GENERAL

Operational Hours

ATS Hours: 0500-2200‡

AD Operator Hours: 0500-2200‡, Cargo flights 0600-2200‡

Flights during night hours 2200-0500‡ are PPR from AD authority.

Airport Information

RFF: CAT 7 AVBL for PAX flights, CAT 8-9 AVBL for cargo flights.
CAT 8-9 AVBL for PAX flights 48HR PPR.

PCN: RWY 03/21: 59/F/A/W/T

Customs: H24

Operation

Low Visibility Procedure

LVP in force when VIS at or below 2000m and CEIL at or below 300ft. Four low VIS phases are recognized. During phase A MNM separation will be increased. During other phases also the RWY use will be restricted.

Do not REQ start-up permission unless the RVR values for the TKOF RWY are above the TKOF MIN for the FLT. Be informed about the RVR MIN that apply to the FLT, so that you can readily respond to REQs about these MINs.

RWY Restriction

180° turns not allowed on RWY 03/21 for ACFT with MTOM 50t / 110231lbs or more when TEMP is 18°C or higher.

The turnpad 1 shall not be used:
- outside daylight
- by ACFT code letter E and F (when wingspan exceeds 52m / 171ft)
- when LVP in operation

Jet ACFT doing a 180° turn on turnpad 2 shall keep PWR setting below breakaway thrust.

Take into account the loss of RWY length for calculation of TKOF weight.

TWY Restrictions

TWY W3 and W4 MAX wingspan 36m / 118ft, except when instructed by ATC.

TWY W MAX wingspan 45m / 148ft.

Taxi/Parking

Guidance to parking on all APNs by marshaller.
General APN AVBL for nose-in parking of jet ACFT with MTOM of 50t / 110231lbs.

Warnings

Uncontrolled VFR TFC in TMA below FL95.

ARRIVAL

Communication

COM Failure

Inbound CLR not received: Proceed according current FPL to NW NDB. Maintain last cleared and acknowledged FL. Commence descent in HLDG to 3000ft at or as near as possible to ETO over NW NDB. After reaching 3000ft leave NW NDB and carry out instrument APCH to received and acknowledged RWY, or LDG RWY according ATIS.

Inbound CLR received

- **TFC via STAR:** Proceed according current FPL to NW NDB. Maintain last cleared and acknowledged FL. Commence descent in HLDG to 3000ft, if applicable, at EAT last received and acknowledged. When no EAT has been received and acknowledged, descent to 3000ft at or as near as possible to ETO over HLDG. After reaching 3000ft leave NW NDB and carry out instrument APCH to assigned RWY, or LDG RWY according ATIS.
- **TFC outside STAR:** Proceed to NW NDB along specified inbound CLR route. Maintain last cleared and acknowledged FL. Commence descent in HLDG to 3000ft, if applicable. After reaching 3000ft leave NW NDB and carry out instrument APCH to assigned RWY, or LDG RWY according ATIS.

Radar vectored to final APCH

Continue at last received and acknowledged radar HDG and maintain last received ALT/FL. After 3min proceed to NW. Descend in HLDG pattern and carry out an instrument APCH.

MISAP in case of COM failure during instrument APCH

RWY 21: Magnetic track 212° and climb to 3000ft. At D3.4 BKN turn left to magnetic track 130°. When passing 2300ft turn left to NW. Cross NW at 3000ft and hold or execute an instrument APCH.

RWY 03: Magnetic track 032° to NW and climb to 3000ft. Cross NW at 3000ft and execute an instrument APCH.

MISAP in case of COM failure during visual APCH

Turn and intercept landing RWY CL. When visual, remain visual and execute an other circuit. When unable to remain visual, climb to 3000ft. When passing 2300ft start the shortest climbing turn to NW. Cross NW at 3000ft and hold or execute an instrument APCH.

MISAP in case of COM failure while circling to land

Turn and intercept landing RWY CL while climbing to 3000ft. When passing 2300ft start the shortest climbing turn to NW. Cross NW at 3000ft and hold or execute an instrument APCH.

ARRIVAL

Arrival Procedure

ARR Notes
MODRU STAR: Only for DEP from EDLN.
OSGOS STAR: Only for DEP within Amsterdam FIR.
RUMER STAR: Only for DEP from EHGG.

RWY 21: No APCH shall be made at an angle of less than 5.2% / 3° if no ILS is AVBL.

Visual APCH
Only allowed or offered when VIS MNM 5km and ceiling 1500ft AMSL. To minimise noise intercept final at an ALT of at least 1400ft AMSL.

VFR Traffic Pattern
RWY 03 right-hand circuit, ALT 1800ft.

RNAV APCH Procedures
Special APCH based on RNAV can be initiated by ATC in order to reduce noise, 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 APCH segment.
CLRs and ALTs:
- These APCH start at a RNAV waypoint provided with fiveletter designator.
- RNAV PROCs provide a lateral route onto final APCH.
- ALTs and IAS will be as instructed by ATC.
- APCH CLR includes CLR to execute the ILS APCH and intercept the GP from the last instructed ALT.

DEPARTURE

Take-off Minima

RWY		21	
All ACFT	ft - m/km	0 - 75R	-
RWY		03	
All ACFT	ft - m/km	0 - 125R	-

Speed

MAX IAS 250KT below FL100, irrespective of ICAO airspace class.

Departure Procedure

Intersection TKOF
RWY 03: intersection TKOF AVBL at W4.
RWY 21: intersection TKOF AVBL at E2, W3 and W4.

Noise Abatement Procedure: Climb as rapidly as possible to 2000ft.

DEPARTURE

DEP Notes

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

VEROR 4A/4B: Only for ACFT with DEST EHGG, MAX FL95.

PESER 2A/2B: Only for ACFT with DEST EHAM, MAX FL75.

NORVENICH 1A/1B: Only for ACFT with DEST EDDK.

ATC, Slot, Clearance

Start-up

REQ start-up CLR when fully ready to Beek DLV. Report:

- Call-sign
- PSN
- ATIS Info
- Flight rules
- DEST

ACFT departing to Belgium or Germany may REQ start-up before ready. Report: DEST and time when ready to start ENGs.

De-Icing

AVBL

07-JUN-2018

MST-EHBK

Netherlands **Maastricht** Maastricht/Aachen

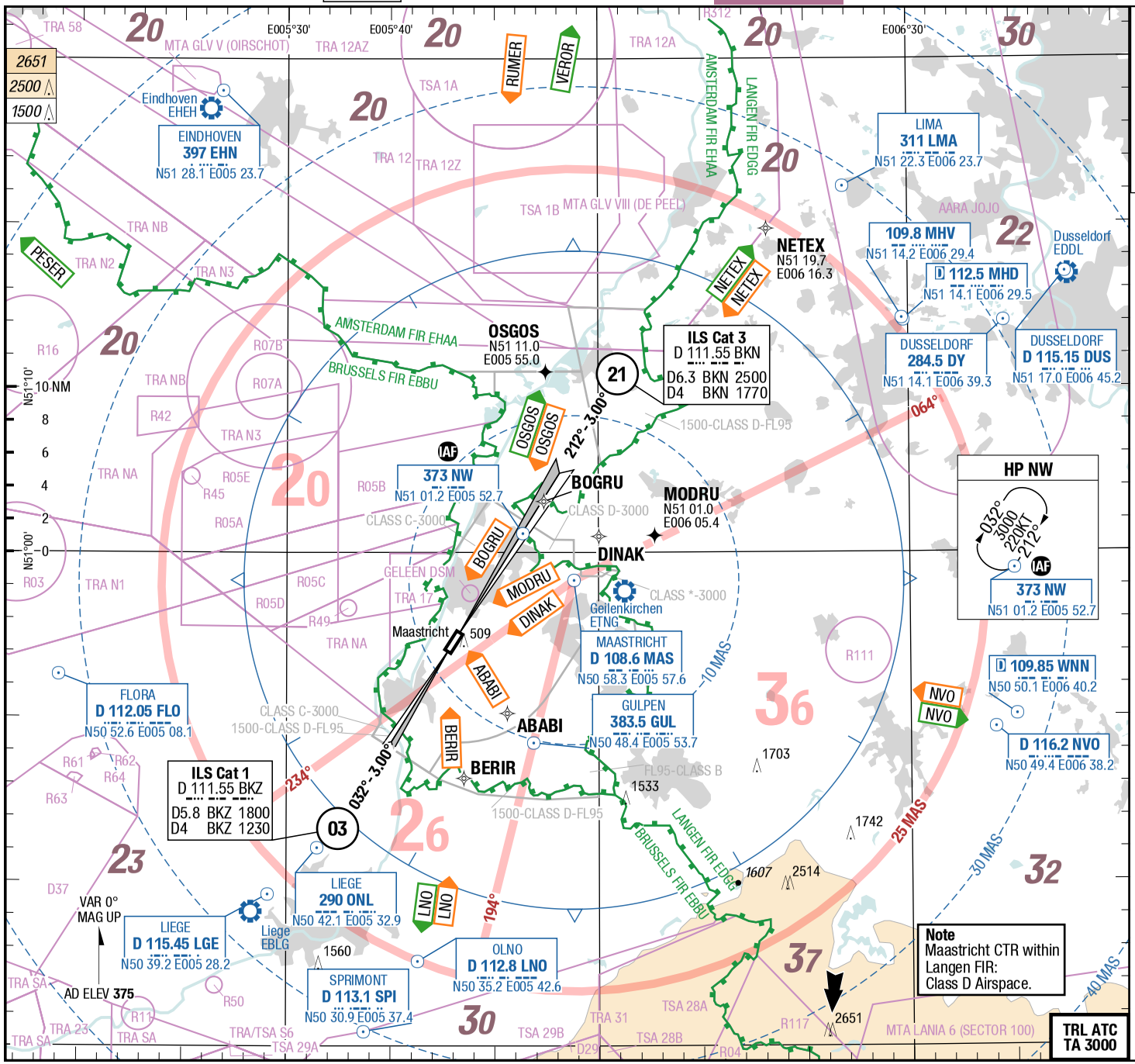
2-10

AGC **AFC**

AFC AFC

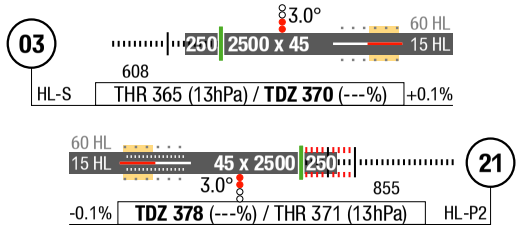
Maastricht/Aachen **Maastricht** Netherlands

AGC **AFC**

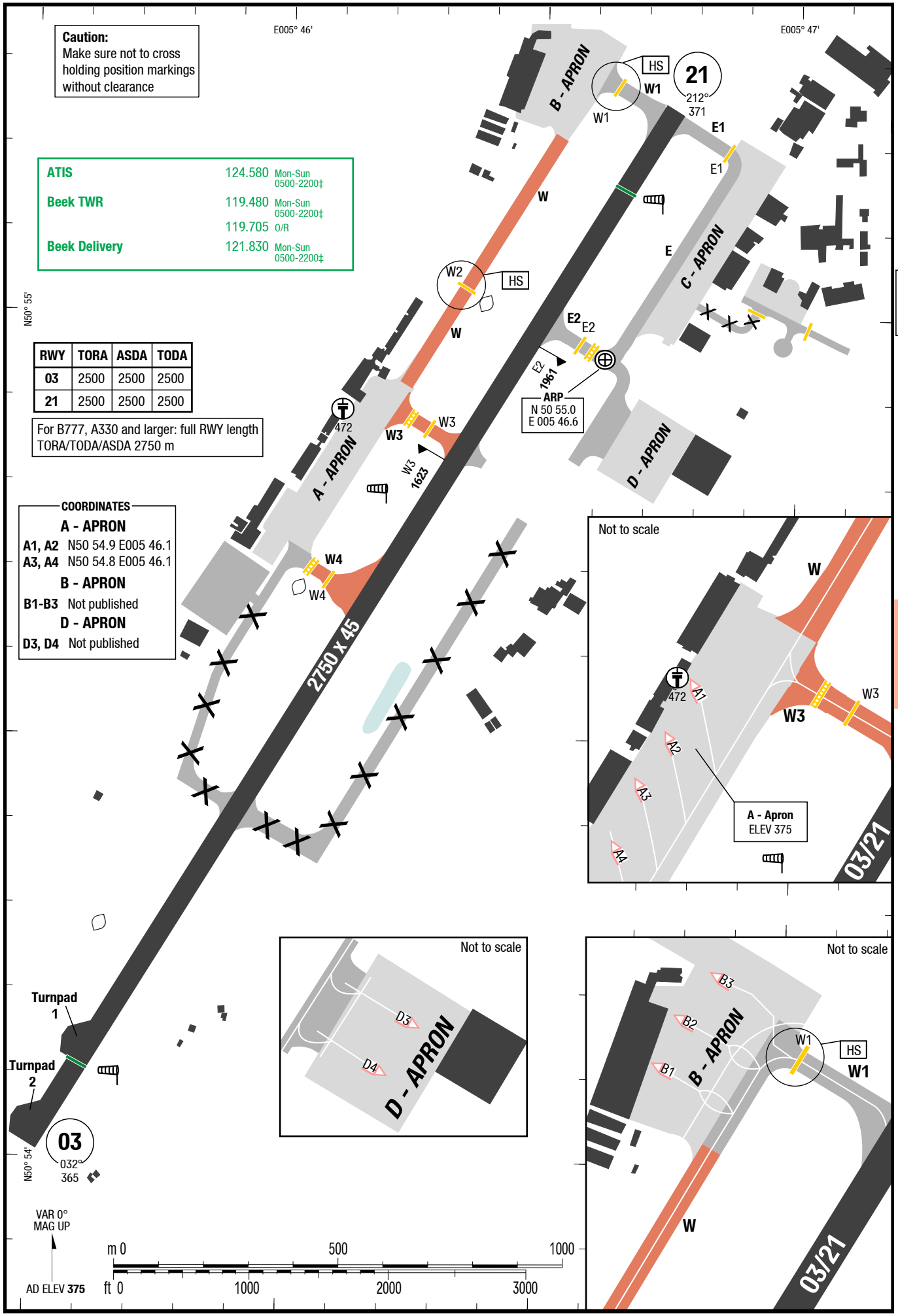


ATIS	124.580	Mon-Sun 0500-2200‡
Beek APP	123.980	Mon-Sun 0500-2200‡
	120.205	O/R
Beek TWR	119.480	Mon-Sun 0500-2200‡
	119.705	O/R
Beek Delivery	121.830	Mon-Sun 0500-2200‡

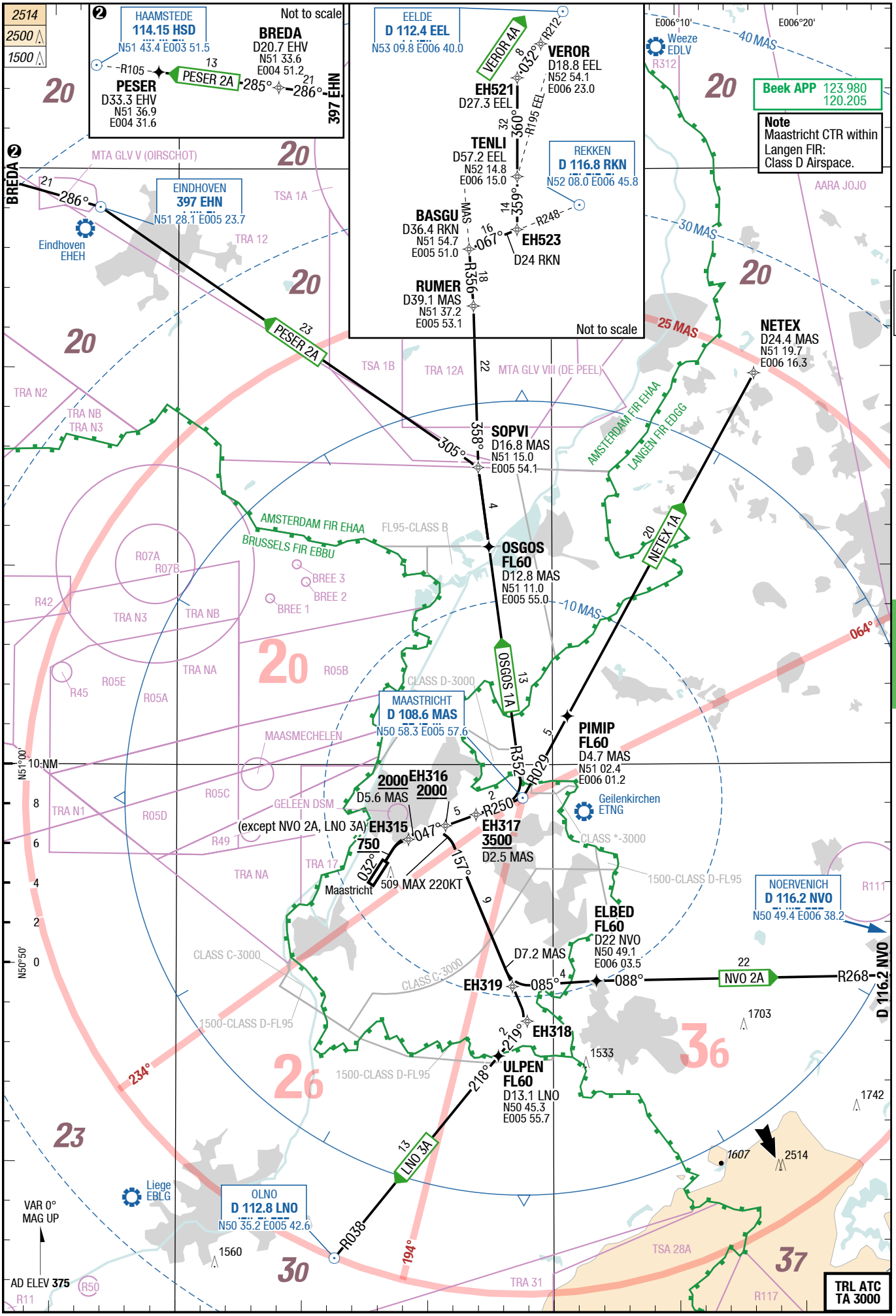
Landing RWY system:

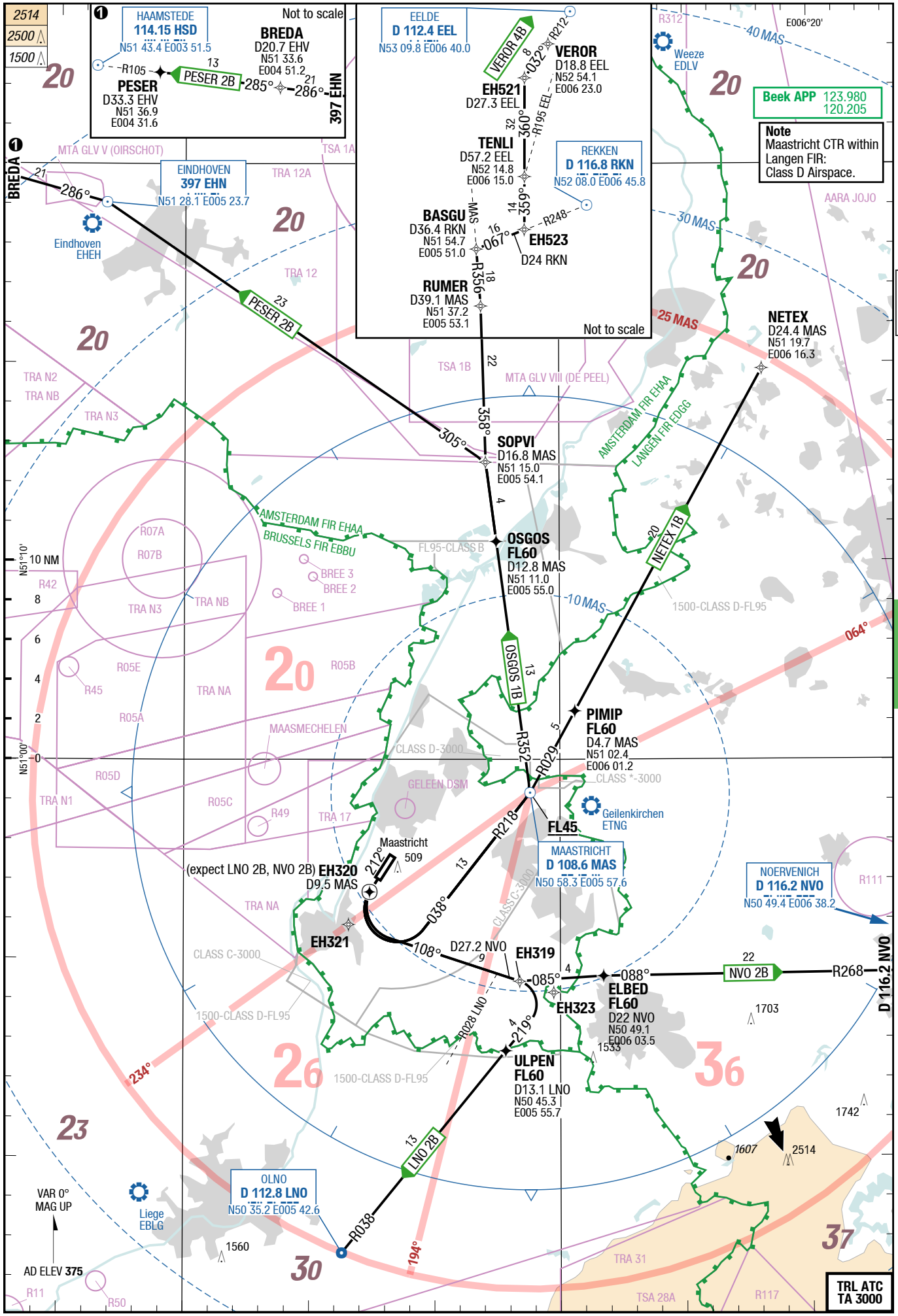


Changes: Nil


Caution:
Make sure not to cross holding position markings without clearance
E005° 46'
E005° 47'
N50° 55'
N50° 54'
ATIS 124.580 Mon-Sun 0500-2200‡
Beek TWR 119.480 Mon-Sun 0500-2200‡
119.705 O/R
Beek Delivery 121.830 Mon-Sun 0500-2200‡
RWY TORA ASDA TODA
03 2500 2500 2500
21 2500 2500 2500
For B777, A330 and larger: full RWY length
TORA/TODA/ASDA 2750 m
COORDINATES
A - APRON
A1, A2 N50 54.9 E005 46.1
A3, A4 N50 54.8 E005 46.1
B - APRON
B1-B3 Not published
D - APRON
D3, D4 Not published
B - APRON
HS
W1
21
212°
371
E1
W
W2
E
C - APRON
E2
1961
ARP
N 50 55.0
E 005 46.6
D - APRON
472
A - APRON
W3
1623
W4
2750 x 45
Turnpad 1
Turnpad 2
03
032°
365
VAR 0°
MAG UP
AD ELEV 375
m 0 500 1000
ft 0 1000 2000 3000
Not to scale
A - Apron
ELEV 375
A1
A2
A3
A4
03/21
D3
D4
B1
B2
B3

Changes: Track




Not to scale
HAAMSTEDE
114.15 HSD
N51 43.4 E003 51.5
BREDA
D20.7 EHV
N51 33.6
E004 51.2
PESER
D33.3 EHV
N51 36.9
E004 31.6
PESER 2B
397 EHN
EELDE
D 112.4 EEL
N53 09.8 E006 40.0
VERUR 4B
VEROR
D18.8 EEL
N52 54.1
E006 23.0
EH521
D27.3 EEL
TENLI
D57.2 EEL
N52 14.8
E006 15.0
REKKEN
D 116.8 RKN
N52 08.0 E006 45.8
BASGU
D36.4 RKN
N51 54.7
E005 51.0
EH523
D24 RKN
RUMER
D39.1 MAS
N51 37.2
E005 53.1
Not to scale
Beek APP 123.980
120.205
Note
Maastricht CTR within
Langen FIR:
Class D Airspace.
EINDHOVEN
397 EHN
N51 28.1 E005 23.7
Eindhoven
EHEH
BREDA
PESER 2B
SOPVI
D16.8 MAS
N51 15.0
E005 54.1
OSGOS
FL60
D12.8 MAS
N51 11.0
E005 55.0
OSGOS 1B
NETEX
D24.4 MAS
N51 19.7
E006 16.3
NETEX 1B
PIMIP
FL60
D4.7 MAS
N51 02.4
E006 01.2
FL45
Geilenkirchen
ETNG
MAASTRICHT
D 108.6 MAS
N50 58.3 E005 57.6
Maastricht
509
(expect LNO 2B, NVO 2B)
EH320
D9.5 MAS
EH321
EH319
D27.2 NVO
EH323
ELBED
FL60
D22 NVO
N50 49.1
E006 03.5
ULPEN
FL60
D13.1 LNO
N50 45.3
E005 55.7
LNO 2B
NVO 2B
NOERVENICH
D 116.2 NVO
N50 49.4 E006 38.2
OLNO
D 112.8 LNO
N50 35.2 E005 42.6
Liege
EBLG
Weeze
EDLV
VAR 0°
MAG UP
AD ELEV 375
TRL ATC
TA 3000
AMSTERDAM FIR EHAA
BRUSSELS FIR EBBU
AMSTERDAM FIR EHAA
LANGEN FIR EDGG
MTA GLV V (OIRSCHOT)
MTA GLV VIII (DE PEEL)
TSA 1A
TSA 1B
TSA 28A
TRA 12A
TRA 12
TRA N2
TRA NB
TRA N3
TRA NA
TRA 17
TRA N1
TRA 31
R07A
R07B
R05E
R05A
R05B
R05D
R05C
R45
R49
R42
R11
R50
R111
R117
R312
AARA JOJO
BREE 3
BREE 2
BREE 1
MAASMECHELEN
GELEEN DSM
CLASS D-3000
CLASS C-3000
CLASS *-3000
FL95-CLASS B
1500-CLASS D-FL95
40 MAS
30 MAS
25 MAS
10 MAS
E006°20'
N51°10'
N51°00'
10 NM
064°
234°
194°
1560
1607
1703
1533
1742
2514
20
26
36
23
30
37

NETEX 1A / NOERVENICH 2A / OLNO 3A

RWY 03 (032°)

When passing 2000, contact Beek APP.

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600
10.3%	ft/MIN	1300	1600	1900	2200	2600	2900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
NETEX 1A 10.3% to 3500 **123.980** ①②	at MNM **750 RT** 047° intercept R250 **MAS** to **MAS** - R029 **MAS** to NETEX **FMS** [A750+ ;R] - EH315 - EH317 - MAS - PIMIP - NETEX	D2.5 **MAS** MNM **3500** D4.7 **MAS** at **FL60** EH317 MNM **3500** PIMIP at **FL60** Initial climb **FL60**
NOERVENICH 2A **NVO 2A** **123.980**	at MNM **750 RT** 047° - at D5.6 **MAS RT** (MAX 220KT) 157° - at 7.2 **MAS LT** 085° to ELBED -intercept R268 **NVO** to **NVO** **FMS** [A750+ ;R] - EH316 [K220-]- EH319 - ELBED - NVO	D5.6 **MAS** MNM **2000** D22 **NVO** at **FL60** EH316 MNM **2000** ELBED at **FL60** Initial climb **FL60**
OLNO 3A **LNO 3A** 5.8% to FL60 **123.980** ③④	at MNM **750 RT** 047° - at D5.6 **MAS RT** (MAX 220KT) 157° intercept R038 **LNO** to **LNO** **FMS** [A750+ ;R] - EH316 [K220-]- EH318 - ULPEN - LNO	D5.6 **MAS** MNM **2000** D13.1 **LNO** at **FL60** EH316 MNM **2000** ULPEN at **FL60** Initial climb **FL60**

① If unable to cross D2.5 MAS MNM 3500, inform ATC before departure.

② Climb gradient 10.3% due glider activities.

③ If unable to cross ULPEN at FL60, inform ATC before departure.

④ Climb gradient 5.8% due airspace structure.

OSGOS 1A / PESER 2A / VEROR 4A
RWY 03 (032°)

When passing 2000, contact Beek APP.

	GS	120	150	180	210	240	270
10.3%	ft/MIN	1300	1600	1900	2200	2600	2900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 03	
OSGOS 1A 10.3% to 3500 **123.980** ①②	at MNM **750 RT** 047° intercept R250 **MAS** inbound - at D2.5 **MAS LT** intercept R352 **MAS** to OSGOS **FMS** [A750+ ;R] - EH315 - EH317 - MAS - OSGOS	D2.5 **MAS** MNM **3500** OSGOS at **FL60** EH317 MNM **3500** OSGOS at **FL60** initial climb **FL60**
PESER 2A 10.3% to 3500 **123.980** ①②	at MNM **750 RT** 047° intercept R250 **MAS** inbound - at D2.5 **MAS LT** intercept R352 **MAS** to OSGOS - at SOPVI **LT** intercept QDM 305 **EHN** to **EHN** - intercept R105 **HSD** inbound to BREDA - PESER **FMS** [A750+ ;R] - EH315 - EH317 - MAS - OSGOS - SOPVI - EHN - BREDA - PESER	D2.5 **MAS** MNM **3500** OSGOS at **FL60** EH317 MNM **3500** OSGOS at **FL60** initial climb **FL60**
VEROR 4A 10.3% to 3500 **123.980** ①②	at MNM **750 RT** 047° intercept R250 **MAS** inbound - at D2.5 **MAS LT** intercept R352 **MAS** to OSGOS - SOPVI - at RUMER intercept R356 **MAS** - intercept R248 **RKN** inbound - at D24 **RKN LT** 359° - at TENLI **RT** 360° intercept R212 **EEL** inbound to VEROR **FMS** [A750+ ;R] - EH315 - EH317 - MAS - OSGOS - SOPVI - RUMER - BASGU - EH523 - TENLI - EH521 - VEROR	D2.5 **MAS** MNM **3500** OSGOS at **FL60** EH317 MNM **3500** OSGOS at **FL60** initial climb **FL60**

① If unable to cross D2.5 MAS MNM 3500, inform ATC before departure.

② Climb gradient 10.3% due glider activities.

Changes: Track

MST-EHBK

5-30 **SIDs RWY 21 (RNAV Overlay)**

NETEX 1B / NOERVENICH 2B / OLNO 2B / OSGOS 1B

RWY 21 (212°)

When passing 2000, contact Beek APP.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
NETEX 1B **123.980**	at D9.5 **MAS LT** intercept R218 **MAS** to **MAS** - R029 **MAS** to NETEX **FMS** EH320 - MAS - PIMIP - NETEX	**MAS** MNM **FL45** D4.7 **MAS** at **FL60** **MAS** MNM **FL45** PIMIP at **FL60** initial climb **FL60**
NOERVENICH 2B **NVO 2B** **123.980**	at D9.5 **MAS LT** 108° - at D27.2 **NVO LT** 085° to ELBED - intercept R268 **NVO** to **NVO** **FMS** EH321 - EH319 - ELBED - NVO	D22 **NVO** at **FL60** ELBED at **FL60** initial climb **FL60**
OLNO 2B **LNO 2B** 6.6% to FL60 **123.980** ①②	at D9.5 **MAS LT** 108° - crossing R028 **LNO RT** intercept R038 **LNO** to **LNO** **FMS** EH321 - EH323 - ULPEN - LNO	D13.1 **LNO** at **FL60** ULPEN at **FL60** initial climb **FL60**
OSGOS 1B **123.980**	at D9.5 **MAS LT** intercept R218 **MAS** to **MAS** - R352 **MAS** to OSGOS **FMS** EH320 - MAS - OSGOS	**MAS** MNM **FL45** OSGOS at **FL60** **MAS** MNM **FL45** OSGOS at **FL60** initial climb **FL60**

① If unable to cross ULPEN at FL60, inform ATC before departure.

② Climb gradient 6.6% due airspace structure.

MST-EHBK

SIDs RWY 21 (RNAV Overlay)

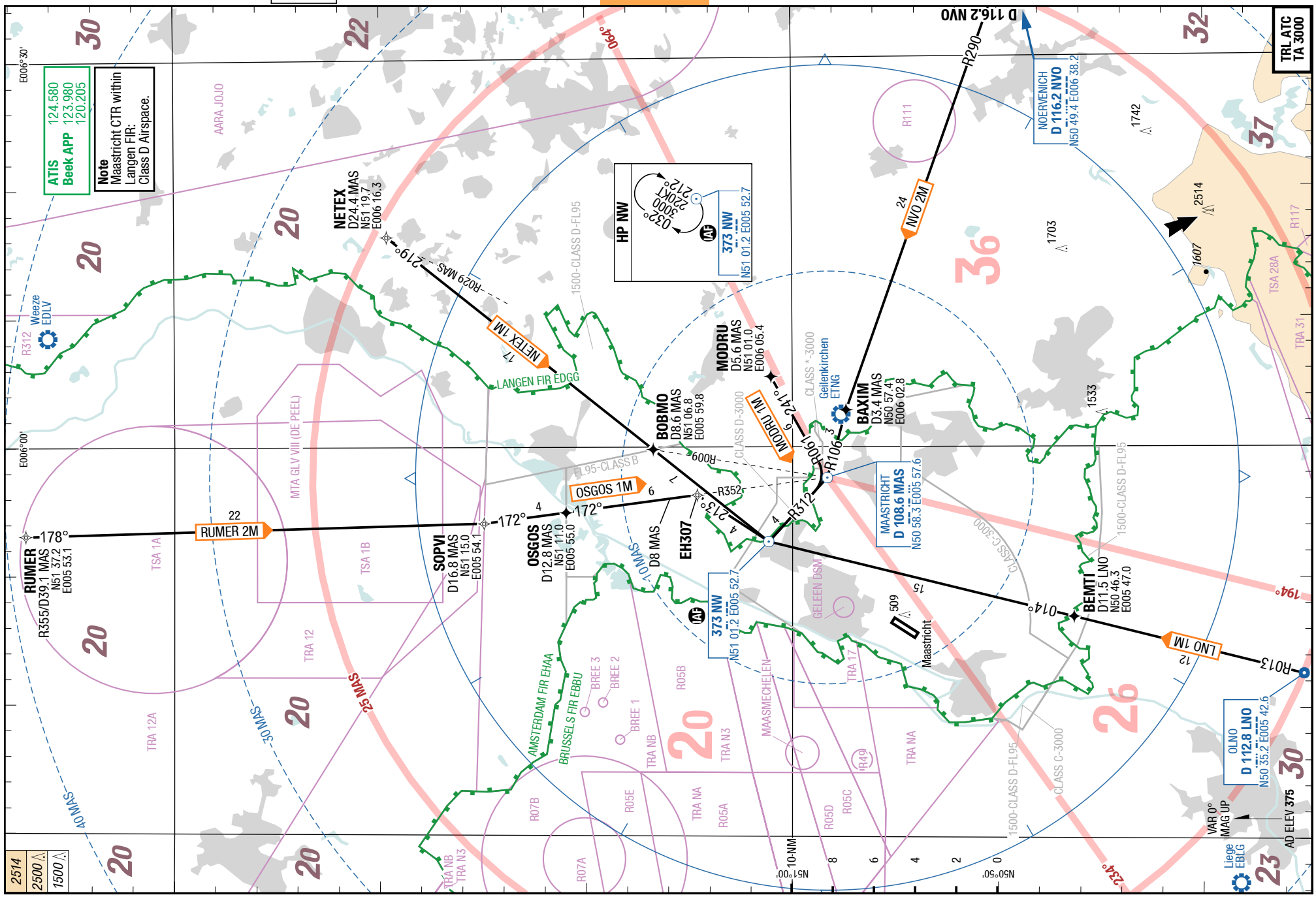
PESER 2B / VEROR 4B

RWY 21 (212°)

When passing 2000, contact Beek APP.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 21	
PESER 2B **123.980**	at D9.5 **MAS LT** intercept R218 **MAS** to **MAS** - R352 **MAS** to OSGOS - at SOPVI **LT** intercept QDM 305 **EHN** to **EHN** - intercept R105 **HSD** inbound to BREDA - PESER **FMS** EH320 - MAS - OSGOS - SOPVI - EHN - BREDA - PESER	**MAS** MNM **FL45** OSGOS at **FL60** **MAS** MNM **FL45** OSGOS at **FL60** Initial climb **FL60**
VEROR 4B **123.980**	at D9.5 **MAS LT** intercept R218 **MAS** to **MAS** - R352 **MAS** to OSGOS - SOPVI - at RUMER intercept R356 **MAS** - intercept R248 **RKN** inbound - at D24 **RKN LT** 359° - at TENLI **RT** 360° intercept R212 **EEL** inbound to VEROR **FMS** EH320 - MAS - OSGOS - SOPVI - RUMER - BASGU - EH523 - TENLI - EH521 - VEROR	**MAS** MNM **FL45** OSGOS at **FL60** **MAS** MNM **FL45** OSGOS at **FL60** Initial climb **FL60**

Changes: Track



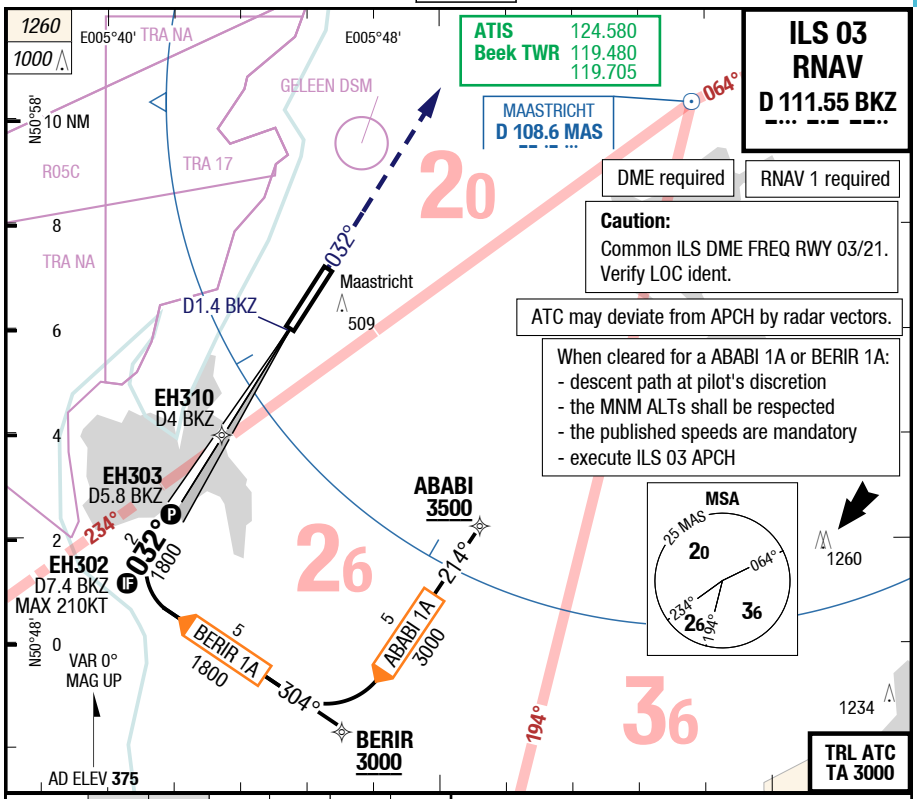
Changes: ASP, MSA, PROC, OBST, SUAs

25-JAN-2018

MST-EHBK

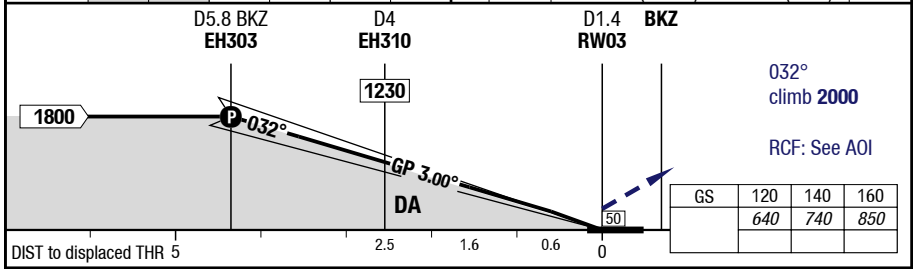
7-10

ILS 03 RNAV



D BKZ			5.8	5	3	2
			1800	*1560*	*920*	*600*

03 | 3.0° | 60 HL | 250 | 2500 x 45 | 15 HL | 608 | HL-S | THR 365 (13hPa) / **TDZ 370** (---%) | +0.1%

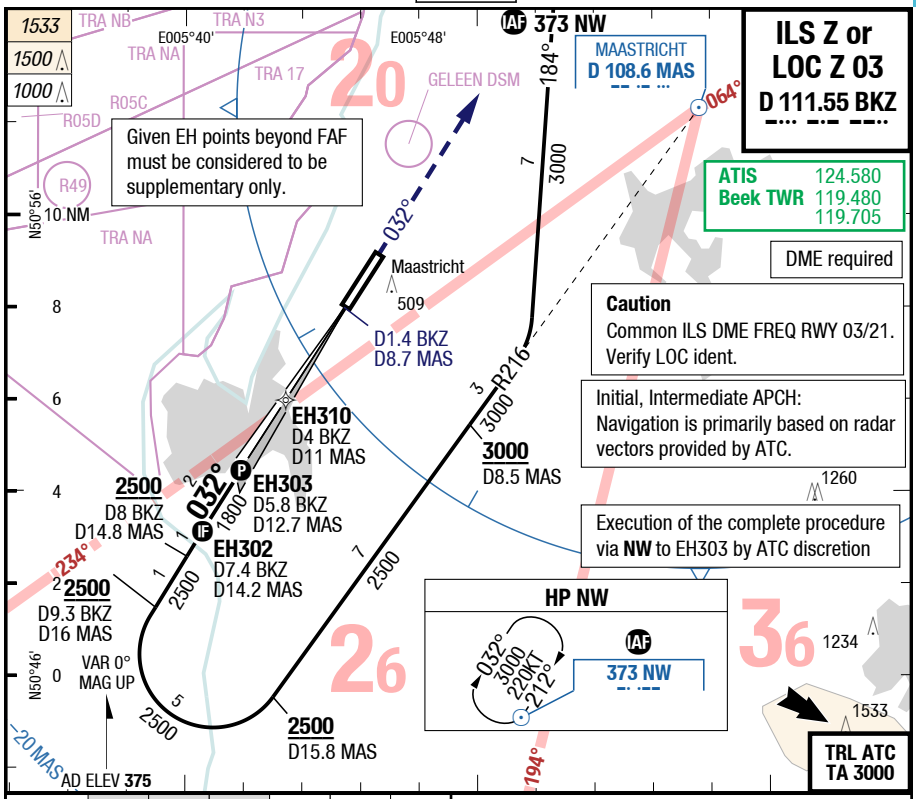


GS	120	140	160
	640	*740*	*850*

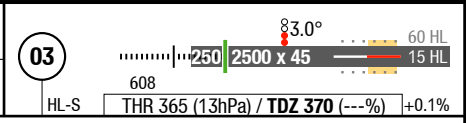
03		Cat 1 DME 1)					Circling
C	ft - m/km ft	200 - 750 **570**					800 - 2.4V **1170**
D	ft - m/km ft	200 - 750 **570**					800 - 3.6V **1170**

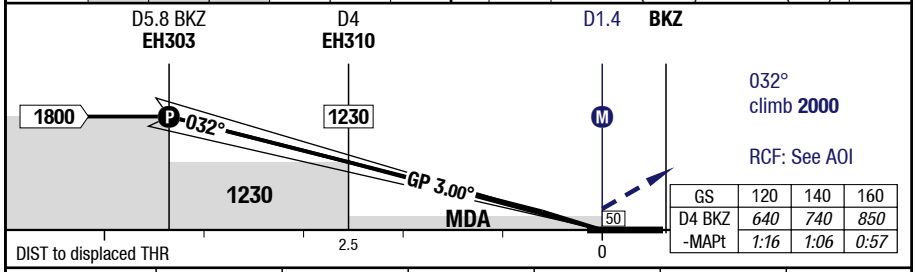
1) With EVS 550m

Changes: Track, Editorial



LOC 3.00° D BKZ				5.8	5	3
				1800	*1560*	*920*





GS	120	140	160
D4 BKZ	*640*	*740*	*850*
-MAPt	*1:16*	*1:06*	*0:57*

03		Cat 1 DME 1)	LOC DME				Circling
C	ft - m/km ft	200 - 750 **570**	350 - 1.2 **720**				800 - 2.4V **1170**
D	ft - m/km ft	200 - 750 **570**	350 - 1.2 **720**				800 - 3.6V **1170**

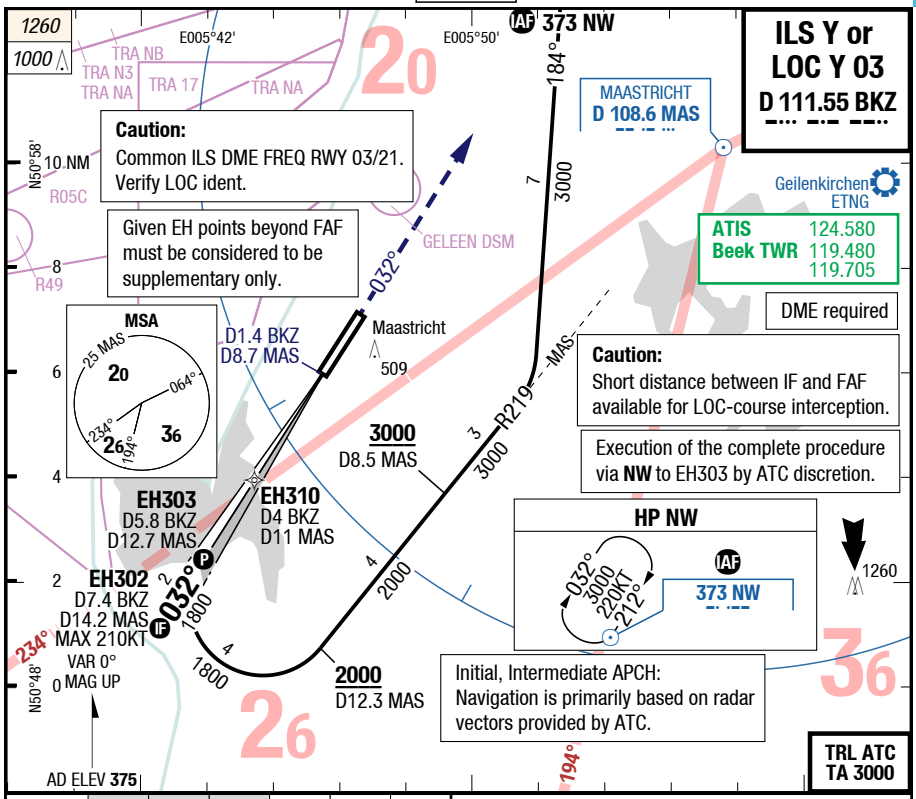
1) With EVS 550m

25-JAN-2018

MST-EHBK

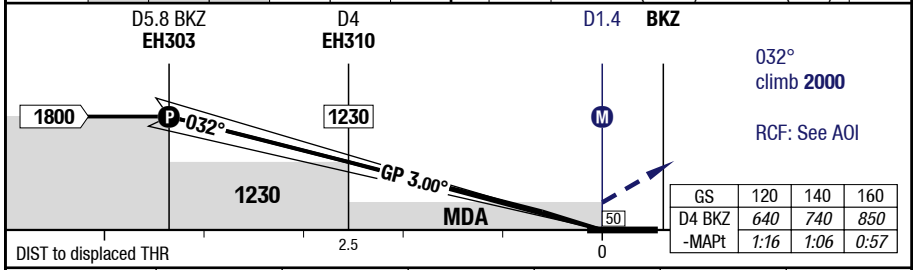
7-30

ILS Y or LOC Y 03



LOC 3.00° D BKZ				5.8	5	3
				1800	*1560*	*920*

03 — HL-S — 608 — THR 365 (13hPa) / TDZ 370 (---%) +0.1% — 3.0° — 60 HL — 250 — 2500 x 45 — 15 HL



GS	120	140	160
D4 BKZ	*640*	*740*	*850*
-MAPt	*1:16*	*1:06*	*0:57*

03		Cat 1 DME 1)	LOC DME				Circling
C	ft - m/km ft	200 - 750 **570**	350 - 1.2 **720**				800 - 2.4V **1170**
D	ft - m/km ft	200 - 750 **570**	350 - 1.2 **720**				800 - 3.6V **1170**

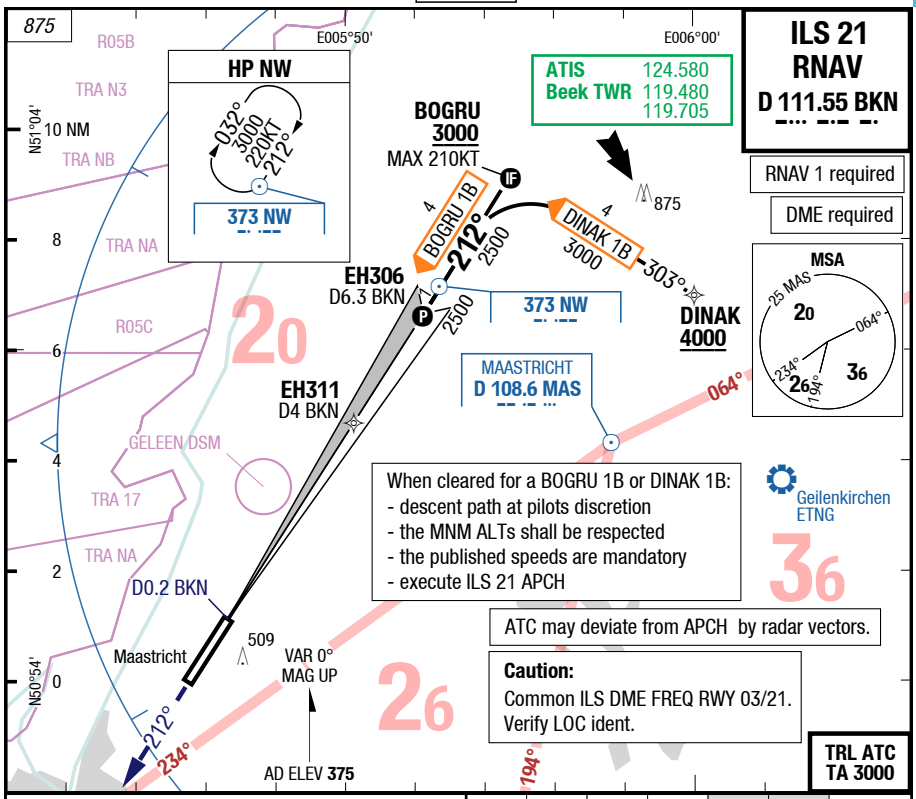
1) With EVS 550m

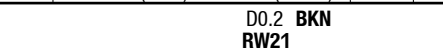
25-JAN-2018

MST-EHBK

7-40

ILS 21 RNAV





2	3	5	6.3			D BKN
1130	*1450*	*2090*	2500			

21		Cat 3b DME	Cat 2 DME ACFT MAX 65/7	Cat 2 DME	Cat 1 DME L_{TS} 1)	Cat 1 DME 1)	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **107** RA	110 - 300R **112** RA	200 - 400 **580**	200 - 550 **580**	800 - 2.4V **1170**
D	ft - m/km ft	0 - 75R **Company**	110 - 300R **112** RA 2)	110 - 300R **112** RA 2)	200 - 400 **580**	200 - 550 **580**	800 - 3.6V **1170**

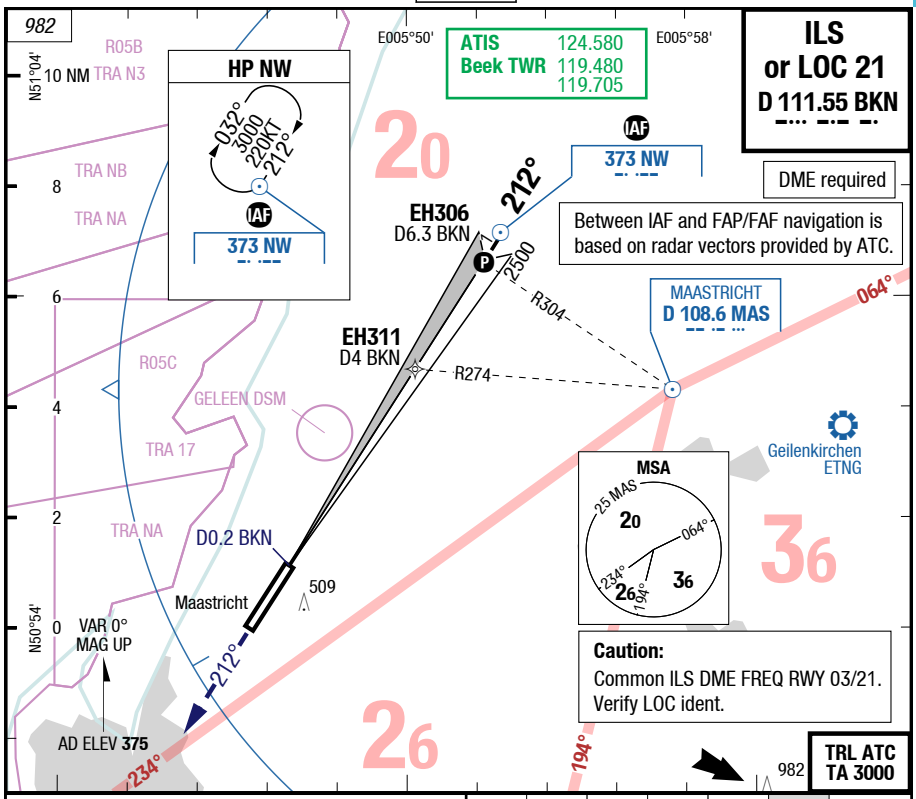
1) With EVS 350m
2) If not conducting autoland RVR 350m required

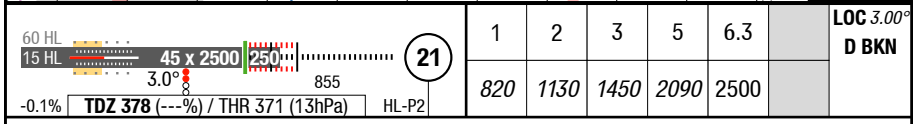
Changes: Editorial

MST-EHBK

7-50

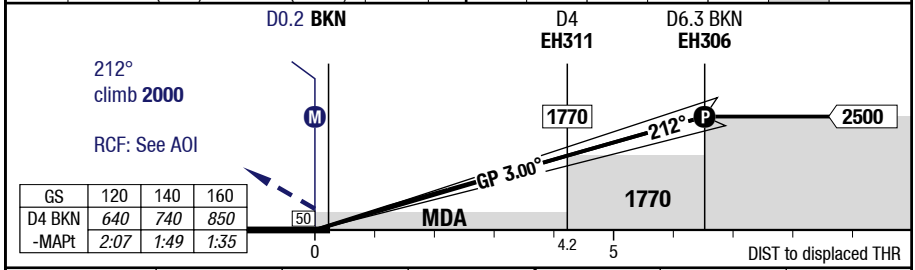
ILS or LOC 21





1	2	3	5	6.3	
820	1130	1450	2090	2500	

LOC 3.00°
D BKN



GS	120	140	160
D4 BKN	640	740	850
-MAPt	2:07	1:49	1:35

21		Cat 3b DME	Cat 2 DME ACFT MAX 65/7	Cat 2 DME	Cat 1 DME L_{TS} 1)	Cat 1 DME 1)	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **107** RA	110 - 300R **112** RA	200 - 400 **580**	200 - 550 **580**	800 - 2.4V **1170**
D	ft - m/km ft	0 - 75R **Company**	110 - 300R **112** RA 2)	110 - 300R **112** RA 2)	200 - 400 **580**	200 - 550 **580**	800 - 3.6V **1170**

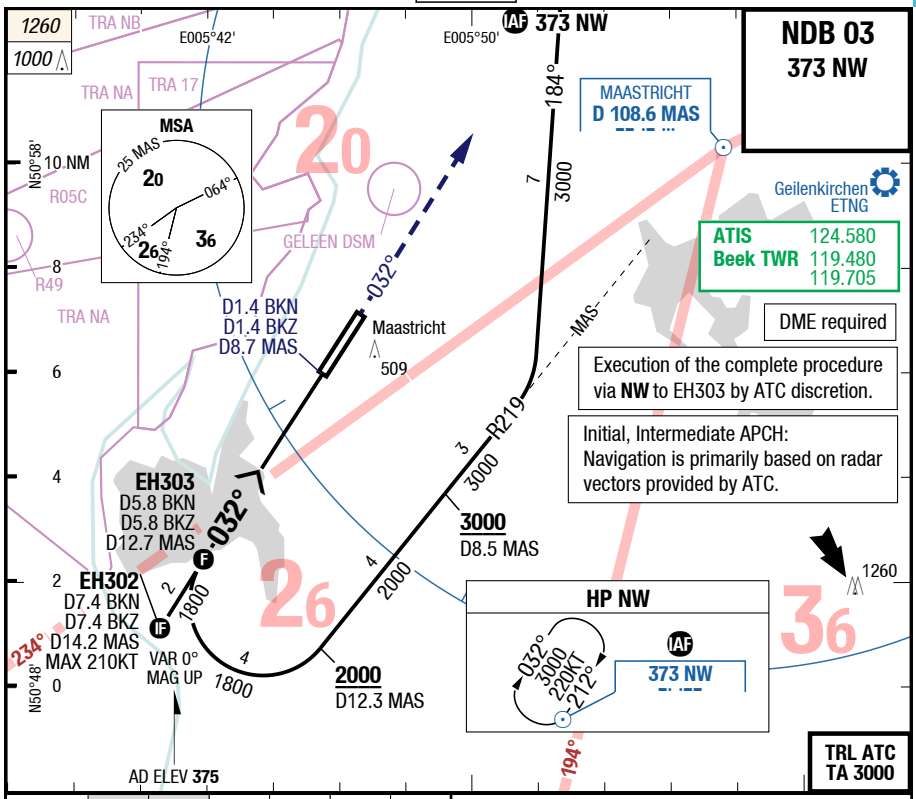
1) With EVS 350m
2) If not conducting autoland RVR 350m required

Changes: APL

MST-EHBK

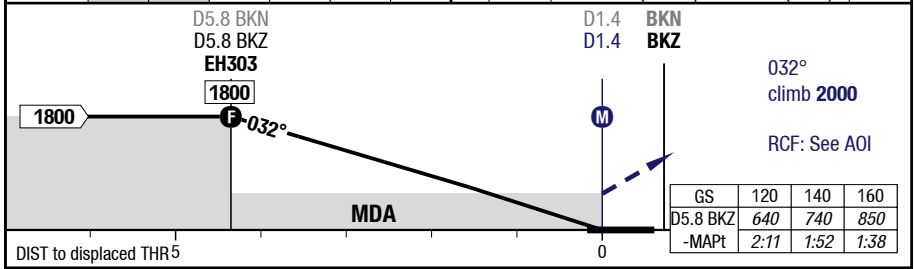
7-60

NDB 03



3.00° D BKZ			5.8	5	4	3
			1800	1560	1230	920

03 — 3.0° — 60 HL — 250 — 2500 x 45 — 15 HL — 608 — HL-S — THR 365 (13hPa) / **TDZ 370** (---%) — +0.1%



GS	120	140	160
D5.8 BKZ	*640*	*740*	*850*
-MAPt	*2:11*	*1:52*	*1:38*

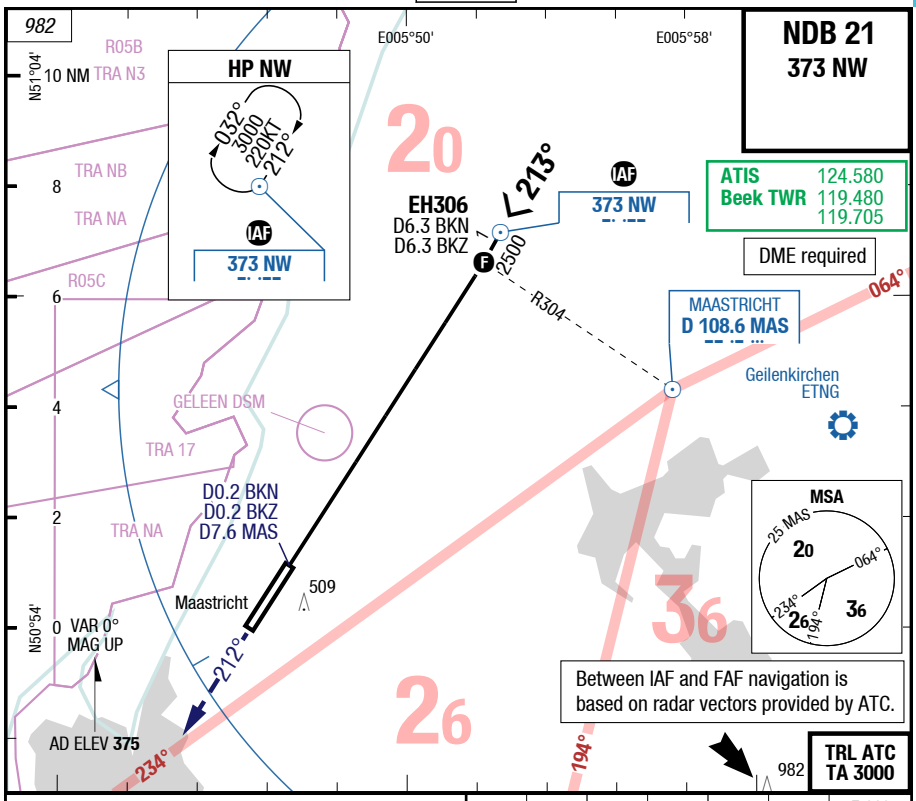
03		NDB DME					Circling
C	ft - m/km ft	460 - 1.7 **830**					800 - 2.4V **1170**
D	ft - m/km ft	460 - 1.7 **830**					800 - 3.6V **1170**

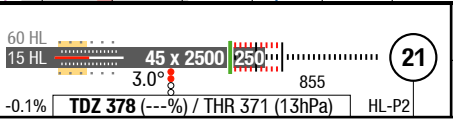
Changes: MIN, APL, OBST, SUAs

MST-EHBK

7-70

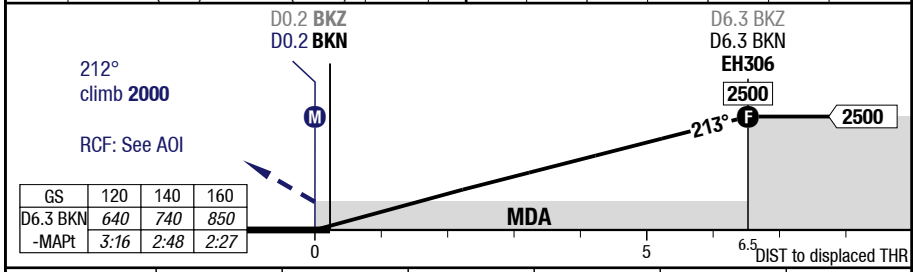
NDB 21





2	3	4	5	6	6.3
1130	1450	1770	2090	2410	2500

3.00°
D BKN
213°
RWY 212°



GS	120	140	160
D6.3 BKN	640	740	850
-MAPt	3:16	2:48	2:27

21		NDB DME					Circling
C	ft - m/km ft	530 - 1.7 **900**					800 - 2.4V **1170**
D	ft - m/km ft	530 - 1.7 **900**					800 - 3.6V **1170**

Changes: APL

21		**LOC DME**					
C	ft - m/km ft	340 - 800 **710**					
D	ft - m/km ft	340 - 800 **710**					

Changes: RADAR SECT