

## List of pages in this Trip Kit

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Terminal Charts For EHBK

Revision Letter For Cycle 24-2021

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## General Information

Location: MAASTRICHT NLD  
ICAO/IATA: EHBK / MST  
Lat/Long: N50° 54.95', E005° 46.62'  
Elevation: 375 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: -1:00 = UTC  
Magnetic Variation: 2.0° E

Fuel Types: 100 Octane (LL), Jet A-1  
Repair Types: Minor Airframe, Minor Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No  
Traffic Pattern Altitude: 1300 ft (925 ft AGL)

Sunrise: 0648 Z  
Sunset: 1654 Z

## Runway Information

Runway: 03  
Length x Width: 9022 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 370 ft  
Lighting: Edge, ALS, Centerline  
Displaced Threshold: 820 ft

Runway: 21  
Length x Width: 9022 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 378 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Displaced Threshold: 820 ft

## Communication Information

ATIS: 124.580  
Beek Tower: 119.480 VHF-DF  
Beek Tower: 119.705  
Beek Clearance Delivery: 121.830 VHF-DF  
Beek Approach: 120.205

Beek Approach: 123.980

Dutch Mil ACC: 128.355 Military

Brussels Information: 126.900 Flight Info Service RCO

## 1. GENERAL

### 1.1. ATIS

\*ATIS 124.580

### 1.2. APPROACH PROCEDURES

#### 1.2.1. GENERAL

Between the IAF and RNAV procedure or interception of the final approach, navigation is based on radar vectors provided by ATC.

#### 1.2.2. RNAV APPROACH PROCEDURES

Special approaches based on RNAV can be initiated by ATC in order to reduce noise nuisance, fuel consumption and to provide flexible and efficient ATC dispatch.

On initiative of ATC, ACFT may be instructed to intercept the ILS via an RNAV initial approach segment.

Clearances and altitudes:

- These approaches start at a RNAV waypoint provided with a pronounceable five-letter designator.
- The RNAV procedures provide a lateral route onto the final approach.
- Altitudes and speed will be as instructed by ATC.
- The approach clearance includes clearance to execute the ILS approach and intercept the GS from the last instructed altitude.
- At ATC discretion only.

#### Non-RNAV Equipped ACFT

These ACFT shall react with the phraseology "UNABLE RNAV" if instructed to fly RNAV approach procedures. These ACFT will be guided by radar vectors or rerouted via conventional navigational aids.

### 1.3. NIGHTTIME RESTRICTIONS

Between 2300-0600LT arrival or departure traffic is not allowed without prior permission from the APT authority. Flights with non-noise certificated ACFT are not allowed.

"Short approaches" to RWY 21 are not allowed within a distance of 4NM.

Cargo and maintenance flights MON-SUN: 0700-2300LT.

### 1.4. LOW VISIBILITY PROCEDURES (LVP)

The LVP become effective when the general visibility equals or drops below 2000m or when the lowest RVR of the landing RWY in use equals or drops below 1500m and/or the ceiling is equal to or less than 300'.

Pilots should not request start-up permission unless the RVR values for the take-off RWY are above the take-off limits for the flight.

- Phase A: 550m less than or even visibility less than or even 2000m  
(or 550m less than or even RVR less than or even 1500m)  
and/or 200' less than or even ceiling less than or even 300'  
(Lowest RVR of landing RWY in use);
- Phase B: 350m less than or even RVR less than 550m and/or ceiling  
less than 200'  
(Lowest RVR of landing RWY in use);
- Phase C: 200m less than or even RVR less than 350m  
(Lowest RVR of landing RWY in use);
- Phase D: RVR less than 200m  
(Lowest RVR of landing RWY in use).

### 1.5. TAXI PROCEDURES

TWYs W3 and W4 are restricted to ACFT with MAX wingspan of 118'/36m except when instructed by ATC.

EHBK/MST

JEPPESEN

MAASTRICHT, NETHERLANDS

MAASTRICHT-AACHEN

18 JUN 21

10-1P1

AIRPORT BRIEFING

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## 1. GENERAL

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### 1.6. PARKING INFORMATION

A apron: Nose-in parking of jet ACFT with MTOM above 50,000kg.

B apron: Nose-in parking of jet ACFT.

D apron: Nose-in parking of jet ACFT.

#### 1.6.1. USE OF AUXILIARY POWER UNIT (APU)

The APU should be shut down as soon as practicable following Actual In-Block Time (AIBT), but not later than 15 minutes after parking brakes set.

Departing ACFT may start APU no earlier than 15 minutes prior to Actual Off-Block Time (AOBT) in order to start engines.

For exemptions: PPR via APT authority.

### 1.7. OTHER INFORMATION

180° turns not allowed on RWY for ACFT with MTOM of 50,000kg or more when temperature is 18°C or higher.

Turnpad at displaced THR RWY 03 shall not be used:

- Outside UDP;
- By ACFT code E and F (when wingspan exceeds 171'/52m);
- When LVP are in operation.

When doing a 180° turn on turnpad 2, jet ACFT must keep power setting below breakaway thrust.

ACFT doing a 180° turn on turnpad 2 shall turn anti-clockwise.

Handling is compulsory for all non-based ACFT at Maastricht APT.

High visibility clothing is mandatory on all aprons.

RWY 03 right-hand circuit.

## 2. ARRIVAL

### 2.1. NOISE ABATEMENT PROCEDURES

ACFT executing a visual approach shall intercept the final approach leg at an altitude of least 1400', unless residential areas can be avoided. Visual approaches during NIGHT hours are not allowed.

#### 2.1.1. REVERSE THRUST

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

### 2.2. LOST COMMUNICATIONS

#### 2.2.1. INBOUND CLEARANCE NOT RECEIVED

Proceed according to the current flight plan to LCTR 'NW'.

Maintain the last cleared and acknowledged flight level.

After arrival over LCTR 'NW', intercept the holding pattern.

Commence descent to 3000' (transition altitude) as near as possible to the ETO over LCTR 'NW'.

After reaching 3000', leave LCTR 'NW' and carry out an instrument approach procedure to the received and acknowledged RWY, or the landing RWY according to ATIS.

#### 2.2.2. INBOUND CLEARANCE RECEIVED

##### 2.2.2.1. TRAFFIC VIA STANDARD ARRIVAL ROUTE

Proceed according to the current flight plan to LCTR 'NW'.

Maintain the last cleared and acknowledged flight level.

After arrival over LCTR 'NW', intercept the holding pattern.

Commence descent to 3000' (transition altitude), if applicable, at the EAT last received and acknowledged.

When no EAT has been received and acknowledged, commence descent to 3000' at or as near as possible to the ETO over LCTR 'NW'.

After reaching 3000', leave LCTR 'NW' and carry out an instrument approach procedure to the assigned RWY, or to the landing RWY according to ATIS.

##### 2.2.2.2. TRAFFIC OUTSIDE STANDARD ARRIVAL ROUTE

Proceed to Lctr 'NW' along the route specified in the inbound clearance.

Maintain the last cleared and acknowledged flight level.

After arrival over Lctr 'NW', intercept the holding pattern.

Commence descent to 3000' (transition altitude), if applicable.

After reaching 3000', leave Lctr 'NW' and carry out an instrument approach procedure to the assigned RWY, or to the landing RWY according to ATIS.

##### 2.2.2.3. TRAFFIC VECTORED TO FINAL APPROACH

- Maintain the last cleared and acknowledged level or climb to 3000' (minimum flight altitude), if applicable.
- Proceed to Lctr 'NW'.
- When over Lctr 'NW', descend in the holding to 3000' (transition altitude), if applicable.
- After reaching 3000', leave the holding fix and carry out an instrument approach procedure to the assigned RWY, or to the landing RWY according to ATIS.

EHBK/MST

JEPPESEN

MAASTRICHT, NETHERLANDS

MAASTRICHT-AACHEN

16 JUL 21

10-1P3

AIRPORT BRIEFING

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## 2. ARRIVAL

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### 2.2.3. MISSED APPROACH PROCEDURE IN CASE OF COMMUNICATION FAILURE

#### 2.2.3.1. GENERAL

All turns shall be the shortest and in case of a 180° turn that turn shall be to the left, unless otherwise specified below or instructed by ATC.

#### 2.2.3.2. MISSED APPROACH PROCEDURE DURING VISUAL APPROACH

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

When visual, remain visual and execute another circuit for that RWY.

When unable to remain visual:

- Climb to 3000'.
- When passing 2300', start the shortest climbing turn to Lctr 'NW'.
- Cross Lctr 'NW' at 3000' and hold or execute an instrument approach procedure.

#### 2.2.3.3. MISSED APPROACH WHILE CIRCLING TO LAND

(DIFFERENT FROM ICAO DOC. 8168, PANS-OPS)

Start climbing and complete the turn to the intended landing RWY. Intercept the RWY track while climbing to 3000'. After passing 2300', start the shortest climbing turn to Lctr 'NW'. Cross Lctr 'NW' at 3000' and hold or execute the instrument approach procedure again.

### 2.3. MISSED APPROACH PROCEDURES

#### 2.3.1. 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.

#### 2.3.2. DURING VISUAL APPROACH

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

- When visual: Remain visual and inform ATC.
- When unable to remain visual: Climb to 2000' and inform ATC.

#### 2.3.3. WHILE CIRCLING TO LAND

(DIFFERENT FROM ICAO DOC. 8168, PANS-OPS)

Inform ATC immediately. Start climbing and complete the turn to the intended landing RWY, intercept the RWY track while climbing to 2000'.

### 2.4. CAT II/III OPERATIONS

RWY 21 approved for CAT II/III operations, special aircrew and ACFT certification required.

### 2.5. TAXI PROCEDURES

Guidance to the parking position on all aprons is executed by marshalls.

# EHBK / MST MAASTRICHT-AACHEN

5 MAR 21 **10-1R**

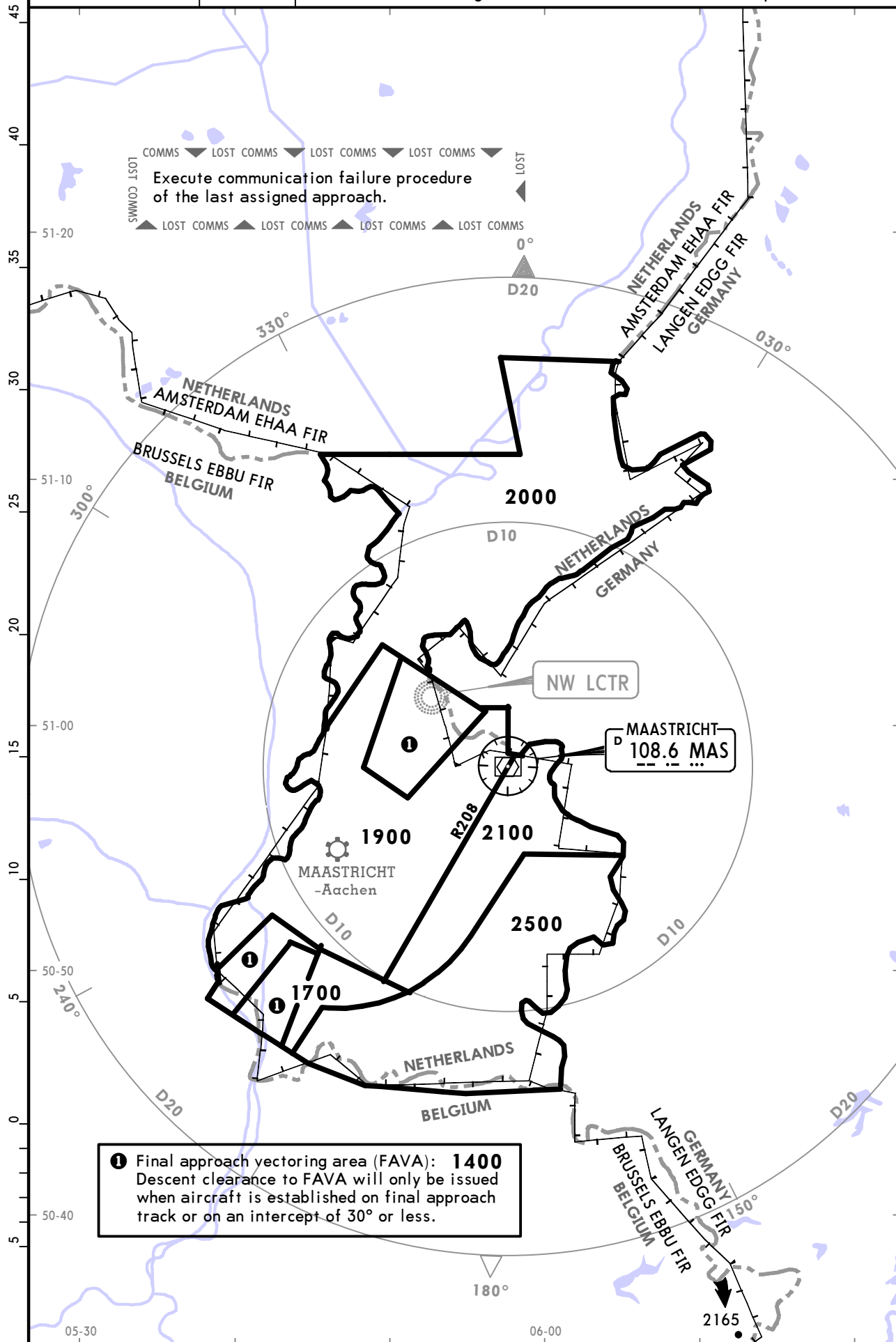
# JEPPESEN MAASTRICHT, NETHERLANDS

## RADAR MINIMUM ALTITUDES

\*BEEK Approach (R)  
**123.980**

Apt Elev  
**375**

- Alt Set: hPa Trans level: By ATC Trans alt: 3000
1. Chart only to be used for cross-checking while under RADAR control.
  2. Aeronautical data and minimum vectoring altitudes only within relevant CTR and TMA.
  3. Minimum vectoring altitudes are corrected for low temperature: -4°C.

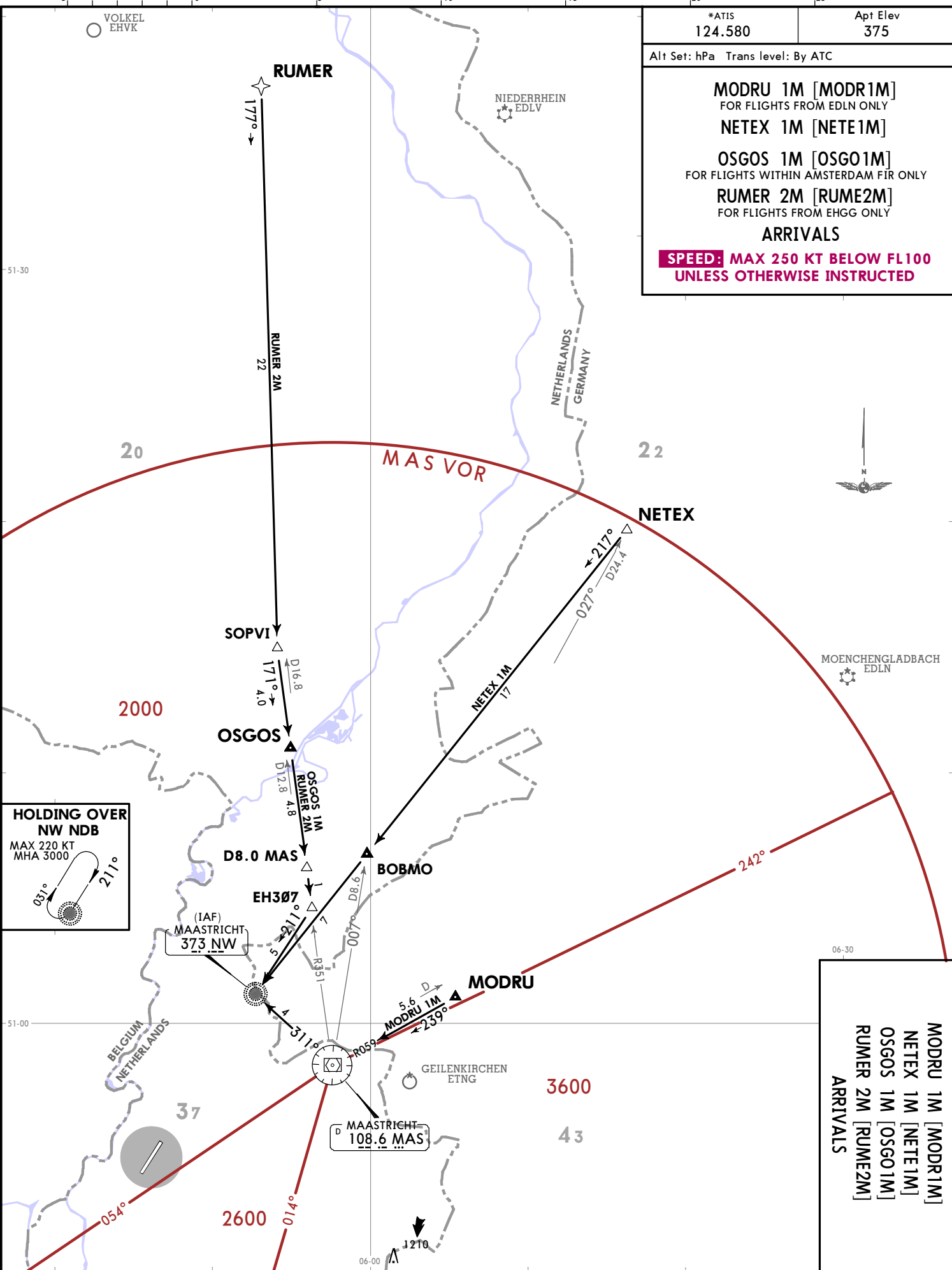


**1** Final approach vectoring area (FAVA): **1400**  
Descent clearance to FAVA will only be issued when aircraft is established on final approach track or on an intercept of 30° or less.

CHANGES: RUMER and EH307 waypoint types revised.

**EHK/MST**  
**MAASTRICHT - AACHEN**  
**JEPPESSEN**  
**10-2**

*ATIS 124.580	Apt Elev 375
Alt Set: hPa Trans level: By ATC	
<b>MODRU 1M [MODR1M]</b> FOR FLIGHTS FROM EDLN ONLY <b>NETEX 1M [NETE1M]</b>  <b>OSGOS 1M [OSGO1M]</b> FOR FLIGHTS WITHIN AMSTERDAM FIR ONLY <b>RUMER 2M [RUME2M]</b> FOR FLIGHTS FROM EHGG ONLY  <b>ARRIVALS</b> <b>SPEED: MAX 250 KT BELOW FL100</b> <b>UNLESS OTHERWISE INSTRUCTED</b>	



6 AUG 21  
 MAASTRICHT, NETHERLANDS  
 EFF 12 Aug  
 STAR

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EHBK/MST  
MAASTRICHT-AACHEN

JEPPESEN MAASTRICHT, NETHERLANDS

6 AUG 21 10-2A Eff 12 Aug

STAR

\*ATIS  
124.580

Apt Elev  
375

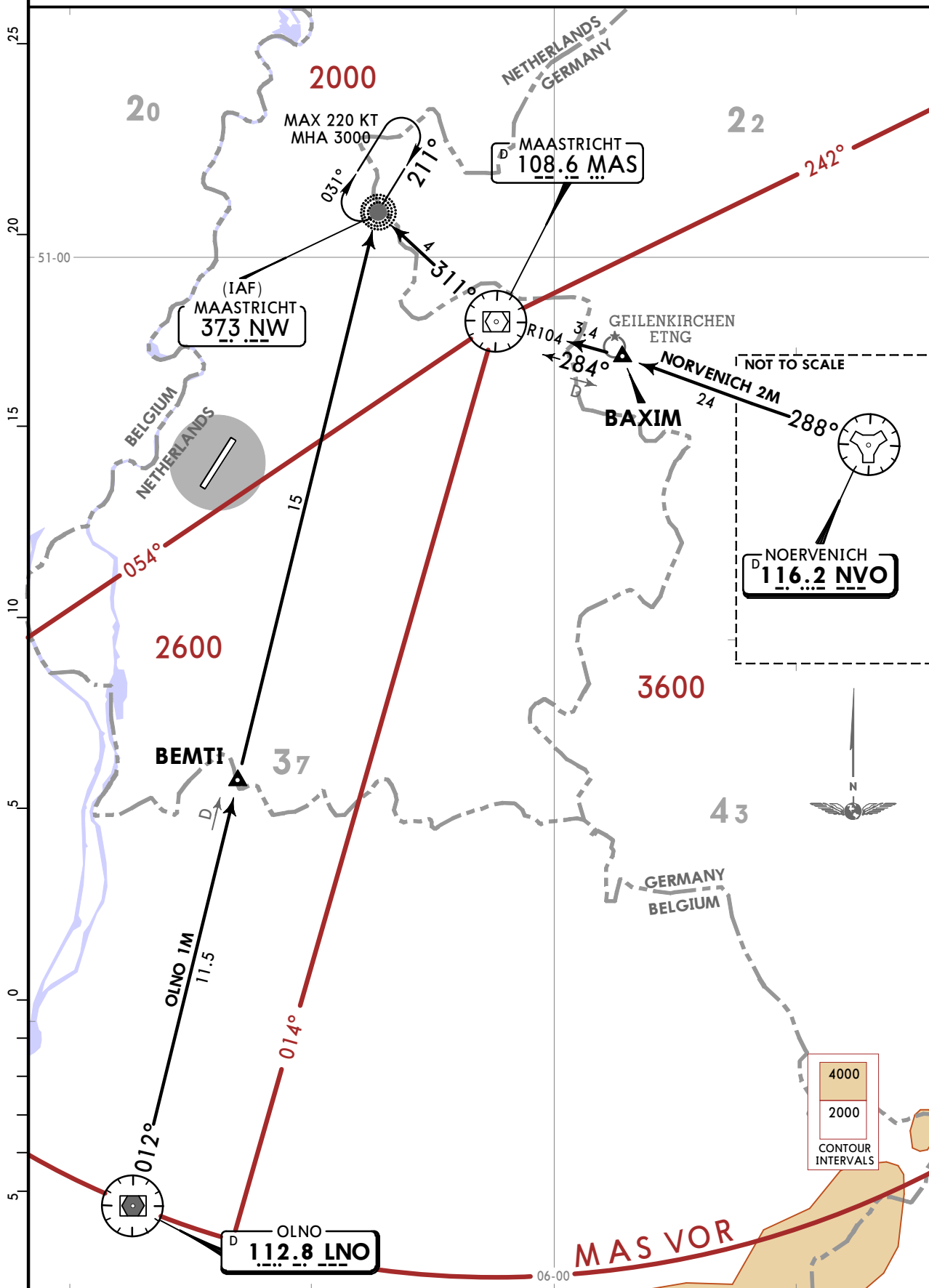
Alt Set: hPa Trans level: By ATC

NORVENICH 2M [NVO2M]

OLNO 1M [LNO1M]

ARRIVALS

**SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED**





\*BEEK  
 Approach (R)  
 123.980  
 Apt Elev  
 375

Trans alt: 3000

1. RNAV 1 required.
2. Remain on TWR frequency until passing 2000, then contact BEEK Approach and report altitude.
3. Climb as rapidly as practicable to at least 2000.
4. Initiate turns in due time in order not to overshoot radials and at 25° bank angle. Intercept radials in principle at an angle of 45°.
5. SIDs are minimum noise routings. Strict adherence within the limits of performance criteria is MANDATORY.
6. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance. They amend the relevant part of the SID only.

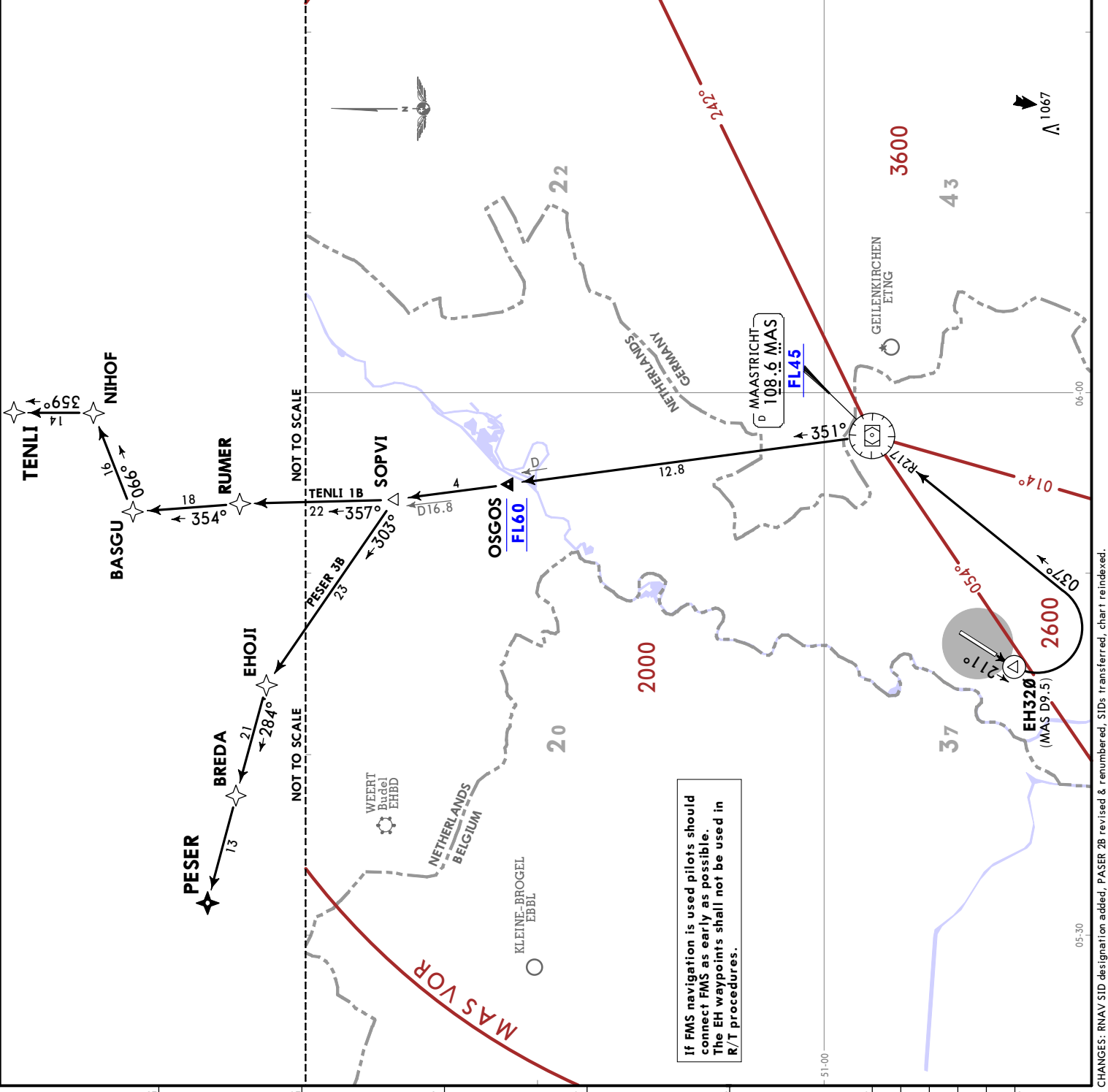
**PESER 3B [PESE3B]**  
 FOR FLIGHTS TO EHAM ONLY,  
 AT OR BELOW FL75

**TENLI 1B [TENL1B]**  
 FOR FLIGHTS TO EHGG & EHLE ONLY,  
 AT OR BELOW FL95

**RNAV DEPARTURES  
 (RWY 21)**

**SPEED: MAX 250 KT BELOW FL100  
 UNLESS OTHERWISE INSTRUCTED**

Climb to and maintain FL60	
SID	ROUTING
<b>PESER 3B</b>	Climb on 211° track to EH320, 037° track to MAS VOR, to OSGOS, to SOPVI, to EHOJI, to BREDA, to PESER.
<b>TENLI 1B</b>	Climb on 211° track to EH320, 037° track to MAS VOR, to OSGOS, to SOPVI, to RUMER, to BASGU, to NIHOF, to TENLI.



6 AUG 21  
**EFF 12 AUG**  
**MAASTRICHT, NETHERLANDS**  
**SID**

\*BEEK  
 Approach (R)  
**123.980**  
 Apt Elev  
**375**

Trans alt: 3000

1. Remain on TWR frequency until passing 2000, then contact BEEK Approach and report altitude.
2. Climb as rapidly as practicable to at least 2000.
3. Initiate turns in due time in order not to overshoot radials and at 25° bank angle. Intercept radials in principle at an angle of 45°.
4. SIDs are minimum noise routings. Strict adherence within the limits of performance criteria is MANDATORY.
5. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance. They amend the relevant part of the SID only.

**NETEX 1A [NETE1A]**  
**OSGOS 1A [OSG01A]**  
**DEPARTURES**  
**(RWY 03)**

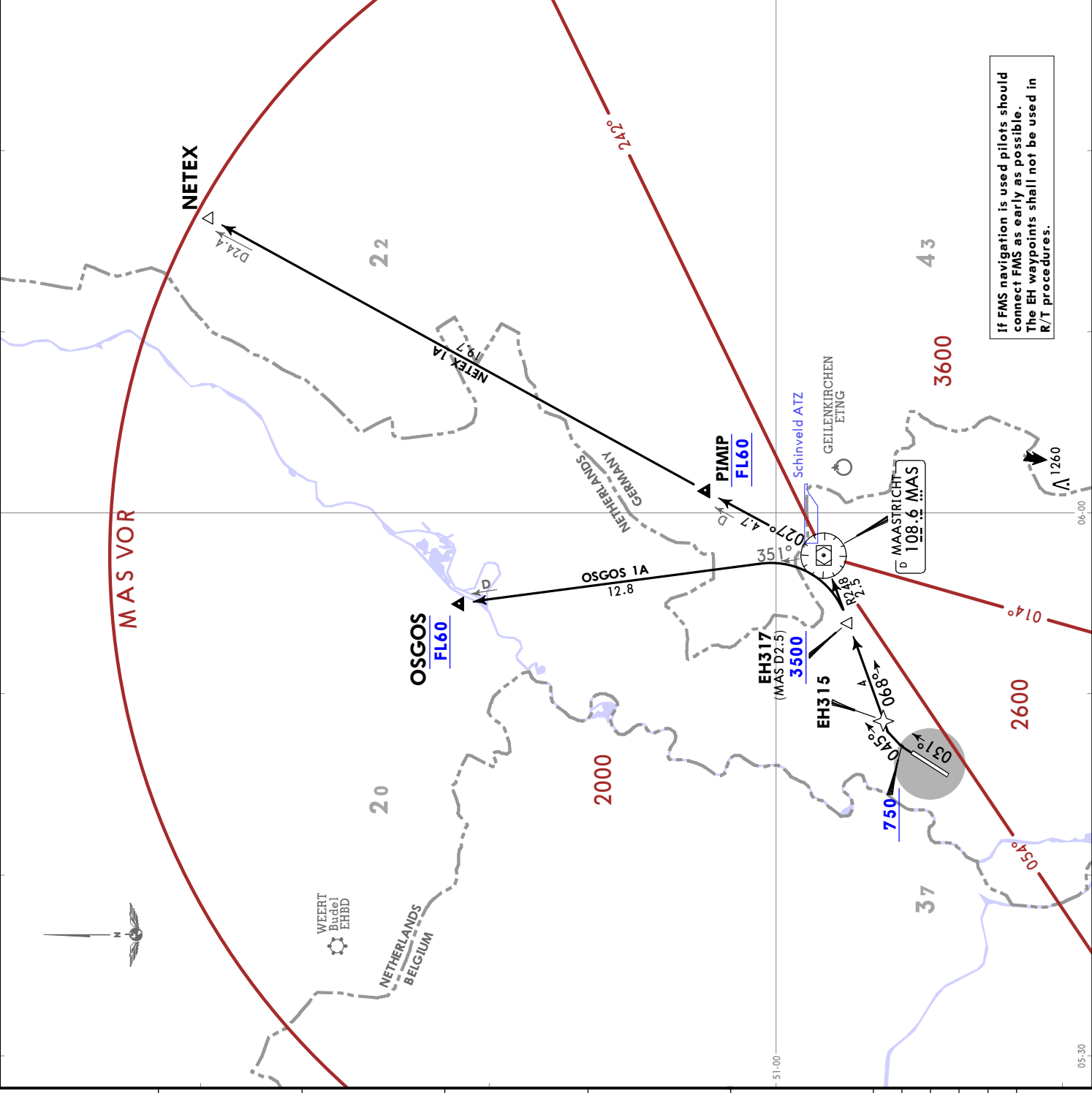
**SPEED: MAX 250 KT BELOW FL100**  
**UNLESS OTHERWISE INSTRUCTED**

These SIDs require a minimum climb gradient of 10.3% up to 3500 due to glider activities in Schinveld ATZ.

Gnd speed-KT	75	100	150	200	250	300
10.3% V/V (fpm)	782	1043	1565	2086	2608	3129

If unable to comply with crossing condition at D2.5 MAS inform ATC before departure.

Climb to and maintain FL60	
SID	ROUTING
<b>NETEX 1A</b>	Climb on 031° track, at 750 turn RIGHT, 045° track, intercept MAS R248 inbound to MAS VOR, MAS R027 to NETEX. <b>RNAV:</b> Climb on 031° track, at or above 750 turn RIGHT, direct to EH315, to EH317, to MAS VOR, to PIMIP, to NETEX.
<b>OSGOS 1A</b>	Climb on 031° track, at 750 turn RIGHT, 045° track, intercept MAS R248 inbound, at D2.5 MAS turn LEFT, intercept MAS R351 to OSGOS. <b>RNAV:</b> Climb on 031° track, at or above 750 turn RIGHT, direct to EH315, to EH317, to MAS VOR, to OSGOS.



If FMS navigation is used pilots should connect FMS as early as possible. The EH waypoints shall not be used in R/T procedures.

**EHBK/MST**  
**MAASTRICHT-AACHEN**  
**JEPPesen**  
**10-3B**

\*BEEK  
 Approach (R)  
 123.980  
 Apt Elev  
 375

Trans alt: 3000

1. Remain on TWR frequency until passing 2000, then contact BEEK Approach and report altitude.
2. Climb as rapidly as practicable to at least 2000.
3. Initiate turns in due time in order not overshoot radials and at 25° bank angle. Intercept radials at an angle of 45°.
4. SIDs are minimum noise routings. Strict adherence within the limits of performance criteria is MANDATORY.
5. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance. They amend the relevant part of the SID only.

**NORVENICH 2A [NVO 2A]**  
**OLNO 3A [LNO 3A]**  
**DEPARTURES**  
**(RWY 03)**

**SPEED: MAX 250 KT BELOW FL100**  
**UNLESS OTHERWISE INSTRUCTED**

**OLNO 3A**

This SID requires a minimum climb gradient of 5.8% up to FL60 due to airspace structure.

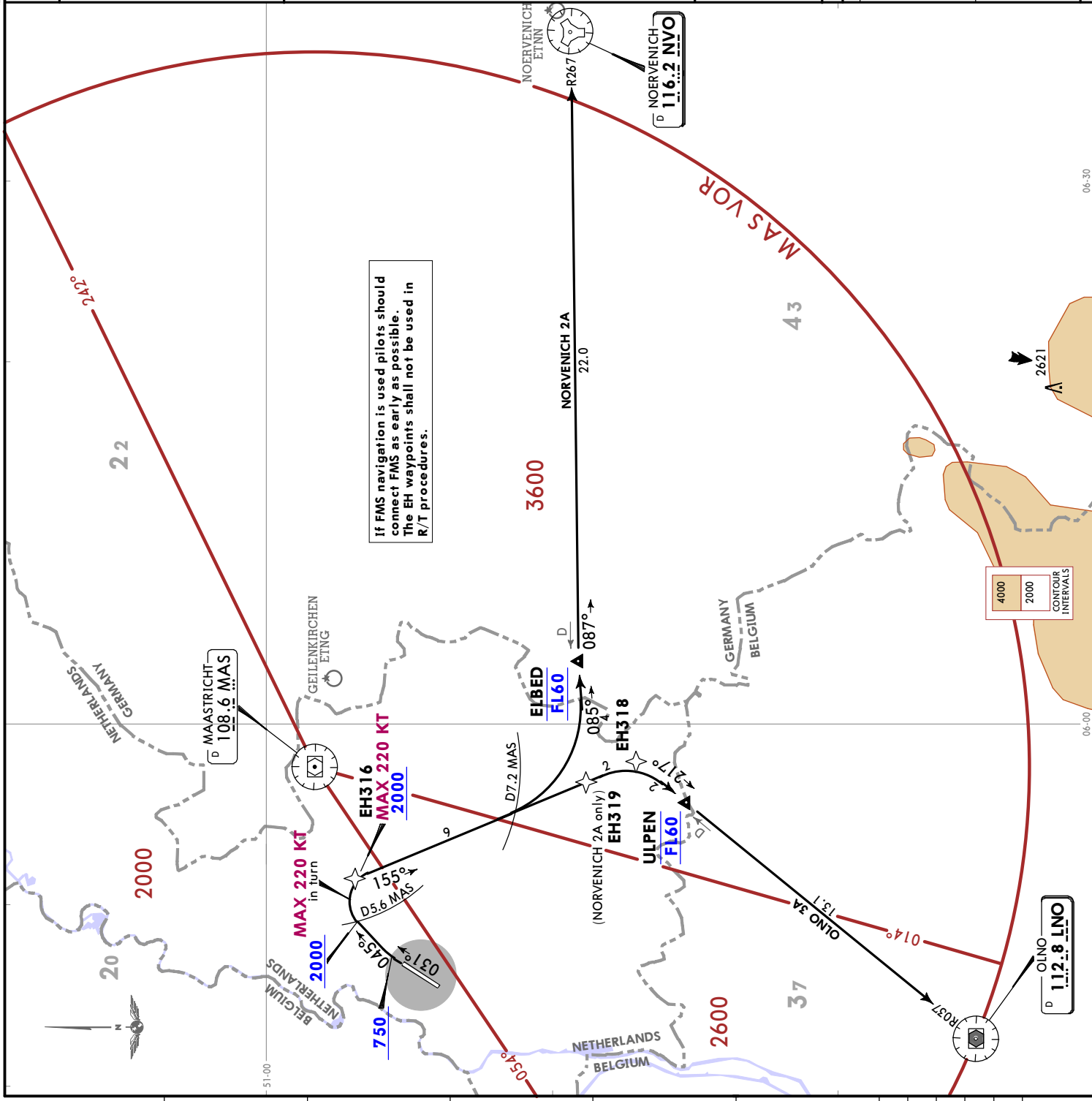
Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

If unable to comply with crossing condition at ULPEN inform ATC before departure.

**Climb to and maintain FL60**

SID	ROUTING
<b>NORVENICH 2A</b>	Climb on 031° track, at 750 turn RIGHT, 045° track, at D5.6 MAS turn RIGHT, 155° track to D7.2 MAS, turn LEFT, 085° track to ELBED, intercept NVO R267 inbound to NVO VOR <b>RNAV:</b> Climb on 031° track, at or above 750 turn RIGHT, direct to EH316, to EH319, to ELBED, to NVO VOR.
<b>OLNO 3A</b>	Climb on 031° track, at 750 turn RIGHT, 045° track, at D5.6 MAS turn RIGHT, 155° track, intercept LNO R037 inbound to LNO VOR. <b>RNAV:</b> Climb on 031° track, at or above 750 turn RIGHT, direct to EH316, to EH318, to ULPEN, to LNO VOR.

For flights to EDDK only.



6 AUG 21  
**Eff 12 Aug**  
**MAASTRICHT, NETHERLANDS**  
**SID**

\*BEEK Approach (R)  
 123.980  
 Apt Elev  
 375

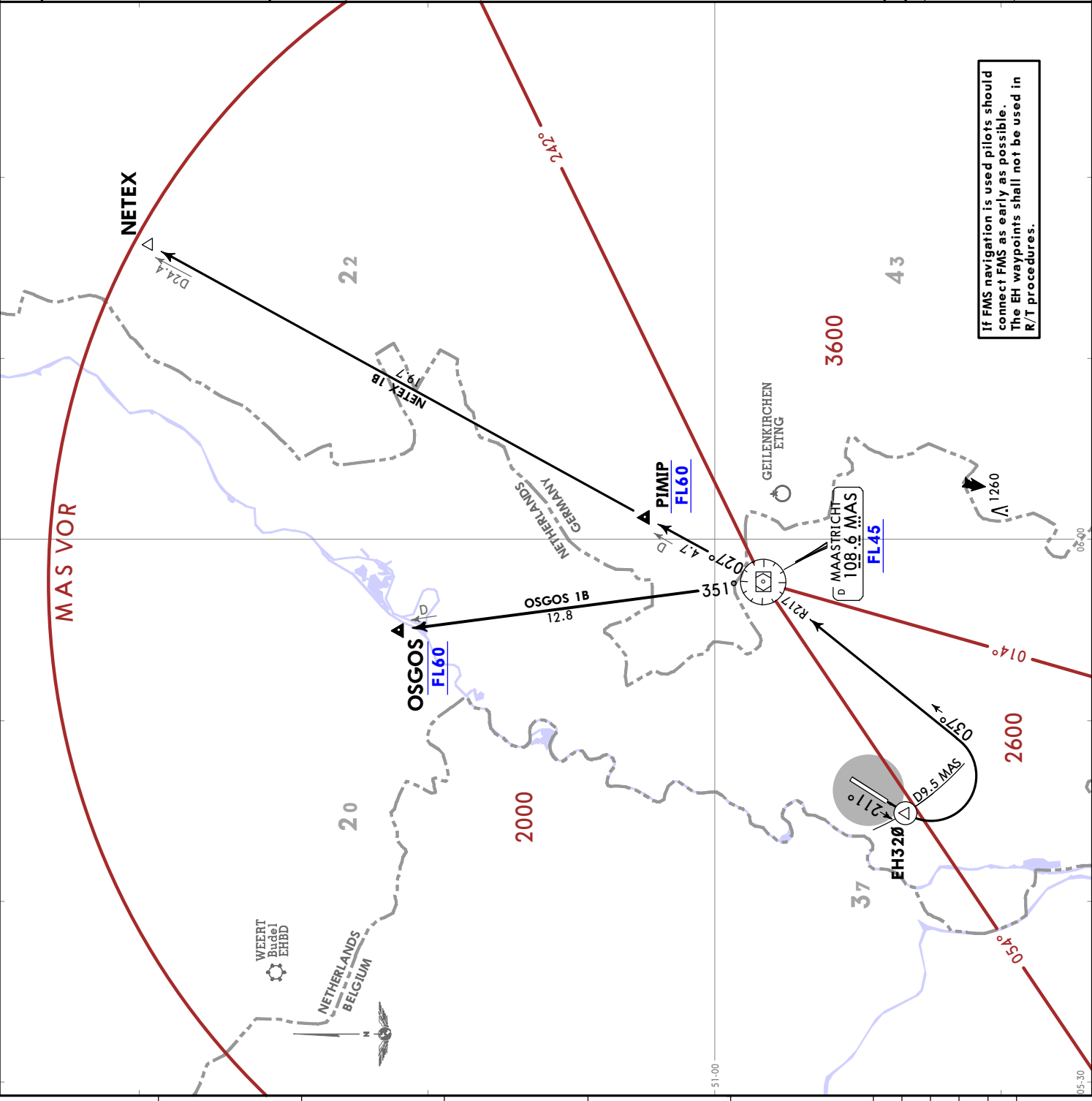
Trans alt: 3000

1. Remain on TWR frequency until passing 2000, then contact BEEK Approach and report altitude.
2. Climb as rapidly as practicable to at least 2000.
3. Initiate turns in due time in order not to overshoot radials and at 25° bank angle. Intercept radials in principle at an angle of 45°.
4. SIDs are minimum noise routings. Strict adherence within the limits of performance criteria is MANDATORY.
5. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance. They amend the relevant part of the SID only.

**NETEX 1B [NETE1B]**  
**OSGOS 1B [OSGO1B]**  
**DEPARTURES**  
**(RWY 21)**

**SPEED: MAX 250 KT BELOW FL100**  
**UNLESS OTHERWISE INSTRUCTED**

Climb to and maintain FL60	
SID	ROUTING
NETEX 1B	Climb on 211° track, at D9.5 MAS turn LEFT, intercept MAS R217 inbound to MAS VOR, MAS R027 to NETEX. <b>RNAV:</b> Climb on 211° track to EH320, 037° track to MAS VOR, to PIMIP, to NETEX.
OSGOS 1B	Climb on 211° track, at D9.5 MAS turn LEFT, intercept MAS R217 inbound to MAS VOR, MAS R351 to OSGOS. <b>RNAV:</b> Climb on 211° track to EH320, 037° track to MAS VOR, to OSGOS.



If FMS navigation is used pilots should connect FMS as early as possible. The EH waypoints shall not be used in R/T procedures.

**EBK/MST**  
**MAASTRICHT-AACHEN**  
**JEPPesen**  
**10-3D**

\*BEEK  
Approach (R)  
123.980  
Apt Elev  
375

Trans alt: 3000

1. Remain on TWR frequency until passing 2000, then contact BEEK Approach and report altitude.
2. Climb as rapidly as practicable to at least 2000.
3. Initiate turns in due time in order not overshoot radials and at 25° bank angle. Intercept radials at an angle of 45°.
4. SIDs are minimum noise routings. Strict adherence within the limits of performance criteria is MANDATORY.
5. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance. They amend the relevant part of the SID only.

**NORVENICH 2B [NVO 2B]  
OLNO 2B [LNO 2B]  
DEPARTURES  
(RWY 21)**

**SPEED: MAX 250 KT BELOW FL100  
UNLESS OTHERWISE INSTRUCTED**

**OLNO 2B**

This SID requires a minimum climb gradient of 6.6% up to FL60 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply with crossing condition at ULPEN inform ATC before departure.

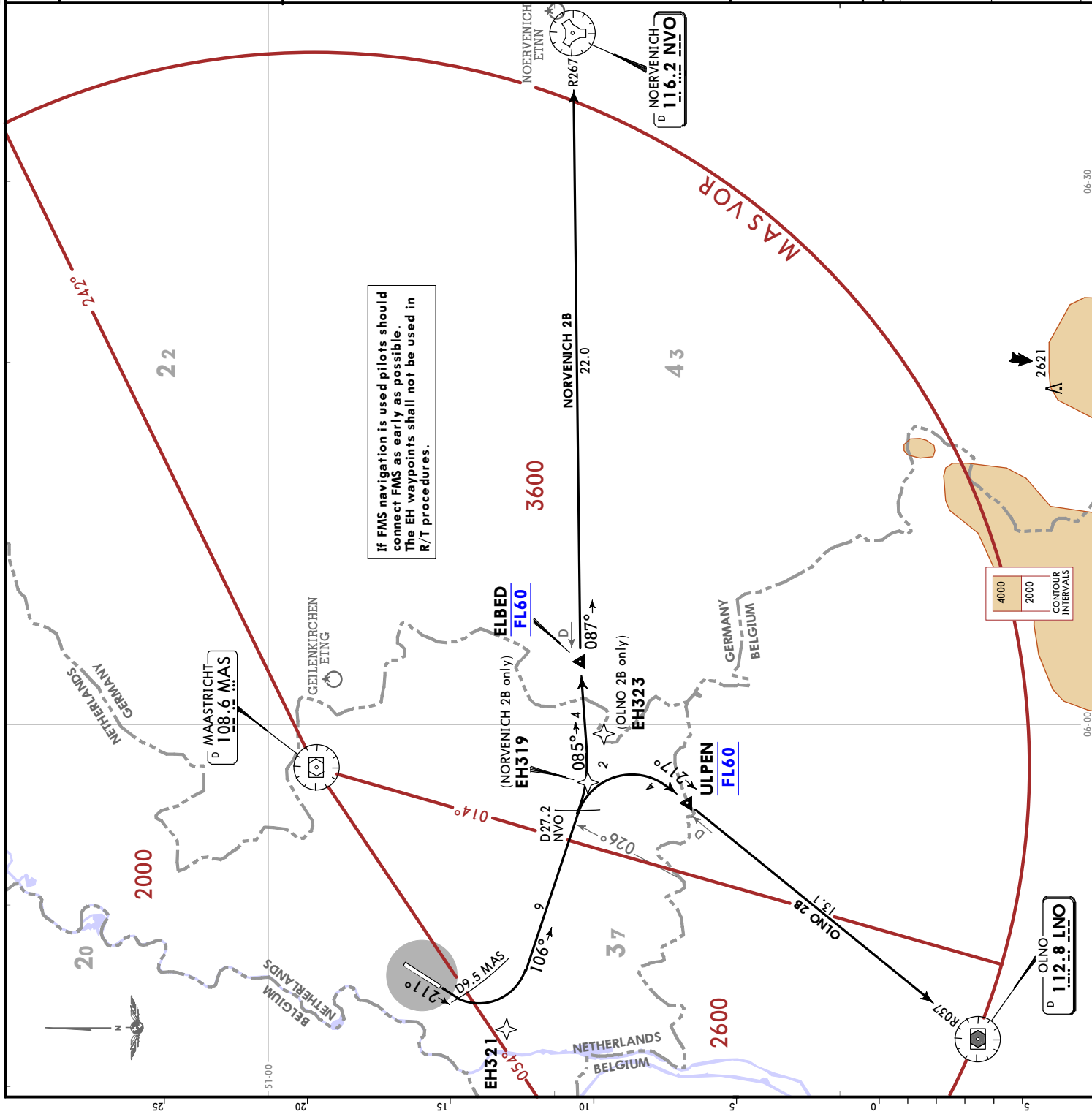
**Climb to and maintain FL60**

**ROUTING**

**NORVENICH 2B**  
①  
Climb on 211° track, at D9.5 MAS turn LEFT, 106° track to D27.2 NVO, turn LEFT, 085° track to ELBED, intercept NVO R267 inbound to NVO VOR.  
RNAV: Climb on 211° track to EH321, to EH319, to ELBED, to NVO VOR.

**OLNO 2B**  
Climb on 211° track, at D9.5 MAS turn LEFT, 106° track, when passing LNO R026 turn RIGHT, intercept LNO R037 inbound to LNO VOR.  
RNAV: Climb on 211° track to EH321, to EH323, to ULPEN, to LNO VOR.

① For flights to EDDK only.



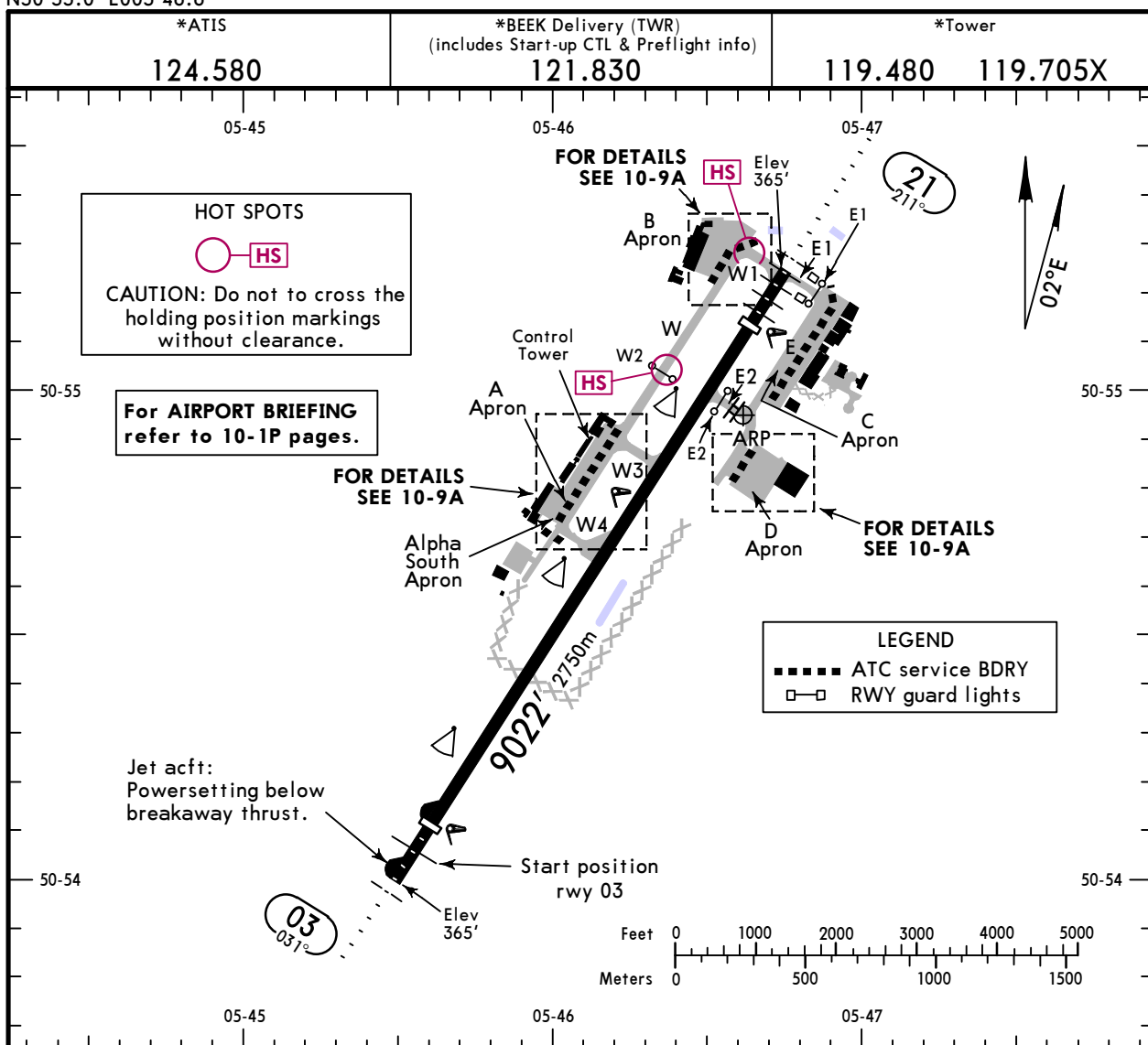
# EHBK/MST

Apt Elev **375'**  
N50 55.0 E005 46.6

# JEPPesen MAASTRICHT, NETHERLANDS

19 NOV 21 **(10-9) Eff 2 Dec**

MAASTRICHT-AACHEN



### ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) CL (15m) HIALS PAPI-L (angle 3.0°) RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
03	HIRL (60m) CL (15m) HIALS PAPI-L (angle 3.0°) RVR	8202' 2500m	7148' 2179m	1	148' 45m
21	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR		7243' 2208m		

**1 TAKE-OFF RUN AVAILABLE**

**RWY 03:**  
 From rwy head 8202' (2500m)  
 From start position 7989' (2435m)  
 twy W4 int 3451' (1052m) 2 3

**RWY 21:**  
 From rwy head 8202' (2500m)  
 twy E2 int 6434' (1961m) 2  
 twy W3 int 5325' (1623m) 2 3  
 twy W4 int 4006' (1221m) 2 3

**2** Allowed only for operational reasons.  
**3** Single engine ACFT with MTOW 6000kg or less. No push propeller or jet engine.  
 Multi engine ACFT with MTOW 2000kg or less. No push propeller.

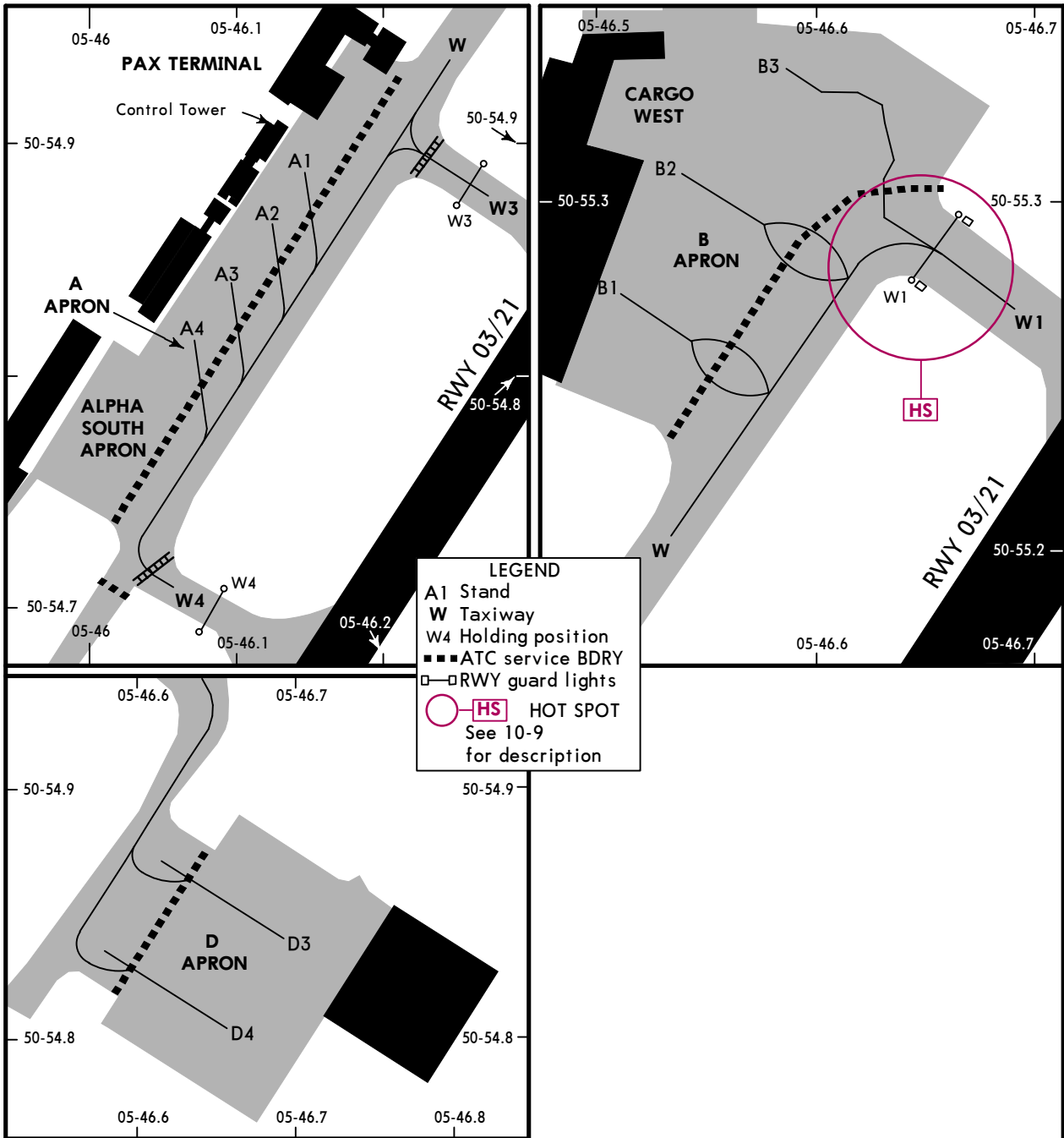
### Standard TAKE-OFF

	Low Visibility Take-off					
	1 HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, MID, RO	TDZ, MID, RO				
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m
D						

**1** RWY 21: RVR 75m with approved guidance system or HUD/HUDLS.

**EHBK/MST**

**JEPPESEN MAASTRICHT, NETHERLANDS**  
 19 NOV 21 **10-9A** Eff 2 Dec  
**MAASTRICHT-AACHEN**



**INS COORDINATES**

STAND No.	COORDINATES
A1, A2	N50 54.9 E005 46.1
A3	N50 54.8 E005 46.1
A4	N50 54.8 E005 46.0
B1, B2	N50 55.3 E005 46.5
B3	N50 55.3 E005 46.6
D3	N50 54.8 E005 46.7
D4	N50 54.8 E005 46.6

EHBK/MST



**JAA COPTER MINIMUMS**

**MAASTRICHT, NETHERLANDS**  
**MAASTRICHT-AACHEN**

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
03	ILS	566' (200')	600m / 1000m
	LOC ❶	720' (354')	800m / 1000m
	NDB	830' (464')	1000m / 1000m
21	CAT 2 ILS	471' (100')	RA 107' - 300m
	ILS	571' (200')	500m / 1000m
	LOC ❷	710' (339')	800m / 1000m
	NDB	900' (529')	1000m / 1000m

❶ RNAV LOC: NOT AUTHORIZED.

❷ RNAV LOC: NOT APPLICABLE.

CIRCLE-TO-LAND	MDA(H)	VIS
	890' (515') ❸	1000m

❸ After NDB 21: MDA(H) 900' (525').

TAKE-OFF RWY 03, 21				
LVP must be in Force ❹				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❺	800m

❹ Without LVP 400m are stipulated.

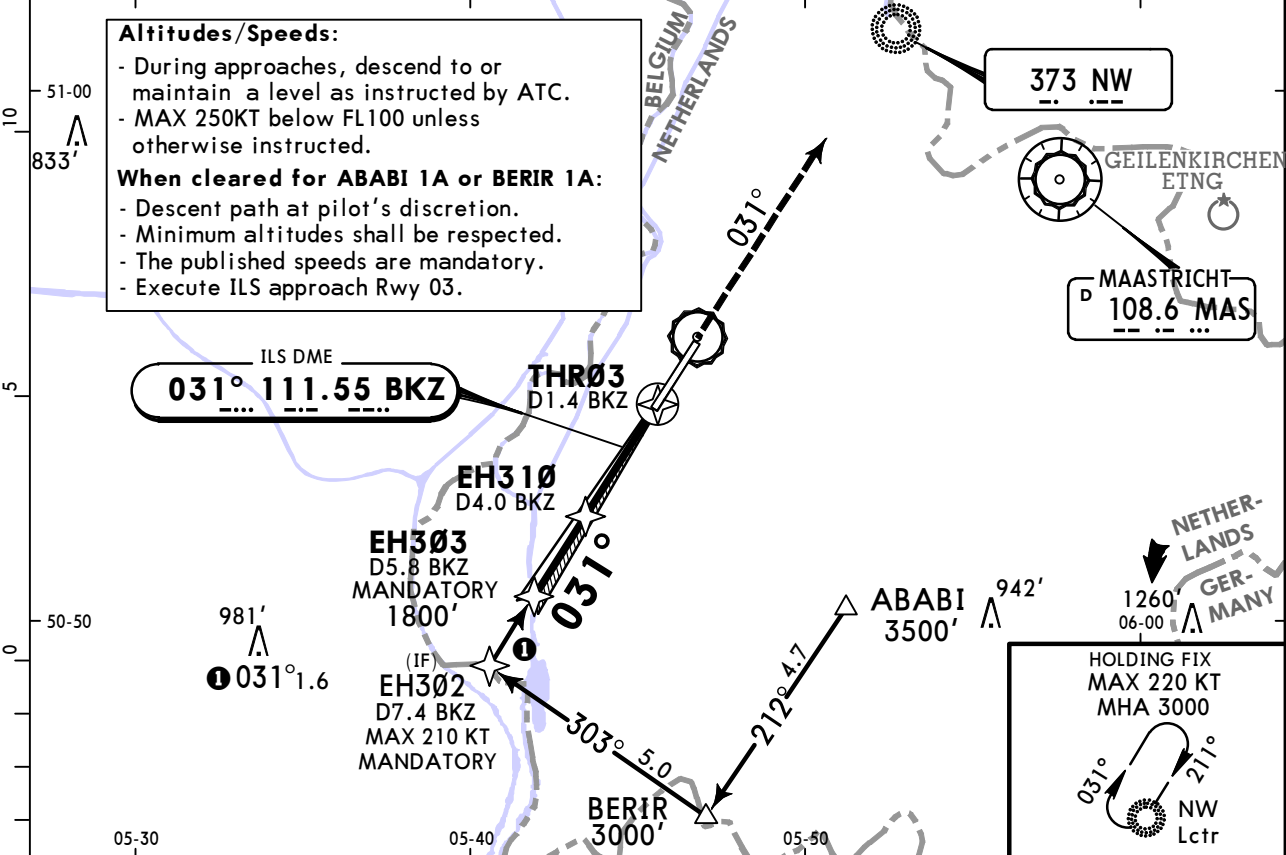
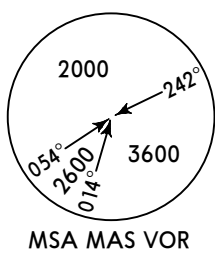
❺ Or rejected take-off distance whichever is the greater.

**EHBK/MST**  
**MAASTRICHT-AACHEN**

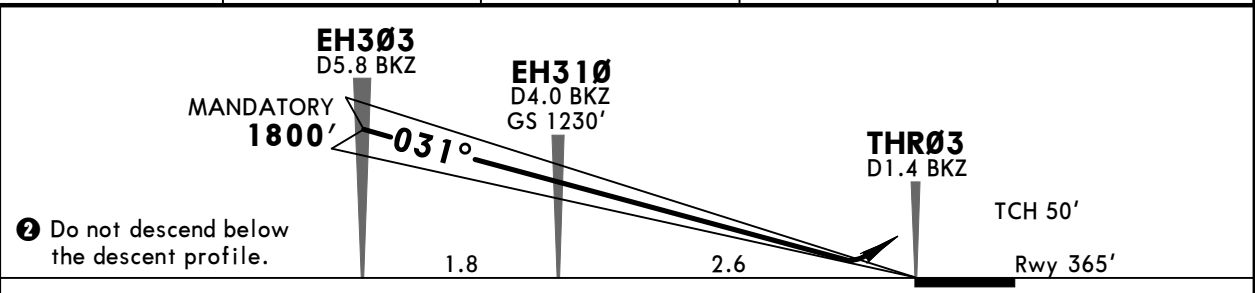
**JEPPESEN**  
 12 FEB 21  
 Eff 25 Feb (11-1)

**MAASTRICHT, NETHERLANDS**  
**ABABI 1A or BERIR 1A**  
**Apch & ILS Rwy 03**

*ATIS <b>124.580</b>		*BEEK Approach (R) <b>123.980 120.205X</b>		*BEEK Tower <b>119.480 119.705X</b>	
LOC BKZ <b>111.55</b>	Final Apch Crs <b>031°</b>	<b>EH303</b> MANDATORY <b>1800'</b> (1435')	ILS DA(H) <b>565'</b> (200')	Apt Elev 375' Rwy 365'	
<b>MISSED APCH: Climb on track 031° to 2000'. Inform ATC.</b>					
<b>MISSED APCH WITH COMM FAILURE: Climb on track 031° to 3000' to Lctr. Cross Lctr at 3000' and execute approach shown on chart 11-2.</b>					
Alt Set: hPa		Rwy Elev: 13 hPa	Trans level: By ATC		Trans alt: 3000'
1. DME required. 2. ILS must be available. 3. For additional information refer to 10-1P pages.					



BKZ DME	5.0	4.0	3.0	2.0
GS ALTITUDE	1550'	1230'	910'	620'



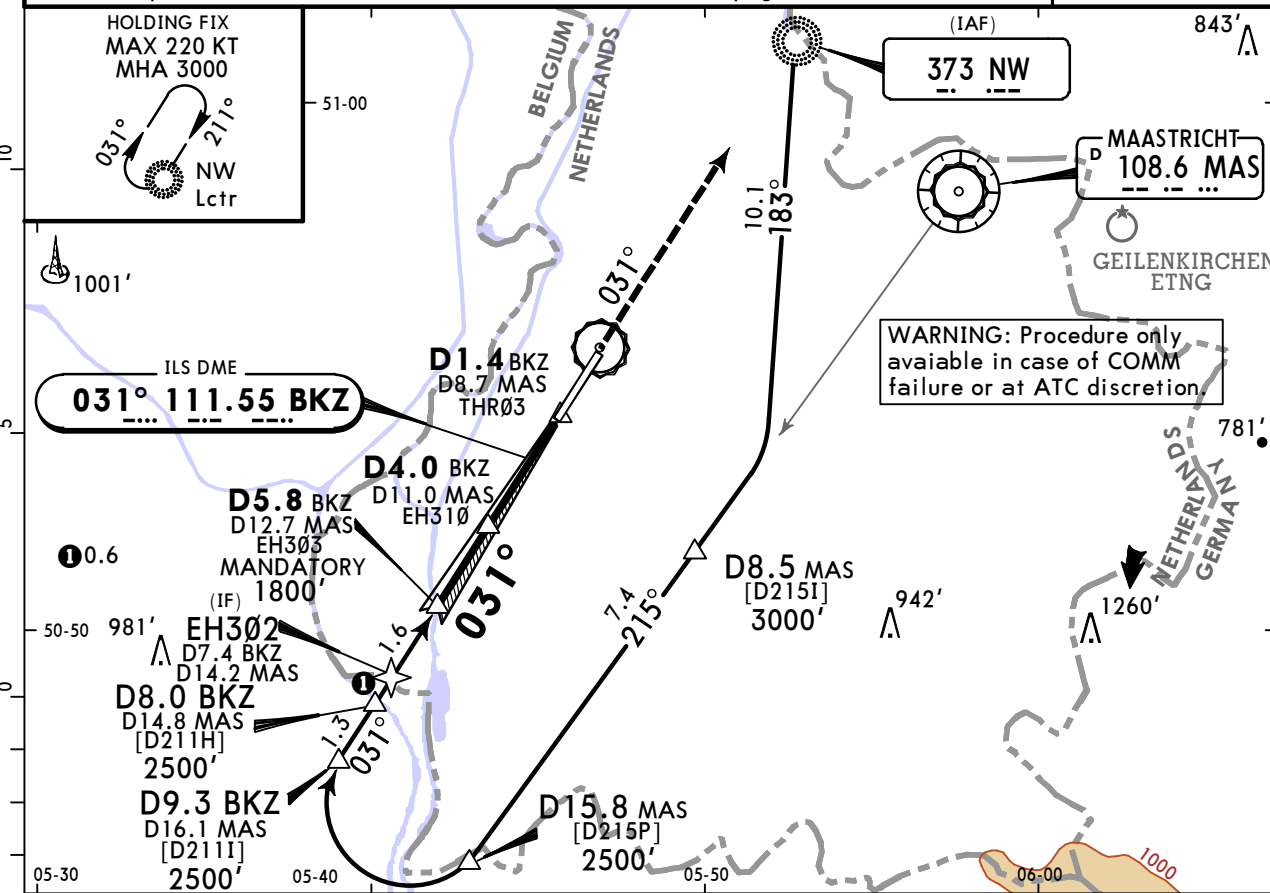
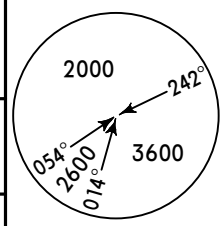
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2000' ↑ on 031°
ILS GS 3.00°	372	478	531	637	743	849		

PANS OPS	<b>Standard STRAIGHT-IN LANDING RWY 03</b>			<b>CIRCLE-TO-LAND</b>			
	<b>ILS</b> DA(H) <b>565'</b> (200')		<b>LOC (GS out)</b>		Max Kts		
	FULL	ALS out				MDA(H)	VIS
	A				100	890' (515')	1500m
B				135	940' (565')	1600m	
C	RVR 750m	RVR 1200m	NOT AUTHORIZED		180	1170' (795')	2400m
D					205	1170' (795')	3600m

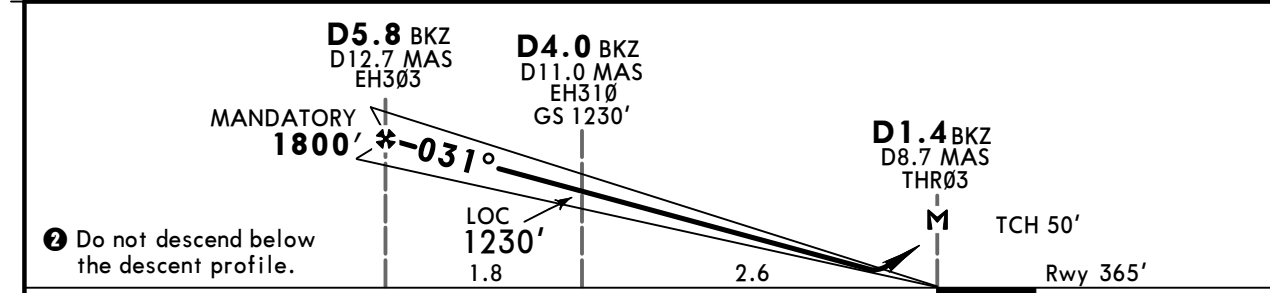
# EHBK/MST MAASTRICHT-AACHEN

**JEPESEN MAASTRICHT, NETHERLANDS**  
12 FEB 21 (11-2) Eff 25 Feb ILS Z or LOC Z Rwy 03

*ATIS 124.580		*BEEK Approach (R) 123.980 120.205X		*BEEK Tower 119.480 119.705X	
LOC BKZ <b>111.55</b>	Final Apch Crs <b>031°</b>	D5.8 BKZ MANDATORY 1800' (1435')	ILS DA(H) 565' (200')	Apt Elev 375' Rwy 365'	
<b>MISSED APCH: Climb on track 031° to 2000'. Inform ATC.</b>					
<b>MISSED APCH WITH COMM FAILURE: Climb on track 031° to 3000' to Lctr. Cross Lctr at 3000' and execute approach again.</b>					
Alt Set: hPa		Rwy Elev: 13 hPa		Trans level: By ATC	
1. DME required.		2. For additional information refer to 10-1P pages.		Trans alt: 3000'	



② LOC (GS out)	BKZ DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2500'	2180'	1860'	1550'	1230'	910'	590'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2000' on 031°
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.4 BKZ/D8.7 MAS/THR03							

<b>Standard</b>				<b>STRAIGHT-IN LANDING RWY 03</b>		<b>CIRCLE-TO-LAND</b>	
ILS		LOC (GS out)		CDFA			
DA(H) 565' (200')		DA/MDA(H) 720' (355')					
FULL		ALS out		ALS out		Max Kts	
A						100	890' (515') 1500m
B					RVR 1500m	135	940' (565') 1600m
C	RVR 750m	RVR 1200m	RVR 1200m		RVR 1600m	180	1170' (795') 2400m
D						205	1170' (795') 3600m



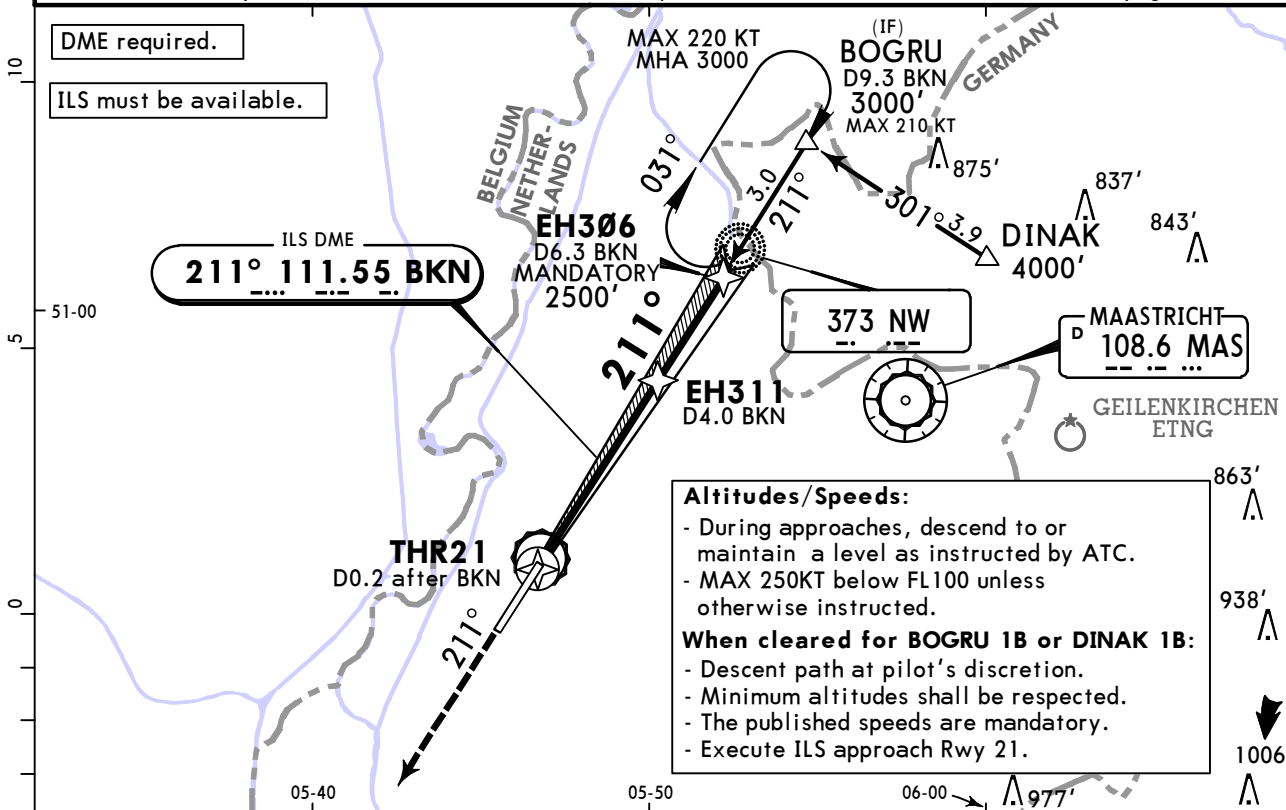
**EHBK/MST**  
**MAASTRICHT-AACHEN** **Eff 25 Feb**

**JEPPESSEN**  
 12 FEB 21  
 (11-4)

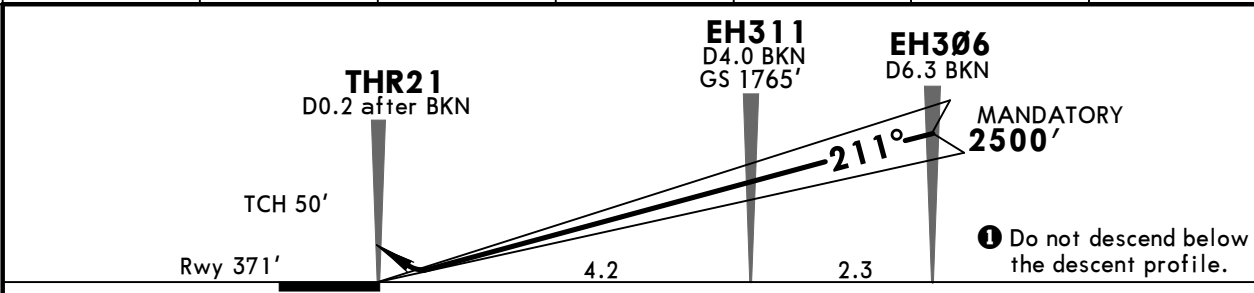
**MAASTRICHT, NETHERLANDS**  
**BOGRU 1B or DINAK 1B Apch**  
**& ILS Rwy 21**

*ATIS <b>124.580</b>		*BEEK Approach (R) <b>123.980 120.205X</b>		*BEEK Tower <b>119.480 119.705X</b>		<p>MSA MAS VOR</p>
LOC BKN <b>111.55</b>	Final Apch Crs <b>211°</b>	<b>EH306</b> MANDATORY <b>2500'</b> (2129')	CAT IIIB, IIIA & II ILS Refer to Minimums	CAT I ILS DA(H) <b>571'</b> (200')	Apt Elev 375' Rwy 371'	
<p><b>MISSED APCH: Climb on track 211° to 2000'. Inform ATC.</b></p> <p><b>MISSED APCH WITH COMM FAILURE: Climb on track 211° to 3000'. At D3.4 BKN turn LEFT onto track 130°, passing 2300' turn LEFT to Lctr. Cross Lctr at 3000' and execute approach again shown on charts 11-5/11-5A.</b></p>						

Alt Set: hPa Rwy Elev: 14 hPa Trans level: By ATC Trans alt: 3000'  
 1. CAT II/III ILS: Special Aircrew & Acft Certification Required. 2. For additional info refer to 10-1P pages.



BKN DME	1.0	2.0	3.0	4.0	5.0	6.0
GS ALTITUDE	810'	1130'	1450'	1770'	2090'	2410'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 
ILS GS	3.00°	372	478	531	637	743	

Standard STRAIGHT-IN LANDING RWY 21							CIRCLE-TO-LAND			
CAT IIIB	CAT IIIA	CAT II ILS ABC: RA 107' DA(H) 471'(100') D: RA 113' DA(H) 476'(105')	CAT I ILS DA(H) 571'(200')			LOC (GS out)	Max Kts	MDA(H)	VIS	
	DH 50'		FULL	TDZ or CL out	ALS out	NOT AUTHORIZED	100	890'(515')	1500m	
A							135	940'(565')	1600m	
B	RVR 75m	RVR 200m	RVR 300m	RVR 550m	RVR 550m		180	1170'(795')	2400m	
C							205	1170'(795')	3600m	
D										

**1** RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

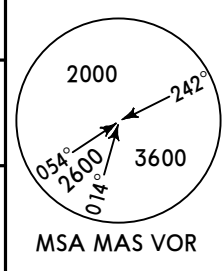
# EHBK/MST MAASTRICHT-AACHEN

# JEPESEN MAASTRICHT, NETHERLANDS ILS or LOC Rwy 21

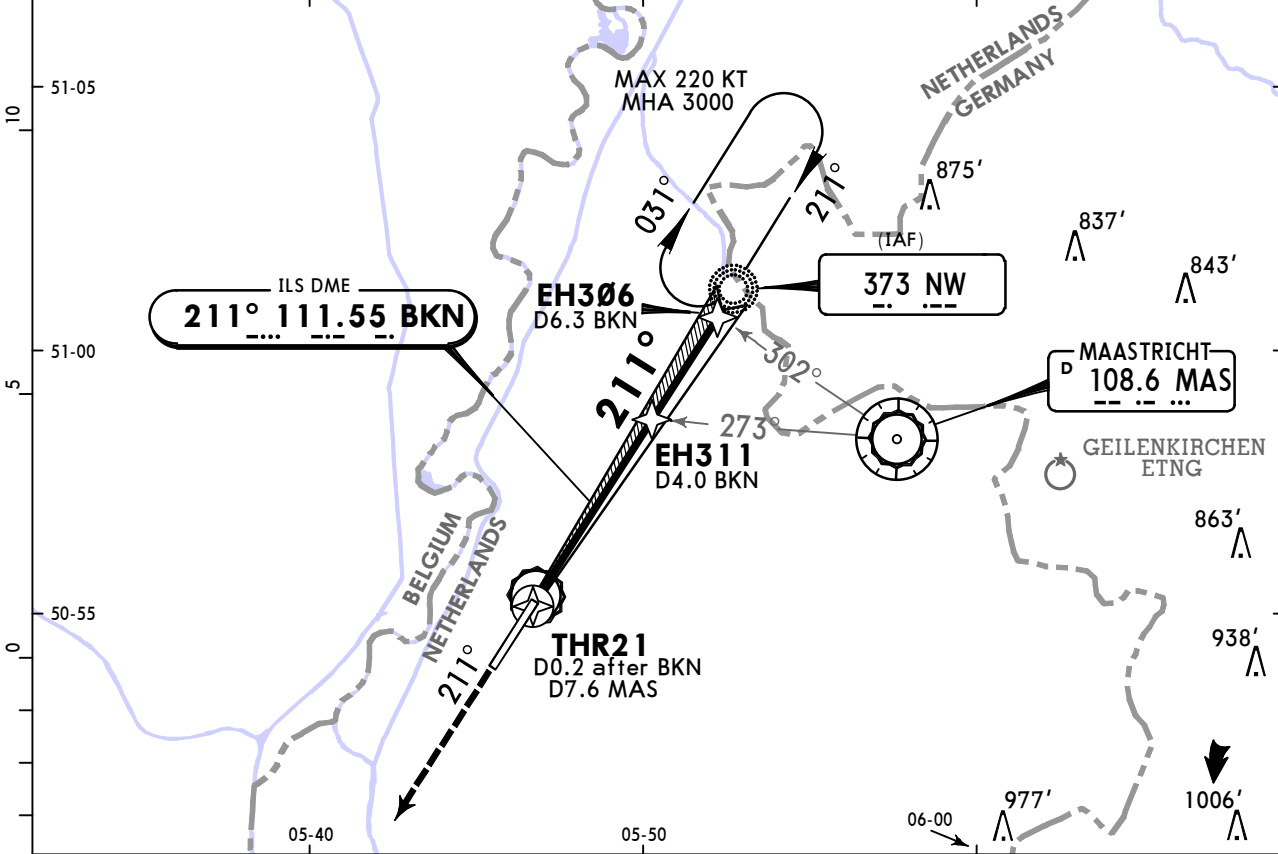
12 FEB 21

**11-5 Eff 25 Feb**

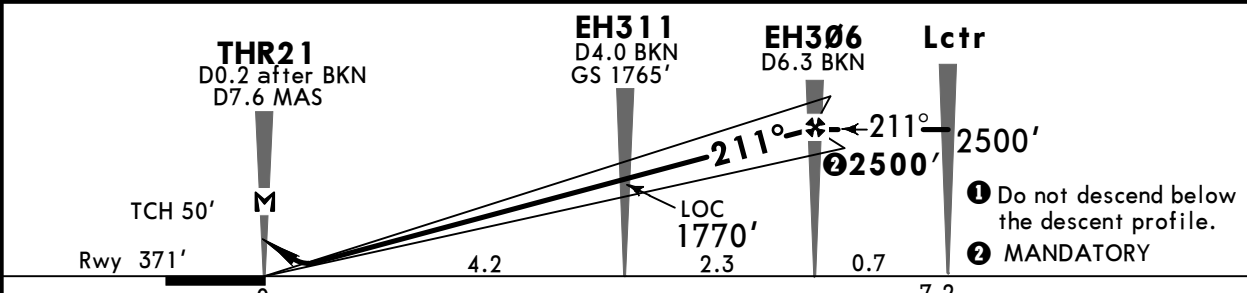
*ATIS <b>124.580</b>		*BEEK Approach (R) <b>123.980 120.205X</b>		*BEEK Tower <b>119.480 119.705X</b>	
LOC BKN <b>111.55</b>	Final Apch Crs <b>211°</b>	EH306 MANDATORY <b>2500'</b> (2129')	ILS DA(H) <b>571'</b> (200')	Apt Elev 375' Rwy 371'	
<b>MISSED APCH: Climb on track 211° to 2000'. Inform ATC.</b> <b>MISSED APCH WITH COMM FAILURE: Climb on track 211° to 3000'. At D3.4 BKN turn LEFT onto track 130°, passing 2300' turn LEFT to Lctr. Cross Lctr at 3000' and execute approach again.</b>					



Alt Set: hPa      Rwy Elev: 14 hPa      Trans level: By ATC      Trans alt: 3000'  
 1. DME required. 2. For additional info refer to 10-1P pages.



LOC (GS out)	BKN DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	810'	1130'	1450'	1770'	2090'	2410'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2000' on 211°	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at THR21/D0.2 after BKN/D7.6 MAS								

<b>Standard</b>					STRAIGHT-IN LANDING RWY 21			CIRCLE-TO-LAND		
ILS		LOC (GS out) CDFA								
DA(H) <b>571'</b> (200')		DA/MDA(H) <b>710'</b> (339')								
FULL	TDZ or CL out	ALS out	ALS out	ALS out				Max Kts	MDA(H)	VIS
A					100	<b>890'</b> (515')		1500m		
B					135	<b>940'</b> (565')		1600m		
C	RVR 550m	RVR 550m <b>I</b>	RVR 1200m	RVR 800m	180	<b>1170'</b> (795')		2400m		
D					205	<b>1170'</b> (795')		3600m		

**I** RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

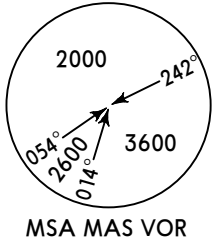
**EHBK/MST**  
**MAASTRICHT-AACHEN**

**JEPPESSEN MAASTRICHT, NETHERLANDS**  
 12 FEB 21 **(11-5A)** **Eff 25 Feb** **CAT II/III ILS Rwy 21**

\*ATIS **124.580**      \*BEEK Approach (R) **123.980 120.205X**      \*BEEK Tower **119.480 119.705X**

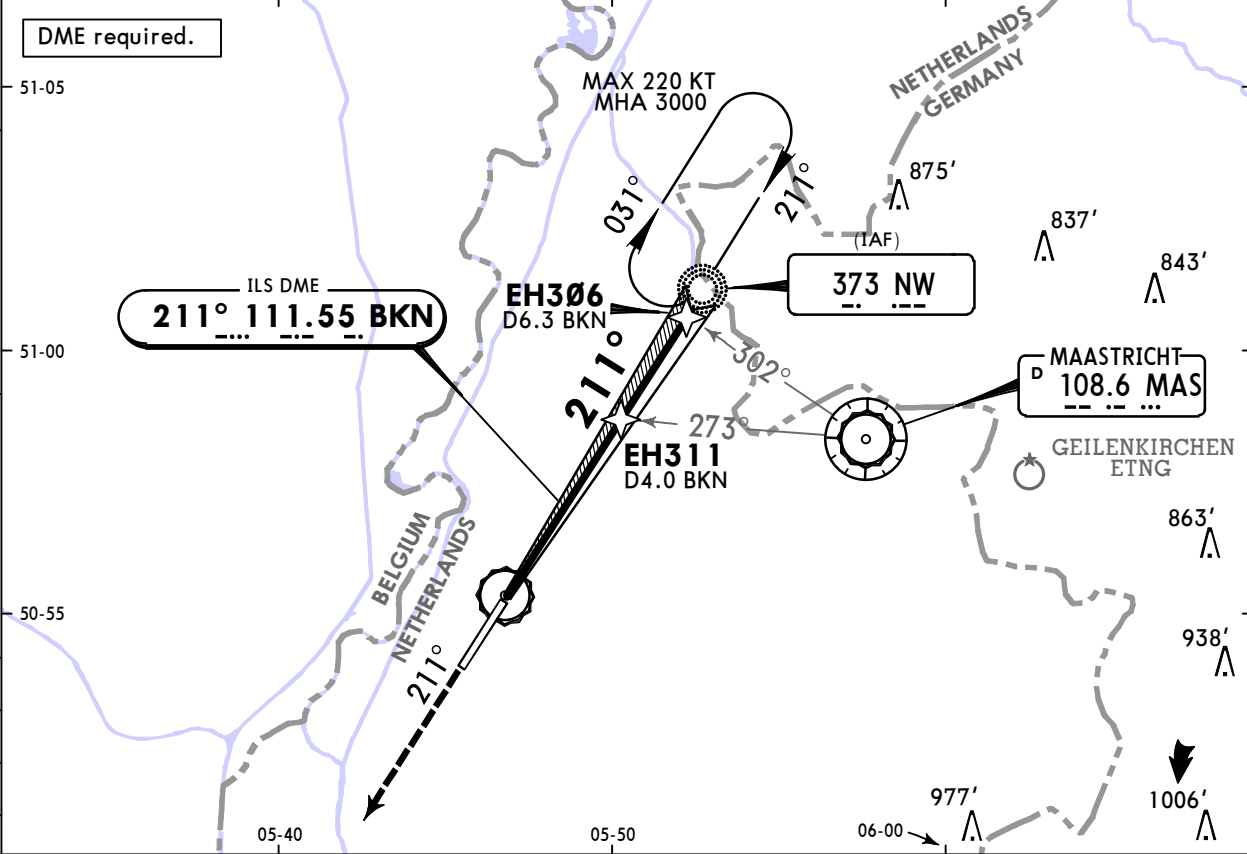
BRIEFING STRIP™

LOC BKN <b>111.55</b>	Final Apch Crs <b>211°</b>	<b>EH306</b> MANDATORY <b>2500'</b> (2129')	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev 375' Rwy 371'
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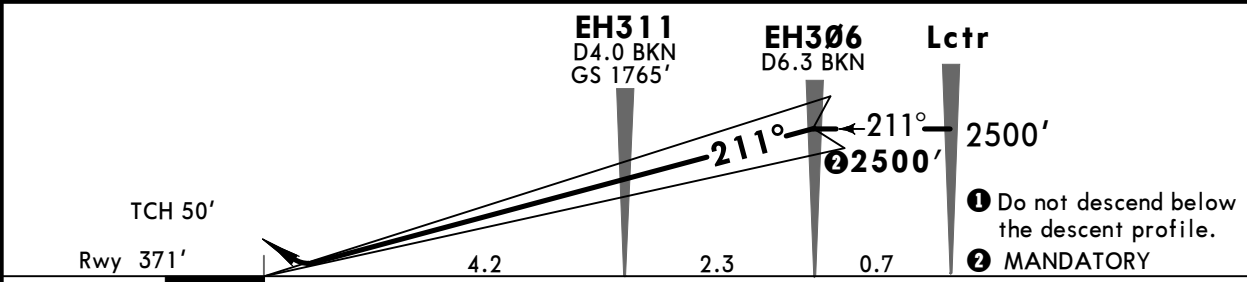


**MISSED APCH:** Climb on track 211° to 2000'. Inform ATC.  
**MISSED APCH WITH COMM FAILURE:** Climb on track 211° to 3000'. At D3.4 BKN turn LEFT onto track 130°, passing 2300' turn LEFT to Lctr. Cross Lctr at 3000' and execute approach again.

Alt Set: hPa      Rwy Elev: 14 hPa      Trans level: By ATC      Trans alt: 3000'  
 1. Special Aircrew & Acft Certification Required. 2. For additional info refer to 10-1P pages.



BKN DME ①	1.0	2.0	3.0	4.0	5.0	6.0
GS ALTITUDE	810'	1130'	1450'	1770'	2090'	2410'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	2000' on 211°
ILS GS	3.00°	372	478	531	637	743		

Standard STRAIGHT-IN LANDING RWY 21		
CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH <b>50'</b>	ABC RA 107' DA(H) 471'(100')      D RA 113' DA(H) 476'(105')
RVR 75m	RVR 200m	RVR 300m

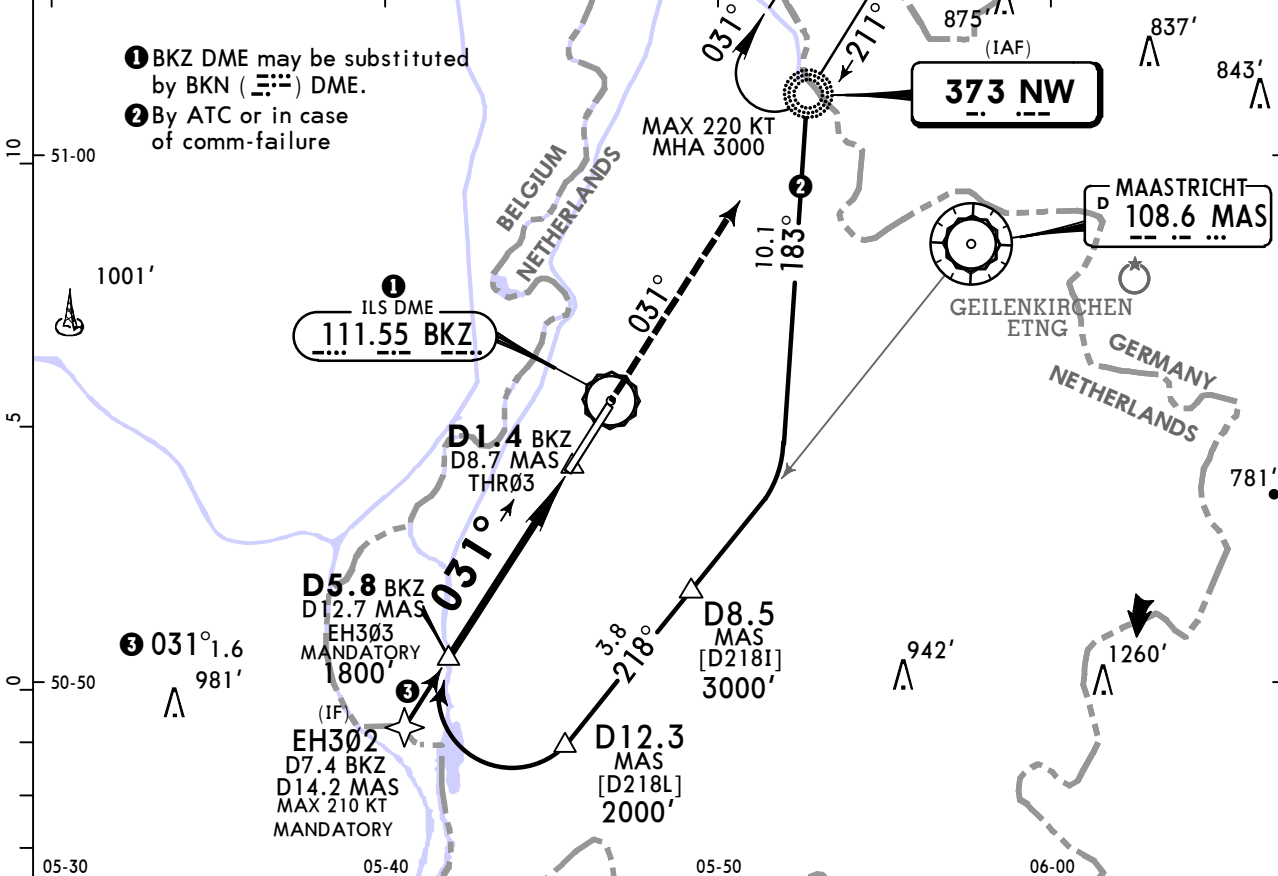
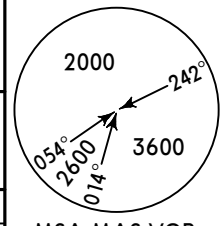
PANS OPS

# EHBK/MST MAASTRICHT-AACHEN

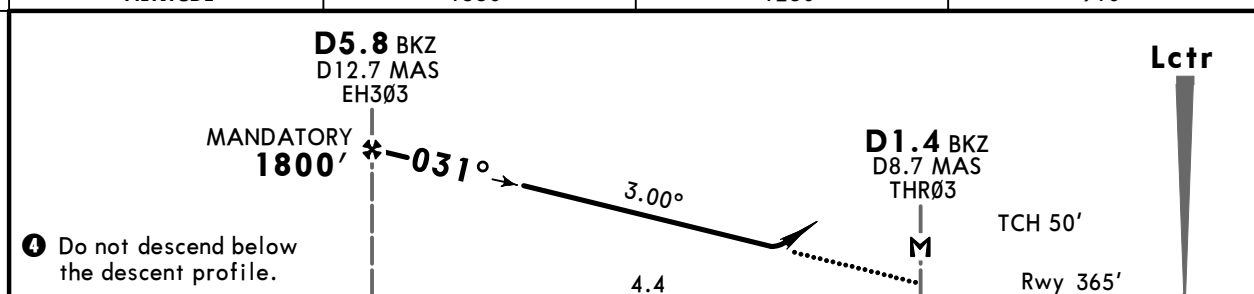
# JEPPESSEN MAASTRICHT, NETHERLANDS NDB Rwy 03

12 FEB 21 **16-1** Eff 25 Feb

*ATIS <b>124.580</b>		*BEEK Approach (R) <b>123.980</b>		*BEEK Tower <b>120.205X</b>		<b>119.480</b>		<b>119.705X</b>	
Lctr NW <b>373</b>	Final Apch Crs <b>031°</b>	<b>D5.8 BKZ</b> MANDATORY <b>1800'</b> (1435')		DA/MDA(H) <b>830'</b> (465')		Apt Elev 375' Rwy 365'			
<b>MISSED APCH: Climb on track 031° to 2000'. Inform ATC.</b>									
<b>MISSED APCH WITH COMM FAILURE: Climb on track 031° to 3000' to Lctr. Cross Lctr at 3000' and execute approach again.</b>									
Alt Set: hPa		Rwy Elev: 13 hPa		Trans level: By ATC		Trans alt: 3000'			
1. DME required. 2. For additional information refer to 10-1P pages.									MSA MAS VOR



BKZ DME <b>4</b>	5.0	4.0	3.0
ALTITUDE	1550'	1230'	910'



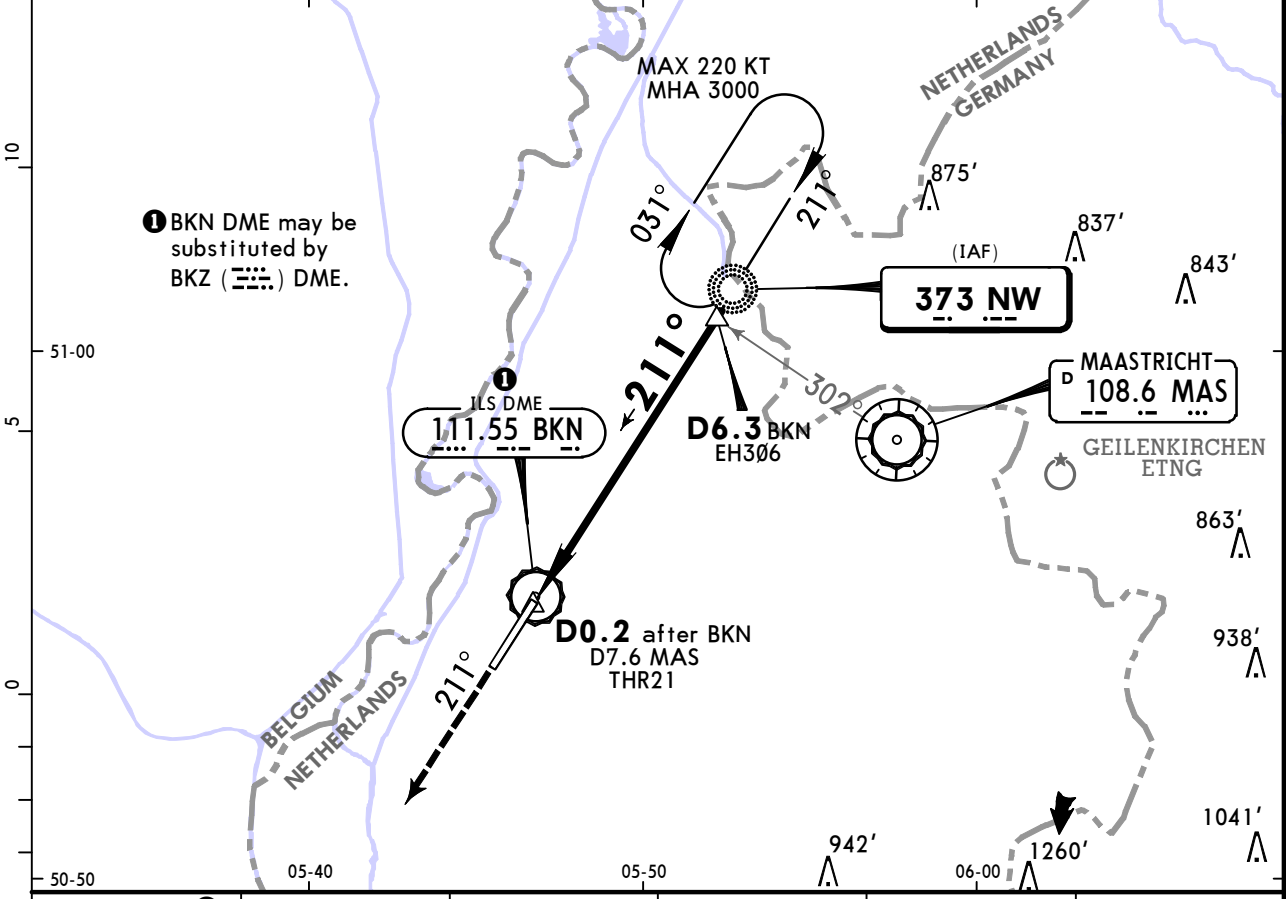
MAP at D1.4 BKZ/ D8.7 MAS/THR03							HIALS PAPI	2000'	on 031°
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<b>Standard</b> STRAIGHT-IN LANDING RWY 03		CIRCLE-TO-LAND	
CDFA			
DA/MDA(H) <b>830'</b> (465')			
ALS out		Max Kts	MDA(H) VIS
A	RVR 1500m	100	890' (515') 1500m
B	RVR 1500m	135	940' (565') 1600m
C	RVR 1800m	180	1170' (795') 2400m
D	RVR 2200m	205	1170' (795') 3600m

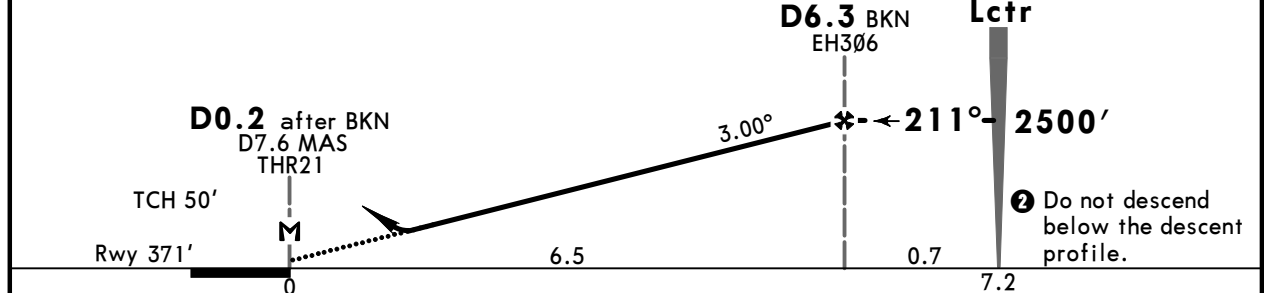
# EHBK/MST MAASTRICHT-AACHEN

# JEPPESSEN MAASTRICHT, NETHERLANDS 12 FEB 21 (16-2) Eff 25 Feb NDB Rwy 21

*ATIS <b>124.580</b>		*BEEK Approach (R) <b>123.980 120.205X</b>		*BEEK Tower <b>119.480 119.705X</b>	
Lctr NW <b>373</b>	Final Apch Crs <b>211°</b>	<b>D6.3 BKN</b> <b>2500'</b> (2129')	DA/MDA(H) <b>900'</b> (529')	Apt Elev 375' Rwy 371'	
<b>MISSED APCH: Climb on track 211° to 2000'. Inform ATC.</b> <b>MISSED APCH WITH COMM FAILURE: Climb on track 211° to 3000'. At D3.4 BKN turn LEFT onto track 130°, passing 2300' turn LEFT to Lctr. Cross Lctr at 3000' and execute approach again.</b>					
Alt Set: hPa    Rwy Elev: 14 hPa    Trans level: By ATC    Trans alt: 3000' 1. DME required. 2. For additional information refer to 10-1P pages.					



BKN DME ②	2.0	3.0	4.0	5.0	6.0
ALTITUDE	1130'	1450'	1770'	2090'	2410'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 
Descent Angle	3.00°	372	478	531	637	849	
MAP at D0.2 after BKN/ D7.6 MAS/THR21							

PANS OPS	<b>Standard</b> STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND	
	CDFA					
	DA/MDA(H) <b>900'</b> (529')					
	ALS out				Max Kts	
	A	RVR 1500m				100
B	RVR 1500m				135	940' (565') 1600m
C	RVR 1700m		RVR 2400m		180	1170' (795') 2400m
D	RVR 1700m		RVR 2400m		205	1170' (795') 3600m

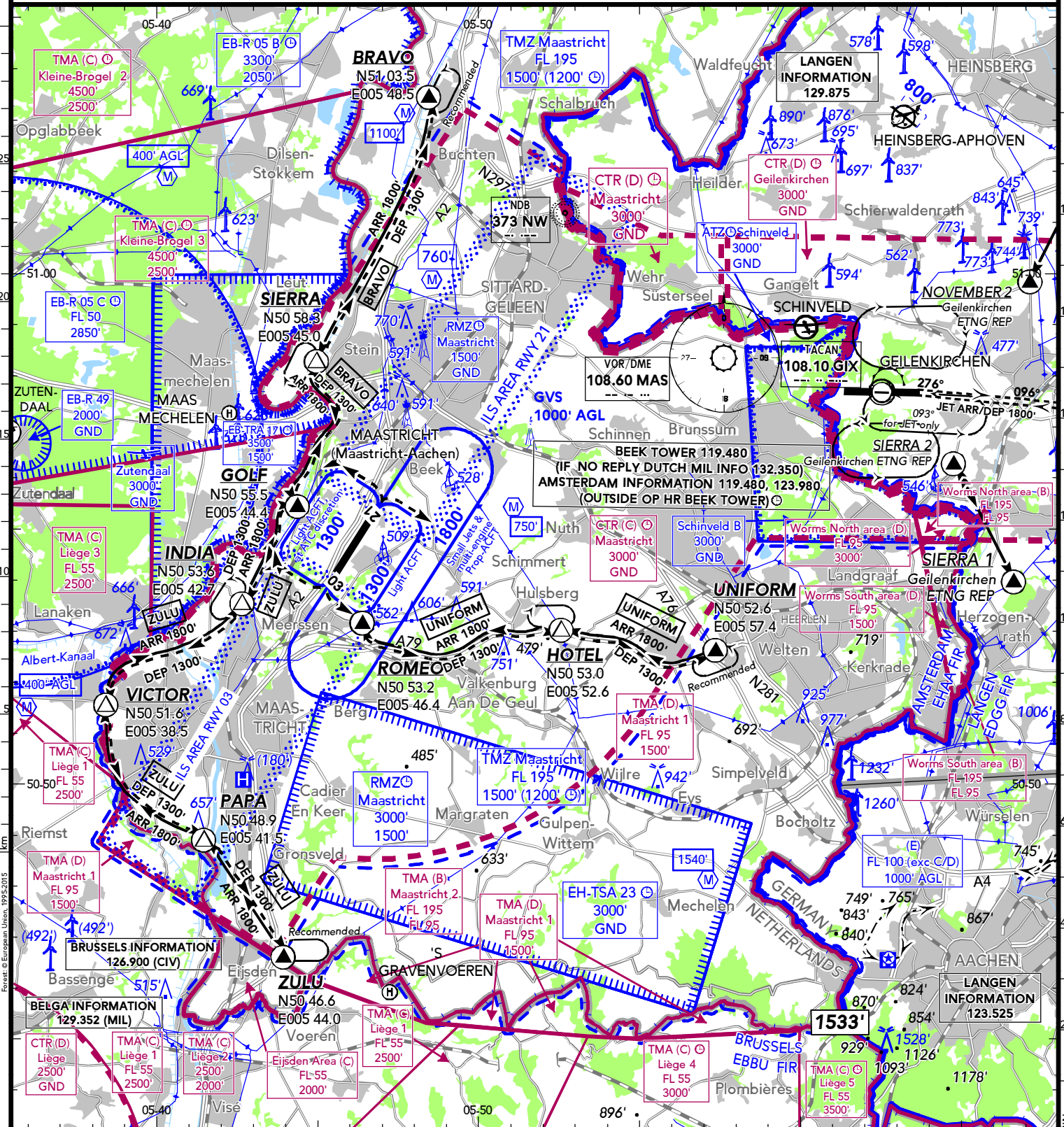
**EHBK**  
MAASTRICHT-AACHEN

05 MAR 21 (19-1)

**MAASTRICHT**  
NETHERLANDS

LOCATION Elev <b>375'</b> /114m N50 55.0 E005 46.6	FIS AMSTERDAM INFORMATION <b>119.480</b> <sup>(2) (3)</sup> <b>123.980</b> <sup>(2) (3)</sup> BEEK TOWER <b>119.480</b> <sup>(4) (5) (6)</sup>	ATIS ATIS <b>124.580</b>	AIRSPACE DUTCH MIL <b>125.930</b> <sup>(7) (8)</sup> BRUSSELS CONTROL <b>129.575</b> <sup>(7)</sup> KLEINE-BROGEL APPROACH <b>134.480</b> <sup>(9)</sup>
	APPROACH BEEK APPROACH <b>123.980</b> <sup>(10)</sup>		TOWER BEEK TOWER <b>119.480</b> <sup>(1)</sup> (en)

<sup>(1)</sup> VDF <sup>(2)</sup> outside BEEK TOWER op hr <sup>(3)</sup> also Maastricht RMZ <sup>(4)</sup> if no reply DUTCH MIL INFO 132.350 <sup>(5)</sup> also Maastricht CTR <sup>(6)</sup> also Maastricht TMA  
<sup>(7)</sup> Maastricht TMA <sup>(8)</sup> BTN 2200-0500LT: ATC O/R on AMSTERDAM INFORMATION 123.980 or 119.480 10 MIN PN. <sup>(9)</sup> Kleine Brogel TMA <sup>(10)</sup> R



EHBK

MAASTRICHT-AACHEN

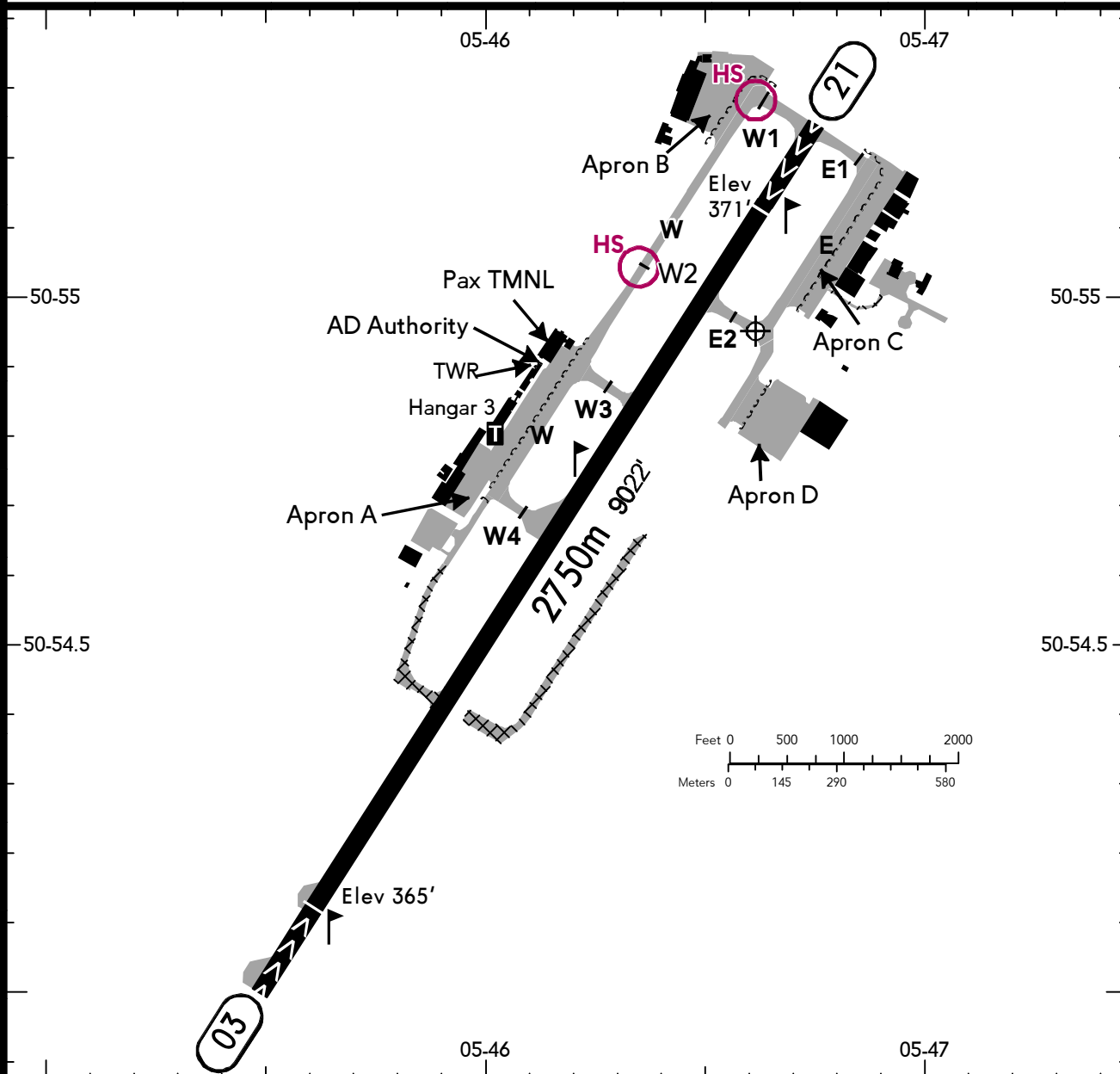
05 MAR 21

19-2

MAASTRICHT  
NETHERLANDS

BRIEFING STRIP™	LOCATION	ATIS	TOWER	ADMITTED AIRCRAFT
	Elev 375' /114m N50 55.0 E005 46.6	ATIS 124.580	BEEK DELIVERY 121.830 <sup>(1) (2)</sup> BEEK TOWER 119.480 <sup>(1) (en)</sup>	

<sup>(1)</sup> VDF <sup>(2)</sup> Start-up Control, Clearance Delivery & Preflight Info



ALS - PAPI 03 (3.0°), 21 (3.0°) - THRL - RL - RCLL - TWYL - APRON - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
03 (031°)	2750 x 45 Asphalt	2500	2500	PCN 59/F/A/W/T	
21 (211°)					

**Intersection TKOF**

RWY	TWY	TORA (m)
03	W4	1052
21	E2	1961
	W3	1623
	W4	1221

**Restrictions for Intersection TKOF**

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

TWY W3 and W4:

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

- Single engine MTOM <= 6t. No push propeller or jet engine (turbo fan).
- Multi engine MTOM <= 2t. No push propeller.

**RWY Incursion Hot Spots**

HS - Do not cross the holding position markings without a clearance.

**Traffic on the Apron and TWYs**

- Start-up clearance:

**EHBK****MAASTRICHT-AACHEN**

05 MAR 21

**19-3****MAASTRICHT  
NETHERLANDS**

Obtain Start-up clearance from BEEK DELIVERY prior to starting engines.

- Taxiing on TWYs:

ACFT intending to taxi on TWYs shall obtain a clearance from Beek TWR.

- Taxiing on the Apron:

ACFT not maintaining two-way radio communication and intending to taxi on the apron must obtain prior permission from the Airport Authority.

### Flights within Maastricht TMA and CTR

NORDO ACFT prohibited within Maastricht CTR and Maastricht 1 and 2 TMA unless prior permission from Beek ATC has been obtained. Permission will only be given in extraordinary cases.

All VFR flights within Maastricht CTR and Maastricht 1 and 2 TMA shall submit a flight plan MNM 60 MIN in advance.

Prior permission is required from Beek APP for all VFR flights in Maastricht 1 and 2 TMA.

VFR traffic which has been instructed by Beek ATC to squawk a specific SSR transponder code shall maintain this squawk within the lateral limits of Maastricht 1 and 2 TMA.

Pilots are urgently requested not to fly in the vicinity of IFR ARR/DEP routes within the TMA.

Flights outside the CTR are to avoid crossing the ILS area RWY 21 at ALT at or near the initial APCH ALT 3000'.

APCH and DEP shall be carried out via the depicted VFR routes unless otherwise instructed by ATC or when approved by ATC on pilot's request.

Prior permission is required from Beek TWR for all VFR flights in the CTR.

VFR flights within the CTR may be instructed to stay clear of the ILS areas as depicted.

VFR traffic following the Albert canal shall respect the Maastricht CTR boundary and contact Beek TWR for an entry clearance.

Under the part of the Liège TMA 2 in the Amsterdam FIR, FIS is provided by BRUSSELS INFORMATION (126.900).

Avoid overflying built-up areas as much as possible.

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.

All ACFT not participating in the GLD activities at or near Schinveld glider site shall avoid the ATZ, unless an ATC clearance to cross has been obtained from Beek TWR.

### APCH Procedures (Light ACFT)

Contact BEEK TOWER 2 MIN before reaching the controlled ASP boundary for permission to enter Maastricht TMA 1 and CTR.

Enter the CTR via a VFR-route (BRAVO, UNIFORM or ZULU) at 1800' and maintain this ALT, unless otherwise instructed.

Pilots may be instructed to hold over the points SIERRA, HOTEL or INDIA.

Join the circuit as instructed by ATC.

In case of missed APCH, climb straight ahead to 1300' and

inform ATC.

### DEP Procedures (Light ACFT)

Departing ACFT climb as soon as possible and shall not turn before passing the end of the RWY. Pilots have to leave the CTR via an indicated route at 1300'.

#### RWY 03

- BRAVO DEP:

After TKOF turn left towards the canal and follow the VFR route to SIERRA and BRAVO.

- ZULU DEP:

After TKOF 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 DEP:

After TKOF turn right to follow the high-tension line to HOTEL, then continue the route to UNIFORM.

#### RWY 21

- BRAVO DEP:

After TKOF turn right and follow the VFR route via GOLF to BRAVO. Do not report over GOLF unless otherwise instructed by ATC.

- ZULU DEP:

After TKOF turn right towards the canal and follow the VFR route via INDIA, VICTOR, PAPA to ZULU.

- UNIFORM DEP:

After TKOF turn left and follow the VFR route via ROMEO to UNIFORM. Do not report over ROMEO unless otherwise instructed by ATC.

### Traffic Circuits

- Single-engine Prop-ACFT (MTOW < 2t):

- RWY 03 RH traffic circuit;
- circuit ALT 1300'.

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

- Small jets (MTOW < 5.7t) and multi-engine Prop-ACFT:

- RWY 03 RH traffic circuit;
- circuit ALT 1800'.

### Communication Failure Procedures

Select SSR code 7600.

#### Inbound via BRAVO and ZULU ARR

In case of radio failure before joining the circuit, leave the CTR according to BRAVO or ZULU DEP and proceed to an appropriate AD.

In case of radio failure over or after a position from where to join the circuit, this is after REP GOLF, execute a circuit for the last received and acknowledged RWY 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 the flightpath could interfere with the flightpath of other AD traffic.

EHBK

MAASTRICHT-AACHEN

05 MAR 21

19-3A

MAASTRICHT  
NETHERLANDS**Inbound via UNIFORM ARR**

In case of radio failure before joining the circuit, leave the CTR according to UNIFORM DEP and proceed to an appropriate AD.

In case of radio failure over or after a position from where to join the circuit, this is after REP ROMEO, execute a circuit for the last received and acknowledged RWY 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 the flightpath could interfere with the flightpath of other AD traffic.

**Inbound via different Route to AD**

In case of radio failure before joining the circuit, leave the CTR via the shortest route, maintain ALT until outside the CTR, do not cross the RWY centre lines or ILS areas of RWYs 03 and 21 and proceed to an appropriate AD.

In case of radio failure over or after a position from where to join the circuit, execute a circuit for the last received and acknowledged RWY 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 the flightpath could interfere with the flightpath of other AD traffic.

**Outbound**

Adhere to the DEP instructions. If the DEP instructions contain a clearance limit within the CTR, leave the CTR via the shortest route, maintain ALT until outside the CTR, do not cross the RWY centre lines or ILS areas of RWYs 03 and 21 and proceed to an appropriate AD.

**Crossing CTR**

Leave the CTR via the shortest route, maintain ALT until outside the CTR, do not cross the RWY centre lines or ILS areas of RWY 03 and 21 and proceed to an appropriate AD.

## Chart changes since cycle 23-2021

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
<b>MAASTRICHT, (MAASTRICHT-AACHEN - EHBK)</b>				
REV	AIRPORT, AIRPORT INFO, TA...	10-9	19 Nov 2021	02 Dec 2021
REV	PARKING STANDS & COORDS	10-9A	19 Nov 2021	02 Dec 2021

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport EHBK

### Chart Change Notices for Country NLD

**Type:** Gen Tmnl (VFR)  
**Effectivity:** Permanent  
**Begin Date:** Immediately  
**End Date:** No end date

EFF 20 MAY 21 FIS BEEK TOWER 119.480 chgd to BEEK APPROACH 123.980.

**Type:** Gen Tmnl (VFR)  
**Effectivity:** Permanent  
**Begin Date:** Immediately  
**End Date:** No end date

EFF 20 MAY 21 FIS EELDE TOWER 118.705 chgd to EELDE APPROACH 120.305.

SUDU..PONPA..PTA..GBE..DIL..VIE..SAVT