

GENERAL**Operational Hours****ATS Hours / AD Operator Hours**

0600-2300‡

2200-2300‡ only for preplaned ARR TFC

Airport Information**RFF:** CAT 8. Higher CAT O/R 48HR prior ETA.**PCN:** RWY 03/21: 62/F/A/W/T**Operation****Traffic Notes**

Use of AD with PPR.

Eindhoven is situated in Nieuw Milligen TMA D which is classified E below FL65, up to and including FL95 during weekends and legal HOL. Uncontrolled VFR flights are permitted in that part of Nieuw Milligen TMA D. For such flights radio COM is not compulsory.

Low Visibility Procedures

When VIS drops below 1500m and CEIL equal or below 200ft cautionary measures are taken.

Four low VIS phases are recognized:

Phase	Conditions	Procedure
A	Lowest RVR \leq 1500m and/or CEIL \leq 200ft	Limited use of INT TKOF All WIP in on airside will be terminated No conditional clearances
B	Lowest RVR $<$ 1100m and/or CEIL \leq 100ft	Separation between LDG ACFT will be increased to 8NM
C	Lowest RVR $<$ 550m and/or CEIL \leq 100ft	No LDG No INT TKOF No simultaneous ground movements
D	Lowest RVR $<$ 300m	AD below operational minima for ARR/DEP ACFT

RWY Restriction

RWY shoulders not AVBL.

TWY Restriction

TWY width MNM 17m / 56ft.

All TWYs west of parallel TWY are CLSD for CIV ACFT.

Taxi/Parking

On RWY and TWY no turns allowed greater than 90°.

Follow-me AVBL O/R.

ACFT may only leave TWY CL after visual contact with marshaller.

APN

Tow mandatory for ACFT with wingspan above 10m / 33ft.

ACFT shall not taxi behind ACFT parked on stand F-0 with switched on anti-collision lights.

GENERAL**Taxi PROC for code letter D/E/F ACFT****RWY 03****ARR**

Vacate RWY to the right at TWY L2. If unable, vacate RWY to the left at TWY R1 and taxi via parallel TWY to TWY R3. After permission from GND enter RWY to the left and vacate RWY to the right at TWY L2.

DEP

Taxi via TWY L2. After permission from GND enter RWY to the left and vacate RWY to the right at TWY R3. Taxi via parallel TWY to TWY R7.

RWY 21**ARR**

Vacate RWY to the right at TWY R5 or TWY R7. Taxi via parallel TWY to TWY R3. After permission from GND enter RWY to the left and vacate RWY to the right at TWY L2.

DEP

Taxi via TWY L2. After permission from GND enter RWY to the left and vacate RWY to the right at TWY R3. Taxi via parallel TWY to TWY R1.

Warnings

Eindhoven TWR may activate glider areas during operational hours:

Glider flying area 1 "De hoed", GND - 3000ft AMSL.

Glider flying area 2 "Glidersector", 2000ft - 3000ft AMSL.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below FL100, airspace C included.

Communication

During initial and intermediate APCH to Eindhoven AD radar service may be provided by AOCs Nieuw Milligen (Dutch MIL), Volkel APP and/or Eindhoven Director (DIR).

Upon initial contact at or before entering Nieuw Milligen TMA D, Amsterdam ACC or AOCs Nieuw Milligen will issue an inbound CLR.

COM Failure**Inbound CLR NOT received**

- Proceed to EHN NDB
- Maintain last cleared and acknowledged FL.
- After arrival over EHN NDB intercept HLDG pattern
- Commence descent to 3000ft AMSL at or as near as possible to ETO over EHN NDB.
- After reaching 3000ft AMSL leave EHN NDB and carry out IAP to RWY 21.

Inbound CLR received

- Proceed to the HLDG fix specified in inbound CLR.
- Maintain last cleared and acknowledged FL or ALT.
- After arrival over the HLDG fix intercept the HLDG pattern.
- Commence descent to 3000ft AMSL at the EAT last received and acknowledged.
- When no EAT has been received and acknowledged commence descent to 3000ft AMSL at or as near as possible to ETO over HLDG fix.
- After reaching 3000ft AMSL leave HLDG and carry out IAP to assigned RWY.

ARRIVAL**Traffic via CDO APCH no LVL restriction**

- CLR direct to SUTIB and/or a CDO CLR for OKLOV, SOPVI, RUMER or SUTIB APCH received.
- Carry out IAP to assigned RWY.

Traffic via CDO APCH with LVL restriction

- Descend to last cleared and acknowledged flight LVL or ALT.
- Upon reaching last cleared and acknowledged flight LVL or ALT, proceed to EHN NDB and maintain LVL.
- After ARR over EHN NDB descend to 3000ft AMSL, if applicable.
- Carry out IAP to assigned RWY.

Traffic vectored to final APCH

- Proceed to EHN NDB
- Maintain last cleared and acknowledged FL.
- After ARR over EHN NDB descend to 3000ft AMSL, if applicable.
- Carry out IAP to assigned RWY.

During MISAP

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

In case of MISAP during visual APCH

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

When visual: remain visual and execute a circuit for that RWY or

When unable to remain visual: Climb to 2000ft AMSL. At D4 EHV (RWY 03) or D3 EHV (RWY 21) climb to 3000ft AMSL and start the shortest turn to EHN NDB. After EHN NDB execute IAP.

Arrival Procedure**Noise Abatement Procedure**

To avoid noise nuisance, all ACFT with MTOW at or above 2t / 4409lbs, perform an instrument APCH. Flight OPS with following ACFT types are not allowed: ACFT noise rating index categories D, E, and F.

Reverse: Do not use more than idle reverse if possible.

Visual APCH

Visual APCH (only final APCH segment) will be allowed or offered if the VIS is MNM 5km and the cloud base MNM 2000ft. To minimize noise nuisance ACFT executing a visual APCH shall intercept final APCH leg at an ALT of MNM 1500ft.

Circling APCH

Circling APCH are not allowed.

Warnings

RTM DVOR/DME: Bends in sector 150°-170° MAG.

PAPI and ILS on-slope signal are not harmonized.

DEPARTURE**Take-off Minima**

RWY		03/21	
All ACFT	ft - m/km	0 - 300R/300V	-

Speed

MAX IAS 250KT below FL100, airspace C included.

Departure Procedure**Intersection TKOF**

ATC may assign an intersection TKOF to any ACFT for operational reasons.

During LVP PROC intersection TKOF not allowed.

Noise Abatement Procedures

To avoid noise nuisance, ACFT with MTOW at or above 2t / 4409lbs, shall adhere to the following:

RWY 03: Maintain RWY track until D4 EHV and climb to at least 1000ft AMSL.

RWY 21 to the east: Maintain RWY track until D3 EHV and climb to at least 1000ft AMSL.

RWY 21 to the west: At DER 21 turn right to track 221° MAG until D3 EHV and climb to at least 1000ft AMSL.

RNAV IFR DEP RWY 21 to the west as published in SID.

Departure Notes

MNM IFR FL for all TFC inbound AMSTERDAM/Schiphol is FL70 at Schiphol TMA BDRY. TFC from EHEH with DEST EHAM will be routed via PESER to RIVER (IAF).

ELSIK 3J/4K: Only for DEST EBBR or EBAW.

INKET 4J/4K, POGAX 2K: Only for DEST EHRD, MAX FL075.

OSGOS 3J/3K: Only for DEST EHBK.

ODEMO 2K, PESER 3J/4K: Only for DEST EHAM, MAX FL075.

VEROR 5J/5K: Only for DEST EHGG, MAX FL095.

INKET 4K, PESER 4K, REFSO 5K, TULIP 5K, WOODY 5K

Prohibited for ACFT with RNAV1/P-RNAV approval and able to comply with the crossing conditions prescribed in the SID operating with ACFT with 2 ENG or more.

AMULO 2K, BESKU 2K, ODEMO 2K, POGAX 2K, RONSA 2K

PROP ACFT: Expect additional DEP instructions.

RNAV: Netherlands encourages the use of pre-programmed (RNAV) routes on board of ACFT. Within the TMAs these RNAV routes shall be considered as overlays of conventional routes, except AMULO, BESKU, ODEMO, POGAX and RONSA SIDs.

DEPARTURE**ATC, Slot, Clearance****Start-up**

REQ for start-up and push-back shall be made to GND.

Report:

- ACFT identification
- PSN
- ATIS broadcast
- POB
- flight rules
- DEST
- REQ start-up

Report 5min prior to push-back and/or start-up for an en-route CLR request.

Permission will be issued ASAP. The pilot shall be able to comply with start-up and taxi permission, since ATC planning of outbound TFC (involving ENRT CLR and co-ordination with adjacent ATC units) is based on start-up time. Any delay in start-up or taxiing shall reported immediately.

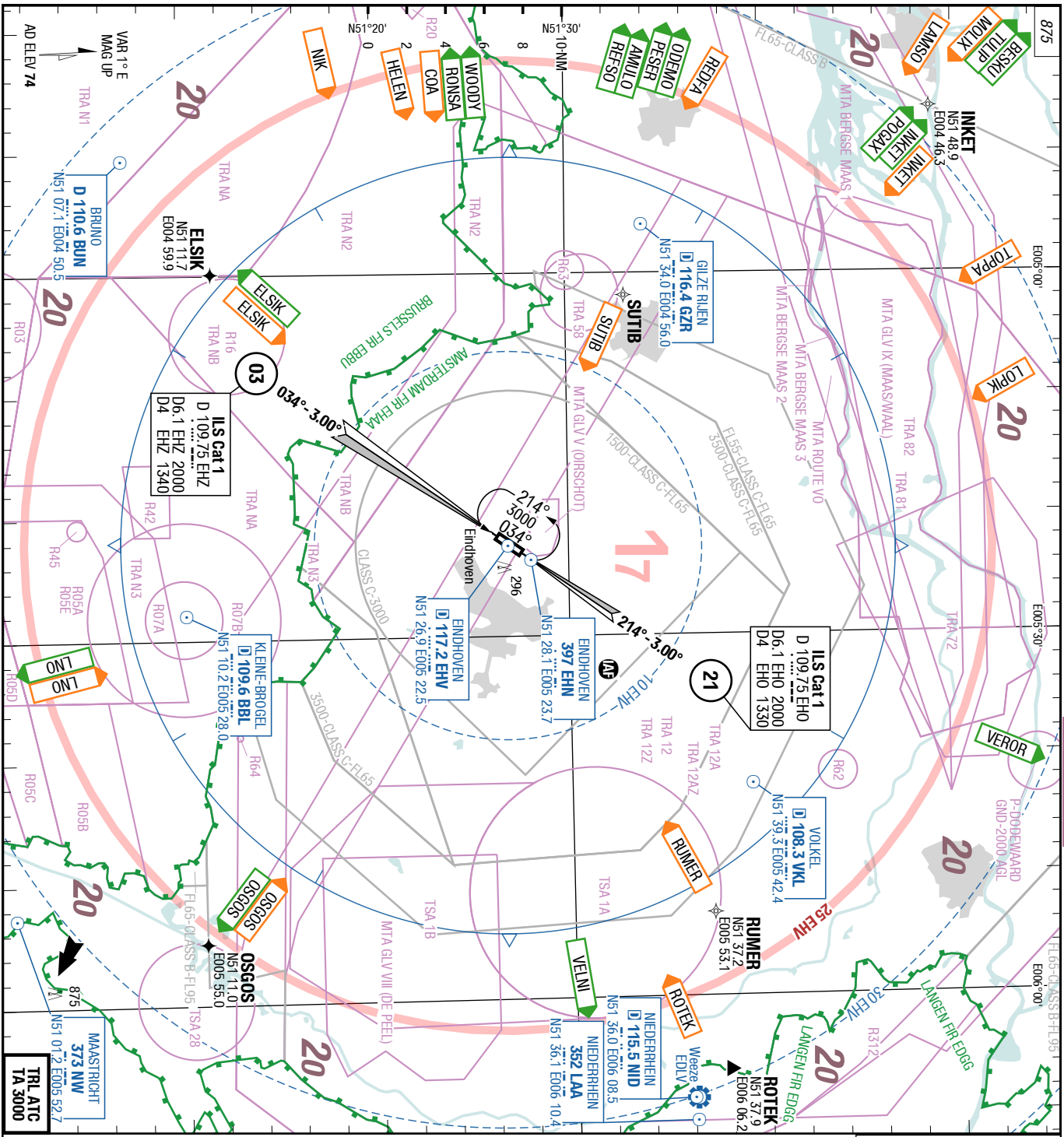
During hours of ATIS broadcast no MET Info will be issued to DEP ACFT except RVR.

If not able to comply with crossing conditions prescribed in SIDs, inform TWR before DEP.

Instruction containing deviations from the SID may be added to the en-route or TKOF CLR. These instructions may comprise an opposite turn after TKOF, maintaining a specific HDG or temporary ALT restrictions; they amend relevant part of SID only.

De-Icing

AVBL



ATIS	126.030 0600-2300t
Rapcon South	123.180 Mon-Fri 0700-1545t 122.100 Mon-Fri 0700-1545t
ARR	124.530 0600-2300t 122.100 0600-2300t 131.005 0600-2300t 122.100 0600-2300t
TWR	121.930 0600-2300t
GND	132.350 outside OFR HR TWR
DUTCH MIL INFO	

Landing RWY system:

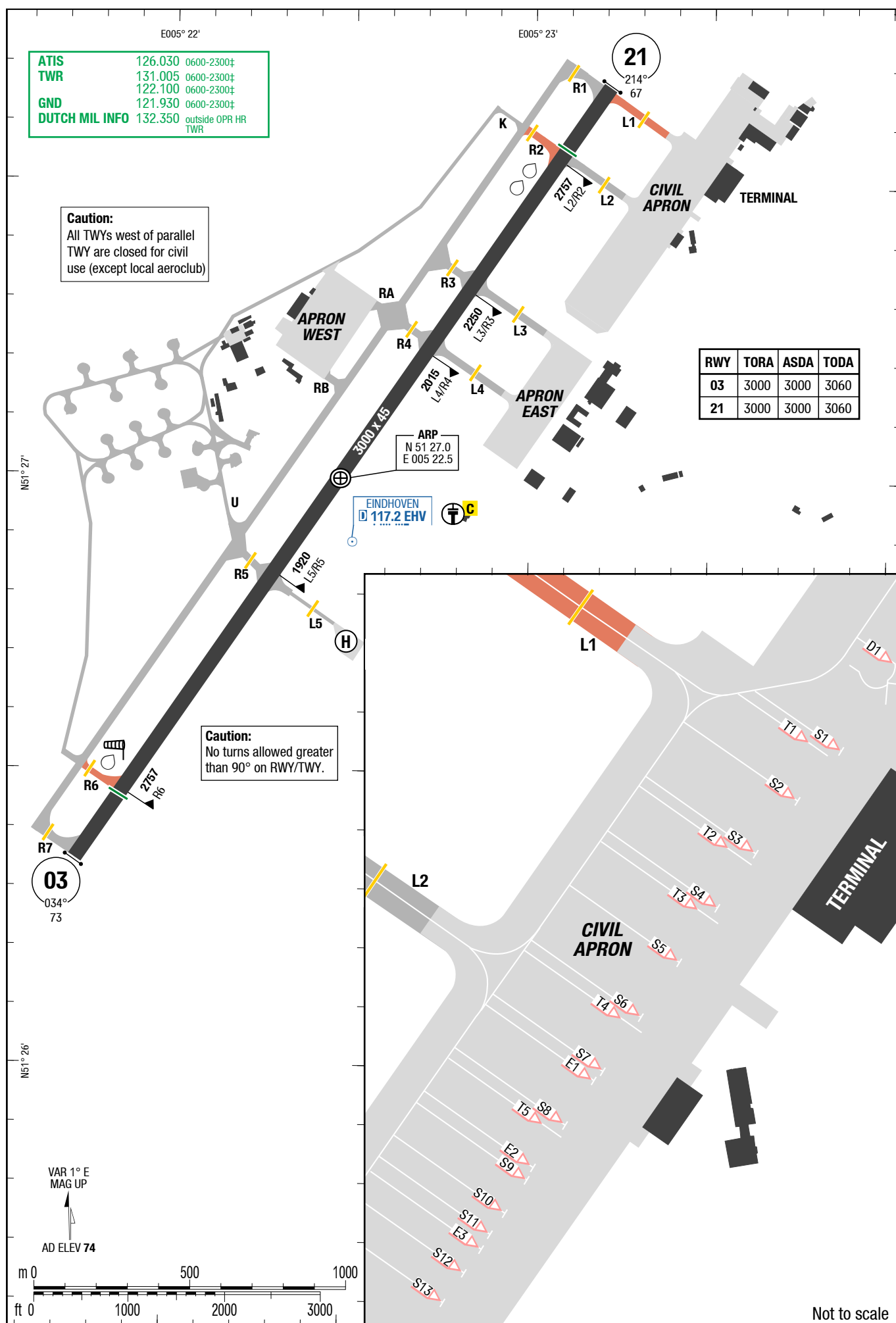
03 **243** **2757** **X 45** **21**

HL-P1 THR 73 (3HPa) / TDZ 73 (---%) HL-P1

30 HL 45 x 2757 243 30 HL

+0.1% TDZ 68 (---%) / THR 67 (2HPa) HL-P1

83.0° 3.0° 870



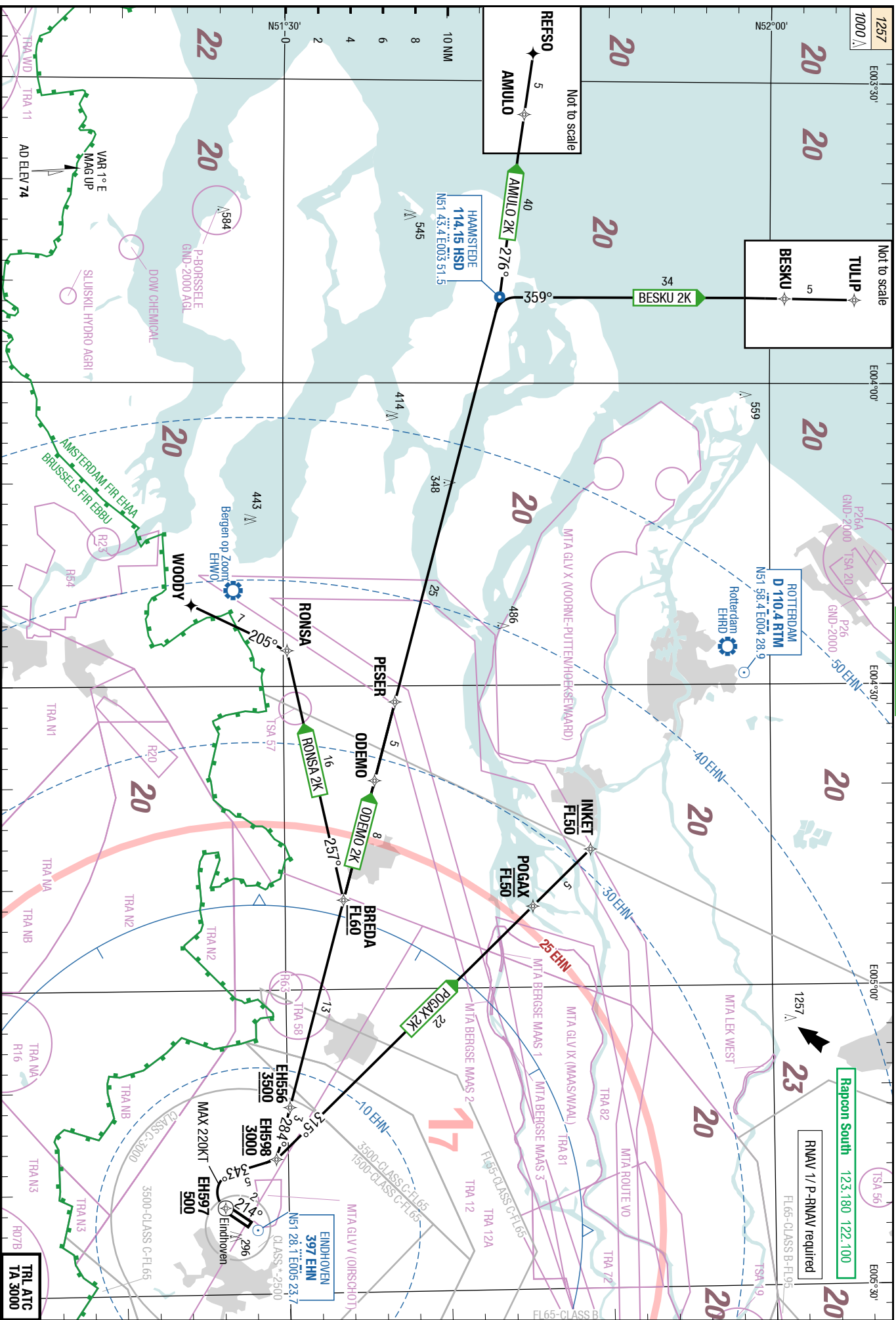
02-NOV-2017
EIN-EHEH

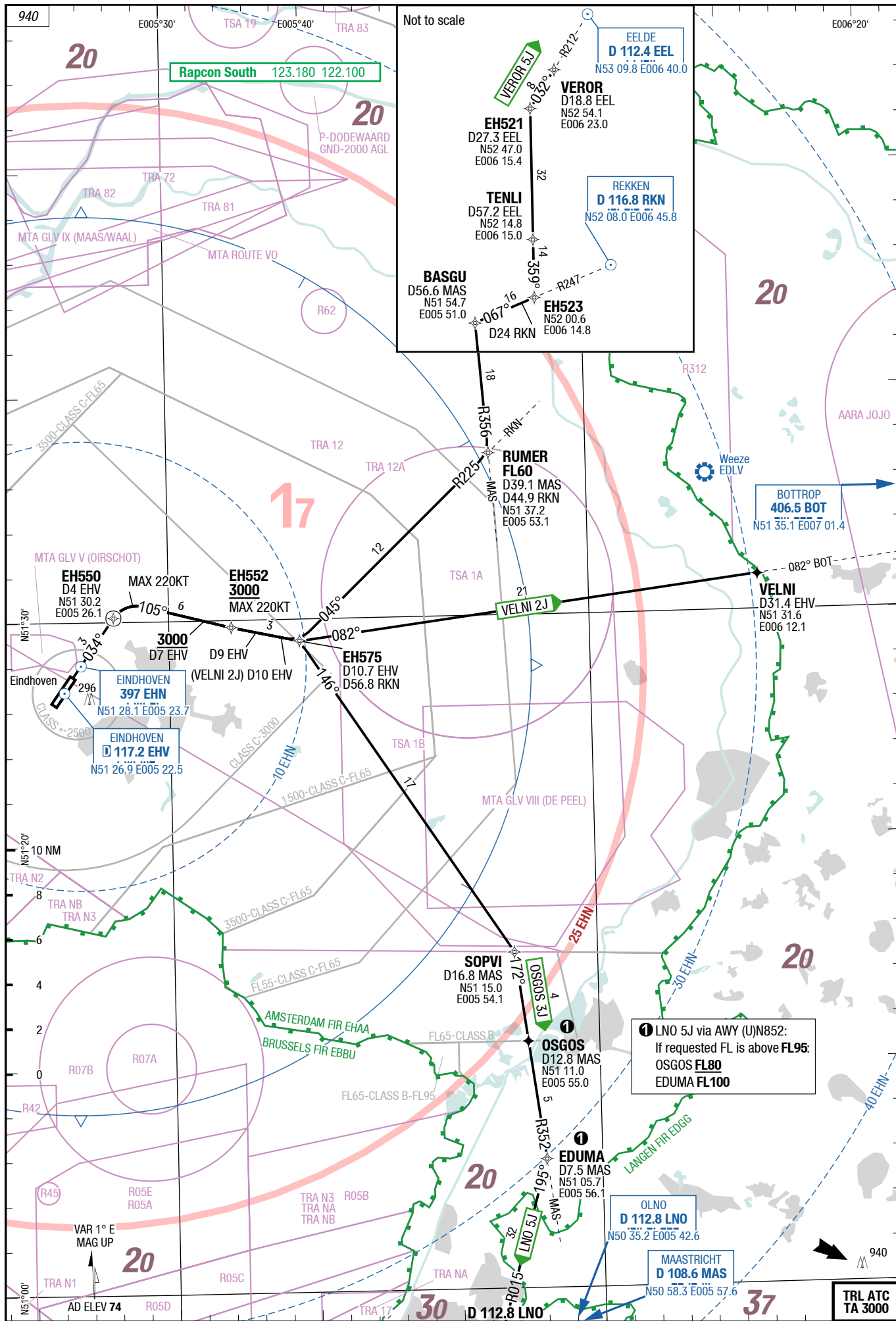
Netherlands Eindhoven
SIDS RWY 03 East (RNAV Overlay)
RNAV SIDS RWY 21

SID

SID

Eindhoven Netherlands
SIDS RWY 03 East (RNAV Overlay)
RNAV SIDS RWY 21





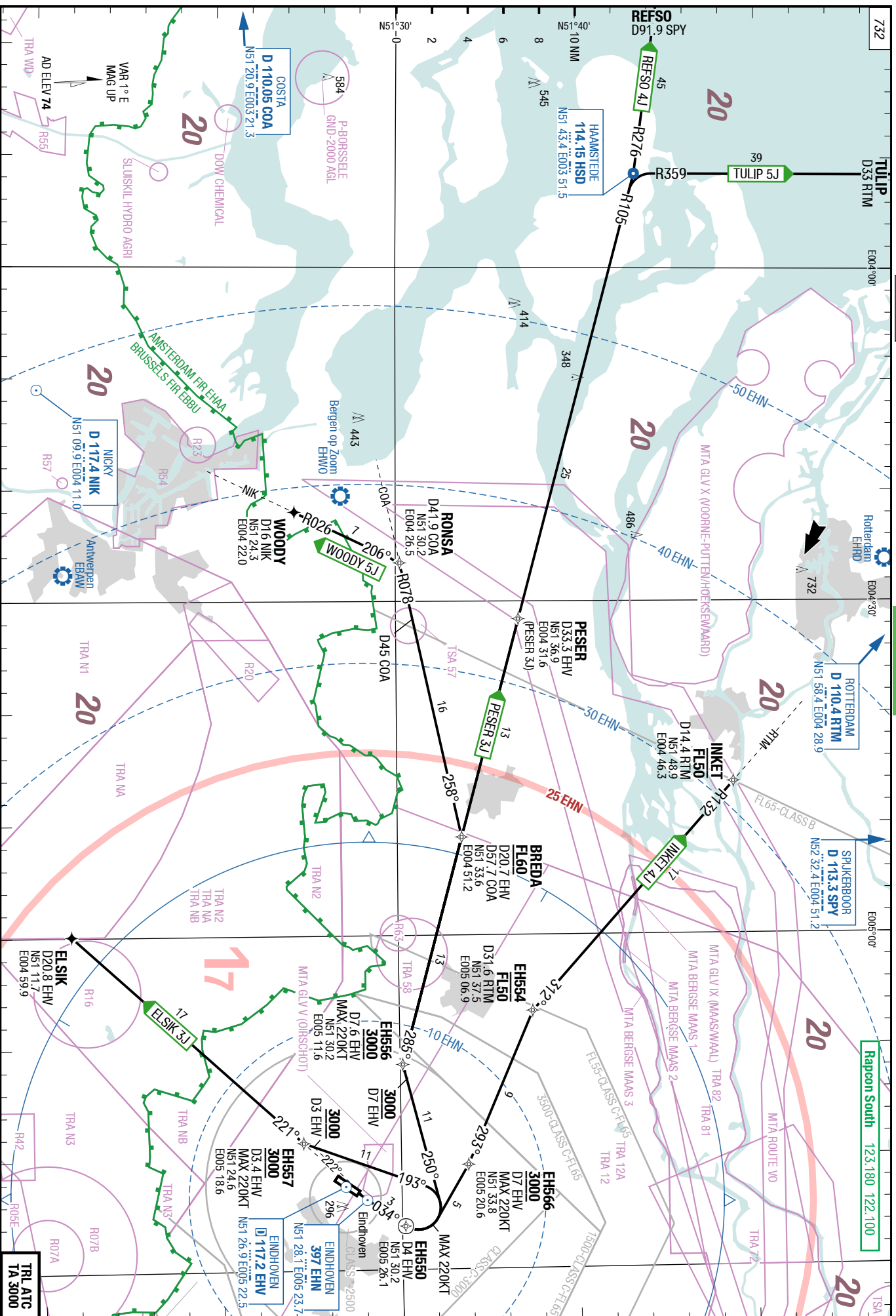
02-NOV-2017
EIN-EHEH

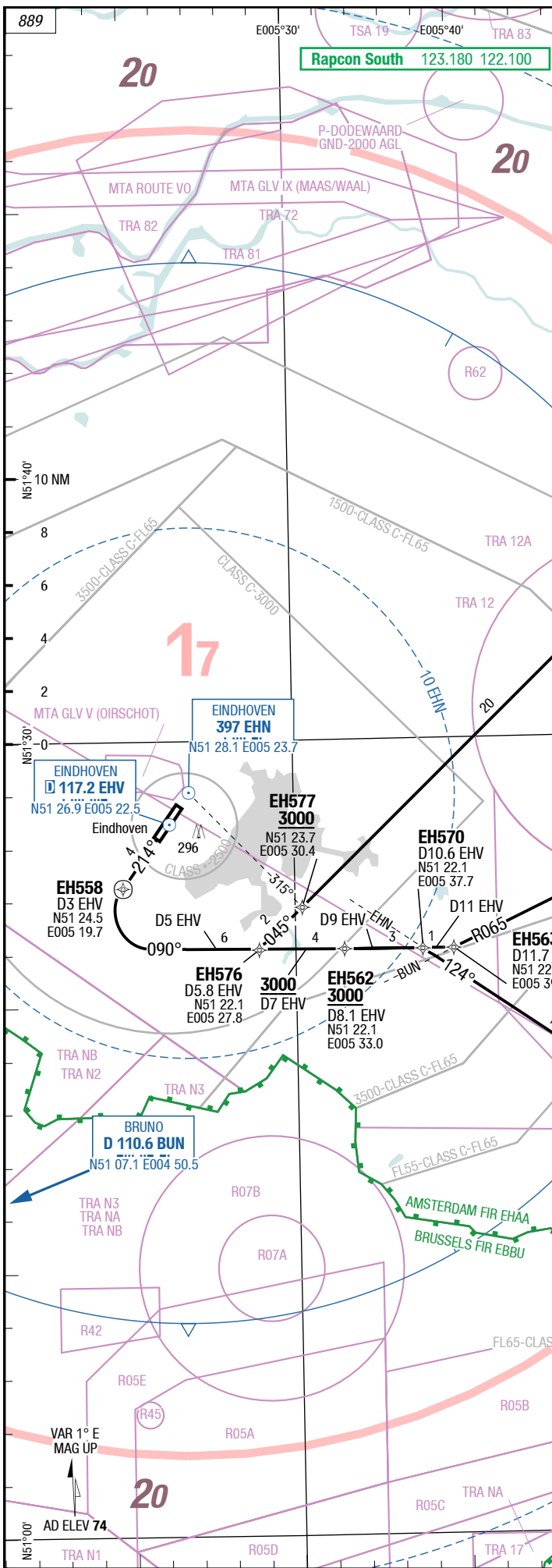
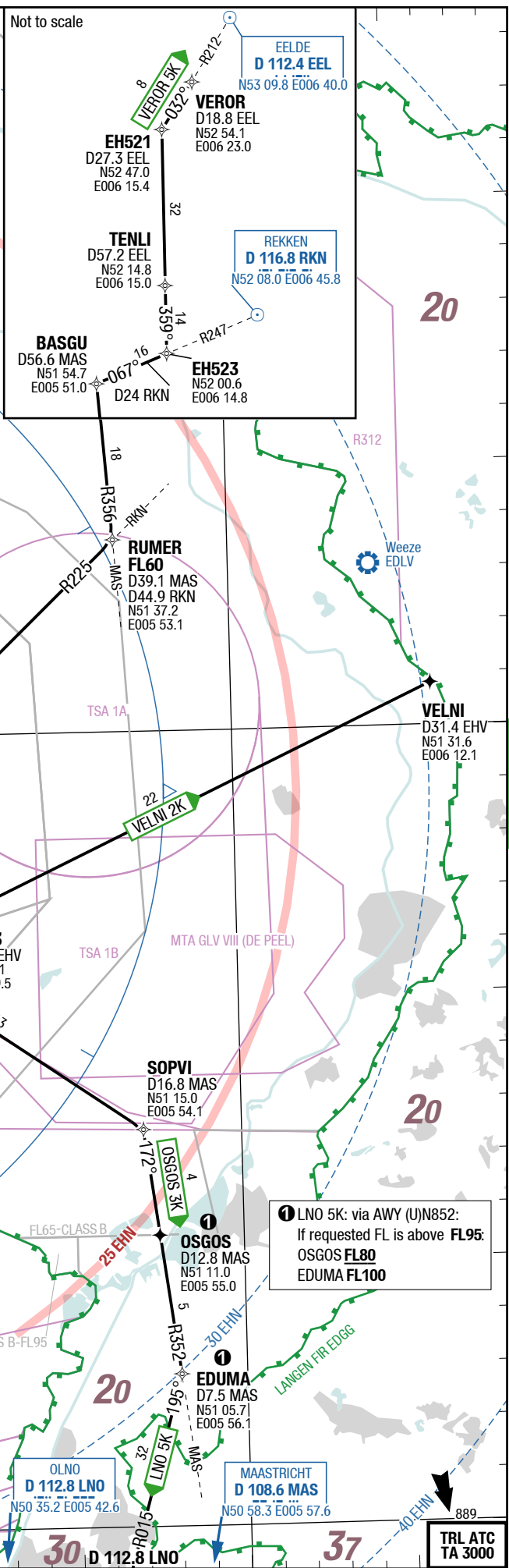
SIDS RWY 21 East (RNAV Overlay)

SIDS RWY 03 West (RNAV Overlay)

05 RWY 21 East (RNAV Overlay)

SIDS RWY 21 East (RNAV Overlay)





02-NOV-2017

Netherlands Eindhoven

NIL

SID

SID

Eindhoven Netherlands

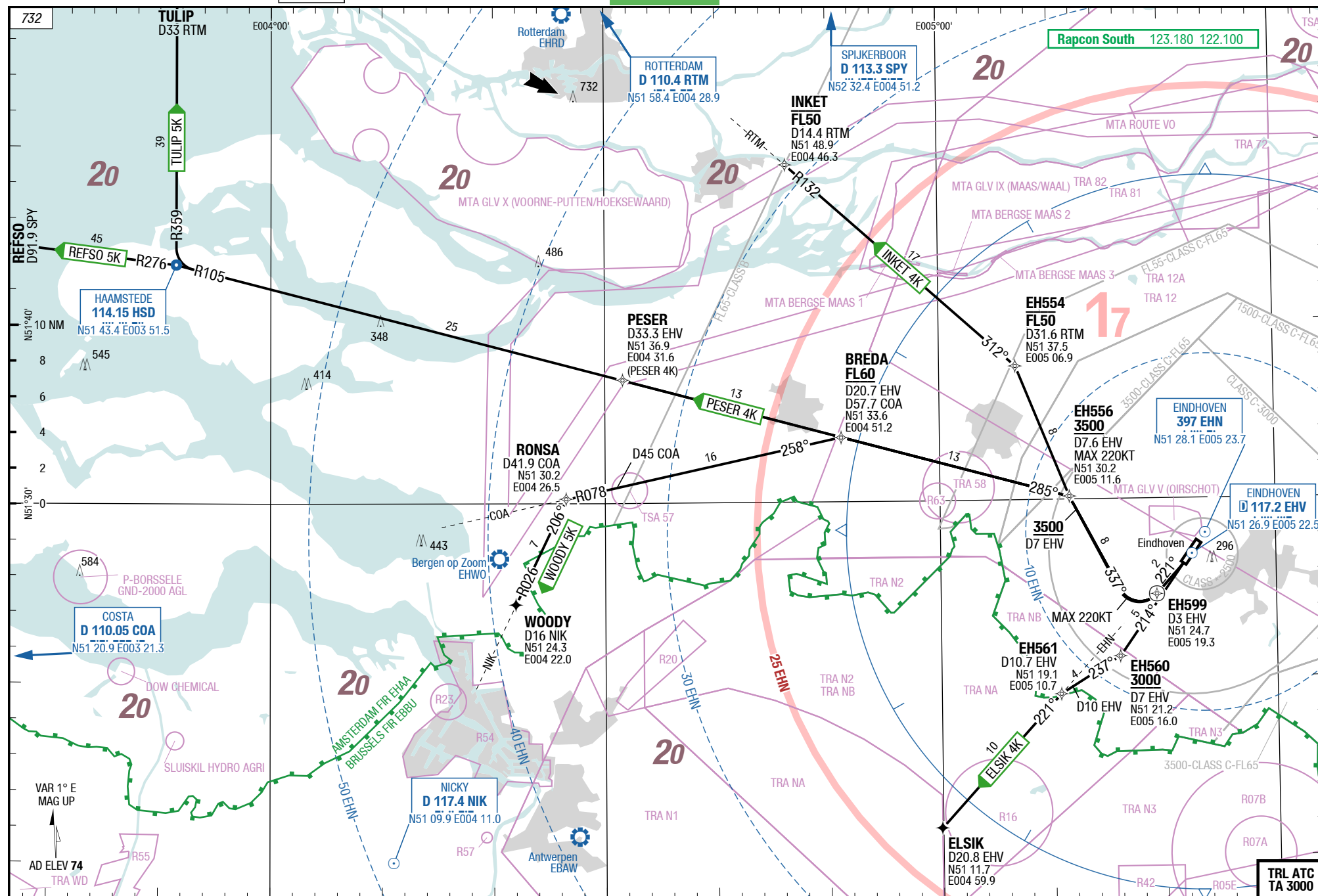
NIL

SIDs RWY 21 West (RNAV Overlay)

EIN-EHEH

4-50

SIDs RWY 21 West (RNAV Overlay)



Changes: ALT, OBST, PROC renumbered, SUAs, Editorial

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EIN-EHEH

5-10

RNAV SIDs RWY 21

AMULO 2K / BESKU 2K / ODEMO 2K / POGAX 2K / RONSA 2K

RWY 21 (214°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
AMULO 2K 123.180	214° <u>EH597</u> - 343° EH598 [K220-] - EH556 - BREDA - HSD - AMULO - REFSO	EH597 MNM 500 EH598 MNM 3000 EH556 MNM 3500 BREDA MNM FL60 initial climb FL60
BESKU 2K 123.180	214° <u>EH597</u> - 343° EH598 [K220-] - EH556 - BREDA - HSD - BESKU - TULIP	EH597 MNM 500 EH598 MNM 3000 EH556 MNM 3500 BREDA MNM FL60 initial climb FL60
ODEMO 2K 123.180	214° <u>EH597</u> - 343° EH598 [K220-] - EH556 - BREDA - ODEMO - PESER	EH597 MNM 500 EH598 MNM 3000 EH556 MNM 3500 BREDA MNM FL60 initial climb FL60
POGAX 2K 123.180	214° <u>EH597</u> - 343° EH598 [K220-] - POGAX - INKET	EH597 MNM 500 EH598 MNM 3000 POGAX MAX FL50 INKET MAX FL50 initial climb FL50
RONSA 2K 123.180	214° <u>EH597</u> - 343° EH598 [K220-] - EH556 - BREDA - RONSA - WOODY	EH597 MNM 500 EH598 MNM 3000 EH556 MNM 3500 BREDA MNM FL60 initial climb FL60

EIN-EHEH

5-20

SIDs RWY 03 East (RNAV Overlay)

OLNO 5J / OSGOS 3J / VELNI 2J / VEROR 5J

RWY 03 (034°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
OLNO 5J LNO 5J 123.180 ①	at D4 EHV RT (MAX 220KT) 105° - at D9 EHV RT 146° - at SOPVI intercept R352 MAS inbound to OSGOS - EDUMA - intercept R015 LNO to LNO FMS 034° <u>EH550</u> [R] - DCT EH552 [K220-] - EH575 - SOPVI - OSGOS - EDUMA - LNO	D7 EHV MNM 3000 EH552 MNM 3000 initial climb FL60
OSGOS 3J 123.180	at D4 EHV RT (MAX 220KT) 105° - at D9 EHV RT 146° - at SOPVI intercept R352 MAS inbound to OSGOS FMS 034° <u>EH550</u> [R] - DCT EH552 [K220-] - EH575 - SOPVI - OSGOS	D7 EHV MNM 3000 EH552 MNM 3000 initial climb FL60
VELNI 2J 123.180	at D4 EHV RT (MAX 220KT) 105° - at D10 EHV LT intercept QDM 082 BOT to VELNI FMS 034° <u>EH550</u> [R] - DCT EH552 [K220-] - EH575 - VELNI	D7 EHV MNM 3000 EH552 MNM 3000 initial climb FL60
VEROR 5J 123.180	at D4 EHV RT (MAX 220KT) 105° - at D9 EHV LT intercept R225 RKN inbound to RUMER - intercept R356 MAS - intercept R247 RKN inbound - at D24 RKN LT 359° via TENLI - intercept R212 EEL inbound to VEROR FMS 034° <u>EH550</u> [R] - DCT EH552 [K220-] - EH575 - RUMER - BASGU - EH523 - TENLI - EH521 - VEROR	D7 EHV MNM 3000 RUMER at FL60 EH552 MNM 3000 RUMER at FL60 initial climb FL60

① via AWY (U)N852: If requested FL is above FL95: OSGOS MNM FL80, EDUMA at FL100

EIN-EHEH

5-30

SIDs RWY 03 West (RNAV Overlay)

ELSIK 3J / INKET 4J / PESER 3J / REFSO 4J / TULIP 5J

RWY 03 (034°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
ELSIK 3J 123.180	at D4 EHV LT (MAX 220KT) 193° - at D3 EHV RT intercept QDR 221 EHN to ELSIK FMS 034° <u>EH550</u> [L] - DCT EH557 [K220-] - ELSIK	D3 EHV / QDR 222 EHN MNM 3000 EH557 MNM 3000 initial climb FL60
INKET 4J 123.180	at D4 EHV LT (MAX 220KT) 293° - intercept R132 RTM inbound to INKET FMS 034° <u>EH550</u> [L] - DCT EH566 [K220-] - EH554 - INKET	D7 EHV MNM 3000 INKET MAX FL50 EH566 MNM 3000 EH554 MAX FL50 INKET MAX FL50 initial climb FL50
PESER 3J 123.180	at D4 EHV LT (MAX 220KT) 250° - intercept R105 HSD inbound to BREDA - PESER FMS 034° <u>EH550</u> [L] - DCT EH556 [K220-] - BREDA - PESER	D7 EHV MNM 3000 BREDA MNM FL60 EH556 MNM 3000 BREDA MNM FL60 initial climb FL60
REFSO 4J 123.180	at D4 EHV LT (MAX 220KT) 250° - intercept R105 HSD via BREDA to HSD - R276 HSD to REFSO FMS 034° <u>EH550</u> [L] - DCT EH556 [K220-] - BREDA - HSD - REFSO	D7 EHV MNM 3000 BREDA MNM FL60 EH556 MNM 3000 BREDA MNM FL60 initial climb FL60
TULIP 5J 123.180	at D4 EHV LT (MAX 220KT) 250° - intercept R105 HSD via BREDA to HSD - R359 HSD to TULIP FMS 034° <u>EH550</u> [L] - DCT EH556 [K220-] - BREDA - HSD - TULIP	D7 EHV MNM 3000 BREDA MNM FL60 EH556 MNM 3000 BREDA MNM FL60 initial climb FL60

WOODY 5J

RWY 03 (034°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
WOODY 5J 123.180	at D4 EHV LT (MAX 220KT) 250° - intercept R105 HSD inbound - at BREDA intercept R078 COA inbound - at D45 COA LT intercept R026 NIK inbound to WOODY FMS 034° <u>EH550</u> [L] - DCT EH556 [K220-] - BREDA - RONSA - WOODY	D7 EHV MNM 3000 BRED A MNM FL60 EH556 MNM 3000 BRED A MNM FL60 <u>initial climb</u> FL60

EIN-EHEH

5-50

SIDs RWY 21 East (RNAV Overlay)

OLNO 5K / OSGOS 3K / VELNI 2K / VEROR 5K

RWY 21 (214°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
OLNO 5K LNO 5K 123.180 ①	at D3 EHV LT 090° - at D9 EHV RT intercept QDR 124 EHN to SOPVI - intercept R352 MAS inbound to OSGOS - EDUMA - intercept R015 LNO to LNO FMS 214° <u>EH558</u> [L] - DCT EH562 - EH570 - SOPVI - OSGOS - EDUMA - LNO	D7 EHV MNM 3000 EH562 MNM 3000 initial climb FL60
OSGOS 3K 123.180	at D3 EHV LT 090° - at D9 EHV RT intercept QDR 124 EHN to SOPVI - intercept R352 MAS inbound to OSGOS FMS 214° <u>EH558</u> [L] - DCT EH562 - EH570 - SOPVI - OSGOS	D7 EHV MNM 3000 EH562 MNM 3000 initial climb FL60
VELNI 2K 123.180	at D3 EHV LT 090° - at D11 EHV LT intercept R065 BUN to VELNI FMS 214° <u>EH558</u> [L] - DCT EH562 - EH563 - VELNI	D7 EHV MNM 3000 EH562 MNM 3000 initial climb FL60
VEROR 5K 123.180	at D3 EHV LT 090° - at D5 EHV LT intercept R225 RKN inbound - at RUMER intercept R356 MAS - intercept R247 RKN inbound - at D24 RKN LT 359° via TENLI - intercept R212 EEL inbound to VEROR FMS 214° <u>EH558</u> [L] - DCT EH576 - EH577 - RUMER - BASGU - EH523 - TENLI - EH521 - VEROR	QDM 315 EHN MNM 3000 RUMER at FL60 EH577 MNM 3000 RUMER at FL60 initial climb FL60

① via AWY (U)N852: If requested FL is above FL95: OSGOS MNM FL80, EDUMA at FL100

EIN-EHEH

5-60

SIDs RWY 21 West (RNAV Overlay)

ELSIK 4K / INKET 4K / PESER 4K / REFSO 5K / TULIP 5K

RWY 21 (214°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
ELSIK 4K 123.180	at D7 EHV RT 237° - at D10 EHV LT intercept QDR 221 EHN to ELSIK FMS 214° EH560 - EH561 - ELSIK	D7 EHV MNM 3000 EH560 MNM 3000 initial climb FL60
INKET 4K 123.180	221° - at D3 EHV RT (MAX 220KT) 337° - intercept R132 RTM inbound to INKET FMS 221° <u>EH599</u> [R] - DCT EH556 [K220-] - EH554 - INKET	D7 EHV MNM 3500 INKET MAX FL50 EH556 MNM 3500 EH554 MAX FL50 INKET MAX FL50 initial climb FL50
PESER 4K 123.180	221° - at D3 EHV RT (MAX 220KT) 337° - intercept R105 HSD inbound to BREDA - PESER FMS 221° <u>EH599</u> [R] - DCT EH556 [K220-] - BREDA - PESER	D7 EHV MNM 3500 BREDA MNM FL60 EH556 MNM 3500 BREDA MNM FL60 initial climb FL60
REFSO 5K 123.180	221° - at D3 EHV RT (MAX 220KT) 337° - intercept R105 HSD via BREDA to HSD - R276 HSD to REFSO FMS 221° <u>EH599</u> [R] - DCT EH556 [K220-] - BREDA - HSD - REFSO	D7 EHV MNM 3500 BREDA MNM FL60 EH556 MNM 3500 BREDA MNM FL60 initial climb FL60
TULIP 5K 123.180	221° - at D3 EHV RT (MAX 220KT) 337° - intercept R105 HSD via BREDA to HSD - R359 HSD to TULIP FMS 221° <u>EH599</u> [R] - DCT EH556 [K220-] - BREDA - HSD - TULIP	D7 EHV MNM 3500 BREDA MNM FL60 EH556 MNM 3500 BREDA MNM FL60 initial climb FL60

WOODY 5K

RWY 21 (214°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
WOODY 5K 123.180	221° - at D3 EHV RT (MAX 220KT) 337° - intercept R105 HSD inbound - at BREDA LT intercept R078 COA inbound - at D45 COA LT intercept R026 NIK inbound to WOODY FMS 221° <u>EH599</u> [R] - DCT EH556 [K220-] - BREDA - RONSA - WOODY	D7 EHV MNM 3500 BREDA MNM FL60 EH556 MNM 3500 BREDA MNM FL60 <u>initial climb</u> FL60

EIN-EHEH

NIL

ARRIVALs

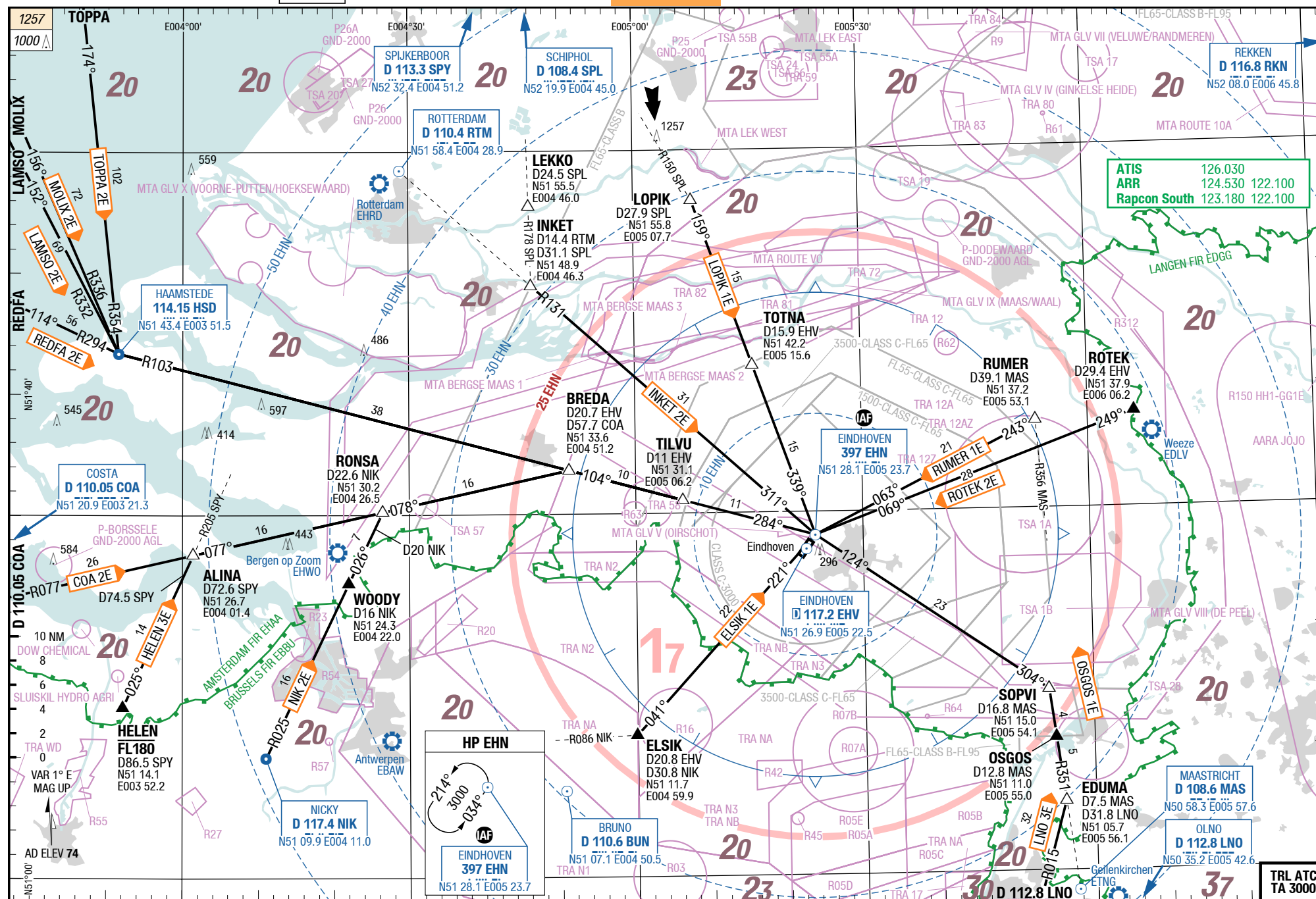
STAR

STAR

NIL

ARRIVALs

6-10



Changes: PROC, OBST, SUAs

TRL ATC
TA 3000

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13-JUL-2017

EIN-EHEH

7-10

Netherlands Eindhoven

ILS or LOC X 03 RNAV (CDA)

ILS or LOC Y 03

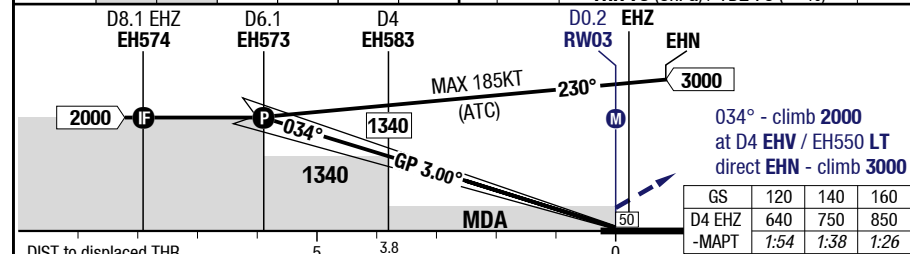
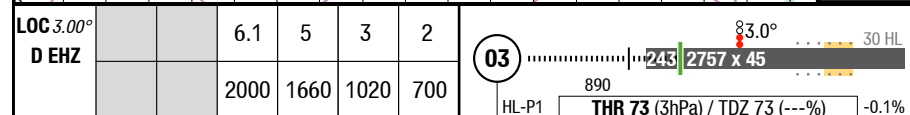
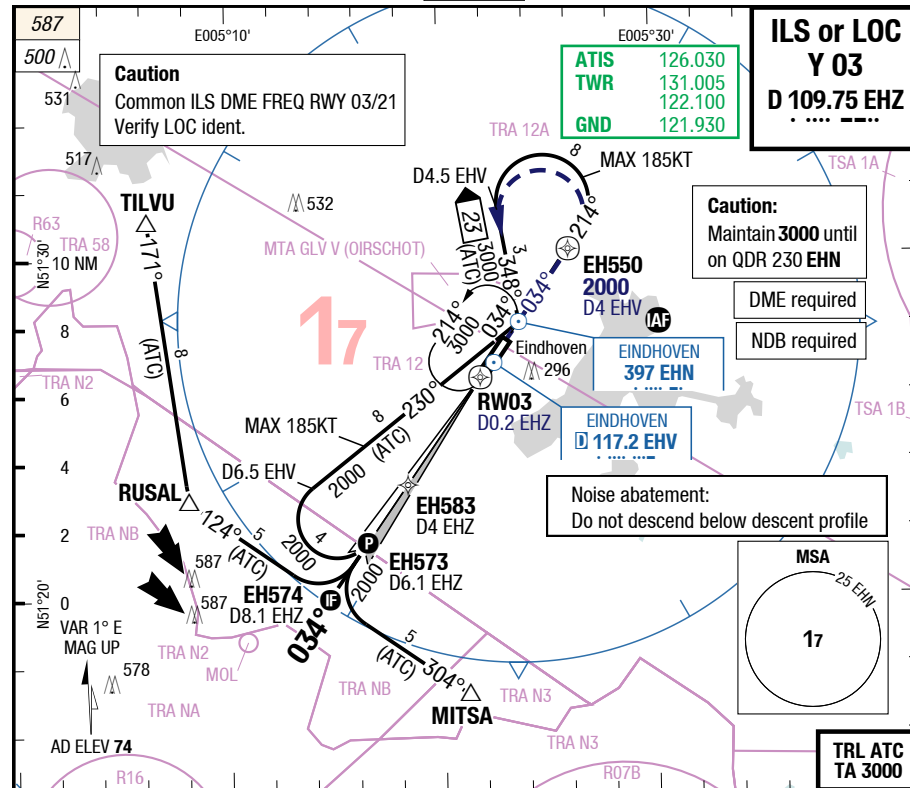
IAC

IAC

Eindhoven Netherlands

ILS or LOC X 03 RNAV (CDA)

ILS or LOC Y 03



03	Cat 1 DME ¹⁾	LOC DME			Circling
C	ft - m/km ft	200 - 550 280	350 - 900 420		Not authorized
D	ft - m/km ft	200 - 550 280	350 - 900 420		Not authorized

1) FD, AP or HGS required, else RVR 750m

Changes: OBST, Note, SUAs, Editorial

13-JUL-2017
EIN-EEH

Netherlands Eindhoven

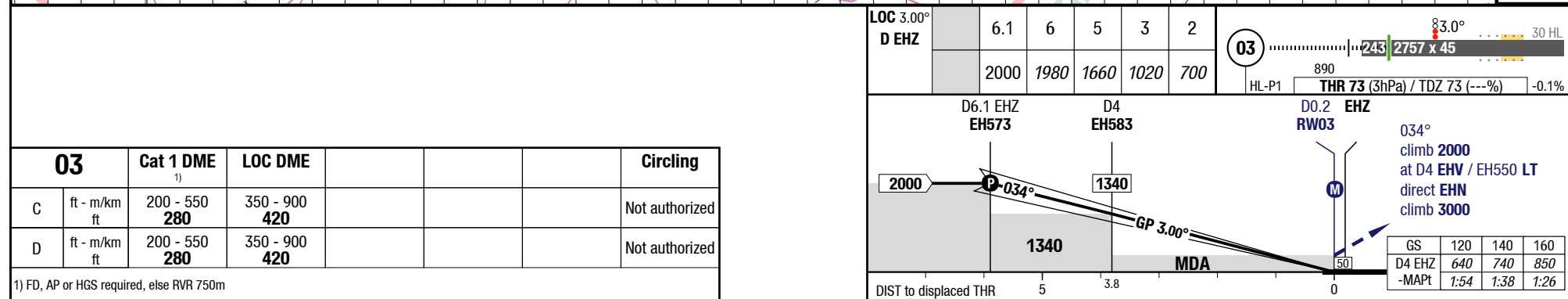
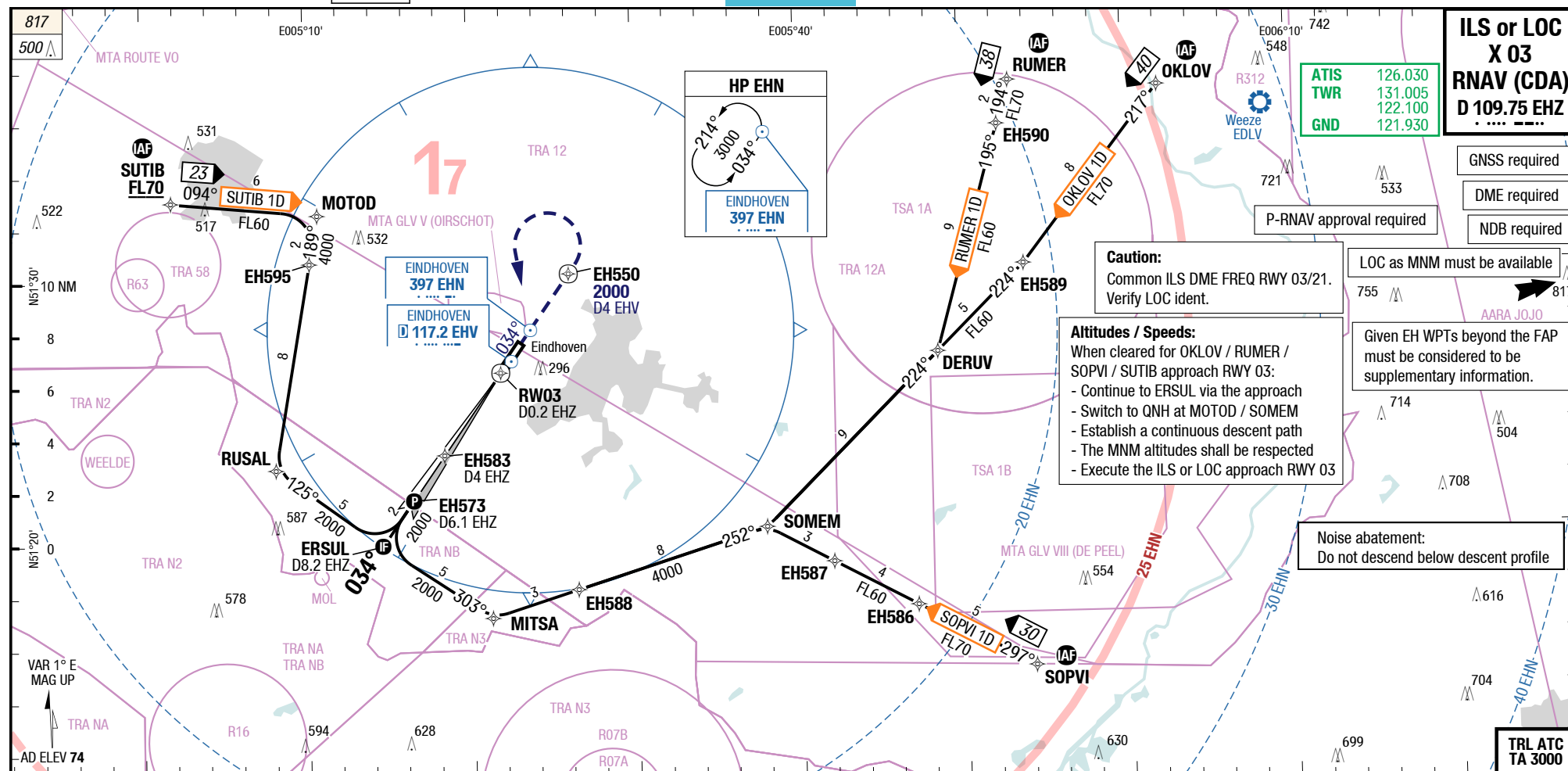
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IAC

Eindhoven Netherlands

7-20 ILS or LOC X 03 RNAV (CDA)

ILS or LOC X 03 RNAV (CDA)



13-JUL-2017

EIN-EHE

7-30

Netherlands Eindhoven

ILS or LOC X 21 RNAV (CDA)

ILS or LOC Y 21

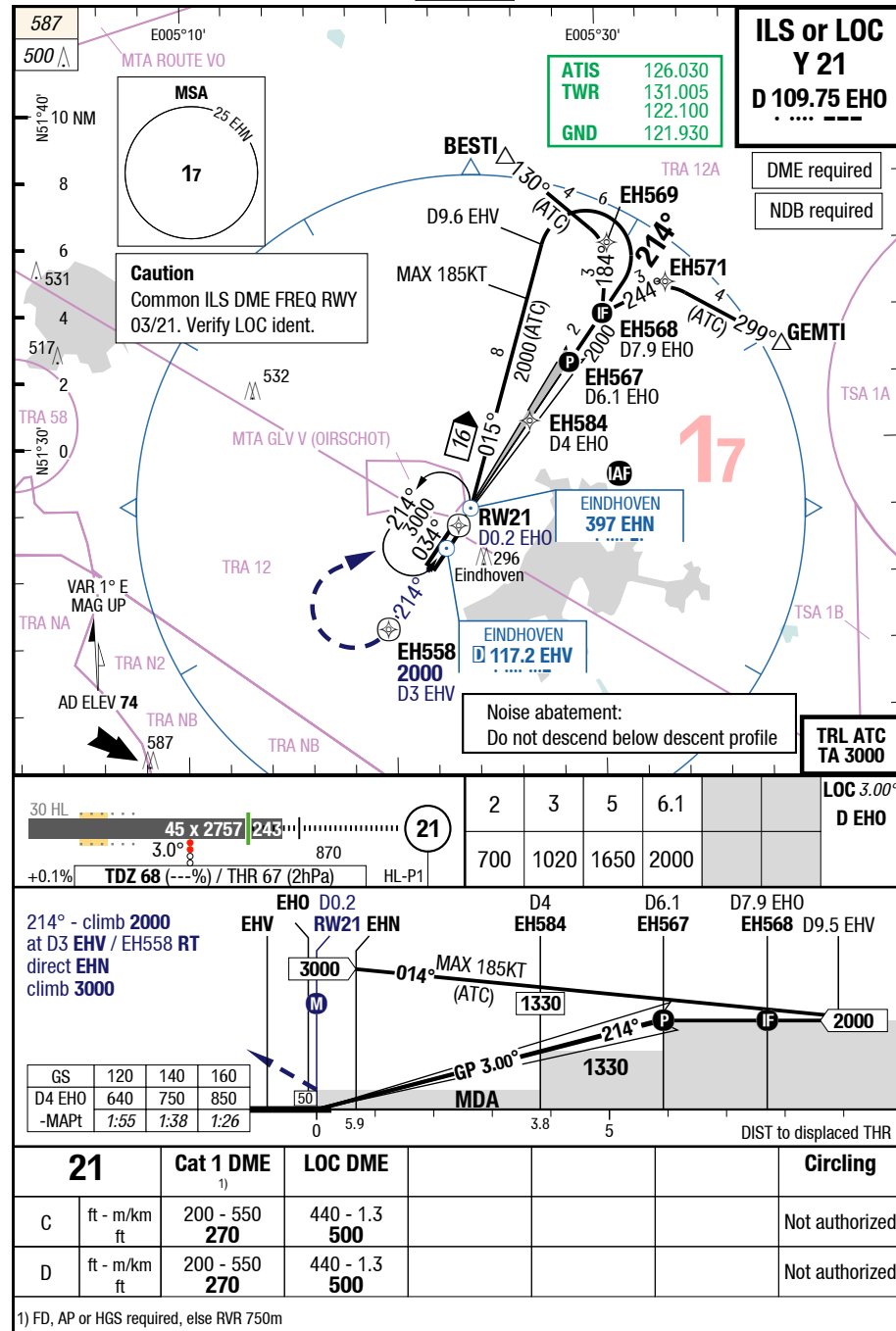
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IAC

Eindhoven Netherlands

ILS or LOC X 21 RNAV (CDA)

ILS or LOC Y 21



Changes: SUAs, Note, OBST, Editorial

EIN-EHEH

Netherlands Eindhoven

IAC

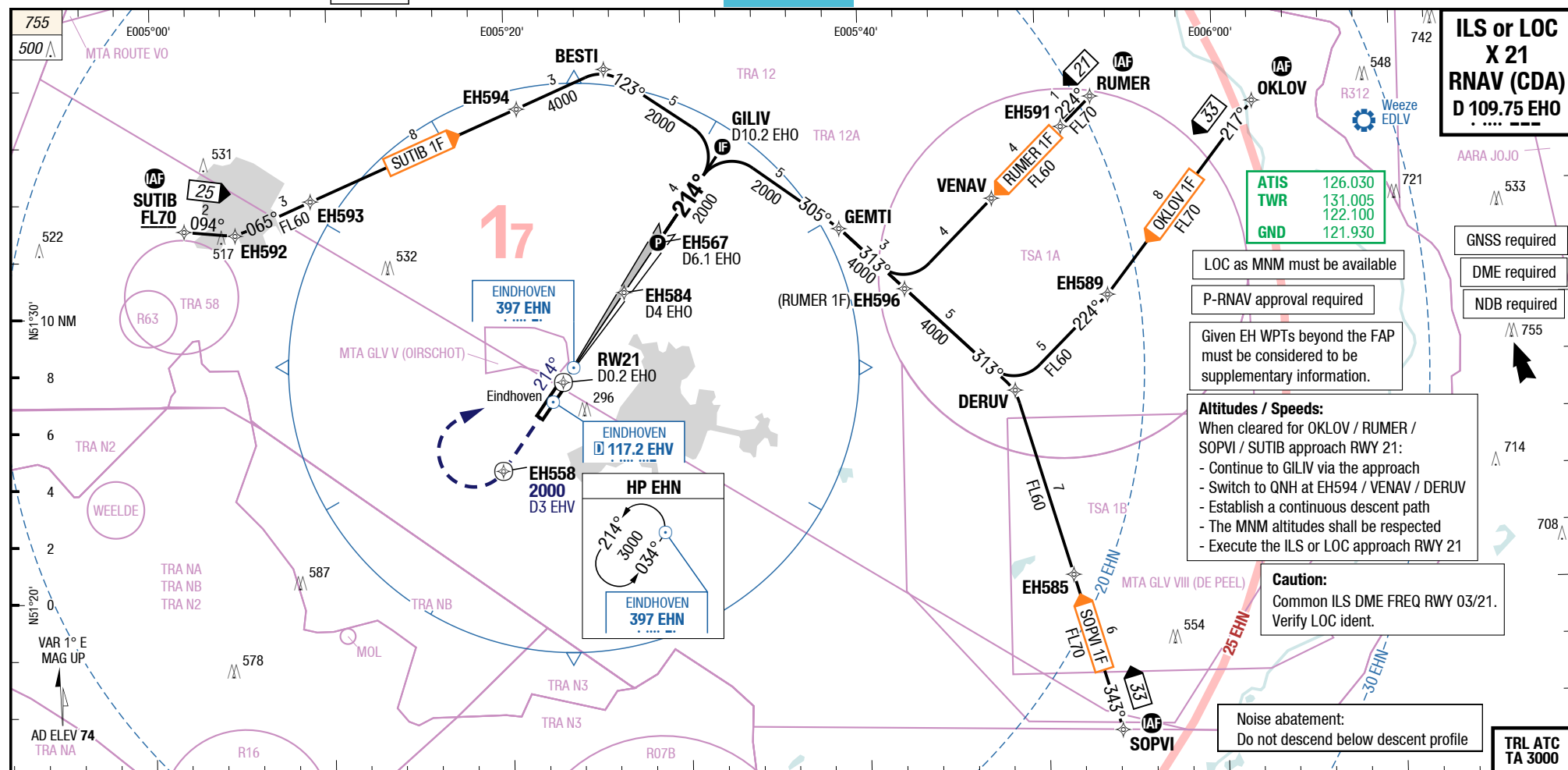
IAC

Eindhoven Netherlands

ILS or LOC X 21 RNAV (CDA)

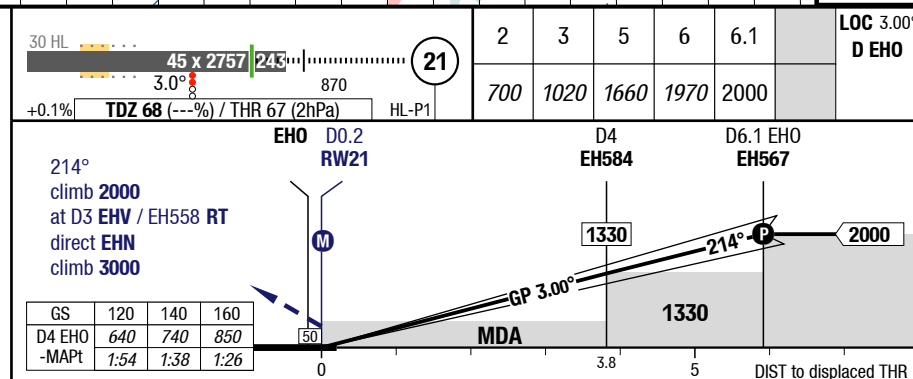
7-40

ILS or LOC X 21 RNAV (CDA)



21		Cat 1 DME 1)	LOC DME				Circling
C	ft - m/km ft	200 - 550 270	440 - 1.3 500				Not authorized
D	ft - m/km ft	200 - 550 270	440 - 1.3 500				Not authorized

1) FD, AP or HGS required, else RVR 750m



15-FEB-2018
EIN-EHEH

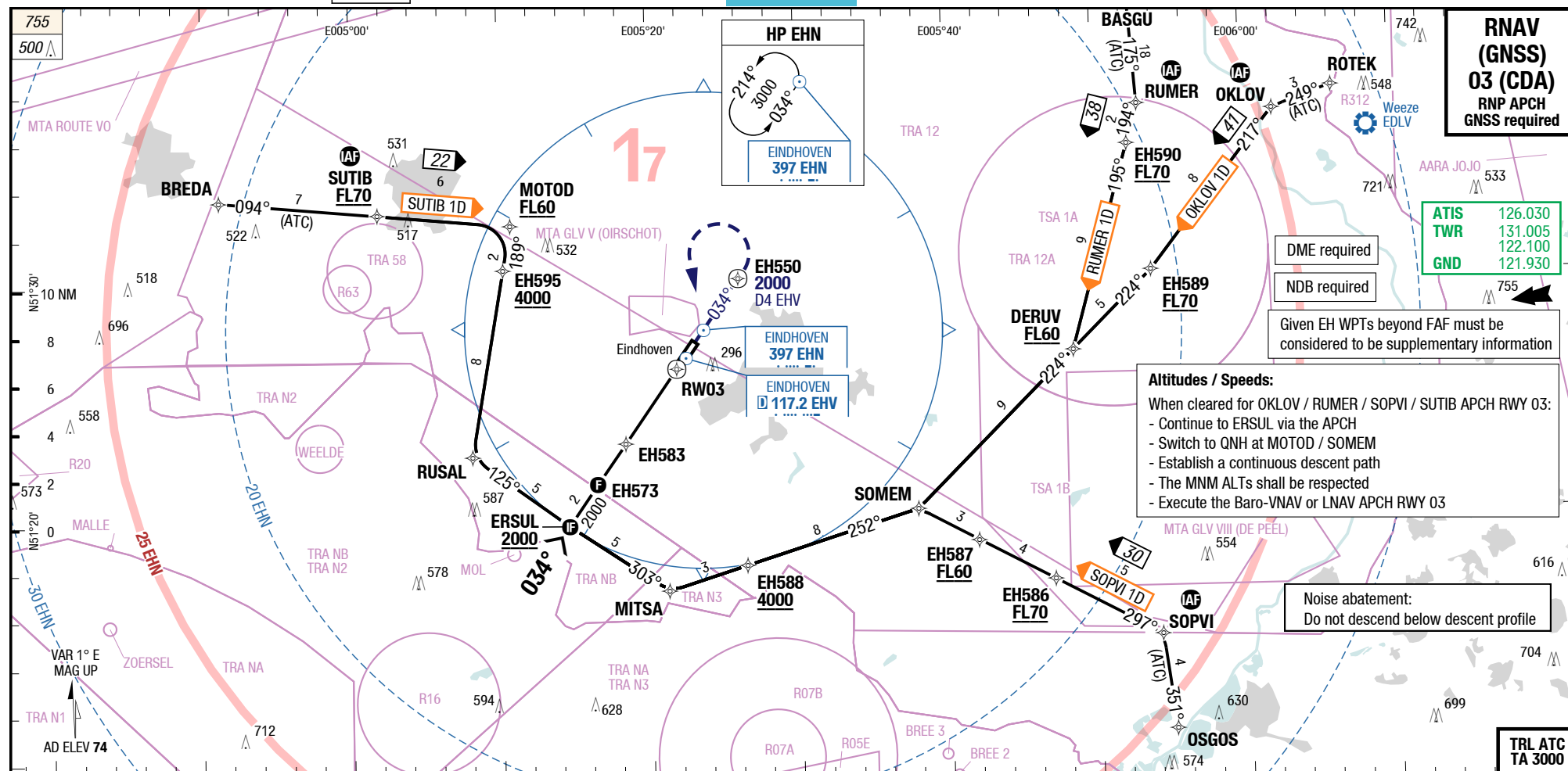
7-50

Netherlands Eindhoven
RNAV (GNSS) 21 (CDA)
RNAV (GNSS) 03 (CDA)

IAC

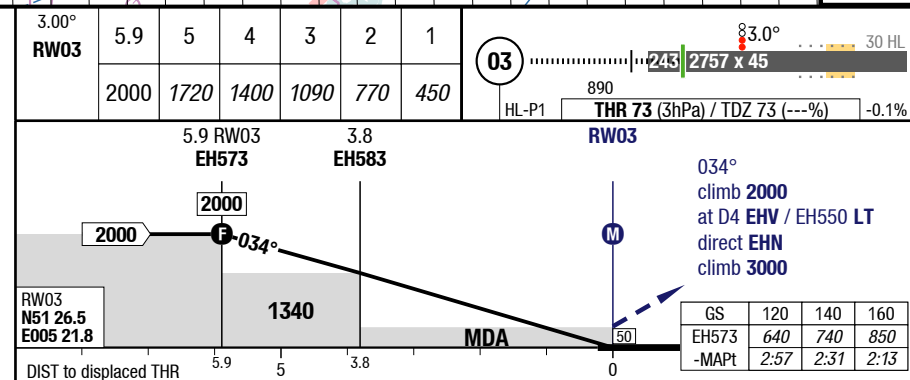
IAC

Eindhoven Netherlands
RNAV (GNSS) 21 (CDA)
RNAV (GNSS) 03 (CDA)



03	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV			Circling
C	ft - m/km 330	350 - 900 420			Not authorized
D	ft - m/km 340	350 - 900 420			Not authorized

1) Uncompensated BARO VNAV NA below -20°C (-4°F)
2) With EVS 550m



Changes: Nil

EIN-EHEH

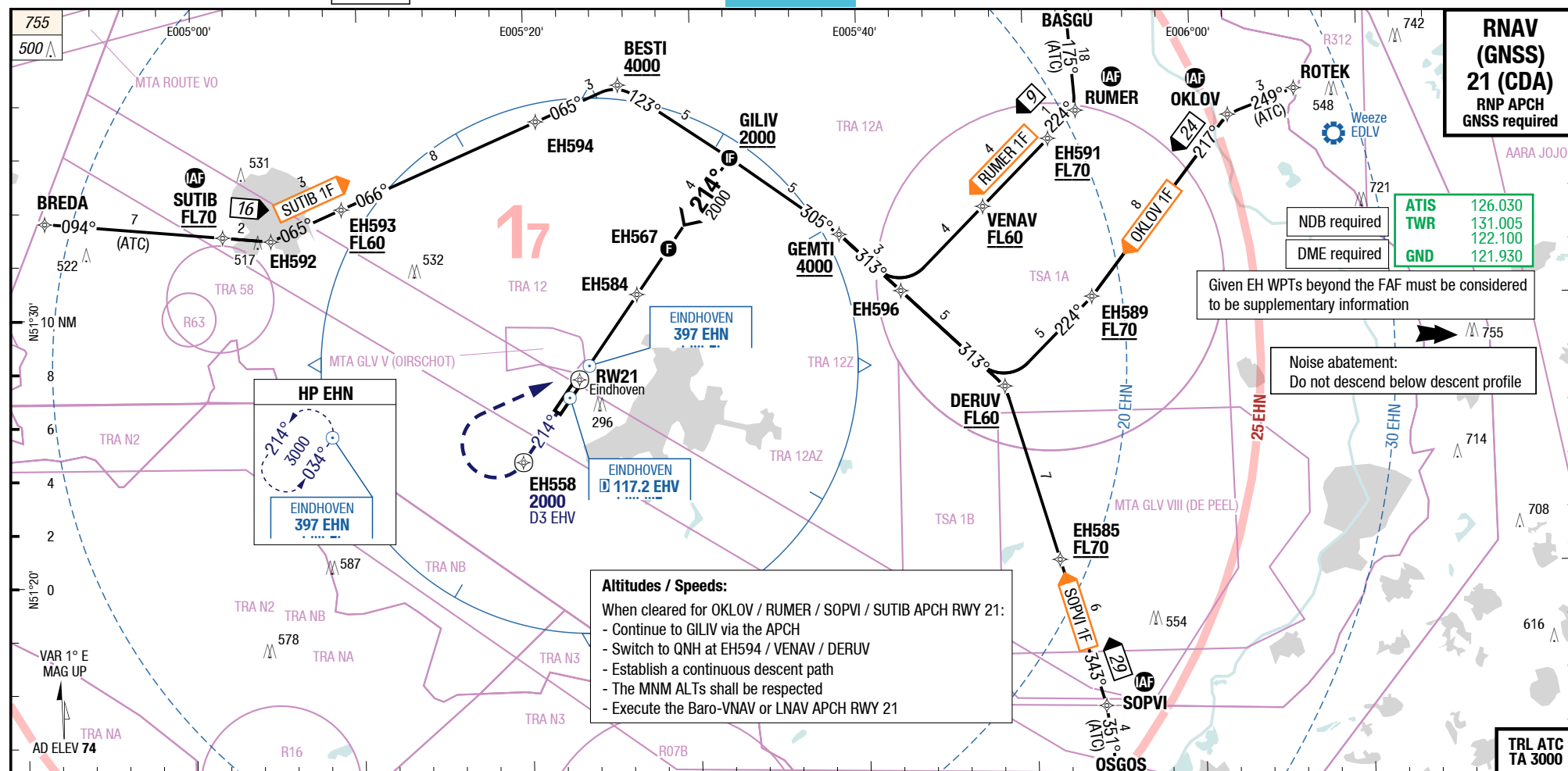
RNAV (GNSS) 21 (CDA)

IAC

IAC

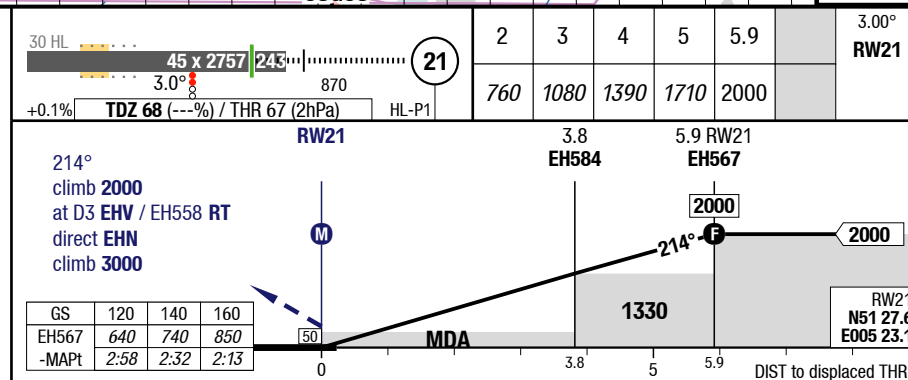
RNAV (GNSS) 21 (CDA)

7-60



21		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	290 - 750 360	390 - 1.1 450				Not authorized
D	ft - m/km ft	300 - 750 370	390 - 1.1 450				Not authorized

1) Uncompensated BARO VNAV NA below -20°C (-4°F)
2) With EVS 550m



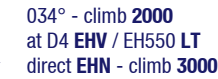
Changes: DIST, SUAs

© Lido 2018

NDB 03

DME required

03



GS	120	140	160
D4 EHV	650	750	850
-MAPt	1:42	1:28	1:17

03		NDB DME EHV					Circling
C	ft - m/km ft	420 - 1.2 490					Not authorized
D	ft - m/km ft	420 - 1.2 490					Not authorized

NDB 21

