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Revision Letter For Cycle 21-2020

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General Information

Location: MAASTRICHT NLD
ICAO/IATA: EHBK / MST
Lat/Long: N50° 54.9', E005° 46.6'
Elevation: 375 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 0.0° 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: 0604 Z
Sunset: 1640 Z

Runway Information

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

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

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

EHBK/MST**JEPPESEN****MAASTRICHT, NETHERLANDS****MAASTRICHT-AACHEN**

8 MAY 20

10-1P**Eff 21 May****AIRPORT BRIEFING**

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.

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.

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JEPPESEN

MAASTRICHT, NETHERLANDS

MAASTRICHT-AACHEN

8 MAY 20

10-1P1

Eff 21 May

AIRPORT BRIEFING

1. GENERAL

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.

1.7. 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.

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.

2.2. 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.

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MAASTRICHT, NETHERLANDS

MAASTRICHT-AACHEN

1 DEC 17

10-1P2

Eff 7 Dec

AIRPORT BRIEFING

2. ARRIVAL

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.

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.

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1 DEC 17

10-1P3

Eff 7 Dec

AIRPORT BRIEFING

2. ARRIVAL

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

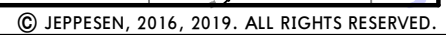
RWY 21 approved for CAT II/III operations, special aircrew and ACFT certification required.

2.5. TAXI PROCEDURES

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

Alt Set: hPa Trans level: By ATC Trans alt: 3000'

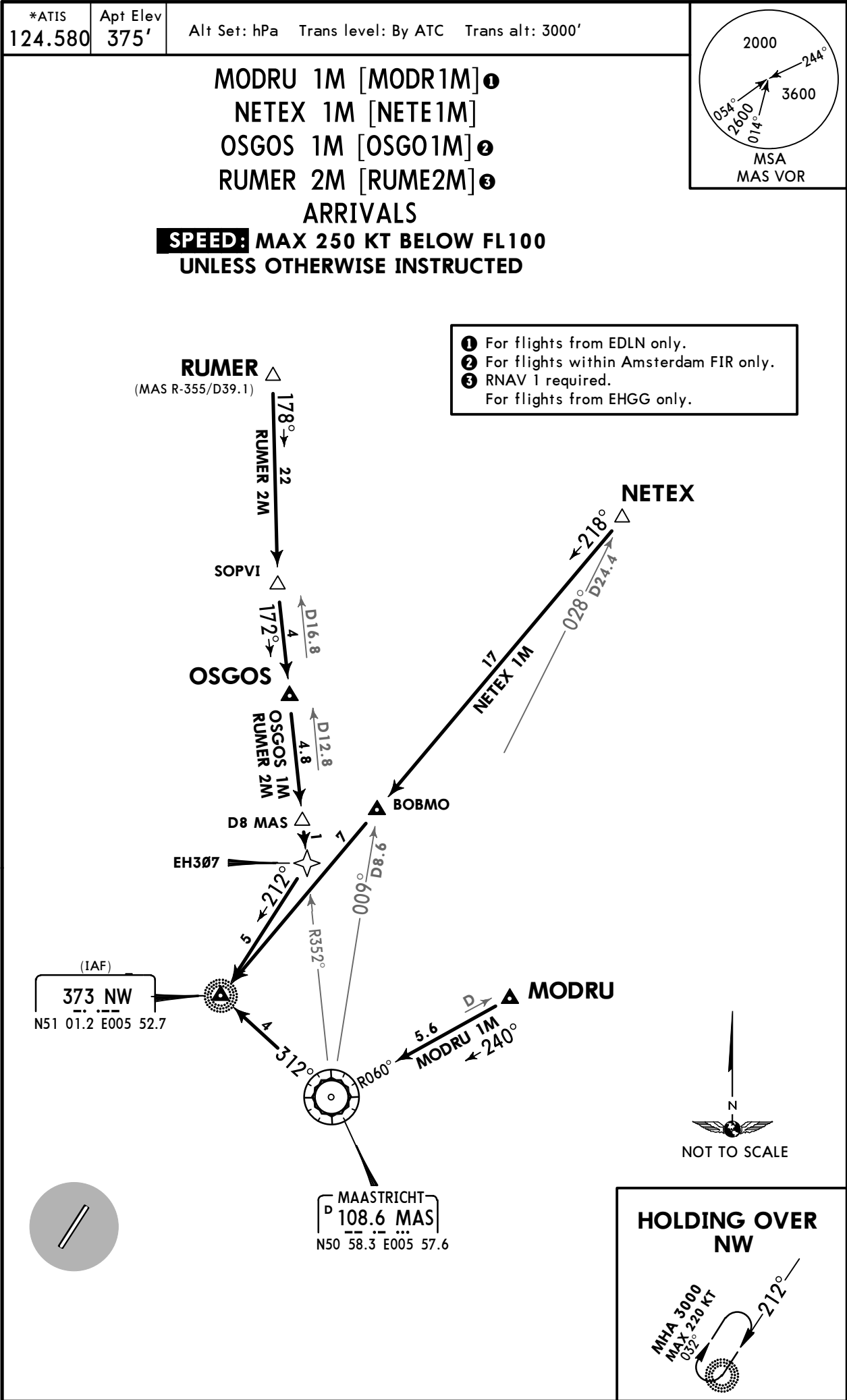
1. Chart only to be used for cross-checking while under RADAR control.
2. Aeronautical data and minimum vectoring altitudes only within relevant CTR and TMA.
3. Minimum vectoring altitudes are corrected for low temperature: -4°C.



EHBK/MST
MAASTRICHT-AACHEN 17 MAY 19 10-2 Eff 23 May

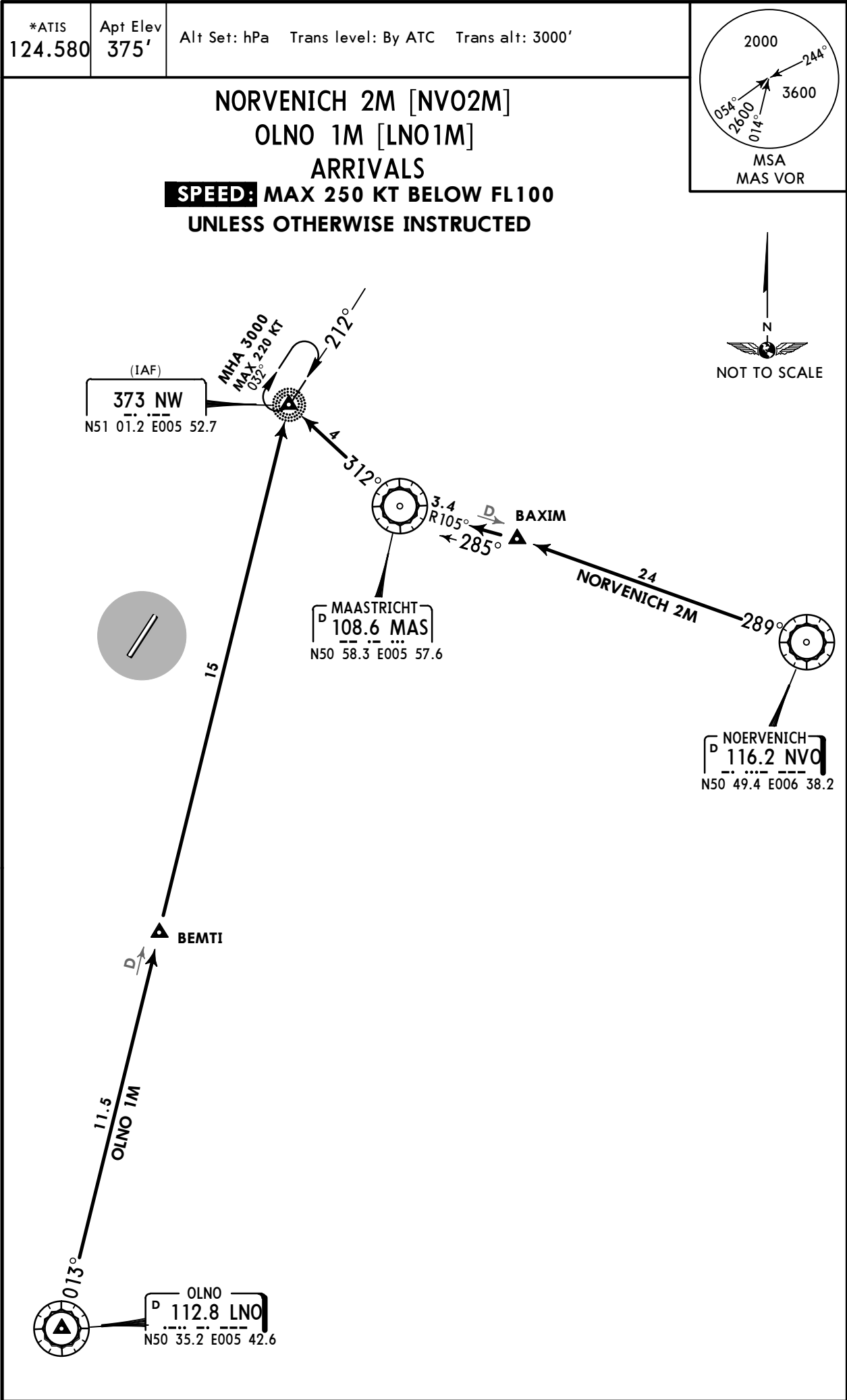
JEPPESSEN MAASTRICHT, NETHERLANDS

STAR



CHANGES: STAR RUMER 2M availability.

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MAASTRICHT-AACHEN

23 JUN 17

10-3B



JEPPesen

MAASTRICHT, NETHERLANDS

SID

*BEEK
Approach (R)
123.980

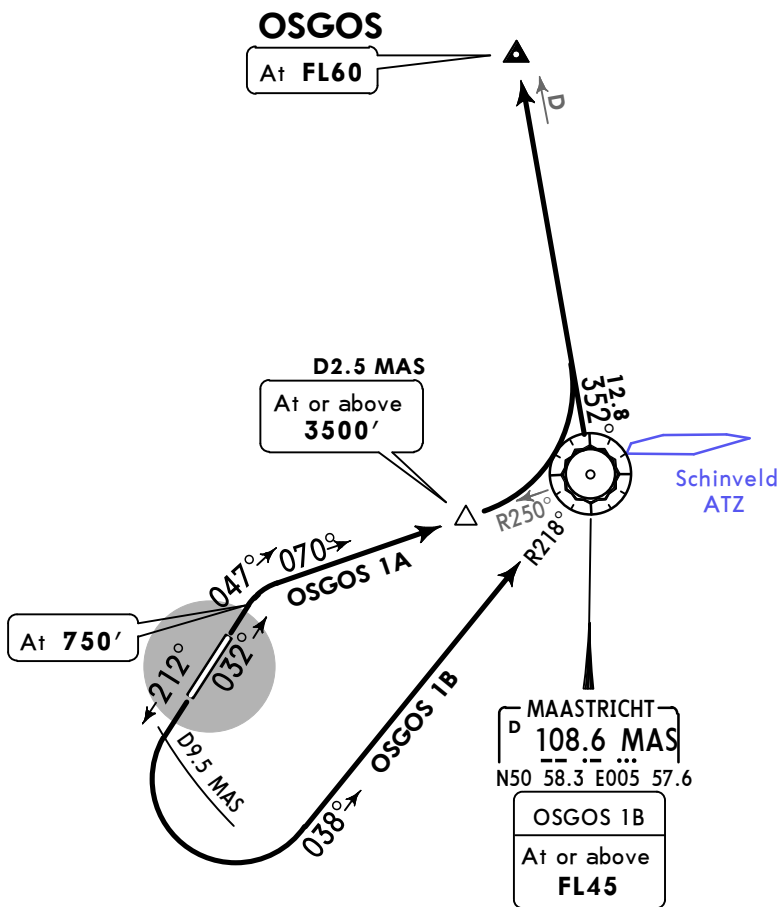
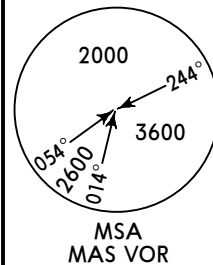
Apt Elev
375'

- Trans level: By ATC 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.

OSGOS 1A, OSGOS 1B

DEPARTURES

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



OSGOS 1A

This SID requires 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	RWY	ROUTING
OSGOS 1A	03	Climb on 032° track, at 750' turn RIGHT, 047° track, intercept MAS R-250 inbound at D2.5 MAS turn LEFT, intercept MAS R-352 to OSGOS.
OSGOS 1B	21	212° track, at D9.5 MAS turn LEFT, intercept MAS R-218 inbound to MAS, MAS R-352 to OSGOS.

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MAASTRICHT-AACHEN

25 OCT 19

10-3D

Eff 7 Nov

JEPPESSEN MAASTRICHT, NETHERLANDS

RNAV SID

*BEEK
Approach (R)
123.980

Apt Elev
375'

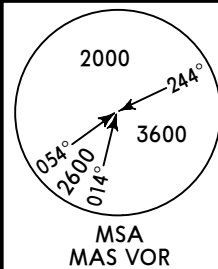
Trans level: By ATC Trans alt: 3000'

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.

TENLI 1A [TENL1A], TENLI 1B [TENL1B] RNAV DEPARTURES

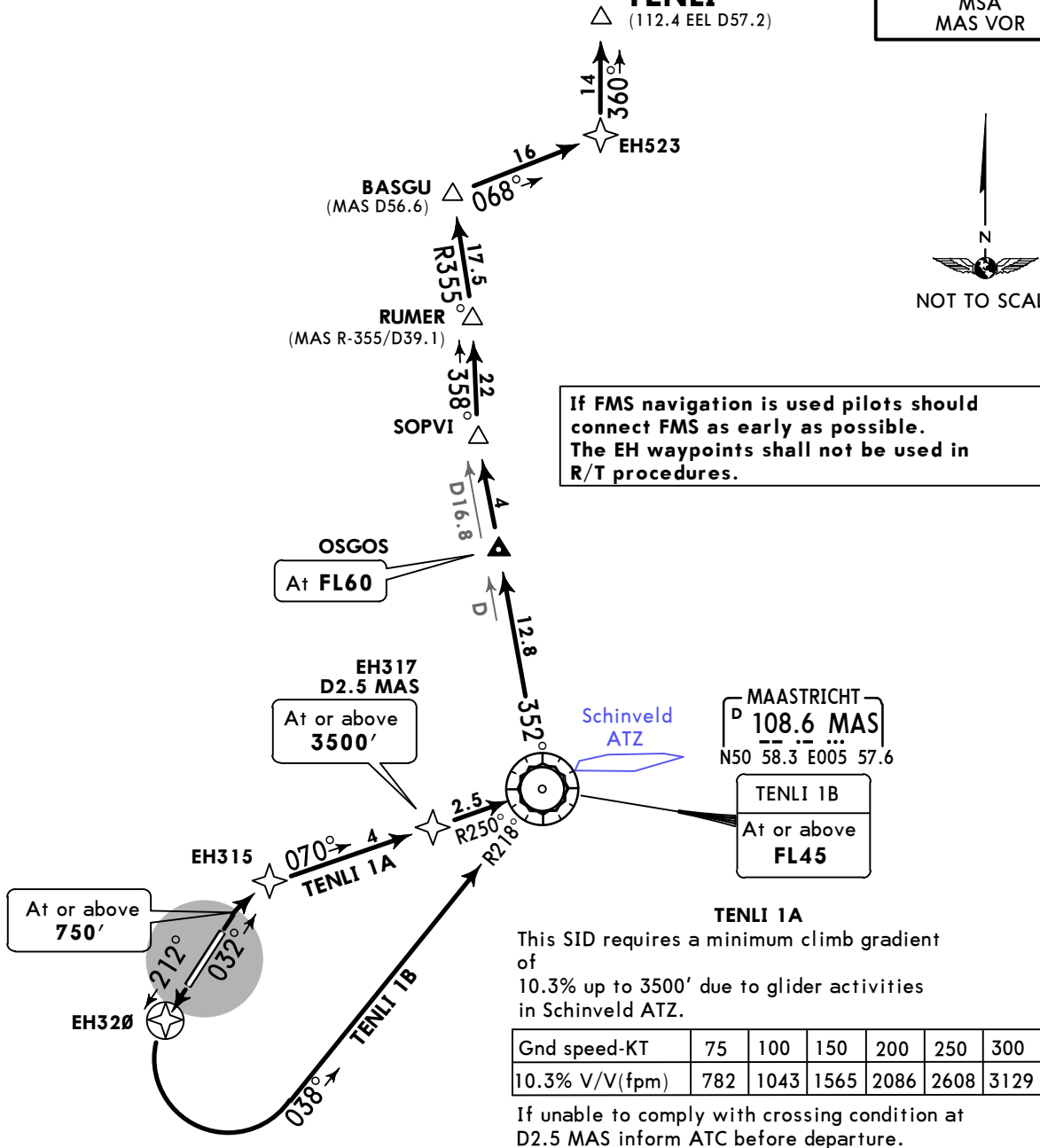
FOR FLIGHTS TO EHGG & EHLE ONLY, MAX FL95

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



TENLI

(112.4 EEL D57.2)



This SID requires 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	RWY	ROUTING
TENLI 1A	03	Climb on 032° track, at or above 750' turn RIGHT direct to EH315, to EH317, to MAS, to OSGOS, to SOPVI, to RUMER, to BASGU, to EH523, to TENLI.
TENLI 1B	21	On 212° track to EH320, MAS R-218 inbound to MAS, to OSGOS, to SOPVI, to RUMER, to BASGU, to EH523, to TENLI.

EHBK/MST

MAASTRICHT-AACHEN

16 JUN 17

10-3F

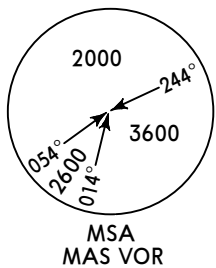
JEPPESSEN MAASTRICHT, NETHERLANDS

RNAV SID (OVERLAY)

*BEEK
Approach (R)
123.980

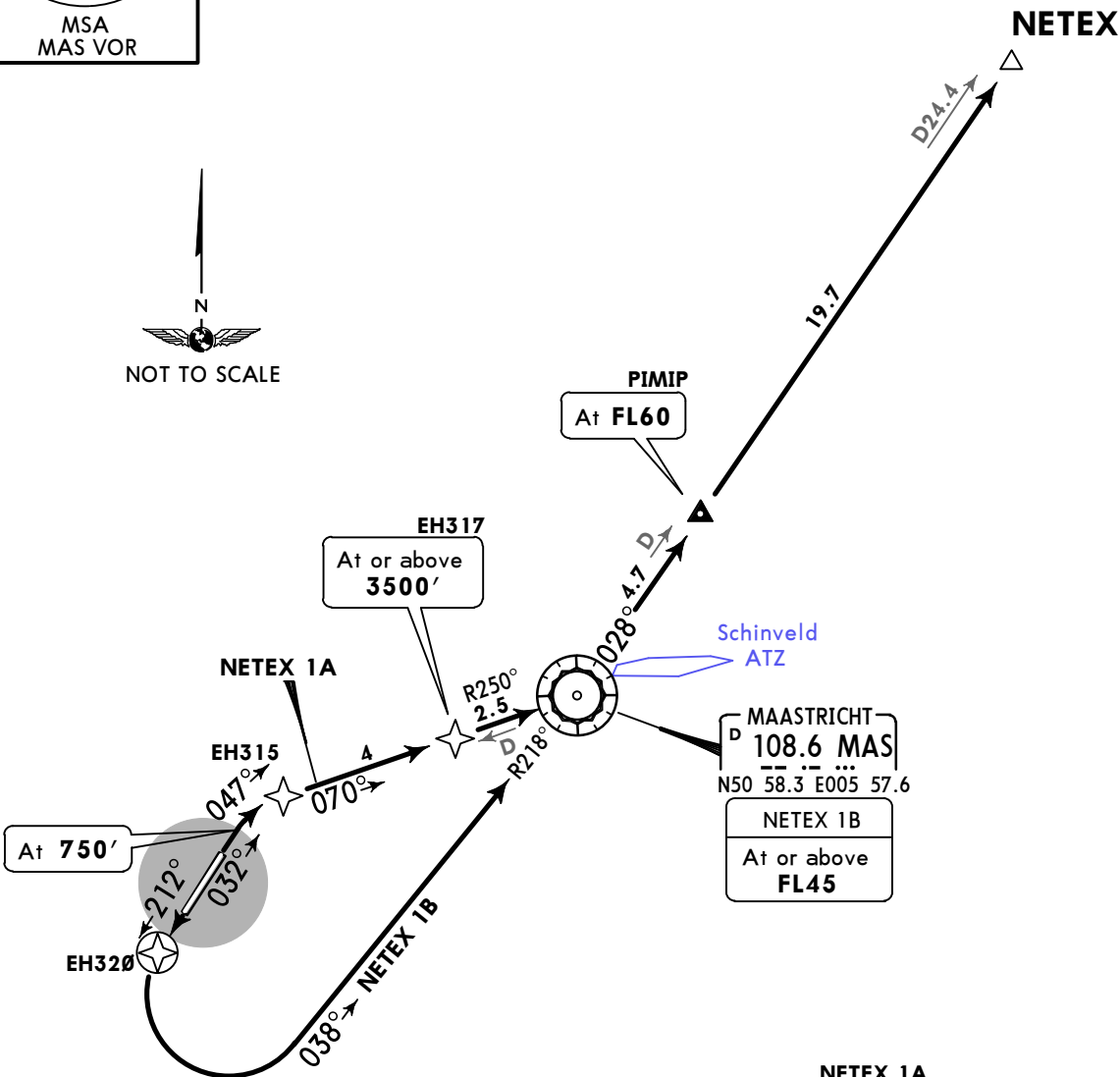
Apt Elev
375'

- Trans level: By ATC 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], NETEX 1B [NETE1B]
RNAV DEPARTURES (OVERLAY 10-3)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



NETEX 1A

This SID requires 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.

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

Climb to and maintain FL60

SID	RWY	ROUTING
NETEX 1A	03	Climb on 032° track, at or above 750' turn RIGHT to EH315, to EH317, to MAS, to PIMIP, to NETEX.
NETEX 1B	21	On 212° track to EH320, MAS R-218 inbound to MAS, to PIMIP, to NETEX.

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MAASTRICHT-AACHEN

16 JUN 17

10-3G



JEPPESSEN

MAASTRICHT, NETHERLANDS

RNAV SID (OVERLAY)

*BEEK
Approach (R)
123.980

Apt Elev
375'

Trans level: By ATC 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.
4. Intersect 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.

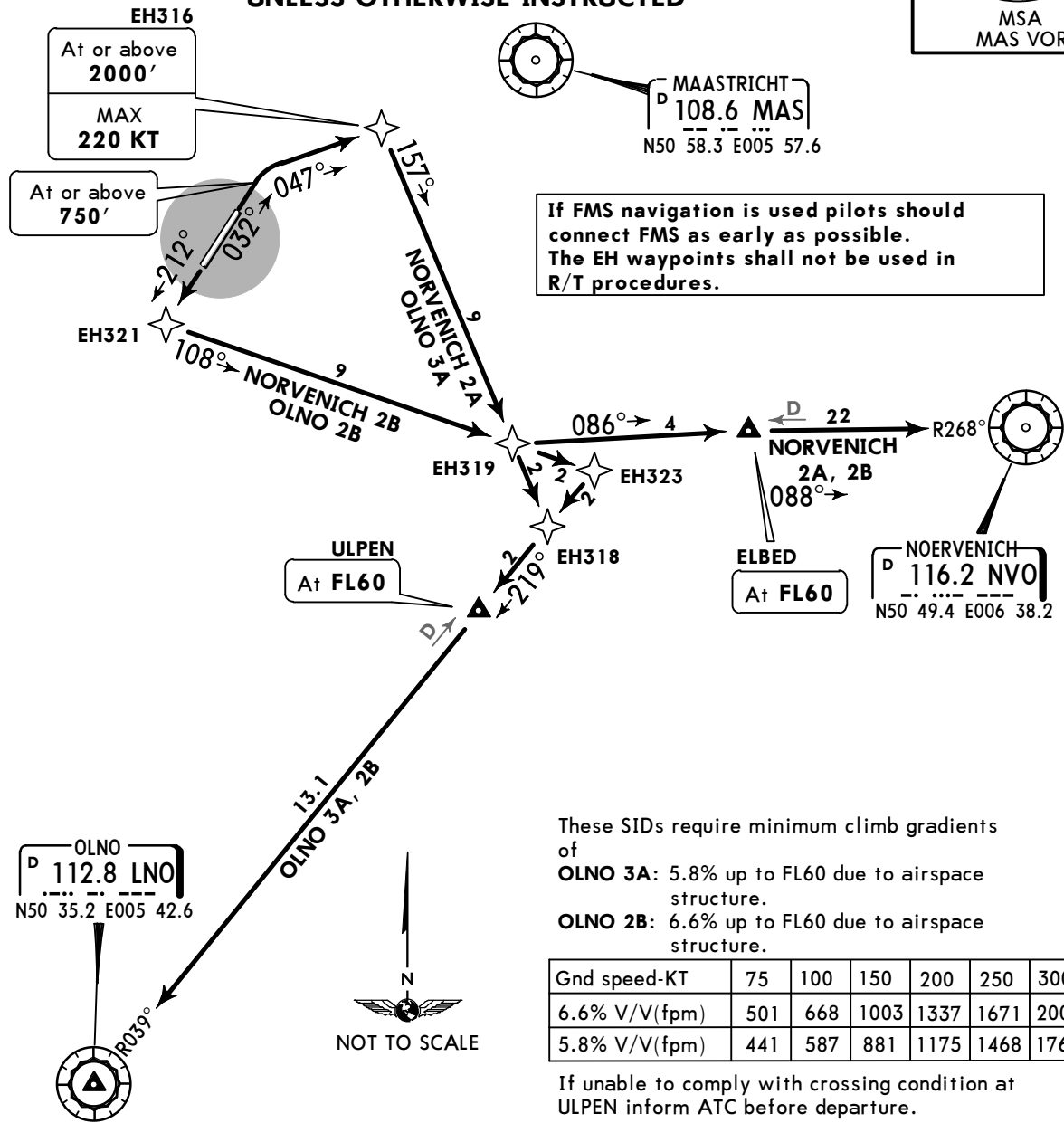
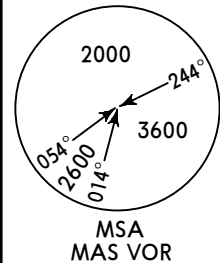
NORVENICH 2A [NVO 2A], NORVENICH 2B [NVO 2B]

OLNO 3A [LNO 3A], OLNO 2B [LNO 2B]

RNAV DEPARTURES (OVERLAY 10-3A)

SPEED: MAX 250 KT BELOW FL100

UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of

OLNO 3A: 5.8% up to FL60 due to airspace structure.

OLNO 2B: 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
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	RWY	ROUTING
NORVENICH 2A ①	03	Climb on 032° track, at or above 750' turn RIGHT to EH316, to EH319, to ELBED, to NVO.
NORVENICH 2B ①	21	On 212° track to EH321, to EH319, to ELBED, to NVO.
OLNO 3A	03	Climb on 032° track, at or above 750' turn RIGHT to EH316, to EH318, to ULPEN, to LNO.
OLNO 2B	21	On 212° track to EH321, to EH323, to ULPEN, to LNO.

① For flights to EDDK only.

EHBK/MST

MAASTRICHT-AACHEN

23 JUN 17

10-3H



JEPPesen

MAASTRICHT, NETHERLANDS

RNAV SID (OVERLAY)

*BEEK
Approach (R)
123.980

Apt Elev
375'

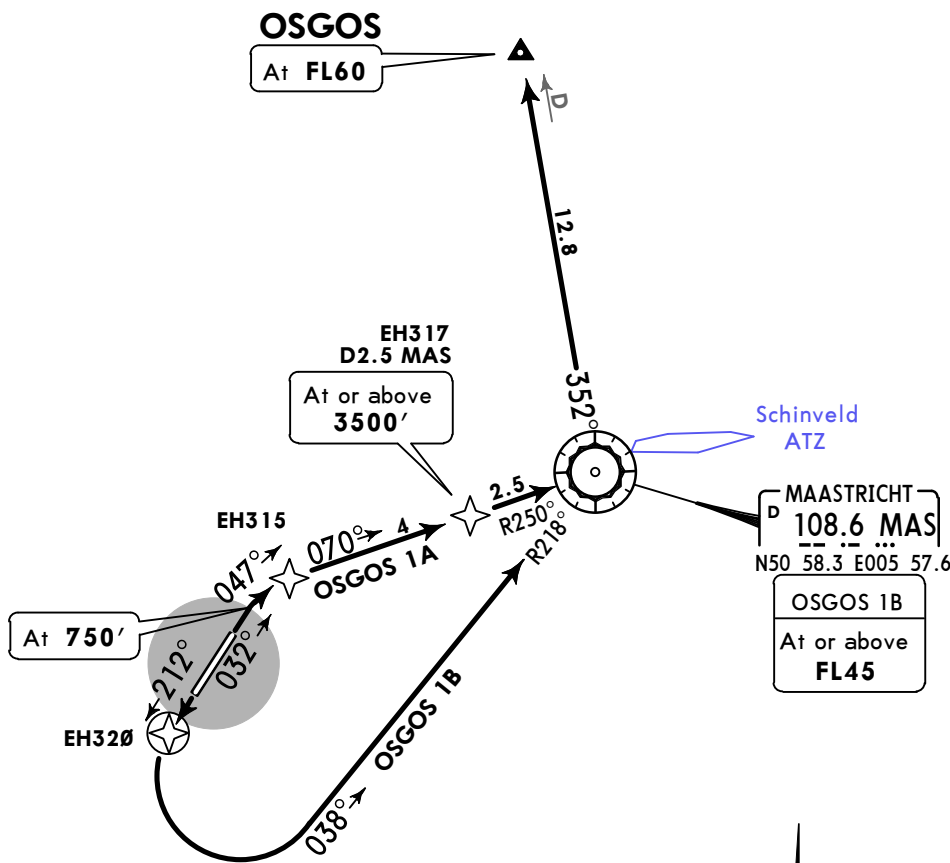
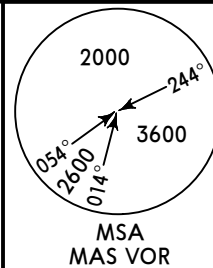
Trans level: By ATC Trans alt: 3000'

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.

OSGOS 1A [OSGO1A], OSGOS 1B [OSGO1B]

RNAV DEPARTURES (OVERLAY 10-3B)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



OSGOS 1A

This SID requires 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.

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

Climb to and maintain FL60.

SID	RWY	ROUTING
OSGOS 1A	03	Climb on 032° track, at or above 750' turn RIGHT to EH315, to EH317, to MAS, to OSGOS.
OSGOS 1B	21	On 212° track to EH320, MAS R-218 inbound to MAS, to OSGOS.

EHBK/MST

MAASTRICHT-AACHEN

23 JUN 17

10-3J

JEPPESSEN

MAASTRICHT, NETHERLANDS

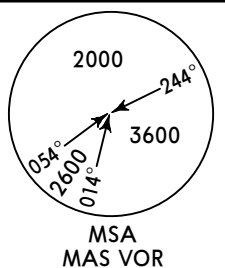
RNAV SID (OVERLAY)

*BEEK
Approach (R)
123.980

Apt Elev
375'

Trans level: By ATC 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.



PESER 2A [PESE2A]

PESER 2B [PESE2B]

RNAV DEPARTURES

(OVERLAY 10-3C)

FOR FLIGHTS TO EHAM AT OR BELOW FL75

SPEED: MAX 250 KT BELOW FL100

UNLESS OTHERWISE INSTRUCTED



NOT TO SCALE

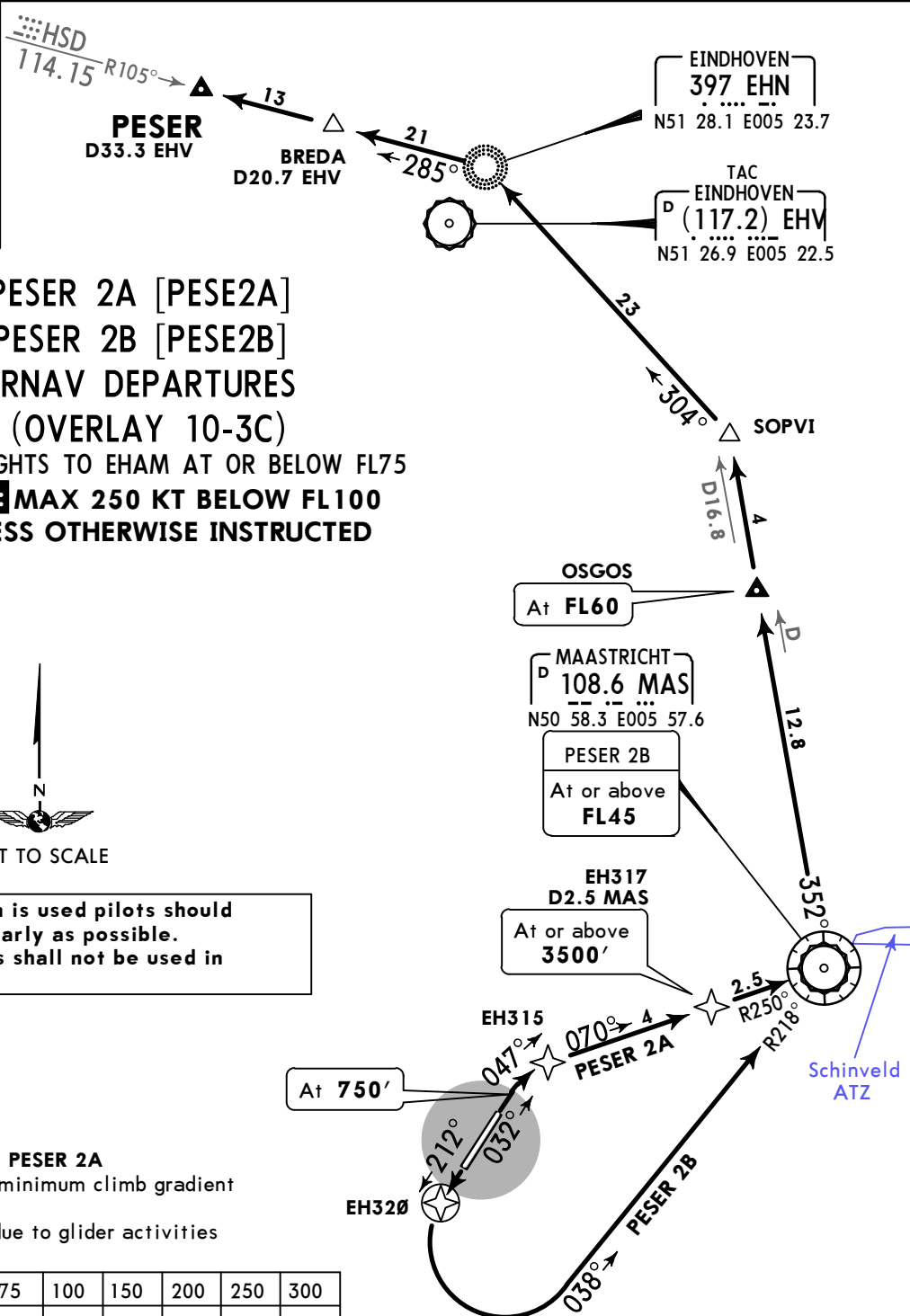
If FMS navigation is used pilots should connect FMS as early as possible. The EH waypoints shall not be used in R/T procedures.

PESER 2A

This SID requires 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.

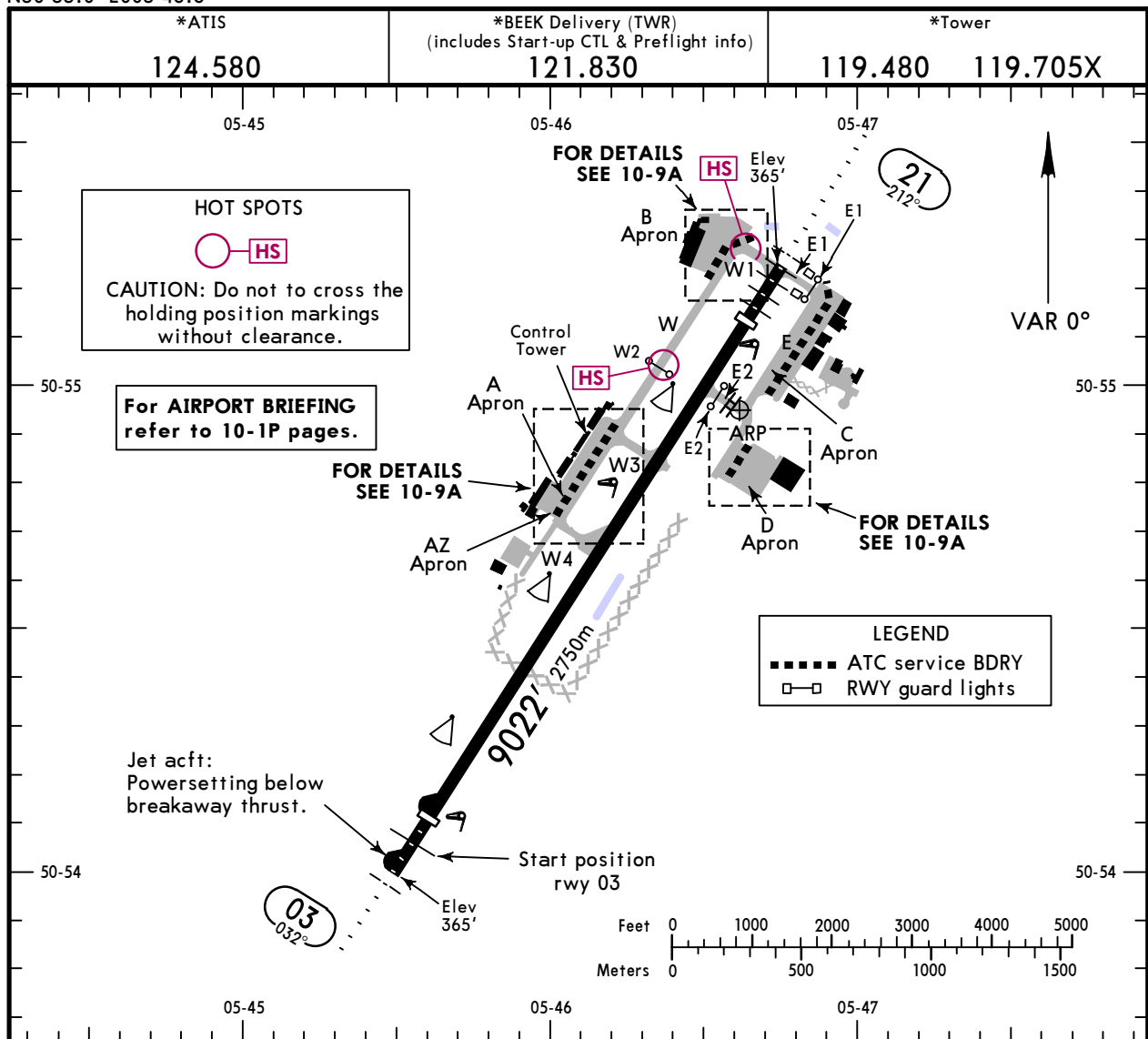


Climb to and maintain **FL60**

SID	RWY	ROUTING
PESER 2A	03	Climb on 032° track, at or above 750' turn RIGHT to EH315, to EH317, to MAS, to OSGOS, to SOPVI, to EHN, to BREDA, to PESER.
PESER 2B	21	On 212° track to EH320, MAS R-218 inbound to MAS, to OSGOS, to SOPVI, to EHN, to BREDA, to PESER.

EHBK/MST

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

JEPPesen
21 AUG 20 **(10-9)**
MAASTRICHT, NETHERLANDS
MAASTRICHT-AACHEN


ADDITIONAL RUNWAY INFORMATION

RWY		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
A					
B	TDZ, MID, RO	TDZ, MID, RO			
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m
D					500m

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

EHBK/MST

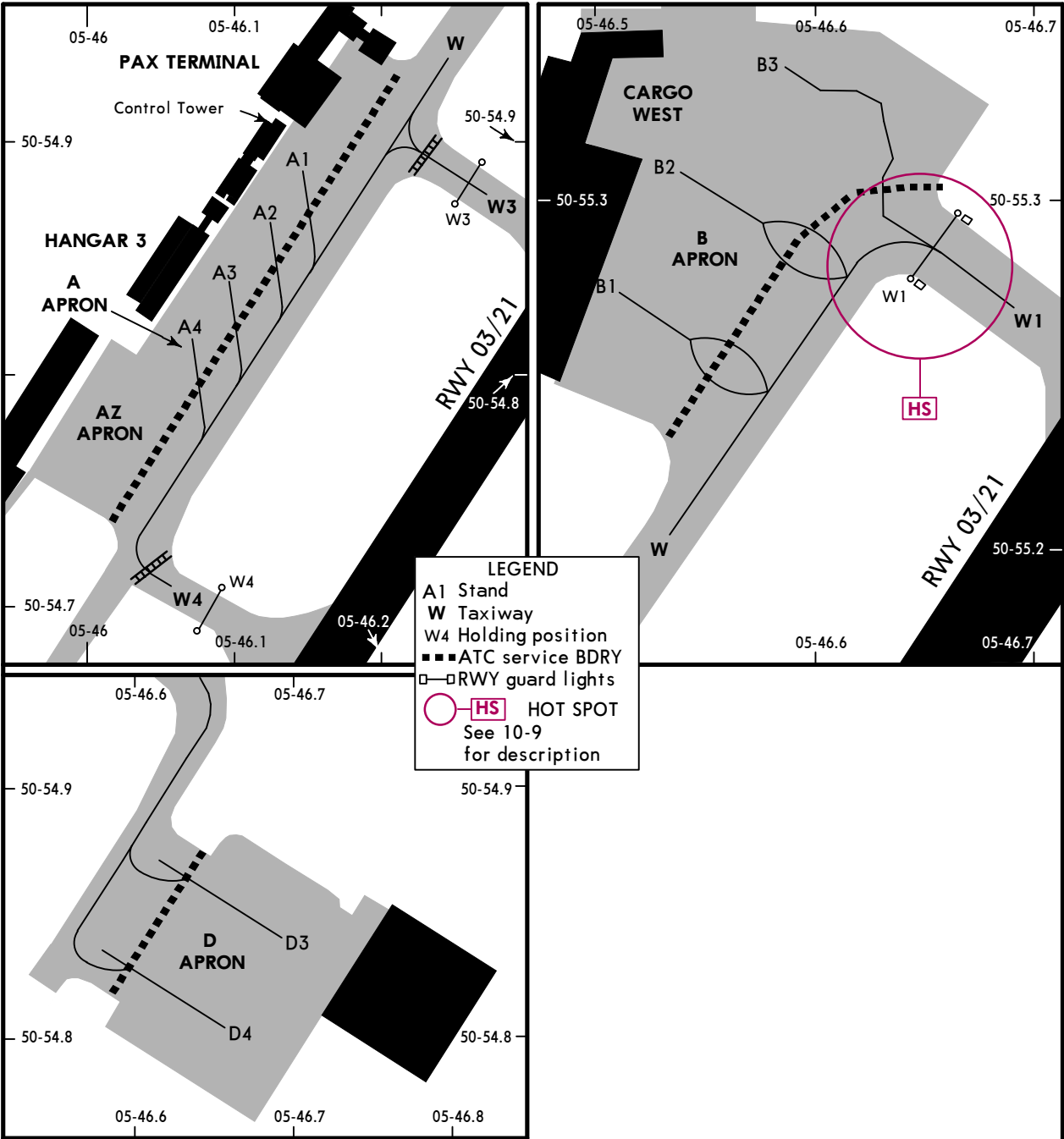
21 AUG 20 10-9A



JEPPesen

MAASTRICHT, NETHERLANDS

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

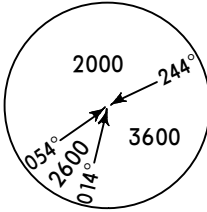
❹ Without LVP 400m are stipulated.

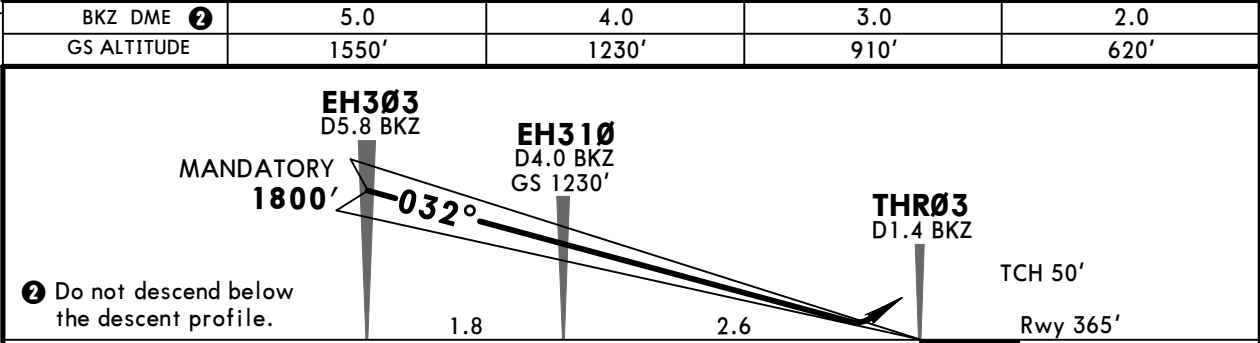
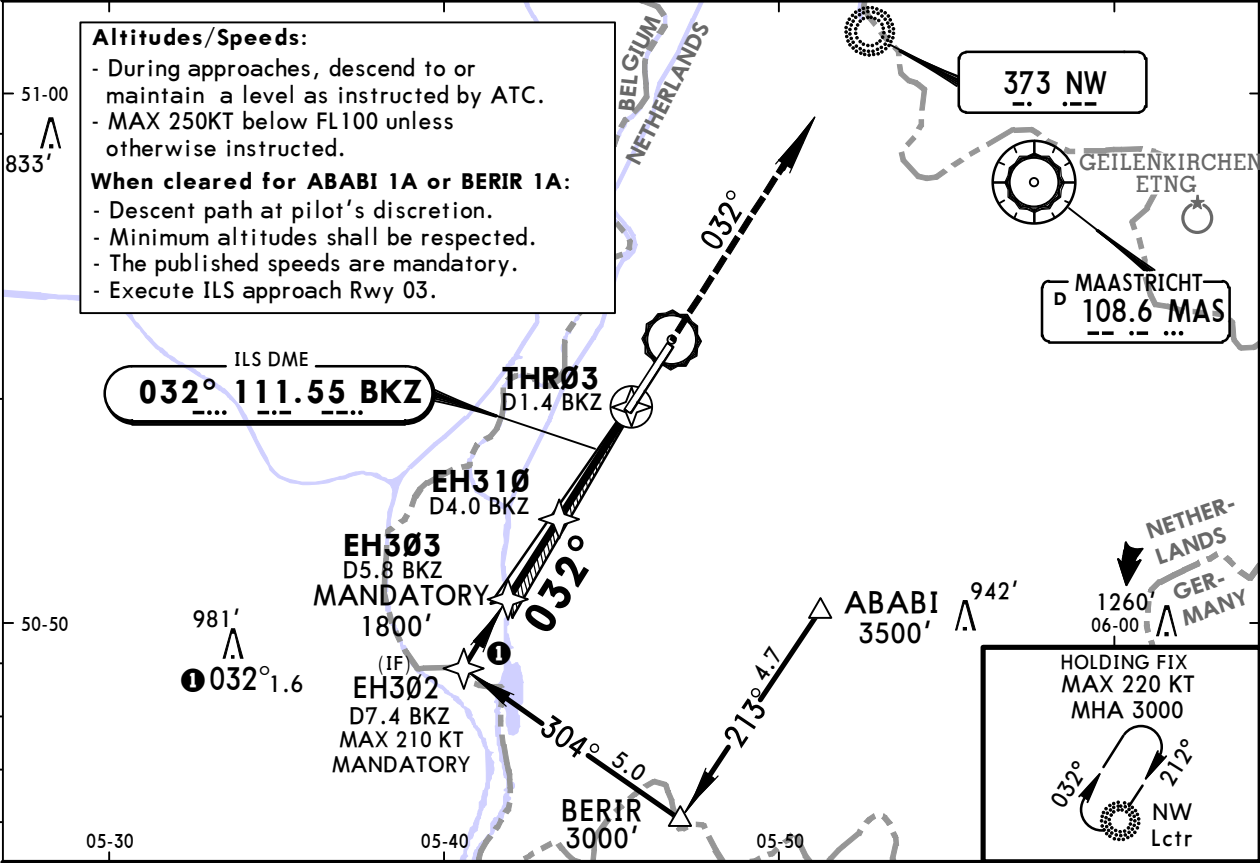
❺ Or rejected take-off distance whichever is the greater.

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17 JUL 20 **11-1**

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

*ATIS 124.580		*BEEK Approach (R) 123.980 120.205X		*BEEK Tower 119.480 119.705X	
LOC BKZ 111.55	Final Apch Crs 032°	EH303 MANDATORY 1800' (1435')	ILS DA(H) 565' (200')	Apt Elev 375' Rwy 365'	
MISSED APCH: Climb on track 032° to 2000'. Inform ATC.					
MISSED APCH WITH COMM FAILURE: Climb on track 032° to 3000' to Lctr. Cross Lctr at 3000' and execute approach shown on chart 11-2.					
Alt Set: hPa Rwy Elev: 14 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.					

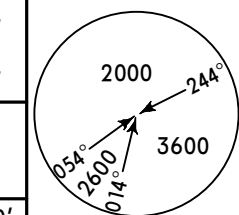


Gnd speed-Kts	70	90	100	120	140	160	HIALS	
ILS GS	3.00°	372	478	531	637	743	PAPI	2000' on 032°

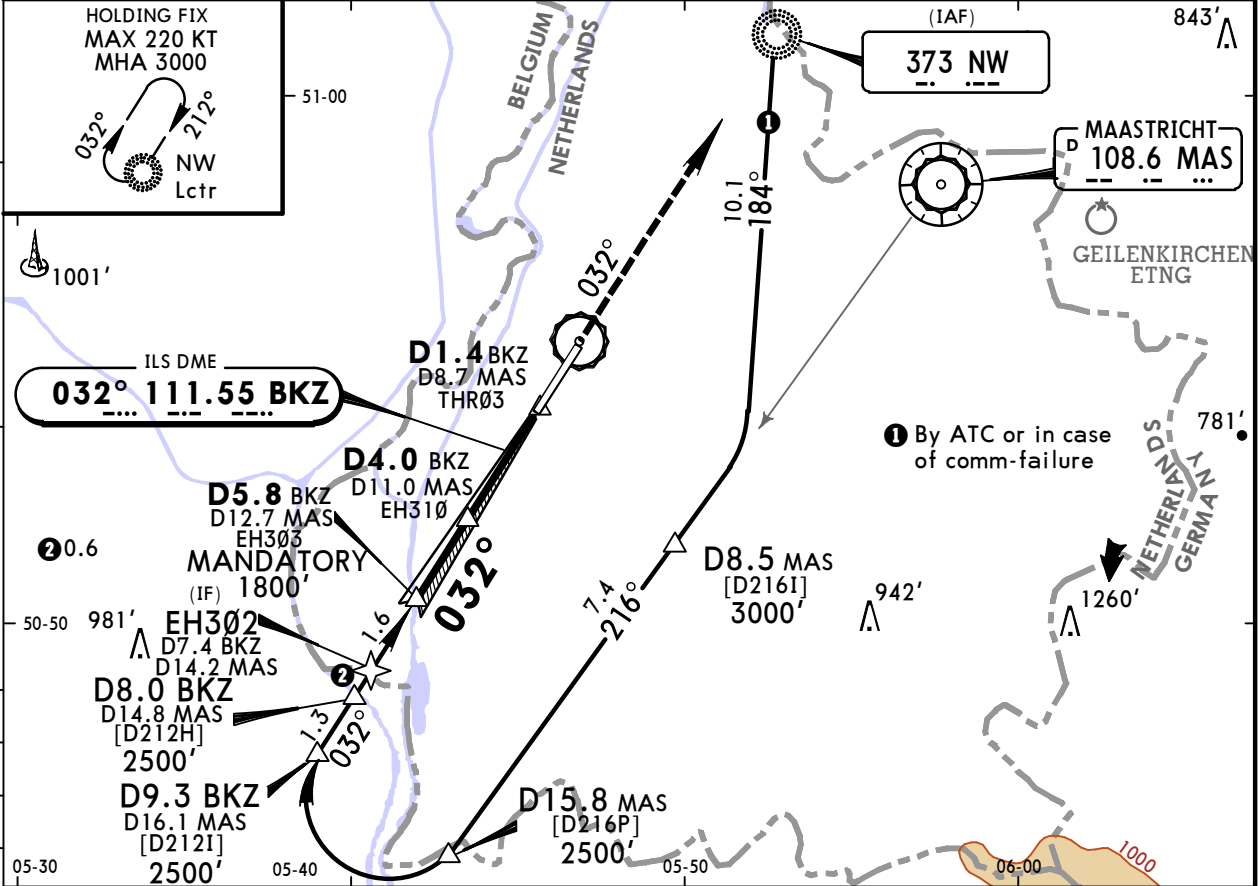
Standard STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND		
ILS		LOC (GS out)		Max Kts	MDA(H) VIS	
DA(H) 565' (200')						
FULL		ALS out				
A	RVR 750m	RVR 1200m	NOT AUTHORIZED	100	890' (515')	1500m
B				135	940' (565')	1600m
C				180	1170' (795')	2400m
D				205	1170' (795')	3600m

EHBK/MST
MAASTRICHT-AACHEN

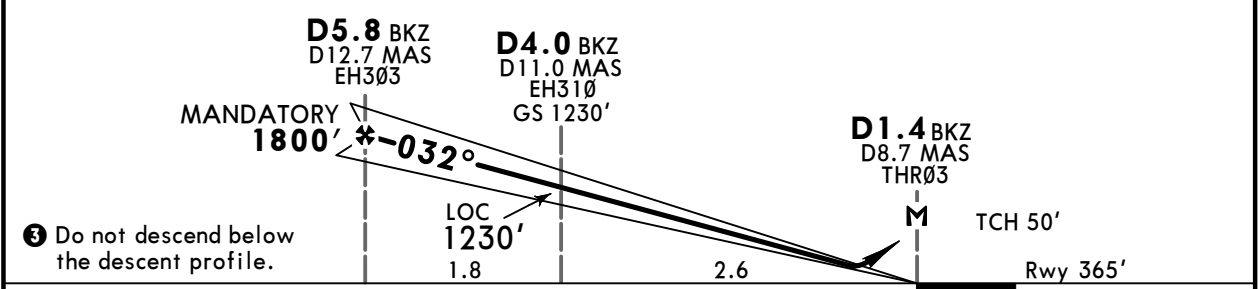
JEPPESSEN MAASTRICHT, NETHERLANDS
17 JUL 20 11-2
ILS Z or LOC Z Rwy 03

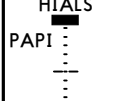
*ATIS 124.580		*BEEK Approach (R) 123.980 120.205X		*BEEK Tower 119.480 119.705X	
LOC BKZ 111.55	Final Apch Crs 032°	D5.8 BKZ MANDATORY 1800' (1435')	ILS DA(H) 565' (200')	Apt Elev 375' Rwy 365'	
MISSED APCH: Climb on track 032° to 2000'. Inform ATC.					
MISSED APCH WITH COMM FAILURE: Climb on track 032° to 3000' to Lctr. Cross Lctr at 3000' and execute approach again.					
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



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'



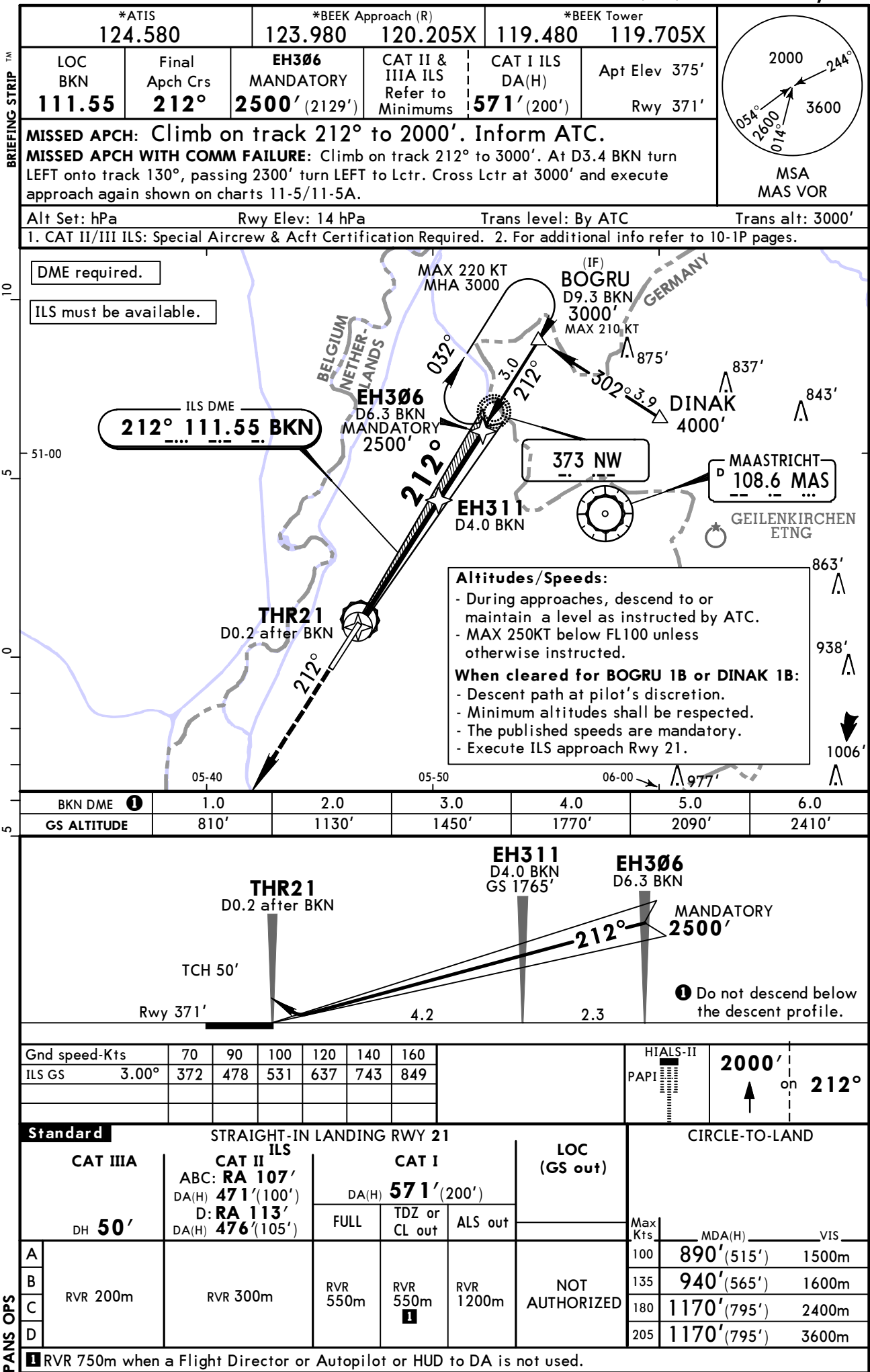
Gnd speed-Kts	70	90	100	120	140	160		2000' on 032°
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.4 BKZ/D8.7 MAS/THR03								

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

EHBK/MST
MAASTRICHT-AACHEN

JEPPESSEN
17 JUL 20 (11-4)

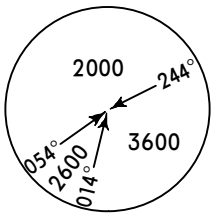
MAASTRICHT, NETHERLANDS
BOGRU 1B or DINAK 1B Apch
& CAT I/II/III ILS Rwy 21



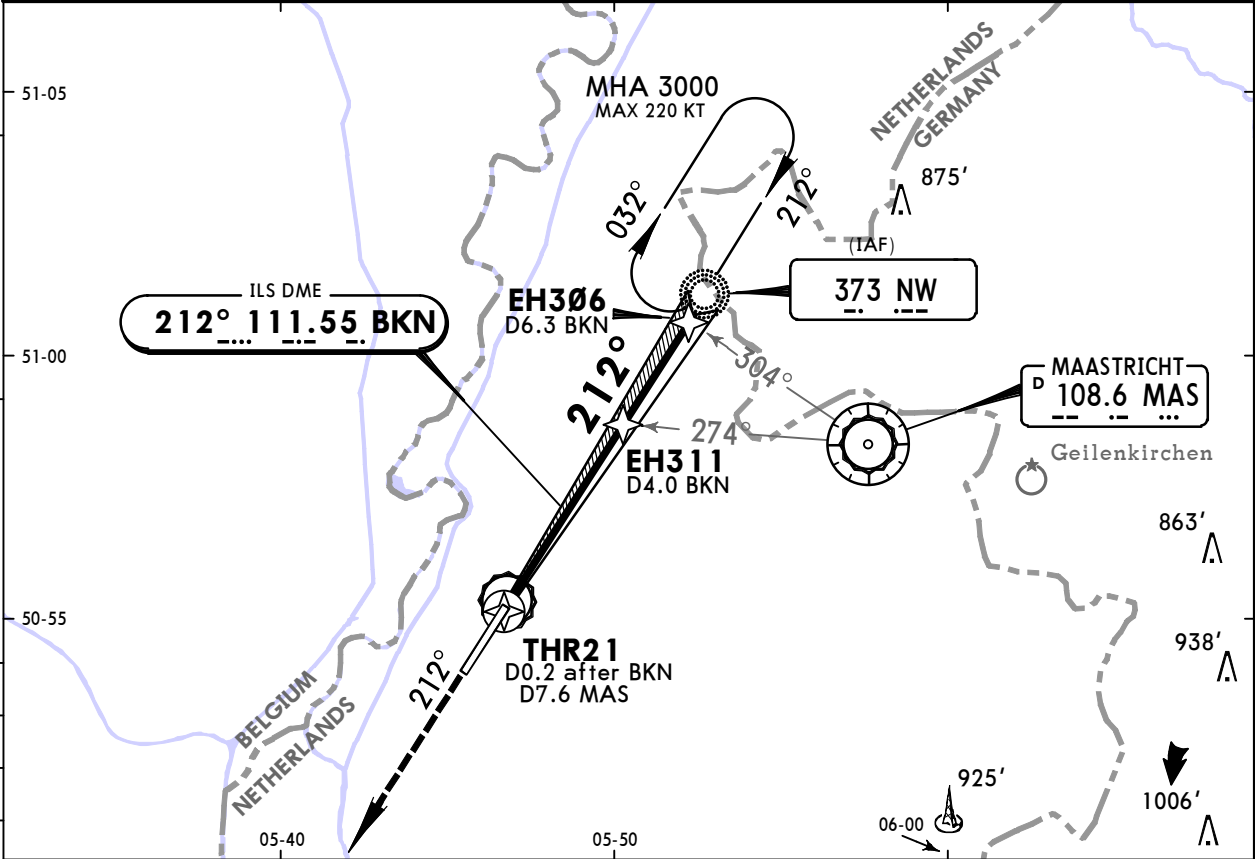
EHBK/MST
MAASTRICHT-AACHEN

30 JUN 17 (11-5)

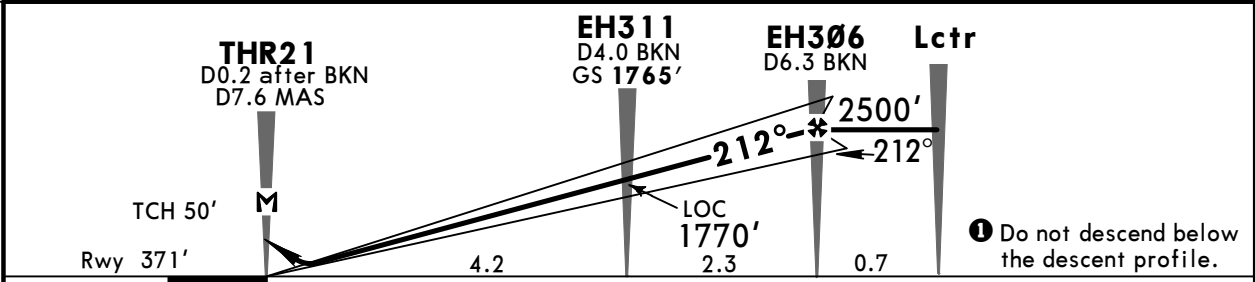
JEPPESSEN
MAASTRICHT, NETHERLANDS
ILS or LOC Rwy 21

*ATIS 124.580		*BEEK Approach (R) 123.980 120.205X		*BEEK Tower 119.480 119.705X	
LOC BKN 111.55	Final Apch Crs 212°	GS EH311 1765' (1394')	ILS DA(H) 571' (200')	Apt Elev 375' Rwy 371'	
MISSED APCH: Climb on track 212° to 2000'. Inform ATC. MISSED APCH WITH COMM FAILURE: Climb on track 212° 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.					 MSA MAS VOR

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'



0							7.2	
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI <	

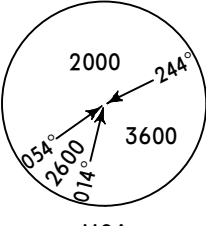
STRAIGHT-IN LANDING RWY 21					CIRCLE-TO-LAND	
ILS			LOC (GS out) CDFA			
DA(H) 571' (200')			DA/MDA(H) 710' (339')			
FULL	TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H) VIS
A					100	890' (515') 1500m
B					135	940' (565') 1600m
C	RVR 550m	RVR 550m	RVR 1200m	RVR 800m	180	1170' (795') 2400m
D				RVR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

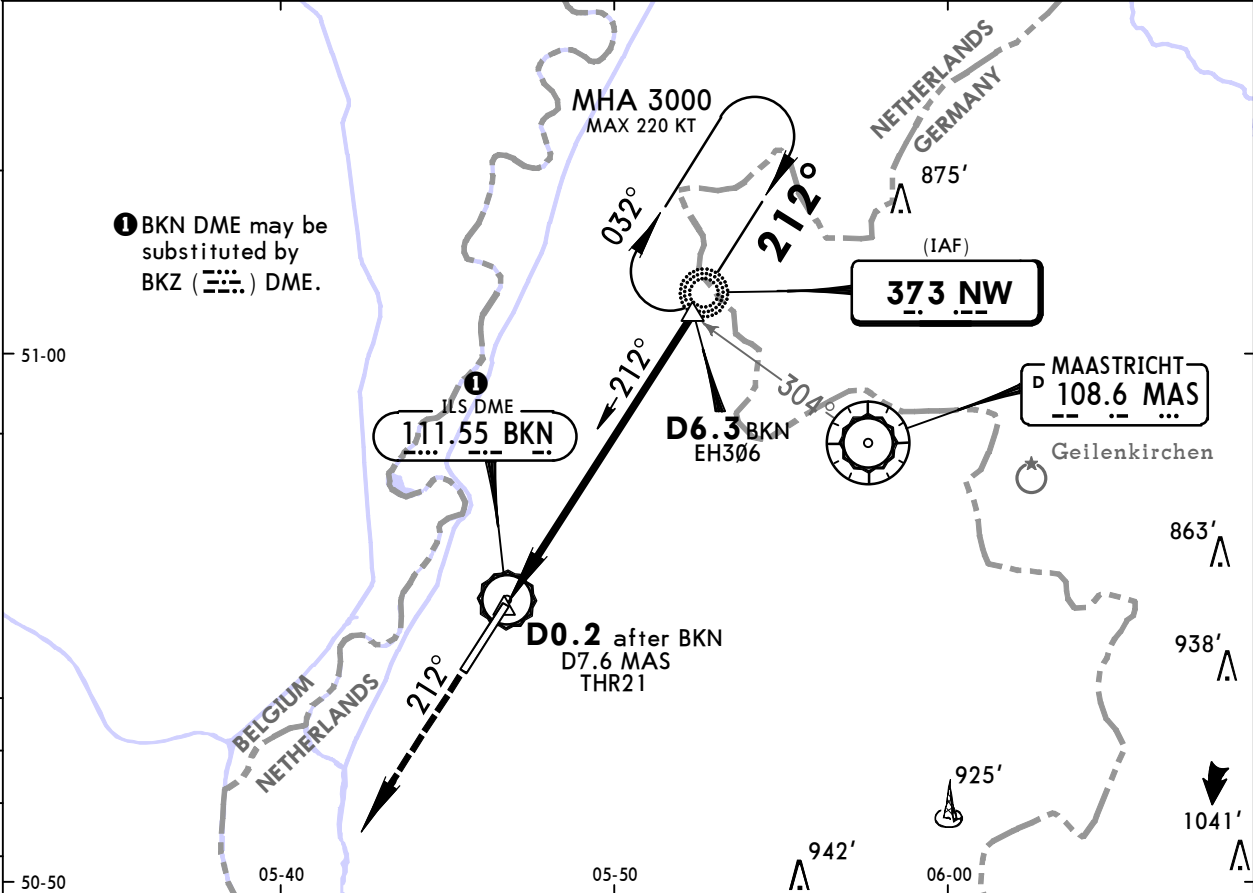
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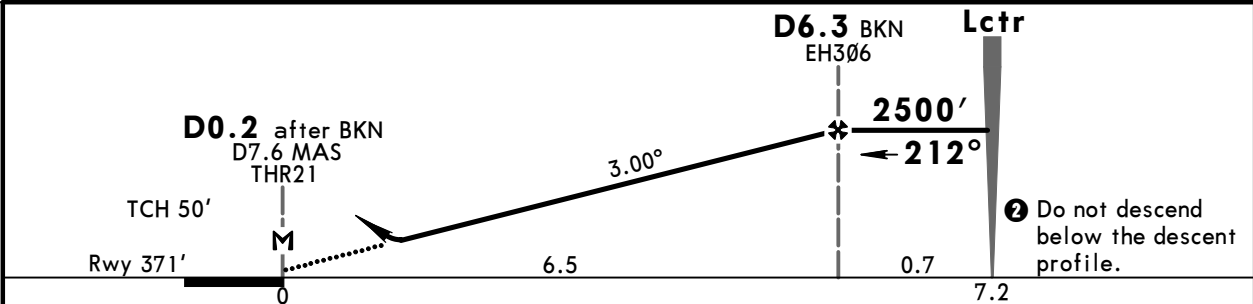
EHBK/MST
MAASTRICHT-AACHEN

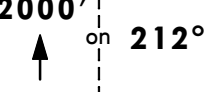
JEPPESSEN MAASTRICHT, NETHERLANDS
30 JUN 17 16-2
NDB Rwy 21

*ATIS 124.580		*BEEK Approach (R) 123.980 120.205X		*BEEK Tower 119.480 119.705X	
Lctr NW 373	Final Apch Crs 212°	Minimum Alt D6.3 BKN 2500' (2129')	DA/MDA(H) 900' (529')	Apt Elev 375' Rwy 371'	
MISSED APCH: Climb on track 212° to 2000'. Inform ATC. MISSED APCH WITH COMM FAILURE: Climb on track 212° 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. 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	
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.2 after BKN/ D7.6 MAS/THR21							

Standard STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND	
CDFA					
DA/MDA(H) 900' (529')					
ALS out				Max Kts	MDA(H) VIS
A	RVR 1500m			100	910' (535') 1500m
B				135	940' (565') 1600m
C	RVR 1700m RVR 2400m			180	1170' (795') 2400m
D				205	1170' (795') 3600m

MAASTRICHT, (MAASTRICHT-AACHEN - EHBK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EHBK