LVNL

Enabling aviation together

Aeronautical Chart ICAO 1:500.000
The Netherlands

Edition 2023

- For latest information consult NOTAM and AIP Netherlands, SUP and GEN 3.2 (www.ais-netherlands.nl).
- Aeronautical information outside Amsterdam FIR is published under reservation.
- Before entering adjacent FIRs consult appropriate AIPs and NOTAM.

Aeronautical data effective	Aeronautical data up to	ELEVATIONS IN FEET AMSL
20 APR 2023	FL 100	

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Topographic base: 2022

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AOPA NETHERLANDS · VACA · kadaster

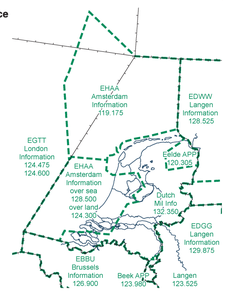
THE NETHERLANDS

AERONAUTICAL CHART
ICAO 1:500 000

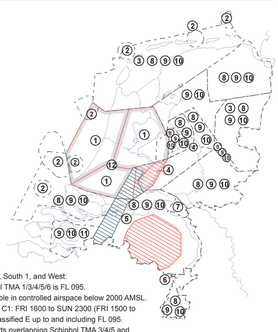
LAMBERT CONFORMAL CONIC PROJECTION
STANDARD PARALLELS 53°06'40"N 49°33'20"N

RMZ: outside OPR HR of CTRs EHBK, EHGG, EHLE, EDLV and MIL CTRs an RMZ is established; the airspace class is according to the surrounding airspace classification.

FIS Flight Information Service



NOTES



① Amsterdam CTA East 1, South 1, and West:
lower limit over Schiphol TMA 1/3/4/5/6 is FL 095.
② HPZ/HTZ is not applicable in controlled airspace below 2000 AMSL.
③ NW Milligen TMA A and C1: FRI 1600 to SUN 2300 (FRI 1500 to SUN 2200) and HOL classified E up to and including FL 095.
④ NW Milligen TMA B: parts overlapping Schiphol TMA 3/4/5 and Lelystad TMA 3/4/5 are excluded.
⑤ NW Milligen TMA D: parts overlapping Amsterdam CTA South 2, Eindhoven TMA 1/2/3/4 and Schiphol TMA 3/4/5 are excluded.
⑥ NW Milligen TMA D: 1500 AMSL - FL 095; Maastricht TMA 2: FL 095 - FL 195.
⑦ Malden area 2500 - FL 045: FRI 1600 (1500) to MON 0800 (0700) and HOL exempted from the TMZ D.
⑧ MON-FRI before 0800 (0700) and after 1600 (1500), SAT, SUN, and HOL lower limit of:
- TMZ C1 is FL 065;
- TMZ A, B1, B2, C2, E is FL 055;
- TMZ LE5 is FL 045;
- TMZ D, LE4 and Rotterdam is 2500 AMSL;
- TMZ Eelde, LE3 and Maastricht is 1500 AMSL.

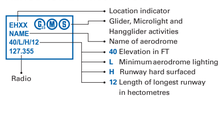
⑨ MON-FRI 0800-1600 (0700-1500), EXC HOL: lower limit for non-motorised hanggliders and paragliders of: TMZ A, B1, B2, C1, C2, E, G1 and LE5 is FL 045;
- TMZ D, LE4 and Rotterdam is 2500 AMSL;
- TMZ Eelde, LE3 and Maastricht is 1500 AMSL.

⑩ All TMZ: MON-FRI 0800-1600 (0700-1500), EXC HOL: lower limit 1200 FT AMSL.
⑪ TMZ G1: only active MON-FRI 0800-1600 (0700-1500), EXC HOL.
⑫ Schiphol TMA 1: When active, glider areas Castricum 2, Hoek van Holland, and Valkenburg are excluded from Schiphol TMA 1.

AERODROMES

- Major aerodrome
- Civil aerodrome
- International aerodrome
- Joint aerodrome
- Military aerodrome
- Closed aerodrome
- Alignment of the longest hard-surfaced / unpaved runway
- Balloon / Modelflying site
- Hospital / Heliport
- Glider site
- Microlight site
- Hangglider site (MAX ALT winch cable in hundreds of FT)
- Parachute jumping excercise area

AERODROME ANNOTATION



AIRSPACE RESTRICTIONS

Prohibited (P), restricted (R) and danger (D) area:

EHR2 — Identification number

AIRSPACE LABEL

EHR2 / 1200 / MSL — Altitude in FEET above MEAN SEA LEVEL

GOUDA / 500 AGL / 100 AGL — Height in FEET above ground

OTHER AIRSPACE

- Low flying area
- Military low flying route
- Transponder mandatory zone (TMZ)
- Radio mandatory zone (RMZ) Heliocopter protection zone (HPZ) Helicopter traffic zone (HTZ)
- Aerial sporting activities

AIRSPACE STRUCTURE

- Airspace **A**
- Airspace **B, C, D**
- Airspace **E**
- Airspace **F, G**
- Control zone (CTR)
- Aerodrome traffic zone (ATZ)

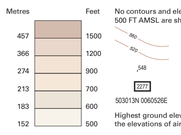
RADIO NAVIGATION AIDS

VOR · DME · VOR/DME · TACAN · VORTAC · NDB

MISCELLANEOUS

- Flight information region (FIR)
- Isogonic lines
- Fly-by compulsory reporting point
- Gas venting site (avoid overflying below 1000 FT AGL)
- Stork stations
- Bird sanctuary / nature reserve
- Wetland area

ELEVATION LEGEND



CAUTION

No contours and elevation tints below 500 FT AMSL are shown on this chart.

Contours

Spot elevation

Highest ground elevation known

503013N 0060526E

Highest ground elevation does not include the elevations of air navigation obstacles.

TERRAIN ELEVATIONS / OBSTACLES

- Obstacle unlighted
- Obstacle lighted
- Wind turbine unlighted
- Wind turbine lighted
- Group obstacles unlighted
- Group obstacles lighted
- Group wind turbines unlighted
- Group wind turbines lighted
- Group wind turbines in major area
- Wind turbines in line
- Transmission line

RAILROADS

- Railroad single
- Multiple track with station
- Railroad tunnel

ROADS

- Dual highway
- Service station
- Primary road

BUILT-UP AREAS

- Built-up area

DORDRECHT — City > 50 000 inhabitants
Drunen — City 10 000 - 50 000 inhabitants
Lopik — City < 10 000 inhabitants

HYDROGRAPHY

- Tidal flats
- River / lake

LANDMARKS

- Lighthouse

LAND COVER

- Forest
- Sand area

ATS AIRSPACE CLASSIFICATION THE NETHERLANDS

	CONTROLLED						
	A	B	C	D	E	F	G
I F R	SERVICES: Air traffic control service SEPARATION: All aircraft VMC MINIMA: Not applicable SPEED LIMITATION: Not applicable RADIO CAPABILITY: Required CONT TWO-WAY COM: Required FLIGHT PLAN: Required ATC CLEARANCE: Required	SERVICES: Air traffic control service SEPARATION: All aircraft VMC MINIMA: Not applicable SPEED LIMITATION: Not applicable RADIO CAPABILITY: Required CONT TWO-WAY COM: Required FLIGHT PLAN: Required ATC CLEARANCE: Required	SERVICES: Air traffic control service SEPARATION: IFR from IFR IFR from VFR VMC MINIMA: Not applicable SPEED LIMITATION: Not applicable RADIO CAPABILITY: Required CONT TWO-WAY COM: Required FLIGHT PLAN: Required ATC CLEARANCE: Required	SERVICES: Air traffic control service[a]; VFR traffic information; traffic avoidance advice O/R. SEPARATION: IFR from IFR VMC MINIMA: Not applicable SPEED LIMITATION: 250 KIAS[b] below FL 100 RADIO CAPABILITY: Required CONT TWO-WAY COM: Required FLIGHT PLAN: Required ATC CLEARANCE: Required	SERVICES: Air traffic control service; VFR traffic information (as far as practical). SEPARATION: IFR from IFR VMC MINIMA: Not applicable SPEED LIMITATION: 250 KIAS[b] below FL 100 RADIO CAPABILITY: Required CONT TWO-WAY COM: Required FLIGHT PLAN: Required ATC CLEARANCE: Required	SERVICES: Air traffic advisory service; Flight information service if requested. SEPARATION: IFR from IFR (as far as practical) VMC MINIMA: Not applicable SPEED LIMITATION: 250 KIAS[b] below FL 100 RADIO CAPABILITY: Required[b] CONT TWO-WAY COM: Not required[b] FLIGHT PLAN: Required ATC CLEARANCE: Not required	SERVICES: Flight information service if requested. SEPARATION: Not provided VMC MINIMA: Not applicable SPEED LIMITATION: 250 KIAS[b] below FL 100 RADIO CAPABILITY: Required[b] CONT TWO-WAY COM: Not required[b] FLIGHT PLAN: Required ATC CLEARANCE: Not required
V F R	SERVICES: Air traffic control service SEPARATION: All aircraft VMC MINIMA[c]: 8 KM at or above FL 100, 5 KM below FL 100, 1500 M, 1000 FT SPEED LIMITATION: Not applicable RADIO CAPABILITY: Required CONT TWO-WAY COM: Required FLIGHT PLAN: Required ATC CLEARANCE: Required	SERVICES: Air traffic control service SEPARATION: All aircraft VMC MINIMA: 8 KM at or above FL 100, 5 KM below FL 100, 1500 M, 1000 FT SPEED LIMITATION: Not applicable RADIO CAPABILITY: Required CONT TWO-WAY COM: Required FLIGHT PLAN: Required ATC CLEARANCE: Required	SERVICES: Air traffic control service[a]; VFR traffic information; traffic avoidance advice O/R. SEPARATION: VFR from IFR VMC MINIMA: 8 KM at or above FL 100, 5 KM below FL 100, 1500 M, 1000 FT SPEED LIMITATION: 250 KIAS[b] below FL 100 RADIO CAPABILITY: Required CONT TWO-WAY COM: Required FLIGHT PLAN: Required ATC CLEARANCE: Required	SERVICES: Air traffic control service[a]; traffic information; traffic avoidance advice O/R. SEPARATION: Not provided VMC MINIMA: 8 KM at or above FL 100, 5 KM below FL 100, 1500 M, 1000 FT SPEED LIMITATION: 250 KIAS[b] below FL 100 RADIO CAPABILITY: Required CONT TWO-WAY COM: Required FLIGHT PLAN: Required ATC CLEARANCE: Required[c]	SERVICES: Traffic information (as far as practical). SEPARATION: Not provided VMC MINIMA: 8 KM at or above FL 100, 5 KM below FL 100, 1500 M, 1000 FT SPEED LIMITATION: 250 KIAS[b] below FL 100 RADIO CAPABILITY: Not required[b] CONT TWO-WAY COM: Not required[b] FLIGHT PLAN: Not required ATC CLEARANCE: Not required	SERVICES: Flight information service if requested. SEPARATION: Not provided VMC MINIMA: 8 KM at or above FL 100, 5 KM below FL 100, 1500 M, 1000 FT, 3000 AMSL, 5 KM, clear of cloud, in sight SPEED LIMITATION: 250 KIAS[b] below FL 100 RADIO CAPABILITY: Not required[b] CONT TWO-WAY COM: Not required[b] FLIGHT PLAN: Not required ATC CLEARANCE: Not required	SERVICES: Flight information service if requested. SEPARATION: Not provided VMC MINIMA: 8 KM at or above FL 100, 5 KM below FL 100, 1500 M, 1000 FT, 3000 AMSL, 5 KM[f], clear of cloud, in sight SPEED LIMITATION: 250 KIAS[b] below FL 100 RADIO CAPABILITY: Not required[b] CONT TWO-WAY COM: Not required[b] FLIGHT PLAN: Not required ATC CLEARANCE: Not required

NOTE:
[a] For remarks see AIP ENR 1.2 and ENR 1.4.

CONVERSION TABLE

FEET	METRES
4000	1219
	1200
	1100
3500	
	1000
3000	
	900
	800
2500	
	700
2000	
	600
	500
1500	
	400
	300
1000	
	200
500	
	100
0	0

To convert feet to metres multiply by 0.3048

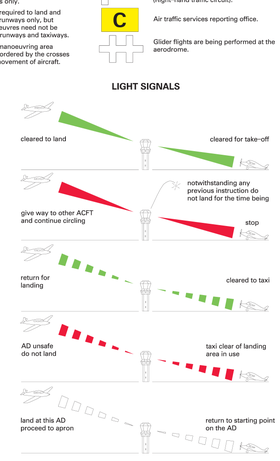
MORSE

A	• —
B	— • • •
C	— • — •
D	— • •
E	•
F	• • — •
G	— — •
H	• • • •
I	• •
J	• — — —
K	— • —
L	• — • •
M	— —
N	— •
O	— — —
P	• — — •
Q	— — • —
R	• — •
S	• • •
T	—
U	• • —
V	• • • —
W	• — —
X	— • • —
Y	— • — —
Z	— — • •
1	• — — — —
2	• • — — —
3	• • • — —
4	• • • • —
5	• • • • •
6	— • • • •
7	— — • • •
8	— — — • •
9	— — — — •
0	— — — — —

GROUND SIGNALS

- Landing prohibited for indefinite time
- Special precautions must be observed when landing, e.g. due to bad state of landing area.
- Aircraft are required to land, take-off and taxi on runways and taxiways only.
- Aircraft are required to land and take-off on runways only, but other manoeuvres need not be confined to runways and taxiways.
- The part of manoeuvring area marked or bordered by the crosses is unfit for movement of aircraft.
- Landings and take-offs are to be executed parallel to the shaft of the landing T towards the cross arm.
- 09 — Indication of the direction for take-off, expressed in units of ten degrees of the magnetic compass.
- Before landing and after take-off make a right hand turn. (Right-hand traffic circuit).
- C — Air traffic services reporting office.
- Glider flights are being performed at the aerodrome.

LIGHT SIGNALS



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