

EHSE — BREDA/Seppe

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.

EHSE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHSE — BREDA/Seppe

EHSE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|--|---|
| 1 | ARP co-ordinates and site at AD | 513317N 0043309E |
| 2 | Direction and distance from (city) | 7 NM W from Breda. |
| 3 | Elevation/reference temperature | 30 FT AMSL/21.3°C. |
| 4 | Geoid undulation at AD ELEV PSN | Not AVBL. |
| 5 | MAG VAR/annual change | 1°E (2020)/9°E. |
| 6 | AD operator, postal address, telephone, telefax, email, AFS, website | Post: Breda International Airport NV Pastoor van Breugelstraat 93 4744 RC Bosschenhoofd The Netherlands Tel: +31 (0)165 312 470 +31 (0)165 313 937 ¹⁾ +31 (0)6 1300 2772 ²⁾ Email: havendienst@breda-airport.eu URL: https://www.breda-airport.eu |
| 7 | Types of traffic permitted (IFR/VFR) | VFR |
| 8 | Remarks | <ul style="list-style-type: none"> Aerodrome available for national and international civil air traffic with all types of aircraft up to 5700 KG MTOM. No weight restrictions for helicopters. Aircraft with MTOM < 390 KG: PPR. <p>¹⁾ For aircraft operations and passing of (VFR) flight plan data. ²⁾ Only in case of no reply from the abovementioned TEL NRs.</p> |

EHSE AD 2.3 OPERATIONAL HOURS

| | | |
|----|----------------------------|---|
| 1 | AD operator | MON-SAT: 0700-1900 (0600-1800); SUN, HOL: 0800-1900 (0700-1800) but within UDP. Outside OPR HR within UDP: O/R, 24 HR PN. |
| 2 | Customs and immigration | AD 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 | AD 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/immigration etc. notification other than by (VFR) flight plans to aerodrome authority as appropriate and is applicable for every flight. |

EHSE AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---------------------------|-----|
| 1 | Cargo-handling facilities | NIL |
|---|---------------------------|-----|

| | | |
|---|--|--|
| 2 | Fuel/oil types | AVGAS 100LL, UL94 (unleaded), Jet A-1/ W100, 15W50, 5W40 (diesel). |
| 3 | Fuelling facilities/capacity | Self-service. |
| 4 | De-icing facilities | NIL |
| 5 | Hangar space for visiting aircraft | AVBL O/R. |
| 6 | Repair facilities for visiting aircraft | AVBL for light aircraft. |
| 7 | Remarks | Mobile charging facilities AVBL for Pipistrel Velis Electro. Check charging slot availability. |

EHSE AD 2.5 PASSENGER FACILITIES

| | | |
|---|-----------------------------|--|
| 1 | Hotels | Accommodation in Roosendaal (5 KM) and Bosschenhoofd (1.5 KM). |
| 2 | Restaurants | At the aerodrome (north/south) and in Bosschenhoofd. |
| 3 | Transportation | Taxi, rental car O/R, bicycles limited AVBL. |
| 4 | Medical facilities | First aid, hospital in Roosendaal. |
| 5 | Bank and post office | Oudenbosch, Rucphen. |
| 6 | Tourist office | Roosendaal. |
| 7 | Remarks | NIL |

EHSE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|--|---------------------------------|
| 1 | AD category for fire fighting | CAT 2, CAT 3 O/R. |
| 2 | Rescue equipment | Fire tender. |
| 3 | Capability for removal of disabled aircraft | AVBL via Mastenbroek Aeroskill. |
| 4 | Remarks | NIL |

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

| 1 | Apron surface and strength | Surface: grass. Strength: ACFT up to 5700 KG MTOM. | | | | | | | | |
|------------------------|--|---|--------------|--------------|---------------|---------------|---------------|---------------|------------------------|------------------------|
| 2 | Taxiway width, surface and strength | <table border="0"> <thead> <tr> <th>North of RWY</th> <th>South of RWY</th> </tr> </thead> <tbody> <tr> <td>Width: 10.5 M</td> <td>Width: 10.5 M</td> </tr> <tr> <td>Surface: ASPH</td> <td>Surface: ASPH</td> </tr> <tr> <td>Strength: 5700 KG MTOM</td> <td>Strength: 5700 KG MTOM</td> </tr> </tbody> </table> | North of RWY | South of RWY | Width: 10.5 M | Width: 10.5 M | Surface: ASPH | Surface: ASPH | Strength: 5700 KG MTOM | Strength: 5700 KG MTOM |
| North of RWY | South of RWY | | | | | | | | | |
| Width: 10.5 M | Width: 10.5 M | | | | | | | | | |
| Surface: ASPH | Surface: ASPH | | | | | | | | | |
| Strength: 5700 KG MTOM | Strength: 5700 KG MTOM | | | | | | | | | |
| 3 | Altimeter checkpoint location and elevation | NIL | | | | | | | | |
| 4 | VOR checkpoints | NIL | | | | | | | | |
| 5 | INS checkpoints | NIL | | | | | | | | |
| 6 | Remarks | NIL | | | | | | | | |

EHSE 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 | North of RWY: NIL. South of RWY: aircraft stands B1 to B4 marked with ID signs. |
| 2 | RWY and TWY markings and LGT | RWY markings <ul style="list-style-type: none"> RWY 06: THR, designation, mid-runway¹⁾, CL. RWY 24: THR, designation, mid-runway¹⁾, CL. Grass strip: white tiles to mark corners and edges. TWY markings <ul style="list-style-type: none"> CL, RWY HLDG PSN. |
| 3 | Stop bars | NIL |
| 4 | Remarks | ¹⁾ Middle of runway marked by white markers on each side of RWY shoulder, 4 x 2 M. |

EHSE AD 2.10 AERODROME OBSTACLES

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

EHSE 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 | 066° | 830 x 23 | 5700 KG ¹⁾²⁾ ASPH | 513313.61N 0043256.33E* | NA |
| 24 | 246° | 830 x 23 | 5700 KG ¹⁾²⁾ ASPH | 513322.34N 0043328.44E* | 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 |
| 06 | NA | NA | NA | 950 x 80 | INFO not AVBL | NIL | NA |
| 24 | NA | NA | NA | 950 x 80 | INFO not AVBL | NIL | NA |

Remarks

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¹⁾ Bearing strength.²⁾ MAX tyre pressure 0.84 MPa.

EHSE AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|----------------|----------|----------|----------|---------|-------------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 06 | 754 | 814 | 830 | 752 | DTHR: 78 M. |
| 24 | 752 | 812 | 830 | 754 | DTHR: 76 M. |

EHSE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|--|---|
| 1 | ABN/IBN location, characteristics and hours of operation | Information not AVBL. |
| 2 | LDI location and LGT Anemometer location and LGT | LDI: 100 M NW from displaced THR RWY 06. Anemometer: 120 M NW from displaced THR RWY 06. |
| 3 | TWY edge and centre line lighting | NIL |
| 4 | Secondary power supply Switch-over time | NIL |
| 5 | Remarks | NIL |

EHSE 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 |

EHSE AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Channel/ Frequency (MHz) | Hours of operation | Remarks |
|-----------------------|-------------|-----------------------------|--------------------|---------|
| 1 | 2 | 3 | 4 | 5 |
| Aerodrome information | Seppe Radio | 120.655 | See EHSE AD 2.3 | NIL |

EHSE AD 2.20 LOCAL AERODROME REGULATIONS

Touch-and-go landings are not allowed after 1800 (1700).

EHSE AD 2.21 NOISE ABATEMENT PROCEDURES

Training engine failure after take-off from RWY 24 not allowed due to noise abatement.

EHSE AD 2.22 FLIGHT PROCEDURES**1 VFR FLIGHT PROCEDURES AND REGULATIONS****1.1 General**

1. The circuit area may not be overflown below an altitude of 1030 FT AMSL (1000 FT AAL).
2. The circuit altitude is 730 FT AMSL (700 FT AAL).
3. Joining and leaving the circuit area shall take place as depicted on AD 2.EHSE-VAC.
4. The visual traffic circuit must be carried out within the lateral limits of the circuit area as depicted on AD 2.EHSE-VAC.
5. On final landing lights must be switched on.
6. Built-up areas shall be avoided as much as possible.
7. Pilots are urgently advised to adhere strictly to the prescribed procedures and to keep a sharp lookout for military aircraft approaching Woensdrecht MIL AD. These aircraft cross the circuit area at a minimum altitude of 1500 FT AMSL.
8. Expect helicopters executing short circuits.
9. Anticipate slower speed and more spacing when in sequence behind gyrocopter approaches.
10. VFR reporting points positions:

| VFR reporting point | Position |
|---------------------|------------------|
| ECHO | 513353N 0043533E |
| WHISKEY | 513246N 0043050E |
| ZULU | 513138N 0043253E |

1.2 Visual departure procedures**1.2.1 RWY 06**

- Leave the circuit area via ECHO.

1.2.2 RWY 24

- After take-off, turn left to maintain track 239° MAG on take-off leg due to noise abatement.
- Leave the circuit area via WHISKEY.
- When leaving the traffic circuit via WHISKEY, be aware and avoid parachute dropping zone located at APRX 1 NM NW of AD.

1.3 Visual approach procedures

- Approach altitude at ZULU shall be 730 FT AMSL (700 FT AAL).
- From ZULU maintain track 340° MAG until joining downwind.

Note: when RWY 06 is in use expect short downwind leg: perform downwind checks before ZULU.

2 RADIO PROCEDURES

1. Arriving traffic contact Seppe Radio 5 MIN before ETA and departing traffic before taxiing.
2. Report ZULU when joining the circuit, downwind and final. When continuing with touch-and-go landings, report half-way downwind and turning final.
3. Report leaving the circuit area at ECHO or WHISKEY.
4. For increased situational awareness of other AD traffic in the circuit and near the aerodrome the following applies:
 - Helicopters shall use call sign with prefix HELI;
 - Gyrocopters shall use callsign with prefix GYROCOPTER;
 - Student pilots flying solo shall use prefix SOLO.
5. Two-way radio contact with the AD office is mandatory for all aircraft taxiing north and south of the runway, for crossing the runway and when lining up RWY 06/24.

EHSE AD 2.23 ADDITIONAL INFORMATION**1 CAUTIONS AND ADDITIONAL INFORMATION**

1. Parachute jumping may take place as stated in ENR 5.5 and/or as promulgated by NOTAM.
2. Visiting aircraft shall park north of the runway, adjacent to the AD office. The designated parking area is marked by blue flags.
3. Parking and taxiing south of the runway is for visiting aircraft PPR only.
4. The grass strip south and adjacent to the asphalt RWY 06/24 is for exclusive use by aircraft fitted with tail skid.

EHSE AD 2.24 CHARTS RELATED TO AN AERODROME

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

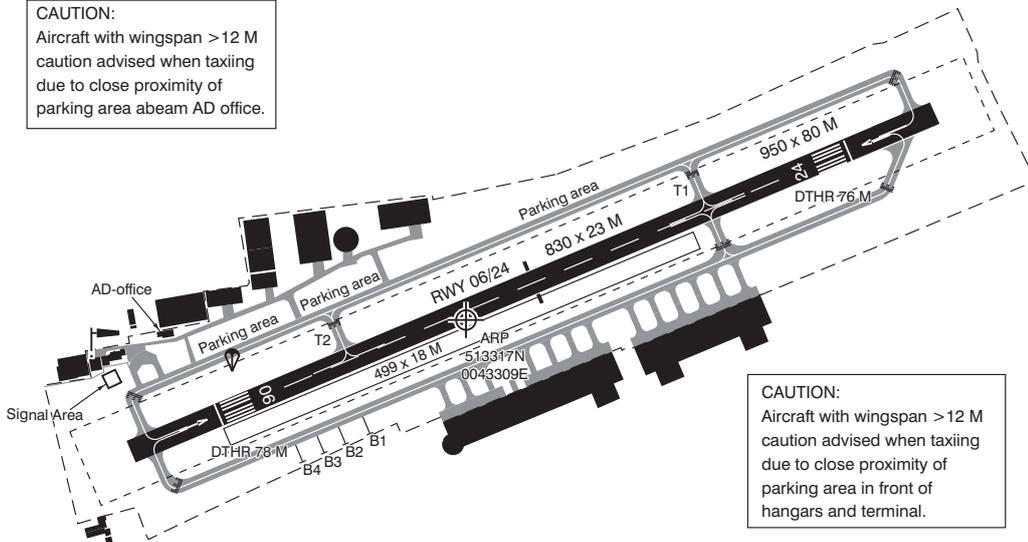
AD info 120.655 Seppe Radio

AD ELEV 30



ANNUAL RATE OF CHANGE 9' E

CAUTION:
Aircraft with wingspan > 12 M
caution advised when taxiing
due to close proximity of
parking area abeam AD office.



CAUTION:
Aircraft with wingspan > 12 M
caution advised when taxiing
due to close proximity of
parking area in front of
hangars and terminal.

SCALE 1 : 7 500



DIRECTIONS ARE MAGNETIC
ELEVATIONS IN FEET AMSL
DIMENSIONS IN METRES

LEGENDA

- ≡ RWY HOLDING POSITION MARKING, PATTERN A
- MID-RUNWAY MARKING

| PHYSICAL CHARACTERISTICS | | | | |
|--------------------------|-----------|----------|----------------|---------|
| RWY | DIRECTION | MAX MTOM | MAX TYRE PRESS | SURFACE |
| 06 | 065° | 5700 KG | 0.84 MPa | ASPH |
| 24 | 245° | 5700 KG | 0.84 MPa | ASPH |

LIGHTING AIDS:

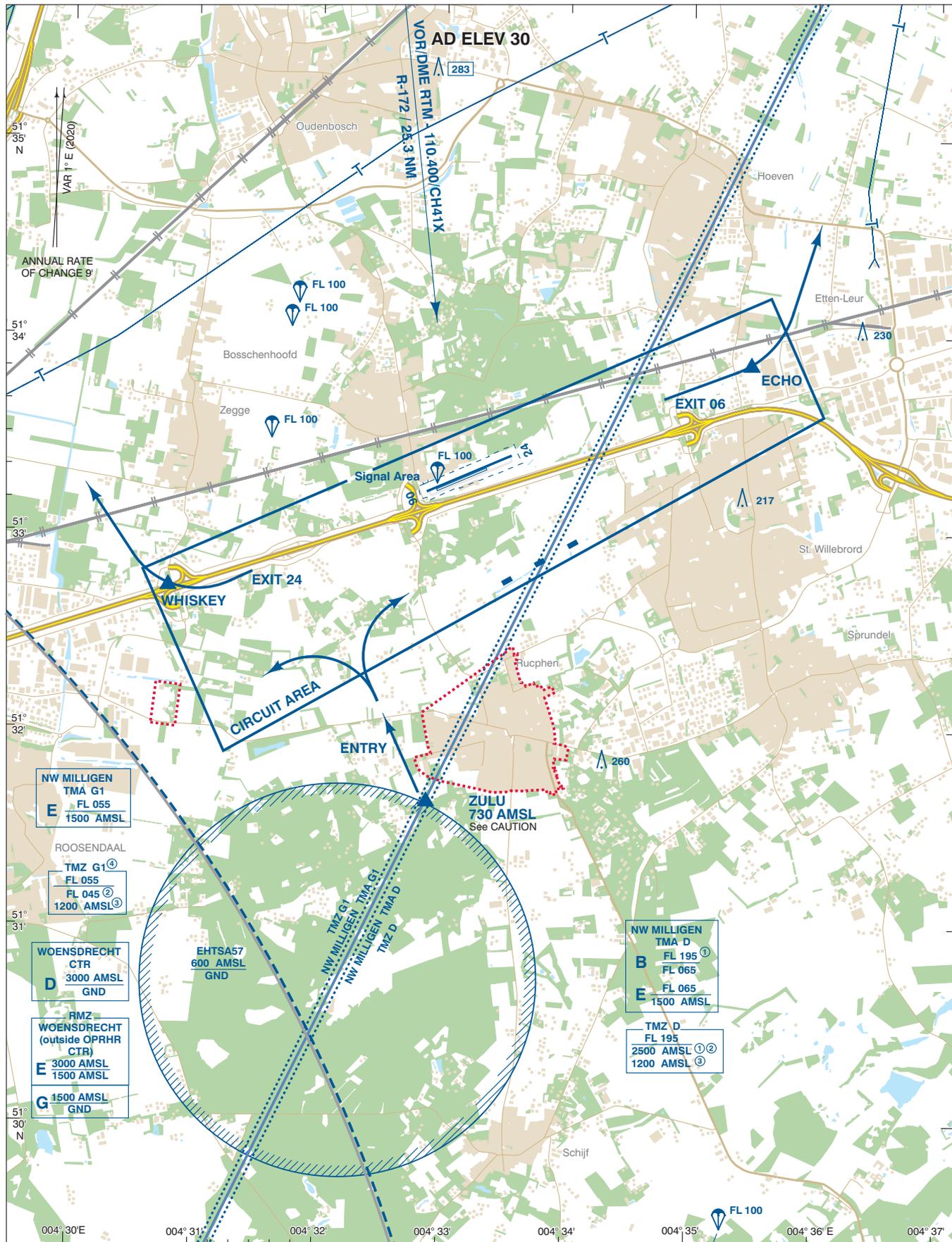
None.

MARKING AIDS:

RWY 06/24: THR, designation, mid-runway, CL.
Grass strip: white tiles to mark corners and edges .
TWys : CL, RWY HLDG PSN.

NOTE:

1. Visiting ACFT shall use the parking area north of RWY, marked by blue post (height 0.25 M).
The entrance of this parking area is marked by blue flags.
2. Grass cutting may take place at irregular times.



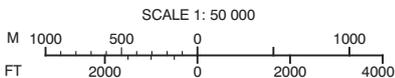
For description VFR - procedures see EHSE AD 2.22.

CAUTION:

Expect short downwind RWY 06
Advise downwind checks before ZULU when RWY 06 in use.

NOTES:

- ① Upper limit below Amsterdam CTA South 2: FL 095.
- TMZ:**
CTRs are excluded from TMZs.
- ② MON-FRI before 0800 (0700) and after 1600 (1500), SAT, SUN, and HOL.
- ③ MON-FRI 0800-1600 (0700-1500), EXC HOL: lower limit for non-motorised hanggliders and paragliders.
- ④ MON-FRI 0800-1600 (0700-1500), EXC HOL: lower limit 1200 FT AMSL.
- ⑤ Only active MON-FRI 0800-1600 (0700-1500), EXC HOL.



DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS
IN FEET AMSL
HIGHEST KNOWN ELEVATION
ON THIS CHART: **283**

AD Info 120.655 Sepe Radio
FIC (MIL) 132.350 Dutch MIL Info

- Area to be avoided
- Visual circuit marker (red coloured)
- Radio Mandatory Zone (RMZ)

