

# EFHK Pilot Briefing

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# Preface

This document contains procedures in Helsinki Airport (EFHK) for VATSIM operations.  
Please read the whole guide so you comply with local procedures.

## The most essential procedures in this document:

### Departing:

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

### Arriving:

- Do not turn towards the initial approach fix without ATC clearance
- If landing on runway 22L, vacate via ZH or later unless otherwise instructed
- If landing on runway 04R/22L or 15/33, pilot shall contact Helsinki Ground 121.8 after vacating the runway, no handoff will be given.

Charts updated by Finnish real aviation officials: [Finland eAIP](#)

### Changelog:

Date	Notes
01.2021	Published by Joonatan Porkkala
25.05.2021	Conversion to PDF and minor fixes by Eemil Helynen
04.06.2021	Addition of VFR section by Eemil Helynen Based on VFR guide by Julius Mannermaa
03.03.2023	Minor updates, typo fixes and addition of de-icing information, by EH
20.02.2023	Changes in phraseology (IFR, VFR, initial contact with radar...), VRPs, open-STAR concept, eAIP links, visual updates, enhanced readability by OT

# Helsinki Airport



**Helsinki Airport** (IATA: **HEL**, ICAO: **EFHK**; Finnish: *Helsinki-Vantaan lentoasema* is the main international airport of the city of Helsinki, its surrounding metropolitan area, and the Uusimaa region. The airport is located in the neighboring city of Vantaa, about 5 kilometres (3 mi) west of Tikkurila, the administrative center of Vantaa and 9.2 NM (17.0 km; 10.6 mi) north of Helsinki city center. The airport is operated by state-owned Finavia.

The airport is by far the busiest in Finland (with 20 times the traffic of the next-busiest, Oulu) and the fourth busiest in the Nordic countries in terms of passenger numbers. About 90% of Finland's international air traffic passes through Helsinki Airport. The airport handled 21.8 million passengers in 2019, including 18.9 million international passengers and 2.9 million domestic passengers. On average, the airport handles around 350 departures a day.

The airport is the main hub for Finnair, the flag carrier of Finland, and its subsidiary Nordic Regional Airlines. It is also a hub for CityJet (on behalf of SAS) and an operating base for Jet Time, Norwegian Air Shuttle, SunClass Airlines and TUI fly Nordic. Helsinki Airport has around 50 regularly-operating airlines. The airport has around 80 scheduled destinations to other parts of Europe and 21 direct long-haul routes to Asia, the Middle East, and North America. There are also 35 charter destinations including numerous long-haul charter destinations. Currently, Helsinki Airport has two terminals with a total of 50 gates with jet bridges and 80 remote aircraft parking stands.

Source: [Wikipedia: Helsinki Airport](https://en.wikipedia.org/wiki/Helsinki_Airport)

# General information

## ATS Positions

Login code	Call sign	Frequency	Remarks
EFHK_DEL	Helsinki Ground	118.125	Clearance delivery, ground movement on APN 1S, APN 9
EFHK_GND	Helsinki Ground	121.800	Ground movement on other aprons and taxiways
EFHK_C_GND*	Helsinki De-Icing Supervisor	133.850	Remote De-icing Supervisor
EFHK_D_GND*	Helsinki De-Icing	121.675	De-icing Operator
EFHK_E_TWR**	Helsinki Tower	118.600	RWY 04R/22L, RWY 15/33
EFHK_W_TWR	Helsinki Tower	118.850	RWY 04L/22R
EFHK_E_APP**	Helsinki Radar	119.100	East sector
EFHK_W_APP	Helsinki Radar	129.850	West sector
EFHK_R_APP	Helsinki Arrival	119.900	Arrival, final sequencing
EFHK_A_APP	Helsinki Arrival	124.325	Arrival, final sequencing

\* More info: [EFHK De-icing pilot guide](#)

\*\* Main frequency, covers whole sector if no other sectors online

ATIS frequency: 135.070

## Preferential runway system

ATC will select the runway according to the table below.

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

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

# Departure

## Flight plan route

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

IFR flights departing from EFHK above FL 95 shall use these mandatory routes:

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

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

## Stand Allocation

Type	Location
Schengen flights	Stands 12-32, remote stands
Non-Schengen flights	Stands W34-S55, remote stands
Cargo	Apron 2, 4 and 9 DHL stands 404-407 FedEx stands 401-403
General aviation, VIP	Apron 3
De-icing	Apron 6 and 8

Check wing-span restrictions [HERE](#).

If you require **de-icing**, inform Helsinki Ground or De-Icing Supervisor (EFHK\_C\_GND) before start-up. If EFHK\_C\_GND online: [EFHK De-icing pilot guide](#).

### IFR clearance

En-route clearance is requested using DCL and sent to identifier EFHK or EFIN, depending on which station is covering Helsinki. Frequency 118.125 shall be monitored when requesting clearance via DCL. If unable DCL, clearance is requested using voice procedures on HELSINKI GROUND (EFHK\_DEL) frequency 118.125 if online.

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

If you prefer to use a different runway due performance, you may ask it prior to receiving the en-route clearance.

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

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



**HELSEINKI GROUND, FIN8NY, AIRBUS 320, INFORMATION A, QNH 1013, REQUEST CLEARANCE TO ARLANDA**



**FIN8NY, CLEARED TO STOCKHOLM ARLANDA, RUNWAY 22R, ADIVO 3N DEPARTURE, CLIMB TO 4000 FEET. SQUAWK 1412**

En-route clearance with vectors:



**SAS709, CLEARED TO STOCKHOLM ARLANDA, RUNWAY 22R, AFTER DEPARTURE FLY HEADING 270, CLIMB TO 4000 FEET, RADAR VECTORS TO ADIVO, SQUAWK 1412**

### Start-up and push back

Contact HELSINKI GROUND for start-up and push back. The stand of the aircraft shall be stated in the initial contact with the ATC unit.



**FIN8NY, STAND 26, REQUEST START-UP AND PUSH BACK**



**FIN8NY, START-UP AND PUSH BACK APPROVED, FACING NORTHEAST**



**START-UP AND PUSH BACK APPROVED, FACING NORTHEAST, FIN8NY**

## Taxi

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

Apron Spots may be used as coordination points for both inbound and outbound traffic to and from aprons.

**Do not cross a runway without a specific clearance from ATC.** When runway 22R is in use for departure, expect to hold short of runway 22L before you are given clearance by Tower to taxi to holding point runway 22R.

By default, ATC will usually give taxi instructions to these intersections:

Runway	Default intersection	Remarks
04L	WZ	
22R	WG, WD	
04R	ZR ZS, ZT	For aircraft parking or de-icing taking place on Apron 8
22L	Y ZD ZB	Propeller / turboprop / quiet jet ACFT Propeller / turboprop / quiet jet ACFT
15	Z YB YA	Propeller / turboprop / quiet jet ACFT If LVP operations are in use If de-icing takes place on Apron 6
33	CN YN	For aircraft parking taking place on Apron 4



## Takeoff and climb

When cleared for take-off, ATC will expect the aircraft to start rolling within 10 seconds of take-off clearance. Pilots unable to comply with this requirement shall notify ATC before entering the runway.

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

The correct Radar frequency to contact is in the appropriate SID chart. If the primary frequency for the SID is not online, contact Radar on the other frequency or Helsinki Control on 121.300.

TMA exit point	Helsinki Radar Frequency
<b>ADIVO</b>	129.850 (RWY 33: 119.100)
<b>ARVEP</b>	119.100 (RWY 22R: 129.850)
<b>IDEPI</b>	119.100 (RWY 22R: 129.850)
<b>KOIVU</b>	119.100 (RWY 04L, 33: 129.850)
<b>KUVEM</b>	129.850 (RWY 15: 119.100)
<b>NEPEK</b>	129.850 (RWY 15, 33: 119.100)
<b>NUNTO</b>	129.850 (RWY 33: 119.100)
<b>RENU</b>	119.100 (RWY 04L, 33: 129.850)
<b>TEVRU</b>	129.850 (RWY 15, 33: 119.100)
<b>VALOX</b>	119.100 (RWY 04L, 33: 129.850)

When contacting Helsinki Radar, state your altitude and assigned SID. If you are assigned a heading, report the heading to Radar on initial contact. If no climb is given, the pilot shall maintain 4000 feet.

## Arrival

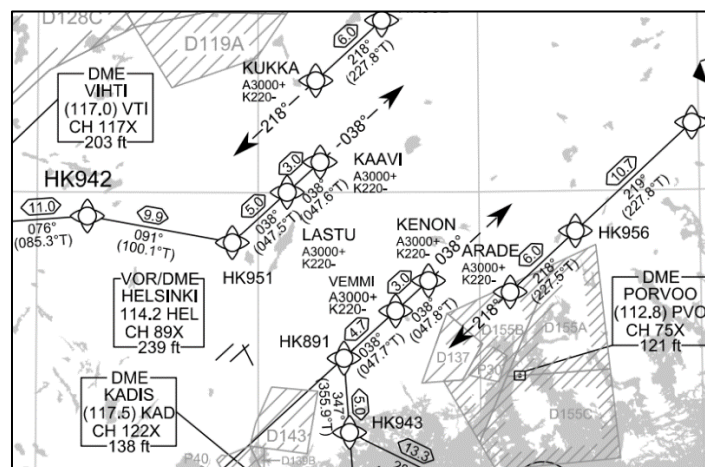
Inbound traffic is informed of the runway in use and cleared for the STAR for the arrival runway.

There are 3 ways to be cleared for the approach:

1. Following complete STAR route to final (DCT from STAR last waypoint)
2. Direct routing (maximum 90 degrees from approach course)
3. Vectors to final (30–45-degree final vector)

## Open-STAR concept

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



**BAW794H, VIA KENON AND BIFIX CLEARED ILS APPROACH RUNWAY 22L**



**BAW794H, AFTER KENON DIRECT BIFIX, CLEARED ILS APPROACH RUNWAY 22L**

## Visual approach

ILS is the primary approach type. If requested by the pilot, ATC may give clearance for a visual approach. Pilot shall have the airport in sight. ATC may advise to “maintain own separation from preceding”, if there are other aircraft approaching the airport. In that case, pilot is responsible for maintaining proper separation to other traffic.

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

## Parallel approaches

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

Pilots will be informed when parallel approaches are in force on ATC frequency or D-ATIS 135.075. When using parallel approaches, the ATIS broadcast will contain the following information: Simultaneous independent IFR approaches in progress.

Area control will inform the landing runway at the earliest possibility; however, pilots should plan on landing on either runway when parallel approaches are in progress.

## Flight plan route

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

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

Arrival connection route	Flight plan last waypoint	Flight Plan
EVADI	DIVAM	DCT EVADI Y370 DIVAM
RIRIP	LAKUT	DCT RIRIP Y364 LAKUT
IBVUT		DCT IBVUT Y363 LAKUT
OTKIL		DCT OTKIL Y368 LAKUT
UXADA		DCT UXADA Y349 AMROT Y362 LAKUT
ENETI		DCT ENETI Y362 LAKUT
IBOSU	LUSEP	DCT IBOSU Y86 LUSEP
NAPRU		DCT NAPRU T83 LUSEP
ROKVI	VEPIN	DCT ROKVI Y358 VEPIN
ARLOM		DCT ARLOM Y359 VEPIN

## Phraseology

### Initial contact to Helsinki Radar:

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

### When changing from Helsinki Radar to Helsinki Arrival:

- |             |                             |
|-------------|-----------------------------|
| • Call sign | HELSINKI ARRIVAL, FINNAIR 6 |
|-------------|-----------------------------|

### When changing to tower frequency:

- |             |                           |
|-------------|---------------------------|
| • Call sign | HELSINKI TOWER, FINNAIR 6 |
| • Runway    | RUNWAY 22 LEFT            |

## Taxi

Pilots are reminded that rapid exit from the runway enables ATC to apply minimum spacing on final approach that will achieve maximum runway utilization and will minimize the occurrence of go-arounds.

**If landing on runway 22L, vacate via ZH or later.** Vacating the runway via ZG or earlier may cause a conflict between arrivals and aircraft waiting to cross the runway. You can continue taxi left on Z after vacating the runway to avoid blocking the runway exit for the next arrival.

**Aircraft landing on runway 04R/22L and 15/33 shall contact Helsinki Ground 121.800 after vacating the runway.** No handoff will be given.

**Transponder shall be kept active until reaching the parking stand,** after which code 2000 should be selected and the transponder deactivated.

# VFR traffic

Charts are available at [Finland eAIP](#).

Note VFR traffic is not allowed when parallel approaches are in force.

## Traffic circuits

### Flight plan

Finland flight planning guide available [HERE](#).

When flying in a Traffic Circuit, the routing in your flight plan should be **TC**. You can describe your intentions in flight plan section 18 with remarks, example:

RMK/2TGL 1LA 1SL 1FS

(2 touch-and-go landings, 1 low-approach, 1 spot-landing, 1 full-stop landing).

### Phraseology examples

#### Departing to traffic circuit



**HELSINKI GROUND, OH-STL, DIAMOND 42, APRON 3, INFORMATION M, QNH 1007,  
REQUEST TAXI FOR TRAFFIC CIRCUIT**



**O-TL, HELSINKI GROUND, TAXI TO HOLDING POINT Z, RUNWAY 15, SQUAWK 4233**



**TAXI TO HOLDING POINT Z, RUNWAY 15, SQUAWK 4233, O-TL**



**O-TL, CONTACT TOWER 118.600**



**TOWER 118.600, O-TL**



**TOWER, OH-STL, HOLDING Z, READY**



**O-TL, WIND CALM, RUNWAY 15, CLEARED FOR TAKE-OFF TO TRAFFIC CIRCUIT,  
LEFT TURN**



**RUNWAY 15 CLEARED FOR TAKE-OFF TO TRAFFIC CIRCUIT, LEFT TURN, O-TL**

### In traffic circuit



**O-MP, DOWNWIND RUNWAY 15, REQUEST TOUCH-AND-GO**



**O-MP, WIND CALM, RUNWAY 15, CLEARED FOR TOUCH-AND-GO, LEFT TURN**



**O-MP, DOWNWIND, RUNWAY 15, REQUEST FULL STOP LANDING**



**O-MP, WIND 260 DEGREES 2 KNOTS, RUNWAY 15, CLEARED TO LAND**

### Traffic information



**O-BC, NUMBER 2, FOLLOW CESSNA 172 ON BASE LEG, RUNWAY 15**



**NUMBER 2, FOLLOW CESSNA 172, O-BC**



**O-TF, TRAFFIC FINNAIR AIRBUS 320 ON 4 MILES FINAL RUNWAY 15, CONTINUE  
APPROACH AS NUMBER 2, CAUTION WAKE TURBULENCE**



**O-VB, TRAFFIC DIAMOND 42 HOLDING AT MATAR 1000 FEET**

## Entering and leaving the Control Zone (CTR)

Entering and leaving the Control Zone is done via Visual Reporting Points (VRP). In some cases, departing VFR aircraft is cleared direct en-route.

### Flight plan

VRPs can be added to your route of flight just like a regular waypoint. ATC will clear you to leave or enter the control zone through the VRP you have filed. You can find the VRPs from the EFHK VAC chart at [EFHK AIP](#).

### Visual Reference Points in Helsinki:

- HAGIP, LINTU, LILJA, OLBIB
- OGELI (SAR-flights only)

### Phraseology Examples

#### Leaving Control Zone



**HELSINKI GROUND, OH-MPS, APRON 3, INFORMATION M, QNH 1020, REQUEST TO LEAVE CONTROL ZONE VIA LINTU**



**OH-MPS, HELSINKI GROUND, TAXI TO HOLDING POINT DL, RUNWAY 33, LEAVE CONTROL ZONE VIA LINTU, 1000 FEET OR BELOW, SQUAWK 2440**



**TAXIING TO HOLDING POINT DL, RUNWAY 33, LEAVING CONTROL ZONE VIA LINTU, 1000 FEET OR BELOW, SQUAWK 2440, O-PS**



**O-PS, WIND VARIABLE 2 KNOTS, RUNWAY 33, CLEARED FOR TAKEOFF, LEFT TURN**



**RUNWAY 33, CLEARED FOR TAKEOFF, LEFT TURN, O-PS**

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**O-PS, LINTU OUTBOUND**



**O-PS**

Note! Pilot shall advice ATC when crossing the VRP or airspace border. When leaving controlled airspace, pilot may leave the tower frequency.

## **Entering Control Zone**



**HELSINKI TOWER, OH-MPS, NORTH OF AIRFIELD, 1000 FEET, ESTIMATING LILJA  
IN 5 MINUTES, INFORMATION S, QNH 1021, FOR LANDING**



**OH-PS, HELSINKI TOWER, VIA LILJA JOIN LEFT BASE LEG RUNWAY 22L, 1000  
FEET OR BELOW**



**O-PS, JOIN MATAR HOLDING, 1000 FEET, DUE TRAFFIC, EXPECT RUNWAY 22L**



**O-PS, NUMBER 2, TRAFFIC CESSNA 172 ON DOWNWIND RUNWAY 22L**

Note: When cleared to join downwind as number 2 and traffic information is given, you shall join behind the described traffic. The Control Zone is D airspace, ATC will not apply separation for VFR traffic!



## Flying in the Terminal Maneuvering Area (TMA)

VFR flights conducted in the TMA is possible when traffic situation allows. There might be some restrictions due to commercial traffic. When traffic information is given, pilot shall primarily keep away from other traffic. Pilot may be requested to maintain specific altitudes, remain north/east/south/west of airspaces, visual aids or runway extensions.

### Phraseology examples

#### Flying through the TMA



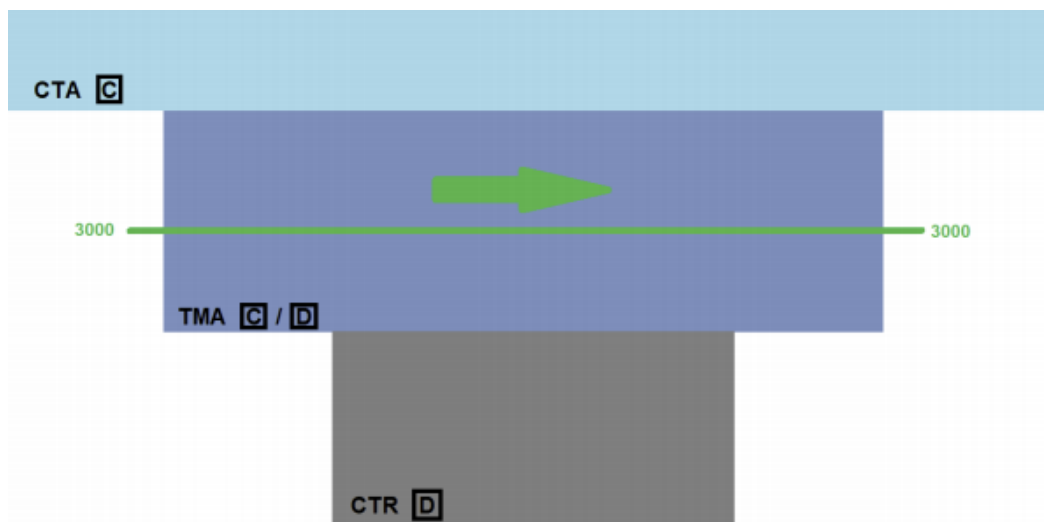
**HELSINKI RADAR, OH-ABC OVER INKOO, 3000 FEET, INFORMATION A, REQUEST CLEARANCE TO TERMINAL AREA**



**O-BC, HELSINKI RADAR, CLEARED TO HELSINKI TERMINAL AREA, DIRECT EN-ROUTE, 3000 FEET OR BELOW, QNH 1001**



**CLEARED TO HELSINKI TERMINAL AREA, DIRECT EN-ROUTE, 3000 FEET OR BELOW, QNH 1001, O-BC**

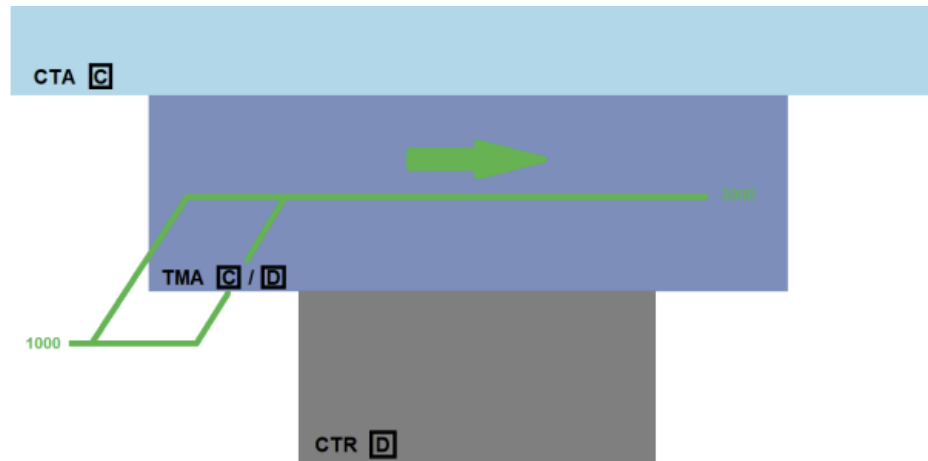


### Entering TMA via climb

 **HELSINKI RADAR, OH-ABC OVER VUOSAARI, 1000 FEET, REQUEST 3000 FEET**



**O-BC, HELSINKI RADAR, RADAR CONTACT, CLEARED TO HELSINKI TERMINAL AREA, 3000 FEET OR BELOW, QNH 1001**



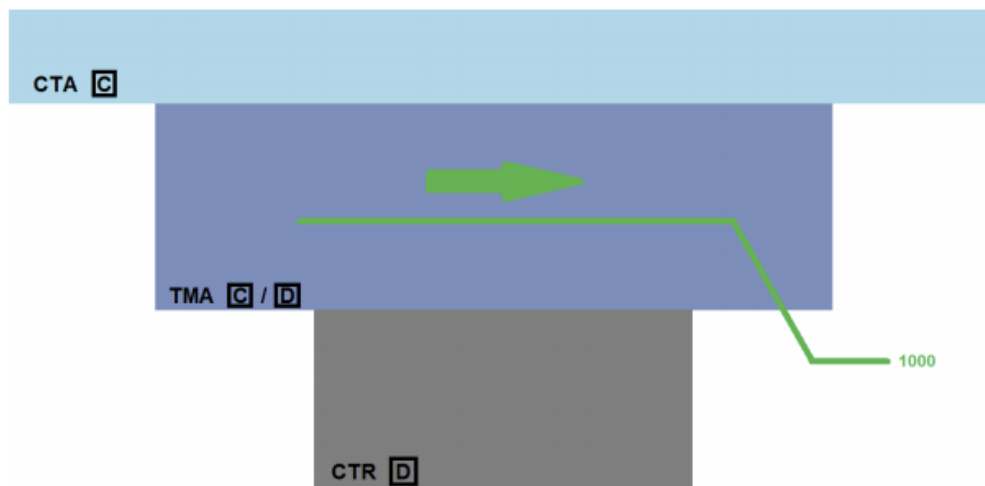
### Leaving TMA by descent

 **OH-ABC, REQUEST DESCENT TO 1000 FEET**



**O-BC, LEAVE TERMINAL AREA DESCENDING, YOU MAY LEAVE THIS FREQUENCY**

 **LEAVING TERMINAL AREA DESCENDING, WILCO, O-VB**



### Arriving into CTR via TMA

1. Via VRP with altitude restriction:



**O-BC, VIA LILJA JOIN DOWNWIND RUNWAY 15, MAXIMUM ALTITUDE AT LILJA 1000 FEET**

2. Via VRP with no altitude restrictions:

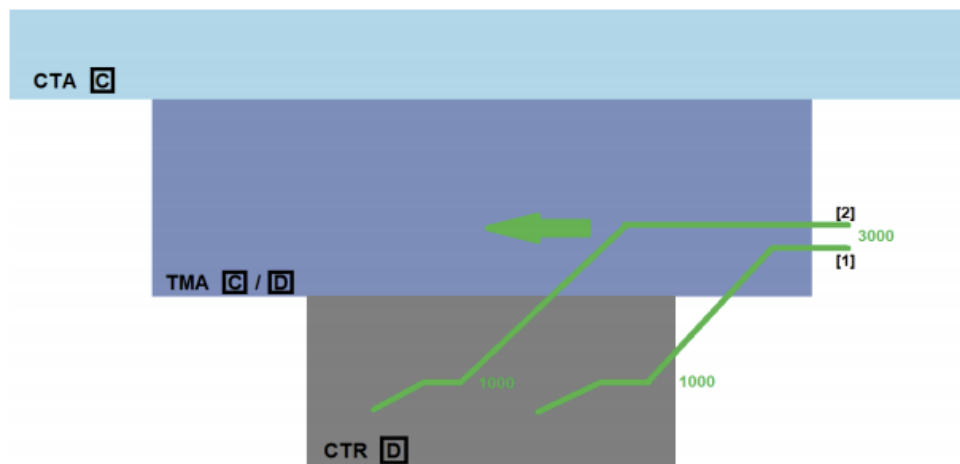


**O-BC, VIA LILJA JOIN DOWNWIND RUNWAY 15, 3000 FEET OR BELOW, NO DESCENT RESTRICTIONS**

3. Direct without altitude restrictions:



**O-BC, JOIN DOWNWIND RUNWAY 15, DIRECT, 3000 FEET OR BELOW, NO DESCENT RESTRICTIONS IN CONTROL ZONE**



Note: You need to have obtained your ATC clearance to enter TMA, before flying in TMA and following these procedures.