

Ministry of Defence
Military Aviation Authority the Netherlands
Airports and Airspace division
PO Box 20701
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Rijswijk, 16 Jun 2022

AIRAC AMENDMENT 08/22

EFFECTIVE DATE 11 AUG 22

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	ENR 6.0-1	ENR 6.0-1	EHKD 2-20	EHKD 2-20
GEN 0.4-2	GEN 0.4-2	ENR 3.5-4	ENR 3.5-4	up to	up to
GEN 0.4-3	GEN 0.4-3	ENR 3.5-5	ENR 3.5-5	EHKD 2-25	EHKD 2-25
GEN 0.4-5	GEN 0.4-5	ENR 5.2-20	ENR 5.2-20		
GEN 0.4-6	GEN 0.4-6	ENR 6.1-23	ENR 6.1-23	EHWO 2-10	EHWO 2-10
		up to	up to		
		ENR 6.1-26	ENR 6.1-26		

2. After completion:

a. destroy obsolete pages;

b. insert letter of promulgation before page GEN 0;

c. record the incorporation of this amendment on page GEN 0.2-1.

3. The following MIL NOTAM are incorporated:

Military Aviation Authority NLD
In order H-ALL

W.E.W. Jacobsen
Lt Colonel

GEN 0.4 CHECKLIST OF MIIAIP PAGES

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IDENTIFICATION / SIGNIFICANT POINTS 1	MAG TRACK 2	DIST NM 3	UPPER LIMIT LOWER LIMIT 4	MINIMUM IFR FLIGHT ALT 5	REMARKS 6
UT601 (B-RNAV) DIBIR 51°16'37,00"N 006°07'28,00"E OKIDU 51°47'21,84"N 004°51'00,00"E NAVPI 52°32'50,00"N 002°50'26,00"E	<u>303</u> 123 <u>302</u> 122	57 87	FL 245/FL195 FL 660/FL195	FL 200 FL 200	class C airspace Maastricht UAC above FL 245 Amsterdam ACC below FL 245
Route remarks: Carriage of B-RNAV equipment is mandatory. Only AVBL for MIL TFC filing GAT.					

ENR 3.5.2 Windows

DEFINITION

A Window is an established volume of airspace, as agreed between two ATS units, defined as 5 NM each side of a centreline, at one or more agreed flight levels. The activation of which is to take place within agreed time limits.

PURPOSE AND USE

In order to facilitate an expeditious handling of OAT, crossing the ATS route system, a series of temporary Windows are established. The Windows are designated primarily for facilitating RNLAf ACFT but can also be utilised by NATO ACFT upon pilot request or controller initiative. Use of Windows is not compulsory.

PROCEDURES

OAT flights shall be level prior to entering the Window and only change their level after exiting. Due to unforeseen circumstances, e.g. weather, emergency, OAT may deviate from a Window subject to co-ordination.

To maintain separation in the Windows pilots are obligated to fly the same airspeed. Standard airspeed for Windows is Mach 0.85. For Window 3 South to North at FL 150 the standard airspeed is 350 KCAS.

For flightplanning procedures see ENR 1.10.

ENR 3.5.2.1 Window 1**Window 1 is depicted on charts ENR 6.****Entry and Exit points:**

Name	Lat and Long	TACAN Range and Bearing 2'E (2020)
W1N	52°47'20"N 005°10'14"E	EHV – R-353/81
W1C	52°07'33"N 005°16'23"E	EHV – R-353/41
W1S	51°58'55"N 005°17'42"E	EHV – R-353/32
EHV	51°26'53"N 005°22'30"E	EHV

Direction and Flight level

Route	Entry Point	Exit point	Flight level(s)
South to North	W1S	W1N	220 ^{*)}
North to South	W1N	W1S	280/330

NOTE: ^{*)} Routesegment W1S -> W1C ≥ FL 180 but not above FL 220.
Routesegment W1C -> W1N = FL 220

ENR 3.5.2.2 Window 2**Window 2 is depicted on charts ENR 6.****Entry and Exit points:**

Name	Lat and Long	TACAN Range and Bearing 2'E (2020)
W2N	53°08'12"N 005°58'18"E	LWD – R-122/10
W2S	52°53'59"N 006°31'38"E	LWD – R-123/34

Direction Flight level

Route	Entry Point	Exit point	Flight level(s)
North to South	W2N	W2S	280/390
South to North	W2S	W2N	270

ENR 3.5.2.3 Window 3

Window 3 is depicted on charts ENR 6.

Window 3, lower airspace**Entry and Exit points:**

Name	Lat and Long	TACAN Range and Bearing 2'E (2020)
W3S	51°48'04"N 005°58'51"E	VKL – R-048/13
W3C	51°57'50"N 006°17'25"E	VKL – R-048/29
W3N	52°16'28"N 006°53'30"E	VKL – R-048/58

Direction and Flight level

Route	Entry Point	Exit point	Flight level(s)
South to North	W3S	W3N	150

Window 3, upper airspace**Entry and Exit points:**

Name	Lat and Long	TACAN Range and Bearing 2'E (2020)
W3N	52°16'28"N 006°53'30"E	VKL – R-048/58
W3S	51°48'04"N 005°58'51"E	VKL – R-048/13

Direction and Flight level

Route	Entry Point	Exit point	Flight level(s)
North to South	W3N	W3S	280/330

ENR 3.5.3 Flex Window procedures**DEFINITION**

A Flex Window is a temporary volume of airspace, as agreed between two ATS units, defined as 5 NM each side of a centreline, at one or more agreed flightlevels, mutual agreed with 60 MIN prior notice.

PURPOSE AND USE

To accommodate exercises and pre-planned large informations or streams of ACFT crossing the ATS route system there is a possibility to utilise a Flex Window. A Flex Window is custom defined, taking into account the requirements of the user.

PROCEDURES

Requests to establish a Flex Window should be made by phone/fax to Centre Supervisor MilATCC Schiphol as soon as possible but not later than 2 HRS before the required activation times.

Entry point, exit point, and flight level(s) are subject to mutual agreement between Centre Supervisor MilATCC Schiphol and the requestor. The final details will be co-ordinated by the Centre Supervisor MilATCC Schiphol at least 60 MIN prior activation of the Flex Window.

OAT flights shall be level prior to entering the Window and only change their level after exiting. Due to unforeseen circumstances, e.g. weather, emergency, OAT may deviate from a Window subject to co-ordination.

To maintain separation between ACFT in a Window pilots are obliged to fly the same air-speed. For Windows established at FL 200 or above the standard Window airspeed is Mach 0.85. For Windows established below FL 200 the standard Window airspeed is 350 KCAS.

ENR 3.5.4 Low flying route for MIL jet ACFT

Low flying by MIL jet ACFT is authorized from MON through THU along Link Route 10. This route may only be used by MIL jet and MIL transport ACFT of the RNLAF and from other NATO forces that have obtained a waiver through MOD NL Air Operations (through Military Aeronautical Authority) in the Hague. Link Route 10 is depicted on chart ENR 6.

ENR 3.5.4.1 Link Route 10

52°04'30"N 006°44'00"E

52°14'40"N 006°39'30"E

52°17'30"N 006°38'30"E

52°25'00"N 006°36'30"E

52°36'40"N 006°33'00"E

53°03'00"N 007°13'30"E

minimum height 1000 ft AGL

NOTE: The lower limit along this low flying route is 250 ft above obstacles, the upper limit is 1000 ft AGL. For carrying out these flights the cloud base shall be at least 1500 ft and the visibility 5 km. This route shall be flown in the indicated direction only.

A TI mission (training) can start outside a MOA, under PCS. The intercept point of each TI must be inside a MOA. Inside a MOA, ACS is allowed. If the intercept point of a TI unexpectedly exceeds the MOA boundary, the TI will be terminated and repositioned.

Only at the start of a TI mission (training) in a MOA the FC will clearly state the type of Control Service that will be provided inside the MOA and the type of Control Service that will be provided outside the MOA. This will not be repeated as participating ACFT enter and/or exit the MOA during the TIs.

The respective ATC agencies are responsible for avoiding the MOA with non-participating ACFT, with the exception of any type of emergency. If necessary, a TI within a MOA will be terminated to give way to an ACFT in emergency.

Functional Check Flights within an Approach Sector in which a MOA is active are not allowed.

In the Approach Sector in which a MOA is active no other defensive or offensive operations are allowed.

After reservation of a MOA the following activation/deactivation procedure will be followed:

- the Fighter Allocator of the AOCS NM CRC will report the actual activation and deactivation to the Centre Supervisor MilATCC Schiphol;
- the Centre Supervisor MilATCC Schiphol will immediately inform the respective Approach Controller.

Flight operations within a MOA are only authorised if both the AOCS NM CRC and MilATCC Schiphol have ready and available radar equipment suitable for the flight operations within the airspace in which the MOA is situated.

Air-to-Air Refueling

AAR within the Amsterdam FIR can be done within Carol Track/ Polly Track(i.a.w. ENR 1.1.9) and Tactical Towlines (i.a.w. ENR 5.2.2.7). Control of AAR will also be i.a.w. ENR 5.2.2.7.

Control restrictions in respect to active AAR tracks

When the 'Carol Track' is active, autonomous operations in EHD06(A), 07(A) and 08(A) are not allowed above FL 195.

When the 'Polly Track' is active, autonomous operations in EHD07(A) are not allowed above FL 195.

LIVE ORDNANCE

Live ordnance is defined as:

- a loaded gun system not mechanically safe (LOADED GUN NMS);
- carriage of air-to-air weapons (LIVE AA WPNS);
- carriage of live or practice air-to-ground weapons (LIVE AG WPNS).

For RNLAf QRA (I) ACFT the following training rules apply:

TI (training) by RNLAf QRA(I) ACFT carrying LIVE AA WPNS and/or LOADED GUN NMS is allowed. Herewith the following regulations apply:

- Maximum' manoeuvring category is 'Limited';
- '(D)ACM en (D)BFM are not allowed';
- 'An armament safety check is to be carried out on initial check-in with the controlling ASACS unit and repeated prior to the initiation of each intercept';
- 'For trigger and weapon release button actions refer to order TL/OPS/V-41' Training rules F-16';
- 'Do not use the terms 'Hostile', 'Engage' or 'Kill' for training purposes;
- PI by RNLAf QRA(I) ACFT carrying LIVE AA WPNS and/or LOADED GUN NMS is allowed.

For QRA (I) ACFT other than RNLAf the following training rules apply:

- TI (training) by QRA(I) ACFT carrying LIVE AA WPNS and/or LOADED GUN NMS is not allowed;
- PI by QRA(I) ACFT carrying LIVE AA WPNS and/or LOADED GUN NMS is allowed;
- Simulated engagements by QRA(I) ACFT carrying any live ordnance are not allowed;
- 'An armament safety check is to be carried out on initial check-in with the controlling ASACS unit and repeated prior to the initiation of each intercept'.

For RNLAf ACFT (other than QRA (I)) the following training rules apply:

Rules and regulations for RNLAf ACFT or ACFT participating in a RNLAf organised exercises (e.g. FWIT, Frisian Flag) carrying live ordnance are laid down in order: TL/OBA/OPS V-41 'Training Rules', or in case of RNLAf helicopters: OMH section 8, 3.22 - 3.25.

For ACFT (other than RNLAf & not being QRA (I) ACFT) the following training rules apply:

- (D)ACM, (D)BFM and SAT by ACFT carrying any type of live ordnance are not allowed;
- TI (training) and PI by ACFT carrying LIVE AA WPNS and or LOADED GUN NMS are not allowed, unless performed inside the EHD01(A) thru EHD09(A) or inbound an activated air-to-ground range with the intent to deliver the air-to-ground ordnance;
- PI by ACFT carrying LIVE AA WPNS and/or LOADED GUN NMS are not allowed, unless inside a live firing range with the intent to expend live ordnance;
- SAT by ACFT carrying LIVE AG WPNS and/or LOADED GUN NMS are not allowed, unless performed inside a designated active air-to-ground range.

Request for exemption.

ACFT not belonging to the RNLAf can request an exemption from the previous rules. A request must be forwarded to Royal Netherlands Air Force Command Fighter Operations Branch at least 3 weeks prior to the active date of the exemption. The Chief Fighter Operations Branch will judge the request on a case-by-case base.

Electronic Warfare conditions

Flight operations under EW conditions are only allowed after co-ordination with the Master Controller or Fighter Allocator of the CRC Nieuw Milligen, and under the following conditions:

- flight operations and EW must be according AIRCENT Manual 75-1;
- in case of RADAR jamming flight operations under PCS or ACS have to be monitored by a safety controller using a radar equipment that is not jammed. The safety controller has flight safety responsibility. In case of flight operations under BC, the FC has to inform the Aircrew on RADAR jamming;
- in case radio jamming, the jamming agency will monitor safety frequencies and UHF Guard. Radio jamming is not allowed during AAR, actual personnel or cargo drops, ACFT in distress, actual Search and Rescue missions, operational (non-training) missions and VIP flights (jamming VIP flights allowed after approval exercise director).

In case non-planned Meaconing-, Intrusion-, Jamming- or Interference (MIJI) conditions are observed both Aircrew and FC will inform each other immediately, and perform all necessary actions to safeguard flight safety. Furthermore, action will be taken in order to localise the source of MIJI and to terminate the MIJI.

Practice Interventions

To be developed.

Flight operations controlled by other agencies

Besides the AOCS NM CRC other agencies belonging to the NATO C&R system and Maritime Units are allowed to control flight operations inside the Amsterdam FIR. All rules and

ENR 6. EN-ROUTE CHARTS

TACAN route structure FIR Amsterdam	ENR 6.1-1
Link route 10	ENR 6.1-2
MIL low flying areas/routes for HEL and propeller driven training ACFT	ENR 6.1-3
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AWX route 1	ENR 6.1-5
AWX route 2/2A Volkel	ENR 6.1-6
AWX route 2B Volkel	ENR 6.1-7
AWX route 5	ENR 6.1-8
BENE route 1-1A-1B-1S(hort)	ENR 6.1-9
BENE route 1C	ENR 6.1-10
BENE route 3-3A	ENR 6.1-11
BENE route 4	ENR 6.1-12
BENE route 5	ENR 6.1-13
BENE route 6	ENR 6.1-14
VL 1 departure	ENR 6.1-15
VL 2 departure	ENR 6.1-16
SHADED AREA	ENR 6.1-17
WINDOW 1	ENR 6.1-18
WINDOW 2	ENR 6.1-19
WINDOW 3	ENR 6.1-20
MIL TACAN/NDB positions	ENR 6.1-21
Transponder Mandatory Zones	ENR 6.1-22
CAROL POLLY	ENR 6.1-23
CAROL LONG	ENR 6.1-24
CAROL SHORT	ENR 6.1-25
POLLY	ENR 6.1-26



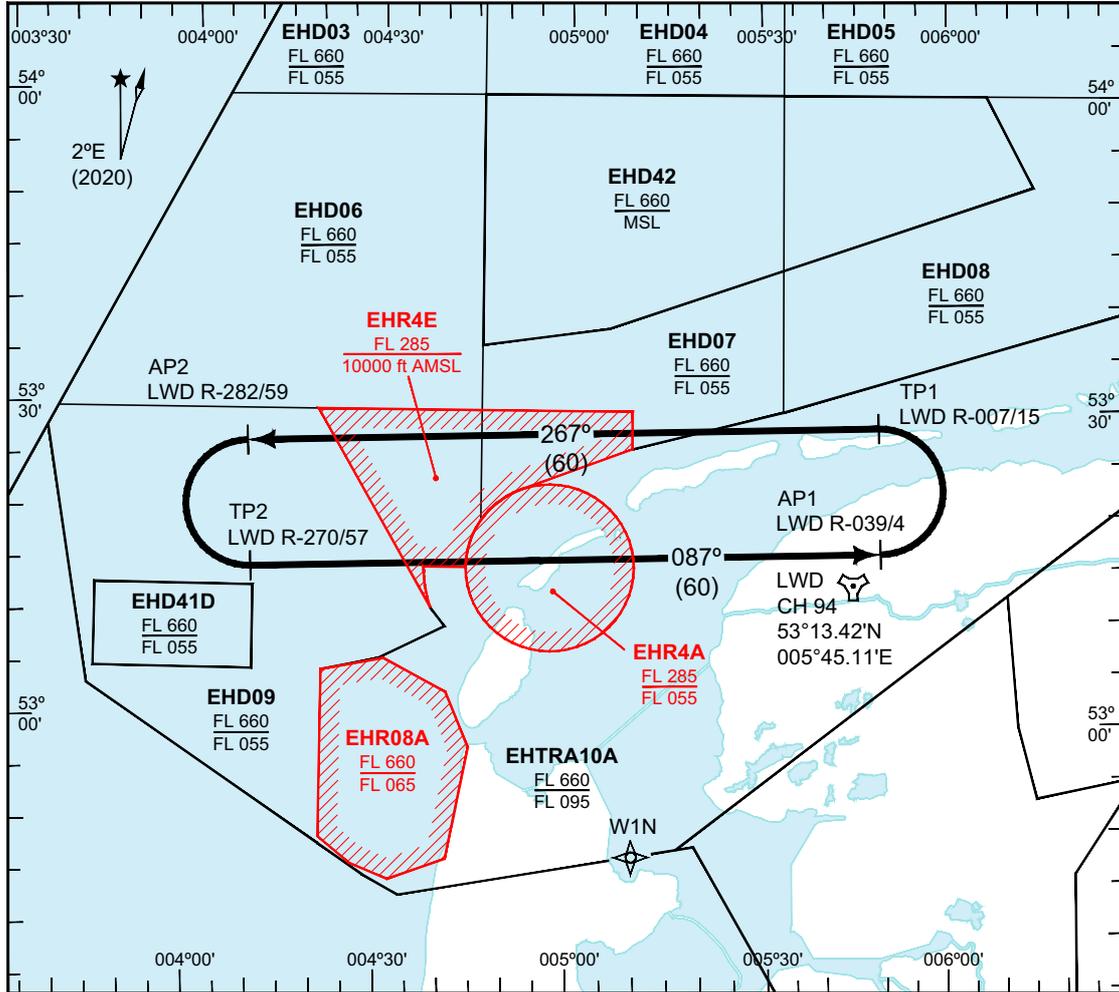
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AAR charts

Air Refueling Anchors



MIPS / ATP 3.3.4.2 AAR TRACK CAROL LONG

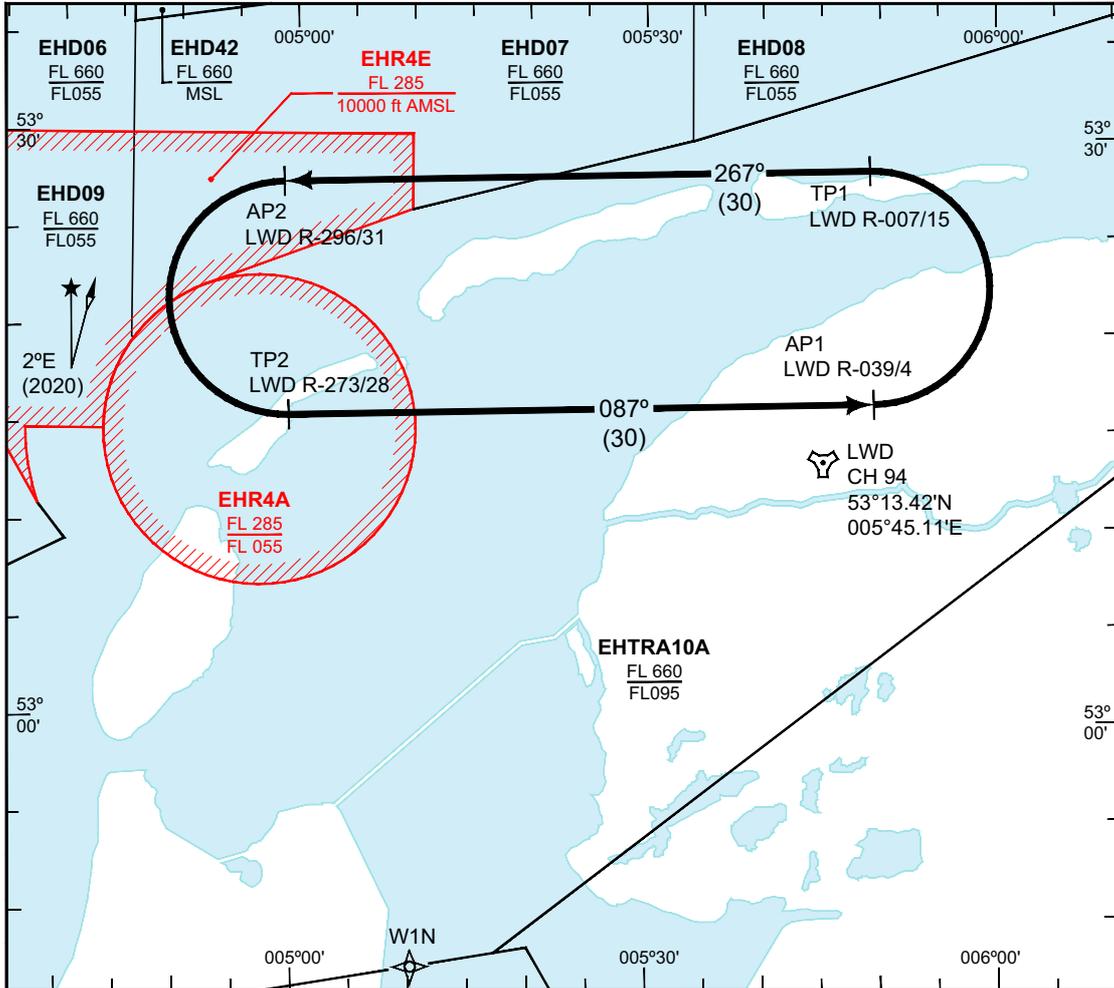


Anchor Points:	AP1 = LWD R-039/4NM 53°16.41'N005°49.45'E	Leg length:	60 NM
	TP1 = LWD R-007/15NM 53°28.45'N005°49.14'E	Leg separation:	12 NM
	AP2 = LWD R-282/59NM 53°26.84'N004°08.80'E	Level block:	FL260 - FL290
	TP2 = LWD R-270/57NM 53°14.81'N004°09.58'E	Refuelling base level:	FL280
Rendezvous Point:	not defined		
Air Refuelling			
Initial point (ARIP):	not defined		
Magnetic course:	087° / 267°		
Waypoint W1N:	52°47.33'N005°10.23'E		

CHANGES: NEW CHART

RNLAf 16 JUN 2022

MIPS / ATP 3.3.4.2 AAR TRACK CAROL SHORT

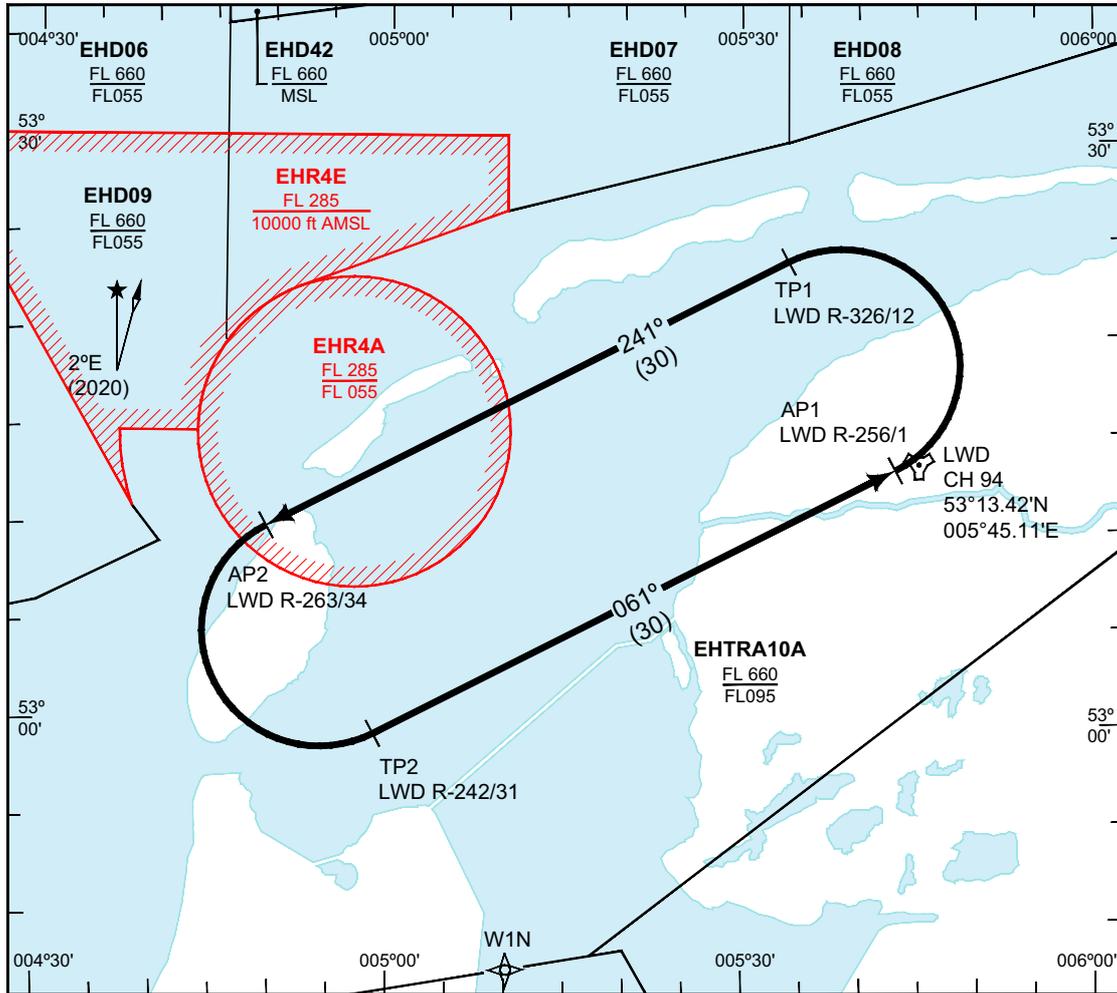


Anchor Points:	AP1 = LWD R-039/4NM 53°16.41'N005°49.45'E	Leg length:	30 NM
	TP1 = LWD R-007/15NM 53°28.45'N005°49.14'E	Leg separation:	12 NM
	AP2 = LWD R-296/31NM 53°27.82'N004°58.96'E	Level block:	FL260 - FL290
	TP2 = LWD R-273/28NM 53°15.78'N004°59.50'E	Refuelling base level:	FL280
Rendezvous Point:	not defined		
Air Refuelling Initial point (ARIP):	not defined		
Magnetic course:	087° / 267°		
Waypoint W1N:	52°47.33'N005°10.23'E		

CHANGES: NEW CHART

RNLAF 16 JUN 2022

MIPS / ATP 3.3.4.2 **AAR TRACK POLLY**



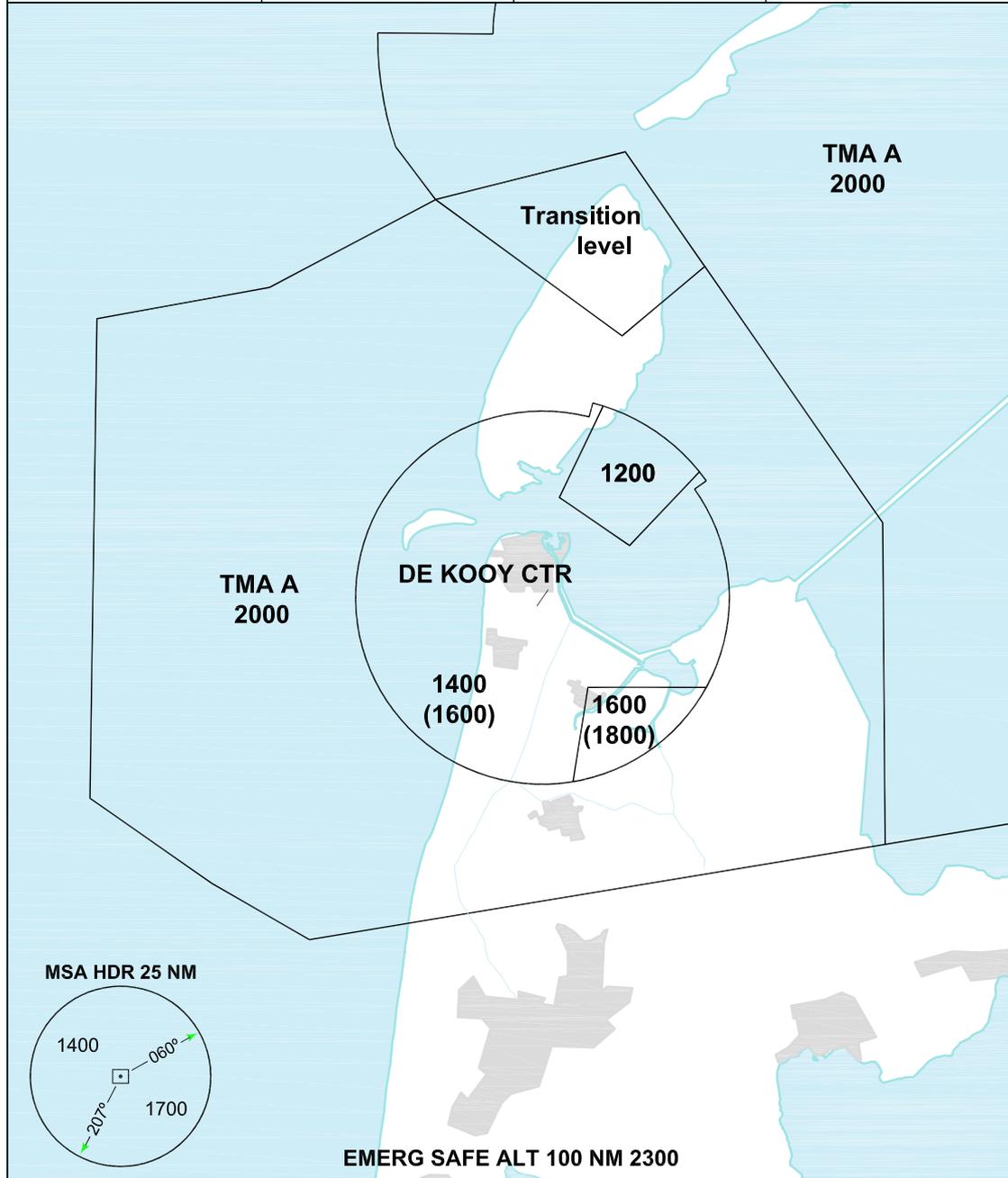
<p>Anchor Points:</p> <p>AP1 = LWD R-256/1NM 53°13.15'N005°43.10'E</p> <p>TP1 = LWD R-326/12NM 53°23.89'N005°33.98'E</p> <p>AP2 = LWD R-263/34NM 53°10.14'N004°49.58'E</p> <p>TP2 = LWD R-242/31NM 52°59.46'N004°58.83'E</p> <p>Rendezvous Point: not defined</p> <p>Air Refuelling Initial point (ARIP): not defined</p> <p>Magnetic course: 061° / 241°</p> <p>Waypoint W1N: 52°47.33'N005°10.23'E</p>	<p>Leg length: 30 NM</p> <p>Leg separation: 12 NM</p> <p>Level block: FL260 - FL290</p> <p>Refuelling base level: FL280</p>
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CHANGES: NEW CHART

RNLAf 16 JUN 2022

MIPS **MINIMUM VECTORING ALTITUDE** **MVA CHART**
DE KOOY (EHKD)

DUTCH MIL		DE KOOY ARRIVAL		AD ELEV 4		DE KOOY TWR		GND CTL	
259.250	128.355	372.150	124.230	379.750	120.130	379.750	121.730	379.750	121.730



CHANGES: EDITORIAL

- THE ALTITUDE BETWEEN BRACKETS IS TO BE USED FOR THE CORRESPONDING SECTOR WHEN AIR TEMPERATURE AT AIRBASE ALTITUDE IS LOWER THAN -16°.
- ALTITUDES ONLY AVAILABLE IF THE RADAR COVERAGE PERMITS.

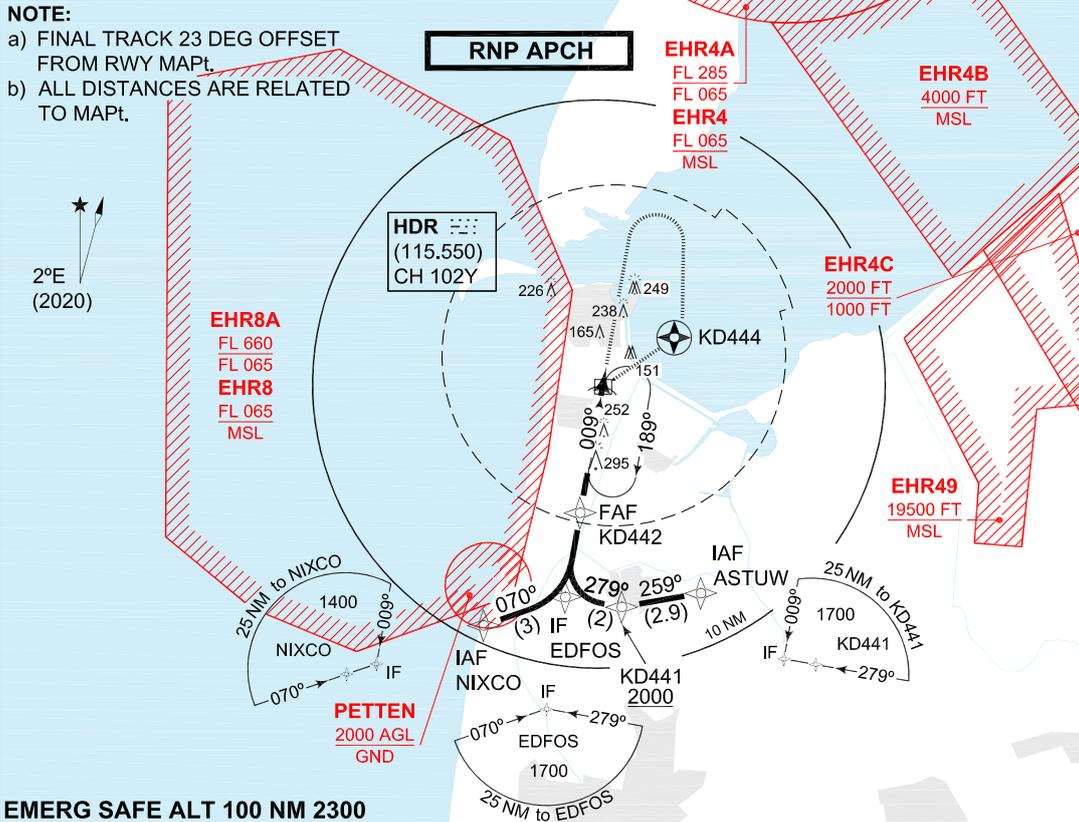
RNLAf 30 DEC 2021

MIPS INSTRUMENT APPROACH CHART **RNP Z RWY 03 DE KOOY (EHKD)**

DUTCH MIL 259.250 128.355		DE KOOY ARRIVAL 372.150 124.230		DE KOOY TWR 379.750 120.130		GND CTL 379.750 121.730		ATIS* 133.010	
EGNOS CHANNEL N.A.	APP COURSE 009°	FAF ALT 2000 FT	Descent GR 5.24% / 3.00°	MDA SEE CAT	DA N.A.	THR ELEV 3	ALS 360 m	LDA 3334 FT	

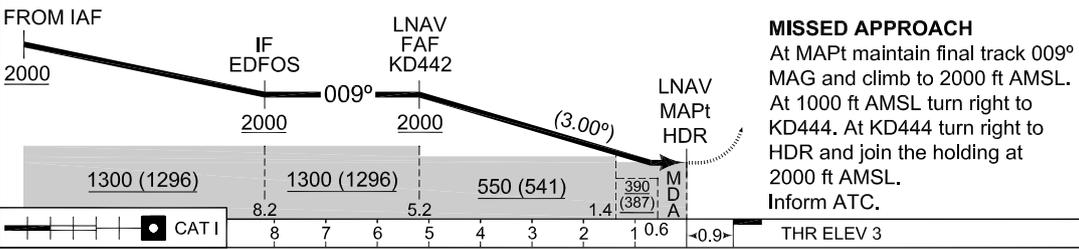
NOTE:

- a) FINAL TRACK 23 DEG OFFSET FROM RWY MAPt.
- b) ALL DISTANCES ARE RELATED TO MAPt.



EMERG SAFE ALT 100 NM 2300

GS 3.00°	TA 3000	MAPt	1	2	3	4	5	5.2
TCH 50		ALT	650	970	1290	1610	1920	2000



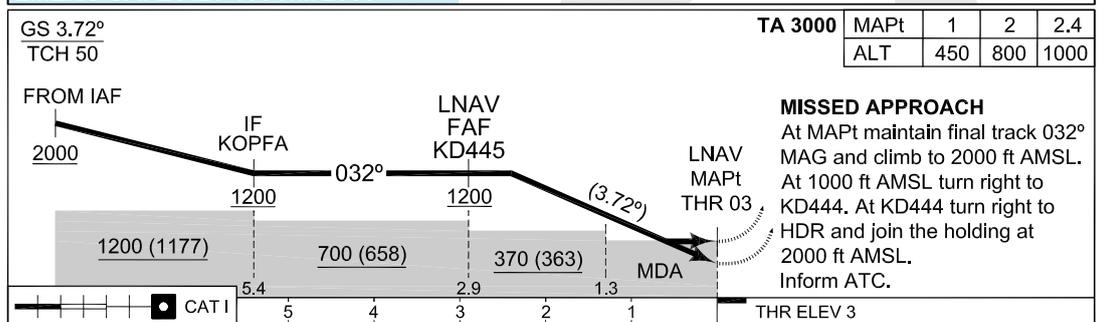
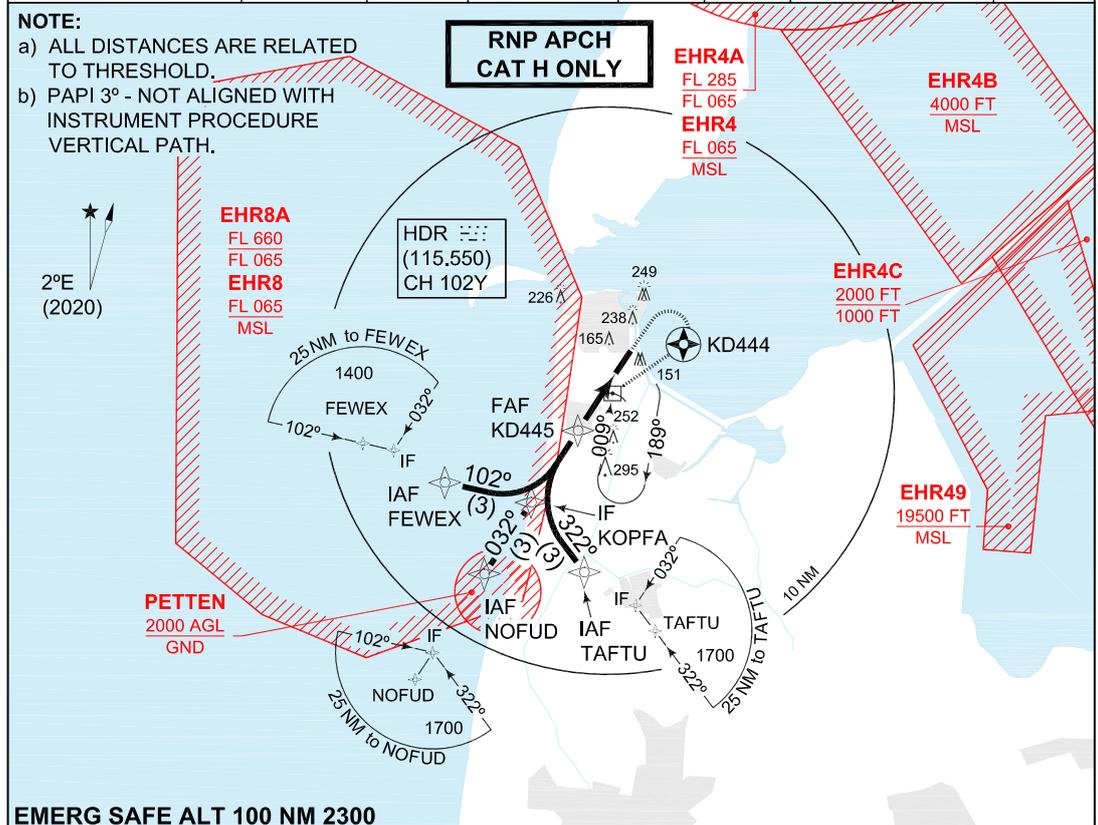
CATEGORY		A		B		H	
MIPS	DA(H) LPV	NOT AUTHORIZED					
	DA(H) LNAV / VNAV	NOT AUTHORIZED					
	MDA(H) LNAV	390 -1600 387 (400-1.6/1.8)		420 -1700 417 (500-1.7/1.9)		320 -1200 317 (400-1.2/1.4)	
IAWP	ASTUW	52°46.47'N	004°51.35'E	FAWP	KD442	52°49.31'N	004°44.36'E
WP	KD441	52°46.00'N	004°46.68'E	MAWP	HDR	52°54.41'N	004°45.94'E
IAWP	NIXCO	52°45.44'N	004°38.75'E	MATWP	KD444	52°56.31'N	004°49.78'E
IWP	EDFOS	52°46.36'N	004°43.44'E	HF	HDR	52°54.41'N	004°45.94'E

CHANGES: NEW LAYOUT

RNLAF 11 AUG 2022

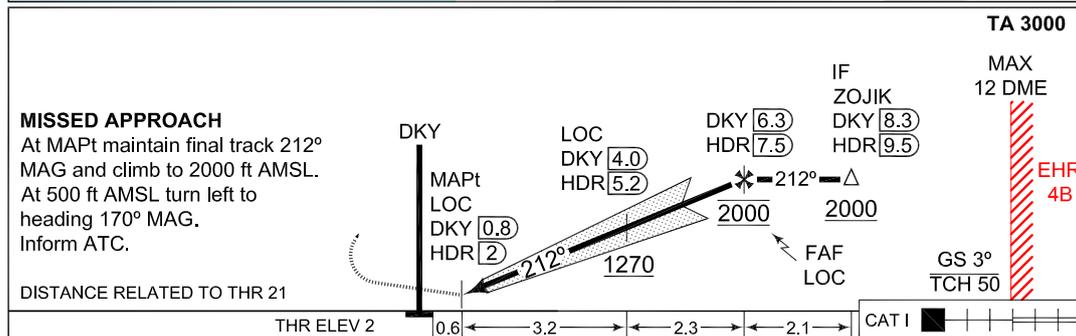
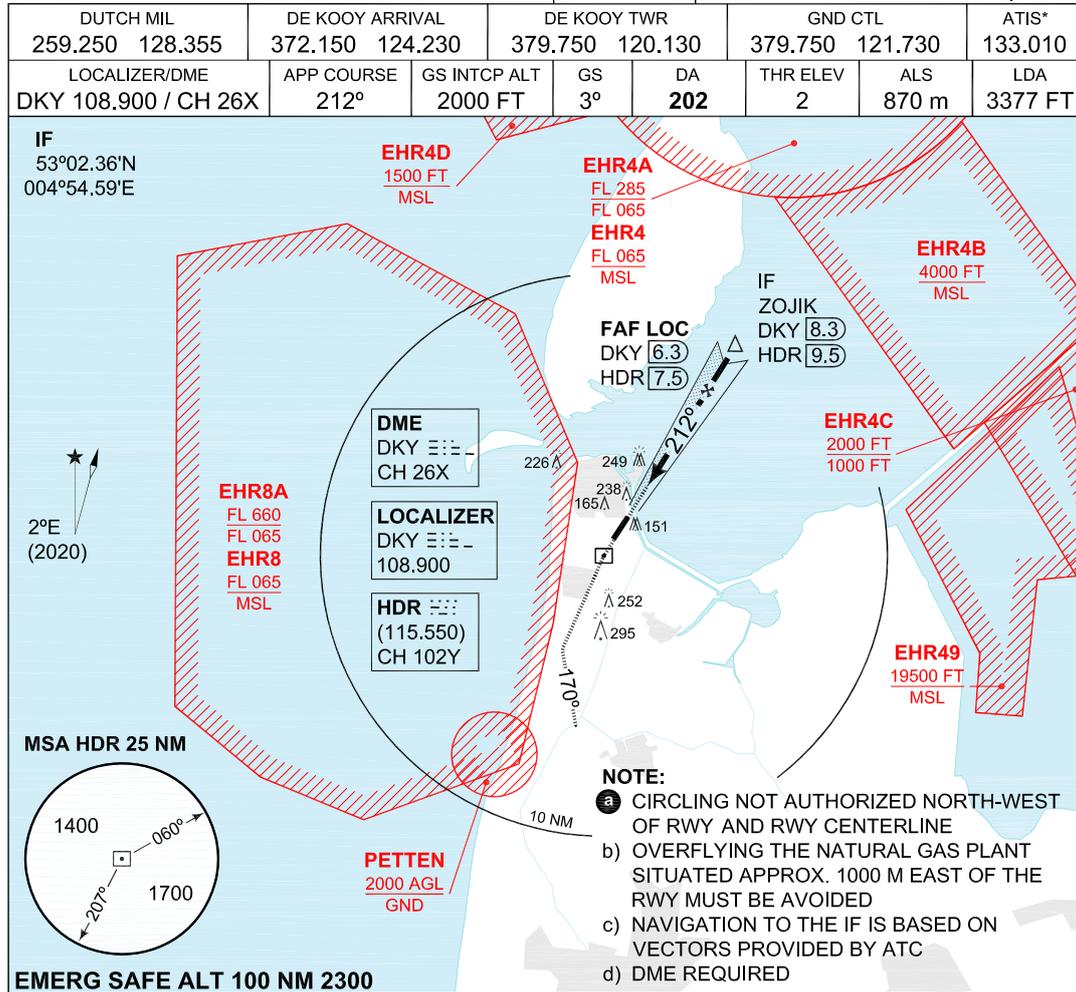
MIPS INSTRUMENT APPROACH CHART **RNP Y RWY 03 DE KOOY (EHKD)**

DUTCH MIL 259.250 128.355		DE KOOY ARRIVAL 372.150 124.230		DE KOOY TWR 379.750 120.130		GND CTL 379.750 121.730		ATIS* 133.010	
EGNOS CHANNEL 69781 E03A		APP COURSE 032°		FAF ALT 1200 FT		Descent GR 6.5% / 3.72°		MDA 350	
						DA 203		THR ELEV 3	
								ALS 360 m	
								LDA 3334 FT	



CATEGORY		H					
MIPS	DA(H) LPV	203-1000 200 (200-1.0/1.2)					
	DA(H) LNAV / VNAV	NOT AUTHORIZED					
	MDA(H) LNAV	350-1400 347 (400-1.4/1.6)					
IAWP	FEWEX	52°51.42'N	004°36.82'E	FAWP	KD445	52°52.78'N	004°43.92'E
IAWP	NOFUD	52°48.22'N	004°38.87'E	MAWP	THR 03	52°55.19'N	004°46.59'E
IAWP	TAFTU	52°48.29'N	004°44.54'E	MATWP	KD444	52°56.31'N	004°49.78'E
IWP	KOPFA	52°50.71'N	004°41.62'E	HF	HDR	52°54.41'N	004°45.94'E

MIPS INSTRUMENT APPROACH CHART **ILS or LOC RWY 21 DE KOOY (EHKD)**

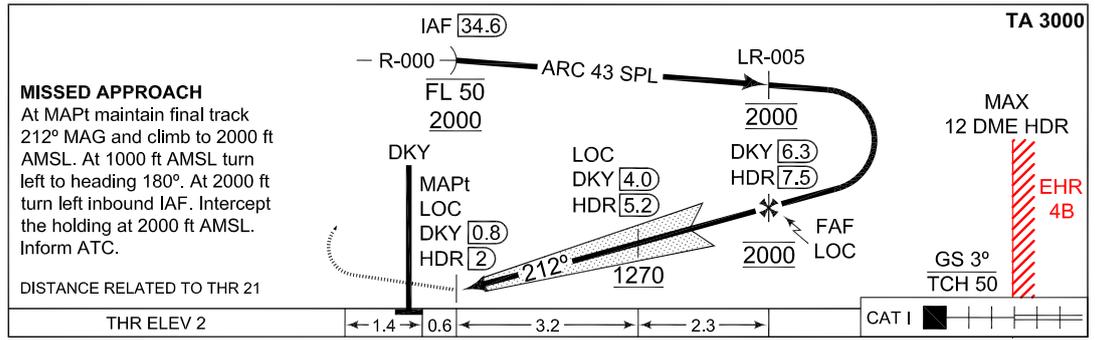
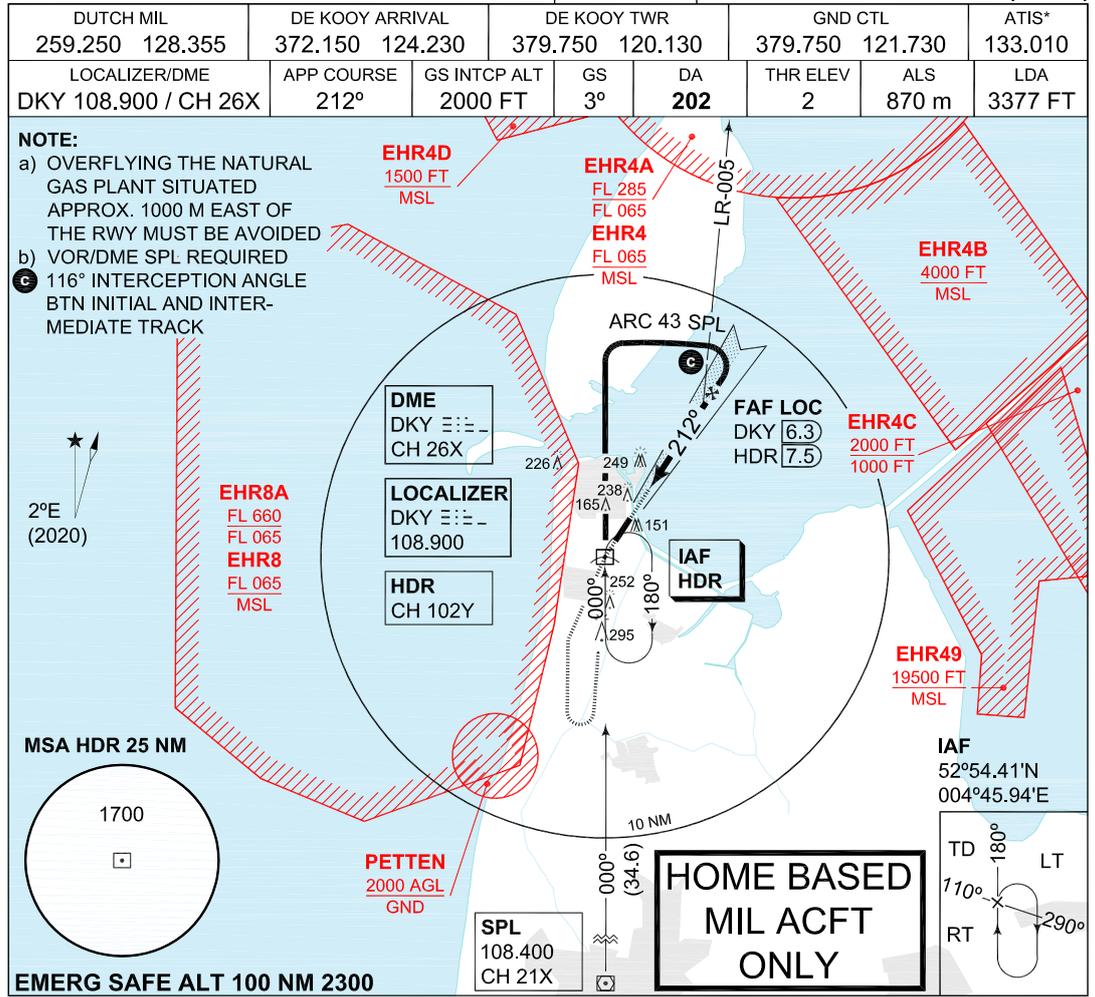


CATEGORY	A	B	H
S-ILS 21	202-800 200 (200-0.8)		202-400 200 (200-0.4)
CIRCLING ⓐ	510-1900 506 (600-1.9)	550-2800 546 (600-2.8)	510-1900 506 (600-1.9)
S-LOC 21	330-800 328 (400-0.8)		330-400 328 (400-0.4)

CHANGES: NEW LAYOUT

RNLAf 11 AUG 2022

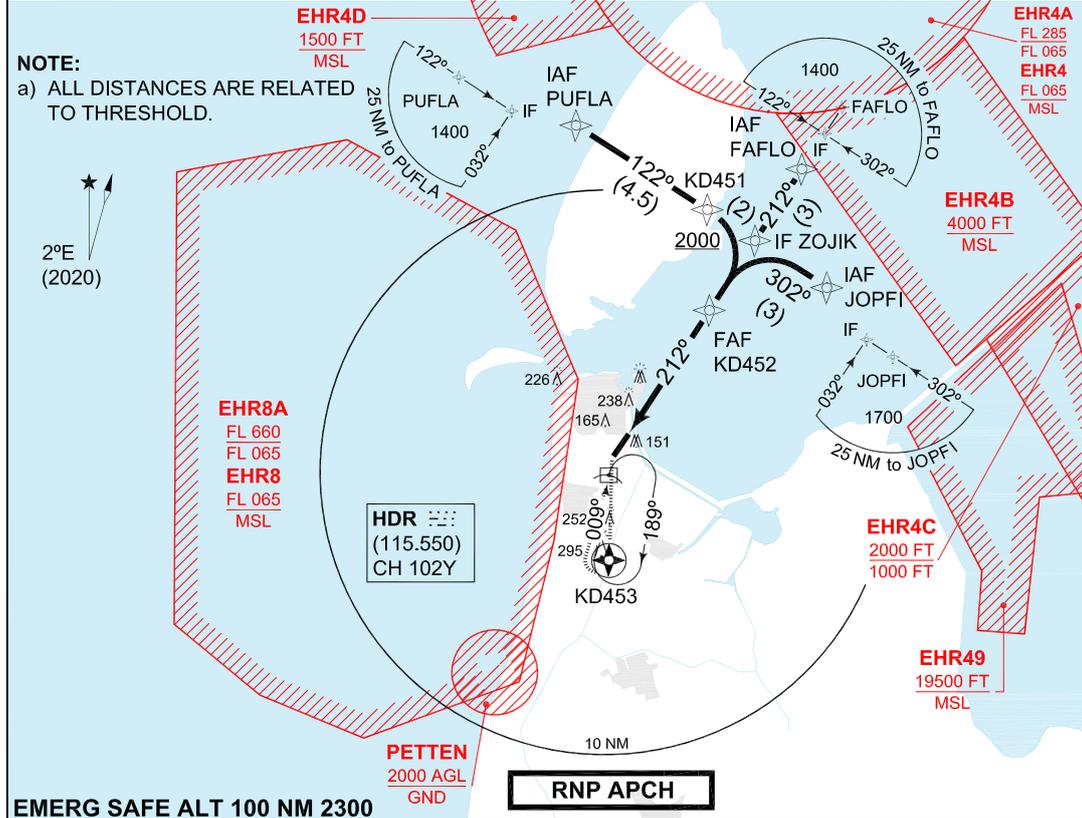
MIPS INSTRUMENT APPROACH CHART **COPTER ILS or LOC RWY 21 DE KOOY (EHKD)**



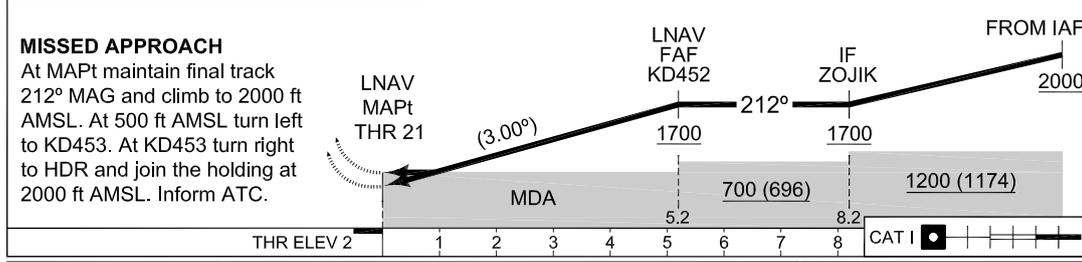
CHANGES: NEW LAYOUT	CATEGORY	H
	MIPS	
	S-ILS 21	202 -400 200 (200-0.4/0.8)
	S-LOC 21	330 -400 328 (400-0.4/0.8)

MIPS INSTRUMENT APPROACH CHART **RNP Z RWY 21 DE KOOY (EHKD)**

DUTCH MIL 259.250 128.355		DE KOOY ARRIVAL 372.150 124.230		DE KOOY TWR 379.750 120.130		GND CTL 379.750 121.730		ATIS* 133.010	
EGNOS CHANNEL 62338 E21A	APP COURSE 212°	FAF ALT 1700 FT	Descent GR 5.24% / 3.00°	MDA SEE CAT	DA SEE CAT	THR ELEV 2	ALS 870 m	LDA 3377 FT	

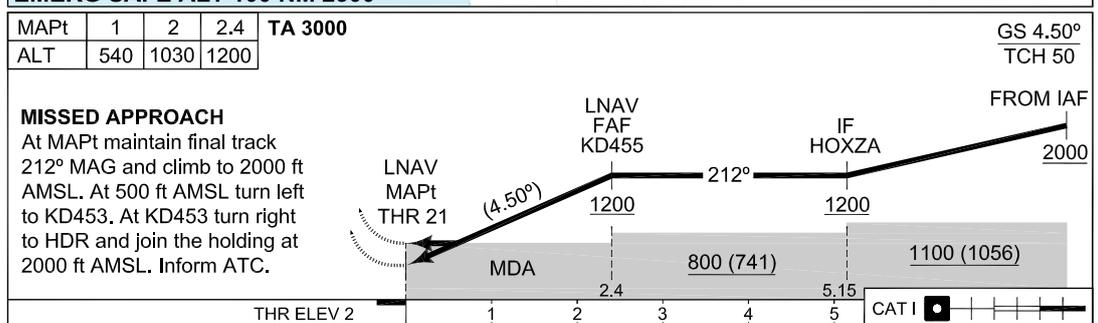
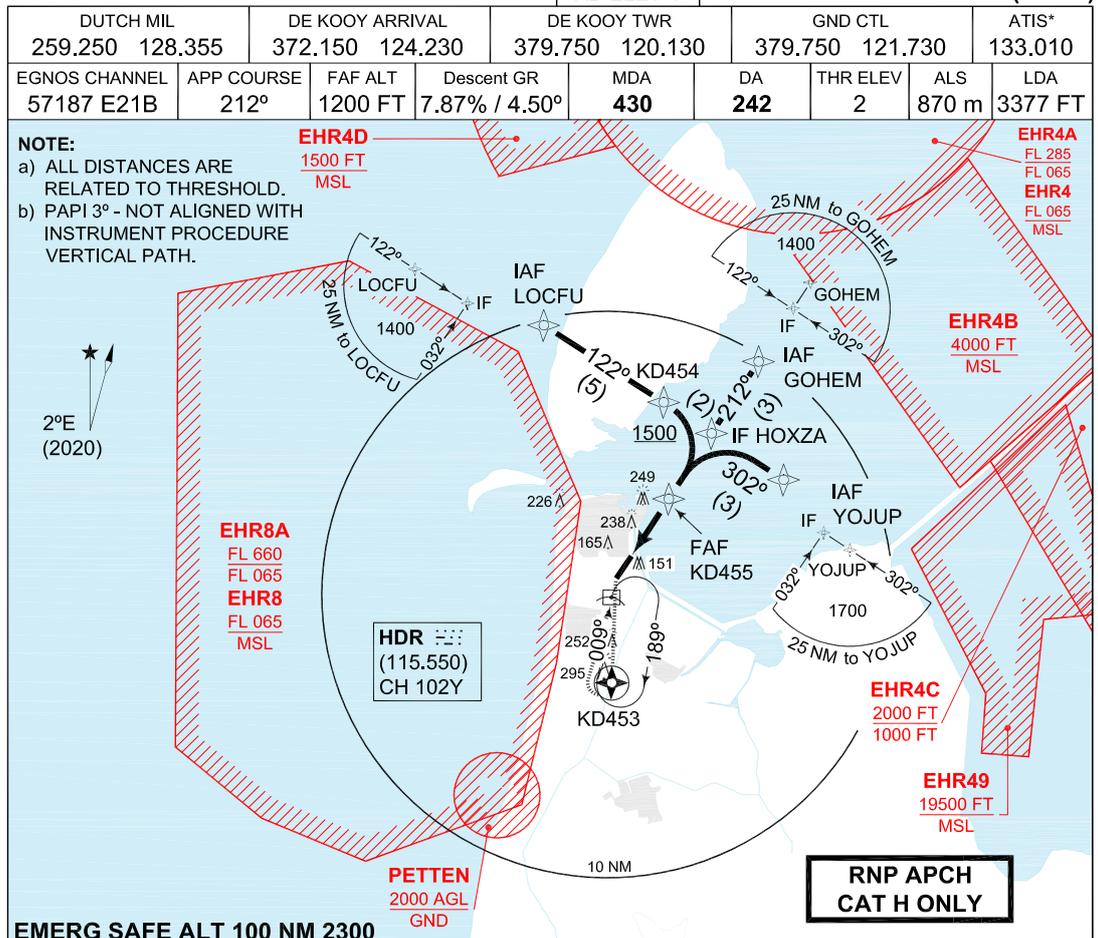


MAPt	1	2	3	4	5	5.2	TA 3000	GS 3°
ALT	370	690	1010	1330	1650	1700		TCH 50



CHANGES: NEW LAYOUT	CATEGORY		A		B		H	
	DA(H)	LPV	238-800 236 (300-0.8/1.2)		248-800 246 (300-0.8/1.3)		222-800 220 (300-0.8/1.2)	
	DA(H)	LNAV / VNAV	NOT AUTHORIZED					
	MDA(H)	LNAV	480-1500 478 (500-1.5/2.2)				430-1300 428 (500-1.3/2.0)	
	IAWP	PUFLA	53°06.54'N	004°44.28'E	FAWP	KD452	52°59.87'N	004°51.81'E
	WP	KD451	53°04.03'N	004°50.47'E	MAWP	THR 21	52°55.58'N	004°47.03'E
	IAWP	FAFLO	53°04.84'N	004°57.38'E	MATWP	KD453	52°51.42'N	004°45.89'E
	IAWP	JOPFI	53°00.68'N	004°58.71'E	HF	HDR	52°54.41'N	004°45.94'E
	IWP	ZOJIK	53°02.36'N	004°54.59'E				

MIPS INSTRUMENT APPROACH CHART **RNP Y RWY 21 DE KOOY (EHKD)**

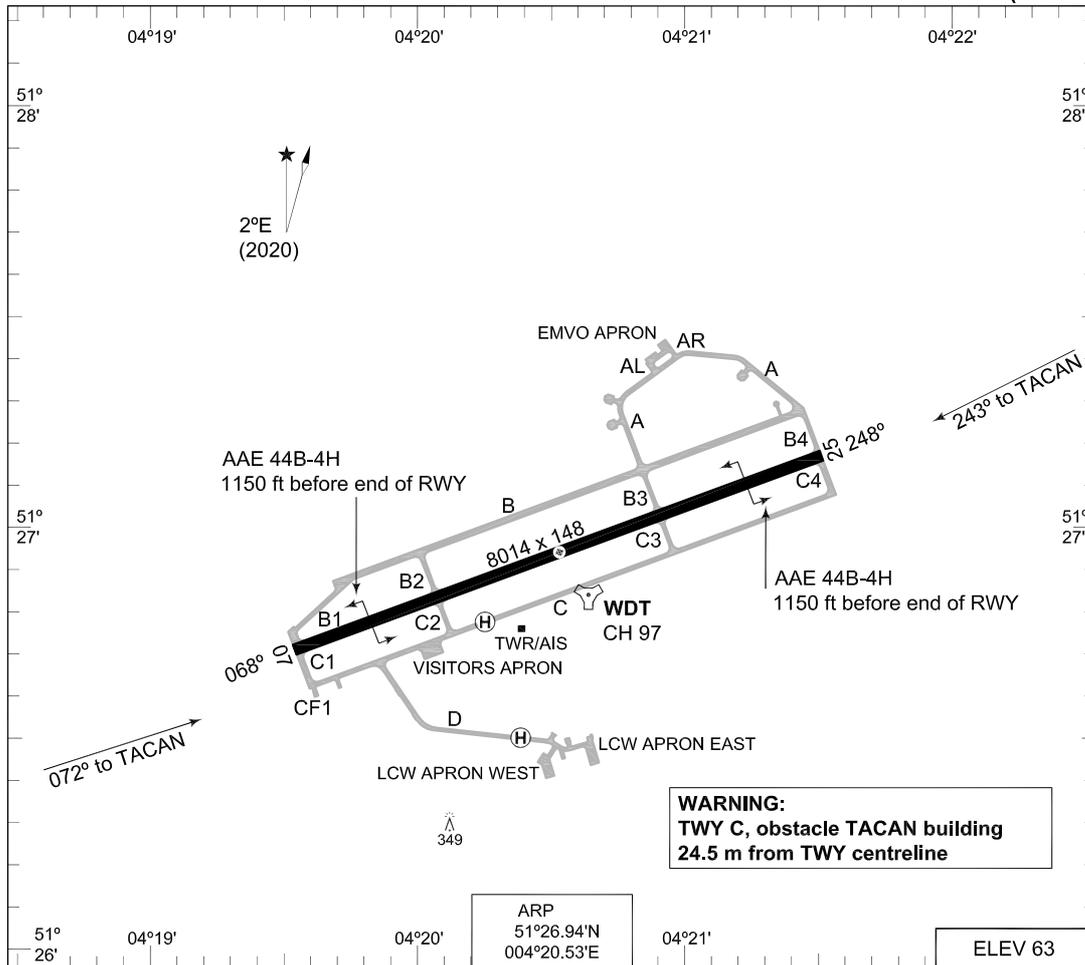


MIPS	CATEGORY	H					
	DA(H) LPV	222-800 220 (300-0.8/1.2)					
	DA(H) LNAV / VNAV	NOT AUTHORIZED					
	MDA(H) LNAV	430-1300 428 (500-1.3/2.0)					
IAWP	LOCFU	53°03.75'N	004°42.16'E	FAWP	KD455	52°57.57'N	004°49.25'E
WP	KD454	53°00.97'N	004°49.04'E	MAWP	THR 21	52°55.58'N	004°47.03'E
IAWP	GOHEM	53°02.34'N	004°54.56'E	MATWP	KD453	52°51.42'N	004°45.89'E
IAWP	YOJUP	52°58.17'N	004°55.90'E	HF	HDR	52°54.41'N	004°45.94'E
IWP	HOXZA	52°59.85'N	004°51.79'E				



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MIPS AERODROME CHART **WOENS DRECHT (EHWO)**



51° 26'	04° 19'	04° 20'	04° 21'	04° 22'	51° 28'
ARP 51°26.94'N 004°20.53'E		ELEV 63			

RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	TDZE	THR PSN
25	51 R/C/W/T	8014	8014	8014	8014	3.0°	63	51°27.17'N 004°21.51'E
07	51 R/C/W/T	8014	8014	8014	8014		39	51°26.71'N 004°19.54'E

GROUND CONTROL	356.875	121.680
WOENS DRECHT TWR	339.000	120.430
RAPCON WEST	399.725	123.580
WOENS DRECHT ARRIVAL	370.650	

SRA	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
	MIPS	25					AB	MIPS	450-1100 387 (400-1.1)
	MIPS	07					CDE	MIPS	450-1200 387 (400-1.2)
							AB		600-1600 561 (600-1.6)
							C		600-2400 561 (600-2.4)
							D		600-2800 561 (600-2.8)
							E		600-3200 561 (600-3.2)

CHANGES: NEW APRON, TAXI TRACK, RWY INTERSECTION NAMES

RNLAF 14 JUL 2022

LOCAL MAP

