



Liuskamerkinnoissa käytettävät symbolit ja lyhenteet

| | | |
|-----|---------------------------|------------|
| TI | TACTICAL ILS/TIME | TI03/33 |
| SA | STRAIGHT-IN APPROACH/TIME | SA22/33 |
| I | ILS APPROACH/TIME | I15/33 |
| N | NDB APPROACH/TIME | N22/23 |
| R | RNAV APPROACH/TIME | R12/06 |
| V | VOR APPROACH/TIME | V15/58 |
| P | PAR APPROACH/TIME | P24/35 |
| S | SRA APPROACH/TIME | S34/12 |
| CA | CIRCLING APPROACH/TIME | CA26/15 |
| VA | VISUAL APPROACH/TIME | VA04/43 |
| MA | MISSED APPROACH/TIME | MA/45 |
| OM | OUTER MARKER | OM08 |
| MKR | MARKER | MKR08 |
| LD | LEFT DOWNWIND | LD26 |
| RB | RIGHT BASELEG | RB08 |
| F | FINAL | F15 |
| LT | LEFT TURN | 26LT |
| PT | PROCEDURE TURN | PT15 |
| RT | RIGHT TURN | 08RT |
| BT | BASE TURN | BT28 |
| — | STRAIGHT AHEAD | 15 — |
| CNL | CANCEL(esim. IFR) / TIME | CNL IFR/33 |
| RQ | REQUEST | |
| FPR | FLIGHT PLAN ROUTE | |
| DCT | DIRECT | |
| AB | ABEAM | |



| | | |
|------------------------|---------------------------------------------------|---------------------------|
| RFCE | REQUEST FLIGHT LEVEL CHANGE ENROUTE | 60RFCE |
| RLCE | REQUEST LEVEL CHANGE ENROUTE | 3.0RLCE |
| CE | CLEARANCE EXPIRES AT | CE25 |
| RS | RELEASE SUBJECT TO | RS FIN 123 |
| RR | REPORT REACHING | RR F60 |
| RP | REPORT PASSING | RP F60 |
| RL | REPORT LEAVING | RL F60 |
| RX | REPORT CROSSING | RX V125 TUR |
| X | CROSS | |
| TFC | TRAFFIC REPORT | |
| TRL | TRANSITION LEVEL | TRL 50 |
| IAS | INDICATED AIRSPEED | IAS200 |
| B | INFORMATION B | |
| WX | WEATHER INFORMATION RELAYED | |
| S,E | RTF-LANGUAGE, WHEN NECESSARY | |
| H | HEADING | H090 |
| T | TRACK | T345 |
| V | RADIAL (VOR IDENTIFICATION WHEN NECESSARY) | V125 TUR |
| D | DME DISTANCE (DME IDENTIFICATION WHEN NECESSARY) | D45 HEL |
| D ARC | DME-ARC (VOR IDENTIFICATION WHEN NECESSARY) | D15ARC TUR |
| H ^{hold} → | INSTRUCTED TO HOLD (TIME OF FURTHER CLEARANCE) | H ^{50s} →1140 |
| → | SET HEADING TO | →HEK |



| | | |
|---------------|--------------------------------------|--------|
| ↓ | DESCEND | |
| ↑ | CLIMB | |
| ∧ | NO DELAY EXPECTED | |
| ✓ | THIS INFORMATION HAS BEEN PASSED | |
| | CLEARED TO LEAVE CONTROLLED AIRSPACE | |
| | CLEARED TO ENTER CONTROLLED AIRSPACE | |
| <u>240</u> | FL 240 APPROVED | |
| (80) | PASSING FL OVER THE FIX | |
| — | RESTRICTIONS BELOW LINE | |
| + | OR ABOVE, OR LATER | F40+ |
| - | OR BELOW, OR BEFORE | 58- |
| ⊕ | OWN SEPARATION AND VMC | |
| () | ALTERNATE INSTRUCTIONS | |
| R | RADAR CONTACT | |
| R | RADAR SERVICE TERMINATED | |
| R | RADAR CONTACT LOST | |
| | RADAR CLIMB | |
| RV | RADAR VECTORING | |
| RV | RESUME OWN NAVIGATION | |
| RV/ | RADAR VECTORING FOR | RV/133 |
| SR | SURVEILLANCE RADAR | |
| PR | PRECISION RADAR | |
| HOSP | HOSPITAL FLIGHT | |
| VIP | VIP FLIGHT | |
| EMG | EMERGENCY | |



| | |
|-----------------------------------------------------------|----------------------------------------------------------------------------------------------------------|
| HIJ | HI-JACK |
| - | NO TRANSPONDER |
| C (CODE) | TRANSPONDER WITH C-MODE C 3220 |
| (CODE) | TRANSPONDER WITHOUT C-MODE 3220 |
| $\frac{\bullet}{-}$ | ON TOP |
| $\frac{-}{\bullet}$ | BELOW CLOUDS |
| F350 | FLIGHT LEVEL 350, F WHEN NECESSARY |
| F55 | FLIGHT LEVEL 55, F WHEN NECESSARY |
| A3,5 | ALTITUDE 3500 FT ON QNH, A WHEN NECESSARY |
| 2,0E | HEIGHT 2000 FT ON QFE |
| S3350 | FL 3350 METERS, S WHEN NECESSARY |
| M8400 | 8400 METERS ON QNH, M WHEN NECESSARY |
| M600E | 600 METERS ON QFE, M/E WHEN NECESSARY |
| K830 | 830 KM/H |
| N485 | 485 KNOTS, N WHEN NECESSARY |
| M082 | MACH 0,82 |
| $\overline{\text{APP}}$ | RELEASED APP |
| X SUA 50- | CROSS SUNNA VOR AT 50 OR BEFORE |
| X SUA F 150- | CROSS SUNNA VOR AT FL 150 OR BELOW |
| XD15 TUR F60+ | CROSS 15 NM TURKU DME AT FL 60 OR ABOVE |
| XV330 SUA S1500 | CROSS 330 RADIAL SUNNA VOR AT FL 1500 METERS |
| \uparrow F50 | CLIMB TO PASS (REACH) FL 50 AT 17 OR LATER |
| 17+ | |
| $\frac{3.5 \uparrow \text{F50}}{\text{D}+2}$ | MAINTAIN 3500 FT, 2 MINUTES AFTER DEPARTURE CLIMB TO FL50 |
| $\frac{\text{F90} \downarrow \text{F70}}{\text{D62 HEL}}$ | MAINTAIN FL 90, WHEN CROSSING 62 NM HELSINKI DME DESCEND TO FL 70 |
| V270/F80 F60-V270D10 | FOLLOW RADIAL 270 UNTIL FLIGHT LEVEL 80, MAINTAIN FLIGHT LEVEL 60 OR BELOW UNTIL RADIAL 270 AND 10 MILES |



| | |
|------------------------|-------------------------------------------------------------------|
| <u>FIN 213</u> 1.0+ | MAINTAIN AT LEAST 1000 FT BELOW FIN 213 |
| <u>1.0+</u> FIN 213 | MAINTAIN AT LEAST 1000 FT ABOVE FIN 213 |
| ↑ MXR | CLIMB AT MAXIMUM RATE |
| ↓ 2.5 + | DESCEND AT 2500 FEET OR MORE PER MINUTE |
| ↑ 1.5 - | CLIMB AT 1500 FEET OR LESS PER MINUTE |
| 60✓ | MAINTAINING FL60 |
| 60 ✓ | LEFT FL60 |
| 60 | PASSED FL60 |
| ↑ R F60 | EXPECT RADAR CLIMB TO FL60 |
| ↑ F60 AUR | CLIMB TO FL60 IN AURA HOLDING PATTERN |
| → SUA/S1200 | SET HEADING TO SUNNA VOR UNTIL PASSING (REACHING) FL1200 METERS |
| T360/F65 | TRACK 360 UNTIL PASSING (REACHING) FL65 |
| H090/F110 | HEADING 090 UNTIL FLIGHT LEVEL 110 |
| V125 TUR/V020 SUA | 125 RADIAL TURKU VOR UNTIL 020 RADIAL SUNNA VOR |
| ⊕/F70 | OWN SEPARATION AND VMC UNTIL (PASSING,REACHING) FL70 |
| ⊕ VA26/13 | CLEARED VISUAL APPROACH RWY 26 MAINTAINING OWN SEPARATION AND VMC |
| V270 TUR ✓ | 270 RADIAL TURKU VOR ESTABLISHED |
| 35/119,1 | AT 35 CONTACT HK APPROACH 119,1 |
| D35 TUR/119,1 | WHEN PASSING 35NM TURKU DME CONTACT HK APP 119,1 |
| F55/119,1 | WHEN PASSING (REACHING) FL 55 CONTACT HK APP 119,1 |
| NORVSM | NON-RVSM APPROVED AIRCRAFT |