

✈ EFTP - Tampere-Pirkkala



Tampere-Pirkkala Airport is located in the town of Pirkkala, approximately 13 kilometers south-west of the city of Tampere. As the **third busiest airport in Finland** according to passenger count, it serves as a crucial transport hub, offering both domestic and international flights. Finnair, Air Baltic and Ryanair are the most active airlines in Pirkkala.

The airport is split into two terminals:

- Terminal 1 (domestic), and
- Terminal 2 (international).

Tampere-Pirkkala Airport sees a diverse array of aircraft, from small private planes to larger commercial jets. Notably, it is also the home base for the Finnish Air Force's Satakunta Air Command, making it a shared civil-military aerodrome.

[IATA](#)

[ICAO](#)

[Charts](#)

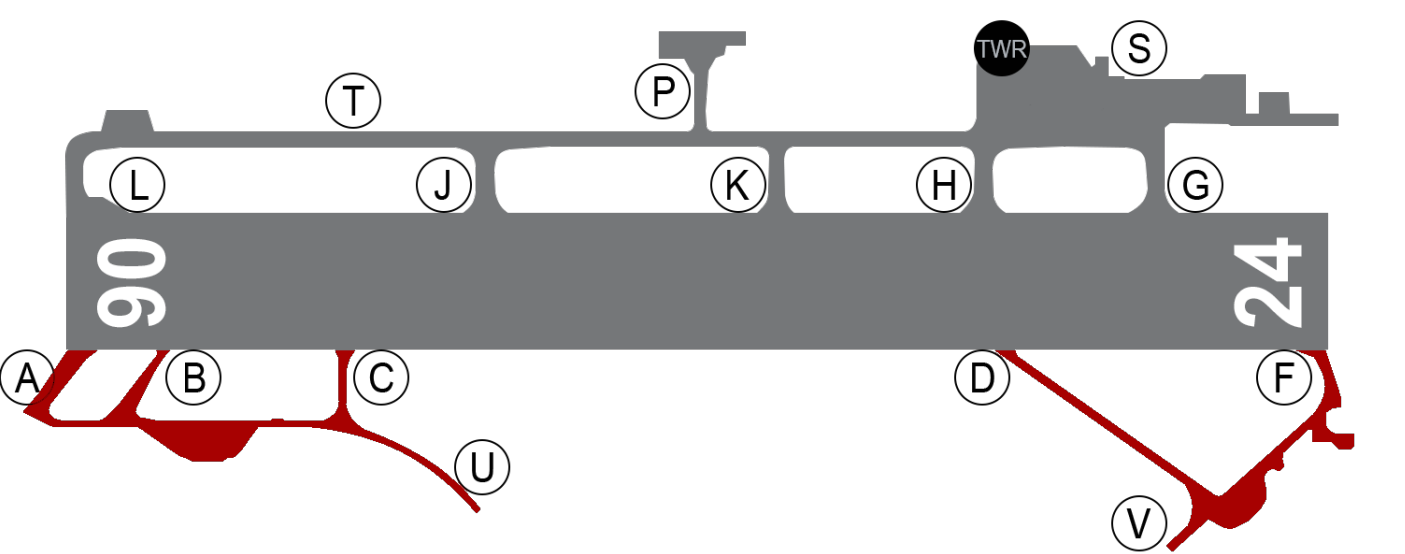
TMP	EFTP	Finland AIP - EFTP
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ATC positions

Tampere-Pirkkala is a controlled airport with aerodrome control- and approach control service. This service can be combined (tower-radar), or separate. Pirkkala Ground and Arrival positions are opened only when necessary due high traffic levels.

Logon code	Call sign	Frequency	Responsibilities
EFTP_GND	PIRKKALA GROUND	124.275	En-route clearance, ground movement
EFTP_TWR	PIRKKALA TOWER	118.700	Ground movement, Pirkkala Control Zone
EFTP_R_TWR	PIRKKALA TOWER	118.700	Ground movement, Pirkkala Control Zone and Terminal Area
EFTP_APP	PIRKKALA RADAR	126.200	Tampere Terminal Area
EFTP_R_APP	PIRKKALA ARRIVAL	120.250	Tampere Terminal Area - arrivals below 5000 FT

Ground layout



- Main apron is located north of the runway next to taxiways H and G
- General aviation aircraft can park on the main apron General Aviation Parking Area, or on Apron 3, which is located next to taxiway P
- Medical helicopter base is located east of taxiway G

There is a military apron south of runway 06/24

Taxi routes for the aircraft with code letter E and F are presented in Finland AIP on the AGMC chart.

Runways

Tampere-Pirkkala is equipped with one runway 06/24. The preferred runway is considered to be runway 24 for departures and runway 06 for arrivals.

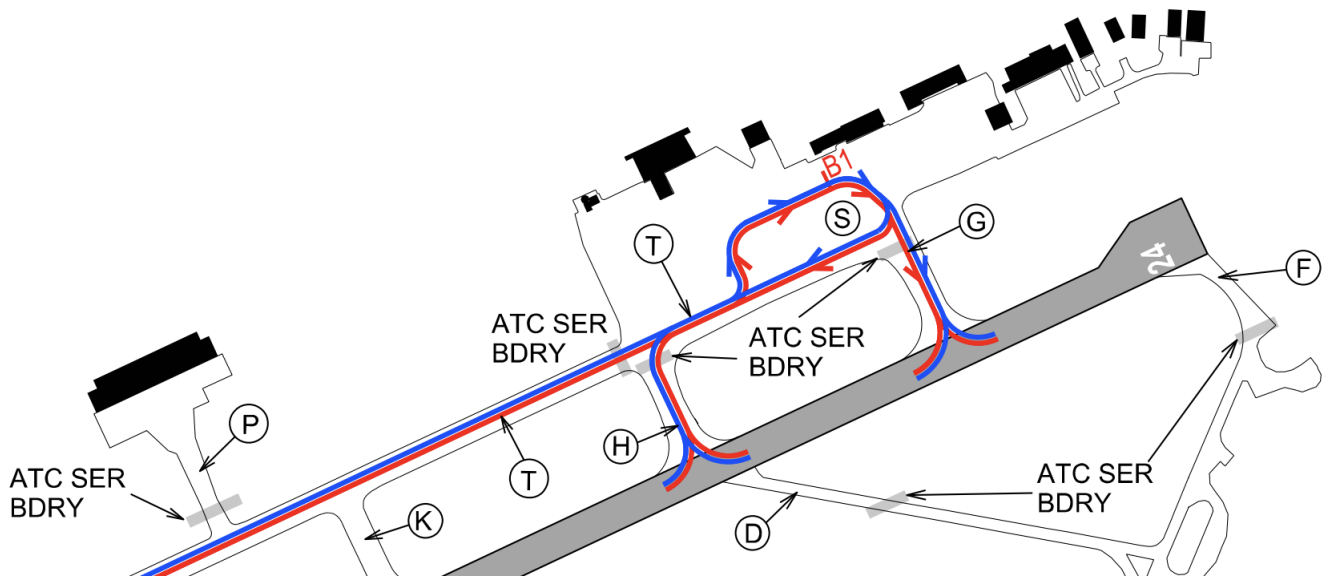
Civil aviation must use runway 06 as the primary landing runway at night 2000-0500 UTC (1900-0400 UTC) and runway 24 as the primary take-off runway, unless otherwise dictated by air traffic safety.

Currently available stands

<https://stands.vatsim-scandinavia.org/?icao=EFTPframeless=true>

Stand restrictions

- Stands A1-A4 are used for domestic flights (terminal 1)
- Stands B1-B5 may be used for international flights (terminal 2)
- Stand B1 is the only stand that can accommodate Code E or F aeroplanes:



□ Code E aeroplanes □ Code F aeroplanes

When stand B1 is occupied by a Code E or F aeroplane, stands A5, B2 and B3 are also blocked. Additionally taxiway S cannot be used by other traffic.

Code E and F aeroplanes

Code	ICAO	Aircraft type	Wingspan M
□ F	A388	Airbus A380-800	79.8
□ F	A124	Antonov AN-124-100	73.3
□ F	B748	Boeing 747-8	68.5
□ F	C5M	Lockheed C-5 Super Galaxy	67.9
□ E	B77W, B77L	Boeing 777-300ER, -200LR, -F	64.8
□ E	A359, A35K	Airbus A350-900, A350-1000	64.75
□ E	B744	Boeing 747-400	64.44
□ E	A345, A346	Airbus A340-500, -600	63.45
□ E	B772, B773	Boeing 777-300, -200	60.93

☐☐ E	A332, A333, A342, A343	Airbus A330-200, -300, Airbus A340-200, -300	60.3
☐☐ E	B788, B789, B78X	Boeing Dreamliner 787- 8, 787-9, 787-10	60.12
☐☐ E	IL96	Iljushin IL-96	60.11
☐☐ E	B742, B743	Boeing 747-200, -300	59.6

En-route clearance

Please, do not include the SID in your flight plan route.

By default the local tower controller will give clearance to requested cruise flight level.

Departure with SID:

☐☐

Fastair 312, cleared to Turku, runway 24, Nebab 3E
departure, flight level 100, squawk 5542
*Fastair 312, selvä Turkuun, kiitotie 24, Nebab 3E
lähtöreitti, lentopinta 100, koodaa 5542*

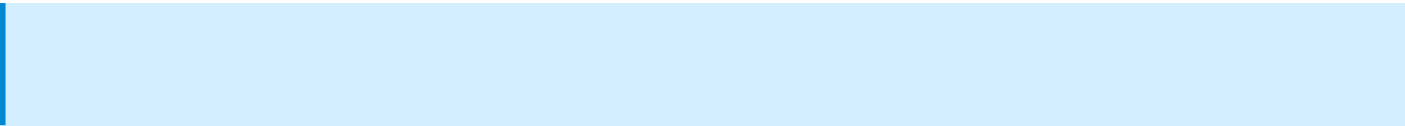
Departure with direct route:

☐☐

Fastair 312, cleared to Turku, runway 24, direct
Nebab, flight level 100, squawk 5542
*Fastair 312, selvä Helsinkiin, kiitotie 21, lähdöstä suoraan
Nebab, lentopinta 100, koodaa 5542*

Approach

Please, do not include the STAR in your flight plan route.



Runway 24 is the only runway with an **ILS approach system**. This makes runway 24 the preferred runway during Low Visibility Operations.

- **ILS Z approach** is used for RNAV capable aircraft
- **ILS Y approach** is used for non-RNAV aircraft (based on VOR navigation)

When approaching runway 06, pilots may expect to be cleared for RNP approach.

Arriving aircraft may be cleared for the approach already on initial contact with the local controller. Please be ready to copy any clearance and instructions.

Phraseology example:

- On initial contact with approach control, please include the following:
 - Call sign
 - Current flight level
 - Assigned flight level
 - Aircraft type (and wake turbulence category if necessary)
 - Received ATIS broadcast
 - Other restrictions given by previous controller



Pirkkala tower, Golden 332, passing flight level 204 for flight level 100, Airbus 320, information F
Pirkkalan torni, Golden 332, läpäisen lentopinnan 204 lentopinnalle 100, Airbus 320, tiedotus F



Golden 332, Pirkkala tower, radar contact. Continue descent to 2700 feet, qnh 1011, cleared ILS-Z approach runway 24, left circuit, number 1 in traffic. For information, next 20 miles below flight level 95 uncontrolled airspace.
Golden 332, Pirkkalan torni, tutka yhteys, jatka laskeutumista 2700 jalkaan, qnh 1011, selvä ILS-Z lähestymiseen kiitotie 24, vasen kierros, vuoro yksi, tiedoksi seuraavat 20 mailia alle lentopinnan 95 valvomatonta ilmatilaa.



Descend 2700 feet, qnh 1011, cleared ILS-Z approach runway 24, left circuit, roger, Golden 332
Jatkan laskeutumista 2700 jalkan, qnh 1011, selvä ILS-Z lähestymiseen kiitotie 24, vasen kierros, selvä, Golden 332

Operations in Low Visibility Conditions

Runways 06 and 24 are approved for Low Visibility Procedures for Take-offs (LVPTO).

- LVPTO will be taken to effect when the RVR value is 550 M or less.
- Pilots will be informed by ATIS or ATC: "LOW VISIBILITY TAKE OFF PROCEDURES IN OPERATION"
- Only one aircraft is allowed on the manoeuvring area when LVPTO is in effect

Low Visibility Procedures for Take-off are not allowed below **RVR 300 meters** due to the absence of RCLL.

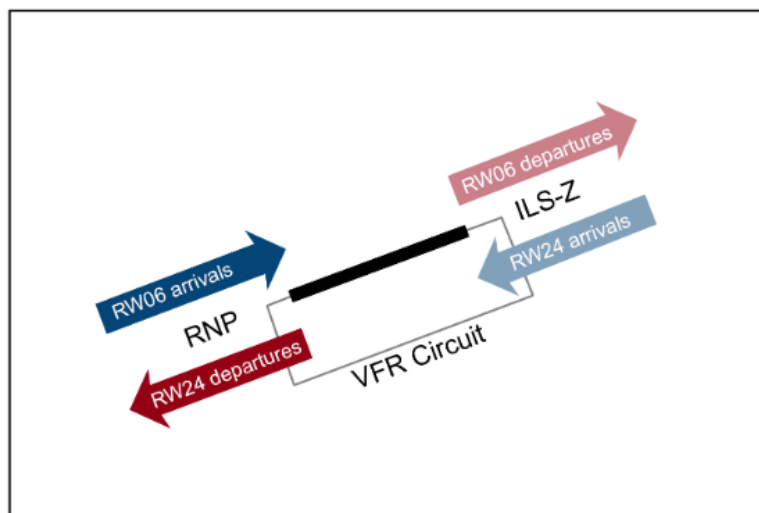
Tampere-Pirkkala airport is only equipped with ILS CAT I approach for runway 24. The approach minimas are OCA (H):

- Category A: 524 (157)
- Category B: 534 (167)
- Category C: 546 (179)
- Category D: 559 (192)

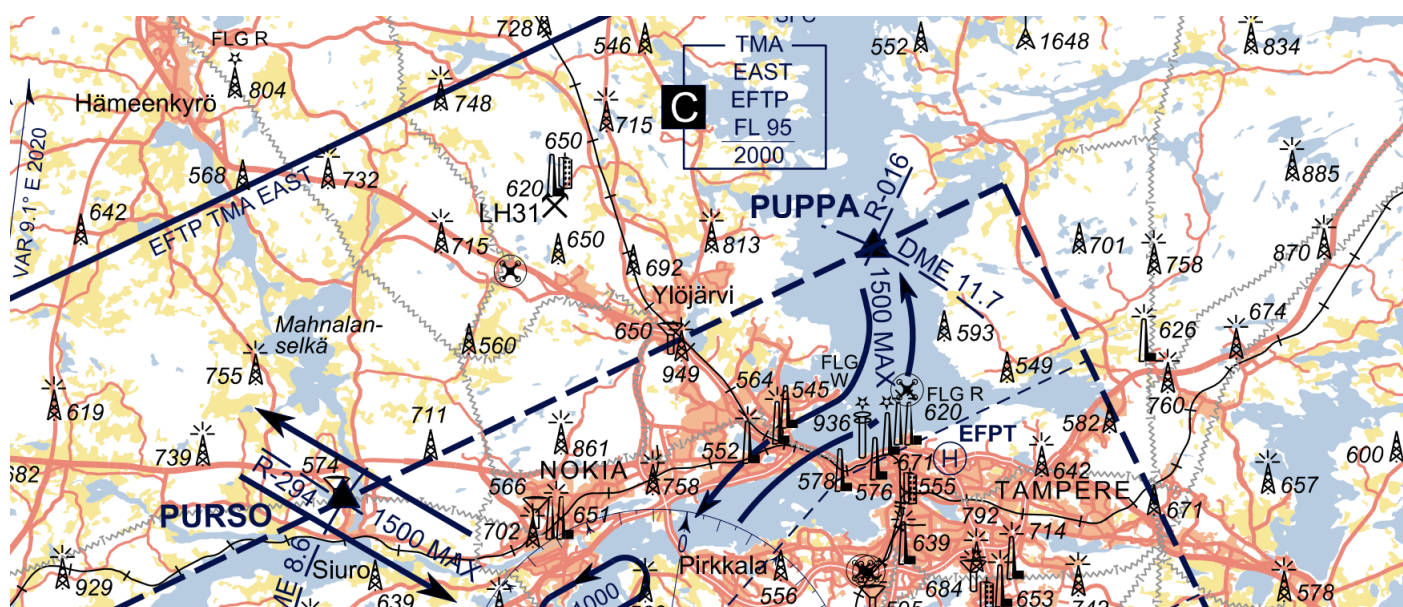
There is also LPV approaches available for both runways (Lateral Precision with Vertical Guidance Approach). See the [RNP approach charts](#) for more information.

VFR local procedures

Preferred VFR circuit south of aerodrome:



When cleared to leave or enter the Control Zone via PUPPA Visual Reporting Point, pilots shall follow the published VFR route within the Control Zone:



Medical helicopter

Note! The base of medical helicopter is located at the airport. The call sign of the medical helicopter is “Finnhems”.

General information

ICAO call sign	FIH30
SSR code	0003

Agreed route	DCT, MAX 1500 FT
base flight rules	VFR only

FinnHEMS hanagr and three FATO areas are located outside of ATC service boundary.

Nearest hospitals

- EFPT - Tampereen Yliopistollinen keskussairaala ("TAYS")
 - Note! EFPT is inside IFR approach funnel

Departure from EFTP base

- Pilot will select one of the 3 FATO areas according to wind direction
- VTOL PC1 take-off from FATO
- Initial climb according to FATO (picture below)



Arrival to EFTP base

- Final approach according to FATO (see picture above)
 - Note! Headings are radials from FATO

- Aimpoint FIH FATO 1, 2 or 3
- VTOL PC1 landing

Revision #14

Created 28 July 2023 11:45:22 by Otto Tuhkunen (1339541)

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