
| EFOP | 605235N 0224441E | NIL | 30 M |
| EFOU | 645545N 0252120E | NIL | 30 M |
| EFPA | 680844N 0254922E | NIL | 30 M |
| EFPI | 611443N 0221142E | NIL | 30 M |
| EFPK | 621553N 0270010E | NIL | 30 M |
| EFPN | 614344N 0292337E | NIL | 30 M |
| EFPO | 612741N 0214752E | NIL | 30 M |
| EFPR | 602845N 0263538E | NIL | 30 M |
| EFPU | 652408N 0265649E | NIL | 30 M |
| EFPY | 634345N 0255555E | NIL | 30 M |
| EFRA | 632527N 0280727E | NIL | 30 M |
| EFRH | 644117N 0244145E | NIL | 30 M |
| EFRN | 620356N 0282124E | NIL | 30 M |

| *Aerodrome designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFRO | 663342N 0254951E | NIL | 30 M |
| EFRU | 655823N 0262155E | NIL | 30 M |
| EFRV | 634220N 0263659E | NIL | 30 M |
| EFRY | 604441N 0240628E | NIL | 30 M |
| EFSA | 615634N 0285642E | NIL | 30 M |
| EFSE | 610351N 0264744E | NIL | 30 M |
| EFSI | 624137N 0224955E | NIL | 30 M |
| EFSO | 672348N 0263705E | NIL | 30 M |
| EFSU | 644919N 0284237E | NIL | 30 M |
| EFTO | 600445N 0241020E | NIL | 30 M |
| EFTP | 612455N 0233516E | NIL | 30 M |
| EFTS | 614623N 0240131E | NIL | 30 M |
| EFTU | 603053N 0221542E | NIL | 30 M |
| EFUT | 605347N 0265617E | NIL | 30 M |
| EFVA | 630243N 0214551E | NIL | 30 M |
| EFVI | 630721N 0254858E | NIL | 30 M |
| EFVL | 643007N 0264536E | NIL | 30 M |
| EFVP | 610223N 0223530E | NIL | 30 M |
| EFVR | 621016N 0275207E | NIL | 30 M |
| EFVT | 632352N 0240150E | NIL | 30 M |
| EFWB | 603949N 0264445E | NIL | 30 M |
| EFYL | 640317N 0244331E | NIL | 30 M |
| *Heliport designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
| *1* | *2* | *3* | *4* |
| EFEJ | 601315N 0244111E | NIL | 30 M |
| EFEK | 690008N 0205347E | NIL | 30 M |
| EFFH | 625528N 0274324E | NIL | 30 M |
| EFHH | 605928N 0242455E | NIL | 30 M |
| EFHK | 601902N 0245748E | NIL | 30 M |
| EFHO | 650005N 0253107E | NIL | 30 M |
| EFHS | 624620N 0224908E | NIL | 30 M |
| EFHY | 601120N 0245427E | NIL | 30 M |
| EFJE | 623527N 0294640E | NIL | 30 M |
| EFJV | 621347N 0254215E | NIL | 30 M |
| EFLR | 662931N 0254643E | NIL | 30 M |
| EFMH | 600653N 0195559E | NIL | 30 M |
| EFMS | 614133N 0271650E | NIL | 30 M |
| EFPE | 601952N 0250339E | NIL | 30 M |
| EFPJ | 625351N 0273854E | NIL | 30 M |
| EFPL | 605934N 0253412E | NIL | 30 M |
| EFPT | 613017N 0234849E | NIL | 30 M |
| EFRO | 663342N 0254951E | NIL | 30 M |
| EFTV | 602711N 0221745E | NIL | 30 M |
| *Aerodrome designator* | *Elevation* | *Vertical Accuracy* | *Expected value* |
| *1* | *2* | *3* | *4* |
| NIL | NIL | NIL | 0.5 M |


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| *Aerodrome designator* | *Aerodrome type* | *Magnetic Variation* | *Magnetic Variation Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFEJ | HP | 9.2° | NIL | 1 DEG |
| EFEK | HP | 10.2° | NIL | 1 DEG |
| EFET | AD | 11.4° | NIL | 1 DEG |
| EFFH | HP | 11.3° | NIL | 1 DEG |
| EFHA | AD | 9.7° | NIL | 1 DEG |
| EFHH | HP | 9.3° | NIL | 1 DEG |
| EFHK | AH | 9.3° | NIL | 1 DEG |
| EFHO | HP | 11.2° | NIL | 1 DEG |
| EFHS | HP | 9.2° | NIL | 1 DEG |
| EFHY | HP | 9.3° | NIL | 1 DEG |
| EFIV | AD | 13.5° | NIL | 1 DEG |
| EFJE | HP | 12° | NIL | 1 DEG |
| EFJO | AD | 12° | NIL | 1 DEG |
| EFJV | HP | 10.2° | NIL | 1 DEG |
| EFJY | AD | 10.3° | NIL | 1 DEG |
| EFKA | AD | 9.4° | NIL | 1 DEG |
| EFKE | AD | 11° | NIL | 1 DEG |
| EFKI | AD | 11.8° | NIL | 1 DEG |
| EFKK | AD | 9.7° | NIL | 1 DEG |
| EFKS | AD | 13.3° | NIL | 1 DEG |
| EFKT | AD | 11.847° | NIL | 1 DEG |
| EFKU | AD | 11.4° | NIL | 1 DEG |
| EFLA | AD | 9.9° | NIL | 1 DEG |
| EFLP | AD | 10.7° | NIL | 1 DEG |
| EFLR | HP | 11.8° | NIL | 1 DEG |
| EFMA | AD | 7.4° | NIL | 1 DEG |
| EFMH | HP | 7.4° | NIL | 1 DEG |
| EFMI | AD | 10.6° | NIL | 1 DEG |
| EFMS | HP | 10.7° | NIL | 1 DEG |
| EFNU | AD | 9.1° | NIL | 1 DEG |
| EFOU | AD | 11.1° | NIL | 1 DEG |
| EFPE | HP | 9.4° | NIL | 1 DEG |
| EFPJ | HP | 11.3° | NIL | 1 DEG |
| EFPL | HP | 9.8° | NIL | 1 DEG |
| EFPO | AD | 8.4° | NIL | 1 DEG |
| EFPR | AD | 10° | NIL | 1 DEG |
| EFPT | HP | 9.2° | NIL | 1 DEG |
| EFRO | AH | 11.9° | NIL | 1 DEG |
| EFSA | AD | 11.4° | NIL | 1 DEG |
| EFSI | AD | 9.2° | NIL | 1 DEG |
| EFSO | AD | 12.6° | NIL | 1 DEG |
| EFTP | AD | 9.1° | NIL | 1 DEG |
| EFTU | AD | 8.4° | NIL | 1 DEG |
| EFTV | HP | 8.4° | NIL | 1 DEG |
| EFUT | AD | 10.2° | NIL | 1 DEG |

| *Aerodrome designator* | *Aerodrome type* | *Magnetic Variation* | *Magnetic Variation Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFVA | AD | 8.9° | NIL | 1 DEG |

| *RWY Ident* | *RWY Length* | *RWY Length Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFAA RWY-14/32 | 864 M | NIL | 1 M |
| EFAH RWY-12/30 | 800 M | NIL | 1 M |
| EFAL RWY-08/26 | 750 M | NIL | 1 M |
| EFET RWY-03/21 | 2001 M | NIL | 1 M |
| EFEU RWY-11/29 | 850 M | NIL | 1 M |
| EFFO RWY-04/22 | 820 M | NIL | 1 M |
| EFGE RWY-07/25 | 630 M | NIL | 1 M |
| EFHA RWY-08/26 | 2601 M | NIL | 1 M |
| EFHF RWY-18/36 | 1280 M | NIL | 1 M |
| EFHK RWY-04L/22R | 3060 M | NIL | 1 M |
| EFHK RWY-04R/22L | 3500 M | NIL | 1 M |
| EFHK RWY-15/33 | 2901 M | NIL | 1 M |
| EFHL RWY-06/24 | 413 M | NIL | 1 M |
| EFHM RWY-07/25 | 950 M | NIL | 1 M |
| EFHN RWY-03/21 | 1600 M | NIL | 1 M |
| EFHP RWY-12/30 | 770 M | NIL | 1 M |
| EFHV RWY-04/22 | 1260 M | NIL | 1 M |
| EFHV RWY-12/30 | 790 M | NIL | 1 M |
| EFII RWY-17/35 | 660 M | NIL | 1 M |
| EFIK RWY-10/28 | 600 M | NIL | 1 M |
| EFIK RWY-18/36 | 930 M | NIL | 1 M |
| EFIM RWY-01/19 | 900 M | NIL | 1 M |
| EFIM RWY-09/27 | 800 M | NIL | 1 M |
| EFIT RWY-01/19 | 1500 M | NIL | 1 M |
| EFIV RWY-04/22 | 2499 M | NIL | 1 M |
| EFJM RWY-09/27 | 830 M | NIL | 1 M |
| EFJM RWY-15/33 | 830 M | NIL | 1 M |
| EFJO RWY-10/28 | 2500 M | NIL | 1 M |
| EFJY RWY-12/30 | 2601 M | NIL | 1 M |
| EFKA RWY-17/35 | 2700 M | NIL | 1 M |
| EFKE RWY-18/36 | 2503 M | NIL | 1 M |
| EFKG RWY-15/33 | 600 M | NIL | 1 M |
| EFKH RWY-12/30 | 850 M | NIL | 1 M |
| EFKI RWY-07/25 | 2499 M | NIL | 1 M |
| EFKJ RWY-07/25 | 1160 M | NIL | 1 M |
| EFKK RWY-01/19 | 2500 M | NIL | 1 M |
| EFKK RWY-11/29 | 700 M | NIL | 1 M |
| EFKM RWY-17/35 | 1400 M | NIL | 1 M |
| EFKN RWY-11/29 | 700 M | NIL | 1 M |
| EFKO RWY-05/23 | 1200 M | NIL | 1 M |
| EFKR RWY-09/27 | 700 M | NIL | 1 M |
| EFKS RWY-12/30 | 2500 M | NIL | 1 M |


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| *RWY Ident* | *RWY Length* | *RWY Length Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFKT RWY-16/34 | 2500 M | NIL | 1 M |
| EFKU RWY-15/33 | 2800 M | NIL | 1 M |
| EFKV RWY-12/30 | 900 M | NIL | 1 M |
| EFKY RWY-16/34 | 843 M | NIL | 1 M |
| EFLA RWY-07/25 | 1199 M | NIL | 1 M |
| EFLA RWY-18/36 | 550 M | NIL | 1 M |
| EFLL RWY-04/22 | 340 M | NIL | 1 M |
| EFLN RWY-11/29 | 940 M | NIL | 1 M |
| EFLP RWY-06/24 | 2500 M | NIL | 1 M |
| EFMA RWY-03/21 | 1903 M | NIL | 1 M |
| EFME RWY-04/22 | 1200 M | NIL | 1 M |
| EFMI RWY-11/29 | 1702 M | NIL | 1 M |
| EFMN RWY-04/22 | 400 M | NIL | 1 M |
| EFNS RWY-05/23 | 440 M | NIL | 1 M |
| EFNU RWY-04/22 | 1214 M | NIL | 1 M |
| EFNU RWY-09/27 | 700 M | NIL | 1 M |
| EFOP RWY-06/24 | 900 M | NIL | 1 M |
| EFOP RWY-14/32 | 940 M | NIL | 1 M |
| EFOU RWY-12/30 | 2501 M | NIL | 1 M |
| EFPA RWY-16/34 | 800 M | NIL | 1 M |
| EFPI RWY-12/30 | 1000 M | NIL | 1 M |
| EFPI RWY-17/35 | 1080 M | NIL | 1 M |
| EFPK RWY-15/33 | 900 M | NIL | 1 M |
| EFPN RWY-16/34 | 500 M | NIL | 1 M |
| EFPO RWY-12/30 | 2351 M | NIL | 1 M |
| EFPO RWY-17/35 | 801 M | NIL | 1 M |
| EFPR RWY-15/33 | 1000 M | NIL | 1 M |
| EFPU RWY-08/26 | 1990 M | NIL | 1 M |
| EFPY RWY-15/33 | 1000 M | NIL | 1 M |
| EFRA RWY-05/23 | 500 M | NIL | 1 M |
| EFRA RWY-18/36 | 1230 M | NIL | 1 M |
| EFRH RWY-10/28 | 1000 M | NIL | 1 M |
| EFRN RWY-18/36 | 740 M | NIL | 1 M |
| EFRO RWY-03/21 | 3002 M | NIL | 1 M |
| EFRU RWY-15/33 | 1200 M | NIL | 1 M |
| EFRV RWY-15/33 | 840 M | NIL | 1 M |
| EFRY RWY-08L/26R | 850 M | NIL | 1 M |
| EFRY RWY-08R/26L | 1020 M | NIL | 1 M |
| EFRY RWY-12L/30R | 1270 M | NIL | 1 M |
| EFRY RWY-12R/30L | 480 M | NIL | 1 M |
| EFSA RWY-12/30 | 2300 M | NIL | 1 M |
| EFSE RWY-04/22 | 850 M | NIL | 1 M |
| EFSE RWY-12/30 | 1000 M | NIL | 1 M |
| EFSI RWY-14/32 | 2000 M | NIL | 1 M |
| EFSO RWY-16/34 | 1500 M | NIL | 1 M |
| EFSU RWY-05/23 | 800 M | NIL | 1 M |

| *RWY Ident* | *RWY Length* | *RWY Length Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFTO RWY-09/27 | 360 M | NIL | 1 M |
| EFTP RWY-06/24 | 2700 M | NIL | 1 M |
| EFTS RWY-05/23 | 1200 M | NIL | 1 M |
| EFTU RWY-08/26 | 2500 M | NIL | 1 M |
| EFUT RWY-07/25 | 2000 M | NIL | 1 M |
| EFVA RWY-16/34 | 2500 M | NIL | 1 M |
| EFVI RWY-16/34 | 290 M | NIL | 1 M |
| EFVL RWY-09/27 | 800 M | NIL | 1 M |
| EFVP RWY-10/28 | 900 M | NIL | 1 M |
| EFVR RWY-14/32 | 2000 M | NIL | 1 M |
| EFVT RWY-08/26 | 740 M | NIL | 1 M |
| EFWB RWY-07/25 | 690 M | NIL | 1 M |
| EFYL RWY-15/33 | 1500 M | NIL | 1 M |
| *RWY Ident* | *RWY Width* | *RWY Width Accuracy* | *Expected value* |
| *1* | *2* | *3* | *4* |
| EFET RWY-03/21 | 45 M | NIL | 1 M |
| EFHA RWY-08/26 | 60 M | NIL | 1 M |
| EFHK RWY-04L/22R | 60 M | NIL | 1 M |
| EFHK RWY-04R/22L | 60 M | NIL | 1 M |
| EFHK RWY-15/33 | 60 M | NIL | 1 M |
| EFIV RWY-04/22 | 45 M | NIL | 1 M |
| EFJO RWY-10/28 | 52 M | NIL | 1 M |
| EFJY RWY-12/30 | 60 M | NIL | 1 M |
| EFKA RWY-17/35 | 60 M | NIL | 1 M |
| EFKE RWY-18/36 | 48 M | NIL | 1 M |
| EFKI RWY-07/25 | 48 M | NIL | 1 M |
| EFKK RWY-01/19 | 60 M | NIL | 1 M |
| EFKK RWY-11/29 | 20 M | NIL | 1 M |
| EFKS RWY-12/30 | 45 M | NIL | 1 M |
| EFKT RWY-16/34 | 45 M | NIL | 1 M |
| EFKU RWY-15/33 | 60 M | NIL | 1 M |
| EFLA RWY-07/25 | 30 M | NIL | 1 M |
| EFLP RWY-06/24 | 60 M | NIL | 1 M |
| EFMA RWY-03/21 | 60 M | NIL | 1 M |
| EFMI RWY-11/29 | 45 M | NIL | 1 M |
| EFNU RWY-04/22 | 20 M | NIL | 1 M |
| EFNU RWY-09/27 | 8 M | NIL | 1 M |
| EFOU RWY-12/30 | 60 M | NIL | 1 M |
| EFPO RWY-12/30 | 60 M | NIL | 1 M |
| EFPO RWY-17/35 | 30 M | NIL | 1 M |
| EFPR RWY-15/33 | 30 M | NIL | 1 M |
| EFRO RWY-03/21 | 60 M | NIL | 1 M |
| EFSA RWY-12/30 | 45 M | NIL | 1 M |
| EFSI RWY-14/32 | 45 M | NIL | 1 M |
| EFSO RWY-16/34 | 30 M | NIL | 1 M |
| EFTP RWY-06/24 | 45 M | NIL | 1 M |


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| *RWY Ident* | *RWY Width* | *RWY Width Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFTU RWY-08/26 | 60 M | NIL | 1 M |
| EFUT RWY-07/25 | 45 M | NIL | 1 M |
| EFVA RWY-16/34 | 48 M | NIL | 1 M |
| *RWY Ident* | *THR Coordinates* | *Horizontal Accuracy* | *Expected value* |
| *1* | *2* | *3* | *4* |
| EFET RWY 03<br>EFET RWY 21 | 682119N 0232438E<br>682212N 0232617E | NIL | 1 M |
| EFHA RWY 08<br>EFHA RWY 26 | 615119N 0244543E<br>615125N 0244841E | NIL | 1 M |
| EFHK RWY 04L<br>EFHK RWY 22R | 601847N 0245414E<br>601952N 0245638E | NIL | 1 M |
| EFHK RWY 04R<br>EFHK RWY 22L | 601841N 0245611E<br>601950N 0245845E | NIL | 1 M |
| EFHK RWY 15<br>EFHK RWY 33 | 601949N 0245752E<br>601825N 0245918E | NIL | 1 M |
| EFIV RWY 04<br>EFIV RWY 22 | 683559N 0272258E<br>683654N 0272540E | NIL | 1 M |
| EFJO RWY 10<br>EFJO RWY 28 | 623953N 0293552E<br>623924N 0293836E | NIL | 1 M |
| EFJY RWY 12<br>EFJY RWY 30 | 622427N 0253937E<br>622329N 0254147E | NIL | 1 M |
| EFKA RWY 17<br>EFKA RWY 35 | 630821N 0230300E<br>630654N 0230310E | NIL | 1 M |
| EFKE RWY 18<br>EFKE RWY 36 | 654735N 0243510E<br>654615N 0243444E | NIL | 1 M |
| EFKI RWY 07<br>EFKI RWY 25 | 641700N 0274001E<br>641715N 0274304E | NIL | 1 M |
| EFKK RWY 01<br>EFKK RWY 19 | 634228N 0230817E<br>634348N 0230851E | NIL | 1 M |
| EFKK RWY 11<br>EFKK RWY 29 | 634325N 0230748E<br>634316N 0230835E | NIL | 1 M |
| EFKS RWY 12<br>EFKS RWY 30 | 655941N 0291311E<br>655848N 0291535E | NIL | 1 M |
| EFKT RWY 16<br>EFKT RWY 34 | 674243N 0245023E<br>674125N 0245114E | NIL | 1 M |
| EFKU RWY 15<br>EFKU RWY 33 | 630105N 0274716E<br>625942N 0274833E | NIL | 1 M |
| EFLA RWY 07<br>EFLA RWY 25 | 610834N 0254110E<br>610846N 0254211E | NIL | 1 M |
| EFLP RWY 06<br>EFLP RWY 24 | 610224N 0280723E<br>610256N 0280956E | NIL | 1 M |
| EFMA RWY 03<br>EFMA RWY 21 | 600652N 0195329E<br>600748N 0195418E | NIL | 1 M |
| EFMI RWY 11<br>EFMI RWY 29 | 614120N 0271128E<br>614103N 0271253E | NIL | 1 M |
| EFNU RWY 04<br>EFNU RWY 22 | 601938N 0241659E<br>602007N 0241749E | NIL | 1 M |
| EFOU RWY 12<br>EFOU RWY 30 | 645609N 0251955E<br>645527N 0252238E | NIL | 1 M |
| EFPO RWY 12<br>EFPO RWY 30 | 612803N 0214658E<br>612727N 0214843E | NIL | 1 M |

| RWY Ident | THR Coordinates | Horizontal Accuracy | Expected value |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| EFPO RWY 17<br>EFPO RWY 35 | 612750N 0214755E<br>612725N 0214800E | NIL | 1 M |
| EFPR RWY 15<br>EFPR RWY 33 | 602901N 0263527E<br>602831N 0263547E | NIL | 1 M |
| EFRO RWY 03<br>EFRO RWY 21 | 663315N 0254836E<br>663432N 0255103E | NIL | 1 M |
| EFSA RWY 12<br>EFSA RWY 30 | 615657N 0285538E<br>615613N 0285747E | NIL | 1 M |
| EFSI RWY 14<br>EFSI RWY 32 | 624150N 0224919E<br>624103N 0225056E | NIL | 1 M |
| EFSO RWY 16<br>EFSO RWY 34 | 672406N 0263653E<br>672319N 0263725E | NIL | 1 M |
| EFTP RWY 06<br>EFTP RWY 24 | 612432N 0233454E<br>612510N 0233738E | NIL | 1 M |
| EFTU RWY 08<br>EFTU RWY 26 | 603047N 0221425E<br>603054N 0221708E | NIL | 1 M |
| EFUT RWY 07<br>EFUT RWY 25 | 605340N 0265513E<br>605354N 0265723E | NIL | 1 M |
| EFVA RWY 16<br>EFVA RWY 34 | 630343N 0214516E<br>630226N 0214608E | NIL | 1 M |

| RWY Ident | THR Elevation | Geoid Undulation | Vertical Accuracy | Expected value |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| EFET RWY 03<br>EFET RWY 21 | 999.5 FT<br>1006.3 FT | 88.3 FT<br>88.2 FT | NIL<br>NIL | 0.25 |
| EFHA RWY 08<br>EFHA RWY 26 | 479.3 FT<br>473.8 FT | 60.4 FT<br>60.5 FT | NIL<br>NIL | 0.25 |
| EFHK RWY H16<br>EFHK RWY H34 | 146.6 FT<br>142.6 FT | NIL<br>NIL | NIL<br>NIL | 0.25 |
| EFHK RWY 04L<br>EFHK RWY 22R | 133.6 FT<br>179.2 FT | 59.2 FT<br>59 FT | NIL<br>NIL | 0.25 |
| EFHK RWY 04R<br>EFHK RWY 22L | 151.6 FT<br>148.6 FT | 59 FT<br>58.8 FT | NIL<br>NIL | 0.25 |
| EFHK RWY 15<br>EFHK RWY 33 | 162.9 FT<br>147.1 FT | 58.9 FT<br>58.6 FT | NIL<br>NIL | 0.25 |
| EFIV RWY 04<br>EFIV RWY 22 | 481.2 FT<br>464.2 FT | 75.3 FT<br>75.2 FT | NIL<br>NIL | 0.25 |
| EFJO RWY 10<br>EFJO RWY 28 | 399.1 FT<br>365.2 FT | 57.3 FT<br>57.2 FT | NIL<br>NIL | 0.25 |
| EFJY RWY 12<br>EFJY RWY 30 | 453.012 FT<br>407.976 FT | 60.7 FT<br>60.7 FT | NIL<br>NIL | 0.25 |
| EFKA RWY 17<br>EFKA RWY 35 | 152.2 FT<br>132.9 FT | NIL<br>NIL | NIL<br>NIL | 0.25 |
| EFKE RWY 18<br>EFKE RWY 36 | 49.1 FT<br>32.6 FT | 63.5 FT<br>63.4 FT | NIL<br>NIL | 0.25 |
| EFKI RWY 07<br>EFKI RWY 25 | 430.5 FT<br>483.9 FT | 57.6 FT<br>57.6 FT | NIL<br>NIL | 0.25 |
| EFKK RWY 01<br>EFKK RWY 19 | 79.2 FT<br>83.5 FT | 57.8 FT<br>57.7 FT | NIL<br>NIL | 0.25 |
| EFKK RWY 11<br>EFKK RWY 29 | 79 FT<br>82.4 FT | 57.8 FT<br>57.7 FT | NIL<br>NIL | 0.25 |


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| *RWY Ident* | *THR Elevation* | *Geoid Undulation* | *Vertical Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFKS RWY 12<br>EFKS RWY 30 | 867.3 FT<br>866.4 FT | 58.9 FT<br>58.9 FT | NIL<br>NIL | 0.25 |
| EFKT RWY 16<br>EFKT RWY 34 | 632.6 FT<br>644.8 FT | 77.2 FT<br>77 FT | NIL<br>NIL | 0.25 |
| EFKU RWY 15<br>EFKU RWY 33 | 307.2 FT<br>316.5 FT | 59.8 FT<br>59.8 FT | NIL<br>NIL | 0.25 |
| EFLA RWY 07<br>EFLA RWY 25 | 495.4 FT<br>497.4 FT | NIL<br>NIL | NIL<br>NIL | 0.25 |
| EFLP RWY 06<br>EFLP RWY 24 | 349.1 FT<br>349.2 FT | 51.2 FT<br>51.4 FT | NIL<br>NIL | 0.25 |
| EFMA RWY 03<br>EFMA RWY 21 | 5.3 FT<br>17.9 FT | 61.4 FT<br>61.4 FT | NIL<br>NIL | 0.25 |
| EFMI RWY 11<br>EFMI RWY 29 | 324.2 FT<br>316.4 FT | 58.8 FT<br>58.7 FT | NIL<br>NIL | 0.25 |
| EFNU RWY 04<br>EFNU RWY 22 | 362.4 FT<br>369.5 FT | NIL<br>NIL | NIL<br>NIL | 0.25 |
| EFOU RWY 12<br>EFOU RWY 30 | 47.9 FT<br>34 FT | 58 FT<br>58 FT | NIL<br>NIL | 0.25 |
| EFPO RWY 12<br>EFPO RWY 30 | 44.2 FT<br>36.1 FT | 61.5 FT<br>61.5 FT | NIL<br>NIL | 0.25 |
| EFPO RWY 17<br>EFPO RWY 35 | 37.3 FT<br>32 FT | 61.5 FT<br>61.5 FT | NIL<br>NIL | 0.25 |
| EFPR RWY 15<br>EFPR RWY 33 | 70.9 FT<br>74.6 FT | NIL<br>NIL | NIL<br>NIL | 0.25 |
| EFRO RWY 03<br>EFRO RWY 21 | 633.9 FT<br>609.9 FT | 65.8 FT<br>65.8 FT | NIL<br>NIL | 0.25 |
| EFSA RWY 12<br>EFSA RWY 30 | 312.2 FT<br>290.1 FT | 59.4 FT<br>59.3 FT | NIL<br>NIL | 0.25 |
| EFSI RWY 14<br>EFSI RWY 32 | 293.5 FT<br>283.8 FT | 59.2 FT<br>59.2 FT | NIL<br>NIL | 0.25 |
| EFSO RWY 16<br>EFSO RWY 34 | 598.6 FT<br>597.5 FT | NIL<br>NIL | NIL<br>NIL | 0.25 |
| EFTP RWY 06<br>EFTP RWY 24 | 391.4 FT<br>367.5 FT | 61.6 FT<br>61.6 FT | NIL<br>NIL | 0.25 |
| EFTU RWY 08<br>EFTU RWY 26 | 132.8 FT<br>141.6 FT | 62.9 FT<br>62.8 FT | NIL<br>NIL | 0.25 |
| EFUT RWY 07<br>EFUT RWY 25 | 329.1 FT<br>339.8 FT | 50.4 FT<br>50.3 FT | NIL<br>NIL | 0.25 |
| EFVA RWY 16<br>EFVA RWY 34 | 20.7 FT<br>12.3 FT | 58.9 FT<br>59 FT | NIL<br>NIL | 0.25 |

| *RWY Ident* | *True BRG* | *True BRG Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFET RWY 03<br>EFET RWY 21 | 34.68°<br>214.7° | NIL<br>NIL | 1 DEG |
| EFHA RWY 08<br>EFHA RWY 26 | 86.08°<br>266.13° | NIL<br>NIL | 1 DEG |
| EFHK RWY H16<br>EFHK RWY H34 | 153.05°<br>333.06° | NIL<br>NIL | 1 DEG |
| EFHK RWY 04L<br>EFHK RWY 22R | 47.47°<br>227.51° | NIL<br>NIL | 1 DEG |

| *RWY Ident* | *True BRG* | *True BRG Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFHK RWY 04R<br>EFHK RWY 22L | 47.5°<br>227.54° | NIL<br>NIL | 1 DEG |
| EFHK RWY 15<br>EFHK RWY 33 | 153.04°<br>333.06° | NIL<br>NIL | 1 DEG |
| EFIV RWY 04<br>EFIV RWY 22 | 46.99°<br>227.03° | NIL<br>NIL | 1 DEG |
| EFJO RWY 10<br>EFJO RWY 28 | 110.3°<br>290.34° | NIL<br>NIL | 1 DEG |
| EFJY RWY 12<br>EFJY RWY 30 | 133.93°<br>313.96° | NIL<br>NIL | 1 DEG |
| EFKA RWY 17<br>EFKA RWY 35 | 176.9°<br>356.91° | NIL<br>NIL | 1 DEG |
| EFKE RWY 18<br>EFKE RWY 36 | 187.52°<br>7.51° | NIL<br>NIL | 1 DEG |
| EFKI RWY 07<br>EFKI RWY 25 | 79.58°<br>259.63° | NIL<br>NIL | 1 DEG |
| EFKK RWY 01<br>EFKK RWY 19 | 10.64°<br>190.65° | NIL<br>NIL | 1 DEG |
| EFKK RWY 11<br>EFKK RWY 29 | 113.01°<br>293.02° | NIL<br>NIL | 1 DEG |
| EFKS RWY 12<br>EFKS RWY 30 | 132.18°<br>312.21° | NIL<br>NIL | 1 DEG |
| EFKT RWY 16<br>EFKT RWY 34 | 166.1°<br>346.12° | NIL<br>NIL | 1 DEG |
| EFKU RWY 15<br>EFKU RWY 33 | 157.17°<br>337.19° | NIL<br>NIL | 1 DEG |
| EFLA RWY 07<br>EFLA RWY 25 | 67.86°<br>247.88° | NIL<br>NIL | 1 DEG |
| EFLA RWY 18<br>EFLA RWY 36 | 185.6°<br>5.6° | NIL<br>NIL | 1 DEG |
| EFLP RWY 06<br>EFLP RWY 24 | 66.72°<br>246.76° | NIL<br>NIL | 1 DEG |
| EFMA RWY 03<br>EFMA RWY 21 | 23.37°<br>203.38° | NIL<br>NIL | 1 DEG |
| EFMI RWY 11<br>EFMI RWY 29 | 112.59°<br>292.61° | NIL<br>NIL | 1 DEG |
| EFNU RWY 04<br>EFNU RWY 22 | 40.69°<br>220.7° | NIL<br>NIL | 1 DEG |
| EFOU RWY 12<br>EFOU RWY 30 | 120.98°<br>301.02° | NIL<br>NIL | 1 DEG |
| EFPO RWY 12<br>EFPO RWY 30 | 125.77°<br>305.8° | NIL<br>NIL | 1 DEG |
| EFPO RWY 17<br>EFPO RWY 35 | 173.89°<br>353.89° | NIL<br>NIL | 1 DEG |
| EFPR RWY 15<br>EFPR RWY 33 | 161.68°<br>341.69° | NIL<br>NIL | 1 DEG |
| EFRO RWY 03<br>EFRO RWY 21 | 37.17°<br>217.21° | NIL<br>NIL | 1 DEG |
| EFSA RWY 12<br>EFSA RWY 30 | 125.66°<br>305.69° | NIL<br>NIL | 1 DEG |


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| *RWY Ident* | *True BRG* | *True BRG Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFSI RWY 14<br>EFSI RWY 32 | 136.18°<br>316.2° | NIL<br>NIL | 1 DEG |
| EFSO RWY 16<br>EFSO RWY 34 | 165.35°<br>345.36° | NIL<br>NIL | 1 DEG |
| EFTP RWY 06<br>EFTP RWY 24 | 64.44°<br>244.48° | NIL<br>NIL | 1 DEG |
| EFTU RWY 08<br>EFTU RWY 26 | 84.83°<br>264.87° | NIL<br>NIL | 1 DEG |
| EFUT RWY 07<br>EFUT RWY 25 | 78.03°<br>258.06° | NIL<br>NIL | 1 DEG |
| EFVA RWY 16<br>EFVA RWY 34 | 163.16°<br>343.17° | NIL<br>NIL | 1 DEG |
| *RWY END position designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
| *1* | *2* | *3* | *4* |
| EFET RWY 03 | 682212N 0232617E | NIL | 1 M |
| EFET RWY 21 | 682119N 0232438E | NIL | 1 M |
| EFHA RWY 08 | 615125N 0244841E | NIL | 1 M |
| EFHA RWY 26 | 615119N 0244543E | NIL | 1 M |
| EFHK RWY 04L | 601953N 0245641E | NIL | 1 M |
| EFHK RWY 22R | 601847N 0245414E | NIL | 1 M |
| EFHK RWY 04R | 601950N 0245845E | NIL | 1 M |
| EFHK RWY 22L | 601834N 0245557E | NIL | 1 M |
| EFHK RWY 15 | 601825N 0245918E | NIL | 1 M |
| EFHK RWY 33 | 601949N 0245752E | NIL | 1 M |
| EFIV RWY 04 | 683654N 0272540E | NIL | 1 M |
| EFIV RWY 22 | 683559N 0272258E | NIL | 1 M |
| EFJO RWY 10 | 623924N 0293836E | NIL | 1 M |
| EFJO RWY 28 | 623953N 0293552E | NIL | 1 M |
| EFJY RWY 12 | 622329N 0254147E | NIL | 1 M |
| EFJY RWY 30 | 622427N 0253937E | NIL | 1 M |
| EFKA RWY 17 | 630654N 0230310E | NIL | 1 M |
| EFKA RWY 35 | 630821N 0230300E | NIL | 1 M |
| EFKE RWY 18 | 654735N 0243510E | NIL | 1 M |
| EFKE RWY 36 | 654615N 0243444E | NIL | 1 M |
| EFKI RWY 07 | 641715N 0274304E | NIL | 1 M |
| EFKI RWY 25 | 641700N 0274001E | NIL | 1 M |
| EFKK RWY 01 | 634348N 0230851E | NIL | 1 M |
| EFKK RWY 19 | 634228N 0230817E | NIL | 1 M |
| EFKK RWY 11 | 634316N 0230835E | NIL | 1 M |
| EFKK RWY 29 | 634325N 0230748E | NIL | 1 M |
| EFKS RWY 12 | 655848N 0291535E | NIL | 1 M |
| EFKS RWY 30 | 655942N 0291309E | NIL | 1 M |
| EFKT RWY 16 | 674125N 0245114E | NIL | 1 M |
| EFKT RWY 34 | 674243N 0245023E | NIL | 1 M |
| EFKU RWY 15 | 625942N 0274833E | NIL | 1 M |
| EFKU RWY 33 | 630105N 0274716E | NIL | 1 M |

| *RWY END position designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFLA RWY 07 | 610832N 0254100E | NIL | 1 M |
| EFLA RWY 25 | 610847N 0254215E | NIL | 1 M |
| EFLP RWY 06 | 610256N 0280956E | NIL | 1 M |
| EFLP RWY 24 | 610224N 0280723E | NIL | 1 M |
| EFMA RWY 03 | 600748N 0195418E | NIL | 1 M |
| EFMA RWY 21 | 600652N 0195329E | NIL | 1 M |
| EFMI RWY 11 | 614102N 0271300E | NIL | 1 M |
| EFMI RWY 29 | 614123N 0271113E | NIL | 1 M |
| EFNU RWY 04 | 602007N 0241749E | NIL | 1 M |
| EFNU RWY 22 | 601937N 0241657E | NIL | 1 M |
| EFOU RWY 12 | 645527N 0252238E | NIL | 1 M |
| EFOU RWY 30 | 645609N 0251955E | NIL | 1 M |
| EFPO RWY 12 | 612721N 0214902E | NIL | 1 M |
| EFPO RWY 30 | 612805N 0214653E | NIL | 1 M |
| EFPO RWY 17 | 612725N 0214800E | NIL | 1 M |
| EFPO RWY 35 | 612750N 0214755E | NIL | 1 M |
| EFPR RWY 15 | 602831N 0263547E | NIL | 1 M |
| EFPR RWY 33 | 602901N 0263527E | NIL | 1 M |
| EFRO RWY 03 | 663432N 0255103E | NIL | 1 M |
| EFRO RWY 21 | 663315N 0254836E | NIL | 1 M |
| EFSA RWY 12 | 615613N 0285747E | NIL | 1 M |
| EFSA RWY 30 | 615657N 0285538E | NIL | 1 M |
| EFSI RWY 14 | 624103N 0225056E | NIL | 1 M |
| EFSI RWY 32 | 624150N 0224919E | NIL | 1 M |
| EFSO RWY 16 | 672319N 0263725E | NIL | 1 M |
| EFSO RWY 34 | 672406N 0263653E | NIL | 1 M |
| EFTP RWY 06 | 612510N 0233738E | NIL | 1 M |
| EFTP RWY 24 | 612432N 0233454E | NIL | 1 M |
| EFTU RWY 08 | 603054N 0221708E | NIL | 1 M |
| EFTU RWY 26 | 603047N 0221425E | NIL | 1 M |
| EFUT RWY 07 | 605354N 0265723E | NIL | 1 M |
| EFUT RWY 25 | 605340N 0265513E | NIL | 1 M |
| EFVA RWY 16 | 630226N 0214608E | NIL | 1 M |
| EFVA RWY 34 | 630343N 0214516E | NIL | 1 M |
| *RWY Centerline Point designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
| *1* | *2* | *3* | *4* |
| EFHK RWY 15 - DEP POINT V | 601922N 0245820E | NIL | 1 M |
| EFKK RWY 19 - RWY 11/29 | 634317N 0230838E | NIL | 1 M |
| EFVA RWY 16 - DEP POINT 16-N | 630328N 0214526E | NIL | 1 M |


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| *RWY Centerline Point designator* | *Elevation* | *Geoid Undulation* | *Vertical Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFHK RWY 15 - DEP POINT V | 149.5 FT | NIL | NIL | 0.25 |
| EFKK RWY 19 - RWY 11/29 | 83 FT | NIL | NIL | 0.25 |
| EFVA RWY 16 - DEP POINT 16-N | 17.2 FT | NIL | NIL | 0.25 |

| *Runway declared distance* | *Distance* | *Distance Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFET RWY 03 - TORA | 2001 M | NIL | 1 M |
| EFET RWY 03 - TORA | 1291 M | NIL | 1 M |
| EFET RWY 03 - TODA | 2001 M | NIL | 1 M |
| EFET RWY 03 - TODA | 1291 M | NIL | 1 M |
| EFET RWY 03 - ASDA | 2001 M | NIL | 1 M |
| EFET RWY 03 - ASDA | 1291 M | NIL | 1 M |
| EFET RWY 03 - LDA | 2001 M | NIL | 1 M |
| EFET RWY 21 - TORA | 2001 M | NIL | 1 M |
| EFET RWY 21 - TODA | 2001 M | NIL | 1 M |
| EFET RWY 21 - ASDA | 2001 M | NIL | 1 M |
| EFET RWY 21 - LDA | 2001 M | NIL | 1 M |
| EFHA RWY 08 - TORA | 2601 M | NIL | 1 M |
| EFHA RWY 08 - TORA | 2433 M | NIL | 1 M |
| EFHA RWY 08 - TORA | 2574 M | NIL | 1 M |
| EFHA RWY 08 - TORA | 2433 M | NIL | 1 M |
| EFHA RWY 08 - TODA | 2601 M | NIL | 1 M |
| EFHA RWY 08 - TODA | 2433 M | NIL | 1 M |
| EFHA RWY 08 - TODA | 2574 M | NIL | 1 M |
| EFHA RWY 08 - TODA | 2433 M | NIL | 1 M |
| EFHA RWY 08 - ASDA | 2601 M | NIL | 1 M |
| EFHA RWY 08 - ASDA | 2574 M | NIL | 1 M |
| EFHA RWY 08 - ASDA | 2433 M | NIL | 1 M |
| EFHA RWY 08 - ASDA | 2433 M | NIL | 1 M |
| EFHA RWY 08 - LDA | 2601 M | NIL | 1 M |
| EFHA RWY 26 - TORA | 2601 M | NIL | 1 M |
| EFHA RWY 26 - TORA | 2266 M | NIL | 1 M |
| EFHA RWY 26 - TORA | 1703 M | NIL | 1 M |
| EFHA RWY 26 - TODA | 2601 M | NIL | 1 M |
| EFHA RWY 26 - TODA | 1703 M | NIL | 1 M |
| EFHA RWY 26 - TODA | 2266 M | NIL | 1 M |
| EFHA RWY 26 - ASDA | 2601 M | NIL | 1 M |
| EFHA RWY 26 - ASDA | 1703 M | NIL | 1 M |
| EFHA RWY 26 - ASDA | 2266 M | NIL | 1 M |
| EFHA RWY 26 - LDA | 2601 M | NIL | 1 M |
| EFHK RWY 04L - TORA | 3060 M | NIL | 1 M |
| EFHK RWY 04L - TORA | 2951 M | NIL | 1 M |
| EFHK RWY 04L - TORA | 1734 M | NIL | 1 M |
| EFHK RWY 04L - TORA | 1942 M | NIL | 1 M |

| *Runway declared distance* | *Distance* | *Distance Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFHK RWY 04L - TODA | 3060 M | NIL | 1 M |
| EFHK RWY 04L - TODA | 2951 M | NIL | 1 M |
| EFHK RWY 04L - TODA | 1734 M | NIL | 1 M |
| EFHK RWY 04L - TODA | 1942 M | NIL | 1 M |
| EFHK RWY 04L - ASDA | 3060 M | NIL | 1 M |
| EFHK RWY 04L - ASDA | 2951 M | NIL | 1 M |
| EFHK RWY 04L - ASDA | 1734 M | NIL | 1 M |
| EFHK RWY 04L - ASDA | 1942 M | NIL | 1 M |
| EFHK RWY 04L - LDA | 3060 M | NIL | 1 M |
| EFHK RWY 22R - DTHR | 3060 M | NIL | 1 M |
| EFHK RWY 22R - TORA | 3060 M | NIL | 1 M |
| EFHK RWY 22R - TORA | 1856 M | NIL | 1 M |
| EFHK RWY 22R - TORA | 2945 M | NIL | 1 M |
| EFHK RWY 22R - TORA | 1856 M | NIL | 1 M |
| EFHK RWY 22R - TORA | 1589 M | NIL | 1 M |
| EFHK RWY 22R - TODA | 3060 M | NIL | 1 M |
| EFHK RWY 22R - TODA | 2945 M | NIL | 1 M |
| EFHK RWY 22R - TODA | 1856 M | NIL | 1 M |
| EFHK RWY 22R - TODA | 1856 M | NIL | 1 M |
| EFHK RWY 22R - TODA | 1589 M | NIL | 1 M |
| EFHK RWY 22R - ASDA | 3060 M | NIL | 1 M |
| EFHK RWY 22R - ASDA | 2945 M | NIL | 1 M |
| EFHK RWY 22R - ASDA | 1856 M | NIL | 1 M |
| EFHK RWY 22R - ASDA | 1856 M | NIL | 1 M |
| EFHK RWY 22R - ASDA | 1589 M | NIL | 1 M |
| EFHK RWY 22R - LDA | 3000 M | NIL | 1 M |
| EFHK RWY 04R - DTHR | 3500 M | NIL | 1 M |
| EFHK RWY 04R - TORA | 1638 M | NIL | 1 M |
| EFHK RWY 04R - TORA | 1708 M | NIL | 1 M |
| EFHK RWY 04R - TORA | 2570 M | NIL | 1 M |
| EFHK RWY 04R - TORA | 2009 M | NIL | 1 M |
| EFHK RWY 04R - TORA | 3200 M | NIL | 1 M |
| EFHK RWY 04R - TORA | 3283 M | NIL | 1 M |
| EFHK RWY 04R - TORA | 3500 M | NIL | 1 M |
| EFHK RWY 04R - TODA | 1768 M | NIL | 1 M |
| EFHK RWY 04R - TODA | 1698 M | NIL | 1 M |
| EFHK RWY 04R - TODA | 2069 M | NIL | 1 M |
| EFHK RWY 04R - TODA | 2630 M | NIL | 1 M |
| EFHK RWY 04R - TODA | 3260 M | NIL | 1 M |
| EFHK RWY 04R - TODA | 3343 M | NIL | 1 M |
| EFHK RWY 04R - TODA | 3560 M | NIL | 1 M |
| EFHK RWY 04R - ASDA | 2009 M | NIL | 1 M |
| EFHK RWY 04R - ASDA | 3500 M | NIL | 1 M |
| EFHK RWY 04R - ASDA | 1708 M | NIL | 1 M |
| EFHK RWY 04R - ASDA | 3283 M | NIL | 1 M |
| EFHK RWY 04R - ASDA | 3200 M | NIL | 1 M |


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| *Runway declared distance* | *Distance* | *Distance Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFHK RWY 04R - ASDA | 1638 M | NIL | 1 M |
| EFHK RWY 04R - ASDA | 2570 M | NIL | 1 M |
| EFHK RWY 04R - LDA | 3200 M | NIL | 1 M |
| EFHK RWY 22L - TORA | 3500 M | NIL | 1 M |
| EFHK RWY 22L - TORA | 1886 M | NIL | 1 M |
| EFHK RWY 22L - TORA | 2440 M | NIL | 1 M |
| EFHK RWY 22L - TORA | 2558 M | NIL | 1 M |
| EFHK RWY 22L - TORA | 3411 M | NIL | 1 M |
| EFHK RWY 22L - TODA | 3590 M | NIL | 1 M |
| EFHK RWY 22L - TODA | 2648 M | NIL | 1 M |
| EFHK RWY 22L - TODA | 3501 M | NIL | 1 M |
| EFHK RWY 22L - TODA | 2530 M | NIL | 1 M |
| EFHK RWY 22L - TODA | 1976 M | NIL | 1 M |
| EFHK RWY 22L - ASDA | 2558 M | NIL | 1 M |
| EFHK RWY 22L - ASDA | 3411 M | NIL | 1 M |
| EFHK RWY 22L - ASDA | 3500 M | NIL | 1 M |
| EFHK RWY 22L - ASDA | 2440 M | NIL | 1 M |
| EFHK RWY 22L - ASDA | 1886 M | NIL | 1 M |
| EFHK RWY 22L - LDA | 3500 M | NIL | 1 M |
| EFHK RWY 15 - TORA | 2901 M | NIL | 1 M |
| EFHK RWY 15 - TORA | 2156 M | NIL | 1 M |
| EFHK RWY 15 - TODA | 2901 M | NIL | 1 M |
| EFHK RWY 15 - TODA | 2156 M | NIL | 1 M |
| EFHK RWY 15 - ASDA | 2901 M | NIL | 1 M |
| EFHK RWY 15 - ASDA | 2156 M | NIL | 1 M |
| EFHK RWY 15 - LDA | 2901 M | NIL | 1 M |
| EFHK RWY 33 - TORA | 2901 M | NIL | 1 M |
| EFHK RWY 33 - TORA | 2524 M | NIL | 1 M |
| EFHK RWY 33 - TORA | 1652 M | NIL | 1 M |
| EFHK RWY 33 - TORA | 1981 M | NIL | 1 M |
| EFHK RWY 33 - TORA | 2524 M | NIL | 1 M |
| EFHK RWY 33 - TODA | 2901 M | NIL | 1 M |
| EFHK RWY 33 - TODA | 2524 M | NIL | 1 M |
| EFHK RWY 33 - TODA | 1652 M | NIL | 1 M |
| EFHK RWY 33 - TODA | 1981 M | NIL | 1 M |
| EFHK RWY 33 - TODA | 2524 M | NIL | 1 M |
| EFHK RWY 33 - ASDA | 2901 M | NIL | 1 M |
| EFHK RWY 33 - ASDA | 2524 M | NIL | 1 M |
| EFHK RWY 33 - ASDA | 1652 M | NIL | 1 M |
| EFHK RWY 33 - ASDA | 1981 M | NIL | 1 M |
| EFHK RWY 33 - ASDA | 2524 M | NIL | 1 M |
| EFHK RWY 33 - LDA | 2901 M | NIL | 1 M |
| EFIV RWY 04 - TORA | 1397 M | NIL | 1 M |
| EFIV RWY 04 - TORA | 2499 M | NIL | 1 M |
| EFIV RWY 04 - TODA | 1397 M | NIL | 1 M |
| EFIV RWY 04 - TODA | 2499 M | NIL | 1 M |

| *Runway declared distance* | *Distance* | *Distance Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFIV RWY 04 - ASDA | 1397 M | NIL | 1 M |
| EFIV RWY 04 - ASDA | 2499 M | NIL | 1 M |
| EFIV RWY 04 - LDA | 2499 M | NIL | 1 M |
| EFIV RWY 22 - TORA | 1788 M | NIL | 1 M |
| EFIV RWY 22 - TORA | 1969 M | NIL | 1 M |
| EFIV RWY 22 - TORA | 1167 M | NIL | 1 M |
| EFIV RWY 22 - TORA | 2499 M | NIL | 1 M |
| EFIV RWY 22 - TODA | 1788 M | NIL | 1 M |
| EFIV RWY 22 - TODA | 1969 M | NIL | 1 M |
| EFIV RWY 22 - TODA | 1167 M | NIL | 1 M |
| EFIV RWY 22 - TODA | 2499 M | NIL | 1 M |
| EFIV RWY 22 - ASDA | 1788 M | NIL | 1 M |
| EFIV RWY 22 - ASDA | 1969 M | NIL | 1 M |
| EFIV RWY 22 - ASDA | 1167 M | NIL | 1 M |
| EFIV RWY 22 - ASDA | 2499 M | NIL | 1 M |
| EFIV RWY 22 - LDA | 2499 M | NIL | 1 M |
| EFJO RWY 10 - TORA | 1967 M | NIL | 1 M |
| EFJO RWY 10 - TORA | 1401 M | NIL | 1 M |
| EFJO RWY 10 - TORA | 2500 M | NIL | 1 M |
| EFJO RWY 10 - TODA | 1401 M | NIL | 1 M |
| EFJO RWY 10 - TODA | 1967 M | NIL | 1 M |
| EFJO RWY 10 - TODA | 2500 M | NIL | 1 M |
| EFJO RWY 10 - ASDA | 1401 M | NIL | 1 M |
| EFJO RWY 10 - ASDA | 1967 M | NIL | 1 M |
| EFJO RWY 10 - ASDA | 2500 M | NIL | 1 M |
| EFJO RWY 10 - LDA | 2500 M | NIL | 1 M |
| EFJO RWY 28 - TORA | 1121 M | NIL | 1 M |
| EFJO RWY 28 - TORA | 2500 M | NIL | 1 M |
| EFJO RWY 28 - TODA | 1121 M | NIL | 1 M |
| EFJO RWY 28 - TODA | 2500 M | NIL | 1 M |
| EFJO RWY 28 - ASDA | 1121 M | NIL | 1 M |
| EFJO RWY 28 - ASDA | 2500 M | NIL | 1 M |
| EFJO RWY 28 - LDA | 2500 M | NIL | 1 M |
| EFJY RWY 12 - TORA | 2601 M | NIL | 1 M |
| EFJY RWY 12 - TORA | 1566 M | NIL | 1 M |
| EFJY RWY 12 - TORA | 1566 M | NIL | 1 M |
| EFJY RWY 12 - TORA | 2281 M | NIL | 1 M |
| EFJY RWY 12 - TODA | 1566 M | NIL | 1 M |
| EFJY RWY 12 - TODA | 2601 M | NIL | 1 M |
| EFJY RWY 12 - TODA | 2281 M | NIL | 1 M |
| EFJY RWY 12 - TODA | 1566 M | NIL | 1 M |
| EFJY RWY 12 - ASDA | 2601 M | NIL | 1 M |
| EFJY RWY 12 - ASDA | 1566 M | NIL | 1 M |
| EFJY RWY 12 - ASDA | 2281 M | NIL | 1 M |
| EFJY RWY 12 - ASDA | 1566 M | NIL | 1 M |
| EFJY RWY 12 - LDA | 2601 M | NIL | 1 M |


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| *Runway declared distance* | *Distance* | *Distance Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFJY RWY 30 - TORA | 2601 M | NIL | 1 M |
| EFJY RWY 30 - TORA | 2092 M | NIL | 1 M |
| EFJY RWY 30 - TORA | 2092 M | NIL | 1 M |
| EFJY RWY 30 - TODA | 2601 M | NIL | 1 M |
| EFJY RWY 30 - TODA | 2092 M | NIL | 1 M |
| EFJY RWY 30 - TODA | 2092 M | NIL | 1 M |
| EFJY RWY 30 - ASDA | 2601 M | NIL | 1 M |
| EFJY RWY 30 - ASDA | 2092 M | NIL | 1 M |
| EFJY RWY 30 - ASDA | 2092 M | NIL | 1 M |
| EFJY RWY 30 - LDA | 2601 M | NIL | 1 M |
| EFKA RWY 17 - TORA | 2700 M | NIL | 1 M |
| EFKA RWY 17 - TODA | 2700 M | NIL | 1 M |
| EFKA RWY 17 - ASDA | 2700 M | NIL | 1 M |
| EFKA RWY 17 - LDA | 2700 M | NIL | 1 M |
| EFKA RWY 35 - TORA | 2700 M | NIL | 1 M |
| EFKA RWY 35 - TODA | 2700 M | NIL | 1 M |
| EFKA RWY 35 - ASDA | 2700 M | NIL | 1 M |
| EFKA RWY 35 - LDA | 2700 M | NIL | 1 M |
| EFKE RWY 18 - TORA | 1203 M | NIL | 1 M |
| EFKE RWY 18 - TORA | 2503 M | NIL | 1 M |
| EFKE RWY 18 - TODA | 1203 M | NIL | 1 M |
| EFKE RWY 18 - TODA | 2503 M | NIL | 1 M |
| EFKE RWY 18 - ASDA | 1203 M | NIL | 1 M |
| EFKE RWY 18 - ASDA | 2503 M | NIL | 1 M |
| EFKE RWY 18 - LDA | 2503 M | NIL | 1 M |
| EFKE RWY 36 - TORA | 1323 M | NIL | 1 M |
| EFKE RWY 36 - TORA | 1638 M | NIL | 1 M |
| EFKE RWY 36 - TORA | 2503 M | NIL | 1 M |
| EFKE RWY 36 - TODA | 1323 M | NIL | 1 M |
| EFKE RWY 36 - TODA | 1638 M | NIL | 1 M |
| EFKE RWY 36 - TODA | 2503 M | NIL | 1 M |
| EFKE RWY 36 - ASDA | 1323 M | NIL | 1 M |
| EFKE RWY 36 - ASDA | 1638 M | NIL | 1 M |
| EFKE RWY 36 - ASDA | 2503 M | NIL | 1 M |
| EFKE RWY 36 - LDA | 2503 M | NIL | 1 M |
| EFKI RWY 07 - TORA | 2499 M | NIL | 1 M |
| EFKI RWY 07 - TORA | 2071 M | NIL | 1 M |
| EFKI RWY 07 - TODA | 2499 M | NIL | 1 M |
| EFKI RWY 07 - TODA | 2071 M | NIL | 1 M |
| EFKI RWY 07 - ASDA | 2499 M | NIL | 1 M |
| EFKI RWY 07 - ASDA | 2071 M | NIL | 1 M |
| EFKI RWY 07 - LDA | 2499 M | NIL | 1 M |
| EFKI RWY 25 - TORA | 2499 M | NIL | 1 M |
| EFKI RWY 25 - TODA | 2499 M | NIL | 1 M |
| EFKI RWY 25 - ASDA | 2499 M | NIL | 1 M |
| EFKI RWY 25 - LDA | 2499 M | NIL | 1 M |

| *Runway declared distance* | *Distance* | *Distance Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFKK RWY 01 - TORA | 1261 M | NIL | 1 M |
| EFKK RWY 01 - TORA | 2500 M | NIL | 1 M |
| EFKK RWY 01 - TODA | 1261 M | NIL | 1 M |
| EFKK RWY 01 - TODA | 2500 M | NIL | 1 M |
| EFKK RWY 01 - ASDA | 1261 M | NIL | 1 M |
| EFKK RWY 01 - ASDA | 2500 M | NIL | 1 M |
| EFKK RWY 01 - LDA | 2500 M | NIL | 1 M |
| EFKK RWY 19 - TORA | 1261 M | NIL | 1 M |
| EFKK RWY 19 - TORA | 2500 M | NIL | 1 M |
| EFKK RWY 19 - TODA | 1261 M | NIL | 1 M |
| EFKK RWY 19 - TODA | 2500 M | NIL | 1 M |
| EFKK RWY 19 - ASDA | 1261 M | NIL | 1 M |
| EFKK RWY 19 - ASDA | 2500 M | NIL | 1 M |
| EFKK RWY 19 - LDA | 2500 M | NIL | 1 M |
| EFKK RWY 11 - TORA | 700 M | NIL | 1 M |
| EFKK RWY 11 - TODA | 700 M | NIL | 1 M |
| EFKK RWY 11 - ASDA | 700 M | NIL | 1 M |
| EFKK RWY 11 - LDA | 700 M | NIL | 1 M |
| EFKK RWY 29 - TORA | 700 M | NIL | 1 M |
| EFKK RWY 29 - TODA | 700 M | NIL | 1 M |
| EFKK RWY 29 - ASDA | 700 M | NIL | 1 M |
| EFKK RWY 29 - LDA | 700 M | NIL | 1 M |
| EFKS RWY 12 - DTHR | 2500 M | NIL | 1 M |
| EFKS RWY 12 - TORA | 2500 M | NIL | 1 M |
| EFKS RWY 12 - TORA | 2362 M | NIL | 1 M |
| EFKS RWY 12 - TODA | 2500 M | NIL | 1 M |
| EFKS RWY 12 - TODA | 2362 M | NIL | 1 M |
| EFKS RWY 12 - ASDA | 2500 M | NIL | 1 M |
| EFKS RWY 12 - ASDA | 2362 M | NIL | 1 M |
| EFKS RWY 12 - LDA | 2460 M | NIL | 1 M |
| EFKS RWY 30 - TORA | 2500 M | NIL | 1 M |
| EFKS RWY 30 - TODA | 2500 M | NIL | 1 M |
| EFKS RWY 30 - ASDA | 2500 M | NIL | 1 M |
| EFKS RWY 30 - LDA | 2500 M | NIL | 1 M |
| EFKT RWY 16 - TORA | 2500 M | NIL | 1 M |
| EFKT RWY 16 - TORA | 1960 M | NIL | 1 M |
| EFKT RWY 16 - TODA | 2500 M | NIL | 1 M |
| EFKT RWY 16 - TODA | 1960 M | NIL | 1 M |
| EFKT RWY 16 - ASDA | 2500 M | NIL | 1 M |
| EFKT RWY 16 - ASDA | 1960 M | NIL | 1 M |
| EFKT RWY 16 - LDA | 2500 M | NIL | 1 M |
| EFKT RWY 34 - TORA | 2500 M | NIL | 1 M |
| EFKT RWY 34 - TORA | 1952 M | NIL | 1 M |
| EFKT RWY 34 - TORA | 1613 M | NIL | 1 M |
| EFKT RWY 34 - TODA | 2500 M | NIL | 1 M |
| EFKT RWY 34 - TODA | 1952 M | NIL | 1 M |


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| *Runway declared distance* | *Distance* | *Distance Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFKT RWY 34 - TODA | 1613 M | NIL | 1 M |
| EFKT RWY 34 - ASDA | 2500 M | NIL | 1 M |
| EFKT RWY 34 - ASDA | 1952 M | NIL | 1 M |
| EFKT RWY 34 - ASDA | 1613 M | NIL | 1 M |
| EFKT RWY 34 - LDA | 2500 M | NIL | 1 M |
| EFKU RWY 15 - TORA | 1500 M | NIL | 1 M |
| EFKU RWY 15 - TORA | 1990 M | NIL | 1 M |
| EFKU RWY 15 - TORA | 1990 M | NIL | 1 M |
| EFKU RWY 15 - TORA | 2361 M | NIL | 1 M |
| EFKU RWY 15 - TORA | 2800 M | NIL | 1 M |
| EFKU RWY 15 - TODA | 1990 M | NIL | 1 M |
| EFKU RWY 15 - TODA | 1500 M | NIL | 1 M |
| EFKU RWY 15 - TODA | 1990 M | NIL | 1 M |
| EFKU RWY 15 - TODA | 2361 M | NIL | 1 M |
| EFKU RWY 15 - TODA | 2800 M | NIL | 1 M |
| EFKU RWY 15 - ASDA | 1990 M | NIL | 1 M |
| EFKU RWY 15 - ASDA | 1500 M | NIL | 1 M |
| EFKU RWY 15 - ASDA | 1990 M | NIL | 1 M |
| EFKU RWY 15 - ASDA | 2361 M | NIL | 1 M |
| EFKU RWY 15 - ASDA | 2800 M | NIL | 1 M |
| EFKU RWY 15 - LDA | 2800 M | NIL | 1 M |
| EFKU RWY 33 - TORA | 1345 M | NIL | 1 M |
| EFKU RWY 33 - TORA | 2052 M | NIL | 1 M |
| EFKU RWY 33 - TORA | 2509 M | NIL | 1 M |
| EFKU RWY 33 - TORA | 2800 M | NIL | 1 M |
| EFKU RWY 33 - TODA | 1345 M | NIL | 1 M |
| EFKU RWY 33 - TODA | 2052 M | NIL | 1 M |
| EFKU RWY 33 - TODA | 2509 M | NIL | 1 M |
| EFKU RWY 33 - TODA | 2800 M | NIL | 1 M |
| EFKU RWY 33 - ASDA | 1345 M | NIL | 1 M |
| EFKU RWY 33 - ASDA | 2052 M | NIL | 1 M |
| EFKU RWY 33 - ASDA | 2509 M | NIL | 1 M |
| EFKU RWY 33 - ASDA | 2800 M | NIL | 1 M |
| EFKU RWY 33 - LDA | 2800 M | NIL | 1 M |
| EFLA RWY 07 - TORA | 1199 M | NIL | 1 M |
| EFLA RWY 07 - TODA | 1199 M | NIL | 1 M |
| EFLA RWY 07 - ASDA | 1199 M | NIL | 1 M |
| EFLA RWY 07 - LDA | 1043 M | NIL | 1 M |
| EFLA RWY 25 - TORA | 1199 M | NIL | 1 M |
| EFLA RWY 25 - TODA | 1199 M | NIL | 1 M |
| EFLA RWY 25 - ASDA | 1199 M | NIL | 1 M |
| EFLA RWY 25 - LDA | 1131 M | NIL | 1 M |
| EFLP RWY 06 - TORA | 2500 M | NIL | 1 M |
| EFLP RWY 06 - TODA | 2500 M | NIL | 1 M |
| EFLP RWY 06 - ASDA | 2500 M | NIL | 1 M |
| EFLP RWY 06 - LDA | 2500 M | NIL | 1 M |

| *Runway declared distance* | *Distance* | *Distance Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFLP RWY 24 - TORA | 2500 M | NIL | 1 M |
| EFLP RWY 24 - TODA | 2500 M | NIL | 1 M |
| EFLP RWY 24 - ASDA | 2500 M | NIL | 1 M |
| EFLP RWY 24 - LDA | 2500 M | NIL | 1 M |
| EFMA RWY 03 - TORA | 1903 M | NIL | 1 M |
| EFMA RWY 03 - TODA | 1903 M | NIL | 1 M |
| EFMA RWY 03 - ASDA | 1903 M | NIL | 1 M |
| EFMA RWY 03 - LDA | 1903 M | NIL | 1 M |
| EFMA RWY 21 - TORA | 1903 M | NIL | 1 M |
| EFMA RWY 21 - TORA | 1392 M | NIL | 1 M |
| EFMA RWY 21 - TODA | 1903 M | NIL | 1 M |
| EFMA RWY 21 - TODA | 1392 M | NIL | 1 M |
| EFMA RWY 21 - ASDA | 1903 M | NIL | 1 M |
| EFMA RWY 21 - ASDA | 1392 M | NIL | 1 M |
| EFMA RWY 21 - LDA | 1903 M | NIL | 1 M |
| EFMI RWY 11 - DTHR | 1702 M | NIL | 1 M |
| EFMI RWY 11 - TORA | 1702 M | NIL | 1 M |
| EFMI RWY 11 - TODA | 1702 M | NIL | 1 M |
| EFMI RWY 11 - ASDA | 1702 M | NIL | 1 M |
| EFMI RWY 11 - LDA | 1453 M | NIL | 1 M |
| EFMI RWY 29 - DTHR | 1702 M | NIL | 1 M |
| EFMI RWY 29 - TORA | 1702 M | NIL | 1 M |
| EFMI RWY 29 - TORA | 1061 M | NIL | 1 M |
| EFMI RWY 29 - TODA | 1702 M | NIL | 1 M |
| EFMI RWY 29 - TODA | 1061 M | NIL | 1 M |
| EFMI RWY 29 - ASDA | 1702 M | NIL | 1 M |
| EFMI RWY 29 - ASDA | 1061 M | NIL | 1 M |
| EFMI RWY 29 - LDA | 1602 M | NIL | 1 M |
| EFNU RWY 04 - DTHR | 33 M | NIL | 1 M |
| EFNU RWY 04 - LDA | 1181 M | NIL | 1 M |
| EFNU RWY 22 - LDA | 1214 M | NIL | 1 M |
| EFOU RWY 12 - TORA | 1409 M | NIL | 1 M |
| EFOU RWY 12 - TORA | 2095 M | NIL | 1 M |
| EFOU RWY 12 - TORA | 2095 M | NIL | 1 M |
| EFOU RWY 12 - TORA | 2501 M | NIL | 1 M |
| EFOU RWY 12 - TODA | 2095 M | NIL | 1 M |
| EFOU RWY 12 - TODA | 1409 M | NIL | 1 M |
| EFOU RWY 12 - TODA | 2095 M | NIL | 1 M |
| EFOU RWY 12 - TODA | 2501 M | NIL | 1 M |
| EFOU RWY 12 - ASDA | 2095 M | NIL | 1 M |
| EFOU RWY 12 - ASDA | 1409 M | NIL | 1 M |
| EFOU RWY 12 - ASDA | 2095 M | NIL | 1 M |
| EFOU RWY 12 - ASDA | 2501 M | NIL | 1 M |
| EFOU RWY 12 - LDA | 2501 M | NIL | 1 M |
| EFOU RWY 30 - TORA | 1753 M | NIL | 1 M |
| EFOU RWY 30 - TORA | 1447 M | NIL | 1 M |


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| *Runway declared distance* | *Distance* | *Distance Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFOU RWY 30 - TORA | 2501 M | NIL | 1 M |
| EFOU RWY 30 - TODA | 1753 M | NIL | 1 M |
| EFOU RWY 30 - TODA | 1447 M | NIL | 1 M |
| EFOU RWY 30 - TODA | 2501 M | NIL | 1 M |
| EFOU RWY 30 - ASDA | 1753 M | NIL | 1 M |
| EFOU RWY 30 - ASDA | 1447 M | NIL | 1 M |
| EFOU RWY 30 - ASDA | 2501 M | NIL | 1 M |
| EFOU RWY 30 - LDA | 2501 M | NIL | 1 M |
| EFPO RWY 12 - DTHR | 2351 M | NIL | 1 M |
| EFPO RWY 12 - TORA | 2351 M | NIL | 1 M |
| EFPO RWY 12 - TORA | 1952 M | NIL | 1 M |
| EFPO RWY 12 - TORA | 1435 M | NIL | 1 M |
| EFPO RWY 12 - TORA | 1435 M | NIL | 1 M |
| EFPO RWY 12 - TORA | 1868 M | NIL | 1 M |
| EFPO RWY 12 - TORA | 2251 M | NIL | 1 M |
| EFPO RWY 12 - TODA | 2351 M | NIL | 1 M |
| EFPO RWY 12 - TODA | 1952 M | NIL | 1 M |
| EFPO RWY 12 - TODA | 1435 M | NIL | 1 M |
| EFPO RWY 12 - TODA | 1435 M | NIL | 1 M |
| EFPO RWY 12 - TODA | 1868 M | NIL | 1 M |
| EFPO RWY 12 - TODA | 2251 M | NIL | 1 M |
| EFPO RWY 12 - ASDA | 2351 M | NIL | 1 M |
| EFPO RWY 12 - ASDA | 1435 M | NIL | 1 M |
| EFPO RWY 12 - ASDA | 1952 M | NIL | 1 M |
| EFPO RWY 12 - ASDA | 1435 M | NIL | 1 M |
| EFPO RWY 12 - ASDA | 1868 M | NIL | 1 M |
| EFPO RWY 12 - ASDA | 2251 M | NIL | 1 M |
| EFPO RWY 12 - LDA | 2256 M | NIL | 1 M |
| EFPO RWY 30 - DTHR | 2351 M | NIL | 1 M |
| EFPO RWY 30 - TORA | 2351 M | NIL | 1 M |
| EFPO RWY 30 - TORA | 1476 M | NIL | 1 M |
| EFPO RWY 30 - TORA | 2006 M | NIL | 1 M |
| EFPO RWY 30 - TODA | 1476 M | NIL | 1 M |
| EFPO RWY 30 - TODA | 2006 M | NIL | 1 M |
| EFPO RWY 30 - TODA | 2351 M | NIL | 1 M |
| EFPO RWY 30 - ASDA | 2351 M | NIL | 1 M |
| EFPO RWY 30 - ASDA | 1476 M | NIL | 1 M |
| EFPO RWY 30 - ASDA | 2006 M | NIL | 1 M |
| EFPO RWY 30 - LDA | 2006 M | NIL | 1 M |
| EFPO RWY 17 - TORA | 801 M | NIL | 1 M |
| EFPO RWY 17 - TODA | 801 M | NIL | 1 M |
| EFPO RWY 17 - ASDA | 801 M | NIL | 1 M |
| EFPO RWY 17 - LDA | 801 M | NIL | 1 M |
| EFPO RWY 35 - TORA | 801 M | NIL | 1 M |
| EFPO RWY 35 - TODA | 801 M | NIL | 1 M |
| EFPO RWY 35 - ASDA | 801 M | NIL | 1 M |

| *Runway declared distance* | *Distance* | *Distance Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFPO RWY 35 - LDA | 801 M | NIL | 1 M |
| EFRO RWY 03 - TORA | 2131 M | NIL | 1 M |
| EFRO RWY 03 - TORA | 1282 M | NIL | 1 M |
| EFRO RWY 03 - TORA | 1802 M | NIL | 1 M |
| EFRO RWY 03 - TORA | 1231 M | NIL | 1 M |
| EFRO RWY 03 - TORA | 2482 M | NIL | 1 M |
| EFRO RWY 03 - TORA | 1802 M | NIL | 1 M |
| EFRO RWY 03 - TORA | 3002 M | NIL | 1 M |
| EFRO RWY 03 - TODA | 1282 M | NIL | 1 M |
| EFRO RWY 03 - TODA | 2131 M | NIL | 1 M |
| EFRO RWY 03 - TODA | 1802 M | NIL | 1 M |
| EFRO RWY 03 - TODA | 1231 M | NIL | 1 M |
| EFRO RWY 03 - TODA | 2482 M | NIL | 1 M |
| EFRO RWY 03 - TODA | 1802 M | NIL | 1 M |
| EFRO RWY 03 - TODA | 3002 M | NIL | 1 M |
| EFRO RWY 03 - ASDA | 2131 M | NIL | 1 M |
| EFRO RWY 03 - ASDA | 1282 M | NIL | 1 M |
| EFRO RWY 03 - ASDA | 1802 M | NIL | 1 M |
| EFRO RWY 03 - ASDA | 1231 M | NIL | 1 M |
| EFRO RWY 03 - ASDA | 2482 M | NIL | 1 M |
| EFRO RWY 03 - ASDA | 1802 M | NIL | 1 M |
| EFRO RWY 03 - ASDA | 3002 M | NIL | 1 M |
| EFRO RWY 03 - LDA | 3002 M | NIL | 1 M |
| EFRO RWY 21 - TORA | 1800 M | NIL | 1 M |
| EFRO RWY 21 - TORA | 1222 M | NIL | 1 M |
| EFRO RWY 21 - TORA | 1742 M | NIL | 1 M |
| EFRO RWY 21 - TORA | 2523 M | NIL | 1 M |
| EFRO RWY 21 - TORA | 2511 M | NIL | 1 M |
| EFRO RWY 21 - TORA | 1222 M | NIL | 1 M |
| EFRO RWY 21 - TORA | 3002 M | NIL | 1 M |
| EFRO RWY 21 - TODA | 1222 M | NIL | 1 M |
| EFRO RWY 21 - TODA | 1800 M | NIL | 1 M |
| EFRO RWY 21 - TODA | 1742 M | NIL | 1 M |
| EFRO RWY 21 - TODA | 2523 M | NIL | 1 M |
| EFRO RWY 21 - TODA | 2511 M | NIL | 1 M |
| EFRO RWY 21 - TODA | 1222 M | NIL | 1 M |
| EFRO RWY 21 - TODA | 3002 M | NIL | 1 M |
| EFRO RWY 21 - ASDA | 1800 M | NIL | 1 M |
| EFRO RWY 21 - ASDA | 1222 M | NIL | 1 M |
| EFRO RWY 21 - ASDA | 1742 M | NIL | 1 M |
| EFRO RWY 21 - ASDA | 2523 M | NIL | 1 M |
| EFRO RWY 21 - ASDA | 2511 M | NIL | 1 M |
| EFRO RWY 21 - ASDA | 1222 M | NIL | 1 M |
| EFRO RWY 21 - ASDA | 3002 M | NIL | 1 M |
| EFRO RWY 21 - LDA | 3002 M | NIL | 1 M |
| EFSA RWY 12 - TORA | 1781 M | NIL | 1 M |


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| *Runway declared distance* | *Distance* | *Distance Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFSA RWY 12 - TORA | 2300 M | NIL | 1 M |
| EFSA RWY 12 - TODA | 1781 M | NIL | 1 M |
| EFSA RWY 12 - TODA | 2300 M | NIL | 1 M |
| EFSA RWY 12 - ASDA | 1781 M | NIL | 1 M |
| EFSA RWY 12 - ASDA | 2300 M | NIL | 1 M |
| EFSA RWY 12 - LDA | 2300 M | NIL | 1 M |
| EFSA RWY 30 - TORA | 2300 M | NIL | 1 M |
| EFSA RWY 30 - TODA | 2300 M | NIL | 1 M |
| EFSA RWY 30 - ASDA | 2300 M | NIL | 1 M |
| EFSA RWY 30 - LDA | 2300 M | NIL | 1 M |
| EFSI RWY 14 - TORA | 2000 FT | NIL | 1 M |
| EFSI RWY 14 - TORA | 1487 M | NIL | 1 M |
| EFSI RWY 14 - TODA | 2000 M | NIL | 1 M |
| EFSI RWY 14 - TODA | 1487 M | NIL | 1 M |
| EFSI RWY 14 - ASDA | 2000 M | NIL | 1 M |
| EFSI RWY 14 - ASDA | 1487 M | NIL | 1 M |
| EFSI RWY 14 - LDA | 2000 M | NIL | 1 M |
| EFSI RWY 32 - TORA | 2000 M | NIL | 1 M |
| EFSI RWY 32 - TODA | 2000 M | NIL | 1 M |
| EFSI RWY 32 - ASDA | 2000 M | NIL | 1 M |
| EFSI RWY 32 - LDA | 2000 M | NIL | 1 M |
| EFSO RWY 16 - TORA | 1500 M | NIL | 1 M |
| EFSO RWY 16 - TODA | 1500 M | NIL | 1 M |
| EFSO RWY 16 - ASDA | 1500 M | NIL | 1 M |
| EFSO RWY 16 - LDA | 1500 M | NIL | 1 M |
| EFSO RWY 34 - TORA | 1500 M | NIL | 1 M |
| EFSO RWY 34 - TODA | 1500 M | NIL | 1 M |
| EFSO RWY 34 - ASDA | 1500 M | NIL | 1 M |
| EFSO RWY 34 - LDA | 1500 M | NIL | 1 M |
| EFTP RWY 06 - TORA | 2515 M | NIL | 1 M |
| EFTP RWY 06 - TORA | 2117 M | NIL | 1 M |
| EFTP RWY 06 - TORA | 1815 M | NIL | 1 M |
| EFTP RWY 06 - TORA | 2700 M | NIL | 1 M |
| EFTP RWY 06 - TORA | 1186 M | NIL | 1 M |
| EFTP RWY 06 - TODA | 2515 M | NIL | 1 M |
| EFTP RWY 06 - TODA | 2117 M | NIL | 1 M |
| EFTP RWY 06 - TODA | 1815 M | NIL | 1 M |
| EFTP RWY 06 - TODA | 2700 M | NIL | 1 M |
| EFTP RWY 06 - TODA | 1186 M | NIL | 1 M |
| EFTP RWY 06 - ASDA | 2117 M | NIL | 1 M |
| EFTP RWY 06 - ASDA | 2515 M | NIL | 1 M |
| EFTP RWY 06 - ASDA | 1815 M | NIL | 1 M |
| EFTP RWY 06 - ASDA | 2700 M | NIL | 1 M |
| EFTP RWY 06 - ASDA | 1186 M | NIL | 1 M |
| EFTP RWY 06 - LDA | 2700 M | NIL | 1 M |
| EFTP RWY 24 - TORA | 2036 M | NIL | 1 M |

| *Runway declared distance* | *Distance* | *Distance Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFTP RWY 24 - TORA | 2351 M | NIL | 1 M |
| EFTP RWY 24 - TORA | 1983 M | NIL | 1 M |
| EFTP RWY 24 - TORA | 2700 M | NIL | 1 M |
| EFTP RWY 24 - TORA | 1536 M | NIL | 1 M |
| EFTP RWY 24 - TODA | 2036 M | NIL | 1 M |
| EFTP RWY 24 - TODA | 2351 M | NIL | 1 M |
| EFTP RWY 24 - TODA | 1983 M | NIL | 1 M |
| EFTP RWY 24 - TODA | 2700 M | NIL | 1 M |
| EFTP RWY 24 - TODA | 1536 M | NIL | 1 M |
| EFTP RWY 24 - ASDA | 2036 M | NIL | 1 M |
| EFTP RWY 24 - ASDA | 2351 M | NIL | 1 M |
| EFTP RWY 24 - ASDA | 1983 M | NIL | 1 M |
| EFTP RWY 24 - ASDA | 2700 M | NIL | 1 M |
| EFTP RWY 24 - ASDA | 1536 M | NIL | 1 M |
| EFTP RWY 24 - LDA | 2700 M | NIL | 1 M |
| EFTU RWY 08 - TORA | 1815 M | NIL | 1 M |
| EFTU RWY 08 - TORA | 2500 M | NIL | 1 M |
| EFTU RWY 08 - TORA | 1020 M | NIL | 1 M |
| EFTU RWY 08 - TODA | 2500 M | NIL | 1 M |
| EFTU RWY 08 - TODA | 1815 M | NIL | 1 M |
| EFTU RWY 08 - TODA | 1020 M | NIL | 1 M |
| EFTU RWY 08 - ASDA | 2500 M | NIL | 1 M |
| EFTU RWY 08 - ASDA | 1815 M | NIL | 1 M |
| EFTU RWY 08 - ASDA | 1020 M | NIL | 1 M |
| EFTU RWY 08 - LDA | 2500 M | NIL | 1 M |
| EFTU RWY 26 - TORA | 2125 M | NIL | 1 M |
| EFTU RWY 26 - TORA | 2500 M | NIL | 1 M |
| EFTU RWY 26 - TORA | 1675 M | NIL | 1 M |
| EFTU RWY 26 - TORA | 1500 M | NIL | 1 M |
| EFTU RWY 26 - TODA | 2500 M | NIL | 1 M |
| EFTU RWY 26 - TODA | 2125 M | NIL | 1 M |
| EFTU RWY 26 - TODA | 1500 M | NIL | 1 M |
| EFTU RWY 26 - TODA | 1675 M | NIL | 1 M |
| EFTU RWY 26 - ASDA | 1675 M | NIL | 1 M |
| EFTU RWY 26 - ASDA | 2500 M | NIL | 1 M |
| EFTU RWY 26 - ASDA | 1500 M | NIL | 1 M |
| EFTU RWY 26 - ASDA | 2125 M | NIL | 1 M |
| EFTU RWY 26 - LDA | 2500 M | NIL | 1 M |
| EFUT RWY 07 - TORA | 2000 M | NIL | 1 M |
| EFUT RWY 07 - TORA | 1396 M | NIL | 1 M |
| EFUT RWY 07 - TORA | 1091 M | NIL | 1 M |
| EFUT RWY 07 - TORA | 1514 M | NIL | 1 M |
| EFUT RWY 07 - TODA | 2000 M | NIL | 1 M |
| EFUT RWY 07 - TODA | 1091 M | NIL | 1 M |
| EFUT RWY 07 - TODA | 1396 M | NIL | 1 M |
| EFUT RWY 07 - TODA | 1514 M | NIL | 1 M |


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| *Runway declared distance* | *Distance* | *Distance Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFUT RWY 07 - ASDA | 2000 M | NIL | 1 M |
| EFUT RWY 07 - ASDA | 1091 M | NIL | 1 M |
| EFUT RWY 07 - ASDA | 1396 M | NIL | 1 M |
| EFUT RWY 07 - ASDA | 1514 M | NIL | 1 M |
| EFUT RWY 07 - LDA | 2000 M | NIL | 1 M |
| EFUT RWY 25 - TORA | 2000 M | NIL | 1 M |
| EFUT RWY 25 - TORA | 918 M | NIL | 1 M |
| EFUT RWY 25 - TODA | 2000 M | NIL | 1 M |
| EFUT RWY 25 - TODA | 918 M | NIL | 1 M |
| EFUT RWY 25 - ASDA | 2000 M | NIL | 1 M |
| EFUT RWY 25 - ASDA | 918 M | NIL | 1 M |
| EFUT RWY 25 - LDA | 2000 M | NIL | 1 M |
| EFVA RWY 16 - TORA | 2500 M | NIL | 1 M |
| EFVA RWY 16 - TODA | 2500 M | NIL | 1 M |
| EFVA RWY 16 - ASDA | 2500 M | NIL | 1 M |
| EFVA RWY 16 - LDA | 2500 M | NIL | 1 M |
| EFVA RWY 34 - TORA | 2500 M | NIL | 1 M |
| EFVA RWY 34 - TORA | 1529 M | NIL | 1 M |
| EFVA RWY 34 - TORA | 2128 M | NIL | 1 M |
| EFVA RWY 34 - TODA | 2500 M | NIL | 1 M |
| EFVA RWY 34 - TODA | 2128 M | NIL | 1 M |
| EFVA RWY 34 - TODA | 1529 M | NIL | 1 M |
| EFVA RWY 34 - ASDA | 2500 M | NIL | 1 M |
| EFVA RWY 34 - ASDA | 1529 M | NIL | 1 M |
| EFVA RWY 34 - ASDA | 2128 M | NIL | 1 M |
| EFVA RWY 34 - LDA | 2500 M | NIL | 1 M |

| *RWY Ident* | *RWY Protection Area Type* | *RWY Protection Area Length* | *RWY Protection Area Width* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* | *6* |
| EFHK RWY 04R | CWY | 60 M | 150 M | NIL | 1 M |
| EFHK RWY 22L | CWY | 90 M | 150 M | NIL | 1 M |

| *Marking Ident* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|
| *1* | *2* | *3* |
| NIL | NIL | 0.5 M |

| *FATO Ident* | *THR Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| EFHK - FATO H16<br>EFHK - FATO H34 | 601851N 0245907E<br>601842N 0245917E | NIL | 1 M |

| *Aerodrome designator* | *Touch Down Lift Off Designator* | *THR Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFEJ | TLOF | 601315N 0244111E | NIL | 1 M |
| EFFH | TLOF | 625528N 0274324E | NIL | 1 M |
| EFHK | HELIPAD Y | 601833N 0245857E | NIL | 1 M |
| EFRO | HELIPAD S | 663339N 0255000E | NIL | 1 M |

| *Aerodrome designator* | *Apron designator* | Coordinates | *Horizontal Accuracy* | *Expected Value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| NIL | NIL | NIL | NIL | 1 M |
| *Aerodrome designator* | *Aircraft Stand Designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
| *1* | *2* | *3* | *4* | *5* |
| EFET | 1 | 682132N 0232527E | NIL | 0.5 M |
| EFET | 2 | 682134N 0232531E | NIL | 0.5 M |
| EFET | 3 | 682136N 0232535E | NIL | 0.5 M |
| EFHK | 5 | 601847N 0245831E | NIL | 0.5 M |
| EFHK | 6 | 601848N 0245831E | NIL | 0.5 M |
| EFHK | 7 | 601849N 0245830E | NIL | 0.5 M |
| EFHK | 8 | 601850N 0245829E | NIL | 0.5 M |
| EFHK | 9 | 601852N 0245827E | NIL | 0.5 M |
| EFHK | 10 | 601853N 0245826E | NIL | 0.5 M |
| EFHK | 11 | 601855N 0245825E | NIL | 0.5 M |
| EFHK | 12 | 601856N 0245823E | NIL | 0.5 M |
| EFHK | 13 | 601857N 0245821E | NIL | 0.5 M |
| EFHK | 14 | 601858N 0245820E | NIL | 0.5 M |
| EFHK | 15 | 601900N 0245818E | NIL | 0.5 M |
| EFHK | 16 | 601901N 0245816E | NIL | 0.5 M |
| EFHK | 17 | 601903N 0245815E | NIL | 0.5 M |
| EFHK | 18 | 601904N 0245814E | NIL | 0.5 M |
| EFHK | 19 | 601905N 0245812E | NIL | 0.5 M |
| EFHK | 20 | 601907N 0245811E | NIL | 0.5 M |
| EFHK | 21 | 601908N 0245809E | NIL | 0.5 M |
| EFHK | 22 | 601910N 0245809E | NIL | 0.5 M |
| EFHK | 23 | 601911N 0245808E | NIL | 0.5 M |
| EFHK | 24 | 601912N 0245806E | NIL | 0.5 M |
| EFHK | 25 | 601910N 0245803E | NIL | 0.5 M |
| EFHK | 26 | 601910N 0245801E | NIL | 0.5 M |
| EFHK | 27 | 601908N 0245759E | NIL | 0.5 M |
| EFHK | 28 | 601907N 0245756E | NIL | 0.5 M |
| EFHK | 29 | 601906N 0245754E | NIL | 0.5 M |
| EFHK | 30 | 601905N 0245751E | NIL | 0.5 M |
| EFHK | 32 | 601904N 0245746E | NIL | 0.5 M |
| EFHK | W34 | 601902N 0245741E | NIL | 0.5 M |
| EFHK | W34A | 601903N 0245742E | NIL | 0.5 M |
| EFHK | W34B | 601901N 0245741E | NIL | 0.5 M |
| EFHK | W35 | 601900N 0245738E | NIL | 0.5 M |
| EFHK | W36 | 601858N 0245733E | NIL | 0.5 M |
| EFHK | W36A | 601859N 0245734E | NIL | 0.5 M |
| EFHK | W36B | 601857N 0245734E | NIL | 0.5 M |
| EFHK | W40 | 601856N 0245730E | NIL | 0.5 M |
| EFHK | W42 | 601854N 0245727E | NIL | 0.5 M |
| EFHK | S43 | 601852N 0245735E | NIL | 0.5 M |
| EFHK | W44 | 601852N 0245723E | NIL | 0.5 M |
| EFHK | S45 | 601851N 0245730E | NIL | 0.5 M |


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| *Aerodrome designator* | *Aircraft Stand Designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFHK | S45A | 601849N 0245730E | NIL | 0.5 M |
| EFHK | S45B | 601851N 0245730E | NIL | 0.5 M |
| EFHK | W46 | 601851N 0245719E | NIL | 0.5 M |
| EFHK | S47 | 601849N 0245726E | NIL | 0.5 M |
| EFHK | W48 | 601849N 0245715E | NIL | 0.5 M |
| EFHK | W48A | 601850N 0245715E | NIL | 0.5 M |
| EFHK | W48B | 601848N 0245715E | NIL | 0.5 M |
| EFHK | S49 | 601847N 0245722E | NIL | 0.5 M |
| EFHK | S52 | 601853N 0245742E | NIL | 0.5 M |
| EFHK | S53 | 601851N 0245746E | NIL | 0.5 M |
| EFHK | S54 | 601849N 0245750E | NIL | 0.5 M |
| EFHK | S55 | 601847N 0245753E | NIL | 0.5 M |
| EFHK | 121 | 601915N 0245804E | NIL | 0.5 M |
| EFHK | 122 | 601914N 0245801E | NIL | 0.5 M |
| EFHK | 123 | 601913N 0245758E | NIL | 0.5 M |
| EFHK | 124 | 601911N 0245754E | NIL | 0.5 M |
| EFHK | 125 | 601909N 0245750E | NIL | 0.5 M |
| EFHK | 126 | 601908N 0245747E | NIL | 0.5 M |
| EFHK | 131 | 601907N 0245736E | NIL | 0.5 M |
| EFHK | 132 | 601906N 0245733E | NIL | 0.5 M |
| EFHK | 133 | 601904N 0245729E | NIL | 0.5 M |
| EFHK | 134 | 601902N 0245726E | NIL | 0.5 M |
| EFHK | 171 | 601843N 0245743E | NIL | 0.5 M |
| EFHK | 171A | 601844N 0245744E | NIL | 0.5 M |
| EFHK | 171B | 601843N 0245741E | NIL | 0.5 M |
| EFHK | 172 | 601841N 0245739E | NIL | 0.5 M |
| EFHK | 172A | 601842N 0245739E | NIL | 0.5 M |
| EFHK | 172B | 601841N 0245737E | NIL | 0.5 M |
| EFHK | 201 | 601844N 0245829E | NIL | 0.5 M |
| EFHK | 202 | 601843N 0245831E | NIL | 0.5 M |
| EFHK | 203 | 601841N 0245833E | NIL | 0.5 M |
| EFHK | 204 | 601839N 0245834E | NIL | 0.5 M |
| EFHK | 206 | 601836N 0245837E | NIL | 0.5 M |
| EFHK | 221 | 601840N 0245842E | NIL | 0.5 M |
| EFHK | 222 | 601840N 0245843E | NIL | 0.5 M |
| EFHK | 222B | 601839N 0245844E | NIL | 0.5 M |
| EFHK | 223 | 601840N 0245844E | NIL | 0.5 M |
| EFHK | 224 | 601844N 0245840E | NIL | 0.5 M |
| EFHK | 225 | 601845N 0245839E | NIL | 0.5 M |
| EFHK | 301 | 601834N 0245839E | NIL | 0.5 M |
| EFHK | 302 | 601832N 0245841E | NIL | 0.5 M |
| EFHK | 303 | 601830N 0245847E | NIL | 0.5 M |
| EFHK | 304 | 601830N 0245849E | NIL | 0.5 M |
| EFHK | 305 | 601830N 0245851E | NIL | 0.5 M |
| EFHK | 306 | 601831N 0245853E | NIL | 0.5 M |

| *Aerodrome designator* | *Aircraft Stand Designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFHK | 311 | 601830N 0245846E | NIL | 0.5 M |
| EFHK | 312 | 601830N 0245848E | NIL | 0.5 M |
| EFHK | 313 | 601830N 0245849E | NIL | 0.5 M |
| EFHK | 314 | 601831N 0245850E | NIL | 0.5 M |
| EFHK | 315 | 601830N 0245851E | NIL | 0.5 M |
| EFHK | 316 | 601830N 0245852E | NIL | 0.5 M |
| EFHK | 317 | 601831N 0245853E | NIL | 0.5 M |
| EFHK | 318 | 601831N 0245854E | NIL | 0.5 M |
| EFHK | 319 | 601830N 0245855E | NIL | 0.5 M |
| EFHK | 321 | 601835N 0245847E | NIL | 0.5 M |
| EFHK | 322 | 601835N 0245848E | NIL | 0.5 M |
| EFHK | 322B | 601835N 0245849E | NIL | 0.5 M |
| EFHK | 323 | 601836N 0245849E | NIL | 0.5 M |
| EFHK | 351 | 601830N 0245853E | NIL | 0.5 M |
| EFHK | 352 | 601830N 0245851E | NIL | 0.5 M |
| EFHK | 401 | 601831N 0245935E | NIL | 0.5 M |
| EFHK | 402 | 601833N 0245935E | NIL | 0.5 M |
| EFHK | 403 | 601835N 0245933E | NIL | 0.5 M |
| EFHK | 404 | 601839N 0245928E | NIL | 0.5 M |
| EFHK | 405 | 601841N 0245927E | NIL | 0.5 M |
| EFHK | 406 | 601842N 0245926E | NIL | 0.5 M |
| EFHK | 407 | 601843N 0245924E | NIL | 0.5 M |
| EFHK | 408 | 601845N 0245923E | NIL | 0.5 M |
| EFHK | 411 | 601846N 0245924E | NIL | 0.5 M |
| EFHK | 412 | 601848N 0245922E | NIL | 0.5 M |
| EFHK | 413 | 601847N 0245920E | NIL | 0.5 M |
| EFHK | 600 | 601951N 0245718E | NIL | 0.5 M |
| EFHK | 601 | 601950N 0245715E | NIL | 0.5 M |
| EFHK | 602 | 601948N 0245712E | NIL | 0.5 M |
| EFHK | 603 | 601946N 0245708E | NIL | 0.5 M |
| EFHK | 604 | 601944N 0245704E | NIL | 0.5 M |
| EFHK | 801 | 601826N 0245632E | NIL | 0.5 M |
| EFHK | 802 | 601827N 0245634E | NIL | 0.5 M |
| EFHK | 803 | 601828N 0245636E | NIL | 0.5 M |
| EFHK | 804 | 601829N 0245638E | NIL | 0.5 M |
| EFHK | 805 | 601831N 0245645E | NIL | 0.5 M |
| EFHK | 806 | 601832N 0245643E | NIL | 0.5 M |
| EFHK | 807 | 601833N 0245640E | NIL | 0.5 M |
| EFHK | 808 | 601834N 0245638E | NIL | 0.5 M |
| EFHK | 809 | 601833N 0245634E | NIL | 0.5 M |
| EFHK | 811 | 601830N 0245615E | NIL | 0.5 M |
| EFHK | 812 | 601828N 0245612E | NIL | 0.5 M |
| EFHK | 813 | 601827N 0245607E | NIL | 0.5 M |
| EFHK | 814 | 601824N 0245605E | NIL | 0.5 M |
| EFHK | 815 | 601824N 0245603E | NIL | 0.5 M |


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| *Aerodrome designator* | *Aircraft Stand Designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFHK | 816 | 601823N 0245602E | NIL | 0.5 M |
| EFHK | 903 | 601846N 0245706E | NIL | 0.5 M |
| EFHK | 904 | 601845N 0245703E | NIL | 0.5 M |
| EFHK | 905 | 601844N 0245701E | NIL | 0.5 M |
| EFHK | 905A | 601844N 0245704E | NIL | 0.5 M |
| EFHK | 906 | 601844N 0245703E | NIL | 0.5 M |
| EFHK | 913 | 601849N 0245656E | NIL | 0.5 M |
| EFHK | 914 | 601848N 0245655E | NIL | 0.5 M |
| EFHK | 951 | 601832N 0245712E | NIL | 0.5 M |
| EFHK | 951A | 601832N 0245714E | NIL | 0.5 M |
| EFHK | 951B | 601833N 0245712E | NIL | 0.5 M |
| EFHK | 952 | 601831N 0245716E | NIL | 0.5 M |
| EFHK | 961 | 601829N 0245708E | NIL | 0.5 M |
| EFHK | 962 | 601827N 0245704E | NIL | 0.5 M |
| EFHK | 963 | 601826N 0245700E | NIL | 0.5 M |
| EFIV | 1 | 683633N 0272513E | NIL | 0.5 M |
| EFIV | 2 | 683632N 0272510E | NIL | 0.5 M |
| EFIV | 3 | 683631N 0272506E | NIL | 0.5 M |
| EFIV | 4 | 683630N 0272504E | NIL | 0.5 M |
| EFIV | 5 | 683629N 0272501E | NIL | 0.5 M |
| EFIV | 6 | 683628N 0272500E | NIL | 0.5 M |
| EFIV | 7 | 683627N 0272502E | NIL | 0.5 M |
| EFIV | 8 | 683626N 0272505E | NIL | 0.5 M |
| EFIV | 9 | 683625N 0272508E | NIL | 0.5 M |
| EFJO | 1A | 623930N 0293651E | NIL | 0.5 M |
| EFJO | 1B | 623929N 0293651E | NIL | 0.5 M |
| EFJO | 2 | 623930N 0293646E | NIL | 0.5 M |
| EFJY | 1 | 622410N 0254050E | NIL | 0.5 M |
| EFJY | 2 | 622412N 0254047E | NIL | 0.5 M |
| EFJY | 3 | 622414N 0254044E | NIL | 0.5 M |
| EFJY | 4 | 622415N 0254040E | NIL | 0.5 M |
| EFKE | 1 | 654652N 0243437E | NIL | 0.5 M |
| EFKE | 2 | 654654N 0243437E | NIL | 0.5 M |
| EFKI | 1 | 641657N 0274033E | NIL | 0.5 M |
| EFKI | 2 | 641654N 0274035E | NIL | 0.5 M |
| EFKI | 3 | 641652N 0274037E | NIL | 0.5 M |
| EFKK | 1 | 634309N 0230808E | NIL | 0.5 M |
| EFKK | 2 | 634310N 0230805E | NIL | 0.5 M |
| EFKK | 3 | 634311N 0230802E | NIL | 0.5 M |
| EFKS | 1 | 655946N 0291328E | NIL | 0.5 M |
| EFKS | 2 | 655944N 0291332E | NIL | 0.5 M |
| EFKS | 3 | 655943N 0291337E | NIL | 0.5 M |
| EFKS | 4 | 655941N 0291342E | NIL | 0.5 M |
| EFKS | 5 | 655939N 0291339E | NIL | 0.5 M |
| EFKT | 7 | 674153N 0245120E | NIL | 0.5 M |

| *Aerodrome designator* | *Aircraft Stand Designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFKT | 8 | 674152N 0245121E | NIL | 0.5 M |
| EFKT | 9 | 674150N 0245122E | NIL | 0.5 M |
| EFKT | 10 | 674149N 0245123E | NIL | 0.5 M |
| EFKT | 11 | 674147N 0245124E | NIL | 0.5 M |
| EFKT | 12 | 674145N 0245124E | NIL | 0.5 M |
| EFKT | 13 | 674144N 0245126E | NIL | 0.5 M |
| EFKT | 13B | 674143N 0245126E | NIL | 0.5 M |
| EFKT | 14 | 674142N 0245127E | NIL | 0.5 M |
| EFKT | 14B | 674141N 0245127E | NIL | 0.5 M |
| EFKT | 15 | 674141N 0245128E | NIL | 0.5 M |
| EFKT | 16 | 674139N 0245129E | NIL | 0.5 M |
| EFKT | 17 | 674138N 0245130E | NIL | 0.5 M |
| EFKT | 18 | 674136N 0245131E | NIL | 0.5 M |
| EFKU | 1 | 630037N 0274721E | NIL | 0.5 M |
| EFKU | 2 | 630036N 0274721E | NIL | 0.5 M |
| EFKU | 3 | 630033N 0274723E | NIL | 0.5 M |
| EFKU | 4 | 630031N 0274725E | NIL | 0.5 M |
| EFLP | 1 | 610240N 0280921E | NIL | 0.5 M |
| EFLP | 1A | 610240N 0280922E | NIL | 0.5 M |
| EFLP | 2 | 610239N 0280918E | NIL | 0.5 M |
| EFLP | 2A | 610239N 0280920E | NIL | 0.5 M |
| EFMA | 1 | 600730N 0195425E | NIL | 0.5 M |
| EFMA | 2 | 600729N 0195424E | NIL | 0.5 M |
| EFMA | 3 | 600727N 0195423E | NIL | 0.5 M |
| EFOU | 5 | 645548N 0252205E | NIL | 0.5 M |
| EFOU | 6 | 645547N 0252202E | NIL | 0.5 M |
| EFOU | 7A | 645547N 0252159E | NIL | 0.5 M |
| EFOU | 7B | 645546N 0252202E | NIL | 0.5 M |
| EFOU | 8 | 645546N 0252201E | NIL | 0.5 M |
| EFOU | 9 | 645545N 0252210E | NIL | 0.5 M |
| EFOU | 10 | 645544N 0252214E | NIL | 0.5 M |
| EFOU | 11 | 645543N 0252218E | NIL | 0.5 M |
| EFOU | 12A | 645541N 0252221E | NIL | 0.5 M |
| EFOU | 12B | 645541N 0252222E | NIL | 0.5 M |
| EFOU | 13 | 645541N 0252225E | NIL | 0.5 M |
| EFOU | 13B | 645541N 0252225E | NIL | 0.5 M |
| EFOU | 14 | 645540N 0252229E | NIL | 0.5 M |
| EFOU | 15 | 645540N 0252232E | NIL | 0.5 M |
| EFOU | 15B | 645539N 0252231E | NIL | 0.5 M |
| EFOU | 16 | 645539N 0252237E | NIL | 0.5 M |
| EFPO | 1A | 612807N 0214727E | NIL | 0.5 M |
| EFPO | 1B | 612807N 0214726E | NIL | 0.5 M |
| EFPO | 2A | 612806N 0214729E | NIL | 0.5 M |
| EFPO | 2B | 612806N 0214729E | NIL | 0.5 M |
| EFPO | 3 | 612805N 0214732E | NIL | 0.5 M |


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| *Aerodrome designator* | *Aircraft Stand Designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFRO | 1 | 663334N 0255002E | NIL | 0.5 M |
| EFRO | 2 | 663333N 0254958E | NIL | 0.5 M |
| EFRO | 3 | 663333N 0254954E | NIL | 0.5 M |
| EFRO | 3B | 663334N 0254955E | NIL | 0.5 M |
| EFRO | 4 | 663333N 0254950E | NIL | 0.5 M |
| EFRO | 4B | 663333N 0254949E | NIL | 0.5 M |
| EFRO | 5 | 663333N 0254946E | NIL | 0.5 M |
| EFRO | 5B | 663336N 0254944E | NIL | 0.5 M |
| EFRO | 6 | 663332N 0254942E | NIL | 0.5 M |
| EFRO | 6B | 663333N 0254943E | NIL | 0.5 M |
| EFRO | 6C | 663332N 0254941E | NIL | 0.5 M |
| EFRO | 7 | 663331N 0254939E | NIL | 0.5 M |
| EFRO | 7B | 663332N 0254938E | NIL | 0.5 M |
| EFRO | 8 | 663329N 0254935E | NIL | 0.5 M |
| EFRO | 8B | 663329N 0254931E | NIL | 0.5 M |
| EFRO | 9 | 663328N 0254932E | NIL | 0.5 M |
| EFRO | 13 | 663337N 0254955E | NIL | 0.5 M |
| EFRO | 14 | 663337N 0254951E | NIL | 0.5 M |
| EFRO | 15 | 663337N 0254947E | NIL | 0.5 M |
| EFRO | 23 | 663339N 0254950E | NIL | 0.5 M |
| EFSA | 1 | 615639N 0285555E | NIL | 0.5 M |
| EFSA | 2 | 615639N 0285557E | NIL | 0.5 M |
| EFSI | 1 | 624135N 0224931E | NIL | 0.5 M |
| EFSI | 2 | 624134N 0224932E | NIL | 0.5 M |
| EFTP | A1 | 612511N 0233647E | NIL | 0.5 M |
| EFTP | B1 | 612512N 0233705E | NIL | 0.5 M |
| EFTP | A2 | 612510N 0233651E | NIL | 0.5 M |
| EFTP | B2 | 612512N 0233703E | NIL | 0.5 M |
| EFTP | A3 | 612509N 0233652E | NIL | 0.5 M |
| EFTP | B3 | 612513N 0233707E | NIL | 0.5 M |
| EFTP | A4 | 612512N 0233653E | NIL | 0.5 M |
| EFTP | B4 | 612514N 0233711E | NIL | 0.5 M |
| EFTP | A5 | 612512N 0233657E | NIL | 0.5 M |
| EFTP | B5 | 612514N 0233714E | NIL | 0.5 M |
| EFTU | 1 | 603046N 0221633E | NIL | 0.5 M |
| EFTU | 2 | 603046N 0221631E | NIL | 0.5 M |
| EFTU | 3 | 603046N 0221628E | NIL | 0.5 M |
| EFTU | 3B | 603044N 0221625E | NIL | 0.5 M |
| EFTU | 4 | 603044N 0221627E | NIL | 0.5 M |
| EFTU | 5 | 603042N 0221624E | NIL | 0.5 M |
| EFTU | 6 | 603040N 0221623E | NIL | 0.5 M |
| EFTU | 7 | 603039N 0221621E | NIL | 0.5 M |
| EFTU | 8 | 603045N 0221618E | NIL | 0.5 M |
| EFTU | 8A | 603045N 0221601E | NIL | 0.5 M |
| EFTU | 9 | 603045N 0221559E | NIL | 0.5 M |

| *Aerodrome designator* | *Aircraft Stand Designator* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EFTU | 10 | 603042N 0221558E | NIL | 0.5 M |
| EFTU | 11 | 603040N 0221559E | NIL | 0.5 M |
| EFTU | 12 | 603039N 0221552E | NIL | 0.5 M |
| EFVA | 1 | 630233N 0214540E | NIL | 0.5 M |
| EFVA | 2 | 630234N 0214542E | NIL | 0.5 M |
| EFVA | 3 | 630236N 0214543E | NIL | 0.5 M |
| EFVA | 3B | 630236N 0214544E | NIL | 0.5 M |
| EFVA | 4 | 630238N 0214541E | NIL | 0.5 M |
| EFVA | 5 | 630240N 0214540E | NIL | 0.5 M |
| EFVA | 6 | 630242N 0214539E | NIL | 0.5 M |
| EFVA | 6B | 630240N 0214540E | NIL | 0.5 M |

| *Taxiway designator* | *TWY Element Type* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| NIL | NIL | NIL | 0.5 M |

| *Aerodrome designator* | *Deicing Area identifier* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| NIL | NIL | NIL | 1 M |

| *Aerodrome designator* | *Guidance Line designator* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| NIL | NIL | NIL | 0.5 M |

| *Aerodrome designator* | *Guidance Line designator* | *Elevation* | *Vertical Accuracy* | *Expected value* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| NIL | NIL | NIL | NIL | 0.25 M |

| *INS checkpoints* | *Coordinates* | *Horizontal Accuracy* | *Expected value* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| NIL | NIL | NIL | 0.5 M |


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## GEN 2.5 LUETTELO RADIOSUUNNISTUSLAITTEISTA

Käyttötarkoitus:
A = Lentopaikan radiosuunnistuslaite
E = Reittisuunnistuslaite

## GEN 2.5 LIST OF RADIO NAVIGATION AIDS

Purpose:
A = Aerodrome radio navigation aid
E = En-route radio navigation aid

### Radiosuunnistuslaitteet tunnusten mukaan
### Radio navigation aids by ID

| *ID* | *Station name* | *Facility* | *Purpose* |
|---|---|---|---|
| ANT | ANTONI | DME | AE |
| ESS | ESSE | L | A |
| ET | ENONTEKIÖ | DME | AE |
| ET | ENONTEKIÖ | ILS | A |
| ET | ENONTEKIÖ | LOC | A |
| HA | HALLI | DME | A |
| HA | HALLI | ILS | A |
| HA | HALLI | LOC | A |
| HAL | HALLI | DVOR/DME | AE |
| HEL | HELSINKI | DVOR/DME | AE |
| HG | HELSINKI-VANTAA | DME | AE |
| HG | HELSINKI-VANTAA | ILS | A |
| HG | HELSINKI-VANTAA | LOC | A |
| HK | HELSINKI-VANTAA | DME | A |
| HK | HELSINKI-VANTAA | ILS | A |
| HK | HELSINKI-VANTAA | LOC | A |
| HL | HELSINKI-VANTAA | DME | AE |
| HL | HELSINKI-VANTAA | ILS | A |
| HL | HELSINKI-VANTAA | LOC | A |
| HOU | KITTILÄ | DME | A |
| HOU | KITTILÄ | LOC | A |
| HTV | HELSINKI-VANTAA | DME | A |
| HTV | HELSINKI-VANTAA | ILS | A |
| HTV | HELSINKI-VANTAA | LOC | A |
| HUO | HELSINKI-VANTAA | DME | A |
| HUO | HELSINKI-VANTAA | ILS | A |
| HUO | HELSINKI-VANTAA | LOC | A |
| IJ | SEINÄJOKI | L | A |
| IL | SEINÄJOKI | ILS | A |
| IL | SEINÄJOKI | LOC | A |
| IV | IVALO | DME | AE |
| IV | IVALO | ILS | A |
| IV | IVALO | LOC | A |
| JNS | JOSIE | DME | E |
| JO | JOENSUU | DME | AE |
| JO | JOENSUU | ILS | A |
| JO | JOENSUU | LOC | A |
| JY | JYVÄSKYLÄ | DME | AE |
| JY | JYVÄSKYLÄ | ILS | A |
| JY | JYVÄSKYLÄ | LOC | A |
| KAD | KADIS | DME | AE |

### Radiosuunnistuslaitteet aseman mukaan
### Radio navigation aids by station

| *Station name* | *ID* | *Facility* | *Purpose* |
|---|---|---|---|
| ANTONI | ANT | DME | AE |
| ENONTEKIÖ | ET | DME | AE |
| ENONTEKIÖ | ET | ILS | A |
| ENONTEKIÖ | ET | LOC | A |
| ESSE | ESS | L | A |
| HALLI | HA | DME | A |
| HALLI | HA | ILS | A |
| HALLI | HA | LOC | A |
| HALLI | HAL | DVOR/DME | AE |
| HELSINKI | HEL | DVOR/DME | AE |
| HELSINKI-VANTAA | HG | DME | AE |
| HELSINKI-VANTAA | HG | ILS | A |
| HELSINKI-VANTAA | HG | LOC | A |
| HELSINKI-VANTAA | HK | DME | A |
| HELSINKI-VANTAA | HK | ILS | A |
| HELSINKI-VANTAA | HK | LOC | A |
| HELSINKI-VANTAA | HL | DME | AE |
| HELSINKI-VANTAA | HL | ILS | A |
| HELSINKI-VANTAA | HL | LOC | A |
| HELSINKI-VANTAA | HTV | DME | A |
| HELSINKI-VANTAA | HTV | ILS | A |
| HELSINKI-VANTAA | HTV | LOC | A |
| HELSINKI-VANTAA | HUO | DME | A |
| HELSINKI-VANTAA | HUO | ILS | A |
| HELSINKI-VANTAA | HUO | LOC | A |
| IVALO | IV | DME | AE |
| IVALO | IV | ILS | A |
| IVALO | IV | LOC | A |
| JOENSUU | JO | DME | AE |
| JOENSUU | JO | ILS | A |
| JOENSUU | JO | LOC | A |
| JOSIE | JNS | DME | E |
| JYVÄSKYLÄ | JY | DME | AE |
| JYVÄSKYLÄ | JY | ILS | A |
| JYVÄSKYLÄ | JY | LOC | A |
| KADIS | KAD | DME | AE |
| KAINUU | KNI | DME | E |
| KAJAANI | KI | DME | AE |
| KAJAANI | KI | ILS | A |
| KAJAANI | KI | LOC | A |
| KANTOLA | KLA | DME | E |

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| ID | Station name | Facility | Purpose |
|---|---|---|---|
| KE | KEMI-TORNIO | DME | AE |
| KE | KEMI-TORNIO | ILS | A |
| KE | KEMI-TORNIO | LOC | A |
| KI | KAJAANI | DME | AE |
| KI | KAJAANI | ILS | A |
| KI | KAJAANI | LOC | A |
| KIT | KITTILÄ | L | A |
| KK | KOKKOLA-PIETARSAARI | DME | AE |
| KK | KOKKOLA-PIETARSAARI | ILS | A |
| KK | KOKKOLA-PIETARSAARI | LOC | A |
| KLA | KANTOLA | DME | E |
| KNI | KAINUU | DME | E |
| KNS | KAUNIS | DME | E |
| KO | KUUSAMO | DME | AE |
| KO | KUUSAMO | ILS | A |
| KO | KUUSAMO | LOC | A |
| KRU | KRUUNU | L | A |
| KT | KITTILÄ | DME | A |
| KT | KITTILÄ | ILS | A |
| KT | KITTILÄ | LOC | A |
| KU | KUOPIO | DME | AE |
| KU | KUOPIO | ILS | A |
| KU | KUOPIO | LOC | A |
| L | KITTILÄ | L | A |
| LNE | LUONET | DVOR/DME | AE |
| LP | LAPPEENRANTA | DME | AE |
| LP | LAPPEENRANTA | ILS | A |
| LP | LAPPEENRANTA | LOC | A |
| M | MIKKELI | L | A |
| MAR | MARIE | DVOR/DME | AE |
| MI | MIKKELI | ILS | A |
| MI | MIKKELI | L | A |
| MI | MIKKELI | LOC | A |
| O | SEINÄJOKI | L | A |
| ORM | ORIMAA | DME | AE |
| OU | OULU | DME | AE |
| OU | OULU | ILS | A |
| OU | OULU | LOC | A |
| OUK | OULU | DVOR/DME | AE |
| PIR | PIRKKA | DVOR/DME | AE |
| PO | PORI | DME | AE |
| PO | PORI | ILS | A |
| PO | PORI | LOC | A |
| PRI | PREVIK | DVOR/DME | AE |
| PSJ | SEINÄJOKI | L | A |
| PVO | PORVOO | DME | AE |
| RO | ROVANIEMI | DME | AE |

| Station name | ID | Facility | Purpose |
|---|---|---|---|
| KAUNIS | KNS | DME | E |
| KEMI-TORNIO | KE | DME | AE |
| KEMI-TORNIO | KE | ILS | A |
| KEMI-TORNIO | KE | LOC | A |
| KITTILÄ | HOU | DME | A |
| KITTILÄ | HOU | LOC | A |
| KITTILÄ | KIT | L | A |
| KITTILÄ | KT | DME | A |
| KITTILÄ | KT | ILS | A |
| KITTILÄ | KT | LOC | A |
| KITTILÄ | L | L | A |
| KOKKOLA-PIETARSAARI | KK | DME | AE |
| KOKKOLA-PIETARSAARI | KK | ILS | A |
| KOKKOLA-PIETARSAARI | KK | LOC | A |
| KOKKOLA-PIETARSAARI | V | L | A |
| KRUUNU | KRU | L | A |
| KUOPIO | KU | DME | AE |
| KUOPIO | KU | ILS | A |
| KUOPIO | KU | LOC | A |
| KUUSAMO | KO | DME | AE |
| KUUSAMO | KO | ILS | A |
| KUUSAMO | KO | LOC | A |
| LAPPEENRANTA | LP | DME | AE |
| LAPPEENRANTA | LP | ILS | A |
| LAPPEENRANTA | LP | LOC | A |
| LINNA | SVL | DME | E |
| LUONET | LNE | DVOR/DME | AE |
| MARIE | MAR | DVOR/DME | AE |
| MARIEHAMN | SD | DME | A |
| MARIEHAMN | SD | ILS | A |
| MARIEHAMN | SD | LOC | A |
| MIKKELI | M | L | A |
| MIKKELI | MI | ILS | A |
| MIKKELI | MI | L | A |
| MIKKELI | MI | LOC | A |
| MIKKELI | S | L | A |
| ORIMAA | ORM | DME | AE |
| OULU | OU | DME | AE |
| OULU | OU | ILS | A |
| OULU | OU | LOC | A |
| OULU | OUK | DVOR/DME | AE |
| PIRKKA | PIR | DVOR/DME | AE |
| PORI | PO | DME | AE |
| PORI | PO | ILS | A |
| PORI | PO | LOC | A |
| PORVOO | PVO | DME | AE |
| PREVIK | PRI | DVOR/DME | AE |


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| ID | Station name | Facility | Purpose | Station name | ID | Facility | Purpose |
|---|---|---|---|---|---|---|---|
| RO | ROVANIEMI | ILS | A | ROVANI | ROI | DVOR/DME | AE |
| RO | ROVANIEMI | LOC | A | ROVANIEMI | RO | DME | AE |
| ROI | ROVANI | DVOR/DME | AE | ROVANIEMI | RO | ILS | A |
| RUS | RUSKO | DVOR/DME | AE | ROVANIEMI | RO | LOC | A |
| S | MIKKELI | L | A | RUSKO | RUS | DVOR/DME | AE |
| SA | SAVONLINNA | DME | A | SAVONLINNA | SA | DME | A |
| SA | SAVONLINNA | ILS | A | SAVONLINNA | SA | ILS | A |
| SA | SAVONLINNA | LOC | A | SAVONLINNA | SA | LOC | A |
| SD | MARIEHAMN | DME | A | SEINÄJOKI | IJ | L | A |
| SD | MARIEHAMN | ILS | A | SEINÄJOKI | IL | ILS | A |
| SD | MARIEHAMN | LOC | A | SEINÄJOKI | IL | LOC | A |
| SKE | SIIKALATVA | DME | E | SEINÄJOKI | O | L | A |
| SOD | SODANKYLÄ | DME | E | SEINÄJOKI | PSJ | L | A |
| SVL | LINNA | DME | E | SIIKALATVA | SKE | DME | E |
| TP | TAMPERE-PIRKKALA | DME | AE | SODANKYLÄ | SOD | DME | E |
| TP | TAMPERE-PIRKKALA | ILS | A | TAMPERE-PIRKKALA | TP | DME | AE |
| TP | TAMPERE-PIRKKALA | LOC | A | TAMPERE-PIRKKALA | TP | ILS | A |
| TU | TURKU | DME | AE | TAMPERE-PIRKKALA | TP | LOC | A |
| TU | TURKU | ILS | A | TURKU | TU | DME | AE |
| TU | TURKU | LOC | A | TURKU | TU | ILS | A |
| UT | UTTI | DME | A | TURKU | TU | LOC | A |
| UT | UTTI | ILS | A | UTTI | UT | DME | A |
| UT | UTTI | LOC | A | UTTI | UT | ILS | A |
| UTT | UTTI | DVOR/DME | AE | UTTI | UT | LOC | A |
| V | KOKKOLA-PIETARSAARI | L | A | UTTI | UTT | DVOR/DME | AE |
| VA | VAASA | DME | AE | VAASA | VA | DME | AE |
| VA | VAASA | ILS | A | VAASA | VA | ILS | A |
| VA | VAASA | LOC | A | VAASA | VA | LOC | A |
| VAS | VAASA | DVOR/DME | AE | VAASA | VAS | DVOR/DME | AE |
| VEH | VEHKAA | DVOR/DME | AE | VEHKAA | VEH | DVOR/DME | AE |
| VIL | VILMAS | DME | E | VIHTI | VTI | DME | AE |
| VTI | VIHTI | DME | AE | VILMAS | VIL | DME | E |

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**5 LUETTELO ILMAILUKARTOISTA** **5 LIST OF AERONAUTICAL CHARTS AVAILABLE**

| *Karttasarja / Title of series* | *AD Kartan nimi / Chart name* | *ID* | *Päiväys / Date* |
|---|---|---|---|
| **INDEX** | AMA INDEX | ENR 6.1 - 3 | 26 JAN 2023 |
| | ACC SECTORS | ENR 6.1 - 5 | 26 JAN 2023 |
| | FRA AREAS | ENR 6.1 - 7 / 8 | 05 NOV 2020 |
| | RADIO NAVIGATION AIDS | ENR 6.2 - 1 | 21 APR 2022 |
| | P AREAS | ENR 6.3 - 1 | 20 APR 2023 |
| | R AREAS | ENR 6.3 - 3 | 20 APR 2023 |
| | D AREAS | ENR 6.3 - 5 | 20 APR 2023 |
| | CBA | ENR 6.4 - 1 | 21 APR 2022 |
| | TRA | ENR 6.4 - 3 | 20 APR 2023 |
| | TSA | ENR 6.4 - 5 | 20 APR 2023 |
| | METEOROLOGICAL SERVICES | ENR 6.5 - 1 | 26 JAN 2023 |
| | AERODROMES AND HELIPORTS | ENR 6.6 - 1 | 26 JAN 2023 |
| **ENRC** | ENROUTE CHART - FINLAND | ENR 6.1 - 1 | 20 APR 2023 |
| **ADC** | **ENONTEKIÖ** | | |
| | ADC | EFET AD 2.4 - 1 | 29 DEC 2022 |
| | **HALLI** | | |
| | ADC | EFHA AD 2.4 - 1 | 29 DEC 2022 |
| | **HELSINKI-VANTAA** | | |
| | ADC | EFHK AD 2.4 - 1 | 29 DEC 2022 |
| | ADC RUNWAY AND TAXIWAY MARKINGS | EFHK AD 2.4 - 3 | 29 DEC 2022 |
| | **IVALO** | | |
| | ADC | EFIV AD 2.4 - 1 | 29 DEC 2022 |
| | **JOENSUU** | | |
| | ADC | EFJO AD 2.4 - 1 | 29 DEC 2022 |
| | **JYVÄSKYLÄ** | | |
| | ADC | EFJY AD 2.4 - 1 | 26 JAN 2023 |
| | **KAJAANI** | | |
| | ADC | EFKI AD 2.4 - 1 | 29 DEC 2022 |
| | **KEMI-TORNIO** | | |
| | ADC | EFKE AD 2.4 - 1 | 20 APR 2023 |
| | **KITTILÄ** | | |
| | ADC | EFKT AD 2.4 - 1 | 29 DEC 2022 |
| | **KOKKOLA-PIETARSAARI** | | |
| | ADC | EFKK AD 2.4 - 1 | 29 DEC 2022 |
| | **KUOPIO** | | |
| | ADC | EFKU AD 2.4 - 1 | 29 DEC 2022 |
| | **KUUSAMO** | | |
| | ADC | EFKS AD 2.4 - 1 | 26 JAN 2023 |
| | **LAPPEENRANTA** | | |
| | ADC | EFLP AD 2.4 - 1 | 29 DEC 2022 |
| | **MARIEHAMN** | | |
| | ADC | EFMA AD 2.4 - 1 | 29 DEC 2022 |
| | **MIKKELI** | | |
| | ADC | EFMI AD 2.4 - 1 | 29 DEC 2022 |

| *Karttasarja / Title of series* | *AD Kartan nimi / Chart name* | *ID* | *Päiväys / Date* |
|---|---|---|---|
| | **OULU** | | |
| | ADC | EFOU AD 2.4 - 1 | 29 DEC 2022 |
| | ADC RUNWAY AND TAXIWAY MARKINGS | EFOU AD 2.4 - 3 | 29 DEC 2022 |
| | **PORI** | | |
| | ADC | EFPO AD 2.4 - 1 | 26 JAN 2023 |
| | **ROVANIEMI** | | |
| | ADC | EFRO AD 2.4 - 1 | 29 DEC 2022 |
| | ADC RUNWAY AND TAXIWAY MARKINGS | EFRO AD 2.4 - 3 | 30 JAN 2020 |
| | **SAVONLINNA** | | |
| | ADC | EFSA AD 2.4 - 1 | 29 DEC 2022 |
| | **SEINÄJOKI** | | |
| | ADC | EFSI AD 2.4 - 1 | 29 DEC 2022 |
| | **TAMPERE-PIRKKALA** | | |
| | ADC | EFTP AD 2.4 - 1 | 29 DEC 2022 |
| | **TURKU** | | |
| | ADC | EFTU AD 2.4 - 1 | 29 DEC 2022 |
| | **UTTI** | | |
| | ADC | EFUT AD 2.4 - 1 | 29 DEC 2022 |
| | **VAASA** | | |
| | ADC | EFVA AD 2.4 - 1 | 29 DEC 2022 |
| **APDC** | **HELSINKI-VANTAA** | | |
| | APDC | EFHK AD 2.5 - 1 | 20 APR 2023 |
| | **ROVANIEMI** | | |
| | APDC | EFRO AD 2.5 - 1 | 20 APR 2023 |
| **AGMC** | **HELSINKI-VANTAA** | | |
| | AGMC | EFHK AD 2.6 - 1 | 21 APR 2022 |
| | **KUOPIO** | | |
| | AGMC | EFKU AD 2.6 - 1 | 22 APR 2021 |
| | **ROVANIEMI** | | |
| | AGMC | EFRO AD 2.6 - 1 | 26 JAN 2023 |
| | **TAMPERE-PIRKKALA** | | |
| | AGMC | EFTP AD 2.6 - 1 | 21 APR 2022 |
| | **TURKU** | | |
| | AGMC | EFTU AD 2.6 - 1 | 11 AUG 2022 |
| **AOC** | **ENONTEKIÖ** | | |
| | AOC RWY 03/21 | EFET AD 2.7 - 1 | 18 JUL 2019 |
| | **HALLI** | | |
| | AOC RWY 08/26 | EFHA AD 2.7 - 1 | 12 AUG 2021 |
| | **HELSINKI-VANTAA** | | |
| | AOC RWY 04R/22L | EFHK AD 2.7 - 1 | 25 APR 2019 |
| | AOC RWY 04L/22R | EFHK AD 2.7 - 3 | 25 APR 2019 |
| | AOC RWY 15/33 | EFHK AD 2.7 - 5 | 25 APR 2019 |
| | **IVALO** | | |
| | AOC RWY 04/22 | EFIV AD 2.7 - 1 | 10 SEP 2020 |
| | **JOENSUU** | | |
| | AOC RWY 10/28 | EFJO AD 2.7 - 1 | 12 AUG 2021 |


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| *Karttasarja / Title of series* | *AD Kartan nimi / Chart name* | *ID* | *Päiväys / Date* |
|---|---|---|---|
| | **JYVÄSKYLÄ** | | |
| | AOC RWY 12/30 | EFJY AD 2.7 - 1 | 28 JAN 2021 |
| | **KAJAANI** | | |
| | AOC RWY 07/25 | EFKI AD 2.7 - 1 | 05 NOV 2020 |
| | **KEMI-TORNIO** | | |
| | AOC RWY 18/36 | EFKE AD 2.7 -1 | 17 JUN 2021 |
| | **KITTILÄ** | | |
| | AOC RWY 16/34 | EFKT AD 2.7 - 1 | 22 APR 2021 |
| | **KOKKOLA-PIETARSAARI** | | |
| | AOC RWY 01/19 | EFKK AD 2.7 - 1 | 25 APR 2019 |
| | **KUOPIO** | | |
| | AOC RWY 15/33 | EFKU AD 2.7 - 1 | 16 JUL 2020 |
| | **KUUSAMO** | | |
| | AOC RWY 12/30 | EFKS AD 2.7 - 1 | 25 APR 2019 |
| | **LAPPEENRANTA** | | |
| | AOC RWY 06/24 | EFLP AD 2.7 - 1 | 10 SEP 2020 |
| | **MARIEHAMN** | | |
| | AOC RWY 03/21 | EFMA AD 2.7 - 1 | 16 JUL 2020 |
| | **MIKKELI** | | |
| | AOC RWY 11/29 | EFMI AD 2.7 - 1 | 16 JUL 2020 |
| | **OULU** | | |
| | AOC RWY 12/30 | EFOU AD 2.7 - 1 | 25 APR 2019 |
| | **PORI** | | |
| | AOC RWY 12/30 | EFPO AD 2.7 - 1 | 05 NOV 2020 |
| | **ROVANIEMI** | | |
| | AOC RWY 03/21 | EFRO AD 2.7 - 1 | 30 JAN 2020 |
| | **SAVONLINNA** | | |
| | AOC RWY 12/30 | EFSA AD 2.7 - 1 | 25 APR 2019 |
| | **SEINÄJOKI** | | |
| | AOC RWY 14/32 | EFSI AD 2.7 - 1 | 22 APR 2021 |
| | **TAMPERE-PIRKKALA** | | |
| | AOC RWY 06/24 | EFTP AD 2.7 - 1 | 02 DEC 2021 |
| | **TURKU** | | |
| | AOC RWY 08/26 | EFTU AD 2.7 - 1 | 05 DEC 2019 |
| | **UTTI** | | |
| | AOC RWY 07/25 | EFUT AD 2.7 - 1 | 28 JAN 2021 |
| | **VAASA** | | |
| | AOC RWY 16/34 | EFVA AD 2.7 - 1 | 18 JUN 2020 |
| **PATC** | **HELSINKI-VANTAA** | | |
| | PATC RWY 04L | EFHK AD 2.8 - 1 | 13 NOV 2014 |
| | PATC RWY 22L | EFHK AD 2.8 - 3 | 13 NOV 2014 |
| | PATC RWY 22R | EFHK AD 2.8 - 5 | 13 NOV 2014 |
| | **OULU** | | |
| | PATC RWY 12 | EFOU AD 2.8 - 1 | 13 NOV 2014 |

| *Karttasarja / Title of series* | *AD Kartan nimi / Chart name* | *ID* | *Päiväys / Date* |
|---|---|---|---|
| | **ROVANIEMI** | | |
| | PATC RWY 21 | EFRO AD 2.8 - 1 | 30 MAR 2017 |
| **ATC SMAC** | **HALLI** | | |
| | ATC SMAC | EFHA AD 2.9 - 1 / 2 | 18 JUL 2019 |
| | **HELSINKI-VANTAA** | | |
| | ATC SMAC | EFHK AD 2.9 - 1 / 2 | 20 APR 2023 |
| | **JYVÄSKYLÄ** | | |
| | ATC SMAC | EFJY AD 2.9 - 1 / 2 | 20 APR 2023 |
| | **KITTILÄ** | | |
| | ATC SMAC | EFKT AD 2.9 - 1 / 2 | 22 APR 2021 |
| | **KUOPIO** | | |
| | ATC SMAC | EFKU AD 2.9 - 1 / 2 | 16 JUN 2022 |
| | **MARIEHAMN** | | |
| | ATC SMAC | EFMA AD 2.9 - 1 / 2 | 18 JUN 2020 |
| | **OULU** | | |
| | ATC SMAC | EFOU AD 2.9 - 1 / 2 | 20 APR 2023 |
| | **PORI** | | |
| | ATC SMAC | EFPO AD 2.9 - 1 / 2 | 20 APR 2023 |
| | **ROVANIEMI** | | |
| | ATC SMAC | EFRO AD 2.9 - 1 / 2 | 20 APR 2023 |
| | **TAMPERE-PIRKKALA** | | |
| | ATC SMAC | EFTP AD 2.9 - 1 / 2 | 20 APR 2023 |
| | **TURKU** | | |
| | ATC SMAC | EFTU AD 2.9 - 1 / 2 | 20 APR 2023 |
| | **VAASA** | | |
| | ATC SMAC | EFVA AD 2.9 - 1 / 2 | 21 APR 2022 |
| **SID** | **ENONTEKIÖ** | | |
| | OMNIDIRECTIONAL DEPARTURES | EFET AD 2.10 - 1 | 18 JUL 2019 |
| | **HALLI** | | |
| | OMNIDIRECTIONAL DEPARTURES | EFHA AD 2.10 - 1 / 2 | 24 MAY 2018 |
| | **HELSINKI-VANTAA** | | |
| | RNAV SID RWY 04L | EFHK AD 2.10 - 1 / 2 | 20 APR 2023 |
| | RNAV SID RWY 04R | EFHK AD 2.10 - 3 / 4 | 20 APR 2023 |
| | RNAV SID PROP RWY 04R | EFHK AD 2.10 - 5 / 6 | 21 APR 2022 |
| | RNAV SID RWY 15 | EFHK AD 2.10 - 7 / 8 | 20 APR 2023 |
| | RNAV SID RWY 22L | EFHK AD 2.10 - 9 / 10 | 21 APR 2022 |
| | RNAV SID PROP RWY 22L | EFHK AD 2.10 - 11 / 12 | 21 APR 2022 |
| | RNAV SID RWY 22R 1/2 | EFHK AD 2.10 - 13 / 14 | 20 APR 2023 |
| | RNAV SID RWY 22R 2/2 | EFHK AD 2.10 - 15 / 16 | 20 APR 2023 |
| | RNAV SID RWY 33 | EFHK AD 2.10 - 17 / 18 | 20 APR 2023 |
| | OMNIDIRECTIONAL DEPARTURES | EFHK AD 2.10 - 19 / 20 | 05 DEC 2019 |
| | **IVALO** | | |
| | RNAV SID RWY 04 | EFIV AD 2.10 - 1 / 2 | 21 APR 2022 |
| | RNAV SID RWY 22 | EFIV AD 2.10 - 3 / 4 | 21 APR 2022 |
| | OMNIDIRECTIONAL DEPARTURES | EFIV AD 2.10 - 5 | 07 OCT 2021 |


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|---|---|---|---|
| | **JOENSUU** | | |
| | RNAV SID RWY 10 | EFJO AD 2.10 - 1 / 2 | 20 APR 2023 |
| | RNAV SID RWY 28 | EFJO AD 2.10 - 3 / 4 | 20 APR 2023 |
| | OMNIDIRECTIONAL DEPARTURES | EFJO AD 2.10 - 5 | 12 AUG 2021 |
| | **JYVÄSKYLÄ** | | |
| | OMNIDIRECTIONAL DEPARTURES | EFJY AD 2.10 - 1 | 28 JAN 2021 |
| | **KAJAANI** | | |
| | RNAV SID RWY 07 | EFKI AD 2.10 - 1 / 2 | 22 APR 2021 |
| | RNAV SID RWY 25 | EFKI AD 2.10 - 3 / 4 | 12 AUG 2021 |
| | OMNIDIRECTIONAL DEPARTURES | EFKI AD 2.10 - 5 | 30 MAR 2017 |
| | **KEMI-TORNIO** | | |
| | RNAV SID RWY 18 | EFKE AD 2.10 - 1 / 2 | 20 APR 2023 |
| | RNAV SID RWY 36 | EFKE AD 2.10 - 3 / 4 | 20 APR 2023 |
| | OMNIDIRECTIONAL DEPARTURES | EFKE AD 2.10 - 5 | 07 OCT 2021 |
| | **KITTILÄ** | | |
| | RNAV SID RWY 16 | EFKT AD 2.10 - 1 / 2 | 16 JUN 2022 |
| | RNAV SID RWY 34 | EFKT AD 2.10 - 3 / 4 | 16 JUN 2022 |
| | OMNIDIRECTIONAL DEPARTURES | EFKT AD 2.10 - 5 | 16 JUN 2022 |
| | **KOKKOLA-PIETARSAARI** | | |
| | RNAV SID RWY 01 | EFKK AD 2.10 - 1 / 2 | 21 APR 2022 |
| | RNAV SID RWY 19 | EFKK AD 2.10 - 3 / 4 | 21 APR 2022 |
| | OMNIDIRECTIONAL DEPARTURES | EFKK AD 2.10 - 5 | 07 OCT 2021 |
| | **KUOPIO** | | |
| | RNAV SID RWY 15 | EFKU AD 2.10 - 1 / 2 | 16 JUN 2022 |
| | RNAV SID RWY 33 | EFKU AD 2.10 - 3 / 4 | 16 JUN 2022 |
| | OMNIDIRECTIONAL DEPARTURES | EFKU AD 2.10 - 5 | 16 JUL 2020 |
| | **KUUSAMO** | | |
| | RNAV SID RWY 12 | EFKS AD 2.10 - 1 / 2 | 26 JAN 2023 |
| | RNAV SID RWY 30 | EFKS AD 2.10 - 3 / 4 | 21 APR 2022 |
| | OMNIDIRECTIONAL DEPARTURES | EFKS AD 2.10 - 5 | 12 AUG 2021 |
| | **LAPPEENRANTA** | | |
| | RNAV SID RWY 06 | EFLP AD 2.10 - 1 / 2 | 21 APR 2022 |
| | RNAV SID RWY 24 | EFLP AD 2.10 - 3 / 4 | 21 APR 2022 |
| | OMNIDIRECTIONAL DEPARTURES | EFLP AD 2.10 - 5 | 10 SEP 2020 |
| | **MARIEHAMN** | | |
| | RNAV SID RWY 03 | EFMA AD 2.10 - 1 / 2 | 27 JAN 2022 |
| | RNAV SID RWY 21 | EFMA AD 2.10 - 3 / 4 | 27 JAN 2022 |
| | OMNIDIRECTIONAL DEPARTURES | EFMA AD 2.10 - 5 | 27 JAN 2022 |
| | **MIKKELI** | | |
| | OMNIDIRECTIONAL DEPARTURES | EFMI AD 2.10 - 1 / 2 | 16 JUL 2020 |
| | **OULU** | | |
| | RNAV SID RWY 12 | EFOU AD 2.10 - 1 / 2 | 20 APR 2023 |
| | RNAV SID RWY 30 | EFOU AD 2.10 - 3 / 4 | 20 APR 2023 |
| | OMNIDIRECTIONAL DEPARTURES | EFOU AD 2.10 - 5 | 25 APR 2019 |
| | **PORI** | | |
| | RNAV SID RWY 12 | EFPO AD 2.10 - 1 / 2 | 20 APR 2023 |
| | RNAV SID RWY 30 | EFPO AD 2.10 - 3 / 4 | 20 APR 2023 |
| | OMNIDIRECTIONAL DEPARTURES | EFPO AD 2.10 - 5 | 27 JAN 2022 |

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|---|---|---|---|
| | **ROVANIEMI** | | |
| | RNAV SID RWY 03 | EFRO AD 2.10 - 1 / 2 | 20 APR 2023 |
| | RNAV SID RWY 21 | EFRO AD 2.10 - 3 / 4 | 20 APR 2023 |
| | OMNIDIRECTIONAL DEPARTURES | EFRO AD 2.10 - 5 | 30 JAN 2020 |
| | **SAVONLINNA** | | |
| | OMNIDIRECTIONAL DEPARTURES | EFSA AD 2.10 - 1 | 05 NOV 2020 |
| | **SEINÄJOKI** | | |
| | OMNIDIRECTIONAL DEPARTURES | EFSI AD 2.10 - 1 | 22 APR 2021 |
| | **TAMPERE-PIRKKALA** | | |
| | RNAV SID RWY 06 | EFTP AD 2.10 - 1 / 2 | 20 APR 2023 |
| | RNAV SID RWY 24 | EFTP AD 2.10 - 3 / 4 | 20 APR 2023 |
| | OMNIDIRECTIONAL DEPARTURES | EFTP AD 2.10 - 5 | 19 JUL 2018 |
| | **TURKU** | | |
| | RNAV SID RWY 08 | EFTU AD 2.10 - 1 / 2 | 20 APR 2023 |
| | RNAV SID RWY 26 | EFTU AD 2.10 - 3 / 4 | 20 APR 2023 |
| | OMNIDIRECTIONAL DEPARTURES | EFTU AD 2.10 - 5 | 05 DEC 2019 |
| | **UTTI** | | |
| | RNAV SID RWY 07 | EFUT AD 2.10 - 1 / 2 | 20 APR 2023 |
| | RNAV SID RWY 25 | EFUT AD 2.10 - 3 / 4 | 20 APR 2023 |
| | OMNIDIRECTIONAL DEPARTURES | EFUT AD 2.10 - 5 | 02 DEC 2021 |
| | **VAASA** | | |
| | RNAV SID RWY 16 | EFVA AD 2.10 - 1 / 2 | 21 APR 2022 |
| | RNAV SID RWY 34 | EFVA AD 2.10 - 3 / 4 | 21 APR 2022 |
| | OMNIDIRECTIONAL DEPARTURES | EFVA AD 2.10 - 5 | 21 APR 2022 |
| **ARC** | **HELSINKI-VANTAA** | | |
| | ARC - EFHK TMA | EFHK AD 2.11 - 1 | 20 APR 2023 |
| **STAR** | **HALLI** | | |
| | RNAV STAR RWY 08 | EFHA AD 2.12 - 1 / 2 | 18 JUL 2019 |
| | RNAV STAR RWY 26 | EFHA AD 2.12 - 3 / 4 | 18 JUL 2019 |
| | **HELSINKI-VANTAA** | | |
| | RNAV STAR RWY 04L 1/2 | EFHK AD 2.12 - 1 / 2 | 20 APR 2023 |
| | RNAV STAR RWY 04L 2/2 | EFHK AD 2.12 - 3 / 4 | 20 APR 2023 |
| | RNAV STAR RWY 04R | EFHK AD 2.12 - 5 / 6 | 20 APR 2023 |
| | RNAV STAR RWY 15 | EFHK AD 2.12 - 7 / 8 | 20 APR 2023 |
| | RNAV STAR RWY 22L | EFHK AD 2.12 - 9 / 10 | 20 APR 2023 |
| | RNAV STAR RWY 22R 1/2 | EFHK AD 2.12 - 11 / 12 | 20 APR 2023 |
| | RNAV STAR RWY 22R 2/2 | EFHK AD 2.12 - 13 / 14 | 20 APR 2023 |
| | RNAV STAR RWY 33 | EFHK AD 2.12 - 15 / 16 | 20 APR 2023 |
| | **IVALO** | | |
| | RNAV STAR RWY 04 | EFIV AD 2.12 - 1 / 2 | 21 APR 2022 |
| | RNAV STAR RWY 22 | EFIV AD 2.12 - 3 / 4 | 21 APR 2022 |
| | **JOENSUU** | | |
| | RNAV STAR RWY 10 | EFJO AD 2.12 - 1 / 2 | 20 APR 2023 |
| | RNAV STAR RWY 28 | EFJO AD 2.12 - 3 / 4 | 20 APR 2023 |
| | **JYVÄSKYLÄ** | | |
| | RNAV STAR RWY 12 | EFJY AD 2.12 - 1 / 2 | 20 APR 2023 |
| | RNAV STAR RWY 30 | EFJY AD 2.12 - 3 / 4 | 20 APR 2023 |
| | NON-RNAV INA RWY 12 | EFJY AD 2.12 - 5 | 20 APR 2023 |
| | NON-RNAV INA RWY 30 | EFJY AD 2.12 - 7 | 20 APR 2023 |


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|---|---|---|---|
| | **KAJAANI** | | |
| | RNAV STAR RWY 07 | EFKI AD 2.12 - 1 / 2 | 22 APR 2021 |
| | RNAV STAR RWY 25 | EFKI AD 2.12 - 3 / 4 | 26 JAN 2023 |
| | **KEMI-TORNIO** | | |
| | RNAV STAR RWY 18 | EFKE AD 2.12 - 1 / 2 | 20 APR 2023 |
| | RNAV STAR RWY 36 | EFKE AD 2.12 - 3 / 4 | 20 APR 2023 |
| | **KITTILÄ** | | |
| | RNAV STAR RWY 16 | EFKT AD 2.12 - 1 / 2 | 22 APR 2021 |
| | RNAV STAR RWY 34 | EFKT AD 2.12 - 3 / 4 | 22 APR 2021 |
| | **KOKKOLA-PIETARSAARI** | | |
| | RNAV STAR RWY 01 | EFKK AD 2.12 - 1 / 2 | 21 APR 2022 |
| | RNAV STAR RWY 19 | EFKK AD 2.12 - 3 / 4 | 21 APR 2022 |
| | **KUOPIO** | | |
| | RNAV STAR RWY 15 | EFKU AD 2.12 - 1 / 2 | 16 JUN 2022 |
| | RNAV STAR RWY 33 | EFKU AD 2.12 - 3 / 4 | 16 JUN 2022 |
| | NON-RNAV INA RWY 15 | EFKU AD 2.12 - 5 | 16 JUN 2022 |
| | NON-RNAV INA RWY 33 | EFKU AD 2.12 - 7 | 16 JUN 2022 |
| | **KUUSAMO** | | |
| | RNAV STAR RWY 12 | EFKS AD 2.12 - 1 / 2 | 21 APR 2022 |
| | RNAV STAR RWY 30 | EFKS AD 2.12 - 3 / 4 | 26 JAN 2023 |
| | **LAPPEENRANTA** | | |
| | RNAV STAR RWY 06 | EFLP AD 2.12 - 1 / 2 | 21 APR 2022 |
| | RNAV STAR RWY 24 | EFLP AD 2.12 - 3 / 4 | 21 APR 2022 |
| | **MARIEHAMN** | | |
| | RNAV STAR RWY 03 | EFMA AD 2.12 - 1 / 2 | 18 JUN 2020 |
| | RNAV STAR RWY 21 | EFMA AD 2.12 - 3 / 4 | 18 JUN 2020 |
| | **OULU** | | |
| | RNAV STAR RWY 12 | EFOU AD 2.12 - 1 / 2 | 20 APR 2023 |
| | RNAV STAR RWY 30 | EFOU AD 2.12 - 3 / 4 | 20 APR 2023 |
| | NON-RNAV INA RWY 12 | EFOU AD 2.12 - 5 | 20 APR 2023 |
| | NON-RNAV INA RWY 30 | EFOU AD 2.12 - 7 | 20 APR 2023 |
| | **PORI** | | |
| | RNAV STAR RWY 12 | EFPO AD 2.12 - 1 / 2 | 20 APR 2023 |
| | RNAV STAR RWY 30 | EFPO AD 2.12 - 3 / 4 | 20 APR 2023 |
| | NON-RNAV INA RWY 12 | EFPO AD 2.12 - 5 | 20 APR 2023 |
| | NON-RNAV INA RWY 30 | EFPO AD 2.12 - 7 | 20 APR 2023 |
| | **ROVANIEMI** | | |
| | RNAV STAR RWY 03 | EFRO AD 2.12 - 1 / 2 | 20 APR 2023 |
| | RNAV STAR RWY 21 | EFRO AD 2.12 - 3 / 4 | 20 APR 2023 |
| | NON-RNAV INA RWY 03 | EFRO AD 2.12 - 5 | 20 APR 2023 |
| | NON-RNAV INA RWY 21 | EFRO AD 2.12 - 7 | 20 APR 2023 |
| | **SAVONLINNA** | | |
| | RNAV STAR RWY 12 | EFSA AD 2.12 - 1 / 2 | 21 APR 2022 |
| | RNAV STAR RWY 30 | EFSA AD 2.12 - 3 / 4 | 21 APR 2022 |
| | **TAMPERE-PIRKKALA** | | |
| | RNAV STAR RWY 06 | EFTP AD 2.12 - 1 / 2 | 20 APR 2023 |
| | RNAV STAR RWY 24 | EFTP AD 2.12 - 3 / 4 | 20 APR 2023 |
| | NON-RNAV INA RWY 06 | EFTP AD 2.12 - 5 | 20 APR 2023 |
| | NON-RNAV INA RWY 24 | EFTP AD 2.12 - 7 | 20 APR 2023 |

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|---|---|---|---|
| | **TURKU** | | |
| | RNAV STAR RWY 08 | EFTU AD 2.12 - 1 / 2 | 20 APR 2023 |
| | RNAV STAR RWY 26 | EFTU AD 2.12 - 3 / 4 | 20 APR 2023 |
| | NON-RNAV INA RWY 08 | EFTU AD 2.12 - 5 | 20 APR 2023 |
| | NON-RNAV INA RWY 26 | EFTU AD 2.12 - 7 | 20 APR 2023 |
| | **UTTI** | | |
| | RNAV STAR RWY 07 | EFUT AD 2.12 - 1 / 2 | 20 APR 2023 |
| | RNAV STAR RWY 25 | EFUT AD 2.12 - 3 / 4 | 20 APR 2023 |
| | **VAASA** | | |
| | RNAV STAR RWY 16 | EFVA AD 2.12 - 1 / 2 | 21 APR 2022 |
| | RNAV STAR RWY 34 | EFVA AD 2.12 - 3 / 4 | 21 APR 2022 |
| | NON-RNAV INA RWY 16 | EFVA AD 2.12 - 5 | 11 AUG 2022 |
| | NON-RNAV INA RWY 34 | EFVA AD 2.12 - 7 | 11 AUG 2022 |
| **IAC** | **ENONTEKIÖ** | | |
| | RNP RWY 03 | EFET AD 2.13 - 1 / 2 | 29 DEC 2022 |
| | ILS or LOC RWY 21 | EFET AD 2.13 - 3 / 4 | 18 JUL 2019 |
| | RNP RWY 21 | EFET AD 2.13 - 5 / 6 | 29 DEC 2022 |
| | **HALLI** | | |
| | RNP RWY 08 | EFHA AD 2.13 - 1 / 2 | 29 DEC 2022 |
| | ILS Z or LOC Z RWY 26 | EFHA AD 2.13 - 3 / 4 | 18 JUL 2019 |
| | ILS Y or LOC Y RWY 26 | EFHA AD 2.13 - 5 | 18 JUL 2019 |
| | RNP RWY 26 | EFHA AD 2.13 - 7 / 8 | 29 DEC 2022 |
| | VOR RWY 26 | EFHA AD 2.13 - 9 | 18 JUL 2019 |
| | **HELSINKI-VANTAA** | | |
| | ILS or LOC RWY 04L | EFHK AD 2.13 - 1 | 22 APR 2021 |
| | ILS RWY 04L CAT II & III | EFHK AD 2.13 - 3 | 22 APR 2021 |
| | RNP RWY 04L | EFHK AD 2.13 - 5 / 6 | 29 DEC 2022 |
| | ILS or LOC RWY 04R | EFHK AD 2.13 - 7 | 22 APR 2021 |
| | RNP RWY 04R | EFHK AD 2.13 - 9 / 10 | 29 DEC 2022 |
| | ILS or LOC RWY 15 | EFHK AD 2.13 - 11 | 22 APR 2021 |
| | RNP RWY 15 | EFHK AD 2.13 - 13 / 14 | 29 DEC 2022 |
| | ILS or LOC RWY 22L | EFHK AD 2.13 - 15 | 22 APR 2021 |
| | ILS RWY 22L CAT II | EFHK AD 2.13 - 17 | 22 APR 2021 |
| | RNP RWY 22L | EFHK AD 2.13 - 19 / 20 | 29 DEC 2022 |
| | ILS or LOC RWY 22R | EFHK AD 2.13 - 21 | 22 APR 2021 |
| | ILS RWY 22R CAT II & III | EFHK AD 2.13 - 23 | 17 JUN 2021 |
| | RNP RWY 22R | EFHK AD 2.13 - 25 / 26 | 29 DEC 2022 |
| | RNP RWY 33 | EFHK AD 2.13 - 27 / 28 | 29 DEC 2022 |
| | VOR RWY 33 | EFHK AD 2.13 - 29 | 22 APR 2021 |
| | COPTER ILS RWY 04R | EFHK AD 2.13 - 31 / 32 | 22 APR 2021 |
| | **IVALO** | | |
| | RNP RWY 04 | EFIV AD 2.13 - 1 / 2 | 29 DEC 2022 |
| | NDB RWY 04 | EFIV AD 2.13 - 3 | 10 SEP 2020 |
| | ILS Z or LOC Z RWY 22 | EFIV AD 2.13 - 5 / 6 | 21 APR 2022 |
| | ILS Y or LOC Y RWY 22 | EFIV AD 2.13 - 7 | 10 SEP 2020 |
| | NDB RWY 22 | EFIV AD 2.13 - 9 | 10 SEP 2020 |
| | RNP RWY 22 | EFIV AD 2.13 - 11 / 12 | 29 DEC 2022 |
| | **JOENSUU** | | |
| | RNP RWY 10 | EFJO AD 2.13 - 1 / 2 | 20 APR 2023 |
| | ILS or LOC RWY 28 | EFJO AD 2.13 - 3 / 4 | 20 APR 2023 |
| | RNP RWY 28 | EFJO AD 2.13 - 5 / 6 | 20 APR 2023 |


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|---|---|---|---|
| | **JYVÄSKYLÄ** | | |
| | RNP RWY 12 | EFJY AD 2.13 - 1 / 2 | 20 APR 2023 |
| | VOR RWY 12 | EFJY AD 2.13 - 3 | 20 APR 2023 |
| | ILS Z or LOC Z RWY 30 | EFJY AD 2.13 - 5 / 6 | 20 APR 2023 |
| | ILS Y or LOC Y RWY 30 | EFJY AD 2.13 - 7 | 20 APR 2023 |
| | RNP RWY 30 | EFJY AD 2.13 - 9 / 10 | 20 APR 2023 |
| | VOR RWY 30 | EFJY AD 2.13 - 11 | 20 APR 2023 |
| | **KAJAANI** | | |
| | ILS or LOC RWY 07 | EFKI AD 2.13 - 1 / 2 | 05 NOV 2020 |
| | RNP RWY 07 | EFKI AD 2.13 - 3 / 4 | 29 DEC 2022 |
| | RNP RWY 25 | EFKI AD 2.13 - 5 / 6 | 29 DEC 2022 |
| | **KAUHAVA** | | |
| | RNP RWY 17 | EFKA AD 2.13 - 1 / 2 | 26 JAN 2023 |
| | RNP RWY 35 | EFKA AD 2.13 - 3 / 4 | 26 JAN 2023 |
| | **KEMI-TORNIO** | | |
| | ILS Z or LOC Z RWY 18 | EFKE AD 2.13 - 1 / 2 | 16 JUN 2022 |
| | ILS Y or LOC Y RWY 18 | EFKE AD 2.13 - 3 | 16 JUN 2022 |
| | RNP RWY 18 | EFKE AD 2.13 - 5 / 6 | 29 DEC 2022 |
| | NDB RWY 18 | EFKE AD 2.13 - 7 | 16 JUN 2022 |
| | RNP RWY 36 | EFKE AD 2.13 - 9 / 10 | 29 DEC 2022 |
| | NDB RWY 36 | EFKE AD 2.13 - 11 | 16 JUN 2022 |
| | **KITTILÄ** | | |
| | LOC Z RWY 16 | EFKT AD 2.13 - 1 / 2 | 22 APR 2021 |
| | LOC Y RWY 16 | EFKT AD 2.13 - 3 | 22 APR 2021 |
| | RNP RWY 16 | EFKT AD 2.13 - 5 / 6 | 29 DEC 2022 |
| | ILS Z or LOC Z RWY 34 | EFKT AD 2.13 - 7 / 8 | 22 APR 2021 |
| | ILS Y or LOC Y RWY 34 | EFKT AD 2.13 - 9 | 22 APR 2021 |
| | RNP RWY 34 | EFKT AD 2.13 - 11 / 12 | 29 DEC 2022 |
| | **KOKKOLA-PIETARSAARI** | | |
| | RNP RWY 01 | EFKK AD 2.13 - 1 / 2 | 29 DEC 2022 |
| | NDB RWY 01 | EFKK AD 2.13 - 3 | 21 APR 2022 |
| | ILS Z or LOC Z RWY 19 | EFKK AD 2.13 - 5 / 6 | 22 APR 2021 |
| | ILS Y or LOC Y RWY 19 | EFKK AD 2.13 - 7 | 06 OCT 2022 |
| | RNP RWY 19 | EFKK AD 2.13 - 9 / 10 | 29 DEC 2022 |
| | NDB RWY 19 | EFKK AD 2.13 - 11 | 06 OCT 2022 |
| | **KUOPIO** | | |
| | RNP RWY 15 | EFKU AD 2.13 - 1 / 2 | 29 DEC 2022 |
| | VOR RWY 15 | EFKU AD 2.13 - 3 | 16 JUN 2022 |
| | ILS Z or LOC Z RWY 33 | EFKU AD 2.13 - 5 / 6 | 16 JUN 2022 |
| | ILS Y or LOC Y RWY 33 | EFKU AD 2.13 - 7 | 16 JUN 2022 |
| | RNP RWY 33 | EFKU AD 2.13 - 9 / 10 | 29 DEC 2022 |
| | **KUUSAMO** | | |
| | ILS or LOC RWY 12 | EFKS AD 2.13 - 1 / 2 | 21 APR 2022 |
| | RNP RWY 12 | EFKS AD 2.13 - 3 / 4 | 29 DEC 2022 |
| | RNP RWY 30 | EFKS AD 2.13 - 5 / 6 | 29 DEC 2022 |
| | **LAHTI-VESIVEHMAA** | | |
| | RNP RWY 25 | EFLA AD 2.13 - 1 / 2 | 26 JAN 2023 |
| | **LAPPEENRANTA** | | |
| | ILS or LOC RWY 06 | EFLP AD 2.13 - 1 / 2 | 21 APR 2022 |
| | RNP RWY 06 | EFLP AD 2.13 - 3 / 4 | 29 DEC 2022 |
| | RNP RWY 24 | EFLP AD 2.13 - 5 / 6 | 29 DEC 2022 |

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|---|---|---|---|
| | **MARIEHAMN** | | |
| | RNP RWY 03 | EFMA AD 2.13 - 1 / 2 | 29 DEC 2022 |
| | VOR RWY 03 | EFMA AD 2.13 - 3 | 16 JUN 2022 |
| | ILS Z or LOC Z RWY 21 | EFMA AD 2.13 - 5 / 6 | 18 JUN 2020 |
| | ILS Y or LOC Y RWY 21 | EFMA AD 2.13 - 7 | 16 JUN 2022 |
| | RNP RWY 21 | EFMA AD 2.13 - 9 / 10 | 29 DEC 2022 |
| | **MIKKELI** | | |
| | ILS Z or LOC Z RWY 11 | EFMI AD 2.13 - 1 / 2 | 16 JUL 2020 |
| | ILS Y or LOC Y RWY 11 | EFMI AD 2.13 - 3 | 16 JUL 2020 |
| | RNP RWY 11 | EFMI AD 2.13 - 5 / 6 | 29 DEC 2022 |
| | NDB RWY 11 | EFMI AD 2.13 - 7 | 16 JUL 2020 |
| | RNP RWY 29 | EFMI AD 2.13 - 9 / 10 | 29 DEC 2022 |
| | NDB RWY 29 | EFMI AD 2.13 - 11 | 16 JUL 2020 |
| | **NUMMELA** | | |
| | RNP RWY 04 | EFNU AD 2.13 - 1 / 2 | 20 APR 2023 |
| | **OULU** | | |
| | ILS Z or LOC Z RWY 12 | EFOU AD 2.13 - 1 / 2 | 23 APR 2020 |
| | ILS Z RWY 12 CAT II | EFOU AD 2.13 - 3 / 4 | 23 APR 2020 |
| | ILS Y or LOC Y RWY 12 | EFOU AD 2.13 - 5 | 21 APR 2022 |
| | ILS Y RWY 12 CAT II | EFOU AD 2.13 - 7 | 21 APR 2022 |
| | RNP RWY 12 | EFOU AD 2.13 - 9 / 10 | 29 DEC 2022 |
| | VOR RWY 12 | EFOU AD 2.13 - 11 | 21 APR 2022 |
| | RNP RWY 30 | EFOU AD 2.13 - 13 / 14 | 29 DEC 2022 |
| | VOR RWY 30 | EFOU AD 2.13 - 15 | 21 APR 2022 |
| | **PORI** | | |
| | RNP RWY 12 | EFPO AD 2.13 - 1 / 2 | 29 DEC 2022 |
| | VOR RWY 12 | EFPO AD 2.13 - 3 | 11 AUG 2022 |
| | ILS Z or LOC Z RWY 30 | EFPO AD 2.13 - 5 / 6 | 06 DEC 2018 |
| | ILS Y or LOC Y RWY 30 | EFPO AD 2.13 - 7 | 11 AUG 2022 |
| | RNP RWY 30 | EFPO AD 2.13 - 9 / 10 | 29 DEC 2022 |
| | VOR RWY 30 | EFPO AD 2.13 - 11 | 11 AUG 2022 |
| | **REDSTONE AERO** | | |
| | RNP RWY 15 | EFPR AD 2.13 - 1 / 2 | 20 APR 2023 |
| | RNP RWY 33 | EFPR AD 2.13 - 3 / 4 / 5 | 20 APR 2023 |
| | **ROVANIEMI** | | |
| | RNP RWY 03 | EFRO AD 2.13 - 1 / 2 | 29 DEC 2022 |
| | VOR RWY 03 | EFRO AD 2.13 - 3 | 22 APR 2021 |
| | ILS Z or LOC Z RWY 21 | EFRO AD 2.13 - 5 / 6 | 30 JAN 2020 |
| | ILS Z RWY 21 CAT II | EFRO AD 2.13 - 7 / 8 | 30 JAN 2020 |
| | ILS Y or LOC Y RWY 21 | EFRO AD 2.13 - 9 | 30 JAN 2020 |
| | ILS Y RWY 21 CAT II | EFRO AD 2.13 - 11 | 30 JAN 2020 |
| | RNP RWY 21 | EFRO AD 2.13 - 13 / 14 | 29 DEC 2022 |
| | VOR RWY 21 | EFRO AD 2.13 - 15 | 22 APR 2021 |
| | **SAVONLINNA** | | |
| | ILS or LOC RWY 12 | EFSA AD 2.13 - 1 / 2 | 25 APR 2019 |
| | RNP RWY 12 | EFSA AD 2.13 - 3 / 4 | 29 DEC 2022 |
| | RNP RWY 30 | EFSA AD 2.13 - 5 / 6 | 29 DEC 2022 |


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|---|---|---|---|
| | **SEINÄJOKI** | | |
| | RNP RWY 14 | EFSI AD 2.13 - 1 / 2 | 29 DEC 2022 |
| | NDB RWY 14 | EFSI AD 2.13 - 3 | 21 APR 2022 |
| | ILS Z or LOC Z RWY 32 | EFSI AD 2.13 - 5 / 6 | 21 APR 2022 |
| | ILS Y or LOC Y RWY 32 | EFSI AD 2.13 - 7 | 21 APR 2022 |
| | RNP RWY 32 | EFSI AD 2.13 - 9 / 10 | 29 DEC 2022 |
| | NDB RWY 32 | EFSI AD 2.13 - 11 | 21 APR 2022 |
| | **SODANKYLÄ** | | |
| | RNP RWY 16 | EFSO AD 2.13 - 1 / 2 | 26 JAN 2023 |
| | RNP RWY 34 | EFSO AD 2.13 - 3 / 4 | 26 JAN 2023 |
| | **TAMPERE-PIRKKALA** | | |
| | RNP RWY 06 | EFTP AD 2.13 - 1 / 2 | 29 DEC 2022 |
| | VOR RWY 06 | EFTP AD 2.13 - 3 | 06 OCT 2022 |
| | ILS Z or LOC Z RWY 24 | EFTP AD 2.13 - 5 / 6 | 06 OCT 2022 |
| | ILS Y or LOC Y RWY 24 | EFTP AD 2.13 - 7 | 06 OCT 2022 |
| | RNP RWY 24 | EFTP AD 2.13 - 9 / 10 | 29 DEC 2022 |
| | VOR RWY 24 | EFTP AD 2.13 - 11 | 06 OCT 2022 |
| | **TURKU** | | |
| | RNP RWY 08 | EFTU AD 2.13 - 1 / 2 | 20 APR 2023 |
| | VOR RWY 08 | EFTU AD 2.13 - 3 | 20 APR 2023 |
| | ILS Z or LOC Z RWY 26 | EFTU AD 2.13 - 5 / 6 | 20 APR 2023 |
| | ILS Y or LOC Y RWY 26 | EFTU AD 2.13 - 7 | 20 APR 2023 |
| | RNP RWY 26 | EFTU AD 2.13 - 9 / 10 | 20 APR 2023 |
| | VOR RWY 26 | EFTU AD 2.13 - 11 | 20 APR 2023 |
| | **UTTI** | | |
| | RNP RWY 07 | EFUT AD 2.13 - 1 / 2 | 20 APR 2023 |
| | VOR RWY 07 | EFUT AD 2.13 - 3 | 20 APR 2023 |
| | ILS Z or LOC Z RWY 25 | EFUT AD 2.13 - 5 / 6 | 20 APR 2023 |
| | ILS Y or LOC Y RWY 25 | EFUT AD 2.13 - 7 | 20 APR 2023 |
| | RNP RWY 25 | EFUT AD 2.13 - 9 / 10 | 20 APR 2023 |
| | VOR RWY 25 | EFUT AD 2.13 - 11 | 20 APR 2023 |
| | **VAASA** | | |
| | ILS Z or LOC Z RWY 16 | EFVA AD 2.13 - 1 / 2 | 21 APR 2022 |
| | ILS Y or LOC Y RWY 16 | EFVA AD 2.13 - 3 | 11 AUG 2022 |
| | RNP RWY 16 | EFVA AD 2.13 - 5 / 6 | 29 DEC 2022 |
| | RNP RWY 34 | EFVA AD 2.13 - 7 / 8 | 29 DEC 2022 |
| | VOR RWY 34 | EFVA AD 2.13 - 9 | 11 AUG 2022 |
| **VAC** | **ENONTEKIÖ** | | |
| | VAC | EFET AD 2.14 - 1 | 22 APR 2021 |
| | **HALLI** | | |
| | VAC | EFHA AD 2.14 - 1 | 20 APR 2023 |
| | **HELSINKI-VANTAA** | | |
| | VAC | EFHK AD 2.14 - 1 | 21 APR 2022 |
| | VFR COPTER ROUTES | EFHK AD 2.14 - 5 | 21 APR 2022 |
| | **IVALO** | | |
| | VAC | EFIV AD 2.14 - 1 | 20 APR 2023 |
| | **JOENSUU** | | |
| | VAC | EFJO AD 2.14 - 1 | 20 APR 2023 |
| | **JYVÄSKYLÄ** | | |
| | VAC | EFJY AD 2.14 - 1 | 20 APR 2023 |

| *Karttasarja / Title of series* | *AD Kartan nimi / Chart name* | *ID* | *Päiväys / Date* |
|---|---|---|---|
| | **KAJAANI** VAC | EFKI AD 2.14 - 1 | 22 APR 2021 |
| | **KEMI-TORNIO** VAC | EFKE AD 2.14 - 1 | 20 APR 2023 |
| | **KITTILÄ** VAC | EFKT AD 2.14 - 1 | 20 APR 2023 |
| | **KOKKOLA-PIETARSAARI** VAC | EFKK AD 2.14 - 1 | 22 APR 2021 |
| | **KUOPIO** VAC | EFKU AD 2.14 - 1 | 16 JUN 2022 |
| | **KUUSAMO** VAC | EFKS AD 2.14 - 1 | 21 APR 2022 |
| | **LAPPEENRANTA** VAC | EFLP AD 2.14 - 1 | 21 APR 2022 |
| | **MARIEHAMN** VAC | EFMA AD 2.14 -1 | 22 APR 2021 |
| | **MIKKELI** VAC | EFMI AD 2.14 -1 | 20 APR 2023 |
| | **OULU** VAC | EFOU AD 2.14 - 1 | 21 APR 2022 |
| | **PORI** VAC | EFPO AD 2.14 - 1 | 20 APR 2023 |
| | **REDSTONE AERO** VAC | EFPR AD 2.14 - 1 | 20 APR 2023 |
| | **ROVANIEMI** VAC | EFRO AD 2.14 - 1 | 22 APR 2021 |
| | **SAVONLINNA** VAC | EFSA AD 2.14 - 1 | 22 APR 2021 |
| | **SEINÄJOKI** VAC | EFSI AD 2.14 - 1 | 21 APR 2022 |
| | **SODANKYLÄ** VAC | EFSO AD 2.14 - 1 | 26 JAN 2023 |
| | **TAMPERE-PIRKKALA** VAC | EFTP AD 2.14 - 1 | 20 APR 2023 |
| | **TURKU** VAC | EFTU AD 2.14 - 1 | 21 APR 2022 |
| | **UTTI** VAC | EFUT AD 2.14 - 1 | 20 APR 2023 |
| | **VAASA** VAC | EFVA AD 2.14 - 1 | 22 APR 2021 |
| **LDG** | **ENONTEKIÖ** LDG | EFET AD 2.14 - 3 | 18 JUL 2019 |
| | **HALLI** LDG | EFHA AD 2.14 - 3 | 17 JUN 2021 |


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| *Karttasarja / Title of series* | *AD Kartan nimi / Chart name* | *ID* | *Päiväys / Date* |
|---|---|---|---|
| | **HELSINKI-VANTAA** LDG | EFHK AD 2.14 - 3 | 02 DEC 2021 |
| | **IVALO** LDG | EFIV AD 2.14 - 3 | 20 APR 2023 |
| | **JOENSUU** LDG | EFJO AD 2.14 - 3 | 12 AUG 2021 |
| | **JYVÄSKYLÄ** LDG | EFJY AD 2.14 - 3 | 26 JAN 2023 |
| | **KAJAANI** LDG | EFKI AD 2.14 - 3 | 05 NOV 2020 |
| | **KEMI-TORNIO** LDG | EFKE AD 2.14 - 3 | 20 APR 2023 |
| | **KITTILÄ** LDG | EFKT AD 2.14 - 3 | 22 APR 2021 |
| | **KOKKOLA-PIETARSAARI** LDG | EFKK AD 2.14 - 3 | 17 JUN 2021 |
| | **KUOPIO** LDG | EFKU AD 2.14 - 3 | 16 JUL 2020 |
| | **KUUSAMO** LDG | EFKS AD 2.14 - 3 | 26 JAN 2023 |
| | **LAPPEENRANTA** LDG | EFLP AD 2.14 - 3 | 23 MAY 2019 |
| | **MARIEHAMN** LDG | EFMA AD 2.14 - 3 | 16 JUL 2020 |
| | **MIKKELI** LDG | EFMI AD 2.14 - 3 | 16 JUN 2022 |
| | **OULU** LDG | EFOU AD 2.14 - 3 | 25 APR 2019 |
| | **PORI** LDG | EFPO AD 2.14 - 3 | 26 JAN 2023 |
| | **ROVANIEMI** LDG | EFRO AD 2.14 - 3 | 30 JAN 2020 |
| | **SAVONLINNA** LDG | EFSA AD 2.14 - 3 | 05 NOV 2020 |
| | **SEINÄJOKI** LDG | EFSI AD 2.14 - 3 | 17 JUN 2021 |
| | **TAMPERE-PIRKKALA** LDG | EFTP AD 2.14 - 3 | 02 DEC 2021 |
| | **TURKU** LDG | EFTU AD 2.14 - 3 | 05 DEC 2019 |
| | **UTTI** LDG | EFUT AD 2.14 - 3 | 17 JUN 2021 |
| | **VAASA** LDG | EFVA AD 2.14 - 3 | 07 OCT 2021 |

| *Karttasarja / Title of series* | *AD Kartan nimi / Chart name* | *ID* | *Päiväys / Date* |
|---|---|---|---|
| **AERONAUTI-CAL DATA** | **ENONTEKIÖ** | | |
| | WAYPOINTS AND FIXES | EFET AD 2.15 - 1 | 22 APR 2021 |
| | FAS DATA BLOCK | EFET AD 2.15 - 3 | 29 DEC 2022 |
| | PRD INDEX | EFET AD 2.15 - 5 | 29 DEC 2022 |
| | **HALLI** | | |
| | WAYPOINTS AND FIXES | EFHA AD 2.15 - 1 | 22 APR 2021 |
| | FAS DATA BLOCK | EFHA AD 2.15 - 3 | 29 DEC 2022 |
| | PRD INDEX | EFHA AD 2.15 - 5 | 26 JAN 2023 |
| | **HELSINKI-VANTAA** | | |
| | WAYPOINTS AND FIXES | EFHK AD 2.15 - 1 | 22 APR 2021 |
| | FAS DATA BLOCK | EFHK AD 2.15 - 5 | 29 DEC 2022 |
| | PRD INDEX | EFHK AD 2.15 - 9 | 20 APR 2023 |
| | **IVALO** | | |
| | WAYPOINTS AND FIXES | EFIV AD 2.15 - 1 | 07 OCT 2021 |
| | FAS DATA BLOCK | EFIV AD 2.15 - 3 | 29 DEC 2022 |
| | PRD INDEX | EFIV AD 2.15 - 5 | 29 DEC 2022 |
| | **JOENSUU** | | |
| | WAYPOINTS AND FIXES | EFJO AD 2.15 - 1 | 20 APR 2023 |
| | FAS DATA BLOCK | EFJO AD 2.15 - 3 | 12 AUG 2021 |
| | **JYVÄSKYLÄ** | | |
| | WAYPOINTS AND FIXES | EFJY AD 2.15 - 1 | 22 APR 2021 |
| | FAS DATA BLOCK | EFJY AD 2.15 - 3 | 29 DEC 2022 |
| | **KAJAANI** | | |
| | WAYPOINTS AND FIXES | EFKI AD 2.15 - 1 | 26 JAN 2023 |
| | FAS DATA BLOCK | EFKI AD 2.15 - 3 | 29 DEC 2022 |
| | PRD INDEX | EFKI AD 2.15 - 5 | 29 DEC 2022 |
| | **KEMI-TORNIO** | | |
| | WAYPOINTS AND FIXES | EFKE AD 2.15 - 1 | 20 APR 2023 |
| | FAS DATA BLOCK | EFKE AD 2.15 - 3 | 29 DEC 2022 |
| | PRD INDEX | EFKE AD 2.15 - 5 | 20 APR 2023 |
| | **KITTILÄ** | | |
| | WAYPOINTS AND FIXES | EFKT AD 2.15 - 1 | 16 JUN 2022 |
| | FAS DATA BLOCK | EFKT AD 2.15 - 3 | 29 DEC 2022 |
| | PRD INDEX | EFKT AD 2.15 - 5 | 29 DEC 2022 |
| | **KOKKOLA-PIETARSAARI** | | |
| | WAYPOINTS AND FIXES | EFKK AD 2.15 - 1 | 07 OCT 2021 |
| | FAS DATA BLOCK | EFKK AD 2.15 - 3 | 29 DEC 2022 |
| | PRD INDEX | EFKK AD 2.15 - 5 | 29 DEC 2022 |
| | **KUOPIO** | | |
| | WAYPOINTS AND FIXES | EFKU AD 2.15 - 1 | 22 APR 2021 |
| | FAS DATA BLOCK | EFKU AD 2.15 - 3 | 29 DEC 2022 |
| | PRD INDEX | EFKU AD 2.15 - 5 | 29 DEC 2022 |
| | **KUUSAMO** | | |
| | WAYPOINTS AND FIXES | EFKS AD 2.15 - 1 | 26 JAN 2023 |
| | FAS DATA BLOCK | EFKS AD 2.15 - 3 | 29 DEC 2022 |
| | PRD INDEX | EFKS AD 2.15 - 5 | 29 DEC 2022 |
| | **LAHTI-VESIVEHMAA** | | |
| | FAS DATA BLOCK | EFLA AD 2.15 - 1 | 26 JAN 2023 |


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| *Karttasarja / Title of series* | *AD Kartan nimi / Chart name* | *ID* | *Päiväys / Date* |
|---|---|---|---|
| | **LAPPEENRANTA** | | |
| | WAYPOINTS AND FIXES | EFLP AD 2.15 - 1 | 22 APR 2021 |
| | FAS DATA BLOCK | EFLP AD 2.15 - 3 | 29 DEC 2022 |
| | PRD INDEX | EFLP AD 2.15 - 5 | 29 DEC 2022 |
| | **MARIEHAMN** | | |
| | WAYPOINTS AND FIXES | EFMA AD 2.15 - 1 | 27 JAN 2022 |
| | FAS DATA BLOCK | EFMA AD 2.15 - 3 | 29 DEC 2022 |
| | PRD INDEX | EFMA AD 2.15 - 5 | 29 DEC 2022 |
| | **MIKKELI** | | |
| | WAYPOINTS AND FIXES | EFMI AD 2.15 - 1 | 22 APR 2021 |
| | FAS DATA BLOCK | EFMI AD 2.15 - 3 | 29 DEC 2022 |
| | PRD INDEX | EFMI AD 2.15 - 5 | 20 APR 2023 |
| | **OULU** | | |
| | WAYPOINTS AND FIXES | EFOU AD 2.15 - 1 | 20 APR 2023 |
| | FAS DATA BLOCK | EFOU AD 2.15 - 3 | 29 DEC 2022 |
| | PRD INDEX | EFOU AD 2.15 - 5 | 20 APR 2023 |
| | **PORI** | | |
| | WAYPOINTS AND FIXES | EFPO AD 2.15 - 1 | 11 AUG 2022 |
| | FAS DATA BLOCK | EFPO AD 2.15 - 3 | 29 DEC 2022 |
| | PRD INDEX | EFPO AD 2.15 - 5 | 20 APR 2023 |
| | **ROVANIEMI** | | |
| | WAYPOINTS AND FIXES | EFRO AD 2.15 - 1 | 26 JAN 2023 |
| | FAS DATA BLOCK | EFRO AD 2.15 - 3 | 29 DEC 2022 |
| | PRD INDEX | EFRO AD 2.15 - 5 | 20 APR 2023 |
| | **SAVONLINNA** | | |
| | WAYPOINTS AND FIXES | EFSA AD 2.15 - 1 | 22 APR 2021 |
| | FAS DATA BLOCK | EFSA AD 2.15 - 3 | 29 DEC 2022 |
| | PRD INDEX | EFSA AD 2.15 - 5 | 29 DEC 2022 |
| | **SEINÄJOKI** | | |
| | WAYPOINTS AND FIXES | EFSI AD 2.15 - 1 | 22 APR 2021 |
| | FAS DATA BLOCK | EFSI AD 2.15 - 3 | 29 DEC 2022 |
| | PRD INDEX | EFSI AD 2.15 - 5 | 29 DEC 2022 |
| | **TAMPERE-PIRKKALA** | | |
| | WAYPOINTS AND FIXES | EFTP AD 2.15 - 1 | 22 APR 2021 |
| | FAS DATA BLOCK | EFTP AD 2.15 - 3 | 29 DEC 2022 |
| | PRD INDEX | EFTP AD 2.15 - 5 | 20 APR 2023 |
| | **TURKU** | | |
| | WAYPOINTS AND FIXES | EFTU AD 2.15 - 1 | 22 APR 2021 |
| | FAS DATA BLOCK | EFTU AD 2.15 - 3 | 29 DEC 2022 |
| | **UTTI** | | |
| | WAYPOINTS AND FIXES | EFUT AD 2.15 - 1 | 02 DEC 2021 |
| | FAS DATA BLOCK | EFUT AD 2.15 - 3 | 29 DEC 2022 |
| | PRD INDEX | EFUT AD 2.15 - 5 | 20 APR 2023 |
| | **VAASA** | | |
| | WAYPOINTS AND FIXES | EFVA AD 2.15 - 1 | 21 APR 2022 |
| | FAS DATA BLOCK | EFVA AD 2.15 - 3 | 29 DEC 2022 |
| | PRD INDEX | EFVA AD 2.15 - 5 | 29 DEC 2022 |

**6 ILMAILUKARTTA - ICAO 1:500 000 (ANC)**

Kartta on suunniteltu palvelemaan näkölentosuunnistuksen tarpeita pienten nopeuksien sekä lyhyiden ja keskipitkien len-

**6 AERONAUTICAL CHART - ICAO 1:500 000 (ANC)**

This chart is designed to serve the requirements of visual air navigation for low speed, short and medium range operations

toetäisyyksien ollessa kysymyksessä sekä käytettäväksi apuvälineenä lento- ja suunnistuskoulutuksessa. Kartta on konstruoitu Lambertin kulmatarkassa kartioprojektiossa ja on yhdenmukainen ICAO:n Annex 4:n määritelmien kanssa.

**6.1 Karttojen ylläpito**

Muutokset ANC 1:500 000 -karttoihin julkaistaan normaalisti AIP:n muutospalvelulla ja sisällytetään listaukseen, joka on esitetty kohdassa 3.5. Tieto operatiivisesti merkittävistä virheellisyyksistä ja korjauksista julkaistaan tarvittaessa NOTAMilla.

Ilmoitus ANC 1:500 000 -sarjan ilmailukarttojen uusinnasta ja mahdollisista korjauksista julkaistaan tarvittaessa AIC:llä ja/tai www.ais.fi verkkosivuilla.

**6.2 Tekijänoikeus**

Karttojen tekijänoikeudet kuuluvat Fintraffic ANS:lle.

Laadunvarmistus, ks. GEN 3.1. kohta 1.

**6.3 Karttojen myynti**

Tapio Palvelut Oy / Karttakeskus
Maistraatinportti 4 A
00240 HELSINKI
TEL: 09 3154 9875
E-mail: myynti@karttakeskus.fi
www.karttakeskus.fi
Karttakauppa: www.karttakauppa.fi

and to provide a suitable medium for basic pilotage and for flight and navigation training. The chart is constructed on the Lambert conformal conical projection and it conforms to the ICAO specifications included in Annex 4.

**6.1 Maintenance of charts**

Changes to series ANC 1:500 000 charts are normally published by AIP Amendment and included in the list given in para 3.5. Information of operationally significant inaccuracies and corrections, if necessary, will be published by NOTAM.

Notification of the renewal of ANC 1:500 000 series charts and possible corrections thereto will be published by AIC and/or www.ais.fi webpage.

**6.2 Copyright**

Fintraffic ANS owns the copyrights to charts.

Quality Assurance, see GEN 3.1. para 1.

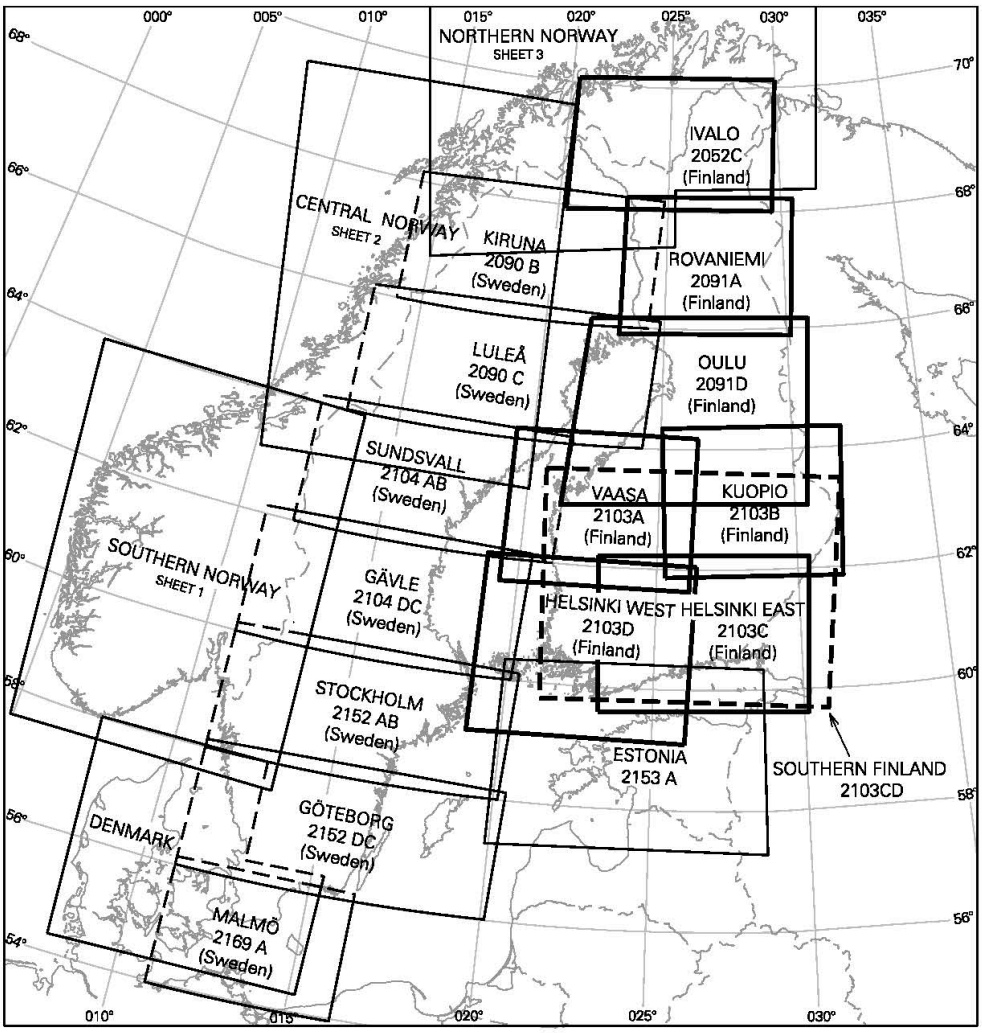
**6.3 Purchase arrangements**

Tapio Palvelut Oy / Karttakeskus
Maistraatinportti 4 A
FI-00240 HELSINKI
TEL: +358 9 3154 9875
E-mail: myynti@karttakeskus.fi
www.karttakeskus.fi
Mapshop: www.karttakauppa.fi


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**6.4 Karttojen lehtijako** **6.4 Chart index**

| *Kartan nimi / Chart name* | *ID* | *Päiväys / Date* |
|---|---|---|
| **HELSINKI WEST** | 2103D | 20 APR 2023 |
| **HELSINKI EAST** | 2103C | 20 APR 2023 |
| **VAASA** | 2103A | 20 APR 2023 |
| **KUOPIO** | 2103B | 20 APR 2023 |
| **OULU** | 2091D | 20 APR 2023 |
| **ROVANIEMI** | 2091A | 20 APR 2023 |
| **IVALO** | 2052C | 20 APR 2023 |
| **SOUTHERN FINLAND** | 2103CD | 20 APR 2023 |





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**7 MUUT KUIN ILMAILUKARTAT**

Ilmailukarttojen lisäksi Suomessa julkaistaan laaja valikoima muita karttoja. Niitä voi tiedustella osoitteesta:

Tapio Palvelut Oy / Karttakeskus
Maistraatinportti 4 A
00240 HELSINKI
TEL: 09 3154 9875
E-mail: myynti@karttakeskus.fi
www.karttakeskus.fi
Karttakauppa: www.karttakauppa.fi

**7 TOPOGRAPHICAL CHARTS**

To supplement the aeronautical charts, a wide selection of topographical charts is available from:

Tapio Palvelut Oy / Karttakeskus
Maistraatinportti 4 A
FI-00240 HELSINKI
TEL: +358 9 3154 9875
E-mail: myynti@karttakeskus.fi
www.karttakeskus.fi
Mapshop: www.karttakauppa.fi

**7.1 Muut ilmailukäyttöön tarkoitetut kartat**

7.1.1 Karttojen ylläpito

Kartat uusitaan tarvittaessa.

Laadunvarmistus, ks. GEN 3.1. kohta 1.

7.1.2 Tekijänoikeus

Karttojen tekijänoikeudet kuuluvat Fintraffic ANS:lle.

Kartat sisältävät Maanmittauslaitoksen pohja-aineistoja:

Maastotietokanta, 09/2012
Maastokartta 1:250 000, 08/2014 ja 10/2015.

**7.1 Other aeronautical charts**

7.1.1 Maintenance of charts

Charts are renewed when necessary.

Quality Assurance, see GEN 3.1. para 1.

7.1.2 Copyright

Chart copyrights are owned by Fintraffic ANS.

Charts contain basemap datasets from the National Land Survey of Finland:

Topographic Database, 09/2012
Topographic Map 1:250 000, 08/2014 and 10/2015.

Lisenssi:
www.maanmittauslaitos.fi/asioi-verkossa/avoimien-aineistojen-tiedostopalvelu/avoimen-tietoaineiston-lisenssi-versio-10
Licence:
www.maanmittauslaitos.fi/en/node/365

7.1.3 Saatavilla olevat kartat

ICAO Annex 4:n edellyttämien karttojen lisäksi Fintraffic ANS:n Ilmailutiedotusyksikkö julkaisee nettisivullaan osoitteessa www.ais.fi seuraavia ilmatilan rakennetta selventäviä karttoja:

7.1.3 Chart series available

In order to clarify the airspace structure the following charts are published at www.ais.fi by Fintraffic ANS Aeronautical Information Service in addition to charts that ICAO Annex 4 requires:

| **Local TRA chart** | TRA | **Local TRA chart** |
|---|---|---|
| Kartan tarkoitus on antaa käyttäjälle graafinen esitys ao. lentoaseman Local TRA alueista. Mittakaavat ovat 1:350 000, 1:400 000 ja 1:600 000. Kartta julkaistaan seuraaville lentoasemille: | | The chart is designed to give user a graphical presentation of the aerodrome TRA Local areas. The scales are at 1:350 000, 1:400 000 and 1:600 000. The chart is published for the following aerodromes: |

| | | | |
|---|---|---|---|
| HALLI | (EFHA) | LAPPEENRANTA | (EFLP) |
| HELSINKI-VANTAA | (EFHK) | MARIEHAMN | (EFMA) |
| IVALO | (EFIV) | OULU | (EFOU) |
| JOENSUU | (EFJO) | PORI | (EFPO) |
| JYVÄSKYLÄ | (EFJY) | ROVANIEMI | (EFRO) |
| KEMI-TORNIO | (EFKE) | TAMPERE-PIRKKALA | (EFTP) |
| KITTILÄ | (EFKT) | TURKU | (EFTU) |
| KOKKOLA-PIETARSAARI | (EFKK) | UTTI | (EFUT) |
| KUOPIO | (EFKU) | VAASA | (EFVA) |
| KUUSAMO | (EFKS) | | |

**8 KORJAUKSET KARTTOIHIN, JOTKA EIVÄT SISÄLLY AIP:HEN**

**8 CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP**

| ***Kartan nimi ja päiväys***<br>***Chart name and date*** | ***ID*** | ***LCA*** | ***COR*** | ***WEF*** |
|---|---|---|---|---|
| NIL | | | | |


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ENR 4.5 Lentoloistot reittiosuudella/
Aeronautical ground lights - en-route ..... ENR 4.5 - 1
ENR 5 ILMATILAA KOSKEVAT RAJOITUKSET JA VAROITUKSET/
NAVIGATION WARNINGS ..... ENR 5.1 - 1
ENR 5.1 Kielto-, rajoitus- ja vaara-alueet/
Prohibited, restricted and danger areas ..... ENR 5.1 - 1
1 Kieltoalueet/
Prohibited areas ..... ENR 5.1 - 1
2 Rajoitusalueet/
Restricted areas ..... ENR 5.1 - 3
3 Rajoitusalueiden suojavyöhykkeet (FBZ)/
Flight plan buffer zones (FBZ) for restricted areas ..... ENR 5.1 - 17
4 Vaara-alueet/
Danger areas ..... ENR 5.1 - 19
5 Vaara-alueiden suojavyöhykkeet (FBZ)/
Flight plan buffer zones (FBZ) for danger areas ..... ENR 5.1 - 33
ENR 5.2 Sotilasharjoitus- ja koulutusalueet sekä ilmapuolustuksen tunnistusvyöhyke (ADIZ)/
Military exercise and training areas ..... ENR 5.2 - 1
1 Tilapäiset ilmatilavarausalueet (TRA)/
Temporary reserved areas (TRA) ..... ENR 5.2 - 1
2 TRA-alueiden suojavyöhykkeet (FBZ)/
Flight plan buffer zones (FBZ) for TRA ..... ENR 5.2 - 13
3 Paikalliset ilmatilavarausalueet (Local TRA)/
Local Temporary Reserved Areas (Local TRA) ..... ENR 5.2 - 17
4 Tilapäiset erillisvarausalueet (TSA)/
Temporary segregated areas (TSA) ..... ENR 5.2 - 36
5 TSA-alueiden suojavyöhykkeet (FBZ)/
Flight plan buffer zones (FBZ) for TSA ..... ENR 5.2 - 55
6 Lentotiedotusalueiden rajojen yli tapahtuvan ilmatilan käytön alueet (CBA)/
Cross Border Areas (CBA) ..... ENR 5.2 - 76
7 CBA-alueiden suojavyöhykkeet (FBZ)/
Flight plan buffer zones (FBZ) for CBA ..... ENR 5.2 - 76
8 Ilmapuolustuksen tunnistusvyöhyke (ADIZ)/
Air defence identification zone (ADIZ) ..... ENR 5.2 - 77
ENR 5.3 Muu ilmailulle vaarallinen toiminta ja muut mahdolliset vaaratekijät/
Other activities of a dangerous nature and other potential hazards ..... ENR 5.3 - 1
5.3.1 MUU ILMAILULLE VAARALLINEN TOIMINTA/
OTHER ACTIVITIES OF A DANGEROUS NATURE ..... ENR 5.3 - 1
5.3.2 MUUT MAHDOLLISET VAARATEKIJÄT/
OTHER POTENTIAL HAZARDS ..... ENR 5.3 - 2
ENR 5.4 Huomattavat lentoesteet/
Air navigation obstacles ..... ENR 5.4 - 1
ENR 5.5 Urheilu- ja harrasteilmailu/
Aerial sporting and recreational activities ..... ENR 5.5 - 1
1 PURJELENTOPAIKAT/
GLIDING SITES ..... ENR 5.5 - 1
ENR 5.6 Lintujen muutto sekä meluhäiriöille herkät alueet/
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BIRD MIGRATION ..... ENR 5.6 - 1
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| *Name*<br>*Lateral limits*<br>*Vertical limits*<br>*Class of Airspace* | *Unit providing service* | *Call sign*<br>*Languages*<br>*Area and conditions of use*<br>*Hours of service* | *FREQ*<br>*Purpose* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFKT TMA**<br>Area bounded by lines joining points 680902N 0244626E - 680324N 0251437E - 672716N 0253810E - 671726N 0252004E - 671503N 0245435E - 672035N 0242651E - 673531N 0235850E - 675642N 0240321E - 680638N 0242059E to point of origin.<br>FL 95/3300 FT MSL<br>AIRSPACE CLASS<br>BTN FL 95 – 3300 FT MSL D | KITTILÄ ATS | KITTILÄN TORNI<br>KITTILÄ TOWER<br>FI, EN<br>NOTAM | 118.950<br>PRIMARY<br>119.700<br>GUARD<br>121.500<br>EMERG | RMZ H24, TMZ HO |
| **EFKU TMA**<br>Area bounded by lines joining points 632502N 0273640E - 632350N 0275458E - 631833N 0281131E - 625839N 0282959E - 625906N 0290928E - 625303N 0284825E - 624342N 0284110E - 623257N 0283810E - 623406N 0275220E - 623310N 0271831E - 623159N 0270936E - 631145N 0270136E - 632110N 0271629E to point of origin.<br>FL 95/2000 FT MSL<br>AIRSPACE CLASS<br>BTN FL 95 – 2000 FT MSL C | KUOPIO ATS | KUOPION TUTKA<br>KUOPIO RADAR<br>FI, EN<br>H24 | 130.600<br>PRIMARY<br>119.700<br>GUARD<br>121.500<br>EMERG | |
| **EFLP TMA**<br>Area bounded by lines joining points 612221N 0282529E - 611835N 0284117E - 610330N 0283953E - 605900N 0283004E - 604328N 0274513E - 604928N 0274312E - 610500N 0272534E - 610858N 0272100E to point of origin.<br>FL 95/1600 FT MSL<br>AIRSPACE CLASS<br>BTN FL 95 – 1600 FT MSL D | LAPPEEN-RANTA ATS | LAPPEENRAN-NAN TORNI<br>LAPPEENRAN-TA TOWER<br>FI, EN<br>NOTAM | 120.200<br>PRIMARY<br>119.700<br>GUARD<br>121.500<br>EMERG | RMZ H24 |
| **EFMA TMA**<br>Area bounded by lines joining points 603333N 0200601E - 602936N 0202419E - 601753N 0203755E - 594359N 0200838E - 594141N 0194756E - 600359N 0191608E - 603033N 0193917E to point of origin.<br>FL 95/1300 FT MSL<br>AIRSPACE CLASS<br>BTN FL 95 – 1300 FT MSL D | MARIE-HAMN ATS | MAARIAN-HAMINAN TORNI<br>MARIEHAMN TOWER<br>FI, EN<br>NOTAM | 119.600<br>PRIMARY<br>119.700<br>GUARD<br>121.500<br>EMERG | RMZ H24 |

| *Name*<br>*Lateral limits*<br>*Vertical limits*<br>*Class of Airspace* | *Unit providing service* | *Call sign*<br>*Languages*<br>*Area and conditions of use*<br>*Hours of service* | *FREQ*<br>*Purpose* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFOU TMA**<br>Area bounded by lines joining points 652421N 0251101E - 645947N 0261830E - 644645N 0261845E - 643016N 0255504E - 642712N 0254036E - 642539N 0250124E - 643210N 0244818E - 644001N 0243123E - 645428N 0241313E - 650643N 0241132E - 651817N 0242453E to point of origin.<br>FL 95/1700 FT MSL<br>AIRSPACE CLASS<br>BTN FL 95 – 1700 FT MSL D | OULU ATS | OULUN TUTKA<br>OULU RADAR<br>FI, EN<br>HO | 118.150<br>PRIMARY<br>119.700<br>GUARD<br>121.500<br>EMERG | RMZ H24<br>TMZ H24 |
| **EFPO TMA EAST**<br>Area bounded by lines joining points 613130N 0223015E - 612857N 0223728E - 612919N 0224023E - 611010N 0223731E - 611036N 0223554E - 610909N 0222702E to point of origin.<br>FL 95/FL 65<br>AIRSPACE CLASS<br>BTN FL 95 – FL 65 D | PORI ATS | PORIN TUTKA<br>PORI RADAR<br>FI, EN<br>HO | 128.650<br>PRIMARY<br>119.700<br>GUARD<br>121.500<br>EMERG | RMZ H24, TMZ HO |
| **EFPO TMA WEST**<br>Area bounded by lines joining points 615041N 0213440E - 613130N 0223015E - 610909N 0222702E - 610336N 0215334E - 612241N 0205802E - 613826N 0205819E - 614635N 0211024E to point of origin.<br>FL 95/1700 FT MSL<br>AIRSPACE CLASS<br>BTN FL 95 – 1700 FT MSL D | PORI ATS | PORIN TUTKA<br>PORI RADAR<br>FI, EN<br>HO | 128.650<br>PRIMARY<br>119.700<br>GUARD<br>121.500<br>EMERG | RMZ H24, TMZ HO |
| **EFRO TMA**<br>Area bounded by lines joining points 665751N 0254242E - 665718N 0261930E - 665117N 0263917E - 663942N 0264808E - 662916N 0263825E - 660706N 0260331E - 660320N 0251700E - 661038N 0245456E - 661120N 0244203E - 662732N 0244120E - 663511N 0244642E - 664623N 0250847E to point of origin.<br>FL 95/2000 FT MSL<br>AIRSPACE CLASS<br>BTN FL 95 – 2000 FT MSL C | ROVANIEMI ATS | ROVANIE-MEN TUTKA<br>ROVANIEMI RADAR<br>FI, EN<br>H24 | 129.900<br>PRIMARY<br>119.700<br>GUARD<br>121.500<br>EMERG | |


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## ENR 4.4 LUETTELO ILMOITTAUTUMISPAIKOISTA

### VIISIKIRJAIMISET IFR-ILMOITTAUTUMISPAIKAT

Alla oleva luettelo sisältää reittisuunnistukseen tarkoitetut viisikirjaimiset IFR-ilmoittautumispaikat.

Merkitys FRA toimintaan on mainittu sarakkeessa 4.

## ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

### FIVE-LETTER NAME-CODES FOR IFR SIGNIFICANT POINTS

The list below contains five-letter name-codes for IFR significant points for en-route navigation.

FRA relevance is given in column 4.

| *FRA käytettävyys / FRA availability* |
|---|
| A = FRA Arrival Connecting Point |
| D = FRA Departure Connecting Point |
| E = FRA Entry Point |
| I = FRA Intermediate Point |
| X = FRA Exit Point |

*Huom. 1: Taulukko ei sisällä niitä ilmoittautumispaikkoja, jotka liittyvät yksinomaan lentoaseman IFR-menetelmiin. Ne ilmoittautumispaikat on julkaistu WAYPOINTS AND FIXES taulukossa asianomaisen lentoaseman sivulla AD 2.15.*

*Note 1: The list does not contain significant points exclusively for aerodrome IFR procedures. Such points are published in the WAYPOINTS AND FIXES table of the appropriate aerodrome on page AD 2.15.*

*Huom. 2: Ilmoittautumispaikkoja BAKLA, BEXUL, BODRI, DOPUD, EKMIK, EVLAN, IRGAL, LAMPI, MISMO, NISIX, OGLAV, PERKE, SUTEV, TOGMI, TUVLU ja VALAK voidaan käyttää FRA Entry ja FRA Exit pisteinä välillä FL 095 - FL 285.*

*Note 2: REP BAKLA, BEXUL, BODRI, DOPUD, EKMIK, EVLAN, IRGAL, LAMPI, MISMO, NISIX, OGLAV, PERKE, SUTEV, TOGMI, TUVLU and VALAK are available for FRA Entry and FRA Exit Points between FL 095 - FL 285.*

*Huom. 3: Ilmoittautumispaikat KELAS, KOSKA, LUPET, NEBET, OGLOB, POKAS, RUNGA ja XONTU ovat FRA Exit pisteitä alle FL 285.*

*Note 3: REP KELAS, KOSKA, LUPET, NEBET, OGLOB, POKAS, RUNGA and XONTU are FRA Exit Points below FL 285.*

*Huom. 4: Ilmoittautumispaikat ALAMI, DODAM ja RIKUM ovat FRA Entry pisteitä alle FL 285.*

*Note 4: REP ALAMI, DODAM and RIKUM are FRA Entry Points below FL 285.*

*Huom. 5: Ilmoittautumispaikkoja ASVUG, ENEXI, GAPRO, GIGOV, GOMAV, ROVAN, SIVNU, TINOS, UVMOK ja VADLA voidaan käyttää FRA Entry ja FRA Exit pisteinä välillä FL 095 - FL 135 välillä.*

*Note 5: REP ASVUG, ENEXI, GAPRO, GIGOV, GOMAV, ROVAN, SIVNU, TINOS, UVMOK and VADLA are available for FRA Entry and FRA Exit Points between FL 095 - FL 135.*

| *REP* | *COORD* | *REF ATS RTE* | *FRA Relevance* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| ABKEM | 642855N 0254841E | | FRA (I); FRA (AD): EFOU | |
| ABLOP | 680856N 0244518E | | FRA (I) | |
| ABMAX | 614325N 0284117E | | FRA (I); FRA (AD): EFSA | |
| ABOXU | 633457N 0252329E | Y77, Y86 | FRA (I) | |
| ABSER | 595350N 0225948E | Y367 | FRA (I) | |
| ADEDO | 624616N 0250336E | Y75 | FRA (I); FRA (D): EFJY | |
| ADEXU | 684615N 0273711E | | FRA (I) | |
| ADIVO | 601751N 0235853E | Y365 | FRA (I) | |
| ADOPO | 612524N 0264950E | Y232 | FRA (I); FRA (D): EFHK | |
| ADSEB | 605410N 0281559E | | FRA (I); FRA (AD): EFLP | |
| AGAMO | 630848N 0311554E | | FRA (EX) | |
| AGIVU | 623854N 0295019E | | FRA (EXI) | |
| ALAMI | 590252N 0205457E | | FRA (I) | |

| *REP* | *COORD* | *REF ATS RTE* | *FRA Relevance* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| AMASU | 622243N 0232115E | | FRA (I); FRA (AD): EFSI | |
| AMROT | 602938N 0234233E | Y349, Y362 | FRA (I) | |
| AMUBA | 672154N 0262012E | | FRA (I) | |
| AMULU | 672249N 0242242E | | FRA (I); FRA (D): EFKT | |
| AMUPO | 610957N 0223817E | | FRA (I) | |
| APTEN | 662412N 0250422E | Y75 | FRA (I) | |
| ARBEV | 613737N 0242940E | | FRA (I); FRA (AD): EFHA, EFTP | |
| ARFUT | 661902N 0262209E | | FRA (I); FRA (AD): EFRO | |
| ARLOM | 604725N 0274353E | Y359 | FRA (I); FRA (AD): EFLP, EFUT; FRA (A): EFHK | |
| ARVEP | 601458N 0262357E | T82 | FRA (I) | |
| ASLUP | 652355N 0250741E | Y75 | FRA (I); FRA (D): EFOU | |
| ASPEM | 621150N 0290603E | | FRA (I); FRA (AD): EFSA | |
| ASRIS | 641123N 0271540E | M130, T95 | FRA (I) | |
| ASTUX | 623325N 0272715E | | FRA (I); FRA (D): EFKU | |
| ASVUG | 695552N 0270821E | | FRA (I) | |
| ATLUL | 623357N 0274617E | | FRA (I); FRA (AD): EFKU | |
| ATPEL | 632358N 0223208E | T255 | FRA (I); FRA (AD): EFKK | |
| ATSEN | 620437N 0251900E | Y86 | FRA (I); FRA (A): EFHA | |
| AXUTI | 625302N 0210425E | | FRA (I); FRA (AD): EFVA | |
| BAKLA | 612145N 0192457E | | FRA (I) | |
| BALTI | 595415N 0251506E | | FRA (I) | |
| BAPTU | 631704N 0225759E | | FRA (I); FRA (AD): EFKK | |
| BAVMO | 635658N 0263301E | M130, Y71, Y77 | FRA (I) | |
| BEGSU | 623657N 0214657E | | FRA (I); FRA (AD): EFVA | |
| BEPEM | 615844N 0251843E | Y86 | FRA (I) | |
| BEVNA | 655721N 0282256E | | FRA (I); FRA (AD): EFKS | |
| BEVOM | 602752N 0222837E | Y368 | FRA (I) | |
| BEXUL | 653534N 0240914E | | FRA (I); FRA (AD): EFKE | |
| BODRI | 622454N 0194927E | | FRA (I) | |
| BUPEG | 624711N 0211334E | | FRA (I); FRA (AD): EFVA | |
| BURJA | 652228N 0245631E | | FRA (I); FRA (AD): EFKE, EFOU | |
| DEDIT | 631530N 0202702E | | FRA (I) | |
| DEPUK | 674005N 0263739E | N156 | FRA (I) | |
| DIPUM | 611300N 0245508E | Y75 | FRA (I) | |


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| *REP* | *COORD* | *REF ATS RTE* | *FRA Relevance* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| DISIB | 605807N 0221414E | | FRA (I) | |
| DIVAM | 595054N 0233537E | Y370 | FRA (I) | |
| DIVEG | 625444N 0214317E | T255, Y71 | FRA (I) | |
| DOBAN | 594758N 0242709E | | FRA (I) | |
| DODAM | 600240N 0191806E | | FRA (I); FRA (A): EFMA | |
| DODEP | 634324N 0252356E | Y71, Y86 | FRA (I) | |
| DOPUD | 680829N 0231918E | | FRA (I); FRA (AD): EFET | |
| EBEBU | 600542N 0202716E | | FRA (I); FRA (AD): EFMA | |
| EBIXO | 625445N 0281435E | | FRA (I) | |
| EKMIK | 651506N 0234339E | | FRA (I) | |
| EKNID | 594300N 0220945E | Y367 | FRA (I) | |
| ELPOP | 634621N 0250603E | Y75 | FRA (I) | |
| ELSOV | 624815N 0252107E | Y86 | FRA (I); FRA (A): EFJY | |
| EMDUR | 635934N 0233431E | | FRA (I); FRA (AD): EFKK | |
| EMPOM | 601252N 0214240E | | FRA (I); FRA (AD): EFTU | |
| ENETI | 610429N 0233420E | Y362 | FRA (I); FRA (A): EFHK; FRA (D): EFTP | |
| ENEXI | 691951N 0254510E | | FRA (I) | |
| ERAKO | 610051N 0220526E | | FRA (I) | |
| ERKOM | 611335N 0274253E | | FRA (I); FRA (AD): EFLP | |
| ERNUT | 611710N 0251647E | Y86 | FRA (I) | |
| EROKU | 620136N 0261656E | | FRA (I); FRA (AD): EFJY | |
| ERTOP | 620138N 0252535E | | FRA (I); FRA (AD): EFHA, EFJY | |
| ETENA | 624944N 0284550E | | FRA (I); FRA (AD): EFJO, EFKU | |
| ETOBA | 621120N 0294040E | | FRA (I) | |
| ETROD | 635705N 0274819E | T95 | FRA (I); FRA (AD): EFKI | |
| EVADI | 592023N 0215126E | Y370 | FRA (I); FRA (A): EFHK | |
| EVIMI | 671506N 0245502E | Y75 | FRA (I); FRA (A): EFKT | |
| EVIRO | 602230N 0244754E | | FRA (I) | |
| EVLAK | 692150N 0284256E | | FRA (I) | |
| EVLAN | 601508N 0190643E | | FRA (I) | |
| EVLIT | 610247N 0230429E | Y357 | FRA (I); FRA (AD): EFTP; FRA (D): EFHK | |
| EVOLA | 683040N 0245836E | | FRA (I) | |
| EVRIG | 643337N 0281131E | | FRA (I); FRA (AD): EFKI | |
| EVSET | 645915N 0252804E | T95, Y86 | FRA (I) | |
| EXIKU | 625205N 0273114E | | FRA (I) | |
| EXUPA | 602313N 0230638E | | FRA (I); FRA (A): EFTU | |

| *REP* | *COORD* | *REF ATS RTE* | *FRA Relevance* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| EXUTI | 680638N 0242059E | | FRA (I); FRA (AD): EFET, EFKT | |
| GALPI | 625049N 0200825E | | FRA (I) | |
| GAPRO | 691021N 0214746E | | FRA (I) | |
| GATRI | 645600N 0293700E | M130 | FRA (EX) | |
| GEMKU | 613903N 0232551E | | FRA (I); FRA (AD): EFTP | |
| GIDKI | 631718N 0231507E | | FRA (I); FRA (AD): EFKK | |
| GIGOV | 691323N 0210129E | | FRA (I) | |
| GIKIT | 603427N 0215851E | | FRA (I) | |
| GISUX | 630212N 0224836E | | FRA (I); FRA (AD): EFSI | |
| GITEV | 673648N 0245018E | Y75, Y86 | FRA (I) | |
| GODOB | 644213N 0233334E | | FRA (I) | |
| GOMAV | 683958N 0231854E | | FRA (I) | |
| GOSVA | 623128N 0252017E | Y86 | FRA (I) | |
| GUBTU | 623855N 0221157E | | FRA (I); FRA (AD): EFVA | |
| GULDU | 650658N 0252830E | Y86 | FRA (I) | |
| IBEVU | 654134N 0285742E | | FRA (I); FRA (AD): EFKS | |
| IBOSU | 613712N 0251743E | Y86 | FRA (I); FRA (A): EFHK; FRA (D): EFHA | |
| IBSAN | 664230N 0250105E | Y75 | FRA (I); FRA (D): EFRO | |
| IBVAR | 604409N 0204858E | | FRA (I) | |
| IBVUT | 602135N 0212040E | Y363 | FRA (I); FRA (A): EFHK | |
| IDEPI | 604239N 0254739E | Y232 | FRA (I) | |
| IDNIS | 610527N 0220436E | | FRA (I); FRA (AD): EFPO | |
| INLEK | 651939N 0241443E | | FRA (I); FRA (AD): EFKE | |
| INLOG | 601018N 0265647E | | FRA (X) | |
| INSOB | 605118N 0210007E | | FRA (I) | |
| IPDUR | 603815N 0220145E | | FRA (I) | |
| IPMOT | 602711N 0231035E | Y368 | FRA (I); FRA (AD): EFTU | |
| IRGAL | 624950N 0200039E | | FRA (I) | |
| IRLOT | 600859N 0254450E | | FRA (I) | |
| IXONO | 643530N 0244107E | T255 | FRA (I); FRA (AD): EFOU | |
| IXUBI | 642834N 0280821E | M130 | FRA (I) | |
| KEFFA | 611807N 0211133E | | FRA (I); FRA (AD): EFPO | |
| KELAS | 602807N 0191033E | | FRA (I) | |
| KELEK | 683012N 0282730E | | FRA (EX) | |
| KETOL | 614800N 0300500E | | FRA (EX) | |
| KOFUT | 614304N 0232109E | M130 | FRA (I) | |


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| *REP* | *COORD* | *REF ATS RTE* | *FRA Relevance* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| KOIVU | 595041N 0243955E | | FRA (I); FRA (D): EFHK | |
| KOKAT | 624000N 0312231E | | FRA (X) | |
| KOMEK | 622518N 0310630E | | FRA (EX) | |
| KOSKA | 591058N 0204034E | | FRA (I) | |
| KOTOS | 625244N 0202341E | | FRA (I) | |
| KUVEM | 601126N 0235614E | Y366 | FRA (I) | |
| LAKUT | 602617N 0235235E | Y362, Y363, Y364, Y368 | FRA (I) | |
| LAMPI | 633219N 0210212E | | FRA (I) | |
| LAPMU | 692445N 0283156E | | FRA (I) | |
| LEDUN | 595830N 0260642E | | FRA (EX) | |
| LIKSO | 622654N 0222657E | | FRA (I) | |
| LIVLU | 602035N 0212750E | | FRA (I); FRA (D): EFTU | |
| LOBGA | 643927N 0244841E | T255 | FRA (I) | |
| LOFAD | 623506N 0235446E | Y81 | FRA (I) | |
| LUMME | 623837N 0244957E | | FRA (I); FRA (AD): EFJY | |
| LUPET | 593825N 0195235E | | FRA (I) | |
| LUSAG | 682039N 0262137E | | FRA (I); FRA (AD): EFIV | |
| LUSEP | 605708N 0251553E | T83, Y86 | FRA (I) | |
| MAMOP | 603430N 0255904E | | FRA (I) | |
| MAROM | 602652N 0240237E | | FRA (I) | |
| MARXO | 663617N 0264456E | | FRA (I); FRA (AD): EFRO | |
| MIKNU | 642639N 0252614E | Y86 | FRA (I); FRA (D): EFOU | |
| MIMRU | 631758N 0250453E | Y75 | FRA (I) | |
| MISMO | 661029N 0234910E | | FRA (I) | |
| MOHNI | 595349N 0253506E | | FRA (EX) | |
| NANIP | 632146N 0271936E | | FRA (I) | |
| NAPRU | 613504N 0260540E | T83 | FRA (I); FRA (A): EFHK | |
| NAPUN | 604941N 0251622E | | FRA (I) | |
| NAXEP | 605910N 0263230E | | FRA (I); FRA (AD): EFUT | |
| NEBAB | 610634N 0225048E | | FRA (I); FRA (AD): EFTP | |
| NEBET | 670205N 0234301E | | FRA (I) | |
| NEKUX | 685834N 0274720E | | FRA (I); FRA (AD): EFIV | |
| NEMGU | 662024N 0244139E | | FRA (I); FRA (AD): EFRO | |
| NEPEK | 604433N 0242908E | Y357, Y361, Y375 | FRA (I) | |
| NEPIX | 660630N 0250727E | Y75 | FRA (I); FRA (AD): EFKE, EFRO | |
| NESUK | 634425N 0223230E | | FRA (I); FRA (AD): EFKK | |
| NIFOT | 610838N 0213907E | | FRA (I); FRA (AD): EFPO | |

| *REP* | *COORD* | *REF ATS RTE* | *FRA Relevance* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| NIPIB | 594057N 0230048E | Y370 | FRA (I) | |
| NIRPU | 604627N 0220801E | | FRA (I); FRA (AD): EFTU | |
| NISIX | 591907N 0202554E | | FRA (I) | |
| NISPO | 624254N 0270726E | | FRA (I); FRA (AD): EFKU | |
| NISVI | 610734N 0240255E | Y361 | FRA (I); FRA (AD): EFTP; FRA (D): EFHK | |
| NITAS | 601033N 0255829E | | FRA (I) | |
| NOELA | 675556N 0265314E | Y351 | FRA (I) | |
| NOPNI | 645741N 0245843E | T255 | FRA (I) | |
| NUBVU | 651204N 0254511E | | FRA (I); FRA (AD): EFOU | |
| NUNTO | 600501N 0235337E | Y367, Y369 | FRA (I) | |
| OBEVI | 592608N 0205523E | | FRA (I) | |
| OBISO | 662101N 0283915E | | FRA (I); FRA (AD): EFKS | |
| ODESO | 601934N 0223902E | Y364 | FRA (I) | |
| ODRUB | 640414N 0265422E | M130 | FRA (I); FRA (AD): EFKI | |
| ODUSA | 613101N 0225057E | | FRA (I) | |
| OGLAV | 684959N 0211022E | | FRA (I) | |
| OGLOB | 595559N 0192744E | | FRA (I); FRA (D): EFMA | |
| OGTUD | 633934N 0231230E | | FRA (I) | |
| OKEVU | 591419N 0213136E | | FRA (I) | |
| OLEMA | 601400N 0272830E | | FRA (X) | |
| OLGUB | 620456N 0272149E | | FRA (I) | |
| OLNOP | 661119N 0244219E | | FRA (I); FRA (D): EFRO | |
| OLPED | 593459N 0213339E | Y367 | FRA (I); FRA (D): EFHK | |
| OMZER | 603341N 0275050E | | FRA (EX) | |
| OSDIL | 614251N 0215737E | | FRA (I); FRA (AD): EFPO | |
| OSKEK | 624007N 0250322E | Y75 | FRA (I) | |
| OSLIT | 665145N 0252423E | Y86 | FRA (I); FRA (A): EFRO | |
| OSTOT | 591715N 0221043E | | FRA (I) | |
| OTBAR | 635002N 0252416E | Y86 | FRA (I) | |
| OTKAP | 610446N 0272323E | | FRA (I); FRA (AD): EFUT | |
| OTKIL | 602830N 0212204E | Y368 | FRA (I); FRA (AD): EF-TU; FRA (A): EFHK | |
| OTLUD | 620939N 0250211E | Y75 | FRA (I); FRA (D): EFHA | |
| OTPAL | 611608N 0254032E | T83 | FRA (I) | |
| OTVEG | 621714N 0223851E | | FRA (I) | |
| OTVEM | 650819N 0241322E | | FRA (I); FRA (AD): EFOU | |
| PEKUX | 602419N 0223732E | Y363 | FRA (I) | |
| PENIV | 612847N 0220017E | Y81 | FRA (I) | |
| PEPIG | 600829N 0223559E | Y365 | FRA (I) | |


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| *REP* | *COORD* | *REF ATS RTE* | *FRA Relevance* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| PERKE | 664407N 0235332E | | FRA (I) | |
| PETOT | 593040N 0230831E | | FRA (I) | |
| PEXEN | 595447N 0234928E | | FRA (I) | |
| PIDOP | 613510N 0280845E | | FRA (I) | |
| PIRUX | 590300N 0211000E | | | AVBL for state ACFT only |
| PISIM | 593300N 0231000E | | | AVBL for state ACFT only |
| PISOX | 594641N 0224504E | Y369 | FRA (I) | |
| POGOK | 595928N 0212316E | Y365 | FRA (I); FRA (D): EFHK | |
| POKAS | 595853N 0192333E | | FRA (I) | |
| RASRU | 631401N 0210002E | | FRA (I) | |
| RATLA | 605130N 0282018E | | FRA (EX) | |
| RATMU | 601416N 0263209E | T82 | FRA (I); FRA (D): EFHK | |
| REBGO | 615109N 0271030E | | FRA (I); FRA (AD): EFMI | |
| REKDO | 592635N 0213340E | Y369 | FRA (I); FRA (D): EFHK | |
| RENKU | 595309N 0245348E | | FRA (D): EFHK | |
| RENVI | 660434N 0253154E | Y86 | FRA (I); FRA (AD): EFRO | |
| RERBU | 631356N 0221513E | T255 | FRA (I); FRA (AD): EFVA | |
| RERGA | 622714N 0262753E | | FRA (I); FRA (AD): EFJY | |
| RERLO | 611653N 0225747E | | FRA (I) | |
| RIBVU | 650850N 0250745E | T255, Y75 | FRA (I) | |
| RIDVI | 692323N 0283603E | | FRA (I) | |
| RIKUM | 595815N 0192429E | | FRA (I); FRA (A): EFMA | |
| RIRIP | 601210N 0212603E | Y364 | FRA (I); FRA (A): EFHK | |
| RISEV | 623153N 0303014E | | FRA (I); FRA (AD): EFJO | |
| RIVUM | 614003N 0285105E | | FRA (I); FRA (AD): EFSA | |
| ROGTU | 612931N 0205811E | | FRA (I); FRA (AD): EFPO | |
| ROKVI | 605139N 0270123E | Y358 | FRA (I); FRA (AD): EFHK | |
| ROMOP | 615124N 0250129E | Y75 | FRA (I) | |
| ROPAM | 600759N 0253606E | | FRA (I); FRA (A): EFHK | |
| ROTKO | 665738N 0255740E | | FRA (I); FRA (AD): EFRO | |
| ROVAN | 694750N 0283151E | | FRA (I) | |
| ROVTI | 614659N 0262150E | | FRA (I) | |
| RUBSI | 654151N 0243850E | | FRA (I) | |
| RUDAM | 671214N 0292404E | N156, Y351 | FRA (EX) | |
| RUMEP | 593045N 0222556E | Y370 | FRA (I) | |
| RUNES | 693939N 0282239E | | FRA (I) | |
| RUNGA | 594459N 0194327E | | FRA (I) | |

| *REP* | *COORD* | *REF ATS RTE* | *FRA Relevance* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| SAFEK | 620252N 0225742E | Y81 | FRA (I) | |
| SIGGE | 612221N 0282529E | | FRA (I); FRA (AD): EFLP | |
| SIVNU | 693428N 0291416E | | FRA (I) | |
| SOPEB | 622803N 0241435E | M130 | FRA (I) | |
| SOSIP | 622611N 0273939E | | FRA (I) | |
| SOTIT | 681411N 0271140E | | FRA (I); FRA (AD): EFIV | |
| SOTUP | 601720N 0203726E | | FRA (I); FRA (AD): EFMA | |
| SUBUG | 624129N 0212229E | | FRA (I); FRA (AD): EFVA | |
| SUDAT | 595430N 0251952E | | | Not for FPL purposes |
| SUTEV | 643314N 0224416E | | FRA (I) | |
| SUVIB | 642555N 0250744E | Y75 | FRA (I); FRA (A): EFOU | |
| TADOX | 623151N 0222034E | Y77 | FRA (I) | |
| TEVRU | 604916N 0244929E | Y75 | FRA (I) | |
| TINOS | 694730N 0261340E | | FRA (I) | |
| TITIV | 624134N 0274508E | | FRA (I) | |
| TOGMI | 614543N 0193225E | | FRA (I) | |
| TOHAT | 611944N 0225440E | M130 | FRA (I) | |
| TUGPU | 671726N 0252004E | Y86 | FRA (I); FRA (D): EFKT | |
| TUNOV | 621632N 0270259E | | FRA (I) | |
| TUSBI | 610405N 0261823E | Y232 | FRA (I) | |
| TUVLU | 674126N 0232943E | | FRA (I) | |
| UBIGA | 642305N 0264818E | T95 | FRA (I); FRA (AD): EFKI | |
| UDVIM | 615542N 0271413E | | FRA (I) | |
| UGLUM | 632455N 0273827E | T95 | FRA (I); FRA (AD): EFKU | |
| UGMOR | 643940N 0260830E | T95 | FRA (I); FRA (AD): EFOU | |
| ULGEG | 635145N 0232031E | | FRA (I) | |
| ULROM | 662806N 0252813E | Y86 | FRA (I) | |
| ULTIR | 601514N 0251213E | | FRA (I) | |
| ULTSI | 603259N 0251727E | | FRA (I) | |
| ULVED | 615553N 0284047E | | FRA (I) | |
| UMSES | 610613N 0220911E | | FRA (I); FRA (D): EFPO | |
| UMUGI | 600214N 0224141E | Y366 | FRA (I) | |
| UPAPU | 601106N 0223334E | | FRA (I); FRA (AD): EFTU | |
| UPEDU | 651753N 0252908E | Y86 | FRA (I); FRA (AD): EFOU | |
| USITU | 595131N 0212157E | Y366 | FRA (I); FRA (D): EFHK | |
| USUPO | 613645N 0250056E | Y75 | FRA (I); FRA (A): EFHA; FRA (D): EFHK | |
| UVATI | 632329N 0211204E | | FRA (I); FRA (AD): EFVA | |


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| *REP* | *COORD* | *REF ATS RTE* | *FRA Relevance* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| UVEMO | 610533N 0235058E | | FRA (I); FRA (AD): EFTP | |
| UVMOK | 684810N 0250953E | | FRA (I) | |
| UVOPA | 604625N 0222611E | | FRA (I); FRA (AD): EFTU | |
| UVOVO | 622257N 0292401E | | FRA (I); FRA (AD): EFJO | |
| UXADA | 605100N 0223648E | Y349, Y375 | FRA (I); FRA (AD): EFHK | |
| UXEGA | 612803N 0265633E | | FRA (I); FRA (AD): EFMI | |
| UXETI | 600828N 0195452E | | FRA (I) | |
| VABUB | 623621N 0223240E | | FRA (I); FRA (AD): EFSI | |
| VADLA | 694506N 0284743E | | FRA (I) | |
| VALAK | 632507N 0203427E | | FRA (I) | |
| VALOX | 594354N 0240820E | | FRA (I); FRA (D): EFHK | |
| VAVED | 615040N 0264339E | | FRA (I); FRA (AD): EFMI | |
| VAXUN | 635903N 0234218E | T255 | FRA (I); FRA (AD): EFKK | |
| VEHUF | 604612N 0260617E | | FRA (I); FRA (A): EFUT | |
| VEKUV | 625847N 0274850E | | FRA (I) | |
| VEPIN | 603753N 0261959E | Y358, Y359 | FRA (I); FRA (D): EFUT | |
| VULEZ | 611235N 0290455E | | FRA (EX) | |
| XELMA | 615605N 0253746E | | FRA (I); FRA (D): EFJY | |
| XETMU | 675224N 0252155E | | FRA (I); FRA (AD): EFKT | |
| XETNI | 604120N 0221430E | | FRA (I) | |
| XEVAP | 645013N 0241836E | | FRA (I); FRA (AD): EFOU | |
| XEVLO | 632157N 0252249E | M130, Y81, Y86 | FRA (I) | |
| XONTU | 655626N 0240436E | | FRA (I) | |
| XORMU | 611928N 0223854E | | FRA (I); FRA (AD): EFPO, EFTP | |

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# ENR 5 ILMATILAA KOSKEVAT RAJOITUKSET JA VAROITUKSET

## ENR 5.1 KIELTO-, RAJOITUS- JA VAARA-ALUEET

Alla on esitetty pysyvät kielto-, rajoitus- ja vaara-alueet.

*Huom. Ks. Index-kartat, ENR 6.3.*

Tilapäisten kielto-, rajoitus- ja vaara-alueiden perustaminen julkaistaan NOTAMilla tai AIP Supplementilla.

### 1 Kieltoalueet

1.1. Valtakunnan maa-alueen tai aluevesien yläpuolella oleva rajoiltaan määrätty ilmatilan osa, jossa ilmailu on kielletty. Kieltoalueita voidaan perustaa valtioneuvoston asetuksella suojaamaan erityisiä kohteita. Tämän julkaisun määräyksiä ei sovelleta sotilas-, rajavartio-, poliisi-, tulli-, merenkulku- ja ilmailuviranomaisiin eikä pelastustointa, ensihoitopalvelua tai potilaskuljetuksia hoitaviin viranomaisiin tai heidän määräämiinsä lentoihin silloin, kun näille viranomaisille säädettyjen tehtävien suorittaminen tai harjoitteleminen vaatii lentämistä ilmailulta rajoitetuilla alueilla.

Määräykset eivät myöskään koske lentotoimintaan liittyvistä teknisistä vaatimuksista ja hallinnollisista menettelyistä Euroopan parlamentin ja neuvoston asetuksen (EY) N:o 216/2008 mukaisesti annetussa komission asetuksessa (EU) N:o 965/2012 tarkoitettua kiireellistä lääkintälentotoimintaa helikoptereilla eikä myöskään lentoja, jotka perustuvat Suomea sitovaan kansainväliseen velvoitteeseen.

1.2. Liikenne- ja viestintävirasto voi erityisistä syistä myöntää luvan ilmailuun kieltoalueella EFP35 Meilahti, EFP40 Munkkiniemi, EFP45 Luonnonmaa tai EFP50 Kruununhaka kuultuaan tasavallan presidentin kansliaa tai valtioneuvoston kansliaa sen mukaan, minkä tahon suojaamiseksi alue on perustettu, ja kieltoalueella EFP10 Loviisa, EFP25 Olkiluoto tai EFP30 Kilpilahti kuultuaan sisäministeriötä.

Ilmailu on kuitenkin sallittu kieltoalueella EFP10 Loviisa, EFP25 Olkiluoto ja EFP30 Kilpilahti sijaitsevan laitoksen huoltoon tai muuhun sen toimintaan ja käyttöön nimenomaisesti liittyvänä.

Liikenne- ja viestintävirasto voi myöntää erityisistä syistä luvan ilmailuun kieltoalueella. Lupia on kahta tyyppiä:

- kausilupa
- yksittäinen lupa.

Kausilupaa tulee hakea Liikenne- ja viestintävirastolta viimeistään 7 arkipäivää ennen aiottua toiminnan aloitusta kieltoalueella ja yksittäiset luvat tulee hakea viimeistään 3 arkipäivää ennen aiottua toiminnan aloitusta kieltoalueella.

Lupaa ilmailuun kieltoalueella haetaan hakemuslomakkeella LU3630. Lomakkeen voi täyttää sähköisesti tai tulostaa ja lähettää sähköpostitse Liikenne- ja viestintäviraston kirjaamoon kirjaamo@traficom.fi sekä ilmatila@traficom.fi. Lupa on maksullinen liikenne- ja viestintäministeriön vahvistaman maksuasetuksen mukaisesti. Lupa myönnetään tapauskohtaisesti.

# ENR 5 NAVIGATION WARNINGS

## ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

Permanent prohibited, restricted and danger areas are given below.

*Note: See Index charts, ENR 6.3.*

The establishment of temporary prohibited, restricted and danger areas will be promulgated by NOTAM or by AIP Supplement.

### 1 Prohibited areas

1.1. Airspace of defined dimensions, above land areas or territorial waters of a state, within which aviation is prohibited. Prohibited areas can be established by government decree to provide protection of specific assets. The provisions of this publication are not applicable to flights operated by military, border guard, police, customs, maritime or civil aviation authorities, or to flights conducted by rescue service, emergency care or patient transportation authorities or by entities authorised by them, when these authorities' statutory duties or related exercises require flying within prohibited areas.

The provisions of this publication do not concern helicopter emergency medical services (HEMS) flights as referred to in Commission Regulation (EU) No 965/2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council, or to flights based on international obligations binding on Finland.

1.2. The Finnish Transport and Communications Agency may, for special reasons, grant permission for flying in the prohibited areas EFP35 Meilahti, EFP40 Munkkiniemi, EFP45 Luonnonmaa and EFP50 Kruununhaka after having heard the Prime Minister's Office or the Office of the President of the Republic of Finland. The Finnish Transport and Communications Agency may, for special reasons, grant permission for flying in the prohibited area EFP10 Loviisa, EFP25 Olkiluoto or EFP30 Kilpilahti after having heard the Ministry of the Interior.

However, no permission is required for flights specifically related to the maintenance, operation or use of the facility located in the prohibited area EFP10 Loviisa, EFP25 Olkiluoto and EFP30 Kilpilahti, or for aviation based on international obligations binding on Finland.

For special reasons, the Finnish Transport and Communications Agency may grant permission for flying in a prohibited area. There are two types of permissions:

- permission for a fixed term
- single permission.

Application for a fixed-term permission must be submitted to the Finnish Transport and Communications Agency at least 7 working days before the operations in the prohibited area are intended to begin. Single permissions must be applied for at least 3 working days before the operations in the prohibited area are intended to begin.

The application can be submitted using the Finnish Transport and Communications Agency's form LU3630. You may fill in the form online, or print it out, fill in by pen and send the completed form by e-mail to Finnish Transport and Communications Agency's registry: kirjaamo@traficom.fi and ilmatila@traficom.fi. A fee is charged for the permission as estab-

lished in the Decree on Finnish Transport and Communications Agency's service fees by the Ministry of Transport and Communications. Permissions are granted on a case-bycase basis.

| *Designation<br>Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFP10 LOVIISA**<br>Area bounded by lines joining points 602424N 0262228E - 602309N 0262504E - 602121N 0262507E - 602004N 0262235E - 602002N 0261858E - 602117N 0261623E - 602305N 0261619E - 602422N 0261851E to point of origin. | FL 65<br>SFC | NUCLEAR | H24 | |
| **EFP25 OLKILUOTO**<br>Area bounded by lines joining points 611714N 0212535E - 611442N 0213258E - 611109N 0212736E - 611341N 0212013E to point of origin. | FL 65<br>SFC | NUCLEAR | H24 | |
| **EFP30 KILPILAHTI**<br>Area bounded by lines joining points 601935N 0253145E - 601743N 0252826E - 601715N 0253230E - 601900N 0253340E to point of origin. | 1300 FT MSL<br>SFC | REFINERY, CHEMICAL | H24 | |
| **EFP35 MEILAHTI**<br>Area bounded by lines joining points 601119N 0245408E - 601110N 0245433E - 601106N 0245446E - 601045N 0245447E - 601054N 0245327E - 601118N 0245326E to point of origin. | 500 FT MSL<br>SFC | VIP | H24 | |
| **EFP40 MUNKKINIEMI**<br>Area bounded by lines joining points 601142N 0245216E - 601138N 0245232E - 601133N 0245245E - 601126N 0245238E - 601128N 0245217E to point of origin. | 500 FT MSL<br>SFC | VIP | H24 | |
| **EFP45 LUONNONMAA**<br>Area bounded by lines joining points 602832N 0220006E - 602812N 0220100E - 602743N 0220115E - 602738N 0220106E - 602748N 0220032E - 602745N 0215947E - 602752N 0215947E - 602803N 0215931E - 602800N 0215918E - 602818N 0215910E to point of origin. | 500 FT MSL<br>SFC | VIP | H24 | |
| **EFP50 KRUUNUNHAKA**<br>Area bounded by lines joining points 601027N 0245730E - 601003N 0245732E - 601002N 0245658E - 601022N 0245655E - 601027N 0245702E to point of origin. | 500 FT MSL<br>SFC | VIP | H24 | |


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| *Designation<br>Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFR58 KIRKONMAA-RANKKI**<br>Area bounded by lines joining points 601630N 0264746E - 601417N 0271148E - 601201N 0271249E - 601201N 0264549E to point of origin. | FL 250<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR59 HAMINA**<br>Area bounded by lines joining points 604044N 0273603E - 603119N 0273552E - 603123N 0271401E - 604020N 0271621E to point of origin. | 4000 FT MSL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR60 KUIVASSALMI**<br>Area bounded by lines joining points 645048N 0290500E - 645041N 0291235E - 644800N 0291221E - 644839N 0290500E to point of origin. | FL 170<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR62 JUKAJÄRVI (LOHIKOSKI)**<br>Area bounded by lines joining points 613401N 0284749E - 613401N 0285249E - 613201N 0285249E - 613201N 0284749E to point of origin. | FL 170<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR63 KARKIALAMPI**<br>Area bounded by lines joining points 615001N 0270942E - 615001N 0271542E - 614507N 0271542E - 614213N 0271412E - 614231N 0271230E - 614501N 0270942E to point of origin. | 2300 FT MSL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR64A SANTAHAMINA**<br>Area bounded by lines joining points 600919N 0250231E - 600900N 0250700E - 600646N 0250549E - 600646N 0245949E to point of origin. | FL 250<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR64B SANTAHAMINA**<br>Area bounded by lines joining points 600900N 0250700E - 600849N 0251049E - 600731N 0251325E - 600604N 0251140E - 600646N 0250549E to point of origin. | FL 250<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR65 ISOSAARI**<br>Area bounded by lines joining points 600646N 0245949E - 600646N 0250549E - 600513N 0250549E - 600513N 0245949E to point of origin. | FL 390<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR66 ISOSAARI**<br>Area bounded by lines joining points 600646N 0250549E - 600604N 0251140E - 600513N 0250549E to point of origin. | FL 390<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR67 ISOSAARI**<br>Area bounded by lines joining points 600513N 0245949E - 600513N 0250549E - 600604N 0251140E - 600731N 0251325E - 600331N 0252302E - 600001N 0252001E - 600001N 0245949E to point of origin. | FL 390<br>SFC | MILOPS | NOTAM | AMC manageable area |

| *Designation<br>Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFR68 HUKKAKERO**<br>Area bounded by lines joining points 675846N 0255732E - 675311N 0255759E - 675301N 0254315E - 675835N 0254244E to point of origin. | FL 200<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR69 HIUKKAVAARA**<br>Area bounded by lines joining points 650231N 0253646E - 650149N 0254216E - 650101N 0254047E - 650043N 0253516E to point of origin. | FL 170<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR71 HIIENVAARA (KOITERE)**<br>Area bounded by lines joining points 630602N 0303449E - 630602N 0304049E - 630302N 0304049E - 630302N 0303449E to point of origin. | FL 170<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR72 SOTINPURO**<br>Area bounded by lines joining points 633200N 0283424E - 632819N 0284730E - 632500N 0284630E - 632343N 0283700E - 632749N 0283000E to point of origin. | FL 250<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR73A POHJANKANGAS**<br>Area bounded by lines joining points 620728N 0223320E - 615557N 0224635E - 614310N 0222815E - 614757N 0221659E - 620102N 0221323E to point of origin. | FL 95<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR73B POHJANKANGAS**<br>Area bounded by lines joining points 621000N 0220000E - 621000N 0223030E - 620728N 0223320E - 620102N 0221323E - 614757N 0221659E - 614310N 0222815E - 614447N 0220957E - 615005N 0220006E to point of origin. | FL 95<br>3500<br>FT MSL | MILOPS | NOTAM | AMC manageable area |
| **EFR73C POHJANKANGAS**<br>Area bounded by lines joining points 623037N 0220000E - 623037N 0220603E - 621000N 0223030E - 621000N 0220000E to point of origin. | FL 95<br>3500<br>FT MSL | MILOPS | NOTAM | AMC manageable area |
| **EFR75 MÄKILUOTO**<br>Area bounded by lines joining points 595631N 0241810E - 595631N 0242413E - 595431N 0242413E - 595210N 0241810E to point of origin. | FL 250<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR76 MÄKILUOTO**<br>Area bounded by lines joining points 595631N 0241810E - 595210N 0241810E - 594457N 0235904E - 595600N 0240049E - 595522N 0241531E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR77 UPINNIEMI**<br>Area bounded by lines joining points 595600N 0240049E - 600251N 0241810E - 600251N 0242413E - 595631N 0242413E - 595631N 0241810E - 595522N 0241531E to point of origin. | FL 390<br>SFC | MILOPS | NOTAM | AMC manageable area |


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| *Designation<br>Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFR78A HÄSTÖ-BUSÖ**<br>Area bounded by lines joining points 594948N 0232249E - 594948N 0233149E - 594100N 0233149E - 594100N 0232649E to point of origin. | FL 250<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR78B HÄSTÖ-BUSÖ**<br>Area bounded by lines joining points 595100N 0232249E - 595100N 0233149E - 594948N 0233149E - 594948N 0232249E to point of origin. | FL 250<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR79 HÄSTÖ-BUSÖ**<br>Area bounded by lines joining points 595100N 0231648E - 595100N 0232249E - 594948N 0232249E - 594100N 0232649E - 594100N 0231219E - 594948N 0231648E to point of origin. | FL 250<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR80A RUSSARÖ**<br>Area bounded by lines joining points 594924N 0230748E - 594943N 0231500E - 594948N 0231648E - 594100N 0231219E - 594100N 0230519E to point of origin. | FL 250<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR80B RUSSARÖ**<br>Area bounded by lines joining points 594848N 0225418E - 594924N 0230748E - 594100N 0230519E - 594500N 0225748E - 594700N 0225748E - 594700N 0225348E to point of origin. | FL 250<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR81 RUSSARÖ**<br>Area bounded by lines joining points 594700N 0225348E - 594700N 0225748E - 594500N 0225748E - 594500N 0225348E to point of origin. | FL 250<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR83 SYNDALEN**<br>Area bounded by lines joining points 595300N 0230955E - 595300N 0231500E - 594943N 0231500E - 594924N 0230748E - 595230N 0230748E to point of origin. | FL 170<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR84 ÖRÖ**<br>Area bounded by lines joining points 595100N 0221548E - 595100N 0221948E - 594400N 0222912E - 594400N 0220948E to point of origin. | FL 250<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR85 ÖRÖ**<br>Area bounded by lines joining points 594400N 0220948E - 594400N 0222912E - 593800N 0223648E - 593800N 0220448E to point of origin. | FL 250<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR87 UTÖ**<br>Area bounded by lines joining points 594830N 0211745E - 594830N 0212448E - 594624N 0213518E - 593536N 0211348E - 593818N 0210948E to point of origin. | FL 250<br>SFC | MILOPS | NOTAM | AMC manageable area |

| *Designation<br>Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFR88 KORPPOO-GYLTÖ**<br>Area bounded by lines joining points 600800N 0212653E - 600800N 0213118E - 595800N 0212948E - 600030N 0211248E to point of origin. | FL 170<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR89 REILA**<br>Area bounded by lines joining points 611000N 0205748E - 610900N 0212348E - 610230N 0212348E - 605700N 0205748E to point of origin. | FL 390<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR91 RAASI**<br>Area bounded by lines joining points 604710N 0222148E - 604700N 0222333E - 604630N 0222333E - 604630N 0222148E to point of origin. | 3000 FT MSL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR92A ROVAJÄRVI**<br>Area bounded by lines joining points 664144N 0261934E - 663814N 0262704E - 663638N 0261828E - 663856N 0261428E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR92B ROVAJÄRVI**<br>Area bounded by lines joining points 663940N 0263532E - 663814N 0262704E - 664144N 0261934E - 665050N 0261628E - 665525N 0262019E - 665609N 0263314E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR92C ROVAJÄRVI**<br>Area bounded by lines joining points 664201N 0265029E - 663940N 0263532E - 665609N 0263314E - 665705N 0265023E - 665005N 0264457E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR92D ROVAJÄRVI**<br>Area bounded by lines joining points 664303N 0270634E - 664201N 0265029E - 665005N 0264457E - 665705N 0265023E - 665006N 0270650E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR92E ROVAJÄRVI**<br>Area bounded by lines joining points 665525N 0262019E - 665908N 0262326E - 670330N 0263506E - 665705N 0265023E - 665609N 0263314E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR93A NIINISALO**<br>Area bounded by lines joining points 620049N 0222115E - 620201N 0223015E - 615920N 0223001E - 615728N 0223042E - 615133N 0222924E - 615035N 0222451E - 615522N 0222415E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR93B NIINISALO**<br>Area bounded by lines joining points 620238N 0222020E - 620332N 0222954E - 620201N 0223015E - 620049N 0222115E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |


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| *Designation*<br>*Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| 665043N 0285939E - 665258N 0285848E - 665604N 0285736E - 665952N 0285944E - 670316N 0290501E - 670639N 0291022E - 671000N 0291542E - 671325N 0292102E - 671650N 0292609E - 671929N 0292750E - 672141N 0293323E - 672413N 0293847E - 672815N 0294453E - 673205N 0295155E - 673559N 0295408E - 673953N 0295621E - 674335N 0294610E - 674714N 0293601E - 675116N 0293106E - 675516N 0292613E - 675916N 0292118E - 680316N 0291622E - 680508N 0290601E - 680659N 0285538E - 680848N 0284522E - 681039N 0283500E - 681505N 0283218E - 681927N 0282935E - 682351N 0282647E - 682813N 0282405E - 683235N 0282123E - 683634N 0282655E - 684032N 0283232E - 684430N 0283811E - 684748N 0284026E - 685106N 0284242E - 685134N 0283854E - 685138N 0282535E - 685511N 0281930E - 685804N 0283029E - 690108N 0284121E to point of origin. | | | | |
| **EFR101 ISOSAARI**<br>Area bounded by lines joining points 595620N 0251653E - 595636N 0251010E - 595539N 0245949E - 600001N 0245949E - 600001N 0252001E to point of origin. | FL 390<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR102 KUIVASAARI**<br>Area bounded by lines joining points 595539N 0245949E - 595517N 0245548E - 595356N 0244912E - 600513N 0245558E - 600625N 0245558E - 600646N 0245949E - 600513N 0245949E - 600001N 0245949E to point of origin. | FL 390<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR103 KATAJALUOTO**<br>Area bounded by lines joining points 595356N 0244911E - 595331N 0244707E - 595256N 0244448E - 600105N 0244014E - 600625N 0245307E - 600625N 0245558E - 600513N 0245558E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR104 KATAJALUOTO**<br>Area bounded by lines joining points 595256N 0244448E - 595041N 0243551E - 595739N 0243154E - 600105N 0244014E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR105 KATAJALUOTO**<br>Area bounded by lines joining points 595041N 0243551E - 594901N 0242918E - 594748N 0241956E - 594738N 0241810E - 595210N 0241810E - 595431N 0242413E - 595631N 0242413E - 595631N 0242907E - 595739N 0243154E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |

| *Designation<br>Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFR106 KATAJALUOTO**<br>Area bounded by lines joining points 594738N 0241810E - 594701N 0241222E - 594634N 0240917E - 594754N 0240651E - 595210N 0241810E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR107 KATAJALUOTO**<br>Area bounded by lines joining points 594634N 0240917E - 594510N 0235939E - 594754N 0240651E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR108 RUSSARÖ**<br>Area bounded by lines joining points 593842N 0230418E - 593808N 0225127E - 593659N 0224211E - 593800N 0223648E - 594241N 0223053E - 594848N 0225418E - 594700N 0225348E - 594500N 0225348E - 594500N 0225748E - 594100N 0230519E to point of origin. | FL 250<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR109 ÖRÖ**<br>Area bounded by lines joining points 593659N 0224211E - 593629N 0223804E - 593047N 0222347E - 592947N 0215919E - 593800N 0220448E - 593800N 0223648E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR110 ISOKARI**<br>Area bounded by lines joining points 605124N 0201948E - 605407N 0202615E - 610737N 0204617E - 611001N 0204654E - 611000N 0205748E - 605700N 0205748E - 604600N 0205748E - 604600N 0201948E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR111 ILVESKALLIO**<br>Area bounded by lines joining points 610304N 0242152E - 610110N 0242426E - 605740N 0241456E - 610029N 0241154E to point of origin. | 3600<br>FT MSL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR113 HUOVINRINNE**<br>Area bounded by lines joining points 610340N 0222838E - 610301N 0223058E - 610202N 0223653E - 610100N 0223710E - 605849N 0223512E - 610043N 0222729E - 610153N 0222618E to point of origin. | FL 190<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR114 KASSUNKURU**<br>Area bounded by lines joining points 641052N 0274317E - 640931N 0274247E - 640725N 0274217E - 640749N 0273811E - 640931N 0273947E - 641023N 0274055E to point of origin. | FL 170<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR115 KYLÄJÄRVI**<br>Area bounded by lines joining points 672408N 0261845E - 672532N 0262145E - 672502N 0262445E - 671932N 0262845E - 671932N 0261745E to point of origin. | FL 170<br>SFC | MILOPS | NOTAM | AMC manageable area |


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| *Designation*<br>*Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFR116 KYLÄJÄRVI**<br>Area bounded by lines joining points 672502N 0262445E - 672502N 0262745E - 671932N 0263545E - 671932N 0262845E to point of origin. | FL 170<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR118 VUOSANKA**<br>Area bounded by lines joining points 642619N 0285347E - 642614N 0290008E - 642222N 0290339E - 641949N 0290327E - 641629N 0285458E - 641632N 0285115E - 641949N 0284631E - 642533N 0284457E - 642542N 0284938E to point of origin. | FL 240<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR119A KERTTUVAARA**<br>Area bounded by lines joining points 683802N 0273445E - 683802N 0274045E - 683602N 0274045E - 683602N 0273545E to point of origin. | FL 170<br>SFC | MILOPS, UAV | NOTAM | AMC manageable area |
| **EFR119B KERTTUVAARA**<br>Area bounded by lines joining points 683802N 0274045E - 683632N 0274549E - 683434N 0273937E - 683602N 0273806E - 683602N 0274045E to point of origin. | FL 170<br>SFC | MILOPS, UAV | NOTAM | AMC manageable area |
| **EFR120 TAIPALSAARI**<br>Area bounded by lines joining points 611859N 0280321E - 611333N 0281111E - 611043N 0280047E - 611318N 0275036E - 611551N 0275049E to point of origin. | FL 250<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR122A LOHTAJA**<br>Area bounded by lines joining points 640127N 0221841E - 640239N 0222034E - 640409N 0222327E - 640609N 0222852E - 640726N 0223243E - 640747N 0223358E - 641044N 0224644E - 641204N 0225238E - 641312N 0225740E - 641813N 0225835E - 642138N 0225915E - 642234N 0225938E - 642348N 0230025E - 642450N 0230121E - 642621N 0230311E - 642001N 0232646E - 635701N 0225047E - 635614N 0223312E - 635600N 0222800E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR122B LOHTAJA**<br>Area bounded by lines joining points 642621N 0230311E - 642741N 0230525E - 642900N 0230824E - 642950N 0231052E - 643054N 0231449E - 643428N 0232842E - 642257N 0233123E - 642001N 0232646E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |

| *Designation<br>Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFR122C LOHTAJA**<br>Area bounded by lines joining points 640127N 0221841E - 635600N 0222800E - 635614N 0223312E - 635525N 0223157E - 632906N 0215245E - 633348N 0213523E - 633620N 0212557E - 633700N 0213000E - 634009N 0213400E - 634020N 0213936E - 634204N 0215305E - 635051N 0220712E - 635629N 0221209E - 635704N 0221244E - 635909N 0221518E - 640034N 0221716E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR122D LOHTAJA**<br>Area bounded by lines joining points 635701N 0225047E - 635553N 0223723E - 633115N 0222659E - 632527N 0220725E - 632906N 0215245E - 635614N 0223312E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR122E LOHTAJA**<br>Area bounded by lines joining points 652030N 0240859E - 651817N 0242453E - 650643N 0241132E - 645428N 0241313E - 644001N 0243123E - 640916N 0233245E - 641136N 0233400E - 642257N 0233123E - 643428N 0232842E - 643956N 0235009E - 650449N 0240502E - 651733N 0240916E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFR123 HAAPAJÄRVI**<br>Area bounded by lines joining points 634339N 0253621E - 633713N 0253900E - 633758N 0252404E - 633925N 0252023E to point of origin. | 1900<br>FT MSL<br>SFC | MILOPS | H24 | |
| **EFR124 HARTOLA**<br>Area bounded by lines joining points 613715N 0261728E - 613431N 0261902E - 613450N 0261032E - 613605N 0261102E to point of origin. | 1900<br>FT MSL<br>SFC | MILOPS | H24 | |
| **EFR125 KOIVUJÄRVI**<br>Area bounded by lines joining points 632821N 0262519E - 632427N 0262959E - 632319N 0261955E - 632849N 0261911E to point of origin. | 1900<br>FT MSL<br>SFC | MILOPS | H24 | |
| **EFR126 PARKANO**<br>Area bounded by lines joining points 620416N 0231209E - 620158N 0231248E - 620155N 0230528E - 620510N 0230424E to point of origin. | 1900<br>FT MSL<br>SFC | MILOPS | H24 | |


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| *Designation<br>Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFR127 SKINNARVIK**<br>Area bounded by lines joining points 600913N 0223153E - 600629N 0223121E - 600658N 0222112E - 600900N 0222359E to point of origin. | 1400<br>FT MSL<br>SFC | MILOPS | H24 | |
| **EFR128 TAMMELA**<br>Area bounded by lines joining points 604140N 0234711E - 603856N 0235153E - 603824N 0234913E - 604030N 0234440E to point of origin. | 1600<br>FT MSL<br>SFC | MILOPS | H24 | |
| **EFR129 TERVOLA**<br>Area bounded by lines joining points 660736N 0250928E - 660418N 0251621E - 660351N 0250956E - 660717N 0250717E to point of origin. | 1900<br>FT MSL<br>SFC | MILOPS | H24 | |
| **EFR130 TOIVAKKA**<br>Area bounded by lines joining points 620840N 0261031E - 620622N 0261418E - 620436N 0261303E - 620534N 0260802E to point of origin. | 1900<br>FT MSL<br>SFC | MILOPS | H24 | |
| **EFR131 ÄHTÄRI**<br>Area bounded by lines joining points 624018N 0243329E - 623529N 0243449E - 623520N 0242347E - 624012N 0242450E to point of origin. | 1900<br>FT MSL<br>SFC | MILOPS | H24 | |
| **EFR132 DRAGSVIK**<br>Area bounded by lines joining points 600031N 0232942E - 600035N 0233056E - 600013N 0233124E - 595942N 0233019E - 595853N 0233101E - 595843N 0233033E - 595854N 0232932E - 595842N 0232857E - 595849N 0232835E - 595853N 0232841E - 595901N 0232837E - 595907N 0232839E - 595938N 0233003E - 595935N 0232940E to point of origin. | 2000<br>FT MSL<br>SFC | MILOPS | H24 | |
| **EFR133 SYNDALEN**<br>Area bounded by lines joining points 595222N 0231251E - 595230N 0231347E - 595228N 0231430E - 595245N 0231436E - 595225N 0231542E - 595152N 0231508E - 595140N 0231419E - 595142N 0231327E to point of origin. | 2000<br>FT MSL<br>SFC | MILOPS | H24 | |
| **EFR135A PAHKAJÄRVI**<br>Area bounded by lines joining points 611348N 0265233E - 611348N 0270417E - 611223N 0270548E - 610815N 0270655E - 610740N 0270212E - 610816N 0265234E to point of origin. | FL 250<br>SFC | MILOPS | NOTAM | AMC manage-able area |

| *Designation*<br>*Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFR135B PAHKAJÄRVI**<br>Area bounded by lines joining points<br>610816N 0265234E - 610740N 0270212E -<br>610707N 0270031E - 610551N 0265842E -<br>610504N 0265524E - 610634N 0265213E<br>to point of origin. | FL 250<br>SFC | MILOPS | NOTAM | AMC manage-able area |


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**3 Rajoitusalueiden suojavyöhykkeet (FBZ)**

3.1. Ilmatilan hallintayksikön (AMC) hallinnoimien rajoitusalueiden ympärille on perustettu lennonsuunnittelussa huomioitavat suojavyöhykkeet - Flight Plan Buffer Zone (FBZ).

**3 Flight plan buffer zones (FBZ) for restricted areas**

3.1. Flight plan buffer zones (FBZ) are established around AMC Manageable restricted areas for flight planning purposes.

| *Designation<br>Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFR109Z**<br>Area bounded by lines joining points<br>594352N 0215626E - 594353N 0223855E - 594113N 0225258E - 593701N 0225442E - 593202N 0225119E - 593104N 0224313E - 592503N 0222810E - 592337N 0215309E - 592901N 0214636E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFR122AZ**<br>Area bounded by lines joining points<br>643252N 0230441E - 642344N 0233840E - 641904N 0234145E - 635448N 0230330E - 635351N 0230031E - 635126N 0225819E - 634948N 0222152E - 635940N 0220458E - 640249N 0220433E - 640613N 0220952E - 640819N 0221353E - 641044N 0222026E - 641215N 0222458E - 641252N 0222709E - 641556N 0224028E - 641655N 0224446E - 641841N 0224505E - 642223N 0224546E - 642351N 0224622E - 642529N 0224729E - 642716N 0224856E - 643119N 0225348E<br>to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFR122BZ**<br>Area bounded by lines joining points<br>644016N 0233441E - 643716N 0234149E - 642124N 0234523E - 641519N 0233547E - 641401N 0233012E - 641407N 0232259E - 642243N 0225053E - 642738N 0224832E - 643129N 0225457E - 643323N 0225915E - 643439N 0230300E - 643555N 0230740E - 644034N 0232549E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFR122CZ**<br>Area bounded by lines joining points<br>640743N 0222444E - 640211N 0223411E - 640230N 0224112E - 635631N 0224946E - 632107N 0215646E - 633341N 0211012E - 633700N 0213000E - 634650N 0214235E - 634708N 0214456E - 635339N 0215522E - 635843N 0215947E - 635939N 0220042E - 640204N 0220340E - 640347N 0220602E - 640717N 0221138E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |

| *Designation*<br>*Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFR122DZ**<br>Area bounded by lines joining points<br>633018N 0213847E - 640148N 0222533E - 640306N 0225455E - 640004N 0230330E - 635548N 0230432E - 635407N 0225919E - 635211N 0225807E - 635052N 0224850E - 633214N 0223944E - 632426N 0222744E - 632033N 0221441E - 631833N 0220801E - 632525N 0214100E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFR122EZ**<br>Area bounded by lines joining points<br>644112N 0244111E - 643742N 0243922E - 640313N 0233755E - 640338N 0232012E - 643739N 0231426E - 644345N 0233813E - 650556N 0235119E - 651750N 0235510E - 652228N 0235435E - 652456N 0235810E - 652648N 0240816E - 652328N 0243217E - 652120N 0243736E - 651736N 0243945E - 650531N 0242541E - 645605N 0242653E<br>to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |


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**4 Vaara-alueet**

4.1. Rajoiltaan määrätty ilmatila, jossa voi määräaikoina tapahtua lennolla oleville ilma-aluksille vaarallista toimintaa, kuten ilmailua miehittämättömillä ilma-aluksilla, purjelentoa tai muuta vilkasta harrasteilmailua.

Kansainvälisillä merialueiden vaara-alueilla suoritetaan määräaikoina ilmaliikenteelle vaarallisia ammuntoja, räjäytyksiä tai muunlaista lennolla oleville ilma-aluksille vaarallista toimintaa.

4.2. Liikenne- ja viestintäviraston määräyksellä tai päätöksellä voidaan osoittaa vaara-alueiksi alueita, joissa vaihtelevasti määräaikoina saatetaan harjoittaa ilma-alusten lentoturvallisuuden vaarantavaa toimintaa.

Ilmatilan käyttö ja lentäminen vaara-alueilla kuvataan ilmatilan hallintaa ohjaavassa käsikirjassa (ASM-käsikirja).

4.3. Esitaktiset vaara-alueiden ilmatilavarauspyynnöt tulee osoittaa AMC:lle ASM-käsikirjan mukaisin menettelyin. Toimintapäivänä tehtävät ilmatilavarauspyynnöt tulee osoittaa AMC:lle puhelimitse (03) 386 9851.

4.4. Aktivoidulle vaara-alueelle saa lentää ilma-aluksen päällikön harkinnan mukaan, mutta ohjaajan tulee tiedostaa alueelle lentämisestä aiheutuvat riskit. Ennen vaara-alueelle lentämistä ilma-aluksen päällikön tulee selvittää vaara-alueella olevan toiminnan luonne. Mikäli ilma-aluksen päällikkö päättää lentää aktiiviselle vaara-alueelle, tulisi lentotoiminta koordinoida vaara-alueella toimivan tahon kanssa lentoturvallisuuden varmistamiseksi.

Valvotussa ilmatilassa lennonjohtopalvelun alaiset ilma-alukset porrastetaan aktiivisiin vaara-alueisiin lentosääntöjen ja ilmatilaluokan mukaisesti. Ilma-aluksen päällikön pyynnöstä porrastuksesta vaara-alueisiin luovutaan.

Kun ilmaliikenteelle vaarallinen toiminta on keskeytynyt, lennonjohto voi selvittää valvotussa ilmatilassa johdetun lennon aktiiviseksi ilmoitetun vaara-alueen läpi.

**4 Danger areas**

4.1. Airspace of defined dimensions within which activities dangerous to aircraft, such as unmanned aircraft operations, sailplane operations or other frequent recreational aviation operations may exist at specified times.

Danger areas over international waters involve periodical firings by military forces, blasting, or any other type of activity that may jeopardise the safety of aircraft.

4.2. Upon the order or decision of the Finnish Transport and Communications Agency, areas where activities posing a danger to aircraft may occasionally occur can be designated as danger areas.

The use of airspace and flying in danger areas is described in the handbook governing air space management (Airspace Management Operations Manual).

4.3. Pre-tactical airspace reservation requests concerning danger areas must be presented to AMC, following procedures set out in the ASM manual. Airspace reservation requests during operating days must be presented to AMC by calling +358 3 386 9851.

4.4. Aircraft may fly into activated danger areas at the discretion of the pilot-in-command, but the pilot must be aware of the risks associated with such operations. Before flying into a danger area, the pilot-in-command shall find out about the nature of operations conducted there. If the pilot-in-command decides to fly into an activated danger area, the flight must be coordinated with the entity operating in the danger area to ensure flight safety.

In controlled airspace, ATC will ensure the separation of aircraft under ATC responsibility from activated danger areas according to flight rules and the airspace classification. Separation from danger areas will be waived at the request of the pilot-in-command.

When activities hazardous to air traffic have been suspended, ATC may clear a controlled flight in controlled airspace through an activated danger area.

| ***Designation***<br>***Lateral limits*** | ***Vertical limits*** | ***Activity type*** | ***Time of activity*** | ***RMK*** |
|---|---|---|---|---|
| ***1*** | ***2*** | ***3*** | ***4*** | ***5*** |
| **EFD101 ISOSAARI**<br>Area bounded by lines joining points 595620N 0251653E - 595415N 0251506E - 595327N 0245949E - 595539N 0245949E - 595636N 0251010E to point of origin. | FL 390<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFD102 KUIVASAARI**<br>Area bounded by lines joining points 595356N 0244912E - 595517N 0245548E - 595539N 0245949E - 595327N 0245949E - 595259N 0245100E - 595226N 0244818E to point of origin. | FL 390<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFD103 KATAJALUOTO**<br>Area bounded by lines joining points 595256N 0244448E - 595331N 0244707E - 595356N 0244911E - 595226N 0244818E - 595149N 0244525E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |

| *Designation*<br>*Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFD104 KATAJALUOTO**<br>Area bounded by lines joining points 595041N 0243551E - 595256N 0244448E - 595149N 0244525E - 594954N 0243617E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFD105 KATAJALUOTO**<br>Area bounded by lines joining points 594738N 0241810E - 594748N 0241956E - 594901N 0242918E - 595041N 0243551E - 594954N 0243617E - 594601N 0241810E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFD106 KATAJALUOTO**<br>Area bounded by lines joining points 594634N 0240917E - 594701N 0241222E - 594738N 0241810E - 594602N 0241810E - 594449N 0241229E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFD107 KATAJALUOTO**<br>Area bounded by lines joining points 594510N 0235939E - 594634N 0240917E - 594449N 0241229E - 594242N 0240244E - 594457N 0235904E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFD108 RUSSARÖ**<br>Area bounded by lines joining points 593659N 0224211E - 593808N 0225127E - 593842N 0230418E - 593630N 0230319E - 593630N 0224448E to point of origin. | FL 250<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFD109 ÖRÖ**<br>Area bounded by lines joining points 592947N 0215919E - 593047N 0222347E - 593629N 0223804E - 593659N 0224211E - 593630N 0224448E - 592514N 0224449E - 591355N 0215648E - 592600N 0215648E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFD110 ISOKARI**<br>Area bounded by lines joining points 611001N 0204654E - 610737N 0204617E - 605407N 0202615E - 605124N 0201948E - 611000N 0201947E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFD111A LOHTAJA**<br>Area bounded by lines joining points 642621N 0230311E - 642450N 0230121E - 642348N 0230025E - 642234N 0225938E - 642138N 0225915E - 641813N 0225835E - 641312N 0225740E - 641204N 0225238E - 641044N 0224644E - 640747N 0223358E - 640726N 0223243E - 640609N 0222852E - 640409N 0222327E - 640239N 0222034E - 640127N 0221841E - 640705N 0220859E - 643151N 0224222E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |


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| *Designation*<br>*Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFD111B LOHTAJA**<br>Area bounded by lines joining points 643428N 0232842E - 643054N 0231449E - 642950N 0231052E - 642900N 0230824E - 642741N 0230525E - 642621N 0230311E - 643151N 0224222E - 650014N 0232233E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFD111C LOHTAJA**<br>Area bounded by lines joining points 640705N 0220859E - 640127N 0221841E - 640034N 0221716E - 635909N 0221518E - 635704N 0221244E - 635629N 0221209E - 635051N 0220712E - 634204N 0215305E - 634020N 0213936E - 634009N 0213400E - 635829N 0215742E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFD111D LOHTAJA**<br>Area bounded by lines joining points 652228N 0235435E - 652030N 0240859E - 651733N 0240916E - 650449N 0240502E - 643956N 0235009E - 643428N 0232842E - 650014N 0232233E - 650017N 0232232E to point of origin. | UNL<br>SFC | MILOPS | NOTAM | AMC manageable area |
| **EFD113 HUOVINRINNE**<br>Area bounded by lines joining points 610340N 0222838E - 610153N 0222618E - 610043N 0222729E - 610153N 0221857E - 610621N 0221859E to point of origin. | 3500<br>FT MSL<br>SFC | UAV | NOTAM | AMC manageable area |
| **EFD114A KASSUNKURU**<br>Area bounded by lines joining points 641145N 0273818E - 641052N 0274317E - 641039N 0274541E - 640902N 0274538E - 640653N 0274153E - 640517N 0274037E - 640550N 0273923E - 640800N 0273203E - 641010N 0273205E to point of origin. | 3500<br>FT MSL<br>SFC | UAV | NOTAM | AMC manageable area |
| **EFD114B KASSUNKURU**<br>Area bounded by lines joining points 641039N 0274541E - 640932N 0275035E - 640649N 0275526E - 640545N 0275410E - 640408N 0275253E - 640337N 0275024E - 640339N 0274415E - 640517N 0274037E - 640653N 0274153E - 640902N 0274538E to point of origin. | 3500<br>FT MSL<br>SFC | UAV | NOTAM | AMC manageable area |
| **EFD114C KASSUNKURU**<br>Area bounded by lines joining points 640649N 0275526E - 640510N 0280132E - 640229N 0280012E - 640125N 0275742E - 640129N 0274753E - 640339N 0274415E - 640337N 0275024E - 640408N 0275253E - 640545N 0275410E to point of origin. | 3500<br>FT MSL<br>SFC | UAV | NOTAM | AMC manageable area |

| *Designation<br>Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFD114D KASSUNKURU**<br>Area bounded by lines joining points 641145N 0273818E - 641125N 0274703E - 640820N 0280239E - 640510N 0280132E - 640649N 0275526E - 640932N 0275035E - 641039N 0274541E - 641052N 0274317E to point of origin. | 3500<br>FT MSL<br>SFC | UAV | NOTAM | AMC manageable area |
| **EFD114E KASSUNKURU**<br>Area bounded by lines joining points 640800N 0273203E - 640550N 0273923E - 640517N 0274037E - 640339N 0274415E - 640129N 0274753E - 640342N 0273313E to point of origin. | 3500<br>FT MSL<br>SFC | UAV | NOTAM | AMC manageable area |
| **EFD115 KYLÄJÄRVI**<br>Area bounded by lines joining points 672408N 0261845E - 671932N 0261745E - 671932N 0262845E - 671625N 0262636E - 671623N 0261528E - 672250N 0261516E to point of origin. | FL 170<br>SFC | UAV | NOTAM | AMC manageable area |
| **EFD117A PAROLA**<br>Area bounded by lines joining points 610754N 0241832E - 610323N 0242404E - 610304N 0242152E - 610029N 0241154E - 610503N 0240657E to point of origin. | 3500<br>FT MSL<br>SFC | UAV | NOTAM | AMC manageable area |
| **EFD117B PAROLA**<br>Area bounded by lines joining points 610754N 0241832E - 610806N 0243235E - 610447N 0243813E - 610341N 0242614E - 610323N 0242404E to point of origin. | 3500<br>FT MSL<br>SFC | UAV | NOTAM | AMC manageable area |
| **EFD117C PAROLA**<br>Area bounded by lines joining points 610304N 0242152E - 610110N 0242426E - 605740N 0241456E - 610029N 0241154E to point of origin. | 3500<br>FT MSL<br>SFC | UAV | NOTAM | AMC manageable area |
| **EFD117D PAROLA**<br>Area bounded by lines joining points 610323N 0242404E - 610341N 0242614E - 610120N 0242918E - 610110N 0242426E - 610304N 0242152E to point of origin. | 3500<br>FT MSL<br>SFC | UAV | NOTAM | AMC manageable area |
| **EFD117E PAROLA**<br>Area bounded by lines joining points 610447N 0243813E - 610225N 0244242E - 610119N 0243511E - 610130N 0243127E - 610120N 0242918E - 610341N 0242614E to point of origin. | 3500<br>FT MSL<br>SFC | UAV | NOTAM | AMC manageable area |
| **EFD118 ISOLÄHDE**<br>Area bounded by lines joining points 605749N 0262048E - 604328N 0260733E - 605313N 0260303E - 605602N 0260525E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |


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| *Designation*<br>*Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFD119A HYVINKÄÄ**<br>Area bounded by lines joining points 604206N 0245256E - 604158N 0250353E - 603901N 0245948E - 603702N 0244815E - 604105N 0244310E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD119B HYVINKÄÄ**<br>Area bounded by lines joining points 604447N 0244800E - 604510N 0245432E - 604507N 0250113E - 604440N 0250737E - 604158N 0250353E - 604206N 0245256E - 604105N 0244310E - 604342N 0243954E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD119C HYVINKÄÄ**<br>Area bounded by lines joining points 604913N 0244656E - 604933N 0250742E - 604440N 0250737E - 604507N 0250113E - 604510N 0245432E - 604447N 0244800E - 604342N 0243954E - 604628N 0243623E - 604723N 0243954E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD119D HYVINKÄÄ**<br>Area bounded by lines joining points 605716N 0252624E - 605002N 0254506E - 604951N 0252909E - 604933N 0250742E - 604913N 0244656E - 605659N 0250512E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD120A MENKIJÄRVI**<br>Area bounded by lines joining points 630424N 0233057E - 630108N 0235632E - 625755N 0240222E - 623741N 0233957E - 624413N 0232629E - 630224N 0232516E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD120B MENKIJÄRVI**<br>Area bounded by lines joining points 625755N 0240222E - 625209N 0241243E - 623615N 0241203E - 623711N 0235126E - 623741N 0233957E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD120C MENKIJÄRVI**<br>Area bounded by lines joining points 623711N 0235126E - 623615N 0241203E - 621744N 0234728E - 622221N 0234057E - 622300N 0234001E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD120D MENKIJÄRVI**<br>Area bounded by lines joining points 623741N 0233957E - 623711N 0235126E - 622300N 0234001E - 622753N 0233304E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD121A HAAPAVESI**<br>Area bounded by lines joining points 641000N 0251700E - 634823N 0251616E - 635315N 0254020E - 641000N 0254026E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |

| *Designation<br>Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFD121B HAAPAVESI**<br>Area bounded by lines joining points 641000N 0254026E - 635315N 0254020E - 635837N 0260800E - 641000N 0260800E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD122 AHMOSUO**<br>Area bounded by lines joining points 645625N 0254251E - 645356N 0255005E - 645151N 0254606E - 645420N 0253851E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD123A TEISKO**<br>Area bounded by lines joining points 615926N 0234155E - 615655N 0240258E - 614307N 0240755E - 614324N 0234508E - 614138N 0233715E - 615544N 0232134E - 615848N 0232508E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD123B TEISKO**<br>Area bounded by lines joining points 615655N 0240258E - 615117N 0242227E - 614305N 0242345E - 614109N 0241544E - 614307N 0240755E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD123C TEISKO**<br>Area bounded by lines joining points 614327N 0243411E - 613622N 0244809E - 613600N 0243552E - 614109N 0241544E - 614305N 0242345E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD124A KAUHAVA**<br>Area bounded by lines joining points 631023N 0225624E - 631029N 0230930E - 630428N 0230943E - 630423N 0225633E to point of origin. | FL 195<br>SFC | GLIDER, MILOPS, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD124B KAUHAVA**<br>Area bounded by lines joining points 631800N 0224640E - 631610N 0230845E - 631029N 0230930E - 631023N 0225624E to point of origin. | FL 195<br>SFC | GLIDER, MILOPS, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD124C KAUHAVA**<br>Area bounded by lines joining points 632056N 0233549E - 630108N 0235632E - 630424N 0233057E - 630428N 0230943E - 631029N 0230930E - 631610N 0230845E to point of origin. | FL 195<br>SFC | GLIDER, MILOPS, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD124D KAUHAVA**<br>Area bounded by lines joining points 630422N 0224357E - 630423N 0225633E - 630428N 0230943E - 630424N 0233057E - 630224N 0232516E - 624413N 0232629E to point of origin. | FL 195<br>SFC | GLIDER, MILOPS, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD124E KAUHAVA**<br>Area bounded by lines joining points 632156N 0223706E - 631800N 0224640E - 631023N 0225624E - 630423N 0225633E - 630422N 0224357E - 630151N 0222317E - 631017N 0221740E to point of origin. | FL 195<br>SFC | GLIDER, MILOPS, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |


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| *Designation<br>Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFD125 IMMOLA**<br>Area bounded by lines joining points 614002N 0283546E - 614003N 0285104E - 613332N 0290956E - 612556N 0290649E - 611512N 0290649E - 611346N 0290227E - 611044N 0285432E - 610839N 0284714E - 610330N 0283953E - 611835N 0284117E - 612221N 0282529E - 612134N 0282135E - 612655N 0281038E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD126 VESIVEHMAA**<br>Area bounded by lines joining points 610200N 0252830E - 610200N 0260245E - 612045N 0260630E - 612045N 0252925E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD128A NUMMELA**<br>Area bounded by lines joining points 603000N 0241728E - 602408N 0241739E - 602215N 0242314E - 601904N 0242307E - 601657N 0241831E - 601631N 0240940E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD128B NUMMELA**<br>Area bounded by lines joining points 603915N 0242108E - 603523N 0242528E - 603411N 0242252E - 603000N 0241728E - 601631N 0240940E - 601557N 0235806E - 602652N 0240237E - 603600N 0241614E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD128C NUMMELA**<br>Area bounded by lines joining points 604628N 0243623E - 604342N 0243954E - 604105N 0244310E - 603811N 0243133E - 603523N 0242528E - 603915N 0242108E - 604433N 0242908E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD128D NUMMELA**<br>Area bounded by lines joining points 603606N 0240348E - 603600N 0241614E - 602652N 0240237E - 602302N 0240101E - 601557N 0235806E - 601525N 0234738E - 602322N 0235053E - 602856N 0235310E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD128E NUMMELA**<br>Area bounded by lines joining points 601650N 0241609E - 600813N 0235455E - 601557N 0235806E - 601631N 0240940E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD129A PIIKAJÄRVI**<br>Area bounded by lines joining points 611804N 0221443E - 611716N 0222812E - 610909N 0222702E - 610613N 0220911E - 611537N 0220515E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |

| *Designation Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFD129B PIIKAJÄRVI** Area bounded by lines joining points 611036N 0223554E - 610659N 0223154E - 610340N 0222838E - 610153N 0222618E - 610043N 0222729E - 610153N 0221857E - 610613N 0220911E - 610909N 0222702E to point of origin. | FL 195 / SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD129C PIIKAJÄRVI** Area bounded by lines joining points 611716N 0222812E - 611647N 0223625E - 611036N 0223554E - 610909N 0222702E to point of origin. | FL 195 / SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD131A PYHTÄÄ** Area bounded by lines joining points 603753N 0261959E - 603514N 0262550E - 603630N 0263736E - 602600N 0264438E - 602301N 0262649E - 603035N 0261830E to point of origin. | FL 195 / SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD131B PYHTÄÄ** Area bounded by lines joining points 603947N 0263524E - 603630N 0263736E - 603514N 0262550E - 603753N 0261959E to point of origin. | FL 195 / SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD132 KIIKALA** Area bounded by lines joining points 603436N 0235000E - 603436N 0232624E - 602406N 0232731E - 602314N 0235000E to point of origin. | FL 195 / SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD135A AHMOSUO** Area bounded by lines joining points 645947N 0261830E - 644838N 0261843E - 645259N 0254300E - 645905N 0254231E to point of origin. | FL 195 / SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD135B AHMOSUO** Area bounded by lines joining points 650835N 0255444E - 645947N 0261830E - 645905N 0254231E to point of origin. | FL 195 / SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD136 RAAHE-PATTIJOKI** Area bounded by lines joining points 644601N 0243946E - 643043N 0245833E - 642648N 0245905E - 643210N 0244818E - 643950N 0243147E to point of origin. | FL 195 / SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD137 BOKSI** Area bounded by lines joining points 602153N 0252533E - 601949N 0253020E - 601724N 0252738E - 601713N 0252207E to point of origin. | FL 195 / SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD138 SANTIS** Area bounded by lines joining points 600919N 0250231E - 600900N 0250700E - 600849N 0251049E - 600731N 0251325E - 600604N 0251140E - 600646N 0250549E - 600646N 0245949E to point of origin. | FL 195 / SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |


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| *Designation<br>Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFD139A ARABIA**<br>Area bounded by lines joining points 601302N 0245851E - 601108N 0250045E - 600913N 0245734E - 601205N 0245423E - 601225N 0245506E - 601222N 0245537E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD139B ARABIA**<br>Area bounded by lines joining points 601302N 0245851E - 601254N 0250050E - 601108N 0250045E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD141A RÄYSKÄLÄ**<br>Area bounded by lines joining points 604853N 0241014E - 603915N 0242108E - 603600N 0241614E - 603606N 0240348E - 603903N 0235238E - 604756N 0235036E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD141B RÄYSKÄLÄ**<br>Area bounded by lines joining points 610533N 0235105E - 604853N 0241014E - 604756N 0235036E - 610516N 0234635E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD141C RÄYSKÄLÄ**<br>Area bounded by lines joining points 611004N 0241412E - 605948N 0242555E - 604723N 0243954E - 604628N 0243623E - 604433N 0242908E - 603915N 0242108E - 604853N 0241014E - 610533N 0235105E - 610548N 0235502E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD142 JÄMIJÄRVI**<br>Area bounded by lines joining points 615552N 0224616E - 614653N 0225721E - 613826N 0224747E - 614355N 0222818E - 615101N 0222847E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD143 HYPPY**<br>Area bounded by lines joining points 601659N 0250148E - 601641N 0250803E - 601231N 0250634E - 601302N 0245851E - 601433N 0245938E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD144A PUDASJÄRVI**<br>Area bounded by lines joining points 653252N 0272041E - 651228N 0272029E - 651415N 0262415E - 651627N 0262415E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD144B PUDASJÄRVI**<br>Area bounded by lines joining points 654222N 0270302E - 653252N 0272041E - 651627N 0262415E - 653107N 0262415E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD144C PUDASJÄRVI**<br>Area bounded by lines joining points 654901N 0272631E - 654056N 0274919E - 653252N 0272041E - 654222N 0270302E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |

| *Designation*<br>*Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFD144D PUDASJÄRVI**<br>Area bounded by lines joining points 654056N 0274919E - 653702N 0280000E - 651100N 0280000E - 651228N 0272029E - 653252N 0272041E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD145A RAUTAVAARA**<br>Area bounded by lines joining points 633817N 0280117E - 632257N 0282306E - 631833N 0281131E - 632350N 0275458E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD145B RAUTAVAARA**<br>Area bounded by lines joining points 635214N 0272736E - 635216N 0274059E - 633817N 0280117E - 632350N 0275458E - 632502N 0273640E - 632231N 0272328E - 633559N 0272727E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD146 ALAVUS**<br>Area bounded by lines joining points 624413N 0232629E - 623741N 0233957E - 622753N 0233304E - 623201N 0232717E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD147A KYMI**<br>Area bounded by lines joining points 604015N 0271316E - 603401N 0271249E - 602801N 0265649E - 602600N 0264438E - 603630N 0263736E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD147B KYMI**<br>Area bounded by lines joining points 604441N 0272211E - 604118N 0272335E - 604015N 0271316E - 603630N 0263736E - 603947N 0263524E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD149 KITEE**<br>Area bounded by lines joining points 623808N 0303112E - 623352N 0305552E - 614612N 0294459E - 615749N 0294723E - 620745N 0291812E - 621300N 0292322E - 622155N 0293830E - 622000N 0300419E - 622555N 0302516E - 623516N 0303304E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD151 HANKONIEMI**<br>Area bounded by lines joining points 595753N 0231500E - 594943N 0231500E - 594924N 0230748E - 594848N 0225418E - 595300N 0225418E to point of origin. | 3000 FT MSL<br>SFC | UAV | NOTAM | AMC manageable area |
| **EFD152A TAMMISAARI**<br>Area bounded by lines joining points 600000N 0232402E - 595808N 0232830E - 594948N 0232249E - 594948N 0231648E - 594943N 0231500E - 595753N 0231500E to point of origin. | 3000 FT MSL<br>SFC | UAV | NOTAM | AMC manageable area |


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| *Designation*<br>*Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFD152B TAMMISAARI**<br>Area bounded by lines joining points 600239N 0233236E - 600239N 0233749E - 594943N 0233749E - 594948N 0233149E - 594948N 0232249E - 595808N 0232830E - 600000N 0232402E to point of origin. | 3000<br>FT MSL<br>SFC | UAV | NOTAM | AMC manageable area |
| **EFD153 HÄLVÄLÄ**<br>Area bounded by lines joining points 610200N 0252334E - 610200N 0253250E - 605800N 0253250E - 605800N 0252334E to point of origin. | 5000<br>FT MSL<br>SFC | UAV | NOTAM | AMC manageable area |
| **EFD154 UPINNIEMI**<br>Area bounded by lines joining points 600725N 0242053E - 600725N 0242918E - 595631N 0242907E - 595631N 0242413E - 600251N 0242413E - 600251N 0241810E to point of origin. | 1300<br>FT MSL<br>SFC | UAV | NOTAM | AMC manageable area |
| **EFD155A TOLKKINEN**<br>Area bounded by lines joining points 602624N 0254547E - 601802N 0254732E - 601736N 0253334E - 602506N 0254001E to point of origin. | 2500<br>FT MSL<br>SFC | UAV | NOTAM | AMC manageable area |
| **EFD155B TOLKKINEN**<br>Area bounded by lines joining points 602506N 0254001E - 601313N 0252950E - 601719N 0252504E - 601724N 0252738E - 601949N 0253020E - 602151N 0252537E to point of origin. | 2500<br>FT MSL<br>SFC | UAV | NOTAM | AMC manageable area |
| **EFD155C TOLKKINEN**<br>Area bounded by lines joining points 601802N 0254732E - 601204N 0254847E - 601120N 0253200E - 601313N 0252950E - 601736N 0253334E to point of origin. | 2500<br>FT MSL<br>SFC | UAV | NOTAM | AMC manageable area |
| **EFD157A PIEKSÄMÄKI**<br>Area bounded by lines joining points 623159N 0270936E - 621823N 0271303E - 621213N 0270957E - 620714N 0263435E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD157B PIEKSÄMÄKI**<br>Area bounded by lines joining points 623159N 0270936E - 620714N 0263435E - 622437N 0263339E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD158 LAPPEENRANTA**<br>Area bounded by lines joining points 610231N 0281125E - 610147N 0281204E - 610129N 0281033E - 610213N 0280954E to point of origin. | 2700<br>FT MSL<br>SFC | BLAST | MON-FRI 1100-1300 UTC (1000-1200 UTC) | AMC manageable area |

| *Designation Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFD159 SANTAHAMINA**<br>Area bounded by lines joining points 601000N 0250222E - 601000N 0250450E - 600909N 0250450E - 600919N 0250231E - 600802N 0250110E - 600927N 0250109E to point of origin. | 3000 FT MSL<br>1300 FT MSL | UAV | NOTAM | AMC manageable area |
| **EFD160N BOTHNIA NORTH**<br>Area bounded by lines joining points 652228N 0235431E - 651817N 0242453E - 650643N 0241132E - 645428N 0241313E - 644001N 0243123E - 642017N 0235325E - 640601N 0232642E - 640226N 0224239E - 635829N 0215742E - 644053N 0225520E to point of origin. | FL 660<br>FL 95 | MILOPS | NOTAM | AMC manageable area |
| **EFD160S BOTHNIA SOUTH**<br>Area bounded by lines joining points 640226N 0224239E - 632906N 0215245E - 633620N 0212559E - 633700N 0213000E - 635829N 0215742E to point of origin. | FL 660<br>FL 95 | MILOPS | NOTAM | AMC manageable area |
| **EFD161A KYLÄJÄRVI**<br>Area bounded by lines joining points 673000N 0261956E - 673000N 0262632E - 672801N 0263139E - 672557N 0263304E - 672406N 0262906E - 672502N 0262745E - 672502N 0262445E - 672532N 0262145E - 672408N 0261845E to point of origin. | FL 170<br>SFC | UAV | NOTAM | AMC manageable area |
| **EFD161B KYLÄJÄRVI**<br>Area bounded by lines joining points 673000N 0262632E - 673000N 0263253E - 672854N 0263551E - 672622N 0263356E - 672557N 0263304E - 672801N 0263139E to point of origin. | FL 170<br>SFC | UAV | NOTAM | AMC manageable area |
| **EFD162A PAHKAJÄRVI**<br>Area bounded by lines joining points 610815N 0270655E - 610406N 0271203E - 610151N 0265128E - 610634N 0265213E - 610504N 0265524E - 610551N 0265842E - 610707N 0270031E - 610740N 0270212E to point of origin. | FL 195<br>SFC | MILOPS, UAV | NOTAM | AMC manageable area |
| **EFD162B PAHKAJÄRVI**<br>Area bounded by lines joining points 610816N 0265234E - 610634N 0265213E - 610151N 0265128E - 610056N 0264320E - 610806N 0264128E to point of origin. | FL 195<br>SFC | MILOPS, UAV | NOTAM | AMC manageable area |
| **EFD162C PAHKAJÄRVI**<br>Area bounded by lines joining points 611544N 0271255E - 610518N 0272453E - 610406N 0271203E - 610815N 0270655E - 611223N 0270548E - 611348N 0270417E to point of origin. | 3500 FT MSL<br>SFC | MILOPS, UAV | NOTAM | AMC manageable area |


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| *Designation<br>Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFD162D PAHKAJÄRVI**<br>Area bounded by lines joining points 612050N 0265236E - 611953N 0271240E - 611544N 0271255E - 611348N 0270417E - 611348N 0265233E to point of origin. | FL 195<br>SFC | MILOPS, UAV | NOTAM | AMC manageable area |
| **EFD162E PAHKAJÄRVI**<br>Area bounded by lines joining points 612050N 0265236E - 611348N 0265233E - 610816N 0265234E - 610806N 0264128E - 612029N 0264056E to point of origin. | FL 195<br>SFC | MILOPS, UAV | NOTAM | AMC manageable area |
| **EFD163A VUOSANKA**<br>Area bounded by lines joining points 642917N 0285321E - 641629N 0285458E - 641645N 0284129E - 643000N 0283629E to point of origin. | 4500<br>FT MSL<br>SFC | MILOPS, UAV | NOTAM | AMC manageable area |
| **EFD163B VUOSANKA**<br>Area bounded by lines joining points 642920N 0290121E - 642612N 0291606E - 641848N 0292057E - 641629N 0285458E - 642917N 0285321E to point of origin. | 4500<br>FT MSL<br>SFC | MILOPS, UAV | NOTAM | AMC manageable area |
| **EFD164A ORIPÄÄ**<br>Area bounded by lines joining points 605311N 0222618E - 610043N 0222729E - 605849N 0223512E to point of origin. | FL 195<br>SFC | GLIDER, MILOPS, OTHER, PARACHUTE, SPORT, UAV | NOTAM published on the day of activity | AMC manageable area |
| **EFD164B ORIPÄÄ**<br>Area bounded by lines joining points 605311N 0222618E - 605849N 0223512E - 605720N 0224106E - 605927N 0224412E - 605213N 0230128E - 604618N 0225250E - 604625N 0222513E to point of origin. | FL 195<br>SFC | GLIDER, MILOPS, OTHER, PARACHUTE, SPORT, UAV | NOTAM published on the day of activity | AMC manageable area |
| **EFD164C ORIPÄÄ**<br>Area bounded by lines joining points 610659N 0223154E - 605927N 0224412E - 605720N 0224106E - 605849N 0223512E - 610043N 0222729E - 610153N 0222618E - 610340N 0222838E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD164D ORIPÄÄ**<br>Area bounded by lines joining points 611036N 0223554E - 610546N 0225339E - 605927N 0224412E - 610659N 0223154E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD164E ORIPÄÄ**<br>Area bounded by lines joining points 610546N 0225339E - 610251N 0230418E - 610331N 0231806E - 605213N 0230128E - 605927N 0224412E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |
| **EFD164F ORIPÄÄ**<br>Area bounded by lines joining points 604625N 0222513E - 604618N 0225250E - 604350N 0224915E - 604410N 0222452E to point of origin. | FL 195<br>SFC | GLIDER, OTHER, PARACHUTE, SPORT | NOTAM published on the day of activity | AMC manageable area |

| *Designation*<br>*Lateral limits* | *Vertical limits* | *Activity type* | *Time of activity* | *RMK* |
|---|---|---|---|---|
| *1* | *2* | *3* | *4* | *5* |
| **EFD164G ORIPÄÄ**<br>Area bounded by lines joining points<br>604618N 0225250E - 603804N 0230956E -<br>603747N 0230151E - 604350N 0224915E<br>to point of origin. | FL 195<br>SFC | GLIDER, OTHER,<br>PARACHUTE, SPORT | NOTAM<br>published on the<br>day of activity | AMC manage-<br>able area |
| **EFD165 RAASI**<br>Area bounded by lines joining points<br>605356N 0221510E - 605311N 0222618E -<br>604625N 0222513E - 604630N 0221052E<br>to point of origin. | 3500<br>FT MSL<br>SFC | MILOPS, UAV | NOTAM | AMC manage-<br>able area |
| **EFD166 PYHÄJÄRVI**<br>Area bounded by lines joining points<br>610613N 0220911E - 610615N 0221239E -<br>610445N 0221520E - 610621N 0221859E -<br>610153N 0221857E - 610043N 0222729E -<br>605311N 0222618E - 605356N 0221510E -<br>610321N 0220809E to point of origin. | 3500<br>FT MSL<br>SFC | MILOPS, UAV | NOTAM | AMC manage-<br>able area |
| **EFD300 ITÄINEN VAARA-ALUE**<br>Area bounded by lines joining points<br>691019N 0284924E - 690935N 0284905E<br>then along Finland_Norway bor-<br>der up to 690307N 0285545E then<br>along Finland_Russia border up to<br>601201N 0271735E - 601201N 0271249E -<br>601201N 0264549E - 601547N 0264730E -<br>601601N 0271049E - 601701N 0272149E -<br>602201N 0272949E - 602701N 0272949E -<br>604328N 0274513E - 605900N 0283004E -<br>610330N 0283953E - 610839N 0284714E -<br>611044N 0285432E - 611346N 0290227E -<br>611512N 0290649E - 612556N 0290649E -<br>613332N 0290956E - 613806N 0293228E -<br>614612N 0294459E - 623352N 0305552E -<br>625314N 0311432E - 634410N 0293628E -<br>640328N 0300928E - 642046N 0294535E -<br>645842N 0291639E - 653620N 0292452E -<br>654419N 0300244E - 660225N 0295422E -<br>661548N 0292025E - 665618N 0283607E -<br>673810N 0293556E - 680610N 0282000E -<br>683524N 0280126E - 684102N 0281745E -<br>684702N 0281345E - 685202N 0275945E -<br>685841N 0280416E - 691016N 0284211E<br>to point of origin. | 1000<br>FT SFC<br>SFC | UAV | H24 | |


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**5 Vaara-alueiden suojavyöhykkeet (FBZ)**

5.1. Ilmatilan hallintayksikön (AMC) hallinnoimien vaaraalueiden ympärille on perustettu lennonsuunnittelussa huomioitavat suojavyöhykkeet - Flight Plan Buffer Zone (FBZ).

**5 Flight plan buffer zones (FBZ) for danger areas**

5.1. Flight plan buffer zones (FBZ) are established around AMC Manageable danger areas for flight planning purposes.

| *Designation<br>Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFD109Z**<br>Area bounded by lines joining points 594307N 0224253E - 594037N 0225625E - 592753N 0225622E - 591110N 0214520E - 592658N 0214515E - 593519N 0215046E - 593630N 0221922E - 594154N 0223253E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFD111AZ**<br>Area bounded by lines joining points 643655N 0224920E - 643006N 0231501E - 642544N 0231748E - 642223N 0231344E - 642156N 0231319E - 642116N 0231253E - 642051N 0231243E - 641744N 0231205E - 640928N 0231030E - 640651N 0225849E - 640531N 0225258E - 640242N 0224145E - 640236N 0224025E - 640133N 0223715E - 635959N 0223258E - 635905N 0223114E - 635532N 0222540E - 635523N 0221219E - 640133N 0220143E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFD111BZ**<br>Area bounded by lines joining points 650531N 0232944E - 650424N 0233532E - 643119N 0234309E - 642553N 0232155E - 642521N 0231842E - 642436N 0231730E - 642353N 0231550E - 641829N 0230647E - 642647N 0223527E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFD111CZ**<br>Area bounded by lines joining points 641235N 0221620E - 640133N 0223516E - 635720N 0222827E - 635613N 0222653E - 635428N 0222444E - 635414N 0222429E - 634802N 0221900E - 633659N 0220111E - 633431N 0214157E - 633326N 0211021E - 633700N 0213000E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFD111DZ**<br>Area bounded by lines joining points 645205N 0231036E - 652737N 0240210E - 652448N 0242242E - 651715N 0242322E - 651306N 0242129E - 650237N 0241644E - 645432N 0241308E - 643606N 0240202E - 642756N 0232959E - 643017N 0231557E - 643352N 0231505E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |

| *Designation*<br>*Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFD160NZ**<br>Area bounded by lines joining points<br>652456N 0235810E - 652648N 0240816E - 652328N 0243217E - 652120N 0243736E - 651736N 0243945E - 650531N 0242540E - 645606N 0242653E - 644323N 0244246E - 643929N 0244304E - 643356N 0243606E - 640037N 0233359E - 635210N 0215419E - 635301N 0215035E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFD160SZ**<br>Area bounded by lines joining points<br>640848N 0224732E - 640308N 0225955E - 632345N 0220037E - 632243N 0215055E - 633341N 0211014E - 633700N 0213000E - 640517N 0220638E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |


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| *Designation*<br>*Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFTRAM36**<br>Area bounded by lines joining points 621002N 0250657E - 620552N 0251613E - 615433N 0244838E - 620836N 0244901E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |
| **EFTRAM38**<br>Area bounded by lines joining points 620552N 0251613E - 615152N 0254656E - 613731N 0253018E - 613623N 0244811E - 615433N 0244838E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |
| **EFTRAM39**<br>Area bounded by lines joining points 615433N 0244838E - 614109N 0241543E - 613600N 0243550E - 613623N 0244811E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |
| **EFTRAM58**<br>Area bounded by lines joining points 623126N 0261834E - 622437N 0263339E - 620714N 0263435E - 615152N 0254656E - 620552N 0251613E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |
| **EFTRAM59**<br>Area bounded by lines joining points 624834N 0253951E - 623950N 0255943E - 623126N 0261834E - 620552N 0251613E - 621002N 0250657E - 620836N 0244901E - 622433N 0244927E - 623436N 0244948E - 624251N 0245007E - 624803N 0251041E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area |
| **EFTRAM61**<br>Area bounded by lines joining points 622433N 0244927E - 620836N 0244901E - 620455N 0240521E - 621744N 0234728E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |
| **EFTRAM62**<br>Area bounded by lines joining points 623741N 0233957E - 623424N 0244948E - 622433N 0244927E - 621744N 0234728E - 622753N 0233304E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |
| **EFTRAN02**<br>Area bounded by lines joining points 624342N 0284110E - 623710N 0292309E - 622416N 0290512E - 623257N 0283809E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |
| **EFTRAN10**<br>Area bounded by lines joining points 625437N 0293635E - 625026N 0300118E - 624610N 0302557E - 623808N 0303112E - 623516N 0303304E - 622555N 0302516E - 622000N 0300419E - 622416N 0290512E - 623710N 0292309E - 624731N 0293747E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |

| *Designation*<br>*Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFTRAN12**<br>Area bounded by lines joining points 624800N 0281714E - 624342N 0284110E - 623257N 0283810E - 623355N 0280038E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |
| **EFTRAN13**<br>Area bounded by lines joining points 623355N 0280038E - 623257N 0283809E - 622416N 0290512E - 621540N 0285432E - 621929N 0284256E - 621450N 0282008E - 622441N 0275255E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area |
| **EFTRAN20**<br>Area bounded by lines joining points 625534N 0261603E - 624142N 0264420E - 623126N 0261834E - 623538N 0260910E - 623950N 0255943E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |
| **EFTRAN21**<br>Area bounded by lines joining points 631116N 0263241E - 630627N 0270241E - 625011N 0270559E - 624142N 0264420E - 625534N 0261603E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |
| **EFTRAN22**<br>Area bounded by lines joining points 624142N 0264420E - 622717N 0270251E - 620714N 0263435E - 622437N 0263339E - 623126N 0261834E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |
| **EFTRAN23**<br>Area bounded by lines joining points 625011N 0270559E - 623159N 0270936E - 622717N 0270251E - 624142N 0264420E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |
| **EFTRAN26**<br>Area bounded by lines joining points 633859N 0290612E - 632924N 0291840E - 631418N 0293258E - 630850N 0282036E - 631833N 0281131E - 632257N 0282306E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area |
| **EFTRAN27**<br>Area bounded by lines joining points 631418N 0293258E - 625437N 0293635E - 625906N 0290928E - 625839N 0282959E - 630850N 0282036E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area |
| **EFTRAN30**<br>Area bounded by lines joining points 625906N 0290928E - 625303N 0284825E - 624342N 0284110E - 624800N 0281714E - 625839N 0282959E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |
| **EFTRAN31**<br>Area bounded by lines joining points 625906N 0290928E - 625437N 0293635E - 624731N 0293747E - 623710N 0292309E - 624342N 0284110E - 625303N 0284825E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |


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| *Designation*<br>*Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFTRAN36**<br>Area bounded by lines joining points 632502N 0273640E - 632350N 0275458E - 631833N 0281131E - 630850N 0282036E - 625839N 0282959E - 625011N 0270559E - 630627N 0270241E - 631145N 0270136E - 631710N 0271009E - 632110N 0271629E - 632231N 0272328E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |
| **EFTRAN37**<br>Area bounded by lines joining points 625011N 0270559E - 625839N 0282959E - 624800N 0281714E - 623355N 0280038E - 623406N 0275220E - 623310N 0271831E - 623159N 0270936E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |
| **EFTRAV03**<br>Area bounded by lines joining points 640640N 0282911E - 633859N 0290612E - 632257N 0282306E - 633817N 0280117E - 635409N 0280820E - 640259N 0281320E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area |
| **EFTRAV04**<br>Area bounded by lines joining points 633817N 0280117E - 632257N 0282306E - 631833N 0281131E - 632350N 0275458E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area |
| **EFTRAV05**<br>Area bounded by lines joining points 640259N 0281320E - 635409N 0280820E - 633817N 0280117E - 632350N 0275458E - 632502N 0273640E - 632231N 0272328E - 633558N 0272727E - 635733N 0272739E - 635550N 0274305E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area |
| **EFTRAV12**<br>Area bounded by lines joining points 635957N 0270535E - 635733N 0272739E - 633558N 0272727E - 632231N 0272328E - 632110N 0271629E - 631710N 0271009E - 634545N 0263223E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area |
| **EFTRAV13**<br>Area bounded by lines joining points 634545N 0263223E - 631710N 0271009E - 631145N 0270136E - 630627N 0270241E - 631116N 0263241E - 631924N 0254005E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area |
| **EFTRAV14**<br>Area bounded by lines joining points 631924N 0254005E - 631116N 0263241E - 625534N 0261603E - 630347N 0253958E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |
| **EFTRAV15**<br>Area bounded by lines joining points 630347N 0253958E - 625534N 0261603E - 623950N 0255943E - 624834N 0253951E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |

| *Designation*<br>*Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFTRAV16**<br>Area bounded by lines joining points 631924N 0254005E - 630347N 0253958E - 624834N 0253951E - 624803N 0251041E - 631529N 0245114E - 631758N 0250448E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |
| **EFTRAV17**<br>Area bounded by lines joining points 631529N 0245114E - 624803N 0251041E - 624251N 0245007E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |
| **EFTRAV18**<br>Area bounded by lines joining points 631529N 0245114E - 624251N 0245007E - 630006N 0240449E - 631302N 0243759E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |
| **EFTRAV19**<br>Area bounded by lines joining points 630006N 0240449E - 624251N 0245007E - 623424N 0244948E - 623741N 0233957E to point of origin. | FL 660<br>2000<br>FT MSL | AUP/UUP | AMC manageable area |
| **EFTRAV27**<br>Area bounded by lines joining points 644053N 0225520E - 642017N 0235325E - 640601N 0232642E - 640226N 0224239E - 635829N 0215742E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area |
| **EFTRAV28**<br>Area bounded by lines joining points 640226N 0224239E - 635525N 0223157E - 632906N 0215245E - 633348N 0213523E - 633622N 0212551E - 633700N 0212959E - 635829N 0215742E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area |
| **EFTRAV29**<br>Area bounded by lines joining points 635553N 0223723E - 633115N 0222659E - 632527N 0220725E - 632906N 0215245E - 635525N 0223157E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area |
| **EFTRAV30**<br>Area bounded by lines joining points 640601N 0232642E - 635853N 0231334E - 635553N 0223723E - 635525N 0223157E - 640226N 0224239E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area |
| **EFTRAV33**<br>Area bounded by lines joining points 640001N 0232747E - 635824N 0235142E - 632056N 0233549E - 631610N 0230845E - 631800N 0224640E - 631955N 0224201E - 632649N 0222509E - 633115N 0222659E - 635553N 0223723E - 635701N 0225047E to point of origin. | FL 660<br>1400<br>FT MSL | AUP/UUP | AMC manageable area |


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| *Designation*<br>*Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFTRARO11**<br>Area bounded by lines joining points 664733N 0255218E - 664450N 0260121E - 664140N 0261148E - 664044N 0261227E - 663520N 0261613E - 663204N 0260954E - 662422N 0255510E - 661950N 0254634E - 662008N 0254539E - 662621N 0252613E - 662921N 0251644E - 663839N 0253445E - 664317N 0254351E to point of origin. | FL 660<br>SFC | HX | |
| **EFTRARO12**<br>Area bounded by lines joining points 665751N 0254242E - 665718N 0261930E - 664450N 0260121E - 664733N 0255218E - 664317N 0254351E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRARO13**<br>Area bounded by lines joining points 665718N 0261930E - 665117N 0263917E - 664044N 0261227E - 664140N 0261148E - 664450N 0260121E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRARO14**<br>Area bounded by lines joining points 665117N 0263917E - 663942N 0264808E - 663520N 0261613E - 664044N 0261227E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRARO17**<br>Area bounded by lines joining points 662422N 0255510E - 661705N 0261905E - 660706N 0260331E - 660546N 0254644E - 662008N 0254539E - 661950N 0254634E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRARO18**<br>Area bounded by lines joining points 662621N 0252613E - 662008N 0254539E - 660546N 0254644E - 660320N 0251700E - 661038N 0245456E - 661120N 0244203E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRARO19**<br>Area bounded by lines joining points 663511N 0244642E - 662921N 0251644E - 662621N 0252613E - 661120N 0244203E - 662732N 0244120E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRARO20**<br>Area bounded by lines joining points 664623N 0250847E - 663839N 0253445E - 662921N 0251644E - 663511N 0244642E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRARO21**<br>Area bounded by lines joining points 665751N 0254242E - 664317N 0254351E - 663839N 0253445E - 664623N 0250847E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |

| *Designation*<br>*Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFTRARO25**<br>Area bounded by lines joining points 663942N 0264808E - 662916N 0263825E - 663316N 0261214E - 663520N 0261613E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRARO26**<br>Area bounded by lines joining points 663316N 0261214E - 662916N 0263825E - 661705N 0261905E - 662422N 0255510E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRATP61**<br>Area bounded by lines joining points 613635N 0235128E - 612303N 0240448E - 611303N 0232104E - 612630N 0230729E to point of origin. | FL 660<br>SFC | HX | |
| **EFTRATP62**<br>Area bounded by lines joining points 613145N 0225407E - 612314N 0225335E - 611946N 0223857E - 612919N 0224023E - 613012N 0224727E to point of origin. | FL 660<br>FL 65 | HX | |
| **EFTRATP63**<br>Area bounded by lines joining points 613315N 0230035E - 612630N 0230729E - 612314N 0225335E - 613145N 0225407E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRATP64**<br>Area bounded by lines joining points 613553N 0231159E - 612908N 0231851E - 612630N 0230729E - 613315N 0230035E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRATP65**<br>Area bounded by lines joining points 613711N 0231739E - 613026N 0232429E - 612908N 0231851E - 613553N 0231159E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRATP66**<br>Area bounded by lines joining points 613947N 0232906E - 613303N 0233553E - 613026N 0232429E - 613711N 0231739E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRATP67**<br>Area bounded by lines joining points 614324N 0234508E - 614322N 0234726E - 613501N 0234434E - 613303N 0233553E - 613947N 0232906E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRATP68**<br>Area bounded by lines joining points 614322N 0234726E - 614318N 0235348E - 613635N 0235128E - 613501N 0234434E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |


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| *Designation*<br>*Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFTRATP69**<br>Area bounded by lines joining points 614318N 0235348E - 614314N 0235847E - 612903N 0241244E - 612547N 0240207E - 613635N 0235128E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRATP70**<br>Area bounded by lines joining points 614314N 0235847E - 614307N 0240755E - 613600N 0243552E - 612903N 0241244E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRATP71**<br>Area bounded by lines joining points 613600N 0243552E - 613227N 0243547E - 612303N 0240448E - 612547N 0240207E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRATP72**<br>Area bounded by lines joining points 613227N 0243547E - 612318N 0243535E - 611710N 0240802E - 612349N 0240716E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRATP73**<br>Area bounded by lines joining points 612318N 0243535E - 611443N 0243524E - 610855N 0240858E - 611710N 0240802E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRATP74**<br>Area bounded by lines joining points 612349N 0240716E - 611710N 0240802E - 611548N 0240158E - 612214N 0240113E - 612303N 0240448E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRATP75**<br>Area bounded by lines joining points 611710N 0240802E - 610855N 0240858E - 610734N 0240255E - 611548N 0240158E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRATP80**<br>Area bounded by lines joining points 611427N 0232707E - 610917N 0232742E - 610822N 0232137E - 611303N 0232104E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRATP81**<br>Area bounded by lines joining points 610917N 0232742E - 610406N 0232817E - 610342N 0232209E - 610822N 0232137E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRATP82**<br>Area bounded by lines joining points 611606N 0231800E - 611303N 0232104E - 610342N 0232209E - 610640N 0230829E - 611230N 0230235E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |

| *Designation*<br>*Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFTRATP83**<br>Area bounded by lines joining points 611230N 0230235E - 610640N 0230829E - 610342N 0232209E - 610251N 0230418E - 610814N 0224438E to point of origin. | FL 660<br>FL 65 | HX | |
| **EFTRATP84**<br>Area bounded by lines joining points 612349N 0231013E - 611606N 0231800E - 611230N 0230235E - 612011N 0225445E to point of origin. | FL 660<br>2000 FT MSL | HX | |
| **EFTRATP85**<br>Area bounded by lines joining points 612011N 0225445E - 611230N 0230235E - 610814N 0224438E - 611010N 0223732E - 611619N 0223826E to point of origin. | FL 660<br>FL 65 | HX | |
| **EFTRATP86**<br>Area bounded by lines joining points 612630N 0230729E - 612349N 0231013E - 612011N 0225445E - 612126N 0225328E - 612314N 0225335E to point of origin. | FL 660<br>2000 FT MSL | HX | |
| **EFTRATP87**<br>Area bounded by lines joining points 612314N 0225335E - 612126N 0225328E - 612011N 0225445E - 611619N 0223826E - 611946N 0223857E to point of origin. | FL 660<br>FL 65 | HX | |
| **EFTRATP88**<br>Area bounded by lines joining points 612746N 0233932E - 612359N 0234320E - 612147N 0233350E - 612533N 0233001E to point of origin. | FL 660<br>SFC | HX | |
| **EFTRATP90**<br>Area bounded by lines joining points 612214N 0240113E - 611548N 0240158E - 611209N 0234558E - 611835N 0234507E to point of origin. | FL 660<br>2000 FT MSL | HX | |
| **EFTRATP91**<br>Area bounded by lines joining points 611548N 0240158E - 610734N 0240255E - 610548N 0235502E - 610517N 0234652E - 611209N 0234558E to point of origin. | FL 660<br>2000 FT MSL | HX | |
| **EFTRATP92**<br>Area bounded by lines joining points 611835N 0234507E - 611209N 0234558E - 611114N 0234157E - 611057N 0233955E - 611712N 0233904E to point of origin. | FL 660<br>2000 FT MSL | HX | |
| **EFTRATP93**<br>Area bounded by lines joining points 611209N 0234558E - 610517N 0234652E - 610454N 0234043E - 611057N 0233955E - 611114N 0234157E to point of origin. | FL 660<br>2000 FT MSL | HX | |


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| *Designation*<br>*Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFTRATP94**<br>Area bounded by lines joining points 611712N 0233904E - 611057N 0233955E - 610917N 0232742E - 611427N 0232707E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRATP95**<br>Area bounded by lines joining points 611057N 0233955E - 610454N 0234043E - 610406N 0232817E - 610917N 0232742E to point of origin. | FL 660<br>2000<br>FT MSL | HX | |
| **EFTRATU01**<br>Area bounded by lines joining points 603921N 0223914E - 602426N 0224145E - 602314N 0221349E - 602219N 0215343E - 603711N 0215048E - 603730N 0215725E - 603842N 0222401E to point of origin. | FL 660<br>SFC | HX | |
| **EFTRATU02**<br>Area bounded by lines joining points 604533N 0215555E - 603730N 0215725E - 603711N 0215048E - 603557N 0212434E - 604359N 0213509E to point of origin. | FL 660<br>1700<br>FT MSL | HX | |
| **EFTRATU03**<br>Area bounded by lines joining points 604627N 0220801E - 604625N 0222513E - 603842N 0222401E - 603730N 0215725E - 604533N 0215555E to point of origin. | FL 660<br>1700<br>FT MSL | HX | |
| **EFTRATU04**<br>Area bounded by lines joining points 604625N 0222513E - 604618N 0225250E - 603921N 0223914E - 603842N 0222401E to point of origin. | FL 660<br>1700<br>FT MSL | HX | |
| **EFTRATU05**<br>Area bounded by lines joining points 604618N 0225250E - 603804N 0230956E - 602806N 0231129E - 601354N 0225727E - 602426N 0224145E - 603921N 0223914E to point of origin. | FL 660<br>1700<br>FT MSL | HX | |
| **EFTRATU06**<br>Area bounded by lines joining points 602426N 0224145E - 601354N 0225727E - 600954N 0222127E - 602314N 0221349E to point of origin. | FL 660<br>1700<br>FT MSL | HX | |
| **EFTRATU07**<br>Area bounded by lines joining points 602314N 0221349E - 600954N 0222127E - 600643N 0215359E - 602219N 0215343E to point of origin. | FL 660<br>1700<br>FT MSL | HX | |
| **EFTRATU08**<br>Area bounded by lines joining points 603711N 0215048E - 602219N 0215343E - 600643N 0215359E - 602319N 0212309E - 603316N 0212103E - 603557N 0212434E to point of origin. | FL 660<br>1700<br>FT MSL | HX | |

| *Designation*<br>*Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFTRATU09**<br>Area bounded by lines joining points 603238N 0221933E - 602840N 0222016E - 602818N 0221212E - 603216N 0221128E to point of origin. | FL 660<br>SFC | HX | |
| **EFTRAUT01**<br>Area bounded by lines joining points 610347N 0271410E - 604836N 0272033E - 604404N 0263629E - 605852N 0262951E to point of origin. | FL 660<br>SFC | HX | |
| **EFTRAUT02**<br>Area bounded by lines joining points 610500N 0272534E - 604928N 0274312E - 604328N 0274513E - 604118N 0272335E - 604836N 0272033E - 610347N 0271410E to point of origin. | FL 660<br>1800<br>FT MSL | HX | |
| **EFTRAUT03**<br>Area bounded by lines joining points 604836N 0272033E - 604118N 0272335E - 603644N 0263944E - 604404N 0263629E to point of origin. | FL 660<br>1800<br>FT MSL | HX | |
| **EFTRAUT04**<br>Area bounded by lines joining points 605852N 0262951E - 604404N 0263629E - 603644N 0263944E - 603514N 0262550E - 604328N 0260733E - 605313N 0260303E - 605602N 0260525E to point of origin. | FL 660<br>1800<br>FT MSL | HX | |
| **EFTRAVA01**<br>Area bounded by lines joining points 631625N 0215404E - 630704N 0220016E - 625405N 0220845E - 624947N 0213726E - 625919N 0213103E - 631204N 0212223E to point of origin. | FL 660<br>SFC | HX | |
| **EFTRAVA02**<br>Area bounded by lines joining points 631612N 0210010E - 631204N 0212223E - 625919N 0213103E - 625753N 0205904E - 631517N 0210007E to point of origin. | FL 660<br>1800<br>FT MSL | HX | |
| **EFTRAVA03**<br>Area bounded by lines joining points 633348N 0213523E - 632906N 0215245E - 632527N 0220725E - 631625N 0215404E - 631204N 0212223E - 631612N 0210010E - 632704N 0211759E to point of origin. | FL 660<br>1800<br>FT MSL | HX | |
| **EFTRAVA04**<br>Area bounded by lines joining points 632527N 0220725E - 630928N 0221813E - 630704N 0220016E - 631625N 0215404E to point of origin. | FL 660<br>1800<br>FT MSL | HX | |
| **EFTRAVA05**<br>Area bounded by lines joining points 630928N 0221813E - 630151N 0222317E - 625539N 0222027E - 625405N 0220845E - 630704N 0220016E to point of origin. | FL 660<br>1800<br>FT MSL | HX | |


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| *Designation*<br>*Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFTRAVA06**<br>Area bounded by lines joining points 625539N 0222027E - 623903N 0221257E - 623610N 0215155E - 624034N 0212353E - 624947N 0213726E - 625405N 0220845E to point of origin. | FL 660<br>1800<br>FT MSL | HX | |
| **EFTRAVA07**<br>Area bounded by lines joining points 625919N 0213103E - 624947N 0213726E - 624034N 0212353E - 625628N 0205859E - 625753N 0205904E to point of origin. | FL 660<br>1800<br>FT MSL | HX | |
| **EFTRAVA08**<br>Area bounded by lines joining points 630455N 0214904E - 630106N 0215135E - 625957N 0214312E - 630346N 0214039E to point of origin. | FL 660<br>SFC | HX | |

**4 Tilapäiset erillisvarausalueet (TSA)**

4.1. Tilapäisellä erillisvarausalueella (Temporary Segregated Area, TSA) tarkoitetaan määrätyksi ajaksi tietyn käyttäjäryhmän yksinomaiseen käyttöön annettua rajoiltaan määrättyä ilmatilan osaa, jossa tapahtuva toiminta vaatii ilmatilan varaamisen.

4.2. TSA-alueiden tarkoituksena on mahdollistaa tällaisen tilapäistä ilmatilavarausta edellyttävän toiminnan suunnittelu etukäteen siten, että Ilmatilan hallintayksiköllä (AMC) on jo toimintaa edeltävinä päivinä mahdollisuus välittää tietoa näiden alueiden läpi kulkevien CDR-reittien käytettävyydestä.

*Huom. 1: Kuten osassa ENR 3 on kuvattu, NMOC ilmoittaa tiedot CDR-reittien käytettävyydestä päivittäin julkaistavalla EAUP:lla/EUUP:lla operaattoreiden lennonvalmistelua varten.*

*Huom. 2: TSA-alueiden tiedot on annettu alla olevissa taulukoissa, ks. myös Index kartat, ENR 6.4.*

**4 Temporary segregated areas (TSA)**

4.1. Temporary Segregated Area (TSA) means an airspace of defined dimensions within which activities require the reservation of airspace for the exclusive use of specific users during a determined period of time.

4.2. The purpose of TSA areas is to permit activities requiring temporary reservation of airspace to be planned in advance so that the Airspace Management Cell (AMC) can provide information on the availability of Conditional Routes established through these areas already on the days preceding the operations.

*Note 1: As described in section ENR 3, the availability of CDR routes is published daily by NMOC by means of the EAUP/EUUP message to operators for flight planning purposes.*

*Note 2: Information concerning TSA areas are given below, see also the Index charts, ENR 6.4.*

| *Designation*<br>*Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFTSAA07**<br>Area bounded by lines joining points<br>604951N 0252909E - 604943N 0252929E - 604623N 0253804E - 604132N 0255030E - 602708N 0260759E - 601856N 0261846E - 601126N 0262833E - 600555N 0255543E - 600526N 0254504E - 600318N 0250146E - 595818N 0243043E - 594926N 0235341E - 595447N 0234928E - 600238N 0235239E - 602104N 0240012E - 602652N 0240237E - 603915N 0242108E - 604433N 0242908E - 604723N 0243954E - 604913N 0244656E<br>to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAB03**<br>Area bounded by lines joining points<br>600238N 0235239E - 595447N 0234928E - 594926N 0235341E - 593801N 0225029E - 595350N 0223613E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAD02**<br>Area bounded by lines joining points<br>600954N 0222127E - 595350N 0223613E - 594112N 0205708E - 600251N 0211854E - 600643N 0215359E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAD03**<br>Area bounded by lines joining points<br>602104N 0240012E - 600238N 0235239E - 595350N 0223613E - 600954N 0222127E - 601354N 0225727E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |


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| *Designation*<br>*Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFTSAJ24**<br>Area bounded by lines joining points 684248N 0233952E then along Finland_Norway border up to 683329N 0245413E - 680610N 0250050E - 680902N 0244626E - 680654N 0242346E - 681027N 0243000E - 682855N 0242500E - 684034N 0241753E - 684614N 0235551E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAJ25**<br>Area bounded by lines joining points 685418N 0253919E - 685308N 0260626E - 683307N 0262247E - 680610N 0250050E - 683329N 0245413E then along Finland_Norway border up to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAJ29**<br>Area bounded by lines joining points 690431N 0215823E then along Finland_Norway border up to 683745N 0230939E - 682351N 0224259E then along Finland_Sweden border up to 684519N 0212337E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAJ30**<br>Area bounded by lines joining points 690336N 0203255E then along Finland_Norway border up to 690431N 0215823E - 684519N 0212337E then along Finland_Sweden border up to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAJ31**<br>Area bounded by lines joining points 694136N 0255653E then along Finland_Norway border up to 694914N 0282555E - 694737N 0283510E - 693935N 0282525E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAJ32**<br>Area bounded by lines joining points 693935N 0282525E - 694737N 0283510E - 694344N 0285709E then along Finland_Norway border up to 694036N 0290814E - 693834N 0291022E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAJ33**<br>Area bounded by lines joining points 693935N 0282525E - 692949N 0281342E - 692813N 0281451E - 685630N 0260730E - 685308N 0260626E - 685418N 0253919E then along Finland_Norway border up to 694136N 0255653E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |

| *Designation*<br>*Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFTSAJ34**<br>Area bounded by lines joining points 693834N 0291022E - 693453N 0291414E then along Finland_Norway border up to 691648N 0285621E - 691556N 0285423E - 691631N 0284018E - 692106N 0281957E - 692813N 0281451E - 692949N 0281342E - 693935N 0282525E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAJ35**<br>Area bounded by lines joining points 692813N 0281451E - 692106N 0281957E - 691631N 0284018E - 691556N 0285423E - 691345N 0284928E then along Finland_Norway border up to 691045N 0284935E - 691019N 0284923E - 691001N 0281205E - 685841N 0280416E - 685830N 0273751E - 683307N 0262247E - 685308N 0260626E - 685630N 0260730E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAJ37**<br>Area bounded by lines joining points 672716N 0253810E - 665751N 0254242E - 664623N 0250847E - 665710N 0244248E - 671811N 0243858E - 671503N 0245435E - 671726N 0252004E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAJ38**<br>Area bounded by lines joining points 665710N 0244248E - 664623N 0250847E - 663511N 0244642E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAK03**<br>Area bounded by lines joining points 613731N 0253018E - 613318N 0262942E - 604623N 0253804E - 604943N 0252929E - 605722N 0252812E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAK04**<br>Area bounded by lines joining points 613731N 0253018E - 605722N 0252812E - 604943N 0252929E - 604951N 0252909E - 604913N 0244656E - 604723N 0243954E - 604944N 0243716E - 605528N 0243835E - 613623N 0244811E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAK05**<br>Area bounded by lines joining points 613623N 0244811E - 605528N 0243835E - 611443N 0243524E - 613600N 0243550E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAL01**<br>Area bounded by lines joining points 610500N 0272534E - 604928N 0274312E - 604328N 0274513E - 603514N 0262550E - 604328N 0260733E - 605313N 0260303E - 605602N 0260525E - 605852N 0262951E - 610347N 0271410E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |


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| *Designation*<br>*Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFTSAL02**<br>Area bounded by lines joining points 612221N 0282529E - 611835N 0284117E - 610330N 0283953E - 605900N 0283004E - 604328N 0274513E - 604928N 0274312E - 610500N 0272534E - 610858N 0272100E - 611043N 0272916E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAL03**<br>Area bounded by lines joining points 604328N 0274513E - 602701N 0272949E - 602201N 0272949E - 602000N 0272635E - 602016N 0263052E - 601856N 0261846E - 602708N 0260759E - 603514N 0262550E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAL04**<br>Area bounded by lines joining points 613318N 0262942E - 612014N 0273528E - 611043N 0272916E - 610858N 0272100E - 610500N 0272534E - 605602N 0260525E - 605313N 0260303E - 604328N 0260733E - 603514N 0262550E - 602708N 0260759E - 604132N 0255030E - 604623N 0253804E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAL06**<br>Area bounded by lines joining points 615453N 0265049E - 614838N 0272336E - 614550N 0273758E - 614201N 0275719E - 613554N 0280521E - 612642N 0275702E - 612014N 0273528E - 613318N 0262942E - 614222N 0262940E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAL07**<br>Area bounded by lines joining points 615423N 0280843E - 615009N 0282123E - 613332N 0290956E - 612556N 0290649E - 611512N 0290649E - 611346N 0290227E - 611044N 0285432E - 610839N 0284714E - 610330N 0283953E - 611835N 0284117E - 612221N 0282529E - 611043N 0272916E - 612014N 0273528E - 612642N 0275702E - 613554N 0280521E - 614201N 0275719E - 614550N 0273758E - 614836N 0274758E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAM35**<br>Area bounded by lines joining points 620836N 0244901E - 615433N 0244838E - 614109N 0241543E - 614307N 0240755E - 615655N 0240258E - 620455N 0240521E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAM36**<br>Area bounded by lines joining points 621002N 0250657E - 620552N 0251613E - 615433N 0244838E - 620836N 0244901E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |

| *Designation*<br>*Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFTSAM38**<br>Area bounded by lines joining points 620552N 0251613E - 615152N 0254656E - 613731N 0253018E - 613623N 0244811E - 615433N 0244838E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAM39**<br>Area bounded by lines joining points 615433N 0244838E - 614109N 0241543E - 613600N 0243550E - 613623N 0244811E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAM50**<br>Area bounded by lines joining points 620714N 0263435E - 615453N 0265049E - 614222N 0262940E - 613318N 0262942E - 613731N 0253018E - 615152N 0254656E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAM58**<br>Area bounded by lines joining points 623126N 0261834E - 622437N 0263339E - 620714N 0263435E - 615152N 0254656E - 620552N 0251613E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAM59**<br>Area bounded by lines joining points 624834N 0253951E - 623950N 0255943E - 623126N 0261834E - 620552N 0251613E - 621002N 0250657E - 620836N 0244901E - 622433N 0244927E - 623436N 0244948E - 624251N 0245007E - 624803N 0251041E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAM61**<br>Area bounded by lines joining points 622433N 0244927E - 620836N 0244901E - 620455N 0240521E - 621744N 0234728E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAM62**<br>Area bounded by lines joining points 623741N 0233957E - 623424N 0244948E - 622433N 0244927E - 621744N 0234728E - 622753N 0233304E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAN02**<br>Area bounded by lines joining points 624342N 0284110E - 623710N 0292309E - 622416N 0290512E - 623257N 0283809E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |
| **EFTSAN06**<br>Area bounded by lines joining points 615847N 0273144E - 614836N 0274758E - 614550N 0273758E - 614838N 0272336E to point of origin. | UNL<br>SFC | AUP/UUP | AMC manageable area |


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| *Designation*<br>*Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFTSAJ29Z**<br>Area bounded by lines joining points 690922N 0214925E then along Finland_Norway border up to 684248N 0233952E - 682011N 0225520E then along Finland_Sweden border up to 684931N 0211143E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFTSAJ30Z**<br>Area bounded by lines joining points 690336N 0203255E then along Finland_Norway border up to 690358N 0215922E - 685904N 0220801E - 684015N 0213453E then along Finland_Sweden border up to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFTSAJ31Z**<br>Area bounded by lines joining points 693328N 0283619E - 693542N 0255742E then along Finland_Norway border up to 694914N 0282555E - 694457N 0285021E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFTSAJ32Z**<br>Area bounded by lines joining points 695108N 0282116E - 695056N 0282117E then along Finland_Norway border up to 693206N 0291711E - 693410N 0280043E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFTSAJ33Z**<br>Area bounded by lines joining points 694136N 0255653E - 693912N 0284318E - 692921N 0280319E - 692538N 0283355E - 685315N 0262253E - 684634N 0262042E - 684917N 0251704E - 685156N 0251842E then along Finland_Norway border up to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFTSAJ34Z**<br>Area bounded by lines joining points 693834N 0291023E - 693453N 0291414E then along Finland_Norway border up to 691045N 0284935E - 691050N 0283436E - 691723N 0280528E - 693016N 0275604E - 693957N 0280732E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFTSAJ35Z**<br>Area bounded by lines joining points 693746N 0282519E - 692448N 0283431E - 692212N 0284603E - 692121N 0290614E - 691848N 0290044E then along Finland_Norway border up to 690438N 0285130E - 690427N 0285200E - 690415N 0282502E - 685252N 0281706E - 685240N 0274420E - 682213N 0261452E - 685235N 0254952E - 685943N 0255202E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |

| *Designation*<br>*Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFTSAJ37Z**<br>Area bounded by lines joining points 673310N 0254235E - 673108N 0255112E - 672843N 0255318E - 670332N 0255656E - 665150N 0254748E - 663814N 0250744E - 665437N 0242814E - 671905N 0242332E - 672131N 0242543E - 672325N 0243104E - 672411N 0243722E - 672401N 0244257E - 672117N 0245632E - 672238N 0251055E - 673203N 0252812E - 673316N 0253516E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area. Only for FPL validation |
| **EFTSAJ38Z**<br>Area bounded by lines joining points 671300N 0242442E - 665150N 0254748E - 664218N 0251935E - 663029N 0245612E - 662919N 0245051E - 662906N 0244511E - 663009N 0243754E - 663235N 0243222E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area. Only for FPL validation |
| **EFTSAK03Z**<br>Area bounded by lines joining points 614415N 0251815E - 613748N 0264853E - 603720N 0254157E - 604641N 0251755E - 605711N 0251605E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFTSAK04Z**<br>Area bounded by lines joining points 614342N 0254302E - 605731N 0254019E - 604734N 0254155E - 604450N 0253650E - 604249N 0252743E - 604355N 0252459E - 604323N 0245008E - 603927N 0243505E - 604832N 0242452E - 614157N 0243703E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFTSAK05Z**<br>Area bounded by lines joining points 613225N 0242326E - 614201N 0243934E - 614241N 0250211E - 605142N 0244952E - 604944N 0244245E - 604921N 0243617E - 605141N 0242706E - 611430N 0242311E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFTSAL01Z**<br>Area bounded by lines joining points 611141N 0273150E - 605124N 0275446E - 604008N 0275929E then along Finland_Russia border up to 603647N 0275319E - 603651N 0273859E - 602849N 0262220E - 604022N 0255640E - 605343N 0255026E - 610102N 0255633E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFTSAL02Z**<br>Area bounded by lines joining points 612849N 0282553E - 612208N 0285353E - 610808N 0285222E then along Finland_Russia border up to 604314N 0280520E - 603309N 0273633E - 604730N 0273139E - 611144N 0270349E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |


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| *Designation*<br>*Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFTSAL03Z**<br>Area bounded by lines joining points 604947N 0274825E - 604705N 0275533E - 604319N 0275819E - 603315N 0274852E then along Finland_Russia border up to 601346N 0272759E - 601423N 0263208E - 601218N 0261319E - 602441N 0255659E - 604221N 0263558E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFTSAL04Z**<br>Area bounded by lines joining points 614044N 0262404E - 612418N 0274650E - 610610N 0273808E - 610012N 0273710E - 605115N 0261619E - 604633N 0261828E - 603512N 0264331E - 602038N 0261117E - 602153N 0260028E - 603735N 0254120E - 604447N 0252248E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFTSAL06Z**<br>Area bounded by lines joining points 620158N 0264651E - 614643N 0280545E - 613623N 0281916E - 612240N 0280647E - 611337N 0273634E - 612919N 0261724E - 614424N 0261715E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFTSAL07Z**<br>Area bounded by lines joining points 615729N 0282102E - 613604N 0292334E - 612038N 0291920E then along Finland_Russia border up to 605524N 0282755E - 611501N 0282843E - 611553N 0282505E - 610334N 0272551E - 610852N 0271519E - 612403N 0272507E - 613043N 0274715E - 613524N 0275127E - 613718N 0274855E - 614204N 0272441E - 614920N 0272602E - 620123N 0280921E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFTSAM35Z**<br>Area bounded by lines joining points 621450N 0245217E - 621145N 0250142E - 615148N 0250101E - 613810N 0242726E - 613626N 0240808E - 613914N 0235645E - 615649N 0235020E - 620955N 0235409E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFTSAM36Z**<br>Area bounded by lines joining points 621333N 0243633E - 621620N 0251106E - 620929N 0252618E - 620126N 0252428E - 614813N 0245216E - 614859N 0244211E - 615141N 0243606E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFTSAM38Z**<br>Area bounded by lines joining points 621350N 0251639E - 615256N 0260226E - 613148N 0253749E - 613007N 0243543E - 615714N 0243612E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC Manageable Area<br>Only for FPL validation |

| *Designation*<br>*Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EFTSAM39Z**<br>Area bounded by lines joining points 620725N 0250131E - 613051N 0250022E - 613001N 0243306E - 613958N 0235401E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC Manageable Area<br>Only for FPL validation |
| **EFTSAM50Z**<br>Area bounded by lines joining points 621255N 0264151E - 615425N 0270603E - 614018N 0264203E - 612625N 0264201E - 613211N 0252104E - 613751N 0251636E - 615555N 0253725E - 621319N 0263122E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFTSAM58Z**<br>Area bounded by lines joining points 623925N 0261904E - 622708N 0264613E - 620409N 0264708E - 614415N 0254536E - 620600N 0245745E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFTSAM59Z**<br>Area bounded by lines joining points 625352N 0250708E - 625432N 0254449E - 623110N 0263723E - 615750N 0251554E - 620344N 0250249E - 620135N 0243618E - 624349N 0243720E - 624726N 0244142E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area. Only for FPL validation |
| **EFTSAM61Z**<br>Area bounded by lines joining points 623049N 0245137E - 622806N 0250215E - 621551N 0250150E - 620336N 0250056E - 615903N 0235952E - 621717N 0233259E - 622242N 0233754E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFTSAM62Z**<br>Area bounded by lines joining points 624358N 0233056E - 623939N 0250247E - 621950N 0250156E - 621102N 0234149E - 622659N 0231906E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFTSAN02Z**<br>Area bounded by lines joining points 624919N 0282947E - 624915N 0284528E - 623624N 0293717E - 621556N 0290845E - 623008N 0282432E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFTSAN06Z**<br>Area bounded by lines joining points 620507N 0272910E - 620434N 0273809E - 615005N 0280109E - 614503N 0275949E - 613917N 0273855E - 614520N 0270743E - 620332N 0272210E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |
| **EFTSAN10Z**<br>Area bounded by lines joining points 630111N 0293446E - 625037N 0303627E - 623501N 0304632E - 622155N 0303532E - 621351N 0300654E - 621900N 0285508E - 622504N 0285115E - 624903N 0292438E - 625756N 0292303E to point of origin. | FL 660<br>FL 95 | AUP/UUP | AMC manageable area<br>Only for FPL validation |


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**8 Ilmapuolustuksen tunnistusvyöhyke (ADIZ)** **8 Air defence identification zone (ADIZ)**

| *Designation<br>Lateral limits* | *Vertical limits* | *Time of activity* | *RMK* |
|---|---|---|---|
| *1* | *2* | *3* | *4* |
| **EF ADIZ**<br>Area bounded by lines joining points<br>691016N 0284211E - 691019N 0284924E -<br>690935N 0284905E then along<br>Finland_Norway border up to<br>690307N 0285545E then along<br>Finland_Russia border up to<br>601201N 0271735E - 601201N 0271249E -<br>601201N 0264549E - 601547N 0264730E -<br>601601N 0271049E - 601701N 0272149E -<br>602201N 0272949E - 602701N 0272949E -<br>604328N 0274513E - 605900N 0283004E -<br>610330N 0283953E - 610839N 0284714E -<br>611044N 0285432E - 611346N 0290227E -<br>611512N 0290649E - 612556N 0290649E -<br>613332N 0290956E - 613806N 0293228E -<br>614612N 0294459E - 623352N 0305552E -<br>625314N 0311432E - 634410N 0293628E -<br>640328N 0300928E - 642046N 0294535E -<br>645842N 0291639E - 653620N 0292452E -<br>654419N 0300244E - 660225N 0295422E -<br>661548N 0292025E - 665618N 0283607E -<br>673810N 0293556E - 680610N 0282000E -<br>683524N 0280126E - 684102N 0281745E -<br>684702N 0281345E - 685202N 0275945E -<br>685841N 0280416E to point of origin. | UNL<br>SFC | H24 | |

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# 20 APR 2023

WGS84
Lambert Conformal Conic Projection
Standard Parallels 60° 40' N and 67° 20' N
Origin 64° 00' N 027° 00' E

DIST in NM
ALT and ELEV in FT MSL
BRG are MAG

CHG: ADIZ

ADDN: D162A, D162B, D162C, D162D, D162E, D163A, D163B, D164A, D164B, D164C, D164D, D164E, D164F, D164G, D165, D166, R123, R124, R125, R126, R127, R128, R129, R130, R131, R132, R133, R135A, R135B, R80A, R80B; REP BURJA, INLEK, RENKU

DEL: D130A, D130B, D130C, D130D, D130E, D130F, D112A, D112B, P15, R70, R80, R112A, R112B; REP BEDSO

1:1 200 000

50 25 0 50 100 KM
25 12.5 0 25 50 NM

LEGEND

- Civil Aerodrome
- Military Aerodrome
- TMA, CTA, FIZ Upper
- Airspace type / Airspace name / Upper limit / Lower limit (example: G FIZ UPPER EFIV FL 95 3000; Airspace class)
- Permanent RNAV route
- Conditional RNAV route (CDR 1)
- Route designator / Distance / Direction of traffic flow / MAG Track (example: N851 74.2 260°)
- Flight Information Region
- ACC SECT
- Compulsory fly-by reporting point
- On request fly-by reporting point
- On request flyover reporting point
- P20 Prohibited area / R10 Restricted area / D100 Danger area
- ADIZ
- 7°E Isogonic line (MAG VAR JAN 2020)

Area MNM ALT: See AMA Index, AIP ENR 6.1 -3

| R Area | Lower Limit | Upper Limit |
|---|---|---|
| R100 | SFC | FL 280 |
| R101 | SFC | FL 390 |
| R102 | SFC | FL 390 |
| R103 | SFC | UNL |
| R104 | SFC | UNL |
| R105 | SFC | UNL |
| R106 | SFC | UNL |
| R107 | SFC | UNL |
| R108 | SFC | FL 250 |
| R109 | SFC | UNL |
| R11 | SFC | 1300 |
| R110 | SFC | UNL |
| R111 | SFC | 3600 |
| R113 | SFC | FL 190 |
| R114 | SFC | FL 170 |
| R115 | SFC | FL 170 |
| R116 | SFC | FL 170 |
| R118 | SFC | FL 240 |
| R119A | SFC | FL 170 |
| R119B | SFC | FL 170 |
| R120 | SFC | FL 250 |
| R122A | SFC | UNL |
| R122B | SFC | UNL |
| R122C | SFC | UNL |
| R122D | SFC | UNL |
| R122E | SFC | UNL |
| R123 | SFC | 1900 |
| R124 | SFC | 1900 |
| R125 | SFC | 1900 |
| R126 | SFC | 1900 |
| R127 | SFC | 1400 |
| R128 | SFC | 1600 |
| R129 | SFC | 1900 |
| R130 | SFC | 1900 |
| R131 | SFC | 1900 |
| R132 | SFC | 2000 |
| R133 | SFC | 2000 |
| R135A | SFC | FL 250 |
| R135B | SFC | FL 250 |
| R35 | SFC | 2000 |
| R37 | SFC | 2000 |
| R43 | SFC | 2000 |
| R45 | SFC | 2000 |
| R54 | SFC | 2000 |
| R56 | SFC | FL 250 |
| R57 | SFC | FL 250 |
| R58 | SFC | FL 250 |
| R59 | SFC | 4000 |
| R60 | SFC | FL 170 |
| R62 | SFC | FL 170 |
| R63 | SFC | 2300 |
| R64A | SFC | FL 250 |
| R64B | SFC | FL 250 |
| R65 | SFC | FL 390 |
| R66 | SFC | FL 390 |
| R67 | SFC | FL 390 |
| R68 | SFC | FL 200 |
| R69 | SFC | FL 170 |
| R71 | SFC | FL 170 |
| R72 | SFC | FL 250 |
| R73A | SFC | FL 95 |
| R73B | 3500 | FL 95 |
| R73C | 3500 | FL 95 |
| R75 | SFC | FL 250 |
| R76 | SFC | UNL |
| R77 | SFC | FL 390 |
| R78A | SFC | FL 250 |
| R78B | SFC | FL 250 |
| R79 | SFC | FL 250 |
| R80A | SFC | FL 250 |
| R80B | SFC | FL 250 |
| R81 | SFC | FL 250 |
| R83 | SFC | FL 170 |
| R84 | SFC | FL 250 |
| R85 | SFC | FL 250 |
| R87 | SFC | FL 250 |
| R88 | SFC | FL 170 |
| R89 | SFC | FL 390 |
| R91 | SFC | 3000 |
| R92A | SFC | UNL |
| R92B | SFC | UNL |
| R92C | SFC | UNL |
| R92D | SFC | UNL |
| R92E | SFC | UNL |
| R93A | SFC | UNL |
| R93B | SFC | UNL |
| R94 | SFC | FL 170 |
| R95 | SFC | FL 170 |
| R96 | SFC | 3300 |
| R97 | SFC | 4300 |
| R98 | SFC | 4300 |
| R99A | SFC | UNL |
| R99B | SFC | UNL |

Coordinates: See AIP ENR 5.1

| D Area | Lower Limit | Upper Limit |
|---|---|---|
| D101 | SFC | FL 390 |
| D102 | SFC | FL 390 |
| D103 | SFC | UNL |
| D104 | SFC | UNL |
| D105 | SFC | UNL |
| D106 | SFC | UNL |
| D107 | SFC | UNL |
| D108 | SFC | FL 250 |
| D109 | SFC | UNL |
| D110 | SFC | UNL |
| D111A | SFC | UNL |
| D111B | SFC | UNL |
| D111C | SFC | UNL |
| D111D | SFC | UNL |
| D113 | SFC | 3500 |
| D114A | SFC | 3500 |
| D114B | SFC | 3500 |
| D114C | SFC | 3500 |
| D114D | SFC | 3500 |
| D114E | SFC | 3500 |
| D115 | SFC | FL 170 |
| D117A | SFC | 3500 |
| D117B | SFC | 3500 |
| D117C | SFC | 3500 |
| D117D | SFC | 3500 |
| D117E | SFC | 3500 |
| D118 | SFC | FL 195 |
| D119A | SFC | FL 195 |
| D119B | SFC | FL 195 |
| D119C | SFC | FL 195 |
| D119D | SFC | FL 195 |
| D120A | SFC | FL 195 |
| D120B | SFC | FL 195 |
| D120C | SFC | FL 195 |
| D120D | SFC | FL 195 |
| D121A | SFC | FL 195 |
| D121B | SFC | FL 195 |
| D122 | SFC | FL 195 |
| D123A | SFC | FL 195 |
| D123B | SFC | FL 195 |
| D123C | SFC | FL 195 |
| D124A | SFC | FL 195 |
| D124B | SFC | FL 195 |
| D124C | SFC | FL 195 |
| D124D | SFC | FL 195 |
| D124E | SFC | FL 195 |
| D125 | SFC | FL 195 |
| D126 | SFC | FL 195 |
| D128A | SFC | FL 195 |
| D128B | SFC | FL 195 |
| D128C | SFC | FL 195 |
| D128D | SFC | FL 195 |
| D128E | SFC | FL 195 |
| D129A | SFC | FL 195 |
| D129B | SFC | FL 195 |
| D129C | SFC | FL 195 |
| D131A | SFC | FL 195 |
| D131B | SFC | FL 195 |
| D132 | SFC | FL 195 |
| D135A | SFC | FL 195 |
| D135B | SFC | FL 195 |
| D136 | SFC | FL 195 |
| D137 | SFC | FL 195 |
| D138 | SFC | FL 195 |
| D139A | SFC | FL 195 |
| D139B | SFC | FL 195 |
| D141A | SFC | FL 195 |
| D141B | SFC | FL 195 |
| D141C | SFC | FL 195 |
| D142 | SFC | FL 195 |
| D143 | SFC | FL 195 |
| D144A | SFC | FL 195 |
| D144B | SFC | FL 195 |
| D144C | SFC | FL 195 |
| D144D | SFC | FL 195 |
| D145A | SFC | FL 195 |
| D145B | SFC | FL 195 |
| D146 | SFC | FL 195 |
| D147A | SFC | FL 195 |
| D147B | SFC | FL 195 |
| D149 | SFC | FL 195 |
| D151 | SFC | 3000 |
| D152A | SFC | 3000 |
| D152B | SFC | 3000 |
| D153 | SFC | 5000 |
| D154 | SFC | 1300 |
| D155A | SFC | 2500 |
| D155B | SFC | 2500 |
| D155C | SFC | 2500 |
| D157A | SFC | FL 195 |
| D157B | SFC | FL 195 |
| D158 | SFC | 2700 |
| D159 | 1300 | 3000 |
| D160N | 95 | FL 660 |
| D160S | 95 | FL 660 |
| D161A | SFC | FL 170 |
| D161B | SFC | FL 170 |
| D162A | SFC | FL 195 |
| D162B | SFC | FL 195 |
| D162C | SFC | 3500 |
| D162D | SFC | FL 195 |
| D162E | SFC | FL 195 |
| D163A | SFC | 4500 |
| D163B | SFC | 4500 |
| D164A | SFC | FL 195 |
| D164B | SFC | FL 195 |
| D164C | SFC | FL 195 |
| D164D | SFC | FL 195 |
| D164E | SFC | FL 195 |
| D164F | SFC | FL 195 |
| D164G | SFC | FL 195 |
| D165 | SFC | 3500 |
| D166 | SFC | 3500 |
| D300 | SFC | 1000 FT SFC |

Coordinates: See AIP ENR 5.1

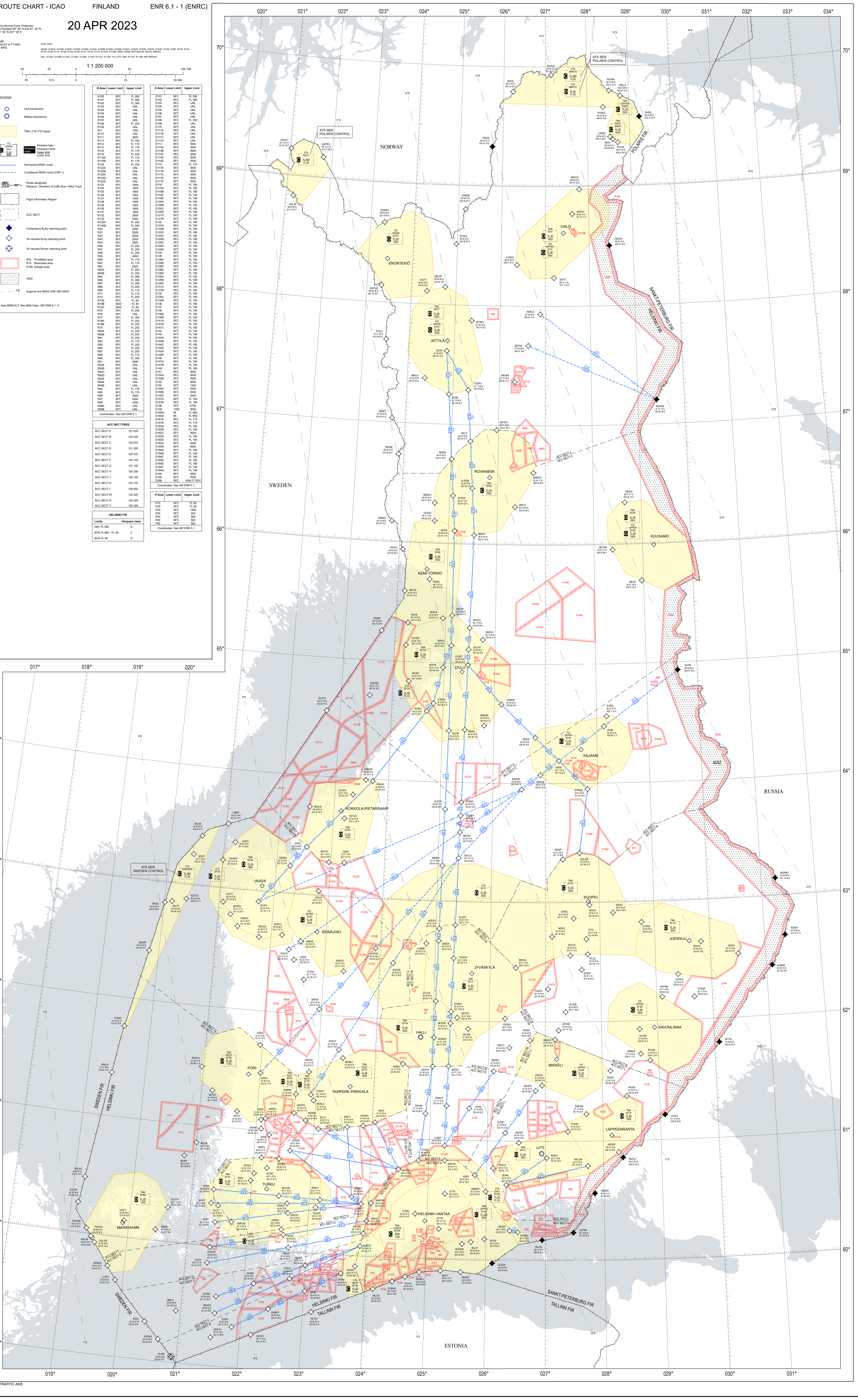
| P Area | Lower Limit | Upper Limit |
|---|---|---|
| P10 | SFC | FL 65 |
| P25 | SFC | FL 65 |
| P30 | SFC | 1300 |
| P35 | SFC | 500 |
| P40 | SFC | 500 |
| P45 | SFC | 500 |
| P50 | SFC | 500 |

Coordinates: See AIP ENR 5.1

| ACC SECT FREQ | |
|---|---|
| ACC SECT A | 127.425 |
| ACC SECT B | 125.225 |
| ACC SECT C | 132.675 |
| ACC SECT D | 121.300 |
| ACC SECT E | 134.575 |
| ACC SECT F | 132.725 |
| ACC SECT G | 127.100 |
| ACC SECT H | 124.200 |
| ACC SECT J | 126.100 |
| ACC SECT K | 123.775 |
| ACC SECT L | 136.650 |
| ACC SECT M | 132.325 |
| ACC SECT N | 135.525 |
| ACC SECT V | 126.300 |

HELSINKI FIR

| Limits | Airspace class |
|---|---|
| ABV FL 660 | G |
| BTN FL 660 - FL 95 | C |
| BLW FL 95 | G |




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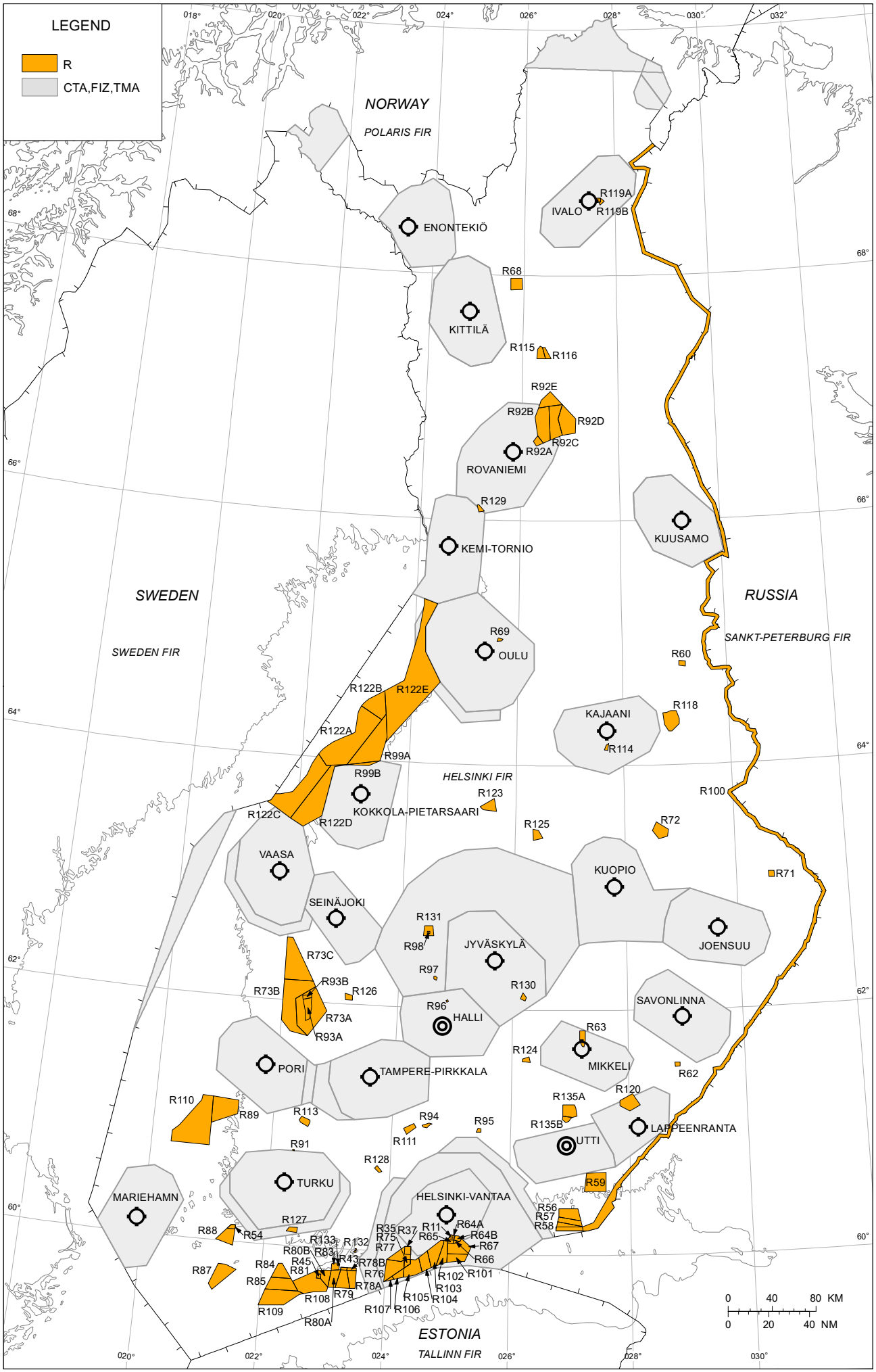



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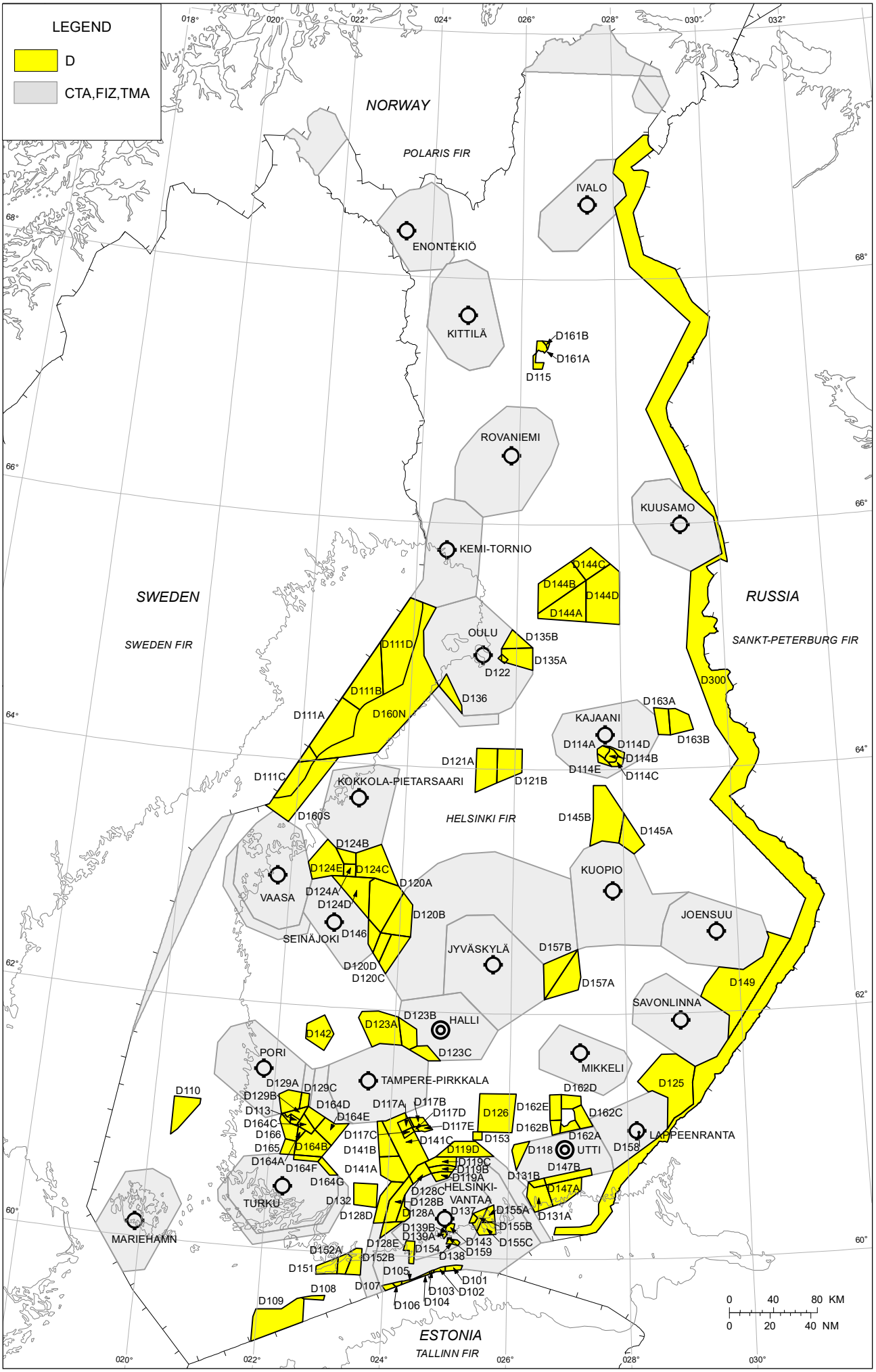



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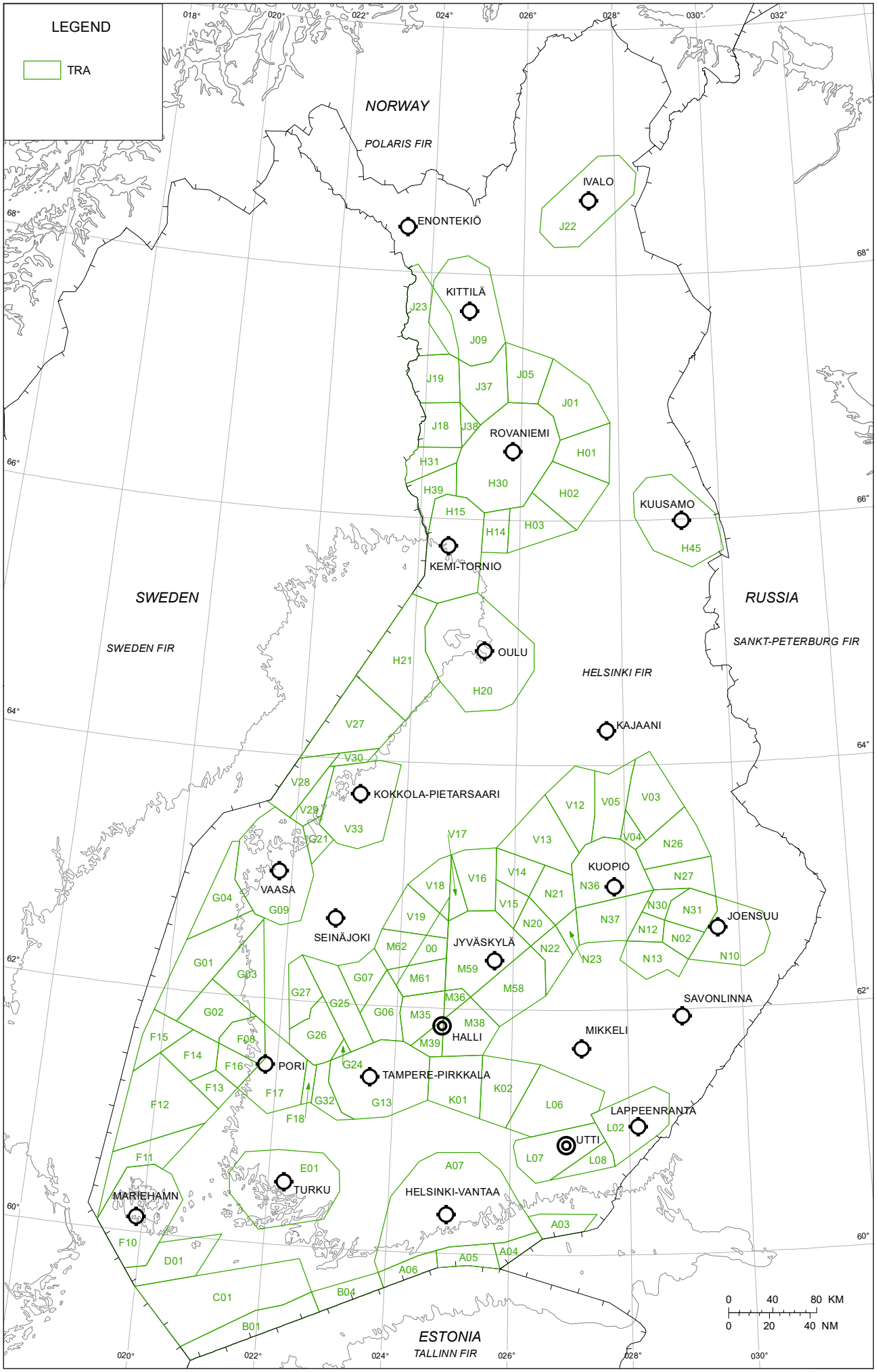



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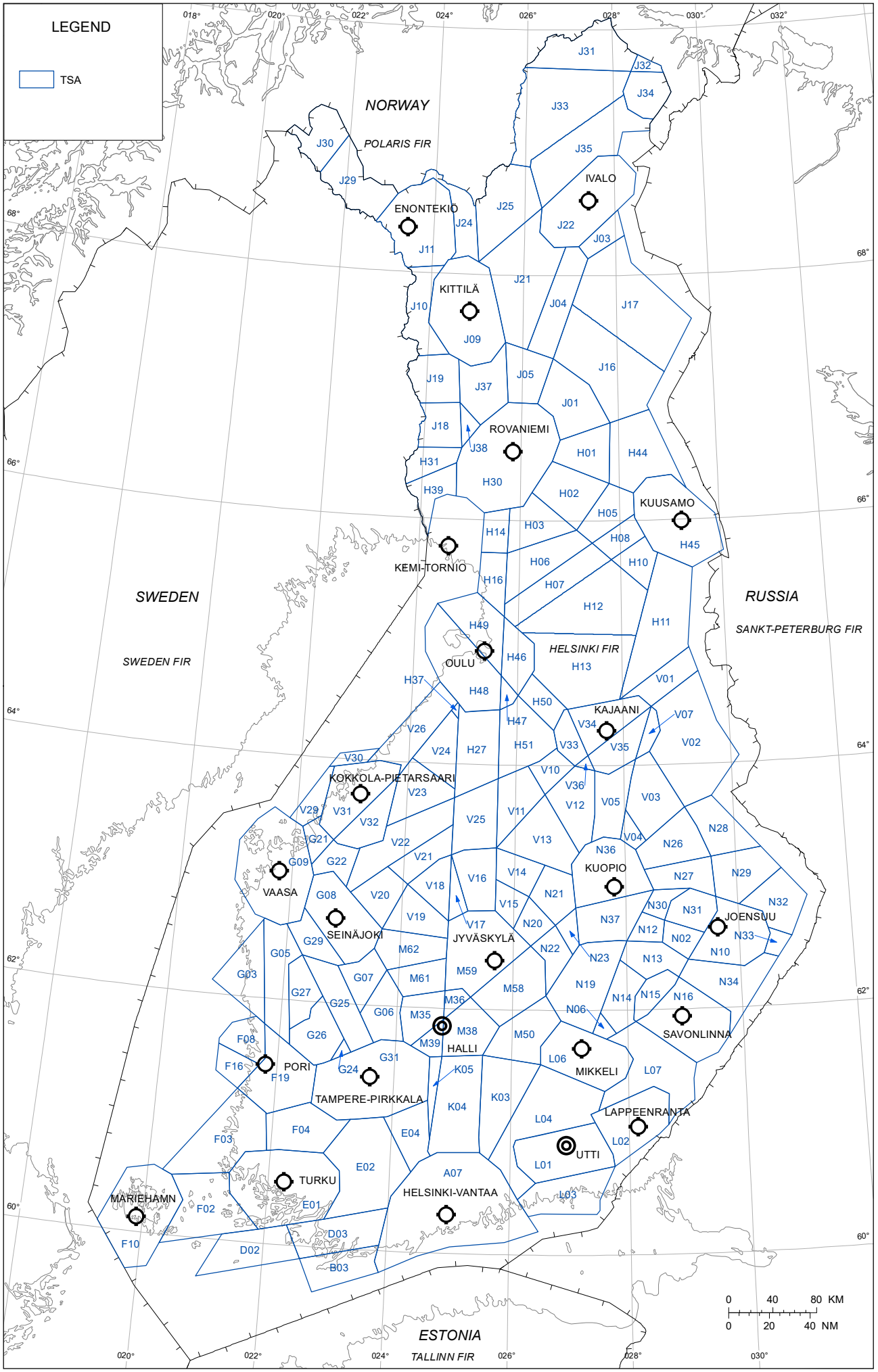

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EFNS AD 2.20 PAIKALLISET MÄÄRÄYKSET ..... EFNS AD 2.1 - 6

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| *Lentopaikan / Helikopteri-lentopaikan nimi ja tunnus*<br>*Aerodrome / Heliport name and Location indicator* | *Sallitut liikennetyypit*<br>*Type of traffic permitted to use the aerodrome* | | | *Viite AD-osaan ja huomautukset*<br>*Reference to AD section and RMK* |
|---|---|---|---|---|
| | *INTL-NTL* | *IFR-VFR* | *S = Säännöllinen*<br>*NS = Ei-säännöllinen*<br>*P = Yksityinen*<br>*S = Scheduled*<br>*NS = Non-scheduled*<br>*P = Private* | |
| *1* | *2* | *3* | *4* | *5* |
| KUUSAMO<br>EFKS | INTL-NTL | IFR-VFR | S-NS-P | EFKS AD 2 |
| KYMI<br>EFKY | NTL | VFR | P | EFKY AD 2 |
| KÄRSÄMÄKI<br>EFKR | NTL | VFR | P | EFKR AD 2 |
| LAHTI-VESIVEHMAA<br>EFLA | NTL | IFR-VFR | P | EFLA AD 2 |
| LAPIN KESKUSSAIRAALA<br>EFLR | NTL | VFR | S-NS-P | EFLR AD 3 |
| LAPINLAHTI<br>EFLL | NTL | VFR | P | EFLL AD 2 |
| LAPPEENRANTA<br>EFLP | INTL-NTL | IFR-VFR | S-NS-P | EFLP AD 2 |
| LIEKSA-NURMES<br>EFLN | NTL | VFR | P | EFLN AD 2 |
| MARIEHAMN<br>EFMA | INTL-NTL | IFR-VFR | S-NS-P | EFMA AD 2 |
| MENKIJÄRVI<br>EFME | NTL | VFR | P | EFME AD 2 |
| MIKKELI<br>EFMI | INTL-NTL | IFR-VFR | S-NS-P | EFMI AD 2 |
| MIKKELIN SAIRAALAPARKKI<br>EFMS | NTL | VFR | P | EFMS AD 3 |
| MÄNTSÄLÄ<br>EFMN | NTL | VFR | P | EFMN AD 2 |
| NUMMELA<br>EFNU | NTL | IFR-VFR | P | EFNU AD 2 |
| ORIPÄÄ<br>EFOP | NTL | VFR | P | EFOP AD 2 |
| OULU<br>EFOU | INTL-NTL | IFR-VFR | S-NS-P | EFOU AD 2 |
| OULUN YLIOPISTOLLINEN SAIRAALA<br>EFHO | NTL | VFR | S-NS-P | EFHO AD 3 |
| PEIJAKSEN SAIRAALA<br>EFPE | NTL | VFR | S-NS-P | EFPE AD 3 |
| PIEKSÄMÄKI<br>EFPK | NTL | VFR | P | EFPK AD 2 |
| PIIKAJÄRVI<br>EFPI | NTL | VFR | P | EFPI AD 2 |
| POHJOIS-KARJALAN KESKUSSAIRAALA<br>EFJE | NTL | VFR | S-NS-P | EFJE AD 3 |
| POKKA<br>EFPA | NTL | VFR | P | EFPA AD 2 |
| PORI<br>EFPO | INTL-NTL | IFR-VFR | S-NS-P | EFPO AD 2 |

| *Lentopaikan / Helikopteri-lentopaikan nimi ja tunnus*<br>*Aerodrome / Heliport name and Location indicator* | *Sallitut liikennetyypit*<br>*Type of traffic permitted to use the aerodrome* | | | *Viite AD-osaan ja huomautukset*<br>*Reference to AD section and RMK* |
|---|---|---|---|---|
| | *INTL-NTL* | *IFR-VFR* | *S = Säännöllinen*<br>*NS = Ei-säännöllinen*<br>*P = Yksityinen*<br>*S = Scheduled*<br>*NS = Non-scheduled*<br>*P = Private* | |
| *1* | *2* | *3* | *4* | *5* |
| PUDASJÄRVI<br>EFPU | NTL | VFR | P | EFPU AD 2 |
| PUNKAHARJU<br>EFPN | NTL | VFR | P | EFPN AD 2 |
| PYHÄSALMI<br>EFPY | NTL | VFR | P | EFPY AD 2 |
| PÄIJÄT-HÄMEEN KESKUSSAIRAALA<br>EFPL | NTL | VFR | S-NS-P | EFPL AD 3 |
| RAAHE-PATTIJOKI<br>EFRH | NTL | VFR | P | EFRH AD 2 |
| RANTASALMI<br>EFRN | NTL | VFR | P | EFRN AD 2 |
| RANUA<br>EFRU | NTL | VFR | P | EFRU AD 2 |
| RAUTAVAARA<br>EFRA | NTL | VFR | P | EFRA AD 2 |
| REDSTONE AERO<br>EFPR | NTL | IFR-VFR | P | EFPR AD 2 |
| ROVANIEMI<br>EFRO | INTL-NTL | IFR-VFR | S-NS-P | EFRO AD 2 |
| RÄYSKÄLÄ<br>EFRY | NTL | VFR | P | EFRY AD 2 |
| SAVIKKO<br>EFNS | NTL | VFR | P | EFNS AD 2 |
| SAVONLINNA<br>EFSA | INTL-NTL | IFR-VFR | S-NS-P | EFSA AD 2 |
| SEINÄJOEN KESKUSSAIRAALA<br>EFHS | NTL | VFR | S-NS-P | EFHS AD 3 |
| SEINÄJOKI<br>EFSI | INTL-NTL | IFR-VFR | S-NS-P | EFSI AD 2 |
| SELÄNPÄÄ<br>EFSE | NTL | VFR | P | EFSE AD 2 |
| SODANKYLÄ<br>EFSO | NTL | IFR-VFR | P | EFSO AD 2 |
| SULKAHARJU<br>EFVT | NTL | VFR | P | EFVT AD 2 |
| SUOMUSSALMI<br>EFSU | NTL | VFR | P | EFSU AD 2 |
| TAMPERE-PIRKKALA<br>EFTP | INTL-NTL | IFR-VFR | S-NS-P | EFTP AD 2 |
| TAMPEREEN YLIOPISTOLLINEN KESKUSSAIRAALA<br>EFPT | NTL | VFR | S-NS-P | EFPT AD 3 |
| TEISKO<br>EFTS | NTL | VFR | P | EFTS AD 2 |

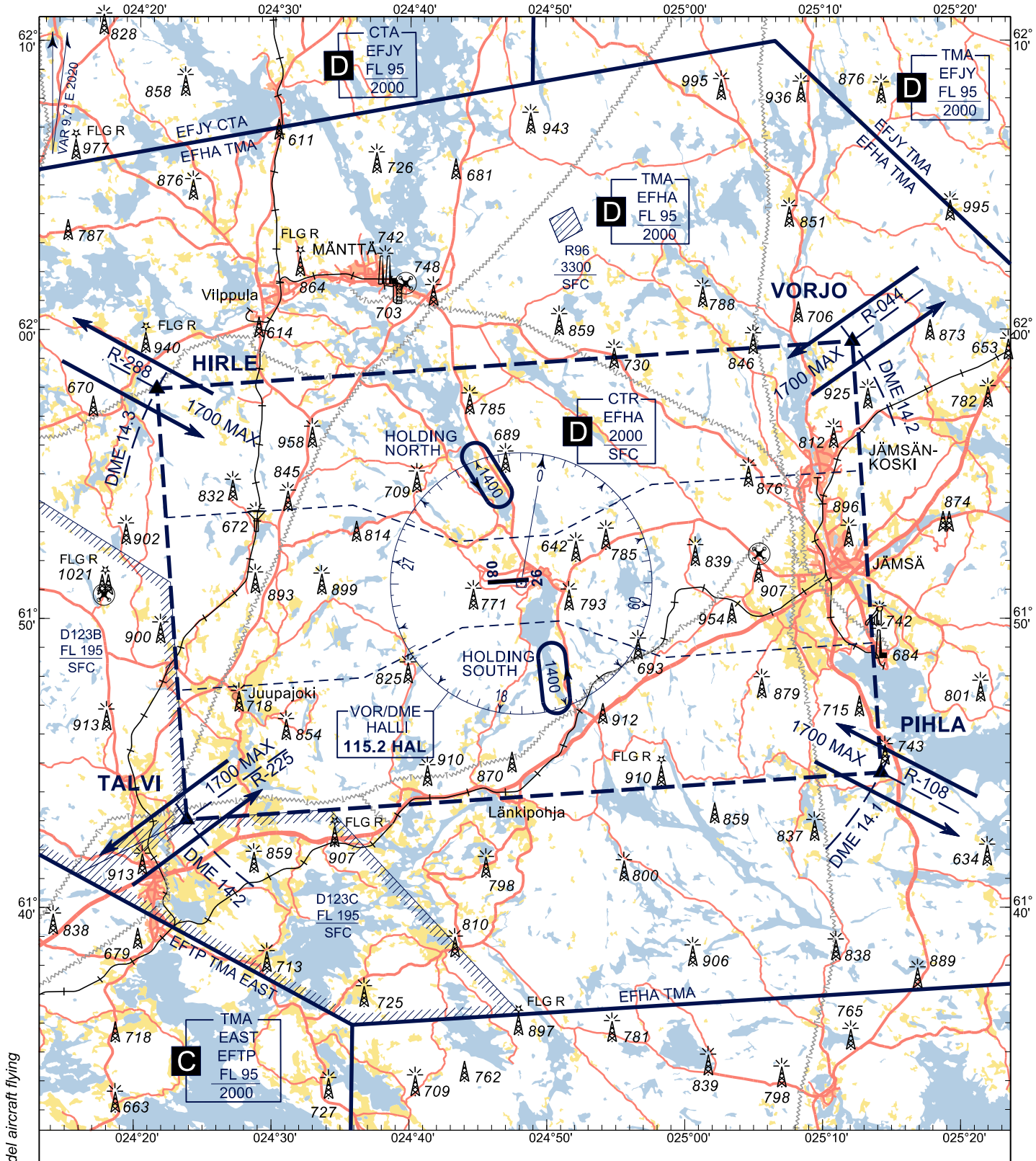

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HALLI AERODROME

VISUAL
APPROACH CHART - ICAO

ELEV 481 FT

# HALLI, FINLAND




1 : 350 000

2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 KM

1 0 1 2 3 4 5 6 7 8 NM

All RDL and DME FM VOR/DME HAL
BRG are MAG
DIST in NM
ALT and ELEV in FT

| RADIO DATA | |
|---|---|
| TWR | 128.900 |
| | 119.700 |
| APP | 124.550 |
| | 119.700 |
| ATIS (EN) | 135.500 |
| EMERG | 121.500 |

| VASIS | |
|---|---|
| RWY | PAPI MEHT |
| 08 | Left / 3.5° 60 |
| 26 | Left / 3.0° 50 |

| Airspace | Hours of applicability | Airspace class | RMK |
|---|---|---|---|
| EFHA CTR | HO | D | RMZ H24 |
| EFHA TMA | HO | D | RMZ H24 |

CHG: Model aircraft flying



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AIRCRAFT PARKING / DOCKING CHART - ICAO

| TWR | GND | De-icing |
|---|---|---|
| 118.600 | 121.800 | 127.025 |
| 118.850 | 118.125 | 133.850 |

HELSINKI-VANTAA AERODROME

# HELSINKI, FINLAND

024°56'00" 024°57'00" 024°58'00" 024°59'00"

60° 19' 00"

60° 18' 30"

ELEV in FT

VAR 9.3° E 2020
Annual Change +0.2°

Docking guidance system for ACFT stands, see EFHK AD 2.9
ACFT stand details, see EFHK AD 2.20
APN details, see EFHK AD 2.8
TWY details, see EFHK AD 2.8 and AD 2.15

RWY 04R/22L

RWY 15/33

RWY 04

RWY 33

Hot Spot 1

Hot Spot 2

Hot Spot 3

Stop bar LGT

ATC SER BDRY

MAX wingspan 65 M

MAX wingspan 36 M

MAX wingspan 80 M

MAX wingspan 41.7 M

MAX wingspan 52 M

MAX wingspan 45 M

MAX wingspan 13.5 M

MAX wingspan 36 M

APN 1N

APN 1W

APN 1S

APN 1E

APN 2

APN 3

APN 4
ACL 4
143

APN 6

APN 8
ACL 8
152

APN 9
ACL 9
158

ACL 1N
162

ACL 1EA
158

ACL 1EB
151

ACL 2
149

ACL 3
151

CUST

TWR

ARP
60 19 02 N
024 57 48 E

Crew Centre

AIS MET

GND
FREQ 121.800

GND
FREQ
118.125

Run up Area

TWY AP
Towing only

Hangar 7

Hangar 11

Hangar H9

Hangar 10

Cargo Terminals

Business Flight Terminal

VIP Terminal

Helipad Y

INSET
NOT TO SCALE

INSET - NOT TO SCALE

**NOTE 1**

Reduced wing tip clearances exist between aircraft on parallel taxiways / taxilanes as well as between aircraft and objects including parked aircraft and vehicles on service roads. On straight sections adhere strictly to the taxiway centre line markings, on curves follow manoeuvring methods - cockpit over centre line or judgmental oversteering.

**NOTE 2**

In case of malfunction in the docking guidance system contact Helsinki Apron 121.650 MHZ.

**HOT SPOT 1, 2**

FREQ change before crossing runway. An explicit crossing clearance shall be received before proceeding over the runway.

**HOT SPOT 3**

Wide APN. Make sure of correct turn before runway when taxiing to RWY 04R.

**LEGEND**

- ACFT stands and TWY CL or lead-in line
- TWY and APN edge LGT
- TWY CL LGT
- APN spot
- Communication border

1 : 9 000

100 0 300 M

300 0 1000 FT

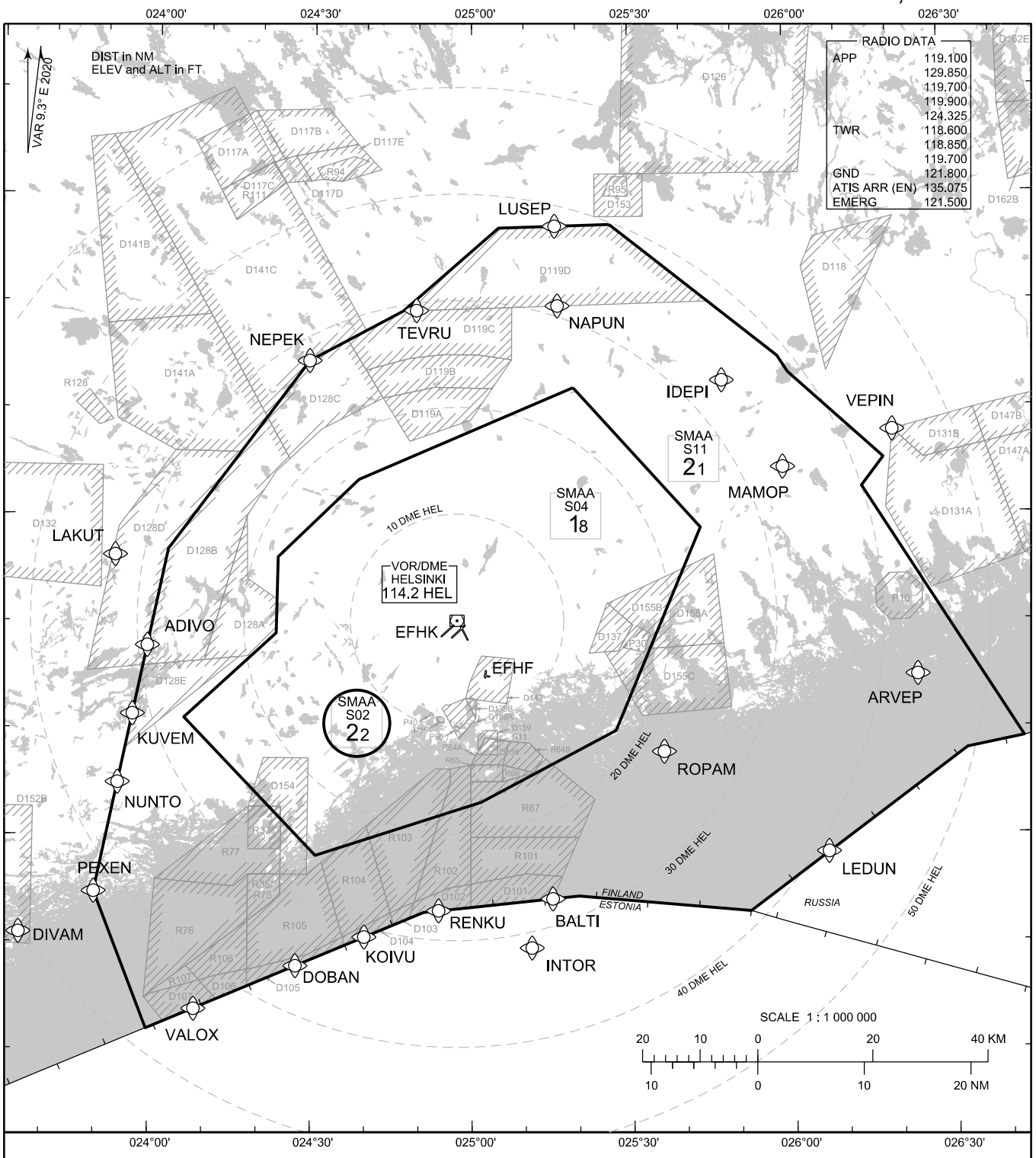
CHG: ADDN Intermediate HLDG PSN, TWY AD markings

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# HELSINKI, FINLAND




CHG: ADDN D162B, D162E, R128. DEL D112B

ATC SURVEILLANCE MINIMUM ALTITUDE CHART

GENERAL INFORMATION:

A Surveillance Minimum Altitude Area (SMAA) is a defined area in which the minimum safe levels allocated by a controller giving an ATC Surveillance service for IFR flights have been predetermined.

SMAA's do not constitute controlled airspace nor do they attract any special airspace regulation in their own right.

SMAA minimum safe level ensures obstacle clearance within the area concerned plus a 3.0 NM buffer area. Minimum safe level is determined by the highest obstacle elevation or the highest terrain elevation + 60 M, whichever is higher, plus safety margin of 300 M (984 FT) rounded up to the next higher hundred feet. Number 20 shown in the SMAA symbol equals 2000 FT MSL.

This chart may only be used for cross-checking of altitudes assigned while the aircraft is identified.

COMMUNICATION FAILURE: IN ACCORDANCE WITH THE RULES OF THE AIR

Coordinates for SMAA's are listed overleaf.



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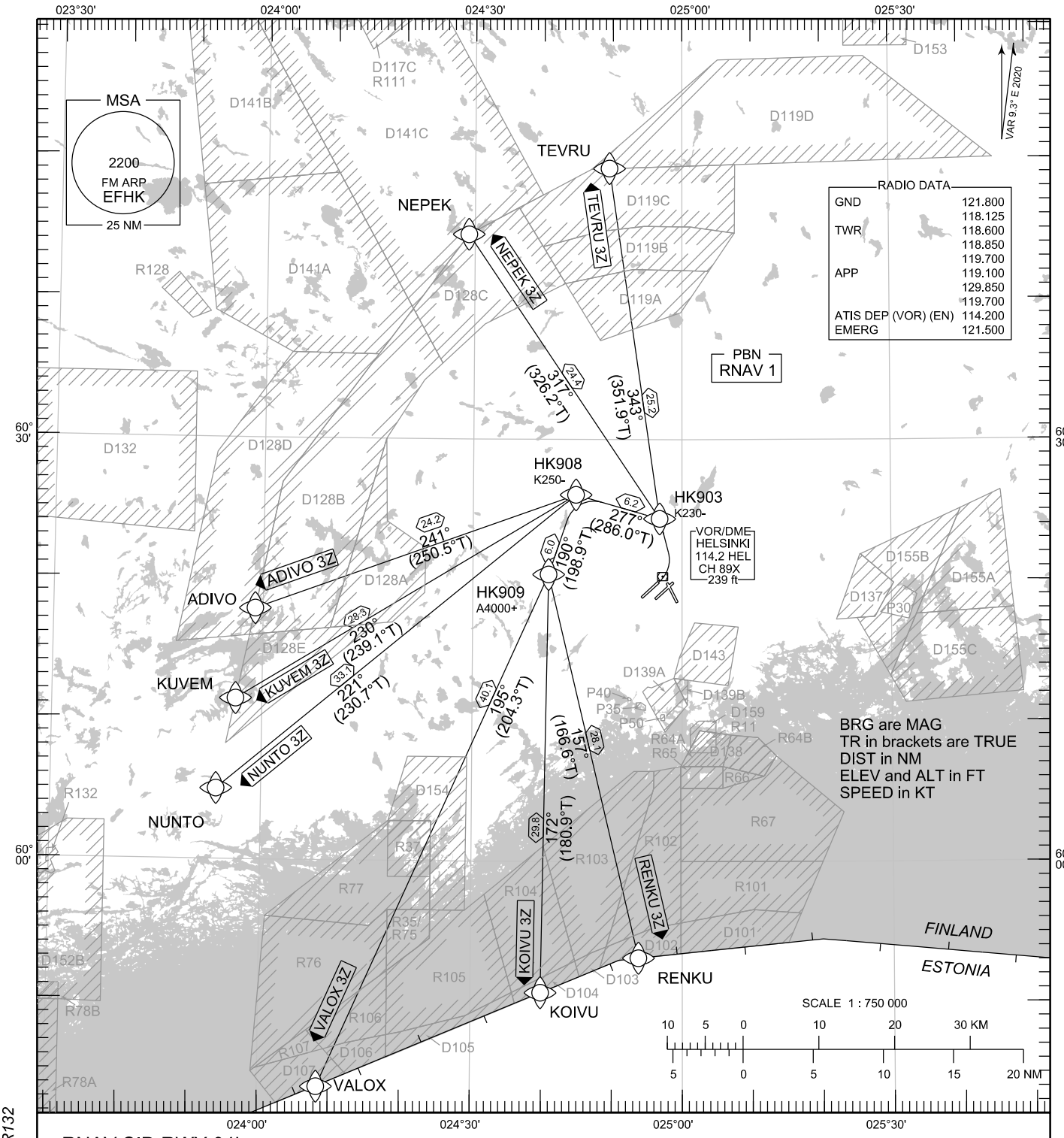
| EFHK ATC SURVEILLANCE MINIMUM ALTITUDE AREAS | | |
|---|---|---|
| **NAME** | **MIN ALT** | **AREA DEFINITION** |
| EFHK SMAA S02 | 2200 FT | Circle,radius 3.10 NM,centre 601040N 0243824E |

| NAME | MIN ALT | AREA DEFINITION |
|---|---|---|
| EFHK SMAA S04 | 1800 FT | 604202N 0251920E - 602855N 0254319E - 600958N 0252704E - 600318N 0250146E - 595818N 0243043E - 601107N 0240555E - 601904N 0242307E - 602612N 0242323E - 603328N 0243836E - 604202N 0251920E<br><br>- Excluding EFHK SMAA S02 |

| NAME | MIN ALT | AREA DEFINITION |
|---|---|---|
| EFHK SMAA S11 | 2100 FT | 605716N 0252624E - 605453N 0253236E - 604452N 0255818E - 604321N 0260016E - 603517N 0261813E - 603237N 0261401E - 600859N 0264338E - 600800N 0263300E - 595300N 0255200E - 595430N 0252000E - 595327N 0245949E - 595300N 0245100E - 594200N 0235931E - 595447N 0234928E - 602652N 0240237E - 604433N 0242908E - 604913N 0244656E - 605659N 0250512E - 605716N 0252624E<br><br>- Excluding EFHK SMAA S02 and EFHK SMAA S04 |


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# HELSINKI, FINLAND




## RNAV SID RWY 04L

ADIVO 3Z KOIVU 3Z KUVEM 3Z NEPEK 3Z NUNTO 3Z RENKU 3Z TEVRU 3Z VALOX 3Z

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART |
| SQUAWK: | WHEN LINING UP SQUAWK THE ASSIGNED CODE |
| ADDITIONS TO SID: | INSTRUCTIONS CONTAINING DEVIATIONS FROM THE SID (TEMPORARY ALTITUDE RESTRICTIONS ETC) MAY BE INCLUDED IN THE ATC CLEARANCE PRIOR TO TAKE-OFF. |
| INITIAL CLIMB: | MNM TURNING ALTITUDE ACCORDING TO RTE CODING. PDG 5.0 % (304 FT/NM) UNTIL 4000 FT BASED ON AIRSPACE RESTRICTIONS. |
| CLIMB ALTITUDE: | CLIMB TO 4000 FT OR ASSIGNED ALTITUDE IF LOWER. CLIMB TO A HIGHER LEVEL ONLY WHEN CLEARED BY ATC. |
| RADIO CONTACT: | MAINTAIN TWR FREQ UNTIL 1500 FT, THEN CONTACT HELSINKI RADAR FREQ 129.850. |
| NOISE ABATEMENT: | AFTER TAKE-OFF CLIMB AS RAPIDLY AS PRACTICABLE TO AT LEAST 2000 FT ABOVE AD ELEV. |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

CHG: ADDN R128, R132


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| EFHK RNAV SID RWY 04L | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT ID | WPT Flyover | MAG | GEO TR | DIST NM | Turn Direction | Constraints LVL | Constraints Speed |
| ADIVO 3Z RNAV 1 | 010 | CA | - | - | 038° | 047.3°T | - | L | A680+ | |
| | 020 | DF | HK903 | - | - | - | - | | | K230- |
| | 030 | TF | HK908 | - | 277° | 286.0°T | 6.2 | L | | K250- |
| | 040 | TF | ADIVO | - | 241° | 250.5°T | 24.2 | | | |
| KOIVU 3Z RNAV 1 | 010 | CA | - | - | 038° | 047.3°T | - | L | A680+ | |
| | 020 | DF | HK903 | - | - | - | - | | | K230- |
| | 030 | TF | HK908 | - | 277° | 286.0°T | 6.2 | L | | K250- |
| | 040 | TF | HK909 | - | 190° | 198.9°T | 6.0 | | A4000+ | |
| | 050 | TF | KOIVU | - | 172° | 180.9°T | 29.8 | | | |
| KUVEM 3Z RNAV 1 | 010 | CA | - | - | 038° | 047.3°T | - | L | A680+ | |
| | 020 | DF | HK903 | - | - | - | - | | | K230- |
| | 030 | TF | HK908 | - | 277° | 286.0°T | 6.2 | L | | K250- |
| | 040 | TF | KUVEM | - | 230° | 239.1°T | 28.3 | | | |
| NEPEK 3Z RNAV 1 | 010 | CA | - | - | 038° | 047.3°T | - | L | A680+ | |
| | 020 | DF | HK903 | - | - | - | - | | | K230- |
| | 030 | TF | NEPEK | - | 317° | 326.2°T | 24.4 | | | |
| NUNTO 3Z RNAV 1 | 010 | CA | - | - | 038° | 047.3°T | - | L | A680+ | |
| | 020 | DF | HK903 | - | - | - | - | | | K230- |
| | 030 | TF | HK908 | - | 277° | 286.0°T | 6.2 | L | | K250- |
| | 040 | TF | NUNTO | - | 221° | 230.7°T | 33.1 | | | |
| RENKU 3Z RNAV 1 | 010 | CA | - | - | 038° | 047.3°T | - | L | A680+ | |
| | 020 | DF | HK903 | - | - | - | - | | | K230- |
| | 030 | TF | HK908 | - | 277° | 286.0°T | 6.2 | L | | K250- |
| | 040 | TF | HK909 | - | 190° | 198.9°T | 6.0 | L | A4000+ | |
| | 050 | TF | RENKU | - | 157° | 166.6°T | 28.1 | | | |
| TEVRU 3Z RNAV 1 | 010 | CA | - | - | 038° | 047.3°T | - | L | A680+ | |
| | 020 | DF | HK903 | - | - | - | - | | | K230- |
| | 030 | TF | TEVRU | - | 343° | 351.9°T | 25.2 | | | |
| VALOX 3Z RNAV 1 | 010 | CA | - | - | 038° | 047.3°T | - | L | A680+ | |
| | 020 | DF | HK903 | - | - | - | - | | | K230- |
| | 030 | TF | HK908 | - | 277° | 286.0°T | 6.2 | L | | K250- |
| | 040 | TF | HK909 | - | 190° | 198.9°T | 6.0 | | A4000+ | |
| | 050 | TF | VALOX | - | 195° | 204.3°T | 40.1 | | | |

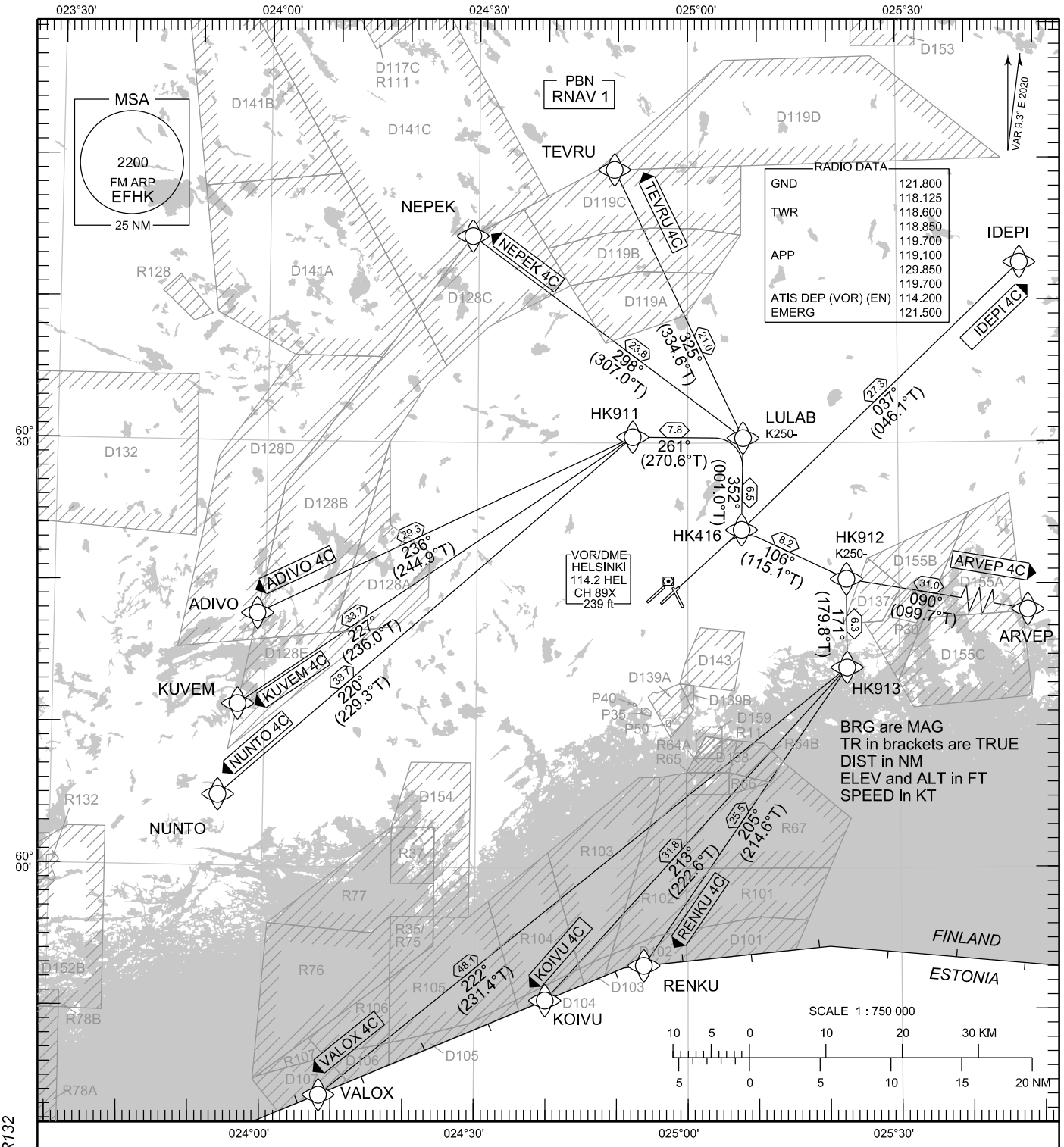
| WPT COORD |
|---|
| SEE PAGE EFHK AD 2.15 - 1 |


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# HELSINKI, FINLAND




## RNAV SID RWY 04R

ADIVO 4C ARVEP 4C IDEPI 4C KOIVU 4C KUVEM 4C NEPEK 4C NUNTO 4C RENKU 4C TEVRU 4C VALOX 4C

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART |
| SQUAWK: | WHEN LINING UP SQUAWK THE ASSIGNED CODE |
| ADDITIONS TO SID: | INSTRUCTIONS CONTAINING DEVIATIONS FROM THE SID (TEMPORARY ALTITUDE RESTRICTIONS ETC) MAY BE INCLUDED IN THE ATC CLEARANCE PRIOR TO TAKE-OFF. |
| INITIAL CLIMB: | MNM TURNING ALTITUDE ACCORDING TO RTE CODING. PDG 5.0 % (304 FT/NM) UNTIL 4000 FT BASED ON AIRSPACE RESTRICTIONS. CLOSE-IN OBSTACLES EXIST. |
| CLIMB ALTITUDE: | CLIMB TO 4000 FT OR ASSIGNED ALTITUDE IF LOWER. CLIMB TO A HIGHER LEVEL ONLY WHEN CLEARED BY ATC. |
| RADIO CONTACT: | MAINTAIN TWR FREQ UNTIL 1500 FT, THEN CONTACT HELSINKI RADAR FREQ ACCORDING TO RTE. |

| RNAV RTE | HELSINKI RADAR |
|---|---|
| ARVEP 4C, IDEPI 4C, KOIVU 4C, RENKU 4C, VALOX 4C | 119.100 |
| ADIVO 4C, KUVEM 4C, NEPEK 4C, NUNTO 4C, TEVRU 4C | 129.850 |

| | |
|---|---|
| NOISE ABATEMENT: | AFTER TAKE-OFF CLIMB AS RAPIDLY AS PRACTICABLE TO AT LEAST 2000 FT ABOVE AD ELEV. |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

CHG: ADDN R128, R132



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| EFHK RNAV SID RWY 04R | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT ID | WPT Flyover | MAG | GEO TR | DIST NM | Turn Direction | Constraints LVL | Constraints Speed |
| ADIVO 4C RNAV 1 | 010 | CA | - | - | 038° | 047.3°T | - | | A680+ | |
| | 020 | DF | HK416 | - | - | - | - | | | |
| | 030 | TF | LULAB | - | 352° | 001.0°T | 6.5 | L | | K250- |
| | 040 | TF | HK911 | - | 261° | 270.6°T | 7.8 | | | |
| | 050 | TF | ADIVO | - | 236° | 244.9°T | 29.3 | | | |
| ARVEP 4C RNAV 1 | 010 | CA | - | - | 038° | 047.3°T | - | | A680+ | |
| | 020 | DF | HK416 | - | - | - | - | | | |
| | 030 | TF | HK912 | - | 106° | 115.1°T | 8.2 | | | K250- |
| | 040 | TF | ARVEP | - | 090° | 099.7°T | 31.0 | | | |
| IDEPI 4C RNAV 1 | 010 | CA | - | - | 038° | 047.3°T | - | | A680+ | |
| | 020 | DF | HK416 | - | - | - | - | | | |
| | 030 | TF | IDEPI | - | 037° | 046.1°T | 27.3 | | | |
| KOIVU 4C RNAV 1 | 010 | CA | - | - | 038° | 047.3°T | - | | A680+ | |
| | 020 | DF | HK416 | - | - | - | - | | | |
| | 030 | TF | HK912 | - | 106° | 115.1°T | 8.2 | R | | K250- |
| | 040 | TF | HK913 | - | 171° | 179.8°T | 6.3 | R | | |
| | 050 | TF | KOIVU | - | 213° | 222.6°T | 31.8 | | | |
| KUVEM 4C RNAV 1 | 010 | CA | - | - | 038° | 047.3°T | - | | A680+ | |
| | 020 | DF | HK416 | - | - | - | - | | | |
| | 030 | TF | LULAB | - | 352° | 001.0°T | 6.5 | L | | K250- |
| | 040 | TF | HK911 | - | 261° | 270.6°T | 7.8 | L | | |
| | 050 | TF | KUVEM | - | 227° | 236.0°T | 33.7 | | | |
| NEPEK 4C RNAV 1 | 010 | CA | - | - | 038° | 047.3°T | - | | A680+ | |
| | 020 | DF | HK416 | - | - | - | - | | | |
| | 030 | TF | LULAB | - | 352° | 001.0°T | 6.5 | L | | K250- |
| | 040 | TF | NEPEK | - | 298° | 307.0°T | 23.8 | | | |
| NUNTO 4C RNAV 1 | 010 | CA | - | - | 038° | 047.3°T | - | | A680+ | |
| | 020 | DF | HK416 | - | - | - | - | | | |
| | 030 | TF | LULAB | - | 352° | 001.0°T | 6.5 | L | | K250- |
| | 040 | TF | HK911 | - | 261° | 270.6°T | 7.8 | L | | |
| | 050 | TF | NUNTO | - | 220° | 229.3°T | 38.7 | | | |
| RENKU 4C RNAV 1 | 010 | CA | - | - | 038° | 047.3°T | - | | A680+ | |
| | 020 | DF | HK416 | - | - | - | - | | | |
| | 030 | TF | HK912 | - | 106° | 115.1°T | 8.2 | R | | K250- |
| | 040 | TF | HK913 | - | 171° | 179.8°T | 6.3 | R | | |
| | 050 | TF | RENKU | - | 205° | 214.6°T | 25.5 | | | |
| TEVRU 4C RNAV 1 | 010 | CA | - | - | 038° | 047.3°T | - | | A680+ | |
| | 020 | DF | HK416 | - | - | - | - | | | |
| | 030 | TF | LULAB | - | 352° | 001.0°T | 6.5 | | | K250- |
| | 040 | TF | TEVRU | - | 325° | 334.6°T | 21.0 | | | |
| VALOX 4C RNAV 1 | 010 | CA | - | - | 038° | 047.3°T | - | | A680+ | |
| | 020 | DF | HK416 | - | - | - | - | | | |
| | 030 | TF | HK912 | - | 106° | 115.1°T | 8.2 | R | | K250- |
| | 040 | TF | HK913 | - | 171° | 179.8°T | 6.3 | R | | |
| | 050 | TF | VALOX | - | 222° | 231.4°T | 48.1 | | | |

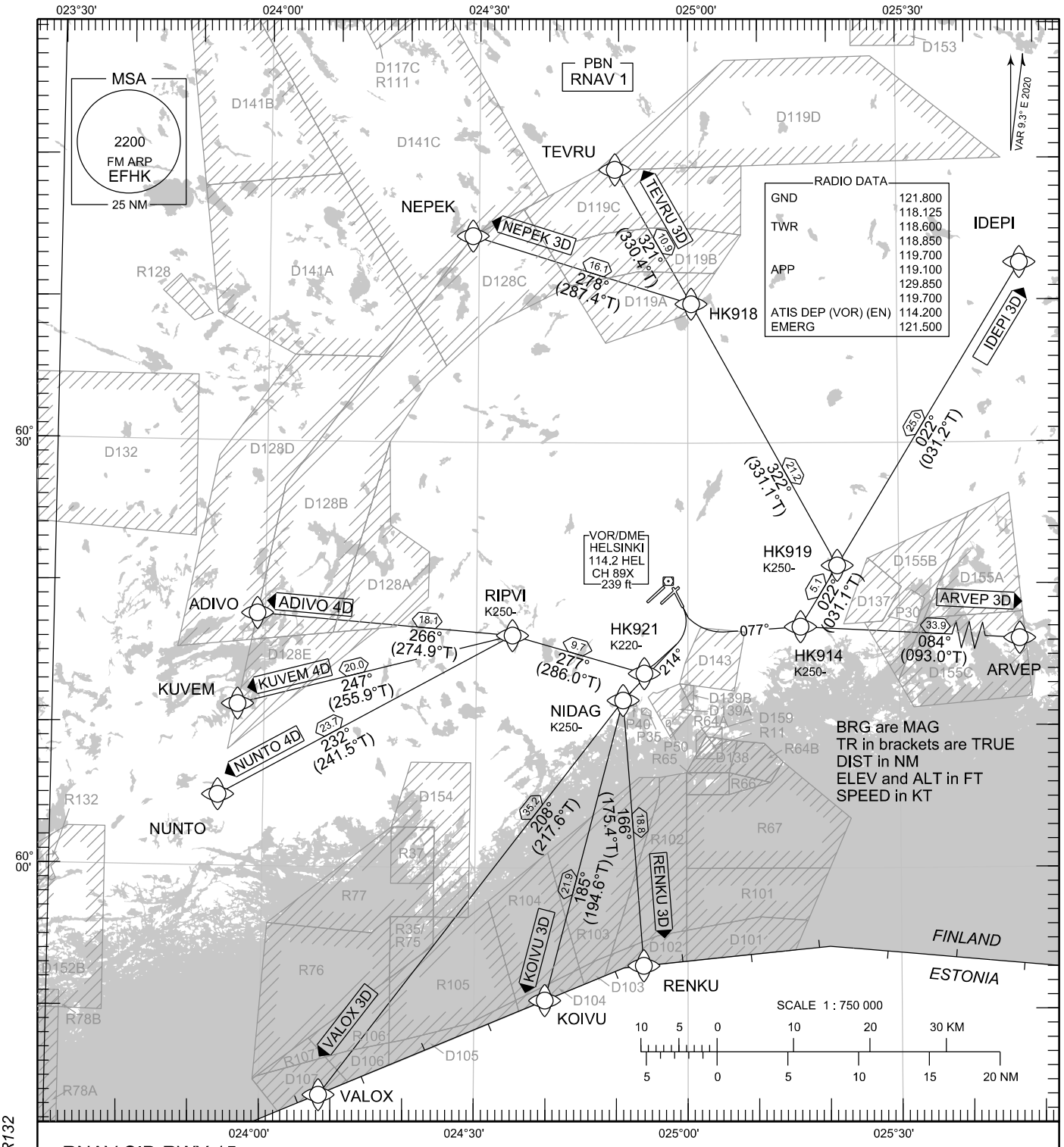
| WPT COORD |
|---|
| SEE PAGE EFHK AD 2.15 - 1 |


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# HELSINKI, FINLAND




## RNAV SID RWY 15

ADIVO 4D ARVEP 3D IDEPI 3D KOIVU 3D KUVEM 4D NEPEK 3D NUNTO 4D RENKU 3D TEVRU 3D VALOX 3D

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART |
| SQUAWK: | WHEN LINING UP SQUAWK THE ASSIGNED CODE |
| ADDITIONS TO SID: | INSTRUCTIONS CONTAINING DEVIATIONS FROM THE SID (TEMPORARY ALTITUDE RESTRICTIONS ETC) MAY BE INCLUDED IN THE ATC CLEARANCE PRIOR TO TAKE-OFF. |
| INITIAL CLIMB: | MNM TURNING ALTITUDE ACCORDING TO RTE CODING. PDG 5.0 % (304 FT/NM) UNTIL 4000 FT BASED ON AIRSPACE RESTRICTIONS. |
| CLIMB ALTITUDE: | CLIMB TO 4000 FT OR ASSIGNED ALTITUDE IF LOWER. CLIMB TO A HIGHER LEVEL ONLY WHEN CLEARED BY ATC. |
| RADIO CONTACT: | MAINTAIN TWR FREQ UNTIL 1500 FT, THEN CONTACT HELSINKI RADAR FREQ 119.100. |
| NOISE ABATEMENT: | AFTER TAKE-OFF CLIMB AS RAPIDLY AS PRACTICABLE TO AT LEAST 2000 FT ABOVE AD ELEV. |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

CHG: ADDN R128, R132



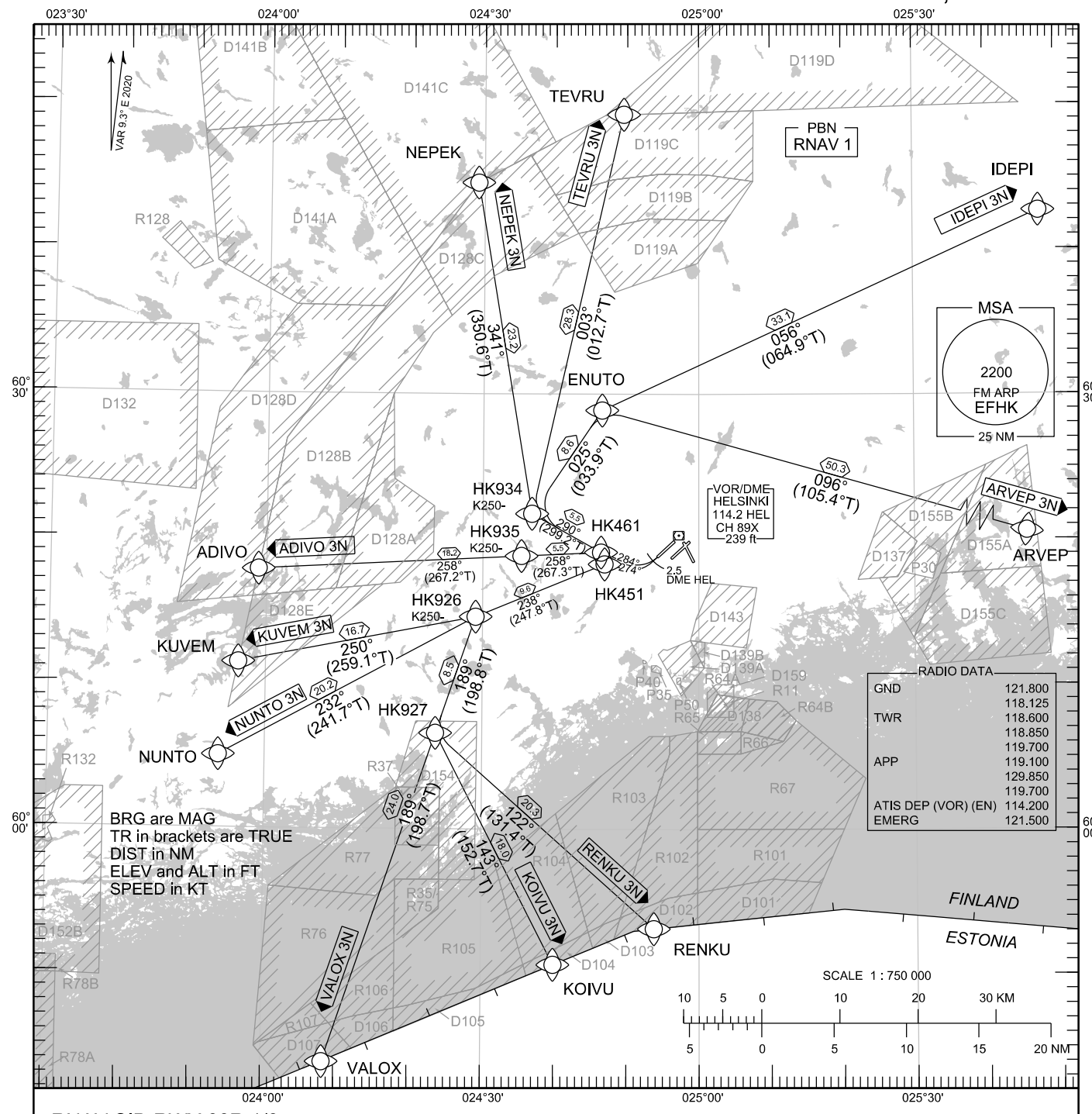
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| EFHK RNAV SID RWY 15 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT ID | WPT Flyover | MAG | GEO TR | DIST NM | Turn Direction | Constraints LVL | Constraints Speed |
| ADIVO 4D RNAV 1 | 010 | CA | - | - | 144° | 153.3°T | - | R | A680+ | |
| | 020 | DF | HK921 | - | - | - | - | | | K220- |
| | 030 | TF | RIPVI | - | 277° | 286.0°T | 9.7 | | | K250- |
| | 040 | TF | ADIVO | - | 266° | 274.9°T | 18.1 | | | |
| ARVEP 3D RNAV 1 | 010 | CA | - | - | 144° | 153.3°T | - | L | A680+ | |
| | 020 | CF | HK914 | - | 077° | 086.3°T | - | | | K250- |
| | 030 | TF | ARVEP | - | 084° | 093.0°T | 33.9 | | | |
| IDEPI 3D RNAV 1 | 010 | CA | - | - | 144° | 153.3°T | - | L | A680+ | |
| | 020 | CF | HK914 | - | 077° | 086.3°T | - | | | K250- |
| | 030 | TF | HK919 | - | 022° | 031.1°T | 5.1 | | | K250- |
| | 040 | TF | IDEPI | - | 022° | 031.2°T | 25.0 | | | |
| KOIVU 3D RNAV 1 | 010 | CA | - | - | 144° | 153.3°T | - | R | A680+ | |
| | 020 | CF | NIDAG | - | 214° | 223.3°T | - | | | K250- |
| | 030 | TF | KOIVU | - | 185° | 194.6°T | 21.9 | | | |
| KUVEM 4D RNAV 1 | 010 | CA | - | - | 144° | 153.3°T | - | R | A680+ | |
| | 020 | DF | HK921 | - | - | - | - | | | K220- |
| | 030 | TF | RIPVI | - | 277° | 286.0°T | 9.7 | L | | K250- |
| | 040 | TF | KUVEM | - | 247° | 255.9°T | 20.0 | | | |
| NEPEK 3D RNAV 1 | 010 | CA | - | - | 144° | 153.3°T | - | L | A680+ | |
| | 020 | CF | HK914 | - | 077° | 086.3°T | - | | | K250- |
| | 030 | TF | HK919 | - | 022° | 031.1°T | 5.1 | L | | K250- |
| | 040 | TF | HK918 | - | 322° | 331.1°T | 21.2 | L | | |
| | 050 | TF | NEPEK | - | 278° | 287.4°T | 16.1 | | | |
| NUNTO 4D RNAV 1 | 010 | CA | - | - | 144° | 153.3°T | - | R | A680+ | |
| | 020 | DF | HK921 | - | - | - | - | | | K220- |
| | 030 | TF | RIPVI | - | 277° | 286.0°T | 9.7 | L | | K250- |
| | 040 | TF | NUNTO | - | 232° | 241.5°T | 23.7 | | | |
| RENKU 3D RNAV 1 | 010 | CA | - | - | 144° | 153.3°T | - | R | A680+ | |
| | 020 | CF | NIDAG | - | 214° | 223.3°T | - | | | K250- |
| | 030 | TF | RENKU | - | 166° | 175.4°T | 18.8 | | | |
| TEVRU 3D RNAV 1 | 010 | CA | - | - | 144° | 153.3°T | - | L | A680+ | |
| | 020 | CF | HK914 | - | 077° | 086.3°T | - | | | K250- |
| | 030 | TF | HK919 | - | 022° | 031.1°T | 5.1 | L | | K250- |
| | 040 | TF | HK918 | - | 322° | 331.1°T | 21.2 | | | |
| | 050 | TF | TEVRU | - | 321° | 330.4°T | 10.9 | | | |
| VALOX 3D RNAV 1 | 010 | CA | - | - | 144° | 153.3°T | - | R | A680+ | |
| | 020 | CF | NIDAG | - | 214° | 223.3°T | - | | | K250- |
| | 030 | TF | VALOX | - | 208° | 217.6°T | 35.2 | | | |

| WPT COORD |
|---|
| SEE PAGE EFHK AD 2.15 - 1 |


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# HELSINKI, FINLAND




## RNAV SID RWY 22R 1/2

ADIVO 3N ARVEP 3N IDEPI 3N KOIVU 3N KUVEM 3N NEPEK 3N NUNTO 3N RENKU 3N TEVRU 3N VALOX 3N

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | INITIAL PART OF SID IS CONVENTIAL. DME REQUIRED. FOR THE CONVENTIONAL PART AND CHANGE-OVER TO RNAV, SEE RNAV PROC CODING TABLES ON THE VERSO OF THE CHART |
| SQUAWK: | WHEN LINING UP SQUAWK THE ASSIGNED CODE |
| ADDITIONS TO SID: | INSTRUCTIONS CONTAINING DEVIATIONS FROM THE SID (TEMPORARY ALTITUDE RESTRICTIONS ETC) MAY BE INCLUDED IN THE ATC CLEARANCE PRIOR TO TAKE-OFF. |
| INITIAL CLIMB: | RWY TRACK UNTIL TURNING DISTANCE AND TURNING ALTITUDE OF AT LEAST 680 FT. PDG 5.0 % (304 FT/NM) UNTIL 4000 FT BASED ON AIRSPACE RESTRICTIONS. |
| CLIMB ALTITUDE: | CLIMB TO 4000 FT OR ASSIGNED ALTITUDE IF LOWER. CLIMB TO A HIGHER LEVEL ONLY WHEN CLEARED BY ATC. |
| RADIO CONTACT: | MAINTAIN TWR FREQ UNTIL 1500 FT, THEN CONTACT HELSINKI RADAR FREQ ACCORDING TO RTE. |

| RNAV RTE | HELSINKI RADAR |
|---|---|
| KOIVU 3N, RENKU 3N, VALOX 3N | 119.100 |
| ADIVO 3N, ARVEP 3N, IDEPI 3N, KUVEM 3N, NEPEK 3N, NUNTO 3N, TEVRU 3N | 129.850 |

| | |
|---|---|
| NOISE ABATEMENT: | AFTER TAKE-OFF CLIMB AS RAPIDLY AS PRACTICABLE TO AT LEAST 2000 FT ABOVE AD ELEV. |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

CHG: ADDN R128, R132

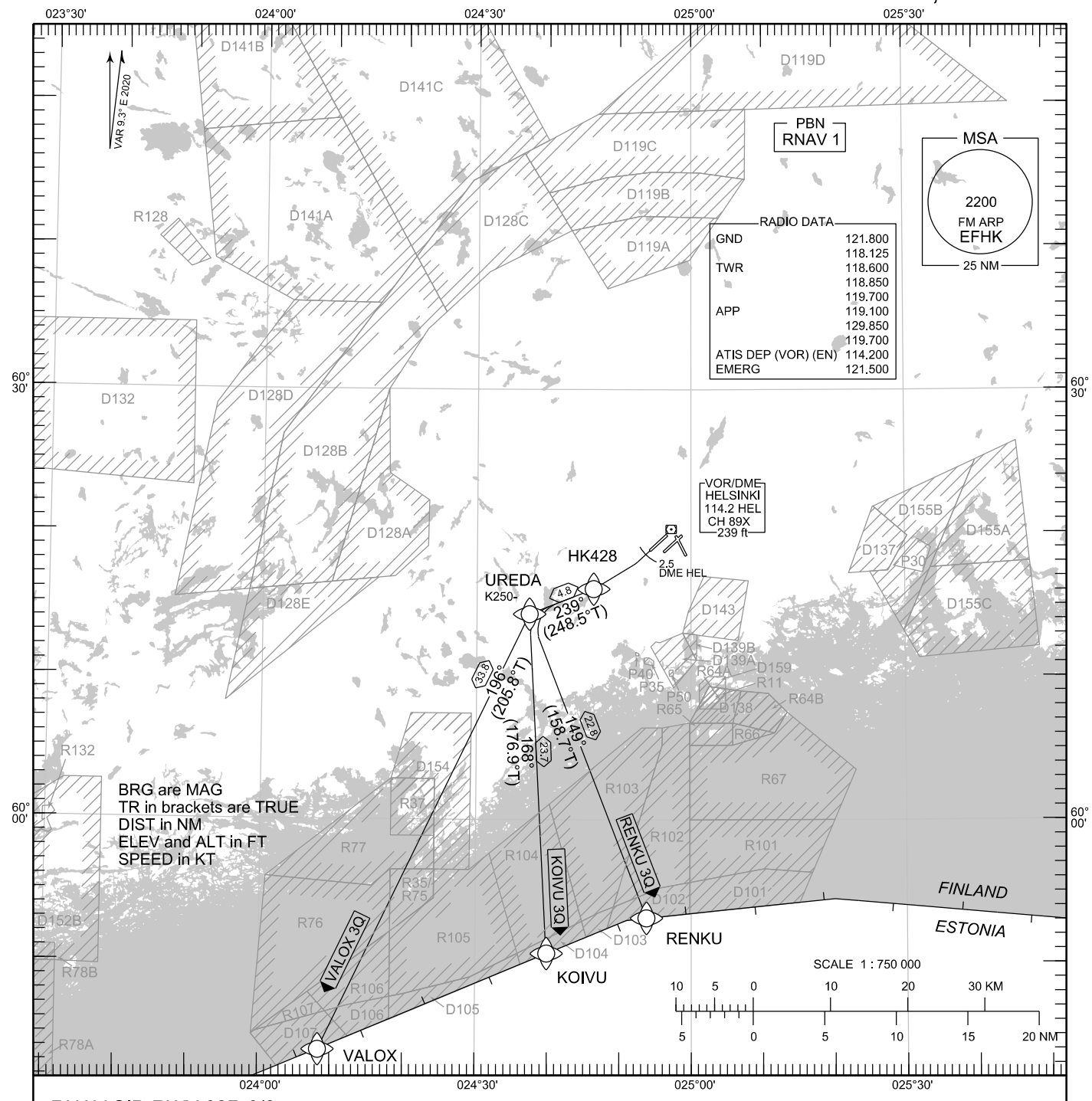

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| EFHK RNAV SID RWY 22R 1/2 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT ID | WPT Flyover | MAG | GEO TR | DIST NM | Turn Direction | Constraints LVL | Constraints Speed |
| ADIVO 3N RNAV 1 | INITIAL PART: | | AT 2.5 DME HEL, RIGHT TURN TRACK 284° TO HK461 | | | | | | | |
| | 010 | - | HK461 | - | - | - | - | | | |
| | 020 | TF | HK935 | - | 258° | 267.3°T | 5.5 | | | K250- |
| | 030 | TF | ADIVO | - | 258° | 267.2°T | 18.2 | | | |
| ARVEP 3N RNAV 1 | INITIAL PART: | | AT 2.5 DME HEL, RIGHT TURN TRACK 284° TO HK461 | | | | | | | |
| | 010 | - | HK461 | - | - | - | - | | | |
| | 020 | TF | HK934 | - | 290° | 299.2°T | 5.5 | R | | K250- |
| | 030 | TF | ENUTO | - | 025° | 033.9°T | 8.6 | R | | |
| | 040 | TF | ARVEP | - | 096° | 105.4°T | 50.3 | | | |
| IDEPI 3N RNAV 1 | INITIAL PART: | | AT 2.5 DME HEL, RIGHT TURN TRACK 284° TO HK461 | | | | | | | |
| | 010 | - | HK461 | - | - | - | - | | | |
| | 020 | TF | HK934 | - | 290° | 299.2°T | 5.5 | R | | K250- |
| | 030 | TF | ENUTO | - | 025° | 033.9°T | 8.6 | R | | |
| | 040 | TF | IDEPI | - | 056° | 064.9°T | 33.1 | | | |
| KOIVU 3N RNAV 1 | INITIAL PART: | | AT 2.5 DME HEL, RIGHT TURN TRACK 274° TO HK451 | | | | | | | |
| | 010 | - | HK451 | - | - | - | - | | | |
| | 020 | TF | HK926 | - | 238° | 247.8°T | 9.6 | L | | K250- |
| | 030 | TF | HK927 | - | 189° | 198.8°T | 8.5 | L | | |
| | 040 | TF | KOIVU | - | 143° | 152.7°T | 18.0 | | | |
| KUVEM 3N RNAV 1 | INITIAL PART: | | AT 2.5 DME HEL, RIGHT TURN TRACK 274° TO HK451 | | | | | | | |
| | 010 | - | HK451 | - | - | - | - | | | |
| | 020 | TF | HK926 | - | 238° | 247.8°T | 9.6 | | | K250- |
| | 030 | TF | KUVEM | - | 250° | 259.1°T | 16.7 | | | |
| NEPEK 3N RNAV 1 | INITIAL PART: | | AT 2.5 DME HEL, RIGHT TURN TRACK 284° TO HK461 | | | | | | | |
| | 010 | - | HK461 | - | - | - | - | | | |
| | 020 | TF | HK934 | - | 290° | 299.2°T | 5.5 | R | | K250- |
| | 030 | TF | NEPEK | - | 341° | 350.6°T | 23.2 | | | |
| NUNTO 3N RNAV 1 | INITIAL PART: | | AT 2.5 DME HEL, RIGHT TURN TRACK 274° TO HK451 | | | | | | | |
| | 010 | - | HK451 | - | - | - | - | | | |
| | 020 | TF | HK926 | - | 238° | 247.8°T | 9.6 | | | K250- |
| | 030 | TF | NUNTO | - | 232° | 241.7°T | 20.2 | | | |
| RENKU 3N RNAV 1 | INITIAL PART: | | AT 2.5 DME HEL, RIGHT TURN TRACK 274° TO HK451 | | | | | | | |
| | 010 | - | HK451 | - | - | - | - | | | |
| | 020 | TF | HK926 | - | 238° | 247.8°T | 9.6 | L | | K250- |
| | 030 | TF | HK927 | - | 189° | 198.8°T | 8.5 | L | | |
| | 040 | TF | RENKU | - | 122° | 131.4°T | 20.3 | | | |
| TEVRU 3N RNAV 1 | INITIAL PART: | | AT 2.5 DME HEL, RIGHT TURN TRACK 284° TO HK461 | | | | | | | |
| | 010 | - | HK461 | - | - | - | - | | | |
| | 020 | TF | HK934 | - | 290° | 299.2°T | 5.5 | R | | K250- |
| | 030 | TF | TEVRU | - | 003° | 012.7°T | 28.3 | | | |
| VALOX 3N RNAV 1 | INITIAL PART: | | AT 2.5 DME HEL, RIGHT TURN TRACK 274° TO HK451 | | | | | | | |
| | 010 | - | HK451 | - | - | - | - | | | |
| | 020 | TF | HK926 | - | 238° | 247.8°T | 9.6 | L | | K250- |
| | 030 | TF | HK927 | - | 189° | 198.8°T | 8.5 | | | |
| | 040 | TF | VALOX | - | 189° | 198.7°T | 24.0 | | | |

| WPT COORD |
|---|
| SEE PAGE EFHK AD 2.15 - 1 |


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# HELSINKI, FINLAND




## RNAV SID RWY 22R 2/2

KOIVU 3Q RENKU 3Q VALOX 3Q

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | INITIAL PART OF SID IS CONVENTIAL. DME REQUIRED. FOR THE CONVENTIONAL PART AND CHANGE-OVER TO RNAV, SEE RNAV PROC CODING TABLES ON THE VERSO OF THE CHART |
| USAGE: | 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. |
| SQUAWK: | WHEN LINING UP SQUAWK THE ASSIGNED CODE |
| ADDITIONS TO SID: | INSTRUCTIONS CONTAINING DEVIATIONS FROM THE SID (TEMPORARY ALTITUDE RESTRICTIONS ETC) MAY BE INCLUDED IN THE ATC CLEARANCE PRIOR TO TAKE-OFF. |
| INITIAL CLIMB: | RWY TRACK UNTIL TURNING DISTANCE AND TURNING ALTITUDE OF AT LEAST 680 FT. PDG 5.0 % (304 FT/NM) UNTIL 4000 FT BASED ON AIRSPACE RESTRICTIONS. |
| CLIMB ALTITUDE: | CLIMB TO 4000 FT OR ASSIGNED ALTITUDE IF LOWER. CLIMB TO A HIGHER LEVEL ONLY WHEN CLEARED BY ATC. |
| RADIO CONTACT: | MAINTAIN TWR FREQ UNTIL 1500 FT, THEN CONTACT HELSINKI RADAR FREQ 119.100. |
| NOISE ABATEMENT: | AFTER TAKE-OFF CLIMB AS RAPIDLY AS PRACTICABLE TO AT LEAST 2000 FT ABOVE AD ELEV. |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

CHG: ADDN R128, R132


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| EFHK RNAV SID RWY 22R 2/2 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT ID | WPT Flyover | MAG | GEO TR | DIST NM | Turn Direction | Constraints LVL | Constraints Speed |
| KOIVU 3Q RNAV 1 | INITIAL PART: | | AT 2.5 DME HEL, TURN DIRECT TO HK428 | | | | | | | |
| | 010 | - | HK428 | - | - | - | - | | | |
| | 020 | TF | UREDA | - | 239° | 248.5°T | 4.8 | L | | K250- |
| | 030 | TF | KOIVU | - | 168° | 176.9°T | 23.7 | | | |

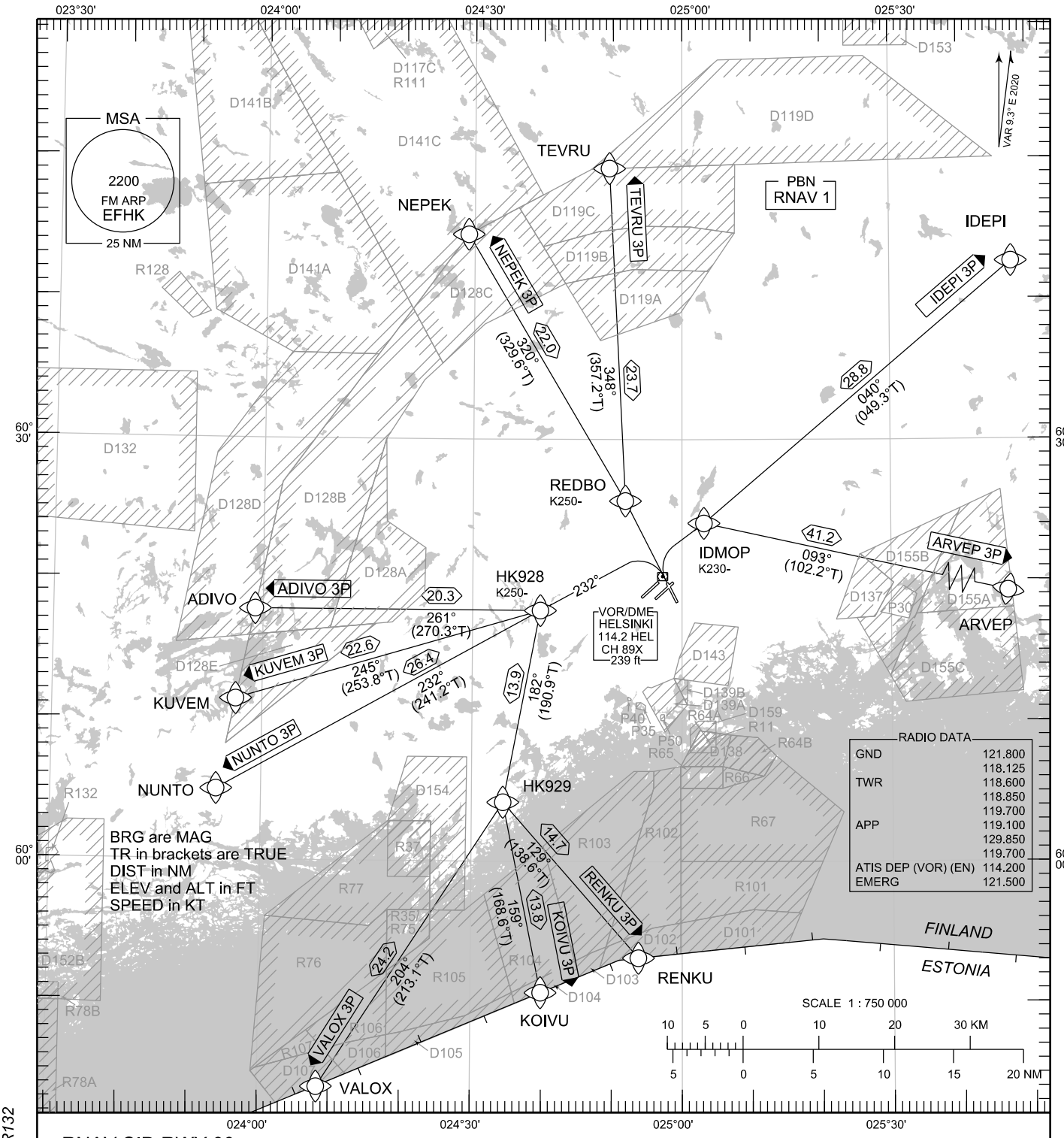
| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RENKU 3Q RNAV 1 | INITIAL PART: | | AT 2.5 DME HEL, TURN DIRECT TO HK428 | | | | | | | |
| | 010 | - | HK428 | - | - | - | - | | | |
| | 020 | TF | UREDA | - | 239° | 248.5°T | 4.8 | L | | K250- |
| | 030 | TF | RENKU | - | 149° | 158.7°T | 22.8 | | | |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| VALOX 3Q RNAV 1 | INITIAL PART: | | AT 2.5 DME HEL, TURN DIRECT TO HK428 | | | | | | | |
| | 010 | - | HK428 | - | - | - | - | | | |
| | 020 | TF | UREDA | - | 239° | 248.5°T | 4.8 | L | | K250- |
| | 030 | TF | VALOX | - | 196° | 205.8°T | 33.8 | | | |

| WPT COORD |
|---|
| SEE PAGE EFHK AD 2.15 - 1 |


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# HELSINKI, FINLAND




## RNAV SID RWY 33

ADIVO 3P ARVEP 3P IDEPI 3P KOIVU 3P KUVEM 3P NEPEK 3P NUNTO 3P RENKU 3P TEVRU 3P VALOX 3P

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART |
| SQUAWK: | WHEN LINING UP SQUAWK THE ASSIGNED CODE |
| ADDITIONS TO SID: | INSTRUCTIONS CONTAINING DEVIATIONS FROM THE SID (TEMPORARY ALTITUDE RESTRICTIONS ETC) MAY BE INCLUDED IN THE ATC CLEARANCE PRIOR TO TAKE-OFF. |
| INITIAL CLIMB: | MNM TURNING ALTITUDE ACCORDING TO RTE CODING. PDG 5.0 % (304 FT/NM) UNTIL 4000 FT BASED ON AIRSPACE RESTRICTIONS. |
| CLIMB ALTITUDE: | CLIMB TO 4000 FT OR ASSIGNED ALTITUDE IF LOWER. CLIMB TO A HIGHER LEVEL ONLY WHEN CLEARED BY ATC. |
| RADIO CONTACT: | MAINTAIN TWR FREQ UNTIL 1500 FT, THEN CONTACT HELSINKI RADAR FREQ ACCORDING TO RTE. |

| RNAV RTE | HELSINKI RADAR |
|---|---|
| ARVEP 3P, IDEPI 3P, NEPEK 3P, TEVRU 3P | 119.100 |
| ADIVO 3P, KOIVU 3P, KUVEM 3P, NUNTO 3P, RENKU 3P, VALOX 3P | 129.850 |

| | |
|---|---|
| NOISE ABATEMENT: | AFTER TAKE-OFF CLIMB AS RAPIDLY AS PRACTICABLE TO AT LEAST 2000 FT ABOVE AD ELEV. |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

CHG: ADDN R128, R132


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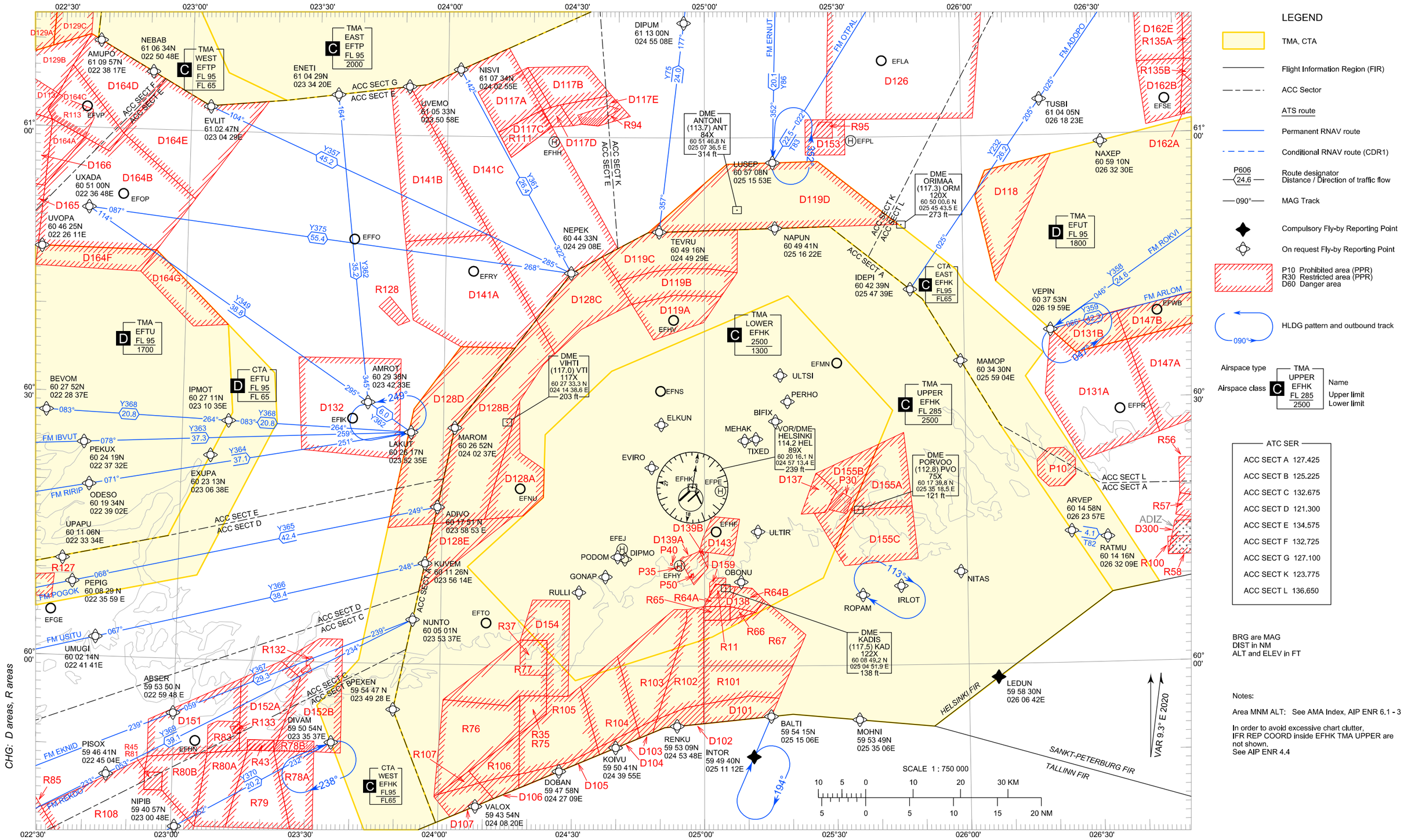
| EFHK RNAV SID RWY 33 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT ID | WPT Flyover | MAG | GEO TR | DIST NM | Turn Direction | Constraints LVL | Constraints Speed |
| ADIVO 3P RNAV 1 | 010 | CA | - | - | 324° | 333.3°T | - | L | A680+ | |
| | 020 | CF | HK928 | - | 232° | 241.3°T | - | | | K250- |
| | 030 | TF | ADIVO | - | 261° | 270.3°T | 20.3 | | | |
| ARVEP 3P RNAV 1 | 010 | CA | - | - | 324° | 333.3°T | - | R | A680+ | |
| | 020 | DF | IDMOP | - | - | - | - | | | K230- |
| | 030 | TF | ARVEP | - | 093° | 102.2°T | 41.2 | | | |
| IDEPI 3P RNAV 1 | 010 | CA | - | - | 324° | 333.3°T | - | R | A680+ | |
| | 020 | DF | IDMOP | - | - | - | - | | | K230- |
| | 030 | TF | IDEPI | - | 040° | 049.3°T | 28.8 | | | |
| KOIVU 3P RNAV 1 | 010 | CA | - | - | 324° | 333.3°T | - | L | A680+ | |
| | 020 | CF | HK928 | - | 232° | 241.3°T | - | | | K250- |
| | 030 | TF | HK929 | - | 182° | 190.9°T | 13.9 | | | |
| | 040 | TF | KOIVU | - | 159° | 168.6°T | 13.8 | | | |
| KUVEM 3P RNAV 1 | 010 | CA | - | - | 324° | 333.3°T | - | L | A680+ | |
| | 020 | CF | HK928 | - | 232° | 241.3°T | - | | | K250- |
| | 030 | TF | KUVEM | - | 245° | 253.8°T | 22.6 | | | |
| NEPEK 3P RNAV 1 | 010 | CA | - | - | 324° | 333.3°T | - | | A680+ | |
| | 020 | DF | REDBO | - | - | - | - | | | K250- |
| | 030 | TF | NEPEK | - | 320° | 329.6°T | 22.0 | | | |
| NUNTO 3P RNAV 1 | 010 | CA | - | - | 324° | 333.3°T | - | L | A680+ | |
| | 020 | CF | HK928 | - | 232° | 241.3°T | - | | | K250- |
| | 030 | TF | NUNTO | - | 232° | 241.2°T | 26.4 | | | |
| RENKU 3P RNAV 1 | 010 | CA | - | - | 324° | 333.3°T | - | L | A680+ | |
| | 020 | CF | HK928 | - | 232° | 241.3°T | - | | | K250- |
| | 030 | TF | HK929 | - | 182° | 190.9°T | 13.9 | L | | |
| | 040 | TF | RENKU | - | 129° | 138.6°T | 14.7 | | | |
| TEVRU 3P RNAV 1 | 010 | CA | - | - | 324° | 333.3°T | - | | A680+ | |
| | 020 | DF | REDBO | - | - | - | - | | | K250- |
| | 030 | TF | TEVRU | - | 348° | 357.2°T | 23.7 | | | |
| VALOX 3P RNAV 1 | 010 | CA | - | - | 324° | 333.3°T | - | L | A680+ | |
| | 020 | CF | HK928 | - | 232° | 241.3°T | - | | | K250- |
| | 030 | TF | HK929 | - | 182° | 190.9°T | 13.9 | | | |
| | 040 | TF | VALOX | - | 204° | 213.1°T | 24.2 | | | |

| WPT COORD |
|---|
| SEE PAGE EFHK AD 2.15 - 1 |


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# AREA CHART - ICAO

# EFHK TMA




## LEGEND

- TMA, CTA
- Flight Information Region (FIR)
- ACC Sector
- ATS route
- Permanent RNAV route
- Conditional RNAV route (CDR1)
- Route designator / Distance / Direction of traffic flow
- MAG Track
- Compulsory Fly-by Reporting Point
- On request Fly-by Reporting Point
- P10 Prohibited area (PPR) / R30 Restricted area (PPR) / D60 Danger area
- HLDG pattern and outbound track

Airspace type — Airspace class — Name — Upper limit — Lower limit

## ATC SER

| | |
|---|---|
| ACC SECT A | 127.425 |
| ACC SECT B | 125.225 |
| ACC SECT C | 132.675 |
| ACC SECT D | 121.300 |
| ACC SECT E | 134.575 |
| ACC SECT F | 132.725 |
| ACC SECT G | 127.100 |
| ACC SECT K | 123.775 |
| ACC SECT L | 136.650 |

BRG are MAG
DIST in NM
ALT and ELEV in FT

Notes:

Area MNM ALT: See AMA Index, AIP ENR 6.1 - 3

In order to avoid excessive chart clutter, IFR REP COORD inside EFHK TMA UPPER are not shown.
See AIP ENR 4.4



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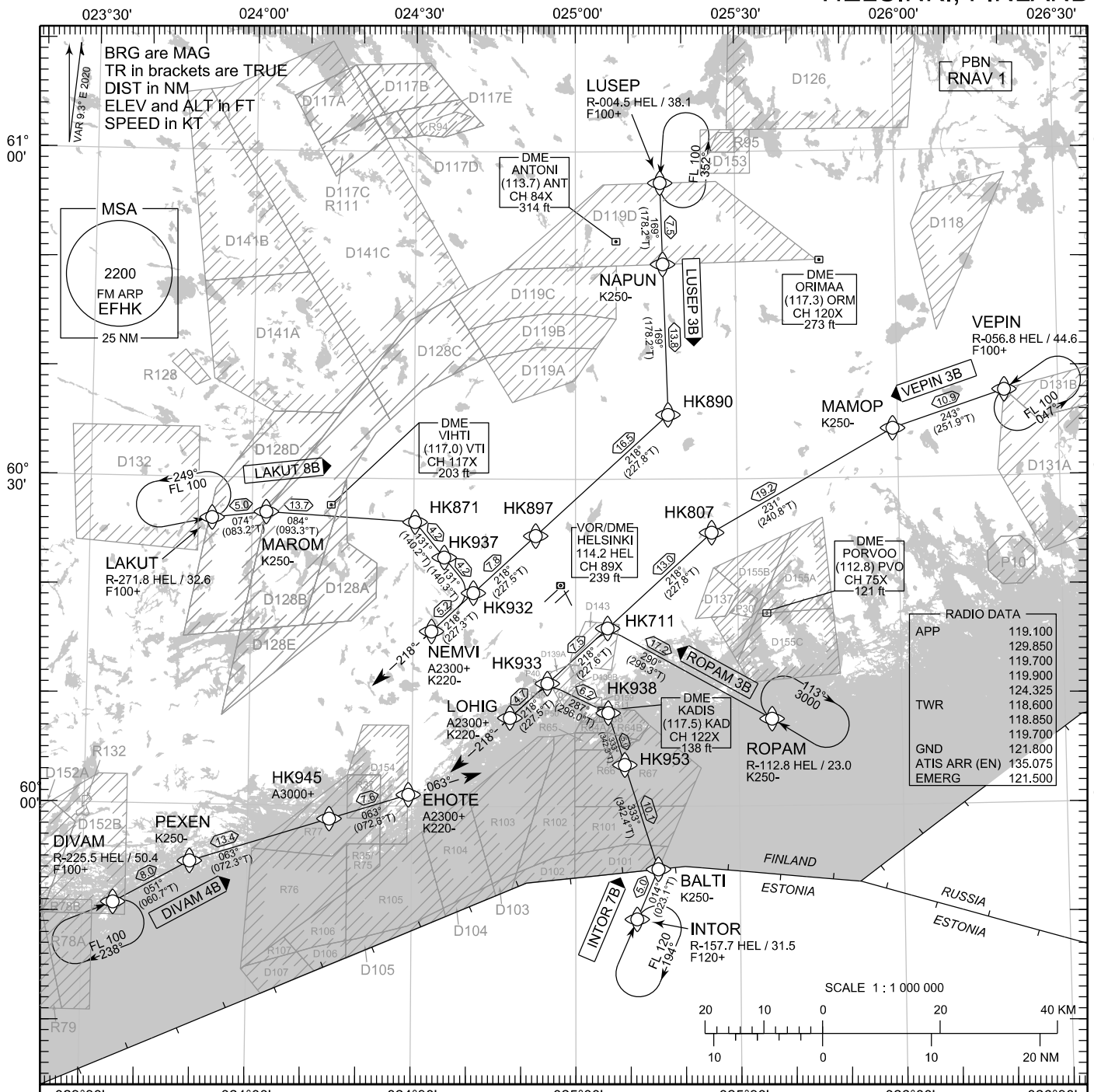
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TRANSITION ALT
5000



# HELSINKI, FINLAND




## RNAV STAR RWY 04L 1/2

DIVAM 4B INTOR 7B LAKUT 8B LUSEP 3B ROPAM 3B VEPIN 3B

| | |
|---|---|
| DME/DME OPS: | MORE THAN 2 DME INPUTS CANNOT BE GUARANTEED AT ALL TIMES. |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART.<br><br>UNLESS OTHERWISE INSTRUCTED, STAR MUST BE FLOWN ACCORDING TO THE DEFINED WAYPOINT SEQUENCE UNTIL THE LAST WAYPOINT AND THEN CONTINUE ON THE DEFINED COURSE. ATC CLEARANCE TO INBOUND IS ALWAYS REQUIRED.<br><br>ATC WILL GIVE DESCENT CLEARANCES. |
| WPT CONSTRAINTS: | ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC. |
| CD OPS: | BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR FOLLOWED BY DCT INTERCEPT TO IAF OF THE ACKNOWLEDGED IAP OR AS ADVISED BY ATC. |

RCF: SELECT TRANSPONDER CODE 7600.

RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED:
FOLLOW THE STAR UNTIL THE LAST WAYPOINT AND PROCEED TO IAF.
IF RADAR VECTORED, CONTINUE 2 MIN ON LAST ASSIGNED AND ACKNOWLEDGED HDG AND ALT/FL, THEN RESUME STAR UNTIL THE LAST WAYPOINT AND PROCEED TO IAF.

RNAV STAR HAS NOT BEEN GIVEN AND ACKNOWLEDGED:
CONTINUE 2 MIN ON LAST ASSIGNED AND ACKNOWLEDGED HDG AND ALT/FL, THEN PROCEED TO IAF.

FROM IAF EXECUTE IAP TO THE ACKNOWLEDGED RWY AND VACATE.

AIRCRAFT HAVING TELEPHONE, CALL +358 9 6151 3324.

CHG: ADDN R128, R132



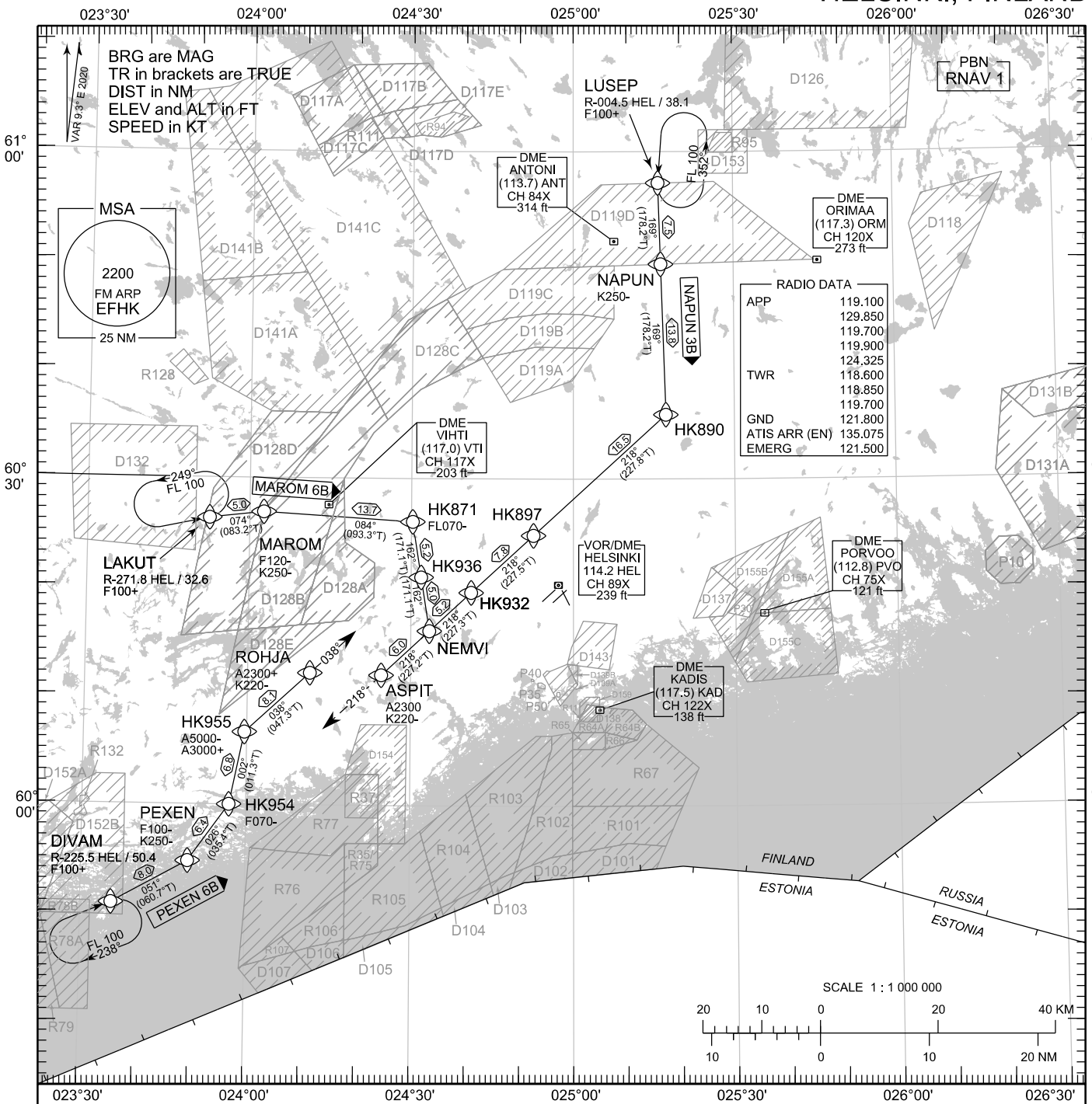
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| EFHK RNAV STAR RWY 04L 1/2 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| DIVAM 4B RNAV 1 | 010 | IF | DIVAM | - | - | - | - | F100+ | | |
| | 020 | TF | PEXEN | - | 051° | 060.7°T | 8.0 | | | K250- |
| | 030 | TF | HK945 | - | 063° | 072.3°T | 13.4 | A3000+ | | |
| | 040 | TF | EHOTE | - | 063° | 072.6°T | 7.6 | A2300+ | | K220- |
| | 050 | FM | EHOTE | - | 063° | 072.6°T | - | A2300+ | | K220- |
| INTOR 7B RNAV 1 | 010 | IF | INTOR | - | - | - | - | F120+ | | |
| | 020 | TF | BALTI | - | 014° | 023.1°T | 5.0 | | | K250- |
| | 030 | TF | HK953 | - | 333° | 342.4°T | 10.1 | | | |
| | 040 | TF | HK938 | - | 333° | 342.3°T | 5.0 | | | |
| | 050 | TF | HK933 | - | 287° | 296.0°T | 6.2 | | | |
| | 060 | TF | LOHIG | - | 218° | 227.5°T | 4.7 | A2300+ | | K220- |
| | 070 | FM | LOHIG | - | 218° | 227.5°T | - | A2300+ | | K220- |
| LAKUT 8B RNAV 1 | 010 | IF | LAKUT | - | - | - | - | F100+ | | |
| | 020 | TF | MAROM | - | 074° | 083.2°T | 5.0 | | | K250- |
| | 030 | TF | HK871 | - | 084° | 093.3°T | 13.7 | | | |
| | 040 | TF | HK937 | - | 131° | 140.2°T | 4.2 | | | |
| | 050 | TF | HK932 | - | 131° | 140.3°T | 4.2 | | | |
| | 060 | TF | NEMVI | - | 218° | 227.3°T | 5.2 | A2300+ | | K220- |
| | 070 | FM | NEMVI | - | 218° | 227.3°T | - | A2300+ | | K220- |
| LUSEP 3B RNAV 1 | 010 | IF | LUSEP | - | - | - | - | F100+ | | |
| | 020 | TF | NAPUN | - | 169° | 178.2°T | 7.5 | | | K250- |
| | 030 | TF | HK890 | - | 169° | 178.2°T | 13.8 | | | |
| | 040 | TF | HK897 | - | 218° | 227.8°T | 16.5 | | | |
| | 050 | TF | HK932 | - | 218° | 227.5°T | 7.8 | | | |
| | 060 | TF | NEMVI | - | 218° | 227.3°T | 5.2 | A2300+ | | K220- |
| | 070 | FM | NEMVI | - | 218° | 227.3°T | - | A2300+ | | K220- |
| ROPAM 3B RNAV 1 | 010 | IF | ROPAM | - | - | - | - | | | K250- |
| | 020 | TF | HK711 | - | 290° | 299.3°T | 17.2 | | | |
| | 030 | TF | HK933 | - | 218° | 227.6°T | 7.5 | | | |
| | 040 | TF | LOHIG | - | 218° | 227.5°T | 4.7 | A2300+ | | K220- |
| | 050 | FM | LOHIG | - | 218° | 227.5°T | - | A2300+ | | K220- |
| VEPIN 3B RNAV 1 | 010 | IF | VEPIN | - | - | - | - | F100+ | | |
| | 020 | TF | MAMOP | - | 243° | 251.9°T | 10.9 | | | K250- |
| | 030 | TF | HK807 | - | 231° | 240.8°T | 19.2 | | | |
| | 040 | TF | HK711 | - | 218° | 227.8°T | 13.0 | | | |
| | 050 | TF | HK933 | - | 218° | 227.6°T | 7.5 | | | |
| | 060 | TF | LOHIG | - | 218° | 227.5°T | 4.7 | A2300+ | | K220- |
| | 070 | FM | LOHIG | - | 218° | 227.5°T | - | A2300+ | | K220- |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| DIVAM | 067.4°T | 058° | Right | K230- | F100 | 1 MIN | - |
| INTOR | 023.1°T | 014° | Right | K230- | F120 | 1 MIN | - |
| LAKUT | 077.9°T | 069° | Left | K230- | F100 | 1 MIN | - |
| LUSEP | 181.3°T | 172° | Left | K230- | F100 | 1 MIN | - |
| ROPAM | 302.0°T | 293° | Right | K230- | A3000 | 1 MIN | - |
| VEPIN | 236.1°T | 227° | Left | K230- | F100 | 1 MIN | - |

| WPT COORD |
|---|
| SEE PAGE EFHK AD 2.15 - 1 |


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## RNAV STAR RWY 04L 2/2

MAROM 6B NAPUN 3B PEXEN 6B

DME/DME OPS: MORE THAN 2 DME INPUTS CANNOT BE GUARANTEED AT ALL TIMES.

AREA MNM ALT: SEE AMA INDEX, AIP ENR 6.1 - 3

ROUTES: RNAV PROC CODING ON THE VERSO OF THE CHART.

UNLESS OTHERWISE INSTRUCTED, STAR MUST BE FLOWN ACCORDING TO THE DEFINED WAYPOINT SEQUENCE UNTIL THE LAST WAYPOINT AND THEN CONTINUE ON THE DEFINED COURSE. ATC CLEARANCE TO INBOUND IS ALWAYS REQUIRED.

ATC WILL GIVE DESCENT CLEARANCES.

WPT CONSTRAINTS: ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC.

CD OPS: BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR FOLLOWED BY DCT INTERCEPT TO IAF OF THE ACKNOWLEDGED IAP OR AS ADVISED BY ATC.

RCF: SELECT TRANSPONDER CODE 7600.

RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED:
FOLLOW THE STAR UNTIL THE LAST WAYPOINT AND PROCEED TO IAF.
IF RADAR VECTORED, CONTINUE 2 MIN ON LAST ASSIGNED AND ACKNOWLEDGED HDG AND ALT/FL, THEN RESUME STAR UNTIL THE LAST WAYPOINT AND PROCEED TO IAF.

RNAV STAR HAS NOT BEEN GIVEN AND ACKNOWLEDGED:
CONTINUE 2 MIN ON LAST ASSIGNED AND ACKNOWLEDGED HDG AND ALT/FL, THEN PROCEED TO IAF.

FROM IAF EXECUTE IAP TO THE ACKNOWLEDGED RWY AND VACATE.

AIRCRAFT HAVING TELEPHONE, CALL +358 9 6151 3324.

*CHG: ADDN R128, R132*


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| EFHK RNAV STAR RWY 04L 2/2 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| MAROM 6B RNAV 1 | 010 | IF | LAKUT | - | - | - | - | F100+ | | |
| | 020 | TF | MAROM | - | 074° | 083.2°T | 5.0 | F120- | | K250- |
| | 030 | TF | HK871 | - | 084° | 093.3°T | 13.7 | F070- | | |
| | 040 | TF | HK936 | - | 162° | 171.1°T | 5.2 | | | |
| | 050 | TF | NEMVI | - | 162° | 171.1°T | 5.0 | | | |
| | 060 | TF | ASPIT | - | 218° | 227.2°T | 6.0 | A2300 | | K220- |
| | 070 | FM | ASPIT | - | 218° | 227.2°T | - | A2300 | | K220- |
| NAPUN 3B RNAV 1 | 010 | IF | LUSEP | - | - | - | - | F100+ | | |
| | 020 | TF | NAPUN | - | 169° | 178.2°T | 7.5 | | | K250- |
| | 030 | TF | HK890 | - | 169° | 178.2°T | 13.8 | | | |
| | 040 | TF | HK897 | - | 218° | 227.8°T | 16.5 | | | |
| | 050 | TF | HK932 | - | 218° | 227.5°T | 7.8 | | | |
| | 060 | TF | NEMVI | - | 218° | 227.3°T | 5.2 | | | |
| | 070 | TF | ASPIT | - | 218° | 227.2°T | 6.0 | A2300 | | K220- |
| | 080 | FM | ASPIT | - | 218° | 227.2°T | - | A2300 | | K220- |
| PEXEN 6B RNAV 1 | 010 | IF | DIVAM | - | - | - | - | F100+ | | |
| | 020 | TF | PEXEN | - | 051° | 060.7°T | 8.0 | F100- | | K250- |
| | 030 | TF | HK954 | - | 026° | 035.4°T | 6.4 | F070- | | |
| | 040 | TF | HK955 | - | 002° | 011.3°T | 6.8 | A5000- | A3000+ | |
| | 050 | TF | ROHJA | - | 038° | 047.3°T | 8.1 | A2300+ | | K220- |
| | 060 | FM | ROHJA | - | 038° | 047.3°T | - | A2300+ | | K220- |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| DIVAM | 067.4°T | 058° | Right | K230- | F100 | 1 MIN | - |
| LAKUT | 077.9°T | 069° | Left | K230- | F100 | 1 MIN | - |
| LUSEP | 181.3°T | 172° | Left | K230- | F100 | 1 MIN | - |

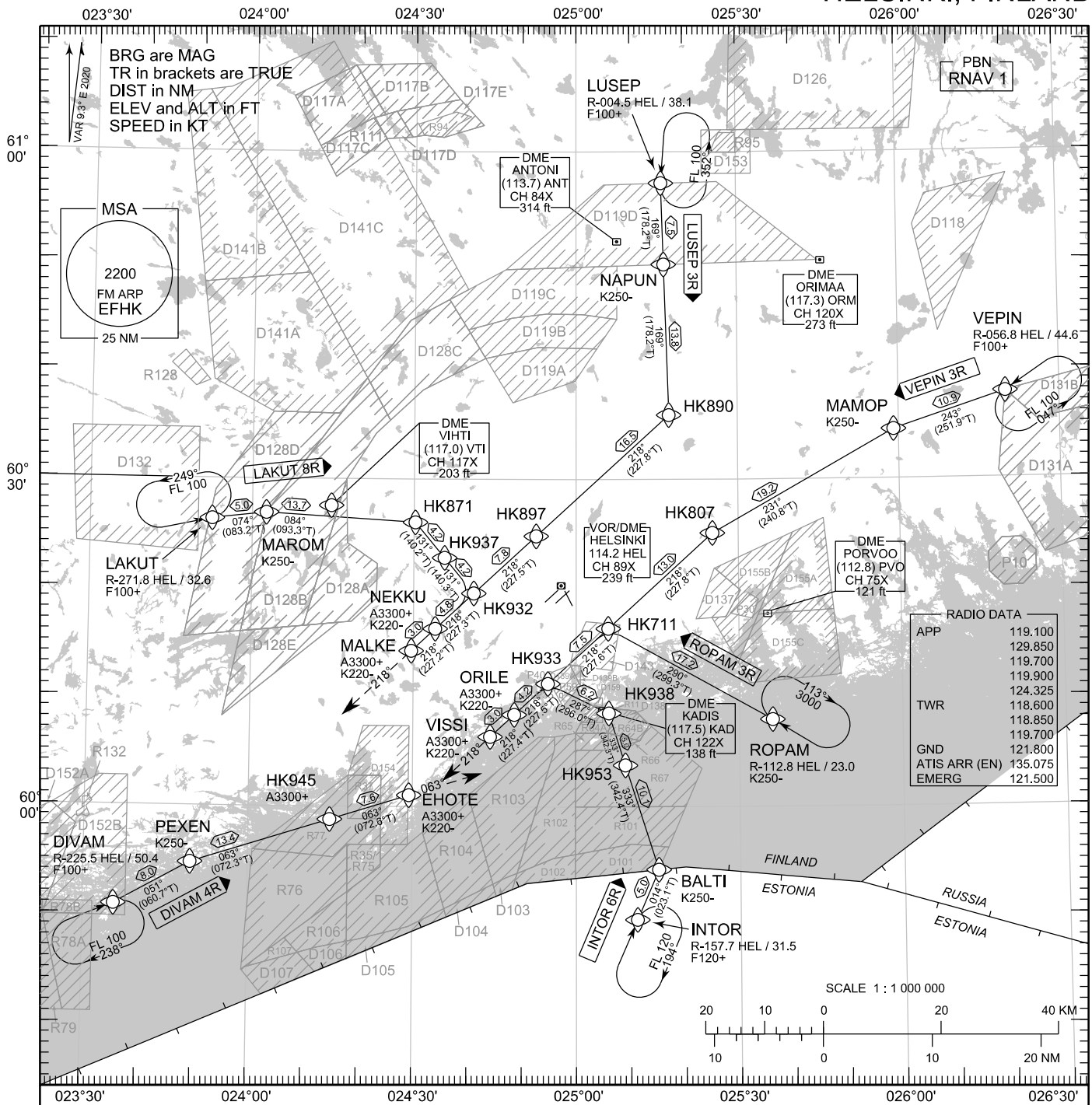
| WPT COORD |
|---|
| SEE PAGE EFHK AD 2.15 - 1 |


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TRANSITION ALT
5000



# HELSINKI, FINLAND




## RNAV STAR RWY 04R

DIVAM 4R INTOR 6R LAKUT 8R LUSEP 3R ROPAM 3R VEPIN 3R

DME/DME OPS: MORE THAN 2 DME INPUTS CANNOT BE GUARANTEED AT ALL TIMES.

AREA MNM ALT: SEE AMA INDEX, AIP ENR 6.1 - 3

ROUTES: RNAV PROC CODING ON THE VERSO OF THE CHART.

UNLESS OTHERWISE INSTRUCTED, STAR MUST BE FLOWN ACCORDING TO THE DEFINED WAYPOINT SEQUENCE UNTIL THE LAST WAYPOINT AND THEN CONTINUE ON THE DEFINED COURSE. ATC CLEARANCE TO INBOUND IS ALWAYS REQUIRED.

ATC WILL GIVE DESCENT CLEARANCES.

WPT CONSTRAINTS: ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC.

CD OPS: BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR FOLLOWED BY DCT INTERCEPT TO IAF OF THE ACKNOWLEDGED IAP OR AS ADVISED BY ATC.

RCF: SELECT TRANSPONDER CODE 7600.

RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED:
FOLLOW THE STAR UNTIL THE LAST WAYPOINT AND PROCEED TO IAF.
IF RADAR VECTORED, CONTINUE 2 MIN ON LAST ASSIGNED AND ACKNOWLEDGED HDG AND ALT/FL, THEN RESUME STAR UNTIL THE LAST WAYPOINT AND PROCEED TO IAF.

RNAV STAR HAS NOT BEEN GIVEN AND ACKNOWLEDGED:
CONTINUE 2 MIN ON LAST ASSIGNED AND ACKNOWLEDGED HDG AND ALT/FL, THEN PROCEED TO IAF.

FROM IAF EXECUTE IAP TO THE ACKNOWLEDGED RWY AND VACATE.

AIRCRAFT HAVING TELEPHONE, CALL +358 9 6151 3324.

CHG: ADDN R128, R132



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| EFHK RNAV STAR RWY 04R | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| DIVAM 4R RNAV 1 | 010 | IF | DIVAM | - | - | - | - | F100+ | | |
| | 020 | TF | PEXEN | - | 051° | 060.7°T | 8.0 | | | K250- |
| | 030 | TF | HK945 | - | 063° | 072.3°T | 13.4 | A3300+ | | |
| | 040 | TF | EHOTE | - | 063° | 072.6°T | 7.6 | A3300+ | | K220- |
| | 050 | FM | EHOTE | - | 063° | 072.6°T | - | A3300+ | | K220- |
| INTOR 6R RNAV 1 | 010 | IF | INTOR | - | - | - | - | F120+ | | |
| | 020 | TF | BALTI | - | 014° | 023.1°T | 5.0 | | | K250- |
| | 030 | TF | HK953 | - | 333° | 342.4°T | 10.1 | | | |
| | 040 | TF | HK938 | - | 333° | 342.3°T | 5.0 | | | |
| | 050 | TF | HK933 | - | 287° | 296.0°T | 6.2 | | | |
| | 060 | TF | ORILE | - | 218° | 227.5°T | 4.2 | A3300+ | | K220- |
| | 070 | TF | VISSI | - | 218° | 227.4°T | 3.0 | A3300+ | | K220- |
| | 080 | FM | VISSI | - | 218° | 227.4°T | - | A3300+ | | K220- |
| LAKUT 8R RNAV 1 | 010 | IF | LAKUT | - | - | - | - | F100+ | | |
| | 020 | TF | MAROM | - | 074° | 083.2°T | 5.0 | | | K250- |
| | 030 | TF | HK871 | - | 084° | 093.3°T | 13.7 | | | |
| | 040 | TF | HK937 | - | 131° | 140.2°T | 4.2 | | | |
| | 050 | TF | HK932 | - | 131° | 140.3°T | 4.2 | | | |
| | 060 | TF | NEKKU | - | 218° | 227.3°T | 4.8 | A3300+ | | K220- |
| | 070 | TF | MALKE | - | 218° | 227.2°T | 3.0 | A3300+ | | K220- |
| | 080 | FM | MALKE | - | 218° | 227.2°T | - | A3300+ | | K220- |
| LUSEP 3R RNAV 1 | 010 | IF | LUSEP | - | - | - | - | F100+ | | |
| | 020 | TF | NAPUN | - | 169° | 178.2°T | 7.5 | | | K250- |
| | 030 | TF | HK890 | - | 169° | 178.2°T | 13.8 | | | |
| | 040 | TF | HK897 | - | 218° | 227.8°T | 16.5 | | | |
| | 050 | TF | HK932 | - | 218° | 227.5°T | 7.8 | | | |
| | 060 | TF | NEKKU | - | 218° | 227.3°T | 4.8 | A3300+ | | K220- |
| | 070 | TF | MALKE | - | 218° | 227.2°T | 3.0 | A3300+ | | K220- |
| | 080 | FM | MALKE | - | 218° | 227.2°T | - | A3300+ | | K220- |
| ROPAM 3R RNAV 1 | 010 | IF | ROPAM | - | - | - | - | | | K250- |
| | 020 | TF | HK711 | - | 290° | 299.3°T | 17.2 | | | |
| | 030 | TF | HK933 | - | 218° | 227.6°T | 7.5 | | | |
| | 040 | TF | ORILE | - | 218° | 227.5°T | 4.2 | A3300+ | | K220- |
| | 050 | TF | VISSI | - | 218° | 227.4°T | 3.0 | A3300+ | | K220- |
| | 060 | FM | VISSI | - | 218° | 227.4°T | - | A3300+ | | K220- |
| VEPIN 3R RNAV 1 | 010 | IF | VEPIN | - | - | - | - | F100+ | | |
| | 020 | TF | MAMOP | - | 243° | 251.9°T | 10.9 | | | K250- |
| | 030 | TF | HK807 | - | 231° | 240.8°T | 19.2 | | | |
| | 040 | TF | HK711 | - | 218° | 227.8°T | 13.0 | | | |
| | 050 | TF | HK933 | - | 218° | 227.6°T | 7.5 | | | |
| | 060 | TF | ORILE | - | 218° | 227.5°T | 4.2 | A3300+ | | K220- |
| | 070 | TF | VISSI | - | 218° | 227.4°T | 3.0 | A3300+ | | K220- |
| | 080 | FM | VISSI | - | 218° | 227.4°T | - | A3300+ | | K220- |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| DIVAM | 067.4°T | 058° | Right | K230- | F100 | 1 MIN | - |
| INTOR | 023.1°T | 014° | Right | K230- | F120 | 1 MIN | - |
| LAKUT | 077.9°T | 069° | Left | K230- | F100 | 1 MIN | - |
| LUSEP | 181.3°T | 172° | Left | K230- | F100 | 1 MIN | - |
| ROPAM | 302.0°T | 293° | Right | K230- | A3000 | 1 MIN | - |
| VEPIN | 236.1°T | 227° | Left | K230- | F100 | 1 MIN | - |

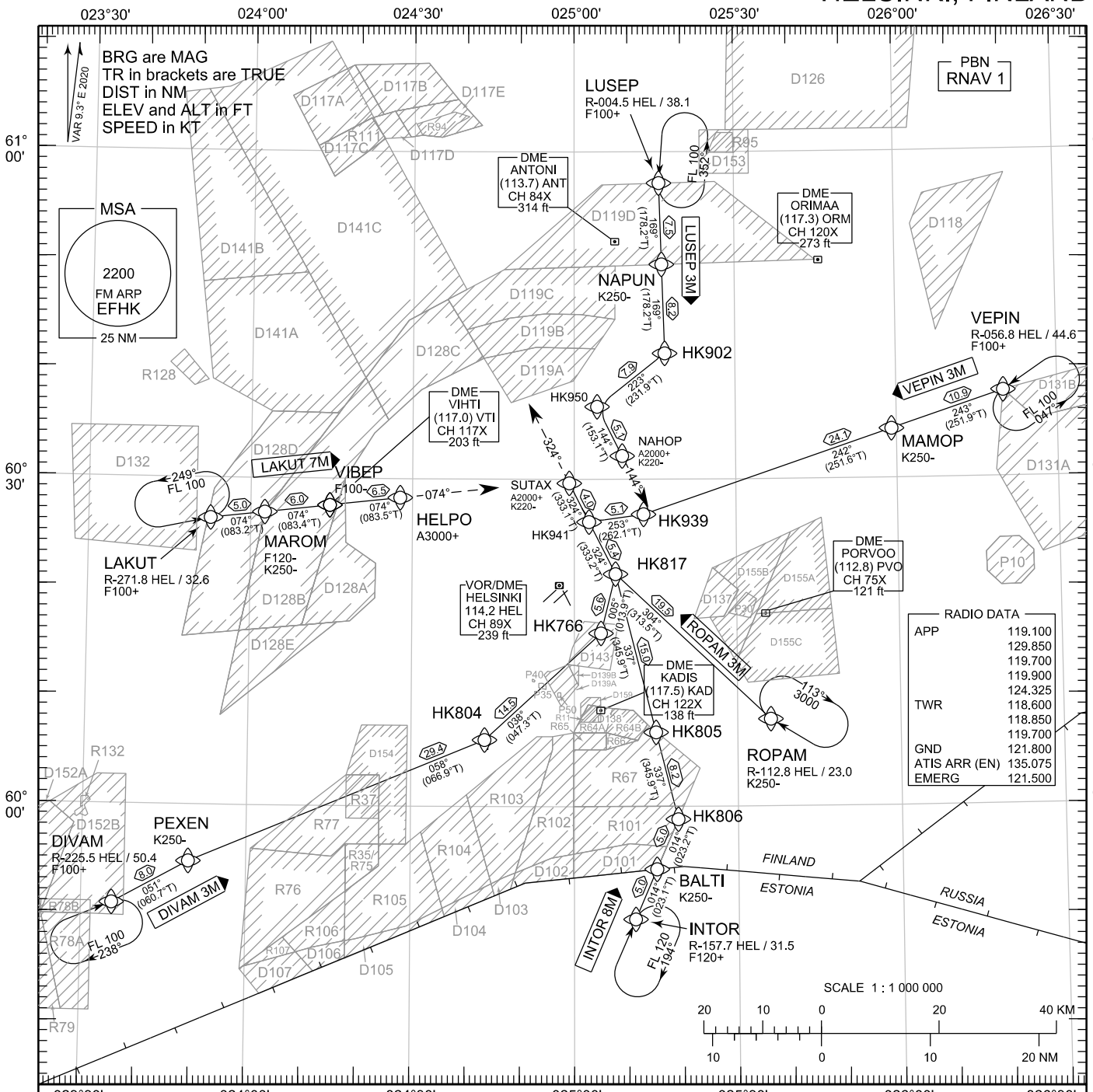
| WPT COORD |
|---|
| SEE PAGE EFHK AD 2.15 - 1 |


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# HELSINKI, FINLAND




## RNAV STAR RWY 15

DIVAM 3M INTOR 8M LAKUT 7M LUSEP 3M ROPAM 3M VEPIN 3M

DME/DME OPS: MORE THAN 2 DME INPUTS CANNOT BE GUARANTEED AT ALL TIMES.

AREA MNM ALT: SEE AMA INDEX, AIP ENR 6.1 - 3

ROUTES: RNAV PROC CODING ON THE VERSO OF THE CHART.

UNLESS OTHERWISE INSTRUCTED, STAR MUST BE FLOWN ACCORDING TO THE DEFINED WAYPOINT SEQUENCE UNTIL THE LAST WAYPOINT AND THEN CONTINUE ON THE DEFINED COURSE. ATC CLEARANCE TO INBOUND IS ALWAYS REQUIRED.

ATC WILL GIVE DESCENT CLEARANCES.

WPT CONSTRAINTS: ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC.

CD OPS: BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR FOLLOWED BY DCT INTERCEPT TO IAF OF THE ACKNOWLEDGED IAP OR AS ADVISED BY ATC.

RCF: SELECT TRANSPONDER CODE 7600.

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CHG: ADDN R128, R132


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| EFHK RNAV STAR RWY 15 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| DIVAM 3M RNAV 1 | 010 | IF | DIVAM | - | - | - | - | F100+ | | |
| | 020 | TF | PEXEN | - | 051° | 060.7°T | 8.0 | | | K250- |
| | 030 | TF | HK804 | - | 058° | 066.9°T | 29.4 | | | |
| | 040 | TF | HK766 | - | 038° | 047.3°T | 14.5 | | | |
| | 050 | TF | HK817 | - | 005° | 013.9°T | 5.6 | | | |
| | 060 | TF | HK941 | - | 324° | 333.2°T | 5.4 | | | |
| | 070 | TF | SUTAX | - | 324° | 333.1°T | 4.0 | A2000+ | | K220- |
| | 080 | FM | SUTAX | - | 324° | 333.1°T | - | A2000+ | | K220- |
| INTOR 8M RNAV 1 | 010 | IF | INTOR | - | - | - | - | F120+ | | |
| | 020 | TF | BALTI | - | 014° | 023.1°T | 5.0 | | | K250- |
| | 030 | TF | HK806 | - | 014° | 023.2°T | 5.0 | | | |
| | 040 | TF | HK805 | - | 337° | 345.9°T | 8.2 | | | |
| | 050 | TF | HK817 | - | 337° | 345.9°T | 15.0 | | | |
| | 060 | TF | HK941 | - | 324° | 333.2°T | 5.4 | | | |
| | 070 | TF | SUTAX | - | 324° | 333.1°T | 4.0 | A2000+ | | K220- |
| | 080 | FM | SUTAX | - | 324° | 333.1°T | - | A2000+ | | K220- |
| LAKUT 7M RNAV 1 | 010 | IF | LAKUT | - | - | - | - | F100+ | | |
| | 020 | TF | MAROM | - | 074° | 083.2°T | 5.0 | F120- | | K250- |
| | 030 | TF | VIBEP | - | 074° | 083.4°T | 6.0 | F100- | | |
| | 040 | TF | HELPO | - | 074° | 083.5°T | 6.5 | A3000+ | | |
| | 050 | FM | HELPO | - | 074° | 083.5°T | - | A3000+ | | |
| LUSEP 3M RNAV 1 | 010 | IF | LUSEP | - | - | - | - | F100+ | | |
| | 020 | TF | NAPUN | - | 169° | 178.2°T | 7.5 | | | K250- |
| | 030 | TF | HK902 | - | 169° | 178.2°T | 8.2 | | | |
| | 040 | TF | HK950 | - | 223° | 231.9°T | 7.9 | | | |
| | 050 | TF | NAHOP | - | 144° | 153.1°T | 5.1 | A2000+ | | K220- |
| | 060 | FM | NAHOP | - | 144° | 153.1°T | - | A2000+ | | |
| ROPAM 3M RNAV 1 | 010 | IF | ROPAM | - | - | - | - | | | K250- |
| | 020 | TF | HK817 | - | 304° | 313.5°T | 19.5 | | | |
| | 030 | TF | HK941 | - | 324° | 333.2°T | 5.4 | | | |
| | 040 | TF | SUTAX | - | 324° | 333.1°T | 4.0 | A2000+ | | K220- |
| | 050 | FM | SUTAX | - | 324° | 333.1°T | - | A2000+ | | K220- |
| VEPIN 3M RNAV 1 | 010 | IF | VEPIN | - | - | - | - | F100+ | | |
| | 020 | TF | MAMOP | - | 243° | 251.9°T | 10.9 | | | K250- |
| | 030 | TF | HK939 | - | 242° | 251.6°T | 24.1 | | | |
| | 040 | TF | HK941 | - | 253° | 262.1°T | 5.1 | | | |
| | 050 | TF | SUTAX | - | 324° | 333.1°T | 4.0 | A2000+ | | K220- |
| | 060 | FM | SUTAX | - | 324° | 333.1°T | - | A2000+ | | K220- |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| DIVAM | 067.4°T | 058° | Right | K230- | F100 | 1 MIN | - |
| INTOR | 023.1°T | 014° | Right | K230- | F120 | 1 MIN | - |
| LAKUT | 077.9°T | 069° | Left | K230- | F100 | 1 MIN | - |
| LUSEP | 181.3°T | 172° | Left | K230- | F100 | 1 MIN | - |
| ROPAM | 302.0°T | 293° | Right | K230- | A3000 | 1 MIN | - |
| VEPIN | 236.1°T | 227° | Left | K230- | F100 | 1 MIN | - |

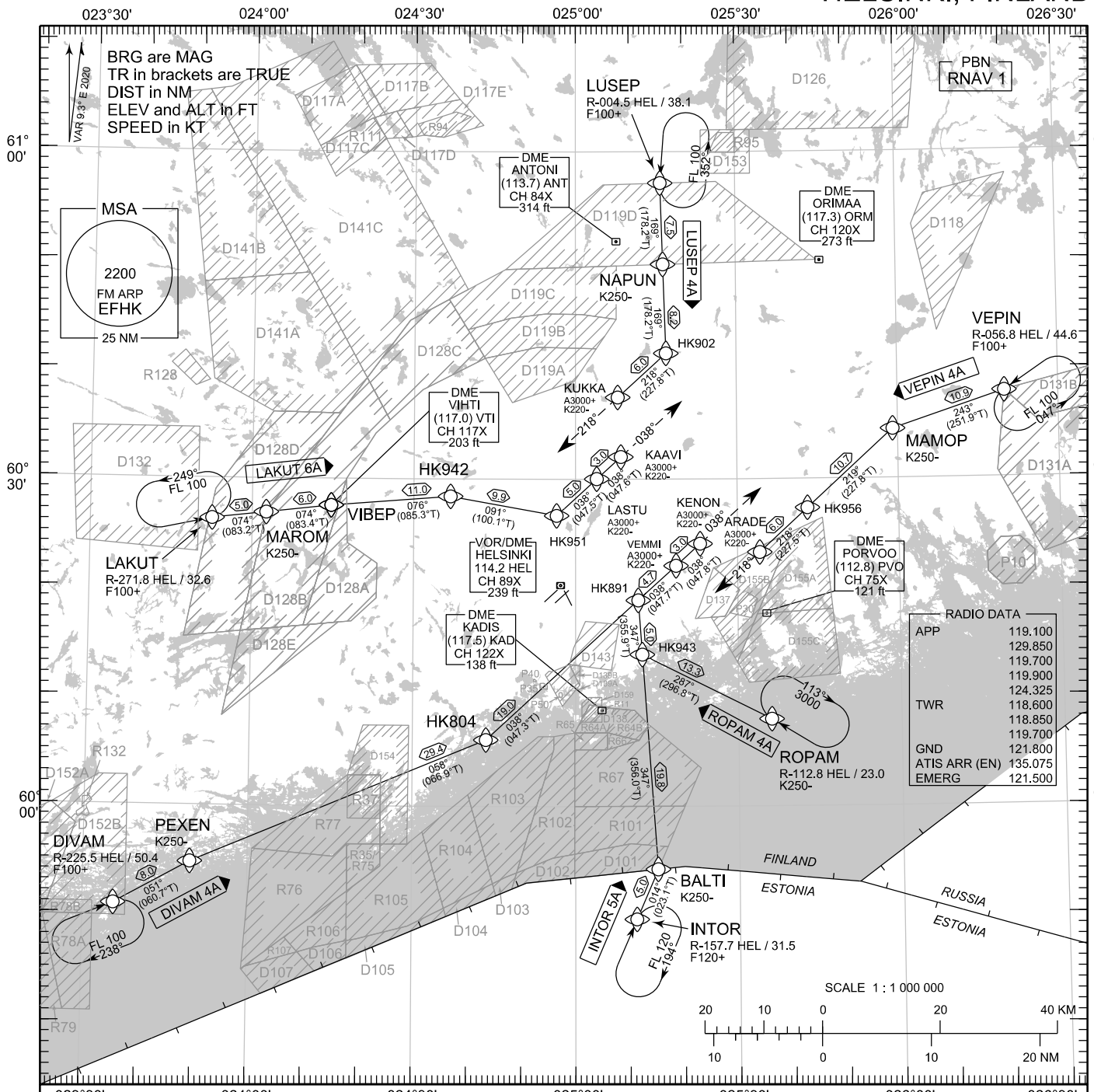
| WPT COORD |
|---|
| SEE PAGE EFHK AD 2.15 - 1 |


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# HELSINKI, FINLAND




## RNAV STAR RWY 22L

DIVAM 4A INTOR 5A LAKUT 6A LUSEP 4A ROPAM 4A VEPIN 4A

DME/DME OPS: MORE THAN 2 DME INPUTS CANNOT BE GUARANTEED AT ALL TIMES.

AREA MNM ALT: SEE AMA INDEX, AIP ENR 6.1 - 3

ROUTES: RNAV PROC CODING ON THE VERSO OF THE CHART.

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CD OPS: BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR FOLLOWED BY DCT INTERCEPT TO IAF OF THE ACKNOWLEDGED IAP OR AS ADVISED BY ATC.

RCF: SELECT TRANSPONDER CODE 7600.

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RNAV STAR HAS NOT BEEN GIVEN AND ACKNOWLEDGED:
CONTINUE 2 MIN ON LAST ASSIGNED AND ACKNOWLEDGED HDG AND ALT/FL, THEN PROCEED TO IAF.

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CHG: ADDN R128, R132



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| EFHK RNAV STAR RWY 22L | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| DIVAM 4A RNAV 1 | 010 | IF | DIVAM | - | - | - | - | F100+ | | |
| | 020 | TF | PEXEN | - | 051° | 060.7°T | 8.0 | | | K250- |
| | 030 | TF | HK804 | - | 058° | 066.9°T | 29.4 | | | |
| | 040 | TF | HK891 | - | 038° | 047.3°T | 19.0 | | | |
| | 050 | TF | VEMMI | - | 038° | 047.7°T | 4.7 | A3000+ | | K220- |
| | 060 | TF | KENON | - | 038° | 047.8°T | 3.0 | A3000+ | | K220- |
| | 070 | FM | KENON | - | 038° | 047.8°T | - | A3000+ | | K220- |
| INTOR 5A RNAV 1 | 010 | IF | INTOR | - | - | - | - | F120+ | | |
| | 020 | TF | BALTI | - | 014° | 023.1°T | 5.0 | | | K250- |
| | 030 | TF | HK943 | - | 347° | 356.0°T | 19.8 | | | |
| | 040 | TF | HK891 | - | 347° | 355.9°T | 5.0 | | | |
| | 050 | TF | VEMMI | - | 038° | 047.7°T | 4.7 | A3000+ | | K220- |
| | 060 | TF | KENON | - | 038° | 047.8°T | 3.0 | A3000+ | | K220- |
| | 070 | FM | KENON | - | 038° | 047.8°T | - | A3000+ | | K220- |
| LAKUT 6A RNAV 1 | 010 | IF | LAKUT | - | - | - | - | F100+ | | |
| | 020 | TF | MAROM | - | 074° | 083.2°T | 5.0 | | | K250- |
| | 030 | TF | VIBEP | - | 074° | 083.4°T | 6.0 | | | |
| | 040 | TF | HK942 | - | 076° | 085.3°T | 11.0 | | | |
| | 050 | TF | HK951 | - | 091° | 100.1°T | 9.9 | | | |
| | 060 | TF | LASTU | - | 038° | 047.5°T | 5.0 | A3000+ | | K220- |
| | 070 | TF | KAAVI | - | 038° | 047.6°T | 3.0 | A3000+ | | K220- |
| | 080 | FM | KAAVI | - | 038° | 047.6°T | - | A3000+ | | K220- |
| LUSEP 4A RNAV 1 | 010 | IF | LUSEP | - | - | - | - | F100+ | | |
| | 020 | TF | NAPUN | - | 169° | 178.2°T | 7.5 | | | K250- |
| | 030 | TF | HK902 | - | 169° | 178.2°T | 8.2 | | | |
| | 040 | TF | KUKKA | - | 218° | 227.8°T | 6.0 | A3000+ | | K220- |
| | 050 | FM | KUKKA | - | 218° | 227.8°T | - | A3000+ | | K220- |
| ROPAM 4A RNAV 1 | 010 | IF | ROPAM | - | - | - | - | | | K250- |
| | 020 | TF | HK943 | - | 287° | 296.8°T | 13.3 | | | |
| | 030 | TF | HK891 | - | 347° | 355.9°T | 5.0 | | | |
| | 040 | TF | VEMMI | - | 038° | 047.7°T | 4.7 | A3000+ | | K220- |
| | 050 | TF | KENON | - | 038° | 047.8°T | 3.0 | A3000+ | | K220- |
| | 060 | FM | KENON | - | 038° | 047.8°T | - | A3000+ | | K220- |
| VEPIN 4A RNAV 1 | 010 | IF | VEPIN | - | - | - | - | F100+ | | |
| | 020 | TF | MAMOP | - | 243° | 251.9°T | 10.9 | | | K250- |
| | 030 | TF | HK956 | - | 219° | 227.8°T | 10.7 | | | |
| | 040 | TF | ARADE | - | 218° | 227.5°T | 6.0 | A3000+ | | K220- |
| | 050 | FM | ARADE | - | 218° | 227.5°T | - | A3000+ | | K220- |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| DIVAM | 067.4°T | 058° | Right | K230- | F100 | 1 MIN | - |
| INTOR | 023.1°T | 014° | Right | K230- | F120 | 1 MIN | - |
| LAKUT | 077.9°T | 069° | Left | K230- | F100 | 1 MIN | - |
| LUSEP | 181.3°T | 172° | Left | K230- | F100 | 1 MIN | - |
| ROPAM | 302.0°T | 293° | Right | K230- | A3000 | 1 MIN | - |
| VEPIN | 236.1°T | 227° | Left | K230- | F100 | 1 MIN | - |

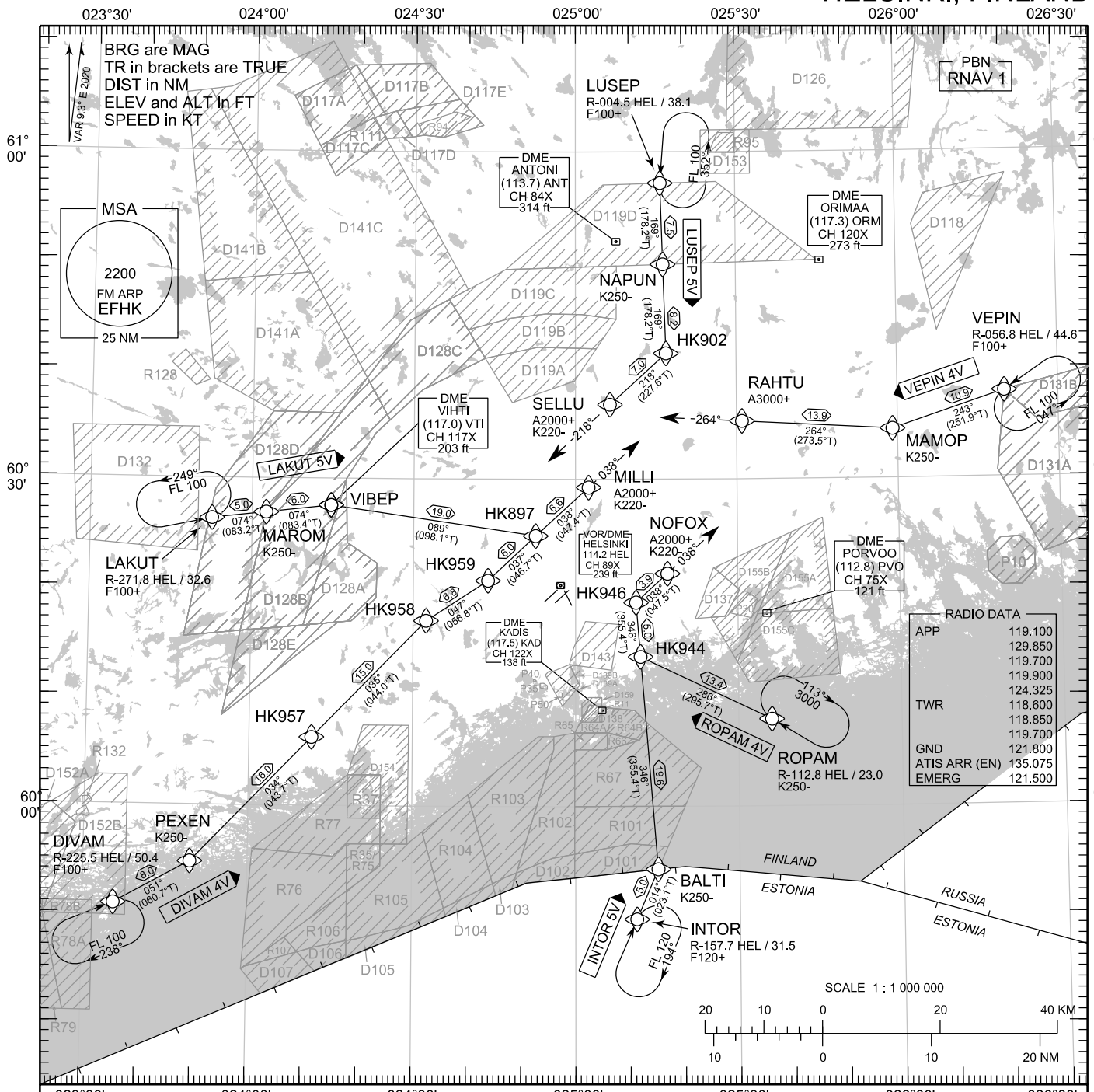
| WPT COORD |
|---|
| SEE PAGE EFHK AD 2.15 - 1 |


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# HELSINKI, FINLAND




## RNAV STAR RWY 22R 1/2

DIVAM 4V INTOR 5V LAKUT 5V LUSEP 5V ROPAM 4V VEPIN 4V

DME/DME OPS: MORE THAN 2 DME INPUTS CANNOT BE GUARANTEED AT ALL TIMES.

AREA MNM ALT: SEE AMA INDEX, AIP ENR 6.1 - 3

ROUTES: RNAV PROC CODING ON THE VERSO OF THE CHART.

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ATC WILL GIVE DESCENT CLEARANCES.

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CD OPS: BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR FOLLOWED BY DCT INTERCEPT TO IAF OF THE ACKNOWLEDGED IAP OR AS ADVISED BY ATC.

RCF: SELECT TRANSPONDER CODE 7600.

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RNAV STAR HAS NOT BEEN GIVEN AND ACKNOWLEDGED:
CONTINUE 2 MIN ON LAST ASSIGNED AND ACKNOWLEDGED HDG AND ALT/FL, THEN PROCEED TO IAF.

FROM IAF EXECUTE IAP TO THE ACKNOWLEDGED RWY AND VACATE.

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CHG: ADDN R128, R132



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| EFHK RNAV STAR RWY 22R 1/2 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| DIVAM 4V RNAV 1 | 010 | IF | DIVAM | - | - | - | - | F100+ | | |
| | 020 | TF | PEXEN | - | 051° | 060.7°T | 8.0 | | | K250- |
| | 030 | TF | HK957 | - | 034° | 043.7°T | 16.0 | | | |
| | 040 | TF | HK958 | - | 035° | 044.0°T | 15.0 | | | |
| | 050 | TF | HK959 | - | 047° | 056.8°T | 6.8 | | | |
| | 060 | TF | HK897 | - | 037° | 046.7°T | 6.0 | | | |
| | 070 | TF | MILLI | - | 038° | 047.4°T | 6.6 | A2000+ | | K220- |
| | 080 | FM | MILLI | - | 038° | 047.4°T | - | A2000+ | | K220- |
| INTOR 5V RNAV 1 | 010 | IF | INTOR | - | - | - | - | F120+ | | |
| | 020 | TF | BALTI | - | 014° | 023.1°T | 5.0 | | | K250- |
| | 030 | TF | HK944 | - | 346° | 355.4°T | 19.6 | | | |
| | 040 | TF | HK946 | - | 346° | 355.4°T | 5.0 | | | |
| | 050 | TF | NOFOX | - | 038° | 047.5°T | 3.9 | A2000+ | | K220- |
| | 060 | FM | NOFOX | - | 038° | 047.5°T | - | A2000+ | | K220- |
| LAKUT 5V RNAV 1 | 010 | IF | LAKUT | - | - | - | - | F100+ | | |
| | 020 | TF | MAROM | - | 074° | 083.2°T | 5.0 | | | K250- |
| | 030 | TF | VIBEP | - | 074° | 083.4°T | 6.0 | | | |
| | 040 | TF | HK897 | - | 089° | 098.1°T | 19.0 | | | |
| | 050 | TF | MILLI | - | 038° | 047.4°T | 6.6 | A2000+ | | K220- |
| | 060 | FM | MILLI | - | 038° | 047.4°T | - | A2000+ | | K220- |
| LUSEP 5V RNAV 1 | 010 | IF | LUSEP | - | - | - | - | F100+ | | |
| | 020 | TF | NAPUN | - | 169° | 178.2°T | 7.5 | | | K250- |
| | 030 | TF | HK902 | - | 169° | 178.2°T | 8.2 | | | |
| | 040 | TF | SELLU | - | 218° | 227.6°T | 7.0 | A2000+ | | K220- |
| | 050 | FM | SELLU | - | 218° | 227.6°T | - | A2000+ | | K220- |
| ROPAM 4V RNAV 1 | 010 | IF | ROPAM | - | - | - | - | | | K250- |
| | 020 | TF | HK944 | - | 286° | 295.7°T | 13.4 | | | |
| | 030 | TF | HK946 | - | 346° | 355.4°T | 5.0 | | | |
| | 040 | TF | NOFOX | - | 038° | 047.5°T | 3.9 | A2000+ | | K220- |
| | 050 | FM | NOFOX | - | 038° | 047.5°T | - | A2000+ | | K220- |
| VEPIN 4V RNAV 1 | 010 | IF | VEPIN | - | - | - | - | F100+ | | |
| | 020 | TF | MAMOP | - | 243° | 251.9°T | 10.9 | | | K250- |
| | 030 | TF | RAHTU | - | 264° | 273.5°T | 13.9 | A3000+ | | |
| | 040 | FM | RAHTU | - | 264° | 273.5°T | - | A3000+ | | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| DIVAM | 067.4°T | 058° | Right | K230- | F100 | 1 MIN | - |
| INTOR | 023.1°T | 014° | Right | K230- | F120 | 1 MIN | - |
| LAKUT | 077.9°T | 069° | Left | K230- | F100 | 1 MIN | - |
| LUSEP | 181.3°T | 172° | Left | K230- | F100 | 1 MIN | - |
| ROPAM | 302.0°T | 293° | Right | K230- | A3000 | 1 MIN | - |
| VEPIN | 236.1°T | 227° | Left | K230- | F100 | 1 MIN | - |

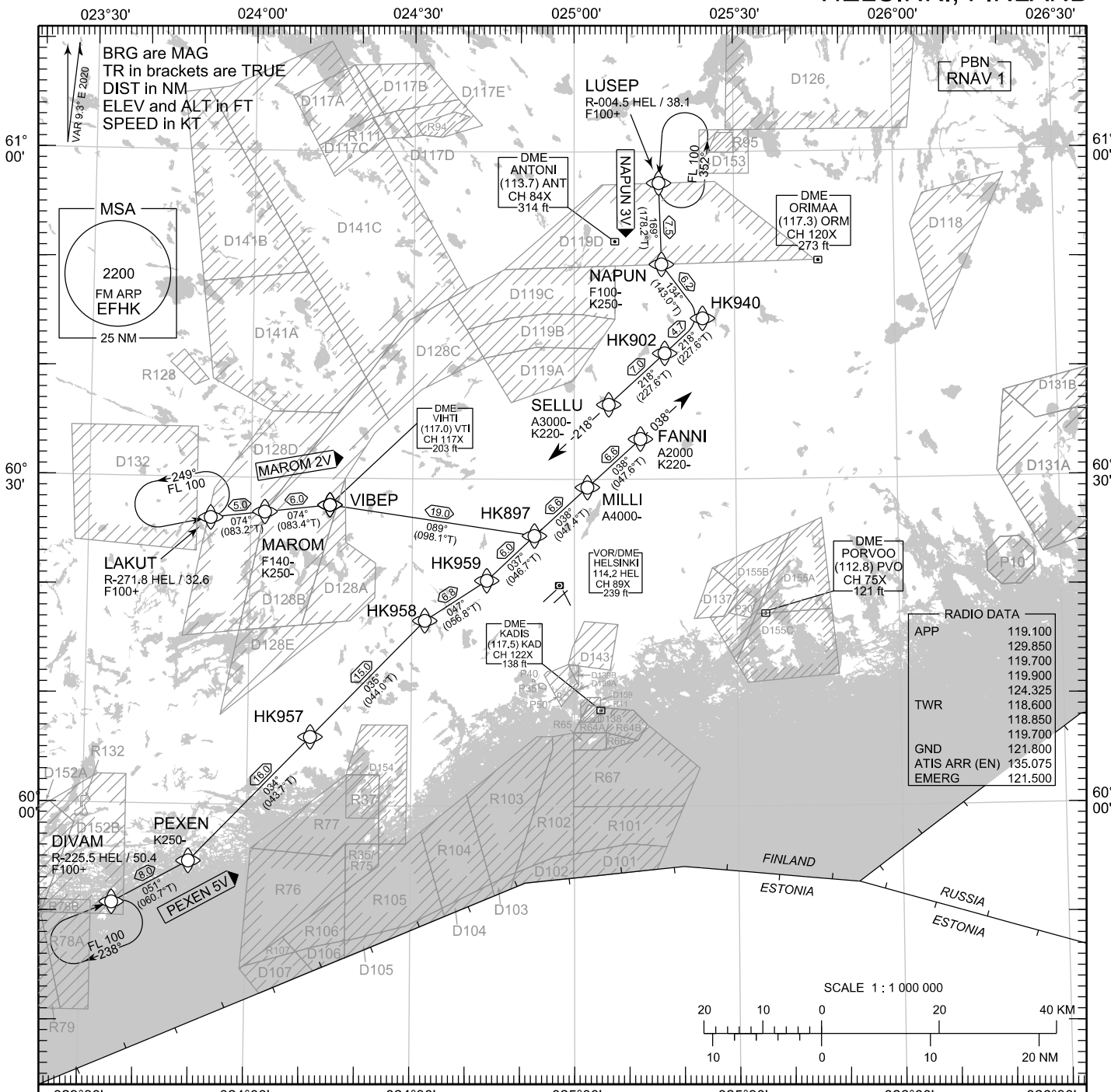
| WPT COORD |
|---|
| SEE PAGE EFHK AD 2.15 - 1 |


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TRANSITION ALT
5000



# HELSINKI, FINLAND




## RNAV STAR RWY 22R 2/2

MAROM 2V NAPUN 3V PEXEN 5V

DME/DME OPS: MORE THAN 2 DME INPUTS CANNOT BE GUARANTEED AT ALL TIMES.

AREA MNM ALT: SEE AMA INDEX, AIP ENR 6.1 - 3

ROUTES: RNAV PROC CODING ON THE VERSO OF THE CHART.

UNLESS OTHERWISE INSTRUCTED, STAR MUST BE FLOWN ACCORDING TO THE DEFINED WAYPOINT SEQUENCE UNTIL THE LAST WAYPOINT AND THEN CONTINUE ON THE DEFINED COURSE. ATC CLEARANCE TO INBOUND IS ALWAYS REQUIRED.

ATC WILL GIVE DESCENT CLEARANCES.

WPT CONSTRAINTS: ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC.

CD OPS: BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR FOLLOWED BY DCT INTERCEPT TO IAF OF THE ACKNOWLEDGED IAP OR AS ADVISED BY ATC.

RCF: SELECT TRANSPONDER CODE 7600.

RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED:
FOLLOW THE STAR UNTIL THE LAST WAYPOINT AND PROCEED TO IAF. IF RADAR VECTORED, CONTINUE 2 MIN ON LAST ASSIGNED AND ACKNOWLEDGED HDG AND ALT/FL, THEN RESUME STAR UNTIL THE LAST WAYPOINT AND PROCEED TO IAF.

RNAV STAR HAS NOT BEEN GIVEN AND ACKNOWLEDGED:
CONTINUE 2 MIN ON LAST ASSIGNED AND ACKNOWLEDGED HDG AND ALT/FL, THEN PROCEED TO IAF.

FROM IAF EXECUTE IAP TO THE ACKNOWLEDGED RWY AND VACATE.

AIRCRAFT HAVING TELEPHONE, CALL +358 9 6151 3324.

CHG: ADDN R128, R132



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| EFHK RNAV STAR RWY 22R 2/2 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| MAROM 2V RNAV 1 | 010 | IF | LAKUT | - | - | - | - | F100+ | | |
| | 020 | TF | MAROM | - | 074° | 083.2°T | 5.0 | F140- | | K250- |
| | 030 | TF | VIBEP | - | 074° | 083.4°T | 6.0 | | | |
| | 040 | TF | HK897 | - | 089° | 098.1°T | 19.0 | | | |
| | 050 | TF | MILLI | - | 038° | 047.4°T | 6.6 | A4000- | | |
| | 060 | TF | FANNI | - | 038° | 047.6°T | 6.6 | A2000 | | K220- |
| | 070 | FM | FANNI | - | 038° | 047.6°T | - | A2000 | | K220- |
| NAPUN 3V RNAV 1 | 010 | IF | LUSEP | - | - | - | - | F100+ | | |
| | 020 | TF | NAPUN | - | 169° | 178.2°T | 7.5 | F100- | | K250- |
| | 030 | TF | HK940 | - | 134° | 143.0°T | 6.2 | | | |
| | 040 | TF | HK902 | - | 218° | 227.6°T | 4.7 | | | |
| | 050 | TF | SELLU | - | 218° | 227.6°T | 7.0 | A3000- | | K220- |
| | 060 | FM | SELLU | - | 218° | 227.6°T | - | A3000- | | K220- |
| PEXEN 5V RNAV 1 | 010 | IF | DIVAM | - | - | - | - | F100+ | | |
| | 020 | TF | PEXEN | - | 051° | 060.7°T | 8.0 | | | K250- |
| | 030 | TF | HK957 | - | 034° | 043.7°T | 16.0 | | | |
| | 040 | TF | HK958 | - | 035° | 044.0°T | 15.0 | | | |
| | 050 | TF | HK959 | - | 047° | 056.8°T | 6.8 | | | |
| | 060 | TF | HK897 | - | 037° | 046.7°T | 6.0 | | | |
| | 070 | TF | MILLI | - | 038° | 047.4°T | 6.6 | A4000- | | |
| | 080 | TF | FANNI | - | 038° | 047.6°T | 6.6 | A2000 | | K220- |
| | 090 | FM | FANNI | - | 038° | 047.6°T | - | A2000 | | K220- |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| DIVAM | 067.4°T | 058° | Right | K230- | F100 | 1 MIN | - |
| LAKUT | 077.9°T | 069° | Left | K230- | F100 | 1 MIN | - |
| LUSEP | 181.3°T | 172° | Left | K230- | F100 | 1 MIN | - |

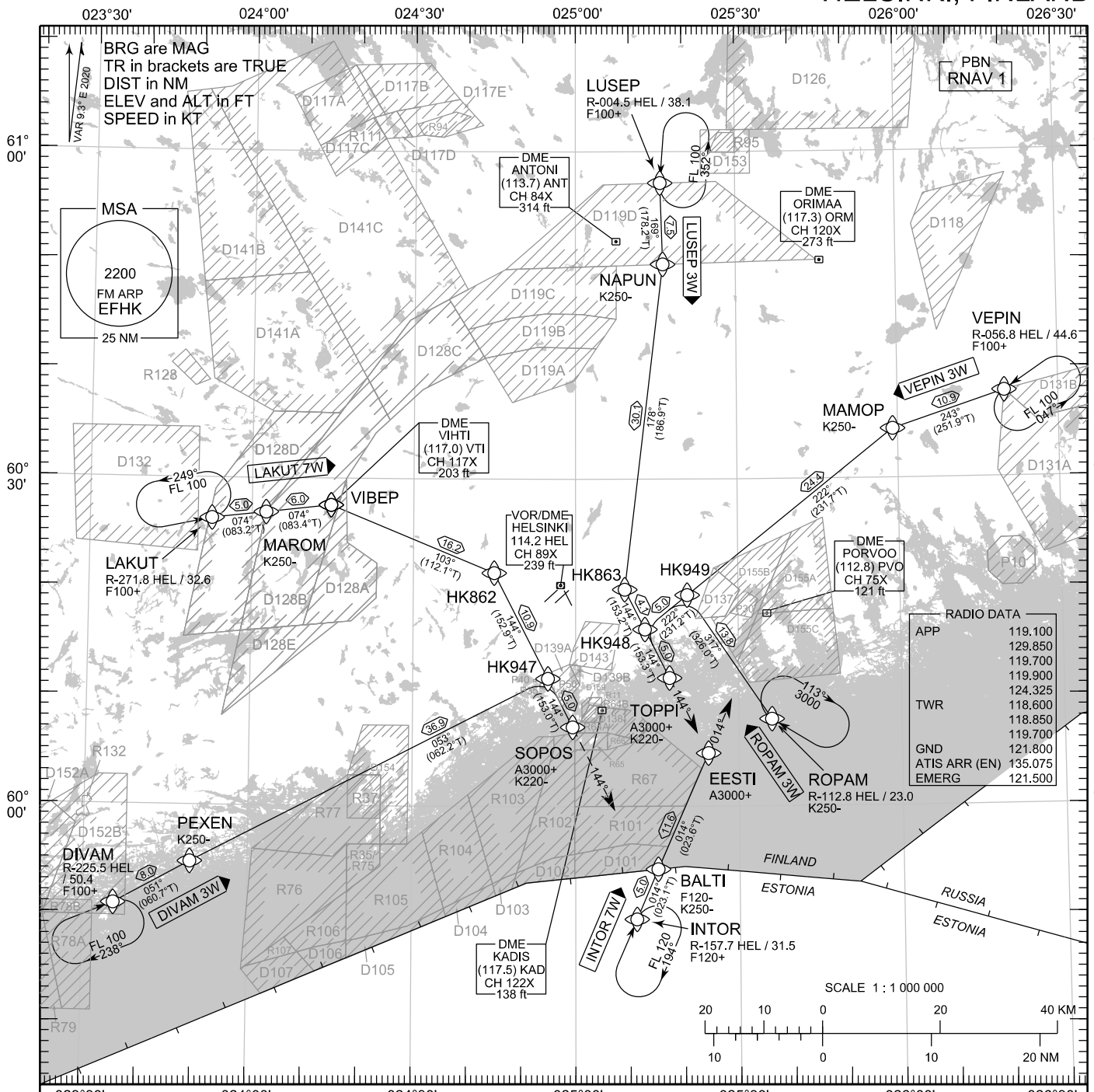
| WPT COORD |
|---|
| SEE PAGE EFHK AD 2.15 - 1 |


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# HELSINKI, FINLAND




## RNAV STAR RWY 33

DIVAM 3W INTOR 7W LAKUT 7W LUSEP 3W ROPAM 3W VEPIN 3W

DME/DME OPS: MORE THAN 2 DME INPUTS CANNOT BE GUARANTEED AT ALL TIMES.

AREA MNM ALT: SEE AMA INDEX, AIP ENR 6.1 - 3

ROUTES: RNAV PROC CODING ON THE VERSO OF THE CHART.

UNLESS OTHERWISE INSTRUCTED, STAR MUST BE FLOWN ACCORDING TO THE DEFINED WAYPOINT SEQUENCE UNTIL THE LAST WAYPOINT AND THEN CONTINUE ON THE DEFINED COURSE. ATC CLEARANCE TO INBOUND IS ALWAYS REQUIRED.

ATC WILL GIVE DESCENT CLEARANCES.

WPT CONSTRAINTS: ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC.

CD OPS: BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR FOLLOWED BY DCT INTERCEPT TO IAF OF THE ACKNOWLEDGED IAP OR AS ADVISED BY ATC.

RCF: SELECT TRANSPONDER CODE 7600.

RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED:
FOLLOW THE STAR UNTIL THE LAST WAYPOINT AND PROCEED TO IAF.
IF RADAR VECTORED, CONTINUE 2 MIN ON LAST ASSIGNED AND ACKNOWLEDGED HDG AND ALT/FL, THEN RESUME STAR UNTIL THE LAST WAYPOINT AND PROCEED TO IAF.

RNAV STAR HAS NOT BEEN GIVEN AND ACKNOWLEDGED:
CONTINUE 2 MIN ON LAST ASSIGNED AND ACKNOWLEDGED HDG AND ALT/FL, THEN PROCEED TO IAF.

FROM IAF EXECUTE IAP TO THE ACKNOWLEDGED RWY AND VACATE.

AIRCRAFT HAVING TELEPHONE, CALL +358 9 6151 3324.

CHG: ADDN R128, R132



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| EFHK RNAV STAR RWY 33 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| DIVAM 3W RNAV 1 | 010 | IF | DIVAM | - | - | - | - | F100+ | | |
| | 020 | TF | PEXEN | - | 051° | 060.7°T | 8.0 | | | K250- |
| | 030 | TF | HK947 | - | 053° | 062.2°T | 36.9 | | | |
| | 040 | TF | SOPOS | - | 144° | 153.0°T | 5.0 | A3000+ | | K220- |
| | 050 | FM | SOPOS | - | 144° | 153.0°T | - | A3000+ | | K220- |
| INTOR 7W RNAV 1 | 010 | IF | INTOR | - | - | - | - | F120+ | | |
| | 020 | TF | BALTI | - | 014° | 023.1°T | 5.0 | F120- | | K250- |
| | 030 | TF | EESTI | - | 014° | 023.6°T | 11.6 | A3000+ | | |
| | 040 | FM | EESTI | - | 014° | 023.6°T | - | A3000+ | | |
| LAKUT 7W RNAV 1 | 010 | IF | LAKUT | - | - | - | - | F100+ | | |
| | 020 | TF | MAROM | - | 074° | 083.2°T | 5.0 | | | K250- |
| | 030 | TF | VIBEP | - | 074° | 083.4°T | 6.0 | | | |
| | 040 | TF | HK862 | - | 103° | 112.1°T | 16.2 | | | |
| | 050 | TF | HK947 | - | 144° | 152.9°T | 10.9 | | | |
| | 060 | TF | SOPOS | - | 144° | 153.0°T | 5.0 | A3000+ | | K220- |
| | 070 | FM | SOPOS | - | 144° | 153.0°T | - | A3000+ | | K220- |
| LUSEP 3W RNAV 1 | 010 | IF | LUSEP | - | - | - | - | F100+ | | |
| | 020 | TF | NAPUN | - | 169° | 178.2°T | 7.5 | | | K250- |
| | 030 | TF | HK863 | - | 178° | 186.9°T | 30.1 | | | |
| | 040 | TF | HK948 | - | 144° | 153.2°T | 4.1 | | | |
| | 050 | TF | TOPPI | - | 144° | 153.3°T | 5.0 | A3000+ | | K220- |
| | 060 | FM | TOPPI | - | 144° | 153.3°T | - | A3000+ | | K220- |
| ROPAM 3W RNAV 1 | 010 | IF | ROPAM | - | - | - | - | | | K250- |
| | 020 | TF | HK949 | - | 317° | 326.0°T | 13.8 | | | |
| | 030 | TF | HK948 | - | 222° | 231.2°T | 5.0 | | | |
| | 040 | TF | TOPPI | - | 144° | 153.3°T | 5.0 | A3000+ | | K220- |
| | 050 | FM | TOPPI | - | 144° | 153.3°T | - | A3000+ | | K220- |
| VEPIN 3W RNAV 1 | 010 | IF | VEPIN | - | - | - | - | F100+ | | |
| | 020 | TF | MAMOP | - | 243° | 251.9°T | 10.9 | | | K250- |
| | 030 | TF | HK949 | - | 222° | 231.7°T | 24.4 | | | |
| | 040 | TF | HK948 | - | 222° | 231.2°T | 5.0 | | | |
| | 050 | TF | TOPPI | - | 144° | 153.3°T | 5.0 | A3000+ | | K220- |
| | 060 | FM | TOPPI | - | 144° | 153.3°T | - | A3000+ | | K220- |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| DIVAM | 067.4°T | 058° | Right | K230- | F100 | 1 MIN | - |
| INTOR | 023.1°T | 014° | Right | K230- | F120 | 1 MIN | - |
| LAKUT | 077.9°T | 069° | Left | K230- | F100 | 1 MIN | - |
| LUSEP | 181.3°T | 172° | Left | K230- | F100 | 1 MIN | - |
| ROPAM | 302.0°T | 293° | Right | K230- | A3000 | 1 MIN | - |
| VEPIN | 236.1°T | 227° | Left | K230- | F100 | 1 MIN | - |

| WPT COORD |
|---|
| SEE PAGE EFHK AD 2.15 - 1 |


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THIS INDEX PROVIDES VERTICAL LIMITS FOR PERMANENT PRD AREAS SHOWN ON VARIOUS EFHK AIP CHARTS
FOR OTHER DETAILS, SEE AIP ENR 5.1

| ID | VERTICAL LIMITS | |
|---|---|---|
| | UPPER | LOWER |
| P-AREA | | |
| P10 | FL 65 | SFC |
| P30 | 1300 FT MSL | SFC |
| P35 | 500 FT MSL | SFC |
| P40 | 500 FT MSL | SFC |
| P50 | 500 FT MSL | SFC |
| R-AREA | | |
| R11 | 1300 FT MSL | SFC |
| R35 | 2000 FT MSL | SFC |
| R37 | 2000 FT MSL | SFC |
| R43 | 2000 FT MSL | SFC |
| R45 | 2000 FT MSL | SFC |
| R56 | FL 250 | SFC |
| R57 | FL 250 | SFC |
| R58 | FL 250 | SFC |
| R64A | FL 250 | SFC |
| R64B | FL 250 | SFC |
| R65 | FL 390 | SFC |
| R66 | FL 390 | SFC |
| R67 | FL 390 | SFC |
| R75 | FL 250 | SFC |
| R76 | UNL | SFC |
| R77 | FL 390 | SFC |
| R78A | FL 250 | SFC |
| R78B | FL 250 | SFC |
| R79 | FL 250 | SFC |
| R80A | FL 250 | SFC |
| R80B | FL 250 | SFC |
| R81 | FL 250 | SFC |
| R83 | FL 170 | SFC |
| R84 | FL 250 | SFC |
| R85 | FL 250 | SFC |
| R94 | FL 170 | SFC |
| R95 | FL 170 | SFC |
| R100 | FL 280 | SFC |
| R101 | FL 390 | SFC |
| R102 | FL 390 | SFC |
| R103 | UNL | SFC |
| R104 | UNL | SFC |
| R105 | UNL | SFC |
| R106 | UNL | SFC |
| R107 | UNL | SFC |
| R108 | FL 250 | SFC |
| R109 | UNL | SFC |
| R111 | 3600 FT MSL | SFC |
| R113 | FL 190 | SFC |
| R127 | 1400 FT MSL | SFC |
| R128 | 1600 FT MSL | SFC |
| R132 | 2000 FT MSL | SFC |
| R133 | 2000 FT MSL | SFC |
| R135A | FL 250 | SFC |
| R135B | FL 250 | SFC |
| D-AREA | | |
| D101 | FL 390 | SFC |
| D102 | FL 390 | SFC |
| D103 | UNL | SFC |
| D104 | UNL | SFC |
| D105 | UNL | SFC |
| D106 | UNL | SFC |

| ID | VERTICAL LIMITS | |
|---|---|---|
| | UPPER | LOWER |
| D107 | UNL | SFC |
| D108 | FL 250 | SFC |
| D109 | UNL | SFC |
| D113 | 3500 FT MSL | SFC |
| D117A | 3500 FT MSL | SFC |
| D117B | 3500 FT MSL | SFC |
| D117C | 3500 FT MSL | SFC |
| D117D | 3500 FT MSL | SFC |
| D117E | 3500 FT MSL | SFC |
| D118 | FL 195 | SFC |
| D119A | FL 195 | SFC |
| D119B | FL 195 | SFC |
| D119C | FL 195 | SFC |
| D119D | FL 195 | SFC |
| D126 | FL 195 | SFC |
| D128A | FL 195 | SFC |
| D128B | FL 195 | SFC |
| D128C | FL 195 | SFC |
| D128D | FL 195 | SFC |
| D128E | FL 195 | SFC |
| D129A | FL 195 | SFC |
| D129B | FL 195 | SFC |
| D129C | FL 195 | SFC |
| D131A | FL 195 | SFC |
| D131B | FL 195 | SFC |
| D132 | FL 195 | SFC |
| D137 | FL 195 | SFC |
| D138 | FL 195 | SFC |
| D139A | FL 195 | SFC |
| D139B | FL 195 | SFC |
| D141A | FL 195 | SFC |
| D141B | FL 195 | SFC |
| D141C | FL 195 | SFC |
| D143 | FL 195 | SFC |
| D147A | FL 195 | SFC |
| D147B | FL 195 | SFC |
| D151 | 3000 FT MSL | SFC |
| D152A | 3000 FT MSL | SFC |
| D152B | 3000 FT MSL | SFC |
| D153 | 5000 FT MSL | SFC |
| D154 | 1300 FT MSL | SFC |
| D155A | 2500 FT MSL | SFC |
| D155B | 2500 FT MSL | SFC |
| D155C | 2500 FT MSL | SFC |
| D159 | 3000 FT MSL | 1300 FT MSL |
| D162A | FL 195 | SFC |
| D162B | FL 195 | SFC |
| D162D | FL 195 | SFC |
| D162E | FL 195 | SFC |
| D164A | FL 195 | SFC |
| D164B | FL 195 | SFC |
| D164C | FL 195 | SFC |
| D164D | FL 195 | SFC |
| D164E | FL 195 | SFC |
| D164F | FL 195 | SFC |
| D164G | FL 195 | SFC |
| D165 | 3500 FT MSL | SFC |
| D166 | 3500 FT MSL | SFC |
| D300 | 1000 FT MSL | SFC |


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| *Type of aid MAG VAR CAT of ILS / MLS DECL* | *ID* | *FREQ CH* | *HR UTC* | *PSN* | *DME ELEV FT* | *Service volume radius* | *RMK* |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| LOC 22<br>ILS CAT I<br>(14° E 2020) | IV | 109.900 MHZ | H24 | 683552.43N<br>0272240.12E | NIL | NIL | NIL |
| GP 22<br>ILS CAT I | IV | 333.800 MHZ | H24 | 683649.24N<br>0272511.47E | NIL | NIL | Angle: 3.0° |
| DME 22<br>ILS CAT I | IV | 109.900 MHZ<br>(CH36X) | H24 | 683649.24N<br>0272511.47E | 515 FT | NIL | NIL |

*Huom. ATS-elimen toiminta-aikojen ulkopuolella radiosuunnistus- ja laskeutumislaitteiden lähetteitä ei valvota, joten ne voivat olla virheellisiä.*

*Note: Outside the operational hours of ATS the signals of radio navigation and landing aids are not monitored and may therefore be invalid.*

# EFIV AD 2.20 PAIKALLISET MÄÄRÄYKSET
# EFIV AD 2.20 LOCAL AERODROME REGULATIONS

**1 MENETELMÄT LENTOONLÄHTÖJÄ VARTEN TAPAUKSISSA, JOISSA EI KÄYTETÄ KIITOTIEN KOKO PITUUTTA**

Lentoonlähtö kiitotien ja rullausteiden risteyksistä voidaan suorittaa ilma-aluksen päällikön pyynnöstä liikennetilanteen salliessa.

Laskennalliset pituudet, ks. kohta AD 2.13.

**1 PROCEDURES FOR INTERSECTION TAKE-OFFS**

Take-offs from the specified intersections of runway / taxiway intersections can be performed upon the pilot-in-command's request the traffic situation permitting.

Declared distances, see para AD 2.13.

**2 LENTOTOIMINTA HUONOISSA NÄKYVYYSOLOSUHTEISSA**

Kiitotienäkyvyyden (RVR) ollessa 550 M - 400 M ovat lentoonlähdöt mahdollisia ainoastaan silloin, kun vain yksi ilma-alus kerrallaan on liikennealueella.

**2 OPERATIONS IN LOW VISIBILITY CONDITIONS**

When RVR is 550 M - 400 M, take-offs are allowed providing that only one aircraft at a time is in the manoeuvring area.

**3 VFR-LIIKENTEEN RAJOITTAMINEN**

Lennonjohto rajoittaa tarvittaessa laskukierrokseen selvitettävien ilma-alusten lukumäärää. Sovellettavaan lukumäärään vaikuttavat esim. sää, kunnossapitotyöt tai muu liikenne.

**3 VFR TRAFFIC RESTRICTIONS**

If necessary, the number of aircraft cleared to fly in the aerodrome traffic circuit is restricted by ATC. The number of aircraft is determined by e.g. weather conditions, maintenance works or other traffic.

**4 TANKKAUSTOIMINTAA KOSKEVA RAJOITUS**

Polttoainekanistereiden tai vastaavien käyttö tankkaukseen on lentokenttäalueella kielletty, ellei lentoasema ole paikallisesti muunlaista menettelyä kirjallisesti julkaissut.

**4 RESTRICTION CONCERNING AIRCRAFT REFUELLING**

The use of fuel canisters, and the like, for refuelling is prohibited in the airport area unless the airport has published a written local procedure.

**5 ILMA-ALUKSEN SEISONTAPAIKAT**

**5 AIRCRAFT STANDS**

| *Name* | *APN* | *COORD* | *ELEV* | *PCN* | *VDGS* | *SFC* | *RMK* |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 1 | APN | 683632.74N<br>0272513.28E | 471 FT | 60/F/B/W/T | NIL | ASPH | NIL |
| 2 | APN | 683631.73N<br>0272510.31E | 471 FT | 60/F/B/W/T | NIL | ASPH | NIL |

| *Name* | *APN* | *COORD* | *ELEV* | *PCN* | *VDGS* | *SFC* | *RMK* |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 3 | APN | 683630.75N 0272505.77E | 472 FT | 60/F/B/W/T | NIL | ASPH | NIL |
| 4 | APN | 683629.63N 0272504.13E | 473 FT | 60/F/B/W/T | NIL | ASPH | NIL |
| 5 | APN | 683628.60N 0272501.09E | 473 FT | 60/F/B/W/T | NIL | ASPH | NIL |
| 6 | APN | 683627.76N 0272500.11E | 473 FT | 50/F/B/W/T | NIL | ASPH | NIL |
| 7 | APN | 683626.82N 0272502.43E | 474 FT | 50/F/B/W/T | NIL | ASPH | NIL |
| 8 | APN | 683625.74N 0272505.20E | 475 FT | 50/F/B/W/T | NIL | ASPH | NIL |
| 9 | APN | 683624.65N 0272507.97E | 477 FT | 50/F/B/W/T | NIL | ASPH | NIL |

## EFIV AD 2.21 MELUNVAIMENNUSMENETELMÄT
## EFIV AD 2.21 NOISE ABATEMENT PROCEDURES

*Huom. REF ENR 1.5, kohta 4.1.*

*Note: REF ENR 1.5, para 4.1.*

## EFIV AD 2.22 LENTOMENETELMÄT
## EFIV AD 2.22 FLIGHT PROCEDURES

*Huom. Yleiset lähtö-, lähestymis- ja odotusmenetelmät on esitetty osassa ENR 1.5.*

*Note: The general departure, arrival and holding procedures are described in section ENR 1.5.*

## EFIV AD 2.23 LISÄTIETOJA
## EFIV AD 2.23 ADDITIONAL INFORMATION

**6 HYVÄKSYNTÄTODISTUKSESSA MYÖNNETYT POIKKEAMAT**

**6 ACCEPTED DEVIATIONS IN AERODROME CERTIFICATE**

| EU-ilmailumääräys<br><br>Aerodrome rules | Otsikko | Title | Poikkeaman kuvaus | Description of the deviation |
|---|---|---|---|---|
| CS ADR-DSN.J.475 | Ei-tarkkuuslähestymiskiitotiet | Non-precision approach runways | Esterajoituspintojen ylittäviä esteitä | Obstacles exceeding obstacle limitation surfaces |
| CS ADR-DSN.J.480 | Tarkkuuslähestymiskiitotiet | Precision approach runways | Esterajoituspintojen ylittäviä esteitä | Obstacles exceeding obstacle limitation surfaces |
| CS ADR-DSN.T.915 | Esteet liikennealueella | Siting of equipment and installations on operational areas | Muuntamorakennus ja aita sijaitsevat kiitoalueella | Transformer building and fence located on runway strip |
| CS ADR-DSN.M.745 | Kiitotien varoitusvalot | Runway guard lights | Kiitotien varoitusvalot puuttuvat | Runway guard lights missing |

## EFIV AD 2.24 LENTOASEMAA KOSKEVAT KARTAT
## EFIV AD 2.24 CHARTS RELATED TO THE AERODROME



| *Charts* | *Pages* |
|---|---|
| ADC | EFIV AD 2.4 - 1 |
| AOC RWY 04/22 | EFIV AD 2.7 - 1 |
| RNAV SID RWY 04 | EFIV AD 2.10 - 1 |




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| *Charts* | *Pages* |
|---|---|
| RNAV SID RWY 22 | EFIV AD 2.10 - 3 |
| OMNIDIRECTIONAL DEPARTURES | EFIV AD 2.10 - 5 |
| RNAV STAR RWY 04 | EFIV AD 2.12 - 1 |
| RNAV STAR RWY 22 | EFIV AD 2.12 - 3 |
| RNP RWY 04 | EFIV AD 2.13 - 1 |
| NDB RWY 04 | EFIV AD 2.13 - 3 |
| ILS Z or LOC Z RWY 22 | EFIV AD 2.13 - 5 |
| ILS Y or LOC Y RWY 22 | EFIV AD 2.13 - 7 |
| NDB RWY 22 | EFIV AD 2.13 - 9 |
| RNP RWY 22 | EFIV AD 2.13 - 11 |
| VAC | EFIV AD 2.14 - 1 |
| LDG | EFIV AD 2.14 - 3 |
| WAYPOINTS AND FIXES | EFIV AD 2.15 - 1 |
| FAS DATA BLOCK | EFIV AD 2.15 - 3 |
| PRD INDEX | EFIV AD 2.15 - 5 |


## EFIV AD 2.25 VSS LÄPÄISYT
## EFIV AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATIONS

Ei läpäisyjä — No penetrations

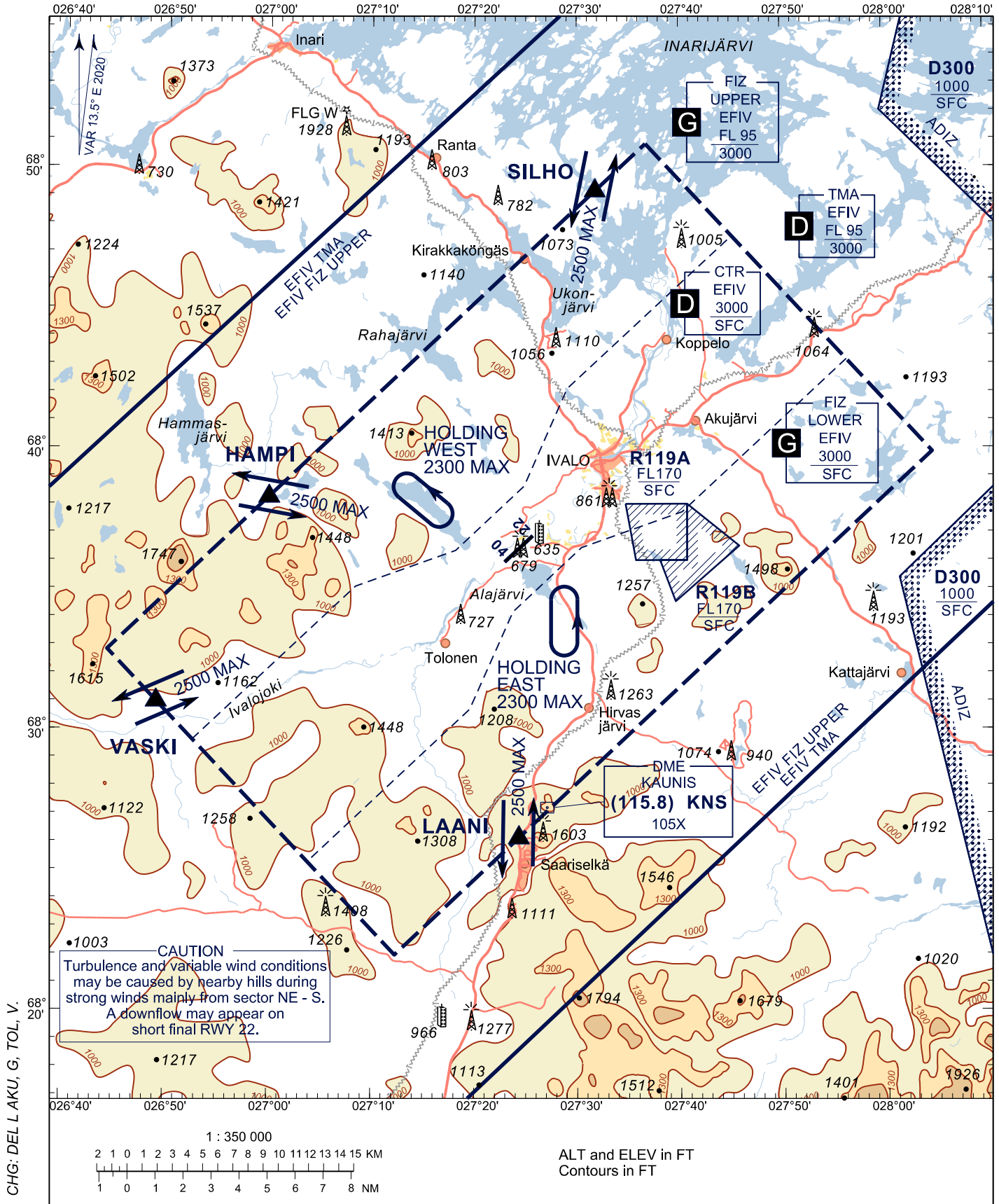
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VISUAL
APPROACH CHART - ICAO

ELEV 482 FT

# IVALO, FINLAND




1 : 350 000

2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 KM

1 0 1 2 3 4 5 6 7 8 NM

ALT and ELEV in FT
Contours in FT

CHG: DEL L AKU, G, TOL, V.

| RADIO DATA | |
|---|---|
| TWR / AFIS | 118.000 |
| | 119.700 |
| ATIS (EN) | 123.200 |
| EMERG | 121.500 |

| VASIS | |
|---|---|
| RWY | PAPI MEHT |
| 04 | Left / 3.2° 50 |
| 22 | Left / 3.0° 57 |

| Airspace | Hours of applicability | Airspace class | RMK |
|---|---|---|---|
| EFIV FIZ LOWER | HO | G | All areas |
| EFIV FIZ UPPER | HO | G | RMZ H24 |
| EFIV CTR | HO | D | |
| EFIV TMA | HO | D | |



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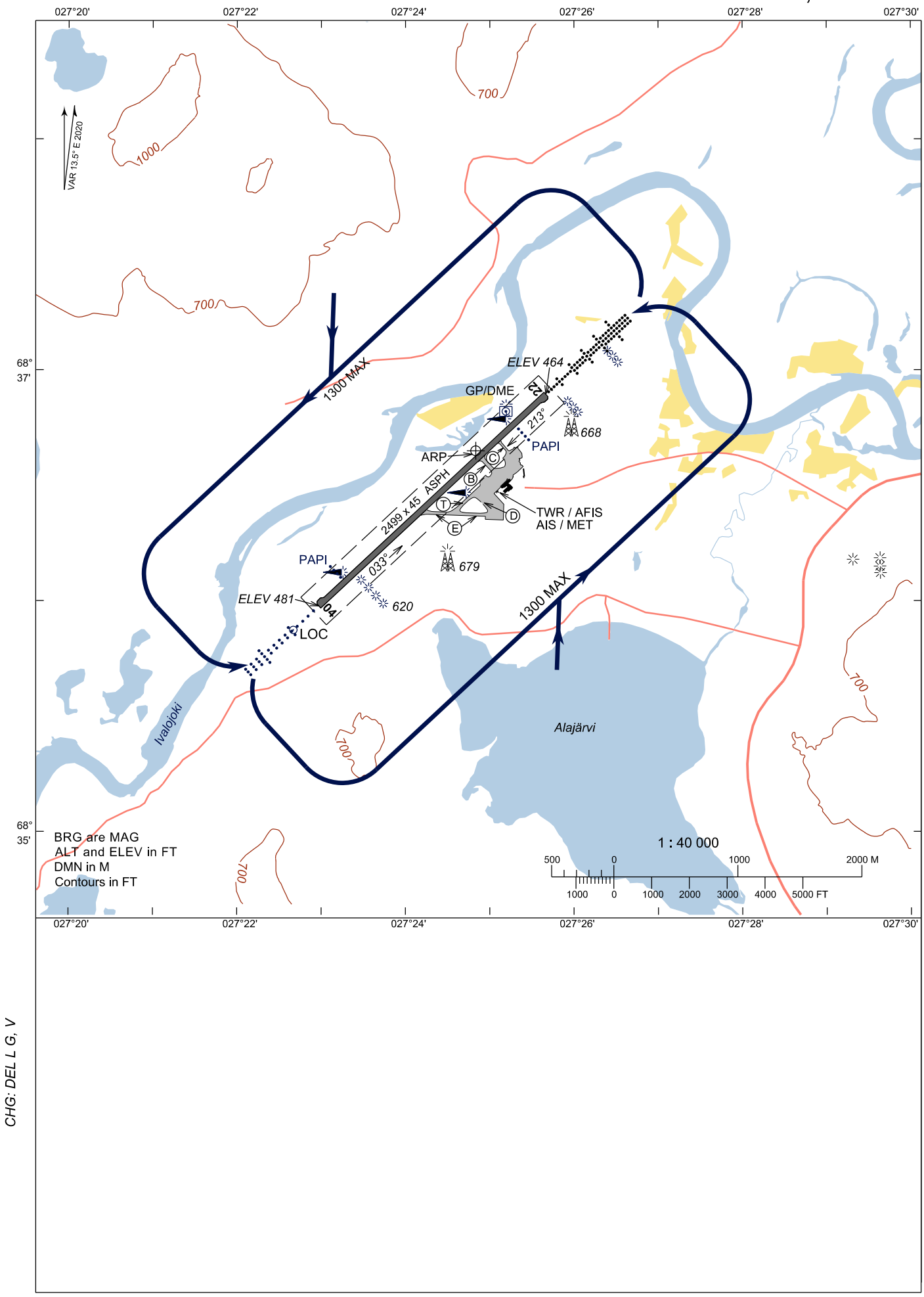

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LANDING CHART

LAT 68 36 39 N
LONG 027 24 50 E

ELEV 482 FT

# IVALO, FINLAND




CHG: DEL L G, V



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**4 TANKKAUSTOIMINTAA KOSKEVA RAJOITUS**

Polttoainekanistereiden tai vastaavien käyttö tankkaukseen on lentokenttäalueella kielletty, ellei lentoasema ole paikallisesti muunlaista menettelyä kirjallisesti julkaissut.

**4 RESTRICTION CONCERNING AIRCRAFT REFUELLING**

The use of fuel canisters, and the like, for refuelling is prohibited in the airport area unless the airport has published a written local procedure.

**5 ILMA-ALUKSEN SEISONTAPAIKAT**

**5 AIRCRAFT STANDS**

| *Name* | *APN* | *COORD* | *ELEV* | *PCN* | *VDGS* | *SFC* | *RMK* |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 1A | APN | 623929.61N 0293651.10E | 384 FT | 40/F/B/W/U | NIL | ASPH | NIL |
| 1B | APN | 623929.23N 0293651.37E | 383 FT | 40/F/B/W/U | NIL | ASPH | NIL |
| 2 | APN | 623930.07N 0293646.44E | 383 FT | 40/F/B/W/U | NIL | ASPH | NIL |

## EFJO AD 2.21 MELUNVAIMENNUSMENETELMÄT
## EFJO AD 2.21 NOISE ABATEMENT PROCEDURES

*Huom. REF ENR 1.5, kohta 4.*

*Note: REF ENR 1.5, para 4.*

## EFJO AD 2.22 LENTOMENETELMÄT
## EFJO AD 2.22 FLIGHT PROCEDURES

*Huom. Yleiset lähtö-, lähestymis- ja odotusmenetelmät on esitetty osassa ENR 1.5.*

*Note: The general departure, arrival and holding procedures are described in section ENR 1.5.*

## EFJO AD 2.23 LISÄTIETOJA
## EFJO AD 2.23 ADDITIONAL INFORMATION

**1 HYVÄKSYNTÄTODISTUKSESSA MYÖNNETYT POIKKEAMAT**

**1 ACCEPTED DEVIATIONS IN AERODROME CERTIFICATE**

| ***EU-ilmailumääräys*** ***Aerodrome rules*** | ***Otsikko*** | ***Title*** | ***Poikkeaman kuvaus*** | ***Description of the deviation*** |
|---|---|---|---|---|
| CS ADR-DSN.J.475 | Ei-tarkkuuslähestymiskiitotiet | Non-precision approach runways | Esterajoituspintojen ylittäviä esteitä | Obstacles exceeding obstacle limitation surfaces |
| CS ADR-DSN.J.480 | Tarkkuuslähestymiskiitotiet | Precision approach runways | Esterajoituspintojen ylittäviä esteitä | Obstacles exceeding obstacle limitation surfaces |

## EFJO AD 2.24 LENTOASEMAA KOSKEVAT KARTAT
## EFJO AD 2.24 CHARTS RELATED TO THE AERODROME

| *Charts* | *Pages* |
|---|---|
| ADC | EFJO AD 2.4 - 1 |
| AOC RWY 10/28 | EFJO AD 2.7 - 1 |
| RNAV SID RWY 10 | EFJO AD 2.10 - 1 |
| RNAV SID RWY 28 | EFJO AD 2.10 - 3 |
| OMNIDIRECTIONAL DEPARTURES | EFJO AD 2.10 - 5 |
| RNAV STAR RWY 10 | EFJO AD 2.12 - 1 |
| RNAV STAR RWY 28 | EFJO AD 2.12 - 3 |
| RNP RWY 10 | EFJO AD 2.13 - 1 |
| ILS or LOC RWY 28 | EFJO AD 2.13 - 3 |

| *Charts* | *Pages* |
|---|---|
| RNP RWY 28 | EFJO AD 2.13 - 5 |
| VAC | EFJO AD 2.14 - 1 |
| LDG | EFJO AD 2.14 - 3 |
| WAYPOINTS AND FIXES | EFJO AD 2.15 - 1 |
| FAS DATA BLOCK | EFJO AD 2.15 - 3 |


## EFJO AD 2.25 VSS LÄPÄISYT
## EFJO AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATIONS

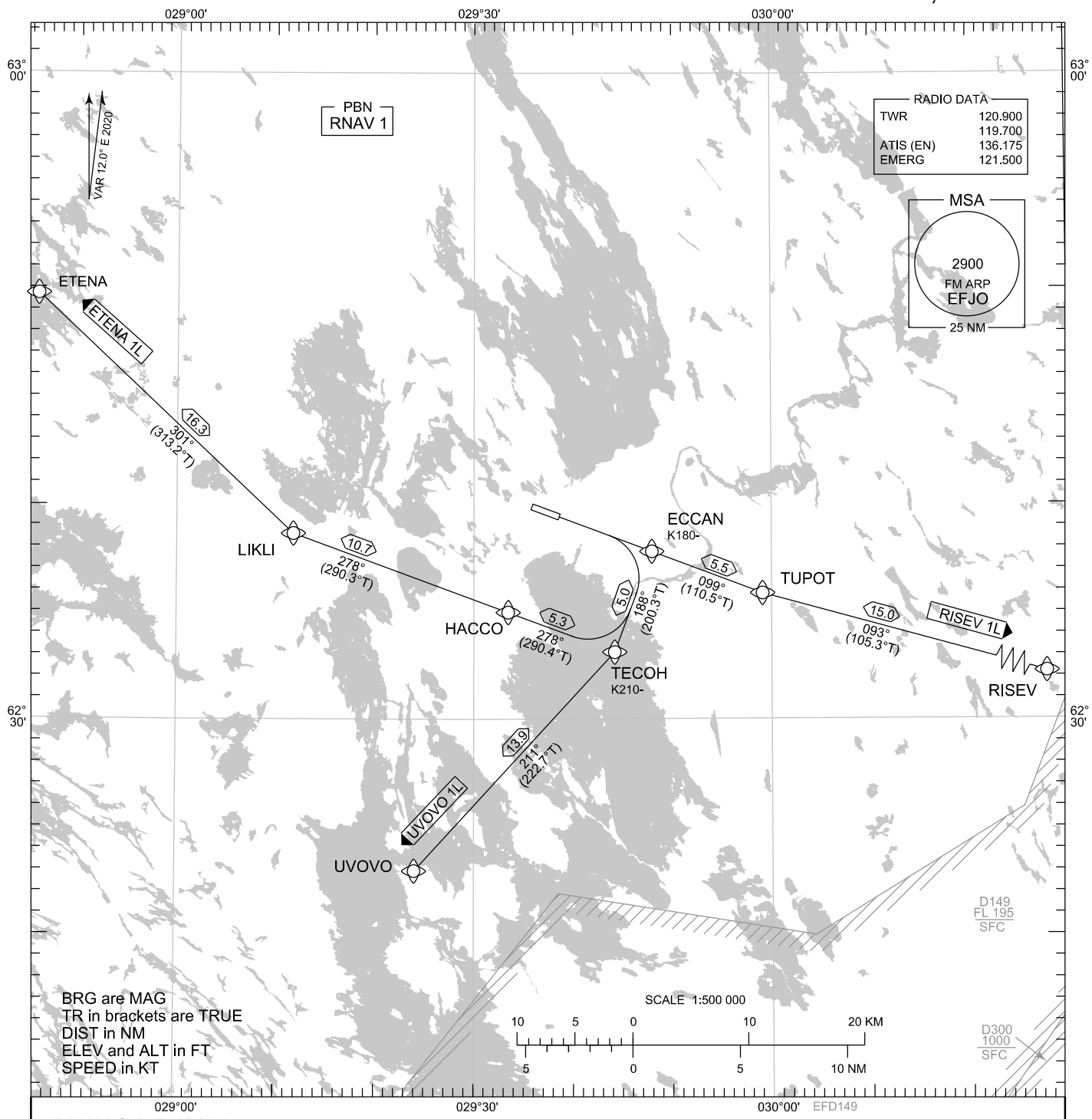
Ei läpäisyjä — No penetrations


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TRANSITION ALT
5000



# JOENSUU, FINLAND




## RNAV SID RWY 10

ETENA 1L RISEV 1L UVOVO 1L

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART |
| SQUAWK: | WHEN LINING UP SQUAWK THE ASSIGNED CODE |
| INITIAL CLIMB: | MNM TURNING ALTITUDE ACCORDING TO RTE CODING.<br>CLOSE-IN OBSTACLES EXIST, SEE EFJO AD 2.10 - 5 |
| NOISE ABATEMENT: | AFTER TAKE-OFF CLIMB AS RAPIDLY AS PRACTICABLE TO AT LEAST 2000 FT ABOVE AD ELEV<br>PUBLISHED SID ROUTES ARE ALSO MINIMUM NOISE ROUTINGS |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

CHG: DEL R70



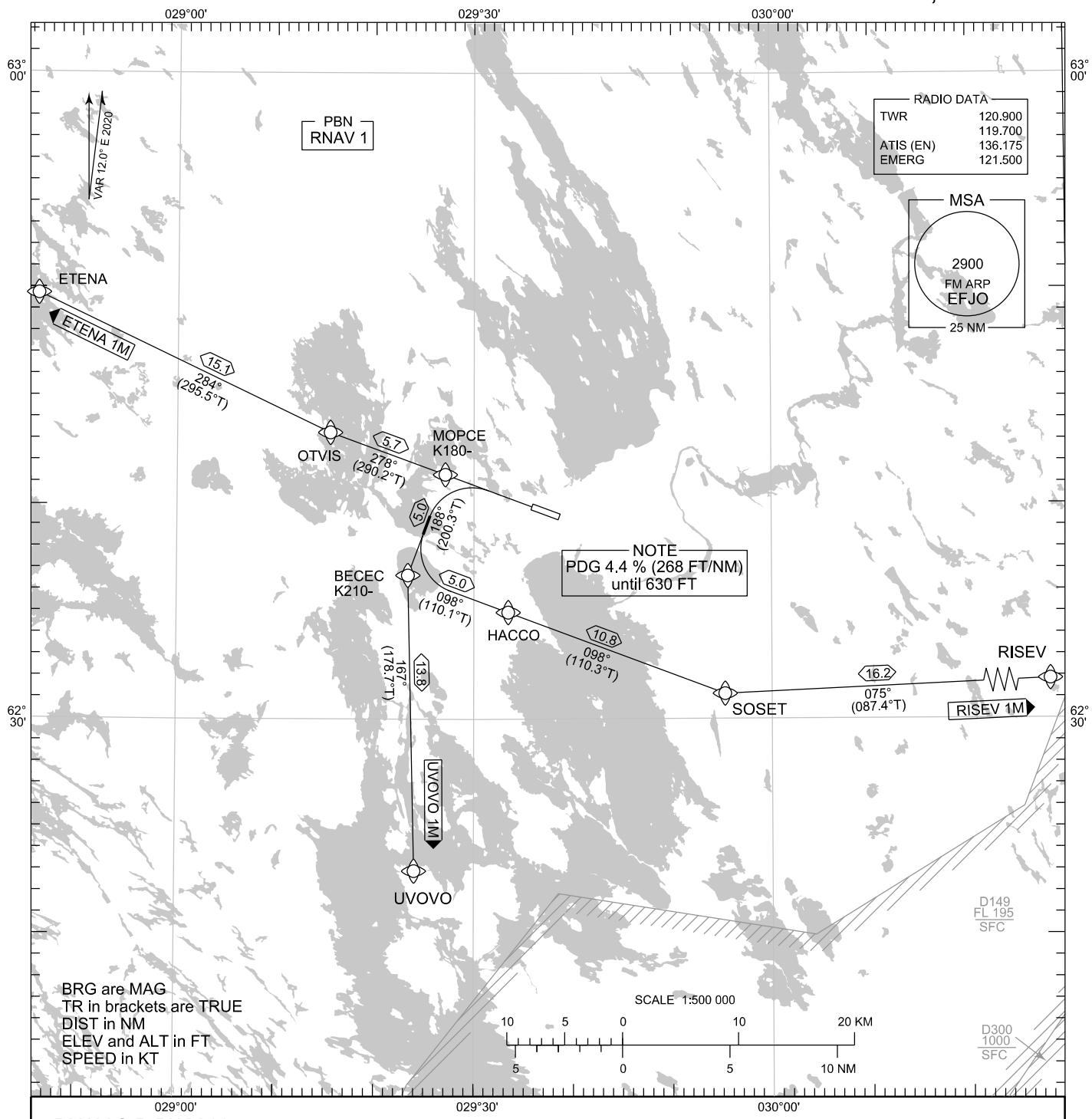
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| EFJO RNAV SID RWY 10 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Turn Direction | Constraints | |
| | | | ID | Flyover | | | | | LVL | Speed |
| ETENA 1L RNAV 1 | 010 | CA | - | - | 098° | 110.0°T | - | | A760+ | |
| | 020 | DF | ECCAN | - | - | - | - | | | K180- |
| | 030 | TF | TECOH | - | 188° | 200.3°T | 5.0 | R | | K210- |
| | 040 | TF | HACCO | - | 278° | 290.4°T | 5.3 | | | |
| | 050 | TF | LIKLI | - | 278° | 290.3°T | 10.7 | | | |
| | 060 | TF | ETENA | - | 301° | 313.2°T | 16.3 | | | |
| RISEV 1L RNAV 1 | 010 | CA | - | - | 098° | 110.0°T | - | | A760+ | |
| | 020 | DF | ECCAN | - | - | - | - | | | K180- |
| | 030 | TF | TUPOT | - | 099° | 110.5°T | 5.5 | | | |
| | 040 | TF | RISEV | - | 093° | 105.3°T | 15.0 | | | |
| UVOVO 1L RNAV 1 | 010 | CA | - | - | 098° | 110.0°T | - | | A760+ | |
| | 020 | DF | ECCAN | - | - | - | - | | | K180- |
| | 030 | TF | TECOH | - | 188° | 200.3°T | 5.0 | | | K210- |
| | 040 | TF | UVOVO | - | 211° | 222.7°T | 13.9 | | | |

| WPT COORD |
|---|
| SEE PAGE EFJO AD 2.15 - 1 |


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# JOENSUU, FINLAND




## RNAV SID RWY 28

ETENA 1M RISEV 1M UVOVO 1M

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART |
| SQUAWK: | WHEN LINING UP SQUAWK THE ASSIGNED CODE |
| INITIAL CLIMB: | MNM TURNING ALTITUDE ACCORDING TO RTE CODING.<br>PDG 4.4 % (268 FT/NM) UNTIL 630 FT.<br>CLOSE-IN OBSTACLES EXIST, SEE EFJO AD 2.10 - 5 |
| NOISE ABATEMENT: | AFTER TAKE-OFF CLIMB AS RAPIDLY AS PRACTICABLE TO AT LEAST 2000 FT ABOVE AD ELEV<br>PUBLISHED SID ROUTES ARE ALSO MINIMUM NOISE ROUTINGS |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

CHG: DEL R70


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| EFJO RNAV SID RWY 28 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Turn Direction | Constraints | |
| | | | ID | Flyover | | | | | LVL | Speed |
| ETENA 1M RNAV 1 | 010 | CA | - | - | 278° | 290.0°T | - | | A870+ | |
| | 020 | DF | MOPCE | - | - | - | - | | | K180- |
| | 030 | TF | OTVIS | - | 278° | 290.2°T | 5.7 | | | |
| | 040 | TF | ETENA | - | 284° | 295.5°T | 15.1 | | | |
| RISEV 1M RNAV 1 | 010 | CA | - | - | 278° | 290.0°T | - | | A870+ | |
| | 020 | DF | MOPCE | - | - | - | - | | | K180- |
| | 030 | TF | BECEC | - | 188° | 200.3°T | 5.0 | L | | K210- |
| | 040 | TF | HACCO | - | 098° | 110.1°T | 5.0 | | | |
| | 050 | TF | SOSET | - | 098° | 110.3°T | 10.8 | | | |
| | 060 | TF | RISEV | - | 075° | 087.4°T | 16.2 | | | |
| UVOVO 1M RNAV 1 | 010 | CA | - | - | 278° | 290.0°T | - | | A870+ | |
| | 020 | DF | MOPCE | - | - | - | - | | | K180- |
| | 030 | TF | BECEC | - | 188° | 200.3°T | 5.0 | | | K210- |
| | 040 | TF | UVOVO | - | 167° | 178.7°T | 13.8 | | | |

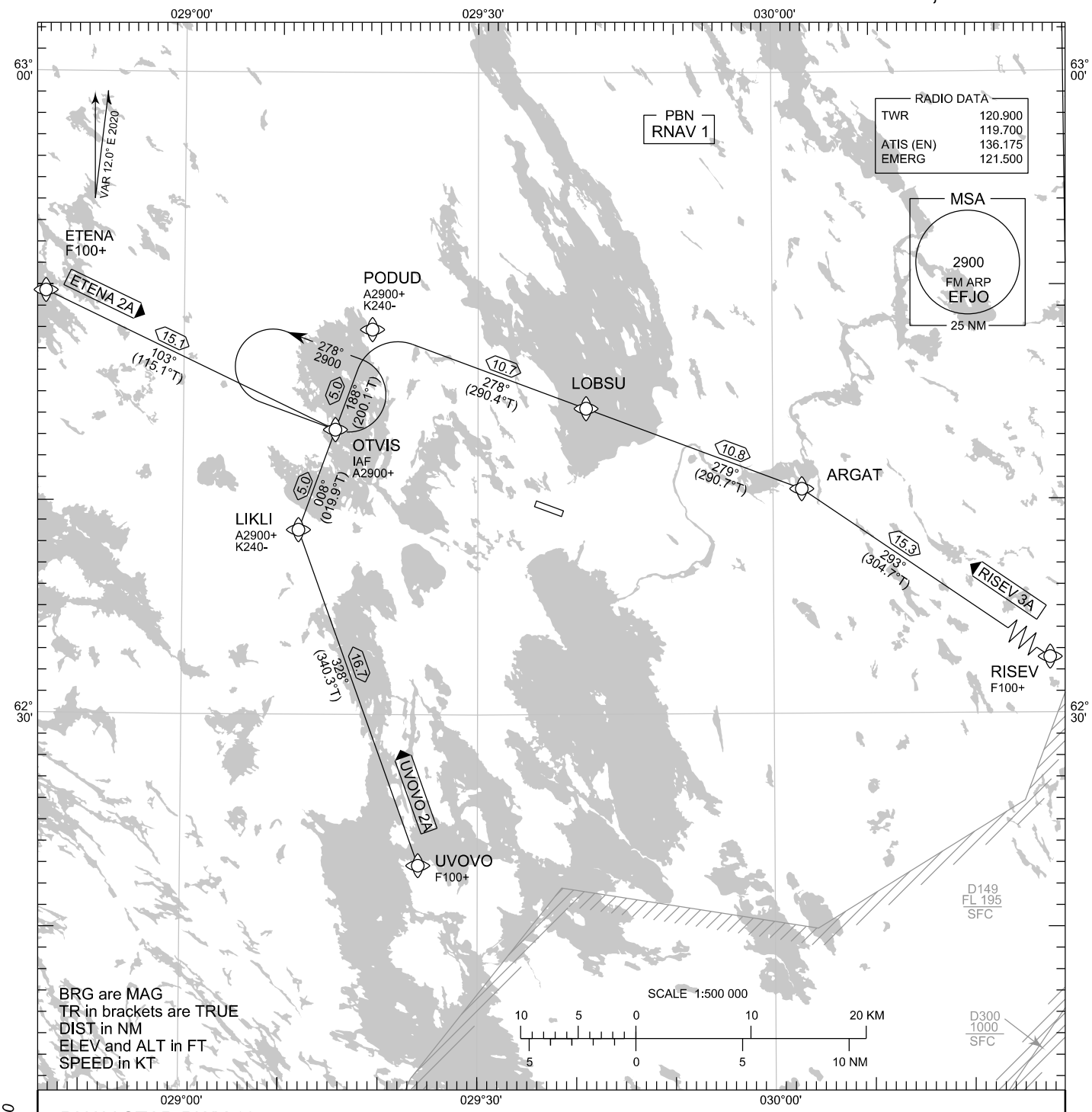
| WPT COORD |
|---|
| SEE PAGE EFJO AD 2.15 - 1 |


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5000



# JOENSUU, FINLAND




## RNAV STAR RWY 10

ETENA 2A RISEV 3A UVOVO 2A

| | | | |
|---|---|---|---|
| DME/DME OPS: | NOT SUPPORTED | RCF: | SELECT TRANSPONDER CODE 7600 |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART<br>ATC WILL GIVE DESCENT CLEARANCES | | RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED:<br>FOLLOW THE STAR TO THE RESPECTIVE RWY AND EXECUTE IAP AND LAND |
| WPT CONSTRAINTS: | ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC | AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |
| CD OPS: | BY ATC CLR IF TFC PERMITS.<br>PLAN CD PATH ACCORDING TO STAR | | |
| NOISE ABATEMENT: | AVOID OVERFLYING THE CITY OF JOENSUU BELOW 2000 | | |

CHG: RTE RISEV. DEL R70



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| EFJO RNAV STAR RWY 10 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| ETENA 2A RNAV 1 | 010 | IF | ETENA | - | - | - | - | F100+ | | |
| | 020 | TF | OTVIS | - | 103° | 115.1°T | 15.1 | A2900+ | | |
| RISEV 3A RNAV 1 | 010 | IF | RISEV | - | - | - | - | F100+ | | |
| | 020 | TF | ARGAT | - | 293° | 304.7°T | 15.3 | | | |
| | 030 | TF | LOBSU | - | 279° | 290.7°T | 10.8 | | | |
| | 040 | TF | PODUD | - | 278° | 290.4°T | 10.7 | A2900+ | | K240- |
| | 050 | TF | OTVIS | - | 188° | 200.1°T | 5.0 | A2900+ | | |
| UVOVO 2A RNAV 1 | 010 | IF | UVOVO | - | - | - | - | F100+ | | |
| | 020 | TF | LIKLI | - | 328° | 340.3°T | 16.7 | A2900+ | | K240- |
| | 030 | TF | OTVIS | - | 008° | 019.9°T | 5.0 | A2900+ | | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| OTVIS | 110.3°T | 098° | Left | K230- | A2900 | 1 MIN | - |

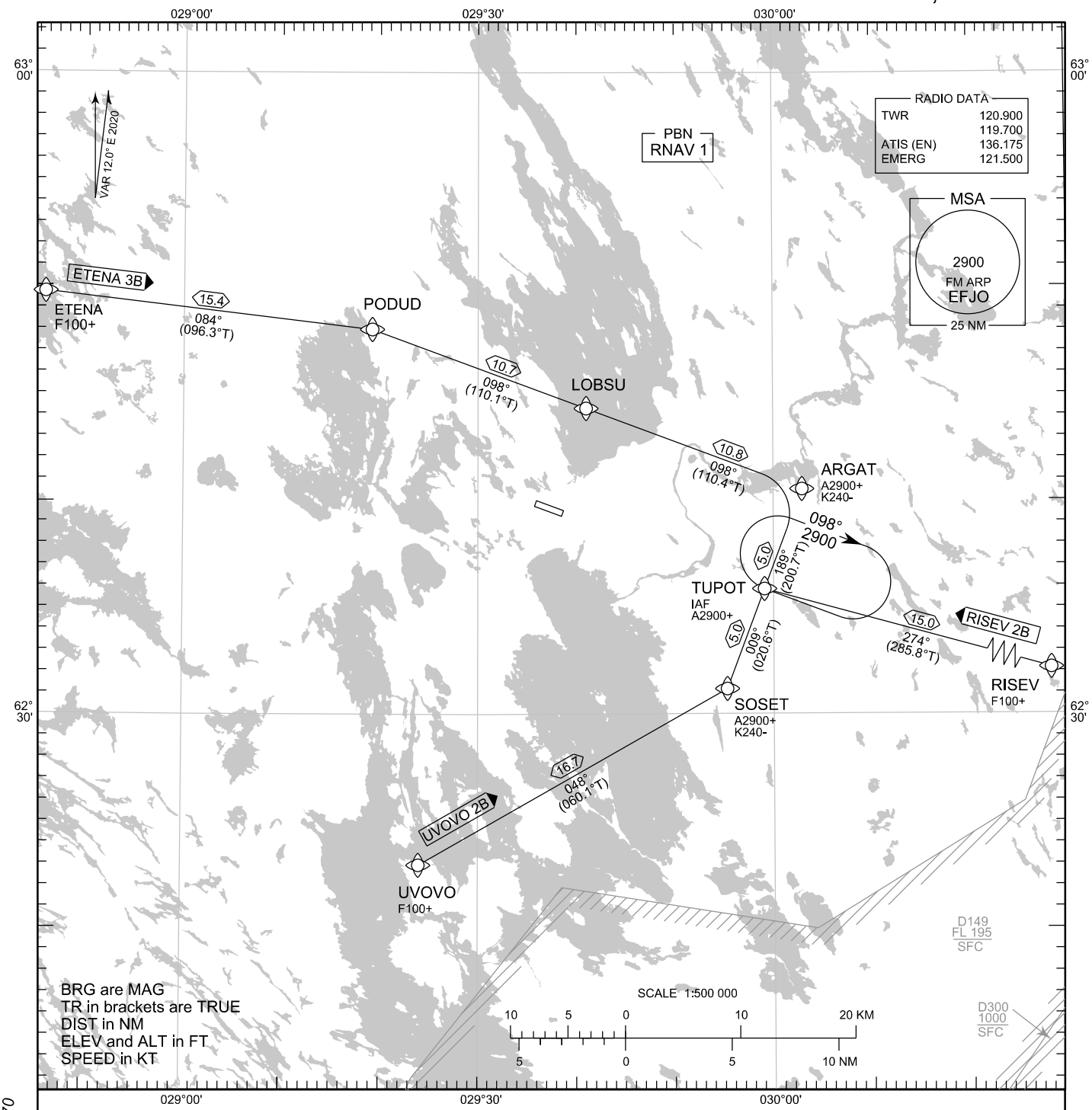
| WPT COORD |
|---|
| SEE PAGE EFJO AD 2.15 - 1 |


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5000



# JOENSUU, FINLAND




## RNAV STAR RWY 28

ETENA 3B RISEV 2B UVOVO 2B

| | | | |
|---|---|---|---|
| DME/DME OPS: | NOT SUPPORTED | RCF: | SELECT TRANSPONDER CODE 7600 |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART<br>ATC WILL GIVE DESCENT CLEARANCES | | RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED:<br>FOLLOW THE STAR TO THE RESPECTIVE RWY AND EXECUTE IAP AND LAND |
| WPT CONSTRAINTS: | ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC | AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |
| CD OPS: | BY ATC CLR IF TFC PERMITS.<br>PLAN CD PATH ACCORDING TO STAR | | |
| NOISE ABATEMENT: | AVOID OVERFLYING THE CITY OF JOENSUU BELOW 2000 | | |

CHG: RTE ETENA. DEL R70



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| EFJO RNAV STAR RWY 28 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| ETENA 3B RNAV 1 | 010 | IF | ETENA | - | - | - | - | F100+ | | |
| | 020 | TF | PODUD | - | 084° | 096.3°T | 15.4 | | | |
| | 030 | TF | LOBSU | - | 098° | 110.1°T | 10.7 | | | |
| | 040 | TF | ARGAT | - | 098° | 110.4°T | 10.8 | A2900+ | | K240- |
| | 050 | TF | TUPOT | - | 189° | 200.7°T | 5.0 | A2900+ | | |
| RISEV 2B RNAV 1 | 010 | IF | RISEV | - | - | - | - | F100+ | | |
| | 020 | TF | TUPOT | - | 274° | 285.8°T | 15.0 | A2900+ | | |
| UVOVO 2B RNAV 1 | 010 | IF | UVOVO | - | - | - | - | F100+ | | |
| | 020 | TF | SOSET | - | 048° | 060.1°T | 16.7 | A2900+ | | K240- |
| | 030 | TF | TUPOT | - | 009° | 020.6°T | 5.0 | A2900+ | | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| TUPOT | 290.3°T | 278° | Right | K230- | A2900 | 1 MIN | - |

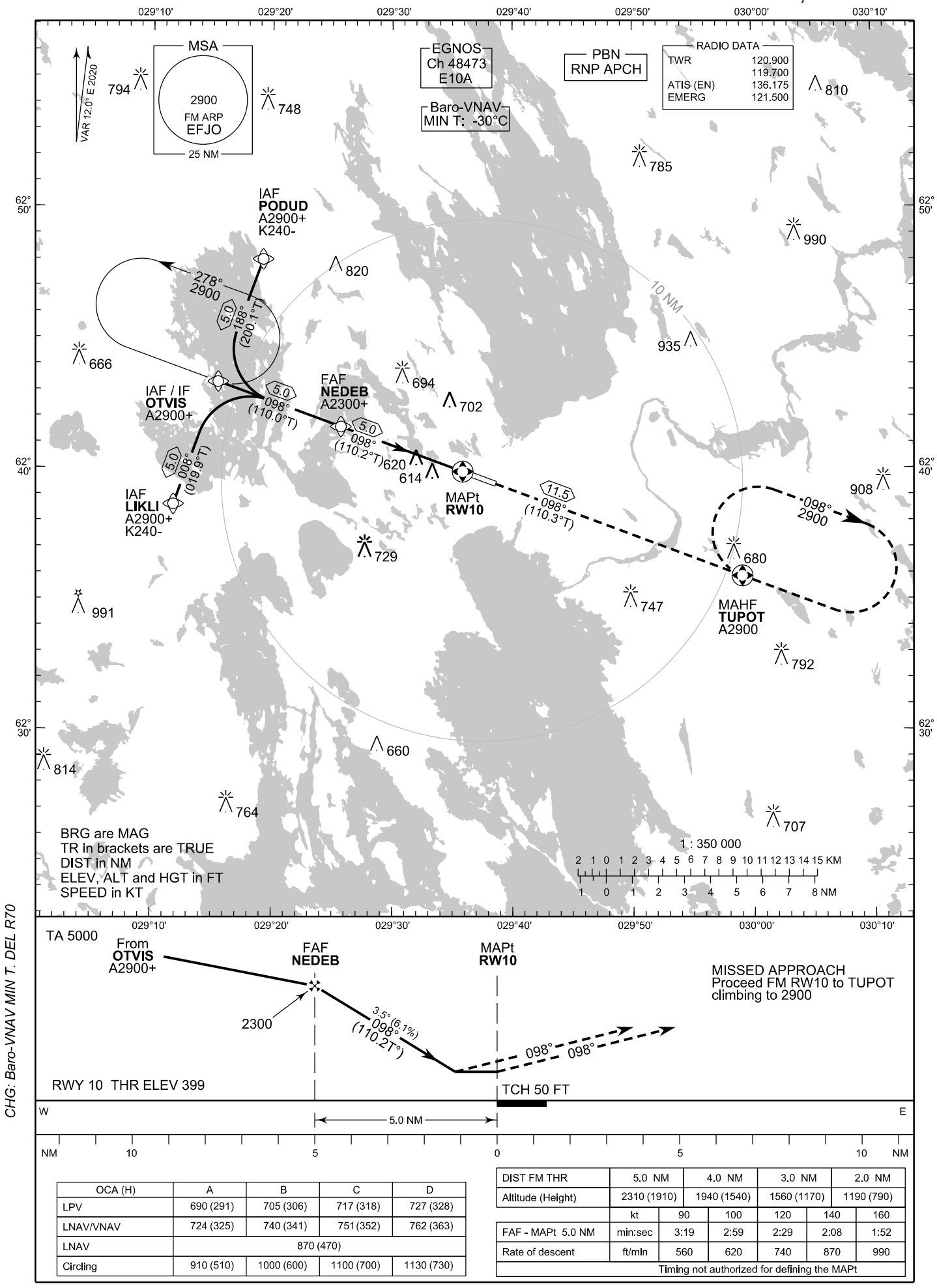
| WPT COORD |
|---|
| SEE PAGE EFJO AD 2.15 - 1 |


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ELEV 399 FT
HEIGHTS RELATED TO
THR RWY 10 ELEV 399 FT



# JOENSUU, FINLAND







| OCA (H) | A | B | C | D |
|---|---|---|---|---|
| LPV | 690 (291) | 705 (306) | 717 (318) | 727 (328) |
| LNAV/VNAV | 724 (325) | 740 (341) | 751(352) | 762 (363) |
| LNAV | 870 (470) | | | |
| Circling | 910 (510) | 1000 (600) | 1100 (700) | 1130 (730) |

| DIST FM THR | 5.0 NM | 4.0 NM | 3.0 NM | 2.0 NM |
|---|---|---|---|---|
| Altitude (Height) | 2310 (1910) | 1940 (1540) | 1560 (1170) | 1190 (790) |

| | kt | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| FAF - MAPt 5.0 NM | min:sec | 3:19 | 2:59 | 2:29 | 2:08 | 1:52 |
| Rate of descent | ft/mln | 560 | 620 | 740 | 870 | 990 |

Timing not authorized for defining the MAPt

CHG: Baro-VNAV MIN T. DEL R70



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| EFJO RNP RWY 10 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H10 PODUD RNP APCH | 005 | IF | PODUD | IAF | - | | | | A2900+ | K240- |
| | | | | | | 188° | 200.1°T | 5.0 | | |
| | 010 | TF | OTVIS | IF | - | | | | A2900+ | |
| | | | | | | 098° | 110.0°T | 5.0 | | |
| | 020 | TF | NEDEB | FAF | - | | | | A2300+ | |
| | | | | | | 098° | 110.2°T | 5.0 | | |
| | 030 | TF | RW10 | MAPt | Y | | | | | |
| | | | | | | 098° | 110.3°T | 11.5 | | |
| | 040 | TF | TUPOT | MAHF | Y | | | | A2900 | |

| EFJO RNP RWY 10 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H10 OTVIS RNP APCH | 010 | IF | OTVIS | IAF/IF | - | | | | A2900+ | |
| | | | | | | 098° | 110.0°T | 5.0 | | |
| | 020 | TF | NEDEB | FAF | - | | | | A2300+ | |
| | | | | | | 098° | 110.2°T | 5.0 | | |
| | 030 | TF | RW10 | MAPt | Y | | | | | |
| | | | | | | 098° | 110.3°T | 11.5 | | |
| | 040 | TF | TUPOT | MAHF | Y | | | | A2900 | |

| EFJO RNP RWY 10 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H10 LIKLI RNP APCH | 005 | IF | LIKLI | IAF | - | | | | A2900+ | K240- |
| | | | | | | 008° | 019.9°T | 5.0 | | |
| | 010 | TF | OTVIS | IF | - | | | | A2900+ | |
| | | | | | | 098° | 110.0°T | 5.0 | | |
| | 020 | TF | NEDEB | FAF | - | | | | A2300+ | |
| | | | | | | 098° | 110.2°T | 5.0 | | |
| | 030 | TF | RW10 | MAPt | Y | | | | | |
| | | | | | | 098° | 110.3°T | 11.5 | | |
| | 040 | TF | TUPOT | MAHF | Y | | | | A2900 | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| OTVIS | 110.3°T | 098° | Left | K230- | A2900 | 1 MIN | - |
| TUPOT | 290.3°T | 278° | Right | K230- | A2900 | 1 MIN | - |

| WPT COORD |
|---|
| SEE PAGE EFJO AD 2.15 - 1 |

| FINAL APPROACH PARAMETERS | | | |
|---|---|---|---|
| LNAV Gradient | Baro-VNAV | | TCH |
| | VPA | MNM T | |
| 6.12 % (3.50°) | 3.50° | -30°C | 50 FT |

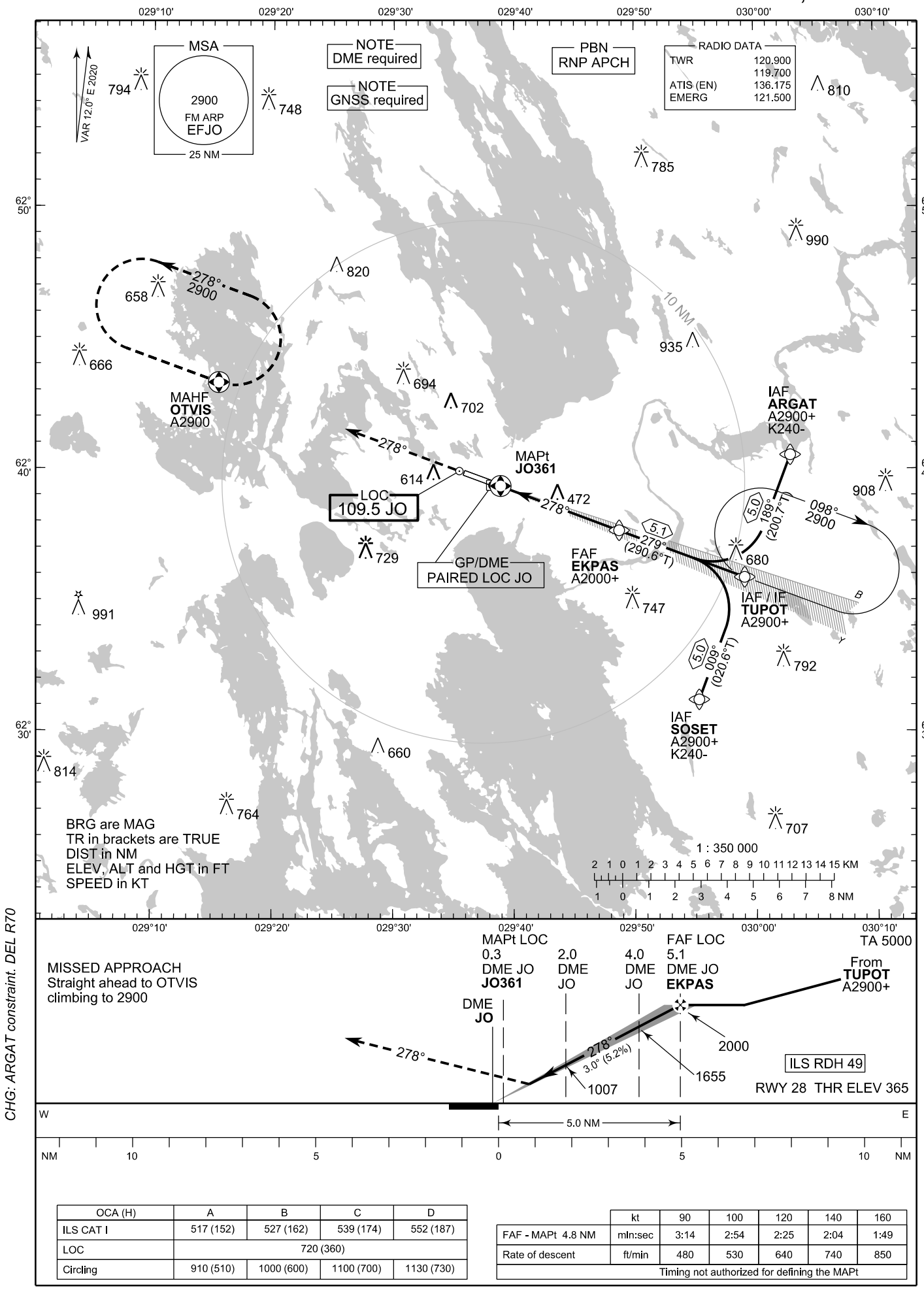
| SBAS DATA | |
|---|---|
| Approach ID | E10A |
| Service Provider | EGNOS |
| CRC remainder | 3E 99 AF 35 |
| Channel number | 48473 |
| Data Block | SEE EFJO AD 2.15 - 3 |


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ELEV 399 FT
HEIGHTS RELATED TO
THR RWY 28 ELEV 365 FT

ILS or LOC RWY 28
JOENSUU AERODROME

# JOENSUU, FINLAND







| OCA (H) | A | B | C | D |
|---|---|---|---|---|
| ILS CAT I | 517 (152) | 527 (162) | 539 (174) | 552 (187) |
| LOC | 720 (360) | | | |
| Circling | 910 (510) | 1000 (600) | 1100 (700) | 1130 (730) |

| | kt | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| FAF - MAPt 4.8 NM | min:sec | 3:14 | 2:54 | 2:25 | 2:04 | 1:49 |
| Rate of descent | ft/min | 480 | 530 | 640 | 740 | 850 |
| Timing not authorized for defining the MAPt | | | | | | |

CHG: ARGAT constraint. DEL R70



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| EFJO ILS or LOC RWY 28 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID<br>NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| I28<br>SOSET<br>RNP APCH | 005 | IF | SOSET | IAF | - | | | | A2900+ | K240- |
| | | | | | | 009° | 020.6°T | 5.0 | | |
| | 010 | TF | TUPOT | IF | - | | | | A2900+ | |
| | | | | | | 279° | 290.6°T | 5.1 | | |
| | 020 | TF | EKPAS | FAF<br>LOC | - | | | | A2000+ | |
| | | | | | | | | | | |
| | 030 | TF | JO361 | MAPt<br>LOC | Y | | | | | |
| | | | | | | 278° | 290.0°T | - | | |
| | 040 | CA | - | - | - | | | | A800+ | |
| | | | | | | - | - | - | | |
| | 050 | DF | OTVIS | MAHF | Y | | | | A2900 | |

| EFJO ILS or LOC RWY 28 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID<br>NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| I28<br>TUPOT<br>RNP APCH | 010 | IF | TUPOT | IAF/IF | - | | | | A2900+ | |
| | | | | | | 279° | 290.6°T | 5.1 | | |
| | 020 | TF | EKPAS | FAF<br>LOC | - | | | | A2000+ | |
| | | | | | | | | | | |
| | 030 | TF | JO361 | MAPt<br>LOC | Y | | | | | |
| | | | | | | 278° | 290.0°T | - | | |
| | 040 | CA | - | - | - | | | | A800+ | |
| | | | | | | - | - | - | | |
| | 050 | DF | OTVIS | MAHF | Y | | | | A2900 | |

| EFJO ILS or LOC RWY 28 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID<br>NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| I28<br>ARGAT<br>RNP APCH | 005 | IF | ARGAT | IAF | - | | | | A2900+ | K240- |
| | | | | | | 189° | 200.7°T | 5.0 | | |
| | 010 | TF | TUPOT | IF | - | | | | A2900+ | |
| | | | | | | 279° | 290.6°T | 5.1 | | |
| | 020 | TF | EKPAS | FAF<br>LOC | - | | | | A2000+ | |
| | | | | | | | | | | |
| | 030 | TF | JO361 | MAPt<br>LOC | Y | | | | | |
| | | | | | | 278° | 290.0°T | - | | |
| | 040 | CA | - | - | - | | | | A800+ | |
| | | | | | | - | - | - | | |
| | 050 | DF | OTVIS | MAHF | Y | | | | A2900 | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| TUPOT | 290.3°T | 278° | Right | K230- | A2900 | 1 MIN | - |
| OTVIS | 110.3°T | 098° | Left | K230- | A2900 | 1 MIN | - |

| WPT COORD |
|---|
| SEE PAGE EFJO AD 2.15 - 1 |

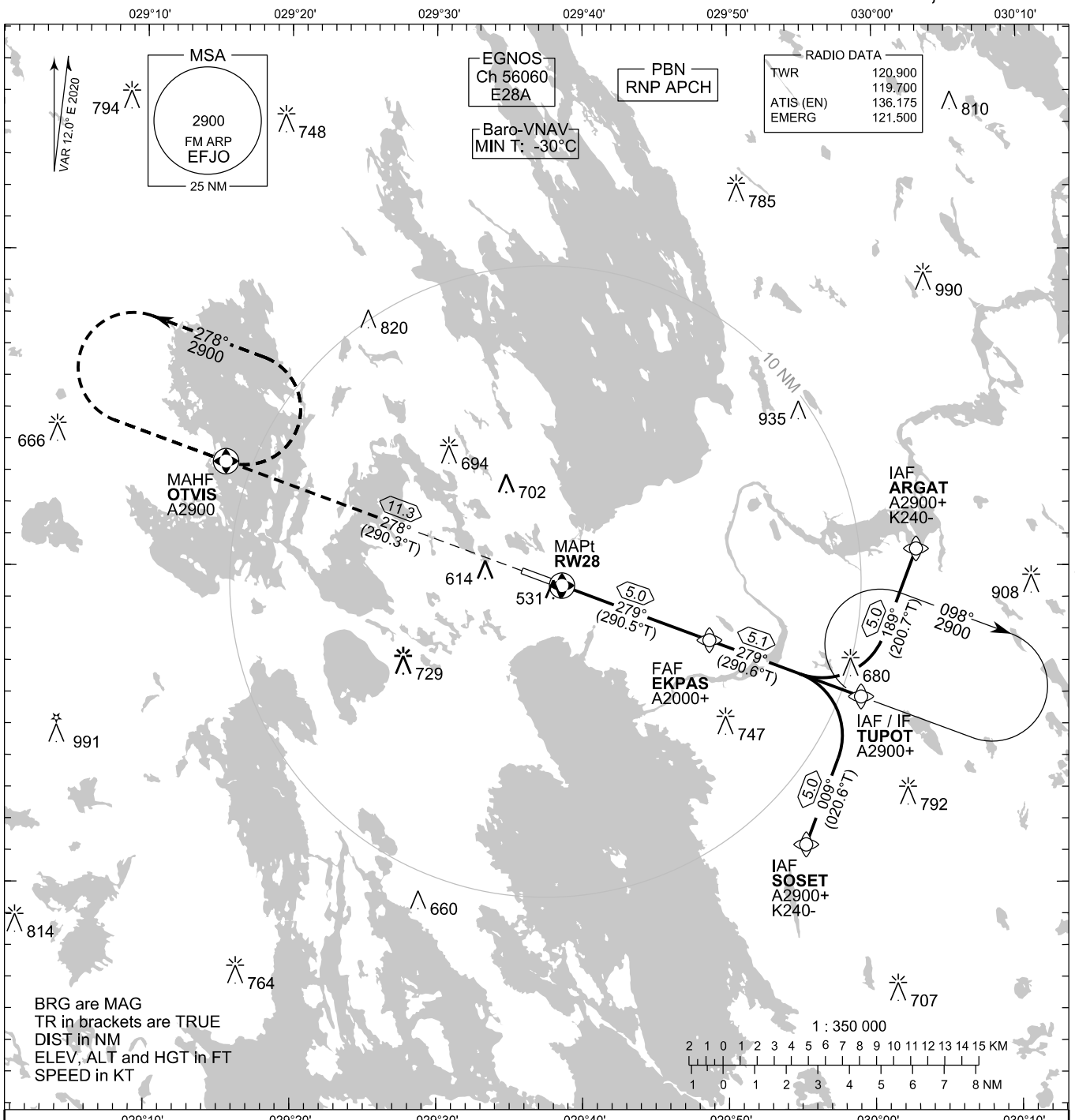
| FINAL APPROACH PARAMETERS | | | |
|---|---|---|---|
| LOC Gradient | ILS | | RDH |
| | CAT | GPA | |
| 5.24 % (3.00°) | I | 3.00° | 49 FT |

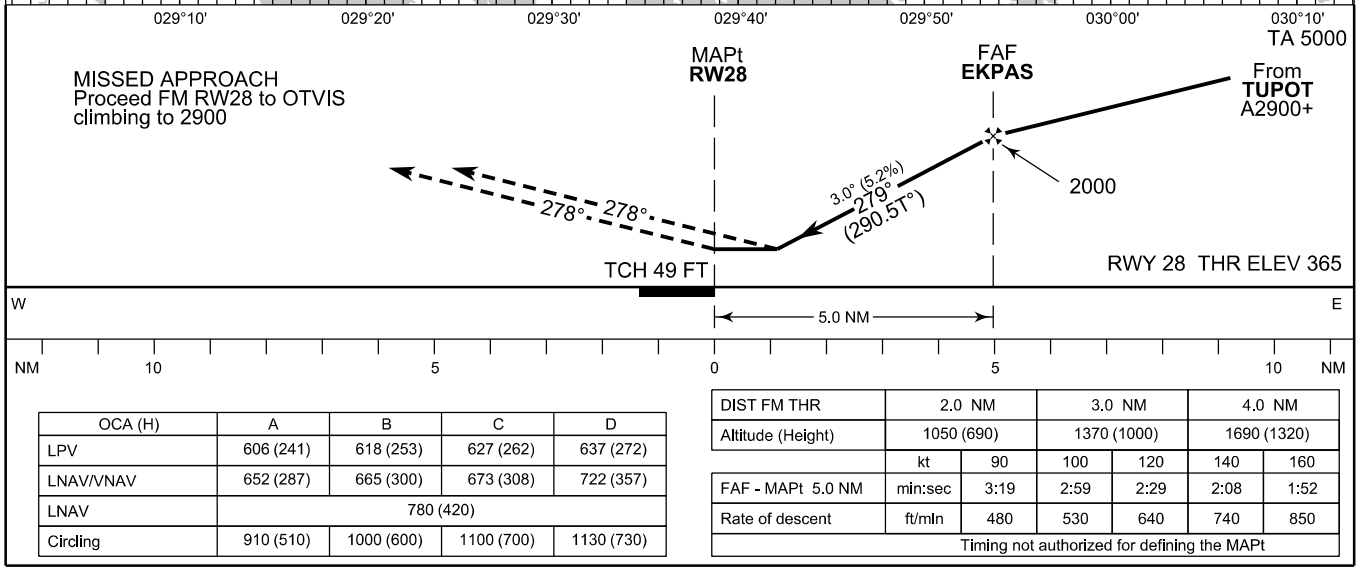

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ELEV 399 FT
HEIGHTS RELATED TO
THR RWY 28 ELEV 365 FT

RNP RWY 28
JOENSUU AERODROME

# JOENSUU, FINLAND




| OCA (H) | A | B | C | D |
|---|---|---|---|---|
| LPV | 606 (241) | 618 (253) | 627 (262) | 637 (272) |
| LNAV/VNAV | 652 (287) | 665 (300) | 673 (308) | 722 (357) |
| LNAV | 780 (420) | | | |
| Circling | 910 (510) | 1000 (600) | 1100 (700) | 1130 (730) |

| DIST FM THR | 2.0 NM | | 3.0 NM | | 4.0 NM | |
|---|---|---|---|---|---|---|
| Altitude (Height) | 1050 (690) | | 1370 (1000) | | 1690 (1320) | |
| | kt | 90 | 100 | 120 | 140 | 160 |
| FAF - MAPt 5.0 NM | min:sec | 3:19 | 2:59 | 2:29 | 2:08 | 1:52 |
| Rate of descent | ft/min | 480 | 530 | 640 | 740 | 850 |
| Timing not authorized for defining the MAPt | | | | | | |

*CHG: Baro-VNAV MIN T, ARGAT constraint, LNAV/VNAV OCA (H). DEL R70*



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| EFJO RNP RWY 28 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H28 SOSET RNP APCH | 005 | IF | SOSET | IAF | - | | | | A2900+ | K240- |
| | 010 | TF | TUPOT | IF | - | 009° | 020.6°T | 5.0 | A2900+ | |
| | 020 | TF | EKPAS | FAF | - | 279° | 290.6°T | 5.1 | A2000+ | |
| | 030 | TF | RW28 | MAPt | Y | 279° | 290.5°T | 5.0 | | |
| | 040 | TF | OTVIS | MAHF | Y | 278° | 290.3°T | 11.3 | A2900 | |

| EFJO RNP RWY 28 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H28 TUPOT RNP APCH | 010 | IF | TUPOT | IAF/IF | - | | | | A2900+ | |
| | 020 | TF | EKPAS | FAF | - | 279° | 290.6°T | 5.1 | A2000+ | |
| | 030 | TF | RW28 | MAPt | Y | 279° | 290.5°T | 5.0 | | |
| | 040 | TF | OTVIS | MAHF | Y | 278° | 290.3°T | 11.3 | A2900 | |

| EFJO RNP RWY 28 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H28 ARGAT RNP APCH | 005 | IF | ARGAT | IAF | - | | | | A2900+ | K240- |
| | 010 | TF | TUPOT | IF | - | 189° | 200.7°T | 5.0 | A2900+ | |
| | 020 | TF | EKPAS | FAF | - | 279° | 290.6°T | 5.1 | A2000+ | |
| | 030 | TF | RW28 | MAPt | Y | 279° | 290.5°T | 5.0 | | |
| | 040 | TF | OTVIS | MAHF | Y | 278° | 290.3°T | 11.3 | A2900 | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| TUPOT | 290.3°T | 278° | Right | K230- | A2900 | 1 MIN | - |
| OTVIS | 110.3°T | 098° | Left | K230- | A2900 | 1 MIN | - |

| WPT COORD |
|---|
| SEE PAGE EFJO AD 2.15 - 1 |

| FINAL APPROACH PARAMETERS | | | |
|---|---|---|---|
| LNAV Gradient | Baro-VNAV | | TCH |
| | VPA | MNM T | |
| 5.24 % (3.00°) | 3.00° | -30°C | 49 FT |

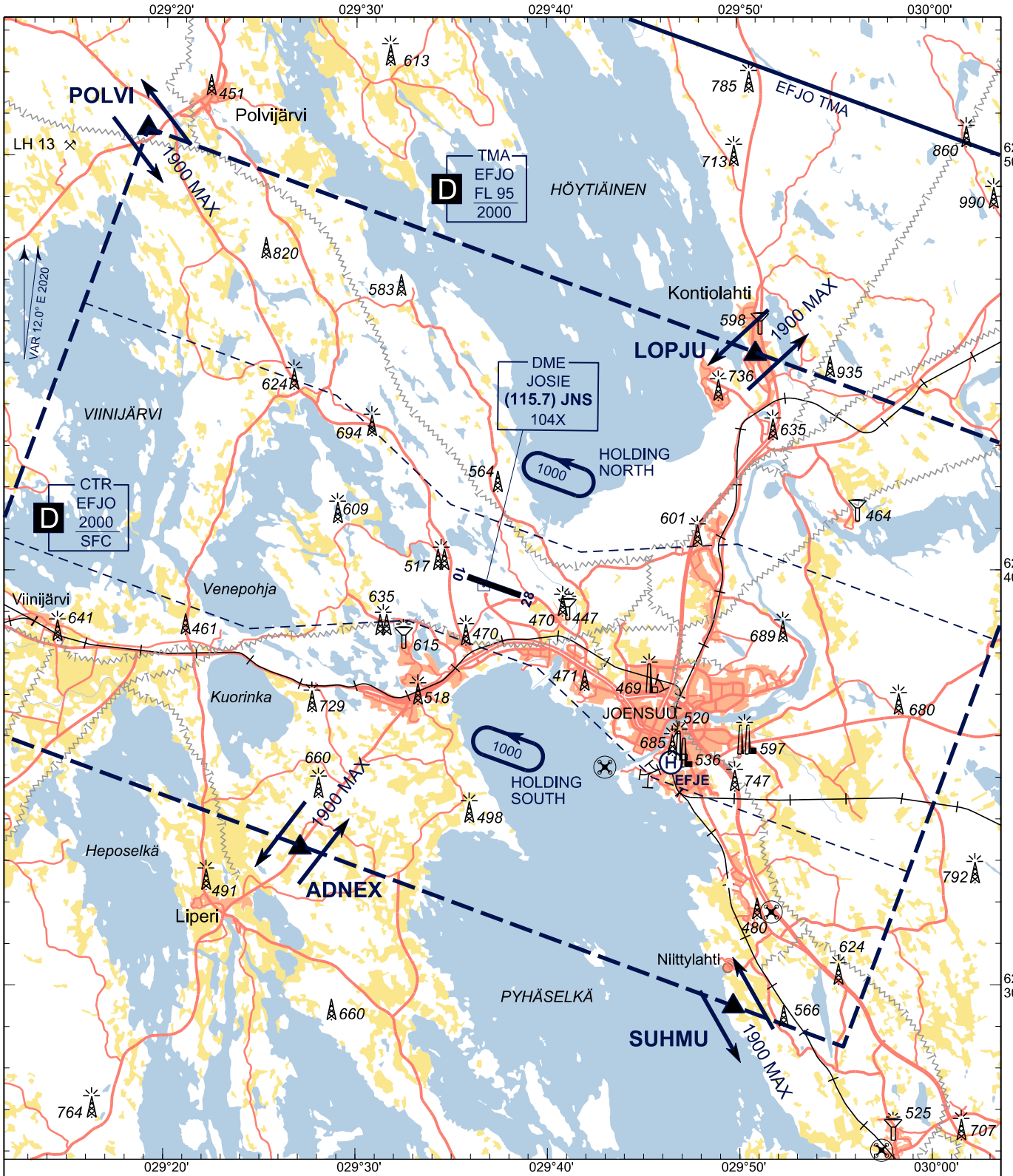
| SBAS DATA | |
|---|---|
| Approach ID | E28A |
| Service Provider | EGNOS |
| CRC remainder | 24 B4 45 FD |
| Channel number | 56060 |
| Data Block | SEE EFJO AD 2.15 - 3 |


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VISUAL
APPROACH CHART - ICAO

ELEV 399 FT

# JOENSUU, FINLAND




1 : 250 000

2 1 0 1 2 3 4 5 6 7 8 9 10 KM
1 0 1 2 3 4 5 6 NM

ALT and ELEV in FT

| RADIO DATA | |
|---|---|
| TWR | 120.900 |
| | 119.700 |
| ATIS (EN) | 136.175 |
| EMERG | 121.500 |

| VASIS | |
|---|---|
| RWY | PAPI MEHT |
| 10 | Left / 3.5° 59 |
| 28 | Left / 3.0° 51 |

| Airspace | Hours of applicability | Airspace class | RMK |
|---|---|---|---|
| EFJO CTR | HO | D | RMZ H24 |
| EFJO TMA | HO | D | RMZ H24 |

Heliport EFJE Pohjois-Karjalan keskussairaala

CHG: ADDN VFR REP ADNEX. DEL VFR REP SURHU, R70



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| WAYPOINT | | RNAV USAGE | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ID | COORD | ENTRY | EXIT | SID | STAR | APCH | HLDG | RMK |
| ARGAT | 624032.65N 0300255.48E | | | | X | X | | |
| BECEC | 623641.02N 0292320.83E | | | X | | | | |
| ECCAN | 623748.50N 0294756.63E | | | X | | | | |
| EKPAS | 623740.55N 0294842.88E | | | | | X | | |
| ETENA | 624944.00N 0284550.00E | X | X | X | X | | | |
| HACCO | 623458.02N 0293328.43E | | | X | | | | |
| JO361 | 623921.57N 0293853.30E | | | | | X | | |
| LIKLI | 623837.51N 0291146.90E | | | X | X | X | | |
| LOBSU | 624419.00N 0294100.00E | | | | X | | | |
| MOPCE | 624121.51N 0292706.55E | | | X | | | | |
| NEDEB | 624135.58N 0292543.14E | | | | | X | | |
| OTVIS | 624318.62N 0291529.22E | | | X | X | X | X | |
| PODUD | 624759.62N 0291912.72E | | | | X | X | | |
| RISEV | 623153.00N 0303014.00E | X | X | X | X | | | |
| RW10 | 623952.52N 0293551.59E | | | | | X | | |
| RW28 | 623924.48N 0293836.22E | | | | | X | | |
| SOSET | 623112.87N 0295517.80E | | | X | X | X | | |
| TECOH | 623307.94N 0294411.78E | | | X | | | | |
| TUPOT | 623552.81N 0295906.04E | | | X | X | X | X | |
| UVOVO | 622257.00N 0292401.00E | X | X | X | X | | | |
| **SUMMARY** | **20** | **3** | **3** | **12** | **10** | **11** | **2** | |

| VFR REPORTING POINTS | | COMPULSORY |
|---|---|---|
| ID | COORD | |
| ADNEX | 623321N 0292706E | X |
| LOPJU | 624514N 0295057E | X |
| POLVI | 625040N 0291901E | X |
| SUHMU | 622931N 0294941E | X |


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| *Charts* | *Pages* |
|---|---|
| VAC | EFJY AD 2.14 - 1 |
| LDG | EFJY AD 2.14 - 3 |
| WAYPOINTS AND FIXES | EFJY AD 2.15 - 1 |
| FAS DATA BLOCK | EFJY AD 2.15 - 3 |

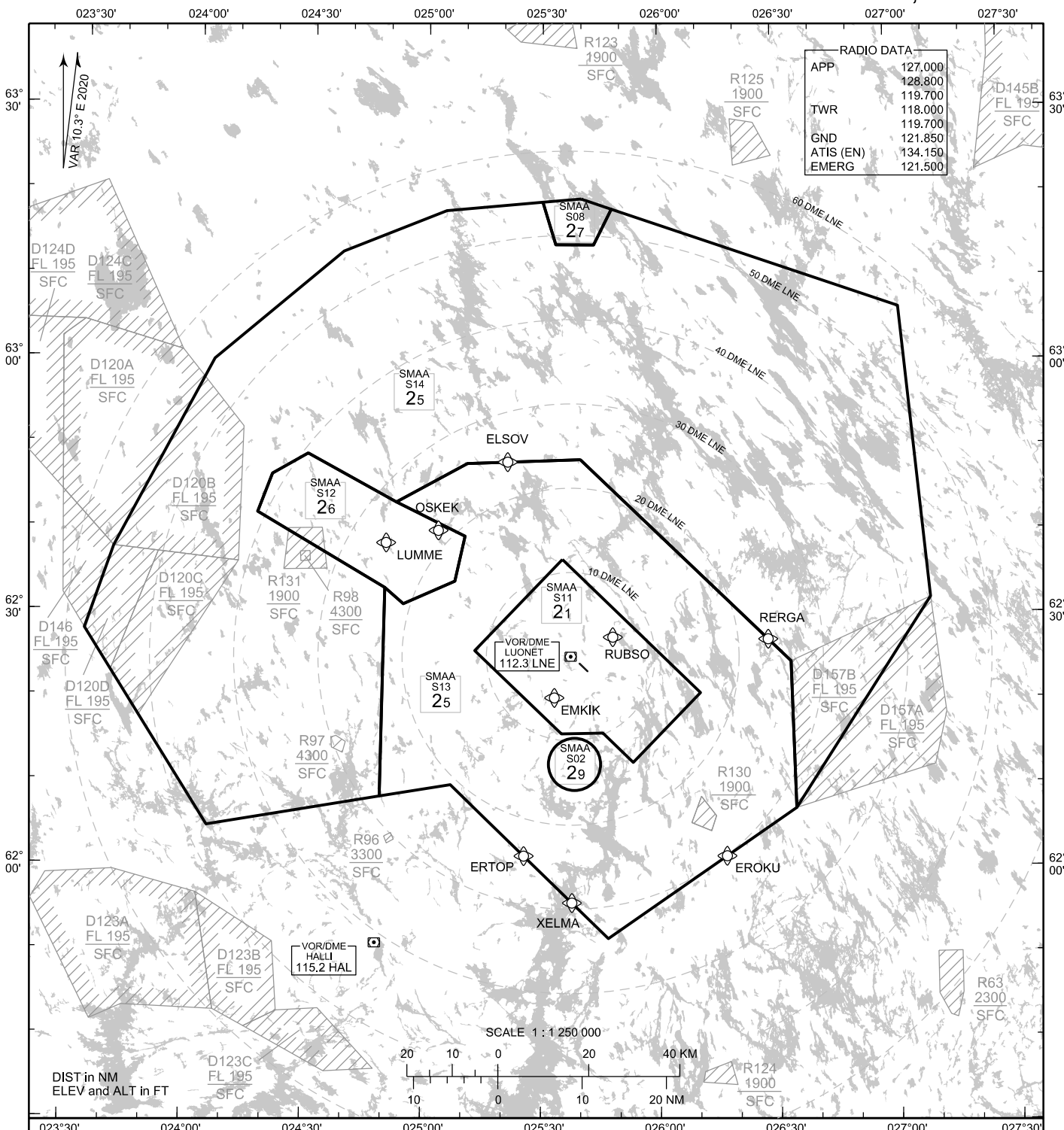

## EFJY AD 2.25 VSS LÄPÄISYT
## EFJY AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATIONS

Ei läpäisyjä — No penetrations

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# JYVÄSKYLÄ, FINLAND




CHG: ADDN R areas

## ATC SURVEILLANCE MINIMUM ALTITUDE CHART

GENERAL INFORMATION:

A Surveillance Minimum Altitude Area (SMAA) is a defined area in which the minimum safe levels allocated by a controller giving an ATC Surveillance service for IFR flights have been predetermined.

SMAA's do not constitute controlled airspace nor do they attract any special airspace regulation in their own right.

SMAA minimum safe level ensures obstacle clearance within the area concerned plus a 3.0 NM buffer area. Minimum safe level is determined by the highest obstacle elevation or the highest terrain elevation + 60 M, whichever is higher, plus safety margin of 300 M (984 FT) rounded up to the next higher hundred feet. Number 20 shown in the SMAA symbol equals 2000 FT MSL.

This chart may only be used for cross-checking of altitudes assigned while the aircraft is identified.

COMMUNICATION FAILURE: IN ACCORDANCE WITH THE RULES OF THE AIR

Coordinates for SMAA's are listed overleaf.



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| EFJY ATC SURVEILLANCE MINIMUM ALTITUDE AREAS | | |
|---|---|---|
| **NAME** | **MIN ALT** | **AREA DEFINITION** |
| EFJY SMAA S02 | 2900 FT | Circle,radius 3.10 NM,centre 621230N 0253824E |

| NAME | MIN ALT | AREA DEFINITION |
|---|---|---|
| EFJY SMAA S08 | 2700 FT | 631924N 0254005E - 631812N 0254800E - 631358N 0254318E - 631400N 0253325E - 631901N 0253002E - 631924N 0254005E |

| NAME | MIN ALT | AREA DEFINITION |
|---|---|---|
| EFJY SMAA S11 | 2100 FT | 623645N 0253517E - 622057N 0261030E - 621244N 0255319E - 621612N 0254538E - 621606N 0253504E - 622556N 0251255E - 623645N 0253517E |

| NAME | MIN ALT | AREA DEFINITION |
|---|---|---|
| EFJY SMAA S12 | 2600 FT | 624904N 0242929E - 624326N 0245226E - 623927N 0251012E - 623408N 0250742E - 623124N 0245432E - 623318N 0244945E - 624204N 0241644E - 624637N 0242022E - 624904N 0242929E |

| NAME | MIN ALT | AREA DEFINITION |
|---|---|---|
| EFJY SMAA S13 | 2500 FT | 624834N 0253951E - 623950N 0255943E - 623126N 0261834E - 622437N 0263339E - 620714N 0263435E - 615152N 0254656E - 620552N 0251613E - 621002N 0250657E - 620836N 0244901E - 622603N 0244929E - 623318N 0244945E - 623124N 0245432E - 623408N 0250742E - 623927N 0251012E - 624326N 0245226E - 624803N 0251041E - 624834N 0253951E<br><br>- Excluding EFJY SMAA S02 and EFJY SMAA S11 |

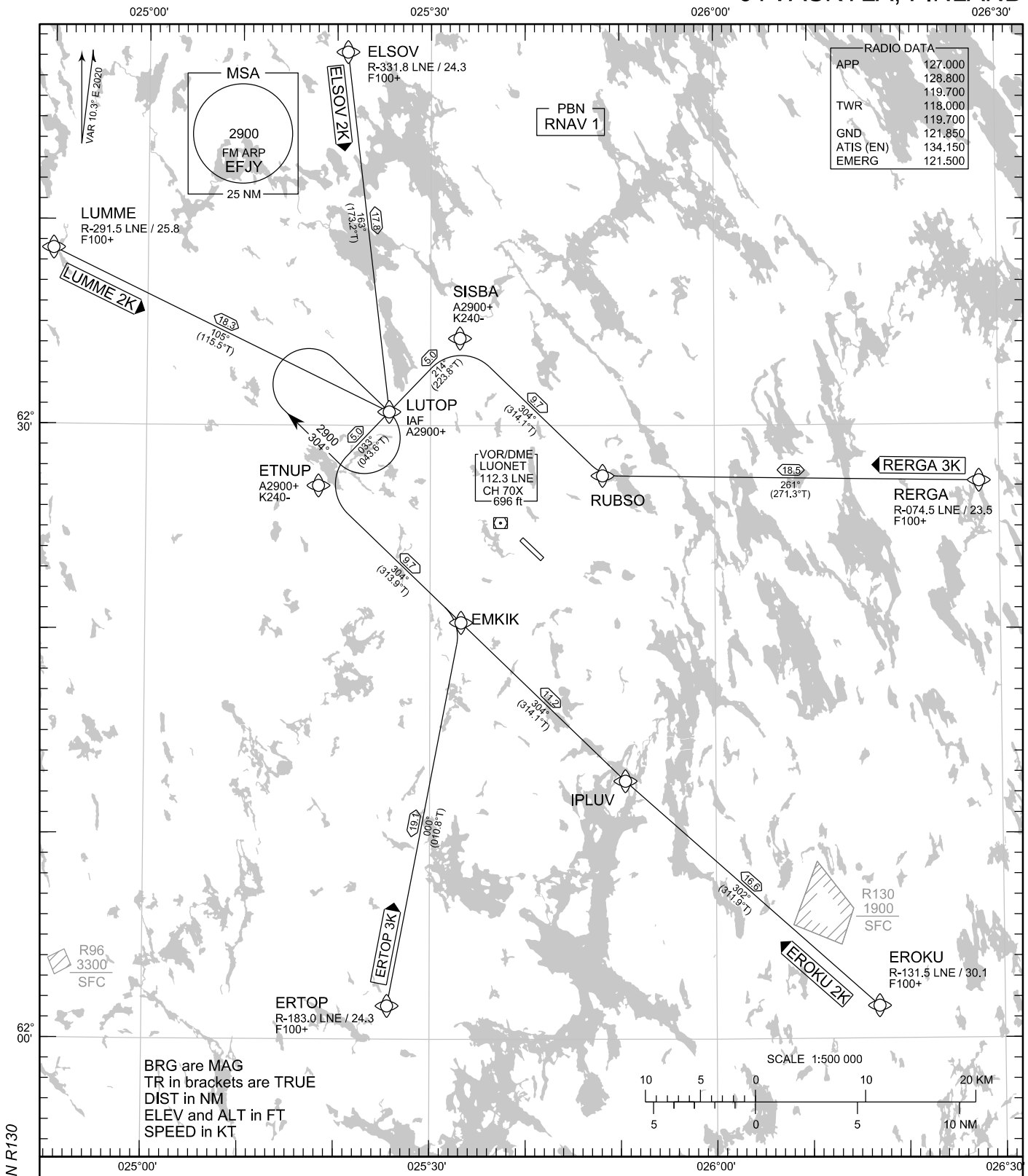
| NAME | MIN ALT | AREA DEFINITION |
|---|---|---|
| EFJY SMAA S14 | 2500 FT | 631901N 0253002E - 631400N 0253325E - 631358N 0254318E - 631812N 0254800E - 630627N 0270241E - 623159N 0270936E - 620714N 0263435E - 622437N 0263339E - 624834N 0253951E - 624803N 0251041E - 624326N 0245226E - 624904N 0242929E - 624637N 0242022E - 624204N 0241644E - 623318N 0244945E - 620836N 0244901E - 620455N 0240521E - 622753N 0233304E - 623741N 0233957E - 630006N 0240449E - 631302N 0243759E - 631758N 0250448E - 631901N 0253002E |


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TRANSITION ALT
5000



# JYVÄSKYLÄ, FINLAND




CHG: ADDN R130

## RNAV STAR RWY 12

ELSOV 2K EROKU 2K ERTOP 3K LUMME 2K RERGA 3K

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART<br>ATC WILL GIVE DESCENT CLEARANCES |
| WPT CONSTRAINTS: | ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC |
| CD OPS: | BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR |
| NOISE ABATEMENT: | AVOID OVERFLYING THE CITY OF JYVÄSKYLÄ BELOW 2000 |
| RCF: | SELECT TRANSPONDER CODE 7600 |
| | RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED: FOLLOW THE STAR TO THE RESPECTIVE RWY AND EXECUTE IAP AND LAND |
| | DURING RADAR VECTORING BEFORE IAF: IN ACCORDANCE WITH THE RULES OF THE AIR |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |



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| EFJY RNAV STAR RWY 12 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT ID | WPT Flyover | MAG | GEO TR | DIST NM | Constraints LVL | Constraints LVL | Constraints Speed |
| ELSOV 2K RNAV 1 | 010 | IF | ELSOV | - | - | - | - | F100+ | | |
| | 020 | TF | LUTOP | - | 163° | 173.2°T | 17.8 | A2900+ | | |
| EROKU 2K RNAV 1 | 010 | IF | EROKU | - | - | - | - | F100+ | | |
| | 020 | TF | IPLUV | - | 302° | 311.9°T | 16.6 | | | |
| | 030 | TF | EMKIK | - | 304° | 314.1°T | 11.2 | | | |
| | 040 | TF | ETNUP | - | 304° | 313.9°T | 9.7 | A2900+ | | K240- |
| | 050 | TF | LUTOP | - | 033° | 043.6°T | 5.0 | A2900+ | | |
| ERTOP 3K RNAV 1 | 010 | IF | ERTOP | - | - | - | - | F100+ | | |
| | 020 | TF | EMKIK | - | 000° | 010.8°T | 19.1 | | | |
| | 030 | TF | ETNUP | - | 304° | 313.9°T | 9.7 | A2900+ | | K240- |
| | 040 | TF | LUTOP | - | 033° | 043.6°T | 5.0 | A2900+ | | |
| LUMME 2K RNAV 1 | 010 | IF | LUMME | - | - | - | - | F100+ | | |
| | 020 | TF | LUTOP | - | 105° | 115.5°T | 18.3 | A2900+ | | |
| RERGA 3K RNAV 1 | 010 | IF | RERGA | - | - | - | - | F100+ | | |
| | 020 | TF | RUBSO | - | 261° | 271.3°T | 18.5 | | | |
| | 030 | TF | SISBA | - | 304° | 314.1°T | 9.7 | A2900+ | | K240- |
| | 040 | TF | LUTOP | - | 214° | 223.8°T | 5.0 | A2900+ | | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| LUTOP | 133.9°T | 124° | Right | K230- | A2900 | 1 MIN | - |

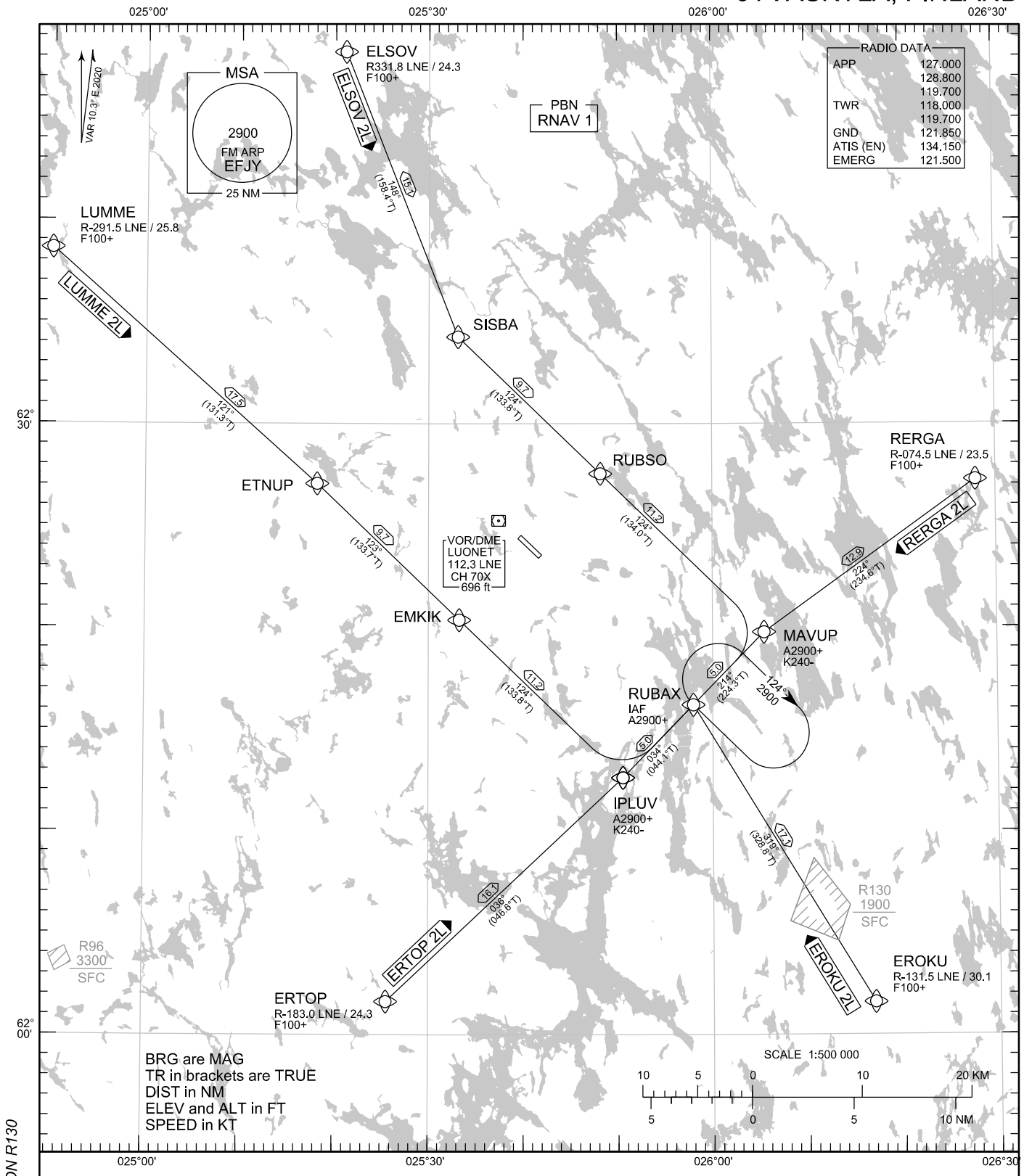
| WPT COORD |
|---|
| SEE PAGE EFJY AD 2.15 - 1 |


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TRANSITION ALT
5000



# JYVÄSKYLÄ, FINLAND




CHG: ADDN R130

## RNAV STAR RWY 30

ELSOV 2L EROKU 2L ERTOP 2L LUMME 2L RERGA 2L

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART<br>ATC WILL GIVE DESCENT CLEARANCES |
| WPT CONSTRAINTS: | ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC |
| CD OPS: | BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR |
| NOISE ABATEMENT: | AVOID OVERFLYING THE CITY OF JYVÄSKYLÄ BELOW 2000 |
| RCF: | SELECT TRANSPONDER CODE 7600 |
| | RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED:<br>FOLLOW THE STAR TO THE RESPECTIVE RWY AND EXECUTE IAP AND LAND |
| | DURING RADAR VECTORING BEFORE IAF:<br>IN ACCORDANCE WITH THE RULES OF THE AIR |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |



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| EFJY RNAV STAR RWY 30 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| ELSOV 2L RNAV 1 | 010 | IF | ELSOV | - | - | - | - | F100+ | | |
| | 020 | TF | SISBA | - | 148° | 158.4°T | 15.1 | | | |
| | 030 | TF | RUBSO | - | 124° | 133.8°T | 9.7 | | | |
| | 040 | TF | MAVUP | - | 124° | 134.0°T | 11.2 | A2900+ | | K240- |
| | 050 | TF | RUBAX | - | 214° | 224.3°T | 5.0 | A2900+ | | |
| EROKU 2L RNAV 1 | 010 | IF | EROKU | - | - | - | - | F100+ | | |
| | 020 | TF | RUBAX | - | 319° | 328.8°T | 17.1 | A2900+ | | |
| ERTOP 2L RNAV 1 | 010 | IF | ERTOP | - | - | - | - | F100+ | | |
| | 020 | TF | IPLUV | - | 036° | 046.6°T | 16.1 | A2900+ | | K240- |
| | 030 | TF | RUBAX | - | 034° | 044.1°T | 5.0 | A2900+ | | |
| LUMME 2L RNAV 1 | 010 | IF | LUMME | - | - | - | - | F100+ | | |
| | 020 | TF | ETNUP | - | 121° | 131.3°T | 17.5 | | | |
| | 030 | TF | EMKIK | - | 123° | 133.7°T | 9.7 | | | |
| | 040 | TF | IPLUV | - | 124° | 133.8°T | 11.2 | A2900+ | | K240- |
| | 050 | TF | RUBAX | - | 034° | 044.1°T | 5.0 | A2900+ | | |
| RERGA 2L RNAV 1 | 010 | IF | RERGA | - | - | - | - | F100+ | | |
| | 020 | TF | MAVUP | - | 224° | 234.6°T | 12.9 | A2900+ | | K240- |
| | 030 | TF | RUBAX | - | 214° | 224.3°T | 5.0 | A2900+ | | |

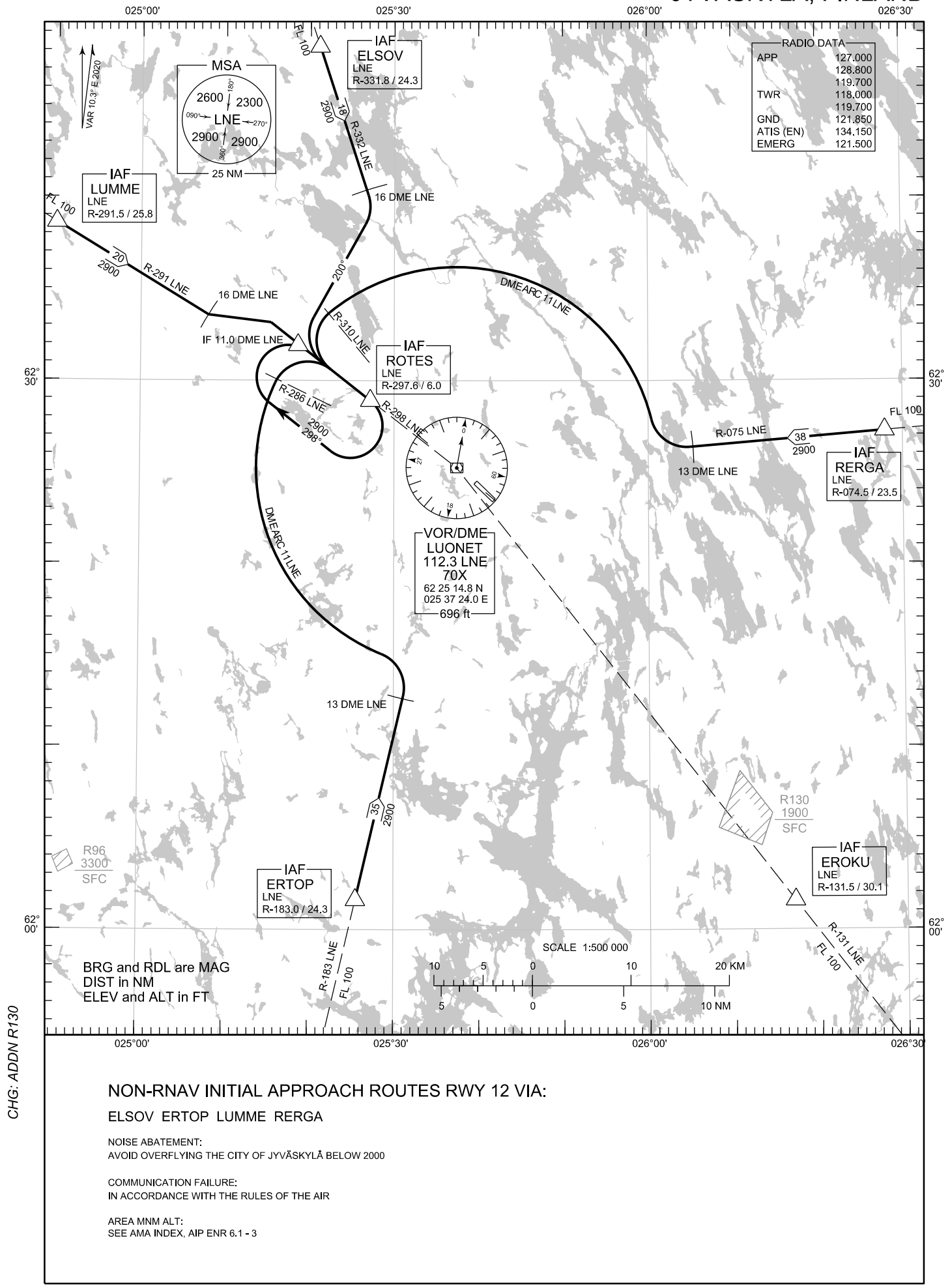
| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| RUBAX | 314.0°T | 304° | Right | K230- | A2900 | 1 MIN | - |

| WPT COORD |
|---|
| SEE PAGE EFJY AD 2.15 - 1 |

TRANSITION ALT
5000



# JYVÄSKYLÄ, FINLAND




CHG: ADDN R130

## NON-RNAV INITIAL APPROACH ROUTES RWY 12 VIA:

ELSOV ERTOP LUMME RERGA

NOISE ABATEMENT:
AVOID OVERFLYING THE CITY OF JYVÄSKYLÄ BELOW 2000

COMMUNICATION FAILURE:
IN ACCORDANCE WITH THE RULES OF THE AIR

AREA MNM ALT:
SEE AMA INDEX, AIP ENR 6.1 - 3



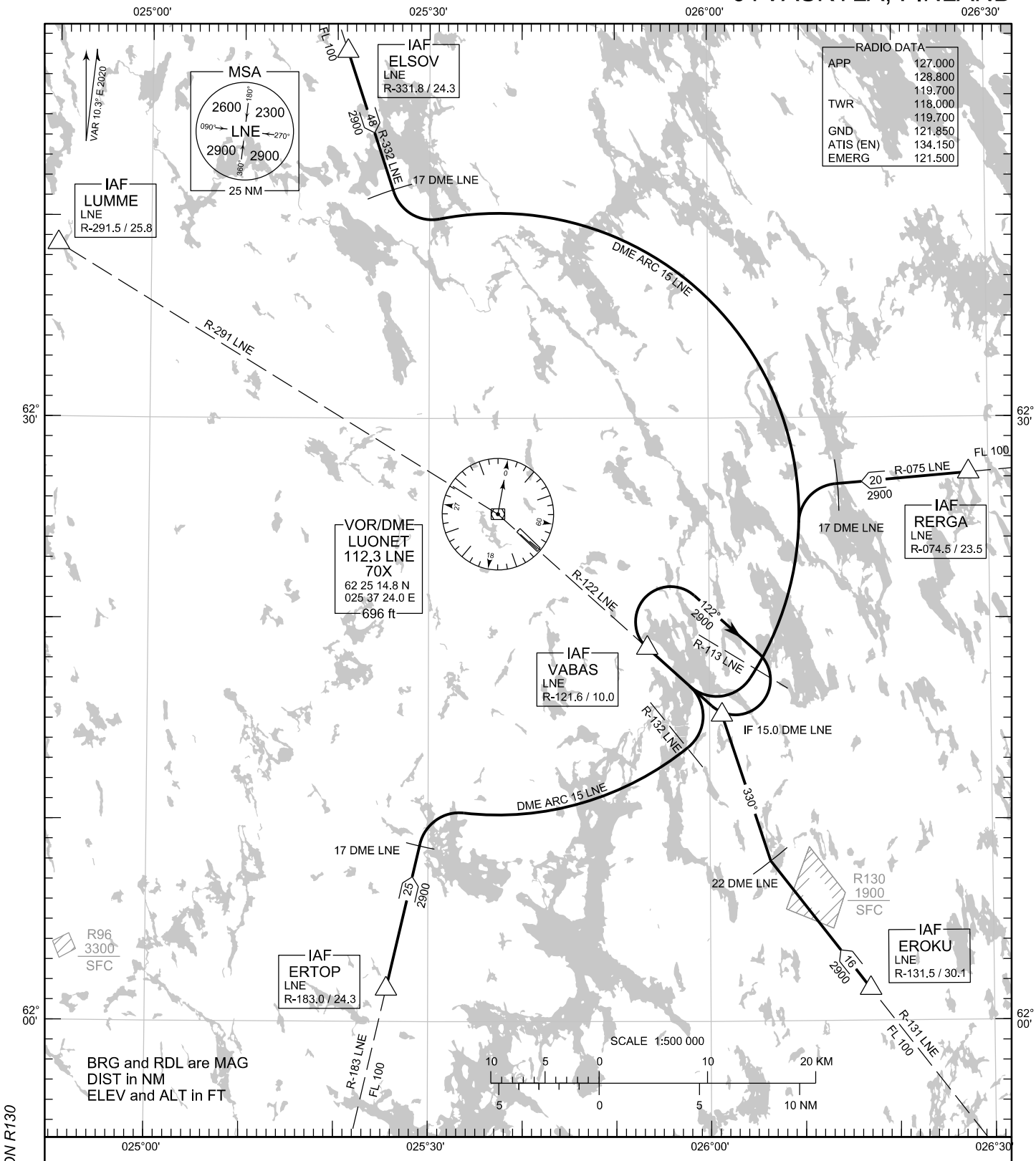
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TRANSITION ALT
5000

# NON-RNAV INA RWY 30
JYVÄSKYLÄ AERODROME
# JYVÄSKYLÄ, FINLAND




## NON-RNAV INITIAL APPROACH ROUTES RWY 30 VIA:

ELSOV EROKU ERTOP RERGA

NOISE ABATEMENT:
AVOID OVERFLYING THE CITY OF JYVÄSKYLÄ BELOW 2000

COMMUNICATION FAILURE:
IN ACCORDANCE WITH THE RULES OF THE AIR

AREA MNM ALT:
SEE AMA INDEX, AIP ENR 6.1 - 3

CHG: ADDN R130

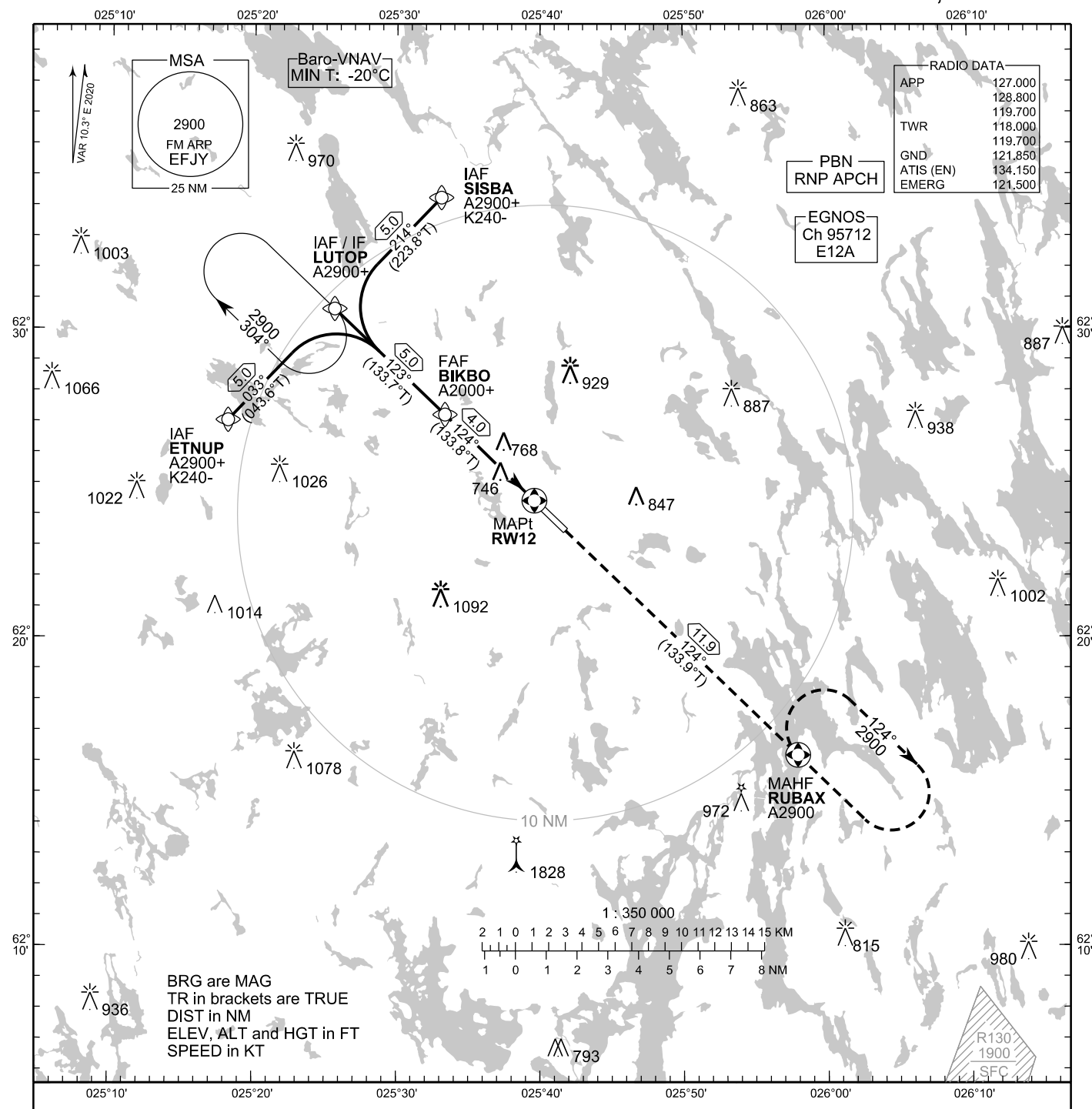

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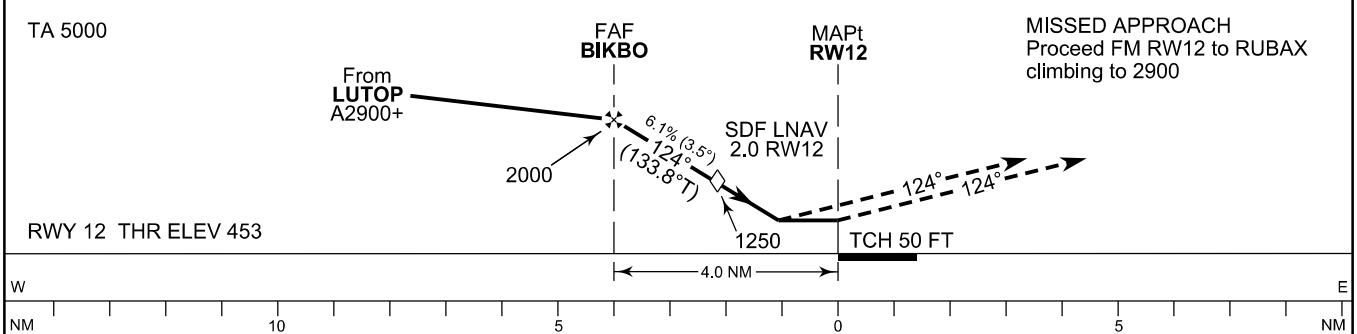
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ELEV 460 FT
HEIGHTS RELATED TO
THR RWY 12 ELEV 453 FT

# RNP RWY 12
## JYVÄSKYLÄ AERODROME
## JYVÄSKYLÄ, FINLAND




| OCA (H) | A | B | C | D |
|---|---|---|---|---|
| LPV | 839 (386) | 854 (401) | 866 (413) | 876 (423) |
| LNAV/VNAV | 863 (410) | 878 (425) | 890 (437) | 900 (447) |
| LNAV | 1020 (570) | | | |
| Circling | 1050 (590) | 1150 (690) | 1330 (870) | 1490 (1030) |

| DIST FM THR | 4.0 NM | | 3.0 NM | | 2.0 NM | |
|---|---|---|---|---|---|---|
| Altitude (Height) | 1990 (1540) | | 1620 (1160) | | 1250 (790) | |
| | kt | 90 | 100 | 120 | 140 | 160 |
| FAF - MAPt 4.0 NM | min:sec | 2:41 | 2:25 | 2:01 | 1:44 | 1:31 |
| Rate of descent | ft/min | 560 | 620 | 740 | 870 | 990 |
| Timing not authorized for defining the MAPt | | | | | | |

CHG: ADDN R130



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| EFJY RNP RWY 12 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H12 SISBA RNP APCH | 005 | IF | SISBA | IAF | - | | | | A2900+ | K240- |
| | 010 | TF | LUTOP | IF | - | 214° | 223.8°T | 5.0 | A2900+ | |
| | 020 | TF | BIKBO | FAF | - | 123° | 133.7°T | 5.0 | A2000+ | |
| | 030 | TF | RW12 | MAPt | Y | 124° | 133.8°T | 4.0 | | |
| | 040 | TF | RUBAX | MAHF | Y | 124° | 133.9°T | 11.9 | A2900 | |

| EFJY RNP RWY 12 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H12 LUTOP RNP APCH | 010 | IF | LUTOP | IAF/IF | - | | | | A2900+ | |
| | 020 | TF | BIKBO | FAF | - | 123° | 133.7°T | 5.0 | A2000+ | |
| | 030 | TF | RW12 | MAPt | Y | 124° | 133.8°T | 4.0 | | |
| | 040 | TF | RUBAX | MAHF | Y | 124° | 133.9°T | 11.9 | A2900 | |

| EFJY RNP RWY 12 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H12 ETNUP RNP APCH | 005 | IF | ETNUP | IAF | - | | | | A2900+ | K240- |
| | 010 | TF | LUTOP | IF | - | 033° | 043.6°T | 5.0 | A2900+ | |
| | 020 | TF | BIKBO | FAF | - | 123° | 133.7°T | 5.0 | A2000+ | |
| | 030 | TF | RW12 | MAPt | Y | 124° | 133.8°T | 4.0 | | |
| | 040 | TF | RUBAX | MAHF | Y | 124° | 133.9°T | 11.9 | A2900 | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| LUTOP | 133.9°T | 124° | Right | K230- | A2900 | 1 MIN | - |
| RUBAX | 314.0°T | 304° | Right | K230- | A2900 | 1 MIN | - |

| WPT COORD |
|---|
| SEE PAGE EFJY AD 2.15 - 1 |

| FINAL APPROACH PARAMETERS | | | |
|---|---|---|---|
| LNAV Gradient | Baro-VNAV | | TCH |
| | VPA | MNM T | |
| 6.11 % (3.50°) | 3.50° | -20°C | 50 FT |

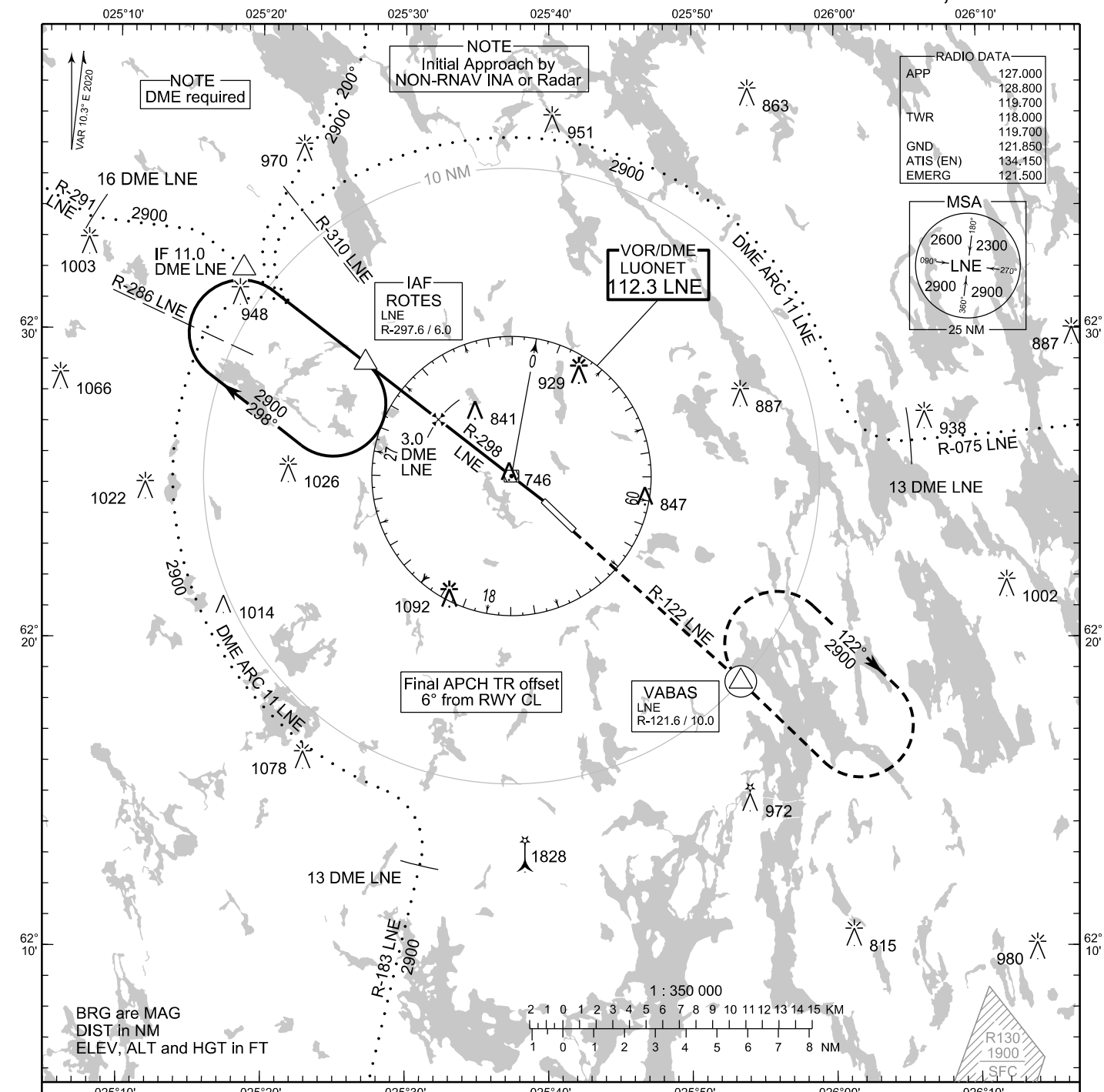
| SBAS DATA | |
|---|---|
| Approach ID | E12A |
| Service Provider | EGNOS |
| CRC remainder | F3 18 4D C1 |
| Channel number | 95712 |
| Data Block | SEE EFJY AD 2.15 - 3 |

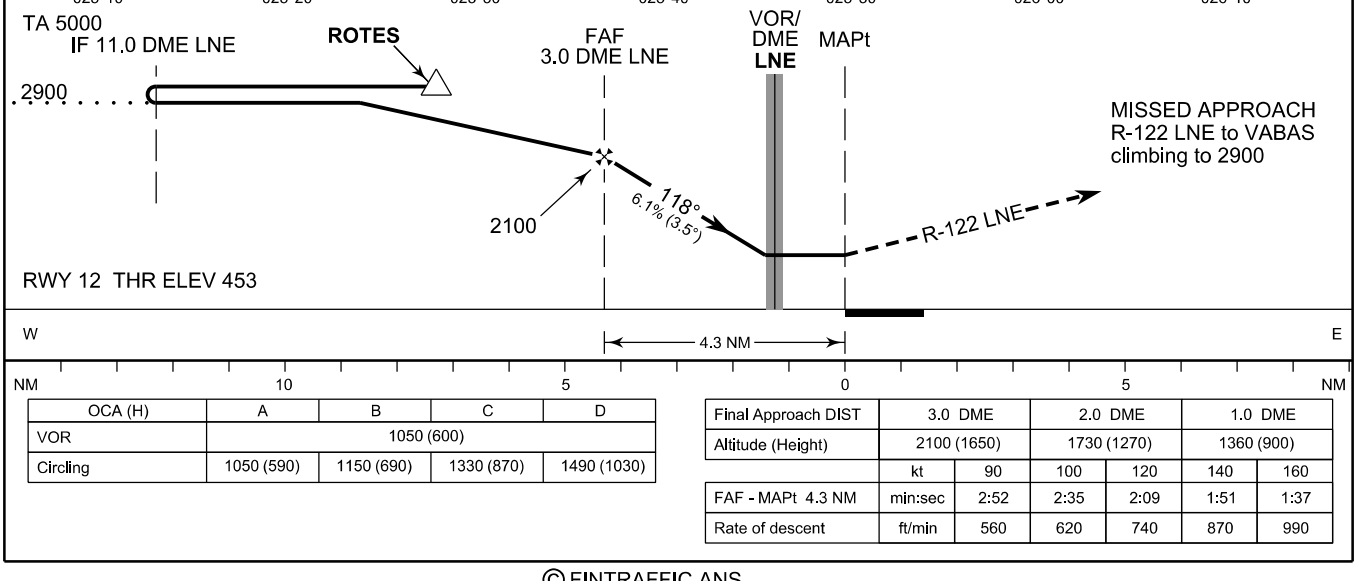

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ELEV 460 FT
HEIGHTS RELATED TO
THR RWY 12 ELEV 453 FT

VOR RWY 12
JYVÄSKYLÄ AERODROME

# JYVÄSKYLÄ, FINLAND




| OCA (H) | A | B | C | D |
|---|---|---|---|---|
| VOR | 1050 (600) | | | |
| Circling | 1050 (590) | 1150 (690) | 1330 (870) | 1490 (1030) |

| Final Approach DIST | 3.0 DME | | 2.0 DME | | 1.0 DME | |
|---|---|---|---|---|---|---|
| Altitude (Height) | 2100 (1650) | | 1730 (1270) | | 1360 (900) | |
| | kt | 90 | 100 | 120 | 140 | 160 |
| FAF - MAPt 4.3 NM | min:sec | 2:52 | 2:35 | 2:09 | 1:51 | 1:37 |
| Rate of descent | ft/min | 560 | 620 | 740 | 870 | 990 |

CHG: ADDN R130


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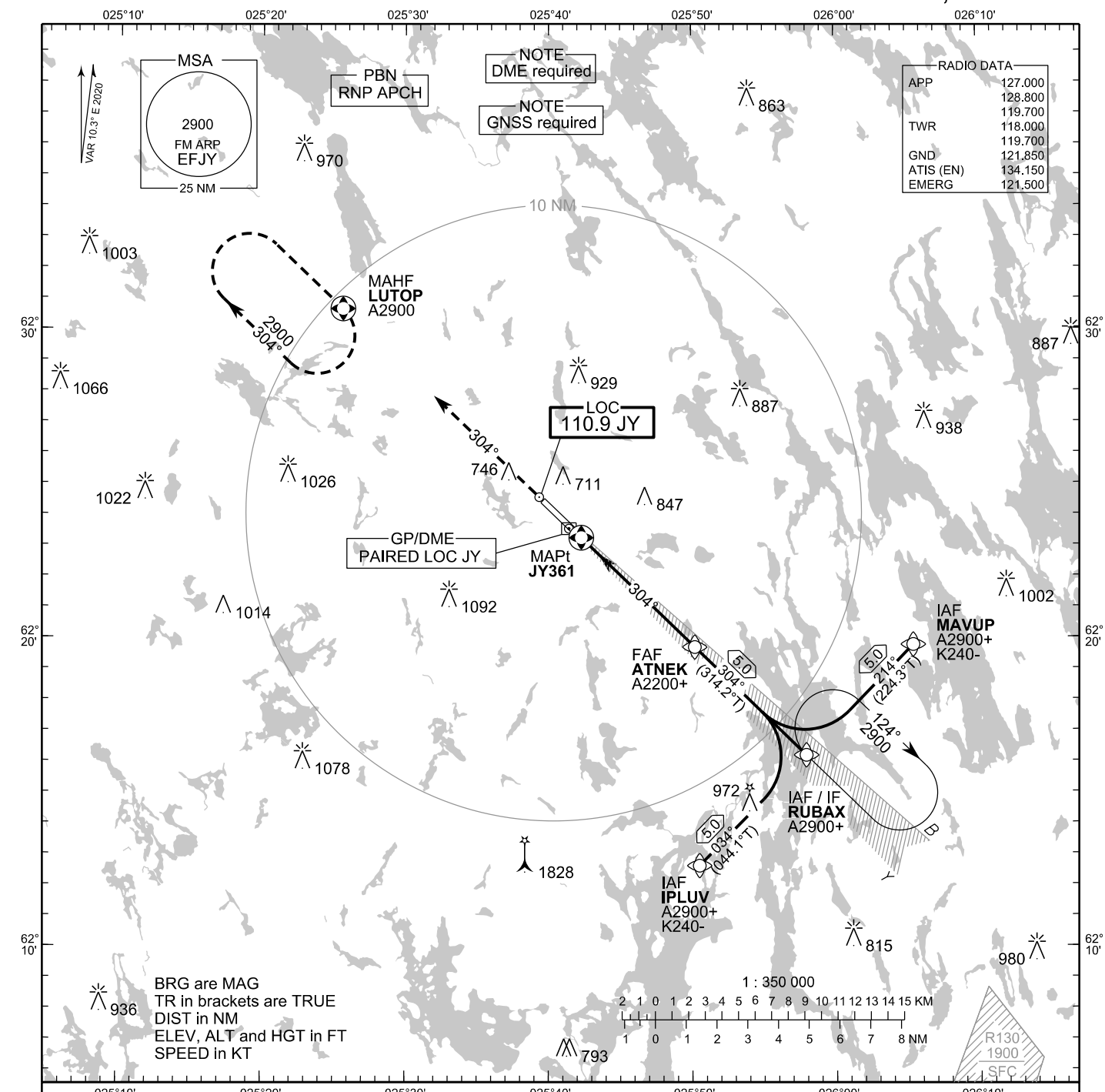
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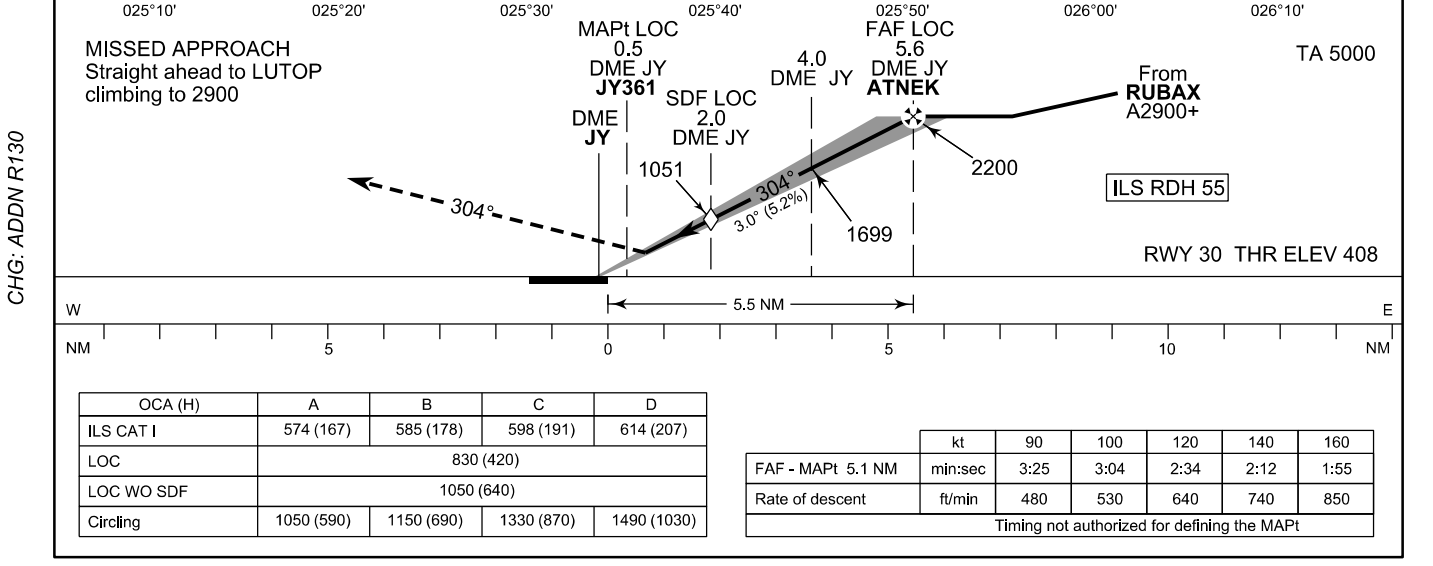

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ELEV 460 FT
HEIGHTS RELATED TO
THR RWY 30 ELEV 408 FT

ILS Z or LOC Z RWY 30
JYVÄSKYLÄ AERODROME

# JYVÄSKYLÄ, FINLAND




| OCA (H) | A | B | C | D |
|---|---|---|---|---|
| ILS CAT I | 574 (167) | 585 (178) | 598 (191) | 614 (207) |
| LOC | 830 (420) | | | |
| LOC WO SDF | 1050 (640) | | | |
| Circling | 1050 (590) | 1150 (690) | 1330 (870) | 1490 (1030) |

| | kt | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| FAF - MAPt 5.1 NM | min:sec | 3:25 | 3:04 | 2:34 | 2:12 | 1:55 |
| Rate of descent | ft/min | 480 | 530 | 640 | 740 | 850 |
| Timing not authorized for defining the MAPt | | | | | | |

CHG: ADDN R130


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| EFJY ILS Z or LOC Z RWY 30 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| I30 IPLUV RNP APCH | 005 | IF | IPLUV | IAF | - | | | | A2900+ | K240- |
| | 010 | TF | RUBAX | IF | - | 034° | 044.1°T | 5.0 | A2900+ | |
| | 020 | TF | ATNEK | FAF LOC | - | 304° | 314.2°T | 5.0 | A2200+ | |
| | | | | | | | | | | |
| | 030 | TF | JY361 | MAPt LOC | Y | | | | | |
| | 040 | CA | - | - | - | 304° | 314.3°T | - | A1000+ | |
| | 050 | DF | LUTOP | MAHF | Y | - | - | - | A2900 | |

| EFJY ILS Z or LOC Z RWY 30 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| I30 RUBAX RNP APCH | 010 | IF | RUBAX | IAF/IF | - | | | | A2900+ | |
| | 020 | TF | ATNEK | FAF LOC | - | 304° | 314.2°T | 5.0 | A2200+ | |
| | | | | | | | | | | |
| | 030 | TF | JY361 | MAPt LOC | Y | | | | | |
| | 040 | CA | - | - | - | 304° | 314.3°T | - | A1000+ | |
| | 050 | DF | LUTOP | MAHF | Y | - | - | - | A2900 | |

| EFJY ILS Z or LOC Z RWY 30 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| I30 MAVUP RNP APCH | 005 | IF | MAVUP | IAF | - | | | | A2900+ | K240- |
| | 010 | TF | RUBAX | IF | - | 214° | 224.3°T | 5.0 | A2900+ | |
| | 020 | TF | ATNEK | FAF LOC | - | 304° | 314.2°T | 5.0 | A2200+ | |
| | | | | | | | | | | |
| | 030 | TF | JY361 | MAPt LOC | Y | | | | | |
| | 040 | CA | - | - | - | 304° | 314.3°T | - | A1000+ | |
| | 050 | DF | LUTOP | MAHF | Y | - | - | - | A2900 | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| RUBAX | 314.0°T | 304° | Right | K230- | A2900 | 1 MIN | - |
| LUTOP | 133.9°T | 124° | Right | K230- | A2900 | 1 MIN | - |

| WPT COORD |
|---|
| SEE PAGE EFJY AD 2.15 - 1 |

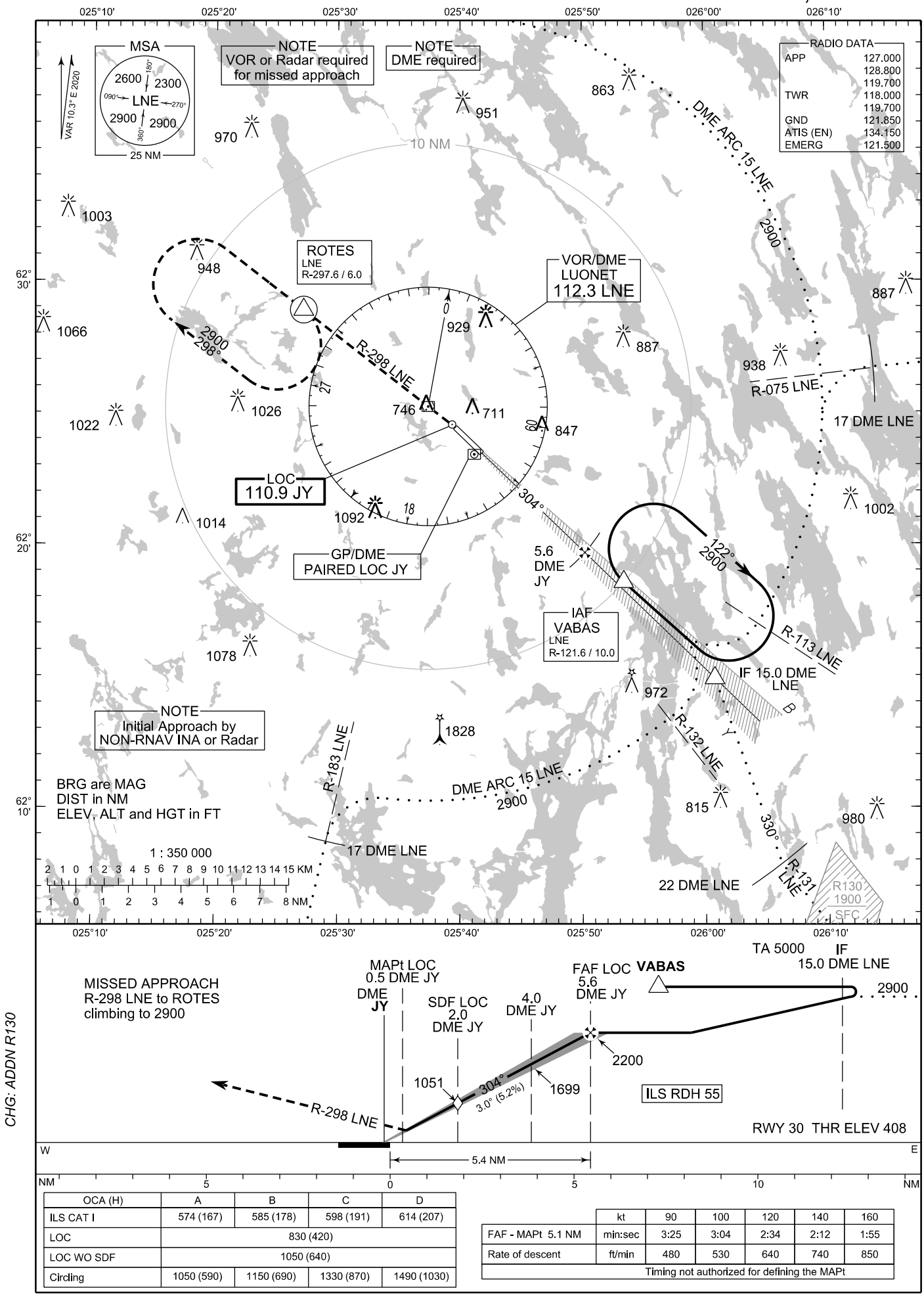
| FINAL APPROACH PARAMETERS | | | |
|---|---|---|---|
| LOC Gradient | ILS | | RDH |
| | CAT | GPA | |
| 5.24 % (3.00°) | I | 3.00° | 55 FT |


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ELEV 460 FT
HEIGHTS RELATED TO
THR RWY 30 ELEV 408 FT

ILS Y or LOC Y RWY 30
JYVÄSKYLÄ AERODROME

# JYVÄSKYLÄ, FINLAND







| OCA (H) | A | B | C | D |
|---|---|---|---|---|
| ILS CAT I | 574 (167) | 585 (178) | 598 (191) | 614 (207) |
| LOC | 830 (420) | | | |
| LOC WO SDF | 1050 (640) | | | |
| Circling | 1050 (590) | 1150 (690) | 1330 (870) | 1490 (1030) |

| | kt | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| FAF - MAPt 5.1 NM | min:sec | 3:25 | 3:04 | 2:34 | 2:12 | 1:55 |
| Rate of descent | ft/min | 480 | 530 | 640 | 740 | 850 |
| Timing not authorized for defining the MAPt | | | | | | |

CHG: ADDN R130

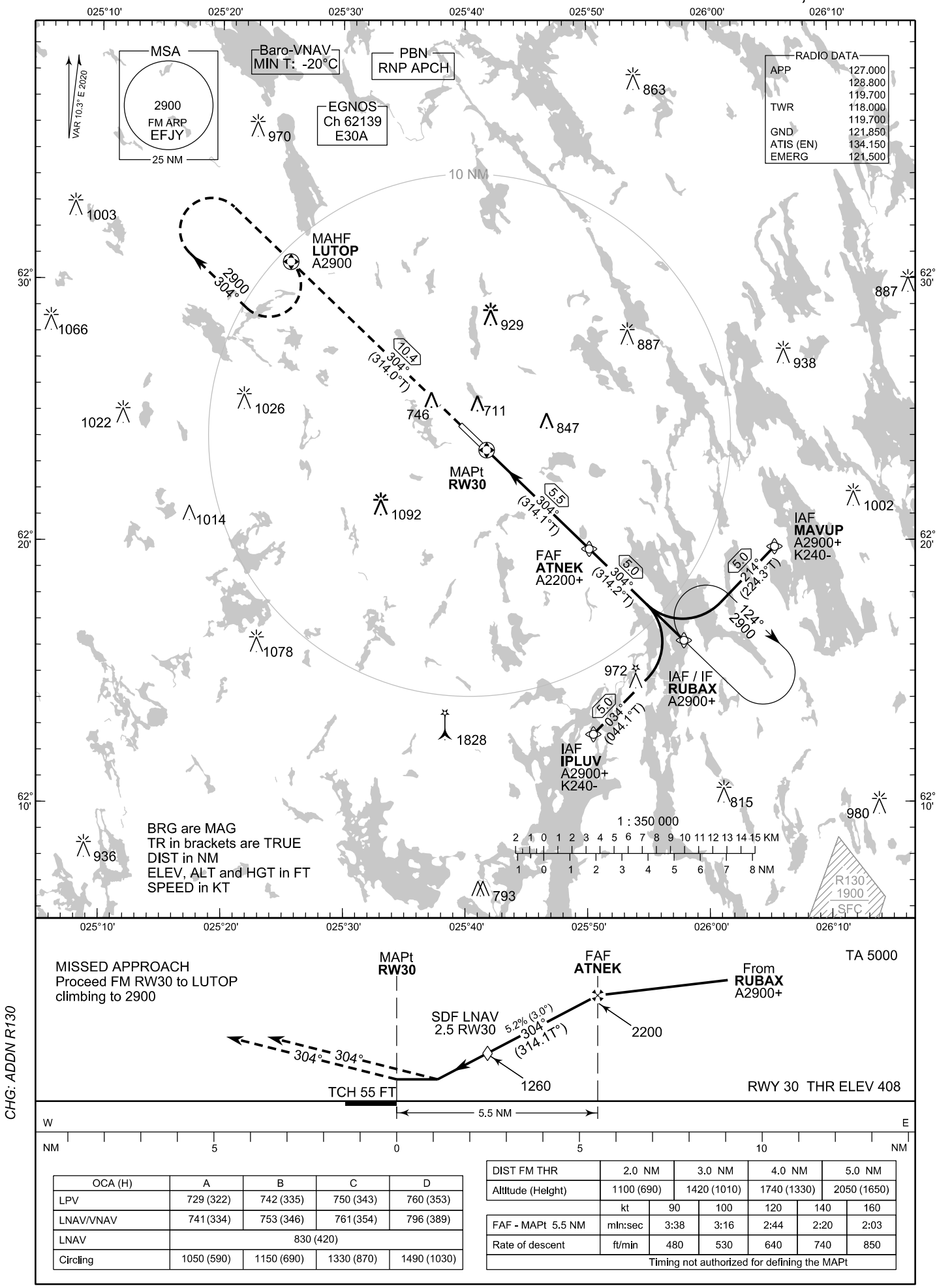


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# JYVÄSKYLÄ, FINLAND







| OCA (H) | A | B | C | D |
|---|---|---|---|---|
| LPV | 729 (322) | 742 (335) | 750 (343) | 760 (353) |
| LNAV/VNAV | 741 (334) | 753 (346) | 761 (354) | 796 (389) |
| LNAV | 830 (420) | | | |
| Circling | 1050 (590) | 1150 (690) | 1330 (870) | 1490 (1030) |

| DIST FM THR | 2.0 NM | 3.0 NM | 4.0 NM | 5.0 NM |
|---|---|---|---|---|
| Altitude (Height) | 1100 (690) | 1420 (1010) | 1740 (1330) | 2050 (1650) |

| | | | | | | |
|---|---|---|---|---|---|---|
| | kt | 90 | 100 | 120 | 140 | 160 |
| FAF - MAPt 5.5 NM | min:sec | 3:38 | 3:16 | 2:44 | 2:20 | 2:03 |
| Rate of descent | ft/min | 480 | 530 | 640 | 740 | 850 |

Timing not authorized for defining the MAPt

CHG: ADDN R130



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| EFJY RNP RWY 30 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H30 IPLUV RNP APCH | 005 | IF | IPLUV | IAF | - | | | | A2900+ | K240- |
| | 010 | TF | RUBAX | IF | - | 034° | 044.1°T | 5.0 | A2900+ | |
| | 020 | TF | ATNEK | FAF | - | 304° | 314.2°T | 5.0 | A2200+ | |
| | 030 | TF | RW30 | MAPt | Y | 304° | 314.1°T | 5.5 | | |
| | 040 | TF | LUTOP | MAHF | Y | 304° | 314.0°T | 10.4 | A2900 | |

| EFJY RNP RWY 30 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H30 RUBAX RNP APCH | 010 | IF | RUBAX | IAF/IF | - | | | | A2900+ | |
| | 020 | TF | ATNEK | FAF | - | 304° | 314.2°T | 5.0 | A2200+ | |
| | 030 | TF | RW30 | MAPt | Y | 304° | 314.1°T | 5.5 | | |
| | 040 | TF | LUTOP | MAHF | Y | 304° | 314.0°T | 10.4 | A2900 | |

| EFJY RNP RWY 30 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H30 MAVUP RNP APCH | 005 | IF | MAVUP | IAF | - | | | | A2900+ | K240- |
| | 010 | TF | RUBAX | IF | - | 214° | 224.3°T | 5.0 | A2900+ | |
| | 020 | TF | ATNEK | FAF | - | 304° | 314.2°T | 5.0 | A2200+ | |
| | 030 | TF | RW30 | MAPt | Y | 304° | 314.1°T | 5.5 | | |
| | 040 | TF | LUTOP | MAHF | Y | 304° | 314.0°T | 10.4 | A2900 | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| RUBAX | 314.0°T | 304° | Right | K230- | A2900 | 1 MIN | - |
| LUTOP | 133.9°T | 124° | Right | K230- | A2900 | 1 MIN | - |

| WPT COORD |
|---|
| SEE PAGE EFJY AD 2.15 - 1 |

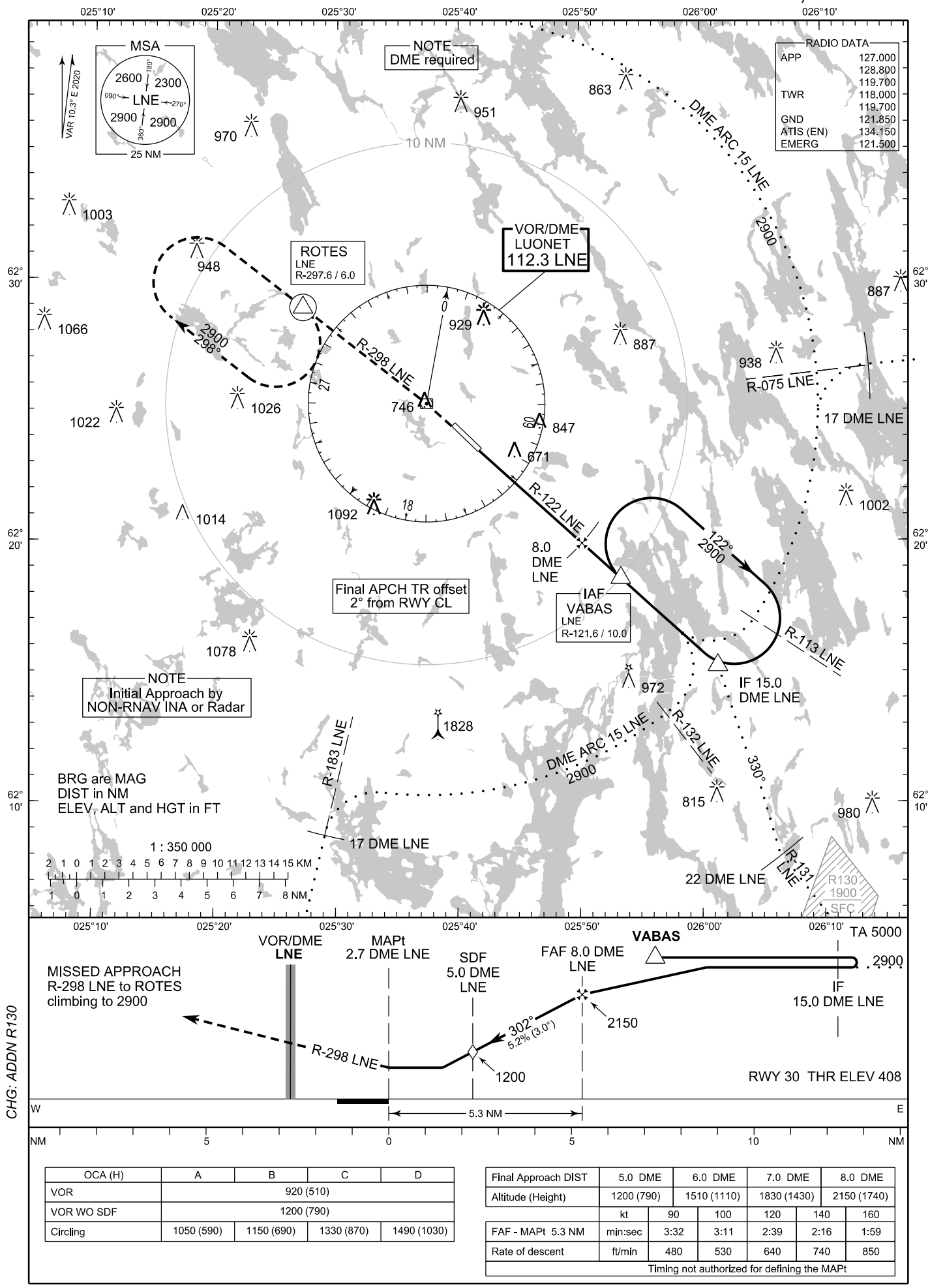
| FINAL APPROACH PARAMETERS | | | |
|---|---|---|---|
| LNAV Gradient | Baro-VNAV | | TCH |
| | VPA | MNM T | |
| 5.24 % (3.00°) | 3.00° | -20°C | 55 FT |

| SBAS DATA | |
|---|---|
| Approach ID | E30A |
| Service Provider | EGNOS |
| CRC remainder | F8 87 7B F4 |
| Channel number | 62139 |
| Data Block | SEE EFJY AD 2.15 - 3 |

ELEV 460 FT
HEIGHTS RELATED TO
THR RWY 30 ELEV 408 FT

VOR RWY 30
JYVÄSKYLÄ AERODROME

# JYVÄSKYLÄ, FINLAND




CHG: ADDN R130

| OCA (H) | A | B | C | D |
|---|---|---|---|---|
| VOR | 920 (510) | | | |
| VOR WO SDF | 1200 (790) | | | |
| Circling | 1050 (590) | 1150 (690) | 1330 (870) | 1490 (1030) |

| Final Approach DIST | 5.0 DME | 6.0 DME | 7.0 DME | 8.0 DME |
|---|---|---|---|---|
| Altitude (Height) | 1200 (790) | 1510 (1110) | 1830 (1430) | 2150 (1740) |

| | kt | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| FAF - MAPt 5.3 NM | min:sec | 3:32 | 3:11 | 2:39 | 2:16 | 1:59 |
| Rate of descent | ft/min | 480 | 530 | 640 | 740 | 850 |
| Timing not authorized for defining the MAPt | | | | | | |



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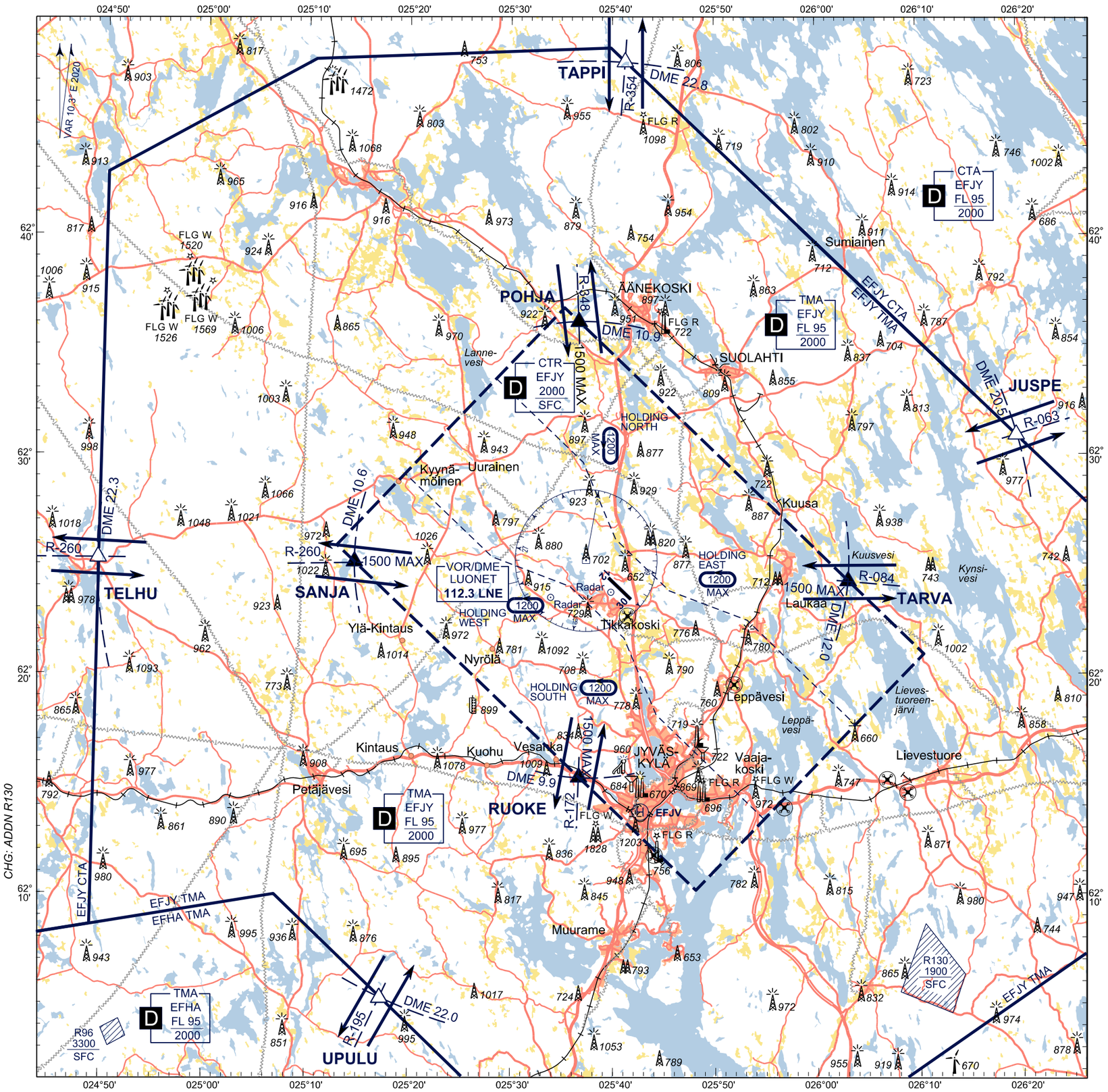
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# VISUAL APPROACH CHART - ICAO

# JYVÄSKYLÄ, FINLAND

ELEV 460 FT




1 : 350 000

2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 KM

1 0 1 2 3 4 5 6 7 8 NM

All RDL and DME FM VOR/DME LNE
BRG are MAG
DIST in NM
ALT and ELEV in FT

| RADIO DATA | |
|---|---|
| APP | 127.000 |
| | 128.800 |
| | 119.700 |
| TWR | 118.000 |
| | 119.700 |
| GND | 121.850 |
| ATIS (EN) | 134.150 |
| EMERG | 121.500 |

| VASIS | |
|---|---|
| RWY | PAPI MEHT |
| 12 | Left / 3.5° 58 |
| 30 | Left / 3.0° 56 |

Heliport EFJV Keski-Suomen keskussairaala

| Airspace | Hours of applicability | Airspace class | RMK |
|---|---|---|---|
| EFJY CTR | HO | D | RMZ H24 |
| EFJY TMA | HO | D | RMZ H24, TMZ HO |
| EFJY CTA | MON-THU 0600-1500 UTC, FRI 0600-1200 UTC, EXC public HOL<br><br>During summer-time period: MON-THU 0500-1400 UTC, FRI 0500-1100 UTC, EXC public HOL | D | RMZ H24, TMZ HO |

20 APR 2023

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# EFKI AD 2.1 LENTOPAIKAN TUNNUS JA NIMI
# EFKI AD 2.1 AERODROME LOCATION INDICATOR AND NAME
# EFKI - KAJAANI

## EFKI AD 2.2 LENTOPAIKAN SIJAINTI JA HALLINTO
## EFKI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | *Mittapisteen (ARP) sijainti*<br>*ARP coordinates and site at AD* | 641703N 0274115E<br>LCA 085° GEO / 994 M FM THR 07 |
| 2 | *Etäisyys ja suunta kaupungista*<br>*Direction and distance from city* | 3.8 NM (7 KM) NNW |
| 3 | *ELEV / REF T / MEAN LOW T* | 484 FT / 21° C / NIL |
| 4 | *Geoidin korkeus ellipsoidista (GUND AD ELEV PSN)*<br>*Geoid undulation at AD ELEV PSN* | 58 FT |
| 5 | *MAG VAR / Vuosittainen muutos*<br>*MAG VAR / Annual change* | 11.8° E (JAN 2020) / +0.2° |
| 6 | *AD OPR*<br>*Postisoite / Address*<br>*TEL*<br>*FAX*<br>*AFS*<br>*e-mail*<br>*Internet* | FINAVIA<br>Kajaanin lentoasema Lentokentäntie 7 FI-87850 PALTANIEMI<br>TEL: CHF +358 20 708 7500<br>AFS: EFKI<br>e-mail: info.kajaani@finavia.fi<br>Internet: www.finavia.fi/fi/lentoasemat/kajaani |
| 7 | *Sallitut liikennetyypit (IFR/VFR)*<br>*Types of traffic permitted (IFR/VFR)* | IFR/VFR |
| 8 | *RMK* | NIL |

## EFKI AD 2.3 TOIMINTA-AJAT
## EFKI AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | *Lentopaikan pitäjä*<br>*Aerodrome operator* | HO |
| 2 | *CUST, IMG*<br>*Customs and immigration* | HO<br>PN 4 HR<br>CUST +358 295 527 041<br>IMG +358 295 424 027 |
| 3 | *Terveystarkastus*<br>*Health and sanitation* | NIL |
| 4 | *AIS*<br>*AIS Briefing Office* | H24<br>www.ais.fi |
| 5 | *ARO*<br>*ATS Reporting Office (ARO)* | H24 FPC TEL +358 20 428 4800 |
| 6 | *MET*<br>*MET Briefing Office* | H24 |
| 7 | *ATS*<br>*ATS* | NOTAM |
| 8 | *Polttoaineiden jakelu*<br>*Tankkauspyynnöt*<br>*Fuelling*<br>*Refuelling requests* | HO JET A-1: PN 1 HR AFIS-elimen toiminta-aikana. Maksukortit: MasterCard, Shell Aviation fuel&fly, Visa, Visa Electron<br>JET A-1: PN 1 HR during AFIS OPR HR. Accepted cards: MasterCard, Shell Aviation fuel&fly, Visa, Visa Electron<br>FUELLING +358 400 584 815 |

| | | |
|---|---|---|
| 9 | *Tavaran käsittely*<br>*Handling* | HO<br>HANDLING +358 457 343 3759<br>HANDLING +358 40 199 3432<br>HANDLING handling.kaj@viago.eu |
| 10 | *Turvatarkastus*<br>*Security* | HO |
| 11 | *Jäänpoisto*<br>*De-icing* | HO<br>DE-ICING +358 457 343 3759<br>DE-ICING +358 40 199 3432<br>DE-ICING handling.kaj@viago.eu |
| 12 | *RMK* | Lennonsuunnitteluun käytettävissä itsepalvelulaite terminaalin auki-oloaikoina. Neuvontaa ja AIS-asiakirjoja saatavissa FPC:stä.<br>Self-briefing equipment available for flight planning during terminal opening hours. Consultation and AIS documents available from FPC. |

## EFKI AD 2.4 ASEMAPALVELUT JA VÄLINEET
## EFKI AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | *Kuormausvälineet*<br>*Cargo-handling facilities* | NIL |
| 2 | *Polttoainelaadut / Öljylaadut*<br>*Fuel types / Oil types* | Fuel: JET A-1<br>Oil: NIL |
| 3 | *Polttoainetäydennyslaitteet / kapasiteetti*<br>*Fuelling facilities / capacity* | JET A-1: yksi kuorma-auto MAX 40000 L, 700 L/MIN<br>JET A-1: one truck MAX 40000 L, 700 L/MIN |
| 4 | *Jäänpoistolaitteet*<br>*De-icing facilities* | AVBL |
| 5 | *Suojatilaa vierailleville koneille*<br>*Hangar space for visiting aircraft* | NIL |
| 6 | *Vierailevien koneiden korjausmahdollisuus*<br>*Repair facilities for visiting aircraft* | NIL |
| 7 | *RMK* | NIL |

## EFKI AD 2.5 MATKUSTAJAPALVELUT
## EFKI AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | *Hotellit*<br>*Hotels* | Kaupungissa<br>In the city |
| 2 | *Ravintolat*<br>*Restaurants* | Kahvitarjoilu<br>Coffee service |
| 3 | *Henkilökuljetus*<br>*Transportation* | Linja-autot ja taksit<br>Buses and taxis |
| 4 | *Ensiapuvälineet*<br>*Medical facilities* | On<br>Yes |
| 5 | *Pankki ja posti*<br>*Bank and Post Office* | Pankki / Bank: NIL<br>Posti / Post: NIL |
| 6 | *Turistipalvelut*<br>*Tourist Office* | NIL |
| 7 | *RMK* | NIL |

## EFKI AD 2.6 PALO- JA PELASTUSPALVELUT
## EFKI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES


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| *RWY ID* | *APCH LGT type LEN INTST* | *THR LGT colour WBAR* | *VASIS (MEHT) PAPI* | *TDZ LGT LEN* | *RCL LGT LEN spacing colour INTST* | *REDL LEN spacing colour INTST* | *RENL colour WBAR* | *SWY LGT LEN colour* | *RMK* |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 36 | SIMPLE<br>720 M<br>W<br>LIH<br>R LIL | G<br>LIH | PAPI<br>Left side/3°<br>(50 FT) | NIL | NIL | W<br>LIH<br>YCZ 600 M | R<br>LIH | NIL | NIL |

## EFKE AD 2.15 MUU VALAISTUS, VARAVOIMA-ASEMA
## EFKE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | *ABN / IBN sijainti, ominaistiedot ja toiminta-ajat*<br>*ABN / IBN location, characteristics and hours of operation* | NIL |
| 2 | *LDI sijainti ja valaistus*<br>*WDI sijainti ja valaistus*<br>*LDI location and LGT*<br>*WDI location and LGT* | LDI: NIL<br>WDI: COORD: 654656N 0243443E, LGTD |
| 3 | *TWY reuna- ja keskilinjavalot*<br>*TWY edge and centre line lighting* | Reunavalot / Edge LGT: A<br>Reunavalot / Edge LGT: B<br>Reunavalot / Edge LGT: C<br>Reunavalot / Edge LGT: D |
| 4 | *Varavoima-asema*<br>*Vaihtoaika*<br>*Secondary power supply / switch-over time* | AVBL<br>12 SEC<br>1 SEC, kun RVR alle 550 M / when RVR below 550 M |
| 5 | *RMK* | NIL |

## EFKE AD 2.16 HELIKOPTERIEN LASKUALUE
## EFKE AD 2.16 HELICOPTER LANDING AREA

| *FATO ID* | *FATO THR COORD* | *FATO ELEV FT* | *FATO DMN M SFC MTOM Markings* | *True BRG of FATO* | *Declared distance AVBL* | *APP and FATO LGT* | *RMK* |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL |

| *TLOF ID* | *TLOF COORD* | *TLOF ELEV FT* | *TLOF DMN M SFC MTOM Markings* | *True BRG of TLOF* | *Declared distance AVBL* | *APP and TLOF LGT* | *RMK* |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL |

## EFKE AD 2.17 ATS-ILMATILA
## EFKE AD 2.17 ATS AIRSPACE

| *Designation and lateral limits* | *Vertical limits* | *Airspace classification* | *ATS unit call sign Language(s)* | *Transition altitude* | *Hours of applicability* | *RMK* |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| EFKE CTR<br>Area bounded by lines joining points<br>655840N 0242015E -<br>655640N 0245635E -<br>653424N 0244909E -<br>653620N 0241322E to point of origin. | 2000 FT MSL<br>SFC | D | KEMIN TORNI<br>KEMI TOWER<br>FI, EN | 5000 FT MSL | NOTAM | RMZ H24 |

## EFKE AD 2.18 ATS-VIESTILAITTEET
## EFKE AD 2.18 ATS COMMUNICATION FACILITIES

| *SER* | *Call Sign* | *FREQ* | *HR UTC* | *SATVOICE* | *Logon address* | *RMK* |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| TWR | KEMIN TORNI<br>KEMI TOWER | 119.400 MHZ<br>119.700 MHZ<br>121.500 MHZ | NOTAM | NIL | NIL | NIL |
| ATIS | - | 123.150 MHZ | H24 | NIL | NIL | EN<br>D-ATIS REF AIP, GEN 3.4, kohta 3.3.4.<br>EN<br>D-ATIS REF AIP, GEN 3.4, para 3.3.4. |

*Huom. ATS-elimen toiminta-aikojen ulkopuolella ATIS-lähetettä ei valvota, joten se voi olla virheellinen.*

*Note: Outside the operational hours of ATS the ATIS broadcast is not monitored and may therefore be invalid.*

## EFKE AD 2.19 RADIOSUUNNISTUS- JA LASKEUTUMISLAITTEET
## EFKE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| *Type of aid MAG VAR CAT of ILS / MLS DECL* | *ID* | *FREQ CH* | *HR UTC* | *PSN* | *DME ELEV FT* | *Service volume radius* | *RMK* |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| LOC 18<br>ILS CAT I<br>(11° E 2020) | KE | 110.900 MHZ | H24 | 654606.81N<br>0243441.35E | NIL | NIL | NIL |
| GP 18<br>ILS CAT I | KE | 330.800 MHZ | H24 | 654723.49N<br>0243456.48E | NIL | NIL | Angle: 3.5° |
| DME 18<br>ILS CAT I | KE | 110.900 MHZ<br>(CH46X) | H24 | 654723.49N<br>0243456.48E | 92 FT | NIL | NIL |

*Huom: ATS-elimen toiminta-aikojen ulkopuolella radiosuunnistus- ja laskeutumislaitteiden lähetteitä ei valvota, joten ne voivat olla virheellisiä.*

*Note: Outside the operational hours of ATS the signals of radio navigation and landing aids are not monitored and may therefore be invalid.*

## EFKE AD 2.20 PAIKALLISET MÄÄRÄYKSET
## EFKE AD 2.20 LOCAL AERODROME REGULATIONS

**1 MENETELMÄT LENTOONLÄHTÖJÄ VARTEN TAPAUKSISSA, JOISSA EI KÄYTETÄ KIITOTIEN KOKO PITUUTTA**

**1 PROCEDURES FOR INTERSECTION TAKE-OFFS**


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**1.1 Laskennalliset pituudet**

Lentoonlähtö kiitotien ja rullaustien risteyksestä voidaan suorittaa ilma-aluksen päällikön pyynnöstä liikennetilanteen salliessa.

Laskennalliset pituudet, ks. kohta AD 2.13

**1.1 Reduced Declared Distances**

Take-offs from the specified intersection of runway / taxiway intersection can be performed upon the pilot-in-command's request the traffic situation permitting.

Declared distances, see para AD 2.13.

**2 LENTOTOIMINTA HUONOISSA NÄKYVYYSOLOSUHTEISSA**

Kiitotienäkyvyyden (RVR) ollessa 550 M - 400 M ovat lentoonlähdöt mahdollisia ainoastaan silloin, kun vain yksi ilma-alus kerrallaan on liikennealueella.

**2 OPERATIONS IN LOW VISIBILITY CONDITIONS**

When RVR is 550 M - 400 M, take-offs are allowed providing that only one aircraft at a time is in the manoeuvring area.

**3 VFR-LIIKENTEEN RAJOITTAMINEN**

Lennonjohto rajoittaa tarvittaessa laskukierrokseen selvitettävien ilma-alusten lukumäärää. Sovellettavaan lukumäärään vaikuttavat esim. sää, kunnossapitotyöt tai muu liikenne.

Laskukierrosliikenne on sallittua 0500-2200 UTC (0400-2100 UTC).

**3 VFR TRAFFIC RESTRICTIONS**

If necessary, the number of aircraft cleared to fly in the aerodrome traffic circuit is restricted by ATC. The number of aircraft is determined by e.g. weather conditions, maintenance works or other traffic.

Flying in traffic circuit is accepted 0500-2200 UTC (0400-2100 UTC).

**4 TANKKAUSTOIMINTAA KOSKEVA RAJOITUS**

Polttoainekanistereiden tai vastaavien käyttö tankkaukseen on lentokenttäalueella kielletty, ellei lentoasema ole paikallisesti muunlaista menettelyä kirjallisesti julkaissut.

**4 RESTRICTION CONCERNING AIRCRAFT REFUELLING**

The use of fuel canisters, and the like, for refuelling is prohibited in the airport area unless the airport has published a written local procedure.

**5 ILMA-ALUKSEN SEISONTAPAIKAT**

**5 AIRCRAFT STANDS**

| *Name* | *APN* | *COORD* | *ELEV* | *PCN* | *VDGS* | *SFC* | *RMK* |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 1 | APN | 654651.83N 0243437.08E | 33 FT | 67/F/A/W/T | NIL | ASPH | NIL |
| 2 | APN | 654654.10N 0243437.34E | 32 FT | 67/F/A/W/T | NIL | ASPH | NIL |

## EFKE AD 2.21 MELUNVAIMENNUSMENETELMÄT
## EFKE AD 2.21 NOISE ABATEMENT PROCEDURES

*Huom. REF ENR 1.5, kohta 4.1.*

*Note: REF ENR 1.5, para 4.1.*

## EFKE AD 2.22 LENTOMENETELMÄT
## EFKE AD 2.22 FLIGHT PROCEDURES

*Huom. Yleiset lähtö-, lähestymis- ja odotusmenetelmät on esitetty osassa ENR 1.5.*

*Note: The general departure, arrival and holding procedures are described in section ENR 1.5.*

## EFKE AD 2.23 LISÄTIETOJA
## EFKE AD 2.23 ADDITIONAL INFORMATION

**1 HYVÄKSYNTÄTODISTUKSESSA MYÖNNETYT POIKKEAMAT**

**1 ACCEPTED DEVIATIONS IN AERODROME CERTIFICATE**

| ***EU-ilmailumääräys Aerodrome rules*** | ***Otsikko*** | ***Title*** | ***Poikkeaman kuvaus*** | ***Description of the deviation*** |
|---|---|---|---|---|
| CS-ADR-DSN.B.060 | Kiitotien pituuskaltevuus | Longitudinal slopes of runways | Kiitotien pituuskaltevuus ylittää lyhyellä matkalla maksimikaltevuuden | Runway longitudinal slope exceeds MAX slope on short distance |

| *EU-ilmailumääräys Aerodrome rules* | *Otsikko* | *Title* | *Poikkeaman kuvaus* | *Description of the deviation* |
|---|---|---|---|---|
| CS ADR-DSN.J.475 | Ei-tarkkuuslähestymiskiitotiet | Non-precision approach runways | Esterajoituspintojen ylittäviä esteitä | Obstacles exceeding obstacle limitation surfaces |
| CS ADR-DSN.J.480 | Tarkkuuslähestymiskiitotiet | Precision approach runways | Esterajoituspintojen ylittäviä esteitä | Obstacles exceeding obstacle limitation surfaces |
| CS ADR-DSN.M.630 | CAT I lähestymisvalolinjan pituus | Precision approach category I lighting system | Tarkkuuslähestymiskiitotien 18 (CAT I) lähestymisvalojärjestelmän pituus on 680 M | Length of approach lighting system for precision approach runway 18 (CAT I) is 680 M |
| CS ADR-DSN.M.745 | Kiitotien varoitusvalot | Runway guard lights | Kiitotien varoitusvalot puuttuvat | Runway guard lights missing |

## EFKE AD 2.24 LENTOASEMAA KOSKEVAT KARTAT
## EFKE AD 2.24 CHARTS RELATED TO THE AERODROME


| *Charts* | *Pages* |
|---|---|
| ADC | EFKE AD 2.4 - 1 |
| AOC RWY 18/36 | EFKE AD 2.7 - 1 |
| RNAV SID RWY 18 | EFKE AD 2.10 - 1 |
| RNAV SID RWY 36 | EFKE AD 2.10 - 3 |
| OMNIDIRECTIONAL DEPARTURES | EFKE AD 2.10 - 5 |
| RNAV STAR RWY 18 | EFKE AD 2.12 - 1 |
| RNAV STAR RWY 36 | EFKE AD 2.12 - 3 |
| ILS Z or LOC Z RWY 18 | EFKE AD 2.13 - 1 |
| ILS Y or LOC Y RWY 18 | EFKE AD 2.13 - 3 |
| RNP RWY 18 | EFKE AD 2.13 - 5 |
| NDB RWY 18 | EFKE AD 2.13 - 7 |
| RNP RWY 36 | EFKE AD 2.13 - 9 |
| NDB RWY 36 | EFKE AD 2.13 - 11 |
| VAC | EFKE AD 2.14 - 1 |
| LDG | EFKE AD 2.14 - 3 |
| WAYPOINTS AND FIXES | EFKE AD 2.15 - 1 |
| FAS DATA BLOCK | EFKE AD 2.15 - 3 |
| PRD INDEX | EFKE AD 2.15 - 5 |


## EFKE AD 2.25 VSS LÄPÄISYT
## EFKE AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATIONS

REF ICAO Doc 8168, Vol II, Construction of Visual and Instrument Flight Procedures, Part I - Section 4, Chapter 5, Para 5.4.6.

| *NR* | ***COORD*** | ***ELEV FT*** | ***Penetration FT*** | ***IAP*** |
|---|---|---|---|---|
| 1. | 654550.0N 0243453.0E | 111 | 4.3 | EFKE NDB RWY 36, EFKE RNP RWY 36 (LNAV and LNAV/VNAV) |
| 2. | 654549.7N 0243455.6E | 111 | 3.5 | |
| 3. | 654550.0N 0243453.4E | 109 | 2.2 | |
| 4. | 654549.9N 0243452.8E | 109 | 2.0 | |
| 5. | 654553.0N 0243455.6E | 97 | 0.8 | |
| 6. | 654550.3N 0243452.5E | 106 | 0.4 | |


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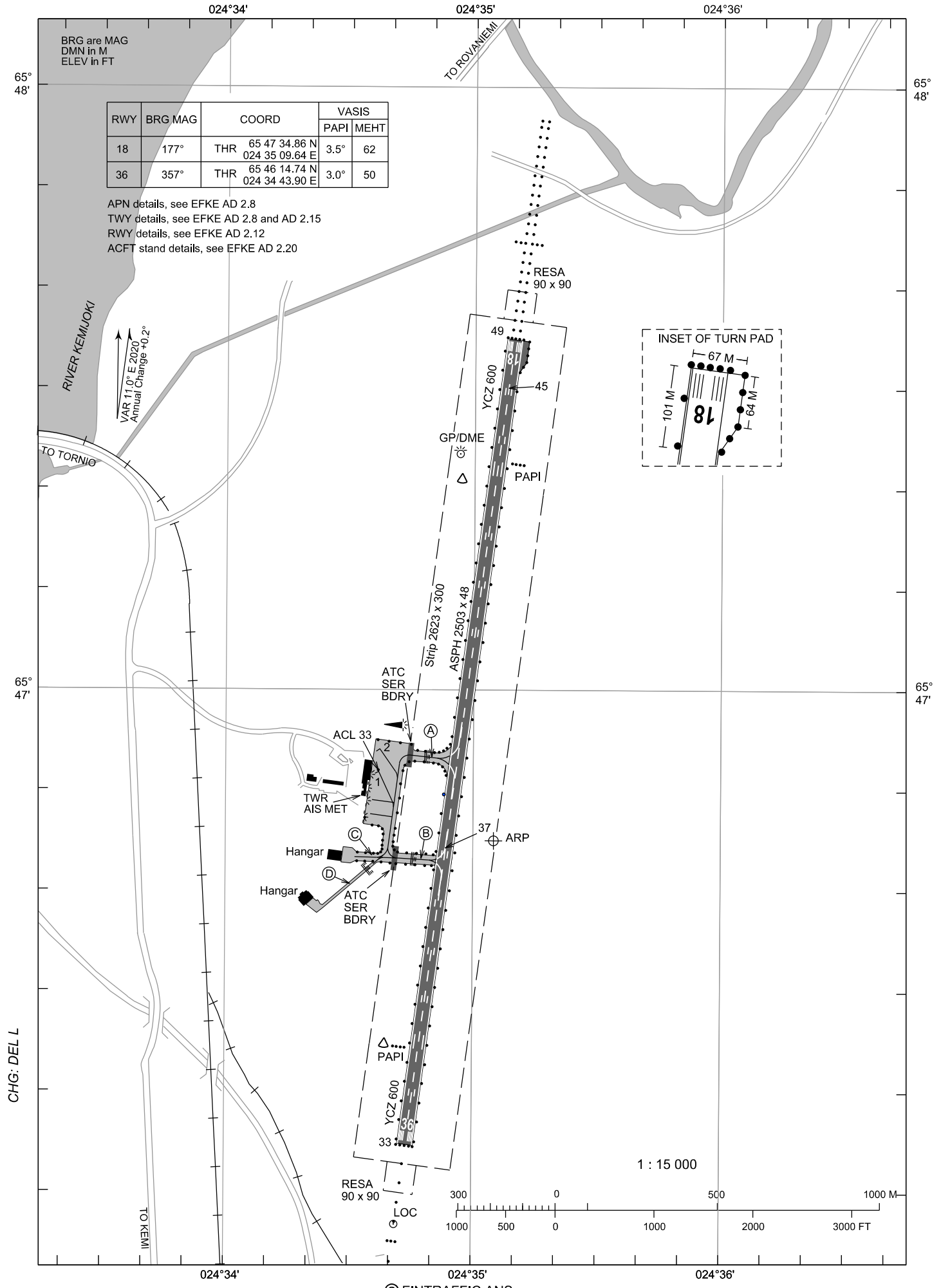
# AERODROME CHART - ICAO

65 46 45 N
024 35 05 E

ELEV 62 FT

TWR 119.400

# KEMI, FINLAND




| RWY | BRG MAG | COORD | VASIS PAPI | VASIS MEHT |
|---|---|---|---|---|
| 18 | 177° | THR 65 47 34.86 N 024 35 09.64 E | 3.5° | 62 |
| 36 | 357° | THR 65 46 14.74 N 024 34 43.90 E | 3.0° | 50 |

APN details, see EFKE AD 2.8
TWY details, see EFKE AD 2.8 and AD 2.15
RWY details, see EFKE AD 2.12
ACFT stand details, see EFKE AD 2.20

CHG: DEL L

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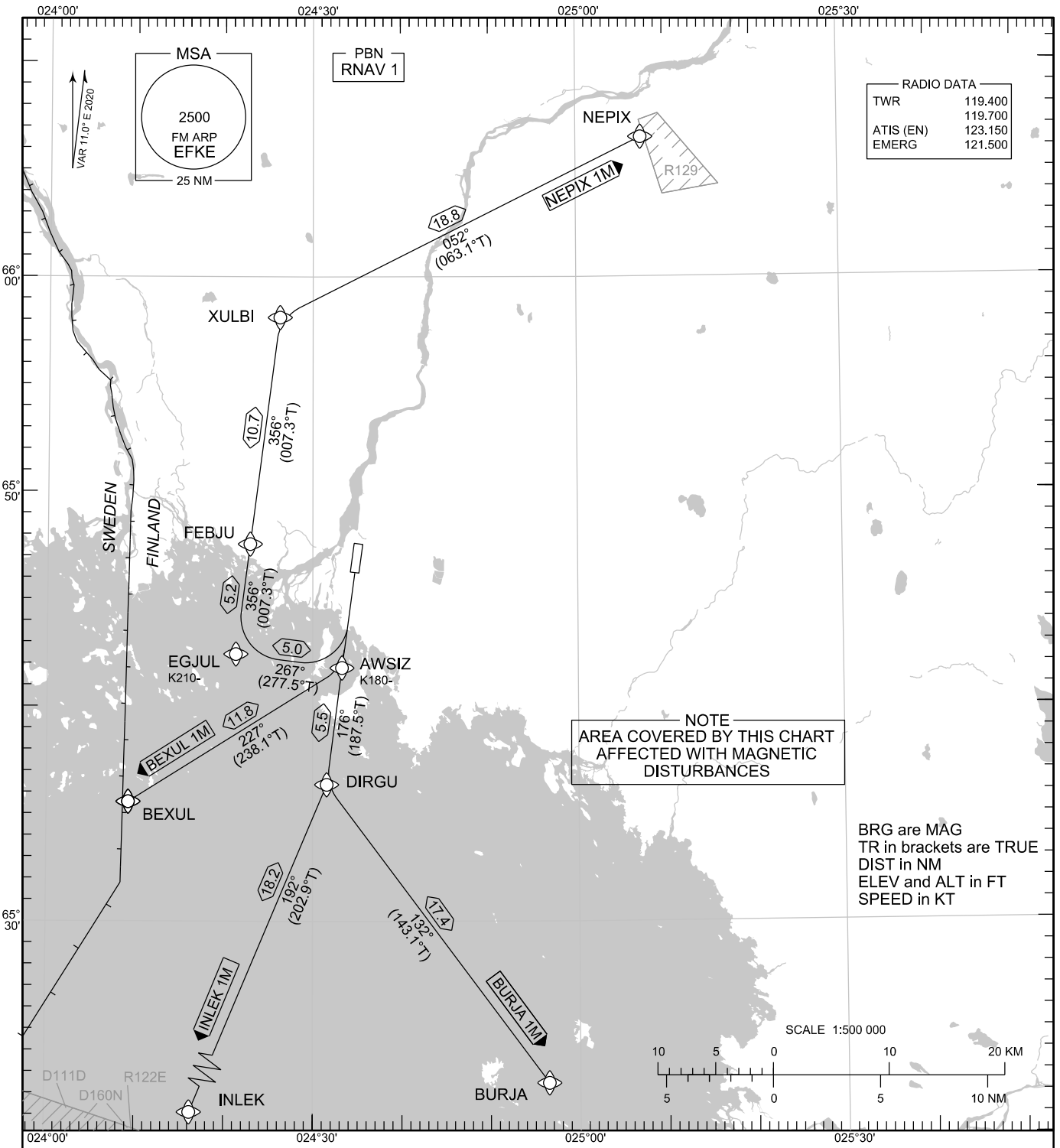
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TRANSITION ALT
5000



# KEMI, FINLAND




## RNAV SID RWY 18

BEXUL 1M BURJA 1M INLEK 1M NEPIX 1M

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART |
| SQUAWK: | WHEN LINING UP SQUAWK THE ASSIGNED CODE |
| INITIAL CLIMB: | MNM TURNING ALTITUDE ACCORDING TO RTE CODING.<br>CLOSE-IN OBSTACLES EXIST, SEE EFKE AD 2.10 - 5 |
| NOISE ABATEMENT: | AFTER TAKE-OFF CLIMB AS RAPIDLY AS PRACTICABLE TO AT LEAST 2000 FT ABOVE AD ELEV<br>PUBLISHED SID ROUTES ARE ALSO MINIMUM NOISE ROUTINGS |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

CHG: ADDN RTE BURJA, INLEK, R129. DEL RTE BEDSO



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| EFKE RNAV SID RWY 18 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT ID | WPT Flyover | MAG | GEO TR | DIST NM | Turn Direction | Constraints LVL | Constraints Speed |
| BEXUL 1M RNAV 1 | 010 | CA | - | - | 177° | 188.0°T | - | | A540+ | |
| | 020 | DF | AWSIZ | - | - | - | - | | | K180- |
| | 030 | TF | BEXUL | - | 227° | 238.1°T | 11.8 | | | |
| BURJA 1M RNAV 1 | 010 | CA | - | - | 177° | 188.0°T | - | | A540+ | |
| | 020 | DF | AWSIZ | - | - | - | - | | | K180- |
| | 030 | TF | DIRGU | - | 176° | 187.5°T | 5.5 | L | | |
| | 040 | TF | BURJA | - | 132° | 143.1°T | 17.4 | | | |
| INLEK 1M RNAV 1 | 010 | CA | - | - | 177° | 188.0°T | - | | A540+ | |
| | 020 | DF | AWSIZ | - | - | - | - | | | K180- |
| | 030 | TF | DIRGU | - | 176° | 187.5°T | 5.5 | | | |
| | 040 | TF | INLEK | - | 192° | 202.9°T | 18.2 | | | |
| NEPIX 1M RNAV 1 | 010 | CA | - | - | 177° | 188.0°T | - | | A540+ | |
| | 020 | DF | AWSIZ | - | - | - | - | | | K180- |
| | 030 | TF | EGJUL | - | 267° | 277.5°T | 5.0 | R | | K210- |
| | 040 | TF | FEBJU | - | 356° | 007.3°T | 5.2 | | | |
| | 050 | TF | XULBI | - | 356° | 007.3°T | 10.7 | R | | |
| | 060 | TF | NEPIX | - | 052° | 063.1°T | 18.8 | | | |

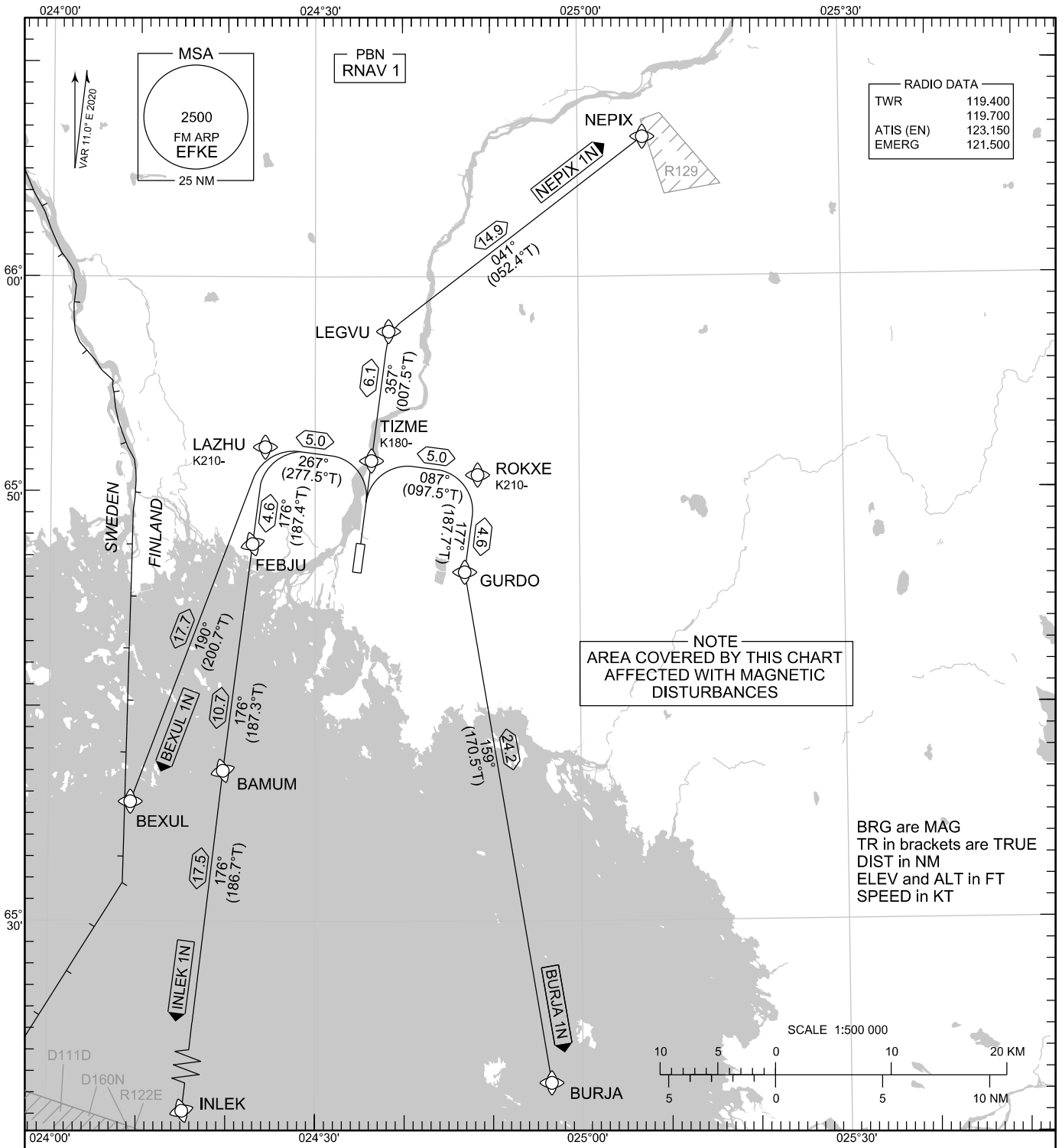
| WPT COORD |
|---|
| SEE PAGE EFKE AD 2.15 - 1 |


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TRANSITION ALT
5000



# KEMI, FINLAND




CHG: ADDN RTE BURJA, INLEK, R129. DEL RTE BEDSO

## RNAV SID RWY 36

BEXUL 1N BURJA 1N INLEK 1N NEPIX 1N

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART |
| SQUAWK: | WHEN LINING UP SQUAWK THE ASSIGNED CODE |
| INITIAL CLIMB: | MNM TURNING ALTITUDE ACCORDING TO RTE CODING. |
| NOISE ABATEMENT: | AFTER TAKE-OFF CLIMB AS RAPIDLY AS PRACTICABLE TO AT LEAST 2000 FT ABOVE AD ELEV<br>PUBLISHED SID ROUTES ARE ALSO MINIMUM NOISE ROUTINGS |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |



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| EFKE RNAV SID RWY 36 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT ID | WPT Flyover | MAG | GEO TR | DIST NM | Turn Direction | Constraints LVL | Constraints Speed |
| BEXUL 1N RNAV 1 | 010 | CA | - | - | 357° | 008.0°T | - | | A450+ | |
| | 020 | DF | TIZME | - | - | - | - | | | K180- |
| | 030 | TF | LAZHU | - | 267° | 277.5°T | 5.0 | L | | K210- |
| | 040 | TF | BEXUL | - | 190° | 200.7°T | 17.7 | | | |
| BURJA 1N RNAV 1 | 010 | CA | - | - | 357° | 008.0°T | - | | A450+ | |
| | 020 | DF | TIZME | - | - | - | - | | | K180- |
| | 030 | TF | ROKXE | - | 087° | 097.5°T | 5.0 | R | | K210- |
| | 040 | TF | GURDO | - | 177° | 187.7°T | 4.6 | | | |
| | 050 | TF | BURJA | - | 159° | 170.5°T | 24.2 | | | |
| INLEK 1N RNAV 1 | 010 | CA | - | - | 357° | 008.0°T | - | | A450+ | |
| | 020 | DF | TIZME | - | - | - | - | | | K180- |
| | 030 | TF | LAZHU | - | 267° | 277.5°T | 5.0 | L | | K210- |
| | 040 | TF | FEBJU | - | 176° | 187.4°T | 4.6 | | | |
| | 050 | TF | BAMUM | - | 176° | 187.3°T | 10.7 | | | |
| | 060 | TF | INLEK | - | 176° | 186.7°T | 17.5 | | | |
| NEPIX 1N RNAV 1 | 010 | CA | - | - | 357° | 008.0°T | - | | A450+ | |
| | 020 | DF | TIZME | - | - | - | - | | | K180- |
| | 030 | TF | LEGVU | - | 357° | 007.5°T | 6.1 | R | | |
| | 040 | TF | NEPIX | - | 041° | 052.4°T | 14.9 | | | |

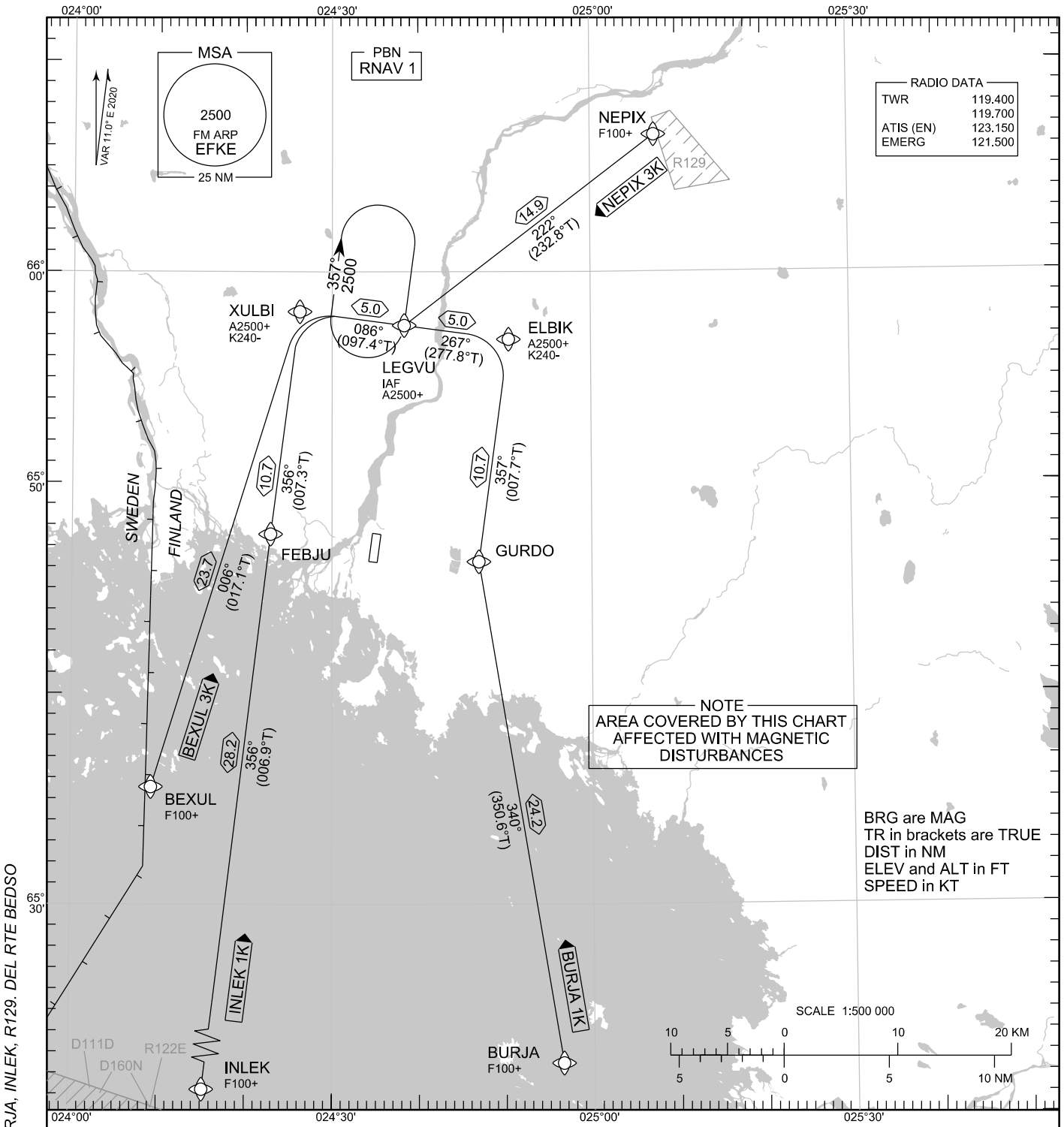
| WPT COORD |
|---|
| SEE PAGE EFKE AD 2.15 - 1 |


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# KEMI, FINLAND




CHG: ADDN RTE BURJA, INLEK, R129. DEL RTE BEDSO

## RNAV STAR RWY 18

BEXUL 3K BURJA 1K INLEK 1K NEPIX 3K

| | | | |
|---|---|---|---|
| DME/DME OPS: | NOT SUPPORTED | RCF: | SELECT TRANSPONDER CODE 7600 |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART<br>ATC WILL GIVE DESCENT CLEARANCES | | RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED:<br>FOLLOW THE STAR TO THE RESPECTIVE RWY<br>AND EXECUTE IAP AND LAND |
| WPT CONSTRAINTS: | ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS<br>PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC | AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |
| CD OPS: | BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR | | |



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| EFKE RNAV STAR RWY 18 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| BEXUL 3K RNAV 1 | 010 | IF | BEXUL | - | - | - | - | F100+ | | |
| | 020 | TF | XULBI | - | 006° | 017.1°T | 23.7 | A2500+ | | K240- |
| | 030 | TF | LEGVU | - | 086° | 097.4°T | 5.0 | A2500+ | | |
| BURJA 1K RNAV 1 | 010 | IF | BURJA | - | - | - | - | F100+ | | |
| | 020 | TF | GURDO | - | 340° | 350.6°T | 24.2 | | | |
| | 030 | TF | ELBIK | - | 357° | 007.7°T | 10.7 | A2500+ | | K240- |
| | 040 | TF | LEGVU | - | 267° | 277.8°T | 5.0 | A2500+ | | |
| INLEK 1K RNAV 1 | 010 | IF | INLEK | - | - | - | - | F100+ | | |
| | 020 | TF | FEBJU | - | 356° | 006.9°T | 28.2 | | | |
| | 030 | TF | XULBI | - | 356° | 007.3°T | 10.7 | A2500+ | | K240- |
| | 040 | TF | LEGVU | - | 086° | 097.4°T | 5.0 | A2500+ | | |
| NEPIX 3K RNAV 1 | 010 | IF | NEPIX | - | - | - | - | F100+ | | |
| | 020 | TF | LEGVU | - | 222° | 232.8°T | 14.9 | A2500+ | | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| LEGVU | 187.5°T | 177° | Right | K230- | A2500 | 1 MIN | - |

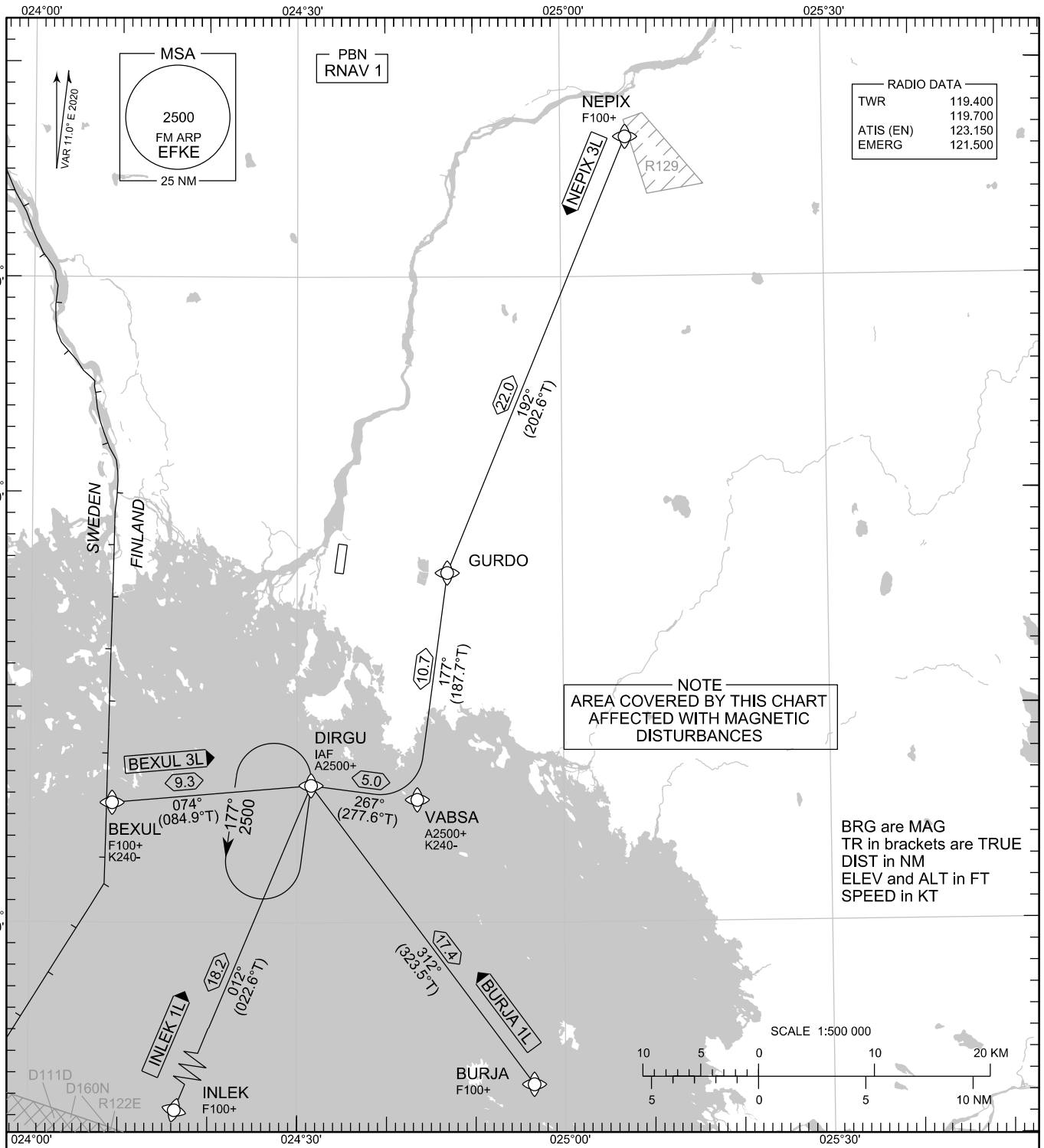
| WPT COORD |
|---|
| SEE PAGE EFKE AD 2.15 - 1 |


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TRANSITION ALT
5000



# KEMI, FINLAND




## RNAV STAR RWY 36

BEXUL 3L BURJA 1L INLEK 1L NEPIX 3L

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART<br>ATC WILL GIVE DESCENT CLEARANCES |
| WPT CONSTRAINTS: | ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC |
| CD OPS: | BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR |
| RCF: | SELECT TRANSPONDER CODE 7600<br><br>RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED:<br>FOLLOW THE STAR TO THE RESPECTIVE RWY<br>AND EXECUTE IAP AND LAND |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

CHG: ADDN RTE BURJA, INLEK, R129. DEL RTE BEDSO



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| EFKE RNAV STAR RWY 36 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| BEXUL 3L RNAV 1 | 010 | IF | BEXUL | - | - | - | - | F100+ | | K240- |
| | 020 | TF | DIRGU | - | 074° | 084.9°T | 9.3 | A2500+ | | |
| BURJA 1L RNAV 1 | 010 | IF | BURJA | - | - | - | - | F100+ | | |
| | 020 | TF | DIRGU | - | 312° | 323.5°T | 17.4 | A2500+ | | |
| INLEK 1L RNAV 1 | 010 | IF | INLEK | - | - | - | - | F100+ | | |
| | 020 | TF | DIRGU | - | 012° | 022.6°T | 18.2 | A2500+ | | |
| NEPIX 3L RNAV 1 | 010 | IF | NEPIX | - | - | - | - | F100+ | | |
| | 020 | TF | GURDO | - | 192° | 202.6°T | 22.0 | | | |
| | 030 | TF | VABSA | - | 177° | 187.7°T | 10.7 | A2500+ | | K240- |
| | 040 | TF | DIRGU | - | 267° | 277.6°T | 5.0 | A2500+ | | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| DIRGU | 007.5°T | 357° | Left | K230- | A2500 | 1 MIN | - |

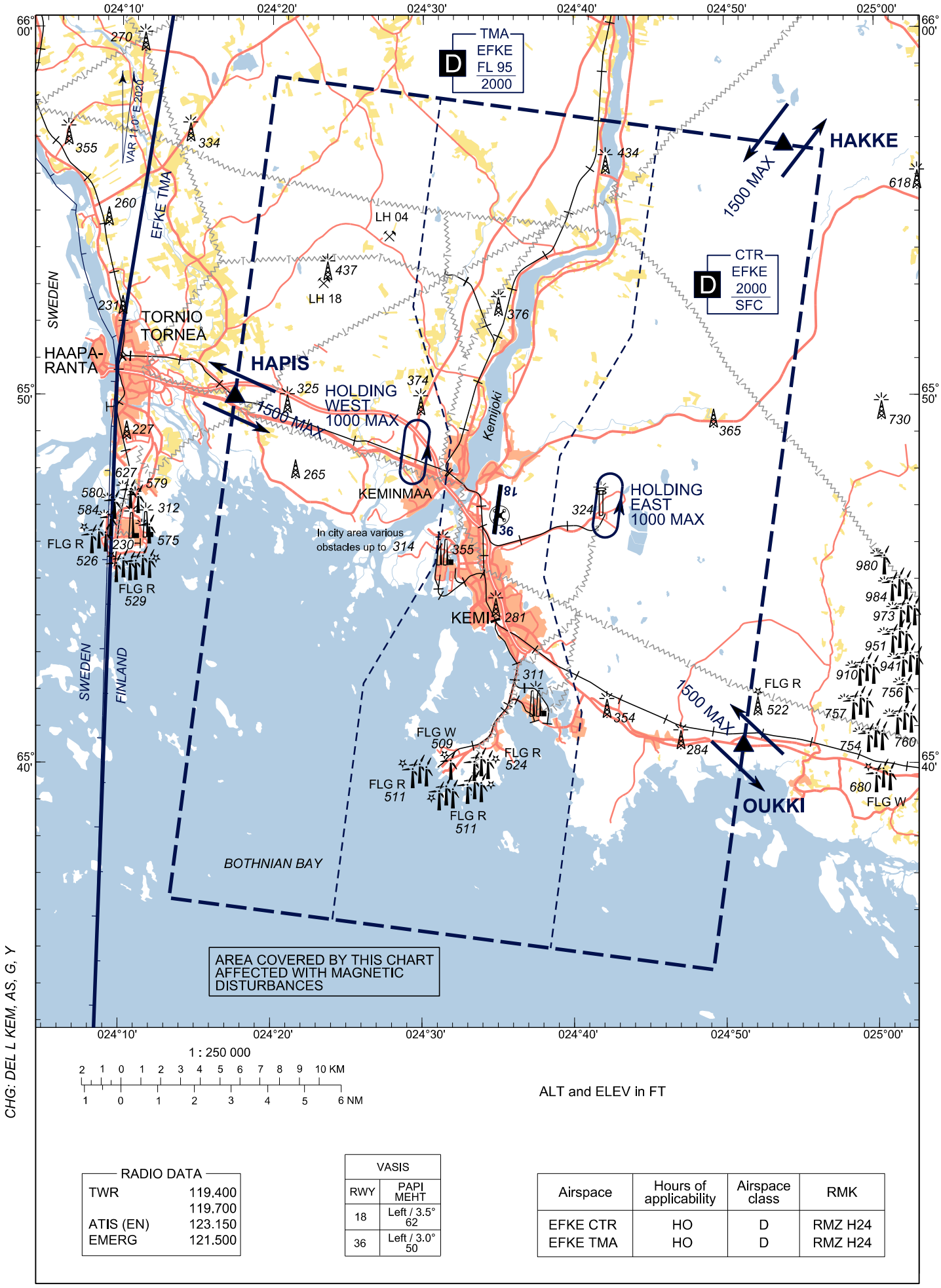
| WPT COORD |
|---|
| SEE PAGE EFKE AD 2.15 - 1 |


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VISUAL
APPROACH CHART - ICAO

ELEV 62 FT

# KEMI, FINLAND




CHG: DEL L KEM, AS, G, Y

| RADIO DATA | |
|---|---|
| TWR | 119.400 |
| | 119.700 |
| ATIS (EN) | 123.150 |
| EMERG | 121.500 |

| VASIS | |
|---|---|
| RWY | PAPI MEHT |
| 18 | Left / 3.5° 62 |
| 36 | Left / 3.0° 50 |

| Airspace | Hours of applicability | Airspace class | RMK |
|---|---|---|---|
| EFKE CTR | HO | D | RMZ H24 |
| EFKE TMA | HO | D | RMZ H24 |


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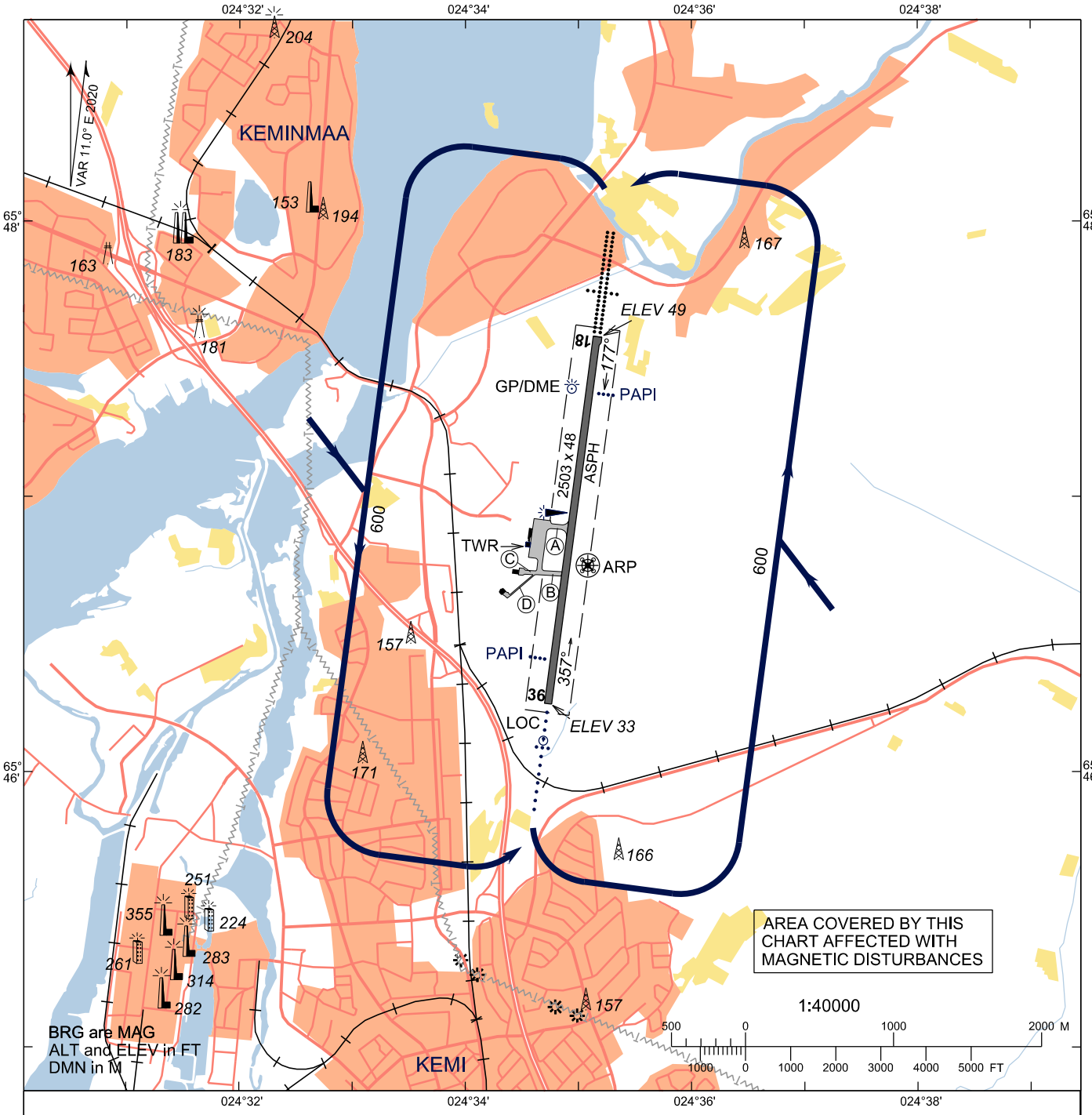

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LANDING CHART

LAT 65 46 45 N
LONG 024 35 05 E

ELEV 62 FT

# KEMI, FINLAND




CHG: DEL L G, Y



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| WAYPOINT | | RNAV USAGE | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ID | COORD | ENTRY | EXIT | SID | STAR | APCH | HLDG | RMK |
| AWSIZ | 654147.97N 0243318.51E | | | X | | | | |
| BAMUM | 653700.27N 0241937.59E | | | X | | X | | |
| BEXUL | 653534.00N 0240914.00E | X | X | X | X | | | |
| BURJA | 652228.00N 0245631.00E | X | X | X | X | | | |
| DIRGU | 653621.90N 0243134.82E | | | X | X | X | X | |
| EGJUL | 654226.62N 0242118.86E | | | X | | | | |
| ELBIK | 655647.76N 0245027.76E | | | | X | X | | |
| FEBJU | 654733.67N 0242254.80E | | | X | X | | | |
| GURDO | 654615.00N 0244658.00E | | | X | X | | | |
| INLEK | 651939.00N 0241443.00E | X | X | X | X | | | |
| KE361 | 654740.35N 0243511.41E | | | | | X | | |
| LAZHU | 655204.65N 0242420.01E | | | X | | | | |
| LEGVU | 655727.61N 0243821.47E | | | X | X | X | X | |
| NEPIX | 660630.00N 0250727.00E | X | X | X | X | | | |
| NODKU | 654113.48N 0243307.51E | | | | | X | | |
| ROKXE | 655046.47N 0244827.70E | | | X | | | | |
| RW18 | 654734.86N 0243509.64E | | | | | X | | |
| RW36 | 654614.74N 0243443.90E | | | | | X | | |
| TIZME | 655126.04N 0243624.16E | | | X | | | | |
| TOTMO | 655236.62N 0243646.99E | | | | | X | | |
| VABSA | 653542.58N 0244331.45E | | | | X | X | | |
| XULBI | 655806.50N 0242614.57E | | | X | X | X | | |
| **SUMMARY** | **22** | **4** | **4** | **15** | **11** | **11** | **2** | |

| VFR REPORTING POINTS | | COMPULSORY |
|---|---|---|
| ID | COORD | |
| HAKKE | 655649N 0245358E | X |
| HAPIS | 654958N 0241733E | X |
| OUKKI | 654029N 0245110E | X |


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THIS INDEX PROVIDES VERTICAL LIMITS FOR PERMANENT PRD AREAS SHOWN ON VARIOUS EFKE AIP CHARTS
FOR OTHER DETAILS, SEE AIP ENR 5.1

| ID | VERTICAL LIMITS | |
|---|---|---|
| | UPPER | LOWER |
| R-AREA | | |
| R122E | UNL | SFC |
| R129 | 1900 FT MSL | SFC |
| D-AREA | | |
| D111D | UNL | SFC |
| D160N | FL 660 | FL 95 |


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| *Type of aid MAG VAR CAT of ILS / MLS DECL* | *ID* | *FREQ CH* | *HR UTC* | *PSN* | *DME ELEV FT* | *Service volume radius* | *RMK* |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| LOC 16<br>ILS CAT OTHER<br>(12° E 2020) | HOU | 111.900 MHZ | HO In operation according to runway in use | 674136.11N<br>0245058.95E | NIL | 17 NM | Final APCH TR offset 1.3° from RWY CL |
| DME 16<br>ILS CAT OTHER | HOU | 110.700 MHZ<br>(CH56X) | H24 | 674135.57N<br>0245057.46E | 700 FT | NIL | NIL |
| L | KIT | 328.000 KHZ | H24 | 673723.06N<br>0245350.88E | NIL | 30 NM | NIL |
| LOC 34<br>ILS CAT I<br>(12° E 2020) | KT | 111.900 MHZ | HO In operation according to runway in use | 674252.34N<br>0245016.96E | NIL | NIL | NIL |
| GP 34<br>ILS CAT I | KT | 331.100 MHZ | H24 | 674135.57N<br>0245057.46E | NIL | NIL | Angle: 3.4° |
| DME 34<br>ILS CAT I | KT | 111.900 MHZ<br>(CH56X) | H24 | 674135.57N<br>0245057.46E | 700 FT | NIL | NIL |
| L | L | 344.000 KHZ | H24 | 674316.40N<br>0245001.32E | NIL | 30 NM | NIL |

*Huom: ATS-elimen toiminta-aikojen ulkopuolella radiosuunnistus- ja laskeutumislaitteiden lähetteitä ei valvota, joten ne voivat olla virheellisiä.*

*Note: Outside the operational hours of ATS the signals of radio navigation and landing aids are not monitored and may therefore be invalid.*

## EFKT AD 2.20 PAIKALLISET MÄÄRÄYKSET
## EFKT AD 2.20 LOCAL AERODROME REGULATIONS

**1 MENETELMÄT LENTOONLÄHTÖJÄ VARTEN TAPAUKSISSA, JOISSA EI KÄYTETÄ KIITOTIEN KOKO PITUUTTA**

Lentoonlähtö kiitotien ja rullaustien risteyksestä voidaan suorittaa ilma-aluksen päällikön pyynnöstä liikennetilanteen salliessa.

Laskennalliset pituudet, ks. kohta AD 2.13.

**1 PROCEDURES FOR INTERSECTION TAKE-OFFS**

Take-offs from the specified intersection of runway / taxiway intersection can be performed upon the pilot-in-command's request the traffic situation permitting.

Declared distances, see para AD 2.13.

**2 LENTOTOIMINTA HUONOISSA NÄKYVYYSOLOSUHTEISSA**

Kiitotienäkyvyyden (RVR) ollessa 550 M - 400 M ovat lentoonlähdöt mahdollisia ainoastaan silloin, kun vain yksi ilma-alus kerrallaan on liikennealueella.

**2 OPERATIONS IN LOW VISIBILITY CONDITIONS**

When RVR is 550 M - 400 M, take-offs are allowed providing that only one aircraft at a time is in the manoeuvring area.

**3 VFR-LIIKENTEEN RAJOITTAMINEN**

**3 VFR TRAFFIC RESTRICTIONS**

If necessary, the number of aircraft cleared to fly in the aerodrome traffic circuit is restricted by ATC. The number of aircraft

Lennonjohto rajoittaa tarvittaessa laskukierrokseen selvitettävien ilma-alusten lukumäärää. Sovellettavaan lukumäärään vaikuttavat esim. sää, kunnossapitotyöt tai muu liikenne.

is determined by e.g. weather conditions, maintenance works or other traffic.

**4 TANKKAUSTOIMINTAA KOSKEVA RAJOITUS**

Polttoainekanistereiden tai vastaavien käyttö tankkaukseen on lentokenttäalueella kielletty, ellei lentoasema ole paikallisesti muunlaista menettelyä kirjallisesti julkaissut.

**4 RESTRICTION CONCERNING AIRCRAFT REFUELLING**

The use of fuel canisters, and the like, for refuelling is prohibited in the airport area unless the airport has published a written local procedure.

**5 ILMA-ALUKSEN SEISONTAPAIKAT**

**5 AIRCRAFT STANDS**

| *Name* | *APN* | *COORD* | *ELEV* | *PCN* | *VDGS* | *SFC* | *RMK* |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 7 | APN | 674152.95N 0245119.99E | 623 FT | 30/F/B/X/T | NIL | ASPH | NIL |
| 8 | APN | 674151.51N 0245120.93E | 623 FT | 30/F/B/X/T | NIL | ASPH | NIL |
| 9 | APN | 674149.97N 0245121.93E | 624 FT | 50/F/B/X/T | NIL | ASPH | NIL |
| 10 | APN | 674148.53N 0245122.87E | 623 FT | 50/F/B/X/T | NIL | ASPH | NIL |
| 11 | APN | 674146.96N 0245123.88E | 624 FT | 50/F/B/X/T | NIL | ASPH | NIL |
| 12 | APN | 674145.29N 0245124.43E | 624 FT | 50/F/B/X/T | NIL | ASPH | NIL |
| 13 | APN | 674143.67N 0245126.03E | 626 FT | 50/F/B/X/T | NIL | ASPH | NIL |
| 13B | APN | 674143.28N 0245125.55E | 626 FT | 80/R/A/W/T | NIL | CONC | NIL |
| 14 | APN | 674142.23N 0245126.96E | 627 FT | 50/F/B/X/T | NIL | ASPH | NIL |
| 14B | APN | 674141.03N 0245127.28E | 627 FT | 80/R/A/W/T | NIL | CONC | NIL |
| 15 | APN | 674140.79N 0245127.90E | 627 FT | 50/F/B/X/T | NIL | ASPH | NIL |
| 16 | APN | 674139.22N 0245128.92E | 628 FT | 50/F/B/X/T | NIL | ASPH | NIL |
| 17 | APN | 674137.78N 0245129.86E | 628 FT | 50/F/A/W/T | NIL | ASPH | NIL |
| 18 | APN | 674136.34N 0245130.79E | 627 FT | 50/F/A/W/T | NIL | ASPH | NIL |

## EFKT AD 2.21 MELUNVAIMENNUSMENETELMÄT
## EFKT AD 2.21 NOISE ABATEMENT PROCEDURES

*Huom. REF ENR 1.5, kohta 4.1.*

*Note: REF ENR 1.5, para 4.1.*

## EFKT AD 2.22 LENTOMENETELMÄT
## EFKT AD 2.22 FLIGHT PROCEDURES

*Huom. Yleiset lähtö-, lähestymis- ja odotusmenetelmät on esitetty osassa ENR 1.5.*

*Note: The general departure, arrival and holding procedures are described in section ENR 1.5.*

## EFKT AD 2.23 LISÄTIETOJA
## EFKT AD 2.23 ADDITIONAL INFORMATION

**1 HYVÄKSYNTÄTODISTUKSESSA MYÖNNETYT POIKKEAMAT**

**1 ACCEPTED DEVIATIONS IN AERODROME CERTIFICATE**


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| *EU-ilmailumääräys*<br><br>*Aerodrome rules* | *Otsikko* | *Title* | *Poikkeaman kuvaus* | *Description of the deviation* |
|---|---|---|---|---|
| CS ADR-DSN.J.475 | Ei-tarkkuuslähestymiskiitotiet | Non-precision approach runways | Esterajoituspintojen ylittäviä esteitä | Obstacles exceeding obstacle limitation surfaces |
| CS ADR-DSN.J.480 | Tarkkuuslähestymiskiitotiet | Precision approach runways | Esterajoituspintojen ylittäviä esteitä | Obstacles exceeding obstacle limitation surfaces |
| CS ADR-DSN.M.630 | CAT I lähestymisvalolinjan pituus | Precision approach category I lighting system | Tarkkuuslähestymiskiitotien 34 (CAT I) lähestymisvalojärjestelmän pituus on 720 M | Length of approach lighting system for precision approach runway 34 (CAT I) is 720 M |
| CS ADR-DSN.M.745 | Kiitotien varoitusvalot | Runway guard lights | Kiitotien varoitusvalot puuttuvat | Runway guard lights missing |

## EFKT AD 2.24 LENTOASEMAA KOSKEVAT KARTAT
## EFKT AD 2.24 CHARTS RELATED TO THE AERODROME


| *Charts* | *Pages* |
|---|---|
| ADC | EFKT AD 2.4 - 1 |
| AOC RWY 16/34 | EFKT AD 2.7 - 1 |
| ATC SMAC | EFKT AD 2.9 - 1 |
| RNAV SID RWY 16 | EFKT AD 2.10 - 1 |
| RNAV SID RWY 34 | EFKT AD 2.10 - 3 |
| OMNIDIRECTIONAL DEPARTURES | EFKT AD 2.10 - 5 |
| RNAV STAR RWY 16 | EFKT AD 2.12 - 1 |
| RNAV STAR RWY 34 | EFKT AD 2.12 - 3 |
| LOC Z RWY 16 | EFKT AD 2.13 - 1 |
| LOC Y RWY 16 | EFKT AD 2.13 - 3 |
| RNP RWY 16 | EFKT AD 2.13 - 5 |
| ILS Z or LOC Z RWY 34 | EFKT AD 2.13 - 7 |
| ILS Y or LOC Y RWY 34 | EFKT AD 2.13 - 9 |
| RNP RWY 34 | EFKT AD 2.13 - 11 |
| VAC | EFKT AD 2.14 - 1 |
| LDG | EFKT AD 2.14 - 3 |
| WAYPOINTS AND FIXES | EFKT AD 2.15 - 1 |
| FAS DATA BLOCK | EFKT AD 2.15 - 3 |
| PRD INDEX | EFKT AD 2.15 - 5 |


## EFKT AD 2.25 VSS LÄPÄISYT
## EFKT AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATIONS

Ei läpäisyjä

No penetrations

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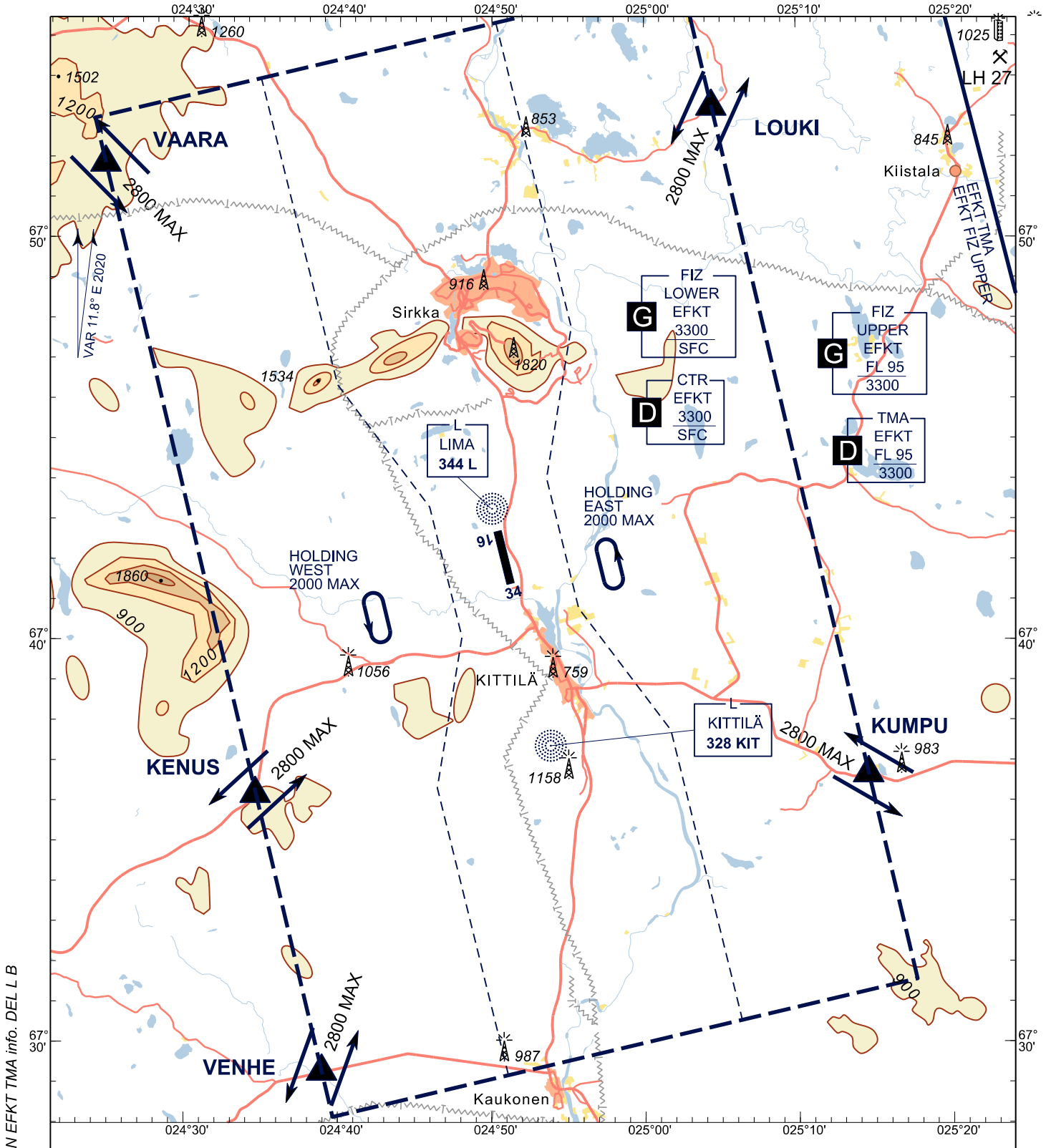

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KITTILÄ AERODROME

VISUAL
APPROACH CHART - ICAO

ELEV 645 FT

# KITTILÄ, FINLAND




1 : 250 000

2 1 0 1 2 3 4 5 6 7 8 9 10 KM

1 0 1 2 3 4 5 6 NM

BRG are MAG
ALT and ELEV in FT
Contours in FT

| RADIO DATA | |
|---|---|
| AFIS / TWR | 118.950 |
| | 119.700 |
| APP | 118.950 |
| | 119.700 |
| ATIS (EN) | 133.850 |
| EMERG | 121.500 |

| VASIS | |
|---|---|
| RWY | PAPI MEHT |
| 16 | Left / 3.0° 50 |
| 34 | Left / 3.4° 57 |

| Airspace | Hours of applicability | Airspace class | RMK |
|---|---|---|---|
| EFKT FIZ LOWER | HO | G | RMZ H24 |
| EFKT CTR | HO | D | RMZ H24 |
| EFKT FIZ UPPER | HO | G | RMZ H24 |
| EFKT TMA | HO | D | RMZ H24, TMZ HO |

CHG: ADDN EFKT TMA info. DEL L B



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## EFKS AD 2.1 LENTOPAIKAN TUNNUS JA NIMI
## EFKS AD 2.1 AERODROME LOCATION INDICATOR AND NAME
# EFKS - KUUSAMO
## EFKS AD 2.2 LENTOPAIKAN SIJAINTI JA HALLINTO
## EFKS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | *Mittapisteen (ARP) sijainti*<br>*ARP coordinates and site at AD* | 655925N 0291355E<br>LCA 132° GEO / 750 M FM THR 12 |
| 2 | *Etäisyys ja suunta kaupungista*<br>*Direction and distance from city* | 3.2 NM (6 KM) NE |
| 3 | *ELEV / REF T / MEAN LOW T* | 868 FT / 19° C / NIL |
| 4 | *Geoidin korkeus ellipsoidista (GUND AD ELEV PSN)*<br>*Geoid undulation at AD ELEV PSN* | 59 FT |
| 5 | *MAG VAR / Vuosittainen muutos*<br>*MAG VAR / Annual change* | 13.3° E (JAN 2020) / +0.2° |
| 6 | *AD OPR*<br>*Postisoite / Address*<br>*TEL*<br>*FAX*<br>*AFS*<br>*e-mail*<br>*Internet* | FINAVIA<br>Kuusamon lentoasema Lentokentäntie FI-93600 KUUSAMO<br>TEL: INFO +358 20 708 8817<br>AFS: EFKS<br>e-mail: info.kuusamo@finavia.fi<br>Internet: www.finavia.fi/fi/lentoasemat/kuusamo |
| 7 | *Sallitut liikennetyypit (IFR/VFR)*<br>*Types of traffic permitted (IFR/VFR)* | IFR/VFR |
| 8 | *RMK* | NIL |

## EFKS AD 2.3 TOIMINTA-AJAT
## EFKS AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | *Lentopaikan pitäjä*<br>*Aerodrome operator* | HO |
| 2 | *CUST, IMG*<br>*Customs and immigration* | HO<br>PN 4 HR<br>CUST +358 295 527 041<br>IMG +358 295 424 027 |
| 3 | *Terveystarkastus*<br>*Health and sanitation* | NIL |
| 4 | *AIS*<br>*AIS Briefing Office* | H24<br>www.ais.fi |
| 5 | *ARO*<br>*ATS Reporting Office (ARO)* | H24 FPC TEL +358 20 428 4800 |
| 6 | *MET*<br>*MET Briefing Office* | H24 |
| 7 | *ATS*<br>*ATS* | NOTAM |
| 8 | *Polttoaineiden jakelu*<br>*Tankkauspyynnöt*<br>*Fuelling*<br>*Refuelling requests* | HO JET A-1: Tankkaus sopimuksen mukaan tai hyväksytyillä maksukorteilla, ei käteisellä: Aerofuels, AML Global, AVCARD, Avfuel, Jetex, UAS, World Fuel Services. 100LL: H24 korttiautomaatti (Suomalaiset pankkikortit, MasterCard, Visa)<br>JET A-1: Fuelling by agreement or accepted cards, no cash: Aerofuels, AML Global, AVCARD, Avfuel, Jetex, UAS, World Fuel Services. 100LL: H24 card automat (Finnish bank cards, MasterCard, Visa).<br>FUELLING (JET A-1) +358 20 708 8850 |

| | | |
|---|---|---|
| 9 | *Tavaran käsittely*<br>*Handling* | HO<br>HANDLING +358 20 708 8848 |
| 10 | *Turvatarkastus*<br>*Security* | HO |
| 11 | *Jäänpoisto*<br>*De-icing* | HO<br>DE-ICING +358 20 708 8848 |
| 12 | *RMK* | Lennonsuunnitteluun käytettävissä itsepalvelulaite terminaalin auki-oloaikoina. Neuvontaa ja AIS-asiakirjoja saatavissa FPC:stä.<br>Self-briefing equipment available for flight planning during terminal opening hours. Consultation and AIS documents available from FPC. |

## EFKS AD 2.4 ASEMAPALVELUT JA VÄLINEET
## EFKS AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | *Kuormausvälineet*<br>*Cargo-handling facilities* | On<br>Yes |
| 2 | *Polttoainelaadut / Öljylaadut*<br>*Fuel types / Oil types* | Fuel: JET A-1 , AVGAS 100LL<br>Oil: NIL |
| 3 | *Polttoainetäydennyslaitteet / kapasiteetti*<br>*Fuelling facilities / capacity* | JET A-1: yksi kiinteä varastosäiliö MAX 100000 L ja yksi tankkausauto MAX 23000 L, 2000 L/MIN. Tankkausnostin.<br>JET A-1: one fixed storage tank, MAX 100000 L and one refueller, MAX 23000 L, 2000 L/MIN. Fuelling platform. |
| 4 | *Jäänpoistolaitteet*<br>*De-icing facilities* | AVBL |
| 5 | *Suojatilaa vierailleville koneille*<br>*Hangar space for visiting aircraft* | NIL |
| 6 | *Vierailevien koneiden korjausmahdollisuus*<br>*Repair facilities for visiting aircraft* | NIL |
| 7 | *RMK* | NIL |

## EFKS AD 2.5 MATKUSTAJAPALVELUT
## EFKS AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | *Hotellit*<br>*Hotels* | Kaupungissa<br>In the city |
| 2 | *Ravintolat*<br>*Restaurants* | Kahvila<br>Café |
| 3 | *Henkilökuljetus*<br>*Transportation* | Linja-autot ja taksit<br>Buses and taxis |
| 4 | *Ensiapuvälineet*<br>*Medical facilities* | On<br>Yes |
| 5 | *Pankki ja posti*<br>*Bank and Post Office* | Pankki: Kaupungissa<br>Bank: In the city<br>Posti: Kaupungissa<br>Post: In the city |
| 6 | *Turistipalvelut*<br>*Tourist Office* | Kaupungissa<br>In the city |
| 7 | *RMK* | NIL |

## EFKS AD 2.6 PALO- JA PELASTUSPALVELUT
## EFKS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

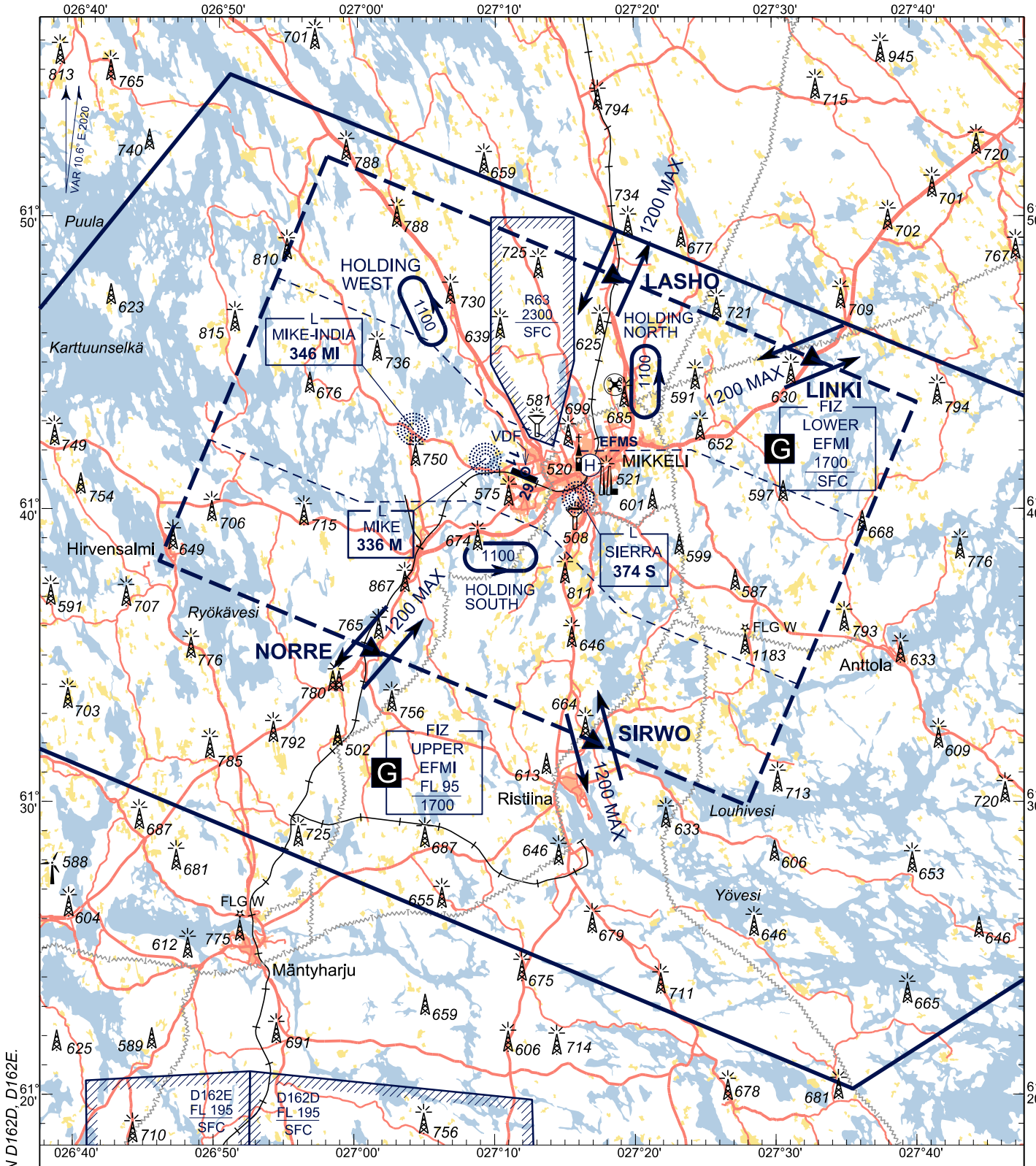

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MIKKELI AERODROME

VISUAL
APPROACH CHART - ICAO

ELEV 330 FT

# MIKKELI, FINLAND




1 : 350000

2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 KM

1 0 1 2 3 4 5 6 7 8 NM

ALT and ELEV in FT

CHG: ADDN D162D, D162E.

| RADIO DATA | |
|---|---|
| AFIS / VDF | 123.000 |
| | 119.700 |
| ATIS (EN) | 118.250 |
| EMERG | 121.500 |

| VASIS | |
|---|---|
| RWY | PAPI MEHT |
| 11 | Left / 3.5° 41 |
| 29 | Left / 3.5° 49 |

| Airspace | Hours of applicability | Airspace class | RMK |
|---|---|---|---|
| EFMI FIZ LOWER | HO | G | RMZ H24 |
| EFMI FIZ UPPER | HO | G | RMZ H24 |

Heliport EFMS Mikkelin sairaalaparkki



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THIS INDEX PROVIDES VERTICAL LIMITS FOR PERMANENT PRD AREAS SHOWN ON VARIOUS EFMI AIP CHARTS
FOR OTHER DETAILS, SEE AIP ENR 5.1

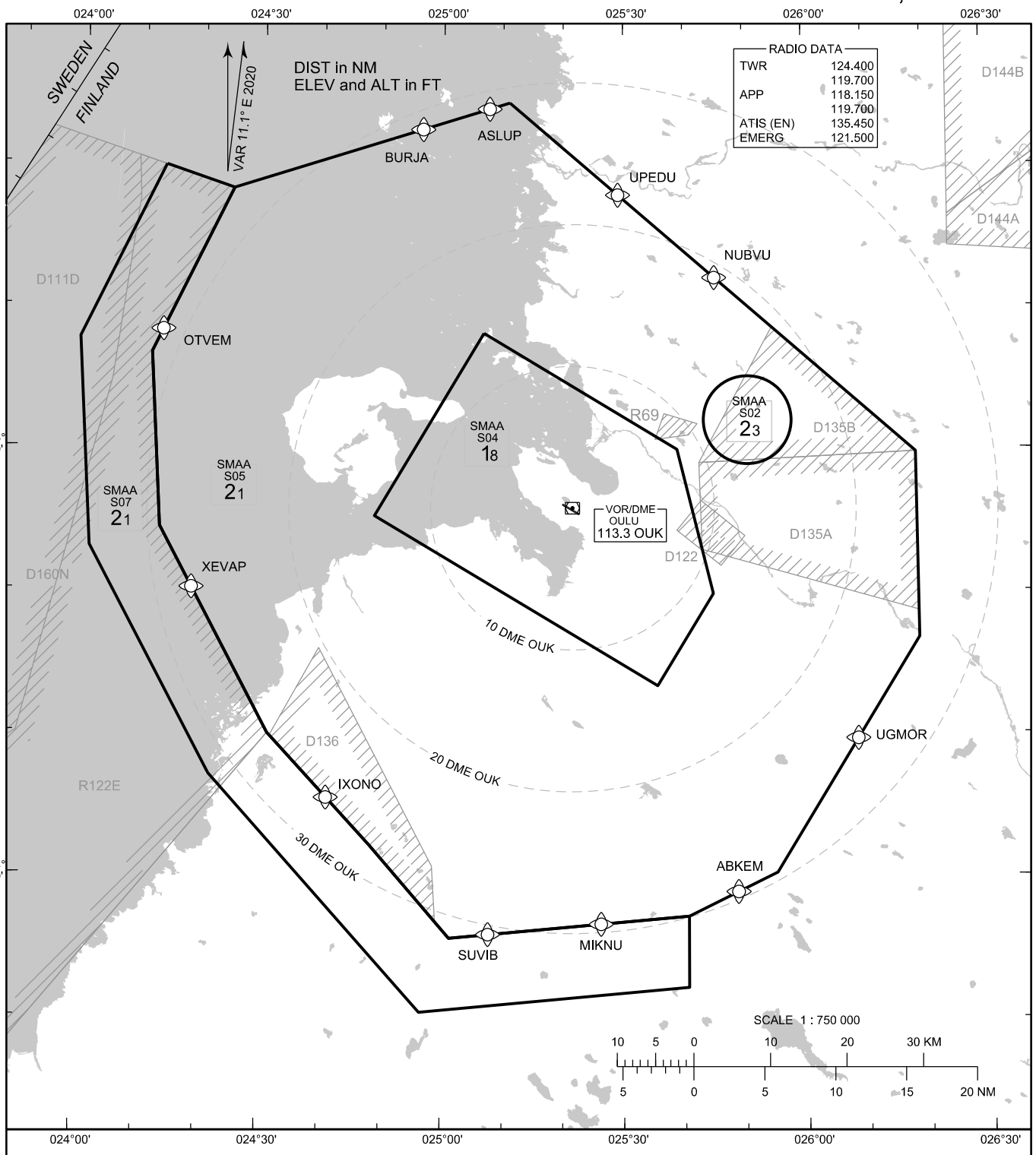
| ID | VERTICAL LIMITS | |
|---|---|---|
| | **UPPER** | **LOWER** |
| R-AREA | | |
| R63 | 2300 FT MSL | SFC |
| D-AREA | | |
| D162D | FL 195 | SFC |
| D162E | FL 195 | SFC |


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# OULU, FINLAND




CHG: ADDN IFR REP BURJA. DEL IFR REP BEDSO, P15

ATC SURVEILLANCE MINIMUM ALTITUDE CHART

GENERAL INFORMATION:

A Surveillance Minimum Altitude Area (SMAA) is a defined area in which the minimum safe levels allocated by a controller giving an ATC Surveillance service for IFR flights have been predetermined.

SMAA's do not constitute controlled airspace nor do they attract any special airspace regulation in their own right.

SMAA minimum safe level ensures obstacle clearance within the area concerned plus a 3.0 NM buffer area. Minimum safe level is determined by the highest obstacle elevation or the highest terrain elevation + 60 M, whichever is higher, plus safety margin of 300 M (984 FT) rounded up to the next higher hundred feet. Number 20 shown in the SMAA symbol equals 2000 FT MSL.

This chart may only be used for cross-checking of altitudes assigned while the aircraft is identified.

COMMUNICATION FAILURE: IN ACCORDANCE WITH THE RULES OF THE AIR

Coordinates for SMAA's are listed overleaf.



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| EFOU ATC SURVEILLANCE MINIMUM ALTITUDE AREAS | | |
|---|---|---|
| **NAME** | **MIN ALT** | **AREA DEFINITION** |
| EFOU SMAA S02 | 2300 FT | Circle,radius 3.10 NM,centre 650204N 0255036E |

| NAME | MIN ALT | AREA DEFINITION |
|---|---|---|
| EFOU SMAA S04 | 1800 FT | 650810N 0250649E - 650001N 0253854E - 644952N 0254449E - 644324N 0253536E - 645519N 0244846E - 650810N 0250649E |

| NAME | MIN ALT | AREA DEFINITION |
|---|---|---|
| EFOU SMAA S05 | 2100 FT | 652421N 0251101E - 651817N 0242453E - 650643N 0241132E - 645428N 0241313E - 644001N 0243123E - 643210N 0244818E - 642539N 0250124E - 642712N 0254036E - 643016N 0255504E - 644645N 0261845E - 645947N 0261830E - 652421N 0251101E<br><br>- Excluding EFOU SMAA S02 and EFOU SMAA S04 |

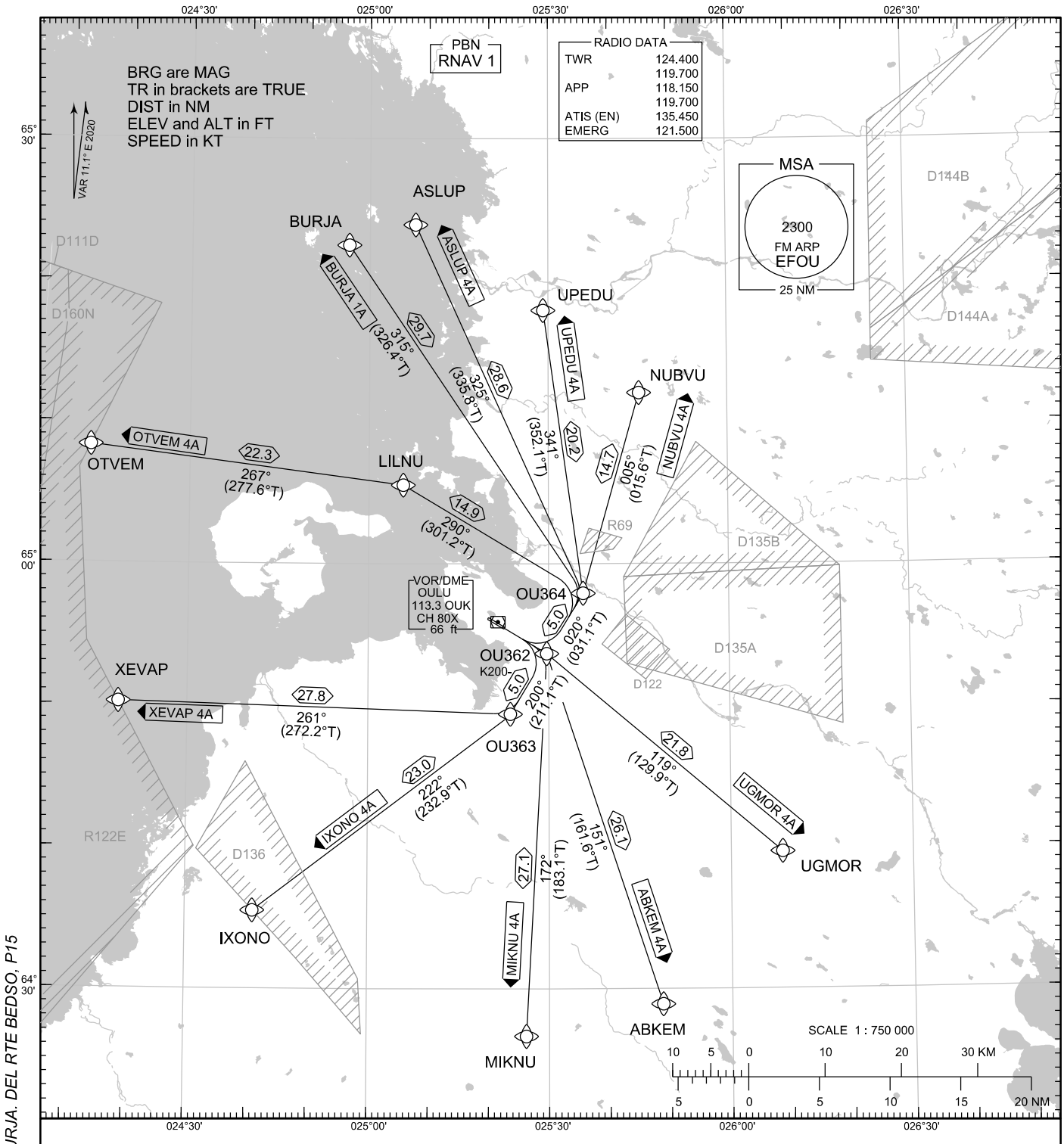
| NAME | MIN ALT | AREA DEFINITION |
|---|---|---|
| EFOU SMAA S07 | 2100 FT | 651952N 0241329E - 651817N 0242453E - 650643N 0241132E - 645428N 0241313E - 644001N 0243123E - 643210N 0244818E - 642539N 0250124E - 642712N 0254036E - 642212N 0254034E - 642026N 0245635E - 643706N 0242151E - 645304N 0240139E - 650743N 0235932E - 651952N 0241329E |


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TRANSITION ALT
5000



# OULU, FINLAND




CHG: ADDN RTE BURJA. DEL RTE BEDSO, P15

RNAV SID RWY 12

ABKEM 4A ASLUP 4A BURJA 1A IXONO 4A MIKNU 4A NUBVU 4A OTVEM 4A UGMOR 4A UPEDU 4A XEVAP 4A

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART |
| SQUAWK: | WHEN LINING UP SQUAWK THE ASSIGNED CODE |
| INITIAL CLIMB: | MNM TURNING ALT ACCORDING TO RTE CODING. CLOSE-IN OBSTACLES EXIST, SEE EFOU AD 2.10 - 5 |
| NOISE ABATEMENT: | AFTER TAKE-OFF CLIMB AS RAPIDLY AS POSSIBLE TO AT LEAST 2000 FT ABOVE AD ELEV<br>PUBLISHED SID ROUTES ARE ALSO MINIMUM NOISE ROUTINGS |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |



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| EFOU RNAV SID RWY 12 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT ID | WPT Flyover | MAG | GEO TR | DIST NM | Turn Direction | Constraints LVL | Constraints Speed |
| ABKEM 4A RNAV 1 | 010 | CA | - | - | 110° | 121.1°T | - | | A430+ | |
| | 020 | DF | OU362 | - | - | - | - | | | K200- |
| | 030 | TF | ABKEM | - | 151° | 161.6°T | 26.1 | | | |
| ASLUP 4A RNAV 1 | 010 | CA | - | - | 110° | 121.1°T | - | | A430+ | |
| | 020 | DF | OU362 | - | - | - | - | | | K200- |
| | 030 | TF | OU364 | - | 020° | 031.1°T | 5.0 | L | | |
| | 040 | TF | ASLUP | - | 325° | 335.8°T | 28.6 | | | |
| BURJA 1A RNAV 1 | 010 | CA | - | - | 110° | 121.1°T | - | | A430+ | |
| | 020 | DF | OU362 | - | - | - | - | | | K200- |
| | 030 | TF | OU364 | - | 020° | 031.1°T | 5.0 | L | | |
| | 040 | TF | BURJA | - | 315° | 326.4°T | 29.7 | | | |
| IXONO 4A RNAV 1 | 010 | CA | - | - | 110° | 121.1°T | - | | A430+ | |
| | 020 | DF | OU362 | - | - | - | - | | | K200- |
| | 030 | TF | OU363 | - | 200° | 211.1°T | 5.0 | | | |
| | 040 | TF | IXONO | - | 222° | 232.9°T | 23.0 | | | |
| MIKNU 4A RNAV 1 | 010 | CA | - | - | 110° | 121.1°T | - | | A430+ | |
| | 020 | DF | OU362 | - | - | - | - | | | K200- |
| | 030 | TF | MIKNU | - | 172° | 183.1°T | 27.1 | | | |
| NUBVU 4A RNAV 1 | 010 | CA | - | - | 110° | 121.1°T | - | | A430+ | |
| | 020 | DF | OU362 | - | - | - | - | | | K200- |
| | 030 | TF | OU364 | - | 020° | 031.1°T | 5.0 | | | |
| | 040 | TF | NUBVU | - | 005° | 015.6°T | 14.7 | | | |
| OTVEM 4A RNAV 1 | 010 | CA | - | - | 110° | 121.1°T | - | | A430+ | |
| | 020 | DF | OU362 | - | - | - | - | | | K200- |
| | 030 | TF | OU364 | - | 020° | 031.1°T | 5.0 | L | | |
| | 040 | TF | LILNU | - | 290° | 301.2°T | 14.9 | | | |
| | 050 | TF | OTVEM | - | 267° | 277.6°T | 22.3 | | | |
| UGMOR 4A RNAV 1 | 010 | CA | - | - | 110° | 121.1°T | - | | A430+ | |
| | 020 | DF | OU362 | - | - | - | - | | | K200- |
| | 030 | TF | UGMOR | - | 119° | 129.9°T | 21.8 | | | |
| UPEDU 4A RNAV 1 | 010 | CA | - | - | 110° | 121.1°T | - | | A430+ | |
| | 020 | DF | OU362 | - | - | - | - | | | K200- |
| | 030 | TF | OU364 | - | 020° | 031.1°T | 5.0 | L | | |
| | 040 | TF | UPEDU | - | 341° | 352.1°T | 20.2 | | | |
| XEVAP 4A RNAV 1 | 010 | CA | - | - | 110° | 121.1°T | - | | A430+ | |
| | 020 | DF | OU362 | - | - | - | - | | | K200- |
| | 030 | TF | OU363 | - | 200° | 211.1°T | 5.0 | R | | |
| | 040 | TF | XEVAP | - | 261° | 272.2°T | 27.8 | | | |

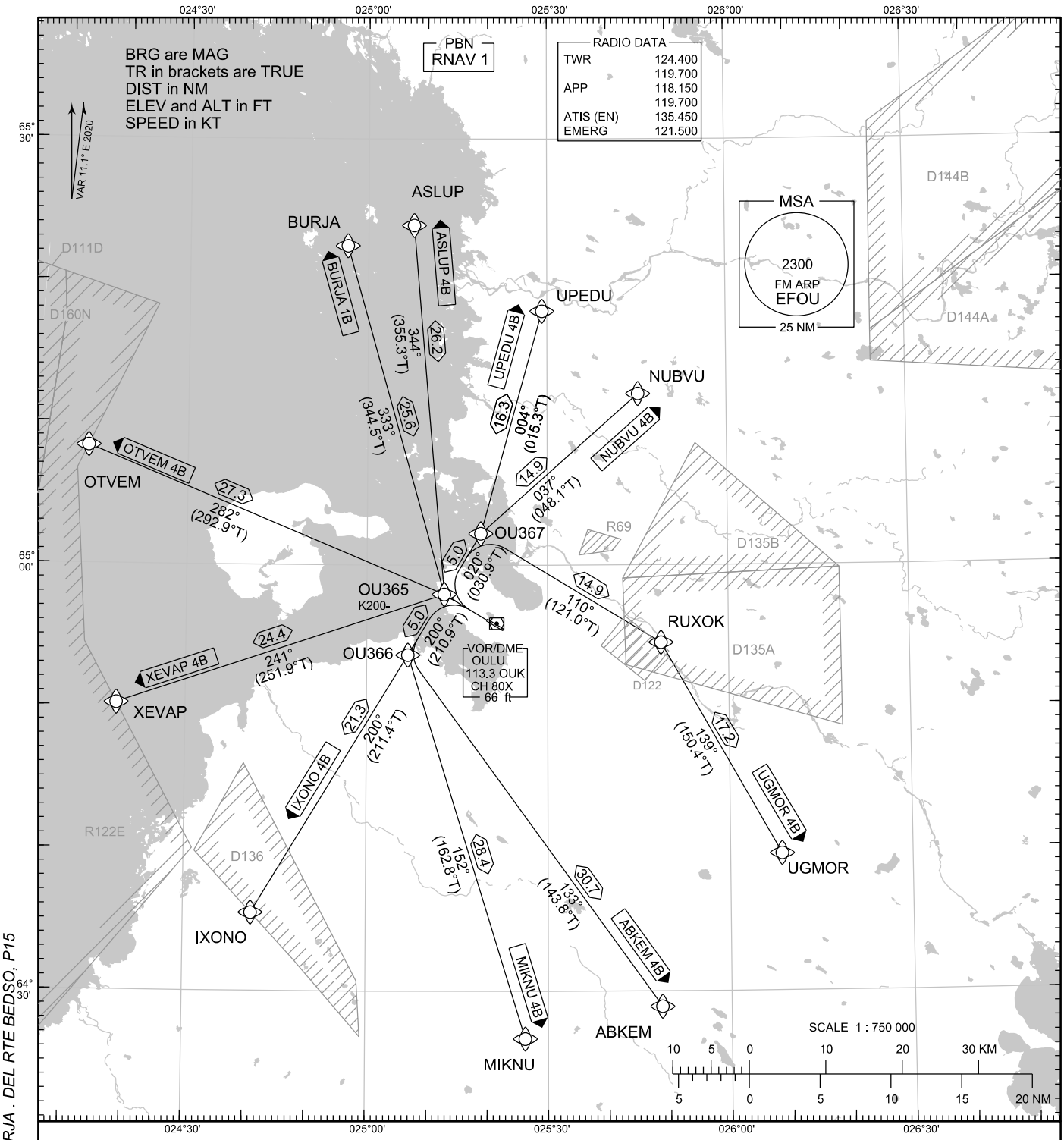
| WPT COORD |
|---|
| SEE PAGE EFOU AD 2.15 - 1 |


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TRANSITION ALT
5000



# OULU, FINLAND




CHG: ADDN RTE BURJA . DEL RTE BEDSO, P15

RNAV SID RWY 30

ABKEM 4B ASLUP 4B BURJA 1B IXONO 4B MIKNU 4B NUBVU 4B OTVEM 4B UGMOR 4B UPEDU 4B XEVAP 4B

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART |
| SQUAWK: | WHEN LINING UP SQUAWK THE ASSIGNED CODE |
| INITIAL CLIMB: | MNM TURNING ALT ACCORDING TO RTE CODING |
| NOISE ABATEMENT: | AFTER TAKE-OFF CLIMB AS RAPIDLY AS POSSIBLE TO AT LEAST 2000 FT ABOVE AD ELEV<br>PUBLISHED SID ROUTES ARE ALSO MINIMUM NOISE ROUTINGS |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |



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| EFOU RNAV SID RWY 30 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT ID | WPT Flyover | MAG | GEO TR | DIST NM | Turn Direction | Constraints LVL | Constraints Speed |
| ABKEM 4B RNAV 1 | 010 | CA | - | - | 290° | 301.1°T | - | | A450+ | |
| | 020 | DF | OU365 | - | - | - | - | | | K200- |
| | 030 | TF | OU366 | - | 200° | 210.9°T | 5.0 | L | | |
| | 040 | TF | ABKEM | - | 133° | 143.8°T | 30.7 | | | |
| ASLUP 4B RNAV 1 | 010 | CA | - | - | 290° | 301.1°T | - | | A450+ | |
| | 020 | DF | OU365 | - | - | - | - | | | K200- |
| | 030 | TF | ASLUP | - | 344° | 355.3°T | 26.2 | | | |
| BURJA 1B RNAV 1 | 010 | CA | - | - | 290° | 301.1°T | - | | A450+ | |
| | 020 | DF | OU365 | - | - | - | - | | | K200- |
| | 030 | TF | BURJA | - | 333° | 344.5°T | 25.6 | | | |
| IXONO 4B RNAV 1 | 010 | CA | - | - | 290° | 301.1°T | - | | A450+ | |
| | 020 | DF | OU365 | - | - | - | - | | | K200- |
| | 030 | TF | OU366 | - | 200° | 210.9°T | 5.0 | | | |
| | 040 | TF | IXONO | - | 200° | 211.4°T | 21.3 | | | |
| MIKNU 4B RNAV 1 | 010 | CA | - | - | 290° | 301.1°T | - | | A450+ | |
| | 020 | DF | OU365 | - | - | - | - | | | K200- |
| | 030 | TF | OU366 | - | 200° | 210.9°T | 5.0 | L | | |
| | 040 | TF | MIKNU | - | 152° | 162.8°T | 28.4 | | | |
| NUBVU 4B RNAV 1 | 010 | CA | - | - | 290° | 301.1°T | - | | A450+ | |
| | 020 | DF | OU365 | - | - | - | - | | | K200- |
| | 030 | TF | OU367 | - | 020° | 030.9°T | 5.0 | | | |
| | 040 | TF | NUBVU | - | 037° | 048.1°T | 14.9 | | | |
| OTVEM 4B RNAV 1 | 010 | CA | - | - | 290° | 301.1°T | - | | A450+ | |
| | 020 | DF | OU365 | - | - | - | - | | | K200- |
| | 030 | TF | OTVEM | - | 282° | 292.9°T | 27.3 | | | |
| UGMOR 4B RNAV 1 | 010 | CA | - | - | 290° | 301.1°T | - | | A450+ | |
| | 020 | DF | OU365 | - | - | - | - | | | K200- |
| | 030 | TF | OU367 | - | 020° | 030.9°T | 5.0 | R | | |
| | 040 | TF | RUXOK | - | 110° | 121.0°T | 14.9 | R | | |
| | 050 | TF | UGMOR | - | 139° | 150.4°T | 17.2 | | | |
| UPEDU 4B RNAV 1 | 010 | CA | - | - | 290° | 301.1°T | - | | A450+ | |
| | 020 | DF | OU365 | - | - | - | - | | | K200- |
| | 030 | TF | OU367 | - | 020° | 030.9°T | 5.0 | | | |
| | 040 | TF | UPEDU | - | 004° | 015.3°T | 16.3 | | | |
| XEVAP 4B RNAV 1 | 010 | CA | - | - | 290° | 301.1°T | - | | A450+ | |
| | 020 | DF | OU365 | - | - | - | - | | | K200- |
| | 030 | TF | XEVAP | - | 241° | 251.9°T | 24.4 | | | |

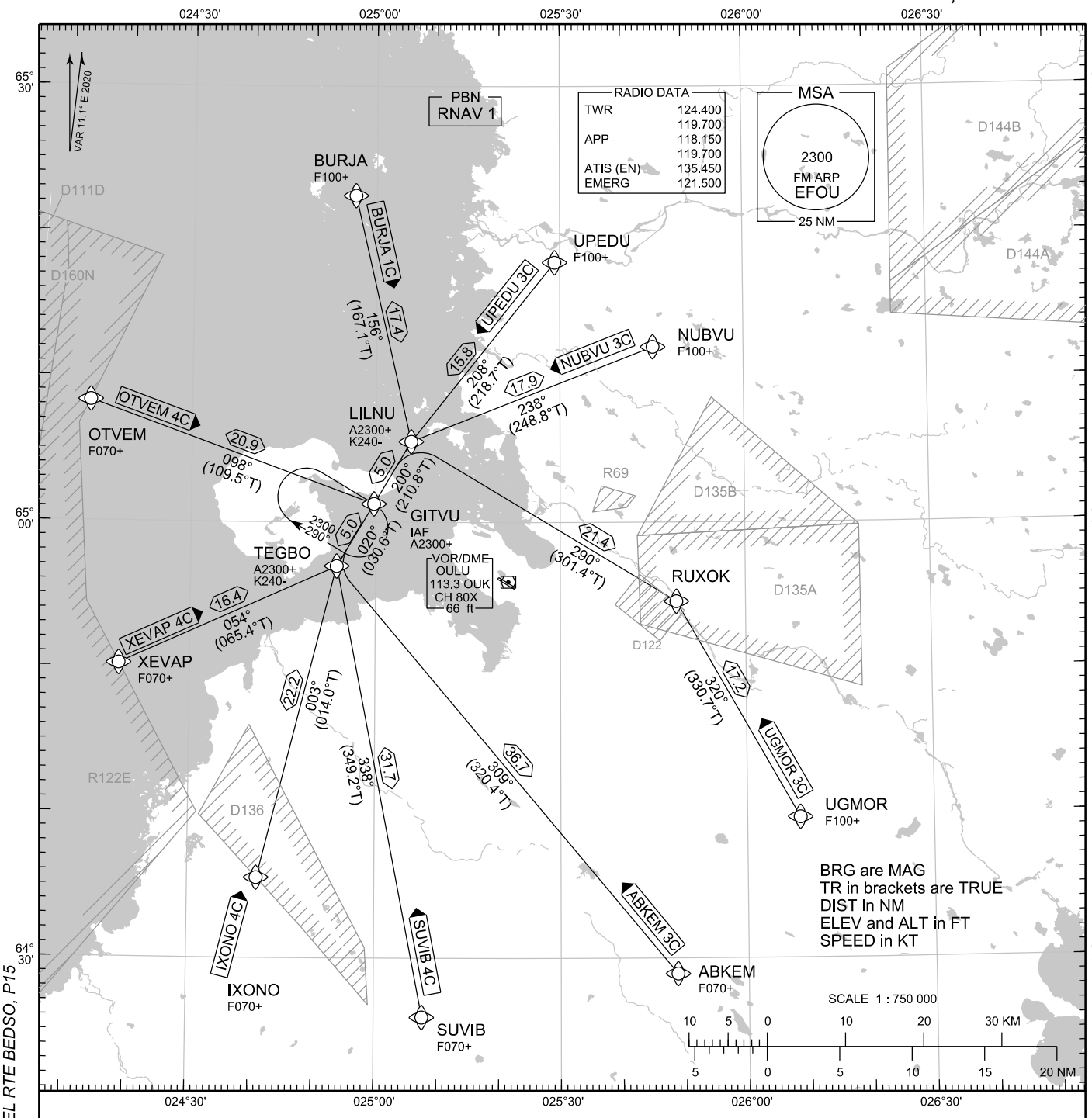
| WPT COORD |
|---|
| SEE PAGE EFOU AD 2.15 - 1 |


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5000



# OULU, FINLAND




CHG: ADDN RTE BURJA. DEL RTE BEDSO, P15

## RNAV STAR RWY 12

ABKEM 3C BURJA 1C IXONO 4C NUBVU 3C OTVEM 4C SUVIB 4C UGMOR 3C UPEDU 3C XEVAP 4C

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART<br>ATC WILL GIVE DESCENT CLEARANCES |
| WPT CONSTRAINTS: | ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC |
| CD OPS: | BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR |
| NOISE ABATEMENT: | AVOID OVERFLYING THE CITY OF OULU BELOW 2000 |
| RCF: | SELECT TRANSPONDER CODE 7600 |
| | RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED: FOLLOW THE STAR TO THE RESPECTIVE RWY AND EXECUTE IAP AND LAND |
| | DURING RADAR VECTORING BEFORE IAF: IN ACCORDANCE WITH THE RULES OF THE AIR |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1-3 |



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| EFOU RNAV STAR RWY 12 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| ABKEM 3C RNAV 1 | 010 | IF | ABKEM | - | - | - | - | F070+ | | |
| | 020 | TF | TEGBO | - | 309° | 320.4°T | 36.7 | A2300+ | | K240- |
| | 030 | TF | GITVU | - | 020° | 030.6°T | 5.0 | A2300+ | | |
| BURJA 1C RNAV 1 | 010 | IF | BURJA | - | - | - | - | F100+ | | |
| | 020 | TF | LILNU | - | 156° | 167.1°T | 17.4 | A2300+ | | K240- |
| | 030 | TF | GITVU | - | 200° | 210.8°T | 5.0 | A2300+ | | |
| IXONO 4C RNAV 1 | 010 | IF | IXONO | - | - | - | - | F070+ | | |
| | 020 | TF | TEGBO | - | 003° | 014.0°T | 22.2 | A2300+ | | K240- |
| | 030 | TF | GITVU | - | 020° | 030.6°T | 5.0 | A2300+ | | |
| NUBVU 3C RNAV 1 | 010 | IF | NUBVU | - | - | - | - | F100+ | | |
| | 020 | TF | LILNU | - | 238° | 248.8°T | 17.9 | A2300+ | | K240- |
| | 030 | TF | GITVU | - | 200° | 210.8°T | 5.0 | A2300+ | | |
| OTVEM 4C RNAV 1 | 010 | IF | OTVEM | - | - | - | - | F070+ | | |
| | 020 | TF | GITVU | - | 098° | 109.5°T | 20.9 | A2300+ | | |
| SUVIB 4C RNAV 1 | 010 | IF | SUVIB | - | - | - | - | F070+ | | |
| | 020 | TF | TEGBO | - | 338° | 349.2°T | 31.7 | A2300+ | | K240- |
| | 030 | TF | GITVU | - | 020° | 030.6°T | 5.0 | A2300+ | | |
| UGMOR 3C RNAV 1 | 010 | IF | UGMOR | - | - | - | - | F100+ | | |
| | 020 | TF | RUXOK | - | 320° | 330.7°T | 17.2 | | | |
| | 030 | TF | LILNU | - | 290° | 301.4°T | 21.4 | A2300+ | | K240- |
| | 040 | TF | GITVU | - | 200° | 210.8°T | 5.0 | A2300+ | | |
| UPEDU 3C RNAV 1 | 010 | IF | UPEDU | - | - | - | - | F100+ | | |
| | 020 | TF | LILNU | - | 208° | 218.7°T | 15.8 | A2300+ | | K240- |
| | 030 | TF | GITVU | - | 200° | 210.8°T | 5.0 | A2300+ | | |
| XEVAP 4C RNAV 1 | 010 | IF | XEVAP | - | - | - | - | F070+ | | |
| | 020 | TF | TEGBO | - | 054° | 065.4°T | 16.4 | A2300+ | | K240- |
| | 030 | TF | GITVU | - | 020° | 030.6°T | 5.0 | A2300+ | | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| GITVU | 121.0°T | 110° | Right | K230- | A2300 | 1 MIN | - |

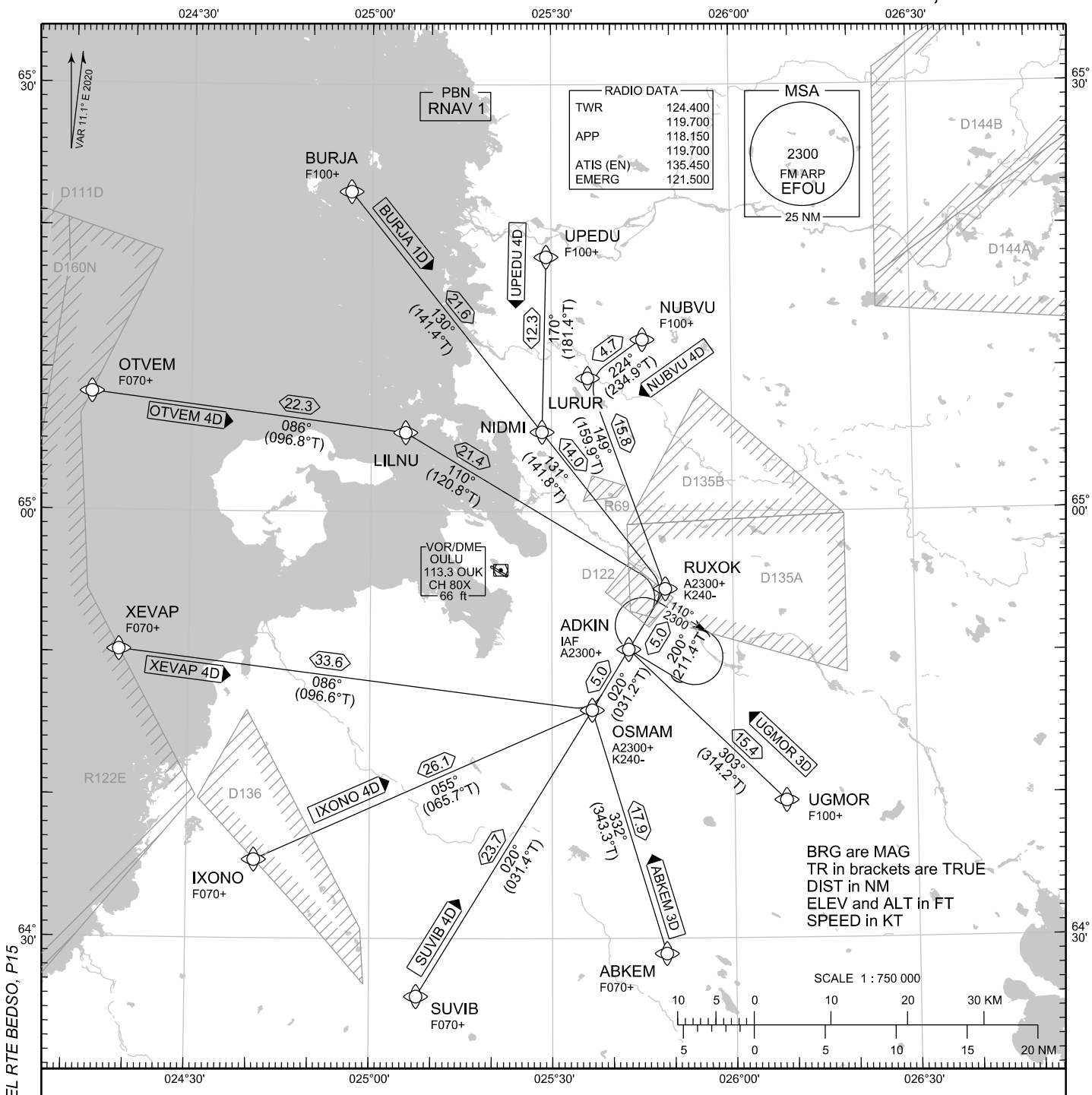
| WPT COORD |
|---|
| SEE PAGE EFOU AD 2.15 - 1 |


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# OULU, FINLAND




## RNAV STAR RWY 30

ABKEM 3D BURJA 1D IXONO 4D NUBVU 4D OTVEM 4D SUVIB 4D UGMOR 3D UPEDU 4D XEVAP 4D

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART<br>ATC WILL GIVE DESCENT CLEARANCES |
| WPT CONSTRAINTS: | ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC |
| CD OPS: | BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR |
| NOISE ABATEMENT: | AVOID OVERFLYING THE CITY OF OULU BELOW 2000 |
| RCF: | SELECT TRANSPONDER CODE 7600 |
| | RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED: FOLLOW THE STAR TO THE RESPECTIVE RWY AND EXECUTE IAP AND LAND |
| | DURING RADAR VECTORING BEFORE IAF: IN ACCORDANCE WITH THE RULES OF THE AIR |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1-3 |

CHG: ADDN RTE BURJA. DEL RTE BEDSO, P15



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| EFOU RNAV STAR RWY 30 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| ABKEM 3D RNAV 1 | 010 | IF | ABKEM | - | - | - | - | F070+ | | |
| | 020 | TF | OSMAM | - | 332° | 343.3°T | 17.9 | A2300+ | | K240- |
| | 030 | TF | ADKIN | - | 020° | 031.2°T | 5.0 | A2300+ | | |
| BURJA 1D RNAV 1 | 010 | IF | BURJA | - | - | - | - | F100+ | | |
| | 020 | TF | NIDMI | - | 130° | 141.4°T | 21.6 | | | |
| | 030 | TF | RUXOK | - | 131° | 141.8°T | 14.0 | A2300+ | | K240- |
| | 040 | TF | ADKIN | - | 200° | 211.4°T | 5.0 | A2300+ | | |
| IXONO 4D RNAV 1 | 010 | IF | IXONO | - | - | - | - | F070+ | | |
| | 020 | TF | OSMAM | - | 055° | 065.7°T | 26.1 | A2300+ | | K240- |
| | 030 | TF | ADKIN | - | 020° | 031.2°T | 5.0 | A2300+ | | |
| NUBVU 4D RNAV 1 | 010 | IF | NUBVU | - | - | - | - | F100+ | | |
| | 020 | TF | LURUR | - | 224° | 234.9°T | 4.7 | | | |
| | 030 | TF | RUXOK | - | 149° | 159.9°T | 15.8 | A2300+ | | K240- |
| | 040 | TF | ADKIN | - | 200° | 211.4°T | 5.0 | A2300+ | | |
| OTVEM 4D RNAV 1 | 010 | IF | OTVEM | - | - | - | - | F070+ | | |
| | 020 | TF | LILNU | - | 086° | 096.8°T | 22.3 | | | |
| | 030 | TF | RUXOK | - | 110° | 120.8°T | 21.4 | A2300+ | | K240- |
| | 040 | TF | ADKIN | - | 200° | 211.4°T | 5.0 | A2300+ | | |
| SUVIB 4D RNAV 1 | 010 | IF | SUVIB | - | - | - | - | F070+ | | |
| | 020 | TF | OSMAM | - | 020° | 031.4°T | 23.7 | A2300+ | | K240- |
| | 030 | TF | ADKIN | - | 020° | 031.2°T | 5.0 | A2300+ | | |
| UGMOR 3D RNAV 1 | 010 | IF | UGMOR | - | - | - | - | F100+ | | |
| | 020 | TF | ADKIN | - | 303° | 314.2°T | 15.4 | A2300+ | | |
| UPEDU 4D RNAV 1 | 010 | IF | UPEDU | - | - | - | - | F100+ | | |
| | 020 | TF | NIDMI | - | 170° | 181.4°T | 12.3 | | | |
| | 030 | TF | RUXOK | - | 131° | 141.8°T | 14.0 | A2300+ | | K240- |
| | 040 | TF | ADKIN | - | 200° | 211.4°T | 5.0 | A2300+ | | |
| XEVAP 4D RNAV 1 | 010 | IF | XEVAP | - | - | - | - | F070+ | | |
| | 020 | TF | OSMAM | - | 086° | 096.6°T | 33.6 | A2300+ | | K240- |
| | 030 | TF | ADKIN | - | 020° | 031.2°T | 5.0 | A2300+ | | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| ADKIN | 301.0°T | 290° | Right | K230- | A2300 | 1 MIN | - |

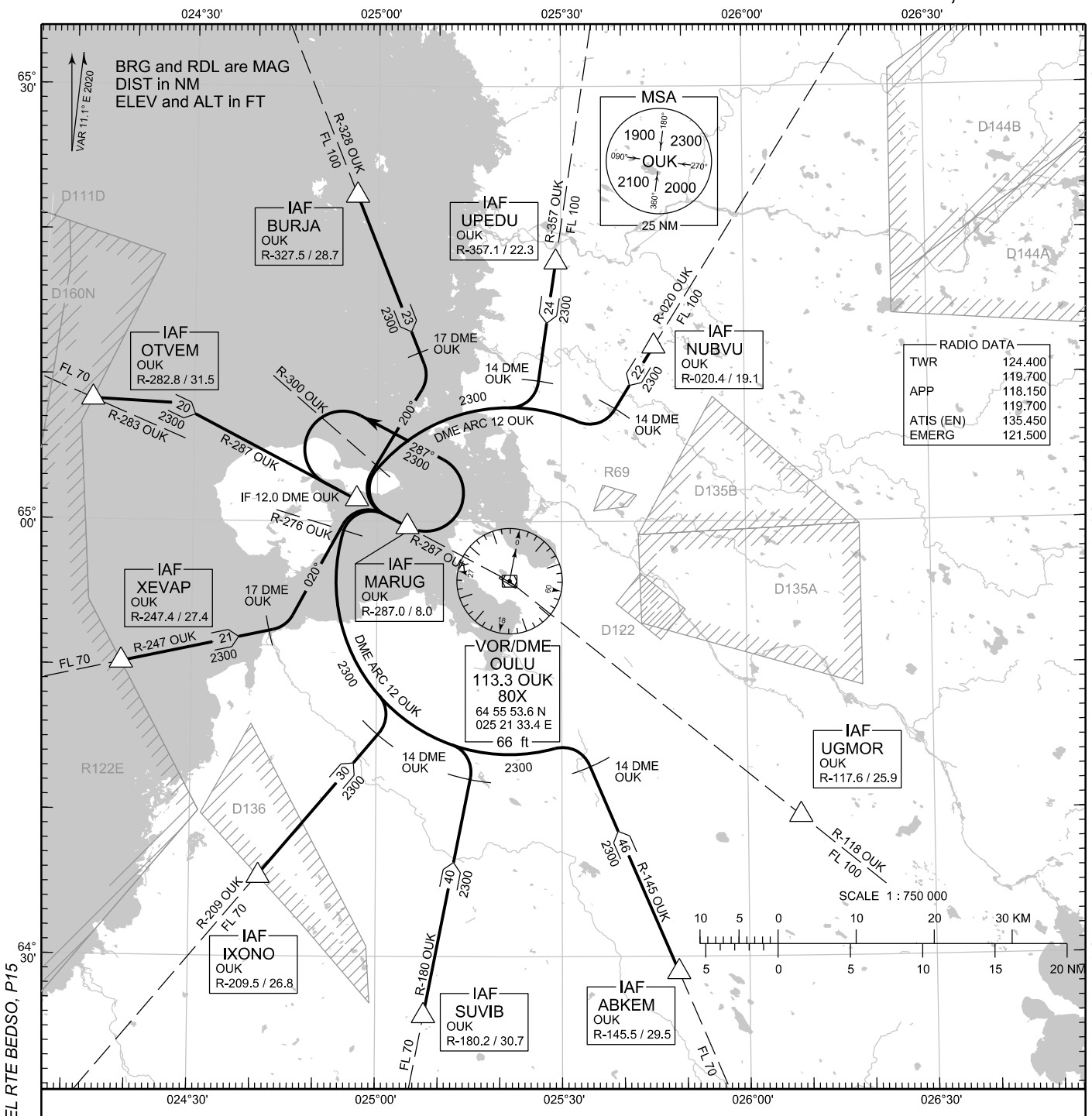
| WPT COORD |
|---|
| SEE PAGE EFOU AD 2.15 - 1 |


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# OULU, FINLAND




## NON-RNAV INITIAL APPROACH ROUTES RWY 12 VIA:

ABKEM BURJA IXONO NUBVU OTVEM SUVIB UPEDU XEVAP

NOISE ABATEMENT:
AVOID OVERFLYING THE CITY OF OULU BELOW 2000

COMMUNICATION FAILURE:
IN ACCORDANCE WITH THE RULES OF THE AIR

AREA MNM ALT:
SEE AMA INDEX, AIP ENR 6.1-3

*CHG: ADDN RTE BURJA. DEL RTE BEDSO, P15*



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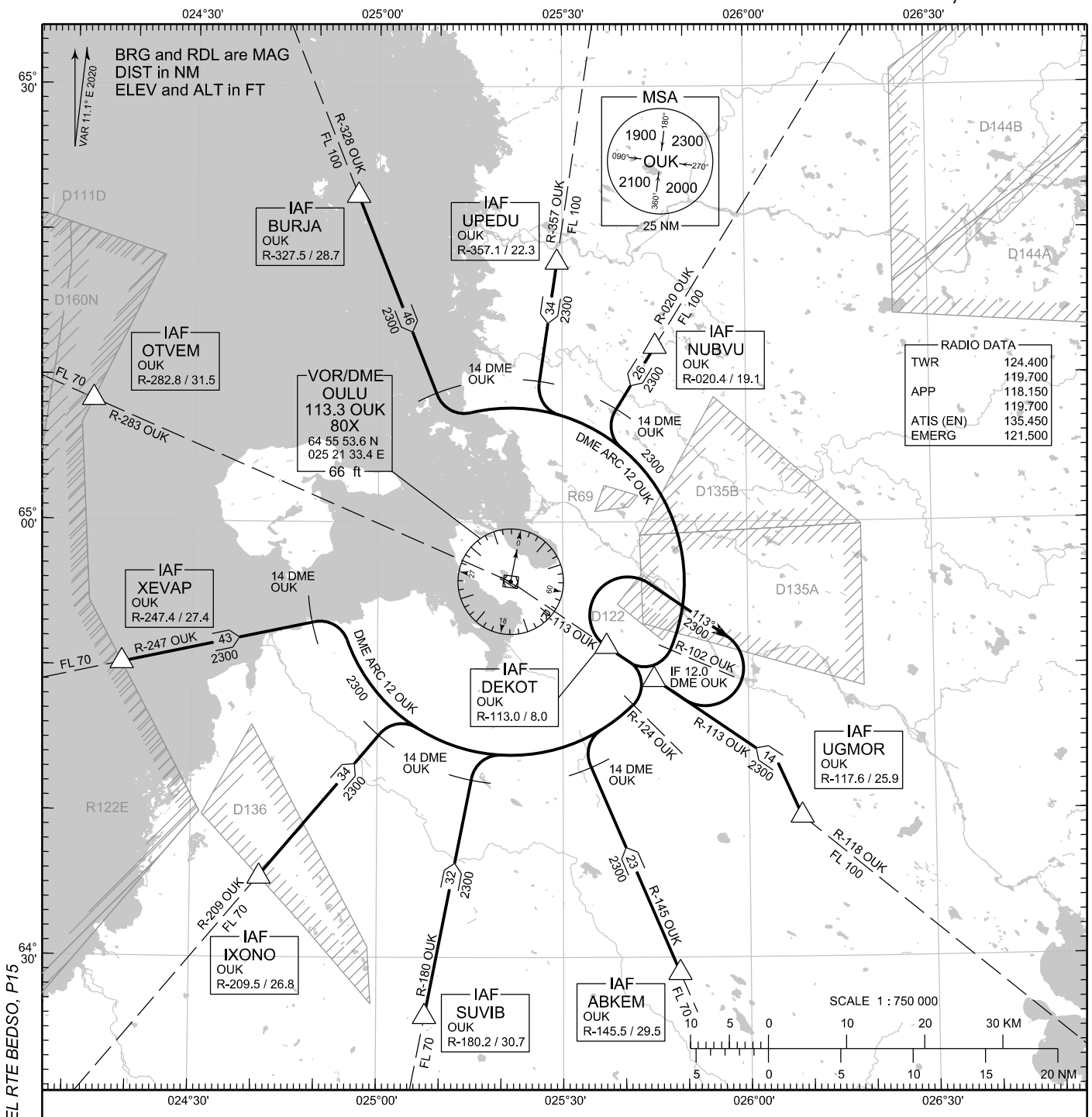
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# OULU, FINLAND




## NON-RNAV INITIAL APPROACH ROUTES RWY 30 VIA:

ABKEM BURJA IXONO NUBVU SUVIB UGMOR UPEDU XEVAP

NOISE ABATEMENT:
AVOID OVERFLYING THE CITY OF OULU BELOW 2000

COMMUNICATION FAILURE:
IN ACCORDANCE WITH THE RULES OF THE AIR

AREA MNM ALT:
SEE AMA INDEX, AIP ENR 6.1-3

*CHG: ADDN RTE BURJA. DEL RTE BEDSO, P15*



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| WAYPOINT | | RNAV USAGE | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ID | COORD | ENTRY | EXIT | SID | STAR | APCH | HLDG | RMK |
| ABKEM | 642855.00N 0254841.00E | X | X | X | X | | | |
| ADKIN | 645017.87N 0254241.88E | | | | X | X | X | |
| ASLUP | 652355.00N 0250741.00E | | X | X | | | | |
| BURJA | 652228.00N 0245631.00E | X | X | X | X | | | |
| GITVU | 650115.46N 0245942.20E | | | | X | X | X | |
| IXONO | 643530.00N 0244107.00E | X | X | X | X | | | |
| LILNU | 650532.50N 0250543.96E | | | X | X | X | | |
| LURUR | 650921.89N 0253603.01E | | | | X | | | |
| MIKNU | 642639.00N 0252614.00E | | X | X | | | | |
| NIDMI | 650534.85N 0252825.88E | | | | X | | | |
| NUBVU | 651204.00N 0254511.00E | X | X | X | X | | | |
| OSMAM | 644602.32N 0253637.67E | | | | X | X | | |
| OTVEM | 650819.00N 0241322.00E | X | X | X | X | | | |
| OU361 | 645619.30N 0251914.40E | | | | | X | | |
| OU362 | 645339.38N 0252940.24E | | | X | | | | |
| OU363 | 644923.30N 0252337.34E | | | X | | | | |
| OU364 | 645755.20N 0253545.06E | | | X | | | | |
| OU365 | 645756.58N 0251251.28E | | | X | | | | |
| OU366 | 645339.83N 0250650.10E | | | X | | | | |
| OU367 | 650213.09N 0251854.40E | | | X | | | | |
| RUXOK | 645433.16N 0254848.00E | | | X | X | X | | |
| RW12 | 645609.01N 0251954.82E | | | | | X | | |
| RW30 | 645527.41N 0252238.01E | | | | | X | | |
| SUVIB | 642555.00N 0250744.00E | X | | | X | | | |
| TEGBO | 645658.18N 0245342.38E | | | | X | X | | |
| UGMOR | 643940.00N 0260830.00E | X | X | X | X | | | |
| UPEDU | 651753.00N 0252908.00E | X | X | X | X | | | |
| VAKBA | 645256.42N 0253227.51E | | | | | X | | |
| XEPDU | 645843.63N 0250945.32E | | | | | X | | |
| XEVAP | 645013.00N 0241836.00E | X | X | X | X | | | |
| **SUMMARY** | **30** | **9** | **10** | **18** | **17** | **11** | **2** | |

| NON-RNAV FIXES | | RDL AND DIST |
|---|---|---|
| ID | COORD | |
| DEKOT | 645125.00N 0253705.00E | R-113.0 OUK / 8.0 |
| MARUG | 645938.00N 0250456.00E | R-287.0 OUK / 8.0 |

| VFR REPORTING POINTS | | COMPULSORY | RDL AND DIST |
|---|---|---|---|
| ID | COORD | | |
| HAURU | 644406N 0253253E | X | R-147 OUK / 12.8 |
| SIIKA | 645047N 0250638E | X | R-220 OUK / 8.2 |
| TASKI | 650507N 0251857E | X | R-342 OUK / 9.3 |
| UNILO | 645652N 0254044E | X | R-072 OUK / 8.2 |


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THIS INDEX PROVIDES VERTICAL LIMITS FOR PERMANENT PRD AREAS SHOWN ON VARIOUS EFOU AIP CHARTS
FOR OTHER DETAILS, SEE AIP ENR 5.1

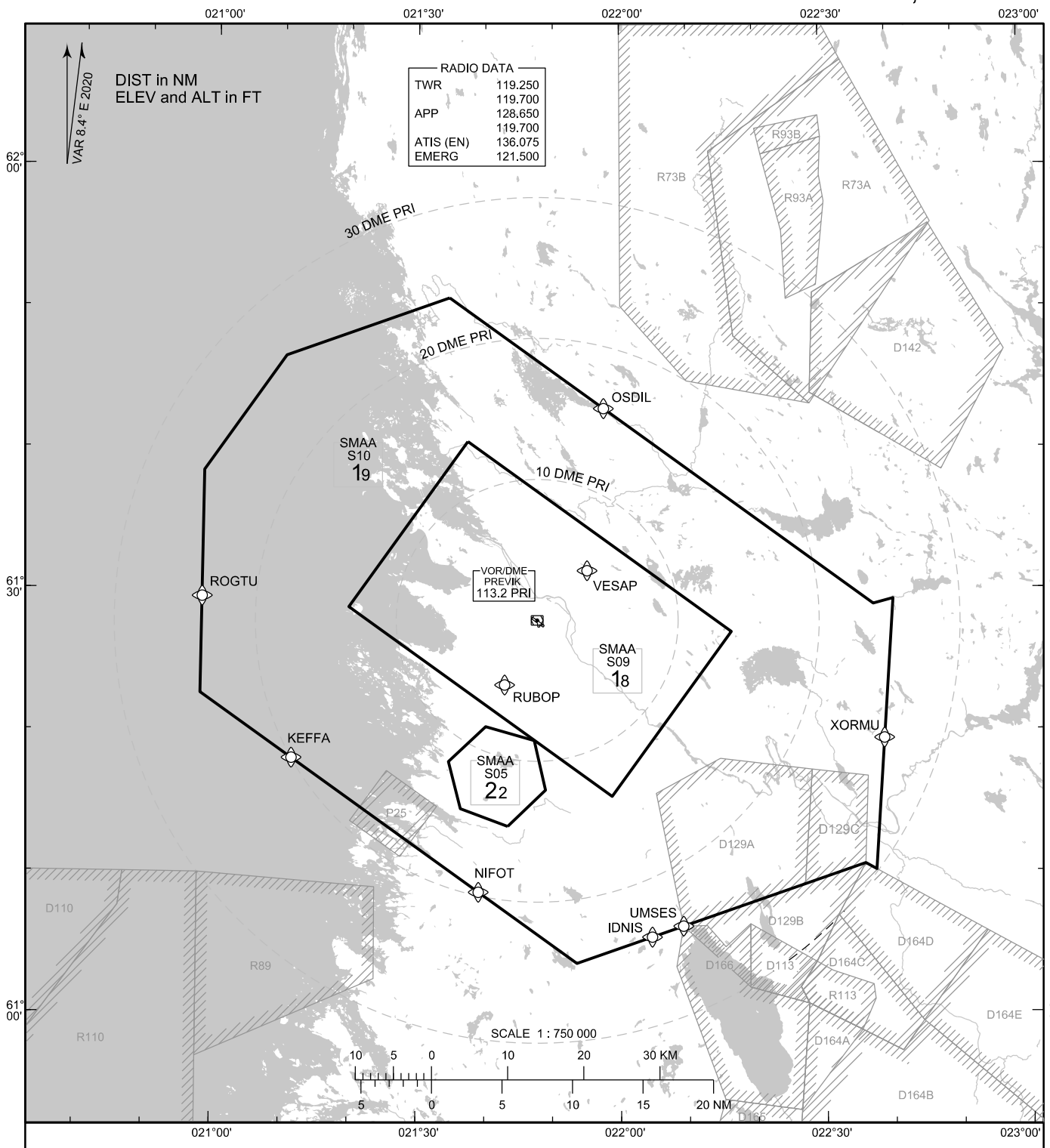
| ID | VERTICAL LIMITS | |
|---|---|---|
| | UPPER | LOWER |
| R-AREA | | |
| R69 | FL 170 | SFC |
| R122E | UNL | SFC |
| D-AREA | | |
| D111D | UNL | SFC |
| D122 | FL 195 | SFC |
| D135A | FL 195 | SFC |
| D135B | FL 195 | SFC |
| D136 | FL 195 | SFC |
| D144A | FL 195 | SFC |
| D144B | FL 195 | SFC |
| D160N | FL 660 | FL 95 |


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# PORI, FINLAND




ATC SURVEILLANCE MINIMUM ALTITUDE CHART

GENERAL INFORMATION:

A Surveillance Minimum Altitude Area (SMAA) is a defined area in which the minimum safe levels allocated by a controller giving an ATC Surveillance service for IFR flights have been predetermined.

SMAA's do not constitute controlled airspace nor do they attract any special airspace regulation in their own right.

SMAA minimum safe level ensures obstacle clearance within the area concerned plus a 3.0 NM buffer area. Minimum safe level is determined by the highest obstacle elevation or the highest terrain elevation + 60 M, whichever is higher, plus safety margin of 300 M (984 FT) rounded up to the next higher hundred feet. Number 20 shown in the SMAA symbol equals 2000 FT MSL.

This chart may only be used for cross-checking of altitudes assigned while the aircraft is identified.

COMMUNICATION FAILURE: IN ACCORDANCE WITH THE RULES OF THE AIR

Coordinates for SMAA's are listed overleaf.

*CHG: D areas*



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| EFPO ATC SURVEILLANCE MINIMUM ALTITUDE AREAS | | |
|---|---|---|
| **NAME** | **MIN ALT** | **AREA DEFINITION** |
| EFPO SMAA S05 | 2200 FT | 611318N 0214325E - 611552N 0214858E - 611922N 0214719E - 612021N 0214010E - 611753N 0213441E - 611433N 0213628E - 611318N 0214325E |

| NAME | MIN ALT | AREA DEFINITION |
|---|---|---|
| EFPO SMAA S09 | 1800 FT | 614031N 0213726E - 612703N 0221626E - 611525N 0215847E - 612848N 0211954E - 614031N 0213726E |

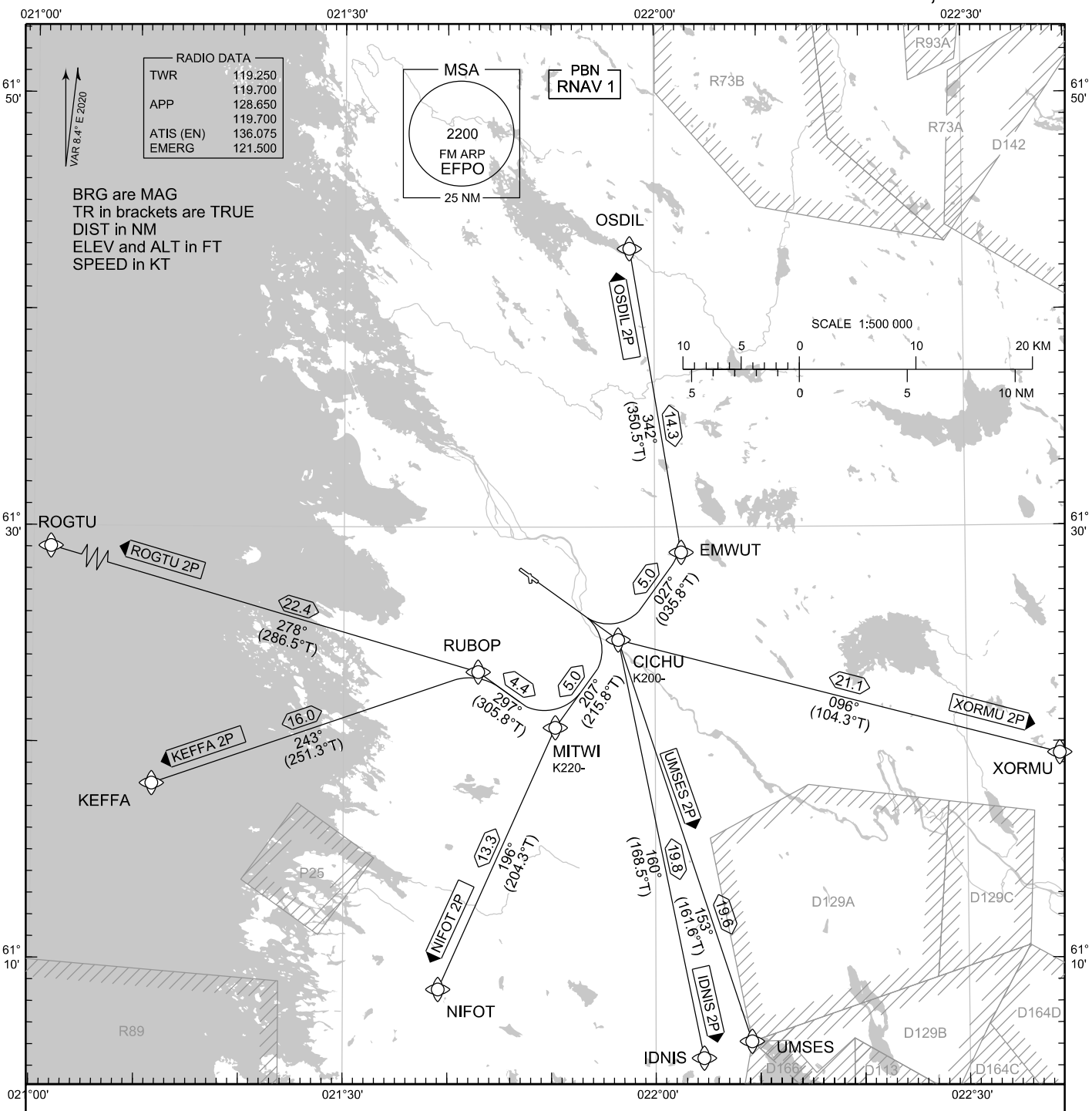
| NAME | MIN ALT | AREA DEFINITION |
|---|---|---|
| EFPO SMAA S10 | 1900 FT | 615041N 0213440E - 613130N 0223015E - 612857N 0223728E - 612919N 0224023E - 611010N 0223731E - 611036N 0223554E - 610909N 0222702E - 610336N 0215334E - 612241N 0205802E - 613826N 0205819E - 614635N 0211024E - 615041N 0213440E<br><br>- Excluding EFPO SMAA S05 and EFPO SMAA S09 |


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STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

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RNAV (GNSS) SID RWY 12
PORI AERODROME
# PORI, FINLAND




## RNAV SID RWY 12

IDNIS 2P KEFFA 2P NIFOT 2P OSDIL 2P ROGTU 2P UMSES 2P XORMU 2P

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART |
| SQUAWK: | WHEN LINING UP SQUAWK THE ASSIGNED CODE |
| INITIAL CLIMB: | MNM TURNING ALTITUDE ACCORDING TO RTE CODING |
| RADIO CONTACT: | MAINTAIN TWR FREQ UNTIL 1500 FT, THEN CONTACT PORI RADAR 128.650 |
| NOISE ABATEMENT: | AFTER TAKE-OFF CLIMB AS RAPIDLY AS PRACTICABLE TO AT LEAST 2000 FT ABOVE AD ELEV<br>PUBLISHED SID ROUTES ARE ALSO MINIMUM NOISE ROUTINGS |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

*CHG: D areas*



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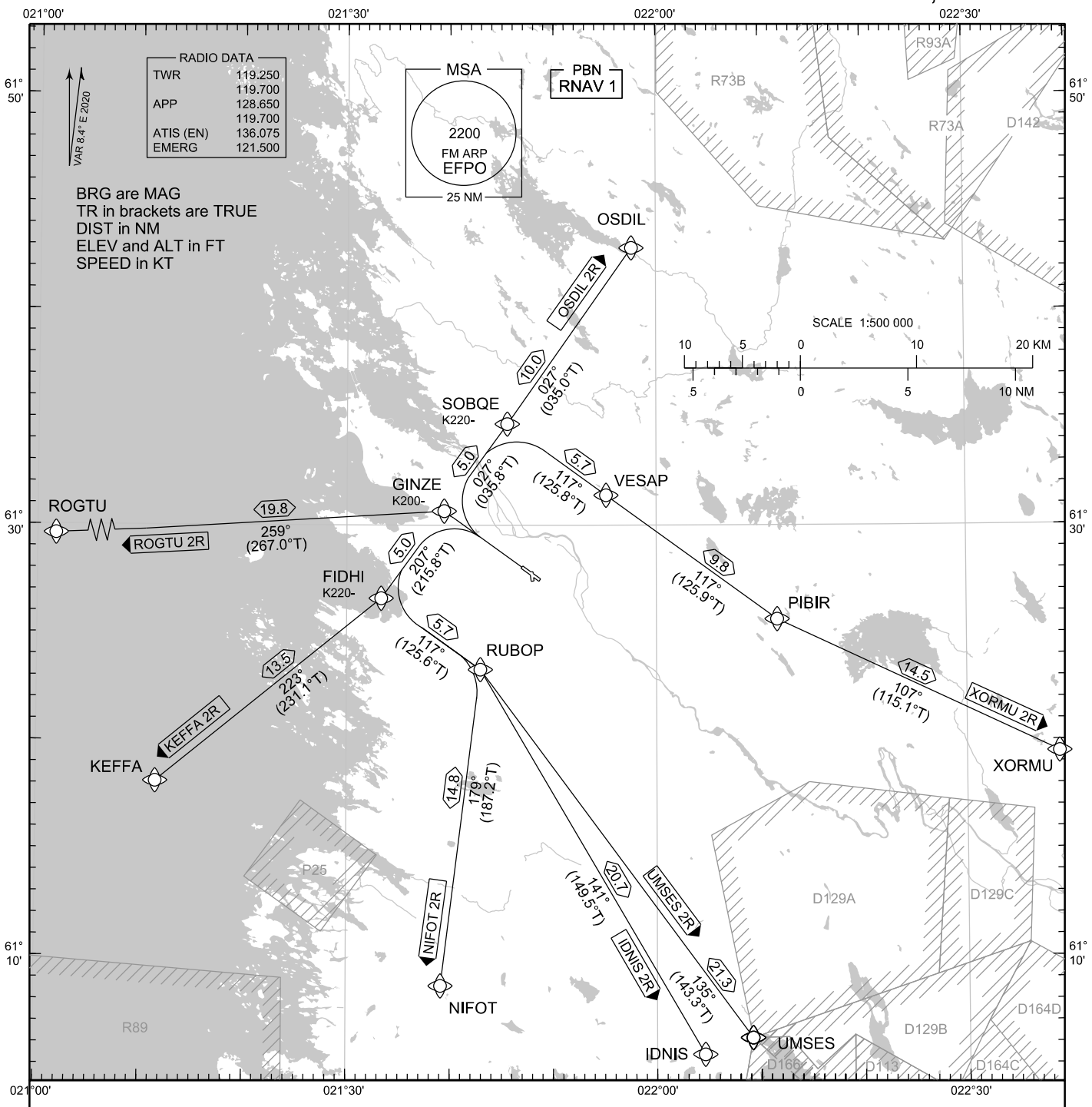
| EFPO RNAV SID RWY 12 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT ID | WPT Flyover | MAG | GEO TR | DIST NM | Turn Direction | Constraints LVL | Constraints Speed |
| IDNIS 2P RNAV 1 | 010 | CA | - | - | 117° | 125.4°T | - | | A440+ | |
| | 020 | DF | CICHU | - | - | - | - | | | K200- |
| | 030 | TF | IDNIS | - | 160° | 168.5°T | 19.8 | | | |
| KEFFA 2P RNAV 1 | 010 | CA | - | - | 117° | 125.4°T | - | | A440+ | |
| | 020 | DF | CICHU | - | - | - | - | | | K200- |
| | 030 | TF | MITWI | - | 207° | 215.8°T | 5.0 | R | | K220- |
| | 040 | TF | RUBOP | - | 297° | 305.8°T | 4.4 | L | | |
| | 050 | TF | KEFFA | - | 243° | 251.3°T | 16.0 | | | |
| NIFOT 2P RNAV 1 | 010 | CA | - | - | 117° | 125.4°T | - | | A440+ | |
| | 020 | DF | CICHU | - | - | - | - | | | K200- |
| | 030 | TF | MITWI | - | 207° | 215.8°T | 5.0 | | | K220- |
| | 040 | TF | NIFOT | - | 196° | 204.3°T | 13.3 | | | |
| OSDIL 2P RNAV 1 | 010 | CA | - | - | 117° | 125.4°T | - | | A440+ | |
| | 020 | DF | CICHU | - | - | - | - | | | K200- |
| | 030 | TF | EMWUT | - | 027° | 035.8°T | 5.0 | L | | |
| | 040 | TF | OSDIL | - | 342° | 350.5°T | 14.3 | | | |
| ROGTU 2P RNAV 1 | 010 | CA | - | - | 117° | 125.4°T | - | | A440+ | |
| | 020 | DF | CICHU | - | - | - | - | | | K200- |
| | 030 | TF | MITWI | - | 207° | 215.8°T | 5.0 | R | | K220- |
| | 040 | TF | RUBOP | - | 297° | 305.8°T | 4.4 | | | |
| | 050 | TF | ROGTU | - | 278° | 286.5°T | 22.4 | | | |
| UMSES 2P RNAV 1 | 010 | CA | - | - | 117° | 125.4°T | - | | A440+ | |
| | 020 | DF | CICHU | - | - | - | - | | | K200- |
| | 030 | TF | UMSES | - | 153° | 161.6°T | 19.6 | | | |
| XORMU 2P RNAV 1 | 010 | CA | - | - | 117° | 125.4°T | - | | A440+ | |
| | 020 | DF | CICHU | - | - | - | - | | | K200- |
| | 030 | TF | XORMU | - | 096° | 104.3°T | 21.1 | | | |

| WPT COORD |
|---|
| SEE PAGE EFPO AD 2.15 - 1 |


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# RNAV (GNSS) SID RWY 30
PORI AERODROME
# PORI, FINLAND




## RNAV SID RWY 30

IDNIS 2R KEFFA 2R NIFOT 2R OSDIL 2R ROGTU 2R UMSES 2R XORMU 2R

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART |
| SQUAWK: | WHEN LINING UP SQUAWK THE ASSIGNED CODE |
| INITIAL CLIMB: | MNM TURNING ALTITUDE ACCORDING TO RTE CODING.<br>CLOSE-IN OBSTACLES EXIST, SEE EFPO AD 2.10 - 5 |
| RADIO CONTACT: | MAINTAIN TWR FREQ UNTIL 1500 FT, THEN CONTACT PORI RADAR 128.650 |
| NOISE ABATEMENT: | AFTER TAKE-OFF CLIMB AS RAPIDLY AS PRACTICABLE TO AT LEAST 2000 FT ABOVE AD ELEV<br>PUBLISHED SID ROUTES ARE ALSO MINIMUM NOISE ROUTINGS |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

*CHG: D areas*


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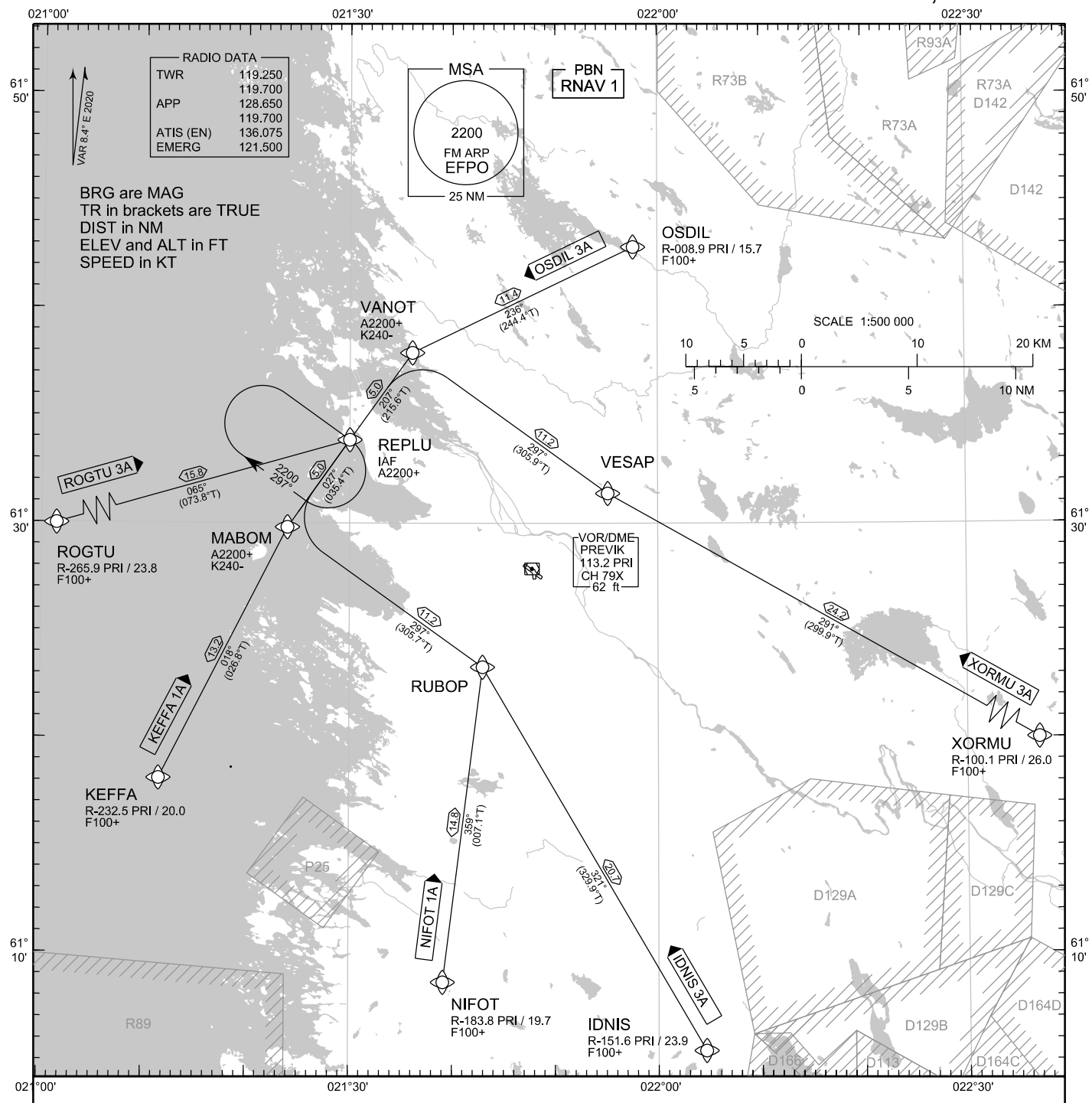
| EFPO RNAV SID RWY 30 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT ID | WPT Flyover | MAG | GEO TR | DIST NM | Turn Direction | Constraints LVL | Constraints Speed |
| IDNIS 2R RNAV 1 | 010 | CA | - | - | 297° | 305.4°T | - | | A440+ | |
| | 020 | DF | GINZE | - | - | - | - | | | K200- |
| | 030 | TF | FIDHI | - | 207° | 215.8°T | 5.0 | L | | K220- |
| | 040 | TF | RUBOP | - | 117° | 125.6°T | 5.7 | | | |
| | 050 | TF | IDNIS | - | 141° | 149.5°T | 20.7 | | | |
| KEFFA 2R RNAV 1 | 010 | CA | - | - | 297° | 305.4°T | - | | A440+ | |
| | 020 | DF | GINZE | - | - | - | - | | | K200- |
| | 030 | TF | FIDHI | - | 207° | 215.8°T | 5.0 | | | K220- |
| | 040 | TF | KEFFA | - | 223° | 231.1°T | 13.5 | | | |
| NIFOT 2R RNAV 1 | 010 | CA | - | - | 297° | 305.4°T | - | | A440+ | |
| | 020 | DF | GINZE | - | - | - | - | | | K200- |
| | 030 | TF | FIDHI | - | 207° | 215.8°T | 5.0 | L | | K220- |
| | 040 | TF | RUBOP | - | 117° | 125.6°T | 5.7 | R | | |
| | 050 | TF | NIFOT | - | 179° | 187.2°T | 14.8 | | | |
| OSDIL 2R RNAV 1 | 010 | CA | - | - | 297° | 305.4°T | - | | A440+ | |
| | 020 | DF | GINZE | - | - | - | - | | | K200- |
| | 030 | TF | SOBQE | - | 027° | 035.8°T | 5.0 | | | K220- |
| | 040 | TF | OSDIL | - | 027° | 035.0°T | 10.0 | | | |
| ROGTU 2R RNAV 1 | 010 | CA | - | - | 297° | 305.4°T | - | | A440+ | |
| | 020 | DF | GINZE | - | - | - | - | | | K200- |
| | 030 | TF | ROGTU | - | 259° | 267.0°T | 19.8 | | | |
| UMSES 2R RNAV 1 | 010 | CA | - | - | 297° | 305.4°T | - | | A440+ | |
| | 020 | DF | GINZE | - | - | - | - | | | K200- |
| | 030 | TF | FIDHI | - | 207° | 215.8°T | 5.0 | L | | K220- |
| | 040 | TF | RUBOP | - | 117° | 125.6°T | 5.7 | | | |
| | 050 | TF | UMSES | - | 135° | 143.3°T | 21.3 | | | |
| XORMU 2R RNAV 1 | 010 | CA | - | - | 297° | 305.4°T | - | | A440+ | |
| | 020 | DF | GINZE | - | - | - | - | | | K200- |
| | 030 | TF | SOBQE | - | 027° | 035.8°T | 5.0 | R | | K220- |
| | 040 | TF | VESAP | - | 117° | 125.8°T | 5.7 | | | |
| | 050 | TF | PIBIR | - | 117° | 125.9°T | 9.8 | | | |
| | 060 | TF | XORMU | - | 107° | 115.1°T | 14.5 | | | |

| WPT COORD |
|---|
| SEE PAGE EFPO AD 2.15 - 1 |


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# RNAV (GNSS) STAR RWY 12
## PORI AERODROME
## PORI, FINLAND




## RNAV STAR RWY 12

IDNIS 3A KEFFA 1A NIFOT 1A OSDIL 3A ROGTU 3A XORMU 3A

AREA MNM ALT: SEE AMA INDEX, AIP ENR 6.1 - 3

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART<br>ATC WILL GIVE DESCENT CLEARANCES |
| WPT CONSTRAINTS: | ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC |
| CD OPS: | BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR |
| NOISE ABATEMENT: | AVOID OVERFLYING THE CITY OF PORI BELOW 2000 |
| RCF: | SELECT TRANSPONDER CODE 7600 |
| | RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED: FOLLOW THE STAR TO THE RESPECTIVE RWY AND EXECUTE IAP AND LAND |
| | DURING RADAR VECTORING BEFORE IAF: IN ACCORDANCE WITH THE RULES OF THE AIR |

*CHG: D areas*


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| EFPO RNAV STAR RWY 12 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| IDNIS 3A RNAV 1 | 010 | IF | IDNIS | - | - | - | - | F100+ | | |
| | 020 | TF | RUBOP | - | 321° | 329.9°T | 20.7 | | | |
| | 030 | TF | MABOM | - | 297° | 305.7°T | 11.2 | A2200+ | | K240- |
| | 040 | TF | REPLU | - | 027° | 035.4°T | 5.0 | A2200+ | | |
| KEFFA 1A RNAV 1 | 010 | IF | KEFFA | - | - | - | - | F100+ | | |
| | 020 | TF | MABOM | - | 018° | 026.8°T | 13.2 | A2200+ | | K240- |
| | 030 | TF | REPLU | - | 027° | 035.4°T | 5.0 | A2200+ | | |
| NIFOT 1A RNAV 1 | 010 | IF | NIFOT | - | - | - | - | F100+ | | |
| | 020 | TF | RUBOP | - | 359° | 007.1°T | 14.8 | | | |
| | 030 | TF | MABOM | - | 297° | 305.7°T | 11.2 | A2200+ | | K240- |
| | 040 | TF | REPLU | - | 027° | 035.4°T | 5.0 | A2200+ | | |
| OSDIL 3A RNAV 1 | 010 | IF | OSDIL | - | - | - | - | F100+ | | |
| | 020 | TF | VANOT | - | 236° | 244.4°T | 11.4 | A2200+ | | K240- |
| | 030 | TF | REPLU | - | 207° | 215.6°T | 5.0 | A2200+ | | |
| ROGTU 3A RNAV 1 | 010 | IF | ROGTU | - | - | - | - | F100+ | | |
| | 020 | TF | REPLU | - | 065° | 073.8°T | 15.8 | A2200+ | | |
| XORMU 3A RNAV 1 | 010 | IF | XORMU | - | - | - | - | F100+ | | |
| | 020 | TF | VESAP | - | 291° | 299.9°T | 24.2 | | | |
| | 030 | TF | VANOT | - | 297° | 305.9°T | 11.2 | A2200+ | | K240- |
| | 040 | TF | REPLU | - | 207° | 215.6°T | 5.0 | A2200+ | | |

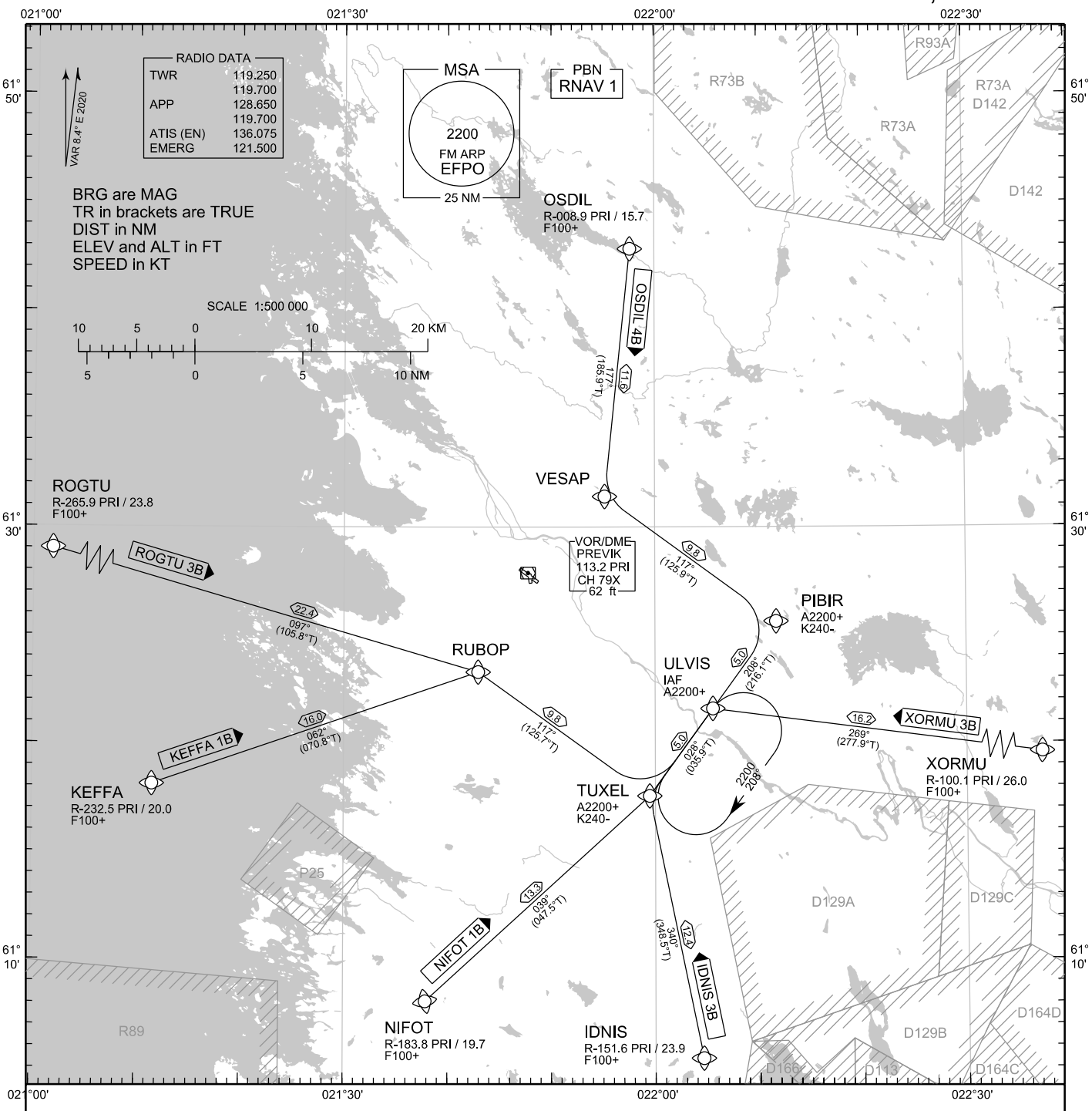
| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| REPLU | 125.5°T | 117° | Right | K230- | A2200 | 1 MIN | - |

| WPT COORD |
|---|
| SEE PAGE EFPO AD 2.15 - 1 |


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# RNAV (GNSS) STAR RWY 30
## PORI AERODROME
# PORI, FINLAND




## RNAV STAR RWY 30

IDNIS 3B KEFFA 1B NIFOT 1B OSDIL 4B ROGTU 3B XORMU 3B

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART<br>ATC WILL GIVE DESCENT CLEARANCES |
| WPT CONSTRAINTS: | ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC |
| CD OPS: | BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR |
| NOISE ABATEMENT: | AVOID OVERFLYING THE CITY OF PORI BELOW 2000 |
| RCF: | SELECT TRANSPONDER CODE 7600 |
| | RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED: FOLLOW THE STAR TO THE RESPECTIVE RWY AND EXECUTE IAP AND LAND |
| | DURING RADAR VECTORING BEFORE IAF: IN ACCORDANCE WITH THE RULES OF THE AIR |

| | |
|---|---|
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

*CHG: D areas*


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| EFPO RNAV STAR RWY 30 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| IDNIS 3B RNAV 1 | 010 | IF | IDNIS | - | - | - | - | F100+ | | |
| | 020 | TF | TUXEL | - | 340° | 348.5°T | 12.4 | A2200+ | | K240- |
| | 030 | TF | ULVIS | - | 028° | 035.9°T | 5.0 | A2200+ | | |
| KEFFA 1B RNAV 1 | 010 | IF | KEFFA | - | - | - | - | F100+ | | |
| | 020 | TF | RUBOP | - | 062° | 070.8°T | 16.0 | | | |
| | 030 | TF | TUXEL | - | 117° | 125.7°T | 9.8 | A2200+ | | K240- |
| | 040 | TF | ULVIS | - | 028° | 035.9°T | 5.0 | A2200+ | | |
| NIFOT 1B RNAV 1 | 010 | IF | NIFOT | - | - | - | - | F100+ | | |
| | 020 | TF | TUXEL | - | 039° | 047.5°T | 13.3 | A2200+ | | K240- |
| | 030 | TF | ULVIS | - | 028° | 035.9°T | 5.0 | A2200+ | | |
| OSDIL 4B RNAV 1 | 010 | IF | OSDIL | - | - | - | - | F100+ | | |
| | 020 | TF | VESAP | - | 177° | 185.9°T | 11.6 | | | |
| | 030 | TF | PIBIR | - | 117° | 125.9°T | 9.8 | A2200+ | | K240- |
| | 040 | TF | ULVIS | - | 208° | 216.1°T | 5.0 | A2200+ | | |
| ROGTU 3B RNAV 1 | 010 | IF | ROGTU | - | - | - | - | F100+ | | |
| | 020 | TF | RUBOP | - | 097° | 105.8°T | 22.4 | | | |
| | 030 | TF | TUXEL | - | 117° | 125.7°T | 9.8 | A2200+ | | K240- |
| | 040 | TF | ULVIS | - | 028° | 035.9°T | 5.0 | A2200+ | | |
| XORMU 3B RNAV 1 | 010 | IF | XORMU | - | - | - | - | F100+ | | |
| | 020 | TF | ULVIS | - | 269° | 277.9°T | 16.2 | A2200+ | | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| ULVIS | 035.9°T | 028° | Right | K230- | A2200 | 1 MIN | - |

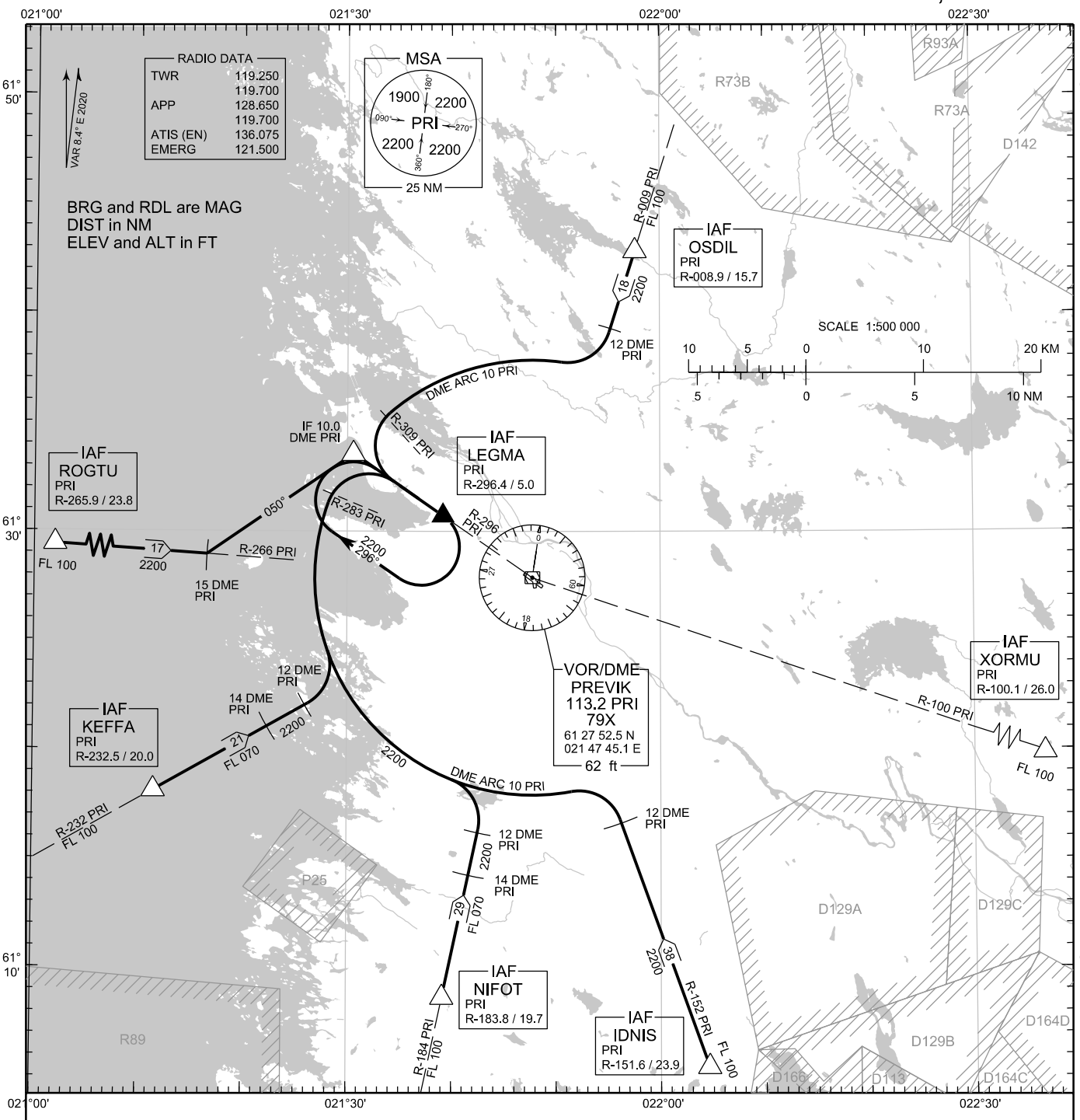
| WPT COORD |
|---|
| SEE PAGE EFPO AD 2.15 - 1 |


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# PORI, FINLAND




## NON-RNAV INITIAL APPROACH ROUTES RWY 12 VIA:

IDNIS KEFFA NIFOT OSDIL ROGTU

COMMUNICATION FAILURE:
IN ACCORDANCE WITH THE RULES OF THE AIR

AREA MNM ALT:
SEE AMA INDEX, AIP ENR 6.1 - 3

*CHG: D areas*



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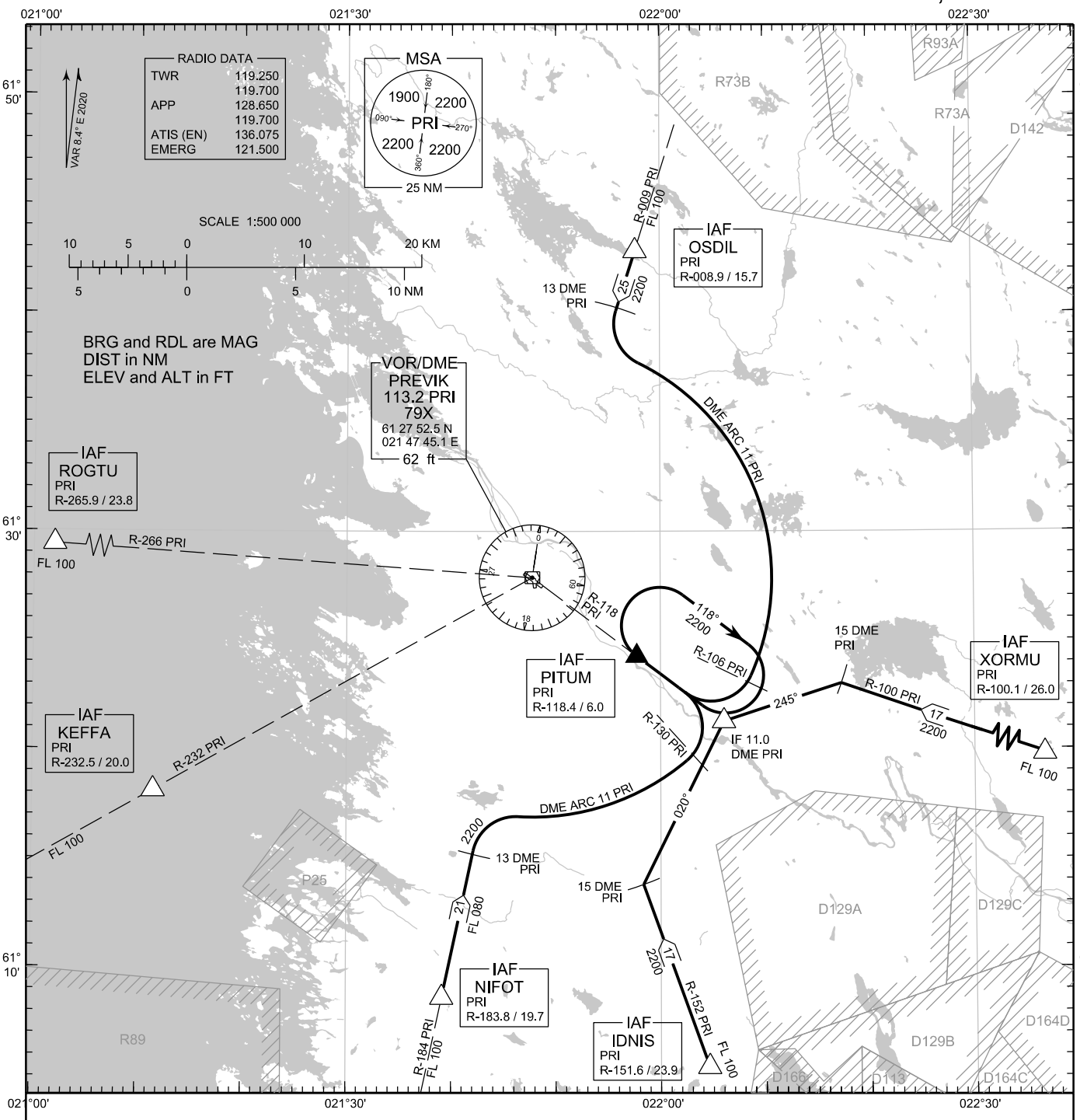
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# PORI, FINLAND




## NON-RNAV INITIAL APPROACH ROUTES RWY 30 VIA:

IDNIS NIFOT OSDIL XORMU

COMMUNICATION FAILURE:
IN ACCORDANCE WITH THE RULES OF THE AIR

AREA MNM ALT:
SEE AMA INDEX, AIP ENR 6.1 - 3

*CHG: D areas*



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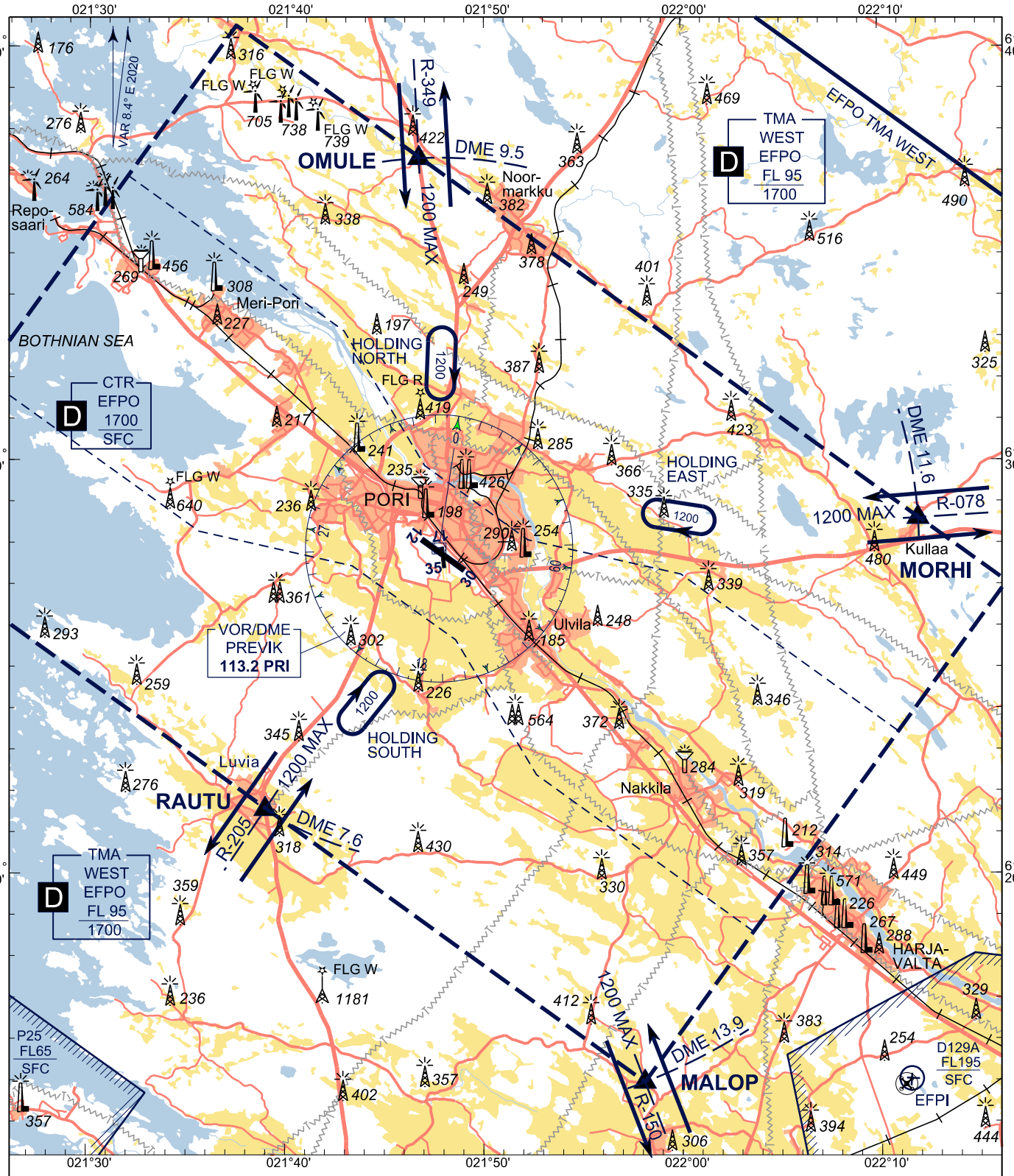

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PORI AERODROME

VISUAL
APPROACH CHART - ICAO

ELEV 45 FT

# PORI, FINLAND




1 : 250 000

2 1 0 1 2 3 4 5 6 7 8 9 10 KM
1 0 1 2 3 4 5 6 NM

ALL RDL and DME FM VOR/DME PRI
BRG are MAG
DIST in NM
ALT and ELEV in FT

| RADIO DATA | |
|---|---|
| TWR | 119.250 |
| | 119.700 |
| APP | 128.650 |
| | 119.700 |
| ATIS (EN) | 136.075 |
| EMERG | 121.500 |

| VASIS | |
|---|---|
| RWY | PAPI MEHT |
| 12 | Left / 3.5° 48 |
| 30 | Left / 3.0° 54 |

| Airspace | Hours of applicability | Airspace class | RMK |
|---|---|---|---|
| EFPO CTR | HO | D | RMZ H24 |
| EFPO TMA WEST | HO | D | RMZ H24, TMZ HO |

CHG: ADDN EFPO TMA WEST info



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THIS INDEX PROVIDES VERTICAL LIMITS FOR PERMANENT PRD AREAS SHOWN ON VARIOUS EFPO AIP CHARTS
FOR OTHER DETAILS, SEE AIP ENR 5.1

| ID | VERTICAL LIMITS | |
|---|---|---|
| | UPPER | LOWER |
| P-AREA | | |
| P25 | FL 65 | SFC |
| R-AREA | | |
| R73A | FL 95 | SFC |
| R73B | FL 95 | 3500 FT MSL |
| R73C | FL 95 | 3500 FT MSL |
| R89 | FL 390 | SFC |
| R93A | UNL | SFC |
| R93B | UNL | SFC |
| R110 | UNL | SFC |
| R113 | FL 190 | SFC |
| D-AREA | | |
| D110 | UNL | SFC |

| ID | VERTICAL LIMITS | |
|---|---|---|
| | UPPER | LOWER |
| D113 | 3500 FT MSL | SFC |
| D129A | FL 195 | SFC |
| D129B | FL 195 | SFC |
| D129C | FL 195 | SFC |
| D142 | FL 195 | SFC |
| D164A | FL 195 | SFC |
| D164B | FL 195 | SFC |
| D164C | FL 195 | SFC |
| D164D | FL 195 | SFC |
| D164E | FL 195 | SFC |
| D165 | 3500 FT MSL | SFC |
| D166 | 3500 FT MSL | SFC |


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| *Type of aid MAG VAR CAT of ILS / MLS DECL* | *ID* | *FREQ CH* | *HR UTC* | *PSN* | *DME ELEV FT* | *Service volume radius* | *RMK* |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| DVOR/DME (12° E 2020) (DECL 12°E) | ROI | 117.700 MHZ (CH124X) | H24 | 663345.14N 0254913.47E | 661 FT | NIL | NIL |

*Huom. ATS-elimen toiminta-aikojen ulkopuolella radiosuunnistus- ja laskeutumislaitteiden lähetteitä ei valvota, joten ne voivat olla virheellisiä.*

*Note: Outside the operational hours of ATS the signals of radio navigation and landing aids are not monitored and may therefore be invalid.*

# EFRO AD 2.20 PAIKALLISET MÄÄRÄYKSET
# EFRO AD 2.20 LOCAL AERODROME REGULATIONS

**1 MENETELMÄT LENTOONLÄHTÖJÄ VARTEN TAPAUKSISSA, JOISSA EI KÄYTETÄ KIITOTIEN KOKO PITUUTTA**

Lentoonlähtö kiitotien ja rullausteiden risteyksestä voidaan suorittaa ilma-aluksen päällikön pyynnöstä liikennetilanteen salliessa.

Laskennalliset pituudet, ks. kohta AD 2.13.

**1 PROCEDURES FOR INTERSECTION TAKE-OFFS**

Take-offs from the specified intersection of runway / taxiways intersections can be performed upon the pilot-in-command's request the traffic situation permitting.

Declared distances, see para AD 2.13.

**2 PIENENNETYT KIITOTIEPORRASTUSMINIMIT**

Kiitotielle 03/21 on hyväksytty pienennetyt kiitotieporrastusminimit. Tarkempi kuvaus menetelmistä, ks. AIP, AD 1.1, kohta 6.11.

**2 REDUCED RUNWAY SEPARATION MINIMA**

Reduced runway separation minima have been approved for RWY 03/21. For more detailed description of the procedures, see AIP AD 1.1, para 6.11.

**3 VFR-LIIKENTEEN RAJOITTAMINEN**

Lennonjohto rajoittaa tarvittaessa laskukierrokseen selvitettävien ilma-alusten lukumäärää. Sovellettavaan lukumäärään vaikuttavat esim. sää, kunnossapitotyöt tai muu liikenne.

**3 VFR TRAFFIC RESTRICTIONS**

If necessary, the number of aircraft cleared to fly in the aerodrome traffic circuit is restricted by ATC. The number of aircraft is determined by e.g. weather conditions, maintenance works or other traffic.

**4 RULLAUSMENETELMÄT**

E- ja F-viitekoodin ilma-alusten rullausreitit on esitetty AGMC-kartassa. E- ja F-viitekoodin ilma-alusten tulee rullausteiden risteyksissä kääntyessään käyttää yliohjausta.

**4 TAXIING PROCEDURES**

Taxi routes for the aircrafts with code letter E and F are presented on the AGMC chart. Aircrafts with code letter E and F shall use judgemental oversteering on taxiway intersections.

**5 TANKKAUSTOIMINTAA KOSKEVA RAJOITUS**

Polttoainekanistereiden tai vastaavien käyttö tankkaukseen on lentokenttäalueella kielletty, ellei lentoasema ole paikallisesti muunlaista menettelyä kirjallisesti julkaissut.

**5 RESTRICTION CONCERNING AIRCRAFT REFUELLING**

The use of fuel canisters, and the like, for refuelling is prohibited in the airport area unless the airport has published a written local procedure.

**6 ILMA-ALUKSEN SEISONTAPAIKAT**

**6 AIRCRAFT STANDS**

| *Name* | *APN* | *COORD* | *ELEV* | *PCN* | *VDGS* | *SFC* | *RMK* |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 1 | APN | 663333.78N 0255002.04E | 631 FT | 50/F/A/X/T | NIL | ASPH | Push back required |
| 2 | APN | 663333.46N 0254958.07E | 633 FT | 50/F/A/X/T | NIL | ASPH | Push back required |
| 3 | APN | 663333.14N 0254954.09E | 634 FT | 50/F/A/X/T | NIL | ASPH | Push back required |

| *Name* | *APN* | *COORD* | *ELEV* | *PCN* | *VDGS* | *SFC* | *RMK* |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 3B | APN | 663333.63N 0254954.86E | 634 FT | 50/F/A/X/T | NIL | ASPH | Push back on request |
| 4 | APN | 663332.82N 0254950.11E | 635 FT | 50/F/A/X/T | NIL | ASPH | Push back required |
| 4B | APN | 663333.13N 0254948.65E | 636 FT | 50/F/A/X/T | NIL | ASPH | Push back on request |
| 5 | APN | 663332.51N 0254946.14E | 635 FT | 50/F/A/X/T | NIL | ASPH | Push back required |
| 5B | APN | 663335.82N 0254943.89E | 633 FT | 50/F/A/X/T | NIL | ASPH | Push back on request |
| 6 | APN | 663332.20N 0254942.28E | 634 FT | 50/F/A/X/T | NIL | ASPH | Push back required |
| 6B | APN | 663332.50N 0254942.88E | 635 FT | 50/F/A/X/T | NIL | ASPH | Push back on request |
| 6C | APN | 663331.83N 0254941.16E | 634 FT | 50/F/A/X/T | NIL | ASPH | Push back on request |
| 7 | APN | 663330.62N 0254938.73E | 633 FT | 100/R/A/W/T | VDGS AVBL | CONC | MNM clearance to PAX bridge for ACFT Code letter C to E is 2.70 M longitudinal and 1.25 M lateral. Push back required |
| 7B | APN | 663331.59N 0254937.81E | 633 FT | 100/R/A/W/T | NIL | CONC | NIL |
| 8 | APN | 663329.35N 0254935.36E | 633 FT | 100/R/A/W/T | VDGS AVBL | CONC | MNM clearance to PAX bridge for ACFT Code letter C to E is 2.70 M longitudinal and 1.25 M lateral. Push back required |
| 8B | APN | 663328.70N 0254930.73E | 631 FT | 50/F/A/X/T | NIL | ASPH | Push back on request |
| 9 | APN | 663327.71N 0254932.06E | 632 FT | 100/R/A/W/T | VDGS AVBL | CONC | Push back required |
| 13 | APN | 663337.30N 0254954.87E | 630 FT | 50/F/A/X/T | NIL | ASPH | Push back on request |
| 14 | APN | 663336.99N 0254950.90E | 631 FT | 50/F/A/X/T | NIL | ASPH | Push back on request |
| 15 | APN | 663336.67N 0254946.92E | 633 FT | 50/F/A/X/T | NIL | ASPH | Push back on request |
| 23 | APN | 663338.66N 0254950.05E | 632 FT | 50/F/A/X/T | NIL | ASPH | NIL |

## EFRO AD 2.21 MELUNVAIMENNUSMENETELMÄT
## EFRO AD 2.21 NOISE ABATEMENT PROCEDURES

*Huom. REF ENR 1.5, kohta 4.1.*

*Note: REF ENR 1.5, para 4.1.*

**1 YMPÄRISTÖLUPA**

**1.1 Ensisijainen kiitotie**

Siviililentotoiminnassa on käytettävä yöllä 2000-0500 UTC (1900-0400 UTC) ensisijaisena laskeutumiskiitotienä kiitotietä 21 ja ensisijaisena lentoonlähtökiitotienä kiitotietä 03, mikä-

**1 ENVIRONMENTAL PERMIT**

**1.1 Preferential runway system**

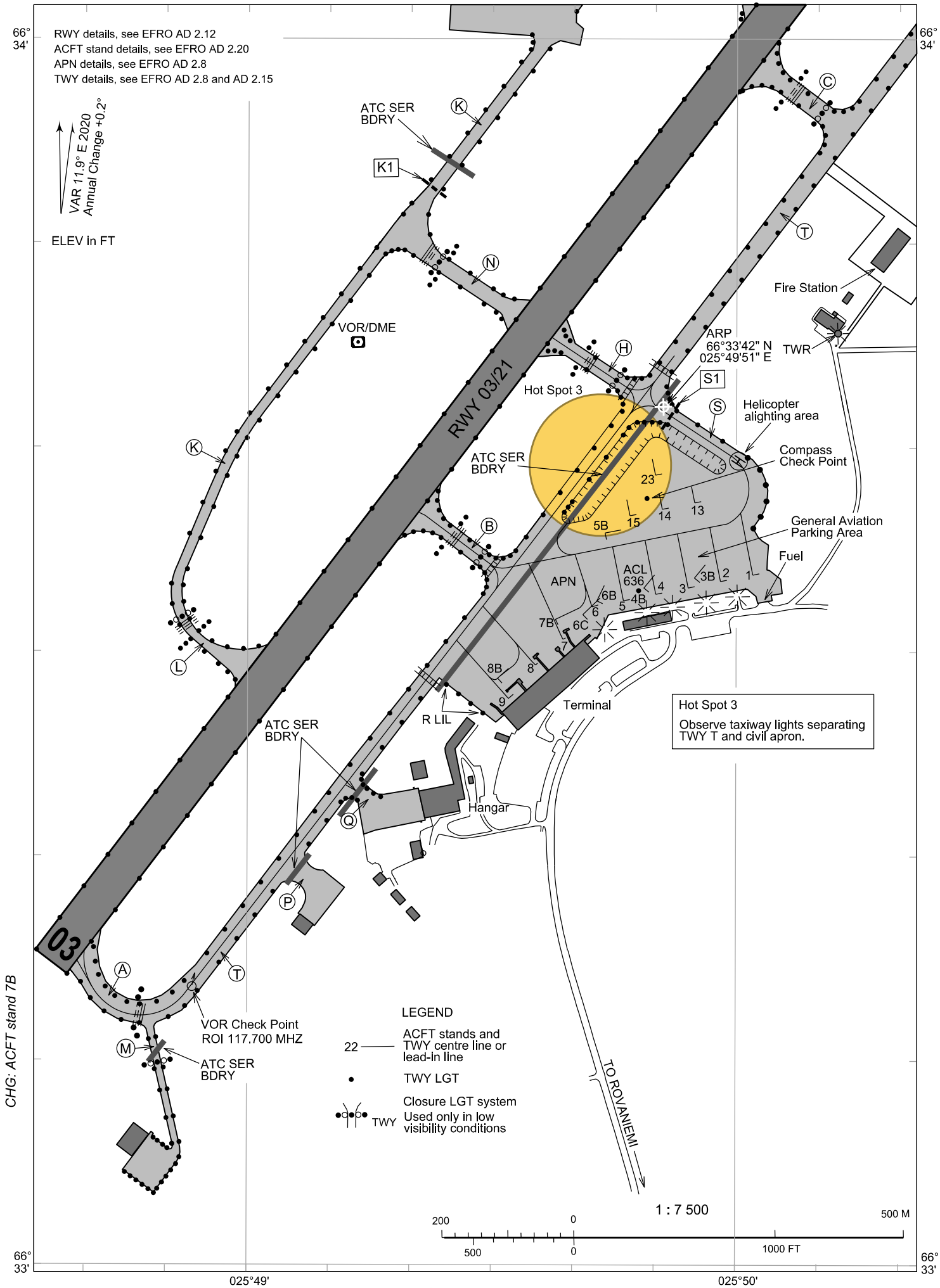
Civil aviation must use runway 21 as the primary landing runway at night 2000-0500 UTC (1900-0400 UTC) and runway 03 as the primary take-off runway, unless otherwise dictated by


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# AIRCRAFT PARKING / DOCKING CHART- ICAO

TWR 118.700
GND 118.525

# ROVANIEMI, FINLAND



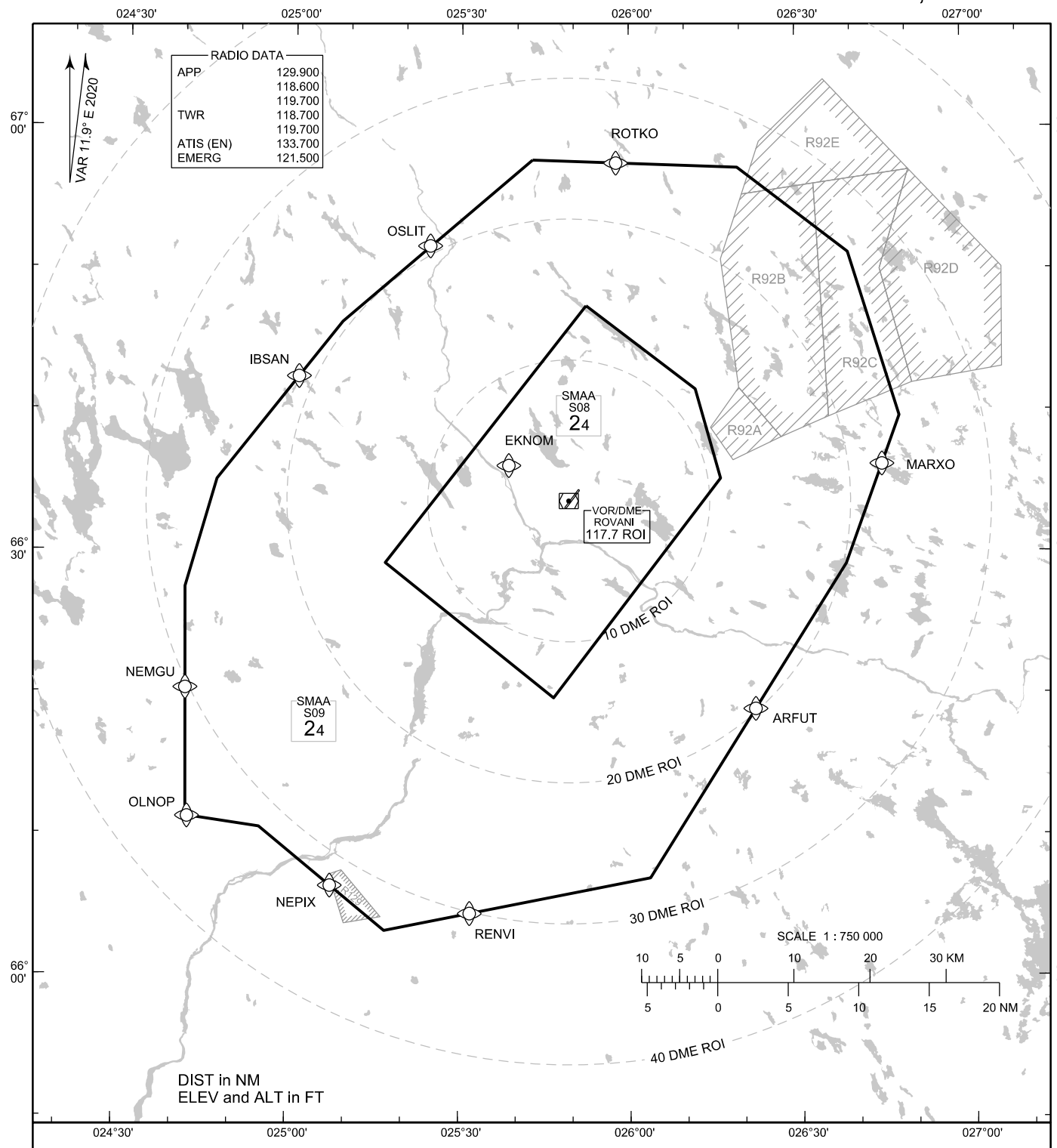

CHG: ACFT stand 7B

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# ROVANIEMI, FINLAND




ATC SURVEILLANCE MINIMUM ALTITUDE CHART

GENERAL INFORMATION:

A Surveillance Minimum Altitude Area (SMAA) is a defined area in which the minimum safe levels allocated by a controller giving an ATC Surveillance service for IFR flights have been predetermined.

SMAA's do not constitute controlled airspace nor do they attract any special airspace regulation in their own right.

SMAA minimum safe level ensures obstacle clearance within the area concerned plus a 3.0 NM buffer area. Minimum safe level is determined by the highest obstacle elevation or the highest terrain elevation + 60 M, whichever is higher, plus safety margin of 300 M (984 FT) rounded up to the next higher hundred feet. Number 20 shown in the SMAA symbol equals 2000 FT MSL.

This chart may only be used for cross-checking of altitudes assigned while the aircraft is identified.

COMMUNICATION FAILURE: IN ACCORDANCE WITH THE RULES OF THE AIR

Coordinates for SMAA's are listed overleaf.

CHG: ADDN R129



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| EFRO ATC SURVEILLANCE MINIMUM ALTITUDE AREAS | | |
|---|---|---|
| **NAME** | **MIN ALT** | **AREA DEFINITION** |
| EFRO SMAA S08 | 2400 FT | 664733N 0255218E - 664140N 0261148E - 663520N 0261613E - 661950N 0254634E - 662921N 0251644E - 664733N 0255218E |

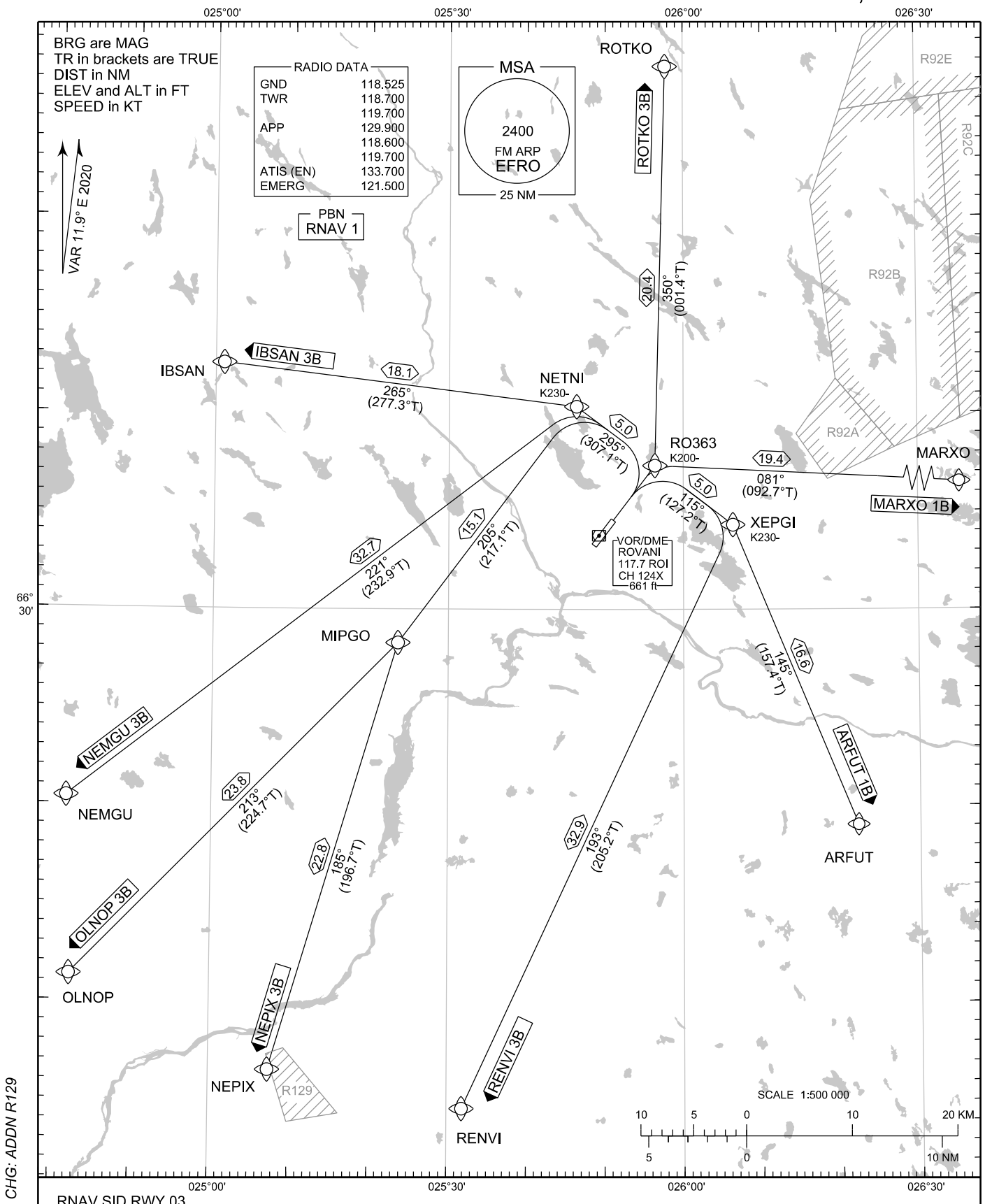
| NAME | MIN ALT | AREA DEFINITION |
|---|---|---|
| EFRO SMAA S09 | 2400 FT | 665751N 0254242E - 665718N 0261930E - 665117N 0263917E - 663942N 0264808E - 662916N 0263825E - 660706N 0260331E - 660320N 0251700E - 661038N 0245456E - 661120N 0244203E - 662732N 0244120E - 663511N 0244642E - 664623N 0250847E - 665751N 0254242E<br><br>- Excluding EFRO SMAA S08 |


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# ROVANIEMI, FINLAND




CHG: ADDN R129

RNAV SID RWY 03

ARFUT 1B IBSAN 3B MARXO 1B NEMGU 3B NEPIX 3B OLNOP 3B RENVI 3B ROTKO 3B

| | | | |
|---|---|---|---|
| DME/DME OPS: | NOT SUPPORTED | RADIO CONTACT: | MAINTAIN TWR FREQ UNTIL 2000 FT, THEN CONTACT ROVANIEMI RADAR FREQ 129.900 |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART | NOISE ABATEMENT: | AFTER TAKE-OFF CLIMB AS RAPIDLY AS POSSIBLE TO AT LEAST 2000 FT ABOVE AD ELEV. PUBLISHED SID ROUTES ARE ALSO MINIMUM NOISE ROUTINGS |
| SQUAWK: | WHEN LINING UP SQUAWK THE ASSIGNED CODE | | |
| INITIAL CLIMB: | MNM TURNING ALTITUDE ACCORDING TO RTE CODING | AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |



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| EFRO RNAV SID RWY 03 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE / NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Turn Direction | Constraints | |
| | | | ID | Flyover | | | | | LVL | Speed |
| ARFUT 1B RNAV 1 | 010 | CA | - | - | 025° | 036.9°T | - | | A1010+ | |
| | 020 | DF | RO363 | - | - | - | - | | | K200- |
| | 030 | TF | XEPGI | - | 115° | 127.2°T | 5.0 | R | | K230- |
| | 040 | TF | ARFUT | - | 145° | 157.4°T | 16.6 | | | |
| IBSAN 3B RNAV 1 | 010 | CA | - | - | 025° | 036.9°T | - | | A1010+ | |
| | 020 | DF | RO363 | - | - | - | - | | | K200- |
| | 030 | TF | NETNI | - | 295° | 307.1°T | 5.0 | L | | K230- |
| | 040 | TF | IBSAN | - | 265° | 277.3°T | 18.1 | | | |
| MARXO 1B RNAV 1 | 010 | CA | - | - | 025° | 036.9°T | - | | A1010+ | |
| | 020 | DF | RO363 | - | - | - | - | | | K200- |
| | 030 | TF | MARXO | - | 081° | 092.7°T | 19.4 | | | |
| NEMGU 3B RNAV 1 | 010 | CA | - | - | 025° | 036.9°T | - | | A1010+ | |
| | 020 | DF | RO363 | - | - | - | - | | | K200- |
| | 030 | TF | NETNI | - | 295° | 307.1°T | 5.0 | L | | K230- |
| | 040 | TF | NEMGU | - | 221° | 232.9°T | 32.7 | | | |
| NEPIX 3B RNAV 1 | 010 | CA | - | - | 025° | 036.9°T | - | | A1010+ | |
| | 020 | DF | RO363 | - | - | - | - | | | K200- |
| | 030 | TF | NETNI | - | 295° | 307.1°T | 5.0 | L | | K230- |
| | 040 | TF | MIPGO | - | 205° | 217.1°T | 15.1 | | | |
| | 050 | TF | NEPIX | - | 185° | 196.7°T | 22.8 | | | |
| OLNOP 3B RNAV 1 | 010 | CA | - | - | 025° | 036.9°T | - | | A1010+ | |
| | 020 | DF | RO363 | - | - | - | - | | | K200- |
| | 030 | TF | NETNI | - | 295° | 307.1°T | 5.0 | L | | K230- |
| | 040 | TF | MIPGO | - | 205° | 217.1°T | 15.1 | | | |
| | 050 | TF | OLNOP | - | 213° | 224.7°T | 23.8 | | | |
| RENVI 3B RNAV 1 | 010 | CA | - | - | 025° | 036.9°T | - | | A1010+ | |
| | 020 | DF | RO363 | - | - | - | - | | | K200- |
| | 030 | TF | XEPGI | - | 115° | 127.2°T | 5.0 | R | | K230- |
| | 040 | TF | RENVI | - | 193° | 205.2°T | 32.9 | | | |
| ROTKO 3B RNAV 1 | 010 | CA | - | - | 025° | 036.9°T | - | | A1010+ | |
| | 020 | DF | RO363 | - | - | - | - | | | K200- |
| | 030 | TF | ROTKO | - | 350° | 001.4°T | 20.4 | | | |

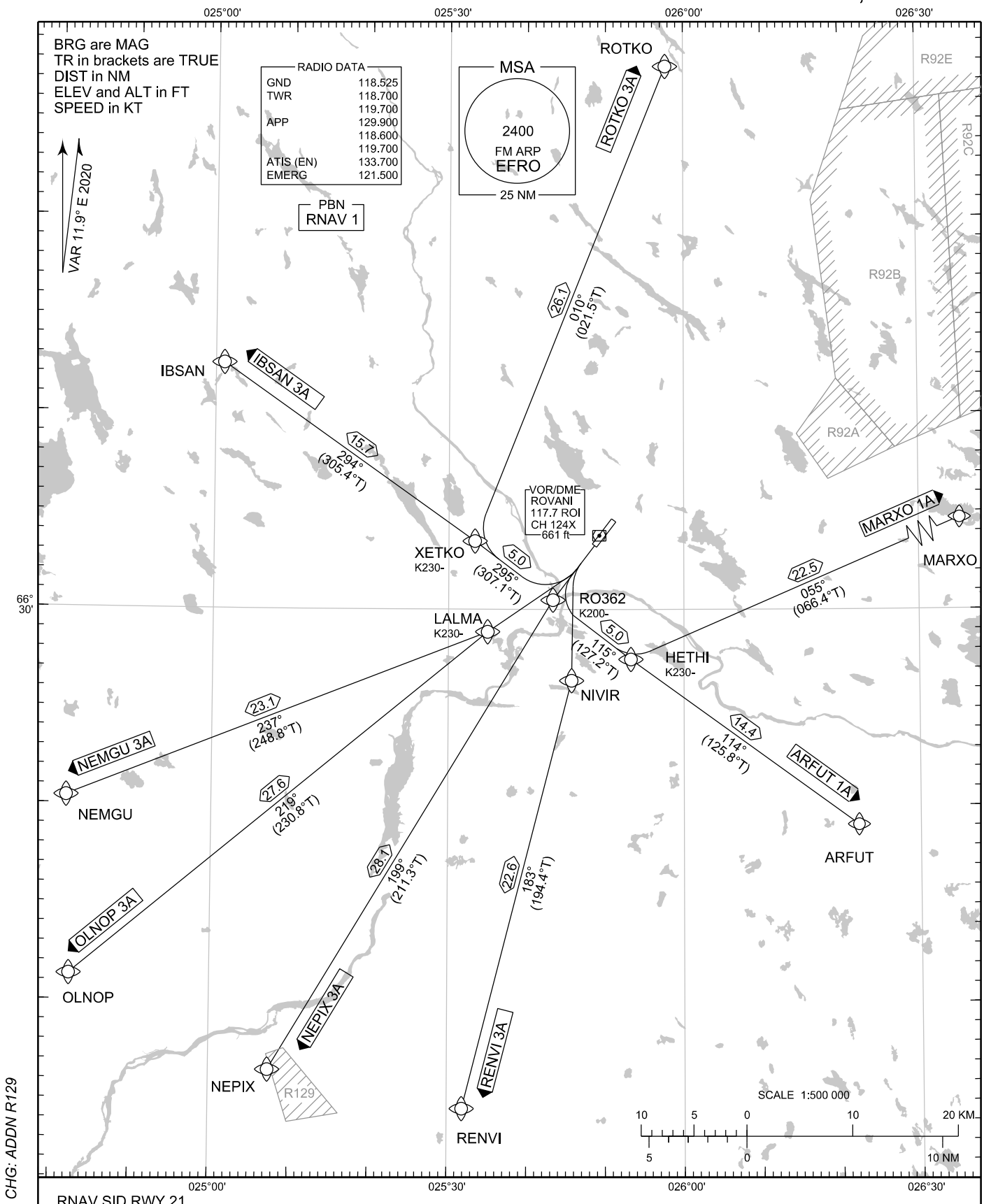
| WPT COORD |
|---|
| SEE PAGE EFRO AD 2.15 - 1 |


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# ROVANIEMI, FINLAND




CHG: ADDN R129

RNAV SID RWY 21

ARFUT 1A IBSAN 3A MARXO 1A NEMGU 3A NEPIX 3A OLNOP 3A RENVI 3A ROTKO 3A

| | | | |
|---|---|---|---|
| DME/DME OPS: | NOT SUPPORTED | RADIO CONTACT: | MAINTAIN TWR FREQ UNTIL 2000 FT, THEN CONTACT ROVANIEMI RADAR FREQ 129.900 |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART | NOISE ABATEMENT: | AFTER TAKE-OFF CLIMB AS RAPIDLY AS POSSIBLE TO AT LEAST 2000 FT ABOVE AD ELEV. PUBLISHED SID ROUTES ARE ALSO MINIMUM NOISE ROUTINGS |
| SQUAWK: | WHEN LINING UP SQUAWK THE ASSIGNED CODE | | |
| INITIAL CLIMB: | MNM TURNING ALTITUDE ACCORDING TO RTE CODING | AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |



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| EFRO RNAV SID RWY 21 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT ID | WPT Flyover | MAG | GEO TR | DIST NM | Turn Direction | Constraints LVL | Constraints Speed |
| ARFUT 1A RNAV 1 | 010 | CA | - | - | 205° | 216.9°T | - | | A1030+ | |
| | 020 | DF | RO362 | - | - | - | - | | | K200- |
| | 030 | TF | HETHI | - | 115° | 127.2°T | 5.0 | | | K230- |
| | 040 | TF | ARFUT | - | 114° | 125.8°T | 14.4 | | | |
| IBSAN 3A RNAV 1 | 010 | CA | - | - | 205° | 216.9°T | - | | A1030+ | |
| | 020 | DF | RO362 | - | - | - | - | | | K200- |
| | 030 | TF | XETKO | - | 295° | 307.1°T | 5.0 | | | K230- |
| | 040 | TF | IBSAN | - | 294° | 305.4°T | 15.7 | | | |
| MARXO 1A RNAV 1 | 010 | CA | - | - | 205° | 216.9°T | - | | A1030+ | |
| | 020 | DF | RO362 | - | - | - | - | | | K200- |
| | 030 | TF | HETHI | - | 115° | 127.2°T | 5.0 | L | | K230- |
| | 040 | TF | MARXO | - | 055° | 066.4°T | 22.5 | | | |
| NEMGU 3A RNAV 1 | 010 | CA | - | - | 205° | 216.9°T | - | | A1030+ | |
| | 020 | DF | LALMA | - | - | - | - | | | K230- |
| | 030 | TF | NEMGU | - | 237° | 248.8°T | 23.1 | | | |
| NEPIX 3A RNAV 1 | 010 | CA | - | - | 205° | 216.9°T | - | | A1030+ | |
| | 020 | DF | RO362 | - | - | - | - | | | K200- |
| | 030 | TF | NEPIX | - | 199° | 211.3°T | 28.1 | | | |
| OLNOP 3A RNAV 1 | 010 | CA | - | - | 205° | 216.9°T | - | | A1030+ | |
| | 020 | DF | LALMA | - | - | - | - | | | K230- |
| | 030 | TF | OLNOP | - | 219° | 230.8°T | 27.6 | | | |
| RENVI 3A RNAV 1 | 010 | CA | - | - | 205° | 216.9°T | - | | A1030+ | |
| | 020 | DF | NIVIR | - | - | - | - | | | |
| | 030 | TF | RENVI | - | 183° | 194.4°T | 22.6 | | | |
| ROTKO 3A RNAV 1 | 010 | CA | - | - | 205° | 216.9°T | - | | A1030+ | |
| | 020 | DF | RO362 | - | - | - | - | | | K200- |
| | 030 | TF | XETKO | - | 295° | 307.1°T | 5.0 | R | | K230- |
| | 040 | TF | ROTKO | - | 010° | 021.5°T | 26.1 | | | |

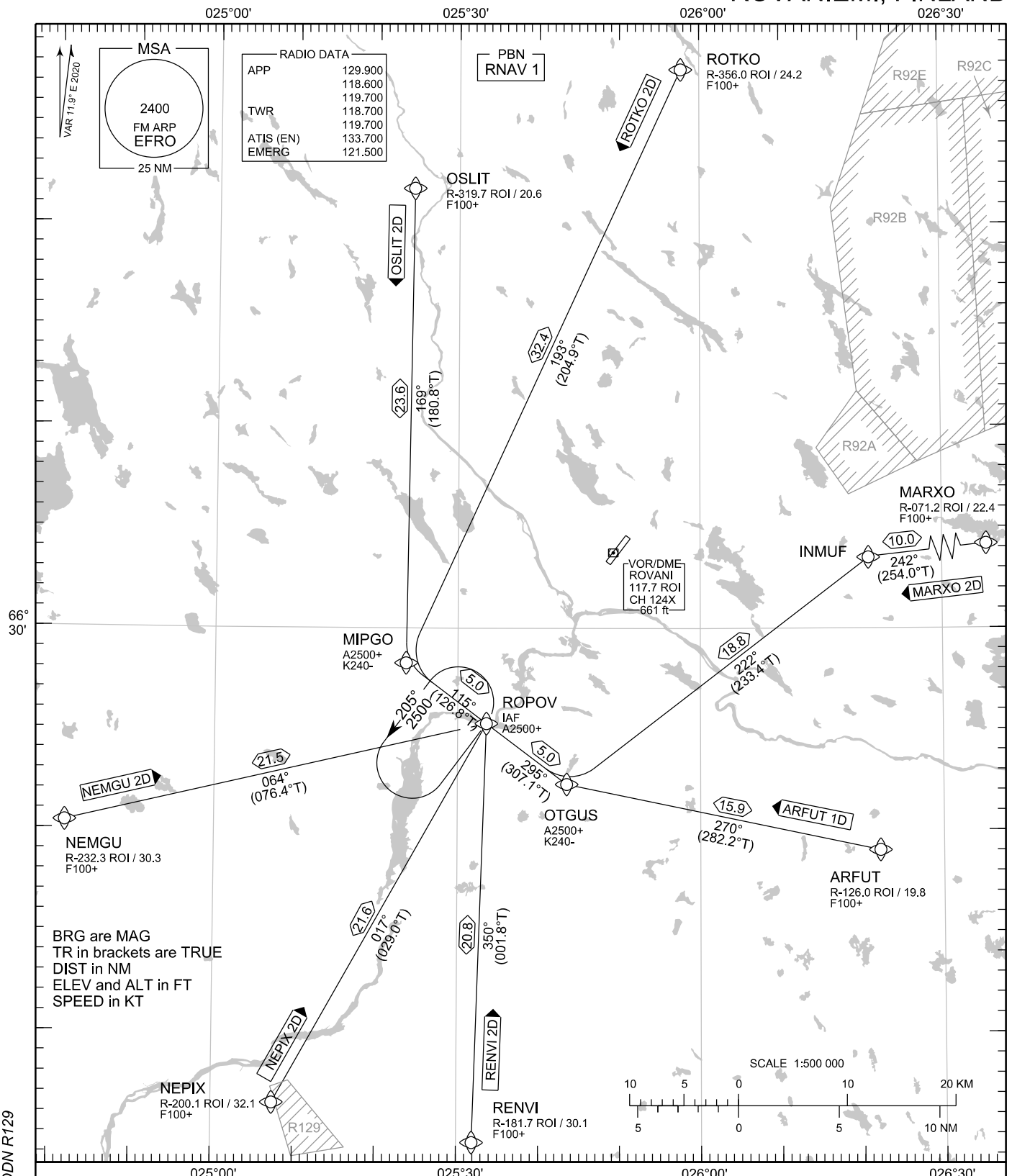
| WPT COORD |
|---|
| SEE PAGE EFRO AD 2.15 - 1 |


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# ROVANIEMI, FINLAND




CHG: ADDN R129

## RNAV STAR RWY 03

ARFUT 1D MARXO 2D NEMGU 2D NEPIX 2D OSLIT 2D RENVI 2D ROTKO 2D

| | | | |
|---|---|---|---|
| DME/DME OPS: | NOT SUPPORTED | RCF: | SELECT TRANSPONDER CODE 7600 |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART<br>ATC WILL GIVE DESCENT CLEARANCES | | RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED:<br>FOLLOW THE STAR TO THE RESPECTIVE RWY AND<br>EXECUTE IAP AND LAND |
| WPT CONSTRAINTS: | ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS<br>PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC | | DURING RADAR VECTORING BEFORE IAF:<br>IN ACCORDANCE WITH THE RULES OF THE AIR |
| NOISE ABATEMENT: | AVOID OVERFLYING THE CITY OF ROVANIEMI BELOW 2000 | AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |
| CD OPS: | BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR | | |



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| EFRO RNAV STAR RWY 03 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE / NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| ARFUT 1D RNAV 1 | 010 | IF | ARFUT | - | - | - | - | F100+ | | |
| | 020 | TF | OTGUS | - | 270° | 282.2°T | 15.9 | A2500+ | | K240- |
| | 030 | TF | ROPOV | - | 295° | 307.1°T | 5.0 | A2500+ | | |
| MARXO 2D RNAV 1 | 010 | IF | MARXO | - | - | - | - | F100+ | | |
| | 020 | TF | INMUF | - | 242° | 254.0°T | 10.0 | | | |
| | 030 | TF | OTGUS | - | 222° | 233.4°T | 18.8 | A2500+ | | K240- |
| | 040 | TF | ROPOV | - | 295° | 307.1°T | 5.0 | A2500+ | | |
| NEMGU 2D RNAV 1 | 010 | IF | NEMGU | - | - | - | - | F100+ | | |
| | 020 | TF | ROPOV | - | 064° | 076.4°T | 21.5 | A2500+ | | |
| NEPIX 2D RNAV 1 | 010 | IF | NEPIX | - | - | - | - | F100+ | | |
| | 020 | TF | ROPOV | - | 017° | 029.0°T | 21.6 | A2500+ | | |
| OSLIT 2D RNAV 1 | 010 | IF | OSLIT | - | - | - | - | F100+ | | |
| | 020 | TF | MIPGO | - | 169° | 180.8°T | 23.6 | A2500+ | | K240- |
| | 030 | TF | ROPOV | - | 115° | 126.8°T | 5.0 | A2500+ | | |
| RENVI 2D RNAV 1 | 010 | IF | RENVI | - | - | - | - | F100+ | | |
| | 020 | TF | ROPOV | - | 350° | 001.8°T | 20.8 | A2500+ | | |
| ROTKO 2D RNAV 1 | 010 | IF | ROTKO | - | - | - | - | F100+ | | |
| | 020 | TF | MIPGO | - | 193° | 204.9°T | 32.4 | A2500+ | | K240- |
| | 030 | TF | ROPOV | - | 115° | 126.8°T | 5.0 | A2500+ | | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| ROPOV | 037.2°T | 025° | Left | K230- | A2500 | 1 MIN | - |

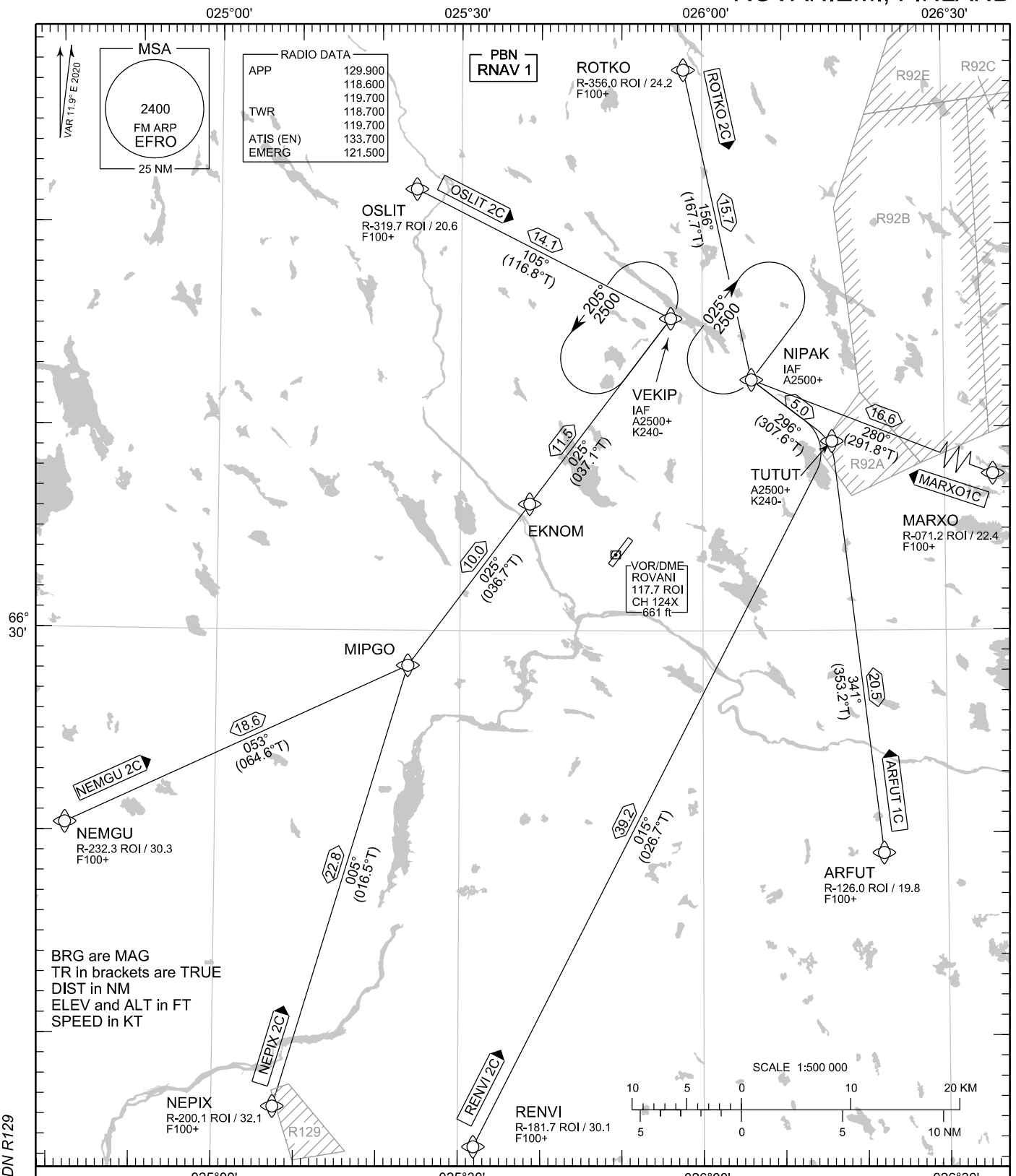
| WPT COORD |
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| SEE PAGE EFRO AD 2.15 - 1 |


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# ROVANIEMI, FINLAND




CHG: ADDN R129

## RNAV STAR RWY 21

ARFUT 1C MARXO 1C NEMGU 2C NEPIX 2C OSLIT 2C RENVI 2C ROTKO 2C

| | | | |
|---|---|---|---|
| DME/DME OPS: | NOT SUPPORTED | RCF: | SELECT TRANSPONDER CODE 7600 |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART<br>ATC WILL GIVE DESCENT CLEARANCES | | RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED:<br>FOLLOW THE STAR TO THE RESPECTIVE RWY AND<br>EXECUTE IAP AND LAND |
| WPT CONSTRAINTS: | ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS<br>PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC | | DURING RADAR VECTORING BEFORE IAF:<br>IN ACCORDANCE WITH THE RULES OF THE AIR |
| NOISE ABATEMENT: | AVOID OVERFLYING THE CITY OF ROVANIEMI BELOW 2000 | AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |
| CD OPS: | BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR | | |



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| EFRO RNAV STAR RWY 21 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE / NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| ARFUT 1C RNAV 1 | 010 | IF | ARFUT | - | - | - | - | F100+ | | |
| | 020 | TF | TUTUT | - | 341° | 353.2°T | 20.5 | A2500+ | | K240- |
| | 030 | TF | NIPAK | - | 296° | 307.6°T | 5.0 | A2500+ | | |
| MARXO 1C RNAV 1 | 010 | IF | MARXO | - | - | - | - | F100+ | | |
| | 020 | TF | NIPAK | - | 280° | 291.8°T | 16.6 | A2500+ | | |
| NEMGU 2C RNAV 1 | 010 | IF | NEMGU | - | - | - | - | F100+ | | |
| | 020 | TF | MIPGO | - | 053° | 064.6°T | 18.6 | | | |
| | 030 | TF | EKNOM | - | 025° | 036.7°T | 10.0 | | | |
| | 040 | TF | VEKIP | - | 025° | 037.1°T | 11.5 | A2500+ | | K240- |
| NEPIX 2C RNAV 1 | 010 | IF | NEPIX | - | - | - | - | F100+ | | |
| | 020 | TF | MIPGO | - | 005° | 016.5°T | 22.8 | | | |
| | 030 | TF | EKNOM | - | 025° | 036.7°T | 10.0 | | | |
| | 040 | TF | VEKIP | - | 025° | 037.1°T | 11.5 | A2500+ | | K240- |
| OSLIT 2C RNAV 1 | 010 | IF | OSLIT | - | - | - | - | F100+ | | |
| | 020 | TF | VEKIP | - | 105° | 116.8°T | 14.1 | A2500+ | | K240- |
| RENVI 2C RNAV 1 | 010 | IF | RENVI | - | - | - | - | F100+ | | |
| | 020 | TF | TUTUT | - | 015° | 026.7°T | 39.2 | A2500+ | | K240- |
| | 030 | TF | NIPAK | - | 296° | 307.6°T | 5.0 | A2500+ | | |
| ROTKO 2C RNAV 1 | 010 | IF | ROTKO | - | - | - | - | F100+ | | |
| | 020 | TF | NIPAK | - | 156° | 167.7°T | 15.7 | A2500+ | | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| NIPAK | 217.2°T | 205° | Right | K230- | A2500 | 1 MIN | - |
| VEKIP | 037.1°T | 025° | Left | K230- | A2500 | 1 MIN | - |

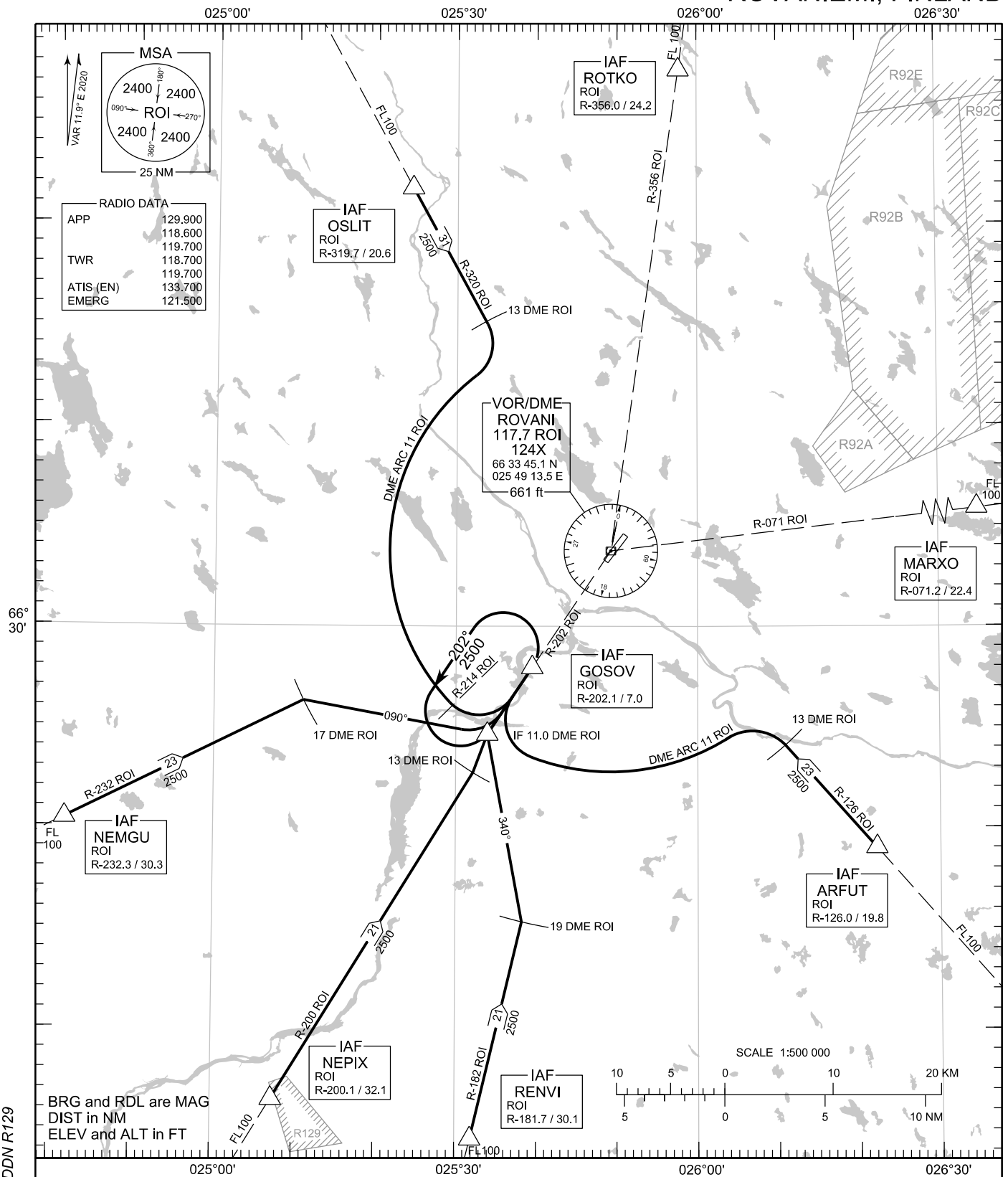
| WPT COORD |
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| SEE PAGE EFRO AD 2.15 - 1 |


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# ROVANIEMI, FINLAND




CHG: ADDN R129

## NON-RNAV INITIAL APPROACH ROUTES RWY 03 VIA:

ARFUT NEMGU NEPIX OSLIT RENVI

RADAR VECTORING:
IFR FLIGHTS ARE NORMALLY VECTORED TO THE FINAL APPROACH DURING OPERATION HOURS OF THE RADAR UNIT

NOISE ABATEMENT:
AVOID OVERFLYING THE CITY OF ROVANIEMI BELOW 2000

COMMUNICATION FAILURE:
IN ACCORDANCE WITH THE RULES OF THE AIR

AREA MNM ALT:
SEE AMA INDEX, AIP ENR 6.1 - 3



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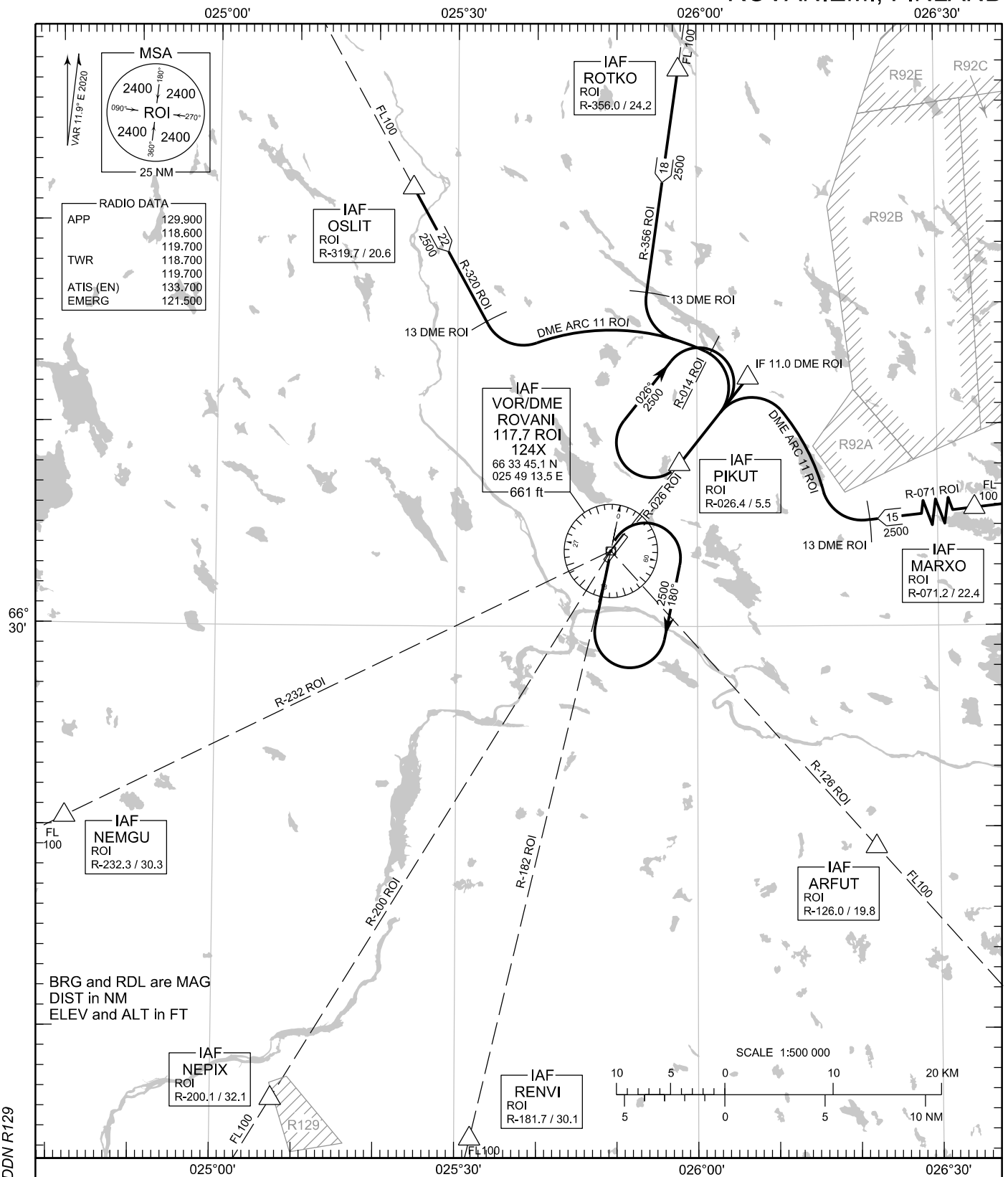
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# ROVANIEMI, FINLAND




CHG: ADDN R129

## NON-RNAV INITIAL APPROACH ROUTES RWY 21 VIA:

MARXO OSLIT ROTKO

RADAR VECTORING:
IFR FLIGHTS ARE NORMALLY VECTORED TO THE FINAL APPROACH DURING OPERATION HOURS OF THE RADAR UNIT

NOISE ABATEMENT:
AVOID OVERFLYING THE CITY OF ROVANIEMI BELOW 2000

COMMUNICATION FAILURE:
IN ACCORDANCE WITH THE RULES OF THE AIR

AREA MNM ALT:
SEE AMA INDEX, AIP ENR 6.1 - 3



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THIS INDEX PROVIDES VERTICAL LIMITS FOR PERMANENT PRD AREAS SHOWN ON VARIOUS EFRO AIP CHARTS
FOR OTHER DETAILS, SEE AIP ENR 5.1

| ID | VERTICAL LIMITS | |
|---|---|---|
| | UPPER | LOWER |
| R-AREA | | |
| R92A | UNL | SFC |
| R92B | UNL | SFC |
| R92C | UNL | SFC |
| R92D | UNL | SFC |
| R92E | UNL | SFC |
| R129 | 1900 FT MSL | SFC |


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| *Name* | *APN* | *COORD* | *ELEV* | *PCN* | *VDGS* | *SFC* | *RMK* |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| A1 | APN 1 | 612511.16N 0233647.08E | 366 FT | 100/R/A/W/T | NIL | CONC | NIL |
| A2 | APN 1 | 612510.47N 0233651.49E | 365 FT | 100/R/A/W/T | NIL | CONC | MAX wing span 30 M |
| A3 | APN 1 | 612508.77N 0233651.89E | 365 FT | 100/R/A/W/T | NIL | CONC | NIL |
| A4 | APN 1 | 612512.35N 0233652.77E | 366 FT | 100/R/A/W/T | NIL | CONC | NIL |
| A5 | APN 1 | 612511.84N 0233657.01E | 364 FT | 60/F/A/W/T | NIL | ASPH | NIL |
| B1 | APN 1 | 612511.79N 0233704.83E | 364 FT | 60/F/A/W/T | NIL | ASPH | NIL |
| B2 | APN 1 | 612511.88N 0233702.53E | 363 FT | 60/F/A/W/T | NIL | ASPH | NIL |
| B3 | APN 1 | 612512.81N 0233706.60E | 365 FT | 60/F/A/W/T | NIL | ASPH | NIL |
| B4 | APN 1 | 612513.75N 0233710.68E | 366 FT | 60/F/A/W/T | NIL | ASPH | NIL |
| B5 | APN 1 | 612514.49N 0233713.90E | 367 FT | 60/F/A/W/T | NIL | ASPH | NIL |

## EFTP AD 2.21 MELUNVAIMENNUSMENETELMÄT
## EFTP AD 2.21 NOISE ABATEMENT PROCEDURES

*Huom. REF ENR 1.5, kohta 4.1.*

*Note: REF ENR 1.5, para 4.1.*

**1 YMPÄRISTÖLUPA**

**1.1 Ensisijainen kiitotie**

Siviililentotoiminnassa on yöllä 2000-0500 UTC (1900-0400 UTC) käytettävä ensisijaisena laskeutumiskiitotienä kiitotietä 06 ja ensisijaisena lentoonlähtökiitotienä kiitotietä 24, mikäli lentoturvallisuus ei muuta edellytä. Määräys ei koske yleisilmailun lentokoulutuksen laskukierroslentämistä.

**1.2 Koululennot**

IFR- ja VFR-koululennot on suoritettava 0500-2000 UTC (0400-1900 UTC) välisenä aikana. Syyskuun alun ja huhtikuun lopun välisenä aikana pimeälentokoulutus on suoritettava MON-THU 2300 UTC (2200 UTC) mennessä. Edellä sanottu ei koske yksittäisen matkalennon lentoonlähtöä tai laskeutumista.

**1 ENVIRONMENTAL PERMIT**

**1.1 Preferential runway system**

Civil aviation must use runway 06 as the primary landing runway at night 2000-0500 UTC (1900-0400 UTC) and runway 24 as the primary take-off runway, unless otherwise dictated by air traffic safety. These regulations do not apply to flying over the aerodrome traffic pattern during general aviation training.

**1.2 Training flights**

IFR and VFR training flights shall be accomplished during 0500-2000 UTC (0400-1900 UTC). Between the beginning of September and the end of April night-time training shall be accomplished MON-THU by 2300 UTC (2200 UTC), excluding take-off or landing of individual en-route flight.

## EFTP AD 2.22 LENTOMENETELMÄT
## EFTP AD 2.22 FLIGHT PROCEDURES

*Huom. 1: Yleiset lähtö-, lähestymis- ja odotusmenetelmät on esitetty osassa ENR 1.5.*

*Huom. 2: Lentoasemalla sijaitsee lääkärihelikopterin tukikohta. Lääkärihelikopterin lähtiessä suorittamaan statuksen omaavaa lentoa (sairaslento/HOSP) on sillä etuoikeus muu-*

*Note 1: The general departure, arrival and holding procedures are described in section ENR 1.5.*

*Note 2: The base of medical helicopter is located at the airport. In case of status flight (medical/HOSP) it has a priori-*

*hun liikenteeseen. Lääkärihelikopterin radiokutsu on "FINNHEMS30".*

*ty to other traffic. The call sign of the medical helicopter is "FINNHEMS30".*

**1 LISÄMENETELMÄT IFR-LENTOJA VARTEN**

Ennen IFR-koululennon aloittamista ilma-aluksen päällikön on otettava yhteys EFTP lennonjohtoon lento-ohjelman selvittämiseksi. Tällöin lennonjohto voi myös tiedottaa mahdollisista palvelurajoituksista.

**1 ADDITIONAL PROCEDURES FOR IFR FLIGHTS**

Before IFR training flight pilot-in-command shall contact EFTP TWR, to clarify the program of the flight. ATC may inform also of possible limitations in the service.

**2 HUONON NÄKYVYYDEN TOIMINTAMENETELMÄT**

**2 LOW VISIBILITY PROCEDURES**

**2.1 Huonon näkyvyyden toimintamenetelmät lentoonlähtöjä varten (LVPTO)**

Lentoasemalle on laadittu huonon näkyvyyden toimintamenetelmät lentoonlähtöjä varten (LVPTO), joiden ollessa voimassa on mahdollista suorittaa huonon näkyvyyden lentoonlähtö (LVTO) EU 965/2012 mukaisesti, kun kiitotienäkyvyys (RVR) on alle 400 M.

*Huom. Huonon näkyvyyden lentoonlähtö ei ole mahdollista alle RVR 300 M, koska lentoasemalla ei ole keskilinjavaloja.*

**2.1 Low Visibility Procedures for Take-off (LVPTO)**

Tampere-Pirkkala airport is approved for Low Visibility Procedures for Take-offs (LVPTO). The procedures enable a take-off (LVTO) in accordance with EU 965/2012 where the Runway Visual Range (RVR) is less than 400 M.

*Note: Low Visibility Procedures for Take-off are not allowed below RVR 300 M due to the absence of RCLL.*

**2.2 Toimintamenetelmien voimassaolo**

2.2.1 Toimintamenetelmät saatetaan voimaan valmistelevilla toimenpiteillä vaiheittain seuraavasti:

- RVR on 800 - 550 M
- RVR on alle 550 M

2.2.2. Toimintamenetelmät astuvat voimaan, kun

- kosketuskohta-alueen (TDZ), kiitotien keskikohdan tai loppupään RVR-arvo laskee alle 550 M.

2.2.3. Ilma-alusten ohjaajille ilmoitetaan toimintamenetelmien voimaanastumisesta ATIS-lähetyksessä tai lennonjohdon toimesta: "LOW VISIBILITY TAKE OFF PROCEDURES IN OPERATION".

**2.2 Operational status of the procedures**

2.2.1 Procedures will be taken in force gradually as follows:

- RVR is 800 - 550 M
- RVR is less than 550 M

2.2.2. Procedures will be in force when

- Touchdown zone (TDZ) or Midpoint or Stop End RVR-value falls below 550 M.

2.2.3. The application of procedures will be informed to the pilots by ATIS or ATC: "LOW VISIBILITY TAKE OFF PROCEDURES IN OPERATION".

**2.3 Kiitotienäkyvyyden ilmoittaminen**

Lennonjohto ilmoittaa aina kosketuskohta-alueen (TDZ) RVR-arvon. Kiitotien keskikohdan ja loppupään RVR-arvot ilmoitetaan,

- mikäli ne ovat alle 800 M
- ohjaajan pyynnöstä

**2.3 RVR information**

ATC will always give the Touchdown zone (TDZ) RVR. Midpoint and Stop End RVR will be given only

- if they are less than 800 M
- on request

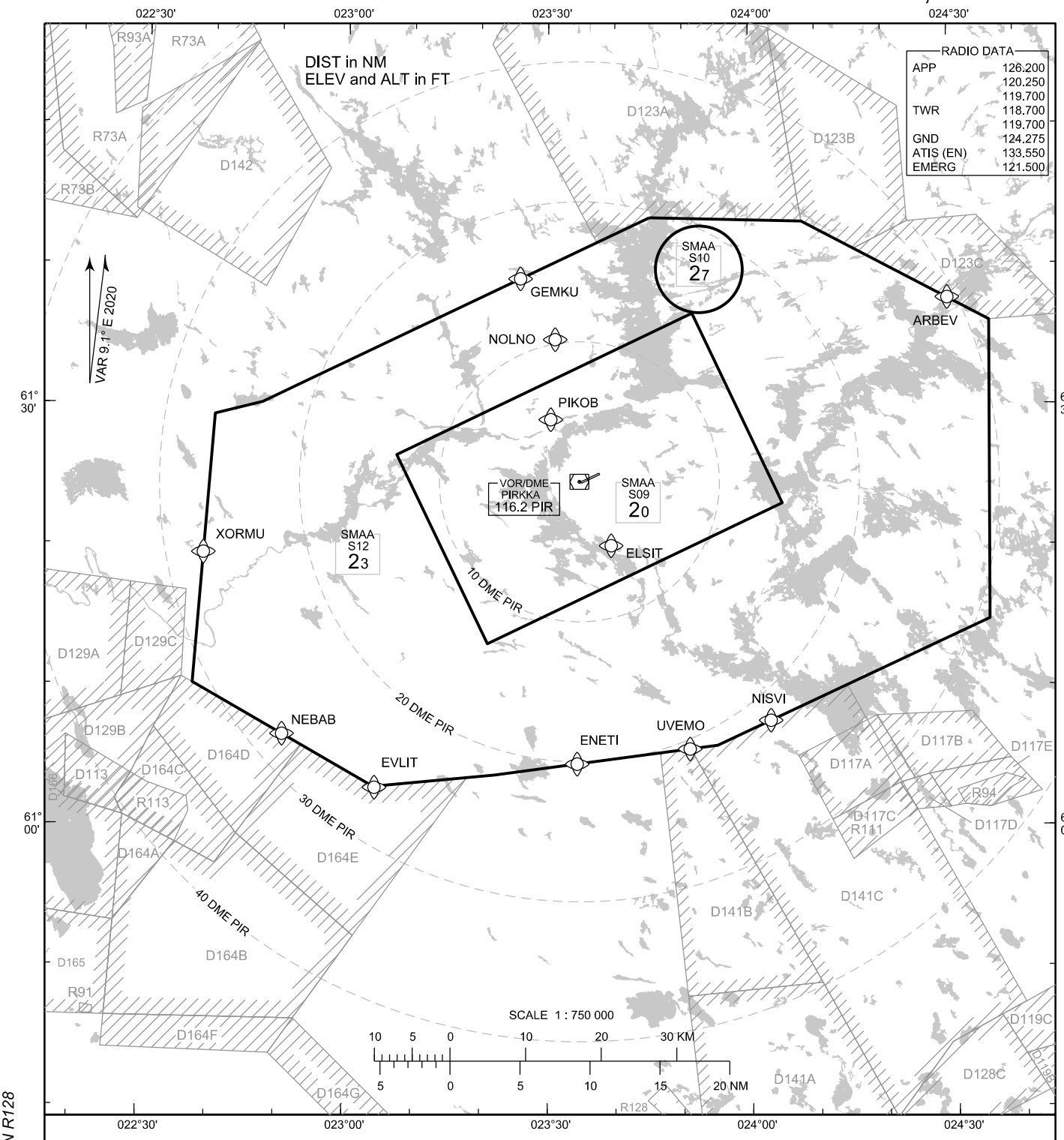
**2.4 Häiriöt toimintamenetelmien voimassapitämisessä**

Mikäli jostain syystä ei voida toimia huonon näkyvyyden toimintamenetelmien mukaisesti, ilmoitetaan ohjaajille ATIS-lähetyksessä tai lennonjohdon toimesta: "AIRPORT UNABLE TO COMPLY WITH LOW VISIBILITY TAKE OFF PROCEDURES".

**2.4 Failures and changes in the operation of procedures**

In case the aerodrome is unable to comply with Low Visibility Procedures the pilots are informed either by ATIS or ATC: "AIRPORT UNABLE TO COMPLY WITH LOW VISIBILITY TAKE OFF PROCEDURES".


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ATC SURVEILLANCE MINIMUM ALTITUDE CHART

GENERAL INFORMATION:

A Surveillance Minimum Altitude Area (SMAA) is a defined area in which the minimum safe levels allocated by a controller giving an ATC Surveillance service for IFR flights have been predetermined.

SMAA's do not constitute controlled airspace nor do they attract any special airspace regulation in their own right.

SMAA minimum safe level ensures obstacle clearance within the area concerned plus a 3.0 NM buffer area. Minimum safe level is determined by the highest obstacle elevation or the highest terrain elevation + 60 M, whichever is higher, plus safety margin of 300 M (984 FT) rounded up to the next higher hundred feet. Number 20 shown in the SMAA symbol equals 2000 FT MSL.

This chart may only be used for cross-checking of altitudes assigned while the aircraft is identified.

COMMUNICATION FAILURE: IN ACCORDANCE WITH THE RULES OF THE AIR

Coordinates for SMAA's are listed overleaf.

*CHG: D areas. ADDN R128*



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| EFTP ATC SURVEILLANCE MINIMUM ALTITUDE AREAS | | |
|---|---|---|
| **NAME** | **MIN ALT** | **AREA DEFINITION** |
| EFTP SMAA S09 | 2000 FT | 613635N 0235128E - 612303N 0240448E - 611303N 0232104E - 612630N 0230729E - 613635N 0235128E |

| NAME | MIN ALT | AREA DEFINITION |
|---|---|---|
| EFTP SMAA S10 | 2700 FT | Circle,radius 3.10 NM,centre 613943N 0235233E |

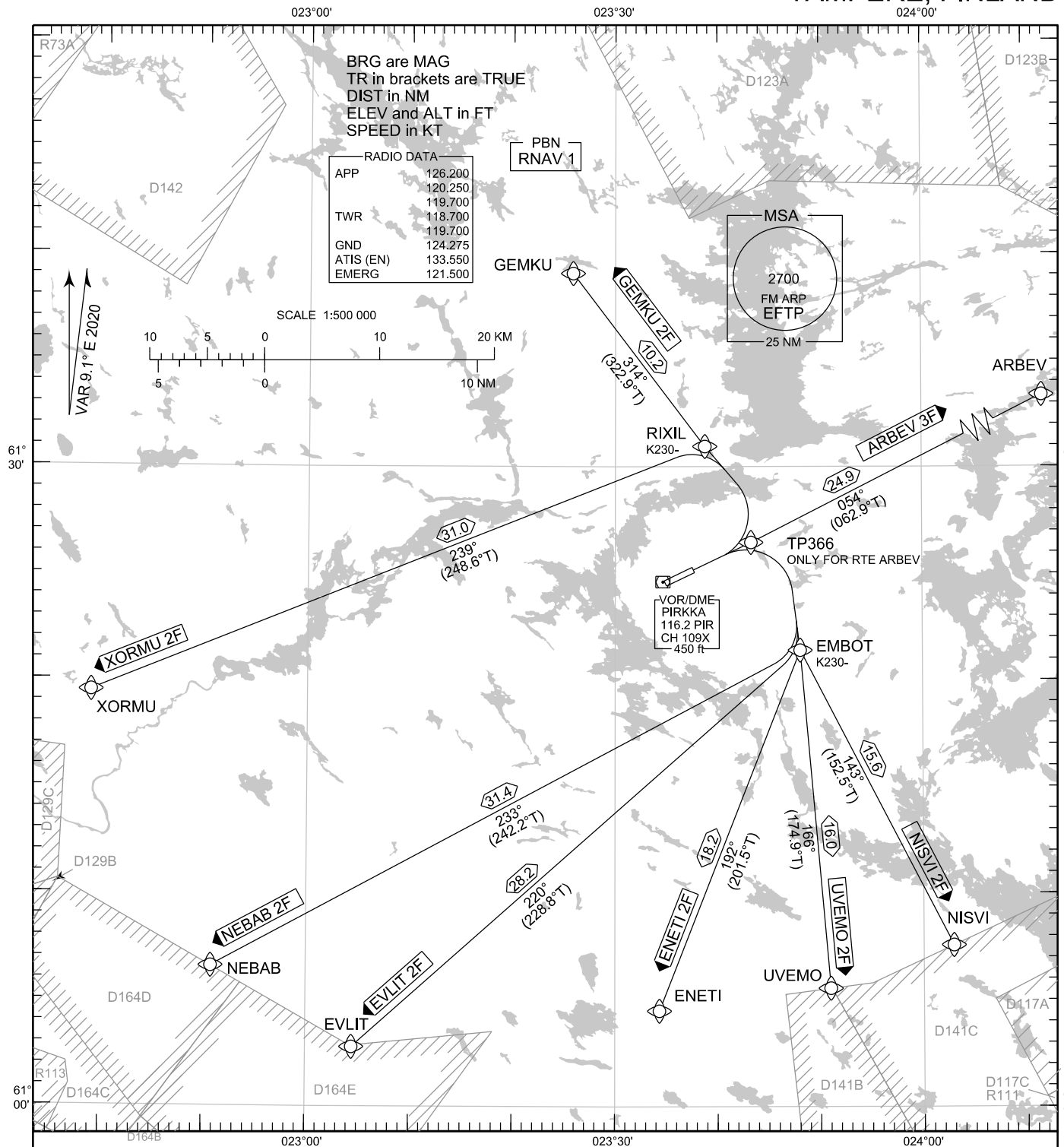
| NAME | MIN ALT | AREA DEFINITION |
|---|---|---|
| EFTP SMAA S12 | 2300 FT | 614324N 0234508E - 614307N 0240755E - 613600N 0243552E - 611443N 0243524E - 610548N 0235502E - 610342N 0232209E - 610251N 0230418E - 611010N 0223731E - 612919N 0224023E - 613012N 0224727E - 613145N 0225407E - 614324N 0234508E<br><br>- Excluding EFTP SMAA S09 and EFTP SMAA S10 |


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# TAMPERE, FINLAND




RNAV SID RWY 06

ARBEV 3F ENETI 2F EVLIT 2F GEMKU 2F NEBAB 2F NISVI 2F UVEMO 2F XORMU 2F

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART |
| SQUAWK: | WHEN LINING UP SQUAWK THE ASSIGNED CODE |
| INITIAL CLIMB: | MNM TURNING ALTITUDE ACCORDING TO RTE CODING |
| RADIO CONTACT: | MAINTAIN TWR FREQ UNTIL 1500 FT, THEN CONTACT PIRKKALA RADAR FREQ 126.200 |
| NOISE ABATEMENT: | AFTER TAKE-OFF CLIMB AS RAPIDLY AS PRACTICABLE TO AT LEAST 2000 FT ABOVE AD ELEV<br>PUBLISHED SID ROUTES ARE ALSO MINIMUM NOISE ROUTINGS |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

CHG: D areas



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| EFTP RNAV SID RWY 06 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT ID | WPT Flyover | MAG | GEO TR | DIST NM | Turn Direction | Constraints LVL | Constraints Speed |
| ARBEV 3F RNAV 1 | 010 | CA | - | - | 055° | 064.1°T | - | | A890+ | |
| | 020 | DF | TP366 | - | - | - | - | | | |
| | 030 | TF | ARBEV | - | 054° | 062.9°T | 24.9 | | | |
| ENETI 2F RNAV 1 | 010 | CA | - | - | 055° | 064.1°T | - | R | A1100+ | |
| | 020 | DF | EMBOT | - | - | - | - | | | K230- |
| | 030 | TF | ENETI | - | 192° | 201.5°T | 18.2 | | | |
| EVLIT 2F RNAV 1 | 010 | CA | - | - | 055° | 064.1°T | - | R | A1100+ | |
| | 020 | DF | EMBOT | - | - | - | - | | | K230- |
| | 030 | TF | EVLIT | - | 220° | 228.8°T | 28.2 | | | |
| GEMKU 2F RNAV 1 | 010 | CA | - | - | 055° | 064.1°T | - | L | A1100+ | |
| | 020 | DF | RIXIL | - | - | - | - | | | K230- |
| | 030 | TF | GEMKU | - | 314° | 322.9°T | 10.2 | | | |
| NEBAB 2F RNAV 1 | 010 | CA | - | - | 055° | 064.1°T | - | R | A1100+ | |
| | 020 | DF | EMBOT | - | - | - | - | | | K230- |
| | 030 | TF | NEBAB | - | 233° | 242.2°T | 31.4 | | | |
| NISVI 2F RNAV 1 | 010 | CA | - | - | 055° | 064.1°T | - | R | A1100+ | |
| | 020 | DF | EMBOT | - | - | - | - | | | K230- |
| | 030 | TF | NISVI | - | 143° | 152.5°T | 15.6 | | | |
| UVEMO 2F RNAV 1 | 010 | CA | - | - | 055° | 064.1°T | - | R | A1100+ | |
| | 020 | DF | EMBOT | - | - | - | - | | | K230- |
| | 030 | TF | UVEMO | - | 166° | 174.9°T | 16.0 | | | |
| XORMU 2F RNAV 1 | 010 | CA | - | - | 055° | 064.1°T | - | L | A1100+ | |
| | 020 | DF | RIXIL | - | - | - | - | | | K230- |
| | 030 | TF | XORMU | - | 239° | 248.6°T | 31.0 | | | |

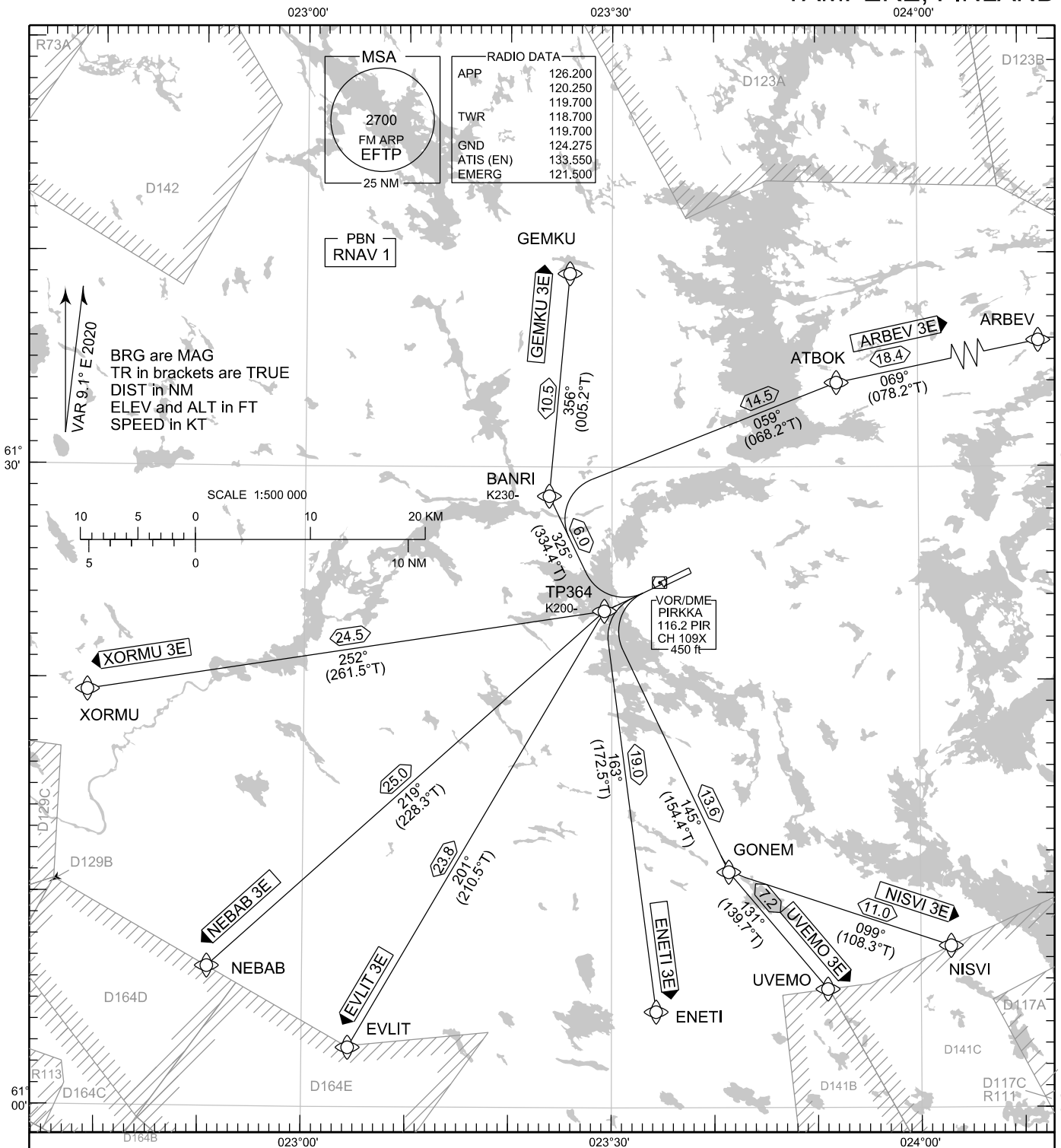
| WPT COORD |
|---|
| SEE PAGE EFTP AD 2.15 - 1 |


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# TAMPERE, FINLAND




RNAV SID RWY 24

ARBEV 3E ENETI 3E EVLIT 3E GEMKU 3E NEBAB 3E NISVI 3E UVEMO 3E XORMU 3E

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART |
| SQUAWK: | WHEN LINING UP SQUAWK THE ASSIGNED CODE |
| INITIAL CLIMB: | MNM TURNING ALTITUDE ACCORDING TO RTE CODING.<br>CLOSE-IN OBSTACLES EXIST, SEE EFTP AD 2.10 - 5 |
| RADIO CONTACT: | MAINTAIN TWR FREQ UNTIL 1500 FT, THEN CONTACT PIRKKALA RADAR FREQ 126.200 |
| NOISE ABATEMENT: | AFTER TAKE-OFF CLIMB AS RAPIDLY AS PRACTICABLE TO AT LEAST 2000 FT ABOVE AD ELEV<br>PUBLISHED SID ROUTES ARE ALSO MINIMUM NOISE ROUTINGS |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

CHG: D areas



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| EFTP RNAV SID RWY 24 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT ID | WPT Flyover | MAG | GEO TR | DIST NM | Turn Direction | Constraints LVL | Constraints Speed |
| ARBEV 3E RNAV 1 | 010 | CA | - | - | 235° | 244.1°T | - | | A790+ | |
| | 020 | DF | TP364 | - | - | - | - | | | K200- |
| | 030 | TF | BANRI | - | 325° | 334.4°T | 6.0 | R | | K230- |
| | 040 | TF | ATBOK | - | 059° | 068.2°T | 14.5 | | | |
| | 050 | TF | ARBEV | - | 069° | 078.2°T | 18.4 | | | |
| ENETI 3E RNAV 1 | 010 | CA | - | - | 235° | 244.1°T | - | | A790+ | |
| | 020 | DF | TP364 | - | - | - | - | | | K200- |
| | 030 | TF | ENETI | - | 163° | 172.5°T | 19.0 | | | |
| EVLIT 3E RNAV 1 | 010 | CA | - | - | 235° | 244.1°T | - | | A790+ | |
| | 020 | DF | TP364 | - | - | - | - | | | K200- |
| | 030 | TF | EVLIT | - | 201° | 210.5°T | 23.8 | | | |
| GEMKU 3E RNAV 1 | 010 | CA | - | - | 235° | 244.1°T | - | | A790+ | |
| | 020 | DF | TP364 | - | - | - | - | | | K200- |
| | 030 | TF | BANRI | - | 325° | 334.4°T | 6.0 | R | | K230- |
| | 040 | TF | GEMKU | - | 356° | 005.2°T | 10.5 | | | |
| NEBAB 3E RNAV 1 | 010 | CA | - | - | 235° | 244.1°T | - | | A790+ | |
| | 020 | DF | TP364 | - | - | - | - | | | K200- |
| | 030 | TF | NEBAB | - | 219° | 228.3°T | 25.0 | | | |
| NISVI 3E RNAV 1 | 010 | CA | - | - | 235° | 244.1°T | - | | A790+ | |
| | 020 | DF | TP364 | - | - | - | - | | | K200- |
| | 030 | TF | GONEM | - | 145° | 154.4°T | 13.6 | L | | |
| | 040 | TF | NISVI | - | 099° | 108.3°T | 11.0 | | | |
| UVEMO 3E RNAV 1 | 010 | CA | - | - | 235° | 244.1°T | - | | A790+ | |
| | 020 | DF | TP364 | - | - | - | - | | | K200- |
| | 030 | TF | GONEM | - | 145° | 154.4°T | 13.6 | | | |
| | 040 | TF | UVEMO | - | 131° | 139.7°T | 7.2 | | | |
| XORMU 3E RNAV 1 | 010 | CA | - | - | 235° | 244.1°T | - | | A790+ | |
| | 020 | DF | TP364 | - | - | - | - | | | K200- |
| | 030 | TF | XORMU | - | 252° | 261.5°T | 24.5 | | | |

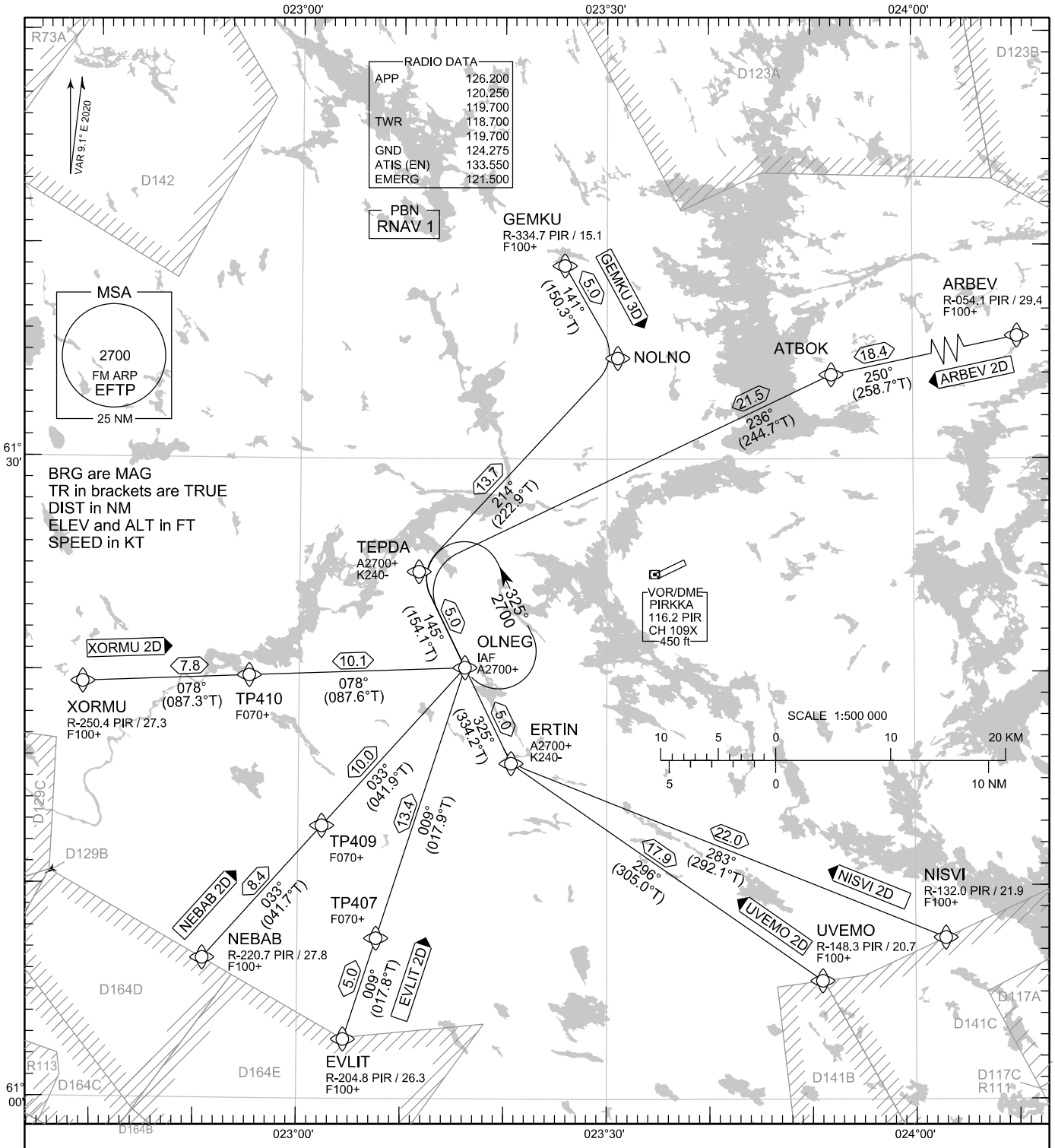
| WPT COORD |
|---|
| SEE PAGE EFTP AD 2.15 - 1 |


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# TAMPERE, FINLAND




## RNAV STAR RWY 06

ARBEV 2D EVLIT 2D GEMKU 3D NEBAB 2D NISVI 2D UVEMO 2D XORMU 2D

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART<br>ATC WILL GIVE DESCENT CLEARANCES |
| WPT CONSTRAINTS: | ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC |
| CD OPS: | BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR |
| NOISE ABATEMENT: | AVOID OVERFLYING THE CITY OF TAMPERE BELOW 2000 |
| RCF: | SELECT TRANSPONDER CODE 7600 |
| | RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED: FOLLOW THE STAR TO THE RESPECTIVE RWY AND EXECUTE IAP AND LAND |
| | DURING RADAR VECTORING BEFORE IAF: IN ACCORDANCE WITH THE RULES OF THE AIR |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

CHG: D areas



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| EFTP RNAV STAR RWY 06 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT ID | WPT Flyover | MAG | GEO TR | DIST NM | Constraints LVL | Constraints LVL | Constraints Speed |
| ARBEV 2D RNAV 1 | 010 | IF | ARBEV | - | - | - | - | F100+ | | |
| | 020 | TF | ATBOK | - | 250° | 258.7°T | 18.4 | | | |
| | 030 | TF | TEPDA | - | 236° | 244.7°T | 21.5 | A2700+ | | K240- |
| | 040 | TF | OLNEG | - | 145° | 154.1°T | 5.0 | A2700+ | | |
| EVLIT 2D RNAV 1 | 010 | IF | EVLIT | - | - | - | - | F100+ | | |
| | 020 | TF | TP407 | - | 009° | 017.8°T | 5.0 | F070+ | | |
| | 030 | TF | OLNEG | - | 009° | 017.9°T | 13.4 | A2700+ | | |
| GEMKU 3D RNAV 1 | 010 | IF | GEMKU | - | - | - | - | F100+ | | |
| | 020 | TF | NOLNO | - | 141° | 150.3°T | 5.0 | | | |
| | 030 | TF | TEPDA | - | 214° | 222.9°T | 13.7 | A2700+ | | K240- |
| | 040 | TF | OLNEG | - | 145° | 154.1°T | 5.0 | A2700+ | | |
| NEBAB 2D RNAV 1 | 010 | IF | NEBAB | - | - | - | - | F100+ | | |
| | 020 | TF | TP409 | - | 033° | 041.7°T | 8.4 | F070+ | | |
| | 030 | TF | OLNEG | - | 033° | 041.9°T | 10.0 | A2700+ | | |
| NISVI 2D RNAV 1 | 010 | IF | NISVI | - | - | - | - | F100+ | | |
| | 020 | TF | ERTIN | - | 283° | 292.1°T | 22.0 | A2700+ | | K240- |
| | 030 | TF | OLNEG | - | 325° | 334.2°T | 5.0 | A2700+ | | |
| UVEMO 2D RNAV 1 | 010 | IF | UVEMO | - | - | - | - | F100+ | | |
| | 020 | TF | ERTIN | - | 296° | 305.0°T | 17.9 | A2700+ | | K240- |
| | 030 | TF | OLNEG | - | 325° | 334.2°T | 5.0 | A2700+ | | |
| XORMU 2D RNAV 1 | 010 | IF | XORMU | - | - | - | - | F100+ | | |
| | 020 | TF | TP410 | - | 078° | 087.3°T | 7.8 | F070+ | | |
| | 030 | TF | OLNEG | - | 078° | 087.6°T | 10.1 | A2700+ | | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| OLNEG | 154.1°T | 145° | Left | K230- | A2700 | 1 MIN | - |

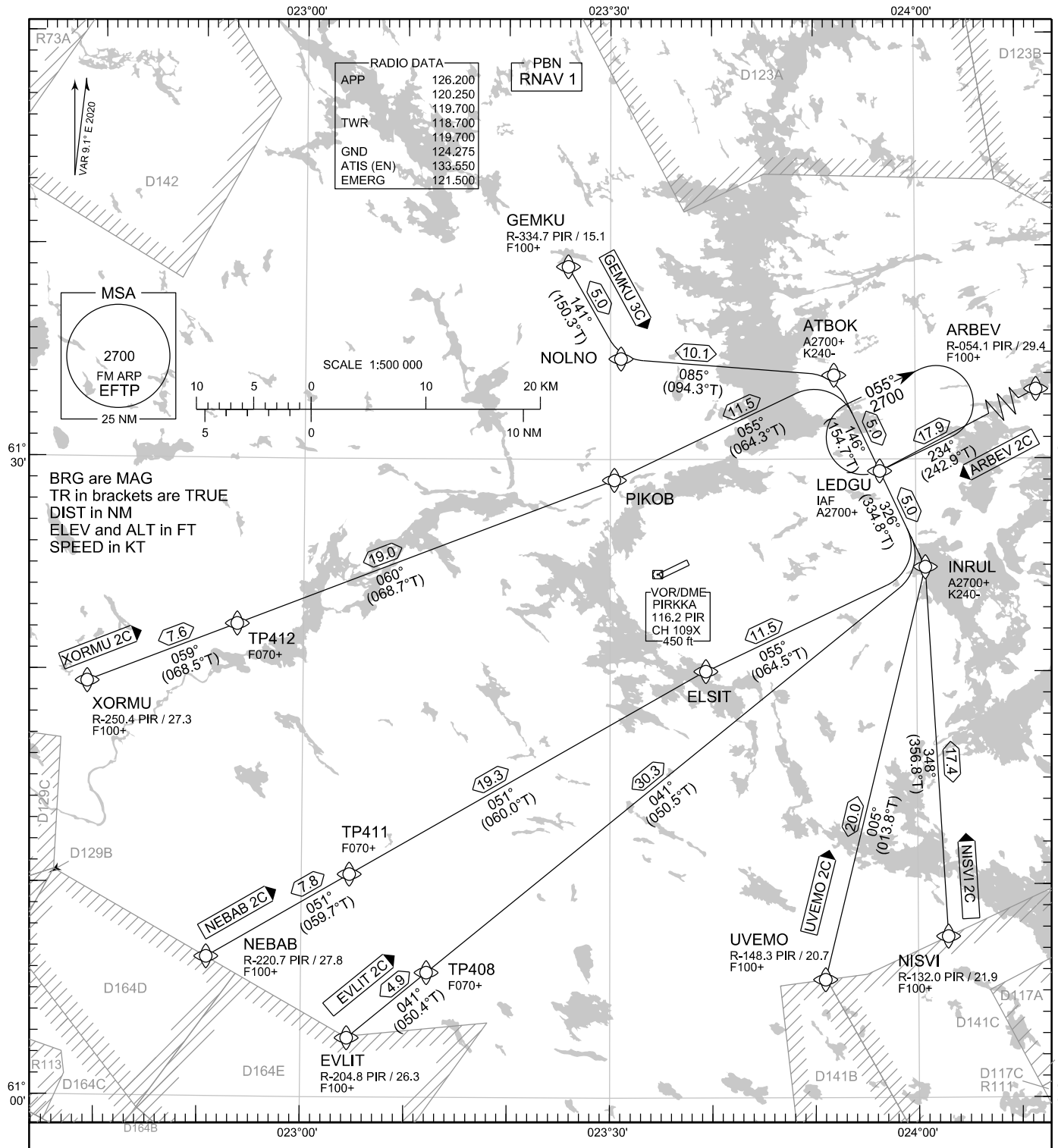
| WPT COORD |
|---|
| SEE PAGE EFTP AD 2.15 - 1 |


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# TAMPERE, FINLAND




## RNAV STAR RWY 24

ARBEV 2C EVLIT 2C GEMKU 3C NEBAB 2C NISVI 2C UVEMO 2C XORMU 2C

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART<br>ATC WILL GIVE DESCENT CLEARANCES |
| WPT CONSTRAINTS: | ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC |
| CD OPS: | BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR |
| NOISE ABATEMENT: | AVOID OVERFLYING THE CITY OF TAMPERE BELOW 2000 |
| RCF: | SELECT TRANSPONDER CODE 7600<br><br>RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED: FOLLOW THE STAR TO THE RESPECTIVE RWY AND EXECUTE IAP AND LAND<br><br>DURING RADAR VECTORING BEFORE IAF: IN ACCORDANCE WITH THE RULES OF THE AIR |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

CHG: D areas



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| EFTP RNAV STAR RWY 24 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT ID | WPT Flyover | MAG | GEO TR | DIST NM | Constraints LVL | Constraints LVL | Constraints Speed |
| ARBEV 2C RNAV 1 | 010 | IF | ARBEV | - | - | - | - | F100+ | | |
| | 020 | TF | LEDGU | - | 234° | 242.9°T | 17.9 | A2700+ | | |
| EVLIT 2C RNAV 1 | 010 | IF | EVLIT | - | - | - | - | F100+ | | |
| | 020 | TF | TP408 | - | 041° | 050.4°T | 4.9 | F070+ | | |
| | 030 | TF | INRUL | - | 041° | 050.5°T | 30.3 | A2700+ | | K240- |
| | 040 | TF | LEDGU | - | 326° | 334.8°T | 5.0 | A2700+ | | |
| GEMKU 3C RNAV 1 | 010 | IF | GEMKU | - | - | - | - | F100+ | | |
| | 020 | TF | NOLNO | - | 141° | 150.3°T | 5.0 | | | |
| | 030 | TF | ATBOK | - | 085° | 094.3°T | 10.1 | A2700+ | | K240- |
| | 040 | TF | LEDGU | - | 146° | 154.7°T | 5.0 | A2700+ | | |
| NEBAB 2C RNAV 1 | 010 | IF | NEBAB | - | - | - | - | F100+ | | |
| | 020 | TF | TP411 | - | 051° | 059.7°T | 7.8 | F070+ | | |
| | 030 | TF | ELSIT | - | 051° | 060.0°T | 19.3 | | | |
| | 040 | TF | INRUL | - | 055° | 064.5°T | 11.5 | A2700+ | | K240- |
| | 050 | TF | LEDGU | - | 326° | 334.8°T | 5.0 | A2700+ | | |
| NISVI 2C RNAV 1 | 010 | IF | NISVI | - | - | - | - | F100+ | | |
| | 020 | TF | INRUL | - | 348° | 356.8°T | 17.4 | A2700+ | | K240- |
| | 030 | TF | LEDGU | - | 326° | 334.8°T | 5.0 | A2700+ | | |
| UVEMO 2C RNAV 1 | 010 | IF | UVEMO | - | - | - | - | F100+ | | |
| | 020 | TF | INRUL | - | 005° | 013.8°T | 20.0 | A2700+ | | K240- |
| | 030 | TF | LEDGU | - | 326° | 334.8°T | 5.0 | A2700+ | | |
| XORMU 2C RNAV 1 | 010 | IF | XORMU | - | - | - | - | F100+ | | |
| | 020 | TF | TP412 | - | 059° | 068.5°T | 7.6 | F070+ | | |
| | 030 | TF | PIKOB | - | 060° | 068.7°T | 19.0 | | | |
| | 040 | TF | ATBOK | - | 055° | 064.3°T | 11.5 | A2700+ | | K240- |
| | 050 | TF | LEDGU | - | 146° | 154.7°T | 5.0 | A2700+ | | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| LEDGU | 244.5°T | 235° | Right | K230- | A2700 | 1 MIN | - |

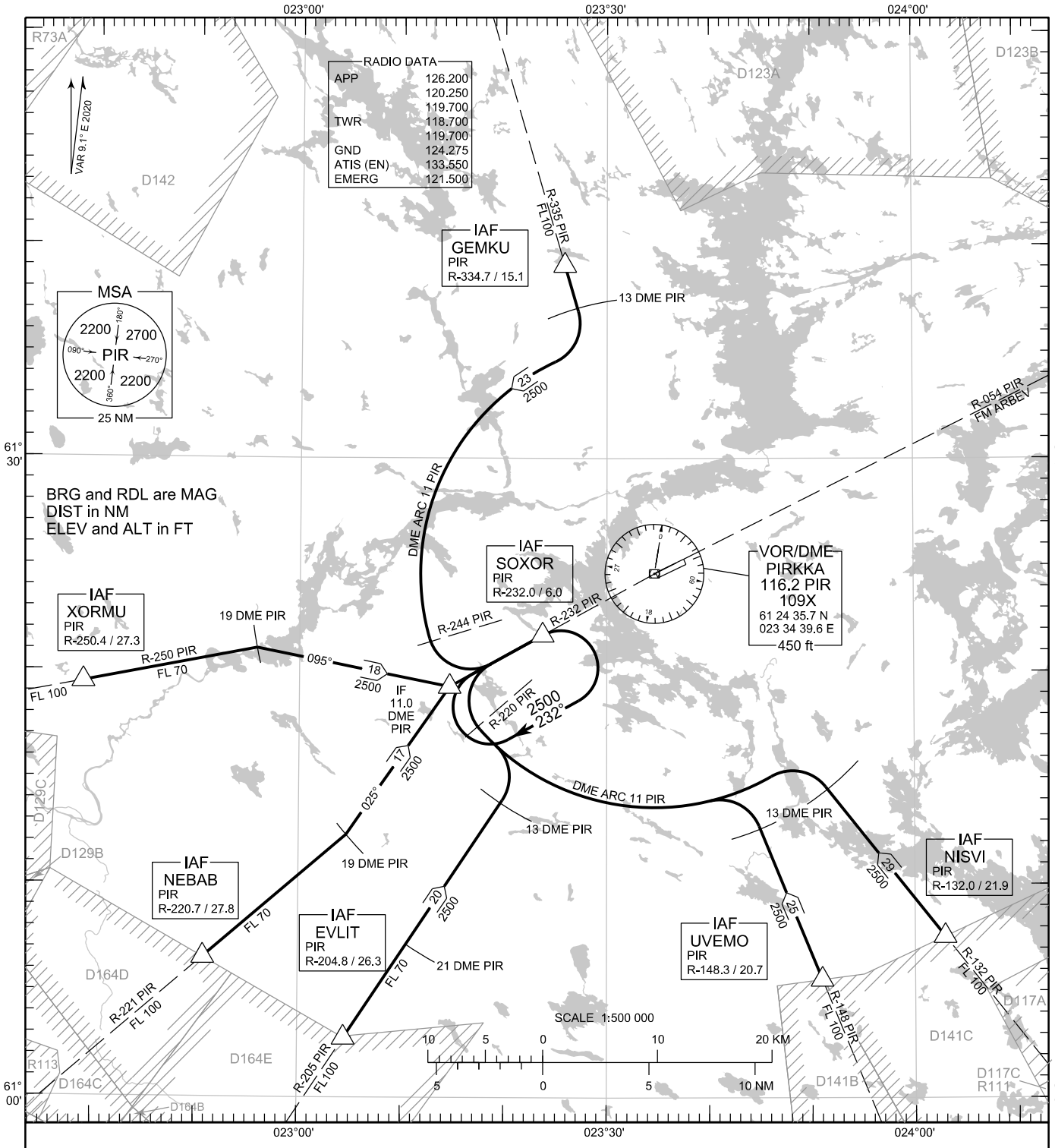
| WPT COORD |
|---|
| SEE PAGE EFTP AD 2.15 - 1 |


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5000



# TAMPERE, FINLAND




## NON-RNAV INITIAL APPROACH ROUTES RWY 06 VIA:

EVLIT GEMKU NEBAB NISVI UVEMO XORMU

RADAR VECTORING:
IFR FLIGHTS ARE NORMALLY VECTORED TO THE FINAL APPROACH
DURING OPERATION HOURS OF THE RADAR UNIT

NOISE ABATEMENT:
AVOID OVERFLYING THE CITY OF TAMPERE BELOW 2000

COMMUNICATION FAILURE:
IN ACCORDANCE WITH THE RULES OF THE AIR

AREA MNM ALT:
SEE AMA INDEX, AIP ENR 6.1 - 3

*CHG: D areas*



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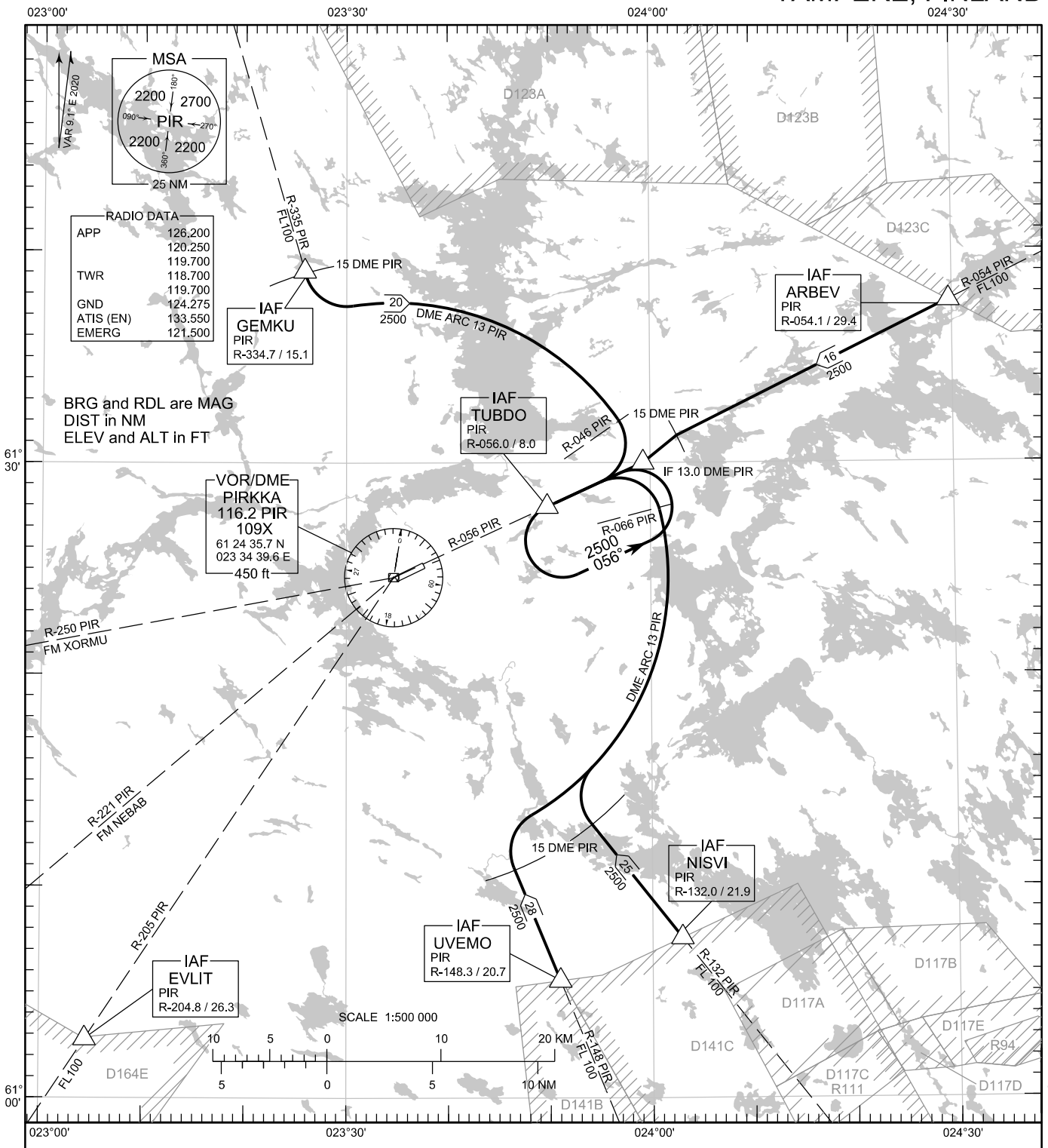
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# TAMPERE, FINLAND




## NON-RNAV INITIAL APPROACH ROUTES RWY 24 VIA:

ARBEV GEMKU NISVI UVEMO

RADAR VECTORING:
IFR FLIGHTS ARE NORMALLY VECTORED TO THE FINAL APPROACH
DURING OPERATION HOURS OF THE RADAR UNIT

NOISE ABATEMENT:
AVOID OVERFLYING THE CITY OF TAMPERE BELOW 2000

COMMUNICATION FAILURE:
IN ACCORDANCE WITH THE RULES OF THE AIR

AREA MNM ALT:
SEE AMA INDEX, AIP ENR 6.1 - 3

CHG: ADDN D164E. DEL D130D



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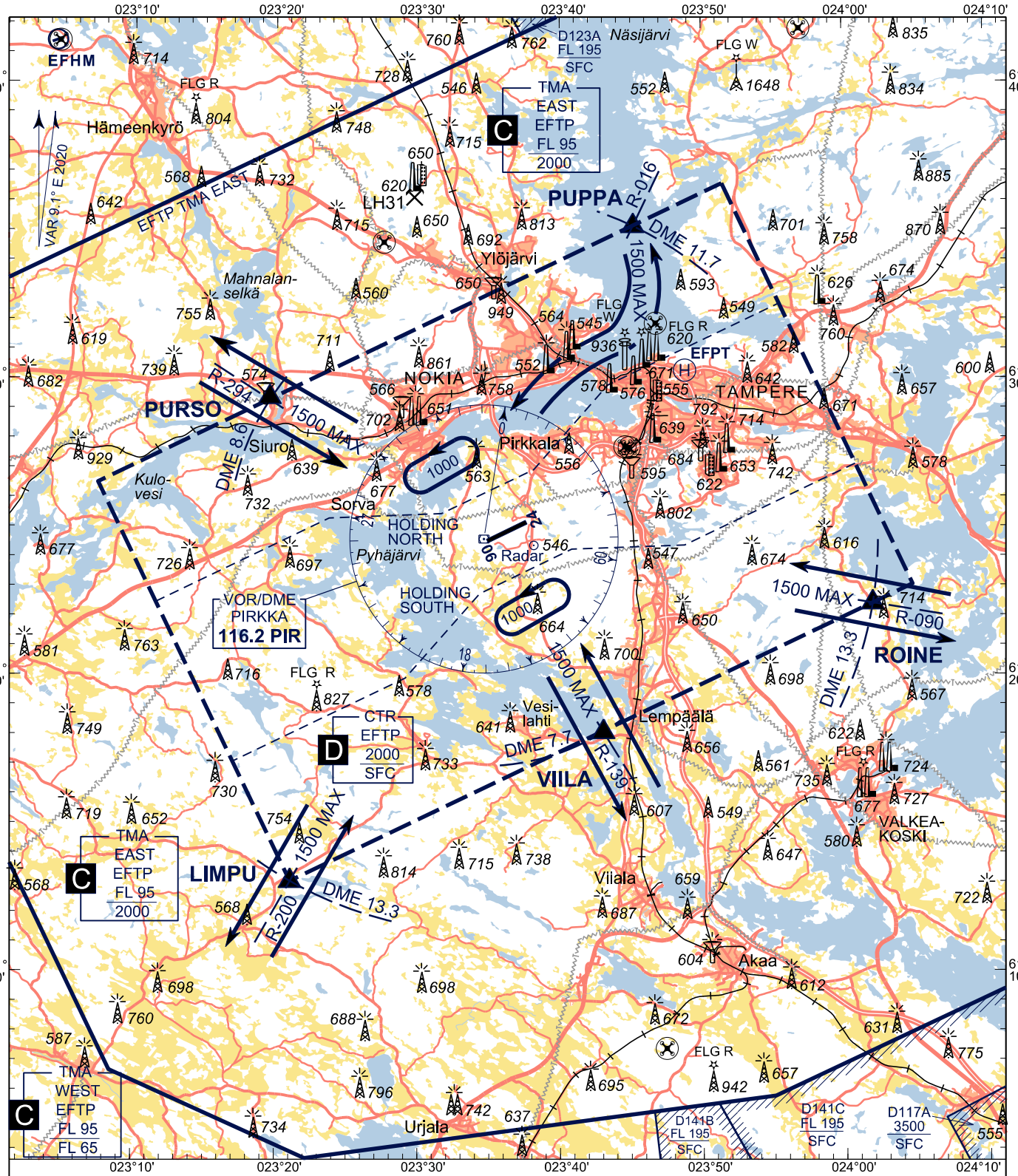
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VISUAL
APPROACH CHART - ICAO

ELEV 391 FT

# TAMPERE, FINLAND




1 : 350 000

2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 KM
1 0 1 2 3 4 5 6 7 8 NM

All RDL and DME FM VOR/DME PIR
BRG are MAG
DIST in NM
ALT and ELEV in FT

RADIO DATA

| | |
|---|---|
| APP | 126.200 |
| | 120.250 |
| | 119.700 |
| TWR | 118.700 |
| | 119.700 |
| GND | 124.275 |
| ATIS (EN) | 133.550 |
| EMERG | 121.500 |

| VASIS | |
|---|---|
| RWY | PAPI MEHT |
| 06 | Left / 3.0° 55 |
| 24 | Left / 3.0° 54 |

| Airspace | Hours of applicability | Airspace class | RMK |
|---|---|---|---|
| EFTP CTR | H24 | D | - |
| EFTP TMA EAST | H24 | C | TMZ H24 |
| EFTP TMA WEST | H24 | C | TMZ H24 |

Heliport EFPT Tampereen Yliopistollinen sairaala

CHG: ADDN model aircraft flying



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THIS INDEX PROVIDES VERTICAL LIMITS FOR PERMANENT PRD AREAS SHOWN ON VARIOUS EFTP AIP CHARTS
FOR OTHER DETAILS, SEE AIP ENR 5.1

| ID | VERTICAL LIMITS | |
|---|---|---|
| | UPPER | LOWER |
| R-AREA | | |
| R73A | FL 95 | SFC |
| R73B | FL 95 | 3500 FT MSL |
| R91 | 3000 FT MSL | SFC |
| R93A | UNL | SFC |
| R94 | FL 170 | SFC |
| R111 | 3600 FT MSL | SFC |
| R113 | FL 190 | SFC |
| R128 | 1600 FT MSL | SFC |
| D-AREA | | |
| D113 | 3500 FT MSL | SFC |
| D117A | 3500 FT MSL | SFC |
| D117B | 3500 FT MSL | SFC |
| D117C | 3500 FT MSL | SFC |
| D117D | 3500 FT MSL | SFC |
| D117E | 3500 FT MSL | SFC |
| D119A | FL 195 | SFC |
| D119B | FL 195 | SFC |
| D119C | FL 195 | SFC |
| D123A | FL 195 | SFC |

| ID | VERTICAL LIMITS | |
|---|---|---|
| | UPPER | LOWER |
| D123B | FL 195 | SFC |
| D123C | FL 195 | SFC |
| D128C | FL 195 | SFC |
| D129A | FL 195 | SFC |
| D129B | FL 195 | SFC |
| D129C | FL 195 | SFC |
| D141A | FL 195 | SFC |
| D141B | FL 195 | SFC |
| D141C | FL 195 | SFC |
| D142 | FL 195 | SFC |
| D164A | FL 195 | SFC |
| D164B | FL 195 | SFC |
| D164C | FL 195 | SFC |
| D164D | FL 195 | SFC |
| D164E | FL 195 | SFC |
| D164F | FL 195 | SFC |
| D164G | FL 195 | SFC |
| D165 | 3500 FT MSL | SFC |
| D166 | 3500 FT MSL | SFC |


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| *Charts* | *Pages* |
|---|---|
| RNAV STAR RWY 08 | EFTU AD 2.12 - 1 |
| RNAV STAR RWY 26 | EFTU AD 2.12 - 3 |
| NON-RNAV INA RWY 08 | EFTU AD 2.12 - 5 |
| NON-RNAV INA RWY 26 | EFTU AD 2.12 - 7 |
| RNP RWY 08 | EFTU AD 2.13 - 1 |
| VOR RWY 08 | EFTU AD 2.13 - 3 |
| ILS Z or LOC Z RWY 26 | EFTU AD 2.13 - 5 |
| ILS Y or LOC Y RWY 26 | EFTU AD 2.13 - 7 |
| RNP RWY 26 | EFTU AD 2.13 - 9 |
| VOR RWY 26 | EFTU AD 2.13 - 11 |
| VAC | EFTU AD 2.14 - 1 |
| LDG | EFTU AD 2.14 - 3 |
| WAYPOINTS AND FIXES | EFTU AD 2.15 - 1 |
| FAS DATA BLOCK | EFTU AD 2.15 - 3 |

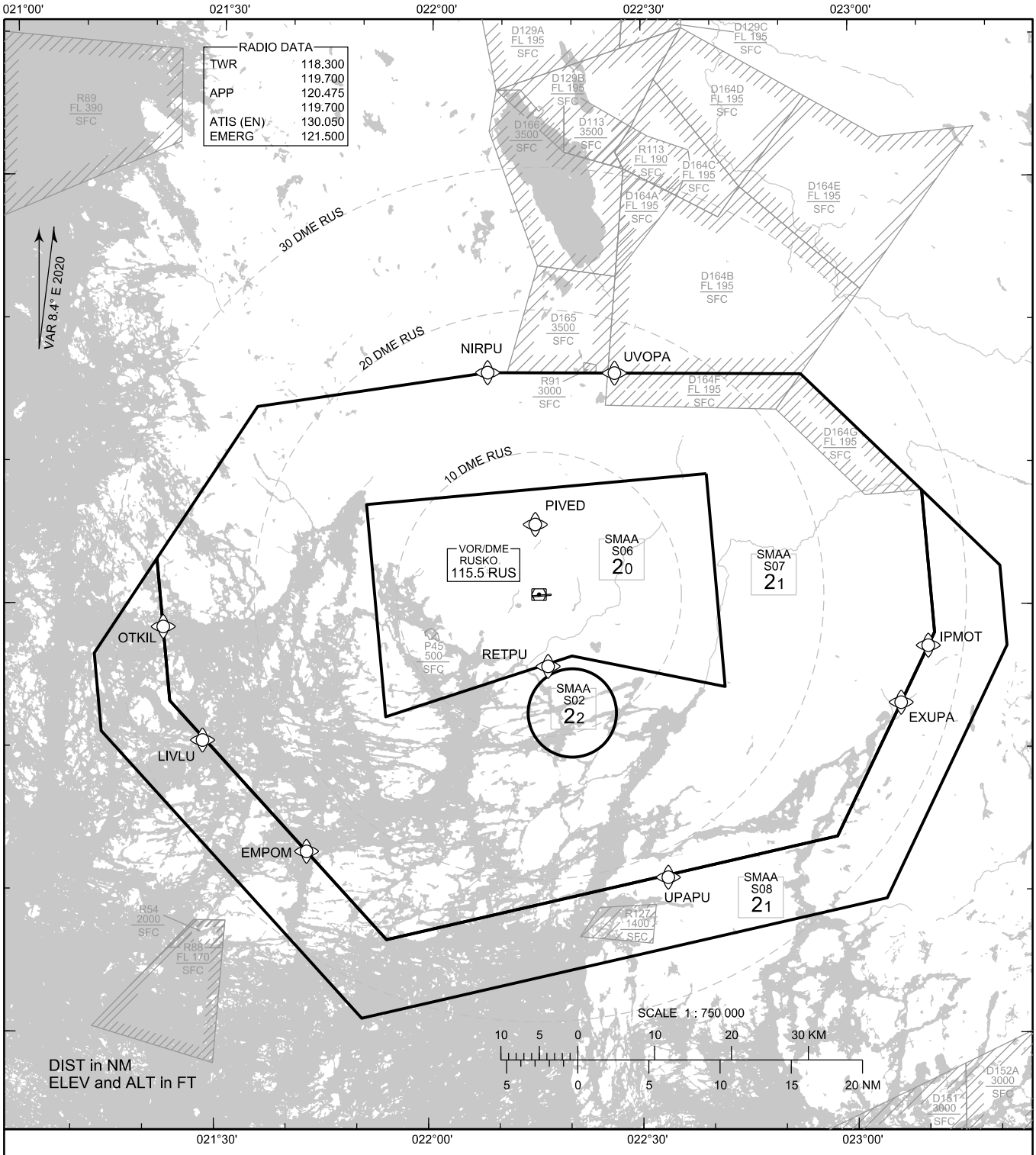

## EFTU AD 2.25 VSS LÄPÄISYT
## EFTU AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATIONS

Ei läpäisyjä — No penetrations

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# TURKU, FINLAND




CHG: D areas. ADDN R127

ATC SURVEILLANCE MINIMUM ALTITUDE CHART

GENERAL INFORMATION:

A Surveillance Minimum Altitude Area (SMAA) is a defined area in which the minimum safe levels allocated by a controller giving an ATC Surveillance service for IFR flights have been predetermined.

SMAA's do not constitute controlled airspace nor do they attract any special airspace regulation in their own right.

SMAA minimum safe level ensures obstacle clearance within the area concerned plus a 3.0 NM buffer area. Minimum safe level is determined by the highest obstacle elevation or the highest terrain elevation + 60 M, whichever is higher, plus safety margin of 300 M (984 FT) rounded up to the next higher hundred feet. Number 20 shown in the SMAA symbol equals 2000 FT MSL.

This chart may only be used for cross-checking of altitudes assigned while the aircraft is identified.

COMMUNICATION FAILURE: IN ACCORDANCE WITH THE RULES OF THE AIR

Coordinates for SMAA's are listed overleaf.



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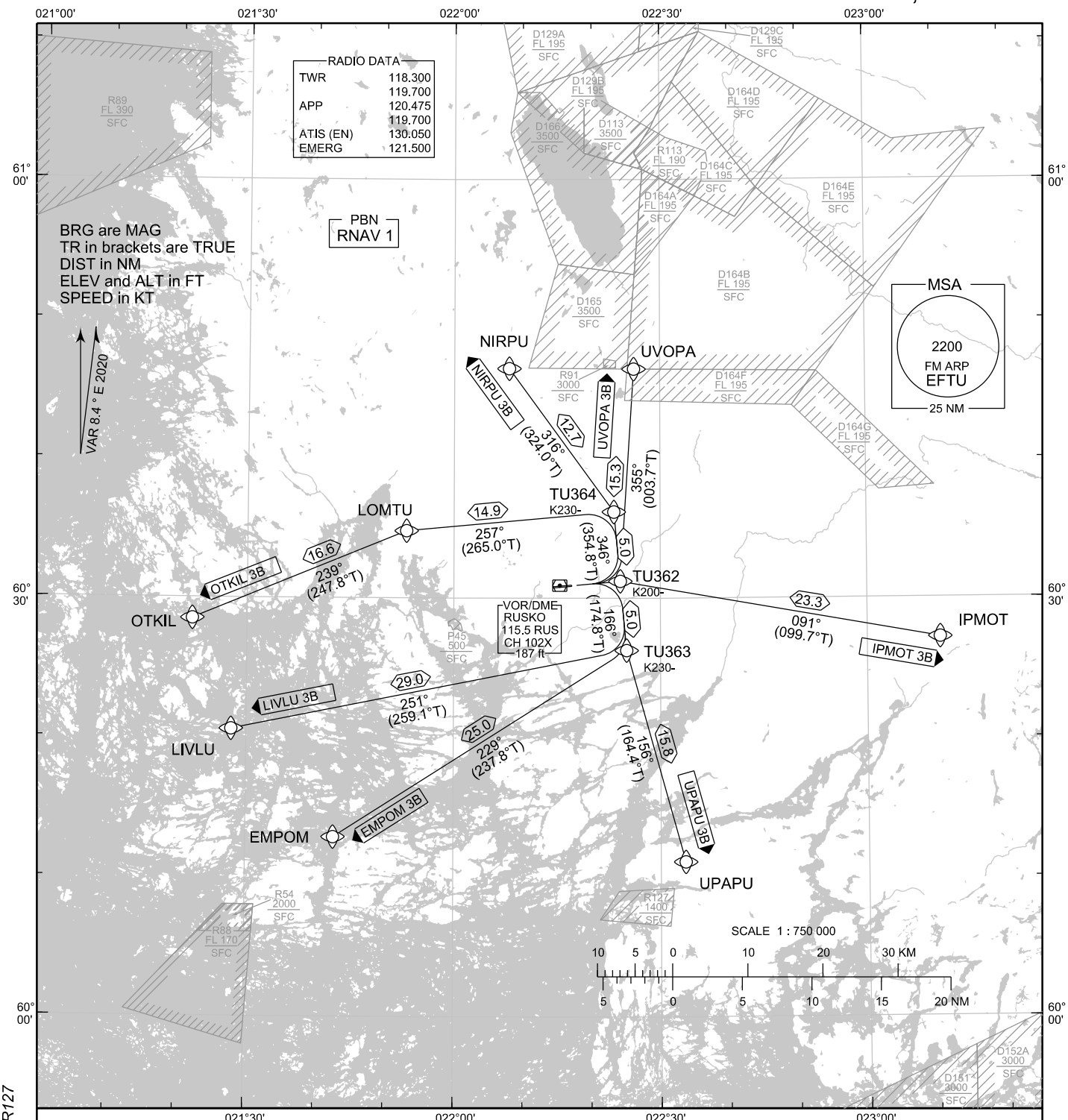
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# TURKU, FINLAND




RNAV SID RWY 08

EMPOM 3B IPMOT 3B LIVLU 3B NIRPU 3B OTKIL 3B UPAPU 3B UVOPA 3B

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART |
| SQUAWK: | WHEN LINING UP SQUAWK THE ASSIGNED CODE |
| INITIAL CLIMB: | MNM TURNING ALT ACCORDING TO RTE CODING |
| NOISE ABATEMENT: | AFTER TAKE-OFF CLIMB AS RAPIDLY AS POSSIBLE TO AT LEAST 2000 FT ABOVE AD ELEV<br>PUBLISHED SID ROUTES ARE ALSO MINIMUM NOISE ROUTINGS |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

*CHG: D areas. ADDN R127*



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| EFTU RNAV SID RWY 08 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT ID | WPT Flyover | MAG | GEO TR | DIST NM | Turn Direction | Constraints LVL | Constraints Speed |
| EMPOM 3B RNAV 1 | 010 | CA | - | - | 076° | 084.4°T | - | | A540+ | |
| | 020 | DF | TU362 | - | - | - | - | | | K200- |
| | 030 | TF | TU363 | - | 166° | 174.8°T | 5.0 | R | | K230- |
| | 040 | TF | EMPOM | - | 229° | 237.8°T | 25.0 | | | |
| IPMOT 3B RNAV 1 | 010 | CA | - | - | 076° | 084.4°T | - | | A540+ | |
| | 020 | DF | TU362 | - | - | - | - | | | K200- |
| | 030 | TF | IPMOT | - | 091° | 099.7°T | 23.3 | | | |
| LIVLU 3B RNAV 1 | 010 | CA | - | - | 076° | 084.4°T | - | | A540+ | |
| | 020 | DF | TU362 | - | - | - | - | | | K200- |
| | 030 | TF | TU363 | - | 166° | 174.8°T | 5.0 | R | | K230- |
| | 040 | TF | LIVLU | - | 251° | 259.1°T | 29.0 | | | |
| NIRPU 3B RNAV 1 | 010 | CA | - | - | 076° | 084.4°T | - | | A540+ | |
| | 020 | DF | TU362 | - | - | - | - | | | K200- |
| | 030 | TF | TU364 | - | 346° | 354.8°T | 5.0 | L | | K230- |
| | 040 | TF | NIRPU | - | 316° | 324.0°T | 12.7 | | | |
| OTKIL 3B RNAV 1 | 010 | CA | - | - | 076° | 084.4°T | - | | A540+ | |
| | 020 | DF | TU362 | - | - | - | - | | | K200- |
| | 030 | TF | TU364 | - | 346° | 354.8°T | 5.0 | L | | K230- |
| | 040 | TF | LOMTU | - | 257° | 265.0°T | 14.9 | | | |
| | 050 | TF | OTKIL | - | 239° | 247.8°T | 16.6 | | | |
| UPAPU 3B RNAV 1 | 010 | CA | - | - | 076° | 084.4°T | - | | A540+ | |
| | 020 | DF | TU362 | - | - | - | - | | | K200- |
| | 030 | TF | TU363 | - | 166° | 174.8°T | 5.0 | | | K230- |
| | 040 | TF | UPAPU | - | 156° | 164.4°T | 15.8 | | | |
| UVOPA 3B RNAV 1 | 010 | CA | - | - | 076° | 084.4°T | - | | A540+ | |
| | 020 | DF | TU362 | - | - | - | - | | | K200- |
| | 030 | TF | UVOPA | - | 355° | 003.7°T | 15.3 | | | |

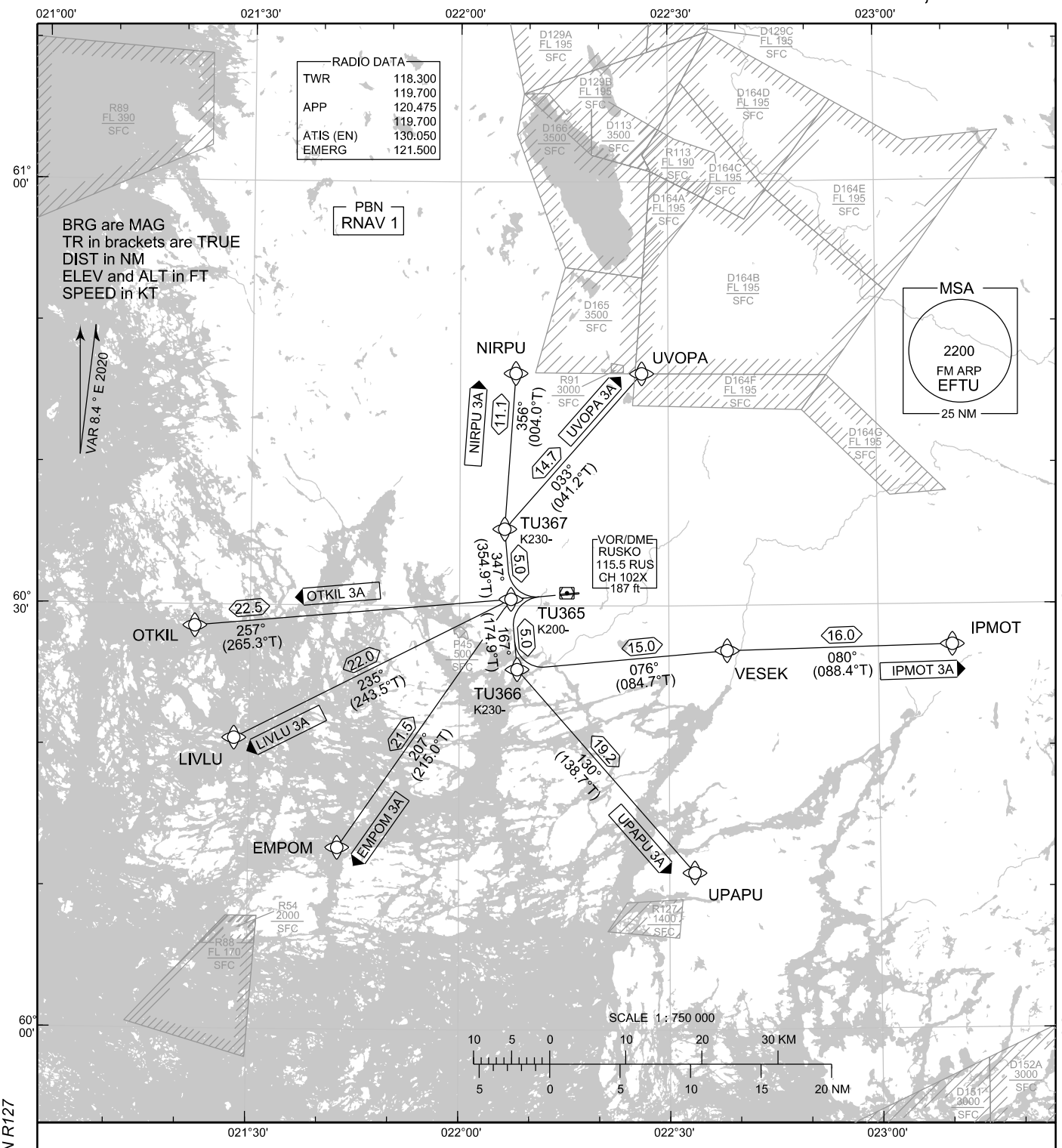
| WPT COORD |
|---|
| SEE PAGE EFTU AD 2.15 - 1 |


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# TURKU, FINLAND




RNAV SID RWY 26

EMPOM 3A IPMOT 3A LIVLU 3A NIRPU 3A OTKIL 3A UPAPU 3A UVOPA 3A

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART |
| SQUAWK: | WHEN LINING UP SQUAWK THE ASSIGNED CODE |
| INITIAL CLIMB: | MNM TURNING ALT ACCORDING TO RTE CODING |
| NOISE ABATEMENT: | AFTER TAKE-OFF CLIMB AS RAPIDLY AS POSSIBLE TO AT LEAST 2000 FT ABOVE AD ELEV<br>PUBLISHED SID ROUTES ARE ALSO MINIMUM NOISE ROUTINGS |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

*CHG: D areas. ADDN R127*



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| EFTU RNAV SID RWY 26 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT ID | WPT Flyover | MAG | GEO TR | DIST NM | Turn Direction | Constraints LVL | Constraints Speed |
| EMPOM 3A RNAV 1 | 010 | CA | - | - | 257° | 265.4°T | - | | A550+ | |
| | 020 | DF | TU365 | - | - | - | - | | | K200- |
| | 030 | TF | EMPOM | - | 207° | 215.0°T | 21.5 | | | |
| IPMOT 3A RNAV 1 | 010 | CA | - | - | 257° | 265.4°T | - | | A550+ | |
| | 020 | DF | TU365 | - | - | - | - | | | K200- |
| | 030 | TF | TU366 | - | 167° | 174.9°T | 5.0 | L | | K230- |
| | 040 | TF | VESEK | - | 076° | 084.7°T | 15.0 | | | |
| | 050 | TF | IPMOT | - | 080° | 088.4°T | 16.0 | | | |
| LIVLU 3A RNAV 1 | 010 | CA | - | - | 257° | 265.4°T | - | | A550+ | |
| | 020 | DF | TU365 | - | - | - | - | | | K200- |
| | 030 | TF | LIVLU | - | 235° | 243.5°T | 22.0 | | | |
| NIRPU 3A RNAV 1 | 010 | CA | - | - | 257° | 265.4°T | - | | A550+ | |
| | 020 | DF | TU365 | - | - | - | - | | | K200- |
| | 030 | TF | TU367 | - | 347° | 354.9°T | 5.0 | | | K230- |
| | 040 | TF | NIRPU | - | 356° | 004.0°T | 11.1 | | | |
| OTKIL 3A RNAV 1 | 010 | CA | - | - | 257° | 265.4°T | - | | A550+ | |
| | 020 | DF | TU365 | - | - | - | - | | | K200- |
| | 030 | TF | OTKIL | - | 257° | 265.3°T | 22.5 | | | |
| UPAPU 3A RNAV 1 | 010 | CA | - | - | 257° | 265.4°T | - | | A550+ | |
| | 020 | DF | TU365 | - | - | - | - | | | K200- |
| | 030 | TF | TU366 | - | 167° | 174.9°T | 5.0 | L | | K230- |
| | 040 | TF | UPAPU | - | 130° | 138.7°T | 19.2 | | | |
| UVOPA 3A RNAV 1 | 010 | CA | - | - | 257° | 265.4°T | - | | A550+ | |
| | 020 | DF | TU365 | - | - | - | - | | | K200- |
| | 030 | TF | TU367 | - | 347° | 354.9°T | 5.0 | R | | K230- |
| | 040 | TF | UVOPA | - | 033° | 041.2°T | 14.7 | | | |

| WPT COORD |
|---|
| SEE PAGE EFTU AD 2.15 - 1 |

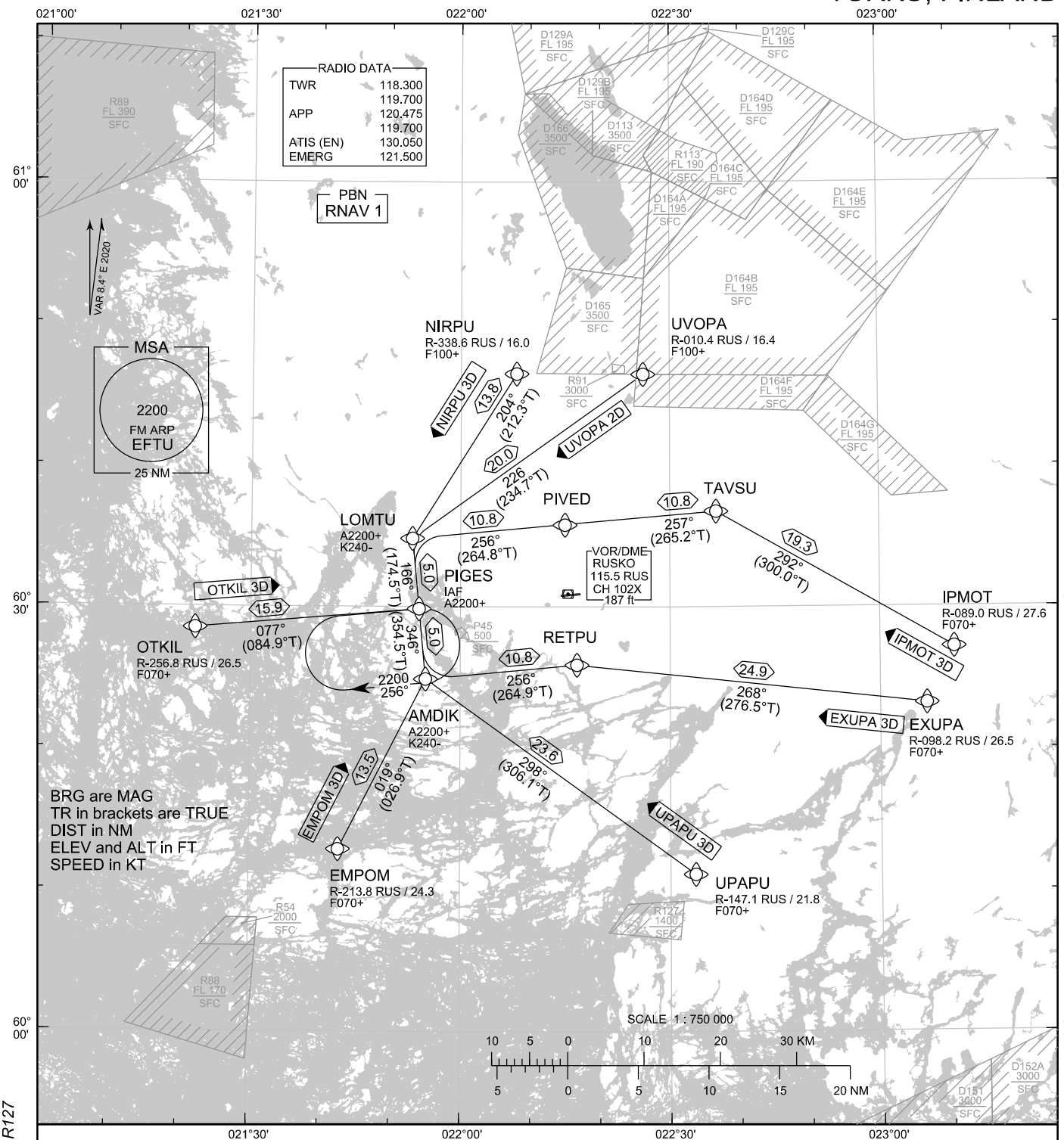

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STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

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RNAV (GNSS) STAR RWY 08
TURKU AERODROME

# TURKU, FINLAND




## RNAV STAR RWY 08

EMPOM 3D EXUPA 3D IPMOT 3D NIRPU 3D OTKIL 3D UPAPU 3D UVOPA 2D

DME/DME OPS: NOT SUPPORTED

ROUTES: RNAV PROC CODING ON THE VERSO OF THE CHART
ATC WILL GIVE DESCENT CLEARANCES

WPT CONSTRAINTS: ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC

CD OPS: BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR

NOISE ABATEMENT: AVOID OVERFLYING THE CITY OF TURKU BELOW 2000

RCF: SELECT TRANSPONDER CODE 7600

RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED:
FOLLOW THE STAR TO THE RESPECTIVE RWY AND EXECUTE IAP AND LAND

DURING RADAR VECTORING BEFORE IAF:
IN ACCORDANCE WITH THE RULES OF THE AIR

AREA MNM ALT: SEE AMA INDEX, AIP ENR 6.1 - 3

CHG: D areas. ADDN R127


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| EFTU RNAV STAR RWY 08 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| EMPOM 3D RNAV 1 | 010 | IF | EMPOM | - | - | - | - | F070+ | | |
| | 020 | TF | AMDIK | - | 019° | 026.9°T | 13.5 | A2200+ | | K240- |
| | 030 | TF | PIGES | - | 346° | 354.5°T | 5.0 | A2200+ | | |
| EXUPA 3D RNAV 1 | 010 | IF | EXUPA | - | - | - | - | F070+ | | |
| | 020 | TF | RETPU | - | 268° | 276.5°T | 24.9 | | | |
| | 030 | TF | AMDIK | - | 256° | 264.9°T | 10.8 | A2200+ | | K240- |
| | 040 | TF | PIGES | - | 346° | 354.5°T | 5.0 | A2200+ | | |
| IPMOT 3D RNAV 1 | 010 | IF | IPMOT | - | - | - | - | F070+ | | |
| | 020 | TF | TAVSU | - | 292° | 300.0°T | 19.3 | | | |
| | 030 | TF | PIVED | - | 257° | 265.2°T | 10.8 | | | |
| | 040 | TF | LOMTU | - | 256° | 264.8°T | 10.8 | A2200+ | | K240- |
| | 050 | TF | PIGES | - | 166° | 174.5°T | 5.0 | A2200+ | | |
| NIRPU 3D RNAV 1 | 010 | IF | NIRPU | - | - | - | - | F100+ | | |
| | 020 | TF | LOMTU | - | 204° | 212.3°T | 13.8 | A2200+ | | K240- |
| | 030 | TF | PIGES | - | 166° | 174.5°T | 5.0 | A2200+ | | |
| OTKIL 3D RNAV 1 | 010 | IF | OTKIL | - | - | - | - | F070+ | | |
| | 020 | TF | PIGES | - | 077° | 084.9°T | 15.9 | A2200+ | | |
| UPAPU 3D RNAV 1 | 010 | IF | UPAPU | - | - | - | - | F070+ | | |
| | 020 | TF | AMDIK | - | 298° | 306.1°T | 23.6 | A2200+ | | K240- |
| | 030 | TF | PIGES | - | 346° | 354.5°T | 5.0 | A2200+ | | |
| UVOPA 2D RNAV 1 | 010 | IF | UVOPA | - | - | - | - | F100+ | | |
| | 020 | TF | LOMTU | - | 226° | 234.7°T | 20.0 | A2200+ | | K240- |
| | 030 | TF | PIGES | - | 166° | 174.5°T | 5.0 | A2200+ | | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| PIGES | 084.8°T | 076° | Right | K230- | A2200 | 1 MIN | - |

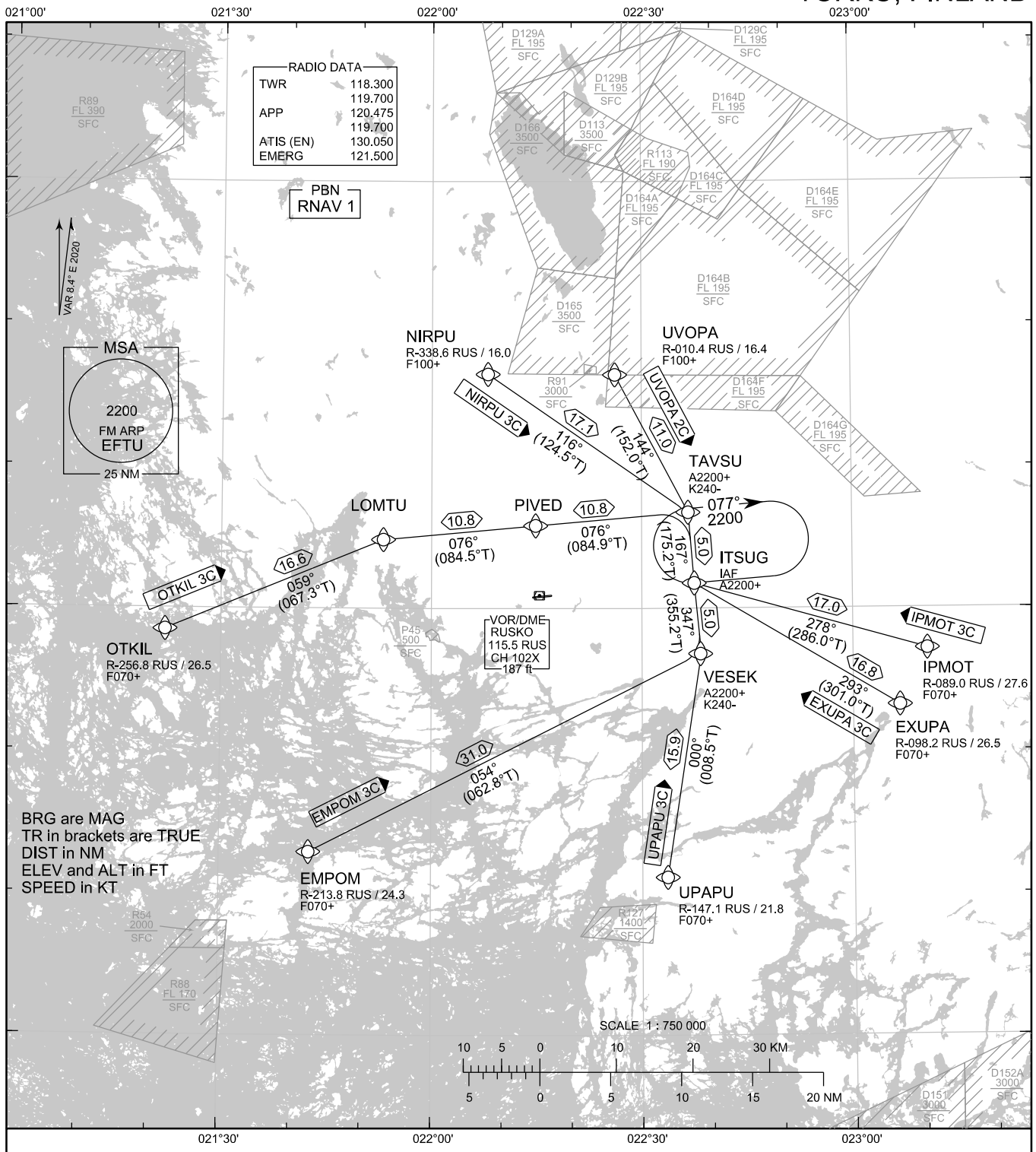
| WPT COORD |
|---|
| SEE PAGE EFTU AD 2.15 - 1 |


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# TURKU, FINLAND




## RNAV STAR RWY 26

EMPOM 3C EXUPA 3C IPMOT 3C NIRPU 3C OTKIL 3C UPAPU 3C UVOPA 2C

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART<br>ATC WILL GIVE DESCENT CLEARANCES |
| WPT CONSTRAINTS: | ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC |
| CD OPS: | BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR |
| NOISE ABATEMENT: | AVOID OVERFLYING THE CITY OF TURKU BELOW 2000 |
| RCF: | SELECT TRANSPONDER CODE 7600<br><br>RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED: FOLLOW THE STAR TO THE RESPECTIVE RWY AND EXECUTE IAP AND LAND<br><br>DURING RADAR VECTORING BEFORE IAF: IN ACCORDANCE WITH THE RULES OF THE AIR |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

*CHG: D areas. ADDN R127*



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| EFTU RNAV STAR RWY 26 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE / NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| EMPOM 3C RNAV 1 | 010 | IF | EMPOM | - | - | - | - | F070+ | | |
| | 020 | TF | VESEK | - | 054° | 062.8°T | 31.0 | A2200+ | | K240- |
| | 030 | TF | ITSUG | - | 347° | 355.2°T | 5.0 | A2200+ | | |
| EXUPA 3C RNAV 1 | 010 | IF | EXUPA | - | - | - | - | F070+ | | |
| | 020 | TF | ITSUG | - | 293° | 301.0°T | 16.8 | A2200+ | | |
| IPMOT 3C RNAV 1 | 010 | IF | IPMOT | - | - | - | - | F070+ | | |
| | 020 | TF | ITSUG | - | 278° | 286.0°T | 17.0 | A2200+ | | |
| NIRPU 3C RNAV 1 | 010 | IF | NIRPU | - | - | - | - | F100+ | | |
| | 020 | TF | TAVSU | - | 116° | 124.5°T | 17.1 | A2200+ | | K240- |
| | 030 | TF | ITSUG | - | 167° | 175.2°T | 5.0 | A2200+ | | |
| OTKIL 3C RNAV 1 | 010 | IF | OTKIL | - | - | - | - | F070+ | | |
| | 020 | TF | LOMTU | - | 059° | 067.3°T | 16.6 | | | |
| | 030 | TF | PIVED | - | 076° | 084.5°T | 10.8 | | | |
| | 040 | TF | TAVSU | - | 076° | 084.9°T | 10.8 | A2200+ | | K240- |
| | 050 | TF | ITSUG | - | 167° | 175.2°T | 5.0 | A2200+ | | |
| UPAPU 3C RNAV 1 | 010 | IF | UPAPU | - | - | - | - | F070+ | | |
| | 020 | TF | VESEK | - | 000° | 008.5°T | 15.9 | A2200+ | | K240- |
| | 030 | TF | ITSUG | - | 347° | 355.2°T | 5.0 | A2200+ | | |
| UVOPA 2C RNAV 1 | 010 | IF | UVOPA | - | - | - | - | F100+ | | |
| | 020 | TF | TAVSU | - | 144° | 152.0°T | 11.0 | A2200+ | | K240- |
| | 030 | TF | ITSUG | - | 167° | 175.2°T | 5.0 | A2200+ | | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| ITSUG | 264.9°T | 257° | Right | K230- | A2200 | 1 MIN | - |

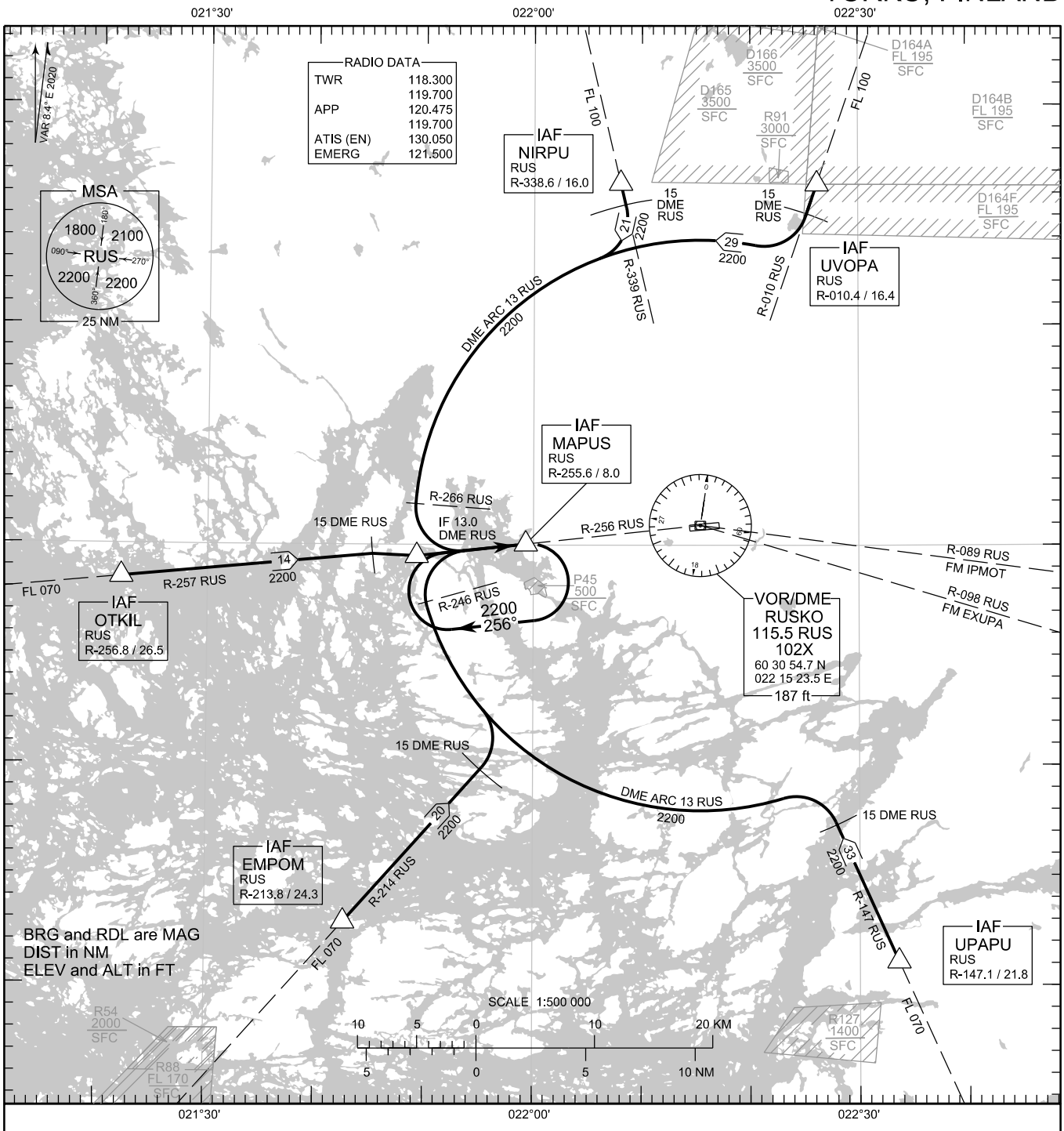
| WPT COORD |
|---|
| SEE PAGE EFTU AD 2.15 - 1 |


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TRANSITION ALT
5000



# TURKU, FINLAND




## NON-RNAV INITIAL APPROACH ROUTES RWY 08 VIA:

EMPOM NIRPU OTKIL UPAPU UVOPA

NOISE ABATEMENT:
AVOID OVERFLYING THE CITY OF TURKU BELOW 2000

COMMUNICATION FAILURE:
IN ACCORDANCE WITH THE RULES OF THE AIR

AREA MNM ALT:
SEE AMA INDEX, AIP ENR 6.1 - 3

*CHG: ADDN D164A, D164B, D164F, D165, D166, R127. DEL D130A, D130E*



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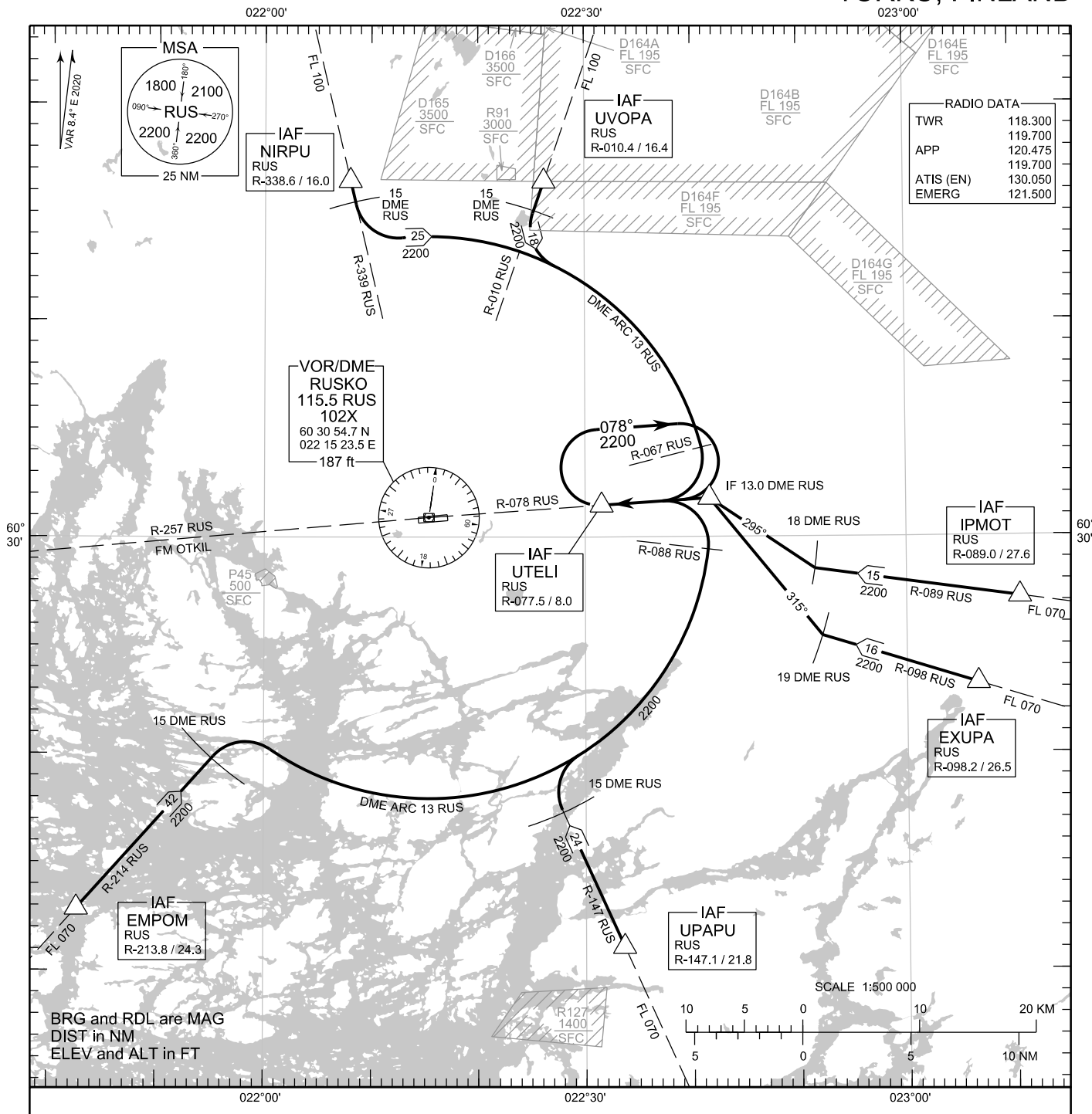
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TRANSITION ALT
5000



# TURKU, FINLAND




## NON-RNAV INITIAL APPROACH ROUTES RWY 26 VIA:

EMPOM EXUPA IPMOT NIRPU UPAPU UVOPA

NOISE ABATEMENT:
AVOID OVERFLYING THE CITY OF TURKU BELOW 2000

COMMUNICATION FAILURE:
IN ACCORDANCE WITH THE RULES OF THE AIR

AREA MNM ALT:
SEE AMA INDEX, AIP ENR 6.1 - 3

*CHG: D areas. ADDN R127*



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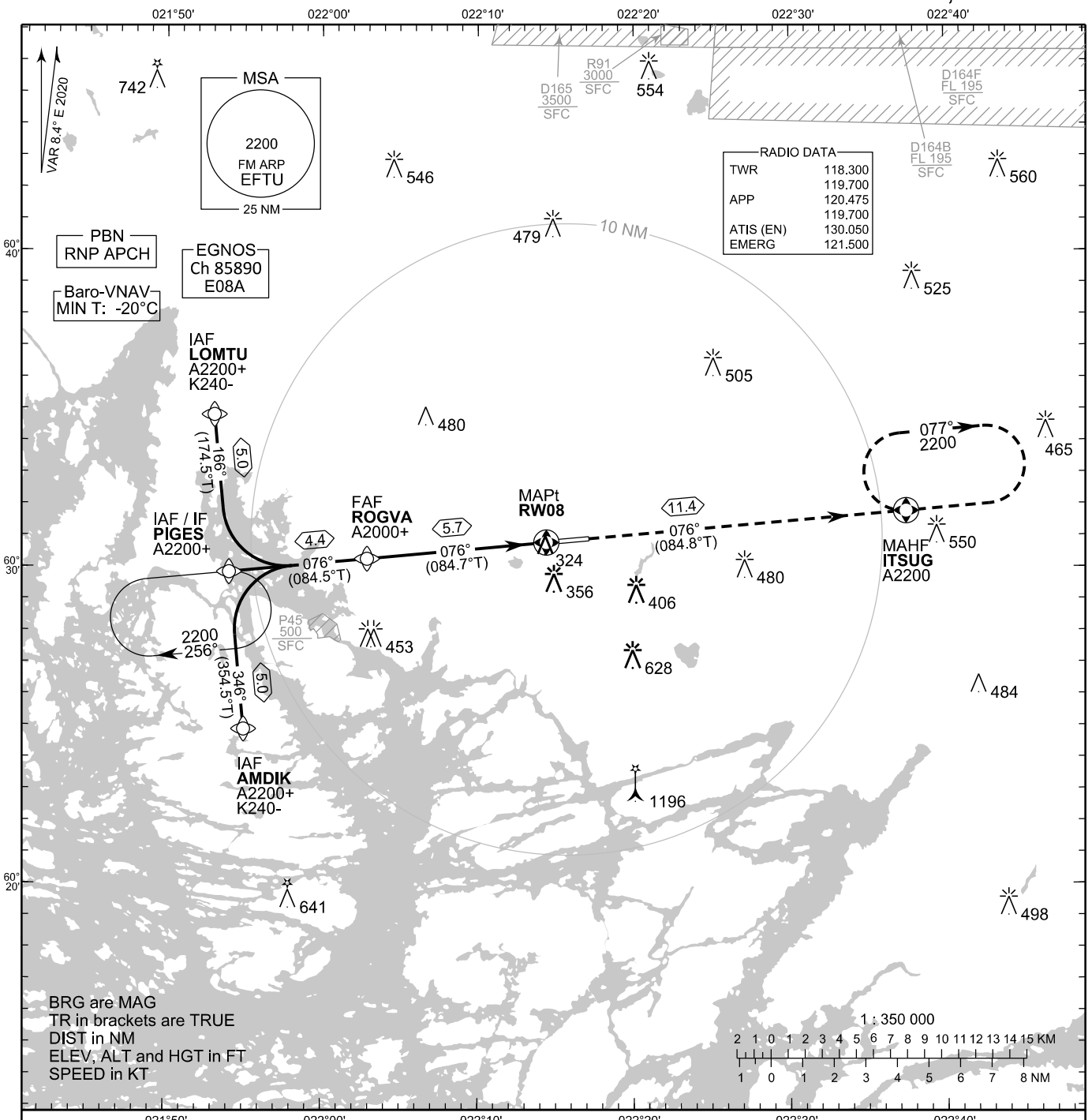
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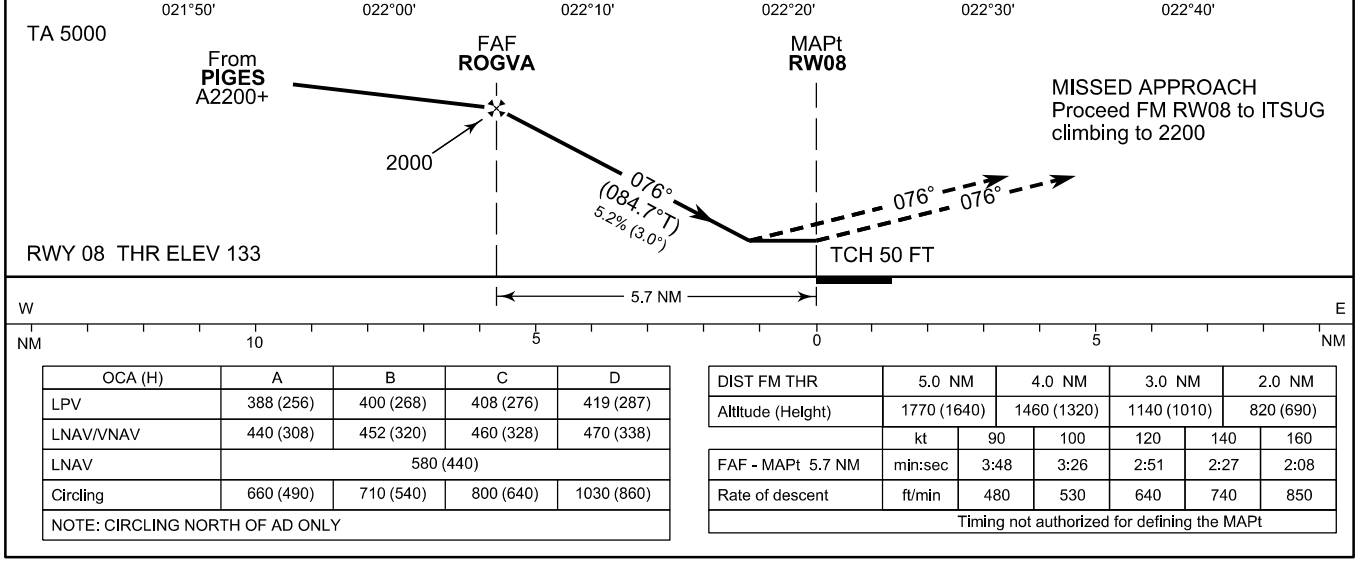

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ELEV 162 FT
HEIGHTS RELATED TO
THR RWY 08 ELEV 133 FT

RNP RWY 08
TURKU AERODROME

# TURKU, FINLAND




| OCA (H) | A | B | C | D |
|---|---|---|---|---|
| LPV | 388 (256) | 400 (268) | 408 (276) | 419 (287) |
| LNAV/VNAV | 440 (308) | 452 (320) | 460 (328) | 470 (338) |
| LNAV | 580 (440) | | | |
| Circling | 660 (490) | 710 (540) | 800 (640) | 1030 (860) |
| NOTE: CIRCLING NORTH OF AD ONLY | | | | |

| DIST FM THR | 5.0 NM | 4.0 NM | 3.0 NM | 2.0 NM |
|---|---|---|---|---|
| Altitude (Height) | 1770 (1640) | 1460 (1320) | 1140 (1010) | 820 (690) |

| | kt | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| FAF - MAPt 5.7 NM | min:sec | 3:48 | 3:26 | 2:51 | 2:27 | 2:08 |
| Rate of descent | ft/min | 480 | 530 | 640 | 740 | 850 |
| Timing not authorized for defining the MAPt | | | | | | |

CHG: ADDN D164B, D164F, D165. DEL D130A, D130E



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| EFTU RNP RWY 08 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H08 LOMTU RNP APCH | 005 | IF | LOMTU | IAF | - | | | | A2200+ | K240- |
| | 010 | TF | PIGES | IF | - | 166° | 174.5°T | 5.0 | A2200+ | |
| | 020 | TF | ROGVA | FAF | - | 076° | 084.5°T | 4.4 | A2000+ | |
| | 030 | TF | RW08 | MAPt | Y | 076° | 084.7°T | 5.7 | | |
| | 040 | TF | ITSUG | MAHF | Y | 076° | 084.8°T | 11.4 | A2200 | |

| EFTU RNP RWY 08 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H08 PIGES RNP APCH | 010 | IF | PIGES | IAF/IF | - | | | | A2200+ | |
| | 020 | TF | ROGVA | FAF | - | 076° | 084.5°T | 4.4 | A2000+ | |
| | 030 | TF | RW08 | MAPt | Y | 076° | 084.7°T | 5.7 | | |
| | 040 | TF | ITSUG | MAHF | Y | 076° | 084.8°T | 11.4 | A2200 | |

| EFTU RNP RWY 08 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H08 AMDIK RNP APCH | 005 | IF | AMDIK | IAF | - | | | | A2200+ | K240- |
| | 010 | TF | PIGES | IF | - | 346° | 354.5°T | 5.0 | A2200+ | |
| | 020 | TF | ROGVA | FAF | - | 076° | 084.5°T | 4.4 | A2000+ | |
| | 030 | TF | RW08 | MAPt | Y | 076° | 084.7°T | 5.7 | | |
| | 040 | TF | ITSUG | MAHF | Y | 076° | 084.8°T | 11.4 | A2200 | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| PIGES | 084.8°T | 076° | Right | K230- | A2200 | 1 MIN | - |
| ITSUG | 264.9°T | 257° | Right | K230- | A2200 | 1 MIN | - |

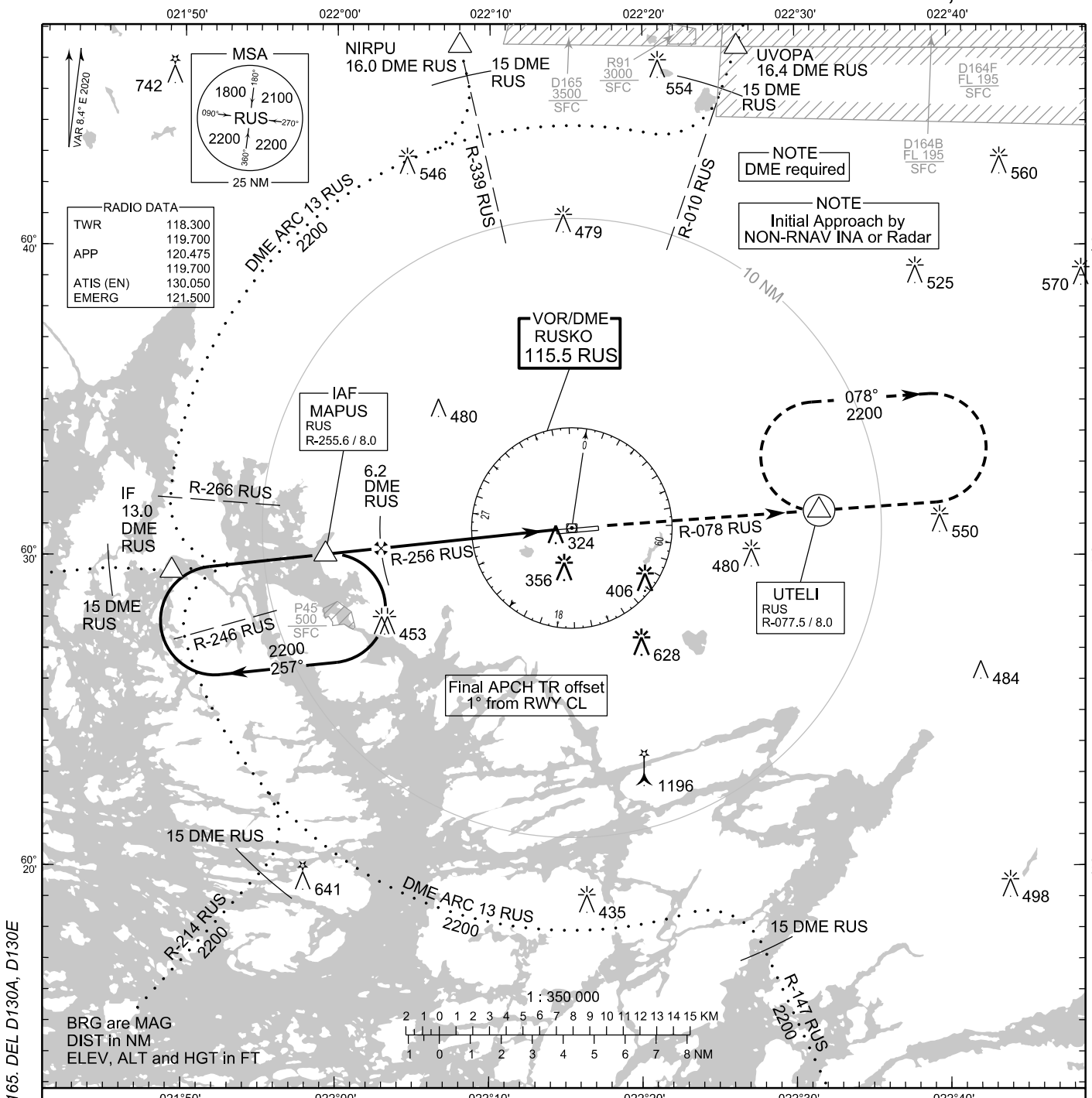
| WPT COORD |
|---|
| SEE PAGE EFTU AD 2.15 - 1 |

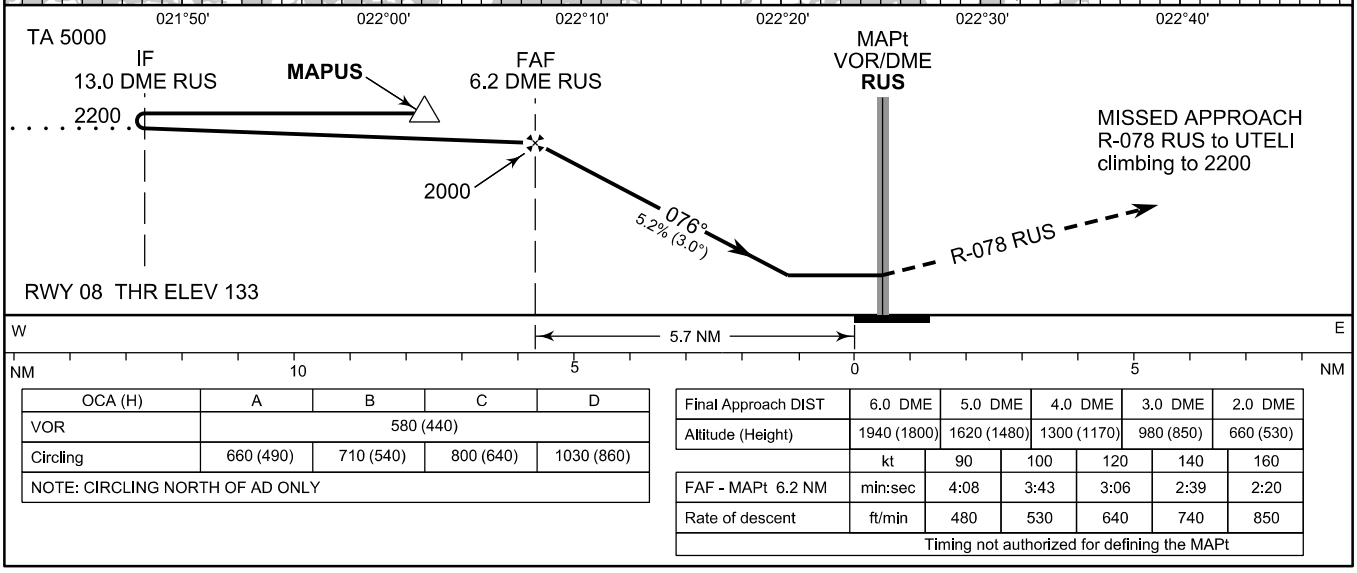
| FINAL APPROACH PARAMETERS | | | |
|---|---|---|---|
| LNAV Gradient | Baro-VNAV | | TCH |
| | VPA | MNM T | |
| 5.24 % (3.00°) | 3.00° | -20°C | 50 FT |

| SBAS DATA | |
|---|---|
| Approach ID | E08A |
| Service Provider | EGNOS |
| CRC remainder | EF 45 ED 09 |
| Channel number | 85890 |
| Data Block | SEE EFTU AD 2.15 - 3 |


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# TURKU, FINLAND




| OCA (H) | A | B | C | D |
|---|---|---|---|---|
| VOR | 580 (440) | | | |
| Circling | 660 (490) | 710 (540) | 800 (640) | 1030 (860) |
| NOTE: CIRCLING NORTH OF AD ONLY | | | | |

| Final Approach DIST | 6.0 DME | 5.0 DME | 4.0 DME | 3.0 DME | 2.0 DME |
|---|---|---|---|---|---|
| Altitude (Height) | 1940 (1800) | 1620 (1480) | 1300 (1170) | 980 (850) | 660 (530) |

| | kt | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| FAF - MAPt 6.2 NM | min:sec | 4:08 | 3:43 | 3:06 | 2:39 | 2:20 |
| Rate of descent | ft/min | 480 | 530 | 640 | 740 | 850 |
| Timing not authorized for defining the MAPt | | | | | | |

CHG: ADDN D164B, D164F, D165. DEL D130A, D130E



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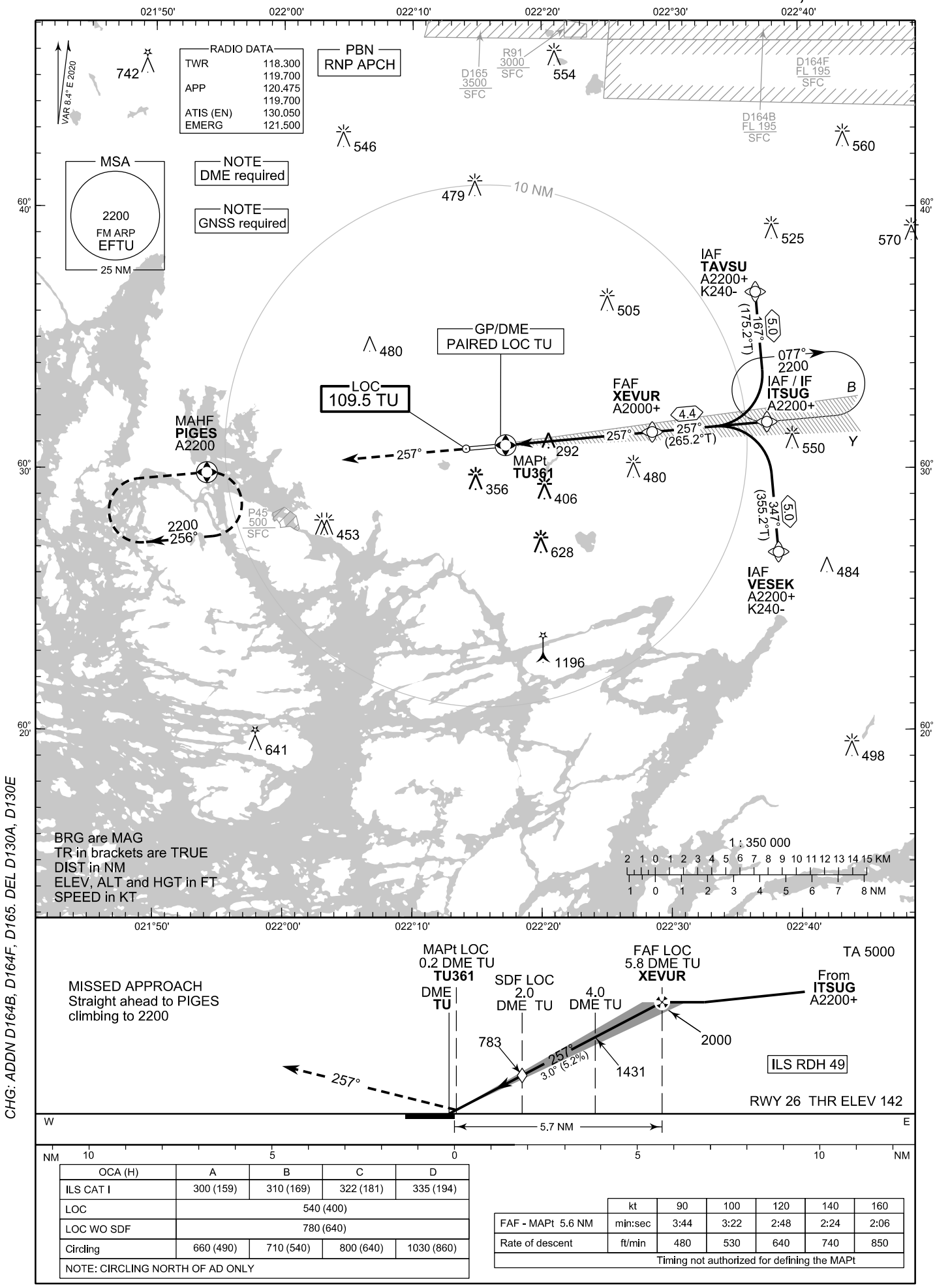
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ELEV 162 FT
HEIGHTS RELATED TO
THR RWY 26 ELEV 142 FT

ILS Z or LOC Z RWY 26
TURKU AERODROME

# TURKU, FINLAND




| OCA (H) | A | B | C | D |
|---|---|---|---|---|
| ILS CAT I | 300 (159) | 310 (169) | 322 (181) | 335 (194) |
| LOC | 540 (400) | | | |
| LOC WO SDF | 780 (640) | | | |
| Circling | 660 (490) | 710 (540) | 800 (640) | 1030 (860) |
| NOTE: CIRCLING NORTH OF AD ONLY | | | | |

| | kt | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| FAF - MAPt 5.6 NM | min:sec | 3:44 | 3:22 | 2:48 | 2:24 | 2:06 |
| Rate of descent | ft/min | 480 | 530 | 640 | 740 | 850 |
| Timing not authorized for defining the MAPt | | | | | | |

CHG: ADDN D164B, D164F, D165. DEL D130A, D130E



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| EFTU ILS Z or LOC Z RWY 26 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID<br>NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| I26<br>VESEK<br>RNP APCH | 005 | IF | VESEK | IAF | - | | | | A2200+ | K240- |
| | 010 | TF | ITSUG | IF | - | 347° | 355.2°T | 5.0 | A2200+ | |
| | 020 | TF | XEVUR | FAF<br>LOC | - | 257° | 265.2°T | 4.4 | A2000+ | |
| | | | | | | | | | | |
| | 030 | TF | TU361 | MAPt<br>LOC | Y | | | | | |
| | 040 | CA | - | - | - | 257° | 265.4°T | - | A600+ | |
| | 050 | DF | PIGES | MAHF | Y | - | - | - | A2200 | |

| EFTU ILS Z or LOC Z RWY 26 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID<br>NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| I26<br>ITSUG<br>RNP APCH | 010 | IF | ITSUG | IAF/IF | - | | | | A2200+ | |
| | 020 | TF | XEVUR | FAF<br>LOC | - | 257° | 265.2°T | 4.4 | A2000+ | |
| | | | | | | | | | | |
| | 030 | TF | TU361 | MAPt<br>LOC | Y | | | | | |
| | 040 | CA | - | - | - | 257° | 265.4°T | - | A600+ | |
| | 050 | DF | PIGES | MAHF | Y | - | - | - | A2200 | |

| EFTU ILS Z or LOC Z RWY 26 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID<br>NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| I26<br>TAVSU<br>RNP APCH | 005 | IF | TAVSU | IAF | - | | | | A2200+ | K240- |
| | 010 | TF | ITSUG | IF | - | 167° | 175.2°T | 5.0 | A2200+ | |
| | 020 | TF | XEVUR | FAF<br>LOC | - | 257° | 265.2°T | 4.4 | A2000+ | |
| | | | | | | | | | | |
| | 030 | TF | TU361 | MAPt<br>LOC | Y | | | | | |
| | 040 | CA | - | - | - | 257° | 265.4°T | - | A600+ | |
| | 050 | DF | PIGES | MAHF | Y | - | - | - | A2200 | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| ITSUG | 264.9°T | 257° | Right | K230- | A2200 | 1 MIN | - |
| PIGES | 084.8°T | 076° | Right | K230- | A2200 | 1 MIN | - |

| WPT COORD |
|---|
| SEE PAGE EFTU AD 2.15 - 1 |

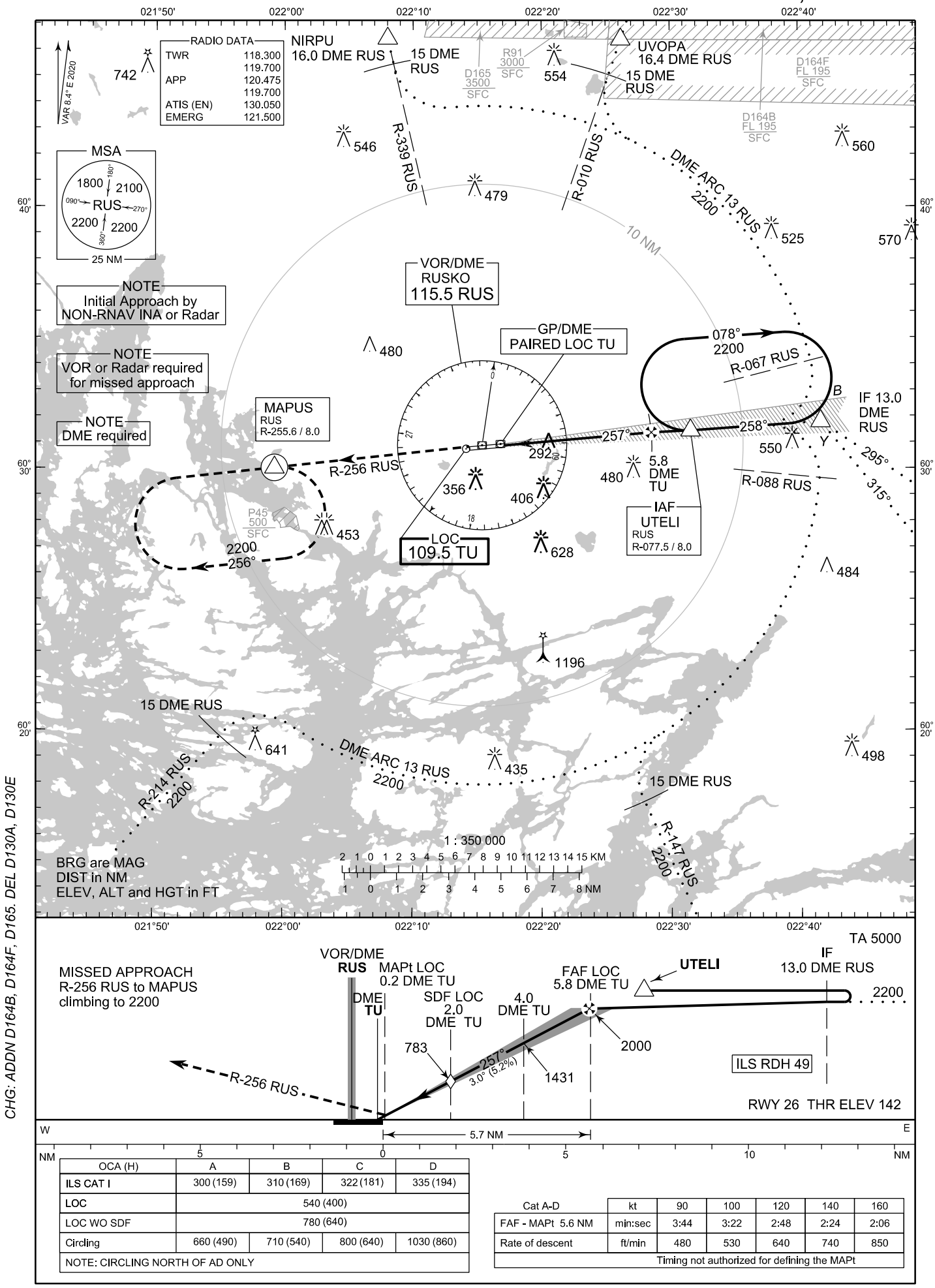
| FINAL APPROACH PARAMETERS | | | |
|---|---|---|---|
| LOC Gradient | ILS | | RDH |
| | CAT | GPA | |
| 5.24 % (3.00°) | I | 3.00° | 49 FT |


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ELEV 162 FT
HEIGHTS RELATED TO
THR RWY 26 ELEV 142 FT

ILS Y or LOC Y RWY 26
TURKU AERODROME

# TURKU, FINLAND




| OCA (H) | A | B | C | D |
|---|---|---|---|---|
| ILS CAT I | 300 (159) | 310 (169) | 322 (181) | 335 (194) |
| LOC | 540 (400) | | | |
| LOC WO SDF | 780 (640) | | | |
| Circling | 660 (490) | 710 (540) | 800 (640) | 1030 (860) |
| NOTE: CIRCLING NORTH OF AD ONLY | | | | |

| Cat A-D | kt | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| FAF - MAPt 5.6 NM | min:sec | 3:44 | 3:22 | 2:48 | 2:24 | 2:06 |
| Rate of descent | ft/min | 480 | 530 | 640 | 740 | 850 |
| Timing not authorized for defining the MAPt | | | | | | |

CHG: ADDN D164B, D164F, D165. DEL D130A, D130E



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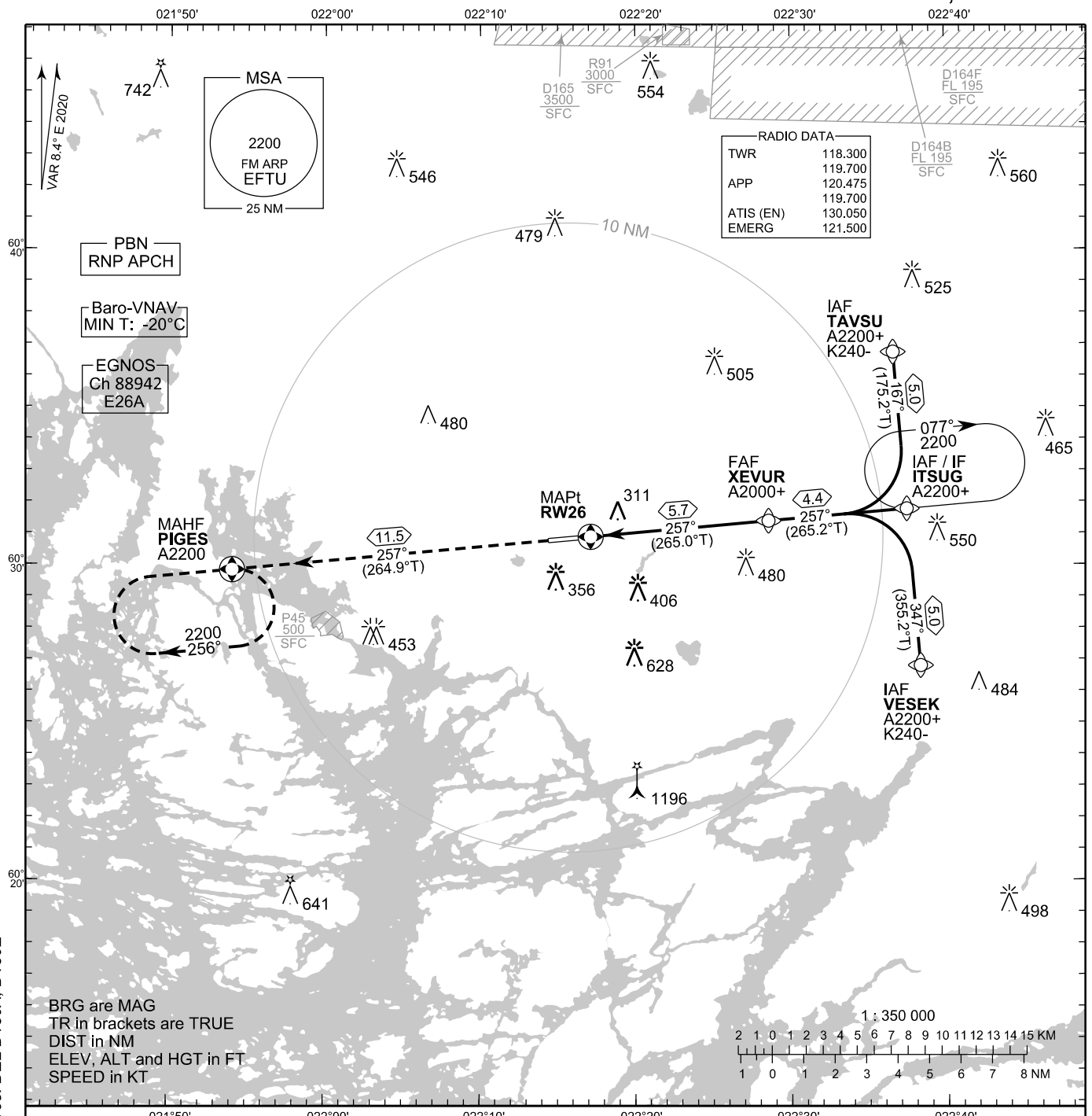
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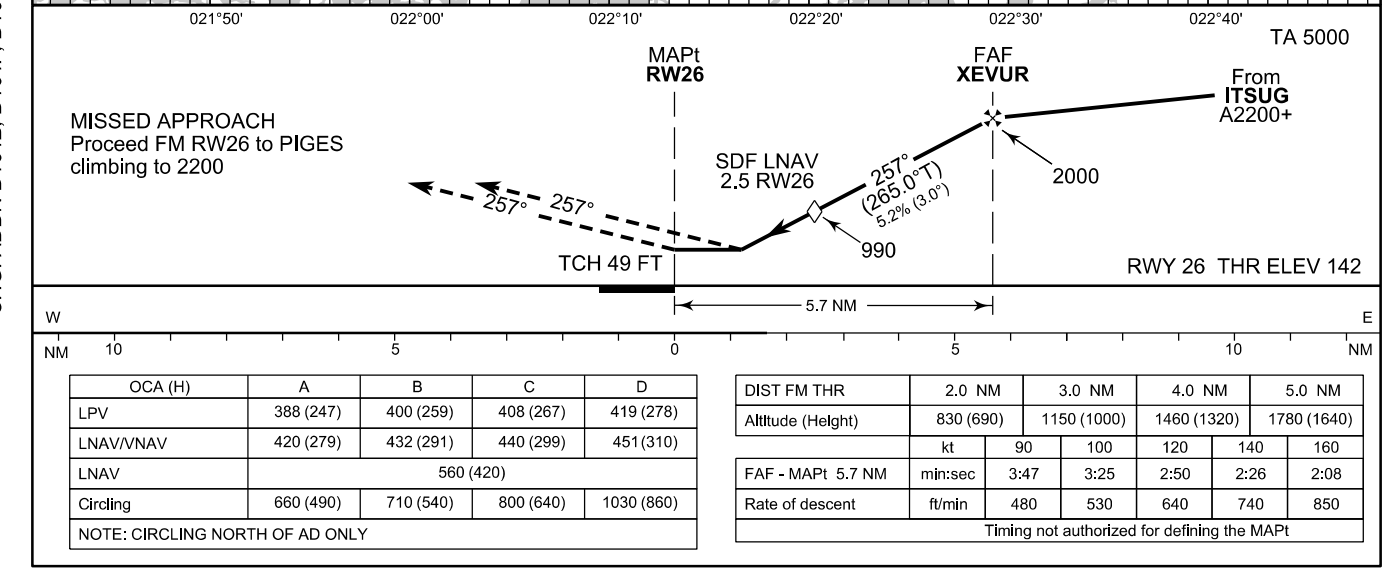

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ELEV 162 FT
HEIGHTS RELATED TO
THR RWY 26 ELEV 142 FT

RNP RWY 26
TURKU AERODROME

# TURKU, FINLAND




| OCA (H) | A | B | C | D |
|---|---|---|---|---|
| LPV | 388 (247) | 400 (259) | 408 (267) | 419 (278) |
| LNAV/VNAV | 420 (279) | 432 (291) | 440 (299) | 451 (310) |
| LNAV | 560 (420) | | | |
| Circling | 660 (490) | 710 (540) | 800 (640) | 1030 (860) |
| NOTE: CIRCLING NORTH OF AD ONLY | | | | |

| DIST FM THR | 2.0 NM | 3.0 NM | | 4.0 NM | | 5.0 NM |
|---|---|---|---|---|---|---|
| Altitude (Height) | 830 (690) | 1150 (1000) | | 1460 (1320) | | 1780 (1640) |
| | kt | 90 | 100 | 120 | 140 | 160 |
| FAF - MAPt 5.7 NM | min:sec | 3:47 | 3:25 | 2:50 | 2:26 | 2:08 |
| Rate of descent | ft/min | 480 | 530 | 640 | 740 | 850 |
| Timing not authorized for defining the MAPt | | | | | | |

CHG: ADDN D164B, D164F, D165. DEL D130A, D130E



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| EFTU RNP RWY 26 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H26 VESEK RNP APCH | 005 | IF | VESEK | IAF | - | | | | A2200+ | K240- |
| | 010 | TF | ITSUG | IF | - | 347° | 355.2°T | 5.0 | A2200+ | |
| | 020 | TF | XEVUR | FAF | - | 257° | 265.2°T | 4.4 | A2000+ | |
| | 030 | TF | RW26 | MAPt | Y | 257° | 265.0°T | 5.7 | | |
| | 040 | TF | PIGES | MAHF | Y | 257° | 264.9°T | 11.5 | A2200 | |

| EFTU RNP RWY 26 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H26 ITSUG RNP APCH | 010 | IF | ITSUG | IAF/IF | - | | | | A2200+ | |
| | 020 | TF | XEVUR | FAF | - | 257° | 265.2°T | 4.4 | A2000+ | |
| | 030 | TF | RW26 | MAPt | Y | 257° | 265.0°T | 5.7 | | |
| | 040 | TF | PIGES | MAHF | Y | 257° | 264.9°T | 11.5 | A2200 | |

| EFTU RNP RWY 26 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H26 TAVSU RNP APCH | 005 | IF | TAVSU | IAF | - | | | | A2200+ | K240- |
| | 010 | TF | ITSUG | IF | - | 167° | 175.2°T | 5.0 | A2200+ | |
| | 020 | TF | XEVUR | FAF | - | 257° | 265.2°T | 4.4 | A2000+ | |
| | 030 | TF | RW26 | MAPt | Y | 257° | 265.0°T | 5.7 | | |
| | 040 | TF | PIGES | MAHF | Y | 257° | 264.9°T | 11.5 | A2200 | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| ITSUG | 264.9°T | 257° | Right | K230- | A2200 | 1 MIN | - |
| PIGES | 084.8°T | 076° | Right | K230- | A2200 | 1 MIN | - |

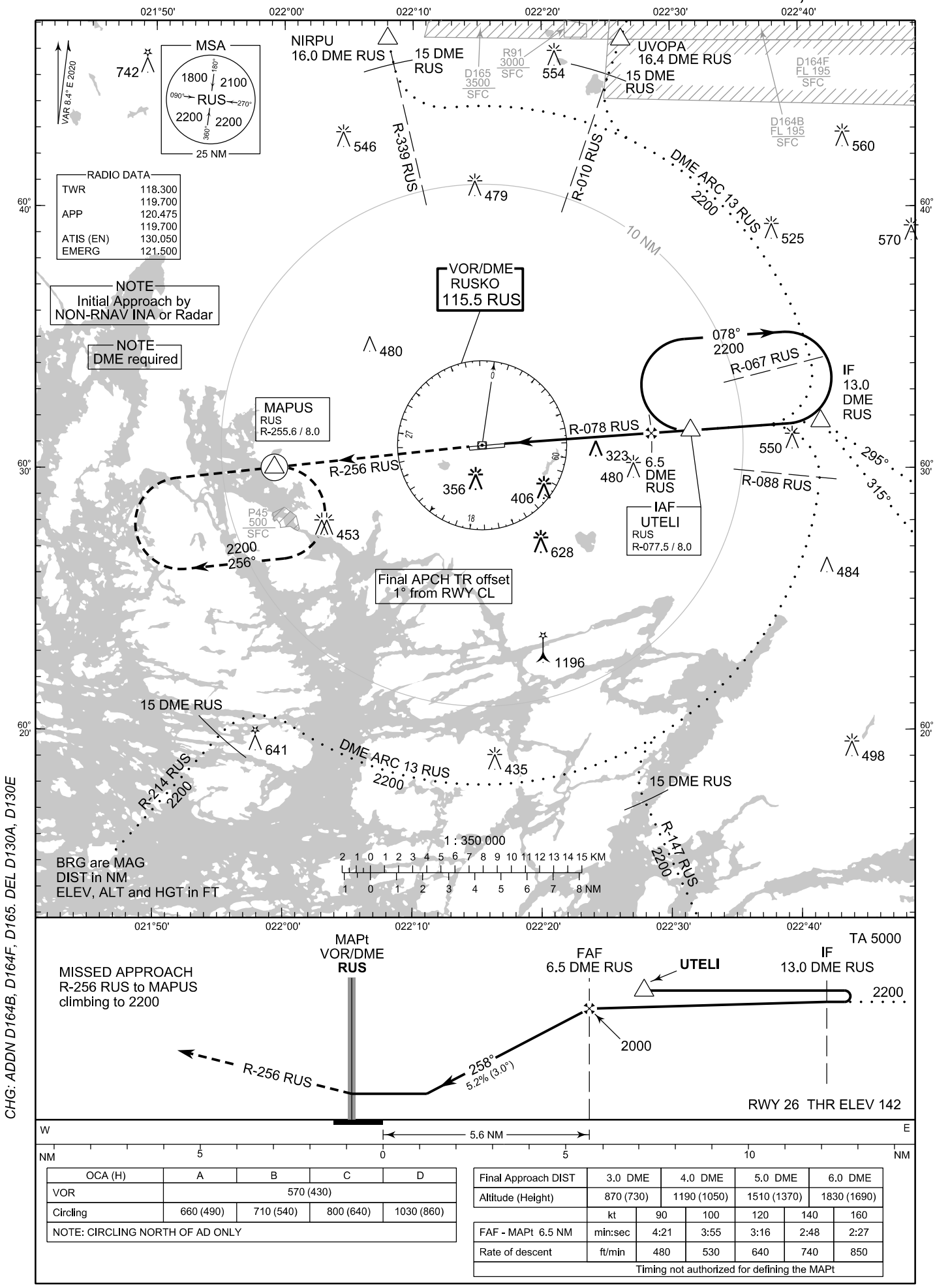
| WPT COORD |
|---|
| SEE PAGE EFTU AD 2.15 - 1 |

| FINAL APPROACH PARAMETERS | | | |
|---|---|---|---|
| LNAV Gradient | Baro-VNAV | | TCH |
| | VPA | MNM T | |
| 5.24 % (3.00°) | 3.00° | -20°C | 49 FT |

| SBAS DATA | |
|---|---|
| Approach ID | E26A |
| Service Provider | EGNOS |
| CRC remainder | 79 4A 13 63 |
| Channel number | 88942 |
| Data Block | SEE EFTU AD 2.15 - 3 |


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# TURKU, FINLAND




| OCA (H) | A | B | C | D |
|---|---|---|---|---|
| VOR | 570 (430) | | | |
| Circling | 660 (490) | 710 (540) | 800 (640) | 1030 (860) |
| NOTE: CIRCLING NORTH OF AD ONLY | | | | |

| Final Approach DIST | 3.0 DME | 4.0 DME | 5.0 DME | 6.0 DME |
|---|---|---|---|---|
| Altitude (Height) | 870 (730) | 1190 (1050) | 1510 (1370) | 1830 (1690) |

| | kt | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| FAF - MAPt 6.5 NM | min:sec | 4:21 | 3:55 | 3:16 | 2:48 | 2:27 |
| Rate of descent | ft/min | 480 | 530 | 640 | 740 | 850 |
| Timing not authorized for defining the MAPt | | | | | | |

CHG: ADDN D164B, D164F, D165. DEL D130A, D130E



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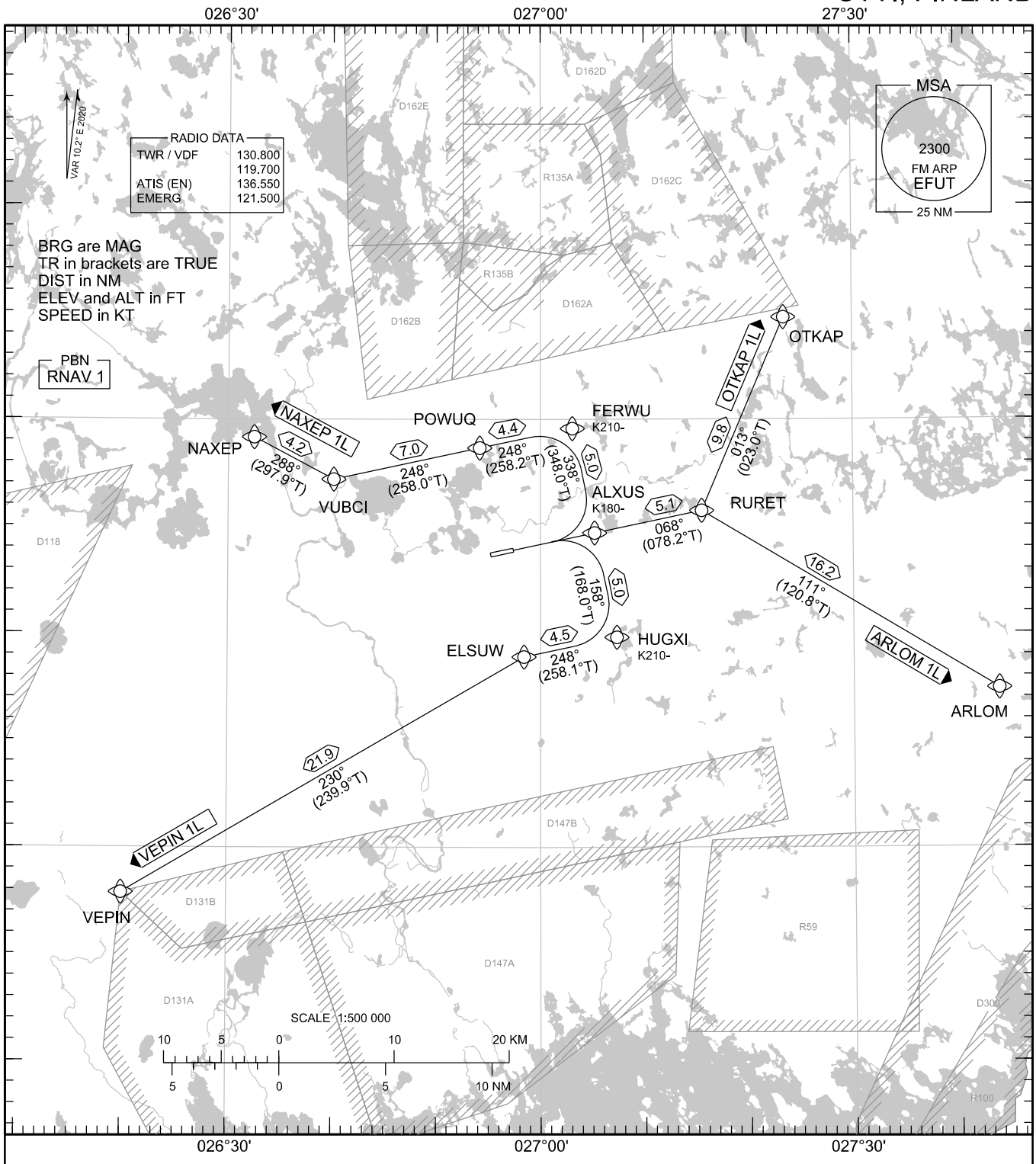
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TRANSITION ALT
5000



# UTTI, FINLAND




## RNAV SID RWY 07

ARLOM 1L NAXEP 1L OTKAP 1L VEPIN 1L

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART |
| SQUAWK: | WHEN LINING UP SQUAWK THE ASSIGNED CODE |
| INITIAL CLIMB: | MNM TURNING ALTITUDE ACCORDING TO RTE CODING.<br>CLOSE-IN OBSTACLES EXIST, SEE EFUT AD 2.10 - 5 |
| NOISE ABATEMENT: | AFTER TAKE-OFF CLIMB AS RAPIDLY AS PRACTICABLE TO AT LEAST 2000 FT ABOVE AD ELEV<br>PUBLISHED SID ROUTES ARE ALSO MINIMUM NOISE ROUTINGS |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

*CHG: ADDN D162A, D162B, D162C, D162D, D162E, R135A, R135B. DEL D112A, D112B, R112A, R112B*



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| EFUT RNAV SID RWY 07 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT ID | WPT Flyover | MAG | GEO TR | DIST NM | Turn Direction | Constraints LVL | Constraints Speed |
| ARLOM 1L RNAV 1 | 010 | CA | - | - | 068° | 078.2°T | - | | A740+ | |
| | 020 | DF | ALXUS | - | - | - | - | | | K180- |
| | 030 | TF | RURET | - | 068° | 078.2°T | 5.1 | R | | |
| | 040 | TF | ARLOM | - | 111° | 120.8°T | 16.2 | | | |
| NAXEP 1L RNAV 1 | 010 | CA | - | - | 068° | 078.2°T | - | | A740+ | |
| | 020 | DF | ALXUS | - | - | - | - | | | K180- |
| | 030 | TF | FERWU | - | 338° | 348.0°T | 5.0 | L | | K210- |
| | 040 | TF | POWUQ | - | 248° | 258.2°T | 4.4 | | | |
| | 050 | TF | VUBCI | - | 248° | 258.0°T | 7.0 | R | | |
| | 060 | TF | NAXEP | - | 288° | 297.9°T | 4.2 | | | |
| OTKAP 1L RNAV 1 | 010 | CA | - | - | 068° | 078.2°T | - | | A740+ | |
| | 020 | DF | ALXUS | - | - | - | - | | | K180- |
| | 030 | TF | RURET | - | 068° | 078.2°T | 5.1 | L | | |
| | 040 | TF | OTKAP | - | 013° | 023.0°T | 9.8 | | | |
| VEPIN 1L RNAV 1 | 010 | CA | - | - | 068° | 078.2°T | - | | A740+ | |
| | 020 | DF | ALXUS | - | - | - | - | | | K180- |
| | 030 | TF | HUGXI | - | 158° | 168.0°T | 5.0 | R | | K210- |
| | 040 | TF | ELSUW | - | 248° | 258.1°T | 4.5 | | | |
| | 050 | TF | VEPIN | - | 230° | 239.9°T | 21.9 | | | |

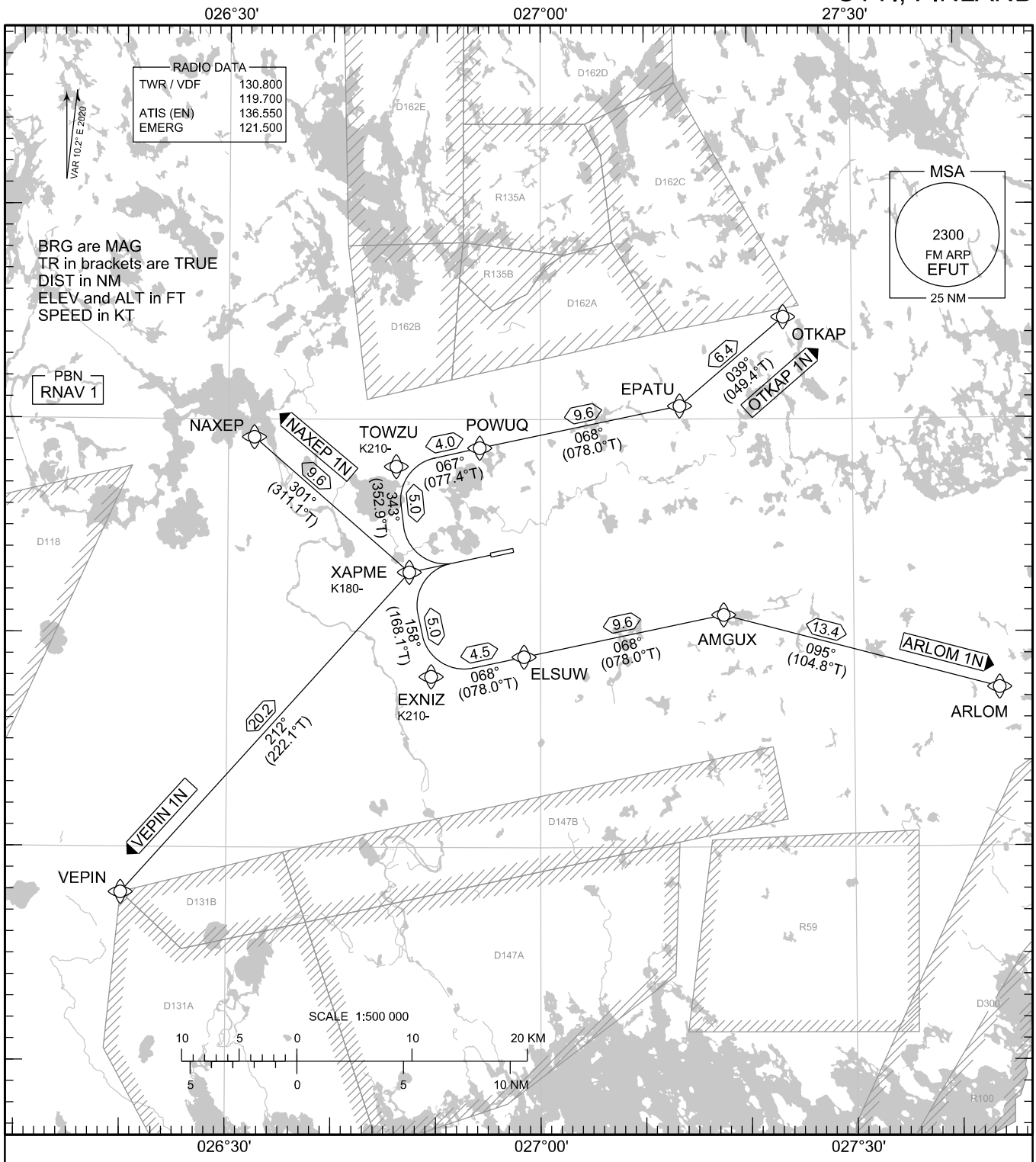
| WPT COORD |
|---|
| SEE PAGE EFUT AD 2.15 - 1 |


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# UTTI, FINLAND




## RNAV SID RWY 25

ARLOM 1N NAXEP 1N OTKAP 1N VEPIN 1N

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART |
| SQUAWK: | WHEN LINING UP SQUAWK THE ASSIGNED CODE |
| INITIAL CLIMB: | MNM TURNING ALTITUDE ACCORDING TO RTE CODING.<br>CLOSE-IN OBSTACLES EXIST, SEE EFUT AD 2.10 - 5 |
| NOISE ABATEMENT: | AFTER TAKE-OFF CLIMB AS RAPIDLY AS PRACTICABLE TO AT LEAST 2000 FT ABOVE AD ELEV<br>PUBLISHED SID ROUTES ARE ALSO MINIMUM NOISE ROUTINGS |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

*CHG: ADDN D162A, D162B, D162C, D162D, D162E, R135A, R135B. DEL D112A, D112B, R112A, R112B*



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| EFUT RNAV SID RWY 25 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT ID | WPT Flyover | MAG | GEO TR | DIST NM | Turn Direction | Constraints LVL | Constraints Speed |
| ARLOM 1N RNAV 1 | 010 | CA | - | - | 248° | 258.2°T | - | | A730+ | |
| | 020 | DF | XAPME | - | - | - | - | | | K180- |
| | 030 | TF | EXNIZ | - | 158° | 168.1°T | 5.0 | L | | K210- |
| | 040 | TF | ELSUW | - | 068° | 078.0°T | 4.5 | | | |
| | 050 | TF | AMGUX | - | 068° | 078.0°T | 9.6 | | | |
| | 060 | TF | ARLOM | - | 095° | 104.8°T | 13.4 | | | |
| NAXEP 1N RNAV 1 | 010 | CA | - | - | 248° | 258.2°T | - | | A730+ | |
| | 020 | DF | XAPME | - | - | - | - | | | K180- |
| | 030 | TF | NAXEP | - | 301° | 311.1°T | 9.6 | | | |
| OTKAP 1N RNAV 1 | 010 | CA | - | - | 248° | 258.2°T | - | | A730+ | |
| | 020 | DF | XAPME | - | - | - | - | | | K180- |
| | 030 | TF | TOWZU | - | 343° | 352.9°T | 5.0 | R | | K210- |
| | 040 | TF | POWUQ | - | 067° | 077.4°T | 4.0 | | | |
| | 050 | TF | EPATU | - | 068° | 078.0°T | 9.6 | L | | |
| | 060 | TF | OTKAP | - | 039° | 049.4°T | 6.4 | | | |
| VEPIN 1N RNAV 1 | 010 | CA | - | - | 248° | 258.2°T | - | | A730+ | |
| | 020 | DF | XAPME | - | - | - | - | | | K180- |
| | 030 | TF | VEPIN | - | 212° | 222.1°T | 20.2 | | | |

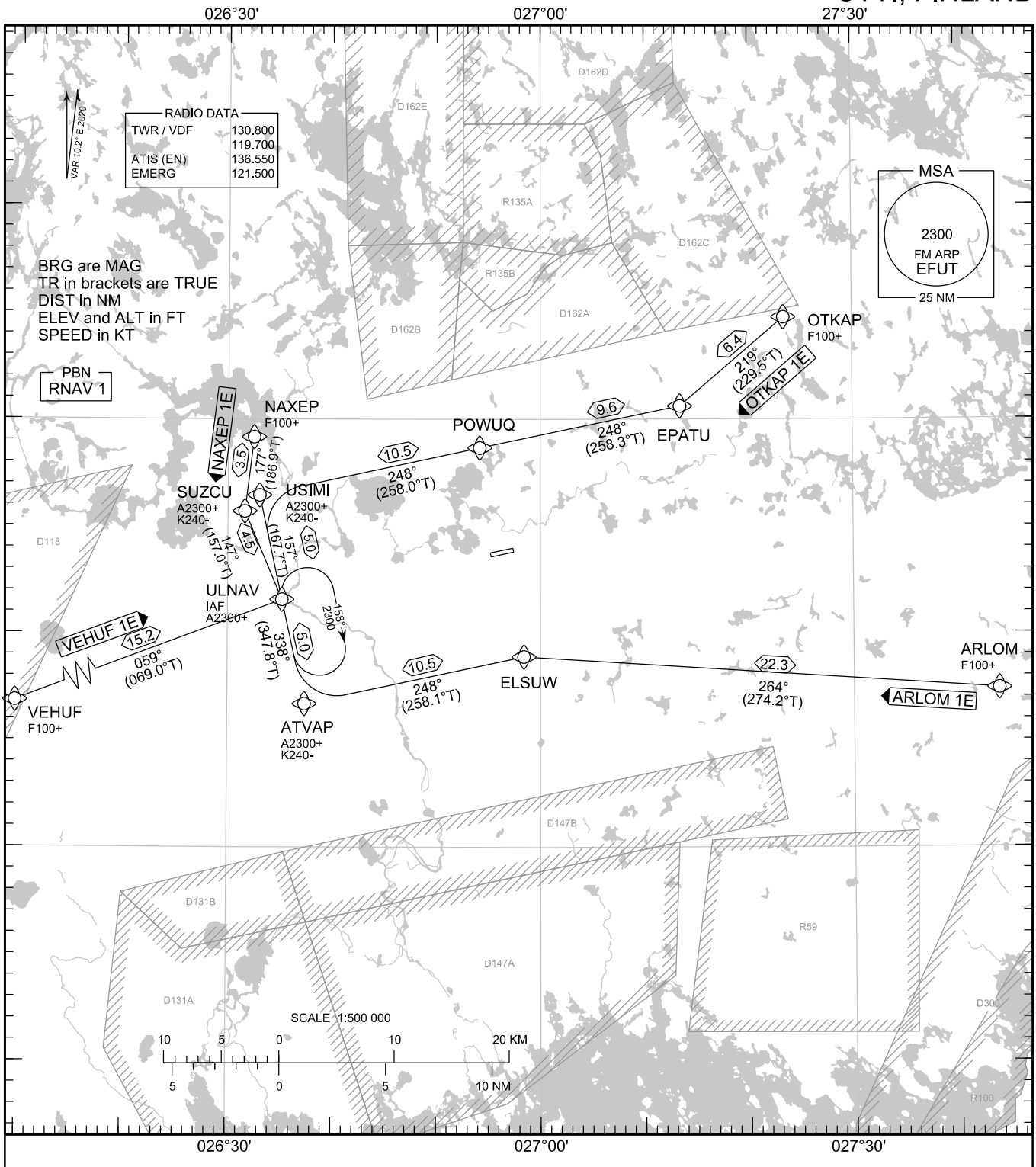
| WPT COORD |
|---|
| SEE PAGE EFUT AD 2.15 - 1 |


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# UTTI, FINLAND




## RNAV STAR RWY 07

ARLOM 1E NAXEP 1E OTKAP 1E VEHUF 1E

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART<br>ATC WILL GIVE DESCENT CLEARANCES |
| WPT CONSTRAINTS: | ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC |
| CD OPS: | BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR |
| NOISE ABATEMENT: | AVOID OVERFLYING THE CITY OF KOUVOLA BELOW 2000 |
| RCF: | SELECT TRANSPONDER CODE 7600 |
| | RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED: FOLLOW THE STAR TO THE RESPECTIVE RWY AND EXECUTE IAP AND LAND |
| | DURING RADAR VECTORING BEFORE IAF: IN ACCORDANCE WITH THE RULES OF THE AIR |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

*CHG: ADDN D162A, D162B, D162C, D162D, D162E, R135A, R135B. DEL D112A, D112B, R112A, R112B*



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| EFUT RNAV STAR RWY 07 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| ARLOM 1E RNAV 1 | 010 | IF | ARLOM | - | - | - | - | F100+ | | |
| | 020 | TF | ELSUW | - | 264° | 274.2°T | 22.3 | | | |
| | 030 | TF | ATVAP | - | 248° | 258.1°T | 10.5 | A2300+ | | K240- |
| | 040 | TF | ULNAV | - | 338° | 347.8°T | 5.0 | A2300+ | | |
| NAXEP 1E RNAV 1 | 010 | IF | NAXEP | - | - | - | - | F100+ | | |
| | 020 | TF | SUZCU | - | 177° | 186.9°T | 3.5 | A2300+ | | K240- |
| | 030 | TF | ULNAV | - | 147° | 157.0°T | 4.5 | A2300+ | | |
| OTKAP 1E RNAV 1 | 010 | IF | OTKAP | - | - | - | - | F100+ | | |
| | 020 | TF | EPATU | - | 219° | 229.5°T | 6.4 | | | |
| | 030 | TF | POWUQ | - | 248° | 258.3°T | 9.6 | | | |
| | 040 | TF | USIMI | - | 248° | 258.0°T | 10.5 | A2300+ | | K240- |
| | 050 | TF | ULNAV | - | 157° | 167.7°T | 5.0 | A2300+ | | |
| VEHUF 1E RNAV 1 | 010 | IF | VEHUF | - | - | - | - | F100+ | | |
| | 020 | TF | ULNAV | - | 059° | 069.0°T | 15.2 | A2300+ | | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| ULNAV | 347.8°T | 338° | Right | K230- | A2300 | 1 MIN | - |

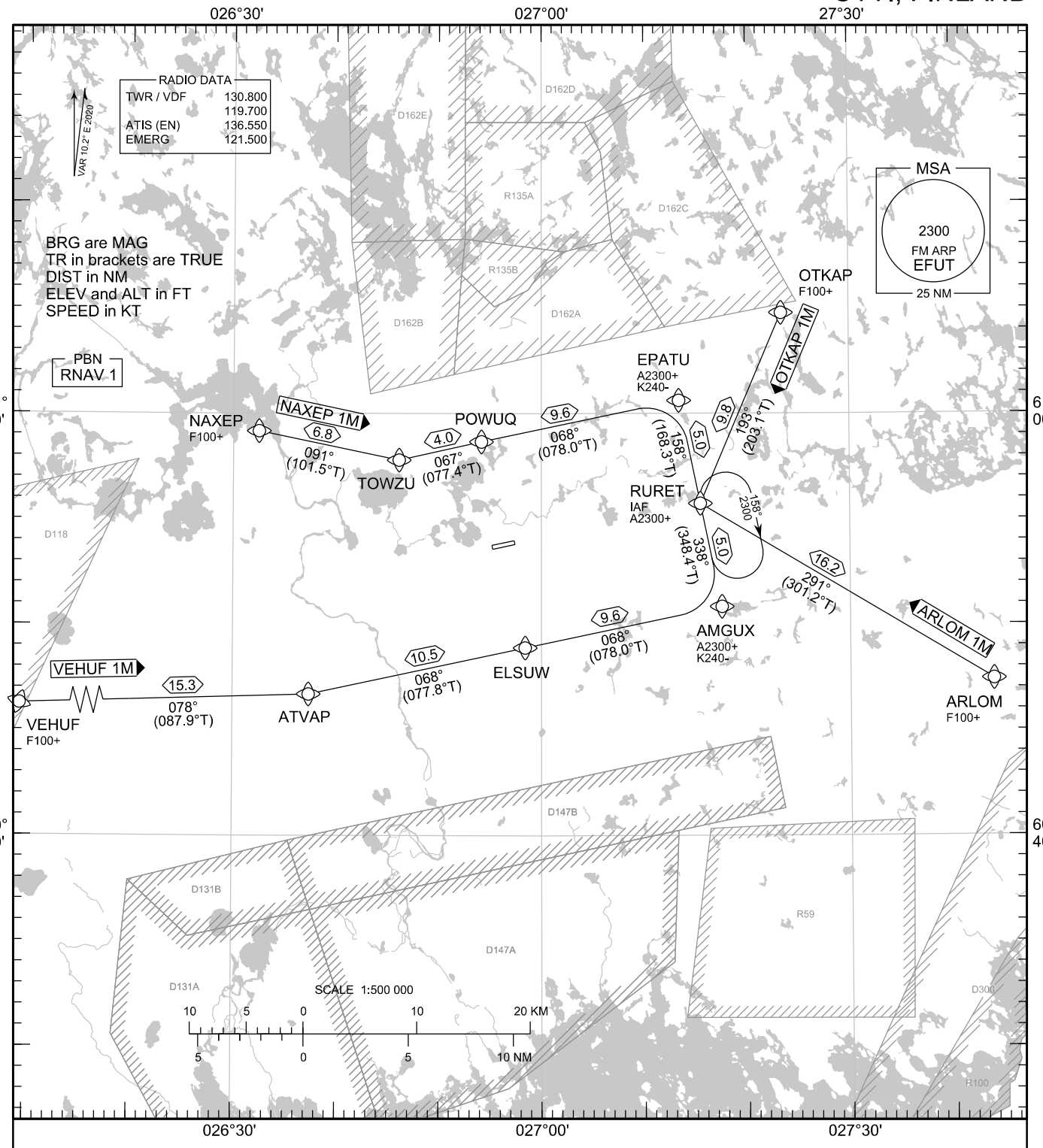
| WPT COORD |
|---|
| SEE PAGE EFUT AD 2.15 - 1 |


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# UTTI, FINLAND




## RNAV STAR RWY 25

ARLOM 1M NAXEP 1M OTKAP 1M VEHUF 1M

| | |
|---|---|
| DME/DME OPS: | NOT SUPPORTED |
| ROUTES: | RNAV PROC CODING ON THE VERSO OF THE CHART<br>ATC WILL GIVE DESCENT CLEARANCES |
| WPT CONSTRAINTS: | ALT / FL / SPEED CONSTRAINTS MUST ALWAYS BE FOLLOWED AS PUBLISHED UNLESS EXPLICITLY CANCELLED BY ATC |
| CD OPS: | BY ATC CLR IF TFC PERMITS. PLAN CD PATH ACCORDING TO STAR |
| NOISE ABATEMENT: | AVOID OVERFLYING THE CITY OF KOUVOLA BELOW 2000 |
| RCF: | SELECT TRANSPONDER CODE 7600 |
| | RNAV STAR HAS BEEN GIVEN AND ACKNOWLEDGED: FOLLOW THE STAR TO THE RESPECTIVE RWY AND EXECUTE IAP AND LAND |
| | DURING RADAR VECTORING BEFORE IAF: IN ACCORDANCE WITH THE RULES OF THE AIR |
| AREA MNM ALT: | SEE AMA INDEX, AIP ENR 6.1 - 3 |

CHG: ADDN D162A, D162B, D162C, D162D, D162E, R135A, R135B. DEL D112A, D112B, R112A, R112B



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| EFUT RNAV STAR RWY 25 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RTE / NAV SPEC | SEQ NR | P/T | WPT | | MAG | GEO TR | DIST NM | Constraints | | |
| | | | ID | Flyover | | | | LVL | LVL | Speed |
| ARLOM 1M | 010 | IF | ARLOM | - | - | - | - | F100+ | | |
| RNAV 1 | 020 | TF | RURET | - | 291° | 301.2°T | 16.2 | A2300+ | | |
| NAXEP 1M | 010 | IF | NAXEP | - | - | - | - | F100+ | | |
| RNAV 1 | 020 | TF | TOWZU | - | 091° | 101.5°T | 6.8 | | | |
| | 030 | TF | POWUQ | - | 067° | 077.4°T | 4.0 | | | |
| | 040 | TF | EPATU | - | 068° | 078.0°T | 9.6 | A2300+ | | K240- |
| | 050 | TF | RURET | - | 158° | 168.3°T | 5.0 | A2300+ | | |
| OTKAP 1M | 010 | IF | OTKAP | - | - | - | - | F100+ | | |
| RNAV 1 | 020 | TF | RURET | - | 193° | 203.1°T | 9.8 | A2300+ | | |
| VEHUF 1M | 010 | IF | VEHUF | - | - | - | - | F100+ | | |
| RNAV 1 | 020 | TF | ATVAP | - | 078° | 087.9°T | 15.3 | | | |
| | 030 | TF | ELSUW | - | 068° | 077.8°T | 10.5 | | | |
| | 040 | TF | AMGUX | - | 068° | 078.0°T | 9.6 | A2300+ | | K240- |
| | 050 | TF | RURET | - | 338° | 348.4°T | 5.0 | A2300+ | | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| RURET | 348.4°T | 338° | Right | K230- | A2300 | 1 MIN | - |

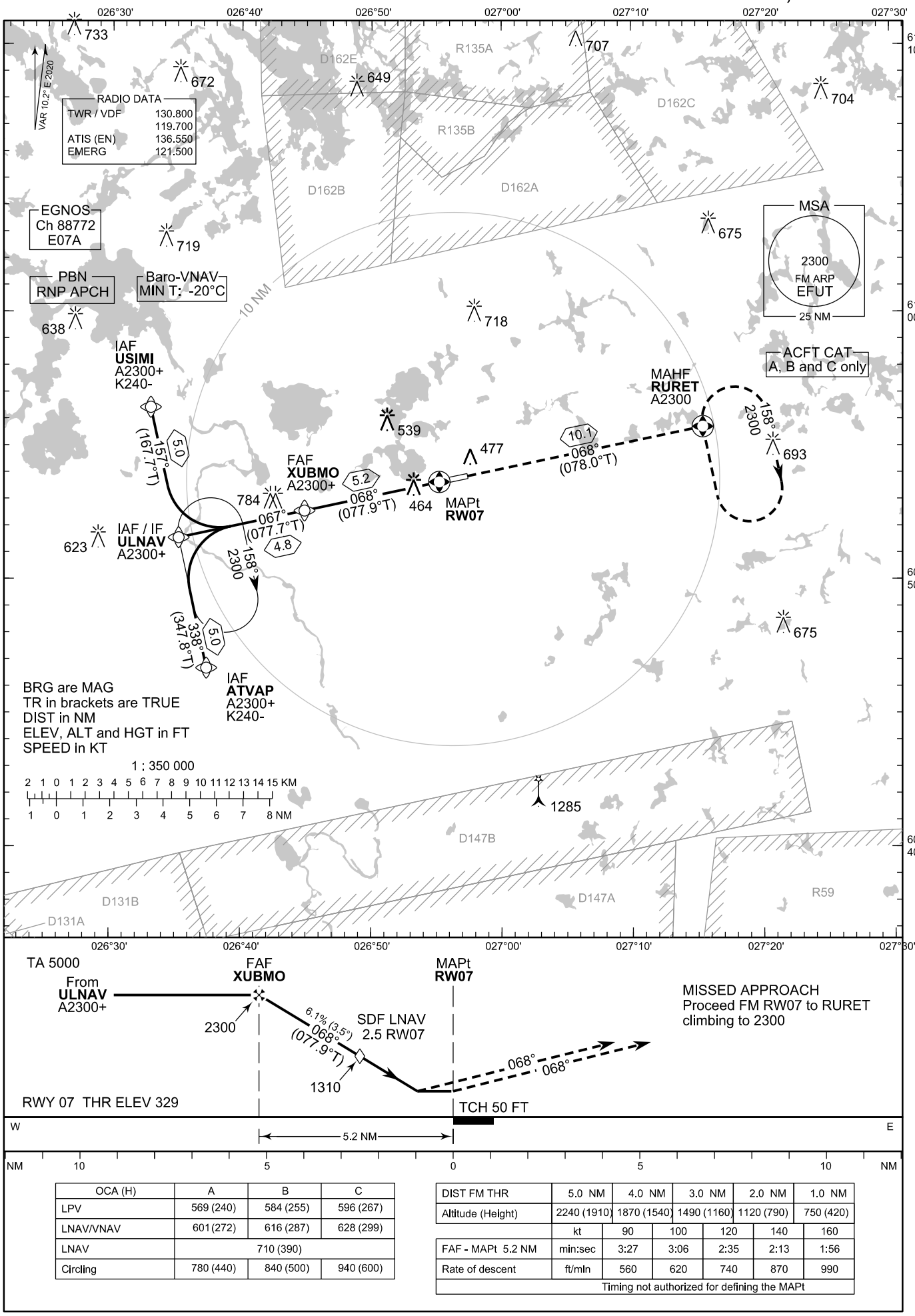
| WPT COORD |
|---|
| SEE PAGE EFUT AD 2.15 - 1 |


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ELEV 340 FT
HEIGHTS RELATED TO
THR RWY 07 ELEV 329 FT

RNP RWY 07
UTTI AERODROME

# UTTI, FINLAND







| OCA (H) | A | B | C |
|---|---|---|---|
| LPV | 569 (240) | 584 (255) | 596 (267) |
| LNAV/VNAV | 601 (272) | 616 (287) | 628 (299) |
| LNAV | 710 (390) | | |
| Circling | 780 (440) | 840 (500) | 940 (600) |

| DIST FM THR | 5.0 NM | 4.0 NM | 3.0 NM | 2.0 NM | 1.0 NM |
|---|---|---|---|---|---|
| Altitude (Height) | 2240 (1910) | 1870 (1540) | 1490 (1160) | 1120 (790) | 750 (420) |
| | kt | 90 | 100 | 120 | 140 | 160 |
| FAF - MAPt 5.2 NM | min:sec | 3:27 | 3:06 | 2:35 | 2:13 | 1:56 |
| Rate of descent | ft/min | 560 | 620 | 740 | 870 | 990 |
| Timing not authorized for defining the MAPt | | | | | | |

CHG: ADDN D162A, D162B, D162C, D162E, R135A, R135B. DEL D112A, D112B, R112A, R112B



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| EFUT RNP RWY 07 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID<br>NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H07<br>USIMI<br>RNP APCH | 005 | IF | USIMI | IAF | - | | | | A2300+ | K240- |
| | 010 | TF | ULNAV | IF | - | 157° | 167.7°T | 5.0 | A2300+ | |
| | 020 | TF | XUBMO | FAF | - | 067° | 077.7°T | 4.8 | A2300+ | |
| | 030 | TF | RW07 | MAPt | Y | 068° | 077.9°T | 5.2 | | |
| | 040 | TF | RURET | MAHF | Y | 068° | 078.0°T | 10.1 | A2300 | |

| EFUT RNP RWY 07 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID<br>NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H07<br>ULNAV<br>RNP APCH | 010 | IF | ULNAV | IAF/IF | - | | | | A2300+ | |
| | 020 | TF | XUBMO | FAF | - | 067° | 077.7°T | 4.8 | A2300+ | |
| | 030 | TF | RW07 | MAPt | Y | 068° | 077.9°T | 5.2 | | |
| | 040 | TF | RURET | MAHF | Y | 068° | 078.0°T | 10.1 | A2300 | |

| EFUT RNP RWY 07 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID<br>NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H07<br>ATVAP<br>RNP APCH | 005 | IF | ATVAP | IAF | - | | | | A2300+ | K240- |
| | 010 | TF | ULNAV | IF | - | 338° | 347.8°T | 5.0 | A2300+ | |
| | 020 | TF | XUBMO | FAF | - | 067° | 077.7°T | 4.8 | A2300+ | |
| | 030 | TF | RW07 | MAPt | Y | 068° | 077.9°T | 5.2 | | |
| | 040 | TF | RURET | MAHF | Y | 068° | 078.0°T | 10.1 | A2300 | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| ULNAV | 347.8°T | 338° | Right | K230- | A2300 | 1 MIN | - |
| RURET | 348.4°T | 338° | Right | K230- | A2300 | 1 MIN | - |

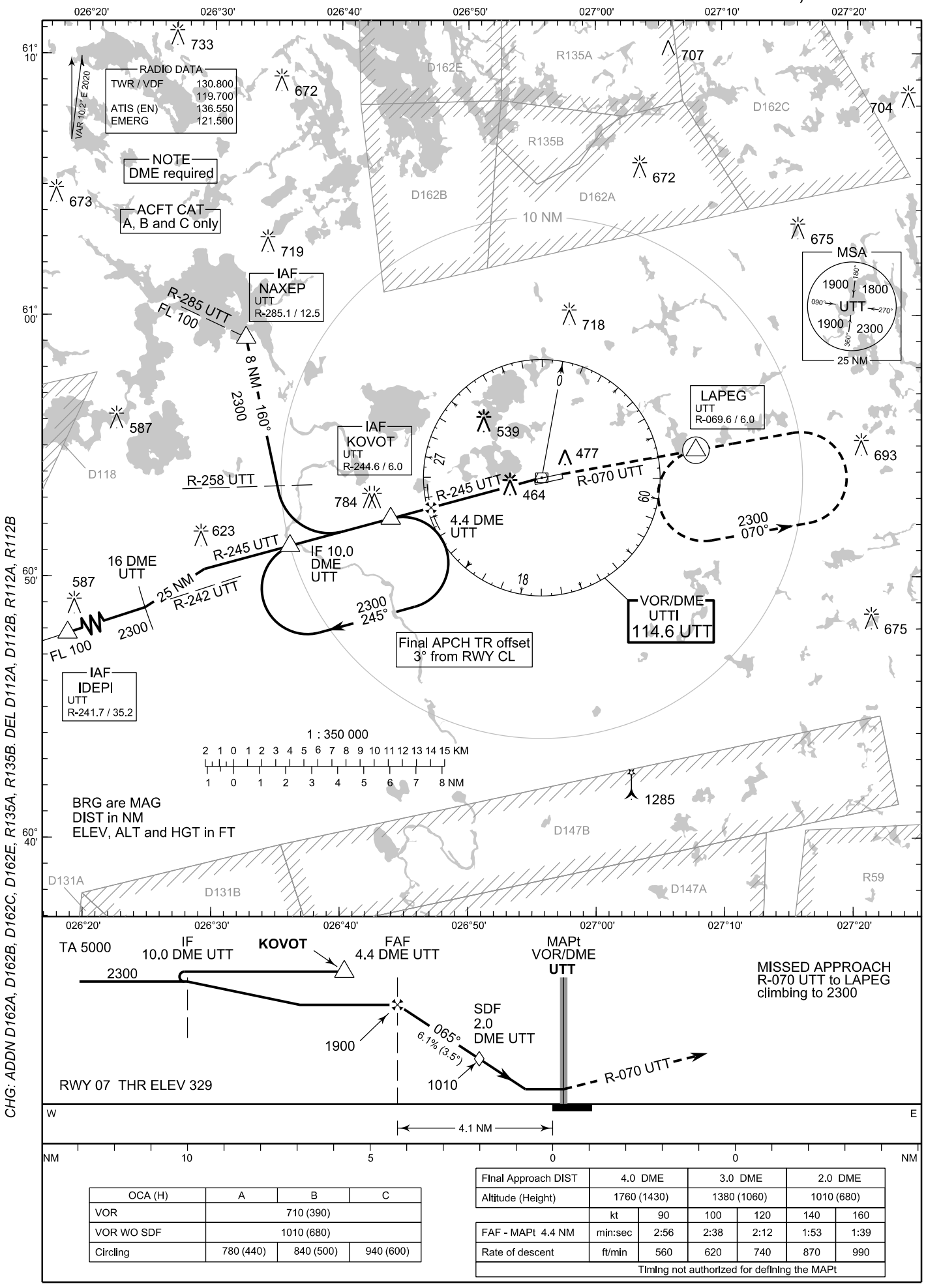
| WPT COORD |
|---|
| SEE PAGE EFUT AD 2.15 - 1 |

| FINAL APPROACH PARAMETERS | | | |
|---|---|---|---|
| LNAV Gradient | Baro-VNAV | | TCH |
| | VPA | MNM T | |
| 6.12 % (3.50°) | 3.50° | -20°C | 50 FT |

| SBAS DATA | |
|---|---|
| Approach ID | E07A |
| Service Provider | EGNOS |
| CRC remainder | DF A5 42 C7 |
| Channel number | 88772 |
| Data Block | SEE EFUT AD 2.15 - 3 |

ELEV 340 FT
HEIGHTS RELATED TO
THR RWY 07 ELEV 329 FT

# VOR RWY 07
UTTI AERODROME
# UTTI, FINLAND







| OCA (H) | A | B | C |
|---|---|---|---|
| VOR | 710 (390) | | |
| VOR WO SDF | 1010 (680) | | |
| Circling | 780 (440) | 840 (500) | 940 (600) |

| Final Approach DIST | 4.0 DME | | 3.0 DME | | 2.0 DME | |
|---|---|---|---|---|---|---|
| Altitude (Height) | 1760 (1430) | | 1380 (1060) | | 1010 (680) | |
| | kt | 90 | 100 | 120 | 140 | 160 |
| FAF - MAPt 4.4 NM | min:sec | 2:56 | 2:38 | 2:12 | 1:53 | 1:39 |
| Rate of descent | ft/min | 560 | 620 | 740 | 870 | 990 |
| Timing not authorized for defining the MAPt | | | | | | |

CHG: ADDN D162A, D162B, D162C, D162E, R135A, R135B. DEL D112A, D112B, R112A, R112B

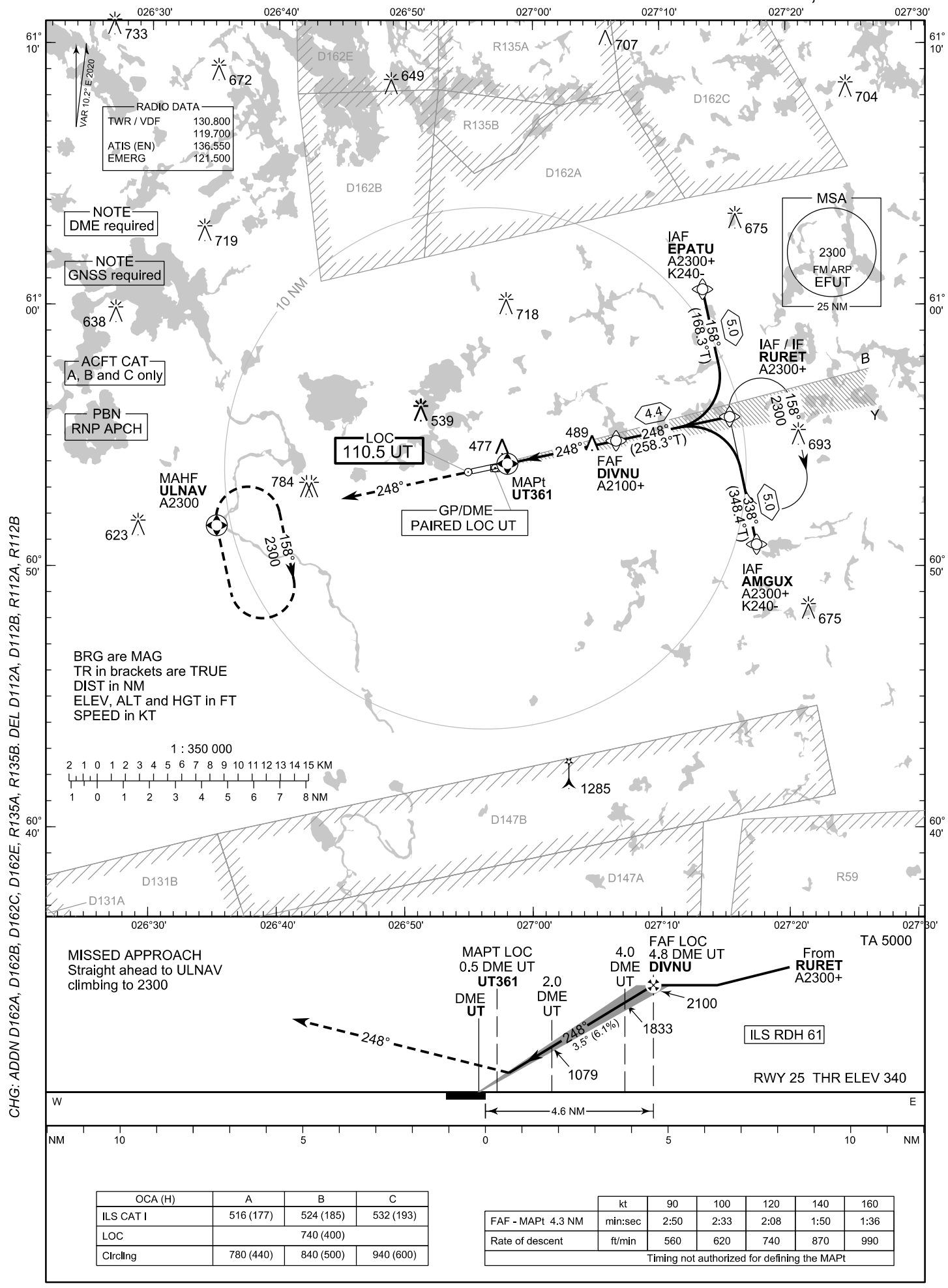

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ELEV 340 FT
HEIGHTS RELATED TO
THR RWY 25 ELEV 340 FT

# ILS Z or LOC Z RWY 25
UTTI AERODROME
# UTTI, FINLAND







| OCA (H) | A | B | C |
|---|---|---|---|
| ILS CAT I | 516 (177) | 524 (185) | 532 (193) |
| LOC | 740 (400) | | |
| Circling | 780 (440) | 840 (500) | 940 (600) |

| | kt | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| FAF - MAPt 4.3 NM | min:sec | 2:50 | 2:33 | 2:08 | 1:50 | 1:36 |
| Rate of descent | ft/min | 560 | 620 | 740 | 870 | 990 |
| Timing not authorized for defining the MAPt | | | | | | |

CHG: ADDN D162A, D162B, D162C, D162E, R135A, R135B. DEL D112A, D112B, R112A, R112B


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| EFUT ILS Z or LOC Z RWY 25 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| I25 AMGUX RNP APCH | 005 | IF | AMGUX | IAF | - | | | | A2300+ | K240- |
| | | | | | | 338° | 348.4°T | 5.0 | | |
| | 010 | TF | RURET | IF | - | | | | A2300+ | |
| | | | | | | 248° | 258.3°T | 4.4 | | |
| | 020 | TF | DIVNU | FAF LOC | - | | | | A2100+ | |
| | | | | | | | | | | |
| | 030 | TF | UT361 | MAPt LOC | Y | | | | | |
| | | | | | | 248° | 258.2°T | - | | |
| | 040 | CA | - | - | - | | | | A1000+ | |
| | | | | | | - | - | - | | |
| | 050 | DF | ULNAV | MAHF | Y | | | | A2300 | |

| EFUT ILS Z or LOC Z RWY 25 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| I25 RURET RNP APCH | 010 | IF | RURET | IAF/IF | - | | | | A2300+ | |
| | | | | | | 248° | 258.3°T | 4.4 | | |
| | 020 | TF | DIVNU | FAF LOC | - | | | | A2100+ | |
| | | | | | | | | | | |
| | 030 | TF | UT361 | MAPt LOC | Y | | | | | |
| | | | | | | 248° | 258.2°T | - | | |
| | 040 | CA | - | - | - | | | | A1000+ | |
| | | | | | | - | - | - | | |
| | 050 | DF | ULNAV | MAHF | Y | | | | A2300 | |

| EFUT ILS Z or LOC Z RWY 25 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| I25 EPATU RNP APCH | 005 | IF | EPATU | IAF | - | | | | A2300+ | K240- |
| | | | | | | 158° | 168.3°T | 5.0 | | |
| | 010 | TF | RURET | IF | - | | | | A2300+ | |
| | | | | | | 248° | 258.3°T | 4.4 | | |
| | 020 | TF | DIVNU | FAF LOC | - | | | | A2100+ | |
| | | | | | | | | | | |
| | 030 | TF | UT361 | MAPt LOC | Y | | | | | |
| | | | | | | 248° | 258.2°T | - | | |
| | 040 | CA | - | - | - | | | | A1000+ | |
| | | | | | | - | - | - | | |
| | 050 | DF | ULNAV | MAHF | Y | | | | A2300 | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| RURET | 348.4°T | 338° | Right | K230- | A2300 | 1 MIN | - |
| ULNAV | 347.8°T | 338° | Right | K230- | A2300 | 1 MIN | - |

| WPT COORD |
|---|
| SEE PAGE EFUT AD 2.15 - 1 |

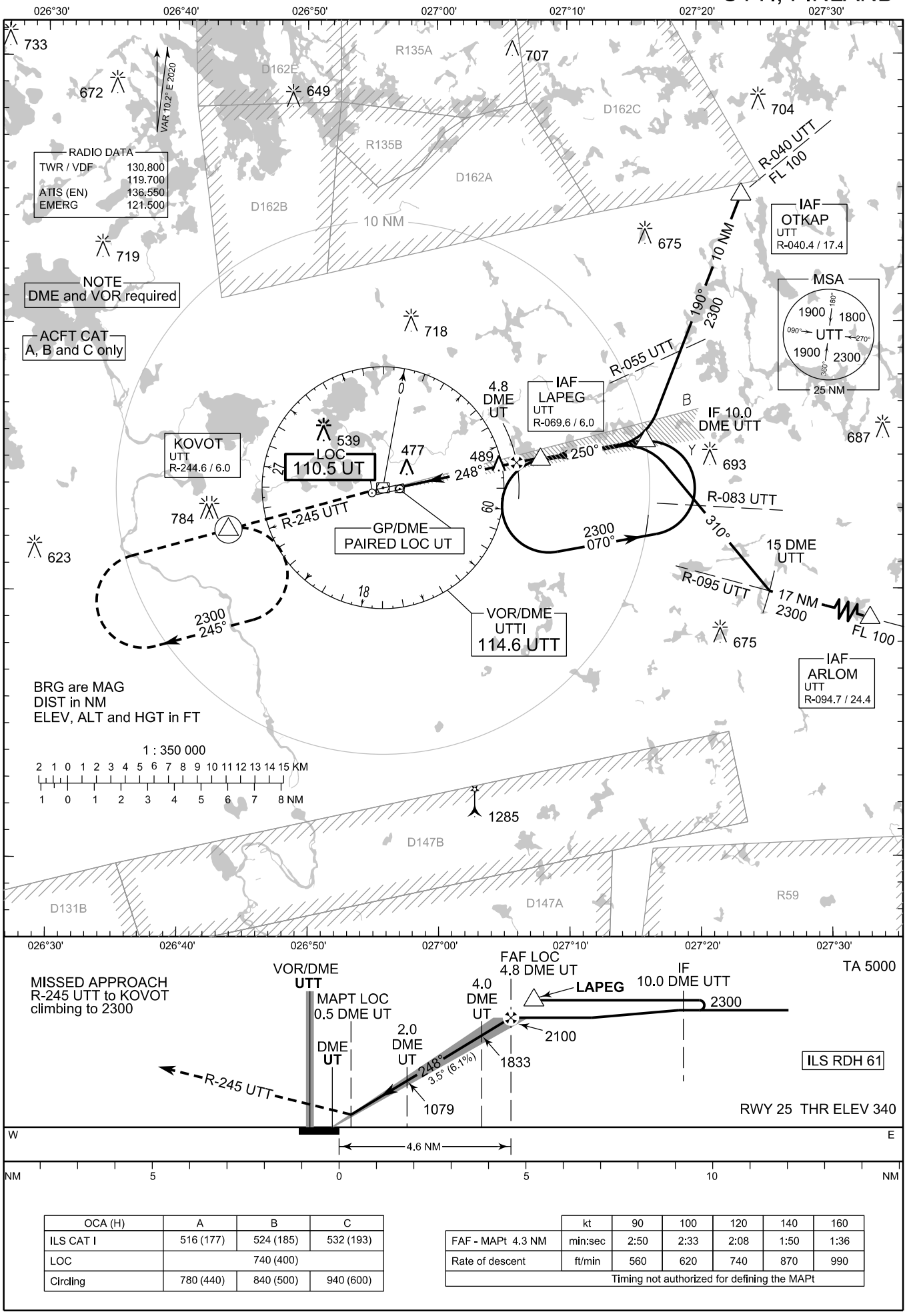
| FINAL APPROACH PARAMETERS | | | |
|---|---|---|---|
| LOC Gradient | ILS | | RDH |
| | CAT | GPA | |
| 6.12 % (3.50°) | I | 3.50° | 61 FT |


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ELEV 340 FT
HEIGHTS RELATED TO
THR RWY 25 ELEV 340 FT

ILS Y or LOC Y RWY 25
UTTI AERODROME

# UTTI, FINLAND







| OCA (H) | A | B | C |
|---|---|---|---|
| ILS CAT I | 516 (177) | 524 (185) | 532 (193) |
| LOC | 740 (400) | | |
| Circling | 780 (440) | 840 (500) | 940 (600) |

| | kt | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| FAF - MAPt 4.3 NM | min:sec | 2:50 | 2:33 | 2:08 | 1:50 | 1:36 |
| Rate of descent | ft/min | 560 | 620 | 740 | 870 | 990 |
| Timing not authorized for defining the MAPt | | | | | | |

CHG: ADDN D162A, D162B, D162C, D162E, R135A, R135B. DEL D112A, D112B, R112A, R112B.

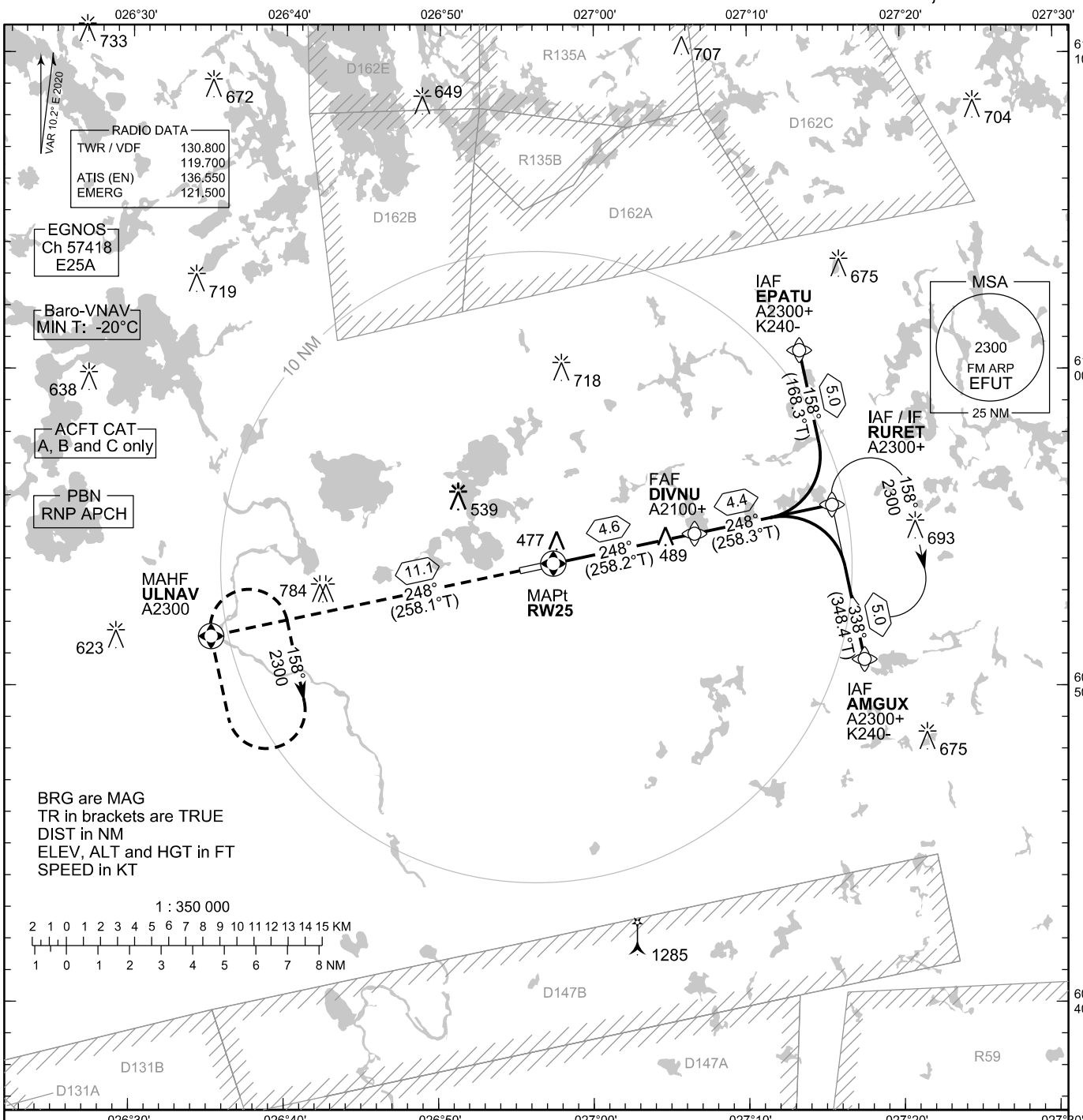


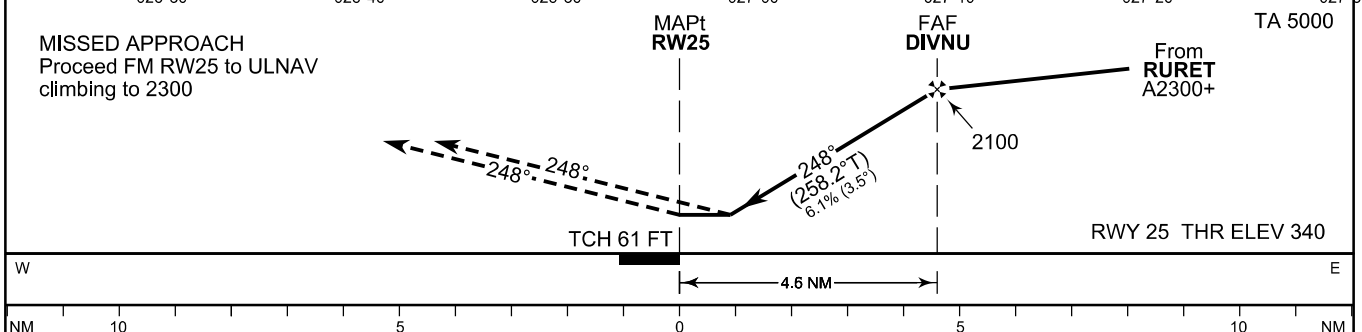
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# UTTI, FINLAND




| OCA (H) | A | B | C |
|---|---|---|---|
| LPV | 620 (281) | 636 (297) | 647 (308) |
| LNAV/VNAV | 621(282) | 636 (297) | 648 (309) |
| LNAV | 740 (400) | | |
| Circling | 780 (440) | 840 (500) | 940 (600) |

| DIST FM THR | 1.0 NM | 2.0 NM | 3.0 NM | 4.0 NM |
|---|---|---|---|---|
| Altitude (Height) | 770 (430) | 1140 (800) | 1520 (1180) | 1890 (1550) |

| | | | | | | |
|---|---|---|---|---|---|---|
| | kt | 90 | 100 | 120 | 140 | 160 |
| FAF - MAPt 4.6 NM | min:sec | 3:03 | 2:45 | 2:17 | 1:58 | 1:43 |
| Rate of descent | ft/min | 560 | 620 | 740 | 870 | 990 |

Timing not authorized for defining the MAPt

CHG: ADDN D162A, D162B, D162C, D162E, R135A, R135B. DEL D112A, D112B, R112A, R112B



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| EFUT RNP RWY 25 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H25 AMGUX RNP APCH | 005 | IF | AMGUX | IAF | - | | | | A2300+ | K240- |
| | 010 | TF | RURET | IF | - | 338° | 348.4°T | 5.0 | A2300+ | |
| | 020 | TF | DIVNU | FAF | - | 248° | 258.3°T | 4.4 | A2100+ | |
| | 030 | TF | RW25 | MAPt | Y | 248° | 258.2°T | 4.6 | | |
| | 040 | TF | ULNAV | MAHF | Y | 248° | 258.1°T | 11.1 | A2300 | |

| EFUT RNP RWY 25 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H25 RURET RNP APCH | 010 | IF | RURET | IAF/IF | - | | | | A2300+ | |
| | 020 | TF | DIVNU | FAF | - | 248° | 258.3°T | 4.4 | A2100+ | |
| | 030 | TF | RW25 | MAPt | Y | 248° | 258.2°T | 4.6 | | |
| | 040 | TF | ULNAV | MAHF | Y | 248° | 258.1°T | 11.1 | A2300 | |

| EFUT RNP RWY 25 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H25 EPATU RNP APCH | 005 | IF | EPATU | IAF | - | | | | A2300+ | K240- |
| | 010 | TF | RURET | IF | - | 158° | 168.3°T | 5.0 | A2300+ | |
| | 020 | TF | DIVNU | FAF | - | 248° | 258.3°T | 4.4 | A2100+ | |
| | 030 | TF | RW25 | MAPt | Y | 248° | 258.2°T | 4.6 | | |
| | 040 | TF | ULNAV | MAHF | Y | 248° | 258.1°T | 11.1 | A2300 | |

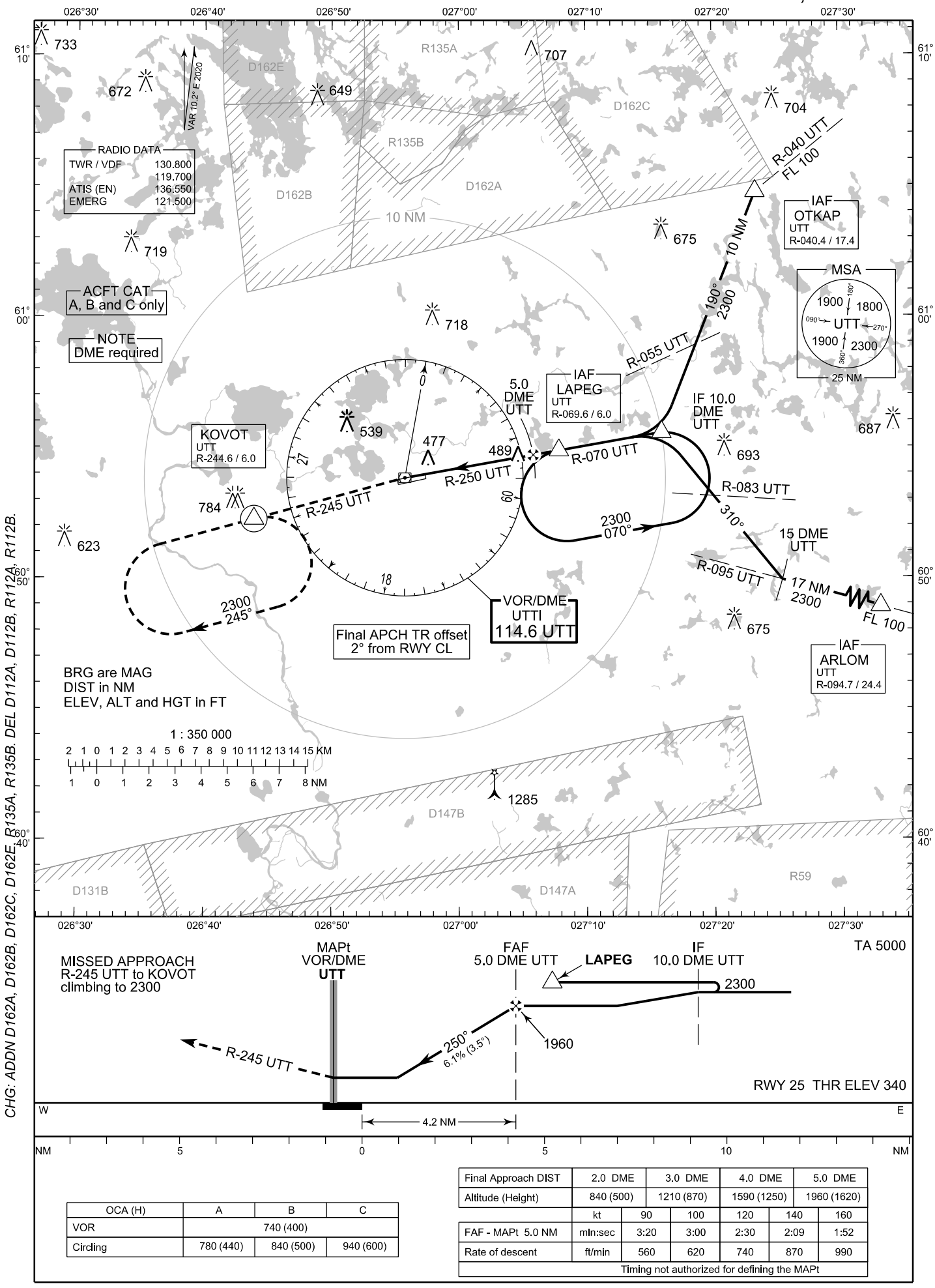
| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| RURET | 348.4°T | 338° | Right | K230- | A2300 | 1 MIN | - |
| ULNAV | 347.8°T | 338° | Right | K230- | A2300 | 1 MIN | - |

| WPT COORD |
|---|
| SEE PAGE EFUT AD 2.15 - 1 |

| FINAL APPROACH PARAMETERS | | | |
|---|---|---|---|
| LNAV Gradient | Baro-VNAV | | TCH |
| | VPA | MNM T | |
| 6.12 % (3.50°) | 3.50° | -20°C | 61 FT |

| SBAS DATA | |
|---|---|
| Approach ID | E25A |
| Service Provider | EGNOS |
| CRC remainder | 57 C0 86 A0 |
| Channel number | 57418 |
| Data Block | SEE EFUT AD 2.15 - 3 |

# UTTI, FINLAND







| OCA (H) | A | B | C |
|---|---|---|---|
| VOR | 740 (400) | | |
| Circling | 780 (440) | 840 (500) | 940 (600) |

| Final Approach DIST | 2.0 DME | 3.0 DME | 4.0 DME | 5.0 DME |
|---|---|---|---|---|
| Altitude (Height) | 840 (500) | 1210 (870) | 1590 (1250) | 1960 (1620) |

| | kt | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| FAF - MAPt 5.0 NM | min:sec | 3:20 | 3:00 | 2:30 | 2:09 | 1:52 |
| Rate of descent | ft/min | 560 | 620 | 740 | 870 | 990 |

Timing not authorized for defining the MAPt

*CHG: ADDN D162A, D162B, D162C, D162E, R135A, R135B. DEL D112A, D112B, R112A, R112B.*



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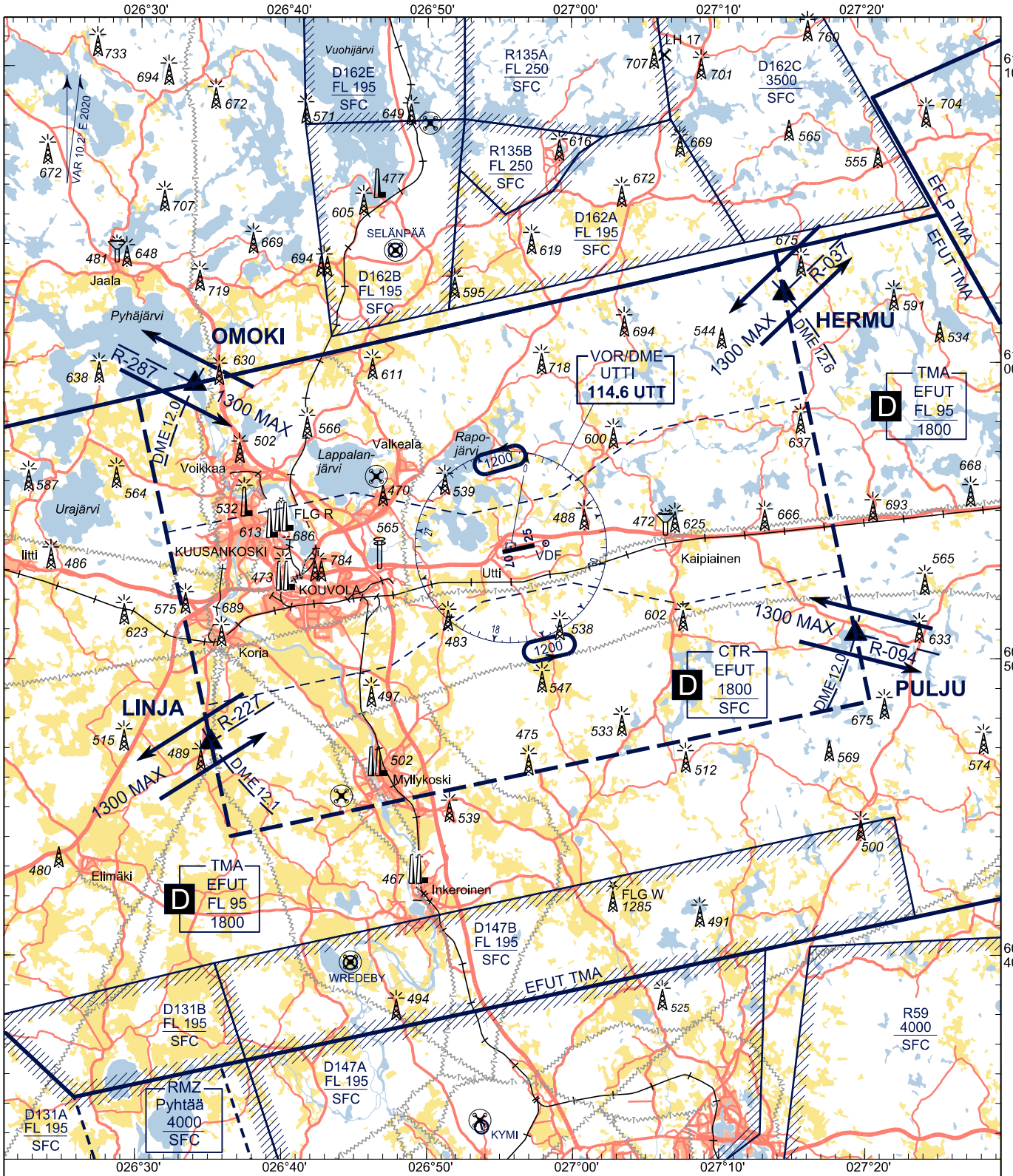
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VISUAL
APPROACH CHART - ICAO

ELEV 340 FT

# UTTI, FINLAND




1 : 350 000

2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 KM
1 0 1 2 3 4 5 6 7 8 NM

All RDL and DME FM VOR/DME UTT
BRG are MAG
DIST in NM
ALT and ELEV in FT

CHG: D areas, R areas, ADDN Pyhtää RMZ

| RADIO DATA | |
|---|---|
| TWR / VDF | 130.800 |
| | 119.700 |
| ATIS (EN) | 136.550 |
| EMERG | 121.500 |

| VASIS | |
|---|---|
| RWY | PAPI MEHT |
| 07 | Left / 3.5° 59 |
| 25 | Left / 3.5° 69 |

| Airspace | Hours of applicability | Airspace class | RMK |
|---|---|---|---|
| EFUT CTR | HO | D | RMZ H24 |
| EFUT TMA | HO | D | RMZ H24 |



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THIS INDEX PROVIDES VERTICAL LIMITS FOR PERMANENT PRD AREAS SHOWN ON VARIOUS EFUT AIP CHARTS
FOR OTHER DETAILS, SEE AIP ENR 5.1

| ID | VERTICAL LIMITS | |
|---|---|---|
| | UPPER | LOWER |
| R-AREA | | |
| R59 | 4000 FT MSL | SFC |
| R100 | FL 280 | SFC |
| R135A | FL 250 | SFC |
| R135B | FL 250 | SFC |
| D-AREA | | |
| D118 | FL 195 | SFC |
| D131A | FL 195 | SFC |
| D131B | FL 195 | SFC |
| D147A | FL 195 | SFC |
| D147B | FL 195 | SFC |
| D162A | FL 195 | SFC |
| D162B | FL 195 | SFC |
| D162C | 3500 FT MSL | SFC |
| D162D | FL 195 | SFC |
| D162E | FL 195 | SFC |
| D300 | 1000 FT MSL | SFC |


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# EFNU AD 2.1 LENTOPAIKAN TUNNUS JA NIMI
# EFNU AD 2.1 AERODROME LOCATION INDICATOR AND NAME
# EFNU - NUMMELA

## EFNU AD 2.2 LENTOPAIKAN SIJAINTI JA HALLINTO
## EFNU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | *Mittapisteen (ARP) sijainti*<br>*ARP coordinates and site at AD* | 602002N 0241747E<br>NIL |
| 2 | *Etäisyys ja suunta kaupungista*<br>*Direction and distance from city* | 1 NM (2 KM) W |
| 3 | *ELEV / REF T / MEAN LOW T* | 370 FT / NIL / NIL |
| 4 | *Geoidin korkeus ellipsoidista (GUND AD ELEV PSN)*<br>*Geoid undulation at AD ELEV PSN* | 62 FT |
| 5 | *MAG VAR / Vuosittainen muutos*<br>*MAG VAR / Annual change* | 9.1° E (JAN 2020) / +0.2° |
| 6 | *AD OPR*<br>*Postisoite / Address*<br>*TEL*<br>*FAX*<br>*AFS*<br>*e-mail*<br>*Internet* | Nummelan Lentokenttäyhdistys ry<br>Nummelan lentopaikka Lentokentäntie 5 03100 NUMMELA<br>TEL: +358 50 386 5368<br>e-mail: info@efnu.fi<br>Internet: www.efnu.fi |
| 7 | *Sallitut liikennetyypit (IFR/VFR)*<br>*Types of traffic permitted (IFR/VFR)* | IFR/VFR |
| 8 | *RMK* | Valvomaton lentopaikka, ei ATS-palvelua. PN: https://efnu.fi/briefing/<br>Uncontrolled aerodrome, no ATS services. PN: https://efnu.fi/briefing/ |

## EFNU AD 2.3 TOIMINTA-AJAT
## EFNU AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | *Lentopaikan pitäjä*<br>*Aerodrome operator* | NIL |
| 2 | *CUST, IMG*<br>*Customs and immigration* | NIL |
| 3 | *Terveystarkastus*<br>*Health and sanitation* | NIL |
| 4 | *AIS*<br>*AIS Briefing Office* | NIL |
| 5 | *ARO*<br>*ATS Reporting Office (ARO)* | NIL |
| 6 | *MET*<br>*MET Briefing Office* | NIL |
| 7 | *ATS*<br>*ATS* | NIL |
| 8 | *Polttoaineiden jakelu*<br>*Tankkauspyynnöt*<br>*Fuelling*<br>*Refuelling requests* | HO<br>FUELLING +358 50 386 5368 |
| 9 | *Tavaran käsittely*<br>*Handling* | NIL |
| 10 | *Turvatarkastus* | NIL |

| | | |
|---|---|---|
| | *Security* | |
| 11 | *Jäänpoisto*<br>*De-icing* | NIL |
| 12 | *RMK* | NIL |

## EFNU AD 2.4 ASEMAPALVELUT JA VÄLINEET
## EFNU AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | *Kuormausvälineet*<br>*Cargo-handling facilities* | NIL |
| 2 | *Polttoainelaadut / Öljylaadut*<br>*Fuel types / Oil types* | Fuel: JET A-1 , AVGAS 100LL<br>Oil: NIL |
| 3 | *Polttoainetäydennyslaitteet / kapasiteetti*<br>*Fuelling facilities / capacity* | NIL |
| 4 | *Jäänpoistolaitteet*<br>*De-icing facilities* | NIL |
| 5 | *Suojatilaa vieraileville koneille*<br>*Hangar space for visiting aircraft* | AVBL<br>Cumulus +358 40 099 2242<br>BF +358 40 731 2000 |
| 6 | *Vierailevien koneiden korjausmahdollisuus*<br>*Repair facilities for visiting aircraft* | AVBL<br>FutureSky +358 40 702 9375 |
| 7 | *RMK* | NIL |

## EFNU AD 2.5 MATKUSTAJAPALVELUT
## EFNU AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | *Hotellit*<br>*Hotels* | NIL |
| 2 | *Ravintolat*<br>*Restaurants* | NIL |
| 3 | *Henkilökuljetus*<br>*Transportation* | NIL |
| 4 | *Ensiapuvälineet*<br>*Medical facilities* | NIL |
| 5 | *Pankki ja posti*<br>*Bank and Post Office* | Pankki / Bank: NIL<br>Posti / Post: NIL |
| 6 | *Turistipalvelut*<br>*Tourist Office* | NIL |
| 7 | *RMK* | NIL |

## EFNU AD 2.6 PALO- JA PELASTUSPALVELUT
## EFNU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | *Pelastustoimintaluokka*<br>*AD category for fire fighting* | NIL |
| 2 | *Pelastusvälineet*<br>*Rescue equipment* | NIL |
| 3 | *Vaurioituneen ilma-aluksen siirtomahdollisuus*<br>*Capability for removal of disabled aircraft* | NIL |
| 4 | *RMK* | NIL |

## EFNU AD 2.7 KÄYTTÖKELPOISUUS ERI VUODENAIKOINA - LUMENPOISTO
## EFNU AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | *Käytettävissä olevat välineet* | NIL |


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| | | |
|---|---|---|
| | *Types of clearing equipment* | |
| 2 | *Kunnossapitotöiden järjestys*<br>*Clearance priorities* | NIL |
| 3 | *Liukkaudentorjuntaan käytettävät materiaalit*<br>*Use of material for movement area surface treatment* | NIL |
| 4 | *Erityismenetelmin kunnostettu kiitotie*<br>*Specially prepared winter runways* | NIL |
| 5 | *RMK* | NIL |

## EFNU AD 2.8 ASEMATASOT, RULLAUSTIET JA TARKISTUSPISTEET
## EFNU AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | | | | | |
|---|---|---|---|---|---|---|
| 1 | *Asematasojen pinta ja kantavuus*<br>*Apron surface and strength* | *APN ID* | *SFC* | *PCN* | | |
| | | NIL | NIL | NIL | | |
| 2 | *Rullausteiden leveys, pinta ja kantavuus*<br>*Taxiway width, surface and strength* | *TWY ID* | *WID* | *SFC* | *PCN* | *RMK* |
| | | N | 8 M | ASPH | NIL | NIL |
| | | O | 8 M | ASPH | NIL | NIL |
| 3 | *ACL tarkistuspaikka ja sen korkeus*<br>*Altimeter checkpoint location and elevation* | NIL | | | | |
| 4 | *VOR tarkistuspisteet*<br>*VOR checkpoints* | NIL | | | | |
| 5 | *INS tarkistuspisteet*<br>*INS checkpoints* | NIL | | | | |
| 6 | *RMK* | NIL | | | | |

## EFNU AD 2.9 KENTTÄALUEEN OPASTEET JA MERKINNÄT
## EFNU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | *Ilma-alusten seisontapaikkakyltit, rullausopasteet*<br>*Use of aircraft stand ID signs, TWY guide lines* | NIL |
| 2 | *RWY / TWY merkinnät ja valaistus*<br>*RWY / TWY markings and LGT* | NIL |
| 3 | *Pysäytysvalorivit*<br>*Stop bars* | NIL |
| 4 | *Muut kiitotien suojaustoimenpiteet*<br>*Other runway protection measures* | NIL |
| 5 | *RMK* | NIL |

## EFNU AD 2.10 LENTOPAIKAN ESTEET
## EFNU AD 2.10 AERODROME OBSTACLES

NIL

## EFNU AD 2.11 LENTOSÄÄPALVELU
## EFNU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | *Vastuussa oleva lentosääkeskus*<br>*Associated MET Office* | NIL |
| 2 | *Palveluajat*<br>*Toissijainen lentosääkeskus* | NIL |

| | | |
|---|---|---|
| | *Hours of service*<br>*MET Office outside hours* | |
| 3 | *TAF-ennusteet laativa lentosääkeskus*<br>*Voimassaoloaika*<br>*Julkaisutiheys* | NIL |
| | *Office responsible for TAF preparation*<br>*Period of validity*<br>*Interval of issuance* | |
| 4 | *TREND-ennusteen saatavuus*<br>*Julkaisutiheys* | NIL |
| | *Availability of TREND forecast*<br>*Interval of issuance* | |
| 5 | *Säätuotteiden jakelu ja sääneuvonta* | www.ilmailusaa.fi (self-briefing)<br>TEL +358 600 9 3808 Meteorologi / Forecaster<br>- maksullinen palvelu / charged service |
| | *Briefing and consultation provided* | |
| 6 | *Sääasiakirjat*<br>*Käytettävät kielet* | Asetuksen (EU) 2017/373 edellyttämät sääkartat ja -sanomat<br>Charts and forms according to (EU) 2017/373 requirements<br>EN |
| | *Flight documentation*<br>*Language(s) used* | |
| 7 | *Jakelussa ja sääneuvonnassa käytettävät muut kartat ja tiedot* | Fennoskandian alueelta saatavilla myös muuta havainto- ja ennustetietoa<br>Other observations and forecasts available for Fennoscandian area<br>www.ilmailusaa.fi |
| | *Charts and other information available for briefing and consultation* | |
| 8 | *Täydentävä laitteisto lisätiedon tuottamiseksi* | NIL |
| | *Supplementary equipment available for providing information* | |
| 9 | *Palveltavat ATS-yksiköt* | NIL |
| | *ATS units provided with information* | |
| 10 | *Lisätiedot (rajoitukset yms.)* | NIL |
| | *Additional information (limitations of service etc.)* | |

## EFNU AD 2.12 KIITOTIEN OMINAISTIEDOT

## EFNU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| *RWY ID* | *TRUE BRG* | *DMN RWY M* | *PCN and SFC of RWY and SWY* | *THR COORD*<br>*RWY end COORD*<br>*THR GUND* | *THR ELEV*<br>*TDZ ELEV* |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 04 | 040.69 | 1214 x 20 | ASPH<br>SWY: NIL | DTHR 601937.60N 0241658.71E<br>602006.54N 0241748.92E<br>GUND: NIL | THR: 362.4 FT<br>NIL |
| 22 | 220.70 | 1214 x 20 | ASPH<br>SWY: NIL | 602006.54N 0241748.92E<br>601936.78N 0241657.33E<br>GUND: NIL | THR: 369.5 FT<br>NIL |
| 09 | NIL | 700 x 8 | ASPH/GRVL<br>SWY: NIL | NIL<br>NIL<br>GUND: NIL | NIL<br>NIL |
| 27 | NIL | 700 x 8 | ASPH/GRVL<br>SWY: NIL | NIL<br>NIL<br>GUND: NIL | NIL<br>NIL |


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| *RWY ID* | *RWY / SWY Slope* | *SWY DMN M* | *CWY DMN M* | *STRIP DMN M* | *RESA DMN M* | *RAG* | *OFZ* |
|---|---|---|---|---|---|---|---|
| 1 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 04 | NIL | NIL | NIL | NIL | NIL | NIL | NIL |
| 22 | NIL | NIL | NIL | NIL | NIL | NIL | NIL |
| 09 | NIL | NIL | NIL | NIL | NIL | NIL | NIL |
| 27 | NIL | NIL | NIL | NIL | NIL | NIL | NIL |

| *RWY ID* | *RMK* |
|---|---|
| 1 | 14 |
| 04 | Ei-mittarikiitotie<br>Non-instrument RWY |
| 22 | NIL |
| 09 | NIL |
| 27 | NIL |

## EFNU AD 2.13 LASKENNALLISET PITUUDET
## EFNU AD 2.13 DECLARED DISTANCES

| *RWY ID* | *TORA M* | *TODA M* | *ASDA M* | *LDA M* | *RMK* |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 04 | NIL | NIL | NIL | 1181 | NIL |
| 22 | NIL | NIL | NIL | 1214 | NIL |
| 09 | NIL | NIL | NIL | NIL | NIL |
| 27 | NIL | NIL | NIL | NIL | NIL |

## LYHENNETYT LASKENNALLISET PITUUDET
## REDUCED DECLARED DISTANCES

| *RWY ID RWY INT* | *TORA M* | *TODA M* | *ASDA M* | *LDA M* | *RMK* |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| NIL | NIL | NIL | NIL | NIL | NIL |

## EFNU AD 2.14 LÄHESTYMIS- JA KIITOTIEVALOT
## EFNU AD 2.14 APPROACH AND RUNWAY LIGHTING

| *RWY ID* | *APCH LGT type LEN INTST* | *THR LGT colour WBAR* | *VASIS (MEHT) PAPI* | *TDZ LGT LEN* | *RCL LGT LEN spacing colour INTST* | *REDL LEN spacing colour INTST* | *RENL colour WBAR* | *SWY LGT LEN colour* | *RMK* |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 04 | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL |
| 22 | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL |
| 09 | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL |
| 27 | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL |

## EFNU AD 2.15 MUU VALAISTUS, VARAVOIMA-ASEMA
## EFNU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | *ABN / IBN sijainti, ominaistiedot ja toiminta-ajat*<br>*ABN / IBN location, characteristics and hours of operation* | NIL |
| 2 | *LDI sijainti ja valaistus*<br>*WDI sijainti ja valaistus* | NIL |

| | | |
|---|---|---|
| | *LDI location and LGT*<br>*WDI location and LGT* | |
| 3 | *TWY reuna- ja keskilinjavalot* | NIL |
| | *TWY edge and centre line lighting* | |
| 4 | *Varavoima-asema*<br>*Vaihtoaika* | NIL |
| | *Secondary power supply / switch-over time* | |
| 5 | *RMK* | NIL |

## EFNU AD 2.16 HELIKOPTERIEN LASKUALUE
## EFNU AD 2.16 HELICOPTER LANDING AREA

| *FATO ID* | *FATO THR COORD* | *FATO ELEV FT* | *FATO DMN M SFC MTOM Markings* | *True BRG of FATO* | *Declared distance AVBL* | *APP and FATO LGT* | *RMK* |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL |
| *TLOF ID* | *TLOF COORD* | *TLOF ELEV FT* | *TLOF DMN M SFC MTOM Markings* | *True BRG of TLOF* | *Declared distance AVBL* | *APP and TLOF LGT* | *RMK* |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL |

## EFNU AD 2.17 ATS-ILMATILA
## EFNU AD 2.17 ATS AIRSPACE

| *Designation and lateral limits* | *Vertical limits* | *Airspace classification* | *ATS unit call sign Language(s)* | *Transition altitude* | *Hours of applicability* | *RMK* |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NIL | NIL | NIL | NIL | NIL | NIL | NIL |

## EFNU AD 2.18 ATS-VIESTILAITTEET
## EFNU AD 2.18 ATS COMMUNICATION FACILITIES

| *SER* | *Call Sign* | *FREQ* | *HR UTC* | *SATVOICE* | *Logon address* | *RMK* |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| EFNU UNCONTROLLED | NUMMELAN LIIKENNE<br>NUMMELA TRAFFIC | 122.825 MHZ | NIL | NIL | NIL | NIL |
| MET | - | 135.825 MHZ | NIL | NIL | NIL | Paikallista säätietoa<br>Local meteorological information |

## EFNU AD 2.19 RADIOSUUNNISTUS- JA LASKEUTUMISLAITTEET
## EFNU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| *Type of aid MAG VAR CAT of ILS / MLS DECL* | *ID* | *FREQ CH* | *HR UTC* | *PSN* | *DME ELEV FT* | *Service volume radius* | *RMK* |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL |

## EFNU AD 2.20 PAIKALLISET MÄÄRÄYKSET
## EFNU AD 2.20 LOCAL AERODROME REGULATIONS

Ks. EFNU toimintakäsikirja https://efnu.fi/toimintakasikirja/ See EFNU OPR Manual https://efnu.fi/toimintakasikirja/

**1 ILMA-ALUKSEN SEISONTAPAIKAT** **1 AIRCRAFT STANDS**


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| *Name* | *APN* | *COORD* | *ELEV* | *PCN* | *VDGS* | *SFC* | *RMK* |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL |

## EFNU AD 2.21 MELUNVAIMENNUSMENETELMÄT
## EFNU AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## EFNU AD 2.22 LENTOMENETELMÄT
## EFNU AD 2.22 FLIGHT PROCEDURES

NIL

## EFNU AD 2.23 LISÄTIETOJA
## EFNU AD 2.23 ADDITIONAL INFORMATION

NIL

## EFNU AD 2.24 LENTOASEMAA KOSKEVAT KARTAT
## EFNU AD 2.24 CHARTS RELATED TO THE AERODROME

| *Charts* | *Pages* |
|---|---|
| RNP RWY 04 | EFNU AD 2.13 - 1 |

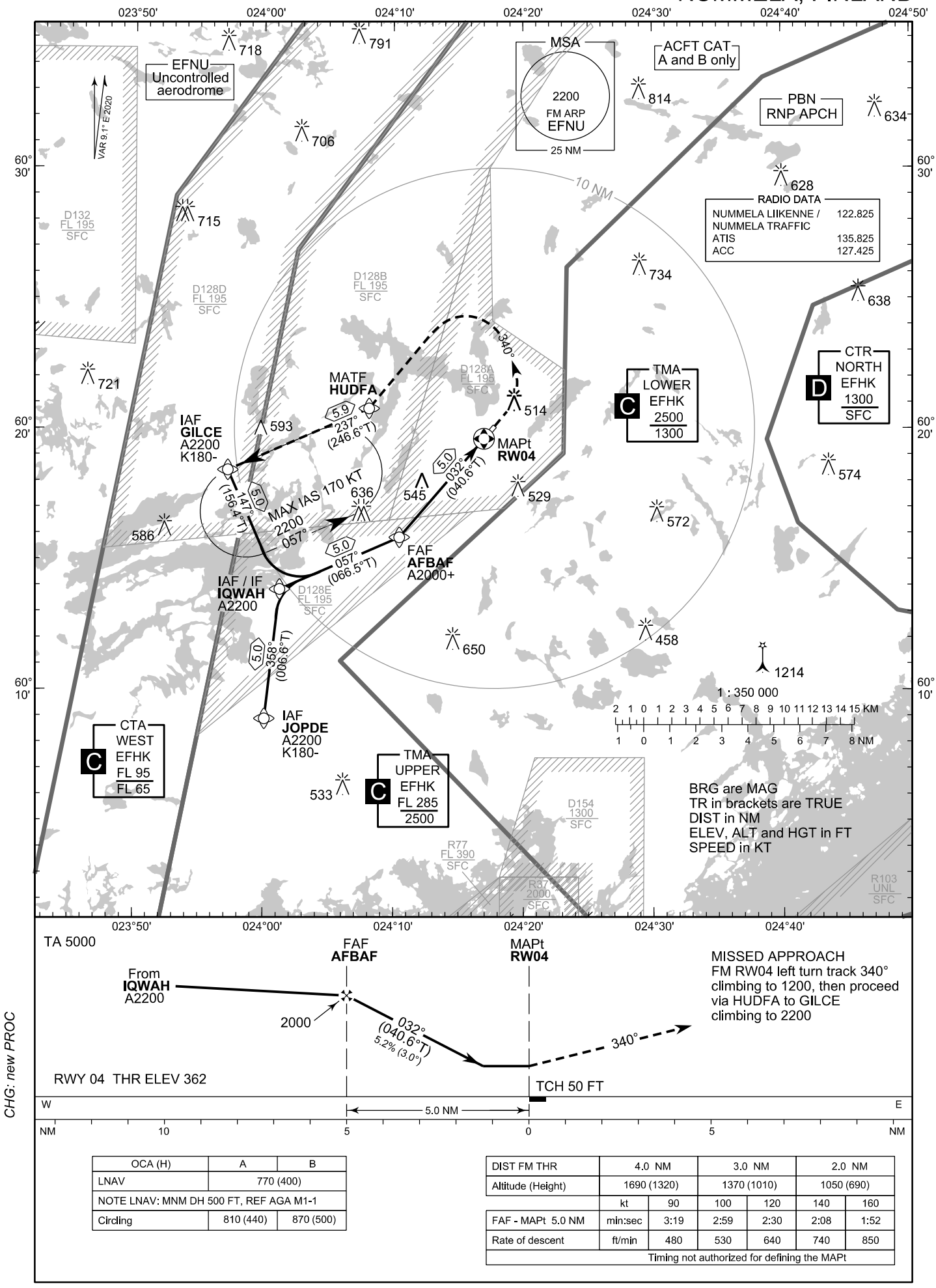
## EFNU AD 2.25 VSS LÄPÄISYT
## EFNU AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATIONS

NIL

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# NUMMELA, FINLAND







MISSED APPROACH
FM RW04 left turn track 340° climbing to 1200, then proceed via HUDFA to GILCE climbing to 2200

| OCA (H) | A | B |
|---|---|---|
| LNAV | 770 (400) | |
| NOTE LNAV: MNM DH 500 FT, REF AGA M1-1 | | |
| Circling | 810 (440) | 870 (500) |

| DIST FM THR | 4.0 NM | | 3.0 NM | | 2.0 NM | |
|---|---|---|---|---|---|---|
| Altitude (Height) | 1690 (1320) | | 1370 (1010) | | 1050 (690) | |
| | kt | 90 | 100 | 120 | 140 | 160 |
| FAF - MAPt 5.0 NM | min:sec | 3:19 | 2:59 | 2:30 | 2:08 | 1:52 |
| Rate of descent | ft/min | 480 | 530 | 640 | 740 | 850 |
| Timing not authorized for defining the MAPt | | | | | | |

CHG: new PROC



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| EFNU RNP RWY 04 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H04 GILCE RNP APCH | 005 | IF | GILCE | IAF | - | | | | A2200 | K180- |
| | 010 | TF | IQWAH | IF | - | 147° | 156.4°T | 5.0 | A2200 | |
| | 020 | TF | AFBAF | FAF | - | 057° | 066.5°T | 5.0 | A2000+ | |
| | 030 | TF | RW04 | MAPt | Y | 032° | 040.6°T | 5.0 | | |
| | 040 | CA | - | - | - | 340° | 349.1°T | - | A1200+ | |
| | 050 | DF | HUDFA | MATF | - | - | - | - | | |
| | 060 | TF | GILCE | MAHF | Y | 237° | 246.6°T | 5.9 | A2200 | |

| EFNU RNP RWY 04 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H04 IQWAH RNP APCH | 010 | IF | IQWAH | IAF/IF | - | | | | A2200 | |
| | 020 | TF | AFBAF | FAF | - | 057° | 066.5°T | 5.0 | A2000+ | |
| | 030 | TF | RW04 | MAPt | Y | 032° | 040.6°T | 5.0 | | |
| | 040 | CA | - | - | - | 340° | 349.1°T | - | A1200+ | |
| | 050 | DF | HUDFA | MATF | - | - | - | - | | |
| | 060 | TF | GILCE | MAHF | Y | 237° | 246.6°T | 5.9 | A2200 | |

| EFNU RNP RWY 04 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID / NAV SPEC | SEQ NR | P/T | WPT | | | MAG | GEO TR | DIST NM | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H04 JOPDE RNP APCH | 005 | IF | JOPDE | IAF | - | | | | A2200 | K180- |
| | 010 | TF | IQWAH | IF | - | 358° | 006.6°T | 5.0 | A2200 | |
| | 020 | TF | AFBAF | FAF | - | 057° | 066.5°T | 5.0 | A2000+ | |
| | 030 | TF | RW04 | MAPt | Y | 032° | 040.6°T | 5.0 | | |
| | 040 | CA | - | - | - | 340° | 349.1°T | - | A1200+ | |
| | 050 | DF | HUDFA | MATF | - | - | - | - | | |
| | 060 | TF | GILCE | MAHF | Y | 237° | 246.6°T | 5.9 | A2200 | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn Direction | Speed | MNM HLDG LVL | TIME | DIST NM |
| GILCE | 246.4°T | 237° | Left | K170- | A2200 | 1 MIN | - |

| WPT COORD | |
|---|---|
| ID | COORD |
| GILCE | 601825.93N 0235712.65E |
| JOPDE | 600854.47N 0240004.36E |
| IQWAH | 601351.69N 0240113.52E |
| AFBAF | 601551.22N 0241027.19E |
| RW04 | 601937.60N 0241658.71E |
| HUDFA | 602047.07N 0240806.59E |

| FINAL APPROACH PARAMETERS | | | |
|---|---|---|---|
| LNAV Gradient | Baro-VNAV | | TCH |
| | VPA | MNM T | |
| 5.24 % (3.00°) | NIL | | 50 FT |


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## EFPR AD 2.1 LENTOPAIKAN TUNNUS JA NIMI
## EFPR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

# EFPR - REDSTONE AERO

## EFPR AD 2.2 LENTOPAIKAN SIJAINTI JA HALLINTO
## EFPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | *Mittapisteen (ARP) sijainti*<br>*ARP coordinates and site at AD* | 602845N 0263538E<br>LCA 161° GEO / 530 M FM THR 15 |
| 2 | *Etäisyys ja suunta kaupungista*<br>*Direction and distance from city* | 4.4 NM (8 KM) W |
| 3 | *ELEV / REF T / MEAN LOW T* | 75 FT / NIL / NIL |
| 4 | *Geoidin korkeus ellipsoidista (GUND AD ELEV PSN)*<br>*Geoid undulation at AD ELEV PSN* | 51 FT |
| 5 | *MAG VAR / Vuosittainen muutos*<br>*MAG VAR / Annual change* | 10° E (JAN 2020) / +0.1° |
| 6 | *AD OPR*<br>*Postisoite / Address*<br>*TEL*<br>*FAX*<br>*AFS*<br>*e-mail*<br>*Internet* | Redstone Aero Oy<br>Redstonen lentopaikka Lentokenttä 49270 PYHTÄÄ<br>TEL: CHF +358 400 789 062<br>e-mail: briefing@redstone.aero<br>Internet: www.redstone.aero |
| 7 | *Sallitut liikennetyypit (IFR/VFR)*<br>*Types of traffic permitted (IFR/VFR)* | IFR/VFR |
| 8 | *RMK* | Valvomaton lentopaikka, ei ATS-palvelua<br>Uncontrolled aerodrome, no ATS services |

## EFPR AD 2.3 TOIMINTA-AJAT
## EFPR AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | *Lentopaikan pitäjä*<br>*Aerodrome operator* | HO |
| 2 | *CUST, IMG*<br>*Customs and immigration* | PPR, 48 HR |
| 3 | *Terveystarkastus*<br>*Health and sanitation* | NIL |
| 4 | *AIS*<br>*AIS Briefing Office* | NIL |
| 5 | *ARO*<br>*ATS Reporting Office (ARO)* | NIL |
| 6 | *MET*<br>*MET Briefing Office* | NIL |
| 7 | *ATS*<br>*ATS* | NIL |
| 8 | *Polttoaineiden jakelu*<br>*Tankkauspyynnöt*<br>*Fuelling*<br>*Refuelling requests* | FUELLING +358 400 789 062 |
| 9 | *Tavaran käsittely*<br>*Handling* | HO<br>HANDLING +358 400 789 062 |
| 10 | *Turvatarkastus* | NIL |

| | | |
|---|---|---|
| | *Security* | |
| 11 | *Jäänpoisto*<br>*De-icing* | NIL |
| 12 | *RMK* | NIL |

## EFPR AD 2.4 ASEMAPALVELUT JA VÄLINEET
## EFPR AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | *Kuormausvälineet*<br>*Cargo-handling facilities* | NIL |
| 2 | *Polttoainelaadut / Öljylaadut*<br>*Fuel types / Oil types* | Fuel: JET A-1 , AVGAS 100LL<br>Oil: Selection of AeroShell oils |
| 3 | *Polttoainetäydennyslaitteet / kapasiteetti*<br>*Fuelling facilities / capacity* | JET A-1: yksi kuorma-auto MAX 10000 L, 300L/MIN. 100LL: yksi kiinteä säiliö MAX 10000 L, 60L/MIN.<br>JET A-1: one truck MAX 10000 L, 300L/MIN. 100LL: one fixed fuel bin MAX 10000 L, 60L/MIN |
| 4 | *Jäänpoistolaitteet*<br>*De-icing facilities* | NIL |
| 5 | *Suojatilaa vieraileville koneille*<br>*Hangar space for visiting aircraft* | AVBL<br>HANGAR +358 400 789 062 |
| 6 | *Vierailevien koneiden korjausmahdollisuus*<br>*Repair facilities for visiting aircraft* | AVBL<br>REPAIR +358 400 789 062 |
| 7 | *RMK* | NIL |

## EFPR AD 2.5 MATKUSTAJAPALVELUT
## EFPR AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | *Hotellit*<br>*Hotels* | Kylällä DIST 5 NM<br>In the village DIST 5 NM |
| 2 | *Ravintolat*<br>*Restaurants* | Lentopaikalla<br>At the aerodrome |
| 3 | *Henkilökuljetus*<br>*Transportation* | Taksit<br>Taxis |
| 4 | *Ensiapuvälineet*<br>*Medical facilities* | AVBL |
| 5 | *Pankki ja posti*<br>*Bank and Post Office* | Pankki: Kylällä DIST 5 NM<br>Bank: In the village DIST 5 NM<br>Posti: Kylällä DIST 5 NM<br>Post: In the village DIST 5 NM |
| 6 | *Turistipalvelut*<br>*Tourist Office* | Aeronautica Arena DIST 2 NM |
| 7 | *RMK* | NIL |

## EFPR AD 2.6 PALO- JA PELASTUSPALVELUT
## EFPR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | *Pelastustoimintaluokka*<br>*AD category for fire fighting* | NIL |
| 2 | *Pelastusvälineet*<br>*Rescue equipment* | Yksi paloauto<br>One fire engine |
| 3 | *Vaurioituneen ilma-aluksen siirtomahdollisuus*<br>*Capability for removal of disabled aircraft* | AVBL |
| 4 | *RMK* | NIL |

## EFPR AD 2.7 KÄYTTÖKELPOISUUS ERI VUODENAIKOINA - LUMENPOISTO


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## EFPR AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | *Käytettävissä olevat välineet*<br>*Types of clearing equipment* | Talvikunnossapitokalusto on käytettävissä koko talvikauden ajan. Talvikunnossapidon kalustoa ovat auraharjapuhaltimet ja lumilingot.<br>Winter maintenance equipment is available the entire winter season. Primary equipment for winter maintenance: Plow Sweeper Blowers and Snow Blowers. |
| 2 | *Kunnossapitotöiden järjestys*<br>*Clearance priorities* | RWY, TWY |
| 3 | *Liukkaudentorjuntaan käytettävät materiaalit*<br>*Use of material for movement area surface treatment* | NIL |
| 4 | *Erityismenetelmin kunnostettu kiitotie*<br>*Specially prepared winter runways* | NIL |
| 5 | *RMK* | Kiitotien kunto varmistettava talvella ennen lentoa lumenpoiston osalta.<br>Runway winter maintenance condition shall be confirmed before the flight during the winter season. |

## EFPR AD 2.8 ASEMATASOT, RULLAUSTIET JA TARKISTUSPISTEET
## EFPR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

| | | | | | | |
|---|---|---|---|---|---|---|
| 1 | *Asematasojen pinta ja kantavuus*<br>*Apron surface and strength* | *APN ID* | | *SFC* | *PCN* | |
| | | APN 1 | | ASPH | NIL | |
| 2 | *Rullausteiden leveys, pinta ja kantavuus*<br>*Taxiway width, surface and strength* | *TWY ID* | *WID* | *SFC* | *PCN* | *RMK* |
| | | B | 15 M | ASPH | NIL | NIL |
| | | C | 15 M | ASPH | NIL | NIL |
| | | F | 15 M | ASPH | NIL | NIL |
| 3 | *ACL tarkistuspaikka ja sen korkeus*<br>*Altimeter checkpoint location and elevation* | NIL | | | | |
| 4 | *VOR tarkistuspisteet*<br>*VOR checkpoints* | NIL | | | | |
| 5 | *INS tarkistuspisteet*<br>*INS checkpoints* | NIL | | | | |
| 6 | *RMK* | NIL | | | | |

## EFPR AD 2.9 KENTTÄALUEEN OPASTEET JA MERKINNÄT
## EFPR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

| | | |
|---|---|---|
| 1 | *Ilma-alusten seisontapaikkakyltit, rullausopasteet*<br>*Use of aircraft stand ID signs, TWY guide lines* | Rullausopastekyltit<br>Taxiing guidance signs |
| 2 | *RWY / TWY merkinnät ja valaistus*<br>*RWY / TWY markings and LGT* | NIL |
| 3 | *Pysäytysvalorivit*<br>*Stop bars* | NIL |
| 4 | *Muut kiitotien suojaustoimenpiteet*<br>*Other runway protection measures* | NIL |
| 5 | *RMK* | NIL |

## EFPR AD 2.10 LENTOPAIKAN ESTEET
## EFPR AD 2.10 AERODROME OBSTACLES

ICAO Annex 15:n edellyttämää sähköistä Area 2 -estetietoa ei ole saatavissa. Estetietoa on saatavilla pyynnöstä osoitteesta data@airspace.fi

Area 2 electronic obstacle data, as specified in ICAO Annex 15, is not available. Other obstacle data is available on request at data@airspace.fi

## EFPR AD 2.11 LENTOSÄÄPALVELU
## EFPR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | *Vastuussa oleva lentosääkeskus*<br>*Associated MET Office* | NIL |
| 2 | *Palveluajat*<br>*Toissijainen lentosääkeskus*<br>*Hours of service*<br>*MET Office outside hours* | NIL |
| 3 | *TAF-ennusteet laativa lentosääkeskus*<br>*Voimassaoloaika*<br>*Julkaisutiheys*<br>*Office responsible for TAF preparation*<br>*Period of validity*<br>*Interval of issuance* | NIL |
| 4 | *TREND-ennusteen saatavuus*<br>*Julkaisutiheys*<br>*Availability of TREND forecast*<br>*Interval of issuance* | NIL |
| 5 | *Säätuotteiden jakelu ja sääneuvonta*<br>*Briefing and consultation provided* | www.ilmailusaa.fi (self-briefing)<br>TEL +358 600 9 3808 Meteorologi / Forecaster<br>- maksullinen palvelu / charged service |
| 6 | *Sääasiakirjat*<br>*Käytettävät kielet*<br>*Flight documentation*<br>*Language(s) used* | Asetuksen (EU) 2017/373 edellyttämät sääkartat ja -sanomat<br>Charts and forms according to (EU) 2017/373 requirements<br>EN |
| 7 | *Jakelussa ja sääneuvonnassa käytettävät muut kartat ja tiedot*<br>*Charts and other information available for briefing and consultation* | Fennoskandian alueelta saatavilla myös muuta havainto- ja ennustetietoa<br>Other observations and forecasts available for Fennoscandian area<br>www.ilmailusaa.fi |
| 8 | *Täydentävä laitteisto lisätiedon tuottamiseksi*<br>*Supplementary equipment available for providing information* | NIL |
| 9 | *Palveltavat ATS-yksiköt*<br>*ATS units provided with information* | NIL |
| 10 | *Lisätiedot (rajoitukset yms.)*<br>*Additional information (limitations of service etc.)* | Paikallista sääpalvelua, REF EFPR AD 2.18<br>Local meteorological information, REF EFPR AD 2.18 |

## EFPR AD 2.12 KIITOTIEN OMINAISTIEDOT
## EFPR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| *RWY ID* | *TRUE BRG* | *DMN RWY M* | *PCN and SFC of RWY and SWY* | *THR COORD<br>RWY end COORD<br>THR GUND* | *THR ELEV<br>TDZ ELEV* |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 15 | 161.68 | 1000 x 30 | ASPH<br>SWY: NIL | 602901.23N 0263526.80E<br>602830.56N 0263547.37E<br>GUND: NIL | THR: 70.9 FT<br>NIL |


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| *RWY ID* | *TRUE BRG* | *DMN RWY M* | *PCN and SFC of RWY and SWY* | *THR COORD RWY end COORD THR GUND* | *THR ELEV TDZ ELEV* |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 33 | 341.69 | 1000 x 30 | ASPH<br>SWY: NIL | 602830.56N 0263547.37E<br>602901.23N 0263526.80E<br>GUND: NIL | THR: 74.6 FT<br>NIL |

| *RWY ID* | *RWY / SWY Slope* | *SWY DMN M* | *CWY DMN M* | *STRIP DMN M* | *RESA DMN M* | *RAG* | *OFZ* |
|---|---|---|---|---|---|---|---|
| 1 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 15 | NIL | NIL | NIL | 1120 x 150 | NIL | NIL | NIL |
| 33 | NIL | NIL | NIL | 1120 x 150 | NIL | NIL | NIL |

| *RWY ID* | *RMK* |
|---|---|
| 1 | 14 |
| 15 | Ei-mittarikiitotie<br>Non-instrument RWY |
| 33 | Ei-mittarikiitotie<br>Non-instrument RWY |

## EFPR AD 2.13 LASKENNALLISET PITUUDET
## EFPR AD 2.13 DECLARED DISTANCES

| *RWY ID* | *TORA M* | *TODA M* | *ASDA M* | *LDA M* | *RMK* |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 15 | NIL | NIL | NIL | NIL | NIL |
| 33 | NIL | NIL | NIL | NIL | NIL |

## LYHENNETYT LASKENNALLISET PITUUDET
## REDUCED DECLARED DISTANCES

| *RWY ID RWY INT* | *TORA M* | *TODA M* | *ASDA M* | *LDA M* | *RMK* |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| NIL | NIL | NIL | NIL | NIL | NIL |

## EFPR AD 2.14 LÄHESTYMIS- JA KIITOTIEVALOT
## EFPR AD 2.14 APPROACH AND RUNWAY LIGHTING

| *RWY ID* | *APCH LGT type LEN INTST* | *THR LGT colour WBAR* | *VASIS (MEHT) PAPI* | *TDZ LGT LEN* | *RCL LGT LEN spacing colour INTST* | *REDL LEN spacing colour INTST* | *RENL colour WBAR* | *SWY LGT LEN colour* | *RMK* |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 15 | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL |
| 33 | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL |

## EFPR AD 2.15 MUU VALAISTUS, VARAVOIMA-ASEMA
## EFPR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | *ABN / IBN sijainti, ominaistiedot ja toiminta-ajat*<br>*ABN / IBN location, characteristics and hours of operation* | NIL |
| 2 | *LDI sijainti ja valaistus*<br>*WDI sijainti ja valaistus* | WDI: COORD: 602848N 0263543E, LGTD |

| | | |
|---|---|---|
| | *LDI location and LGT*<br>*WDI location and LGT* | |
| 3 | *TWY reuna- ja keskilinjavalot* | NIL |
| | *TWY edge and centre line lighting* | |
| 4 | *Varavoima-asema*<br>*Vaihtoaika* | NIL |
| | *Secondary power supply / switch-over time* | |
| 5 | *RMK* | NIL |

## EFPR AD 2.16 HELIKOPTERIEN LASKUALUE
## EFPR AD 2.16 HELICOPTER LANDING AREA

| *FATO ID* | *FATO THR COORD* | *FATO ELEV FT* | *FATO DMN M SFC MTOM Markings* | *True BRG of FATO* | *Declared distance AVBL* | *APP and FATO LGT* | *RMK* |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL |
| *TLOF ID* | *TLOF COORD* | *TLOF ELEV FT* | *TLOF DMN M SFC MTOM Markings* | *True BRG of TLOF* | *Declared distance AVBL* | *APP and TLOF LGT* | *RMK* |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL |

## EFPR AD 2.17 ATS-ILMATILA
## EFPR AD 2.17 ATS AIRSPACE

| *Designation and lateral limits* | *Vertical limits* | *Airspace classification* | *ATS unit call sign Language(s)* | *Transition altitude* | *Hours of applicability* | *RMK* |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NIL | NIL | NIL | NIL | NIL | NIL | NIL |

## EFPR AD 2.18 ATS-VIESTILAITTEET
## EFPR AD 2.18 ATS COMMUNICATION FACILITIES

| *SER* | *Call Sign* | *FREQ* | *HR UTC* | *SATVOICE* | *Logon address* | *RMK* |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| EFPR UNCONTROLLED | REDSTONEN LIIKENNE<br>REDSTONE TRAFFIC | 118.475 MHZ | NIL | NIL | NIL | NIL |
| MET | - | 135.725 MHZ | H24 | NIL | NIL | Paikallista säätietoa<br>Local meteorological information |

## EFPR AD 2.19 RADIOSUUNNISTUS- JA LASKEUTUMISLAITTEET
## EFPR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| *Type of aid MAG VAR CAT of ILS / MLS DECL* | *ID* | *FREQ CH* | *HR UTC* | *PSN* | *DME ELEV FT* | *Service volume radius* | *RMK* |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL |

## EFPR AD 2.20 PAIKALLISET MÄÄRÄYKSET
## EFPR AD 2.20 LOCAL AERODROME REGULATIONS

Ks. EFPR toimintakäsikirja — See EFPR OPR Manual

**1 ILMA-ALUKSEN SEISONTAPAIKAT** — **1 AIRCRAFT STANDS**


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| *Name* | *APN* | *COORD* | *ELEV* | *PCN* | *VDGS* | *SFC* | *RMK* |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| NIL | NIL | NIL | NIL | NIL | NIL | NIL | NIL |

## EFPR AD 2.21 MELUNVAIMENNUSMENETELMÄT
## EFPR AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

## EFPR AD 2.22 LENTOMENETELMÄT
## EFPR AD 2.22 FLIGHT PROCEDURES

NIL

## EFPR AD 2.23 LISÄTIETOJA
## EFPR AD 2.23 ADDITIONAL INFORMATION

NIL

## EFPR AD 2.24 LENTOASEMAA KOSKEVAT KARTAT
## EFPR AD 2.24 CHARTS RELATED TO THE AERODROME

| *Charts* | *Pages* |
|---|---|
| RNP RWY 15 | EFPR AD 2.13 - 1 |
| RNP RWY 33 | EFPR AD 2.13 - 3 |
| VAC | EFPR AD 2.14 - 1 |

## EFPR AD 2.25 VSS LÄPÄISYT
## EFPR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATIONS

REF ICAO Doc 8168, Vol II, Construction of Visual and Instrument Flight Procedures, Part I - Section 4, Chapter 5, Para 5.4.6.

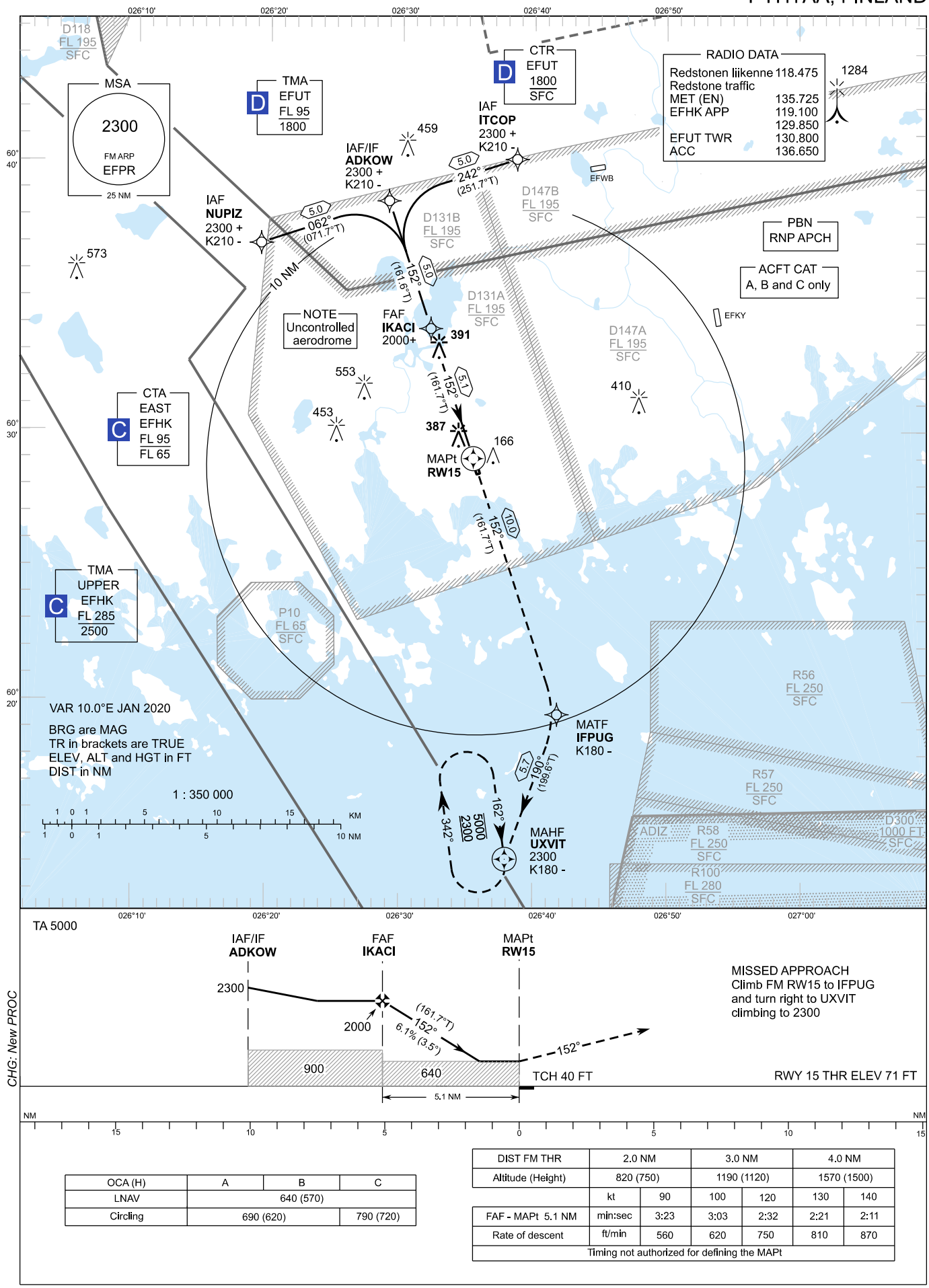
| **NR** | **COORD** | **ELEV FT** | **Penetration FT** | **IAP** |
|---|---|---|---|---|
| 1. | 602817.97N 0263603.31E | 161 | 33.5 | EFPR RNP RWY 33 LNAV |
| 2. | 602819.03N 0263602.09E | 151 | 28.8 | |
| 3. | 602816.92N 0263602.07E | 158 | 26.9 | |
| 4. | 602814.72N 0263601.13E | 155 | 15.4 | |
| 5. | 602814.61N 0263600.84E | 155 | 15.2 | |
| 6. | 602828.68N 0263553.72E | 89 | 10.6 | |
| 7. | 602815.26N 0263602.22E | 148 | 10.3 | |

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ELEV 75 FT
HEIGHTS RELATED TO
THR RWY 15 ELEV 71 FT

# RNP RWY 15
# REDSTONE AERO
# PYHTÄÄ, FINLAND







CHG: New PROC

| OCA (H) | A | B | C |
|---|---|---|---|
| LNAV | 640 (570) | | |
| Circling | 690 (620) | | 790 (720) |

| DIST FM THR | 2.0 NM | | 3.0 NM | | 4.0 NM | |
|---|---|---|---|---|---|---|
| Altitude (Height) | 820 (750) | | 1190 (1120) | | 1570 (1500) | |
| | kt | 90 | 100 | 120 | 130 | 140 |
| FAF - MAPt 5.1 NM | min:sec | 3:23 | 3:03 | 2:32 | 2:21 | 2:11 |
| Rate of descent | ft/min | 560 | 620 | 750 | 810 | 870 |
| Timing not authorized for defining the MAPt | | | | | | |


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| EFPR RNP RWY 15 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID NAV SPEC | SEQ NR | P/T | WPT ID | WPT Type | WPT Flyover | MAG GEO TR | DIST NM | Turn direction | Constraints LVL | Constraints Speed |
| H15 NUPIZ RNP APCH | 005 | IF | NUPIZ | IAF | - | | | | A2300+ | K210- |
| | | | | | | 062° 071.7°T | 5.0 | | | |
| | 010 | TF | ADKOW | IF | - | | | RIGHT | A2300+ | |
| | | | | | | 152° 161.6°T | 5.0 | | | |
| | 020 | TF | IKACI | FAF | - | | | | A2000+ | |
| | | | | | | 152° 161.7°T | 5.1 | | | |
| | 030 | TF | RW15 | MAPt | Y | | | | | |
| | | | | | | 152° 161.7°T | 10.0 | | | |
| | 040 | TF | IFPUG | MATF | - | | | RIGHT | | K180- |
| | | | | | | 190° 199.6°T | 5.7 | | | |
| | 050 | TF | UXVIT | MAHF | Y | | | | A2300 | |

| EFPR RNP RWY 15 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID NAV SPEC | SEQ NR | P/T | WPT ID | WPT Type | WPT Flyover | MAG GEO TR | DIST NM | Turn direction | Constraints LVL | Constraints Speed |
| H15 ADKOW RNP APCH | 010 | IF | ADKOW | IAF/IF | - | | | | A2300+ | K210- |
| | | | | | | 152° 161.6°T | 5.0 | | | |
| | 020 | TF | IKACI | FAF | - | | | | A2000+ | |
| | | | | | | 152° 161.7°T | 5.1 | | | |
| | 030 | TF | RW15 | MAPt | Y | | | | | |
| | | | | | | 152° 161.7°T | 10.0 | | | |
| | 040 | TF | IFPUG | MATF | - | | | RIGHT | | K180- |
| | | | | | | 190° 199.6°T | 5.7 | | | |
| | 050 | TF | UXVIT | MAHF | Y | | | | A2300 | |

| EFPR RNP RWY 15 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID NAV SPEC | SEQ NR | P/T | WPT ID | WPT Type | WPT Flyover | MAG GEO TR | DIST NM | Turn direction | Constraints LVL | Constraints Speed |
| H15 ITCOP RNP APCH | 005 | IF | ITCOP | IAF | - | | | | A2300+ | K210- |
| | | | | | | 242° 251.7°T | 5.0 | | | |
| | 010 | TF | ADKOW | IF | - | | | LEFT | A2300+ | |
| | | | | | | 152° 161.6°T | 5.0 | | | |
| | 020 | TF | IKACI | FAF | - | | | | A2000+ | |
| | | | | | | 152° 161.7°T | 5.1 | | | |
| | 030 | TF | RW15 | MAPt | Y | | | | | |
| | | | | | | 152° 161.7°T | 10.0 | | | |
| | 040 | TF | IFPUG | MATF | - | | | RIGHT | | K180- |
| | | | | | | 190° 199.6°T | 5.7 | | | |
| | 050 | TF | UXVIT | MAHF | Y | | | | A2300 | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn direction | MAX IAS | MNM HLDG LVL | TIME | DIST NM |
| UXVIT | 172.0°T | 162° | Right | K180- | A2300 | 1 MIN | - |

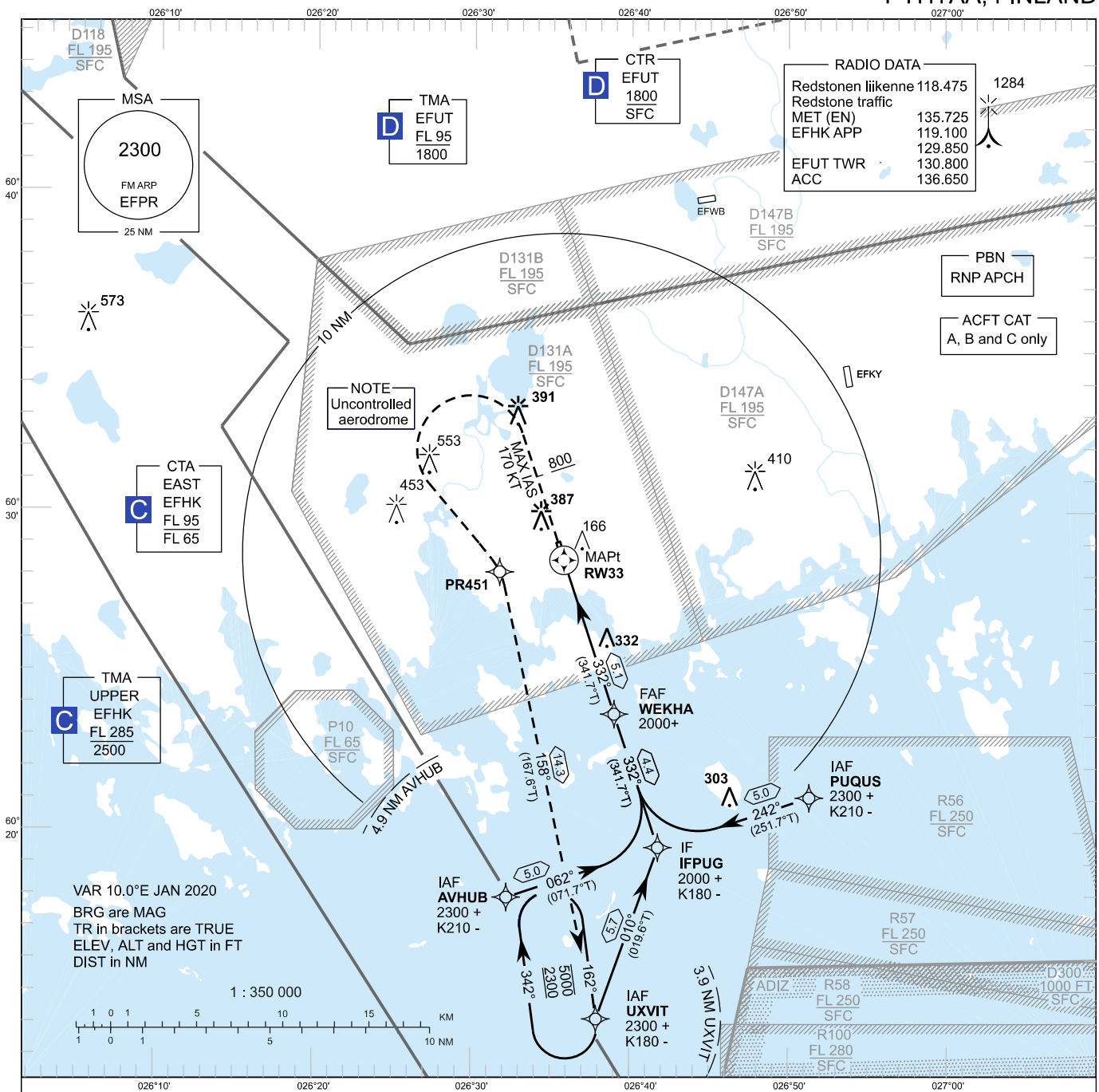
| WPT COORD | |
|---|---|
| ID | COORD |
| IFPUG | 601932.34N 0264147.08E |
| UXVIT | 601410.29N 0263756.18E |
| NUPIZ | 603659.31N 0261922.86E |
| ITCOP | 604007.35N 0263839.67E |
| ADKOW | 603833.68N 0262900.79E |
| IKACI | 603349.95N 0263212.61E |
| RW15 | 602901.23N 0263526.80E |

| FINAL APPROACH PARAMETERS | | | |
|---|---|---|---|
| LNAV Gradient | Baro-VNAV | | TCH |
| | VPA | MNM T | |
| 6.12 % (3.50°) | NIL | | 40 FT |

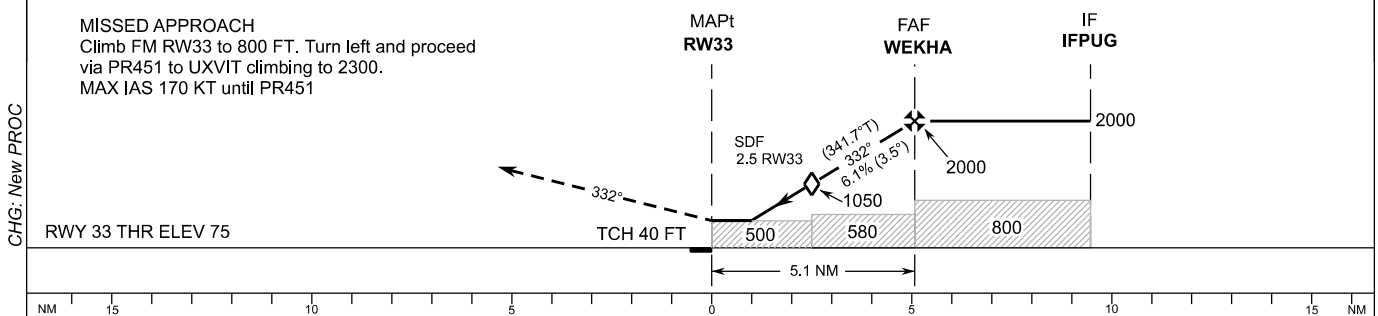
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ELEV 75 FT
HEIGHTS RELATED TO
THR RWY 33 ELEV 75 FT

# RNP RWY 33
# REDSTONE AERO
# PYHTÄÄ, FINLAND




MISSED APPROACH
Climb FM RW33 to 800 FT. Turn left and proceed via PR451 to UXVIT climbing to 2300.
MAX IAS 170 KT until PR451




| OCA (H) | A | B | C |
|---|---|---|---|
| LNAV | 500 (430) | | |
| Minimum DH 500 FT | | | |
| Circling | 690 (620) | | 790 (720) |

| DIST FM THR | 2.0 NM | | 3.0 NM | | 4.0 NM | |
|---|---|---|---|---|---|---|
| Altitude (Height) | 820 (750) | | 1190 (1120) | | 1570 (1500) | |
| | kt | 90 | 100 | 120 | 130 | 140 |
| FAF - MAPt 5.1 NM | min:sec | 3:23 | 3:03 | 2:32 | 2:20 | 2:10 |
| Rate of descent | ft/min | 560 | 620 | 750 | 810 | 870 |
| Timing not authorized for defining the MAPt | | | | | | |

CHG: New PROC


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| EFPR RNP RWY 33 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID NAV SPEC | SEQ NR | P/T | WPT | | | MAG GEO TR | DIST NM | Turn direction | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H33 PUQUS RNP APCH | 005 | IF | PUQUS | IAF | - | | | | A2300+ | K210- |
| | 010 | TF | IFPUG | IF | - | 242° 251.7°T | 5.0 | RIGHT | A2000+ | K180- |
| | 020 | TF | WEKHA | FAF | - | 332° 341.7°T | 4.4 | | A2000+ | |
| | 030 | TF | RW33 | MAPt | Y | 332° 341.7°T | 5.1 | | | |
| | 040 | CA | - | - | - | 332° 341.7°T | - | LEFT | A800+ | K170- |
| | 050 | DF | PR451 | - | - | - | - | | | K180- |
| | 060 | TF | UXVIT | MAHF | Y | 158° 167.6°T | 14.3 | | A2300 | |

| EFPR RNP RWY 33 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID NAV SPEC | SEQ NR | P/T | WPT | | | MAG GEO TR | DIST NM | Turn direction | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H33 UXVIT RNP APCH | 005 | IF | UXVIT | IAF | - | | | | A2300+ | K180- |
| | 010 | TF | IFPUG | IF | - | 010° 019.6°T | 5.7 | LEFT | A2000+ | |
| | 020 | TF | WEKHA | FAF | - | 332° 341.7°T | 4.4 | | A2000+ | |
| | 030 | TF | RW33 | MAPt | Y | 332° 341.7°T | 5.1 | | | |
| | 040 | CA | - | - | - | 332° 341.7°T | - | LEFT | A800+ | K170- |
| | 050 | DF | PR451 | - | - | - | - | | | K180- |
| | 060 | TF | UXVIT | MAHF | Y | 158° 167.6°T | 14.3 | | A2300 | |

| EFPR RNP RWY 33 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PROC ID NAV SPEC | SEQ NR | P/T | WPT | | | MAG GEO TR | DIST NM | Turn direction | Constraints | |
| | | | ID | Type | Flyover | | | | LVL | Speed |
| H33 AVHUB RNP APCH | 005 | IF | AVHUB | IAF | - | | | | A2300+ | K210- |
| | 010 | TF | IFPUG | IF | - | 062° 071.7°T | 5.0 | LEFT | A2000+ | K180- |
| | 020 | TF | WEKHA | FAF | - | 332° 341.7°T | 4.4 | | A2000+ | |
| | 030 | TF | RW33 | MAPt | Y | 332° 341.7°T | 5.1 | | | |
| | 040 | CA | - | - | - | 332° 341.7°T | - | LEFT | A800+ | K170- |
| | 050 | DF | PR451 | - | - | - | - | | | K180- |
| | 060 | TF | UXVIT | MAHF | Y | 158° 167.6°T | 14.3 | | A2300 | |

| RNAV Holdings | | | | | | | |
|---|---|---|---|---|---|---|---|
| ID | INBD TR | INBD MAG | Turn direction | MAX IAS | MNM HLDG LVL | TIME | DIST NM |
| UXVIT | 172.0°T | 162° | Right | K180- | A2300 | 1 MIN | - |


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| WPT COORD | |
|---|---|
| **ID** | **COORD** |
| RW33 | 602830.56N 0263547.37E |
| PUQUS | 602105.99N 0265120.35E |
| IFPUG | 601932.34N 0264147.08E |
| WEKHA | 602342.30N 0263900.12E |
| UXVIT | 601410.29N 0263756.18E |
| AVHUB | 601758.00N 0263214.72E |
| PR451 | 602808.28N 0263143.21E |

| FINAL APPROACH PARAMETERS | | | |
|---|---|---|---|
| **LNAV Gradient** | **Baro-VNAV** | | **TCH** |
| | **VPA** | **MNM T** | |
| 6.12 % (3.50°) | NIL | | 40 FT |

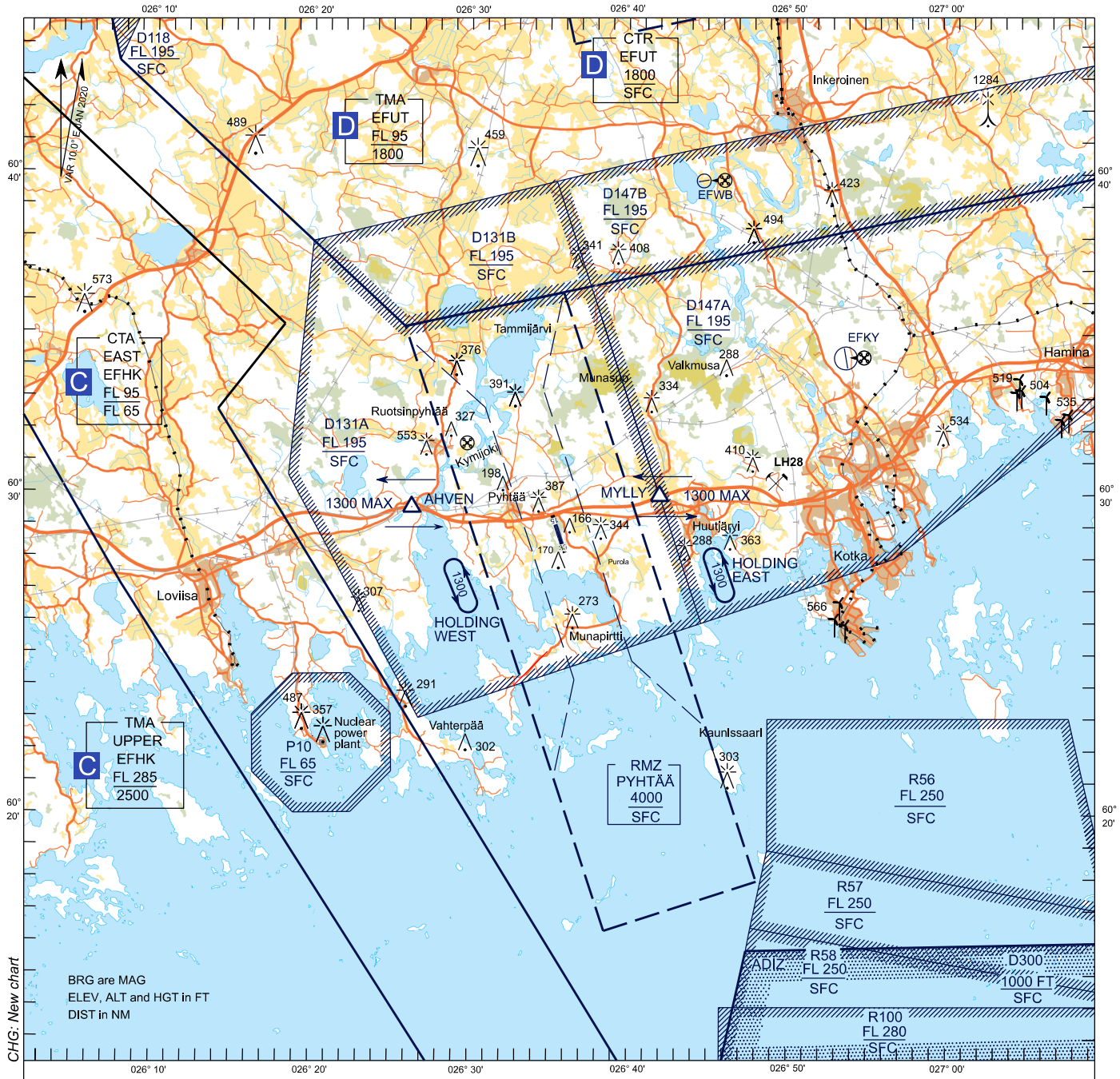
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VISUAL
APPROACH CHART - ICAO

ELEV 75 FT

REDSTONE AERO
PYHTÄÄ, FINLAND




1 : 350 000

1 0 1 5 10 15 KM
1 0 1 5 10 NM

| VFR REPORTING POINTS | | CRP |
|---|---|---|
| ID | COORD | |
| AHVEN | 602936N 0262619E | |
| MYLLY | 602959N 0264159E | |

| Airspace | Time of activity | RMK |
|---|---|---|
| Pyhtää RMZ | H24 | 4000 FT MSL / SFC |

RADIO DATA

| | |
|---|---|
| Redstonen liikenne<br>Redstone traffic | 118.475 |
| MET (EN) | 135.725 |
| EFHK APP | 119.100<br>129.850 |
| EFUT TWR | 130.800 |
| ACC | 136.650 |


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