Koninklijke Luchtmacht
Staf CLSK
DO/AMO/SAOC
Postbus 8762
4820 BB BREDA
MPC 92 A BREDA

Breda, 30 Aug 2018

AIRAC AMENDMENT 11/18

EFFECTIVE DATE 11 OCT 18

to the Military Aeronautical Information Publication
(vs 83-6100-004; pub. Nr. 010701)

1. The following changes to the MilAIP Netherlands have to be incorporated:
   a. Handamendment:
      None.
   b. Page changes:

Remove old	Insert new	Remove old	Insert new	Remove old	Insert new
GEN 0.4 - 1	GEN 0.4 - 1	EHDL 2 - 5	EHDL 2 - 5	EHKD 2 - 6	EHKD 2 - 6
GEN 0.4 - 2	GEN 0.4 - 2	EHDL 2 - 9	EHDL 2 - 9	EHKD 2 - 10	EHKD 2 - 10
GEN 0.4 - 4	GEN 0.4 - 4			EHKD 2 - 12	EHKD 2 - 12
GEN 0.4 - 5	GEN 0.4 - 5	EHEH 2 - 2	EHEH 2 - 2	EHKD 2 - 13	EHKD 2 - 13
		EHEH 2 - 6	EHEH 2 - 6	EHKD 2 - 14	EHKD 2 - 14
ENR 1.2 - 2	ENR 1.2 - 2	EHEH 2 - 9	EHEH 2 - 9	EHKD 2 - 15	EHKD 2 - 15
ENR 1.10 - 3	ENR 1.10 - 3				
ENR 1.11 - 1	ENR 1.11 - 1	EHGR 2 - 3	EHGR 2 - 3	EHLW 2 - 25	EHLW 2 - 25
				EHVK 2 - 17	EHVK 2 - 17

2. After completion:
   a. destroy obsolete pages;
   b. insert letter of promulgation before page GEN 0;
   c. record the incorporration of this amendment on page GEN 0.2-1.

3. The following MIL NOTAM are incorporated:

None

Commander Royal Netherlands Air Force
In order H-C4ISR

H. Kiffen
Colonel

GEN 0.4 CHECKLIST OF MilAIP PAGES

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EHWO 2-6	13 SEP 2018						
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EHWO 2-17	25 MAY 2017						
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ENR 1.2 VISUAL FLIGHT RULES

ENR 1.2.1 Visual meteorological conditions - GEN

It is not allowed to execute a VFR flight under weather conditions where flight visibility and the distance from the ACFT to the clouds are below the norms listed in the AIP Netherlands ENR 1.4 ATS AIRSPACE CLASSIFICATION.

ENR 1.2.2 Visual meteorological conditions in CTR

During VFR flights it is not allowed to land or take off from an AD that is located in a CTR or to enter the CTR if:

a. the cloud base (3/8 or more) is below 1500 ft, or

b. the ground visibility is less than 5 km.

ENR 1.2.3 Visual meteorological conditions in CTR for MIL HEL

For MIL HEL in local MIL CTRs, the flying ban specified at para 1.2 is applicable when:

a. there is no visibility on ground or water, or

b. ground visibility is less than 1.5 km.

ENR 1.2.4 Exemptions on MIL AD within the ATZ

In exemption of ENR 1.2.2 and ENR 1.2.3, the following norms shall apply for ACFT performing take-offs or landings during a VFR flight from or on a MIL AD within the ATZs:

a. the cloud base (3/8 or more) is at or above 1000 ft and ground visibility is equal to or beyond 3 km;

b. for MIL HEL: visibility on ground or water and ground visibility is equal to or beyond 1.5 km.

ENR 1.2.5 (Special) VFR within a CTR

For flights within a CTR the local air traffic control service shall be the competent authority for authorization of (special) VFR flights under weather conditions that are worse than those described at ENR 1.2.2 and ENR 1.2.3.

ENR 1.2.6 Use of SSR

When conducting a VFR flight within the Amsterdam FIR the following regulations for the use of a SSR transponder are applicable:

a. The use of a SSR transponder with mode S or 4096 code options in mode A with automatic altitude reporting in mode C is mandatory in airspace with classifications A, B, C, D, E or F and in the NSAA.

b. The VFR code listed in ENR 1.6.2 will apply for MIL ACFT. Code 7000 in Mode A is mandatory for CIV ACFT.

ENR 1.2.7 Restrictions for VFR flights

No matter the weather conditions, it is not allowed to conduct VFR flights:

a. in airspace with classification A;

b. outside the uniform daylight period (UDP) with the exception of VFR night-flying with MIL ACFT;

c. within the Schiphol TMAs with the exception of VFR flights in the vicinity of Lelystad within the Schiphol TMA1 for flights to and from Lelystad, including local flights below 3500 ft AMSL in the areas specified in AIP Netherlands;

d. with a speed exceeding Mach 0.95;

e. within a CTR unless clearance has been given by the local air traffic control service.

ENR 1.2.8 VFR position reporting with first radio call

Pilots executing VFR flights in or below a Nw Milligen TMA and in NSAA are requested to report their position at first radio contact with MilATCC Schiphol Info in order to enable the air traffic controller to establish an optimum air/ground communication.

ENR 1.2.9 VFR flights in NSAA

For VFR flights in the NSAA: FLP, Mode 3a/c (s), 2 way radio contact is mandatory. Radio communication with Amsterdam Info is requested on:

a. North of HDR R-270: FREQ 119.175 or 234.400 MHz

b. South of HDR R-270

- over sea: FREQ 136.650 or 371.125 MHz
- over land: FREQ 124.300 or 338.300 MHz

ENR 1.2.10 VFR crossing of Niederrhein CTR

Uncontrolled VFR flights may cross the CTR Niederrhein provided that:

- Well before entering the CTR, crossing has to be requested to, and approved by radio to Niederrhein TWR on FREQ 129.400.

ENR 1.2.11 VFR OAT flights outside UDP

The following airspace is designated for VFR OAT flights outside UDP:

a. EHD 01(A) thru 09(A);

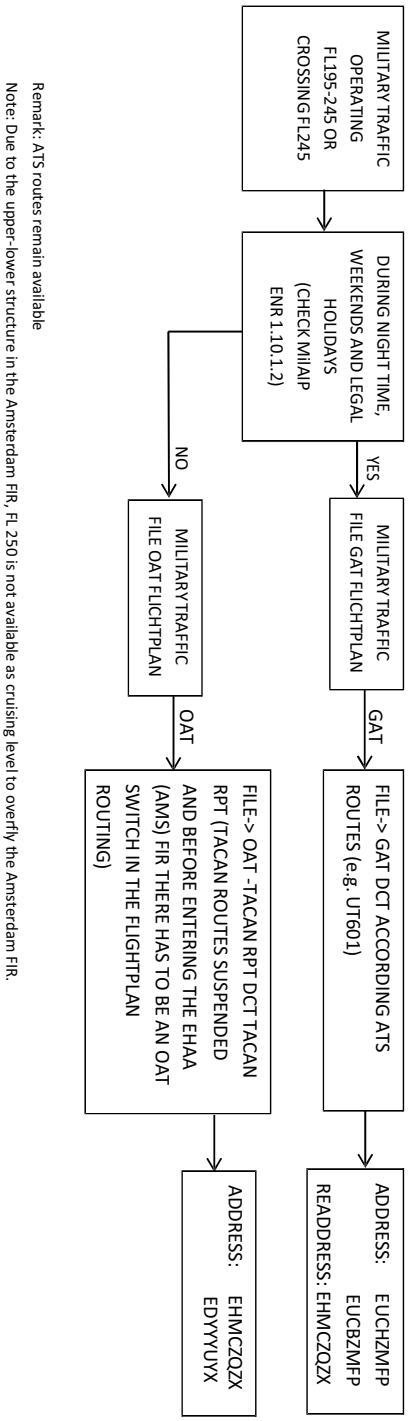
b. EHD 42;

c. EHR 4;

d. The MIL low flying areas and routes for HEL and propeller driven training ACFT (see ENR 5.2.1).

NOTE: Within the designated areas the participating ACFT will be uncontrolled, unless otherwise requested.

MANDATORY FLOW CHART FOR MILITARY TRAFFIC OPERATING FL 195-245 OR CROSSING FL 245 IN THE EHAA(AMS) FIR



Remark: ATS routes remain available

Note: Due to the upper-lower structure in the Amsterdam FIR, FL 250 is not available as cruising level to overfly the Amsterdam FIR.

ENR 1.10.2 Submission of IFR flightplans for MIL ACFT as GAT

ENR 1.10.2.1 Filing

IFR flight plans shall be submitted at least 60 MIN before EOBT except when ATFCM regulations are in force along the route to be flown (see AIP Netherlands). The flightplans shall be sent to the IFPS (EUCHZMFP and EUCBZMFP) and to OAT addressees (mixed OAT/GAT) and GAT addressees outside the IFPS-zone.

NON RVSM equiped ACFT should refrain from filing flightlevels between FL 290 en FL 410 as much as practicable.

Information with respect to ATFCM measures can be obtained at the ARO of the departing MIL AD.

ENR 1.10.2.2 Co-ordination

For flights departing from a MIL AD in The Netherlands, MilATCC Schiphol is the ACFT operator and acts as intermediary between the MIL AD concerned and the CFMU.

Departure slot co-ordination shall take place between MilATCC Schiphol and the CFMU, using the ATFCM messages as defined in the EUROCONTROL Handbook, part 'ATFCM User Manual'.

If slot time(s) cannot be met, MilATCC Schiphol is to be informed at once in order to make new arrangements.

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

ENR 1.11.1 OATs flight plan messages are addressed i.a.w. the following table

CATEGORY	ROUTE	ADDRESS
IFR Flights	IFR Flights from, into or via Amsterdam FIR	Below FL 245 EHMCZQZX Above FL 245 EDYYYUYX, EHMCZQZU
	in addition for flights through CIV TMAs (see AIP Netherlands)	
VFR flights	From, into or via Amsterdam FIR into or via one of the areas depicted on AIP Netherlands ENR 6, into or via NSAA	EHMCZFZX include EHAAZFZX
IFR/VFR (both)	Destination, alternate and practice approach	ICAO location indicator: EH..ZTZX
2nd stage FPL (throughplan)	Departure from EHEH, EHGR, EHKD, EHLW, EHVK and EHWO	ICAO location indicator: EH..ZPZX

NOTE: See also ENR 1.1.1.4 and ENR 1.10.1.2

ENR 1.11.2 GATs flightplan messages are addressed i.a.w. AIP Netherlands ENR1.11

The GAT flight plans for military aircraft shall be sent to the IFPS (EUCHZMFP and EUCBZMFP) and to OAT addressees (mixed OAT/GAT).

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EHDL AD 2.18 Air traffic services communication facilities

STATION/ SERVICE	CALL SIGN OR IDENTIFICATION	FREQUENCY MHz	HOURS	REMARKS
1	2	3	4	5
	As appropriate	121.500 243.000	HO	Emergency FREQ for all services
TWR	Deelen Tower	129.930*) 122.100**) 371.475*) 257.800**)	HO	*)Primary FREQ **)O/R
APP	RAPCON West	123.580 281.475	HO	Radar equipped

EHDL AD 2.19 Radio navigation and landing aids

FACILITY	ID	CHANNEL FREQ.	HOURS	CO-ORD.	RANGE/ ALTITUDE	REMARKS
1	2	3	4	5	6	7
TACAN	DLN	CH 59X	H24	52°03'26.45"N 005°52'21.47"E	40 NM/25000 ft	FREQ protected
ILS20 LOCAL-IZER	DNS	108.700	H24	52°02'45.383"N 005°51'54.422"E		
GLIDE-PATH		330.500	H24	52°04'02.944"N 005°52'27.312"E		ILS-antenna 201ft AMSL
DME 20	DNS	CH 24X	H24	52°04'02.944"N 005°52'27.312"E		Situated on Glidepath 20. One direction only.

EHDL AD 2.20 Local traffic regulations

Glider- and Light ACFT flying

Glidersite Terlet is located within the Deelen CTR/RMZ. Daily SR/SS the areas Terlet-A, Terlet-B, Terlet-C and Terlet-D (see Local map) can be activated. Intensive gliderflying may be expected during activation of these areas.

EHDL AD 2.21 Noise abatement procedures

To be developed.

EHDL AD 2.22 Flight procedures

IFR procedures

The IAP and SID procedures are established in accordance with the 'Criteria for the preparation of Instrument Approach and Departure Procedures (APATC-1)'.

VFR procedures

APPROACH PROCEDURES:

HEL are to approach at 750 ft via one of the following IPs:	
IP Woeste Hoeve (WH)	PSN approx. 3 NM north-east of the AD
IP West:	PSN approx. 2 NM south-west of the AD
IP East:	PSN along road Apeldoorn-Arnhem, 1 NM north of intersection with motorway A-50.

DEPARTURE PROCEDURES:
Departure depending on intentions as directed by ATC.

REPORTING POINTS:

IP WH:	52°06,04.20”N 005°57’07.20”E
IP West:	52°02’09.00”N 005°48’56.40”E
IP East:	52°01’48.60”N 005°55’44.40”E

CIRCUIT PROCEDURES:
Circuitaltitude 750 ft AMSL, direction 20 L/H, 02 R/H, 13 L/H, 31 R/H, 07 L/H and 25 R/H

EHDL AD 2.23 Additional information

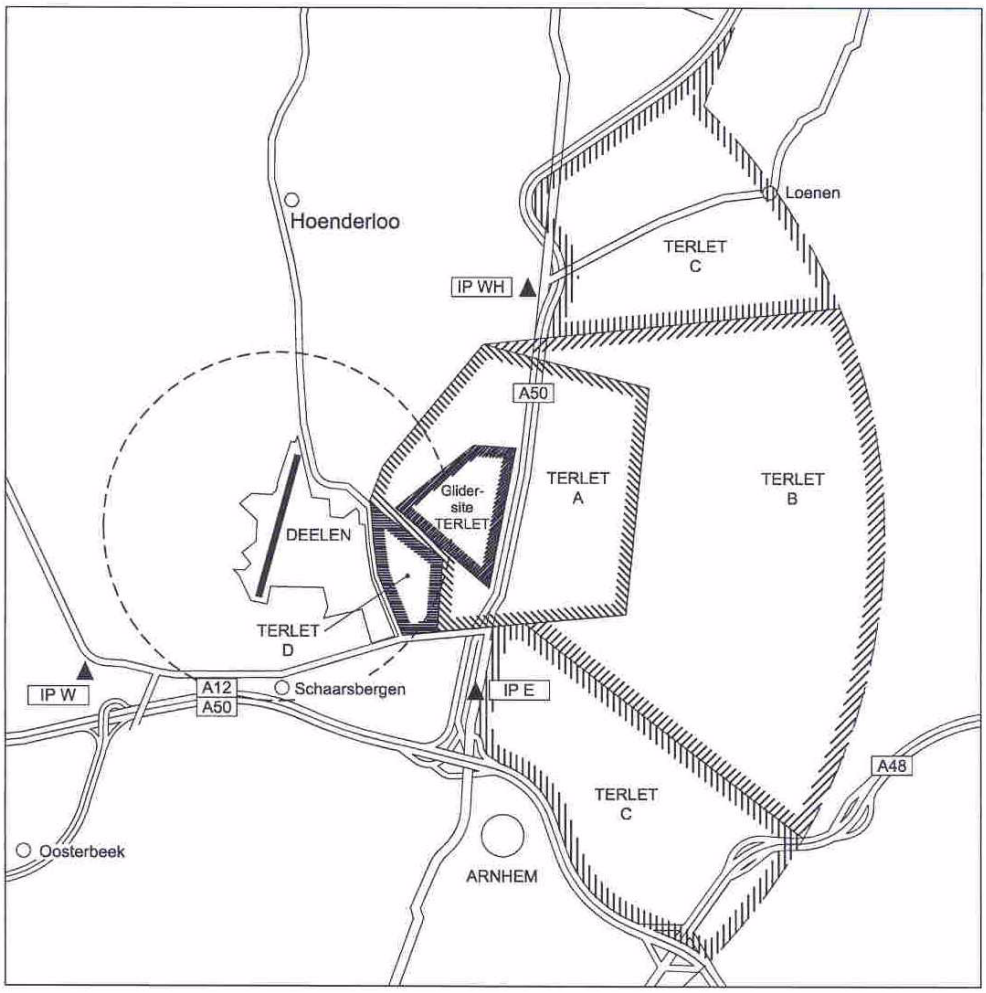
Approach control through Rapcon West.

EHDL AD 2.24 Charts related to an aerodrome

Aerodrome Chart	EHDL AD 2-7
Local map	EHDL AD 2-8
Instrument approach chart TACAN RWY 02	EHDL AD 2-10
Instrument approach chart Copter TACAN 020	EHDL AD 2-11
Instrument approach chart ILS orLOC RWY 20	EHDL AD 2-12
Instrument approach chart TACAN RWY	EHDL AD 2-13
Instrument approach chart Copter TACAN 195	EHDL AD 2-14

Co-ordinates

Terlet-A	Terlet-B
52°05'18,00"N 005°56'03.00"E; 52°04'47.00"N 005°58'54.00"E; 52°02'22.62"N 005°58'20.14"E; 52°02'16.67"N 005°55'05.35"E; 52°02'57.94"N 005°55'13.66"E; 52°03'41.40"N 005°53'53.77"E; 52°04'07.26"N 005°54'09.39"E; to point of origin.	52°05'18.00"N 005°56'03.00"E; 52°05'30.91"N 006°02'22.42"E; along clockwise arc (radius 6.5 NM, centre 52°03'35.02"N 005°52'18.97"E to 51°59'53.30"N 006°00'58.09"E; 52°02'19.35"N 005°56'32.65"E; 52°02'22.62"N 005°58'20.14"E; 52°04'47.00"N 005°58'54.00"E; to point of origin.



Terlet-C

The area within the Deelen CTR/RMZ north of the area 'Terlet-B' and east of highway A50 and the area within the Deelen CTR/RMZ that is limited by the south-boundary of the area 'Terlet-B', highway A50 and highway A12. The vertical limits are BTN 1500/3000 ft.

Terlet-D

The area limited by the east- and northern boundary of the area Terlet-A, the road Koningsweg and the road Hoenderlose weg. The vertical limits are GND/3000 ft.

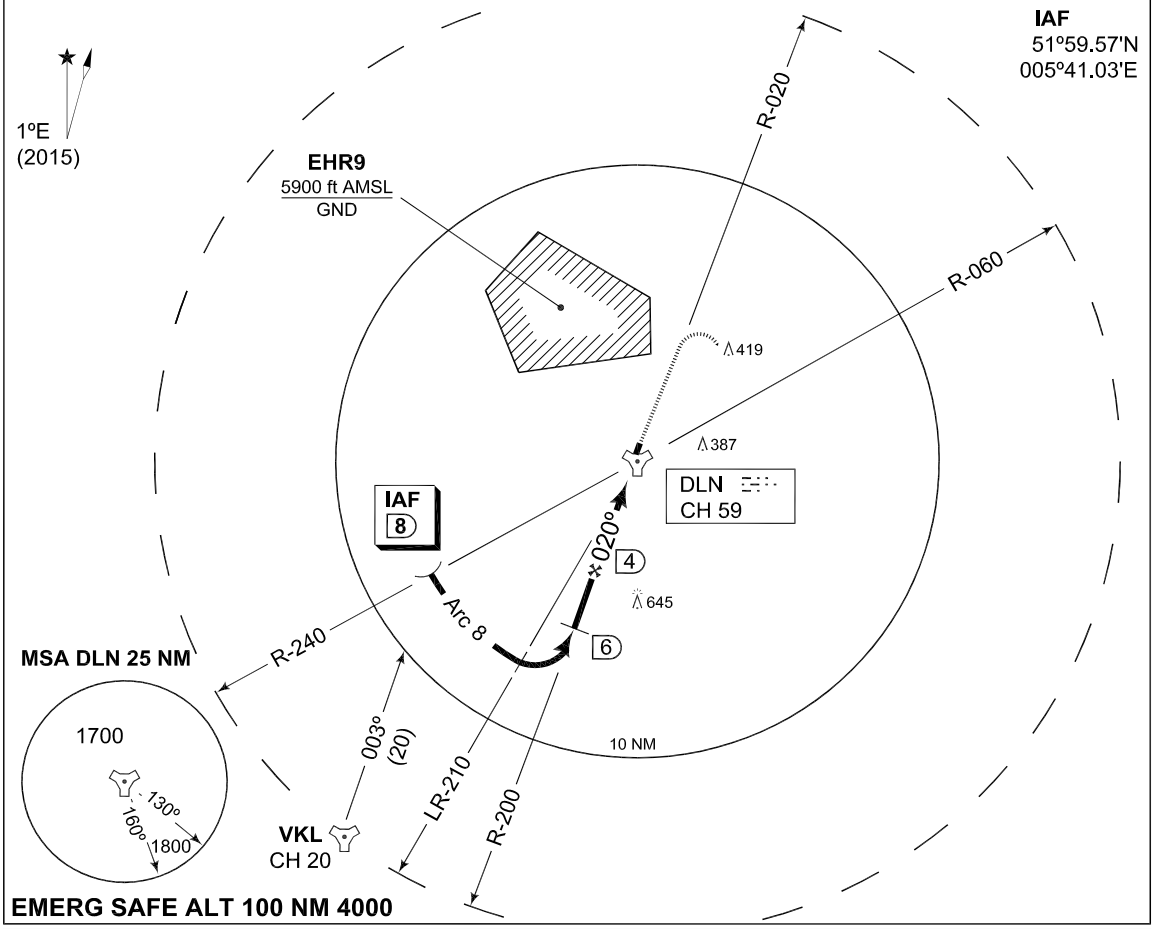
MIPS
INSTRUMENT APPROACH CHART

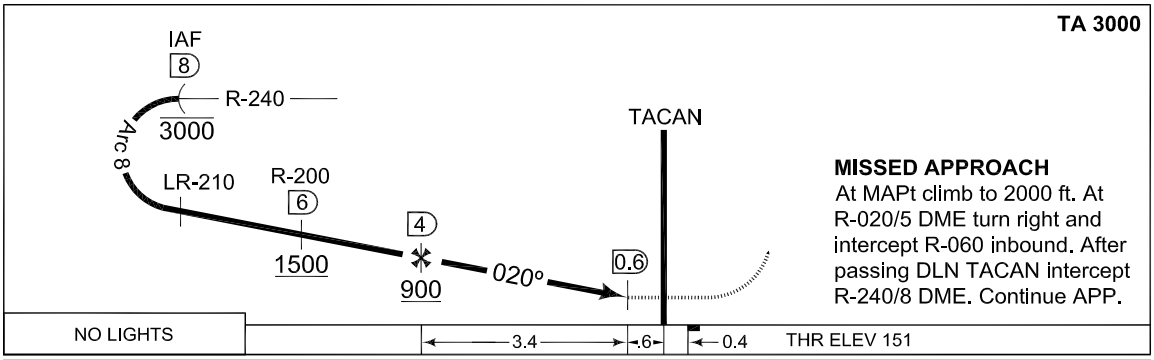
AD ELEV 158

TACAN RWY 02
DEELEN (EHDL)

DUTCH MIL	RAPCON WEST	DEELEN TWR
397.275 128.355	281.475 123.580	371.475 129.930

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
DLN CH 59	020°	900 FT		**500**	151	-	3411 FT





CATEGORY	COPTER	A	B	C	D	E
S-TACAN 02	**500** -800 349 (400-0.8)	**500** -1600 349 (400-1.6)				
CIRCLING	NOT AUTHORIZED					

CHANGES: EDITORIAL

MIPS

RNLAF 21 JUN 2018

EINDHOVEN

EHEH AD 2.1 Aerodrome location indicator and name

EHEH - Eindhoven

EHEH AD 2.2 Geographical and administrative data

1	ARP	51°27'00.48"N 005°22'28.25"E
2	Direction and distance from city	300° MAG/4 NM EINDHOVEN
3	Elevation/Reference temperature	+74 ft AMSL/22.3o C (JUL)
4	MAG VAR/Annual change	0º58'E (JAN 2015)/9'E
5	AD operating authority Postal address Visitors' address Telephone Telefax AFTN	RNLAF Vliegbasis Eindhoven MPC 87A P.O. Box 8762 4820 BB Breda Flight Forum 1550 5657 EZ Eindhoven +31(0)40 2896911 +31(0)40 2896466 EHEHZTZX
6	Types of TFC permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

EHEH AD 2.3 Operational hours

1	AD OPR HR	MON/FRI 0600/2200 (0500/2100)
2	Customs and immigration	30 MIN PN
3	Health and sanitation	HO
4	AIS Briefing office	See 2.23
5	ATS Reporting Office (ARO)	See 2.23
6	MET Briefing Office	HO
7	ATS	MIL and CIV HO
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	For CIV OPR HRS see AIP Netherlands EHEH AD 2.3

EHEH AD 2.4 Handling services and facilities

1	Cargo-handling facilities	Yes
2	Fuel/oil types	F-34, H-515, O-147, O-148, O-156
3	Fuelling facilities/capacity	No limitations
4	Oxygen	No
5	De-icing facilities/type	S-742
6	Starting units	DSA 150, DSA 600, DSA 900, JAS, DC 3500
7	Hangar space for visiting ACFT	O/R
8	Repair facilities	C130
9	Remarks	No X-servicing for armed ACFT

EHEH AD 2.5 Passenger facilities

1	Remain overnight	AVBL O/R
2	Medical facilities	First Aid treatment and first responders on site. Hospitals in Eindhoven (8km)
3	Remarks	Nil

EHEH AD 2.6 Rescue and fire fighting services

1	AD category for fire fighting	Fire NATO CAT 8 higher O/R 48 HR PN
2	Remarks	Nil

EHEH AD 2.7 Seasonal availability - clearing

1	Seasonal availability	All seasons
2	Snow removal equipment	Yes
3	Remarks	Caution advised in winter during ice conditions

EHEH AD 2.8 Aprons, taxiways and check locations/positions data

1	Apron surface and strength	West:Concrete, PCN 61 R/B/W/T East:Concrete, PCN 61 R/B/W/T
2	TWY width, surface and strength	Width minimal 54 ft, concrete, PCN 61 R/B/W/T
3	Remarks	TWY R2 and TWY R6: PCN 52 R/B/W/T

EHEH AD 2.18 Air traffic services communication facilities

STATION/ SERVICE	CALL SIGN OR IDENTIFICATION	FREQUENCY MHz	HOURS	REMARKS
1	2	3	4	5
	As appropriate	121.500 243.000	HO	Emergency FREQ for all services
TWR	Eindhoven Tower	131.005*)**) 122.100 281.150*) 257.800	HO	*)Primary FREQ **)VDF
GND CTL	Eindhoven Ground	369.250 121.930	HO	
APP	RAPCON South	123.180*) 122.100 379.925*)	HO	Radar equipped
RADAR	Eindhoven Arrival	124.530 **) 122.100 278.050	HO	Through APP
ATIS		126.030		Coverage 60 NM/20000 ft

EHEH AD 2.19 Radio navigation and landing aids

FACILITY	ID	CHANNEL FREQ.	HOURS	CO-ORD.	RANGE/ ALTITUDE	REMARKS
1	2	3	4	5	6	7
NDB	EHN	397	H24	51°28'04.27"N 005°23'41.50"E		038º MAG 0.6 NM from the THR RWY 21
TACAN	EHV	CH 119X	H24	51°26'53.39"N 005°22'29.78"E	150 NM/60000 ft	FREQ protected
ILS 03 LOCALIZER	EHZ	109.750	H24	51°27'45.01"N 005°23'18.19"E		036º MAG 0.23 NM from the THR RWY 21
GLIDEPATH		333.050	H24	51°26'34.18"N 005°22'06.36"E		0.20 NM past THR RWY 03
DME 03	EHZ	CH 34Y	H24	51°26'34.18"N 005°22'06.36"E		Situated on Glide-path 03. One direc-tion only.
ILS 21 LOCALIZER	EHO	109.750	H24	51°26'15.09"N 005°21'37.39"E		216º MAG 0.25 NM from the THR RWY 03
GLIDEPATH		333.050	H24	51°27'22.30"N 005°23'01.56"E		0.19 NM past THR RWY 21
DME 21	EHO	CH 34Y	H24	51°27'22.30"N 005°23'01.56"E		Situated on Glide-path 21. One direc-tion only.

EHEH AD 2.20 Local traffic regulations

TAXI PROCEDURES

Eindhoven Ground 121.930 is operational during aerodrome operational hours.
After permission for start-up Eindhoven Ground will give instructions for push-back and taxi.
On runway and taxiway no turns greater than 90° allowed.

OPERATIONAL USE OF INTERSECTION TAKE-OFFS

ATC may assign an intersection take-off to any aircraft for operational reasons.
During low visibility procedures (visibility < 1500 m and cloudbase < 400 ft) intersection take-offs are not allowed.

EHEH AD 2.21 Noise abatement procedures

RWY 03: Climb on RWY track until 4 DME and at least 1000 ft.
RWY 21: Climb on RWY track until 3 DME and at least 1000 ft.
Instrument approaches mandatory, light ACFT exempted.

EHEH AD 2.22 Flight procedures

IFR procedures

The IAP and SID procedures are established in accordance with STANAG 3759 and AATCP-1.

VFR procedures

Arrival, departure and crossing VFR flights shall be carried out via the arrival/departure routes unless otherwise instructed by ATC or approved on pilots request.
CONVENTIONAL ACFT:
AD control is to be called 15 MIN prior LDG and ACFT have to join the circuit under a 90° angle to the ordered down wind.

HEL:
Approach and departure procedures to be carried out from north-west. When approaching from/departing to north-west HEL may cross RWY 03/21 after R/T permission has been obtained. In order to avoid built-up areas, sector 060/120o is prohibited.

REPORTING POINTS:

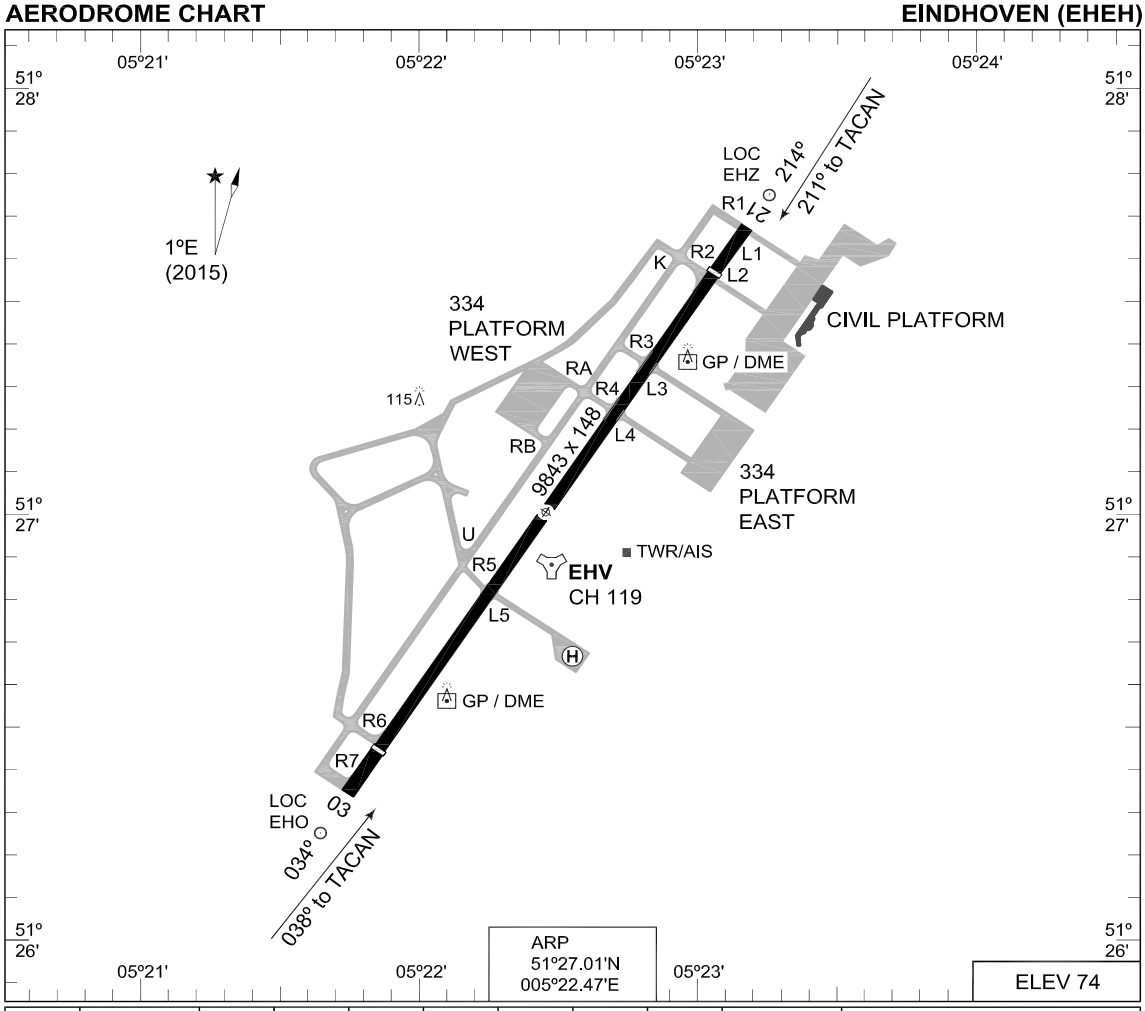
Hotel:	51°28’45”N 005°19’16”E		
Mike:	51°26’13”N 005°25’34”E		
November:	51°29’45”N 005°25’33”E		
Oscar:	51°29’56”N 005°17’11”E	Sierra:	51°22’27”N 005°19’39”E
Tango:	51°34’28”N 005°17’20”E		
Victor:	51°24’18”N 005°25’53”E		
Whiskey:	51°29’55”N 005°11’36”E		
X-ray:	51°21’04”N 005°25’16”E		
Yankee:	51°25’20”N 005°41’57”E		
Zulu:	51°19’09”N 005°27’03”E		

CIRCUIT HEIGHTS:

Conventional ACFT:	1000 ft
Light ACFT:	1000 ft
HEL:	500 ft

NOTE: R/H circuit on RWY 21

MIPS
AERODROME CHART **EINDHOVEN (EHEH)**



RWY	PCN	TORA	ASDA	TODA	LDA		PAPI		THR ELEV	THR PSN
21	62 F/A/W/T	9843	9843	10039	9022		3.0°		67	51°27.56'N 005°23.09'E
03	62 F/A/W/T	9843	9843	10039	9022		3.0°		74	51°26.45'N 005°21.85'E

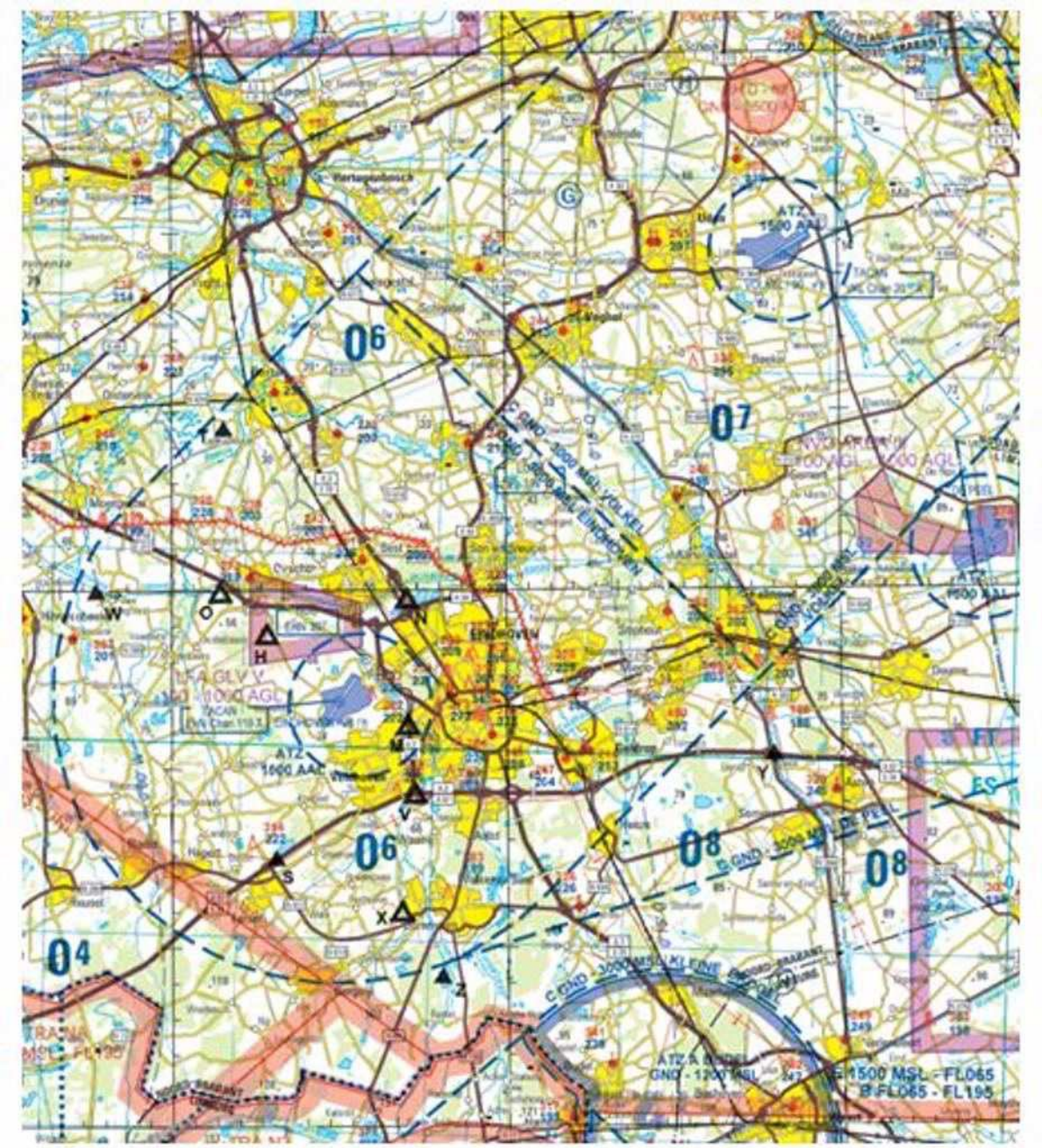
EINDHOVEN TWR	281.150	131.005	(Ground Control)	369.250	121.930
EINDHOVEN ARRIVAL	278.050	124.530			
RAPCON SOUTH	379.925	123.180			

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
SRA	MIPS	21					AB	MIPS	500 -1400 426 (500-1.4)
							C		500 -1600 426 (500-1.6)
							DE		500 -2000 426 (500-2.0)
		03							NOT AUTHORIZED

CHANGES: LCN INTO PCN

RNLAF 11 OCT 2018

LOCAL MAP



TPC(L) 2nd Series Sheet NN 31-2 Edition 22

EHGR AD 2.8 Aprons, taxiways and check locations/positions data

1	Apron surface and strength	Concrete, 298: PCN 47 R/C/W/T 300: PCN 36 R/C/W/T 301: PCN 27 R/C/W/T Vis: PCN 27 R/C/W/T
2	TWY width, surface and strength	Width 39 ft, tarmac/concrete, PCN 45 R/C/W/T
3	Remarks	Nil

EHGR AD 2.9 Surface movement guidance and control system and markings

According STANAG 3158		
1	Remarks	Nil

EHGR AD 2.10 Aerodrome obstacles

Obstacles along RWYs and TWYs are not conform to standard obstacle clearance requirements. Further details in Aerodrome Chart.

EHGR AD 2.11 Meteorological information provided

1	Associated MET Office	Gilze-Rijen
2	Hours of service MET Office outside hours	HO Joint MET Group
3	Office responsible for TAF preparation Periods of validity	Joint MET Group 12 HRS
4	Type of landing forecast Interval of issuance	Colourstate trend forecast 1/2 Hourly
5	Flight documentation Language(s) used	Charts, abbreviated plain language text English/Dutch
6	Charts and other information AVBL for briefing or consultation	SWC, prognostic upper air chart, radar satellite images
7	Supplementary equipment AVBL for providing information	E-mail: Afdeling.Meteo.GilzeRijen@mindef.nl
8	Remarks	Tel. Gilze-Rijen: +31(0)161 296551 Tel. Joint MET Group: +31(0)164 693111

EHGR AD 2.12 Runway physical characteristics

1	RWY dimensions/a-gear	See Aerodrome Chart. Values in ft.
2	RWY surface	Tarmac/concrete
3	RWY strength	PCN: RWY 10: 55 F/A/W/T RWY 28: 55 F/A/W/T RWY 02: 55 F/A/W/T RWY 20: 55 F/A/W/T

EHGR AD 2.13 Declared distances

See Aerodrome Chart. Values in ft.

EHGR AD 2.14 Approach and runway lighting

According STANAG 3316		
1	Approach lighting	RWY 28: CAT I. 780 m RWY 10: SALS. 420 m RWY 20: Nil RWY 02: Nil
2	RWY lighting	RWY 10/28 VCL/ VHI, RWY 02/20 VHI
3	PAPI	Situated on the left side of RWY 10/28
4	Remarks	Nil

EHGR AD 2.15 Other lighting, secondary power supply

1	LDI	Nil
2	TWY edge lighting	VB
3	Emergency RWY lighting	Moskit type 2 (according STANAG 3534)
4	Emergency TWY edge lighting	Retroreflective markers
5	Secondary power supply/switch-over	AVBL, switch over time 15 seconds
6	Remarks	Nil

EHKD AD 2.17 Air traffic services airspace

1	Designation and lateral limits	DE KOOY CTR 52°59'13.58"N 004°55'32.06"E; along clockwise arc (radius 6.5 NM, centre 52°55'25.00"N 004°46'50.00"E) to 53°01'42.82"N 004°49'26.26"E; 53°02'11.88"N 004°49'38.31"E; along clockwise arc (radius 7 NM, centre 52°55'25.00"N 004°46'50.00"E) to 52°59'31.13"N 004°56'12.28"E; to point of origin.
2	Vertical limits	GND to 3000 ft AMSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Contact initially De Kooy TWR. English
5	Transition altitude	IFR: 3000 ft AMSL; VFR: 3500 ft AMSL
6	Remarks	Caution: EHR 8 is active MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or activated by NOTAM. Request ATC for crossing clearance.

EHKD AD 2.18 Air traffic services communication facilities

STATION/ SERVICE	CALL SIGN OR IDENTIFICATION	FREQUENCY MHz	HOURS	REMARKS
1	2	3	4	5
	As appropriate	121.500 243.000	HO	Emergency FREQ for all services
TWR	De Kooy Tower	120.130*) 122.100 234.800*) 257.800	HO	*) Primary FREQ
GND CTL	De Kooy Ground De Kooy Tower	121.730 234.800	HO	
APP	De Kooy Arrival	124.230*) 341.550*)	HO	
	De Kooy Final	123.305 234.150	HO	SSR only

EHKD AD 2.19 Radio navigation and landing aids

FACILITY	ID	CHANNEL FREQ.	HOURS	CO-ORD.	RANGE/ ALTITUDE	REMARKS
1	2	3	4	5	6	7
VOR/DME	HDR	115.550 CH102Y	H24	52°54'24.68"N 004°45'56.60"E	120 NM/FL 250 90 NM/FL 250 BTN 015/150° MAG	210° MAG 0.9 DME from THR RWY 03
ILS LOCALIZER	DKY	108.900	H24	52°55'04.99"N 004°46'28.51"E		
GLIDEPATH		329.300	H24	52°55'28.66"N 004°46'47.38"E		
DME	DKY	CH26X	H24	52°55'28.66"N 004°46'47.38"E		DME reading at THR RWY21: 0.2 NM

EHKD AD 2.20 Local traffic regulations

1. Intensive training operations with helicopter and light aircraft. Light aircraft and model flying daily outside OPR HR. Glider site Wieringermeer is located 8NM SE of ARP, just outside CTR/RMZ.
2. VFR traffic crossing the CTR shall be carried out via the VFR reporting points (see visual approach chart) at 1500 ft AMSL, unless otherwise instructed or approved by ATC.
3. Visual traffic circuit: RWY 03 right-hand 1000 ft AMSL; RWY 21 left-hand 1000 ft AMSL.
4. Overflying the gas plant (0,5 NM east of ARP) is prohibited

EHKD AD 2.21 Noise abatement procedures

ARR + DEP procedures are according standard VFR/IFR routes. Avoid overflying of Den Helder (2 NM NNW of ARP) and built-up areas as much as possible.

Avoid overflying camping southeast of FOXTROT below 1500 ft AMSL
(see AIP Netherlands EHKD AD 2.21).

EHKD AD 2.22 Flight procedures

IFR procedures

The IAP and SID procedures are established in accordance with STANAG 3759 and AATCP-1.

VFR procedures

APPROACH PROCEDURES:
Contact De Kooy TWR 2 minutes before reaching the CTR BDRY, for permission to enter the CTR. Unless otherwise instructed, enter the CTR via designated reporting points at 1500 ft and maintain. Descent to circuit altitude according the joining procedure which will be instructed by ATC.

a. Overhead joining. Report overhead, join downwind and descent to 1000 ft.
b. Direct joining (ATC discretion only). After passing one of the following reporting points (Hotel, Bravo, Romeo or Foxtrot) join the circuit and descent to circuit altitude as instructed by ATC.

EHKD AD 2.23 Additional information

1. EHR 8 (prohibited/gunfiring) extending in the CTR. The eastboundary is east of the dunes.

2. PPR: for Prior Permission Request contact:
De Kooy Flight Information Office via e-mail: vva.ehkd@mindef.nl
Requests must contain the following information.

   a. Inbound De Kooy for practice approaches only or full stop landing.
   b. Name and phonenumber concerning person of contact.
   c. Call sign and/or ACFT registration.
   d. Type of ACFT.
   e. DOF (Date Of Flight).
   f. Aerodrome of departure.
   g. ETA (Estimated Time of Arrival) at De Kooy.
   h. ETD (Estimated Time of Departure) from De Kooy.
   i. Aerodrome of arrival.
   j. Name of aircraft operator. Incomplete requests will NOT be considered.
   A standard request form may be obtained from ATC De Kooy through previously mentioned e-mail address.

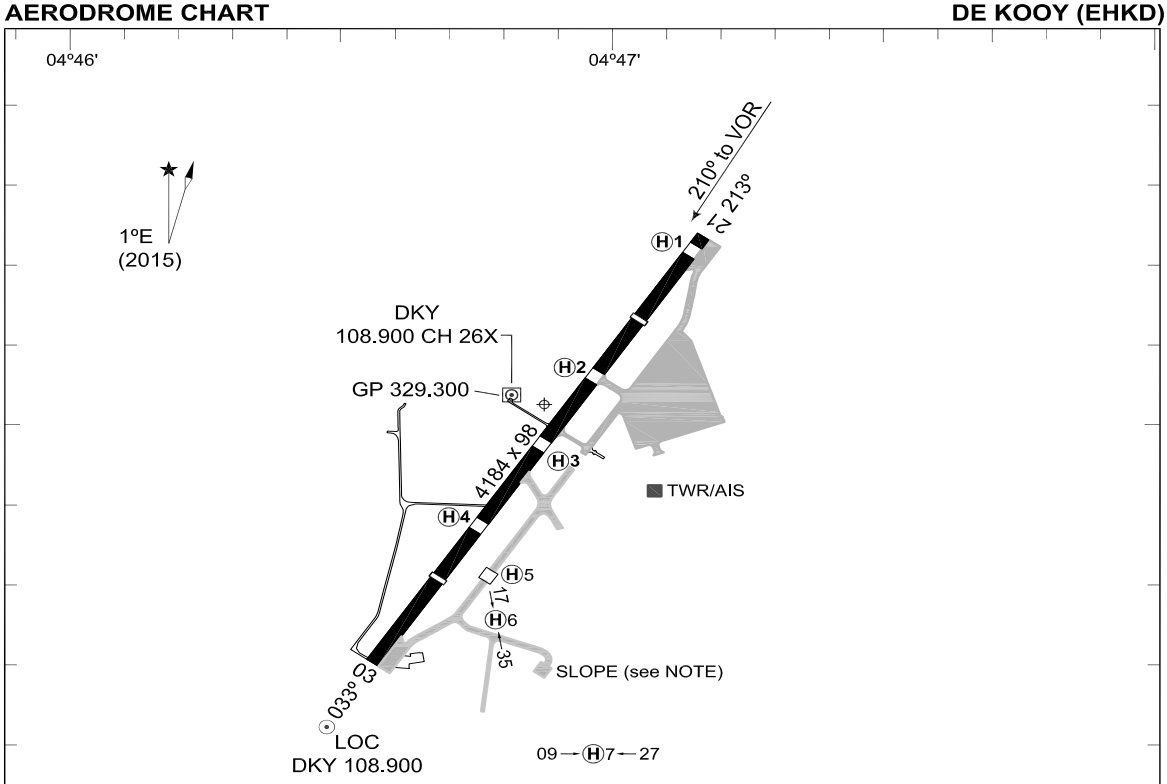
3. When intending a full stop landing at de Kooy please also include if refuel, hangar space, accommodation or other is required.

4. AIS Briefing office facility and the ATS Reporting Office (ARO) is only available through the Flight Data
and Notam Office (FDNO) located at MilATCC Schiphol.
Tel: +31(0)577 458781
Tel: +31(0)20 4062841
Fax: +31(0)577 456523
E-mail: aocs.fdno@mindef.nl
AFTN: EHMCZPZX
avlbl H24

EHKD AD 2.24 Charts related to an aerodrome

Aerodrome Chart	EHKD AD 2-10
Local map	EHKD AD 2-11
Instrument approach chart VOR RWY 03	EHKD AD 2-12
Instrument approach chart COPTER VOR RWY 03	EHKD AD 2-13
Instrument approach chart ILS or LOC RWY 21	EHKD AD 2-14
Instrument approach chart VOR RWY 21	EHKD AD 2-15

MIPS
AERODROME CHART **DE KOOY (EHKD)**



RWY	PCN	TORA	ASDA	TODA	LDA				THR ELEV	THR PSN
21	62 F/A/W/T	4184	4184	4381	3377				2	52°55.58'N 004°47.03'E
03	62 F/A/W/T	3789	3789	3986	3334				3	52°55.19'N 004°46.59'E

DE KOOY TWR 234.800 120.130 121.730 or 234.800 (Ground Control)
DE KOOY ARRIVAL 341.550 124.230

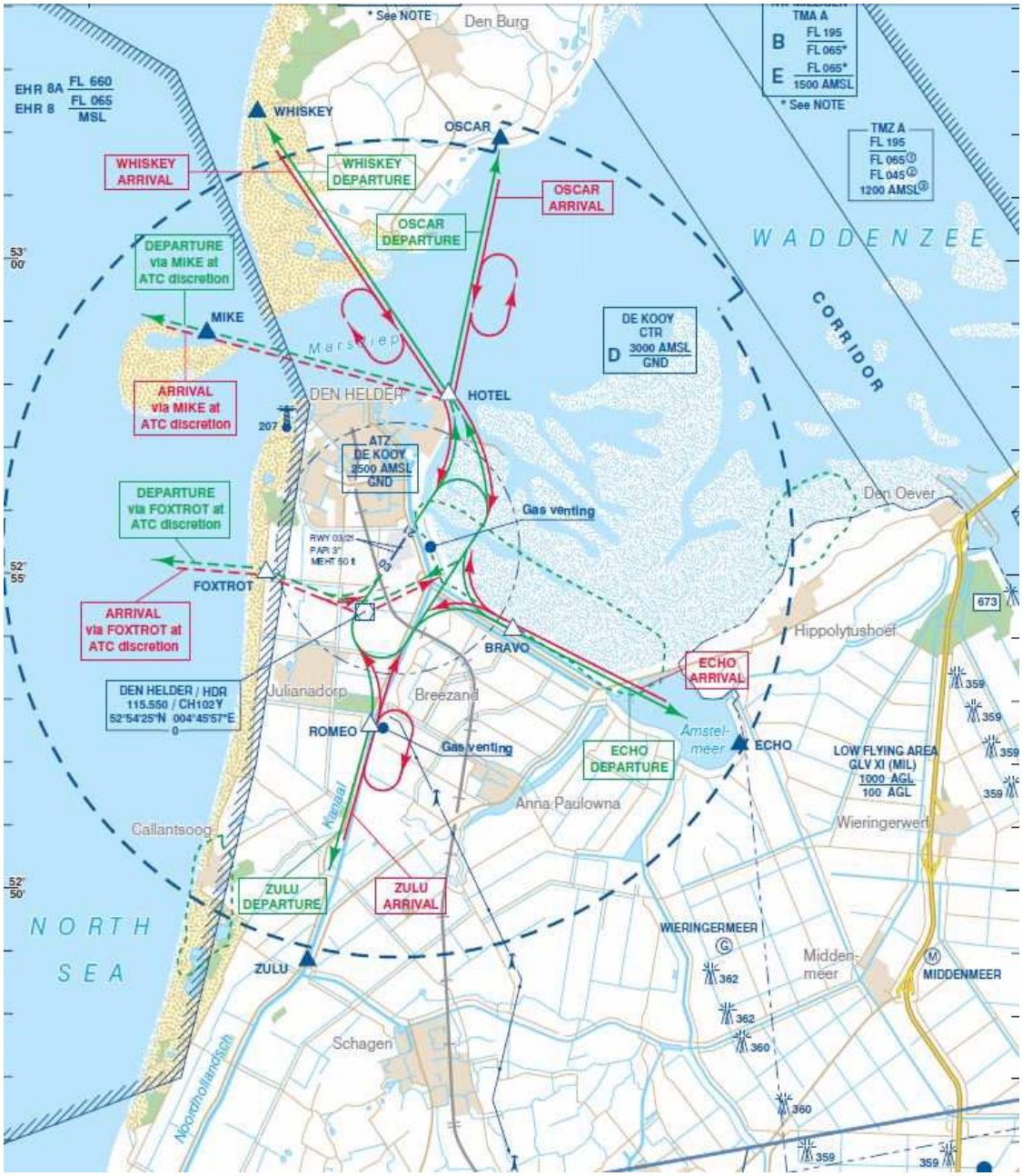
	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
SRA	MIPS	21					ABH	MIPS	500 -2000 498 (500-2.0)
	MIPS	03					ABH	MIPS	380 -2400 377 (400-2.4)

NOTE: SLOPE; WESTSIDE 5°, SOUTHSIDE 10°.

CHANGES: LCN INTO PCN, TORA, ASDA, TODA, LDA, THR PSN

RNLAF 11 OCT 2018

LOCAL MAP


* See NOTE
Den Burg
TMA A
B FL 195 / FL 065*
E FL 065* / 1500 AMSL
* See NOTE
EHR 8A FL 660
EHR 8 FL 065 / MSL
WHISKEY
OSCAR
TMZ A
FL 195
FL 065
FL 045
1200 AMSL
WHISKEY ARRIVAL
WHISKEY DEPARTURE
OSCAR ARRIVAL
OSCAR DEPARTURE
WADDENZEE
DEPARTURE via MIKE at ATC discretion
MIKE
DE KOOY CTR
D 3000 AMSL / GND
CORRIDOR
Marsdiep
ARRIVAL via MIKE at ATC discretion
DEN HELDER
HOTEL
ATZ DE KOOY 2500 AMSL / GND
DEPARTURE via FOXTROT at ATC discretion
Gas venting
Den Oever
FOXTROT
ARRIVAL via FOXTROT at ATC discretion
BRAVO
Hippolytushoef
ECHO ARRIVAL
DEN HELDER / HDR 115.550 / CH102Y 52°54'25"N 004°45'57"E
Julianadorp
Breezand
ROMEO
Gas venting
ECHO DEPARTURE
Amstel-meer
ECHO
LOW FLYING AREA GLV XI (MIL) 1000 AGL / 100 AGL
Anna Paulowna
Wieringerwerf
Callantsoog
Kanaal
ZULU DEPARTURE
ZULU ARRIVAL
NORTH SEA
WIERINGERMEER
Midden-meer
MIDDENMEER
ZULU
Schagen
Noordhollandsch

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 4

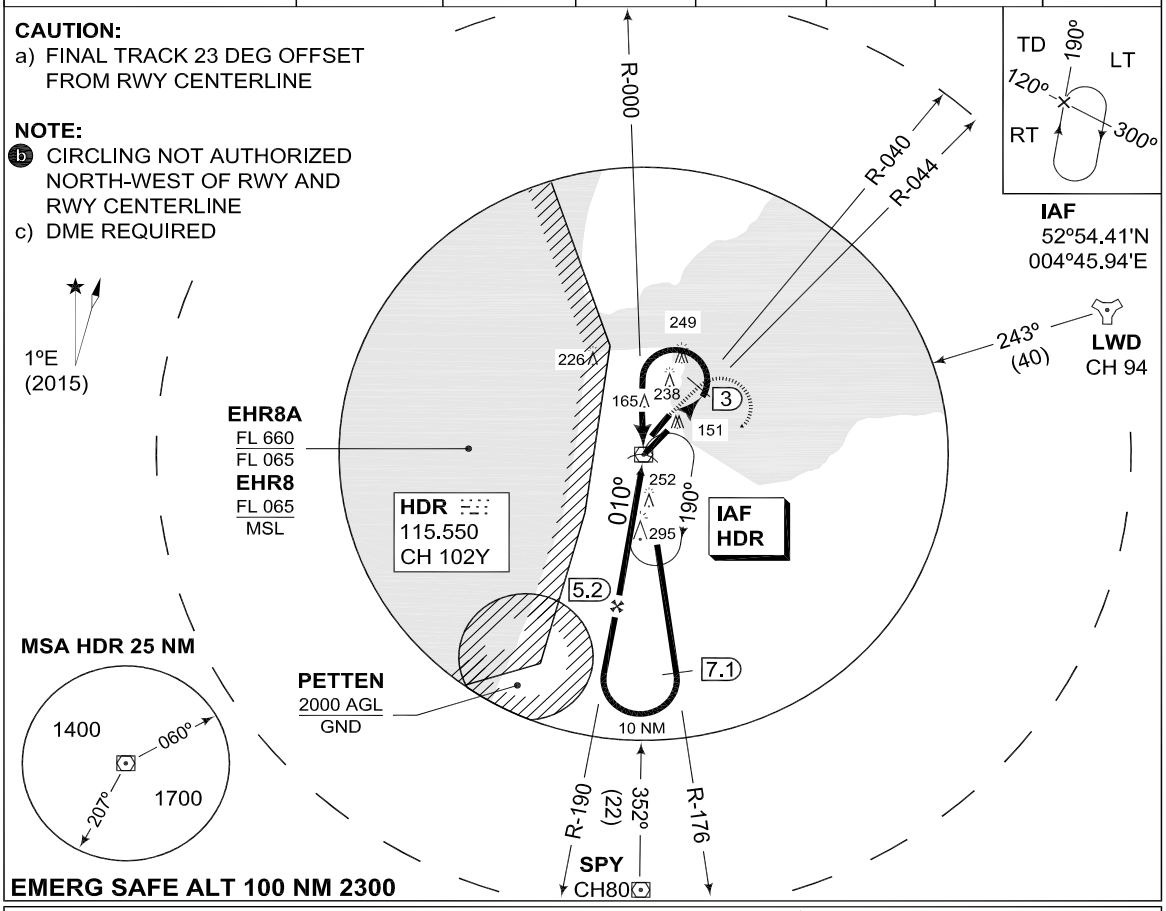
VOR RWY 03
DE KOOY (EHKD)

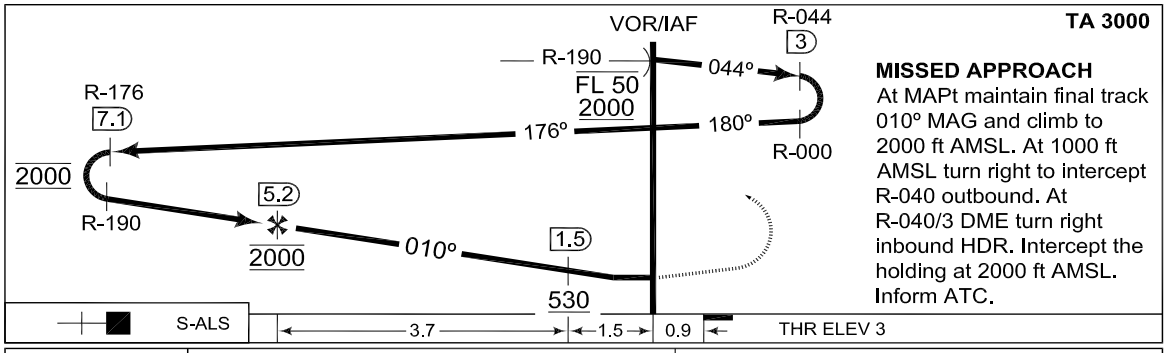
DUTCH MIL	DE KOOY ARRIVAL	DE KOOY TWR	GND CTL
397.275 128.355	341.550 124.230	234.800 120.130	234.800 121.730

VOR/DME	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
HDR 115.550 / CH 102Y	010°	2000 FT		SEE CAT	3	360 m	3334 FT

CAUTION:
a) FINAL TRACK 23 DEG OFFSET FROM RWY CENTERLINE

NOTE:
b CIRCLING NOT AUTHORIZED NORTH-WEST OF RWY AND RWY CENTERLINE
c) DME REQUIRED





MISSED APPROACH
At MAPt maintain final track 010° MAG and climb to 2000 ft AMSL. At 1000 ft AMSL turn right to intercept R-040 outbound. At R-040/3 DME turn right inbound HDR. Intercept the holding at 2000 ft AMSL. Inform ATC.

CATEGORY	A	B
S-VOR 03	**430** -1400 427 (500-1.4)	**450** -1400 447 (500-1.4)
CIRCLING b	**510** -1900 506 (600-1.9)	**550** -2800 546 (600-2.8)

CHANGES: LDA MIPS

RNLAF 11 OCT 2018

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 4

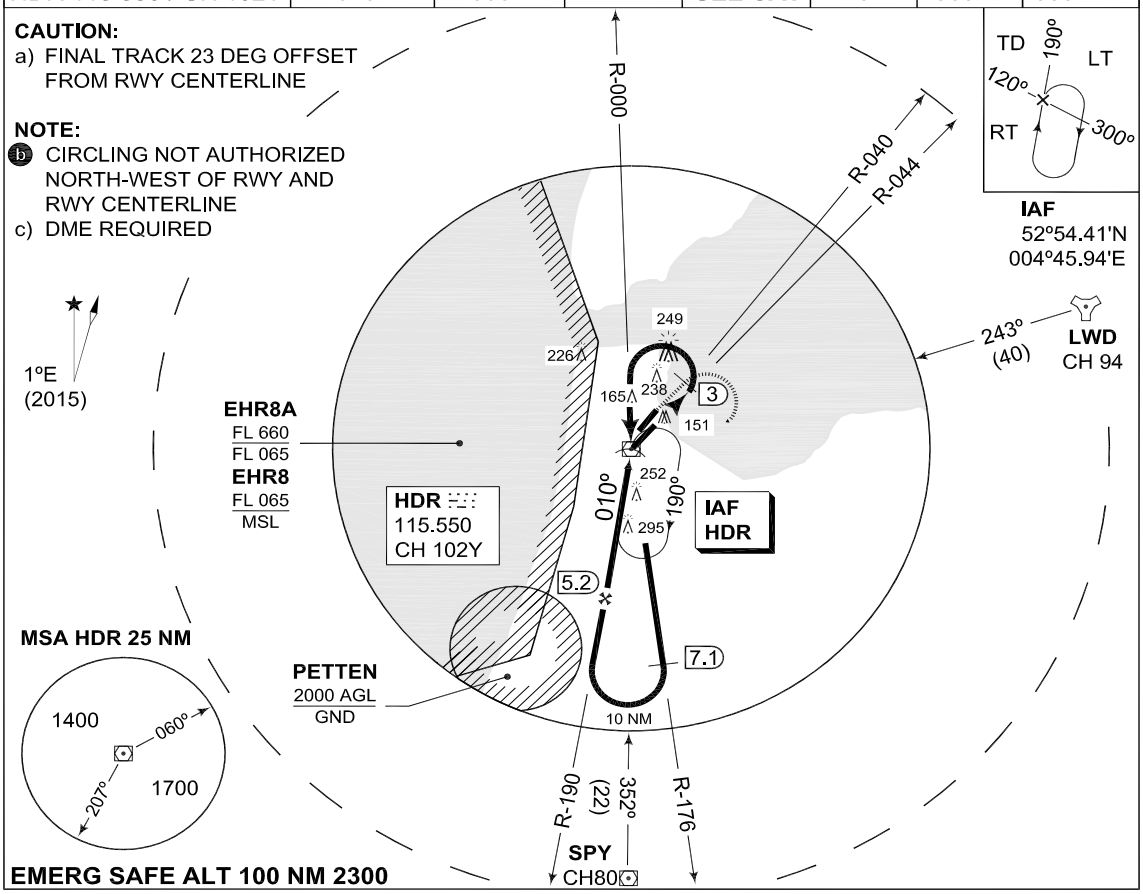
COPTER VOR RWY 03
DE KOOY (EHKD)

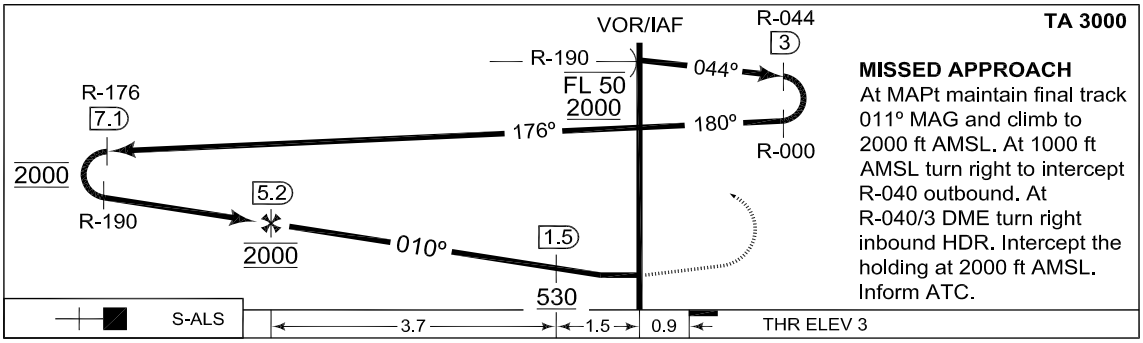
DUTCH MIL	DE KOOY ARRIVAL	DE KOOY TWR	GND CTL
397.275 128.355	341.550 124.230	234.800 120.130	234.800 121.730

VOR/DME	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
HDR 115.550 / CH 102Y	010°	2000 FT		SEE CAT	3	360 m	3334 FT

CAUTION:
a) FINAL TRACK 23 DEG OFFSET FROM RWY CENTERLINE

NOTE:
b) CIRCLING NOT AUTHORIZED NORTH-WEST OF RWY AND RWY CENTERLINE
c) DME REQUIRED





TA 3000

MISSED APPROACH
At MAPt maintain final track 011° MAG and climb to 2000 ft AMSL. At 1000 ft AMSL turn right to intercept R-040 outbound. At R-040/3 DME turn right inbound HDR. Intercept the holding at 2000 ft AMSL. Inform ATC.

CATEGORY	H
S-VOR 03	**320** -1400 317 (400-1.4)
CIRCLING b	**510** -1900 506 (600-1.9)

CHANGES: LDA MIPS

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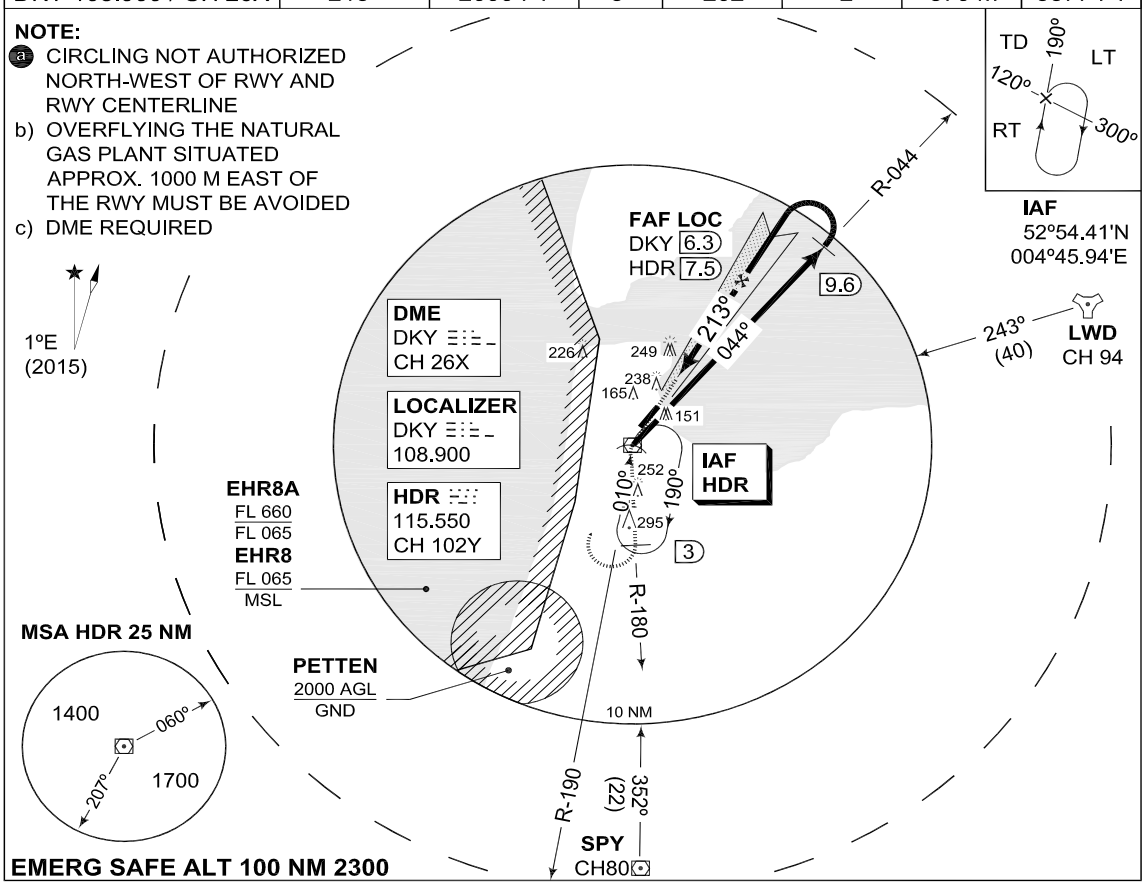
MIPS
INSTRUMENT APPROACH CHART

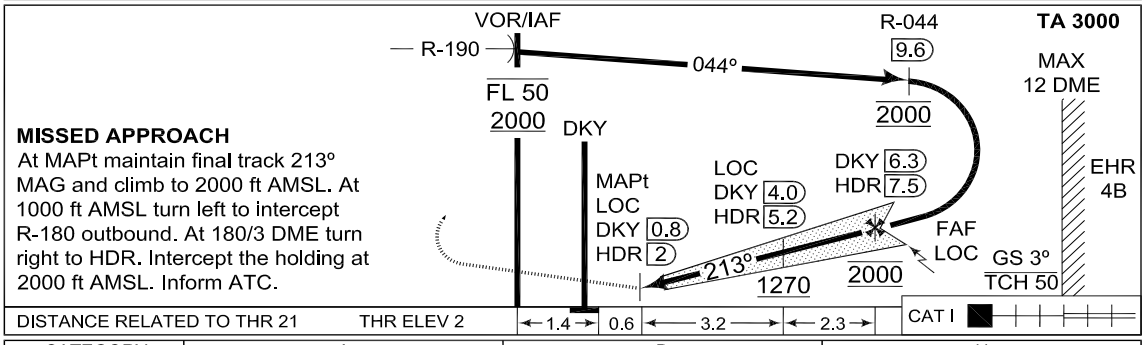
AD ELEV 4

ILS or LOC RWY 21
DE KOOY (EHKD)

DUTCH MIL	DE KOOY ARRIVAL	DE KOOY TWR	GND CTL
397.275 128.355	341.550 124.230	234.800 120.130	234.800 121.730

LOCALIZER/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
DKY 108.900 / CH 26X	213°	2000 FT	3°	**202**	2	870 m	3377 FT





CATEGORY	A	B	H
S-ILS 21	**202** -800 200 (200-0.8)		**202** -400 200 (200-0.4)
CIRCLING (a)	**510** -1900 506 (600-1.9)	**550** -2800 546 (600-2.8)	**510** -1900 506 (600-1.9)
S-LOC 21	**330** -800 328 (400-0.8)		**330** -400 328 (400-0.4)

CHANGES: LDA
MIPS
RNLAF 11 OCT 2018

MIPS
INSTRUMENT APPROACH CHART

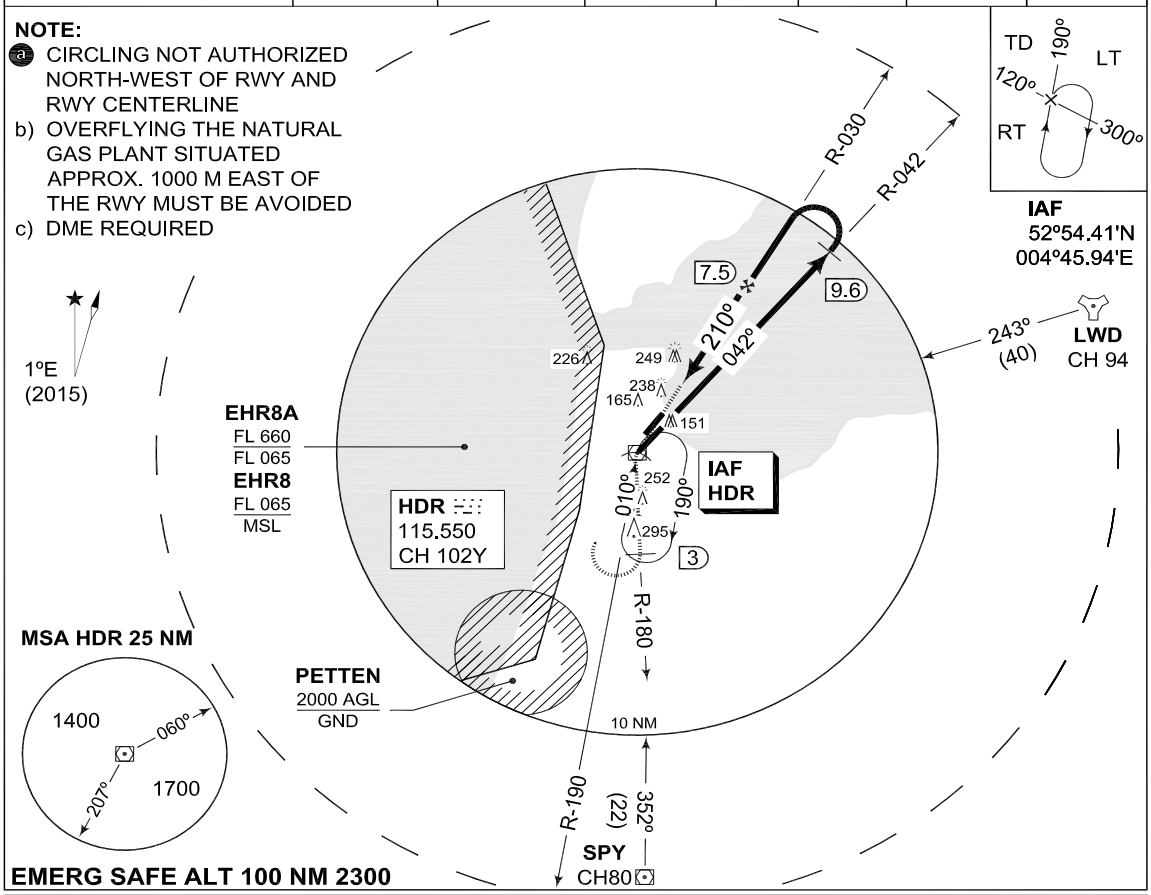
AD ELEV 4

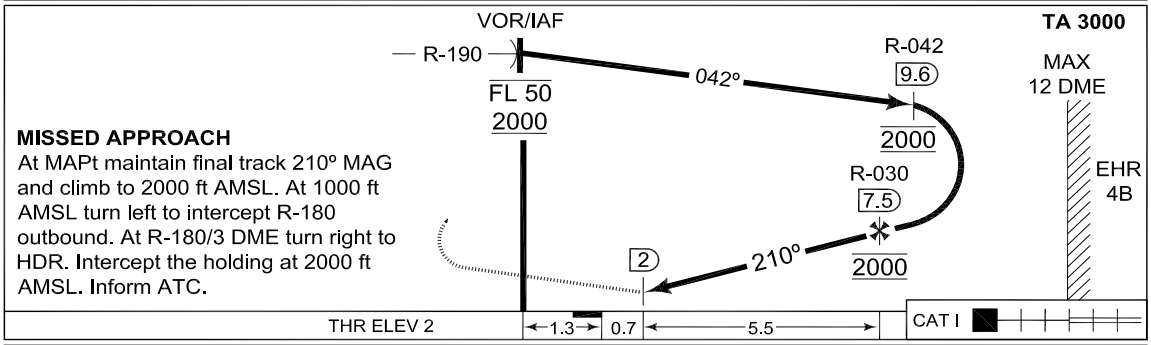
VOR RWY 21
DE KOOY (EHKD)

DUTCH MIL	DE KOOY ARRIVAL	DE KOOY TWR	GND CTL
397.275 128.355	341.550 124.230	234.800 120.130	234.800 121.730

VOR/DME	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
HDR 115.550 / CH 102Y	210°	2000 FT		**510**	2	870 m	3377 FT

NOTE:
a) CIRCLING NOT AUTHORIZED NORTH-WEST OF RWY AND RWY CENTERLINE
b) OVERFLYING THE NATURAL GAS PLANT SITUATED APPROX. 1000 M EAST OF THE RWY MUST BE AVOIDED
c) DME REQUIRED





MISSED APPROACH
At MAPt maintain final track 210° MAG and climb to 2000 ft AMSL. At 1000 ft AMSL turn left to intercept R-180 outbound. At R-180/3 DME turn right to HDR. Intercept the holding at 2000 ft AMSL. Inform ATC.

CATEGORY	A	B	H
S-VOR 21	**510** -800 508 (600-0.8)		**510** -400 508 (600-0.4)
CIRCLING a	**510** -1900 506 (600-1.9)	**550** -2800 546 (600-2.8)	**510** -1900 506 (600-1.9)

CHANGES: LDA MIPS

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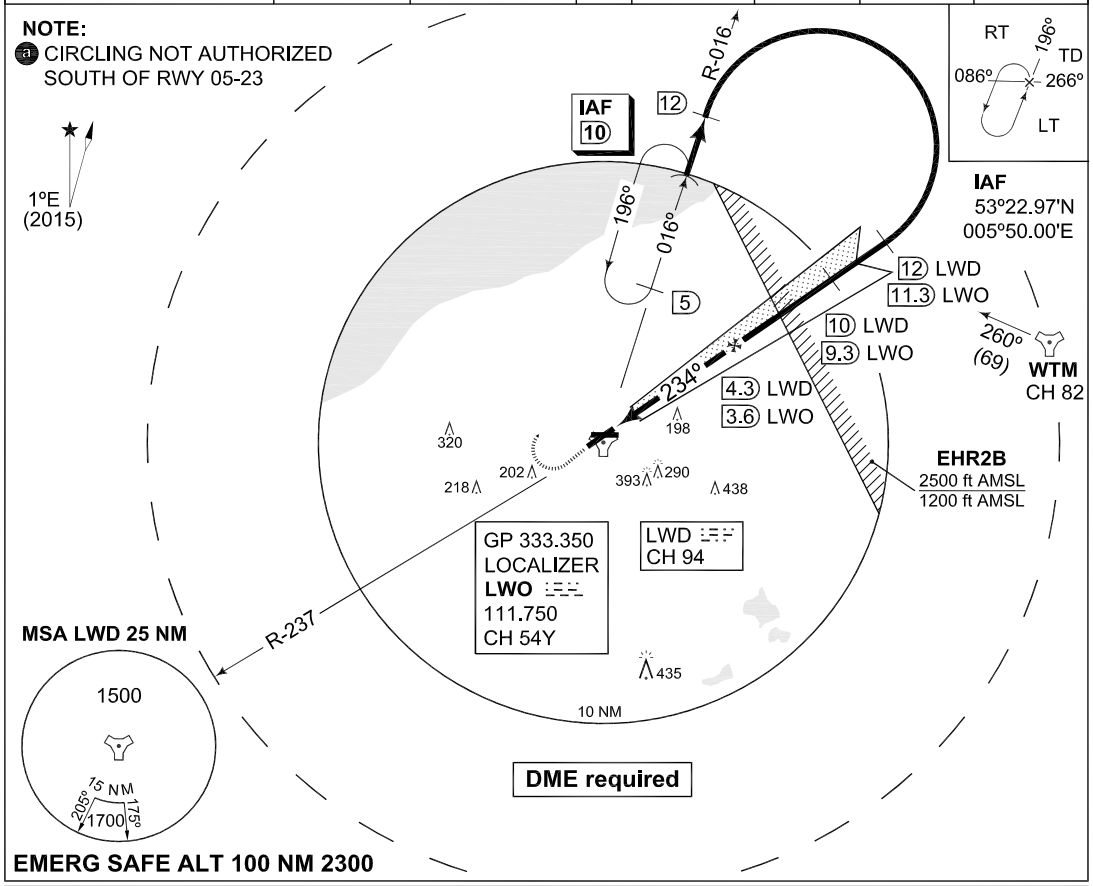
MIPS
INSTRUMENT APPROACH CHART

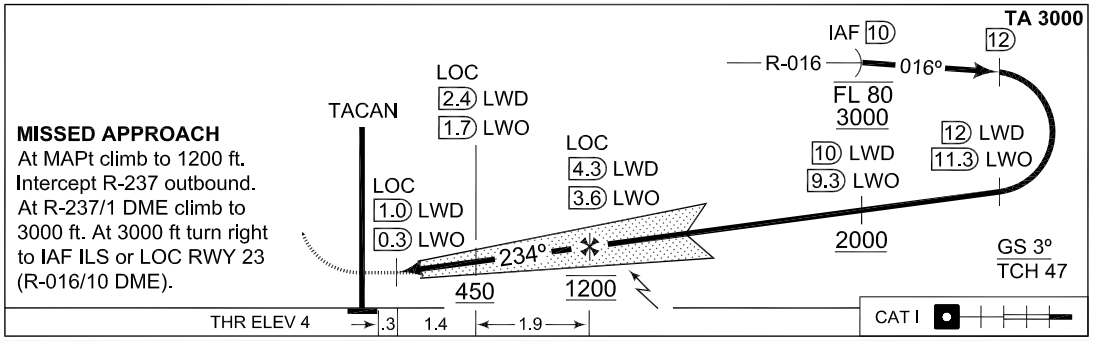
AD ELEV 4

ILS or LOC RWY 23
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
397.275 128.355	337.000 132.030	247.675 120.705	281.550

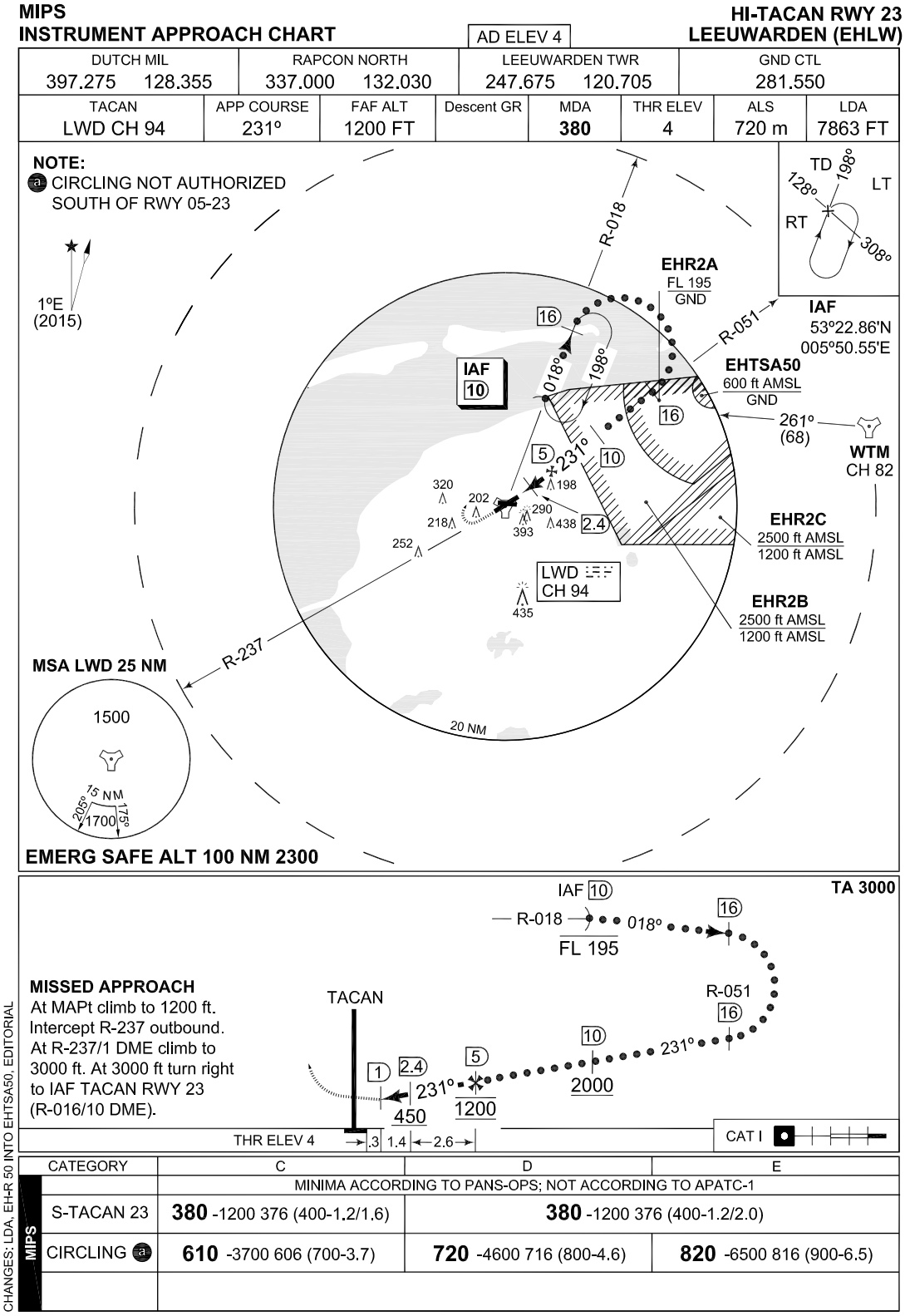
LOCALIZER / DME	APP COURSE	GS INTCEPT ALT	GS	DA	THR ELEV	ALS	LDA
LWO 111.750 / CH 54Y	234°	1200 FT	3°	SEE CAT	4	720 m	7863 FT

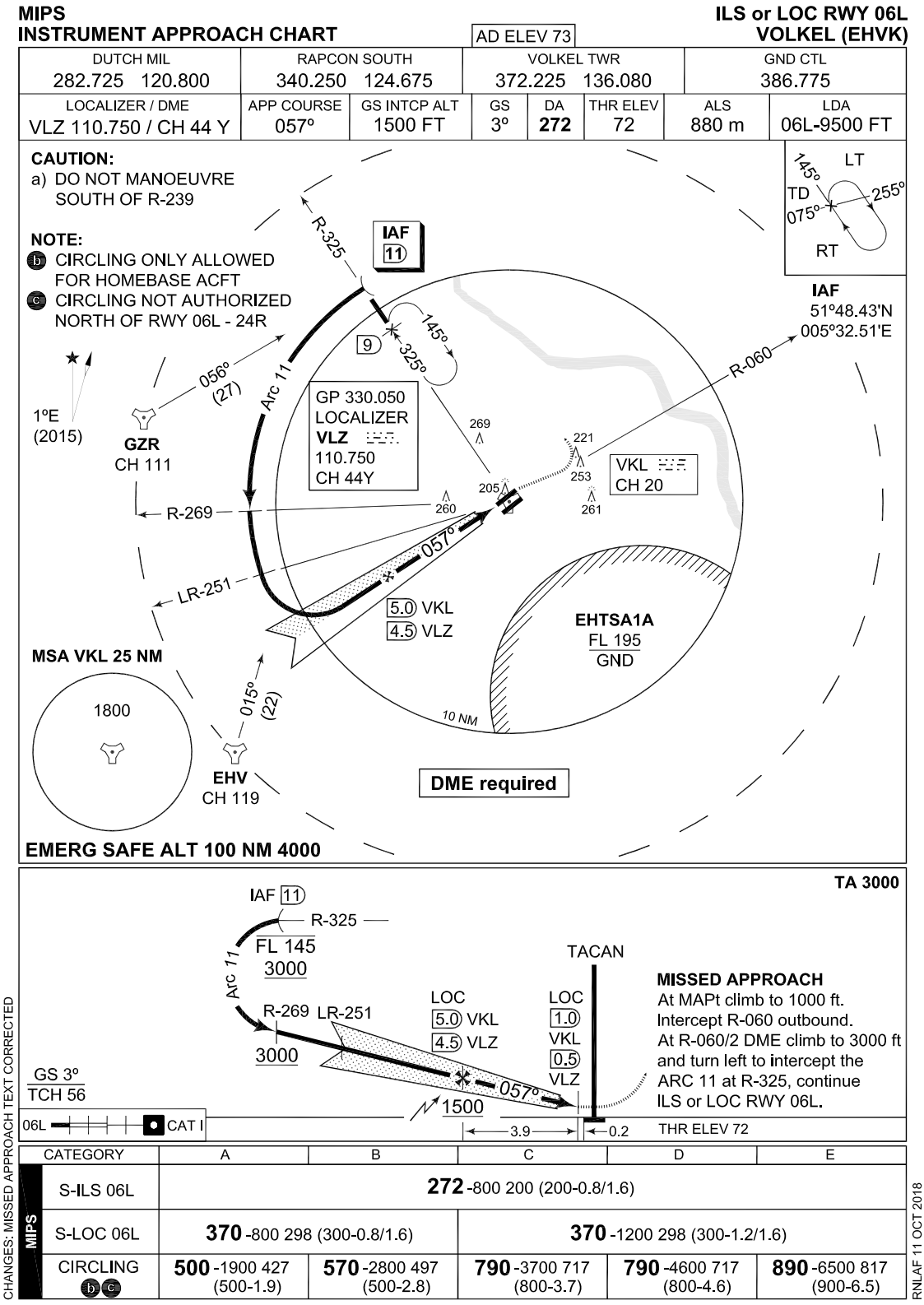




CATEGORY	A	B	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
S-ILS 23	**217** -800 213 (300-0.8/1.6)	**227** -800 223 (300-0.8/1.6)	**237** -800 233 (300-0.8/1.6)	**247** -800 243 (300-0.8/1.6)	**265** -800 262 (300-0.8/1.6)
S-LOC 23	**340** -800 336 (400-0.8/1.6)		**340** -1200 336 (400-1.2/1.6)	**340** -1200 336 (400-1.2/2.0)	
CIRCLING (a)	**500** -1900 496 (500-1.9)	**510** -2800 506 (600-2.8)	**610** -3700 606 (700-3.7)	**720** -4600 716 (800-4.6)	**820** -6500 816 (900-6.5)

MIPS
CHANGES: IAF
RNLAF 11 OCT 2018


MIPS
INSTRUMENT APPROACH CHART
AD ELEV 4
HI-TACAN RWY 23
LEEUWARDEN (EHLW)
DUTCH MIL 397.275 128.355
RAPCON NORTH 337.000 132.030
LEEUWARDEN TWR 247.675 120.705
GND CTL 281.550
TACAN LWD CH 94
APP COURSE 231°
FAF ALT 1200 FT
Descent GR
MDA 380
THR ELEV 4
ALS 720 m
LDA 7863 FT
NOTE:
a CIRCLING NOT AUTHORIZED SOUTH OF RWY 05-23
1°E (2015)
TD 198°
128°
LT
RT
308°
R-018
EHR2A
FL 195
GND
IAF
53°22.86'N
005°50.55'E
R-051
EHTSA50
600 ft AMSL
GND
IAF 10
018°
198°
261°
(68)
WTM
CH 82
231°
320
202
198
218
290
393
438
2.4
252
LWD
CH 94
435
EHR2C
2500 ft AMSL
1200 ft AMSL
EHR2B
2500 ft AMSL
1200 ft AMSL
R-237
MSA LWD 25 NM
1500
15 NM
205°
175°
1700
20 NM
EMERG SAFE ALT 100 NM 2300
IAF 10
TA 3000
R-018
FL 195
018°
R-051
MISSED APPROACH
At MAPt climb to 1200 ft.
Intercept R-237 outbound.
At R-237/1 DME climb to
3000 ft. At 3000 ft turn right
to IAF TACAN RWY 23
(R-016/10 DME).
TACAN
231°
450
1200
2000
THR ELEV 4
.3
1.4
2.6
CAT I
CATEGORY C D E
MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1
MIPS
S-TACAN 23 380 -1200 376 (400-1.2/1.6) 380 -1200 376 (400-1.2/2.0)
CIRCLING a 610 -3700 606 (700-3.7) 720 -4600 716 (800-4.6) 820 -6500 816 (900-6.5)
CHANGES: LDA, EH-R 50 INTO EHTSA50, EDITORIAL
RNLAF 21 JUN 2018



MIPS	CATEGORY	A	B	C	D	E
	S-ILS 06L	**272** -800 200 (200-0.8/1.6)				
	S-LOC 06L	**370** -800 298 (300-0.8/1.6)		**370** -1200 298 (300-1.2/1.6)		
	CIRCLING b c	**500** -1900 427 (500-1.9)	**570** -2800 497 (500-2.8)	**790** -3700 717 (800-3.7)	**790** -4600 717 (800-4.6)	**890** -6500 817 (900-6.5)

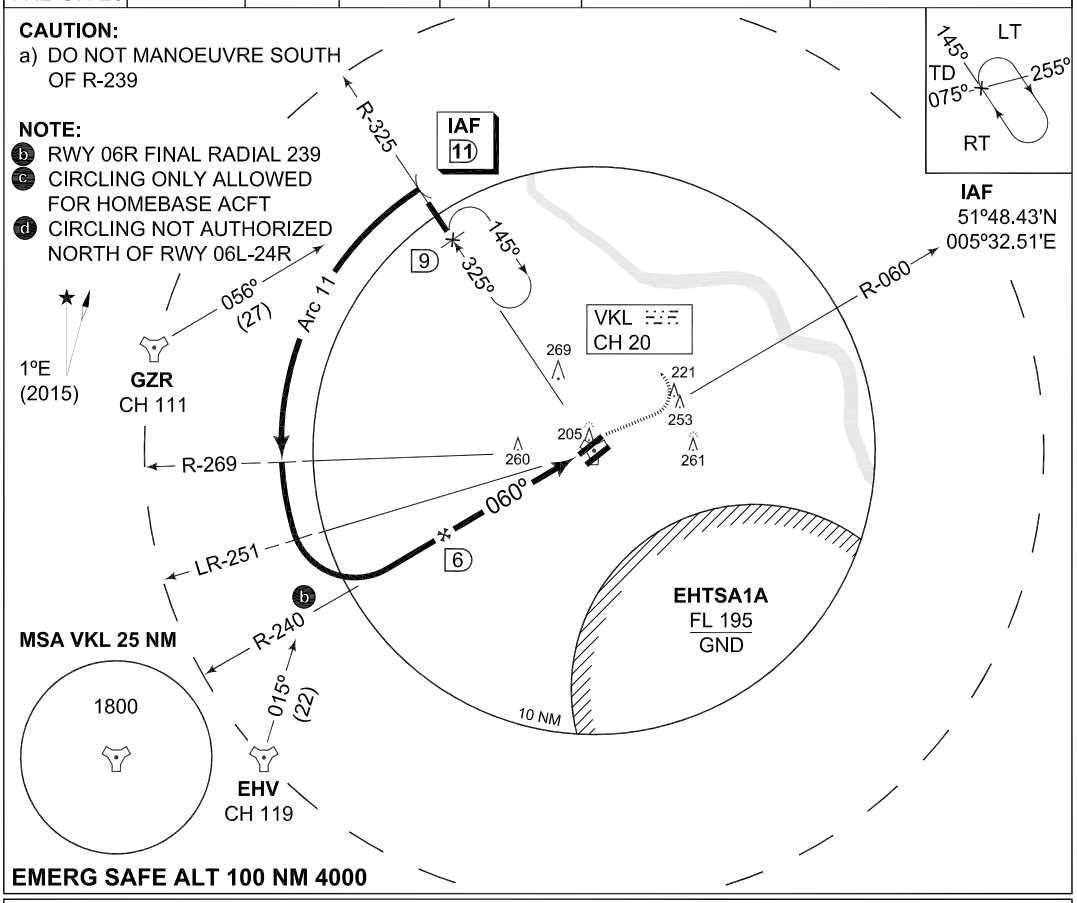
MIPS
INSTRUMENT APPROACH CHART

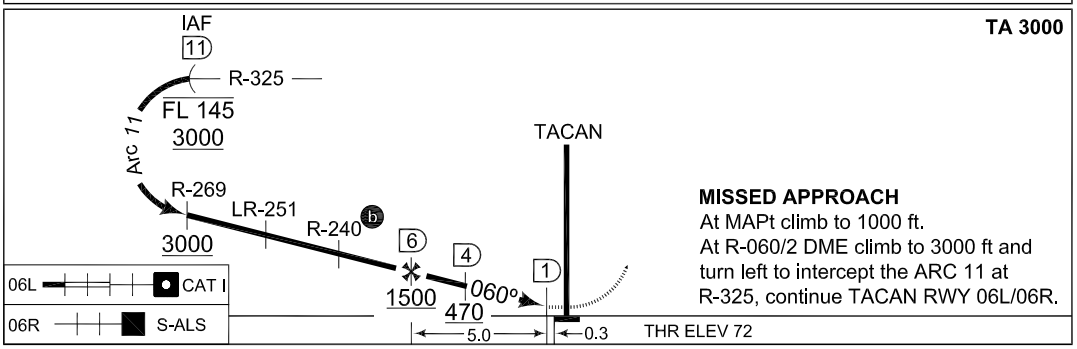
AD ELEV 73

TACAN RWY 06L/06R
VOLKEL (EHVK)

DUTCH MIL	RAPCON SOUTH	VOLKEL TWR	GND CTL
282.725 120.800	340.250 124.675	372.225 136.080	386.775

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
VKL CH 20	060°	1500 FT		430	72	06L-880 m/06R-420m	06L-9500 FT/06R-9485 FT





CATEGORY	A	B	C	D	E
S-TAC 06L	**430** -800 358 (400-0.8/1.6)		**430** -1200 358 (400-1.2/1.6)	**430** -1200 358 (400-1.2/2.0)	
S-TAC 06R	**430** -1200 358 (400-1.2/1.6)			**430** -1600 358 (400-1.6/2.0)	
CIRCLING c d	**500** -1900 427 (500-1.9)	**570** -2800 497 (500-2.8)	**790** -3700 717 (800-3.7)	**790** -4600 717 (800-4.6)	**890** -6500 817 (900-6.5)

CHANGES: INSERT EHTSA1A MIPS

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