

EHTE — DEVENTER/Teuge

Note: the following sections in this chapter are intentionally left blank:
AD 2.7, AD 2.16, AD 2.19, AD 2.20.

EHTE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHTE — DEVENTER/Teuge

EHTE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

← 1	ARP co-ordinates and site at AD	52°14'41"N 006°02'48"E
← 2	Direction and distance from (city)	3.0 NM W from Deventer; 1.5 NMI NE from Apeldoorn.
← 3	Elevation/reference temperature	17 ft AMSL/21.0°C.
← 4	Geoid undulation at AD ELEV PSN	142 ft.
← 5	MAG VAR/annual change	1°E (2015)/9'E.
← 6	AD operator, postal address, telephone, telefax, email, AFS, website	Post: Teuge Airport De Zanden 15 7395 PA Teuge The Netherlands Tel: +31 (0)55 323 8586 Fax: +31 (0)55 323 2509 Email: ops@teuge-airport.nl URL: http://www.teuge-airport.nl
← 7	Types of traffic permitted (IFR/VFR)	IFR/VFR ¹⁾
← 8	Remarks	1. Aerodrome available for national and international civil air traffic with all types of aircraft, with wing span up to but not including 24 m and/or outer main gear wheel span up to but not including 6 m on the designated runways, and gliders on the indicated glider strips. 2. The import and export of cargo and cargo in transit is allowed. ¹⁾ IFR only outside UDP BTN 0600-2200 (0500-2100).

EHTE AD 2.3 OPERATIONAL HOURS

← 1	AD operator	MON-FRI: 0700-1900 (0600-1800); SAT: 0800-1900 (0700-1800); SUN, HOL: 0900-1900 (0800-1800); but within UDP. All flights outside OPR HR 24 HR PPR ¹⁾ .
← 2	Customs and immigration	Customs: as AD OPR HR. Immigration: SR-SS 1 HR PN ²⁾ .
← 3	Health and sanitation	SR-SS 1 HR PN ²⁾ .
← 4	AIS briefing office	NA
← 5	ATS reporting office (ARO)	Competent ATS unit: ARO Schiphol, see EHAM AD 2.3.
← 6	MET briefing office	NA
← 7	ATS	NA
← 8	Fuelling	During AD OPR HR.
← 9	Handling	During AD OPR HR.
← 10	Security	On request 1 HR PN ²⁾ .
← 11	De-icing	NA
← 12	Remarks	¹⁾ IFR flights only outside UDP BTN 0600-2200 (0500-2100), slots will be allocated by AD authority. ²⁾ PN means permission from and/or in case of customs, immigration etc. notification other than by (VFR) flight plans to AD authority as appropriate.

EHTE AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
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2	Fuel/oil types	100 LL, Jet A1/W80, 15W50, W100, Diesel 10W40.
3	Fuelling facilities/capacity	AVGAS 100 LL: 50 000 litres, Jet A1: 50 000 litres.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Limited AVBL.
6	Repair facilities for visiting aircraft	Major repairs to aircraft up to 6000 kg.
7	Remarks	NIL

EHTE AD 2.5 PASSENGER FACILITIES

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

EHTE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

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

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

EHTE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

EHTE AD 2.10 AERODROME OBSTACLES

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

EHTE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

Available at the aerodrome office.

EHTE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True BRG	Dimensions of RWY (m)	Strength (PCN) and sur- face of RWY and SWY	THR co-ordinates RWY end co-ordinates THR GUND	THR elevation and highest elevation of TDZ of precision APCH RWY
1	2	3	4	5	6
← 08	085.48°	1199 x 27	¹⁾ /F/B/Y/U ASPH, CONC	52°14'32.82"N 006°02'30.19"E INFO not AVBL 142 ft	15.6 ft
← 26	265.49°	1199 x 27	¹⁾ /F/B/Y/U ASPH, CONC	52°14'35.62"N 006°03'32.61"E INFO not AVBL 142 ft	15.3 ft

Designations RWY NR	Slope of RWY- SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ
1	7	8	9	10	11
← 08	NA	NA	60 x 150	1319 x 150	NA
← 26	NA	NA	60 x 150	1319 x 150	NA

Remarks

12

¹⁾ PCN not AVBL.

EHTE AD 2.13 DECLARED DISTANCES

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

EHTE AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Des- ignator	APCH LGT type, length, INTST	THR LGT colour, WBAR	VASIS (MEHT) PAPI	TDZ LGT length	RWY centre line LGT length, spacing, colour, INTST	RWY edge LGT length, spacing, colour, INTST	RWY end LGT colour, WBAR	SWY LGT length, colour
1	2	3	4	5	6	7	8	9
08	NIL	G -	NIL	NIL	NIL	1199 m 60 m W LIH	R -	NIL
26	NIL	G -	PAPI left/3.5° (40 ft)	NIL	NIL	1199 m 60 m W LIH	R -	NIL

Remarks

10

NIL

EHTE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	LDI and anemometer: W side of platform.
3	TWY edge and centre line lighting	NIL
← 4	Secondary power supply Switch-over time	AVBL 7 SEC.

5	Remarks	NIL
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EHTE AD 2.17 ATS AIRSPACE

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

EHTE AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel/ Frequency (MHz)	Hours of operation	Remarks
1	2	3	4	5
Aerodrome information	Teuge Radio	121.000	See EHTE AD 2.3	NIL
FIS	Dutch MIL	128.350	Outside UDP.	FIS only.
	Dutch MIL Info	132.350		

EHTE AD 2.21 NOISE ABATEMENT PROCEDURES**1 USER REGULATIONS**

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

2 IFR PROCEDURES

Visual manoeuvring: circling south of AD prohibited.

3 VFR PROCEDURES

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

EHTE AD 2.22 FLIGHT PROCEDURES**1 INSTRUMENT DEPARTURE PROCEDURES****1.1 Introduction**

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

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

1.2 Start-up and taxiing

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

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

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

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

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

1.3 En route clearance

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

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

Example of an en route clearance: "PHSPY is cleared to Brussels, squawk 2123, after take-off contact Dutch MIL 128.350."

1.4 Departure instructions

1.4.1 General remarks

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

1.4.2 Departure procedure RWY 08

- After take-off maintain track 085° MAG and proceed to DEVUT.
- Contact Dutch MIL on 128.350 and climb to 2000 ft AMSL.
- Overhead DEVUT at 2000 ft AMSL, proceed according to route clearance or under radar control by Dutch MIL.

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

1.4.3 Departure procedure RWY 26

- After take-off maintain track 265° MAG, at 500 ft AMSL turn right inbound DEVUT.
- Contact Dutch MIL on 128.350 and climb to 2000 ft AMSL.
- Overhead DEVUT at 2000 ft AMSL, proceed according to route clearance or under radar control by Dutch MIL.

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

1.5 Communication failure

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

- a. When VMC:
 - Remain VMC and execute visual circuit.
- b. When IMC:
 - RWY 08: continue on runway heading, at EH977 turn right inbound DEVUT.
 - RWY 26: proceed directly to DEVUT.
 - Climb to 3000 ft AMSL.
 - Enter the holding for one complete pattern.
 - Execute an instrument approach procedure to RWY 26 (AD 2.EHTE-IAC-26).

2 INSTRUMENT APPROACH PROCEDURES

2.1 Introduction

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

The following restrictions apply for this instrument procedure:

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

Below 1500 ft AMSL Dutch MIL will provide, as far as practicable, flight information service until the landing has been completed. Aerodrome information will be provided by Teuge Radio.

Before the flight will leave controlled airspace, all actions have been taken by the ATC units concerned to ensure separation from other known flights during the instrument approach procedure (incl. missed approach).

2.1.1 Authorisation required

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

2.1.2 Radar procedures

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

2.2 Arrival

2.2.1 Inbound clearance

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

- Clearance limit.
- Route.
- Flight level
- Runway in use.
- SSR code.

2.3 Initial and intermediate approach

2.3.1 Approach instructions

Approach instructions will be issued by AOCs Nieuw Milligen, containing:

- Clearance limit, route and level.
- Runway in use.
- EAT, if holding procedures are applied.
- QNH Deelen.
- Transition level.
- MET information.
- Runway condition.

2.3.2 Transfer to Teuge Radio

Generally, before entering the intermediate approach segment, AOCs Nieuw Milligen will issue clearance to carry out an instrument approach procedure (no landing clearance can be issued). Transfer of communication to Teuge Radio normally will take place after landing, when still on the runway.

Pilots should monitor Teuge Radio on a second communication set from the moment the FAF is overflown.

2.4 Final approach

2.4.1 Final approach procedures

2.4.1.1 General

Instrument approach to RWY 26 is based on RNAV (GNSS), as depicted on the relevant instrument approach chart (see AD 2.EHTE-IAC-26). The full published instrument approach procedure is mandatory.

2.4.1.2 Visual manoeuvring (circling)

Circling north of AD to RWY 08 only.

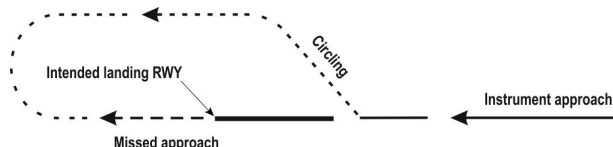
2.4.2 Missed approach procedure

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

2.4.3 Missed approach while circling to land RWY 08

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

- Inform ATC.
- Climbing turn within the circling area to intercept 265° MAG inbound EH977 at circling altitude or higher;
- Overhead EH977 turn right to proceed to DEVUT and continue climb to 3000 ft AMSL or altitude instructed by ATC.



2.5 Communication failure

2.5.1 General

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

2.5.2 Inbound clearance not received

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

2.5.3 Inbound clearance received

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

2.5.4 Missed approach procedure

- Track 265° MAG to EH977 and climb to 3000 ft AMSL.
- At EH977 turn right inbound DEVUT and continue climb to 3000 ft AMSL.
- Enter the holding for one complete pattern.
- Execute the instrument approach procedure to RWY 26 again (see AD 2.EHTE-IAC-26).

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

- a. When visual:
 - Remain visual and execute another circuit for that runway.
- b. When unable to remain visual:
 - Climb to the circling altitude or higher.
 - Start the turn to EH977, at EH977 turn right to DEVUT and enter the holding at 3000 ft AMSL for one complete pattern.
 - Execute an instrument approach procedure to RWY 26 (AD 2.EHTE-IAC-26).

Note: circling south of AD prohibited.

2.5.6 Continue to alternate aerodrome after missed approach

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

2.6 Instrument approach description

2.6.1 RNAV procedure

Authorisation required, see EHTE AD 2.22 paragraph 2.1.1.

2.6.2 Instrument approach segments

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

2.6.2.1 RNAV (GNSS) RWY 26

Serial number	Path descriptor	WPT ident	Fly over	Course MAG°/(T°)	MAG VAR	Distance (NM)	Turn	Altitude (ft AMSL)	Speed (KIAS)	VPA (°) / TCH (ft)	NAV specification
001	IF	DEVUT	-	-	-	-	-	+ 3000	- 170	-	RNP APCH
002	TF	EH976	-	265 / (266.0)	-	4.0	-	@ 3000	-	-	RNP APCH
003	TF	RWY 26	Y	265 / (266.0)	-	7.9	-	-	-	-3.5 / 40	RNP APCH
004	TF	EH977	-	265 / (266.0)	-	1.6	R	-	-	-	RNP APCH

3 VFR FLIGHT PROCEDURES AND REGULATIONS

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

3.1 General

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

- 8. Mind glider circuit and para jumping activities.
- 9. The rules apply also to motor gliders.
- 10. For taxi procedures see ground movement chart AD 2.EHTE-GMC.

← 3.2 Visual departure procedures

3.2.1 Departure RWY 08

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

3.2.2 Departure RWY 26

- ← 1. Climb to 717 ft AMSL (700 ft AAL) at the take-off leg.
- 2. Leave the circuit via the exit above the visual circuit marker A, at an angle of 45° with the take-off leg, in northwesterly direction. This applies also for traffic with a southerly destination. This traffic will turn south, west of Apeldoorn.
- ← 3. If the altitude of 717 ft AMSL (700 ft AAL) is yet reached when over visual circuit marker A, a climbing righthand turn is allowed.

3.3 Visual approach procedures

3.3.1 Circuit area south RWY 08/26

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

← 3.3.2 Circuit area north RWY 08/26

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

← 3.4 VFR traffic circuits

3.4.1 Circuit area south RWY 08/26

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

3.4.2 Circuit area north RWY 08/26

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

EHTE AD 2.23 ADDITIONAL INFORMATION

1 CAUTIONS AND ADDITIONAL INFORMATION

- 1. Glider flying may take place daily. The launching cable constitutes a dangerous obstacle up to 1700 ft AAL.
- 2. The glider launching areas must be avoided.
- 3. The aeroplane and glider areas are separated by yellow markers.
- ← 4. Parachute jumping may take place as stated in ENR 5.5 and/or as promulgated by NOTAM.
- 5. Grass cutting may take place at irregular times.

EHTE AD 2.24 CHARTS RELATED TO AN AERODROME

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

AD info 121.000 Teuge Radio

AD ELEV 17 AMSL

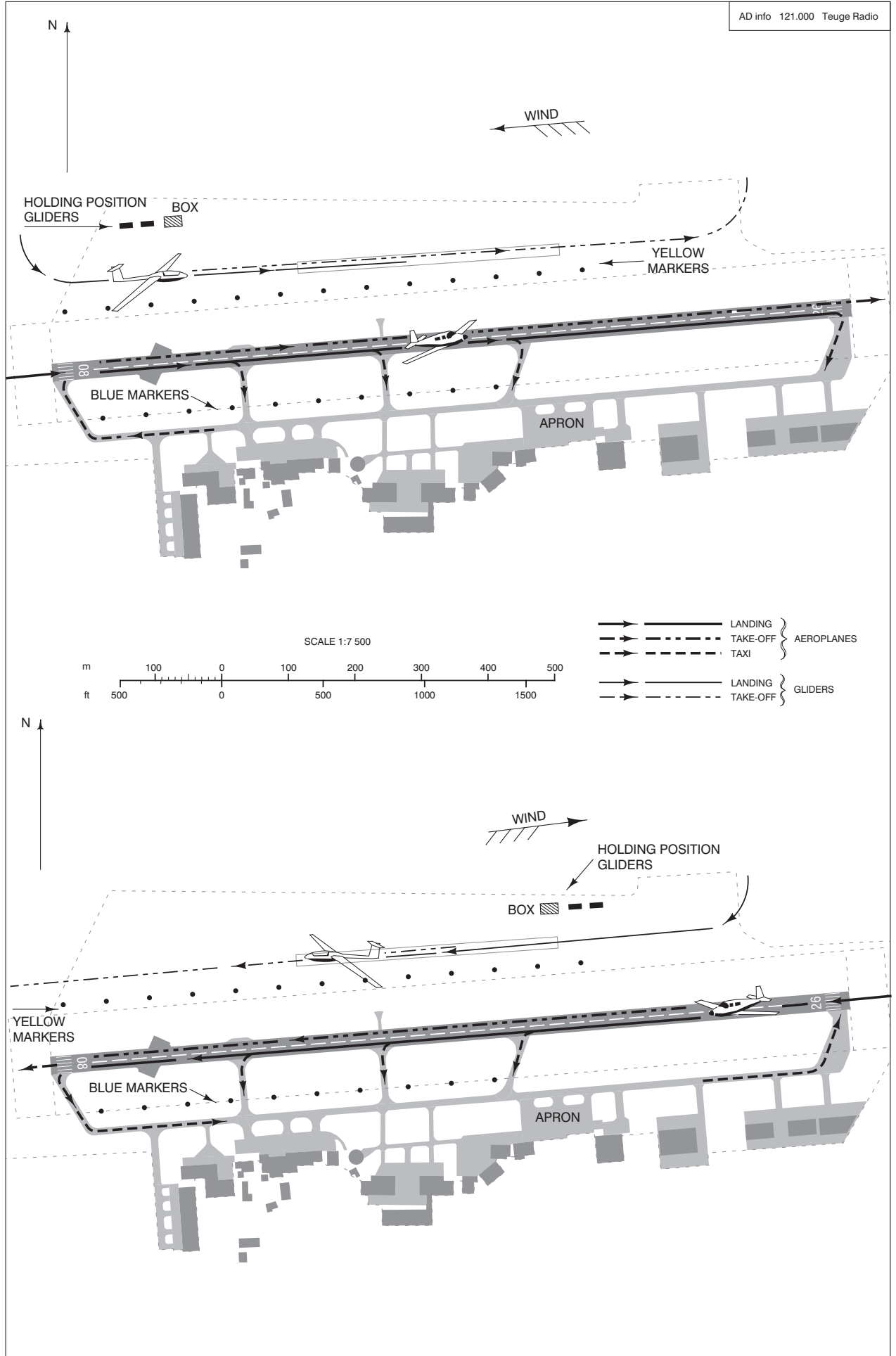


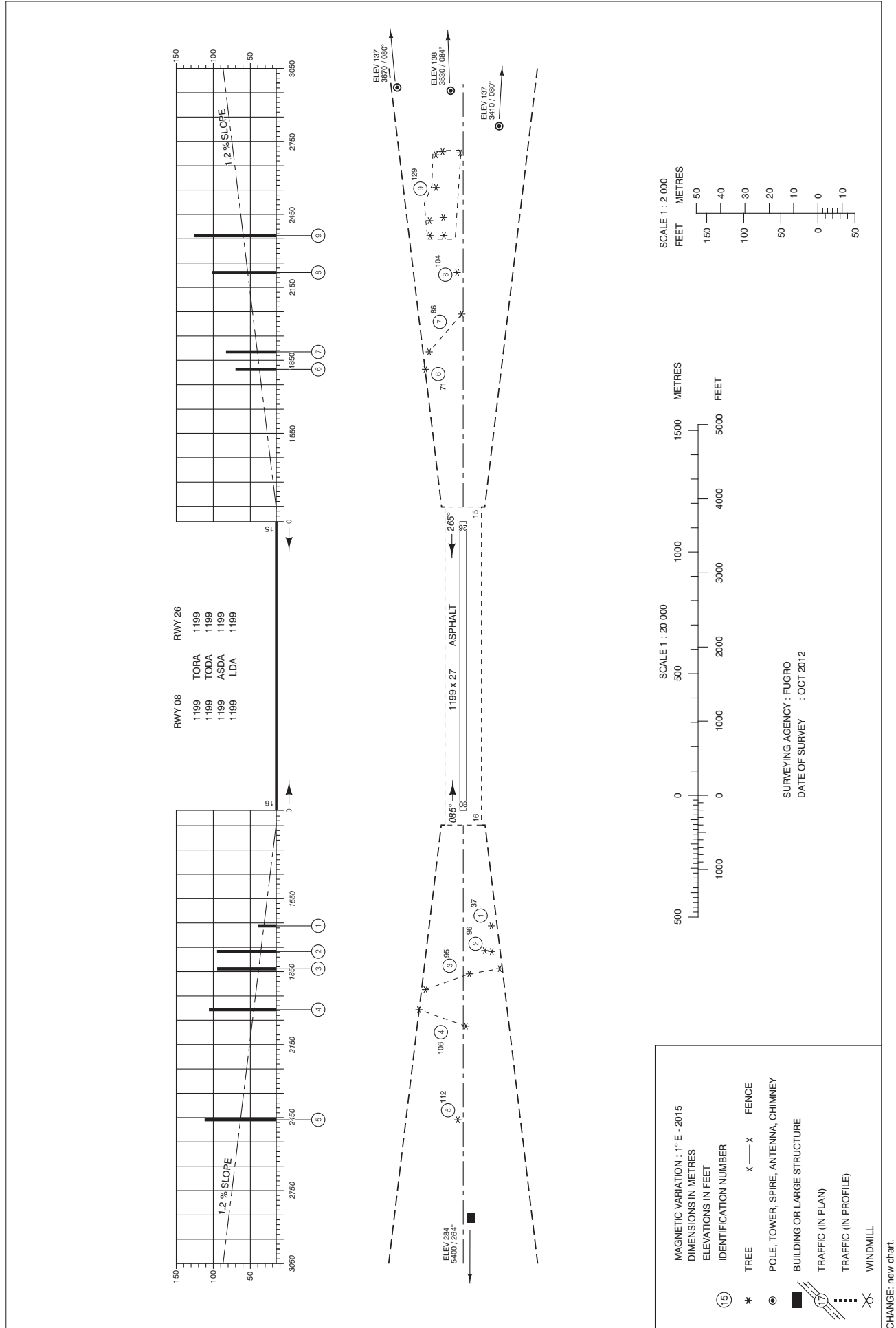
CAUTION:
When taxiing at fuel station, MNM clearance not compliant with Annex 14.

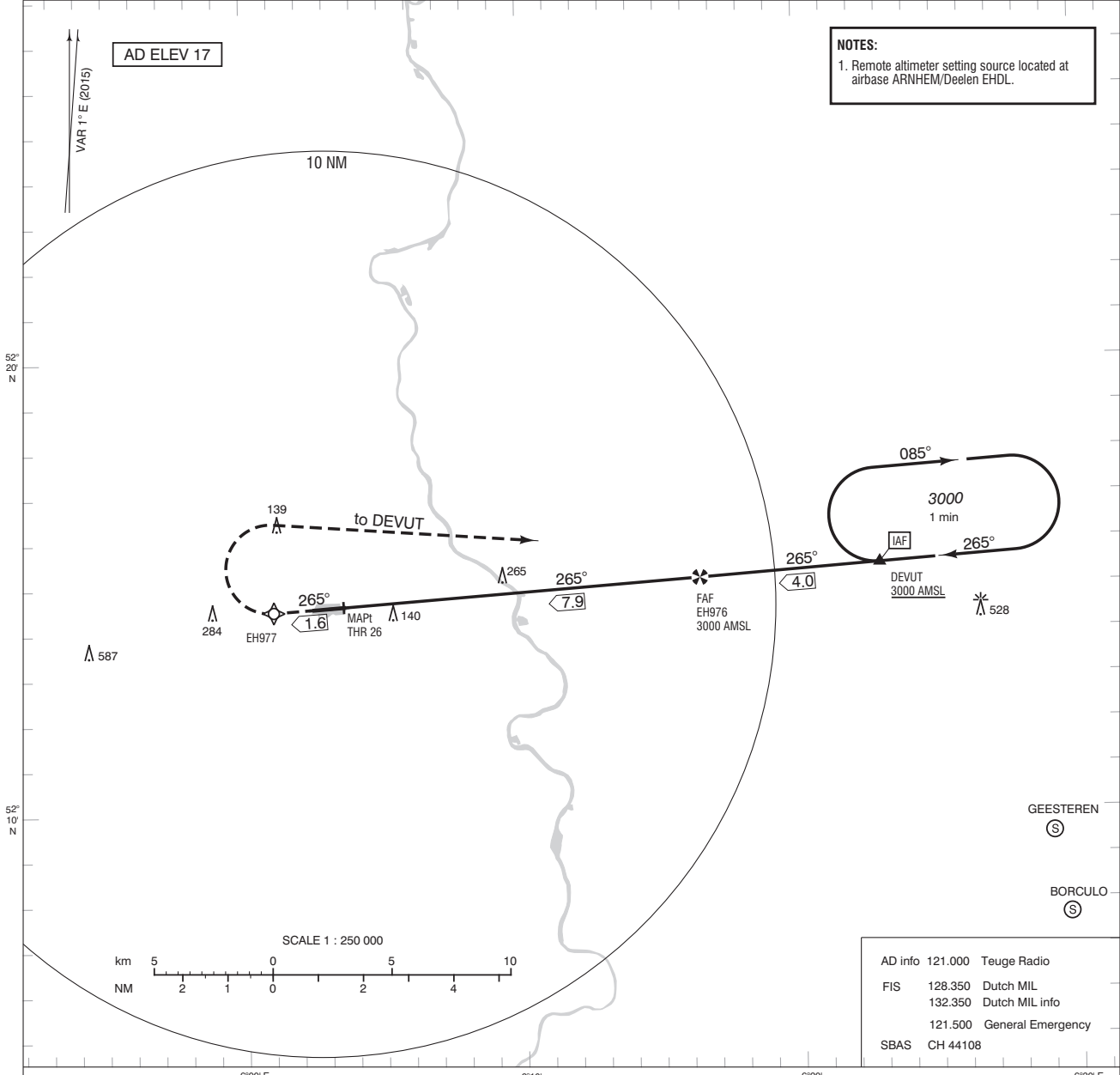
PHYSICAL CHARACTERISTICS			
RWY	DIRECTION GEO	BEARING STRENGTH	THR
08	085.48°	PCN not AVBL /F/B/Y/U	52°14'32.82\"/>
26	265.49°	PCN not AVBL /F/B/Y/U	006°02'30.19\"/>



AD info 121.000 Teuge Radio



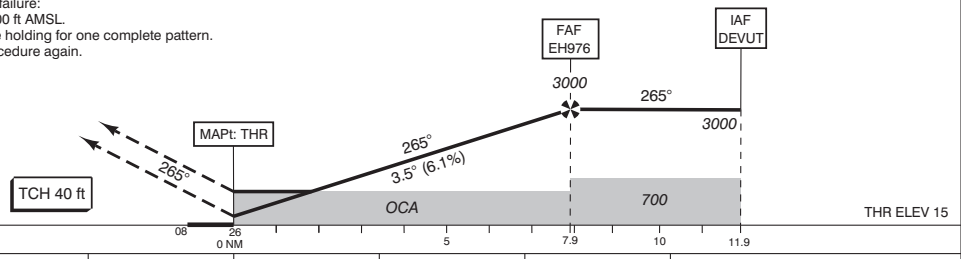




- Missed approach:
 - Track 265° MAG to EH977 and climb to 3000 ft AMSL.
 - At EH977 turn right to DEVUT.
- Missed approach in case of communication failure:
 - Track 265° MAG to EH977 and climb to 3000 ft AMSL.
 - At EH977 turn right to DEVUT and enter the holding for one complete pattern.
 - Then execute the instrument approach procedure again.

DO NOT DESCEND BELOW THE DESCENT PROFILE

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 ft AMSL



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

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

OCA (OCH) ELEV THR 26: 15.3 ft

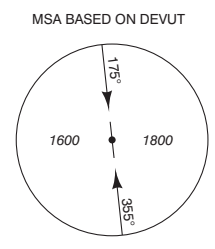
ACFT CAT	LPV	LNAV	CIRCLING*
A	550 (540)	550 (540)	550 (540)
B	550 (540)	550 (540)	620 (610)
MET VIS	1500 m	1500 m	2800 m

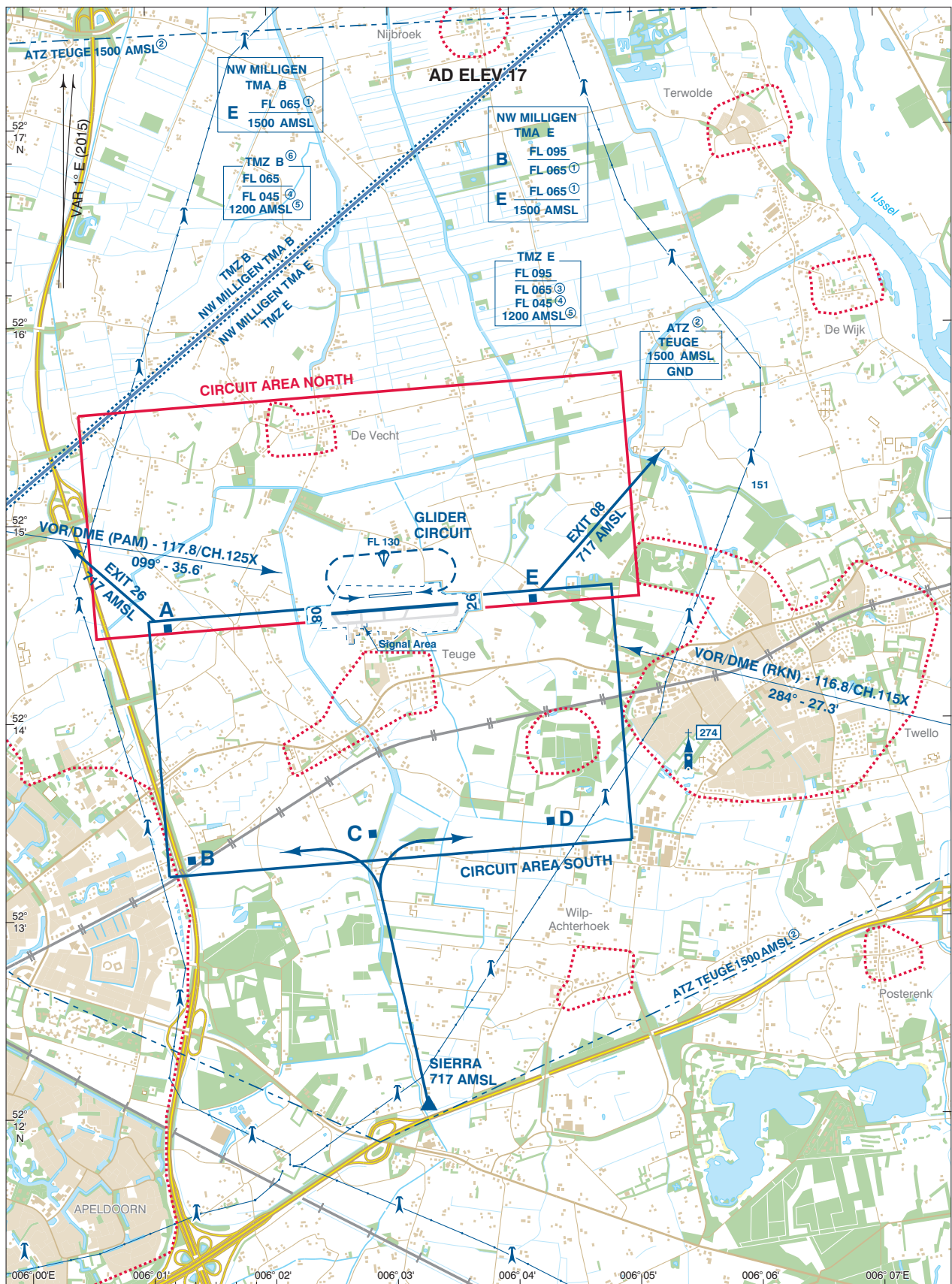
CEILING AND VISIBILITY MINIMA			
TAKE-OFF	DAY:	NIGHT:	
LANDING	DAY: NA	NIGHT: NA	

THR 26 52°14'36"N 006°03'33"E
 EH976 52°15'09"N 006°16'24"E
 EH977 52°14'29"N 006°10'2"E

* Circling south of AD prohibited

BEARINGS ARE MAGNETIC
 DISTANCES IN NM
 ALTITUDES AND ELEVATIONS
 IN FEET





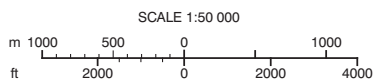
For description VFR - procedures see EHTE AD 2.22.

NOTES:

① NW MILLIGEN TMA B/E: from FRI 1600 to SUN 2300 (FRI 1500 to SUN 2200) and HOL classified E up to and including FL 095.
 ② ATZ only active outside UDP.

TMZ:

③ MON-FRI before 0800 (0700) and after 1600 (1500), SAT, SUN, and HOL.
 ④ MON-FRI 0800-1600 (0700-1500), EXC HOL: lower limit for non-motorised hanggliders and paragliders
 ⑤ MON-FRI 0800-1600 (0700-1500), EXC HOL: lower limit 1200 AMSL
 ⑥ Only active MON-FRI 0800-1600 (0700-1500), EXC HOL.



BEARINGS ARE MAGNETIC
 DISTANCES IN NM
 ALTITUDES AND ELEVATIONS
 IN FEET AMSL
 HIGHEST KNOWN ELEVATION
 ON THIS CHART: [274]

AD Info 121.000 Teuge Radio
 FIC (MIL) 132.350 Dutch MIL Info

Area to be avoided