

**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. <b>Within UDP:</b></p> <ul style="list-style-type: none"> <li>ACFT stand C1 to be used by ACFT CAT C (MAX wheelbase 18 M).</li> <li>ACFT stands C2 to C5 to be used by ACFT CAT A and B.</li> </ul>
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2	<b>RWY and TWY markings and LGT</b>	<p><b>RWY markings</b></p> <ul style="list-style-type: none"> <li>RWY 05: THR, transverse stripe, arrows, designation, aiming point, CL, turn pad marking.</li> <li>RWY 23: THR, transverse stripe, arrows, designation, aiming point, CL, turn pad marking.</li> </ul> <p><b>RWY LGT</b></p> <ul style="list-style-type: none"> <li>THR, edge, RWY end.</li> </ul> <p><b>TWY markings</b></p> <ul style="list-style-type: none"> <li>HLDG positions pattern A, CL.</li> </ul> <p><b>TWY LGT</b></p> <ul style="list-style-type: none"> <li>RWY exit N3 blue edge lights; TWY N3 blue retroreflective edge markers.</li> </ul>
3	<b>Stop bars</b>	NIL
4	<b>Remarks</b>	<ul style="list-style-type: none"> <li>Follow-me car and marshaller assistance AVBL O/R.</li> <li>Mandatory instruction signs at RWY HLDG positions.</li> </ul>

**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
<b>Remarks</b>					
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

<b>Remarks</b>							
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 <sup>1)</sup> LIH	R -	NIL
23	SALS 450 M LIH	G -	PAPI, left/3° 73 FT/22 M	NIL	NIL	2406 M 60 M <sup>1)</sup> LIH	R -	NIL

**Remarks**

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<sup>1)</sup> 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).

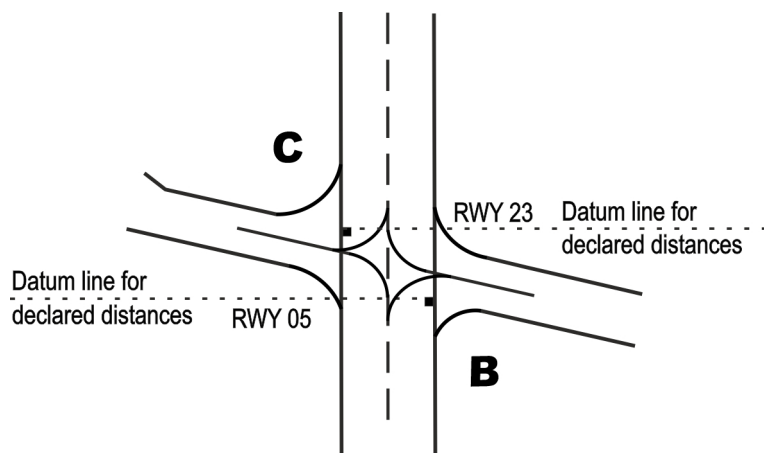
## EHTW AD 2.23 ADDITIONAL INFORMATION

### 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).



### EHTW AD 2.24 CHARTS RELATED TO AN AERODROME

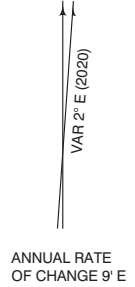
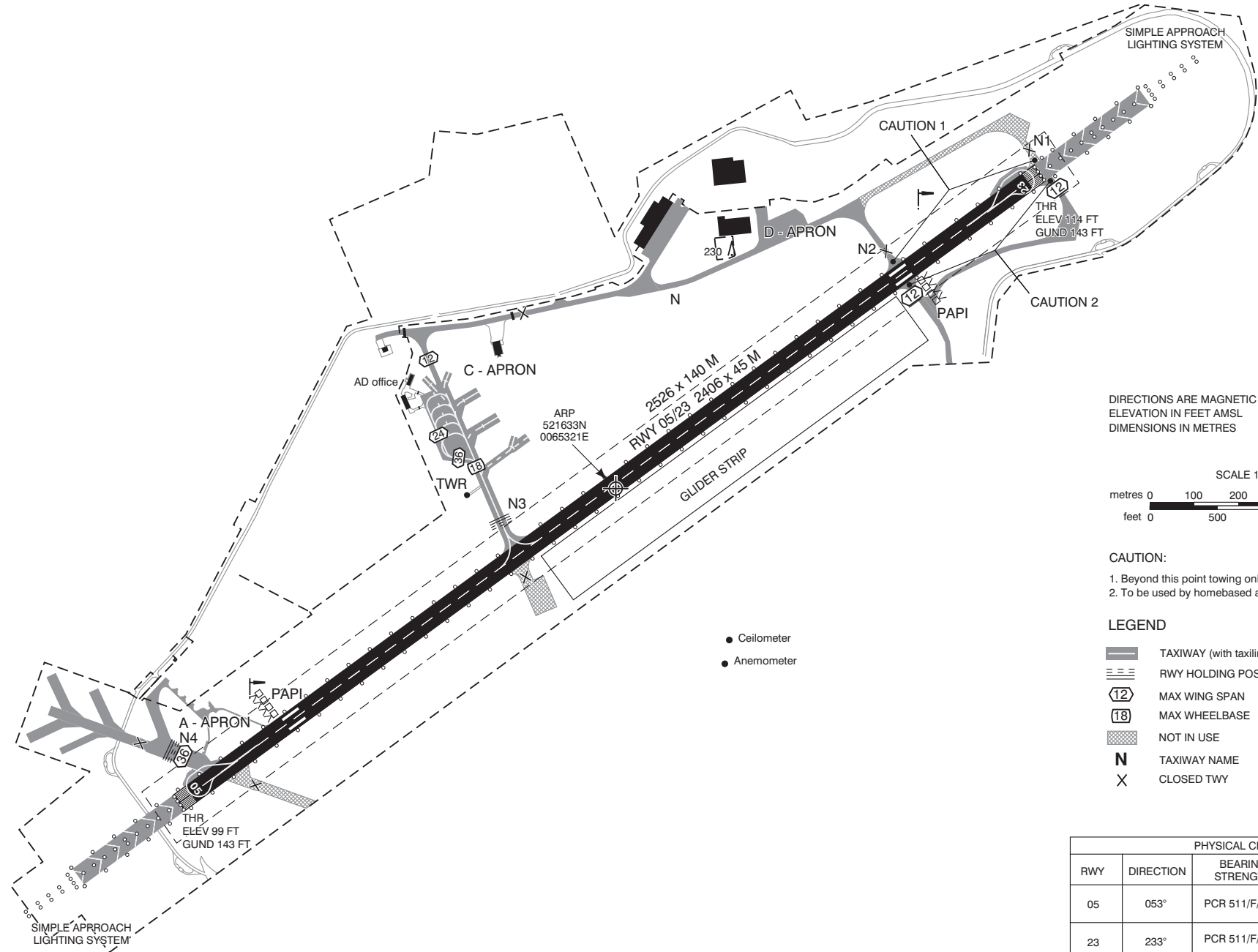
Type of chart	Page
Aerodrome chart	AD 2.EHTW-ADC
Aircraft parking / docking chart C-apron	AD 2.EHTW-APDC
Visual approach chart	AD 2.EHTW-VAC.1
Visual approach chart / VFR procedures	AD 2.EHTW-VAC.2



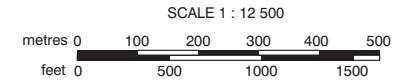


# AD ELEV 115

AD info 119.955 Twente Radio



DIRECTIONS ARE MAGNETIC  
ELEVATION IN FEET AMSL  
DIMENSIONS IN METRES



### CAUTION:

- Beyond this point towing only.
- To be used by homebased aircraft only.

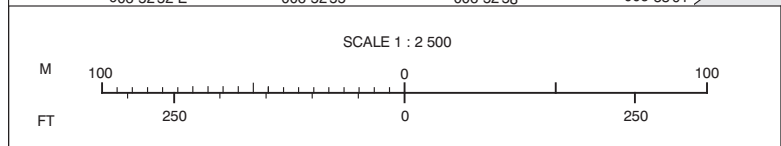
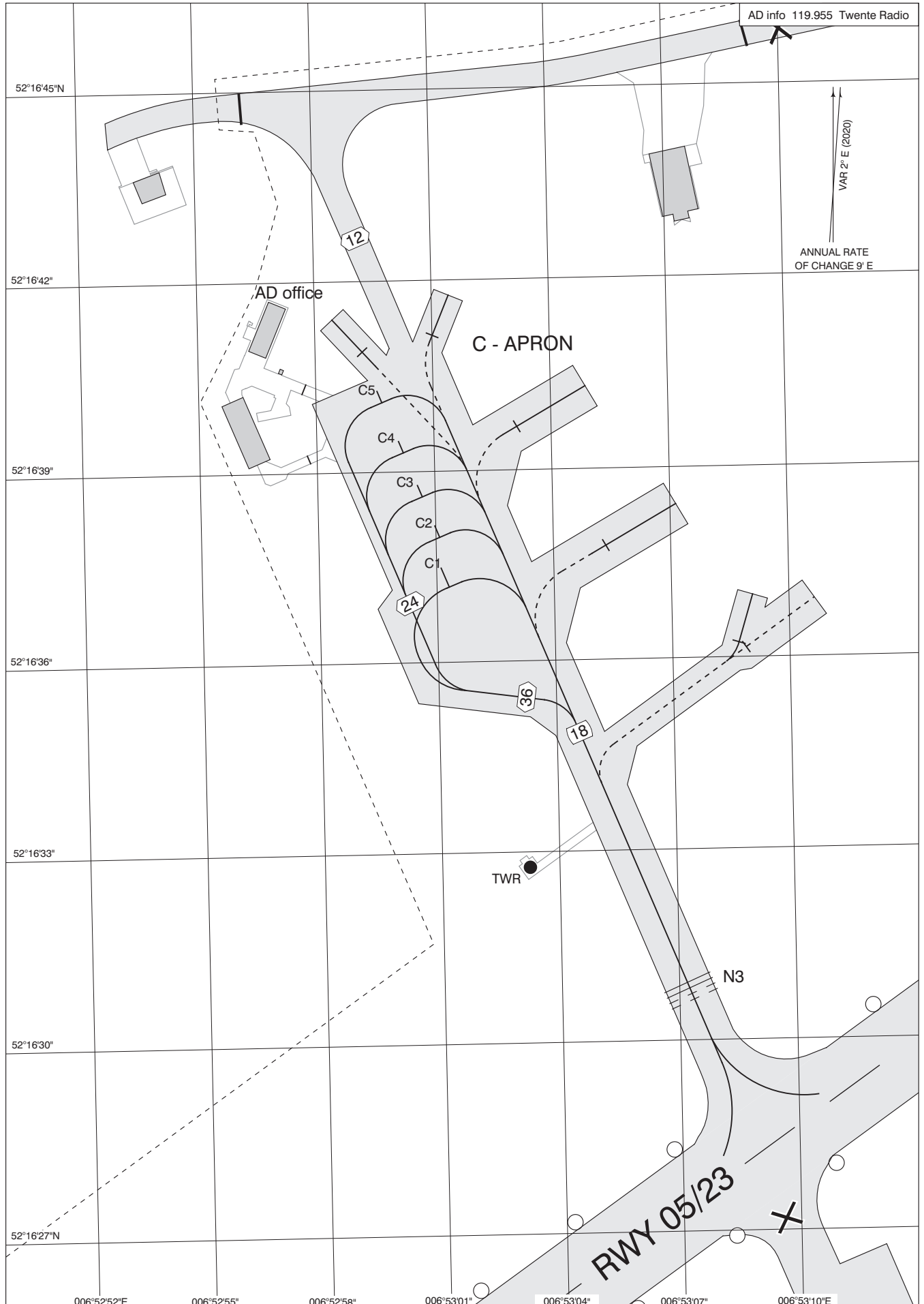
### LEGEND

- TAXIWAY (with taxiline) / APRON / PLATFORM
- RWY HOLDING POSITION MARKING, PATTERN A
- MAX WING SPAN
- MAX WHEELBASE
- NOT IN USE
- TAXIWAY NAME
- CLOSED TWY

- Ceilometer
- Anemometer

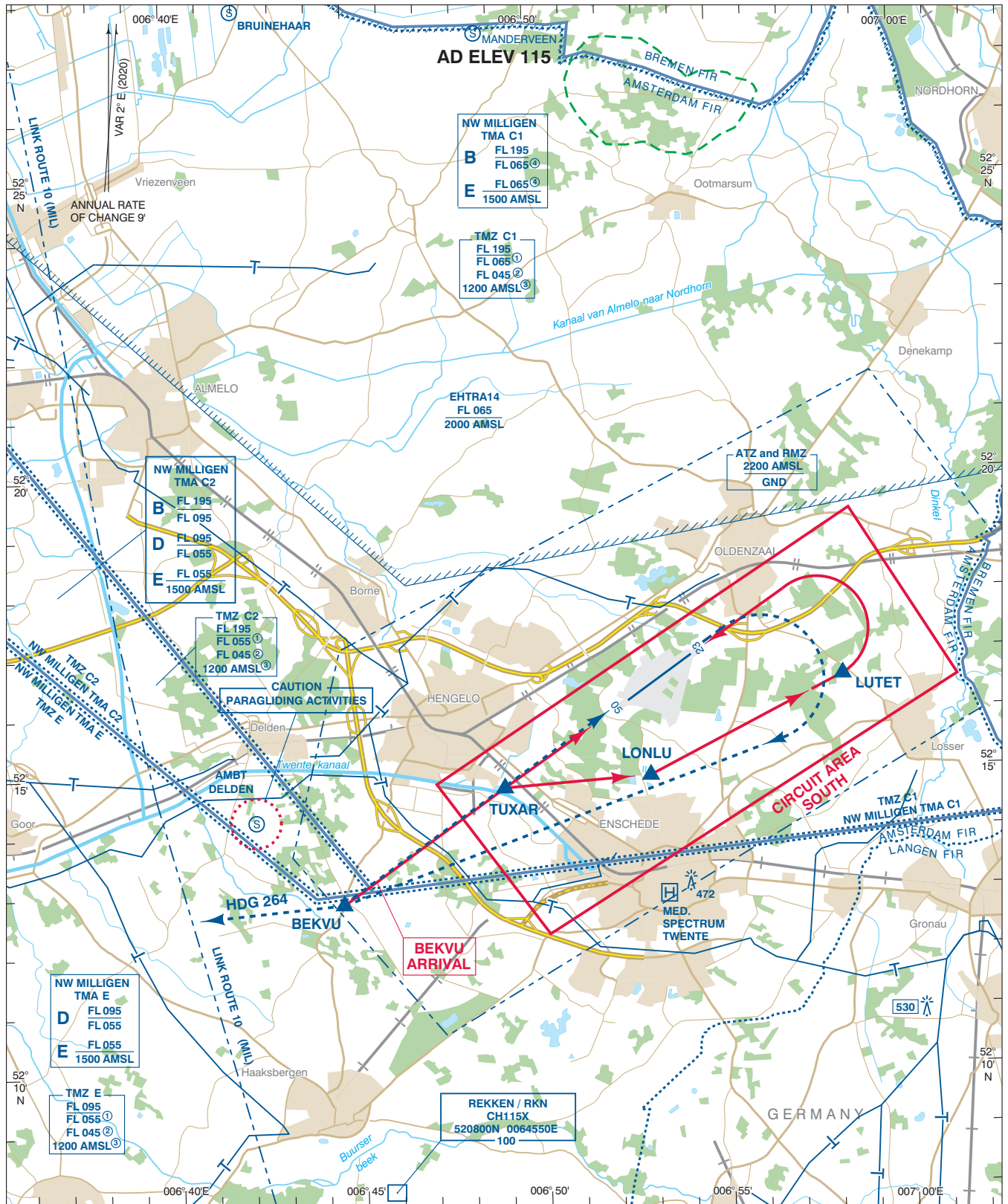
PHYSICAL CHARACTERISTICS				
RWY	DIRECTION	BEARING STRENGTH	SURFACE	THR COORDINATES
05	053°	PCR 511/F/A/W/T	ASPH	521611N 0065229E
23	233°	PCR 511/F/A/W/T	ASPH	521655N 0065413E





LEGEND	
	MAX WING SPAN
	MAX WHEELBASE
	NOT IN USE





**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 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.

**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.

**For description VFR - procedures see EHTW AD 2.22.**

BEKVU arrival intended for ICAO aircraft approach category B or C, or aircraft operated in accordance with EASA Part CAT or NCC.

**CAUTION:**

Due to the existence of LINK ROUTE 10 just west of the AD, MIL low flying ACFT can be expected from S to N between 250 and 1000 FT AGL. Details see ENR 5.2.

**TMZ C1/C2/E :**

- ① MON-FRI before 0800 (0700) and after 1600 (1500), SAT, SUN, and HOL.
- ② MON-FRI 0800-1600 (0700-1500), EXCL HOL: lower limit for non-motorised hanggliders and paragliders.
- ③ MON-FRI 0800-1600 (0700-1500), EXCL HOL: lower limit 1200 FT AMSL

**NOTES:**

- ④ NW MILLIGEN TMA C1: from FRI 1600 to SUN 2300 (FRI 1500 to SUN 2200) and during HOL classified E up to and including FL 095.

DIRECTIONS ARE MAGNETIC  
DISTANCES IN NM  
ALTITUDES AND ELEVATIONS  
IN FEET AMSL

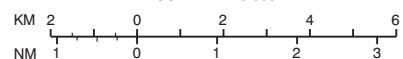
HIGHEST KNOWN ELEVATION  
ON THIS CHART: **530**

- Bird sanctuary
- GND/MSL - 1000 FT MSL
- Area to be avoided

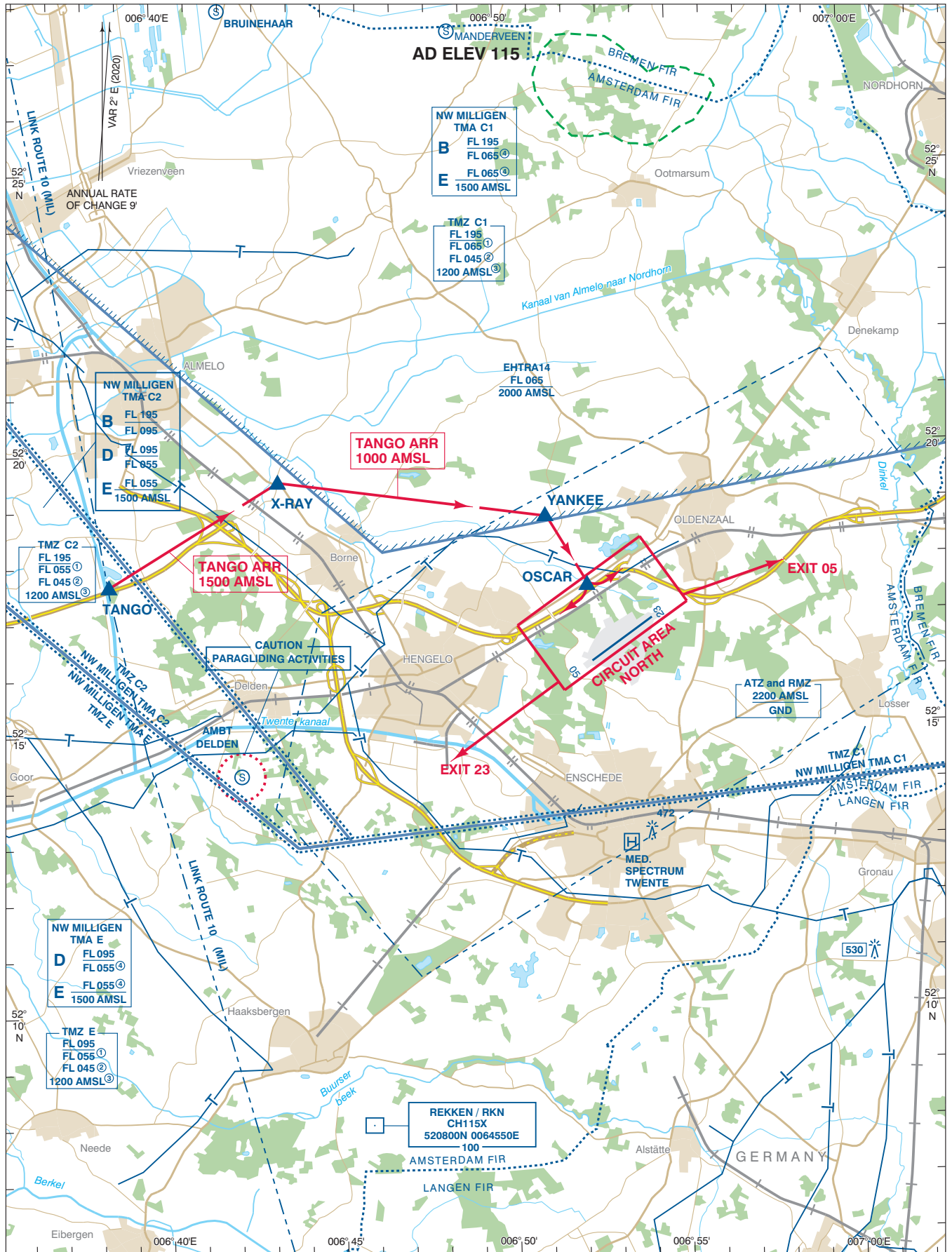
AD Info	119.955	Twente Radio
FIC (MIL)	132.350	Dutch MIL Info

- Visual Approach route
  - Missed Approach
- Following VMC visibility and distance from cloud are applicable for the BEKVU arrival:
- Flight visibility 5000 meter; and
  - Clear of clouds with the surface in sight.

SCALE 1: 175 000







**For description VFR - procedures see EHTW AD 2.22.**  
 TANGO arrival intended for ICAO aircraft approach category A or lighter, or aircraft operated in accordance with EASA Part NCO.  
**CAUTION:**  
 Due to the existence of LINK ROUTE 10 just west of the AD, MIL low flying ACFT can be expected from S to N between 250 and 1000 FT AGL. Details see ENR 5.2.  
**TMZ C1/C2/E :**  
 ① MON-FRI before 0800 (0700) and after 1600 (1500), SAT, SUN, and HOL.  
 ② MON-FRI 0800-1600 (0700-1500), EXCL HOL: lower limit for non-motorisedhanggliders and paragliders.  
 ③ MON-FRI 0800-1600 (0700-1500), EXCL HOL: lower limit 1200 FT AMSL  
**NOTES:**  
 ④ NW MILLIGEN TMA C1: from FRI 1600 to SUN 2300 (FRI 1500 to SUN 2200) and during HOL classified E up to and including FL 095.

DIRECTIONS ARE MAGNETIC  
 DISTANCES IN NM  
 ALTITUDES AND ELEVATIONS  
 IN FEET AMSL  
 HIGHEST KNOWN ELEVATION  
 ON THIS CHART: **[530]**  
 Bird sanctuary  
 GND/MSL - 1000 FT MSL  
 Area to be avoided

AD Info	119.955	Twente Radio
FIC (MIL)	132.350	Dutch MIL Info
Arrival / Departure route		Circuit area

