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General Information

Location: TALLINN EST
ICAO/IATA: EETN / TLL
Lat/Long: N59° 24.8', E024° 49.9'
Elevation: 135 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 8.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0555 Z
Sunset: 1514 Z

Runway Information

Runway: 08
Length x Width: 11417 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 129 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 787 ft

Runway: 26
Length x Width: 11417 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 135 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 124.875
ATIS: 464.500
Tallinn Tower: 135.900 VHF-DF
Tallinn Radar Approach: 127.900
Tallinn Radar Approach: 125.400
De-Icing Operations: 121.780
Tallin Handling Operations: 131.900

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1. GENERAL

1.1. ATIS

ATIS 124.875

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Noise abatement procedures are applicable below 3000' AMSL.

1.2.2. RUN-UP TEST

Maintenance run-ups of ACFT engines shall be avoided between 2200-0600LT and at any time on Sundays. ACFT engines and systems testing and maintenance run-ups are allowed in the maintenance run-up area which is located east from the intersection of TWY A and TWY G. During testing TWY G is closed for taxiing ACFT. Person responsible for ACFT testing shall coordinate testing with Apron Control 30 minutes before the start of planned testing by phone +372 605 8461. Maintenance run-up on idle power is allowed without prior coordination on apron M (except terminal stands where maintenance run-up is forbidden), Y3 and Y5 ACFT stands.

Maintenance run-up at terminal stands M1, M2, M4, M5, M6, M7, M8, M9, M12, M13 and M15 is forbidden.

1.3. LOW VISIBILITY PROCEDURES (LVP)

RWYs 08 and 26 are approved for departure operations in RVR conditions between the values of 550m and 150m, for ACFT CAT D between 500m and 200m.

The application of LVP for take-off will be informed by ATIS or Tallinn TWR.

When A-SMGCS system is not in use during LVP for take-off, only one ACFT at a time is allowed at the maneuvering area.

TWY D is not in use in LVP for take-off conditions.

1.4. ADVANCED SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (A-SMGCS)

1.4.1. OPERATION OF TRANSPONDERS ON THE GROUND

1.4.1.1. GENERAL

A-SMGCS supported with SMR and Mode S multilateration is installed at the APT.

Whenever the ACFT is equipped with Mode S having an ACFT identification feature the ACFT ident (i. e. actual call sign used in flight) shall be set in the transponder.

1.4.1.2. OPERATION OF MODE S TRANSPONDERS

Arrival:

As soon as practicable after landing deselect TCAS (or TA/RA).

Automatic mode (e.g. AUTO) shall be continuously selected or, if automatic mode is not available, select ON (or XPDR).

Continuously squawk the last assigned Mode A code until fully parked.

Immediately after parking - set the Mode A2000, then select OFF or STBY.

Departure:

Set ACFT ident and assigned Mode A code, if no Mode A code assigned use A2000.

Immediately prior push-back or taxi (actual movement), whichever is earlier, select automatic mode (e.g. AUTO) or if automatic mode is not available, select ON (or XPDR).

Select TCAS (or TA/RA) only when approaching RWY holding position.

During towing or repositioning of ACFT, if no flight plan has been filed, the ACFT shall set A2000. The ACFT registration shall be used as Mode S identification.

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1. GENERAL

1.4.1.3. MODE 3/A,C (NON-MODE S) TRANSPONDERS SHALL BE OPERATED IN ACCORDANCE WITH THE FOLLOWING

Arrival:

Automatic mode (e.g. AUTO) shall be continuously selected, or, if automatic mode is not available, select ON (or XPDR).

Continuously squawk the last assigned Mode A code until fully parked.

Immediately after parking set the Mode A2000, then select OFF or STBY.

Departure:

Set assigned Mode A code, if no Mode A code assigned use A2000.
Immediately prior push-back or taxi (actual movement), whichever is earlier, select automatic mode (e.g. AUTO) or if automatic mode is not available, select ON (or XPDR).

During towing or repositioning of ACFT, if no flight plan has been filed, the ACFT shall set A2000.

1.4.1.4. OVERALL PRECAUTIONS AT TRANSPONDERS (BOTH MODE S AND MODE 3/A,C) USAGE

From On-Block to Off-Block (at gates/stands) the ACFT transponders shall never be transmitting (to avoid reflections and false alarms).

Inside hangars avoid switching on any kind of onboard radio transmitting equipment.

In case of any ACAS/TCAS (TA/RA) alerts in Movement Area, please report to Estonian ANS by e-mail:
atm@eans.ee

All kind of transponder testing and related repair or maintenance works at the aerodrome shall be coordinated with Estonian ANS in advance by e-mail:
transponders@eans.ee

1.5. RWY OPERATIONS

1.5.1. REDUCED RWY SEPARATION MINIMA (RRSM)

1.5.1.1. CONDITIONS FOR THE APPLICATION OF RRSM

RRSM have been approved for RWY 08/26 and shall only be used during the hours of daylight.

RRSM shall not be applied:

- Between departing ACFT and a preceding landing ACFT;
- Between ACFT commencing low approach/touch and go and a preceding landing ACFT;
- In case of MIL ACFT.

RRSM shall be subject to the following conditions:

- Wake turbulence separation minima shall be applied;
- Visibility shall be at least 5km and ceiling shall not be lower than 1000';
- Tailwind component shall not exceed 5 KT;
- Minimum separation continues to exist between two departing ACFT immediately after take-off of the second ACFT;
- The braking action shall be good.

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1. GENERAL

1.5.1.2. ACFT CATEGORIES

For the purpose of reduced RWY separation at Tallinn aerodrome, ACFT are classified as follows:

- CAT 2 ACFT: single-engine propeller ACFT and twin-engine propeller ACFT with a maximum certificated take-off mass of 7000kg or less. ACFT CAT 1 and CAT 2 as defined in ICAO PANS-ATM are combined into CAT 2.
- CAT 3 ACFT: all other ACFT.

1.6. TAXI PROCEDURES

1.6.1. TAXIING ON APRONS EXCEPT APRON M

Movement of ACFT on aprons other than apron M is not subject to neither approval or instructions by Tower. While taxiing on aprons other than apron M, the pilot shall assume full responsibility for avoiding collisions with other ACFT, vehicles, persons or objects and follow yellow taxi guidelines. Follow-me assistance can be requested.

1.6.2. TAXI CLEARANCES

ACFT landing on RWY 08 are expected to vacate the RWY via TWY F or E provided the deceleration is completed before the intersection and no backtrack is needed. RWY 08/26 180° turnover must be performed with radius more than 7'/2m for ACFT inner gear.

Additional clearance is required from Tallinn TWR for commencing back-track on RWY.

1.7. PARKING INFORMATION

Follow-me car required to enter stands M1, M16, M22, M28, M29, M31 thru M45 and P2.

Follow-me car required to leave stands M38, M40, M42 and P2.

Push-back required on stands K1 thru K3, M2 thru M13, M15, M17, M19, M21, M23, M25, M27, M33, M38, M41, Y501 and Y502.

Stands M2, M4 thru M13 are equipped with Visual Docking Guidance System; if the system is not working taxiing to these stands is allowed only after marshaller signal.

Nav equipment of ACFT parked on apron M stands (except stand P1) may be affected by magnetic interference.

General Aviation ACFT and helicopters will be guided to stands by Follow-me car.

1.8. OTHER INFORMATION

Birds in vicinity of APT.

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2. ARRIVAL

2.1. RWY OPERATIONS

2.1.1. REDUCED RWY SEPARATION MINIMA (RRSM)

The separation to be applied will in no case be less than the following minima:

1. A succeeding landing CAT 2 ACFT may cross the RWY threshold when the preceding ACFT is a CAT 2 ACFT, which either:
   - Has landed and has passed a point at least 1500m from the threshold of the RWY, is in motion and will vacate the RWY without backtracking; or
   - Is airborne and has passed a point at least 1500m from the threshold of the RWY.
2. A succeeding landing CAT 2 or 3 ACFT may cross the RWY threshold when a preceding CAT 3 ACFT:
   - Has landed and has passed a point at least 2400m from the threshold of the RWY, is in motion and will vacate the RWY without backtracking; or
   - Is airborne and has passed a point at least 2400m from the threshold of the RWY.

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3. DEPARTURE

3.1. DE-ICING

ACFT de-icing is only carried out in areas specifically designated by the APT:

- Apron stands or remote de-icing facility on TWY A holding position A1.

When RWY 08 in use, de-icing is performed on apron stands only.

When RWY 26 in use, de-icing may be performed on a remote de-icing facility at TWY A holding position A1.

De-icing of propeller driven ACFT shall be carried out only on apron stands and with engines off.

De-icing requests shall be submitted to Tallinn Airport GH on frequency Tallinn Handling 131.9 early as possible but at least 15 minutes prior to off-block time.

Procedure for de-icing on apron stands:

- De-icing take place on stand prior to push-back and with ACFT engines off.

Procedure for de-icing on remote de-icing facility at holding position A1:

- If de-icing is to be carried out on remote de-icing facility at holding position A1, such information must be added to push-back clearance request on Tallinn TWR frequency 135.9.
- Taxi clearance to de-icing facility is given by Tallinn TWR.
- When reaching de-icing facility, follow instructions displayed on de-icing information screen and contact de-icing operator on radio frequency 121.780.
- Pilots are reminded to exercise particular caution to avoid danger to vehicles and persons involved in ACFT de-icing.
- Detailed de-icing order is communicated directly to the de-icing operator via frequency 121.780. ACFT registration number shall be used in radio communication with de-icing operator on frequency 121.780.
  During de-icing treatment, monitoring Tallinn TWR frequency 135.9 is mandatory.
- De-icing is completed when a message is displayed on the information screen and information with the anti-icing code is communicated via frequency 121.780. The anti-icing code cannot be given unless all the conditions of the "all clear" signal have been met.
  Pilots must remain on the de-icing operator's frequency 121.780 until the anti-icing code has been received and the pilot has received taxiing clearance from Tallinn TWR.
- The ACFT must not move until taxiing clearance have been received from Tallinn TWR and it has been acknowledged.

3.2. START-UP AND PUSH/POWER-BACK PROCEDURES

Approval for engine start-up and push/power-back shall only be requested if the ACFT is fully ready (including the tug is connected) to carry out the requested maneuvers immediately.

On apron M stands, where ACFT push-back takes place, the start-up of the main engine(s) of turbojet ACFT is allowed after commencing of push-back procedure on the authority of the marshaller.

When the ACFT is not mounted or the APU is not working, then only one main engine is allowed to start-up before movement on apron M stands.

In case of power-back procedure the start-up clearance is given before movement.

Take-offs from the specified intersections of RWY/TWY intersections can be performed upon the flight crews request in the traffic situation permits.

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3. DEPARTURE

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. SPECIAL PROCEDURE RWY 26

IFR flights departing from RWY 26 shall follow special procedures:

a) Take-off to 1500'AAL	- Take-off power; - Take-off flap; - Climb at V_2 + 10/20 KT or as limited by body angle;
b) at 1500' AAL	- Reduce thrust to not less than climb power/thrust;
c) 1500' AAL to 3000' AAL	- Climb at V_2 + 10 to 20 KT;
d) at 3000' AAL	- Accelerate smoothly to en-route climb speed with flap retraction on schedule.

3.4. RWY OPERATIONS

3.4.1. REDUCED RWY SEPARATION MINIMA (RRSM)

The separation to be applied will in no case be less than the following minima:

1. A CAT 2 ACFT may be cleared for take-off when the preceding departing ACFT is a CAT 2 ACFT, which is airborne and has passed a point at least 1500m from the position of the succeeding ACFT;
2. A CAT 2 or 3 ACFT may be cleared for take-off when a preceding departing CAT 3 ACFT is airborne and has passed a point at least 2400m from the position of the succeeding ACFT.

3.5. OTHER INFORMATION

3.5.1. DEPARTURE PROCEDURES

For enroute clearance departing IFR traffic is requested to contact Tower not earlier than 10 minutes prior to EOBT or estimated engine start-up time, whichever is the earliest, announcing their call sign, stand/gate number and the designator of the latest ATIS information received.

Take-off positions on the RWY are not marked with painted markings or sign board.

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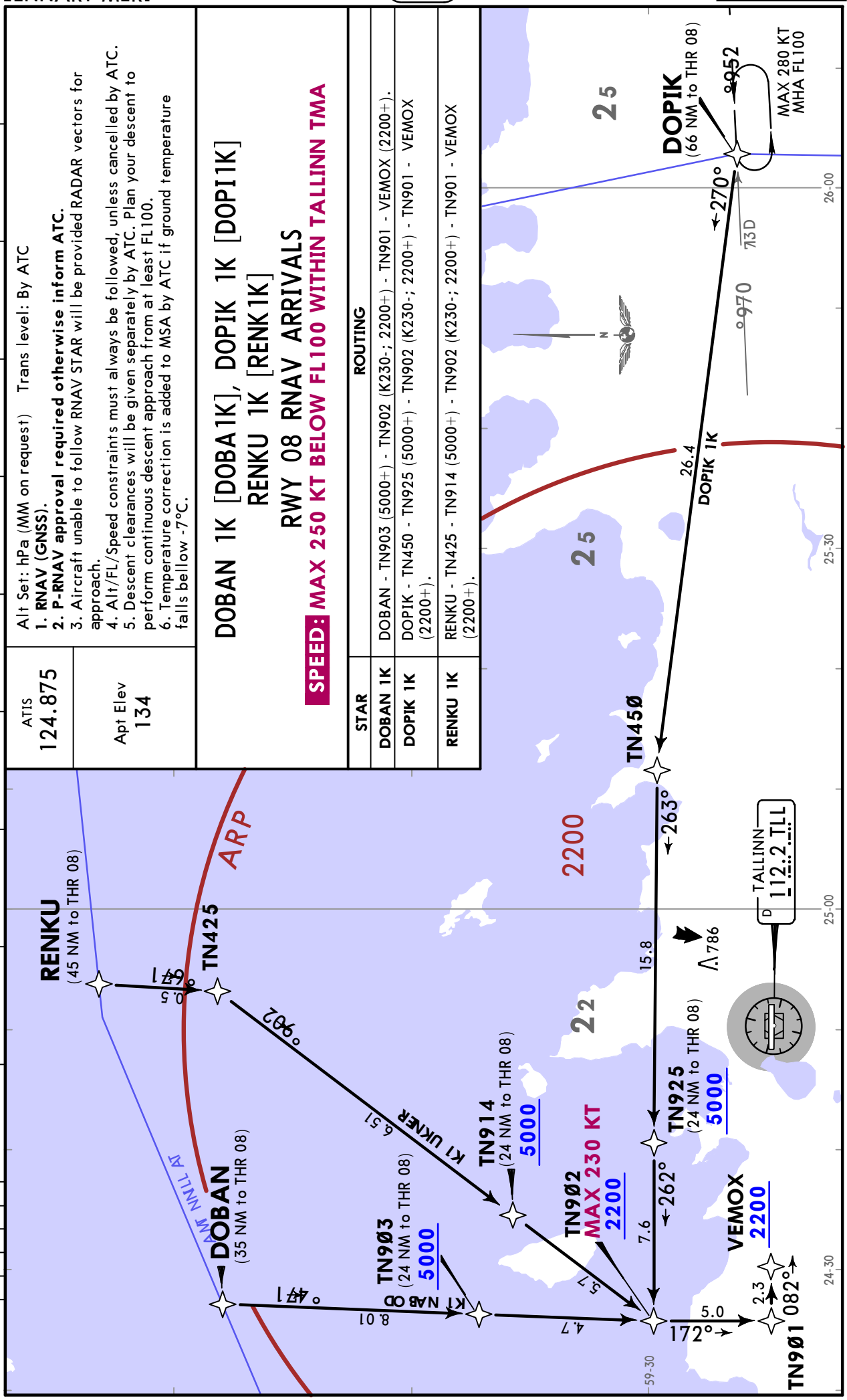
ATIS 124.875	Alt Set: hPa (MM on request) Trans level: By ATC
Apt Elev 134	**1. RNAV (GNSS).** **2. P-RNAV approval required otherwise inform ATC.** 3. Aircraft unable to follow RNAV STAR will be provided RADAR vectors for approach. 4. Alt/FL/Speed constraints must always be followed, unless cancelled by ATC. 5. Descent clearances will be given separately by ATC. Plan your descent to perform continuous descent approach from at least FL100. 6. Temperature correction is added to MSA by ATC if ground temperature falls bellow -7°C.

DOBAN 1K [DOBA1K], DOPIK 1K [DOPI1K]
RENKU 1K [RENK1K]
RWY 08 RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100 WITHIN TALLINN TMA

STAR	ROUTING
DOBAN 1K	DOBAN - TN903 (5000+) - TN902 (K230-; 2200+) - TN901 - VEMOX (2200+).
DOPIK 1K	DOPIK - TN450 - TN925 (5000+) - TN902 (K230-; 2200+) - TN901 - VEMOX (2200+).
RENKU 1K	RENKU - TN425 - TN914 (5000+) - TN902 (K230-; 2200+) - TN901 - VEMOX (2200+).



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EETN/TLL
LENNART MERI

JEPPESEN

11 AUG 17 (10-2A)

TALLINN, ESTONIA
RNAV STAR

ATIS 124.875

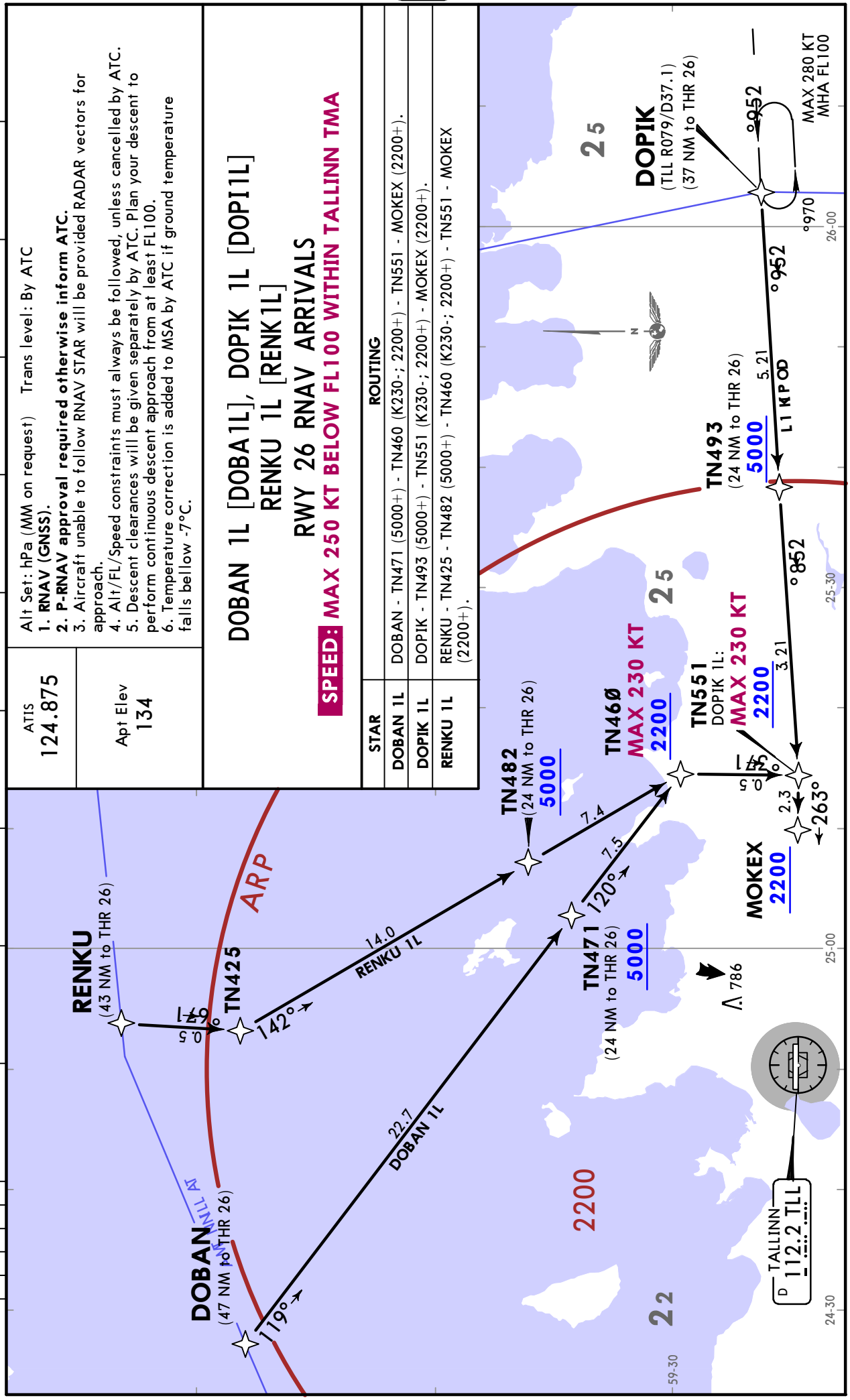
Apt Elev 134

Alt Set: hPa (MM on request) Trans level: By ATC
1. **RNAV (GNSS).**
2. **P-RNAV approval required otherwise inform ATC.**
3. Aircraft unable to follow RNAV STAR will be provided RADAR vectors for approach.
4. Alt/FL/Speed constraints must always be followed, unless cancelled by ATC.
5. Descent clearances will be given separately by ATC. Plan your descent to perform continuous descent approach from at least FL100.
6. Temperature correction is added to MSA by ATC if ground temperature falls bellow -7°C.

DOBAN 1L [DOBA1L], DOPIK 1L [DOPI1L]
RENKU 1L [RENK1L]
RWY 26 RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100 WITHIN TALLINN TMA

STAR	ROUTING
DOBAN 1L	DOBAN - TN471 (5000+) - TN460 (K230-; 2200+) - TN551 - MOKEX (2200+).
DOPIK 1L	DOPIK - TN493 (5000+) - TN551 (K230-; 2200+) - MOKEX (2200+).
RENKU 1L	RENKU - TN425 - TN482 (5000+) - TN460 (K230-; 2200+) - TN551 - MOKEX (2200+).



CHANGES: New format.

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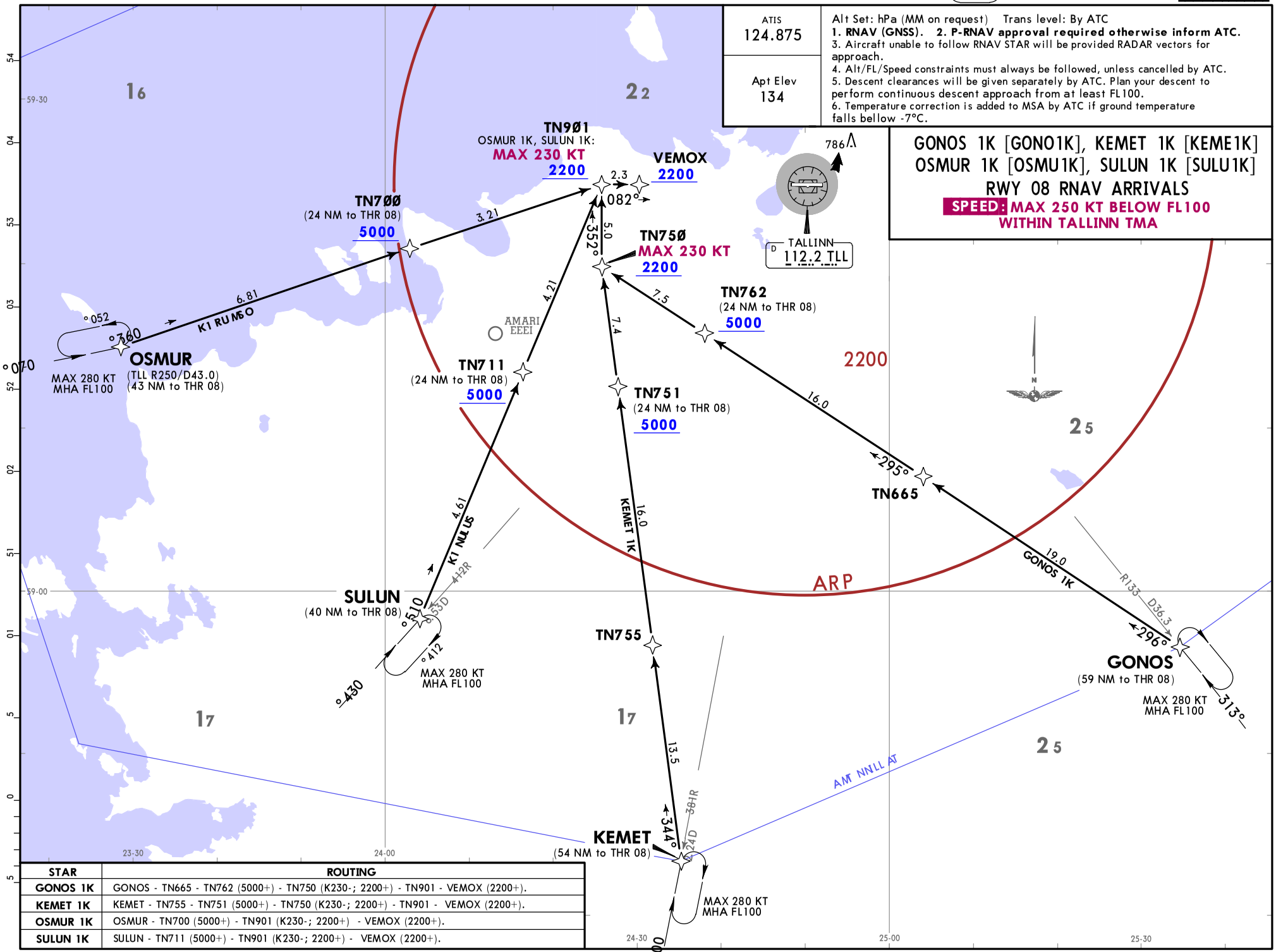
ATIS	Alt Set: hPa (MM on request) Trans level: By ATC
124.875	**1. RNAV (GNSS). 2. P-RNAV approval required otherwise inform ATC.** 3. Aircraft unable to follow RNAV STAR will be provided RADAR vectors for approach. 4. Alt/FL/Speed constraints must always be followed, unless cancelled by ATC. 5. Descent clearances will be given separately by ATC. Plan your descent to perform continuous descent approach from at least FL100. 6. Temperature correction is added to MSA by ATC if ground temperature falls bellow -7°C.
Apt Elev 134	

GONOS 1K [GONO1K], KEMET 1K [KEME1K] OSMUR 1K [OSMU1K], SULUN 1K [SULU1K] RWY 08 RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100 WITHIN TALLINN TMA



STAR	ROUTING
GONOS 1K	GONOS - TN665 - TN762 (5000+) - TN750 (K230-; 2200+) - TN901 - VEMOX (2200+).
KEMET 1K	KEMET - TN755 - TN751 (5000+) - TN750 (K230-; 2200+) - TN901 - VEMOX (2200+).
OSMUR 1K	OSMUR - TN700 (5000+) - TN901 (K230-; 2200+) - VEMOX (2200+).
SULUN 1K	SULUN - TN711 (5000+) - TN901 (K230-; 2200+) - VEMOX (2200+).

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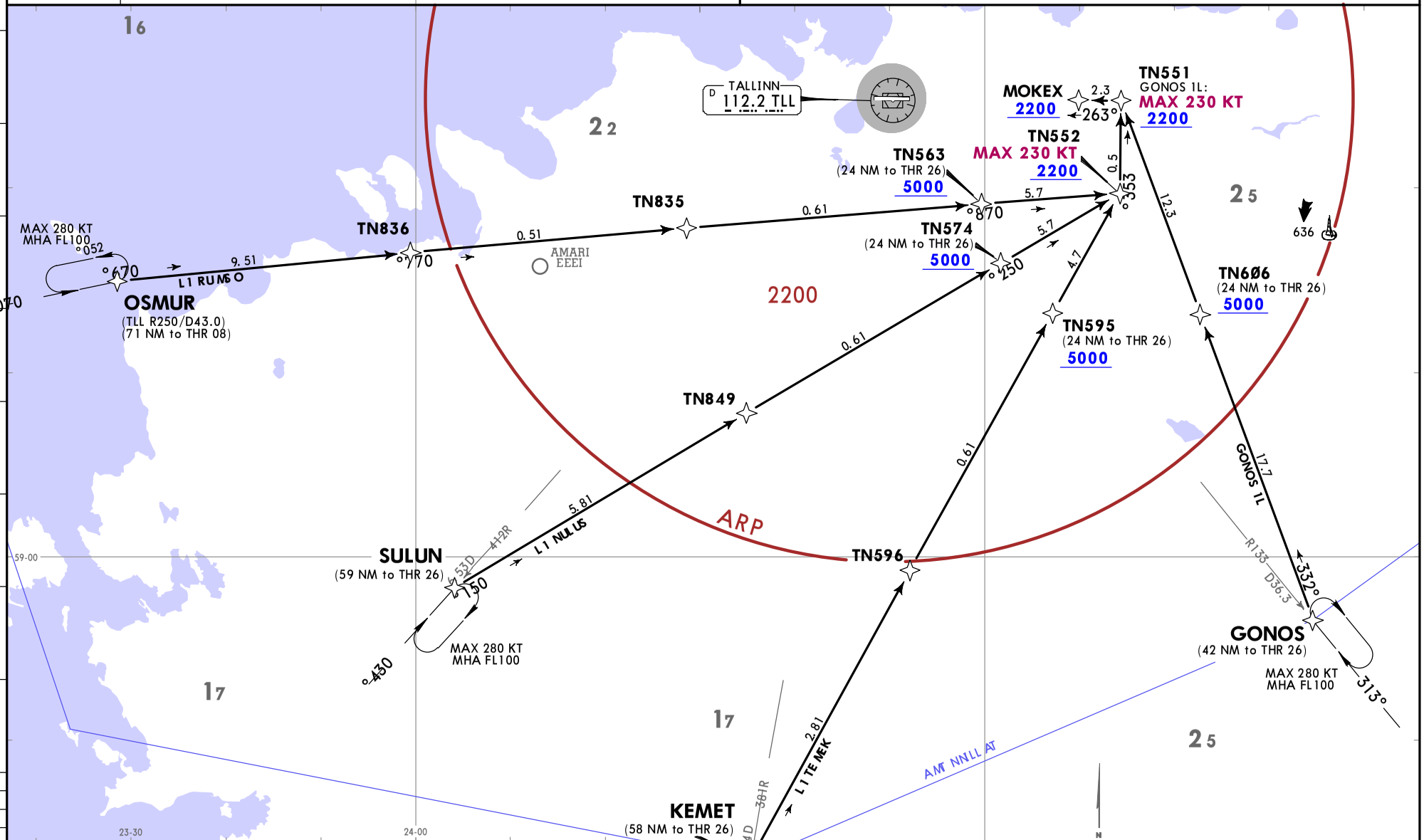
ATIS 124.875	Alt Set: hPa (MM on request) Trans level: By ATC **1. RNAV (GNSS).** **2. P-RNAV approval required otherwise inform ATC.** 3. Aircraft unable to follow RNAV STAR will be provided RADAR vectors for approach. 4. Alt/FL/Speed constraints must always be followed, unless cancelled by ATC. 5. Descent clearances will be given separately by ATC. Plan your descent to perform continuous descent approach from at least FL100. 6. Temperature correction is added to MSA by ATC if ground temperature falls bellow -7°C.
Apt Elev 134	

GONOS 1L [GONO1L], KEMET 1L [KEME1L]
OSMUR 1L [OSMU1L], SULUN 1L [SULU1L]
RWY 26 RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100 WITHIN TALLINN TMA



STAR	ROUTING
GONOS 1L	GONOS - TN606 (5000+) - TN551 (K230-; 2200+) - MOKEX (2200+).
KEMET 1L	KEMET - TN596 - TN595 (5000+) - TN552 (K230-; 2200+) - TN551 - MOKEX (2200+).
OSMUR 1L	OSMUR - TN836 - TN835 - TN563 (5000+) - TN552 (K230-; 2200+) - TN551 - MOKEX (2200+).
SULUN 1L	SULUN - TN849 - TN574 (5000+) - TN552 (K230-; 2200+) - TN551 - MOKEX (2200+).

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JEPPESEN
11 AUG 17 (10-2D)

TALLINN, ESTONIA

STAR

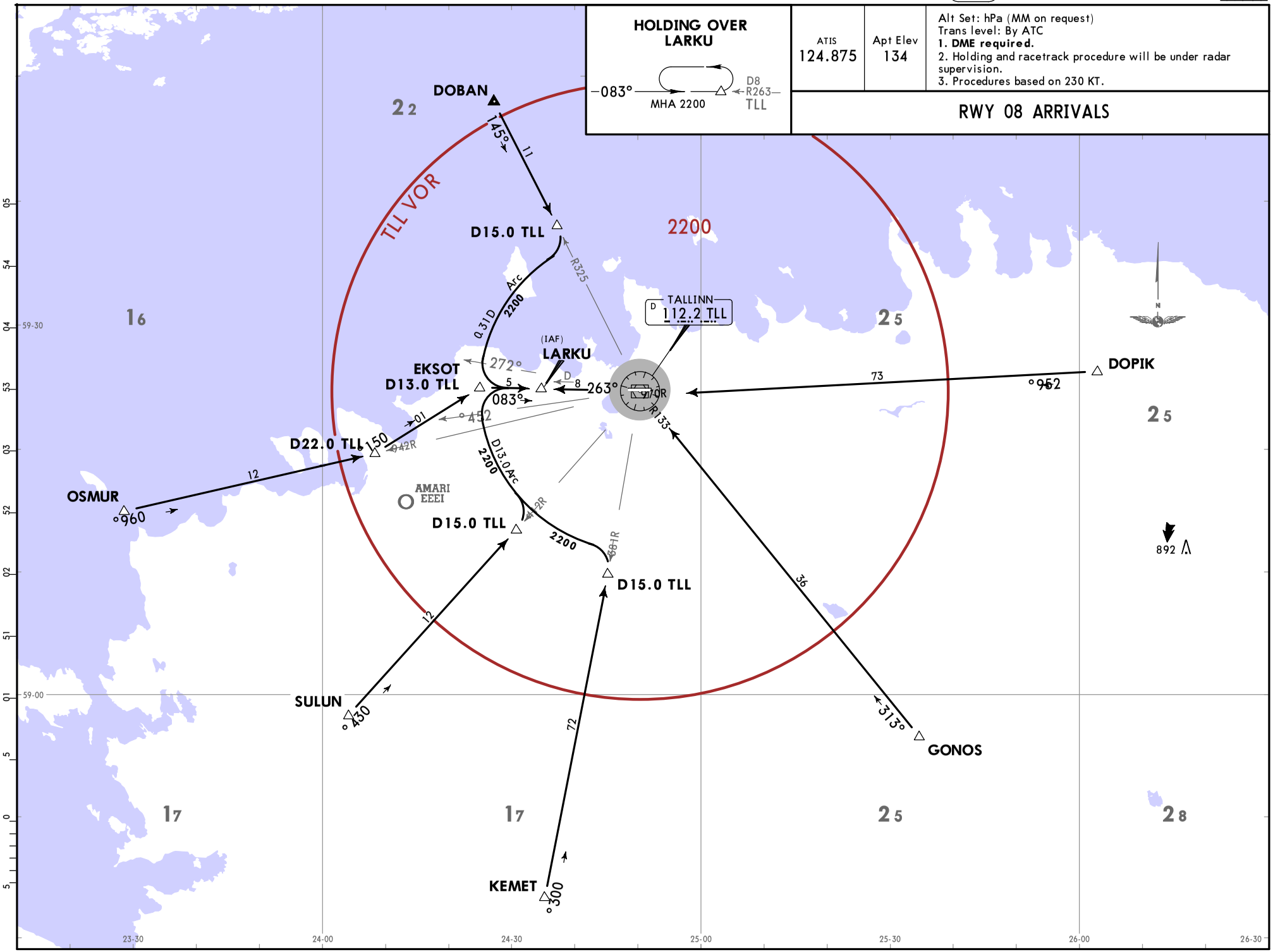
HOLDING OVER LARKU

083° MHA 2200 D8 R263 TLL

ATIS	Apt Elev
124.875	134

Alt Set: hPa (MM on request)
Trans level: By ATC
1. DME required.
2. Holding and racetrack procedure will be under radar supervision.
3. Procedures based on 230 KT.

RWY 08 ARRIVALS



CHANGES: New format.

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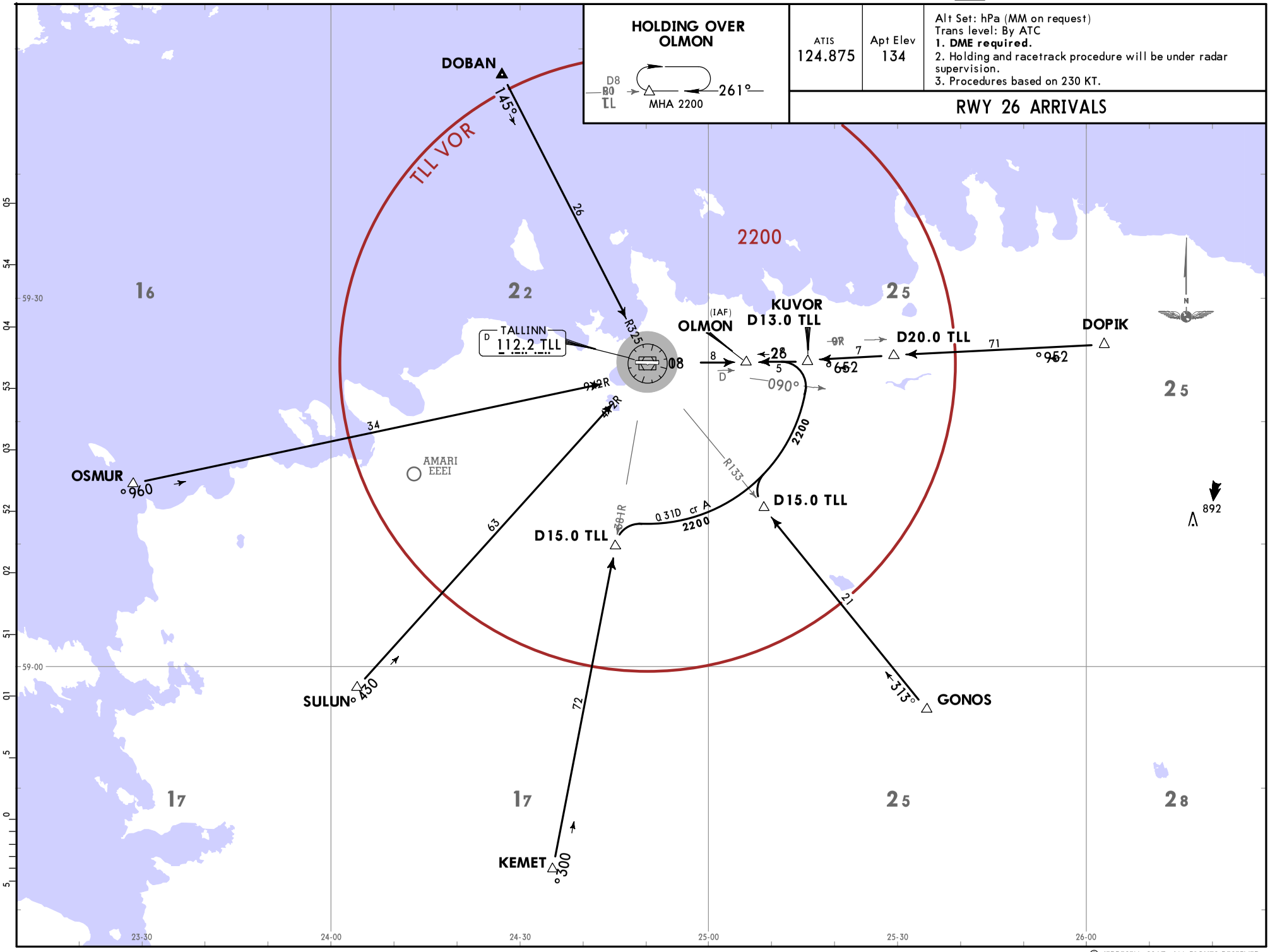
HOLDING OVER OLMON

D8
BO
TL
MHA 2200
261°

ATIS	Apt Elev
124.875	134

Alt Set: hPa (MM on request)
Trans level: By ATC
1. DME required.
2. Holding and racetrack procedure will be under radar supervision.
3. Procedures based on 230 KT.

RWY 26 ARRIVALS



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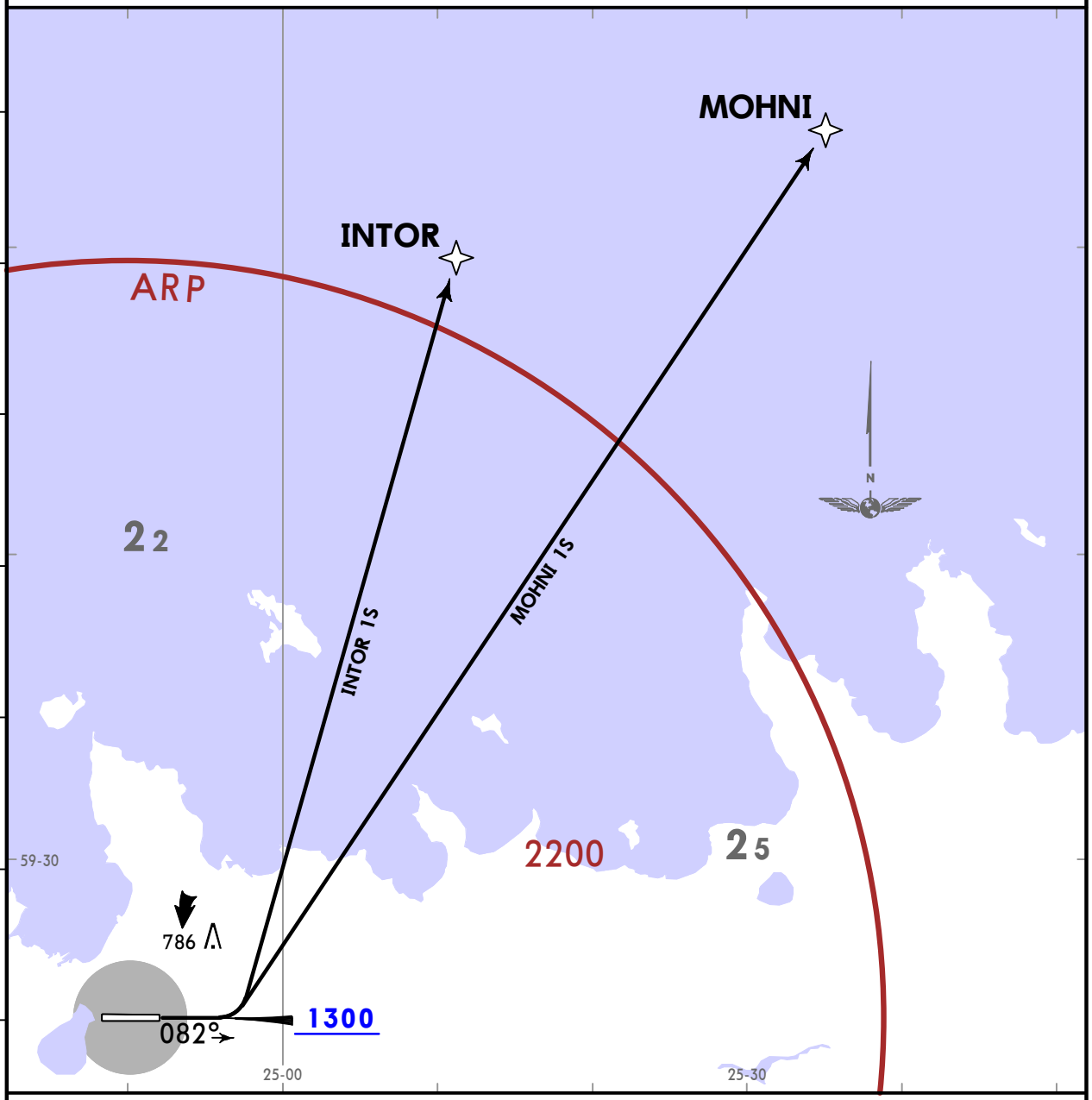
TALLINN Radar 127.9	Apt Elev 134	Trans alt: 5000 **1. RNAV (GNSS).** **2. P-RNAV approval required otherwise inform ATC.** 3. Contact Tower not earlier than 10 minutes prior to EOBT or estimated engine start-up, advise call-sign, stand/gate number and if not able to follow RNAV SID. 4. Squawk the assigned SSR-code IMMEDIATELY prior push-back or taxi. 5. After take-off contact TALLINN Radar.

INTOR 1S [INTO1S]
MOHNI 1S [MOHN1S]
RWY 08 RNAV DEPARTURES



These SIDs require a minimum climb gradient of
401 per NM (6.6%) up to 4000.

Gnd speed-KT	75	100	150	200	250	300
401 per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

Climb to **4000** or assigned altitude if lower. Climb to a higher level only when cleared by ATC.

SID	ROUTING
INTOR 1S	**RNAV:** Climb on 082° track to 1300 - INTOR. **Unable RNAV:** Climb on 082° track to 1300, turn LEFT to INTOR. Inform RADAR 'unable RNAV SID' at first radio contact.
MOHNI 1S	**RNAV:** Climb on 082° track to 1300 - MOHNI. **Unable RNAV:** Climb on 082° track to 1300, turn LEFT to MOHNI. Inform RADAR 'unable RNAV SID' at first radio contact.

CHANGES: New format.

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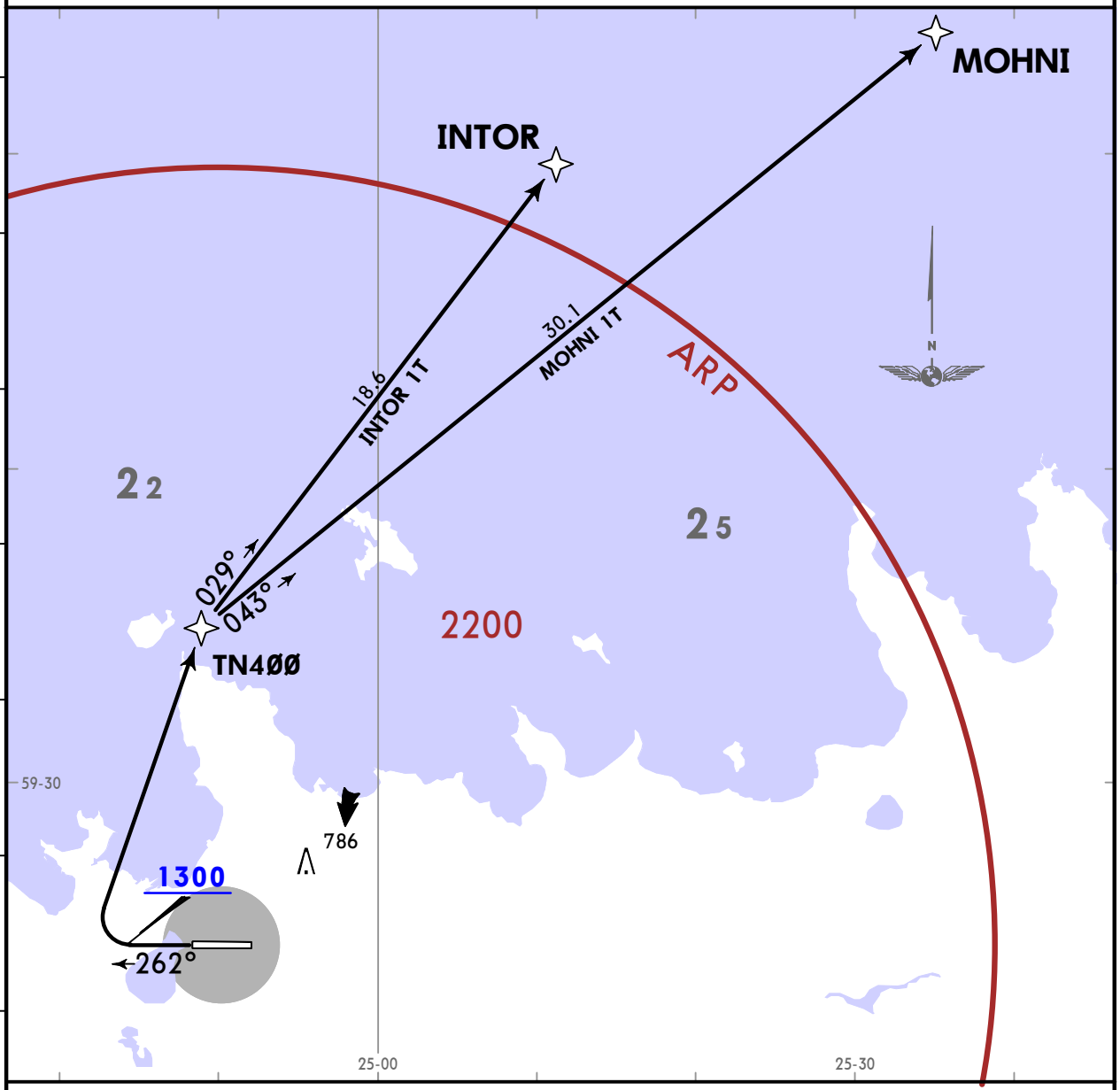
TALLINN Radar 127.9	Apt Elev 134	Trans alt: 5000 **1. RNAV (GNSS).** **2. P-RNAV approval required otherwise inform ATC.** 3. Contact Tower not earlier than 10 minutes prior to EOBT or estimated engine start-up, advise call-sign, stand/gate number and if not able to follow RNAV SID. 4. Squawk the assigned SSR-code IMMEDIATELY prior push-back or taxi. 5. Inform Tower as soon as possible when take-off from TWY F intersection is not possible and full RWY length is required. 6. After take-off contact TALLINN Radar.

INTOR 1T [INTO1T]
MOHNI 1T [MOHN1T]
RWY 26 RNAV DEPARTURES



These SIDs require a minimum climb gradient of
401 per NM (6.6%) up to 4000.

Gnd speed-KT	75	100	150	200	250	300
401 per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

Climb to **4000** or assigned altitude if lower. Climb to a higher level only when cleared by ATC.

SID	ROUTING
INTOR 1T	**RNAV:** Climb on 262° track to 1300 - TN400 - INTOR. **Unable RNAV:** Climb on 262° track to 1300, turn RIGHT to INTOR. Inform RADAR 'unable RNAV SID' at first radio contact.
MOHNI 1T	**RNAV:** Climb on 262° track to 1300 - TN400 - MOHNI. **Unable RNAV:** Climb on 262° track to 1300, turn RIGHT, 010° track, EXPECT vectors to MOHNI. Inform RADAR 'unable RNAV SID' at first radio contact.

CHANGES: New format.

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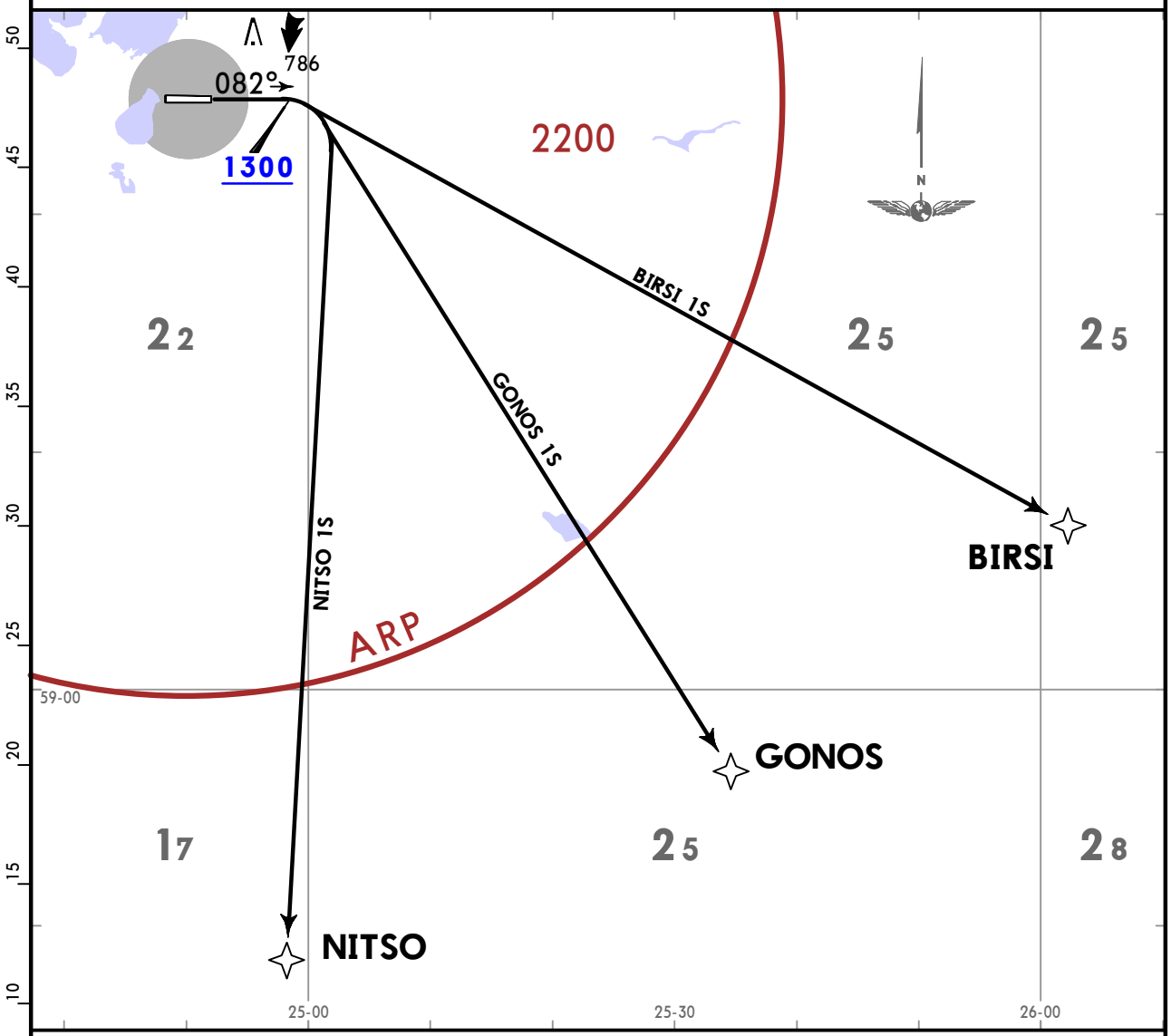
TALLINN Radar 127.9	Apt Elev 134	Trans alt: 5000 **1. RNAV (GNSS).** **2. P-RNAV approval required otherwise inform ATC.** 3. Contact Tower not earlier than 10 minutes prior to EOBT or estimated engine start-up, advise call-sign, stand/gate number and if not able to follow RNAV SID. 4. Squawk the assigned SSR-code IMMEDIATELY prior push-back or taxi. 5. After take-off contact TALLINN Radar.

BIRSI 1S [BIRS1S], GONOS 1S [GONO1S]
NITSO 1S [NITS1S]
RWY 08 RNAV DEPARTURES



These SIDs require a minimum climb gradient of
401 per NM (6.6%) up to 4000.

Gnd speed-KT	75	100	150	200	250	300
401 per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

Climb to **4000** or assigned altitude if lower. Climb to a higher level only when cleared by ATC.

SID	ROUTING
BIRSI 1S	**RNAV:** Climb on 082° track to 1300 - BIRSI. **Unable RNAV:** Climb on 082° track to 1300, turn RIGHT to BIRSI. Inform RADAR 'unable RNAV SID' at first radio contact.
GONOS 1S	**RNAV:** Climb on 082° track to 1300 - GONOS. **Unable RNAV:** Climb on 082° track to 1300, turn RIGHT to GONOS. Inform RADAR 'unable RNAV SID' at first radio contact.
NITSO 1S	**RNAV:** Climb on 082° track to 1300 - NITSO. **Unable RNAV:** Climb on 082° track to 1300, turn RIGHT to NITSO. Inform RADAR 'unable RNAV SID' at first radio contact.

CHANGES: New format.

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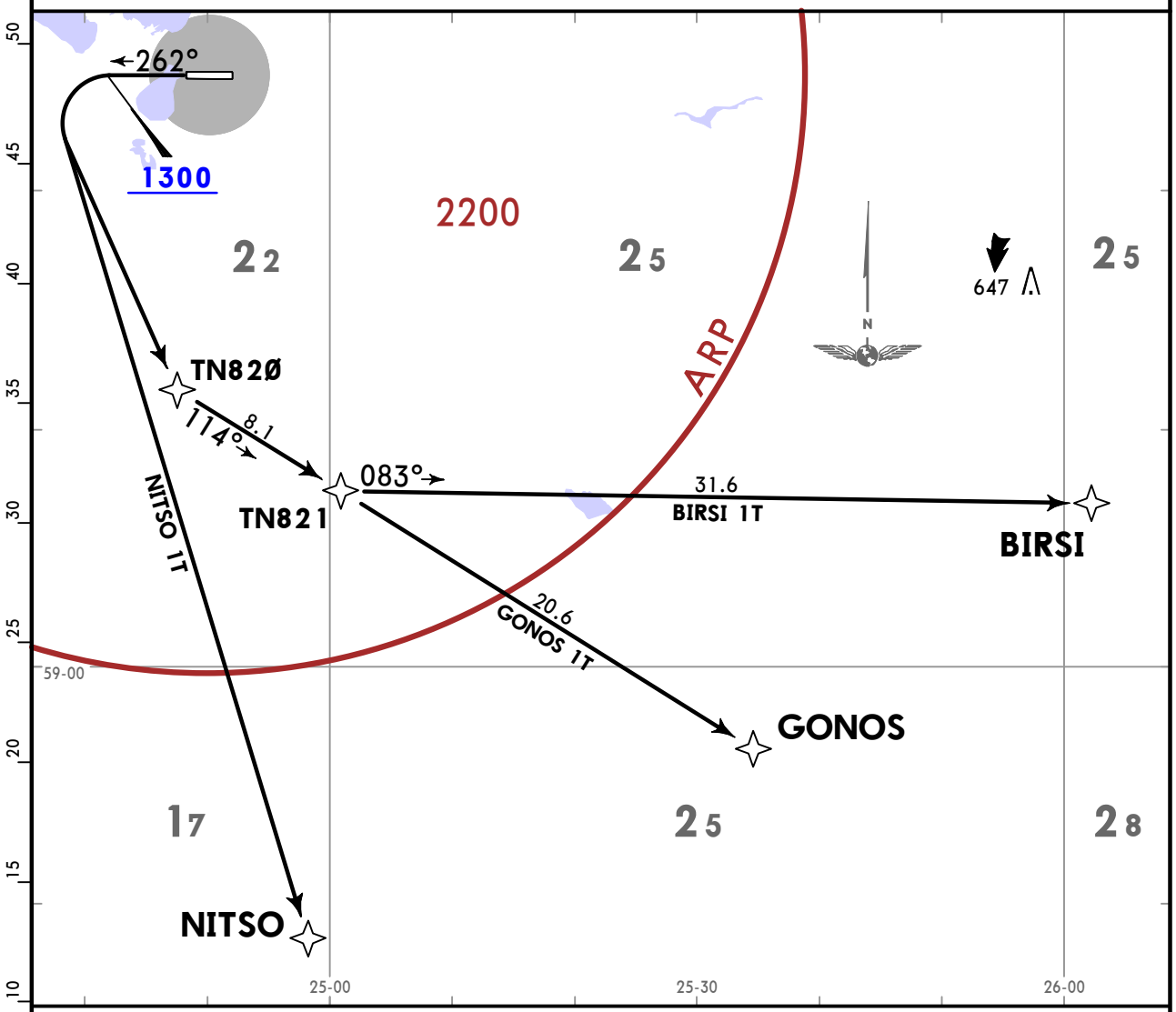
TALLINN Radar 127.9	Apt Elev 134	Trans alt: 5000 1. **RNAV (GNSS).** 2. **P-RNAV approval required otherwise inform ATC.** 3. Contact Tower not earlier than 10 minutes prior to EOBT or estimated engine start-up, advise call-sign, stand/gate number and if not able to follow RNAV SID. 4. Squawk the assigned SSR-code IMMEDIATELY prior push-back or taxi. 5. Inform Tower as soon as possible when take-off from TWY F intersection is not possible and full RWY length is required. 6. After take-off contact TALLINN Radar.

BIRSI 1T [BIRS1T], GONOS 1T [GONO1T], NITSO 1T [NITS1T] RWY 26 RNAV DEPARTURES



These SIDs require a minimum climb gradient of
401 per NM (6.6%) up to 4000.

Gnd speed-KT	75	100	150	200	250	300
401 per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

Climb to **4000** or assigned altitude if lower. Climb to a higher level only when cleared by ATC.

SID	ROUTING
BIRSI 1T	**RNAV:** Climb on 262° track to 1300 - TN820 - TN821 - BIRSI. **Unable RNAV:** Climb on 262° track to 1300, turn LEFT, 170° track, EXPECT vectors to BIRSI. Inform RADAR 'unable RNAV SID' at first radio contact.
GONOS 1T	**RNAV:** Climb on 262° track to 1300 - TN820 - TN821 - GONOS. **Unable RNAV:** Climb on 262° track to 1300, turn LEFT, 170° track, EXPECT vectors to GONOS. Inform RADAR 'unable RNAV SID' at first radio contact.
NITSO 1T	**RNAV:** Climb on 262° track to 1300 - NITSO. **Unable RNAV:** Climb on 262° track to 1300, turn LEFT to NITSO. Inform RADAR 'unable RNAV SID' at first radio contact.

CHANGES: New format.

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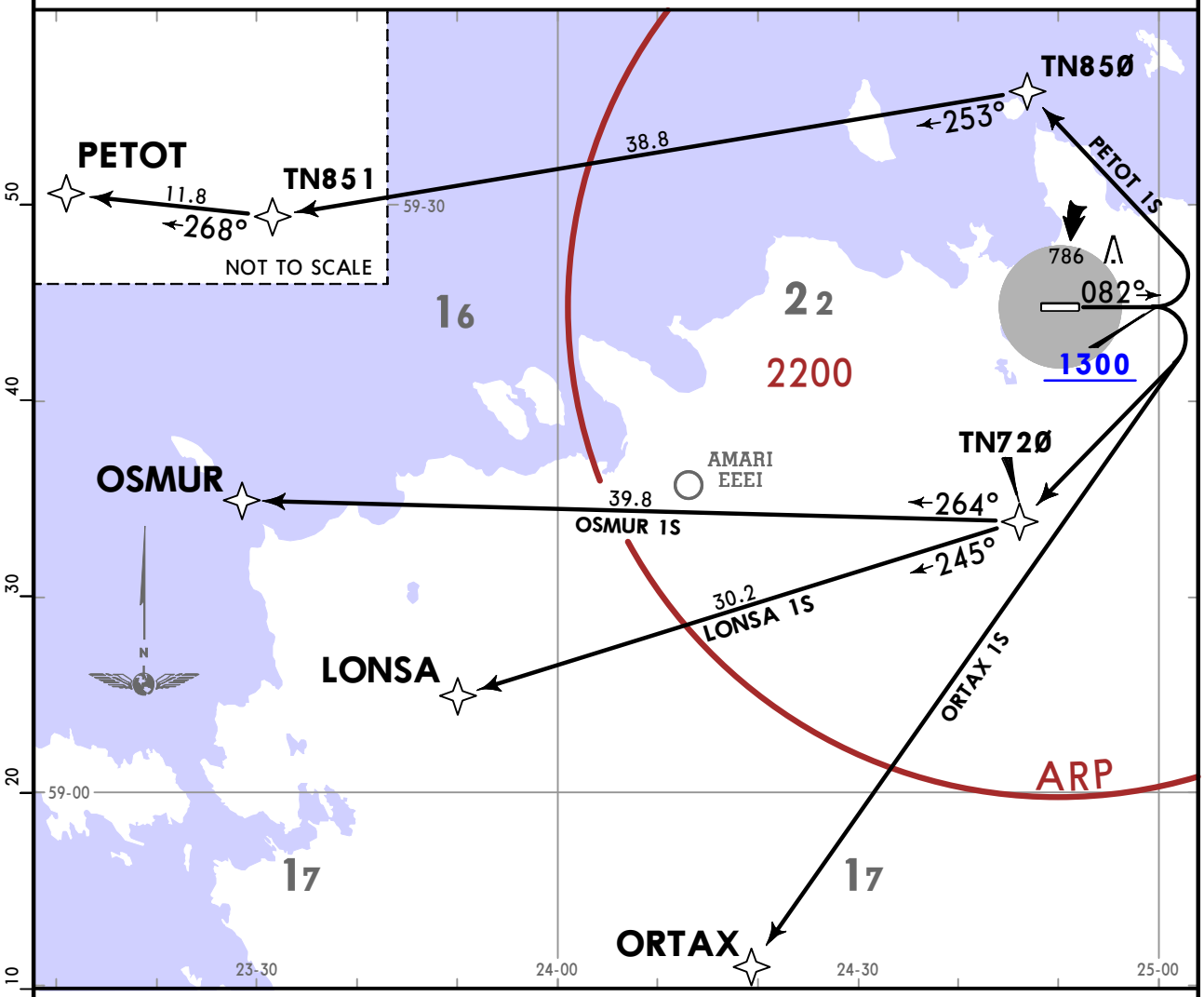
TALLINN Radar 127.9	Apt Elev 134	Trans alt: 5000 **1. RNAV (GNSS).** **2. P-RNAV approval required otherwise inform ATC.** 3. Contact Tower not earlier than 10 minutes prior to EOBT or estimated engine start-up, advise call-sign, stand/gate number and if not able to follow RNAV SID. 4. Squawk the assigned SSR-code IMMEDIATELY prior push-back or taxi. 5. After take-off contact TALLINN Radar.

LONSA 1S [LONS1S], ORTAX 1S [ORTA1S] OSMUR 1S [OSMU1S], PETOT 1S [PETO1S] RWY 08 RNAV DEPARTURES



These SIDs require a minimum climb gradient of
401 per NM (6.6%) up to 4000.

Gnd speed-KT	75	100	150	200	250	300
401per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

Climb to **4000** or assigned altitude if lower. Climb to a higher level only when cleared by ATC.

SID	ROUTING
LONSA 1S	**RNAV:** Climb on 082° track to 1300 - TN720 - LONSA. **Unable RNAV:** Climb on 082° track to 1300, turn RIGHT, 210° track, EXPECT vectors to LONSA. Inform RADAR 'unable RNAV SID' at first radio contact.
ORTAX 1S	**RNAV:** Climb on 082° track to 1300 - ORTAX. **Unable RNAV:** Climb on 082° track to 1300, turn RIGHT to ORTAX. Inform RADAR 'unable RNAV SID' at first radio contact.
OSMUR 1S	**RNAV:** Climb on 082° track to 1300 - TN720 - OSMUR. **Unable RNAV:** Climb on 082° track to 1300, turn RIGHT, 210° track, EXPECT vectors to OSMUR. Inform RADAR 'unable RNAV SID' at first radio contact.
PETOT 1S	**RNAV:** Climb on 082° track to 1300 - TN850 - TN851 - PETOT. **Unable RNAV:** Climb on 082° track to 1300, turn LEFT, 340° track, EXPECT vectors to PETOT. Inform RADAR 'unable RNAV SID' at first radio contact.

CHANGES: New format.

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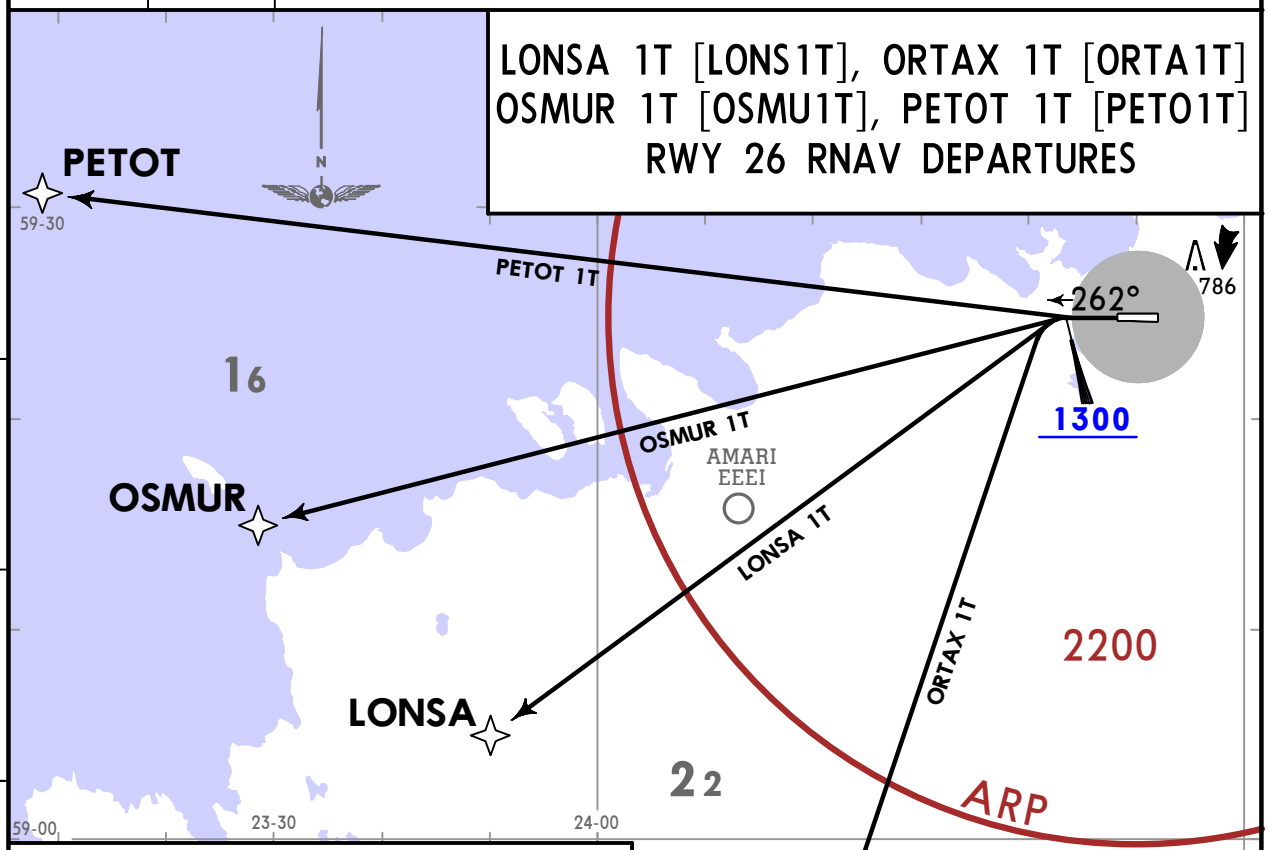
TALLINN Radar 127.9	Apt Elev 134	Trans alt: 5000 **1. RNAV (GNSS).** **2. P-RNAV approval required otherwise inform ATC.** 3. Contact Tower not earlier than 10 minutes prior to EOBT or estimated engine start-up, advise call-sign, stand/gate number and if not able to follow RNAV SID. 4. Squawk the assigned SSR-code IMMEDIATELY prior push-back or taxi. 5. Inform Tower as soon as possible when take-off from TWY F intersection is not possible and full RWY length is required. 6. After take-off contact TALLINN Radar.

LONSA 1T [LONS1T], ORTAX 1T [ORTA1T] OSMUR 1T [OSMU1T], PETOT 1T [PETO1T] RWY 26 RNAV DEPARTURES



These SIDs require a minimum climb gradient of
401 per NM (6.6%) up to 4000.

Gnd speed-KT	75	100	150	200	250	300
401 per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

Climb to **4000** or assigned altitude if lower. Climb to a higher level only when cleared by ATC.

SID	ROUTING
LONSA 1T	**RNAV:** Climb on 262° track to 1300 - LONSA. **Unable RNAV:** Climb on 262° track to 1300, turn LEFT to LONSA. Inform RADAR 'unable RNAV SID' at first radio contact.
ORTAX 1T	**RNAV:** Climb on 262° track to 1300 - ORTAX. **Unable RNAV:** Climb on 262° track to 1300, turn LEFT to ORTAX. Inform RADAR 'unable RNAV SID' at first radio contact.
OSMUR 1T	**RNAV:** Climb on 262° track to 1300 - OSMUR. **Unable RNAV:** Climb on 262° track to 1300, turn LEFT to OSMUR. Inform RADAR 'unable RNAV SID' at first radio contact.
PETOT 1T	**RNAV:** Climb on 262° track to 1300 - PETOT. **Unable RNAV:** Climb on 262° track to 1300, turn RIGHT to PETOT. Inform RADAR 'unable RNAV SID' at first radio contact.

RWYS 08, 26 OMNIDIRECTIONAL DEPARTURES

1. Turns before DER are not accommodated.
2. In order to turn before 1300 a clearance for visual departure may be requested from or cleared by ATC. Maintain obstacle clearance until reaching MSA. Meteorological conditions: VIS 10 km, minimum ceiling 2200. Visual departures are not allowed during night time.
3. Rwy 26: EXPECT close-in obstacles.

ROUTING
Climb straight ahead to at or above 1300, then depart omnidirectional.

CHANGES: New format.

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EETN/TLL

Apt Elev **134'**
N59 24.8 E024 50.0

JEPPESEN
1 DEC 17 (10-9) **Eff 7 Dec**

TALLINN, ~~ESTONIA~~

LENNART MERI

ATIS	TALLINN Tower
124.875	135.9

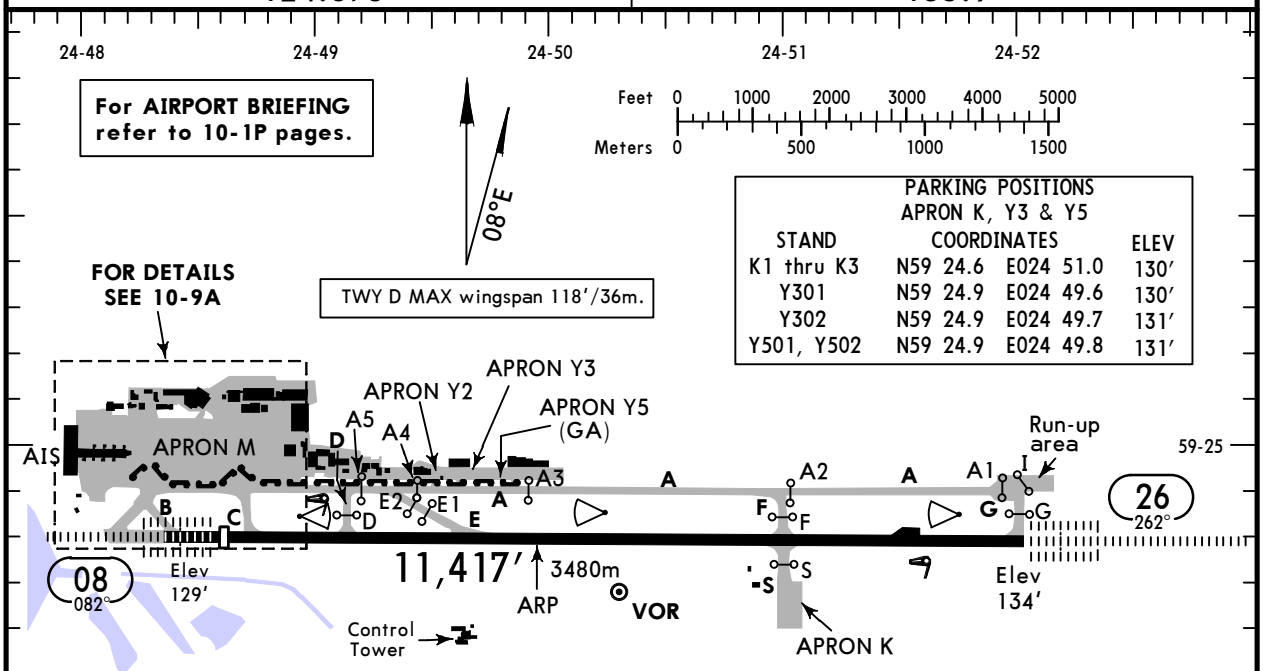
For AIRPORT BRIEFING refer to 10-1P pages.

FOR DETAILS SEE 10-9A

TWY D MAX wingspan 118'/36m.

PARKING POSITIONS
APRON K, Y3 & Y5

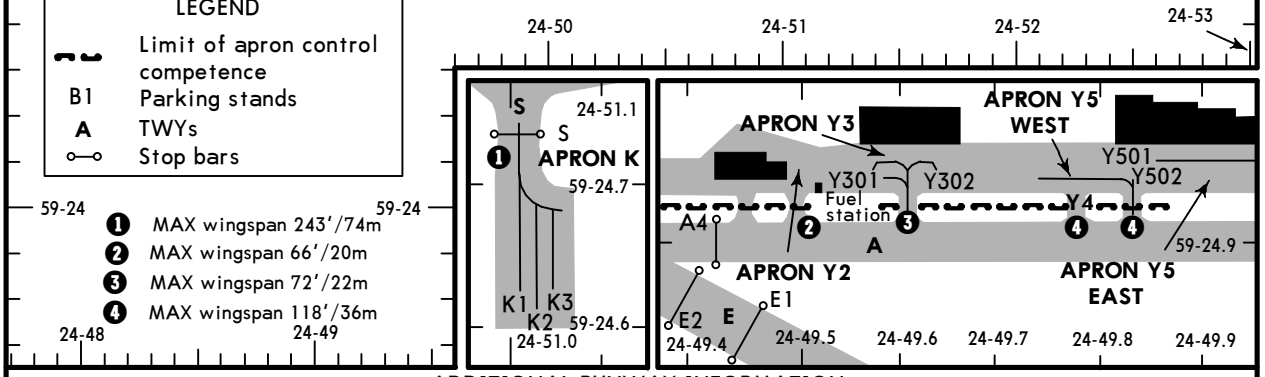
STAND	COORDINATES		ELEV
K1 thru K3	N59 24.6	E024 51.0	130'
Y301	N59 24.9	E024 49.6	130'
Y302	N59 24.9	E024 49.7	131'
Y501, Y502	N59 24.9	E024 49.8	131'



LEGEND

- Limit of apron control competence
- B1 Parking stands
- A TWYs
- Stop bars

❶ MAX wingspan 243'/74m
❷ MAX wingspan 66'/20m
❸ MAX wingspan 72'/22m
❹ MAX wingspan 118'/36m



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
08	HIRL (60m) CL (15m) ALSF-II PAPI-L (3.0°) TDZ RVR	10,630' 3240m	9597' 2925m	❺	148' 45m
26			10,323' 3146m		

❺ TAKE-OFF RUN AVAILABLE

RWY 08:

From rwy head	11,417'(3480m)
displ thr	10,630'(3240m)
twy C int	10,357'(3157m)
twy D int	9019'(2749m)
twy E int	7595'(2315m)

RWY 26:

From rwy head	11,417'(3480m)
twy F int	8301'(2530m)
twy S int	8301'(2530m)
twy E int ❻	3740'(1140m)

❻ Line-up position - abeam the 1-st elevated RWY edge light on the right side.

Standard TAKE-OFF

	Low Visibility Take-off: HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A	TDZ, MID, RO RVR 150m		RVR 200m	RVR 300m	400m	500m
B						
C						
D	TDZ, MID, RO RVR 200m					

CHANGES: Wingspan restricion. Minimums.

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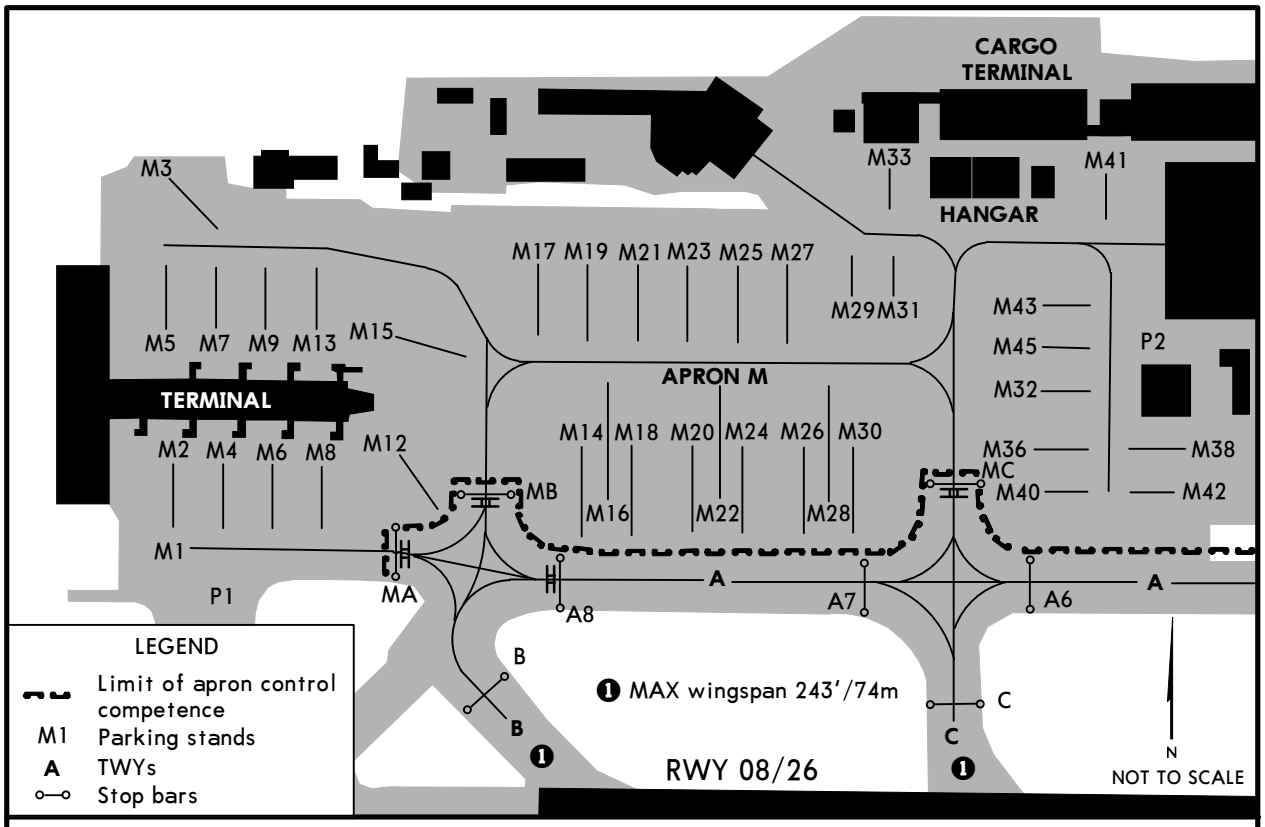

INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
	APRON M				
M1	N59 24.9 E024 48.0	131	M23	N59 25.0 E024 48.5	138
M2	N59 25.0 E024 48.0	133	M24	N59 25.0 E024 48.5	133
M3	N59 25.1 E024 48.0	135	M25	N59 25.0 E024 48.5	137
M4	N59 25.0 E024 48.1	133	M26	N59 25.0 E024 48.6	133
M5	N59 25.0 E024 48.0	135	M27	N59 25.0 E024 48.6	137
M6	N59 25.0 E024 48.1	133	M28	N59 24.9 E024 48.6	131
M7	N59 25.0 E024 48.1	135	M29	N59 25.0 E024 48.6	136
M8	N59 25.0 E024 48.2	133	M30	N59 25.0 E024 48.6	133
M9	N59 25.0 E024 48.1	135	M31	N59 25.0 E024 48.7	136
M12	N59 25.0 E024 48.2	134	M32	N59 25.0 E024 48.8	133
M13	N59 25.0 E024 48.2	135	M33	N59 25.1 E024 48.7	139
M14	N59 25.0 E024 48.4	134	M36	N59 25.0 E024 48.8	132
M15	N59 25.0 E024 48.2	136	M38	N59 25.0 E024 48.9	132
M16	N59 24.9 E024 48.4	133	M40	N59 24.9 E024 48.8	131
M17	N59 25.0 E024 48.4	139	M41	N59 25.1 E024 48.8	139
M18	N59 25.0 E024 48.4	134	M42	N59 24.9 E024 48.9	131
M19	N59 25.0 E024 48.4	139	M43, M45	N59 25.0 E024 48.8	135
M20	N59 25.0 E024 48.5	134	P1	N59 24.9 E024 48.1	130
M21	N59 25.0 E024 48.4	139	P2	N59 25.0 E024 48.9	136
M22	N59 24.9 E024 48.5	132			

CHANGES: None.

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EETN/TLL
LENNART MERI

JEPPESEN
11 MAY 18 (11-1) Eff 24 May

TALLINN, ESTONIA
ILS or LOC Rwy 08

BRIEFING STRIP ™

ATIS	TALLINN Radar (APP)	TALLINN Tower
124.875	127.9 125.4	135.9

LOC	Final	GS	ILS	
IIB	Apch Crs	D4.0 IIB	DA(H)	Apt Elev 135′
108.3	082°	1472′(1342′)	Refer to Minimums	Rwy 130′

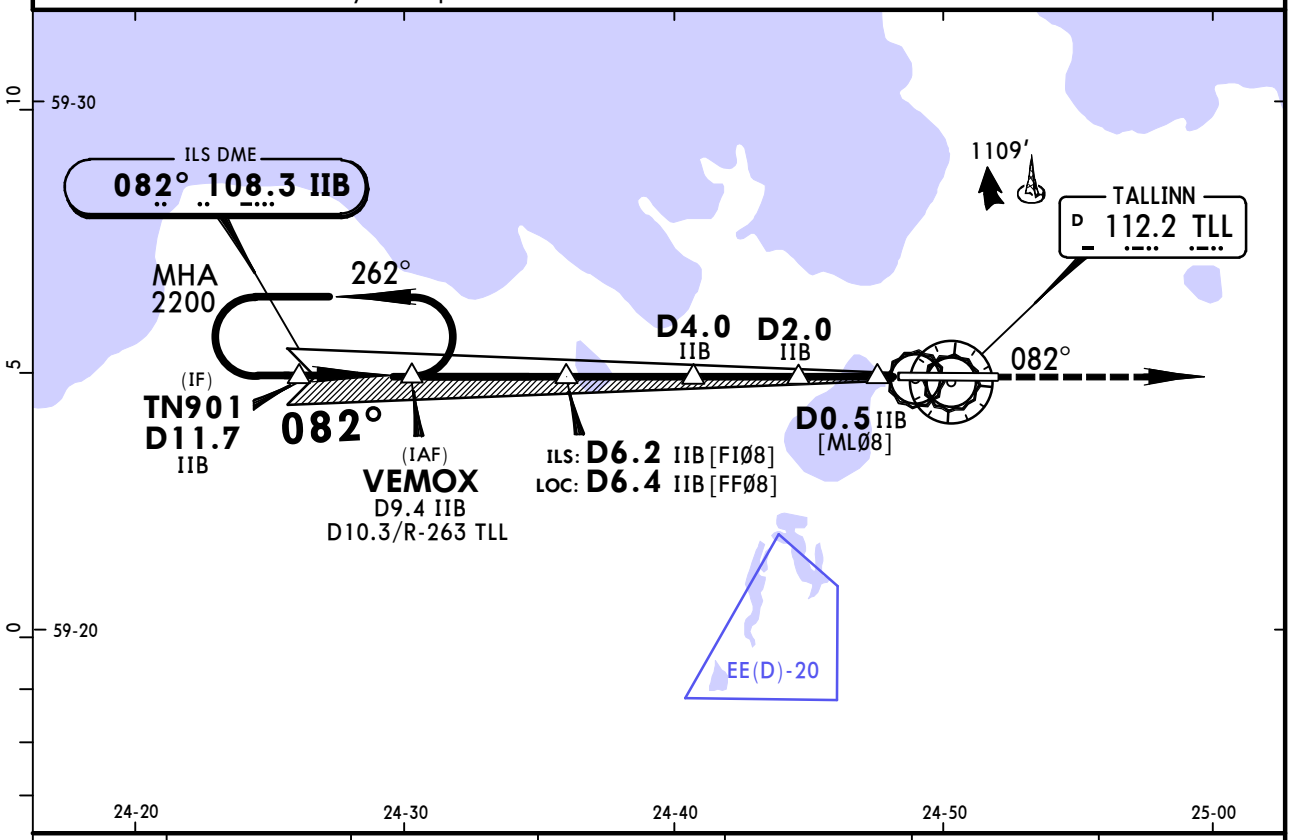
MISSED APCH: Climb on track 082° to 2200′ and contact Tallinn RADAR.

MISSED APCH WITH COMM FAILURE: After reaching 2200′, turn LEFT and join holding at VEMOX. Start new approach after one full holding and land.

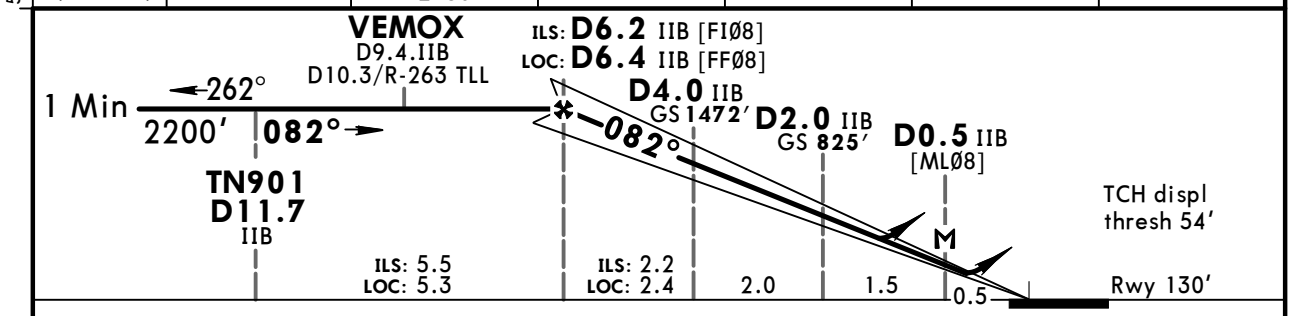
2200
MSA
TLL VOR

Alt Set: hPa (MM on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000′

1. DME required. 2. Procedure restricted to MIM 160 KT to D4.0 IIB for CAT C/D acft.
3. ILS DME reads zero at rwy 08 displaced threshold.



LOC (GS out)	IIB DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2130′	1800′	1470′	1150′	820′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.5 IIB							

ALSF-II
PAPI
2200′ on 082°

Standard STRAIGHT-IN LANDING RWY 08

ILS DA(H) ABC: 330′(200′) D: 331′(201′)			LOC (GS out) CDFA DA/MDA(H) 540′(410′)	
FULL	TDZ or CL out	ALS out		ALS out
RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1200m	RVR 1500m
				RVR 1900m

CIRCLE-TO-LAND
Not authorized
North of airport

Max Kts	MDA(H)	VIS
100	1360′ (1225′)	1500m
135	1360′ (1225′)	1600m
180	1510′ (1375′)	2400m
205	1510′ (1375′)	3600m

PANS OPS

[1] W/o HUD/AP/FD: RVR 750m.

CHANGES: Apt and rwy elev. GS check altitudes.

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EETN/TLL
LENNART MERI

JEPPESEN
11 MAY 18 (11-2) Eff 24 May

TALLINN, ESTONIA
ILS or LOC Rwy 26

BRIEFING STRIP ™

ATIS	TALLINN Radar (APP)	TALLINN Tower
124.875	127.9 125.4	135.9

LOC ILK	Final Apch Crs	GS	ILS DA(H)	Apt Elev 135′
109.3	**262°**	**D4.0 ILK** **1474′** (1339′)	Refer to Minimums	Rwy 135′

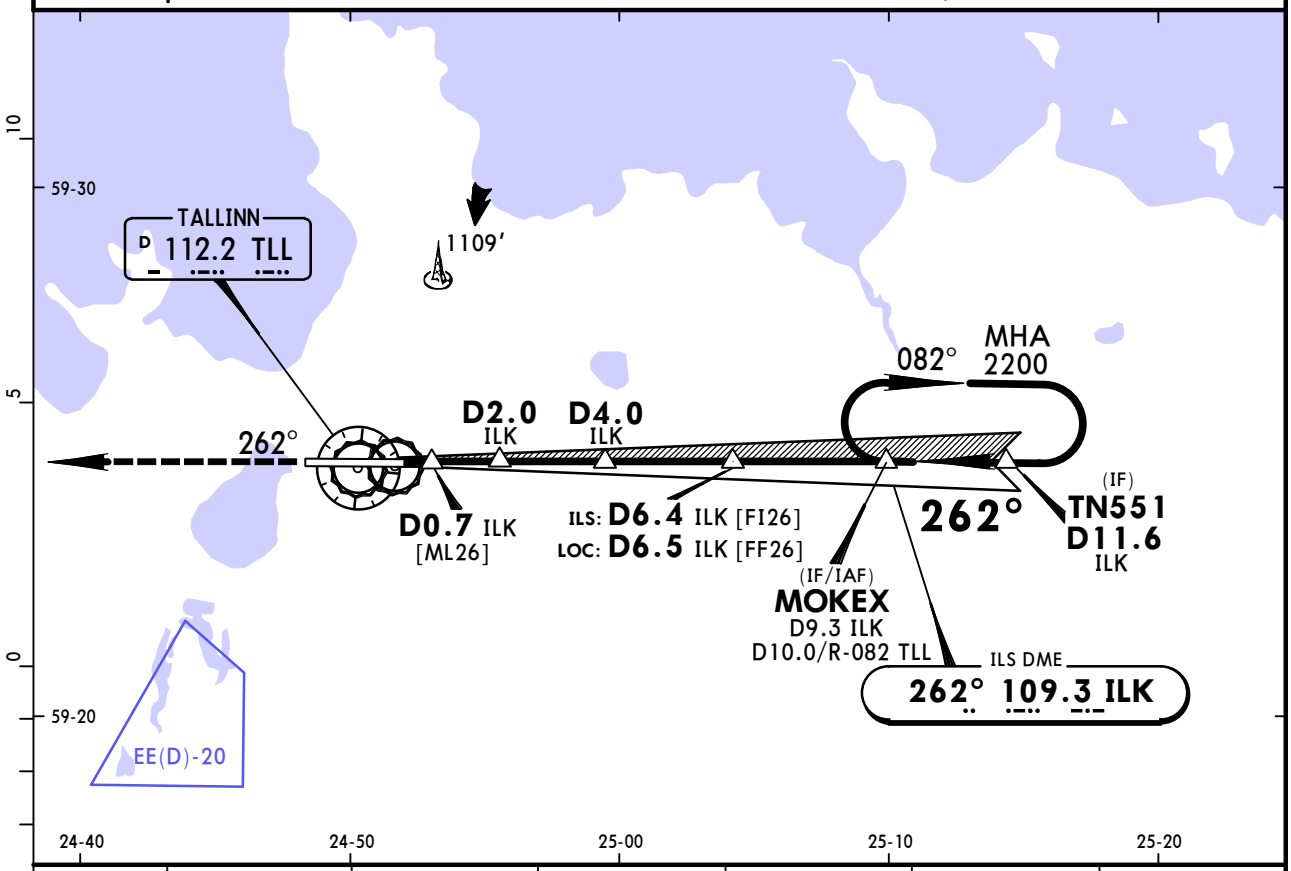
MISSED APCH: Climb on track 262° to 2200′ and contact Tallinn RADAR.

MISSED APCH WITH COMM FAILURE: After reaching 2200′, turn RIGHT and join holding at MOKEX. Start new approach after one full holding and land.

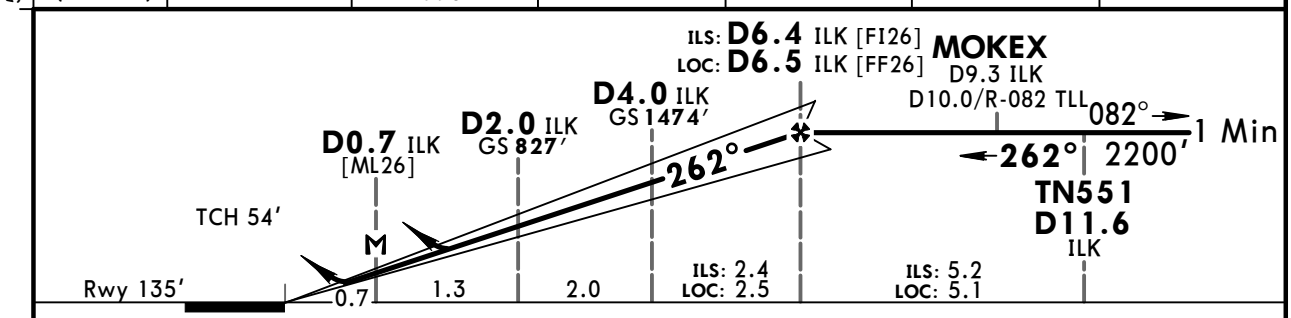
2200
MSA
TLL VOR

Alt Set: hPa (MM on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000′

1. DME required. 2. Procedure restricted to MIM 160 KT to D4.0 ILK for CAT C/D acft.



LOC (GS out)	ILK DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	770′	1090′	1410′	1730′	2040′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 ILK							

ALSF-II
PAPI
2200′ on 262°

Standard STRAIGHT-IN LANDING RWY 26

	ILS			LOC (GS out) CDFA	
DA(H)	ABC: **335′** (200′)		D: **338′** (203′)	DA/MDA(H) **560′** (425′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1300m	RVR 1500m
B					
C					RVR 2000m
D					

CIRCLE-TO-LAND
Not authorized
North of airport

Max Kts	MDA(H)	VIS
100	1360′ (1225′)	1500m
135	1360′ (1225′)	1600m
180	1510′ (1375′)	2400m
205	1510′ (1375′)	3600m

PANS OPS

[1] W/o HUD/AP/FD: RVR 750m.

CHANGES: Apt and rwy elev. GS check altitudes.

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EETN/TLL
LENNART MERI

JEPPESEN
30 NOV 18 (12-1) Eff 6 Dec

TALLINN, ~~ESTONIA~~
RNAV (GNSS) Rwy 08

BRIEFING STRIP ™

ATIS	TALLINN Radar (APP)	TALLINN Tower
124.875	127.9 125.4	135.9

EGNOS	Final Apch Crs	Mandatory Alt	LPV CAT I DA(H)	Apt Elev 135′
Ch 95202 E08A	082°	TN978 2200′ (2070′)	Refer to Minimums	Rwy 130′

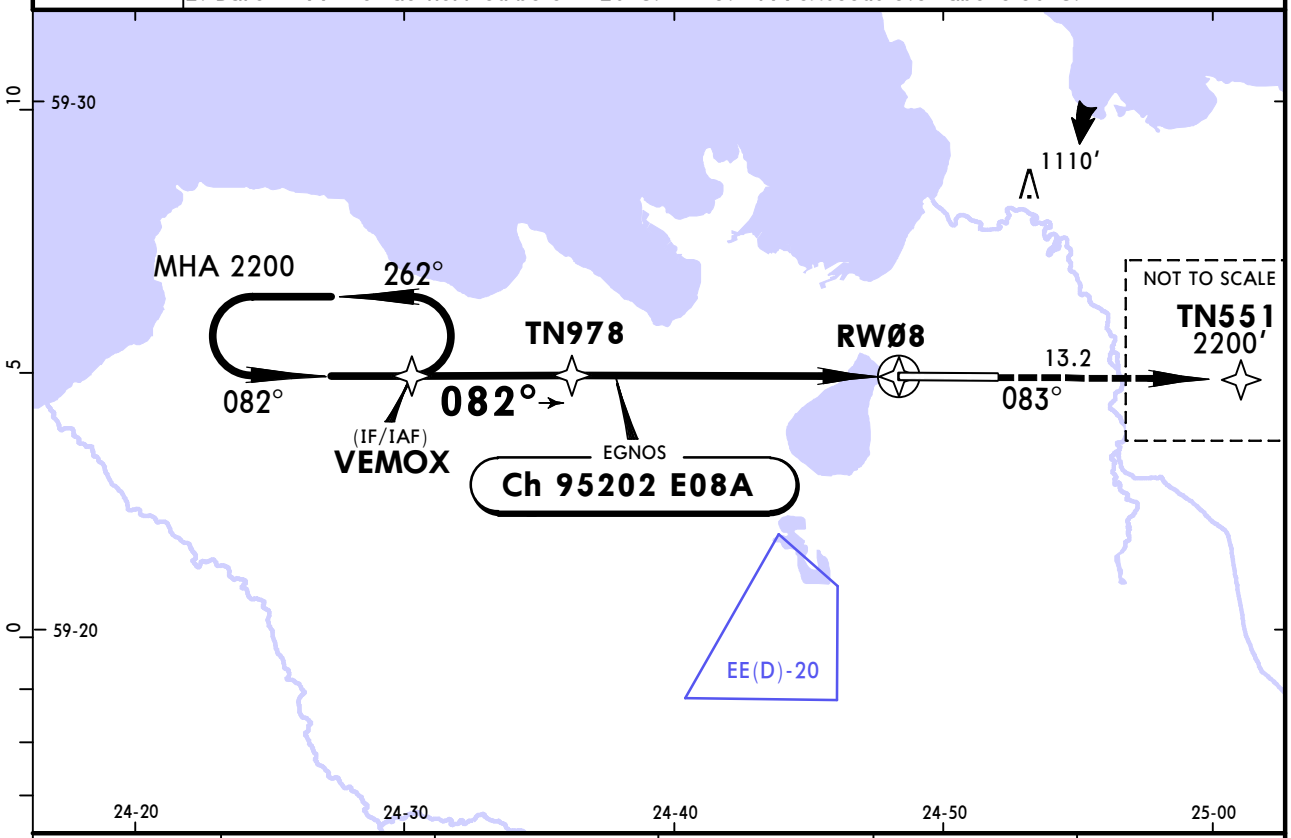
MISSED APCH: Climb to TN551 and contact Tallinn RADAR.

MISSED APCH WITH COMM FAILURE: After reaching TN551, turn LEFT and join holding at VEMOX. Start new approach after one full holding and land.

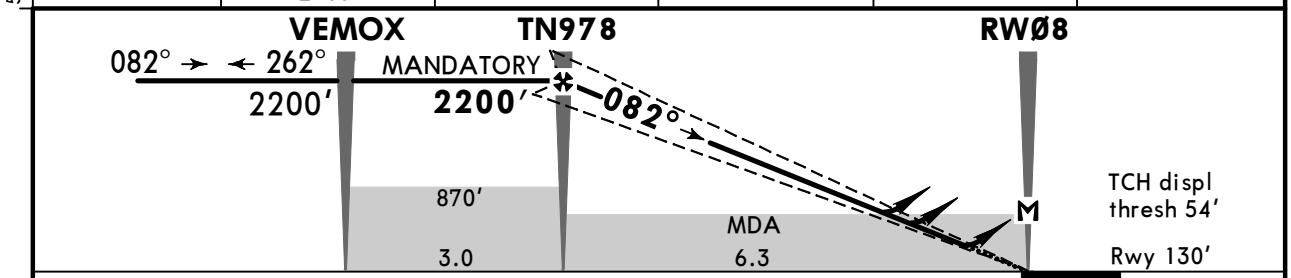
2200
MSA ARP

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′

RNP APCH.
1. Procedure restricted to MIM 160 KT to D4.0 to RWØ8 for CAT C/D acft.
2. Baro-VNAV not authorized below -20°C. 3. VPA exceeds 3.5° above 50°C.



DIST to RWØ8	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2100′	1780′	1460′	1140′	820′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RWØ8						

ALSF-II
PAPI
TN551

Standard STRAIGHT-IN LANDING RWY **08**

LPV CAT I	LNAV/VNAV	LNAV CDFA
DA(H) A: **336′** (206′) C: **357′** (227′) B: **349′** (219′) D: **367′** (237′)	DA(H) A: **520′** (390′) C: **540′** (410′) B: **530′** (400′) D: **550′** (420′)	DA/MDA(H) **650′** (520′)

		TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1100m	RVR 1500m	RVR 1500m	
B							
C				RVR 1200m	RVR 1900m	RVR 1600m	RVR 2400m
D							

[1] W/o HUD/AP/FD: RVR 750m.

CIRCLE-TO-LAND
Not authorized North of airport

Max Kts	MDA(H)	VIS
100	1360′ (1225′)	1500m
135	1360′ (1225′)	1600m
180	1510′ (1375′)	2400m
205	1510′ (1375′)	3600m

PANS OPS

CHANGES: New procedure.

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EETN/TLL
LENNART MERI

JEPPESEN
30 NOV 18 (12-2) Eff 6 Dec

TALLINN, ~~ESTONIA~~
RNAV (GNSS) Rwy 26

BRIEFING STRIP™

ATIS	TALLINN Radar (APP)	TALLINN Tower
124.875	127.9 125.4	135.9

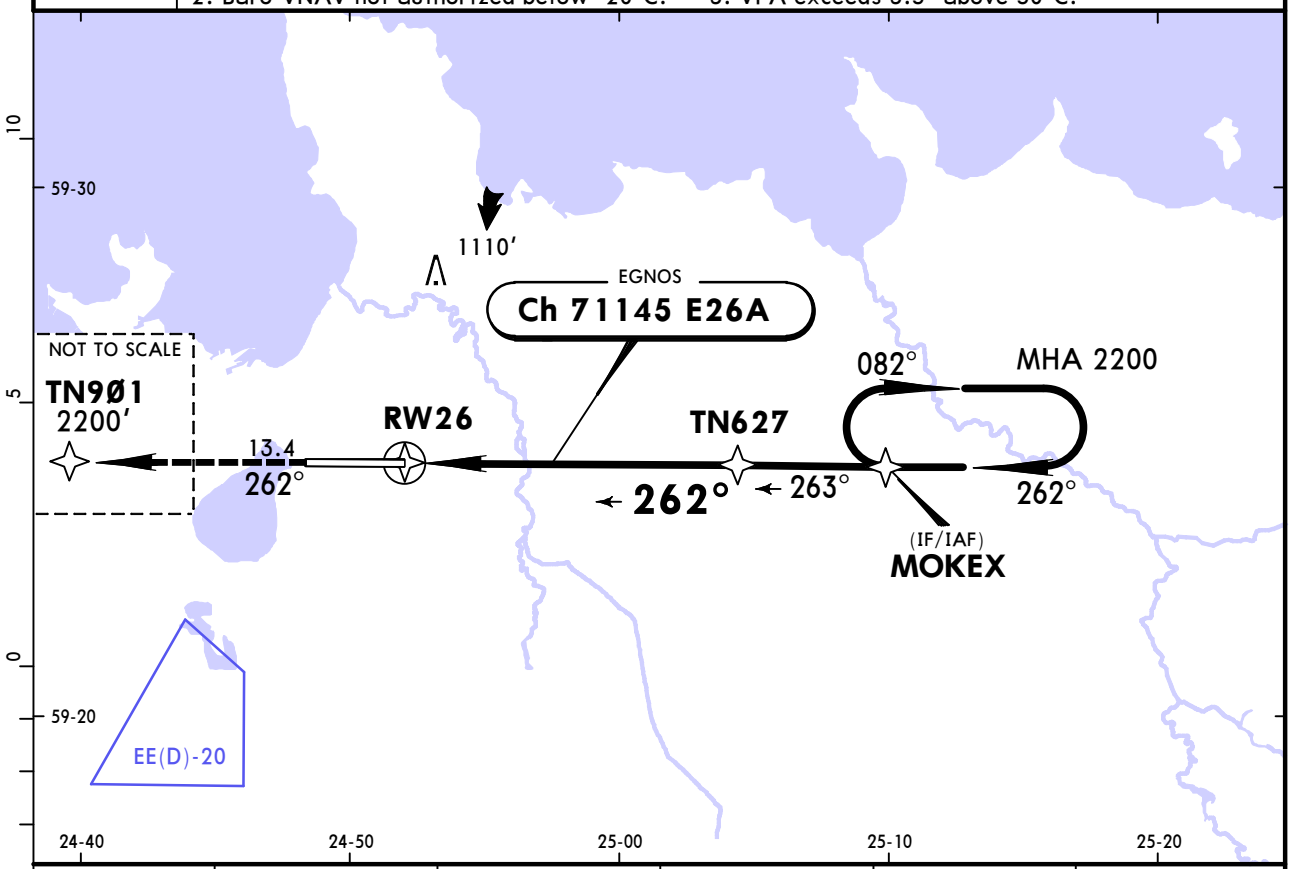
EGNOS	Final Apch Crs	Mandatory Alt	LPV CAT I DA(H)	Apt Elev 135′
Ch 71145 E26A	262°	TN627 2200′ (2065′)	Refer to Minimums	Rwy 135′

MISSED APCH: Climb to TN9Ø1 and contact Tallinn RADAR.
MISSED APCH WITH COMM FAILURE: After reaching TN9Ø1, turn RIGHT and join holding at MOKEX. Start new approach after one full holding and land.

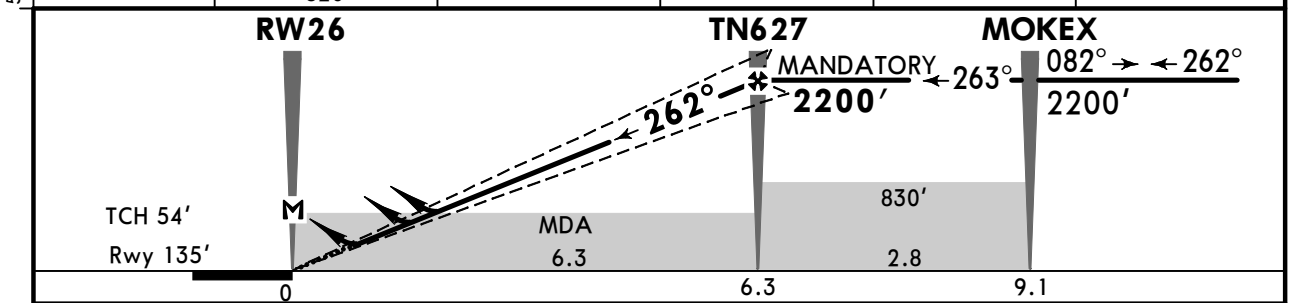
2200
MSA ARP

Alt Set: hPa | Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 5000′

RNP APCH.
1. Procedure restricted to MIM 160 KT to D4.0 to RW26 for CAT C/D acft.
2. Baro-VNAV not authorized below -20°C. 3. VPA exceeds 3.5° above 50°C.



DIST to RW26	2.0	3.0	4.0	5.0	6.0
ALTITUDE	820′	1140′	1460′	1780′	2100′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA						
LNAV: MAP at RW26						

ALSF-II
PAPI
TN9Ø1

Standard STRAIGHT-IN LANDING RWY 26

LPV CAT I	LNAV/VNAV	LNAV CDFA
DA(H) A: 338′ (203′) C: 358′ (223′) B: 350′ (215′) D: 368′ (233′)	DA(H) C: 455′ (320′) AB: 385′ (250′) D: 465′ (330′)	DA/MDA(H) 560′ (425′)

	LPV CAT I			LNAV/VNAV		LNAV CDFA	
		TDZ or CL out	ALS out		ALS out		ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 750m [2]	RVR 1300m	RVR 1300m	RVR 1500m
B							
C					RVR 1400m		RVR 2000m
D				RVR 800m	RVR 1500m		

CIRCLE-TO-LAND
Not authorized North of airport

Max Kts	MDA(H)	VIS
100	1360′ (1225′)	1500m
135	1360′ (1225′)	1600m
180	1510′ (1375′)	2400m
205	1510′ (1375′)	3600m

PANS OPS

[1] W/o HUD/AP/FD: RVR 750m. [2] With TDZ & CL & HUD: CAT A&B RVR 550m, CAT C RVR 700m.

CHANGES: New procedure.

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EETN/TLL
LENNART MERI

JEPPESEN
1 DEC 17 (13-1) Eff 7 Dec

TALLINN, ESTONIA
VOR Rwy 08

BRIEFING STRIP

ATIS	TALLINN Radar (APP)	TALLINN Tower
124.875	127.9 125.4	135.9

VOR TLL	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 134′
112.2	083°	D7.3 2200′(2071′)	710′(581′)	Rwy 129′

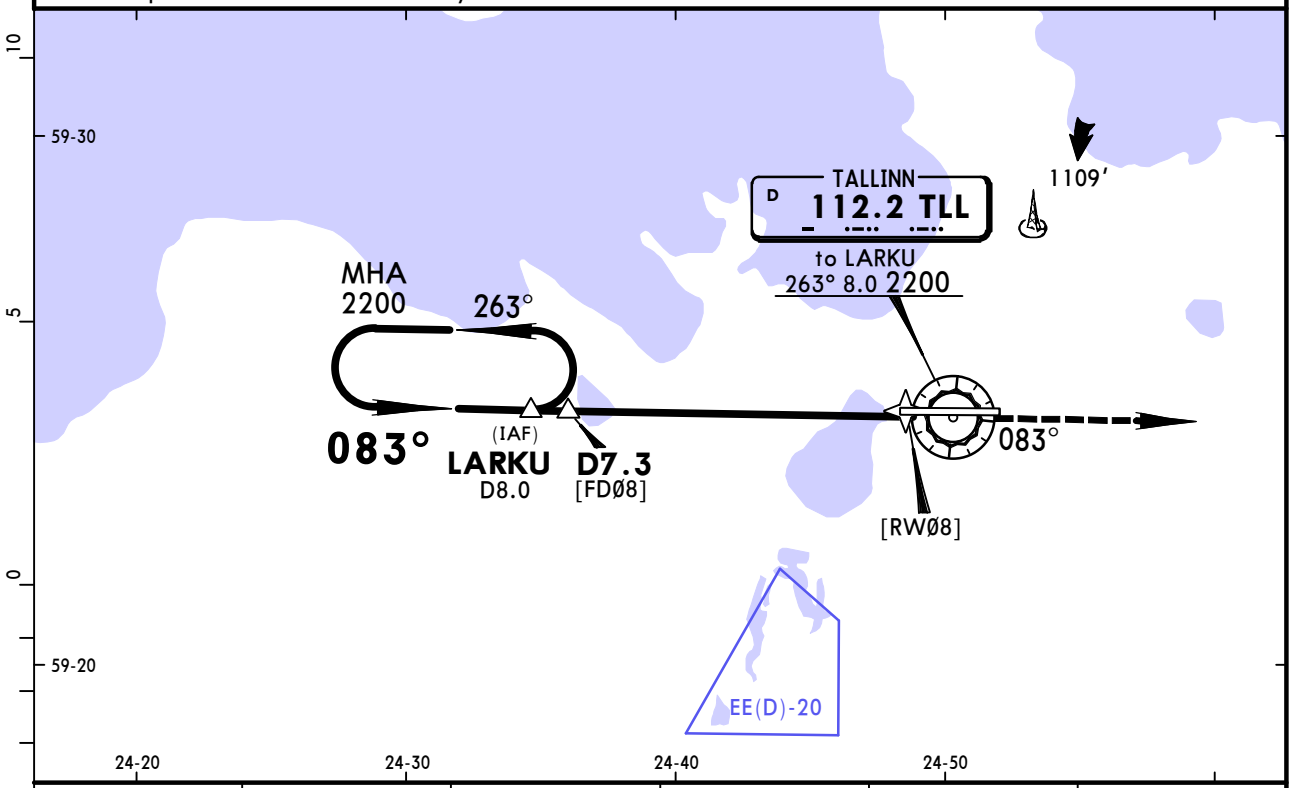
MISSED APCH: Climb on R-083 to 2200′ and contact Tallinn APPROACH.

MISSED APCH WITH COMM FAILURE: After reaching 2200′, turn LEFT to VOR. Join holding at LARKU. Start new approach after one full holding and land.

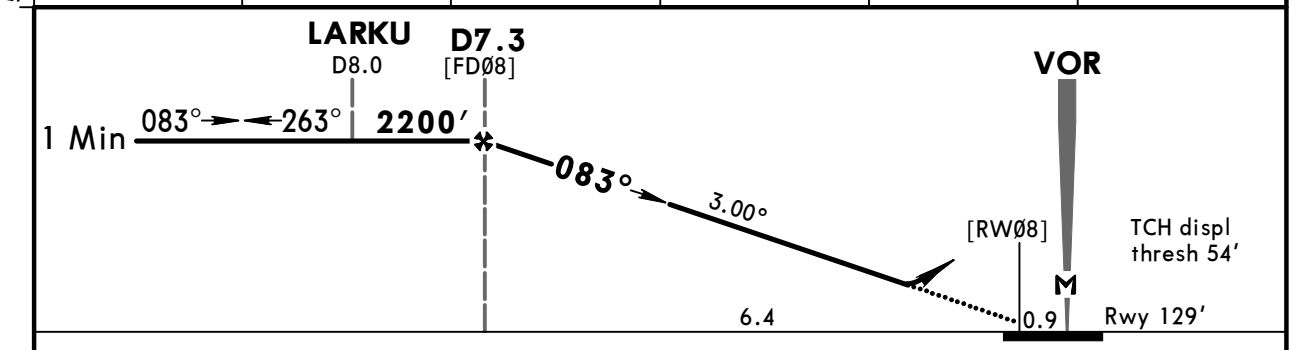
2200
MSA
TLL VOR

Alt Set: hPa (MM on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000′

1. **DME required.**
2. Procedure restricted to MAX 230 KT and MIM 160 KT to D5.0 for CAT C/D acft.
3. Final apch track offset 1° from rwy centerline.



TLL DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	1800′	1490′	1170′	850′	540′



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at VOR						

ALSF-II
PAPI

2200′ on TLL 112.2 R-083

PANS OPS

Standard STRAIGHT-IN LANDING RWY **08**

CDFA
DA/MDA(H) **710′** (581′)

		ALS out
A	RVR 1500m	
B		
C	RVR 2000m	RVR 2400m
D		

CIRCLE-TO-LAND

Not authorized North of airport

Max Kts	MDA(H)	VIS
100	1360′ (1226′)	1500m
135	1360′ (1226′)	1600m
180	1510′ (1376′)	2400m
205	1510′ (1376′)	3600m

CHANGES: Minimums.

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EETN/TLL
LENNART MERI

JEPPESEN
1 DEC 17 (13-2) Eff 7 Dec

TALLINN, ESTONIA
VOR Rwy 26

BRIEFING STRIP™

ATIS	TALLINN Radar (APP)	TALLINN Tower
124.875	127.9 125.4	135.9

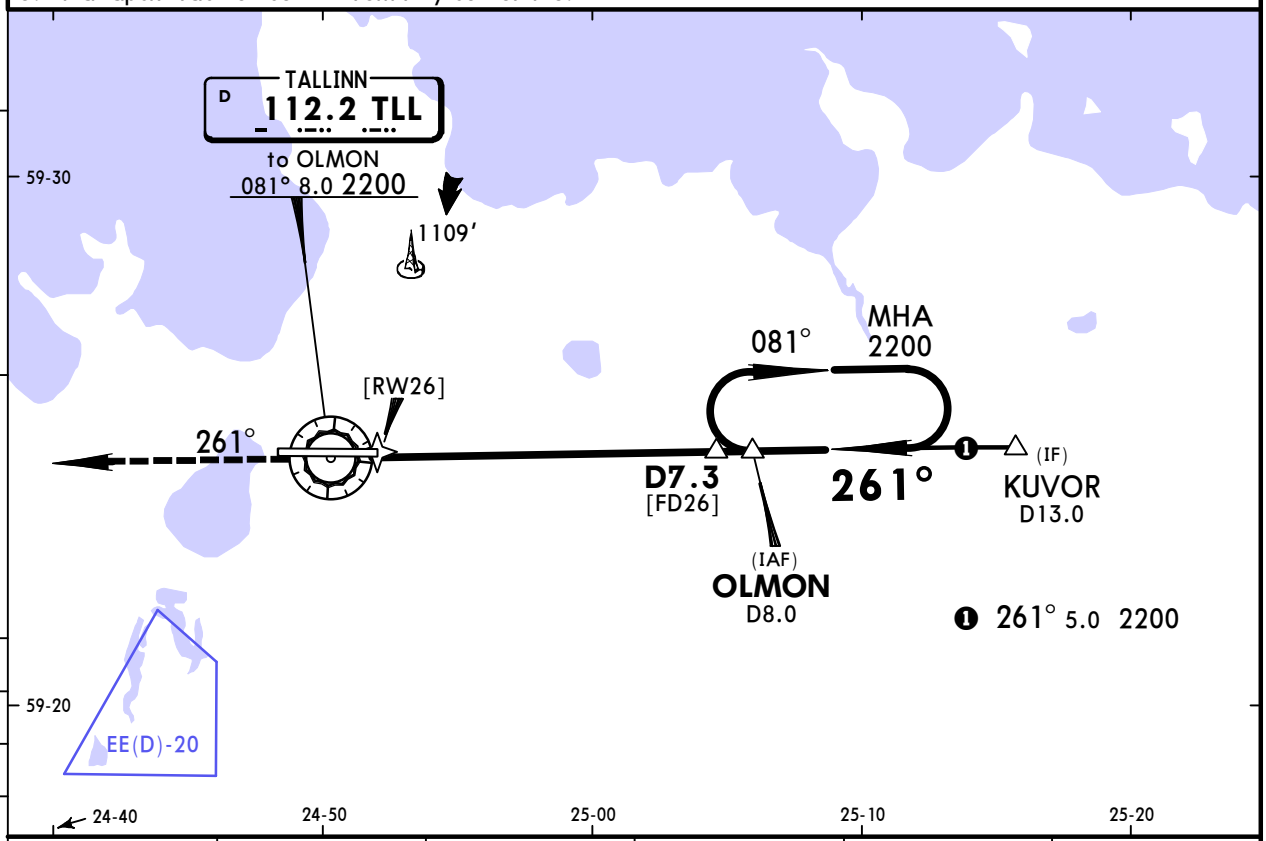
VOR	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 134'
TLL 112.2	261°	D7.3 2200'(2066')	560'(426')	Rwy 134'

2200
MSA
TLL VOR

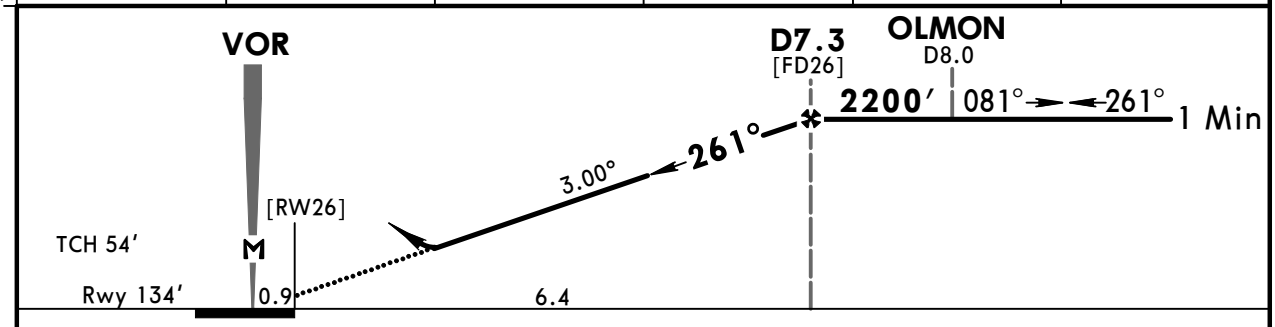
MISSED APCH: Climb on R-261 to 2200' and contact Tallinn APPROACH.
MISSED APCH WITH COMM FAILURE: After reaching 2200', turn RIGHT to VOR. Join holding at OLMON. Start new approach after one full holding and land.

Alt Set: hPa (MM on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'

1. **DME required.**
2. Procedure restricted to MAX 230 KT and MIM 160 KT to D5.0 for CAT C/D acft.
3. Final apch track offset 1° from rwy centerline.



TLL DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	850'	1160'	1480'	1790'	2110'



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at VOR							

ALSF-II
PAPI

2200' on TLL 112.2 R-261

PANS OPS

Standard STRAIGHT-IN LANDING RWY **26**
CDFA
DA/MDA(H) **560'** (426')

		ALS out
A	RVR 1300m	RVR 1500m
B		
C		RVR 2000m
D		

CIRCLE-TO-LAND
Not authorized North of airport

Max Kts	MDA(H)	VIS
100	1360' (1226')	1500m
135	1360' (1226')	1600m
180	1510' (1376')	2400m
205	1510' (1376')	3600m

CHANGES: None.

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JeppView for Windows

Chart changes since cycle 02-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

TALLINN, (LENNART MERI - EETN)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EETN