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**Integrated Aeronautical
Information Package**

AIRAC AMDT
01/2025
Effective date
23 JAN 2025
Publication date
12 DEC 2024

Editorial

GEN 0.3: new SUP 31/2024, 32/2024, 33/2024, 34/2024; deleted SUP 11/2024, 25/2024, 26/2024.
ENR 5.5: MLA site Warstiens added;
EHBK AD 2.12: RWY PCN;
EHHO AD 2.2: TEL removed, email changed;
EHMM AD 2.2: TEL changed.
NOTAM incorporated: B1057/24.

EHAM - AMSTERDAM/Schiphol: wingspan, ILS resurveyed

TWY A3 wingspan restriction;
ILS RWY 18C resurveyed.
NOTAM incorporated: A2595/24.

EHOW - OOSTWOLD/Oostwold: RWY PCR

RWY PCR added.

Delegated areas

ENR 2.2 par.1: delegated areas added.

ENR Obstacles

New OBST Strijensas (ID 619), Rotterdam (ID 620), Maasvlakte 2 (ID 621).
NOTAM incorporated: B1062/24.

EHLE - LELYSTAD/Lelystad: fuel

fuel payment; editorial.

EHHE - EEMSHAVEN HELIPORT: RTF

Radio procedure amended;
RFFS on request;
editorial.
NOTAM incorporated: B0912/24, B0913/24.

Removal oilplatforms

GEN 2.4: location indicators of helidecks G14-B (EHGO), K8-FA-1 (EHJM), K8-FA 3 (EHJN), K12-B (EHKP) deleted;
ENR 2.2: North Sea platforms D12-A, G14-B, HELM-A, HELDER-A, P6-A, P9-A (HORIZON) deleted. Helideck of K8-FA-1, K8-FA 3, K9-AB-A, K12-B removed;

NOTAM incorporated: B1055/24.

Page Shuffle

GEN 0.2-5:	Replace:
GEN 0.3-1:	Replace:
GEN 0.4-1/2:	Replace:
GEN 0.4-3/4:	Replace:
GEN 2.4-1/2:	Replace:
GEN 2.4-3:	Replace:
GEN 3.2-3/4:	Replace:
ENR 0.6-1/2:	Replace:
ENR 2.2-3/4:	Replace:
ENR 2.2-5/6:	Replace:
ENR 2.2-7/8:	Replace:
ENR 2.2-9/10:	Replace:
ENR 2.2-11/12:	Replace:
ENR 2.2-13/14:	Replace:
ENR 2.2-15/16:	Replace:
ENR 2.2-17/18:	Replace:
ENR 2.2-19/20:	Replace:
ENR 2.2-21/22:	Replace:
ENR 2.2-23/24:	Insert:
ENR 5.4-7/8:	Replace:
ENR 5.4-11/12:	Replace:
ENR 5.4-13/14:	Replace:
ENR 5.4-15:	Replace:
ENR 5.5-7/8:	Replace:
AD 0.6-9:	Replace:
AD 2.EHAM-13/14:	Replace:
AD 2.EHAM-APDC.1:	Replace:
AD 2.EHAM-GMC.1:	Replace:
AD 2.EHAM-GMC.2:	Replace:
AD 2.EHAM-GMC.3:	Replace:
AD 2.EHAM-GMC.4:	Replace:
AD 2.EHBK-5/6:	Replace:
AD 2.EHHO-1/2:	Replace:
AD 2.EHHO-3/4:	Replace:
AD 2.EHLE-1/2:	Replace:
AD 2.EHLE-3/4:	Replace:
AD 2.EHLE-ADC:	Replace:
AD 2.EHMM-1/2:	Replace:
AD 2.EHOW-3/4:	Replace:
AD 3.EHHE-1/2:	Replace:
AD 3.EHHE-3/4:	Replace:
AD 3.EHHE-5:	Replace:

AIRAC AMENDMENT

NR/Year	Publication date	Effective date	Inserted by
01/2025	12 DEC 2024	23 JAN 2025	

GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
03/2022	TIME-DEPENDENT AIRSPACE CLASSIFICATION TMA _s	ENR 2.1, ENR 3.3, ENR 6-3.1, AD 2.EHDR-VAC, AD 2.EHLE-VAC.1, AD 2.EHTE-VAC, AD 2.EHTL-VAC, AD 2.EHTW-VAC.1, 2.	From 07 APR 2022 UFN	
07/2022	RESEARCH TO REDUCE BIRD STRIKES ON WIND TURBINES	EHHE AD 3.10 Heliport obstacles.	From 17 NOV 2022 UFN	
06/2023	SECURITY SITUATION IN UKRAINE, RUSSIAN FEDERATION AND BELARUS	GEN 1.	From 21 SEP 2023 UFN	
09/2023	ONLINE SUBMISSION GENERAL DECLARATION	GEN 1.2	From 14 DEC 2023 UFN	
10/2024	NEW OBSTACLE IN VLISSINGEN	ENR 5.4	From 02 MAY 2024 UFN	
19/2024	RECONSTRUCTION ENTRY/EXIT R-APRON AND MAINTENANCE RWY 06/24	EHAM	From 27 JUN 2024 UFN	
21/2024	AMSTERDAM/SCHIPHOL (EHAM): RWY 06/24 NEW EXIT/ENTRY S10, S-APRON EXTENDED, NEW AIRCRAFT STANDS	EHAM	From 27 JUN 2024 UFN	
22/2024	TRANSPONDER MANDATORY ZONE WITH MONITORING COM CHANNEL BELOW SCHIPHOL TMA 1	ENR 1.2, 2.1, 2.2.	From 05 JUL 2024 UFN	
27/2024	AMSTERDAM/SCHIPHOL (EHAM): OBSTACLE	EHAM AD 2.10	From 22 AUG 2024 UFN	
28/2024	AMSTERDAM/SCHIPHOL (EHAM): DEPARTURE PROCEDURES RWY 18C AND 22 AND OPERATING MINIMA RWY 04, 06 AND 36C CHANGED DUE TO CRANE	AD 2.EHAM-SID-22, AD 2.EHAM-SID-18C, AD 2.EHAM-IAC-04C.1, AD 2.EHAM-IAC-06.2, AD 2.EHAM-IAC-36C.1, AD 2.EHAM-IAC-36C.2.	From 17 OCT 2024 UFN	
29/2024	AMSTERDAM/SCHIPHOL (EHAM): OBSTACLES NEAR RWY 22	EHAM	From 14 NOV 2024 UFN	
30/2024	AMSTERDAM/SCHIPHOL (EHAM): DEPARTURE PROCEDURES RWY 18C AND OPERATING MINIMA RWY 04 AND 36C CHANGED DUE TO CRANES	EHAM AD 2.10, AD 2.EHAM-AOC-18C-36C, AD 2.EHAM-IAC-04.1, AD 2.EHAM-IAC-36C.1 and AD 2.EHAM-IAC-36C.2.	From 14 NOV 2024 UFN	
31/2024	AMSTERDAM/SCHIPHOL (EHAM): DEPARTURE PROCEDURE RWY 09 CHANGED DUE TO CRANE	EHAM AD 2.22 and AD 2.EHAM-SID-09.	From 12 DEC 2024 UFN	
32/2024	AMSTERDAM/SCHIPHOL (EHAM): NEW OBSTACLE EXTENDED CENTRE LINE RWY 06	AD 2.EHAM-AOC-06-24.	From 12 DEC 2024 UFN	
33/2024	LELYSTAD/LELYSTAD (EHLE): DEPARTURE PROCEDURES CHANGED DUE TO OBSTACLE	AIP ENR 5.4, EHLE AD 2.10, AD 2.EHLE-SID-05.	From 12 DEC 2024 UFN	
34/2024	AMSTERDAM/SCHIPHOL (EHAM): DEPARTURE PROCEDURES AND OPERATING MINIMA CHANGED DUE TO CRANE	EHAM AD 2.10, AD 2.EHAM-IAC-36R.2.	From 12 DEC 2024 UFN	

GEN 0.4 CHECKLIST OF AIP PAGES

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GEN 0.3-1	23 JAN 2025	GEN 3.6-2	10 SEP 2020	ENR 2.2-9	23 JAN 2025
GEN 0.4-1	23 JAN 2025	GEN 3.6-3	30 DEC 2021	ENR 2.2-10	23 JAN 2025
GEN 0.4-2	23 JAN 2025	GEN 4		ENR 2.2-11	23 JAN 2025
GEN 0.4-3	23 JAN 2025	GEN 4.1-1	07 MAR 2013	ENR 2.2-12	23 JAN 2025
GEN 0.4-4	23 JAN 2025	GEN 4.2-1	21 MAR 2024	ENR 2.2-13	23 JAN 2025
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GEN 0.6-2	03 OCT 2024	Part 2 – EN ROUTE (ENR)		ENR 2.2-15	23 JAN 2025
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GEN 1.2-2	28 MAR 2019	ENR 1.1-1	08 JAN 2015	ENR 2.2-20	23 JAN 2025
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GEN 1.4-1	27 JUN 2013	ENR 1.2-3	30 NOV 2023	ENR 2.2-23	23 JAN 2025
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ENR 5.5-10	31 OCT 2024
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AD 2.EHAM-35	26 DEC 2024
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AD 2.EHAM-40	26 DEC 2024
AD 2.EHAM-41	26 DEC 2024
AD 2.EHAM-42	26 DEC 2024
AD 2.EHAM-43	26 DEC 2024
AD 2.EHAM-44	26 DEC 2024
AD 2.EHAM-45	26 DEC 2024
AD 2.EHAM-46	26 DEC 2024

AD 2.EHAM-47	26 DEC 2024
AD 2.EHAM-48	26 DEC 2024
AD 2.EHAM-49	26 DEC 2024
AD 2.EHAM-50	26 DEC 2024
AD 2.EHAM-51	26 DEC 2024
AD 2.EHAM-52	26 DEC 2024
AD 2.EHAM-53	26 DEC 2024
AD 2.EHAM-54	26 DEC 2024
AD 2.EHAM-55	26 DEC 2024
AD 2.EHAM-56	05 SEP 2024
AD 2.EHAM-57	05 SEP 2024
AD 2.EHAM-58	05 SEP 2024
AD 2.EHAM-59	05 SEP 2024
AD 2.EHAM-60	31 OCT 2024
AD 2.EHAM-61	05 SEP 2024
AD 2.EHAM-62	05 SEP 2024
AD 2.EHAM-63	05 SEP 2024
AD 2.EHAM-64	05 SEP 2024
AD 2.EHAM-65	05 SEP 2024
AD 2.EHAM-66	05 SEP 2024
AD 2.EHAM-67	05 SEP 2024
AD 2.EHAM-68	05 SEP 2024
AD 2.EHAM-69	05 SEP 2024
AD 2.EHAM-70	05 SEP 2024
AD 2.EHAM-71	05 SEP 2024
AD 2.EHAM-72	05 SEP 2024
AD 2.EHAM-73	05 SEP 2024
AD 2.EHAM-74	05 SEP 2024
AD 2.EHAM-75	05 SEP 2024
AD 2.EHAM-76	05 SEP 2024
AD 2.EHAM-77	05 SEP 2024
AD 2.EHAM-78	05 SEP 2024
AD 2.EHAM-79	05 SEP 2024
AD 2.EHAM-80	05 SEP 2024
AD 2.EHAM-81	05 SEP 2024
AD 2.EHAM-82	05 SEP 2024
AD 2.EHAM-83	05 SEP 2024
AD 2.EHAM-84	05 SEP 2024
AD 2.EHAM-85	05 SEP 2024
AD 2.EHAM-86	05 SEP 2024
AD 2.EHAM-87	05 SEP 2024
AD 2.EHAM-88	05 SEP 2024
AD 2.EHAM-89	05 SEP 2024
AD 2.EHAM-90	05 SEP 2024
AD 2.EHAM-91	05 SEP 2024
AD 2.EHAM-92	05 SEP 2024
AD 2.EHAM-93	05 SEP 2024
AD 2.EHAM-94	31 OCT 2024
AD 2.EHAM-95	05 SEP 2024
AD 2.EHAM-96	05 SEP 2024
AD 2.EHAM-97	28 NOV 2024
AD 2.EHAM-98	28 NOV 2024
AD 2.EHAM-ADC	26 DEC 2024
AD 2.EHAM-APDC.1	23 JAN 2025
AD 2.EHAM-APDC.2	12 AUG 2021
AD 2.EHAM-APDC.3	18 APR 2024
AD 2.EHAM-APDC.4	26 DEC 2024
AD 2.EHAM-GMC.1	23 JAN 2025
AD 2.EHAM-GMC.2	23 JAN 2025
AD 2.EHAM-GMC.3	23 JAN 2025
AD 2.EHAM-GMC.4	23 JAN 2025
AD 2.EHAM-AOC-04-22	05 OCT 2023
AD 2.EHAM-AOC-06-24	05 OCT 2023
AD 2.EHAM-AOC-09-27	12 AUG 2021
AD 2.EHAM-AOC-18C-36C	12 AUG 2021
AD 2.EHAM-AOC-18L	05 OCT 2023
AD 2.EHAM-AOC-36L	12 AUG 2021
AD 2.EHAM-PATC-06	22 JUN 2017
AD 2.EHAM-PATC-18C	22 AUG 2013
AD 2.EHAM-PATC-18R	22 AUG 2013
AD 2.EHAM-PATC-27	15 AUG 2019
AD 2.EHAM-PATC-36C	22 AUG 2013
AD 2.EHAM-PATC-36R	22 AUG 2013
AD 2.EHAM-SID-OVERVIEW	02 NOV 2023
AD 2.EHAM-SID-04	02 NOV 2023
AD 2.EHAM-SID-06.1	02 NOV 2023
AD 2.EHAM-SID-06.2	02 NOV 2023
AD 2.EHAM-SID-09	02 NOV 2023
AD 2.EHAM-SID-18C	28 NOV 2024
AD 2.EHAM-SID-18L.1	28 NOV 2024
AD 2.EHAM-SID-18L.2	28 NOV 2024
AD 2.EHAM-SID-22	02 NOV 2023
AD 2.EHAM-SID-24.1	02 NOV 2023
AD 2.EHAM-SID-24.2	02 NOV 2023
AD 2.EHAM-SID-27	02 NOV 2023
AD 2.EHAM-SID-36C	02 NOV 2023
AD 2.EHAM-SID-36L.1	02 NOV 2023
AD 2.EHAM-SID-36L.2	02 NOV 2023
AD 2.EHAM-STAR	02 NOV 2023
AD 2.EHAM-TRAN-06.1	13 JUN 2024
AD 2.EHAM-TRAN-06.2	13 JUN 2024
AD 2.EHAM-TRAN-18C.1	02 NOV 2023
AD 2.EHAM-TRAN-18C.2	02 NOV 2023

AD 2.EHAM-TRAN-18R.1	02 NOV 2023	AD 2.EHDR-1	21 MAR 2024	AD 2.EHHO-4	02 DEC 2021
AD 2.EHAM-TRAN-18R.2	02 NOV 2023	AD 2.EHDR-2	21 MAR 2024	AD 2.EHHO-ADC	13 JUL 2023
AD 2.EHAM-TRAN-36R	02 NOV 2023	AD 2.EHDR-3	21 MAR 2024	AD 2.EHHO-VAC	25 JAN 2024
AD 2.EHAM-SMAC	13 JUN 2024	AD 2.EHDR-4	21 MAR 2024	AD 2.EHHV-1	02 NOV 2023
AD 2.EHAM-IAC-04.1	02 NOV 2023	AD 2.EHDR-ADC	21 MAR 2024	AD 2.EHHV-2	02 NOV 2023
AD 2.EHAM-IAC-06.1	02 NOV 2023	AD 2.EHDR-VAC	21 MAR 2024	AD 2.EHHV-3	02 NOV 2023
AD 2.EHAM-IAC-06.2	02 NOV 2023	AD 2.EHEH-1	02 NOV 2023	AD 2.EHHV-4	16 JUL 2020
AD 2.EHAM-IAC-09.1	02 NOV 2023	AD 2.EHEH-2	31 OCT 2024	AD 2.EHHV-5	11 AUG 2022
AD 2.EHAM-IAC-18C.1	28 DEC 2023	AD 2.EHEH-3	31 OCT 2024	AD 2.EHHV-ADC	11 AUG 2022
AD 2.EHAM-IAC-18C.2	02 NOV 2023	AD 2.EHEH-4	31 OCT 2024	AD 2.EHHV-GMC	18 APR 2024
AD 2.EHAM-IAC-18R.1	28 DEC 2023	AD 2.EHEH-5	23 FEB 2023	AD 2.EHHV-VAC.1	11 AUG 2022
AD 2.EHAM-IAC-18R.2	02 NOV 2023	AD 2.EHEH-6	03 NOV 2022	AD 2.EHHV-VAC.2	11 AUG 2022
AD 2.EHAM-IAC-22.1	02 NOV 2023	AD 2.EHEH-7	28 NOV 2024	AD 2.EHKD-1	02 NOV 2023
AD 2.EHAM-IAC-22.2	02 NOV 2023	AD 2.EHEH-8	28 NOV 2024	AD 2.EHKD-2	05 SEP 2024
AD 2.EHAM-IAC-22.3	02 NOV 2023	AD 2.EHEH-9	02 NOV 2023	AD 2.EHKD-3	28 DEC 2023
AD 2.EHAM-IAC-24.1	02 NOV 2023	AD 2.EHEH-10	21 APR 2022	AD 2.EHKD-4	28 DEC 2023
AD 2.EHAM-IAC-27.1	13 JUN 2024	AD 2.EHEH-11	12 AUG 2021	AD 2.EHKD-5	18 APR 2024
AD 2.EHAM-IAC-27.2	13 JUN 2024	AD 2.EHEH-12	12 AUG 2021	AD 2.EHKD-6	28 DEC 2023
AD 2.EHAM-IAC-36C.1	28 DEC 2023	AD 2.EHEH-13	21 APR 2022	AD 2.EHKD-7	28 DEC 2023
AD 2.EHAM-IAC-36C.2	02 NOV 2023	AD 2.EHEH-14	31 OCT 2024	AD 2.EHKD-8	28 DEC 2023
AD 2.EHAM-IAC-36R.1	28 DEC 2023	AD 2.EHEH-15	31 OCT 2024	AD 2.EHKD-9	28 DEC 2023
AD 2.EHAM-IAC-36R.2	02 NOV 2023	AD 2.EHEH-16	31 OCT 2024	AD 2.EHKD-10	28 DEC 2023
AD 2.EHAM-VAC.1	13 JUN 2024	AD 2.EHEH-17	31 OCT 2024	AD 2.EHKD-11	28 DEC 2023
AD 2.EHAM-VAC.2	13 JUN 2024	AD 2.EHEH-18	31 OCT 2024	AD 2.EHKD-12	28 DEC 2023
AD 2.EHBD-1	28 DEC 2023	AD 2.EHEH-19	31 OCT 2024	AD 2.EHKD-13	28 DEC 2023
AD 2.EHBD-2	28 DEC 2023	AD 2.EHEH-20	31 OCT 2024	AD 2.EHKD-14	28 DEC 2023
AD 2.EHBD-3	28 DEC 2023	AD 2.EHEH-21	31 OCT 2024	AD 2.EHKD-15	28 DEC 2023
AD 2.EHBD-4	28 DEC 2023	AD 2.EHEH-22	31 OCT 2024	AD 2.EHKD-16	28 DEC 2023
AD 2.EHBD-5	28 DEC 2023	AD 2.EHEH-23	31 OCT 2024	AD 2.EHKD-17	28 DEC 2023
AD 2.EHBD-6	28 DEC 2023	AD 2.EHEH-24	18 MAY 2023	AD 2.EHKD-18	05 SEP 2024
AD 2.EHBD-7	28 DEC 2023	AD 2.EHEH-25	18 MAY 2023	AD 2.EHKD-19	18 APR 2024
AD 2.EHBD-8	21 APR 2022	AD 2.EHEH-26	18 MAY 2023	AD 2.EHKD-ADC	24 MAR 2022
AD 2.EHBD-9	24 MAR 2022	AD 2.EHEH-27	04 NOV 2021	AD 2.EHKD-APDC	24 MAR 2022
AD 2.EHBD-10	21 APR 2022	AD 2.EHEH-ADC	31 OCT 2024	AD 2.EHKD-AOC-03-21	12 AUG 2021
AD 2.EHBD-11	24 MAR 2022	AD 2.EHEH-APDC	02 NOV 2023	AD 2.EHKD-SID-03.1	26 JAN 2023
AD 2.EHBD-12	21 APR 2022	AD 2.EHEH-AOC-03-21	12 AUG 2021	AD 2.EHKD-SID-03.2	26 JAN 2023
AD 2.EHBD-13	21 APR 2022	AD 2.EHEH-SID-OVERVIEW	21 APR 2022	AD 2.EHKD-SID-21.1	26 JAN 2023
AD 2.EHBD-14	24 MAR 2022	AD 2.EHEH-SID-03	21 APR 2022	AD 2.EHKD-SID-21.2	26 JAN 2023
AD 2.EHBD-15	24 MAR 2022	AD 2.EHEH-SID-21.1	21 APR 2022	AD 2.EHKD-STAR	10 AUG 2023
AD 2.EHBD-16	24 MAR 2022	AD 2.EHEH-SID-21.2	31 OCT 2024	AD 2.EHKD-IAC-03.1	02 NOV 2023
AD 2.EHBD-17	24 MAR 2022	AD 2.EHEH-STAR.1	05 OCT 2023	AD 2.EHKD-IAC-03.2	10 AUG 2023
AD 2.EHBD-ADC	28 DEC 2023	AD 2.EHEH-STAR.2	21 APR 2022	AD 2.EHKD-IAC-21.1	10 AUG 2023
AD 2.EHBD-SID-OVERVIEW	21 APR 2022	AD 2.EHEH-IAC-03.1	07 OCT 2021	AD 2.EHKD-IAC-21.2	10 AUG 2023
AD 2.EHBD-SID-03	21 APR 2022	AD 2.EHEH-IAC-03.2	06 OCT 2022	AD 2.EHKD-IAC-21.3	10 AUG 2023
AD 2.EHBD-SID-21	21 APR 2022	AD 2.EHEH-IAC-03.3	06 OCT 2022	AD 2.EHKD-VAC	10 AUG 2023
AD 2.EHBD-STAR	21 APR 2022	AD 2.EHEH-IAC-21.1	07 OCT 2021	AD 2.EHLE-1	23 JAN 2025
AD 2.EHBD-IAC-21	12 AUG 2021	AD 2.EHEH-IAC-21.2	06 OCT 2022	AD 2.EHLE-2	23 JAN 2025
AD 2.EHBD-VAC.1	07 OCT 2021	AD 2.EHEH-IAC-21.3	06 OCT 2022	AD 2.EHLE-3	23 JAN 2025
AD 2.EHBD-VAC.2	12 AUG 2021	AD 2.EHEH-VAC.1	12 AUG 2021	AD 2.EHLE-4	20 APR 2023
AD 2.EHBK-1	02 NOV 2023	AD 2.EHEH-VAC.2	12 AUG 2021	AD 2.EHLE-5	23 MAR 2023
AD 2.EHBK-2	28 NOV 2024	AD 2.EHGG-1	05 SEP 2024	AD 2.EHLE-6	28 DEC 2023
AD 2.EHBK-3	28 NOV 2024	AD 2.EHGG-2	05 SEP 2024	AD 2.EHLE-7	26 JAN 2023
AD 2.EHBK-4	28 NOV 2024	AD 2.EHGG-3	11 JUL 2024	AD 2.EHLE-8	08 AUG 2024
AD 2.EHBK-5	23 JAN 2025	AD 2.EHGG-4	11 JUL 2024	AD 2.EHLE-9	02 NOV 2023
AD 2.EHBK-6	28 NOV 2024	AD 2.EHGG-5	11 JUL 2024	AD 2.EHLE-10	02 NOV 2023
AD 2.EHBK-7	28 NOV 2024	AD 2.EHGG-6	11 JUL 2024	AD 2.EHLE-11	19 MAY 2022
AD 2.EHBK-8	28 NOV 2024	AD 2.EHGG-7	05 SEP 2024	AD 2.EHLE-12	19 MAY 2022
AD 2.EHBK-9	28 NOV 2024	AD 2.EHGG-8	05 SEP 2024	AD 2.EHLE-13	19 MAY 2022
AD 2.EHBK-10	28 NOV 2024	AD 2.EHGG-9	05 SEP 2024	AD 2.EHLE-14	19 MAY 2022
AD 2.EHBK-11	28 NOV 2024	AD 2.EHGG-10	05 SEP 2024	AD 2.EHLE-15	19 MAY 2022
AD 2.EHBK-12	28 NOV 2024	AD 2.EHGG-11	08 SEP 2022	AD 2.EHLE-16	19 MAY 2022
AD 2.EHBK-13	28 NOV 2024	AD 2.EHGG-12	08 SEP 2022	AD 2.EHLE-17	19 MAY 2022
AD 2.EHBK-14	28 NOV 2024	AD 2.EHGG-13	08 SEP 2022	AD 2.EHLE-18	19 MAY 2022
AD 2.EHBK-15	28 NOV 2024	AD 2.EHGG-14	08 SEP 2022	AD 2.EHLE-19	19 MAY 2022
AD 2.EHBK-16	28 NOV 2024	AD 2.EHGG-15	08 SEP 2022	AD 2.EHLE-20	19 MAY 2022
AD 2.EHBK-17	28 NOV 2024	AD 2.EHGG-16	08 SEP 2022	AD 2.EHLE-21	18 MAY 2023
AD 2.EHBK-18	28 NOV 2024	AD 2.EHGG-17	08 SEP 2022	AD 2.EHLE-22	05 SEP 2024
AD 2.EHBK-19	28 NOV 2024	AD 2.EHGG-18	06 OCT 2022	AD 2.EHLE-23	23 MAR 2023
AD 2.EHBK-20	28 NOV 2024	AD 2.EHGG-19	06 OCT 2022	AD 2.EHLE-24	20 APR 2023
AD 2.EHBK-21	28 NOV 2024	AD 2.EHGG-20	15 JUN 2023	AD 2.EHLE-25	20 APR 2023
AD 2.EHBK-22	28 NOV 2024	AD 2.EHGG-21	15 JUN 2023	AD 2.EHLE-ADC	23 JAN 2025
AD 2.EHBK-23	28 NOV 2024	AD 2.EHGG-22	15 JUN 2023	AD 2.EHLE-AOC-05-23	22 FEB 2024
AD 2.EHBK-24	28 NOV 2024	AD 2.EHGG-23	03 OCT 2024	AD 2.EHLE-AREA	03 OCT 2024
AD 2.EHBK-25	28 NOV 2024	AD 2.EHGG-24	08 SEP 2022	AD 2.EHLE-SID-05	30 DEC 2021
AD 2.EHBK-26	28 NOV 2024	AD 2.EHGG-ADC	03 OCT 2024	AD 2.EHLE-SID-23	30 DEC 2021
AD 2.EHBK-ADC	28 NOV 2024	AD 2.EHGG-APDC	03 OCT 2024	AD 2.EHLE-SMAC	26 JAN 2023
AD 2.EHBK-APDC	22 FEB 2024	AD 2.EHGG-AOC-05-23	24 FEB 2022	AD 2.EHLE-IAC-05.1	26 JAN 2023
AD 2.EHBK-AOC-03-21	15 JUN 2023	AD 2.EHGG-SID-OVERVIEW	02 NOV 2023	AD 2.EHLE-IAC-05.2	26 JAN 2023
AD 2.EHBK-PATC-21	22 AUG 2013	AD 2.EHGG-SID-05	19 MAY 2022	AD 2.EHLE-IAC-23.1	26 JAN 2023
AD 2.EHBK-SID-OVERVIEW	29 DEC 2022	AD 2.EHGG-SID-23	19 MAY 2022	AD 2.EHLE-VAC.1	05 SEP 2024
AD 2.EHBK-SID-03	29 DEC 2022	AD 2.EHGG-STAR	19 MAY 2022	AD 2.EHLE-VAC.2	30 NOV 2023
AD 2.EHBK-SID-21	29 DEC 2022	AD 2.EHGG-SMAC	25 MAR 2021	AD 2.EHMM-1	23 JAN 2025
AD 2.EHBK-STAR.1	16 MAY 2024	AD 2.EHGG-IAC-05.1	23 FEB 2023	AD 2.EHMM-2	03 OCT 2024
AD 2.EHBK-STAR.2	16 MAY 2024	AD 2.EHGG-IAC-05.2	23 FEB 2023	AD 2.EHMM-3	03 OCT 2024
AD 2.EHBK-SMAC	29 DEC 2022	AD 2.EHGG-IAC-23.1	23 FEB 2023	AD 2.EHMM-4	28 NOV 2024
AD 2.EHBK-IAC-03.1	29 DEC 2022	AD 2.EHGG-IAC-23.2	23 FEB 2023	AD 2.EHMM-ADC	12 MAY 2005
AD 2.EHBK-IAC-03.2	29 DEC 2022	AD 2.EHGG-IAC-23.3	23 FEB 2023	AD 2.EHMM-VAC	26 DEC 2024
AD 2.EHBK-IAC-03.3	16 MAY 2024	AD 2.EHGG-IAC-23.4	23 FEB 2023	AD 2.EHMM-1	02 NOV 2023
AD 2.EHBK-IAC-03.4	29 DEC 2022	AD 2.EHGG-VAC.1	15 JUL 2021	AD 2.EHMM-2	02 NOV 2023
AD 2.EHBK-IAC-21.1	16 MAY 2024	AD 2.EHGG-VAC.2	23 MAR 2023	AD 2.EHMM-3	02 NOV 2023
AD 2.EHBK-IAC-21.2	16 MAY 2024	AD 2.EHMM-1	23 JAN 2025	AD 2.EHMM-4	15 JUN 2023
AD 2.EHBK-VAC.1	14 JUL 2022	AD 2.EHMM-2	23 JAN 2025	AD 2.EHMM-5	15 JUN 2023
AD 2.EHBK-VAC.2	30 DEC 2021	AD 2.EHMM-3	23 JAN 2025	AD 2.EHMM-ADC	15 JUN 2023

AD 2.EHMZ-VAC.1	15 JUN 2023	AD 2.EHTW-2	03 OCT 2024
AD 2.EHMZ-VAC.2	15 JUN 2023	AD 2.EHTW-3	03 OCT 2024
AD 2.EHOW-1	02 NOV 2023	AD 2.EHTW-4	03 OCT 2024
AD 2.EHOW-2	20 APR 2023	AD 2.EHTW-5	02 NOV 2023
AD 2.EHOW-3	23 JAN 2025	AD 2.EHTW-6	03 OCT 2024
AD 2.EHOW-4	20 APR 2023	AD 2.EHTW-7	03 OCT 2024
AD 2.EHOW-ADC	18 APR 2024	AD 2.EHTW-ADC	28 NOV 2024
AD 2.EHOW-VAC	15 JUN 2023	AD 2.EHTW-APDC	03 OCT 2024
AD 2.EHRD-1	02 NOV 2023	AD 2.EHTW-VAC.1	13 AUG 2020
AD 2.EHRD-2	11 JUL 2024	AD 2.EHTW-VAC.2	13 AUG 2020
AD 2.EHRD-3	02 NOV 2023	AD 2.EHTX-1	11 JUL 2024
AD 2.EHRD-4	02 NOV 2023	AD 2.EHTX-2	11 JUL 2024
AD 2.EHRD-5	02 NOV 2023	AD 2.EHTX-3	11 JUL 2024
AD 2.EHRD-6	02 NOV 2023	AD 2.EHTX-4	11 JUL 2024
AD 2.EHRD-7	02 NOV 2023	AD 2.EHTX-5	11 JUL 2024
AD 2.EHRD-8	26 DEC 2024	AD 2.EHTX-6	11 JUL 2024
AD 2.EHRD-9	26 DEC 2024	AD 2.EHTX-ADC	11 JUL 2024
AD 2.EHRD-10	26 DEC 2024	AD 2.EHTX-VAC.1	24 FEB 2022
AD 2.EHRD-11	26 DEC 2024	AD 2.EHTX-VAC.2	11 AUG 2022
AD 2.EHRD-12	20 APR 2023	AD 2.EHTX-VAC.3	24 FEB 2022
AD 2.EHRD-13	20 APR 2023		
AD 2.EHRD-14	20 APR 2023	AD 3	
AD 2.EHRD-15	20 APR 2023	AD 3.EHHA-1	02 NOV 2023
AD 2.EHRD-16	20 APR 2023	AD 3.EHHA-2	02 NOV 2023
AD 2.EHRD-17	20 APR 2023	AD 3.EHHA-3	02 NOV 2023
AD 2.EHRD-18	20 APR 2023	AD 3.EHHA-4	13 JUN 2024
AD 2.EHRD-19	20 APR 2023	AD 3.EHHA-5	02 NOV 2023
AD 2.EHRD-20	20 APR 2023	AD 3.EHHA-VAC	13 JUN 2024
AD 2.EHRD-21	20 APR 2023	AD 3.EHHE-1	23 JAN 2025
AD 2.EHRD-22	20 APR 2023	AD 3.EHHE-2	23 JAN 2025
AD 2.EHRD-23	20 APR 2023	AD 3.EHHE-3	16 MAY 2024
AD 2.EHRD-24	18 MAY 2023	AD 3.EHHE-4	23 JAN 2025
AD 2.EHRD-25	18 MAY 2023	AD 3.EHHE-5	23 JAN 2025
AD 2.EHRD-26	20 APR 2023	AD 3.EHHE-ADC	16 MAY 2024
AD 2.EHRD-27	20 APR 2023	AD 3.EHHE-VAC	16 MAY 2024
AD 2.EHRD-28	20 APR 2023		
AD 2.EHRD-29	18 APR 2024		
AD 2.EHRD-30	18 APR 2024		
AD 2.EHRD-31	20 APR 2023		
AD 2.EHRD-ADC	02 NOV 2023		
AD 2.EHRD-APDC	26 DEC 2024		
AD 2.EHRD-GMC.1	02 NOV 2023		
AD 2.EHRD-GMC.2	02 NOV 2023		
AD 2.EHRD-AOC-06-24	12 AUG 2021		
AD 2.EHRD-SID-OVERVIEW	02 NOV 2023		
AD 2.EHRD-SID-06.1	19 MAY 2022		
AD 2.EHRD-SID-06.2	19 MAY 2022		
AD 2.EHRD-SID-24.1	12 AUG 2021		
AD 2.EHRD-SID-24.2	19 MAY 2022		
AD 2.EHRD-STAR	02 NOV 2023		
AD 2.EHRD-SMAC	28 DEC 2023		
AD 2.EHRD-IAC-06.1	04 NOV 2021		
AD 2.EHRD-IAC-06.2	30 DEC 2021		
AD 2.EHRD-IAC-06.3	04 NOV 2021		
AD 2.EHRD-IAC-24.1	12 AUG 2021		
AD 2.EHRD-IAC-24.2	12 AUG 2021		
AD 2.EHRD-IAC-24.3	12 AUG 2021		
AD 2.EHRD-IAC-24.4	12 AUG 2021		
AD 2.EHRD-VAC.1	31 OCT 2024		
AD 2.EHRD-VAC.2	20 APR 2023		
AD 2.EHRD-VAC.3	20 APR 2023		
AD 2.EHSE-1	08 AUG 2024		
AD 2.EHSE-2	08 AUG 2024		
AD 2.EHSE-3	27 JAN 2022		
AD 2.EHSE-4	27 JAN 2022		
AD 2.EHSE-5	05 SEP 2024		
AD 2.EHSE-ADC	25 JAN 2024		
AD 2.EHSE-VAC	16 MAY 2024		
AD 2.EHST-1	02 NOV 2023		
AD 2.EHST-2	02 NOV 2023		
AD 2.EHST-3	10 AUG 2023		
AD 2.EHST-ADC	10 AUG 2023		
AD 2.EHST-VAC	10 AUG 2023		
AD 2.EHTE-1	28 DEC 2023		
AD 2.EHTE-2	28 DEC 2023		
AD 2.EHTE-3	28 DEC 2023		
AD 2.EHTE-4	28 DEC 2023		
AD 2.EHTE-5	28 DEC 2023		
AD 2.EHTE-6	28 DEC 2023		
AD 2.EHTE-7	28 DEC 2023		
AD 2.EHTE-8	28 DEC 2023		
AD 2.EHTE-9	30 JAN 2020		
AD 2.EHTE-10	30 JAN 2020		
AD 2.EHTE-ADC	28 DEC 2023		
AD 2.EHTE-GMC	28 DEC 2023		
AD 2.EHTE-AOC-08-26	18 JUN 2020		
AD 2.EHTE-IAC-26	10 SEP 2020		
AD 2.EHTE-VAC	28 DEC 2023		
AD 2.EHTL-1	02 NOV 2023		
AD 2.EHTL-2	02 NOV 2023		
AD 2.EHTL-ADC	28 NOV 2024		
AD 2.EHTL-VAC	28 NOV 2024		
AD 2.EHTW-1	03 OCT 2024		

GEN 2.4 LOCATION INDICATORS

The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.

1. ENCODE		2. DECODE	
Location	Indicator	Indicator	Location
A12-CPP (oil platform)	EHAK	EHAA	AMSTERDAM ACC/FIC
A18-A (oil platform)	EHAX	EHAD	AMELAND HELIPORT
AMELAND HELIPORT	EHAD	EHAK	A12-CPP (oil platform)
AMELAND/Ameland	EHAL	EHAL	AMELAND/Ameland
AMSTERDAM ACC/FIC	EHAA	EHAM	AMSTERDAM/Schiphol
AMSTERDAM HELIPORT	EHHA	EHAX	A18-A (oil platform)
AMSTERDAM/Schiphol	EHAM	EHBD	WEERT/Budel
ARNHEM/Deelen	EHDH	EBHK	MAASTRICHT/Maastricht Aachen
AWG-1 (oil platform)	EHMA	EHBL	B13-A (oil platform)
B13-A (oil platform)	EHBL	EHCB*	CABAUW
BARD 1 (converter platform)	EHHL	EHDB	DE BILT
BERGEN OP ZOOM/Woensdrecht	EHWO	EHDH	DEN HELDER
BKR02-Z02 (converter platform)	EHHZ	EHDH	ARNHEM/Deelen
Borssele Alpha (BSA) (converter platform)	EHSG	EHDP	VENRAY/De Peel
Borssele Beta (BSB) (converter platform)	EHSE	EHDR	DRACHTEN/Drachten
BORWIN BETA (converter platform)	EHHK	EHDS	D12-B (oil platform)
BORWIN GAMMA (converter platform)	EHHM	EHDV	D15-FA-1 (oil platform)
BREDA/Gilze-Rijen	EHGR	EHEH	EINDHOVEN/Eindhoven
BREDA/Seppe	EHSE	EHFR	E17a-A (oil platform)
Buitengaats / BG-OHVS2	EHHW	EHFB	F2-A (oil platform)
BW0 (converter platform)	EHHX	EHFC	F3-OLT (oil platform)
CABAUW	EHCB*	EHFD	F3-FB-1 (oil platform)
Collective address for distribution within the Netherlands	EHZZ	EHFO	F15-A (oil platform)
D12-B (oil platform)	EHDS	EHFQ	L2-FA-1 (oil platform)
D15-FA-1 (oil platform)	EHDV	EHFR	L5-FA-1 (oil platform)
DE BILT	EHDB	EHFS*	VLISSINGEN
DEN HAAG (city-dept. of Civil Aviation)	EHGV	EHFT	L5-D (oil platform)
DEN HELDER	EHDH	EHGG	GRONINGEN/Eelde
DEN HELDER/De Kooy	EHKD	EHGL	Veja Mate (converter platform)
Deutsche Bucht (DBU OSS) (converter platform)	EHGM	EHGM	Deutsche Bucht (DBU OSS) (converter platform)
DEVENTER/Teuge	EHTE	EHGN	G14-A (oil platform)
DOLWIN A (converter platform)	EHHY	EHGP	G16A-A (oil platform)
DRACHTEN/Drachten	EHDR	EHGQ	G17D-A (oil platform)
E17a-A (oil platform)	EHER	EHGR	BREDA/Gilze-Rijen
EEMSHAVEN HELIPORT	EHHE	EHGS	G16a-B (oil platform)
EINDHOVEN/Eindhoven	EHEH	EHGV	DEN HAAG (city-dept. of Civil Aviation)
ENSCHDEDE/Twente	EHTW	EHHA	AMSTERDAM HELIPORT
EUROPLATFORM	EHSA	EHHE	EEMSHAVEN HELIPORT
F15-A (oil platform)	EHFO	EHHL	Hohe See (converter platform)
F2-A (oil platform)	EHFB	EHHI	Global Tech I (converter platform)
F3-FB-1 (oil platform)	EHFD	EHHK	BORWIN BETA (converter platform)
F3-OLT (oil platform)	EHFC	EHHL	BARD 1 (converter platform)
G14-A (oil platform)	EHGN	EHHM	BORWIN GAMMA (converter platform)
G16A-A (oil platform)	EHGP	EHHO	HOOGVEEEN/Hoogeveen
G16a-B (oil platform)	EHGS	EHHV	HILVERSUM/Hilversum
G17D-A (oil platform)	EHGQ	EHHW	Buitengaats / BG-OHVS2
Global Tech I (converter platform)	EHHI	EHHX	BW0 (converter platform)
GOEREE	EHSC	EHHY	DOLWIN A (converter platform)
GRONINGEN/Eelde	EHGG	EHHZ	BKR02-Z02 (converter platform)
HILVERSUM/Hilversum	EHHV	EHII	SITA-Gateway
Hohe See (converter platform)	EHHL	EHJA	J6-A (oil platform)
Hollandse Kust Noord (HKN) (converter platform)	EHQH	EHJB	K1-A (oil platform)
Hollandse Kust West Alpha (HKWA) (converter platform)	EHQW	EHJC	K2B-A (oil platform)
Hollandse Kust Zuid Alpha (HKZA) (converter platform)	EHQS	EHJD	K4-BE (oil platform)
HOOGVEEEN/Hoogeveen	EHHO	EHJE	K4-A (oil platform)
J6-A (oil platform)	EHJA	EHJF	K5-ACP (oil platform)
K1-A (oil platform)	EHJB	EHJG	K5-B (oil platform)
		EHJH	K5-EN/C (oil platform)
		EHJI	K5-D (oil platform)

1. ENCODE		2. DECODE	
Location	Indicator	Indicator	Location
K12-D (oil platform)	EHKO	EHJJ	K5-CU (oil platform)
K12-G (oil platform)	EHKQ	EHJO	K8-FA-2 (oil platform)
K12-K (oil platform)	EHKX	EHJR	K13-A (oil platform)
K13-A (oil platform)	EHJR	EHKA	L4-PN (oil platform)
K14-FA-1A (oil platform)	EHKW	EHKB	K6-GT (oil platform)
K14-FA-1C (oil platform)	EHKV	EHKC	K6-DN (oil platform)
K15-FA-1 (oil platform)	EHKT	EHKD	DEN HELDER/De Kooy
K15-FB-1 (oil platform)	EHKS	EHKE	K6-PC (oil platform)
K2B-A (oil platform)	EHJC	EHKG	K6-D (oil platform)
K4-A (oil platform)	EHJE	EHKJ	L4-A (oil platform)
K4-BE (oil platform)	EHJD	EHKO	K12-D (oil platform)
K5-ACP (oil platform)	EHJF	EHKQ	K12-G (oil platform)
K5-B (oil platform)	EHJG	EHKS	K15-FB-1 (oil platform)
K5-CU (oil platform)	EHJJ	EHKT	K15-FA-1 (oil platform)
K5-D (oil platform)	EHJI	EHKV	K14-FA-1C (oil platform)
K5-EN/C (oil platform)	EHJH	EHKW	K14-FA-1A (oil platform)
K6-D (oil platform)	EHKG	EHKX	K12-K (oil platform)
K6-DN (oil platform)	EHKC	EHLE	LELYSTAD/Lelystad
K6-GT (oil platform)	EHKB	EHLH	L10-B (oil platform)
K6-PC (oil platform)	EHKE	EHLI	L10-E (oil platform)
K8-FA-2 (oil platform)	EHJO	EHLJ	L10-L (oil platform)
L10-A (oil platform)	EHLI	EHLJ	L10-A (oil platform)
L10-B (oil platform)	EHLH	EHLM	L10-M (oil platform)
L10-E (oil platform)	EHLI	EHLO	L10-F (oil platform)
L10-F (oil platform)	EHLO	EHLP	L13-FE-1 (oil platform)
L10-L (oil platform)	EHLJ	EHLQ	L13-FC-1 (oil platform)
L10-M (oil platform)	EHLM	EHLT	L8-P4 (oil platform)
L11-B (oil platform)	EHLX	EHLW	LEEWARDEN/Leeuwarden
L13-FC-1 (oil platform)	EHLQ	EHLX	L11-B (oil platform)
L13-FE-1 (oil platform)	EHLP	EHMA	AWG-1 (oil platform)
L15-FA-1 (oil platform)	EHMR	EHMC	MILATCC SCHIPHOL (Military Control)
L2-FA-1 (oil platform)	EHFQ	EHMF	L5-C (oil platform)
L4-A (oil platform)	EHKJ	EHMG	L9-FF-1 (oil platform)
L4-PN (oil platform)	EHKA	EHML	NIEUW MILLIGEN (MIL Control and Reporting Centre/Sector Operations Centre)
L5-C (oil platform)	EHMF		MIDDENMEER/Middenmeer
L5-D (oil platform)	EHFT	EHMM	L15-FA-1 (oil platform)
L5-FA-1 (oil platform)	EHFR	EHMR	MIDDELBURG/Midden-Zeeland
L8-P4 (oil platform)	EHLT	EHMZ	Riffgat (converter platform)
L9-FF-1 (oil platform)	EHMG	EHNH	OOSTWOLD/Oostwold
LEEWARDEN/Leeuwarden	EHLW	EHOW	P11-B (DE RUYTER) (oil platform)
LELYSTAD/Lelystad	EHLE	EHPG	P15-F (oil platform)
Local Routeing	EHXX	EHPJ	P15-ACD (RIJN-C) (oil platform)
MAASTRICHT/Maastricht Aachen	EBBK	EHPK	P18-A (oil platform)
MIDDELBURG/Midden-Zeeland	EHMZ	EHPN	Q4-C (oil platform)
MIDDENMEER/Middenmeer	EHMM	EHQH	Q1-D (oil platform)
MILATCC SCHIPHOL (Military Control)	EHMC	EHQM	Hollandse Kust Noord (HKN) (converter platform)
NIEUW MILLIGEN (MIL Control and Reporting Centre/Sector Operations Centre)	EHML	EHQN	Hollandse Kust Zuid Alpha (HKZA) (converter platform)
OOSTWOLD/Oostwold	EHOW	EHQS	Q13-A (oil platform)
OSY-OS1ST (converter platform)	EHRH	EHQT	Hollandse Kust West Alpha (HKWA) (converter platform)
P11-B (DE RUYTER) (oil platform)	EHPG	EHQW	ROTTERDAM/Rotterdam
P15-ACD (RIJN-C) (oil platform)	EHPK		OSY-OS1ST (converter platform)
P15-F (oil platform)	EHPJ	EHRD	EUROPLATFORM
P18-A (oil platform)	EHPN	EHRH	GOEREE
PISTOOLHAVEN	EHTP	EHSF	BREDA/Seppe
Q1-D (oil platform)	EHQM	EHSF	Borssele Beta (BSB) (converter platform)
Q13-A (oil platform)	EHQT	EHSF	Borssele Alpha (BSA) (converter platform)
Q4-C (oil platform)	EHQH	EHSF	SCHIERMONNIKOOG HELIPORT
Riffgat (converter platform)	EHNH	EHSF	STADSKANAAL
ROTTERDAM/Rotterdam	EHRD	EHSF	DEVENTER/Teuge
SCHIERMONNIKOOG HELIPORT	EHSO	EHSF	TERLET
SITA-Gateway	EHII	EHSF	PISTOOLHAVEN
STADSKANAAL	EHST	EHSF	
TERLET	EHTL	EHSF	

1. ENCODE		2. DECODE	
Location	Indicator	Indicator	Location
TERSCHELLING HELIPORT	EHTS	EHTS	TERSCHELLING HELIPORT
TEXEL/Texel	EHTX	EHTW	ENSCHDEDE/Twente
UDEN/Volkel	EHVK	EHTX	TEXEL/Texel
Veja Mate (converter platform)	EHGL	EHVD	VLIELAND HELIPORT
VENRAY/De Peel	EHDP	EHVK	UDEN/Volkel
VLIHORS	EHVL	EHVL	VLIHORS
VLIELAND HELIPORT	EHVD	EHWO	BERGEN OP ZOOM/Woensdrecht
VLISSINGEN	EHFS*	EHXX	Local Routeing
WEERT/Budel	EHBD	EHYP	YPAD
YPAD	EHYP	EHZZ	Collective address for distribution within the Netherlands

5.1.12 En-route charts

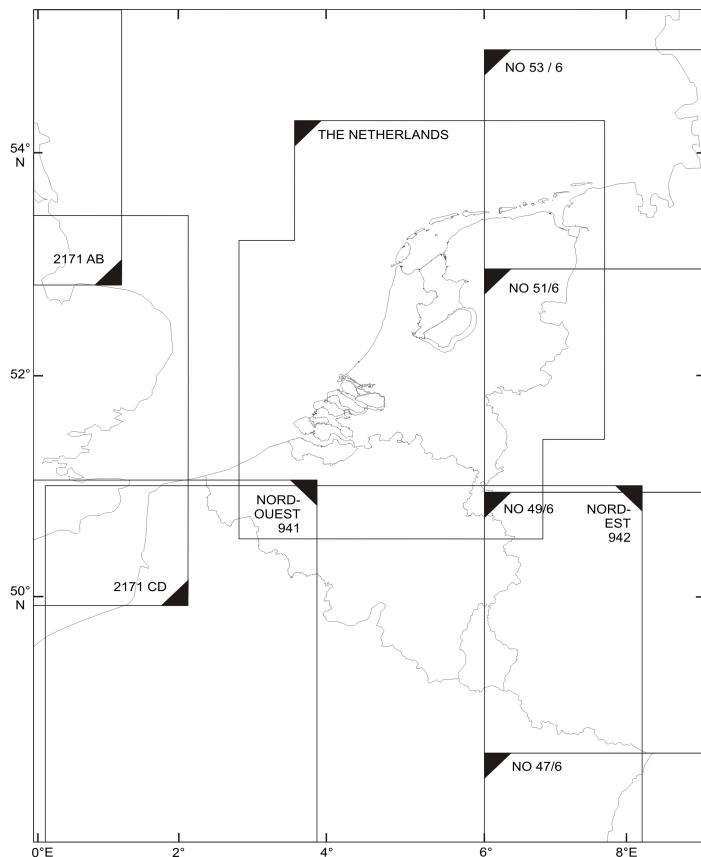
See ENR 6.

5.2 Other charts

5.2.1 Aeronautical chart - ICAO 1:500 000

Available in print (see also paragraph 3) and online via <https://www.lvnl.nl/aip>.

6 INDEX TO ADJOINING SHEETS OF THE AERONAUTICAL CHART - ICAO 1:500 000



7 TOPOGRAPHICAL CHARTS

Topographical charts and information are available from:

Post: Kadaster
Klantcontactcenter
P.O. Box 9046
7300 GH Apeldoorn
The Netherlands
Tel: +31 (0)88 183 2200
Fax: +31 (0)88 183 2050
URL: <https://www.kadaster.nl>
Email: kcc@kadaster.nl

8 CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

Aeronautical information on the Aeronautical Chart ICAO 1:500.000 outside the Amsterdam FIR is published under reservation. For latest information on the adjacent FIRs consult appropriate AIPs and NOTAM.

Charts	Location	Corrections
Aeronautical chart ICAO 1:500 000 Edition 2024 (13 JUN 2024)	512633N 0033459E	Vlissingen, insert symbol heliport.
	524114N 0062949E	Alteveer, insert symbol hangglidersite, MAX cable HGT 15.
	532730N 0035416E	Delete heliport K12-C.
	532335N 0041203E	Delete heliport L10-C.
	532833N 0034714E	Delete heliport K12-A
	523614N 0062119E	Balkbrug, insert symbol hangglidersite, MAX cable HGT 15.
	534215N 0043608E	Delete heliport L5-B.
	533824N 0043345E	Delete heliport L8-P.
	524643N 0041600E	Delete heliport Q4-A.
	524259N 0041759E	Delete heliport Q4-B.
	APRX 5135N 00535E	EHTRA12, amend lower limit FL 095 to read FL 115.
	BTN 5111N 00558E and 5105N 00600E	Maastricht TMA, remove line airspace class B, C, D.
	APRX 513902N 0042131E	Add 4 wind turbines (area), ELEV 672 FT AMSL, lighted.
	APRX 523641N 0053803E	Add 24 wind turbines (area), ELEV 621 FT AMSL, lighted.
	APRX 513538N 0035208E	3 wind turbine (line), change ELEV into 656 FT AMSL.
	APRX 515744N 0035754E	Add 22 wind turbines (area), ELEV 614 FT AMSL, lighted.
	521402N 0062555E	Add symbol hangglider site (S15).
	APRX 524854N 0050116E	Delete microlight aircraft site symbol. Add aerodrome information box for EHMM. See AD 2.EHMM.
	524701N 0061217E	Add EHR68, radius 300 M, upper limit 700 FT AMSL, lower limit GND.
	531009N 0055230E	Warstiens, insert symbol microlight aircraft site.
	APRX 514311N 0043611E	Add 4 wind turbines (area), ELEV 676 FT AMSL, lighted.
	515517N 0042842E	Add obstacle, ELEV 380 FT AMSL, lighted.
	515818N 0040014E	Add obstacle, ELEV 381 FT AMSL, lighted.
	541010N 0052605E	Delete heliport G14-B.
	532027N 0035337E	Delete heliport K12-B.

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Note: the following sections in this chapter are intentionally left blank:
ENR 0.1, ENR 0.2, ENR 0.3, ENR 0.4, ENR 0.5.

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ purpose	Remarks
1	2	3	4	5
Kleine-Brogel coordination area (KBCA) 510941N 0055000E - 511100N 0055000E - 511100N 0055825E - 511455N 0055708E - 512306N 0054551E - 511958N 0052917E - 511608N 0052309E - along Dutch-Belgium border to - 510941N 0055000E. <u>3500 FT AMSL</u> 1500 FT AMSL Class of airspace: E	Kleine-Brogel APP	Kleine-Brogel Tower En HO	134.480 337.600	When active, Kleine-Brogel APP provides ATS to traffic inbound Kleine-Brogel RWY 23.
	MILATCC Schiphol	Dutch MIL En H24	128.355	Outside Kleine-Brogel OPR HR contact MILATCC Schiphol.
		Dutch MIL Info En H24	132.350	
		RAPCON South En MON-FRI: 0700-1545 (0600-1445)	123.180 388.525	
Kleine-Brogel CTR 2 Lateral limits as Kleine-Brogel CTR 2 (see ENR 2.1). <u>3000 FT AMSL</u> GND Class of airspace: D	Kleine-Brogel APP	Kleine-Brogel Tower En HO	134.105	Outside Kleine Brogel OPR HR, no entry without permission from Dutch MIL INFO (132.350).
← L179 area 511521N 0053324E - 511455N 0055708E - 511100N 0055825E - 511100N 0054606E - along the Dutch-Belgian border - 511521N 0053324E. <u>FL 195</u> FL 095 Class of airspace: B	Brussels ACC	Brussels Control En H24	129.575	East Low sector BTN FL 095 and FL 185.
			128.450	East High sector BTN FL 185 and FL 195.
← Maastricht area 511521N 0053324E - 511446N 0060454E - along the Dutch-German border - 504516N 0060114E - along the Dutch-Belgian border - 511521N 0053324E. <u>FL 245</u> FL 195 Class of airspace: C	Brussels ACC	Brussels Control En H24	128.450	East High Sector BTN FL 185 and FL 195.
	Steenokkerzeel ATCC	Belga Radar En HO	284.850 PRI 378.425 139.975	During activation of EBTRA NB, a corridor between the northern limit of the Maastricht area and a line from 510131N 0054635E to 510654N 0060336E is delegated to Steenokkerzeel ATCC.
Maastricht TMA 2 Lateral limits as Maastricht TMA 2 (see ENR 2.1) excluding the ROMIN area, WORMS North area and WORMS South area. <u>FL 195</u> FL 095 Class of airspace: B	Brussel ACC	Brussels Control En H24	129.575	East Low sector BTN FL 095 and FL 185.
			128.450	East High Sector BTN FL 185 and FL 195.
Niederrhein CTR (in Amsterdam FIR) 513315N 0060957E - 513327N 0060100E - along anticlockwise arc (radius 6.5 NM, centre 513102N 0055120E) - 513710N 0055447E - along anticlockwise arc (radius 8 NM, centre 513926N 0054228E) - 513920N 0055519E - 513905N 0060659E - along Dutch-German border - 513315N 0060957E. <u>3000 FT AMSL</u> GND Class of airspace: D	Niederrhein TWR	Niederrhein Tower En See AIP Germany	129.405 PRI	For entry or crossing Niederrhein CTR, permission required from Niederrhein TWR. If no reply or outside OPR HR contact Dutch MIL Info 132.350.

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ purpose	Remarks
1	2	3	4	5
ROMIN area 511455N 0055708E - 511446N 0060454E - along the Dutch-German border - 510515N 0060018E - 511455N 0055708E. FL 195 FL 095 Class of airspace: B FL 095 3500 FT AMSL Class of airspace: D	Langen ACC	Langen Radar En H24	119.110	NIL
SASKI A area 512719N 0023000E - along the Dutch-Belgian border - 512223N 0032147E - 511610N 0040651E - 512531N 0032419E - 512850N 0031019E - 513555N 0024001E - 513813N 0023000E - 512719N 0023000E. FL 245 FL 195 Class of airspace: C FL 195 FL 055 Class of airspace: A	Brussels ACC	Brussels Control En H24	128.805	West side of SASKI A area: North Low sector BTN FL 055 and FL 245.
			128.805	East side of SASKI A area: North Low sector BTN FL 055 and FL 185.
			127.230	East side of SASKI A area: West High sector BTN FL 185 and FL 245.
SASKI B area 514245N 0021001E - 513813N 0023000E - 512720N 0023000E - 513000N 0020000E - 514245N 0021001E. FL 660 FL 245 Class of airspace: C	London AC (Swanwick)	London Control En H24	128.160	Sector 13
			118.480	Sector 14
VENLO area 514022N 0060212E - 512000N 0060209E - 511455N 0055708E - 511446N 0060454E - along the Dutch-German border - 514022N 0060212E. FL 195 FL 065 Class of airspace: B FL 065 3000 FT AMSL Class of airspace: E	Langen ACC	Langen Radar En H24	119.110	NIL

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ purpose	Remarks
1	2	3	4	5
WORMS North area 505518N 0060331E - along the Dutch-German border - 505442N 0060504E - 505442N 0060343E - 505518N 0060331E. <u>FL 195</u> FL 095 Class of airspace: B <u>FL 095</u> 3000 FT AMSL Class of airspace: D	Langen ACC	Langen Radar En H24	119.110	NIL
WORMS South area 505442N 0060343E - 505442N 0060504E - along the Dutch-German border - 505140N 0060441E - 505442N 0060343E. <u>FL 195</u> FL 095 Class of airspace: B <u>FL 095</u> 1500 FT AMSL Class of airspace: D	Langen ACC	Langen Radar En H24	119.110	NIL
Zeeland A area 512627N 0030740E - 512356N 0030600E - 512223N 0032147E - along the Dutch-Belgian border - 511821N 0033524E - 512014N 0033627E - 512627N 0030740E. <u>FL 055</u> 3500 FT AMSL Class of airspace: E	Oostende APP	Oostende Approach EN H24	120.600	NIL
Zeeland B area 512014N 0033627E - 511436N 0040157E - along the Dutch-Belgian border - 511821N 0033524E - 512014N 0033627E. <u>FL 055</u> 3500 FT AMSL Class of airspace: E	Brussels ACC	Brussels Control En H24	128.805	NIL

1.2 ATS IN AREAS OUTSIDE AMSTERDAM FIR DELEGATED TO THE NETHERLANDS

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/purpose	Remarks
1	2	3	4	5
Eben area The part of the Brussels FIR enclosed by a line linking the following coordinates: 504935N 0053857E - along Dutch-Belgium border - 504724N 0054146E - 504851N 0053815E - 504935N 0053857E. <u>FL 095</u> 3000 FT AMSL Class of airspace: D <u>3000 FT AMSL</u> GND Class of airspace: C	Beek TWR/APP	Beek Tower En H24 Beek Approach En H24	119.480 PRI 362.875 119.705 Regional Guard 123.980 TAR 340.850 120.205	
GODOS area That part of the London FIR enclosed by a line linking the following coordinates: 534148N 0030000E - 533411N 0034222E - 531029N 0032158E - 531441N 0031102E - 531608N 0030000E - 534148N 0030000E. <u>FL 245</u> FL 195 Class of airspace: C <u>FL 195</u> FL 175 Class of airspace: A	Amsterdam ACC	Amsterdam Radar En H24	123.705	
Kleve HI area The part of the Langen FIR enclosed by a line linking the following coordinates: 514200N 0060142E - 514941N 0062427E - along Dutch-German border - 514200N 0060142E. <u>FL 205</u> FL 145 Class of airspace: C	Amsterdam ACC	Amsterdam Radar En H24	124.480	

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ purpose	Remarks
1	2	3	4	5
Kleve Medium area The part of the Langen FIR enclosed by a line linking the following coordinates: 514200N 0060142E - 514941N 0062427E - along Dutch-German border - 514200N 0060142E. <u>FL 145</u> FL 100 Class of airspace: C <u>FL 100</u> FL 095 Class of airspace: E	Amsterdam ACC	Amsterdam Radar En H24	124.480	When NAPRO Low area is active, ATS is provided by MIL-ATCC Schiphol.
	MILATCC Schiphol	Dutch MIL En H24	128.355	
		Dutch MIL Info En H24	132.350	
Kleve LO The part of the Langen FIR enclosed by a line linking the coordinates: 514200N 0060142E - 514941N 0062427E - along Dutch-German border - 514200N 0060142E. <u>FL 095</u> 2500 FT AMSL Class of airspace: E	MILATCC Schiphol	Dutch MIL En H24	128.355	
		Dutch MIL Info En H24	132.350	
Maastricht CTR in Brussels FIR For lateral limits see AIP Belgium. <u>3000 FT AMSL</u> GND Class of airspace: C	Beek TWR/APP	Beek Tower En H24	119.480 PRI 362.875 119.705 Regional Guard	
Maastricht CTR in Langen FIR For lateral limits see AIP Germany. <u>3000 FT AMSL</u> GND Class of airspace: D	Beek TWR/APP	Beek Tower En	119.480 PRI 362.875 119.705 Regional Guard	
Maskirchen A area The part of the Langen FIR enclosed by a line linking the coordinates: 510515N 0060018E - 505518N 0060331E - along Dutch-German border - 510515N 0060018E. <u>FL 095</u> 1000 FT AMSL Class of airspace: E	Beek TWR/APP	Beek Approach En H24	123.980 TAR 340.850 120.205	Excluding Maastricht CTR and Geilenkirchen CTR when active.
		Beek Tower En H24	119.480 PRI 362.875 119.705 Regional Guard	
MOLIX area The part of the London FIR enclosed by a line linking the following coordinates: 532000N 0023000E - 531441N 0031102E - 531029N 0032158E - 523704N 0025356E - 524010N 0023000E - 532000N 0023000E. <u>FL 245</u> FL 195 Class of airspace: C <u>FL 195</u> FL 175 Class of airspace: A	Amsterdam ACC	Amsterdam Radar En H24	123.705	

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ purpose	Remarks
1	2	3	4	5
North Sea area V North Sea area V consists of: North Sea area V-A That part of the Scottish FIR enclosed by a line linking the following coordinates: 554552N 0032208E - 551958N 0041955E - 550000N 0050000E - 550000N 0030301E - 554552N 0032208E. North Sea area V-B The part of the London FIR enclosed by a line linking the following coordinates: 550000N 0030301E - 550000N 0050000E - 525552N 0030936E - 531803N 0030319E - 532809N 0030055E - 533503N 0025913E - 534003N 0025719E - 535003N 0025417E - 535535N 0025714E - 541733N 0030112E - 543143N 0025434E - 543338N 0025147E - 543715N 0025349E - 550000N 0030301E. North Sea area V-C The part of the London FIR enclosed by a line linking the following coordinates: 543338N 0025147E - 543143N 0025434E - 541733N 0030112E - 535535N 0025714E - 535003N 0025417E - 535745N 0025155E - 542245N 0024543E - 543338N 0025147E. <u>FL 055</u> ¹⁾ SFC Class of airspace: G	Amsterdam FIC	Amsterdam Information En H24	See ENR 6-2.2	¹⁾ Upper limit North Sea area V-C below EGD323D FL 045. For details about EGD323D see UK AIP. Amsterdam FIC only provides FIS and ALRS.
TRA 17 – AWACS area 505957N 0053955E - 505957N 0054601E - along Belgian-Dutch border - 505246N 0053955E - 505957N 0053955E. <u>3500 FT AMSL</u> <u>1500 FT AMSL</u> Class of airspace: G	Beek APP	Beek Approach En H24	123.980 TAR 340.850 120.205	Airspace reserved for IFR ap- proach Geilenkirchen RWY 09. Crossing clearance provided by Beek APP. Activation information provided by Brussels FIC or Steenok- kerzeel ATCC.
Twenthe HI area The part of the Bremen FIR enclosed by a line linking the following coordinates: 523925N 0070330E - 522350N 0070340E - along Dutch-German border - 523925N 0070330E. <u>FL 245</u> <u>FL 195</u> Class of airspace: C	Amsterdam ACC	Amsterdam Radar En H24	128.580	

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ purpose	Remarks
1	2	3	4	5
Twenthe Medium area The part of the Bremen FIR enclosed by a line linking the following coordinates: 523925N 0070330E - 522350N 0070340E - along Dutch-German border - 523925N 0070330E. <u>FL 195</u> FL 100 Class of airspace: C <u>FL 100</u> FL 095 Class of airspace: E	Amsterdam ACC	Amsterdam Radar En H24	128.580	
Twenthe LO area The part of the Bremen FIR enclosed by a line linking the following coordinates: 523925N 0070330E - 522350N 0070340E - along Dutch-German border - 523925N 0070330E. <u>FL 095</u> 2500 FT AMSL Class of airspace: E	MILATCC Schiphol	Dutch MIL En H24 Dutch MIL Info En H24	128.355 132.350	
Voeren area The part of the Brussels FIR enclosed by a line linking coordinates: 504611N 0054446E - along Dutch-Belgium border - 504513N 0055956E - 504508N 0055956E - 504459N 0055454E - 504519N 0054824E - 504611N 0054446E. <u>FL 095</u> 1500 FT AMSL Class of airspace: D <u>1500 FT AMSL</u> GND Class of airspace: G	Beek TWR/APP	Beek Approach En H24 Beek Tower En H24	123.980 TAR 340.850 120.205 119.480 PRI 362.875 119.705 Regional Guard	

← **2 FREE ROUTE AIRSPACE (FRA)**

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use	Frequency purpose	Remarks
1	2	3	4	5
MUAC FRA Lateral limits as Amsterdam FIR (see ENR 2.1) excluding the IBNOS and SASKI B area. <u>FL 660</u> FL 245 Class of airspace: C	Maastricht UAC	Maastricht Radar En H24	See ENR 6-2.4.	MUAC FRA extends over the state territories of Belgium, Luxemburg, the Netherlands and part of Germany. For hours of applicability see ENR 1.3 paragraph 4.2.

3 NORTH SEA OPERATIONS, FLIGHT INFORMATION SERVICE AND ALERTING SERVICE**3.1 GENERAL**

Amsterdam FIC provides FIS and ALRS in the North Sea area Amsterdam and the North Sea area V (see paragraph 2.1) to safeguard military and civil air traffic above the North Sea up to and including FL 055¹⁾. For area boundaries see chart ENR 6-3.1.

¹⁾ Below EGD323D up to and including FL 045.

3.1.1 North Sea area Amsterdam

The North Sea area Amsterdam is an RTMZ (combined RMZ and TMZ). In this area all flights shall file a flight plan for the purpose of receiving flight information service and alerting service.

The North Sea area Amsterdam is depicted on ENR 6-3.1.

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ purpose	Remarks
1	2	3	4	5
North Sea area Amsterdam ¹⁾ 55°00'00.00"N 005°00'00.00"E; along parallel to 55°00'00.00"N 006°30'00.00"E; 53°40'00.00"N 006°30'00.00"E; 53°30'00.00"N 005°34'00.00"E; 53°26'24.00"N 005°10'00.00"E; 53°22'29.07"N 004°52'20.47"E; along anticlockwise arc (radius 8 NM, centre 53°15'00.00"N 004°57'00.00"E) to 53°15'00.00"N 004°43'40.92"E; along parallel to 53°15'00.00"N 004°37'01.38"E; along anticlockwise arc (radius 12 NM, centre 53°15'00.00"N 004°57'00.00"E) to 53°11'06.00"N 004°38'07.51"E; 53°09'17.00"N 004°40'28.00"E; 53°06'10.00"N 004°30'56.00"E; 53°05'00.00"N 004°21'00.00"E; 52°48'19.15"N 004°21'00.00"E; 52°45'25.00"N 004°28'03.00"E; 52°43'30.00"N 004°33'40.00"E; 52°43'49.91"N 004°36'45.15"E; 52°31'28.84"N 004°33'57.79"E; 52°25'22.30"N 004°31'28.45"E; 52°16'49.35"N 004°25'35.00"E; 52°12'17.73"N 004°21'31.43"E; 52°08'56.80"N 004°17'31.07"E; 51°59'40.04"N 004°04'25.04"E; 52°00'26.39"N 004°00'34.71"E; 51°49'19.04"N 003°49'57.08"E; 51°44'23.05"N 003°40'35.57"E; 51°35'50.00"N 003°28'43.68"E; along parallel to 51°35'50.00"N 003°13'49.65"E; 51°23'55.58"N 003°06'00.49"E; 51°30'00.00"N 002°00'00.00"E; to point of origin. FL 055 SFC Class of airspace: G	Amsterdam FIC	Amsterdam Information En H24	See ENR 6-2.2	¹⁾ Controlled airspace excluded.

3.1.2 North Sea area V

The Netherlands and the United Kingdom have arranged, through the exchange of a bi-lateral agreement, to transfer responsibility for providing FIS and ALRS in the North Sea area V (see ENR 2.2 par. 1.2). The North Sea area V consists of:

- North Sea area V-A, situated in the Scottish FIR;
- North Sea area V-B and North Sea area V-C, situated in the London FIR.

The United Kingdom strongly recommends flights in the North Sea area V to:

- maintain two-way radio communication with Amsterdam FIC;
- to file a flight plan.

Flights shall carry and use an operational transponder in the North Sea area V.

Procedures and communications will be as if the airspace was an integral part of the Amsterdam FIR (see paragraph 3). The North Sea area V is depicted on the chart ENR 6-3.1.

3.2 AIRSPACE STRUCTURE

ATS routes (HMRs) and protected airspace (HTZs and HPZs) have been established for helicopters operating in support of the offshore oil and gas industry.

Note: hereunder the term 'platform' is used for fixed offshore installations equipped with a helipad; mobile installations equipped with a helipad are referred to as 'rigs'.

3.2.1 Helicopter main routes

Definition: a helicopter main route (HMR) is an ATS route, established by the appropriate ATS authority, where civil helicopters operate on a regular and frequent basis, and where alerting service, flight information service or advisory service (see notes) may be provided.

HMRs have no lateral dimensions.

Note: flights along helicopter routes situated within the limits of an air traffic services area, are provided with air traffic service according to the airspace classification of that area.

HMRs are indicated by the name 'KY' followed by a number and are described in ENR 3.4 and depicted on chart ENR 6-3.1.

In radio communication HMRs will be pronounced as, 'KOPTER YANKEE' followed by the appropriate number.

3.2.2 Helicopter traffic zones (HTZ) and helicopter protection zones (HPZ)

HTZs: an area established around a platform or rig with a helideck to safeguard helicopter approaches and departures. A HTZ extends vertically from MSL up to and including 2000 FT AMSL and is horizontally defined as a circle of 5 NM radius, unless otherwise specified.

HPZs: an area established around two or more platforms and/or rigs to safeguard helicopter approaches, departures, and extensive uncoordinated inter-platform traffic. A HPZ extends vertically from MSL up to and including 2000 FT AMSL. A HPZ is horizontally defined as the smallest area encompassing the HTZ(s) of the platforms and/or rigs, including an instrument approach area.

On the basis of assignment to concession holders, some HPZs have been divided in sectors (see chart ENR 6-3.1), through which a more effective flight information service will be possible.

Note

- when a part of a HPZ and/or HTZ is situated below controlled airspace with a lower limit below 2000 FT AMSL, the upper limit of that area within the HPZ or HTZ will be equal to the lower limit of the aforementioned controlled airspace.
- the lateral limits of HTZs located in a HPZ are restricted to the lateral limits of the HPZ.

3.2.3 Platform positions

Note:

- for positions of mobile rigs see relevant NOTAM.
- only platforms with a helideck have a location indicator.

Platform	Location indicator	Co-ordinates	Within HPZ
A12-CPP	EHAK	55°23'57"N 003°48'37"E*	-
A18-A	EHAX	55°06'18"N 003°49'54"E	-
AWG-1	EHMA	53°29'31"N 005°56'25"E*	-
B13-A	EHBL	55°17'05"N 004°05'48"E	-
BARD 1	EHHL	542106N 0060036E	-
BKR02-Z02 ⁵⁾	EHHZ	535725N 0062827E	-
Borssele Alpha (BSA)	EHSG	514200N 0030324E	-
Borssele Beta (BSB)	EHSE	514336N 0025758E	-
BORWIN BETA	EHHK	542119N 0060129E	-
BORWIN GAMMA ⁶⁾	EHHM	542316N 0062251E	-
Buitengaats / BG-OHVS2	EHHW	54°02'12"N 006°02'32"E	-
BW0 ⁷⁾	EHHX	540247N 0062801E	-
D12-B	EHDS	542421N 0024900E	Dermer
D15-FA-1	EHDV	54°19'29"N 002°56'03"E*	Dermer
D18-A ¹⁾	NIL	540857N 0024919E	-
Deutsche Bucht (DBU OSS)	EHGM	541810N 0054712E	-
DOLWIN A ⁸⁾	EHHY	535949N 0062516E	-
E17a-A	EHES	54°05'53"N 003°21'37"E*	-
EUROPLATFORM	EHSA	51°59'51"N 003°16'27"E*	-
F2-A	EHFB	54°56'40"N 004°34'21"E*	Hanze B
F3-FB-1	EHFD	54°51'11"N 004°41'41"E*	Hanze A
F3-OLT	EHFC	54°51'11"N 004°43'34"E*	Hanze A
F15-A	EHFO	54°12'57"N 004°49'38"E*	-
G14-A	EHGN	54°13'26"N 005°29'55"E*	Goromand
G16A-A	EHGP	54°07'31"N 005°12'08"E*	Goromand
G16a-B	EHGS	54°07'09"N 005°15'47"E	Goromand
G17D-A	EHGQ	54°02'57"N 005°25'55"E*	Goromand
G17D-AP ¹⁾	NIL	54°02'58"N 005°26'16"E*	Goromand
Global Tech I ²⁾	EHHI	54°30'49"N 006°22'07"E	-
GOEREE	EHSC	51°55'30"N 003°40'06"E*	-
Hohe See	EHHS	542640N 0061940E	-
Hollandse Kust Noord (HKN)	EHQN	523914N 0041543E	Unicorn A
Hollandse Kust West Alpha (HKWA)	EHQW	524047N 0034817E	Mebot
Hollandse Kust Zuid Alpha (HKZA) ⁹⁾	EHQS	521910N 0040235E	-

Platform	Location indicator	Co-ordinates	Within HPZ
J6-A	EHJA	53°49'24"N 002°56'38"E*	Markham B
K1-A	EHJB	53°50'35"N 003°04'41"E*	Markham B
K2B-A	EHJC	53°56'55"N 003°39'44"E*	-
K4-A	EHJE	53°45'01"N 003°18'34"E*	Markham B
K4-BE	EHJD	53°45'54"N 003°11'43"E*	Markham B
K5-ACP	EHJF	53°41'44"N 003°20'20"E*	Markham B
K5-B	EHJG	53°42'50"N 003°25'38"E*	Markham B
K5-CU	EHJJ	53°48'54"N 003°26'58"E	Markham B
K5-D	EHJI	53°41'27"N 003°29'14"E*	Markham B
K5-EN/C	EHJH	53°42'38"N 003°30'40"E*	Markham B
K6-D	EHKG	53°40'30"N 003°49'42"E*	Pentacon F
K6-DN	EHKC	53°43'32"N 003°48'16"E*	Pentacon F
K6-GT	EHKB	53°45'09"N 003°54'53"E*	Pentacon F
K6-PC	EHKE	53°41'54"N 003°52'08"E*	Pentacon F
K6-PN ¹⁾	NIL	53°41'55"N 003°44'52"E*	Pentacon F
K7-FB-1 ¹⁾	NIL	53°37'45"N 003°04'03"E	Markham A
K8-FA-1 ¹⁾	NIL	53°29'58"N 003°22'08"E*	Markham A
K8-FA-2	EHJO	53°30'52"N 003°25'03"E*	Markham A
K8-FA-3 ¹⁾	NIL	53°32'29"N 003°25'20"E*	Markham A
K9-AB-A	NIL	533112N 0035933E*	Pentacon C
K9-AB-B ¹⁾	NIL	53°33'03"N 003°46'46"E*	Pentacon C
K9C-A ¹⁾	NIL	533909N 0035222E*	Pentacon C
K12-B ¹⁾	NIL	53°20'27"N 003°53'37"E*	Pentacon C
K12-C	NIL	53°27'30"N 003°54'16"E*	Pentacon C
K12-D	EHKO	53°25'18"N 003°53'06"E*	Pentacon C
K12-G	EHKQ	53°21'19"N 003°58'56"E*	Pentacon C
K12-K	EHKX	53°25'22"N 003°57'37"E	Pentacon C
K13-A	EHJR	53°13'02"N 003°13'08"E*	-
K14-FA-1A	EHKW	53°16'07"N 003°37'35"E*	Pentacon A
K14-FA-1C	EHKV	53°16'07"N 003°37'35"E*	Pentacon A
K15-FA-1	EHKT	53°14'50"N 003°59'10"E*	Pentacon A
K15-FB-1	EHKS	53°16'32"N 003°52'18"E*	Pentacon A
K17-FA-1 ¹⁾	NIL	53°03'46"N 003°32'15"E*	-
L2-FA-1	EHFQ	53°57'38"N 004°29'46"E*	Pentacon L
L4-A	EHKJ	53°43'28"N 004°05'51"E*	Pentacon F
L4-PN	EHKA	53°49'24"N 004°02'59"E*	Pentacon F
L5-B ¹⁾	NIL	53°42'15"N 004°36'08"E*	Pentacon G
L5-C	EHMF	53°41'45"N 004°38'43"E*	Pentacon G
L5-D	EHFT	53°49'05"N 004°30'46"E	Pentacon L
L5-FA-1	EHFR	53°48'39"N 004°21'04"E*	Pentacon L
L8-G ¹⁾	NIL	53°34'52"N 004°36'10"E*	Pentacon G
L8-P ¹⁾	NIL	53°38'24"N 004°33'45"E*	Pentacon G
L8-P4	EHLT	53°39'38"N 004°32'22"E*	Pentacon G
L9-FA-1 ¹⁾	NIL	53°33'00"N 004°43'46"E	-
L9-FB-1 ¹⁾	NIL	53°33'59"N 004°52'13"E	-
L9-FF-1	EHMG	53°36'52"N 004°57'37"E*	-
L10-A	EHLL	532412N 0041202E*	Pentacon C
L10-B	EHLH	53°27'24"N 004°13'54"E*	Pentacon C
L10-E	EHLI	53°25'54"N 004°14'08"E*	Pentacon C
L10-F	EHLO	53°23'11"N 004°15'34"E*	Pentacon C
L10-L	EHLJ	53°25'06"N 004°11'01"E*	Pentacon C
L10-M	EHLM	53°24'19"N 004°01'21"E*	Pentacon C
L11-B	EHLX	53°28'20"N 004°29'22"E*	Pentacon D
L13-FC-1	EHLQ	53°17'00"N 004°12'30"E*	Pentacon A
L13-FE-1	EHLP	53°18'47"N 004°14'48"E*	Pentacon A
L15-FA-1	EHMR	53°19'46"N 004°49'51"E*	-
OSY-OS1ST	EHRS	51°34'57"N 002°52'07"E	-
P11-B (DE RUYTER)	EHPG	52°21'36"N 003°20'31"E	-

Platform	Location indicator	Co-ordinates	Within HPZ
P15-ACD (RIJN-C)	EHPK	52°17'25"N 003°48'58"E*	Rynveld
P15-F	EHPJ	52°18'21"N 003°41'06"E*	Rynveld
P18-A	EHPN	52°07'37"N 003°56'16"E*	Rynveld
Q1-D	EHQM	52°52'20"N 004°10'17"E	Unicorn B
Q4-C	EHQH	52°49'32"N 004°17'00"E*	Unicorn A
Q10-A ¹⁾	NIL	522947N 0041257E	-
Q13-A ³⁾	EHQT	52°11'28"N 004°08'11"E	-
Riffgat ⁴⁾	EHNR	53°41'27"N 006°29'01"E	-
Veja Mate	EHGL	54°19'19"N 005°52'55"E	-
ZUIDWAL ¹⁾	NIL	53°11'09"N 005°09'55"E*	-

¹⁾ No helideck available.

²⁾ Lateral limits HTZ Global Tech I:
54°32'46.34"N 006°30'00.00"E;
54°28'51.34"N 006°30'00.00"E;
along clockwise arc (radius 5 NM, centre 54°30'48.60"N 006°22'06.60"E) to
to point of origin.

³⁾ Lateral limits HTZ Q13-A:
52°13'49.99"N 004°01'01.92"E;
along clockwise arc (radius 5 NM, centre 52°11'27.53"N 004°08'10.92"E) to
52°07'03.79"N 004°04'19.91"E;
along anticlockwise arc (radius 5 NM, centre 52°07'37.14"N 003°56'16.23"E) to
52°09'26.42"N 004°03'49.62"E;
to point of origin.

⁴⁾ Lateral limits HTZ Riffgat:
53°46'24.34"N 006°30'00.00"E;
53°40'00.00"N 006°30'00.00"E;
along Dutch-German border to
53°37'02.74"N 006°32'58.49"E;
along clockwise arc (radius 5 NM, centre 53°41'26.90"N 006°29'00.90"E) to
to point of origin.

⁵⁾ Lateral limits HTZ BKR02-Z02:
540220N 0063000E;
535231N 0063000E;
along clockwise arc (radius 5 NM, centre 535725N 0062827E) to
540220N 0063000E.

⁶⁾ Lateral limits HTZ BORWIN GAMMA:
542601N 0063000E;
542032N 0063000E;
along clockwise arc (radius 5 NM, centre 542316N 0062251E) to
542601N 0063000E.

⁷⁾ Lateral limits HTZ BW0:
540739N 0063000E;
535756N 0063000E;
along clockwise arc (radius 5 NM, centre 540247N 0062801E) to
540739N 0063000E.

⁸⁾ Lateral limits HTZ DOLWIN A:
540358N 0063000E;
535541N 0063000E;
along clockwise arc (radius 5 NM, centre 535949N 0062516E) to
540358N 0063000E.

⁹⁾ Lateral limits HTZ Hollandse Kust Zuid Alpha (HKZA):
522158N 0035550E -
along clockwise arc (radius 5 NM, centre 521910N 0040235E) -
521419N 0040044E -
522158N 0035550E.

3.2.4 Helicopter protection zones (HPZ)

Identification name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction)
DERMAR 542431N 0024641E - along clockwise arc (radius 5 NM, centre 542032N 0025152E) - 542508N 0025514E - 542404N 0025926E - along clockwise arc (radius 5 NM, centre 541929N 0025603E) - 541454N 0025241E - 541615N 0024721E - 542245N 0024543E - 542431N 0024641E.	<u>2000 ft AMSL</u> MSL	H24

Identification name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction)
GOROMAND 54°11'51.54"N 005°07'55.20"E; 54°17'47.18"N 005°25'43.48"E; along clockwise arc (radius 5 NM, centre 54°13'26.44"N 005°29'55.13"E) to 54°12'25.95"N 005°38'15.60"E; 54°01'58.18"N 005°34'34.61"E; along clockwise arc (radius 5 NM, centre 54°02'58.42"N 005°26'16.15"E) to 53°58'35.89"N 005°22'11.40"E; 54°03'08.41"N 005°08'04.41"E; along clockwise arc (radius 5 NM, centre 54°07'31.41"N 005°12'08.12"E) to point of origin.	<u>2000 ft AMSL</u> MSL	H24
HANZE A 54°50'52.74"N 004°31'10.57"E; 54°57'15.91"N 004°45'25.56"E; 54°51'34.56"N 004°54'56.39"E; 54°48'09.81"N 004°50'26.34"E; along clockwise arc (radius 5 NM, centre 54°51'11.48"N 004°43'33.99"E) to 54°46'12.02"N 004°43'33.87"E; 54°46'12.07"N 004°41'50.14"E; along clockwise arc (radius 5 NM, centre 54°51'11.48"N 004°41'40.98"E) to 54°48'08.68"N 004°34'50.13"E; to point of origin.	<u>2000 ft AMSL</u> MSL	H24
HANZE B 54°53'37.27"N 004°27'29.74"E; along clockwise arc (radius 5 NM, centre 54°56'40.48"N 004°34'20.96"E) to 55°01'33.11"N 004°32'30.44"E; 55°02'08.35"N 004°37'13.36"E; 54°57'15.91"N 004°45'25.56"E; 54°50'52.74"N 004°31'10.57"E; to point of origin.	<u>2000 ft AMSL</u> MSL	H24
HANZE C 55°02'08.35"N 004°37'13.36"E; 55°03'58.30"N 004°52'06.68"E; 55°00'00.00"N 005°00'00.00"E; along parallel to 55°00'00.00"N 005°02'32.30"E; along clockwise arc (radius 5 NM, centre 54°59'06.00"N 004°54'00.00"E) to 54°56'04.33"N 005°00'53.69"E; 54°51'34.56"N 004°54'56.39"E; to point of origin.	<u>2000 ft AMSL</u> MSL	H24
MARKHAM A 53°43'00.00"N 002°56'25.38"E; along parallel to 53°43'00.00"N 003°00'00.00"E; 53°35'17.67"N 003°35'52.74"E; 53°29'30.40"N 003°33'06.30"E; along clockwise arc (radius 5 NM, centre 53°30'52.27"N 003°25'03.03"E) to 53°26'26.16"N 003°28'53.48"E; 53°25'32.25"N 003°25'58.70"E; along clockwise arc (radius 5 NM, centre 53°29'58.27"N 003°22'08.03"E) to 53°26'40.75"N 003°15'50.63"E; 53°33'30.52"N 002°59'38.19"E; to point of origin.	<u>2000 ft AMSL</u> MSL	H24
MARKHAM B 53°55'08.88"N 002°52'42.95"E; 53°55'34.24"N 003°04'10.04"E; along clockwise arc (radius 5 NM, centre 53°50'35.29"N 003°04'40.97"E) to 53°55'32.38"N 003°05'45.31"E; 53°53'53.09"N 003°28'06.30"E; along clockwise arc (radius 5 NM, centre 53°48'56.00"N 003°27'02.00"E) to 53°50'32.54"N 003°35'01.26"E; 53°44'14.84"N 003°38'38.09"E; along clockwise arc (radius 5 NM, centre 53°42'38.30"N 003°30'40.02"E) to 53°41'16.06"N 003°38'45.35"E; 53°35'17.67"N 003°35'52.74"E; 53°43'00.00"N 003°00'00.00"E; along parallel to 53°43'00.00"N 002°56'25.38"E; to point of origin.	<u>2000 ft AMSL</u> MSL	H24

Identification name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction)
MEBOT 52°46'54.17"N 003°37'34.29"E; along clockwise arc (radius 5 NM, centre 52°45'18.20"N 003°45'22.15"E) to 52°49'33.15"N 003°49'41.61"E; 52°48'29.04"N 003°52'32.79"E; along clockwise arc (radius 5 NM, centre 52°44'14.20"N 003°48'13.16"E) to 52°43'05.74"N 003°56'13.54"E; 52°39'37.82"N 003°54'52.94"E; along clockwise arc (radius 5 NM, centre 52°40'46.19"N 003°46'53.16"E) to 52°36'30.89"N 003°42'35.50"E; 52°37'45.77"N 003°39'14.69"E; along clockwise arc (radius 5 NM, centre 52°42'01.19"N 003°43'32.15"E) to 52°43'37.04"N 003°35'44.81"E; to point of origin.	<u>2000 ft AMSL</u> MSL	H24
PENTACON A 53°17'50.88"N 003°29'46.13"E; along clockwise arc (radius 5 NM, centre 53°16'07.25"N 003°37'35.08"E) to 53°19'57.35"N 003°42'55.21"E; 53°19'57.28"N 004°23'55.14"E; along parallel to 53°19'57.28"N 004°25'07.42"E; 53°14'27.45"N 004°19'39.78"E; along clockwise arc (radius 5 NM, centre 53°17'00.28"N 004°12'30.13"E) to 53°12'14.60"N 004°10'00.00"E; 53°09'23.45"N 004°01'26.02"E; along anticlockwise arc (radius 5 NM, centre 53°04'53.24"N 003°57'51.13"E) to 53°08'23.82"N 003°51'57.09"E; 53°06'32.48"N 003°36'19.57"E; along clockwise arc (radius 5 NM, centre 53°11'26.24"N 003°34'42.09"E) to 53°13'09.68"N 003°26'53.88"E; to point of origin.	<u>2000 ft AMSL</u> MSL	H24
PENTACON C 53°39'57.12"N 003°39'36.40"E; 53°39'57.30"N 003°59'55.09"E; 53°29'57.29"N 004°04'00.00"E; along parallel to 53°29'57.29"N 004°23'55.14"E; 53°19'57.28"N 004°23'55.14"E; 53°19'57.35"N 003°42'55.21"E; along anticlockwise arc (radius 5 NM, centre 53°16'07.25"N 003°37'35.08"E) to 53°21'05.44"N 003°38'22.47"E; to point of origin.	<u>2000 ft AMSL</u> MSL	H24
PENTACON D 53°29'57.29"N 004°23'55.14"E; along parallel to 53°29'57.29"N 004°35'07.72"E; 53°19'57.28"N 004°25'07.42"E; along parallel to 53°19'57.28"N 004°23'55.14"E; to point of origin.	<u>2000 ft AMSL</u> MSL	H24
PENTACON F 53°47'40.41"N 003°43'32.87"E; 53°53'33.00"N 003°58'16.67"E; along clockwise arc (radius 5 NM, centre 53°49'24.33"N 004°02'59.05"E) to 53°54'22.79"N 004°02'16.63"E; 53°54'53.19"N 004°12'38.01"E; 53°48'39.34"N 004°12'38.01"E; along anticlockwise arc (radius 5 NM, centre 53°48'39.34"N 004°21'04.08"E) to 53°46'53.64"N 004°13'10.74"E; 53°41'24.42"N 004°16'40.49"E; 53°29'57.29"N 004°23'55.14"E; along parallel to 53°29'57.29"N 004°04'00.00"E; 53°39'57.30"N 003°59'55.09"E; 53°39'57.12"N 003°39'36.40"E; 53°43'44.32"N 003°39'51.38"E; along clockwise arc (radius 5 NM, centre 53°43'32.31"N 003°48'16.04"E) to point of origin.	<u>2000 ft AMSL</u> MSL	H24

Identification name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction)
PENTACON G 53°41'24.42"N 004°16'40.49"E; 53°49'51.61"N 004°41'41.00"E; 53°43'26.07"N 004°44'18.73"E; along clockwise arc (radius 5 NM, centre 53°42'15.34"N 004°36'08.11"E) to 53°42'15.86"N 004°44'32.90"E; 53°35'00.29"N 004°44'33.44"E; 53°35'00.00"N 004°40'00.00"E; 53°29'57.29"N 004°35'07.72"E; along parallel to 53°29'57.29"N 004°23'55.14"E; to point of origin.	<u>2000 ft AMSL</u> MSL	H24
PENTACON L 53°54'53.19"N 004°12'38.01"E; 54°01'15.23"N 004°23'55.53"E; along clockwise arc (radius 5 NM, centre 53°57'38.37"N 004°29'46.07"E) to 53°58'49.53"N 004°37'59.52"E; 53°49'51.61"N 004°41'41.00"E; 53°41'24.42"N 004°16'40.49"E; 53°46'53.64"N 004°13'10.74"E; along clockwise arc (radius 5 NM, centre 53°48'39.34"N 004°21'04.08"E) to 53°48'39.34"N 004°12'38.01"E; to point of origin.	<u>2000 ft AMSL</u> MSL	H24
RYNVELD 52°26'11.12"N 003°53'07.00"E; 52°09'26.42"N 004°03'49.62"E; along clockwise arc (radius 5 NM, centre 52°07'37.14"N 003°56'16.23"E) to 52°03'41.47"N 003°51'15.90"E; 52°09'24.97"N 003°39'22.29"E; along clockwise arc (radius 5 NM, centre 52°13'21.14"N 003°44'22.21"E) to 52°11'29.52"N 003°36'49.67"E; 52°16'29.33"N 003°33'32.94"E; along clockwise arc (radius 5 NM, centre 52°18'21.15"N 003°41'06.19"E) to 52°20'23.88"N 003°33'40.18"E; 52°26'24.16"N 003°38'04.37"E; along clockwise arc (radius 5 NM, centre 52°24'21.16"N 003°45'31.19"E) to point of origin.	<u>2000 ft AMSL</u> ¹⁾ MSL	H24 ¹⁾ 1500 ft AMSL below Rotterdam TMA 1.
UNICORN A 52°47'38.69"N 004°03'32.63"E; 52°51'42.78"N 004°13'29.22"E; along parallel to 52°51'42.78"N 004°21'00.00"E; 52°49'00.00"N 004°21'00.00"E; 52°46'30.00"N 004°26'00.00"E; 52°46'20.60"N 004°26'37.68"E; 52°42'37.98"N 004°26'11.23"E; along clockwise arc (radius 5 NM, centre 52°42'59.22"N 004°17'59.20"E) to 52°40'21.58"N 004°10'59.93"E; to point of origin.	<u>2000 ft AMSL</u> ¹⁾ MSL	H24 ¹⁾ 1500 ft AMSL below Schiphol TMA 1.
UNICORN B 53°02'36.68"N 003°50'28.55"E; along clockwise arc (radius 5 NM, centre 53°04'53.24"N 003°57'51.13"E) to 53°09'23.45"N 004°01'26.02"E; 53°05'00.00"N 004°10'00.00"E; 53°05'00.11"N 004°17'34.85"E; along clockwise arc (radius 5 NM, centre 53°00'51.25"N 004°12'58.16"E) to 53°02'04.24"N 004°21'00.00"E; 52°51'42.78"N 004°21'00.00"E; along parallel to 52°51'42.78"N 004°13'29.22"E; 52°47'38.69"N 004°03'32.63"E; 52°49'38.03"N 004°01'29.99"E; along clockwise arc (radius 5 NM, centre 52°52'16.23"N 004°08'30.17"E) to 52°50'00.33"N 004°01'09.18"E; to point of origin.	<u>2000 ft AMSL</u> MSL	H24

3.3 OPERATING PROCEDURES

3.3.1 Introduction

In co-operation with all States having an interest in offshore operations over the North Sea, procedures have been established for military and civil air traffic over the whole North Sea. To meet the safety requirements of all parties concerned, operators are to ensure that pilots adhere to the procedures described in this chart ENR 6-3.1.



3.3.2 Operating procedures for helicopters engaged in offshore operations

3.3.2.1 Pilot heliports

The following heliports are available only for North Sea pilotage (see also ENR 5.3):

- EHTP (Pistoolhaven);
- EHYP (YPAD).

Heliports are not connected to the AFTN network.

3.3.2.2 North Sea pilotage areas

Shore-to-ship traffic of helicopters operating for the North Sea pilotage service serve the following pilotage areas off the North Sea coast.

North Sea pilotage area	Co-ordinates ¹⁾
Maas Center Buoy area (MCB)	520103N 0035331E*
Rotterdam rendez-vous (RRV)	520000N 0030000E*
IJmuiden rendez-vous (YRV)	522957N 0034955E*
IJmuiden Uiterdonk (YUIT)	522757N 0042455E*
¹⁾ The North Sea pilotage areas have no defined boundaries.	

3.3.2.3 Routes and altitudes

Civil helicopters shall, whenever possible, operate along published HMRs and within HTZs and HPZs. Along HMRs helicopters shall normally transit westbound at 2000 FT AMSL or FL 040 and eastbound at 3000 FT AMSL or FL 050. Helicopter routes may deviate to facilitate for example DEP EHKD at 2000 FT AMSL and DEST EHKD at 3000 FT AMSL. For a detailed description of the HMRs see ENR 3.4.

Flights along HMRs shall not deviate more than 2 NM from the published track.

When leaving the HMR helicopters should proceed to the platform/rig of destination along the shortest possible distance between HMR and HTZ/HPZ. Pilots should maintain a minimum altitude of 1500 FT AMSL as long as possible.

3.3.2.4 Approaches to offshore locations

The visual approach to a platform/rig as well as the descent during an instrument approach (i.e. the most critical part of the procedure) shall be carried out within the limits of the HTZ/HPZ concerned.

Note: an instrument approach procedure to a platform/rig may start outside the HTZ/HPZ at 1500 FT AMSL.

3.3.2.5 Icing

3.3.2.5.1 Altitude and reports to ATS

Should helicopter icing conditions or other flight safety considerations dictate it, helicopters may have to operate below 1500 FT AMSL. In these circumstances pilots shall make every attempt to follow the HMR and to inform Amsterdam Information c.q. Schiphol Approach or Rotterdam Approach/Tower of the new altitude, stating the reason for operation below 1500 FT AMSL.

3.3.2.5.2 Conditions

Helicopter icing conditions can exist when a temperature of 0°C and visible moisture are forecasted below 2000 FT AMSL.

3.3.2.6 SSR transponder code

Civil helicopters operating over the North Sea:

- to and from De Kooy receive an SSR code from De Kooy Tower. This code is valid for the outward flight and the flight back.
- from Rotterdam Airport receive an SSR code from Rotterdam Tower. This code is valid up to the first destination.
- to Rotterdam Airport receive an SSR code from ATS.

3.3.3 Operating procedures for military and other civil air traffic

3.3.3.1 Crossing or overflying of HTZs/HPZs

A pilot operating over the North Sea, shall make sure that crossing or overflying at his level is safe, especially in IMC.

Information on possible flight operations within HTZs/HPZs will be provided by the Amsterdam flight information centre.

3.3.3.2 Crossing of and operations in the vicinity of HMRs

The information required for the crossing of HMRs, or operating in the vicinity of HMRs, will be provided by the Amsterdam flight information centre.

Note: although HMRs are not defined in lateral limits, civil helicopters will navigate within 2 NM of the published track (see paragraph 3.3.2.3 Routes and altitudes).

All traffic operating in the vicinity of HMRs and HTZs/HPZs shall maintain a sharp look-out.

3.3.3.3 Avoidance measures and distance

Pilots of military and civil aircraft shall avoid helicopters over the North Sea by:

- taking avoiding action as early as possible, giving as much separation (see note) as possible.
- attempting to pass above, below or behind the helicopter when practicable.
- using, whenever possible, airborne radar to detect the helicopter traffic.

Note: helicopter pilots prefer a minimum lateral separation of 2 NM.

3.4 AIR TRAFFIC SERVICES

Amsterdam FIC provides FIS and ALRS in the North Sea area Amsterdam and the North Sea area V (see paragraph 2.1), in accordance with GEN 3.3, to safeguard military and civil air traffic above the North Sea up to and including FL 055¹⁾. For area boundaries see chart ENR 6-3.1.

¹⁾ Below EGD323D up to and including FL 045.

3.4.1 Service limitations

In principle flight information service and alerting service will be provided within the limits of VHF coverage. When radio communication is not possible, the helicopter pilot reports his information to Amsterdam FIC or the radio operator by telephone or relay.

Note: within (a sector of) an HPZ helicopter traffic will also be in radio contact with the radio operator of a designated platform/rig. Such a radio operator will constantly monitor the route of flight, the number of persons on board and the ETA of the destination platform/rig (flight watch) in order to initiate alerting action in due time.

3.4.2 ATS procedures for civil helicopter traffic

3.4.2.1 Flight plans

Flight plans shall be submitted for all VFR and IFR flights to be executed outside the Netherlands territorial waters. Flight plans to and from platforms/rigs shall contain the HMR designator, the out- or inbound radial to be flown (item 15) and the name, location indicator, and position of the platform/rig, including the grid-NR (item 18). Before departure from a platform/rig, (supplementary) flight plan information shall be given by radio or telephone.

3.4.2.2 Position reports

Note: flight information and alerting service are a responsibility of Amsterdam Flight Information Center (Amsterdam FIC). However, an overdue notification may be issued by a radio operator, if available.

Note: helicopter pilots shall remain on the frequency of Amsterdam FIC during all stages of flight.

3.4.2.2.1 En route

Helicopter pilots shall make 'operational reports' every 20 minutes. When practicable, such reports shall be given relative to the HMR route points or distance to HDR DME or SPY DME.

3.4.2.2.2 Landing on a platform/rig

1. Before descending into an HPZ, the helicopter pilot shall report to Amsterdam FIC the ETA, or when a radio operator is available, the helicopter pilot shall:
 - establish two-way radio communication with the appropriate radio operator;
 - report the ETA, POB and endurance to the radio operator; and
 - inform Amsterdam FIC that two-way radio communication with the radio operator has been established.
2. Not later than ETA + 10 MIN, the helicopter pilot shall contact Amsterdam FIC or the radio operator (either by radio or telephone) to report the ATA.

3.4.2.2.3 Flying between platforms/rigs (shuttling)

For short shuttle flights (< 10 MIN) between platforms/rigs, the following applies:

1. Before take-off, the helicopter pilot shall contact Amsterdam FIC or the radio operator (if available) and shall report call sign, DEP (ETD), DEST (ETA), POB and endurance.
2. Not later than ETA + 10 MIN the helicopter pilot shall contact Amsterdam FIC or the radio operator (either by radio or telephone) to report the ATA.
3. The helicopter pilot shall report to Amsterdam FIC when shuttling has ended.

3.4.2.2.4 Taking off from a platform/rig and leaving the HPZ

For flights leaving HPZs, the following applies:

1. Before take-off, the helicopter pilot shall contact Amsterdam FIC (either by radio or telephone) and report at least the following: call sign, DEP (ETD), DEST (ETA), requested FL, route, POB and endurance.
2. Amsterdam FIC passes flight information (traffic, weather, etc.) at first contact.
3. Within ETD + 10 MIN, the helicopter pilot shall make a position report to Amsterdam FIC.

3.4.2.2.5 Departing to De Kooy (or other onshore destinations)

For flights approaching the final platform/rig before returning to De Kooy (or another onshore destination), the following applies:

1. Immediately after landing on the final platform/rig, the helicopter pilot shall contact Amsterdam FIC (either by radio or telephone) to report the ATA and state the intention to proceed to De Kooy (or another onshore destination) after a short stop.
2. Before take-off, the helicopter pilot shall contact Amsterdam FIC to report at least the following: call sign, DEP (ETD), DEST (ETA), RFL, route, POB and endurance.
3. Within ETD + 10 MIN, the helicopter pilot shall make a position report to Amsterdam FIC.

3.4.3 ATS procedures for other civil air traffic**3.4.3.1 Flight plans**

Flight plans shall be submitted for other civil air traffic intending to operate IFR or VFR over the North Sea, outside the Netherlands territorial waters at or below FL 055. These flight plans shall contain, where applicable, the out- or inbound radial, the track including waypoints and, if applicable, the name and position of the destination, including the grid-NR (naming the kind of the grid).

3.4.3.2 Position reports

Other civil air traffic shall report position when entering or leaving the North Sea Area Amsterdam. They shall remain on the COM channel of Amsterdam FIC while remaining in the RMZ.

3.4.3.3 Operations normal

Other civil air traffic shall make 'operations normal' reports every 20 to 40 minutes. When practicable, such reports shall be given relative to the HMR route points or and distance to HDR DME or SPY DME.

3.4.4 Flight plans of military air traffic

Military air traffic shall submit flight plans in accordance with MIL AIP Netherlands.

3.5 ROYAL NAVY EXERCISES WITH SHIPS AND HELICOPTERS OVER THE NORTH SEA

Required data such as position, times, radius and height of the exercises, in which both Royal Navy ships and helicopters participate, can be obtained from the naval air base 'De Kooy' or from Amsterdam FIC.

Normally the radius will be APRX 5 or 10 NM, the vertical limits: MSL - 500 ft AMSL.

When actual information is required or necessary, radio contact can be made with the exercise ship of the Royal Navy on VHF channel 16.

Caution: unknown helicopter movements from, to or in the vicinity of foreign navy ships may take place within the North Sea area.

4 RADIO MANDATORY ZONES

RMZs are areas wherein the carriage and operation of radio equipment is mandatory. Before entering a RMZ an initial call shall be made by pilots on the appropriate COM channel.

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ purpose	Remarks
1	2	3	4	5
RMZ Budel As ATZ Budel and AFIZ Budel (see ENR 5.1 and EHBD AD 2.17). <ul style="list-style-type: none"> Part A <u>1200 FT AMSL</u> GND Class of airspace: G Part B <u>600 FT AMSL</u> GND Class of airspace: G 	See EHBD AD 2.18.	See EHBD AD 2.18. OPR HR EHBD and outside UDP.	See EHBD AD 2.18.	NIL
RMZ Deelen As CTR Deelen (see ENR 2.1) <u>3000 FT AMSL</u> 1500 FT AMSL Class of airspace: E <u>1500 FT AMSL</u> GND Class of airspace: G	See ENR 2.1.	See ENR 2.1 ¹⁾ .	See ENR 2.1.	¹⁾ RMZ active outside OPR HR CTR.
RMZ De Kooy As CTR De Kooy (see EHKD AD 2.17) <u>3000 FT AMSL</u> 1500 FT AMSL Class of airspace: E <u>1500 FT AMSL</u> GND Class of airspace: G	See EHKD AD 2.18.	See EHKD AD 2.18 ¹⁾ .	See EHKD AD 2.18.	¹⁾ RMZ active outside OPR HR CTR.

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ purpose	Remarks
1	2	3	4	5
RMZ De Peel As CTR De Peel (see ENR 2.1) <u>3000 FT AMSL</u> 1500 FT AMSL Class of airspace: C/E <u>1500 FT AMSL</u> GND Class of airspace: G	See ENR 2.1.	See ENR 2.1 ¹⁾ .	See ENR 2.1.	¹⁾ RMZ active outside OPR HR CTR.
RMZ Eelde As CTR Eelde (see EHGG AD 2.17) <u>3000 FT AMSL</u> 1500 FT AMSL Class of airspace: E <u>1500 FT AMSL</u> GND Class of airspace: G	See EHGG AD 2.18.	See EHGG AD 2.18 ¹⁾ .	See EHGG AD 2.18.	¹⁾ RMZ active outside OPR HR CTR.
RMZ Eindhoven As CTR Eindhoven (see EHEH AD 2.17) <u>3000 FT AMSL</u> 1500 FT AMSL Class of airspace: C <u>1500 FT AMSL</u> GND Class of airspace: G	See EHEH AD 2.18.	See EHEH AD 2.18 ¹⁾ .	See EHEH AD 2.18 ¹⁾ .	¹⁾ RMZ active outside OPR HR CTR.
RMZ Gilze-Rijen As CTR Gilze-Rijen (see ENR 2.1) <u>3000 FT AMSL</u> 1500 FT AMSL Class of airspace: E <u>1500 FT AMSL</u> GND Class of airspace: G	See ENR 2.1.	See ENR 2.1 ¹⁾ .	See ENR 2.1.	¹⁾ RMZ active outside OPR HR CTR.
RMZ Kleine-Broegel As CTR Kleine-Broegel (see ENR 2.1) <u>3000 FT AMSL</u> 1500 FT AMSL Class of airspace: E <u>1500 FT AMSL</u> GND Class of airspace: G	See ENR 2.1.	See ENR 2.1 ¹⁾ .	See ENR 2.1.	¹⁾ RMZ active outside OPR HR CTR.
RMZ Leeuwarden As CTR Leeuwarden (see ENR 2.1) <u>3000 FT AMSL</u> 1500 FT AMSL Class of airspace: E <u>1500 FT AMSL</u> GND Class of airspace: G	See ENR 2.1.	See ENR 2.1 ¹⁾ .	See ENR 2.1.	¹⁾ RMZ active outside OPR HR CTR.
RMZ Lelystad As Lelystad CTR 1 and 2 (see EHLE AD 2.17). <u>1500 FT AMSL</u> GND Class of airspace: G	MilATCC Schiphol	Dutch MIL Info ¹⁾ En	See ENR 6-2.2.	¹⁾ RMZ active outside OPR HR CTR.

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ purpose	Remarks
1	2	3	4	5
RMZ Maastricht As CTR Maastricht within Amsterdam FIR (see EHBK AD 2.17) <u>3000 FT AMSL</u> 1500 FT AMSL Class of airspace: D <u>1500 FT AMSL</u> GND Class of airspace: G	See EHBK AD 2.18.	See EHBK AD 2.18 ¹⁾ .	See EHBK AD 2.18.	¹⁾ RMZ active outside OPR HR CTR.
RMZ Niederrhein As CTR Niederrhein (see ENR 2.1) <u>3000 FT AMSL</u> 1500 FT AMSL Class of airspace: E <u>1500 FT AMSL</u> GND Class of airspace: G	See ENR 2.1.	See ENR 2.1 ¹⁾ .	See ENR 2.1.	¹⁾ RMZ active outside OPR HR CTR.
RTMZ North Sea area Amsterdam As North Sea area Amsterdam (see para- graph 3 and chart ENR 6-3.1). <u>FL 055</u> SFC Class of airspace: G	See para- graph 3.	H24	See para- graph 3.	NIL
RMZ Teuge As ATZ Teuge (see ENR 5.1). <u>1500 FT AMSL</u> GND Class of airspace: G	See EHTE AD 2.17).	See EHTE AD 2.18). Outside UDP.	See EHTE AD 2.18).	NIL
RMZ Twente As ATZ Twente (see ENR 5.1). <u>2200 FT AMSL</u> 1500 FT AMSL Class of airspace: E <u>1500 FT AMSL</u> GND Class of airspace: G	See EHTW AD 2.17).	See EHTW AD 2.18).	See EHTW AD 2.18).	NIL
RMZ Volkel As CTR Volkel (see ENR 2.1) <u>3000 FT AMSL</u> 1500 FT AMSL Class of airspace: C/E <u>1500 FT AMSL</u> GND Class of airspace: G	See ENR 2.1.	See ENR 2.1 ¹⁾ .	See ENR 2.1.	¹⁾ RMZ active outside OPR HR CTR.
RMZ Woensdrecht As CTR Woensdrecht (see ENR 2.1) <u>3000 FT AMSL</u> 1500 FT AMSL Class of airspace: E <u>1500 FT AMSL</u> GND Class of airspace: G	See ENR 2.1.	See ENR 2.1 ¹⁾ .	See ENR 2.1.	¹⁾ RMZ active outside OPR HR CTR.

5 TRANSPONDER MANDATORY ZONES

TMZs are areas wherein an operational mode S SSR transponder is mandatory for all aircraft.

The TMZs are active H24, unless otherwise indicated.

CTRs (up to 3000 FT AMSL) are excluded from the TMZs.

TRANSPONDER MANDATORY ZONES		
Area	Lateral Limits	Upper limit Lower limit
TMZ A	As Nieuw Milligen TMA A (see ENR 2.1).	<u>FL 195</u> FL 055 ¹⁾ FL 045 ²⁾ 1200 FT AMSL ³⁾
TMZ B1	Lateral limits description: TMZ B1 is the northern part of Nieuw Milligen TMA B. Lateral limits in co-ordinates: 524803N 0051711E; 531224N 0060933E; 530000N 0061105E; 525300N 0061400E; 525457N 0062952E; 524550N 0062000E; 523241N 0062000E; 524906N 0055822E; 524527N 0054824E; 524029N 0053500E; 523305N 0053409E; 524820N 0052000E; 524803N 0051711E.	<u>FL 065</u> FL 055 ¹⁾ FL 045 ²⁾ 1200 FT AMSL ³⁾
TMZ B2	Lateral limits description: TMZ B2 is the southern part of Nieuw Milligen TMA B. Lateral limits in co-ordinates: 522700N 0060000E; 522534N 0062000E; 520004N 0053116E; 515855N 0051742E; 515311N 0050547E; 515311N 0044941E; 521145N 0050424E; 521811N 0053634E; 521913N 0053925E; 522300N 0055000E; 522700N 0060000E.	<u>FL 065</u> FL 055 ¹⁾ FL 045 ²⁾ 1200 FT AMSL ³⁾
TMZ C1	As Nieuw Milligen TMA C1 (see ENR 2.1).	<u>FL 195</u> FL 065 ¹⁾ FL 045 ²⁾ 1200 FT AMSL ³⁾
TMZ C2	As Nieuw Milligen TMA C2 (see ENR 2.1).	<u>FL 195</u> FL 055 ¹⁾ FL 045 ²⁾ 1200 FT AMSL ³⁾
¹⁾ MON-FRI before 0800 (0700) and after 1600 (1500), SAT, SUN, and HOL. ²⁾ MON-FRI 0800-1600 (0700-1500), EXC HOL: lower limit for non-motorised hanggliders and paragliders. ³⁾ MON-FRI 0800-1600 (0700-1500), EXC HOL: lower limit 1200 FT AMSL. ⁴⁾ Only active MON-FRI 0800-1600 (0700-1500), EXC HOL.		

TRANSPONDER MANDATORY ZONES		
Area	Lateral Limits	Upper limit Lower limit
TMZ D	Lateral limits description: TMZ D is composed of Nieuw Milligen TMA D, excluding Schiphol TMA 3, 4 and 5. Lateral limits in co-ordinates: <ul style="list-style-type: none"> Part 1: 51°53'11.00"N 004°49'40.72"E; along parallel to 51°53'11.00"N 005°05'47.00"E; 51°58'55.00"N 005°17'42.00"E; 52°00'04.00"N 005°31'16.00"E; 51°56'22.00"N 005°47'00.00"E; 51°50'02.07"N 005°57'31.88"E; along Dutch-German border to 51°14'45.88"N 006°04'54.01"E; 51°14'55.32"N 005°57'08.32"E; 51°11'00.26"N 005°58'25.18"E; 51°11'00.01"N 005°46'04.08"E; along Dutch-Belgian border to 51°28'47.06"N 004°30'40.45"E; to point of origin. Part 2: 51°11'00.01"N 005°46'04.08"E; 51°11'00.23"N 005°50'00.21"E; 51°09'40.57"N 005°50'00.20"E; along Dutch-Belgian border; to point of origin. 	FL 195 2500 FT AMSL ^{1) 2)} 1200 FT AMSL ³⁾
	Malden area (located within part 1): During weekends from FRI 1600 (1500) until MON 0800 (0700) and HOL, an area around Malden is exempted from the TMZ D to facilitate non-motorised aircraft without a mode S transponder. Lateral limits description: <ul style="list-style-type: none"> from the crossing of highway A50 with TMZ D boundary east along this boundary (north of Nijmegen) to the Amsterdam FIR boundary (51°50'02"N 005°57'32"E); south along the Amsterdam FIR boundary to 51°44'35"N (marked as the centre of the forest east of the border); along bearing 270° to the Volkel CTR; along north side of Volkel CTR to highway A50; following highway A50 north up to the point of origin. Lateral limits in co-ordinates: 51°56'36.48"N 005°45'58.78"E; 51°56'22.00"N 005°47'00.00"E; 51°50'02.07"N 005°57'31.88"E; along Dutch-German border to 51°44'34.87"N 005°57'08.69"E; along parallel to 51°44'34.87"N 005°52'18.12"E; along anti-clockwise arc (radius 8 NM, centre 51°39'25.95"N 005°42'28.17"E) to 51°47'05.95"N 005°38'50.88"E; APRX along highway A50: 51°47'31.01"N 005°39'39.13"E; 51°48'23.69"N 005°40'37.27"E; 51°50'01.53"N 005°41'08.12"E; 51°51'29.91"N 005°42'39.48"E; 51°52'34.37"N 005°44'00.95"E; 51°53'34.82"N 005°44'28.64"E; 51°54'30.90"N 005°46'06.72"E; 51°55'03.31"N 005°46'20.57"E; to point of origin.	FL 045 2500 FT AMSL
	As Nieuw Milligen TMA E (see ENR 2.1).	FL 095 FL 055 ¹⁾ FL 045 ²⁾ 1200 FT AMSL ³⁾
¹⁾ MON-FRI before 0800 (0700) and after 1600 (1500), SAT, SUN, and HOL. ²⁾ MON-FRI 0800-1600 (0700-1500), EXC HOL: lower limit for non-motorised hanggliders and paragliders. ³⁾ MON-FRI 0800-1600 (0700-1500), EXC HOL: lower limit 1200 FT AMSL. ⁴⁾ Only active MON-FRI 0800-1600 (0700-1500), EXC HOL.		

TRANSPONDER MANDATORY ZONES		
Area	Lateral Limits	Upper limit Lower limit
TMZ Eelde	As Eelde TMA (see ENR 2.1). Note: the user conditions for ATZ Veendam are subject to a local agreement between NNZC Veendam and Eelde ATC.	<u>FL 065</u> 1500 FT AMSL ^{1) 2)} 1200 FT AMSL ³⁾
TMZ G1 ⁴⁾	As Nieuw Milligen TMA G1 (see ENR 2.1).	<u>FL 055</u> <u>FL 045</u> ²⁾ 1200 FT AMSL ³⁾
TMZ LE2	As Lelystad TMA 2 (see ENR 2.1).	<u>3500 FT AMSL</u> 1200 FT AMSL
TMZ LE3	As Lelystad TMA 3 (see ENR 2.1).	<u>FL 065</u> 1500 FT AMSL ^{1) 2)} 1200 FT AMSL ³⁾
TMZ LE4	As Lelystad TMA 4 (see ENR 2.1).	<u>FL 065</u> 2500 FT AMSL ^{1) 2)} 1200 FT AMSL ³⁾
TMZ LE5	As Lelystad TMA 5 (see ENR 2.1).	<u>FL 065</u> <u>FL 045</u> ^{1) 2)} 1200 FT AMSL ³⁾
TMZ Maastricht	As Maastricht TMA 1 (excluding Brussels FIR) and Maastricht TMA 2 (see ENR 2.1). Note: the user conditions for ATZ Schinveld are subject to a local agreement between Stichting ZAS and Beek ATC.	<u>FL 195</u> 1500 FT AMSL ^{1) 2)} 1200 FT AMSL ³⁾
RTMZ North Sea area Amsterdam	As North Sea area Amsterdam (see paragraph 3 and chart ENR 6-3.1).	<u>FL 055</u> SFC
TMZ Rotterdam	Lateral limits description: <ul style="list-style-type: none"> North, east and west limits: as Rotterdam TMA 1, 2 and 3. South limit: APRX along Hollandsch Diep and Grevelingen. Lateral limits in co-ordinates: 52°17'29.93"N 003°41'47.07"E; 52°17'06.01"N 003°59'10.51"E; 51°59'20.00"N 004°06'40.00"E; 51°56'10.00"N 004°21'15.00"E; 51°53'11.00"N 004°49'40.72"E; 51°43'10.64"N 004°41'50.32"E; 51°38'38.15"N 004°23'46.17"E; 51°38'41.61"N 004°19'23.96"E; 51°42'54.54"N 004°01'04.75"E; 51°45'27.68"N 003°59'10.36"E; along parallel to 51°45'27.68"N 003°37'37.19"E; 51°35'50.00"N 003°31'10.14"E; along parallel to 51°35'50.00"N 003°13'49.65"E; to point of origin.	<u>FL 055</u> 2500 FT AMSL ^{1) 2)} 1200 FT AMSL ³⁾
¹⁾ MON-FRI before 0800 (0700) and after 1600 (1500), SAT, SUN, and HOL. ²⁾ MON-FRI 0800-1600 (0700-1500), EXC HOL: lower limit for non-motorised hanggliders and paragliders. ³⁾ MON-FRI 0800-1600 (0700-1500), EXC HOL: lower limit 1200 FT AMSL. ⁴⁾ Only active MON-FRI 0800-1600 (0700-1500), EXC HOL.		

Designation		Type of obstacle	Co-ordinates	HGT/ELEV in FT		OBST LGT
ID	Location			AGL	AMSL	Type/Colour
1		2	3	4		5
442	Lienden	4 wind turbines (line)	515523N 0053203E - 515525N 0053253E	410	430	-
099	Loon op Zand	concrete tower with tube mast	513626N 0050438E	443	479	OBST/R
100	Lopik	concrete tower with tube mast	520036N 0050313E	1230	1234	OBST/R
431	Lopik	3 wind turbines (line)	515932N 0045738E - 515909N 0045752E	394	394	-
103	Maasbracht	2 chimneys	510916N 0055426E	492	574	OBST/R
104	Maasbracht	2 cooling towers	510924N 0055425E	394	466	-
105	Maasbracht	2 high tension masts joined by cables (line)	511017N 0055443E - 510958N 0055451E	329	400	-
107	Maastricht	chimney	504905N 0054121E	493	657	-
109	Maasvlakte	2 chimneys	515733N 0040135E	561	577	-
111	Maasvlakte	moveable harbour cranes (line)	515725N 0040203E - 515736N 0040419E	352	358	OBST/R
112	Maasvlakte	moveable harbour cranes (line)	515647N 0040220E - 515705N 0040436E	377	384	OBST/R
189	Maasvlakte	flare stack	515814N 0040108E	543	559	OBST/R
301	Maasvlakte	5 wind turbines (line)	515645N 0040716E - 515619N 0040804E	492	511	OBST/R
460	Maasvlakte	8 wind turbines (line)	515900N 0040226E - 515837N 0040409E	410	436	OBST/day FLG W, night FLG R
522	Maasvlakte	14 wind turbines (line)	515603N 0040003E - 515529N 0035928E - 515517N 0035928E - 515504N 0040005E - 515519N 0040121E	512	577	OBST/day FLG W, night FLG R
546	Maasvlakte	wind turbine	515745N 0040043E	804	817	-
563	Maasvlakte	flare stack	515638N 0040414E	361	371	OBST/R
618	Maasvlakte 2	Under construction 22 wind turbines (line)	515855N 0035832E - 515744N 0035754E - 515613N 0035833E	604	614	OBST/night R
621	Maasvlakte 2	chimney	515818N 0040014E	361	381	OBST/day FLG R
113	Markelo	concrete tower with tube mast	521413N 0062630E	485	528	OBST/R
345	Medemblik	wind turbine	524655N 0050606E	653	643	OBST/day FLG W, night FLG R
559	Meeden	27 wind turbines (area)	531018N 0065537E - 530909N 0065622E - 530845N 0065333E - 530958N 0065323E - 531018N 0065537E	656	656	OBST/day FLG W, night R
114	Megen	concrete tower with tube mast	514838N 0053542E	440	459	OBST/R
446	Middelharnis	4 wind turbines (line)	514508N 0041327E - 514454N 0041357E	410	413	-
447	Middelharnis	7 wind turbines (line)	514605N 0041153E - 514527N 0041252E	328	335	-
115	Mierlo	concrete tower with mast	512617N 0053617E	400	472	OBST/R
425	Mijdrecht	wind turbine	521243N 0045241E	489	469	-
116	Moerdijk	flare stack ⁵⁾	514011N 0043432E	394	411	OBST/R OBST lights partly U/S.
117	Moerdijk	chimney	514056N 0043335E	328	345	-
118	Moerdijk	flare stack ⁶⁾	514052N 0043244E	394	410	OBST/R
119	Moerdijk	chimney	514101N 0043347E	426	443	OBST/R
476	Moerdijk	5 wind turbines (line)	513839N 0042357E - 513804N 0042453E	473	476	OBST/day FLG W, night FLG R
120	Naaldwijk	antenna mast	520005N 0041238E	407	410	OBST/R
340	Neer	4 wind turbines (line)	511825N 0055534E - 511759N 0055709E	456	554	-

Designation		Type of obstacle	Co-ordinates	HGT/ELEV in FT		OBST LGT
ID	Location			AGL	AMSL	Type/Colour
1		2	3	4		5
574	Neer	3 wind turbines (line)	511706N 0055851E - 511646N 0055950E	659	751	OBST/day FLG W, night R
440	Nieuwegein	5 wind turbines (line)	520123N 0050737E - 520039N 0050701E	492	495	OBST/day FLG W, night FLG R
121	Nieuw Milligen	antenna mast	521329N 0054617E	329	427	OBST/R
520	Nijmegen	4 wind turbines (line)	515334N 0054953E - 515337N 0055057E	492	551	OBST/day FLG W, night FLG R
584	Nijmegen	2 wind turbines (line)	515137N 0054946E - 515129N 0054955E	560	606	OBST/day FLG W, night R
464	Noord-Beveland, Jacobahaven	3 wind turbines (area)	513559N 0034059E - 513559N 0034121E - 513549N 0034057E - 513559N 0034059E	410	426	-
463	Noord-Beveland, Jacoba Rippolder	5 wind turbines (area)	513530N 0034055E - 513530N 0034130E - 513521N 0034142E - 513518N 0034050E - 513530N 0034055E	410	413	-
455	Noordoostpolder	17 wind turbines (line)	524527N 0053549E - 524101N 0053543E	663	653	OBST/day FLG W, night FLG R
456	Noordoostpolder	8 wind turbines (line)	523833N 0053738E - 523705N 0053910E	663	653	OBST/day FLG W, night FLG R
457	Noordoostpolder	13 wind turbines (line)	524902N 0053905E - 524611N 0053609E	663	653	OBST/day FLG W, night FLG R
489	Noordoostpolder	13 wind turbines (line)	524629N 0053523E - 524920N 0053818E	-	489	OBST/day FLG W, night FLG R
490	Noordoostpolder	17 wind turbines (line)	524154N 0053437E - 524529N 0053438E	-	489	OBST/day FLG W, night FLG R
491	Noordoostpolder	18 wind turbines (line)	524141N 0053509E - 524529N 0053514E	-	489	OBST/day FLG W, night FLG R
195	Noordzee	mast	523623N 0042323E	-	388	OBST/R
206	Noordzee, Egmond aan Zee	36 wind turbines (area)	523444N 0042604E - 523738N 0042200E - 523755N 0042516E - 523620N 0042729E - 523444N 0042604E	-	378	OBST/R
454	Noordzee, Luchterduinen	43 wind turbines (area)	522551N 0041218E - 522239N 0040953E - 522327N 0040730E - 522500N 0040854E - 522551N 0041218E	-	450	-
317	Noordzee, Prinses Amaliawind- park	60 wind turbines (area)	523625N 0041420E - 523504N 0041547E - 523405N 0041449E - 523433N 0041059E - 523616N 0041140E - 523625N 0041420E	-	331	OBST/R
319	Noordzee, Thornton Bank A	30 wind turbines (area)	513240N 0025310E - 513320N 0025430E - 513155N 0025740E - 513105N 0025557E - 513240N 0025310E	-	518	OBST/R
422	Noordzee, Thornton Bank B	24 wind turbines (area)	513320N 0025650E - 513435N 0025910E - 513425N 0025927E - 513445N 0030001E - 513423N 0030043E - 513401N 0030009E - 513335N 0030055E - 513220N 0025830E - 513320N 0025650E	-	518	OBST/R
333	Noordzee, BARD Offshore 1	80 wind turbines (area)	542314N 0055623E - 542519N 0060106E - 541825N 0060105E - 541810N 0055622E - 542314N 0055623E	-	492	OBST/FLG R
338	Noordzee	mast	525054N 0032608E	-	328	OBST/R

Designation		Type of obstacle	Co-ordinates	HGT/ELEV in FT		OBST LGT
ID	Location			AGL	AMSL	Type/Colour
1		2	3	4		5
595	Noordzee, Hollandse Kust Zuid	Under construction 152 wind turbines (area)	522509N 0041523E - 521957N 0041131E - 521533N 0040717E - 521054N 0035940E - 521215N 0035742E - 521913N 0035536E - 522307N 0035659E - 522501N 0040720E - 522314N 0040546E - 522157N 0040931E - 522237N 0041116E - 522505N 0041249E - 522509N 0041523E	-	738	OBST/R
550	Numansdorp	5 wind turbines (line)	514353N 0042313E - 514331N 0042419E	653	656	OBST/R
125	Oegstgeest	antenna mast	521055N 0042905E	381	377	OBST/R
479	Oisterwijk	4 wind turbines (line)	513128N 0051318E - 513106N 0051438E	492	532	OBST/day FLG W, night FLG R
516	Oosterhout	6 wind turbines (area)	514031N 0045037E - 514022N 0045050E - 514016N 0045016E - 514026N 0045002E - 514031N 0045037E	476	486	-
581	Ospeldijk	4 wind turbines (line)	511858N 0055138E - 511827N 0055008E	689	784	OBST/day FLG W, night R
307	Oss	antenna mast	514513N 0053325E	354	387	-
577	Ossendrecht	5 wind turbines (line)	512240N 0041640E - 512238N 0041703E - 512239N 0041804E	587	594	OBST/day FLG W, night R
451	Oud Gastel	5 wind turbines (line)	513647N 0042749E - 513649N 0042856E	394	400	-
126	Oude Maas	2 high tension masts joined by cables (line)	515028N 0042241E - 515038N 0042249E	348	364	-
127	Pernis	chimney	515248N 0042007E	699	712	OBST/R
129	Pernis	chimney	515302N 0042154E	699	712	OBST/R
133	Pernis	chimney	515235N 0042030E	384	397	-
134	Pernis	chimney	515249N 0042020E	361	374	-
135	Pernis	chimney	515306N 0042153E	410	423	-
136	Pernis	2 chimneys	515305N 0042204E	329	341	-
137	Pernis	chimney	515240N 0042022E	329	341	-
138	Pernis	flare stack ⁷⁾	515256N 0042032E	410	423	-
139	Pernis	flare stack ⁷⁾	515258N 0042208E	371	384	-
140	Pernis	chimney	515241N 0042028E	361	374	-
141	Pernis	flare stack ⁷⁾	515256N 0042222E	329	341	-
142	Pernis	flare stack ⁷⁾	515313N 0042105E	329	341	-
418	Philipsdam	mast	513959N 0040953E	328	348	-
443	Reusel	5 wind turbines (line)	512026N 0050809E - 511924N 0050815E	492	587	-
145	Rijen	antenna mast	513634N 0045532E	329	335	OBST/R
428	Rilland, Kreekraksluis	31 wind turbines (area)	512741N 0041331E - 512715N 0041356E - 512413N 0041437E - 512427N 0041352E - 512741N 0041331E	426	443	OBST/day FLG W, night FLG R
147	Roermond	concrete tower with tube mast	511102N 0055832E	507	581	OBST/R
148	Roermond	chimney	511018N 0060239E	328	416	OBST/R
149	Roosendaal	concrete tower with mast	513123N 0042740E	427	440	OBST/R
472	Roosendaal	3 wind turbines (line)	513345N 0042656E - 513317N 0042615E	492	499	OBST/day FLG W, night FLG R
150	Rotterdam	concrete tower with mast	515233N 0042655E	656	669	OBST/R
151	Rotterdam	building	515438N 0042810E	377	390	OBST/R

Designation		Type of obstacle	Co-ordinates	HGT/ELEV in FT		OBST LGT
ID	Location			AGL	AMSL	Type/Colour
1		2	3	4		5
152	Rotterdam	concrete tower with tube mast	515420N 0042800E	597	607	OBST/FLG W
153	Rotterdam	chimney	515437N 0042538E	417	427	-
154	Rotterdam	building	515444N 0042552E	348	361	-
156	Rotterdam	building	515528N 0042821E	551	547	OBST/R
157	Rotterdam	building	515530N 0042843E	344	358	-
159	Rotterdam	bridge	515433N 0042916E	456	459	illuminated
160	Rotterdam	building	515412N 0042905E	417	427	-
162	Rotterdam	building	515521N 0042817E	492	489	OBST/FLG W
205	Rotterdam	building	515414N 0042908E	500	512	OBST/R
330	Rotterdam	building	515418N 0042916E	525	538	OBST/R
331	Rotterdam	building	515432N 0042936E	600	613	OBST/R and FLG W
332	Rotterdam	building	515501N 0042919E	413	423	OBST/R
344	Rotterdam	building	515441N 0042811E	400	413	OBST/R
416	Rotterdam	building	515426N 0042919E	489	505	OBST/R
478	Rotterdam	building	515520N 0042807E	420	417	OBST/R
484	Rotterdam	building	515504N 0042906E	410	422	OBST/R
485	Rotterdam	building	515504N 0042901E	348	361	-
572	Rotterdam	building	515505N 0042914E	364	373	OBST/R
587	Rotterdam	building	515437N 0042851E	705	715	OBST/FLG R
613	Rotterdam	crane	515508N 0042902E	341	354	OBST/R
614	Rotterdam	crane	515519N 0042850E	682	682	OBST/R
620	Rotterdam	crane	515517N 0042842E	387	380	OBST/R
163	Rozenburg	flare stack ⁸⁾	515248N 0041512E	518	518	OBST/R
468	Rozenburg	9 wind turbines (line)	515746N 0040819E - 515633N 0041046E	633	653	OBST/day FLG W, night R
165	Sas van Gent	antenna mast	511325N 0035137E	329	335	-
166	Schiphol	concrete tower	521827N 0044545E	330	320	OBST/R
465	Schouwen-Duiveland	4 wind turbines (area)	513917N 0034327E - 513917N 0034342E - 513906N 0034338E - 513906N 0034323E - 513917N 0034327E	394	410	-
507	Schouwen-Duiveland, Windpark Krammer	34 wind turbines (area)	514039N 0040849E - 514043N 0040903E - 513951N 0041050E - 513938N 0041057E - 513859N 0041047E - 513852N 0041027E - 513931N 0040818E - 513944N 0040818E - 514039N 0040849E	581	597	OBST/day FLG W, night R
452	Sint-Annaland	5 wind turbines (line)	513626N 0040313E - 513643N 0040430E	410	414	-
167	Slidrecht	2 high tension masts joined by cables (line)	514850N 0044816E - 514912N 0044815E	469	469	OBST/R
168	Slidrecht	2 high tension masts joined by cables (line)	514749N 0044819E - 514811N 0044818E	469	469	OBST/R
169	Slidrecht	2 high tension masts joined by cables (line)	514913N 0044440E - 514930N 0044439E	338	341	-
171	Smilde	concrete tower with tube mast	525410N 0062413E	994	1033	OBST/R
590	Staphorst	mast	523743N 0061428E	429	436	OBST/FLG R
477	Steenbergen, Windpark Nieuw Prinsenland	7 wind turbines (line)	513825N 0042341E - 513732N 0042510E	473	492	-
172	Steenwijk	antenna mast	524744N 0061156E	367	381	OBST/R
619	Strijensas	4 wind turbines (area)	514319N 0043626E - 514305N 0043619E - 514301N 0043556E - 514316N 0043602E - 514319N 0043626E	679	676	OBST/day W, night R

Designation		Type of obstacle	Co-ordinates	HGT/ELEV in FT		OBST LGT
ID	Location			AGL	AMSL	Type/Colour
1		2	3	4		5
524	Swifterband	mast	523538N 0053429E	525	512	OBST/R
593	Swifterband	16 wind turbines (area)	523505N 0054311E - 523315N 0054125E - 523355N 0054029E - 523515N 0054153E - 523505N 0054311E	803	790	OBST/day FLG W, night R
594	Swifterband	21 wind turbines (area)	523535N 0053621E - 523411N 0053658E - 523315N 0053700E - 523313N 0053523E - 523340N 0053521E - 523517N 0053438E - 523535N 0053621E	698	685	OBST/day FLG W, night R
173	Terneuzen	flare stack ⁴⁾	512033N 0034648E	328	321	-
174	Terneuzen	flare stack ⁴⁾	512033N 0034620E	328	321	-
175	Tiel	chimney	515441N 0052639E	328	321	-
204	Tilburg	building	513337N 0050356E	465	517	-
480	Tilburg	2 wind turbines (line)	513555N 0050038E - 513532N 0050115E	410	443	-
481	Tilburg	3 wind turbines (line)	513601N 0050054E - 513539N 0050126E	459	492	-
487	Tilburg	wind turbine	513615N 0050001E	416	432	-
488	Tilburg	wind turbine	513510N 0050259E	489	531	-
176	Tjerkgaast	concrete tower	525433N 0054156E	387	394	OBST/R
177	Utrecht	chimney	520611N 0050420E	499	502	OBST/R
178	Utrecht	church	520526N 0050717E	371	388	illuminated
538	Utrecht	crane	520525N 0050626E	515	502	OBST/FLG R
336	Utrecht	crane	520522N 0050630E	381	387	-
337	Utrecht	crane	520523N 0050628E	443	449	-
426	Utrecht	building	520509N 0050632E	344	351	-
427	Utrecht	antenna mast on build- ing	520440N 0050835E	358	364	-
560	Veendam	4 wind turbines (line)	530659N 0065445E - 530615N 0065450E	656	653	OBST/day FLG W, night R
561	Veendam	4 wind turbines (line)	530457N 0065319E - 530416N 0065256E	656	664	OBST/day FLG W, night R
180	Veenendaal	antenna mast	520013N 0053412E	354	374	-
459	Veere, Neeltje Jans	radar tower	513719N 0034009E	387	403	-
467	Veere, Neeltje Jans Roompotsluis	4 wind turbines (area)	513716N 0034058E - 513704N 0034046E - 513712N 0034031E - 513722N 0034043E - 513716N 0034058E	404	423	-
583	Veere, Windpark Binnenhaven	4 wind turbines (area)	513725N 0034124E - 513715N 0034136E - 513659N 0034131E - 513700N 0034111E - 513725N 0034124E	669	682	OBST/day FLG W, night FLG R
506	Veere, Windpark Bouwdokken	7 wind turbines (area)	513811N 0034328E - 513758N 0034352E - 513731N 0034320E - 513754N 0034231E - 513811N 0034328E	535	545	OBST/day FLG W, night R
466	Veere, Windpark Neeltje Jans	4 wind turbines (area)	513837N 0034208E - 513827N 0034229E - 513813N 0034208E - 513825N 0034152E - 513837N 0034208E	394	417	-
588	Veere, Windpark Pool- voet	2 wind turbines (line)	513817N 0034231E - 513806N 0034205E	544	521	OBST/day FLG W, night R
181	Velsen	2 chimneys	522822N 0043805E	505	522	OBST/R
429	Velsen	3 wind turbines (line)	522812N 0043423E - 522832N 0043435E	410	450	OBST/R and W
308	Venlo	antenna mast	512311N 0061255E	394	479	-

Designation		Type of obstacle	Co-ordinates	HGT/ELEV in FT		OBST LGT
ID	Location			AGL	AMSL	Type/Colour
1		2	3	4		5
505	Vianen	3 wind turbines (line)	515819N 0050615E - 515812N 0050627E - 515801N 0050630E	541	544	OBST/day FLG W, night R
448	Vlaardingen	2 wind turbines (line)	515359N 0041753E - 515357N 0041811E	414	433	-
341	Vlissingen	wind turbine	512657N 0034214E	575	591	OBST/day FLG W, night FLG R
342	Vlissingen	wind turbine	512644N 0034201E	575	591	OBST/day FLG W, night FLG R
208	Waddinxveen	3 wind turbines (line)	520109N 0043732E - 520110N 0043808E	400	380	OBST/R
591	Weert	3 wind turbines (line)	511506N 0054618E - 511447N 0054651E	653	754	OBST/R
182	Wieringermeer	tube mast	525431N 0050330E	682	673	OBST/R
190	Wieringermeer, Wind- park Hollands Kroon	14 wind turbines (line)	524545N 0045717E - 524540N 0050152E	584	571	OBST/day FLG W, night R
191	Wieringermeer, Wind- park Hollands Kroon	8 wind turbines (line)	524730N 0045611E - 524617N 0045735E	584	571	OBST/day FLG W, night R
192	Wieringermeer, Wind- park Hollands Kroon	5 wind turbines (line)	524836N 0045517E - 524752N 0045547E	584	571	OBST/day FLG W, night R
497	Wieringermeer	mast	524900N 0050306E	397	381	OBST/day FLG W, night FLG R
499	Wieringermeer, Wind- park Hollands Kroon	2 wind turbines (line)	524908N 0050321E - 524906N 0050348E	656	640	OBST/day FLG W, night R
500	Wieringermeer, Wind- park Hollands Kroon	10 wind turbines (line)	525002N 0050216E - 524950N 0050608E	607	591	OBST/day FLG W, night R
532	Wieringermeer, Wind- park Hollands Kroon	5 wind turbines (line)	524905N 0050416E - 524900N 0050601E	591	574	OBST/day FLG W, night R
564	Wieringermeer, Wind- park Hollands Kroon	5 wind turbines (line)	524813N 0050315E - 524804N 0050558E	584	571	OBST/day FLG W, night R
565	Wieringermeer, Wind- park Hollands Kroon	16 wind turbines (line)	525445N 0050217E - 525339N 0050202E - 525304N 0050214E - 525124N 0050336E	584	571	OBST/day FLG W, night R
566	Wieringermeer, Wind- park Hollands Kroon	3 wind turbines (line)	524746N 0045753E - 524728N 0045814E	584	571	OBST/day FLG W, night R
567	Wieringermeer, Wind- park Hollands Kroon	8 wind turbines (line)	524943N 0045645E - 524822N 0045739E	584	571	OBST/day FLG W, night R
568	Wieringermeer, Wind- park Hollands Kroon	7 wind turbines (line)	524943N 0045455E - 524841N 0045536E	584	571	OBST/day FLG W, night R
569	Wieringermeer, Wind- park Hollands Kroon	5 wind turbines (line)	525209N 0045743E - 525153N 0045859E	584	574	OBST/day FLG W, night R
570	Wieringermeer, Wind- park Hollands Kroon	5 wind turbines (line)	525110N 0045440E - 525021N 0045425E	584	574	OBST/day FLG W, night R
571	Wieringermeer, Wind- park Hollands Kroon	6 wind turbines (line)	525132N 0045449E - 525145N 0045509E - 525203N 0045651E	584	578	OBST/day FLG W, night R
322	Witmarsum	4 wind turbines (line)	530540N 0052541E - 530530N 0052634E	390	390	-
183	Wormer	concrete tower with tube mast	522952N 0044746E	468	469	OBST/R
315	Zaandam	wind turbine	522556N 0044454E	443	440	-
316	Zaandam	wind turbine	522604N 0044336E	440	443	-
328	Zaandam	wind turbine	522535N 0044848E	387	390	-
358	Zeewolde	36 wind turbines (area)	521914N 0052556E - 521700N 0052730E - 521649N 0052509E - 521626N 0052428E - 521804N 0052142E - 521847N 0052253E - 521914N 0052556E	492	486	OBST/day W, night R

Designation		Type of obstacle	Co-ordinates	HGT/ELEV in FT		OBST LGT
ID	Location			AGL	AMSL	Type/Colour
1		2	3	4		5
359	Zeewolde	9 wind turbines (line)	522301N 0053248E - 522255N 0053307E - 522251N 0053328E - 522248N 0053349E - 522248N 0053420E - 522250N 0053443E - 522254N 0053505E - 522300N 0053526E - 522309N 0053546E	492	482	-
414	Zeewolde	6 wind turbines (line)	522337N 0053354E - 522417N 0053502E	328	315	-
493	Zeewolde	antenna mast	522122N 0052024E	394	381	-
511	Zeewolde	antenna mast	522245N 0053453E	354	344	-
475	Zoeterwoude	4 wind turbines (line)	520806N 0043150E - 520749N 0043241E	410	410	-
529	Zoeterwoude	2 wind turbines (line)	520737N 0042917E - 520733N 0042909E	361	354	OBST/day FLG W, night R
534	Zutphen	3 wind turbines (line)	520932N 0061128E - 520952N 0061132E	410	433	-
188	Zwolle	antenna mast	522919N 0060835E	509	509	OBST/R

¹⁾ Flare not included.

²⁾ Excluded flare of 164 FT in extreme circumstances and of 10 FT in normal circumstances.

³⁾ Excluded flare of 197 FT in extreme circumstances and of 3 FT in normal circumstances.

⁴⁾ Excluded flare of 132 FT in extreme circumstances and of 16 FT in normal circumstances.

⁵⁾ Excluded flare of 230 FT in extreme circumstances.

⁶⁾ Excluded flare of 394 FT in extreme circumstances and of 3 FT in normal circumstances.

⁷⁾ Excluded flare of 492 FT in extreme circumstances and of 98 FT in normal circumstances.

⁸⁾ Excluded flare of 198 FT in normal circumstances.

Note: in the Netherlands an 'air navigation obstacle' is defined as any building or structure, including waste heaps, with a height of 328 FT AGL or more. The authority does not guarantee that the details are correct or that the list of obstacles is complete.

OCCASIONAL ACTIVITIES			
Designation and lateral limits	Vertical limits	Operator/User TEL NR	Remarks and time of ACT
1	2	3	4
Groot-Ammers 515501N 0044825E*	NIL	INFO not AVBL	Powered paragliding Daily UDP
Grootevast 531130N 0061706E*	NIL	INFO not AVBL	MLA 0700 (0600) - end UDP
Jirnsum 530329N 0054511E*	NIL	INFO not AVBL	MLA and powered paragliding Daily UDP
Kollumerzwaag 531608N 0060323E*	NIL	INFO not AVBL	MLA and powered paragliding Daily UDP
Langezwaag 525818N 0060004E*	NIL	INFO not AVBL	MLA Daily UDP
Loenen 521343N 0050048E*	NIL	INFO not AVBL	MLA Daily UDP
Lunteren 520608N 0053341E*	NIL	INFO not AVBL	Powered paragliding Daily UDP
Molenaarsgraaf 515146N 0044950E*	NIL	INFO not AVBL	Powered paragliding 01 JUN - 01 MAR: during UDP
Nieuwehorne 525629N 0060446E*	NIL	INFO not AVBL	MLA Daily UDP
Nieuwerbrug 520506N 0044848E*	NIL	INFO not AVBL	Powered paragliding Daily UDP
Obdam 524040N 0045559E*	NIL	INFO not AVBL	MLA Daily UDP
Polsbroek 515816N 0045204E*	NIL	INFO not AVBL	MLA Daily UDP
Reeuwijk 520334N 0043959E*	NIL	INFO not AVBL	Powered paragliding Daily UDP
Swolgen 513023N 0060705E*	NIL	INFO not AVBL	Powered paragliding Daily UDP
Terwolde 521530N 0060533E*	NIL	INFO not AVBL	Powered paragliding Daily UDP
Tirns 530321N 0053818E*	NIL	INFO not AVBL	Powered paragliding ³⁾ Daily UDP
Tirns 530318N 0053803E*	NIL	INFO not AVBL	Powered paragliding ³⁾ Daily UDP
Veulen 512832N 0055802E*	NIL	INFO not AVBL	Powered paragliding Daily UDP
Voorst 515227N 0062501E*	NIL	INFO not AVBL	MLA Daily UDP
Warstiens 531009N 0055230E*	NIL	INFO not AVBL	MLA Daily UDP
Wijchen 514951N 0054422E*	NIL	INFO not AVBL	Powered paragliding Daily UDP
Witmarsum 530646N 0052823E*	NIL	INFO not AVBL	Powered paragliding Daily UDP
Ypecolsga 525602N 0053618E*	NIL	INFO not AVBL	MLA ²⁾ Daily UDP
Ypecolsga 525537N 0053608E*	NIL	INFO not AVBL	MLA ²⁾ Daily UDP

Listed aerodromes and sites are for private use by the operator and guests only, with a limited number of users at the same time and a limited number of take-offs and landings each year. This list of occasional activities may not be complete.

¹⁾ Not used simultaneously with another site in Akkrum.
²⁾ Not used simultaneously with another site in Ypecolsga.
³⁾ Not used simultaneously with another site in Tirns.

5 PARACHUTE JUMPING EXERCISE AREAS

PARACHUTE JUMPING EXERCISE AREAS			
Designation and lateral limits	Vertical limits	Operator/User TEL NR	Remarks and time of ACT
1	2	3	4
Ameland Circle, radius 2 NM, centre 532706N 0054038E.	FL 150	Paracentrum Ameland TEL: +31 (0)519 554 880	Daily UDP
Echten Circle, radius 2 NM, centre 524356N 0062557E.	FL 150	Paracentrum Eelde-Hoogeveen TEL: +31 (0)528 271 150	Daily UDP
Hoogeveen Circle, radius 2 NM, centre 524351N 0063058E.	FL 150	Paracentrum Eelde-Hoogeveen TEL: +31 (0)528 271 150	Daily UDP
Oostwold Circle, radius 2 NM, centre 531236N 0070204E.	FL 150	See EHOW AD 2.2.	Daily UDP
Rhoon Circle, radius 2 NM, centre 515107N 0042802E.	FL 120	Skydive Rotterdam TEL: +31 (0)10 415 9450	Daily UDP
Spier Circle, radius 2 NM, centre 524801N 0062819E.	FL 150	Paracentrum Eelde-Hoogeveen TEL: +31 (0)528 271 150	Daily UDP
Teuge Circle, radius 2 NM, centre 521441N 0060248E.	FL 130	Nationaal Paracentrum Teuge TEL: +31 (0)55 323 1604	Daily UDP
Texel Circle, radius 2 NM, centre 530655N 0045001E.	FL 150	Paracentrum Texel TEL: +31 (0)222 311 464	Daily UDP Dimensions climb-out area see EHTX AD 2.23.
Winde Circle, radius 2 NM, centre 530738N 0063151E.	FL 130	Paracentrum Eelde-Hoogeveen TEL: +31 (0)528 271 150	Daily UDP
<ul style="list-style-type: none"> Listed aerodromes and sites are for regular parachute jumping (including free fall parachuting). Listing a site or aerodrome does not imply any right to use that site or aerodrome. Parachute jumping exercise climb-out areas: a radius of 5 NM around the centre point and vertical limits as the exercise area, unless otherwise specified. 			

6 PARACHUTE JUMPING EXERCISE AREAS IN CLUSTERS

PARACHUTE JUMPING EXERCISE AREAS			
Designation and lateral limits	Vertical limits	Operator/User TEL NR	Remarks and time of ACT
1	2	3	4
CLUSTER NOORD-BRABANT			
Bosschenhoofd Circle, radius 2 NM, centre 513331N 0043140E.	FL 100	Skydive ENPC TEL: +31 (0)165 320 955	Daily UDP
Oudenbosch Circle, radius 2 NM, centre 5134N 00432E.	FL 100	Skydive ENPC TEL: +31 (0)165 320 955	Daily UDP
Rijsbergen Circle, radius 2 NM, centre 5131N 00441E.	FL 100	Skydive ENPC TEL: +31 (0)165 320 955	Daily UDP
Schijf Circle, radius 2 NM, centre 5129N 00435E.	FL 100	Skydive ENPC TEL: +31 (0)165 320 955	Daily UDP
Seppe Airport Circle, radius 2 NM, centre 513315N 0043257E.	FL 100	Skydive ENPC TEL: +31 (0)165 320 955	Daily UDP
CLUSTER UTRECHT			
Baarn Circle, radius 2 NM, centre 521230N 0051900E.	FL 060	PCMN TEL: +31 (0)35 577 1000	Daily UDP
<ul style="list-style-type: none"> In each cluster only one parachute jumping area (location) can be used at the same time. Listed aerodromes and sites are for regular parachute jumping (including free fall parachuting). Listing a site or aerodrome does not imply any right to use that site or aerodrome. Parachute jumping exercise climb-out areas: a radius of 5 NM around the centre point and vertical limits as the exercise area, unless otherwise specified. 			

EHTX AD 2.14 [NIL] APPROACH AND RUNWAY LIGHTING	NIL
EHTX AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2.EHTX-3
EHTX AD 2.16 HELICOPTER LANDING AREA	AD 2.EHTX-3
EHTX AD 2.17 ATS AIRSPACE	AD 2.EHTX-3
EHTX AD 2.18 ATS COMMUNICATION FACILITIES	AD 2.EHTX-4
EHTX AD 2.19 [NIL] RADIO NAVIGATION AND LANDING AIDS	NIL
EHTX AD 2.20 [NIL] LOCAL AERODROME REGULATIONS	NIL
EHTX AD 2.21 [NIL] NOISE ABATEMENT PROCEDURES	NIL
EHTX AD 2.22 FLIGHT PROCEDURES	AD 2.EHTX-4
EHTX AD 2.23 ADDITIONAL INFORMATION	AD 2.EHTX-6
EHTX AD 2.24 CHARTS RELATED TO AN AERODROME	AD 2.EHTX-6

AD 3 HELIPORTS

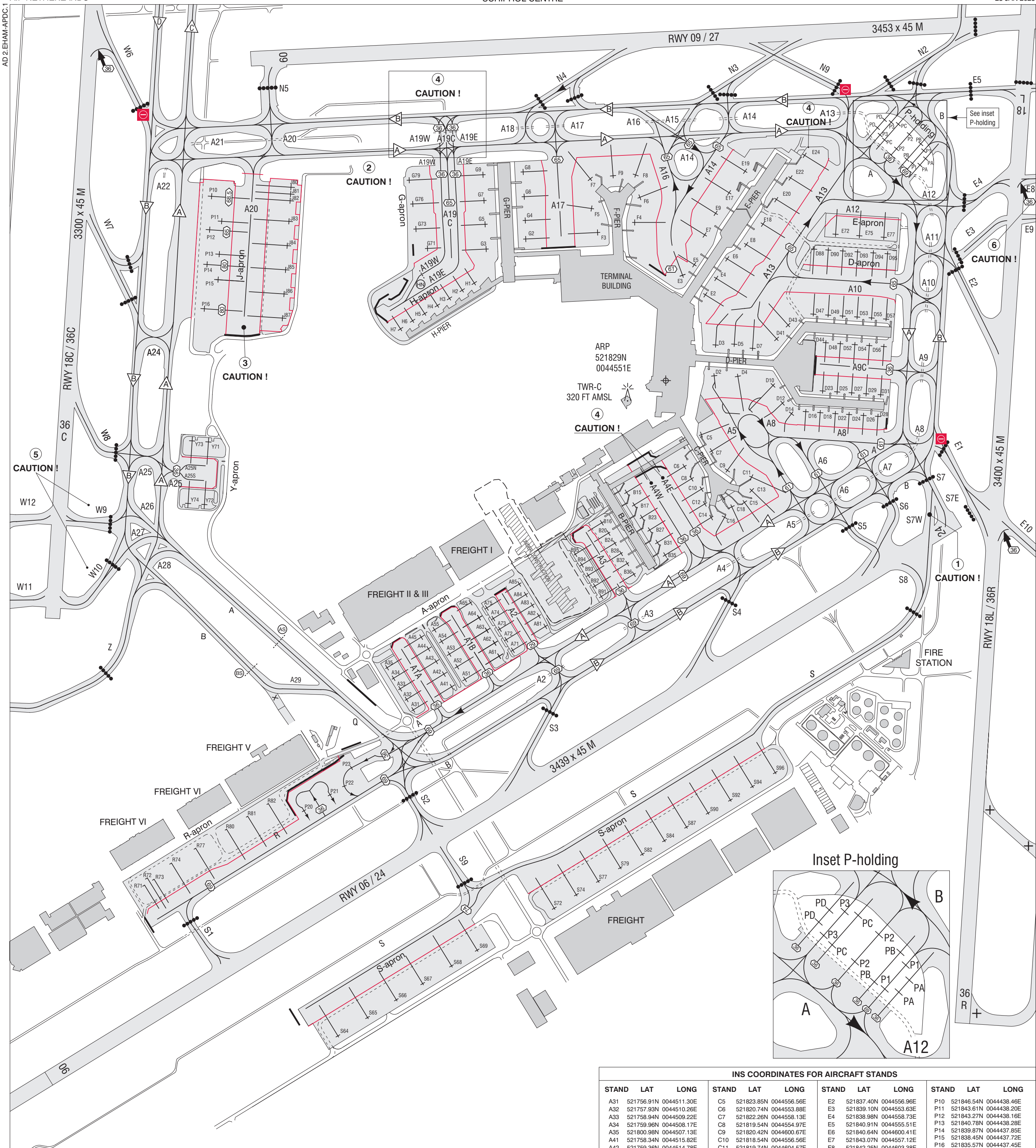
EHHA AMSTERDAM HELIPORT	AD 3.EHHA-1
EHHA AD 3.1 HELIPORT LOCATION INDICATOR AND NAME	AD 3.EHHA-1
EHHA AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 3.EHHA-1
EHHA AD 3.3 OPERATIONAL HOURS	AD 3.EHHA-1
EHHA AD 3.4 HANDLING SERVICES AND FACILITIES	AD 3.EHHA-1
EHHA AD 3.5 PASSENGER FACILITIES	AD 3.EHHA-2
EHHA AD 3.6 RESCUE AND FIRE FIGHTING SERVICES	AD 3.EHHA-2
EHHA AD 3.7 [NIL] SEASONAL AVAILABILITY - CLEARING	NIL
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EHHA AD 3.19 [NIL] LOCAL HELIPORT REGULATIONS	NIL
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EHHE AD 3.10 HELIPORT OBSTACLES	AD 3.EHHE-3
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EHHE AD 3.12 HELIPORT DATA	AD 3.EHHE-3
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EHHE AD 3.17 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES	AD 3.EHHE-4
EHHE AD 3.18 [NIL] RADIO NAVIGATION AND LANDING AIDS	NIL
EHHE AD 3.19 LOCAL HELIPORT REGULATIONS	AD 3.EHHE-4
EHHE AD 3.20 NOISE ABATEMENT PROCEDURES	AD 3.EHHE-4
EHHE AD 3.21 FLIGHT PROCEDURES	AD 3.EHHE-5
EHHE AD 3.22 ADDITIONAL INFORMATION	AD 3.EHHE-5
EHHE AD 3.23 CHARTS RELATED TO A HELIPORT	AD 3.EHHE-5

Note: the following sections in this chapter are intentionally left blank:
AD 0.1, AD 0.2, AD 0.3, AD 0.4, AD 0.5.

EHAM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (VOR/ILS/MLS: declination)	ID	Frequency CH service provider and reference path identifier	Hours of operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna or GBAS: eleva- tion, ellipsoid height of refer- ence point SBAS: ellips- oid height of LTP/FTP	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME (2°E/2020)	SPL	108.400 MHz CH21X	H24	521955.7N 0044459.6E	0 FT	NA	Designated operational cover- age: 60 NM/FL 250.
LOC 06 ILS CAT III/E/4 (2°E/2020)	KAG	110.550 MHz	H24	521826.1N 0044704.2E	NA	NA	529 M from THR RWY 24. Not to be used outside 30° west of RCL 06.
DME 06	KAG	CH42Y	H24	521721.9N 0044432.9E	0 FT	NA	DME reads zero at THR RWY 06. Distance DME antenna/THR is 0.19 NM.
GP 06	-	329.450 MHz	H24	521723.1N 0044431.8E	NA	NA	NIL
LOC 18C ILS CAT III/E/4 (2°E/2020)	ZWA	109.500 MHz	H24	521800.5N 0044413.8E	NA	NA	634 M from displaced THR RWY 36C.
DME 18C	ZWA	CH32X	H24	521942.9N 0044414.8E	0 FT	NA	DME reads zero at THR RWY 18C. Distance DME antenna/THR is 0.20 NM.
GP 18C	-	332.600 MHz	H24	521942.7N 0044416.9E	NA	NA	NIL
LOC 18R ILS CAT III/E/4 (2°E/2020)	VPB	110.100 MHz	H24	521933.2N 0044231.0E	NA	NA	299 M from THR RWY 36L.
DME 18R	VPB	CH38X	H24	522126.3N 0044250.2E	0 FT	NA	DME reads zero at THR RWY 18R. Distance DME antenna/THR is 0.20 NM.
GP 18R	-	334.400 MHz	H24	522126.4N 0044247.6E	NA	NA	NIL
LOC 22 ILS CAT I/C/1 (2°E/2020)	SCH	109.150 MHz	H24	521755.3N 0044651.9E	NA	NA	NIL
DME 22	SCH	CH28Y	H24	521848.0N 0044755.2E	0 FT	NA	DME reads zero at THR RWY 22. Distance DME antenna/THR is 0.17 NM.
GP 22	-	331.250 MHz	H24	521846.8N 0044757.1E	NA	NA	NIL
LOC 27 ILS CAT III/E/4 (2°E/2020)	BVB	111.550 MHz	H24	521859.7N 0044439.7E	NA	NA	NIL
DME 27	BVB	CH52Y	H24	521911.1N 0044731.2E	0 FT	NA	DME reads zero at THR RWY 27. Distance DME antenna/THR is 0.20 NM.
GP 27	-	332.750 MHz	H24	521909.4N 0044731.2E	NA	NA	NIL
LOC 36C ILS CAT III/E/4 (2°E/2020)	MSA	108.750 MHz	H24	522002.4N 0044425.0E	NA	NA	288 M from THR RWY 18C.
DME 36C	MSA	CH24Y	H24	521831.8N 0044408.3E	0 FT	NA	DME reads zero at THR RWY 36C. Distance DME antenna/THR is 0.19 NM.
GP 36C	-	330.350 MHz	H24	521831.7N 0044410.3E	NA	NA	Designated operational range: 15 NM.

Type of aid, MAG VAR, Type of supported OPS (VOR/ILS/MLS: declination)	ID	Frequency CH service provider and reference path identifier	Hours of operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna or GBAS: eleva- tion, ellipsoid height of refer- ence point SBAS: ellips- oid height of LTP/FTP	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
LOC 36R ILS CAT III/E/4 (2°E/2020)	ABA	111.950 MHz	H24	521924.6N 0044649.4E	NA	NA	821 M from THR RWY 18L.
DME 36R	ABA	CH56Y	H24	521737.4N 0044630.1E	0 FT	NA	DME reads zero at THR RWY 36R. Distance DME antenna/THR is 0.19 NM.
GP 36R	-	330.950 MHz	H24	521737.4N 0044633.1E	NA	NA	NIL
GPS	NA	L1 1575.42 MHz	H24	NA	NA	NA	NIL
EGNOS	NA	L1 1575.42 MHz ¹⁾	H24	NA	¹⁾	NA	¹⁾ See EHAM AD 2.22 for FAS data block



VAR 2° E (2020)

DIRECTIONS ARE MAGNETIC
ELEVATIONS IN FEET AMSL
DIMENSION IN METERS

NOTES

1. Self-parking procedures apply to:
All aircraft stands on the A-Apron,
aircraft stands B16, B20, B24, B28, B32, B36, B91-B95 and Y-apron,
except during low visibility phase C and D.
REF EHAM AD 2.22 paragraph 3.4 "Phase C and D".

2. Self-parking procedure at aircraft stands:
Stop aircraft when yellow STOP marking is in line
with pilot's eye view at an angle of 90 DEG to the lead-in line.

3. Marshaller guidance is required for aircraft docking at the:
C-apron aircraft stands C11, C13, C14 and C16.
G-apron
J-apron(except P10, P12, P14 and P16 in case of de-icing, see EHAM AD 2.20 par. 9)
R-apron

4. P-holding:
Either P1 available or PA and PB available.
Either P3 available or PC and PD available.
PA, PB, PC and PD: max wingspan 36M.

SCALE 1 : 8 000

M

100

0

100

200

300

400

500

FT

500

0

500

1000

1500

Schiphol Ground

121.705

121.805

121.905

CAUTION

① TWY S7W is designated for crossing RWY 06/24 only.

② Avoid holding on the upslope between A19 and A20 to prevent backward movement of the aircraft.

③ J-apron is not controlled by ATC.

④ Standard taxi routing, unless otherwise instructed by ATC, for ACFT docking at ACFT stands specified below:
ACFT stands B15 - B35: TWY A4W.
ACFT stands C6 - C14: TWY A4E.
ACFT stand E24: aircraft with wingspan greater than 65 M: TWY A12.
ACFT stands G3 - G9 and H1 - H7: aircraft with wingspan 36 M or less: from TWY A/B via TWY A19E (orange line).
ACFT stands G71 - G79: aircraft with wingspan 36 M or less: from TWY A/B via TWY A19W (blue line).
ACFT stands G3 - G9 and G73 - G79: aircraft with wingspan greater than 36 M: from TWY A/B via TWY A19C.
⑤ After vacating RWY 18C via TWY W9 or TWY W10, taxiing is only possible in non-standard taxi routing either
to TWY A southbound or TWY B northbound.
⑥ TWY E8 MAX wingspan 36 M only applicable to aircraft vacating runway 36R or aircraft entering runway 18L.

LEGEND

No-entry: runway entry prohibited at this point.
TWY E1 from TWY A, A8 and B.
TWY N8 from TWY A and B.
TWY W6 from TWY A, B and D.

35

MAX WINGSPAN 35 M, LIMITED ENTRY

--- --

CROSSING VEHICLES

STOP BAR

BLAST FENCE

ATC SERVICE BDRY

STANDARD TAXI ROUTING.

UNLESS OTHERWISE INSTRUCTED BY ATC.
ALL OTHER ROUTES MAY BE USED
TWO-WAY AT ATC DISCRETION ONLY.

INTERMEDIATE HOLDING POSITION

INS COORDINATES FOR AIRCRAFT STANDS											
STAND	LAT	LONG	STAND	LAT	LONG	STAND	LAT	LONG	STAND	LAT	LONG
A31	521756.91N	0044511.30E	C5	521837.85N	0044556.56E	E2	521837.40N	0044556.96E	P10	521846.54N	0044438.46E
A32	521757.93N	0044510.26E	C6	521820.74N	0044553.88E	E3	521839.10N	0044553.63E	P11	521843.61N	0044438.20E
A33	521758.94N	0044509.22E	C7	521822.26N	0044558.13E	E4	521838.98N	0044558.73E	P12	521843.27N	0044438.16E
A34	521759.96N	0044508.17E	C8	521819.54N	0044554.97E	E5	521840.91N	0044555.51E	P13	521840.78N	0044438.28E
A35	521800.98N	0044507.13E	C9	521820.42N	0044600.67E	E6	521840.64N	0044600.41E	P14	521839.87N	0044437.85E
A41	521758.34N	0044515.82E	C10	521818.54N	0044556.56E	E7	521843.07N	0044557.12E	P15	521838.48N	0044437.72E
A42	521759.36N	0044514.78E	C11	521819.74N	0044604.57E	E8	521842.25N	0044603.38E	P16	521835.57N	0044437.45E
A43	521800.53N	0044513.58E	C12	521817.08N	0044557.00E	E9	521845.21N	0044558.82E	R71	521739.70N	0044429.11E
A44	521801.55N	0044512.94E	C13	521818.48N	0044604.54E	E10	521847.18N	0044600.99E	R72	521740.40N	0044429.56E
A45	521802.57N	0044511.50E	C14	521815.82N	0044558.19E	E11	521844.32N	0044606.03E	R73	521740.28N	0044430.61E
A51	521759.93N	0044519.50E	C15	521817.31N	0044603.37E	E18	521849.28N	0044603.43E	R74	521741.87N	0044433.36E
A52	521801.16N	0044518.25E	C16	521815.76N	0044600.19E	E20	521846.73N	0044608.10E	R77	521743.32N	0044437.19E
A53	521802.37N	0044517.01E	C18	521816.84N	0044601.41E	E22	521848.76N	0044610.28E	R80	521745.19N	0044442.00E
A54	521803.60N	0044515.76E	D2	521829.44N	0044558.49E	E24	521851.01N	0044612.50E	R81	521746.41N	0044445.37E
A55	521804.72N	0044514.62E	D3	521832.60N	0044558.63E	E72	521843.14N	0044617.82E	R82	521747.65N	0044448.62E
A61	521802.21N	0044524.86E	D4	521829.48N	0044602.22E	E75	521843.01N	0044621.82E	S64	521725.50N	0044501.08E
A62	521803.48N	0044524.11E	D5	521832.62N	0044601.57E	E77	521842.88N	0044625.47E	S65	521727.02N	0044505.02E
A63	521804.70N	0044522.87E	D6	521832.34N	0044604.48E	F3	521843.33N	0044540.19E	S66	521729.10N	0044510.45E
A64	521805.92N	0044521.62E	D7	521832.62N	0044604.48E	F4	521844.26N	0044545.73E	S67	521730.61N	0044514.39E
A65	521807.26N	0044520.46E	D10	521828.62N	0044607.68E	F5	521845.64N	0044539.22E	S68	521732.13N	0044518.33E
A71	521802.78N	0044526.99E	D12	521826.96N	0044609.28E	F6	521846.70N	0044546.49E	S69	521733.60N	0044522.16E
A72	521803.80N	0044525.94E	D14	521826.13N	0044610.81E	F7	521848.43N	0044538.92E	S72	521737.85N	0044533.84E
A73	521804.82N	0044524.90E	D16	521826.12N	0044612.95E	F8	521848.81N	0044545.86E	S74	521739.18N	0044537.30E
A74	521805.84N	0044523.85E	D18	521826.05N	0044615.24E	G7	521848.72N	0044542.36E	S77	521740.51N	0044540.77E
A75	521806.86N	0044522.81E	D22	521825.96N	0044617.63E	G2	521842.61N	0044528.47E	S79	521741.84N	0044544.23E
A81	521806.17N	0044531.09E	D23	521828.16N	0044615.60E	G3	521841.64N	0044522.63E	S84	521744.50N	0044551.17E
A82	521807.19N	0044530.05E	D24	521825.89N	0044619.80E	G4	521844.39N	0044528.43E	S87	521745.83N	0044554.63E
A84	521808.22N	0044529.00E	D25	521828.08N	0044617.90E	G5	521843.98N	0044522.42E	S90	521747.16N	0044558.10E
A85	to be surveyed		D26	521825.81N	0044622.09E	G6	521846.74N	0044522.22E	S92	521748.49N	0044601.57E
B15	521818.22N	0044544.87E	D27	521828.00N	0044620.19E	G7	521846.33N	0044522.20E	S94	521749.88N	0044604.98E
B16	521815.20N	0044540.84E	D28	521825.73N	0044624.36E	G8	521849.08N	0044528.00E	S96	521751.22N	0044608.43E
B17	521817.02N	0044546.10E	D29	521827.92N	0044622.48E	G9	521848.80N	0044521.95E	Y71	to be surveyed	
B20	521814.24N	0044542.01E	D31	521827.84N	0044624.77E	H1	521841.57N	0044513.04E	Y72	to be surveyed	
B23	521815.81N	0044547.34E	D41	521833.29N	0044608.11E	H2	521837.44N	0044516.76E	Y73	to be surveyed	
B24	521813.26N	0044543.01E	D43	521834.71N	0044610.14E	H3	521835.52N	0044510.89E	Y74	to be surveyed	
B27	521814.60N	0044548.58E	D44	521832.86N	0044616.04E	H4	521835.99N	0044514.89E			
B28	521812.28N	0044544.01E	D47	521835.74N	0044612.71E	H5	521835.24N	0044512.94E			
B31	521813.39N	0044549.81E	D48	521832.78N	0044618.33E	H6	521834.49N	0044510.99E			
B32	521811.30N	0044545.01E	D49	521835.66N	0044616.21E	H7	521833.74N	0044509.05E			
B35	521812.18N	0044551.05E	D51	521835.77N	0044618.40E	J80	521847.40N	0044451.48E			
B36	521810.27N	0044546.06E	D52	521832.70N	0044620.62E	J81	521846.74N	0044451.65E			
B91	to be surveyed		D53	521835.64N	0044620.53E	J82	521846.10N	0044451.36E			
B92	to be surveyed		D54	521832.62N	0044622.92E	J83	521844.08N	0044451.41E			
B93	to be surveyed		D55	521835.48N	0044622.83E	J84	521841.74N	0044451.19E			
B94	to be surveyed		D56	521832.53N	0044625.21E	J85	521839.39N	0044451.97E			
B95	to be surveyed		D57	521835.34N	0044624.97E	J86	521837.05N	0044450.76E			
			D58	521841.81N	0044614.46E	J87	521834.71N	0044450.54E			
			D59	521841.74N	0044616.78E						
			D90	521841.66N	0044619.10E						
			D92	521841.58N	0044621.42E						
			D93	521841.55N	0044623.74E						
			D94	521841.49N	0044626.07E						
			D95	521841.49N	0044626.07E						

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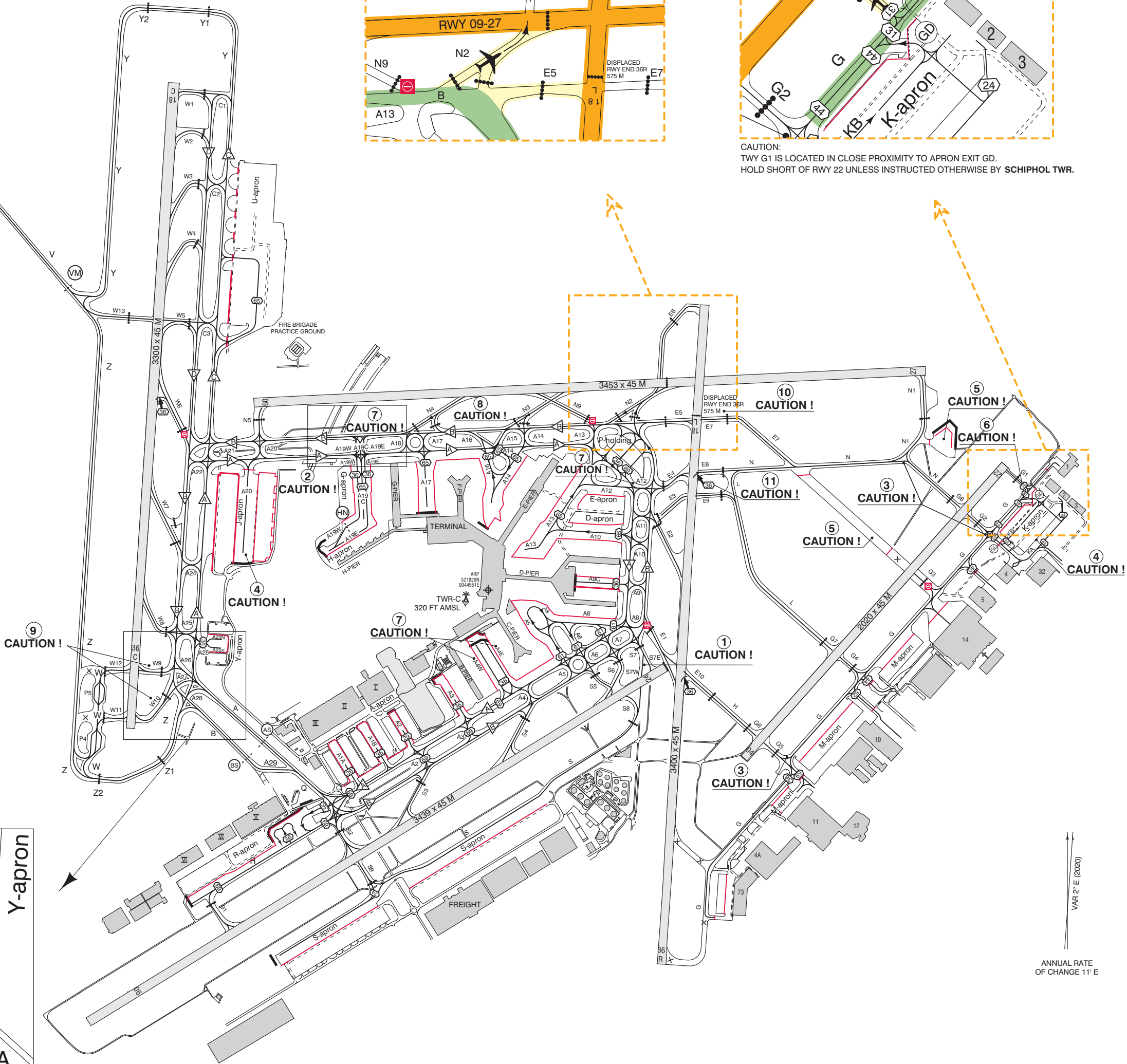
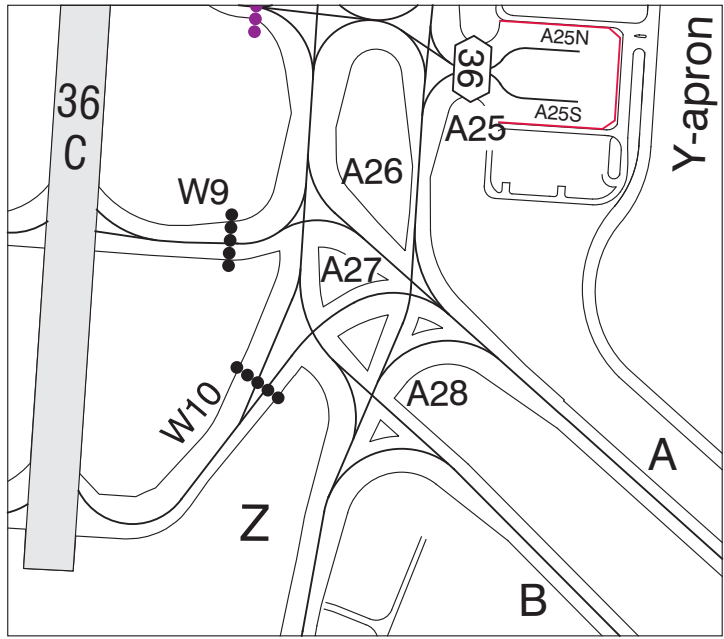
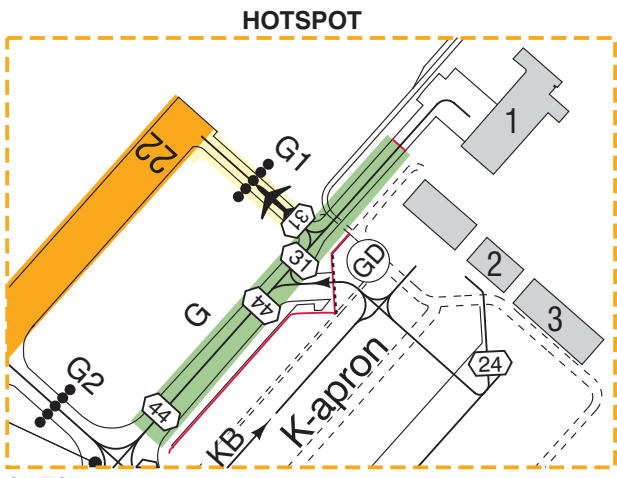
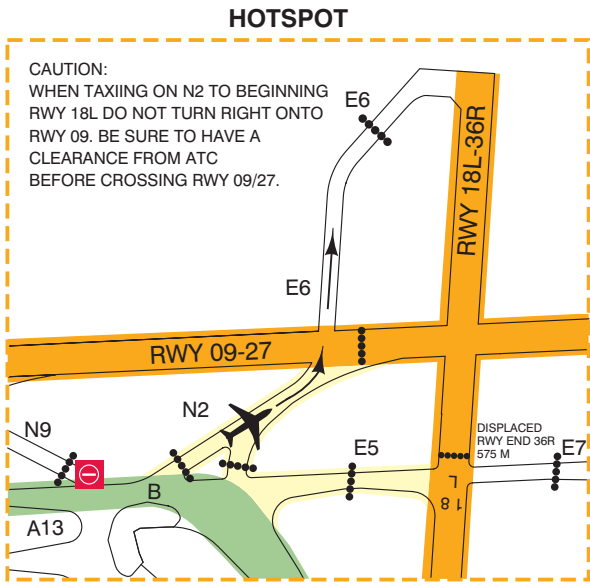
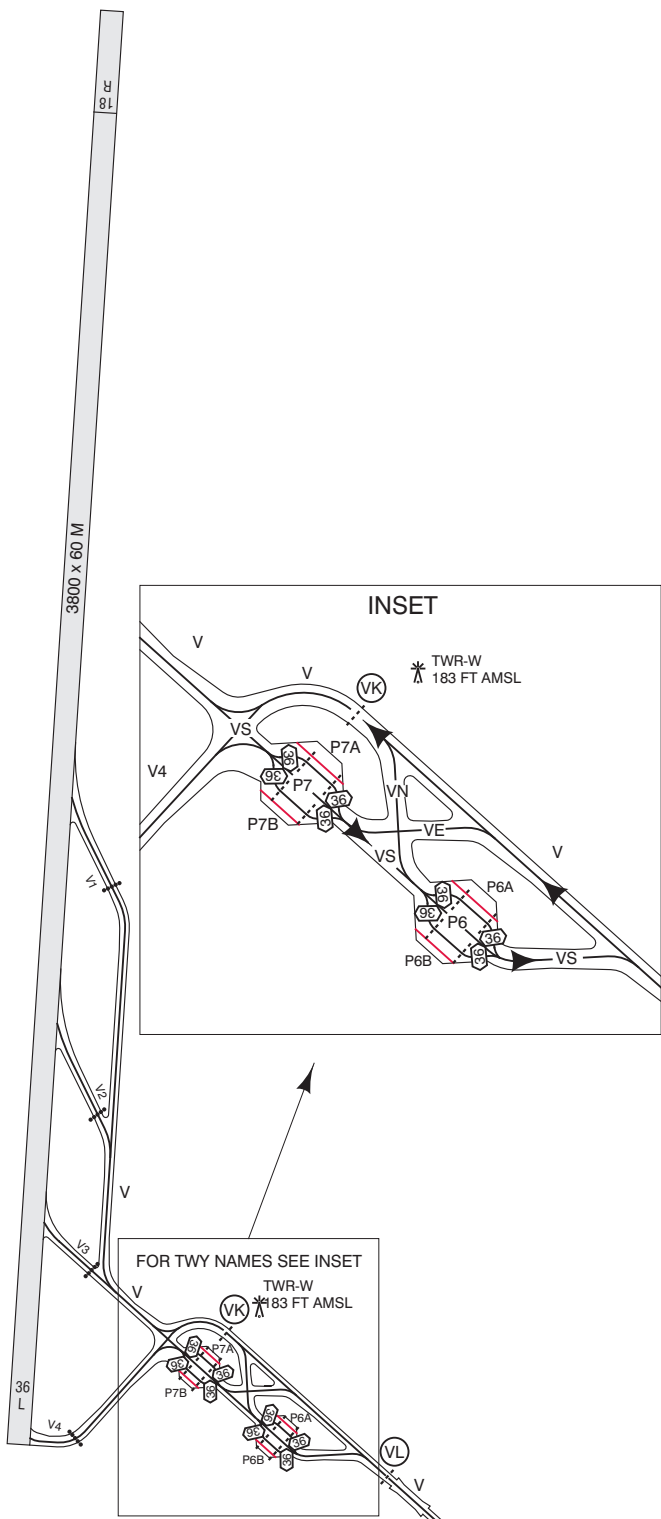
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AIRAC AMDT 01/2025

CHANGE: TWY A3 MAX WINGSPAN: editorial.

AD ELEV -11

After landing contact Schiphol Ground:	
RWY	CHANNEL
04/22	121.805
06/24	121.705
09/27	121.805
18C/36C	121.905
18R	121.560
36R	121.805



DIRECTIONS ARE MAGNETIC
ELEVATIONS IN FEET AMSL
DIMENSION IN METERS

General taxi instructions

RTF instruction inbound:
VIA NORTH: taxi via TWY A and north side of airport.
VIA SOUTH: taxi via TWY B and TWY Q.

RTF instruction outbound:
VIA NORTH: taxi via TWY B and north side of airport.
VIA SOUTH: taxi via TWY A and TWY Q.

CAUTION:

- TWY S7W designated for crossing RWY 06/24 only.
- Avoid holding on the upslope between A19 and A20 to prevent backward movement of the aircraft.
- Oversteering required for aircraft with wingspan > = 36 M. On TWY N turning towards TWY G8 v.v., between TWY G2 and TWY G and between TWY G and TWY G5.
- J-apron and K-apron is not controlled by ATC.
- Towing only.
- Vacating RWY 04 via TWY G1 is restricted to aircraft with a maximum wingspan of 31 M due to wingspan restriction on adjacent taxiways.
- Standard taxi routing, unless otherwise instructed by ATC, for ACFT docking at ACFT stands specified below:
ACFT stands B15 - B35: TWY A4W.
ACFT stands C6 - C14: TWY A4E.
ACFT stand E24: aircraft with wingspan greater than 65 M: TWY A12.
ACFT stands G3 - G9 and H1 - H7, aircraft with wingspan 36 M or less: from TWY A/B via TWY A19E (orange line).
ACFT stands G71 - G79, aircraft with wingspan 36 M or less: from TWY A/B via TWY A19W (blue line).
ACFT stands G3 - G9 and G73 - G79, aircraft with wingspan greater than 36 M: from TWY A/B via TWY A19C.
- To TWY A: diverge left on N3, enter TWY A14, turn left onto TWY A.
- After vacating RWY 18C via TWY W9 or TWY W10, taxiing is only possible in non-standard taxi routing either to TWY A southbound or TWY B northbound.
- Displaced runway end RWY 36R is indicated by red lights across the runway. Do not cross displaced runway end RWY 36R.
- TWY E8 MAX wingspan 36 M only applicable to aircraft vacating runway 36R or aircraft entering runway 18L.

SCALE 1 : 20 000

M 500 0 500
FT 1000 0 1000 2000

LEGEND

- No-entry: runway entry prohibited at this point.
TWY E1 from TWY A, A8 and B.
TWY G3 from TWY G.
TWY N8 from TWY A and B.
TWY W6 from TWY A, B and D.
- STOP BAR
- INTERMEDIATE HOLDING POSITION LIGHTED
MAX WINGSPAN 29 M
LIMITED ENTRY
- STANDARD TAXI ROUTING, UNLESS OTHERWISE INSTRUCTED BY ATC.
ALL OTHER ROUTES MAY BE USED TWO-WAY ON ATC DISCRETION ONLY.
- ATC SERVICE BDY
- BLAST FENCE
- HANGAR NO. 12
- FREIGHT STATION NO. III
- SERVICE ROAD
- NOT IN USE

HOTSPOT

- RUNWAY
- ENTRY / EXIT
- TAXIWAY

AD ELEV -11

A380

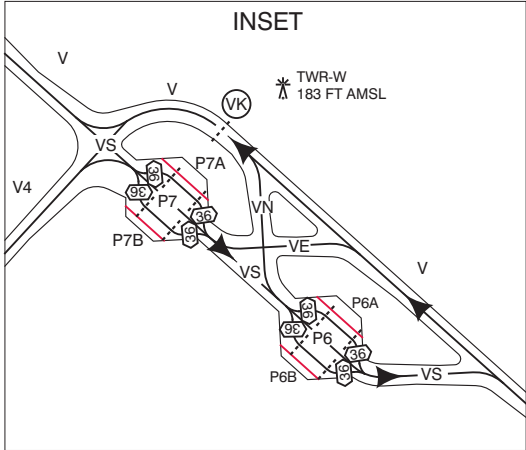
Operational restrictions.
For additional information
see AD 2.23.

Aircraft stands for parking the A380:

E18, E24
G9
J81
P10, P12, P14, P16

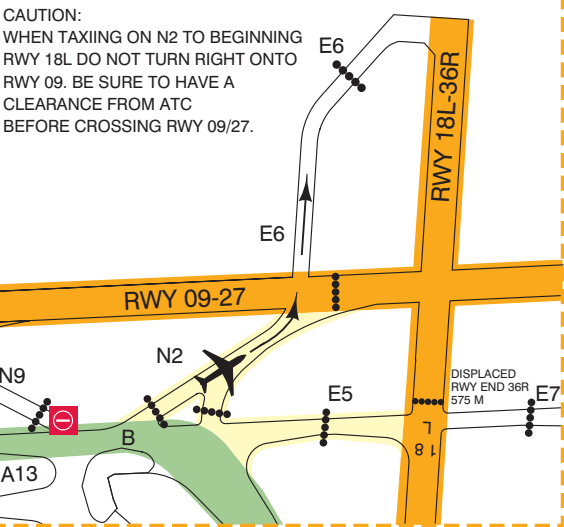
After landing contact Schiphol Ground:

RWY	CHANNEL
04/22	121.805
06/24	121.705
09/27	121.805
18C/36C	121.905
18R	121.560
36R	121.805

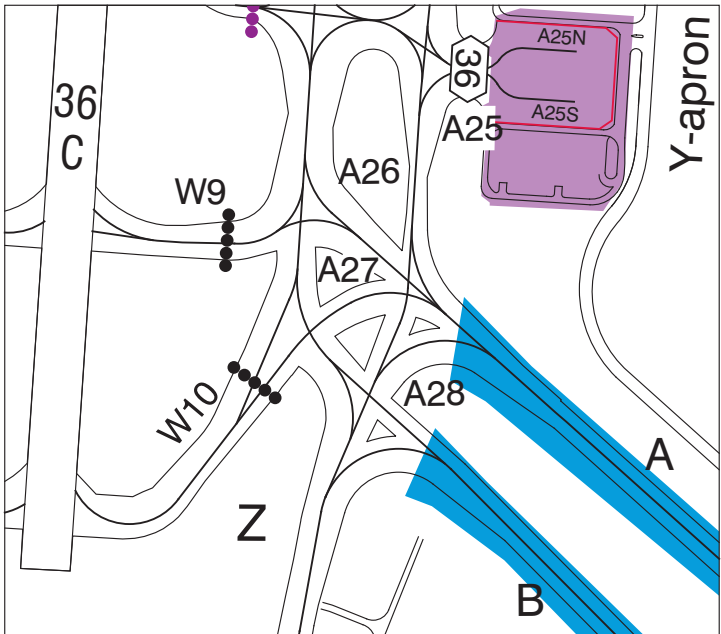
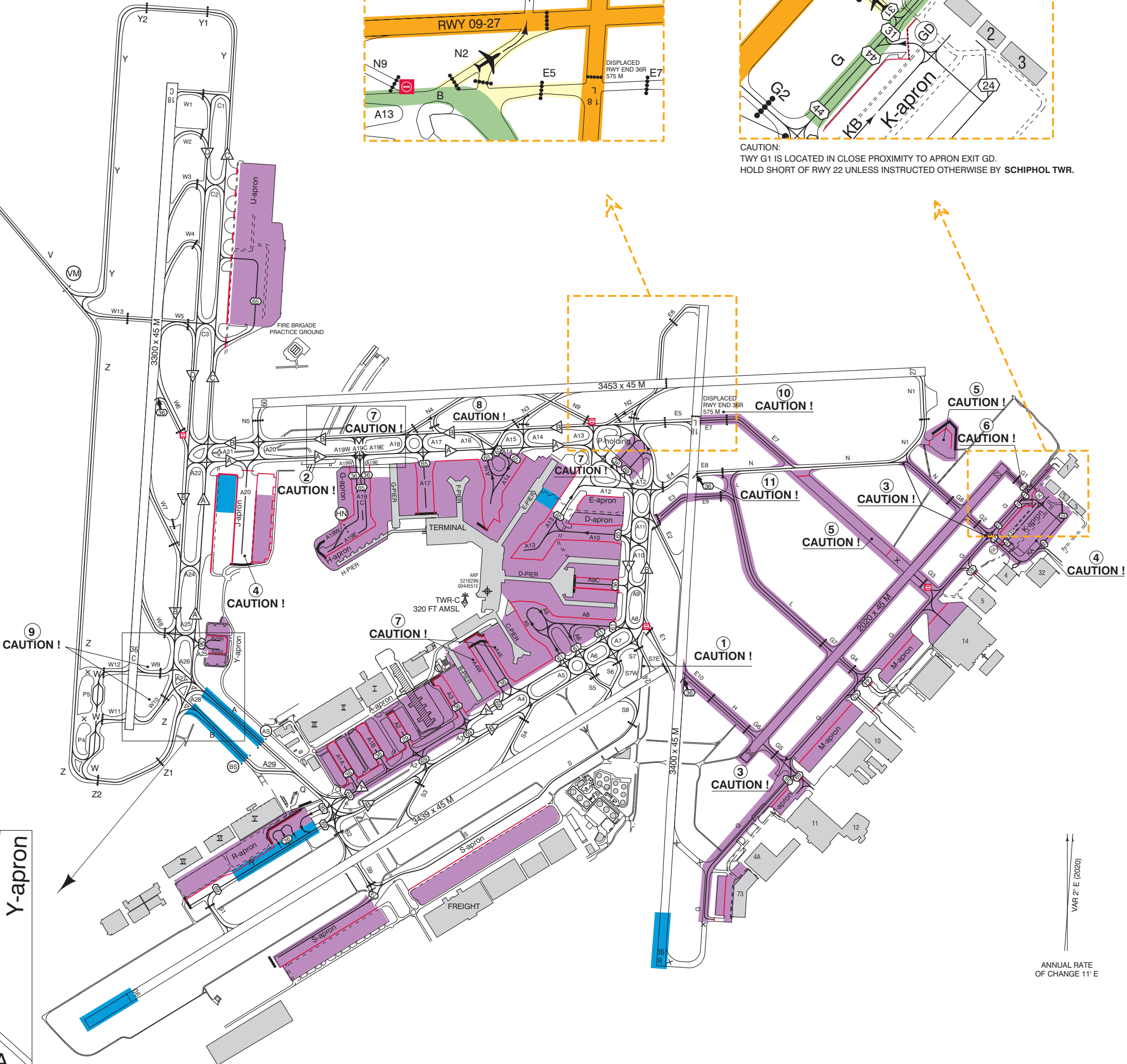
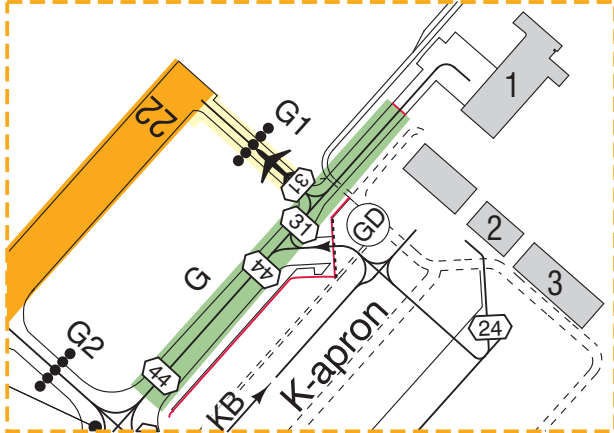


FOR TWY NAMES SEE INSET

HOTSPOT



HOTSPOT



DIRECTIONS ARE MAGNETIC
ELEVATIONS IN FEET AMSL
DIMENSION IN METERS

General taxi instructions

RTF instruction inbound:
VIA NORTH: taxi via TWY A and north side of airport.
VIA SOUTH: taxi via TWY B and TWY Q.

RTF instruction outbound:
VIA NORTH: taxi via TWY B and north side of airport.
VIA SOUTH: taxi via TWY A and TWY Q.

CAUTION:

- 1 TWY S7W designated for crossing RWY 06/24 only.
- 2 Avoid holding on the upslope between A19 and A20 to prevent backward movement of the aircraft.
- 3 Oversteering required for aircraft with wingspan ≥ 36 M. On TWY N turning towards TWY G8 v.v., between TWY G2 and TWY G and between TWY G and TWY G5.
- 4 J-apron and K-apron is not controlled by ATC.
- 5 Towing only.
- 6 Vacating RWY 04 via TWY G1 is restricted to aircraft with a maximum wingspan of 31 M due to wingspan restriction on adjacent taxiways.
- 7 Standard taxi routing, unless otherwise instructed by ATC, for ACFT docking at ACFT stands specified below:
ACFT stands B15 - B35: TWY A4W.
ACFT stands C6 - C14: TWY A4E.
ACFT stand E24: aircraft with wingspan greater than 65 M: TWY A12.
ACFT stands G3 - G9 and H1 - H7, aircraft with wingspan 36 M or less: from TWY A/B via TWY A19E (orange line).
ACFT stands G71 - G79, aircraft with wingspan 36 M or less: from TWY A/B via TWY A19W (blue line).
ACFT stands G3 - G9 and G73 - G79, aircraft with wingspan greater than 36 M: from TWY A/B via TWY A19C.
8 To TWY A: diverge left on N3, enter TWY A14, turn left onto TWY A.
9 After vacating RWY 18C via TWY W9 or TWY W10, taxiing is only possible in non-standard taxi routing either to TWY A southbound or TWY B northbound.
10 Displaced runway end RWY 36R is indicated by red lights across the runway. Do not cross displaced runway end RWY 36R.
11 TWY E8 MAX wingspan 36 M only applicable to aircraft vacating runway 36R or aircraft entering runway 18L.

SCALE 1 : 20 000

M 500 0 500
FT 1000 0 1000 2000

LEGEND

- No-entry: runway entry prohibited at this point.
TWY E1 from TWY A, A8 and B.
TWY G3 from TWY G.
TWY N8 from TWY A and B.
TWY W6 from TWY A, B and D.
- STOP BAR
- INTERMEDIATE HOLDING POSITION LIGHTED
MAX WINGSPAN 29 M
LIMITED ENTRY
- STANDARD TAXI ROUTING, UNLESS OTHERWISE INSTRUCTED BY ATC.
ALL OTHER ROUTES MAY BE USED TWO-WAY ON ATC DISCRETION ONLY.
- ATC SERVICE BDY
- BLAST FENCE
- HANGAR NO. 12
- FREIGHT STATION NO. III
- SERVICE ROAD
- NOT IN USE
- HOTSPOT
- RUNWAY
- ENTRY / EXIT
- TAXIWAY
- CODE LETTER F ACFT
- PROHIBITED
- RESTRICTED

AD ELEV -11

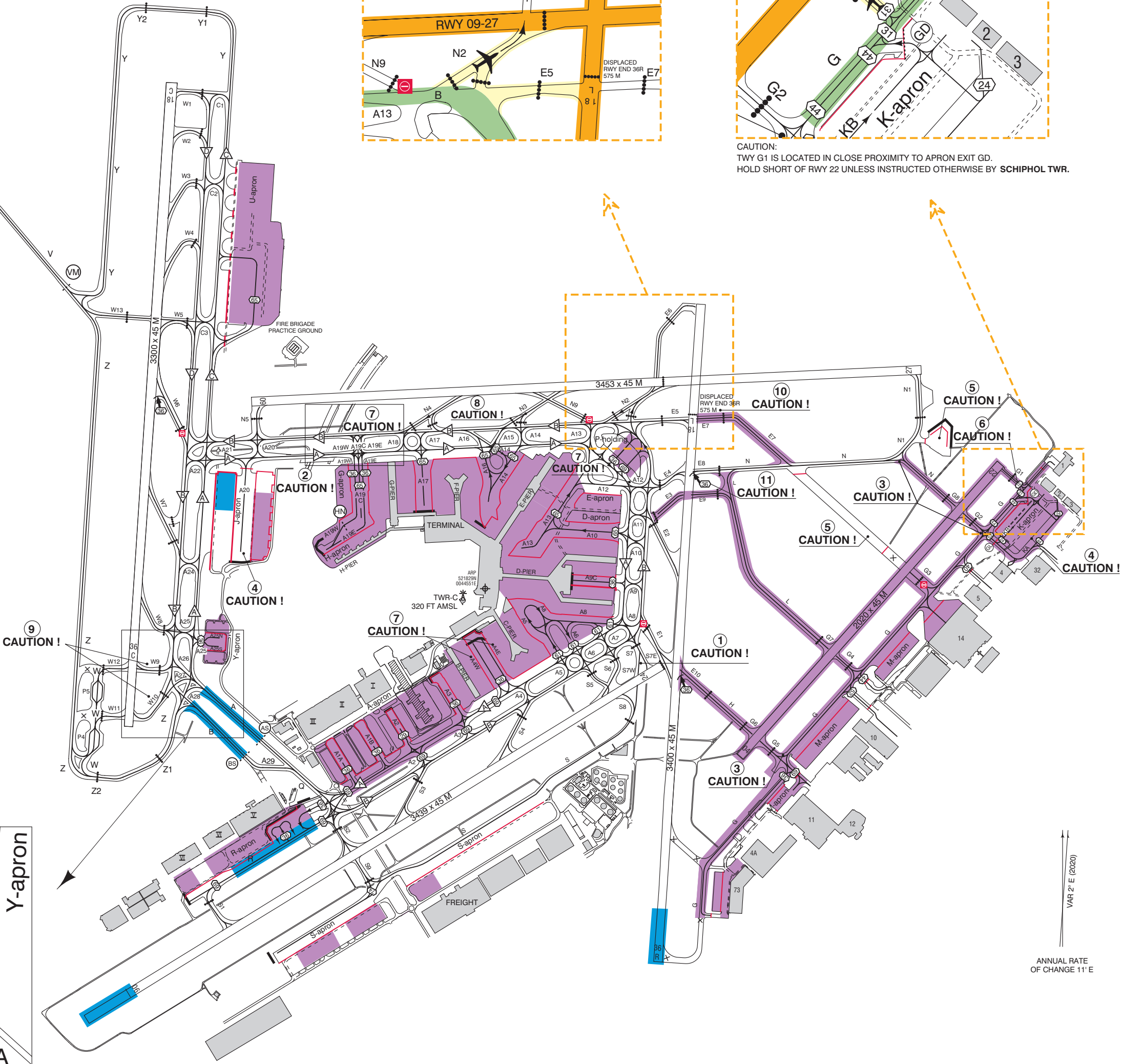
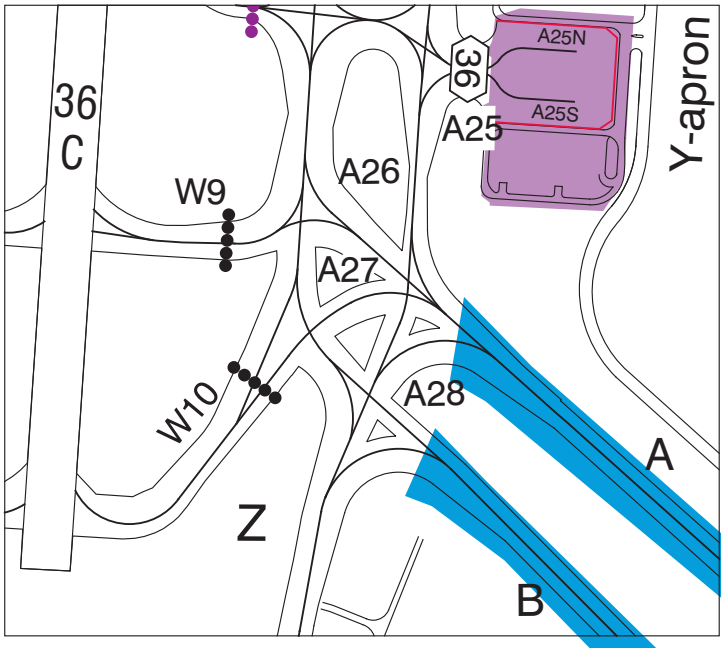
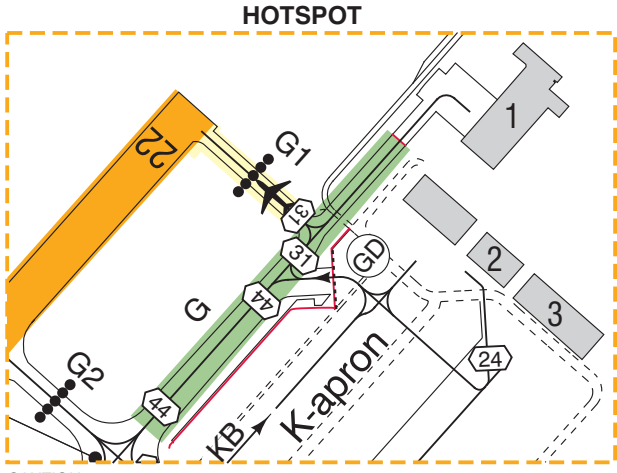
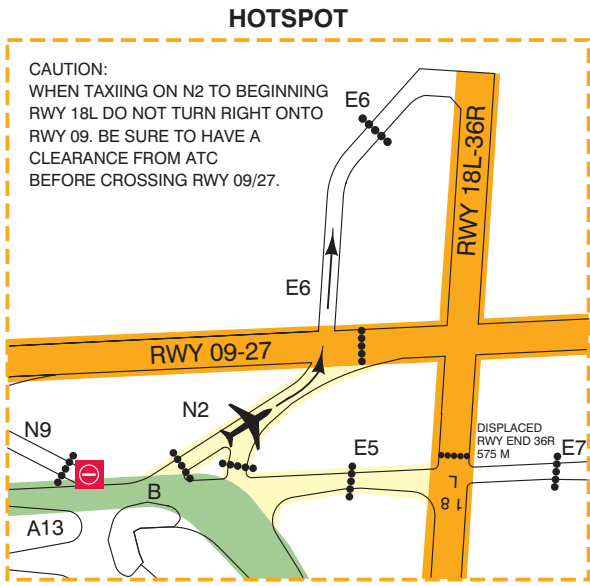
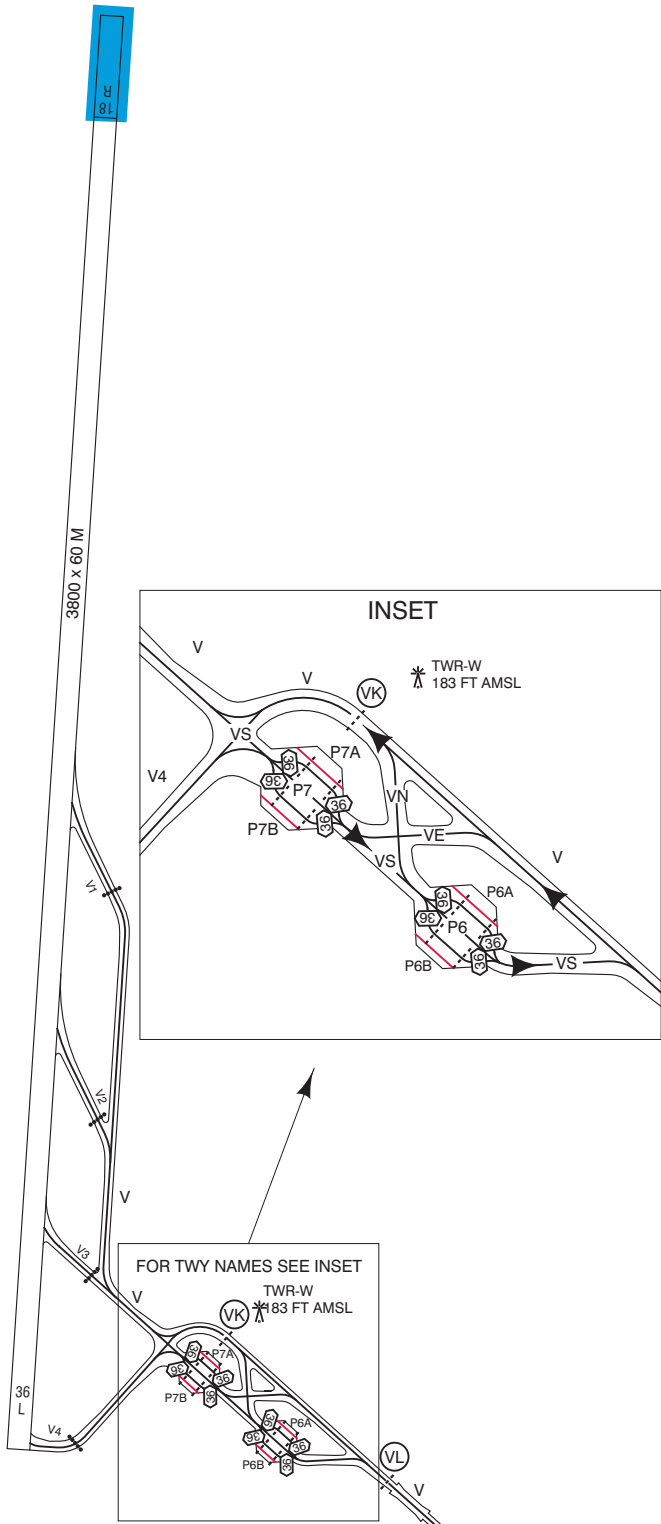
After landing contact Schiphol Ground:	
RWY	CHANNEL
04/22	121.805
06/24	121.705
09/27	121.805
18C/36C	121.905
18R	121.560
36R	121.805

AN124

Operational restrictions.
For additional information
see AD 2.23.

Aircraft stands for parking the AN124:

J81
P10, P12, P14, P16
R74
S64, S67, S77-S96



DIRECTIONS ARE MAGNETIC
ELEVATIONS IN FEET AMSL
DIMENSION IN METERS

General taxi instructions

RTF instruction inbound:
VIA NORTH: taxi via TWY A and north side of airport.
VIA SOUTH: taxi via TWY B and TWY Q.

RTF instruction outbound:
VIA NORTH: taxi via TWY B and north side of airport.
VIA SOUTH: taxi via TWY A and TWY Q.

CAUTION:

- TWY S7W designated for crossing RWY 06/24 only.
- Avoid holding on the upslope between A19 and A20 to prevent backward movement of the aircraft.
- Oversteering required for aircraft with wingspan > = 36 M. On TWY N turning towards TWY G8 v.v., between TWY G2 and TWY G and between TWY G and TWY G5.
- J-apron and K-apron is not controlled by ATC.
- Towing only.
- Vacating RWY 04 via TWY G1 is restricted to aircraft with a maximum wingspan of 31 M due to wingspan restriction on adjacent taxiways.
- Standard taxi routing, unless otherwise instructed by ATC, for ACFT docking at ACFT stands specified below:
ACFT stands B15 - B35: TWY A4W.
ACFT stands C6 - C14: TWY A4E.
ACFT stand E24: aircraft with wingspan greater than 65 M: TWY A12.
ACFT stands G3 - G9 and H1 - H7, aircraft with wingspan 36 M or less: from TWY A/B via TWY A19E (orange line).
ACFT stands G71 - G79, aircraft with wingspan 36 M or less: from TWY A/B via TWY A19W (blue line).
ACFT stands G3 - G9 and G73 - G79, aircraft with wingspan greater than 36 M: from TWY A/B via TWY A19C.
- To TWY A: diverge left on N3, enter TWY A14, turn left onto TWY A.
- After vacating RWY 18C via TWY W9 or TWY W10, taxiing is only possible in non-standard taxi routing either to TWY A southbound or TWY B northbound.
- Displaced runway end RWY 36R is indicated by red lights across the runway. Do not cross displaced runway end RWY 36R.
- TWY E8 MAX wingspan 36 M only applicable to aircraft vacating runway 36R or aircraft entering runway 18L.

SCALE 1 : 20 000

M 500 0 500
FT 1000 0 1000 2000

LEGEND

- No-entry: runway entry prohibited at this point.
- TWY E1 from TWY A, A8 and B.
- TWY G3 from TWY G.
- TWY N8 from TWY A and B.
- TWY W6 from TWY A, B and D.
- STOP BAR
- INTERMEDIATE HOLDING POSITION LIGHTED
- MAX WINGSPAN 29 M LIMITED ENTRY
- STANDARD TAXI ROUTING, UNLESS OTHERWISE INSTRUCTED BY ATC. ALL OTHER ROUTES MAY BE USED TWO-WAY ON ATC DISCRETION ONLY.
- ATC SERVICE BDY
- BLAST FENCE
- HANGAR NO. 12
- FREIGHT STATION NO. III
- SERVICE ROAD
- NOT IN USE
- HOTSPOT
- RUNWAY
- ENTRY / EXIT
- TAXIWAY
- CODE LETTER F ACFT
- PROHIBITED
- RESTRICTED

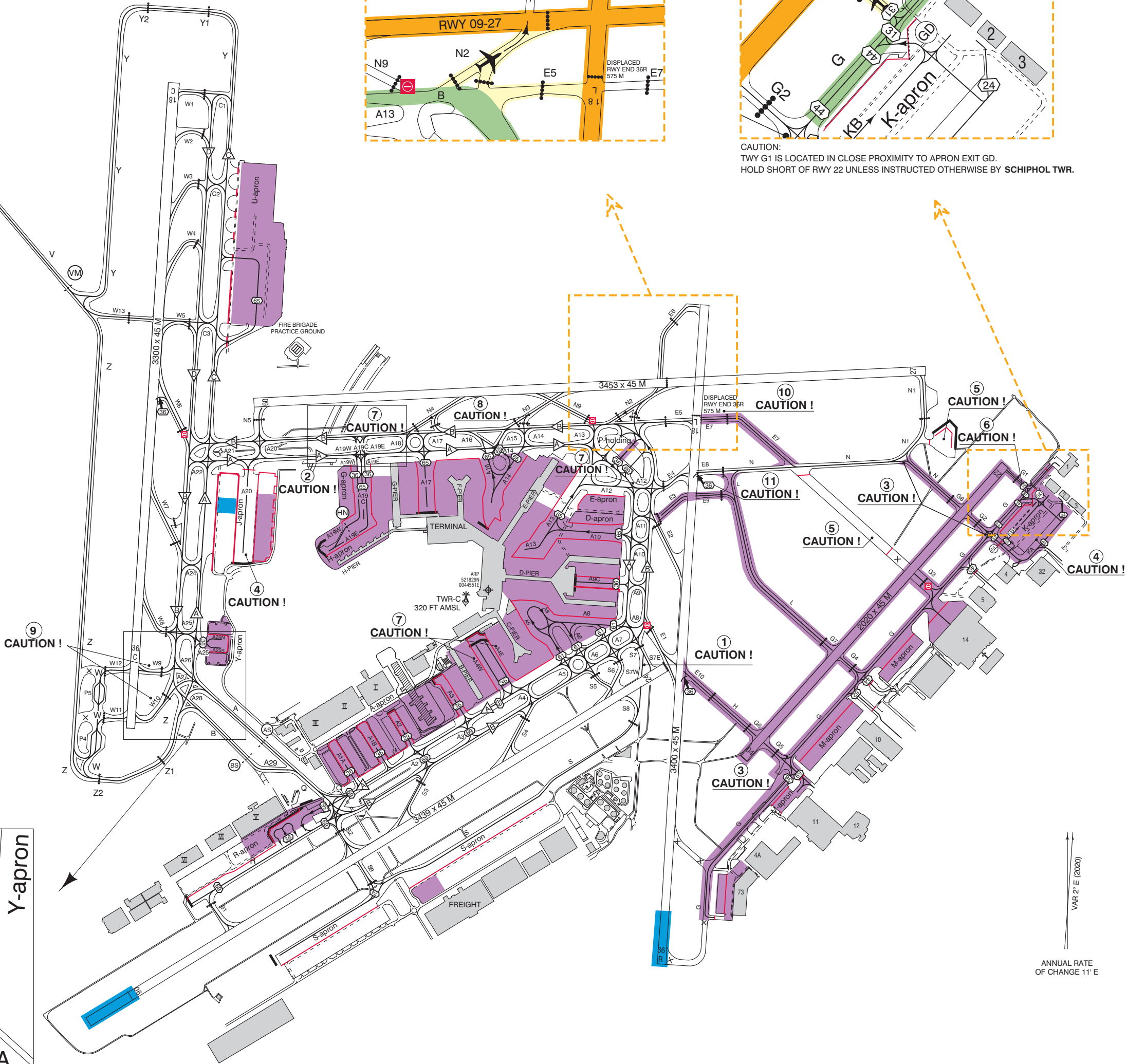
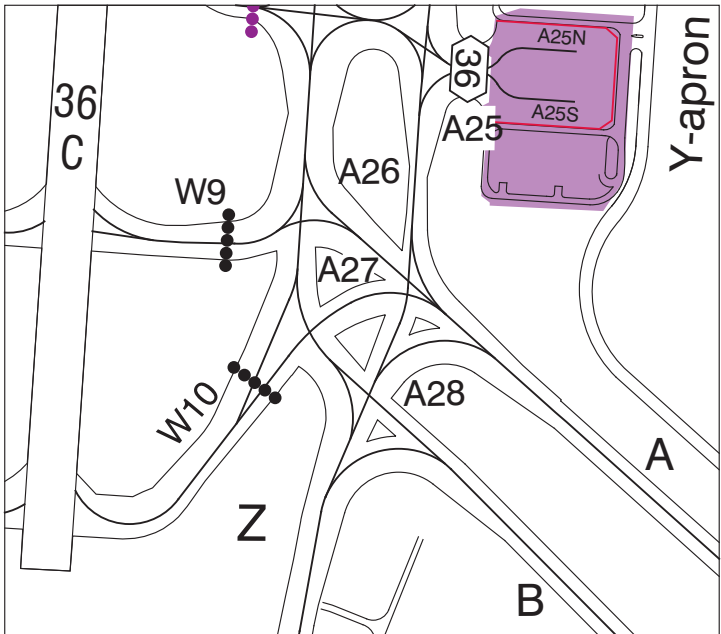
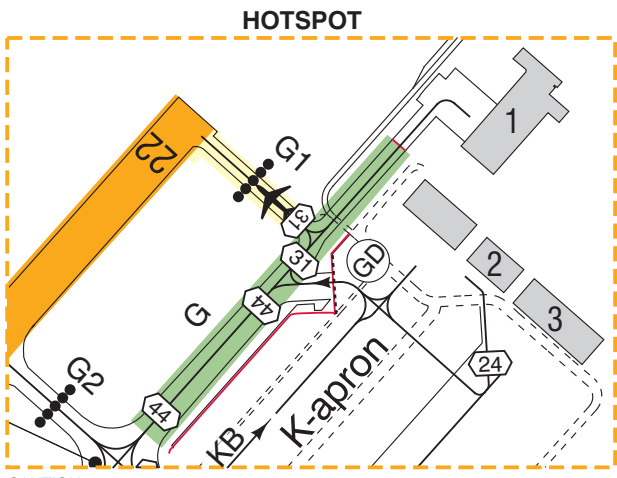
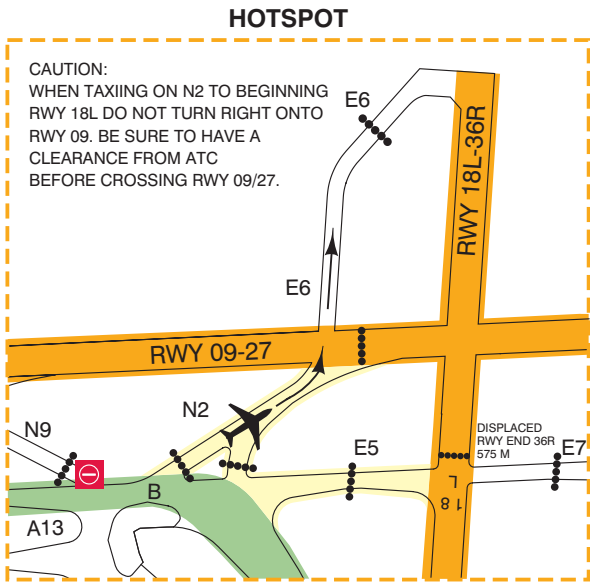
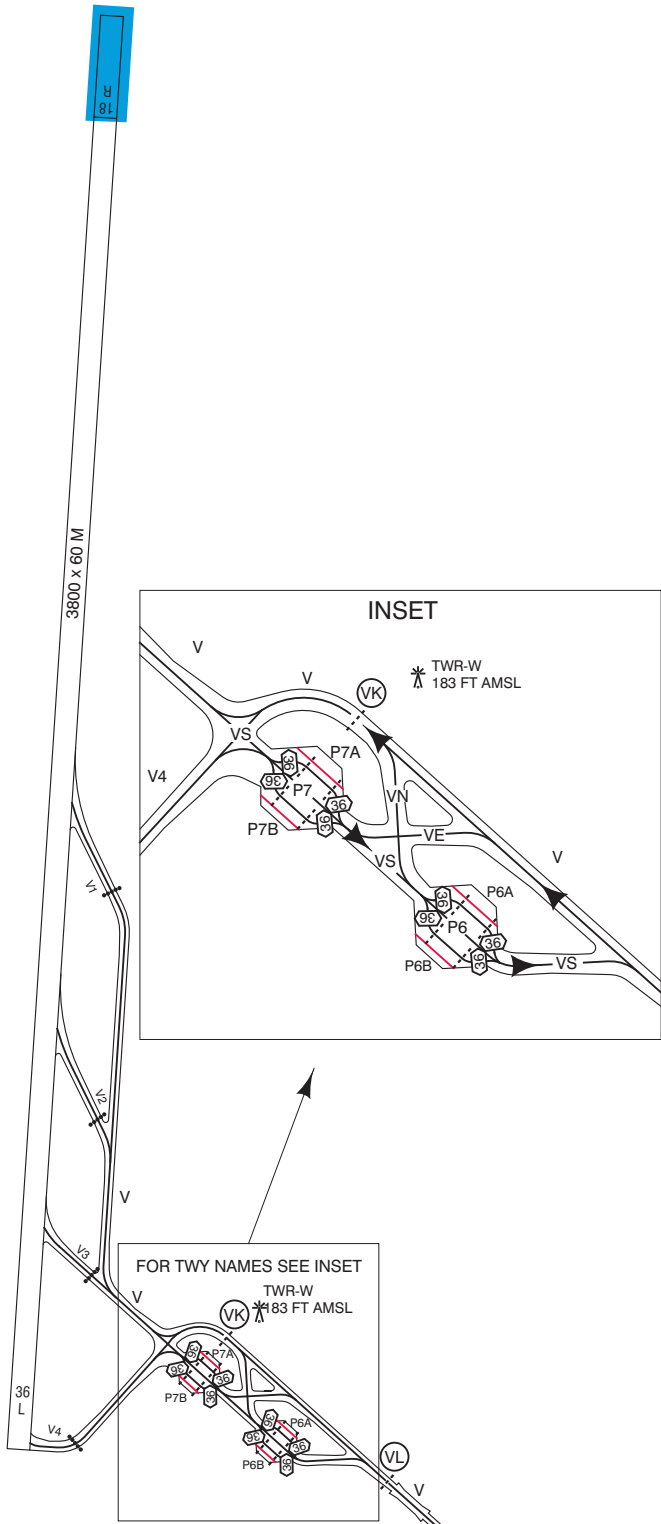
AD ELEV -11

B747-8

Operational restrictions.
For additional information
see AD 2.23.

Aircraft stands for parking the B747-8:
E18, E24
G9
J81
P10, P12, P14, P16
R72, R74, R77, R80
S64-S69, S77-S96

RWY	CHANNEL
04/22	121.805
06/24	121.705
09/27	121.805
18C/36C	121.905
18R	121.560
36R	121.805



DIRECTIONS ARE MAGNETIC
ELEVATIONS IN FEET AMSL
DIMENSION IN METERS

General taxi instructions

RTF instruction inbound:
VIA NORTH: taxi via TWY A and north side of airport.
VIA SOUTH: taxi via TWY B and TWY Q.

RTF instruction outbound:
VIA NORTH: taxi via TWY B and north side of airport.
VIA SOUTH: taxi via TWY A and TWY Q.

CAUTION:

- TWY S7W designated for crossing RWY 06/24 only.
- Avoid holding on the upslope between A19 and A20 to prevent backward movement of the aircraft.
- Oversteering required for aircraft with wingspan >= 36 M. On TWY N turning towards TWY G8 v.v., between TWY G2 and TWY G and between TWY G and TWY G5.
- J-apron and K-apron is not controlled by ATC.
- Towing only.
- Vacating RWY 04 via TWY G1 is restricted to aircraft with a maximum wingspan of 31 M due to wingspan restriction on adjacent taxiways.
- Standard taxi routing, unless otherwise instructed by ATC, for ACFT docking at ACFT stands specified below:
ACFT stands B15 - B35: TWY A4W.
ACFT stands C6 - C14: TWY A4E.
ACFT stand E24: aircraft with wingspan greater than 65 M: TWY A12.
ACFT stands G3 - G9 and H1 - H7, aircraft with wingspan 36 M or less: from TWY A/B via TWY A19E (orange line).
ACFT stands G71 - G79, aircraft with wingspan 36 M or less: from TWY A/B via TWY A19W (blue line).
ACFT stands G3 - G9 and G73 - G79, aircraft with wingspan greater than 36 M: from TWY A/B via TWY A19C.
- To TWY A: diverge left on N3, enter TWY A14, turn left onto TWY A.
- After vacating RWY 18C via TWY W9 or TWY W10, taxiing is only possible in non-standard taxi routing either to TWY A southbound or TWY B northbound.
- Displaced runway end RWY 36R is indicated by red lights across the runway. Do not cross displaced runway end RWY 36R.
- TWY E8 MAX wingspan 36 M only applicable to aircraft vacating runway 36R or aircraft entering runway 18L.

SCALE 1 : 20 000

M 500 0 500
FT 1000 0 1000 2000

LEGEND

- No-entry: runway entry prohibited at this point.
TWY E1 from TWY A, A8 and B.
TWY G3 from TWY G.
TWY N8 from TWY A and B.
TWY W6 from TWY A, B and D.
- STOP BAR
- INTERMEDIATE HOLDING POSITION LIGHTED
MAX WINGSPAN 29 M
LIMITED ENTRY
- STANDARD TAXI ROUTING, UNLESS OTHERWISE INSTRUCTED BY ATC.
ALL OTHER ROUTES MAY BE USED TWO-WAY ON ATC DISCRETION ONLY.
- ATC SERVICE BDRY
- BLAST FENCE
- HANGAR NO. 12
- FREIGHT STATION NO. III
- SERVICE ROAD
- NOT IN USE
- HOTSPOT**
- RUNWAY
- ENTRY / EXIT
- TAXIWAY
- CODE LETTER F ACFT**
- PROHIBITED
- RESTRICTED

EHBK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	De Bilt
2	Hours of service MET office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity	De Bilt 30 HR
4	Trend forecast Interval of issuance	TREND MON-SUN: 0455-2155 (0355-2055)
5	Briefing/consultation provided	Self-briefing; briefing on request from MWO-De Bilt by telephone after self-briefing (see item 10).
6	Flight documentation Language(s) used	Reports, forecasts, charts. English, Dutch.
7	Charts and other information available for briefing or consultation	S, P, W, T
8	Supplementary equipment available for providing information	WXR, APT
9	ATS units provided with information	Beek TWR, Beek APP
10	Additional information (limitation of service, etc.)	<p>Tel: 0900 202 3341 Briefing low level flights (IFR/VFR). Tel: 0900 202 3343 Briefing IFR flights above FL 100. Tel: 0900 202 3340 Briefing balloon flights within Amsterdam FIR.</p> <p>Note: charge for TEL briefings and consultations is €0,50/MIN.</p> <p>¹⁾ Weather bulletin (Dutch language) and METARs via Dutch public television 'Teletekst' page 707.</p>

EHBK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR co-ordinates RWY end co-ordinates THR GUND	THR elevation and highest elevation of TDZ of precision APCH RWY
1	2	3	4	5	6
03	032.62°	2750 x 45	PCN 88/F/B/X/T PCR 832/F/B/X/T ASPH	505406.65N 0054536.21E 505514.79N 0054645.21E 150 FT	365.5 FT 369.4 FT
21	212.63°	2750 x 45	PCN 88/F/B/X/T PCR 832/F/B/X/T ASPH	505507.97N 0054638.31E 505359.84N 0054529.31E 150 FT	370.7 FT 377.0 FT

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and type of arresting system	OFZ
1	7	8	9	10	11	12	13
03	Not AVBL	NIL	NIL	2870 x 300	240 x 150	NIL	AVBL
21	Not AVBL	NIL	NIL	2870 x 300	240 x 150	NIL	AVBL

Remarks

14

- When temperature is 18°C or above, 180° turn not allowed on RWY 03/21 for ACFT with MTOM ≥ 50 000 KG.
- Jet ACFT doing a 180° turn on turn pad must keep power setting below breakaway thrust to avoid jet blast on the adjacent public road.
- ACFT doing a 180° turn on turn pad shall turn anticlockwise.

EHBK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03	2500	2500	2500	2500	DTHR 250 M.
	1152	1152	1152	NA	Take-off from intersection with TWY W4.
21	2500	2500	2500	2500	DTHR 250 M.
	1963	1963	1963	NA	Take-off from intersection with TWY E2.
	1624	1624	1624	NA	Take-off from intersection with TWY W3.
	1221	1221	1221	NA	Take-off from intersection with TWY W4.

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
<ul style="list-style-type: none">For determination of the datum line for intersection take-offs, see EHBK AD 2.23.For local aerodrome restrictions on intersection take-offs, see EHBK AD 2.20 paragraph 5.					

EHBK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type, length, INTST	THR LGT colour, WBAR	VASIS (MEHT) PAPI	TDZ LGT length	RWY centre line LGT length, spacing, colour, INTST	RWY edge LGT length, spacing, colour, INTST	RWY end LGT colour, WBAR	SWY LGT length, colour
1	2	3	4	5	6	7	8	9
03	CAT I 608 M LIH	G -	PAPI left/3° (64 FT)	NIL	2500 M 15 M ¹⁾ LIH	2500 M 60 M ²⁾ LIH	R -	NIL
21	CAT III 855 M LIH	G -	PAPI left/3° (64 FT)	900 M	2500 M 15 M ¹⁾ LIH	2500 M 60 M ²⁾ LIH	R -	NIL

Remarks

10

¹⁾ White from THR to 900 M from RWY-end; white/red from 900 M from RWY-end to 300 M from RWY-end; red from 300 M from RWY-end to RWY-end.

²⁾ Red BTN beginning of RWY pavement and DTHR; white BTN DTHR and 600 M from RWY-end; last 600 M to RWY-end yellow.

Note: For runways for landing, RWY end LGT are situated at the end of LDA.

EHBK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	NIL Anemometers: GEN 3.5 paragraph 3.
3	TWY edge and centre line lighting	See EHBK AD 2.9.
4	Secondary power supply Switch-over time	AVBL 0 seconds.
5	Remarks	NIL

EHBK AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	MAASTRICHT CTR: <ul style="list-style-type: none">In Amsterdam FIR: 510201N 0055238E - along Dutch-German border - 505442N 0060506E - 505445N 0055840E - 505125N 0055513E - along clockwise arc (radius 6.5 NM, centre 505457N 0054637E) - 504829N 0054538E - 504637N 0054343E - 504724N 0054146E - along Dutch-Belgian border - 505956N 0054601E - 510317N 0054932E - 510201N 0055238E.In Brussels FIR: See AIP Belgium.In Langen FIR: See AIP Germany.
2	Vertical limits	<ul style="list-style-type: none">In Amsterdam FIR and Brussels FIR: GND to 3000 FT AMSL.In Langen FIR: GND up to and including 3000 FT AMSL.

EHHO — HOOGEVEEN/Hoogeveen

Note: the following sections in this chapter are intentionally left blank:
AD 2.7, AD 2.11, AD 2.14, AD 2.16, AD 2.19, AD 2.20, AD 2.21.

EHHO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHHO — HOOGEVEEN/Hoogeveen

EHHO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at AD	524351N 0063058E
2	Direction and distance from (city)	0.6 NM NE from Hoogeveen.
3	Elevation/reference temperature	40 FT AMSL/20.7°C.
4	Geoid undulation at AD ELEV PSN	Not AVBL.
5	MAG VAR/annual change	2°E (2020)/9°E.
6	AD operator, postal address, telephone, telefax, email, AFS, website	Post: Stichting Vliegveld Hoogeveen Plesmanstraat 2 7903 BE Hoogeveen The Netherlands Tel: +31 (0)528 266 640 Email: info@ehho.nl
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	1. Aerodrome available for national and international civil air traffic with all types of aircraft up to 5000 KG AUW and gliders. 2. Importation and exportation of merchandise, except travellers luggage, not allowed.

EHHO AD 2.3 OPERATIONAL HOURS

1	AD operator	1 APR - 30 SEP: - (0730-1700); 1 OCT - 31 MAR: 0900-1800 (0800-1700) but within UDP. Outside OPR HR by appointment; PN ¹⁾ on preceding day.
2	Customs and immigration	Customs: 0900-1800 (0800-1700) 2 HR PN ¹⁾ , passengers only. Immigrations: NA.
3	Health and sanitation	NA
4	AIS briefing office	H24 Tel: +31 (0)20 406 2315 URL: https://www.homebriefing.nl
5	ATS reporting office (ARO)	Competent ATS unit: ARO Schiphol, see EHAM AD 2.3.
6	MET briefing office	NA
7	ATS	NA
8	Fuelling	Self-service during OPR HR.
9	Handling	NA
10	Security	NA
11	De-icing	NA
12	Remarks	¹⁾ PN means permission from and/or in case of customs etc. notification other than by (VFR) flight plans to aerodrome authority as appropriate.

EHHO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	Jet A-1, AVGAS 100LL, Mogas 98/-.
3	Fuelling facilities/capacity	Jet A-1: 20 000 litres, 40/80 litres/MIN; AVGAS 100LL: 30 000 litres, 40/80 litres/MIN; Mogas 98: 12 000 litres, 40/80 litres/MIN.
4	De-icing facilities	NIL

5	Hangar space for visiting aircraft	Limited AVBL.
6	Repair facilities for visiting aircraft	AVBL
7	Remarks	NIL

EHHO AD 2.5 PASSENGER FACILITIES

1	Hotels	Accommodation in Hoogeveen.
2	Restaurants	At the aerodrome.
3	Transportation	Taxi (on request).
4	Medical facilities	First aid AVBL.
5	Bank and post office	In Hoogeveen.
6	Tourist office	In Hoogeveen.
7	Remarks	NIL

EHHO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 1. CAT 2 AVBL O/R.
2	Rescue equipment	1 fire truck.
3	Capability for removal of disabled aircraft	Limited.
4	Remarks	Arrangements have been made with the local fire brigade.

EHHO AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Grass/concrete, 5000 KG.
2	Taxiway width, surface and strength	Width 11 M, grass, 5000 KG.
3	Altimeter checkpoint location and elevation	AVBL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

EHHO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	NIL
2	RWY and TWY markings and LGT	RWY: THR, by white markers.
3	Stop bars	NIL
4	Remarks	NIL

EHHO AD 2.10 AERODROME OBSTACLES

For obstacles at and in the vicinity of the aerodrome see AD 2.EHHO-ADC.

EHHO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True BRG	Dimensions of RWY (M)	Strength (PCN) and sur- face of RWY and SWY	THR co-ordinates RWY end co-ordinates THR GUND	THR elevation and highest elevation of TDZ of precision APCH RWY
1	2	3	4	5	6
09	094°	1190 x 24	5000 KG ¹⁾²⁾³⁾ grass	Not AVBL	NA
27	274°	1190 x 24	5000 KG ¹⁾²⁾³⁾ grass	Not AVBL	NA

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (M)	CWY dimen- sions (M)	Strip dimen- sions (M)	RESA dimen- sions (M)	Location and type of arresting system	OFZ
1	7	8	9	10	11	12	13
09	NA	NA	NA	1190 x 150	NIL	NIL	NA

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (M)	CWY dimen- sions (M)	Strip dimen- sions (M)	RESA dimen- sions (M)	Location and type of arresting system	OFZ
1	7	8	9	10	11	12	13
27	NA	NA	NA	1190 x 150	NIL	NIL	NA

Remarks
12
¹⁾ Bearing strength. ²⁾ MAX tyre pressure 0.6 MPa. ³⁾ The aerodrome manager can admit aircraft with an AUW of 6000 KG and a higher tyre pressure, surface conditions permitting.

EHHO AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	1190	1410	1190	1100	DTHR 90 M.
27	1190	1280	1190	1160	DTHR 30 M.

EHHO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	LDI and anemometer: S of aerodrome building, unlighted.
3	TWY edge and centre line lighting	NIL
4	Secondary power supply Switch-over time	NIL
5	Remarks	NIL

EHHO AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	NA
2	Vertical limits	NA
3	Airspace classification	G
4	ATS unit call sign Language(s)	NA
5	Transition altitude	IFR: 3000 FT AMSL; VFR: 3500 FT AMSL.
6	Hours of applicability	NA
7	Remarks	NIL

EHHO AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel/ Frequency (MHz)	Hours of operation	Remarks
1	2	3	4	5
Aerodrome information	Hoogeveen Radio	127.355	See EHHO AD 2.3	See note EHHO AD 2.22

EHHO AD 2.22 FLIGHT PROCEDURES

1 VFR FLIGHT PROCEDURES AND REGULATIONS

Note: Due to combined operations of VFR traffic and gliders, the use of two-way radio communication with the AD authority is strongly recommended before entering the circuit area or before departing the aerodrome.

Note: VFR traffic circuit areas and traffic circuits see AD 2.EHHO-VAC.

1. The minimum approach altitude is 1040 FT AMSL (1000 FT AAL).
2. The circuit altitude is 740 FT AMSL (700 FT AAL).
3. The visual traffic circuit must be carried out within the lateral limits of the circuit area.
4. Joining and leaving the circuit shall take place in accordance with the rules of the standard circuit (see ENR 1.2 paragraph 8).
5. All traffic, including gliders, report downwind and final. This applies also to pilots without an RTF license.
6. The circuit area may not be overflown below an altitude of 1040 FT AMSL (1000 FT AAL).
7. Built-up areas shall be avoided as much as possible.

EHHO AD 2.23 ADDITIONAL INFORMATION

1 CAUTIONS AND ADDITIONAL INFORMATION

1. Glider flying may take place daily.
2. During OPR HR expect glider tow launching, outside OPR HR gliders will be launched by winch. Do not overfly the aerodrome below 2040 FT AMSL.
3. The gliding activities will only take place at the southern part of the aerodrome.
4. White markers separate the aeroplane and glider landing areas.
5. Parachute jumping (over the aerodrome and Echten) may take place as stated in ENR 5.5 and/or as promulgated by NOTAM. A call "para's in one minute" will be broadcast one minute before every dropping of parachute jumpers.
6. For details of the military low flying area GLV II see ENR 5.2.
7. Grass cutting may take place at irregular times.

EHHO AD 2.24 CHARTS RELATED TO AN AERODROME

Type of chart	Page
Aerodrome chart	AD 2.EHHO-ADC
Visual approach chart	AD 2.EHHO-VAC

EHLE — LELYSTAD/Lelystad

Note: the following sections in this chapter are intentionally left blank:
AD 2.21.

EHLE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHLE — LELYSTAD/Lelystad

EHLE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at AD	522712N 0053050E 249 DEG GEO 755 M from TWR.
2	Direction and distance from (city)	3.5 NM SSE from Lelystad
3	Elevation/reference temperature	-12 FT AMSL/22°C (JUL/AUG)
4	Geoid undulation at AD ELEV PSN	141 FT
5	MAG VAR/annual change	2° E(2020)/0°09' E
← 6	AD operator, postal address, telephone, telefax, email, AFS, website	Post: Lelystad Airport P.O. Box 2201 8203 AE Lelystad The Netherlands Tel: +31 (0)88 600 9770 Email: operations@lelystadairport.nl URL: https://www.lelystadairport.nl
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	1. The aerodrome is available for national and international civil air traffic with a maximum wingspan up to 36 meters. PPR for aircraft with a wingspan of 24 meters or more. 2. PPR for aircraft with a MTOM of 100.000 KG or more. 3. IFR OPS 24 HR PPR via operations@lelystadairport.nl. 4. AD not AVBL as commercial alternate. 5. The import and export of cargo and cargo in transit is not allowed.

EHLE AD 2.3 OPERATIONAL HOURS

1	AD operator	MON-SUN: 0600-2100 (0500-2000).
2	Customs and immigration	AD OPR HR, 3 HR PN. ^{1) 2)}
3	Health and sanitation	NA
4	AIS briefing office	H24 Tel: +31 (0)20 406 2315 URL: https://www.homebriefing.nl
5	ATS reporting office (ARO)	Competent ATS unit: ARO Schiphol, see EHAM AD 2.3.
6	MET briefing office	H24
7	ATS	AD OPR HR.
8	Fuelling	AD OPR HR.
9	Handling	Limited by AD authority, O/R.
10	Security	NA
11	De-icing	NA
12	Remarks	¹⁾ PN means notification other than by flight plans (IFR/VFR) to aerodrome authority as appropriate. ²⁾ All general aviation flights to and from the non-Schengen countries shall submit a general declaration at least 2 hours prior departure/arrival via www.gendec.eu. See GEN 1.2.

EHLE AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	AVGAS 100LL, Jet A-1/NIL.

← 3	Fuelling facilities/capacity	Fuel station Charlie Not operational UFN. Fuel station Delta ← AVGAS 100LL: self-service with debit card or credit card (VISA, Mastercard). ← Jet A-1: self-service with debit card or credit card (VISA, Mastercard); by truck (with pressure refuelling). AVBL MON-SUN 0700-2100 (0600-2000) O/R via AD OPS, TEL +31 (0)88 600 9792; with fuel release partners and debit card or credit card. D-Apron Two charging facilities AVBL (MAX 60 KWH), O/R.
4	De-icing facilities	NA
5	Hangar space for visiting aircraft	Limited, O/R.
6	Repair facilities for visiting aircraft	Limited AVBL, O/R.
7	Remarks	NIL

EHLE AD 2.5 PASSENGER FACILITIES

← 1	Hotels	Sufficient accommodation in Lelystad and Harderwijk.
2	Restaurants	In Lelystad and Harderwijk.
3	Transportation	Rental cars, buses and taxis. Limited AVBL (and O/R).
4	Medical facilities	First aid treatment, hospital in Lelystad and Harderwijk.
5	Bank and post office	AVBL in Lelystad and Harderwijk.
6	Tourist office	AVBL in Lelystad and Harderwijk.
7	Remarks	NIL

EHLE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 5 ¹⁾
2	Rescue equipment	2 crash-tenders.
3	Capability for removal of disabled aircraft	Hoist and lift capacity limited AVBL.
4	Remarks	¹⁾ CAT 6 and 7 AVBL 72 HR PPR.

EHLE AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	2 snowsweep combinations with ploughs, 2 snowploughs, 2 snowblowers, 2 de-icing cars.
2	Clearance priorities	RWY including run-up areas, TWY, apron.
3	Remarks	1. Material for movement area surface treatment: KFOR. 2. No specially prepared winter runways AVBL.

EHLE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	<table> <tr> <td>Apron</td><td>D, F and H</td><td>L</td></tr> <tr> <td>Surface</td><td>Asphalt and concrete</td><td>Concrete</td></tr> <tr> <td>Strength</td><td>PCN 19/F/D/W/T</td><td>PCN 65.0/R/B/W/T</td></tr> </table>	Apron	D, F and H	L	Surface	Asphalt and concrete	Concrete	Strength	PCN 19/F/D/W/T	PCN 65.0/R/B/W/T
Apron	D, F and H	L									
Surface	Asphalt and concrete	Concrete									
Strength	PCN 19/F/D/W/T	PCN 65.0/R/B/W/T									

←	2	Taxiway width, surface and strength	TWY	Width	Surface	Strength (PCN)
			A	23.0 M	Asphalt	55.0/F/B/W/T
			A1	23.0 M	Asphalt	55.0/F/B/W/T
			A2	23.0 M	Asphalt	55.0/F/B/W/T
			N	23.0 M	Asphalt	55.0/F/B/W/T
			N1	23.0 M	Asphalt	55.0/F/B/W/T
			N2	23.0 M	Asphalt	55.0/F/B/W/T
			N3	23.0 M	Asphalt	55.0/F/B/W/T
			N4	23.0 M	Asphalt	55.0/F/B/W/T
			S (north of S5)	15.0 M	Asphalt	19.0/F/D/W/T
			S (south of S5)	15.0 M	Asphalt	50.0/F/A/W/T
			S1	15.0 M	Asphalt	19.0/F/D/W/T
			← S2	10.5 M	Asphalt	4.0/F/D/W/T
			← S3	10.5 M	Asphalt	4.0/F/D/W/T
			S4	10.5 M	Asphalt	19.0/F/D/W/T
			S5	15.0 M	Asphalt	19.0/F/D/W/T
			S7	15.0 M	Asphalt	50.0/F/A/W/T
	3	Altimeter checkpoint location and elevation	Location: apron. Elevation: -13 FT AMSL.			
	4	VOR checkpoints	NIL			
	5	INS checkpoints	NIL			
	6	Remarks	TWYs S2, S3 and S4 only AVBL for aircraft with a MAX wheel span of 6 M.			

EHLE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

←	1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Follow-me car and marshaller assistance AVBL at D- and L-apron.			
	2	RWY and TWY markings and LGT	RWY markings <ul style="list-style-type: none"> RWY 05: DTHR, designation, TDZ, aiming point, CL, edge. RWY 23: DTHR, designation, TDZ, aiming point, CL, edge. RWY LGT <ul style="list-style-type: none"> RWY 05: THR, CL, edge, RWY end. RWY 23: THR, CL, edge, RWY end. TWY markings <ul style="list-style-type: none"> CL. Edge. HLDG PSN. MAX wheel span markings S2-S4 ¹⁾. Mandatory instruction signs at all HLDG PSN. TWY LGT <ul style="list-style-type: none"> No CL LGT; green retroreflective CL markers on A, A1, A2, part of N, S1 and abeam S4. Edge LGT. Runway guard LGT at all HLDG PSN except S6. 			
	3	Stop bars	NIL			
	4	Remarks	¹⁾ MAX wheel span information markings indicate TWYs where operations are limited to aircraft not exceeding the MAX wheel span specified.			

EHLE AD 2.10 AERODROME OBSTACLES

Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT in FT		Markings/ LGT type, colour
			AMSL	AGL	
1	2	3	4		5
-	-	-	-	-	-

Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT in FT		Markings/ LGT type, colour
			AMSL	AGL	
1	2	3	4		5
EHLE013	Control tower	522720.7N 0053127.4E	72.2	85.2	R W/ LIL type B, R
Remarks					
6					
<ul style="list-style-type: none"> Obstacles penetrate ICAO Annex 14 Volume I obstacle limitation surfaces. No obstacle data sets AVBL for area 2 and 3. 					

For obstacles in take-off areas see AD 2.EHLE-AOC-05-23.

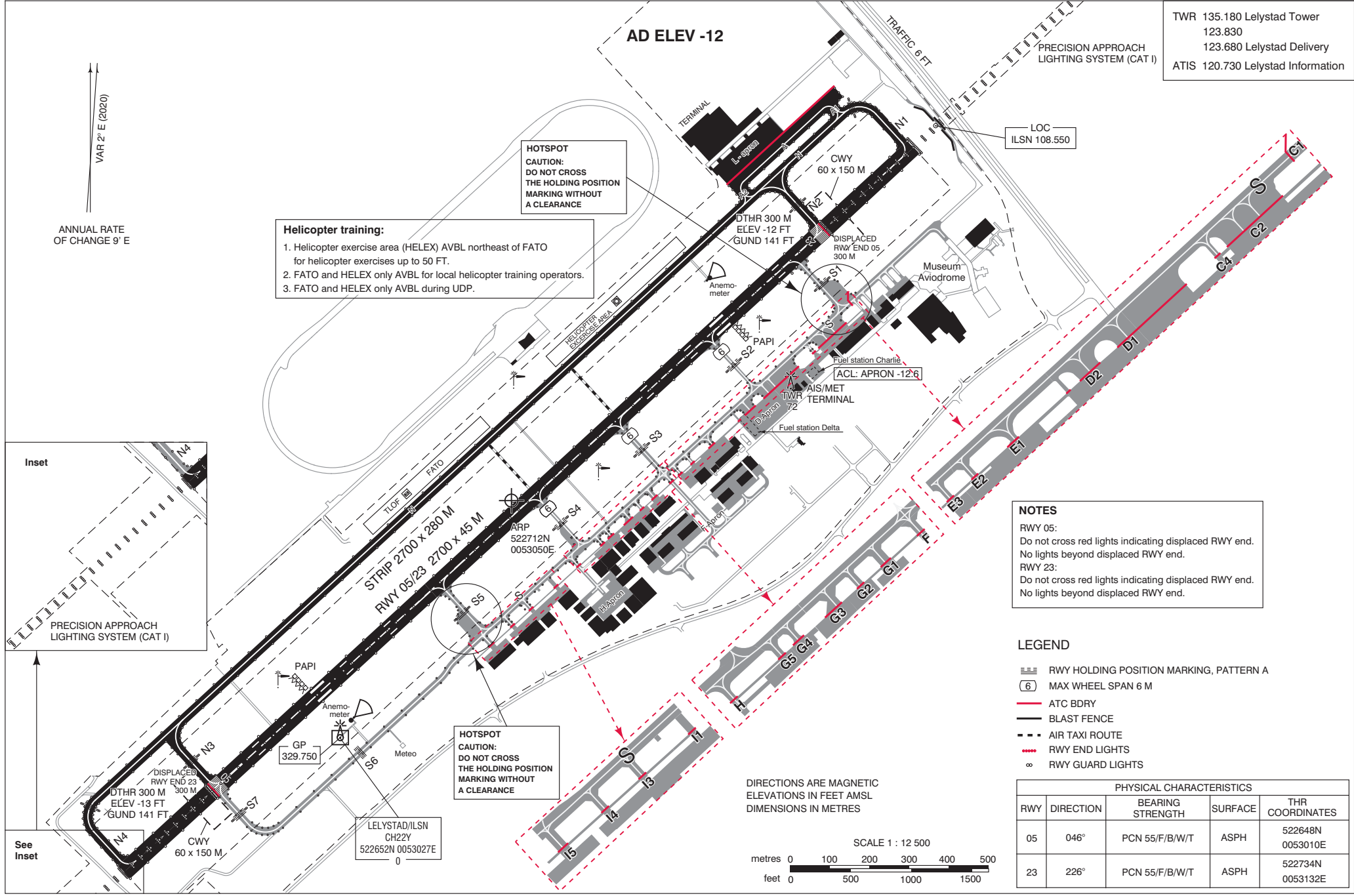
EHLE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	De Bilt
2	Hours of service MET office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity	De Bilt 30 HR
4	Trend forecast Interval of issuance	TREND 30 MIN, AVBL during AD OPR HR.
5	Briefing/consultation provided	Self-briefing; briefing on request from MWO De Bilt by telephone after self-briefing (see item 10).
6	Flight documentation Language(s) used	Reports, forecasts, charts. English, Dutch.
7	Charts and other information available for briefing or consultation	S, P, W, T
8	Supplementary equipment available for providing information	WXR, APT
9	ATS units provided with information	Lelystad TWR, Lelystad APP.
10	Additional information (limitation of service, etc.)	TEL: 0900 202 3341 Briefing low level flights (IFR/VFR). TEL: 0900 202 3343 Briefing IFR flights above FL 100. TEL: 0900 202 3340 Briefing balloon flights within Amsterdam FIR. Note: charge for TEL briefings and consultations is €0.50/MIN. Note: weather bulletin (Dutch language) and AUTO METARs via Dutch public television 'Teletekst' page 707.

EHLE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR co-ordinates RWY end co-ordinates THR GUND	THR elevation and highest elevation of TDZ of precision APCH RWY
1	2	3	4	5	6
05	047.54°	2700 x 45	55/F/B/W/T ASPH	522647.92N 0053010.10E ¹⁾ 522733.78N 0053132.16E ²⁾ 141 FT	-12.6 FT -12 FT
23	227.55°	2700 x 45	55/F/B/W/T ASPH	522733.78N 0053132.16E ¹⁾ 522647.92N 0053010.10E ²⁾ 141 FT	-12.3 FT -12 FT

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and type of arresting system	OFZ
1	7	8	9	10	11	12	13
05	NIL	NA	60 x 150	2700 x 280 ³⁾	240 x 150	NIL	AVBL
23	NIL	NA	60 x 150	2700 x 280 ³⁾	240 x 150	NIL	AVBL



EHMM — MIDDENMEER/Middenmeer

Note: the following sections in this chapter are intentionally left blank:
AD 2.11, AD 2.14, AD 2.15, AD 2.16, AD 2.19.

EHMM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHMM — MIDDENMEER/Middenmeer

EHMM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at AD	524854N 0050116E Middle of runway.
2	Direction and distance from (city)	0.9 NM NE from Middenmeer.
3	Elevation/reference temperature	-14 FT / INFO not AVBL
4	Geoid undulation at AD ELEV PSN	INFO not AVBL
5	MAG VAR/annual change	2°E (2020)/12'E
6	AD operator, postal address, telephone, telefax, email, AFS, website	Post: Vliegveld Middenmeer Flevoweg 1 1775 SB Middenmeer Tel: +31 (0)227 745245 URL: https://www.vliegveldmiddenmeer.nl Email: webmaster@vliegveldmiddenmeer.nl
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	1. Aerodrome available for national civil air traffic with all types of aircraft up to 890 KG AUW. 2. Flights between EHMM and Schengen Treaty countries permitted. The import, export and transit of cargo is not allowed.

EHMM AD 2.3 OPERATIONAL HOURS

1	AD operator	MON-SUN: during UDP. All flights 1 HR PPR ¹⁾ .
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS briefing office	H24 Tel: +31 (0)20 406 2315 URL: https://www.homebriefing.nl
5	ATS reporting office (ARO)	Competent ATS unit: ARO Schiphol, see EHMM AD 2.3.
6	MET briefing office	NIL
7	ATS	NIL
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	¹⁾ PPR means permission from AD authority by telephone, SMS or WhatsApp +31 (0)6 1227 8330.

EHMM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Limited, O/R.
6	Repair facilities for visiting aircraft	Limited, O/R.

7	Remarks	NIL
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EHMM AD 2.5 PASSENGER FACILITIES

1	Hotels	In Wieringerwerf.
2	Restaurants	At the aerodrome.
3	Transportation	Taxi (O/R).
4	Medical facilities	First aid AVBL.
5	Bank and post office	NIL
6	Tourist office	NIL
7	Remarks	NIL

EHMM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	INFO not AVBL.
2	Rescue equipment	Fire extinguishers at hangars and at runway intersection.
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

EHMM AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	NIL

EHMM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: grass Strength: ACFT upto 890 KG AUW.			
2	Taxiway width, surface and strength	TWY A, B	Width (M) 10	Surface Grass	Strength 890 KG
3	Altimeter checkpoint location and elevation	Location: apron. Elevation: -14 FT AMSL.			
4	VOR checkpoints	NIL			
5	INS checkpoints	NIL			
6	Remarks	NIL			

EHMM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	NIL
2	RWY and TWY markings and LGT	RWY: orange markers. TWY B: RWY holding point RWY 05/23 at intersection.
3	Stop bars	NIL
4	Remarks	NIL

EHMM AD 2.10 AERODROME OBSTACLES

Area 2					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT in FT		Markings/ LGT Type, Colour
			AMSL	AGL	
1	2	3	4		5
-	-	-	-	-	-

EHOW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True BRG	Dimensions of RWY (M)	Strength (PCN) and sur- face of RWY and SWY	THR co-ordinates RWY end co-ordinates THR GUND	THR elevation and highest elevation of TDZ of precision APCH RWY
1	2	3	4	5	6
06	067	800 x 20	PCN 17/F/D/X/T PCR 166/F/D/X/T ASPH	531226.5N 0070140.1E* 531238N 0070222E* INFO not AVBL	1 FT
24	247	800 x 20	PCN 17/F/D/X/T PCR 166/F/D/X/T ASPH	531237.3N 0070219.6E* 531226N 0070138E* INFO not AVBL	0 FT

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (M)	CWY dimen- sions (M)	Strip dimen- sions (M)	RESA dimen- sions (M)	Location and type of arresting system	OFZ
1	7	8	9	10	11	12	13
06	0%	30 x 20	30 x 30	1050 x 75	NIL	NIL	NA
24	0%	41 x 20	83 x 30	1050 x 75	NIL	NIL	NA

Remarks

14

NIL

EHOW AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
06	800	901	871	800	DTHR 41 M.
24	800	954	871	800	DTHR 30 M.

EHOW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	LDI: 50 M NE of THR RWY 24. Anemometer: NIL.
3	TWY edge and centre line lighting	See EHOW AD 2.9.
4	Secondary power supply Switch-over time	NIL
5	Remarks	NIL

EHOW AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	NIL
2	Vertical limits	NA
3	Airspace classification	G
4	ATS unit call sign Language(s)	NA
5	Transition altitude	IFR: 3000 FT AMSL; VFR: 3500 FT AMSL.
6	Hours of applicability	NIL
7	Remarks	NIL

EHOW AD 2.18 ATS COMMUNICATION FACILITIES

Service designa- tion	Call sign	Channel(s)	SATVOICE NR	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
Aerodrome Information	Oostwold Radio	118.330	NIL	NIL	See EHOW AD 2.3	NIL

EHOW AD 2.21 NOISE ABATEMENT PROCEDURES

Avoid during landing and take-off unnecessary low overflying of farmhouses APRX 0.4 NM east of threshold RWY 24.

EHOW AD 2.22 FLIGHT PROCEDURES

1 VFR FLIGHT PROCEDURES AND REGULATIONS

Note: for VFR traffic circuit areas see visual approach chart AD 2.EHOW-VAC.

1.1 General

1. The circuit area may not be overflown below an altitude of 1000 FT AMSL (1000 FT AAL).
2. The circuit altitude is 700 FT AMSL (700 FT AAL).
3. The circuit altitude for helicopters is 500 FT AMSL (500 FT AAL).
4. Joining and leaving the circuit shall take place in accordance with the rules of the standard circuit (see ENR 1.2 paragraph 8).
5. The visual traffic circuit must be carried out within the lateral limits of the circuit area appropriate to the runway in use.
6. Marked areas shall be avoided.
7. Built-up areas shall be avoided as much as possible, the villages Oostwold and Midwolda shall be avoided.
8. NOVEMBER is a compulsory reporting point.
9. All aircraft entering RWY 06/24 with the intention to backtrack on the runway shall contact Oostwold Radio and follow the flight procedures described below.
10. Visiting aircraft shall contact Oostwold Radio for parking instructions.

Note: RWY 06/24 is used for backtracking, therefore and due to the outline of the airport the restrictions outlined in paragraph 1.2 apply.

1.2 Visual departure procedures

1.2.1 RWY 06

1. Complete checklists before entering RWY 06 to avoid unnecessary runway occupation.
2. Only enter RWY 06 when base leg and final leg are clear of traffic.
3. Enter RWY 06 at TWY B when possible to avoid unnecessary runway occupation.
4. Before entering RWY 06, report "entering RWY 06 for backtracking".
5. After departure, leave circuit via standard procedure.

1.2.2 RWY 24

1. After departure, leave circuit via standard procedure.

1.3 Visual approach procedures

1.3.1 RWY 06

1. Report NOVEMBER.
2. Join the circuit and report "downwind" and "final".
3. After landing, vacate runway via TWY B or TWY A and report "RWY 06 vacated".

1.3.2 RWY 24

1. Report NOVEMBER.
2. Join the circuit and report "downwind" and "final".
3. After landing, report "backtracking RWY 24".
4. Vacate runway at TWY B.
5. After vacating the runway, report "RWY 24 vacated".

EHOW AD 2.23 ADDITIONAL INFORMATION

1. Caution is advised during taxiing on grass due to roughness of the area.
2. Parachute jumping may take place as stated in ENR 5.5 and/or as promulgated by NOTAM.
3. Glider activities may take place.
4. Grass cutting may take place at irregular times.
5. Agricultural activities in adjacent fields may take place at irregular times.

EHOW AD 2.24 CHARTS RELATED TO AN AERODROME

Type of chart	Page
Aerodrome chart	AD 2.EHOW-ADC
Visual approach chart	AD 2.EHOW-VAC

EHHE — EEMSHAVEN HELIPORT

Note: the following sections in this chapter are intentionally left blank:
AD 3.18.

EHHE AD 3.1 HELIPORT LOCATION INDICATOR AND NAME**EHHE — EEMSHAVEN HELIPORT****EHHE AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	HRP co-ordinates and site at HLP	532739N 0064852E Centre of TLOF.
2	Direction and distance from (city)	1 NM N of Eemshaven
3	Elevation/reference temperature	17 FT AMSL/INFO not AVBL.
4	Geoid undulation at HLP ELEV PSN	INFO not AVBL.
5	MAG VAR/annual change	2°E (2020)/10'E.
6	HLP operator, postal address, telephone, telefax, email, AFS, website	Post: EMS Maritime Offshore Borkumkade 5B 9979 XX Eemshaven The Netherlands Tel: +31 (0)6 1568 1312 +49 17 1838 1461 ¹⁾ URL: www.heliport-eemshaven.de Email: heliport@offshoreservice.de
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Prior permission required (PPR). ¹⁾ In case of no reply from the above-mentioned TEL NR.

EHHE AD 3.3 OPERATIONAL HOURS

1	HLP operator	Daily 0700-1600 (0600-1500) but within UDP and PPR. Outside OPR HR (within UDP): PPR, request to be made within OPR HR. H24 for HEMS and SAR flights: 1 HR PPR.
2	Customs and immigration	HLP OPR HR, 1 HR PN ¹⁾ .
3	Health and sanitation	NA
4	AIS briefing office	H24 Tel: +31 (0)20 406 2315 URL: https://www.homebriefing.nl
5	ATS reporting office (ARO)	Competent ATS unit: ARO Schiphol, see EHAM AD 2.3.
6	MET briefing office	NA
7	ATS	NA
8	Fuelling	HLP OPR HR.
9	Handling	HLP OPR HR.
10	Security	NA
11	De-icing	NA
12	Remarks	¹⁾ PN means permission from and/or in case of customs etc. notification other than by (VFR) flight plans to aerodrome authority as appropriate.

EHHE AD 3.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	Jet A-1/NIL.
3	Fuelling facilities/capacity	Stand B: self-service/40 000 litres.
4	De-icing facilities	NIL
5	Hangar space for visiting helicopters	NIL

6	Repair facilities for visiting helicopters	NIL
7	Remarks	NIL

EHHE AD 3.5 PASSENGER FACILITIES

1	Hotels	In Roodeschool.
2	Restaurants	In Eemshaven.
3	Transportation	Taxis, train station in Eemshaven.
4	Medical facilities	First aid treatment, hospitals in Groningen.
5	Bank and post office	In Uithuizen and Delfzijl.
6	Tourist office	In Delfzijl.
7	Remarks	NIL

EHHE AD 3.6 RESCUE AND FIRE FIGHTING SERVICES

1	HLP category for fire fighting	H2 O/R.
2	Rescue equipment	AVBL
3	Capability for removal of disabled helicopters	AVBL via contractors.
4	Remarks	NIL

EHHE AD 3.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	Multifunctional terrain vehicle.
2	Clearance priorities	1. TLOF and FATO 2. TWY 3. apron
3	Remarks	NIL

EHHE AD 3.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron, helicopter stands designation, surface and strength	Stands A and B: Surface: concrete. Strength: MTOM 10 600 KG.
2	Ground taxiway designation, width and surface	Designation: NIL. Width: 5 M on straight, 7 M in bends. Surface: concrete.
3	Air taxiway and air transit route designation and width	NIL.
4	Altimeter checkpoint location and elevation	NIL
5	VOR checkpoints	NIL
6	INS checkpoints	NIL
7	Remarks	For stands A and B: Touchdown/positioning area: 20 M diameter. Protection zone: 40 M diameter.

EHHE AD 3.9 MARKINGS AND MARKERS

1	Final approach and take-off markings	FATO: red-white FATO perimeter markers. TLOF: white circular TLOF marking; white heliport identification marking; yellow touchdown marking; D-value.
2	Taxiway markings, air taxiway markers and air transit route markers	Yellow TWY CL marking and HLDG PSN.
3	Remarks	TLOF UAS 42 M. NNW of stand A marked 'UAV'.

EHHE AD 3.10 HELIPORT OBSTACLES

OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT in FT		Markings/ LGT Type, Colour
			AMSL	AGL	
1	2	3	4		5
EHHE001	Building	532745.3N 0064855.5E	118	103	NIL
EHHE002	Pole	532738.0N 0064851.6E	34	20	OBST/R
EHHE003	Pole	532741.7N 0064851.0E	64	49	OBST/R
EHHE004	Tower	532735.3N 0064858.0E	-	129	NIL
EHHE005	Tower	532734.2N 0064848.3E	-	165	NIL

Remarks**6**

- No obstacle data sets AVBL.
- Several wind turbines at 500 M in sector BTN E and SW of heliport, ELEV 476 FT AMSL. Wind turbines are located outside flight path.

EHHE AD 3.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	INFO not AVBL.
2	Hours of service MET office outside hours	INFO not AVBL.
3	Office responsible for TAF preparation Periods of validity	INFO not AVBL.
4	Trend forecast Interval of issuance	INFO not AVBL.
5	Briefing/consultation provided	INFO not AVBL.
6	Flight documentation Language(s) used	INFO not AVBL.
7	Charts and other information available for brief- ing or consultation	INFO not AVBL.
8	Supplementary equipment available for providing information	INFO not AVBL.
9	ATS units provided with information	INFO not AVBL.
10	Additional information (limitation of service, etc.)	INFO not AVBL.

EHHE AD 3.12 HELIPORT DATA

1	Heliport type	Surface level.
2	TLOF dimensions	Diameter of 21 M.
3	FATO, GEO bearing	FATO 09: 090.00° GEO. FATO 24: 240.00° GEO.
4	FATO dimensions and surface	Dimensions: 48 x 48 M Surface: grass
5	TLOF surface and bearing strength	Surface: concrete Strength: 10.6 tonnes.
6	Co-ordinates and geoid undulation of geometric centre TLOF or threshold of FATO	532739.00N 0064852.00E Geoid undulation: INFO not AVBL.
7	TLOF and/or FATO elevation and slope	TLOF elevation: 17 FT. TLOF slope: NIL.
8	Safety area dimensions	51 x 51 M
9	Helicopter clearway dimensions	INFO not AVBL.
10	Obstacle-free sector	INFO not AVBL.
11	Remarks	NIL.

EHHE AD 3.13 DECLARED DISTANCES

FATO Designator	TODAH (M)	RTODAH (M)	LDAH (M)	Remarks
1	2	3	4	5
09	48	48	48	NIL

FATO Designator	TODAH (M)	RTODAH (M)	LDAH (M)	Remarks
1	2	3	4	5
24	48	48	48	NIL

EHHE AD 3.14 APPROACH AND FATO LIGHTING

1	Approach lighting system type, length, intensity	NIL
2	Type of visual approach slope indicator system	NIL
3	FATO area lighting characteristics and location	NIL
4	Aiming point lighting characteristics and location	NIL
5	TLOF lighting system characteristics and location	Perimeter lights: green. Floodlights: white.
6	Remarks	Lighting can be switched on on request.

EHHE AD 3.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY

1	Heliport BCN location, characteristics and hours of operation	NIL
2	WDI location and LGT	S of FATO/R obstruction light.
3	TWY edge and centre line lighting	TWY edge: blue edge lights. Centre line: NIL.
4	Secondary power supply Switch-over time	NIL
5	Remarks	NIL

EHHE AD 3.16 AIR TRAFFIC SERVICE AIRSPACE

1	Designation and lateral limits	NA
2	Vertical limits	NA
3	Airspace classification	G
4	ATS unit call sign Language(s)	NA
5	Transition altitude	IFR: 3000 FT AMSL; VFR: 3500 FT AMSL.
6	Hours of applicability	NA
7	Remarks	NIL

EHHE AD 3.17 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Call sign	Channel/ Frequency (MHz)	SATVOICE number(s)	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
Aerodrome information	Eemshaven Radio	121.715	NIL	NIL	EHHE AD 3.3	When aeronautical station operator is AVBL.
	Eemshaven Traffic	121.715	NIL	NIL	EHHE AD 3.3	RTF air-to-air.

EHHE AD 3.19 LOCAL HELIPORT REGULATIONS

For more information, refer to the mandatory EHHE - Mandatory Pilot Briefing document on the heliport website.

EHHE AD 3.20 NOISE ABATEMENT PROCEDURES

← In order to prevent wildlife and noise nuisance, use only the mandatory NOVEMBER arrival/departure.

EHHE AD 3.21 FLIGHT PROCEDURES**1 VFR FLIGHT PROCEDURES AND REGULATIONS**

1. Standard helicopter operating procedures and practises apply.
2. Motorised civil traffic above the natural area Waddenzee below 1500 FT AGL is not allowed, excluding aerodrome traffic (see ENR 5.6 paragraph 2 and chart ENR 6-5.3).
3. The NOVEMBER arrival/departure is mandatory. Maintain a good lookout and listening watch on Eemshaven Radio/Traffic channel.
4. Arrival procedure:
 - Report 5 minutes prior reaching NOVEMBER to Eemshaven Traffic; this allows UAS operators to temporarily stop their operations.
 - Maintain as long as possible MNM 1500 FT AMSL before starting the descent for landing.
5. Departure procedure:
 - Report 5 minutes before rotor start to Eemshaven Traffic; this allows UAS operators to temporarily stop their operations.
 - Climb ASAP to MNM 1500 FT AMSL via the mandatory route to NOVEMBER.
6. VFR reporting points positions:

VFR reporting point	Position
NOVEMBER	532846N 0065007E
ECHO	532749N 0064914E
WHISKEY	532815N 0064835E

2 RADIO PROCEDURES

1. Listening watch on Eemshaven Radio/Traffic channel is mandatory.
2. Arriving traffic shall report to Eemshaven Traffic 5 MIN before ETA over NOVEMBER.
3. Departing traffic shall report to Eemshaven Traffic before start-up, start taxiing, and taking-off.
4. When the aeronautical station operator is available, this will be notified by the aeronautical station operator after the initial call to Eemshaven Traffic; thereafter communication continues with Eemshaven Radio.

EHHE AD 3.22 ADDITIONAL INFORMATION

- Beware of possible turbulence in the vicinity of the wind turbine NE of AD during winds from 090°-180°.
- Beware of kite surfers 500 M NW of the heliport.
- Possible activities of unmanned aircraft systems (UAS) at or in vicinity of the heliport.
- Bird sanctuary located W of heliport. Bird strike risk during all seasons.

EHHE AD 3.23 CHARTS RELATED TO A HELIPORT

Type of chart	Page
Heliport chart	AD 3.EHHE-ADC
Visual approach chart	AD 3.EHHE-VAC

