

EHHV — HILVERSUM/Hilversum

Note: the following sections in this chapter are intentionally left blank: AD 2.7, AD 2.8, AD 2.11, AD 2.14, AD 2.16, AD 2.19, AD 2.20.

EHHV AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHHV — HILVERSUM/Hilversum

EHHV AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at AD	52°11'31"N 005°08'49"E
2	Direction and distance from (city)	2.2 NM SSW from Hilversum.
3	Elevation/reference temperature	+3 ft AMSL/20.9°C.
4	Geoid undulation at AD ELEV PSN	Not AVBL.
5	MAG VAR/annual change	0°45'W (2005)/6'E.
6	AD administration, postal address, telephone, telefax, telex, AFS	Post: Stichting Vliegveld Hilversum Hilversum Aerodrome Noodweg 49 1213 PW Hilversum The Netherlands Tel: +31 (0)35 577 1209 Fax: +31 (0)35 577 1944 Telex: - AFS: -
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	1. Aerodrome available for use by national and international civil air traffic with all types of aircraft up to 6000 kg AUW and gliders. 2. Importation, exportation and transit of cargo is not allowed.

EHHV AD 2.3 OPERATIONAL HOURS

1	AD administration	Daily: 0700-1900 (0600-1800). BTN 1900-SS (1800-SS) by arrangement before 0900 (0800).
2	Customs and immigration	During OPR HR AD 1 HR PN.
3	Health and sanitation	NA
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 OPR HR AD.
9	Handling	NA
10	Security	NA
11	De-icing	NA
12	Remarks	NIL

EHHV AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	Jet A1, 100 LL, Euro unleaded/80, D80, 100, D100, 20W50.
3	Fuelling facilities/capacity	Self service.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Limited AVBL.
6	Repair facilities for visiting aircraft	Major repairs to light aircraft.
7	Remarks	NIL

EHHV AD 2.5 PASSENGER FACILITIES

1	Hotels	Unlimited accommodation in Hilversum.
2	Restaurants	At the aerodrome, limited.
3	Transportation	Taxi (on request).
4	Medical facilities	Information not AVBL.
5	Bank and post office	Information not AVBL.
6	Tourist office	Information not AVBL.
7	Remarks	NIL

EHHV AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 1, CAT 2 AVBL 1 HR PPR.
2	Rescue equipment	Information not AVBL.
3	Capability for removal of disabled aircraft	Information not AVBL.
4	Remarks	NIL

EHHV 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 of aircraft stands	Lines 1 and 5 for parking motor gliders; lines 2, 3, and 4 for other aircraft.
2	RWY and TWY markings and LGT	RWY: red/white markers.
3	Stop bars	NIL
4	Remarks	NIL

EHHV AD 2.10 AERODROME OBSTACLES

For obstacles at and in the vicinity of the aerodrome see AD 2.EHHV-ADC.

EHHV 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
07	068°	600 x 50	6000 kg ¹⁾²⁾ grass	Not AVBL	NA
25	248°	600 x 50	6000 kg ¹⁾²⁾ grass	Not AVBL	NA
13	123°	660 x 50	6000 kg ¹⁾²⁾ grass	Not AVBL	NA
31	303°	660 x 50	6000 kg ¹⁾²⁾ grass	Not AVBL	NA
18	179°	700 x 50	6000 kg ¹⁾²⁾ grass	Not AVBL	NA
36	359°	700 x 50	6000 kg ¹⁾²⁾ grass	Not AVBL	NA

Designations RWY NR	Slope of RWY- SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ
1	7	8	9	10	11
07	NA	NA	NA	NA	NA
25	NA	NA	NA	NA	NA
13	NA	NA	NA	NA	NA
31	NA	NA	NA	NA	NA
18	NA	NA	NA	NA	NA
36	NA	NA	NA	NA	NA

Remarks
12
1) Bearing strength. 2) MAX tyre pressure 0.49 MPa.

EHHV AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
07	540	540	600	600	NIL
25	600	600	600	540	DTHR 60 m.
13	660	660	660	660	NIL
31	660	660	660	660	NIL
18	700	700	700	700	NIL
36	700	700	700	700	NIL

EHHV AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Information not AVBL.
2	LDI location and LGT Anemometer location and LGT	LDI and anemometer: northeast side of the aerodrome, unlighted.
3	TWY edge and centre line lighting	NIL
4	Secondary power supply Switch-over time	NIL
5	Remarks	NIL

EHHV 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

EHHV AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Aerodrome information	Hilversum Radio	131.025 MHz	See EHHV AD 2.3	Use of radio is strongly advised, without radio PPR.

EHHV AD 2.21 NOISE ABATEMENT PROCEDURES

1 MEASURES

Measures are in force to reduce noise nuisance on and around the aerodrome. These measures include restrictions on the aerodrome operational hours for the following categories of flights:

1.1 Touch-and-go flights

Touch-and-go flights and aircraft repeatedly practicing take-offs, landings and missed approach procedures, are allowed:

- on working days MON-FRI from 0700-1700 (0600-1600).
- on SAT 0700-1500 (0600-1400); up to MAX 60 dB(A) 0700-1700 (0600-1600).
- on SUN and HOL 1000-1500 (0900-1400); up to MAX 60 dB(A) 0700-1700 (0600-1600).

1.2 Sightseeing flights

Sightseeing flights are allowed:

- on working days MON-FRI from 0700-1900 (0600-1800).
- on SAT 0700-1800 (0600-1700).
- on SUN and HOL 1000-1800 (0900-1700).

1.3 Banner towing flights

Banner towing flights are allowed:

- on working days MON-FRI from 0700-1900 (0600-1800).
- on SAT 0700-1700 (0600-1600); after 1700 (1600) landings may still be executed until 1900 (1800).
- on SUN not allowed.
- on HOL 1000-1700 (0900-1600); after 1700 (1600) landings may still be executed until 1900 (1800).

1.4 Para flights

Para flights are allowed:

- on working days MON-FRI from 0700-1900 (0600-1800).
- on SAT 0700-1700 (0600-1600); hereafter a MAX of 2 flights per quarter of an hour is allowed until 1900 (1800).
- on SUN and HOL 1000-1700 (0900-1600).

EHHV AD 2.22 FLIGHT PROCEDURES

1 VFR FLIGHT PROCEDURES AND REGULATIONS

Note: for visual approach chart and visual traffic circuits see AD 2.EHHV-VAC.1 and AD 2.EHHV-VAC.2.

Note: irrespective of the circuit area in use, the built-up areas of Nieuw Loosdrecht and Hilversum should be avoided as much as possible.

1.1 VFR traffic circuit areas and traffic circuits

1. The minimum approach altitude is 1003 ft AMSL (1000 ft AAL).
2. The circuit altitude is 703 ft AMSL (700 ft AAL).
3. The visual traffic circuit must be carried out within the lateral limits of the circuit area associated with the runway in use.
4. Joining and leaving the circuit shall take place as depicted on the charts at a height of 700 ft AAL.
5. The circuit area may not be overflown below an altitude of 1003 ft AMSL (1000 ft AAL).
6. Approaches shall preferably be made from the west.
7. Marked areas must be avoided.
- ← 8. Built-up areas shall be avoided as much as possible.

1.2 Circuit procedures RWY 31

1. On take-off leg climb to 203 ft AMSL (200 ft AAL); while climbing turn left, providing this can be executed safely from this height, stay within the RWY 31 circuit area and avoid the built-up area of Nieuw Loosdrecht; fly horizontally at 703 ft AMSL (700 ft AAL) and turn to downwind leg or leave the circuit area as indicated on the chart.
2. If because of weight/climbing performance proportion or other circumstances the procedure in item 1 cannot be executed, continue climbing on take-off leg and follow the exit route as indicated by a dashed line on the chart. The following approach, should there be one, then has to be executed according to the entry procedures as indicated on the chart.
3. The circuit procedure and related exit procedure as described in item 1 are only to be executed by pilots who are very familiar with the local circumstances. All other pilots have to follow the exit route, indicated on the chart with a dashed line.
4. Touch-and-go's on RWY 31 are only permitted if the procedures in item 1 have been followed.

EHHV AD 2.23 ADDITIONAL INFORMATION

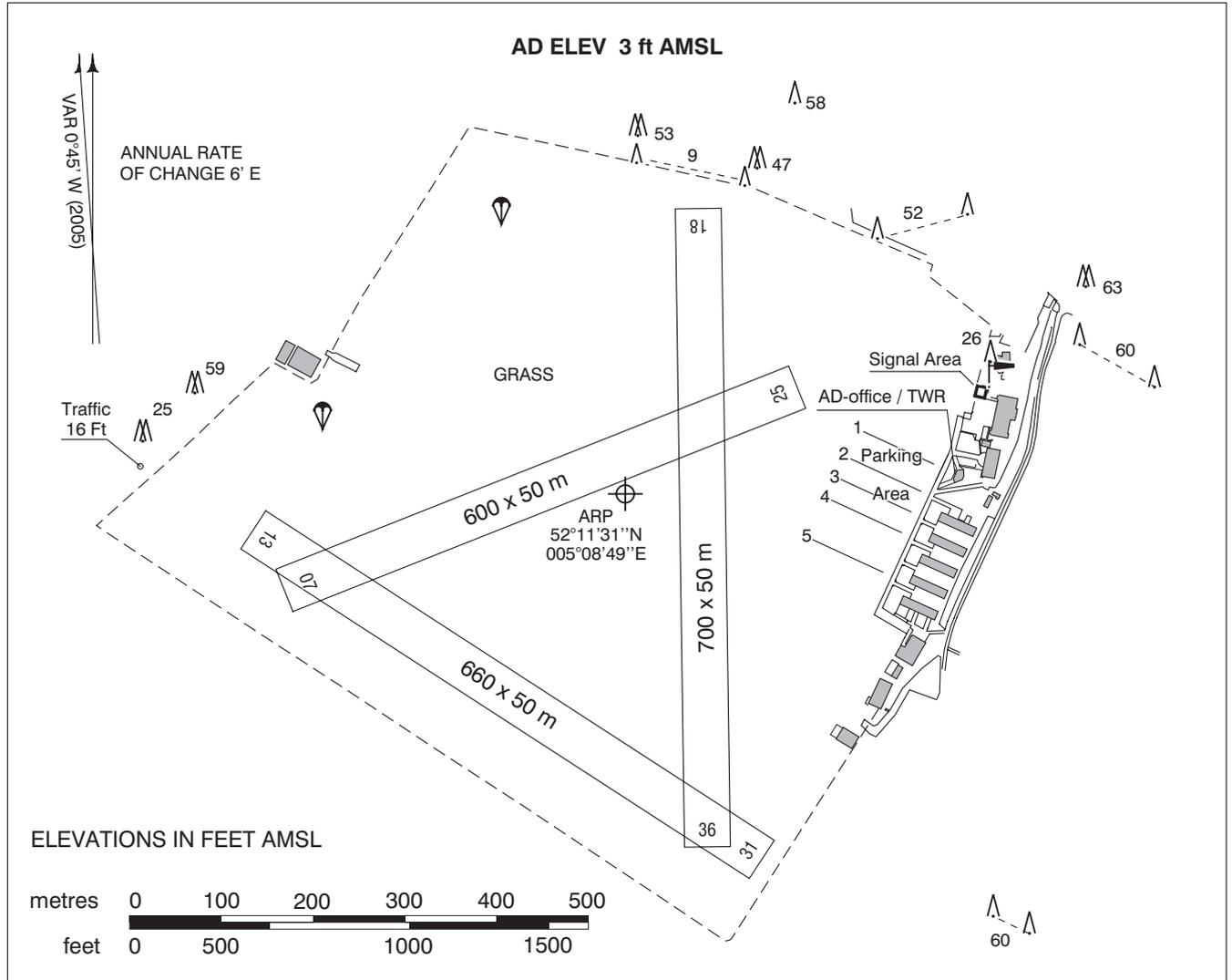
1 CAUTIONS AND ADDITIONAL INFORMATION

1. Glider flying may take place daily. The launching cable constitutes a dangerous obstacle up to 2300 ft AAL.
2. The glider launching areas must be avoided.
3. Parachute jumping may take place as stated in ENR 5.5 and/or as promulgated by NOTAM.

4. When active, the parachute jumping areas must be avoided.
5. Grass cutting may take place at irregular times.
6. Take care while taxiing due to possible roughness of the terrain.

EHHV AD 2.24 CHARTS RELATED TO AN AERODROME

Type of chart	Page
Aerodrome chart	AD 2.EHHV-ADC
Ground movement chart	AD 2.EHHV-GMC
← Visual approach chart RWY 07/25 and 18/36	AD 2.EHHV-VAC.1
← Visual approach chart RWY 13/31	AD 2.EHHV-VAC.2



ELEVATIONS IN FEET AMSL



RWY	PHYSICAL CHARACTERISTICS			BEARING STRENGTH		DECLARED DISTANCES			
	DIRECTION GEO	DIMENSIONS RUNWAY (m)	SURFACE	MAX AUW	MAX TYRE PRESS	TORA m	TODA m	ASDA m	LDA m
07	068°	600 x 50	GRASS	6000 kg	0.49 MPa	540	540	600	600
25	248°	600 x 50	GRASS	6000 kg	0.49 MPa	600	600	600	540
13	123°	660 x 50	GRASS	6000 kg	0.49 MPa	660	660	660	660
31	303°	660 x 50	GRASS	6000 kg	0.49 MPa	660	660	660	660
18	179°	700 x 50	GRASS	6000 kg	0.49 MPa	700	700	700	700
36	359°	700 x 50	GRASS	6000 kg	0.49 MPa	700	700	700	700

LIGHTING AIDS: none

MARKING AIDS:

RWY : red / white markers.

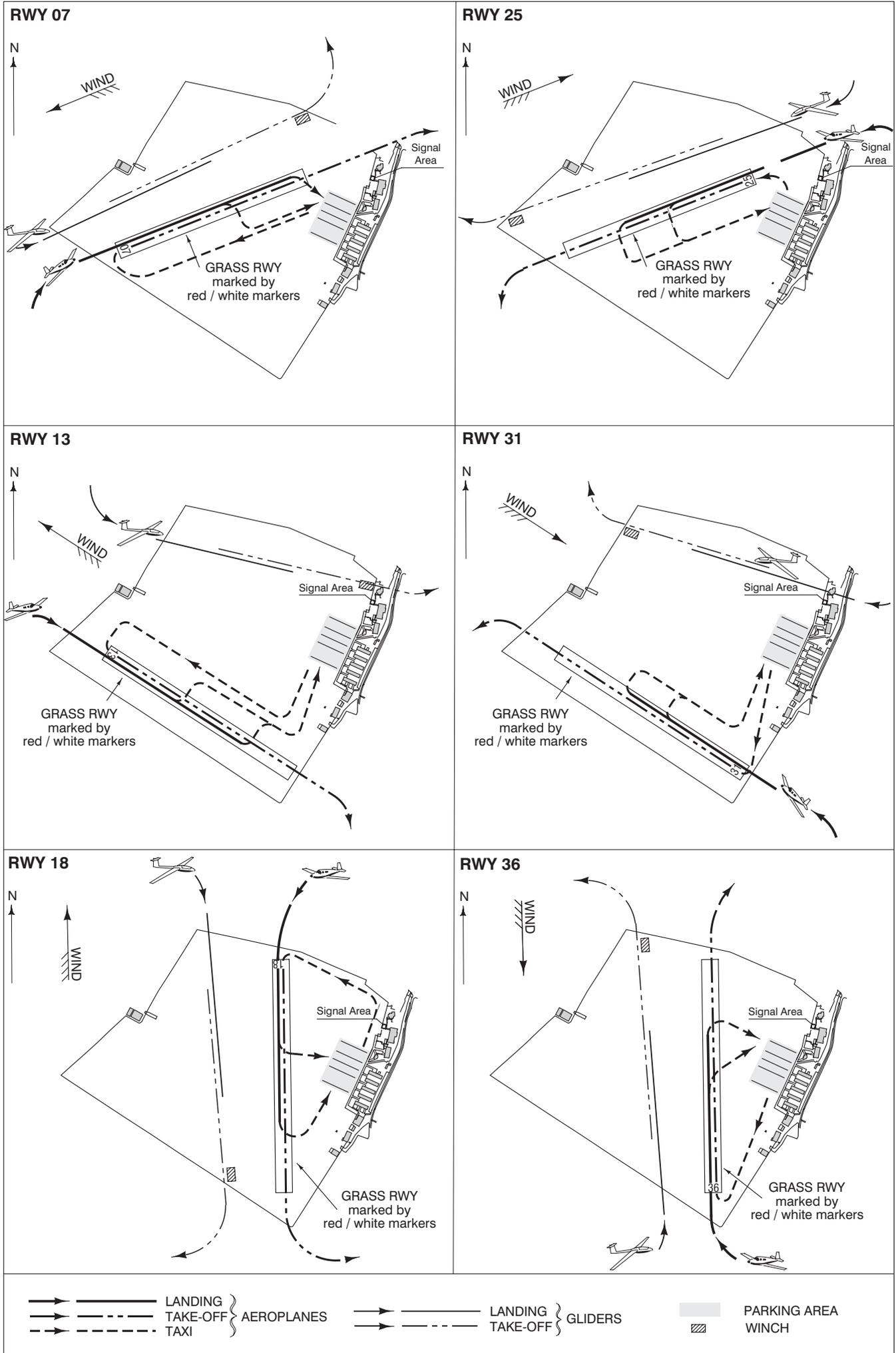
PARKING AREA :

ACFT shall use the parking area marked by yellow markers numbered from 1 to 5.

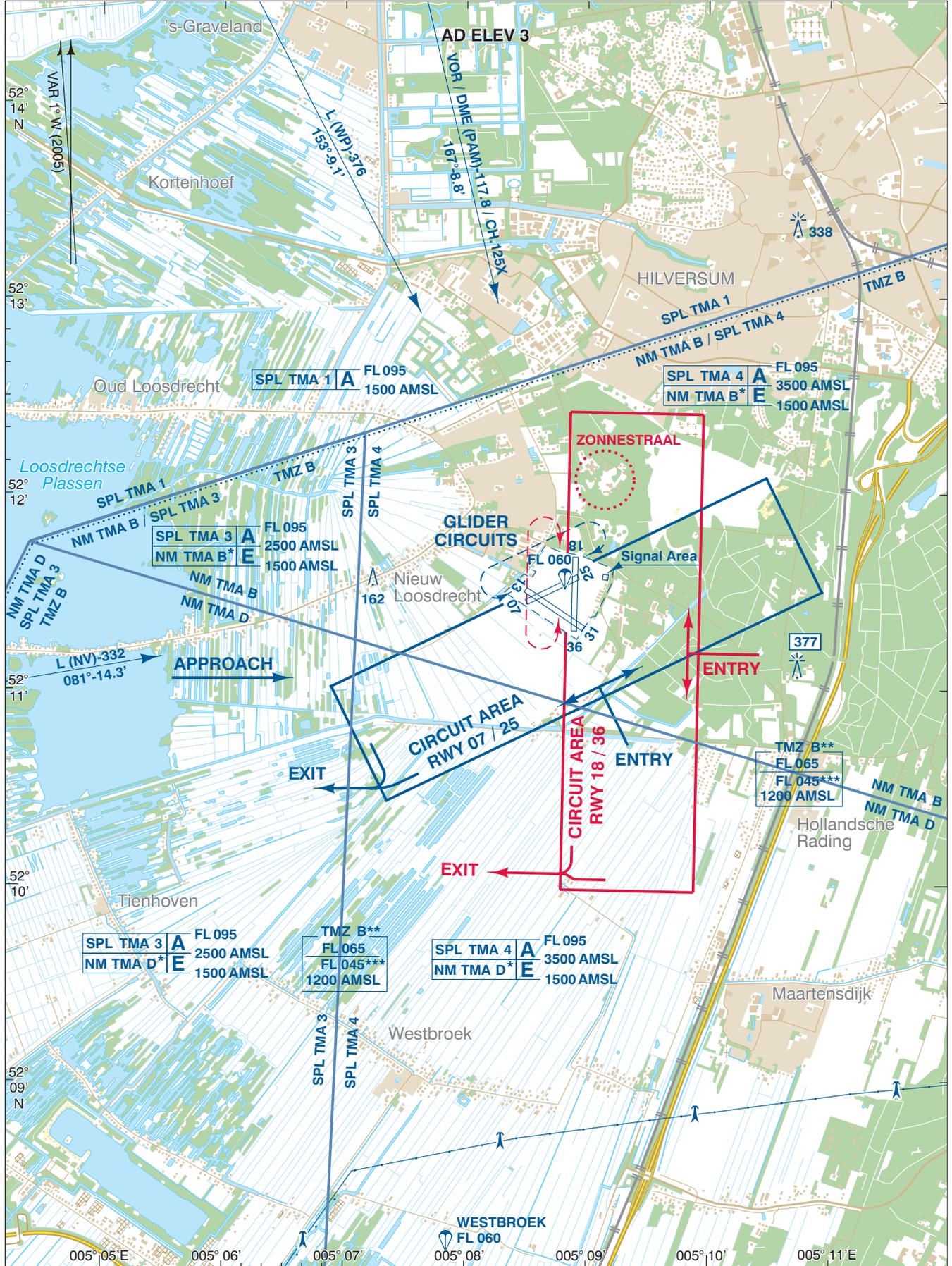
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2. The glider launching areas must be avoided.
3. Parachute jumping may take place as stated in ENR 5.5 and/or as promulgated by NOTAM.
4. When active the parachute jumping areas must be avoided.
5. Grass cutting may take place at irregular times.
6. Take care while taxiing due to possible roughness of the terrain.

CHANGE: MAX AUW changed, parajumping areas added, editorial.



CHANGE: Yellow markers removed, editorial.



BEARINGS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS
IN FEET AMSL
HIGHEST KNOWN ELEVATION
ON THIS CHART: **377**

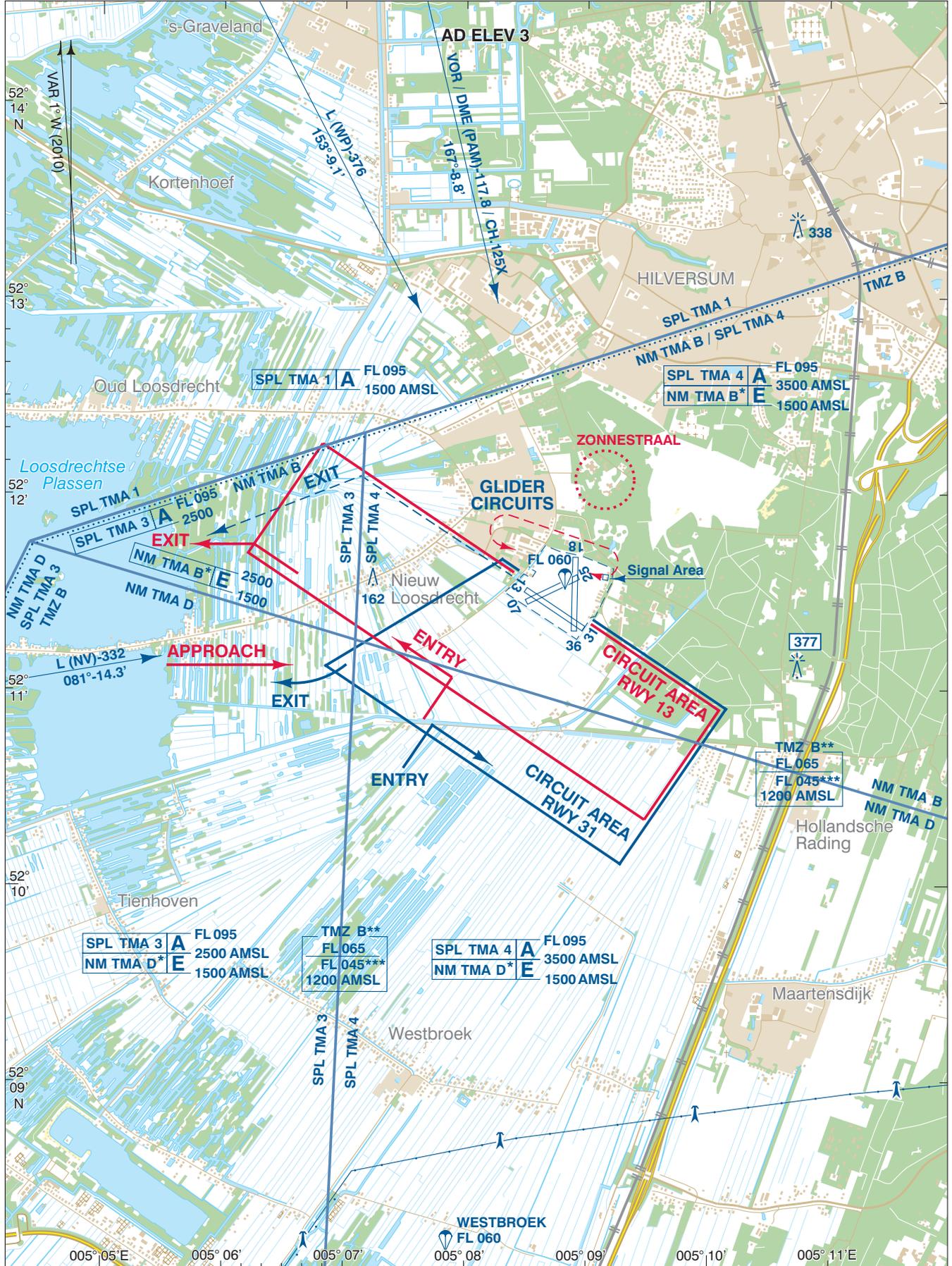
For description VFR - procedures see EHHV AD 2.22.
Airspace abbreviations used in this chart:
SPL TMA 3/4/5 = SCHIPHOL TMA 3/4/5
NM TMA B*/D* = NW MILLIGEN TMA B*/D*
NOTES:
* NW MILLIGEN TMA B & D: the indicated vertical limits only apply within this part of the airspace.
** TMZ B: only active MON-FRI 0800-1600 (0700-1500), EXC HOL.
*** Lower limit 1200 AMSL and FL 045 for non-motorised hanggliders and paragliders.

AD	131.025	Hilversum Radio AD Info
FIC	124.300	Amsterdam Information
FIC (MIL)	132.350	Dutch MIL Info

 Area to be avoided

m	1000	500	0	1000
ft	2000	0	2000	4000

CHANGE: note TMZ B, upper limit parajump area WESTBROEK, editorial.



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