EHTE — DEVENTER/Teuge

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

EHTE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHTE — DEVENTER/Teuge

EHTE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EHTE AD 2.3 OPERATIONAL HOURS

1	**AD operator**	MON-FRI: UDP BTN 0700-1900 (0600-1800); SAT: UDP BTN 0800-1900 (0700-1800); SUN, HOL: UDP BTN 0900-1900 (0800-1800). All flights outside OPR HR 24 HR PPR [1)].
2	**Customs and immigration**	Customs: as AD OPR HR. Outside OPR HR 24 HR PPR. Immigration: as AD OPR HR. Outside OPR HR 24 HR PPR.
3	**Health and sanitation**	SR-SS 1 HR PN [2)].
4	**AIS briefing office**	H24 Tel: +31 (0)20 406 2315 URL: https://www.homebriefing.nl
5	**ATS reporting office (ARO)**	Competent ATS unit: ARO Schiphol, see EHAM AD 2.3.
6	**MET briefing office**	NA
7	**ATS**	NA
8	**Fuelling**	During AD OPR HR.
9	**Handling**	During AD OPR HR.
10	**Security**	On request 1 HR PN [2)].
11	**De-icing**	NA
12	**Remarks**	1. Jet aircraft and aircraft with MTOM above 6000 KG: 1 HR PPR. [1)] IFR flights only allowed outside UDP BTN 0600-2200 (0500-2100), slots will be allocated by AD authority. [2)] PN means notification other than by (VFR) flight plans.

EHTE AD 2.4 HANDLING SERVICES AND FACILITIES

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

EHTE AD 2.5 PASSENGER FACILITIES

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

EHTE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

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

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

EHTE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands**	TWY guide lines (yellow).
2	**RWY and TWY markings and LGT**	**RWY:** THR, RWY designators, centre line, RWY 26 aiming point. THR lights, edge lights and end lights. **TWY:** centre lines, holding points, mandatory instruction signs at taxi holding point, blue retro-reflective edge markers.
3	**Stop bars**	NIL
4	**Remarks**	Landing area: yellow markers to separate aeroplane and glider area.

EHTE AD 2.10 AERODROME OBSTACLES

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

EHTE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

Available at the aerodrome office.

EHTE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True BRG	Dimensions of RWY (M)	Strength (PCN) and 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
08	085.48°	1199 x 27	[1)]/F/B/Y/U ASPH, CONC	521432.82N 0060230.19E INFO not AVBL 142 FT	15.6 FT
26	265.49°	1199 x 27	[1)]/F/B/Y/U ASPH, CONC	521435.62N 0060332.61E INFO not AVBL 142 FT	15.3 FT

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and type of arresting system	OFZ
1	7	8	9	10	11	12	13
08	NA	NA	60 x 140	1319 x 140	150 x 90	NIL	NA
26	NA	NA	60 x 140	1319 x 140	130 x 86	NIL	NA

Remarks
14
[1)] PCN not AVBL.

EHTE AD 2.13 DECLARED DISTANCES

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

EHTE AD 2.14 APPROACH AND RUNWAY LIGHTING

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

Remarks
10
NIL

EHTE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	LDI: 100 M N of AD office. Anemometer: 55 M NE of AD office.

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

EHTE AD 2.17 ATS AIRSPACE

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

EHTE AD 2.18 ATS COMMUNICATION FACILITIES

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

EHTE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (VOR/ILS/MLS: declination)	ID	Frequency CH service provider and reference path identifier	Hours of operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna or GBAS: 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**
GPS	NA	L1 1575.42 MHz	H24	NA	NA	NA	NIL
EGNOS	NA	L1 1575.42 MHz[1)]	H24	NA	[1)]	NA	[1)] See EHTE AD 2.22 for FAS data block

EHTE AD 2.21 NOISE ABATEMENT PROCEDURES

1 USER REGULATIONS

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

2 IFR PROCEDURES

Visual manoeuvring: circling south of AD prohibited.

3 VFR PROCEDURES

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

EHTE AD 2.22 FLIGHT PROCEDURES

1 INSTRUMENT DEPARTURE PROCEDURES

1.1 Introduction

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

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

1.2 Start-up and taxiing

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

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

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

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

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

1.3 En route clearance

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

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

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

1.4 Departure instructions

1.4.1 General remarks

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

1.4.2 Departure procedure RWY 08

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

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

1.4.3 Departure procedure RWY 26

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

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

1.5 Communication failure

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

a. When VMC:
   - Remain VMC and execute visual circuit.

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

2 INSTRUMENT APPROACH PROCEDURES

2.1 Introduction

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

The following restrictions apply for this instrument procedure:

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

Below 1500 FT AMSL Dutch MIL will provide, as far as practicable, flight information service until the landing has been completed. Aerodrome information will be provided by Teuge Radio.
Before the flight will leave controlled airspace, all actions have been taken by the ATC units concerned to ensure separation from other known flights during the instrument approach procedure (incl. missed approach).

2.1.1 Authorisation required

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

2.1.2 Radar procedures

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

2.2 Arrival

2.2.1 Inbound clearance

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

a. Clearance limit.
b. Route.
c. Flight level
d. Runway in use.
e. SSR code.

2.3 Initial and intermediate approach

2.3.1 Approach instructions

Approach instructions will be issued by MILATCC Schiphol, containing:

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

2.3.2 Transfer to Teuge Radio

Generally, before entering the intermediate approach segment, MILATCC Schiphol will issue clearance to carry out an instrument approach procedure (no landing clearance can be issued). Transfer of communication to Teuge Radio normally will take place after landing, when still on the runway.
Pilots should monitor Teuge Radio on a second communication set from the moment the FAF is overflown.

2.4 Final approach

2.4.1 Final approach procedures

2.4.1.1 General

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

2.4.1.2 Visual manoeuvring (circling)

Circling north of AD to RWY 08 only.

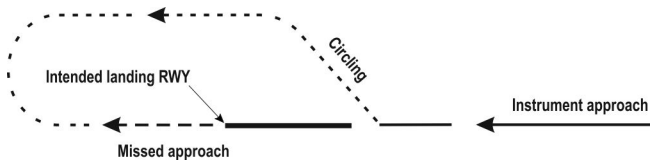
2.4.2 Missed approach procedure

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

2.4.3 Missed approach while circling to land RWY 08

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

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



2.5 Communication failure

2.5.1 General

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

2.5.2 Inbound clearance not received

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

2.5.3 Inbound clearance received

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

2.5.4 Missed approach procedure

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

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

a. When visual:

- Remain visual and execute another circuit for that runway.

b. When unable to remain visual:

- Climb to the circling altitude or higher.
- Start the turn to TE401, at TE401 turn right to DEVUT and enter the holding at 3000 FT AMSL for one complete pattern.
- Execute an instrument approach procedure to RWY 26 (AD 2.EHTE-IAC-26).

Note: circling south of AD prohibited.

2.5.6 Continue to alternate aerodrome after missed approach

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

2.6 Instrument approach description

2.6.1 RNAV procedure

Authorisation required, see EHTE AD 2.22 paragraph 2.1.1.

2.6.2 Instrument approach segments

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

2.6.2.1 RNP RWY 26

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

2.6.2.2 SBAS FAS data block coding data

Input Data

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

Output Data

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

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

3 VFR FLIGHT PROCEDURES AND REGULATIONS

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

3.1 General

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

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

3.2 Visual departure procedures

3.2.1 Departure RWY 08

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

3.2.2 Departure RWY 26

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

3.3 Visual approach procedures

3.3.1 Circuit area south RWY 08/26

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

3.3.2 Circuit area north RWY 08/26

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

3.4 VFR traffic circuits

3.4.1 Circuit area south RWY 08/26

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

3.4.2 Circuit area north RWY 08/26

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

EHTE AD 2.23 ADDITIONAL INFORMATION

1 CAUTIONS AND ADDITIONAL INFORMATION

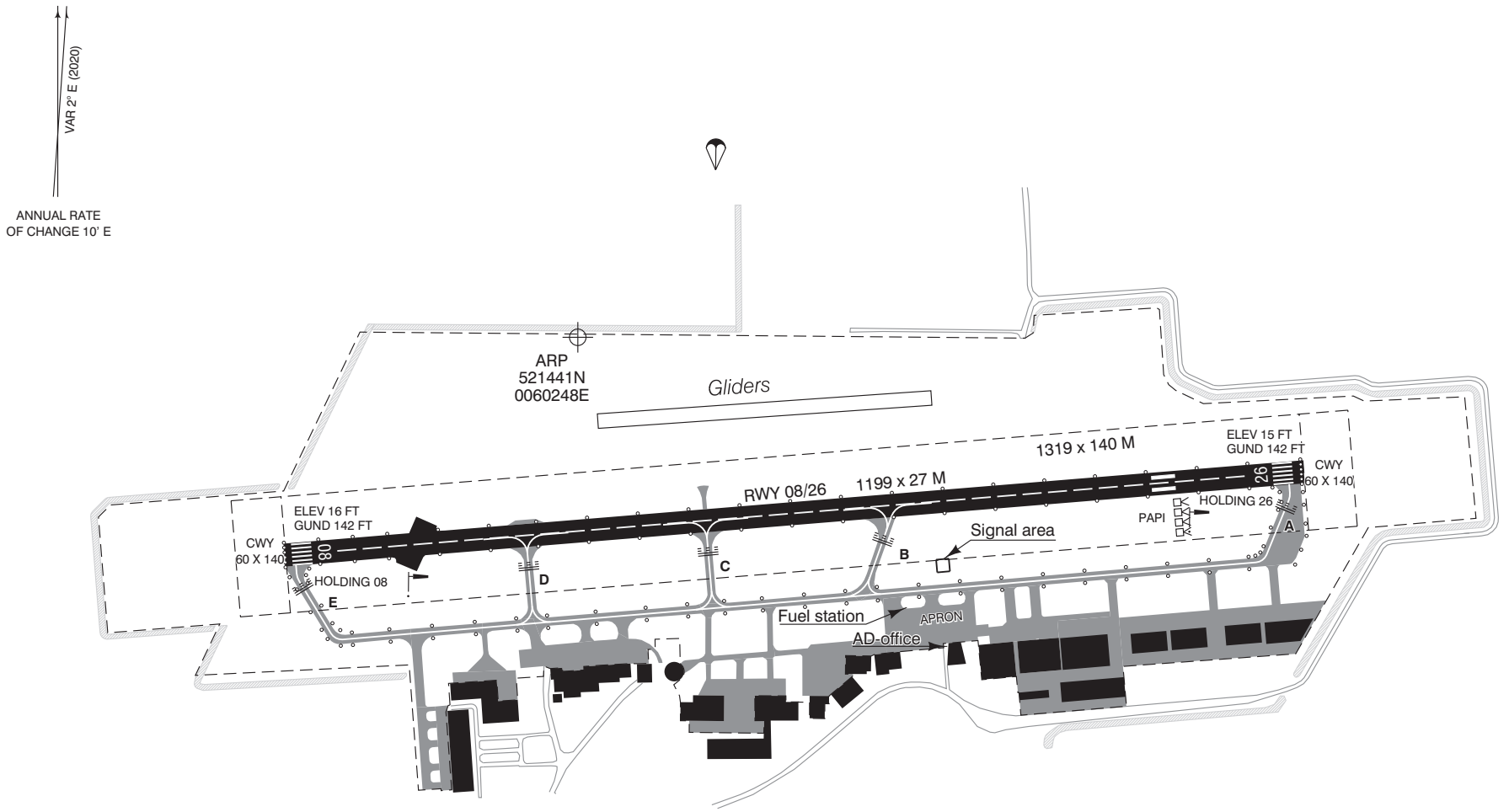
1. Glider flying may take place daily. The launching cable constitutes a dangerous obstacle up to 1700 FT AAL.
2. The glider launching areas must be avoided.
3. The aeroplane and glider areas are separated by yellow markers.
4. Parachute jumping may take place as stated in ENR 5.5 and/or as promulgated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

EHTE AD 2.24 CHARTS RELATED TO AN AERODROME

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

AD ELEV 17

AD info 121.005 Teuge Radio



DIRECTIONS ARE MAGNETIC
ELEVATIONS IN FEET AMSL
DIMENSIONS IN METRES

SCALE 1 : 7 500

M 0 100 200 300 400 500

FT 0 500 1000 1500

LEGEND

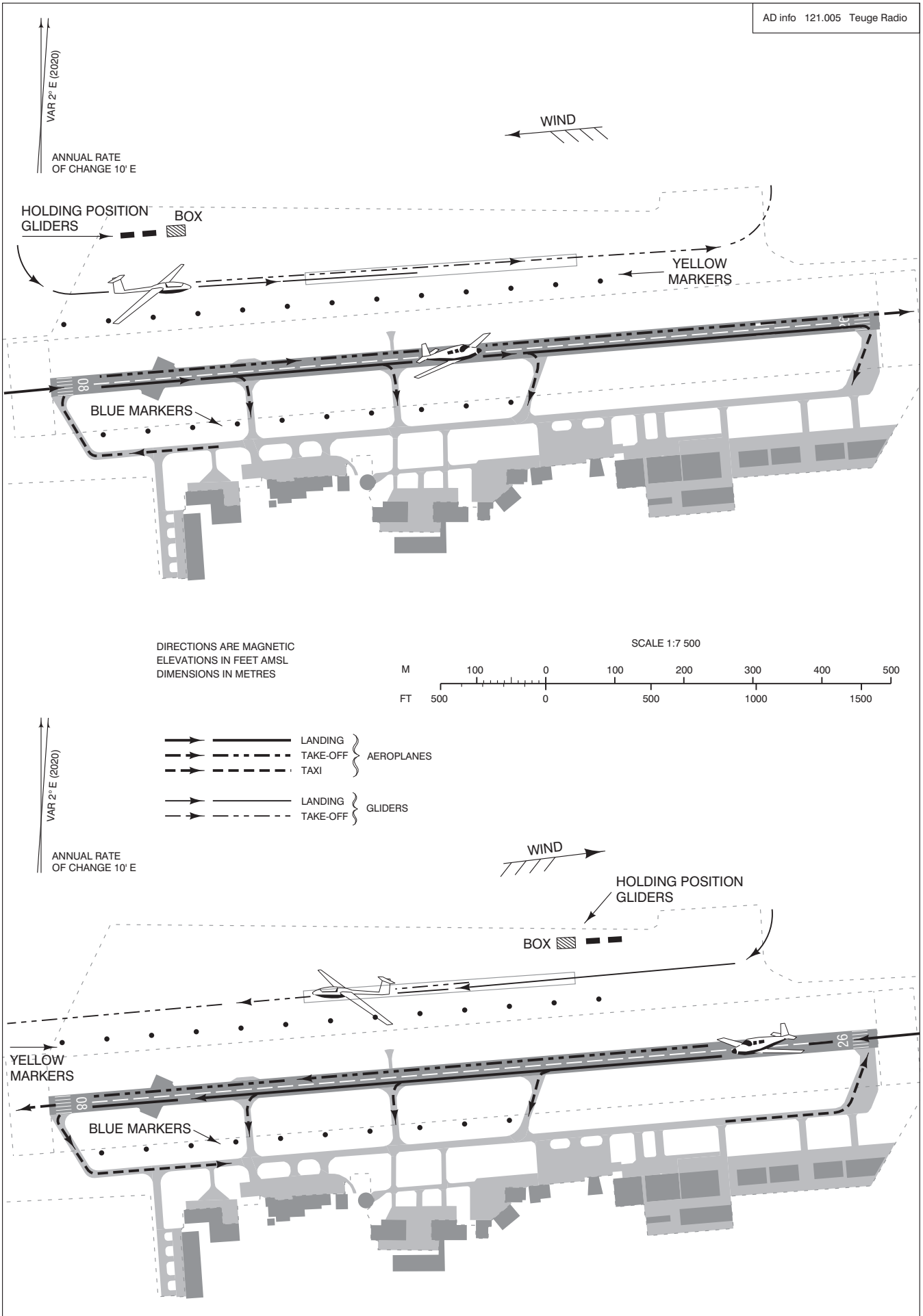
RWY HOLDING POSITION MARKING PATTERN A

CAUTION:
When taxiing at fuel station, MNM clearance not compliant with Annex 14.

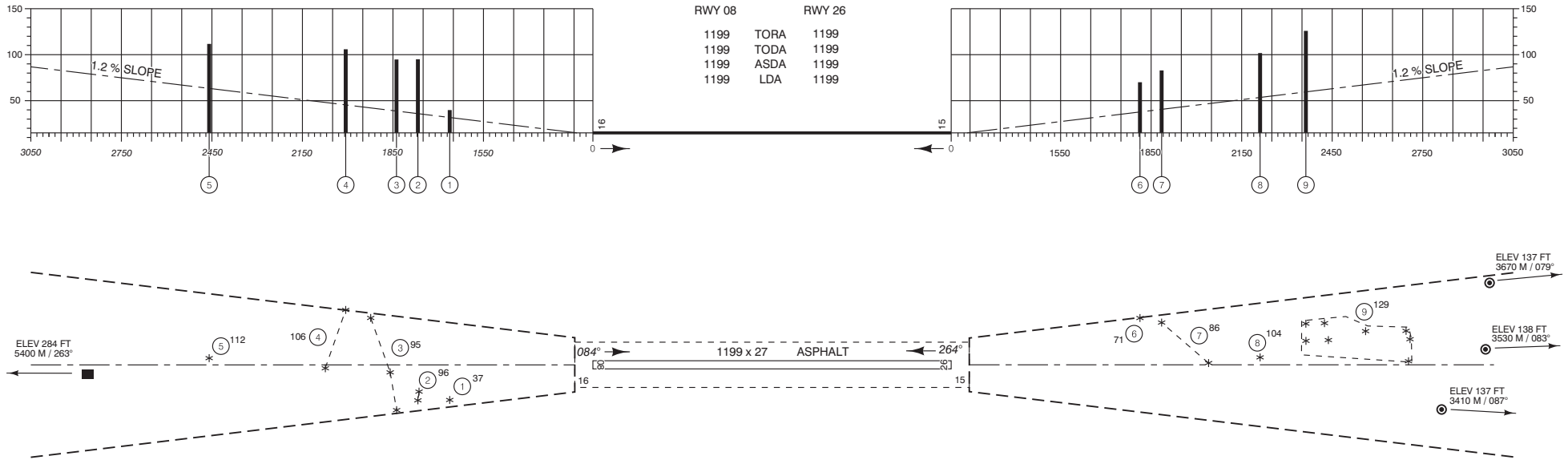
PHYSICAL CHARACTERISTICS				
RWY	DIRECTION	BEARING STRENGTH	SURFACE	THR COORDINATES
08	084°	PCN not AVBL /F/B/Y/U	ASPH, CONC	521433N 0060230E
26	264°	PCN not AVBL /F/B/Y/U	ASPH, CONC	521436N 0060333E

CHANGE: PSN signal area; new platform; TWY intersection; CWY; editorial.

AD info 121.005 Teuge Radio



CHANGE: new platform; hangars; TWY intersection; editorial.



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

(15) IDENTIFICATION NUMBER

* TREE x—x FENCE

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 M

1000 0 1000 2000 3000 4000 5000 FT

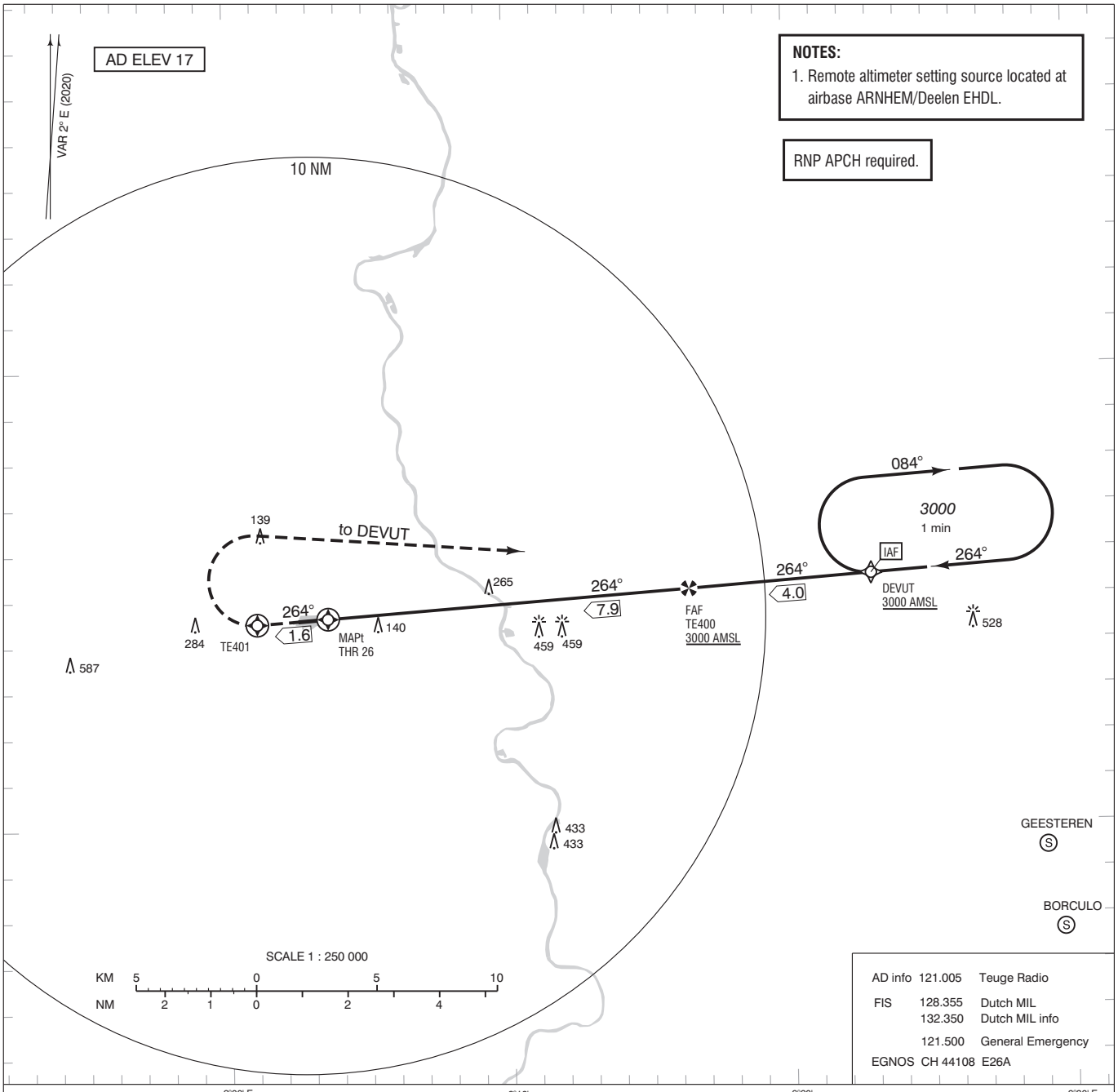
SURVEYING AGENCY : FUGRO
DATE OF SURVEY : OCT 2012

SCALE 1 : 2 000

FEET METRES

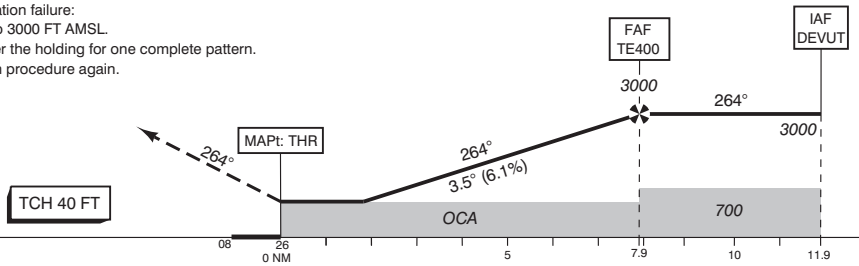
150 50
150 40
100 30
100 20
50 10
0 0
50 10

CHANGE: MAG VAR 2020; editorial.



1. Missed approach:
   - Track 264° MAG to TE401 and climb to 3000 FT AMSL.
   - At TE401 turn right to DEVUT.
2. Missed approach in case of communication failure:
   - Track 264° MAG to TE401 and climb to 3000 FT AMSL.
   - At TE401 turn right to DEVUT and enter the holding for one complete pattern.
   - Then execute the instrument approach procedure again.

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL



NM to THR 26	2	4	6	7	7.9
ALTITUDE	808	1551	2294	2666	3000

GS IN KT	70	85	100	115	130
VERTICAL SPEED	433 FT/MIN	531 FT/MIN	610 FT/MIN	709 FT/MIN	807 FT/MIN

OCA *(OCH)* ELEV THR 26: 15.3 FT

ACFT CAT	LPV	LNAV	CIRCLING*
A	550 *(533)*	560 *(543)*	550 *(533)*
B	550 *(533)*	560 *(543)*	620 *(603)*
MET VIS	1500 M	1500 M	2800 M

THR 26 521435.62N 0060332.61E
TE400 521509.4N 0061624.4E
TE401 521429.2N 0060101.7E

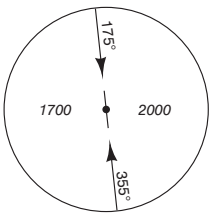
CEILING AND VISIBILITY MINIMA

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

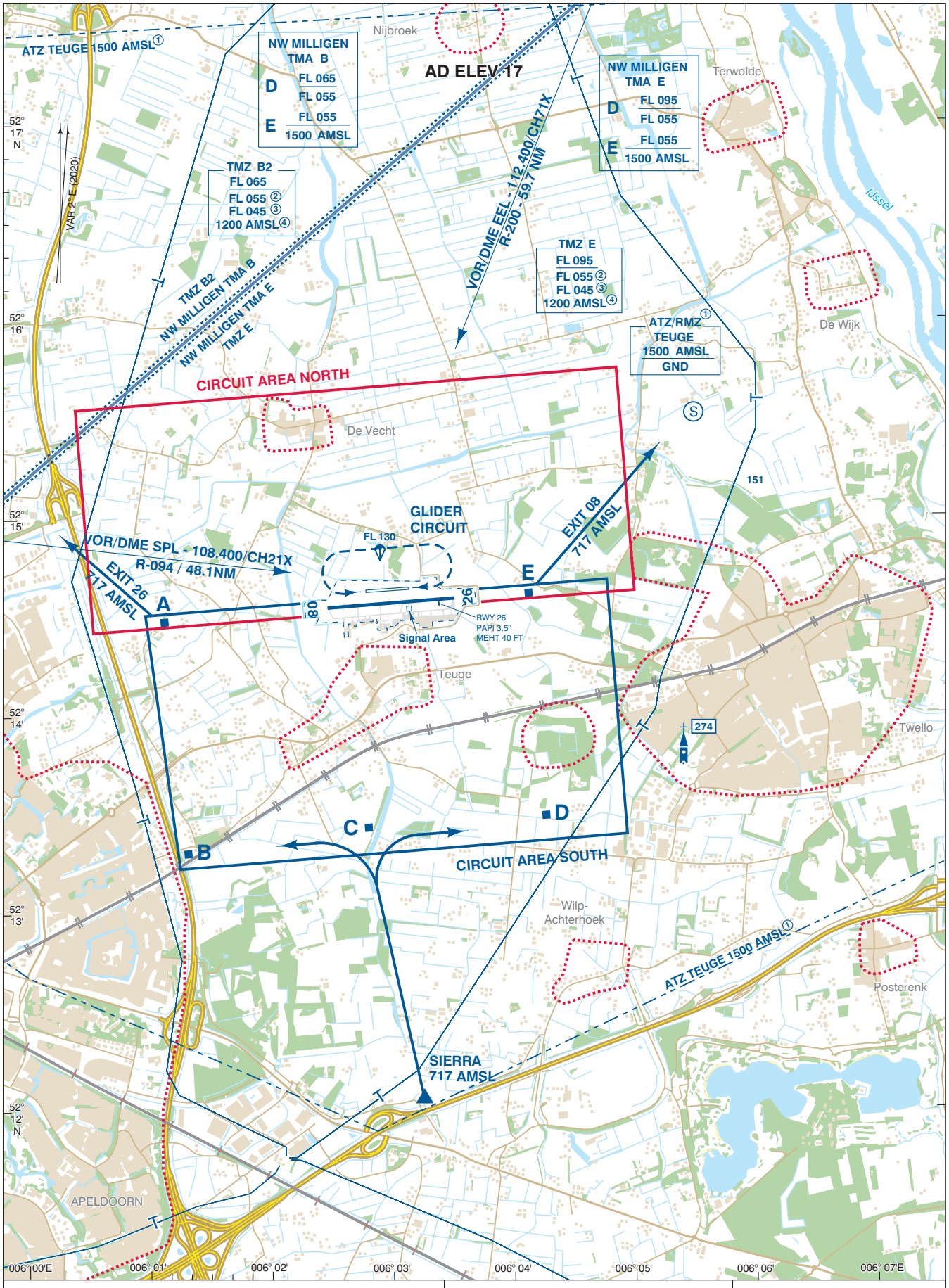
* Circling south of AD prohibited

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET

MSA BASED ON DEVUT



CHANGE: Minima; editorial.



For description VFR - procedures see EHTE AD 2.22.

NOTES:

① ATZ only active outside UDP.
TMZ:
② MON-FRI before 0800 (0700) and after 1600 (1500), SAT, SUN, and HOL.
③ MON-FRI 0800-1600 (0700-1500), EXC HOL: lower limit for non-motorised hanggliders and paragliders
④ MON-FRI 0800-1600 (0700-1500), EXC HOL: lower limit 1200 AMSL
Only active MON-FRI 0800-1600 (0700-1500), EXC HOL.

SCALE 1:50 000

M 1000 500 0 1000
FT 2000 0 2000 4000

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

HIGHEST KNOWN ELEVATION ON THIS CHART: 274

AD Info	121.005	Teuge Radio	
FIC (MIL)	132.350	Dutch MIL Info	

Area to be avoided

CHANGE: BDRY circuit area south; editorial.