

Ministry of Defence
 Military Aviation Authority the Netherlands
 Airports and Airspace division
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Rijswijk, 17 Oct 2024

AIRAC AMENDMENT 12/24
EFFECTIVE DATE 28 NOV 24

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 2-6	EHDL 2-6	EHKD 2-1	EHKD 2-1
UP TO	UP TO	UP TO	UP TO	EHKD 2-2	EHKD 2-2
GEN 0.4-6	GEN 0.4-6	EHDL 2-9	EHDL 2-9	EHKD 2-10	EHKD 2-10
				EHKD 2-20	EHKD 2-20
ENR1.1-1	ENR1.1-1	EHEH 2-2	EHEH 2-2		
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ENR 1.10-3	ENR 1.10-3	EHEH 2-6	EHEH 2-6	EHWO 2-2	EHWO 2-2
ENR 5.2-12	ENR 5.2-12	UP TO	UP TO	EHWO 2-15	EHWO 2-15
ENR 5.2-17	ENR 5.2-17	EHEH 2-32	EHEH 2-32	EHWO 2-20	EHWO 2-20
ENR 5.2-20	ENR 5.2-20			EHWO 2-21	EHWO 2-21
		EHGR 2-2	EHGR 2-2	EHWO 2-22	EHWO 2-22
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		UP TO	UP TO	EHWO 2-25	EHWO 2-25
		EHGR 2-26	EHGR 2-26	EHWO 2-26	EHWO 2-26

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:

M3874/24



Military Aviation Authority NLD
In order H-ALL

R.P.A.C. Scheepens
Lt Colonel

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ENR 1. GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

The MIL air traffic rules and procedures applicable to MIL air traffic in The Netherlands territory conform flights which do not comply with the provisions stated for GAT and for which rules and procedures have been specified by the appropriate authorities.

ENR 1.1.1 Routing

ENR 1.1.1.1 General

The route selection procedures outlined in the following para's are designed to assist pilots to plan flights i.a.w. the rules prescribed in ENR.

The routing of certain categories of OAT as laid down in Letters of Agreement or by Multilateral Agreement on Standard Operating Procedures may deviate from the rules as mentioned above.

ENR 1.1.1.2 HIGH - HIGH (upper airspace) profiles

For exercises and pre-planned large information or streams of ACFT there is a possibility to use additional pre-arranged Flex Windows as described in ENR 3.5.

ENR 1.1.1.3 HIGH - LOW - HIGH (HLH) profiles

The main principle to be observed in planning of flight involving one or more transitions from upper to lower airspace or vice versa, is that such a transition will have to be conducted clear of CIV controlled airspace.

For Low - High departures from Vliehors air-to-ground firing range special departure procedures have been developed, see also ENR 6.1. Detailed procedures are incorporated in the respective Range Orders.

Routing via Window 3 (UW3) as described in ENR 3.5 may be requested.

A flightplan may be filed in the air with MilATCC Schiphol for an en-route HLH transition or, in case of an intended landing, a straight-in radar approach.

For exercises and pre-planned large information or streams of ACFT there is a possibility to use additional pre-arranged Flex Windows as described in ENR 3.5.

ENR 1.1.1.4 Route planning in lower heightbands

The main principle to be observed in the planning of flights in the lower height bands (below FL 200), is that only the levels underneath the base of the high density traffic areas mentioned below are available for selection (see AIP Netherlands, ENR 6):

- Schiphol TMA 1, 2 and 3;
- Rotterdam TMA 1, 2 and 3;
- Amsterdam CTA East, South and West.

Routing via Window 3 (UW3) as described in ENR 3.5 may be requested.

For exercises and pre-planned large information or streams of ACFT there is a possibility to use additional pre-arranged Flex Windows as described in ENR 3.5.

ENR 1.1.2 Standby ad arrangements

ENR 1.1.2.1 During OPR HR (generally between 0700/1545 (0600/1445)).

OPR HRS may vary due to planned flying operations.

RNLAF ADs act in principle as standby AD for each other. RNLAF DHC Maritime base De Kooy is not available as standby AD.

A request from a foreign flying unit for a RNLAF standby AD is to be directed to Centre Supervisor MILATCC Schiphol.

ENR 1.1.2.2 Outside OPR HR (1545/0700 (1445/0600))

A request from a foreign flying unit for a RNLAF standby AD is to be directed to MilATCC Schiphol (Centre Supervisor MilATCC Schiphol) before 1500 (1400). This request can only be granted during times that the AD concerned will be open due to national commitments.

ENR 1.1.2.3 Emergency standby period

An emergency standby period is established outside OPR HR during flying activities of:

- RNLAF ACFT (except HEL) and/or NATO jet ACFT stationed within The Netherlands;
- Jet ACFT of other NATO forces at low altitudes over The Netherlands.

The available emergency standby AD is published daily in the 'final standby ad directive'. This directive will be distributed at 1600 (1500) via AFTN to all MIL ADs concerned.

During the emergency standby period an operator is present at the tower and the appropriate cable(s) of the RWY in use are rigged.

If a pilot is forced to land at the above mentioned AD, he will inform MilATCC Schiphol which will notify the operator of the AD concerned. RWY and approach lights will be switched on. MilATCC Schiphol will provide the pilot with the latest weather report and the RWY in use.

ENR 1.1.3 Flypasts/Displays

For flypasts, flying displays, etc. by MIL ACFT within The Netherlands airspace, Royal Netherlands Air Force Command, Command Control Communications Computers Intelligence Surveillance and Reconnaissance (C4ISR), Section Air Command & Control (SAC2), has to be notified by the sponsoring authority at least four weeks in advance, whereby the following details are to be specifically stated:

- a. Number and type of ACFT and R/T call sign;
- b. Date and time;
- c. Routing and/or airspace required;
- d. Altitudes;
- e. Sponsoring authority and reason of display;
- f. Frequencies to be used.

After appropriate action has been taken, Section Air Operations Control will pass the clearance to the sponsoring authority, including any instructions. The responsibility for the promulgation of a NOTAM rests with the sponsoring authority.

ENR 1.1.4 Formation flights

If a flight is flying in formation and controlled by an ACC, the longitudinal or lateral distance between the ACFT in the formation and the ACFT of the formation-leader shall not exceed 1 NM; the vertical distance shall not exceed 100 ft.

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 (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 1.2.4.1 Special VFR as OAT

For special VFR-flights in a military CTR considered to be OAT the following deviations from AIP NL ENR 1.2.2.1.1 apply:

- a. by the pilot:
 1. clear of cloud and with the surface in sight;
 2. the flight visibility is not less than 1500 M or, for helicopters, not less than 800 M.
- b. by ATC:
 1. during UDP only, unless permitted by the Ministry of Defence;
 2. the ground visibility is not less than 1500 M or, for helicopters, not less than 800 M.

ENR 1.2.5 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 is mandatory in all airspace classifications.
- b. The use of a SSR transponder with Mode S EHS (ADS-B out) is mandatory in the NSAA.
- c. Flights executed in military exercise areas are exempted from Mode S usage but must transmit Mode 3/A/C.
- d. Military helicopter flights within the lateral dimensions of the Nw.Milligen TMA's below 1500' AMSL and Low fly area's listed in ENR 5.2.1.2 are exempted from Mode S usage but must transmit Mode 3A/C.
- e. 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 1.2.6 Restrictions for VFR flights

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

- a. In airspace with classification A;
- b. 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;
- c. With a speed exceeding Mach 0.95;
- d. Within a CTR unless clearance has been given by the local air traffic control service.

ENR 1.2.7 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 1.2.8 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 128.500 or 371.125 MHz
 - over land: FREQ 124.300 or 338.300 MHz

ENR 1.2.9 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 1.2.10 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.

ENR 1.10.2 Submission of IFR flightplans for MIL ACFT as GAT

ENR 1.10.2.1 Filing

IFR flightplans 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.

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.



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Autonomous operations

The RNLAf can decide to conduct autonomous operations in segregated EHD18 when AOCS NM CRC is unavailable to provide control. If during the autonomous operations another Radar Station is available (e.g. Netherlands Navy), they are allowed to provide Tactical Support under Broadcast Control. The Radar Station is not allowed to coordinate with any of the ATC Units directly and shall follow the recovery procedures described below.

Procedures for autonomous operations from EHLW

After take-off the flight will be monitored inbound EHD18 by RAPCON North. Hereafter the flight can commence their autonomous mission. RAPCON North will provide administrative updates upon request. Ten minutes prior the end of the mission, the flight will call RAPCON North to provide an estimate.

This estimate will contain the following information:

- Call sign;
- 10 minute estimate;
- Mode 3A;
- Current position;
- RTB intentions (e.g. requested Flight Level).

After the flight, RAPCON North will escort the aircraft back to Leeuwarden following their normal procedures. Aircraft experiencing an emergency, aircraft may contact RAPCON North right away.

Procedures for autonomous operation from other airbases

VFR flights can transit back and forward low level to the EHD18. If IFR transits are required, RAPCON South will hand over the aircraft to MilATCC Schiphol. MilATCC Schiphol will escort the flight towards EHD18, where the flight will cancel its IFR clearance and can commence their autonomous mission.

Aircraft experiencing an emergency or another situation where administrative or safety updates are required; the flight will contact MilATCC Schiphol on a previously coordinated frequency. However, radio coverage cannot be guaranteed on all levels in the northern part of the EHDs.

Procedures for autonomous operations above FL 245

Aircraft experiencing an emergency above FL 245, may contact Maastricht UAC. Maastricht UAC will only provide recovery services to the autonomous flights and has no area monitoring responsibilities.

Recovery for flights above FL 245.

Ten minutes prior the end of the mission, the flight will call Maastricht UAC on Special Operations West sector frequency: 398.025 MHz (back up, on request only: 247.800 MHz) to provide an estimate.

This estimate will contain the following information:

- Call sign;
- 10 minute estimate;
- Mode 3A;
- Current position;
- RTB intentions (e.g. requested Flight Level).

Example: "Maastricht Radar, Devil 1 flight, XXX F-35, 10 minute prior RTB, squawking XXXX, in EHD1, request an IFR recovery back to EHVK at FL 280".

After the mission, the aircraft will hold around 54°05'00"N 005°05'00"E, in the level block FL 280 - FL 330 and call Maastricht UAC for their recovery on the coordinated frequency. The call from the flight to Maastricht UAC is done by the flight lead and shall contain the following information:

- Call sign and the call sign of the aircraft that are in the formation;
- Mode 3A;
- Current position and level;
- RTB intentions.

Example: "Maastricht Radar, Devil 1 flight, XX F-35, squawking XXXX, FL 280 at holding point EHD4, request FL 280 back to EHVK".

Only after two-way communication with Maastricht UAC, and when positive identification has been established by Maastricht UAC, will aircraft receive a clearance to leave the EHDs. Maastricht UAC will transit the flight back and hand over to MIIATCC Schiphol.

Procedures for autonomous operations during air-to-air refueling in the Polly track

During air-to-air refueling in the Polly track by Maastricht UAC the highest level available for autonomous operations in EHD07 and EHD08 is FL 240.

During air-to-air refueling in the Carol Long/Short track the highest level available for autonomous operations in EHD06, EHD07 and EHD08 is FL 240.

[ENR 5.2.2.4 Reservations and allocation of airspace and control points](#)

[ENR 5.2.2.4.1 Reservation of airspace](#)

Reservation of airspace must be done i.a.w. ENR 5.1.

The Fighter Allocator of the AOCS NM CRC must be informed on workings days before 08.30 LT on CP requests. The Fighter Allocator will divide the available CPs among the planned missions, and inform the respective airspace users of the CP allocation. A mission, that exceeds the ETA with more than 15 MIN, could be denied the previous allocated airspace and/or CPs. If the mission is still proceeding, airspace and CPs have to be requested again.

For ad-hoc operations CPs can be requested via the Fighter Allocator by telephone or R/T ('Bandbox Main'). Ad-hoc CP allocation will be done on basis of availability, and will have a lower priority than previous allocated CPs.

Priorities in CP allocation are set by HQ RNLAf Command Air Force Breda, section Fighter Operations.

[ENR 5.2.2.4.2 Booking Principles and Priority Rules for Areas published in AIP NL ENR 5.1](#)

All military training areas are published in the AIP Netherlands. For the actual lateral and vertical dimensions, time of usage and remarks consult the AIP Netherlands ENR 5.1.

[ENR 5.2.2.4.2.1 General rules for the booking of an Area](#)

Every training area has a single, dedicated primary user. The primary user determines who and at what time the area may be used. Under special circumstances, the primary user is authorized to cancel an approved booking. Coordination is conducted through the intervention of AFMU. In case the request for reservation covers a period outside the specific times for the area mentioned activation timetable and National Holidays AIP Netherlands Gen 2.1, the primary user of the area shall be involved in the approval of the request whilst taking into account the affected stakeholders. AFMU shall require owner approval of the reservation and a declaration of the necessity and risk of degradation of the operation. All current regulations regarding usage and execution of operations (e.g. minimum altitude, noise reduction measures etc.) will remain in force.

ENR 5.2.2.4.2.2.8. EHR4/4A/4B/4C/4D/4E/4F

EHR4/4A live ordonnance drops and or live firing/shooting and other military exercises.

ENR 5.2.2.4.2.2.9. EHR8/8A

EHR8 Live firing, RPAS operations and other military exercises.

EHR8A Live firing and other military exercises.

RPAS activities shall stay 5 NM from the Schiphol TMA 1, 2 and 6 and Amsterdam CTA West borders.

ENR 5.2.2.4.2.2.10. EHTRA10A/10B

EHTRA10A military exercises.

EHTRA10B military exercises.

ENR 5.2.2.4.2.2.11. EHTRA11

Primary for transit RPAS form EHLW into EHTRA10A.

Other military exercises after approval ATC, ATC has priority.

EHTRA11 cannot be booked within the same time frame as the EHR2A except when used for RPAS transit operations only.

ENR 5.2.2.4.2.2.12. EHTRA12/12A

EHTRA12/12A military exercises.

EHTSA1A and EHTRA72 have priority in usage over the EHTRA12.

ENR 5.2.2.4.2.2.13. EHTRA14/14B/14C

Close Air Support training and other military exercises.

All participating flights, except RPAS, and flights crossing with a clearance, have to maintain 2-way radio communication with the appropriate controlling agency.

RPAS operations are allowed under the following conditions:

- a. Either EHTRA14B or 14C shall be used for transition into the EHTRA14.
- b. When in the EHTRA14 then 2.5 NM distance shall be applied to the area boundaries.
- c. Direct coordination with the Supervisor MilATCC Schiphol shall be ensured at all times. Arrangement shall be made before start exercise.

ENR 5.2.2.4.2.2.14. EHTRA15/15A

EHTRA15/15A Military exercises.

All participating flights, except RPAS, and flights crossing with a clearance, have to maintain 2-way radio communication with the appropriate controlling agency. When in the EHTRA15 2.5 NM distance shall be applied to the area boundaries.

ENR 5.2.2.4.2.2.15. EHTRA58

Para jumping only.

ENR 5.2.2.4.2.2.16. EHTRA59

Para jumping only.

Special procedures agreed between LVNL and RNLAf shall be applied for location climb, profile and jump run. instructions shall be obtained by Supervisor MilATCC Schiphol.

ENR 5.2.2.4.2.2.17. EHTRA72

Military exercises.

Additional rule for usage:

All participating flights and flights crossing the area with a clearance have to maintain 2-way radio communication with the appropriate ATC agency.

Cannot be booked when EHTSA1A/1B is booked.

ENR 5.2.2.4.2.2.18. EHTRA80

Air Transport exercises, and other military exercises.

Priority is with Air Transport.

RPAS approved with the restriction that operations are not allowed above FL045 for the part located in the NW Milligen TMA B.

EHR9 and EHTSA17 have priority.

Usage EHTRA80 and EHTRA83 shall be de-conflicted.

Additional rule for usage:

All participating flights and flights crossing the area with a clearance have to maintain 2-way radio communication with the appropriate ATC agency.

ENR 5.2.2.4.2.2.19. EHTRA81

VFR Helicopter operations.

ENR 5.2.2.4.2.2.20. EHTRA82

VFR Helicopter operations.

ENR 5.2.2.4.2.2.21. EHTRA83

VFR Helicopter operations.

EHTRA80, CTR Deelen and EHTSA19 have priority over the EHTRA83.

ENR 5.2.2.4.2.2.22. EHTRA84

VFR Helicopter operations and other military exercises.

EHR9 and EHTSA54 have priority over the EHTRA84.

ENR 5.2.2.4.2.2.23. EHTSA 85

Military exercises.

ENR 5.2.2.4.2.2.24. EHTSA1A/1B

Close Air Support Training and other military exercises.

Additional rules for usage:

- All participating flights and flights crossing the EHTSA1A and/or B with a clearance have to maintain 2-way communication with the appropriate ATC agency controlling the operations in the EHTSA1A/B.
- Within the lateral limits of the EHTSA1B only VFR flights are allowed.
- EHTSA1A/1B cannot be booked when EHTRA72 is booked.

ENR 5.2.2.4.2.2.25. EHTSA50, 51, 52, 53, 54, 55, 56 and 57

RPAS operations only.

Users of the mentioned areas shall inform Supervisor MilATCC Schiphol (SV) 10 minutes before starting and when ending the activities. Users of the EHTSA57 shall also inform Woensdrecht ATC before starting and when ending activities.

EHTSA52, 53 and 54 have priority over the usage of the GLV III and the GLV VII.

ENR 5.2.2.4.2.2.26 EHTSA 100, 101 AND 102

RPAS operations only.

Users of the mentioned areas shall inform Supervisor MilATCC Schiphol (SV) 10 minutes prior starting and when ending the activities. When using EHTSA100, Supervisor MilATCC Schiphol shall also inform Eelde ATC before starting and when ending the activities.

EHTSA100. The part situated outside the lateral limits of the EHTRA14 shall only be used up to 1500 ft AMSL maximum. Climb > 1500 ft AMSL shall be done within the lateral limits of the EHTRA14. RPAS descending shall be below 1500 ft AMSL before leaving the lateral limits of the EHTRA14.

ENR 5.2.2.5 Additional regulations

Security flights

Security flights can operate within the Amsterdam FIR without prior clearance from ATC, if they are identified and under control of a C&R radar station. In peacetime the AOCS NM CRC Fighter Allocator must, if needed through MilATCC Schiphol, immediately inform Amsterdam ACC and Maastricht UAC, regarding initial heading, initial altitude and SSR-code (Mode 3A). Although in general standard separation criteria will be applied in close co-ordination with the respective ATC agencies, the nature and importance of a security flight might lead to deviation of these separation criteria or a request to respective ATC agencies to alter flight path of OAT or GAT. If a security flight is controlled by any other C&R radar station then the AOCS NM CRC, the NW Milligen Fighter Allocator remains responsible for immediately informing the respective ATC agencies. Because of the nature of security flight adherence to specific flight rules stated in this MilAIIP might not be possible or operationally not desirable in order to achieve the mission.

Degradation of Radar equipment

If a C&R radar station experiences a degradation of radar equipment and/or has no radar available due to equipment outages, the FC must inform the aircrew immediately. If autonomous operations are allowed, the aircrew can proceed with the mission autonomous. In airspace where autonomous operations are not allowed, the FC will immediately arrange a hand-over to another C&R radar station or ATC.

Altimeter settings

The altimeter setting during defensive and offensive operations will be done i.a.w. ENR 1.7 of this MilAIIP.

Supersonic flights

Supersonic flights must be in accordance with ENR 1.1. of this MilAIIP.

PI-Patrol

Embellished targets.

I.a.w. AIRNORTH Manual 80-7 Vol.1.

Targets of opportunity

Military aircraft can be intercepted for training purposes after permission has been obtained from ATC and ACFT commander i.a.w. ACE Manual 75-2-1 'Fighting Edge'.

Permission for closure less than 1 NM has to be obtained from the ACFT Commander in all circumstances.

(D)BFM / (D)ACM / (D)ACT

BFM/ACM/ACT missions within the NW Milligen TMAs /TRAs by units other than RNLAf are not allowed; For RNLAf units, specific regulations for BFM/ACM/ACT within the NW Milligen TMAs/TRAs are directed and published by the RNLAf Command Fighter Operations Branch.

DBFM/DACM/DACT missions within the NW Milligen TMAs/TRAs by units other than RNLAf are allowed, as long as RNLAf units are part of the mission. Herewith RNLAf regulations as directed by the RNLAf Command/Fighter Operations Branch apply.

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.

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.

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 ^{**)} 312.400 ^{*)} 257.800 ^{**)}	HO	^{*)} Primary FREQ ^{**)} O/R
APP	RAPCON West	123.580 399.725	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
ILS19 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 19	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

Start-up

Prior to engine start, pilots request a start-up clearance from TWR stating callsign, position, POB and if an IFR clearance is required the (R)ETD. Start-up permission will be given including QNH, wind, circuit direction in use and birdstatus/migration (if higher than normal).

Taxi

Prior to taxi, pilots request taxi permission from Deelen TWR and state intended runway intersection, departure panel or parking spot. Taxi instructions, RWY or circuit in use and wind will be given. Runways may be used for taxi after permission from ATC.

Hover-taxi outside taxi tracks and runways is only allowed after permission from ATC. Tactical Transition (in R/T referred to as hop-over/re-positioning) may be approved traffic permitting.

(Hover-)Taxi speed shall not exceed 20 kts. Wheeled helicopters will ground taxi when approaching aprons. If mechanical problems prohibit ground taxi, hover taxi is permitted. Helicopters will not hover taxi within 50 ft of buildings. Use extreme caution regarding rotor-wash around buildings and other aircraft.

During UDP, aircraft taxi with anti-collision and position lights on. Outside UDP all aircraft use a red anti-collision light. Outside UDP, ATC may order to turn off anti-collision light and put navigation light to dim-mode during aided/NVG operations. When taxiing to the refuel platform, after landing taxi in via Y, abeam the most westerly B-Dispersal ground taxi into the Refuel Platform is mandatory.

When leaving the Refuel Platform for a Zulu-departure, taxi via the North track to the east for a departure direction south. When leaving the Refuel Platform for a Charlie departure taxi via the North track and East track to the east for a departure direction north or south.

Circuit Procedures

HELICOPTERS

All circuits have to be flown within 2 NM from ARP. If a NATO standard rectangular circuit cannot be flown within these boundaries, crosswind and baseleg may be executed conducting a 180° turn. Baseleg turns should be initiated at a point situated 45° to the intended landing spot unless otherwise instructed by ATC. When intending to join a circuit from one of the departure locations on the airfield or from one of the IPs, the pilot will be instructed to join downwind, baseleg or final.

Normal circuit altitude is 750 ft AMSL. Downwind for RWY 01/19 is situated on the west side of the RWY. Circuits for confined landing spots may be flown between 250 ft and 400 ft AMSL. Deviation of circuit altitude only permitted after permission from ATC.

Circuit direction 13/31 to be used at Confined West, Confined Tower, Confined East. Circuit direction 07/25 to be used on Line 300.

Landing on helicopter panels shall be performed on the first panel in the landing direction and on the inside panel of the circuit. Hover as soon as possible to the first panel in the departure direction.

Pilots will be informed when Terlet Areas are active and shall stay clear of activated Terlet Areas.

Night Flying

Helicopter night flying can be done in a conventional way (UNAIDED) or with use of vision enhancing systems (AIDED).

Circuit flying will be done according the VFR local helicopter circuits at standard altitude. Use of searchlight or landing light during circuit flying only after permission of ATC.

During night-time all aircraft shall use a red anti-collision light. ATC may order to turn off the anti-collision light and put the navigation light to dim-mode during aided operations.

Helicopters will have navigation lights on in dim-mode during aided operations. Airfield lighting will be off during aided flying and will be switched on on request.

A mix of aided and unaided flying is only possible when the navigation lights of the aircraft flying aided are turned on in bright mode.

Special Helicopter Procedures

Three Slope areas are available for slope landings: The Alpha Slope is located north of dispersal A-4. The Midfield Slope is located on the midfield grass areas. The Echo Slope is located between dispersals E-2 and E-3.

Two Sling areas are available for sling operations, fast roping etc. Sling West is located on the westernmost part of the main grass area. Sling operations are also allowed at other locations on the main grass area, after approval from ATC. A sling area for experimental test loads is located on the concrete pad at the crossroads of Boerenpad and Oude Duitse Baan. This sling area will be used for Test Loads only. After pick-up, circuits are flown on the Main Grass West Side or as approved by ATC.

Four confined landing spots are available: Confined West, Confined Tower, Confined West and Confined Line 300. Circuits will be flown in the direction in use at the time, or in direction 13/31 and 07/25 where applicable.

Glider and Light Aircraft Flying

Glider site Terlet is located within the Deelen CTR/RMZ. Daily within UDP the areas Terlet 1, Terlet 2, and Terlet 3 (see Local map) can be activated. Intense glider flying may be expected during activation of these areas.

EHDL AD 2.21 Noise abatement procedures

All aircraft flying in the CTR must avoid overflying build-up areas. Overflying Burger’s Zoo in Arnhem is prohibited.

EHDL AD 2.22 Flight procedures

Approach procedures

HELICOPTERS

All arriving helicopter report prior to entering CTR and state callsign, type of aircraft, position and intentions.

Arrival as directed by ATC via one of the following IPs:

IP	Name	PSN	Alt AMSL	Remarks
W	West	52°02'09.00"N 005°48'56.40"E	1000 ft	approx. 2 NM SW of AD
WH	West Hoeve	52°06'04.20"N 005°57'07.20"E	750 ft	approx. 3 NM NE of AD
E	East	52°01'48.60"N 005°55'44.40"E	750 ft	along highway 1 NM north of intersection motorway A-50.

An IP is a mandatory reporting point. Altitude deviation shall be requested. After passing the IP, ATC will direct the pilot to join the circuit for the intended landing spot.

Departure procedures

The take-off clearance includes an instruction to make a (left or right) turn either to join one of the helicopter circuits or to leave via one of the IPs, as requested by the pilot. Departure direction is to be maintained until a safe altitude is reached to perform the instructed turn.

Lost Communications procedures

HELICOPTERS

When approaching CTR, squawk 7600, switch on landing light and proceed to IP West at 700 ft AMSL. If entering from the east, stay well clear of the airfield and its circuits and cross the extended centerline for RWY 01 South of the field at 700 ft AMSL at 6 NM, and proceed to IP West. After passing IP West proceed for a left hand downwind for RWY 01 or right hand downwind for RWY 19. ATC will give a light signal on downwind. Green is to proceed, including crossing and landing clearance. Red is to join the beginning of downwind again.

For simulated non-comms procedure squawk 3766.

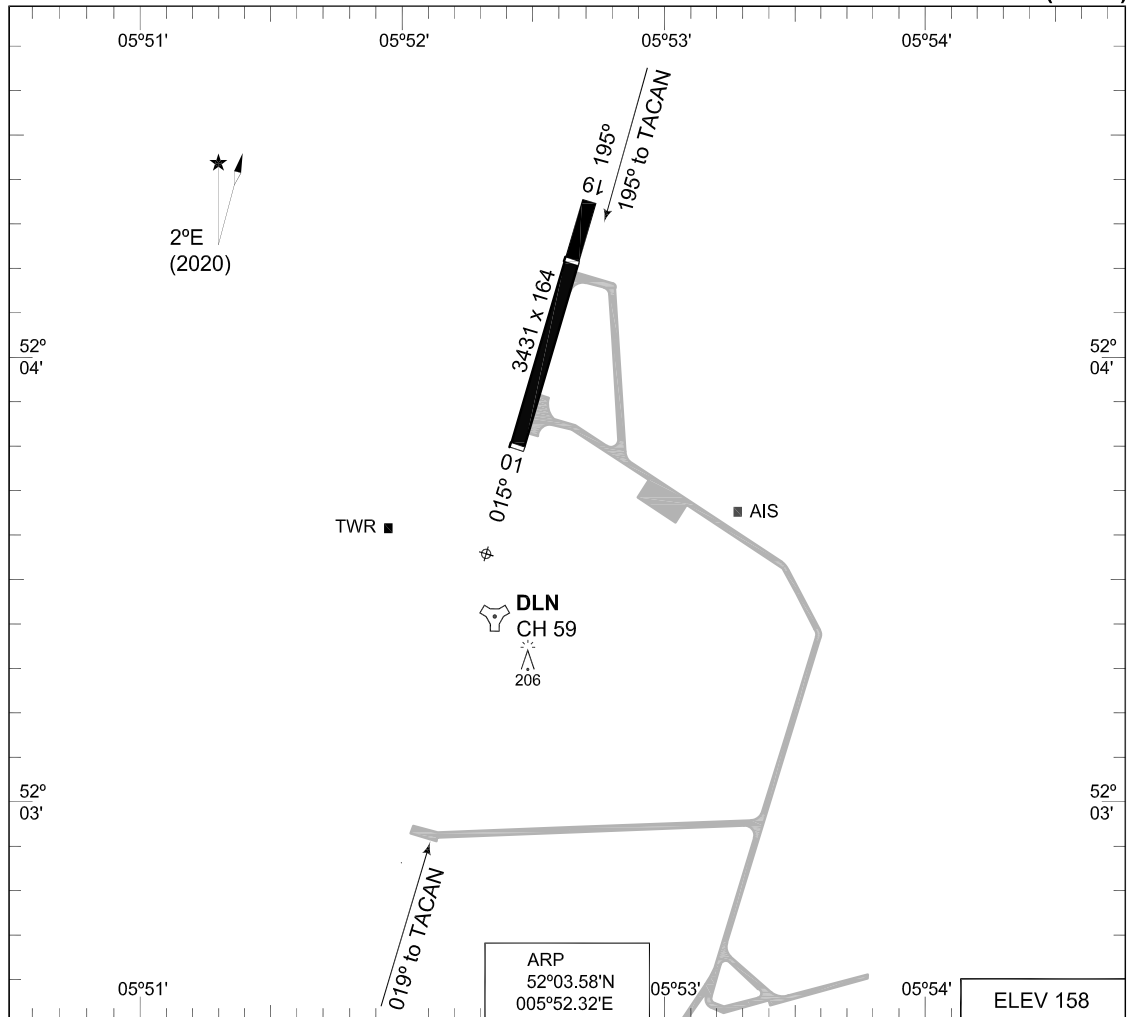
EHDL AD 2.23 Additional information

Approach control through Rapcon West.

EHDL AD 2.24 Charts related to an aerodrome

Aerodrome Chart	EHDL AD 2-9
Local map	EHDL AD 2-10
MVA chart	EHDL AD 2-11
Instrument approach chart TACAN RWY 01	EHDL AD 2-13
Instrument approach chart Copter TACAN 01	EHDL AD 2-14
Instrument approach chart ILS or LOC RWY 19	EHDL AD 2-15
Instrument approach chart TACAN RWY 19	EHDL AD 2-16
Instrument approach chart Copter TACAN 19	EHDL AD 2-17

MIPS AERODROME CHART DEELEN (EHDL)



RWY	LCN	TORA	ASDA	TODA	LDA	THR ELEV	THR PSN
19	30	3431	3431	3431	2536	158	52°04.20'N 005°52.62'E
01	30	3431	3431	3431	3411	151	52°03.81'N 005°52.43'E

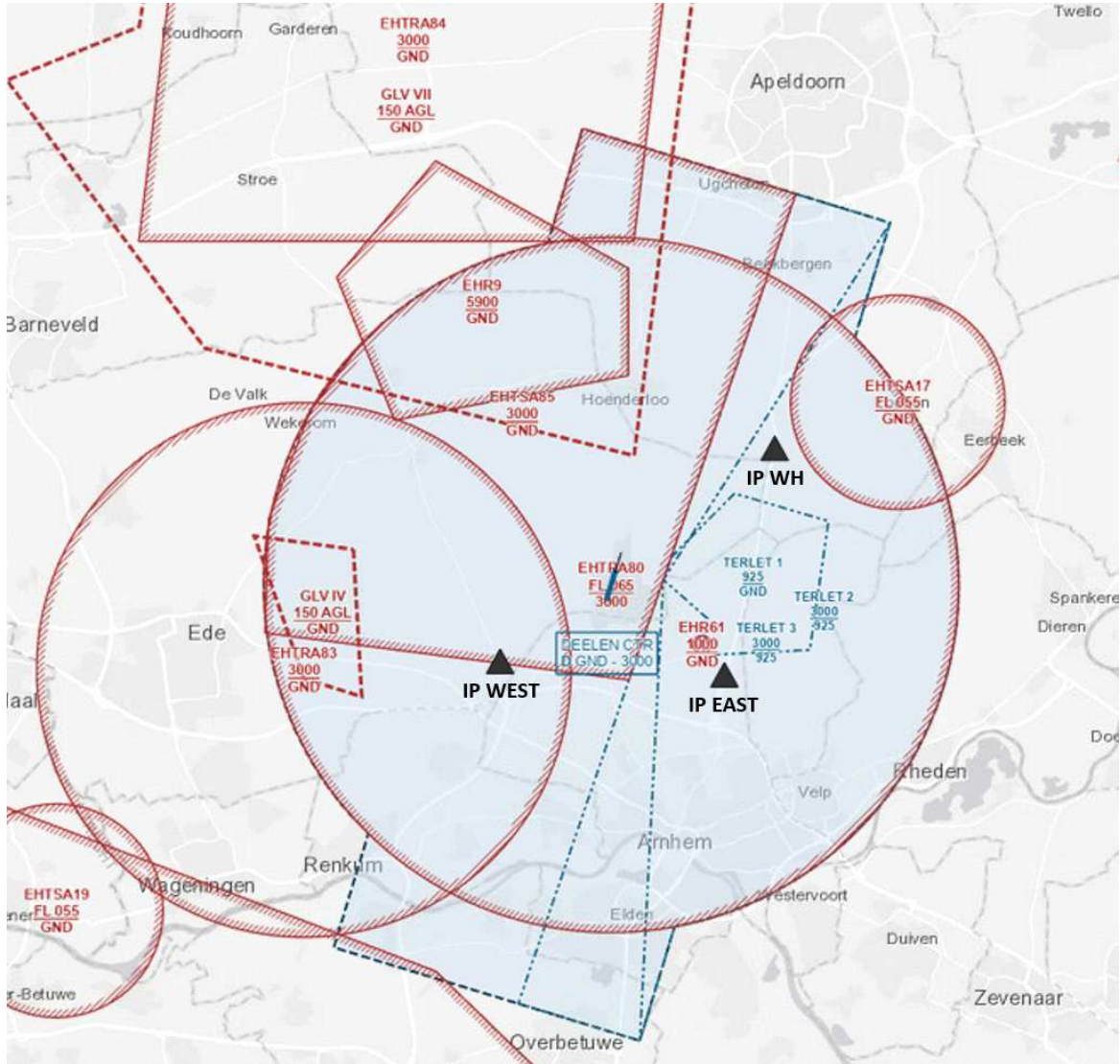
DEELEN TWR	312.400	129.930
RAPCON WEST	399.725	123.580

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

CHANGES: EDITORIAL

RNLAF 28 NOV 2024

LOCAL MAP



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	281° MAG/4 NM EINDHOVEN
3	Elevation/Reference temperature	+74 ft AMSL/22.3o C (JUL)
4	MAG VAR/Annual change	1°50'E (JAN 2020)/11'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 EHEHZTX
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, PCR 681 R/B/W/T East: Concrete, PCN 61R/B/W/T, PCR 681 R/B/W/T
2	TWY width, surface and strength	Width minimal 54 ft, concrete, PCN 61 R/B/W/T, PCR 681 R/B/W/T
3	Remarks	TWY R6: PCN 52 R/B/W/T, PCR 579 R/B/W/T

EHEH AD 2.9 Surface movement guidance and control system and markings

	According to STANAG 3158	
1	Remarks	'Follow-me' car is AVBL

EHEH AD 2.10 Aerodrome obstacles

See Aerodrome Chart

EHEH AD 2.11 Meteorological information provided

1	Associated MET Office	Eindhoven
2	Hours of service MET Office outside hours	HO Joint Meteorological Group
3	Office responsible for TAF preparation Periods of validity	Joint Meteorological Group 30 hrs
4	Type of landing forecast Interval of issuance	TREND Every 30 min during opr hrs
5	Flight documentation Language(s) used	Reports, forecasts 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 EHEH 040-2896483 or mail EHV.METEO@mindef.nl Tel JMG 0164-693111 or mail JMG.WX.PLANNING@mindef.nl

EHEH AD 2.12 Runway physical characteristics

1	RWY dimensions	See Aerodrome Chart. Values in ft.
2	RWY surface	Tarmac
3	RWY strength	PCN 62 F/A/W/T, PCR 564 F/A/W/T

EHEH AD 2.13 Declared distances

See Aerodrome Chart. Values in ft.

EHEH AD 2.14 Approach and runway lighting

According STANAG 3316		
1	Approach lighting	RWY 21: CAT I. 869 m RWY 03: CAT I. 892 m
2	RWY lighting	RWY 03/21 VCL/VHI
3	PAPI	Situated on the left side of both RWYs
4	Remarks	Nil

EHEH AD 2.15 Other lighting, secondary power supply

1	LDI	Nil
2	TWY edge lighting	VB
3	Emergency RWY lighting	Nil
4	Emergency TWY edge lighting	Retroreflective markers
5	Secondary power supply/switch-over	AVBL switch over time within 1 second
6	Remarks	Nil

EHEH AD 2.16 Helicopter landing area

1	Location	See Aerodrome Chart
2	Marking	Daylight marking
3	Lighting	No
4	Remarks	Nil

EHEH AD 2.17 Air traffic services airspace

1	Designation and lateral limits	EINDHOVEN CTR 51°38'52.86"N 005°23'22.88"E; 51°27'33.73"N 005°41'28.57"E; 51°21'21.33"N 005°31'29.98"E; along clockwise arc (radius 8 NM, centre 51°27'00.48"N 005°22'28.25"E) to 51°32'38.93"N 005°13'24.29"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 Eindhoven TWR, outside HO Dutch Mil Info 132.350 MHz. English
5	Transition altitude	IFR: 3000 ft AMSL; VFR: 3500 ft AMSL
6	Remarks	Nil

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*)**) 122.100 241.550*) 257.800	HO	*)Primary FREQ **)VDF
GND CTL	Eindhoven Ground	335.750 121.930	HO	
APP	RAPCON South	123.180*) 122.100 388.525*)	HO	Radar equipped
RADAR	Eindhoven Arrival	124.530**) 122.100 265.975	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
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		033° 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		213° 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

Start-up and push-back permission

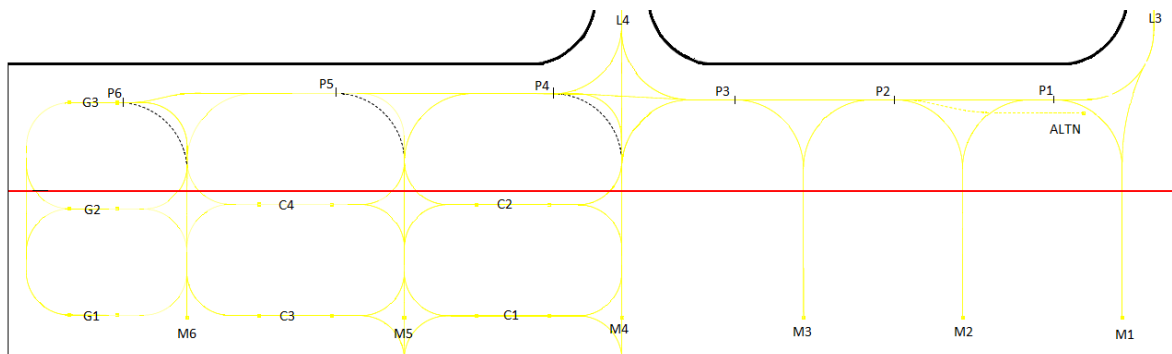
A request for start-up and push-back shall be made to Eindhoven Ground (121.930), this request shall include:

- * aircraft identification (e.g. NAF01).
- * position (e.g. M1).
- * Person(s) on board
- * ATIS information (e.g. information "L").
- * flight rules (e.g. IFR).
- * request (pushback) start-up.

Permission for start-up will be issued as soon as possible after the request has been made to Eindhoven Ground. The pilot shall be able to comply with the start-up and taxi permission, since ATC planning of outbound traffic (involving en-route clearance and co-ordination with adjacent ATC units) is based on the start-up time. Any delay in start-up or taxiing shall be reported to ATC immediately. In case of indefinite delay, the probable duration of delay will be given.

In case of push-back, the flight crew shall read back to ATC all instructions contained in the push-back clearance. As the flight crew is part of the communication chain between ground controller and truck driver, the flight crew shall also ensure that the complete push-back clearance from ATC is communicated word-for-word to the push-back crew. Therefore, the use of a ground engineer with an intercom connection is recommended. When intercom connection with a ground engineer is not possible, the pilot shall inform Eindhoven Ground.

Standard push-back directions from the stands are in force. To expedite traffic flow, instructions can be given for an "alternative push-back". The aircraft will then be pushed in the direction and location instructed by Eindhoven Ground.



TAXI PROCEDURES

Eindhoven Ground is operational during aerodrome operational hours. On taxiway no turns larger than 90° allowed. ATC may assign an intersection take-off to any aircraft for operational reasons. During low visibility procedures (visibility < 1500 m and cloudbase < 200 ft) limited use of intersection take-offs are 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.

NOTE: Exercise caution when intercepting the glide slope from above as this increases the risk of false glide slope captur

RNP Z approach RWY 03

Serial number	Path Descriptor	WPT Ident	Fly Over	Course Mag°/(T°)	Recom navaid	Dist nm	turn	Altitude (ft AMSL)	Speed (KIAS)	VPA (°TCH(ft))	NAV Spec
001	IF	TILVU						+2000			RNAV1
002	TF	RUSAL		170/(171.9)		8.3					RNAV1
003	TF	ERSUL		124/(126.0)		5.0		+2000	-220		RNAV1
004	IF	MITSA						+2000			RNAV1
005	TF	ERSUL		302/(303.8)		5.0		+2000	-220		RNAV1
006	IF	ERSUL						+2000	-220		RNAV1
007	TF	EH573		033/(034.9)		2.1		+2000			RNP APCH
008	TF	THR03	Y	033/(034.9)		5.9				-3.00/50	RNP APCH
009	TF	EH550	Y	033/(035.0)		4.6					RNP APCH
010	DF	EHOJI					L	@3000			

FAS data block- RNP Z RWY 03

Input data	
Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHEH
Runway	03
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E03A
LTP/FTP Latitude	512627.1400 N
LTP/FTP Longitude	0052150.900 E
LTP/FTP Ellipsoidal Height (metres)	66.6
FPAP Latitude	512740.2215 N
Delta FPAP latitude (seconds)	73.0815
FPAP longitude	0052312.8100 E
Delta FPAP Longitude (seconds)	81.9100
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data	
Data Block	10 08 05 08 05 03 D0 00 01 33 30 05 88 76 13 16 68 52 4D 02 9A 16 F3 3A 02 EC 7F 02 F4 01 2C 01 64 00 C8 AF D6 A5 BA 99
Calculated CRC Value	D6A5BA99
Supplied CRC Value	D6A5BA99
Comparison Result	OK

Required Additional Data	
ICAO Code	EH
LTP/FTP Orthometric Height (metres)	22.3

NOTE: EUROCONTROL FAS DB tool Version 3.2.0

RNP Z approach RWY 21

Serial Number	Path Descriptor	WPT Ident	Fly Over	Course Mag°/(T°)	Recom navaid	Dist nm	turn	Altitude (ft AMSL)	Speed (KIAS)	VPA (°TCH(ft))	NAV spec
001	IF	BESTI						+2000			RNAV1
002	TF	GILIV		123/(124.2)		5.0		+2000			RNAV1
003	IF	GEMTI						+2000			RNAV1
004	TF	GILIV		304/(306.1)		5.0		+2000			RNAV1
005	IF	GILIV						+2000			RNAV1
006	TF	EH567		213/(215.1)		4.1		+2000			RNP APCH
007	TF	THR21	Y	213/(215.1)		5.9				-3.00/50	RNP APCH
008	TF	EH558	Y	213/(215.1)		3.8					RNP APCH
009	DF	EHOJI					R	@3000			

RNP Z RWY 21

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHEH
Runway	21
Runway Letter	0 (None)
Approch Performance Designator	0
Route Indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E21A
LTP/FTP Latitude	512733.7900 N
LTP/FTP Longitude	0052305.6000 E
LTP/FTP Ellipsoidal Height (metres)	64.5
FPAP Latitude	512620.6850 N
Delta FPAP latitude (seconds)	-73.1050
FPAP longitude	0052143.6855 E
Delta FPAP Longitude (seconds)	-81.9145
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data	
Data Block	10 08 05 08 05 15 D0 00 01 31 32 05 3C 7F 15 16 00 9A 4F 02 85 16 DE C4 FD 0B 80 FD F4 01 2C 01 64 00 C8 AF 3E 0B 00 1D
Calculated CRC Value	3E0B001D
Supplied CRC Value	3E0B001D
Comparison Result	OK

Required Additional Data	
ICAO Code	EH
LTP/FTP Orthometric Height (metres)	20.3

NOTE: EUROCONTROL FAS DB tool Version 3.2.0

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 060/120 is prohibited.

REPORTING POINTS:

Echo: 51°24'24"N 005°33'40"E
 Hotel: 51°28'45"N 005°19'16"E
 Mike: 51°26'12"N 005°25'34"E
 Oscar: 51°29'59"N 005°17'23"E
 Tango: 51°34'20"N 005°17'00"E
 Victor: 51°24'18"N 005°25'53"E
 Whiskey: 51°30'00"N 005°11'42"E
 X-Ray: 51°20'35"N 005°25'14"E
 Zulu: 51°18'59"N 005°27'09"E

CIRCUIT HEIGHTS:

Conventional ACFT: 1500 ft
 Light ACFT: 1000 ft
 HEL: 600 ft

NOTE: R/H circuit on RWY 21

LOW VISIBILITY PROCEDURES

During periods of low visibility the overall ATC capacity is reduced. To guarantee aircraft safety an optimal use of ATC capacity, Eindhoven Airport uses low visibility procedures. When the visibility ≤ 1500 m and/or cloud base ≤ 300 ft cautionary measures are taken and the following low visibility procedures will be initiated.

Four low visibility phases are recognised:

Phase	Conditions	Procedure
A	RVR ¹ ≤ 1500 m and/or ceiling ≤ 300 ft	Limited use of intersection take-offs.; All WIP on airside will be terminated. No conditional clearances
B	RVR < 1100 m and/or ceiling < 200 ft	Separation BTN landing acft will be increased to 8 Nm
C	RVR < 550 m	Tfc will be reduced to "one movement a time"
D	RVR < 300 m	The airport is below operational minima for arriving and departing aircraft

NOTE: ¹ RVR of the runway in use is mandatory

NOTE: During low visibility procedures taxi instructions to cross the runway and use taxiway Romeo will be provided on the EHEH TWR frequency

EHEH AD 2.23 Additional information**GENERAL**

Approach control through Rapcon South. ILS approaches for RWY 03/21 from 2000 ft. RVR AVBL for RWY 03/21⁽¹⁾.

AIS Briefing office facility and the ATS Reporting Office (ARO) is only available through the Flight Data and Notam Office (FDNO) located at MIIATCC Schiphol.

Tel: +31(0)20 4062840
Tel: +31(0)20 4062841
E-mail: aocs.fdns@mindef.nl
AFTN: EHMCZPZX

AVBL H24

PPR 24 HRS: for Prior Permission Request contact Mission Support

Tel: +31(0)40 2896837
Fax: +31(0)40 2896815
E-mail: amc.occ@mindef.nl

CIV training flights prohibited except for home-based ACFT.

No X-servicing for armed ACFT.

- 1) Aircraft crossing the runway could cause interference to the ILS signal that may result in significant ILS signal deviations.

BIRD STATUS

- (1) In accordance with CLSK IS OPS 0008 5.4 Vogelstatus, a bird migration warning (birdtam) will be issued and published in OMIS;
- (2) In case of a bird strike risk intensity of 5 or higher TWR will inform RAPCON South;
- (3) The Bird Control Unit (BCU) will issue a local bird strike warning. Outside UDP or in case Of absence of a certified BCU the local bird strike warning will be at least 'alert';

- (4) In case of a local bird strike warning 'critical' the BCU shall advise TWR on the safest pattern to fly. ATIS (126.030) will inform aircrew with the text 'high bird intensity' and TWR will inform military traffic;
- (5) The local bird strike warning is equal to or higher than the national bird migration warning.

LOCAL NATIONAL RESTRICTIONS

NORMAL	less than 5 None
ALERT	5 or 6 None, however be aware of increased bird intensity
CRITICAL	Full stop landing mandatory No touch-and-go or low approaches No formation take offs and landings

PROCEDURES

CONVENTIONAL AIRCRAFT

Conventional aircraft will join the circuit in accordance with instructions given by TWR, depending on their position and other traffic in the circuit;

Standard circuit altitude is 1500 ft;

For an overhead circuit, conventional aircraft are to enter the CTR to initial point (IP) at 1500 ft;

IP runway 03 is situated 4NM final;

For runway 03 a left-hand overhead circuit will be flown around the village of Wintelre;

IP runway 21 is situated 5NM final;

For runway 21 a right-hand overhead circuit will be flown inside the village of Best;

C130 aircraft will descend to 1000 ft from IP to the overhead break.

FIGHTER JETS

For an overhead circuit, fighter jet aircraft are to enter the CTR to initial point (IP) at 1500 ft;

IP runway 03 is situated 4NM final;

For runway 03 a left-hand overhead circuit will be flown around the village of Wintelre;

IP runway 21 is situated 5NM final;

For runway 21 a right-hand overhead circuit will be flown inside the village of Best;

Overhead circuit will be flown at 1500 ft;

Approaching from the southeast, a right turn for IP runway 03 or a left turn for IP runway 21 can be allowed by TWR;

Slow lane will be issued by TWR together with the landing clearance.

CIRCUIT PROCEDURES

GENERAL

Non home-based aircraft are limited to a maximum of 2 approaches per flight (Excluded are NL Coast Guard aircraft, RNLAf and KLPD helicopters);

Practice approaches are allowed on Monday till Thursday from 06:00Z - 20:00Z (07:00Z - 21:00Z) and on Friday from 06:00Z - 15:00Z (07:00Z - 16:00Z).

Practice approaches are not allowed during weekends and/or public holidays;

Practice approaches only after permission of ATC and depending on traffic.

CONVENTIONAL AIRCRAFT

The visual circuit will be flown on the northwest side of the airfield around the villages of Wintelre and Best;

Standard circuit altitude is 1500 ft.

FIGHTER JETS

For runway 03 close circuit will be flown inside the village of Best, with a base leg outside the village of Wintelre;

For runway 21 a close circuit will be flown at least 1000 ft around the village of Wintelre, with a base leg inside the village of Best;

Standard circuit altitude is 1500 ft;

Returning initial runway 03 via at least 4NM runway track followed by a left turn to initial;

Returning initial runway 21 via at least 3NM runway track followed by a right turn to initial;

VFR (S)FO patterns in accordance with SOPs.

HELICOPTERS

Standard circuit altitude is 600 ft;

Circuit runway 03 is left-hand;

Circuit runway 21 is right-hand;

The village of Wintelre has to be avoided;

Only one helicopter is allowed in the circuit;

Circuits are allowed for runway 03/21 only;

The following types of approach may be executed:

- Normal landing;
- Roll on landing (simulated single engine);
- Pedal less landing (fixed pitch landing);
- Autorotations;
- Quick stops.

RADAR PATTERNS

Eindhoven runway 21:

Right-hand pattern. Downwind at 2000 ft. Baseleg at 2000 ft. Final according glideslope.

Eindhoven runway 03:

Left-hand pattern. Downwind at 2000 ft. Baseleg at 2000 ft. Final according glideslope.

BREAK-OFF PROCEDURES.

On final approach. Continue inbound or runway track and make altitude 2000 ft. Break-off can be initiated by both TWR and Radar. Immediate coordination between TWR and Radar will take place to fit break-off traffic in the situation.

LOST COMMUNICATION PROCEDURE.

When no transmissions are received for 1 minute in the pattern or 10 seconds on ASR final, proceed to the Final Approach Fix at published altitude for a TACAN / ILS straight in or continue on TACAN / ILS straight-in and try to contact Eindhoven Arrival or TWR on standard or emergency frequency.

In case of an inbound GAT non comms it is possible for the pilot to contact MilATCC Schiphol by SATCOM or mobile phone. Check the procedure in the emergency checklist at section A 04-03 COMMS FAIL. The Arrival controller will contact TWR controller for landing clearance.

EMERGENCY FUEL PATTERN

(Simulated) Emergency fuel patterns are flown at 1100 ft. In the same direction as the normal radar pattern. (Simulated) Emergency fuel patterns are made as short as possible aiming for approximately 4 NM final. Simulated Emergency fuel patterns are subject to approval by TWR.

ICING PROCEDURES.

Descent during Emergency Operating Procedures

To remain in the icing layer as short as possible a 15° descent is used till 1000 ft AGL. For a 15° descent 0.6 NM is needed per 1000 ft. The aircraft should arrive at 7 DME (4 NM before glide path intercept) at 1000 ft AGL.

NOTE: During expected icing conditions, all missions will execute an Ice Fod Alert (IFA) check.

NOTE: When aircraft is below icing level, ATC will order pilot to reduce to normal approach speed in order to maintain an orderly traffic flow.

AIRCRAFT WITH HAZARDOUS CARGO

Aircraft with hazardous cargo will be parked at the hot cargo platform situated at intersection L5 southeast side. IPCC will inform ATC as well as the fire department about the cargo.

DRAG CHUTE/CABLE PROCEDURES

Aircrew shall inform TWR as soon as possible;

Release of the deployed drag chute shall be on the taxi way Romeo. To facilitate a swift and safe removal, drop the drag chute close to the edge of the taxiway;

If unable to release inform TWR and await instructions. On the taxiway release the deployed drag chute when convenient, but as close to the taxiway edge as practicable;

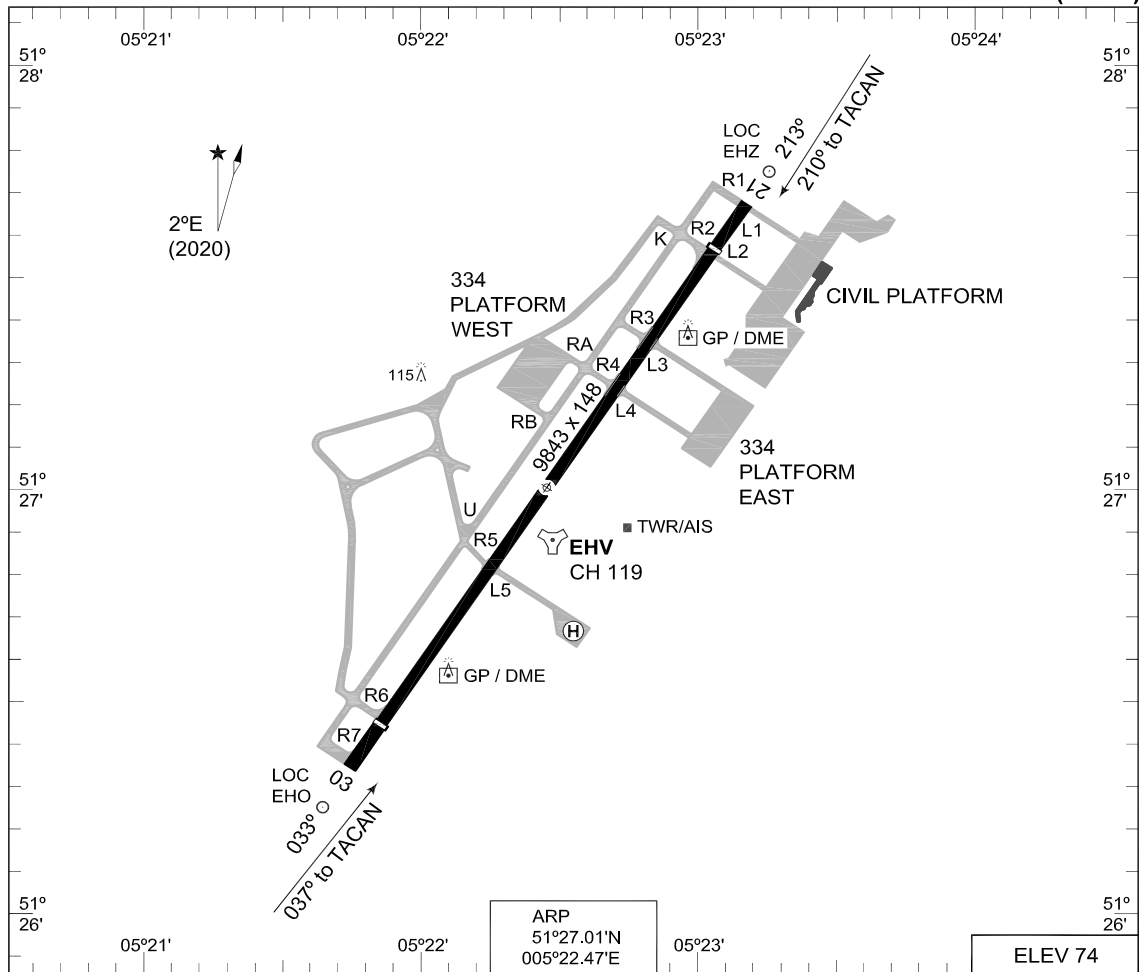
The recovery vehicle shall remove the drag chute from the runway as soon as possible.

EHEH AD 2.24 Charts related to an aerodrome

Aerodrome Chart	EHEH AD 2-16
Local map	EHEH AD 2-17
MVA chart	EHEH AD 2-18
Instrument departure chart EH1	EHEH AD 2-19
Instrument departure chart EH3	EHEH AD 2-20
Instrument departure chart EH5	EHEH AD 2-21
Instrument departure chart EH7	EHEH AD 2-22
Instrument approach chart HI-ILS or LOC RWY 03	EHEH AD 2-23
Instrument approach chart ILS Z or LOC RWY 03	EHEH AD 2-24
Instrument approach chart HI-TACAN RWY 03	EHEH AD 2-25
Instrument approach chart TACAN RWY 03	EHEH AD 2-26
Instrument approach chart RNP Z RWY 03	EHEH AD 2-27
Instrument approach chart HI-ILS or LOC RWY 21	EHEH AD 2-28
Instrument approach chart ILS Z or LOC RWY 21	EHEH AD 2-29
Instrument approach chart HI-TACAN RWY 21	EHEH AD 2-30
Instrument approach chart TACAN RWY 21	EHEH AD 2-31
Instrument approach chart RNP Z RWY 21	EHEH AD 2-32

**MIPS
AERODROME CHART**

EINDHOVEN (EHEH)



ARP
51°27.01'N
005°22.47'E

ELEV 74

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	241.550	131.005	(Ground Control)	335.750	121.930
EINDHOVEN ARRIVAL	265.975	124.530			
RAPCON SOUTH	388.525	123.180			

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

CHANGES: DELETE SRA

RNLAF 24 FEB 2022

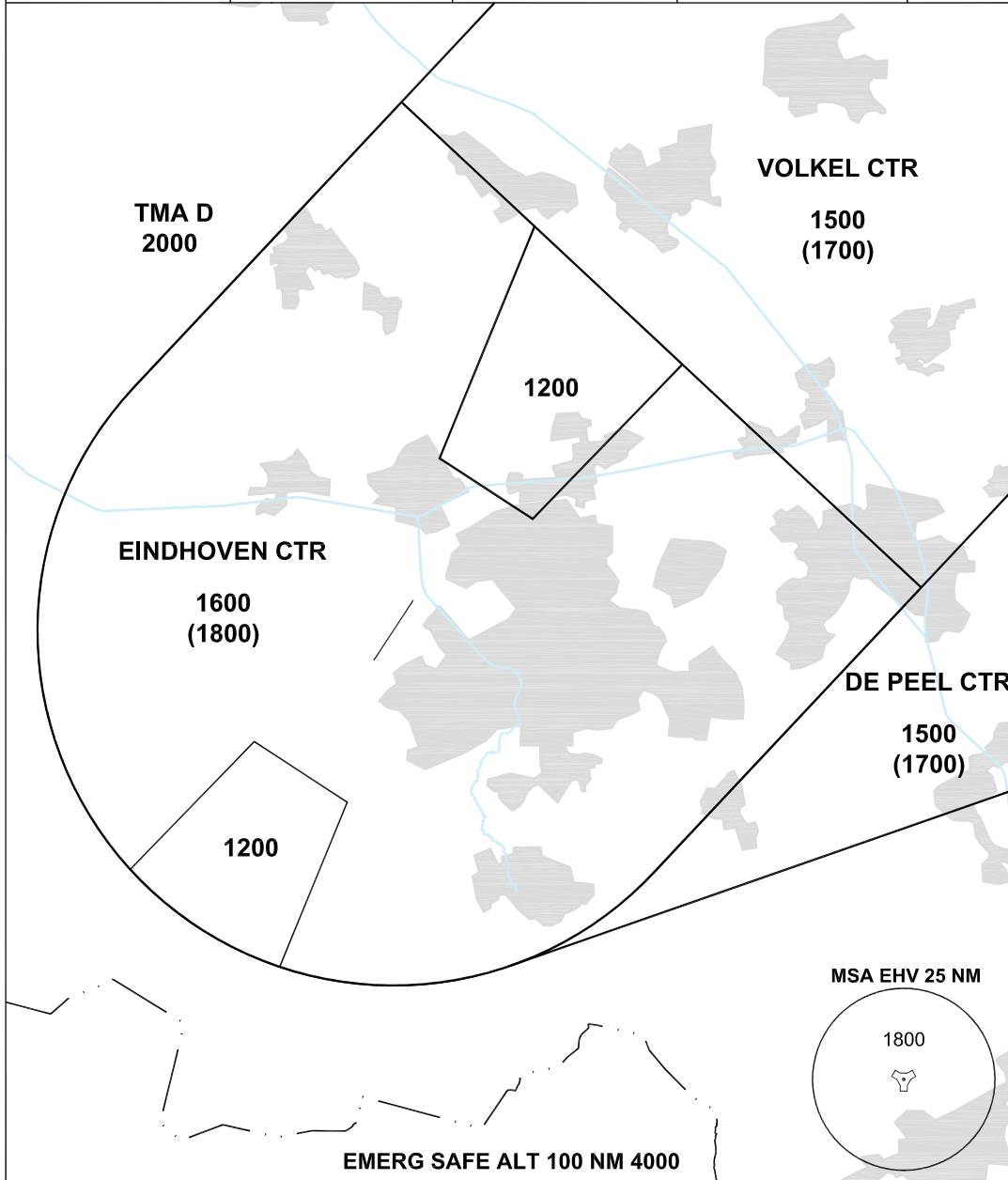


LOCAL MAP

See: AIP NL EH-AD-2 EHEH-VAC-1

MIPS **MINIMUM VECTORING ALTITUDE** AD ELEV 74 **MVA CHART**
EINDHOVEN (EHEH)

DUTCH MIL	RAPCON SOUTH	EINDHOVEN TWR	GND CTL	ATIS*
336.325 125.930	388.525 123.180	241.550 131.005	335.750 121.930	126.030



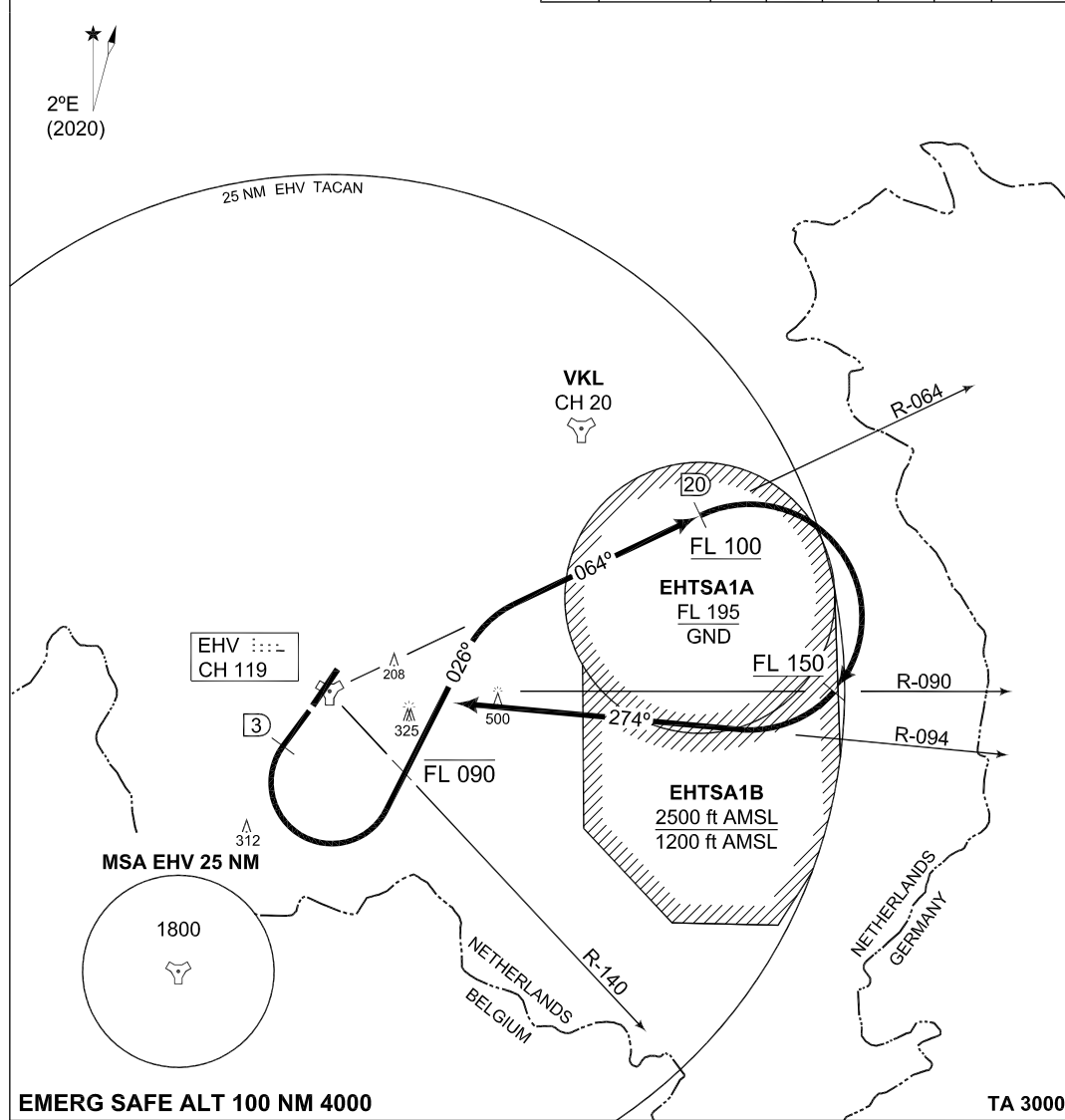
CHANGES: EDITORIAL

- 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 DEPARTURE CHART **EH1 EINDHOVEN (EHEH)**

GND CTL 335.750 121.930	EINDHOVEN TWR 241.550 131.005	AD ELEV 74				RAPCON SOUTH 388.525 123.180				DUTCH MIL 336.325 125.930			
		RWY	Knots	120	180	240	300	360	to				
		21	V/V (fpm)	500	750	1000	1250	1500	3000 ft				
			V/V (fpm)	600	900	1200	1500	1800	FL 150				



EINDHOVEN 1 (RWY 21)

- Climb straight ahead.
- At 3 DME and at least at 1000 ft from Eindhoven TACAN turn left, heading 026° to intercept R-064 outbound.
- FLIGHT LEVEL RESTRICTION: Cross R-140 at FL 090 or below.
- At 20 DME turn right to intercept R-094 inbound Eindhoven TACAN.
- FLIGHT LEVEL RESTRICTION: Pass 20 DME/R-064 at FL 100 or above, cross R-090 at FL 150 or above.

CHANGES: MSA

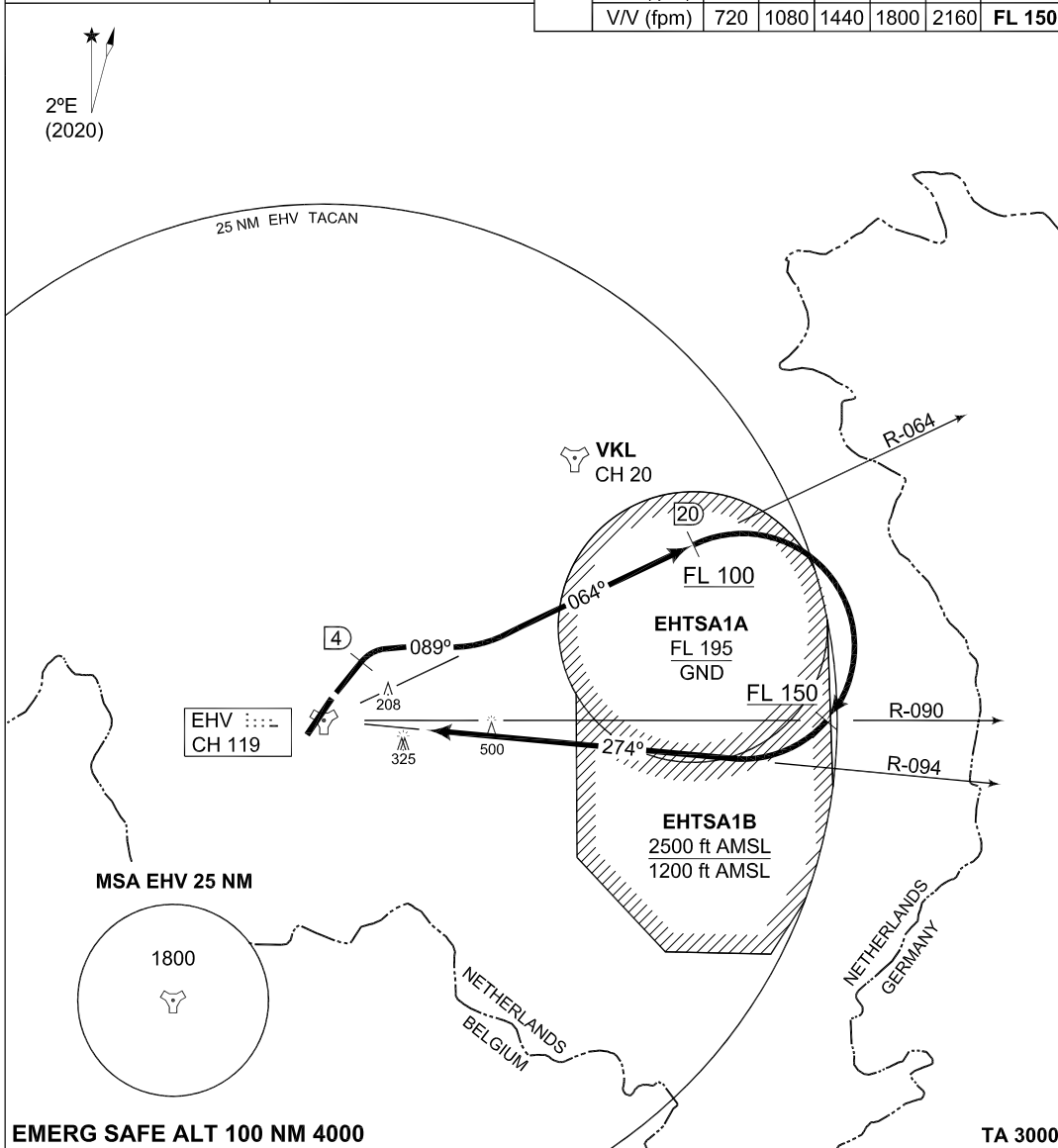
RNLAf 09 SEP 2021

**MIPS
INSTRUMENT DEPARTURE CHART**

**EH3
EINDHOVEN (EHEH)**

AD ELEV 74

GND CTL 335.750 121.930		EINDHOVEN TWR 241.550 131.005		RAPCON SOUTH 388.525 123.180			DUTCH MIL 336.325 125.930		
RWY 03		Knots	120	180	240	300	360	to	
	V/V (fpm)	960	1440	1920	2400	2880	FL 100		
	V/V (fpm)	720	1080	1440	1800	2160	FL 150		



EMERG SAFE ALT 100 NM 4000

TA 3000

EINDHOVEN 3 (RWY 03)

- Climb straight ahead.
- At 4 DME and at least at 1000 ft from Eindhoven TACAN turn right, heading 089° to intercept R-064 outbound.
- At 20 DME turn right to intercept R-094 inbound Eindhoven TACAN.

FLIGHT LEVEL RESTRICTION: Pass 20 DME/R-064 at FL 100 or above, cross R-090 at FL 150 or above.

NOTE: ATC required minimum climb rate exceeds 300 ft/NM.

CHANGES: MSA

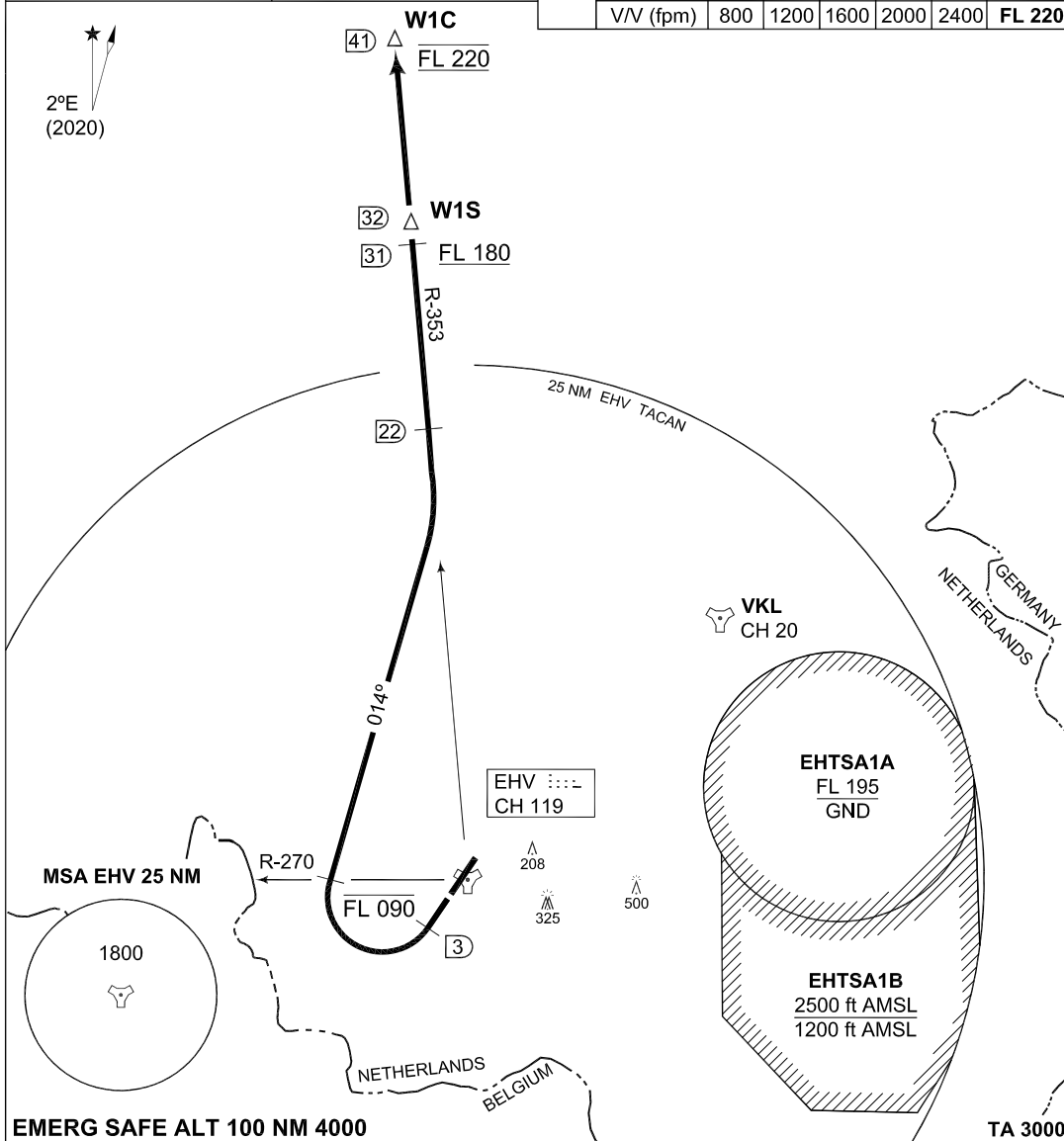
RNLAf 09 SEP 2021

**MIPS
INSTRUMENT DEPARTURE CHART**

**EH5
EINDHOVEN (EHEH)**

AD ELEV 74

GND CTL 335.750 121.930		EINDHOVEN TWR 241.550 131.005		RAPCON SOUTH 388.525 123.180				DUTCH MIL 336.325 125.930			
EINDHOVEN ARRIVAL 265.975 124.530				RWY	Knots	120	180	240	300	360	to
				21	V/V (fpm)	860	1290	1720	2150	2580	FL 180
					V/V (fpm)	800	1200	1600	2000	2400	FL 220



EMERG SAFE ALT 100 NM 4000

TA 3000

EINDHOVEN 5 (RWY 21)	<ul style="list-style-type: none"> - Climb straight ahead to 3 DME from Eindhoven TACAN (EHV). - Turn right heading 014° to intercept EHV R-353 outbound. - FLIGHT LEVEL RESTRICTION: Cross EHV R-270 at FL 090 or below. - Cross EHV R-353 outbound, 31 DME at FL 180 or above. - Cross EHV R-353 outbound, 41 DME at FL 220, unless instructed otherwise by ATC.
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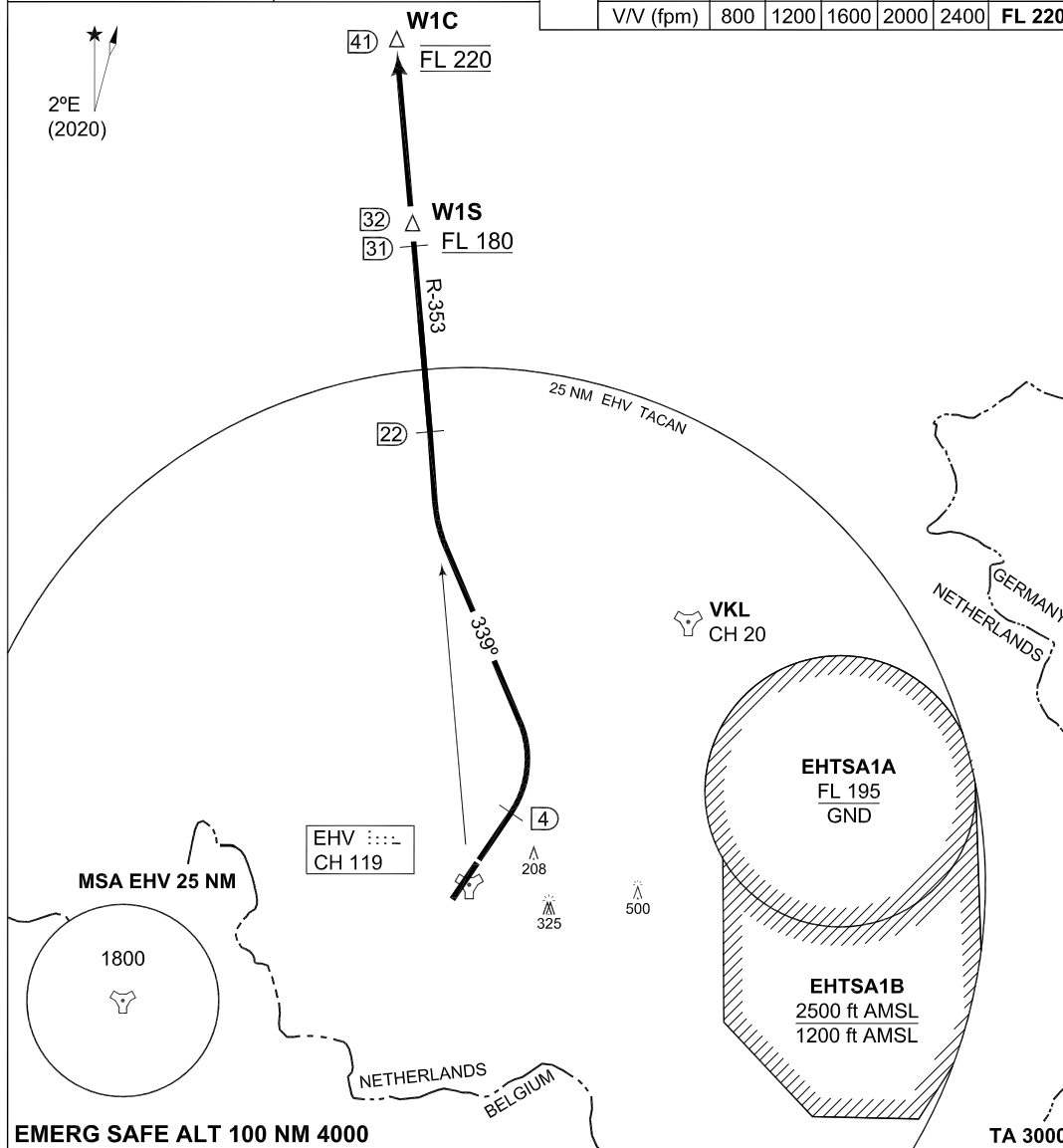
NOTES:	<ul style="list-style-type: none"> - Departure end crossing height: RWY 21: 74 ft. - If no radiocontact with Dutch Mil at EHV 22 DME turn right inbound EHV TACAN and contact RAPCON SOUTH.
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CHANGES: MSA

RNLAf 09 SEP 2021

MIPS INSTRUMENT DEPARTURE CHART **EH7 EINDHOVEN (EHEH)**

GND CTL 335.750 121.930	EINDHOVEN TWR 241.550 131.005	RAPCON SOUTH 388.525 123.180	DUTCH MIL 336.325 125.930
EINDHOVEN ARRIVAL 265.975 124.530		RWY 03	
		V/V (fpm)	1140 1710 2280 2840 3410 FL 180
		V/V (fpm)	800 1200 1600 2000 2400 FL 220



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

EINDHOVEN 7 (RWY 03)

- Climb straight ahead to 4 DME from Eindhoven TACAN (EHV).
- Turn left heading 339° to intercept EHV R-353 outbound.
- Cross EHV R-353 outbound, 31 DME at FL 180 or above.
- Cross EHV R-353 outbound, 41 DME at FL 220, unless instructed otherwise by ATC.

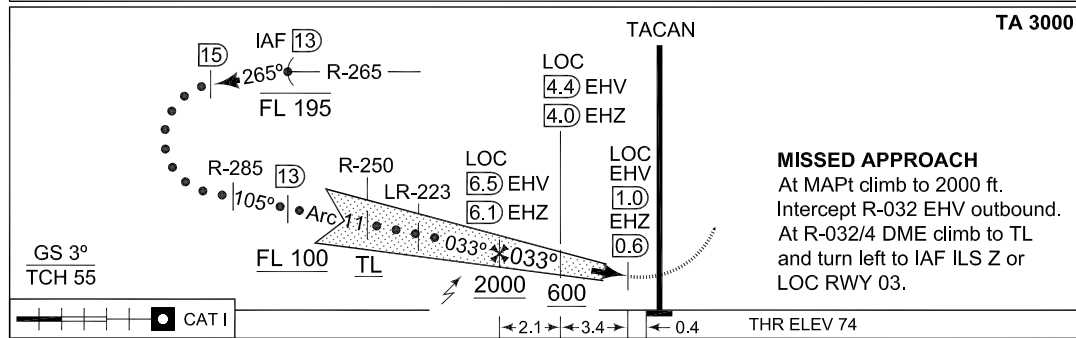
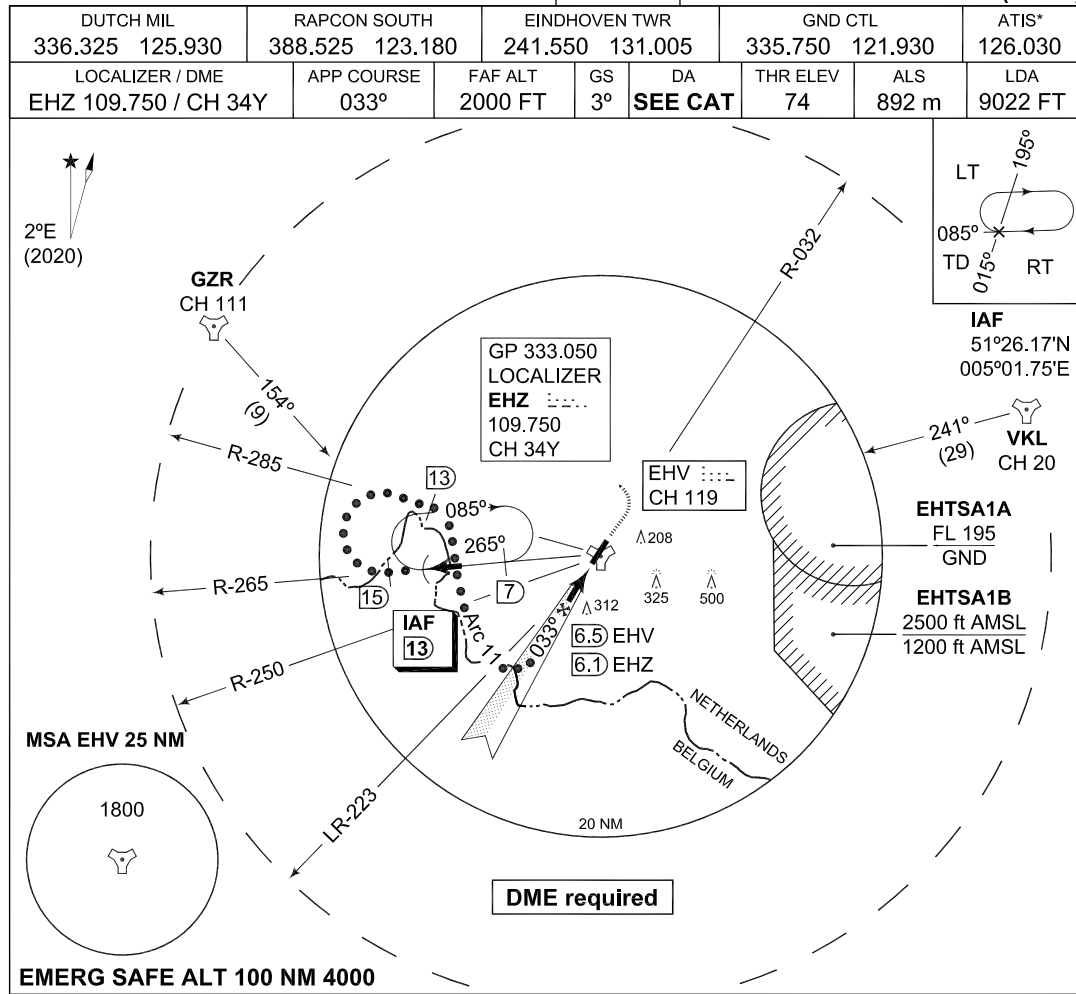
NOTES:

- Departure end crossing height: RWY 03: 66 ft.
- If no radiocontact with Dutch Mil at EHV 22 DME turn right inbound EHV TACAN and contact RAPCON SOUTH.

CHANGES: MSA

RNLAf 09 SEP 2021

MIPS INSTRUMENT APPROACH CHART **HI-ILS or LOC RWY 03 EINDHOVEN (EHEH)**



CATEGORY	C	D	E
S-ILS 03	274 -800 200 (200-0.8)		288 -800 214 (300-0.8)
S-LOC 03	420 -800 346 (400-0.8)	420 -1200 346 (400-1.2)	
CIRCLING	NOT AUTHORIZED		

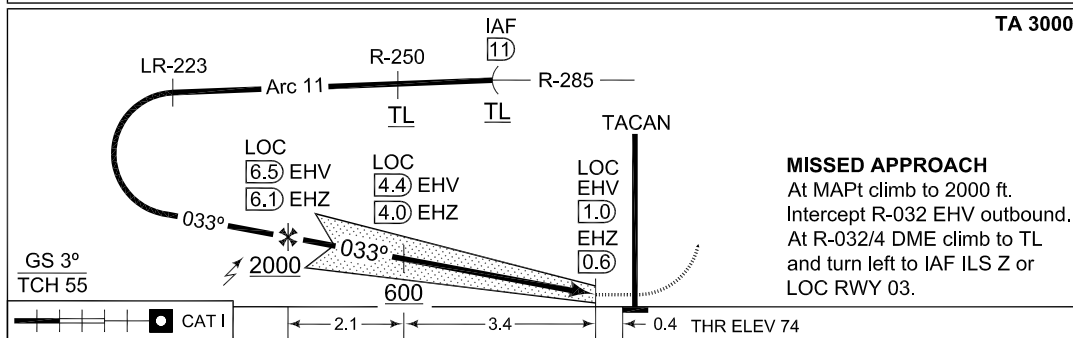
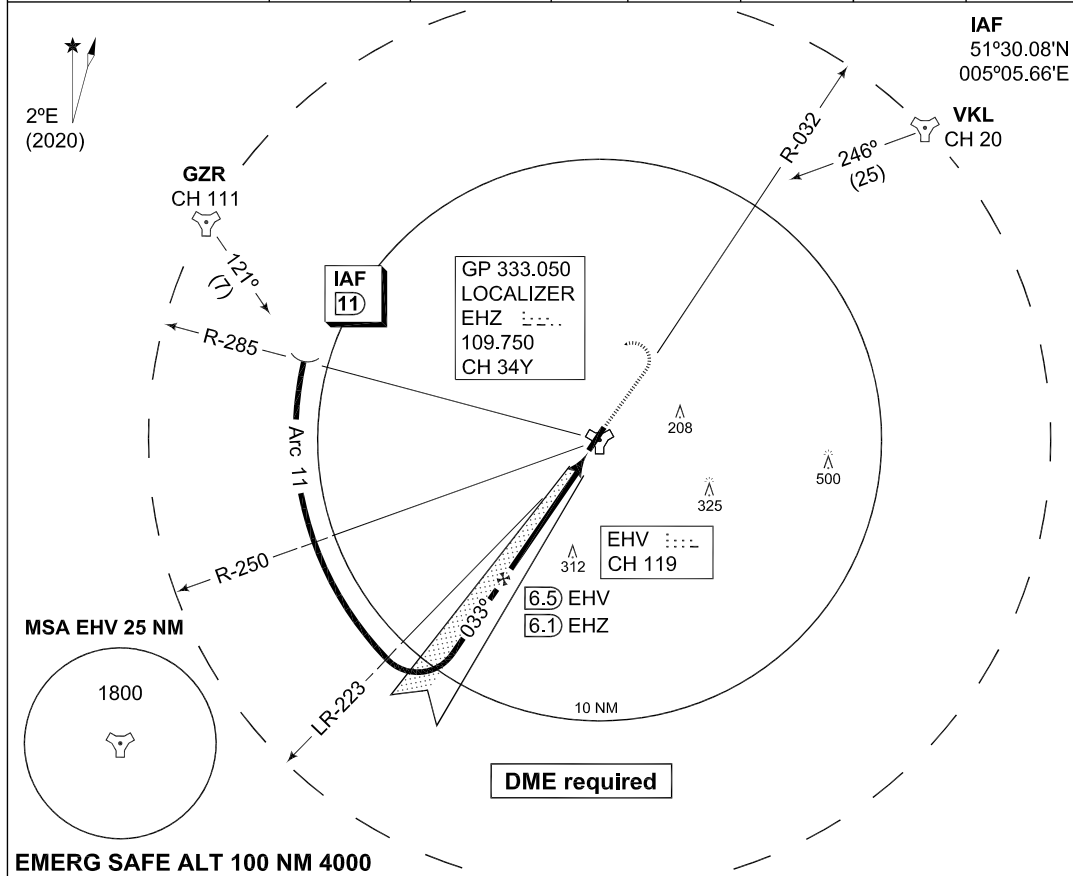
CHANGES: MSA

MIPS

RNLAF 09 SEP 2021

MIPS INSTRUMENT APPROACH CHART **ILS Z or LOC RWY 03 EINDHOVEN (EHEH)**

DUTCH MIL 336.325 125.930		RAPCON SOUTH 388.525 123.180		EINDHOVEN TWR 241.550 131.005		GND CTL 335.750 121.930		ATIS* 126.030
LOCALIZER / DME EHZ 109.750 / CH 34Y		APP COURSE 033°	FAF ALT 2000 FT	GS 3°	DA SEE CAT	THR ELEV 74	ALS 892 m	LDA 9022 FT



CATEGORY	A	B	C	D	E
S-ILS 03	274-800 200 (200-0.8)				288-800 214 (300-0.9)
S-LOC 03	420-800 346 (400-0.8)		420-1200 346 (400-1.2)		
CIRCLING	NOT AUTHORIZED				

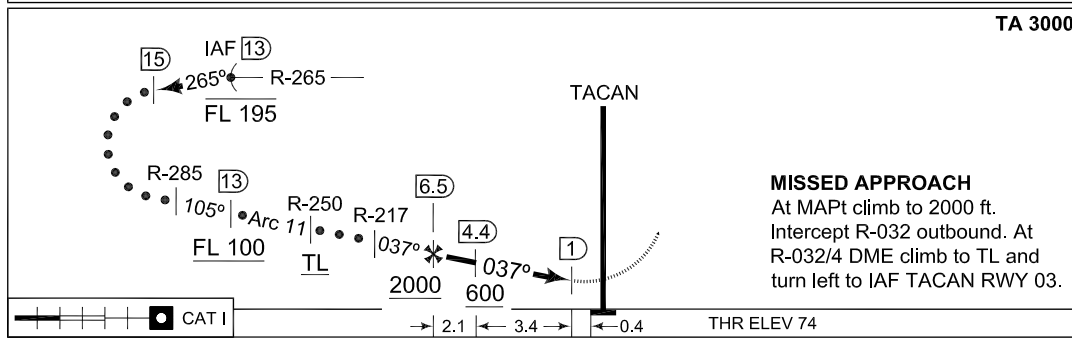
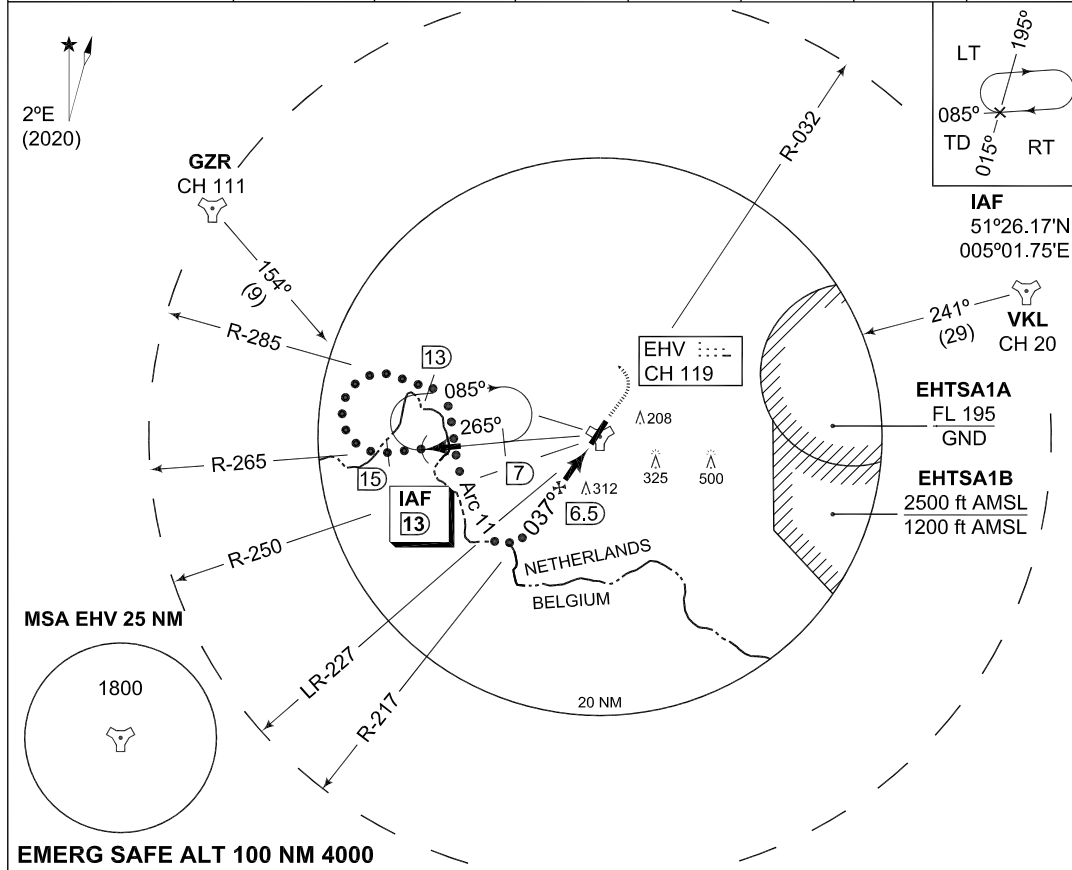
CHANGES: MSA

MIPS

RNLAf 03 SEP 2021

MIPS INSTRUMENT APPROACH CHART **HI-TACAN RWY 03 EINDHOVEN (EHEH)**

DUTCH MIL 336.325 125.930	RAPCON SOUTH 388.525 123.180	EINDHOVEN TWR 241.550 131.005	GND CTL 335.750 121.930	ATIS* 126.030
TACAN EHV CH 119	APP COURSE 037°	FAF ALT 2000 FT	Descent GR	MDA 420
			THR ELEV 74	ALS 892 m
				LDA 9022 FT



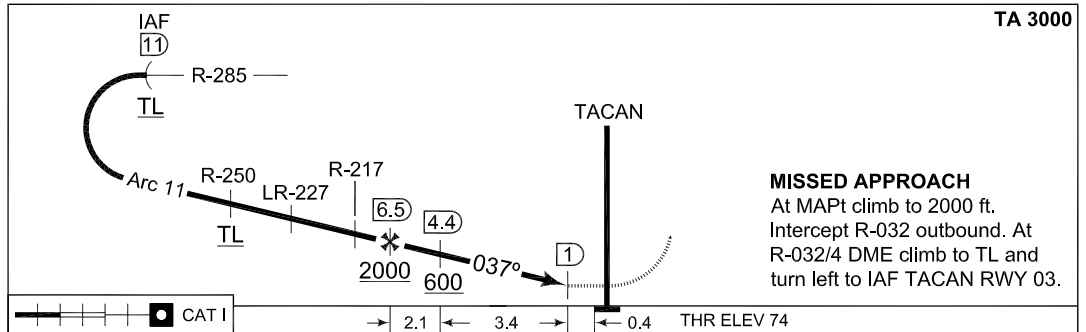
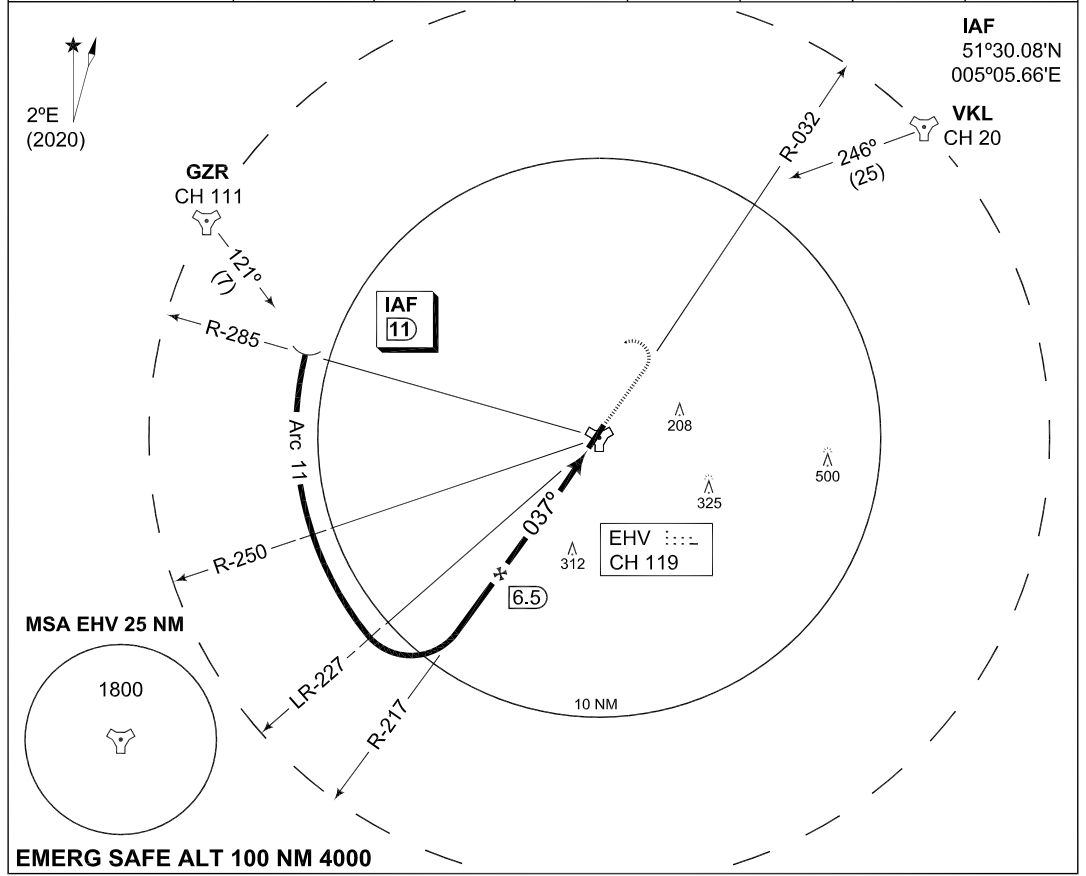
CATEGORY	C	D	E
S-TACAN 03	420 -800 346 (400-0.8)	420 -1200 346 (400-1.2)	
CIRCLING	NOT AUTHORIZED		

CHANGES: MSA
MIPS

RNLAF 09 SEP 2021

MIPS INSTRUMENT APPROACH CHART **TACAN RWY 03 EINDHOVEN (EHEH)**

DUTCH MIL 336.325 125.930		RAPCON SOUTH 388.525 123.180		EINDHOVEN TWR 241.550 131.005		GND CTL 335.750 121.930		ATIS* 126.030	
TACAN EHV CH 119		APP COURSE 037°		FAF ALT 2000 FT		Descent GR 5.24%		MDA 420	
						THR ELEV 74		ALS 892 m	
								LDA 9022 FT	



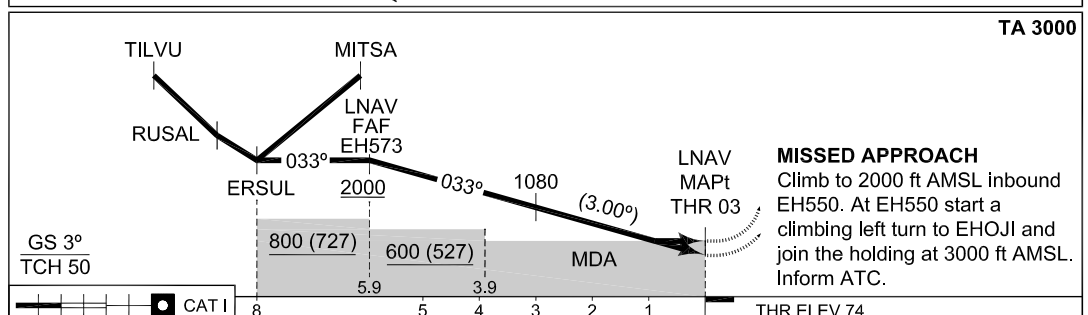
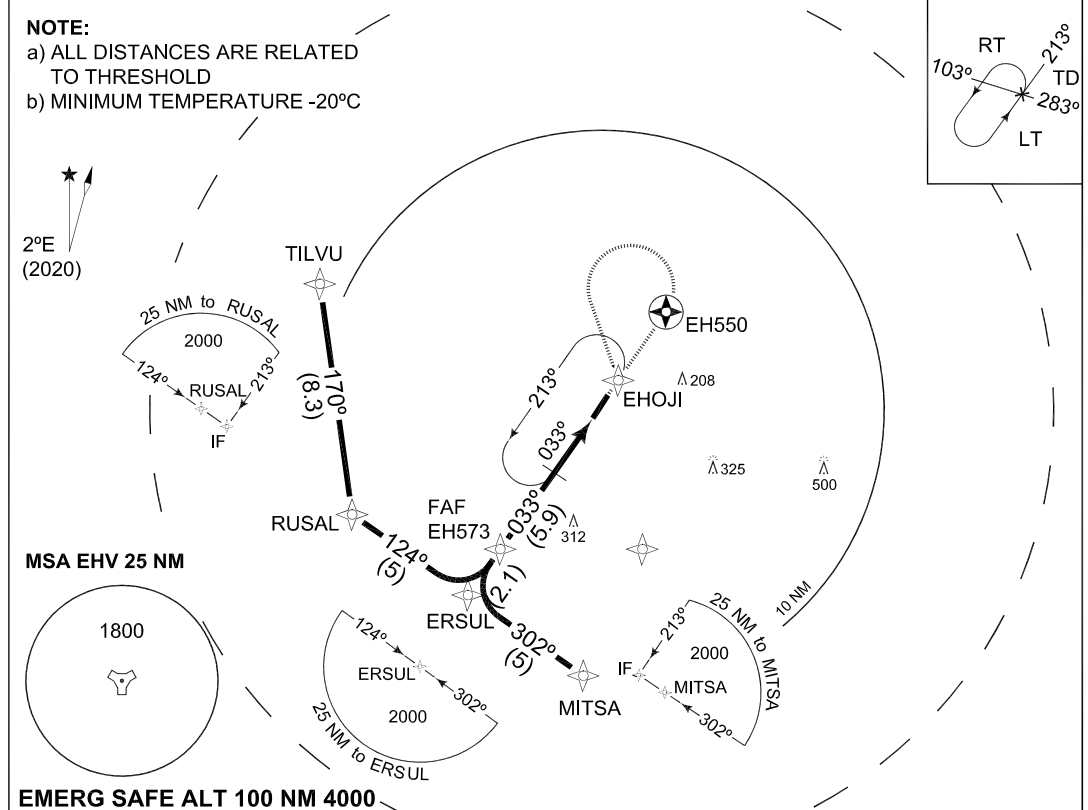
CATEGORY	A	B	C	D	E
S-TACAN 03	420 -800 346 (400-0.8)			420 -1200 346 (400-1.2)	
CIRCLING	NOT AUTHORIZED				

CHANGES: MSA MIPS

RNLAf 03 SEP 2021

PANS OPS INSTRUMENT APPROACH CHART **RNP Z RWY 03 EINDHOVEN (EHEH)**

DUTCH MIL 336.325 125.930		RAPCON SOUTH 388.525 123.180		EINDHOVEN TWR 241.550 131.005		GND CTL 335.750 121.930		ATIS* 126.030	
EGNOS CHANNEL 89942 E03A		APP COURSE 033°		FAF ALT 2000 FT		Descent GR 5.24% / 3°		MDA 420	
						DA SEE CAT		THR ELEV 74	
						ALS 892 m		LDA 9022 FT	

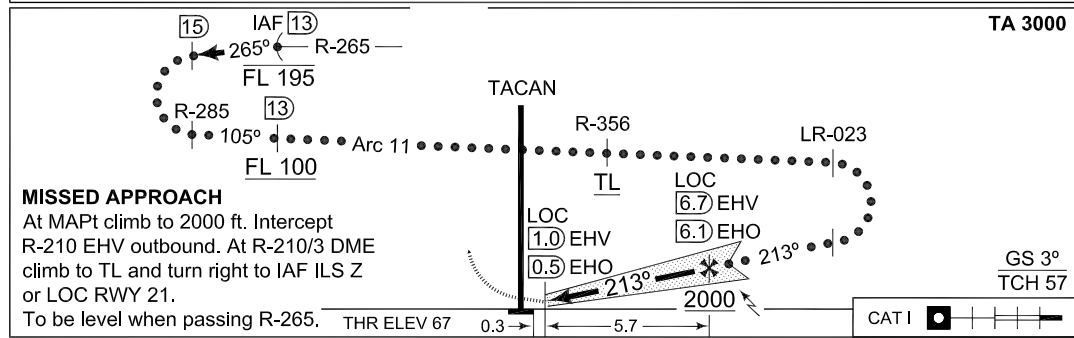
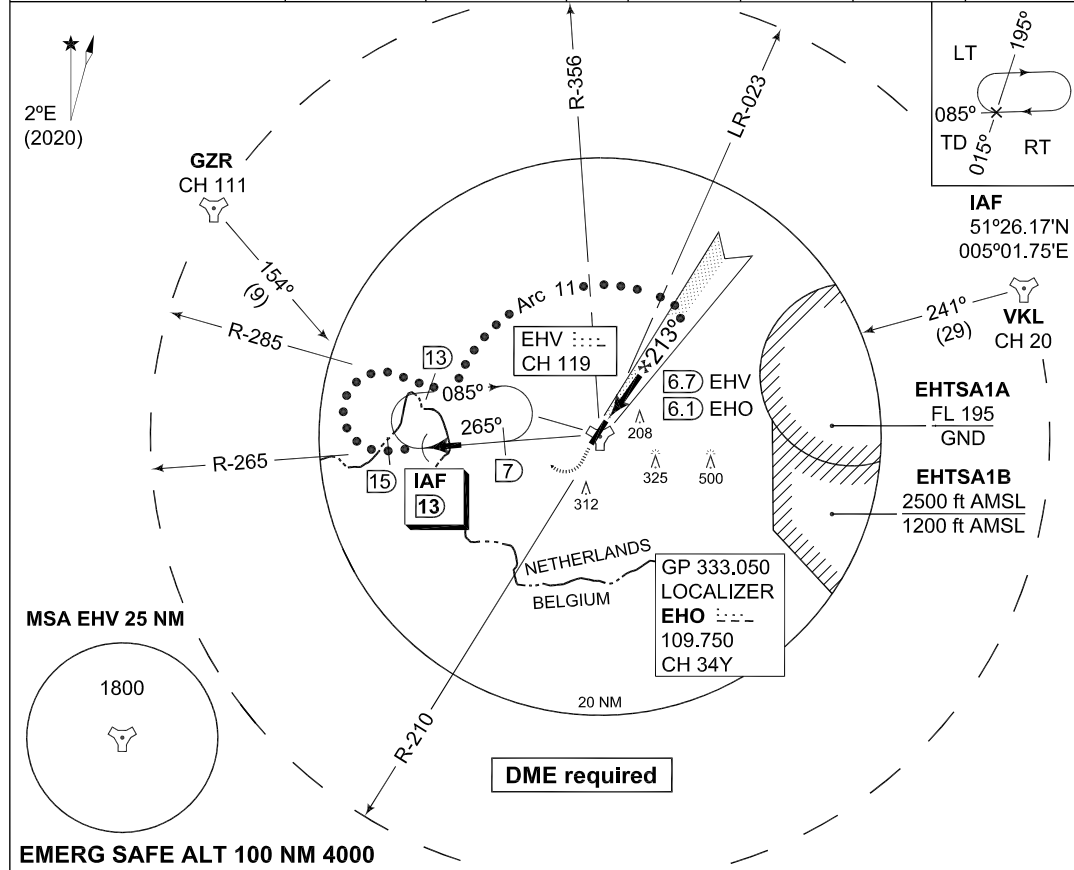


CATEGORY		A	B	C	D		
EU-OPS	DA(H) LPV	274 -550 200 (200-0.8/1.2)			278 -550 204 (300-0.8/1.2)		
	DA(H) LNAV / VNAV	324 -550 250 (300-0.8/1.3)			329 -600 255 (300-0.8/1.3)		
	MDA(H) LNAV	420 -900 346 (400-0.9/1.6)					
IAWP	TILVU	51°31.07'N	005°06.23'E	FAWP	EH573	51°21.63'N	005°16.46'E
WP	RUSAL	51°22.85'N	005°08.09'E	MAWP	THR 03	51°26.45'N	005°21.85'E
IAWP	MITSA	51°17.13'N	005°21.16'E	MATWP	EH550	51°30.21'N	005°26.06'E
IWP	ERSUL	51°19.91'N	005°14.54'E	HF	EHOJI	51°28.07'N	005°23.69'E

MIPS INSTRUMENT APPROACH CHART **HI-ILS or LOC RWY 21 EINDHOVEN (EHEH)**

DUTCH MIL 336.325 125.930	RAPCON SOUTH 388.525 123.180	EINDHOVEN TWR 241.550 131.005	GND CTL 335.750 121.930	ATIS* 126.030
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LOCALIZER / DME EHO 109.750 / CH 34Y	APP COURSE 213°	FAF ALT 2000 FT	GS 3°	DA SEE CAT	THR ELEV 67	ALS 869 m	LDA 9022 FT
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CATEGORY	C	D	E
S-ILS 21	267 -800 200 (200-0.8)		275 -800 208 (300-0.8)
S-LOC 21	500 -1200 433 (500-1.2)	500 -1600 433 (500-1.6)	
CIRCLING	NOT AUTHORIZED		

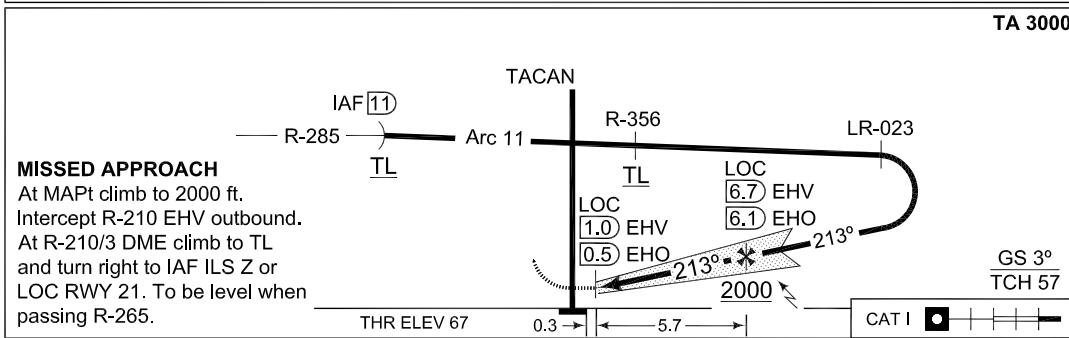
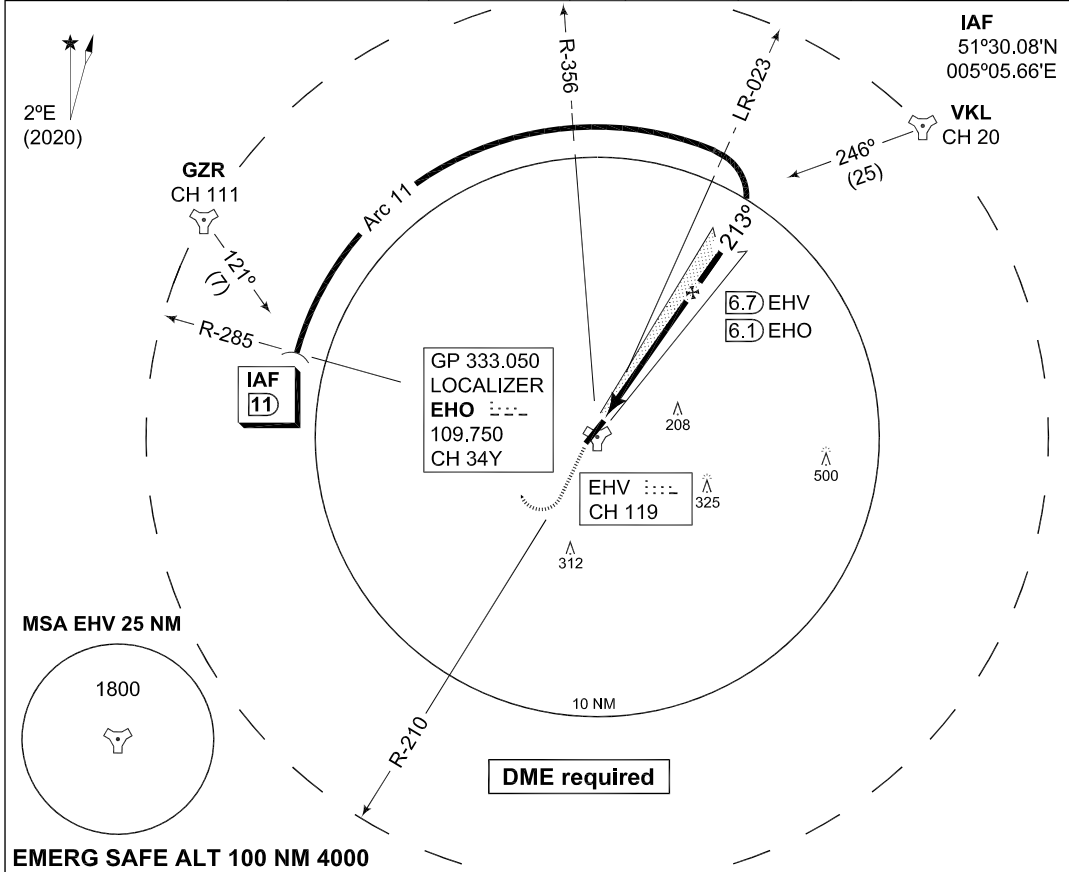
CHANGES: MSA

MIPS

RNLAIF 09 SEP 2021

MIPS INSTRUMENT APPROACH CHART **ILS Z or LOC RWY 21 EINDHOVEN (EHEH)**

DUTCH MIL 336.325 125.930	RAPCON SOUTH 388.525 123.180	EINDHOVEN TWR 241.550 131.005	GND CTL 335.750 121.930	ATIS* 126.030
LOCALIZER / DME EHO 109.750 / CH 34Y	APP COURSE 213°	FAF ALT 2000 FT	GS 3°	DA SEE CAT
		THR ELEV 67	ALS 869 m	LDA 9022 FT



CATEGORY	A	B	C	D	E
S-ILS 21	267 -800 200 (200-0.8)				275 -800 208 (300-0.8)
S-LOC 21	500 -800 433 (500-0.8)	500 -1200 433 (500-1.2)		500 -1600 433 (500-1.6)	
CIRCLING	NOT AUTHORIZED				

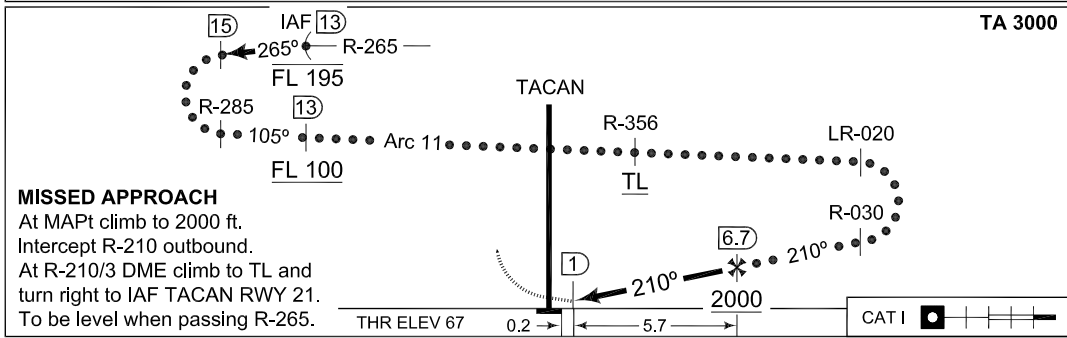
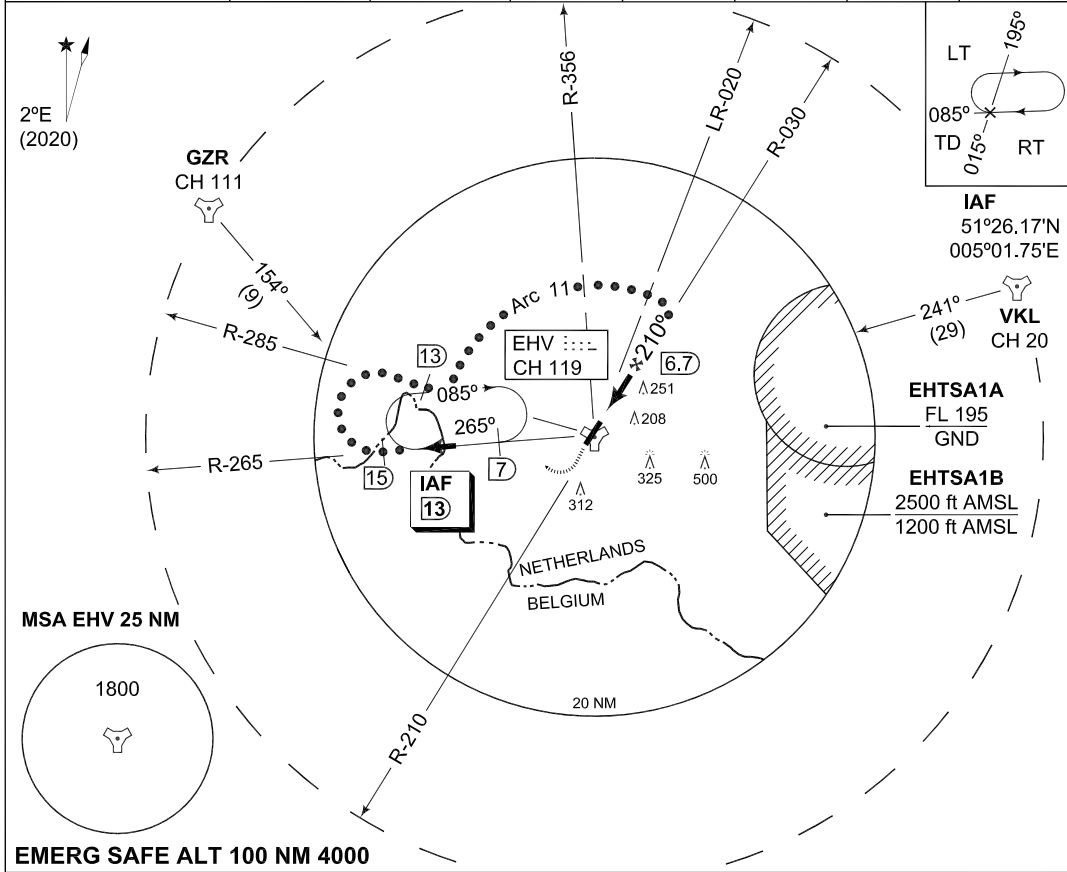
CHANGES: MSA

MIPS

RNLAF 09 SEP 2021

MIPS INSTRUMENT APPROACH CHART **HI-TACAN RWY 21 EINDHOVEN (EHEH)**

DUTCH MIL 336.325 125.930		RAPCON SOUTH 388.525 123.180		EINDHOVEN TWR 241.550 131.005		GND CTL 335.750 121.930		ATIS* 126.030
TACAN EHV CH 119		APP COURSE 210°	FAF ALT 2000 FT	Descent GR 5.24%	MDA 500	THR ELEV 67	ALS 869 m	LDA 9022 FT



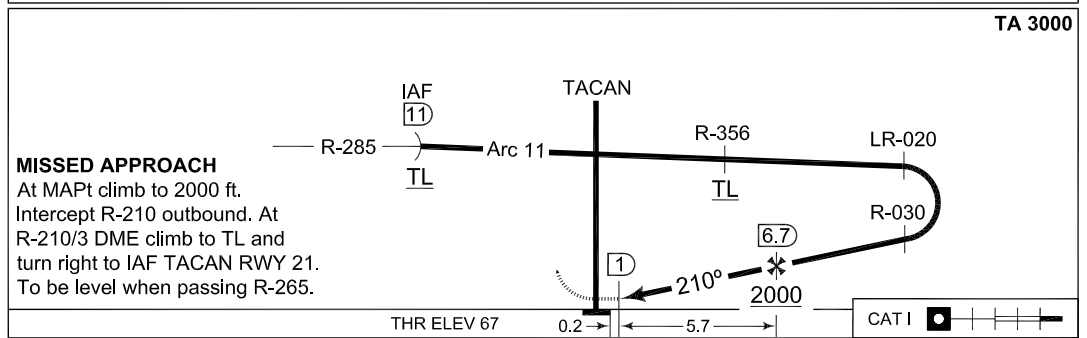
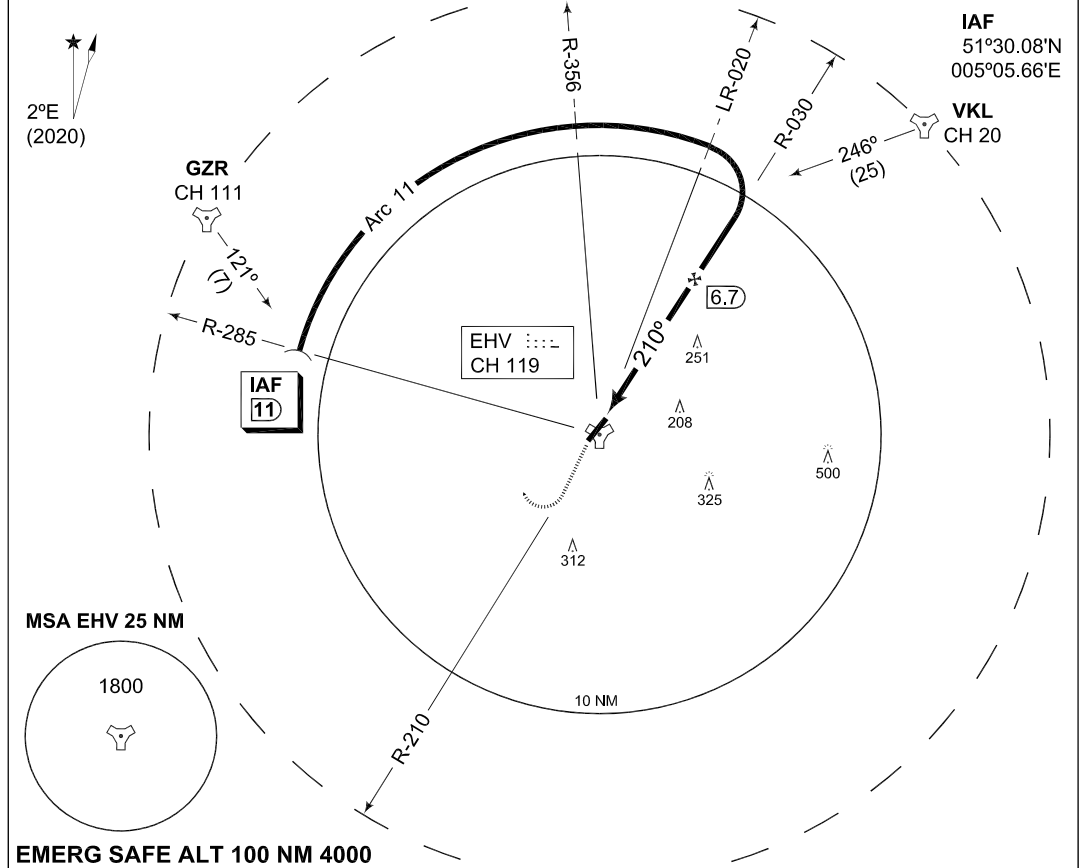
CATEGORY	C	D	E
S-TACAN 21	500 -1200 433 (500-1.2)	500 -1600 433 (500-1.6)	
CIRCLING	NOT AUTHORIZED		

CHANGES: MSA
MIPS

RNLAf 09 SEP 2021

MIPS INSTRUMENT APPROACH CHART **TACAN RWY 21 EINDHOVEN (EHEH)**

DUTCH MIL 336.325 125.930		RAPCON SOUTH 388.525 123.180		EINDHOVEN TWR 241.550 131.005		GND CTL 335.750 121.930		ATIS* 126.030	
TACAN EHV CH 119		APP COURSE 210°		FAF ALT 2000 FT		Descent GR 5.24%		MDA 500	
						THR ELEV 67		ALS 869 m	
								LDA 9022 FT	



CATEGORY	A	B	C	D	E
S-TACAN 21	500 -800 433 (500-0.8)		500 -1200 433 (500-1.2)	500 -1600 433 (500-1.6)	
CIRCLING	NOT AUTHORIZED				

CHANGES: MSA MIPS

RNLAF 09 SEP 2021

**PANS OPS
INSTRUMENT APPROACH CHART**

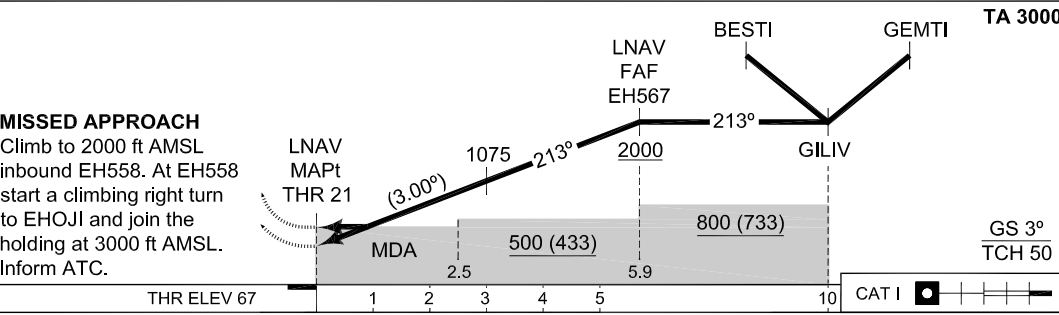
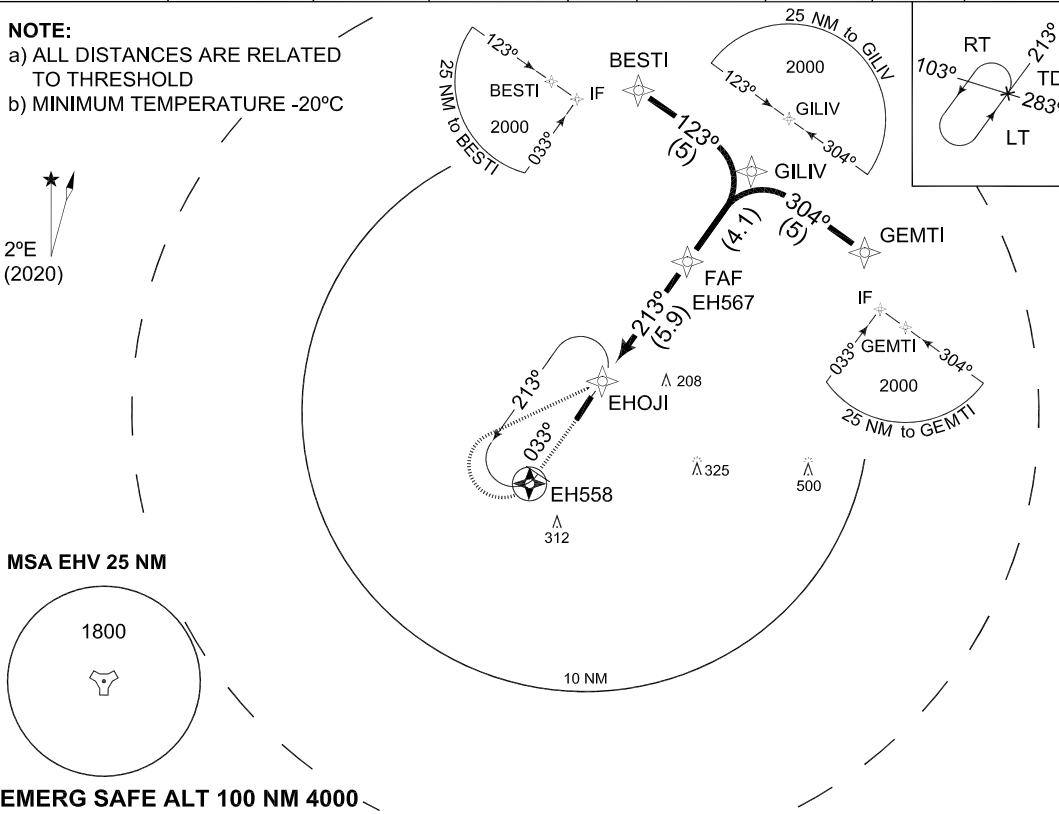
**RNP Z RWY 21
EINDHOVEN (EHEH)**

AD ELEV 74

DUTCH MIL 336.325 125.930		RAPCON SOUTH 388.525 123.180		EINDHOVEN TWR 241.550 131.005		GND CTL 335.750 121.930		ATIS* 126.030	
EGNOS CHANNEL 42264 E21A	APP COURSE 213°	FAF ALT 2000 FT	Descent GR 5.24% / 3°	MDA 450	DA SEE CAT	THR ELEV 67	ALS 869 m	LDA 9022 FT	

NOTE:

- a) ALL DISTANCES ARE RELATED TO THRESHOLD
- b) MINIMUM TEMPERATURE -20°C



CATEGORY		A	B	C	D
EU-OPS	DA(H) LPV	278-550 211 (300-0.8/1.2)	288-550 221 (300-0.8/1.2)	298-550 231 (300-0.8/1.2)	308-550 241 (300-0.8/1.3)
	DA(H) LNAV / VNAV	334-600 267 (300-0.8/1.3)	344-600 277 (300-0.8/1.3)	354-650 287 (300-0.8/1.4)	364-650 297 (300-0.8/1.4)
	MDA(H) LNAV	450-1100 383 (400-1.1/1.8)			
IAWP	BESTI	51°38.54'N 005°25.66'E	MAWP	THR 21	51°27.56'N 005°23.09'E
IAWP	GEMTI	51°32.80'N 005°38.77'E	MATWP	EH558	51°24.48'N 005°19.65'E
IWP	GILIV	51°35.74'N 005°32.29'E	HF	EHOJI	51°28.07'N 005°23.69'E
FAWP	EH567	51°32.40'N 005°28.53'E			

CHANGES: MSA

RNLAF 09 SEP 2021

GILZE RIJEN

EHGR AD 2.1 Aerodrome location indicator and name

EHGR - Gilze-Rijen

EHGR AD 2.2 Geographical and administrative data

1	ARP	51°34'02.56"N 004°55'54.61"E
2	Direction and distance from city	280° MAG/6.1 NM TILBURG
3	Elevation/Reference temperature	+ 49 ft AMSL/22.1° C (JUL)
4	MAG VAR/Annual change	1°41'E (JAN 2020)/11'E
5	AD operating authority Postal address Visitors' address Telephone Telefax AFTN	RNLAF DHC Vliegbasis Gilze-Rijen MPC 89A P.O. Box 8762 4820 BB Breda Rijksweg 121 5121 RD Rijen +31(0)161 296523 +31(0)161 296525 EHGRZTZX
6	Types of TFC permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

EHGR AD 2.3 Operational hours

1	AD OPR HR	MON/FRI 0800/1530 (0700/1430)
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	HO
8	Fuelling	HO
9	Handling	NIL
10	Security	HO
11	De-icing	Nil
12	Remarks	PPR 24 HRS See 2.23 OPR HR regulary MON/THU until 2200 (2100)

EHGR AD 2.4 Handling services and facilities

1	Cargo-handling facilities	Yes
2	Fuel/oil types	F-34, F-18, H-515
3	Fuelling facilities/capacity	No limitations
4	Oxygen	Nil
5	De-icing facilities/type	Nil
6	Starting units	DSA 150, DSA 600, JAS
7	Hangar space for visiting ACFT	Limited
8	Repair facilities	AH64, AS32, H47
9	Remarks	Hot (rotors running) and warm refueling available for common helicopter types. Additional procedures are in place. These will be provided for self-briefing upon reception of PPR-request.

EHGR AD 2.5 Passenger facilities

1	Remain overnight	AVBL O/R
2	Medical facilities	Medical officer, ambulance
3	Remarks	Nil

EHGR AD 2.6 Rescue and fire fighting services

1	AD category for fire fighting	NATO CAT 7 NATO H-3
2	Remarks	Nil

EHGR 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

EHGR AD 2.16 Helicopter landing area

1	Location	Centre of the north-west corner RWY 10/28 and 02/20
2	Marking	Daylight marking
3	Lighting	Yes, non NATO standard
4	Remarks	Nil
5	Panels for local circuits	3 panels direction 10/28, west-northwest of the ARP and north of RWY 10/28; 4 panels direction 02/20, southeast of ARP and west of RWY 02/20.

EHGR AD 2.17 Air traffic services airspace

1	Designation and lateral limits	Gilze-Rijen control zone 51°29'58.19"N 004°47'48.26"E; along clockwise arc (radius 6.5 NM, centre 51°34'02.56"N 004°55'54.61"E) to 51°28'56.13"N 005°02'20.09"E; along Dutch-Belgian border to 51°28'14.92"N 005°00'36.24"E; along clockwise arc (radius 6.5 NM, centre 51°34'02.56"N 004°55'54.61"E) to 51°28'32.16"N 004°50'23.92"E; along Dutch-Belgian border 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 Gilze-Rijen TWR. English
5	Transition altitude	IFR: 3000 ft AMSL; VFR: 3500 ft AMSL
6	Remarks	Nil

EHGR 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	Gilze-Rijen Tower	125.330 ^{*)} 122.100 277.350 ^{*)} 257.800	HO	^{*)} Primary FREQ
GND CTL	Gilze-Rijen Ground	123.300 278.125	HO	
APP	Rapcon West	123.580 399.725	HO	Radar equipped

	Gilze Arrival	123.580 359.975	HO	Through APP
	Gilze Monitor	128.990	HO	Nieuw Milligen TMA D1

EHGR 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	GZR	CH 111X	H24	51°33'57.73"N 004°56'00.68"E	40 NM/ 25000 ft	FREQ protected
ILS LOCALIZER	GZO	111.900	H24	51°34'11.49"N 004°54'34.82"E		ILS-antenna 55 ft AMSL
GLIDEPATH		331.100		51°33'54.24"N 004°56'42.50"E		
DME		CH 56X	H24	51°33'54.24"N 004°56'42.50"E		

EHGR AD 2.20 Local traffic regulations

Start-up

Prior to engine start, pilots request a start-up clearance from GND CTL stating callsign, position, POB and if an IFR clearance is required the (R)ETD. Start-up permission will be given including QNH, wind, RWY in use and birdstatus/migration (if higher than normal).

Taxi

Prior to taxi, pilots request taxi permission from GND CTL and state intended runway intersection, departure panel or parking spot. Taxi instructions, RWY or circuit in use and wind will be given. Runways may be used for taxi after permission from ATC.

Hover-taxi outside taxi tracks and runways is only allowed after permission from ATC. Tactical Transition (in R/T referred to as hop-over/re-positioning) may be approved traffic permitting.

(Hover-)Taxi speed shall not exceed 20 kts. Wheeled helicopters will ground taxi when approaching aprons. If mechanical problems prohibit ground taxi, hover taxi is permitted. Helicopters will not hover taxi within 50 ft of buildings. Use extreme caution regarding rotor-wash around buildings and other aircraft.

During UDP, aircraft taxi with anti-collision and position lights on. Outside UDP all aircraft use a red anti-collision light. Outside UDP, ATC may order to turn off anti-collision light and put navigation light to dim-mode during aided/NVG operations.

Circuit Procedures

HELICOPTERS

All circuits direction 10/28 to be flown south of the N282 highway (Rijksweg) and north of the A58 motorway. Overflying village of Hulten, (NE of airfield) to be avoided at all times. Deviations only after approval from ATC.

If a NATO standard rectangular circuit cannot be flown within the established boundaries, crosswind and base-leg may be executed by conducting a 180° turn. Base-leg turns should be initiated at a point situated 45° to the intended landing spot unless otherwise instructed by ATC.

When intending to join a circuit from one of the departure locations on the airfield or from the end of the corridor, the pilot will be instructed to join downwind, base-leg or final.

Standard circuit altitude is 650 ft AMSL. Circuit altitude for both confined is 350 ft AMSL.

A lower circuit altitude with a minimum of 250 ft AMSL is only permitted when the circuit is flown within airfield boundary and after permission of ATC.

Landing on helicopter panels shall be performed on the first panel in the landing direction and if applicable on the inside panel of the circuit (02/20). Hover as soon as possible to the first panel in the take-off direction

FIGHTERS AND FIGHTER TRAINERS

Standard NATO overhead pattern, break to the south (L/H for RWY 28, R/H for RWY 10), after a touch and go or overshoot/low approach a closed pattern or direct downwind can be flown. For a closed pattern the downwind turn shall be executed at the departure end of the RWY and the altitude of 1000 ft AMSL shall not exceed airfield boundaries. The downwind turn shall be executed at the altitude of 1500 ft AMSL on RWY heading.

CONVENTIONAL AIRCRAFT AND GENERAL AVIATION

Standard rectangular pattern, downwind as directed by ATC at 1000 ft AMSL.

Night Flying

Helicopter night flying can be done in a conventional way (UNAIDED) or with use of vision enhancing systems (AIDED).

Circuit flying will be done according the VFR local helicopter circuits at standard altitude. Use of searchlight or landing light during circuit flying only after permission of ATC.

During night-time all aircraft shall use a red anti-collision light. ATC may order to turn off the anti-collision light and put the navigation light to dim-mode during aided operations.

Helicopters will have navigation lights on in dim-mode during aided operations. Airfield lighting will be off during aided flying and will be switched on on request.

A mix of aided and unaided flying is only possible when the navigation lights of the aircraft flying aided are turned on in bright mode.

Special Helicopter Procedures

Three Slope areas are available for slope landings:

Slope NORTH is located north of beginning of RWY 10, north of 298 Sqn and west of the Model Flying Club. Due to noise abatement this slope is not available for CH-47 Chinook. Slopes SOUTH are located west of the beginning of RWY 02. Slope CENTRAL is located south of the main runway 10/28, just east of Sling West. Due to the vicinity to Sling West this slope is not available during sling operations on Sling West.

Three Sling areas are available for sling operations, fast roping etc.

Sling East is located south of the beginning RWY 28, to be used in direction 10/28.

Sling West is located south of the beginning RWY 10, to be used in direction 10/28.

Sling South is located south of RWY 10 and East of RWY 02, to be used in direction 02/20.

There are two confined landing spots situated on the aerodrome: Confined Tower and Confined South. Circuits will be flown in the direction in use at the time.

Shelter 626 is available for rooftop landings. Pilots shall inform ATC about the intention to make rooftop landings beforehand.

The Softfield-area may be used for Softfield landings in the direction 02 and direction 20. Shortfield landings may be performed on either the Softfield-area, in direction 10/28 or on Sling South.

For training purposes RWY 10/28 can be divided into two or three parts, either west and east of Delta, or from intersections Alpha to Charlie, Charlie to Echo and Echo to Lima. For training purposes RWY 02/20 can be divided into two parts, North and South of intersection Echo.

Glider and Light Aircraft Flying

Glider and light aircraft flying may take place outside OPR HR within UDP.

EHGR AD 2.21 Noise abatement procedures

All aircraft flying VFR in the CTR must avoid overflying all build-up areas. Home based military helicopters shall fly at a minimum altitude of 1000 ft. Altitude deviations shall be requested. Altitudes below 1000 ft will only be approved to remain VMC or to ensure flight safety. In addition overflying the following positions is not allowed below certain altitudes.

Area to avoid:	Coordinates	Minimum Altitude
Amarant	51° 33.30' N 005° 00.18' E	N/A
Ammunition depot Alphen	51° 29.33' N 004° 56.17' E	N/A
Efteling	51° 38.98' N 005° 02.81' E	1000 ft AMSL
Manege Hulten	51° 34.28' N 004° 56.50' E	N/A
Atalanta	51° 34.81' N 004° 55.52' E	650 ft AMSL
Nerhoven	51° 33.40' N 004° 56.24' E	650 ft AMSL
Farm Lijndonk 1a	51° 33.72' N 004° 54.60' E	650 ft AMSL

Except for tactical entries during rejoining and landing-procedures flying with a speed of 300 KTS or more is forbidden. Unless safety- or operational reasons dictate otherwise the use of afterburner is prohibited. No practice approaches are to be made for RWY 10 and RWY 28 after 20.00 hrs LT. 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 width of the corridors is 1000m; 500 meters to either side of the (imaginary) 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. 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. Altitude deviations shall be requested. Additional noise abatement procedures for night flying are in place. These will be provided to non-home based units upon reception of their PPR-request.

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 2.22 Flight procedures

Approach Procedures

HELICOPTERS

Proceed via one of the corridors as instructed by ATC.

FIGHTERS AND FIGHTER TRAINERS

When approaching 'the Kets' at 2000 ft AMSL pilots may request direct downwind. When direct downwind is approved, descend 1500 ft AMSL, with a max. of 300 kts IAS. After passing overhead perform a right/left turn to join downwind for RWY 10/28. For RWY 10: Initial has to be approached via a right-hand turn. Initial is the highway-crossing northwest of the village of Bavel. After passing initial, descend to circuit altitude 1500 ft AMSL. There is a right break to a right-hand circuit. For RWY 28: Initial has to be approached via a left-hand turn. Initial is the (white coloured) industrial complex along the north side of the village of Riel. After passing initial, descend to circuit altitude 1500 ft AMSL. There is a left-hand break to a left-hand circuit.

RWY 02: initial is situated on the centreline at 3 NM in front of the RWY (centre of Chaamse Bossen forest), altitude 1500 ft AMSL. There is a lefthand break to downwind, altitude 1500 ft AMSL.

RWY 20: Initial is situated on the centreline, 0.5 NM east of the swimming pool near Dongen, altitude 1500 ft AMSL. There is a righthand break to downwind, altitude 1500 ft AMSL. There are roads situated in front of the beginning of both RWY 02 and 20. These roads have to be overflown at a minimum altitude of 200 ft AMSL because of unrestricted vehicle movement on these roads.

CONVENTIONAL AIRCRAFT AND GENERAL AVIATION

Join a standard rectangular pattern at 1000 ft AMSL as directed by ATC.

There are roads situated in front of the beginning of both RWY 02 and 20. These roads have to be overflown at a minimum altitude of 200 ft AMSL because of unrestricted vehicle movement on these roads.

Departure Procedures

HELICOPTERS

Proceed via one of the corridors as instructed by ATC.

FIGHTERS AND FIGHTER TRAINERS

RWY 28: Maintain RWY heading until the end of the RWY and do not exceed 1000 ft AMSL within airfield boundary. After passing airfield boundary turn left heading 240° and climb to 1500 ft AMSL. Maintain heading 240° until abeam the village of Ulvenhout.

RWY 10: Maintain RWY heading until the end of the RWY and do not exceed 1000 ft AMSL within airfield boundary. After passing airfield boundary turn right heading 145° and climb to 1500 ft AMSL. Maintain heading 145° until abeam the village of Goirle

CONVENTIONAL AIRCRAFT AND GENERAL AVIATION

All departures as directed by ATC or according to ATC-clearance.

Radar Patterns

Gilze-Rijen Arrival Controller will control all radar patterns to a point to intercept a TACAN- or ILS-final. Radar patterns for RWY 28/10 are situated north of the airfield. Downwind altitude is 2500 ft AMSL. Baseleg altitude is 2000 ft AMSL. After a touch and go or low approach do not exceed 1000 ft AMSL within airfield boundary.

RWY 28: continue runway heading and climb to 2500 ft AMSL, when passing 1500 ft AMSL turn right heading 060°.

RWY 10: continue runway heading and climb to 2500 ft AMSL, when passing 1500 ft AMSL turn left heading 320°.

Radar patterns for RWY 20/02 are situated west of the airfield. Downwind altitude is 1600 ft AMSL. Baseleg altitude is 1600 ft AMSL.

If communication is lost during a radar pattern, the pilot shall execute a TACAN approach and try to contact RAPCON West/Gilze-Rijen Arrival Controller or Gilze-Rijen Tower on standard or emergency frequencies. If TACAN is unserviceable the procedure is to maintain last given heading, and altitude and try to contact RAPCON West/Gilze-Rijen Arrival Controller or Gilze-Rijen Tower on standard or emergency frequencies.

The (simulated) low fuel pattern is situated south of the airfield and can only be flown for the runway 28.

Downwind and Base leg will be flown at altitude 1600 ft AMSL. Localizer interception altitude will be 1200 ft.

Lost communications Procedures

HELICOPTERS

Outside EHGR CTR, Squawk A7600, switch on landing light and stay outside the CTR until reaching a position North of IP NE. Enter EHGR CTR from the North and proceed to IP NE at 500 ft AMSL.

Inside EHGR CTR but more than 2 NM from ARP, Squawk A7600, switch on landing light and proceed to IP NE at 500 ft AMSL. When south of the extended centerline 10/28, avoid all built-up areas and proceed well clear of the airfield and the circuit area to IP NE. After IP NE proceed to the airfield via corridor NE. When exiting the corridor, proceed to final for the main heli square direction 20. Stay north of RWY 10/28 at all times. On final the pilot shall receive a clearance by a light from the tower in accordance with EAR SERA APPENDIX 1.

After landing the pilot shall also receive a clearance via a light from the tower to taxi to a platform. During taxi the aircraft shall remain north of the RWY 10/28 at all times.

If less than 2 NM from ARP, Squawk A7600, switch on landing light, stay clear of all RWYs and centerlines and land on the most suitable helicopter landing spot. After landing wait for taxi clearance by a light from the tower in accordance with EAR SERA APPENDIX 1 or the follow-me car.

For simulated non-comms procedure squawk 3766.

FIGHTERS AND FIGHTER TRAINERS

When entering the CTR, Squawk A7600. Proceed in accordance with the normal procedures towards the IP of the active RWY. If the RWY in use is not known, proceed to the IP of the expected RWY according to current wind. From IP descent to altitude 1500 ft AMSL and proceed to the 'dead side' of the circuit with 'wagging wings'. Turn downwind at the departure end of the RWY. ATC will signal by a light from the tower in accordance with EAR SERA APPENDIX 1. After landing wait for taxi clearance by a light from the tower in accordance with EAR SERA APPENDIX 1 or the follow-me car.

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

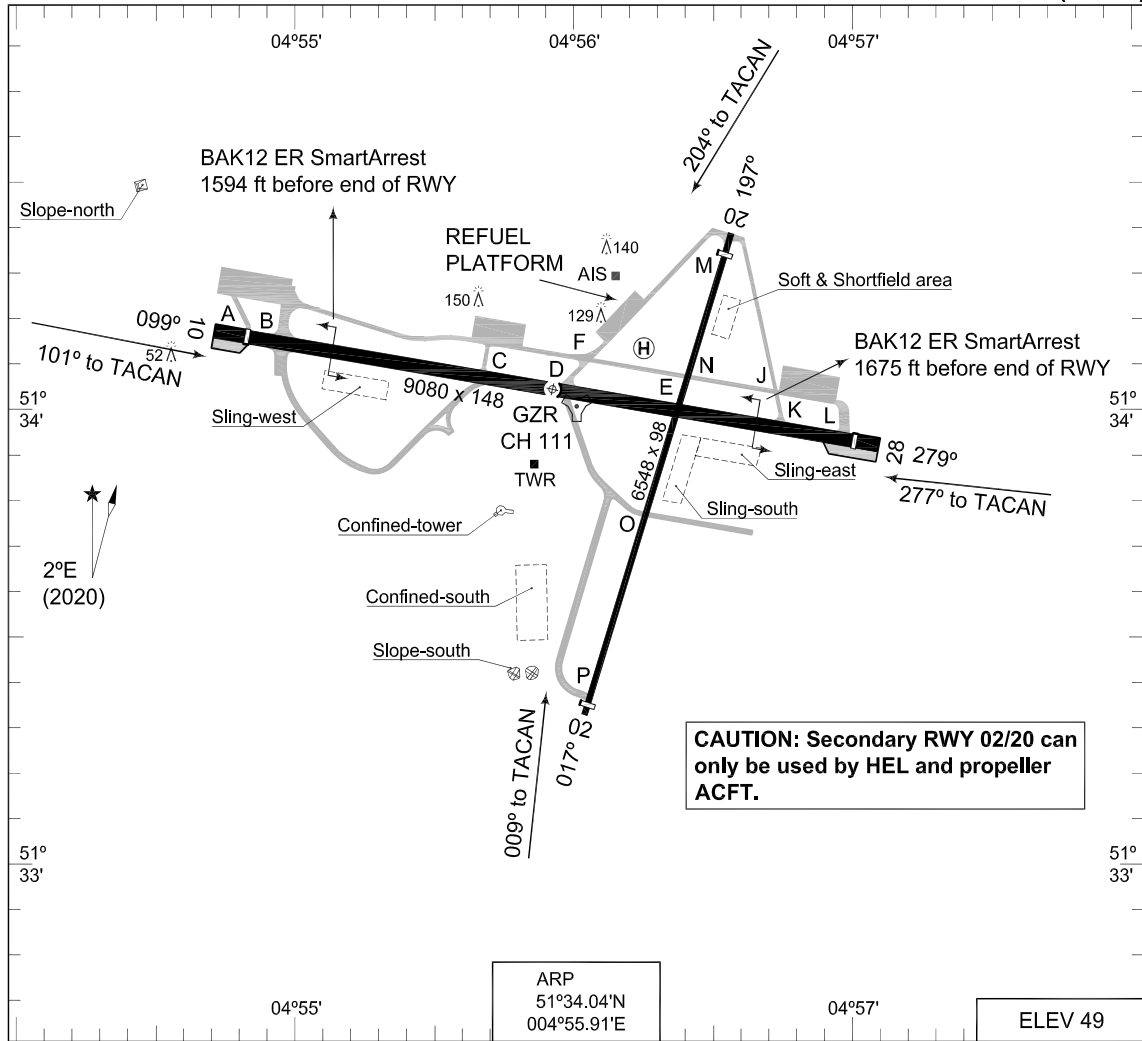
E-mail: dhc.sopp.occ@mindef.nl

EHGR AD 2.24 Charts related to an aerodrome

Aerodrome Chart	EHGR AD 2-13
Local map	EHGR AD 2-14
MVA chart	EHGR AD 2-15
Instrument departure chart GR1	EHGR AD 2-16
Instrument departure chart GR3	EHGR AD 2-17
Instrument approach chart COPTER TACAN 008	EHGR AD 2-18
Instrument approach chart HI-TACAN RWY 10	EHGR AD 2-19
Instrument approach chart TACAN RWY 10	EHGR AD 2-20
Instrument approach chart COPTER TACAN 101	EHGR AD 2-21
Instrument approach chart COPTER TACAN 204	EHGR AD 2-22
Instrument approach chart ILS OR LOC RWY 28	EHGR AD 2-23
Instrument approach chart HI-TACAN RWY 28	EHGR AD 2-24
Instrument approach chart TACAN RWY 28	EHGR AD 2-25
Instrument approach chart COPTER TACAN 277	EHGR AD 2-26

**MIPS
AERODROME CHART**

GILZE-RIJEN (EHGR)



RWY	PCN	PCR	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
28	50 R/C/W/T	527 R/C/W/T	9080	9080	9080	8806	3.0°	35	51°33.92'N 004°57.00'E
10	50 R/C/W/T	527 R/C/W/T	9080	9080	9080	8392	3.0°	41	51°34.16'N 004°54.82'E
20	45 R/C/W/T	474 R/C/W/T	6548	6548	6548	6181		36	51°34.31'N 004°56.51'E
02	45 R/C/W/T	474 R/C/W/T	6548	6548	6548	6249		48	51°33.39'N 004°56.03'E

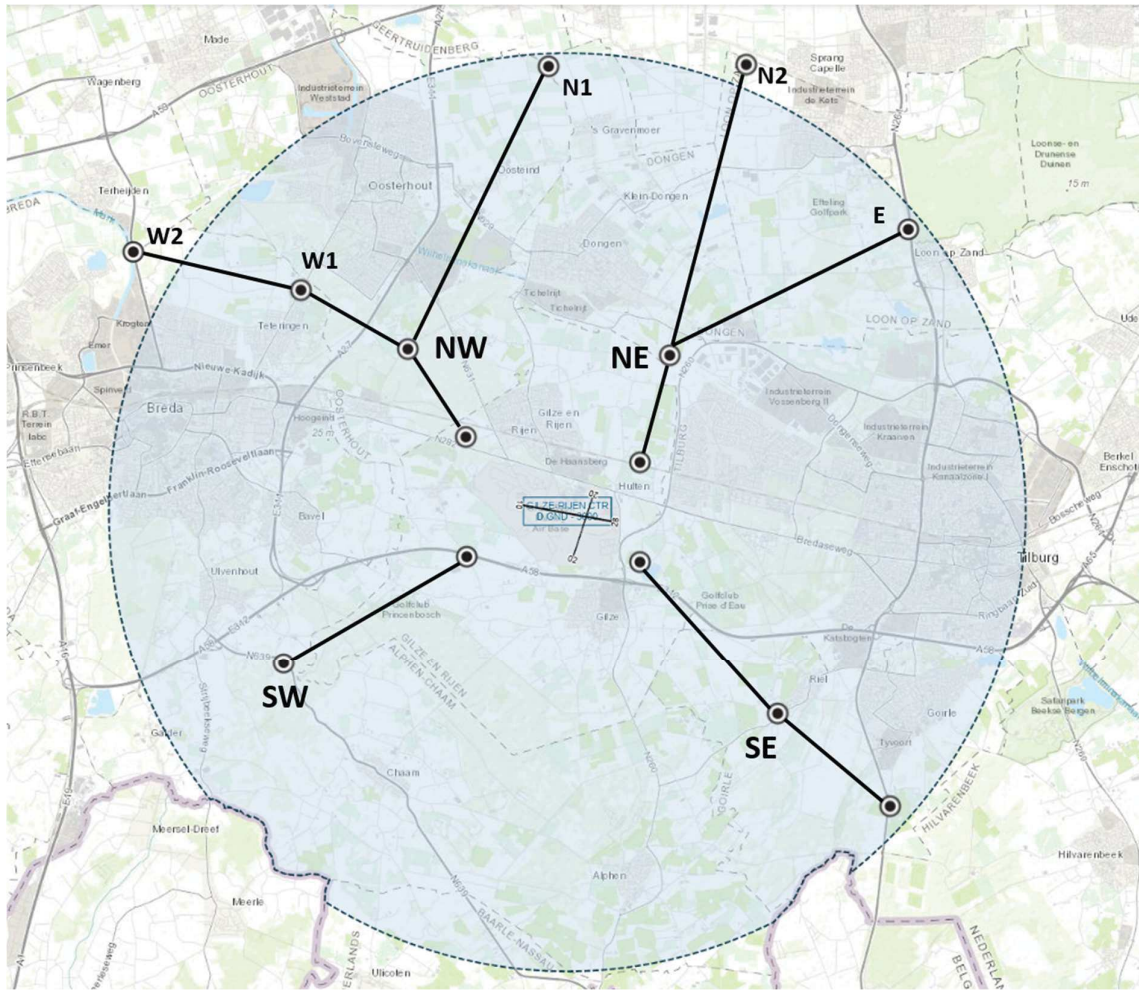
GILZE-RIJEN TWR	277.350	125.330	(Ground Control)	278.125	123.300
GILZE-RIJEN ARRIVAL	359.975				
RAPCON WEST	399.725	123.580			

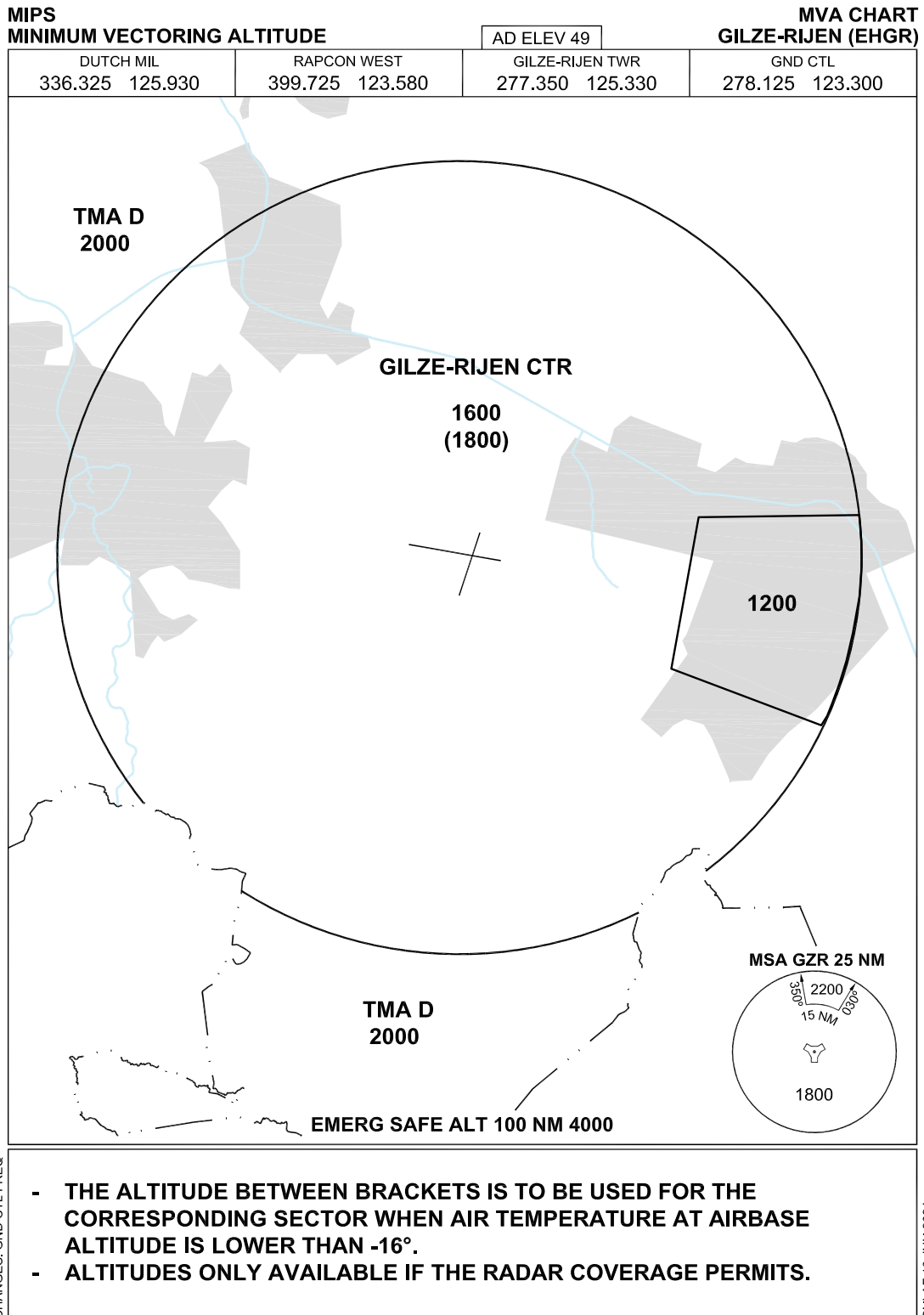
PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

CHANGES: INSERT PCR, PCN, LDA RWY 10

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LOCAL MAP



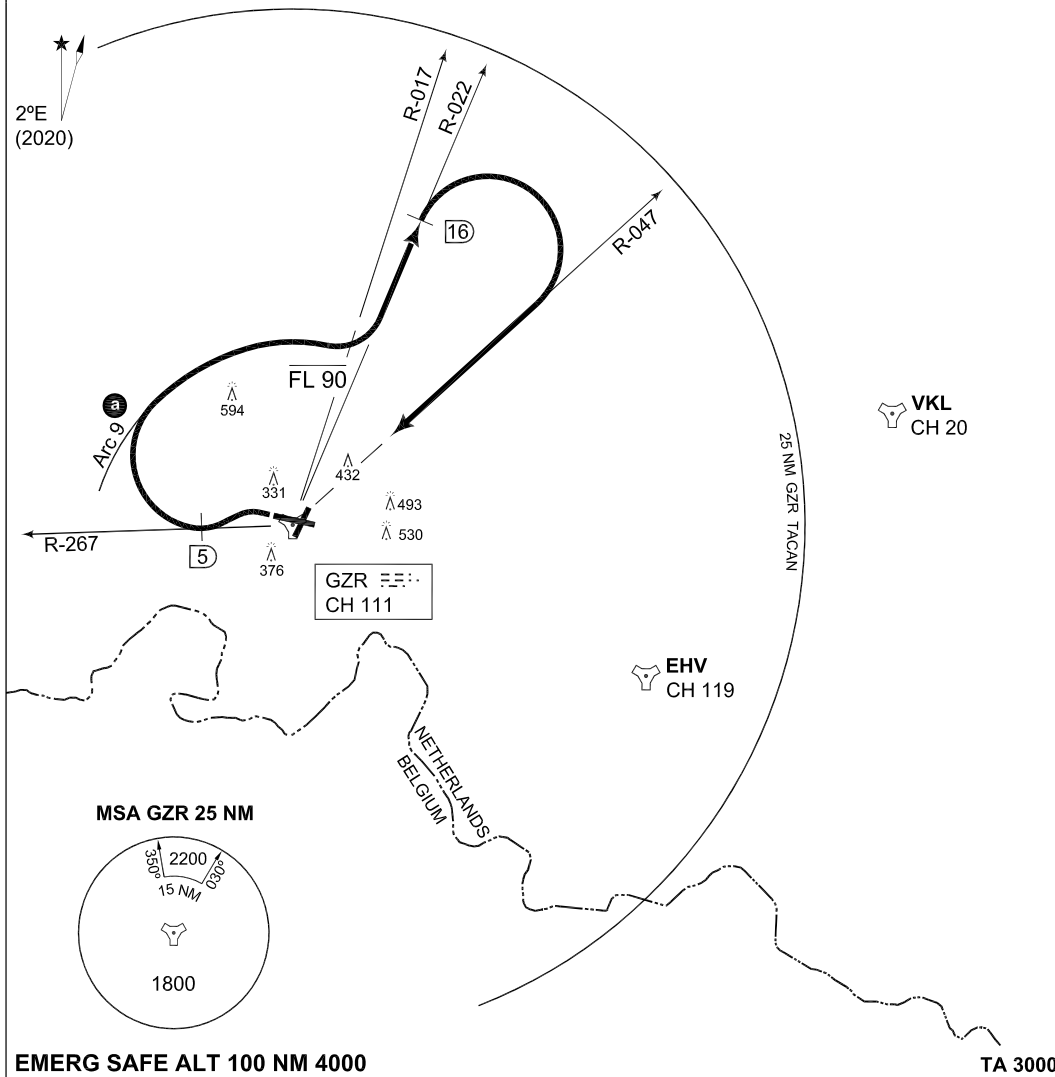


TERPS INSTRUMENT DEPARTURE CHART **GR1 GILZE-RIJEN (EHGR)**

GND CTL 278.125 123.300	GILZE-RIJEN TWR 277.350 125.330	AD ELEV 49		RAPCON WEST 399.725 123.580		DUTCH MIL 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**

CHANGE: GND CTL FREQ

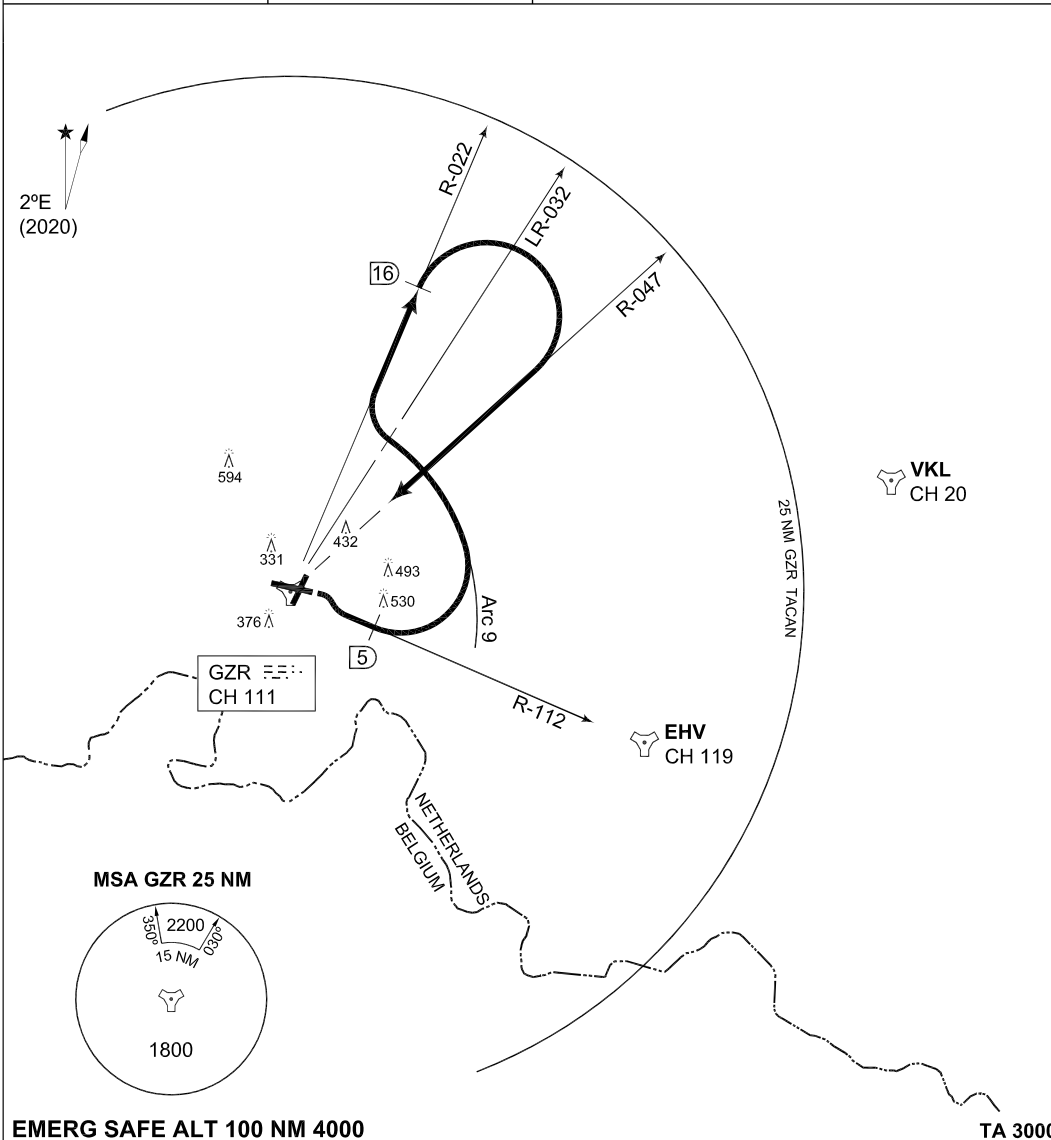
GILZE-RIJEN 1 (RWY 28)

- 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.

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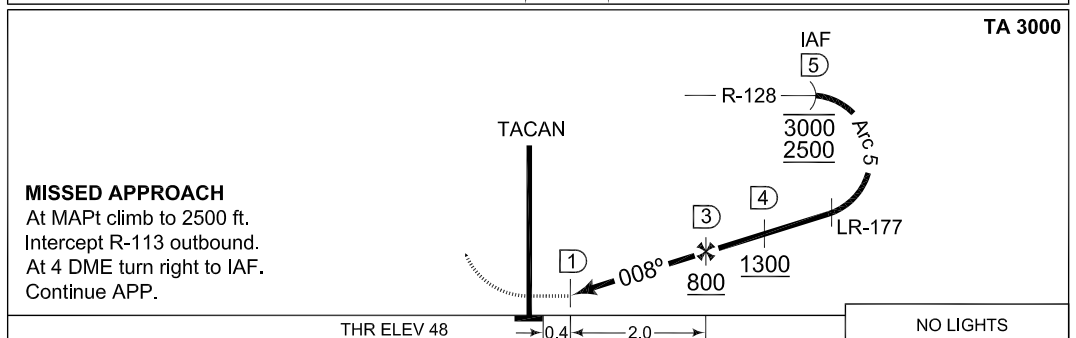
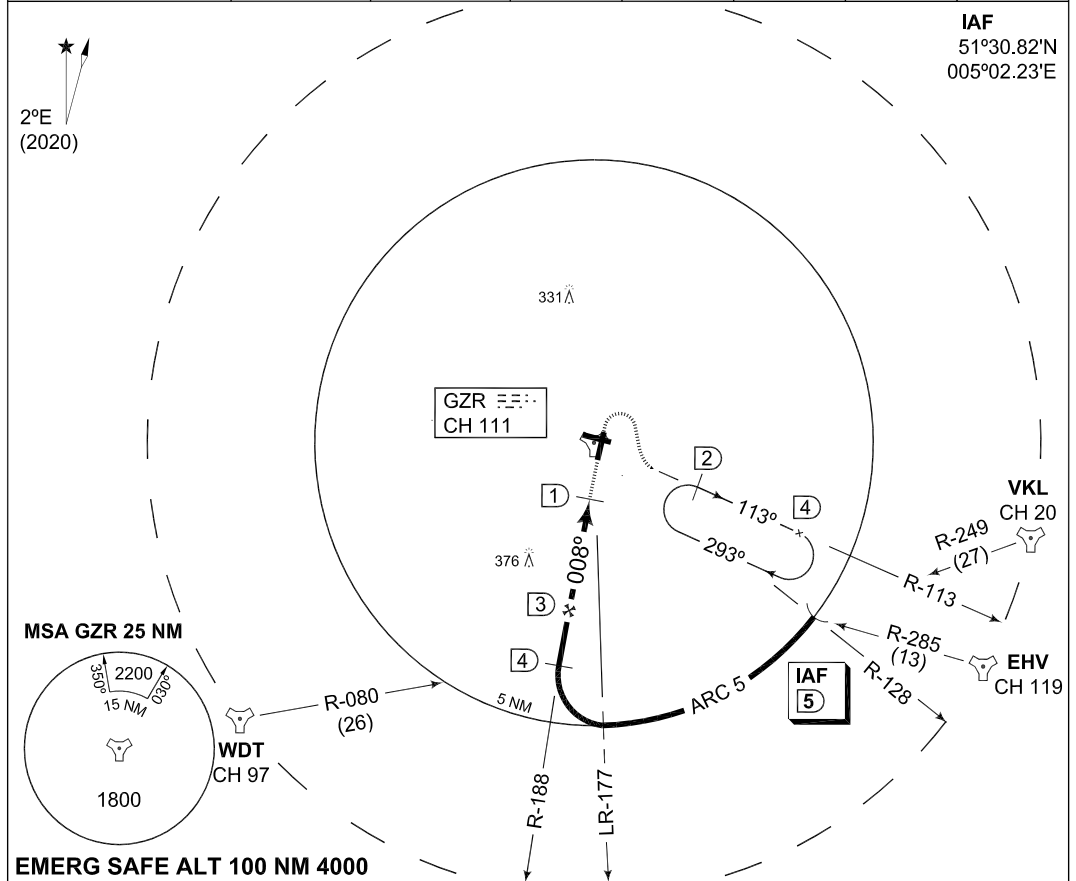
TERPS INSTRUMENT DEPARTURE CHART **GR3 GILZE-RIJEN (EHGR)**

GND CTL 278.125 123.300	GILZE-RIJEN TWR 277.350 125.330	RAPCON WEST 399.725 123.580	DUTCH MIL 336.325 125.930
AD ELEV 49			



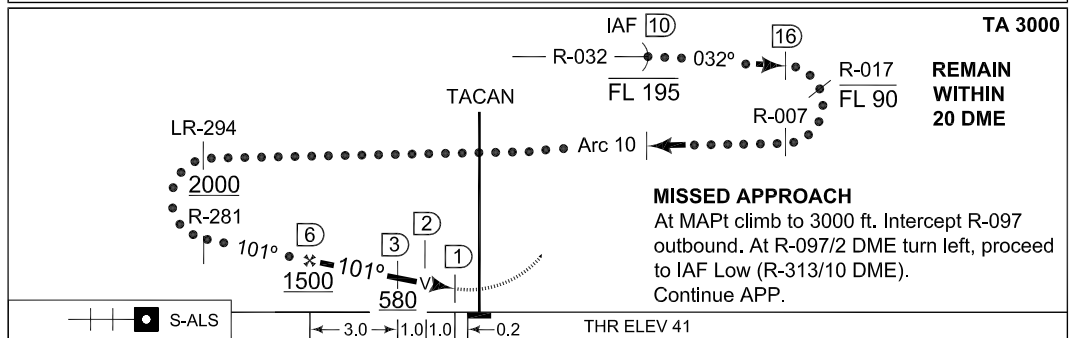
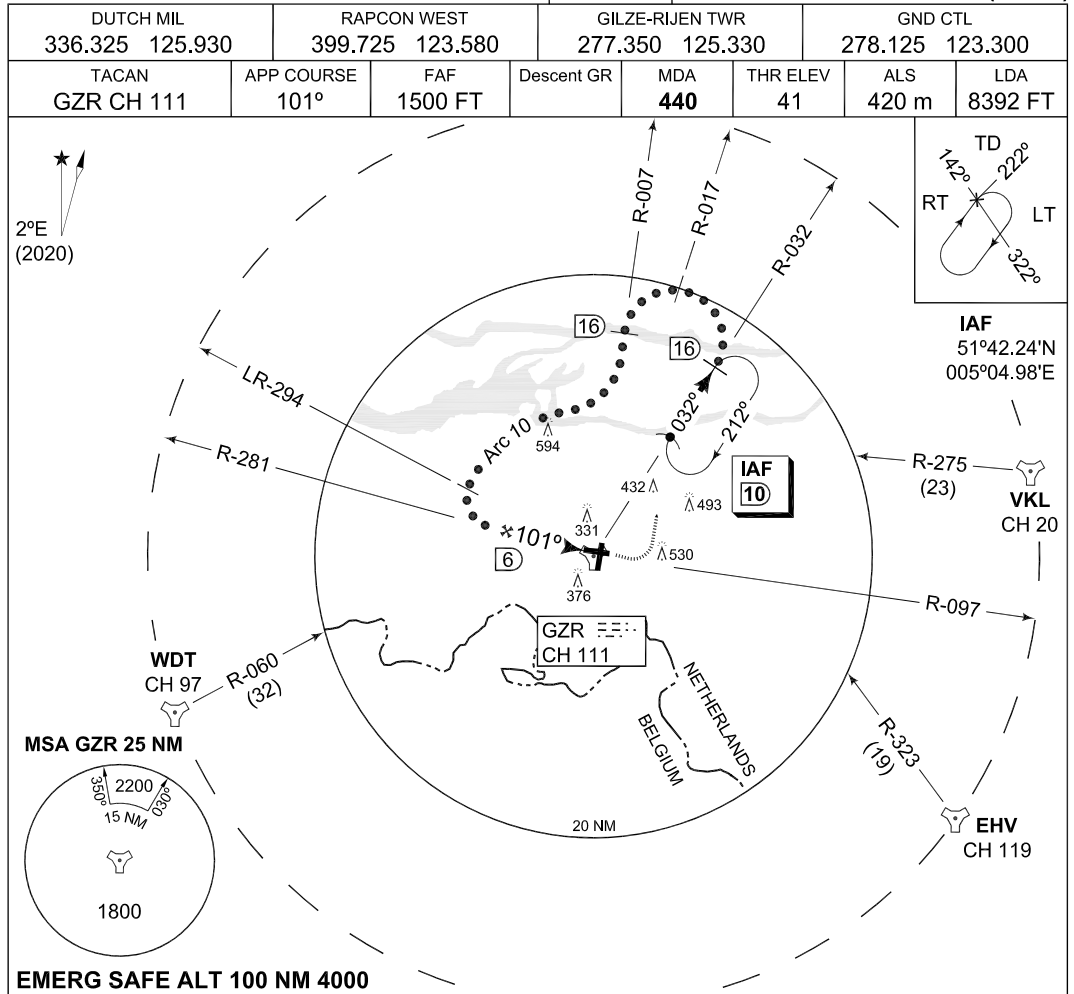
MIPS INSTRUMENT APPROACH CHART **COPTER TACAN 008 GILZE-RIJEN (EHGR)**

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		GILZE-RIJEN TWR 277.350 125.330		GND CTL 278.125 123.300	
TACAN GZR CH 111	APP COURSE 008°	FAF ALT 800 FT	Descent GR	MDA 460	THR ELEV 48	ALS -	LDA 6249 FT



CHANGES: GND CTL FREQ	MIPS	CATEGORY	COPTER
	S-TACAN 008	460-800 412 (500-0.8)	
	CIRCLING	540-1900 491 (500-1.9)	

MIPS INSTRUMENT APPROACH CHART **HI-TACAN RWY 10 GILZE-RIJEN (EHGR)**



	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: LDA

MIPS

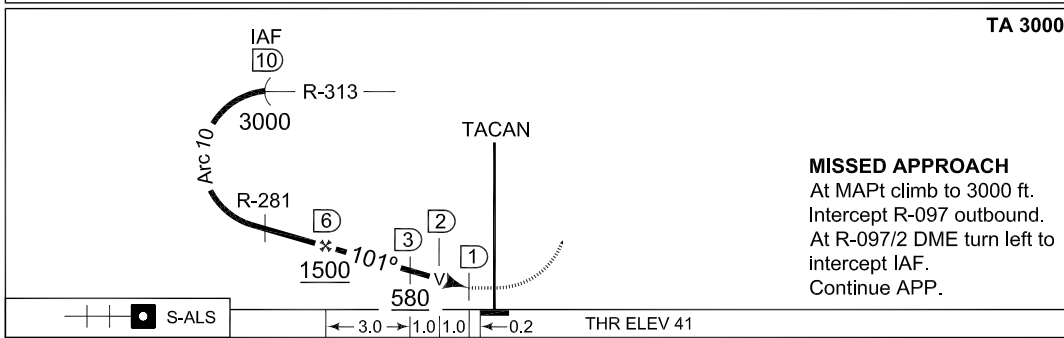
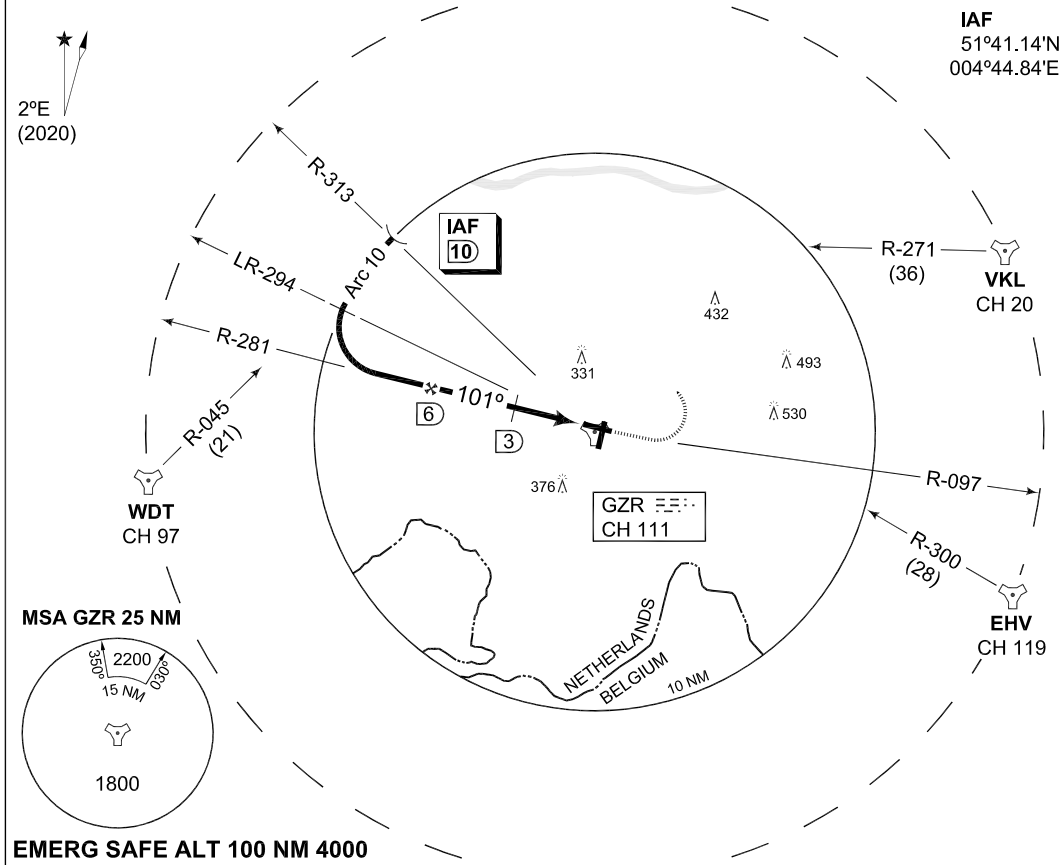
RNLAIF 28 NOV 2024

MIPS INSTRUMENT APPROACH CHART **TACAN RWY 10 GILZE-RIJEN (EHGR)**

DUTCH MIL 336.325 125.930	RAPCON WEST 399.725 123.580	GILZE-RIJEN TWR 277.350 125.330	GND CTL 278.125 123.300
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AD ELEV 49

TACAN GZR CH 111	APP COURSE 101°	FAF ALT 1500 FT	Descent GR	MDA 440	THR ELEV 41	ALS 420 m	LDA 8392 FT
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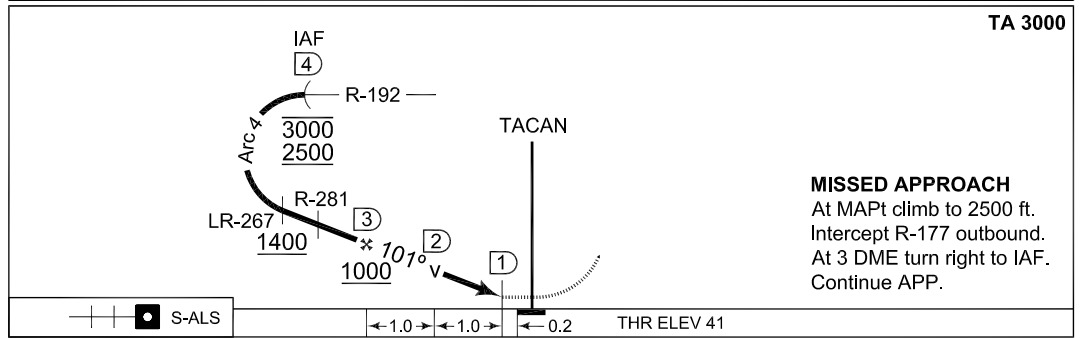
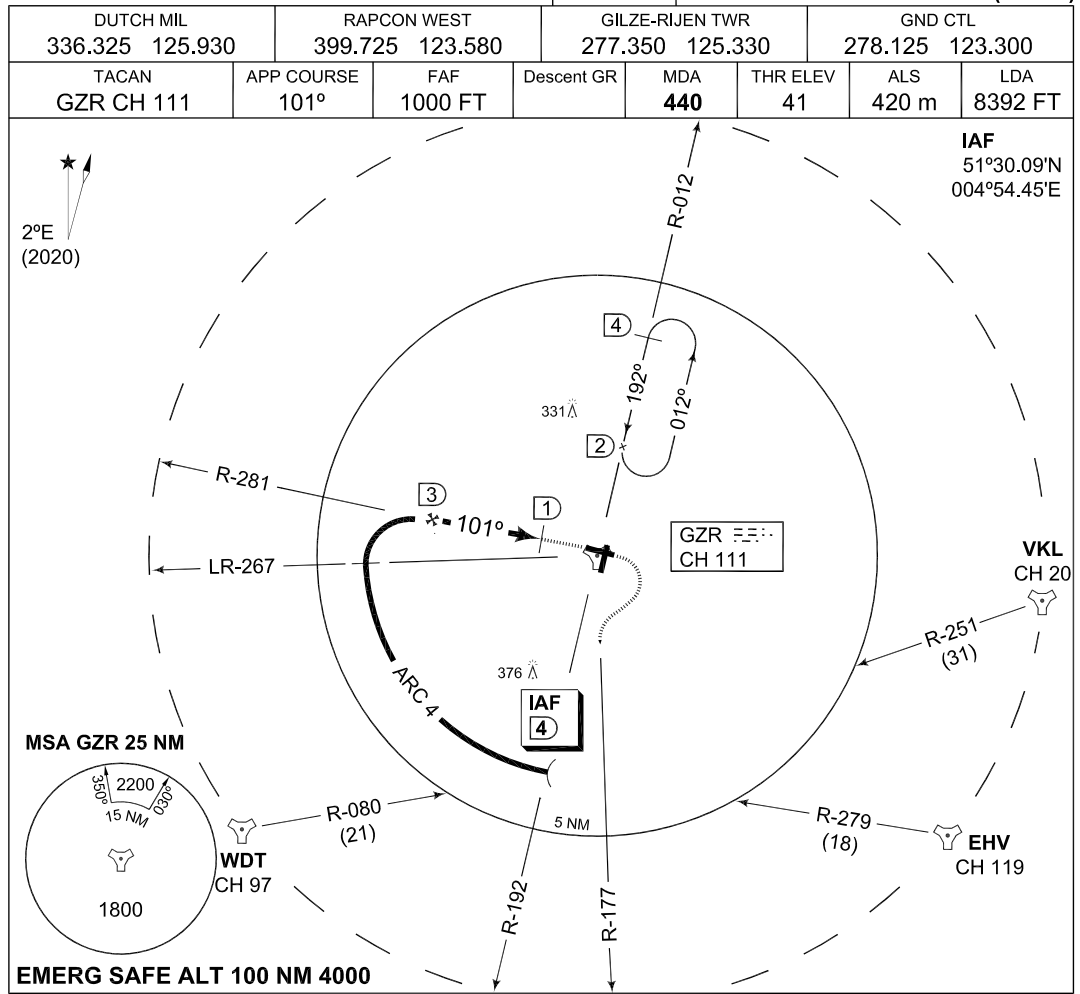


	S-ALS	← 3.0 → 1.0 1.0 ← 0.2	THR ELEV 41		
CATEGORY	A	B	C	D	E
MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1					
S-TACAN 10	440 -1.6 399 (400-1.6)				440 -2.0 399 (400-2.0)
CIRCLING	540 -1900 491 (500-1.9)	670 -2800 621 (700-2.8)	770 -3700 721 (800-3.7)	910 -4600 861 (900-4.6)	1000 -6500 951 (1000-6.5)

CHANGES: LDA MIPS

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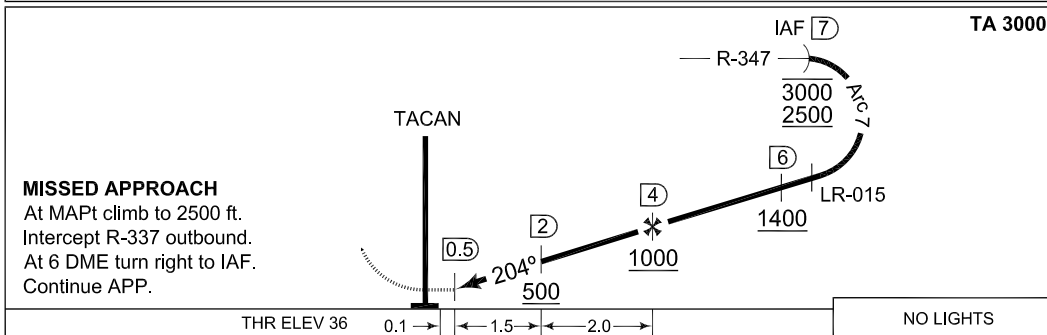
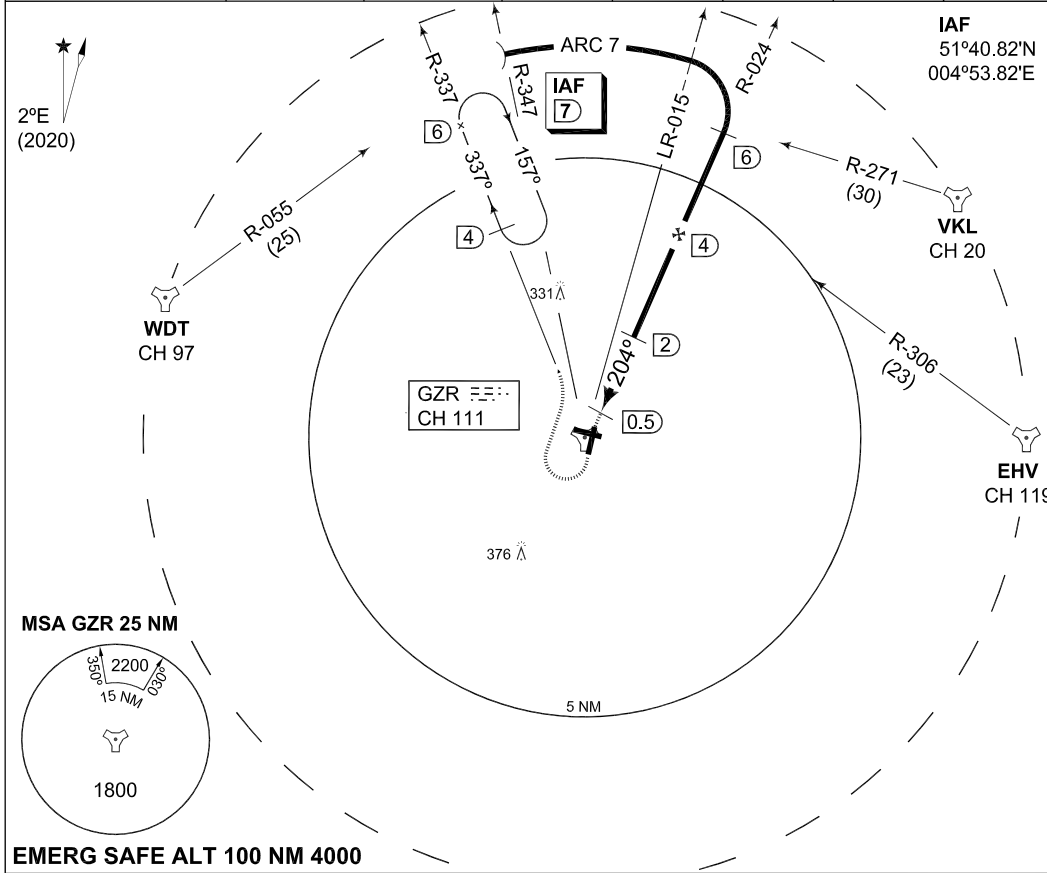
MIPS INSTRUMENT APPROACH CHART **COPTER TACAN 101 GILZE-RIJEN (EHGR)**



CHANGES: LDA	MIPS	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>CATEGORY</th> <th>COPTER</th> </tr> <tr> <td>S-TACAN 101</td> <td>440-400 399 (400-0.4)</td> </tr> <tr> <td>CIRCLING</td> <td>540-1900 491 (500-1.9)</td> </tr> </table>	CATEGORY	COPTER	S-TACAN 101	440 -400 399 (400-0.4)	CIRCLING	540 -1900 491 (500-1.9)
	CATEGORY	COPTER						
	S-TACAN 101	440 -400 399 (400-0.4)						
CIRCLING	540 -1900 491 (500-1.9)							
<p style="text-align: right;">S-ALS</p> <p style="text-align: center;">←1.0→ ←1.0→ ←0.2</p>								
RN/LAF 28 NOV 2024								

MIPS INSTRUMENT APPROACH CHART **COPTER TACAN 204 GILZE-RIJEN (EHGR)**

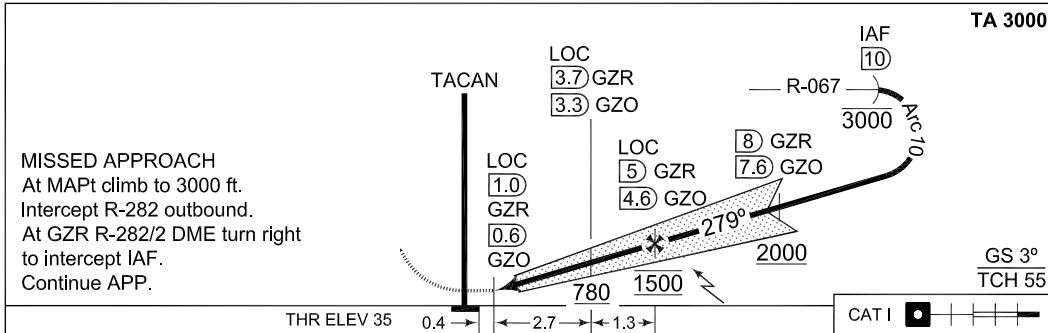
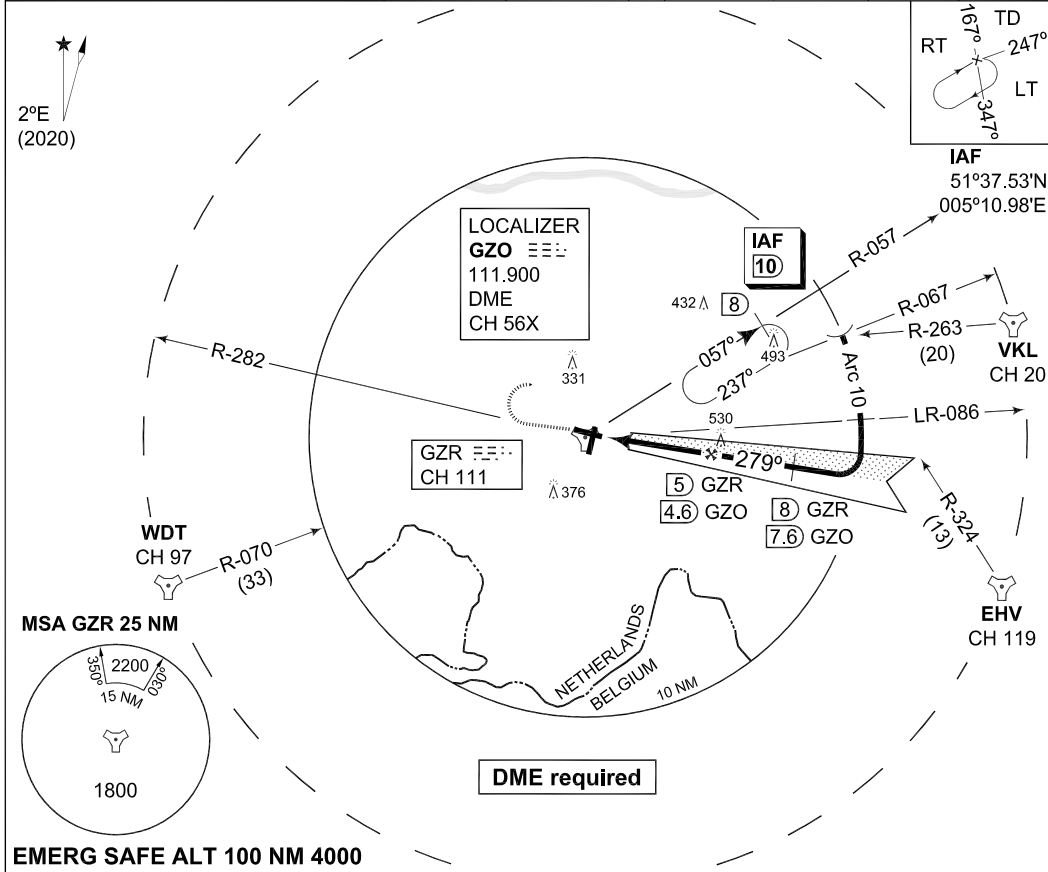
DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		GILZE-RIJEN TWR 277.350 125.330		GND CTL 278.125 123.300	
TACAN GZR CH 111	APP COURSE 204°	FAF 1000 FT	Descent GR	MDA 420	THR ELEV 36	ALS -	LDA 6181 FT



CHANGES: GND CTL FREQ	MIPS	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>CATEGORY</th> <th>COPTER</th> </tr> <tr> <td>S-TACAN 204</td> <td>420-800 384 (400-0.8)</td> </tr> <tr> <td>CIRCLING</td> <td>540-1900 491 (500-1.9)</td> </tr> </table>	CATEGORY	COPTER	S-TACAN 204	420 -800 384 (400-0.8)	CIRCLING	540 -1900 491 (500-1.9)
	CATEGORY	COPTER						
	S-TACAN 204	420 -800 384 (400-0.8)						
CIRCLING	540 -1900 491 (500-1.9)							
RNLAF 13 JUN 2024								

MIPS INSTRUMENT APPROACH CHART **ILS or LOC RWY 28 GILZE-RIJEN (EHGR)**

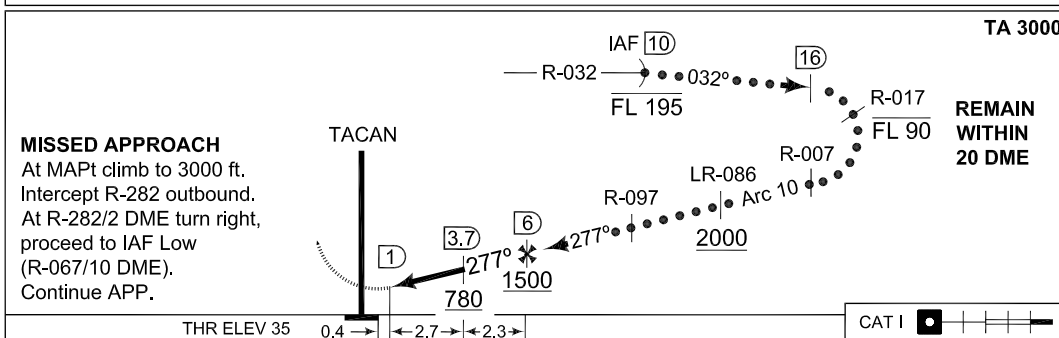
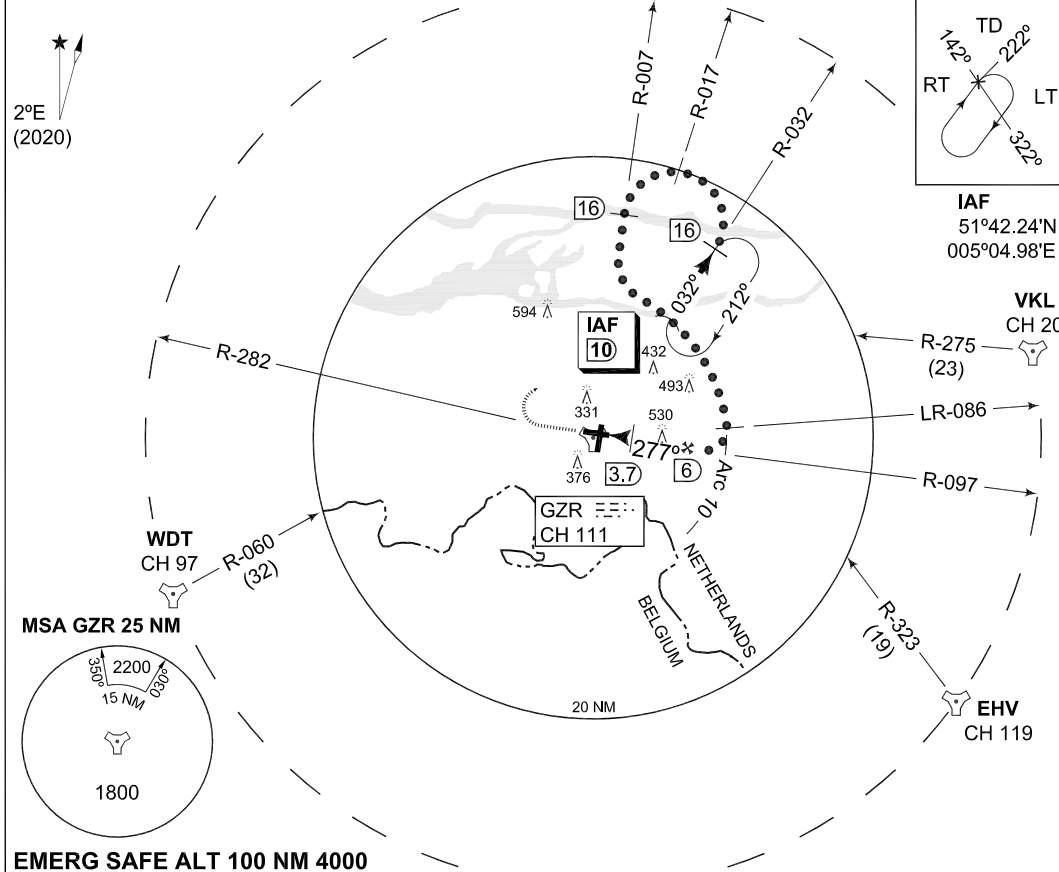
DUTCH MIL 336.325 125.930	RAPCON WEST 399.725 123.580	GILZE-RIJEN TWR 277.350 125.330	GND CTL 278.125 123.300
TACAN / LOCALIZER / DME GZR CH 111/GZO 111.900/CH 56X	APP COURSE 279°	GS INTCP ALT 1500 FT	GS 3°
		MDA SEE CAT	THR ELEV 35
		ALS 780 m	LDA 8806 FT



MIPS	TA 3000	LOC 1.0	LOC 3.7 GZR	LOC 5 GZR	LOC 8 GZR	LOC 10 GZR
		GZR 0.6	GZR 0.6	GZR 4.6	GZR 7.6	GZR 7.6
		GZO 0.6	GZO 0.6	GZO 4.6	GZO 7.6	GZO 7.6
		GZO 0.6	GZO 0.6	GZO 4.6	GZO 7.6	GZO 7.6
THR ELEV 35		0.4	2.7	1.3	CAT I	
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)		

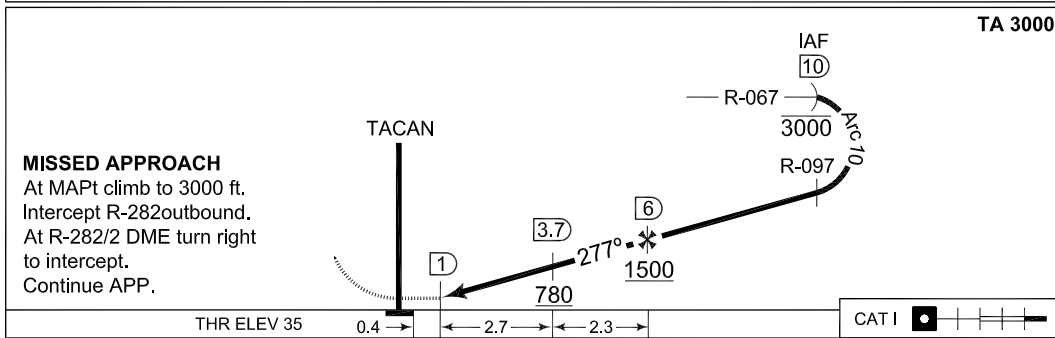
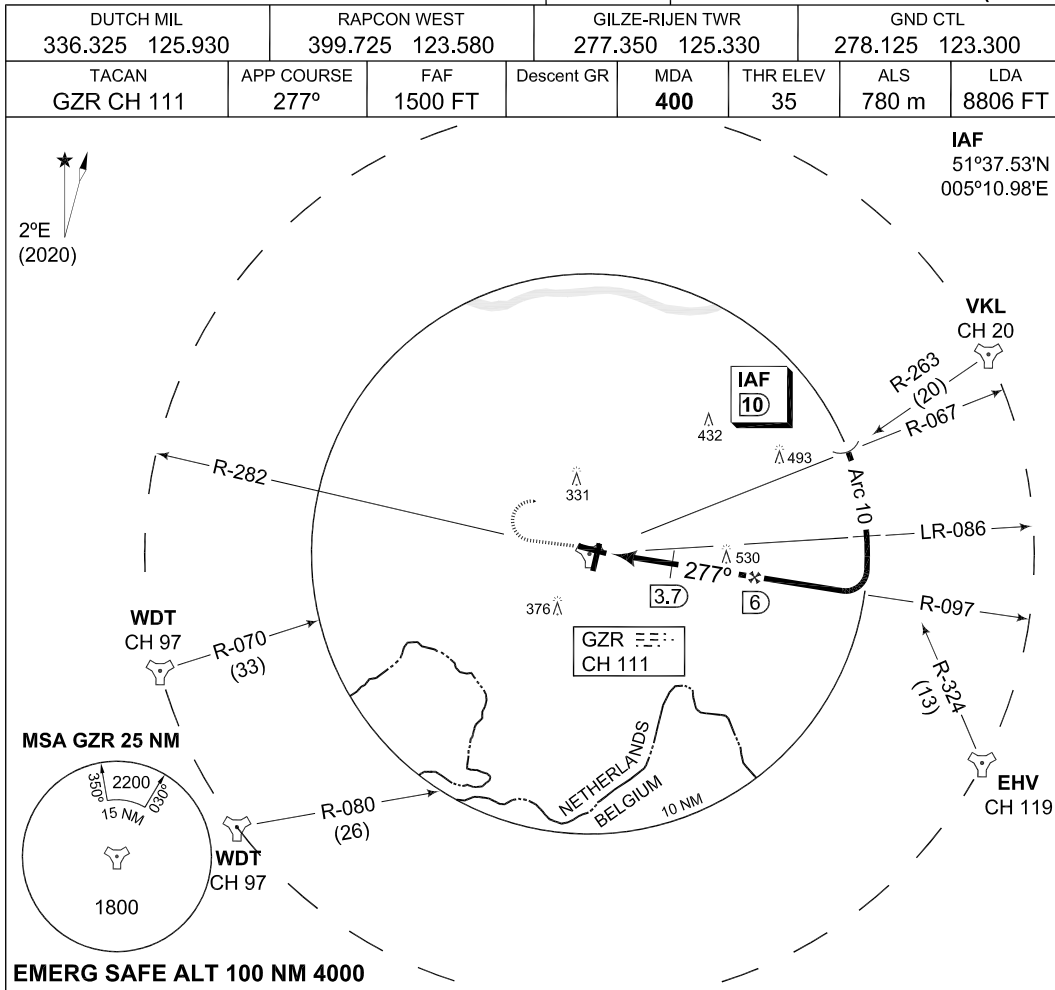
MIPS INSTRUMENT APPROACH CHART **HI-TACAN RWY 28 GILZE-RIJEN (EHGR)**

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		GILZE-RIJEN TWR 277.350 125.330		GND CTL 278.125 123.300	
TACAN GZR CH 111	APP COURSE 277°	FAF 1500 FT	Descent GR	MDA 400	THR ELEV 35	ALS 780 m	LDA 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)

MIPS INSTRUMENT APPROACH CHART **TACAN RWY 28 GILZE-RIJEN (EHGR)**

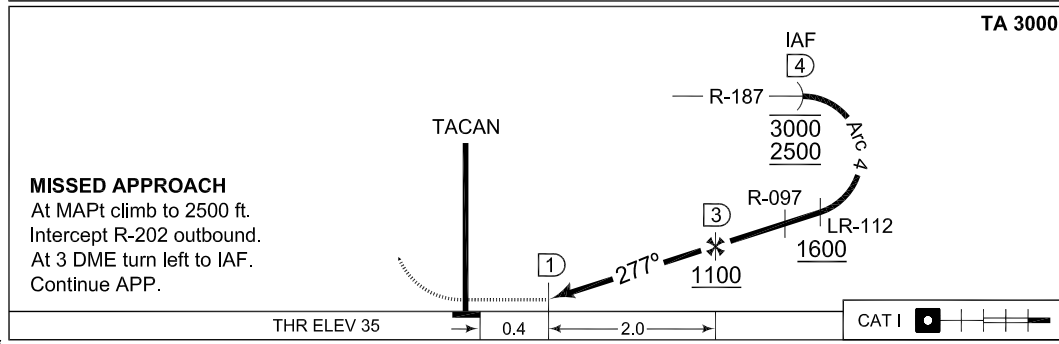
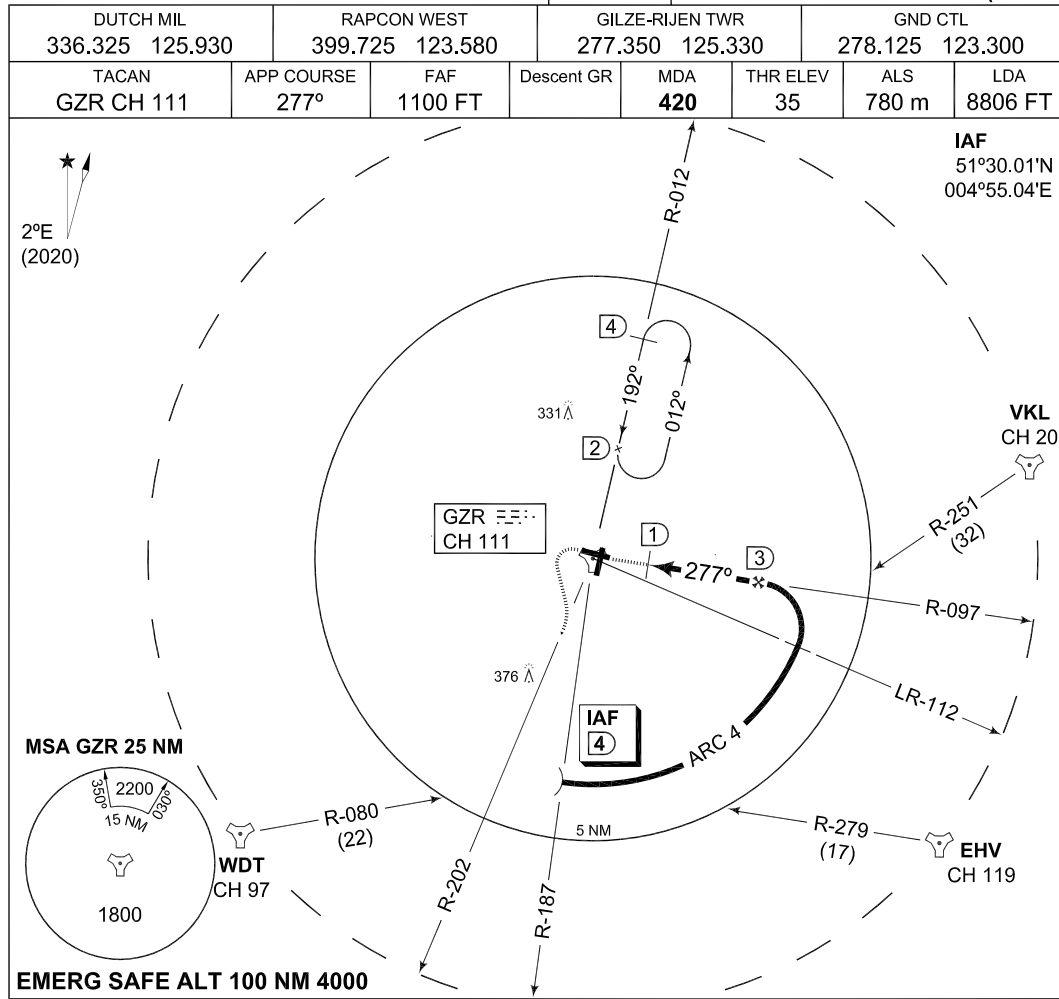


CATEGORY	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
	A	B	C	D	E
S-TACAN 28	400-800 365 (400-0.8)			400-1200 365 (400-1.2)	
CIRCLING	540-1900 491 (500-1.9)	670-2800 621 (700-2.8)	770-3700 721 (800-3.7)	910-4600 861 (900-4.6)	1000-6500 951 (1000-6.5)

CHANGES: GND CTL FREQ

RNLAF 13 JUN 2024

MIPS INSTRUMENT APPROACH CHART **COPTER TACAN 277 GILZE-RIJEN (EHGR)**



MIPS	CATEGORY	COPTER
	S-TACAN 277	420-400 385 (400-0.4)
	CIRCLING	540 -1900 491 (500-1.9)

CHANGES: GND CTL FREQ

RNLI AF 13 JUN 2024

DE KOOY

EHKD AD 2.1 Aerodrome location indicator and name

EHKD - De Kooy

EHKD AD 2.2 Geographical and administrative data

1	ARP	52°55'25"N 004°46'50"E
2	Direction and distance from city	172° MAG/2.9 NM DEN HELDER
3	Elevation/Reference temperature	+ 4 ft AMSL/19.6° C (JUL)
4	MAG VAR/Annual change	1°35'E (JAN 2020)/12'E
5	AD operating authority Postal address Visitors' address Telephone Airfield Manager Mon-Fri between 0700-1530 (0600-1430): ATC (AD OPR HR only): LCC (outside OPR HR): E-mail AFTN	DHC Maritiem Vliegekamp De Kooy MPC 10A P.O. Box 8762 4820 BB Breda Rijksweg 20 1780 CA Den Helder 088 - 9563130 088 - 9583310 088 - 9583300 vva.ehkd@mindef.nl EHKDZTZX
6	Types of TFC permitted (IFR/VFR)	IFR/VFR
7	Remarks	For CIV use see AIP Netherlands For request regarding UAS operations within EHKD CTR contact RPASdeKOOY@mindef.nl

EHKD AD 2.3 Operational hours

1	AD OPR HR	Between April 1st and November 1st MON/THU 0700/0000 (0600/2300), FRI 0700/1530 (0600/1430) and between November 1st and April 1st MON/THU 0700/2200 (0600/2100), FRI 0700/1530 (0600/1430).
2	Customs and immigration	30 MIN PN
3	Health and sanitation	HO
4	AIS Briefing office	See 2.23 para 5
5	ATS Reporting Office (ARO)	See 2.23 para 5
6	MET Briefing Office	Between April 1st and November 1st MON/THU 0500/0000 (0400/2300), FRI 0500/2100 (0400/2000) and between November 1st and April 1st MON/THU 0500/2200 (0400/2100), FRI 0500/2100 (0400/2000). SAT,SUN and HOL 0530/1100 (0430/1000) and 1330/1900 (1230/1800).
7	ATS	HO
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	Not AVBL
12	Remarks	1. AD CIV OPR HR MON/FRI 0600/2100 (0500/2000). SAT/SUN and legal HOL 0600/1100 (0500/1000) and 1400/1900 (1300/1800) 2. PPR see 2.23 para 2 3. Drone activities in harbor of Den Helder and SE point of Texel (military base) MON-FRI 0600-1430 details known by ATC

EHKD AD 2.4 Handling services and facilities

1	Cargo-handling facilities	AVBL
2	Fuel/oil types	F-34 Oil, all regular types
3	Fuelling facilities/capacity	No Limitations
4	Oxygen	No
5	De-icing facilities/type	No
6	Follow me car	O/R
7	Starting units	DSA 150, ST 56
8	Hangar space for visiting ACFT	O/R
9	Repair facilities	O/R
10	Remarks	Nil

EHKD AD 2.5 Passenger facilities

1	Remain overnight	AVBL O/R and also in Den Helder and surroundings
2	Medical facilities	Medical officer, ambulance, hospital in Den Helder and Alkmaar
3	Remarks	Nil

EHKD AD 2.6 Rescue and fire fighting services

1	AD category for fire fighting	CAT 7
2	Remarks	Nil

EHKD AD 2.7 Seasonal availability - clearing

1	Type of clearing equipment	Snowplough and snowsweeper
2	Clearance priorities	SAR-spot, RWY and MIL/CIV apron
3	Remarks	Caution advised during snow and ice conditions

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 ^{*)} 122.100 379.750 ^{*)} 257.800	HO	*) Primary FREQ
GND CTL	De Kooy Ground De Kooy Tower	121.730 379.750	HO	
APP	De Kooy Arrival	124.230 ^{*)} 372.150 ^{*)}	HO	
	De Kooy Final	123.305 359.100	HO	SSR only
	ATIS	133.010	H24	

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
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) below 1000 ft 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 EHKA AD 2.21).

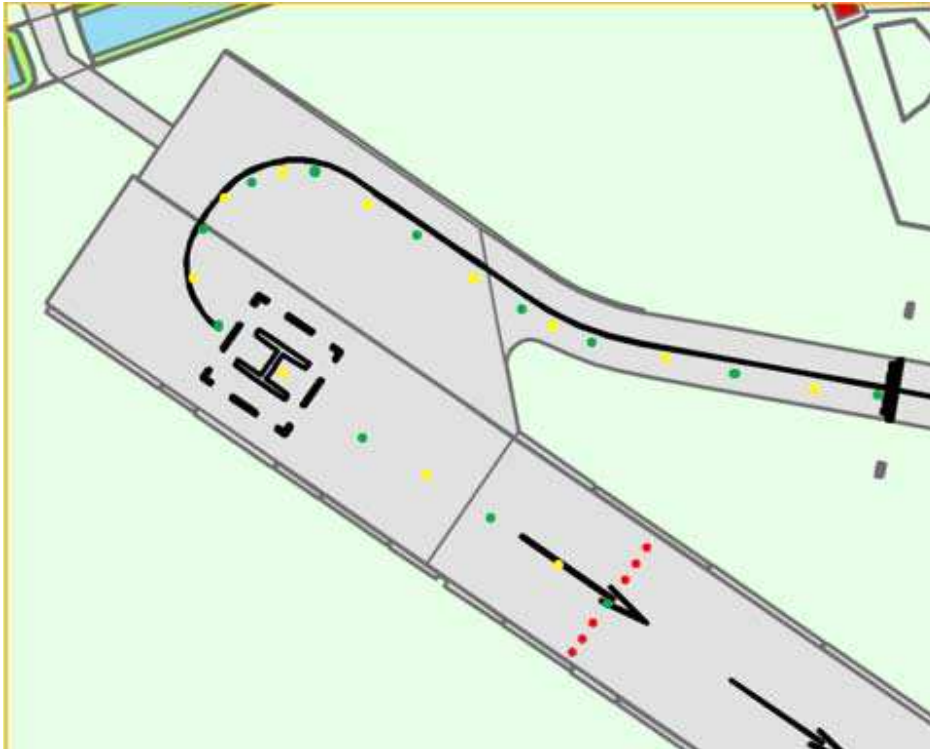
Due to noise abatement over Julianadorp RNP Y RWY 03 only available when reported cloud-base is below 500 ft.

EHKD AD 2.23 Additional information

1. DISPLACED RUNWAY END RWY 03:

After landing RWY 03, passing the runway end lights at taxiing speed is allowed. Beyond the runway end lights the pavement is classified as taxiway and equipped with alternating green/yellow centre line lights upto exit D1.

Take-off RWY 21 is allowed from the runway extremity.



2. EHR8 (prohibited/gunfiring) extending in the CTR. The eastboundary is east of the dunes.

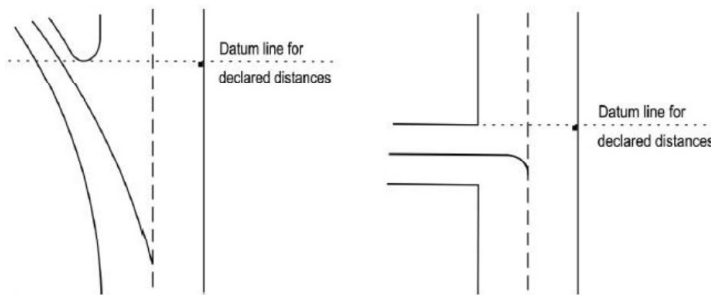
3. PPR: for PPR Request contact:

LCC De Kooy Flight Information Office via e-mail: DHC.LCC.MVKK@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 through previously mentioned e-mail address.

4. When intending a full stop landing at de Kooy please also include if refuel, hangar space, accommodation or other is required.
5. 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.fdns@mindef.nl
 AFTN: EHMCPZX
 avlbl H24
6. DETERMINATION OF DATUM LINE FOR INTERSECTION TAKE-OFF
 The datum line from which the reduced runway declared distances for take-off should be determined is defined by the intersection of the downwind edge of the specific taxiway with the runway edge as shown in the diagram below. The loss of runway length due to alignment of the aircraft prior to take-off should be taken into account by the operators for the calculation of the aircraft's take-off mass (ICAO Annex 6, Part 1, paragraph 5.2.8)
7. On the military platform are 8 parking spots located. Spot 1 – 6 with a diameter of 32m (NH90, AS32, AH64, PC7) and parking spot 7 – 8 with a diameter of 36m (CH47, C-130 and C-390). If parking spot 7 and/or 8 are not available, CH47/C-130 can be parked in the middle of spot 1,2,3 and 4.



EHKD AD 2.24 Charts related to an aerodrome

Aerodrome chart	EHKD AD 2-21
Local map	EHKD AD 2-22
MVA chart	EHKD AD 2-23
Instrument approach chart RNP Z RWY 03	EHKD AD 2-24
Instrument approach chart RNP Y RWY 03	EHKD AD 2-25
Instrument approach chart ILS or LOC RWY 21	EHKD AD 2-26
Instrument approach chart COP ILS or LOC RWY 21	EHKD AD 2-27
Instrument approach chart RNP Z RWY 21	EHKD AD 2-28
Instrument approach chart RNP Y RWY 21	EHKD AD 2-29

WOENSDRICHT

EHWO AD 2.1 Aerodrome location indicator and name

EHWO - Woensdrecht

EHWO AD 2.2 Geographical and administrative data

1	ARP	51°26'56.40"N 004°20'31.71"E
2	Direction and distance from city	150° MAG/3.5 NM BERGEN OP ZOOM
3	Elevation/Reference temperature	+ 63 ft AMSL/21.0° C (AUG)
4	MAG VAR/Annual change	1°31'E (JAN 2020)/11'E
5	AD operating authority Postal address Visitors' address Telephone E-mail AFTN	RNLAF Vliegbasis Woensdrecht MPC 91A P.O. Box 8762 4820 BB Breda Kooiweg 40 4631 SZ Hoogerheide +31(0)88 956 4405 ASC.LHD@mindef.nl EHWOZTZX
6	Types of TFC permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

EHWO AD 2.3 Operational hours

1	AD OPR HR	MON/FRI 0800/1545 (0700/1445)
2	Customs and immigration	1 HR PN
3	Health and sanitation	HO
4	AIS Briefing office	See AD 2.23
5	ATS Reporting Office (ARO)	See AD 2.23
6	MET Briefing Office	HO
7	ATS	HO
8	Fuelling	HO
9	Handling	Limited, check Operations and Coordination Centre for status. See AD 2.23
10	Security	HO
11	De-icing	Not AVBL
12	Remarks	PPR 24 HRS See AD 2.23

EHWO AD 2.4 Handling services and facilities

1	Cargo-handling facilities	No
2	Fuel/oil types	F-34
3	Fuelling facilities/capacity	O/R
4	Oxygen	LOX
5	De-icing facilities/type	No
6	Starting units	DSA 150, DSA 600
7	Hangar space for visiting ACFT	No
8	Repair facilities	No
9	Remarks	Nil

EHWO AD 2.5 Passenger facilities

1	Remain overnight	AVBL O/R
2	Medical facilities	First Aid treatment and first responders on site. Hospital in Bergen op Zoom.
3	Remarks	Nil

EHWO AD 2.6 Rescue and fire fighting services

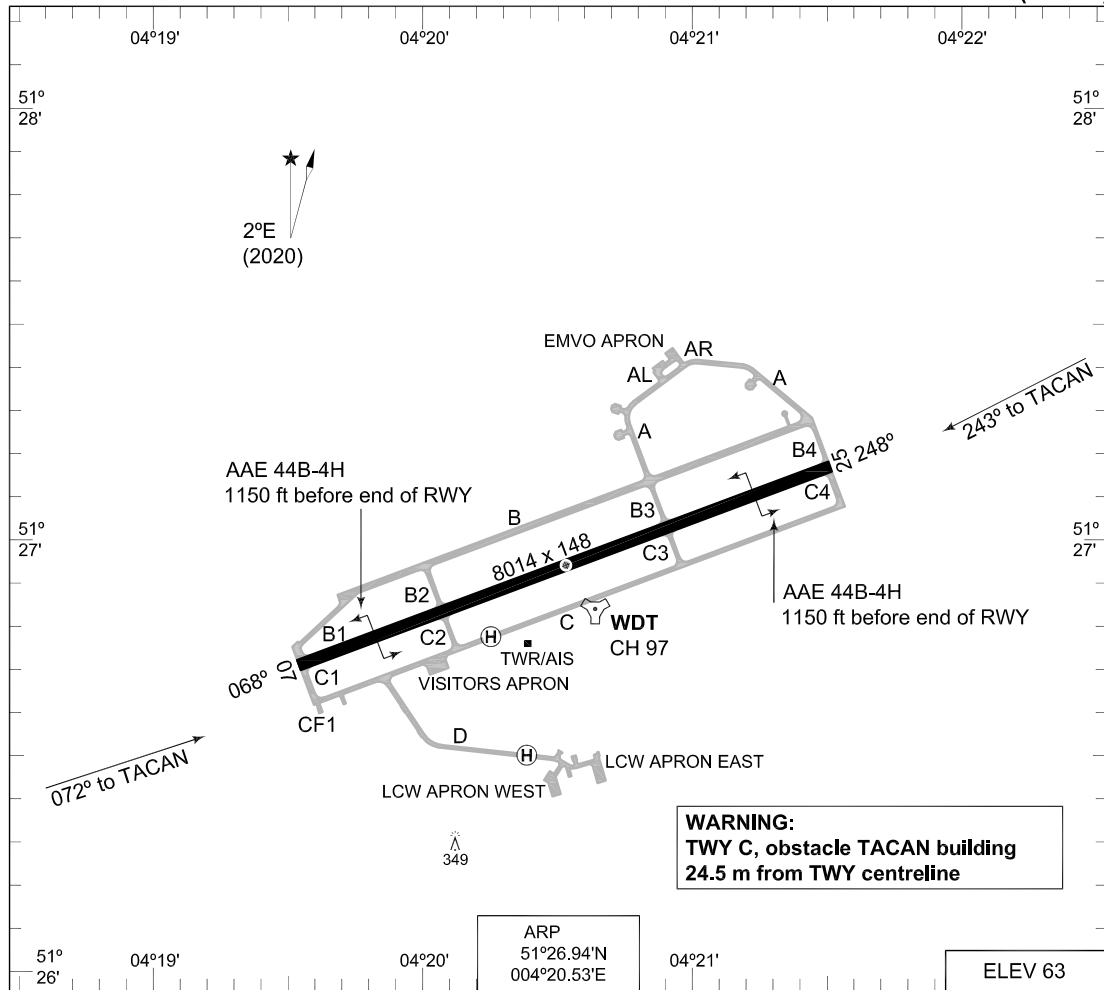
1	AD category for fire fighting	NATO CAT 7
2	Rescue equipment	3 crash trucks equipped with 11200 litres of water, 750 litres of foam (level C), 250 KG of dry chemical powder and electric rescue equipment; 1 command vehicle.
3	Capability for removal of disabled aircraft	Coordinated by airport operations in consultation with third parties
4	Remarks	Nil

EHWO AD 2.7 Seasonal availability - clearing

1	Seasonal availability	All seasons
2	Snow removal equipment	Yes
3	Remarks	Nil

**MIPS
AERODROME CHART**

WOENS DreCHT (EHWO)

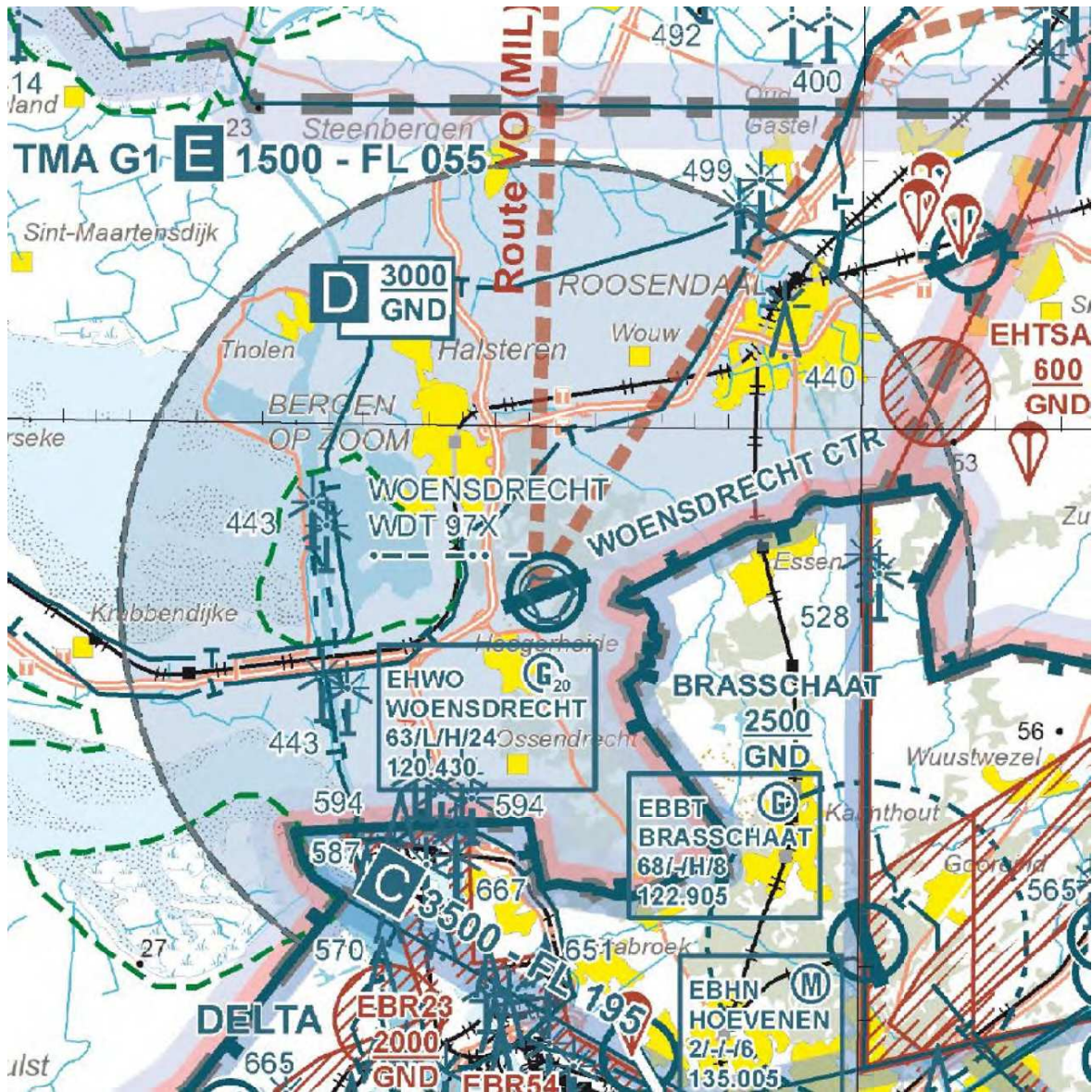


RWY	PCN	PCR	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
25	51 R/C/W/T	673 R/C/W/T	8014	8014	8014	8014	3.0°	63	51°27.17'N 004°21.51'E
07	51 R/C/W/T	564 R/C/W/T	8014	8014	8014	8014	3.0°	39	51°26.71'N 004°19.54'E
GROUND CONTROL			356.875	121.680					
WOENS DreCHT TWR			339.000	120.430					
RAPCON WEST			399.725	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: INSERT PCR

RNLAF 28 NOV 2024

LOCAL MAP

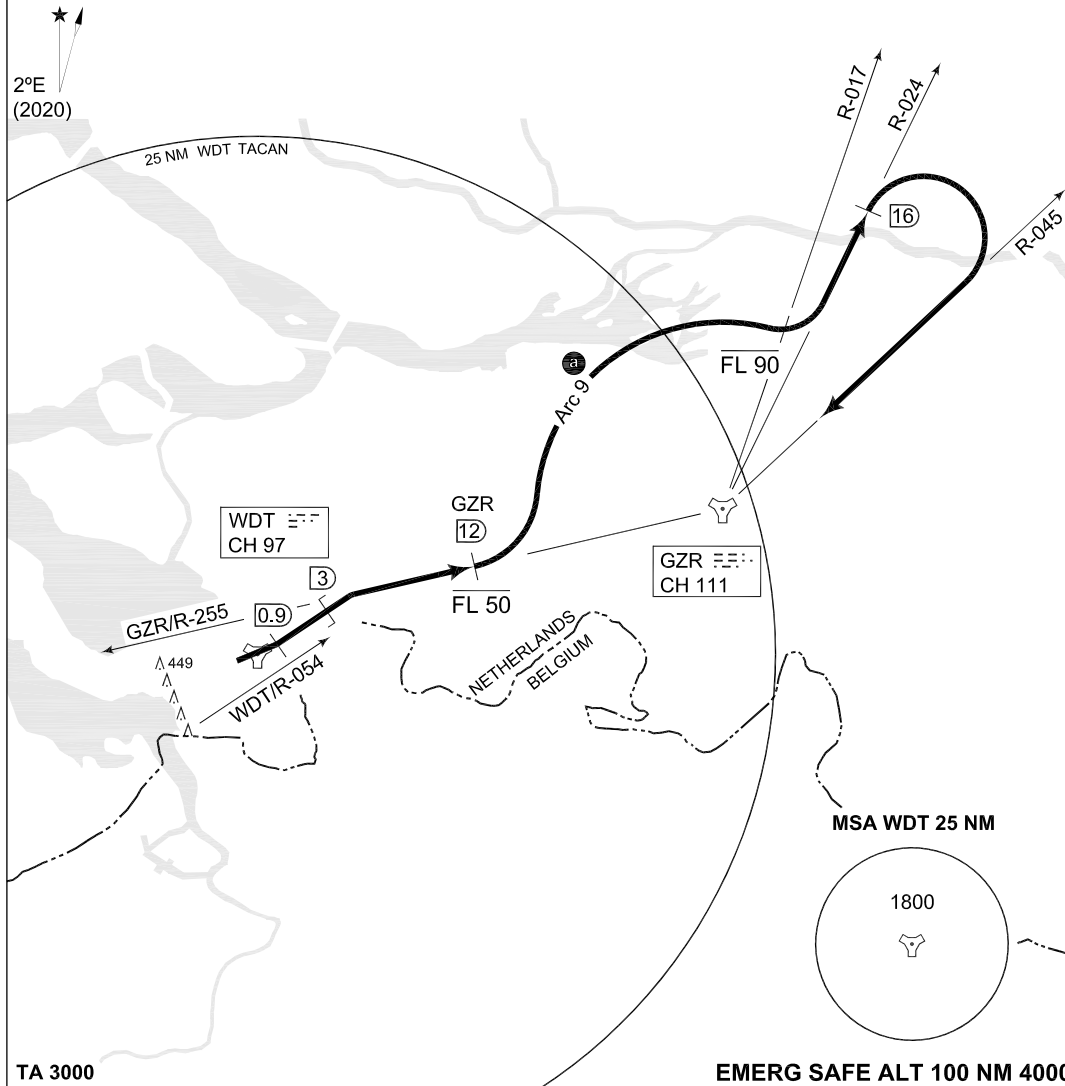


MIPS INSTRUMENT DEPARTURE CHART **WO3 WOENS DRECHT (EHWO)**

GND CTL 356.875 121.680	WOENS DRECHT TWR 339.000 120.430	RAPCON WEST 399.725 123.580	DUTCH MIL 336.325 125.930
		AD ELEV 63	

NOTE:

ⓐ WHEN IN ARC 9, DO NOT EXCEED 10 DME



WOENS DRECHT 3 (RWY 07)

- At 0.9 DME turn left to intercept WDT R-054 outbound.
- At 3 DME intercept GZR R-255 inbound, level off at FL 50.
- At GZR R-255/12 DME climb to FL 90.
- Turn left to intercept Arc 9. ⓐ
- Intercept GZR R-024 outbound, when crossing GZR R-017 continue climb.
- At 16 DME turn right to intercept R-045 inbound.

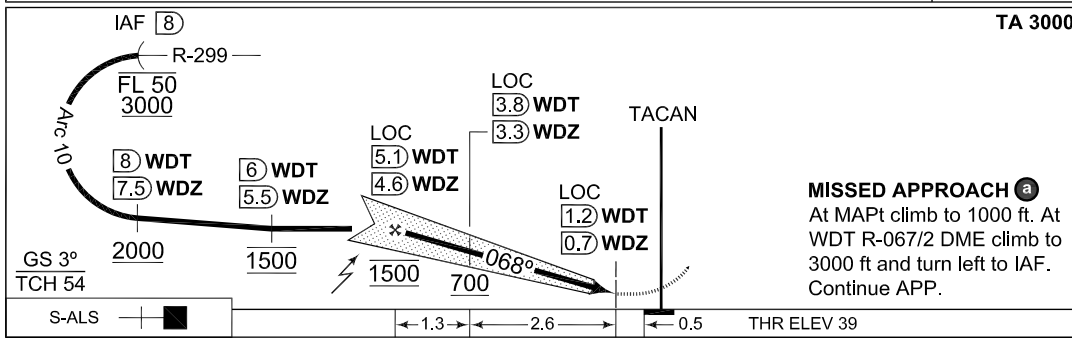
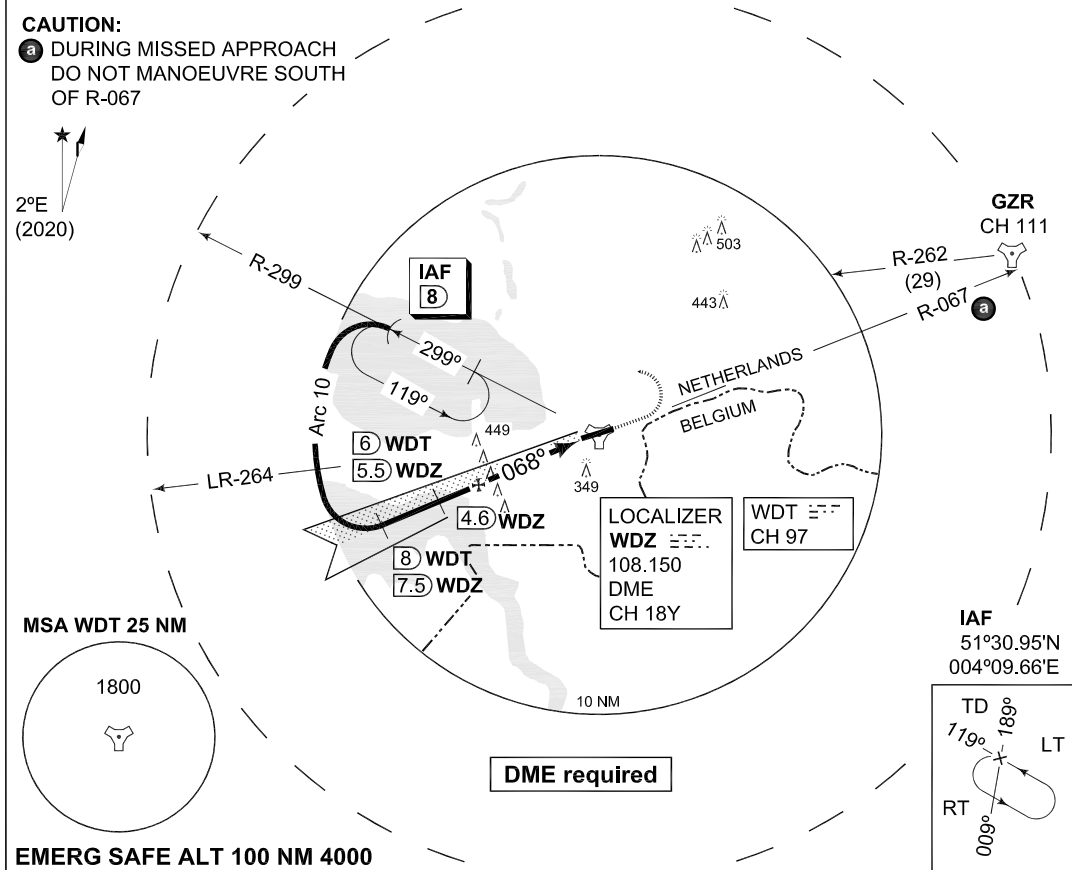
NOTE: Departure will be controlled by Rapcon West.

CHANGES: MSA

RNLAF 30 DEC 2021

MIPS INSTRUMENT APPROACH CHART **ILS or LOC RWY 07 WOENS DRECHT (EHWO)**

DUTCH MIL 336.325 125.930	RAPCON WEST 399.725 123.580	WOENS DRECHT TWR 339.000 120.430	GND 356.875 121.680
TACAN / LOCALIZER / DME WDT CH 97/WDZ 108.150/CH 18Y	APP COURSE 068°	GS INTCP ALT 1500 FT	GS 3°
	DA SEE CAT	THR ELEV 39	ALS 420 m
		LDA 8014 FT	



CATEGORY	A	B	C	D	E
S-ILS 07	239 -800 200 (200-0.8)	246 -1200 207 (300-1.2)	256 -1200 217 (300-1.2)	266 -1200 227 (300-1.2)	N.A.
S-LOC 07	480 -1600 441 (500-1.6)	480 -2000 441 (500-2.0)	480 -2400 441 (500-2.4)		N.A.

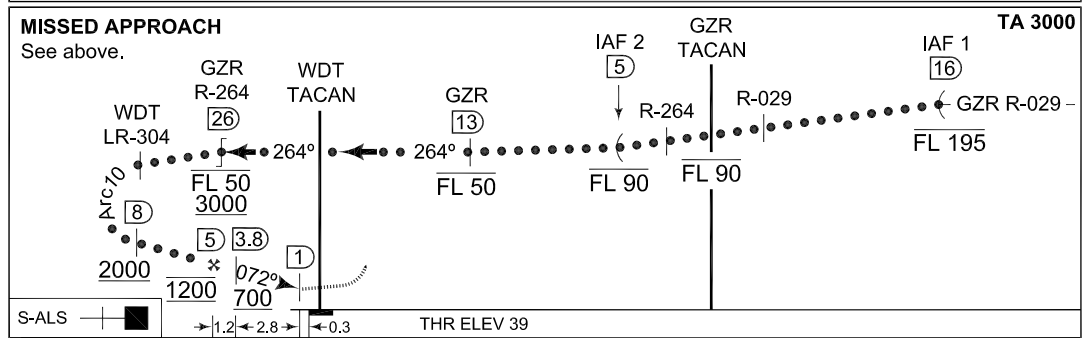
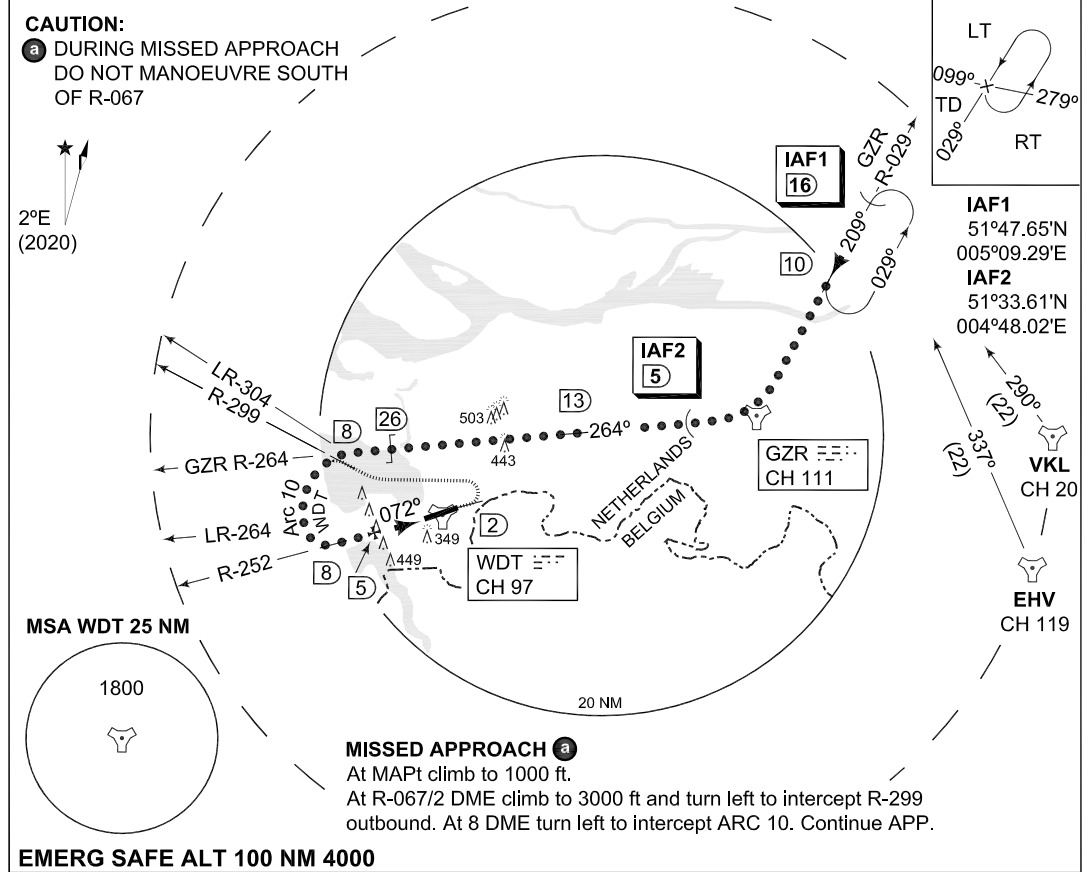
CHANGES: EDITORIAL

MIPS

RNLAF 28 NOV 2024

MIPS **HI-TACAN RWY 07**
INSTRUMENT APPROACH CHART **WOENSDRECHT (EHWO)**

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENSDRECHT TWR 339.000 120.430		GND 356.875 121.680	
TACAN WDT CH 97	APP COURSE 072°	FAF ALT 1200 FT	Descent GR	MDA 600	THR ELEV 39	ALS 420 m	LDA 8014 FT



CATEGORY	A	B	C	D	E
S-TACAN 07	600 -1600 561 (600-1.6)		600 -2400 561 (600-2.4)	600 -2800 561 (600-2.8)	600 -3200 561 (600-3.2)
CIRCLING	NOT AUTHORIZED				

CHANGES: EDITORIAL

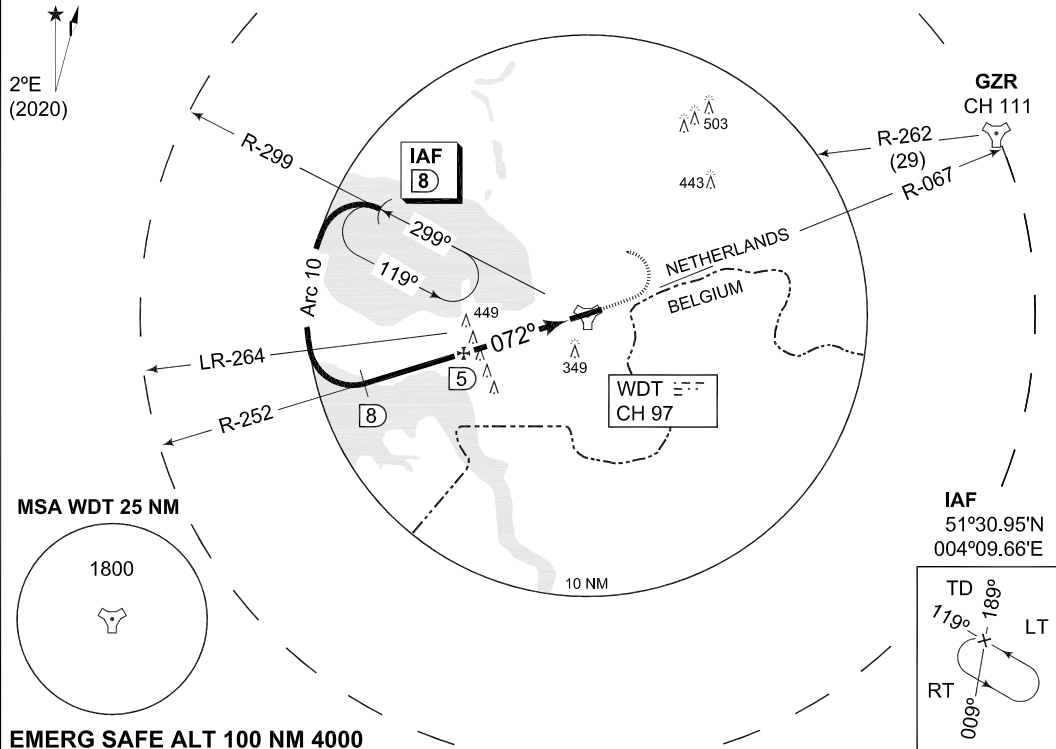
MIPS

RNLAF 28 NOV 2024

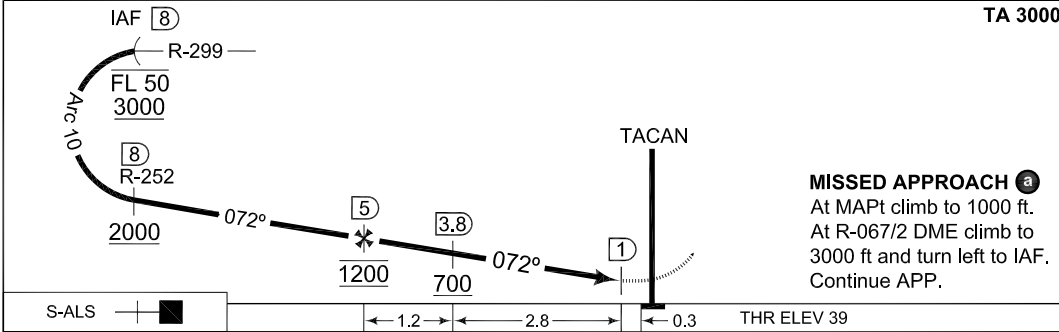
MIPS INSTRUMENT APPROACH CHART AD ELEV 63 **TACAN RWY 07 WOENSDRECHT (EHWO)**

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENSDRECHT TWR 339.000 120.430		GND 356.875 121.680	
TACAN WDT CH 97	APP COURSE 072°	FAF ALT 1200 FT	Descent GR	MDA 600	THR ELEV 39	ALS 420 m	LDA 8014 FT

CAUTION:
a DURING MISSED APPROACH
 DO NOT MANOEUVRE SOUTH
 OF R-067



EMERG SAFE ALT 100 NM 4000



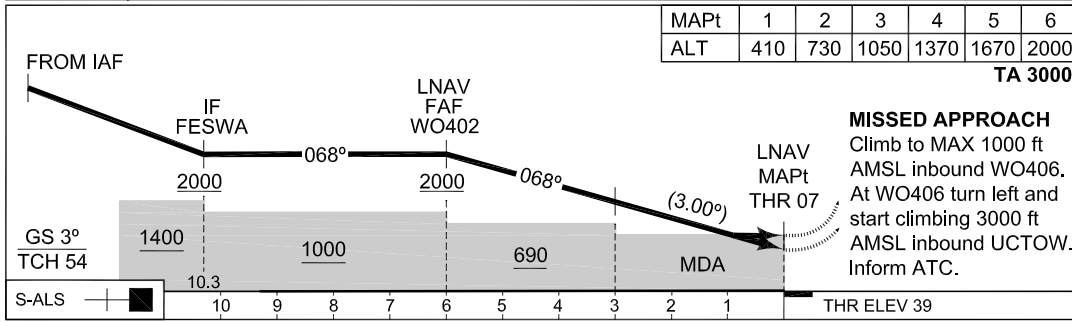
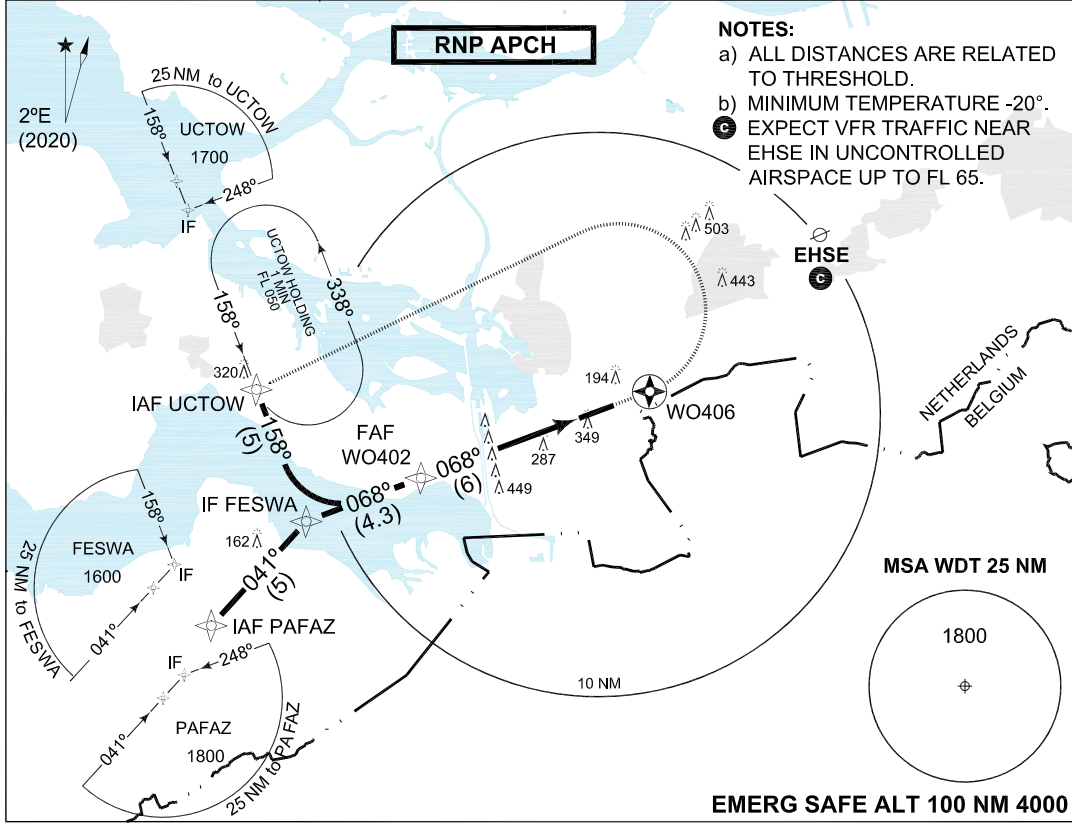
MISSED APPROACH a
 At MAPt climb to 1000 ft.
 At R-067/2 DME climb to 3000 ft and turn left to IAF.
 Continue APP.

	CATEGORY	A	B	C	D	E
CHANGES: EDITORIAL	S-TACAN 07	600 -1600 561 (600-1.6)		600 -2400 561 (600-2.4)	600 -2800 561 (600-2.8)	600 -3200 561 (600-3.2)
MIPS	CIRCLING	NOT AUTHORIZED				

RNLAF 28 NOV 2024

PANS OPS INSTRUMENT APPROACH CHART **RNP RWY 07**
WOENS DRECHT (EHWO)

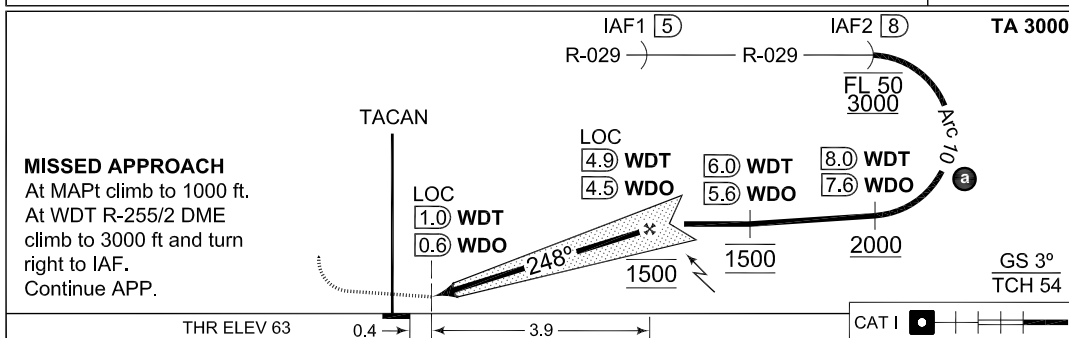
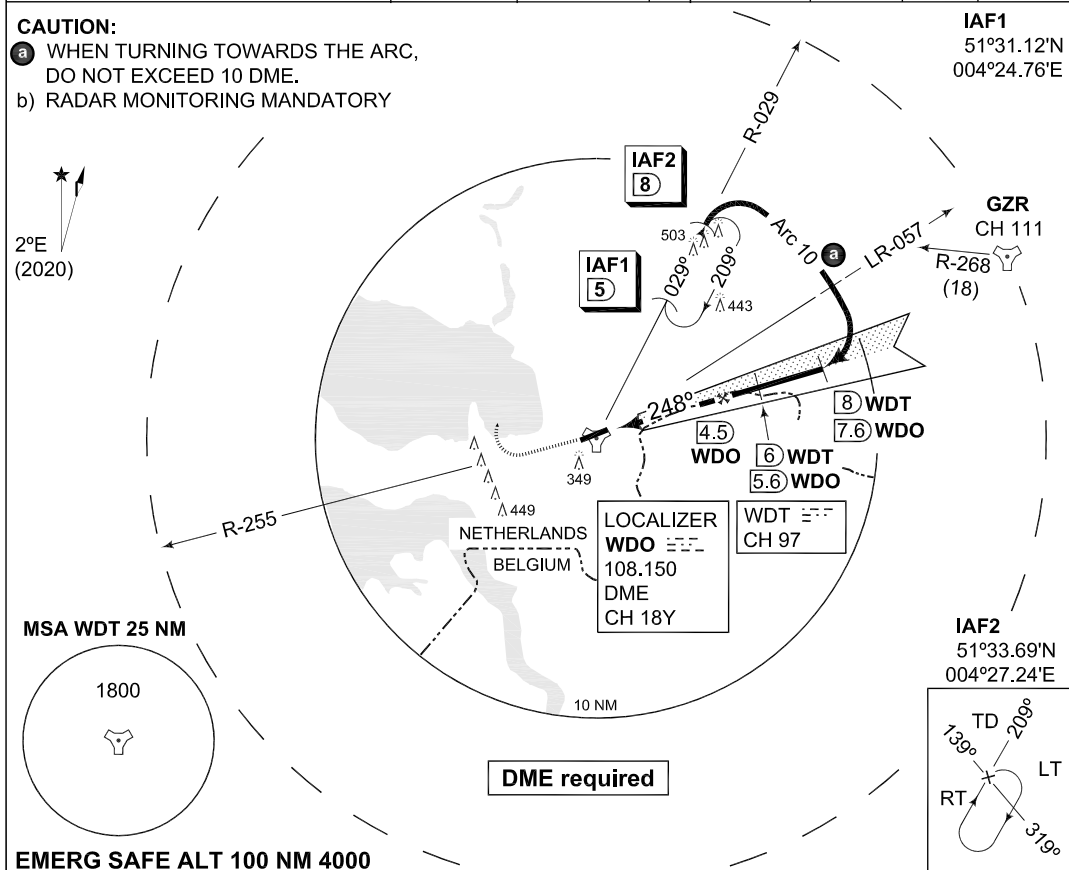
DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENS DRECHT TWR 339.000 120.430		GND CTL 356.875 121.680		ATIS*	
EGNOS CHANNEL 99205 E07A		APP COURSE 068°		FAF ALT 2000 FT		Descent GR 5.24% / 3.0°		MDA 600	
						DA SEE CAT		THR ELEV 39	
								ALS 420 m	
								LDA 8014 FT	



CATEGORY		A		B		C		D	
EU-OPS	DA(H) LPV	260 -800 221 (300-0.8/1.2)		270 -800 231 (300-0.8/1.2)		280 -800 241 (300-0.8/1.3)		289 -800 250 (300-0.8/1.3)	
	DA(H) LNAV / VNAV	481 -1700 442 (500-1.7/2.0)		491 -1700 452 (500-1.7/2.1)		501 -1800 462 (500-1.8/2.2)		511 -1800 472 (500-1.8/2.2)	
	MDA(H) LNAV	600 -2200 561 (600-2.2/2.6)							
CHANGES: INSERT EHSE, NOTES	IAWP	UCTOW	51°27.72'N	004°01.26'E	FAWP	WO402	51°24.59'N	004°10.59'E	
	IAWP	PAFAZ	51°19.35'N	003°58.74'E	MAWP	THR 07	51°26.71'N	004°19.54'E	
	IWP	FESWA	51°23.05'N	004°04.10'E	MATWP	WO406	51°27.65'N	004°23.56'E	

MIPS INSTRUMENT APPROACH CHART **ILS or LOC RWY 25 WOENS DRECHT (EHWO)**

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENS DRECHT TWR 339.000 120.430		GND 356.875 121.680		
TACAN / LOCALIZER / DME WDT CH 97/WDO 108.150/CH 18 Y		APP COURSE 248°	GS INTCP ALT 1500 FT	GS 3°	DA SEE CAT	THR ELEV 63	ALS 900 m	LDA 8014 FT



CATEGORY	A	B	C	D	E
S-ILS 25	263-800 200 (200-0.8)			268-800 205 (300-0.8)	N.A.
S-LOC 25	440-800 377 (400-0.8)			440-1200 377 (400-1.2)	N.A.

CHANGES: EDITORIAL

MIPS

RNLAIF 28 NOV 2024

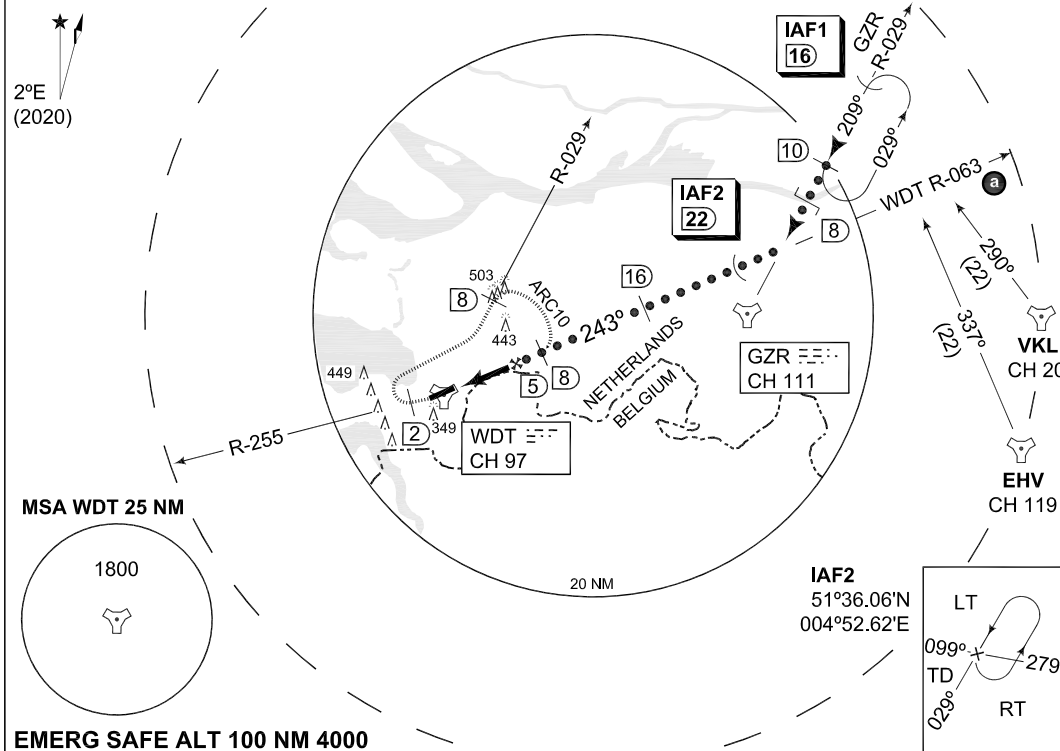
MIPS INSTRUMENT APPROACH CHART **HI-TACAN RWY 25 WOENSDRECHT (EHWO)**

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENSDRECHT TWR 339.000 120.430		GND 356.875 121.680	
TACAN WDT CH 97	APP COURSE 243°	FAF ALT 1200 FT	Descent GR	MDA 440	THR ELEV 63	ALS 900 m	LDA 8014 FT

CAUTION:

- a) DO NOT MANOEUVRE SOUTH OF R-067
- b) RADAR MONITORING MANDATORY

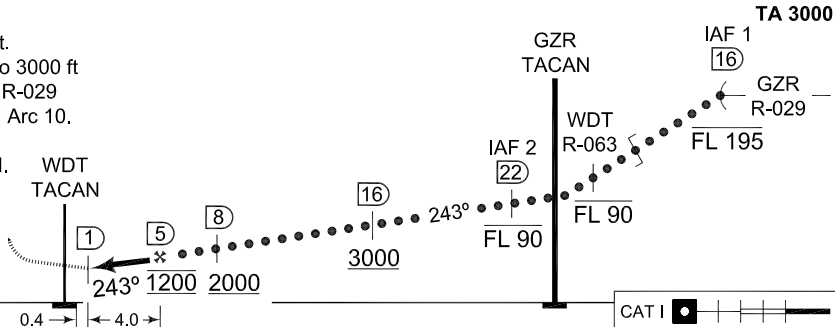
IAF1
51°47.65'N
005°09.29'E



EMERG SAFE ALT 100 NM 4000

MISSED APPROACH

At MAPt climb to 1000 ft.
At R-255/2 DME climb to 3000 ft and turn right. Intercept R-029 outbound. Intercept R/H Arc 10. Descent to 2000 ft. Intercept R-063 inbound. Continue APP.



CATEGORY	A	B	C	D	E
S-TACAN 25	440-800 377 (400-0.8)			440-1200 377 (400-1.2)	
CIRCLING	NOT AUTHORIZED				

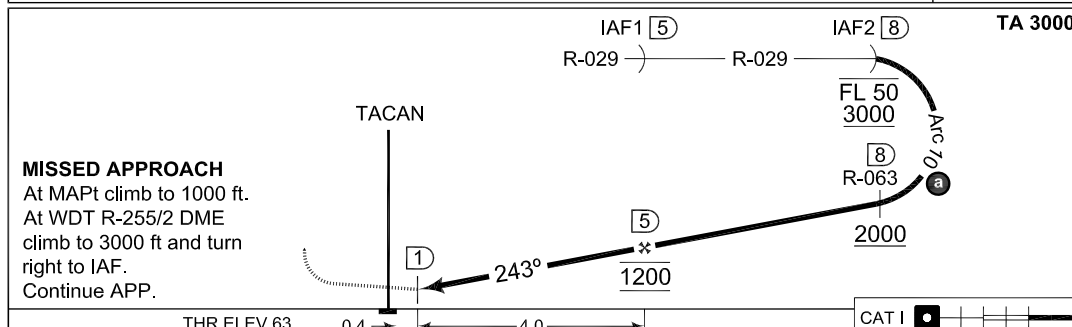
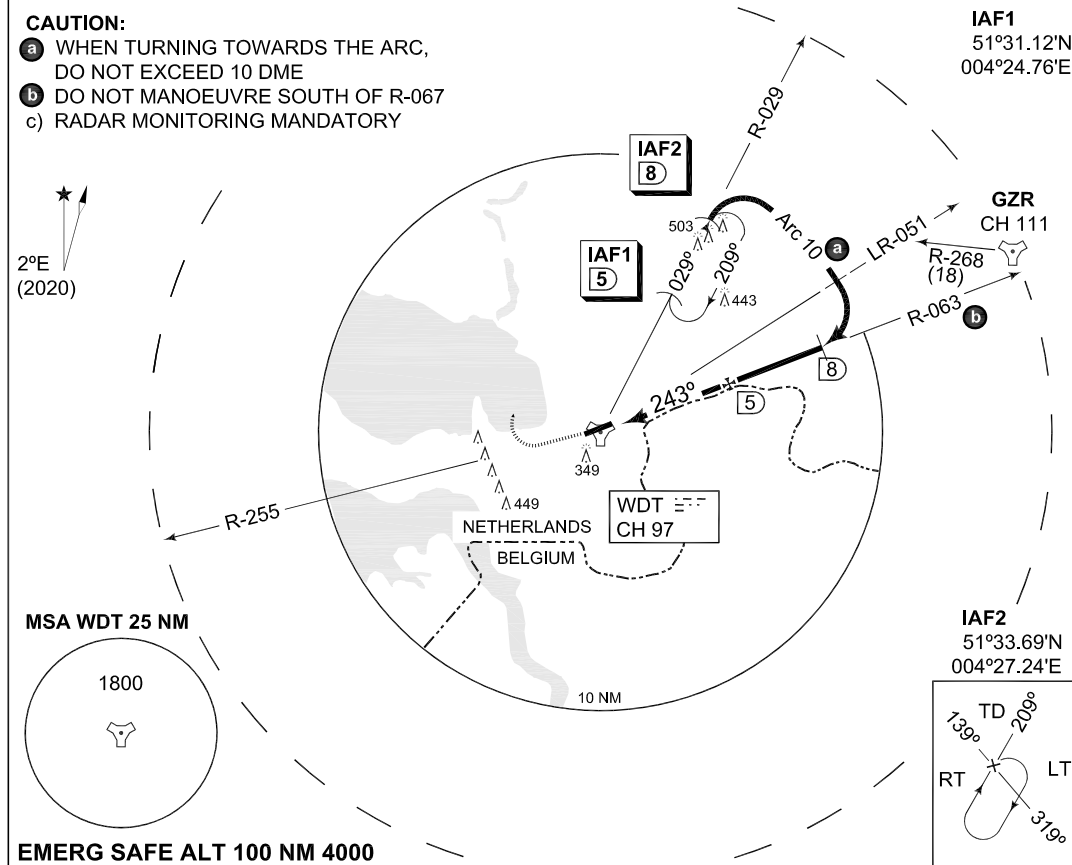
CHANGES: EDITORIAL

MIPS

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MIPS INSTRUMENT APPROACH CHART **TACAN RWY 25 WOENS DreCHT (EHWO)**

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENS DreCHT TWR 339.000 120.430		GND 356.875 121.680	
TACAN WDT CH 97	APP COURSE 243°	FAF ALT 1200 FT	Descent GR	MDA 440	THR ELEV 63	ALS 900 m	LDA 8014 FT



CATEGORY	A	B	C	D	E
S-TACAN 25	440-800 377 (400-0.8)			440-1200 377 (400-1.2)	
CIRCLING	NOT AUTHORIZED				

CHANGES: EDITORIAL MIPS

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