

TWR	GND	De-icing
118.600	121.800	127.025
118.850	118.125	133.850

RWY	BRG MAG	COORD	PAPI	MEHT
04R	039°	DTHR 60 18 40.85 N 024 56 10.94 E	3,0°	55
22L	219°	THR 60 19 50.49 N 024 58 44.73 E	3,0°	58
04L	039°	THR 60 18 46.61 N 024 54 13.93 E	3,0°	55
22R	219°	DTHR 60 19 52.11 N 024 56 38.01 E	3,0°	51
15	145°	THR 60 19 48.99 N 024 57 52.19 E	3,0°	56
33	325°	THR 60 18 25.44 N 024 59 17.83 E	3,5°	63
H16	145°	THR *60 18 51.30 N *024 59 07.44 E	-	-
H34	325°	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

VAR 3.7° E 2015
 Annual Change +0.2°

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.

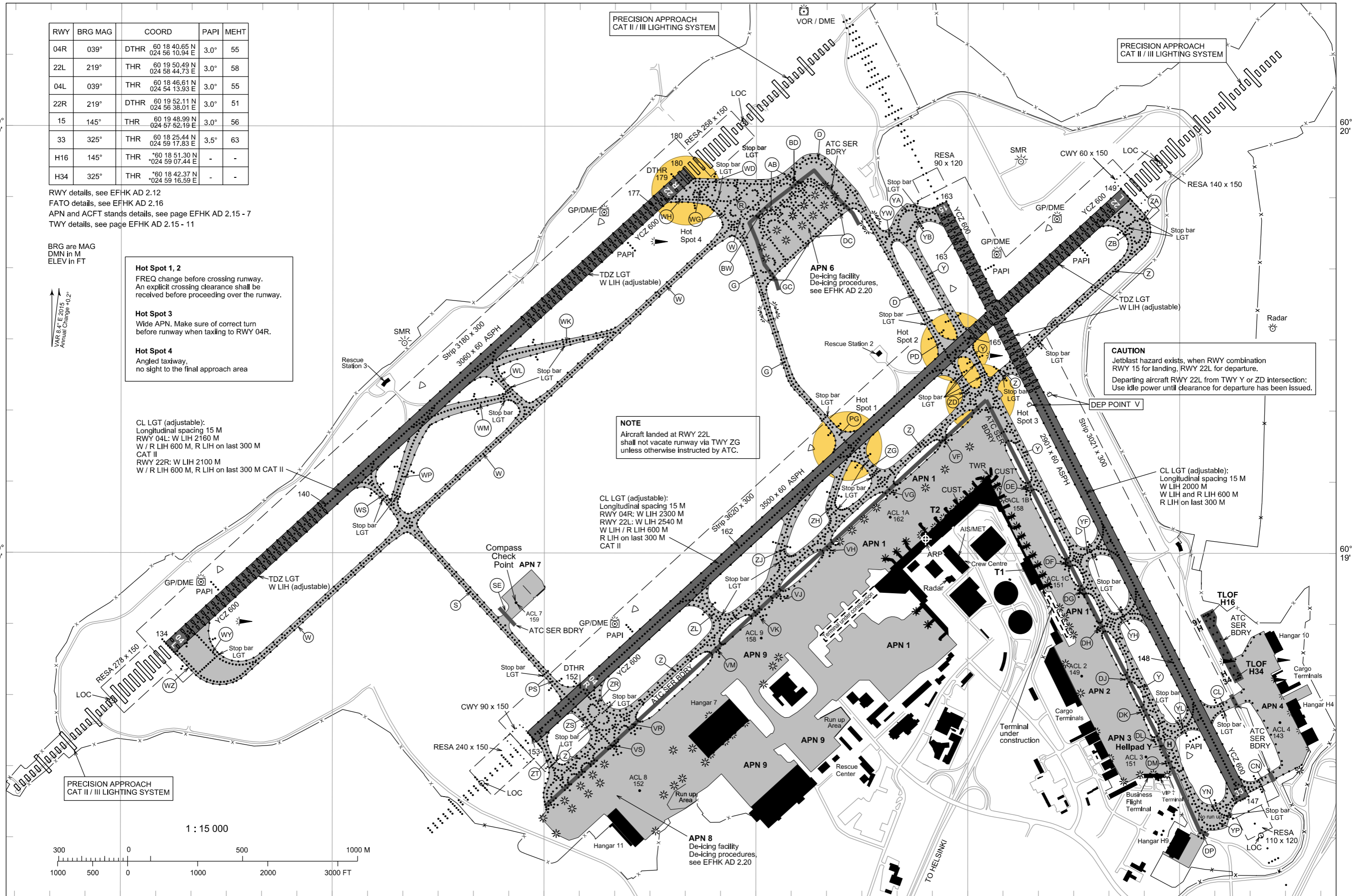
Hot Spot 4
 Angled taxiway,
 no sight to the final approach area

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.



CHG: APN 1

1 : 15 000

