Section 9
Estonia

Contents

Abbreviations

A/C	Aircraft		ICAO	International Civil Aviation Organisation
ADF	Aircraft De-icing Fluid		IFR	Instrument Flight Rules
AFIS	Aeronautical Flight Information Services		IFRS	International Financial Reporting Standards
AIP	Air Information Pamphlet		ILS	Instrument Landing System
AMSL	Above Mean Sea Level		Intl	International
ANS	Air Navigation Services		ISPA	Instrument for Structural Policies for Pre-Accession
ANSP	Air Navigation Service Provider			
AOC	Air Operator Certificate		LCC	Low-Cost Carrier
APP	Approach Control Service		LLZ	Localizer
ATC	Air Traffic Control		LT	Local Time
ATM	Air Traffic Movements		ME&C	Ministry of Economic Affairs and Communications of Estonia
BIP	Border Inspection Control			
BOT	Build, Operate and Transfer		MIL	Military
CAA	Civil Aviation Authority		MPPA	Million Passengers per Annum
CCTV	Closed-circuit television		MTOM	Maximum Take-Off Mass
CF	Cohesion Fund		MTOW	Maximum Take-Off Weight
CTA	Control Area		NCASP	National Civil Aviation Security Programme
CTR	Control Zone			
CUTE	Common Use Terminal Equipment		NDB	Non Directional Beacon
DCS	Departure Control System		NG	New Generation
DME	Distance Measuring Equipment		PaPi	Precision Approach Path Indicator
Dom	Domestic			
EANS	Estonian Air Navigations Services		PAX	Passengers
			PCN	Pavement Classification Number
EASA	European Aviation Safety Agency		PRM	Persons with Reduced Mobility
EBRD	European Bank for Reconstruction and Development		RET	Rapid Exit Taxiways
			RWY	Runway
ECAC	European Civil Aviation Conference		SITA	Internationale de Télécommunications Aéronautiques
EIA	Environmental Impact Assessment			
			SMR	Surface Movement Radar
EIB	European Investment Bank		SRA	Segregated Restricted Area
EPNdB	Effective Perceived Noise Decibel		TMA	Terminal Manoeuvring Area
			TWR	Tower
ERDF	European Regional Development Fund		TWY	Taxiway
			UTC	Coordinated Universal Time [Greenwich Mean Time]
GA	General Aviation			
GH	Ground Handling		VDF	Visual Direction Finder
GND	Ground		VFR	Visual Flight Rules
GP	Glide Path		VOR	VHF Omnidirectional Range
GPU	Ground Power Unit		WCHC	Wheelchair for Cabin
GSE	Ground Support Equipment		WTMD	Walk Through Metal Detectors
GYR	Green/Yellow/Red			
HBS	Hold Baggage Screening			
IATA	International Air Transport Association			

9.1   General Introduction

9.1.1   Background

Estonia borders the Baltic Sea to the north west and the Gulf of Finland to the north with 3,794 km of coastline. Offshore lie more than 1,500 small islands. Its land boundaries are Latvia to the south and Russia to the east. The terrain is lowland and marshy, flat in the north and hilly in the south. Estonia has 958km of railways and 54,944km of roads.

After a brief period of independence between the two World Wars, Estonia was annexed by the USSR in 1940. It re-established its independence in 1991 following the break-up of the Soviet Union. Estonia joined both NATO and the EU in the spring of 2004.

9.1.2   Economic Overview

Estonia is a small Baltic country of 1.4 million people and is considered to be the economic success of the former Soviet Union. Given the small size of the country, European countries have provided a huge boost to the economy through high levels of internal investment. . The economy benefits from strong electronics and telecommunications sectors and is greatly influenced by developments in Finland, Sweden, and Germany.

Estonia has enjoyed six years of straight growth, including 6.2% last year. With a surplus of 1.4% in 2004, Estonia has the third strongest budgetary position according to EUROSTAT (after Denmark and Finland). Estonia's Government is the least indebted in the EU. Government debt, which should be no more than 60% of GDP according to the Maastricht Treaty, was less than 5% in 2004. In a report published by the Commission in February, Estonia is judged to stand the best chance of avoiding a budget deficit of more than 3% of GDP on the middle term. Estonia's public finances are sound and meet Eurozone entry criteria, with inflation being the only risk to early Euro adoption in 2007.

Estonian Economic Statistics	
Population	1,351,069 (2004 Dec)
Population Growth	-0.65% (2005 est.)
Surface area of country	43,211 sq km (2005) ∗
Population density	32.6 (1999)∗
Urbanisation	69% (1999)#
GDP	€8,239.3 billion (2004 Dec)
GDP per head	€6,107.5 (2004 Dec)
GDP growth rate	6% (2004 est.)∗
Unemployment rate	9.7% (2004 Dec)
Inflation rate	3% (2004 est.)
Imports	€5,364.8 billion (2004 est)∗
Exports	€4.175.4 billion (2004 est)∗
External Debt	€6,138.2 billion (2004 est.)∗
Internet hosts	82,142 (2004)∗
Internet users	444,000 (2002)∗

Source : STATISTIKAAMET Statistical Office of Estonia. ∗US Central Intelligence Agency Factbook
OECD, IMF and World Bank

Figure 1

9.2 Main issues in the Air Transport sector

9.2.1 Estonian Air

The Estonian national airline Estonian Air was established as a state company on December 1, 1991, immediately after the re-establishment of Estonian independence. In 1996, the Estonian government decided to privatise the airline, and 66% of the shares were offered for sale. The Danish airline Maersk Air, together with the Estonian investment bankers, Cresco Ltd ., won the privatisation tender, and as a result the Estonian state owned 34% of the shares, Cresco Ltd. 17%, and Maersk Air owns the remaining 49%. In September 2003 SAS AB signed an agreement with Danish Maersk Air A/S to acquire 49% of the shares in the Estonian airline Estonian Air.

9.2.2 Government policies

The policy of the Government regarding air transport is to leave it to market forces. Air carriers and airport operators are private law entities. The State still owns 34% of the shares in the main carrier (Estonian Air) and is the full owner of the airport operator (Tallinn Airport). Under the umbrella of Tallinn Airport all airports were merged into one company.

There are currently no formal privatisation plans concerning the airline and the airport operator.

9.2.3 Enlargement of the airports

Tallinn Airport accounts for virtually all scheduled flights. There are plans to enlarge Tallinn Airport, which is mainly constrained by the terminal capacity. The design stage is quite advanced and works are expected to start next year.

Investments are planned for the next year in all regional airports. It is expected that this will help to develop the general aviation sector.

Only Pärnu, which was a military airport until 1998, has conditions (land around the airport) for additional expansion but because of low traffic this is relatively unlikely. As a result of NATO membership (since 2004), some other military bases may be upgraded in the future.

9.2.4 Land use planning issues

There are no major issues connected with land use. The airport operator is a private law entity and has no expropriation possibilities. Therefore any major enlargement could be constrained if the airport did not manage to acquire the necessary land. The only constraint seems to be the terminal capacity and there are no land use issues around it.

9.2.5 Low cost airline market penetration

Up to now low cost carriers have had relatively little interest in developing the Estonian market. In August 2005 only easyJet has scheduled connections with London Stansted and Berlin Schoenfield (both seven days a week).

The following table presents the name, ownership and aircraft type of all the Estonian registered carriers:

Air Carrier	Aircraft Type	Ownership Status
Estonian Air	▪ 5 x Boeing 737-500	Private, 34 % shares belongs to Estonian state.
Aero	▪ 9 x ATR 72	Private
Enimex	▪ 5 x AN 72	Private
Avies	▪ 1 x Learjet 601 ▪ 1 x Learjet 553 ▪ 1 x Let L 410 ▪ 1 x Jetstream 31	Private
Airest	▪ 2 Let L 410	Private

Source: JP Fleets

Airline Capacity shares in Estonia (scheduled flights) (details for the year 2004)

Airline	Code	Nationality	Share of Scheduled Capacity (2004)
Estonian Air	OV	Estonian	3.3%
Finnair	AY	Finnish	10.3%
British Airways	BA	British	10.2%
Scandinavian Airlines	SK	Nordic	9.2%
Air Baltic	BT	Latvian	8.2%
EasyJet	EZY	British	6.1%
Lufthansa	LH	German	3.1%
Air France	AF	French	2.5%
Flynordic	LF	Nordic	2.4%
City Airline	CF	Swedish	2.2%
Spanair	JK	Spanish/Swedish	1.5%
LOT	LO	Polish	1.5%
Malev	MA	Hungarian	1.5%
KLM	KL	Dutch	1.0%
NorthWest	NW	American	1.0%
Aeroflot	SU	Russian	0.9%
Aerosvit	VV	Ukrainian	0.4%

Source: Airport

9.2.6   Airports

Estonian Airports Summary: 5 x International Airports

	Tallinn	Kuressaare	Kärdla	Parnu	Tartu
IATA Code	TLL	URE	KDL	EPU	TAY
ICAO Code	EETN	EEKE	EEKA	EEPU	EETU
Use	Commercial	Commercial	Commercial	Commercial	Commercial
City Population*	396,375	14,898	3,736	44,568	101,297
Annual Passengers (2004)	997,461	15,669	8,840	5,035	1,268
Annual Freight (tonnes) (2004)	5,237	153	none	71	none
Annual ATM (2004)	28,149	1,230	1,436	1,155	4,342
Ave. Departures per day (2004)	38.5	1.68	1.96	1.58	5.94
Total Revenues (€m) (2004)	17,099,893	300,000	100,000	166,666	84,000
Annual Terminal Capacity (2004)	1,400,000	15,000	17 Pax/hour	5,000	30,000
No. of destinations (2005)	24	3	1	1	-
No. of Airlines (2005)	12		1	1	-
Runway 1 Length (m)	3,070	1,518	1,500	2,480	1,379
Runway 2 Length (m)	-	799	-	-	-
Elevation (metres)	40	47	6	14	67

* Source : STATISTIKAAMET Statistical Office of Estonia

Military Aerodromes (with asphalt / concrete runways)

1 x Military Aerodrome (with asphalt / concrete runways)

	Ämari
ICAO Code	EEEI
Use	Military
Runway Length	2,000m

7 x General Aviation Aerodromes (with grass runways);

- Ruhnu (island, used for regular domestic flights as well) EERU

- Kihnu (island, used for regular domestic flights as well) EEKU

- Viljandi EEVI

- Ridali EERI

- Rapla EERA

- Tapa EETA

- Narva EENA

9.3   Civil Aviation Structure

9.3.1   Aviation Safety Regulation

Organisation responsible for the following activities:

"Flight safety of civil airline operations"	According to the Aviation Law, Article 37, the Minister of Economic Affairs and Communications is responsible for the procedures for the Flight safety of civil airline operations. The Civil Aviation Administration of the Republic of Estonia (ECAA) is responsible for certifying air traffic services and issues corresponding certificates
▪ Corresponding organisation funding mechanism?	The CAA is funded from the budget of the Republic of Estonia.
▪ Corresponding supervision?	Activities of the ECAA are supervised by the European Aviation Safety Agency (EASA) and by the Division of Air and Maritime Transport in the Ministry of Economic Affairs and Communications (ME&C) of Estonia.

"Civil aircraft approved design, production and maintenance organisations"	EASA is responsible for design organisations approval and surveillance. According to the Aviation Law, Article 8, the Ministry of Economic Affairs and Communications (ME&C) of Estonia is responsible for the procedures of production and maintenance organizations. The Civil Aviation Administration issues and supervises the organisation's certificate.
▪ Corresponding organisation funding mechanism?	The CAA is funded from the budget of the Republic of Estonia.
▪ Corresponding supervision?	Activities of the ECAA are supervised by the European Aviation Safety Agency (EASA) and by the Division of Air and Maritime Transport in the Ministry of Economic Affairs and Communications (ME&C) of Estonia.

"Flight crew and engineer licensing; Control of aircraft registration"	According to the Aviation Law, Article 23, the Minister of Economic Affairs and Communications is responsible for the procedures for the Flight crew and engineer licensing and the Control of aircraft registration. The Civil Aviation Administration issues flight crew certificates. According to the Aviation Law, Article 16, the Government of the Republic shall establish the procedure for the maintenance of the national civil aircraft register.
▪ Corresponding organisation funding mechanism?	The CAA is funded from the budget of the Republic of Estonia.

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▪ Corresponding supervision?	Activities of the ECAA are supervised by the European Aviation Safety Agency (EASA) and by the Division of Air and Maritime Transport in the Ministry of Economic Affairs and Communications (ME&C) of Estonia.
"Airworthiness of commercial and general aviation aircraft"	According to the Aviation Law, Article 12, the operator is responsible for the airworthiness of the aircraft. The CAA issues, renews and continues validation of the certificate of airworthiness.
▪ Corresponding organisation funding mechanism?	The CAA is funded from the budget of the Republic of Estonia.
▪ Corresponding supervision?	Activities of the ECAA are supervised by the European Aviation Safety Agency (EASA) and by the Division of Air and Maritime Transport in the Ministry of Economic Affairs and Communications (ME&C) of Estonia.
"Regulation of Air Navigation Services"	According to the Aviation Law, Article 4, Flight rules shall be established by the Minister of Economic Affairs and Communications. According to Aviation Law, Article 60, the CAA supervises the activities of the air navigation service providers.
▪ Corresponding organisation funding mechanism?	Civil Aviation Administration is funded from the State budget (EANS has its own budget from navigation charges and Technical Assistance activities to other European ANS).
▪ Corresponding supervision?	Activities of the ECAA are supervised by the European Aviation Safety Agency (EASA) and by the Division of Air and Maritime Transport in the Ministry of Economic Affairs and Communications (ME&C) of Estonia.
"Licensing and Certification of Aerodromes"	According to the Aviation Law, Article 36, the Ministry of Economic Affairs and Communications (ME&C) of Estonia is responsible for procedures regarding aerodrome certification. navigation. Civil Aviation Administration of the Republic of Estonia issues, renews and continues validation of the certificates.
▪ Corresponding organisation funding mechanism?	Civil Aviation Administration is funded from the State budget
▪ Corresponding supervision?	Activities of the ECAA are supervised by the European Aviation Safety Agency (EASA) and by the Division of Air and Maritime Transport in the Ministry of Economic Affairs and Communications (ME&C) of Estonia.
"Regulation of environmental standards (emissions and noise policies)"	According to the Aviation Law, Article 15, the Government is responsible for procedures regarding noise level and emissions. Legislation has been developed by the Ministry of Environment (emissions) and Social Affairs (noise). The CAA issues, renews and continues validation of the environmental certificates of engine powered aircraft.

▪ Corresponding organisation funding mechanism?	Civil Aviation Administration is funded from the State budget. The Ministries are funded from budget.
▪ Corresponding supervision?	Activities of the ECAA are supervised by the European Aviation Safety Agency (EASA) and by the Division of Air and Maritime Transport in the Ministry of Economic Affairs and Communications (ME&C) of Estonia.

"Setting and control of airspace policy, and the regulation of airspace design and classification, including the navigation and communications infrastructure"	According to the Aviation Law, Article 4, the Government is responsible for the procedures for the use of Estonian airspace. The CAA is responsible for the organisation of the use of Estonian airspace.
▪ Corresponding organisation funding mechanism?	Civil Aviation Administration is funded from the State budget. The Ministries are funded from budget.
▪ Corresponding supervision?	Activities of the ECAA are supervised by the European Aviation Safety Agency (EASA) and by the Division of Air and Maritime Transport in the Ministry of Economic Affairs and Communications (ME&C) of Estonia.

9.3.2 Air Navigation Services

Organisation responsible for the following activities:	
"Provision of air navigation services for airfields"	Estonian ANS (Service Provider)
▪ Corresponding organisation funding mechanism?	EANS has its own budget from navigation charges and Technical Assistance activities to other European ANS
▪ Corresponding supervision?	Civil Aviation Administration of the Republic supervises the activities of the air navigation service provider, EANS.
"Provision of en-route Air Navigation Services"	Estonian ANS
▪ Corresponding organisation funding mechanism?	EANS has its own budget from navigation charges and Technical Assistance activities to other European ANS
▪ Corresponding supervision?	Civil Aviation Administration of the Republic supervises the activities of the air navigation service provider, EANS.

9.3.3   Economic Regulation

Organisation responsible for the following activities:	
"Regulation of airport charges, including; • Landing / Use of runway • Parking and Handling • Passenger Charge"	According to Aviation Act, article 59, The Minister of Economic Affairs and Communications shall establish the procedure for the determination, payment and release from payment of air traffic charges. There is no regulation at present. Therefore, charges are established by Tallinn airport.
▪ Corresponding organisation funding mechanism?	Tallinn Airport is funded by its own budget from air traffic fees.
▪ Corresponding supervision?	N/A
"Regulation of ATM terminal charges"	According to Aviation Act, article 59, The Minister of Economic Affairs and Communications shall establish the procedure for the determination, payment and release from payment of air traffic charges. There is no regulation at present. Therefore charges are established by EANS.
▪ Corresponding organisation funding mechanism?	EANS has its own budget from navigation charges and Technical Assistance activities to other European ANS
▪ Corresponding supervision?	N/A
"Regulation of en-route charges"	According to Aviation Act, article 59, The Minister of Economic Affairs and Communications shall establish the procedure for the determination, payment and release from payment of air traffic charges. There is no regulation at present. Therefore charges are established by EANS.
▪ Corresponding organisation funding mechanism?	EANS has its own budget from navigation charges and Technical Assistance activities to other European ANS
▪ Corresponding supervision?	N/A
"The issue of tour operator licences"	The Minister of Economic Affairs and Communications is responsible for the issue of tour operator licences.
▪ Corresponding organisation funding mechanism?	N/A
▪ Corresponding supervision?	N/A

"The issue of travel agency licences"

- Corresponding organisation funding mechanism?

- Corresponding supervision?

The Minister of Economic Affairs and Communications is responsible for the issue of tour operator licences.

N/A

N/A

"The issue of air operator licences and air operator certificate"

- Corresponding organisation funding mechanism?

- Corresponding supervision?

The Civil Aviation Administration is responsible for the issue of air operator licences and air operator certificate.

Civil Aviation Administration is funded from the State budget. The Ministries are funded from budget.

Activities of the ECAA are supervised by the European Aviation Safety Agency (EASA) and by the Division of Air and Maritime Transport in the Ministry of Economic Affairs and Communications (ME&C) of Estonia.

"The issue of ground-handling licences or approvals"

- Corresponding organisation funding mechanism?

- Corresponding supervision?

Not regulated, needs amendment.

N/A

N/A

9.3.4 Air Transport Facilitation

Organisation responsible for the following activity:	
"Policy and regulation of ICAO facilitation requirements under Annex 9 of the Chicago Convention, with respect to; • Entry and departure of aircraft, • Entry and departure of persons, baggage and cargo; and • Facilities and services for traffic at international airports"	Entry and departure of aircraft: - CAA Entry and departures of persons, baggage and cargo: - Border Guard (Ministry of Interior) - Customs (Ministry of Finance) Facilities and services for traffic at international airports: - CAA Schengen Preparations for 2006-2007. Working Group under the Ministry of Internal Affairs
▪ Corresponding organisation funding mechanism?	N/A
▪ Corresponding supervision?	N/A

9.3.5 Air Transport Security

Organisation responsible for the following activity:	

"Regulation of aviation security with respect to;
    • Airports
    • Airlines
    • Airspace"
	According to Aviation Act, article 60, the Government of Estonia is responsible for aviation security. Civil Aviation Administration of the Republic of Estonia is in charge of supervision.

▪ Corresponding organisation funding mechanism?	N/A
▪ Corresponding supervision?	N/A

9.3.6 Air Accident Investigation

Organisation responsible for the following activity:	
"Air Accident Investigation"	Investigation is carried out by the Crisis Management Department reporting to the Minister of Economic Affairs and Communications (ME&C)
▪ Corresponding organisation funding mechanism?	State Budget
▪ Corresponding supervision?	N/A

9.4 Tallinn Airport

9.4.1 Basic Airport Information

Airport Name	Tallinn Airport Ltd.
Airport Address	Lennujaama tee 21 1101 Tallinn ESTONIA
Website Address	http://www.tallinn-airport.ee/
IATA Code	TLL
ICAO Code	EETN
Managing Director / Chief Executive	Mr Rein Loik

IATA Slot Coordination Level   1

(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation

ATC Coverage (local or area control, who provides service)	Service Provider EANS
NDB	Yes
DME	Yes
VOR	Yes
Other	Radar

Fire Fighting

Fire Fighting Category	Declared CAT 7 (B757-200 size)
Maximum Aircraft Size	B777

Key airport contacts

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9.4.2 Airport Ownership and Management

Current ownership structure of the airport

Tallinn Airport Ltd. is a fully owned State Enterprise under the Ministry of Economic Affairs and Communication.

Current management structure at the airport

Director General is responsible for airport management and is subject to Minister of Economic Affairs.

Number of employees working for the airport operator

2004 – 293 employees.

Ground handling service provision at the airport

There are two full range ground handling service providers at the airport:

1.   Tallinn Airport, Ltd (e-mail: handling@tll.aero, fax: (372) 6058733)
Tallin Airport services include for customer services: Passengers check-in; Baggage carrying service; Special passenger assistance; Resolving baggage irregularities; Lost & Found · Hotel reservations; Issuing rooms in passenger terminal for customers staying overnight; Passenger and crew transport on apron; Crew transport -airport-hotel-airport and for APRON side; Aircrafts positioning; Unifying GPU - 155W/28W; Passenger stairs; Fuel; Air starter; Aircraft cabin cleaning; Toilet service; Water service; De-icing; Baggage, cargo and mail loading; Aircraft towing; Load Control service; Sending operation messages; Weather prognosis for crew; Confirming orders for aviation organizations/ companies and forwarding these to the other participants involved with the order, fixing, giving accounts of the served flights; and Ordering other necessary equipment for servicing aircraft.

2.   Estonian Air (e-mail: groundhandling@estonian-air.ee, fax: (372) 6401174)
Estonian air services include full set of ground handling services including, DCS passenger and baggage handling; ramp; cleaning; water and toilet services; weight and balance; refueling; and de-icing. Customers include scheduled carriers serving the airport (Estonian Air, SAS, CSA Czech Airlines, Lithuanian Airlines) as well as charter operators.

Brief history of the airport, highlighting major events

The first aviation company "Aeronaut" was established in Tallinn in March 1922. In 1932 Polish airline LOT began service between Tallinn and Warsaw. In the same year construction of the airport was started in the same location, Ülemiste, where the airport is today. Although the airport was operational many years before, its official opening was held on 20th September 1936.

From 1945 until 1989 Tallinn was served only by Aeroflot and all destinations were inside USSR. First regular air-route after the war was Tallinn - Leningrad, served by LI-2. After some time it was extended to Moscow. In 1957 a bigger aircraft type (IL-14) was introduced and flights to Vilnius, Kiev and Minsk were added to schedule. In 1962 first jet aircraft (TU-124) started regular operations from Tallinn. A bigger reconstruction was carried out at the end of 1970's, when the runway was extended to 2770 meters and a new passenger terminal was built (for 1980 Olympic games).

Independent aviation training started in Estonia from 1990 in the facility that currently is called Estonian Aviation College.

In 1991, when Estonia became independent once more, among the first state institutions was Estonian Civil Aviation Administration (ECAA). In December 1991, the local division of "Aeroflot" was renamed to "Estonian Air" (including the transfer of all respective assets). A month later air traffic control was separated from the new airline and united with ECAA. In September 1992, the airport company, Estonian Airports, was separated from "Estonian Air".

The first foreign airline, SAS, started to serve Tallinn (Tallinn – Stockholm) in autumn 1989, soon followed by Finnair in spring 1990 (Tallinn – Helsinki). Lufthansa in spring 1992 (Tallinn – Frankfurt) and Then LOT Polish Airlines in 1994 (Tallinn – Warsaw).

Investments 1993-1996
- Total value - 15 million EUR
- Targets - continuing airport operations, safety and security
- Includes projects:
  - airfield (runway and taxiway system) rehabilitation
  - upgrading of fire-rescue equipment
  - upgrading of metro system
  - upgrading of heating systems
- •Financing: loan from EBRD, state funds, aid funds, Tallinn Airport funds

Investments 1997-1999
- Total value - 29,1 million EUR
- Targets - comfort for clients, the upgrade of service quality
- Includes projects:
  - Rehabilitation of the Passenger Terminal
  - apron rehabilitation
  - the construction of new cargo centre
  - the construction of new fire-rescue centre
- •Financing – loans from EIB and EBRD, state funds, PHARE funds, Tallinn Airport funds

Investments 2000-2002
- Total value – 1,6 million EUR
- Includes projects:
  - Apron overlay
  - Upgrading of electrical systems
  - Noise monitoring
- Financing: Loans from EIB/EBRD, Tallinn Airport funds

Investments 2002-2007
- Targets – expansion of current facilities, additional capacity
- Includes projects:
  - Airside reconstruction project
  - Taxiway extension
  - De-icing solutions
  - Apron expansion
  - Water protection project
  - Upgrading of the Passenger Terminal and Border Inspection Control (BIP):
  - Capacity increase during peak hours
  - Schengen requirements
  - Security measures
  - The construction of the new maintenance centre
  - The construction of Cargo Terminal 2
  - CAT II
- Financing: cohesion funds, Tallinn Airport funds, loans

9.4.3 Financial Issues

Financial performance

Year Ending December 2004 (EUR)

Turnover:
    Aeronautical   EUR approx 70%
    Non aeronautical   EUR approx 30%
    Total   EUR 17,099,893

Operating Profit before tax: EUR 4,720,852

Net Profit: EUR 4,233,591

User charges

Current published fees and charges structure:*

Landing fee
EUR 11.30 per ton MTOW (all types of aircraft at all times)

Passenger fee
EUR 10.30 per departing passenger (except infants, transfer/transit passengers)

Parking fee
Cargo aircraft up to 6 hours free of charge, all other aircraft up to 3 hours free of charge. If parking is longer the fee is EUR 1.60 per ton MTOW/24 hours for non-based aircraft and EUR 0.60 per ton MTOW/24 hours for based aircraft

The basis (principle) of the charges are regulated by the government. However the airport is free to set the charges provided that they are in accordance with general regulation.

* 1 EUR= 15 EKK

9.4.4 Airport Traffic

Airport traffic history

Historic Traffic

Year	Passengers	Freight (Tonnes)	Air Transport Movements
1996	431,212	3,997	16,695
1997	502,442	5,590	21,455
1998	563946	5991	24951
1999	550,740	5,326	23,590
2000	559,892	4,690	23,358
2001	573,493	4,543	23,633
2002	605,697	4,292	26,226
2003	715,859	5,076	25,294
2004	997,461	5,237	28,149

Source: Airport

2004 Traffic Breakdown

Unit	2004	Unit	2004
Schengen	Not collected by airport	Non-Schengen	Not collected by airport
International	979,408	Domestic	18,053
Scheduled	885,720	Non-Scheduled	111,741
Cargo Freight	4,352	Cargo Mail	886

Source: Airport

Passenger traffic by destination

Destination Airport	Code	2004
Helsinki	HEL	167,072
Copenhagen	CPH	116,418
Stockolm	STO	101,995
London	LON	82,043
Frankfurt	FRA	71,986
Prague	PRG	55,562
Oslo	OSL	31,057
Vilnus	VNO	29,727
Berlin	BER	28,307
Hamburg	HAM	26,628
Paris	PAR	22,924
Amsterdam	AMS	22,278
Riga	RIX	21,224
Moscow - Metropolitan	MOW	18,975
Warsaw	WAW	17,526
Kiev	IEV	15,807
Munich	MUC	15,233
Milan	MIL	10,801
Kuressaare	URE	8,461
Kärdla	KDL	7,781
Brussels	BRU	5,324

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Gotteburg	GOT		4,261
Dublin	DUB		3,430
Tampere-Pirkkala	TMP		610

Source: Airport

2005 Scheduled Flights

Airline	Destination Airport	Airport Code	Flights per week
Estonian Air	Amsterdam	AMS	3
KLM	Amsterdam	AMS	7
Estonian Air	Stockholm Arlanda Apt	ARN	13
SAS Airlines	Stockholm Arlanda Apt	ARN	5
Estonian Air	Milan Orio al Serio Apt	BGY	2
Estonian Air	Brussels National Airport	BRU	4
Estonian Air	Paris Charles de Gaulle.apt	CDG	2
Estonian Air	Copenhagen Apt	CPH	19
Estonian Air	Dublin	DUB	3
Estonian Air	Frankfurt International Apt	FRA	6
Lufthansa Airlines	Frankfurt International Apt	FRA	5
Estonian Air	Gothenburg Landvetter Apt	GOT	3
Estonian Air	Hamburg Fuhlsbuettel Airport	HAM	3
Finnair	Helsinki	HEL	30
Estonian Air	Kiev Borispol Apt	KBP	2
AVIES Air Company	Kärdla	KDL	10
Estonian Air	London Gatwick Apt	LGW	9
Estonian Air	Munich International Airport	MUC	3
Estonian Air	Oslo Airport	OSL	7
Czech Airlines	Prague	PRG	10
Air Baltic Corporation	Riga	RIX	14
easyJet	London Stansted Apt	STN	7
Estonian Air	Moscow Sheremetyevo Apt	SVO	3
easyJet	Berlin Schonefeld Apt	SXF	7
Estonian Air	Berlin Tegel Apt	TXL	3
AVIES Air Company	Kuressaare	URE	10
Air Baltic Corporation	Vilnius	VNO	5
Estonian Air	Vilnius	VNO	5
LOT - Polish Airlines	Warsaw	WAW	7

Source: OAG

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Current Flight Programme

Charter in 2004 / 2005

Airline	Destination	Aircraft
Karthago Airlines	Tunesia	B733
Futura Airways	Spain, Canary Islands	B738
Lithuanian Airlines	Turkey, Croatia	B732
Latcharter	Turkey, Croatia; Greece	A320
Eurofly	Italy	A320
Spanair	Spain	A320
Austrian Airlines	Austria	Various Aircraft
Freebird Airlines	Turkey	A320
Estonian Air	Greece, Turkey, Italy, Portugal, France	737-500

Source: Airport

Future Traffic Forecast

Passenger flows and air traffic movements 2005 – 2025 forecast

Year	Pax	Freight (tonnes)	Transport Movements
2005	1,400,000	Not Provided	Not Provided
2006	1,550,000	Not Provided	Not Provided
2007	1,650,000	Not Provided	Not Provided
2008	1,750,000	Not Provided	Not Provided

Source: Airport

The Airport did not provide further forecast data for passengers or any forecast data for cargo and air transport movements.

9.4.5   Runway Information

Overview of Airport Layout
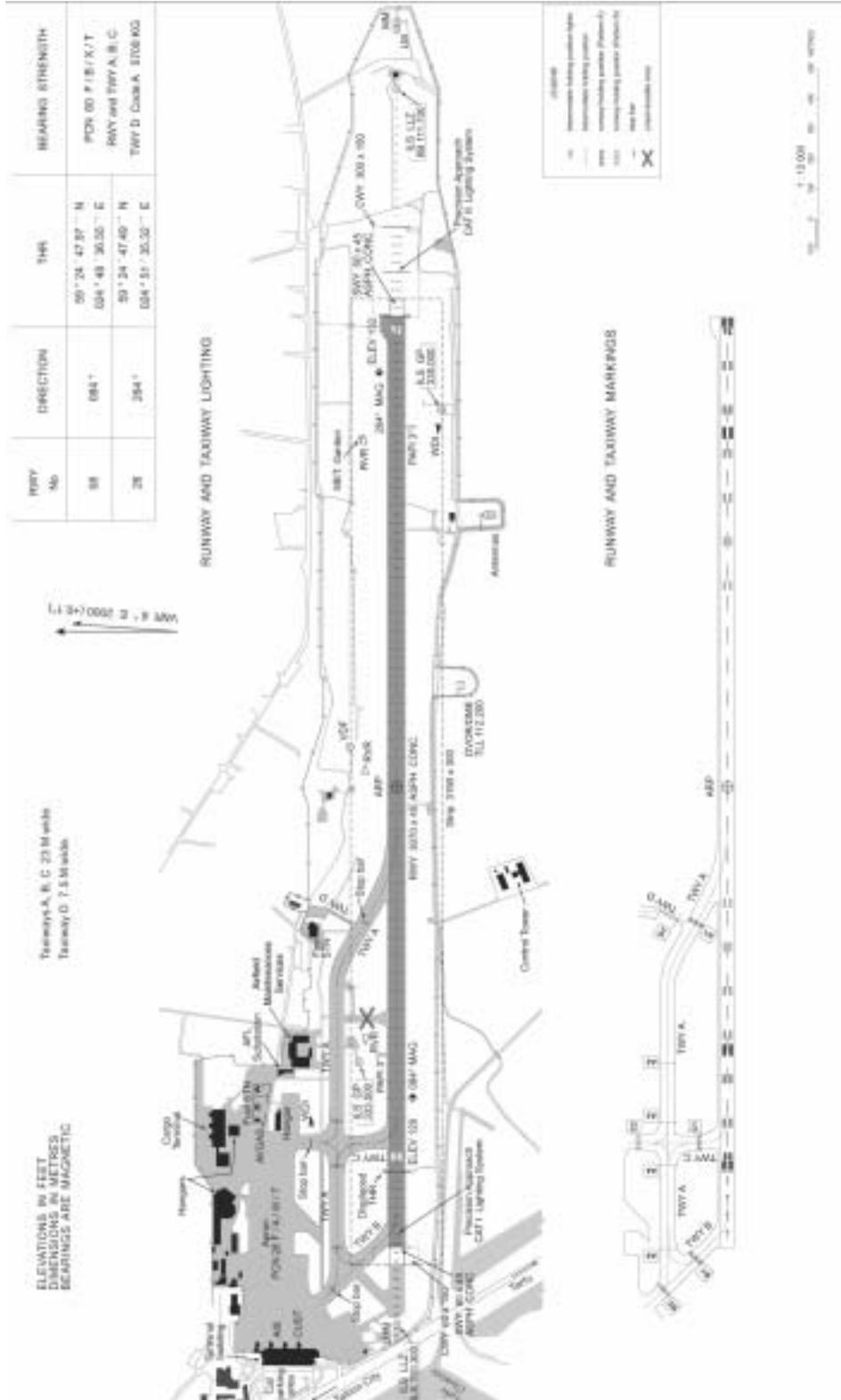
Current Runway Capacity

	Runway 1	
Designation	08/26	
Length (m)	3,070m X 45m	
ILS CAT	CAT I	
Number of Peak Hour Departures	7. Peak hours: 07:00-08:00 and 17:00-18:00	
Number of Peak Hour Arrivals	7. Peak hours: 14:00-13:00, 17:00-18:00 and 22:00-23:00	
Hourly Capacity Under IFR Flight Rules	20	
Average Movement Delay Rate (mins)	20	
Annual Movement Capacity	40,000 movements	
Runway Operating Hours	24 hours	

Methodology for calculation of runway capacity

IATA and ICAO with the help of external consultants.

Factors limiting Runway capacity

Taxiway configuration, which will be upgraded during 2006-2007.

9.4.6 Terminal and Cargo Facilities

Terminal Capacity

	Terminal		
Name of Terminal	Tallinn Airport Passengers' Terminal		
Departing Passengers per hour	570		
Arriving Passengers per hour	570		
Transfer Passengers per hour	50		
Annual Capacity	1,400,000		

Methodology for calculation of terminal capacity

IATA and ICAO

Excess capacity

Currently the airport is operating at almost 100% of total passenger capacity, necessitating the current upgrading works on the passenger terminal (2005-2007).

Main bottlenecks for terminal capacity

The main bottleneck of terminal capacity is:
- Pre-flight security checkpoint

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Terminal Facilities (Passenger)

	Terminal		
Name of Terminal	Tallinn Airport Passengers' Terminal		
Terminal Total Floor Area	14,200 m2		
Number of Check in desks	18		
Number of Self Service Check in machines	3		
Number of Passenger Security Screening Positions	2		
Number of Departure Baggage Belts	2		
Number of Departure Gates	7		
Number of Loading Bridges	5		
Number of Inbound Passport / Immigration Positions	8		
Number of Baggage Claim Units	2		
Number of Commercially Important Passenger Lounges	2		

Further detail on terminal passenger facilities

First Floor
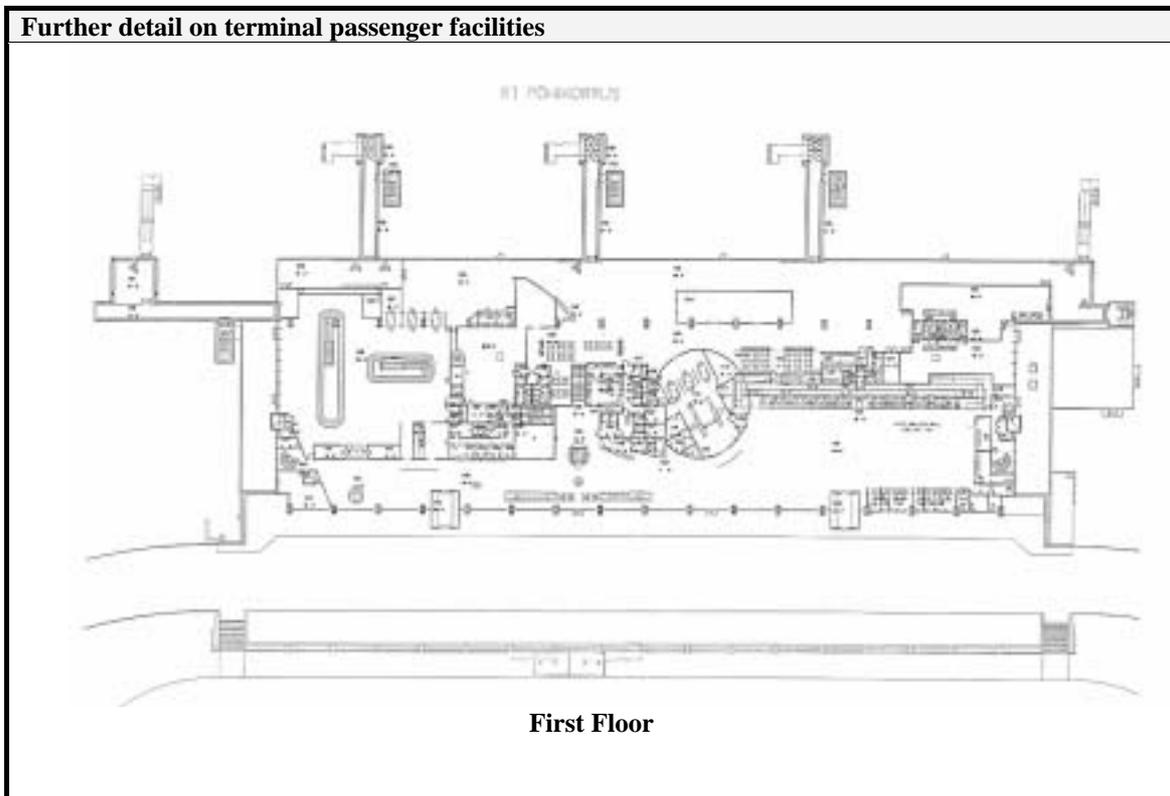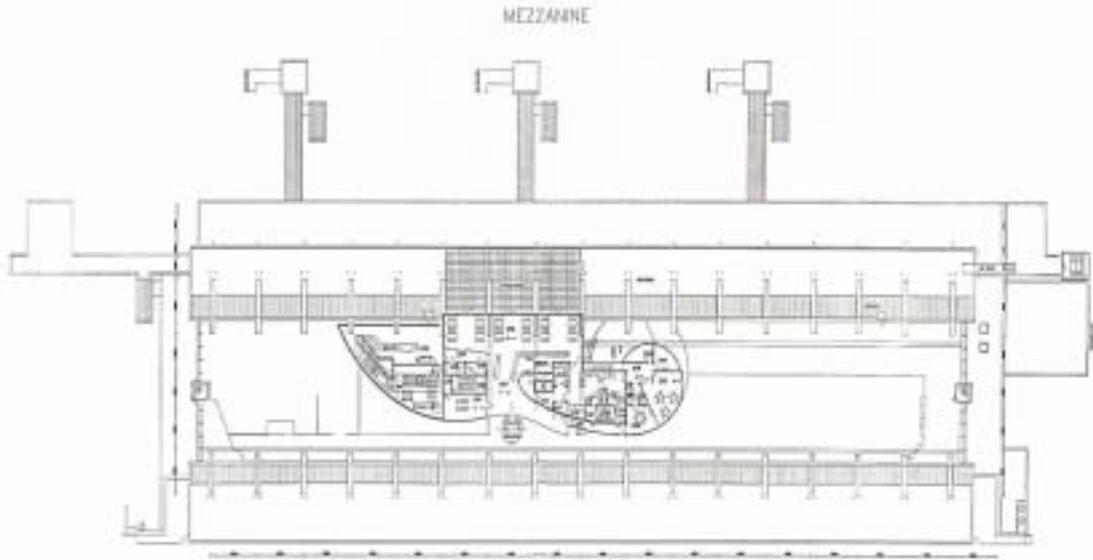
Middle Floor
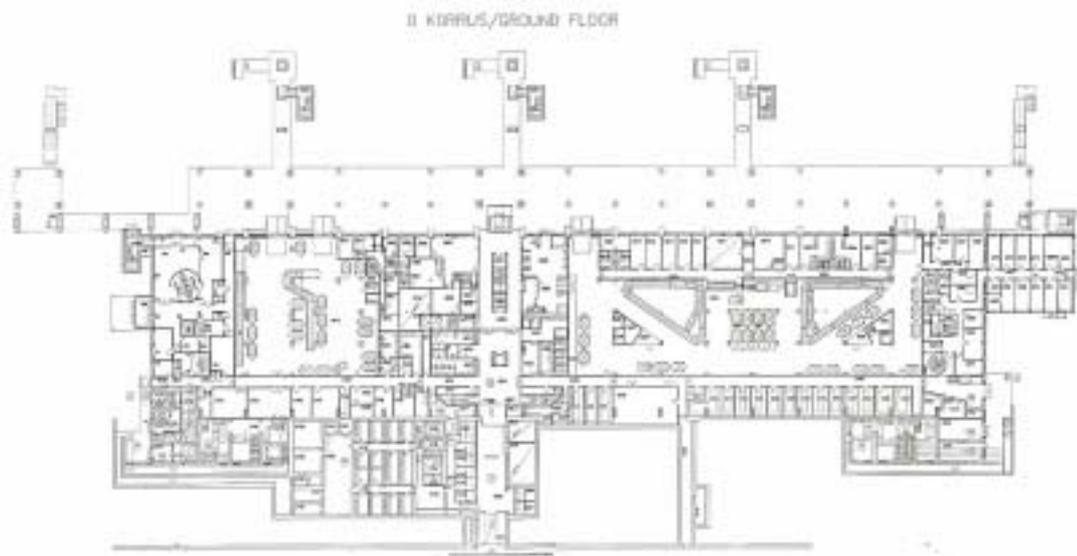
Ground Floor

Number of parking stands

28 positions, 2 of them for B747 size aircraft.

Access to terminal: by air bridge (5) or by coach (3)

Retail Facilities

- VIP Lounge
- Business Lounge (2)
- Currency Exchange (3)
- Car Rentals (8)
- Duty Free Shop (1)
- Snack Bar (2)
- Restaurant (1)
- Business Centre (1
- Magazine Kiosk (1)
- Flower Kiosk (1)
- Post Office (1)
- Travel Agencies (5)

Cargo Capacity

	Facility	2nd Facility	3rd Facility
Name of Cargo Facility	Cargo Terminal	Cargo terminal	
Description	Operated by several courier companies, freight forwarders and cargo handling company	Operated by one courier company	
Annual Cargo Capacity (metric tonnes)	n.a.	n.a.	
Total annual inbound cargo (metric tonnes)	n.a.	n.a.	
Total annual outbound cargo (metric tonnes)	n.a.	n.a.	
Share carried on cargo aircraft (%)	n.a.	n.a.	
Total domestic cargo (metric tonnes)	n.a	n.a	
Total international cargo (metric tonnes)	n.a.	n.a.	
Further detail on cargo facilities			

No specific details on cargo facilities.

Other Facilities

Aircraft Maintenance / Engineering Facilities
1 x operating company: ▪ Air Maintenance Estonia
Refuelling facilities
2 x operating companies: ▪ Naftelf Eesti AS, fuel Jet A-1, AVGAS, 100L ▪ Eesti Aviokütuse AS, fuel TS-1
Winter Operating facilities
Winter operations – runway sweepers – 7 units and some other specific equipment. For de-icing chemical reagents like CLEARWAY and UREA are used.

9.4.7 Infrastructure Development

Major works in the last 5 years

Title	Purpose	Cost	Date completed (year)
Tallinn Airport	Apron Rehabilitation	2.82 mln EUR (PHARE)	2000
Tallinn Airport airside area	TA for rehabilitation	384,000 EUR (ISPA)	2005
Tallinn Airport passengers' terminal	TA for upgrading Tallinn Airport passengers' terminal and phyto-sanitary and veterinary border inspection point	490,000 EUR (ISPA)	2005

Future Approved works

Title	Purpose	Cost	Date completed (year)
Tallinn Airport	Rehabilitation of Tallinn Airport airside area	24 mln EUR (CF)	2005-2006
Tallinn Airport passengers' terminal	Upgrading Tallinn Airport passengers' terminal and phyto-sanitary and veterinary border inspaction point.	32.7 mln EUR (CF)	2005-2007

Long term development plan (master plan) for the airport

The Airport development plan was designed by Nordic Aviation Resources (Norway) in 1997 with the latest revision 2003/2004. The items listed above for completed and/or approved future works are contained in this Master Plan.

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9.4.8 Environment

Environmental Policy

At Tallinn Airport an environmental management system has been implemented. The environmental management system, as well as a quality management system, are both certified according ISO 14001:1996 and ISO 9001: 2000 respectively. Environmental strategy is worked out for the following;
- noise management,
- waste management,
- handling of chemicals,
- water management and quality,
- energy consumption,
- land use and construction activities.

Tallinn Airport is in the phase of rapid development, hence there a number of new measures planned to avoid negative impact on the environment (planned for introduction during the years 2005-2007);
- Collection and handling of storm water contaminated with aircraft anti-/de-icing chemicals (pre-treatment plant),
- Reconstruction of the drainage and storm water network,
- Replacement of the runway de-icing chemicals with modern chemicals to decrease the pollution load.

Tallinn Airport already has a noise monitoring system and complaint management in Cooperation with Estonian CAA.
The quality of storm-water is constantly measured during the de-icing season.

9.4.9 Accessibility

Road Access (private vehicle)

Distance from the airport to the centre 4 km by dual carriageway.

Car Parking

Airport parking lot "A" is located in front of the passenger terminal with entrance from Tartu road. Drive out free of charge within 15 minutes.

Parking lot "A" pricelist	
Parking time	**Price EUR**
Starting 15 min	Free
Every next 15 min	0.30
First hour	1.00
Every next hour	1.30
More than 8 hours	12.00
1 day	12.00
Additional day (up to 7 days)	4.60
From 8th day on	4.60

Public Transport Access - Rail

There is no direct railway for passengers to the airport.
Distance to city railway station – 5 km and nearest stop 1.5 km

Public Transport Access – Bus and Coach

There is one local bus to and from the city centre, bus station and port.

Public Transport Access - Taxi

2 taxi companies: TULIKA TAXI and LINNA TAXI

Access for Persons of Reduced Mobility

There are special ramps for persons of reduced mobility in the main arriving and departing points of the Airport. 1 x WC for persons of reduced mobility. 1 x Wheelchair, owned by GH company.

The Airport does not possess a special lift for boarding of persons with reduced mobility onto the aircraft. This is done manually. Due to the small volume of passengers the Airport administration does not currently have the possibility to buy such a lift.

After check-in, aviation security, border control and customs procedures, the person with reduced mobility is taken to the aircraft with the help of GH company personnel.

9.4.10 Key Issues and Other Information

Key issues for the airport over the next 5 years
Enlargement of the terminal and building of a multilevel parking area.

9.4.11 Tallinn Airport Photographs

Terminal.

Check in area

Passport control (departures)

Transit area for non EU flights.

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Arrivals passport control

Arrivals baggage reclaim.

Arrivals exit

Taxi area

Bus stop.

9.5 Kuressaare Airport

9.5.1 Basic Airport Information

Airport Name	Kuressaare Airport
Airport Address	Kuressaare Airport Roomassaare tee 1 93815 Kuressaare Estonia
Website Address	www.eeke.ee
IATA Code	URE
ICAO Code	EEKE
Managing Director / Chief Executive	Mati Tang

IATA Slot Coordination Level	1

(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation

ATC Coverage (local or area control, who provides service)	EANS is the service provider
NDB	Yes
DME	Yes
VOR	Yes
Other	None

Fire Fighting

Fire Fighting Category	CAT 4 (Saab 340 size)
Maximum Aircraft Size	MTOW 65t

Key airport contacts

Mati Tang, Managing Director, +3724533793, eeke@eeke.ee

9.5.2 Airport Ownership and Management

Current ownership structure of the airport

Owned by Tallinn Airport Ltd.

Current management structure at the airport

The Ministry of Economic affairs and Communications and the Board of Tallinn airport.

Number of employees working for the airport operator

20 employees in 2005.

Ground handling service provision at the airport

Services provided by Kuressaare Airport include: passenger handling, baggage handling, aircraft cleaning, refueling, ground transport, and ramp services.

Brief history of the airport, highlighting major events

The runway was built in 1930. The airport was opened in 1945. In 1947-1949 three temporary buildings were built. 10-14 flights between Kuressaare and Tallinn per day operated from 1949-1953 carrying approximately 400 passengers. The airport did not have electricity until 1958, at which time service buildings and radio center were also built and the airport began 24-hour operations year round.

The modern terminal building was opened in 1962 and in 1966 an asphalt runway was completed. In 1976 the main runway was lengthened from 200m to 1,300m. Also an additional runway was built. Also in 1976 the third floor of the main terminal building was completed, which is now used as a tower.

Since 1990 small private aircraft started operations. The airport became an international airport and since then it has developed connections with Tallinn, Helsinki and Stockholm.

9.5.3 Financial Issues

Financial performance

Year Ending December 2004 (EUR)

Turnover:

Aeronautical	EUR 280,000
Non aeronautical	EUR 20,000
Total	EUR 300,000

Operating Profit before tax: EUR 0

Net Profit: EUR 0

User charges

FEES AND CHARGES

	International traffic	Domestic traffic (VAT 18%)
1. Terminal navigation 1.1. For landing ACFT W– with two decimals,	T = p * W	T = p * W + VAT
	$W = \sqrt{MTOW:50}$	
MTOW– in tons, with one decimal	p= 40 EUR (IFR; night VFR) p= 30 EUR (VFR)	p= 30 EUR (IFR; night VFR) p= 20 EUR (VFR)
1.2. For over- flight W– with two decimals, MTOW– in tons, with one decimal	T = p * W	T = p * W + VAT
	$W = \sqrt{MTOW:50}$	
	p= 20 EUR	p= 20 EUR
2. Landing charge Per each 1 ton	8.5 EUR	4.2 EUR + VAT
	Outside the operational hours of AD, charge redoubled	
3. Parking charge per each 1 ton and per 24 hours period or part of, Parking < 6 hours, without charge	1.3 EUR	1.3 EUR + VAT
4. Passenger charge/per passenger MTOW < 2000 kg, without charge	7.2 EUR	1.6 EUR + VAT
5. Take – off charge		

Outside the AD operational hours	20 EUR	20 EUR + VAT

AIRPORT SERVICES		
1. Guiding to parking:		2.6 EUR
2. De-icing/ anti-icing	MTOW: 0.5 – 3.5 T	33.3 EUR + 2.3 EUR/L
	MTOW: 3.5 – 7.5 T	66.6 EUR + 2.3 EUR/L
3. Power supply 28 V:		10 EUR
4. Heater, 220 V:		2.6 EUR/H or 20 EUR/24H
5. Aircraft heater:		20 EUR
6. Moorage of aircraft on apron:		2.6 EUR
7. Cargo loading:		0.01EUR/kg
8. Aircraft wash	MTOW: 0.5 – 3.5 T	10 EUR
	MTOW: 3.5 – 7.5 T	33.3 EUR
9. Cleaning of saloon	MTOW: 0.5 – 3.5 T	11.1 EUR
	MTOW: 3.5 – 7.5 T	16.6 EUR
For domestic traffic: charge + VAT 18%.		

Regulatory body: Ministry of Transport and Communication of Estonia
Exchange rate used: 1 EUR= 15 EKK

9.5.4   Airport Traffic

Airport traffic history

Historic Traffic

Year	Passengers	Freight (Tonnes)	Air Transport Movements
2000	7,059	72,556	683
2001	4,347	54,588	543
2002	10,976	57,913	1,312
2003	12,156	47,495	1,096.5
2004	15,669	76,300	1,230

Source: Airport

Most flights are local regular flights to islands Ruhnu, Saaremaa and Kihnu. Visitors come from Finland and Sweden in summer.

Current Flight Programme

2005 Scheduled Flights

Airline	Destination Airport	Airport Code	Flights per week
	Tallinn	TLL	10
	Helsinki	HEL	2
	Stockholm	ARN	1

Source: OAG

Future Traffic Forecast

Not available.

9.5.5 Runway Information

Current Runway Capacity

	Runway 1	
Designation	18/36	05/23
Length (m)	1,518	799
ILS CAT	none	none
Number of Peak Hour Departures	none	none
Number of Peak Hour Arrivals	none	none
Hourly Capacity Under IFR Flight Rules	5	-
Average Movement Delay Rate (mins)	none	
Annual Movement Capacity	2,000	500
Runway Operating Hours	05:00-17:00UTC	05:00-17:00UTC

Multi-runway operating procedures
It is not possible to use both runways simultaneously.

Factors limiting Runway capacity
ATC.

9.5.6 Terminal and Cargo Facilities

Terminal Capacity

	Terminal		
Name of Terminal	Kuressaare Airport		
Departing Passengers per hour			
Arriving Passengers per hour			
Transfer Passengers per hour			
Annual Capacity	15,000		

Methodology for calculation of terminal capacity
Excess capacity
Terminal is currently at peak capacity level.
Main bottlenecks for terminal capacity
Check in desks.

Terminal Facilities (Passenger)

	Terminal		
Name of Terminal	Kuressaare Airport		
Terminal Total Floor Area	100m2		
Number of Check in desks	2		
Number of Self Service Check in machines	none		
Number of Passenger Security Screening Positions	0		
Number of Departure Baggage Belts	0		
Number of Departure Gates	1		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	2		
Number of Baggage Claim Units	1		
Number of Commercially Important Passenger Lounges	0		

Further detail on terminal passenger facilities
None

Number of parking stands
Apron area is limited.
Access to terminal by foot.
Retail Facilities
None

Cargo Capacity

	Facility		
Name of Cargo Facility	Kuressaare Airport		
Description	-		
Annual Cargo Capacity (metric tonnes)	70 t		
Total annual inbound cargo (metric tonnes)	40 t		
Total annual outbound cargo (metric tonnes)	30 t		
Share carried on cargo aircraft (%)	None		
Total domestic cargo (metric tonnes)	70 t		
Total international cargo (metric tonnes)	None		
Further detail on cargo facilities			

Other Facilities

Aircraft Maintenance / Engineering Facilities

Refuelling facilities
AvGas 5000 LJET – A1 12000 L

Winter Operating facilities
Runway Snow Plough units, De–Icing units

9.5.7 Infrastructure Development

Major works in the last 5 years

Terminal reconstruction in 2000. Cost of 300,000 EUR.

Future Approved works

Reconstruction of airfield lighting 500,000 EUR.

Upgrading the infrastructure of the regional airports Tartu, Pärnu, Kuressaare and Kärdla (2.4 mln EUR across all four airports 2005-2006). (ERDF).

Securing the safe aviation activity of the regional airports Tartu, Pärnu, Kuressaare and Kärdla (2.2 mln EUR across all four airports 2005-2006). (ERDF).

Long term development plan (master plan) for the airport

9.5.8   Environment

Environmental Policy
Waste Reduction Water Quality

9.5.9   Accessibility

Road Access (private vehicle)
3km from town center via a single lane road.

Car Parking
50 spaces, short-term, no fee.

Public Transport Access - Rail
None

Public Transport Access – Bus and Coach
Local city bus service

Public Transport Access - Taxi
One

Access for Persons of Reduced Mobility
Wheelchairs available.

9.5.10 Key Issues and Other Information

Key issues for the airport over the next 5 years

There is a need to extend runway to 2,200 m and 45 m wide (fourth class runway). Navigation systems (ILS) need to be installed for improved traffic management. Financial support is needed from public institutions.

9.5.11 Kuressaare Airport Photographs

Pictures provided by Kuressaare airport
Aerial views

View of the terminal

Inside the terminal

Terminal from the apron

9.6   Kärdla Airport

9.6.1   Basic Airport Information

Airport Name	Kärdla Airport
Airport Address	92414 Hiiessaare , Pühalepa vald , Hiiu Maakond , Estonia
Website Address	www.hiiumaa.ee/airport
IATA Code	KDL
ICAO Code	EEKA
Managing Director / Chief Executive	Stanislav Sharkovski

IATA Slot Coordination Level	1

(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation

ATC Coverage (local or area control, who provides service)	TWR / APP outside these hours- automated flight inspection system (AFIS)
NDB	Yes
DME	No
VOR	No
Other	PAR TESLA OPRL-4 made in Czech Republic

Fire Fighting

Fire Fighting Category	CAT 4 (Saab 340 size)
Maximum Aircraft Size	MTOW 35 tonnes

Key airport contacts

Director Stanislav Sharkovski : stass@airport.hiiumaa.ee +372-46-31002
Engineer Boris Smerdove-mail : Borja38@hot.ee+372-46-31002

9.6.2 Airport Ownership and Management

Current ownership structure of the airport

Owned by Tallinn Airport Ltd.

Current management structure at the airport

The Board of Tallinn Airport Ltd.

Number of employees working for the airport operator

15 employees in 2005

Ground handling service provision at the airport

Kärdla Airport provides passenger, ramp handling, and refuelling.

Brief history of the airport, highlighting major events

The Airport was built at Hiiessare, in the Pühalepa Municipality in 1963.
The airport offered regular services to Tallinn, Haapsalu, Vormsi, Kuressare, Riga, Pärnu, Viljandi, Tartu and charter flights to Murmansk, Vilnius, Kaunas and Riga. The number of passengers in 1987 was 24,235.

Since 1992, the Airport saw declining passenger numbers (down to 727 passengers in 1995).

In 1998 the runway was renovated providing a runway 1,520m long and 30m wide.

Kärdla Airport is an instrumental IFR airport recognised by ICAO and certificated by Estonian CAA where passenger and cargo delivery can be handled around the clock.

The only regular scheduled operation is to Tallinn. During the summer taxi and charter flights to Sweden (Visby-Kärdla-Visby) and Finland as well as flights from elsewhere in Europe to Hiiumaa take place. Kärdla Fly-in days take place annually on the first weekend of August.

9.6.3   Financial Issues

Financial performance

Year Ending December 2004 (EUR)

Turnover:
    Aeronautical   EUR x
    Non aeronautical   EUR x
    Total   EUR 100,000

Operating Profit before tax: EUR 1,666

User charges

Landing charge:
International Traffic   8.60 EUR per tonne
Domestic Traffic   2.60 EUR per tonne
(outside operational hours landing charge redoubled) ref-Estonian AIP GEN 4.1. –

Parking charge:
1.30 EUR per tonne. First six hours free
(charged per 24 hour period, or a part of)

Passenger charge:
International Traffic   7.30 EUR per pax.
Domestic Traffic   0.60 EUR per pax.

Terminal Navaid charge TNC   -
International traffic   p = 40.00 EUR   TNC = p x w , sqr of w= V mtow : 50
Domestic traffic   p = 20.00 EUR

The take-off charge
20.00 EUR (ref Estonian AIP GEN4.1.-4.1.)

Handling services
Ramp Handling for the ACFT with MTOW
2,700   kg - 10,000 kg   20.00 EUR
10,000 kg - 35,000 kg   50.00 EUR

Passenger Handling for the ACFT with MTOW
2, 700 kg - 10,000 kg   46.60 EUR
10,000 kg- 35,000 kg   100.00 EUR

De-icing chemical   2.60 EUR /per litre4.
ACFT fuel (AVGAS 100LL-only in cash)   1.40 EUR/per litre
JET A-1   1.00 EUR/per litre
oil (EE 80)   10.00 EUR/per litre

9.6.4 Airport Traffic

Airport traffic history

Historic Traffic

Year	Passengers	Air Transport Movements
2001	2,791	1,081
2002	7,077	1,904
2003	8,460	1,640
2004	8,840	1,436

Source: Airport

Daily traffic revival in 2001
Only one scheduled route : Tallinn-Kärdla-Tallinn
Operator AVIES Airline with a 17-seater LET-410UVP-E

Current Flight Programme

Flight Schedule 2005

Airline	Destination Airport	Airport Code	Flights per week
AVIES	Tallinn	TLL	12

Source: Airport

Future Traffic Forecast

Not available
Depending on State subsidy and EU support.

9.6.5 Runway Information

Current Runway Capacity

	Runway 1	
Designation	III C	
Length (m)	1,500m	
ILS CAT	I CAT RWY 32	
Number of Peak Hour Departures	None	
Number of Peak Hour Arrivals	None	
Hourly Capacity Under IFR Flight Rules	1	
Average Movement Delay Rate (mins)	0	
Annual Movement Capacity	1,500	
Runway Operating Hours	24 hours	

Multi-runway operating procedures

Not available.

Factors limiting Runway capacity

No specific issues.

9.6.6   Terminal and Cargo Facilities

Terminal Capacity

	Terminal		
Name of Terminal	Kärdla Airport		
Departing Passengers per hour	17		
Arriving Passengers per hour	17		
Transfer Passengers per hour			
Annual Capacity	N/A		

Methodology for calculation of terminal capacity

Excess capacity

Main bottlenecks for terminal capacity
No specific issues.

Terminal Facilities (Passenger)

	Terminal		
Name of Terminal	Kärdla Airport		
Terminal Total Floor Area	400m2		
Number of Check in desks	1		
Number of Self Service Check in machines	none		
Number of Passenger Security Screening Positions	1		
Number of Departure Baggage Belts	1		
Number of Departure Gates	1		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	1		
Number of Baggage Claim Units	1		
Number of Commercially Important Passenger Lounges	0		

Further detail on terminal passenger facilities
None
Number of parking stands
3 stands for medium size aircraft.
Retail Facilities
Bar and car hire desk.

Cargo Capacity

	Facility		
Name of Cargo Facility	n.a		
Description	n.a		
Annual Cargo Capacity (metric tonnes)	none		
Total annual inbound cargo (metric tonnes)	none		
Total annual outbound cargo (metric tonnes)	none		
Share carried on cargo aircraft (%)	none		
Total domestic cargo (metric tonnes)	none		
Total international cargo (metric tonnes)	none		
Further detail on cargo facilities			

Other Facilities

Aircraft Maintenance / Engineering Facilities
None
Refuelling facilities
AVGAS station Jet A-1 truck
Winter Operating facilities
2 plough/ sweepers , 1 snow blower, 1 de-icing unit

9.6.7 Infrastructure Development

Major works in the last 5 years
Perimeter fence in 2005 HI Lighting system in 2003
Future Approved works
JET A-1 truck purchase in 2006 Braking -action trailer purchase in 2006 Upgrading the infrastructure of the regional airports Tartu, Pärnu, Kuressaare and Kärdla (2.4 mln EUR across all four airports 2005-2006). (ERDF). Securing the safe aviation activity of the regional airports Tartu, Pärnu, Kuressaare and Kärdla (2.2 mln EUR across all four airports 2005-2006). (ERDF).
Long term development plan (master plan) for the airport
The airport currently does not have any master plan or long-term development plan.

9.6.8 Environment

Environmental Policy
None

9.6.9 Accessibility

Road Access (private vehicle)
7 km east from Kärdla town via motorway.

Car Parking
30 long term parking spaces 50 short term parking spaces

Public Transport Access - Rail
None

Public Transport Access – Bus and Coach
Local city bus service

Public Transport Access - Taxi
One taxi company

Access for Persons of Reduced Mobility
None

9.6.10 Key Issues and Other Information

Key issues for the airport over the next 5 years
The airport requires investment in the renewal of technical equipment such as : DME, ILS, fire fighting, refuelling, equipment for measurement of friction surfaces, a new ATC tower, and enlargement of the terminal. All this requires the approval of Tallinn Airport.

9.6.11 Kärdla Airport Photographs

Provided by Kärdla Airport

9.7 Pärnu Airport

9.7.1 Basic Airport Information

Airport Name	Pärnu Airport
Airport Address	Eametsa kula, Sauga vald, 85001 Parnu maakond, Eesti
Website Address	www.eepu.ee
IATA Code	EPU
ICAO Code	EEPU
Managing Director / Chief Executive	Managing Director Erki Teemägi

IATA Slot Coordination Level   1

(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation

ATC Coverage (local or area control, who provides service)	local
NDB	Yes
DME	Yes
VOR	Yes
Other	

Fire Fighting

Fire Fighting Category	CAT 3 (Beech 1900D size), when the airport is open.
Maximum Aircraft Size	MTOW 65t. MTOW 190t (with permission of Estonian Civil Aviation Administration)

Key airport contacts

Erki Teemägi
Pärnu airport manager
+372 447 5000
erki@eepu.ee

9.7.2 Airport Ownership and Management

Current ownership structure of the airport

Owned by Tallinn Airport Ltd.

Current management structure at the airport

Ministry of Economic affairs and Communications, the Board of Tallinn airport and Pärnu Airport.

Number of employees working for the airport operator

12 employees in 2005.

Ground handling service provision at the airport

Pärnu airport provides passenger handling and baggage handling services.
AS Helmcoil provides refuelling.

Brief history of the airport, highlighting major events

The facility was a military airport until 1998.
Pärnu airport is located near the biggest resort town in Estonia - 4km from town centre.
Regular flights are operated to a number of islands (Kihnu and Ruhnu and Saare-maa).

9.7.3 Financial Issues

Financial performance

Year Ending December 2004 (EUR)

Turnover:
    Aeronautical   EUR x
    Non aeronautical   EUR x
    Total   EUR 166,666 (subsidy)

Operating Profit before tax: EUR 0

User charges

Landing fee
Domestic flights: Charged for each 1000 KG of MTOW or parts thereof 2.60 EUR.
International flights: Charged for each 1000 KG of MTOW or parts thereof 8.50 EUR.

Terminal navigation fee
Domestic flights: T = p×w, T = navigation fee; p = 300; w = $\sqrt{MTOW / 50}$
International flights: T = p×w, T = navigation fee; p = 450; w = $\sqrt{MTOW / 50}$

Parking charge
A parking charge shall be paid for an aircraft parked an aerodrome for more than 3 hours, for each 1000 kg of the MTOW of the aircraft or a part thereof and for each period of 24 hours, or part thereof as follows:

Airport based aircraft	0.50 EUR
Not airport based aircraft	1.50 EUR

Passengers charge
A passenger charge shall be paid for each departing passenger who leaves airport through the passenger terminal, as follows:

International traffic	8.00 EUR
Domestic traffic	1.00 EUR

NB! Passenger charge shall not be collected for aircraft MTOW until 2,000 kg.

Take-off charge
A fixed take-off charge shall be paid for an aircraft taking off at an aerodrome outside the airport operational hours (if aerodrome services are previously ordered), as follows: 20.00 EUR

9.7.4 Airport Traffic

Airport traffic history

Historic Traffic

Year	Passenger	Cargo (kg)	Air Transport Movements
1998	3,560	96,700	852
1999	3,980	75,700	943
2000	4,120	75,851	951
2001	4,506	55,947	1,012
2002	5,274	99,068	1,849
2003	4,996	71,117	2,210
2004	5,035	71,300	1,155

Source: Airport

Most flights are local regular flights to islands Ruhnu, Saaremaa, Kihnu.

Current Flight Programme

Connection to Kihnu (only winter)
Source: Airport

Weekday	Aircraft	Flight no	Direction	Departure	Arrival
Monday	AN-28	LIV 2021	PÄRNU – KIHNU	09.00	09.15
	AN-28	LIV 2022	KIHNU – PÄRNU	09.30	09.45
	AN-28	LIV 2021	PÄRNU – KIHNU	15.30	15.45
	AN-28	LIV 2022	KIHNU – PÄRNU	16.00	16.15
Tuesday	AN-28	LIV 2021	PÄRNU – KIHNU	09.00	09.15
	AN-28	LIV 2022	KIHNU – PÄRNU	09.30	09.45
	AN-28	LIV 2021	PÄRNU – KIHNU	15.30	15.45
	AN-28	LIV 2022	KIHNU – PÄRNU	16.00	16.15
Wednesday	AN-28	LIV 2021	PÄRNU – KIHNU	09.00	09.15
	AN-28	LIV 2022	KIHNU – PÄRNU	09.30	09.45
	AN-28	LIV 2021	PÄRNU – KIHNU	11.00*	11.15*
	AN-28	LIV 2022	KIHNU – PÄRNU	11.45*	11.00*
	AN-28	LIV 2021	PÄRNU – KIHNU	13.00*	13.15*
	AN-28	LIV 2022	KIHNU – PÄRNU	13.45*	14.00*
	AN-28	LIV 2021	PÄRNU – KIHNU	15.30	15.45
	AN-28	LIV 2022	KIHNU – PÄRNU	16.00	16.15
Thursday	AN-28	LIV 2021	PÄRNU – KIHNU	09.00	09.15
	AN-28	LIV 2022	KIHNU – PÄRNU	09.30	09.45
Friday	AN-28	LIV 2021	PÄRNU – KIHNU	15.30	15.45
	AN-28	LIV 2022	KIHNU – PÄRNU	16.00	16.15
Saturday	AN-28	LIV 2021	PÄRNU – KIHNU	10.00	11.15
	AN-28	LIV 2022	KIHNU – PÄRNU	10.30	10.45
Sunday	AN-28	LIV 2021	PÄRNU – KIHNU	14.00	14.15
	AN-28	LIV 2022	KIHNU – PÄRNU	14.30	14.45
	AN-28	LIV 2021	PÄRNU – KIHNU	15.30	15.45
	AN-28	LIV 2022	KIHNU – PÄRNU	16.00	16.15

Connection to Ruhnu (round year)

Weekday	Aircraft	Flight no.	STARTING	DESTINATION	DEPARTURE	ARRIVAL
Monday	An – 28	LIV 2025	PÄRNU	RUHNU	10.30	10.55
	An – 28		RUHNU	PÄRNU	14.40	15.05
Thursday	An – 28	LIV 2025	PÄRNU	RUHNU	10.30	10.55
Fiday	An – 28	LIV 2025	RUHNU	PÄRNU	14.40	15.05

Source: Airport

Future Traffic Forecast

Future plans depend on the government.

9.7.5   Runway Information

Current Runway Capacity

	Runway 1	
Designation	RWY 03/21	
Length (m)	2,480	
ILS CAT	none	
Number of Peak Hour Departures	none	
Number of Peak Hour Arrivals	none	
Hourly Capacity Under IFR Flight Rules	2	
Average Movement Delay Rate (mins)	none	
Annual Movement Capacity	1,155	
Runway Operating Hours	24 hours	

Multi-runway operating procedures
-

Factors limiting Runway capacity
Runway quality: old military concrete in poor condition. Taxiways are narrow (for MIG fighters), 11 m wide. Terminal configuration is poor and needs rebuilding to accommodate passenger separation and cargo operations.

9.7.6 Terminal and Cargo Facilities

Terminal Capacity

	Terminal		
Name of Terminal	No name		
Departing Passengers per hour	-		
Arriving Passengers per hour	-		
Transfer Passengers per hour			
Annual Capacity	5,000		

Methodology for calculation of terminal capacity

Excess capacity

Main bottlenecks for terminal capacity
No passenger separation and confined space.

Terminal Facilities (Passenger)

	Terminal		
Name of Terminal	Passenger terminal		
Terminal Total Floor Area	$250m^2$		
Number of Check in desks	1		
Number of Self Service Check in machines	none		
Number of Passenger Security Screening Positions	1		
Number of Departure Baggage Belts	0		
Number of Departure Gates	1		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	0		
Number of Baggage Claim Units	0		
Number of Commercially Important Passenger Lounges	0		

Further detail on terminal passenger facilities
None

Number of parking stands
1 stand, maximum aircraft size B737 Access to terminal by foot.

Retail Facilities
None

Cargo Capacity

	Facility		
Name of Cargo Facility	No name		
Description			
Annual Cargo Capacity (metric tonnes)	70		
Total annual inbound cargo (metric tonnes)	none		
Total annual outbound cargo (metric tonnes)	none		
Share carried on cargo aircraft (%)	none		
Total domestic cargo (metric tonnes)	none		
Total international cargo (metric tonnes)	none		
Further detail on cargo facilities			

Cargo traffic is mainly to bring food to the islands in winter (bread, butter, etc) when there are no ferry connections.

Other Facilities

Aircraft Maintenance / Engineering Facilities
Hangers-Pärnu airport
Refuelling facilities
AvGas- 3,000 liters Jet-A1-4,500 liters
Winter Operating facilities
Runway snow plough units – 2 De-icing units UREA -1

9.7.7 Infrastructure Development

Major works in the last 5 years
New runway lights in 2000 at a cost of 530,000 EUR
Future Approved works
X-ray, metal detection gate, security cameras in 2005 at a cost of 60,000 EUR. Upgrading the infrastructure of the regional airports Tartu, Pärnu, Kuressaare and Kärdla (2.4 mln EUR across all four airports 2005-2006). (ERDF). Securing the safe aviation activity of the regional airports Tartu, Pärnu, Kuressaare and Kärdla (2.2 mln EUR across all four airports 2005-2006). (ERDF).

Long term development plan (master plan) for the airport
Not yet available due to a lack of funds from the Government.

9.7.8 Environment

Environmental Policy
None

9.7.9 Accessibility

Road Access (private vehicle)
4 km from Pärnu. One lane road.

Car Parking
1 car park for 150 cars. No fees charged.

Public Transport Access - Rail
None

Public Transport Access – Bus and Coach
Local city bus service

Public Transport Access - Taxi
One

Access for Persons of Reduced Mobility

9.7.10 Key Issues and Other Information

Key issues for the airport over the next 5 years

On the investment side, the main upgrading would be the installation of an ILS. Financial support from public institutions would be needed for such an upgrade.

On the commercial side, the development of international regular flights would be key. The airport is not independent, so this fact depends on the commercial policy of Tallinn airport.

9.7.11 Pärnu Airport Photographs

Provided by Parnu Airport

Terminal from the airside

Terminal from the landside

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9.8   Tartu Airport

9.8.1   Basic Airport Information

Airport Name	TARTU-Ylenurme Airport
Airport Address	Tartu Airport, Ylenurme, 61701 Tartu county, ESTONIA
Website Address	www.hot.ee/tartuairport
IATA Code	TAY
ICAO Code	EETU
Managing Director / Chief Executive	Mr. Rein Mark

IATA Slot Coordination Level   1

(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation

ATC Coverage (local or area control, who provides service)	Service Provider Local control, airport ATC
NDB	Yes
DME	No
VOR	No
Other	VDF (2005)

Fire Fighting

Fire Fighting Category	CAT 3 (Beech 1900D size) CAT 5 (BAe 146-100 size) by order
Maximum Aircraft Size	MTOW 65t

Key airport contacts

Mr. Rein Mark, manager, department of Tallinn Airport Ltd, Ylenurme, 61701 Tartu county, + 372 730 9210, tairport@kodu.ee

Mr. Aavo Lang   technical and security manager, + 372 730 9215

Mrs Imbi Pärn   head book-keeper + 372 7309219.

9.8.2 Airport Ownership and Management

Current ownership structure of the airport

Owned by Tallinn Airport Ltd.

Current management structure at the airport

Airport manager is responsible for airport management, and is subject to General Director of Tallinn Airport Ltd.

Number of employees working for the airport operator

22 employees (2005)

Ground handling service provision at the airport

Tartu Airport provides ground handling and all services at the airport.
Refuelling is provided by Helmcoil.

Brief history of the airport, highlighting major events

The Airport first opened in May 1946. New terminal, runway, and taxiway reconditioned in 1981.

Tartu Airport Ltd was established in January 1998; the owner Estonian Government.
Tartu- Ylenurme airport is the base airport for Tartu Aviation College since 1992.

The Airport has been a subsidiary of Tallinn Airport Ltd since May 2005.

9.8.3 Financial Issues

Financial performance

Year Ending December 2004 (EUR)

Turnover:
    Aeronautical   EUR 27,000
    Non aeronautical   EUR 57,000
    Total   EUR 84,000

Operating Profit before tax: EUR 0

User charges

Landing fee: 8.00 EUR per 1 MTOW

Passenger fee: 7.00 EUR per a departing passenger

Parking fee: 1.30 EUR per 1 MTOW per 24/h, if parking last longer than 6 hours

Take-off fee (after operation hours): 19.00 EUR

9.8.4 Airport Traffic

Airport traffic history

Historic Traffic

Year	Passenger	Cargo (kg)	Air Transport Movements
1995	820	-	2,080
1996	610	-	2,570
1997	780	-	4,960
1998	600	-	4,582
1999	1,360	-	4,112
2000	2,440	-	3,688
2001	1,860	-	2,602
2002	1,334	-	5,474
2003	1,608	-	4,558
2004	1,268	-	4,342

Source: Airport

2004 Aircraft movements total 4,342 (Commercial 634 and other [training flights] 3,708)

2004 Passenger total 1,268 (International 402 and domestic 866). Passenger destinations - Finland, Sweden, Switzerland, Germany, Austria, Denmark, Norway

Current Flight Programme

No schedule flights.
Only private, charter and training flights.
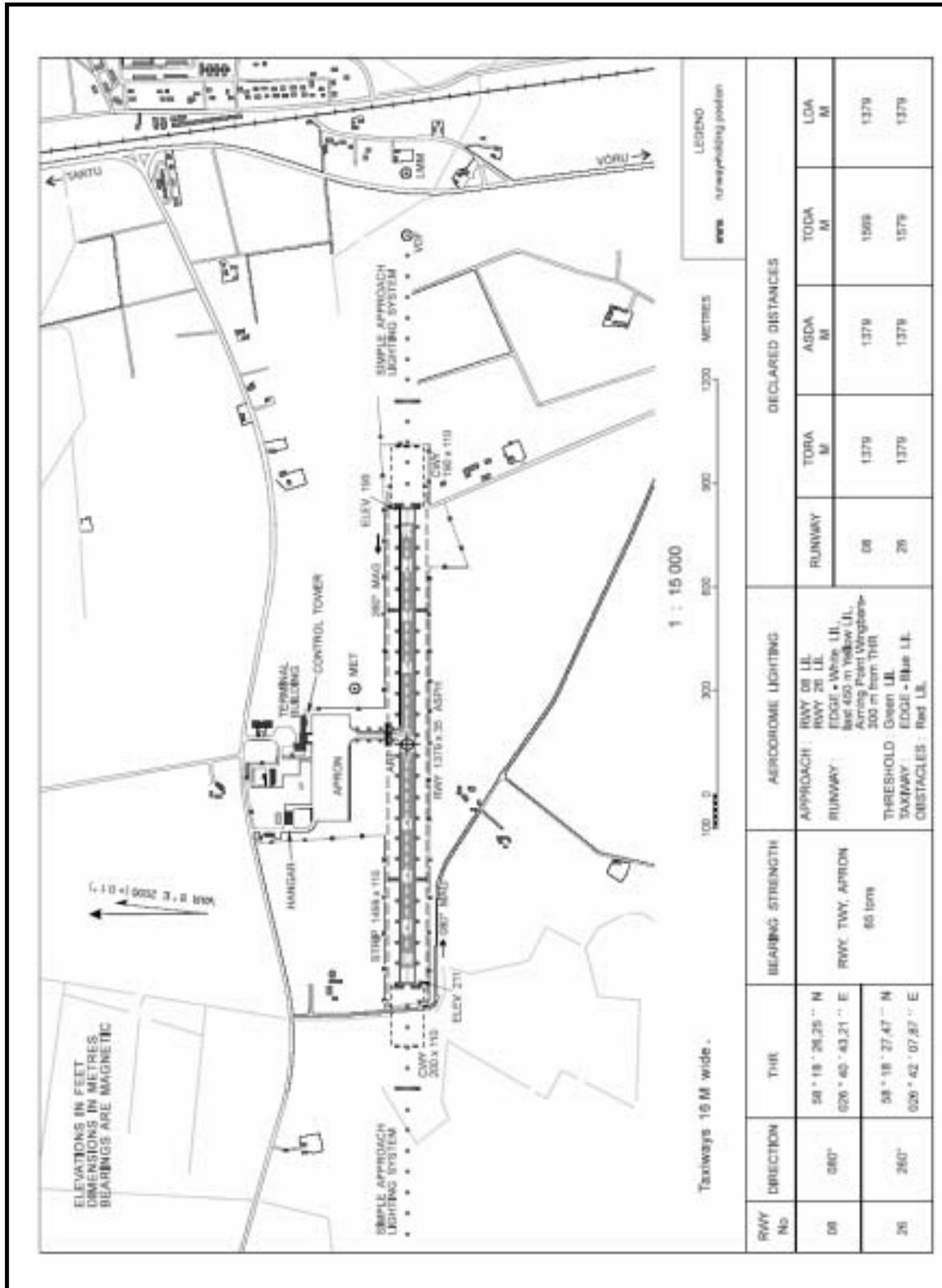
Future Traffic Forecast

Year	Pax	Cargo	ATM
2005	1,300	-	5,700
2006	1,800	-	6,000
2007	2,400	-	6,500
2008	5,600	-	7,500

Source: Airport

9.8.5 Runway Information

Current Runway Capacity

	Runway 1	
Designation	08 / 26	
Length (m)	1,379 m	
ILS CAT	none	
Number of Peak Hour Departures	none	
Number of Peak Hour Arrivals	none	
Hourly Capacity Under IFR Flight Rules	5	
Average Movement Delay Rate (mins)	none	
Annual Movement Capacity	20,000	
Runway Operating Hours	10	

Multi-runway operating procedures

Factors limiting Runway capacity

Runway is 1,379 m long and 35 m wide, PCN 40/ R / C / X / U
Taxiway is 100 m long and 16 m wide.

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9.8.6 Terminal and Cargo Facilities

Terminal Capacity

	Terminal		
Name of Terminal	-		
Departing Passengers per hour	100		
Arriving Passengers per hour	100		
Transfer Passengers per hour	100		
Annual Capacity	30,000		

Methodology for calculation of terminal capacity
Calculated in the design of the terminal by a Consultant.

Excess capacity
Currently the airport is operating at 5% of total passenger capacity.

Main bottlenecks for terminal capacity
None

Terminal Facilities (Passenger)

	Terminal		
Name of Terminal	-		
Terminal Total Floor Area	1		
Number of Check in desks	2		
Number of Self Service Check in machines	-		
Number of Passenger Security Screening Positions	1		
Number of Departure Baggage Belts	2		
Number of Departure Gates	2		
Number of Loading Bridges	-		
Number of Inbound Passport / Immigration Positions	4		
Number of Baggage Claim Units	2		
Number of Commercially Important Passenger Lounges	1		

Number of parking stands

4   large aircraft stands,
8   medium aircraft stands;
23   small aircraft stands

Retail Facilities

One bar.

Cargo Capacity

	Facility		
Name of Cargo Facility	n.a.		
Description			
Annual Cargo Capacity (metric tonnes)			
Total annual inbound cargo (metric tonnes)			
Total annual outbound cargo (metric tonnes)			
Share carried on cargo aircraft (%)			
Total domestic cargo (metric tonnes)			
Total international cargo (metric tonnes)			
Further detail on cargo facilities			

Other Facilities

Aircraft Maintenance / Engineering Facilities
1 hangar   36m x 24 m

Refuelling facilities
AvGas   100 LL   3 t   by fuel container Jet A-1   25 t   by refueling (truck 750+0 l)

Winter Operating facilities
Winter operations - 3 snow ploughs and 1 snow-blower. For de-icing, chemical reagents like UREA are used.

9.8.7   Infrastructure Development

Major works in the last 5 years
Construction of passenger terminal and air traffic control tower in 2003 – 0.9 million EUR Refueling system construction in 2004 – 0.2 million EUR
Future Approved works
Border guard hangar construction in 2006 for border guard helicopter base purposes. Upgrading the infrastructure of the regional airports Tartu, Pärnu, Kuressaare and Kärdla (2.4 mln EUR across all four airports 2005-2006). (ERDF). Securing the safe aviation activity of the regional airports Tartu, Pärnu, Kuressaare and Kärdla (2.2 mln EUR across all four airports 2005-2006). (ERDF).
Long term development plan (master plan) for the airport
Master plan 2006 - lengthening of runway in 2007-2013 to approximately 2000m.

9.8.8   Environment

Environmental Policy
Water quality is assessed daily.

9.8.9   Accessibility

Road Access (private vehicle)
Distance from airport to city centre: 9 km
Car Parking
Number of car park spaces: 8 long term / 25 short term. No charge.
Public Transport Access - Rail
Distance to city railway station - 9 km
Public Transport Access – Bus and Coach
There are local buses, one every hour.
Public Transport Access - Taxi
All city taxi companies (6) can operate from airport.
Access for Persons of Reduced Mobility
None

9.8.10   Key Issues and Other Information

Key issues for the airport over the next 5 years

The main goals are:

- Lengthening and renewing of RWY, lighting system and establishment of other facilities
- Security systems, and

Financial means are needed for the investments.

On the commercial side the main issue is:

- Starting the operation of scheduled traffic.

9.8.11 Tartu Airport Photographs

Provided by Tartu Airport

Aerial views

Aerial views

Aerial views

Aerial views