

GENERAL**Operational Hours****ATS Hours / AD OPS Hours:** H24**AD Operator Hours:** MON-FRI 0600-1430±, other times O/R. Request to be submitted not later than 1400±**Airport Information****RFF:** CAT 8**PCN:** RWY 08/26: 60/F/B/X/T**Operation****Preferential RWY**

LDG RWY 26.

TKOF RWY 08.

Transponder Mode S

Select assigned transponder mode A and activate S, set to AUTO if technically AVBL; after LDG, continuously until fully parked on stand.

Select ACFT identification feature if AVBL, before activating transponder.

Mode A code A2000 to be set in case:

- no code assigned.
- immediately after parking before selecting OFF or STBY.
- while being towed without ICAO flight plan.
- during non-Mode S OPS.

RWY Restriction: Vacate RWY 08 via TWY F or E provided the deceleration is completed before the INT and no backtrack is needed.**Reduced Runway Separation Minima Between Aircraft Using the Same Runway**

Reduced spacing procedure is applied on RWY 08/26 according ICAO standards, during hours of daylight.

TWY Restriction

TWY Y4 width 21m / 69ft, MAX wingspan 36m / 118ft.

TWY D width 18m / 59ft, MAX wingspan 36m / 118ft.

TWYs S, B (between A and APN M), C (between A and APN M) MAX wingspan 74m / 243ft.

TWY to APN Y5 MAX wingspan 36m / 118ft.

TWY to APN Y3 MAX wingspan 22m / 72ft.

TWY to APN Y2 MAX wingspan 20m / 66ft.

Insufficient safety distances restrict large ACFT with wingspan 65m / 210ft or more to use of certain TWYs and APN M, when using their own PWR.

Taxi/Parking

TWY Y4 AVBL by towing only

Taxiing during winter COND: Taxi guide lines in APN area may be invisible because of snow. Follow-me AVBL O/R via TWR.

Visual docking guidance system AVBL for stands M2, M4-M9, M12 and M13

Engine Run-up Area

Contact APN Control 30min before planned testing by phone: +372 605 8461.

ENG run-ups on idle PWR is allowed without prior coordination on APN M (except terminal stands where run-up is forbidden), stands on APNs Y3 and Y5. Maintenance run-up at stands M1, M2, M4-M9, M12-M15 is prohibited.

GENERAL**Warnings**

Do not overfly Tallinn city below 3000ft.

NAV EQPT of an ACFT parking on APN M stands (EXCL. P1) may be affected by MAG interference.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX 250KT below FL100 unless otherwise instructed by ATC.

ACFT with code letter C or D maintain MNM IAS 160KT to D4 IIB/ILK on ILS APCH and D5 TLL on VOR APCH unless instructed differently by ATC.

Communication**COM Failure**

ACFT with Telephone call: +372 625 8254.

COM Failure with inbound CLR received and acknowledged:

Maintain last LVL received and acknowledged. Follow specified route to VEMOX (RWY 08) or MOKEX (RWY 26). On arrival overhead VEMOX (RWY 08) or MOKEX (RWY 26) descent, if required, shall be made in HLDG. Thereafter a normal INSTR APCH shall be made.

If EAT received and acknowledged:

Join HLDG on arrival to CLR limit as above. On EAT leave HLDG, thereafter on arrival overhead VEMOX (RWY 08) or MOKEX (RWY 26) descent and proceed a normal INSTR APCH.

COM Failure with no inbound CLR received and/or acknowledged:

Maintain last LVL received and acknowledged. Proceed via relevant TMA entry point and thereafter direct to VEMOX (RWY 08) or MOKEX (RWY 26). On arrival overhead VEMOX (RWY 08) or MOKEX (RWY 26) descent, if required, shall be made in HLDG. Thereafter a normal INSTR APCH shall be made.

COM Failure during ILS or LOC APCH MISAP:

RWY 08: After reaching 2200ft turn left and join VEMOX HLDG. Start new APCH after one full HLDG and land.

RWY 26: After reaching 2200ft turn right and join MOKEX HLDG. Start new APCH after one full HLDG and land.

COM Failure during VOR APCH MISAP:

RWY 08: After reaching 2200ft turn left to TLL VOR/DME. Join LARKU HLDG. Start a new APCH after one full HLDG and land.

RWY 26: After reaching 2200ft turn right to TLL VOR/DME. Join OLMON HLDG. Start a new APCH after one full HLDG and land.

COM Failure during NDB APCH MISAP:

RWY 08: After reaching 2200ft turn right to INDIA LOC. Join INDIA HLDG. Start a new APCH after one full HLDG and land.

RWY 26: After reaching 2200ft turn left to INDIA LOC. Join INDIA HLDG. Start a new APCH after one full HLDG and land.

ARRIVAL

Arrival Procedure

Arrival Note

All RNAV STARs are based on GNSS for PSN update. Note that DME/DME back up is not AVBL.

Continuous Descent APCH (in connection with RNAV STARs)

Plan to perform a continuous descent APCH (CDA) from at least FL100. Specified MNM LVL at WPTs must be adhered unless specifically cancelled by ATC.

Use Low Power / Low Drag procedures (LP/LD) by maintaining a clean ACFT configuration until final stage of APCH.

Final APCH can not be performed without appropriate APCH CLR.

Visual APCH: Visual manoeuvring authorized on south side of AD only.

Non-standard GP intercept position on**RWY 08**

GP intercepts RWY 08 at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 2926m / 9600ft.

RWY 26

GP intercepts RWY 26 at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 3166m / 10387ft.

DEPARTURE

Take-off Minima

RWY		08/26	
A, B, C	ft - m/km	0 - 150R	-
D		0 - 200R	-

Speed

MAX 250KT IAS below FL100 unless otherwise instructed by ATC.

Communication**COM Failure**

ACFT with Telephone call: +372 625 8254.

Departure Procedure**Start-up/Push-back:**

REQ CLR, push-back and taxi instructions from TWR.

REQ start-up/push-back when ACFT is fully ready only.

Noise Abatement Procedure

Noise abatement procedures are applicable below 3000ft MSL.

RWY 26: Use TKOF PROC A

Low Visibility Procedure

LVTO in force when RVR below 550m.

TWY D not in use in LVTO conditions.

LVTO operations O/R to TWR at least 30min before intended departure.

DEPARTURE**ATC Slot, Clearance**

REQ en-route CLR on TWR not earlier than 10min prior to EOBT or estimated ENG start-up time, whichever is the latest, announcing call sign and stand/gate number.

De-Icing

Request de-icing from Handling MIN 15min before off-block time.

De-icing will take place on stand prior to push-back and with ENG off.

If de-icing is to be carried out on remote de-icing facility at HLDG PSN A1, such information must be added to push-back CLR request.

When reaching de-icing facility, follow instructions displayed on de-icing information screen and contact de-icing OPS.

During de-icing treatment, monitoring TWR is mandatory.

Effective 16-AUG-2018

09-AUG-2018

TLL-EETN

Estonia Tallinn Lennart Meri

AGC

AFC

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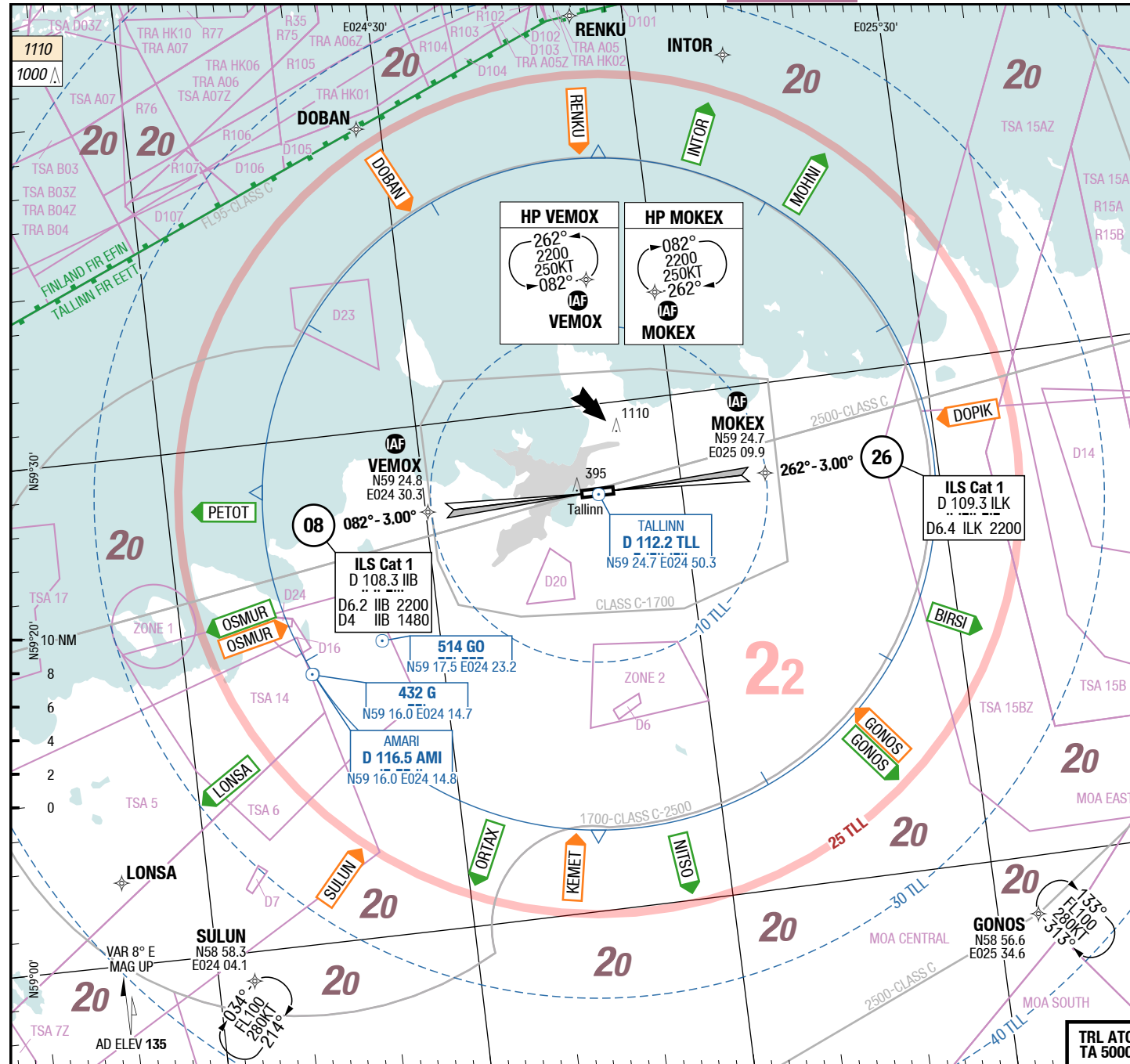
AFC

Lennart Meri Tallinn Estonia

AGC

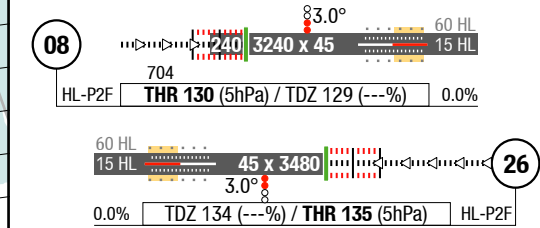
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ATIS 124.875
RAD 127.900 125.400
TWR 135.900

Landing RWY system:



Changes: OBST, SUAs

Effective 16-AUG-2018

09-AUG-2018

TLL-EETN

Estonia Tallinn Lennart Meri

Lennart Meri Tallinn Estonia

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AGC

AGC

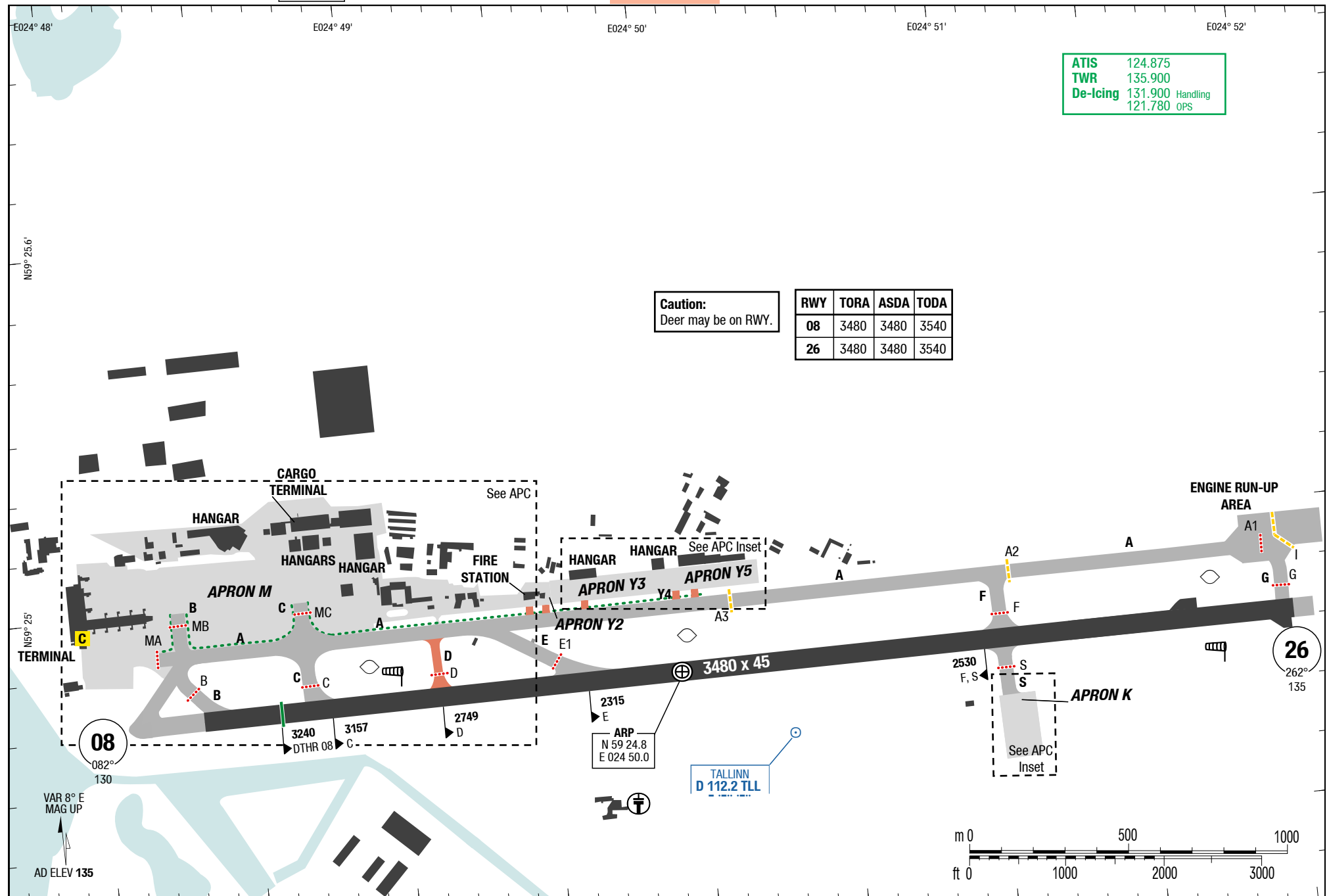
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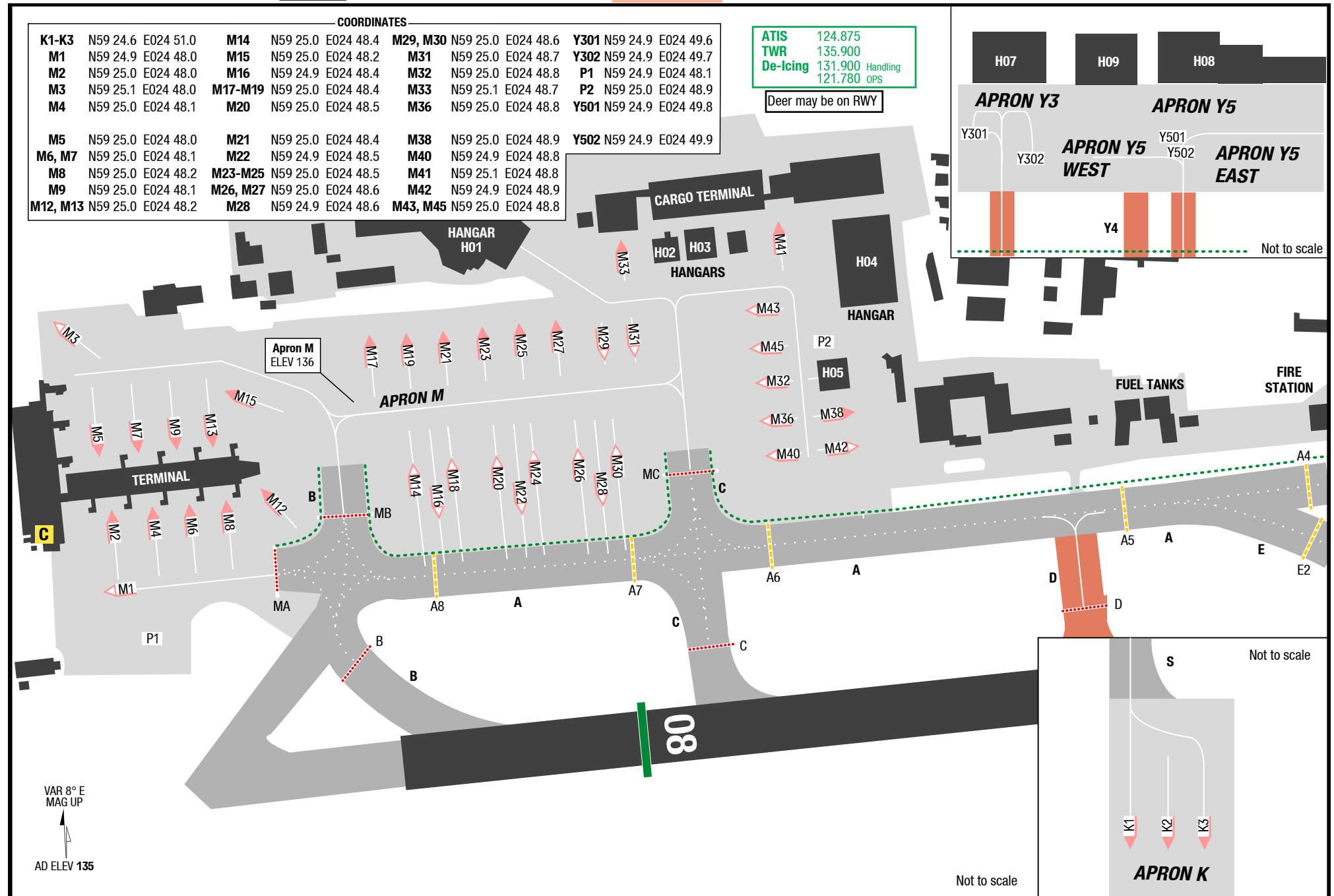
ATIS	124.875
TWR	135.900
De-Icing	131.900 Handling 121.780 OPS

Caution:
Deer may be on RWY.

RWY	TORA	ASDA	TODA
08	3480	3480	3540
26	3480	3480	3540



Changes: Nil



TLL-EETN

RNAV SIDs RWY 26

RNAV SIDs RWY 08

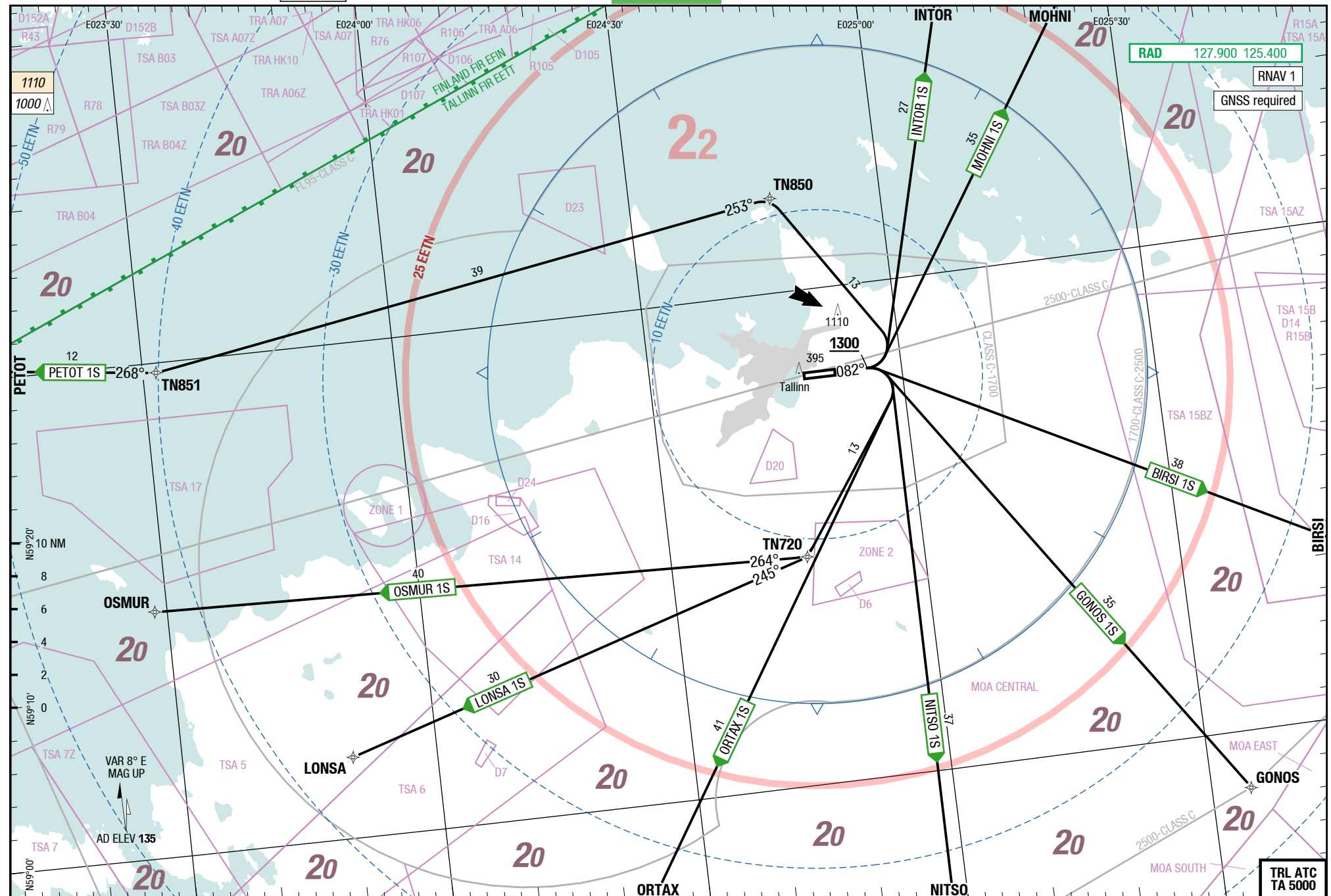
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SID

RNAV SIDs RWY 26

RNAV SIDs RWY 08

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Changes: Note, OBST, SUAs

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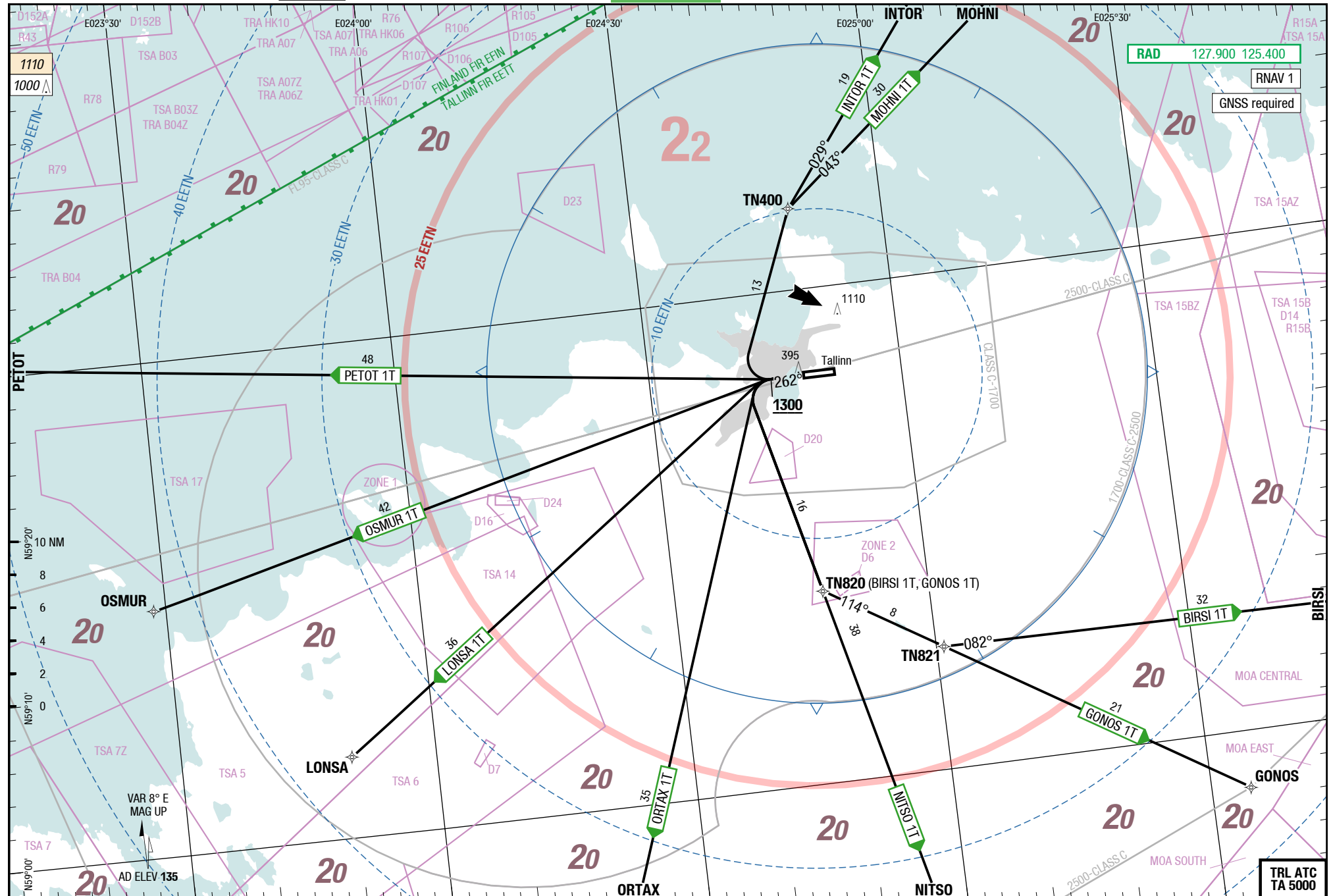
RNAV SIDs RWY 26

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RNAV SIDs RWY 26



Changes: Note, OBST, SUAs, Editorial

BIRSI 1S / GONOS 1S / INTOR 1S / LONSA 1S / MOHNI 1S / NITSO 1S / OMNIDIRECTIONAL DEP / ORTAX 1S

RWY 08 (082°)

After take-off, contact Tallinn RAD.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
BIRSI 1S 6.6% to 4000 127.900 ①	[A1300+ ;R] - BIRSI Non-RNAV at MNM 1300 RT direct BIRSI	initial climb 4000
GONOS 1S 6.6% to 4000 127.900 ①	[A1300+ ;R] - GONOS Non-RNAV at MNM 1300 RT direct GONOS	initial climb 4000
INTOR 1S 6.6% to 4000 127.900 ①	[A1300+ ;L] - INTOR Non-RNAV at MNM 1300 LT direct INTOR	initial climb 4000
LONSA 1S 6.6% to 4000 127.900 ①	[A1300+ ;R] - TN720 - LONSA Non-RNAV at MNM 1300 RT 210° - expect radar vectors to LONSA	initial climb 4000
MOHNI 1S 6.6% to 4000 127.900 ①	[A1300+ ;L] - MOHNI Non-RNAV at MNM 1300 LT direct MOHNI	initial climb 4000
NITSO 1S 6.6% to 4000 127.900 ①	[A1300+ ;R] - NITSO Non-RNAV at MNM 1300 RT direct NITSO	initial climb 4000
OMNIDIRECTIONAL DEP 127.900 ②	turn MNM 1300 proceed direct route	
ORTAX 1S 6.6% to 4000 127.900 ①	[A1300+ ;R] - ORTAX Non-RNAV at MNM 1300 RT direct ORTAX	initial climb 4000

① If unable to comply with climb gradient, advise ATC.

② Do not turn before DER.

OSMUR 1S / PETOT 1S

RWY 08 (082°)

After take-off, contact Tallinn RAD.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
OSMUR 1S 6.6% to 4000 127.900 ①	[A1300+ ;R] - TN720 - OSMUR Non-RNAV at MNM 1300 RT 210° - expect radar vectors to OSMUR	initial climb 4000
PETOT 1S 6.6% to 4000 127.900 ①	[A1300+ ;L] - TN850 - TN851 - PETOT Non-RNAV at MNM 1300 LT 340° - expect radar vectors to PETOT	initial climb 4000

① If unable to comply with climb gradient, advise ATC.

BIRSI 1T / GONOS 1T / INTOR 1T / LONSA 1T / MOHNI 1T / NITSO 1T / OMNIDIRECTIONAL DEP / ORTAX 1T

RWY 26 (262°)

After take-off, contact Tallinn RAD.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
BIRSI 1T 6.6% to 4000 127.900 ①	[A1300+ ;L] - TN820 - TN821 - BIRSI Non-RNAV at MNM 1300 LT 170° - expect radar vectors to BIRSI	initial climb 4000
GONOS 1T 6.6% to 4000 127.900 ①	[A1300+ ;L] - TN820 - TN821 - GONOS Non-RNAV at MNM 1300 LT 170° - expect radar vectors to GONOS	initial climb 4000
INTOR 1T 6.6% to 4000 127.900 ①	[A1300+ ;R] - TN400 - INTOR Non-RNAV at MNM 1300 RT direct INTOR	initial climb 4000
LONSA 1T 6.6% to 4000 127.900 ①	[A1300+ ;L] - LONSA Non-RNAV at MNM 1300 LT direct LONSA	initial climb 4000
MOHNI 1T 6.6% to 4000 127.900 ①	[A1300+ ;R] - TN400 - MOHNI Non-RNAV at MNM 1300 RT 010° - expect radar vectors to MOHNI	initial climb 4000
NITSO 1T 6.6% to 4000 127.900 ①	[A1300+ ;L] - NITSO Non-RNAV at MNM 1300 LT direct NITSO	initial climb 4000
OMNIDIRECTIONAL DEP 127.900 ②	turn MNM 1300 proceed direct route	
ORTAX 1T 6.6% to 4000 127.900 ①	[A1300+ ;L] - ORTAX Non-RNAV at MNM 1300 LT direct ORTAX	initial climb 4000

① If unable to comply with climb gradient, advise ATC.

② Do not turn before DER.

OSMUR 1T / PETOT 1T

RWY 26 (262°)

After take-off, contact Tallinn RAD.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
OSMUR 1T 6.6% to 4000 127.900 ①	[A1300+ ;L] - OSMUR Non-RNAV at MNM 1300 LT direct OSMUR	initial climb 4000
PETOT 1T 6.6% to 4000 127.900 ①	[A1300+ ;R] - PETOT Non-RNAV at MNM 1300 RT direct PETOT	initial climb 4000

① If unable to comply with climb gradient, advise ATC.

TLL-EETN

RNAV STARs RWY 26

RNAV STARs RWY 08

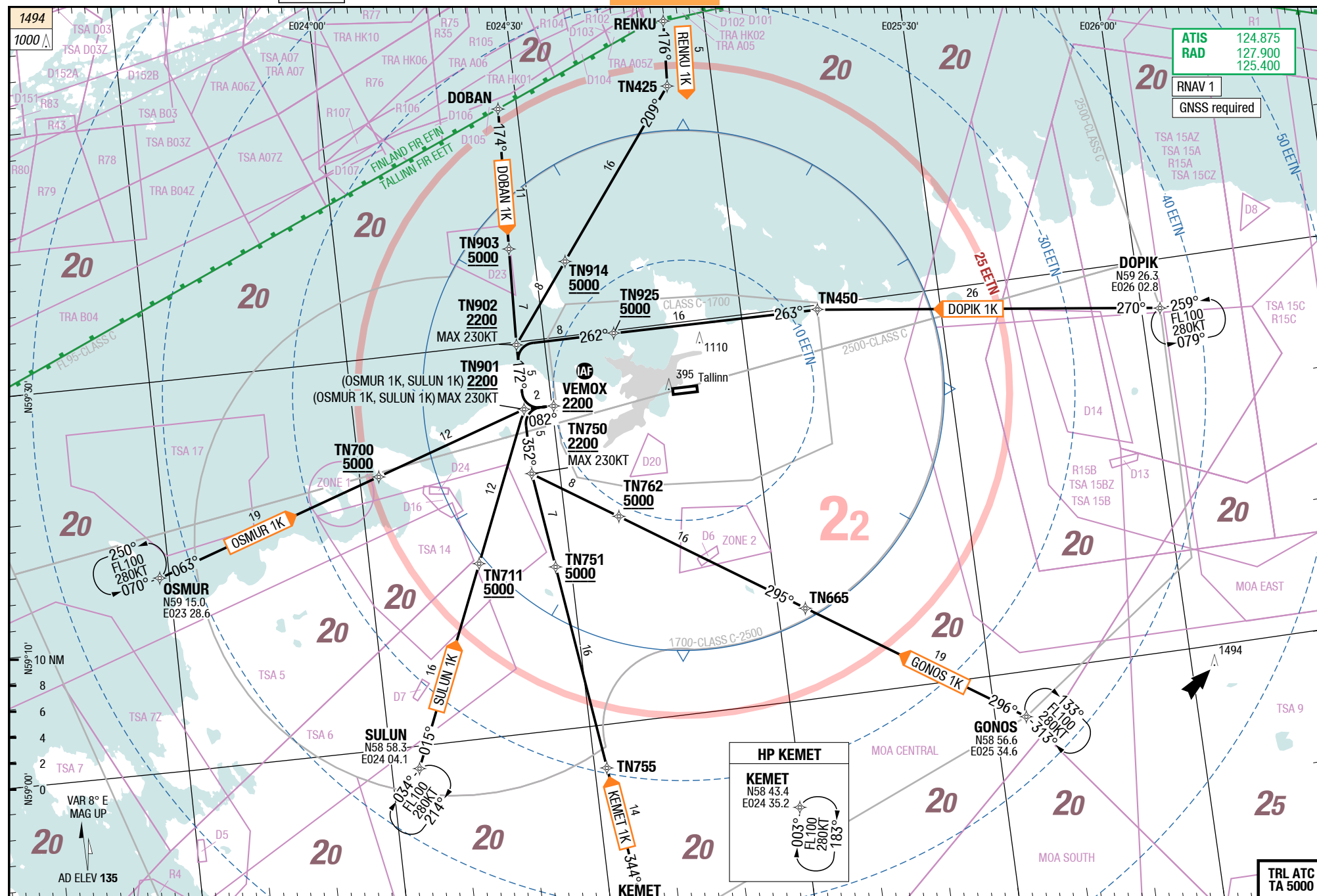
STAR

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RNAV STARs RWY 26

RNAV STARs RWY 08

6-10



Changes: Note, OBST, SUAs, Editorial

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TLL-EETN

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STAR

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Lennart Meri Tallinn Estonia

6-20

RNAV STARs RWY 26

RNAV STARs RWY 26

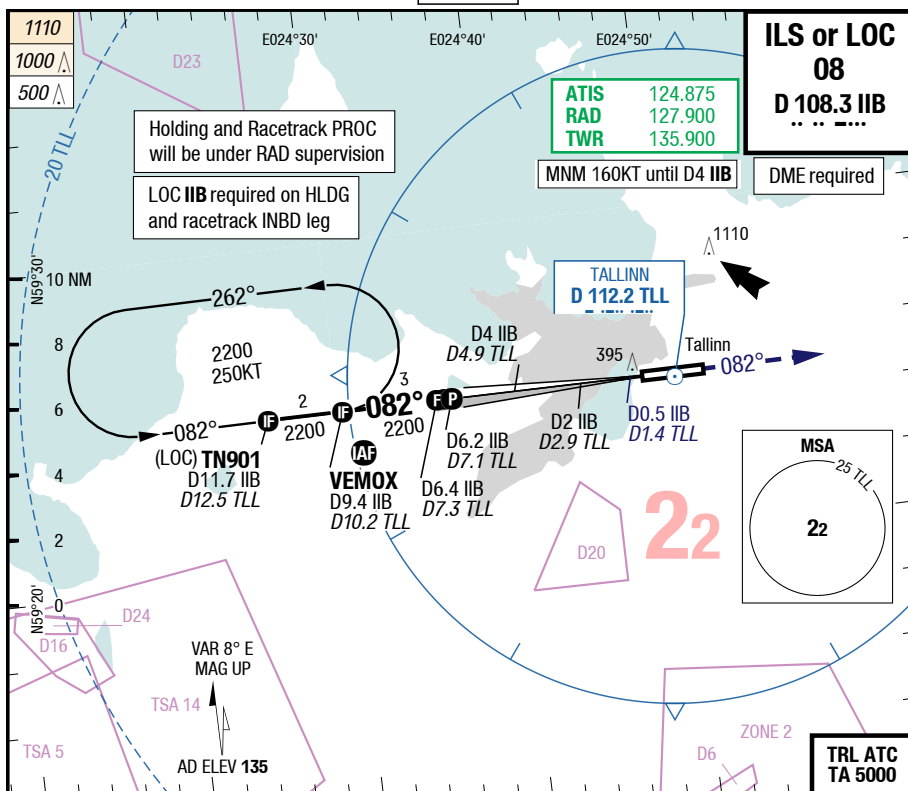


Changes: Note, OBST, SUAS

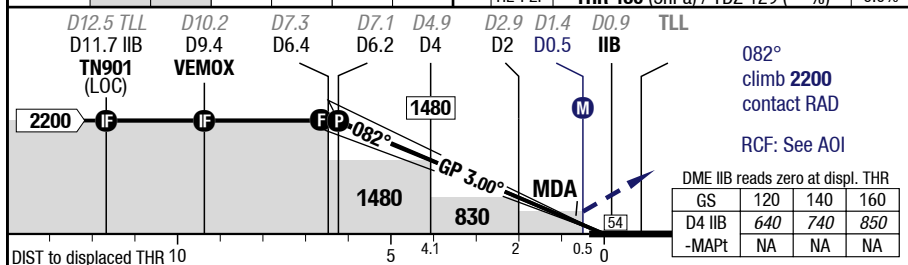
TLL-EETN

7-10

ILS or LOC 08



LOC 3.00°			6.4	6	5	3		3.0° 60 HL 15 HL
D IIB			2200	2100	1800	1150		704 THR 130 (5hPa) / TDZ 129 (---%) 0.0% HL-P2F



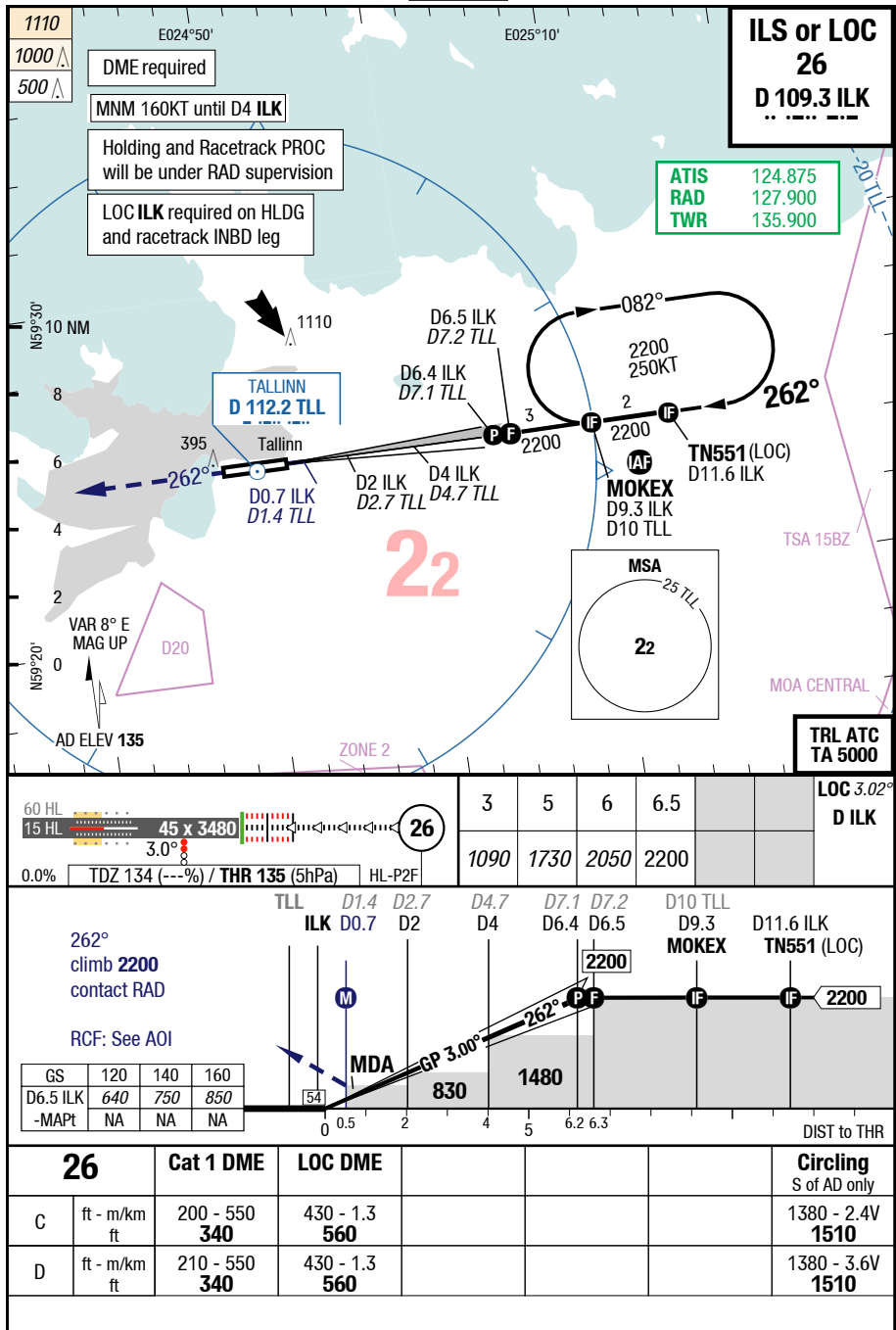
08		Cat 1 DME 1)	LOC DME				Circling S of AD only
C	ft - m/km ft	200 - 750 330	410 - 1.5 540				1380 - 2.4V 1510
D	ft - m/km ft	210 - 750 340	410 - 1.5 540				1380 - 3.6V 1510

1) With EVS 550m

TLL-EETN

7-20

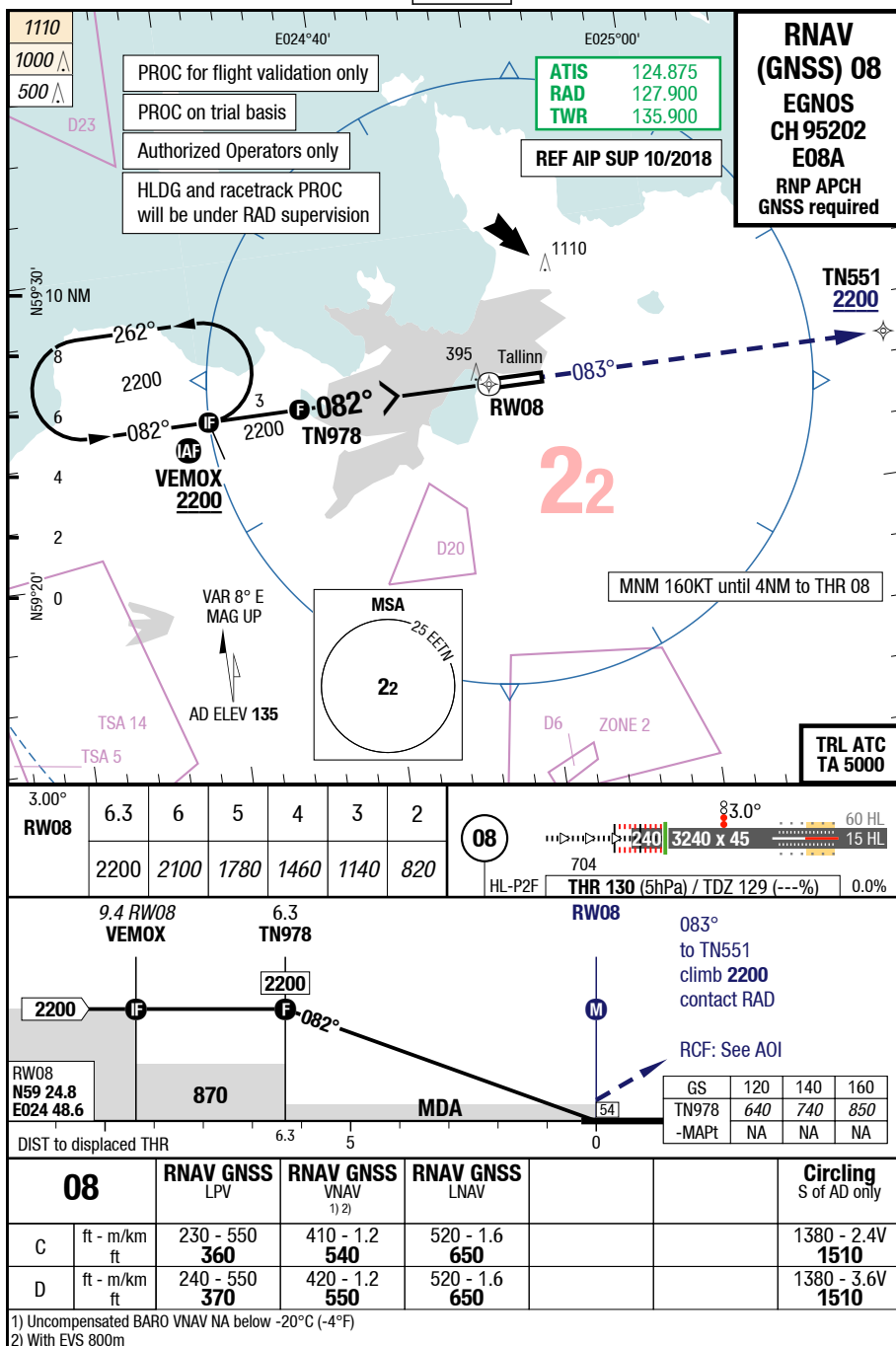
ILS or LOC 26



TLL-EETN

7-28

Tempo RNAV (GNSS) 08

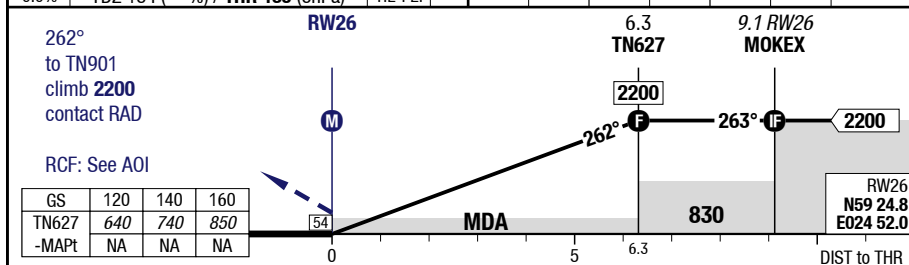
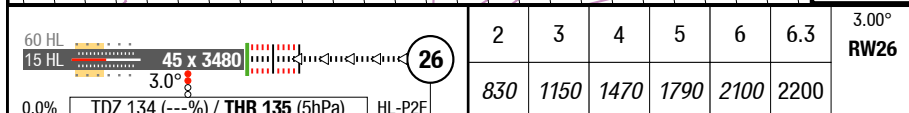
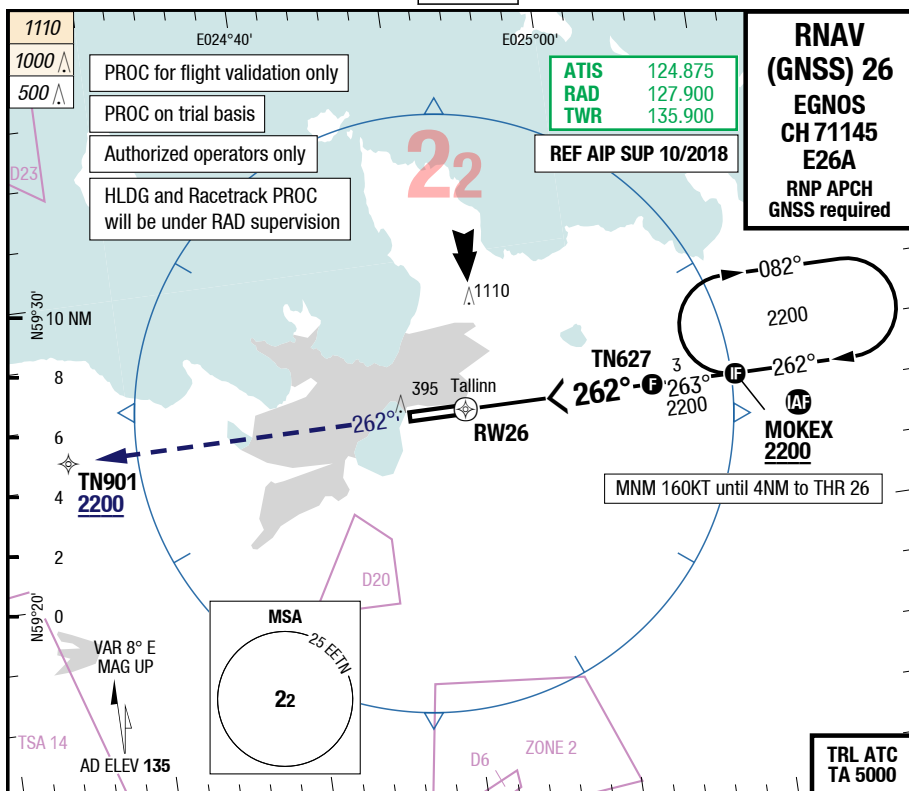


Changes: new

TLL-EETN

7-29

Tempo RNAV (GNSS) 26



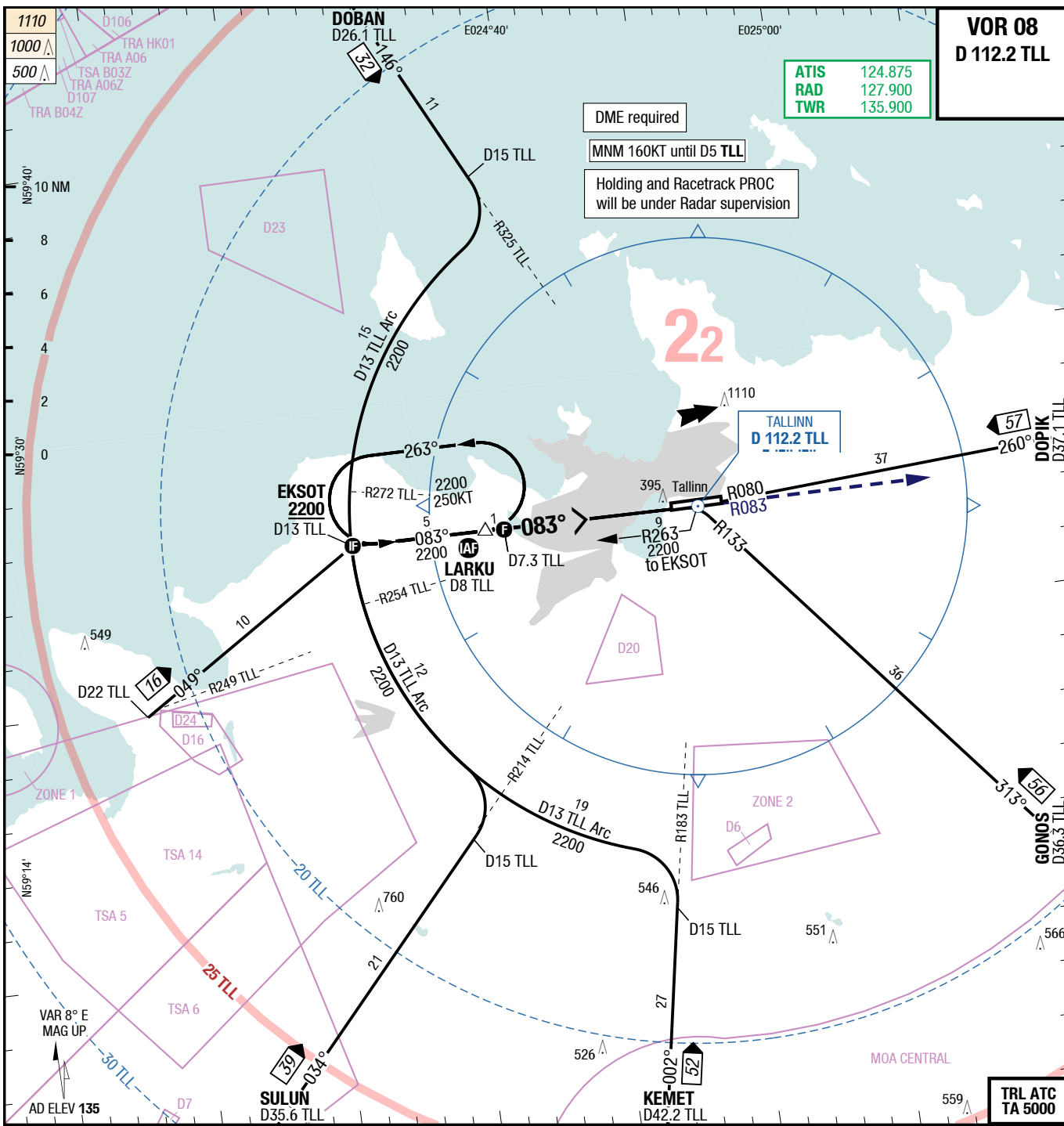
26		RNAV GNSS LPV	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV		Circling S of AD only
C	ft - m/km ft	230 - 550 360	320 - 700 450 3)	430 - 1.3 560		1380 - 2.4V 1510
D	ft - m/km ft	240 - 550 370	330 - 800 460	430 - 1.3 560		1380 - 3.6V 1510

1) Uncompensated BARO VNAV NA below -20°C (-4°F)

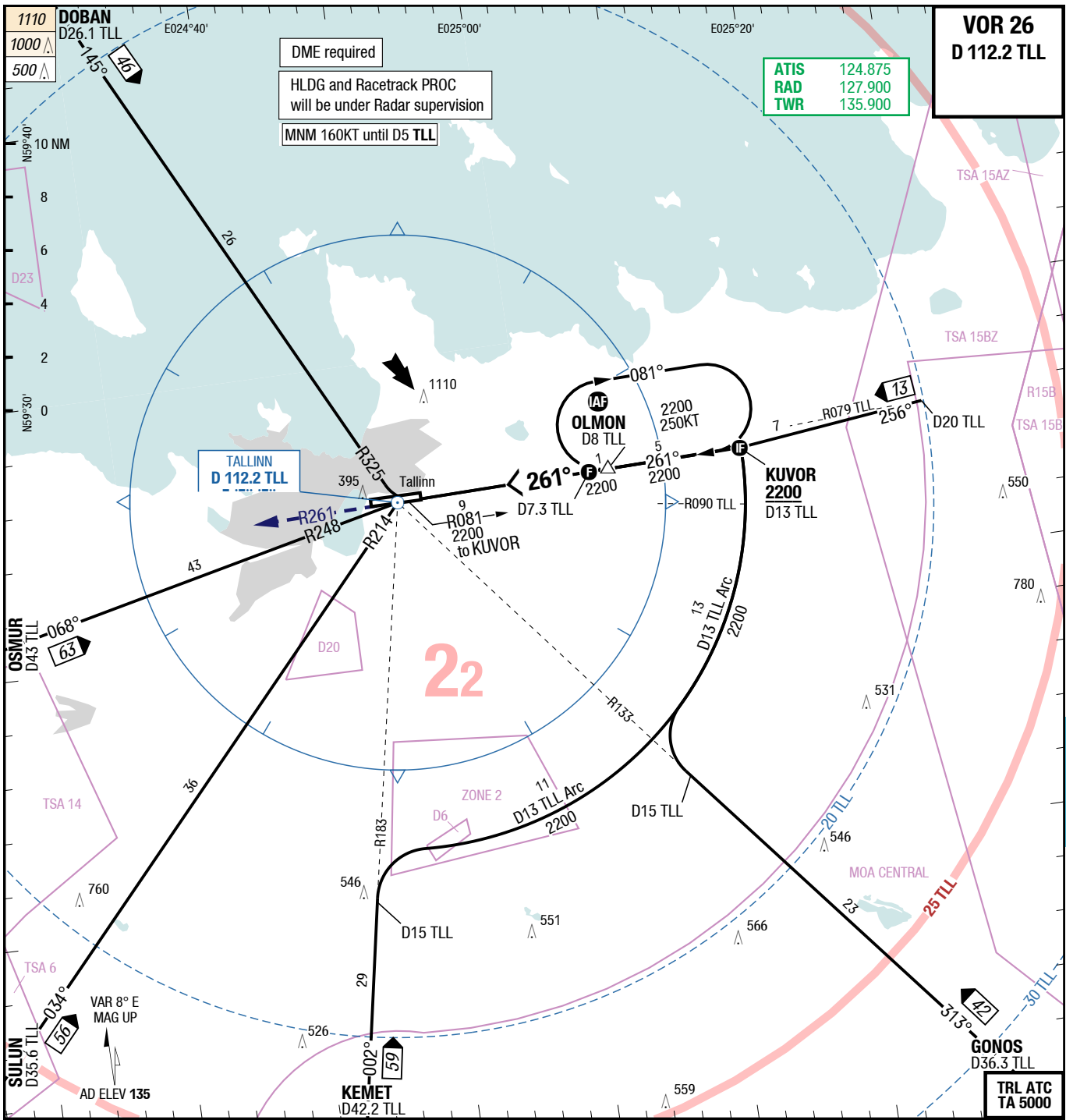
3) wo HGS RVR 750m required

2) With EVS 550m

Changes: new



3.00° D TLL		7.3	7	6	5	4	3	<div><div>08</div></div>	<div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><d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60 HL 15 HL				45 x 3480				26				3 4 5 6 7 7.3				3.00° D TLL 261° RWY 262°																			
0.0%				TDZ 134 (---%) / THR 135 (5hPa)				HL-P2F				860 1180 1490 1810 2130 2200																							
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C		ft - m/km ft		430 - 1.3 560																				1380 - 2.4V 1510											
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