

ENR 1.3 INSTRUMENT FLIGHT RULES

1 ATC CLEARANCES (SERA.8015)

1.1 Off route clearance

During weekends, FRI 1700-MON 0700 (FRI 1600-MON 0600) and night hours, traffic conditions permitting, ATC may clear flights via off route trajectories within controlled airspace, in order to promote economical flight operations (see also ENR 1.10 paragraph 2).

1.2 IFR joining clearance

For an IFR flight intending to depart from an aerodrome without ATC and join controlled airspace, IFR joining procedures are applicable according ENR 1.5 paragraph 3.

An IFR flight intending to join controlled airspace in the Amsterdam FIR shall make a request for joining clearance on the appropriate frequency (see ENR 6-2.2) at least 10 minutes before the aircraft is estimated to reach the joining position. ATS routes may only be joined over a designated reporting point.

A request for joining clearance shall contain:

- aircraft identification.
- aerodrome of departure and destination.
- ATS route.
- joining position and ETA joining position.
- joining level.

1.3 Wake turbulence - ATC separation minima

The wake turbulence separation minima applied by ATC are:

- for Schiphol TMAs and CTR: the RECAT-EU wake turbulence separation minima, based on the EUROCONTROL document 'RECAT-EU European Wake Turbulence Categorisation and Separation Minima on Approach and Departure' (Edition 1.1 – 2015). See EHAM AD 2.22;
- for other areas in the Amsterdam FIR: the ICAO wake turbulence separation minima, based on the 4 categories as described in ICAO Doc 4444-ATM/501 (PANS-ATM) chapter 5.8 and 8.7.3.4.

1.4 Formation flights (SERA.3135)

Formation flights along ATS routes within the Amsterdam FIR, will be accepted, provided that:

- a. Aircraft are not carrying passengers for compensation or for hire.
- b. Prior arrangements have been made between the pilots concerned.
- c. Prior to the execution of such formation flights pilots have received permission from all ATC units concerned. Permission for Amsterdam FIR can be obtained as described in paragraph 1.5 below.
- d. The formation will conform the standard formation criteria. (A standard formation is one in which a proximity of no more than 0,5 NM laterally or longitudinally and within 100 FT vertically from the formation leader is maintained by each aircraft in the formation).
- e. The formation leader shall squawk the assigned transponder code.
- f. A proper ICAO flight plan has been submitted.

A formation flight will be handled by ATC as a single aircraft, with increased radar separation (1 NM). When individual control is requested, advisory information will be issued to assist pilots in attaining standard ATC separation.

When pilot-reports indicate that standard ATC separation has been established normal ATC clearances will be issued.

Note: separation responsibility between the aircraft within the formation during the formation flight and during transition to individual flight rests with the pilots concerned until standard separation has been obtained.

Note: formation join-up and breakaway will only be conducted when authorisation has been obtained from ATC.

1.5 Co-ordination of flights with a specific character

1.5.1 General

Flight with a specific character, requiring special handling by ATC, such as calibration flights, check flights, test flights, training flights, etc. must be co-ordinated at least 24 HR in advance with:

Post: LVNL
Operational Helpdesk
P.O. Box 75200
1117 ZT Schiphol Airport
Tel: +31 (0)20 406 2201, OPR HR: 0600-1600 (0500-1500)
Email: ops_helpdesk@lvnl.nl
URL: <https://en.lvnl.nl/services>

Subject flights in the Amsterdam FIR above FL 245 must in addition be co-ordinated at least 24 HR in advance with Maastricht UAC by filling the approval form available via the website <https://www.eurocontrol.int/muac#operational-contacts>, or by sending an email with equivalent content to masuac.testflights@eurocontrol.int.

Supplementary contact information: Executive Duty Supervisor

Tel: +31 (0)43 366 2022
Fax: +31 (0)43 366 1320

1.5.2 Test flights and training flights procedure

Test flights and training flights shall stringently adhere to the flight plan times provided by LVNL Operational Helpdesk.

In case of delay of more than 10 minutes the pilot shall call LVNL Operational Helpdesk in order to obtain new permission and a new start-up time for the flight.

Note: Delay in start-up may result in a reduced timeframe for the flight or cancellation of the flight.

2 POSITION REPORTING (SERA.8025)

2.1 General

Position reports shall be made:

- a. Over compulsory reporting points, unless otherwise instructed (see item b).
- b. As instructed by ATC.

Position reports shall contain:

1. Aircraft identification.
2. Position and time.
3. Level, except when the aircraft is in level flight and this level has previously been reported.

In addition after clearance to change level pilots shall report: leaving previously assigned level and reaching cleared level.

2.2 IFR flights operating outside controlled airspace

IFR flights operating outside controlled airspace in the Amsterdam FIR shall:

1. Be capable to establish two-way radio communication with the appropriate ATS unit (see ENR 6-2.2).
2. All motorised aircraft flying below Schiphol TMA 1 are strongly recommended to maintain listening watch on Amsterdam Information 124.300.
3. Pass position reports on entering or leaving the Amsterdam FIR and when so required by the relevant ATS unit (see also ENR 2.2 paragraph 3.4.2 and 3.4.3).

Position reports shall contain the information as stated in paragraph 2.1 and in addition, when entering the Amsterdam FIR:

- ETA at the destination aerodrome if situated in the Amsterdam FIR, or
- ETA at the intended position of leaving the Amsterdam FIR.

2.3 IFR flights operating in or above RVSM airspace

As specified in the ICAO EUR Regional Supplementary Procedures (Doc 7030/4 - EUR), chapter 1, paragraph 1.1.1.2, flights shall be conducted in accordance with instrument flight rules when operated within or above the EUR RVSM airspace.

Therefore, flights operating as general air traffic (GAT) within the Amsterdam FIR at or above FL 290, as described in ENR 2.1, shall be conducted in accordance with the instrument flight rules.

3 COMMUNICATION FAILURE

3.1 General procedures for IFR flights

3.1.1 Flying in IMC

The pilot shall select transponder code 7600.

Pilots of an IFR flight in IMC, or choosing not to comply with paragraph 3.1.2, shall maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following:

- the time the last assigned level or minimum flight altitude is reached; or
- the time the transponder is set to code 7600; or
- the aircraft's failure to report its position over a compulsory reporting point;

whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan as amended by delay and modification messages to the filed flight plan.

When being vectored, the aircraft proceeds in the most direct manner possible to rejoin the current flight plan route. When reaching the STAR or IAF of destination, follow the specific lost communication procedures (see paragraph 3.2).

3.1.2 Flying in VMC

The pilot of an IFR flight in VMC can:

- select transponder code 7601;
- continue to fly in VMC;
- land at the nearest suitable aerodrome; and
- report its arrival time by the most expeditious means to the appropriate ATS unit.

3.2 Departing/arriving flights

An IFR flight following a standard instrument departure route or a standard instrument arrival route shall comply with the procedures for radio communication failure specified in the paragraph "Instrument approach procedures" and on the standard instrument departure chart (SID) or standard arrival chart (STAR) when provided (AD 2.22 and AD 2.24).

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
<p>Eben area</p> <p>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.</p> <p><u>FL 095</u> 3000 FT AMSL</p> <p>Class of airspace: D</p> <p><u>3000 FT AMSL</u> GND</p> <p>Class of airspace: C</p>	<p>Beek TWR/APP</p>	<p>Beek Tower En H24</p> <p>Beek Approach En H24</p>	<p>119.480 PRI 362.875 119.705 Regional Guard</p> <p>123.980 TAR 340.850 120.205</p>	
<p>GODOS area</p> <p>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.</p> <p><u>FL 245</u> FL 195</p> <p>Class of airspace: C</p> <p><u>FL 195</u> FL 175</p> <p>Class of airspace: A</p>	<p>Amsterdam ACC</p>	<p>Amsterdam Radar En H24</p>	<p>123.705</p>	
<p>Kleve HI area</p> <p>The part of the Langen FIR enclosed by a line linking the following coordinates: 514200N 0060142E - 514941N 0062427E - along Dutch-German border - 514200N 0060142E.</p> <p><u>FL 205</u> FL 145</p> <p>Class of airspace: C</p>	<p>Amsterdam ACC</p>	<p>Amsterdam Radar En H24</p>	<p>124.880</p>	

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 MILATCC Schiphol	Amsterdam Radar En H24 Dutch MIL En H24 Dutch MIL Info En H24	124.880 128.355 132.350	When NAPRO Low area is active, ATS is provided by MIL-ATCC Schiphol.
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 Dutch MIL Info En H24	128.355 132.350	
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 Beek Tower En H24	123.980 TAR 340.850 120.205 119.480 PRI 362.875 119.705 Regional Guard	Excluding Maastricht CTR and Geilenkirchen CTR when active.
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
<p>North Sea area V North Sea area V consists of:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p><u>FL 055</u> ¹⁾ SFC Class of airspace: G</p>	<p>Amsterdam FIC</p>	<p>Amsterdam Information En H24</p>	<p>See ENR 6-2.2</p>	<p>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.</p>
<p>TEBRO area The part of the Langen FIR enclosed by a line linking the following coordinates: 522045N 0070355E - 522112N 0071938E - 515809N 0070629E - 515144N 0065808E - 514111N 0064055E - 513604N 0062955E - 513511N 0062137E - 513510N 0060801E - 513534N 0060717E - along the Dutch-German border - 522045N 0070355E.</p> <p><u>FL 245</u> FL 205 Class of airspace: C</p>	<p>Amsterdam ACC</p>	<p>Amsterdam Radar En H24</p>	<p>124.880 128.580</p>	

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
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 approach Geilenkirchen RWY 09. Crossing clearance provided by Beek APP. Activation information provided by Brussels FIC or Steenokkerzeel ATCC.
Twenthe HI area The part of the Bremen FIR enclosed by a line linking the following coordinates: 523959N 0070327E - 522336N 0070340E - along Dutch-German border - 523959N 0070327E. <u>FL 245</u> <u>FL 195</u> Class of airspace: C	Amsterdam ACC	Amsterdam Radar En H24	128.580	
Twenthe Medium area The part of the Bremen FIR enclosed by a line linking the following coordinates: 523959N 0070327E - 522336N 0070340E - along Dutch-German border - 523959N 0070327E. <u>FL 195</u> <u>FL 100</u> Class of airspace: C <u>FL 100</u> <u>FL 095</u> 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: 523959N 0070327E - 522336N 0070340E - along Dutch-German border - 523959N 0070327E. <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	

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
WOODY area 512523N 0043208E - 512248N 0042533E - along Dutch-Belgium border - 512523N 0043208E. <u>FL 245</u> FL 095 Class of airspace: C	Amsterdam ACC	Amsterdam Radar En H24	123.850 130.955 387.600	387.600 at ATC discretion Area consists of Brussels UTA Two (FL 195 - FL 245) and Brussels CTA North (FL 095 - FL 195). See AIP Belgium and AIP Luxembourg.

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
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-Brogel As CTR Kleine-Brogel (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 paragraph 3 and chart ENR 6-3.1). <u>FL 055</u> SFC Class of airspace: G	See paragraph 3.	H24	See paragraph 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.

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.	FL 065 1500 FT AMSL ¹⁾²⁾ 1200 FT AMSL ³⁾
TMZ G1 ⁴⁾	As Nieuw Milligen TMA G1 (see ENR 2.1).	FL 055 FL 045 ²⁾ 1200 FT AMSL ³⁾
TMZ LE2	As Lelystad TMA 2 (see ENR 2.1).	3500 FT AMSL 1200 FT AMSL
TMZ LE3	As Lelystad TMA 3 (see ENR 2.1).	FL 065 1500 FT AMSL ¹⁾²⁾ 1200 FT AMSL ³⁾
TMZ LE4	As Lelystad TMA 4 (see ENR 2.1).	FL 065 2500 FT AMSL ¹⁾²⁾ 1200 FT AMSL ³⁾
TMZ LE5	As Lelystad TMA 5 (see ENR 2.1).	FL 065 FL 045 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.	FL 195 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).	FL 055 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.	FL 055 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.		

TRANSPONDER MANDATORY ZONES		
Area	Lateral Limits	Upper limit Lower limit
TMZ Schiphol Area	<p>Lateral limits in co-ordinates: 524820N 0052000E; 523305N 0053409E; 522804N 0052511E; 522231N 0051518E; 522102N 0051512E; 521617N 0052154E; 521610N 0052449E; 521620N 0052511E; 521556N 0052511E; 521219N 0050710E; 521145N 0050424E; 515311N 0044941E; 515610N 0042115E; 515920N 0040640E; 520049N 0040603E; 520857N 0041731E; 521218N 0042131E; 521649N 0042535E; 522522N 0043128E; 523129N 0043358E; 524350N 0043645E; 524820N 0052000E.</p> <p>Note: parts overlapping Rotterdam CTR, Schiphol CTR, Schiphol TMAs and glider areas (when active) published in AIP ENR 5.5 are excluded.</p>	<p>1500 FT AMSL 500 FT AMSL</p>
<p>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.</p>		

ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS**1 OTHER ACTIVITIES OF A DANGEROUS NATURE****1.1 Gas venting sites**

Designation and lateral limits	Vertical limits	Advisory measures	Authority responsible for INFO	Remarks and time of ACT
1	2	3	4	5
Alphen 51°30'45"N 004°58'04"E	NA	Avoid flying below 1000 FT AGL and in close vicinity.	NIL	NIL
Anna Paulowna 52°52'34"N 004°46'27"E	NA	Avoid flying below 1000 FT AGL and in close vicinity.	NIL	NIL
Beverwijk 52°29'15"N 004°41'58"E	NA	Avoid flying below 1000 FT AGL and in close vicinity.	NIL	NIL
Maasvlakte 51°56'36"N 004°03'54"E	NA	Avoid flying below 1000 FT AGL and in close vicinity.	NIL	NIL
Oldeboorn 53°03'27"N 005°53'50"E	NA	Avoid flying below 1000 FT AGL and in close vicinity.	NIL	NIL
Ommen 52°29'45"N 006°21'42"E	NA	Avoid flying below 1000 FT AGL and in close vicinity.	NIL	NIL
Poederijensehoek 51°47'59"N 005°03'04"E	NA	Avoid flying below 1000 FT AGL and in close vicinity.	NIL	NIL
Puth-Schinnen 50°56'33"N 005°51'36"E	NA	Avoid flying below 1000 FT AGL and in close vicinity.	NIL	NIL
Ravenstein 51°47'02"N 005°39'48"E	NA	Avoid flying below 1000 FT AGL and in close vicinity.	NIL	NIL
Scheemda 53°10'18"N 006°56'09"E	NA	Avoid flying below 1000 FT AGL and in close vicinity.	NIL	NIL
Spijk 53°24'46"N 006°52'05"E	NA	Avoid flying below 1000 FT AGL and in close vicinity.	NIL	NIL
Wieringermeer 52°45'34"N 005°02'46"E	NA	Avoid flying below 1000 FT AGL and in close vicinity.	NIL	NIL
Wijngaarden 51°51'03"N 004°44'23"E	NA	Avoid flying below 1000 FT AGL and in close vicinity.	NIL	NIL
Zuidwending 53°05'05"N 006°56'09"E	NA	Avoid flying below 1000 FT AGL and in close vicinity.	NIL	NIL
Zweekhorst 51°57'51"N 006°04'57"E	NA	Avoid flying below 1000 FT AGL and in close vicinity.	NIL	NIL

During the venting of natural gas under high pressure at the compressor stations of the natural gas pipeline network, which is an infrequent and unpredictable event, severe turbulence and engine power fluctuations could be experienced over the gas compressor stations.

Note: a NOTAM will be issued if, during maintenance, dangerous gas clouds may occur at other positions along the natural gas pipeline network.

1.2 Permanently sited lasers and light beams

Designation and lateral limits	Vertical limits	Advisory measures	Authority responsible for INFO	Remarks and time of ACT
1	2	3	4	5
Bunnik 52°03'26"N 005°13'02"E	UNL	NIL	NIL	The light beam is usually activated between SS and SR during weekends.
Leiderdorp 52°09'34"N 004°32'15"E	INFO not AVBL	NIL	NIL	A cross, clearly visible when approaching EHAM RWY 06. The light beams are usually activated between SS and SR.

1.3 Radiosonde balloon ascents

Designation and lateral limits	Vertical limits	Advisory measures	Authority responsible for INFO	Remarks and time of ACT
1	2	3	4	5
De Bilt 52°06'00"N 005°11'00"E	UNL	NIL	KNMI Aviation Services Email: aviation@knmi.nl	<ul style="list-style-type: none"> Radiosonde ascents with a balloon carrying a package containing instruments and a transmitter (0.8 DM³/ 0.3 KG) 100 FT below the balloon. Routine ascents daily at 1115 and 2315 UTC; occasionally ascents take place outside these hours. Ozonesonde ascents in combination with the routine radiosonde. The combination carries a package (10 DM³/ 1.05 KG) 100 FT below the balloon. Combined ascent every THU at 1115 UTC. Occasionally more ascents take place, preferably at 1115 UTC MON to FRI, depending on the weather situation.
De Kooy 52°55'28"N 004°46'51"E	UNL	NIL	Royal Netherlands Air Force Meteorological Group Tel: +31 (0)164 693 111	Radiosonde ascents with a balloon carrying a package containing instruments and a transmitter (0.8 DM ³ / 0.3 KG) 100 FT below the balloon. The routine ascent is daily at 0600 UTC.

Meteorological radiosonde balloons ascend daily from these 2 centres in the Netherlands. The balloons ascend at approximately 350 M/MIN; a second ascent is made if the first one fails.

1.4 Model flying sites

Designation and lateral limits	Vertical limits	Advisory measures	Authority responsible for INFO	Remarks and time of ACT
1	2	3	4	5
Abbenes 521329N 0043548E*	480 FT AMSL	NIL	Schiphol TWR	Hoofddorpse Luchtvaartclub Daily UDP
Almere 521915N 0052055E*	980 FT AMSL	NIL	Lelystad TWR	Modelvliegtuigsport Vereniging Almere Daily UDP
Amsterdam Westpoort 522421N 0044420E*	170 FT AMSL	NIL	Schiphol TWR	Modelvliegclub Icarus Daily UDP
Appingedam 531810N 0064857E*	980 FT AMSL	NIL	NIL	Aero Club Fivelingo Daily UDP
Barendrecht 515007N 0043100E*	610 FT AMSL	NIL	Rotterdam TWR	Modelvliegclub Europoort Daily UDP
Bath 512347N 0041352E*	1010 FT AMSL	NIL	Woensdrecht TWR	RMVC Alouette Daily UDP
Bemmel 515406N 0055241E*	1020 FT AMSL	NIL	NIL	RMV Nimbus Daily UDP
Boekeloo 521123N 0064833E*	1080 FT AMSL	NIL	NIL	Twentse Radio Modelvliegtuigclub Daily UDP
Boerdonk 513416N 0053624E*	1030 FT AMSL	NIL	Volkel TWR	Modelvliegclub De Sticks Daily UDP
Born 510311N 0054730E*	1090 FT AMSL	NIL	NIL	Modelvliegclub Swentibold Daily UDP
Borssele 512952N 0034711E*	990 FT AMSL	NIL	NIL	MVC Delta Vlissingen Daily UDP
Boxtel 513354N 0051853E*	INFO not AVBL	NIL	Eindhoven TWR	Boxtelse Modelvliegtuigclub Daily UDP
Deelen 520256N 0055218E*	1000 FT AMSL	NIL	Deelen TWR	Deelense Modelvliegclub De Brik Daily UDP

Model aircraft can be present up to 1000 FT AGL in class G airspace and military CTRs outside operating hours. Model flying sites in the vicinity of an airport can be published on the relevant visual approach chart. There is no guarantee that the list of model flying sites is complete.

Designation and lateral limits	Vertical limits	Advisory measures	Authority responsible for INFO	Remarks and time of ACT
1	2	3	4	5
Den Helder 525505N 0044655E*	710 FT AMSL	NIL	De Kooy TWR	Helderse Modelvliegclub MON-FRI 1600 (1500) - end UDP SAT 0800 (0700) - end UDP SUN, HOL 1100 (1000) - end UDP
Dongen 513707N 0045919E*	180 FT AMSL	NIL	Gilze-Rijen TWR	Modelvliegclub Snoopey Daily UDP
Doornspijk 522455N 0055022E*	1000 FT AMSL	NIL	NIL	Modelbouwvereniging Jules Verne Daily UDP
Ede 520146N 0054344E*	1080 FT AMSL	NIL	Deelen TWR	Verenigde Edese Modelvliegclubs VEM / Vliegclub Zuid Ginkel Daily UDP
Een 530620N 0062218E*	1010 FT AMSL	NIL	NIL	Roder Luchtvaartclub Daily UDP
Eibergen 520555N 0064015E*	1060 FT AMSL	NIL	NIL	Eibergse Radio Modelvliegclub Daily UDP
Elshout 514241N 0050823E*	990 FT AMSL	NIL	NIL	Vughtse Modelvliegclub The Hawks Daily UDP
Emmeloord 524128N 0054435E*	980 FT AMSL	NIL	NIL	Luchtvaartclub Emmeloord Daily UDP
Enkhuizen 524405N 0051459E*	980 FT AMSL	NIL	NIL	Modelvliegclub Pegasus Daily UDP
Ermelo 521654N 0054040E*	1110 FT AMSL	NIL	NIL	Ermelose Luchtvaart Club Daily UDP
Geldrop 512431N 0053145E*	460 FT AMSL	NIL	Eindhoven TWR	Modelvliegclub Ornithos Daily 0800 (0700) - end UDP
Gilze 513313N 0045918E*	1020 FT AMSL	NIL	Gilze-Rijen TWR	Brabantse Luchtvaart Club Daily UDP
Gilze-Rijen 513428N 0045434E*	736 FT AMSL	NIL	Gilze-Rijen TWR	Modelvliegclub Gilze Rijen Daily UDP
Goirle 513020N 0050147E*	1050 FT AMSL	NIL	Gilze-Rijen TWR	Goirlese Luchtvaartclub De Thermiekvogels Daily UDP
Goirle 512900N 0050130E*	1050 FT AMSL	NIL	Gilze-Rijen TWR	Elektromodelvliegclub Nieuwkerk Daily UDP
Goirle 513103N 0050208E*	1050 FT AMSL	NIL	Gilze-Rijen TWR	RMZC De Rechte Heide Daily UDP
Greffelkamp 515729N 0060630E*	1020 FT AMSL	NIL	NIL	Modelbouw Club Zevenaar Daily UDP
Grotel 513108N 0054140E*	INFO not AVBL	NIL	Volkel TWR	F23D Vereniging van Wedstrijd Modelvliegers Daily UDP
Harreveld 515932N 0062922E*	1050 FT AMSL	NIL	NIL	Lichtenvoordse Model Club Daily UDP
Heesakker 513628N 0051553E*	1010 FT AMSL	NIL	NIL	Modelvliegclub Oisterwijk Daily UDP
Heeze 512258N 0053126E*	470 FT AMSL	NIL	Eindhoven TWR	Modelzweefvliegclub De Starthaak Daily UDP
Heiloo 523519N 0044353E*	990 FT AMSL	NIL	NIL	Radio Vlieg Club Heiloo Daily UDP
Hieslum 530037N 0052955E*	990 FT AMSL	NIL	NIL	Radio Modelvliegclub The Eagles ZWH Daily UDP
Hillegom 521839N 0043551E*	460 FT AMSL	NIL	Schiphol TWR	V4 Vereniging van Zweefvliegtuigmodelbestuurders Daily UDP

Model aircraft can be present up to 1000 FT AGL in class G airspace and military CTRs outside operating hours. Model flying sites in the vicinity of an airport can be published on the relevant visual approach chart. There is no guarantee that the list of model flying sites is complete.

Designation and lateral limits	Vertical limits	Advisory measures	Authority responsible for INFO	Remarks and time of ACT
1	2	3	4	5
Hoogeveen 524352N 0063112E*	1030 FT AMSL	NIL	NIL	Regionale Modelvlieg Vereniging Phoenix APR-SEP: TUE, THU - (1700-1900)
Hoogland 521111N 0052033E*	990 FT AMSL	NIL	NIL	Vereniging Modelvliegclub Otto Lilienthal Daily UDP
Houtdorp 521509N 0054338E*	1090 FT AMSL	NIL	NIL	KNVvL Modelvliegsport, Vrije vlucht Houtdorperveld Daily UDP
Huizen 521834N 0051350E*	1000 FT AMSL	NIL	NIL	Modelbouw Club Huizen Daily UDP
Hulst 511646N 0040124E*	990 FT AMSL	NIL	NIL	Modelvliegclub Alpha Daily UDP
Kampen 523324N 0055227E*	990 FT AMSL	NIL	NIL	Modelvliegclub Cumulus Daily UDP
Katwoude 522850N 0050219E*	980 FT AMSL	NIL	NIL	Modelvliegtuigclub Crash Daily UDP
Kruisland 513325N 0042238E*	990 FT AMSL	NIL	Woensdrecht TWR	Modelvliegclub Bouwen Vliegen Lijmen Daily UDP
Langeschouw 512900N 0043030E*	1030 FT AMSL	NIL	Woensdrecht TWR	West Brabantse Luchtvaart Club De Grondpiloten Daily UDP
Leeuwarden 531343N 0054428E*	990 FT AMSL	NIL	Leeuwarden TWR	Leeuwarder Luchtvaart Club Aeria Daily 0700 (0600) - end UDP
Losser 522110N 0070315E*	1080 FT AMSL	NIL	NIL	RC Modelvliegclub Losser Daily UDP
Malden 514700N 0055300E*	1090 FT AMSL	NIL	NIL	Nijmeegse Luchtvaart Club Daily UDP
Medemblik 524614N 0050452E*	1010 FT AMSL	NIL	NIL	Modelvliegclub Beaufort 7 Daily UDP
Molenschot 513347N 0045317E*	200 FT AMSL	NIL	Gilze-Rijen TWR	Vliegclub Molenheide Daily UDP
Montfoort 520103N 0045717E*	980 FT AMSL	NIL	NIL	Modelvliegclub De Vier Poorten Daily UDP
Nederweert 511444N 0054819E*	1090 FT AMSL	NIL	NIL	Modelvliegclub Nederweert Daily UDP
Netersel 512335N 0051200E*	510 FT AMSL	NIL	Eindhoven TWR	Aeroclub Bladel Daily 0800 (0700) - end UDP
Nijswiller 504807N 0055707E*	1540 FT AMSL	NIL	NIL	AERO '79 Daily UDP
Noordkant 513846N 0055416E*	1030 FT AMSL	NIL	Volkel TWR	Modelvliegclub Columbia Daily UDP
Nuth 505525N 0055106E*	750 FT AMSL	NIL	Beek TWR	Thermiek '58 Daily UDP
Odoorn 525029N 0064906E*	1050 FT AMSL	NIL	NIL	Odoorner Luchtvaart Club Daily UDP
Oirlo 513000N 0060057E*	1080 FT AMSL	NIL	Volkel TWR	MMVC De Pioniers Daily UDP
Olst 522012N 0060753E*	1000 FT AMSL	NIL	NIL	Deventer Luchtvaartclub-Modelvliegsport Daily UDP
Oosterhout 513931N 0044941E*	1000 FT AMSL	NIL	NIL	Modelvliegsport Oosterhout Daily UDP
Oosterland 513943N 0040222E*	990 FT AMSL	NIL	NIL	MVC Delta Vlissingen Daily UDP
Oss 514707N 0053053E*	1010 FT AMSL	NIL	NIL	Modelvliegvereniging Delta Oss Daily UDP
Pesse 524536N 0062531E*	1020 FT AMSL	NIL	NIL	Regionale Modelvlieg Vereniging Phoenix Daily UDP

Model aircraft can be present up to 1000 FT AGL in class G airspace and military CTRs outside operating hours. Model flying sites in the vicinity of an airport can be published on the relevant visual approach chart. There is no guarantee that the list of model flying sites is complete.

Designation and lateral limits	Vertical limits	Advisory measures	Authority responsible for INFO	Remarks and time of ACT
1	2	3	4	5
Posterholt 510558N 0060136E*	1160 FT AMSL	NIL	NIL	De Vliegende Hollander Daily UDP
Reuver 511621N 0060638E*	1070 FT AMSL	NIL	NIL	Modelvliegclub De Stootkop Daily UDP
Roodkerk 531604N 0055603E*	990 FT AMSL	NIL	Leeuwarden TWR	Dokkumer Modelvliegclub Daily UDP
Rosmalen 514526N 0052337E*	1000 FT AMSL	NIL	NIL	Modelvliegvereniging 's-Hertogenbosch Daily UDP
Rozenburg 515607N 0041142E*	1010 FT AMSL	NIL	NIL	Electronica en modelbouw Club Rozenburg Daily UDP
Rozendaal 520143N 0055814E*	INFO not AVBL	NIL	NIL	Arnhemse Luchtvaart Club Daily UDP
Sittard 505952N 0054834E*	760 FT AMSL	NIL	Beek TWR	Luchtvaartclub Limbricht-Sittard Daily UDP
Slootdorp 525249N 0045830E*	990 FT AMSL	NIL	NIL	Modelvliegclub Wieringermeer Daily UDP
Sneek 530325N 0053908E*	990 FT AMSL	NIL	NIL	Modelvliegclub Sneek Daily UDP
Soest 521049N 0051930E*	990 FT AMSL	NIL	NIL	Vereniging Modelvliegclub Otto Lilienthal Daily UDP
Soesterberg 520810N 0051753E*	1080 FT AMSL	NIL	NIL	Modelvliegclub De Vrije Vogels Daily UDP
Someren 512109N 0053928E*	1070 FT AMSL	NIL	NIL	Modelvliegclub De Valken Daily UDP
Spaarnwoude 522605N 0044140E*	330 FT AMSL	NIL	Schiphol TWR	Modelvliegclub FMS Daily UDP
Speuld 521553N 0054348E*	1080 FT AMSL	NIL	NIL	KNVvL Modelvliegsport, Vrije vlucht Speulderveld Daily UDP
Stadskanaal 525824N 0065911E*	1010 FT AMSL	NIL	NIL	Modelvliegclub Stadskanaal & Omstreken Daily UDP
Steenwijk 524604N 0060409E*	990 FT AMSL	NIL	NIL	Regionale Modelvliegsport Vereniging De Pelikaan Daily UDP
Ter Apelkanaal 525515N 0070404E*	1020 FT AMSL	NIL	NIL	Modelvliegclub Ter Apel Daily UDP
Ubbena 530320N 0063357E*	370 FT AMSL	NIL	NIL	RCM Assen Daily UDP
Uddel 521629N 0054648E*	1100 FT AMSL	NIL	NIL	VMVC-Aerodynamic Daily UDP
Uden 513904N 0053511E*	1020 FT AMSL	NIL	Volkel TWR	Radio Modelvliegclub Uden Daily UDP
Utrecht 520339N 0050153E*	990 FT AMSL	NIL	NIL	Modelvliegclub Midden Nederland Daily UDP
Valkenburg 521000N 0042459E*	990 FT AMSL	NIL	NIL	Leidsche Luchtvaartclub Daily UDP
Valkenburg 521019N 0042602E*	990 FT AMSL	NIL	NIL	Modelvliegclub Valkenburg Daily UDP
Varssel 520306N 0062224E*	1040 FT AMSL	NIL	NIL	Modelbouwclub De Hoogvliegers Daily UDP
Veendam 530535N 0065314E*	1000 FT AMSL	NIL	NIL	Veendammer Luchtvaartclub Daily UDP
Vlaardingen 515520N 0041947E*	510 FT AMSL	NIL	Rotterdam TWR	Radio Modelvlieg Vereniging Vlaardingen Daily UDP

Model aircraft can be present up to 1000 FT AGL in class G airspace and military CTRs outside operating hours. Model flying sites in the vicinity of an airport can be published on the relevant visual approach chart. There is no guarantee that the list of model flying sites is complete.

Designation and lateral limits	Vertical limits	Advisory measures	Authority responsible for INFO	Remarks and time of ACT
1	2	3	4	5
Vorchten 522412N 0060533E*	1000 FT AMSL	NIL	NIL	Modelvliegclub Noordoost Veluwe Daily UDP
Weert 511703N 0054037E*	1090 FT AMSL	NIL	NIL	Modelbouwclub Weert Daily UDP
Wilbertoord 513936N 0054651E*	1050 FT AMSL	NIL	Volkel TWR	Modelvliegclub The Red Baron Daily UDP
Winterswijk 515835N 0064451E*	1110 FT AMSL	NIL	NIL	Winterswijkse Luchtvaartclub Daily UDP
Woerden 520435N 0045048E*	980 FT AMSL	NIL	NIL	Modelvliegclub Woerden Daily UDP
Zeewolde 521832N 0052000E*	980 FT AMSL	NIL	Lelystad TWR	Gooi en Eemland Vereniging van Modelvliegers Daily UDP
Zuidschermer 523529N 0044607E*	980 FT AMSL	NIL	NIL	E-Heli Vereniging Alkmaar Daily UDP
Zuidschermer 523605N 0044632E*	980 FT AMSL	NIL	NIL	Aeroclub Kennemerland Daily UDP
Zwartewaal 515222N 0041359E*	1000 FT AMSL	NIL	Rotterdam TWR	Modelvliegclub Voorne-Putten Daily UDP

Model aircraft can be present up to 1000 FT AGL in class G airspace and military CTRs outside operating hours. Model flying sites in the vicinity of an airport can be published on the relevant visual approach chart. There is no guarantee that the list of model flying sites is complete.

1.5 Occasional landing sites

Designation and lateral limits	Vertical limits	Advisory measures	Authority responsible for INFO	Remarks and time of ACT
1	2	3	4	5
Alblasserdam 515136N 0043923E*	NIL	NIL	NIL	Alblasserdam Yacht Building Helicopters Daily UDP, BTN 0600-2200 (0500-2100)
Alblasserdam 515130N 0043928E*	NIL	NIL	NIL	Alblasserdam Yacht Building Helicopters Daily UDP, BTN 0600-2200 (0500-2100)
Breukelen 521032N 0050038E*	NIL	NIL	NIL	KNSF Helicopters MAR - OCT: SR+30 - SS-30 NOV - FEB: 0600 - 2200
Doetinchem 515642N 0061755E*	NIL	NIL	NIL	Playseat Helicopters Daily UDP
Duiven 515758N 0060028E*	NIL	NIL	NIL	EBAG Trucks Helicopters Daily UDP
Ede 520121N 0053726E*	NIL	NIL	NIL	Lukkien Helicopters Daily UDP
Elst 515609N 0055219E*	NIL	NIL	NIL	Gidding Holding Helicopters Daily UDP
EHTP (Pistoolhaven) 515734N 0040524E*	NIL	NIL	NIL	Nederlands Loodswezen Helicopters H24
EHYP (YPAD) 522812N 0043542E*	NIL	NIL	NIL	Nederlands Loodswezen Helicopters H24
Emmer-Compascuum 524812N 0065725E*	NIL	NIL	NIL	Heli Holland Air Service Helicopters Daily UDP
Harskamp 520824N 0054459E*	NIL	NIL	NIL	Wikselaar Satellite Trading Helicopters Daily UDP

These are sites with a limited number of take-offs and landings each year, for exclusive use by the operator and parties agreed upon by the operator. There is no guarantee that the list of occasional landing sites is complete.

ENR 5.4 AIR NAVIGATION OBSTACLES - AREA 1 (Height 328 FT AGL or higher)

Designation		Type of obstacle	Co-ordinates	HGT/ELEV in FT		OBST LGT Type/Colour
ID	Location			AGL	AMSL	
1		2	3	4		5
424	Aalten	8 wind turbines (area)	515755N 0063155E - 515803N 0063212E - 515735N 0063326E - 515723N 0063314E - 515755N 0063155E	459	525	OBST/R
324	Almere	17 wind turbines (line)	522243N 0051823E - 522026N 0052050E - 521854N 0052008E	722	705	OBST/day W, night R
514	Almere	building with antenna	522233N 0051302E	463	451	-
343	Alphen a/d Rijn	concrete tower with tube mast	520814N 0043848E	446	446	-
003	Amsterdam	2 chimneys	522423N 0045038E	584	587	OBST/R
004	Amsterdam	2 high tension masts joined by cables (line)	522203N 0045900E - 522222N 0045858E	436	436	OBST/R
005	Amsterdam	concrete tower with antenna	522011N 0045315E	479	479	OBST/R
006	Amsterdam	chimney	522419N 0045050E	574	577	-
007	Amsterdam	building	522042N 0045501E	492	499	OBST/day FLG W, night R
009	Amsterdam	chimney	522359N 0044734E	335	338	OBST/R
010	Amsterdam	building	522016N 0045227E	344	344	OBST/R
300	Amsterdam	5 wind turbines (line)	522522N 0044731E - 522415N 0044800E	407	410	OBST/day W, night R
314	Amsterdam	9 wind turbines (line)	522536N 0044423E - 522430N 0044445E	413	417	-
327	Amsterdam	building	522010N 0045224E	338	338	-
329	Amsterdam	3 wind turbines (line)	522516N 0044629E - 522444N 0044647E	410	410	-
339	Amsterdam	antenna mast	522340N 0045148E	371	374	-
562	Amsterdam	6 wind turbines (line)	522444N 0044934E - 522437N 0044942E - 522415N 0045031E	492	496	OBST/day FLG W, night R
576	Amsterdam	building	522308N 0045416E	558	567	OBST/R
579	Amsterdam	building	522017N 0045240E	338	335	-
611	Amsterdam	crane	522309N 0045422E	394	400	OBST/R
612	Amsterdam	2 cranes	521821N 0045703E	476	453	OBST/R
615	Amsterdam	1-3 cranes	521826N 0045648E	426	436	OBST/R
630	Amsterdam	crane	522026N 0045249E	344	341	OBST/day W, night R
575	Angerlo	4 wind turbines (line)	515833N 0060722E - 515842N 0060740E - 515850N 0060825E	577	606	OBST/day FLG W, night R
303	Apeldoorn	antenna mast	521331N 0055421E	354	587	-
013	Arnhem	concrete tower with tube mast	515911N 0055234E	492	623	OBST/R
606	Arnhem	Under construction 4 wind turbines (line)	515740N 0055634E - 515812N 0055709E	630	686	OBST/day FLG W, night R
586	Blaaksedijk	3 wind turbines (line)	514944N 0043058E - 514934N 0043214E	616	623	OBST/day FLG W, night R
601	Biddinghuizen	3 wind turbines (line)	522519N 0053920E - 522457N 0053835E	499	512	OBST/day W, night R
603	Biddinghuizen	5 wind turbines (line)	522613N 0053624E - 522533N 0053713E	499	512	OBST/day W, night R
608	Biddinghuizen	6 wind turbines (line)	522530N 0053943E - 522627N 0054141E	813	800	OBST/day FLG W, night R
631	Biddinghuizen	5 wind turbines (line)	522751N 0054514E - 522706N 0054329E	797	804	OBST/day W, night R
018	Borssele	chimney	512632N 0034320E	426	436	-
019	Borssele	chimney	512623N 0034333E	394	403	-
020	Borssele	chimney	512638N 0034344E	394	403	-

Designation		Type of obstacle	Co-ordinates	HGT/ELEV in FT		OBST LGT
ID	Location			AGL	AMSL	Type/Colour
	1	2	3	4		5
021	Borssele	chimney	512644N 0034338E	427	436	-
022	Botlek	2 chimneys	515224N 0041743E	492	509	OBST/R
023	Botlek	flare stack ¹⁾	515222N 0041731E	410	427	-
024	Botlek	2 flare stacks ¹⁾	515234N 0041745E	341	358	-
025	Botlek	2 chimneys	515348N 0041630E	361	374	-
433	Botlek	wind turbine	515252N 0041441E	394	412	-
628	Botlek	8 wind turbines (line)	515244N 0041412E - 515159N 0041630E	492	508	OBST/day W, night R
304	Breda	antenna mast	513610N 0044545E	433	440	-
607	Breda	Under construction 2 wind turbines (line)	513757N 0044242E - 513744N 0044251E	689	699	OBST/day W, night R
504	Breda Hazeldonk	3 wind turbines (line)	513017N 0044459E - 512928N 0044423E	489	512	OBST/day FLG W, night FLG R
027	Cabauw	tube mast	515813N 0045534E	738	735	OBST/R
492	Capelle aan den IJssel	wind turbine	515433N 0043227E	492	502	OBST/day FLG W, night FLG R
325	Coevorden	4 wind turbines (area)	523851N 0064410E - 523838N 0064415E - 523829N 0064405E - 523841N 0064351E - 523851N 0064410E	479	505	OBST/day FLG W, night FLG R
444	Coevorden	3 wind turbines (area)	523825N 0064316E - 523835N 0064325E - 523831N 0064344E - 523825N 0064316E	492	524	OBST/day FLG W, night FLG R
622	Coevorden	2 wind turbines (line)	523840N 0064306E - 523854N 0064342E	558	567	OBST/day W, night R
523	Cromstrijen	9 wind turbines (line)	514254N 0042854E - 514227N 0043051E - 514227N 0043138E	590	593	OBST/day FLG W, night R
470	Culemborg	3 wind turbines (line)	515609N 0051125E - 515606N 0051200E	394	397	-
028	Delft	church	520044N 0042137E	358	361	-
029	Delft	chimney	515919N 0042215E	361	358	-
318	Delfzijl	33 wind turbines (area)	531742N 0065722E - 531710N 0065941E - 531630N 0065923E - 531640N 0065718E - 531742N 0065722E	394	397	-
473	Delfzijl	14 wind turbines (line)	531935N 0065640E - 531900N 0070016E	492	512	OBST/day FLG W, night FLG R
474	Delfzijl	5 wind turbines (area)	531848N 0070039E - 531837N 0070042E - 531828N 0070035E - 531831N 0070019E - 531841N 0070026E - 531848N 0070039E	492	512	OBST/day FLG W, night FLG R
604	Delfzijl	3 wind turbines (line)	531630N 0065800E - 531620N 0065916E	663	669	OBST/day W, night R
196	De Lier	wind turbine	515813N 0041306E	354	358	-
061	Den Haag	chimneys	520433N 0041721E	335	328	-
062	Den Haag	concrete tower with mast	520451N 0042009E	443	446	OBST/R
309	Den Haag	antenna mast	520250N 0041513E	505	505	OBST/R
310	Den Haag	building	520418N 0041927E	426	426	-
408	Den Haag	building with two towers	520445N 0041918E	479	482	-
409	Den Haag	building	520448N 0041915E	341	344	-
410	Den Haag	building	520443N 0041916E	430	433	-
411	Den Haag	building	520450N 0041919E	466	469	-
412	Den Haag	building	520455N 0041929E	518	522	-
413	Den Haag	building	520444N 0042015E	420	423	OBST/R
494	Den Haag	wind turbine	520416N 0042311E	492	489	OBST/day FLG W, night FLG R

Designation		Type of obstacle	Co-ordinates	HGT/ELEV in FT		OBST LGT
ID	Location			AGL	AMSL	Type/Colour
1		2	3	4		5
623	Den Haag	crane	520455N 0041924E	433	436	OBST/R
634	Den Haag	Under construction building	520358N 0042020E	508	512	OBST/R
458	Deventer	2 wind turbines (line)	521409N 0061103E - 521409N 0061152E	430	459	OBST/day FLG W, night FLG R
616	Dinteloord	Under construction 4 wind turbines (area)	513902N 0042132E - 513901N 0042152E - 513847N 0042129E - 513851N 0042108E - 513902N 0042132E	672	672	OBST/day FLG W, night R
311	Doetinchem	antenna mast	515642N 0061753E	348	390	OBST/R
034	Dordrecht	2 high tension masts joined by cables (line)	514551N 0043745E - 514547N 0043722E	358	358	-
624	Dordrecht	4 wind turbines (line)	514536N 0043750E - 514511N 0043801E	394	403	OBST/day W, night R
199	Dronten	8 wind turbines (line)	523011N 0054736E - 523122N 0054800E	328	318	-
200	Dronten	8 wind turbines (line)	522806N 0054544E - 522911N 0054711E - 522946N 0054729E	787	777	OBST/day W, night R
201	Dronten	5 wind turbines (line)	522837N 0054214E - 522903N 0054042E	817	804	OBST/day W, night R
202	Dronten	7 wind turbines (line)	523201N 0053809E - 523208N 0054011E	361	348	-
203	Dronten	7 wind turbines (line)	523158N 0053525E - 523204N 0053746E	341	328	-
357	Dronten	7 wind turbines (line)	522809N 0053650E - 522913N 0053926E	709	695	OBST/day W, night R
508	Dronten	6 wind turbines (line)	522735N 0053721E - 522624N 0053850E	797	810	OBST/day W, night R
512	Dronten	6 wind turbines (line)	522809N 0053835E - 522659N 0054003E	797	810	OBST/day W, night R
525	Dronten	mast	523359N 0054219E	394	381	-
537	Dronten	mast	523102N 0054612E	525	515	OBST/day FLG W, night R
599	Dronten	15 wind turbines (line)	523132N 0054629E - 522924N 0054534E - 522803N 0054254E	790	804	OBST/day W, night R
609	Dronten	6 wind turbines (line)	523258N 0054748E - 523227N 0054803E - 523137N 0054802E	813	800	OBST/day FLG W, night R
610	Dronten	5 wind turbines (line)	523005N 0054734E - 523118N 0054757E	804	797	OBST/day FLG W, night R
445	Duiven	4 wind turbines (area)	515839N 0060115E - 515829N 0060122E - 515819N 0060110E - 515831N 0060101E - 515839N 0060115E	496	525	OBST/day FLG W, night FLG R
605	Duiven	Under construction 2 wind turbines (line)	515825N 0060006E - 515820N 0060025E	656	699	OBST/day W, night R
441	Echteld	4 wind turbines (line)	515510N 0053028E - 515514N 0053112E	394	410	OBST/day FLG W, night FLG R
453	Ede	2 wind turbines (line)	520201N 0053648E - 520149N 0053643E	492	519	OBST/day FLG W, night FLG R
037	Eemshaven	chimney	532612N 0065251E	470	479	OBST/R
320	Eemshaven	67 wind turbines (area)	532745N 0064850E - 532702N 0065141E - 532616N 0065256E - 532519N 0065226E - 532611N 0065120E - 532640N 0064709E - 532745N 0064850E	459	476	-
462	Eemshaven	wind turbine	532718N 0064803E	574	589	OBST/day FLG W, night FLG R

Designation		Type of obstacle	Co-ordinates	HGT/ELEV in FT		OBST LGT
ID	Location			AGL	AMSL	Type/Colour
1	2	3	4	5		
321	Eemshaven, Emmapolder	20 wind turbines (area)	532736N 0064448E - 532704N 0064721E - 532656N 0064645E - 532720N 0064440E - 532736N 0064448E	476	485	-
486	Eemshaven	mast	532724N 0064815E	344	360	-
589	Eemshaven, Oostpolder	21 wind turbines (area)	532638N 0064719E - 532632N 0064901E - 532612N 0065032E - 532553N 0065122E - 532540N 0065136E - 532516N 0065032E - 532543N 0065052E - 532625N 0064703E - 532638N 0064719E	734	738	OBST/day FLG W, night R
573	Egchel	5 wind turbines (line)	511917N 0055423E - 511839N 0055638E	656	757	OBST/day FLG W, night R
039	Emmen	flare stack ²⁾	524516N 0065642E	328	397	OBST/R
602	Emmen	14 wind turbines (area)	524947N 0065923E - 524921N 0065946E - 524902N 0065912E - 524856N 0065744E - 524923N 0065753E - 524943N 0065859E - 524947N 0065923E	488	531	-
312	Enschede	building	521258N 0065404E	331	472	OBST/R
434	Etten-Leur	5 wind turbines (line)	513745N 0043914E - 513656N 0043927E	492	491	OBST/day FLG W, night FLG R
436	Etten-Leur	5 wind turbines (line)	513714N 0043620E - 513633N 0043651E	459	459	-
437	Etten-Leur	5 wind turbines (line)	513719N 0043728E - 513658N 0043802E	328	364	-
041	Europoort	3 chimneys	515633N 0040625E	397	417	-
042	Europoort	chimney	515602N 0041016E	505	522	OBST/R
044	Europoort	chimney	515642N 0040628E	495	516	OBST/R
326	Europoort	9 wind turbines (line)	515604N 0040910E - 515545N 0041007E - 515516N 0041032E	394	410	-
528	Europoort	4 wind turbines (line)	515608N 0040731E - 515602N 0040821E	456	473	OBST/day FLG W, night FLG R
530	Europoort	6 wind turbines (line)	515707N 0041035E - 515627N 0041209E	574	591	OBST/day FLG W, night R
556	Exloërmond	7 wind turbines (line)	525624N 0065502E - 525729N 0065745E	692	718	OBST/day FLG W, night R
557	Exloërmond	7 wind turbines (line)	525559N 0065533E - 525703N 0065813E	692	722	OBST/day FLG W, night R
558	Exloërmond	9 wind turbines (line)	525334N 0065629E - 525529N 0065929E	692	722	OBST/day FLG W, night R
553	Gasselternijveen	9 wind turbines (line)	530228N 0065045E - 530056N 0065321E	692	705	OBST/day FLG W, night R
597	Galder	3 wind turbines (area)	513142N 0044513E - 513154N 0044459E - 513142N 0044448E - 513142N 0044513E	685	705	OBST/day W, night R
554	Gasselternijveen	7 wind turbines (line)	525948N 0065101E - 530027N 0065420E	692	705	OBST/day FLG W, night R
555	Gasselternijveen	6 wind turbines (line)	525845N 0065204E - 525924N 0065513E	692	705	OBST/day FLG W, night R
046	Geertruidenberg	chimney	514240N 0045036E	577	594	OBST/R
047	Geertruidenberg	3 high tension masts joined by cables (line)	514255N 0045031E - 514239N 0045022E - 514229N 0045016E	344	344	-
048	Geertruidenberg	2 chimneys	514231N 0045040E	577	594	OBST/R
049	Geertruidenberg	cooling tower	514220N 0045029E	430	443	OBST/R
535	Geldermalsen	3 wind turbines (line)	515206N 0051956E - 515201N 0051922E	607	617	OBST/day FLG W, night FLG R

HANG- OR PARAGLIDER ACTIVITIES			
Designation and lateral limits	Vertical limits	Operator/User TEL NR	Remarks and time of ACT
1	2	3	4
Manderveen 522726N 0064840E*	1500 FT AMSL	Cloud to Cloud Paragliding Holterplasweg Manderveen TEL: +31 (0)6 2906 0701	Daily UDP
Markelo 521402N 0062555E*	1500 FT AMSL	Plus 4 Platenkampsweg 7 7495 RA Ambt Delden TEL: +31 (0)6 4664 7234	Daily UDP
Meerkerk 515522N 0045827E	1500 FT AMSL	Action Pilots Paragliding Address INFO not AVBL TEL: +31 (0)6 4970 8528	01 MAR - 30 NOV: FRI, SAT, SUN: during UDP.
Nieuwkoop 520825N 0044529E*	1200 FT AMSL	SkyGliders Aarlanderveenseweg 1 2421 LH Nieuwkoop TEL: +31 (0)6 2453 2026	Daily UDP
Nieuw-Schoonebeek 523828N 0070049E*	1500 FT AMSL	Deltavliegschool Randoaero Adventures Europaweg 233 7766 AH Nieuw-Schoonebeek TEL: +31 (0)6 4128 0091	Daily UDP
Nieuwvliet 512203N 0032720E*	3000 FT AMSL	Vliegterrein Nieuwvliet St. Jansdijk 1 4504 PB Nieuwvliet TEL: +31 (0)6 5132 6550	Daily UDP
Nistelrode 514100N 0053258E	2500 FT AMSL	Parasailing Team Nistelrode Vorstenboscheweg 10 5388 TJ Nistelrode TEL: +31 (0)6 5371 8598	MON-FRI 1600-end UDP (1500-end UDP) SAT SUN HOL within UDP
Noordeloos 515454N 0045638E*	1500 FT AMSL	Maurik Paragliding Tiendweg 5b 4225 PN Noordeloos TEL: +31 (0)85 049 5569	Daily UDP
Numansdorp 514511N 0042720E*	1500 FT AMSL	Vereniging Paragliding Club Sky Rebels Lange Biesakkersweg 1-3 3281 NA Numansdorp TEL: +31 (0)6 5475 7845 TEL: +31 (0)6 5314 0864	Daily UDP
Rinsemageest 531815N 0055626E*	1500 FT AMSL	AA Paragliding Holland Wiereweg 30 9105 AW Rinsemageest TEL: +31 (0)6 2237 8430	Daily UDP
Sas van Gent 511702N 0034710E*	3500 FT AMSL	Paragliding Team Zeeland Vissen 1 4501 HW Oostburg TEL: +31 (0)6 5158 7606	Daily UDP
Schalkwijk (Houten) 515855N 0051106E*	1500 FT AMSL	AA Paragliding Holland Achterdijk 9 3998 NE Schalkwijk (Houten) TEL: +31 (0)6 5380 3713 TEL: +31 (0)6 2713 6933	Daily UDP
Sibculo 522952N 0063841E*	1500 FT AMSL	Paragliding school Inferno Kloosterstraat 16 7693 TB Sibculo TEL: +31 (0)6 2040 5019	Daily UDP
Stegeren 523333N 0062936E*	1500 FT AMSL	Eurofly Paragliding Ondersloot Noord 1 7737 PX Stegeren TEL: +31 (0)6 5466 3893 Vechtdal Paragliding TEL: +31 (0)6 1613 7237	FRI, SAT, SUN: during UDP.
Sterksel 512044N 0053813E*	1500 FT AMSL	Action Paragliding Pandijk 14 6029 PA Sterksel TEL: +31 (0)6 4686 6936	Daily UDP

Hang- or paragliders may be launched up to the height in column 2 before releasing the winch cable. The winch cable forms an almost invisible obstacle APRX 1 NM around the geographical position.

HANG- OR PARAGLIDER ACTIVITIES			
Designation and lateral limits	Vertical limits	Operator/User TEL NR	Remarks and time of ACT
1	2	3	4
Terheijden 513849N 0044719E*	1500 FT AMSL	Sky Rebels / De Wolkenkrabbers Zicht 10 4822 AN Breda TEL: +31 (0)6 3872 6222	Daily UDP
Toldijk 520200N 0061327E*	1500 FT AMSL	Gelderse Schermvliegers Muizengat 5-3 7227 DN Toldijk TEL: +31 (0)6 1730 6644	Daily UDP
Veldhoek 520220N 0062510E*	1500 FT AMSL	Achterhoekse Vliegers XCC Klaverdijk 7025 CH Halle TEL: +31 (0)6 2044 5215	Daily UDP
Vlijmen 514033N 0051239E*	1500 FT AMSL	Zuidnederlandse Zeilvliegvereniging De Buizerd Vendreef 4 5251 KL Vlijmen TEL: +31 (0)6 5129 1625	FRI 1600 - MON 0600 (FRI 1500 - MON 0500) and HOL during UDP.
Wänswert 531853N 0055039E*	1200 FT AMSL	Vliegerterrein Wänswert Patroanswei 3 9178 GV Wänswert TEL: +31 (0)6 2237 8430 TEL: +31 (0)6 1507 6253	Daily UDP
Winterswijk 515837N 0064658E*	1500 FT AMSL	Skyclub Holland Ratumseweg 26 7106 CH Winterswijk TEL: +31 (0)6 5334 0488	Daily UDP
Winterswijk 515706N 0064636E*	1500 FT AMSL	Skyclub Holland Vosseveldseweg 8 7107 AD Winterswijk TEL: +31 (0)6 5334 0488	Daily UDP
Zeddam 515453N 0061630E*	1500 FT AMSL	Maurik Paragliding Vinkeboeksestraat 12 7038 EK Zeddam TEL: +31 (0)85 049 5569	Daily UDP
Zelhem 520109N 0061906E*	1500 FT AMSL	Maurik Paragliding Velswijkweg 5a 7021 LM Zelhem TEL: +31 (0)85 049 5569	Daily UDP
Zweeloo 524844N 0064510E*	1500 FT AMSL	Deltavliegschool Randonaero Adventures Broekstukkenweg 4 7841 TE Zweeloo TEL: +31 (0)6 4128 0091	Daily UDP

Hang- or paragliders may be launched up to the height in column 2 before releasing the winch cable. The winch cable forms an almost invisible obstacle APRX 1 NM around the geographical position.

4 OCCASIONAL ACTIVITIES

OCCASIONAL ACTIVITIES			
Designation and lateral limits	Vertical limits	Operator/User TEL NR	Remarks and time of ACT
1	2	3	4
Akkrum 530315N 0054741E*	NIL	INFO not AVBL	MLA and powered paragliding ¹⁾ Daily UDP
Akkrum 530303N 0054828E*	NIL	INFO not AVBL	MLA and powered paragliding ¹⁾ Daily UDP
Akkrum 530326N 0054937E*	NIL	INFO not AVBL	MLA and powered paragliding ¹⁾ Daily UDP
Arum 530817N 0053050E*	NIL	INFO not AVBL	MLA 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.

AD 0.6 TABLE OF CONTENTS TO PART 3**AD 1 AERODROMES/HELIPORTS - INTRODUCTION**

AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE	AD 1.1-1
1 GENERAL CONDITIONS	AD 1.1-1
2 USE OF MILITARY AIR BASES	AD 1.1-1
3 LOW VISIBILITY PROCEDURES (LVP)	AD 1.1-5
4 AERODROME OPERATING MINIMA	AD 1.1-5
5 OTHER INFORMATION	AD 1.1-5
AD 1.2 RESCUE AND FIRE FIGHTING SERVICES (RFFS) AND SNOW PLAN	AD 1.2-1
1 RESCUE AND FIRE FIGHTING SERVICES	AD 1.2-1
2 SNOW PLAN	AD 1.2-1
AD 1.3 INDEX OF AERODROMES AND HELIPORTS	AD 1.3-1
AD 1.4 [NIL] GROUPING OF AERODROMES/HELIPORTS	AD 1.4-1
AD 1.5 STATUS OF CERTIFICATION OF AERODROMES	AD 1.5-1

AD 2 AERODROMES

EHAL AMELAND/Ameland	AD 2.EHAL-1
EHAL AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2.EHAL-1
EHAL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2.EHAL-1
EHAL AD 2.3 OPERATIONAL HOURS	AD 2.EHAL-1
EHAL AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2.EHAL-1
EHAL AD 2.5 PASSENGER FACILITIES	AD 2.EHAL-2
EHAL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2.EHAL-2
EHAL AD 2.7 [NIL] SEASONAL AVAILABILITY - CLEARING	NIL
EHAL AD 2.8 [NIL] APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	NIL
EHAL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2.EHAL-2
EHAL AD 2.10 AERODROME OBSTACLES	AD 2.EHAL-2
EHAL AD 2.11 [NIL] METEOROLOGICAL INFORMATION PROVIDED	NIL
EHAL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2.EHAL-2
EHAL AD 2.13 DECLARED DISTANCES	AD 2.EHAL-3
EHAL AD 2.14 [NIL] APPROACH AND RUNWAY LIGHTING	NIL
EHAL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2.EHAL-3
EHAL AD 2.16 HELICOPTER LANDING AREA	AD 2.EHAL-3
EHAL AD 2.17 ATS AIRSPACE	AD 2.EHAL-3
EHAL AD 2.18 ATS COMMUNICATION FACILITIES	AD 2.EHAL-3
EHAL AD 2.19 [NIL] RADIO NAVIGATION AND LANDING AIDS	NIL
EHAL AD 2.20 LOCAL AERODROME REGULATIONS	AD 2.EHAL-3
EHAL AD 2.21 [NIL] NOISE ABATEMENT PROCEDURES	NIL
EHAL AD 2.22 FLIGHT PROCEDURES	AD 2.EHAL-4
EHAL AD 2.23 ADDITIONAL INFORMATION	AD 2.EHAL-4
EHAL AD 2.24 CHARTS RELATED TO AN AERODROME	AD 2.EHAL-4

EHAM AMSTERDAM/Schiphol	AD 2.EHAM-1
EHAM AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2.EHAM-1
EHAM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2.EHAM-1
EHAM AD 2.3 OPERATIONAL HOURS	AD 2.EHAM-1
EHAM AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2.EHAM-2
EHAM AD 2.5 PASSENGER FACILITIES	AD 2.EHAM-2
EHAM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2.EHAM-2
EHAM AD 2.7 SEASONAL AVAILABILITY - CLEARING	AD 2.EHAM-2
EHAM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2.EHAM-3
EHAM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2.EHAM-3
EHAM AD 2.10 AERODROME OBSTACLES	AD 2.EHAM-5
EHAM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2.EHAM-6
EHAM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2.EHAM-6
EHAM AD 2.13 DECLARED DISTANCES	AD 2.EHAM-8
EHAM AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2.EHAM-9
EHAM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2.EHAM-10
EHAM AD 2.16 HELICOPTER LANDING AREA	AD 2.EHAM-10
EHAM AD 2.17 ATS AIRSPACE	AD 2.EHAM-11
EHAM AD 2.18 ATS COMMUNICATION FACILITIES	AD 2.EHAM-11
EHAM AD 2.19 RADIO NAVIGATION AND LANDING AIDS	AD 2.EHAM-12
EHAM AD 2.20 LOCAL AERODROME REGULATIONS	AD 2.EHAM-14
1 SLOTS	AD 2.EHAM-15
2 GROUND CONTROL AT SCHIPHOL AIRPORT	AD 2.EHAM-16
4 VISUAL DOCKING GUIDANCE SYSTEMS	AD 2.EHAM-16
5 ENVIRONMENTAL BURDEN REDUCTION DURING TAXI	AD 2.EHAM-19
6 USE OF APU	AD 2.EHAM-19
7 JET BLAST HAZARD	AD 2.EHAM-20
8 TRAINING AND TEST FLIGHT REGULATIONS	AD 2.EHAM-20
9 ILS OPERATIONS BY FOREIGN OPERATORS	AD 2.EHAM-20
10 REMOTE HOLDING AND OUTBOUND HOLDING ON AIRCRAFT STAND	AD 2.EHAM-20

11 DE-ICING	AD 2.EHAM-22
12 J-APRON PROCEDURES	AD 2.EHAM-24
13 K-APRON PROCEDURES	AD 2.EHAM-24
14 DEVIATIONS FROM EASA REGULATIONS	AD 2.EHAM-25
EHAM AD 2.21 NOISE ABATEMENT PROCEDURES	AD 2.EHAM-27
1 GENERAL	AD 2.EHAM-28
2 DEPARTURES (JET AIRCRAFT ONLY)	AD 2.EHAM-28
3 ARRIVALS (ALL AIRCRAFT)	AD 2.EHAM-28
4 USE OF RUNWAYS	AD 2.EHAM-28
5 RESTRICTED USE OF THE AIRPORT	AD 2.EHAM-29
6 RESTRICTIONS FOR CHAPTER 2 AND MARGINAL CHAPTER 3 AIRCRAFT	AD 2.EHAM-29
EHAM AD 2.22 FLIGHT PROCEDURES	AD 2.EHAM-30
1 INSTRUMENT DEPARTURE PROCEDURES	AD 2.EHAM-31
1.1 Introduction	AD 2.EHAM-31
1.2 Radar procedures	AD 2.EHAM-31
1.3 Instrument departure procedures	AD 2.EHAM-31
1.4 Communication failure	AD 2.EHAM-34
1.5 SID descriptions	AD 2.EHAM-34
1.5.1 General remarks	AD 2.EHAM-34
1.5.2 Specific remarks	AD 2.EHAM-35
1.5.3 Continuous routings for Amsterdam SIDs with crossing conditions on ATS routes as applicable	AD 2.EHAM-35
1.5.4 SIDs RWY 04	AD 2.EHAM-36
1.5.5 SIDs RWY 06	AD 2.EHAM-37
1.5.6 Supplementary SIDs RWY 06	AD 2.EHAM-38
1.5.7 SIDs RWY 09	AD 2.EHAM-39
1.5.8 SIDs RWY 18C	AD 2.EHAM-41
1.5.9 SIDs RWY 18L	AD 2.EHAM-42
1.5.10 SIDs RWY 22	AD 2.EHAM-44
1.5.11 SIDs RWY 24	AD 2.EHAM-45
1.5.12 SIDs RWY 27	AD 2.EHAM-49
1.5.13 SIDs RWY 36C	AD 2.EHAM-50
1.5.14 SIDs RWY 36L	AD 2.EHAM-51
1.5.15 Supplementary SIDs RWY 36L	AD 2.EHAM-53
2 INSTRUMENT APPROACH PROCEDURES	AD 2.EHAM-54
2.1 Introduction	AD 2.EHAM-54
2.2 Application of wake turbulence separation	AD 2.EHAM-54
2.3 Radar procedures	AD 2.EHAM-55
2.4 ATC sequence planning	AD 2.EHAM-55
2.5 Arrival	AD 2.EHAM-55
2.6 Initial approach	AD 2.EHAM-58
2.7 Intermediate approach	AD 2.EHAM-58
2.8 Final approach	AD 2.EHAM-59
2.9 Missed approach procedure	AD 2.EHAM-61
2.10 Communication failure	AD 2.EHAM-61
2.11 Instrument approach descriptions	AD 2.EHAM-63
2.11.3.2 RWY 06	AD 2.EHAM-65
2.11.3.5 RWY 18R	AD 2.EHAM-73
2.11.3.6 RWY 22	AD 2.EHAM-78
2.11.3.10 RWY 36R	AD 2.EHAM-84
3 LOW VISIBILITY PROCEDURES	AD 2.EHAM-85
4 VFR FLIGHT PROCEDURES SCHIPHOL AIRPORT	AD 2.EHAM-86
EHAM AD 2.23 ADDITIONAL INFORMATION	AD 2.EHAM-88
1 GENERAL	AD 2.EHAM-89
2 RUNWAY EXITS AND ENTRIES, FUNCTIONS AND LIGHTS	AD 2.EHAM-89
4 TAXIWAY MARKING AND LIGHTING	AD 2.EHAM-91
5 DETERMINATION OF DATUM LINE FOR INTERSECTION TAKE-OFF	AD 2.EHAM-91
6 TURN-AROUND AREAS	AD 2.EHAM-92
7 ATIS (ARR AND DEP) VIA DATALINK	AD 2.EHAM-92
8 CODE LETTER F AIRCRAFT RESTRICTIONS AND PROCEDURES	AD 2.EHAM-92
9 MINIMUM FUEL PROCEDURES	AD 2.EHAM-93
10 MEDICAL EMERGENCY PROCEDURES	AD 2.EHAM-94
11 GROUND HANDLING COMPANIES	AD 2.EHAM-94
EHAM AD 2.24 CHARTS RELATED TO AN AERODROME	AD 2.EHAM-95

EHBD WEERT/Budel	AD 2.EHBD-1
EHBD AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2.EHBD-1
EHBD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2.EHBD-1
EHBD AD 2.3 OPERATIONAL HOURS	AD 2.EHBD-1
EHBD AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2.EHBD-2
EHBD AD 2.5 PASSENGER FACILITIES	AD 2.EHBD-2
EHBD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2.EHBD-2
EHBD AD 2.7 [NIL] SEASONAL AVAILABILITY - CLEARING	NIL
EHBD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2.EHBD-2
EHBD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2.EHBD-2
EHBD AD 2.10 AERODROME OBSTACLES	AD 2.EHBD-2
EHBD AD 2.11 [NIL] METEOROLOGICAL INFORMATION PROVIDED	NIL
EHBD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2.EHBD-3
EHBD AD 2.13 DECLARED DISTANCES	AD 2.EHBD-3

3	Stop bars	<p>Runway entries and TWY Y and Z where an aircraft may infringe an obstacle limitation surface and/or an ILS critical/sensitive area, are safeguarded by a stop bar (see charts AD 2.EHAM-ADC and AD 2.EHAM-GMC.1). Stop bars will be illuminated:</p> <ul style="list-style-type: none"> • if associated with an active runway during reduced and low visibility circumstances (TDZ RVR <= 1500 M and/or ceiling <= 300 FT); • H24 at dedicated runway crossings to avoid runway incursion in all visibility conditions; • H24 at the "NO ENTRY" TWY E1, G3, W6 and N9; • on TWY Y (Y1 and Y2) and TWY Z (Z1 and Z2), depending on the use of RWY 18C/36C; • on RWY 09, west of the intersection with RWY 18L/36R, depending on the use of RWY 18L/36R. <p>Crossing of illuminated stop bars is prohibited. Aircraft and vehicles may cross stop bars only when ATC has given permission to proceed and the stop bar lights are switched off.</p>
4	Remarks	<ol style="list-style-type: none"> 1) For parking guidance on K-apron contact the handler. 2) RWY designation marking: character height of 18 M. 3) RWY holding position marking is applied over the full width of RWY 09/27, west of RWY 18L, to safeguard RWY 18L from taxiing aircraft crossing RWY 09/27 via TWY N2. 4) No RWY turn pad LGT provided at the end of RWY 24 and RWY 36L (see EHAM AD 2.23). 5) To avoid misguidance when taxiing in opposite direction. See EHAM AD 2.23 par. 4. 6) To indicate TWYs where operations are limited to aircraft not exceeding the maximum wingspan specified. 7) Based on the principle of cockpit over centre line for all aircraft types, except A340-600, A350-1000, A380, B777-300 and larger. For those aircraft oversteering is required. 8) For the configuration of CL lights on RWY entries, exits and crossings including when used during low visibility, see EHAM AD 2.23 paragraph 2 and 4. 9) These intersections may however be used at night. Edge LGT, (enhanced) CL marking, runway guard lights and signs normally provide adequate guidance at night.

EHAM 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
EHAM001 ¹⁾	crane	522127.9N 0044822.4E	240	243	Flag/night R
EHAM002 ²⁾	crane	522126.5N 0044823.3E	197	201	Flag/night R
EHAM003 ³⁾	crane	522035.8N 0045049.6E	197	197	Flag/night R
EHAM004 ⁴⁾	2 cranes	521743.6N 0044203.0E	230	243	Flag/night R
EHAM006 ⁵⁾	2 cranes	521749.6N 0044225.3E	253	266	Flag/night R
EHAM007 ⁶⁾	crane	521746.7N 0044208.3E	230	244	Flag/night R
EHAM008 ⁷⁾	crane	521705.9N 0044553.5E	119	132	Flag/night R
EHAM009 ⁸⁾⁹⁾	crane	BTN 521709.3N 0044552.5E and 521705.4N 0044559.7E	125	138	Flag/night R

Remarks
6
<ol style="list-style-type: none"> 1) EHAM001: true bearing from ARP 027 DEG, DIST 6180 M. 2) EHAM002: true bearing from ARP 028 DEG, DIST 6150 M. 3) EHAM003: 4360 M before THR RWY 22 and 80 M left of EXT D RCL. 4) EHAM004: 1774 M before THR 06 and 1838 M left of EXT D RCL. 5) EHAM006: true bearing from ARP 253 DEG, DIST 4080 M. 6) EHAM007: true bearing from ARP 250 DEG, DIST 4390 M. 7) EHAM008: 2075 M beyond TORA RWY 22 and 141 M left of EXT D RCL. 8) EHAM009: 2055 M beyond TORA RWY 22 and 88 M left of EXT D RCL. 9) EHAM009: MON-FRI 0600-1700 (0500-1600). <p>No obstacle data sets AVBL for area 2 and 3.</p>

All obstacles in take-off area are marked and lighted day and night. See:

- AD 2.EHAM-AOC-04-22
- AD 2.EHAM-AOC-06-24

- AD 2.EHAM-AOC-09-27
- AD 2.EHAM-AOC-18C-36C
- AD 2.EHAM-AOC-18L
- AD 2.EHAM-AOC-36L

EHAM 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 Every 30 minutes for international METAR, maximum 30 minutes for local display and broadcast on ATIS.
5	Briefing/consultation provided	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	Amsterdam ACC and FIC, Schiphol TWR, Schiphol APP. ¹⁾
10	Additional information (limitation of service, etc.)	<p>TEL: +31 (0)30 220 6721 Staff</p> <p>TEL: 0900 202 3341 Briefing low level flights (IFR/VFR).</p> <p>TEL: 0900 202 3343 Briefing IFR flights above FL 100.</p> <p>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>Note: due to environmental influences the windreport for RWY 36R is not representative for the wind conditions at TDZ; wind speed from sector 080-120 DEG is underestimated up to 15 percent.</p> <p>¹⁾ Also service to JRCC Den Helder.</p>

EHAM 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
04	041.25°	2020 x 45 ⁶⁾	79/F/C/W/T ASPH/PFC ¹⁾²⁾⁷⁾	521801.35N 0044700.55E 521850.51N 0044810.90E 142 FT	-13.1 FT NA
22	221.27°	2020 x 45 ⁶⁾	79/F/C/W/T ASPH/PFC ¹⁾²⁾⁷⁾	521850.51N 0044810.89E 521801.38N 0044700.60E 142 FT	-13.7 FT NA
06	057.92°	3439 x 45	89/F/C/W/T ASPH/PFC ¹⁾³⁾⁴⁾⁷⁾	521720.78N 0044414.01E 521815.66N 0044636.93E 142 FT	-11.0 FT -11.6 FT
24	237.95°	3439 x 45	89/F/C/W/T ASPH/PFC ¹⁾³⁾⁵⁾⁷⁾	521815.66N 0044636.93E 521716.57N 0044403.07E 142 FT	-11.6 FT NA
09	086.78°	3453 x 45	89/F/C/W/T ASPH/PFC ¹⁾³⁾⁷⁾	521900.09N 0044451.57E 521906.16N 0044748.83E 142 FT	-12.1 FT NA
27	266.82°	3453 x 45	89/F/C/W/T ASPH/PFC ¹⁾³⁾⁷⁾	521906.16N 0044748.88E 521859.92N 0044446.83E 142 FT	-12.0 FT -12.2 FT
18C	183.22°	3300 x 45	89/F/C/W/T ASPH/ ¹⁾³⁾	521953.04N 0044424.11E 521806.42N 0044414.32E 142 FT	-12.1 FT -12.0 FT
36C	003.22°	3300 x 45	89/F/C/W/T ASPH/ ¹⁾³⁾	521820.99N 0044415.69E 521953.04N 0044424.11E 142 FT	-12.0 FT -12.0 FT

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
18L	183.25°	3400 x 45	89/F/C/W/T ASPH ⁽¹⁾³⁾⁷⁾	521858.19N 0044646.89E 521726.96N 0044638.45E 142 FT	-12.0 FT NA
36R	003.25°	3400 x 45	89/F/C/W/T ASPH ⁽¹⁾³⁾⁷⁾	521726.97N 0044638.45E 521858.19N 0044646.89E 142 FT	-11.3 FT -11.1 FT
18R	183.20°	3800 x 60	89/F/C/W/T ASPH ⁽¹⁾²⁾	522136.93N 0044242.21E 521942.89N 0044231.81E 142 FT	-13.2 FT -13.2 FT
36L	003.20°	3800 x 60	89/F/C/W/T ASPH ⁽¹⁾²⁾⁵⁾	521942.88N 0044231.81E 522145.65N 0044243.01E 142 FT	-11.9 FT 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
04	< -0.01%	NIL	60 x 150	2140 x 300	220 x 90	NIL	NA
22	< 0.01%	NIL	60 x 150	2140 x 300	180 x 90	NIL	NA
06	< -0.01%	NIL	60 x 150	3559 x 300	240 x 90	NIL	AVBL
24	< 0.01%	NIL	60 x 150	3559 x 300	90 x 90	NIL	NA
09	< -0.01%	NIL	60 x 150	3573 x 300	150 x 90	NIL	NA
27	< 0.01%	NIL	60 x 150	3573 x 300	95 x 90	NIL	AVBL
18C	< 0.01%	NIL	60 x 150	3420 x 300	120 x 90	NIL	AVBL
36C	< -0.01%	NIL	60 x 150	3420 x 300	230 x 90	NIL	AVBL
18L	< 0.01%	NIL	60 x 150	3520 x 300	240 x 90	NIL	NA
36R	< -0.01%	NA	NA	3520 x 300	240 x 90	NIL	AVBL
18R	0.01%	NA	NA	3920 x 300	240 x 120	NIL	AVBL
36L	-0.01%	NIL	60 x 150	3920 x 300	240 x 120	NIL	NA

Remarks

14

- The following runway exits are rapid exit taxiways:

RWY	Rapid exit TWY	Intersection angle (°)	Radius of turn-off (M)	Remarks
06	S3	30	320	-
	S4	30	315	-
	S6	30	350	-
09	N9	30	310	-
18C	W6	30	350	-
	W7	30	350	-
	W8	30	350	-
18R	V1	30	550	Caution: V3 is no rapid exit taxiway.
	V2	30	550	
27	N2	30	330	-
	N3	30	310	-
	N4	30	325	-
36C	W4	30	550	-
	W3	30	550	-
36R	E1	30	310	-
	E2	30	300	-

¹⁾ Regarding RWY strength, an unlimited use will be permitted for aircraft with an AUW <= 5700 KG.

²⁾ RWY shoulders of 7.5 M width on both sides (strength restricted).

³⁾ RWY shoulders of 15 M width on both sides (strength restricted).

⁴⁾ A turn-around area is AVBL at the beginning of the RWY.

⁵⁾ A turn-around area is AVBL at the end of the RWY.

⁶⁾ RWY 04/22 prohibited for ICAO/EASA code letter F aircraft.

⁷⁾ RWY 04/22, 06/24, 09/27 and 18L/36R prohibited (landing and take-off) for aircraft with a MTOM exceeding 600 000 KG due to insufficient load bearing capacity of related runway and taxiway bridges.

EHAM AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04	1909	1969	1909	2020	Take-off from intersection with TWY G5.
22	2015	2075	2015	2020	Take-off from intersection with TWY G1.
	1714	1774	1714	NA	Take-off from intersection with TWY G2.
06	3439	3499	3439	3195	DTHR 244 M.
	2596	2656	2596	NA	Take-off from intersection with TWY S1.
	2596	2656	2596	NA	Take-off from intersection with TWY S10.
24	3435	3495	3435	3439	Take-off from intersection with TWY S7E.
	3266	3326	3266	NA	Take-off from intersection with TWY S8.
	3245	3305	3245	NA	Take-off from intersection with TWY S6.
	3205	3265	3205	NA	Take-off from intersection with TWY S5.
	2611	2671	2611	NA	Take-off from intersection with TWY S4.
	1981	2041	1981	NA	Take-off from intersection with TWY S3.
09	3434	3494	3434	3363	Take-off from intersection with TWY N5. DTHR 90 M.
	2400	2460	2400	NA	Take-off from intersection with TWY N4.
	1881	1941	1881	NA	Take-off from intersection with TWY N3.
27	3453	3513	3453	3453	Take-off from intersection with TWY N1.
18C	3271	3331	3271	3300	Take-off from intersection with TWY W1.
	3072	3132	3072	NA	Take-off from intersection with TWY W2.
	2681	2741	2681	NA	Take-off from intersection with TWY W3.
	2378	2438	2378	NA	Take-off from intersection with TWY W4.
	2090	2150	2090	NA	Take-off from intersection with TWY W5.
36C	3300	3360	3300	2850	Take-off from intersection with TWY W10. DTHR 450 M.
	3297	3357	3297	NA	Take-off from intersection with TWY W11.
	3050	3110	3050	NA	Take-off from intersection with TWY W9 and W12.
	2695	2755	2695	NA	Take-off from intersection with TWY W8.
	2131	2191	2131	NA	Take-off from intersection with TWY W7.
18L	3400	3460	3400	2825	Take-off from intersection with TWY E6. DTHR 575 M. Not AVBL for landing, except in case of an emergency.
	2820	2880	2820	NA	Take-off from intersection with TWY E5.
	2582	2642	2582	NA	Take-off from intersection with TWY E4.
	2547	2607	2547	NA	Take-off from intersection with TWY E8.
	2114	2174	2114	NA	Take-off from intersection with TWY E2.
36R	NU	NU	NU	2825	The section of 575 M beyond the displaced RWY-end shall not be used.
18R	NU	NU	NU	3530	DTHR 270 M.
36L	3800	3860	3800	3800	Take-off from intersection with TWY V4. Not AVBL for landing, except in case of an emergency.
	3247	3307	3247	NA	Take-off from intersection with TWY V3.
	2748	2808	2748	NA	Take-off from intersection with TWY V2.
	2148	2208	2148	NA	Take-off from intersection with TWY V1.

For determination of the datum line for an intersection take-off, see EHAM AD 2.23 paragraph 5.



"ALL CLEAR" signal during daylight



"ALL CLEAR" signal during darkness

After taxi instructions have been obtained, departing aircraft shall take the shortest way to the main taxi route (see AD 2.EHAM-GMC.1 and AD 2.EHAM APDC.1).

Pilots may expect instructions to change ground control channel. Pilots shall not change channel without ATC instructions.

Note: during off-peak hours one ground controller may be responsible for all areas. Ground control service will be provided on the 3 separate channels simultaneously. Therefore these channels will be combined by ATC.

Note: during peak hours (normally when a second departure runway or a second landing runway is in use) 3 ground controllers may be active, each on their own channel.

Note: during peak hours ground control service for traffic to and from RWY 18R/36L will also be provided by TWR-W (see AD 2.EHAM-GMC.1).

Note: some runway crossings are safeguarded under all visibility conditions (see EHAM AD 2.9 item 3 "Stop bars" and AD 2.EHAM-GMC.1). At these positions crossing of activated stop bars is prohibited. Traffic may proceed only after ATC clearance and when the stop bar lights are switched off.

1.3.3.2 Operational use of intersection take-offs

1. In principle all jet aircraft must use the full runway length available for noise abatement reasons.
2. ATC may assign an intersection take-off to any aircraft for operational reasons (e.g. sequencing due to lack of holding area or to avoid jet blast on intersecting runways).
3. Flights from S-apron departing from RWY 24 will be assigned intersection take-off TWY S8.
4. During low visibility procedures intersection take-offs are not allowed. Take-offs from RWY 24 intersection TWY S6 and S8 may be allowed at ATC discretion (see EHAM AD 2.22 paragraph 3). If intersection TWY S6 is in use during low visibility procedures, intersection TWY S7E will not be used.

1.3.3.3 Minimum runway occupancy time

Converging departure and approach procedures may be in progress. To avoid conflicts with possible missed approaches:

- complete all cockpit checks before line-up;
- expedite line-up and start the take-off roll within 10 seconds after receiving the take-off clearance;
- in case an engine run-up on the runway is required, pilots shall inform Schiphol Tower at first contact.

When unable to comply with the above, inform ATC as soon as possible. The take-off clearance may be revoked.

1.3.3.4 Transfer to Schiphol Tower

Pilots of departing aircraft will be instructed by Schiphol Ground which channel they shall use. During peak hours air traffic in the vicinity of Schiphol Airport will be controlled by two tower controllers.

1.3.4 Schiphol Tower

Note: in addition to departing and arriving traffic, also aircraft crossing the runway and vehicles on the runway will have contact with the tower controller on the tower channel.

Note: during peak hours air traffic services for departures from RWY 36L will normally be provided from TWR-W.

1.3.4.1 Jet blast hazard

A jet blast hazard exists when the following runway combinations are in use:

- | | |
|--|---|
| 1. Departure RWY 18L and departure RWY 24: | ATC will time departures from RWY 24 to avoid jet blast on RWY 18L. |
| 2. Departure RWY 18L from intersection TWY E5 and departure or landing RWY 09: | ATC will time departures from RWY 18L to avoid jet blast on RWY 09. |
| 3. Departure RWY 18L from intersection TWY E5 and departure or landing RWY 27: | ATC will time departures from RWY 18L to avoid jet blast on RWY 27. |
| 4. Departure RWY 24 and landing RWY 36R: | ATC will time departures from RWY 24 to avoid jet blast on RWY 36R. |

1.3.4.2 ATC wind reporting prior to take-off

When the current surface wind speed is 20 KT or more, ATC shall inform pilots about the current surface wind direction and speed (including gusts \geq 5 KT). When the current surface wind speed is less than 20 KT, ATC shall report this information only in case of significant changes in relation to the ATIS broadcast.

1.3.4.3 Application of wake turbulence separation

Wake turbulence separation is applied in accordance with the RECAT-EU departure separation, as described in the EUROCONTROL document 'RECAT-EU European Wake Turbulence Categorisation and Separation Minima on Approach and Departure'.

In addition to these separation minima for departures, a minimum of 80 seconds for a lower heavy (CAT C) behind an upper heavy (CAT B) is required at Schiphol Airport for safety reasons. On departure, when receiving line up clearance, the pilot must inform ATC if greater

wake turbulence separation is required than the RECAT-EU minima specified in the table below. The requirements for minimum runway occupancy time apply (see paragraph 1.3.3.3).

RECAT-EU TBS [MIN:SEC]		Follower					
		Super heavy (A)	Upper heavy (B)	Lower heavy (C)	Upper medium (D)	Lower medium (E)	Light (F)
Leader	Super heavy (A)	-	01:40	02:00	02:20	02:40	03:00
	Upper heavy (B)	-	-	01:20	01:40	02:00	02:20
	Lower heavy (C)	-	-	-	01:20	01:40	02:00
	Upper medium (D)	-	-	-	-	-	02:00
	Lower medium (E)	-	-	-	-	-	01:40
	Light (F)	-	-	-	-	-	01:20

An additional 60 seconds will be applied to all the wake turbulence time-based separation minima described above when departing from an intermediate part of the same runway.

Note: at Schiphol Approach/Departure, the distance based RECAT-EU separation applies as described in EHAM AD 2.22 paragraph 2.2.

1.3.4.4 Transfer to Schiphol Departure

Pilots of departing aircraft **shall remain on TWR channel until passing 2000 FT AMSL**. Contact Schiphol Departure as indicated below when passing 2000 FT AMSL and report altitude in order to verify SSR mode C (e.g. Schiphol Departure KLM 327, passing 2000 FT climbing FL 060 KUDAD 3S Departure).

Pilots shall select the proper departure channel (based on the SID route to the TMA boundary) as follows:

- BERGI, BETUS, DENAG, IDRID, SPY, VALKO, VOLLA and WISPA Departures:
contact Schiphol Departure 121.205.
- ANDIK, ARNEM, EDUPO, ELPAT, IVLUT, KUDAD, LARAS, LOPIK, NOPSU, NYKER, OGINA, RENDI, ROVEN, TORGA and WOODY Departures:
contact Schiphol Departure 119.055.

These channels are also named in the relevant SID description.

When changing channel from Schiphol Tower to Schiphol Departure, initial contact shall consist of SCHIPHOL DEPARTURE, CALL SIGN, actual ALTITUDE and SID. If a flight is cleared on a heading for initial departure, the heading shall be used instead of the SID. Additional instructions e.g. altitude restrictions shall also be mentioned on initial contact with Schiphol Departure.

1.3.5 Transfer to Amsterdam ACC

When changing channel from Schiphol Departure to Amsterdam ACC, initial contact shall consist of AMSTERDAM RADAR + CALLSIGN only. When a speed or heading has been assigned, this information shall be included in the initial call.

1.4 Communication failure

- Select transponder code 7600.
- If possible call Amsterdam ACC Supervisor on telephone number +31 (0)20 406 3999.
Note: Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded.
- If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure (see ENR 1.3).

1.5 SID descriptions

1.5.1 General remarks

1.5.1.1 Procedures and constraints

- Transition altitude: 3000 FT AMSL.
- Pilots of departing aircraft **shall remain on TWR channel until passing 2000 FT AMSL**. When passing 2000 FT AMSL change to the appropriate departure channel for the relevant SID and report altitude in order to verify SSR mode C by ATC.
- Flights with destination Rotterdam or Lelystad are exempted from flying SIDs within the Schiphol TMA.
- SIDs have to be considered as minimum noise routings.
- Initiate turns in due time in order not to overshoot radials.
- Turn radii based on a 25° bank angle.
- MAX 250 KIAS below FL 100 unless otherwise instructed. In case ATC allows/instructs to accelerate beyond 250 KIAS for operational purposes, the speed limitations on early SID turns (MAX 220 KIAS) remain applicable and shall be respected.
- For continuous routings and crossing conditions on ATS routes as applicable see paragraph 1.5.3.

1.5.1.2 Additional departure instructions

Especially propeller-driven aircraft can expect additional departure instructions. These instructions may be added to the en route or take-off clearance and may comprise a specific heading or temporary altitude restriction. Such additives amend the relevant part of the SID only.

- A clearance to "descend via" the transition contains the lateral, vertical and speed profiles of the procedure. In this case, the pilot is free to optimise descent and speed within the constraints as laid down in the procedure. The objective is to establish a low noise continuous descent approach.
- When night transitions are active, the altitude over the IAFs is by ATC discretion and the altitude window on the night transition charts are expected altitudes, that may be overruled at ATC discretion.
- For sequence reasons ATC may deviate from the pre-defined routes by giving radar vectors. ATC may instruct to join the approach procedure again at a specified point.
- Strict adherence to the prescribed procedure, including the correct altimeter settings (standard or QNH) is mandatory, unless ATC instructs to deviate. Advise ATC when unable to comply with the procedure constraints.

Further details are published in paragraph 2.11.2 and the relevant instrument approach charts.

Exemptions: aircraft with a cruising altitude below FL 070 and/or a cruising speed less than 250 KIAS are exempted from the procedure. As a rule, these aircraft will be offered an ILS approach beginning at 3000 FT AMSL.

2.7.2.3 Transitions during day 0530-2130 (0430-2030)

On initiative of ATC, aircraft with assigned landing RWY 36R may be instructed to follow an RNAV transition onto the final approach, enabling subsequent interception of ILS RWY 36R. The transition provides a pre-defined lateral RNAV route starting at ARTIP. At ATC discretion aircraft may be instructed to proceed directly to INBAM and start the transition from here.

Clearances and constraints:

- Altitudes will be instructed by ATC.
- The following speed limits must be adhered to:
 - a. ARTIP: MAX 250 KIAS;
 - b. AM665: MAX 220 KIAS;
 - c. AM668: MAX 180 KIAS.
- ATC may instruct additional speed limitations.
- For the ILS approach to RWY 36R a separate clearance will be issued.

Further details are published in paragraph 2.10.2, 2.10.3 and on instrument approach chart AD 2.EHAM-IAC-36R.1.

2.7.2.4 Aircraft requirements for TMA RNAV procedures

In order to enable their pilots to accept the TMA RNAV procedures, operators must be approved for RNAV 1 operations by their state of registry.

Aircraft that are not equipped or approved for TMA RNAV procedures are only allowed inbound Schiphol by exemption. This exemption must be obtained prior to dispatch of the flight. Requests shall be made at pbn@ilent.nl. However, be advised that in accordance with CAA The Netherlands policy only in rare cases exemptions are issued.

Pilots of aircraft that are RNAV unable, e.g. due to in-flight failure or exemption, shall inform ATC by use of the phrase "UNABLE RNAV" if instructed to fly an RNAV procedure. These aircraft will be guided by radar vectors or will be rerouted via conventional navigation aids.

2.8 Final approach

Note: an aircraft vectored to intercept final approach shall report to ATC when established on the final approach track (ICAO Doc 4444-ATM/501 (PANS-ATM) chapter 8.9.4.1).

2.8.1 Final approach procedure

2.8.1.1 ILS approach

During day 0530-2130 (0430-2030), the final approach will normally be conducted on the ILS of the main landing runway. Alternatively, an RNP approach may be used on pilot request or as instructed by ATC. The second landing runway will preferably, but not necessarily, be an ILS runway.

During night 2130-0530 (2030-0430) an RNP approach will be conducted on the main landing runway. If unable, advise ATC and expect an ILS approach. When RVR \leq 1500 M and/or the cloud base \leq 300 FT, an ILS final approach will be provided at ATC discretion.

2.8.1.2 ILS operations

2.8.1.2.1 Clearances

ATC will apply safeguards and procedures for ILS operations in relation to weather conditions to facilitate CAT I, CAT II and CAT III operations. However, it will be applied irrespective of the actual category of operations flown, which is on pilot's decision. As a consequence the approach clearance provided by ATC is based on traffic only. During the approach pilots will be informed of:

- any known unserviceabilities of aids and/or downgrading when applicable.
- significant changes in surface wind (speed and direction).
- changes in RVR.

2.8.1.2.2 Practice ILS approaches

Pilots who wish to practise ILS CAT II or CAT III approaches have to use the phrase "Request practice CAT II or CAT III approach", on initial contact with Schiphol APP.

Note: when LVP are not in force, protection of the ILS sensitive area cannot be guaranteed; therefore fluctuations in the ILS signal may occur.

2.8.1.3 Visual approach

To minimise noise nuisance, aircraft executing a visual approach shall intercept the final approach leg at an altitude of at least 1000 FT AMSL, unless residential areas can be avoided.

Note: the attention of pilots on finals of RWY 04 or 22 is drawn to the size and appearance of the parallel taxiway which is, under certain weather conditions, more conspicuous than the runway.

2.8.1.4 Circling approach

For each available landing runway at Schiphol a circling approach may be allowed or offered. For OCA (OCH) see relevant instrument approach chart on pages AD 2.EHAM-IAC-xx.x.

2.8.1.5 Time based separation on final approach

Enhanced TBS minima are in use for wake turbulence separation instead of fixed distance based rules. These are based on RECAT-EU wake turbulence minima, and include reduced separation in medium and strong headwind conditions.

No special crew procedures apply, and the importance of speed conformance adherence as described in paragraph 2.5.2 remains.

When in stronger headwind conditions, a moderate reduction in separation distances from lead and follower aircraft may be observed in comparison to RECAT-EU distance based wake turbulence minima.

2.8.2 Transfer to Schiphol Tower

Transfer to Schiphol Tower takes place after the aircraft is established on final approach. Pilots of arriving aircraft will be instructed by Schiphol Approach/Arrival which channel they shall use.

While being transferred from Schiphol Approach/Arrival to Schiphol Tower, initial contact shall consist of SCHIPHOL TOWER, CALL SIGN and RUNWAY.

Note: in addition to departing and arriving traffic, also aircraft crossing the runway and vehicles on the runway will have contact with the tower controller on the tower channel.

Note: during peak hours air traffic services for arrivals on RWY 18R will normally be provided from TWR-W.

2.8.2.1 Jet blast hazard

A jet blast hazard exists when the following runway combinations are in use:

1. Landing RWY 09 and departure RWY 18L from intersection TWY E5: ATC will time departures from RWY 18L to avoid jet blast on RWY 09.
2. Landing RWY 27 and departure RWY 18L from intersection TWY E5: ATC will time departures from RWY 18L to avoid jet blast on RWY 27.
3. Landing RWY 36R and departure RWY 24: ATC will time departures from RWY 24 to avoid jet blast on RWY 36R.

2.8.2.2 ATC wind reporting during final approach

When issuing the landing clearance, ATC shall inform pilots about the current surface wind direction and speed (including gusts ≥ 5 KT). When the current surface wind speed is 20 KT or more, ATC shall report this information also at 4 NM from touchdown. However, in case RTF load becomes excessive, ATC may not report this information to aircraft facing a crosswind (including gusts) less than 20 KT upon landing.

2.8.2.3 Minimum runway occupancy time

Pilots are reminded that rapid exit from the landing runway enables ATC to apply minimum spacing on final approach that will achieve maximum runway utilisation and will minimise the occurrence of go-arounds. Pilots should therefore vacate via the first practicable exit, or the furthest preferred exit as listed in the table below. When unable to comply, inform ATC as soon as possible.

Furthest preferred exits		RECAT-EU wake turbulence CAT					
		Super heavy (A)	Upper heavy (B)	Lower heavy (C)	Upper medium (D)	Lower medium (E)	Light (F)
Runway	22	N/A	G6	G6	G6	G6	G7
	06	S4	S4	S4	S4	S3	S3
	09	N1	N1	N1	N9	N9	N9
	27	N4	N3	N3	N3	N2	N2
	18C	W7	W7	W7	W7	W6	W6
	36C	W3	W3	W4	W4	W5	W5
	36R	E2	E2	E2	E2	E1	E1
	18R	V2	V2	V2	V2	V1	V1

Note: for Airbus A380 specific RWY vacating procedures, see AD 2.23 paragraph 8.2.

2.8.3 Transfer to Schiphol Ground

Pilots shall contact Schiphol Ground (without ATC instructions) immediately after vacating the landing runway on the following channels, depending on the landing runway used as follows (see AD 2.EHAM-GMC.1):

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

EHAM AD 2.23 ADDITIONAL INFORMATION**1 GENERAL**

1. Due to approaching IFR traffic the execution of VFR flights in the direct vicinity of the Schiphol CTR shall be avoided as much as possible (see ENR 1.2). Pilots are strongly recommended to use the frequency monitoring code as outlined in ENR 1.2.
2. Pilots shall be aware that in the vicinity of the aerodrome, ATC gives priority to:
 - aircraft in state of an emergency;
 - hospital and police aircraft with the status priority or scramble;
 - aircraft engaged in SAR operations.
3. Bird-scare patrols are active 24 hours a day and use various equipment, including flare shellcrackers, alternating bird dispersal guns and amplified cries of distress.
4. When lightning discharges are observed in the vicinity of the airport, the flow manager aircraft will announce that all ground handling and re-fuelling operations are prohibited until further notice. When it is safe to do so, the flow manager aircraft will declare that ground handling and re-fuelling operations can be resumed.
5. Before taxiing to RWY 18L or RWY 22 check hotspot information, see AD 2.EHAM-GMC.1.

2 RUNWAY EXITS AND ENTRIES, FUNCTIONS AND LIGHTS

In the table below the functions of all taxiways connected to a runway are indicated when present and marked with "L" or "U" depending on the availability of centre line lights.

Runway	Taxiway	Function				Remarks
		Rapid exit taxiway	Exit taxiway	Take-off intersection	Runway crossing	
04/22	G1	-	U	U	-	TWY width 15 M. MAX wingspan 31 M.
	G2	-	U	U	U	-
	G3	-	U	-	-	No-entry from TWY G.
	G4	-	U	-	U	-
	G5	-	U	U	U	-
	G6	-	U	-	U	-
	G7	-	U	-	U	TWY L width 20 M. MAX wingspan 36 M.
	G8	-	-	-	U	-
06/24	S1	-	L	L ¹⁾	L	¹⁾ TWY CL LGT interrupted when diverging from the straight section of TWY S1 towards the RWY CL.
	S2	-	L	-	L	-
	S3	L	U ¹⁾	U ²⁾	-	¹⁾ Exit from RWY 24 MAX wingspan 36 M. ²⁾ From TWY B right turn to RWY 24 MAX wingspan 36 M.
	S4	L	U ¹⁾	U ²⁾	-	¹⁾ Exit from RWY 24 MAX wingspan 36 M. ²⁾ From TWY B right turn to RWY 24 MAX wingspan 36 M.
	S5	-	-	U	-	From TWY B right turn to RWY 24 MAX wingspan 36 M.
	S6	L	-	L	-	-
	S7E	-	L	L	-	-
	S7W	-	-	-	L	-
	S8	-	L	L	L	-
	S9	-	-	-	L	-
S10	-	L	L ¹⁾	L	¹⁾ TWY CL LGT interrupted when diverging from the straight section of TWY S10 towards the RWY CL.	
09/27	N1	-	U	L ¹⁾	-	¹⁾ TWY CL LGT interrupted BTN edge of RWY and RWY CL.
	N2	L	-	-	L	-
	N3	L	-	U	-	-
	N4	L	-	U	-	-
	N5	-	L	L ¹⁾	-	¹⁾ TWY CL LGT interrupted BTN edge of RWY and RWY CL.
N9	U	-	-	-	No-entry from TWY B.	

L = taxiway centre line lights
U = no taxiway centre line lights

Runway	Taxiway	Function				Remarks
		Rapid exit taxiway	Exit taxiway	Take-off intersection	Runway crossing	
18C/36C	W1	-	L	L	-	-
	W2	-	L	U	-	-
	W3	L	-	U	-	-
	W4	L	-	U	-	-
	W5	-	L ¹⁾	U ²⁾	L	¹⁾ Exit RWY 36C. ²⁾ Take-off entry RWY 18C.
	W6	L ²⁾	U ¹⁾²⁾	-	-	¹⁾ Exit from RWY 36C MAX wingspan 36 M. ²⁾ No-entry from TWY B.
	W7	L	-	U	-	-
	W8	L	-	U	-	-
	W9	-	U	U	-	-
	W10	-	L	L	-	-
	W11	-	U	L	-	-
	W12	-	U	U	-	-
	W13	-	-	-	L	-
18L/36R	E1	L	-	-	-	No-entry from TWY B.
	E2	L	-	U	-	-
	E3	-	-	-	U	-
	E4	-	U	U	L	-
	E5	-	L	U	U	-
	E6	-	-	L	-	-
	E7	-	-	-	U	-
	E8	-	U ¹⁾	U ¹⁾	L	¹⁾ MAX wingspan 36 M due to TWY curve.
	E9	-	-	-	U	-
	E10	-	U ¹⁾	-	U	¹⁾ MAX wingspan 36 M due to TWY curve.
18R/36L	V1	L	-	U	-	-
	V2	L	-	U	-	-
	V3	-	L	U	-	-
	V4	-	L	L	-	-

L = taxiway centre line lights
U = no taxiway centre line lights

3 RWY 04/22 CAUTIONS

RWY 04/22 primarily serves as a runway for general aviation. In certain circumstances, i.e. southwesterly storm, RWY 22 also serves as secondary or even main landing runway for commercial air transport up to and including code letter E aircraft.

RWY 04/22 has the following specific features:

1. Although equipped with ILS (CAT I), RWY 22 is classified as non-precision approach runway. Because of this runway classification, the minimum DH for all types of approaches (ILS and/or RNP) is 250 FT. EU-law only allows type A instrument approach operations on a non-precision approach runway.
2. The length of the approach lighting system of RWY 04 and RWY 22 is less than those installed on other runways (see AD 2.14).
3. The MEHT of the PAPI of RWY 04 and RWY 22 is less than the MEHT of other PAPIs (see AD 2.14). The reduced MEHT means the minimum required 6 M wheel height over THR for aircraft with an eye-to-wheel height of 8 to 14 M cannot be not guaranteed, depending on the type of aircraft.
4. Runway centre line lights and touchdown zone lights are not provided (see AD 2.14).
5. During approach RWY 04 or RWY 22 pilots must be prepared for turbulence, windshear and change of wind gradient (possibly simultaneously) due to the presence of large buildings and an engine run-up area underneath the circuits.
6. During approach RWY 04 or RWY 22 pilots must not confuse the runway with parallel TWY G situated east of RWY 04/22.
7. Vacating RWY 04 via TWY G1 is restricted to aircraft with a maximum wingspan of 31 M due to wingspan restriction on adjacent taxiways.
8. All runway exits have a 90° angle reference to the runway centre line; larger aircraft are advised to exercise caution when vacating the runway.
9. See AD 2.23 paragraph 2 for more information on runway exits.

Restrictions	Airbus A380	Antonov AN124	Boeing 747-8
Taxiways and aprons			
TWY R between aircraft stand R77 and TWY B: access only under marshaller guidance.	X	X	-
TWY A and TWY B between A28 and AS/BS: thrust on outer engines limited to MAX ground idle power due to highway bridge.	X	X	-
TWY S: access only under marshaller guidance. Prohibited for use by Airbus A380.	X	X	-
Apron TWY A13 abeam aircraft stands numbered lower than E18: access prohibited due to wingspan restrictions.	X	X	X
Apron TWY A19C abeam aircraft stands numbered lower than G9: access prohibited due to wingspan restrictions.	X	X	X
Aircraft stands (related to parking purposes only)			
E18: arriving A380 will be parked on P3 and towed to E18. Prohibited for use by AN124.	X	X	-
Remote de-icing facilities			
Remote de-icing spot P10 access prohibited due to wingspan restrictions.	X	X	-
Remote de-icing spot P12 access prohibited due to wingspan restrictions.	X	X	X
Remote holding positions			
Remote holding position P1: access prohibited due to wingspan restrictions.	X	X	-
Remote holding position P2: access prohibited due to wingspan restrictions.	X	X	X
Remote holding positions PA, PB, PC and PD: access prohibited due to wingspan restrictions.	X	X	X
Remote holding positions P20, P21, P22 and P23: access prohibited due to wingspan restrictions.	X	X	X
Remote holding positions P6A, P6B, P7A and P7B: access prohibited due to wingspan restrictions.	X	X	X
Engine run-up facilities			
Engine run-up area (towing only): no access due to wingspan restrictions.	X	-	-

8.2 Procedures

To minimise taxi times and to protect the ILS LOC critical area, pilots of Airbus A380 equipped with a brake-to-vacate system are advised to select the following exits, unless instructed otherwise:

Landing RWY	Exit TWY		Landing RWY	Exit TWY
06	S4		24	S1
09	N1		27	N4
18C	W7		36C	W3
-	-		36R	E2
18R	V2		-	-

To protect the ILS LOC sensitive area, pilots shall vacate the exit taxiway completely onto the taxiway parallel to the runway as soon as practicable.

9 MINIMUM FUEL PROCEDURES

This procedure is developed in order to provide clarity about conditions and service provision in case of a "minimum fuel" call.

9.1 Aircraft operator procedures

Operators with aircraft in a (potential) minimum fuel situation may contact Amsterdam FMP to obtain information whether delay can be expected additional to available information (for address see ENR 1.9 paragraph 2.2).

Note: Mentioning a minimum fuel situation to the FMP has no status. Requests for priority handling will not be accepted by the FMP.

9.2 Pilot and ATC procedures

- Pilots shall advise "minimum fuel" to ATC when the aircraft's fuel supply has reached a state where the flight is committed to land at a specific aerodrome and no additional delay can be accepted.
- ATC shall use this as advisory information which indicates that an emergency situation is possible, should any undue delay occur. The minimum fuel advisory implies no emergency situation and priority handling will not be provided.
- Amsterdam ACC will provide an expected approach time (EAT) or advise "no delay". No delay means that the anticipated delay before or at the initial approach fix is not more than 2 minutes.
- On request Schiphol APP can provide the approximate distance to touchdown.

Note: Only when the pilot declares an emergency, radio call prefixed by MAYDAY (3x) for distress or PAN PAN (3x) for urgency, priority handling will be provided. Calls such as "low on fuel" have no status in the Amsterdam FIR.

10 MEDICAL EMERGENCY PROCEDURES

Pilots shall declare a medical emergency to ATC only in case of a patient on board suffering from a life-threatening condition. A patient's medical condition is categorised and should be handled as follows:

- Medical emergency (life-threatening): pilots shall contact ATC to declare a medical emergency by radio call prefixed by PAN PAN (3X) for urgency. Priority handling will be provided. Airport authority and medical crew will board the aircraft before passengers disembark.
- Medical care at the gate (non-life-threatening): flight crew shall contact ground handler only to arrange medical crew at the gate.
- Medical meet and assist (non-life-threatening, medical check at first-aid post): flight crew shall contact ground handler only to arrange medical assistance at the gate.

11 GROUND HANDLING COMPANIES

1. Cargo Handling Schiphol

- Post: **Airport Cargo Handling B.V.** (second line cargo handling)
Snipweg 101
1118 DP Schiphol-South
Tel: +31 (0)20 316 5396
Fax: +31 (0)20 316 5461
Email: operations@airport-cargo.nl
SITA: SPLFLXH
- Post: **dnata B.V.** (Cargo & full freighter handling)
Pelikaanweg 1
1118 DT Schiphol
Tel: +31 (0)20 603 2569
Fax: +31 (0)20 603 2329
Email: aero.ops@dnata.nl
AFS: EHAMYIAG
SITA: AMSAFXH
Note: dnata cargo Amsterdam channel 131.855.
- Post: **Fr8** (Cargo & full freighter ramp handling by Menzies Aviation Group (Netherlands) B.V.)
Cargo Terminal 8
Anchorageaan 50
1118 LE Schiphol-Southeast
Tel: +31 (0)20 405 7333
Fax: +31 (0)20 405 7444
Email: info@Fr8.nl
SITA: SPLAEXH
- Post: **Skylink Handling Services B.V.**
Anchorageaan 36
1118 LD Schiphol-Southeast
Tel: +31 (0)20 405 9725
Fax: +31 (0)20 405 9720
Email: operations@skylinkhandling.nl
SITA: SPLCXXH

2. Ground Handling Schiphol-Centre

- Post: **Aviartner B.V.**
Pelikaanweg 45
1118 DT Schiphol
Tel: +31 (0)20 406 7780
Fax: +31 (0)20 406 7785
Email: amsops@aviartner.aero
SITA: AMSOVXH
Note: Aviartner Amsterdam 131.580.
- Post: **dnata B.V.** (Passenger services & aircraft handling)
Pelikaanweg 1
1118 DT Schiphol
Tel: +31 (0)20 603 2370
URL: www.dnata.com
Email: ams.ops@dnata.nl
SITA: AMSDOXH
Note: dnata Amsterdam channel 131.410.
- Post: **Menzies Aviation B.V.**
P.O. Box 75625
1118 ZR Schiphol-Centre
Tel: +31 (0)20 446 6411
Fax: +31 (0)20 446 6496
AFS: EHAMYIOA
SITA: AMSOOXH
Note: Menzies Ops 131.805.

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

1	Apron surface and strength	Apron	Stand	Surface	Strength (PCR)
		A ¹⁾	A1	Concrete	230/F/C/W/T
			A2	Concrete	585/R/B/W/T
			A3	Concrete	575/R/B/W/T
			A4	Asphalt	890/F/B/W/T
			Alpha South	Asphalt	860/F/A/W/T
		B ²⁾	B1	Concrete	758/R/A/W/T
			B2	Concrete	758/R/A/W/T
			B3	Concrete	758/R/A/W/T
		C ³⁾	C1	Concrete	1065/R/A/W/T
			C2	Concrete	1065/R/A/W/T
			C3	Concrete	1065/R/A/W/T
			C4	Concrete	1065/R/A/W/T
			C5	Concrete	1065/R/A/W/T
D ²⁾	D3	Concrete	1000/R/B/W/T		
	D4	Concrete	1000/R/B/W/T		
2	Taxiway width, surface and strength	TWY	Width	Surface	Strength (PCR)
		A	23 M	Asphalt	1850/F/A/W/T
		E (BTN E1-E2)	23 M	Concrete	1320/R/A/W/T
		E (South of E2)	23 M	Asphalt	2000/F/B/W/T
		E1	23 M	Asphalt	1330/F/B/X/T
		E2	23 M	Asphalt	1330/F/B/X/T
		W (South of B-apron)	23 M	Concrete	490/R/A/W/T
		W (B-apron)	23 M	Concrete	780/R/C/W/T
		W1	23 M	Asphalt	1368/F/B/X/T
		W3 ⁴⁾	23 M	Asphalt	1086/F/B/X/T
W4 ⁴⁾	23 M	Asphalt	859/F/B/X/T		
3	Altimeter checkpoint location and elevation	Location: apron. Elevation: 375 FT AMSL.			
4	VOR checkpoints	Not AVBL.			
5	INS checkpoints	See AD 2.EHBK-APDC.			
6	Remarks	¹⁾ Commercial PAX ACFT and general aviation ACFT. Jet ACFT with MTOM > 50 000 KG park nose-in. ²⁾ Cargo ACFT. Jet ACFT park nose-in. ³⁾ General aviation ACFT and all ACFT requiring maintenance. ⁴⁾ Restricted to aircraft with MAX wingspan 36 M, except when instructed by ATC.			

EHBK 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	TWY guide lines
		<ul style="list-style-type: none"> follow-me cars are AVBL on request for guidance on aprons and TWYs.
		Visual docking/parking guidance system
		<ul style="list-style-type: none"> guidance to the parking position on all aprons is executed by marshallsers.

2	RWY and TWY markings and LGT	<p>RWY markings</p> <ul style="list-style-type: none"> RWY 03: DTHR, designation, TDZ, aiming point, CL, edge, start position¹⁾. RWY 21: DTHR, designation, TDZ, aiming point, CL, edge, turn pad marking. <p>RWY LGT</p> <ul style="list-style-type: none"> RWY 03: THR, CL, edge, RWY end. RWY 21: THR, TDZ, CL, edge, RWY end, turn pad blue edge and green CL. <p>TWY markings</p> <ul style="list-style-type: none"> CL. All HLDG positions: RWY HLDG position pattern A; information and mandatory instruction signs. Additional pattern B at stopbar TWY E2, W3 and W4. <p>TWY LGT</p> <ul style="list-style-type: none"> Green CL: <ul style="list-style-type: none"> BTN stopbar TWY E1 and RCL; BTN stopbar TWY W1 and RCL. from stopbars TWY E2, W3 and W4 for 90 M. Green/yellow CL on exits E1, E2, W1 and W4. Edge. RWY guard lights at E1 and W1.
3	Stop bars	<p>Each active runway entry and ILS critical/sensitive area is safeguarded by a stop bar (see AD 2.EHBK-ADC). Stop bars shall be illuminated during:</p> <ul style="list-style-type: none"> Low visibility circumstances when visibility <= 2000 M, or RVR <= 1500 M and/or ceiling <= 300 FT. OPR HR at intensive runway crossings to avoid runway incursion in all visibility circumstances. <p>Crossing of illuminated stop bars is prohibited. Aircraft and vehicles may cross stop bars only when ATC has given permission to proceed and the stop bar lights are switched off.</p>
4	Remarks	<p>¹⁾ Start position marked by dashed white line. See also EHBK AD 2.23.</p>

EHBK AD 2.10 AERODROME OBSTACLES

Area 3					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT in FT		Markings/ LGT Type, Colour
1	2	3	AMSL	AGL	4
EHBK001	Control tower	505454.0N 0054606.3E	473.0	96.6	- / Low intensity type A, R
Remarks					
6					
<ul style="list-style-type: none"> No obstacle data sets AVBL for area 3. 					

All obstacles are marked and lighted day and night. For obstacles in take-off area see AD 2.EHBK-AOC-03-21.

h. Runway condition¹⁾.

¹⁾ during the hours of ATIS broadcast (see EHGG AD 2.18), item may be omitted as far as it is included in the ATIS broadcast.

2.3.3 RNAV to ILS approach procedure

An RNAV to ILS approach procedure can be initiated by ATC in order to reduce noise nuisance, fuel consumption, and to provide flexible and efficient ATC dispatch.

2.3.3.1 General

The RNAV to ILS approach procedure in the Eelde TMA is developed in accordance with ICAO PANS-OPS criteria with the following safeguards:

- The RNAV section of the inbound route is situated above MSA/MFA/MVA.
- The RNAV part is complete on entering the intermediate segment in which ILS-LOC interception takes place.
- If radar service is available the operations will be radar monitored by ATC.

2.3.3.2 Clearances and constraints

On initiative of ATC, pilots may be instructed to fly an RNAV approach procedure preceding the ILS instrument approach to RWY 23.

- This RNAV to ILS approach procedure starts at waypoint TOLKO.
- After receiving a clearance for the RNAV to ILS approach procedure the pilot is free to optimise the descent and speed within the constraints as laid down in the procedure description, with the objective to establish a low noise continuous descent approach.
- The clearance for the RNAV to ILS approach procedure includes clearance to execute the subsequent ILS instrument approach procedure.

Further details are published in paragraph 2.6.2 and on the relevant instrument approach chart AD 2.EHGG-IAC-23.2.

2.3.3.3 Aircraft requirements

For the use of the RNAV to ILS approach procedure the following requirements are applicable:

- The aircraft must be equipped with an FMS comprising a pre-loaded navigation database and a navigation display.
- The aircraft FMS must use GNSS as the primary navigation sensor.
- The operator must be approved for RNAV 1 operations by their state of registry.

2.3.3.4 Non-RNAV equipped aircraft

Pilots of aircraft that are not equipped or approved for TMA RNAV procedures, i.e. not meeting the requirements in paragraph 2.3.3.3, shall inform ATC by use of the phrase "UNABLE (designator) APPROACH DUE RNAV TYPE" if instructed to fly an RNAV approach procedure. These aircraft will be guided by vectors or will be rerouted via conventional navigation aids.

2.4 Intermediate and final approach

2.4.1 Final approach procedures

Note: an aircraft vectored to intercept final approach shall report to ATC when established on the final approach track (ICAO Doc 4444-ATM/501 (PANS-ATM) chapter 8.9.4.1).

2.4.1.1 General

In principle the final approach will be conducted on main landing RWY 23. An alternate runway can be offered in case of excessive crosswind or unserviceability of the ILS.

2.4.1.2 Instrument approaches

ILS approaches can be made to RWY 23 only. RNP approaches to LPV and LNAV minima are available for both RWY 05 and RWY 23. Instrument approaches to RWY 05 and RWY 23 can also be made with the assistance of VOR.

For the use of an RNP approach it is required that the operator holds an RNP APCH operations approval issued by their State of registry. The approval should be compliant with EASA CS-ACNS or equivalent.

2.4.1.3 Visual approach

To minimise noise nuisance, aircraft executing a visual approach shall intercept the final approach leg at an altitude of at least 1000 FT AMSL, unless residential areas can be avoided.

2.4.1.4 Circling approach

For each runway at Eelde Airport a circling approach may be allowed or offered. For OCA (OCH) see relevant instrument approach chart AD 2.EHGG-IAC-xx.x.

2.4.2 Missed approach procedure

2.4.2.1 General

All turns shall be the shortest turn and in case of a 180° turn that turn shall be to the left, unless otherwise specified below or instructed by ATC.

2.4.2.2 Missed approach procedure during instrument approach

See relevant instrument approach chart AD 2.EHGG-IAC-xx.x.

2.4.2.3 Missed approach procedure during visual approach

Turn to the intended landing runway, intercept the runway track MAG of that runway while:

- a. When visual:
 - remain visual and inform ATC, or
- b. When unable to remain visual:
 - climb to 2000 FT AMSL and inform ATC.

2.4.2.4 Missed approach while circling to land

Note: This procedure is different from ICAO Doc 8168 Volume I (PANS-OPS).

- Inform ATC immediately.
- Start climbing and complete the turn to the intended landing runway (see figure).
- Intercept the MAG track of that runway while climbing to 2000 FT AMSL.



Note: the indicated situation is applicable for an initial instrument approach to RWY 05. Circling approaches shall be executed south-east of the AD, unless otherwise instructed by ATC.

2.5 Communication failure

2.5.1 General

The pilot of an IFR flight shall follow the general procedures for IFR flights (see ENR 1.3 paragraph "Communication Failure"). In addition, for arriving flights, the following communication failure procedures apply.

2.5.2 Inbound clearance not received

- Proceed according the current flight plan route to the holding fix HECTI. Non-RNAV traffic proceed to HECTI via DCT EEL and EEL 052.
- Maintain the last cleared and acknowledged flight level.
- After arrival over HECTI, intercept the holding pattern.
- Commence descent to 2000 FT AMSL at or as near as possible to the ETO over HECTI.
- After reaching 2000 FT AMSL leave HECTI and carry out an instrument approach procedure to the most convenient runway (see pages AD 2.EHGG-IAC-xx.x).

2.5.3 Inbound clearance received

2.5.3.1 Traffic via standard arrival route, outside standard arrival route or vectored to final approach

- Proceed according the current flight plan route to the holding fix HECTI or OMFAR, if specified in the inbound clearance. Non-RNAV traffic proceed to HECTI via DCT EEL and EEL 052 and OMFAR via DCT EEL and EEL 229.
- Maintain the last cleared and acknowledged flight level.
- After arrival over the fix, intercept the holding pattern.
- Commence descent to 2000 FT AMSL at the EAT last received and acknowledged.
- When no EAT has been received and acknowledged, commence descent to 2000 FT AMSL at or as near as possible to the ETO over holding fix.
- After reaching 2000 FT AMSL leave the holding fix and carry out an instrument approach procedure to the appropriate runway (see AD 2.EHGG-IAC-xx.x).

2.5.3.2 Traffic inbound TOLKO or on RNAV to ILS approach

- Traffic inbound TOLKO or with clearance for the RNAV approach via TOLKO, shall proceed to TOLKO and execute the RNAV to ILS approach procedure.

2.5.3.3 Traffic inbound AMREG, IDAKA, SIPLO, TUVOX, VEXAR, XOMBI or on RNP approach

Traffic inbound an IAF or IF, or with clearance for the RNP approach to RWY 05 or RWY 23, shall proceed to this IAF or IF and execute the RNP approach procedure in accordance with the applicable instrument approach chart (see AD 2.EHGG-IAC-05.1 or AD 2.EHGG-IAC-23.3).

2.5.4 Missed approach procedure in case of communication failure

2.5.4.1 General

All turns shall be the shortest turn and in case of a 180° turn that turn shall be to the left, unless otherwise specified below or instructed by ATC.

2.5.4.2 Missed approach procedure during instrument approach

See relevant instrument approach chart AD 2.EHGG-IAC-xx.x.

2.5.4.3 Missed approach procedure during visual approach

Turn to the intended landing runway, intercept the runway track MAG of that runway while:

- a. When visual:
 - remain visual and execute another circuit for that runway, or
- b. When unable to remain visual:
 - climb to 3000 FT AMSL;
 - in case a visual approach was made to RWY 05: when reaching 2000 FT AMSL turn left to intercept EEL 229 and proceed to OMFAR, or
 - in case a visual approach was made to RWY 23: when reaching 2000 FT AMSL turn right to EEL. After passing EEL proceed to HECTI via EEL 052, and
 - after arriving over the fix for the approach runway (OMFAR for RWY 05, HECTI for RWY 23) hold or descend to 2000 FT AMSL in an outbound turn, intercept final approach and execute the instrument approach procedure as depicted on the relevant approach chart AD 2.EHGG-IAC-xx.x.

2.5.4.4 Missed approach while circling to land

Note: This procedure is different from ICAO Doc 8168 Volume I (PANS-OPS).

- Start climbing and complete the turn to the intended landing runway (see figure).
- Intercept the MAG track of that runway while climbing to 3000 FT AMSL.
- In case a circling was made to RWY 05: when reaching 3000 FT AMSL turn left to intercept EEL 229 and proceed to OMFAR, hold or descend to 2000 FT AMSL in an outbound turn, intercept final approach and execute the instrument approach procedure again.
- In case a circling was made to RWY 23: when reaching 3000 FT AMSL turn right to EEL. After passing EEL proceed to HECTI via EEL 052, hold or descend to 2000 FT AMSL in an outbound turn, intercept final approach and execute the instrument approach procedure again.



Note: the indicated situation is applicable for an initial instrument approach to RWY 05. Circling approaches shall be executed south-east of the AD, unless otherwise instructed by ATC.

2.6 Instrument approach descriptions

2.6.1 General remarks

- Between the IAF and interception of final approach navigation is based on vectors provided by ATC, except in case of an RNAV procedure.
- The ILS RWY 23 is not equipped with markers.

2.6.2 RNAV procedures

Note: see also EHGG AD 2.22 paragraph 2.3.3.

Navigation in the initial and intermediate approach segment is primarily based on vectors provided by ATC. However, an RNAV approach procedure to RWY 23 is available. The use of the RNAV approach procedure is at ATC discretion. The procedure is only assigned in case the ILS is available. The vertical profile of the RNAV approach procedures is designed to enable a low noise continuous descent approach.

The ATC instruction "Cleared for TOLKO 2G approach RWY 23" is clearance to fly the published route and includes the clearance for the ILS instrument approach procedure to RWY 23. In this case the pilot is free to optimise the descent and speed within the constraints as laid down in the procedure description, with the objective to establish a low noise continuous descent approach.

2.6.3 Instrument approach segments

Note: recommended navaid for selection of MAG station declination only.

Note: for positions of GG-waypoints see relevant instrument approach charts.

2.6.3.1 RWY 05

2.6.3.1.1 RNP approach RWY 05

Serial number	Path descriptor	WPT IDENT	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	DIST (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	AMREG	-	-	-	-	-	+ 3000	- 220	-	RNAV 1
002	TF	TUVOX	-	140 / (141.8)	-	4.0	-	+ 2000	- 190	-	RNAV 1
003	IF	VEXAR	-	-	-	-	-	+ 3000	- 220	-	RNAV 1
004	TF	TUVOX	-	320 / (321.8)	-	4.0	-	+ 2000	- 190	-	RNAV 1
005	IF	TUVOX	-	-	-	-	-	+ 2000	- 190	-	RNAV 1
006	TF	GG509	-	050 / (051.8)	-	4.0	-	@ 2000	-	-	RNP APCH
007	TF	THR 05	Y	050 / (051.7)	-	6.1	-	-	-	-3.00 / 50	RNP APCH
008	TF	GG751	-	050 / (051.8)	-	12.5	-	@ 2000	-	-	RNP APCH

FAS data block RWY 05

Input Data

Parameters	Values
Operation Type	0
SBAS Provider	1
Airport Identifier	EHGG
Runway	05
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E05A
LTP/FTP Latitude	530639.9020N
LTP/FTP Longitude	0063339.2330E
LTP/FTP Ellipsoidal Height (metres)	45.0
FPAP Latitude	530729.8410N
Delta FPAP Latitude (seconds)	49.9390
FPAP Longitude	0063524.9590E
Delta FPAP Longitude (seconds)	105.7260
Threshold Crossing Height	50.0
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	50.0

Output Data

Data Block	10 07 07 08 05 05 00 00 01 35 30 05 3C F5 CA 16 42 CD D0 02 C2 15 26 86 01 FC 39 03 F4 01 2C 01 64 00 CB FA 7A E6 BF 0E
Calculated CRC Value	7AE6BF0E

Additional Data

Parameters	Values
ICAO Code	EH
LTP/FTP Orthometric Height (metres)	4.0

2.6.3.2 RWY 23

2.6.3.2.1 ILS approach RWY 23

Serial number	Path descriptor	WPT IDENT	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	DIST (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	XOMBI	-	-	-	-	-	+ 3000	- 220	-	RNAV 1
002	TF	SIPLO	-	140 / (141.9)	-	4.0	-	-	- 190	-	RNAV 1
003	CF	GG512	-	230 / (231.8)	GRO	4.0	-	+ 2000	-	-	RNAV 1
004	IF	IDAKA	-	-	-	-	-	+ 3000	- 220	-	RNAV 1
005	TF	SIPLO	-	320 / (321.9)	-	4.0	-	-	- 190	-	RNAV 1
006	CF	GG512	-	230 / (231.8)	GRO	4.0	-	+ 2000	-	-	RNAV 1
007	IF	HECTI	-	-	-	-	-	-	-	-	-
008	CF	GG512	-	230 / (232.0)	GRO	2.8	-	+ 2000	-	-	-
009	CF	THR 23	Y	230 / (232.0)	GRO	6.1	-	-	-	-3.00 / 50	-
010	FM	THR 23	-	230 / (232.0)	GRO	-	-	@ 2000	-	-	-

2.6.3.2.2 RNP approach RWY 23

Serial number	Path descriptor	WPT IDENT	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	DIST (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	XOMBI	-	-	-	-	-	+ 3000	- 220	-	RNAV 1
002	TF	SIPLO	-	140 / (141.9)	-	4.0	-	+ 2000	- 190	-	RNAV 1
003	IF	IDAKA	-	-	-	-	-	+ 3000	- 220	-	RNAV 1
004	TF	SIPLO	-	320 / (321.9)	-	4.0	-	+ 2000	- 190	-	RNAV 1
005	IF	SIPLO	-	-	-	-	-	+ 2000	- 190	-	RNAV 1
006	TF	GG512	-	230 / (231.8)	-	4.0	-	@ 2000	-	-	RNP APCH
007	TF	THR 23	Y	230 / (232.0)	-	6.1	-	-	-	-3.00 / 50	RNP APCH
008	TF	GG752	-	230 / (231.9)	-	12.5	-	@ 2000	-	-	RNP APCH

FAS data block RWY 23**Input Data**

Parameters	Values
Operation Type	0
SBAS Provider	1
Airport Identifier	EHGG
Runway	23
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E23A
LTP/FTP Latitude	530729.8410N
LTP/FTP Longitude	0063524.9590E
LTP/FTP Ellipsoidal Height (metres)	45.0
FPAP Latitude	530639.9020N
Delta FPAP Latitude (seconds)	-49.9390
FPAP Longitude	0063339.2330E
Delta FPAP Longitude (seconds)	-105.7260
Threshold Crossing Height	50.0
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	50.0

Output Data

Data Block	10 07 07 08 05 17 00 00 01 33 32 05 62 7B CC 16 3E 07 D4 02 C2 15 DA 79 FE 04 C6 FC F4 01 2C 01 64 00 C8 FA 7D 28 69 C8
Calculated CRC Value	7D2869C8

Additional Data	
Parameters	Values
ICAO Code	EH
LTP/FTP Orthometric Height (metres)	3.8

2.6.3.2.3 TOLKO 2G approach RWY 23

Serial number	Path descriptor	WPT IDENT	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	DIST (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	TOLKO	-	-	-	-	-	+ FL 080	- 250	-	-
002	TF	GETSI	-	031 / (033.7)	-	8.5	-	-	-	-	RNAV 1

Serial number	Path descriptor	WPT IDENT	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	DIST (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
003	TF	GG740	-	062 / (063.9)	-	9.5	-	+ 3500	- 220	-	RNAV 1
004	TF	GG741	-	140 / (142.0)	-	4.0	-	-	-	-	RNAV 1
005	TF	GG742	-	200 / (202.0)	-	3.0	-	+ 2000	-	-	RNAV 1
006	CF	GG512	-	230 / (232.0)	GRO	2.0	-	@ 2000	-	-	RNAV 1
007	CF	THR 23	Y	230 / (232.0)	GRO	6.1	-	-	-	- 3.00 / 50	-
008	FM	THR 23	-	230 / (232.0)	EEL	-	-	@ 2000	-	-	-

3 LOW VISIBILITY PROCEDURES

During periods of low visibility the overall ATC capacity is reduced. To guarantee aircraft safety and optimal use of ATC capacity, Groningen Airport Eelde uses ATC low visibility procedures. These procedures are based on ICAO DOC 9476/1 (Surface Movement Guidance and Control Manual) and ECAC DOC 17 (Ground operations in limited visibility conditions).

The ATC low visibility procedures are categorised in four phases (A, B, C, and D), that are based on visibility or RVR values and ceiling. The ATC low visibility procedures become effective when the general visibility is equal to or below 2000 M, or the lowest RVR is equal to or below 1500 M.

Phase	Conditions	Procedure
A	550 M <= VIS <= 2000 M or lowest RVR <= 1500 M	No conditional clearances. No intersection departures. When RVR drops below 800 M no take-off clearance will be given.
B	Lowest RVR < 550 M and/or ceiling < 200 FT	ATC may give permission to taxi if no other aircraft is moving or expected to be moving in the manoeuvring area, unless both aircraft are continuously visible to TWR at all times.
C	Lowest RVR < 350 M	No landings allowed.
D	Lowest RVR < 200 M	Taxiing only allowed under guidance of a follow-me car.

4 TRAINING PROCEDURES

4.1 Introduction

4.1.1 General

To accommodate the conduct and to increase the amount of training flights to be handled by ATC, training areas have been established in the Eelde TMA. The upper boundary of the Eelde TMA can temporarily be changed to enlarge training areas. Assignment of the areas depends on circumstances as nature of training, aircraft performance, traffic load, pilots request etc.

Note: training and test flights including go-arounds PPR from airport manager.

Note: IFR-training flights outside operational hours Eelde Approach: PPR from ATC, TEL: +31 (0)50 309 9229.

Note: to avoid noise disturbances pilots shall adhere to the IFR and VFR approach and departure procedures and traffic circuits as depicted.

4.1.2 Training areas

Training areas are as follows:

- a. *Eelde TMA area*
Within the lateral boundaries of the Eelde TMA.
- b. *Training Area East*
532308.91N 0063314.06E -
along boundary of Eelde TMA -
525911.01N 0070530.46E -
532308.91N 0063314.06E.
- c. *Training Area West*
525516.81N 0063236.77E -
along boundary of Eelde TMA -
531224.44N 0060933.07E -
525516.81N 0063236.77E.

4.2 Communication failure

4.2.1 General

The pilot of an IFR flight shall follow the general procedures for IFR flights (see ENR 1.3 paragraph "Communication Failure"). The instrument approach procedures from HECTI or OMFAR may be followed by a visual or circling approach to the main landing runway or if not acceptable to the most convenient runway.

4.2.2 In the Eelde TMA

In addition to the general procedures, the pilot shall:

- proceed to the fix of the main landing runway (HECTI for RWY 23, OMFAR for RWY 05).
- maintain the last cleared and acknowledged flight level or altitude.
- after arrival over the fix, intercept the holding pattern.
- commence descent to 2000 FT AMSL at the EAT last received and acknowledged.
- after reaching 2000 FT AMSL leave the holding fix and carry out an instrument approach procedure to the appropriate runway (see AD 2.EHGG-IAC-xx.x).

4.2.3 In Training Area East

In addition to the general procedures, the pilot shall:

- proceed to the holding fix HECTI.
- maintain the last cleared and acknowledged flight level or altitude.
- after arrival over HECTI, intercept the holding pattern.
- commence descent to 2000 FT AMSL at the EAT last received and acknowledged.
- after reaching 2000 FT AMSL leave HECTI and carry out an instrument approach procedure to RWY 23 (see AD 2.EHGG-IAC-xx.x).

4.2.4 In Training Area West

In addition to the general procedures, the pilot shall:

- proceed to the holding fix OMFAR.
- maintain the last cleared and acknowledged flight level or altitude.
- after arrival over OMFAR, intercept the holding pattern.
- commence descent to 2000 FT AMSL at the EAT last received and acknowledged.
- after reaching 2000 FT AMSL leave OMFAR and carry out an instrument approach procedure to RWY 05 (see AD 2.EHGG-IAC-xx.x).

4.2.5 Traffic vectored to final approach

In addition to the general procedures, the pilot shall:

- maintain the last cleared and acknowledged level or altitude.
- proceed to the fix of the assigned landing runway (HECTI for RWY 23 and OMFAR for RWY 05).
- after arrival over the fix, descend to 2000 FT AMSL, if applicable.
- after reaching 2000 FT, leave the fix and carry out an instrument approach procedure to the appropriate runway (see AD 2.EHGG-IAC-xx.x).

5 VFR FLIGHT PROCEDURES AND REGULATIONS

Note: for visual approach chart and visual traffic circuits see AD 2.EHGG-VAC.1 and AD 2.EHGG-VAC.2.

5.1 General

1. All VFR flights within the Eelde CTR shall submit a flight plan (see ENR 1.10).
2. Eelde CTR has been designated as controlled airspace (class C).
3. Flights within the Eelde CTR should maintain two-way radio communication with Eelde TWR, unless they have been exempted by ATS Eelde. This exemption will only be granted in extraordinary circumstances.
4. Prior permission is required from Eelde TWR for all VFR operations in the CTR.
5. All aircraft performing VFR flights in the Eelde CTR must show their landing lights.
6. All VFR flights conducted within the Eelde CTR shall be executed at or below 1500 FT AMSL.
7. VFR flights shall be carried out via the arrival/departure routes unless otherwise instructed by ATC or on pilots request.
8. To avoid noise disturbances pilots shall adhere to the VFR approach and departure procedures and traffic circuits as depicted.
9. Built-up areas shall be avoided as much as possible.
10. Marked areas shall be avoided.
11. IFR area: VFR flights within the CTR may be instructed by ATC to stay clear of this area. The IFR area is indicated on the chart (see AD 2.EHGG-VAC.1).
12. Pilots are urgently requested not to execute VFR flights in the vicinity of the published instrument arrival and departure routes within the Eelde TMA, which are published in EHGG AD 2.24.
13. Training and test flights including missed approaches PPR from airport manager.
14. VFR reporting points positions:

VFR reporting point	Position
NOVEMBER	531003N 0063523E
PAPA	530927N 0063213E
ROME0	530034N 0063608E
TANGO	530446N 0063745E
UNIFORM	530108N 0063248E
VICTOR	530449N 0063610E
X-RAY	531235N 0062736E
YANKEE	531414N 0063905E

Note: all VFR flights transiting the Eelde TMA are urgently requested to contact Eelde APP; MON-FRI on 120.305 and SAT-SUN on 118.705.

5.2 Visual departure procedures

1. Pilots must have obtained start-up clearance from ATC before starting engines. A request for start-up shall be made to Eelde Delivery, clearance for start-up will either be issued immediately or at a specified time depending on traffic. A request for start-up includes:
 - aircraft identification and type (e.g. PHJUR Cessna 172).
 - position (e.g. in front of tower).
 - flight rules (e.g. VFR).
 - destination (e.g. Rotterdam).
 - ATIS information (e.g. information E).
 - request start-up (request start-up).
2. Taxiing on taxiways: pilots of aircraft intending to taxi on the taxiways shall obtain a clearance from Eelde TWR.

3. Unless otherwise instructed or approved climb after take-off to 1000 FT AMSL.
4. Make the shortest turn to join the instructed departure at or before PAPA or VICTOR.
5. Cross PAPA or VICTOR at 1000 FT AMSL and maintain 1000 FT AMSL until outside CTR.
6. Report PAPA and VICTOR on ATC request.
7. Report leaving the CTR over the designated reporting point.

Note: when joining UNIFORM Departure, the railway Groningen/Assen via Haren, Glimmen and Tynaarlo shall not be crossed (see also Caution in chart AD 2.EHGG-VAC.1).

5.3 Visual approach procedures

1. Contact Eelde TWR 2 minutes before reaching the CTR boundary for permission to enter the CTR.
2. Unless otherwise instructed, enter the CTR at 1500 FT AMSL and maintain.
3. Descend to circuit altitude and join the circuit as instructed by ATC.

Note: unless otherwise instructed the circuit altitude is 1000 FT for light propeller aircraft (no turboprop) with MAX AUW of 6000 KG, and 1500 FT for jet, turboprop and other aircraft (with MAX AUW > 6000 KG).

4. In case of missed approach climb straight ahead to MAX 1000 FT AMSL and inform ATC.

5.4 VFR traffic circuits

5.4.1 General

1. Report downwind and intentions (e.g. 'touch-and-go', 'full-stop' or 'practice go-around').
2. ATC will issue a sequence number and traffic to follow. Do not turn base before the traffic to follow or before receiving a sequence number.
3. After receiving your sequence number, turn base and final at own discretion.
4. Reporting final is compulsory when no landing clearance is received.
5. In case of missed approach: inform ATC immediately while climbing to the published circuit altitude.

Note: the circuit may be extended at ATC discretion and/or altitudes of 500 FT or 1500 FT AMSL may be issued.

5.4.2 RWY 05

For light propeller aircraft (no turboprop, MAX AUW 6000 KG):

- Righthand circuit at 1000 FT AMSL.
- Aim for landing abeam or beyond intersection S3, unless an extended downwind is flown.
- Pilots should not vacate via TWY C.

For other aircraft:

- Righthand circuit at 1500 FT AMSL.
- At 500 FT AMSL turn left to track 048° MAG.
- When abeam orange circuitmarker turn right to join the circuit.

Traffic inbound via Y and N should expect a lefthand circuit.

5.4.3 RWY 23

For light propeller aircraft (no turboprop, MAX AUW 6000 KG):

- Lefthand circuit at 1000 FT AMSL.

For other aircraft:

- Lefthand circuit at 1500 FT AMSL.
- Turn to final beyond the orange circuitmarker.

Traffic shall not execute a threshold baseleg for the righthand circuit.

5.5 Communication failure procedures

5.5.1 General

Select SSR code 7600.

5.5.2 VFR outbound

In case of communication failure adhere to the departure instructions. If the departure instructions contain a clearance limit in the CTR, act in accordance with paragraph 5.5.4.

5.5.3 VFR inbound

5.5.3.1 Via ROMEO Arrival

- a. In case of communication failure before joining the circuit leave the CTR according to the UNIFORM Departure and divert to an appropriate aerodrome.
- b. In case of communication failure over or after a position from where to join the circuit (this is past the compulsory reporting point TANGO or OVERHEAD) execute a circuit for the last received and acknowledged runway as short as practicable. Make a full stop landing and vacate as soon as possible. In case of go-around execute a similar circuit (be aware of the fact that your flightpath could interfere with the flightpath of other aerodrome traffic).

EHKD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel/ Frequency (MHz)	Hours of operation	Remarks
1	2	3	4	5
APP	De Kooy Arrival	124.230 372.150	AD OPR HR	NIL
TWR	De Kooy Tower	120.130 122.100 379.750	AD OPR HR	Outside OPR HR contact Dutch MIL Info on 132.350.
GND	De Kooy Ground	121.730	AD OPR HR	NIL
ATIS	De Kooy Information	133.010	H24	NIL

EHKD 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
DME	HDR	115.550 MHz CH102Y	H24	525424.6N 0044556.7E	0 FT	NA	Designated operational cover- age: 120 NM/FL 250; 90 NM/FL 250 BTN 015°- 150° MAG.
LOC 21 ILS CAT I/C/1 (2°E/2020)	DKY	108.900 MHz	H24	525505.0N 0044628.5E	NA	NA	NIL
DME 21	DKY	CH26X	H24	525528.7N 0044647.4E	0 FT	NA	DME reading at THR RWY 21: 0.2 NM.
GP 21	-	329.300 MHz	H24	525528.7N 0044647.4E	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 EHKD AD 2.22 for FAS data block

EHKD AD 2.20 LOCAL AERODROME REGULATIONS

Note: This section is not applicable.

EHKD AD 2.21 NOISE ABATEMENT PROCEDURES

1 LIMITATIONS

1. Avoid overflying Den Helder 2 NM NNW of ARP.
2. Built-up areas shall be avoided as much as possible.
3. Avoid overflying campsite SE of FOXTROT below 1500 FT AMSL.
4. Due to noise abatement over Julianadorp, RNP Y approach RWY 03 only available when reported cloudbase is below 500 FT.

EHKD AD 2.22 FLIGHT PROCEDURES

1 DEPARTURE PROCEDURES

1.1 Start-up and taxi

1.1.1 Start-up

Prior to engine start, pilots must request a start-up clearance to De Kooy Ground; a request for start-up shall include:

- callsign;
- position;
- type of aircraft;
- POB;
- ETD (in case of IFR clearance required).

The start-up clearance will include the runway in use and QNH.

1.1.2 En-route clearance

When required, ATC will issue an en-route clearance as soon as possible after taxi permission has been given.

An en-route clearance contains:

- a. Clearance limit: airport of destination.
- b. Departure instructions.
- c. SSR code.

Example of an en-route clearance: "RNN345 is cleared to London, SPL 3000 FT, squawk 2123".

1.1.3 Taxi

Prior to ground/air-taxi, pilots shall request taxi permission from De Kooy Tower.

1.2 General remarks

1.2.1 North Sea operations and helicopter main routes (HMR)

North Sea operations and HMR are described in ENR 2.2, ENR 3.4 and on chart ENR 6-3.1.

1.3 Maximum speed

MAX 250 KIAS below FL 100 unless otherwise instructed.

1.4 Transfer of control

Transfer of control will be effected on the basis of current traffic situation and co-ordination between the units involved.

Traffic via the Schiphol TMAs will be transferred to Schiphol Departure.

1.5 Communication failure

- Select transponder code 7600.
- If possible call Amsterdam ACC Supervisor on telephone number +31 (0)20 406 3999.

Note: Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded.

- If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure (see ENR 1.3).

Note: If a communication failure occurs during taxiing, aircraft shall wait until communication is re-established, light signals are issued from the tower or a follow-me car arrives.

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 UL94, AVGAS 100LL, Jet A-1/NIL.

3	Fuelling facilities/capacity	<p>Fuel station Charlie AVGAS UL94: self-service with debit card or credit card (VISA, Mastercard).</p> <p>Fuel station Delta AVGAS 100LL: self-service with debit card or credit card (VISA, Mastercard).</p> <p>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.</p> <p>D-Apron Two charging facilities AVBL (MAX 60 KWH), O/R.</p>
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	←	Apron	Surface	Strength
				D	Asphalt and concrete	PCN 19/F/D/W/T PCR 220/F/D/X/T
				F	Asphalt and concrete	PCN 19/F/D/W/T PCR 180/F/D/X/T
				H	Asphalt and concrete	PCN 19/F/D/W/T PCR 100/F/C/Y/T
			←	L	Concrete	PCN 65.0/R/B/W/T PCR 820/R/A/W/T

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
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

Remarks							
14							
¹⁾ DTHR 300 M. ²⁾ Displaced RWY end 300 M. ³⁾ Due to displaced threshold and displaced RWY end, the length and location of the RWY strip depend on the RWY direction and the operational use for take-off or landing: <ul style="list-style-type: none"> • RWY strip length for landing traffic: 2220 M. • RWY strip length for departing traffic: 2460 M. 							

EHLE AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	2400	2460	2400	2100	Take-off from intersection with TWY N4. DTHR 300 M.
	2100	2160	2100	NA	Take-off from intersection with TWY N3.
	2100	2160	2100	NA	Take-off from intersection with TWY S7.
	1330	1390	1330	NA	Take-off from intersection with TWY S5.
	999	1059	999	NA	Take-off from intersection with TWY S4. Only AVBL during UDP and only AVBL for aircraft with a maximum wheel span of 6 M.
	724	784	724	NA	Take-off from intersection with TWY S3. Only AVBL during UDP and only AVBL for aircraft with a maximum wheel span of 6 M.
23	2400	2460	2400	2100	Take-off from intersection with TWY N1. DTHR 300 M.
	2100	2160	2100	NA	Take-off from intersection with TWY N2.
	2000	2060	2000	NA	Take-off from intersection with TWY S1.
	1700	1760	1700	NA	Take-off from intersection with TWY S2. Only AVBL during UDP and only AVBL for aircraft with a maximum wheel span of 6 M.
	1386	1446	1386	NA	Take-off from intersection with TWY S3. Only AVBL during UDP and only AVBL for aircraft with a maximum wheel span of 6 M.
	1111	1171	1111	NA	Take-off from intersection with TWY S4. Only AVBL during UDP and only AVBL for aircraft with a maximum wheel span of 6 M.
	784	844	784	NA	Take-off from intersection with TWY S5. Only AVBL during UDP.
¹⁾ RWY 05 and RWY 23: displaced RWY end 300 M. ²⁾ Backtracking of the runway not allowed beyond the displaced RWY ends.					

EHLE AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Des- ignator	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
05	CAT I 900 M LIH	Green -	PAPI Left/3.0° (36 FT)	NIL	2400 M 30 M W ¹⁾ LIH	2400 M 60 M W ²⁾ LIH	R -	NA
23	CAT I 900 M LIH	Green -	PAPI Left/3.0° (36 FT)	NIL	2400 M 30 M W ¹⁾ LIH	2400 M 60 M W ²⁾ LIH	R -	NA

Remarks	
10	
1) RCLL	white from beginning of RWY to 900 M before RWY end LGT; white/red from 900 M to 300 M before RWY end LGT; red from 300 M before RWY end LGT, to RWY end LGT.
2) REDL	red from beginning of RWY to DTHR; white from DTHR to 600 M before RWY end LGT; yellow from 600 M before RWY end LGT to RWY end LGT.
Note: RWY 05 and RWY 23: no lights beyond RWY end LGT.	

EHLE 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: NIL Anemometer: 320 M WSW from THR RWY 23; and 412 M ENE from THR RWY 05, unlighted.
3	TWY edge and centre line lighting	See EHLE AD 2.9.
4	Secondary power supply Switch-over time	AVBL Within 1 SEC for RENL and RCLL. Other lighting components: within 15 SEC.
5	Remarks	NIL

EHLE AD 2.16 HELICOPTER LANDING AREA

1	Co-ordinates TLOF or THR of FATO Geoid undulation	522712.19N 0053036.16E 141 FT
2	TLOF and/or FATO elevation M/FT	-12 FT
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF Square 15 x 15 M / CONC. Edges marked in white, white 'H' in center. FATO Rectangular 35 x 435 M / GRASS. Edges marked with red-white perimeter markers.
4	True BRG of FATO	047.54/227.55°
5	Declared distances available	NIL
6	APCH and FATO lighting	NIL
7	Remarks	1. Helicopter exercise area (HELEX) AVBL northeast of FATO for helicopter exercises up to 50 FT. 2. FATO and HELEX only AVBL for local helicopter training operators. Use by other operators is only allowed with written approval by the AD operator. 3. FATO and HELEX only AVBL during UDP.

EHLE AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	<ul style="list-style-type: none"> • LELYSTAD CTR 1: 522804N 0052511E - 521620N 0052511E - 521610N 0052449E - 521617N 0052154E - 522102N 0051512E - 522231N 0051518E - 522804N 0052511E. • LELYSTAD CTR 2: 523447N 0053713E - 523021N 0054350E - 522307N 0053050E - 522024N 0053357E - 521620N 0052511E - 522804N 0052511E - 523447N 0053713E.
---	---------------------------------------	--

2	Vertical limits	<ul style="list-style-type: none"> LELYSTAD CTR 1: GND to 1500 FT AMSL LELYSTAD CTR 2: GND to 2500 FT AMSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Lelystad Tower English
5	Transition altitude	IFR: 3000 FT AMSL; VFR: 3500 FT AMSL.
6	Hours of applicability	AD OPR HR, see EHLE AD 2.3.
7	Remarks	NIL

EHLE AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE NR	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
APP	Lelystad Arrival	134.530	INFO not AVBL	INFO not AVBL	See AD 2.3 OPR HR.	Primary.
		120.830	INFO not AVBL	INFO not AVBL		At ATC discretion.
TWR	Lelystad Tower	135.180	INFO not AVBL	INFO not AVBL	See AD 2.3 OPR HR.	Primary.
		123.830	INFO not AVBL	INFO not AVBL		At ATC discretion.
	Lelystad Delivery	123.680	INFO not AVBL	INFO not AVBL	See AD 2.3 OPR HR.	Start-up control and clearance delivery. Preflight information IFR/VFR (incl. training flights). VDF.
		123.830	INFO not AVBL	INFO not AVBL		At ATC discretion.
ATIS	Lelystad Information	120.730	INFO not AVBL	INFO not AVBL	H24	ATIS remains operational outside AD OPR HR.
-	As appropriate.	121.500	INFO not AVBL	INFO not AVBL	As appropriate.	Emergency.
		243.000	INFO not AVBL	INFO not AVBL		

EHLE 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: elevation, ellipsoid height of reference point SBAS: ellipsoid height of LTP/FTP	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
LOC 05 ILS CAT 1/C/1 (2°E/2020)	ILSN	108.550 MHz	H24	522741.7N 0053146.3E	NA	NA	NIL
DME 05	ILSN	CH22Y	H24	522652.2N 0053027.2E	0 FT	NA	Distance DME antenna/THR 05 is 349 M.
GP 05	-	329.750 MHz	H24	522652.2N 0053027.2E	NA	NA	NIL
Lelystad DME	FRO	CH51X	H24	522709.2N 0053029.0E	0 FT	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 EHLE AD 2.22 for FAS data block

EHLE AD 2.20 LOCAL AERODROME REGULATIONS

1 IFR ROUTE AVAILABILITY

The IFR departure and arrival routes are **not available** for scheduled and non-scheduled passenger flights UFN. Business aviation and GA operators shall contact airport authority.

2 RUNWAY RESERVATIONS

For more information on the usage of LARSA (Lelystad airport runway scheduling application), see <https://www.lelystadairport.nl>.

3 RESTRICTIONS ON VFR TRAINING FLIGHTS

Use of the VFR training circuit is limited to MON-SUN: 0600-1800 (0500-1700) during UDP.

4 FORMATION TAKE-OFFS AND LANDINGS

Formation take-offs and landings are not allowed except with a pre-arranged operational agreement with ATC. Contact atmprocedureservices@lvnl.nl for such an agreement.

5 GROUND MOVEMENT OPERATIONS

Follow-me service is mandatory on:

- TWY S for aircraft with wingspan >24 M;
- TWYs S1, S5 and S7 for aircraft with outer main gear wheel span >9 M.

EHLE AD 2.22 FLIGHT PROCEDURES**1 INSTRUMENT DEPARTURE PROCEDURES****1.1 Introduction**

The instrument departure procedures are based on ICAO Annex 2 and on ICAO Documents 4444-ATM/501 (PANS-ATM), 7030 (SUPPS) and 8168-OPS/611 (PANS-OPS).

1.2 Instrument departure procedures**1.2.1 Start-up permission**

Pilots shall request start-up permission from ATC before starting engines. When applicable, report a cross-bleed start. The request for start-up shall be made to Lelystad Delivery after all preparations for departure have been made (doors closed etc.) and shall include:

- aircraft identification (e.g. TRA345).
- position (e.g. L4) or entry point manoeuvring area (e.g. G1).
- ATIS information (e.g. information R).
- flight rules (e.g. IFR).
- destination (e.g. Heraklion).
- request start-up.

Permission for start-up will be issued either immediately or at a specified time. The pilot shall be able to comply with start-up and taxi permission. Any delay in start-up or taxiing shall be reported to ATC immediately. In case of indefinite delay, the probable duration of delay will be given.

During the hours of the ATIS broadcast no MET information will be issued to departing aircraft except RVR (see EHLE AD 2.18).

Note: when EHR49 is active the AMGOD and IDRID SID cannot be used.

Note: when EHR8A is active the AMGOD SID cannot be used.

1.2.2 En-route clearance**1.2.2.1 Contents**

The en-route clearance will be issued after start-up clearance has been given by Lelystad Delivery. An en-route clearance contains:

- a. Clearance limit: airport of destination.
- b. Standard instrument departure (SID).
- c. Cleared level.
- d. SSR code.
- e. Departure instructions if applicable.
- f. CTOT if applicable.

Example of an en-route clearance: "TRA345 cleared to Heraklion, NAPRO 1L Departure, cleared FL 060 according to step climb, squawk 2123".

1.2.2.2 Standard instrument departures

The instrument departure procedures are laid down in standard instrument departures (SIDs). SIDs are published for RWY 05 and 23.

Note: if not able to comply with the crossing conditions prescribed in the SIDs, inform Lelystad Delivery.

Note: only flights of wake turbulence category LIGHT are allowed to file a flight plan with a requested flight level below FL 060. Expect additional ATC instructions.

1.2.2.3 Departure instructions (paragraph 1.2.2.1 item e)

Instructions containing deviations from the standard instrument departure may be added to the en-route or take-off clearance. These instructions may comprise maintaining a specified heading or temporary altitude restrictions; these additional instructions amend the relevant part of the SID only.

1.2.2.4 General instructions

Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile.

1.2.3 Taxi procedures

Aircraft shall request taxi clearance from Lelystad Tower.

1.3 Communication failure

- Select transponder code 7600.
- If possible call Amsterdam ACC Supervisor on telephone number +31 (0)20 406 3999.

Note: Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded.

- If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure (see ENR 1.3).

Additionally: proceed on the departure route according to expected FLs in SID tables (see paragraph 1.4).

1.4 SID descriptions

1.4.1 General remarks

1.4.1.1 Procedures and constraints

- Transition altitude: 3000 ft AMSL.
- SIDs are based on an average climb rate of 2000 ft/min.
- SIDs shall be strictly adhered to.
- Initiate turns in due time in order not to overshoot radials.
- Turn radii based on a 25° bank angle.
- MAX 250 KIAS below FL 100 unless otherwise instructed.
- For continuous routings and crossing conditions on ATS routes as applicable see paragraph 1.4.3.
- IFR departures are **not available** for scheduled and non-scheduled passenger flights UFN (see AD 2.20).

1.4.1.2 Application of RNAV

All SIDs require the use of RNAV routes stored in a pre-programmed navigation database on board of aircraft.
Furthermore:

- Connect FMS as early as possible.
- The LExxx-waypoints shall not be used in RTF procedures.
- Turn anticipation is mandatory for all waypoints except those which are underlined, these waypoints shall be overflown.

1.4.2 Specific remarks

1. Both AMGOD and BERGI SIDs lead to AMGOD, be sure to follow the correct route.
2. Both IDRID and VOLLA SIDs lead to IDRID, be sure to follow the correct route.
3. BERGI, IDRID and VOLLA SIDs: only available for flights with requested flight/cruising level FL 140 or above.
4. INKET SID: only for aircraft with destination EHRD.
5. RUMER SID: only for aircraft with destination EHBD, EHBK, or EHEH.
6. RNAV1 required.

1.4.3 Continuous routings for Lelystad SIDs with crossing conditions on ATS routes as applicable

Note: REF EHLE AD 2.22 paragraph 1.2.2 "En-route clearance": if not able to comply with the crossing conditions prescribed in the SIDs, inform Lelystad Delivery before take-off.

ARNEM Departures	
L620	If the requested flight level is above FL 245, cross OLDOD at or above FL 250.
KUDAD Departures	
N872	If the requested flight level is above FL 245, cross AMMOF at or above FL 260.
NAPRO Departures	
Z739	If the requested flight level is above FL 245, cross AMOSU at or above FL 250.

1.4.4 SIDs RWY 05

See chart AD 2.EHLE-SID-05.

AMGOD 1L	See paragraph 1.4.2 specific remark: 1, 6. After departure climb to FL 060, expect FL 090 at KOKIP.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[AMGO1L]	To LE112 on course 046° MAG, at or below 3000 FT AMSL	LE112 [M046; A3000-]	CF	N
	To LE114	LE114	TF	N
	To ERMUR at FL 060	ERMUR [F060]	TF	N
	To ASNOM	ASNOM	TF	N
	To KOKIP	KOKIP	TF	N
	To AMGOD	AMGOD	TF	N
ARNEM 1L	See paragraph 1.4.2 specific remark: 6. After departure climb to FL 060.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[ARNE1L]	To LE112 on course 046° MAG, at or below 3000 FT AMSL	LE112 [M046; A3000-]	CF	N
	To LE113	LE113	TF	N
	To LE120 at FL 060	LE120 [F060]	TF	N
	To <u>ARBEP</u>	<u>ARBEP</u>	TF	Y
	To LE148 on course 173° MAG	LE148 [M173]	CF	N
	To ARNEM	ARNEM	TF	N

BERGI 1Q	See paragraph 1.4.2 specific remark: 1, 3, 6. After departure climb to FL 060.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[BERG1Q]	To LE112 on course 046° MAG, at or below 3000 FT AMSL	LE112 [M046; A3000-]	CF	N
	To LE114	LE114	TF	N
	To ERMUR at FL 060	ERMUR [F060]	TF	N
	To EDOXO	EDOXO	TF	N
	To LE142	LE142	TF	N
	To BERGI	BERGI	TF	N
	To AMGOD	AMGOD	TF	N
GRONY 1L	See paragraph 1.4.2 specific remark: 6. After departure climb to FL 060.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[GRON1L]	To LE112 on course 046° MAG, at or below 3000 FT AMSL	LE112 [M046; A3000-]	CF	N
	To LE114	LE114	TF	N
	To ERMUR at FL 060	ERMUR [F060]	TF	N
	To LE146	LE146	TF	N
	To LE147	LE147	TF	N
	To GRONY	GRONY	TF	N
IDRID 2L	See paragraph 1.4.2 specific remark: 2, 3, 6. After departure climb to FL 060.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[IDRI2L]	To LE112 on course 046° MAG, at or below 3000 FT AMSL	LE112 [M046; A3000-]	CF	N
	To LE114	LE114	TF	N
	To ERMUR at FL 060	ERMUR [F060]	TF	N
	To ASNOM	ASNOM	TF	N
	To PETCA	PETCA	TF	N
	To BAHSI	BAHSI	TF	N
	To VOLLA	VOLLA	TF	N
To IDRID	IDRID	TF	N	
INKET 1L	See paragraph 1.4.2 specific remark: 4, 6. After departure climb to FL 060.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[INKE1L]	To LE112 on course 046° MAG, at or below 3000 FT AMSL	LE112 [M046; A3000-]	CF	N
	To LE113	LE113	TF	N
	To LE120 at FL 060	LE120 [F060]	TF	N
	To ARBEP	ARBEP	TF	Y
	To LE148 on course 173° MAG	LE148 [M173]	CF	N
	To LE149	LE149	TF	N
	To BRIAR	BRIAR	TF	N
	To IPMUR	IPMUR	TF	N
	To NEPTU	NEPTU	TF	N
To PELUB	PELUB	TF	N	
To INKET	INKET	TF	N	

KUDAD 1L	See paragraph 1.4.2 specific remark: 6. After departure climb to FL 060, expect FL 090 at IPMUR and FL 100 at WILEM.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[KUDA1L]	To LE112 on course 046° MAG, at or below 3000 FT AMSL	LE112 [M046; A3000-]	CF	N
	To LE113	LE113	TF	N
	To LE120 at FL 060	LE120 [F060]	TF	N
	To <u>ARBEP</u>	<u>ARBEP</u>	TF	Y
	To LE148 on course 173° MAG	LE148 [M173]	CF	N
	To LE149	LE149	TF	N
	To BRIAR	BRIAR	TF	N
	To IPMUR	IPMUR	TF	N
	To NEPTU	NEPTU	TF	N
	To PELUB	PELUB	TF	N
	To WILEM	WILEM	TF	N
To LE139	LE139	TF	N	
To KUDAD	KUDAD	TF	N	

NAPRO 1L	See paragraph 1.4.2 specific remark: 6. After departure climb to FL 060.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[NAPR1L]	To LE112 on course 046° MAG, at or below 3000 FT AMSL	LE112 [M046; A3000-]	CF	N
	To LE113	LE113	TF	N
	To LE120 at FL 060	LE120 [F060]	TF	N
	To <u>ARBEP</u>	<u>ARBEP</u>	TF	Y
	To LE148 on course 173° MAG	LE148 [M173]	CF	N
	To ARNEM	ARNEM	TF	N
	To NAPRO	NAPRO	TF	N

RUMER 1L	See paragraph 1.4.2 specific remark: 5, 6. After departure climb to FL 060.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[RUME1L]	To LE112 on course 046° MAG, at or below 3000 FT AMSL	LE112 [M046; A3000-]	CF	N
	To LE113	LE113	TF	N
	To LE120 at FL 060	LE120 [F060]	TF	N
	To <u>ARBEP</u>	<u>ARBEP</u>	TF	Y
	To LE148 on course 173° MAG	LE148 [M173]	CF	N
	To ARNEM	ARNEM	TF	N
	To LE145	LE145	TF	N
	To BASGU	BASGU	TF	N
To RUMER	RUMER	TF	N	

VOLLA 2Q	See paragraph 1.4.2 specific remark: 2, 3, 6. After departure climb to FL 060.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[VOLL2Q]	To LE112 on course 046° MAG, at or below 3000 FT AMSL	LE112 [M046; A3000-]	CF	N
	To LE114	LE114	TF	N
	To ERMUR at FL 060	ERMUR [F060]	TF	N
	To EDOXO	EDOXO	TF	N
	To LE141	LE141	TF	N
	To BAHSI	BAHSI	TF	N
	To VOLLA	VOLLA	TF	N
	To IDRID	IDRID	TF	N

1.4.5 SIDs RWY 23

See chart AD 2.EHLE-SID-23.

AMGOD 1M	See paragraph 1.4.2 specific remark: 1, 6. Minimum climb gradient: 4.0 % to 500 FT AMSL. After departure climb to FL 060, expect FL 090 at KOKIP.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[AMGO1M]	Climb on course 226° MAG at or above 500 FT AMSL	[M226; A500+]	CA	N
	Direct to LE101	=> LE101	DF	N
	To LE102 at or below 2000 FT AMSL, MAX 210 KIAS	LE102 [A2000-; K210-]	TF	N
	To ASBES at 3000 FT AMSL	ASBES [A3000]	TF	N
	To DOTIX at FL 060	DOTIX [F060]	TF	N
	To LE107	LE107	TF	N
	To ERMUR	ERMUR	TF	N
	To ASNOM	ASNOM	TF	N
	To KOKIP	KOKIP	TF	N
To AMGOD	AMGOD	TF	N	
ARNEM 2M	See paragraph 1.4.2 specific remark: 6. Minimum climb gradient: 4.0 % to 500 FT AMSL. After departure climb to FL 060, expect FL 090 at ARNEM.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[ARNE2M]	Climb on course 226° MAG at or above 500 FT AMSL	[M226; A500+]	CA	N
	Direct to LE101	=> LE101	DF	N
	To LE102 at or below 2000 FT AMSL, MAX 210 KIAS	LE102 [A2000-; K210-]	TF	N
	To ASBES at 3000 FT AMSL	ASBES [A3000]	TF	N
	To DOTIX at FL 060	DOTIX [F060]	TF	N
	To LE152	LE152	TF	N
	To ZITFA	ZITFA	TF	N
	To LE148	LE148	TF	N
	To ARNEM	ARNEM	TF	N
BERGI 1U	See paragraph 1.4.2 specific remark: 1, 3, 6. Minimum climb gradient: 4.0 % to 500 FT AMSL. After departure climb to FL 060.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[BERG1U]	Climb on course 226° MAG at or above 500 FT AMSL	[M226; A500+]	CA	N
	Direct to LE101	=> LE101	DF	N
	To LE102 at or below 2000 FT AMSL, MAX 210 KIAS	LE102 [A2000-; K210-]	TF	N
	To ASBES at 3000 FT AMSL	ASBES [A3000]	TF	N
	To DOTIX at FL 060	DOTIX [F060]	TF	N
	To LE107	LE107	TF	N
	To ERMUR	ERMUR	TF	N
	To EDOXO	EDOXO	TF	N
	To LE142	LE142	TF	N
	To BERGI	BERGI	TF	N
To AMGOD	AMGOD	TF	N	

GRONY 1M	See paragraph 1.4.2 specific remark: 6. Minimum climb gradient: 4.0 % to 500 FT AMSL. After departure climb to FL 060.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[GRON1M]	Climb on course 226° MAG at or above 500 FT AMSL	[M226; A500+]	CA	N
	Direct to LE101	=> LE101	DF	N
	To LE102 at or below 2000 FT AMSL, MAX 210 KIAS	LE102 [A2000-; K210-]	TF	N
	To ASBES at 3000 FT AMSL	ASBES [A3000]	TF	N
	To DOTIX at FL 060	DOTIX [F060]	TF	N
	To LE107	LE107	TF	N
	To ERMUR	ERMUR	TF	N
	To LE146	LE146	TF	N
	To LE147	LE147	TF	N
	To GRONY	GRONY	TF	N

IDRID 2M	See paragraph 1.4.2 specific remark: 2, 3, 6. Minimum climb gradient: 4.0 % to 500 FT AMSL. After departure climb to FL 060.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[IDRI2M]	Climb on course 226° MAG at or above 500 FT AMSL	[M226; A500+]	CA	N
	Direct to LE101	=> LE101	DF	N
	To LE102 at or below 2000 FT AMSL, MAX 210 KIAS	LE102 [A2000-; K210-]	TF	N
	To ASBES at 3000 FT AMSL	ASBES [A3000]	TF	N
	To DOTIX at FL 060	DOTIX [F060]	TF	N
	To LE107	LE107	TF	N
	To ERMUR	ERMUR	TF	N
	To ASNOM	ASNOM	TF	N
	To PETCA	PETCA	TF	N
	To BAHSI	BAHSI	TF	N
	To VOLLA	VOLLA	TF	N
	To IDRID	IDRID	TF	N

INKET 2M	See paragraph 1.4.2 specific remark: 4, 6. Minimum climb gradient: 4.0 % to 500 FT AMSL. After departure climb to FL 060.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[INKE2M]	Climb on course 226° MAG at or above 500 FT AMSL	[M226; A500+]	CA	N
	Direct to LE101	=> LE101	DF	N
	To LE102 at or below 2000 FT AMSL, MAX 210 KIAS	LE102 [A2000-; K210-]	TF	N
	To ASBES at 3000 FT AMSL	ASBES [A3000]	TF	N
	To DOTIX at FL 060	DOTIX [F060]	TF	N
	To LE152	LE152	TF	N
	To ZITFA	ZITFA	TF	N
	To LE148	LE148	TF	N
	To LE149	LE149	TF	N
	To BRIAR	BRIAR	TF	N
	To IPMUR	IPMUR	TF	N
	To NEPTU	NEPTU	TF	N
	To PELUB	PELUB	TF	N
	To INKET	INKET	TF	N

KUDAD 2M	See paragraph 1.4.2 specific remark: 6. Minimum climb gradient: 4.0 % to 500 FT AMSL. After departure climb to FL 060, expect FL 090 at IPMUR and FL 100 at WILEM.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[KUDA2M]	Climb on course 226° MAG at or above 500 FT AMSL	[M226; A500+]	CA	N
	Direct to LE101	=> LE101	DF	N
	To LE102 at or below 2000 FT AMSL, MAX 210 KIAS	LE102 [A2000-; K210-]	TF	N
	To ASBES at 3000 FT AMSL	ASBES [A3000]	TF	N
	To DOTIX at FL 060	DOTIX [F060]	TF	N
	To LE152	LE152	TF	N
	To ZITFA	ZITFA	TF	N
	To LE148	LE148	TF	N
	To LE149	LE149	TF	N
	To BRIAR	BRIAR	TF	N
	To IPMUR	IPMUR	TF	N
	To NEPTU	NEPTU	TF	N
	To PELUB	PELUB	TF	N
	To WILEM	WILEM	TF	N
To LE139	LE139	TF	N	
To KUDAD	KUDAD	TF	N	

NAPRO 2M	See paragraph 1.4.2 specific remark: 6. Minimum climb gradient: 4.0 % to 500 FT AMSL. After departure climb to FL 060.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[NAPR2M]	Climb on course 226° MAG at or above 500 FT AMSL	[M226; A500+]	CA	N
	Direct to LE101	=> LE101	DF	N
	To LE102 at or below 2000 FT AMSL, MAX 210 KIAS	LE102 [A2000-; K210-]	TF	N
	To ASBES at 3000 FT AMSL	ASBES [A3000]	TF	N
	To DOTIX at FL 060	DOTIX [F060]	TF	N
	To LE152	LE152	TF	N
	To ZITFA	ZITFA	TF	N
	To LE148	LE148	TF	N
	To ARNEM	ARNEM	TF	N
	To NAPRO	NAPRO	TF	N

RUMER 2M	See paragraph 1.4.2 specific remark: 5, 6. Minimum climb gradient: 4.0 % to 500 FT AMSL. After departure climb to FL 060.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[RUME2M]	Climb on course 226° MAG at or above 500 FT AMSL	[M226; A500+]	CA	N
	Direct to LE101	=> LE101	DF	N
	To LE102 at or below 2000 FT AMSL, MAX 210 KIAS	LE102 [A2000-; K210-]	TF	N
	To ASBES at 3000 FT AMSL	ASBES [A3000]	TF	N
	To DOTIX at FL 060	DOTIX [F060]	TF	N
	To LE152	LE152	TF	N
	To ZITFA	ZITFA	TF	N
	To LE148	LE148	TF	N
	To ARNEM	ARNEM	TF	N
	To LE145	LE145	TF	N
	To BASGU	BASGU	TF	N
To RUMER	RUMER	TF	N	

VOLLA 2U	See paragraph 1.4.2 specific remark: 2, 3, 6. Minimum climb gradient: 4.0 % to 500 FT AMSL. After departure climb to FL 060.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[VOLL2U]	Climb on course 226° MAG at or above 500 FT AMSL	[M226; A500+]	CA	N
	Direct to LE101	=> LE101	DF	N
	To LE102 at or below 2000 FT AMSL, MAX 210 KIAS	LE102 [A2000-; K210-]	TF	N
	To ASBES at 3000 FT AMSL	ASBES [A3000]	TF	N
	To DOTIX at FL 060	DOTIX [F060]	TF	N
	To LE107	LE107	TF	N
	To ERMUR	ERMUR	TF	N
	To EDOXO	EDOXO	TF	N
	To LE141	LE141	TF	N
	To BAHSI	BAHSI	TF	N
	To VOLLA	VOLLA	TF	N
	To IDRID	IDRID	TF	N

2 INSTRUMENT APPROACH PROCEDURES

2.1 Introduction

The arrival, instrument approach and holding procedures are based on ICAO Annex 2 and on ICAO Documents 4444-ATM/501 (PANS-ATM), 7030 (SUPPS) and 8168-OPS/611 (PANS-OPS).

2.2 Holding UVOXI

- Expect radar vectors to UVOXI.
- Holding levels are FL 090, FL 080, FL 070, FL 060. FL 090 will be used first due to noise abatement requirements.
- Exit holding route UVOXI – TENLI – BADEX (IAF).

2.3 Approach

Note: an aircraft vectored to intercept final approach shall report to ATC when established on the final approach track (ICAO Doc 4444-ATM/501 (PANS-ATM) chapter 8.9.4.1).

2.3.1 General

2.3.1.1 Approach procedures to RWY 05

RNAV to ILS or LOC approach:

- Initial and intermediate approach segment: RNAV1 transition from IAF to FAP/FAF;
- Final approach segment: ILS or LOC final approach;
- Missed approach segment: RNAV1 missed approach.

RNP approach:

- Initial and intermediate approach segment: RNAV1 transition from IAF to FAP/FAF;
- Final approach segment: RNP final approach;
- Missed approach segment: RNAV1 missed approach to ASBES.

Remarks:

- Notice the large localizer interception angle of 88 degrees.
- Notice the short distance between IF and FAF available for final course interception. The length of the intermediate segment (2.2 NM) is shorter than the ICAO minimum in case of a final approach interception angle of more than 60 degrees (3.0 NM).

2.3.1.2 Approach procedure to RWY 23

RNP approach:

- Initial and intermediate approach segment: RNAV1 transition from IAF to FAP/FAF;
- Final approach segment: RNP final approach;
- Missed approach segment: RNAV1 missed approach to KUVOS.

2.3.1.3 Visual approach

Visual approach allowed only when in the final approach segment.

2.3.1.4 Circling approach

Circling approaches are not allowed.

2.3.1.5 Aircraft and operator requirements

For the use of all IFR approach procedures to EHLE the following requirements are applicable:

- The aircraft must be equipped with an FMS comprising a pre-loaded navigation database and a navigation display.
- The aircraft FMS must use GNSS as the primary navigation sensor.
- The operator must hold an RNAV1 operations approval issued by their state of registry, which is compliant with the ICAO Document 9613 Performance-based Navigation (PBN) Manual or equivalent.
- The operator must hold an RNP APCH operations approval issued by their state of registry, which is compliant with the ICAO Document 9613 Performance-based Navigation (PBN) Manual or equivalent.

2.4 Missed approach procedure

See relevant instrument approach chart AD 2.EHLE-IAC-xx.x.

After second missed approach, follow the relevant SID to the alternate airport.

2.5 Communication failure

2.5.1 General

- Select transponder code 7600.
- If possible call Amsterdam ACC Supervisor on telephone number +31 (0)20 406 3999.

Note: Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded.

- If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure.

For the general procedures for IFR flights see ENR 1.3 paragraph "Communication Failure". In addition for arriving flights, the following communication failure procedures apply.

2.5.2 Traffic flying before the IAF

- Proceed according to the current flight plan route to the appropriate IAF (BADEX or EKNON);
- Commence descent to cross BADEX or EKNON at FL 060; except traffic via RKN: cross NILMI at FL 060;
- At BADEX or EKNON carry out an instrument procedure to the received and acknowledged runway or the runway-in-use as is included in the ATIS broadcast (see AD 2.EHLE-IAC-xx.x).

2.5.3 Traffic flying beyond the IAF

- Proceed according to instrument procedure, or;
- When vectored, proceed on the instrument procedure from XIDES to RWY 05 or IDGOK to RWY 23.

2.5.4 Traffic in UVOXI holding

- Proceed from UVOXI via TENLI to BADEX;
- Commence descent to cross BADEX at FL 060;
- At BADEX execute an instrument procedure to the received and acknowledged runway or the runway-in-use as is included in the ATIS broadcast (see AD 2.EHLE-IAC-xx.x).

2.5.5 Missed approach procedure in case of communication failure

See the relevant instrument approach chart AD 2.EHLE-IAC-xx.x.

After second missed approach, follow the relevant SID to the alternate airport.

2.6 Instrument approach descriptions

Note: recommended navaid for selection of MAG station declination only.

Note: for positions of LExxx-waypoints see relevant instrument approach charts.

2.6.1 ILS or LOC approach RWY 05

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	BADEX	-	-	-	-	-	+ FL060	-	-	-
002	TF	NILMI	-	306 / (308.0)	-	12.1	-	- FL060	-	-	RNAV1
003	TF	LE118	-	239 / (240.9)	-	3.3	-	+ FL050	-	-	RNAV1
004	IF	EKNON	-	-	-	-	-	@ FL060	-	-	-
005	TF	LE118	-	181 / (183.0)	-	14.0	-	+ FL050	-	-	RNAV1
006	IF	LE118	-	-	-	-	-	+FL050	-	-	-
007	TF	ASBES	-	239 / (240.6)	-	16.3	-	@ 3000	-	-	RNAV1
008	TF	LE103	-	239 / (240.5)	-	4.1	-	-	-	-	RNAV1
009	TF	LE137	-	233 / (234.7)	-	3.1	-	@ 2000	-	-	RNAV1
010	TF	XIDES	-	230 / (231.9)	-	3.0	-	@ 2000	- 185	-	RNAV1
011	TF	UPLOS	-	317 / (319.1)	-	3.2	-	+ 1700	-	-	RNAV1
012	CF	LE134	-	046 / (047.5)	ILSN	3.0	-	+ 1700	-	-	-
013	CF	THR 05	Y	046 / (047.5)	ILSN	5.2	-	-	-	-3.00/50	-
014	CF	LE112	-	046 / (048.0)	ILSN	5.3	-	-	-	-	RNAV1
015	TF	LE113	-	033 / (034.8)	-	6.1	-	-	-	-	RNAV1
016	TF	LE150	Y	121 / (122.8)	-	4.2	-	-	- 220	-	RNAV1
017	CF	ASBES	-	239 / (241.0)	ILSN	13.5	R	@ 3000	- 220	-	RNAV1

2.6.2 RNP approach RWY 05

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	BADEX	-	-	-	-	-	+ FL060	-	-	-
002	TF	NILMI	-	306 / (308.0)	-	12.1	-	- FL060	-	-	RNAV1
003	TF	LE118	-	239 / (240.9)	-	3.3	-	+ FL050	-	-	RNAV1
004	IF	EKNON	-	-	-	-	-	@ FL060	-	-	-
005	TF	LE118	-	181 / (183.0)	-	14.0	-	+ FL050	-	-	RNAV1
006	IF	LE118	-	-	-	-	-	+FL050	-	-	-
007	TF	ASBES	-	239 / (240.6)	-	16.3	-	@ 3000	-	-	RNAV1
008	TF	LE103	-	239 / (240.5)	-	4.1	-	-	-	-	RNAV1
009	TF	LE137	-	233 / (234.7)	-	3.1	-	@ 2000	-	-	RNAV1
010	TF	XIDES	-	230 / (231.9)	-	3.0	-	@ 2000	- 185	-	RNAV1
011	TF	UPLOS	-	317 / (319.1)	-	3.2	-	+ 1700	-	-	RNAV1
012	TF	LE134	-	046 / (047.5)	-	3.0	-	+ 1700	-	-	RNP APCH
013	TF	THR 05	Y	046 / (047.5)	-	5.2	-	-	-	-3.00/50	RNP APCH
014	CF	LE112	-	046 / (048.0)	ILSN	5.3	-	-	-	-	RNAV1
015	TF	LE113	-	033 / (034.8)	-	6.1	-	-	-	-	RNAV1
016	TF	LE150	Y	121 / (122.8)	-	4.2	-	-	- 220	-	RNAV1
017	CF	ASBES	-	239 / (241.0)	ILSN	13.5	R	@ 3000	- 220	-	RNAV1

RWY 05	BRAVO Arrival, overhead joining	<ul style="list-style-type: none"> • Enter the CTR at 1300 FT AMSL. • From BRAVO follow the VFR route to YANKEE. Remain northeast of the road. • Overhead the woods turn left to YANKEE. • Report east abeam YANKEE and follow ATC instruction. • If no ATC instruction is received, hold over YANKEE and expect traffic on both the arrival and departure route. • Proceed overhead and cross the runway as instructed by ATC. • Descend to circuit altitude and turn left to join downwind RWY05 (lefthand circuit) as instructed by ATC.
	MIKE Arrival, direct joining	<ul style="list-style-type: none"> • Enter the CTR at 1500 FT AMSL. • From MIKE follow the VFR route to X-RAY. Remain at least 500 M west of the highway. • Report abeam X-RAY and follow ATC instruction. • If no ATC instruction is received, hold over X-RAY and expect traffic on the arrival route. • Descend to circuit altitude and turn right to join downwind RWY05 (lefthand circuit) as instructed by ATC.
RWY 23	BRAVO Arrival, overhead joining	<ul style="list-style-type: none"> • Enter the CTR at 1300 FT AMSL. • From BRAVO follow the VFR route to YANKEE. Remain northeast of the road. • Overhead the woods turn left to YANKEE. • Report east abeam YANKEE and follow ATC instruction. • If no ATC instruction is received, hold over YANKEE and expect traffic on both the arrival and departure route. • Proceed overhead and cross the runway as instructed by ATC. • Descend to circuit altitude and turn right to join downwind RWY23 (righthand circuit) as instructed by ATC.
	MIKE Arrival, direct joining	<ul style="list-style-type: none"> • Enter the CTR at 1500 FT AMSL. • From MIKE follow the VFR route to X-RAY. Remain at least 500 M west of the highway. • Report abeam X-RAY and follow ATC instruction. • If no ATC instruction is received, hold over X-RAY and expect traffic on the arrival route. • Descend to circuit altitude and turn left to join downwind RWY23 (righthand circuit) as instructed by ATC.

4.4 VFR traffic circuits

4.4.1 General

RWY 05: a lefthand circuit, maintain 1000 FT AMSL until turning base.

RWY 23: a righthand circuit, maintain 1000 FT AMSL until turning base.

Note: for traffic reasons pilots may be instructed to extend downwind.

Pilots shall wait for and adhere to ATC clearances and make routine reports (conform ICAO Doc 4444 PANS-ATM and ICAO Doc 9432 Manual of radiotelephony).

After joining the circuit and for every following circuit:

- Report downwind and intentions (e.g. "touch-and-go", "full-stop" or "practice go-around").
- ATC will issue a sequence number, the traffic to follow, and additional instructions.
- Do not turn base before the traffic to follow and only after receiving your sequence number.
- After receiving your sequence number, turn base and final at own discretion.
Maintain own separation from other VFR traffic.
- Reporting final is compulsory when no landing clearance is received.
- In case of a go-around return to standard circuit, unless instructed otherwise by ATC, and contact ATC.

4.4.2 VFR training circuits

Training circuit RWY 05 lefthand and RWY 23 righthand at 500 FT AMSL. In case of a go-around return to training circuit, unless instructed otherwise by ATC, and contact ATC. Downwind is marked by a visual reference marking on the ground.

Prior to startup, the pilot can request Lelystad Delivery to use the VFR training circuit. If the VFR training circuit is not available, a request can be made to use the standard circuit at 1000 FT AMSL for a VFR training flight.

For local aerodrome regulations related to the VFR training circuit, see AD 2.20.

4.5 Communication failure procedures

4.5.1 General

- Select transponder code 7600.
- If possible call Amsterdam ACC Supervisor on telephone number +31 (0)20 406 3999.

Note: Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded.

- If telephone connection is disconnected prematurely (before read-back), revert to communication failure procedures below.

4.5.2 VFR outbound

In case of communication failure adhere to the departure instructions. If the departure instructions contain a clearance limit in the CTR, act in accordance with paragraph 4.5.4.

4.5.3 VFR inbound

4.5.3.1 Via BRAVO and MIKE Arrival

- a. In case of communication failure before X-RAY and YANKEE, leave the CTR according to the BRAVO or MIKE Departure and divert to an appropriate aerodrome.
- b. In case of communication failure over or after X-RAY and YANKEE, execute a circuit for the last received and acknowledged runway as short as practicable. Make a full stop landing and vacate the runway as soon as possible. In case of go-around execute a similar circuit (be aware of the fact that your flight path could interfere with the flight path of other aerodrome traffic).

4.5.3.2 Via a different route to the field

- a. In case of communication failure before joining the circuit, act in accordance with paragraph 4.5.4.
- b. In case of communication failure over or after a position from where to join the circuit, act in accordance with paragraph 4.5.3.1 item b.

4.5.4 VFR crossing the CTR

In case of communication failure leave the CTR via the shortest route, maintain altitude until outside the CTR, do not cross runway centre line and proceed to an appropriate aerodrome.

EHLE AD 2.23 ADDITIONAL INFORMATION

1 CAUTIONS AND ADDITIONAL INFORMATION

1. YANKEE or ZULU flight plans:

	ARR: cancel IFR, continue VFR	DEP: cancel VFR, continue IFR
REQ > FL 055	<ul style="list-style-type: none"> • will file BADEX or EKNON as final IFR waypoint; • will cancel the IFR flight plan prior to entering Lelystad TMA 3; • be advised to contact Lelystad TWR 2 minutes before reaching the CTR boundary for permission to enter the CTR, as described in paragraph 4.3 item 1; • will receive an ATC instruction to follow either a route for a direct final or one of the VFR arrival routes, as described in paragraph 4.3 item 2. 	<ul style="list-style-type: none"> • will receive rerouting along a SID trajectory with GRONY, ARNEM, NAPRO, KUDAD, IDRID or AMGOD as first IFR waypoint; • will be provided with an IFR clearance (after radio contact) by MILATCC Schiphol.
REQ < FL 055	<ul style="list-style-type: none"> • will adhere to the VFR approach procedures and routes as described in paragraph 4.3; • will cancel the IFR flight plan prior to entering Lelystad TMA 2 or 3, or Lelystad CTR; • be advised to contact Lelystad TWR 2 minutes before reaching the CTR boundary for permission to enter the CTR, as described in paragraph 4.3 item 1; • will receive an ATC instruction to follow either a route for a direct final or one of the VFR arrival routes, as described in paragraph 4.3 item 2. 	<ul style="list-style-type: none"> • will adhere to the VFR departure procedures and routes as described in paragraph 4.2.
<p>Cautions for flights departing on a ZULU flight plan:</p> <ul style="list-style-type: none"> • Departures on the SID trajectory of RWY 23 shall beware of glider site Biddinghuizen and VFR BRAVO Departure below the lateral path of the SID. • VFR flight rules apply until the IFR clearance is received. 		
<p>Note: crossing Schiphol TMAs is not permitted for all YANKEE or ZULU flight plans.</p>		

2. Glider site Biddinghuizen is situated 3.3 NM NE of BRAVO. At the glider site, glider activities with winches may take place.
3. Pilots are urgently requested not to execute VFR flights in the vicinity of the published instrument arrival and departure routes within the Lelystad CTRs and TMAs.
4. Pilots shall not report switching off engine after landing.
5. Pilots shall be aware that in the vicinity of the aerodrome ATC gives priority to:
 - aircraft in state of an emergency;
 - hospital and police aircraft with the status priority or scramble;
 - aircraft engaged in SAR operations.
6. The ATC tower is an obstacle of 72.2 FT AMSL. Pilots are advised not to deviate laterally towards the tower during a go-around, especially under strong crosswind conditions.
7. High visibility clothing is mandatory for aircraft crew and personnel on the D-apron, including the fuel stations Charlie and Delta, and on the L-apron. Passengers must be escorted at all times by crew or handling personnel.

EHLE AD 2.24 CHARTS RELATED TO AN AERODROME

Type of chart	Page
Aerodrome chart	AD 2.EHLE-ADC
Aerodrome obstacle chart RWY 05/23	AD 2.EHLE-AOC-05-23

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 EHAM 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
---	---------	-----

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
-	-	-	-	-	-

Area 3					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT in FT		Markings/ LGT Type, Colour
			AMSL	AGL	
1	2	3	4		5
EHMM001	Windturbine	0.2 NM NNW of ARP	257	243	White

Remarks					
6					
NIL					

For obstacles in approach and take-off areas see AD 2.EHMM-VAC.

EHMM 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
05	054°	600 x 30	890 KG ¹⁾ grass	INFO not AVBL	INFO not AVBL
23	234°	600 x 30	890 KG ¹⁾ grass	INFO not AVBL	INFO not AVBL

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
05	NIL	NIL	NIL	NIL	NIL	NIL	NA
23	NIL	NIL	NIL	NIL	NIL	NIL	NA

Remarks							
14							
1) Bearing strength.							

EHMM AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	600	600	600	460	DTHR 140 M
23	600	600	600	480	DTHR 120 M

EHMM AD 2.17 ATS AIRSPACE

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

EHMM 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
NIL	Middenmeer Traffic	123.430	NIL	NIL	See EHMM AD 2.3	No ground station AVBL. All RTF is air-to-air.

EHMM AD 2.20 LOCAL AERODROME REGULATIONS

1 GENERAL

Two-way radio communication on channel 123.430 is required. Middenmeer has no manned ground station. All radio-communication is air-to-air. Pilots will report position and intentions to inform other traffic.

2 TAXI PROCEDURES

1. Report: taxi out to runway, backtracking on runway, vacating runway and line up for departure.
2. During runway operations, hold at holding point RWY 05/23.
3. Intersection take-offs are not allowed.
4. Be aware of ditches in the vicinity of the taxiways.

EHMM AD 2.21 NOISE ABATEMENT PROCEDURES

1 LIMITATIONS

1. Avoid overflying SE part of Middenmeer.
2. Avoid built-up areas and farmhouses in the vicinity of the circuit area.

For details see AD 2.EHMM-VAC.

EHMM AD 2.22 FLIGHT PROCEDURES

1 VFR FLIGHT PROCEDURES AND REGULATIONS

1. When approaching Middenmeer, report 2 MIN out of SIERRA.
2. The minimum approach altitude for the aerodrome is 686 FT AMSL (700 FT AAL).
3. The visual traffic circuit must be carried out within the lateral limits of the circuit area.
4. The circuit altitude is 686 FT AMSL (700 FT AAL).
5. Report SIERRA, DOWNWIND and FINAL. The initial call shall include intended runway
6. Departing aircraft will report when leaving the circuit.
7. Always begin the take-off at the beginning of the runway.
8. Built-up areas shall be avoided as much as possible.
9. When on arrival the runway in use is not known, pilots shall choose the runway based on the wind direction.
10. During grass cutting, make a low overshoot. The grass mower will clear the runway.

EHMM AD 2.23 ADDITIONAL INFORMATION

1 CAUTIONS AND ADDITIONAL INFORMATION

1. For details of military low flying area GLV XI see ENR 5.2.
2. Grass cutting may take place at irregular times.
3. Take care while taxiing due to steep ditches directly next to TWYs and possible rough terrain.
4. Be aware of high wind turbines (> 500 FT) in the vicinity of Middenmeer.
5. Special attention for the mast (390 FT) 1 NM east of threshold RWY 23.
6. Stay clear of the model flying field 0.5 NM west of Medemblik.

EHMM AD 2.24 CHARTS RELATED TO AN AERODROME

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

EHMZ — MIDDELBURG/Midden-Zeeland

Note: the following sections in this chapter are intentionally left blank:
AD 2.7, AD 2.8, AD 2.11, AD 2.14, AD 2.16, AD 2.19, AD 2.20.

EHMZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHMZ — MIDDELBURG/Midden-Zeeland

EHMZ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at AD	513044N 0034352E 136 DEG GEO 174 M from TWR.
2	Direction and distance from (city)	5 NM ENE from Middelburg.
3	Elevation/reference temperature	6 FT AMSL/20.3°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: Zeeland Airport B.V. Calandweg 36 4341 RA Arnemuiden The Netherlands Tel: +31 (0)113 612 528 Email: info@vliegveldzeeland.nl URL: https://www.vliegveldzeeland.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, with wingspan up to but not including 24 M and/or outer main gear wheel span up to but not including 6 M, and gliders. 2. The importation, exportation and transit of cargo is not allowed. 3. International civil air traffic coming from non-Schengen countries has to be reported to customs 2 hours before arrival.

EHMZ AD 2.3 OPERATIONAL HOURS

1	AD operator	Daily: 0800-1900 (0700-1800). Outside OPR HR BTN SR-SS, O/R 24 HR PN.
2	Customs and immigration	Customs: SR-SS 2 HR PN ¹⁾ . Immigration: SR-SS 2 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	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.

EHMZ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	AVGAS 100LL, Jet A-1, Mogas Euro 98 unleaded/W100 Plus, 15W50.

3	Fuelling facilities/capacity	AVGAS 100LL: 24 000 litres; Jet A-1: 20 000 litres; Mogas Euro 98 unleaded: 6000 litres.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Limited AVBL.
6	Repair facilities for visiting aircraft	Repairs to light aircraft.
7	Remarks	NIL

EHMZ AD 2.5 PASSENGER FACILITIES

1	Hotels	Unlimited accommodation in Goes, Middelburg and Vlissingen.
2	Restaurants	At the aerodrome.
3	Transportation	Rental cars and (electric) bicycles.
4	Medical facilities	First aid AVBL.
5	Bank and post office	Arnemuiden
6	Tourist office	Middelburg and Goes.
7	Remarks	NIL

EHMZ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Prescribed amount of water and foam production and complementary extinguishing agents AVBL during OPR HR in accordance with airport CAT 3, and CAT 4 O/R.
2	Rescue equipment	1 fire tender, 1 intervention vehicle.
3	Capability for removal of disabled aircraft	AVBL via Transal Aero Services and/or Vliegwerk Holland.
4	Remarks	NIL

EHMZ 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 black-and-white marking; edge by white conical markers.
3	Stop bars	NIL
4	Remarks	NIL

EHMZ AD 2.10 AERODROME OBSTACLES

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

EHMZ 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	088°	1000 x 30	6000 KG ¹⁾²⁾³⁾ grass	Not AVBL	NA
27	268°	1000 x 30	6000 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	60 x 30	60 x 150	1150 x 150	INFO not AVBL	INFO not AVBL	NA
27	NA	60 x 30	120 x 150	1150 x 150	INFO not AVBL	INFO not AVBL	NA

Remarks
14
¹⁾ Bearing strength. ²⁾ MAX tyre pressure 0.52 MPa. ³⁾ When surface conditions so permit, the aerodrome manager can admit aircraft with a higher MAUW and a higher tyre pressure.

EHMZ AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	1000	1060	1060	810	DTHR 190 M.
27	1000	1120	1060	885	DTHR 115 M.

EHMZ 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: 90 M N from THR RWY 09, unlighted. Wind direction indicator (wind sleeve): 90 M N from THR RWY 09 and 120 M WNW from THR RWY 27, unlighted.
3	TWY edge and centre line lighting	NIL
4	Secondary power supply Switch-over time	NIL
5	Remarks	NIL

EHMZ 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

EHMZ AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE NR	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
Aerodrome information	Midden-Zeeland Radio	119.255	INFO not AVBL	INFO not AVBL	See EHMZ AD 2.3	NIL

EHMZ AD 2.21 NOISE ABATEMENT PROCEDURES

West of the aerodrome at APRX 0.5 NM a large multi functional recreational area (a.o. campsite) is located.

To avoid this area, noise abatement procedures have been introduced for:

- departures/circuits from grass RWY 27 and
- approaches/circuits to grass RWY 09.

If for safety reasons the preferred procedures (noise abatement) cannot be executed, the alternate procedures shall be used.

For details see EHMZ AD 2.22 Flight Procedures.

EHMZ AD 2.22 FLIGHT PROCEDURES

1 VFR FLIGHT PROCEDURES AND REGULATIONS

Note: joining and leaving the circuit shall take place as depicted on the visual approach chart AD 2.EHMZ-VAC.1.

1.1 General

1. The circuit area may not be overflown below an altitude of 1006 FT AMSL (1000 FT AAL).
2. The circuit altitude is 706 FT AMSL (700 FT AAL).
3. The visual traffic circuit must be carried out within the lateral limits of the circuit area appropriate to the runway in use.
4. Caution: on final motorised aircraft shall give way to gliders in the glider circuit south of the aerodrome.
5. Marked areas shall be avoided, if safety permits.
6. Built-up areas shall be avoided as much as possible.
7. PPR for aircraft not equipped with radio.

1.2 Visual departure procedures

1.2.1 RWY 09

Leave the circuit in accordance with the rules of the standard circuit (see ENR 1.2 paragraph 8).

1.2.2 RWY 27

1. On upwind, approximately 800 M after passing the end of the runway, turn right to track 297° MAG to avoid the campsite.
2. Do not turn below 206 FT AMSL (200 FT AAL).
3. Leave the circuit area on track 297° MAG while climbing out to 1006 FT AMSL (1000 FT AAL).

Note: If for safety reasons the preferred (noise abatement) departure procedure cannot be executed, climb out straight ahead.

1.3 Visual approach procedures

1.3.1 RWY 09

1. Join the circuit in accordance with the rules of the standard circuit.
2. The final leg shall be carried out under avoidance of the campsite west of the aerodrome, if safety permits.
3. The final leg may be offset by 30° (track 117° MAG).
4. Establish final track 087° MAG at 306 FT AMSL (300 FT AAL).
5. Overtaking (cutting off) of traffic using the alternate procedure is prohibited.

Note: If for safety reasons the preferred (noise abatement) approach procedure cannot be executed, follow the standard circuit.

1.3.2 RWY 27

The standard circuit is applicable (see ENR 1.2 paragraph 8).

1.4 Helicopter procedures

Note: joining and leaving the circuit shall take place as depicted on the visual approach chart AD 2.EHMZ-VAC.2.

1.4.1 General

In addition to paragraph 1.1 General the following applies:

1. This helicopter procedure is only allowed for SAR, coastguard, police, military, offshore and HEMS flights.
2. Only allowed MON-FRI and when there is no glider activity.
3. Radio contact is mandatory.
4. Contact Midden-Zeeland Radio 5 minutes before arriving in the South sector.
5. Only 1 helicopter in the route is allowed.

1.4.2 Visual departure procedures

- RWY09: leave the glider circuit at the end of downwind via the south.
- RWY 27: leave the glider circuit at the end of crosswind via the south.

1.4.3 Visual approach procedures

- RWY 09: join the glider circuit via the south at the beginning of base leg.
- RWY 27: join the glider circuit via the south at the beginning of downwind leg.

EHOW — OOSTWOLD/Oostwold

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.

EHOW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHOW — OOSTWOLD/Oostwold

EHOW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at AD	531231N 0070158E 274 DEG GEO 274 M from AD office.
2	Direction and distance from (city)	6 NM N of Winschoten.
3	Elevation/reference temperature	0 FT/22.2°C
4	Geoid undulation at AD ELEV PSN	INFO not AVBL
5	MAG VAR/annual change	2°E (2020)/10'E
6	AD operator, postal address, telephone, telefax, email, AFS, website	Post: Oostwold Airport Polderweg 28 9682 XS Oostwold Tel: +31(0)597 551 490 Email: operations@oostwold-airport.nl URL: https://www.oostwold-airport.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 5700 KG MTOM. 2. Flights between EHOW and Schengen Treaty countries permitted. The import, export and transit of cargo is not allowed.

EHOW AD 2.3 OPERATIONAL HOURS

1	AD operator	1 MAR - 31 OCT: MON-FRI: 0700-1600 (0600-1500). SAT, SUN and HOL: 0900-1700 (0800-1600). 1 NOV - 28 FEB: MON-FRI: 0700-1600 (0600-1500). SAT, SUN and HOL: 0900-1500 (0800-1400) ¹⁾ .
2	Customs and immigration	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	During AD OPR HR.
9	Handling	NA
10	Security	NA
11	De-icing	NA
12	Remarks	1. Outside OPR HR on request. 2. All flights 1 HR PPR. PPR means permission from AD authority by telephone +31(0)597 551 490. ¹⁾ 24 HR PPR for visiting ACFT.

EHOW AD 2.4 HANDLING SERVICES AND FACILITIES

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

3	Fuelling facilities/capacity	Jet A-1: 15 000 litres. AVGAS 100LL: 15 000 litres.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Limited
6	Repair facilities for visiting aircraft	Major repairs to light aircraft.
7	Remarks	NIL

EHOW AD 2.5 PASSENGER FACILITIES

1	Hotels	In Winschoten.
2	Restaurants	At the aerodrome and in Winschoten.
3	Transportation	Taxi (O/R), bus and bikes AVBL.
4	Medical facilities	In Scheemda.
5	Bank and post office	In Winschoten and Scheemda.
6	Tourist office	In Winschoten.
7	Remarks	NIL

EHOW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 2, CAT 3 on request (1 HR PN).
2	Rescue equipment	1 fire fighting vehicle and 1 jeep.
3	Capability for removal of disabled aircraft	AVBL via Vliegbedrijf Tom van der Meulen.
4	Remarks	NIL

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

1	Apron surface and strength	Grass/concrete			
2	Taxiway width, surface and strength	TWY	Width (M)	Surface	Strength
		A	7.5	ASPH	5700 KG MTOM
		B	10.5	Grass	5700 KG MTOM
3	Altimeter checkpoint location and elevation	NIL			
4	VOR checkpoints	NIL			
5	INS checkpoints	NIL			
6	Remarks	NIL			

EHOW 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 markings <ul style="list-style-type: none"> RWY 06: THR, designation, CL. RWY 24: DTHR, designation, CL, turn pad marking. TWY markings <ul style="list-style-type: none"> Yellow CL on TWY A. RWY HLDG PSN. TWY B is marked by blue cones.
3	Stop bars	NIL
4	Remarks	NIL

EHOW AD 2.10 AERODROME OBSTACLES

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

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 designation	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 overflowed 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

EHRD — ROTTERDAM/Rotterdam

Note: the following sections in this chapter are intentionally left blank:
AD 2.16, AD 2.21.

EHRD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHRD — ROTTERDAM/Rotterdam

EHRD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at AD	515725N 0042614E 013 DEG GEO 921 M from TWR.
2	Direction and distance from (city)	3 NM NNW from Rotterdam.
3	Elevation/reference temperature	-14 FT AMSL/20.8(AUG).
4	Geoid undulation at AD ELEV PSN	143 FT.
5	MAG VAR/annual change	1° E (2020)/9'E
6	AD operator, postal address, telephone, telefax, email, AFS, website	Post: Rotterdam The Hague Airport P.O. Box 12025 3004 GA Rotterdam The Netherlands Tel: +31 (0)10 446 3444 (GEN) +31 (0)10 446 3450 (OPS) +31 (0)10 446 3453 (OPS) +31 (0)10 446 3456 (Duty Manager Operations) Email: info@rtha.com (GEN) operations@rtha.com (OPS) URL: https://www.rotterdamthehagueairport.nl
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	1. AD is slot-coordinated, for details see EHRD AD 2.20. 2. Upon request, contact airport authority (OPS) on channel 121.950.

EHRD AD 2.3 OPERATIONAL HOURS

1	AD operator	Daily 0600-2200 (0500-2100). For exemptions see remarks.
2	Customs and immigration	H24
3	Health and sanitation	H24
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	H24
8	Fuelling	<ul style="list-style-type: none"> Jet A-1 AVBL 0500-2230 (0400-2130). Outside these hours 3 HR PN, TEL: +31 (0)10 437 7341. Jet A-1 for general aviation AVBL 0500-2200 (0400-2100). Outside these hours TEL: +31 (0)10 298 4949. AVGAS 100LL AVBL H24.
9	Handling	H24. Handling is compulsory, see EHRD AD 2.20 and AD 2.23.
10	Security	H24
11	De-icing	H24

12	Remarks	<ul style="list-style-type: none"> • H24 for emergency, rescue, police, coastguard, military, government and ambulance flights. • H24 for executive flights with aircraft certificated for MAX 19 seats and MTOM of 45 000 KG. • H24 for diverting aircraft due to meteorological or technical reasons (AD may be filed as alternate). • Landing of positioning flights between 0500-0600 (0400-0500). • In case of delay, permission can be granted by airport authority for landing till 2400 (2300). • Chapter 2 aircraft and noisy Chapter 3 aircraft are not allowed.
----	----------------	--

EHRD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	For addresses and other details of ground handling companies see EHRD AD 2.23 paragraph 4.
2	Fuel/oil types	AVGAS 100LL, Jet A-1, liquid hydrogen/All kinds.
3	Fuelling facilities/capacity	AVGAS 100LL: self service, Air BP Sterling card only/ capacity 120 litres/MIN. Jet A-1: unlimited.
4	De-icing facilities	AVBL
5	Hangar space for visiting aircraft	O/R, limited.
6	Repair facilities for visiting aircraft	Major repair to light aircraft and O/R to other aircraft.
7	Remarks	Liquid hydrogen for demonstration purposes only (requirements via hydrogen@rtha.com).

EHRD AD 2.5 PASSENGER FACILITIES

1	Hotels	At AD: 4 hotels (430 rooms) In Rotterdam: unlimited.
2	Restaurants	AVBL 0500-2200 (0400-2100).
3	Transportation	Buses and taxis.
4	Medical facilities	First aid treatment, hospitals in Rotterdam 3 NM.
5	Bank and post office	Bank AVBL; post office not AVBL.
6	Tourist office	AVBL at information desk.
7	Remarks	NIL

EHRD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7 ¹⁾²⁾ .
2	Rescue equipment	3 crash trucks equipped with 10 000 litres of water, 1300 litres of foam (level C), 250 KG of dry chemical powder and hydraulic rescue equipment; 1 rapid intervention vehicle with foam, 500 KG dry chemical powder, hydraulic rescue equipment and mobile lighting; 1 command vehicle.
3	Capability for removal of disabled aircraft	Airbags and cranes AVBL via contractors.
4	Remarks	¹⁾ CAT 8 or 9 AVBL on request (24 HR PN). ²⁾ During snow clearing and anti/de-icing operations CAT may be temporarily CAT 5, only in case of no active CAT 6/7 traffic.

EHRD AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	3 snowsweep combinations with ploughs, 1 snowblower, 2 de-icing cars.
2	Clearance priorities	RWY, TWY, apron; simultaneously if possible.
3	Remarks	<ol style="list-style-type: none"> 1. Responsible authority: airport authority. 2. No specially prepared winter runways AVBL. 3. Methods of snow removal: snowploughs and sweeping machines. 4. Chemical treatment of runway surface by KAC. 5. Assessment and measuring of contamination: observation by own experienced staff. 6. Runway condition is determined and reported according to the global reporting format and broadcast via ATIS. 7. Information on the runway condition is published by: <ol style="list-style-type: none"> a. SNOWTAM via the international NOTAM office at Schiphol. b. RCR (only mandatory items) via ATIS. c. RCR (only RWYCC) via RTF on TWR channel.

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

1	Apron surface and strength	Surface: CONC. Strength: PCN 66/R ¹ /A/W/T.			
2	Taxiway width, surface and strength	TWY	Width (M)	Surface	Strength (PCN)
		V1	23	ASPH	70/R ¹ /D/X/T
		V2 ²⁾	22	ASPH	70/R ¹ /D/X/T
		V3 ²⁾	22	ASPH	70/R ¹ /D/X/T
		V4 ²⁾	15	ASPH	40/R ¹ /D/X/T
		V5 ²⁾	22	ASPH	70/R ¹ /D/X/T
		V6	23	ASPH	70/R ¹ /D/X/T
3	Altimeter checkpoint location and elevation	Location: apron. Elevation: -15 FT AMSL.			
4	VOR checkpoints	Not AVBL			
5	INS checkpoints	See AD 2.EHRD-APDC.			
6	Remarks	¹⁾ Composite construction. ²⁾ Maximum wingspan 36 M (limited outer main gear wheel span up to but not including 9 M).			

EHRD 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	Aircraft stand ID signs <ul style="list-style-type: none"> Stands A, B, C and D: stand identification markings. TWY guide lines <ul style="list-style-type: none"> Boundary lines; Aircraft stand identification markings; One way arrows; Illuminated guidance sign boards. Visual docking/parking guidance system <ul style="list-style-type: none"> Marshaller (except home-based general aviation); Follow-me car AVBL.
2	RWY and TWY markings and LGT	RWY markings <ul style="list-style-type: none"> RWY 06: DTHR, designation, TDZ, aiming point, CL, edge. RWY 24: DTHR, designation, TDZ, aiming point, CL, edge. RWY LGT <ul style="list-style-type: none"> RWY 06: THR, CL, edge, RWY end. RWY 24: THR, CL, edge, RWY end. TWY markings <ul style="list-style-type: none"> CL. holding points. TWY LGT <ul style="list-style-type: none"> Retroreflective CL markers (except TWY V4). Edge (except TWY V4). RWY guard LGT at holding positions (except TWY V3).
3	Stop bars	No-entry bar TWY V3.
4	Remarks	NIL

EHRD 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
-	-	-	-	-	-

Remarks	
6	
<ul style="list-style-type: none"> All obstacles are marked and lighted day and night. For obstacles in take-off area see AD 2.EHRD-AOC-06-24. A list of close-in obstacles associated with the departure procedures is available on request. No obstacle data sets AVBL. 	

EHRD 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 H24
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	Rotterdam TWR, Rotterdam 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: due to environmental influences the windreport for RWY 24 is not representative for the wind conditions at TDZ; 1. Windspeed from sector 290-010 DEG is underestimated up to 17 percent. 2. Windspeed from sector 130-170 DEG overestimated up to 12 percent. 1) Weather bulletin (Dutch language) and METARs via Dutch public TV 'Teletekst' page 707.

EHRD 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
06	057.10°	2199 x 45	70/F/D/W/T ASPH ¹⁾²⁾	515711.03N 0042550.45E INFO not AVBL 143 FT	-14.4 FT INFO not AVBL
24	237.12°	2199 x 45	70/F/D/W/T ASPH ¹⁾²⁾	515742.69N 0042709.69E INFO not AVBL 143 FT	-14.6 FT INFO not AVBL

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
06	0%	NIL	60 x 300	2319 x 300	240 x 150	NIL	NA
24	0%	NIL	60 x 300	2319 x 300	240 x 150	NIL	NA

Remarks	
14	
1) Regarding RWY strength, an unlimited use will be permitted for aircraft with an AUW <= 5700 KG. 2) A 180° turn is allowed for aircraft up to and including aerodrome reference code C only.	

EHRD AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
06	2199	2259	2199	2004	Take-off from RWY extremity. (DTHR 195 M)
	2004	2064	2004	NA	Take-off from intersection with TWY V2.
24	2199	2259	2199	2002	Take-off from RWY extremity. (DTHR 197 M)
	2002	2062	2002	NA	Take-off from intersection with TWY V5.
	1500	1560	1500	NA	Take-off from intersection with TWY V4.

For determination of the datum line for intersection take-off, see EHRD AD 2.23 paragraph 2.

EHRD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Des-ignator	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
06	CAT I 450 M LIH	G -	PAPI left/3° (51 FT)	NIL	2200 M 15 M ¹⁾ LIH	2200 M 30 M ²⁾ LIH	R -	NIL
24	CAT I 780 M LIH	G -	PAPI left/3° (51 FT)	NIL	2200 M 15 M ¹⁾ LIH	2200 M 30 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⁾ White; last 600 M yellow.

1. RWY 06: LED lights used for APCH, THR, CL, edge and end lights.
RWY 24: LED lights used for APCH, THR, CL, edge and end lights.

EHRD 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 not AVBL. Anemometer: see GEN 3.5 paragraph 3.
3	TWY edge and centre line lighting	See EHRD AD 2.9.
4	Secondary power supply Switch-over time	RWY/TWY: generator. RWY: within 8 SEC, when RVR < 800 M within 1 SEC. TWY: within 8 SEC.
5	Remarks	Lighted WDI at position 100 M in front of THR RWY 06 and THR RWY 24 (left side).

EHRD AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	ROTTERDAM CTR: 515052N 0041850E - 514822N 0041239E - 515323N 0040721E - 515553N 0041333E - along clockwise arc (radius 8 NM, centre 515725N 0042614E) - 515052N 0041850E.
2	Vertical limits	GND to 3000 ft AMSL.
3	Airspace classification	C

4	ATS unit call sign Language(s)	Rotterdam Tower English
5	Transition altitude	IFR: 3000 ft AMSL; VFR: 3500 ft AMSL.
6	Hours of applicability	H24
7	Remarks	NIL

EHRD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE NR	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
APP	Rotterdam Approach	122.990	NIL	NIL	MON-SUN: 0600-2200 (0500-2100)	TAR. Doppler VDF, bearings Class B.
		315.825	NIL	NIL		
		131.155	NIL	NIL	O/R	O/R or at ATC discretion.
TWR	Rotterdam Tower	118.205	NIL	NIL	H24	Primary. Doppler VDF, bearings Class B.
		362.875	NIL	NIL		NIL
		119.705	NIL	NIL		Regional Guard. O/R or at ATC discretion. Doppler VDF, bearings Class B.
	Rotterdam Delivery	122.180	NIL	NIL	H24	Start-up control and clear- ance delivery.
ATIS	Rotterdam Information	128.565	NIL	NIL	H24	NIL
-	As appropriate.	121.500	NIL	NIL	As appropriate.	Emergency. Doppler VDF, bearings Class B.

EHRD 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 (1°E/2020)	RTM	110.400 MHz CH41X	H24	515825.3N 0042851.5E	0 FT	NA	Designated operational cover- age: BTN 030°-240° MAG 50 NM/FL 250; BTN 240°- 030° MAG 100 NM/FL 250.
LOC 06 ILS CAT I/C/1 (1°E/2020)	ROS	109.100 MHz	H24	515749.9N 0042727.8E	NA	NA	410 M from THR RWY 24.
DME 06	ROS	CH28X	H24	515719.9N 0042601.1E	0 FT	NA	DME reads zero at THR RWY 06. Distance DME antenna/THR is 0.18 NM.
GP 06	-	331.400 MHz	H24	515719.9N 0042601.1E	NA	NA	NIL
LOC 24 ILS CAT I/C/1 (1°E/2020)	RSV	110.900 MHz	H24	515702.1N 0042528.1E	NA	NA	503 M from THR RWY 06.
DME 24	RSV	CH46X	H24	515740.3N 0042652.2E	0 FT	NA	DME reads zero at THR RWY 24. Distance DME antenna/THR is 0.18 NM).
GP 24	-	330.800 MHz	H24	515740.3N 0042652.2E	NA	NA	NIL
GPS	NA	L1 1575.42 MHz	H24	NA	NA	NA	NIL

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
EGNOS	NA	L1 1575.42 MHz ¹⁾	H24	NA	¹⁾	NA	¹⁾ See EHRD AD 2.22 for FAS data block

EHRD AD 2.20 LOCAL AERODROME REGULATIONS

1 SLOT COORDINATION

All aircraft with MTOM > 45000 KG and/or equipped with \geq 20 seats have to obtain a slot prior to arrival. This also applies to cargo flights with MTOM > 6000 KG. Due to noise abatement new commercial flights are only allowed to be operated by aircraft that comply with category R4 or better of the ACI aircraft noise rating index.

Requests for slots must be filed at Airport Coordination Netherlands (ACNL) in standard IATA format.

During office hours:

Airport Coordination Netherlands (ACNL)

Tel: +31 (0)20 405 9730

Email: scr@slotcoordination.nl

URL: <https://www.slotcoordination.nl>

Aircraft of aerodrome reference code letter D and E require special permission from airport authority regardless of any slot confirmation.

Permission has to be requested 24 HR prior to operations via operations@rtha.com.

Not applicable for unplanned traffic; the airport may be filed as alternate for code letter D and E aircraft.

2 GROUND MOVEMENT OPERATIONS

Ground movement operations of aircraft with wingspan > 36 M and outer main gear wheel span > 9 M are subject to the following mitigating restrictions:

1. Follow-me service is mandatory during taxiing.
2. Adhere strictly to the follow-me instructions.
3. TWYs V2, V3, V4 and V5 do not meet the required minimum outer main wheel clearance distance (taxiway width) for aircraft with outer main gear wheel span > 9 M (i.e. also not for aircraft with wingspan > 36 M).
4. Simultaneous use of TWY N and TWY Y is not allowed for aircraft with wingspan > 36 M.
5. TWY V between TWY V1 and TWY V3 does not meet the required minimum separation distance for aircraft with wingspan > 36 M, strictly adhere to the follow-me instructions to stay clear of obstacles.
6. Limited parking space available for aircraft with wingspan > 36 M.
7. Aircraft with wingspan > 36 M cannot be parked using the aircraft stand lead-in lines.

Pilots are to use the minimum power necessary when manoeuvring on the aprons and taxiway system. MAX speed 15 KT on aprons and taxiways, except TWYs V, V1, V2, V3, V4, V5 and V6. Specific caution is advised during taxiing on aprons and TWY N and TWY Y. It is of particular importance to:

- use minimum breakaway thrust/power setting when taxiing out from aircraft stands A, B, C and D to avoid jet blast hazard at adjacent aircraft stands;
- use idle power and do not use breakaway thrust when turning from TWY N and TWY Y towards aircraft stands D, to avoid jet blast hazard at adjacent aprons and service roads. Notify ATC if breakaway thrust is required at this location;
- avoid excessive jet blast towards other aircraft when manoeuvring at J-apron.

High visibility clothing is mandatory on airside for aircraft crew and personnel.

3 ENVIRONMENTAL BURDEN REDUCTION DURING TAXI

In order to reduce the environmental burden:

- after landing, **all arriving aircraft** shall switch off as many engines as possible before taxiing to the aircraft stand;
- **all departing aircraft** shall use as few engines as possible whilst taxiing to the runway.

Reduced engine taxiing should only be executed when allowed in accordance with company standard operating procedures (SOP) and when deemed safe by the crew.

4 USE OF APU

The use of auxiliary power units (APU) and ground power units (GPU) is strictly controlled by airport authority at all aircraft stands. Flight crew are urgently requested to limit use of the APU as much as possible to reduce environmental and noise burden.

The APU should be shut down as soon as practicable following actual in block time (AIBT), but not later than 5 MIN after parking brakes set, and not restarted until 5 MIN prior to estimated off block time (EOBT) in order to start the engines.

Exceptions:

- When it is necessary to use the APU to ensure safety on board, at flight crew decision. Report to airport authority (OPS) on channel 121.950 as soon as practicable.
- When the outside temperature is below 0°C or above +20°C (according to METAR) the APU should not be restarted until actual start boarding time (ASBT).
- When it is necessary to use an APU to diagnose and/or rectify aircraft faults (for technical/maintenance reasons). Prior permission required from the Airside Operations office, TEL: +31 (0)10 446 3450.
- At all aircraft stands other than the main apron the following applies:
 - When no GPU is available at the aircraft stand the APU may be started from 30 MIN prior to EOBT and should be shut down not later than 20 MIN after parking brakes set.
 - When a GPU is available, limit use of the APU as much as possible (within the time bracket 30 MIN prior to EOBT and 20 MIN after parking brakes set).

5 GROUND HANDLING

Ground handling is mandatory for all commercial aircraft regardless of any slot confirmation.

For security reasons ground handling is mandatory for all non-homebased general aviation. Visiting Rotterdam The Hague Airport is only permitted with confirmed handling from GA ground handling companies.

Ground handling companies may need to tow aircraft due to limited parking space.

Single and twin-engine propeller aircraft with an MTOM < 4000 KG are exempted from ground handling if the only purpose of visiting is self-service fuelling AVGAS 100LL, with a maximum ground time of 30 MIN and if no airport facilities (e.g. coffee, toilet, etc.) are used. Notify operations@rtha.com at least 24 HR in advance. Note: Air BP Sterling card payment only.

For contact information see EHRD AD 2.23.

6 RESTRICTIONS ON TRAINING FLIGHTS

Rotterdam The Hague Airport is PPR for training flights with aircraft with MTOM > 2000 KG. For permission contact operations@rtha.com at least 24 HR in advance. Further restrictions apply:

1. The execution of training flights is prohibited daily from 2200-0600 (2100-0500).
2. Training flights prohibited for aircraft with MTOM \geq 6000 KG due to environmental reasons (noise capacity).
3. For aircraft with MTOM < 6000 KG circuit flights in the course of training flights are prohibited during the following periods:
 - MON-FRI: before 0700 and after 1700 (before 0600 and after 1600).
 - SAT before 0800 and after 1200 (SAT before 0700 and after 1100).
 - SAT for aircraft equipped with turbojet engines.
 - SUN and HOL during the entire day: H24.
4. IFR training flights and IFR examination flights must obtain a slot time. Slot times can be obtained from the Flight Service Centre, which is located at Schiphol East. The Flight Service Centre can be reached by telephone H24:
Tel: +31 (0)20 406 2315
Slot times must be obtained at least one day before the flight. It is also possible to obtain a slot time longer in advance. If a flight cannot take place, the slot time must always be cancelled, even if cancellation occurs on the day of the flight. To cancel a slot time, the Flight Service Centre should be contacted.

7 FORMATION TAKE-OFFS AND LANDINGS

Formation take-offs and landings are not allowed except with a pre-arranged operational agreement with ATC. Contact atmprocedureservices@lvnl.nl for such an agreement.

8 DEVIATIONS FROM EASA REGULATIONS

8.1 Commission Regulation (EU) No 139/2014 - Certification Specifications

Reference	Deviation	Related AIP section
1	2	3
Objects on runway strips		
CS ADR-DSN.B.165 (a)	Frangible objects with limited height are present on runway shoulders.	EHRD AD 2.12
Taxiway minimum separation distance (Y, N, A3)		
CS ADR-DSN.D.260 (b)	The separation distance between TWY N and TWY Y and between TWY Y and aircraft stand A3 is less than the appropriate dimension for code letter D and E aircraft.	EHRD AD 2.8
Taxiway minimum separation distance (D, G, L)		
CS ADR-DSN.D.260 (b)	The separation distance between the centre line of taxiway D, G, L and surrounding objects does not meet the appropriate dimension.	EHRD AD 2.8
Width of taxiway strips		
CS ADR-DSN.D.315 (b)	The taxiway strip of TWY V between TWY V1 and TWY V3 does not meet the required width for code letter D and E aircraft.	EHRD AD 2.8
Objects on taxiway strips		
CS ADR-DSN.D.320	TWY V between TWY V1 and TWY V3 does not meet the required minimum separation distance for code letter D and E aircraft.	EHRD AD 2.8
Runway holding positions		
CS ADR-DSN.D.335 (b)(1)	Runway holding positions V2, V4 and V5 do not meet the required distance which results in the infringement of a ILS/MLS critical/sensitive area.	EHRD AD 2.8
Clearance distances on aircraft stands		
CS ADR-DSN.E.365 (b)	The clearance distance between aircraft stands Q-apron is less than 3 M for code letter A aircraft.	EHRD AD 2.9
Precision approach category I lighting system		
CS ADR-DSN.M.630 (b)(1)	For RWY 06 the system does not extend 900 M from the runway threshold.	EHRD AD 2.14
Apron floodlighting		
CS ADR-DSN.M.750 (d)(2)	The illuminance requirement will not be met for aircraft stands A1, A2 and A3.	EHRD AD 2.8
Road holding position light		
CS ADR-DSN.M.770 (a)	Road holding position lights are not provided.	NIL
Electrical systems – monitoring		
CS ADR-DSN.S.890 (d)	AGL is not monitored fully automatic.	NIL
Emergency access and service roads		

Reference	Deviation	Related AIP section
1	2	3
CS ADR-DSN.T.900	No road holding position lights are provided.	NIL

EHRD AD 2.22 FLIGHT PROCEDURES

1 INSTRUMENT DEPARTURE PROCEDURES

1.1 Introduction

The instrument departure procedures are based on ICAO Annex 2 and on ICAO Documents 4444-ATM/501 (PANS-ATM), 7030 (SUPPS) and 8168-OPS/611 (PANS-OPS).

Note: in the Rotterdam TMAs VFR flights without ATC clearance are permitted. For such flights radio communications is not compulsory.

1.2 Instrument departure procedures

1.2.1 Start-up permission

Pilots shall request permission from ATC before starting engines and when applicable report a cross-bleed start. The request for start-up shall be made to Rotterdam Delivery after all preparations for departure have been made (doors closed etc.) and shall include:

- aircraft identification (e.g. KL101).
- position (e.g. D3).
- ATIS information (e.g. information R).
- flight rules (e.g. IFR).
- destination (e.g. London).
- request start-up.

If unable RNAV, inform ATC prior to start-up.

Permission for start-up will be issued either immediately or at a specified time. Since ATC planning of outbound traffic (involving en-route clearance and co-ordination with adjacent ACCs) is based on the start-up time, the pilot shall be able to comply with start-up and taxi permission. Any delay in start-up or taxiing shall be reported to ATC immediately. In case of indefinite delay the probable duration of delay will be given.

Apart from the ATIS broadcast no MET information will be provided to departing aircraft except RVR (see EHRD AD 2.18).

Note: for commercial flights ground start-up crew is mandatory for engine start.

Note: performing a cross-bleed start at aircraft stand or apron is not permitted. Towing or taxi-out on one engine to an assigned location for cross-bleed start is necessary.

1.2.2 En-route clearance

1.2.2.1 Contents

The en-route clearance will be issued after start-up clearance has been given by Rotterdam Delivery. An en-route clearance contains:

- a. Clearance limit: airport of destination.
- b. Standard instrument departure (SID).
- c. SSR code.
- d. Departure instructions if applicable.
- e. CTOT if applicable.

Example of an en-route clearance: "KLM345 cleared to London, SOMEL 2A Departure, squawk 2123, slot 25".

1.2.2.2 Standard instrument departures

The instrument departure procedures are laid down in standard instrument departures (SIDs). SIDs are designated in accordance with ICAO Annex 11. SID designation is composed of the following elements:

- a basic indicator, i.e. a significant point.
- a validity indicator, i.e. a number from 1 to 9 indicating the valid version of a specific SID.
- a route indicator, i.e. a letter representing the runway where the SID begins.

SIDs are published for RWY 06 and 24.

Note: if not able to comply with the crossing conditions prescribed in the SIDs, inform Rotterdam Delivery.

1.2.2.3 Departure instructions (Contents item d.)

Instructions containing deviations from the standard instrument departure may be added to the en-route or take-off clearance. These instructions may comprise an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions; this additional instructions amend the relevant part of the SID only.

1.2.2.4 General instructions

Climb as rapidly as practicable to at least 2000 FT AMSL.

1.2.3 Taxi procedures

Aircraft shall request taxi clearance from Rotterdam Tower.

1.2.4 Transfer of control to Schiphol APP

Aircraft proceeding via the Schiphol TMA's will normally be transferred to Schiphol APP during crossing.

1.3 Communication failure

- Select transponder code 7600.
- If possible call Amsterdam ACC Supervisor on telephone number +31 (0)20 406 3999.
Note: Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded.
- If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure (see ENR 1.3).

1.4 SID descriptions

1.4.1 General remarks

1.4.1.1 Procedures and constraints

- Transition altitude: 3000 FT AMSL.
- SIDs have to be considered as minimum noise routings which shall be strictly adhered to.
- Turn radii based on a 25° bank angle.
- MAX 250 KIAS below FL 100 unless otherwise instructed.
- For continuous routings and crossing conditions on ATS routes as applicable see paragraph 1.4.3.

1.4.1.2 Additional departure instructions

Especially propeller-driven aircraft can expect additional departure instructions. These instructions may be added to the en route or take-off clearance and may comprise a specific heading or temporary altitude restriction. Such additives amend the relevant part of the SID only.

1.4.1.3 Application of RNAV

All SIDs shall be flown according to the RNAV 1 specification. For SIDs with RF legs, RNP 1 is required. Furthermore:

- Engage FMS lateral guidance as early as possible.
- The RD-waypoints shall not be used in RTF procedures.
- The navigation aid (e.g. VOR) mentioned in the column "Expected path terminator" is for selection of MAG station declination only.

1.4.1.4 Application of radius to fix (RF) turns

For some SIDs, differences in the way the coding for these SIDs is processed by the various FMS systems may result in considerable track dispersion during turns. This track dispersion can be reduced by the application of radius to fix turns, which results in concentration of the flight paths. Thus, in order to enhance noise abatement, for the RWY 06 SOMEL and TULIP SIDs an alternative coding comprising a radius to fix turn is introduced.

To distinguish between the standard coding and the coding comprising the RF turn the letter "Y" has been added after the SID identification. Consequently, two coding tables are listed for the SOMEL 2A and TULIP 4A SIDs:

1. [SOME2A] or [TULI4A] is the standard designator where only fly-over and fly-by turns are applied;
2. [SOM2AY] or [TUL4AY] is the designator with the addition "Y" where the RF turn coding is applied.

In the ATC clearance, only the standard (unchanged) designator will be used without changes in the ATC clearance phraseology. This clearance allows for selection of either coding version as the resulting flight paths are considered identical by ATC.

Note that for RWY 24 also alternative SIDs with a "Y" addition to the designator are available, though exclusively for WTC L and M aircraft. In analogy to the relevant SIDs RWY 06, these SIDs RWY 24 are alternative coding variants to enhance noise abatement. However, for RWY 24 the SID coding does not comprise the RF path terminator.

For the use of the RF coding version the following requirements are applicable:

- The aircraft must be equipped with an FMS comprising a pre-loaded navigation database and a navigation display.
- The aircraft FMS must be capable of processing the RF path terminator.
- The aircraft FMS must use GNSS as the primary navigation sensor.
- The operator must be approved for RNP 1 operations by their state of registry.

1.4.2 Specific remarks

1. RWY 06 SOMEL or TULIP SID: in addition to the standard coding [SOME2A] or [TULI4A], an alternative coding [SOM2AY] and [TUL4AY] comprising radius to fix (RF) turns is available. See paragraph 1.4.1.4 for requirements to use the RF coding version. Due to noise abatement aircraft with the appropriate equipment and approval are encouraged to fly the RF procedure.
2. RWY 24: for relevant SIDs, e.g. COA 2B SID, in addition to the standard coding [COA2B] an alternative coding [COA2BY] is available for exclusive use by WTC L and M aircraft. As resulting flight paths of standard and alternative coding are considered identical by ATC, only the standard (unchanged) designator will be used in the ATC clearance (see also paragraph 1.4.1.4). Due to noise abatement considerations, pilots of WTC L and M aircraft are encouraged to select the alternative coding version.
3. RNAV 1 required.
4. Close-in obstacles up to 110 FT shortly after RWY end (see EHRD AD 2.10).

1.4.3 Continuous routings for SIDs with crossing conditions on ATS routes as applicable

Note: aircraft may only continue to climb above 3000 FT AMSL after an ATC clearance has been received.

Note: REF EHRD AD 2.22 paragraph 1.2.2 "En-route clearance": if not able to comply with the crossing conditions prescribed in the SIDs, inform Rotterdam Delivery before take-off.

ARNEM Departures

L620 If the requested flight level is above FL 245, cross OLDOD at or above FL 250.

INKET Departures

Q21 IFR flights to EHLE with requested flight level below FL 055 shall file ATS route Q21 when available at 2000 FT AMSL.

LUNIX Departures

Z739 If the requested flight level is above FL 245, cross AMOSU at or above FL 250.

NEPTU Departures

T604 IFR flights to EHLE with requested flight level above FL 055 shall file ATS route T604 to BADEX.

1.4.4 SIDs RWY 06

See charts AD 2.EHRD-SID-06.1 and AD 2.EHRD-SID-06.2.

ANDIK 2A	See paragraph 1.4.2 specific remark: 3, 4. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[ANDI2A]	Climb on course 056° MAG, at or above 500 FT AMSL turn right	[M056; A500+; R]	CA (RTM)	N
	To RD153 on course 063° MAG	RD153 [M063]	CF (RTM)	N
	To RD151	RD151	TF	N
	To RD150	RD150	TF	N
	To PAM	PAM	TF	N
	To ANDIK	ANDIK	TF	N

ARNEM 3A	See paragraph 1.4.2 specific remark: 3, 4. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[ARNE3A]	Climb on course 056° MAG, at or above 500 FT AMSL turn right	[M056; A500+; R]	CA (RTM)	N
	To RD153 on course 063° MAG	RD153 [M063]	CF (RTM)	N
	To RD151	RD151	TF	N
	To RD150	RD150	TF	N
	To IVLUT	IVLUT	TF	N
	To NYKER	NYKER	TF	N
	To ARNEM	ARNEM	TF	N

COA 2A	See paragraph 1.4.2 specific remark: 3, 4. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[COA2A]	Climb on course 056° MAG, at or above 500 FT AMSL turn right	[M056; A500+; R]	CA (RTM)	N
	To RD157 on course 063° MAG	RD157 [M063]	CF (RTM)	N
	To RD161	RD161	TF	N
	To RD154	RD154	TF	N
	To COA at or below FL 050	COA [F050-]	TF	N

INKET 2A	See paragraph 1.4.2 specific remark: 3, 4. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[INKE2A]	Climb on course 056° MAG, at or above 500 FT AMSL turn right	[M056; A500+; R]	CA (RTM)	N
	To RD157 on course 063° MAG	RD157 [M063]	CF (RTM)	N
	To INKET	INKET	TF	N

LUNIX 2A	See paragraph 1.4.2 specific remark: 3, 4. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[LUNI2A]	Climb on course 056° MAG, at or above 500 FT AMSL turn right	[M056; A500+; R]	CA (RTM)	N
	To RD153 on course 063° MAG	RD153 [M063]	CF (RTM)	N
	To RD151	RD151	TF	N
	To RD150	RD150	TF	N
	To IVLUT	IVLUT	TF	N
	To LUNIX	LUNIX	TF	N

NEPTU 2A	See paragraph 1.4.2 specific remark: 3, 4. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[NEPT2A]	Climb on course 056° MAG, at or above 500 FT AMSL turn right	[M056; A500+; R]	CA (RTM)	N
	To RD157 on course 063° MAG	RD157 [M063]	CF (RTM)	N
	To INKET	INKET	TF	N
	To PELUB	PELUB	TF	N
	To NEPTU	NEPTU	TF	N
SOMEL 2A	See paragraph 1.4.2 specific remark: 3, 4. Minimum climb gradient 8.0% to 500 FT AMSL. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[SOME2A]	Climb on course 056° MAG, at or above 500 FT AMSL turn right	[M056; A500+; R]	CA (RTM)	N
	Direct to <u>RD181</u>	=> <u>RD181</u>	DF	Y
	To RD186 on course 215° MAG, MAX 220 KIAS	RD186 [M215; L; K220-]	CF (RTM)	N
	To SOMEL	SOMEL	TF	N
	To ABNED	ABNED	TF	N
[SOM2AY]	RNP 1 required. See paragraph 1.4.2 specific remark: 1, 4. Minimum climb gradient 7.5% to 400 FT AMSL. After departure climb to 3000 FT AMSL.			
	To RD182 on course 056° MAG	RD182 [M057]	CF (RTM)	N
	Turn right with 4.780 NM radius to RD183, arc centre RD187	RD183 [R, 4.780, arc centre RD187]	RF	N
	Turn left with 1.600 NM radius to RD184, arc centre RD188, MAX 210 KIAS	RD184 [L, 1.600, arc centre RD188; K210-]	RF	N
	Turn left with 1.880 NM radius to RD185, arc centre RD189, MAX 210 KIAS	RD185 [L, 1.880, arc centre RD189; K210-]	RF	N
	To RD186	RD186	TF	N
	To SOMEL	SOMEL	TF	N
	To ABNED	ABNED	TF	N
	Waypoints: RD182 RD183 RD184 RD185	Co-ordinates: 515819.8N 0042842.6E 515846.8N 0043009.0E 515923.7N 0043123.5E 520135.1N 0042627.3E		
	RF arc centres: RD187 RD188 RD189	Co-ordinates: 515419.1N 0043253.9E 520016.4N 0042913.7E 520025.6N 0042851.0E		

TULIP 4A	See paragraph 1.4.2 specific remark: 3, 4. Minimum climb gradient 8.0% to 500 FT AMSL. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[TULI4A]	Climb on course 056° MAG, at or above 500 FT AMSL turn right	[M056; A500+; R]	CA (RTM)	N
	Direct to RD181	=> RD181	DF	Y
	To RD186 on course 215° MAG, MAX 220 KIAS	RD186 [M215; L; K220-]	CF (RTM)	N
	To SOMEL	SOMEL	TF	N
	To OBAGU	OBAGU	TF	N
	To TULIP	TULIP	TF	N
[TUL4AY]	RNP 1 required. See paragraph 1.4.2 specific remark: 1, 4. Minimum climb gradient 7.5% to 400 FT AMSL. After departure climb to 3000 FT AMSL.			
	To RD182 on course 056° MAG	RD182 [M056]	CF (RTM)	N
	Turn right with 4.780 NM radius to RD183, arc centre RD187	RD183 [R, 4.780, arc centre RD187]	RF	N
	Turn left with 1.600 NM radius to RD184, arc centre RD188, MAX 210 KIAS	RD184 [L, 1.600, arc centre RD188; K210-]	RF	N
	Turn left with 1.880 NM radius to RD185, arc centre RD189, MAX 210 KIAS	RD185 [L, 1.880, arc centre RD189; K210-]	RF	N
	To RD186	RD186	TF	N
	To SOMEL	SOMEL	TF	N
	To OBAGU	OBAGU	TF	N
	To TULIP	TULIP	TF	N
	Waypoints: RD182 RD183 RD184 RD185	Co-ordinates: 515819.8N 0042842.6E 515846.8N 0043009.0E 515923.7N 0043123.5E 520135.1N 0042627.3E		
	RF arc centres: RD187 RD188 RD189	Co-ordinates: 515419.1N 0043253.9E 520016.4N 0042913.7E 520025.6N 0042851.0E		

WOODY 2A	See paragraph 1.4.2 specific remark: 3, 4. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[WOOD2A]	Climb on course 056° MAG, at or above 500 FT AMSL turn right	[M056; A500+; R]	CA (RTM)	N
	To RD157 on course 063° MAG	RD157 [M063]	CF (RTM)	N
	To RD161	RD161	TF	N
	To RD154	RD154	TF	N
	To WOODY	WOODY	TF	N

1.4.5 SIDs RWY 24

See charts AD 2.EHRD-SID-24.1 and AD 2.EHRD-SID-24.2.

ANDIK 2B	See paragraph 1.4.2 specific remark: 3, 4. Minimum climb gradient 4.5% to 500 FT AMSL. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[ANDI2B]	To RD159 on course 236° MAG	RD159 [M236]	CF (RTM)	Y
	Climb on course 236° MAG, at or above 500 FT AMSL turn right	[M236; A500+; R]	CA (RTM)	N
	Direct to RD207, MAX 230 KIAS	=> RD207 [K230-]	DF	N
	To RD163	RD163	TF	N
	To RD150	RD150	TF	N
	To PAM	PAM	TF	N
	To ANDIK	ANDIK	TF	N

ARNEM 3B	See paragraph 1.4.2 specific remark: 3, 4. Minimum climb gradient 4.5% to 500 FT AMSL. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[ARNE3B]	To <u>RD159</u> on course 236° MAG	<u>RD159</u> [M236]	CF (RTM)	Y
	Climb on course 236° MAG, at or above 500 FT AMSL turn right	[M236; A500+; R]	CA (RTM)	N
	Direct to RD207, MAX 230 KIAS	=> RD207 [K230-]	DF	N
	To RD163	RD163	TF	N
	To RD150	RD150	TF	N
	To IVLUT	IVLUT	TF	N
	To NYKER	NYKER	TF	N
	To ARNEM	ARNEM	TF	N

COA 2B	See paragraph 1.4.2 specific remark: 2, 3, 4. Minimum climb gradient 6.3% to 400 FT AMSL. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[COA2B]	To <u>RD166</u> on course 236° MAG	<u>RD166</u> [M236]	CF (RTM)	Y
	Climb on course 236° MAG, at or above 400 FT AMSL turn right	[M236; A400+; R]	CA (RTM)	N
	Direct to RD158, MAX 220 KIAS	=> RD158 [K220-]	DF	N
	To RD156	RD156	TF	N
	To COA at or below FL 050	COA [F050-]	TF	N
[COA2BY]	To <u>RD159</u> on course 236° MAG	<u>RD159</u> [M236]	CF (RTM)	Y
	Direct to RD158, MAX 220 KIAS	=> RD158 [K220-]	DF	N
	To RD156	RD156	TF	N
	To COA at or below FL 050	COA [F050-]	TF	N

INKET 2B	See paragraph 1.4.2 specific remark: 2, 3, 4. Minimum climb gradient 6.3% to 400 FT AMSL. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[INKE2B]	To <u>RD166</u> on course 236° MAG	<u>RD166</u> [M236]	CF (RTM)	Y
	Climb on course 236° MAG, at or above 400 FT AMSL turn right	[M236; A400+; R]	CA (RTM)	N
	Direct to RD158, MAX 220 KIAS	=> RD158 [K220-]	DF	N
	To RD164	RD164	TF	N
	To RD165	RD165	TF	N
	To INKET	INKET	TF	N
[INK2BY]	To <u>RD159</u> on course 236° MAG	<u>RD159</u> [M236]	CF (RTM)	Y
	Direct to RD158, MAX 220 KIAS	=> RD158 [K220-]	DF	N
	To RD164	RD164	TF	N
	To RD165	RD165	TF	N
To INKET	INKET	TF	N	

LUNIX 2B	See paragraph 1.4.2 specific remark: 3, 4. Minimum climb gradient 4.5% to 500 FT AMSL. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[LUNI2B]	To <u>RD159</u> on course 236° MAG	<u>RD159</u> [M236]	CF (RTM)	Y
	Climb on course 236° MAG, at or above 500 FT AMSL turn right	[M236; A500+; R]	CA [RTM]	N
	Direct to RD207, MAX 230 KIAS	=> RD207 [K230-]	DF	N
	To RD163	RD163	TF	N
	To RD150	RD150	TF	N
	To IVLUT	IVLUT	TF	N
	To LUNIX	LUNIX	TF	N

NEPTU 2B	See paragraph 1.4.2 specific remark: 2, 3, 4. Minimum climb gradient 6.3% to 400 FT AMSL. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[NEPT2B]	To <u>RD166</u> on course 236° MAG	<u>RD166</u> [M236]	CF (RTM)	Y
	Climb on course 236° MAG, at or above 400 FT AMSL turn right	[M236; A400+; R]	CA (RTM)	N
	Direct to RD158, MAX 220 KIAS	=> RD158 [K220-]	DF	N
	To RD164	RD164	TF	N
	To RD165	RD165	TF	N
	To INKET	INKET	TF	N
	To PELUB	PELUB	TF	N
	To NEPTU	NEPTU	TF	N
[NEP2BY]	To <u>RD159</u> on course 236° MAG	<u>RD159</u> [M236]	CF (RTM)	Y
	Direct to RD158, MAX 220 KIAS	=> RD158 [K220-]	DF	N
	To RD164	RD164	TF	N
	To RD165	RD165	TF	N
	To INKET	INKET	TF	N
	To PELUB	PELUB	TF	N
	To NEPTU	NEPTU	TF	N

SOMEL 2B	See paragraph 1.4.2 specific remark: 2, 3, 4. Minimum climb gradient 6.3% to 400 FT AMSL. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[SOME2B]	To <u>RD166</u> on course 236° MAG	<u>RD166</u> [M236]	CF (RTM)	Y
	Climb on course 236° MAG, at or above 400 FT AMSL turn right	[M236; A400+; R]	CA (RTM)	N
	Direct to RD158, MAX 220 KIAS	=> RD158 [K220-]	DF	N
	To SOMEL	SOMEL	TF	N
	To ABNED	ABNED	TF	N
	[SOM2BY]	To <u>RD159</u> on course 236° MAG	<u>RD159</u> [M236]	CF (RTM)
Direct to RD158, MAX 220 KIAS		=> RD158 [K220-]	DF	N
To SOMEL		SOMEL	TF	N
To ABNED		ABNED	TF	N

TULIP 3B	See paragraph 1.4.2 specific remark: 2, 3, 4. Minimum climb gradient 6.3% to 400 FT AMSL. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[TULI3B]	To <u>RD166</u> on course 236° MAG	<u>RD166</u> [M236]	CF (RTM)	Y
	Climb on course 236° MAG, at or above 400 FT AMSL turn right	[M236; A400+; R]	CA (RTM)	N
	Direct to RD158, MAX 220 KIAS	=> RD158 [K220-]	DF	N
	To SOMEL	SOMEL	TF	N
	To OBAGU	OBAGU	TF	N
	To TULIP	TULIP	TF	N
[TUL3BY]	To <u>RD159</u> on course 236° MAG	<u>RD159</u> [M236]	CF (RTM)	Y
	Direct to RD158, MAX 220 KIAS	=> RD158 [K220-]	DF	N
	To SOMEL	SOMEL	TF	N
	To OBAGU	OBAGU	TF	N
	To TULIP	TULIP	TF	N

WOODY 2B	See paragraph 1.4.2 specific remark: 2, 3, 4. Minimum climb gradient 6.3% to 400 FT AMSL. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[WOOD2B]	To <u>RD166</u> on course 236° MAG	<u>RD166</u> [M236]	CF (RTM)	Y
	Climb on course 236° MAG, at or above 400 FT AMSL turn right	[M236; A400+; R]	CA (RTM)	N
	Direct to RD158, MAX 220 KIAS	=> RD158 [K220-]	DF	N
	To RD164	RD164	TF	N
	To HELHO	HELHO	TF	N
	To RD162	RD162	TF	N
	To WOODY	WOODY	TF	N
[WOO2BY]	To <u>RD159</u> on course 236° MAG	<u>RD159</u> [M236]	CF (RTM)	Y
	Direct to RD158, MAX 220 KIAS	=> RD158 [K220-]	DF	N
	To RD164	RD164	TF	N
	To HELHO	HELHO	TF	N
	To RD162	RD162	TF	N
	To WOODY	WOODY	TF	N

2 INSTRUMENT APPROACH PROCEDURES

2.1 Introduction

The arrival, instrument approach and holding procedures are based on ICAO Annex 2 and on ICAO Documents 4444-ATM/501 (PANS-ATM), 7030 (SUPPS) and 8168-OPS/611 (PANS-OPS). During initial and intermediate approach to Rotterdam Airport radar services may be provided by Schiphol APP.

Note: in the Rotterdam TMAs VFR flights without ATC clearance are permitted. For such flights radio communication is not compulsory.

2.2 Arrival

2.2.1 Arrival clearance

At, or before, entering the Amsterdam Control Area, an arrival clearance will be issued by Amsterdam ACC containing:

- Standard arrival route¹⁾ or direct route.
- Main landing runway²⁾.
- Level instructions (normally descent instructions).
- Any other necessary instructions or information.

¹⁾ when cleared via a standard arrival route (STAR), the clearance limit is the initial approach fix (IAF).

²⁾ issued by ATIS (see EHRD AD 2.18) or ATC.

2.2.2 Level restrictions

The following level restrictions shall be applied by aircraft with destination Rotterdam AD. If unable to comply, inform ATC immediately.

- Flights via ENKOS or FLEVO should comply with the following crossing condition: cross ENKOS or FLEVO at FL 070.
- Flights via COA, DENUT or HELEN should comply with the following crossing condition: cross DOFMU at FL 060 or below, unless otherwise instructed.
- Flights via LAMSO, MOLIX, REDFA or TOPPA should comply with the following crossing condition: cross MASOS at FL 060 or below, unless otherwise instructed.

2.2.3 Transfer of control

- To Schiphol APP: inbound traffic via ENKOS or FLEVO will be transferred to Schiphol APP.
- To Rotterdam APP: transfer to Rotterdam APP will normally take place when entering Rotterdam TMAs.
- To Rotterdam TWR: transfer to Rotterdam TWR will normally take place after intercepting final approach.

2.2.4 STAR descriptions

See charts AD 2.EHRD-STAR.

BLUFA 1R	RNAV 1 required			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[BLUF1R]	BLUFA	BLUFA	IF	N
	To FLEVO, at FL 070	FLEVO [F070]	TF	N
	To PAM	PAM	TF	N
	To KAKKO	KAKKO	TF	N
	To DOFMU, between FL 060 and FL 050	DOFMU [B F060 F050]	TF	N

COA 2R	RNAV 1 required			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[COA2R]	COA, at or below FL 050	COA [F050-]	IF	N
	To DOFMU	DOFMU	TF	N
DENUT 2R	RNAV 1 required.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[DENU2R]	DENUT	DENUT	IF	N
	To RIMBU	RIMBU	TF	N
	To DOFMU, at or below FL 060	DOFMU [F060-]	TF	N
ENKOS 3R	RNAV 1 required			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[ENKO3R]	ENKOS, at FL 070	ENKOS [F070]	IF	N
	To PAM	PAM	TF	N
	To KAKKO	KAKKO	TF	N
	To DOFMU, between FL 060 and FL 050	DOFMU [B F060 F050]	TF	N
HELEN 4R	RNAV 1 required.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[HELE4R]	HELEN	HELEN	IF	N
	To RIMBU	RIMBU	TF	N
	To DOFMU, at or below FL 060	DOFMU [F060-]	TF	N
INKET 2R	RNAV 1 required			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[INKE2R]	INKET	INKET	IF	N
	To KAKKO	KAKKO	TF	N
	To DOFMU, between FL 060 and FL 050	DOFMU [B F060 F050]	TF	N
LAMSO 3R	RNAV 1 required			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[LAMS3R]	LAMSO	LAMSO	IF	N
	To MASOS, at or below FL 060	MASOS [F060-]	TF	N
MOLIX 3R	RNAV 1 required			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[MOLI3R]	MOLIX	MOLIX	IF	N
	To MASOS, at or below FL 060	MASOS [F060-]	TF	N
REDF 3R	RNAV 1 required			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[REDF3R]	REDF	REDF	IF	N
	To MASOS, at or below FL 060	MASOS [F060-]	TF	N
RKN 3R	RNAV 1 required			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[RKN3R]	RKN	RKN	IF	N
	To TENLI	TENLI	TF	N
	To FLEVO, at FL 070	FLEVO [F070]	TF	N
	To PAM	PAM	TF	N
	To KAKKO	KAKKO	TF	N
To DOFMU, between FL 060 and FL 050	DOFMU [B F060 F050]	TF	N	

SONEB 3R		RNAV 1 required		
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[SONE3R]	SONEB	SONEB	IF	N
	To TENLI	TENLI	TF	N
	To FLEVO, at FL 070	FLEVO [F070]	TF	N
	To PAM	PAM	TF	N
	To KAKKO	KAKKO	TF	N
	To DOFMU, between FL 060 and FL 050	DOFMU [B F060 F050]	TF	N

TOPPA 3R		RNAV 1 required		
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[TOPP3R]	TOPPA	TOPPA	IF	N
	To MASOS, at or below FL 060	MASOS [F060-]	TF	N

2.2.5 Holdings

Standard holdings are located at the IAFs DOFMU and MASOS. The KAKKO holding may be used at ATC discretion only. The RTM holding is intended only for the VOR approach.

Holding and entry procedures and the calculations of the associated protected areas are in accordance with ICAO Doc 8168 (PANS-OPS) Volume II, part 4. Since separation is based on the calculated areas, compliance with these in-flight procedures is essential.

2.3 Initial approach

2.3.1 General

Navigation in the initial approach phase is primarily based on vectors provided by ATC. Initial approach procedures are available for occasional use and in case of COM failure.

The published initial and intermediate approaches are RNAV 1 tracks from IAFs MASOS and DOFMU. These are applicable for the following approach types:

- ILS or LOC approach:
 1. Initial and intermediate approach: RNAV 1 tracks from IAF to FAP/FAF;
 2. Final approach: ILS or LOC final approach;
 3. Missed approach: RNAV 1 missed approach.
- RNP approach:
 1. Initial and intermediate approach: RNAV 1 tracks from IAF to FAP/FAF;
 2. Final approach: LNAV, LNAV/VNAV or LPV CAT 1 approach;
 3. Missed approach: RNP APCH missed approach.

The interception of the ILS-LOC or the RNP approach takes place on the intermediate segment.

For traffic not capable of flying RNAV 1 procedures, a conventional VOR approach is available from VOR/DME RTM. This approach may also be used for training flights, after permission of ATC.

The approach procedures in the Rotterdam TMA are developed with the safeguard of a radar display being available to ATC, showing the position of the aircraft.

2.3.2 Approach instructions

Approach instructions will contain as applicable:

- a. Additional instructions with respect to clearance limit, route and level.
- b. Approach procedure.
- c. Runway in use¹⁾.
- d. EAT, if holding procedures are applied.
- e. QNH.
- f. Transition level¹⁾.
- g. MET information¹⁾.
- h. Runway condition¹⁾.

¹⁾ Information included in the ATIS broadcast may be omitted.

2.3.3 ILS Y approach procedure

For the ILS approach RWY 24, two variants are available: ILS Z and ILS Y. On initiative of ATC, the ILS Y RWY 24 approach can be assigned to aircraft inbound Rotterdam Airport. This approach procedure has been introduced in order to reduce noise nuisance, fuel consumption, CO₂ emissions, and to provide flexible and efficient ATC dispatch.

Pilots must pay special attention to the large ILS interception angle of 88 degrees and the reduced length of the intermediate segment of 2.2 NM. The length of the intermediate segment is shorter than the ICAO minimum in case of an ILS interception angle of more than 60 degrees (3.0 NM).

2.3.4 Clearances and constraints

Pilots may be instructed to execute one of the following approach procedures:

- RWY 06:
 - ILS or LOC approach RWY 06, which starts at IAF DOFMU or IAF MASOS;
 - RNP approach RWY 06, which starts at IAF DOFMU or IAF MASOS;
 - VOR approach RWY 06, which starts at IAF RTM.
- RWY 24:
 - ILS Z or LOC Z approach RWY 24, which starts at IAF DOFMU or IAF MASOS;
 - ILS Y or LOC Y approach RWY 24, which starts at IAF DOFMU only;
 - RNP approach RWY 24, which starts at IAF DOFMU or IAF MASOS;
 - VOR approach RWY 24, which starts at IAF RTM.

ATC may provide instructions to pick up an approach procedure at a point beyond the IAF. The clearance for the approach procedure includes initial, intermediate, and final approach. Once the crew reports to be established on the final approach segment, the transfer to Rotterdam TWR will take place. Landing clearance will be issued by the TWR controller.

Further details are published on the relevant instrument approach chart AD 2.EHRD-IAC-xx.x.

2.3.5 Aircraft and operator requirements

For the use of the RNAV instrument approach procedures between IAF and FAF/FAP, the following requirements are applicable:

- The aircraft must be equipped with an FMS comprising a pre-loaded navigation database and a navigation display.
- The aircraft FMS must use GNSS as the primary navigation sensor in case of RNP approaches.
- The operator must be approved for RNAV 1 operations by their state of registry.

2.3.6 Non-RNAV 1 equipped aircraft

Pilots of aircraft that are not able to fly RNAV 1 procedures, i.e. not meeting the requirements in paragraph 2.3.5, shall inform ATC by use of the phrase "UNABLE RNAV" if instructed to fly the RNAV based initial approach procedure preceding the IF. Aircraft will then be guided towards the final approach of the ILS/LOC or VOR approach or directed to RTM in order to fly the published VOR procedure.

2.4 Intermediate and final approach

Advised speed in the intermediate approach is 180 KIAS up to 6 NM and in the final approach 160 KIAS up to 4 NM from threshold.

2.4.1 Final approach procedures

Note: an aircraft vectored to intercept final approach shall report to ATC when established on the final approach track (ICAO Doc 4444-ATM/501 (PANS-ATM) chapter 8.9.4.1).

2.4.1.1 Final approach procedure

The following (final) approaches are published for Rotterdam Airport:

- RWY 06:
 - ILS or LOC approach RWY 06;
 - RNP approach RWY 06 with LNAV, LNAV-VNAV and LPV CAT 1 minima;
 - VOR approach RWY 06.
- RWY 24:
 - ILS Z or LOC Z approach RWY 24;
 - ILS Y or LOC Y approach RWY 24;
 - RNP approach RWY 24 with LNAV, LNAV-VNAV and LPV CAT 1 minima;
 - VOR approach RWY 24.

For the RNP APCH the following requirements are applicable:

- The aircraft must be equipped with an FMS comprising a pre-loaded navigation database and a navigation display.
- The aircraft FMS must use GNSS as the primary navigation sensor.
- The operator holds an RNP APCH operations approval issued by their State of registry. The approval should be compliant with EASA CS-ACNS or equivalent.

When the aircraft is unable to fly the RNP APCH and no other instrument approach is available on the assigned runway direction, the pilot shall inform ATC by use of the phrase "UNABLE RNP APPROACH" and expect an alternative approach. An alternative approach may be an ILS approach to the opposite runway followed by a circling or a visual approach, or diversion to an airport with a suitable approach.

When radar control is exercised the aircraft will be directed to a position, from which a final instrument approach or a visual approach can be made.

2.4.1.2 Visual approach

To minimise noise nuisance, aircraft executing a visual approach shall intercept the final approach leg at an altitude of at least 1000 FT AMSL, unless residential areas can be avoided.

2.4.1.3 Circling approach

For each runway at Rotterdam Airport a circling approach may be allowed or offered. For OCA (OCH) see relevant instrument approach chart AD 2.EHRD-IAC-xx.x.

2.4.2 Missed approach procedure

2.4.2.1 Missed approach procedure during instrument approach

See relevant instrument approach chart AD 2.EHRD-IAC-xx.x.

2.4.2.2 Missed approach procedure during visual approach

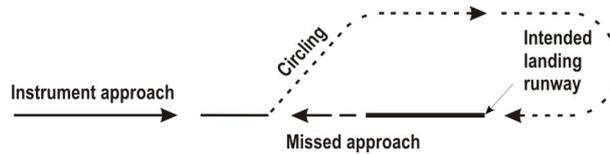
Turn to the intended landing runway, intercept the runway track MAG of that runway while:

- a. When visual:
 - remain visual and inform ATC, or
- b. When unable to remain visual:
 - execute the missed approach procedure as depicted on the relevant approach chart AD 2.EHRD-IAC-xx.x and inform ATC.

2.4.2.3 Missed approach while circling to land

Note: This procedure is different from ICAO Doc 8168 Volume I (PANS-OPS).

- Inform ATC immediately.
- Start climbing and complete the turn to the intended landing runway (see figure).
- Execute the missed approach procedure as depicted on the relevant approach chart of the intended landing runway (AD 2.EHRD-IAC-xx.x).



Note: the indicated situation is applicable for an initial instrument approach to RWY 06. Circling approaches southeast of RWY 06/24 and extended centre line are prohibited.

2.5 Communication failure

2.5.1 General

- Select transponder code 7600.
- If possible call Amsterdam ACC Supervisor on telephone number +31 (0)20 406 3999.

Note: Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded.

- If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure.

For the general procedures for IFR flights see ENR 1.3 paragraph "Communication Failure". In addition, for arriving flights, the following communication failure procedures apply.

2.5.2 Arrival clearance not received

- Proceed according to the current flight plan route and STAR, to the appropriate holding fix: MASOS or DOFMU, if capable of RNAV 1. Non-RNAV 1 traffic proceed to RTM.
- Maintain the last cleared and acknowledged flight level or altitude.
- Flights via INKET or PAM with last cleared and acknowledged flight level or altitude below FL 050 shall avoid the segment KAKKO – DOFMU and proceed direct to DOFMU.
- After arrival over the holding fix intercept the holding pattern.
- For MASOS commence descent to FL 050 at or as near as possible to the ETO over the holding fix.
- For DOFMU, KAKKO or RTM commence descent to 3000 FT AMSL at or as near as possible to the ETO over the holding fix.
- After reaching FL 050 or 3000 FT AMSL leave the holding fix and carry out an instrument approach procedure to the runway in use (see 2.5.4). Flights via RTM can only use the VOR approach.

2.5.3 Arrival clearance received on or outside standard arrival route and prior to the IAF

- Proceed direct to the appropriate holding fix:
 1. MASOS or DOFMU, if capable RNAV 1;
 2. RTM, only if not capable RNAV 1 or if previously instructed by ATC;
 3. KAKKO, only if previously instructed by ATC.
- Maintain the last cleared and acknowledged flight level or altitude.
- After arrival over the holding fix intercept the holding pattern.
- For MASOS commence descent to FL 050 at or as near as possible to the ETO over the holding fix.
- For DOFMU, KAKKO or RTM commence descent to 3000 FT AMSL at or as near as possible to the ETO over the holding fix.
- After reaching FL 050 or 3000 FT AMSL leave the holding fix and carry out an instrument approach procedure to the received and acknowledged runway (see 2.5.4). Flights via RTM can only use the VOR approach.

2.5.4 Instrument approach procedure

- After leaving the IAF carry out an instrument approach procedure to the received and acknowledged runway or the runway-in-use as is included in the ATIS broadcast (see AD 2.EHRD-IAC-xx.x).
- Do not use the ILS Y approach RWY 24 unless instructed by ATC.
- Do not use the VOR approach unless instructed by ATC or when unable RNAV 1.
- In case the COM failure occurs after a direct was received to a WPT beyond the IAF, pick up the expected approach procedure from there.
- For approach RWY 24 pass KAKKO at 3000 FT AMSL.

2.5.5 Missed approach procedure in case of communication failure

2.5.5.1 Missed approach procedure during instrument approach

The missed approach in case of communication failure is equal to the standard missed approach procedure as described on the relevant instrument approach chart AD 2.EHRD-IAC-xx.x.

2.5.5.2 Missed approach procedure during visual approach

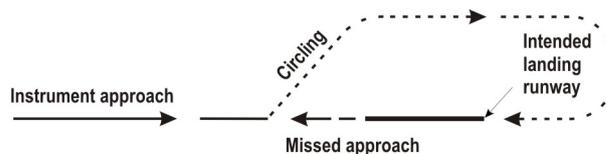
Turn to the intended landing runway, intercept the runway track MAG of that runway while:

- a. When visual:
 - remain visual and execute a circuit for that runway or
- b. When unable to remain visual:
 - climb to 2000 FT AMSL,
 - execute the missed approach procedure as depicted on the relevant approach chart AD 2.EHRD-IAC-xx.x.

2.5.5.3 Missed approach while circling to land

Note: This procedure is different from ICAO Doc 8168 Volume I (PANS-OPS).

- Start climbing and complete the turn to the intended landing runway (see figure).
- Execute the missed approach procedure as depicted on the relevant approach chart of the intended landing runway (AD 2.EHRD-IAC-xx.x).



Note: the indicated situation is applicable for an initial instrument approach to RWY 06. Circling approaches southeast of RWY 06/24 and extended centre line are prohibited.

2.6 Instrument approach descriptions

2.6.1 General remarks

Between the IAF and interception of final approach navigation is primarily based on vectors provided by ATC.

2.6.2 ILS Y RWY 24 approach

See EHRD AD 2.22 paragraph 2.3.3.

2.6.3 Instrument approach segments

Note: recommended navaid for selection of MAG station declination only.

Note: for positions of RD-waypoints see relevant instrument approach charts.

2.6.3.1 RWY 06

2.6.3.1.1 ILS approach RWY 06

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	MASOS	-	-	-	-	-	-	-	-	-
002	TF	RD254	-	071 / (072.0)	-	12.0	-	-	-	-	RNAV 1
003	TF	HELHO	-	088 / (088.7)	-	11.4	-	+ 2000	-	-	RNAV 1
004	IF	DOFMU	-	-	-	-	-	-	- 220	-	RNAV 1
005	TF	RD201	-	334 / (335.2)	-	4.0	-	-	-	-	RNAV 1
006	TF	HELHO	-	005 / (006.6)	-	3.8	-	+ 2000	-	-	RNAV 1
007	IF	HELHO	-	-	-	-	-	+ 2000	-	-	-
008	CF	RD250	-	056 / (057.0)	ROS	3.6	-	+ 2000	-	-	-
009	CF	THR06	Y	056 / (057.1)	ROS	6.2	-	-	-	-3.00 / 50	-
010	TF	RD212	-	056 / (057.1)	-	9.0	-	@ 2000	-	-	RNAV 1
011	TF	RD213	-	146 / (147.3)	-	5.3	-	-	- 210	-	RNAV 1
012	TF	KAKKO	-	236 / (237.3)	-	6.9	-	-	-	-	RNAV 1
013	TF	DOFMU	-	230 / (231.1)	-	14.9	-	@ 2000	-	-	RNAV 1

2.6.3.1.2 RNP approach RWY 06

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	MASOS	-	-	-	-	-	-	-	-	-
002	TF	RD254	-	071 / (072.0)	-	12.0	-	-	-	-	RNAV 1
003	TF	HELHO	-	088 / (088.7)	-	11.4	-	+ 2000	-	-	RNAV 1
004	IF	DOFMU	-	-	-	-	-	-	- 220	-	RNAV 1
005	TF	RD201	-	334 / (335.2)	-	4.0	-	-	-	-	RNAV 1
006	TF	HELHO	-	005 / (006.6)	-	3.8	-	+ 2000	-	-	RNAV 1
007	IF	HELHO	-	-	-	-	-	+ 2000	-	-	-
008	TF	RD250	-	056 / (057.0)	-	3.6	-	+ 2000	-	-	RNP APCH
009	TF	THR06	Y	056 / (057.1)	-	6.2	-	-	-	-3.00 / 50	RNP APCH
010	TF	RD212	-	056 / (057.1)	-	9.0	-	@ 2000	-	-	RNP APCH
011	TF	RD213	-	146 / (147.3)	-	5.3	-	-	- 210	-	RNP APCH
012	TF	KAKKO	-	236 / (237.3)	-	6.9	-	-	-	-	RNP APCH
013	TF	DOFMU	-	230 / (231.1)	-	14.9	-	@ 2000	-	-	RNP APCH

4.4.2 VFR training circuits

To avoid noise in the villages north of RWY 24, a VFR training circuit has been established at 500 FT AMSL within a designated area. For these flights the threshold RWY 24 has been displaced 800 metres beyond the normal threshold RWY 24 indicated by white marking and red/white markers on the right side of the runway.

4.4.2.1 RWY 06

1. Always stay inside the designated circuit area.
2. Lefthand circuit, altitude 500 FT AMSL.
3. After passing the red/white markers along the runway turn to crosswind leg.
4. Downwind leg is marked by the orange coloured VHF COM station.
5. Turn base leg after passing the Delftsche Schie.
6. Touchdown at threshold RWY 06.

4.4.2.2 RWY 24

1. Always stay inside the designated circuit area.
2. Righthand circuit, altitude 500 FT AMSL.
3. Turn crosswind leg after passing the Delftsche Schie.
4. Downwind leg is marked by the orange coloured VHF COM station.
5. Turn base leg abeam the normal threshold RWY 24.
6. Touchdown at displaced threshold.

Note: for traffic reasons pilots may be instructed to hold in area ALPHA or BRAVO within the designated circuit area. Both areas are separated by the area between highway A13 and the Delftsche Schie.

4.5 Communication failure procedures

4.5.1 General

- Select transponder code 7600.
- If possible call Amsterdam ACC Supervisor on telephone number +31 (0)20 406 3999.
Note: Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded.
- If telephone connection is disconnected prematurely (before read-back), revert to communication failure procedures below.

4.5.2 VFR outbound

In case of communication failure adhere to the departure instructions. If the departure instructions contain a clearance limit in the CTR, act in accordance with paragraph 4.5.4.

4.5.3 VFR inbound

4.5.3.1 Via ROMEO and MIKE Arrival

- a. In case of communication failure before joining the circuit leave the CTR according to the ROMEO or MIKE Departure and divert to an appropriate aerodrome.
- b. In case of communication failure over or after a position from where to join the circuit (this is past the reporting point PAPA) execute a circuit for the last received and acknowledged runway as short as practicable. Make a full stop landing and vacate as soon as possible. In case of go-around execute a similar circuit (be aware of the fact that your flight path could interfere with the flight path of other aerodrome traffic).

4.5.3.2 Via HOTEL Arrival

- a. In case of communication failure before joining the circuit leave the CTR according to the HOTEL Departure and divert to an appropriate aerodrome.
- b. In case of communication failure over or after a position from where to join the circuit (this is past compulsory reporting point TANGO) act in accordance with paragraph 4.5.3.1 item b.

4.5.3.3 Via a different route to the field

- a. In case of communication failure before joining the circuit act in accordance with paragraph 4.5.4.
- b. In case of communication failure over or after a position from where to join the circuit act in accordance with paragraph 4.5.3.1 item b.

4.5.4 VFR crossing the CTR

In case of communication failure leave the CTR via the shortest route, maintain altitude until outside the CTR, do not cross runway centre line or IFR areas and proceed to an appropriate aerodrome.

EHRD AD 2.23 ADDITIONAL INFORMATION

1 CAUTIONS AND ADDITIONAL INFORMATION

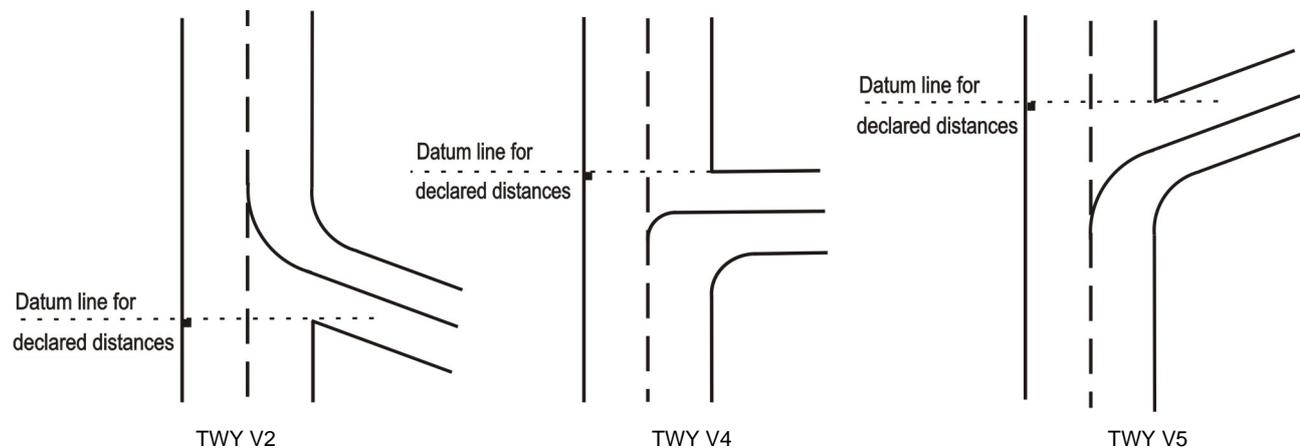
1. Pilots are urgently advised to maintain two-way radio communication within the Rotterdam TMAs. When operating in Rotterdam TMA 1 and 2 or in the vicinity of Schiphol TMA 1 and below Rotterdam TMA 1 and 2, the use of a frequency monitoring code as outlined in ENR 1.2 is strongly recommended.
2. For details of the low flying areas and routes see ENR 5.2.
3. VFR flights shall not be operated in the Schiphol TMAs, unless authorised by the appropriate ATS authority (see ENR 1.2).
4. Pilots are urgently requested not to execute VFR flights in the vicinity of the published instrument arrival and departure routes within the Rotterdam TMA, see EHRD AD 2.24.

5. Caution during approach to RWY 06 with south-eastern (light, moderate or strong) wind, pilots should be aware and must be prepared for the possibility of building-induced turbulence, wind shear and wind gradient effects over the THR and TDZ of RWY 06. During these circumstances, while landing at RWY 06, pilots should be aware of suddenly increased turbulence.
6. Pilots shall be aware that in the vicinity of the aerodrome ATC gives priority to:
 - aircraft in state of an emergency;
 - hospital and police aircraft with the status priority or scramble;
 - aircraft engaged in SAR operations.
7. Bird-scare activities 24 hours a day available/active with the use of various equipment/means including flare shellcrackers, bird dispersal guns and amplified cries of distress.
8. When lightning discharges are observed in the vicinity of the airport, the Duty Manager Operations (DMO) will announce that all ground handling and re-fuelling operations are prohibited until further notice. When it is safe to do so, the DMO will declare that ground handling and re-fuelling operations can be resumed. Handling stop will be indicated by special light/sound signals or by ATC.

2 DETERMINATION OF DATUM LINE FOR INTERSECTION TAKE-OFF

The datum line from which the reduced runway declared distances for take-off should be determined is defined by the intersection of the downwind edge of the specific taxiway with the runway edge as shown in the diagram below. The loss of runway length due to alignment of the aircraft prior to take-off should be taken into account by the operators for the calculation of the aircraft's take-off mass (ICAO Annex 6, Part 1, paragraph 5.2.8).

If an intersection take-off will take place from a taxiway with an intersection angle of 55°, and the taxiway centre line is followed until the runway centre line, there is a loss of line-up distance of APRX 100 M.



3 MEDICAL EMERGENCY PROCEDURES

Pilots shall declare a medical emergency to ATC only in case of a patient on board suffering from a life-threatening condition. A patient's medical condition is categorised and should be handled as follows:

- Medical emergency (life-threatening): pilots shall contact ATC to declare a medical emergency by radio call prefixed by PAN PAN (3X) for urgency. Priority handling will be provided. Medical crew will board the aircraft before passengers disembark.
- Medical care at the stand (non-life-threatening): flight crew shall contact ground handler only to arrange medical crew at the stand.

4 GROUND HANDLING COMPANIES

1. Commercial passengers and cargo

Post: Aviapartner B.V.
P.O. Box 12036
3004 GA Rotterdam
Tel: +31 (0)10 238 2704
Fax: +31 (0)10 238 2707
Email: rtm.handling.ops@aviapartner.aero
SITA: RTMAOXH

Note: Aviapartner Rotterdam 131.755

2. Ground handling (business and general aviation)

Post: Jet Aviation Netherlands
Forenebubaan 19
3045 AV Rotterdam
Tel: +31 (0)10 298 4949
Fax: +31 (0)10 298 4948
Email: RTMfbo@jetaviation.com
URL: <http://www.jetaviation.com>

Note: Jet Aviation Rotterdam 131.980

3. Ground handling (recreational general aviation only)

Post: Vliegclub Rotterdam (Flying Club Rotterdam)
Zaventembaan 1
3045 AR Rotterdam
Tel: +31 (0)10 415 3353
Fax: +31 (0)10 415 8063
Email: OPS@vliegclubrotterdam.nl
URL: <https://www.vliegclubrotterdam.nl>

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"> <tr> <td>North of RWY</td> <td>South of RWY</td> </tr> <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> </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

14

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.

EHST — STADSKANAAL

Note: the following sections in this chapter are intentionally left blank:
AD 2.7, AD 2.10, AD 2.11, AD 2.13, AD 2.14, AD 2.15, AD 2.16, AD 2.19, AD 2.20, AD 2.21, AD 2.23.

EHST AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHST — STADSKANAAL

EHST AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at AD	525955N 0070122E
2	Direction and distance from (city)	2 NM east of Stadskanaal.
3	Elevation/reference temperature	14 FT AMSL /Not AVBL.
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: Luchthaven Stadskanaal Wagenspoor 18 9584 CB Mussel The Netherlands Tel: +31 (0)599 454 344 Email: info@ehst.nl URL: https://www.ulv.nl
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	1. Aerodrome available for use by national civil air traffic with all aircraft up to 890 KG and hanggliders. 2. Flights between EHST and Schengen Treaty countries permitted. The import, export and transit of cargo is not allowed.

EHST AD 2.3 OPERATIONAL HOURS

1	AD operator	WED, FRI, SAT, SUN: during UDP; all flights PPR ¹⁾ . Outside OPR 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 EHAM AD 2.3.
6	MET briefing office	NIL
7	ATS	NIL
8	Fuelling	AVBL during OPR HR.
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	¹⁾ PPR all days TEL: +31(0)655 194 080.

EHST AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	Mogas Euro 98 ethanol-free/two-stroke oil.
3	Fuelling facilities/capacity	Self-service/5 000 litres.
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	No facilities for electric aircraft.

EHST AD 2.5 PASSENGER FACILITIES

1	Hotels	Information not AVBL.
2	Restaurants	AVBL
3	Transportation	Information not AVBL.
4	Medical facilities	Information not AVBL.
5	Bank and post office	Information not AVBL.
6	Tourist office	Information not AVBL.
7	Remarks	Camp site AVBL.

EHST AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 1.
2	Rescue equipment	1 fire engine.
3	Capability for removal of disabled aircraft	Information not AVBL.
4	Remarks	NIL

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

1	Apron surface and strength	Surface: grass/concrete. Strength: ACFT up to 5600 KG AUW.
2	Taxiway width, surface and strength	Width: 6 M. Surface: 4 M paved, 1 M unpaved both sides. Strength: Not AVBL.
3	Altimeter checkpoint location and elevation	Location: apron. Elevation: 14 FT AMSL.
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	Limited parking stands on platform available.

EHST 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: white markers. TWY: NIL.
3	Stop bars	NIL
4	Remarks	NIL

EHST 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	060°	500 x 30	5600 KG grass	Not AVBL	NA
24	240°	500 x 30	5600 KG 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 sys- tem	OFZ
1	7	8	9	10	11	12	13
06	NA	NA	NA	NA	NIL	NIL	NA
24	NA	NA	NA	NA	NIL	NIL	NA

Remarks
14
NIL

EHST 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

EHST AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel/ Frequency (MHz)	Hours of operation	Remarks
1	2	3	4	5
Aerodrome information	Stadskanaal Radio	128.960	See EHST AD 2.3.	NIL

EHST AD 2.22 FLIGHT PROCEDURES

1 VFR FLIGHT PROCEDURES AND REGULATIONS

Note: for visual approach chart and traffic circuits see AD 2.EHST-VAC.

1.1 General

1. The minimum approach altitude is 1014 FT AMSL (1000 FT AAL).
2. The circuit altitude is 514 FT AMSL (500 FT AAL).
3. Approaching the aerodrome report over ECHO or WHISKEY.
4. Built-up areas shall be avoided as much as possible.
5. Marked areas shall be avoided.

EHST AD 2.24 CHARTS RELATED TO AN AERODROME

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

EHTE — DEVENTER/Teuge

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

EHTE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHTE — DEVENTER/Teuge

EHTE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at AD	521441N 0060248E
2	Direction and distance from (city)	3.0 NM W from Deventer; 1.5 NM NE from Apeldoorn.
3	Elevation/reference temperature	17 FT AMSL/21.0°C.
4	Geoid undulation at AD ELEV PSN	142 FT.
5	MAG VAR/annual change	2°E (2020)/10'E.
6	AD operator, postal address, telephone, telefax, email, AFS, website	Post: Teuge Airport De Zanden 103 7395 PG Teuge The Netherlands Tel: +31 (0)55 323 8586 Email: ops@teuge-airport.nl URL: https://www.teuge-airport.nl
7	Types of traffic permitted (IFR/VFR)	IFR/VFR ¹⁾
8	Remarks	1. Aerodrome available for national and international civil air traffic with all types of aircraft, with wing span up to but not including 24 M and/or outer main gear wheel span up to but not including 6 M on the designated runways, and gliders on the indicated glider strips. 2. The import and export of cargo and cargo in transit is allowed. ¹⁾ IFR only allowed outside UDP BTN 0600-2200 (0500-2100).

EHTE AD 2.3 OPERATIONAL HOURS

1	AD operator	MON-FRI: UDP BTN 0700-1900 (0600-1800); SAT: UDP BTN 0800-1900 (0700-1800); SUN, HOL: UDP BTN 0900-1900 (0800-1800). All flights outside OPR HR 24 HR PPR ¹⁾ .
2	Customs and immigration	Customs: as AD OPR HR. Outside OPR HR 24 HR PPR. Immigration: as AD OPR HR. Outside OPR HR 24 HR PPR.
3	Health and sanitation	SR-SS 1 HR PN ²⁾ .
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	During AD OPR HR.
9	Handling	During AD OPR HR.
10	Security	On request 1 HR PN ²⁾ .
11	De-icing	NA
12	Remarks	1. Jet aircraft and aircraft with MTOM above 6000 KG: 1 HR PPR. ¹⁾ IFR flights only allowed outside UDP BTN 0600-2200 (0500-2100), slots will be allocated by AD authority. ²⁾ PN means notification other than by (VFR) flight plans.

EHTE AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	AVGAS 100LL, Jet A-1/-.
3	Fuelling facilities/capacity	AVGAS 100LL: 50 000 litres, Jet-A1: 50 000 litres.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Limited AVBL.
6	Repair facilities for visiting aircraft	Major repairs to aircraft up to 6000 KG.
7	Remarks	NIL

EHTE AD 2.5 PASSENGER FACILITIES

1	Hotels	At the aerodrome.
2	Restaurants	At the aerodrome.
3	Transportation	Bus to Apeldoorn and taxi (on request).
4	Medical facilities	In Deventer, Apeldoorn.
5	Bank and post office	In Twello, Deventer, Apeldoorn.
6	Tourist office	In Twello, Deventer, Apeldoorn.
7	Remarks	NIL

EHTE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 1; CAT 2 or CAT 3 on request (12 HR PPR).
2	Rescue equipment	NIL
3	Capability for removal of disabled aircraft	Hoist and lift capacity AVBL.
4	Remarks	NIL

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

1	Apron surface and strength	Surface: paved, ASPH, grass. Strength: ACFT up to 12 000 KG AUW.
2	Taxiway width, surface and strength	Width: MAX 10 M. Surface: ASPH. Strength: ACFT up to 12 000 KG AUW.
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

EHTE 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	TWY guide lines (yellow).
2	RWY and TWY markings and LGT	RWY: THR, RWY designators, centre line, RWY 26 aiming point. THR lights, edge lights and end lights. TWY: centre lines, holding points, mandatory instruction signs at taxi holding point, blue retro-reflective edge markers.
3	Stop bars	NIL
4	Remarks	Landing area: yellow markers to separate aeroplane and glider area.

EHTE AD 2.10 AERODROME OBSTACLES

For obstacles in the vicinity of the aerodrome see AD 2.EHTE-ADC.
For obstacles in the take-off area see AD 2.EHTE-AOC-08-26.

EHTE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

Available at the aerodrome office.

EHTE 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
08	085.48°	1199 x 27	¹⁾ /F/B/Y/U ASPH, CONC	521432.82N 0060230.19E INFO not AVBL 142 FT	15.6 FT
26	265.49°	1199 x 27	¹⁾ /F/B/Y/U ASPH, CONC	521435.62N 0060332.61E INFO not AVBL 142 FT	15.3 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
08	NA	NA	60 x 140	1319 x 140	150 x 90	NIL	NA
26	NA	NA	60 x 140	1319 x 140	130 x 86	NIL	NA

Remarks

14

¹⁾ PCN not AVBL.**EHTE AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08	1199	1259	1199	1199	NIL
26	1199	1259	1199	1199	NIL

EHTE AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Des- ignator	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
08	NIL	G -	NIL	NIL	NIL	1199 M 60 M W LIH	R -	NIL
26	NIL	G -	PAPI left/3.5° (40 FT)	NIL	NIL	1199 M 60 M W LIH	R -	NIL

Remarks

10

NIL

EHTE 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: 100 M N of AD office. Anemometer: 55 M NE of AD office.

3	TWY edge and centre line lighting	See EHTE AD 2.9.
4	Secondary power supply Switch-over time	AVBL 7 SEC.
5	Remarks	NIL

EHTE 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

EHTE AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel/ Frequency (MHz)	Hours of operation	Remarks
1	2	3	4	5
Aerodrome information	Teuge Radio	121.005	See EHTE AD 2.3	NIL
FIS	Dutch MIL	128.355	Outside UDP.	FIS only.
	Dutch MIL Info	132.350		

EHTE 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
GPS	NA	L1 1575.42 MHz	H24	NA	NA	NA	NIL
EGNOS	NA	L1 1575.42 MHz ¹⁾	H24	NA	¹⁾	NA	¹⁾ See EHTE AD 2.22 for FAS data block

EHTE AD 2.21 NOISE ABATEMENT PROCEDURES

1 USER REGULATIONS

1. Executing circuit, sightseeing and training flights with helicopters is prohibited.
2. Executing training flights with jet aircraft or propeller-driven aircraft with a maximum take-off mass of more than 6000 KG is prohibited.
3. During the period of April 15 until September 16 of each year the following regulations should be followed at Teuge Airport (times in UTC):
 - a. Executing training and sightseeing flights is prohibited:
 1. On weekdays before 0600 and after 1800.
 2. On Saturdays before 0700 and after 1800.
 3. On Sundays and public holidays before 0800 and after 1800.
 - b. Executing circuit flights for training purposes for take-off or landing or initiating go-around procedures with civil aircraft is prohibited:
 1. On weekdays before 0600 and after 1800.
 2. On Saturdays before 0700 and after 1600.
 3. On Sundays and public holidays before 0900 and after 1500.
 - c. Taking-off with civil aircraft for executing banner towing flights is prohibited:
 1. On weekdays before 0600 and after 1800.
 2. On Saturdays before 0700 and after 1600, provided that, dropping the banner is permitted till 1800. Anyhow, during mentioned period it is possible to take-off from 0600 on for special events during a maximum of 3 Saturdays with prior permission.
 - d. Executing flights for sport parachuting with civil aircraft is prohibited:
 1. On weekdays before 0600 and after 1800.
 2. On Saturdays before 0700 and after 1800.
 3. On Sundays and public holidays before 0800 and after 1800.
 - e. Executing aerobatic flights with civil aircraft is prohibited:
 1. Above the aerodrome below an altitude of 1500 FT, except when taking part in an airshow, for which the minister has granted permission.
 2. On weekdays before 0600 and after 1800.
 3. On Saturdays before 0700 and after 1600.
 4. On Sundays and public holidays.
4. Lift-off of hot air balloons from the aerodrome is only allowed after permission is granted by the (assistant) airport manager.
5. Executing flights for parajumping with an aircraft with noiselevel of 69 dB(A) (Chapter 6) or 74.2 dB(A) (Chapter 10) or louder is prohibited on dates and times as published on the website www.teuge-airport.nl.

2 IFR PROCEDURES

Visual manoeuvring: circling south of AD prohibited.

3 VFR PROCEDURES

1. Special attention is drawn to the visual circuit markers A, B, C, D, and E. These markers shall be used as turning points for a normal circuit.
2. The south circuit must be left via the exits above the visual circuit markers A or E, depending on the runway in use.
3. The south circuit must be approached via compulsory point SIERRA at an altitude of 717 FT AMSL as depicted on the visual approach chart.
4. Marked and built-up areas must be avoided.

EHTE AD 2.22 FLIGHT PROCEDURES

1 INSTRUMENT DEPARTURE PROCEDURES

1.1 Introduction

Aerodrome operational information will be provided by the aeronautical station operator (Teuge Radio). Before commencing the IFR flight, the pilot will receive an en route clearance from MILATCC Schiphol relayed by Teuge Radio. All actions have been taken by the ATC units concerned to ensure separation from other flights after take-off.

Air traffic control service will be provided as soon as the aircraft has two-way radio contact with Dutch MIL.

1.2 Start-up and taxiing

Pilots of aircraft intending to carry out an IFR flight must contact the AD authority at least 15 MIN prior to the assigned time slot. After all preparations for departure have been made (doors closed etc.), pilots have to contact Teuge Radio before start-up. This call shall include:

- aircraft identification (e.g. PHSPY).
- position (e.g. opposite tower).
- flight rules (e.g. IFR).
- destination (e.g. Brussels).
- request aerodrome information.

After co-ordination with the ATC unit(s) concerned, Teuge Radio will give a CTOT (calculated take-off time) and aerodrome information. Hereafter the pilot can start-up at own discretion.

The pilot shall be able to comply with the CTOT, since ATC planning of outbound traffic (involving en route clearance and co-ordination with adjacent ACCs) is based on the CTOT. Any delay shall be reported immediately to Teuge Radio. In case of indefinite delay, the probable duration of the delay must be given.

Taxiing and line-up is at pilot's own discretion. After lining up the pilot must switch the main communication set to Dutch MIL and the second communication set to Teuge Radio.

1.3 En route clearance

The en route clearance will be issued by the appropriate ATC unit (MILATCC Schiphol) to Teuge Radio and will be relayed by Teuge Radio to the departing aircraft as soon as possible after aerodrome information has been given. An en route clearance contains:

- a. Clearance limit: airport of destination.
- b. SSR code.
- c. ATC unit and COM channel on which the aircraft shall report as soon as possible after take-off.
- d. Departure instructions if applicable.

Example of an en route clearance: "PHSPY is cleared to Brussels, squawk 2123, after departure contact Dutch MIL 128.355."

1.4 Departure instructions

1.4.1 General remarks

- Transition altitude: 3000 FT AMSL.
- Turn radii based on a 25° bank angle.
- MAX 250 KIAS below FL 100 unless otherwise instructed.
- IFR departures only allowed outside UDP.

1.4.2 Departure procedure RWY 08

- After take-off maintain track 084° MAG and proceed to DEVUT.
- Contact Dutch MIL on 128.355 and climb to 2000 FT AMSL.
- Overhead DEVUT at 2000 FT AMSL, proceed according to route clearance or under radar control by Dutch MIL.

Note: pilots might experience difficulties in contacting the appropriate ATC unit at very low altitude due to the range of RTF equipment of MILATCC Schiphol (Dutch MIL).

1.4.3 Departure procedure RWY 26

- After take-off maintain track 264° MAG, at 500 FT AMSL turn right inbound DEVUT.
- Contact Dutch MIL on 128.355 and climb to 2000 FT AMSL.
- Overhead DEVUT at 2000 FT AMSL, proceed according to route clearance or under radar control by Dutch MIL.

Note: be aware of an obstacle ELEV 96 FT AMSL at position 550 m from the runway-end and 35 m left of the extended centreline.

1.5 Communication failure

The pilot of an IFR flight shall follow the general procedures for IFR flights (see ENR 1.3 paragraph "Communication Failure"). In addition the following applies during initial departure:

- a. When VMC:
 - Remain VMC and execute visual circuit.
- b. When IMC:
 - RWY 08: proceed directly to DEVUT.
 - RWY 26: continue on runway heading, at TE401 turn right inbound DEVUT.
 - Climb to 3000 FT AMSL.
 - Enter the holding for one complete pattern.
 - Execute an instrument approach procedure to RWY 26 (AD 2.EHTE-IAC-26).

2 INSTRUMENT APPROACH PROCEDURES

2.1 Introduction

The instrument approach procedure is based on ICAO Annex 2 and ICAO Documents 4444-ATM/501 (PANS-ATM), 7030 (SUPPS) and 8168-OPS/611 (PANS-OPS).

The following restrictions apply for this instrument procedure:

- a. Instrument approach procedures are only allowed outside UDP BTN 0600-2200 (0500-2100).
- b. The number of flights that may use this procedure is restricted and prior permission is required. Requests are to be made at least 24 HR prior ETA, see EHTE AD 2.3.
- c. IFR training flights are not allowed.
- d. During the IFR approach procedure the pilot shall contact Dutch MIL on the main communication set and monitor Teuge Radio on the second communication set.

Below 1500 FT AMSL Dutch MIL will provide, as far as practicable, flight information service until the landing has been completed. Aerodrome information will be provided by Teuge Radio.

Before the flight will leave controlled airspace, all actions have been taken by the ATC units concerned to ensure separation from other known flights during the instrument approach procedure (incl. missed approach).

2.1.1 Authorisation required

Aircraft and crew have to comply with the relevant certification and operational requirements. That means that they are able to demonstrate compliance to the international (ICAO/EASA/EUROCAE) requirements. Especially EASA AMC 20-28 for LPV SBAS and AMC 20-27 for RNP APCH.

2.1.2 Radar procedures

During initial approach to Teuge, radar services may be provided by MILATCC Schiphol. Air traffic control service generally will be terminated when leaving controlled airspace.

2.2 Arrival

2.2.1 Inbound clearance

When entering the Amsterdam FIR a clearance will be issued, containing:

- Clearance limit.
- Route.
- Flight level
- Runway in use.
- SSR code.

2.3 Initial and intermediate approach

2.3.1 Approach instructions

Approach instructions will be issued by MILATCC Schiphol, containing:

- Clearance limit, route and level.
- Runway in use.
- EAT, if holding procedures are applied.
- QNH Deelen.
- Transition level.
- MET information.
- Runway condition.

2.3.2 Transfer to Teuge Radio

Generally, before entering the intermediate approach segment, MILATCC Schiphol will issue clearance to carry out an instrument approach procedure (no landing clearance can be issued). Transfer of communication to Teuge Radio normally will take place after landing, when still on the runway.

Pilots should monitor Teuge Radio on a second communication set from the moment the FAF is overflown.

2.4 Final approach

2.4.1 Final approach procedures

2.4.1.1 General

For RWY 26 is an RNP approach available, as depicted on the relevant instrument approach chart (see AD 2.EHTE-IAC-26). The full published instrument approach procedure is mandatory.

2.4.1.2 Visual manoeuvring (circling)

Circling north of AD to RWY 08 only.

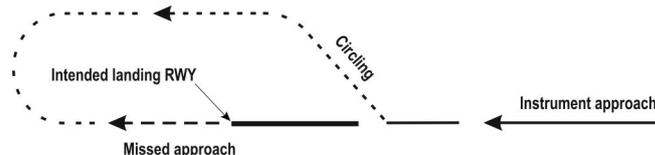
2.4.2 Missed approach procedure

See relevant approach chart AD 2.EHTE-IAC-26. In case the missed approach procedure has to be executed, MILATCC Schiphol has to be informed as soon as possible on the current COM channel.

2.4.3 Missed approach while circling to land RWY 08

If visual reference is lost the missed approach specified for RWY 26 shall be executed:

- Inform ATC.
- Climbing turn within the circling area to intercept 264° MAG inbound TE401 at circling altitude or higher;
- Overhead TE401 turn right to proceed to DEVUT and continue climb to 3000 FT AMSL or altitude instructed by ATC.



2.5 Communication failure

2.5.1 General

The pilot of an IFR flight shall follow the general procedures for IFR flights (see ENR 1.3 paragraph "Communication Failure"). In addition the following applies.

2.5.2 Inbound clearance not received

- Proceed according the current flight plan route to DEVUT.
- Maintain the last cleared and acknowledged flight level.
- After arrival over DEVUT, intercept the holding pattern.
- Commence descent to 3000 FT AMSL at, or as near as possible to, the ETO over DEVUT.
- After reaching 3000 FT AMSL leave DEVUT and execute an instrument approach procedure to RWY 26 (AD 2.EHTE-IAC-26).

2.5.3 Inbound clearance received

- Proceed according the current flight plan route to DEVUT.
- Maintain the last cleared and acknowledged flight level.
- After arrival over DEVUT, intercept the holding pattern.
- Commence descent to 3000 FT AMSL at the EAT last received and acknowledged.
- When no EAT has been received and acknowledged, commence descent to 3000 FT AMSL at, or as near as possible to, the ETO over DEVUT.
- After reaching 3000 FT AMSL leave DEVUT and execute an instrument approach procedure to RWY 26 (AD 2.EHTE-IAC-26).

2.5.4 Missed approach procedure

- Track 264° MAG to TE401 and climb to 3000 FT AMSL.
- At TE401 turn right inbound DEVUT and continue climb to 3000 FT AMSL.
- Enter the holding for one complete pattern.
- Execute the instrument approach procedure to RWY 26 again (see AD 2.EHTE-IAC-26).

2.5.5 Missed approach procedure in case of communication failure while circling to land RWY 08

- When visual:
 - Remain visual and execute another circuit for that runway.
- When unable to remain visual:
 - Climb to the circling altitude or higher.
 - Start the turn to TE401, at TE401 turn right to DEVUT and enter the holding at 3000 FT AMSL for one complete pattern.
 - Execute an instrument approach procedure to RWY 26 (AD 2.EHTE-IAC-26).

Note: circling south of AD prohibited.

2.5.6 Continue to alternate aerodrome after missed approach

- Proceed to the alternate aerodrome contained in the flight plan following the most efficient routing, taking into account obstacle limitation and airspace restrictions.
- Climb to a convenient level below FL 095 which is in accordance with the semi-circular table of cruising levels.
- Proceed to the IAF for the main runway unless another runway is required for safety.
- Enter the holding for one complete pattern.
- Execute the instrument approach to the appropriate runway.
- MILATCC Schiphol will take appropriate action to separate traffic accordingly and inform other ATC units.

2.6 Instrument approach description

2.6.1 RNAV procedure

Authorisation required, see EHTE AD 2.22 paragraph 2.1.1.

2.6.2 Instrument approach segments

Note: for positions of EH waypoints see instrument approach chart AD 2.EHTE-IAC-26.

2.6.2.1 RNP RWY 26

Serial number	Path descriptor	WPT ident	Fly over	Course MAG°/(T°)	MAG VAR	Distance (NM)	Turn	Altitude (FT AMSL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	DEVUT	-	-	-	-	-	+ 3000	- 170	-	RNP APCH
002	TF	TE400	-	264 / (266.0)	-	4.0	-	+ 3000	-	-	RNP APCH
003	TF	RWY 26	Y	264 / (266.0)	-	7.9	-	-	-	-3.5 / 40	RNP APCH
004	TF	TE401	Y	264 / (266.0)	-	1.6	-	-	-	-	RNP APCH
005	DF	DEVUT	-	-	-	-	R	@ 3000	-	-	RNP APCH

2.6.2.2 SBAS FAS data block coding data

Input Data

Parameters	Values
Operation Type	0
SBAS Provider	1
Airport Identifier	EHTE
Runway	26
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E26A
LTP/FTP Latitude	521435.6180N
LTP/FTP Longitude	0060332.6075E
LTP/FTP Ellipsoidal Height (metres)	47.9
FPAP Latitude	521432.8220N
Delta FPAP Latitude (seconds)	-2.7960
FPAP Longitude	0060230.1950E
Delta FPAP Longitude (seconds)	-62.4125
Threshold Crossing Height	40.0
TCH Units Selector	0
Glidepath Angle (degrees)	3.50
Course Width (metres)	80.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	50.0

Output Data

Data Block	10 05 14 08 05 1A 00 00 01 36 32 05 C4 9C 6B 16 FF AA 99 02 DF 15 28 EA FF 67 18 FE 90 01 5E 01 00 00 C8 FA D4 94 94 5C
Calculated CRC Value	D494945C

Additional Data	
Parameters	Values
ICAO Code	EH
LTP/FTP Orthometric Height (metres)	4.7

3 VFR FLIGHT PROCEDURES AND REGULATIONS

Note: for VFR traffic circuit area see visual approach chart AD 2.EHTE-VAC.

3.1 General

- The circuit area may not be overflown below an altitude of 1017 FT AMSL (1000 FT AAL).
- The standard circuit procedure is applicable for traffic in the circuit area (see ENR 1.2 paragraph 8). The circuit altitude is 717 FT AMSL (700 FT AAL). The visual traffic circuit must be carried out within the lateral limits of the circuit area appropriate to the runway in use.
- The visual departure procedures are specified in paragraph 3.2, leave the circuit by one of the exits indicated on the visual approach chart AD 2.EHTE-VAC.
- The visual approach procedures are specified in paragraph 3.3.
- A straight-in approach is possible for aircraft unable to follow the standard circuit for performance reasons. A straight-in is only allowed after coordination with Teuge Radio, report a straight-in well in advance. When established on final, also report "final straight in, two minutes out". When a go-around is required, leave the circuit area as published and report to Teuge Radio.
- Marked areas shall be avoided.
- Built-up areas shall be avoided as much as possible.
- Mind glider circuit and para jumping activities.
- The rules apply also to motor gliders.

10. For taxi procedures see ground movement chart AD 2.EHTE-GMC.

3.2 Visual departure procedures

3.2.1 Departure RWY 08

1. Climb to 717 FT AMSL (700 FT AAL) at the take-off leg.
2. Leave the circuit via the exit above the visual circuit marker E, at an angle of 45° with the take-off leg, in northeasterly direction. This applies also for traffic with a southerly destination. This traffic will turn south between Twello and Deventer.
3. If the altitude of 717 FT AMSL (700 FT AAL) is not yet reached over the visual circuit marker E, a climbing lefthand turn is allowed.

3.2.2 Departure RWY 26

1. Climb to 717 FT AMSL (700 FT AAL) at the take-off leg.
2. Leave the circuit via the exit above the visual circuit marker A, at an angle of 45° with the take-off leg, in northwesterly direction. This applies also for traffic with a southerly destination. This traffic will turn south, west of Apeldoorn.
3. If the altitude of 717 FT AMSL (700 FT AAL) is not yet reached over the visual circuit marker A, a climbing righthand turn is allowed.

3.3 Visual approach procedures

3.3.1 Circuit area south RWY 08/26

Approach the south circuit via compulsory point SIERRA as depicted on the visual approach chart AD 2.EHTE-VAC.

3.3.2 Circuit area north RWY 08/26

The standard circuit procedure is applicable (see ENR 1.2 paragraph 8).

3.4 VFR traffic circuits

3.4.1 Circuit area south RWY 08/26

The visual circuit markers A, B, C, D and E, situated within the circuit area south RWY 08/26, must be used. These markers have to be used as turning points.

3.4.2 Circuit area north RWY 08/26

The standard circuit procedure is applicable (see ENR 1.2 paragraph 8).

EHTE AD 2.23 ADDITIONAL INFORMATION

1 CAUTIONS AND ADDITIONAL INFORMATION

1. Glider flying may take place daily. The launching cable constitutes a dangerous obstacle up to 1700 FT AAL.
2. The glider launching areas must be avoided.
3. The aeroplane and glider areas are separated by yellow markers.
4. Parachute jumping may take place as stated in ENR 5.5 and/or as promulgated by NOTAM. A "para's in one minute" call will be broadcasted one minute before every para dropping.
5. Grass cutting may take place at irregular times.

EHTE AD 2.24 CHARTS RELATED TO AN AERODROME

Type of chart	Page
Aerodrome chart	AD 2.EHTE-ADC
Aerodrome ground movement chart	AD 2.EHTE-GMC
Aerodrome obstacle chart RWY 08/26	AD 2.EHTE-AOC-08-26
Instrument approach chart RNP RWY 26	AD 2.EHTE-IAC-26
Visual approach chart	AD 2.EHTE-VAC

EHTL — TERLET

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

AD 2.4, AD 2.5, AD 2.6, AD 2.7, AD 2.8, AD 2.11, AD 2.12, AD 2.13, AD 2.14, AD 2.15, AD 2.16, AD 2.19, AD 2.20, AD 2.21, AD 2.22.

EHTL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHTL — TERLET

EHTL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at AD	520326N 0055528E Midpoint between landing strips.
2	Direction and distance from (city)	2.5 NM north of Arnhem.
3	Elevation/reference temperature	276 FT AMSL (84 M)/Not AVBL.
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 Nationaal Zweefvliegcentrum Terlet Apeldoornseweg 203 6816 SM Arnhem Tel: +31 (0)6 1489 8818 +31 (0)6 1317 3525 (during OPR HR) Email: havenmeester@terlet.nl URL: http://www.terlet.nl
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Aerodrome available for use by national civil air traffic with gliders, motor gliders and tugs. Flights between EHTL and Schengen Treaty countries permitted. Winch and tow starts.

EHTL AD 2.3 OPERATIONAL HOURS

1	AD operator	HO; for actual OPR HR contact airport authority (see EHTL AD 2.2).
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)	NIL
6	MET briefing office	NIL
7	ATS	NIL
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	NIL

EHTL 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	For gliders landing area 75 x 30 M; marked. 6 winch launching tracks, MNM 550 M and MAX 1100 M. For motor gliders a strip for take-off and landing (T-strip). PPR only.
3	Stop bars	NIL

4	Remarks	NIL
---	---------	-----

EHTL AD 2.10 AERODROME OBSTACLES

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

EHTL AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	NA
2	Vertical limits	NA
3	Airspace classification	D ¹⁾
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	¹⁾ Terlet AD is situated in Deelen CTR (MIL, see ENR 2.1 for description).

EHTL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE NR	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
Aerodrome information	Terlet Radio	130.130	INFO not AVBL	INFO not AVBL	See EHTL AD 2.3	AD Info and traffic on T-strip.
		123.380	INFO not AVBL	INFO not AVBL	See EHTL AD 2.3	Traffic on secondary strips during weekends.
TWR	Deelen Tower	129.930	INFO not AVBL	INFO not AVBL	HO	NIL

EHTL AD 2.23 ADDITIONAL INFORMATION

1 CAUTION AND ADDITIONAL INFORMATION

- Maximum height for releasing launching cable is 700 M / 2300 FT AAL (784 M / 2576 FT AMSL).
- Activation of area Terlet 1, 2 and 3 see ENR 1.2 paragraph 3.2.6.2.

EHTL AD 2.24 CHARTS RELATED TO AN AERODROME

Type of chart	Page
Aerodrome chart	AD 2.EHTL-ADC
Visual approach chart/VFR procedures	AD 2.EHTL-VAC

EHTW — ENSCHEDE/Twente

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

EHTW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHTW — ENSCHEDE/Twente

EHTW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at AD	521633N 0065321E, mid RWY 05/23.
2	Direction and distance from (city)	2 NM N from Enschede.
3	Elevation/reference temperature	115 FT AMSL / 21.3 C (JUL).
4	Geoid undulation at AD ELEV PSN	143 FT
5	MAG VAR/annual change	2° E (2020)/0°09' E
6	AD operator, postal address, telephone, telefax, email, AFS, website	Post: Twente Airport Vliegveldstraat 100 7524 PK Enschede The Netherlands Tel: +31 (0)6 21 342 953 (TWR) +31 (0)6 45 484 719 (AD office) Email: ppr@twente-airport.nl URL: https://www.twente-airport.nl
7	Types of traffic permitted	VFR
8	Remarks	1. Aerodrome available for national and international civil air traffic with all types of aircraft. 2. When an aircraft of ICAO approach category D operates to or from Twente Airport, the flight crew must have read the local briefing and completed the mandatory test prior to the flight(s). See EHTW AD 2.23.

EHTW AD 2.3 OPERATIONAL HOURS

1	AD operator	MON-FRI: 0800-1600 (0600-1800) but within UDP; SAT: 0800-1600 (0700-1800) but within UDP; SUN and HOL: 0900-1600 (0800-1800) but within UDP.
2	Customs and immigration	During AD OPR HR with 4 HR prior notice.
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	Self-briefing during AD OPR HR.
7	ATS	NA
8	Fuelling	AVBL O/R
9	Handling	AVBL O/R
10	Security	AVBL O/R
11	De-icing	NA
12	Remarks	Home based ACFT MNM 3 HR PPR within AD OPR HR. All other ACFT MNM 24 HR PPR.

EHTW AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	Jet A-1/INFO not AVBL
3	Fuelling facilities/capacity	Jet A-1 O/R/INFO not AVBL
4	De-icing facilities	NIL

5	Hangar space for visiting aircraft	AVBL O/R
6	Repair facilities for visiting aircraft	NIL
7	Remarks	1. GPU AVBL (28/115V). 2. Mobile charging facilities AVBL for Pipistrel Velis Electro.

EHTW AD 2.5 PASSENGER FACILITIES

1	Hotels	In Enschede, Hengelo and Oldenzaal.
2	Restaurants	In Enschede, Hengelo and Oldenzaal.
3	Transportation	AVBL O/R.
4	Medical facilities	Hospitals in Enschede and Hengelo.
5	Bank and post office	In Enschede, Hengelo and Oldenzaal.
6	Tourist office	In Enschede, Hengelo and Oldenzaal.
7	Remarks	NIL

EHTW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Required CAT O/R 24 HR PN.
2	Rescue equipment	2 crash-tenders and 1 fire truck.
3	Capability for removal of disabled aircraft	Hoist and lift capacity AVBL.
4	Remarks	NIL

EHTW AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	1 snow sweeper, 1 snow plough.
2	Clearance priorities	RWY, TWY, intersection, apron.
3	Remarks	Caution advised in winter during possible icing conditions on RWY, TWY and apron. Clearing of surfaces at discretion of AD operator.

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

1	Apron surface and strength	Surface: CONC. Strength: PCR 686 R/B/W/T.												
2	Taxiway width, surface and strength	<table border="0"> <tr> <td></td> <td>TWY N3</td> <td>TWY N4</td> </tr> <tr> <td>Width</td> <td>23 M</td> <td>22.5 M</td> </tr> <tr> <td>Surface</td> <td>ASPH</td> <td>ASPH</td> </tr> <tr> <td>Strength</td> <td>PCR 489/F/A/W/T</td> <td>PCR 686/R/B/W/T</td> </tr> </table>		TWY N3	TWY N4	Width	23 M	22.5 M	Surface	ASPH	ASPH	Strength	PCR 489/F/A/W/T	PCR 686/R/B/W/T
	TWY N3	TWY N4												
Width	23 M	22.5 M												
Surface	ASPH	ASPH												
Strength	PCR 489/F/A/W/T	PCR 686/R/B/W/T												
3	Altimeter checkpoint location and elevation	Location: apron. Elevation: 115 FT AMSL.												
4	VOR checkpoints	NIL												
5	INS checkpoints	NIL												
6	Remarks	NIL												

EHTW 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	<p>TWY guide lines. C-apron AVBL for ACFT CAT A, B and C. Within UDP:</p> <ul style="list-style-type: none"> ACFT stand C1 to be used by ACFT CAT C (MAX wheelbase 18 M). ACFT stands C2 to C5 to be used by ACFT CAT A and B.
---	---	---

2	RWY and TWY markings and LGT	RWY markings <ul style="list-style-type: none"> RWY 05: THR, transverse stripe, arrows, designation, aiming point, CL, turn pad marking. RWY 23: THR, transverse stripe, arrows, designation, aiming point, CL, turn pad marking. RWY LGT <ul style="list-style-type: none"> THR, edge, RWY end. TWY markings <ul style="list-style-type: none"> HLDG positions pattern A, CL. TWY LGT <ul style="list-style-type: none"> RWY exit N3 blue edge lights; TWY N3 blue retroreflective edge markers.
3	Stop bars	NIL
4	Remarks	<ul style="list-style-type: none"> Follow-me car and marshaller assistance AVBL O/R. Mandatory instruction signs at RWY HLDG positions.

EHTW AD 2.10 AERODROME OBSTACLES

Area 2					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT in FT		Markings/ Type/Colour
			AMSL	AGL	
1	2	3	4		5
NIL	NIL	NIL	NIL	NIL	NIL
Remarks					
6					
For obstacle information in the take-off areas, contact the aerodrome operator.					

EHTW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

Available at the aerodrome.

EHTW 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
05	055°	2406 x 45	1) ASPH	521610.66N 0065228.79E Not AVBL 143 FT	99 FT NA
23	235°	2406 x 45	1) ASPH	521655.32N 0065412.75E Not AVBL 143 FT	114 FT 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
05	0%	NA	NA	2526 x 300	240 x 150	NIL	NA
23	0%	NA	NA	2526 x 300	240 x 150	NIL	NA

Remarks							
14							
1) PCR 511/F/A/W/T.							

EHTW AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	2406	2406	2406	2406	NIL
	2322	2322	2322	NA	Take-off from intersection with TWY N4. Only permitted after approval by the aerodrome operator. Turbine engined aircraft shall use full runway length.
	1481	1481	1481	NA	Take-off from intersection with TWY N3. Only permitted after approval by the aerodrome operator. Turbine engined aircraft shall use full runway length.
23	2406	2406	2406	2406	NIL
	959	959	959	NA	Take-off from intersection with TWY N3. Only permitted after approval by the aerodrome operator. Turbine engined aircraft shall use full runway length.

EHTW 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
05	SALS 450 M LIH	G -	PAPI, left/3° 73 FT/22 M	NIL	NIL	2406 M 60 M ¹⁾ LIH	R -	NIL
23	SALS 450 M LIH	G -	PAPI, left/3° 73 FT/22 M	NIL	NIL	2406 M 60 M ¹⁾ LIH	R -	NIL

Remarks

10

¹⁾ 1500 M white, 600 M yellow, 300 M red.

EHTW 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
3	TWY edge and centre line lighting	TWY N3: blue retro-reflective edge markers, RWY exit blue edge lights.
4	Secondary power supply Switch-over time	AVBL 15 seconds.
5	Remarks	NIL

EHTW 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

EHTW AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE NR	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
Aerodrome Information	Twente Radio	119.955	NIL	NIL	See EHTW AD 2.3	NIL

EHTW AD 2.20 LOCAL AERODROME REGULATIONS

Aircraft to and from Twente Airport need prior permission from the airport operator (PPR 24 HR).

EHTW AD 2.21 NOISE ABATEMENT PROCEDURES

To avoid the build-up areas of Enschede and Oldenzaal, noise abatement procedures have been introduced for arrivals and departures (see EHTW AD 2.22). Intersection departures are not allowed for turbine-engined aircraft. They shall use full runway length.

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

The ATZ/RMZ Twente is active during operational hours of the aerodrome within UDP. For the lateral and vertical limits of ATZ/RMZ Twente see AD 2.EHTW-VAC.2. Traffic not in- or outbound Twente Airport is strongly advised not to enter the ATZ.

Contact Twente Radio before entering the ATZ Twente or before departing Twente Airport and state your intentions. Twente Radio responds with aerodrome information. Twente Radio is strictly informative.

Two circuit areas have been established at Twente Airport.

- Circuit area north of the runway is intended for local flying clubs, visiting aircraft of ICAO approach category A, or aircraft operated in accordance with EASA Part NCO.
- Circuit area south of the runway is intended for aircraft types of ICAO aircraft approach category B and C, or aircraft operated in accordance with EASA Part CAT or NCC.

Note: Both circuit areas may not be overflown below an altitude of 2200 FT AMSL (2085 FT AAL).

For circuit area north the standard circuit procedure is applicable (see ENR 1.2 paragraph 8). The circuit altitude is 1000 FT AMSL (885 FT AAL). The visual traffic circuit must be carried out within the lateral limits of the circuit area appropriate to the runway in use.

For circuit area south non-standard circuit procedures are applicable. The circuit altitude is 1700 FT AMSL (1585 FT AAL). The visual traffic circuit must be carried out by reference to the prescribed tracks appropriate to the runway in use.

Note: for co-ordinates of waypoints see ENR 4.4.

The visual departure procedures are specified in paragraph 1.2. Traffic in circuit area north leaves the circuit by one of the exits indicated on the circuit area at the AD 2.EHTW-VAC.2. Traffic in circuit area south leaves the circuit via BEKVU.

The visual approach procedures are specified in paragraph 1.3. Noise abatement has been included in the procedures. Therefore pilots shall adhere to the VFR traffic circuit, arrival and departure procedures as depicted. Built-up areas shall be avoided as much as possible.

1.2 Visual departure procedures**1.2.1 Category B and C aircraft on a Z flight plan, or aircraft operated in accordance with EASA Part CAT or NCC**

Note: for the visual approach chart, waypoints and traffic circuits see AD 2.EHTW-VAC.1.

Twente Radio will relay the IFR en-route clearance of MILATCC Schiphol to the pilot before departure. For noise abatement reasons the VFR departure procedure shall be followed to at least BEKVU.

1.2.1.1 RWY 05

- Climb on runway track.
- At 600 FT AMSL (485 FT AAL) but not before end of RWY 05, turn right to BEKVU with MAX 160 KIAS and climb to 3000 FT AMSL.
- At BEKVU proceed to RKN DME and remain VMC below FL 065.
- Contact Dutch MIL and proceed in accordance with IFR clearance.

1.2.1.2 RWY 23

- Climb on runway track to 3000 FT AMSL.
- Proceed BEKVU – RKN DME and remain VMC below FL 065 in the Nieuw Milligen TMA C.
- Contact Dutch MIL and proceed in accordance with IFR clearance.

1.2.2 Category A aircraft or aircraft operated in accordance with EASA Part NCO

Note: for the visual approach chart, waypoints and traffic circuits see AD 2.EHTW-VAC.2.

- Intersection departures are permitted for piston-engine aircraft after approval from the AD operator.
- After take-off climb to 1000 FT AMSL (885 FT AAL) and leave the circuit area as depicted on AD-2 EHTW-VAC.2.

1.2.3 Communication failure during departure

- In VMC below FL 065: return to BEKVU and land via BEKVU arrival on runway in use.
- In IMC and above FL 065: follow route according to route clearance and flight plan as prescribed by ICAO (Doc 4444 PANS ATM).

1.3 Visual approach procedures

1.3.1 Category B and C aircraft on an IFR/VFR flight plan, or aircraft operated in accordance with EASA Part CAT or NCC

Note: for the visual approach chart, waypoints and traffic circuits see AD 2.EHTW-VAC.1.

1.3.1.1 RWY 05

- Proceed to BEKVU at 2000 FT AMSL (1885 FT AAL) in VMC, cancel IFR before arriving at BEKVU and continue VFR.
- Descend to 1700 FT AMSL (1585 FT AAL) when established on the nominal track between BEKVU and TUXAR.
- Intercept runway track and initiate final descent in accordance with the PAPI from 1700 FT AMSL (1585 FT AAL).

1.3.1.2 Missed approach RWY 05

- Remain VMC, maintain runway track and climb to 1700 FT AMSL.
- At the end of RWY 05 (but not below 600 FT AMSL) turn right to BEKVU with MAX 160 KIAS.
- Contact Dutch MIL.
- At BEKVU 1700 FT AMSL (MAX 185 KIAS), continue on heading 264 to carry out procedure turn inbound BEKVU 2000 FT AMSL and execute the approach procedure again. If required, Dutch MIL will provide radar vectors.

1.3.1.3 RWY 23

- Proceed to BEKVU at 2000 FT AMSL (1885 FT AAL) in VMC, cancel IFR before BEKVU and continue VFR.
- Descend to 1700 FT AMSL (1585 FT AAL) when established on the nominal track between BEKVU and TUXAR.
- Proceed TUXAR – LONLU – LUTET at 1700 FT AMSL (1585 FT AAL) with MAX 160 KIAS.
- At LUTET start turn to base leg and descend to final.
- Intercept runway axis and PAPI slope at approximately 1200 FT AMSL.

1.3.1.4 Missed approach RWY 23

- Remain VMC, maintain runway track and climb to 1700 FT AMSL.
- Contact Dutch MIL.
- At BEKVU 1700 FT AMSL (MAX 185 KIAS), continue on heading 264 to carry out procedure turn inbound BEKVU 2000 FT AMSL and execute the approach procedure again. If required, Dutch MIL will provide radar vectors.

1.3.2 Category A aircraft or aircraft operated in accordance with EASA Part NCO

Note: for the visual approach chart, waypoints and traffic circuits see AD 2.EHTW-VAC.2.

- Contact Twente Radio for aerodrome information.
- Proceed at 1500 FT AMSL (1385 FT AAL) via TANGO to X-RAY.
- After X-RAY descend to 1000 FT AMSL (885 FT AAL) and proceed via YANKEE and OSCAR to join the VFR circuit.
- In case of a missed approach: climb according to standard procedure, within the circuit area, via crosswind to 1000 FT AMSL (885 FT AAL) at downwind.
- The circuit altitude is 1000 FT AMSL (885 FT AAL).

EHTW AD 2.23 ADDITIONAL INFORMATION

1 CAUTIONS AND ADDITIONAL INFORMATION

1. When an aircraft of ICAO approach category D operates to or from Twente Airport, the flight crew must have read the local briefing and completed the mandatory test prior to the flight(s).
When passing the test, the AD operator will issue a permission to the pilot concerned to operate to Twente Airport. The permission remains valid for 1 year and is automatically renewed after each visit. Failure to return the completed test to the AD operator will result in a refusal of the PPR approval.
2. Glider flying may take place daily. The winch cable is a dangerous obstacle up to 2200 FT AMSL. The glider launching area's must be avoided.
3. Grass cutting may take place at irregular times.

2 DETERMINATION OF DATUM LINE FOR INTERSECTION TAKE-OFF

The datum line from which the reduced runway declared distances for take-off should be determined is defined by the intersection of the downwind edge of the specific taxiway with the runway edge. The loss of runway length due to alignment of the aircraft prior to take-off shall be taken into account by the operators for the calculation of the aircraft's take-off mass (Annex 6, Part 1, paragraph 5.2.8).

EHTX — TEXEL/Texel

Note: the following sections in this chapter are intentionally left blank:
 AD 2.7, AD 2.8, AD 2.11, AD 2.14, AD 2.19, AD 2.20, AD 2.21.

EHTX AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHTX — TEXEL/Texel

EHTX AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at AD	530655N 0045001E
2	Direction and distance from (city)	3.5 NM NNE from Den Burg.
3	Elevation/reference temperature	2 FT AMSL/19.5°C.
4	Geoid undulation at AD ELEV PSN	Not AVBL.
5	MAG VAR/annual change	2°E(2020)/10°E.
6	AD operator, postal address, telephone, telefax, email, AFS, website	Post: Texel Airport Ltd. Postweg 120 1795 JS De Cocksdorp, Texel The Netherlands Tel: +31 (0)222 311267 Email: info@texelairport.nl URL: https://www.texelairport.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 6000 KG AUW and gliders. 2. Aerodrome authority can admit aircraft with higher AUW.

EHTX AD 2.3 OPERATIONAL HOURS

1	AD operator	MON-SAT: 0800-1800 (0700-1700), SUN and HOL: 0900-1800 (0800-1700) or end of UDP, whichever is earlier. Outside AD OPR HR: O/R.
2	Customs and immigration	Customs: AD OPR HR, 2 HR PN ¹⁾ . Immigration: AD OPR HR, 2 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	Self briefing, AD OPR HR.
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 etc. notification other than by (VFR) flight plans to aerodrome authority as appropriate.

EHTX AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	AVGAS 100LL, Jet A-1, Mogas Euro 98 / -.
3	Fuelling facilities/capacity	AVGAS 100LL: 50 000 litres, Jet A-1: 50 000 litres, Mogas Euro 98: 500 litres.
4	De-icing facilities	NIL

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

EHTX AD 2.5 PASSENGER FACILITIES

1	Hotels	10 rooms at the aerodrome. Sufficient accommodation in Den Burg and De Koog.
2	Restaurants	At the aerodrome.
3	Transportation	Taxi (on request), bus and bicycle.
4	Medical facilities	First aid AVBL.
5	Bank and post office	AVBL in Den Burg.
6	Tourist office	AVBL in Den Burg.
7	Remarks	NIL

EHTX AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 3.
2	Rescue equipment	2 fire trucks.
3	Capability for removal of disabled aircraft	Limited AVBL.
4	Remarks	NIL

EHTX 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	<p>RWY markings</p> <ul style="list-style-type: none"> white cones. black/white markers. take-off position orange cones. <p>RWY LGT</p> <ul style="list-style-type: none"> runway threshold identification lights (FLG W, weather depending). <p>TWY markings</p> <ul style="list-style-type: none"> blue cones. <p>TWY LGT</p> <ul style="list-style-type: none"> NIL
3	Stop bars	NIL
4	Remarks	NIL

EHTX AD 2.10 AERODROME OBSTACLES

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

EHTX 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
03	036°	1109 x 40	6000 KG ⁽¹⁾²⁾³⁾ grass	Not AVBL	NA
21	216°	1109 x 40	6000 KG ⁽¹⁾²⁾³⁾ grass	Not AVBL	NA
12	126°	592 x 30	6000 KG ⁽¹⁾²⁾³⁾ grass	Not AVBL	NA
30	306°	592 x 30	6000 KG ⁽¹⁾²⁾³⁾ grass	Not AVBL	NA

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	NA	NA	60 x 80	1169 x 80	30 x 80	NIL	NA
21	NA	NA	60 x 80	1169 x 80	30 x 80	NIL	NA
12	NA	NA	30 x 60	622 x 60	30 x 60	NIL	NA
30	NA	NA	30 x 60	622 x 60	30 x 60	NIL	NA

Remarks
14
1) Bearing strength. 2) MAX tyre pressure 0.56 MPa. 3) When surface conditions so permit, the aerodrome manager can admit aircraft with a higher AUW and a higher tyre pressure.

EHTX AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03	1109	1169	1109	1049	DTHR 60 M. For take-off line up BTN orange cones.
21	1109	1169	1109	1049	DTHR 60 M. For take-off line up BTN orange cones.
12	592	622	592	562	DTHR 30 M. For take-off line up BTN orange cones.
30	592	622	592	562	DTHR 30 M. For take-off line up BTN orange cones.

EHTX 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 and anemometer: 60 M N from helicopter parking area.
3	TWY edge and centre line lighting	NIL
4	Secondary power supply Switch-over time	NIL
5	Remarks	NIL

EHTX AD 2.16 HELICOPTER LANDING AREA

1	Co-ordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation m/ft	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared distances available	NIL
6	APCH and FATO lighting	NIL
7	Remarks	Helicopter parking area 400 M N from THR RWY 03, lighted.

EHTX 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

EHTX AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel/ Frequency (MHz)	Hours of operation	Remarks
1	2	3	4	5
Aerodrome information	Texel Radio	119.305	See EHTX AD 2.3	NIL

AD 3 HELIPORTS

EHHA — AMSTERDAM HELIPORT

Note: the following sections in this chapter are intentionally left blank:
AD 3.7, AD 3.13, AD 3.18, AD 3.19, AD 3.20, AD 3.22.

EHHA AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

EHHA — AMSTERDAM HELIPORT

EHHA AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	HRP co-ordinates and site at HLP	522453N 0044817E Centre of HAP.
2	Direction and distance from (city)	4 NM NW of Dam Square.
3	Elevation/reference temperature	0 FT AMSL/INFO not AVBL.
4	Geoid undulation at HLP ELEV PSN	INFO not AVBL.
5	MAG VAR/annual change	2°E (2020)/9°E.
6	HLP operator, postal address, telephone, telefax, email, AFS, website	Post: Amsterdam Heliport B.V. Hornweg 24 1045 AR Amsterdam The Netherlands Tel: +31 (0)20 407 7577 Fax: +31 (0)20 407 7570 Email: info@amsterdamheliport.com Email: ops@amsterdamheliport.com URL: http://www.amsterdamheliport.com
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	1. All flights H24 PPR. 2. AVBL for national and international civil air traffic with all types of helicopters. 3. The import and export of cargo and cargo in transit is not allowed.

EHHA AD 3.3 OPERATIONAL HOURS

1	HLP operator	Daily during UDP ¹⁾ .
2	Customs and immigration	INFO not AVBL.
3	Health and sanitation	INFO not AVBL.
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	Competent ATS unit: Schiphol TWR, see EHAM AD 2.17.
8	Fuelling	HLP OPR HR.
9	Handling	INFO not AVBL.
10	Security	INFO not AVBL.
11	De-icing	INFO not AVBL.
12	Remarks	¹⁾ Operator may allow HEMS and police flights outside UDP.

EHHA AD 3.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	INFO not AVBL.
2	Fuel/oil types	Jet A-1/INFO not AVBL.
3	Fuelling facilities/capacity	INFO not AVBL.

4	De-icing facilities	INFO not AVBL.
5	Hangar space for visiting helicopters	INFO not AVBL.
6	Repair facilities for visiting helicopters	INFO not AVBL.
7	Remarks	NIL

EHHA AD 3.5 PASSENGER FACILITIES

1	Hotels	In Amsterdam.
2	Restaurants	In Amsterdam.
3	Transportation	Taxis, train and bus stations in Amsterdam.
4	Medical facilities	In Amsterdam.
5	Bank and post office	In Amsterdam.
6	Tourist office	In Amsterdam.
7	Remarks	NIL

EHHA AD 3.6 RESCUE AND FIRE FIGHTING SERVICES

1	HLP category for fire fighting	H2
2	Rescue equipment	INFO not AVBL.
3	Capability for removal of disabled helicopters	INFO not AVBL.
4	Remarks	NIL

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

1	Apron, helicopter stands designation, surface and strength	Helicopter stands	Surface	Strength (PCN)
		3 and 4 ¹⁾	Brick	INFO not AVBL.
		5 and 6 ²⁾	CONC	INFO not AVBL.
2	Ground taxiway designation, width and surface	INFO not AVBL.		
3	Air taxiway and air transit route designation and width	INFO not AVBL.		
4	Altimeter checkpoint location and elevation	INFO not AVBL.		
5	VOR checkpoints	INFO not AVBL.		
6	INS checkpoints	INFO not AVBL.		
7	Remarks	¹⁾ Touchdown/positioning area: 13 x 13 M. No simultaneous operation permitted with rotor diameter > 10.83 M. ²⁾ Touchdown/positioning area: 16 x 16 M. No simultaneous operation permitted with rotor diameter > 13.35 M.		

EHHA AD 3.9 MARKINGS AND MARKERS

1	Final approach and take-off markings	FATO: red-white FATO perimeter markers. TLOF: INFO not AVBL ¹⁾ .
2	Taxiway markings, air taxiway markers and air transit route markers	INFO not AVBL.
3	Remarks	¹⁾ Markings i.a.w. ICAO Annex 14 Vol. II.

EHHA 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
-	-	-	-	-	-

Remarks	
6	
<ul style="list-style-type: none"> No obstacle data sets AVBL. 4 wind turbines APRX 200 M W of approach surface. 	

EHHA AD 3.11 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	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 briefing 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.)	KNMI Aviation Services: MWO-De Bilt. Tel: 0900 202 3341 (€0,50/MIN) Tel: +31 (0)30 220 6581

EHHA AD 3.12 HELIPORT DATA

1	Heliport type	Surface level.
2	TLOF dimensions	INFO not AVBL.
3	FATO, GEO bearing	FATO 01: 014.00° GEO. FATO 19: 194.00° GEO.
4	FATO dimensions and surface	Dimensions: 24 x 24 M. Surface: grass.
5	TLOF surface and bearing strength	INFO not AVBL.
6	Co-ordinates and geoid undulation of geometric centre TLOF or threshold of FATO	INFO not AVBL.
7	TLOF and/ or FATO elevation and slope	INFO not AVBL.
8	Safety area dimensions	INFO not AVBL.
9	Helicopter clearway dimensions	INFO not AVBL.
10	Obstacle-free sector	INFO not AVBL.
11	Remarks	NIL

EHHA AD 3.14 APPROACH AND FATO LIGHTING

1	Approach lighting system type, length, intensity	INFO not AVBL.
2	Type of visual approach slope indicator system	INFO not AVBL.
3	FATO area lighting characteristics and location	INFO not AVBL ¹⁾ .
4	Aiming point lighting characteristics and location	Bi-directional HAPI E of FATO ²⁾ .
5	TLOF lighting system characteristics and location	INFO not AVBL ¹⁾ .
6	Remarks	¹⁾ Lighting i.a.w. ICAO Annex 14 Vol. II. ²⁾ Lights can be switched on with 5 short transmissions on 135.975. HAPI direction can be changed from 194° to 014° with 3 short transmissions on 135.975.

EHHA AD 3.15 OTHER LIGHTING AND SECONDARY POWER SUPPLY

1	Heliport BCN location, characteristics and hours of operation	INFO not AVBL.
---	---	----------------

2	WDI location and LGT	100 M SW of FATO/lighted.
3	TWY edge and centre line lighting	INFO not AVBL.
4	Secondary power supply Switch-over time	INFO not AVBL.
5	Remarks	NIL

EHHA AD 3.16 AIR TRAFFIC SERVICE AIRSPACE

1	Designation and lateral limits	See EHAM AD 2.17.
2	Vertical limits	See EHAM AD 2.17.
3	Airspace classification	See EHAM AD 2.17.
4	ATS unit call sign Language(s)	See EHAM AD 2.17.
5	Transition altitude	See EHAM AD 2.17.
6	Hours of applicability	See EHAM AD 2.17.
7	Remarks	See EHAM AD 2.17.

EHHA AD 3.17 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Call sign	Channel/ Frequency (MHz)	SATVOICE number(s)	Logon Ad- dress	Hours of operation	Remarks
1	2	3	4	5	6	7
Aerodrome information	Heliport Operations	131.505	INFO not AVBL	INFO not AVBL	EHHA AD 3.3	NIL
TWR	Schiphol TWR	119.230	INFO not AVBL	INFO not AVBL	H24	NIL
ATIS	Schiphol Arrival Information	132.980	INFO not AVBL	INFO not AVBL	H24	Also AVBL by ACARS when equipped with ACARS-MU (AEEC 622 and 623 compliant).
	Schiphol Departure Information	122.205	INFO not AVBL	INFO not AVBL	H24	Also AVBL by ACARS when equipped with ACARS-MU (AEEC 622 and 623 compliant).

EHHA AD 3.21 FLIGHT PROCEDURES

1 GENERAL

- There is one common route between the heliport and visual reporting point ROTOP.
- ROTOP is located on the border of the Schiphol CTR over the Noorder IJ-plas. ROTOP's geographical position is 522533N 0045155E.
- The route from the heliport to ROTOP is ROTOR Departure (see AD 3.EHHA-VAC).
- The route from ROTOP to the heliport is ROTOR Arrival (see AD 3.EHHA-VAC).
- Simultaneous use of the ROTOR Arrival and ROTOR Departure is not allowed. Co-ordination will be done by Heliport Operations. For each flight a window of 15 minutes applies, which is reserved by prior permission.
- Heliport Operations will report the ROTOR Arrival/Departure route to the Schiphol TWR supervisor for the time needed that day.
- Other traffic (lifeline, pipeline, police) is aware of the route and will be informed of its activation by Schiphol TWR with the phrase "ROTOR heli route active".
- The flight altitude of the ROTOR Arrival and ROTOR Departure in the Schiphol CTR is 900 FT AMSL.
- HEMS, SAR, and police flights are exempted from the aforementioned route. These flights shall contact Schiphol TWR.
- Two-way radio contact with Schiphol TWR and/or APP is required in the CTR.

2 DEPARTURE PROCEDURE

1. All flights shall submit a flight plan to ARO Schiphol at least 60 minutes before ETD.
2. When fully ready for an immediate departure, Heliport Operations or the pilot shall contact Schiphol TWR on telephone number +31 20 406 2540 for (special) VFR clearance for the ROTOR Departure.
3. Upon receipt of the clearance, depart within 1 minute. If unable, request a new clearance from Schiphol TWR.
4. Heliport Operations checks that the route has been activated with the Schiphol TWR supervisor.
5. Contact Schiphol TWR on 119.230 directly after lift-off with call sign and route, and initiate climb to 500 FT AMSL. Further climb to 900 FT AMSL shall only be continued after two-way radio communication has been established. If no radio communication can be established, return and land at the heliport.

3 ARRIVAL PROCEDURE

1. All flights shall submit a flight plan to ARO Schiphol at least 60 minutes before ETD.
2. Monitor Schiphol ATIS.
3. Contact Heliport Operations on 131.505 for aerodrome information before contacting Schiphol TWR.

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 briefing 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.