

TWR	GND	De-icing
118.600	121.800	127.025
118.850	118.125	133.850

RWY	BRG MAG	COORD	VASIS	
			PAPI	MEHT
04R	038°	DTHR 60 18 40.65 N 024 56 10.94 E	3.0°	55
22L	218°	THR 60 19 50.49 N 024 58 44.73 E	3.0°	58
04L	038°	THR 60 18 46.61 N 024 54 13.93 E	3.0°	55
22R	218°	DTHR 60 19 52.11 N 024 56 38.01 E	3.0°	54
15	144°	THR 60 19 48.99 N 024 57 52.19 E	3.0°	56
33	324°	THR 60 18 25.44 N 024 59 17.83 E	3.5°	63
H16	144°	THR 60 18 51.30 N 024 59 07.44 E	-	-
H34	324°	THR 60 18 42.37 N 024 59 16.59 E	-	-

APN details, see EFHK AD 2.8
 TWY details, see EFHK AD 2.8 and AD 2.15
 RWY details, see EFHK AD 2.12
 ACFT stand details, see EFHK AD 2.20
 FATO details, see EFHK AD 2.16

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.

Hot Spot 4
 Angled taxiway, no sight to the final approach area

CL LGT (adjustable):
 Longitudinal spacing 15 M
 RWY 04L: W LIH 2160 M
 W / R LIH 600 M, R LIH on last 300 M
 CAT II

RWY 22R: W LIH 2100 M
 W / R LIH 600 M, R LIH on last 300 M CAT II

NOTE
 Aircraft landed at RWY 22L shall not vacate runway via TWY ZG unless otherwise instructed by ATC.

CL LGT (adjustable):
 Longitudinal spacing 15 M
 RWY 04R: W LIH 2300 M
 RWY 22L: W LIH 2540 M
 W LIH / R LIH 600 M
 R LIH on last 300 M
 CAT II

CAUTION
 Jetblast hazard exists, when RWY combination RWY 15 for landing, RWY 22L for departure.
 Departing aircraft RWY 22L from TWY Y or ZD intersection:
 Use idle power until clearance for departure has been issued.

VAR 9.3° E 2020
 Annual Change +0.2°

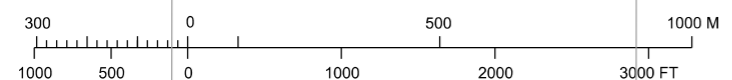
BRG are MAG
 DMN in M
 ELEV in FT

PRECISION APPROACH
 CAT II / III LIGHTING SYSTEM

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1 : 15 000



CHG: REF