

Airport information:

Country: Finland

City: TAMPERE

Coordinates: N 61° 24.9', E023 35.3

Elevation: 390

Customs: Customs PN 1HR, IMG PN 3hr

Fuel: 100LL, Jet A1

RFF: CAT 5, CAT 7 scheduled traffic, other O/R

hours: By NOTAM

Runways:

Runway 06

Takeoff length: 2700, Landing length: 2700

Runway 24

Takeoff length: 2700, Landing length: 2700

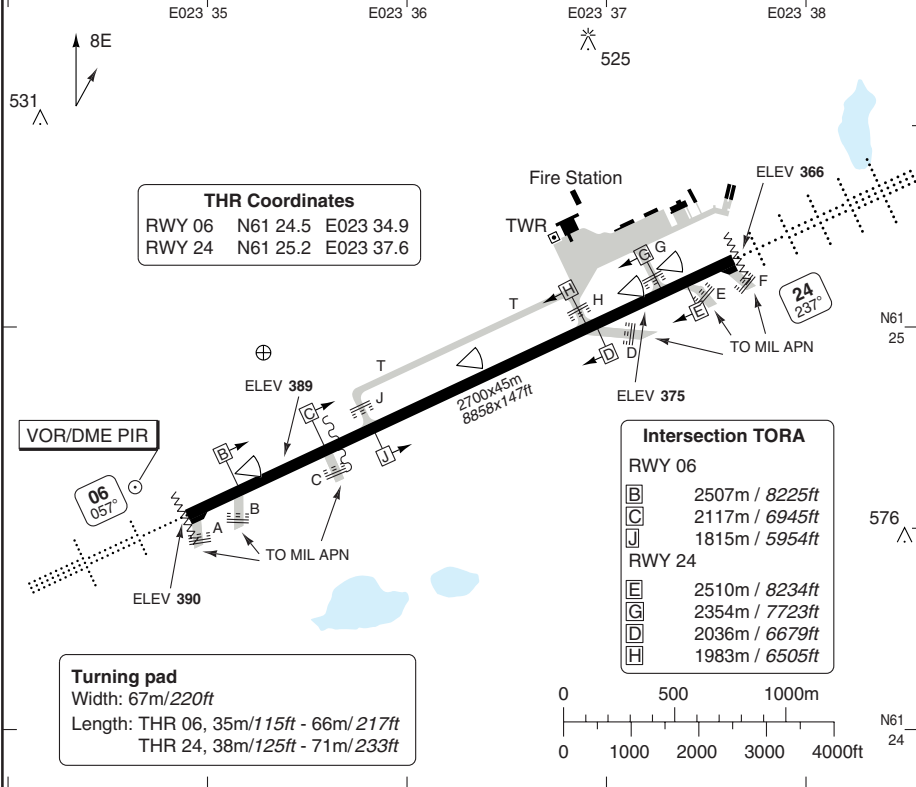
AERODROME

TAMPERE-PIRKKALA

10 - 1

| | | |
|--|-------------------------------------|---------------------------|
| Pirkkala TWR 118.7 119.7 | RAD 126.2 119.7 | ATIS (D) 133.55 |
|--|-------------------------------------|---------------------------|

| | | | |
|--------------------|-------------------------|---------------------------------------|------------------|
| AD Elev 390 | ARP: N61 24.9 E023 35.3 | RFF: CAT 5, CAT 7 (Scheduled traffic) | AD HR: See NOTAM |
|--------------------|-------------------------|---------------------------------------|------------------|



| RWY | Slope | TORA m/ft | LDA m/ft | ALS | REDL | Additional |
|-----|-------|-------------|-------------|-------|------|------------|
| 06 | - 0.3 | 2700 / 8858 | 2700 / 8858 | H-C ① | H | P 3° (59) |
| 24 | + 0.3 | 2700 / 8858 | 2700 / 8858 | H-C ① | H | P 3° (54) |

① LIL red.

EU OPS TAKE OFF MINIMA

| RWY | Facilities | RVR | | | |
|-------|------------------------------|------|---|---|---|
| | | A | B | C | D |
| 06/24 | RCL (day only) or RCL + REDL | 400m | | | |
| | NIL (day only) | 500m | | | |

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Change: RFF

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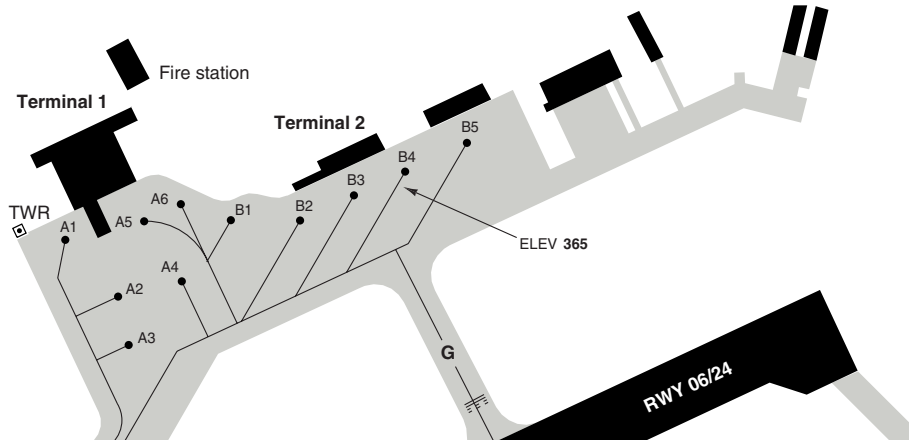
AERODROME

TAMPERE-PIRKKALA

10 - 2

| | | |
|--------------|-------|----------|
| Pirkkala TWR | RAD | ATIS (D) |
| 118.7 | 126.2 | 133.55 |
| 119.7 | 119.7 | |

| Parking position coordinates | | |
|------------------------------|----------|-----------|
| A1, A2 | N61 25.2 | E023 36.8 |
| A3 | N61 25.1 | E023 36.9 |
| A4 - A6 | N61 25.2 | E023 36.9 |
| B1 | N61 25.2 | E023 37.0 |
| B2, B3 | N61 25.2 | E023 37.1 |
| B4, B5 | N61 25.2 | E023 37.2 |



GENERAL INFORMATION

1. NOISE ABATEMENT PROC.

Avoid flying below 2000ft over the city of Tampere.

2. NOISE ABATEMENT PROC. ARRIVAL

The final stage of an instrument or visual APCH shall not be performed below the GP of ILS or PAPI. When ILS GP or PAPI is not available, the APCH should be carried out maintaining at least 3° GP.

3. NOISE ABATEMENT PROC. DEPARTURE

After TKOF ACFT shall climb as rapidly as practicable to at least 2000ft.

4. OMNIDIRECTIONAL DEPARTURE PROC

RWY 06

Climb on 057° to MNM turning ALT **940**.

Significant OBST:

Trees 642ft 054°/4.15nm from THR 06

RWY 24

Climb on 237° to MNM turning ALT **800**.

Significant OBST:

Mast 525ft 254°/1.8nm from THR 24

5. PREFERENTIAL RWY (20-05)

TKOF: RWY 24

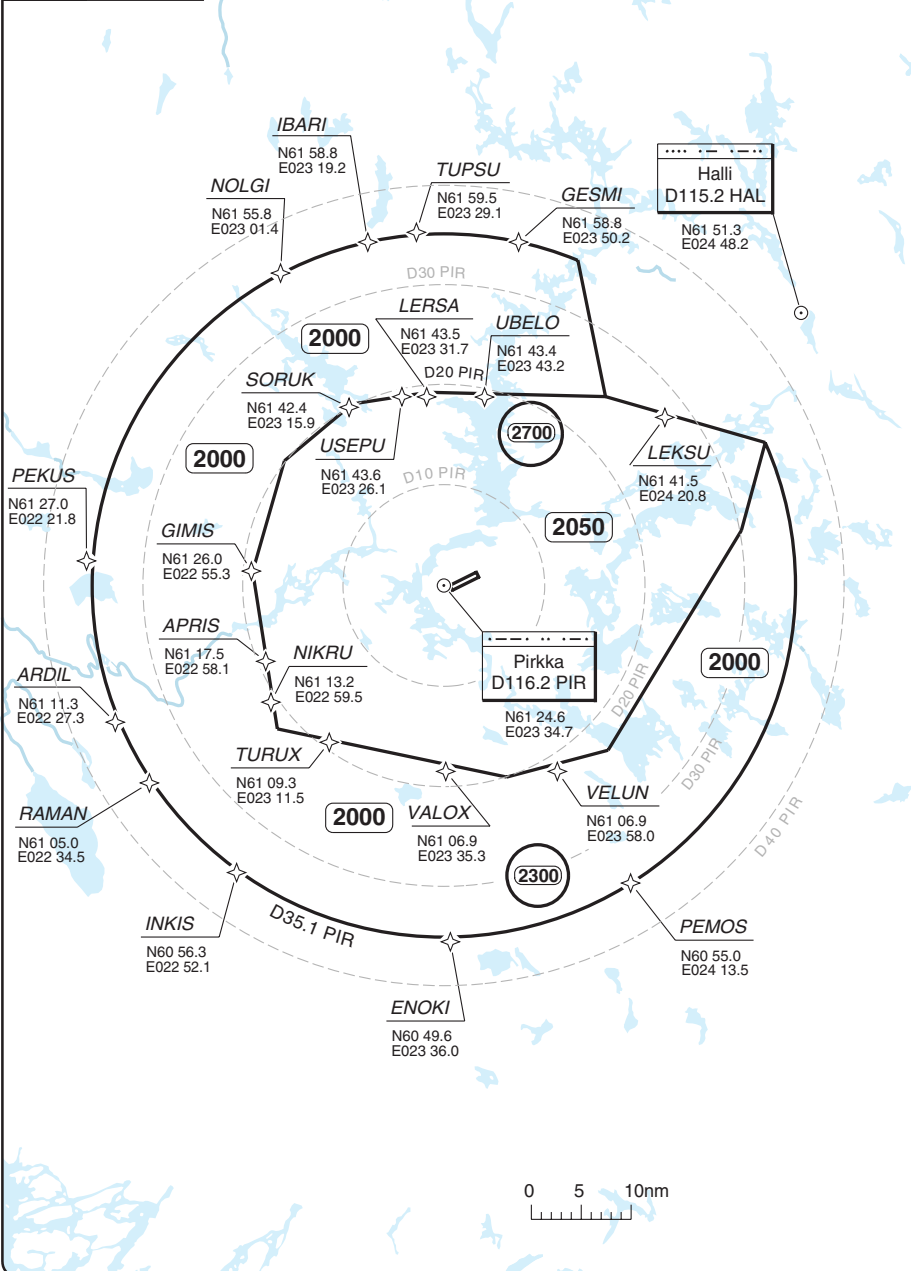
LDG: RWY 06

RADAR Minimum Altitudes

TAMPERE-PIRKKALA

| | | | | |
|--------------|--------|-------|-------|----------|
| Pirkkala APP | ARR | RAD | TWR | ATIS (D) |
| 126.2 | 120.25 | 126.2 | 118.7 | 133.55 |
| 119.7 | 119.7 | 119.7 | 119.7 | |

TL ATC AD Elev 390



20 - 1

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Reverse side blank

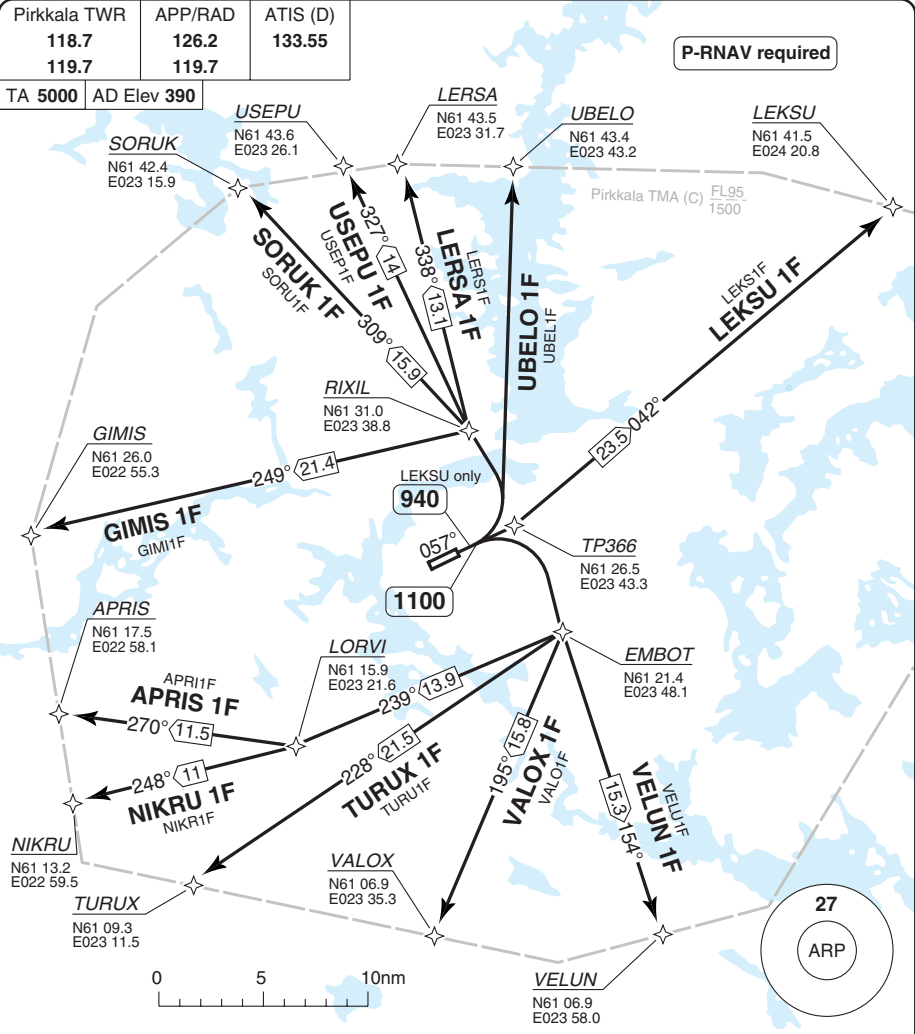


Change: New print.

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SID RWY 06 **RNAV** GNSS

TAMPERE-PIRKKALA



30 - 1

COM: Maintain TWR until 1500, then contact Pirkkala RAD.

| SID | Routeing |
|-----------------|---|
| APRIS 1F | Climb on 057° to 1100 - turn right - EMBOT - LORVI - APRIS. |
| GIMIS 1F | Climb on 057° to 1100 - turn left - RIXIL - GIMIS. |
| LEKSU 1F | Climb on 057° to 940 - TP366 - LEKSU. |
| LERSA 1F | Climb on 057° to 1100 - turn left - RIXIL - LERSA. |
| NIKRU 1F | Climb on 057° to 1100 - turn right - EMBOT - LORVI - NIKRU. |
| SORUK 1F | Climb on 057° to 1100 - turn left - RIXIL - SORUK. |
| TURUX 1F | Climb on 057° to 1100 - turn right - EMBOT - TURUX. |
| UBELO 1F | Climb on 057° to 1100 - turn left - UBEL0. |
| USEPU 1F | Climb on 057° to 1100 - turn left - RIXIL - USEPU. |
| VALOX 1F | Climb on 057° to 1100 - turn right - EMBOT - VALOX. |
| VELUN 1F | Climb on 057° to 1100 - turn right - EMBOT - VELUN. |

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Change: New

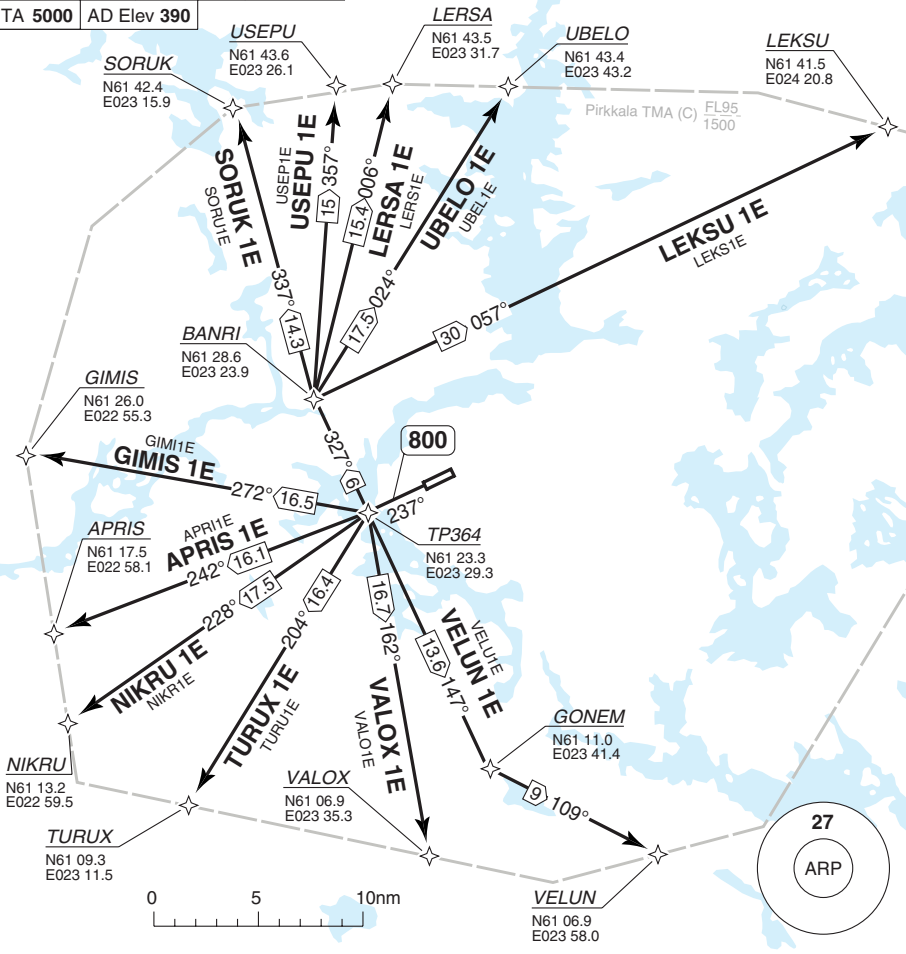
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SID RWY 24 **RNAV** GNSS

TAMPERE-PIRKKALA

| | | |
|--------------|---------|----------|
| Pirkkala TWR | APP/RAD | ATIS (D) |
| 118.7 | 126.2 | 133.55 |
| 119.7 | 119.7 | |

P-RNAV required



COM: Maintain TWR until 1500, then contact Pirkkala RAD.

| SID | Routing |
|----------|---|
| APRIS 1E | Climb on 237° to 800 - TP364 - APRIS. |
| GIMIS 1E | Climb on 237° to 800 - TP364 - GIMIS. |
| LEKSU 1E | Climb on 237° to 800 - TP364 - BANRI - LEKSU. |
| LERSA 1E | Climb on 237° to 800 - TP364 - BANRI - LERSA. |
| NIKRU 1E | Climb on 237° to 800 - TP364 - NIKRU. |
| SORUK 1E | Climb on 237° to 800 - TP364 - BANRI - SORUK. |
| TURUX 1E | Climb on 237° to 800 - TP364 - TURUX. |
| UBELO 1E | Climb on 237° to 800 - TP364 - BANRI - UBELO. |
| USEPU 1E | Climb on 237° to 800 - TP364 - BANRI - USEPU. |
| VALOX 1E | Climb on 237° to 800 - TP364 - VALOX. |
| VELUN 1E | Climb on 237° to 800 - TP364 - GONEM - VELUN. |

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Change: New

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STAR RWY 06 **RNAV** GNSS

TAMPERE-PIRKKALA

| | | | | |
|--------------|--------|-------|-------|----------|
| Pirkkala APP | ARR | RAD | TWR | ATIS (D) |
| 126.2 | 120.25 | 126.2 | 118.7 | 133.55 |
| 119.7 | 119.7 | 119.7 | 119.7 | |

TL ATC AD Elev 390

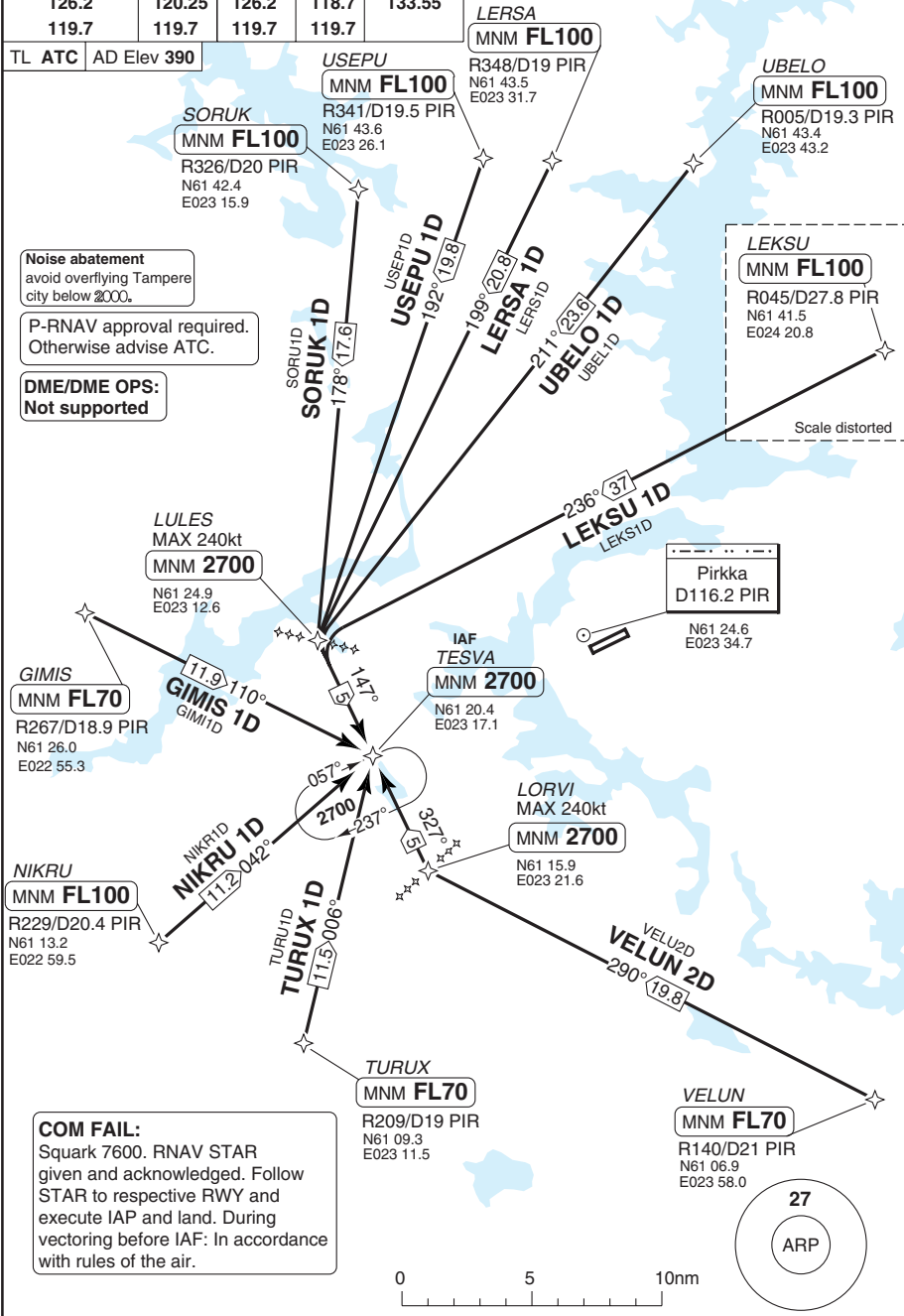
Noise abatement
avoid overflying Tampere
city below 2000.

P-RNAV approval required.
Otherwise advise ATC.

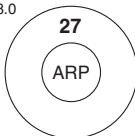
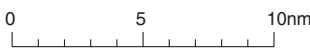
DME/DME OPS:
Not supported

LEKUSU
MNM FL100
R045/D27.8 PIR
N61 41.5
E024 20.8

Scale distorted



COM FAIL:
Squawk 7600. RNAV STAR
given and acknowledged. Follow
STAR to respective RWY and
execute IAP and land. During
vectoring before IAF: In accordance
with rules of the air.



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40 - 1

Change: Velun 2D, note.

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STAR RWY 24 **RNAV** GNSS

TAMPERE-PIRKKALA

| | | | | |
|--------------|--------|-------|-------|----------|
| Pirkkala APP | ARR | RAD | TWR | ATIS (D) |
| 126.2 | 120.25 | 126.2 | 118.7 | 133.55 |
| 119.7 | 119.7 | 119.7 | 119.7 | |

| | | | |
|----|-----|---------|-----|
| TL | ATC | AD Elev | 390 |
|----|-----|---------|-----|

LE RSA

MNM FL100
R348/D19 PIR
N61 43.5
E023 31.7

UBELO
MNM FL100
R005/D19.3 PIR
N61 43.4
E023 43.2

LEKSU
MNM FL100
R045/D27.8 PIR
N61 41.5
E024 20.8

USEPU
MNM FL100
R341/D19.5 PIR
N61 43.6
E023 26.1

SORUK
MNM FL100
R326/D20 PIR
N61 42.4
E023 15.9

LE RSA 1C
13.9
129°

USEPU 1C
15.5
122°

SORUK 1C
18.9
110°

UBELO 1C
10.2
151°

KOKIT
MAX 240kt
MNM 2700
N61 33.6
E023 51.1

LEKSU 1C
2.17°
173

GIMIS 1C
27.8
066°

Pirkka
D116.2 PIR
N61 24.6
E023 34.7

IAF KUREX
MNM 2700
N61 29.2
E023 55.5

GIMIS
MNM FL70
R267/D18.7 PIR
N61 26.0
E022 55.3

40 - 2

NIKRU
MNM FL100
R229/D20.4 PIR
N61 13.2
E022 59.5

ELSIT
N61 20.0
E023 39.4

ADASI
MAX 240kt
MNM 2700
N61 24.7
E024 00.0

NIKRU 1C
20.4
063°

TURUX 1C
28.1
049°

TURUX
MNM FL70
R209/D19 PIR
N61 09.3
E023 11.5

VELUN 2C
MNM FL70
R140/D21 PIR
N61 06.9
E023 58.0



DME/DME OPS:
Not supported

Noise abatement
avoid overflying Tampere
city below **2000**.

P-RNAV approval required.
Otherwise advise ATC.

COM FAIL:
Squawk 7600. RNAV STAR
given and acknowledged. Follow
STAR to respective RWY and
execute IAP and land. During
vectoring before IAF: In accordance
with rules of the air.



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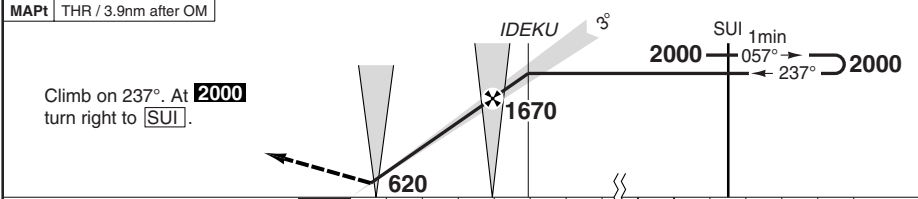
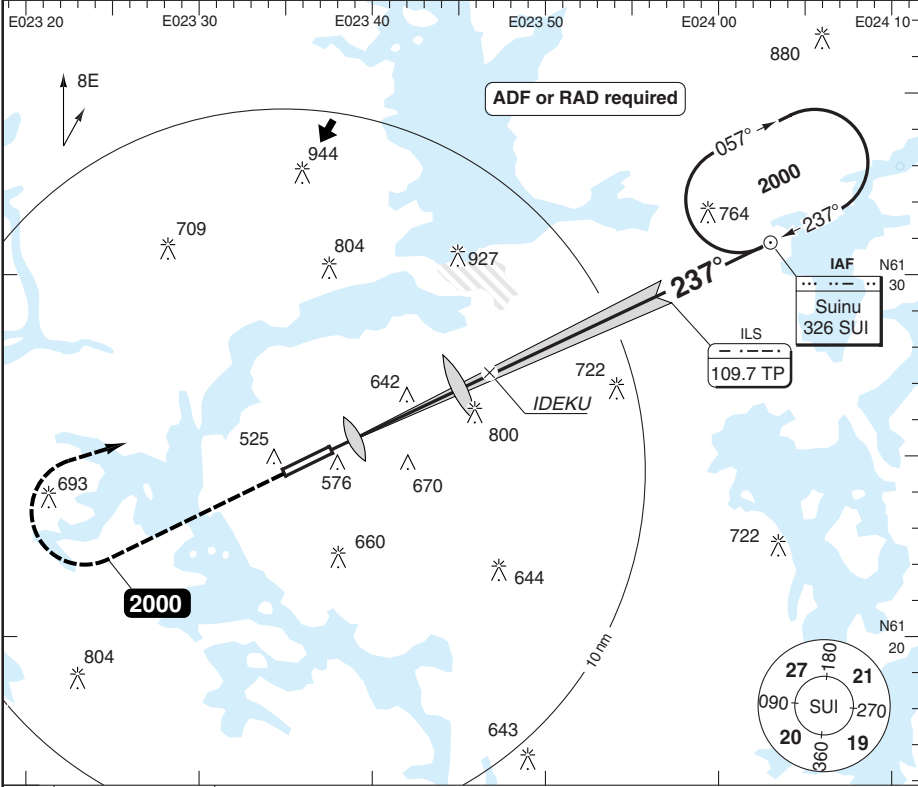
Change: Velun 2C.

ILS X RWY 24

TAMPERE-PIRKKALA

| | | | | | |
|--------------------------------|------------------------|-----------------------|----------------|-----------------------|--------------------|
| Pirkkala APP 126.2 119.7 | ARR 120.25 119.7 | RAD 126.2 119.7 | PAR 124.275 | TWR 118.7 119.7 | ATIS (D) 133.55 |
|--------------------------------|------------------------|-----------------------|----------------|-----------------------|--------------------|

| | | | | | |
|--------------|----------|--------------|-------------|--------|---------|
| ILS 109.7 TP | FAT 237° | TDZ Elev 375 | AD Elev 390 | TL ATC | TA 5000 |
|--------------|----------|--------------|-------------|--------|---------|



TCH 53

| ACFT | ILS | LOC | Circling | Circling ^a | GS | 100 | 120 | 140 | 160 | LDA 2700x45 885x147ft P 3° (54) |
|------|-------------------|--------------------|---------------------|-----------------------|----------|------|------|------|------|---------------------------------------|
| A | 570 (200) 550m | 870 (500) 1500m | 880 (490) 1.5km | 890 (500) 1.5km | ROD 3.0° | 540 | 650 | 760 | 860 | |
| B | | | 970 (580) 1.6km | 970 (580) 1.6km | FAF +20s | 1500 | 1460 | 1420 | 1390 | |
| C | | | 1190 (800) 2.4km | 1190 (800) 2.4km | +40s | 1320 | 1250 | 1170 | 1100 | |
| D | | | 1200 (810) 3.6km | 1200 (810) 3.6km | +60s | 1140 | 1030 | 920 | - | |
| | | | | | FAF-870 | 1:29 | 1:14 | 1:03 | 0:56 | |
| | | | | | FAF-MAPT | 2:20 | 1:57 | 1:40 | 1:28 | |

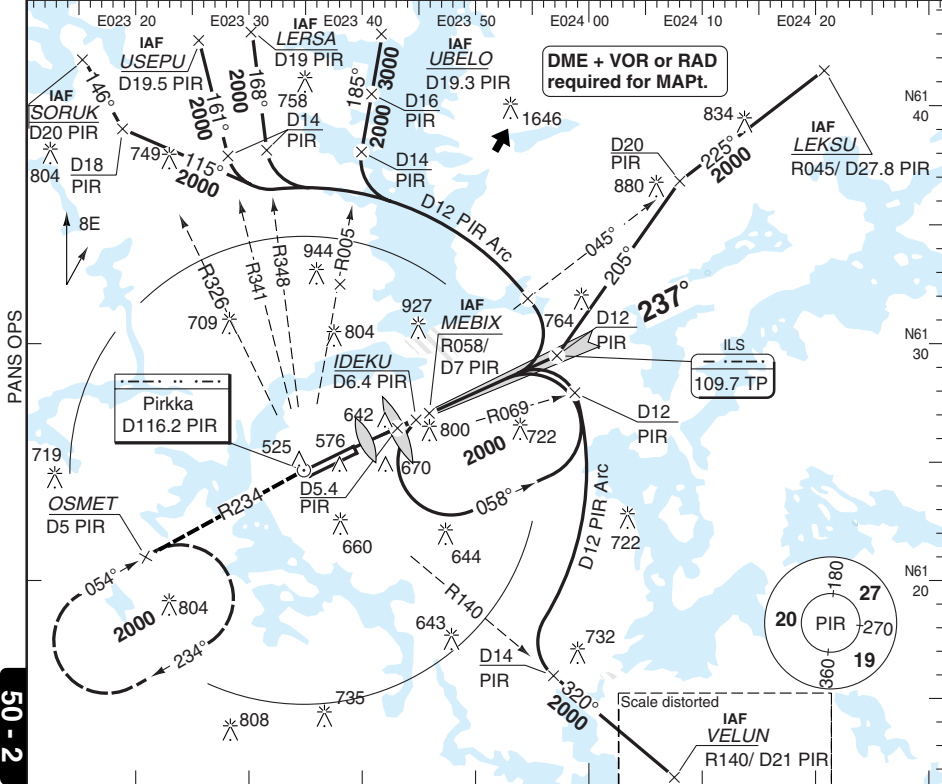
^a LOC only.

ILS Y RWY 24

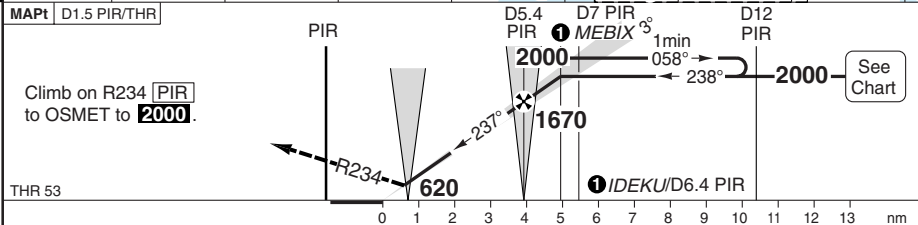
TAMPERE-PIRKKALA

| | | | | | |
|--------------|--------|-------|---------|-------|----------|
| Pirkkala APP | ARR | RAD | PAR | TWR | ATIS (D) |
| 126.2 | 120.25 | 126.2 | 124.275 | 118.7 | 133.55 |
| 119.7 | 119.7 | 119.7 | | 119.7 | |

| | | | | | |
|--------------|----------|--------------|-------------|--------|---------|
| ILS 109.7 TP | FAT 237° | TDZ Elev 375 | AD Elev 390 | TL ATC | TA 5000 |
|--------------|----------|--------------|-------------|--------|---------|



50 - 2



| ACFT | ILS | LOC | Circling | Circling ⓐ | DME PIR | 3.0° ALT | LDA 2700x45 |
|----------|-------------------|--------------------|---------------------|---------------------|---------|-------------|------------------------|
| A | 570 (200) 550m | 870 (500) 1500m | 880 (490) 1.5km | 890 (500) 1.5km | 2.9 | 2000 | 885x147ft P 3° (54) |
| B | | | 970 (580) 1.6km | 970 (580) 1.6km | | | |
| C | | | 1190 (800) 2.4km | 1190 (800) 2.4km | | | |
| D | | | 1200 (810) 3.6km | 1200 (810) 3.6km | | | |
| GS | 80 | 100 | 120 | 140 | 160 | ⓐ LOC only. | |
| ROD 3.0° | 420 | 540 | 650 | 760 | 860 | | |
| FAF-MAPt | 2:56 | 2:20 | 1:57 | 1:40 | 1:28 | | |

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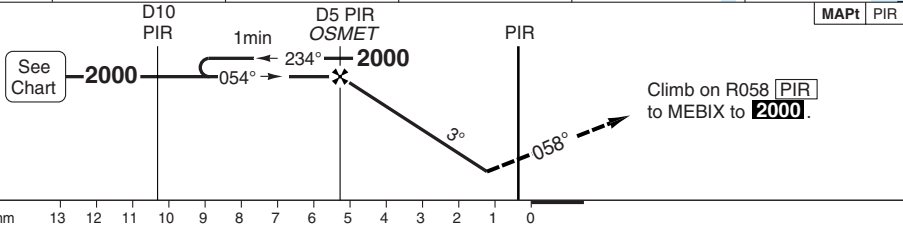
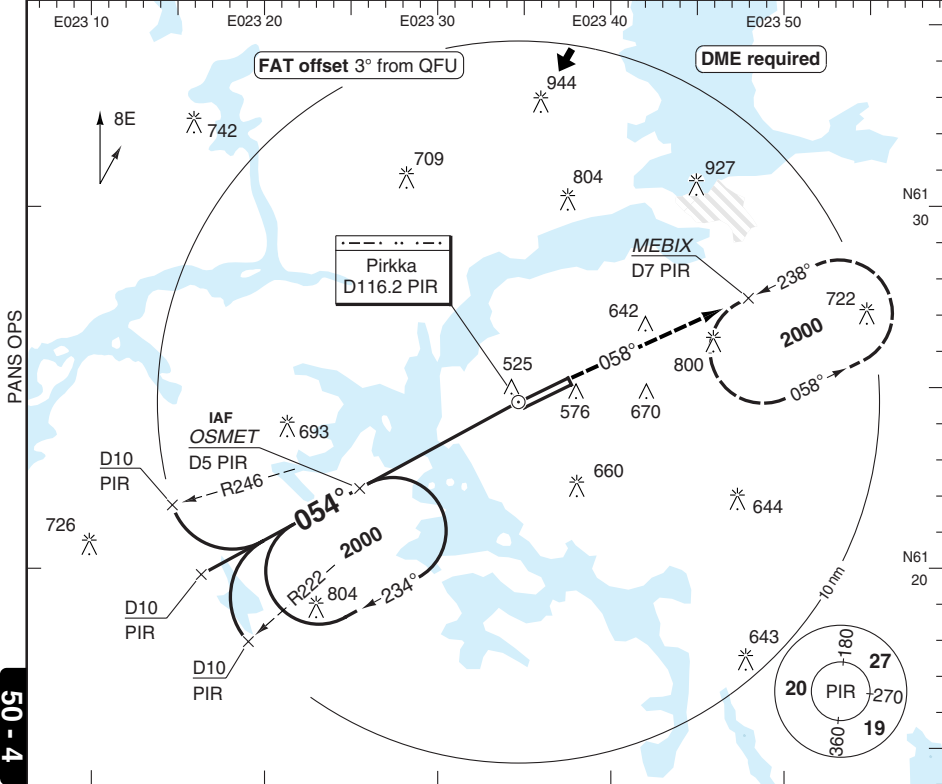
FALS

VOR RWY 06

TAMPERE-PIRKKALA

| | | | | | |
|--------------------------------|------------------------|-----------------------|----------------|-----------------------|--------------------|
| Pirkkala APP 126.2 119.7 | ARR 120.25 119.7 | RAD 126.2 119.7 | PAR 124.275 | TWR 118.7 119.7 | ATIS (D) 133.55 |
|--------------------------------|------------------------|-----------------------|----------------|-----------------------|--------------------|

| | | | | | |
|-------------------|----------|--------------|-------------|--------|---------|
| VOR/DME 116.2 PIR | FAT 054° | THR Elev 390 | AD Elev 390 | TL ATC | TA 5000 |
|-------------------|----------|--------------|-------------|--------|---------|



| ACFT | VOR+DME | Circling |
|------|--------------------|---------------------|
| A | 780 (390) 1100m | 880 (490) 1.5km |
| B | | 970 (580) 1.6km |
| C | | 1190 (800) 2.4km |
| D | | 1200 (810) 3.6km |

| | | | | |
|----------|-----|-----|-----|-----|
| GS | 100 | 120 | 140 | 160 |
| ROD 2.9° | 520 | 620 | 720 | 820 |

| DME PIR | 2.9° ALT | LDA 2700x45 |
|---------|----------|-------------|
| 5 | 2000 | 885x147ft |
| 4 | 1700 | P 3° (59) |
| 3 | 1390 | |
| 2 | 1090 | |
| 1.0 | 780 | |

FALS

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Change: New print.

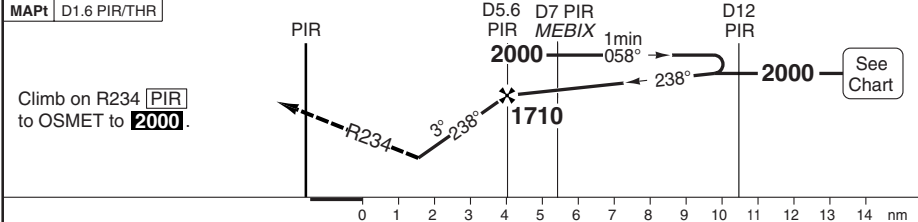
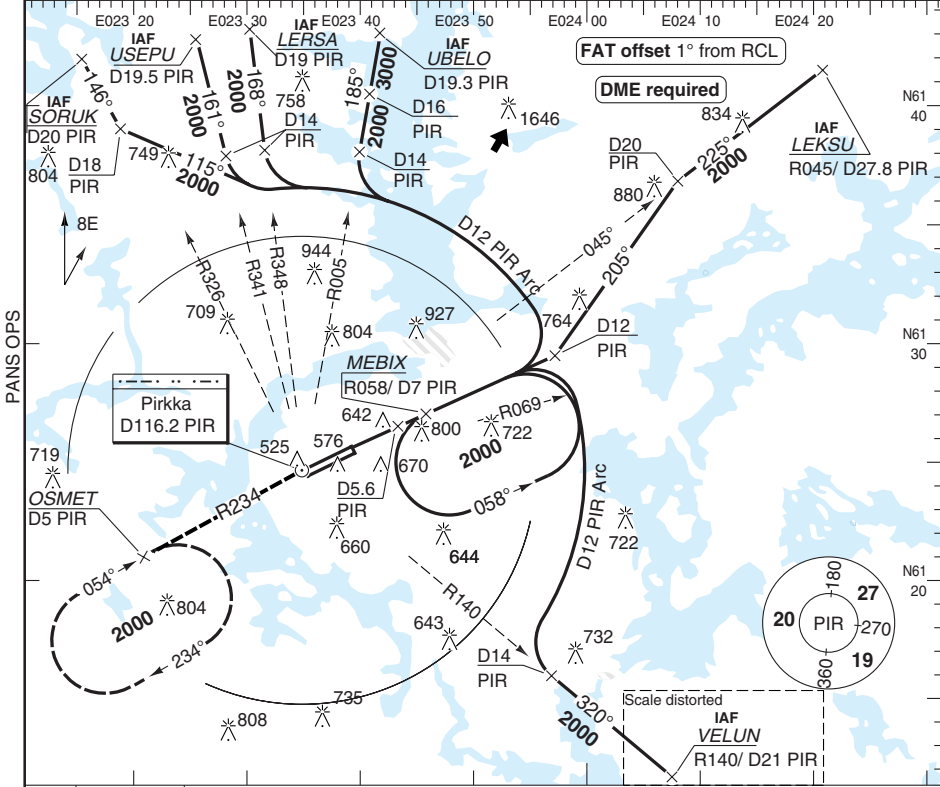
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VOR RWY 24

TAMPERE-PIRKKALA

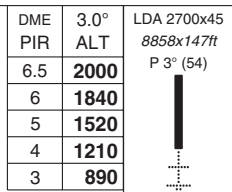
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|--------------|--------|-------|---------|-------|----------|
| Pirkkala APP | ARR | RAD | PAR | TWR | ATIS (D) |
| 126.2 | 120.25 | 126.2 | 124.275 | 118.7 | 133.55 |
| 119.7 | 119.7 | 119.7 | | 119.7 | |

| | | | | | |
|-------------------|----------|--------------|-------------|--------|---------|
| VOR/DME 116.2 PIR | FAT 238° | TDZ Elev 375 | AD Elev 390 | TL ATC | TA 5000 |
|-------------------|----------|--------------|-------------|--------|---------|



| ACFT | VOR+DME | Circling |
|------|--------------------|---------------------|
| A | 890 (530) 1500m | 920 (530) 1.5km |
| B | | 970 (580) 1.6km |
| C | 890 (530) 1700m | 1190 (800) 2.4km |
| D | | 1200 (810) 3.6km |

| DME | 3.0° ALT | LDA 2700x45 |
|-----|----------|-------------|
| PIR | 2000 | 885x147ft |
| 6.5 | 2000 | P 3° (54) |
| 6 | 1840 | |
| 5 | 1520 | |
| 4 | 1210 | |
| 3 | 890 | |



| GS | 80 | 100 | 120 | 140 | 160 |
|----------|------|------|------|------|------|
| ROD 3.0° | 420 | 530 | 640 | 740 | 850 |
| FAF-MAPt | 3:00 | 2:24 | 2:00 | 1:43 | 1:30 |

Change: Proc.

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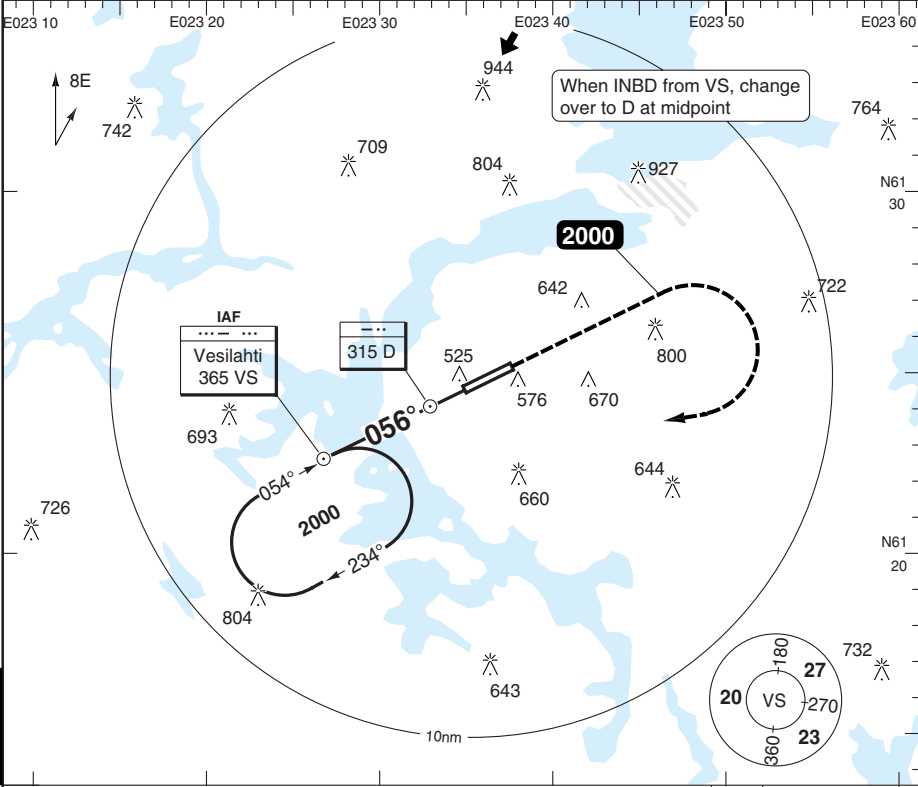
50 - 5

NDB RWY 06

TAMPERE-PIRKKALA

| | | | | | |
|--------------|--------|-------|---------|-------|----------|
| Pirkkala APP | ARR | RAD | PAR | TWR | ATIS (D) |
| 126.2 | 120.25 | 126.2 | 124.275 | 118.7 | 133.55 |
| 119.7 | 119.7 | 119.7 | | 119.7 | |

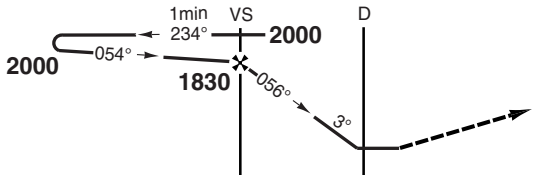
| | | | | | |
|------------|----------|--------------|-------------|--------|---------|
| NDB 365 VS | FAT 056° | THR Elev 390 | AD Elev 390 | TL ATC | TA 5000 |
|------------|----------|--------------|-------------|--------|---------|



PANS OPS

50 - 6

MAPt THR / 4.4nm after VS



| ACFT | NDB | Circling |
|------|--------------------|---------------------|
| A | 830 (440) 1300m | 880 (490) 1.5km |
| B | | 970 (580) 1.6km |
| C | | 1190 (800) 2.4km |
| D | | 1200 (810) 3.6km |

| GS | 80 | 100 | 120 | 140 | 160 |
|----------|------|------|------|------|------|
| ROD 3.0° | 430 | 530 | 640 | 740 | 850 |
| FAF +20s | 1690 | 1660 | 1620 | 1590 | 1550 |
| +40s | 1550 | 1480 | 1410 | 1340 | 1270 |
| +60s | 1410 | 1310 | 1200 | 1100 | 990 |
| FAF- 830 | 2:22 | 1:54 | 1:35 | 1:21 | 1:11 |
| FAF-MAPt | 3:18 | 2:38 | 2:12 | 1:53 | 1:39 |

LDA 2700x45
885x147ft
P 3° (59)

FALS

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Change: MSA, Table

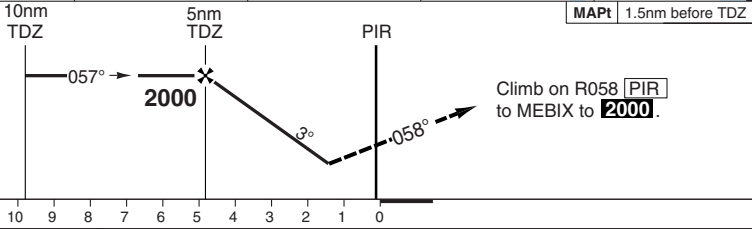
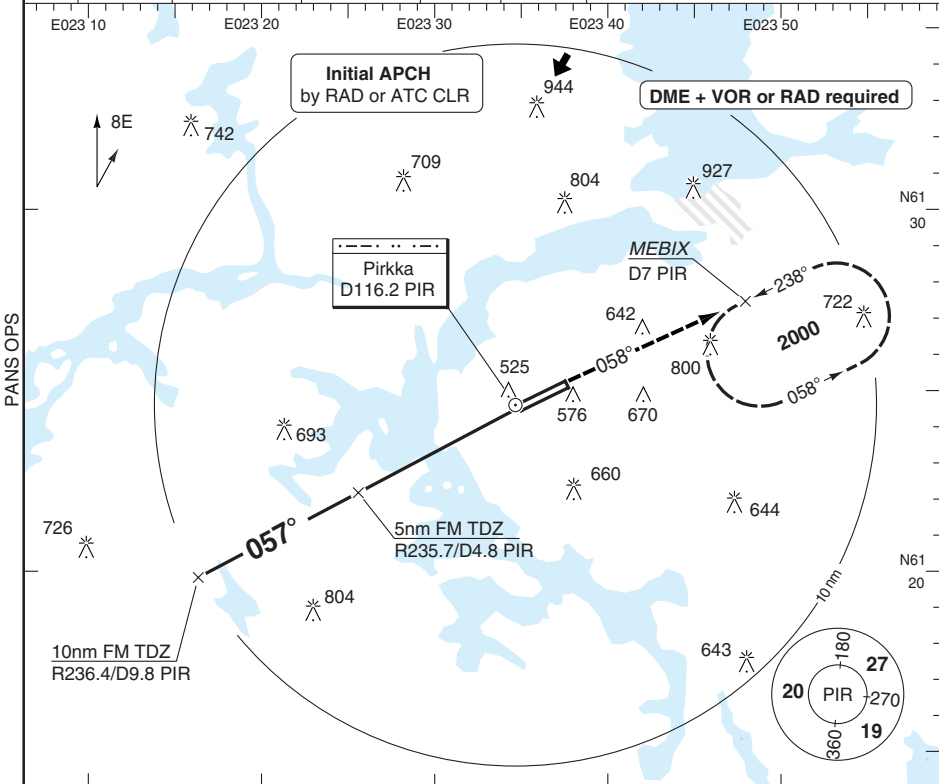
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SRA RWY 06

TAMPERE-PIRKKALA

| | | | | | |
|--------------|--------|-------|---------|-------|----------|
| Pirkkala APP | ARR | RAD | PAR | TWR | ATIS (D) |
| 126.2 | 120.25 | 126.2 | 124.275 | 118.7 | 133.55 |
| 119.7 | 119.7 | 119.7 | | 119.7 | |

| | | | | | |
|-----|----------|--------------|-------------|--------|---------|
| SRA | FAT 057° | THR Elev 390 | AD Elev 390 | TL ATC | TA 5000 |
|-----|----------|--------------|-------------|--------|---------|



| ACFT | SRA | Circling |
|------|------------------|----------------------------|
| A | | 880 (490) 1.5km |
| B | 760 (370) | 970 (580) 1.6km |
| C | 1000m | 1190 (800) 2.4km |
| D | | 1200 (810) 3.6km |

LDA 2700x45
885x147ft
P 3° (59)

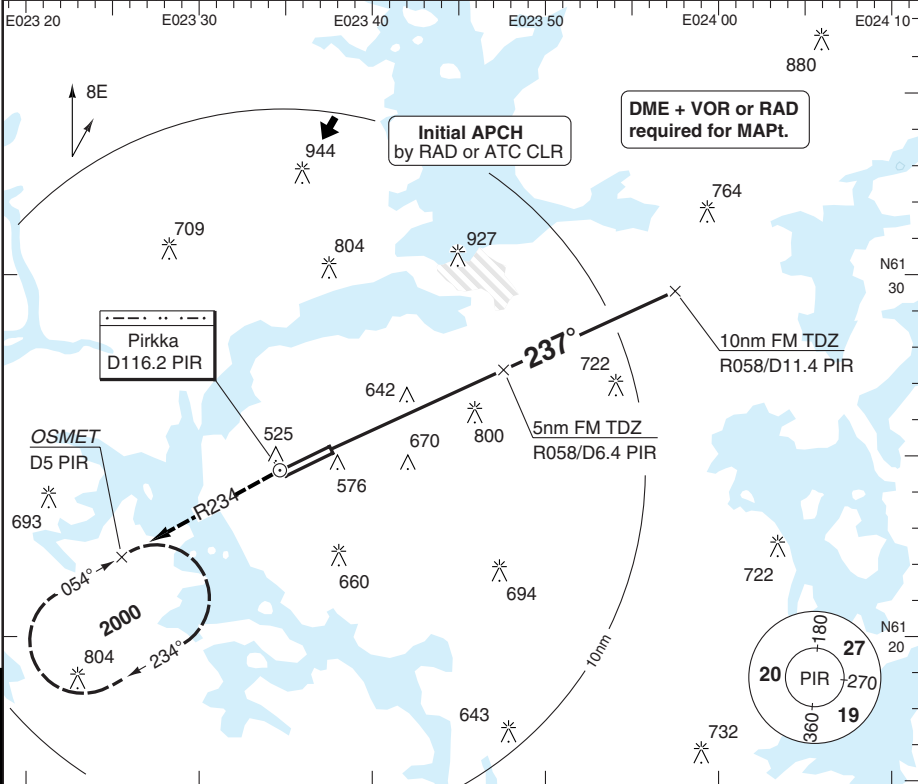
FALS

PAR OR SRA RWY 24

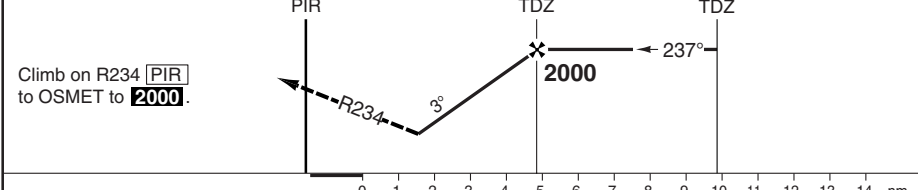
TAMPERE-PIRKKALA

| | | | | | |
|--------------|--------|-------|---------|-------|----------|
| Pirkkala APP | ARR | RAD | PAR | TWR | ATIS (D) |
| 126.2 | 120.25 | 126.2 | 124.275 | 118.7 | 133.55 |
| 119.7 | 119.7 | 119.7 | | 119.7 | |

| | | | | | |
|-----|----------|--------------|-------------|--------|---------|
| PAR | FAT 237° | TDZ Elev 375 | AD Elev 390 | TL ATC | TA 5000 |
|-----|----------|--------------|-------------|--------|---------|



| | | |
|------|-----------------------|-----------------------|
| MAPt | PAR: 0.9nm before TDZ | SRA: 1.5nm before TDZ |
|------|-----------------------|-----------------------|



| ACFT | PAR | SRA | Circling ^a | Circling | ^a PAR only. | LDA 2700x45 8858x147ft P 3° (54) |
|----------|--------------------------|---------------------|-----------------------|---------------------|------------------------|--|
| A | 610 (242) 550m | 1040 (680) 1500m | 1040 (650) 1.5km | 1070 (680) 1.5km | | <p>FALS</p> |
| B | 620 (254) 600m | | 1040 (650) 1.6km | 1070 (680) 1.6km | | |
| C | 630 (262) 600m | 1040 (680) 2400m | 1190 (800) 2.4km | 1190 (800) 2.4km | | |
| D | 640 (273) 600m | | 1200 (810) 3.6km | 1200 (810) 3.6km | | |
| GS | 80 100 120 140 160 | | | | | |
| ROD 3.0° | 420 530 640 740 850 | | | | | |
| FAF-MAPt | 2:38 2:06 1:45 1:30 1:19 | | | | | |

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Change: PAR MAPt.

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JAR-OPS Landing Minima

TAMPERE-PIRKKALA

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

| STRAIGHT-IN APPROACH | | C | | | | D | | | |
|----------------------|----------------|-------------------------|-------------------------|----------|-----------------------|-------------------------|-------------------------|----------|-----------------------|
| R/W | Procedure | DA/ MDA QNH ft | DH/ MDH QFE ft | RVR m | RVR No ALS m | DA/ MDA QNH ft | DH/ MDH QFE ft | RVR m | RVR No ALS m |
| 06 | VOR/DME (1) | 780 | 390 | 1000 | 1800 | 780 | 390 | 1400 | 2000 |
| 06 | SRA | 760 | 370 | 1000 | 1800 | 760 | 370 | 1400 | 2000 |
| 06 | NDB (1) | 830 | 440 | 1000 | 1800 | 830 | 440 | 1400 | 2000 |
| 06 | RNAV (LNAV)(1) | 780 | 390 | 1000 | 1800 | 780 | 390 | 1400 | 2000 |
| 24 | ILS X, Y, Z | 570 | 200 | 550 | 1000 | 570 | 200 | 550 | 1000 |
| 24 | LOC X, Y, Z | 870 | 500 | 1200 | 2000 | 870 | 500 | 1600 | 2000 |
| 24 | PAR | 630 | 270 | 650 | 1200 | 640 | 280 | 650 | 1200 |
| 24 | VOR/DME | 900 | 530 | 1200 | 2000 | 900 | 530 | 1600 | 2000 |
| 24 | SRA | 1050 | 680 | 1400 | 2000 | 1050 | 680 | 1800 | 2000 |
| 24 | RNAV (LNAV) | 870 | 500 | 1200 | 2000 | 870 | 500 | 1600 | 2000 |

Notes:

(1) Procedure based on aerodrome elevation.

| CIRCLING | | C | | | D | | |
|----------|-----------------|------------------|------------------|----------|------------------|------------------|----------|
| R/W | Procedure | MDA QNH ft | MDH QFE ft | Vis m | MDA QNH ft | MDH QFE ft | Vis m |
| 24 | VOR/DME | 1190 | 800 | 2400 | 1200 | 810 | 3600 |
| 24 | PAR, SRA | 1190 | 800 | 2400 | 1200 | 810 | 3600 |
| 06/24 | Other Procs (1) | 1190 | 800 | 2400 | 1200 | 810 | 3600 |

Notes:

(1) RNAV procs N/A.

| TAKE-OFF | | C | | D | |
|----------|-----------------|-----|-----|-----|-----|
| Runway | Facilities | RVR | Vis | RVR | Vis |
| 06 / 24 | REDL and/or RCL | 400 | - | 400 | - |
| 06 / 24 | Nil (day only) | 500 | - | 500 | - |

Notes:

JAR-OPS Landing Minima

TAMPERE-PIRKKALA

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

| STRAIGHT-IN APPROACH | | A | | | | B | | | |
|----------------------|----------------|-------------------------|-------------------------|----------|-----------------------|-------------------------|-------------------------|----------|-----------------------|
| R/W | Procedure | DA/ MDA QNH ft | DH/ MDH QFE ft | RVR m | RVR No ALS m | DA/ MDA QNH ft | DH/ MDH QFE ft | RVR m | RVR No ALS m |
| 06 | VOR/DME (1) | 780 | 390 | 900 | 1500 | 780 | 390 | 1000 | 1500 |
| 06 | SRA | 760 | 370 | 900 | 1500 | 760 | 370 | 1000 | 1500 |
| 06 | NDB (1) | 830 | 440 | 900 | 1500 | 830 | 440 | 1000 | 1500 |
| 06 | RNAV (LNAV)(1) | 780 | 390 | 900 | 1500 | 780 | 390 | 1000 | 1500 |
| 24 | ILS X, Y, Z | 570 | 200 | 550 | 1000 | 570 | 200 | 550 | 1000 |
| 24 | LOC X, Y, Z | 870 | 500 | 1000 | 1500 | 870 | 500 | 1200 | 1500 |
| 24 | PAR | 610 | 250 | 600 | 1000 | 620 | 260 | 650 | 1200 |
| 24 | VOR/DME | 900 | 530 | 1000 | 1500 | 900 | 530 | 1200 | 1500 |
| 24 | SRA | 1050 | 680 | 1200 | 1500 | 1050 | 680 | 1400 | 1500 |
| 24 | RNAV (LNAV) | 870 | 500 | 1000 | 1500 | 870 | 500 | 1200 | 1500 |

Notes:

(1) Procedure based on aerodrome elevation.

| CIRCLING | | A | | | B | | |
|----------|-----------------|------------------|------------------|----------|------------------|------------------|----------|
| R/W | Procedure | MDA QNH ft | MDH QFE ft | Vis m | MDA QNH ft | MDH QFE ft | Vis m |
| 24 | VOR/DME | 890 | 500 | 1500 | 970 | 580 | 1600 |
| 24 | PAR, SRA | 1040 | 650 | 1500 | 1040 | 650 | 1600 |
| 06/24 | Other Procs (1) | 880 | 490 | 1500 | 970 | 580 | 1600 |

Notes:

(1) RNAV procs N/A.

| TAKE-OFF | | A | | B | |
|----------|-----------------|-----|-----|-----|-----|
| Runway | Facilities | RVR | Vis | RVR | Vis |
| 06 / 24 | REDL and/or RCL | 400 | - | 400 | - |
| 06 / 24 | Nil (day only) | 500 | - | 500 | - |

Notes: