

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 22-2010

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport EETN

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

NDBs IB and LK perm withdrawn.

General Info

Tallinn, EST

N 59° 24.8' E 24° 49.9' Mag Var: 5.9°E

Elevation: 131'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: 100LL, Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+2:00 uses DST

Runway Info

Runway 08-26 10072' x 148' asphalt

Runway 08 (83.0°M) TDZE 129'

Lights: Edge, ALS, Centerline

Displaced Threshold Distance 820'

Stopway Distance 197'

Runway 26 (263.0°M) TDZE 131'

Lights: Edge, ALS, Centerline, TDZ

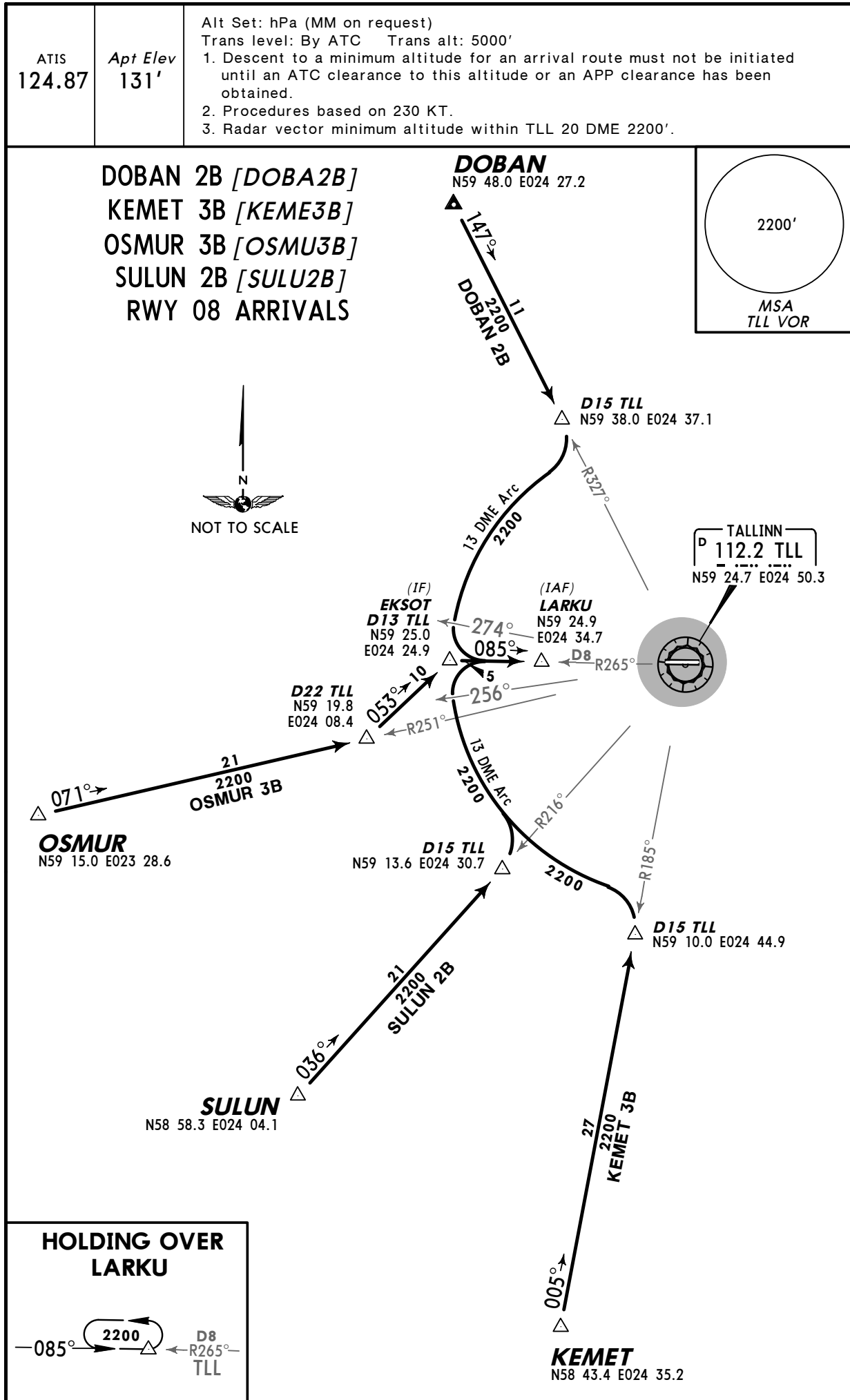
Stopway Distance 197'

Communications InfoATIS **4645**ATIS **124.875**Tallinn Tower **120.6** VHF-DFTallinn Approach Control **127.9****Notebook Info**

EETN/TLL
LENNART MERI

JEPPESSEN
15 JAN 10 **10-2**

TALLINN, ESTONIA
STAR



EETN/TLL
LENNART MERI

JEPPESEN
15 JAN 10 **(10-2A)**

TALLINN, ESTONIA
STAR

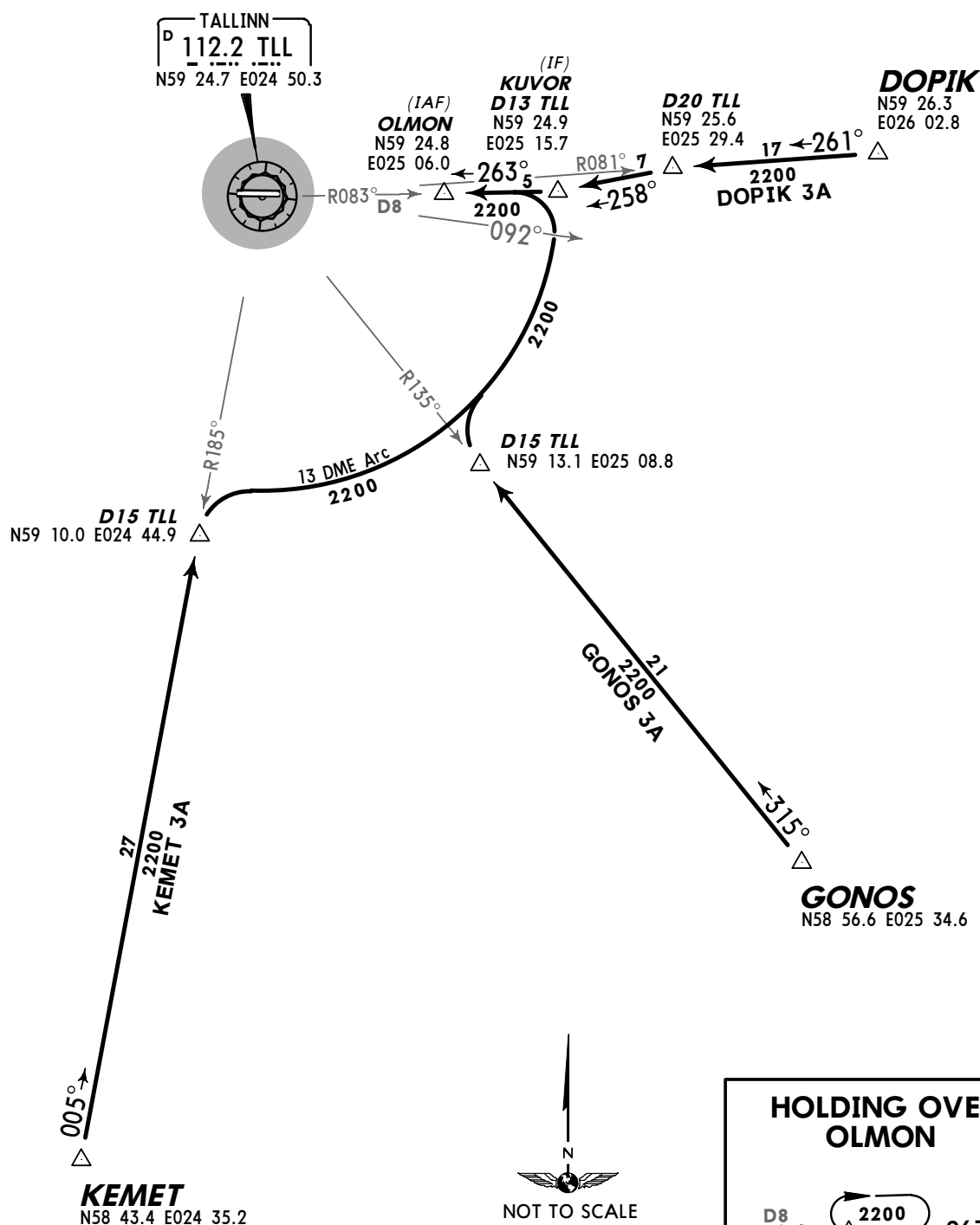
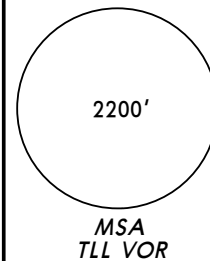
ATIS
124.87

Apt Elev
131'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 5000'

1. Descent to a minimum altitude for an arrival route must not be initiated until an ATC clearance to this altitude or an APP clearance has been obtained.
2. Procedures based on 230 KT.
3. Radar vector minimum altitude within TLL 20 DME 2200'.

DOPIK 3A [DOPI3A]
GONOS 3A [GONO3A]
KEMET 3A [KEME3A]
RWY 26 ARRIVALS



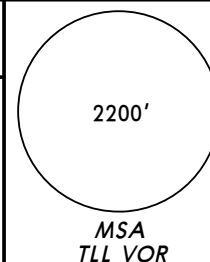
EETN/TLL
TALLINN

JEPPESEN
 18 AUG 06 **10-3** **Eff 31 Aug**

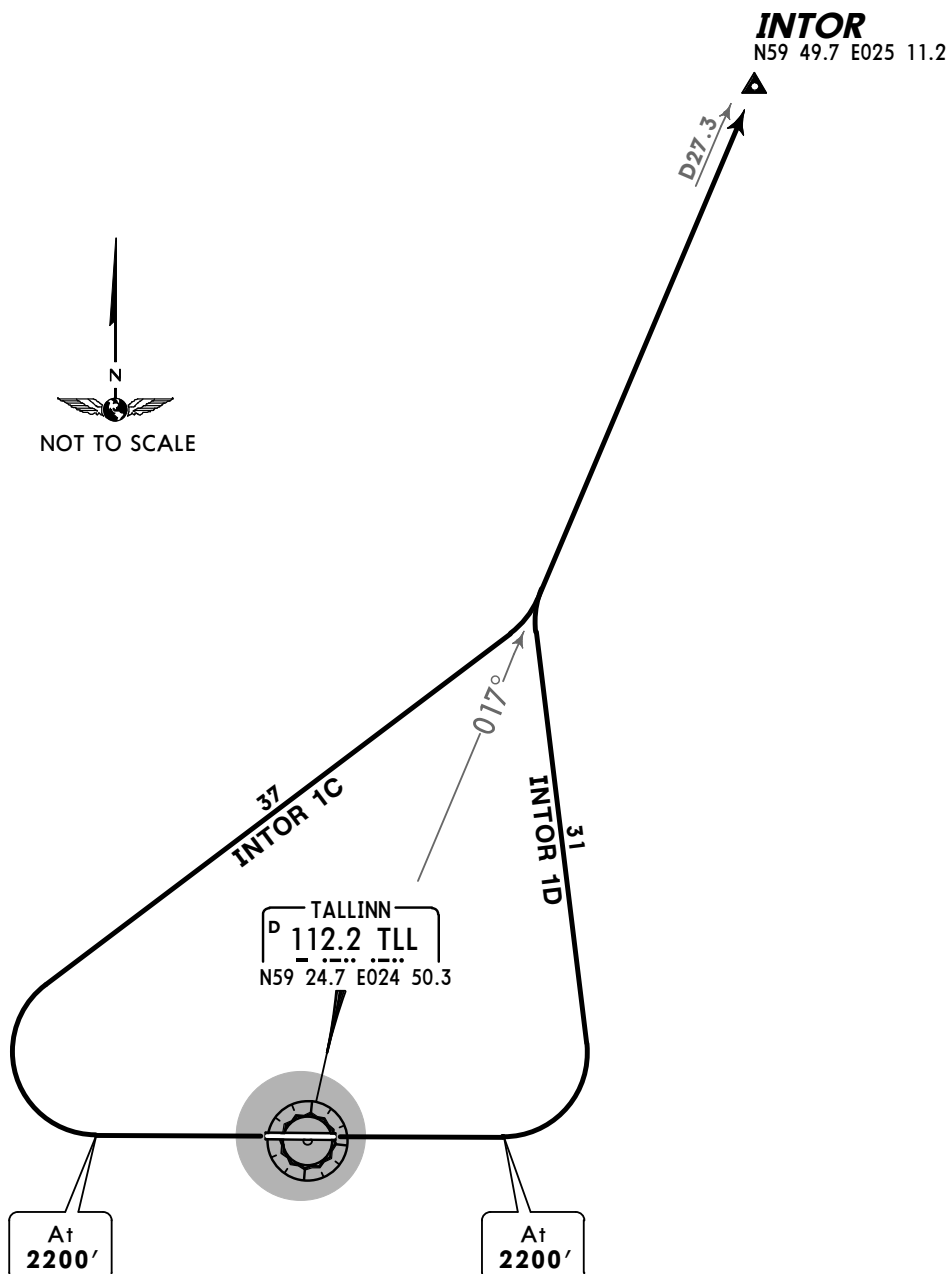
TALLINN, ESTONIA
SID

Apt Elev
131'

Trans level: By ATC Trans alt: 5000'
 Procedures based on 230 KT.



INTOR 1C [INTO1C]
INTOR 1D [INTO1D]
RWYS 26, 08 DEPARTURES

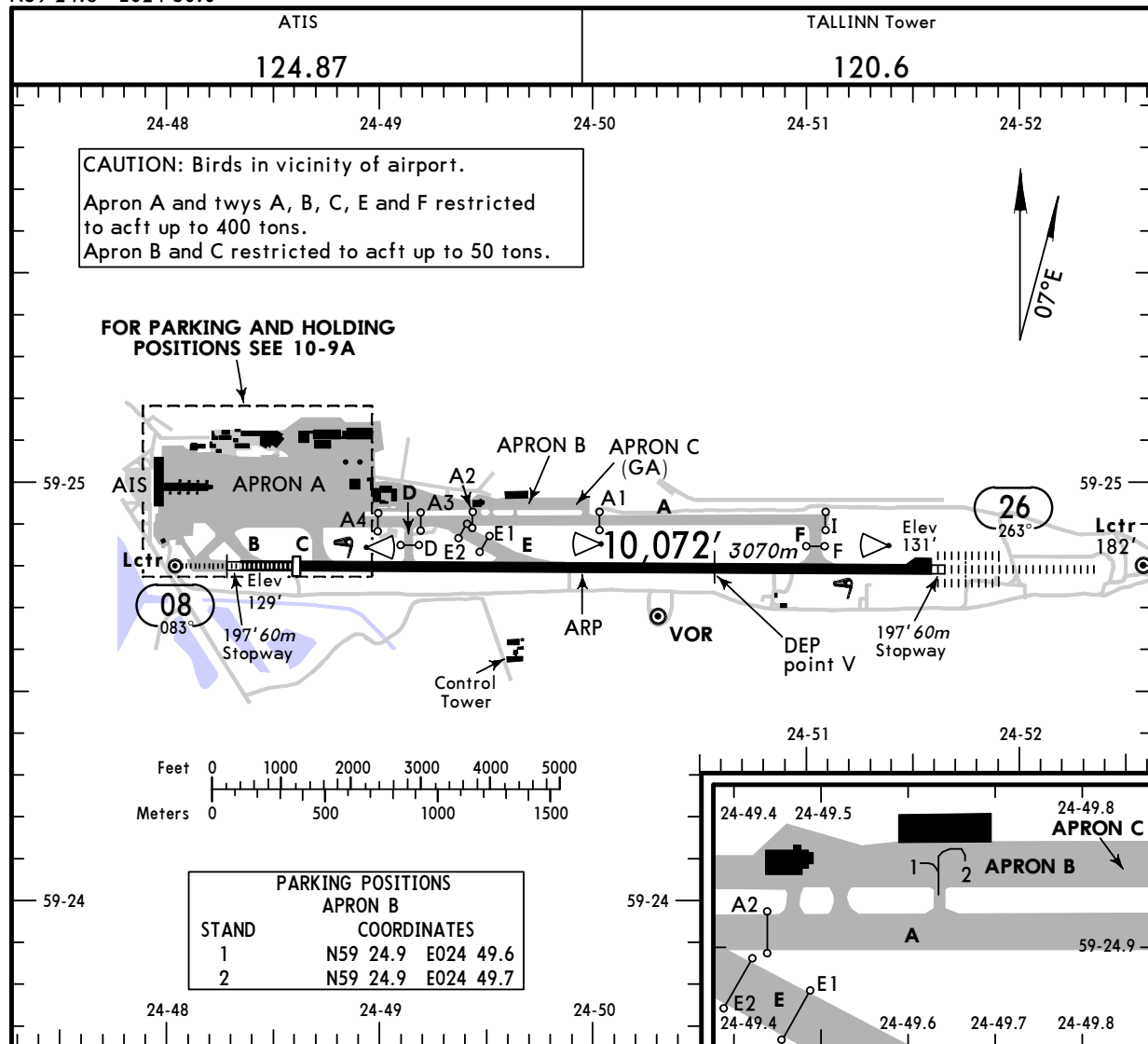


SID	RWY	ROUTING
INTOR 1C	26	Climb straight ahead to 2200' , turn RIGHT , intercept TLL R-017 to INTOR.
INTOR 1D	08	Climb straight ahead to 2200' , turn LEFT , intercept TLL R-017 to INTOR.

EETN/TLL
Apt Elev **131'**
N59 24.8 E024 50.0

JEPPESSEN
10 SEP 10 (10-9) Eff 23 Sep

TALLINN, ESTONIA
LENNART MERI



ADDITIONAL RUNWAY INFORMATION						
RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond Glide Slope		
08	HIRL (60m) CL (30m) ALSF-I PAPI-L (3.0°)	RVR	9252'2820m	8219'2505m	①	148' 45m
26	HIRL (60m) CL (30m) ALSF-II TDZ PAPI-L (3.0°)	RVR		9039'2755m		

1 TAKE-OFF RUN AVAILABLE

RWY 08:

From rwy head	10,072' (3070m)
displ thr	9252' (2820m)
twy C int	8465' (2580m)
twy D int	7218' (2200m)
twy E int	5282' (1610m)

RWY 26:

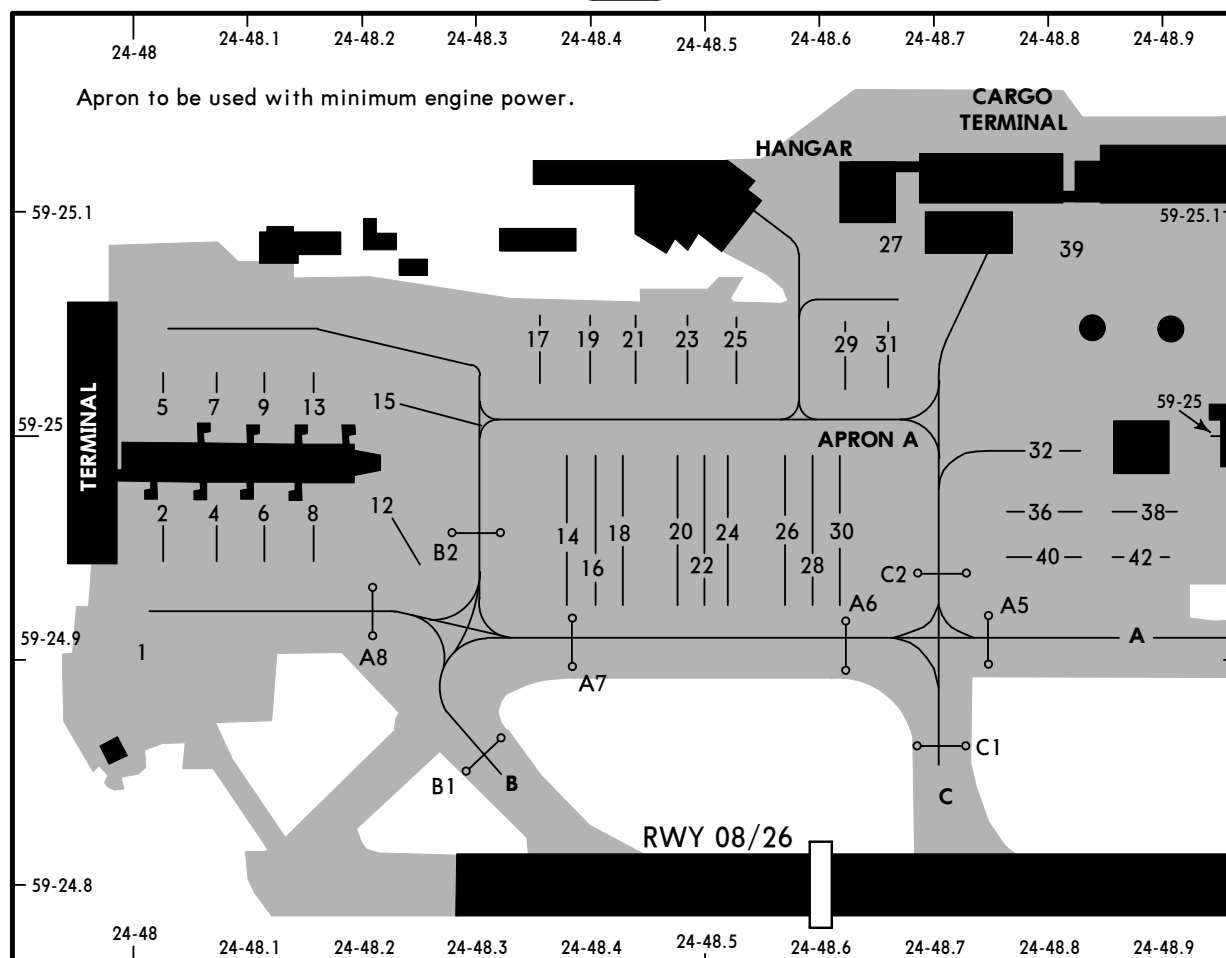
From rwy head	10,072' (3070m)
twy F int	8038' (2450m)
DEP point V	6890' (2100m)
twy E int	3773' (1150m)

Standard

TAKE-OFF 1

	LVP must be in Force				
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	150m	200m	250m	400m	500m
B					
C					
D	200m	250m	300m		

1 Operators applying U.S. Ops Specs: CL required below 300m.

EETN/TLL**JEPPESSEN**
10 SEP 10 **(10-9A)** Eff 23 Sep**TALLINN, ESTONIA**
LENNART MERI**INS COORDINATES**

STAND No.	COORDINATES	STAND No.	COORDINATES
APRON A			
1	N59 24.9 E024 48.0	23, 24, 25	N59 25.0 E024 48.5
2	N59 25.0 E024 48.0	26	N59 25.0 E024 48.6
4	N59 25.0 E024 48.1	27	N59 25.1 E024 48.7
5	N59 25.0 E024 48.0	28	N59 24.9 E024 48.6
6, 7	N59 25.0 E024 48.1	29, 30	N59 25.0 E024 48.6
8	N59 25.0 E024 48.2	31	N59 25.0 E024 48.7
9	N59 25.0 E024 48.1	32, 36	N59 25.0 E024 48.8
12, 13	N59 25.0 E024 48.2	38	N59 25.0 E024 48.9
14	N59 25.0 E024 48.4	39	N59 25.1 E024 48.8
15	N59 25.0 E024 48.2	40	N59 24.9 E024 48.8
16	N59 24.9 E024 48.4	42	N59 24.9 E024 48.9
17, 18, 19	N59 25.0 E024 48.4		
20	N59 25.0 E024 48.5		
21	N59 25.0 E024 48.4		
22	N59 24.9 E024 48.5		

EETN/TLL

 **JEPPESEN**
10 SEP 10 (10-9B)

TALLINN, ESTONIA
LENNART MERI

Operation of Mode S transponders on airport

Mode S transponders shall be operated in accordance with the following provisions:

Departing aircraft:

- Set aircraft identification and, when received, set assigned Mode A code. If Mode A code is not assigned, code 2000 shall be used.
- Immediately prior to request for push back, start-up or taxi, whichever is earlier, select: "Automatic mode" (e.g.: AUTO) or, if automatic mode is not available, select "On" (e.g. ON or XPDR), select also "TCAS" (e.g.: TA/RA) and activate ADS-B Out (if available).

Arriving aircraft:

- "Automatic mode" (e.g.: AUTO) shall be continuously selected or, if automatic mode is not available, "On" (e.g. ON or XPDR), also "TCAS" (e.g.: TA/RA) shall be selected and ADS-B Out (if available) shall be activated.
- Continue to squawk last assigned Mode A code until fully parked.
- As soon as fully parked, set the Mode A code 2000, then de-select "TCAS" (e.g.: deselect TA/RA), de-activate ADSB Out, and select "Standby" (e.g.: STBY) and/or "Off" (e.g. OFF or XPDR).

Operation of non-Mode S transponders in the Movement Area:

Tallinn A-SMGCS Multilateration System is also capable to process Mode 1, 2, 3/A, and C. Aircraft not being equipped with Mode S transponder shall select mode A and C accordingly (as described above for Arriving and Departing aircraft).

Overall precautions:

- From On-Block to Off-Block (at gates/stands) the aircraft transponders shall never be transmitting (OFF or STBY position).
- Avoid switching on any kind of radio transmitting equipment inside hangars.
- In case of any ACAS/TCAS (TA/RA) alerts in Movement Area - please report to ATC.
- All kinds of transponder testing and maintenance works shall be coordinated with ATC.

EETN/TLL **JEPPESEN**
9 OCT 09 **10-9X****JAA MINIMUMS**
TALLINN, ESTONIA
LENNART MERI

STRAIGHT-IN RWY		A	B	C	D
08	ILS	329' (200')	329' (200')	329' (200')	329' (200')
		R700m	R700m	R700m	R700m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	540' (411')	540' (411')	540' (411')	540' (411')
		R1200m	R1300m	R1400m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR DME	710' (581')	710' (581')	710' (581')	710' (581')
		R1400m	R1500m	R1600m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	2 NDB	710' (581')	710' (581')	710' (581')	710' (581')
		R1400m	R1500m	R1600m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
26	ILS	331' (200')	331' (200')	331' (200')	337' (206')
		R550m	R550m	R550m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	440' (309')	440' (309')	440' (309')	440' (309')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR DME	480' (349')	480' (349')	480' (349')	480' (349')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	2 NDB	480' (349')	480' (349')	480' (349')	480' (349')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
Not authorized North of airport	1360' (1229')	1360' (1229')	1510' (1379')	1510' (1379')
	V1500m	V1600m	V2400m	V3600m

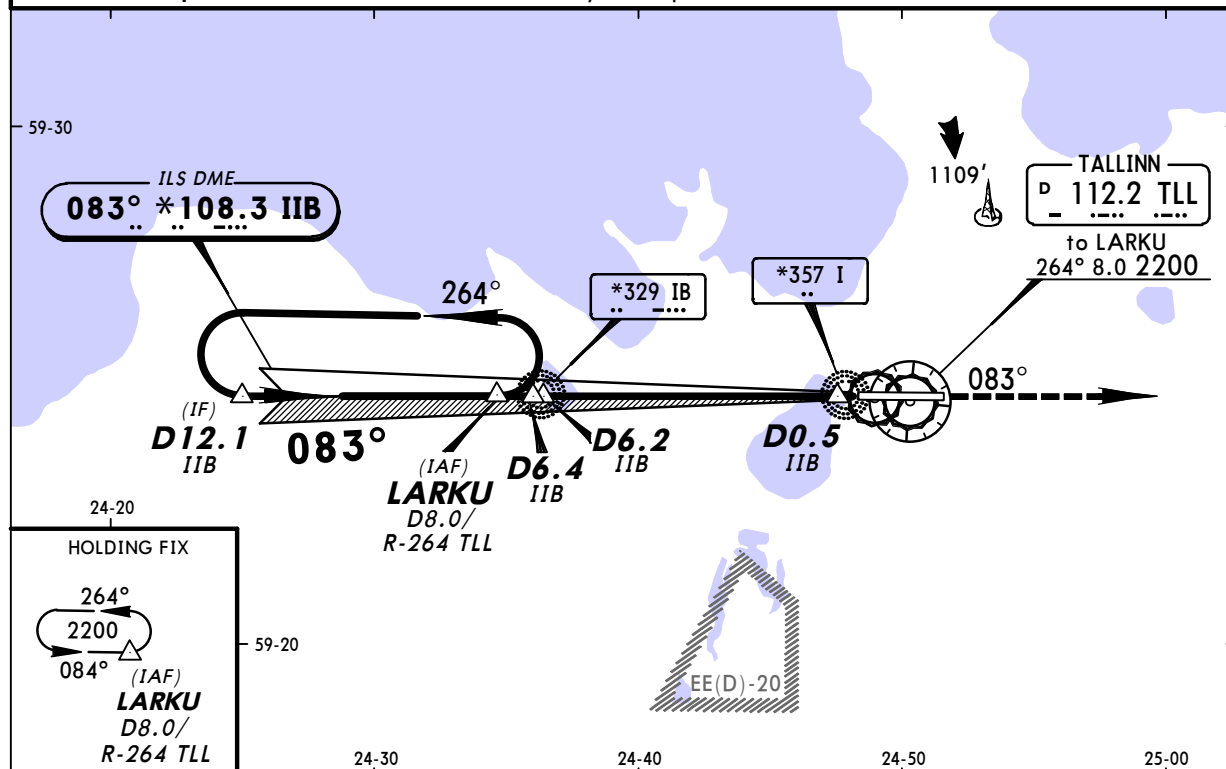
TAKE-OFF RWY 08, 26

LVP must be in force				
RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A				
B	150m	200m	250m	400m
C				500m
D	200m	250m	300m	

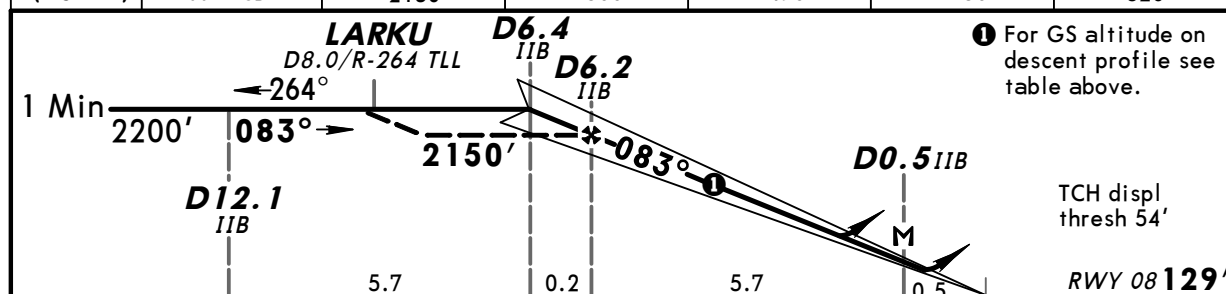
EETN/TLL
LENNART MERIJEPPESEN
10 SEP 10 (11-1) Eff 23 SepTALLINN, ESTONIA
ILS Rwy 08

BRIEFING STRIP

ATIS 124.87		TALLINN Approach 127.9		TALLINN Tower 120.6		2200' MSA TLL VOR
LOC IIB *108.3	Final Apch Crs 083°	GS Refer to table below	ILS DA(H) 329' (200')	Apt Elev 131' RWY 129'		
MISSED APCH: Climb on track 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.						
Alt Set: hPa (MM on req)		Rwy Elev: 5 hPa		Trans level: By ATC		Trans alt: 5000'
1. IIB DME required. 2. IIB DME reads zero at rwy 08 displaced threshold.						



ILS	IIB DME	6.2	6.0	5.0	4.0	3.0	2.0	1.0
	GS ALTITUDE	2200'	2125'	1797'	1470'	1146'	823'	502'
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°	377	484	538	646	753	861		
MAP at D0.5 IIB								

STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND Not authorized North of airport	
ILS DA(H) 329' (200')		LOC (GS out) DA(H) 540' (411')			
FULL/Limited	ALS out	ALS out		Max Kts.	MDA(H) VIS
A B C D	RVR 750m	RVR 1200m	RVR 1500m	100	1360' (1229') 1500m
				135	1360' (1229') 1600m
				180	1510' (1379') 2400m
				205	1510' (1379') 3600m

PANS OPS

EETN/TLL
LENNART MERI

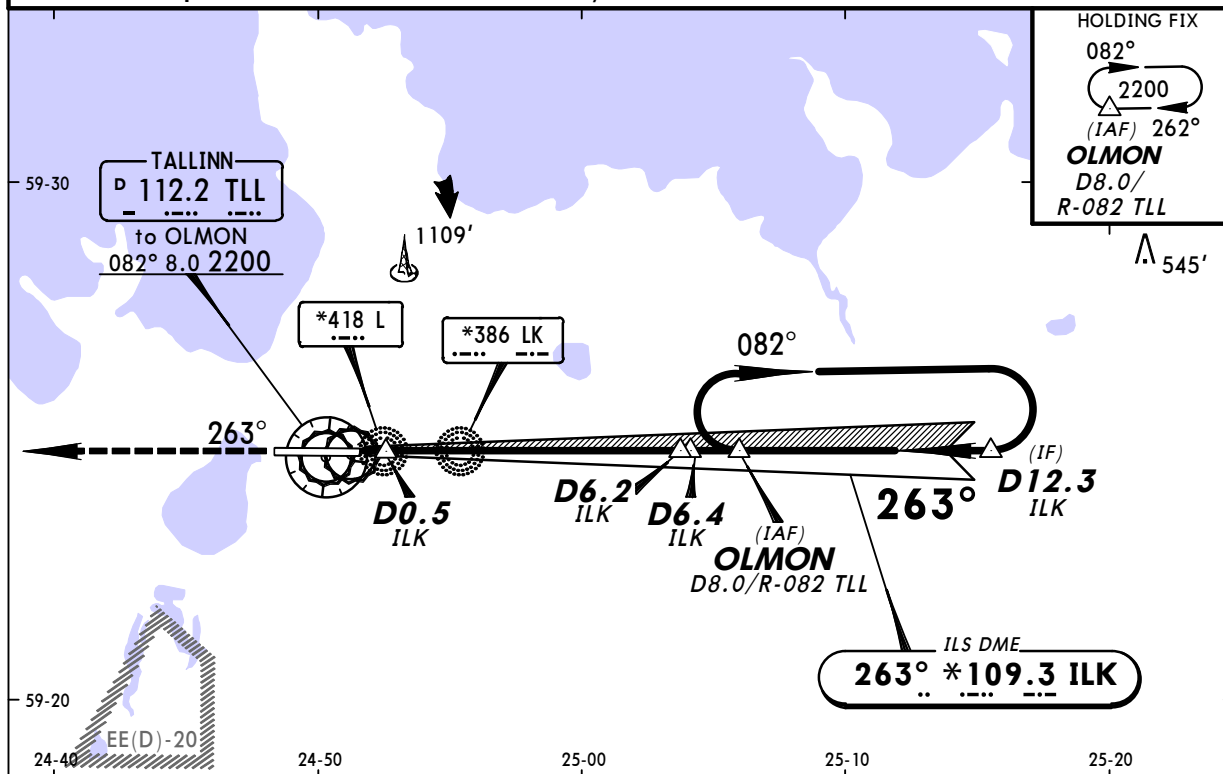
JEPPesen
10 SEP 10 **(11-2)** Eff 23 Sep

TALLINN, ESTONIA
ILS Rwy 26

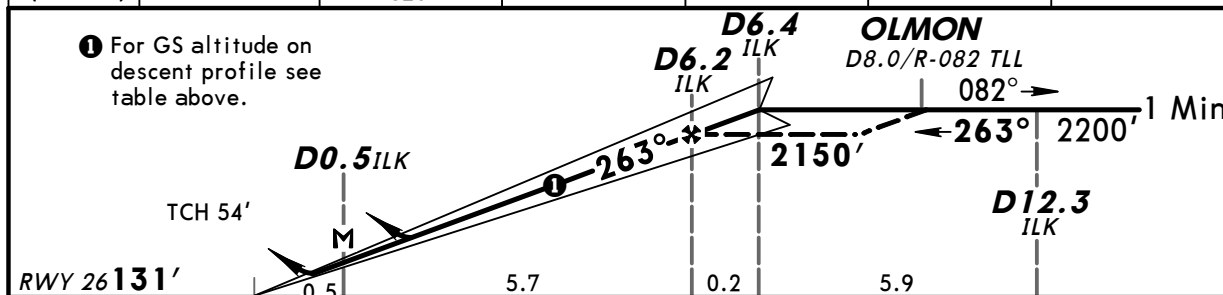
BRIEFING STRIP

ATIS 124.87		TALLINN Approach 127.9		TALLINN Tower 120.6		2200' MSA TLL VOR
LOC ILK *109.3	Final Apch Crs 263°	GS Refer to table below	ILS DA(H) Refer to Minimums	Apt Elev 131' RWY 131'		
MISSED APCH: Climb on track 263° 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. ILK DME required. 2. ILK DME reads zero at rwy 26 threshold.						

Alt Set: hPa (MM on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'
 1. ILK DME required. 2. ILK DME reads zero at rwy 26 threshold.



ILS	ILK DME	1.0	2.0	3.0	4.0	5.0	6.0	6.2
	ALTITUDE	502'	823'	1146'	1470'	1797'	2125'	2200'
LOC (GS out)	ILK DME	2.0	3.0	4.0	5.0	6.0		
	ALTITUDE	820'	1150'	1470'	1800'	2130'		



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 2200' ↑ on 263°
ILS GS or LOC Descent angle	3.00°	377	484	538	646	753	
MAP at D0.5 ILK							

Standard			STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND		
ILS			LOC (GS out)				Not authorized North of airport		
DA(H) ABC: 331' (200') D: 337' (206')			DA(H) 440' (309')						
FULL		Limited	ALS out			ALS out	Max Kts.	MDA(H) _____ VIS _____	
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m	100	1360'	(1229')	1500m
B						135	1360'	(1229')	1600m
C						180	1510'	(1379')	2400m
D						205	1510'	(1379')	3600m

PANS OPS

EETN/TLL
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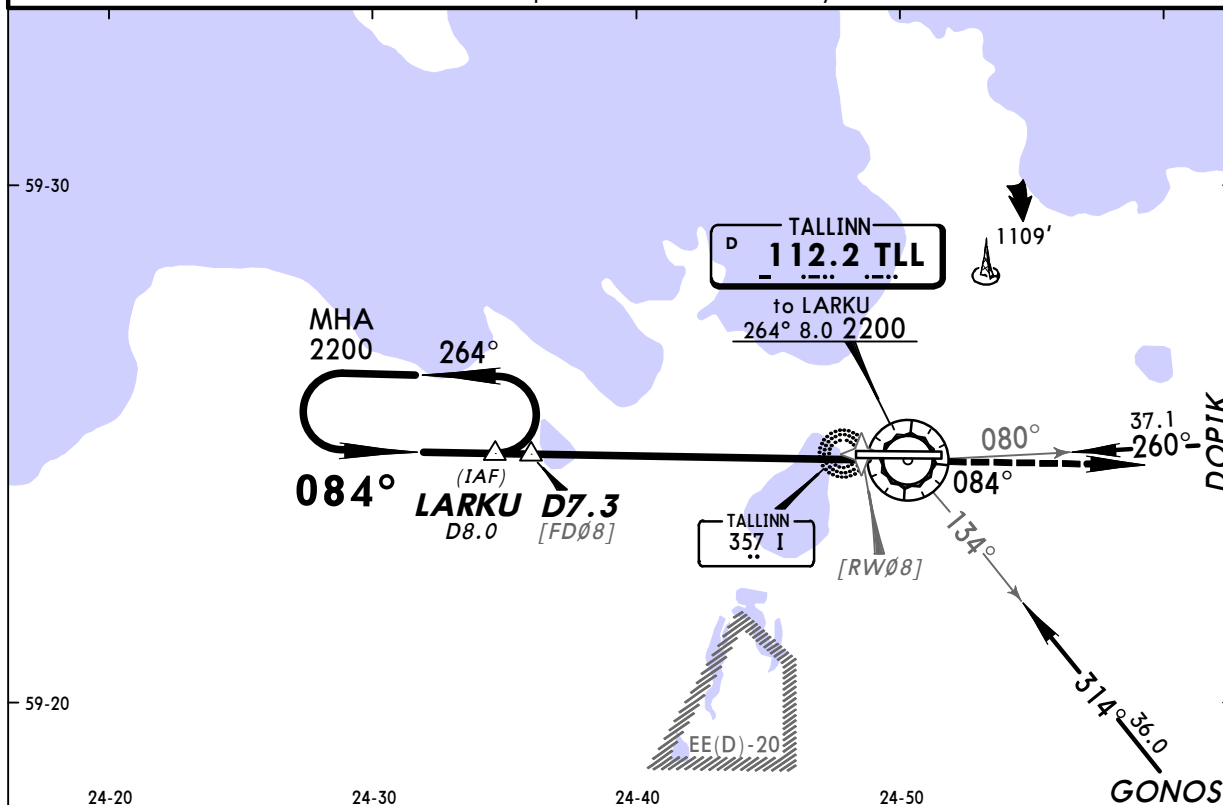
JEPPesen
10 SEP 10 **(13-1)** **Eff 23 Sep**

TALLINN, ESTONIA
VOR DME Rwy 08

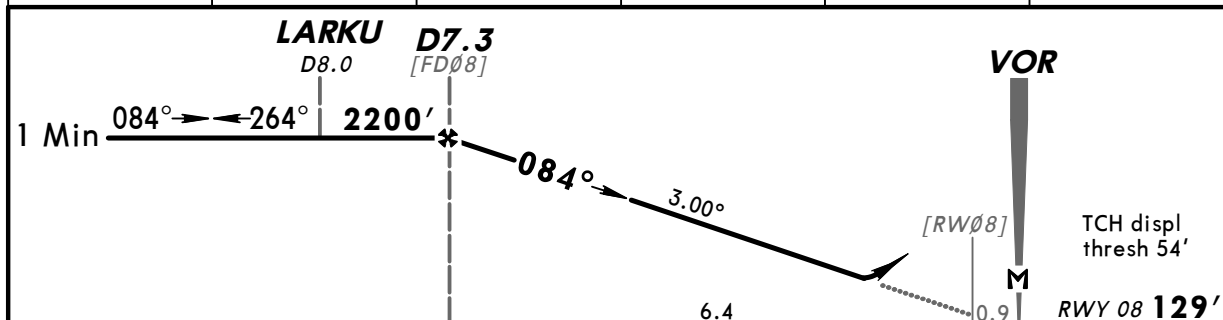
BRIEFING STRIP

ATIS 124.87		TALLINN Approach (R) 127.9		TALLINN Tower 120.6		2200' MSA TLL VOR
VOR TLL 112.2	Final Apch Crs 084°	Minimum Alt D7.3 2200'(2071')	DA(H) 710'(581')	Apt Elev 131' RWY 129'		
MISSED APCH: Climb on R-084 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.						
Alt Set: hPa (MM on req)		Rwy Elev: 5 hPa		Trans level: By ATC		
1. Procedure restricted to MAX 230 KT. 2. Final apch track offset 1° from rwy centerline.						

Alt Set: hPa (MM on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000'
 1. Procedure restricted to MAX 230 KT. 2. 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	ALS F-I PAPI 2200' ↑ TLL on 112.2 R-084
Descent angle 3.00°	372	478	531	637	743	849	
MAP at VOR							

Standard			STRAIGHT-IN LANDING RWY 08		CIRCLE-TO-LAND	
			DA(H) 710' (581')		Not authorized North of airport	
			ALS out		Max Kts.	MDA(H) VIS
A	RVR 1500m				100	1360' (1229') 1500m
B					135	1360' (1229') 1600m
C	CMV 2300m	CMV 2400m			180	1510' (1379') 2400m
D					205	1510' (1379') 3600m

PANS OPS

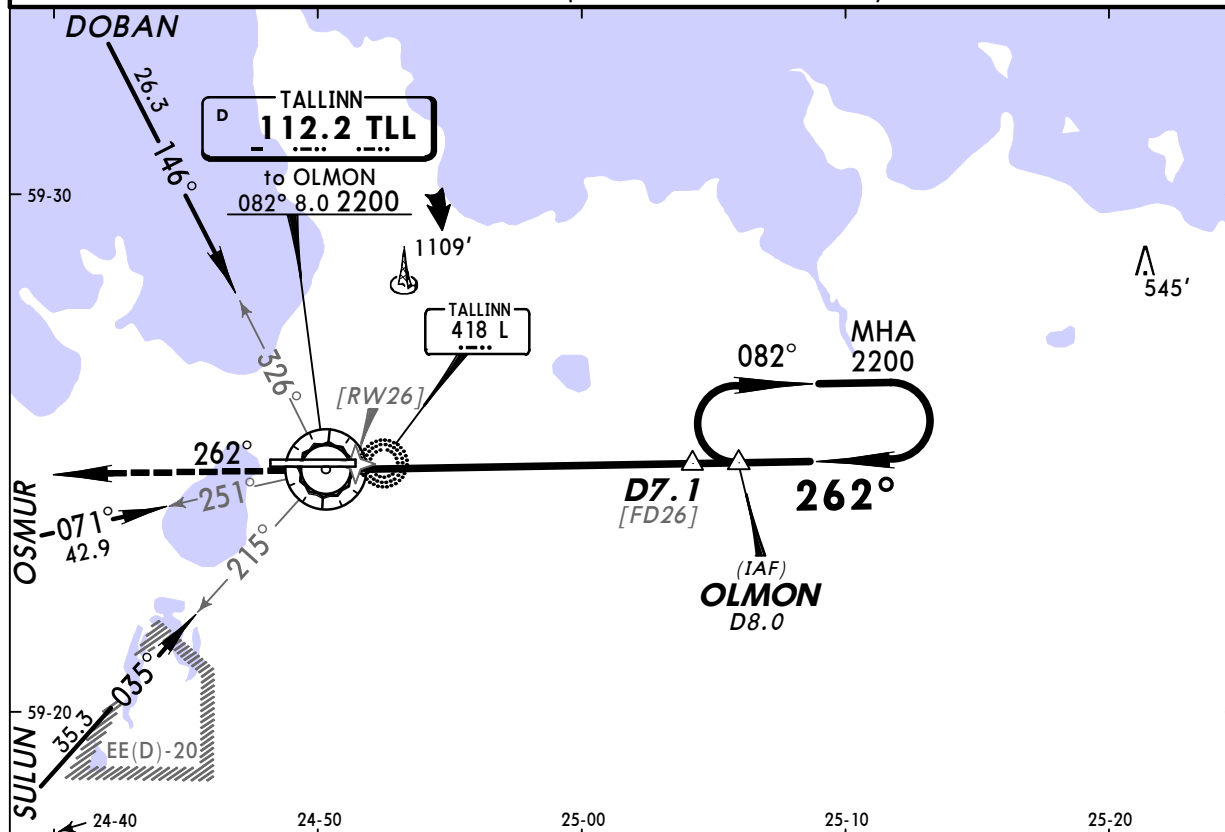
EETN/TLL
LENNART MERI

JEPPesen
10 SEP 10 **(13-2)** Eff 23 Sep

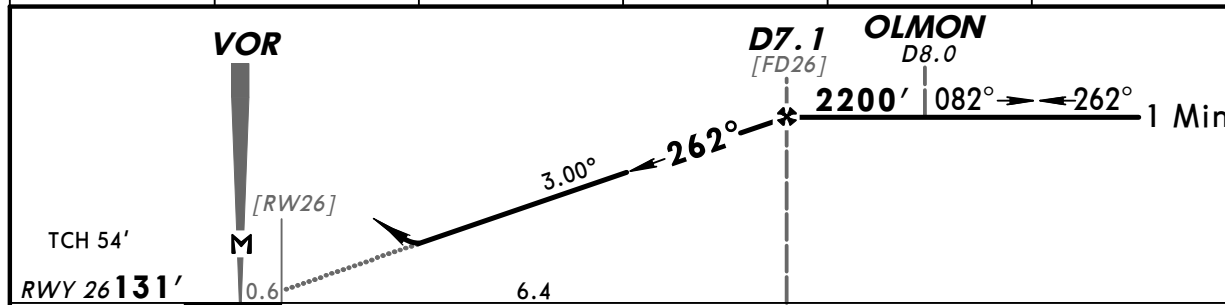
TALLINN, ESTONIA
VOR DME Rwy 26

BRIEFING STRIP

ATIS 124.87		TALLINN Approach (R) 127.9		TALLINN Tower 120.6		2200' MSA TLL VOR
VOR TLL 112.2	Final Apch Crs 262°	Minimum Alt D7.1 2200'(2069')	DA(H) 480'(349')	Apt Elev 131' RWY 131'		
MISSED APCH: Climb on R-262° 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. Procedure restricted to MAX 230 KT. 2. Final apch track offset 1° from rwy centerline.						



TLL DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	600'	920'	1240'	1550'	1870'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI 2200' ↑ TLL on 112.2 R-262
Descent angle 3.00°	372	478	531	637	743	849	
MAP at VOR							

Standard STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND			
DA(H) 480' (349')				Not authorized North of airport			
				Max Kts	MDA(H)	VIS	
A	RVR 1500m			100	1360' (1229')	1500m	
B				135	1360' (1229')	1600m	
C	RVR 900m			180	1510' (1379')	2400m	
D				205	1510' (1379')	3600m	

PANS OPS