EETU - Tartu

Located in southern Estonia, Tartu Airport (EETU) is a versatile regional field offering a unique airspace experience. Just 10 kilometers from Estonia's second-largest city Tartu, known for its academic tradition, innovation, and historic charm - Tartu is an excellent choice for a wide variety of traffic. The airport can comfortably accommodate everything from piston aircraft and regional jets to short- and medium-haul airliners.

Tartu features a single asphalt runway - 08/26, with a length of 1,800 meters and a width of 31 meters. Runway 26 is the preferred runway for arrivals under IFR due to its Category I ILS system, along with Precision Approach Path Indicator (PAPI) lights located on the left side. Departures and arrivals on Runway 08 are also possible and are supported by PAPI lights; however, only non-precision approaches are available for this direction. RNAV approaches are published and available for both runway directions, subject to aircraft equipment and pilot capability.

Operations in a FIZ (Flight Information Zone)

Tartu Airport is located within a FIZ, where **AFIS** (Aerodrome Flight Information Service) services are provided. Pilots operating within the FIZ **receive traffic information and advisories** from the AFIS unit, but are **fully responsible for their own separation, sequencing, and decision-making in and around the aerodrome**.

This means that Tartu Information (EETU_I_TWR on 133.905) will issue traffic information, preferred runway-in-use, and relevant weather details (in case ATIS is unavailable). Clearances such as "cleared to land", "cleared for takeoff" or any line up or taxi clearances are **not issued**.

Note: IFR flights are still required to request and receive en-route clearances before the departure.

Charts

Charts for Tartu Airport (EETU) can be found here.

For additional information about the airport, refer to Estonian eAIP.

Phraseology

Due to the nature of operations in a FIZ, the phraseology principles may differ from the ones pilots are normally used to. Below you can find some examples:

IFR en-route clearance

👨‍✈️ **:** Tartu information, EX123, info A, requesting clearance to Jyväskylä

🎧 **:** EX123, Tallinn Control clears you to Jyväskylä via flight plan route, flight level 250, squawk 3536.

👨‍✈️ **:** Cleared to Jyväskylä via flight plan route, flight level 250, squawk 3536, EX123.

🎧 **:** Clearance correct, report ready to taxi.

👨‍✈️ **:** Wilco.

Start-up

A start-up clearance is not required. The captain ensures that the start-up of the aircraft is safe and does not pose any threats.

Taxi

👨‍✈️ **:** EX123, ready to taxi, stand 17.

🎧 **:** EX123, no reported traffic, taxiway A available to holding point.

👨‍✈️ **:** Taxiway A available to holding point, EX123.

Or in case there is traffic

🎧 **:** EX123, traffic Cessna 172 taxiing from stand 15 from right to left to holding point via taxiway A.

👨‍✈️ **:** Traffic in sight, we will follow the traffic as number 2, EX123.

🎧 **:** EX123, report ready for departure.

👨‍✈️ **:** Wilco.

Take-off

👨‍✈️ **:** EX123, ready for departure.

🎧 **:** EX123, wind calm, runway 26 free, report airborne and altitude passing.

👨‍✈️ **:** Runway 26 free, wilco.

If runway is occupied

🎧 **:** EX123, traffic Cessna 172 lining up and departing runway 26, report intentions.

👨‍✈️ **:** Holding position, EX123.

Airborne

👨‍✈️ **:** EX123, airborne, passing 1000ft.

🎧 **:** EX123, radar contact, no reported traffic.

Or in case there is traffic

🎧 **:** EX123, radar contact, traffic Cessna 172 at your 12 o'clock, range 5 miles, from right to left at 2,200 feet.

👨‍✈️ **:** Looking out for traffic, EX123.

👨‍✈️ **:** EX123, traffic in sight.

Sceneries

MSFS: https://flightsim.to/file/57633/tartu-airport-eetu-estonia

XPLANE: https://forums.x-plane.org/files/file/79067-eetu-tartu/