

EHMZ — MIDDELBURG/Midden-Zeeland

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.

EHMZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHMZ — MIDDELBURG/Midden-Zeeland

EHMZ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at AD	51°30'44"N 003°43'52"E
2	Direction and distance from (city)	5 NM ENE from Middelburg.
3	Elevation/reference temperature	+6 ft AMSL/20.3°C.
4	Geoid undulation at AD ELEV PSN	Not AVBL.
5	MAG VAR/annual change	1° W (2005)/6'E.
6	AD operator, postal address, telephone, telefax, email, AFS, website	Post: Zeeland Airport B.V. Calandweg 36 4341 RA Arnemuiden The Netherlands Tel: +31 (0)113 612 528 Fax: +31 (0)113 670 024 Email: info@zeeland-airport.nl URL: http://www.zeeland-airport.nl
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	1. Aerodrome available for national and international civil air traffic with all types of aircraft, with wingspan up to but not including 24 m and/or outer main gear wheel span up to but not including 6 m, and gliders. 2. The importation, exportation and transit of cargo is not allowed. 3. International civil air traffic coming from non-Schengen countries has to be reported to customs one hour before arrival.

EHMZ AD 2.3 OPERATIONAL HOURS

1	AD operator	Daily: 0800-1900 (0700-1800). Outside OPR HR BTN SR-SS by arrangement before 1800 (1700).
2	Customs and immigration	Customs: SR-SS 1 HR PN ¹⁾ . Immigration: NA.
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	OPR HR
9	Handling	NA
10	Security	NA
11	De-icing	NA
12	Remarks	¹⁾ PN means permission from and/or in case of customs etc. notification other than by (VFR) flight plans to aerodrome authority as appropriate.

EHMZ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	AVGAS 100 LL, Jet A1 / -.
3	Fuelling facilities/capacity	AVGAS 100 LL: 25 000 litres, Jet A1: 25 000 litres.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Limited AVBL.

6	Repair facilities for visiting aircraft	Repairs to light aircraft.
7	Remarks	NIL

EHMZ AD 2.5 PASSENGER FACILITIES

1	Hotels	Unlimited accommodation in Goes, Middelburg and Vlissingen.
2	Restaurants	At the aerodrome.
3	Transportation	Taxi and rental cars.
4	Medical facilities	NIL
5	Bank and post office	NIL
6	Tourist office	NIL
7	Remarks	NIL

EHMZ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Prescribed amount of water and foam production and complementary extinguishing agents AVBL during operational hours in accordance with airport CAT 1 ¹⁾ .
2	Rescue equipment	1 fire engine; 1 four-wheel drive with trailer equipped with extinguishing agents.
3	Capability for removal of disabled aircraft	AVBL via Transal Aero Services and/or Vliegwerk Holland.
4	Remarks	¹⁾ CAT 2 or 3 on request (24 HR PN); availability of personnel/material is not guaranteed.

EHMZ 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	NIL
2	RWY and TWY markings and LGT	RWY: THR by black-and-white marking; edge by white conical markers.
3	Stop bars	NIL
4	Remarks	NIL

EHMZ AD 2.10 AERODROME OBSTACLES

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

EHMZ 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
09	088°	1000 x 30	6000 kg ¹⁾²⁾ grass	Not AVBL	NA
27	268°	1000 x 30	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
09	NA	NA	NA	NA	NA
27	NA	NA	NA	NA	NA

Remarks					
12					
¹⁾ Bearing strength. ²⁾ MAX tyre pressure 0.52 MPa.					

EHMZ AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
09	945	1005	1060	810	DTHR 190 m.
27	1060	1120	1060	885	DTHR 115 m.

EHMZ 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: 90 m N from THR RWY 09, unlighted. Wind direction indicator (wind sleeve): 90 m N from THR RWY 09 and 120 m WNW from THR RWY 27, unlighted.
3	TWY edge and centre line lighting	NIL
4	Secondary power supply Switch-over time	NIL
5	Remarks	NIL

EHMZ 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

EHMZ AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel/ Frequency (MHz)	Hours of operation	Remarks
1	2	3	4	5
Aerodrome information	Midden-Zeeland Radio	119.250	See EHMZ AD 2.3	NIL

EHMZ AD 2.21 NOISE ABATEMENT PROCEDURES

West of the aerodrome at APRX 0.5 NM a large multi functional recreational area (a.o. campsite) is located.

To avoid this area, noise abatement procedures have been introduced for:

- departures/circuits from grass RWY 27 and
- approaches/circuits to grass RWY 09.

If for safety reasons the preferred procedures (noise abatement) cannot be executed, the alternate procedures shall be used.

For details see EHMZ AD 2.22 Flight Procedures.

EHMZ AD 2.22 FLIGHT PROCEDURES

1 VFR FLIGHT PROCEDURES AND REGULATIONS

Note: joining and leaving the circuit shall take place as depicted on the visual approach charts AD 2.EHMZ-VAC.1 and AD 2.EHMZ-VAC.2.

1.1 General

1. The circuit area may not be overflown below an altitude of 1006 ft AMSL (1000 ft AAL).
2. The circuit altitude is 706 ft AMSL (700 ft AAL).
3. The visual traffic circuit must be carried out within the lateral limits of the circuit area appropriate to the runway in use.
4. Mind glider circuit south of the aerodrome.
5. Marked areas shall be avoided.
6. Built-up areas shall be avoided as much as possible.

1.2 Visual departure procedures

1.2.1 RWY 09

Leave the circuit in accordance with the rules of the standard circuit (see ENR 1.2 paragraph 8).

1.2.2 RWY 27

1. On take-off leg climb straight ahead till end of the field.
2. Turn right to track 310° MAG to avoid the campsite.
3. Do not turn below 206 ft AMSL (200 ft AAL).
4. Leave the circuit area on track 310° MAG while climbing out to 1006 ft AMSL (1000 ft AAL).

If for safety reasons the preferred (noise abatement) departure procedure cannot be executed, **climb out straight ahead**.

1.3 Visual approach procedures

1.3.1 RWY 09

1. Join the circuit in accordance with the rules of the standard circuit.
2. The final leg shall be carried out under avoidance of the campsite west of the aerodrome, if safety permits.
3. The final leg may be offset by 30° (track 120° MAG).
4. Establish final track 090° at 306 ft AMSL (300 ft AAL).
5. Overtaking (cutting off) of traffic using the alternate procedure is prohibited.

If for safety reasons the preferred (noise abatement) approach procedure cannot be executed, **follow the standard circuit**.

1.3.2 RWY 27

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

1.4 VFR traffic circuits

1.4.1 RWY 09

1. The final leg shall be carried out under avoidance of the campsite west of the aerodrome, if safety permits.
2. The final leg may be offset by 30° (track 120° MAG).
3. Establish final track 090° MAG at 306 ft AMSL (300 ft AAL).
4. Overtaking (cutting off) of traffic using the alternate procedure is prohibited.
5. Touch and goes shall be carried out only by pilots who are familiar with the local circumstances.

If for safety reasons the preferred (noise abatement) approach procedure cannot be executed, **follow the standard circuit**.

1.4.2 RWY 27

1. On take-off leg climb straight ahead till end of the field.
2. Turn right to track 310° MAG until turning right to crosswind leg of the standard circuit, to avoid the campsite.
3. Do not turn below 206 ft AMSL (200 ft AAL).
4. Standard circuit is applicable for the remaining part.
5. Touch-and-goes shall be carried out only by pilots who are familiar with the local circumstances.

EHMZ AD 2.23 ADDITIONAL INFORMATION**1 CAUTIONS AND ADDITIONAL INFORMATION**

1. Glider flying may take place daily; in weekends increased glider activities occur.
2. The glider launching and circuit areas shall be avoided by other aircraft.
3. During the summer months outside OPR HR gliders will be launched up to the height. These activities take place at the glider site south of the aerodrome.
4. Pilots who turn to an offset final leg to grass RWY 09 shall keep a sharp look-out for traffic from the west on either the offset approach or the standard approach.
5. Grass cutting may take place daily.
6. Parachute jumping may take place as stated in ENR 5.5 and/or as promulgated by NOTAM.

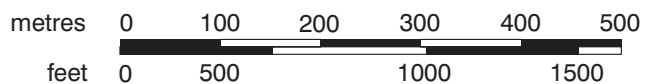
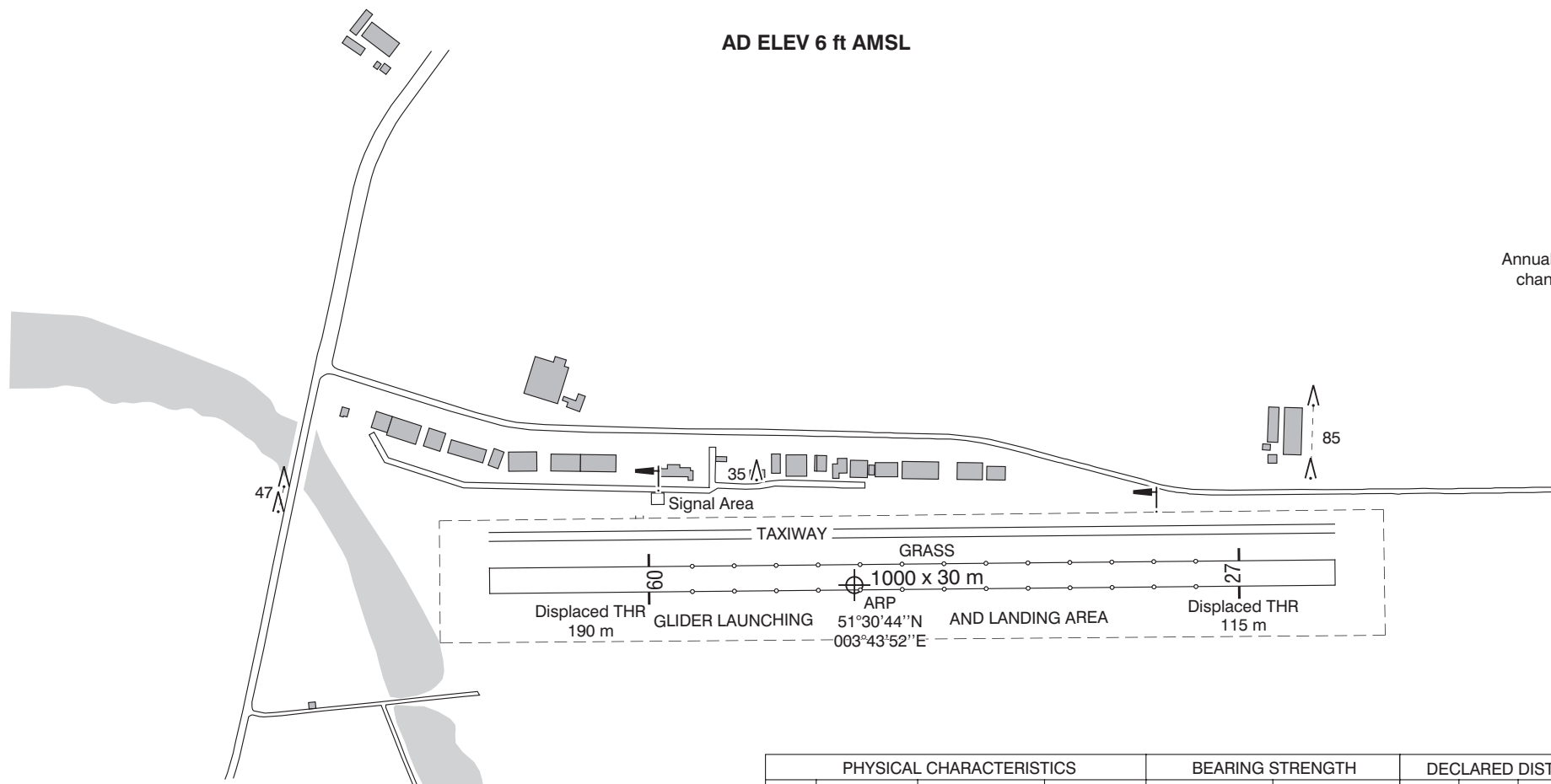
EHMZ AD 2.24 CHARTS RELATED TO AN AERODROME

Type of chart	Page
Aerodrome chart	AD 2.EHMZ-ADC
Visual approach chart RWY 09	AD 2.EHMZ-VAC.1
Visual approach chart RWY 27	AD 2.EHMZ-VAC.2

AD ELEV 6 ft AMSL

VAR 1°27' W (2005)

Annual rate of
change 6' E



ELEVATIONS IN FEET AMSL

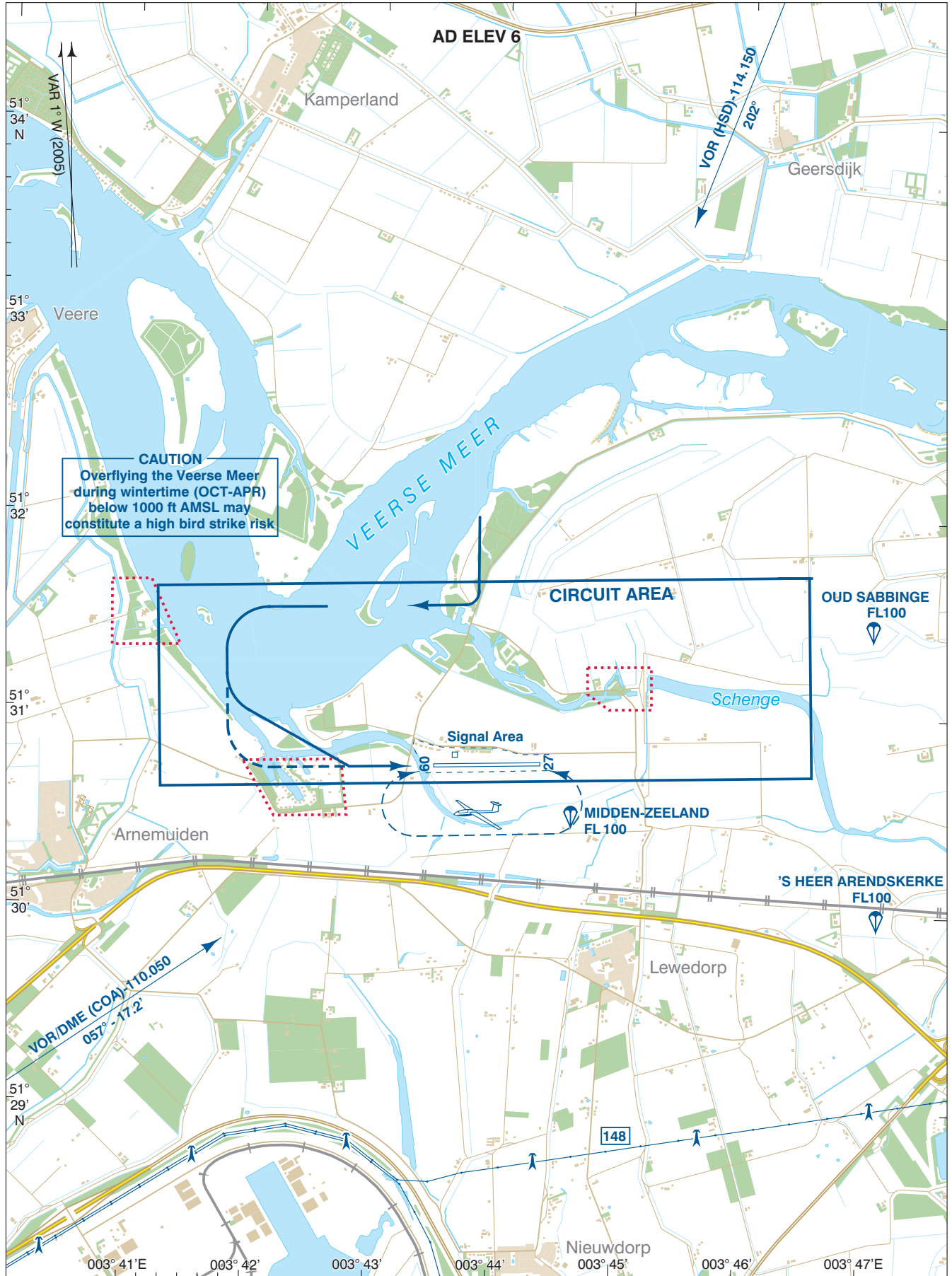
RWY	PHYSICAL CHARACTERISTICS			BEARING STRENGTH		DECLARED DISTANCES			
	DIRECTION GEO	DIMENSIONS RUNWAY (m)	SURFACE	MAX AUW	MAX TYRE PRESS	TORA m	TODA m	ASDA m	LDA m
09	088°	1000x30	GRASS	6000 kg	0.52 MPa	945	1005	1060	810
27	268°	1000x30	GRASS	6000 kg	0.52 MPa	1060	1120	1060	885

LIGHTING AIDS: None

MARKING AIDS: RWY: THR by black- and- white marking; edge by white conical markers.

----- MANOEUVRING AREA

CHANGE: Blue cone TWY markers removed.



CAUTION
Overflying the Veerse Meer during wintertime (OCT-APR) below 1000 ft AMSL may constitute a high bird strike risk

m 1000 500 0 1000
ft 2000 0 2000 4000

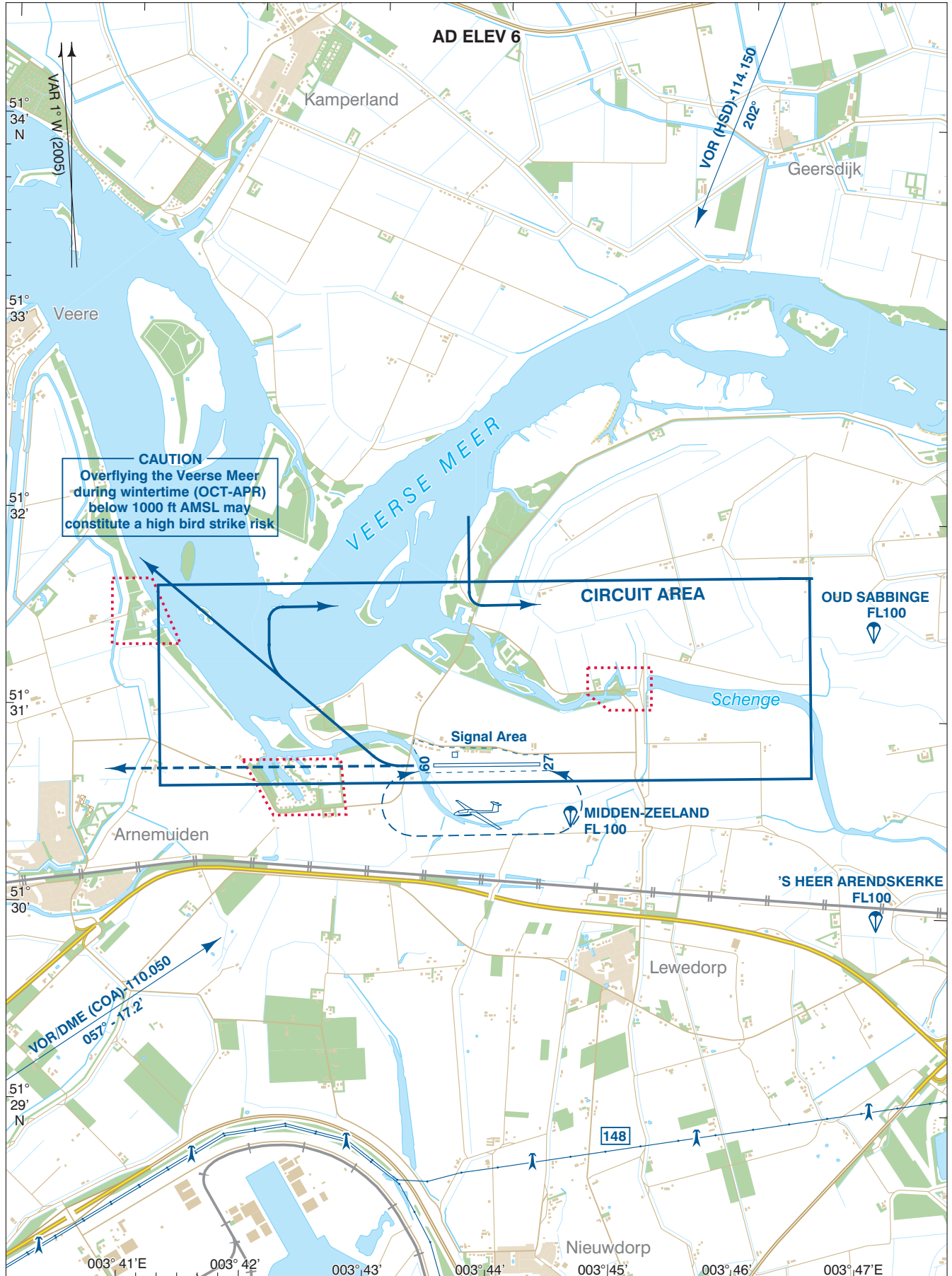
BEARINGS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS
IN FEET AMSL

HIGHEST KNOWN ELEVATION
ON THIS CHART: **148**

For description VFR - procedures see EHMZ AD 2.22.

- ⋯ Area to be avoided
- Preferred (noise abatement) approach-/circuit procedure
- - - Alternate approach-/circuit procedure only for safety reasons

AD	119.250	Midden-Zeeland Radio AD Info
FIC (MIL)	132.350	Dutch MIL Info
FIC	124.300	Amsterdam Information



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