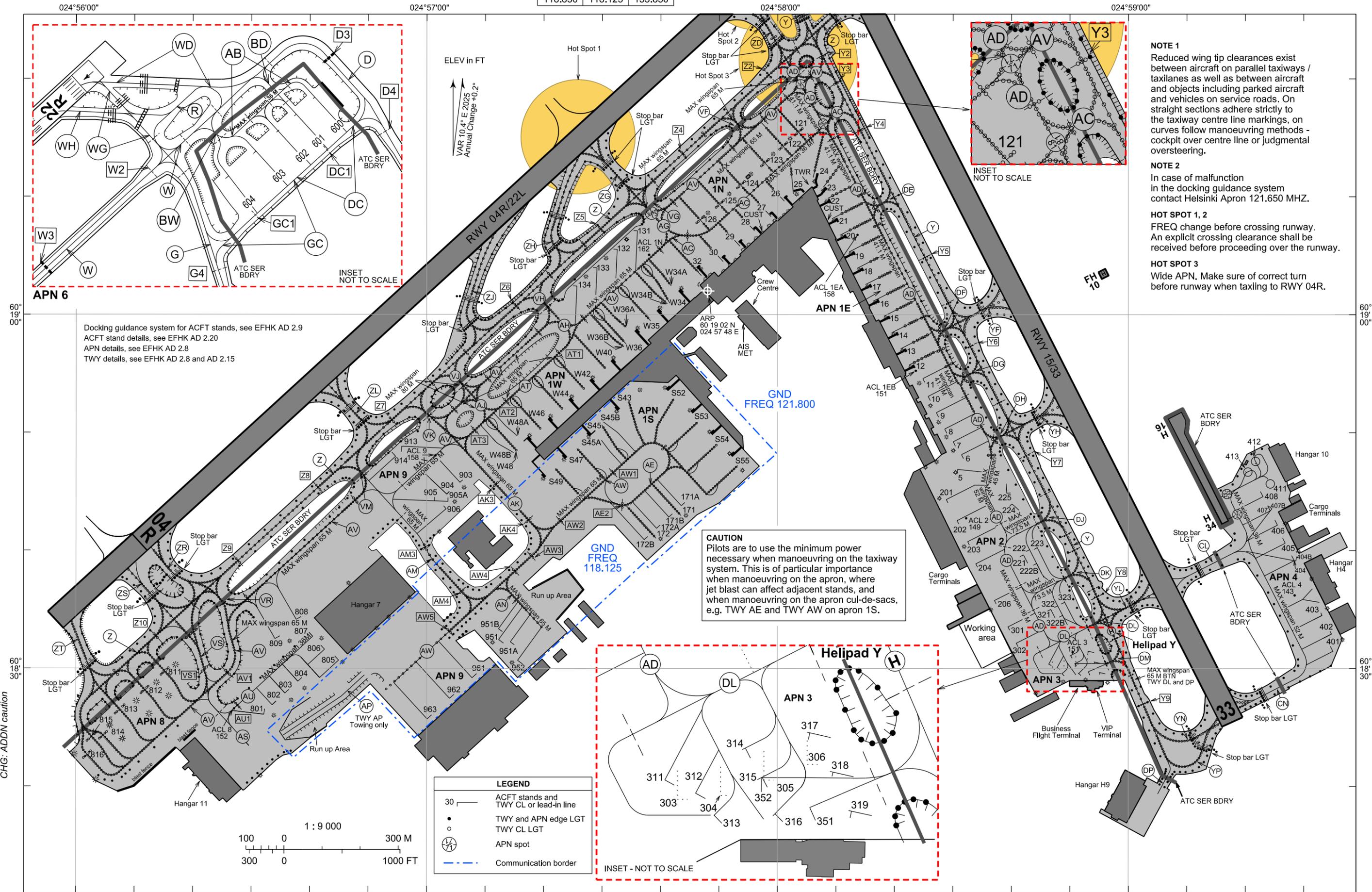


TWR	GND	De-icing
118.600	121.800	127.025
118.850	118.125	133.850



**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.

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

**CAUTION**  
Pilots are to use the minimum power necessary when manoeuvring on the taxiway system. This is of particular importance when manoeuvring on the apron, where jet blast can affect adjacent stands, and when manoeuvring on the apron cul-de-sacs, e.g. TWY AE and TWY AW on apron 1S.

**LEGEND**

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