EHBK — MAASTRICHT/Maastricht Aachen

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

EHBK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHBK — MAASTRICHT/Maastricht Aachen

EHBK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP co-ordinates and site at AD**	505457N 0054637E 081° GEO 599 M from TWR.
2	**Direction and distance from (city)**	5 NM NE from Maastricht.
3	**Elevation/reference temperature**	375 FT AMSL/21.7°C (JUL).
4	**Geoid undulation at AD ELEV PSN**	150 FT.
5	**MAG VAR/annual change**	2°E (2020)/9'E.
6	**AD operator, postal address, telephone, telefax, email, AFS, website**	Post: Maastricht Aachen Airport P.O. Box 1 6199 ZG Maastricht Airport The Netherlands Tel: +31 (0)43 358 9999 +31 (0)43 358 9750 (airport authority) Fax: +31 (0)43 358 9977 (airport authority) Email: airportauthority@maa.nl URL: https://www.maa.nl
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	1. Airport for use by national and international civil air transport with all types of aircraft. 2. Upon request, contact airport authority on channel 131.505.

EHBK AD 2.3 OPERATIONAL HOURS

1	**AD operator**	MON-SUN: 0500-2200 (0400-2100)[1)2)3)]. Daily 2200-2300 (2100-2200) for traffic in extension only.
2	**Customs and immigration**	Customs: H24. Immigration: AD OPR HR.
3	**Health and sanitation**	AD OPR HR; 1 HR PN[4)].
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**	OPR HR, outside OPR HR: MWO De Bilt (see EHBK AD 2.11).
7	**ATS**	AD OPR HR
8	**Fuelling**	AD OPR HR
9	**Handling**	AVBL, for details see EHBK AD 2.20 and EHBK AD 2.23.
10	**Security**	AVBL
11	**De-icing**	AVBL O/R
12	**Remarks**	1) Cargo flights MON-SUN: 0600-2200 (0500-2100). 2) MIL flights PPR from airport authority. 3) ACFT requiring maintenance need 6 HR PPR from airport authority. 4) PN means permission from and/or in case of customs etc. notification other than by (VFR) flight plan to aerodrome authority as appropriate.

EHBK AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	All modern facilities.
2	**Fuel/oil types**	AVGAS 100LL, Jet A-1/80, W80, W100, 15W50.

3	**Fuelling facilities/capacity**	Unlimited during OPR HR.
4	**De-icing facilities**	AVBL
5	**Hangar space for visiting aircraft**	O/R via contractors.
	Repair facilities for visiting aircraft	Limited O/R.
7	**Remarks**	For addresses and other details of ground handling companies see EHBK AD 2.23 paragraph 4.

EHBK AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Accommodation unlimited in Maastricht and vicinity.
2	**Restaurants**	At the airport, in vicinity of the airport and in Maastricht.
3	**Transportation**	Bus and taxi.
4	**Medical facilities**	First aid treatment, hospitals in Maastricht (7 NM) and Sittard (8 NM).
5	**Bank and post office**	Cashpoint AVBL.
6	**Tourist office**	AVBL
7	**Remarks**	NIL

EHBK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT 7 passenger flights and CAT 8-9 cargo flights AVBL. CAT 8-9 passenger flights after 48 HR prior request on email: airportauthority@maa.nl.
2	**Rescue equipment**	4 crash-tenders equipped with 700 litres of foam (AFFF) and 250 KG of dry chemical powder, 1 light truck (4x4) with rescue equipment and 1 all-terrain vehicle (on scene commander).
3	**Capability for removal of disabled aircraft**	Mobile jack for ACFT up to MTOM 2000 KG. Other equipment via contractors.
4	**Remarks**	NIL

EHBK AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Types of clearing equipment**	5 snow sweep combinations with plough, 2 snow blowers, 2 de-icing trucks.
2	**Clearance priorities**	RWY, TWY and apron simultaneously if possible.
3	**Remarks**	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 of the runway condition is published by: a. SNOWTAM via the international NOTAM office at Schiphol; b. RCR via ATIS and RTF on TWR COM channel.

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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** • follow-me cars are AVBL on request for guidance on aprons and TWYs. **Visual docking/parking guidance system** • guidance to the parking position on all aprons is executed by marshallers.

2	**RWY and TWY markings and LGT**	**RWY markings**
		• RWY 03: DTHR, designation, TDZ, aiming point, CL, edge, start position[1)].
		• RWY 21: DTHR, designation, TDZ, aiming point, CL, edge, turn pad marking.
		RWY LGT
		• RWY 03: THR, CL, edge, RWY end.
		• RWY 21: THR, TDZ, CL, edge, RWY end, turn pad blue edge and green CL.
		TWY markings
		• CL.
		• All HLDG positions: RWY HLDG position pattern A; information and mandatory instruction signs. Additional pattern B at stopbar TWY E2, W3 and W4.
		TWY LGT
		• Green CL:
		  • 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**	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: • 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. **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.**
4	**Remarks**	[1)] Start position marked by dashed white line. See also EHBK AD 2.23.

EHBK AD 2.10 AERODROME OBSTACLES

Area 3					
OBST ID/ Designation	**OBST Type**	**OBST Position**	**ELEV/HGT in FT**		**Markings/ LGT Type, Colour**
			AMSL	**AGL**	
1	**2**	**3**	**4**		**5**
EHBK001	Control tower	505454.0N 0054606.3E	473.0	96.6	- / Low intensity type A, R

Remarks
6
• 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.

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EHBK 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 MON-SUN: 0455-2155 (0355-2055)
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**	Beek TWR, Beek 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. 1) Weather bulletin (Dutch language) and METARs via Dutch public television 'Teletekst' page 707.

EHBK 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	032.62°	2750 x 45	PCN 88/F/B/X/T PCR 832/F/B/X/T ASPH	505406.65N 0054536.21E 505514.79N 0054645.21E 150 FT	365.5 FT 369.4 FT
21	212.63°	2750 x 45	PCN 88/F/B/X/T PCR 832/F/B/X/T ASPH	505507.97N 0054638.31E 505359.84N 0054529.31E 150 FT	370.7 FT 377.0 FT

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	Not AVBL	NIL	NIL	2870 x 300	240 x 150	NIL	AVBL
21	Not AVBL	NIL	NIL	2870 x 300	240 x 150	NIL	AVBL

Remarks
14
• When temperature is 18°C or above, 180° turn not allowed on RWY 03/21 for ACFT with MTOM >= 50 000 KG. • Jet ACFT doing a 180° turn on turn pad must keep power setting below breakaway thrust to avoid jet blast on the adjacent public road. • ACFT doing a 180° turn on turn pad shall turn anticlockwise. • Some types of aircraft, including the B747-400, could have the propensity to land long on RWY 21 due to the shape of the runway slope.

EHBK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	**2**	**3**	**4**	**5**	**6**
03	2500	2500	2500	2500	DTHR 250 M.
	1152	1152	1152	NA	Take-off from intersection with TWY W4.
21	2500	2500	2500	2500	DTHR 250 M.
	1963	1963	1963	NA	Take-off from intersection with TWY E2.
	1624	1624	1624	NA	Take-off from intersection with TWY W3.
	1221	1221	1221	NA	Take-off from intersection with TWY W4.

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
• For determination of the datum line for intersection take-offs, see EHBK AD 2.23. • For local aerdrome restrictions on intersection take-offs, see EHBK AD 2.20 paragraph 5.					

EHBK 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	CAT I 608 M LIH	G -	PAPI left/3° (64 FT)	NIL	2500 M 15 M 1) LIH	2500 M 60 M 2) LIH	R -	NIL
21	CAT III 855 M LIH	G -	PAPI left/3° (64 FT)	900 M	2500 M 15 M 1) LIH	2500 M 60 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) Red BTN beginning of RWY pavement and DTHR; white BTN DTHR and 600 M from RWY-end; last 600 M to RWY-end yellow. • For runways for landing, RWY end LGT are situated at the end of LDA. • RWY 03: LED lights used for APCH, PAPI, THR, CL, edge and end lights. RWY 21: LED lights used for APCH, PAPI, THR, TDZ, CL, edge and end lights.

EHBK 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 Anemometers: GEN 3.5 paragraph 3.
3	**TWY edge and centre line lighting**	See EHBK AD 2.9.
4	**Secondary power supply** **Switch-over time**	AVBL 0 seconds.
5	**Remarks**	NIL

EHBK AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**MAASTRICHT CTR:** • In Amsterdam FIR: 510201N 0055238E - along Dutch-German border - 505442N 0060506E - 505445N 0055840E - 505125N 0055513E - along clockwise arc (radius 6.5 NM, centre 505457N 0054637E) - 504829N 0054538E - 504637N 0054343E - 504724N 0054146E - along Dutch-Belgian border - 505956N 0054601E - 510317N 0054932E - 510201N 0055238E. • In Brussels FIR: See AIP Belgium. • In Langen FIR: See AIP Germany.
2	**Vertical limits**	• In Amsterdam FIR and Brussels FIR: GND to 3000 FT AMSL. • In Langen FIR: GND up to and including 3000 FT AMSL.

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3	**Airspace classification**	• In Amsterdam FIR and Brussels FIR: C • In Langen FIR: D
4	**ATS unit call sign** **Language(s)**	Beek Tower[1)] English
5	**Transition altitude**	IFR: 3000 FT AMSL; VFR: 3500 FT AMSL.
6	**Hours of applicability**	MON-SUN: 0500-2300 (0400-2200).
7	**Remarks**	[1)] Outside OPR HR contact Dutch MIL INFO on 132.350.

EHBK 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	Beek Approach	123.980	INFO not AVBL	INFO not AVBL	MON-SUN: 0500-2300 (0400-2200)	TAR.
		340.850	INFO not AVBL	INFO not AVBL		
		120.205	INFO not AVBL	INFO not AVBL	O/R	O/R or at ATC discretion.
TWR	Beek Tower	119.480	INFO not AVBL	INFO not AVBL	MON-SUN: 0500-2300 (0400-2200)	Primary. VDF, bearings Class B.
		362.875	INFO not AVBL	INFO not AVBL		NIL
		119.705	INFO not AVBL	INFO not AVBL	O/R	Regional Guard. O/R or at ATC discretion.
						Outside OPR HR contact Dutch MIL INFO on 132.350.
	Beek Delivery	121.830	INFO not AVBL	INFO not AVBL	MON-SUN: 0500-2300 (0400-2200)	Start-up control and clear-ance delivery. Pre-flight information. IFR/VFR traffic (incl. train-ing flights). VDF, bearings Class B.
ATIS	Maastricht Information	124.580	INFO not AVBL	INFO not AVBL	MON-SUN: 0500-2300 (0400-2200)	NIL
-	As appropriate.	121.500	INFO not AVBL	INFO not AVBL	As appropriate.	Emergency. VDF, bearings Class B.

EHBK 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**
VOR/DME (2°E/2020)	MAS	108.600 MHz CH23X	H24	505819.0N 0055737.5E	300 FT	NA	Designated operational cover-age: 40 NM/FL 250.
LOC 03 ILS CAT I/C/1 (2°E/2020)	BKZ	111.550 MHz	H24	505519.4N 0054649.9E	NA	NA	NIL
DME 03	BKZ	CH52Y	H24	505520.6N 0054647.2E	400 FT	NA	NIL
GP 03	-	332.750 MHz	H24	505417.4N 0054539.8E	NA	NIL	
L 21	NW	373 kHz	H24	510109.7N 0055242.0E	NA	NA	Designated operational range: 25 NM.
LOC 21 ILS CAT III/E/4 (2°E/2020)	BKN	111.550 MHz	H24	505356.7N 0054526.2E	NA	NA	NIL
DME 21	BKN	CH52Y	H24	505520.6N 0054647.1E	400 FT	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: 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
GP 21	-	332.750 MHz	H24	505502.1N 0054625.1E	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 EHBK AD 2.22 for FAS data block

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EHBK AD 2.20 LOCAL AERODROME REGULATIONS

1 RESTRICTIONS

1. Flights with non noise certificated aircraft are not allowed.
2. So called "short approaches" to RWY 21 are not allowed within a distance of 4 NM.
3. ATC is not allowed to approve deviations from the SIDs except:
   a. In emergency.
   b. When the aircraft has reached an altitude of 3500 FT AMSL for propeller aircraft and FL 060 for jet aircraft.
4. Flights during night hours 2200-0500 (2100-0400) are not allowed without prior permission from the airport authority.
5. Visual approaches are not allowed during night hours 2200-0500 (2100-0400). ATC may allow or offer a visual approach:
   a. In case of emergency.
   b. If no instrument approach is available.
   c. In exceptional cases to avoid a complicated air traffic flow.
6. 180° turn not allowed on RWY 03/21 for ACFT MTOM >= 50 000 KG at OAT >= 18°C (according to METAR).

2 TRAINING FLIGHTS

1. Military training flights not allowed.
2. Circuit training only allowed MON-FRI (EXC HOL) between 0800-1800 (0700-1700).
   Additionally, circuit training for propeller powered aircraft with a MTOM <= 6000 KG, is allowed on MON-FRI (EXC HOL) 1800-2200 (1700-2100) after prior permission from airport authority.
3. Local IFR training flights shall file in item 15 the route description: DCT NOWIK.

3 BANNER TOWING FLIGHTS

Dropping or picking-up banners is not allowed.

4 FORMATION TAKE-OFFS AND LANDINGS

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

5 TAXI PROCEDURES

1. Before starting their engines pilots shall request start-up clearance from Beek Delivery.
2. Pilots of aircraft intending to taxi on the taxiways shall obtain a clearance from Beek TWR.
3. Aircraft not maintaining two-way radio communication and intending to taxi on the apron must obtain prior permission from the airport authority.

6 RESTRICTIONS FOR INTERSECTION TAKE-OFF

In general, an intersection take-off via TWY E2, W3 and W4 is only allowed for operational reasons. Furthermore the following restrictions apply for an intersection take-off via TWY W3 and W4:

RWY 03 (W4) or RWY 21 (W3 and W4):

- Single engine MTOM <= 6000 KG. No push propeller or jet engine (turbo fan).
- Multi engine MTOM <= 2000 KG. No push propeller.

7 GROUND HANDLING

Due to security reasons, handling is compulsory for all non based aircraft at Maastricht Aachen Airport.
For handling companies see EHBK AD 2.23 paragraph 4.

8 USE OF APU

The use of auxiliary power units (APU) 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. Departing aircraft may start the APU not earlier than 15 MIN prior to actual off-block time (AOBT) in order to start engines. If the TOBT is delayed by more than 20 MIN the APU must be turned off again.

For cooling and heating purposes (zero emission) pre-conditioned air units (PCA) can be used on D-apron (fee applicable).

Exceptions:

- When it is necessary to use the APU to ensure safety on board, at captain responsibility. Report to airport authority TEL: +31 (0)43 358 9750 as soon as practicable.
- When the outside temperature is below -5°C or above +25°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 Airport Authority, TEL: +31 (0)43 358 9750.

The use of aircraft engines for air-conditioning purposes on the apron is not allowed.

For contacting the Airport Authority: TEL +31 (0)43 358 9750. Do not use the Beek TWR channel or airport authority channel (131.505).

9 USE OF TRANSPONDER

Aircraft identification should be entered before the transponder is activated (see also ENR 1.6 paragraph 2.1.1). Pilots must use the ICAO defined format as specified in ENR 1.10 paragraph 3.2.1 for entry of the aircraft identification.

All pilots shall select the assigned mode A (squawk) code and activate the mode S transponder:

- from request of push-back or taxi whichever is earlier;
- after landing, continuously until the aircraft is fully parked on stand. The transponder shall be deactivated immediately after parking.

Note: activation of the mode S transponder means selecting AUTO mode, ON, XPNDR, or the equivalent according to specific installation. Selection of the STAND-BY mode will NOT activate the mode S transponder. Depending on the hardware configuration, selecting ON could overrule the required suppression of SSR replies and mode S all-call replies when the transponder is on the ground.

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should not be selected before receiving the clearance to line up. For arriving aircraft, TCAS should be deselected as soon as possible after vacating the runway.

10 MAINTENANCE FLIGHTS PPR

Due to limited parking availability all air carriers and aircraft operators planning to conduct non-scheduled flights for the purpose of carrying out maintenance (unscheduled/scheduled maintenance, repaint and/or parking/storage) on the aircraft require a PPR for that specific flight.

The coordination of PPR is performed at least 24 hours before scheduled time of arrival of the flight. Without approved PPR by Airport Authority no landing clearance will be provided by local ATC.

Requests for PPR shall be submitted to airportauthority@maa.nl including:

- Operator
- Aircraft registration
- Type of Aircraft
- MTOW
- Noise certificate
- Flight number
- Date/time of inbound flight
- Date/time of outbound flight
- Responsible maintenance provider at Maastricht Aachen Airport

11 DEVIATIONS FROM EASA REGULATIONS

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

Reference	Deviation	Related AIP section
1	2	3
Longitudinal slope changes on runway		
CS ADR-DSN.B.065 (c)(1)	At RWY 03 and 21 the longitudinal slope locally exceeds 0.1% per 30 M.	EHBK AD 2.12
Sight distance for slopes on runways		
CS ADR-DSN.B.070 (b)(1)	From start of RWY 21 no unobstructed line of sight at 3 M.	EHBK AD 2.12
Distance between slope changes on runways		
CS ADR-DSN.B.075	Deviation on curve is smaller than requirement due to geographical position of the aerodrome.	EHBK AD 2.12
Transverse slopes on runway		
CS ADR-DSN.B.080 (b)(1)	At RWY 03 and 21 the concrete part of the transverse slope is less than 1%.	EHBK AD 2.12
CS ADR-DSN.B.080 (d)	At RWY 03 and 21 where concrete meets asphalt no even slope will be maintained. Will change from 1,5% for asphalt to ~1% for concrete.	EHBK AD 2.12
Slopes on runway turnpads		
CS ADR-DSN.B.100	The slope on runway turnpad is sufficient for the drainage of water. However the slope of the turnpad is opposite to that of the runway pavement surface.	EHBK AD 2.12
Objects on runway strips		
CS ADR-DSN.B.165 (a)	Public roads and frangible airport fences are located in the runway strip.	EHBK AD 2.24
Longitudinal slopes on runway strips		
CS ADR-DSN.B.180 (b)(1)	The longitudinal slope on third-party territory along a portion of the strip exceeds 1.5%.	EHBK AD 2.24
Objects on runway end safety areas		
CS ADR-DSN.C.220	Frangible airport fence, public road and service road are located in the runway end safety area of RWY 21.	EHBK AD 2.12
General – Colour and conspicuity		
CS ADR-DSN.L.520 (a)	To denote the 2500 M point to the pilot MAA has placed a dashed white line on the beginning of RWY 03.	EHBK AD 2.9
Precision approach Category I lighting system		
CS ADR-DSN.M.630 (b)(1)	Total length of lighting system is 608 M instead of 900 M.	EHBK AD 2.14
Precision approach Category II and III lighting system		
CS ADR-DSN.M.635 (a)(1)	Total length of lighting system is 855 M instead of 900 M.	EHBK AD 2.14
CS ADR-DSN.M.685 (b)(1)	Runway end lights are not positioned at the end of the runway.	EHBK AD 2.14
Electrical power supply systems		
CS ADR-DSN.S.880 (d)(5)	Apron lights are not connected to the emergency power supply.	EHBK AD 2.15

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Reference	Deviation	Related AIP section
1	2	3
CS ADR-DSN.S.880 (d)(6)	Apron lights are not connected to the emergency power supply.	EHBK AD 2.15
Electrical systems – Monitoring		
CS ADR-DSN.S.890 (d)	No automatic relay to maintenance crew. Relay is via ATC.	NIL
CS ADR-DSN.S.890 (e)	No automatic relay to maintenance crew. Relay is via ATC	NIL

EHBK AD 2.21 NOISE ABATEMENT PROCEDURES

1 ARRIVALS

1.1 Continuous descent operation

Inbound aircraft shall adopt a continuous descent profile - to the greatest possible extent compatible with safe operation of the aircraft - by employing minimum engine thrust, ideally in a low drag configuration, prior to the FAF/FAP.

When cleared to descend via a standard arrival route, execute the lateral, vertical and speed profiles of the arrival procedure. In this case, the pilot is free to optimize descent and speed within the constraints as laid down in the procedure. The objective is to establish a low noise continuous descent approach.

1.2 Landing

Full reverse thrust should not be used due to noise abatement. Full reverse thrust shall only be used when required for safety reasons.

EHBK 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). With respect to procedures extending outside the Maastricht TMA 1, special arrangements have been made between Beek APP/TWR and the appropriate German and Belgian ATC units.

1.2 Instrument departure procedures

1.2.1 Start-up permission

Pilots of aircraft must have obtained start-up permission from ATC before starting their engines. A request for start-up shall be made to Beek Delivery after all preparations for departure have been made (doors closed etc.) and shall include:

- aircraft identification (e.g. TRA2345).
- position (e.g. opposite tower).
- ATIS information (e.g. information "J").
- flight rules (e.g. IFR).
- destination (e.g. Malaga).
- request start-up (request start-up).

Due to the short flying time to the FIR boundary, pilots of aircraft departing direction Belgium and Germany may request start-up permission before all preparations have been made, indicating the time at which they will be ready to start engines: "..... destination ..... ready to start engines at .....".

Permission for start-up will be issued as soon as possible after the request has been made to Beek Delivery. The pilot shall be able to comply with the start-up and taxi permission, since ATC planning of outbound traffic (involving en-route clearance and co-ordination with adjacent ATC units) is based on the start-up time. Any delay in start-up or taxiing shall be immediately reported to ATC. In case of indefinite delay the probable duration of the delay will be given.

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

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 Beek Delivery. An en-route clearance contains:

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

Example of an en-route clearance: "TRA2345 cleared to Malaga, OLNO 2A Departure, squawk 0121, 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 03 and 21.

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

1.2.2.4 General instructions

a. Climb as rapidly as practicable to at least 2000 ft AMSL.
b. VOR radial interception angle: in principle 45°. If the indicated angle exceeds 45° initiate turn in due time in order not to overshoot the radial.

1.2.3 Taxi procedures

Aircraft shall request taxi clearance on the TWR channel (see EHBK AD 2.18).

1.2.4 En-route communication

Pilots shall contact the adjacent ATC unit as soon as possible after they have been so instructed by ATC.

1.3 Communication failure

See ENR 1.3.

1.4 SID descriptions

1.4.1 General remarks

- Transition altitude: 3000 FT AMSL.
- Pilots of departing aircraft **shall remain on the TWR channel until passing 2000 FT AMSL**. When passing 2000 FT AMSL pilots shall change to the APP channel and report the altitude in order for ATC to verify mode C.
- Initiate turns in due time in order not to overshoot radials.
- 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.
- **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: 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 BK-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.

1.4.2 Specific remarks

1. Pilots unable to comply with the crossing condition BK317 (2.5 MAS R-248) at or above 3500 FT AMSL, have to inform ATC before departure. The minimum climb gradient of 10.3 percent is required due to glider activities in ATZ Schinveld.
2. Pilots unable to comply with the crossing condition at or above FL 045 or FL 060, have to inform ATC before departure. The minimum climb gradient is required due to the airspace structure.
3. Only for aircraft with destination EHGG and EHLE, MAX FL 095.
4. Only for aircraft with destination EHAM, MAX FL 075.
5. Only for aircraft with destination EDDK.
6. RNAV 1 required.
7. SIDs RWY 21: early autopilot connection might result in turn initiation below 760 FT AMSL. If applicable, continue on track 211° MAG beyond 9.5 MAS to prevent turning below 760 FT AMSL.

1.4.3 SIDs RWY 03

See chart AD 2.EHBK-SID-03.

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LNO 4A	See paragraph 1.4.2 specific remark: 2. Minimum climb gradient: 5.8% to FL 060. Passing 2000 FT AMSL contact Beek APP 123.980. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[LNO4A]	Climb on course 031° MAG, at or above 750 FT AMSL turn right	[M031; A750+; R]	CA	N
	Direct to BK316 at or above 2000 FT AMSL, MAX 220 KIAS	=> BK316 [A2000+; K220-]	DF	N
	To BK318	BK318	TF	N
	To ULPEN at or above FL 060	ULPEN [F060+]	TF	N
	To LNO	LNO	TF	N
Conventional description	Lateral: Track 031° MAG. At 750 FT AMSL turn right to track 045° MAG. At 5.6 MAS turn right to track 155° MAG (MAX 220 KIAS) to intercept LNO R-037 inbound to LNO VOR. Vertical: Cross 5.6 MAS at or above 2000 FT AMSL; 13.1 LNO at or above FL 060.			

NETEX 2A	See paragraph 1.4.2 specific remark: 1, 2. Minimum climb gradient: 10.3% to 3500 FT AMSL and 5.8% to FL 060. Passing 2000 FT AMSL contact Beek APP 123.980. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[NETE2A]	Climb on course 031° MAG, at or above 750 FT AMSL turn right	[M031; A750+; R]	CA	N
	Direct to BK315	=> BK315	DF	N
	To BK317 at or above 3500 FT AMSL	BK317 [A3500+]	TF	N
	To MAS	MAS	TF	N
	To PIMIP at or above FL 060	PIMIP [F060+]	TF	N
	To NETEX	NETEX	TF	N
Conventional description	Lateral: Track 031° MAG. At 750 FT AMSL turn right to track 045° MAG to intercept MAS R-248 inbound to MAS VOR to intercept MAS R-027 to NETEX (24.4 MAS). Vertical: Cross 2.5 MAS R-248 at or above 3500 FT AMSL; 4.7 MAS R-027 at or above FL 060.			

NVO 3A	See paragraph 1.4.2 specific remark: 2, 5, 6. Minimum climb gradient: 7.0% to 2000 FT AMSL and 5.5% to FL 060. Passing 2000 FT AMSL contact Beek APP 123.980. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[NVO3A]	Climb on course 031° MAG, at or above 750 FT AMSL turn right	[M031; A750+; R]	CA	N
	Direct to BK316 at or above 2000 FT AMSL, MAX 220 KIAS	=> BK316 [A2000+; K220-]	DF	N
	To BK319	BK319	TF	N
	To ELBED at or above FL 060	ELBED [F060+]	TF	N
	To NVO	NVO	TF	N

OSGOS 2A	See paragraph 1.4.2 specific remark: 1, 6. Minimum climb gradient: 10.3% to 3500 FT AMSL. Passing 2000 FT AMSL contact Beek APP 123.980. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[OSGO2A]	Climb on course 031° MAG, at or above 750 FT AMSL turn right	[M031; A750+; R]	CA	N
	Direct to BK315	=> BK315	DF	N
	To BK317 at or above 3500 FT AMSL	BK317 [A3500+]	TF	N
	To MAS	MAS	TF	N
	To OSGOS at or above FL 060	OSGOS [F060+]	TF	N

PESER 4A	See paragraph 1.4.2 specific remark: 1, 4, 6. Minimum climb gradient: 10.3% to 3500 FT AMSL. Passing 2000 FT AMSL contact Beek APP 123.980. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[PESE4A]	Climb on course 031° MAG, at or above 750 FT AMSL turn right	[M031; A750+; R]	CA	N
	Direct to BK315	=> BK315	DF	N
	To BK317 at or above 3500 FT AMSL	BK317 [A3500+]	TF	N
	To MAS	MAS	TF	N
	To OSGOS at or above FL 060	OSGOS [F060+]	TF	N
	To SOPVI	SOPVI	TF	N
	To EHOJI	EHOJI	TF	N
	To BREDA	BREDA	TF	N
	To PESER	PESER	TF	N

TENLI 2A	See paragraph 1.4.2 specific remark: 1, 3, 6. Minimum climb gradient: 10.3 % to 3500 FT AMSL. Passing 2000 FT AMSL contact Beek APP 123.980. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[TENL2A]	Climb on course 031° MAG, at or above 750 FT AMSL turn right	[M031; A750+; R]	CA	N
	Direct to BK315	=> BK315	DF	N
	To BK317 at or above 3500 FT AMSL	BK317 [A3500+]	TF	N
	To MAS	MAS	TF	N
	To OSGOS at or above FL 060	OSGOS [F060+]	TF	N
	To SOPVI	SOPVI	TF	N
	To RUMER	RUMER	TF	N
	To BASGU	BASGU	TF	N
	To NIHOF	NIHOF	TF	N
	To TENLI	TENLI	TF	N

1.4.4 SIDs RWY 21

See chart AD 2.EHBK-SID-21.

LNO 3B	See paragraph 1.4.2 specific remark: 2, 7. Minimum climb gradient: 6.6% to FL 060. Passing 2000 FT AMSL contact Beek APP 123.980. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[LNO3B]	To BK321 on course 211° MAG	BK321 [M211]	CF (MAS)	N
	To BK323	BK323	TF	N
	To ULPEN at or above FL 060	ULPEN [F060+]	TF	N
	To LNO	LNO	TF	N
Conventional description	Lateral: Track 211° MAG. At 9.5 MAS turn left to track 106° MAG. At LNO R-026 turn right to intercept LNO R-037 inbound to LNO VOR. Vertical: Cross 13.1 LNO at or above FL 060.			

NETEX 2B	See paragraph 1.4.2 specific remark: 2, 7. Minimum climb gradient: 4.5% to FL 060. Passing 2000 FT AMSL contact Beek APP 123.980. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[NETE2B]	To BK320 on course 211° MAG	BK320 [M211]	CF (MAS)	Y
	To MAS on course 037° MAG, at or above FL 045	MAS [M037; F045+]	CF (MAS)	N
	To PIMIP at or above FL 060	PIMIP [F060+]	TF	N
	To NETEX	NETEX	TF	N
Conventional description	Lateral: Track 211° MAG. At 9.5 MAS turn left to intercept MAS R-217 inbound to intercept MAS R-027 to NETEX (24.4 MAS). Vertical: Cross MAS at or above FL 045; 4.7 MAS R-027 at or above FL 060.			

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NVO 3B	See paragraph 1.4.2 specific remark: 2, 5, 6, 7. Minimum climb gradient: 6.4% to FL 060. Passing 2000 FT AMSL contact Beek APP 123.980. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[NVO3B]	To BK321 on course 211° MAG	BK321 [M211]	CF (MAS)	N
	To BK319	BK319	TF	N
	To ELBED at or above FL 060	ELBED [F060+]	TF	N
	To NVO	NVO	TF	N

OSGOS 2B	See paragraph 1.4.2 specific remark: 2, 6, 7. Minimum climb gradient: 4.2% to FL 045. Passing 2000 FT AMSL contact Beek APP 123.980. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[OSGO2B]	To BK320 on course 211° MAG	BK320 [M211]	CF (MAS)	Y
	To MAS on course 037° MAG, at or above FL 045	MAS [M037; F045+]	CF (MAS)	N
	To OSGOS at or above FL 060	OSGOS [F060+]	TF	N

PESER 4B	See paragraph 1.4.2 specific remark: 2, 4, 6, 7. Minimum climb gradient: 4.2% to FL 045. Passing 2000 FT AMSL contact Beek APP 123.980. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[PESE4B]	To BK320 on course 211° MAG	BK320 [M211]	CF (MAS)	Y
	To MAS on course 037° MAG, at or above FL 045	MAS [M037; F045+]	CF (MAS)	N
	To OSGOS at or above FL 060	OSGOS [F060+]	TF	N
	To SOPVI	SOPVI	TF	N
	To EHOJI	EHOJI	TF	N
	To BREDA	BREDA	TF	N
	To PESER	PESER	TF	N

TENLI 2B	See paragraph 1.4.2 specific remark: 2, 3, 6, 7. Minimum climb gradient: 4.2% to FL 045. Passing 2000 FT AMSL contact Beek APP 123.980. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[TENL2B]	To BK320 on course 211° MAG	BK320 [M211]	CF (MAS)	Y
	To MAS on course 037° MAG, at or above FL 045	MAS [M037; F045+]	CF (MAS)	N
	To OSGOS at or above FL 060	OSGOS [F060+]	TF	N
	To SOPVI	SOPVI	TF	N
	To RUMER	RUMER	TF	N
	To BASGU	BASGU	TF	N
	To NIHOF	NIHOF	TF	N
	To TENLI	TENLI	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 Maastricht Aachen Airport radar services may be provided by Beek APP. With respect to procedures extending outside the Maastricht TMA 1, special arrangements have been made between Beek APP/TWR and the appropriate German and Belgian ATC units.

2.2 Arrival

2.2.1 Inbound clearance

Upon initial contact *at or before entering the Maastricht TMA 1*, Beek APP will issue an inbound clearance containing:

a. Standard arrival route (STAR, see AD 2.EHBK-STAR.1 (RWY 03) and AD 2.EHBK-STAR.2 (RWY 21)).
b. Level (flight level or altitude).

c. Approach instructions (see paragraph 2.3.2).
d. Expected approach time (EAT), when a delay of 30 minutes or more is expected.

When cleared to descend via a standard arrival route (STAR), establish a continuous descent path.

2.2.2 STAR descriptions

2.2.2.1 Specific remarks

1. RNAV 1 required.
2. Only for flights DEP EDLN.
3. Only for flights DEP within Amsterdam FIR.

2.2.2.2 STARs RWY 03

LNO 1T	See paragraph 2.2.2.1 specific remark: 1.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[LNO1T]	LNO	LNO	IF	N
	To BERIR at or above 3000 FT AMSL	BERIR [A3000+]	TF	N

MODRU 1T	See paragraph 2.2.2.1 specific remark: 1, 2.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[MODR1T]	MODRU	MODRU	IF	N
	To ANZUL at or above 3500 FT AMSL	ANZUL [A3500+]	TF	N

NVO 1T	See paragraph 2.2.2.1 specific remark: 1.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[NVO1T]	NVO	NVO	IF	N
	To BAXIM at or above 4000 FT AMSL	BAXIM [A4000+]	TF	N
	To ANZUL at or above 3500 FT AMSL	ANZUL [A3500+]	TF	N

NETEX 1T	See paragraph 2.2.2.1 specific remark: 1.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[NETE1T]	NETEX	NETEX	IF	N
	To BOBMO	BOBMO	TF	N
	To ANZUL at or above 3500 FT AMSL	ANZUL [A3500+]	TF	N

OSGOS 1T	See paragraph 2.2.2.1 specific remark: 1, 3.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[OSGO1T]	OSGOS	OSGOS	IF	N
	To BOGRU	BOGRU	TF	N
	To ANZUL at or above 3500 FT AMSL	ANZUL [A3500+]	TF	N

RUMER 1T	See paragraph 2.2.2.1 specific remark: 1.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[RUME1T]	RUMER	RUMER	IF	N
	To SOPVI	SOPVI	TF	N
	To OSGOS	OSGOS	TF	N
	To BOGRU	BOGRU	TF	N
	To ANZUL at or above 3500 FT AMSL	ANZUL [A3500+]	TF	N

2.2.2.3 STARs RWY 21

LNO 2M	See paragraph 2.2.2.1 specific remark: 1.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[LNO2M]	LNO	LNO	IF	N
	To BERIR	BERIR	TF	N
	To DINAK at or above 4000 FT AMSL	DINAK [A4000+]	TF	N

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MODRU 2M	See paragraph 2.2.2.1 specific remark: 1, 2.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[MODR2M]	MODRU	MODRU	IF	N
	To BOGRU at or above 3000 FT AMSL	BOGRU [A3000+]	TF	N

NVO 3M	See paragraph 2.2.2.1 specific remark: 1.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[NVO3M]	NVO	NVO	IF	N
	To BAXIM	BAXIM	TF	N
	To DINAK at or above 4000 FT AMSL	DINAK [A4000+]	TF	N

NETEX 2M	See paragraph 2.2.2.1 specific remark: 1.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[NETE2M]	NETEX	NETEX	IF	N
	To BOBMO	BOBMO	TF	N
	To BOGRU at or above 3000 FT AMSL	BOGRU [A3000+]	TF	N

OSGOS 2M	See paragraph 2.2.2.1 specific remark: 1, 3.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[OSGO2M]	OSGOS	OSGOS	IF	N
	To BOGRU at or above 3000 FT AMSL	BOGRU [A3000+]	TF	N

RUMER 3M	See paragraph 2.2.2.1 specific remark: 1.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[RUME3M]	RUMER	RUMER	IF	N
	To SOPVI	SOPVI	TF	N
	To OSGOS	OSGOS	TF	N
	To BOGRU at or above 3000 FT AMSL	BOGRU [A3000+]	TF	N

2.3 Initial and intermediate approach

2.3.1 Holding and entry procedures

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

2.3.2 Approach instructions

Approach instructions are included in the inbound clearance issued on initial contact (see paragraph 2.2.1). Approach instructions will contain as applicable:

a. Additional instructions with respect to clearance limit, route and level.
b. Approach procedure.
c. Runway in use[1)].
d. EAT, if holding procedures are applied.
e. QNH.
f. Transition level[1)].
g. MET information[1)].
h. Runway condition[1)].

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

2.3.3 Conventional ILS approaches

Navigation in the initial and intermediate approach segments is primarily based on vectors provided by ATC. Conventional initial and intermediate approach procedures to RWY 03 are available and will be used during COM failure or at ATC discretion.

There is no ILS approach with conventional initial and intermediate approach segment available to RWY 21. Non-RNAV 1 traffic should expect vectors provided by ATC to the final approach published on the ILS X chart AD 2.EHBK-IAC-21.1.

2.3.4 ILS approaches with RNAV 1 segments

2.3.4.1 General

Navigation in the initial and intermediate approach segments is primarily based on RNAV 1, followed by an ILS final approach. These can be initiated by ATC in order to reduce noise nuisance, fuel consumption, and to provide flexible and efficient ATC dispatch. The following ILS approaches with RNAV 1 segments are available:

- ILS X or LOC X RWY 03 (CDO);
- ILS X or LOC X RWY 21 (CDO).

These procedures are developed in accordance with ICAO PANS-OPS criteria with the following safeguards:

- The RNAV segments are situated above MSA/MFA/MRVA;
- ILS-LOC interception takes place in the intermediate segment;
- The operations are strictly radar monitored by ATC.

2.3.4.2 Approach clearances and altitudes

These approaches start at the IAF of the procedure and provide a lateral route onto the final approach. Altitudes and IAS will be as instructed by ATC. The approach clearance includes clearance to execute the ILS approach and intercept the glide path from the last instructed altitude. Further details are published on the relevant instrument approach charts.

2.3.4.3 Non-RNAV 1 equipped aircraft

Aircraft unable to meet the mentioned requirements shall react with the phraseology "UNABLE RNAV" if instructed to fly RNAV approach segments. These aircraft will be guided by vectors or rerouted via conventional navigation aids.

2.3.5 RNP approach

2.3.5.1 General

RNP approaches to LNAV, LNAV/VNAV and LPV minima are available for RWY 21.

2.3.5.2 Aircraft requirements

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 PART-ACNS or equivalent.

2.3.5.3 Non-RNP approach equipped aircraft

Aircraft unable to meet the mentioned requirements shall react with the phraseology "UNABLE RNP (APCH)" if instructed to fly RNP approach procedures. These aircraft will be guided by vectors, rerouted via ILS approaches or via conventional navigation aids

2.4 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).

2.4.1 Instrument approaches

In principle the final approach will be conducted on the ILS of the main landing runway. Instrument approaches to RWY 03 and 21 can be made with the assistance of ILS, LOC, NDB (RWY 03 only) or RNP (RWY 21 only).

2.4.2 ILS operations

2.4.2.1 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.

2.4.2.2 Practice ILS approaches

Pilots who wish to practise ILS CAT II or CAT III approaches have to request this on initial contact with Beek APP using the phrase: "Request practice CAT II or CAT III approach".

2.4.3 Approach angle RWY 21

Due to possible roof top damage caused by aircraft on short final RWY 21, it is emphasized that no instrument and/or visual approach shall be made at an angle less than the ILS glide path or less than 5.2% (3.0 DEG) if no ILS is available.

2.4.4 Visual approach

To minimise noise nuisance, aircraft executing a visual approach shall intercept the final approach leg at an altitude of at least 1400 FT AMSL, unless residential areas can be avoided. Visual approaches during night hours are not allowed, see EHBK AD 2.20 paragraph 1.

2.4.5 Circling approach

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

2.5 Missed approach procedure

2.5.1 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.

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2.5.2 Missed approach procedure during instrument approach

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

2.5.3 Missed approach procedure during visual approach

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

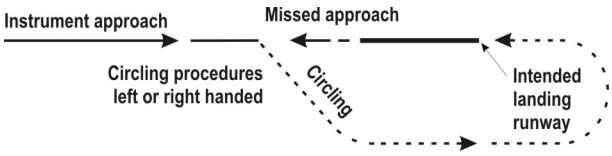
a. When visual:
   - remain visual and inform ATC or

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

2.5.4 Missed approach while circling to land

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

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



2.6 Communication failure

2.6.1 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 below communication failure procedures apply for RNAV 1 traffic (paragraph 2.7.2) and non-RNAV 1 traffic (paragraph 2.7.3). See also paragraph 2.7.4 for missed approach procedures in case of communication failure.

2.6.1.1 All traffic via IAF or IF

Traffic cleared inbound an IAF or IF or cleared for an ILS or RNP APCH shall proceed to the IAF or IF and execute the approach procedure in accordance with the applicable instrument approach chart (see AD 2.EHBK-IAC-xx.x).

2.6.2 RNAV 1 traffic

2.6.2.1 Inbound clearance not received

1. Proceed direct to NOWIK and hold. Maintain the last cleared and acknowledged flight level.
2. Commence descent to 3000 FT AMSL (transition altitude) as near as possible to the ETO over NOWIK.
3. After reaching 3000 FT AMSL, leave NOWIK and proceed direct to the IAF or IF of an instrument approach procedure to the received and acknowledged runway, or to the landing runway according to ATIS (see AD 2.EHBK-IAC-xx.x).
4. Carry out the instrument approach procedure.

2.6.2.2 Inbound clearance received

2.6.2.2.1 Traffic via standard arrival route

1. Proceed direct to NOWIK. Maintain the last cleared and acknowledged flight level.
2. Commence descent to 3000 FT AMSL (transition altitude) at the EAT last received and acknowledged.
3. When no EAT has been received and acknowledged, commence descent to 3000 FT AMSL at or as near as possible to the ETO over NOWIK.
4. After reaching 3000 FT AMSL, leave NOWIK and proceed direct to the IAF of an instrument approach procedure to the assigned runway, or to the landing runway according to ATIS (see AD 2.EHBK-IAC-xx.x).
5. Carry out the instrument approach procedure.

2.6.2.2.2 Traffic outside standard arrival route

1. Proceed direct to NOWIK and hold.
2. Maintain the last cleared and acknowledged flight level.
3. Commence descent to 3000 FT AMSL (transition altitude), if applicable.
4. After reaching 3000 FT AMSL, leave NOWIK and proceed direct to the IAF of an instrument approach procedure to the assigned runway, or to the landing runway according to ATIS (see AD 2.EHBK-IAC-xx.x).
5. Carry out the instrument approach procedure.

2.6.2.2.3 Traffic vectored to final approach

1. Maintain the last cleared and acknowledged level or climb to 3000 FT AMSL (minimum flight altitude), if applicable.
2. Proceed to NOWIK.
3. When over NOWIK, descend in the holding to 3000 FT AMSL (transition altitude), if applicable.
4. After reaching 3000 FT AMSL, leave NOWIK and proceed direct to the IAF of an instrument approach procedure to the assigned runway or to the landing runway according to ATIS (see AD 2.EHBK-IAC-xx.x).
5. Carry out the instrument approach procedure.

2.6.3 Non-RNAV 1 traffic

2.6.3.1 Traffic vectored to final approach RWY 03

1. Maintain the last cleared and acknowledged level or MNM 3500 FT AMSL.
2. Proceed to MAS VOR/DME.
3. When over MAS VOR/DME descend, if applicable, to 3000 FT AMSL (transition altitude) while performing a left turn to intercept MAS R-215 and execute the instrument approach procedure again as depicted in AD 2.EHBK-IAC-03.1.

2.6.3.2 Traffic vectored to final approach RWY 21

1. Maintain the last cleared and acknowledged level or MNM 3000 FT AMSL.
2. Proceed to MAS VOR/DME.
3. When over MAS VOR/DME descend, if applicable, to 3000 FT AMSL (transition altitude) while intercepting MAS R-028 to DINAK (3.1 DME MAS).
4. Turn left track 301º MAG to BOGRU (5.1 DME MAS).
5. At BOGRU, turn left to execute the instrument approach procedure again.

2.6.4 Missed approach procedure in case of communication failure

2.6.4.1 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.

2.6.4.2 Missed approach procedure during instrument approach

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

2.6.4.3 Missed approach procedure during instrument approach RWY 21 (non-RNAV 1 traffic)

1. Track 211° MAG and climb to 3000 FT AMSL.
2. At 3.4 BKN beyond the runway turn left track 130° MAG.
3. When passing 2300 FT AMSL turn left to cross MAS VOR/DME at 3000 FT AMSL.
4. When over MAS VOR/DME intercept MAS R-028 to DINAK (3.1 DME MAS).
5. Turn left track 301º MAG to BOGRU (5.1 DME MAS).
6. At BOGRU turn left to execute the instrument approach procedure again.

2.6.4.4 Missed approach procedure during visual approach

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

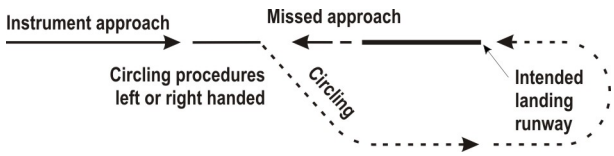
a. When visual:
   - Remain visual and execute another circuit for that runway, or

b. When unable to remain visual:
   1. Climb to 3000 FT AMSL.
   2. When passing 2300 FT AMSL start the shortest climbing turn to NOWIK.
   3. Cross NOWIK at 3000 FT AMSL and hold, or proceed direct to the IAF of an instrument approach procedure as depicted on the relevant instrument approach chart AD 2.EHBK-IAC-xx.x.
   4. Carry out the instrument approach procedure.

2.6.4.5 Missed approach while circling to land

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

1. Start climbing and complete the turn to the intended landing runway (see figure).
2. Intercept the MAG track of that runway while climbing to 3000 FT AMSL.
3. When passing 2300 FT AMSL start the shortest climbing turn to NOWIK.
4. Cross NOWIK at 3000 FT AMSL and hold or execute the instrument approach procedure again.



2.7 Instrument approach descriptions

2.7.1 Instrument approach segments

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

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

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2.7.1.1 RWY 03

2.7.1.1.1 ILS X approach RWY 03 (CDO)

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	ANZUL	-	-	-	-	-	+ 3500	-	-	-
002	TF	BERIR	-	212 / (213.9)	-	5.1	-	+ 3000	-	-	RNAV 1
003	TF	BK302	-	303 / (304.8)	-	5.0	-	-	- 210	-	RNAV 1
004	CF	BK303	-	031 / (032.6)	BKZ	1.6	-	+ 1800	-	-	-
005	CF	THR 03	Y	031 / (032.6)	BKZ	4.4	-	-	-	-3.00 / 50	-
006	FM	-	-	031 / (032.6)	MAS	-	-	@ 2000	-	-	-

2.7.1.2 RWY 21

2.7.1.2.1 ILS X approach RWY 21 (CDO)

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	DINAK	-	-	-	-	-	+ 4000	- 185	-	-
002	CF	BOGRU	-	301 / (302.8)	-	3.9	-	+ 3000	- 185	-	RNAV 1
003	CF	BK306	-	211 / (212.7)	BKN	3.0	-	+ 2500	-	-	-
004	CF	THR 21	Y	211 / (212.7)	BKN	6.5	-	-	-	-3.00 / 50	-
005	FM	-	-	211 / (212.7)	MAS	-	-	@ 2000	-	-	-

2.7.1.2.2 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	DINAK	-	-	-	-	-	+ 4000	- 185	-	-
002	TF	BOGRU	-	301 / (302.8)	-	3.9	-	+ 3000	- 185	-	RNP APCH
003	TF	BK201	-	211 / (212.7)	-	3.9	-	+ 2200	-	-	RNP APCH
004	TF	THR21	Y	211 / (212.7)	-	5.6	-	-	-	-3.00 / 50	RNP APCH
005	TF	BK202	-	211 / (212.6)	-	5.8	-	@ 2000	-	-	RNP APCH

2.7.1.2.3 FAS data block - RWY 21

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHBK
Runway	21
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E21A
LTP/FTP Latitude	505507.9700N
LTP/FTP Longitude	0054638.3100E
LTP/FTP Ellipsoidal Height (metres)	158.8
FPAP Latitude	505359.8345N
Delta FPAP Latitude (seconds)	-68.1355
FPAP Longitude	0054529.3235E
Delta FPAP Longitude (seconds)	-68.9865
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 0B 02 08 05 15 00 00 01 31 32 05 84 1D DA 15 CC B6 7A 02 34 1A B1 EB FD 0B E5 FD F4 01 2C 01 64 00 C8 AF 27 41 6E 65
Calculated CRC Value	27416E65

Required Additional Data

ICAO Code	EH
LTP/FTP Orthometric Height (metres)	112.9

3 LOW VISIBILITY PROCEDURES

During periods of limited visibility the overall ATC capacity is reduced. To guarantee aircraft safety and optimal use of ATC capacity, Maastricht Aachen Airport 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 equals or drops below 2000 M or when the lowest RVR equals or drops below 1500 M and/or ceiling is equal to or less than 300 FT.

First, the minimum separation for arriving aircraft and the departure interval will be increased. Next, runway use will be restricted.

Pilots should not request start-up permission unless the RVR values for the take-off runway are above the take-off limits for the flight. Pilots should be informed about the RVR minima that apply to their flight, so that they can readily respond to requests about these minima.

If the runway stop bars are out of service, additional restrictions apply.

During LVP all runway entries and runway crossings are safeguarded by switchable (remote controlled) or fixed stop bars (see AD 2.EHBK-ADC). Crossing of activated stop bars is prohibited. Traffic may proceed only after ATC clearance and when the stop bar lights are switched off (ICAO Annex 2).

Phase	Conditions	Procedure
A	VIS <= 2000 M or 550 M <= lowest RVR <= 1500 M and/or 200 FT <= ceiling <= 300 FT	No conditional clearances. No intersection take-offs.
B	Lowest RVR < 550 M and/or ceiling < 200 FT	
C	Lowest RVR < 350 M	One aircraft movement allowed at a time.
D	Lowest RVR < 200 M	

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4 VFR FLIGHT PROCEDURES AND REGULATIONS

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

4.1 General

1. All VFR flights within the Maastricht CTR and the Maastricht TMA 1 shall submit a flight plan (see ENR 1.10).
2. Flying within the Maastricht CTR and the Maastricht TMA 1 is restricted to aircraft maintaining two-way radio communication with ATC, unless prior permission from ATC has been obtained. Such permission will only be given in extraordinary cases.
3. Prior permission is required from Beek APP for all VFR operations in Maastricht TMA 1.
4. Prior permission is required from Beek TWR for all VFR operations in the Maastricht CTR.
5. VFR flights to and from Maastricht Aachen airport shall be carried out via the approach/departure routes unless otherwise instructed by ATC or when approved by ATC on pilot's request.
6. Noise abatement has been included in the procedures.
7. Built-up areas shall be avoided as much as possible.
8. Marked areas shall be avoided.
9. Schinveld ATZ is situated within the Maastricht CTR, for detailed information see ENR 5.1.
10. Schinveld sector B (situated within the Maastricht CTR) will during set time period subject to local agreement be used by motorised local participants exempted from the mandatory transponder usage. VFR flights within the CTR may be instructed to stay outside the Schinveld sector B.
11. IFR areas: VFR flights within the CTR may be instructed by ATC to stay clear of the specified IFR area. The IFR areas are indicated on the chart.
12. VFR traffic instructed by ATC to squawk a specific SSR transponder code, shall maintain this squawk within the lateral limits of Maastricht TMA 1.
13. VFR traffic following the Albert canal shall respect the Maastricht CTR boundary and contact Beek TWR for an entry clearance.
14. Under the part of the Liège TMA Two in the Amsterdam FIR, FIS is provided by Brussels Information 126.900.
15. VFR reporting points positions:

VFR reporting point	Position
BRAVO	510327N 0054831E
GOLF	505526N 0054425E
HOTEL	505301N 0055235E
INDIA	505339N 0054222E
PAPA	504855N 0054129E
ROMEO	505308N 0054625E
SIERRA	505816N 0054500E
UNIFORM	505237N 0055724E
VICTOR	505133N 0053831E
ZULU	504638N 0054400E

Note: pilots operating outside the CTR should avoid crossing the final approach area of the instrument RWY 21 at altitudes at or near the initial approach altitude (3000 FT AMSL).

Note: pilots are urgently requested not to execute VFR flights in the vicinity of the published instrument arrival and departure routes within the Maastricht TMA 1, which are published in EHBK AD 2.24.

4.2 Visual departure procedures for light aircraft

1. Pilots must have obtained start-up clearance from ATC before starting engines. A request for start-up shall be made to Beek Delivery; clearance for start-up will either be issued immediately or at a specified time depending on traffic. A request for start-up shall include:
   - aircraft identification and type (e.g. PHGON Cessna 172).
   - position (e.g. hangar 1).
   - ATIS information (e.g. information "P").
   - flight rules (e.g. VFR).
   - destination (e.g. Rotterdam).
   - request start-up (request start-up).
2. Taxiing on taxiways: pilots of aircraft intending to taxi on the taxiways shall obtain a clearance from Beek TWR.
3. Taxiing on the apron: aircraft not maintaining two-way communication and intending to taxi on the apron must obtain prior permission from the airport authority.
4. Departing aircraft shall climb as soon as possible and do not turn before passing the departure end of the runway.
5. Leave the CTR via an indicated route at 1300 FT AMSL.

RWY 03	BRAVO Departure	After take-off turn left towards the canal and follow the VFR route to SIERRA and BRAVO.
	ZULU Departure	After take-off turn left and follow the VFR route via GOLF, INDIA, VICTOR, PAPA to ZULU. Do not report over GOLF unless otherwise instructed by ATC.
	UNIFORM Departure	After take-off turn right to follow the high tension line to HOTEL, then continue the route to UNIFORM.
RWY 21	BRAVO Departure	After take-off turn right and follow the VFR route via GOLF to BRAVO. Do not report over GOLF unless otherwise instructed by ATC.
	ZULU Departure	After take-off turn right towards the canal and follow the VFR route via INDIA, VICTOR, PAPA to ZULU.
	UNIFORM Departure	After take-off turn left and follow the VFR route via ROMEO to UNIFORM. Do not report over ROMEO unless otherwise instructed by ATC.

4.3 Visual approach procedures for light aircraft

1. Contact Beek TWR 2 minutes before reaching the controlled airspace boundary, for permission to enter Maastricht TMA 1 and CTR.

   Note: Maastricht TMA 1 airspace class D; two-way radio contact and entry clearance required.

2. Enter the CTR at 1800 FT AMSL and maintain this altitude, proceed via an indicated VFR route (BRAVO, UNIFORM or ZULU) unless otherwise instructed.
3. Pilots may be instructed to hold over the points SIERRA, HOTEL or INDIA.
4. Join the circuit as instructed by ATC.
5. In case of a missed approach climb straight ahead to 1300 FT AMSL and inform ATC.

4.4 Visual traffic circuits

4.4.1 Visual traffic circuits for single-engine propeller aircraft (MTOM < 2000 KG)

1. RWY 03: righthand circuit at 1300 FT AMSL.
2. RWY 21: lefthand circuit at 1300 FT AMSL.

Note: western traffic circuit must be avoided as much as possible due to noise abatement; for traffic reasons pilots may be instructed to fly a western circuit.

4.4.2 Visual traffic circuits for small jets (MTOM < 5700 KG) and multi-engine propeller aircraft

1. RWY 03: righthand circuit at 1800 FT AMSL.
2. RWY 21: lefthand circuit at 1800 FT AMSL.

4.5 Communication failure procedures

4.5.1 General

Select SSR code 7600.

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 ZULU Arrival

a. In case of communication failure before joining the circuit, leave the CTR according to the BRAVO or ZULU 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 GOLF), 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 UNIFORM 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 compulsory reporting point ROMEO), act in accordance with paragraph 4.5.3.1, item b.

4.5.3.3 Via a different route to the aerodrome

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 lines or the IFR areas of RWYs 03 and 21 and proceed to an appropriate aerodrome.

EHBK AD 2.23 ADDITIONAL INFORMATION

1 CAUTIONS AND ADDITIONAL INFORMATION

1. 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.
2. Bird-scare patrols are active MON-SUN: 0500-2200 (0400-2100) and use various equipment, including remote control gas cannons, flare shell crackers, alternating bird dispersal guns and amplified cries of distress.
3. When lightning discharges are observed in the vicinity of the airport, the airport authority officer (AAO) will announce that all ground handling and re-fuelling operations are prohibited until further notice. When it is safe to do so, the AAO will declare that ground handling and re-fuelling operations can be resumed.

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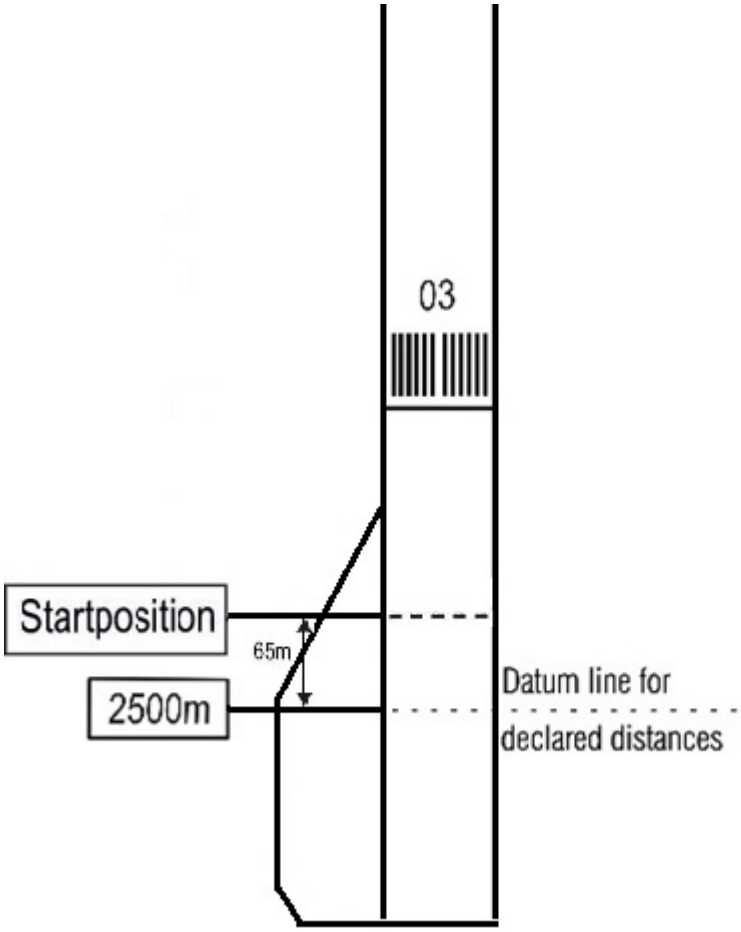
4. Aircraft making a 180° turn on the runway pavement shall ensure not to make a locked-wheel turn as this might result in runway pavement damage. In case the runway width is not sufficient, aircraft shall proceed to runway turn pad.
5. High visibility clothing is mandatory on all aprons.

2 DETERMINATION OF DATUM LINE FOR TAKE-OFF

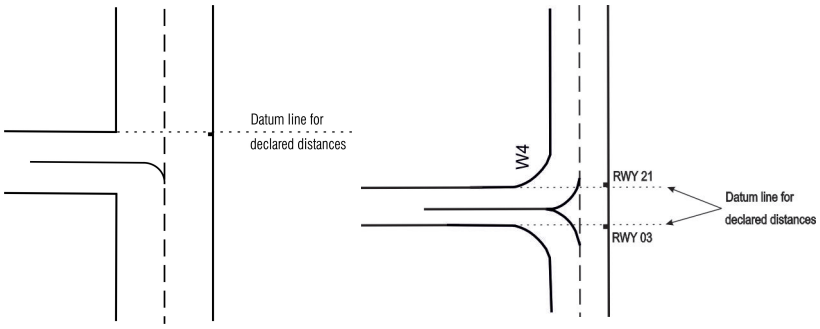
2.1 Determination of datum line for start position take-off RWY 03

The datum line for take-off RWY 03 is located 150 M before threshold RWY 03. A dashed white line is placed 65 M in front of datum line to indicate starting position for take-off RWY 03. Aircraft shall not apply take-off thrust before passing the datum line.



2.2 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 TWY 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).



3 RUNWAY TURN PAD

There is a runway turn pad situated at the runway extremity of RWY 21.

The turn pad is marked by a yellow guidance line, unidirectional green centre line lights and blue edge lights outside the edge of the turn pad. In the area of the turn pad, the edge of the runway is equipped with inset edge lights.

4 GROUND HANDLING COMPANIES

1. Commercial passengers and cargo

Post: **Maastricht Aachen Airport B.V.**
Handling Department
Vliegveldweg 90
6199 AD Maastricht Airport
Tel: +31 (0)43 358 9710
Email: operations@maa.nl
SITA: MSTAPXH

Note: Maastricht Handling 131.755.

2. Business and general aviation (equipped MAX 19 seats; handling compulsory for non-based aircraft)

Post: **ASL Group**
Vliegveldweg 150
6199 AD Maastricht Airport
Tel: +31 (0)43 762 0808
Email: handling@aslgroup.eu

Note: handling requests shall be submitted prior to flight, via email or MyHandling (URL: cy.myhandlingsoftware.com).

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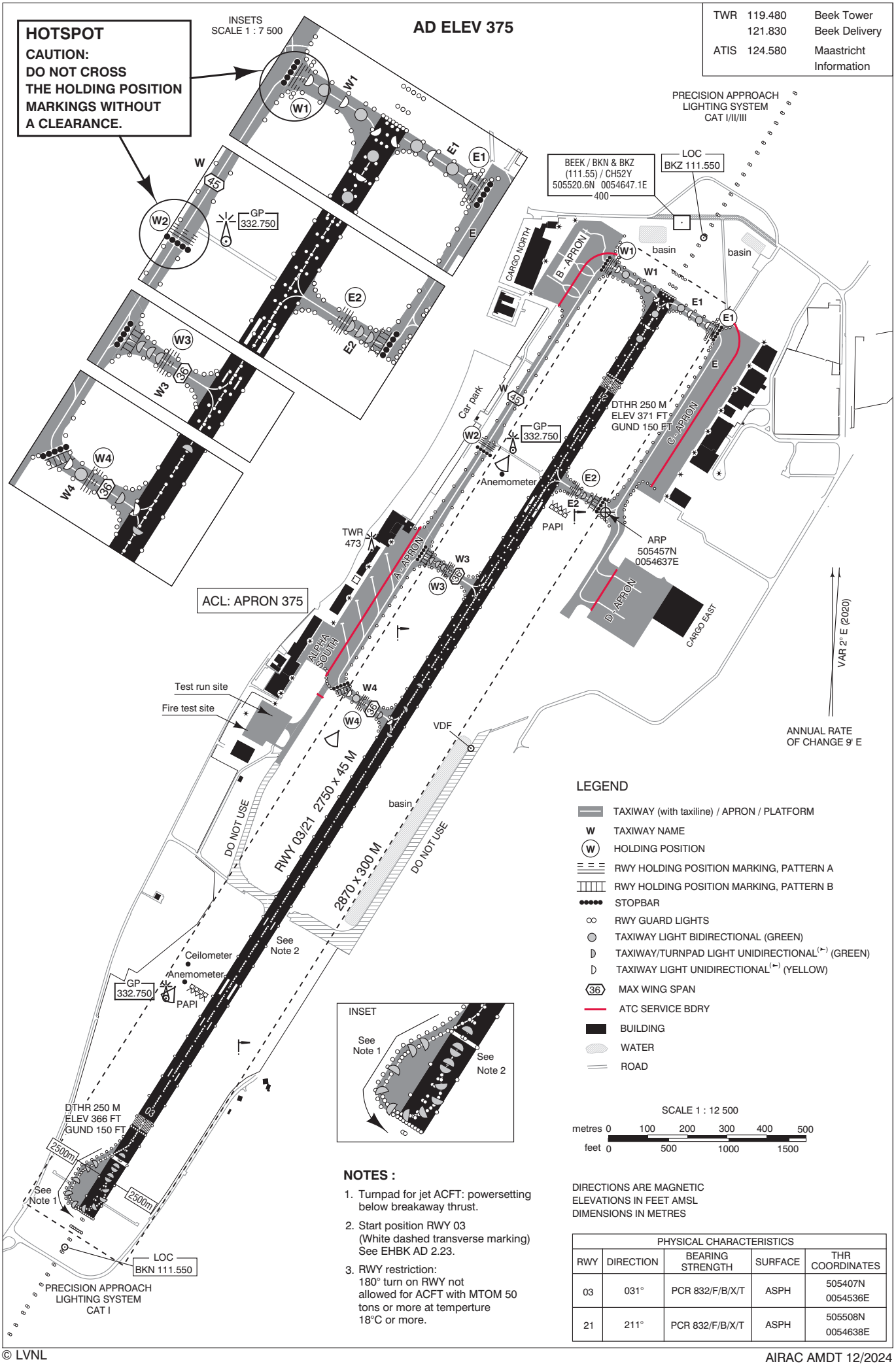
EHBK AD 2.24 CHARTS RELATED TO AN AERODROME

Type of chart	Page
Aerodrome chart	AD 2.EHBK-ADC
Aircraft parking / docking chart	AD 2.EHBK-APDC
Aerodrome obstacle chart type A RWY 03/21	AD 2.EHBK-AOC-03-21
Precision approach terrain chart RWY 21	AD 2.EHBK-PATC-21
Standard instrument departure chart	AD 2.EHBK-SID-OVERVIEW
Standard instrument departure chart RWY 03	AD 2.EHBK-SID-03
Standard instrument departure chart RWY 21	AD 2.EHBK-SID-21
Standard arrival chart CDO RWY 03	AD 2.EHBK-STAR.1
Standard arrival chart CDO RWY 21	AD 2.EHBK-STAR.2
ATC surveillance minimum altitude chart	AD 2.EHBK-SMAC
Instrument approach chart ILS Z or LOC Z RWY 03	AD 2.EHBK-IAC-03.1
Instrument approach chart ILS Y or LOC Y RWY 03	AD 2.EHBK-IAC-03.2
Instrument approach chart CDO approaches to ILS X or LOC X RWY 03	AD 2.EHBK-IAC-03.3
Instrument approach chart NDB RWY 03	AD 2.EHBK-IAC-03.4
Instrument approach chart CDO approaches to ILS X CAT II & III or LOC X RWY 21	AD 2.EHBK-IAC-21.1
Instrument approach chart CDO approaches to RNP RWY 21	AD 2.EHBK-IAC-21.2
Visual approach chart/VFR procedures	AD 2.EHBK-VAC.1
Visual approach chart VFR traffic circuits	AD 2.EHBK-VAC.2

© Air Traffic Control the Netherlands

TWR	119.480	Beek Tower
	121.830	Beek Delivery
ATIS	124.580	Maastricht Information



NOTES :

1. Turnpad for jet ACFT: powersetting below breakaway thrust.
2. Start position RWY 03 (White dashed transverse marking) See EHBK AD 2.23.
3. RWY restriction: 180° turn on RWY not allowed for ACFT with MTOM 50 tons or more at temperture 18°C or more.

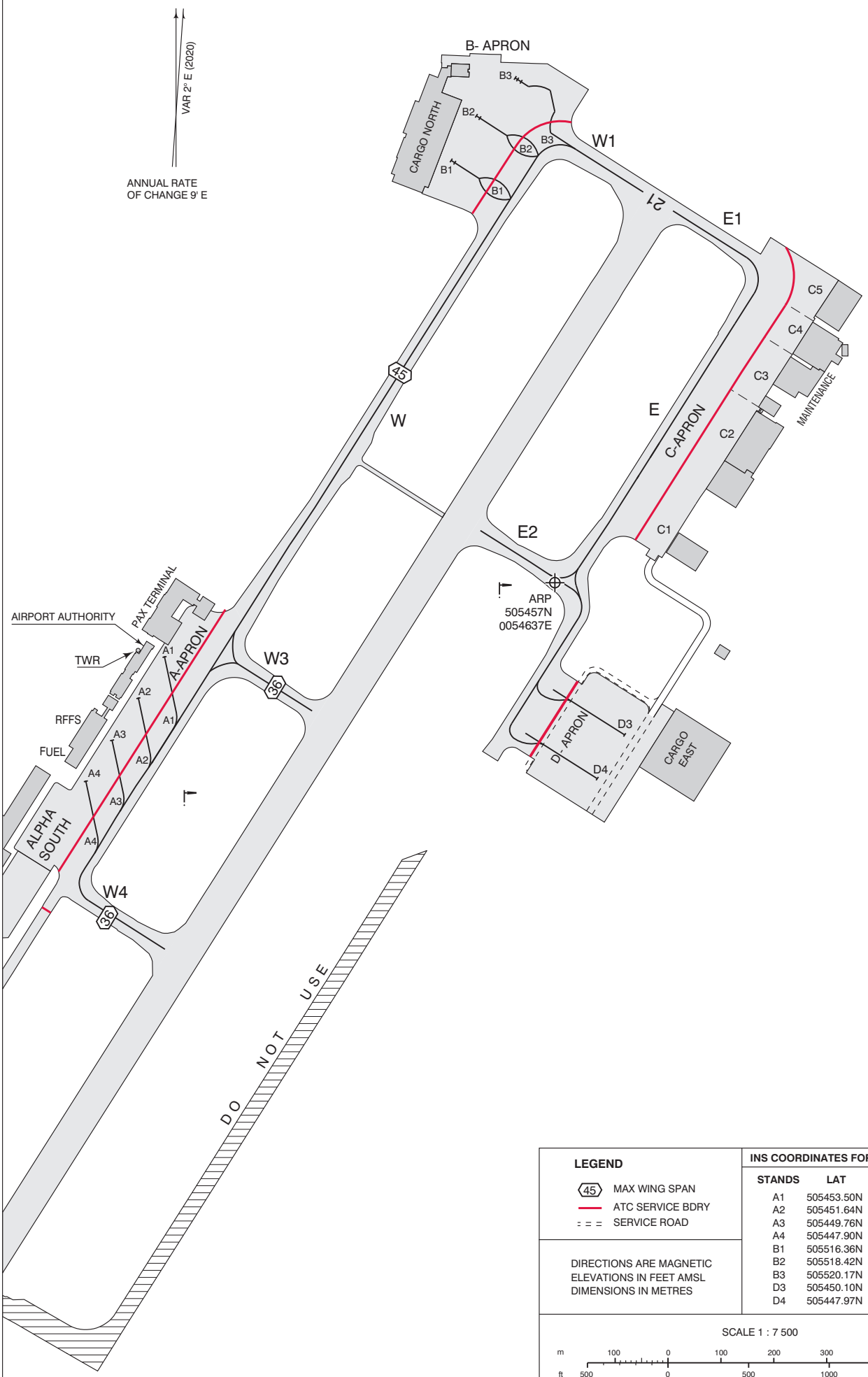
DIRECTIONS ARE MAGNETIC
ELEVATIONS IN FEET AMSL
DIMENSIONS IN METRES

PHYSICAL CHARACTERISTICS				
RWY	DIRECTION	BEARING STRENGTH	SURFACE	THR COORDINATES
03	031°	PCR 832/F/B/X/T	ASPH	505407N 0054536E
21	211°	PCR 832/F/B/X/T	ASPH	505508N 0054638E

CHANGE: beraing strenghth; editorial.

© LVNL

TWR	119.480	Beek Tower



LEGEND

- (45) MAX WING SPAN
- ATC SERVICE BDRY
- SERVICE ROAD

DIRECTIONS ARE MAGNETIC
ELEVATIONS IN FEET AMSL
DIMENSIONS IN METRES

INS COORDINATES FOR ACFT STANDS

STANDS	LAT	LONG
A1	505453.50N	0054608.40E
A2	505451.64N	0054606.49E
A3	505449.76N	0054604.59E
A4	505447.90N	0054602.69E
B1	505516.36N	0054629.56E
B2	505518.42N	0054631.37E
B3	505520.17N	0054634.17E
D3	505450.10N	0054641.72E
D4	505447.97N	0054639.55E

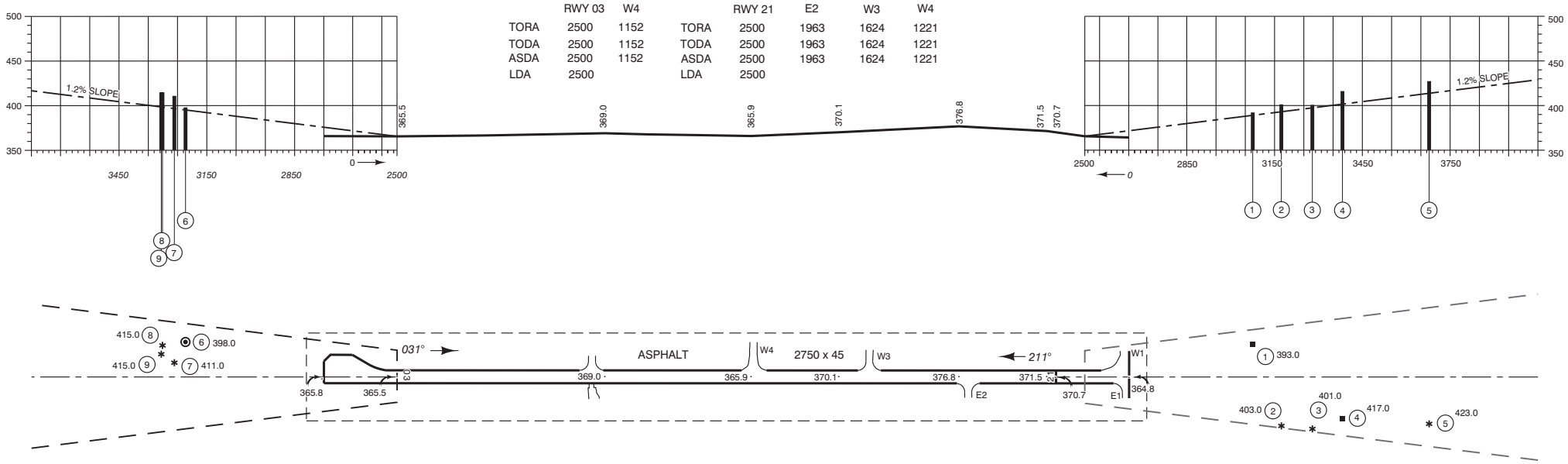
SCALE 1 : 7 500

m 100 0 100 200 300 400 500
ft 500 0 500 1000 1500

CHANGE: INS coordinates added; editorial.

MAASTRICHT/Maastricht Aachen RWY 03 - 21
AERODROME OBSTACLE CHART TYPE A

	RWY 03	W4		RWY 21	E2	W3	W4
TORA	2500	1152	TORA	2500	1963	1624	1221
TODA	2500	1152	TODA	2500	1963	1624	1221
ASDA	2500	1152	ASDA	2500	1963	1624	1221
LDA	2500		LDA	2500			



MAGNETIC VARIATION : 2° E - 2020
DIRECTIONS ARE MAGNETIC
ELEVATIONS IN FEET
DIMENSIONS IN METRES

- (15) IDENTIFICATION NUMBER
- ✱ TREE
- ◉ POLE, TOWER, SPIRE, ANTENNA, CHIMNEY
- ■ BUILDING OR LARGE STRUCTURE
- (17) TRAFFIC (IN PLAN)
- TRAFFIC (IN PROFILE)
- WINDMILL

SCALE 1 : 20.000

500 0 500 1000 1500 METRES

1000 0 1000 2000 3000 4000 5000 FEET

SURVEYING AGENCY : Antea Group
DATE OF SURVEY : 2016

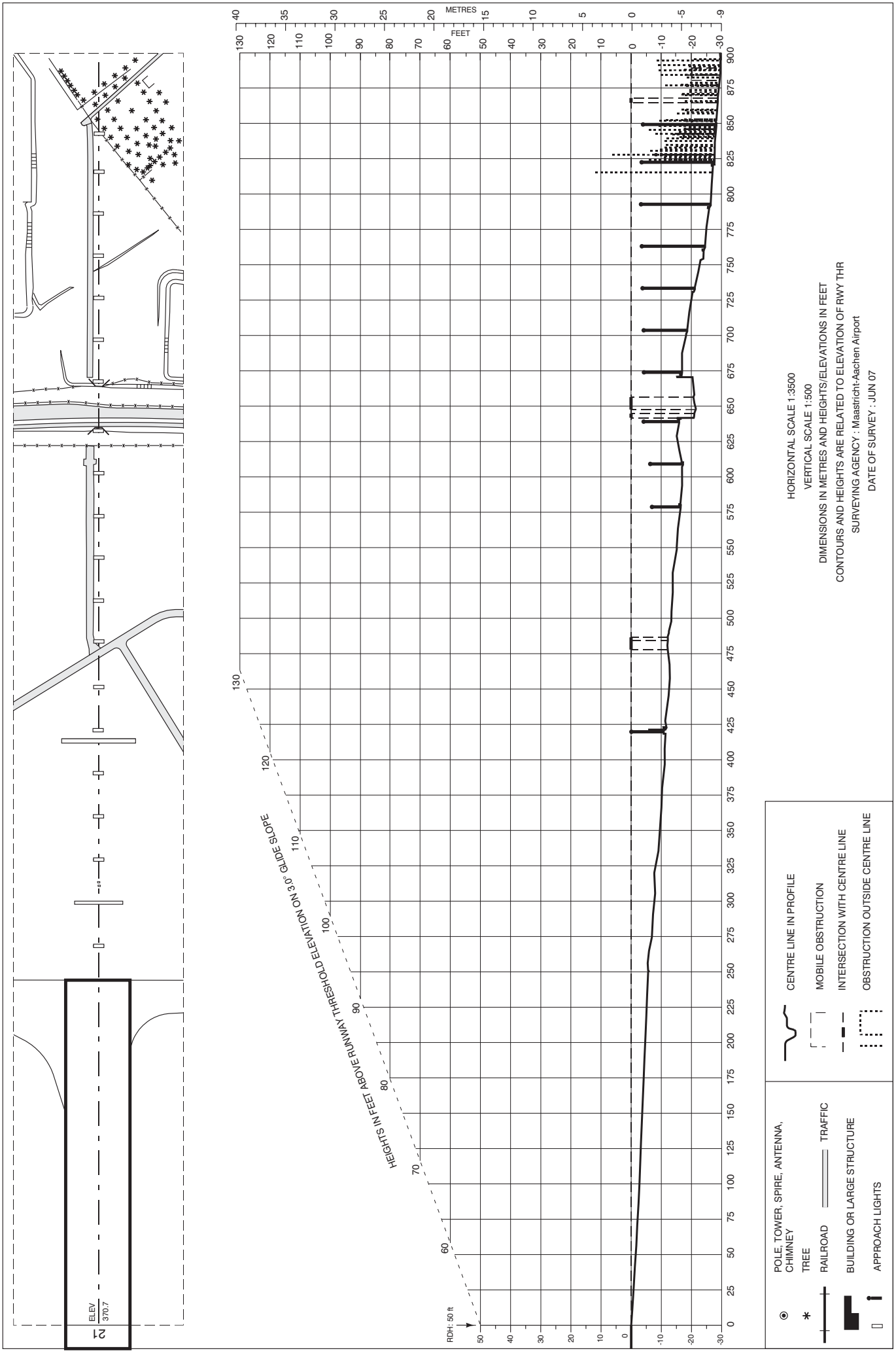
SCALE 1 : 2.000

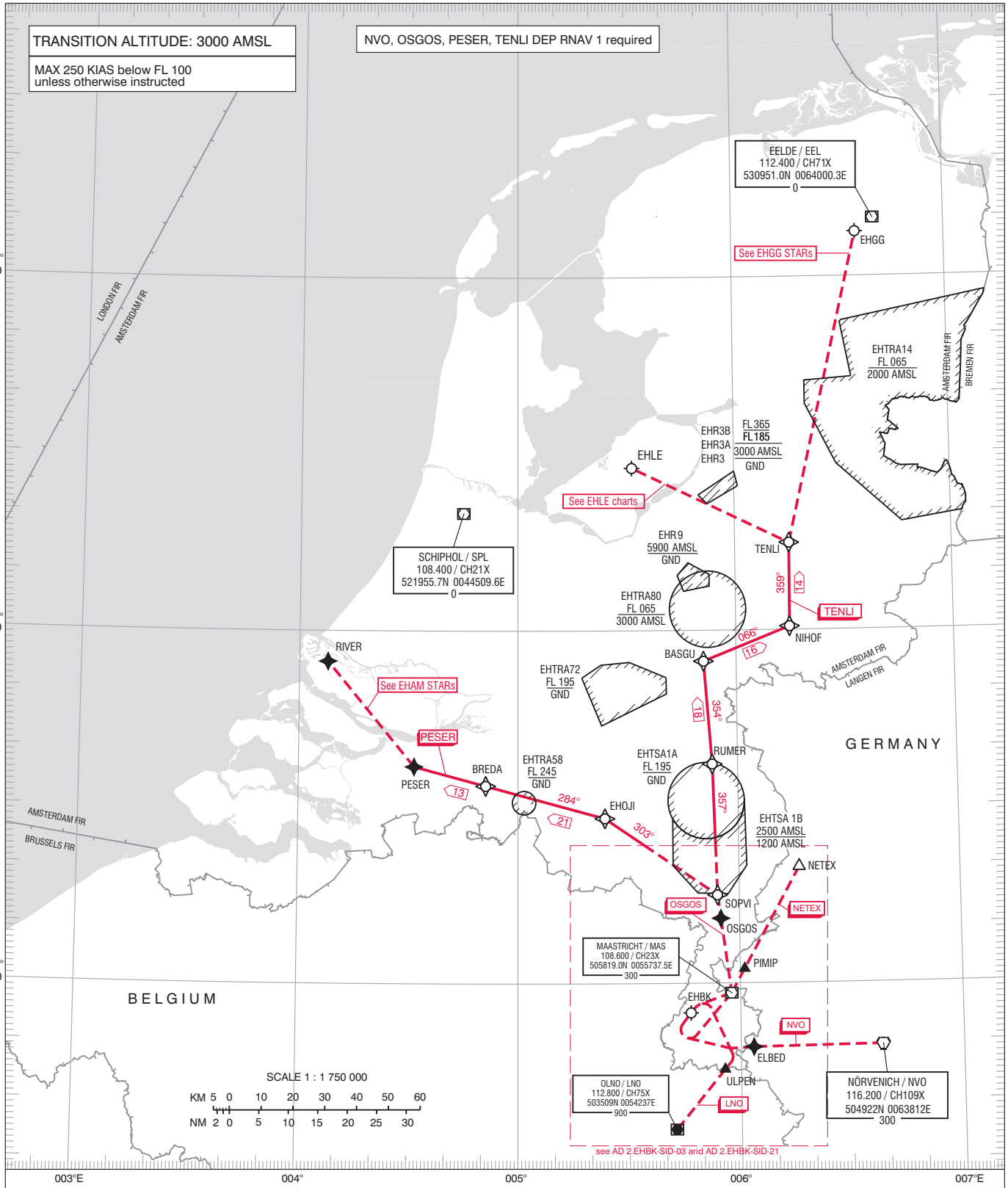
FEET METRES

150 100 50 0 50 — 50 40 30 20 10 0 10

© LVNL

CHANGE: declared distances; editorial.


METRES
FEET
HEIGHTS IN FEET ABOVE RUNWAY THRESHOLD ELEVATION ON 3.0° GLIDE SLOPE
RDH: 50 ft
ELEV 370.7
21
HORIZONTAL SCALE 1:3500
VERTICAL SCALE 1:500
DIMENSIONS IN METRES AND HEIGHTS/ELEVATIONS IN FEET
CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR
SURVEYING AGENCY : Maastricht-Aachen Airport
DATE OF SURVEY : JUN 07
CENTRE LINE IN PROFILE
MOBILE OBSTRUCTION
INTERSECTION WITH CENTRE LINE
OBSTRUCTION OUTSIDE CENTRE LINE
POLE, TOWER, SPIRE, ANTENNA, CHIMNEY
TREE
RAILROAD
TRAFFIC
BUILDING OR LARGE STRUCTURE
APPROACH LIGHTS
CHANGE: profile grid, editorial.

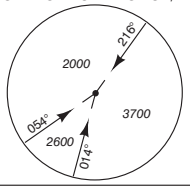


NOTES:

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

APP	123.980	Beek Approach
TWR	119.480	Beek Tower
	119.705	
ATIS	124.580	Maastricht Information
	121.500	General Emergency

MSA BASED ON MAS VOR/DME

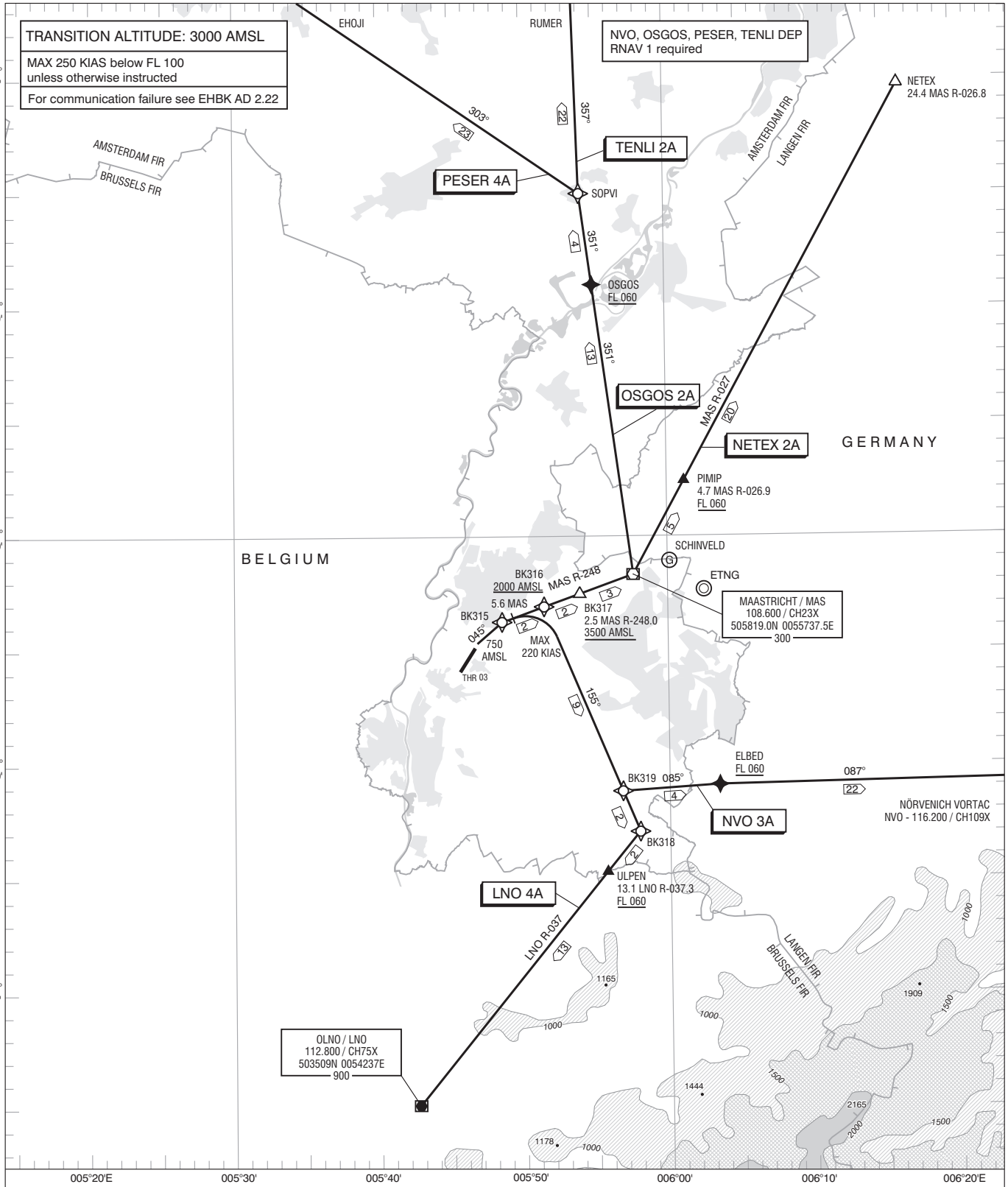


AVERAGE VAR 2°E (2020)
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

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

SID / STAR
SID / STAR AS DESCRIBED

CHANGE: MSA; editorial.



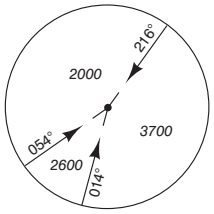
SCALE 1 : 450 000

KM 5 0 5 10 15 20
NM 2 1 0 2 4 6 8 10

BK315	505615.3N	0054830.2E
BK316	505655.2N	0055126.5E
BK317	505728.6N	0055354.1E
BK318	504704.8N	0055755.8E
BK319	504850.5N	0055646.4E

TWR	119.480	Beek Tower
	121.830	Beek Delivery
	119.705	
APP	123.980	Beek Approach
ATIS	124.580	Maastricht Information
	121.500	General Emergency

MSA BASED ON MAS VOR/DME



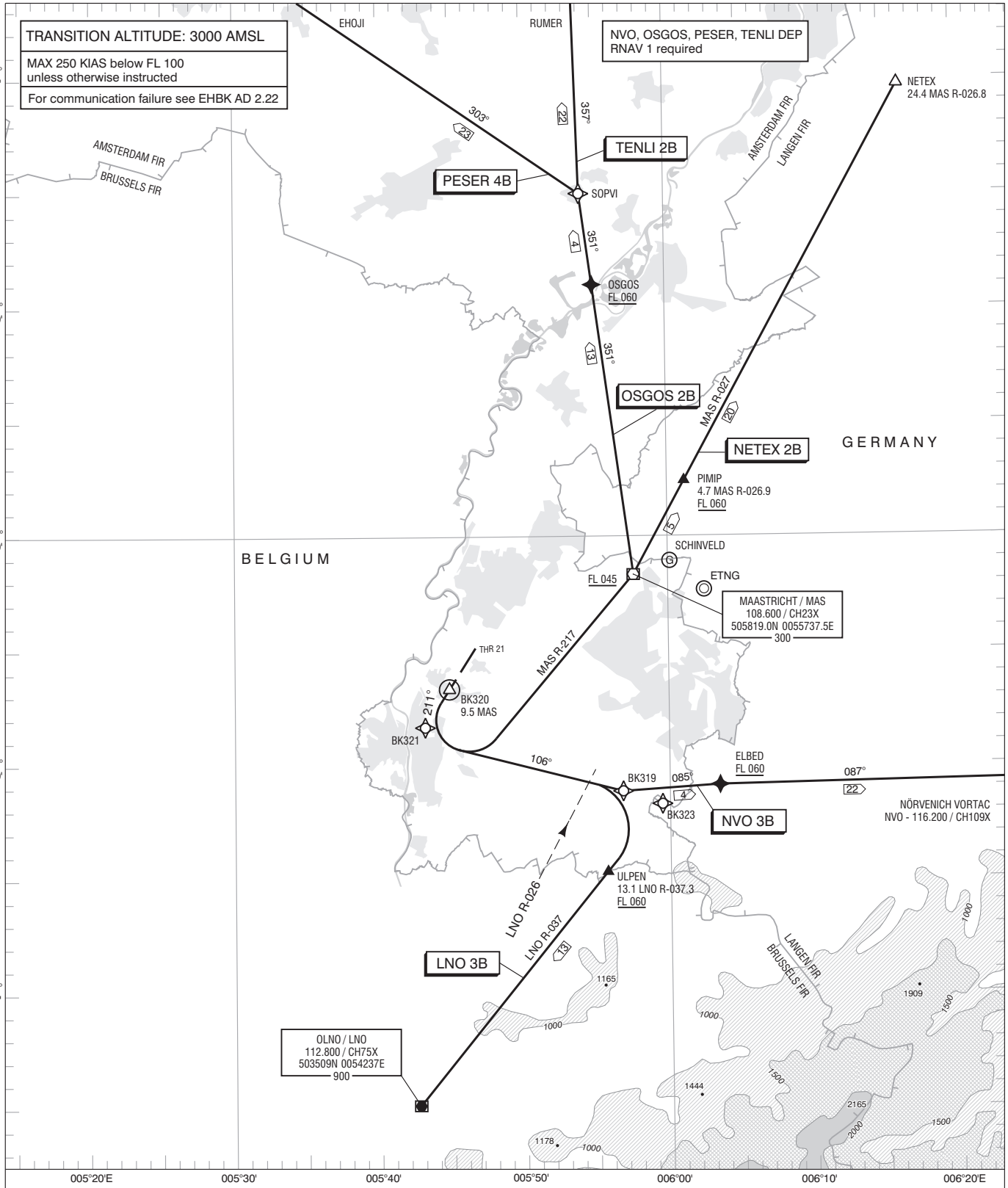
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

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: MSA; editorial.



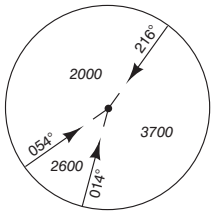
SCALE 1 : 450 000

KM 5 0 5 10 15 20
NM 2 1 0 2 4 6 8 10

BK319	504850.5N	0055646.4E
BK320	505320.9N	0054449.9E
BK321	505140.9N	0054308.8E
BK323	504816.5N	0055928.4E

TWR	119.480	Beek Tower
	121.830	Beek Delivery
	119.705	
APP	123.980	Beek Approach
ATIS	124.580	Maastricht Information
	121.500	General Emergency

MSA BASED ON MAS VOR/DME



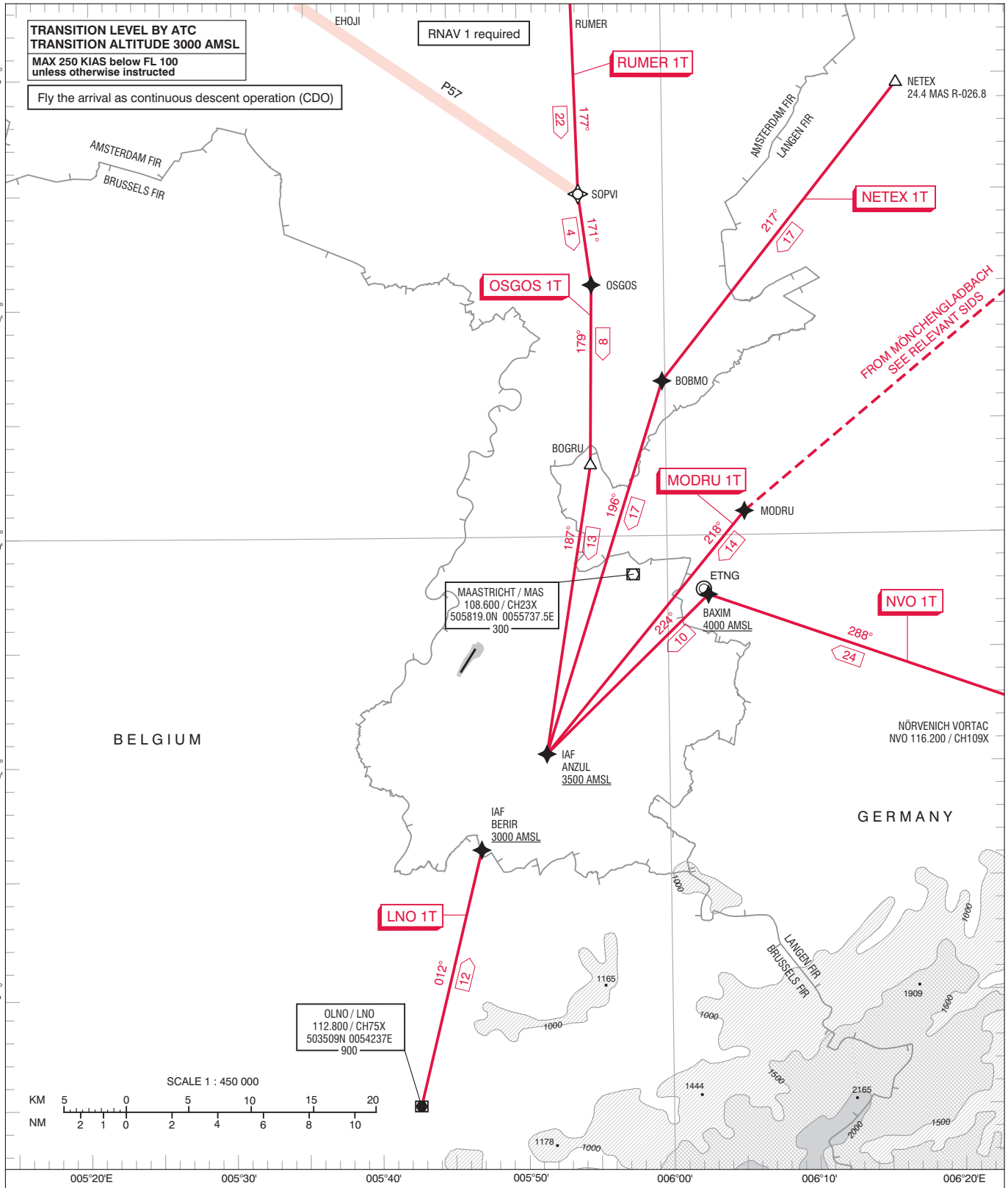
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

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: MSA; editorial.

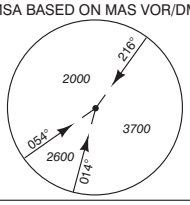


NOTES:

1. Detailed information concerning ATS routes and WPTs see ENR 3, 4 and 6.
2. For MODRU and OSGOS STAR restrictions see EHBK 2.22 § 2.2.2.1.
3. When cleared to descend via a standard arrival route (STAR), establish a continuous descent path.
4. Communication failure: see EHBK AD 2.22 and the relevant instrument approach chart.

APP	123.980	Beek Approach
TWR	119.480	Beek Tower
	119.705	
ATIS	124.580	Maastricht Information
	121.500	General Emergency

MSA BASED ON MAS VOR/DME

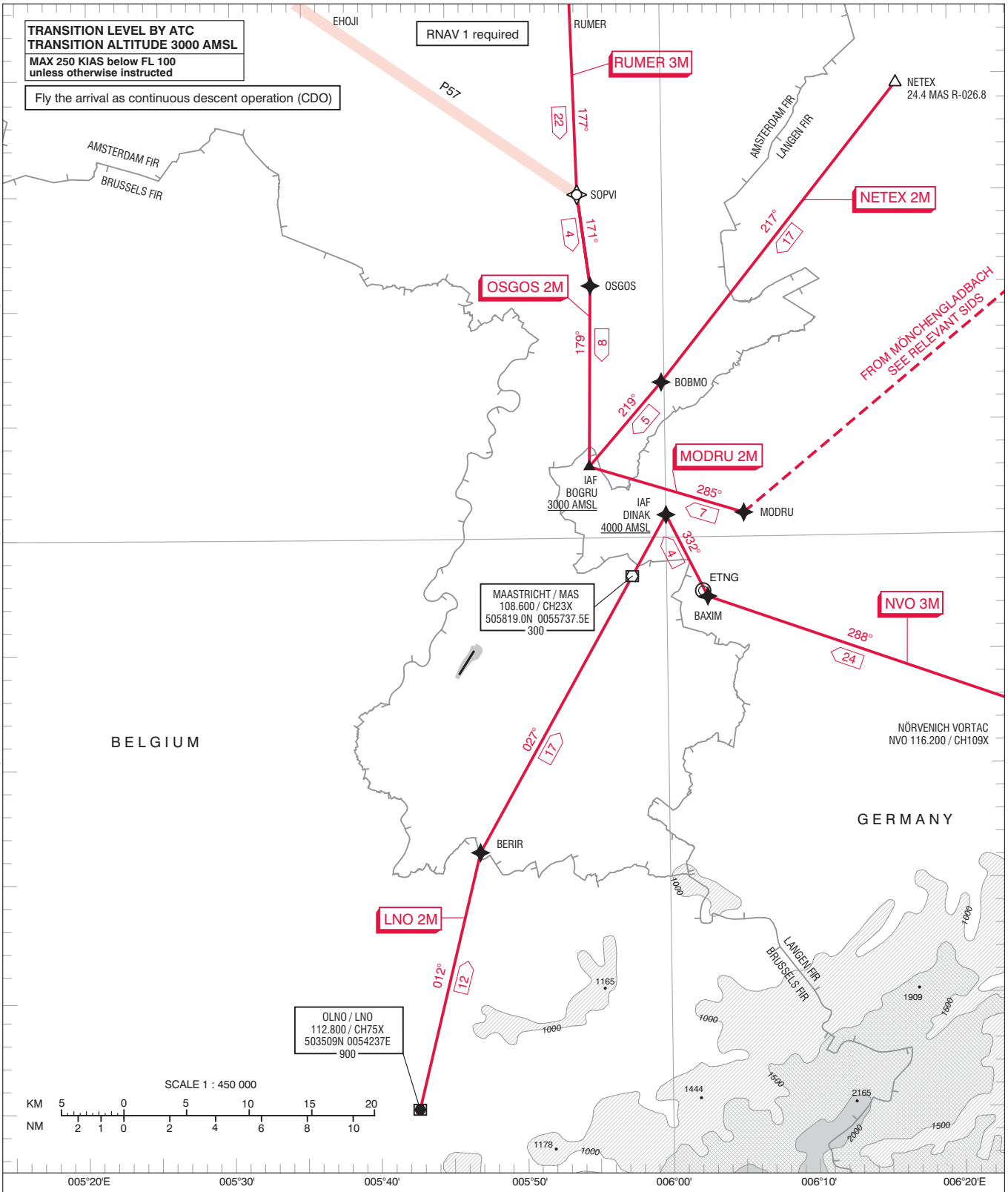


AVERAGE VAR 2°E (2020)
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

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

SID / STAR
SID / STAR AS DESCRIBED
ATS ROUTE

CHANGE: CDO ARR; editorial.

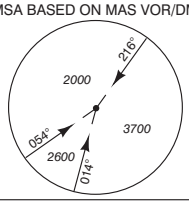


NOTES:

1. Detailed information concerning ATS routes and WPTs see ENR 3, 4 and 6.
2. For MODRU and OSGOS STAR restrictions see EHBK 2.22 § 2.2.2.1.
3. When cleared to descend via a standard arrival route (STAR), establish a continuous descent path.
4. Communication failure: see EHBK AD 2.22 and the relevant instrument approach chart.

APP	123.980	Beek Approach
TWR	119.480	Beek Tower
	119.705	
ATIS	124.580	Maastricht Information
	121.500	General Emergency

MSA BASED ON MAS VOR/DME

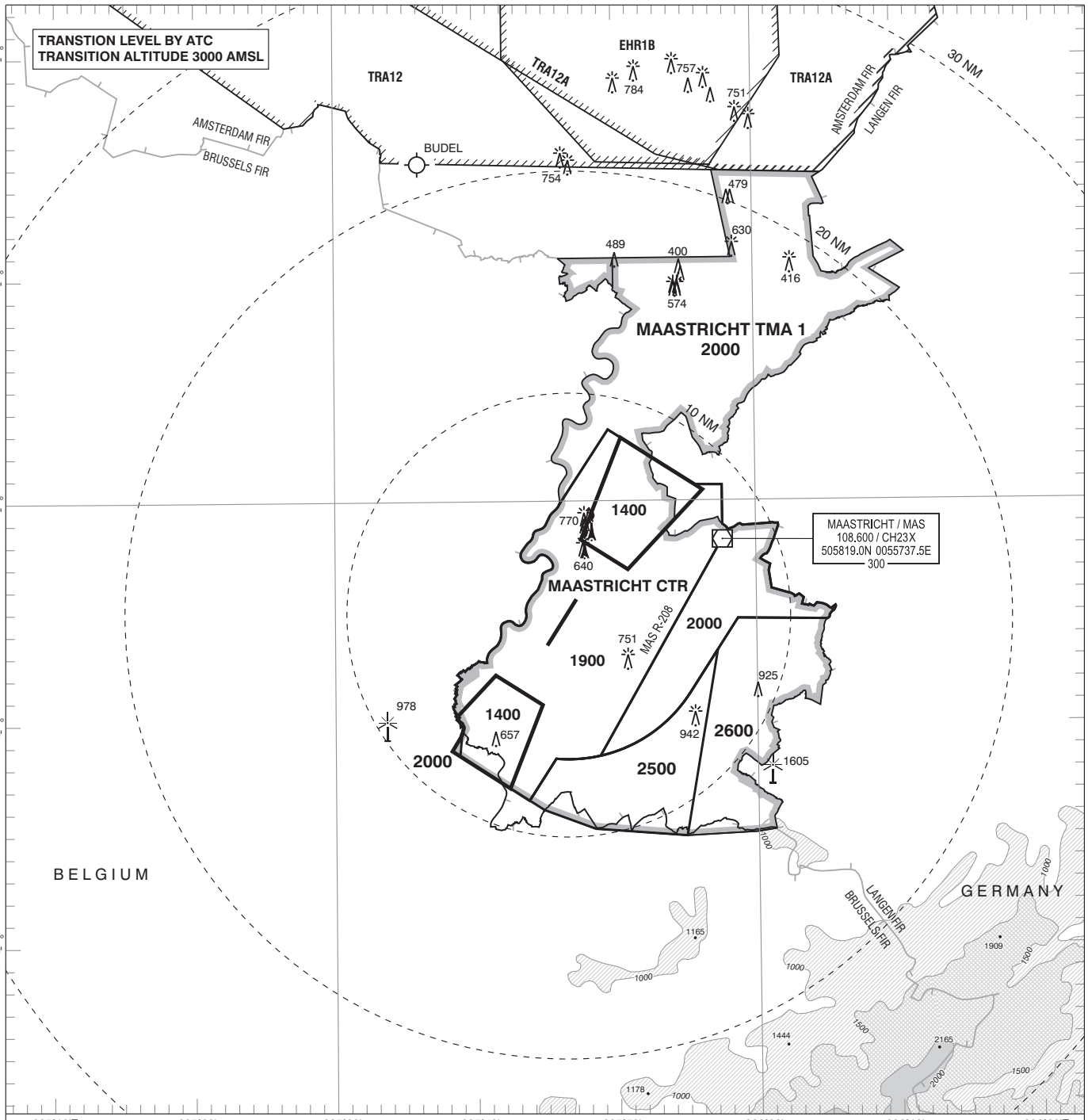


AVERAGE VAR 2°E (2020)
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

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

SID / STAR
SID / STAR AS DESCRIBED
ATS ROUTE

CHANGE: CDO ARR; editorial.



SCALE 1 : 500 000

KM 5 0 5 10 15 20
NM 2 1 0 2 4 6 8 10

APP	123.980	Beek Approach
TWR	119.480	Beek Tower
	119.705	
ATIS	124.580	Maastricht Information
	121.500	General Emergency

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

Final approach vectoring area (FAVA)
Minimum vectoring altitude sector (MVA)

NOTES:

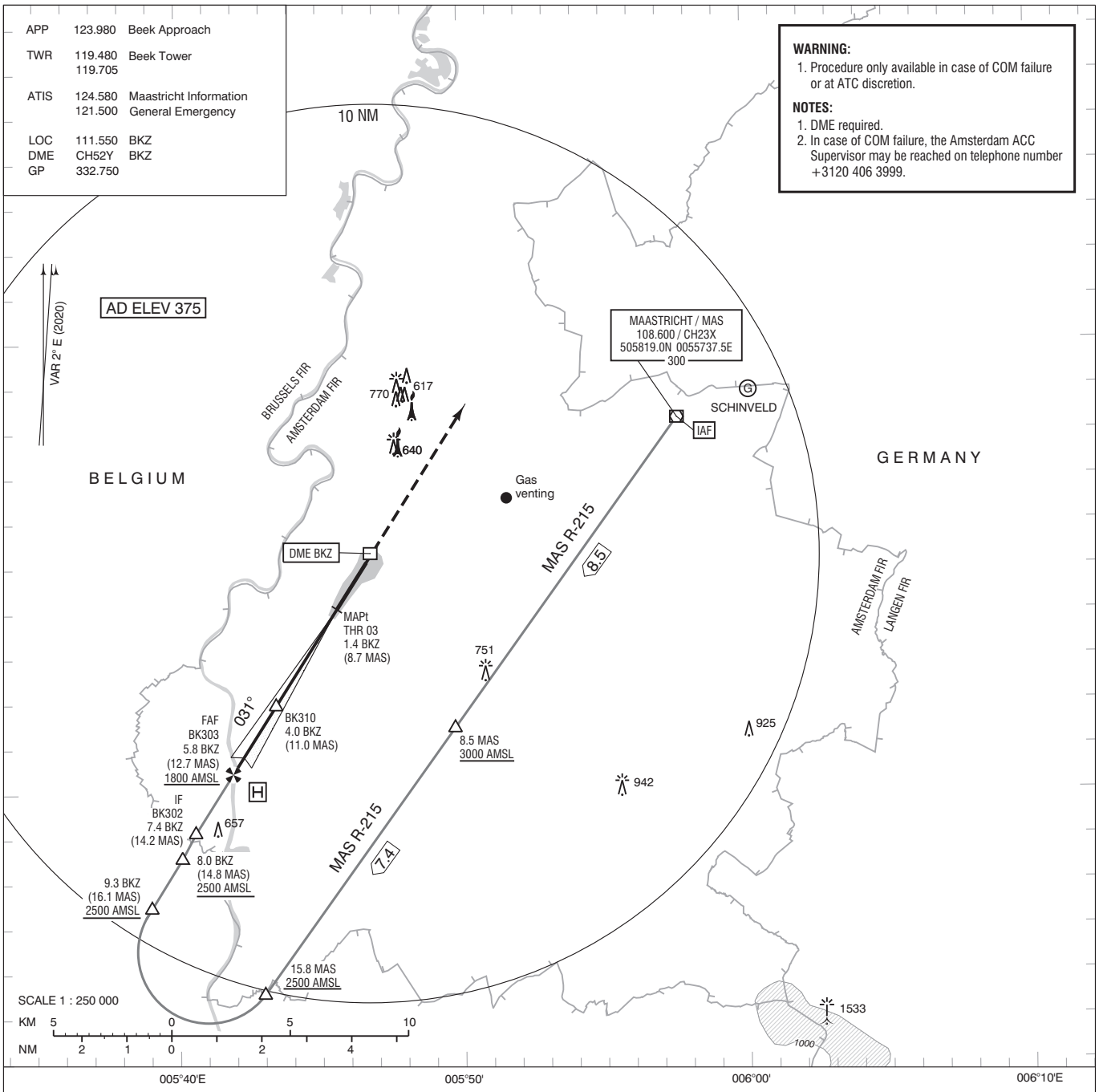
1. This chart may only be used for cross-checking of altitudes, assigned while the aircraft is identified by the responsible ATC unit.
2. Aeronautical data and minimum vectoring altitudes are provided only within the relevant CTR and TMA.
3. Only significant obstacles, aerodromes and prohibited, restricted and danger areas in the Amsterdam FIR are shown.
4. Temperature correction: at or below -10 degrees Celsius the MVAs 1900 and 2000 should read 2200 FT, below -15 degrees Celsius the MVAs should read 2300 FT. At or below below -5 degrees Celsius the MVA 2600 should read 2900 FT, below -15 degrees Celsius read 3000 FT.
5. A descent clearance to the FAVA will only be issued when the aircraft is established on the ILS final approach track, or on an intercept of 30 degrees or less.
6. In case of a communication failure, execute the COM failure procedure of the last assigned approach.

CHANGE: MVA; editorial.

APP	123.980	Beek Approach
TWR	119.480 119.705	Beek Tower
ATIS	124.580 121.500	Maastricht Information General Emergency
LOC	111.550	BKZ
DME	CH52Y	BKZ
GP	332.750	

WARNING:
1. Procedure only available in case of COM failure or at ATC discretion.

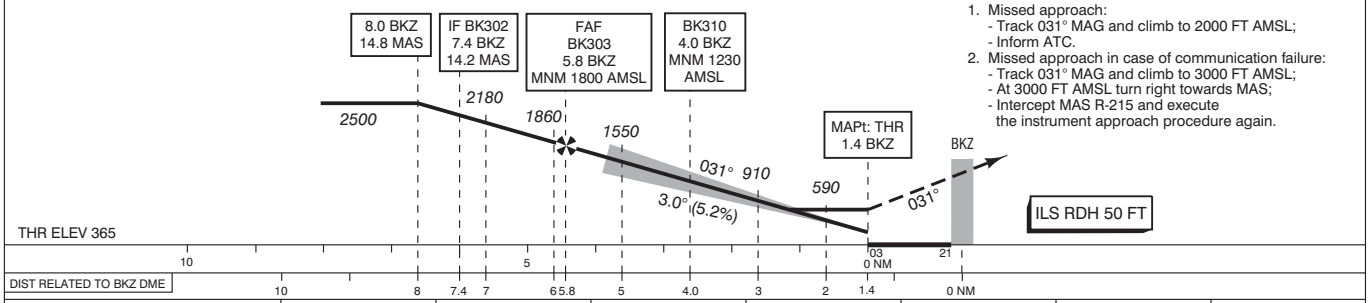
NOTES:
1. DME required.
2. In case of COM failure, the Amsterdam ACC Supervisor may be reached on telephone number +3120 406 3999.



DO NOT DESCEND BELOW THE DESCENT PROFILE

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL

1. Missed approach:
   - Track 031° MAG and climb to 2000 FT AMSL;
   - Inform ATC.
2. Missed approach in case of communication failure:
   - Track 031° MAG and climb to 3000 FT AMSL;
   - At 3000 FT AMSL turn right towards MAS;
   - Intercept MAS R-215 and execute the instrument approach procedure again.



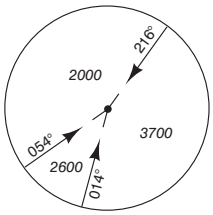
GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	320 FT/MIN	425 FT/MIN	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN

OCA *(OCH)* ELEV THR 03: 365.2 FT

ACFT CAT	CAT I	LOC MAPt: THR	CIRCLING
A	513 *(148)*	720 *(360)*	890 *(520)*
B	523 *(158)*		940 *(570)*
C	533 *(168)*		1170 *(800)*
D	543 *(178)*		
DL	553 *(188)*		

THR 03	505406.7N	0054536.2E
BK302	504907.9N	0054034.5E
BK303	505027.1N	0054154.3E
BK310	505157.6N	0054325.7E

MSA BASED ON MAS VOR/DME



CEILING AND VISIBILITY MINIMA

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

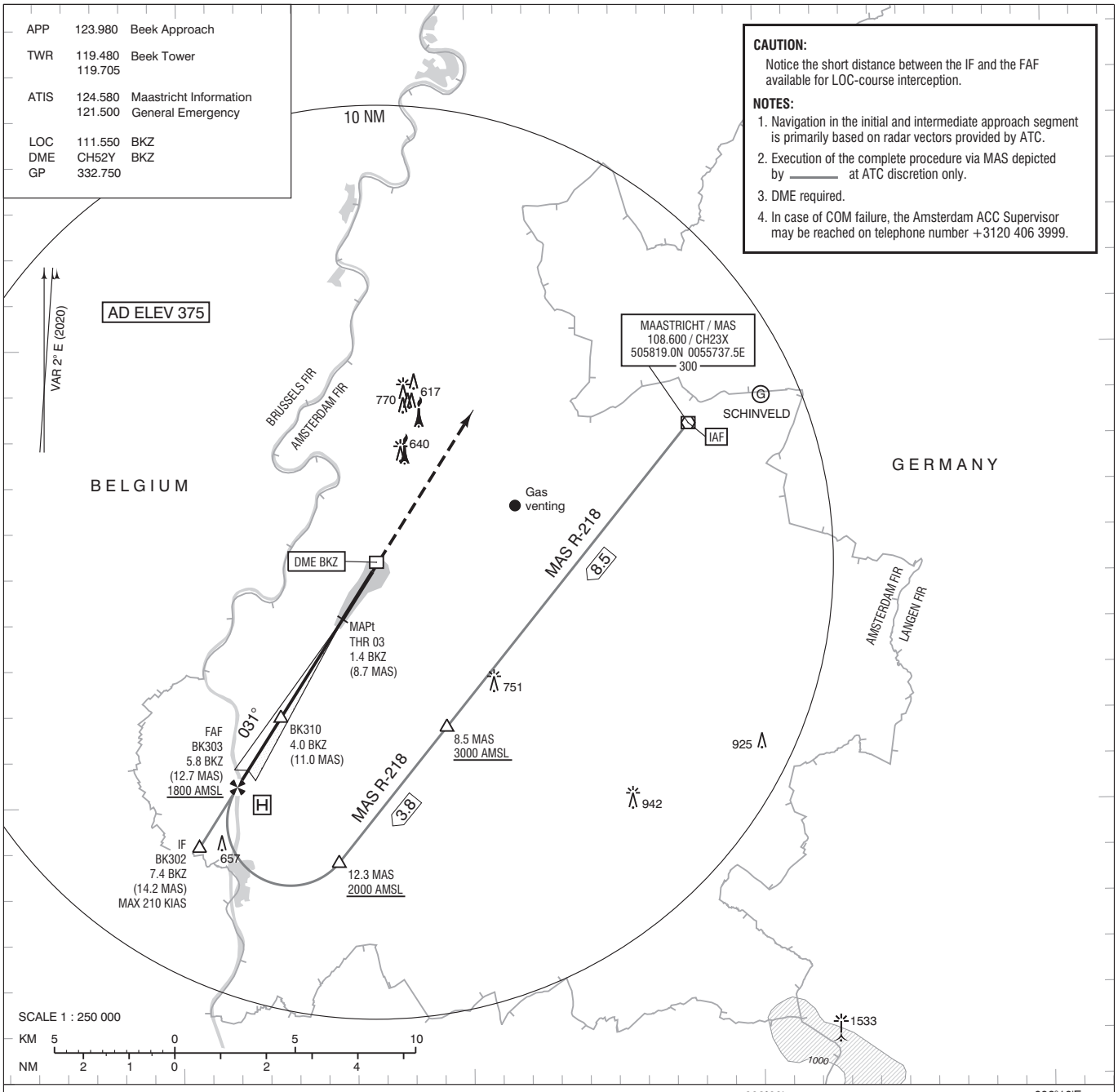
DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET

CHANGE: MSA; editorial.

APP	123.980	Beek Approach
TWR	119.480 119.705	Beek Tower
ATIS	124.580 121.500	Maastricht Information General Emergency
LOC	111.550	BKZ
DME	CH52Y	BKZ
GP	332.750	

CAUTION:
Notice the short distance between the IF and the FAF available for LOC-course interception.

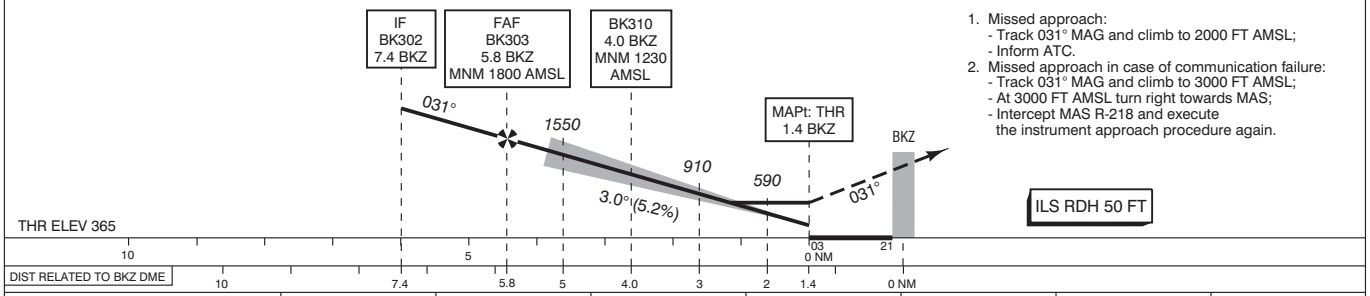
NOTES:
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
2. Execution of the complete procedure via MAS depicted by _____ at ATC discretion only.
3. DME required.
4. In case of COM failure, the Amsterdam ACC Supervisor may be reached on telephone number +3120 406 3999.



DO NOT DESCEND BELOW THE DESCENT PROFILE

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL

1. Missed approach:
   - Track 031° MAG and climb to 2000 FT AMSL;
   - Inform ATC.
2. Missed approach in case of communication failure:
   - Track 031° MAG and climb to 3000 FT AMSL;
   - At 3000 FT AMSL turn right towards MAS;
   - Intercept MAS R-218 and execute the instrument approach procedure again.



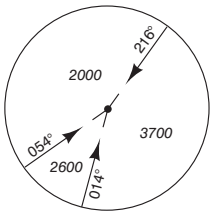
GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	320 FT/MIN	425 FT/MIN	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN

OCA *(OCH)* ELEV THR 03: 365.2 FT

ACFT CAT	CAT I	LOC MAPt: THR	CIRCLING
A	513 *(148)*	720 *(360)*	890 *(520)*
B	523 *(158)*		940 *(570)*
C	533 *(168)*		1170 *(800)*
D	543 *(178)*		
DL	553 *(188)*		

THR 03	505406.7N	0054536.2E
BK302	504907.9N	0054034.5E
BK303	505027.1N	0054154.3E
BK310	505157.6N	0054325.7E

MSA BASED ON MAS VOR/DME



CEILING AND VISIBILITY MINIMA

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

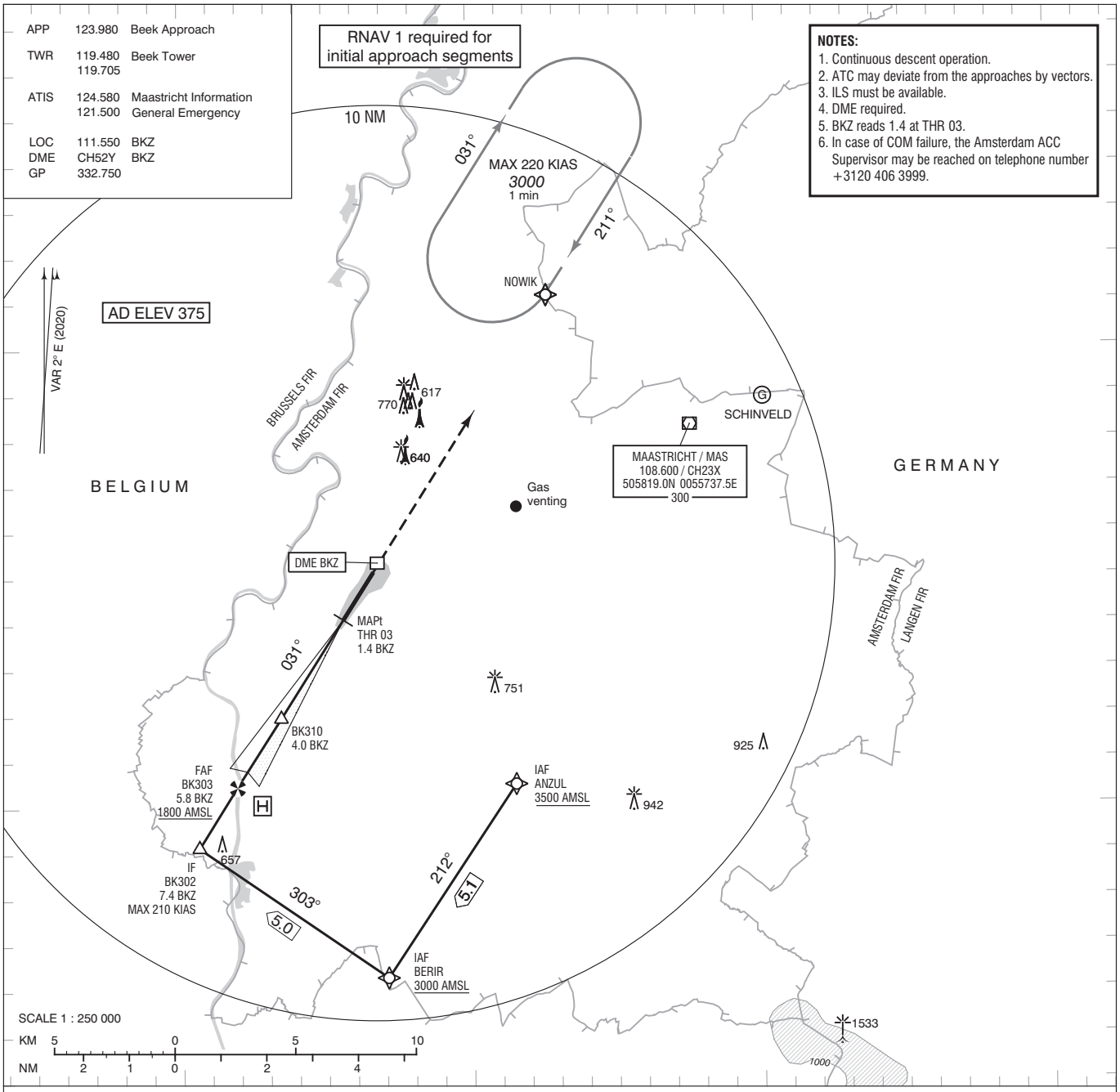
DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET

CHANGE: MSA; editorial.

APP	123.980	Beek Approach
TWR	119.480 119.705	Beek Tower
ATIS	124.580 121.500	Maastricht Information General Emergency
LOC	111.550	BKZ
DME	CH52Y	BKZ
GP	332.750	

RNAV 1 required for initial approach segments

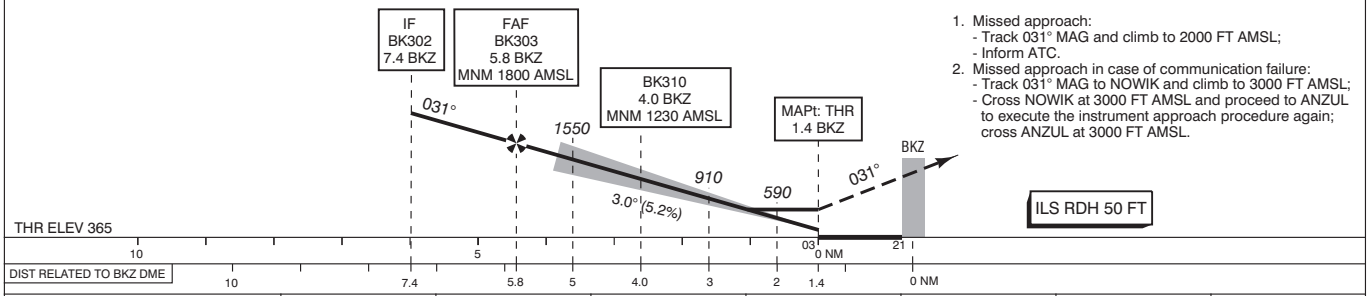
NOTES:
1. Continuous descent operation.
2. ATC may deviate from the approaches by vectors.
3. ILS must be available.
4. DME required.
5. BKZ reads 1.4 at THR 03.
6. In case of COM failure, the Amsterdam ACC Supervisor may be reached on telephone number +3120 406 3999.



DO NOT DESCEND BELOW THE DESCENT PROFILE

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL

1. Missed approach:
   - Track 031° MAG and climb to 2000 FT AMSL;
   - Inform ATC.
2. Missed approach in case of communication failure:
   - Track 031° MAG to NOWIK and climb to 3000 FT AMSL;
   - Cross NOWIK at 3000 FT AMSL and proceed to ANZUL to execute the instrument approach procedure again; cross ANZUL at 3000 FT AMSL.



ILS RDH 50 FT

GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	320 FT/MIN	425 FT/MIN	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN

OCA *(OCH)* ELEV THR 03: 365.2 FT

ACFT CAT	CAT I	LOC MAPt: THR	CIRCLING
A	513 *(148)*	720 *(360)*	890 *(520)*
B	523 *(158)*		940 *(570)*
C	533 *(168)*		1170 *(800)*
D	543 *(178)*		
DL	553 *(188)*		

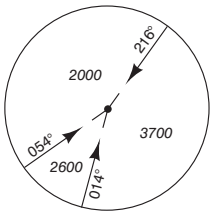
THR 03	505406.7N	0054536.2E
BK302	504907.9N	0054034.5E
BK303	505027.1N	0054154.3E
BK310	505157.6N	0054325.7E

CEILING AND VISIBILITY MINIMA

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

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET

MSA BASED ON MAS VOR/DME

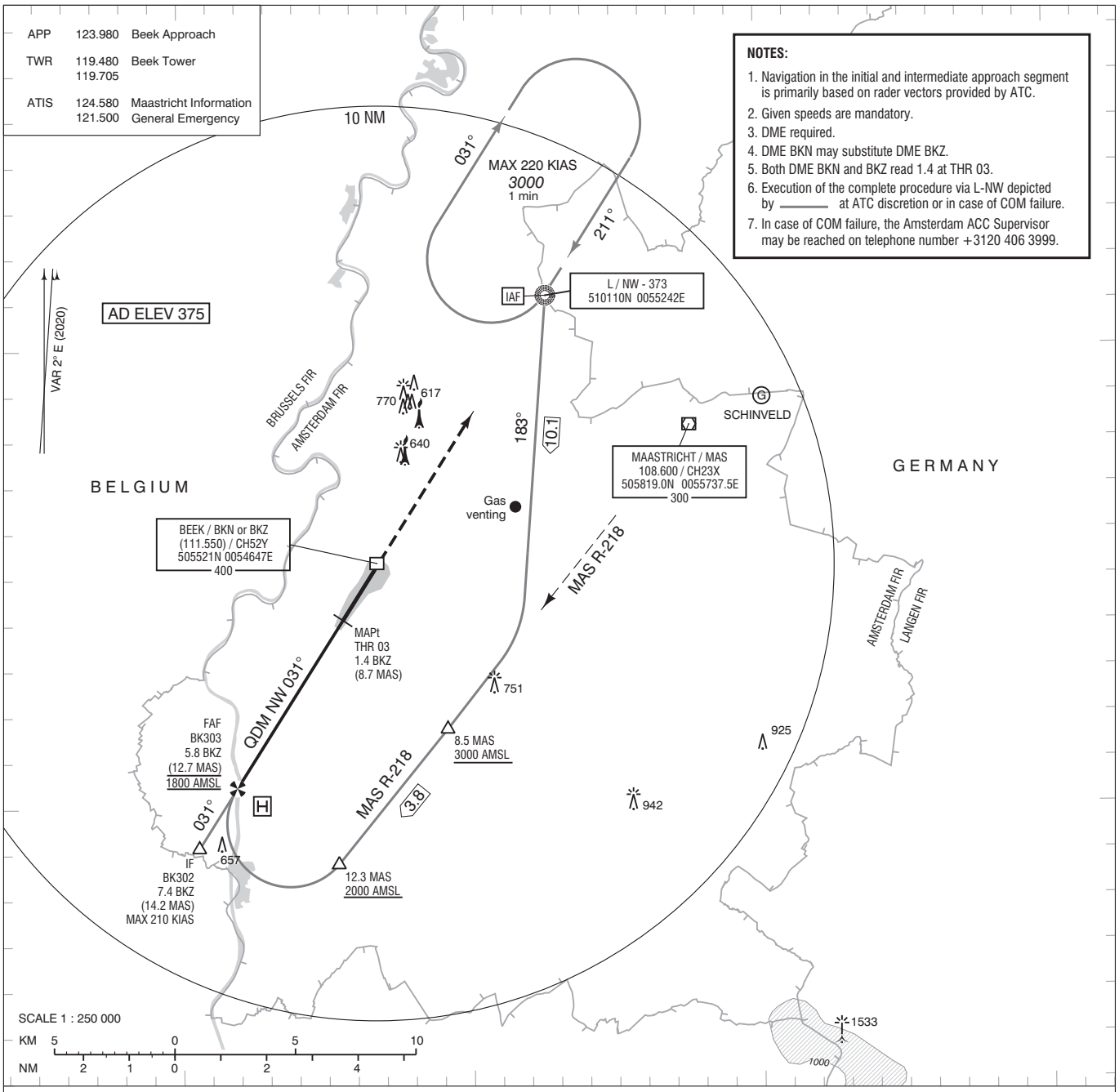


CHANGE: CDO APP; NOTES; editorial.

APP	123.980	Beek Approach
TWR	119.480 119.705	Beek Tower
ATIS	124.580 121.500	Maastricht Information General Emergency

NOTES:

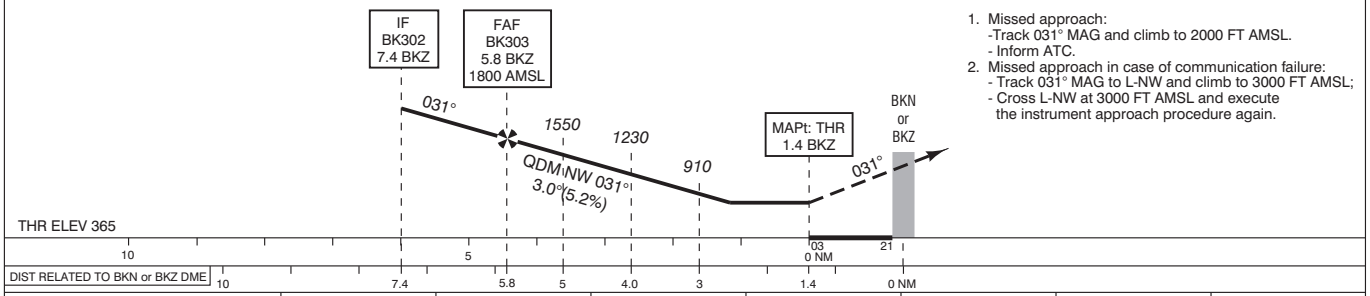
1. Navigation in the initial and intermediate approach segment is primarily based on rader vectors provided by ATC.
2. Given speeds are mandatory.
3. DME required.
4. DME BKN may substitute DME BKZ.
5. Both DME BKN and BKZ read 1.4 at THR 03.
6. Execution of the complete procedure via L-NW depicted by ——— at ATC discretion or in case of COM failure.
7. In case of COM failure, the Amsterdam ACC Supervisor may be reached on telephone number +3120 406 3999.



DO NOT DESCEND BELOW THE DESCENT PROFILE

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL

1. Missed approach:
   -Track 031° MAG and climb to 2000 FT AMSL.
   - Inform ATC.
2. Missed approach in case of communication failure:
   - Track 031° MAG to L-NW and climb to 3000 FT AMSL;
   - Cross L-NW at 3000 FT AMSL and execute the instrument approach procedure again.



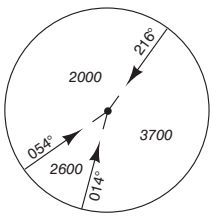
GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	320 FT/MIN	425 FT/MIN	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN

OCA *(OCH)* ELEV THR 03: 365.2 FT

ACFT CAT	NDB MAPt: THR	CIRCLING
A	830 *(460)*	890 *(520)*
B		940 *(570)*
C		1170 *(800)*
D		

THR 03	505406.7N	0054536.2E
BK302	504907.9N	0054034.5E
BK303	505027.1N	0054154.3E

MSA BASED ON MAS VOR/DME



CEILING AND VISIBILITY MINIMA

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

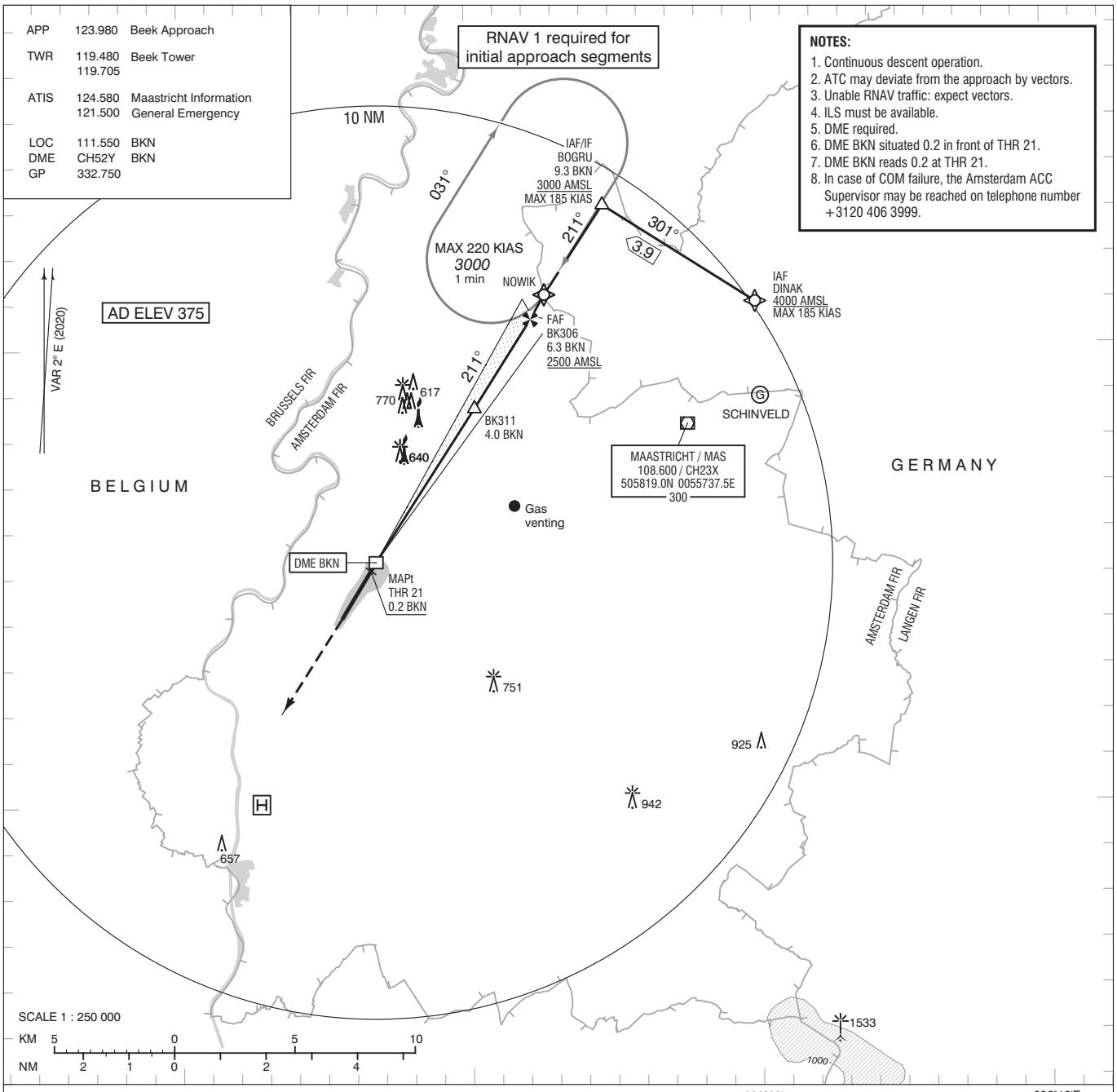
DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET

CHANGE: MSA; editorial.

APP	123.980	Beek Approach
TWR	119.480 119.705	Beek Tower
ATIS	124.580 121.500	Maastricht Information General Emergency
LOC	111.550	BKN
DME	CH52Y	BKN
GP	332.750	

RNAV 1 required for initial approach segments

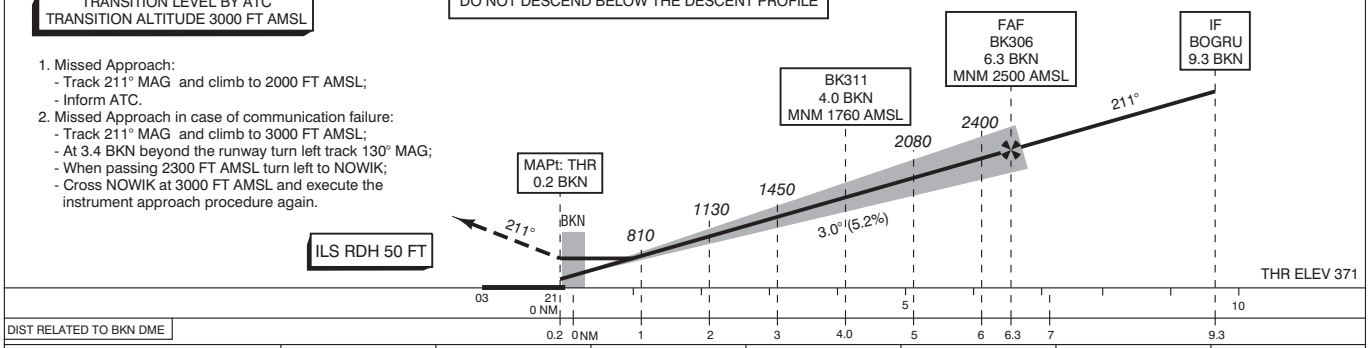
NOTES:
1. Continuous descent operation.
2. ATC may deviate from the approach by vectors.
3. Unable RNAV traffic: expect vectors.
4. ILS must be available.
5. DME required.
6. DME BKN situated 0.2 in front of THR 21.
7. DME BKN reads 0.2 at THR 21.
8. In case of COM failure, the Amsterdam ACC Supervisor may be reached on telephone number +3120 406 3999.



TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL

DO NOT DESCEND BELOW THE DESCENT PROFILE

1. Missed Approach:
   - Track 211° MAG and climb to 2000 FT AMSL;
   - Inform ATC.
2. Missed Approach in case of communication failure:
   - Track 211° MAG and climb to 3000 FT AMSL;
   - At 3.4 BKN beyond the runway turn left track 130° MAG;
   - When passing 2300 FT AMSL turn left to NOWIK;
   - Cross NOWIK at 3000 FT AMSL and execute the instrument approach procedure again.



DIST RELATED TO BKN DME

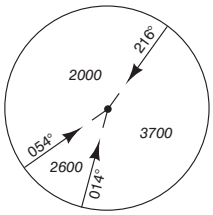
GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	320 FT/MIN	425 FT/MIN	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN

OCA *(OCH)* ELEV THR 21: 370.5 FT

ACFT CAT	CAT III supported		LOC MAPt: THR	CIRCLING
	CAT I	CAT II		
A	522 *(151)*	*(63)*	710 *(340)*	890 *(520)*
B	532 *(161)*	*(73)*		940 *(570)*
C	542 *(171)*	*(89)*		1170 *(800)*
D	555 *(184)*	*(105)*		
DL	558 *(187)*	*(105)*		

THR 21	505508.0N	0054638.3E
BK306	510037.5N	0055212.9E
BK311	505841.3N	0055014.8E

MSA BASED ON MAS VOR/DME



CEILING AND VISIBILITY MINIMA

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

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET

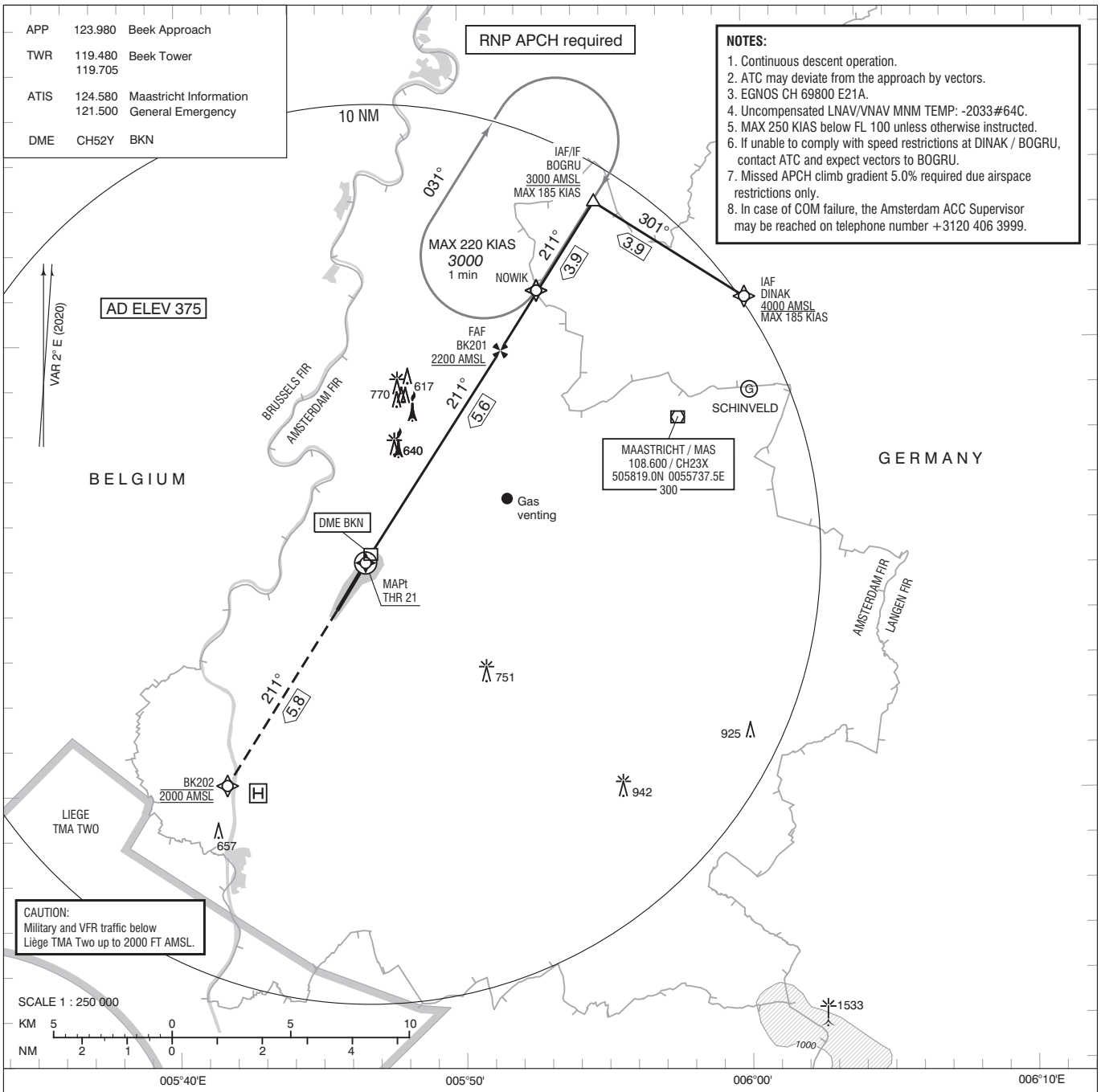
CHANGE: CDO APP; NOTES; editorial.

APP	123.980	Beek Approach
TWR	119.480 119.705	Beek Tower
ATIS	124.580 121.500	Maastricht Information General Emergency
DME	CH52Y	BKN

RNP APCH required

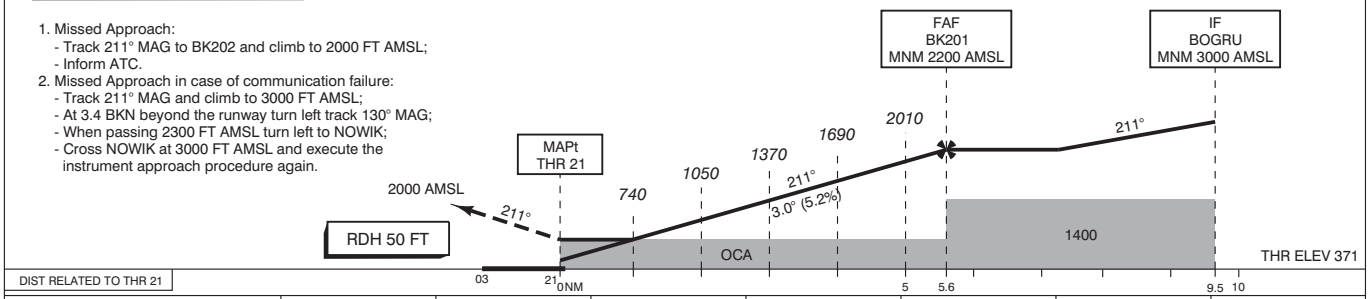
NOTES:

1. Continuous descent operation.
2. ATC may deviate from the approach by vectors.
3. EGNOS CH 69800 E21A.
4. Uncompensated LNAV/VNAV MNM TEMP: -2033#64C.
5. MAX 250 KIAS below FL 100 unless otherwise instructed.
6. If unable to comply with speed restrictions at DINAK / BOGRU, contact ATC and expect vectors to BOGRU.
7. Missed APCH climb gradient 5.0% required due airspace restrictions only.
8. In case of COM failure, the Amsterdam ACC Supervisor may be reached on telephone number +3120 406 3999.



TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL

1. Missed Approach:
   - Track 211° MAG to BK202 and climb to 2000 FT AMSL;
   - Inform ATC.
2. Missed Approach in case of communication failure:
   - Track 211° MAG and climb to 3000 FT AMSL;
   - At 3.4 BKN beyond the runway turn left track 130° MAG;
   - When passing 2300 FT AMSL turn left to NOWIK;
   - Cross NOWIK at 3000 FT AMSL and execute the instrument approach procedure again.



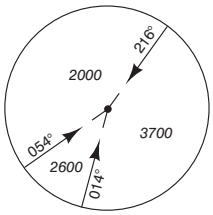
GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	320 FT/MIN	425 FT/MIN	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN

OCA *(OCH)* ELEV THR 21: 370.5 FT

ACFT CAT	LPV		LNAV / VNAV MNM TEMP: -20°C		LNAV		CIRCLING
	5.0%	2.5%	5.0%	2.5%	5.0%	2.5%	
A	607 *(236)*	1295 *(924)*	644 *(273)*	1308 *(938)*	820 *(445)*	1310 *(929)*	890 *(520)*
B	619 *(248)*	1301 *(930)*	655 *(284)*	1325 *(954)*			940 *(570)*
C	627 *(256)*	1304 *(934)*	662 *(291)*	1335 *(965)*			1170 *(800)*
D	638 *(267)*	1310 *(939)*	671 *(300)*	1348 *(978)*			
DL	638 *(267)*	1310 *(939)*	671 *(300)*	1348 *(978)*			

THR 21 505508.0N 0054638.3E
BK201 505950.2N 0055124.8E
BK202 505013.6N 0054141.1E

MSA BASED ON MAS VOR/DME

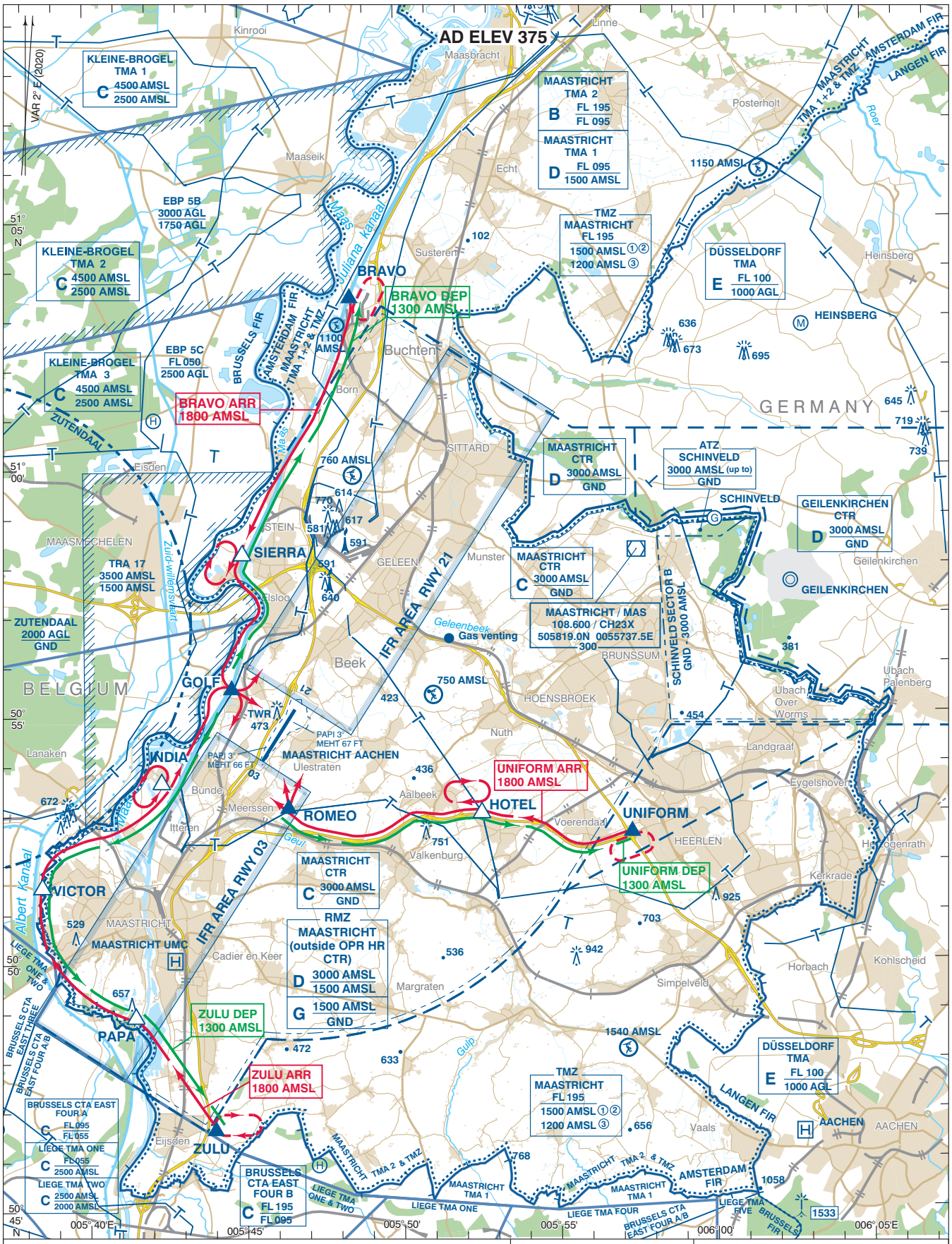


CEILING AND VISIBILITY MINIMA

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

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET

CHANGE: CDO APP; NOTES; editorial.



For description VFR - procedures see EHBK AD 2.22.

Visual holding

Recommended visual holding

Flare. Avoid overflying.

TMZ MAASTRICHT:

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 paraglider.
③ MON-FRI 0800-1600 (0700-1500), EXCL HOL: lower limit 1200 FT AMSL.

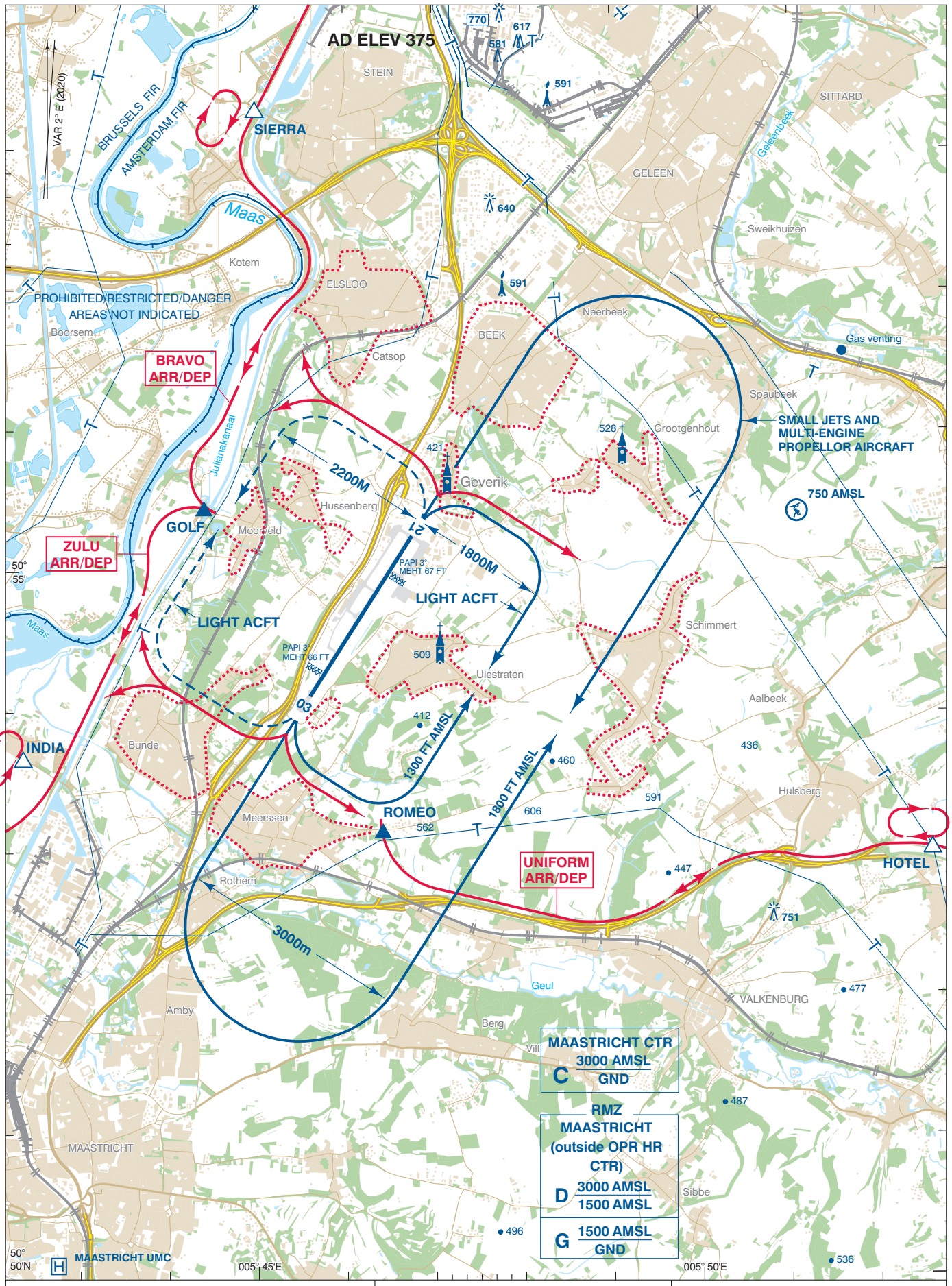
DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET AMSL

HIGHEST KNOWN ELEVATION ON THIS CHART: 1533

APP	123.980	Beek Approach
TWR	119.480 119.705 121.830	Beek Tower Beek Delivery
FIC	126.900	Brussels INFO
ATIS	124.580	Maastricht Information

SCALE 1 : 200.000
KM 2 1 0 1 2 3 4 5 6
NM 1 0 1 2 3

CHANGE: LOC NW deleted; ILS AREA renamed IFR AREA; editorial.



For description VFR - procedures see EHBK AD 2.22.

- Visual holding
- ARR/DEP ROUTE
- ATC DISCRETION
- CIRCUIT
- Area to be avoided as much as possible.
- Flare. Avoid overflying.

SCALE 1 : 70 000

M 1000 500 0 1000 2000

FT 2000 0 2000 4000 6000

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

HIGHEST KNOWN ELEVATION
ON THIS CHART: 770

TWR	119.480	Beek Tower
	119.705	
	121.830	Beek Delivery
APP	123.980	Beek Approach
ATIS	124.580	Maastricht Information

CHANGE: PSN REP point INDIA; editorial.