

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°	51
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	-	-

RWY details, see EFHK AD 2.12  
 FATO details, see EFHK AD 2.16  
 APN and ACFT stands details, see page EFHK AD 2.15 - 7  
 TWY details, see page EFHK AD 2.15 - 11

BRG are MAG  
 DMN in M  
 ELEV in FT

**Hot Spot 1, 2**  
 FREQ change before crossing runway.  
 An explicit crossing clearance shall be received before proceeding over the runway.

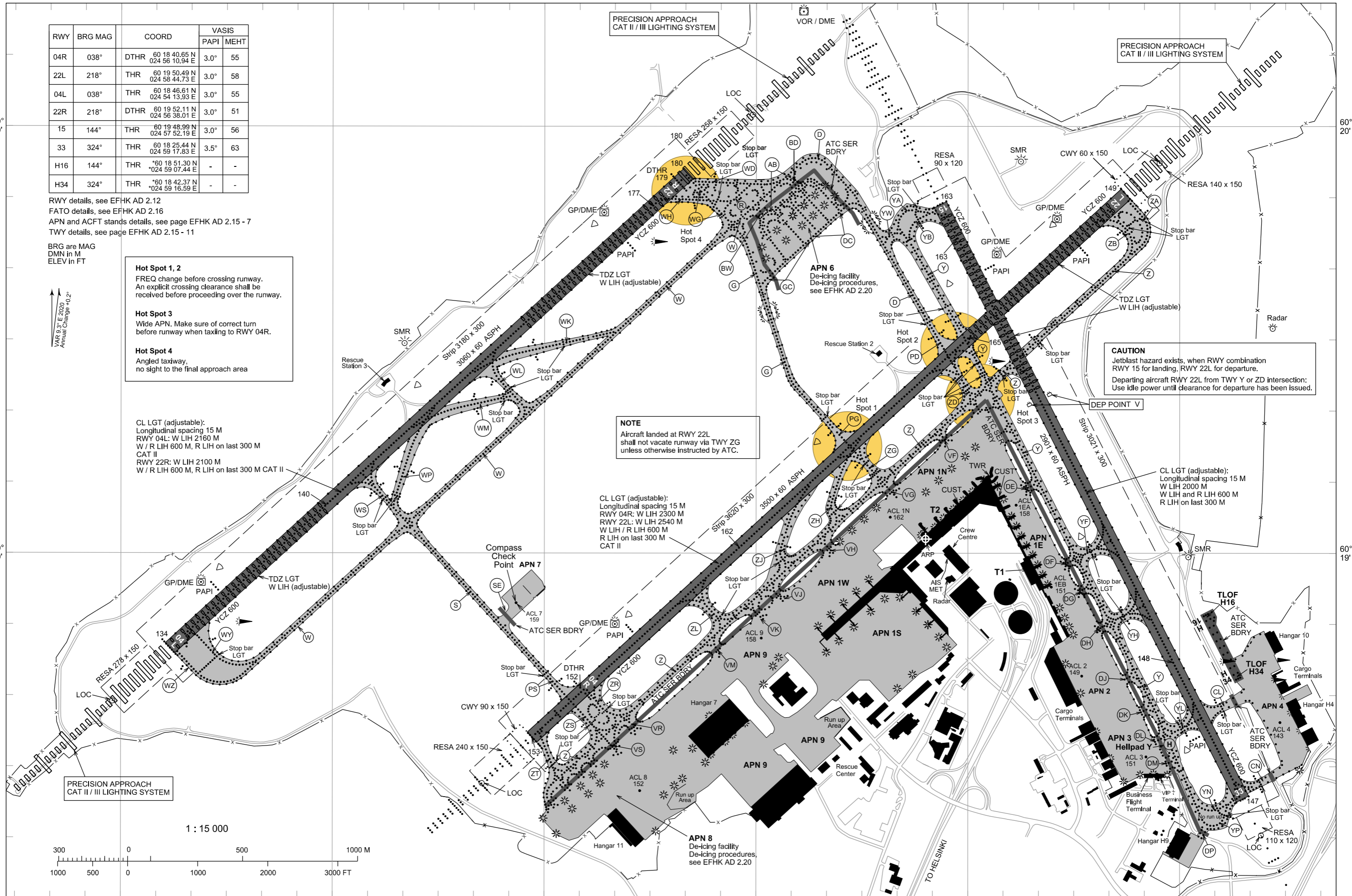
**Hot Spot 3**  
 Wide APN. Make sure of correct turn before runway when taxiing to RWY 04R.

**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.

**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.



CHG: RVR LCA. ADDN Run up Area

1 : 15 000

