JEPPESEN 21 NOV 14 (19-1)

UTTI
UTTI
FINLAND

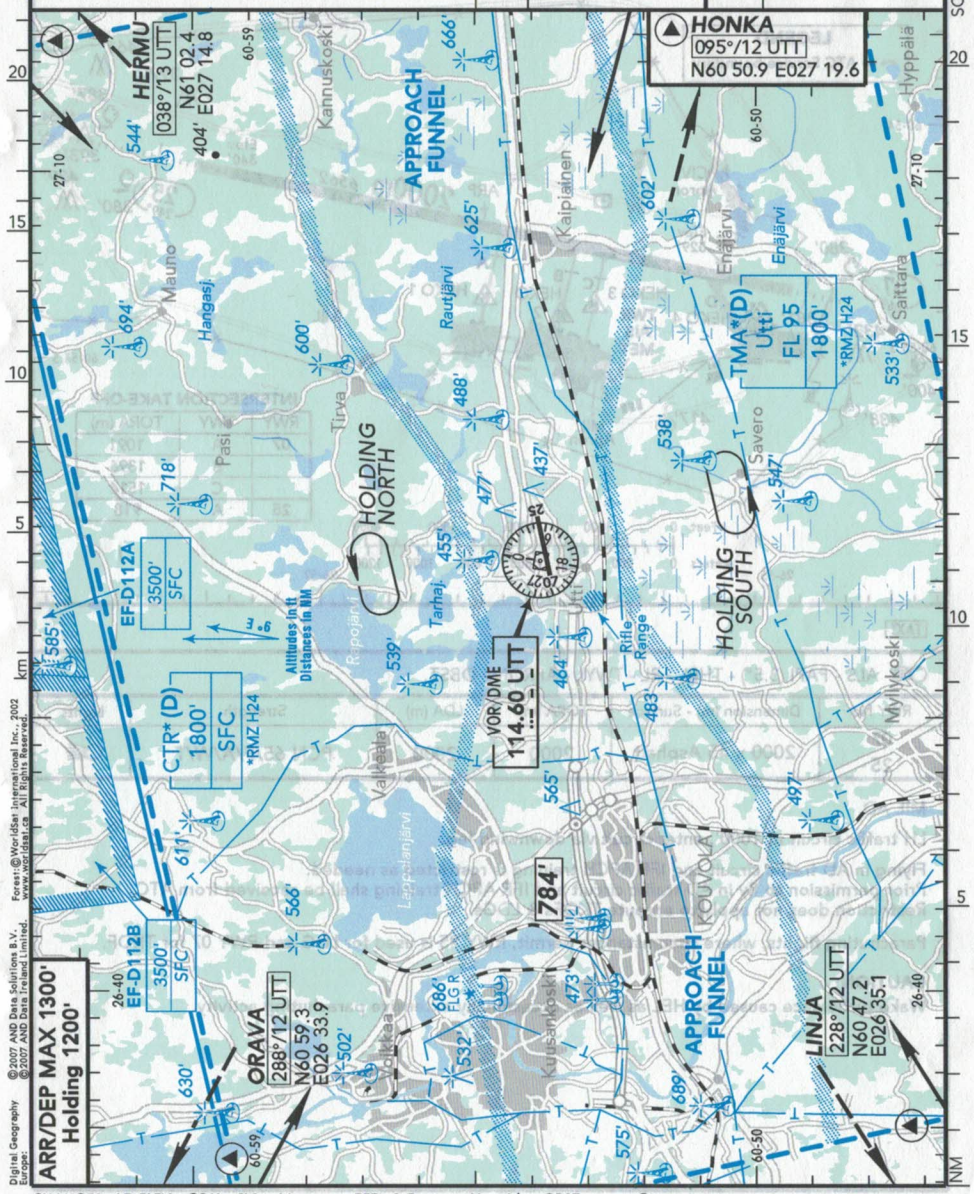
EFUT
Elev **340'**/104m
N60 53.8
E026 56.3
7 NM E Kouvola

(TWR) VDF
UTTI TOWER **130.800 119.700** (fi, en)

ATIS **136.550** (en, outside TWR op hr mainly AD weather information)

RWY	ILS	RWY	ILS
		25	109.70 UT 249°

SCALE 1:250 000



CHANGES: AD ELEV - COM - ILS - Airspace - REPs & Routes - Navaids - OBST - Topography

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JEPPESEN 13 MAR 15 (19-1)

VAASA
VAASA
FINLAND

EFVA
Elev **21'**/6m
N63 02.7
E021 45.9
4.9 NM SE Vaasa

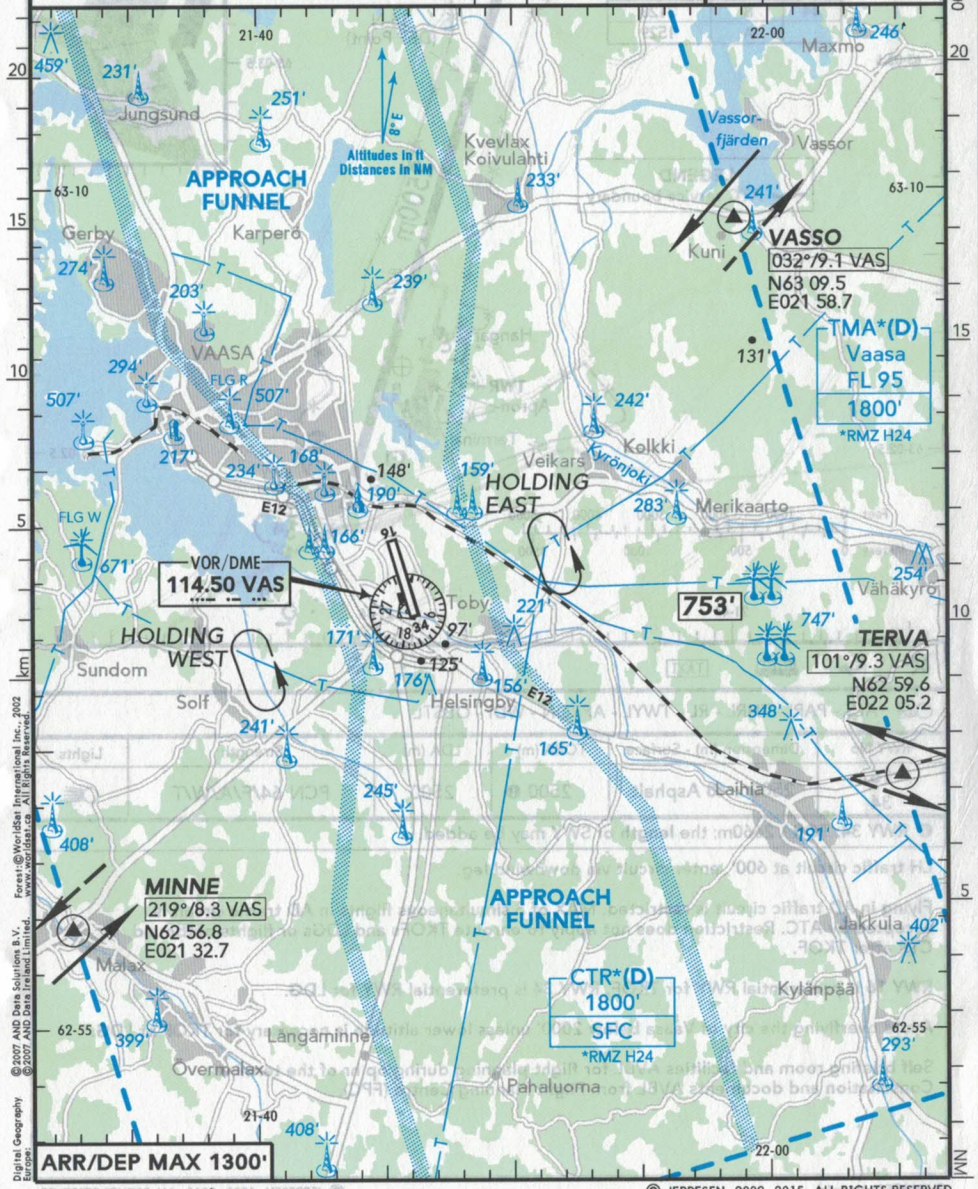
(APP)
VAASA RADAR **125.850**

(TWR)
VAASA TOWER **120.950 119.700** (fi, en)

ATIS **136.450** (Outside ATS op hr, mainly AD weather information)
*ILS/DME freq paired.

RWY	ILS	RWY	ILS
16*	108.50 VA 155°		

SCALE 1:250 000



CHANGES: REPs - Navaids

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VAASA

VAASA

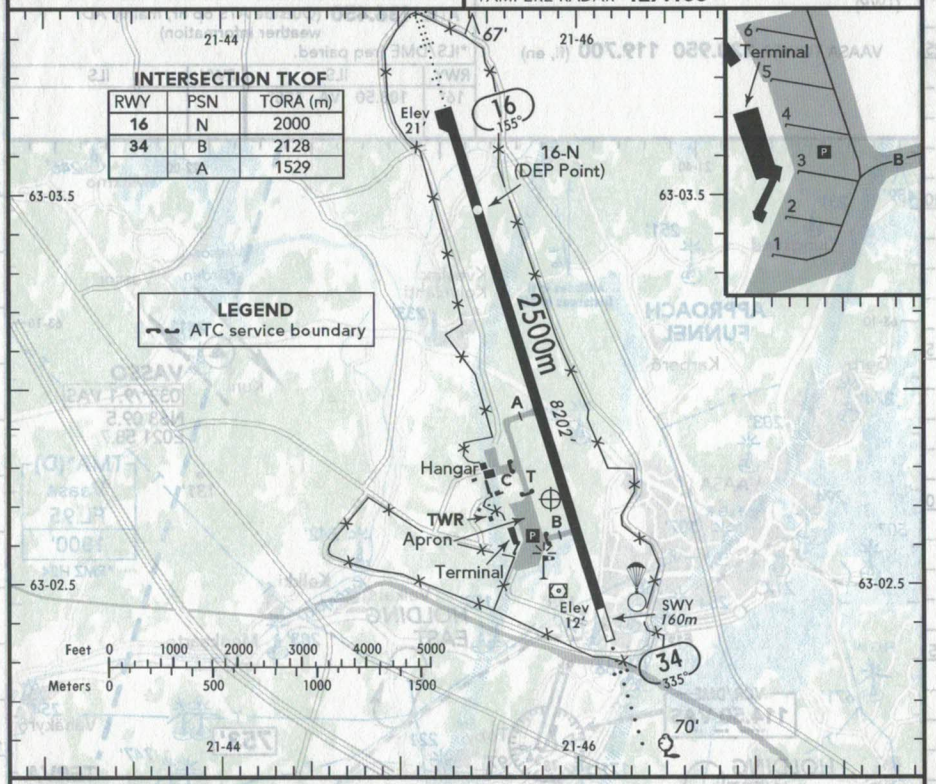
FINLAND

19-2 13 MAR 15 JEPPESEN

ATIS **136.450** (Outside ATS op hr, mainly AD weather information)

(FIS)

TAMPERE RADAR **127.100**



TAXI

ALS - PAPI - THRL - RL - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
16 34	2500 x 48 Asphalt	2500 ❶	2500	PCN 64/F/A/W/T	

❶ RWY 34: TORA 2660m; the length of SWY may be added.

LH traffic circuit at 600', enter circuit via downwind leg.

Flying in AD traffic circuit is restricted. MAX of 3 simultaneous flights in AD traffic circuit is accepted by ATC. Restriction does not apply to enroute TKOFs and LDGs or flights outbound CTR after TKOF.

RWY 16 is preferential RWY for TKOF. RWY 34 is preferential RWY for LDG.

Avoid overflying the city of Vaasa below 2000' unless lower altitude is necessary for TKOF or LDG.

Self briefing room and facilities AVBL for flight planning during op hr of the terminal. Consultation and documents AVBL from Flight Planning Centre (FPC).

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UTTI

UTTI

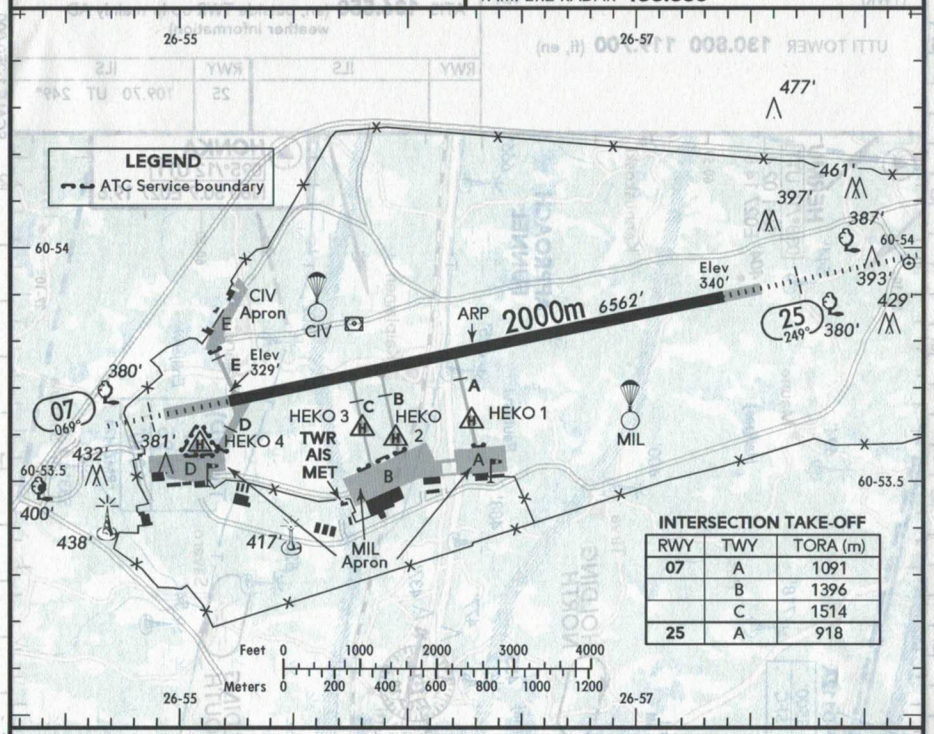
FINLAND

19-2 21 NOV 14 JEPPESEN

ATIS **136.550** (outside TWR op hr mainly AD weather information)

(FIS)

TAMPERE RADAR **136.650**



TAXI

ALS - PAPI (3.5°) - THRL - RL - TWYL - APRON - OBST.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
07 25	2000 x 45 Asphalt	2000	2000	PCN 65/F/A/W/T	

MIL AD.

LH traffic circuit at 1000', enter circuit via downwind leg.

Flying in AD traffic circuit and IFR APCH training is restricted as needed.
Prior permission to fly in AD traffic circuit and IFR APCH training shall be received from ATC.
Restriction does not apply to enroute TKOFs & LDGs.

Parachuting flights, where circumstances permit, RWY 25 is used for LDG and RWY 07 for TKOF.

CAUTION:
Wake turbulence caused by HEL as well as occasionally extensive parachuting activity.

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