EHBD — WEERT/Budel

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

EHBD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHBD — WEERT/Budel

EHBD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP co-ordinates and site at AD**	511516N 0053603E 175° GEO 250 M from TWR.
2	**Direction and distance from (city)**	5 NM W from Weert.
3	**Elevation/reference temperature**	115 FT AMSL/21.9°C.
4	**Geoid undulation at AD ELEV PSN**	146 FT.
5	**MAG VAR/annual change**	2°E (2020)/11'E
6	**AD operator, postal address, telephone, telefax, email, AFS, website**	Post: Budel Aerodrome b.v./ Kempen Airport Luchthavenweg 20 6021 PX Budel The Netherlands Tel: +31 (0)495 697 949 Email: airport@kempenairport.nl URL: https://www.kempenairport.nl
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR[1)]
8	**Remarks**	[1)] IFR only outside UDP BTN 0600-2200 (0500-2100). 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 available for MLA. 2. The im- and export of merchandise, except travellers luggage, is allowed within the EU.

EHBD AD 2.3 OPERATIONAL HOURS

1	**AD operator**	• VFR-flights MON and TUE: UDP BTN 0800-1700 (0700-1600); WED-SUN: UDP BTN 0800-1900 (0700-1800); other times O/R. All flights 1 HR PPR[1)]. Extra charges outside normal opening hours. • IFR-flights only outside UDP BTN 0600-2200 (0500-2100). All flights PPR[1)2)] and extra charges.
2	**Customs and immigration**	AD OPR HR, 2 HR PN[3)].
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**	AFIS outside UDP, see AD 2.22 paragraph 2.1.
8	**Fuelling**	AD OPR HR.
9	**Handling**	NA
10	**Security**	NA
11	**De-icing**	NA
12	**Remarks**	[1)] PPR means permission from AD authority by telephone +31 (0)495 697 949. [2)] Flights after UDP request permission before 1300 (1200) of the same day. Flights before UDP request permission before 1500 (1400) of the previous day. AD authorities only accept business and medical flights. [3)] PN means permission from and/or in case of customs etc. notification other than by (IFR/VFR) flight plans to AD authority as appropriate and is subject to each flight.

EHBD AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	NIL
2	**Fuel/oil types**	AVGAS 100LL, Jet A-1/20W50, 15W50.
3	**Fuelling facilities/capacity**	50 000 litres AVGAS 100LL; 60 000 litres Jet A-1. Cash or credit card only.
4	**De-icing facilities**	NIL
5	**Hangar space for visiting aircraft**	Limited AVBL.
6	**Repair facilities for visiting aircraft**	Major repairs to light aircraft.
7	**Remarks**	NIL

EHBD AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Accommodation in Budel and Weert.
2	**Restaurants**	At the aerodrome.
3	**Transportation**	Taxi
4	**Medical facilities**	NIL
5	**Bank and post office**	NIL
6	**Tourist office**	NIL
7	**Remarks**	NIL

EHBD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT 3
2	**Rescue equipment**	2 crash tenders, 1 intervention vehicle.
3	**Capability for removal of disabled aircraft**	AVBL
4	**Remarks**	NIL

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

1	**Apron surface and strength**	Surface: CONC. Strength: PCN 25/F/B/W/U.
2	**Taxiway width, surface and strength**	Width: 10.5 M. Surface: ASPH. Strength: PCN 25/F/B/W/U. Taxiways to MLA strip unpaved.
3	**Altimeter checkpoint location and elevation**	NIL
4	**VOR checkpoints**	NIL
5	**INS checkpoints**	NIL
6	**Remarks**	NIL

EHBD 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: yellow guide lines.
2	**RWY and TWY markings and LGT**	**RWY:** THR, centre line, RWY designators. THR lights, edge lights and RWY-end lights. **MLA strip:** red/white markers on corners. **TWY:** centre line, HLDG positions. Red/white mandatory instruction signs on all taxi HLDG positions; yellow/black info signs.
3	**Stop bars**	NIL
4	**Remarks**	NIL

EHBD AD 2.10 AERODROME OBSTACLES

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

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EHBD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR co-ordinates RWY end co-ordinates THR GUND	THR elevation and highest elevation of TDZ of precision APCH RWY
1	2	3	4	5	6
03	030.23°	1199 x 23	25/F/B/W/U ASPH	511506.88N 0053552.84E INFO not AVBL 146 FT	115 FT NA
21	210.23°	1199 x 23	25/F/B/W/U ASPH	511535.06N 0053619.01E INFO not AVBL 146 FT	111 FT NA
03	030°	600 x 30	MLA-strip grass	NA	NA
21	210°	600 x 30	MLA-strip grass	NA	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	NA	1270 x 80	INFO not AVBL	INFO not AVBL	NA
21	NA	NA	NA	1270 x 80	INFO not AVBL	INFO not AVBL	NA
03	NA	NA	NA	NA	INFO not AVBL	INFO not AVBL	NA
21	NA	NA	NA	NA	INFO not AVBL	INFO not AVBL	NA

Remarks
14
NIL

EHBD AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03	1064	1124	1199	1149	DTHR 50 M
21	1149	1199	1199	1064	DTHR 135 M

EHBD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type, length, INTST	THR LGT colour, WBAR	VASIS (MEHT) PAPI	TDZ LGT length	RWY centre line LGT length, spacing, colour, INTST	RWY edge LGT length, spacing, colour, INTST	RWY end LGT colour, WBAR	SWY LGT length, colour
1	2	3	4	5	6	7	8	9
03	NIL	G	PAPI left/3° (20 FT)	NIL	NIL	1200 M 60 M W LIM	R	NIL
21	406 M SALS	G	PAPI left/3° (20 FT)	NIL	NIL	1200 M 60 M W LIM	R	NIL

Remarks
10
NIL

EHBD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL

2	**LDI location and LGT** **Anemometer location and LGT**	LDI and anemometer: 200 M S from aerodrome office, unlighted.
3	**TWY edge and centre line lighting**	NIL
4	**Secondary power supply** **Switch-over time**	NIL
5	**Remarks**	NIL

EHBD AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**AFIZ Budel:** • Part A: 511743N 0053057E - along clockwise arc (radius 5 NM, centre 511421N 0053650E) - 511052N 0054231E - along Dutch-Belgian border - 511152N 0053910E - 511521N 0053324E - along Dutch-Belgian border - 511743N 0053057E. • Part B: 511521N 0053324E - 511152N 0053910E - along Dutch-Belgian border - 511521N 0053324E.
2	**Vertical limits**	• Part A: GND to 1200 FT AMSL. • Part B: GND to 600 FT AMSL.
3	**Airspace classification**	G
4	**ATS unit call sign** **Language(s)**	Budel Aerodrome Information. English
5	**Transition altitude**	IFR: 3000 FT AMSL; VFR: 3500 FT AMSL.
6	**Hours of applicability**	AFIZ only active outside UDP.
7	**Remarks**	Budel AD is situated in Kleine-Brogel CTR 2: see ENR 2.1.

EHBD 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**
APP	Kleine-Brogel Approach	134.480	INFO not AVBL	INFO not AVBL	HO	For Kleine-Brogel details see AIP Belgium.
TWR	Kleine-Brogel Tower	134.105	INFO not AVBL	INFO not AVBL	HO	
ACC	Dutch MIL	125.930	INFO not AVBL	INFO not AVBL	HO	
Aerodrome Information	Budel Radio	122.155	INFO not AVBL	INFO not AVBL	Within UDP.	Aerodrome information only.
AFIS	Budel Aerodrome In-formation	122.155	INFO not AVBL	INFO not AVBL	Outside UDP, within AD OPR HR.	AFIS only.

EHBD 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**
VOR/DME (2°E/2020)	MAS	108.600 MHz CH23X	H24	505819.0N0055737.5E	300 FT	NA	Designated operational cover-age: 40 NM/FL 250.
TACAN	BBL	109.600 MHz CH33X	H24	511003.1N0052750.7E	200 FT	NA	BAF. Designated operational coverage: 40 NM/FL 250.

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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
TACAN	EHV	117.200 MHz CH119X	H24	512653.4N0052229.8E	100 FT	NA	RNLAF. Designated operational coverage: 150 NM/FL 600.
GPS	NA	L1 1575.42 MHz	H24	NA	NA	NA	NIL
EGNOS	NA	L1 1575.42 MHz [1)]	H24	NA	[1)]	NA	[1)] See EHBD AD 2.22 for FAS data block

EHBD AD 2.20 LOCAL AERODROME REGULATIONS

a. ATZ Budel is only for flights to and from Budel Aerodrome, including VFR circuit flights. Other flights within Kleine-Brogel CTR 2 at or below 1200 FT AMSL within ATZ Budel are prohibited.
b. During UDP:
   - ATZ Budel part A and B is VFR only, respectively at or below 1200 and 600 FT AMSL;
   - ATZ Budel is airspace classification G;
   - ATZ Budel is a radio mandatory zone (RMZ), radio contact with Budel Radio is required;
   - flights remaining within RMZ Budel, radio contact with Kleine-Brogel APP is not required.
c. For entry of Kleine-Brogel CTR 2 permission is required from Kleine-Brogel APP 134.480. Outside Kleine-Brogel AD OPR HR permission is required from Dutch MIL Info 132.350.

Recommended radio procedures Budel:

Report:

- approaching downwind (APRX 1 minute out);
- leaving the circuit.

Extra report when ground visibility is 5 KM or less:

- joining downwind;
- turning final.

During circuit flying:

- (beginning) downwind.

EHBD AD 2.21 NOISE ABATEMENT PROCEDURES

South of the aerodrome at APRX 1.0 NM built up area is located. To avoid this area, noise abatement procedures have been introduced for:

- departures/circuits from RWY 21.
- approach/circuits to RWY 03.

If for safety reasons the preferred procedures (noise abatement) can not be executed, a standard traffic circuit shall be flown.

For details refer to item EHBD AD 2.22, Flight procedures.

EHBD AD 2.22 FLIGHT PROCEDURES

1 INSTRUMENT DEPARTURE PROCEDURES

1.1 Introduction

The instrument departure procedures are 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 these instrument procedures:

a. Instrument procedures are only to be used outside the uniform daylight period from 0600-2200 (0500-2100) during the opening hours of Budel Airport.
b. The number of flights which may use these procedures is restricted and prior permission is required. Requests are to be made before 1500 (see EHBD AD 2.3).
c. IFR training flights are not allowed.

Only aerodrome flight information service (see GEN 3.3) and alerting service (in accordance with the provisions of Annex 11, Chapter 5) will be provided by Budel Aerodrome Information, although before the flight will receive a take-off permission from Budel Aerodrome Information all actions have been taken by the ATC units concerned to guarantee separation from other flights after take-off.

Air traffic control service will be provided as soon as the aircraft is entering controlled airspace.

1.2 Instrument departure procedures

1.2.1 Start-up permission

Pilots of aircraft intending to make an IFR flight must have obtained permission for start-up from Budel Aerodrome Information before starting their engines. A request for start-up shall be made to Budel Aerodrome Information after all preparations for departure have been made (doors closed etc.) and shall include:

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

After co-ordination with the ATC unit(s) concerned a permission for start-up will either be issued immediately or at a specified time. The pilot shall be able to comply with start-up and taxi permission, since ATC planning of outbound traffic (involving en-route clearance and co-ordination with adjacent ACCs) is based on the start-up time. Any delay in start-up or taxiing shall be immediately reported to Budel Aerodrome Information.

In case of indefinite delay the probable duration of the delay will be given.

1.2.2 En-route clearance

1.2.2.1 Contents

The en-route clearance will be issued by the appropriate ATC unit to Budel Aerodrome Information and will be relayed by Budel Aerodrome Information as soon as possible to departing aircraft after taxi permission has been given. An en-route clearance contains:

a. Clearance limit: airport of destination.
b. Standard instrument departure (SID).
c. SSR code.
d. ATC unit and frequency on which the aircraft shall report as soon as possible after take-off.
e. Departure instructions if applicable.

Example of an en-route clearance: "PHSPY is cleared to Brussels, WOODY 2G Departure, squawk 2123, after departure contact Dutch MIL 125.930."

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 RWYs 03 and 21.

1.2.2.3 ATC unit and frequency after take-off (paragraph 1.2.2.1, item d)

Pilots of departing aircraft shall contact the ATC unit, as indicated in the en-route clearance, as soon as possible after take-off but not later than passing 1000 FT AMSL. Normally departing aircraft will be transferred to Dutch MIL.

Note: pilots might experience difficulties in contacting the appropriate ATC unit on very low altitude due to the range of the transmitters and receivers of radio telephony equipment of MILATCC Schiphol.

1.2.2.4 Departure instructions (paragraph 1.2.2.1 item e)

Instructions containing deviations from the standard instrument departure may be added to the en-route clearance or take-off permission.

These instructions may comprise an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions; they amend the relevant part of the SID only.

1.3 Communication failure

See ENR 1.3.

1.4 SID descriptions

1.4.1 General remarks

- Transition altitude: 3000 FT AMSL.
- Turn radii based on a 25° bank angle.
- Radial interception angle: 45°.
- The SIDs are based on an average climb rate of 2000 FT/MIN.
- SIDs have to be considered as minimum noise routings which shall be strictly adhered to.
- MAX 250 KIAS below FL 100 unless otherwise instructed.
- Initiate turns in due time in order not to overshoot radials.
- **RNAV:** The Netherlands encourages the use of RNAV routes stored in a pre-programmed navigation database on board of aircraft. Although there may be differences between the RNAV and conventional description of a route (vertically: turn altitudes and/or laterally:

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turn anticipation effects), the resulting flight paths are considered identical by ATC. Therefore, flying the route using the RNAV coding from the navigation database will not result in route violations.
Furthermore:

- Connect FMS as early as possible.
- The BD-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.
- The navigation aid (e.g. VOR) mentioned in the column "Expected path terminator" is for selection of MAG station declination only.

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

Note: during UDP stay VFR / VMC until clearance has been received from ATC.

1.4.2 Specific remarks

1. Only for aircraft with destination EHGG and EHLE, MAX FL 095.
2. Only for aircraft with destination EHRD, MAX FL 075.
3. Only for aircraft with destination EHBK.
4. Only for aircraft with destination EHAM, MAX FL 075.
5. RNAV 1 required.

1.4.3 SIDs RWY 03

See chart AD 2.EHBD-SID-03.

ABNED 2G	See paragraph 1.4.2 specific remark: 5. After departure contact Dutch MIL 125.930. After departure climb to maintain 3000 FT AMSL.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ABNE2G]	Climb on course 028° MAG, at or above 800 FT AMSL turn left	[M028; A800+; L]	CA	N
	Direct to BD544 at 3000 FT AMSL	=> BD544 [A3000]	DF	N
	To YOGCE	YOGCE	TF	N
	To EHOJI	EHOJI	TF	N
	To HAMZA	HAMZA	TF	N
	To ABNED	ABNED	TF	N

DIBIR 3G	See paragraph 1.4.2 specific remark: - After departure contact Dutch MIL 125.930. After departure climb to maintain 3000 FT AMSL.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[DIBI3G]	Climb on course 028° MAG, at or above 800 FT AMSL turn right	[M028; A800+; R]	CA	N
	Direct to BD541 at 3000 FT AMSL	=> BD541 [A3000]	DF	N
	To BD540	BD540	TF	N
	To DIBIR	DIBIR	TF	N
	To LMA	LMA	TF	N
Conventional description	Lateral: Track 028° MAG. At 800 FT AMSL turn right to track 101° MAG to intercept BUN R-073 (QDM LMA 073°). At 40.0 BUN turn right to track 097° MAG to intercept QDM LMA 059° to LMA NDB. Vertical: Cross 35.7 BUN at 3000 FT AMSL.			

INKET 3G	See paragraph 1.4.2 specific remark: 2, 5. After departure contact Dutch MIL 125.930. After departure climb to maintain 3000 FT AMSL.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[INKE3G]	Climb on course 028° MAG, at or above 800 FT AMSL turn left	[M028; A800+; L]	CA	N
	Direct to BD544 at 3000 FT AMSL	=> BD544 [A3000]	DF	N
	To YOGCE	YOGCE	TF	N
	To EHOJI	EHOJI	TF	N
	To INKET	INKET	TF	N

LNO 4G	See paragraph 1.4.2 specific remark: - After departure contact Dutch MIL 125.930. After departure climb to maintain 3000 FT AMSL.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[LNO4G]	Climb on course 028° MAG, at or above 800 FT AMSL turn right	[M028; A800+; R]	CA	N
	Direct to BD541 at 3000 FT AMSL	=> BD541 [A3000]	DF	N
	To SOPVI	SOPVI	TF	N
	To OSGOS	OSGOS	TF	N
	To EDUMA	EDUMA	TF	N
	To LNO	LNO	TF	N
Conventional description	Lateral: Track 028° MAG. At 800 FT AMSL turn right to track 101° MAG to SOPVI to intercept MAS R-351 inbound to OSGOS to EDUMA (7.5 MAS) to intercept LNO R-014 inbound to LNO VOR. Vertical: Cross 35.7 BUN at 3000 FT AMSL.			

OSGOS 2G	See paragraph 1.4.2 specific remark: 3. After departure contact Dutch MIL 125.930. After departure climb to maintain 3000 FT AMSL.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[OSGO2G]	Climb on course 028° MAG, at or above 800 FT AMSL turn right	[M028; A800+; R]	CA	N
	Direct to BD541 at 3000 FT AMSL	=> BD541 [A3000]	DF	N
	To SOPVI	SOPVI	TF	N
	To OSGOS	OSGOS	TF	N
Conventional description	Lateral: Track 028° MAG. At 800 FT AMSL turn right to track 101° MAG to SOPVI to intercept MAS R-351 inbound to OSGOS (12.8 MAS). Vertical: Cross 35.7 BUN at 3000 FT AMSL.			

PESER 2G	See paragraph 1.4.2 specific remark: 4. 5. After departure contact Dutch MIL 125.930. After departure climb to maintain 3000 FT AMSL.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[PESE2G]	Climb on course 028° MAG, at or above 800 FT AMSL turn left	[M028; A800+; L]	CA	N
	Direct to BD544 at 3000 FT AMSL	=> BD544 [A3000]	DF	N
	To YOGCE	YOGCE	TF	N
	To EHOJI	EHOJI	TF	N
	To BREDA	BREDA	TF	N
	To PESER	PESER	TF	N

TENLI 2G	See paragraph 1.4.2 specific remark: 1, 5. After departure contact Dutch MIL 125.930. After departure climb to maintain 3000 FT AMSL.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[TENL2G]	Climb on course 028° MAG, at or above 800 FT AMSL turn right	[M028; A800+; R]	CA	N
	Direct to BD541 at 3000 FT AMSL	=> BD541 [A3000]	DF	N
	To BD540	BD540	TF	N
	To BASGU	BASGU	TF	N
	To NIHOF	NIHOF	TF	N
	To TENLI	TENLI	TF	N

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TULIP 3G	See paragraph 1.4.2 specific remark: 5. After departure contact Dutch MIL 125.930. After departure climb to maintain 3000 FT AMSL.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[TULI3G]	Climb on course 028° MAG, at or above 800 FT AMSL turn left	[M028; A800+; L]	CA	N
	Direct to BD544 at 3000 FT AMSL	=> BD544 [A3000]	DF	N
	To YOGCE	YOGCE	TF	N
	To EHOJI	EHOJI	TF	N
	To HAMZA	HAMZA	TF	N
	To TULIP	TULIP	TF	N

WOODY 3G	See paragraph 1.4.2 specific remark: 5. After departure contact Dutch MIL 125.930. After departure climb to maintain 3000 FT AMSL.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[WOOD3G]	Climb on course 028° MAG, at or above 800 FT AMSL turn left	[M028; A800+; L]	CA	N
	Direct to BD544 at 3000 FT AMSL	=> BD544 [A3000]	DF	N
	To YOGCE	YOGCE	TF	N
	To EHOJI	EHOJI	TF	N
	To BREDA	BREDA	TF	N
	To RONSA	RONSA	TF	N
	To WOODY	WOODY	TF	N

1.4.4 SIDs RWY 21

See chart AD 2.EHBD-SID-21.

ABNED 2H	See paragraph 1.4.2 specific remark: 5. After departure contact Dutch MIL 125.930. After departure climb to maintain 3000 FT AMSL.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ABNE2H]	Climb on course 208° MAG, at or above 600 FT AMSL turn left	[M208; A600+; L]	CA	N
	Direct to BD545 at 3000 FT AMSL	=> BD545 [A3000]	DF	N
	To YOGCE	YOGCE	TF	N
	To EHOJI	EHOJI	TF	N
	To HAMZA	HAMZA	TF	N
	To ABNED	ABNED	TF	N

DIBIR 3H	See paragraph 1.4.2 specific remark: - After departure contact Dutch MIL 125.930. After departure climb to maintain 3000 FT AMSL.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[DIBI3H]	Climb on course 208° MAG, at or above 600 FT AMSL turn left	[M208; A600+; L]	CA	N
	Direct to BD541 at 3000 FT AMSL	=> BD541 [A3000]	DF	N
	To BD540	BD540	TF	N
	To DIBIR	DIBIR	TF	N
	To LMA	LMA	TF	N
Conventional description	Lateral: Track 208° MAG. At 600 FT AMSL turn left to track 048° MAG to intercept BUN R-073 (QDM LMA 073°). At 40.0 BUN turn right to track 097° MAG to intercept QDM LMA 059° to LMA NDB. Vertical: Cross 35.7 BUN at 3000 FT AMSL.			

INKET 3H	See paragraph 1.4.2 specific remark: 2, 5. After departure contact Dutch MIL 125.930. After departure climb to maintain 3000 FT AMSL.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[INKE3H]	Climb on course 208° MAG, at or above 600 FT AMSL turn left	[M208; A600+; L]	CA	N
	Direct to BD545 at 3000 FT AMSL	=> BD545 [A3000]	DF	N
	To YOGCE	YOGCE	TF	N
	To EHOJI	EHOJI	TF	N
	To INKET	INKET	TF	N

LNO 4H	See paragraph 1.4.2 specific remark: - After departure contact Dutch MIL 125.930. After departure climb to maintain 3000 FT AMSL.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[LNO4H]	Climb on course 208° MAG, at or above 600 FT AMSL turn left	[M208; A600+; L]	CA	N
	Direct to BD541 at 3000 FT AMSL	=> BD541 [A3000]	DF	N
	To SOPVI	SOPVI	TF	N
	To OSGOS	OSGOS	TF	N
	To EDUMA	EDUMA	TF	N
	To LNO	LNO	TF	N
Conventional description	Lateral: Track 208° MAG. At 600 FT AMSL turn left to track 048° MAG. At 35.7 BUN turn right to track 101° MAG to SOPVI to intercept MAS R-351 inbound to OSGOS to EDUMA (7.5 MAS) to intercept LNO R-014 inbound to LNO VOR. Vertical: Cross 35.7 BUN at 3000 FT AMSL.			

OSGOS 2H	See paragraph 1.4.2 specific remark: 3. After departure contact Dutch MIL 125.930. After departure climb to maintain 3000 FT AMSL.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[OSGO2H]	Climb on course 208° MAG, at or above 600 FT AMSL turn left	[M208; A600+; L]	CA	N
	Direct to BD541 at 3000 FT AMSL	=> BD541 [A3000]	DF	N
	To SOPVI	SOPVI	TF	N
	To OSGOS	OSGOS	TF	N
Conventional description	Lateral: Track 208° MAG. At 600 FT AMSL turn left to track 048° MAG. At 35.7 BUN turn right to track 101° MAG to SOPVI to intercept MAS R-351 inbound to OSGOS (12.8 MAS). Vertical: Cross 35.7 BUN at 3000 FT AMSL.			

PESER 2H	See paragraph 1.4.2 specific remark: 4, 5. After departure contact Dutch MIL 125.930. After departure climb to maintain 3000 FT AMSL.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[PESE2H]	Climb on course 208° MAG, at or above 600 FT AMSL turn left	[M208; A600+; L]	CA	N
	Direct to BD545 at 3000 FT AMSL	=> BD545 [A3000]	DF	N
	To YOGCE	YOGCE	TF	N
	To EHOJI	EHOJI	TF	N
	To BREDA	BREDA	TF	N
	To PESER	PESER	TF	N

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TENLI 2H	See paragraph 1.4.2 specific remark: 1, 5. After departure contact Dutch MIL 125.930. After departure climb to maintain 3000 FT AMSL.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[TENL2H]	Climb on course 208° MAG, at or above 600 FT AMSL turn left	[M208; A600+; L]	CA	N
	Direct to BD541 at 3000 FT AMSL	=> BD541 [A3000]	DF	N
	To BD540	BD540	TF	N
	To BASGU	BASGU	TF	N
	To NIHOF	NIHOF	TF	N
	To TENLI	TENLI	TF	N

TULIP 3H	See paragraph 1.4.2 specific remark: 5. After departure contact Dutch MIL 125.930. After departure climb to maintain 3000 FT AMSL.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[TULI3H]	Climb on course 208° MAG, at or above 600 FT AMSL turn left	[M208; A600+; L]	CA	N
	Direct to BD545 at 3000 FT AMSL	=> BD545 [A3000]	DF	N
	To YOGCE	YOGCE	TF	N
	To EHOJI	EHOJI	TF	N
	To HAMZA	HAMZA	TF	N
	To TULIP	TULIP	TF	N

WOODY 3H	See paragraph 1.4.2 specific remark: 5. After departure contact Dutch MIL 125.930. After departure climb to maintain 3000 FT AMSL.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[WOOD3H]	Climb on course 208° MAG, at or above 600 FT AMSL turn left	[M208; A600+; L]	CA	N
	Direct to BD545 at 3000 FT AMSL	=> BD545 [A3000]	DF	N
	To YOGCE	YOGCE	TF	N
	To EHOJI	EHOJI	TF	N
	To BREDA	BREDA	TF	N
	To RONSA	RONSA	TF	N
	To WOODY	WOODY	TF	N

2 INSTRUMENT APPROACH PROCEDURES BUDEL/KEMPEN AIRPORT

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 procedure is only to be used outside UDP BTN 0600-2200 (0500-2100).
b. The number of flights which may use this procedure is restricted and prior permission is required. Requests are to be made before 1500 (1400), see EHBD AD 2.3.
c. IFR training flights are not allowed.

Only aerodrome flight information service (see GEN 3.3) and alerting service (in accordance with the provisions of Annex 11, chapter 5) will be provided by Budel Aerodrome Information, although before the flight will be transferred to Budel Aerodrome Information and before the flight will leave controlled airspace, all actions have been taken by the ATC units concerned to guarantee separation from other 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 20-27 for RNP APCH.

2.1.2 Radar procedures

During initial and intermediate approach to Budel, radar services may be provided by:

a. When Kleine-Brogel is closed: MILATCC Schiphol.
b. When Kleine-Brogel is open: MILATCC Schiphol and Kleine-Brogel APP.

Air traffic control service generally will be terminated when leaving controlled airspace.

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 or MILATCC Schiphol containing:

a. Standard arrival route[1)] or direct route.
b. Main landing runway.
c. Level instructions (normally descent instructions).
d. Any other necessary instructions or information.

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

2.2.2 Level restriction

Flights via DENUT should comply with the following crossing condition: cross DENUT at FL 180 or below, unless otherwise instructed.

2.2.3 Transfer of control

Transfer to MILATCC Schiphol takes place before the flight is entering the Nieuw Milligen TMA D.

a. When Kleine-Brogel is closed: no transfer from MILATCC Schiphol.
b. When Kleine-Brogel is open: to Kleine-Brogel APP over IAF.

2.2.4 STAR descriptions

See chart AD 2.EHBD-STAR.

COA 5U	RNAV 1 required.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[COA5U]	COA, at or below FL 050	COA [F50-]	IF	N
	To RIMBU	RIMBU	TF	N
	To LIKDO	LIKDO	TF	N
	To TUPAK	TUPAK	TF	N
	To IPTAS	IPTAS	TF	N
	To EHOJI	EHOJI	TF	N
	To BUDIP	BUDIP	TF	N

DENUT 2U	RNAV 1 required.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[DENU2U]	DENUT, at or below FL 180	DENUT [F180-]	IF	N
	To RIMBU	RIMBU	TF	N
	To LIKDO	LIKDO	TF	N
	To TUPAK	TUPAK	TF	N
	To IPTAS	IPTAS	TF	N
	To EHOJI	EHOJI	TF	N
	To BUDIP	BUDIP	TF	N

HELEN 6U	RNAV 1 required.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[HELE6U]	HELEN	HELEN	IF	N
	To RIMBU	RIMBU	TF	N
	To LIKDO	LIKDO	TF	N
	To TUPAK	TUPAK	TF	N
	To IPTAS	IPTAS	TF	N
	To EHOJI	EHOJI	TF	N
	To BUDIP	BUDIP	TF	N

INKET 3U	RNAV 1 required.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[INKE3U]	INKET	INKET	IF	N
	To EHOJI	EHOJI	TF	N
	To BUDIP	BUDIP	TF	N

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LAMSO 4U	RNAV 1 required.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[LAMS4U]	LAMSO	LAMSO	IF	N
	To HAMZA	HAMZA	TF	N
	To LIKDO	LIKDO	TF	N
	To TUPAK	TUPAK	TF	N
	To IPTAS	IPTAS	TF	N
	To EHOJI	EHOJI	TF	N
	To BUDIP	BUDIP	TF	N

LMA 2U				
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[LMA2U]	LMA	LMA	IF	N
	To BUDIP	BUDIP	TF	N

LOPIK 3U	RNAV 1 required.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[LOPI3U]	LOPIK	LOPIK	IF	N
	To TOTNA	TOTNA	TF	N
	To EHOJI	EHOJI	TF	N
	To BUDIP	BUDIP	TF	N

MOLIX 4U	RNAV 1 required.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[MOLI4U]	MOLIX	MOLIX	IF	N
	To HAMZA	HAMZA	TF	N
	To LIKDO	LIKDO	TF	N
	To TUPAK	TUPAK	TF	N
	To IPTAS	IPTAS	TF	N
	To EHOJI	EHOJI	TF	N
	To BUDIP	BUDIP	TF	N

LNO 3U				
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[LNO3U]	LNO	LNO	IF	N
	To EDUMA	EDUMA	TF	N
	To OSGOS	OSGOS	TF	N
	To BUDIP	BUDIP	TF	N

OSGOS 1U				
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[OSGO1U]	OSGOS	OSGOS	IF	N
	To BUDIP	BUDIP	TF	N

REDFA 4U	RNAV 1 required.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[REDF4U]	REDFA	REDFA	IF	N
	To HAMZA	HAMZA	TF	N
	To LIKDO	LIKDO	TF	N
	To TUPAK	TUPAK	TF	N
	To IPTAS	IPTAS	TF	N
	To EHOJI	EHOJI	TF	N
	To BUDIP	BUDIP	TF	N

RUMER 2U				
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[RUME2U]	RUMER	RUMER	IF	N
	To BUDIP	BUDIP	TF	N

TOPPA 4U	RNAV 1 required.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[TOPP4U]	TOPPA	TOPPA	IF	N
	To HAMZA	HAMZA	TF	N
	To LIKDO	LIKDO	TF	N
	To TUPAK	TUPAK	TF	N
	To IPTAS	IPTAS	TF	N
	To EHOJI	EHOJI	TF	N
	To BUDIP	BUDIP	TF	N

TENLI 3U	RNAV 1 required.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[TENL3U]	TENLI	TENLI	IF	N
	To NIHOF	NIHOF	TF	N
	To BASGU	BASGU	TF	N
	To RUMER	RUMER	TF	N
	To BUDIP	BUDIP	TF	N

2.3 Initial and intermediate approach

2.3.1 Approach instructions

Approach instructions will be issued by MILATCC Schiphol, containing:

a. Clearance limit, route and level.
b. Runway in use.
c. EAT, if holding procedures are applied.
d. QNH.
e. Transition level.
f. MET information.
g. Runway condition.

Note: cloud base not available.

2.3.2 Transfer to Budel Aerodrome Information

2.3.2.1 General

Generally during the intermediate approach MILATCC Schiphol will issue a clearance to carry out an instrument approach procedure. Transfer of communication to Budel Aerodrome Information normally will take place before reaching the FAF.

2.3.2.2 Service

See GEN 3.3.

2.4 Final approach

2.4.1 Final approach procedures

2.4.1.1 General

Instrument approach to RWY 21 is based on RNP, as depicted on the relevant instrument approach chart (see AD 2.EHBD-IAC-21).

2.4.1.2 Visual approach and circling

a. Visual approaches are not allowed.
b. Circling only to RWY 03 and east of AD only. For execution of the missed approach procedure it is necessary to select DME BBL.

2.4.2 Missed approach procedure

See relevant approach chart (AD 2.EHBD-IAC-21). In case the missed approach procedure has to be executed, ATC has to be informed as soon as possible on the current frequency.

2.4.3 Missed approach while circling to land RWY 03

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

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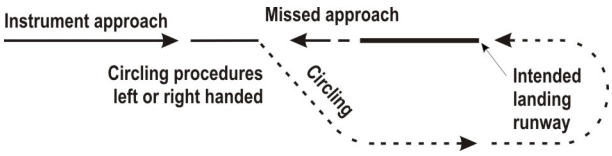
- Inform ATC.
- Climb to 700 FT AMSL, then complete the turn to RWY 03 MAG track (see figure).
- At 7 DME BBL turn left to BD376 and climb to 1200 FT AMSL.
- At BD376 inititate a right turn to track 088° MAG to BD377 and climb to 2000 FT AMSL.
- Intercept radial MAS R-351 to IAF BUDIP.



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 BUDIP.
- Maintain the last cleared and acknowledged flight level.
- After arrival over BUDIP, intercept the holding pattern.
- Commence descent to 3000 FT AMSL at, or as near as possible to, the ETO over BUDIP.
- After reaching 3000 FT AMSL leave BUDIP and carry out an instrument approach procedure to RWY 21 (AD 2.EHBD-IAC-21).

2.5.3 Inbound clearance received

- Proceed according the current flight plan route to BUDIP.
- Maintain the last cleared and acknowledged flight level.
- After arrival over BUDIP, 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 BUDIP.
- After reaching 3000 FT AMSL leave BUDIP and carry out an instrument approach procedure to RWY 21 (AD 2.EHBD-IAC-21).

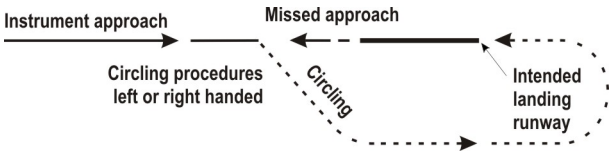
2.5.4 Missed approach procedure in case of communication failure

See the relevant instrument approach chart (AD 2.EHBD-IAC-21).

2.5.5 Missed approach procedure in case of communication failure while circling to land RWY 03

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

- Climb to 700 FT AMSL, then complete the turn to RWY 03 MAG track (see figure).
- At 7 DME BBL turn left to BD376 and climb to 1200 FT AMSL.
- At BD376 inititate a right turn to track 088° MAG to BD377 and climb to 2000 FT AMSL.
- Intercept radial MAS R-351 to IAF BUDIP.
- Hold or execute the instrument approach procedure again.



2.6 Instrument approach description

2.6.1 RNAV procedure

Authorisation required, see EHBD AD 2.22 paragraph 2.1.1.

2.6.2 Instrument approach segments

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

Note: for positions of EH waypoints see instrument approach chart AD 2.EHBD-IAC-21.

2.6.2.1 RNP approach RWY 21

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	BUDIP	-	-	-	-	-	@ 3000	- 140	-	-
002	TF	BD373	-	278 / (280.0)	-	5.5	-	+ 2000	-	-	RNAV 1
003	TF	BD374	-	208 / (210.3)	-	3.6	-	+ 2000	-	-	RNAV 1
004	TF	THR 21	Y	208 / (210.3)	-	5.8	-	-	-	- 3.00 / 50	RNP APCH
005	FA	-	-	208 / (210.3)	MAS	-	-	@ 700	-	-	RNAV 1
006	DF	BD375	-	-	-	-	R	@ 700	-	-	RNAV 1
007	TF	BD376	-	028 / (029.6)	-	6.3	-	- 1200	-	-	RNAV 1
008	TF	BD377	-	088 / (089.6)	-	8.9	-	+ 2000	-	-	RNAV 1
009	HM	BUDIP	-	351 / (352.4)	-	1.3	L	+ 2000	-	-	RNAV 1

2.6.2.2 FAS data block RWY 21

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHBD
Runway	21
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E21A
LTP/FTP Latitude	511535.0600N
LTP/FTP Longitude	0053619.0100E
LTP/FTP Ellipsoidal Height (metres)	78.5
FPAP Latitude	511506.8800N
Delta FPAP Latitude (seconds)	-28.1800
FPAP Longitude	0053552.8400E
Delta FPAP Longitude (seconds)	-26.1700
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 04 02 08 05 15 00 00 01 31 32 05 28 90 FF 15 84 D0 67 02 11 17 D8 23 FF 8C 33 FF F4 01 2C 01 64 00 C8 AF 1E 2A 0D 5F
Calculated CRC Value	1E2A0D5F
Supplied CRC Value	1E2A0D5F
Comparison Result	OK

Required Additional Data

ICAO Code	EH
LTP/FTP Orthometric Height (metres)	33.8

3 VFR FLIGHT PROCEDURES AND REGULATIONS

Note: joining and leaving the circuit shall take place as depicted on the visual approach chart (see VFR circuit area chart AD 2.EHBD-VAC.2).

3.1 Caution

Pilots are urgently advised to adhere strictly to the procedures prescribed and to keep a sharp look-out for military aircraft approaching Kleine-Brogel AD. These aircraft cross the circuit area at a minimum altitude of 1700 FT AMSL (1586 FT AAL).

3.2 Powered aircraft

- Approaches to the aerodrome shall be made strictly at 1100 FT AMSL (986 FT AAL) (see caution above).
- The circuit altitude is 814 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.
- Be aware of MLA operating in the circuit southeast (parallel) of the runway.
- Built-up and marked areas shall be avoided as much as possible.

3.3 Procedures RWY 21

3.3.1 Approach procedure RWY 21

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

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3.3.2 Departure procedure RWY 21

- After take-off maintain runway track.
- Turn left to fly crosswind leg tight south around the chimney.
- Leave the circuit on crosswind leg while climbing out to 1100 FT AMSL (986 FT AAL).

If for safety reasons the preferred (noise abatement) departure procedures can not be executed, the standard traffic circuit is applicable or maintain runway track.

3.3.3 Circuit procedures RWY 21

- After take-off maintain runway track.
- Turn left to fly crosswind leg tight south around the chimney.
- Standard traffic circuit applies for the remaining part.
- Touch and goes shall only be carried out by pilots who are familiar with the local circumstances.

3.4 Procedures RWY 03

3.4.1 Approach procedure RWY 03

- Join the circuit in accordance with the rules of the standard traffic circuit (see ENR 1.2 paragraph 8).
- When safety permits turn base leg tight south around the chimney.
- Overtaking traffic conducting the standard circuit procedure is prohibited.

If for safety reasons the preferred (noise abatement) approach procedure can not be executed, the standard circuit applies.

3.4.2 Departure procedure RWY 03

- Leave the circuit on take-off leg to at least 1100 FT AMSL.

3.4.3 Circuit procedures RWY 03

- When safety permits turn base leg tight south around the chimney.
- Overtaking traffic conducting the standard circuit procedure is prohibited.
- Touch and goes shall only be carried out by pilots who are familiar with the local circumstances.

3.5 MLA

- Joining and leaving the circuit-area shall be done in accordance with the procedures on the VFR circuit area chart AD 2.EHBD-VAC.2.
- The circuit height is 414 FT AMSL (300 FT AAL).
- The exit and entry heights of the MLA are 414 FT AMSL (300 FT AAL).
- The climb and descent area of the MLA is situated south of the Zuid Willemsvaart.

EHBD AD 2.23 ADDITIONAL INFORMATION

1 CAUTIONS AND ADDITIONAL INFORMATION

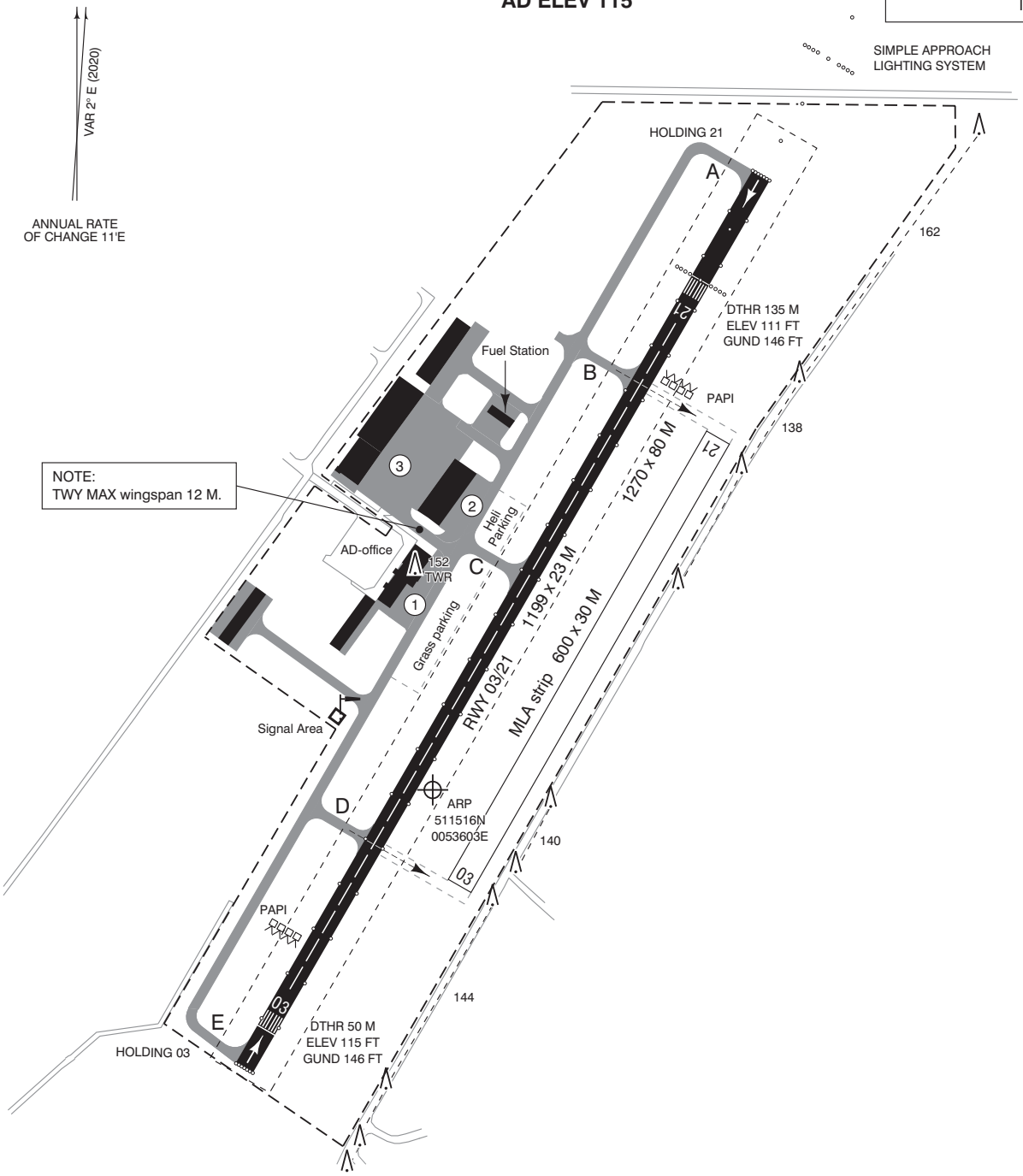
1. Only after prior permission of the aerodrome manager gliders are permitted.
2. MLA flying is permitted daily.
3. The special MLA strip has to be used for take-off and landing with MLA.
4. Grass cutting may take place at irregular times.

EHBD AD 2.24 CHARTS RELATED TO AN AERODROME

Type of chart	Page
Aerodrome chart	AD 2.EHBD-ADC
Standard instrument departure chart	AD 2.EHBD-SID-OVERVIEW
Standard instrument departure chart RWY 03	AD 2.EHBD-SID-03
Standard instrument departure chart RWY 21	AD 2.EHBD-SID-21
Standard arrival chart	AD 2.EHBD-STAR
Instrument approach chart RNP RWY 21	AD 2.EHBD-IAC-21
Visual approach chart/VFR procedures	AD 2.EHBD-VAC.1
Visual approach chart VFR traffic circuits	AD 2.EHBD-VAC.2

AD info	122.155	Budel Radio
AFIS	122.155	Budel Aerodrome Information

AD ELEV 115



LEGEND

(1) Parking areas

SCALE 1 : 7 500

metres 0 100 200 300 400 500

feet 0 500 1000 1500

DIRECTIONS ARE MAGNETIC
ELEVATIONS IN FEET AMSL
DIMENSIONS IN METRES

PHYSICAL CHARACTERISTICS					
RWY	DIRECTION	BEARING STRENGTH	MAX TYRE PRESS	SURFACE	THR COORDINATES
03	028°	25/F/B/W/U	0.84 MPa	ASPH	511507N 0052553E
21	208°	25/F/B/W/U	0.84 MPa	ASPH	511535N 0053619E

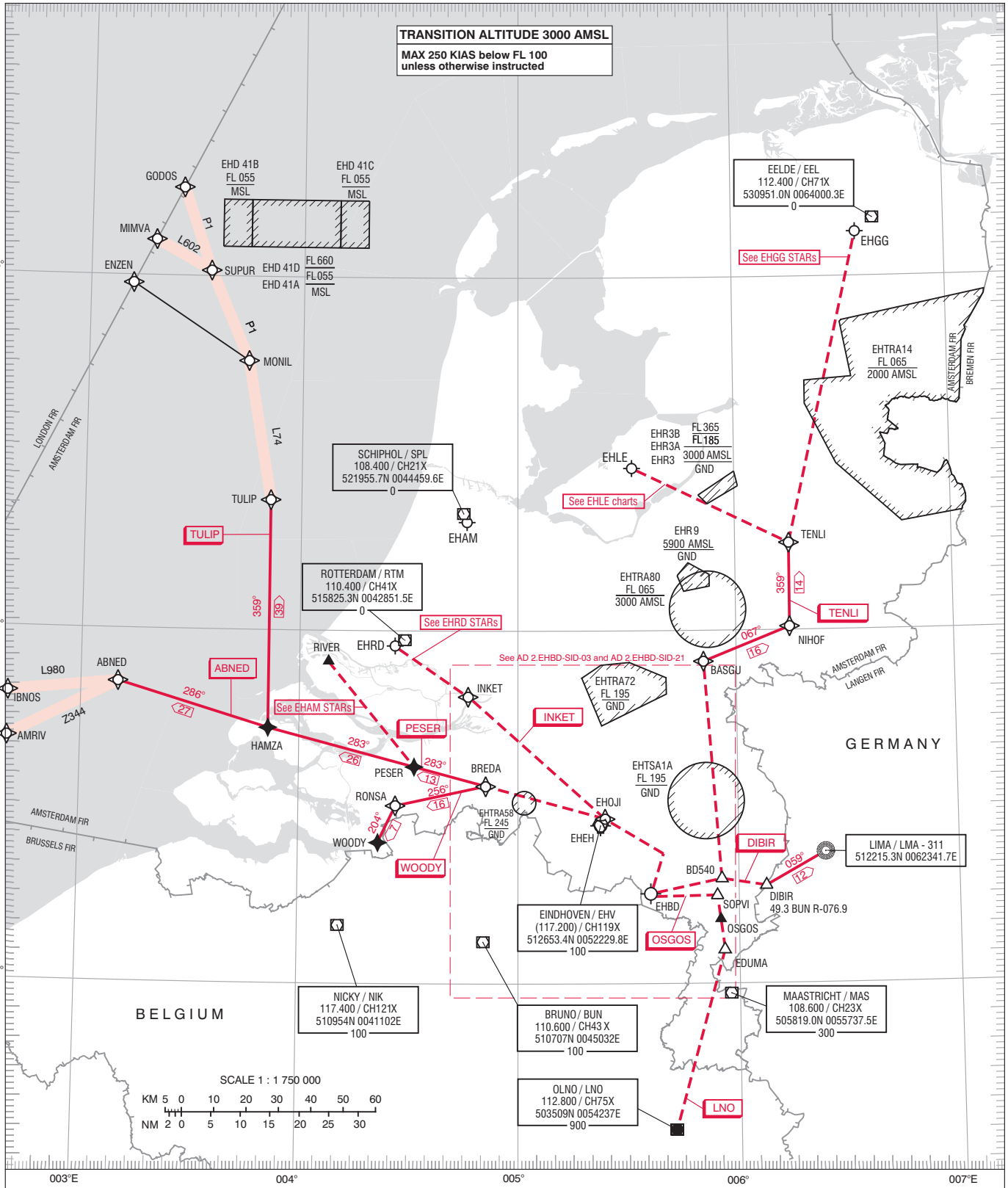
MICRO LIGHT AIRCRAFT (MLA):

STRIP	DIRECTION	SURFACE	MARKING AIDS
03	028°	GRASS	Red / white markers on corners
21	208°		

MARKING AIDS:

RWY : THR, centre line, RWY designators.
TWY : centre line, HLDG positions.
Red / white mandatory instruction signs on all taxi HLDG positions;
Yellow / black info signs.

CHANGE: TWY; editorial.



NOTES:

1. Detailed information concerning ATS routes and WPTs see ENR 3, 4 and 6

BD540 511748.0N 0055522.0E

TWR	134.105	Kleine Brogel Tower
APP	134.480	Kleine Brogel Approach
ACC	125.930	Dutch MIL
FIC (MIL)	132.350	Dutch MIL INFO
AFIS	122.155	Budel Aerodrome Information
	121.500	General Emergency

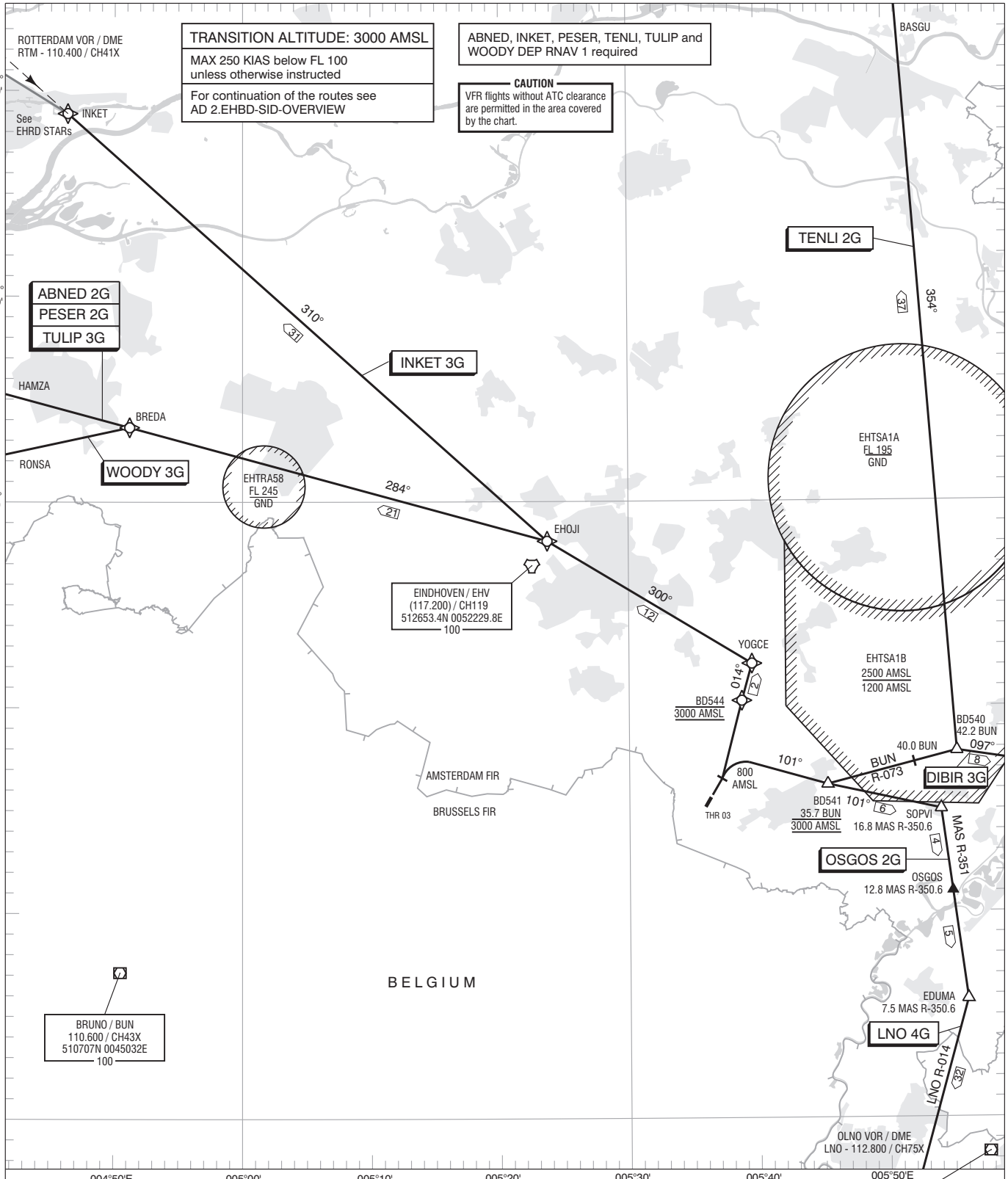
MSA BASED ON THR 21

2000

AVERAGE VAR 2°E (2020)
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

SID / STAR
SID / STAR AS DESCRIBED
ATS ROUTE
RAD DCT

CHANGE: L60; WPT ENZEN added; NOTES; editorial.



SCALE 1 : 500 000

KM 5 0 5 10 15 20

NM 2 1 0 2 4 6 8 10

BD540	511748.0N 0055522.0E
BD541	511611.7N 0054521.0E
BD544	512016.9N 0053844.3E

TWR	134.105	Kleine Brogel Tower
APP	134.480	Kleine Brogel Approach
ACC	125.930	Dutch MIL
FIC	132.350	Dutch MIL INFO
AFIS	122.155	Budel Aerodrome Information
	121.500	General Emergency

MSA BASED ON THR 21

2000

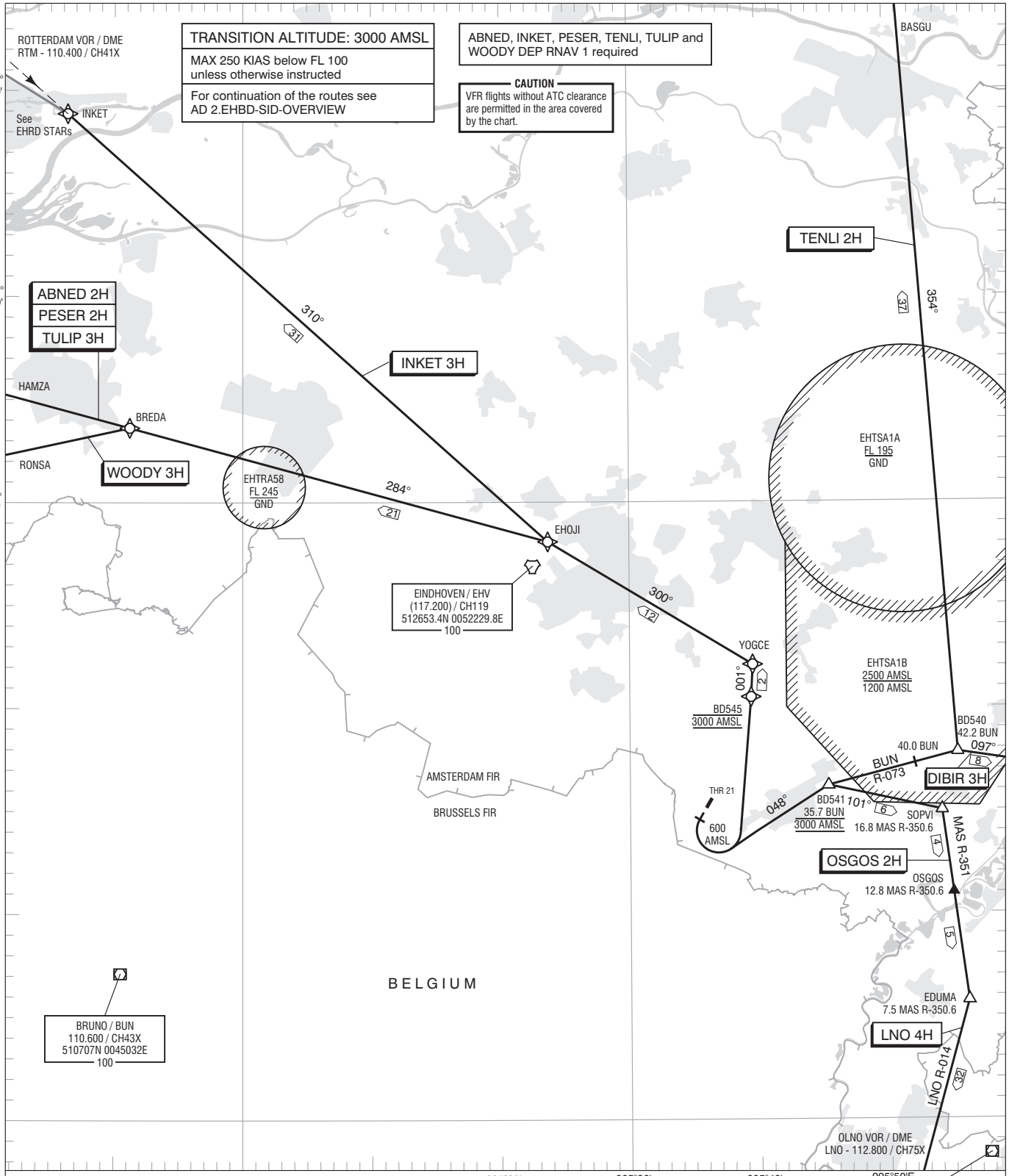
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

AVERAGE VAR 2° E (2020)

23.1 SPL R-304.2 DME SPL 23.1 NM VOR SPL RADIAL 304.2

SID
ATS ROUTE
VOR RADIAL
BEARING

CHANGE: SID designator; editorial.



SCALE 1 : 500 000

KM 5 0 5 10 15 20

NM 2 1 0 2 4 6 8 10

BD540	511748.0N 0055522.0E
BD541	511611.7N 0054521.0E
BD545	512030.2N 0053924.3E

TWR	134.105	Kleine Brogel Tower
APP	134.480	Kleine Brogel Approach
ACC	125.930	Dutch MIL
FIC	132.350	Dutch MIL INFO
AFIS	122.155	Budel Aerodrome Information
	121.500	General Emergency

MSA BASED ON THR 21

2000

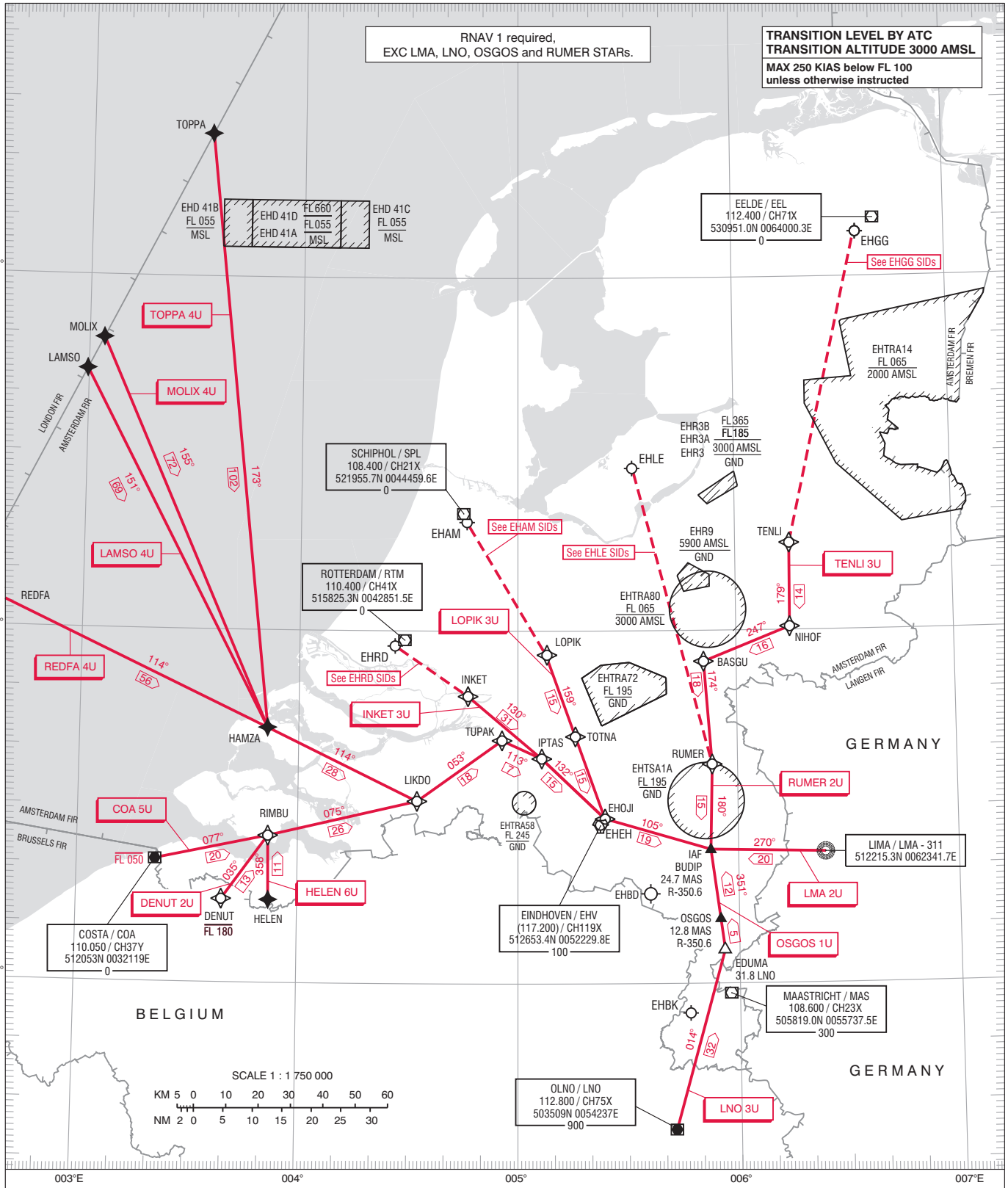
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

AVERAGE VAR 2° E (2020)

23.1 SPL R-304.2 DME SPL 23.1 NM
VOR SPL RADIAL 304.2

SID
ATS ROUTE
VOR RADIAL
BEARING

CHANGE: SID designator; editorial.



NOTES:

1. Detailed information concerning ATS-ROUTES and WPTs see ENR 3, 4 and 6.
2. HOLDING (incl. ENTRY) PROCEDURES: standard ICAO.

ACC	125.930	Dutch MIL
FIC (MIL)	132.350	Dutch MIL Info
APP	134.480	Kleine Brogel Approach
TWR	134.105	Kleine Brogel Tower
AFIS	122.155	Budel Aerodrome Information
	121.500	General Emergency

MSA BASED ON THR 21

2000

AVERAGE VAR 2°E (2020)
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

23.1 SPL R-304.2 DME SPL 23.1 NM
VOR SPL RADIAL 304.2

SID / STAR
SID / STAR AS DESCRIBED

CHANGE: SID designators; NOTES; editorial.

NOTES:
1. EGNOS CH 58866 E21A.
2. NPA RWY lowest DH 250 FT AGL.

RNP APCH required

AD ELEV 115

VAR 2° E (2020)

EHTSA1A
FL 195
GND

AMERICA
GRIENDTSVEEN
KRONENBERG

IF
BD373
2000 AMSL

208° 3.6
278° 5.5
IAF
BUDIP
24.7 MAS R-351.0
1.3
171°
3000
1 MIN
MAX 140 KIAS

BD376
1200 AMSL
088° 8.9
BD377
2000 AMSL

STERKSEL
FAF
BD374
2000 AMSL

10 NM BBL

208° 5.8
028° 6.3
288

EHTSA1B
2500 AMSL
1200 AMSL

CAUTION
HIGH TENSION LINES
APRX 1000 M IN FRONT OF THR 21
ELEV 233 FT AMSL (121 FT AAL)

BD375
700 AMSL
700 AMSL
MAPt
THR 21
03

MAS R-351

MAASTRICHT / MAS
108.600 / CH23X
505819.0N 0055737.5E
300

BELGIUM

AMSTERDAM FIR
BRUSSELS FIR

ELL

KLEINE-BROGEL / BBL
(109.950) / CH33X
511003.1N 0052750.7E

EBBL

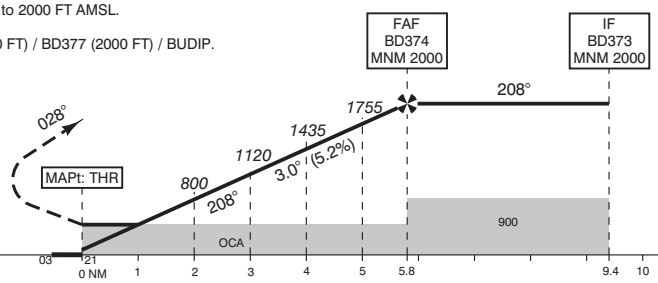
SCALE 1 : 250 000
KM 5 0 5 10
NM 2 1 0 2 4

APP	134.480	Kleine Brogel Approach
ACC	125.930	Dutch MIL
	268.400	
TWR	134.105	Kleine Brogel Tower
AFIS	122.155	Budel Aerodrome Information
	121.500	General Emergency

51° 30' N
51° 20' N
51° 10' N
005°30' E
005°40'
005°50'
006°00' E

1. Missed approach:
   - Inform ATC.
   - Track 208° MAG and climb to 700 FT AMSL.
   - At 700 FT AMSL right turn to track 028° MAG to BD376.
   - When passing BD375 climb to 1200 FT AMSL.
   - At BD376 right turn to track 088° MAG to BD377 and climb to 2000 FT AMSL.
   - Intercept radial MAS R-351 to IAF BUDIP.
   - RNAV: At 700 FT turn right / BD375 (700 FT) / BD376 (1200 FT) / BD377 (2000 FT) / BUDIP.
2. Missed approach in case of communication failure:
   - Execute procedure as published above.
   - At BUDIP hold or execute the instrument procedure again.

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL



GS IN KT	60	80	100	120	140	160
VERTICAL SPEED	320 FT/MIN	425 FT/MIN	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN

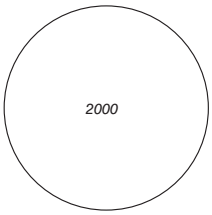
OCA *(OCH)* ELEV THR 21: 111 FT

ACFT CAT	LPV	LNAV MAPt: THR	CIRCLING*
A	321 *(210)*	540 *(429)*	640 *(525)*
B	331 *(220)*		
C	NOT ALLOWED		
D			

*Circling only to RWY 03 and east of AD only. Missed approach while circling see EHBD AD 2.22.

THR 21	511535.1N	0053619.0E
BD373	512341.8N	0054352.7E
BD374	512036.4N	0054059.5E
BD375	511556.6N	0053336.7E
BD376	512123.1N	0053832.4E
BD377	512126.4N	0055244.2E

MSA BASED ON THR 21

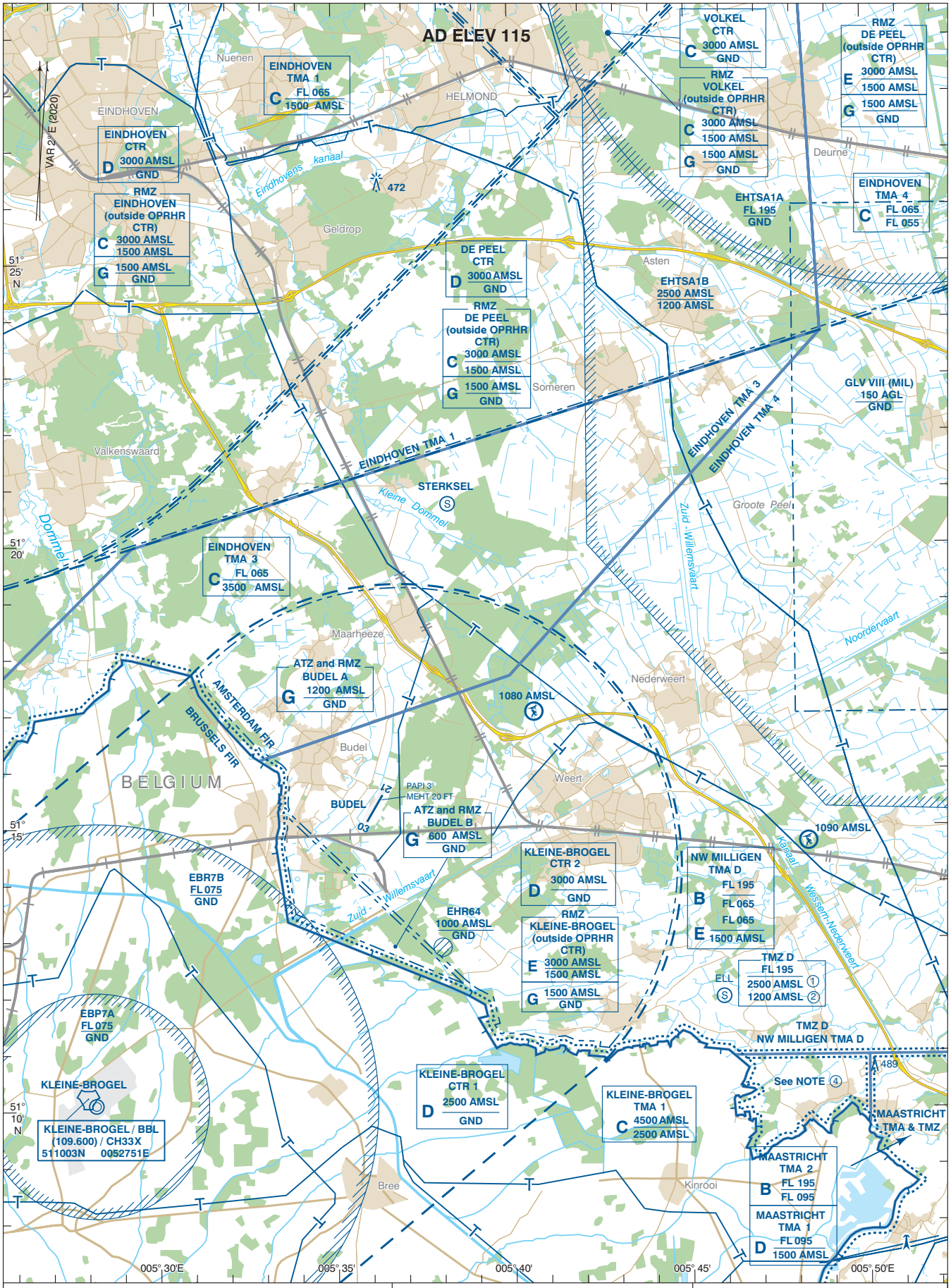


CEILING AND VISIBILITY MINIMA

TAKE-OFF	DAY:	NA	NIGHT:	NA
LANDING	DAY:		NIGHT:	

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET

CHANGE: MNM Operating Network implementation; MAG VAR 2020; editorial.



For description VFR - procedures see EHBD AD 2.22.

NOTES:

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 1200 AMSL and 2500 AMSL for non-motorised hanggliders and paragliders.

④ This airspace area belongs to:
- NW MILLIGEN TMA D from 1500 AMSL up to and including FL095.
- TMZ D from 2500 (1200) AMSL up to and including FL095.
- MAASTRICHT TMA 2 & TMZ from FL095 up to FL195.

SCALE 1:175.000

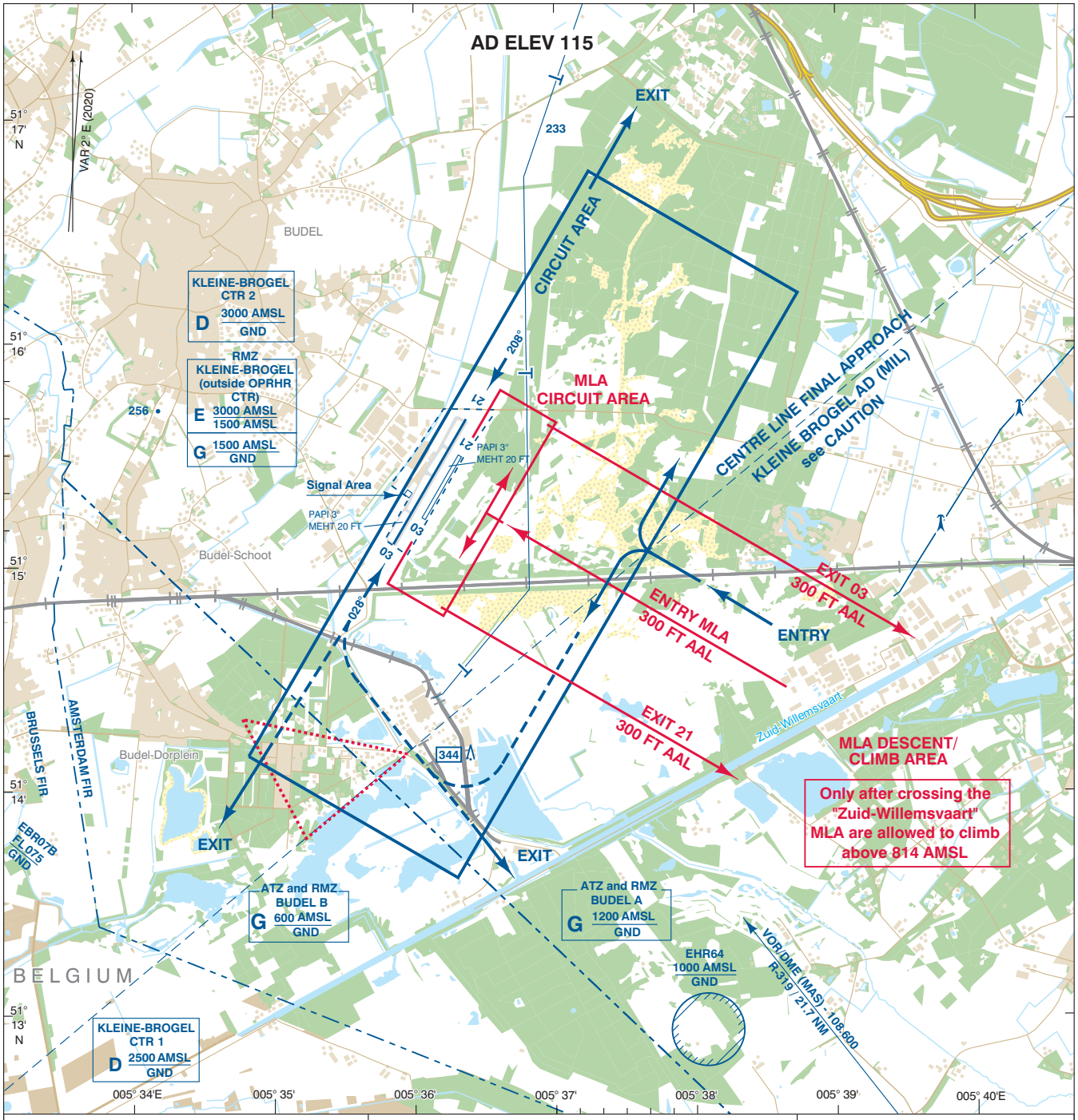
KM 2 0 2 4 6
NM 1 0 1 2 3

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

HIGHEST KNOWN ELEVATION ON THIS CHART: 489

AD info	122.155	Budel Radio
TWR	134.105	Kleine-Brogel Tower
APP	134.480	Kleine-Brogel Approach
FIC (MIL)	132.350	Dutch MIL Info

CHANGE: editorial.



SCALE 1 : 50 000

M 1000 500 0 1000

FT 2000 0 2000 4000

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

HIGHEST KNOWN ELEVATION
ON THIS CHART: 344

For description VFR - procedures see EHBD AD 2.22.

- Area to be avoided
- Approach/departure procedure
- Preferred (noise abatement) approach/departure procedure
- MLA approach/departure procedure

CAUTION:
Budel Aerodrome is situated within Kleine-Brogel CTR 2.

AD info	122.155	Budel Radio
TWR	134.105	Kleine-Brogel Tower
APP	134.480	Kleine-Brogel Approach
FIC (MIL)	132.350	Dutch MIL Info

CHANGE: COM channels; MNM Operating Network implementation; MAG VAR 2020; editorial.