Ministry of Defence
Military Aviation Authority the Netherlands
Airports and Airspace division
PO Box 20701
2500 ES Den Haag
MPC 58H

Rijswijk, 07 Nov 2023

AIRAC AMENDMENT 13/23

EFFECTIVE DATE 28 DEC 23

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 1.6-3	ENR 1.6-3	EHDL 2-3	EHDL 2-3
GEN 0.4-2	GEN 0.4-2	ENR 3.5-3	ENR 3.5-3		
GEN 0.4-4	GEN 0.4-4	ENR 3.5-4	ENR 3.5-4	EHGR 2-7	EHGR 2-7
GEN 0.4-5	GEN 0.4-5			UP TO	UP TO
				EHGR 2-24	EHGR 2-24

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

Military Aviation Authority NLD
In order H-ALL

R.P.A.C. Scheepens
Lt Colonel

GEN 0.4 CHECKLIST OF MilAIP PAGES

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The dispensation request should be sent at least 5 working days in advance for each individual flight to:

- For State ACFT as GAT or OAT (VFR and IFR): contact the Military Aviation Authority, tel: + 31 (0)70 3167275, e-mail: mla@mindef.nl

The exemption request should as a minimum contain the following details:

ACFT identification.

type of flight OAT or GAT.

planned routing.

type of aircraft.

date and time of departure.

Planned flight level.

Person of contact.

Information on the management of non-compliant Mode S Elementary Surveillance State aircraft is published on:

http://www.eurocontrol.int/mil/publicstandard_page/cns_sur_modes_sa_010409.html

Emergency procedures

If the pilot of an ACFT, encountering a state of emergency, has previously been directed by ATC to operate the transponder on a specific code, this code setting shall be maintained until otherwise advised. In all other circumstances, the transponder shall be set to Mode A code 7700.

Notwithstanding the procedures stated above, a pilot may select mode A code 7700 whenever the nature of the emergency is such that this appears to him to be the most suitable course of action.

Pilots of ACFT inflight subjected to unlawful interference shall endeavour to set the transponder to mode A code 7500 to give identification of the situation, unless circumstances warrant the use of code 7700.

Emergency procedure lost-link MQ-9 Reaper

If communication with the MQ-9 Reaper is lost, the pilot in control will declare an emergency with the appropriate ATC agency. The MQ-9 Reaper will automatically squawk 7400 in mode A, indicating lost-link. A location is programmed in the area (in consultation with ATC) where the MQ-9 Reaper initially goes into a holding position (approximately a 2 mile radius to the left or right).
When the MQ-9 Reaper indicates a lost-link in the shaded area (think of the window, flex window or flight notification), the MQ-9 Reaper will fly its pre-programmed route to military airspace in order to pick up the link again.

Radio-communication failure procedure

The pilot of an ACFT losing two-way radio-communications shall operate the transponder in Mode 3/A code 7600. ATC will ascertain the degree of radio-failure by advising the pilot to operate IDENT (SPI) feature or to change code. When it is determined that the ACFT receiver is functioning, the acknowledgement of receipt of ATC instructions will be continued using code changes or IDENT (SPI) feature.

ENR 1.6.3 Automatic dependent surveillance - broadcast (ADS-B)

Not applicable.

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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 form 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 (UW3) South to North at FL 150 the standard airspeed is 350 KCAS. The MQ-9 Reaper may deviate from the standard airspeed.

For flightplanning procedures see ENR 1.10.

ENR 3.5.2.1 Window 1 (UW1)

Window 1 (UW1) 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*1)
North to South	W1N	W1S	220*2) or 280/330

NOTE: *1) Routesegment W1S -> W1C ≥ FL 180 but not above FL 220.
Routesegment W1C -> W1N = FL 220

NOTE: *2) Only for the MQ-9 Reaper.

When the MQ-9 Reaper passes through the Window from north to south, the remaining military traffic through the Window from south to north will be vertically separated via a Flight Notification or Flex Window.

ENR 3.5.2.2 Window 2 (UW2)

Window 2 (UW2) 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

EHDL AD 2.11 Meteorological information provided

1	Associated MET Office	Joint Meteorological Group
2	Hours of service MET Office outside hours	HO N/A
3	Office responsible for TAF preparation Periods of validity	Joint Meteorological Group 12 hrs
4	Type of landing forecast Interval of issuance	None N/A
5	Flight documentation Language(s) used	Reports, forecast and charts. English and Dutch.
6	Charts and other information AVBL for briefing or consultation	GSA, GSP, LGF, Cross section, Upperair forecasts, NVG, Radar- and Satellite Images
7	Supplementary equipment AVBL for providing information	PBS (pilot briefing system)
8	Remarks	Tel JMG 0164-693111 or mail JMG.WX.PLANNING@mindef.nl

EHDL 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	LCN 30 (PCN not AVBL)

EHDL AD 2.13 Declared distances

See Aerodrome Chart. Values in ft.

EHDL AD 2.14 Approach and runway lighting

According STANAG 3316		
1	Approach lighting	RWY 19: CAT I. 420 m RWY 01: Nil
2	RWY lighting	RWY 19 VHI/VCL, RWY 01 VHI
3	Remarks	Nil

EHDL AD 2.15 Other lighting, secondary power supply

1	LDI	Nil
2	TWY edge lighting	Nil
3	Emergency RWY lighting	Nil
4	Emergency TWY edge lighting	Nil
5	Secondary power supply/switch-over	AVBL, switch over time 15 seconds
6	Remarks	Nil

EHDL AD 2.16 Helicopter landing area

1	Location	Helisquare (STANAG 3619) is situated at the beginning of RWY19. Four helisquares (non-STANAG) are situated in main grass area east of RWY 19/01. See Aerodrome Chart
2	Marking	Daylight marking
3	Lighting	Yes, according STANAG 3652 (except two)
4	Remarks	Nil

EHDL AD 2.17 Air traffic services airspace

1	Designation and lateral limits	Deelen control zone 52°09'57.93"N 005°50'23.30"E; 52°12'05.96"N 005°51'26.74"E; 52°10'20.78"N 006°00'46.06"E; 52°08'12.82"N 005°59'42.21"E; along clockwise arc (radius 6.5 NM, centre 52°03'35.02"N 005°52'18.97"E) to 51°57'12.08"N 005°54'14.21"E; 51°55'03.92"N 005°53'10.91"E; 51°56'48.76"N 005°43'54.59"E; 51°58'56.70"N 005°44'57.34"E; along clockwise arc (radius 6.5 NM, centre 52°03'35.02"N 005°52'18.97"E) to point of orgin.
2	Vertical limits	GND to 3000 ft AMSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Contact initially Deelen TWR. English
5	Transition altitude	IFR: 3000 ft AMSL; VFR: 3500 ft AMSL
6	Remarks	Nil

LIGHT ACFT AND CONVENTIONAL ACFT

Approach and depart the CTR at least at 500 ft AMSL. Circuit instructions will be provided by ATC.

HELICOPTERS

For noise abatement and separation of inbound and outbound helicopters, six corridors have been established. The corridors are established along multiple ground reference points, one of which is an IP(Initial point). The dimensions of the corridors are: Width: 500 metres to either side of the line between the reference points. All traffic shall proceed on the right-hand side of the (imaginary line between the) reference points, to achieve a safe flow of inbound and outbound traffic altitude: 1000 ft AMSL. Altitude deviations shall be requested. When departing from or arriving at the airfield via one of the corridors, the overflying of built-up areas has to be avoided at all times.

An IP is a reference point and should NOT be overflown directly. An R/T call 'passing IP' is mandatory when abeam the IP. IP altitude for all helicopters is 1000 ft AMSL.

Corridor W2 (West 2)			
Reference point	IP NW (North-West)	W1	W2
51°35'07.00”N 004°53'35.00”E	51°36'22.00”N 004°52'16.00”E	51°37'11.00”N 004°49'50.00”E	51°37'44.00”N 004°46'04.00”E
	The most northern tip of a pond	Road intersection	Canal perpendicular to the road

Corridor N1 (North 1)		
Reference point	IP NW (North-West)	N1
51°35'07.00”N 004°53'35.00”E	51°36'22.00”N 004°52'16.00”E	51°40’21.73”N 004°55’29.96”E
	The most northern tip of a pond	Water intersection

Corridor N2 (North 2)		
Reference point	IP NE (North-East)	N2
51°34'45.00”N 004°57'33.00”E	51°36'16.00”N 004°58'12.00”E	51°40’22.09”N 004°59’58.94”E
	The north-easterly corner of the tree line just south of the Wilhelminakanaal	Demolition company

Corridor E (East)		
Reference point	IP NE (North-East)	E
51°34'45.00"N 004°57'33.00"E	51°36'16.00"N 004°58'12.00"E	51°38'05.03"N 005°03'38.12"E
	The north-easterly corner of the tree line just south of the Wilhelminakanaal	T-junction parallel road next to the N261

Corridor SE (South-East)		
Reference point 1	IP SE (South-East)	Reference point 2
51°33'20.00"N 004°57'53.00"E	51°31'09.00"N 005°00'42.00"E	51°29'51.00"N 005°03'11.00"E
	Bend in the road 500 meters southwest of Riel	

Corridor SW (South-West)	
Reference point	IP SW (South-West)
51°33'28.00"N 004°53'39.00"E	51°31'54.00"N 004°49'33.00"E
	Bend in the road 2 km southeast of Ulvenhout

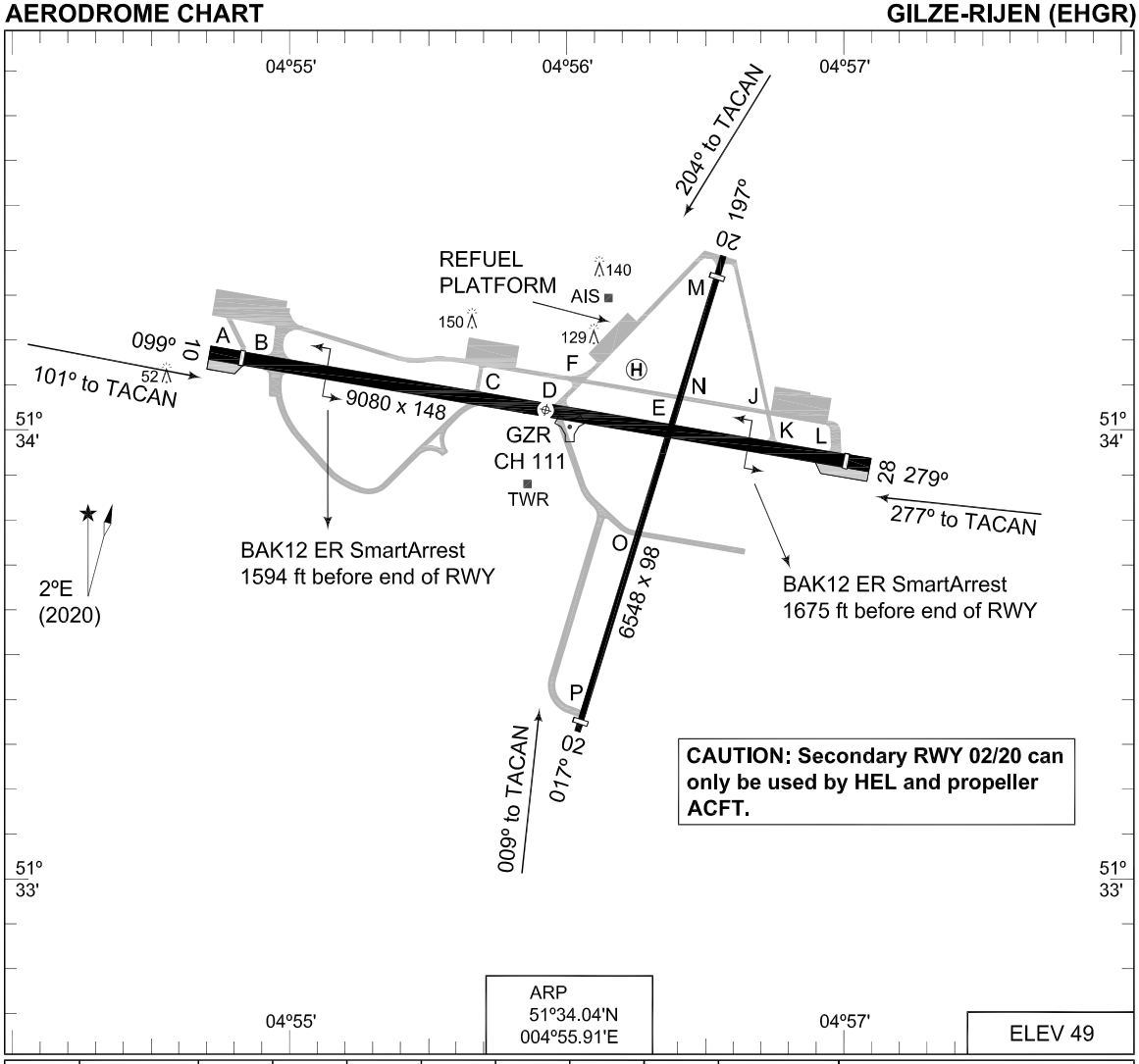
EHGR AD 2.23 Additional information

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)20 4062840
Tel: +31 (0)20 4062841
E-mail: aocs.fdno@mindef.nl
AFTN: EHMCZPZX
avlbl H24
PPR 24 HRS:for Prior Permission Request contact:
Operational and Co-ordination Centre
Tel: +31(0)161 296770
Fax: +31(0)161 296785
E-mail: dhc.sopp.occ@mindef.nl

EHGR AD 2.24 Charts related to an aerodrome

Aerodrome Chart	EHGR AD 2-10
Local map	EHGR AD 2-11
MVA chart	EHGR AD 2-12
Instrument departure chart GR1	EHGR AD 2-13
Instrument departure chart GR3	EHGR AD 2-14
Instrument approach chart COPTER TACAN 008	EHGR AD 2-15
Instrument approach chart HI-TACAN RWY 10	EHGR AD 2-16
Instrument approach chart TACAN RWY 10	EHGR AD 2-17
Instrument approach chart COPTER TACAN 101	EHGR AD 2-18
Instrument approach chart COPTER TACAN 204	EHGR AD 2-19
Instrument approach chart ILS OR LOC RWY 28	EHGR AD 2-20
Instrument approach chart HI-TACAN RWY 28	EHGR AD 2-21
Instrument approach chart TACAN RWY 28	EHGR AD 2-22
Instrument approach chart COPTER TACAN 277	EHGR AD 2-23

MIPS
AERODROME CHART **GILZE-RIJEN (EHGR)**



RWY	PCN	TORA	ASDA	TODA	LDA		PAPI		THR ELEV	THR PSN
28	55 F/W/A/T	9080	9080	9080	8806		3.0°		35	51°33.92'N 004°57.00'E
10	55 F/W/A/T	9080	9080	9080	8672		3.0°		41	51°34.16'N 004°54.82'E
20	55 F/W/A/T	6548	6548	6548	6181				36	51°34.31'N 004°56.51'E
02	55 F/W/A/T	6548	6548	6548	6249				48	51°33.39'N 004°56.03'E

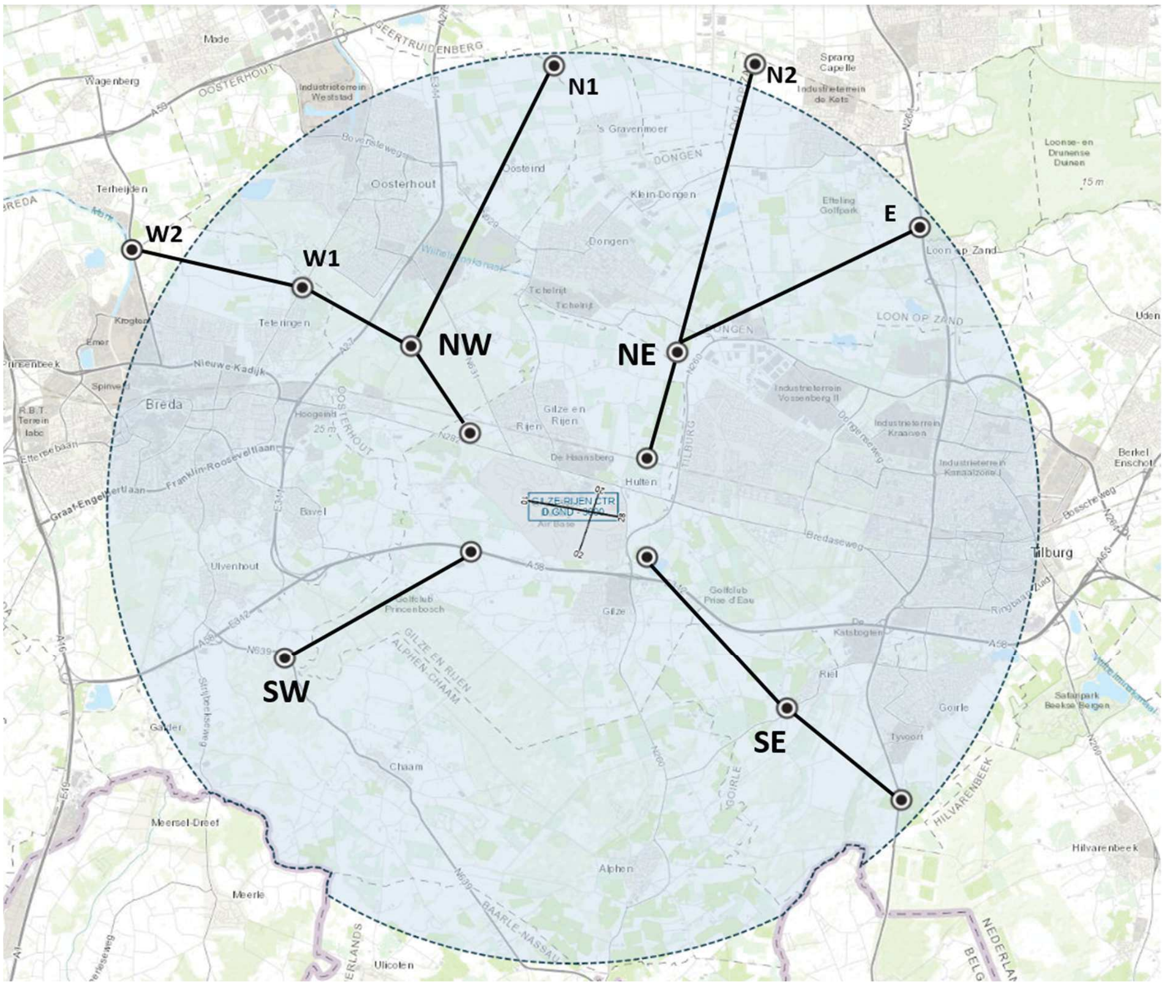
GILZE-RIJEN TWR	277.350	125.330	(Ground Control)	278.125	121.680
GILZE-RIJEN ARRIVAL	359.975				
RAPCON WEST	399.725	123.580			

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

CHANGES: CABLES

RNLAF 04 NOV 2021

LOCAL MAP

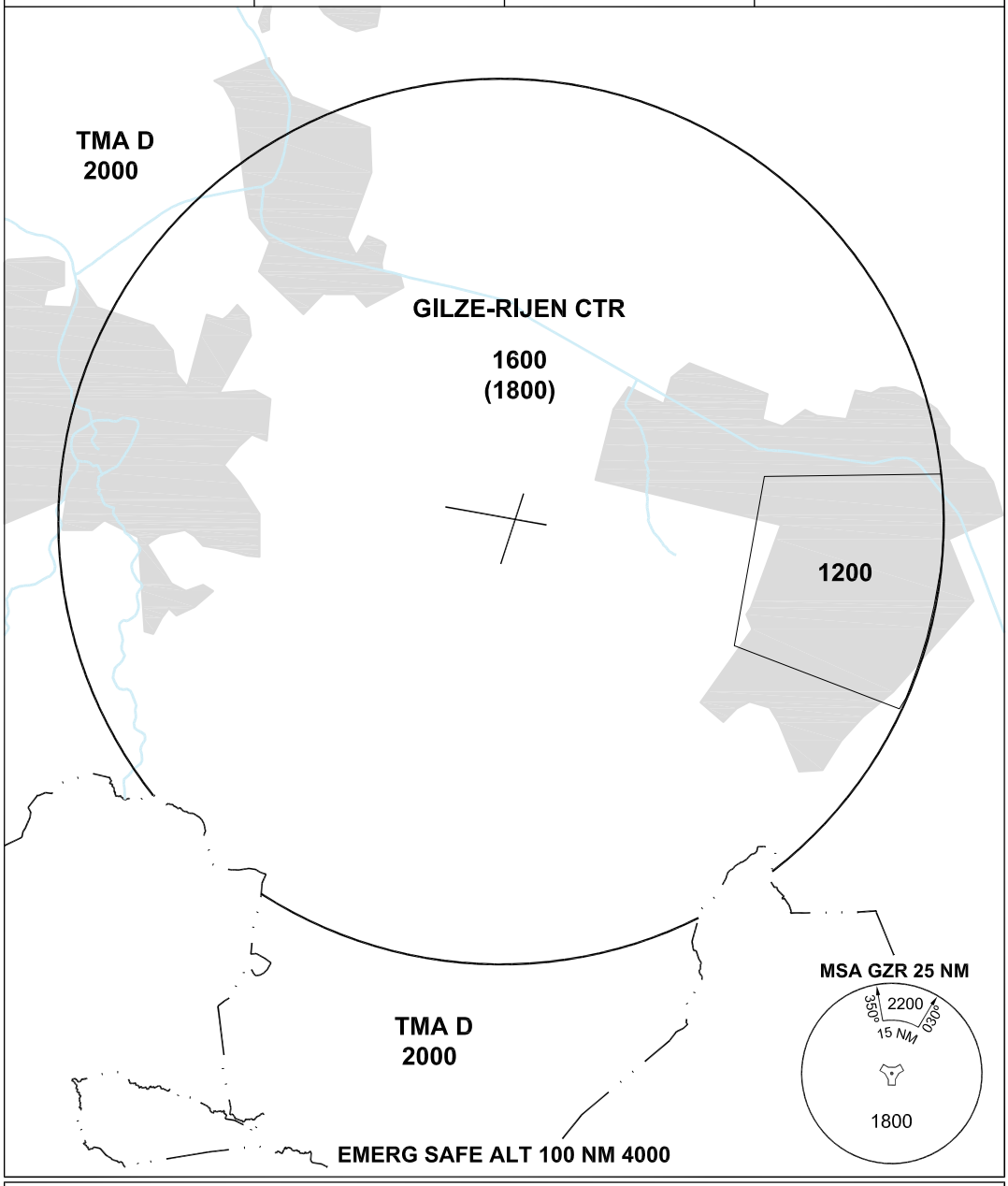

N1
N2
E
W2
W1
NW
NE
SW
SE
GILZE-RIJEN CTR
Breda
Tilburg
Oosterhout
Dongen
Gilze en Rijen
Chaam
Alphen
Goirle
Hulten
Gilze

MIPS
MINIMUM VECTORING ALTITUDE

AD ELEV 49

MVA CHART
GILZE-RIJEN (EHGR)

DUTCH MIL	RAPCON WEST	GILZE-RIJEN TWR	GND CTL
336.325 125.930	399.725 123.580	277.350 125.330	278.125 121.680



- 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.

CHANGES: EDITORIAL

RNLAF 30 DEC 2021

TERPS
INSTRUMENT DEPARTURE CHART

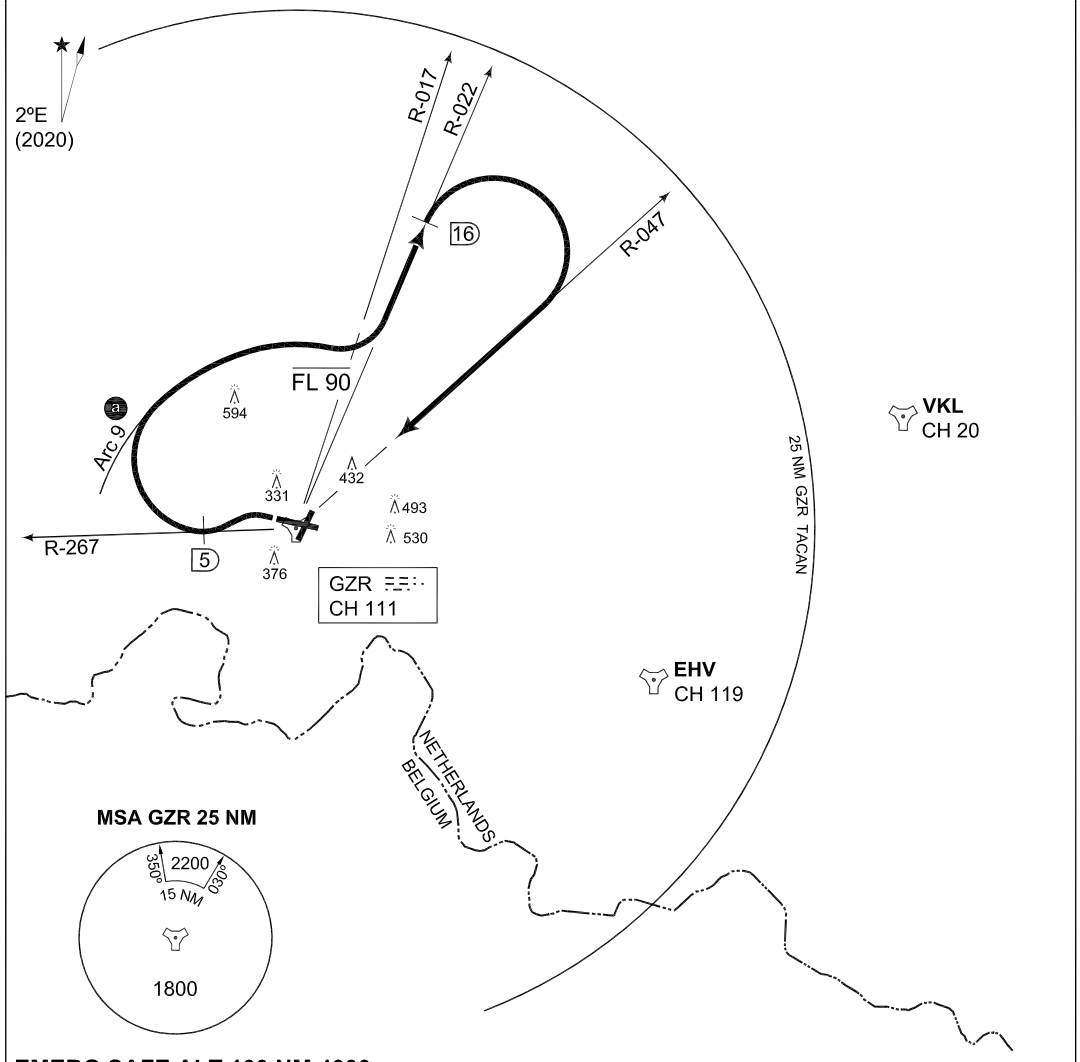
AD ELEV 49

GR1
GILZE-RIJEN (EHGR)

GND CTL	GILZE-RIJEN TWR	RAPCON WEST	DUTCH MIL
278.125 121.680	277.350 125.330	399.725 123.580	336.325 125.930

RWY	Knots	120	180	240	300	360	to
28	V/V (fpm)	480	720	960	1200	1440	150 **ft**

NOTE:
(a) DO NOT EXCEED 10 DME



EMERG SAFE ALT 100 NM 4000 **TA 3000**

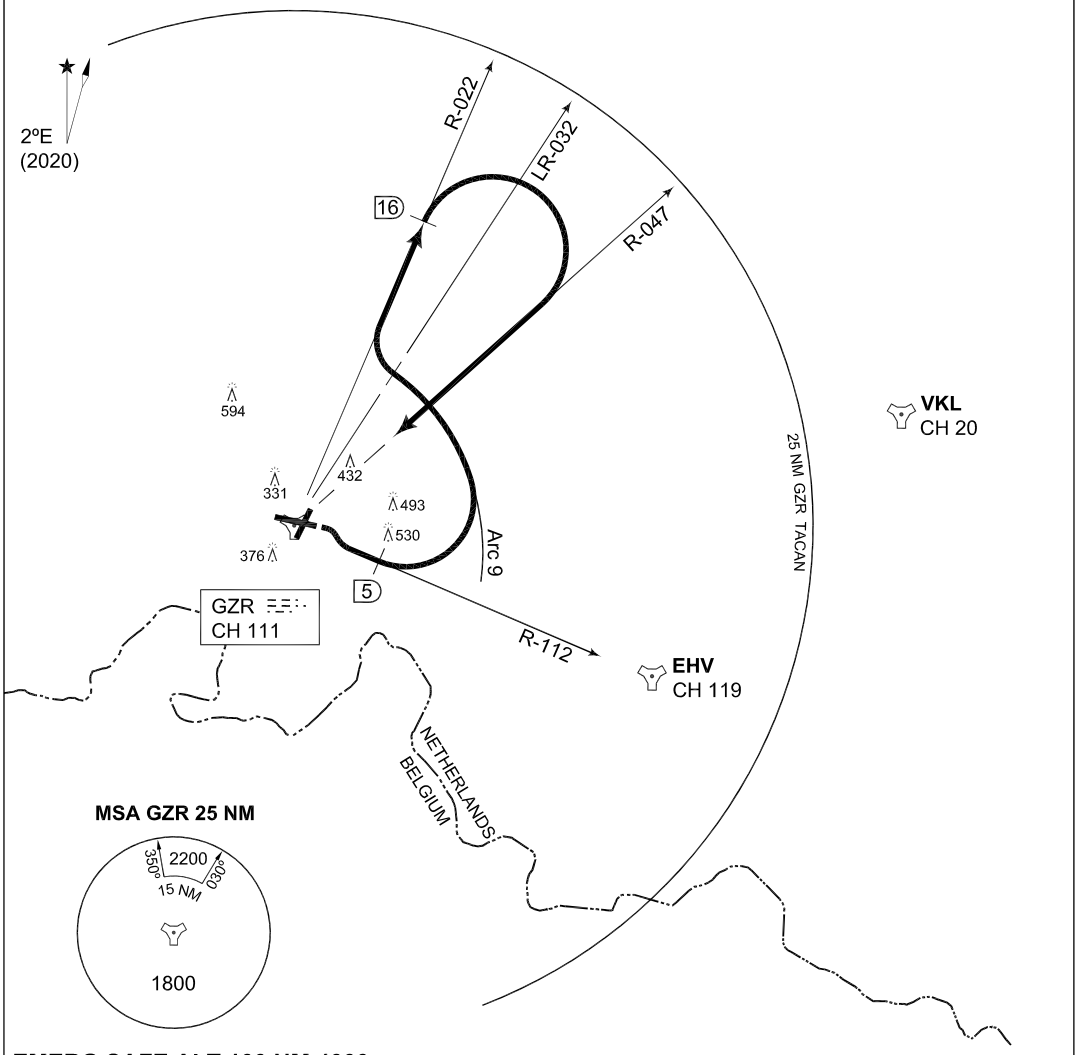
GILZE-RIJEN 1 (RWY 28)	- At 1.3 DME turn left to intercept R-267 outbound, level off at FL 90. - At 5 DME turn right to intercept Arc 9. - Intercept R-022 outbound, when crossing R-017 continue climb. - At 16 DME turn right to intercept R-047 inbound.

CHANGE: MAG/VAR

RNLAF 03 DEC 2020

TERPS
INSTRUMENT DEPARTURE CHART AD ELEV 49 **GR3**
GILZE-RIJEN (EHGR)

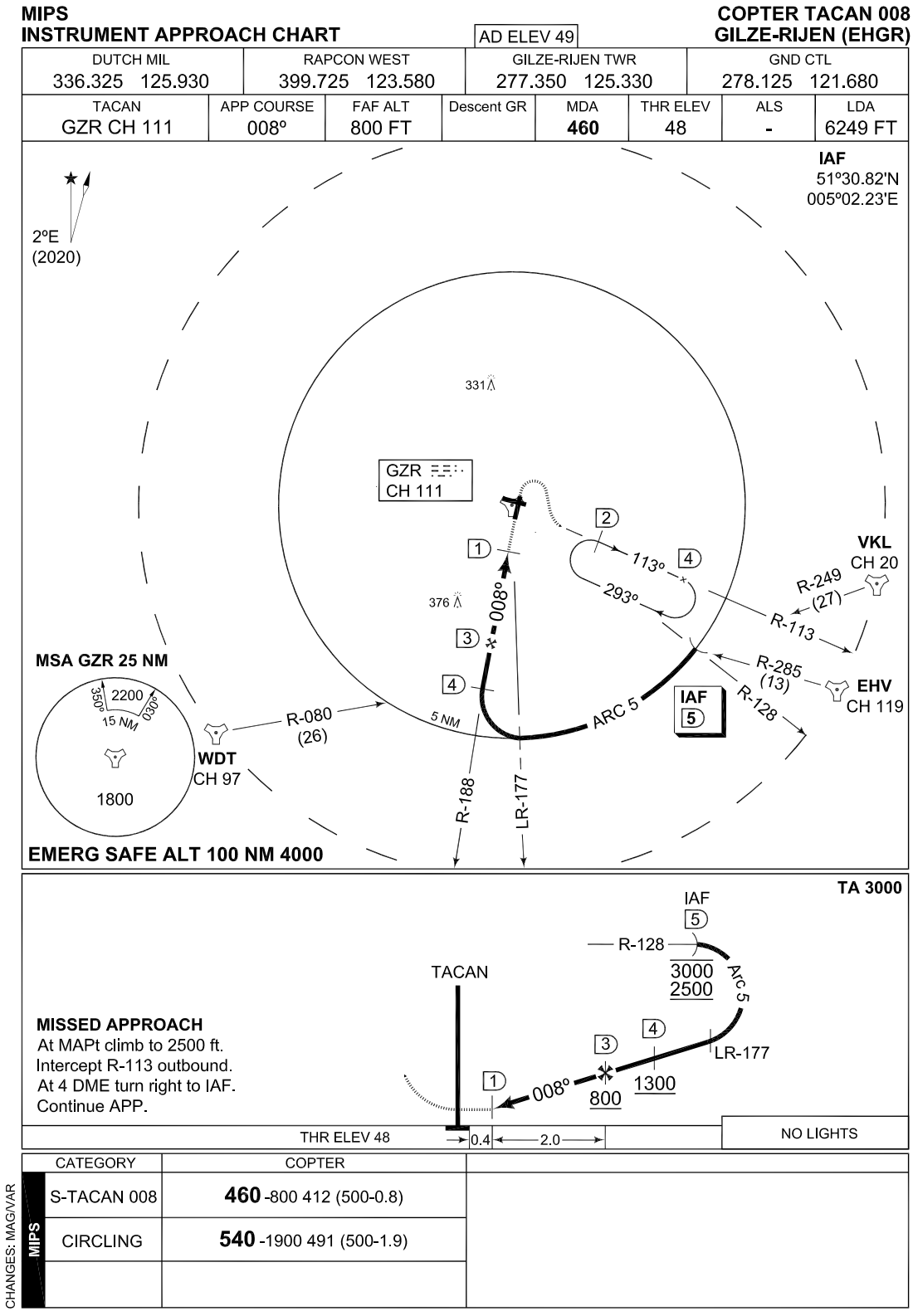
GND CTL	GILZE-RIJEN TWR	RAPCON WEST	DUTCH MIL
278.125 121.680	277.350 125.330	399.725 123.580	336.325 125.930



GILZE-RIJEN 3 (RWY 10)	- At 1 DME turn right to intercept R-112 outbound. - At 5 DME turn left to intercept Arc 9. - When crossing R-032 turn right to intercept R-022 outbound. - At 16 DME turn right to intercept R-047 inbound.

CHANGES: MAG/VAR

RNLAF 03 DEC 2020


MIPS
INSTRUMENT APPROACH CHART
AD ELEV 49
COPTER TACAN 008
GILZE-RIJEN (EHGR)
DUTCH MIL 336.325 125.930
RAPCON WEST 399.725 123.580
GILZE-RIJEN TWR 277.350 125.330
GND CTL 278.125 121.680
TACAN GZR CH 111
APP COURSE 008°
FAF ALT 800 FT
Descent GR
MDA 460
THR ELEV 48
ALS -
LDA 6249 FT
IAF
51°30.82'N
005°02.23'E
2°E
(2020)
331
376
GZR
CH 111
008°
113°
293°
R-249
(27)
R-113
VKL
CH 20
R-285
(13)
R-128
EHV
CH 119
IAF
5
ARC 5
5 NM
R-080
(26)
WDT
CH 97
MSA GZR 25 NM
350°
2200
030°
15 NM
1800
R-188
LR-177
EMERG SAFE ALT 100 NM 4000
TA 3000
IAF
5
R-128
3000
2500
Arc 5
TACAN
LR-177
1300
800
008°
MISSED APPROACH
At MAPt climb to 2500 ft.
Intercept R-113 outbound.
At 4 DME turn right to IAF.
Continue APP.
THR ELEV 48
0.4
2.0
NO LIGHTS
CATEGORY
COPTER
S-TACAN 008
460 -800 412 (500-0.8)
CIRCLING
540 -1900 491 (500-1.9)
MIPS
CHANGES: MAG/VAR
RNLAF 03 DEC 2020

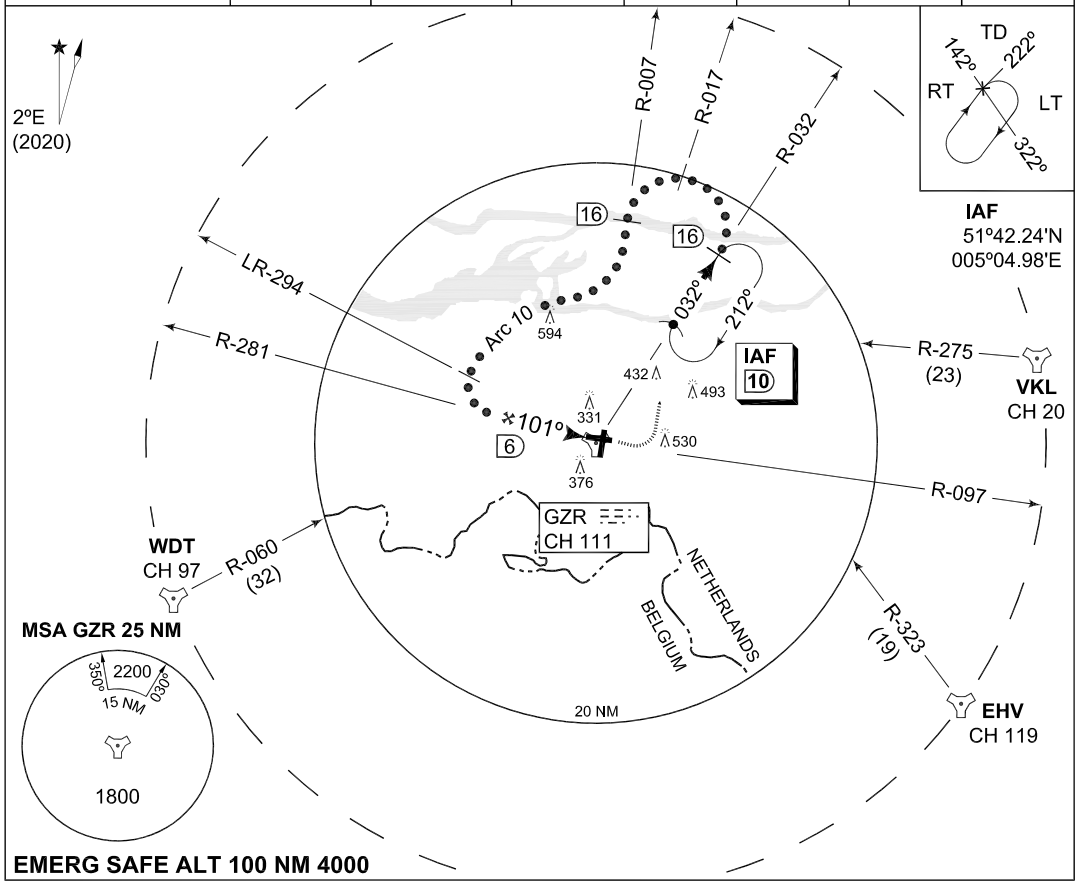
MIPS
INSTRUMENT APPROACH CHART

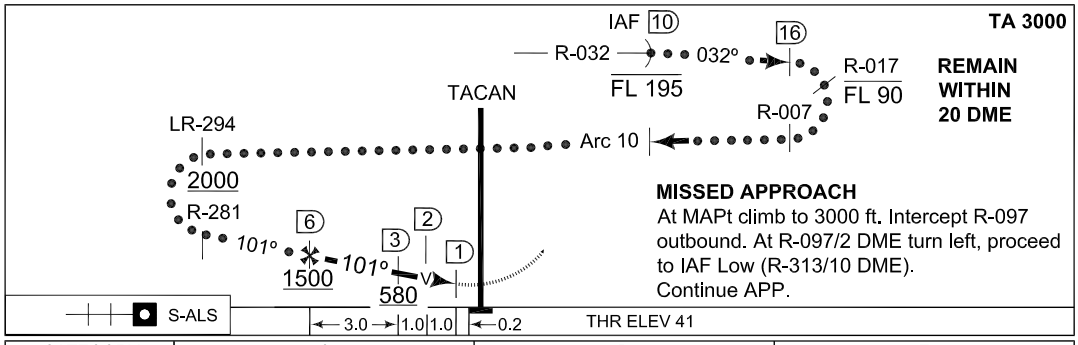
AD ELEV 49

HI-TACAN RWY 10
GILZE-RIJEN (EHGR)

DUTCH MIL	RAPCON WEST	GILZE-RIJEN TWR	GND CTL
336.325 125.930	399.725 123.580	277.350 125.330	278.125 121.680

TACAN	APP COURSE	FAF	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	101°	1500 FT		**440**	41	420 m	8672 FT





CATEGORY	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1		
S-TACAN 10	**440** -1.6 399 (400-1.6)		**440** -2.0 399 (400-2.0)
CIRCLING	**770** -3700 721 (800-3.7)	**910** -4600 861 (900-4.6)	**1000** -6500 951 (1000-6.5)

CHANGES: EDITORIAL
MIPS
RNLAF 30 DEC 2021

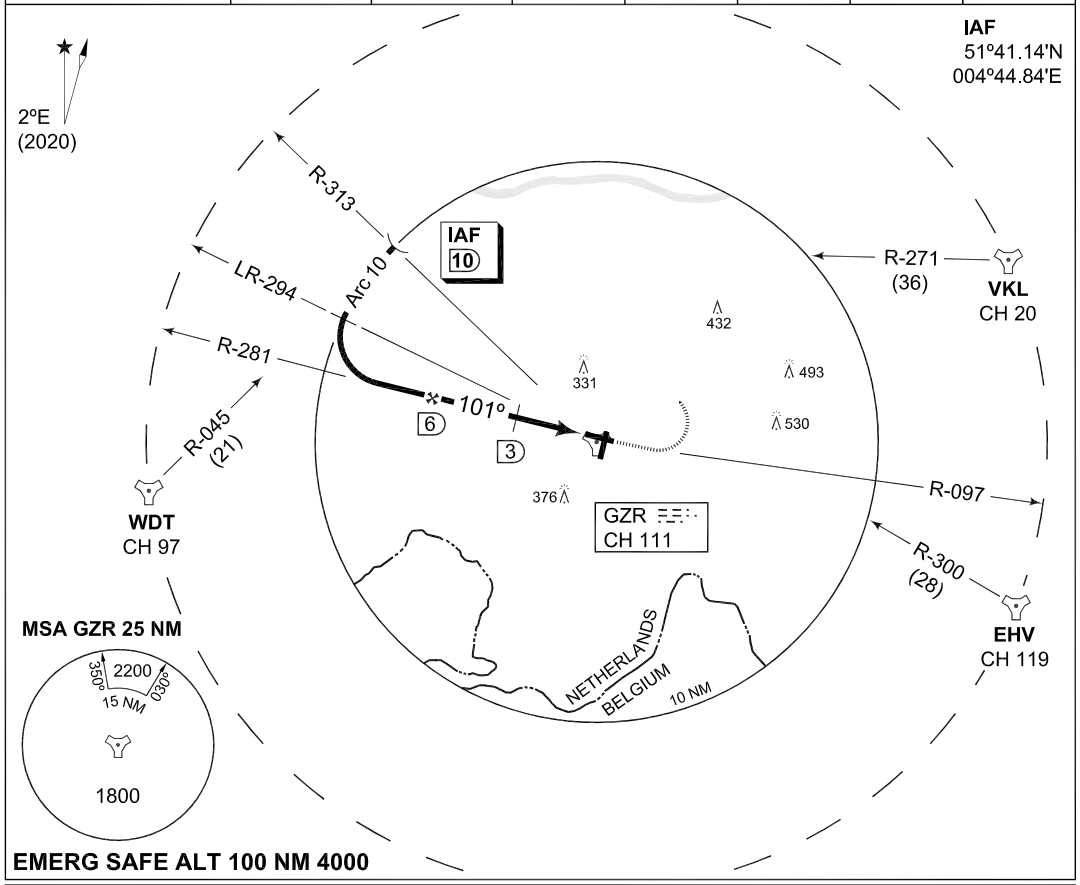
MIPS
INSTRUMENT APPROACH CHART

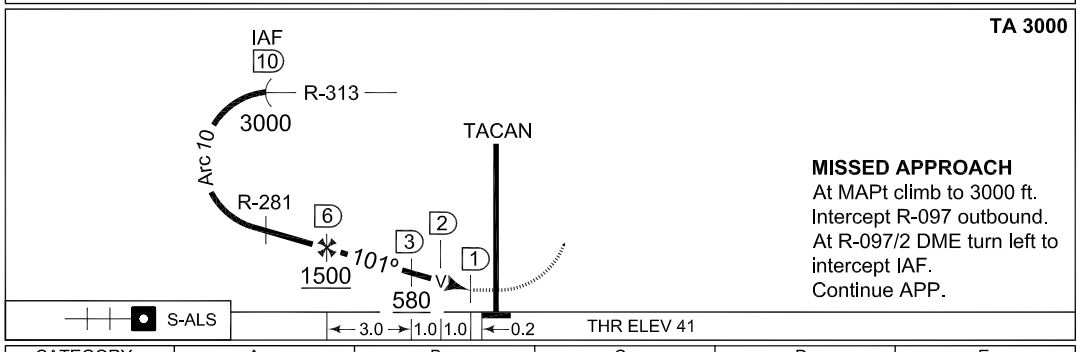
AD ELEV 49

TACAN RWY 10
GILZE-RIJEN (EHGR)

DUTCH MIL	RAPCON WEST	GILZE-RIJEN TWR	GND CTL
336.325 125.930	399.725 123.580	277.350 125.330	278.125 121.680

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	101°	1500 FT		**440**	41	420 m	8672 FT





CATEGORY	A	B	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
S-TACAN 10	**440** -1.6 399 (400-1.6)				**440** -2.0 399 (400-2.0)
CIRCLING	**540** -1900 491 (500-1.9)	**670** -2800 621 (700-2.8)	**770** -3700 721 (800-3.7)	**910** -4600 861 (900-4.6)	**1000** -6500 951 (1000-6.5)

CHANGES: EDITORIAL
MIPS
RNLAF 24 FEB 2022

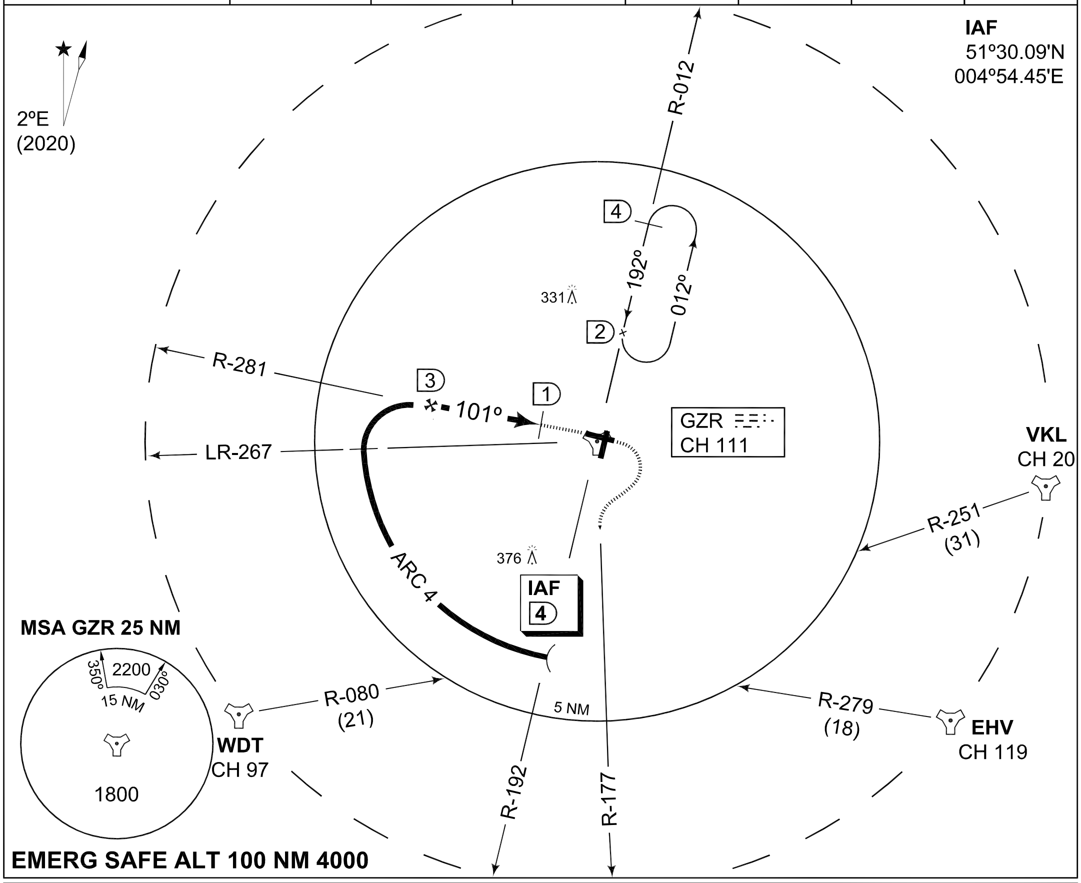
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 49

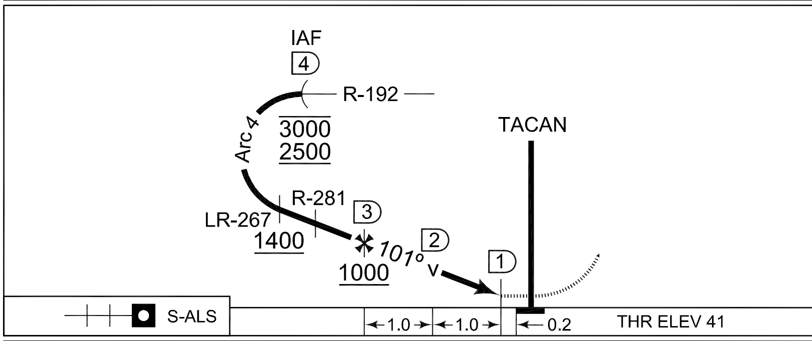
COPTER TACAN 101
GILZE-RIJEN (EHGR)

DUTCH MIL	RAPCON WEST	GILZE-RIJEN TWR	GND CTL
336.325 125.930	399.725 123.580	277.350 125.330	278.125 121.680

TACAN	APP COURSE	FAF	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	101°	1000 FT		**440**	41	420 m	8672 FT



TA 3000



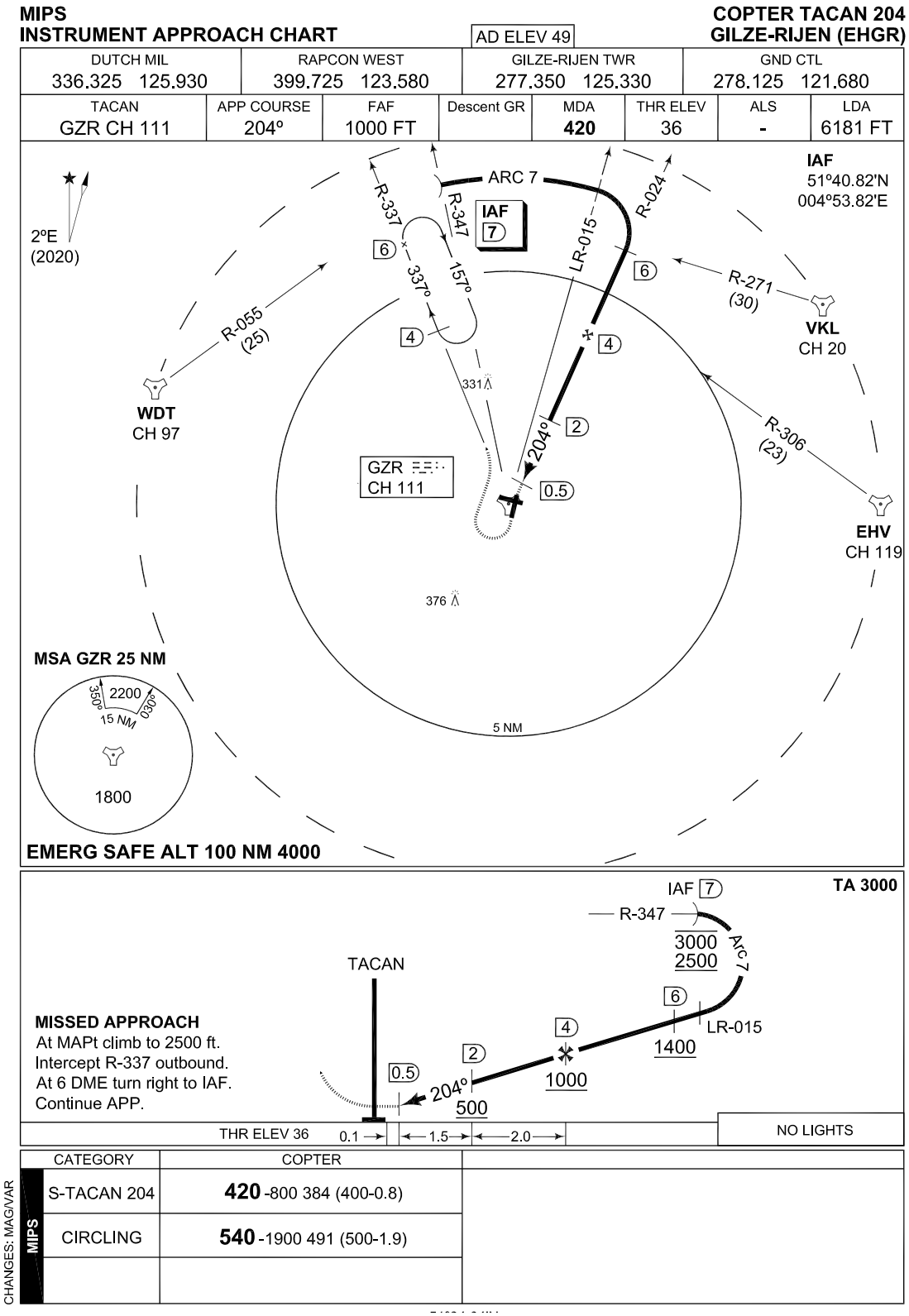
MISSED APPROACH
At MAPt climb to 2500 ft.
Intercept R-177 outbound.
At 3 DME turn right to IAF.
Continue APP.

CATEGORY	COPTER	
S-TACAN 101	**440** -400 399 (400-0.4)	
CIRCLING	**540** -1900 491 (500-1.9)	

MIPS

CHANGES: MAG/VAR

RNLAF 03 DEC 2020


MIPS
INSTRUMENT APPROACH CHART
AD ELEV 49
COPTER TACAN 204
GILZE-RIJEN (EHGR)
DUTCH MIL
336.325 125.930
RAPCON WEST
399.725 123.580
GILZE-RIJEN TWR
277.350 125.330
GND CTL
278.125 121.680
TACAN
GZR CH 111
APP COURSE
204°
FAF
1000 FT
Descent GR
MDA
420
THR ELEV
36
ALS
-
LDA
6181 FT
IAF
51°40.82'N
004°53.82'E
ARC 7
R-337
R-347
IAF
7
LR-015
R-024
R-271
(30)
VKL
CH 20
2°E
(2020)
R-055
(25)
WDT
CH 97
337°
157°
331
204°
GZR
CH 111
0.5
R-306
(23)
EHV
CH 119
376
MSA GZR 25 NM
350°
2200
030°
15 NM
1800
5 NM
EMERG SAFE ALT 100 NM 4000
TA 3000
IAF 7
R-347
3000
2500
Arc 7
TACAN
LR-015
1400
1000
500
MISSED APPROACH
At MAPt climb to 2500 ft.
Intercept R-337 outbound.
At 6 DME turn right to IAF.
Continue APP.
THR ELEV 36
0.1
1.5
2.0
NO LIGHTS
CATEGORY
COPTER
S-TACAN 204
420 -800 384 (400-0.8)
CIRCLING
540 -1900 491 (500-1.9)
CHANGES: MAG/VAR
MIPS
RNLAF 03 DEC 2020

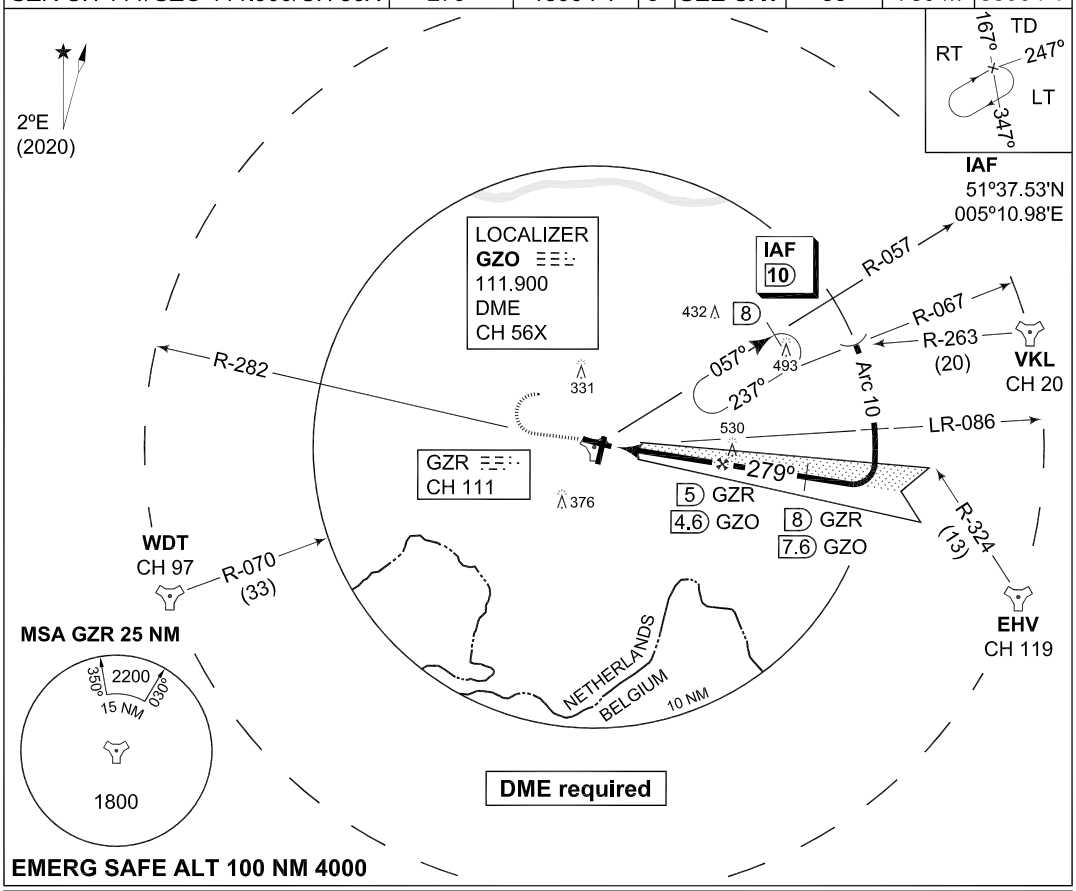
MIPS
INSTRUMENT APPROACH CHART

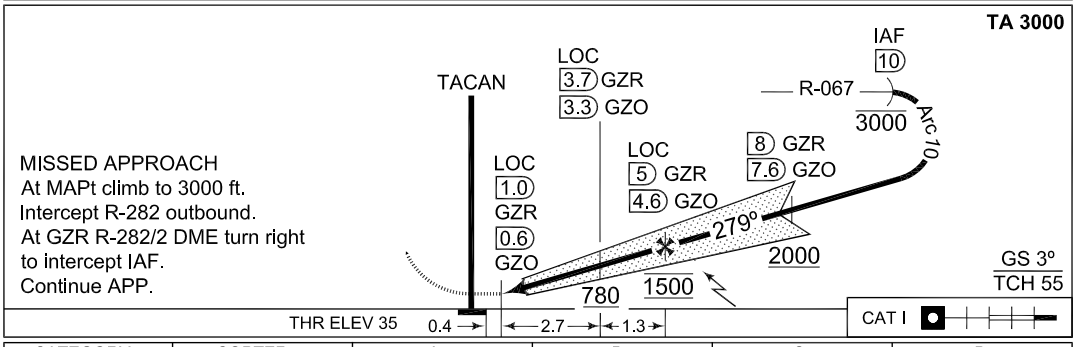
AD ELEV 49

ILS or LOC RWY 28
GILZE-RIJEN (EHGR)

DUTCH MIL	RAPCON WEST	GILZE-RIJEN TWR	GND CTL
336.325 125.930	399.725 123.580	277.350 125.330	278.125 121.680

TACAN / LOCALIZER / DME	APP COURSE	GS INTCP ALT	GS	MDA	THR ELEV	ALS	LDA
GZR CH 111/GZO 111.900/CH 56X	279°	1500 FT	3°	**SEE CAT**	35	780 m	8806 FT





CATEGORY	COPTER	A	B	C	D
	ILS MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
S-ILS 28	**235**-400 200 (200-0.4)	**235**-800 200 (200-0.8)			**245**-800 210 (300-0.8)
S-LOC 28	**380**-400 345 (400-0.4)	**380**-1200 345 (400-1.2)			
CIRCLING	**540**-1900 491 (500-1.9)		**670**-2800 621 (700-2.8)	**770**-3700 721 (800-3.7)	**910**-4600 861 (900-4.6)

CHANGES: MAG/VAR
MIPS
RNLAF 03 DEC 2020

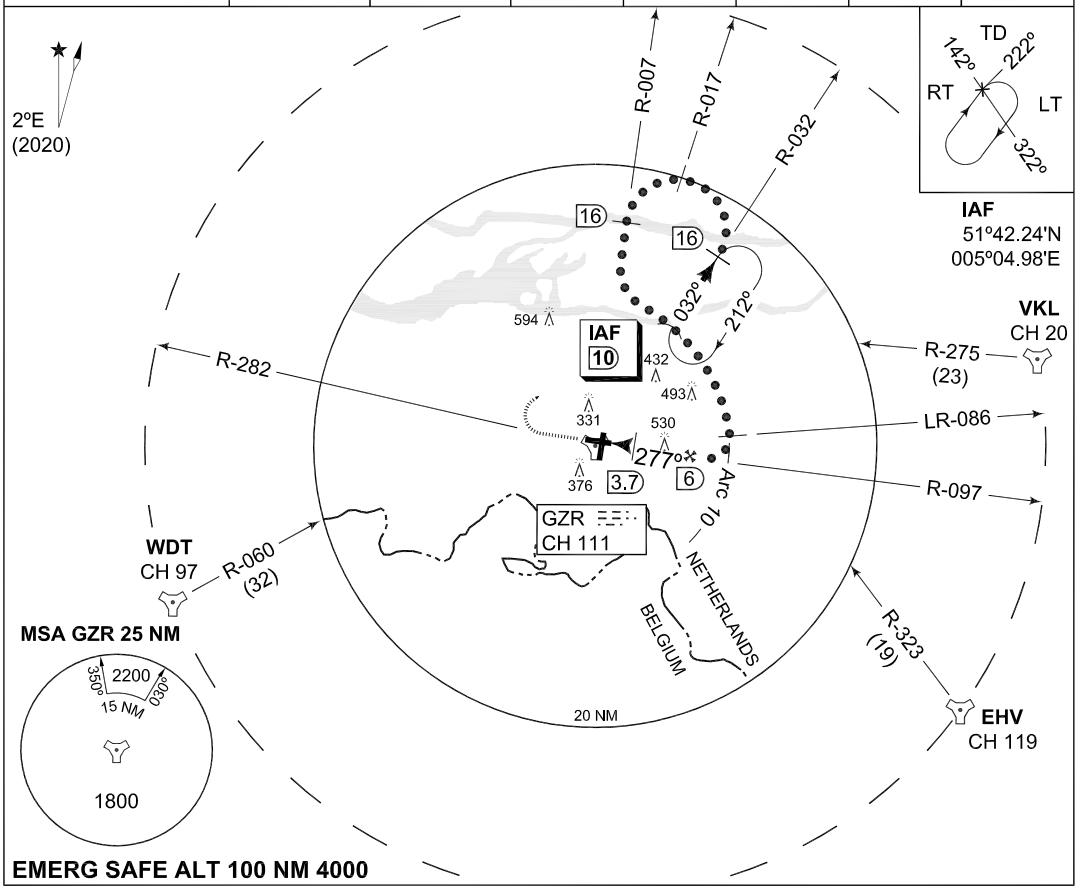
MIPS
INSTRUMENT APPROACH CHART

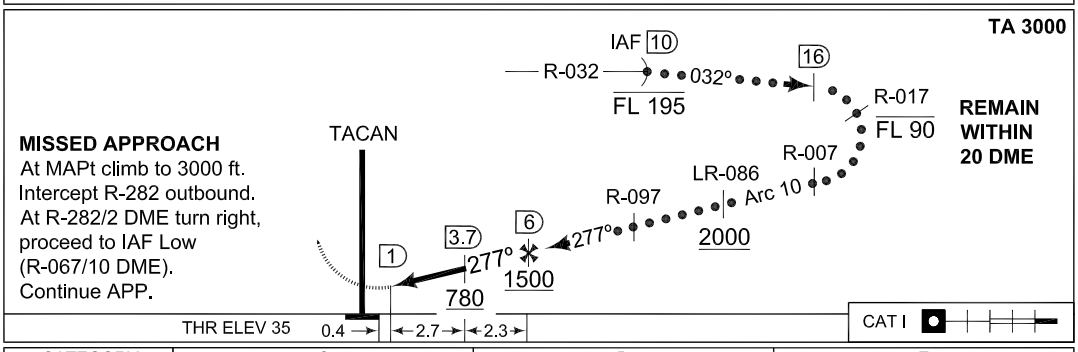
AD ELEV 49

HI-TACAN RWY 28
GILZE-RIJEN (EHGR)

DUTCH MIL	RAPCON WEST	GILZE-RIJEN TWR	GND CTL
336.325 125.930	399.725 123.580	277.350 125.330	278.125 121.680

TACAN	APP COURSE	FAF	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	277°	1500 FT		**400**	35	780 m	8806 FT





CATEGORY	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1		
S-TACAN 28	**400** -800 365 (400-0.8)	**400** -1200 365 (400-1.2)	
CIRCLING	**770** -3700 721 (800-3.7)	**910** -4600 861 (900-4.6)	**1000** -6500 951 (1000-6.5)

CHANGES: MAG/VAR
MIPS
RNLAF 03 DEC 2020

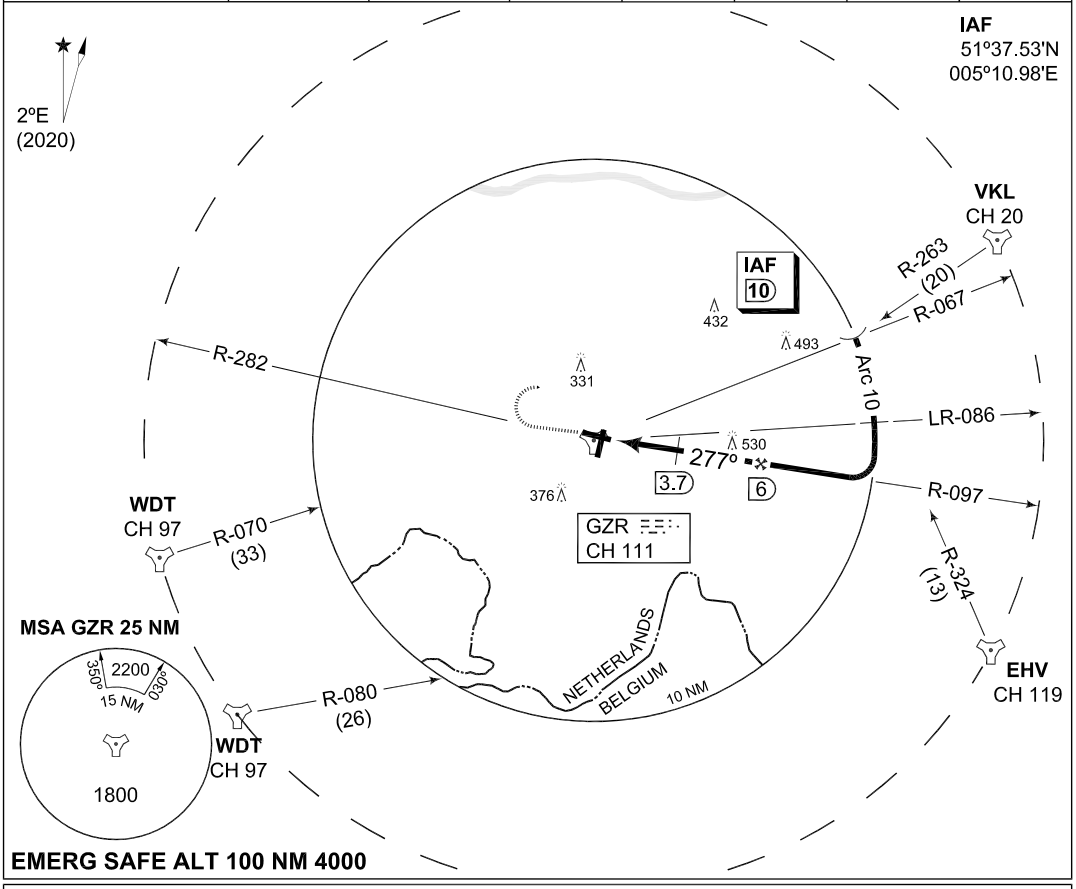
MIPS
INSTRUMENT APPROACH CHART

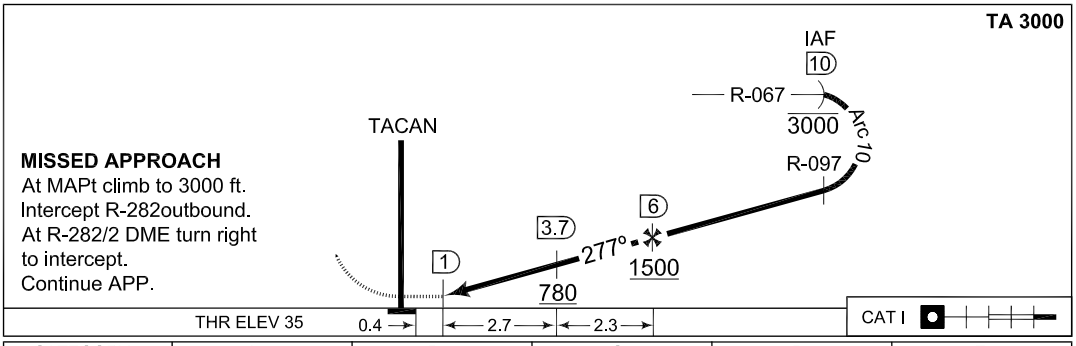
AD ELEV 49

TACAN RWY 28
GILZE-RIJEN (EHGR)

DUTCH MIL	RAPCON WEST	GILZE-RIJEN TWR	GND CTL
336.325 125.930	399.725 123.580	277.350 125.330	278.125 121.680

TACAN	APP COURSE	FAF	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	277°	1500 FT		**400**	35	780 m	8806 FT



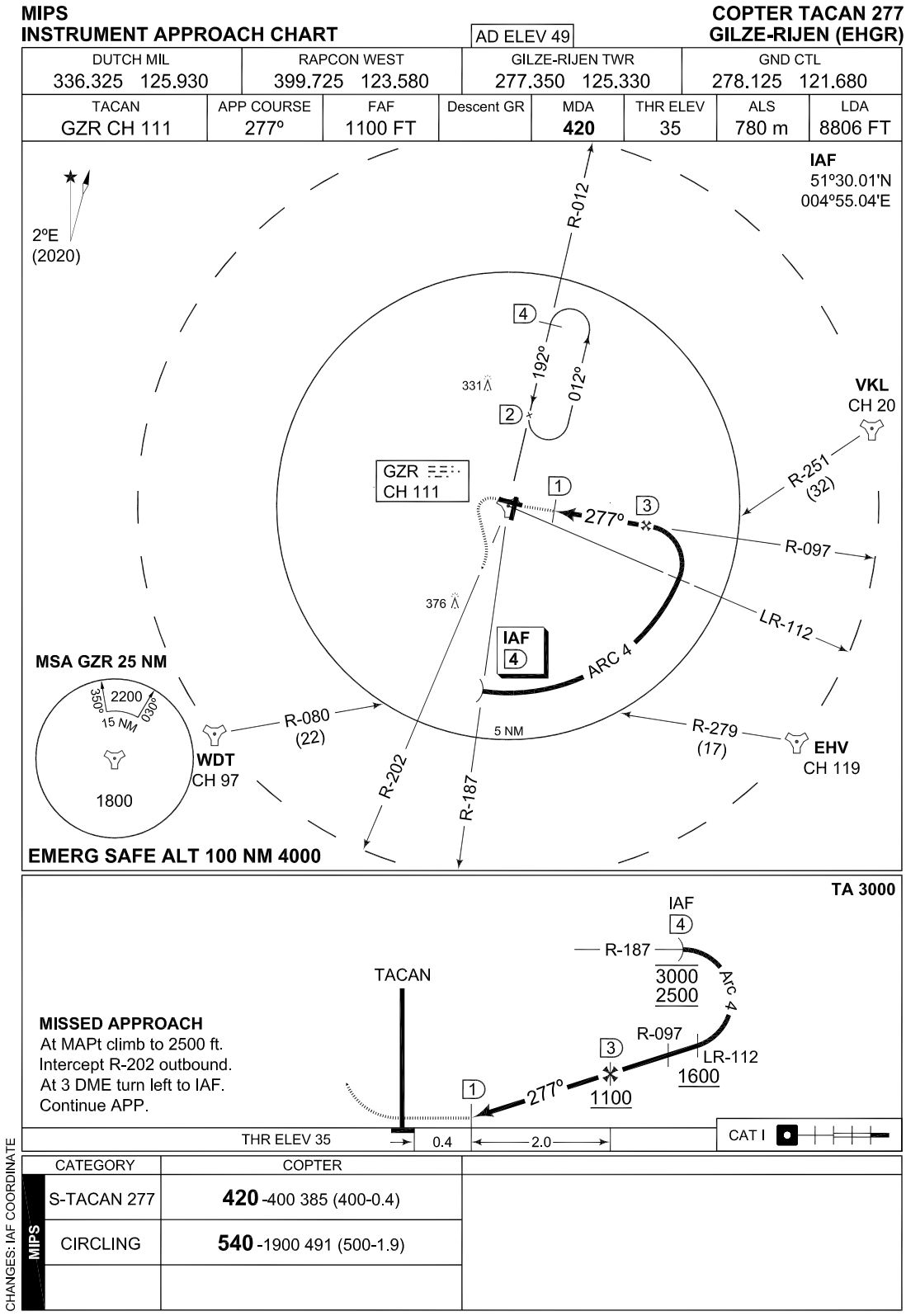


CATEGORY	A	B	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
S-TACAN 28	**400** -800 365 (400-0.8)			**400** -1200 365 (400-1.2)	
CIRCLING	**540** -1900 491 (500-1.9)	**670** -2800 621 (700-2.8)	**770** -3700 721 (800-3.7)	**910** -4600 861 (900-4.6)	**1000** -6500 951 (1000-6.5)

CHANGES: MAG/VAR

MIPS

RNLAF 03 DEC 2020


MIPS
INSTRUMENT APPROACH CHART
AD ELEV 49
COPTER TACAN 277
GILZE-RIJEN (EHGR)
DUTCH MIL 336.325 125.930
RAPCON WEST 399.725 123.580
GILZE-RIJEN TWR 277.350 125.330
GND CTL 278.125 121.680
TACAN GZR CH 111
APP COURSE 277°
FAF 1100 FT
Descent GR
MDA 420
THR ELEV 35
ALS 780 m
LDA 8806 FT
IAF 51°30.01'N 004°55.04'E
2°E (2020)
R-012
192°
012°
331
376
VKL CH 20
R-251 (32)
GZR CH 111
277°
R-097
LR-112
ARC 4
IAF
MSA GZR 25 NM
2200
350°
030°
15 NM
1800
WDT CH 97
R-080 (22)
5 NM
R-279 (17)
EHV CH 119
R-202
R-187
EMERG SAFE ALT 100 NM 4000
TA 3000
TACAN
R-187
3000
2500
ARC 4
R-097
LR-112
1600
1100
277°
MISSED APPROACH
At MAPt climb to 2500 ft.
Intercept R-202 outbound.
At 3 DME turn left to IAF.
Continue APP.
THR ELEV 35
0.4
2.0
CAT I
CATEGORY
COPTER
MIPS
S-TACAN 277
420 -400 385 (400-0.4)
CIRCLING
540 -1900 491 (500-1.9)
CHANGES: IAF COORDINATE
RNLAF 18 MAY 2023

INTENTIONALLY LEFT BLANK