

AD 1 AERODROMES/HELIPORTS - INTRODUCTION**AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE****1 GENERAL CONDITIONS****1.1 General conditions of use for aerodromes/heliports and associated facilities****1.1.1 Orders regarding the good order and safety at aerodromes**

For the following aerodromes the orders regarding the good order and safety are approved by the Ministry of Infrastructure and Water Management.

Aerodrome	Approved by letter	Date	Amended by letter	Date
AMELAND/Ameland	LT/18925	15 JUL 1969	LT/L 25941	19 DEC 1979
AMSTERDAM/Schiphol	LT/L 20318	16 JAN 1979		
BREDA/Seppe	LT/L 26210	29 DEC 1976		
DEVENTER/Teuge	LT/L 20082	12 JAN 1976		
ENSCHDEDE/Twente	INFO not AVBL	INFO not AVBL		
GRONINGEN/Eelde	LT/19796	14 AUG 1968		
HILVERSUM/Hilversum	LT/L 25089	29 AUG 1964		
HOOGVEEN/Hoogeveen	LT/L 22277	02 MAY 1975	LT/L 23266	30 JUN 1975
LELYSTAD/Lelystad	LT/L 24091	24 JUL 1973		
MAASTRICHT/Maastricht Aachen	LT/19877	16 AUG 1968	LT/L 22504	21 MAY 1975
MIDDELBURG/Midden Zeeland	LT/16918	15 APR 1971		
ROTTERDAM/Rotterdam	LT/L 25644	20 OCT 1972	LT/L 21220	10 MAR 1982
Terlet	LT/22121	16 DEC 1968		
TEXEL/Texel	LT/L 25712	02 OCT 1974		
WEERT/Budel	LT/21301	15 DEC 1971		

The orders in question are available at the office of the airport authority and are obtainable upon payment.

1.2 Applicable ICAO documents

The international Standards, Recommended Practices and Procedures contained in the following ICAO documents are applicable:

Annex 14 Volume 1	Aerodrome Design and Operations
Annex 14 Volume 2	Heliports

Differences to these provisions are detailed in GEN 1.7.

2 USE OF MILITARY AIR BASES**2.1 Occasional use of military aerodromes by civil aircraft****2.1.1 General**

The Minister of Defence has opened the following military aerodromes: BERGEN OP ZOOM/Woensdrecht, BREDA/Gilze-Rijen, DEN HELDER/De Kooy, EINDHOVEN/Eindhoven, LEEUWARDEN/Leeuwarden and UDEN/Volkel, which may be used by civil aircraft under certain conditions.

Use of these military aerodromes may only take place during normal operational hours.

At first radio contact with the air traffic control unit of a military aerodrome (Approach Control or Tower) the pilot in command shall report the number of persons on board of the aircraft. In case of omission the air traffic control unit will request this information.

SCHEDULE OF OPERATIONAL HOURS		
MIL AD	Operational hours	Telephone numbers
BERGEN OP ZOOM/Woensdrecht AD + ATS services	MON-FRI, EXC HOL: 0700-1545 (0600-1445).	+31 (0)164 692 911.
BREDA/Gilze-Rijen AD + ATS services	MON-FRI, EXC HOL: 0700-1545 (0600-1445).	+31 (0)161 296 523.
DEN HELDER/De Kooy AD	Pre-planned civil traffic: MON-FRI: 0600-2100 (0500-2000); SAT, SUN and HOL: 0600-1000 (0500-0900) and 1300-1900 (1200-1800).	Civil handling agency: +31 (0)223 677 566 or 635 666. Military: +31 (0)223 658 670.
De Kooy ATS services	MON-THU: 0600-2130 (0500-2300); FRI: 0600-2100 (0500-2000); SAT, SUN and HOL: 0600-1000 (0500-0900) and 1300-1900 (1200-1800).	

SCHEDULE OF OPERATIONAL HOURS		
MIL AD	Operational hours	Telephone numbers
EINDHOVEN/Eindhoven AD + ATS services	For civil use: PPR. MON-FRI: 0600-2300 (0500-2200); SAT, SUN: 0700-2300 (0600-2200).	Civil airport authority: +31 (0)40 291 9823. MIL authority: +31 (0)40 289 6911.
LEEWARDEN/Leeuwarden AD + ATS services	MON-FRI, EXC HOL: 0700-1545 (0600-1445).	+31 (0)58 234 6911.
UDEN/Volkel AD + ATS services	MON-FRI, EXC HOL: 0700-1545 (0600-1445).	+31 (0)413 276 911.

2.1.2 Requests

Requests for civil use of the military aerodromes should be directed to the following addresses:

Aerodrome	Address	Remarks
BERGEN OP ZOOM/Woensdrecht BREDA/Gilze-Rijen DEN HELDER/De Kooy LEEWARDEN/Leeuwarden UDEN/Volkel	Post: Royal Netherlands Air Force Command Attn. Section Air Operations Control P.O. Box 8762 4820 BB Breda The Netherlands Tel: +31 (0)76 544 7348 Fax: +31 (0)76 544 7356 Email: atc@mindef.nl	
EINDHOVEN/Eindhoven	For civil use of military aprons East and West: Post: Royal Netherlands Air Force Command Attn. Section Air Operations Control P.O. Box 8762 4820 BB Breda The Netherlands Tel: +31 (0)76 544 7348 Fax: +31 (0)76 544 7356 Email: atc@mindef.nl	Requests shall contain the requested data as stated in paragraph 2.1.3 item a up to and including I, plus the MTOM, with due observance of the time schedule: MON-SUN H24 PPR.

2.1.3 Request format

The Commanders of the Royal Netherlands Navy and the Royal Netherlands Air Force have stated that for each separate flight a request should reach the relevant Staff at least one week (but preferably two weeks) before the date of the intended use and should include the following:

- Date of use.
- Manufacture and type of aircraft.
- Nationality and registration marks.
- Departure aerodrome.
- ETA at and ETD from the military aerodrome concerned.
- Destination aerodrome.
- Total landing weight (in LB).
- Tyre-pressure of aircraft (in PSI).
- Radio frequency available (channel 122.100 is required).
- Reason of use of military aerodrome concerned.
- Total number of persons on board.
- Name of the Dutch agency or company¹⁾ to be visited including postal address, email address and telephone number.
- The Dutch agency or company shall ask exemption of the Customs Decree at the relevant Office of Import and Excise duties. In case no prior arrangements have been made, flights into or from abroad shall be executed via a customs aerodrome in the Netherlands.

¹⁾ The landing fees will be charged to this agency or company afterwards, unless they have been collected by a local dispatch company.

2.1.4 Reply

The applicant will be informed in time of the decision on the request in writing. With regard to the permission granted by the above mentioned authorities, the General and Particular Conditions, as laid down by the Minister of Defence, apply, copies of these Conditions are available at the flight information offices of the civil and military aerodromes and will be supplied on written request by the Air Staff in Breda.

Special attention is drawn to the fact that day markings of the runways, taxiways and obstacles at RNLAf airfields differ from ICAO Standards.

2.1.5 Additional information

In the flight plans of flights to a military aerodrome the expected landing weight and tyre pressure, in PSI, shall be stated under item 18. This does not apply for aircraft with an AUW of 6000 KG or less.

This permission does not entitle the licence holder to have covered housing space for aircraft be made available. Also no claim can be drawn to receive facilities in the form of the supply of aviation fuel, oil and lubricants or in the form of assistance, guard duties, etc. to be rendered by government personnel and/or material.

During the approach to a military aerodrome it is forbidden to continue the descent beyond the point at which it appears to the captain of the aircraft that the approach minima (minimum descent altitude, decision height and weather minima), established for the aerodrome concerned and listed in paragraph 2.2, are not met.

Due to the limited operational hours of the military aerodromes, through flight plans shall, in order to avoid delays, be filed at least 24 hours before the expected time of landing. If a through flight is required on Monday, the flight plan concerned has to be received on the preceding working day within the published operational hours (paragraph 2.1.1).

During wintry conditions or excessive rainfall, runway surface conditions at the military aerodromes are reported in accordance with the global reporting format (GRF). The military aerodromes use the runway condition assessment matrix (RCAM) to assess paved runway surfaces, report contaminants present, and determine the numerical runway condition codes (RWYCC) based on the RCAM. RWYCC values range from 0 (less than poor) to 6 (dry).

Note: except for the necessary permission from the Military Authority concerned, also permission from the Directorate General for Civil Aviation and Maritime Affairs (for details see GEN 1.1) must be obtained in those cases when such is required.

Note: outside the normal operational hours of the military aerodromes glider flying activities may take place. These glider activities are subject to permission from the military authorities.

2.2 Approach minima for military aerodromes

2.2.1 Aircraft approach categories

For military aerodromes the competent authorities have established the following aircraft approach categories which will be referred to with the designations A, B, C, D or E.

	Speed in Knots
Category A	90 or lower
Category B	91 - 120
Category C	121 - 140
Category D	141 - 165
Category E	166 or higher

Note: speeds are based on 1.3 times the stall speed in the landing configuration at maximum gross landing weight.

The approach minima for the military aerodromes are based on ICAO document 8168 OPS/611 (PANS-OPS) and NATO Standard agreement 3759.

2.2.2 Legend for approach minima tables

The diagram illustrates the structure of the approach minima table. It shows how different approach types (Non-Precision, Precision, S-TACAN, CIRCLING, S-ILS) map to specific columns (A, B, C, D, E, H) in the table. Red arrows indicate these mappings. For example, Non-Precision Approach maps to columns A through H, while Precision Approach maps to columns B through H. The table itself contains numerical ranges for various parameters like MDA, HAT/MDH, DA, DH, CLG, and visibility (VIS) in both km and ft/m. Some cells are marked as 'NA' (Not Authorised).

TYPE OF APPROACH	Category	A	B	C	D	E	H
Non-Precision Approach	S-TACAN 28	400 - 800 365 (400 - 0.8/1.6)	400 - 1200 365 (400 - 1.2/2.0)	NA	NA	NA	NA
Non-Precision Approach	CIRCLING	540 - 1900 491 (500 - 1.9)	670 - 2800 621 (700 - 2.8)	770 - 3700 721 (800 - 3.7)	910 - 4600 861 (900 - 4.6)	1000 - 6500 951 (1000 - 6.5)	NA
Precision Approach	S-ILS 28	235 - 800 200 (200 - 0.8/1.6)	NA	NA	NA	NA	NA

Abbreviations and their meanings:

- MDA (ft): Minimum Descent Altitude
- HAT/MDH (ft): Height Above Touchdown/Height Above Landing
- VIS (km) RVR (m): Visibility/Runway Visual Range
- ALS u/s - VIS (km): Altimeter Setting/Visibility
- DA (ft): Decision Altitude
- VIS (km) ALS u/s - VIS (km): Visibility/Altimeter Setting/Visibility
- DH (ft): Decision Height
- HAA/MDH (ft) (HAL for COPTER Approach): Height Above Aerodrome/Height Above Landing/Height Above Landing
- CLG (ft): Ceiling
- VIS (km): Visibility

The following abbreviations and their meanings only apply to this paragraph.

CLG Ceiling. The ceiling is expressed in feet (100 feet increments) above the published aerodrome/threshold elevation and is equal to or greater than the height of the associated DA or MDA.

HAA Height above aerodrome elevation.

HAL Height above landing elevation.

HAT Height above touchdown zone or threshold elevation.

NA Not authorised.

SRE Surveillance radar equipment approach.

2.3 Minima for approach procedures military aerodromes

2.3.1 BERGEN OP ZOOM/Woensdrecht

AD ELEV 63 FT.

Procedure	Run-way(s)	Aircraft approach category						Remarks
		A	B	C	D	E	H	
1	2	3						4
CIRC		NA						
TACAN ILS/DME	07	239 - 1200 200 (200 - 1.2)	246 - 1600 207 (300 - 1.6)	256 - 1600 217 (300 - 1.6)	266 - 1600 227 (300 - 1.6)	NA	NA	GP 3°
TACAN ILS/DME	25	263 - 800 200 (200 - 0.8)			268 - 800 205 (300 - 0.8)	NA	NA	GP 3°
LOC	07	480 - 1600 441 (500 - 1.6)	480 - 2000 441 (500 - 2.0)	480 - 2400 441 (500 - 2.4)	NA	NA		

Procedure	Run-way(s)	Aircraft approach category						Remarks
		A	B	C	D	E	H	
1	2	3						4
LOC	25	440 - 800 377 (400 - 0.8)			440 - 1200 377 (400 - 1.2)	NA	NA	

2.3.2 BREDA/Gilze-Rijen

AD ELEV 49 FT.

Procedure	Run-way(s)	Aircraft approach category						Remarks
		A	B	C	D	E	H	
1	2	3						4
CIRC		540 - 1900 491 (500 - 1.9)	670 - 2800 621 (700 - 2.8)	770 - 3700 721 (800 - 3.7)	910 - 4600 861 (900 - 4.6)	1000 -6500 951 (1000 - 6.5)	540 - 1900 491 (500 - 1.9)	
TACAN ILS/DME	28	235 - 800 200 (200 - 0.8)			245 - 800 210 (300 - 0.8)	NA	235 - 400 200 (200 - 0.4)	GP 3°
LOC	28	380 - 1200 345 (400 - 1.2)				NA	380 - 400 345 (400 - 0.4)	

2.3.3 DEN HELDER/De Kooy

See EHKB AD 2.24.

2.3.4 EINDHOVEN/Eindhoven

See EHEH AD 2.24.

2.3.5 LEEUWARDEN/Leeuwarden

AD ELEV 4 FT.

Procedure	Run-way(s)	Aircraft approach category						Remarks
		A	B	C	D	E	H	
1	2	3						4
CIRC	05/23	500 - 1900 496 (500 - 1.9)	510 - 2800 506 (600 - 2.8)	610 - 3700 606 (700 - 3.7)	720 - 4600 716 (800 - 4.6)	820 - 6500 816 (900 - 6.5)	500 - 1900 496 (500 - 1.9)	Not authorised south of RWY 05/23.
CIRC	09/27	500 - 1900 496 (500 - 1.9)	510 - 2800 506 (600 - 2.8)	610 - 3700 606 (700 - 3.7)	720 - 4600 716 (800 - 4.6)	820 - 6500 816 (900 - 6.5)	NA	
ILS/DME	05	204 - 1200 200 (200 - 1.2)		212 - 1200 208 (300 - 1.2)	223 - 1200 219 (300 - 1.2)	241 - 1200 237 (300 - 1.2)	204 - 400 200 (200 - 0.4)	GP 3° FAP intercept ALT 1200 FT AMSL.
ILS/DME	23	210 - 800 206 (300 - 0.8)	222 - 800 218 (300 - 0.8)	230 - 800 226 (300 - 0.8)	241 - 800 237 (300 - 0.8)	259 - 800 255 (300 - 0.8)	204 - 400 200 (200 - 0.4)	
ILS/DME	09	209 - 1600 206 (300 - 1.6)	221 - 1600 218 (300 - 1.6)	229 - 1600 226 (300 - 1.6)	240 - 1600 237 (300 - 1.6)	258 - 1600 255 (300 - 1.6)	203 - 800 200 (200 - 0.8)	
ILS/DME	27	208 - 1600 205 (300 - 1.6)	220 - 1600 217 (300 - 1.6)	228 - 1600 225 (300 - 1.6)	239 - 1600 236 (300 - 1.6)	257 - 1600 254 (300 - 1.6)	204 - 800 201 (200 - 0.8)	
LOC	05	340 - 1200 336 (400 - 1.2)				340 - 1600 336 (400 - 1.6)	340 - 400 336 (400 - 0.4)	
LOC	23	350 - 800 346 (400 - 0.8)			350 - 1200 346 (400 - 1.2)		350 - 400 346 (400 - 0.4)	
LOC	09	430 - 1600 427 (500 - 1.6)		430 - 2000 427 (500 - 2.0)	430 - 2400 427 (500 - 2.4)		430 - 800 427 (500 - 0.8)	
LOC	27	330 - 1600 327 (400 - 1.6)				330 - 2000 327 (400 - 2.0)	330 - 800 327 (400 - 0.8)	

2.3.6 UDEN/Volkel

AD ELEV 73 FT.

Procedure	Run-way(s)	Aircraft approach category						Remarks
		A	B	C	D	E	H	
1	2	3						4
CIRC		500 - 1900 427 (500 - 1.9)	570 - 2800 497 (500 - 2.8)	790 - 3700 717 (800 - 3.7)	790 - 4600 717 (800 - 4.6)	890 - 6500 817 (900 - 6.5)	NA	
ILS/DME	06L	272 - 800 200 (200 - 0.8/1.6)					NA	
ILS/DME	24R	262 - 800 200 (200 - 0.8/1.6)					NA	
LOC	06L	370 - 800 298 (300 - 0.8/1.6)		370 - 1200 298 (300 - 1.2/1.6)			NA	

Procedure	Run-way(s)	Aircraft approach category						Remarks
		A	B	C	D	E	H	
1	2	3						4
LOC	24R	430 - 800 368 (400 - 0.8/1.6)	430 - 1200 368 (400 - 1.2/1.6)	430 - 1200 368 (400 - 1.2/2.0)	430 - 1200 368 (400 - 1.2/2.0)	430 - 1200 368 (400 - 1.2/2.0)	NA	
SRE	06L	430 - 1100 358 (400 - 1.1/1.9)	430 - 1200 358 (400 - 1.2/1.9)	430 - 1200 358 (400 - 1.2/2.0)	430 - 1200 358 (400 - 1.2/2.0)	430 - 1200 358 (400 - 1.2/2.0)	NA	
SRE	24R	500 - 1100 438 (500 - 1.1/1.9)	500 - 1200 438 (500 - 1.2/2.0)	500 - 1200 438 (500 - 1.2/2.0)	500 - 1600 438 (500 - 1.6/2.4)	500 - 1600 438 (500 - 1.6/2.4)	NA	
SRE	06R	640 - 1500 567 (600 - 1.5/1.9)	640 - 2000 567 (600 - 2.0/2.4)	640 - 2400 567 (600 - 2.4/2.8)	640 - 2800 567 (600 - 2.8/3.2)	640 - 2800 567 (600 - 2.8/3.2)	NA	
SRE	24L	500 - 1500 438 (500 - 1.5/1.9)	500 - 1600 438 (500 - 1.6/2.0)	500 - 1600 438 (500 - 1.6/2.0)	500 - 2000 438 (500 - 2.0/2.4)	500 - 2000 438 (500 - 2.0/2.4)	NA	

3 LOW VISIBILITY PROCEDURES (LVP)

See relevant aerodromes, section AD 2.22.

4 AERODROME OPERATING MINIMA

See relevant aerodromes, section AD 2.22.

5 OTHER INFORMATION

5.1 Guidance for the lighting intensity criteria for approach and runway LGT and PAPI

	BY DAY (SR-SS) see note ³⁾			AT NIGHT (SS-SR) see note ³⁾				
	RVR ≤ 1500 M	RVR > 1500 M and VIS ≤ 5 KM or ceiling ≤ 1200 FT	VIS > 5 KM and ceiling > 1200 FT	RVR ≤ 350 M	RVR > 350 M and ≤ 1500 M	RVR > 1500 M and ≤ 2000 M or ceiling ≤ 200 FT	VIS > 2000 M and < 5 KM or ceiling > 200 FT but ≤ 500 FT	VIS > 5 KM and ceiling > 500 FT
Approach and run- way light- ing	100%	100% see note ¹⁾	- see note ²⁾	100%	30%	10%	3% ⁵⁾	1% ⁵⁾ see note ⁴⁾
PAPI	100%	100%	100%	3%	3%	3%	3%	3%

Notes:

- ¹⁾ If the relevant runway is exclusively in use for ILS approaches, the visibility criterion of 5 KM may be reduced to a minimum of 3 KM.
- ²⁾ At these weather criteria the approach and runway lighting may be switched on when deemed necessary by ATC or on request of the pilot (e.g. low altitude of the sun or in twilight).
- ³⁾ The time for SR and SS is published in GEN 2.7.
- ⁴⁾ A minimum light intensity of 0.3% for approach and runway lighting is available. This setting can be used on request of the pilot or initiated by TWR in good visibility conditions (normally CAVOK) at night.
- ⁵⁾ On request these intensities can be changed.

Summary of light intensities at <u>night</u> for approach and runway lighting:						
		VIS				
		< 350 M RVR	350 M - 1500 M RVR	1500 M - 2000 M RVR	2000 M - 5 KM VIS	> 5 KM VIS
Ceiling FT	> 500 FT	100%	30%	10%	3%	1%
	200 FT - 500 FT	100%	30%	10%	3%	3%
	0 - 200 FT	100%	30%	10%	10%	10%

5.2 Heliports for medical purposes only

Designation Heliport reference point co-ordinates	Site at hospital	Heliport operator TEL NR	Time of ACT Remarks
1	2	3	4
AMSTERDAM/VU Medisch Centrum 522004N 0045133E	On rooftop.	VU Medisch Centrum Tel: +31 (0)20 444 4330	H24, 20 MIN PPR. Contact Schiphol TWR.
BEVERWIJK/Rode Kruis Ziekenhuis 522845N 0043906E	On rooftop, southeast of hospital.	Rode Kruis Ziekenhuis Beverwijk Tel: +31 (0)251 783 814	H24, 30 MIN PPR.
DEN HAAG/Haga Ziekenhuis, Loc- atie Leyweg 520321N 0041545E	On lower hospital rooftop.	Haga Ziekenhuis, meldkamer Toegang & Gebouwveiligheid Tel: +31 (0)70 210 2621	H24, 20 MIN PPR.
DEN HAAG/MC Haaglanden, Locatie Westeinde 520426N 0041801E	On roof of hospital.	Westeinde Ziekenhuis Den Haag Tel: +31 (0)88 979 2610	H24. Contact Amsterdam Information on 124.300, 30 MIN before landing.

Designation Heliport reference point co-ordinates	Site at hospital	Heliport operator TEL NR	Time of ACT Remarks
1	2	3	4
ENSCHDEDE/Medisch Spectrum Twente 521256N 0065329E	On roof SW building of the hospital.	Medisch Spectrum Twente Tel: +31 (0)6 3175 1339, if no reply +31 (0)6 3175 1117 URL: https://www.mst.nl/p/over-mst/heliport	H24, 15 MIN PPR.
GOES/Adrz 512905N 0035438E	East of hospital.	Gemeenschappelijke Meldkamer Zee- land (GMZ) Tel: +31 (0)88 061 7330 Adrz, Locatie Goes (hospital) Tel: +31 (0)88 125 4797	H24, 30 MIN PPR. Helicopter operators are advised to contact GMZ and the hospital well be- fore landing.
GRONINGEN/Universitair Medisch Centrum 531318N 0063434E	On roof of hospital.	Universitair Medisch Centrum Gronin- gen Tel: +31(0)50 361 2264/ 361 4503 URL: https://www.umcg.nl/notam	SR-SS, 20 MIN PPR. Trauma flights excepted: H24, 30 MIN PPR. Contact Eelde TWR 30 MIN before landing via RTF or tel: +31 (0)50 309 9220. Pilots may be advised to hold over point X-RAY or YANKEE (see AD 2.EHGG-VAC.1).
LEEWARDEN/Medisch Centrum Leeuwarden, Locatie Zuid 531119N 0054810E	SW of hospital on roof of parking facil- ity.	Medisch Centrum Leeuwarden, Locatie Zuid Tel: +31 (0)58 286 6512	H24. PPR 45 MIN on MON-FRI BTN 1500-0700 (1400-0600) and on SAT, SUN and HOL, tel: +31 (0)58 286 6512.
LEIDEN/Leids Universitair Medisch Centrum 520959N 0042841E	On roof of hospital.	Leids Universitair Medisch Centrum Tel: +31 (0)71 526 2888	H24. Contact Amsterdam Information 30 MIN before landing.
MAASTRICHT/Maastricht Uni- versitair Medisch Centrum 505004N 0054245E	SW of hospital.	Maastricht Universitair Medisch Centrum Tel: +31 (0)43 387 5566/ 387 6543	H24. • Contact heliport operator 15 MIN before landing to arrange rescue and fire fighting services. • Contact Beek TWR or outside AD OPR HR Dutch MIL.
NIJMEGEN/UMC St. Radboud 514924N 0055147E	On hospital rooftop.	UMC St. Radboud Tel: +31 (0)24 361 9000	H24, 20 MIN PPR.
ROTTERDAM/Erasmus Medisch Centrum 515436N 0042815E	On elevated platform, south of hospital.	Erasmus Medisch Centrum Tel: +31 (0)10 703 3974/ 703 3124	H24. Contact Rotterdam TWR 30 MIN be- fore landing.
SNEEK/Antonius Ziekenhuis 530205N 0053824E	W of hospital.	Antonius Ziekenhuis Tel: +31 (0)515 488 888	H24. BTN 1530-0630 (1430-0530): contact operator AD 30 MIN before landing.
TERNEUZEN/Ziekenhuis Zeeuws- Vlaanderen, Locatie De Honte 511830N 0035145E	S of hospital.	Ziekenhuis Zeeuws-Vlaanderen, Loc- atie De Honte. Tel: +31 (0)115 688 000	H24, 30 MIN PPR.
TILBURG/St. Elisabeth Ziekenhuis 513220N 0050617E	S of hospital.	St. Elisabeth Ziekenhuis Tilburg Tel: +31 (0)13 221 2220	H24. During OPR HR contact Gilze-Rijen TWR 30 MIN before landing. Outside OPR HR contact Dutch MIL INFO.
UTRECHT/Universitair Medisch Centrum Utrecht 520512N 0051053E*	On hospital rooftop.	Universitair Medisch Centrum Utrecht Tel: +31 (0)88 75 666 22	0600-2200 (0500-2100). Trauma flights excepted: H24.
ZWOLLE/Isala Klinieken, Locatie Sophia 523049N 0060721E	On hospital rooftop.	Isala Klinieken, Locatie Sophia Tel: +31 (0)38 424 5464	H24, 30 MIN PPR.

5.3 Reduced runway separation

Reduced runway separation minima between aircraft using the same runway may be applied at controlled civil aerodromes in the Netherlands according to EU 2017/373 AMC9 ATS.TR.210(c)(2)(i) Operation of air traffic control service. See AD 2.20 of the appropriate aerodrome.

ATC shall use the procedures as described below:

- Reduced runway separation minima shall only be applied during the hours of daylight from 30 minutes after local sunrise to 30 minutes before local sunset.
- For the purpose of reduced runway separation, aircraft shall be classified as follows:
 - category 1 aircraft: single-engine propeller aircraft with a maximum certificated take-off mass (MCTOM) of 2000 KG or less;
 - category 2 aircraft: single-engine propeller aircraft with a maximum certificated take-off mass of more than 2000 KG but less than 7000 KG, and twin-engine propeller aircraft with a maximum certificated take-off mass of less than 7000 KG; and
 - category 3 aircraft: all other aircraft.
- Reduced runway separation minima shall not apply between a departing aircraft and a preceding landing aircraft.
- Reduced runway separation minima shall be subject to the following conditions:

1. wake turbulence separation minima shall be applied;
 2. visibility shall be at least 5 KM and ceiling shall not be lower than 300 M (1000 FT);
 3. tailwind component shall not exceed 5 KT;
 4. there shall be available means, such as suitable landmarks, to assist the air traffic controller in assessing the distances between aircraft. A surface movement ATS surveillance system that provides the air traffic controller with position information on aircraft may be utilised, provided that approval for operational use of such equipment includes a safety assessment to ensure that all requisite operational and performance requirements are met;
 5. minimum separation continues to exist between two departing aircraft immediately after take-off of the second aircraft;
 6. traffic information shall be provided to the flight crew of the succeeding aircraft concerned; and
 7. the braking action shall not be adversely affected by runway contaminants such as ice, slush, snow and water.
- e. Reduced runway separation minima which may be applied at an aerodrome shall be determined for each runway. The separation to be applied shall in no case be less than the following minima:
1. landing aircraft:
 - i. a succeeding landing category 1 aircraft may cross the runway threshold when the preceding aircraft is a category 1 or 2 aircraft, which either:
 - A. has landed and has passed a point at least 600 M from the threshold of the runway, is in motion and will vacate the runway without backtracking; or
 - B. is airborne and has passed a point at least 600 M from the threshold of the runway.
 - ii. a succeeding landing Category 2 aircraft may cross the runway threshold when the preceding aircraft is a category 1 or 2 aircraft, which either:
 - A. has landed and has passed a point at least 1500 M from the threshold of the runway, is in motion and will vacate the runway without backtracking; or
 - B. is airborne and has passed a point at least 1500 M from the threshold of the runway.
 - iii. a succeeding landing aircraft may cross the runway threshold when a preceding category 3 aircraft:
 - A. has landed and has passed a point at least 2400 M from the threshold of the runway, is in motion and will vacate the runway without backtracking; or
 - B. is airborne and has passed a point at least 2400 M from the threshold of the runway.
 2. departing aircraft:
 - i. a category 1 aircraft may be cleared for take-off when the preceding departing aircraft is a category 1 or 2 aircraft which is airborne and has passed a point at least 600 M from the position of the succeeding aircraft;
 - ii. a category 2 aircraft may be cleared for take-off when the preceding departing aircraft is a category 1 or 2 aircraft which is airborne and has passed a point at least 1500 M from the position of the succeeding aircraft; and
 - iii. an aircraft may be cleared for take-off when a preceding departing category 3 aircraft is airborne and has passed a point at least 2400 M from the position of the succeeding aircraft.

