

Rijswijk, 20 Mar 2025

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

AIRAC AMENDMENT 05/25
EFFECTIVE DATE 15 MAY 25

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

1. The following changes to the MilAIP Netherlands have to be incorporated:

a. Handamendment:

None

b. Page changes:

Remove old	Insert new	Remove old	Insert new	Remove old	Insert new
GEN 0.4-1	GEN 0.4-1	ENR 1.10-2	ENR 1.10-2	EHKD 2-3	EHKD 2-3
up to	up to	ENR 3.5-2	ENR 3.5-2	UP TO	UP TO
GEN 0.4-6	GEN 0.4-6	ENR 5.2-13	ENR 5.2-13	EHKD 2-30	EHKD 2-30
GEN 1.6-3	GEN 1.6-3	ENR 5.6-1	ENR 5.6-1		
GEN 3.1-3	GEN 3.1-3			EHWO 2-3	EHWO 2-3
GEN 3.3-3	GEN 3.3-3	EHDL 2-7	EHDL 2-7	UP TO	UP TO
				EHWO 2-32	EHWO 2-32

2. After completion:

a. destroy obsolete pages;

b. insert letter of promulgation before page GEN 0;

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

3. The following MIL NOTAM are incorporated:

Military Aviation Authority NLD
 In order H-AL

R.P.A.C. Scheepens
 Lt Colonel

GEN 0.4 CHECKLIST OF MIIAIP PAGES

PAGE	DATE	PAGE	DATE	PAGE	DATE
PART 1 - GENERAL (GEN)		GEN 1		2.2-6	12 NOV 2015
				2.3-1	27 JAN 2022
GEN 0		1.1-1	12 NOV 2015	2.3-2	27 JAN 2022
		1.1-2	12 NOV 2015	2.4-1	30 JAN 2020
0.1-1	12 NOV 2015	1.3-1	30 JAN 2020	2.4-2	12 NOV 2015
0.1-2	12 NOV 2015	1.3-2	12 NOV 2015	2.5-1	21 MAR 2024
0.1-3	07 DEC 2017	1.6-1	12 NOV 2015	2.5-2	12 NOV 2015
0.1-4	12 NOV 2015	1.6-2	30 JAN 2020	2.6-1	12 NOV 2015
0.2-1	23 APR 2020	1.6-3	15 MAY 2025	2.6-2	12 NOV 2015
0.2-2	30 JAN 2020	1.6-4	02 NOV 2023		
0.3-1	28 APR 2016	1.7-1	03 DEC 2020	GEN 3	
0.3-2	12 NOV 2015	1.7-2	22 APR 2021		
0.4-1	15 MAY 2025	1.7-3	22 APR 2021	3.1-1	30 JAN 2020
0.4-2	15 MAY 2025	1.7-4	22 APR 2021	3.1-2	07 DEC 2017
0.4-3	15 MAY 2025	1.7-5	22 APR 2021	3.1-3	15 MAY 2025
0.4-4	15 MAY 2025	1.7-6	12 NOV 2015	3.1-4	12 NOV 2015
0.4-5	15 MAY 2025			3.2-1	15 SEP 2016
0.4-6	15 MAY 2025	GEN 2		3.2-2	12 NOV 2015
0.5-1	12 NOV 2015			3.3-1	30 JAN 2020
0.5-2	12 NOV 2015	2.1-1	12 NOV 2015	3.3-2	26 JAN 2023
0.6-1	02 NOV 2023	2.1-2	12 NOV 2015	3.3-3	15 MAY 2025
0.6-2	02 NOV 2023	2.2-1	26 JAN 2023	3.3-4	12 NOV 2015
0.6-3	02 NOV 2023	2.2-2	13 OCT 2016	3.4-1	12 NOV 2015
0.6-4	30 JAN 2020	2.2-3	12 NOV 2015	3.4-2	12 NOV 2015
		2.2-4	12 NOV 2015	3.5-1	07 DEC 2017
		2.2-5	12 NOV 2015	3.5-2	01 FEB 2018

PAGE	DATE	PAGE	DATE	PAGE	DATE
3.5-3	28 DEC 2023	1.1-4	15 JUN 2023	1.10-3	28 NOV 2024
3.5-4	28 DEC 2023	1.1-5	15 JUN 2023	1.10-4	03 NOV 2022
3.5-5	12 NOV 2015	1.1-6	15 JUN 2023	1.11-1	20 MAR 2025
3.5-6	19 May 2022	1.2-1	28 NOV 2024	1.11-2	12 NOV 2015
3.6-1	30 JAN 2020	1.2-2	26 JAN 2023	1.12-1	30 JAN 2020
3.6-2	04 NOV 2021	1.3-1	21 MAR 2024	1.12-2	12 NOV 2015
3.6-3	18 AUG 2016	1.3-2	05 SEP 2024		
3.6-4	30 JAN 2020	1.3-3	05 SEP 2024	ENR 2	
		1.3-4	12 NOV 2015		
GEN 4		1.4-1	15 AUG 2019	2.1-1	12 NOV 2015
		1.4-2	12 NOV 2015	2.1-2	12 NOV 2015
4.1-1	12 NOV 2015	1.5-1	08 SEP 2022		
4.1-2	30 JAN 2020	1.5-2	12 NOV 2015	ENR 3	
		1.6-1	24 FEB 2022		
PART 2 EN-ROUTE (ENR)		1.6-2	26 JAN 2023	3.1-1	30 JAN 2020
		1.6-3	21 MAR 2024	3.1-2	12 NOV 2015
ENR 0		1.6-4	21 MAR 2024	3.5-1	29 DEC 2022
		1.7-1	12 NOV 2015	3.5-2	15 MAY 2025
0.6-1	05 SEP 2024	1.7-2	30 JAN 2020	3.5-3	28 DEC 2023
0.6-2	05 SEP 2024	1.8-1	12 OCT 2017	3.5-4	20 MAR 2025
0.6-3	05 SEP 2024	1.8-2	12 NOV 2015	3.5-5	20 MAR 2025
0.6-4	05 SEP 2024	1.9-1	30 JAN 2020	3.5-6	20 MAR 2025
0.6-5	05 SEP 2024	1.9-2	12 OCT 2017	3.5-7	20 MAR 2025
0.6-6	30 JAN 2020	1.10-1	03 NOV 2022	3.5-8	20 MAR 2025
		1.10-2	15 MAY 2025	3.5-9	20 MAR 2025
ENR 1				3.5-10	20 MAR 2025
1.1-1	28 NOV 2024			3.5-11	20 MAR 2025
1.1-2	30 JAN 2020				
1.1-3	26 JAN 2023				

PAGE	DATE	PAGE	DATE	PAGE	DATE
3.5-12	20 MAR 2025	5.2-6	21 JUN 2018	ENR 6	
3.5-13	20 MAR 2025	5.2-7	21 JUN 2018		
3.5-14	20 MAR 2025	5.2-8	26 JAN 2023	6.0-1	20 MAR 2025
3.5-15	20 MAR 2025	5.2-9	26 JAN 2023	6.0-2	12 NOV 2015
3.5-16	20 MAR 2025	5.2-10	26 JAN 2023	6.1-1	26 JAN 2023
3.5-17	20 MAR 2025	5.2-11	23 JAN 2025	6.1-2	05 NOV 2020
3.5-18	20 MAR 2025	5.2-12	28 NOV 2024	6.1-3	07 NOV 2019
		5.2-13	15 MAY 2025	6.1-4	30 MAR 2017
ENR 4		5.2-14	26 DEC 2024	6.1-5	03 NOV 2022
		5.2-15	26 JAN 2023	6.1-6	07 NOV 2019
4.1-1	03 NOV 2022	5.2-16	26 JAN 2023	6.1-7	07 NOV 2019
4.1-2	03 NOV 2022	5.2-17	20 MAR 2025	6.1-8	07 NOV 2019
4.1-3	03 NOV 2022	5.2-18	26 JAN 2023	6.1-9	07 NOV 2019
4.1-4	20 MAR 2025	5.2-19	26 JAN 2023	6.1-10	07 NOV 2019
4.1-5	03 NOV 2022	5.2-20	28 NOV 2024	6.1-11	07 NOV 2019
4.1-6	03 NOV 2022	5.2-21	26 JAN 2023	6.1-12	07 NOV 2019
		5.2-22	17 APR 2025	6.1-13	07 NOV 2019
ENR 5		5.2-23	23 JAN 2025	6.1-14	07 NOV 2019
		5.2-24	23 JAN 2025	6.1-15	16 JUN 2022
5.1-1	26 JAN 2023			6.1-16	16 JUN 2022
5.1-2	26 JAN 2023			6.1-17	12 NOV 2015
5.1-3	25 JAN 2024	5.3-1	30 JAN 2020	6.1-18	20 MAR 2025
5.1-4	12 NOV 2015	5.3-2	12 NOV 2015	6.1-19	20 MAR 2025
5.2-1	15 JUN 2023	5.6-1	15 MAY 2025	6.1-20	20 MAR 2025
5.2-2	30 JAN 2020	5.6-2	12 NOV 2015	6.1-21	20 MAR 2025
5.2-3	26 JAN 2023			6.1-22	20 MAR 2025
5.2-4	30 JAN 2020			6.1-23	20 MAR 2025
5.2-5	24 FEB 2022			6.1-24	20 MAR 2025
				6.1-25	20 MAR 2025
				6.1-26	20 MAR 2025

PAGE	DATE		PAGE	DATE		PAGE	DATE
PART 3 AERODROMES (AD)			EHDL 2-11	08 AUG 2024		EHEH 2-18	28 NOV 2024
			EHDL 2-12	08 AUG 2024		EHEH 2-19	28 NOV 2024
AD 0			EHDL 2-13	08 AUG 2024		EHEH 2-20	28 NOV 2024
			EHDL 2-14	08 AUG 2024		EHEH 2-21	28 NOV 2024
0.6-1	12 NOV 2015		EHDL 2-15	08 AUG 2024		EHEH 2-22	28 NOV 2024
0.6-2	12 NOV 2015		EHDL 2-16	08 AUG 2024		EHEH 2-23	28 NOV 2024
0.6-3	12 NOV 2015		EHDL 2-17	08 AUG 2024		EHEH 2-24	28 NOV 2024
0.6-4	15 SEP 2016		EHDL 2-18	08 AUG 2024		EHEH 2-25	28 NOV 2024
0.6-5	15 SEP 2016					EHEH 2-26	28 NOV 2024
0.6-6	12 NOV 2015					EHEH 2-27	28 NOV 2024
			EHDP 2-1	12 AUG 2021		EHEH 2-28	28 NOV 2024
AD 1			EHDP 2-2	12 NOV 2015		EHEH 2-29	28 NOV 2024
						EHEH 2-30	28 NOV 2024
1.1-1	12 NOV 2015		EHEH 2-1	15 JUL 2021		EHEH 2-31	28 NOV 2024
1.1-2	12 NOV 2015		EHEH 2-2	28 NOV 2024		EHEH 2-32	28 NOV 2024
1.2-1	12 NOV 2015		EHEH 2-3	28 NOV 2024			
1.2-2	12 NOV 2015		EHEH 2-4	28 JAN 2021		EHGR 2-1	03 DEC 2020
1.3-1	12 NOV 2015		EHEH 2-5	15 JUL 2021		EHGR 2-2	28 NOV 2024
1.3-2	12 NOV 2015		EHEH 2-6	28 NOV 2024		EHGR 2-3	19 May 2022
			EHEH 2-7	28 NOV 2024		EHGR 2-4	28 JAN 2021
AD 2			EHEH 2-8	28 NOV 2024		EHGR 2-5	28 NOV 2024
			EHEH 2-9	28 NOV 2024		EHGR 2-6	28 NOV 2024
EHDL 2-1	03 DEC 2020		EHEH 2-10	28 NOV 2024		EHGR 2-7	28 NOV 2024
EHDL 2-2	18 APR 2024		EHEH 2-11	28 NOV 2024		EHGR 2-8	28 NOV 2024
EHDL 2-3	28 DEC 2023		EHEH 2-12	28 NOV 2024		EHGR 2-9	28 NOV 2024
EHDL 2-4	08 AUG 2024		EHEH 2-13	28 NOV 2024		EHGR 2-10	28 NOV 2024
EHDL 2-5	08 AUG 2024		EHEH 2-14	28 NOV 2024		EHGR 2-11	28 NOV 2024
EHDL 2-6	28 NOV 2024		EHEH 2-15	28 NOV 2024		EHGR 2-12	28 NOV 2024
EHDL 2-7	15 MAY 2025		EHEH 2-16	28 NOV 2024		EHGR 2-13	28 NOV 2024
EHDL 2-8	28 NOV 2024		EHEH 2-17	28 NOV 2024		EHGR 2-14	28 NOV 2024
EHDL 2-9	28 NOV 2024					EHGR 2-15	28 NOV 2024
EHDL 2-10	08 AUG 2024						

PAGE	DATE		PAGE	DATE		PAGE	DATE
EHGR 2-16	28 NOV 2024		EHKD 2-21	15 MAY 2025		EHLW 2-23	23 MAR 2023
EHGR 2-17	28 NOV 2024		EHKD 2-22	15 MAY 2025		EHLW 2-24	23 MAR 2023
EHGR 2-18	28 NOV 2024		EHKD 2-23	15 MAY 2025		EHLW 2-25	23 MAR 2023
EHGR 2-19	28 NOV 2024		EHKD 2-24	15 MAY 2025		EHLW 2-26	23 MAR 2023
EHGR 2-20	28 NOV 2024		EHKD 2-25	15 MAY 2025		EHLW 2-27	23 MAR 2023
EHGR 2-21	28 NOV 2024		EHKD 2-26	15 MAY 2025		EHLW 2-28	23 MAR 2023
EHGR 2-22	28 NOV 2024		EHKD 2-27	15 MAY 2025		EHLW 2-29	23 MAR 2023
EHGR 2-23	28 NOV 2024		EHKD 2-28	15 MAY 2025		EHLW 2-30	23 MAR 2023
EHGR 2-24	28 NOV 2024		EHKD 2-29	15 MAY 2025		EHLW 2-31	23 MAR 2023
EHGR 2-25	28 NOV 2024		EHKD 2-30	15 MAY 2025		EHLW 2-32	23 MAR 2023
EHGR 2-26	28 NOV 2024					EHLW 2-33	23 MAR 2023
			EHLW 2-1	03 DEC 2020		EHLW 2-34	23 MAR 2023
			EHLW 2-2	03 DEC 2020		EHLW 2-35	23 MAR 2023
EHKD 2-1	28 NOV 2024		EHLW 2-3	19 MAY 2022		EHLW 2-36	23 MAR 2023
EHKD 2-2	28 NOV 2024		EHLW 2-4	28 JAN 2021		EHLW 2-37	23 MAR 2023
EHKD 2-3	15 MAY 2025		EHLW 2-5	05 DEC 2019		EHLW 2-38	23 MAR 2023
EHKD 2-4	15 MAY 2025		EHLW 2-6	12 NOV 2015		EHLW 2-39	23 MAR 2023
EHKD 2-5	15 MAY 2025		EHLW 2-7	03 DEC 2020		EHLW 2-40	23 MAR 2023
EHKD 2-6	15 MAY 2025		EHLW 2-8	16 JUL 2020			
EHKD 2-7	15 MAY 2025		EHLW 2-9	03 DEC 2020		EHVK 2-1	03 DEC 2020
EHKD 2-8	15 MAY 2025		EHLW 2-10	16 JUL 2020		EHVK 2-2	20 APR 2023
EHKD 2-9	15 MAY 2025		EHLW 2-11	25 FEB 2021		EHVK 2-3	19 May 2022
EHKD 2-10	15 MAY 2025		EHLW 2-12	23 JAN 2025		EHVK 2-4	18 MAY 2023
EHKD 2-11	15 MAY 2025		EHLW 2-13	14 JUL 2022		EHVK 2-5	18 MAY 2023
EHKD 2-12	15 MAY 2025		EHLW 2-14	24 FEB 2022		EHVK 2-6	18 MAY 2023
EHKD 2-13	15 MAY 2025		EHLW 2-15	25 FEB 2021		EHVK 2-7	18 MAY 2023
EHKD 2-14	15 MAY 2025		EHLW 2-16	25 FEB 2021		EHVK 2-8	18 MAY 2023
EHKD 2-15	15 MAY 2025		EHLW 2-17	23 MAR 2023		EHVK 2-9	18 APR 2024
EHKD 2-16	15 MAY 2025		EHLW 2-18	23 MAR 2023		EHVK 2-10	14 JUL 2022
EHKD 2-17	15 MAY 2025		EHLW 2-19	23 MAR 2023			
EHKD 2-18	15 MAY 2025		EHLW 2-20	23 MAR 2023			
EHKD 2-19	15 MAY 2025		EHLW 2-21	23 MAR 2023			
EHKD 2-20	15 MAY 2025		EHLW 2-22	23 MAR 2023			

EHVK 2-11	15 MAY 2025		EHWO 2-16	15 MAY 2025		
EHVK 2-12	15 MAY 2025		EHWO 2-17	15 MAY 2025		
EHVK 2-13	03 DEC 2020		EHWO 2-18	15 MAY 2025		
EHVK 2-14	03 DEC 2020		EHWO 2-19	15 MAY 2025		
EHVK 2-15	03 DEC 2020		EHWO 2-20	15 MAY 2025		
EHVK 2-16	03 DEC 2020		EHWO 2-21	15 MAY 2025		
EHVK 2-17	20 MAY 2021		EHWO 2-22	15 MAY 2025		
EHVK 2-18	03 DEC 2020		EHWO 2-23	15 MAY 2025		
EHVK 2-19	03 DEC 2020		EHWO 2-24	15 MAY 2025		
EHVK 2-20	09 SEP 2021		EHWO 2-25	15 MAY 2025		
EHVK 2-21	09 SEP 2021		EHWO 2-26	15 MAY 2025		
EHVK 2-22	05 NOV 2020		EHWO 2-27	15 MAY 2025		
			EHWO 2-28	15 MAY 2025		
EHWO 2-1	28 NOV 2024		EHWO 2-29	15 MAY 2025		
EHWO 2-2	28 NOV 2024		EHWO 2-30	15 MAY 2025		
EHWO 2-3	15 MAY 2025		EHWO 2-31	15 MAY 2025		
EHWO 2-4	15 MAY 2025		EHWO 2-32	15 MAY 2025		
EHWO 2-5	15 MAY 2025					
EHWO 2-6	15 MAY 2025					
EHWO 2-7	15 MAY 2025					
EHWO 2-8	15 MAY 2025					
EHWO 2-9	15 MAY 2025					
EHWO 2-10	15 MAY 2025					
EHWO 2-11	15 MAY 2025					
EHWO 2-12	15 MAY 2025					
EHWO 2-13	15 MAY 2025					
EHWO 2-14	15 MAY 2025					
EHWO 2-15	15 MAY 2025					

Article 7

Unless special permission has been given by or on behalf of the Minister of Defence, no 'Electronic Counter Measures' flights shall be carried out.

Article 8

Unless special permission has been given by the Minister of Defence, ACFT as referred to in article 1 shall not carry weapons, ammunition, bombs, torpedoes, other missiles, or photographic equipment, except where they form part of the normal equipment of such ACFT.

Article 9

This Decree may be cited as 'the entry and transit regulations for MIL ACFT of NATO countries flying into and over Netherlands territory'.

Article 10

Order no. 381.921, Legal Affairs Department, Legislation and Public Law Division, dated 14 February 1973 and issued by the Minister of Defence, as amended by Ministerial Order No. 381.921 V of 25 October 1977, is hereby rescinded.

Article 11

This Decree shall be in force with effect from the date of signature.

Article 12

This Decree shall be published in The Netherlands Government Gazette.

The Hague, 8 September 1987

signed

THE AFOREMENTIONED
MINISTER

[GEN 1.6.1.1 Military flights during 1545 \(1445\) and 2300 \(2200\)](#)

In addition to the rules stated in Article 3 paragraph 3.3 final approval to execute the flight has to be obtain from Dutch Mil supervisor +31(0)887475700 before 1400 (1300).

[GEN 1.6.1.2 Military flights during nights, weekends and public holidays](#)

No OAT allowed between GND and FL245 on legal holidays published in the AIP Netherlands GEN 2.1, and from MON-THU 2200-0500 (2100-0400) and from FRI 2200 (2100) THRU MON 0500 (0400). AO to file GAT during these periods.
OAT filing is allowed when overflying AMS FIR FL245+ 24H (see ENR1.10.1.2.)

GEN 1.6.1.3 Flights with military UAS

Flights with military UAS are subject to authorization by the Military Aviation Authority based on a concept of operations, crew experience, system capabilities and a safety assessment. Additional prerequisites may be required based on the intended use. Authorization may be requested at MLA@mindef.nl.

GEN 1.6.2. Entry and transit regulations for MIL ACFT of non-NATO countries flying into and over Netherlands territory

- 1 Entry of Amsterdam FIR by non-NATO MIL ACFT is subject to prior diplomatic clearance. Entry requests shall be addressed via diplomatic channels to the Ministry of Foreign Affairs.
Postal address:
Ministry of Foreign Affairs 3W World Wide Working Flight Coordinator Office
Tel: +31(0)70 3486582
Email: 3W-flightcoordinator@minbuza.nl
Dutyphone: +31(0)651340551 to be used in case of emergency outside office hours
- 2 Subject requests have to be made at least five working-days prior to the execution of the flight. Reference of the authorisation has to be inserted in item 18 of the flightplan.

GEN 1.6.3. Entry and transit regulations for MIL transport ACFT of EU Member States or Schengen Agreement States flying into and over Netherlands territory

- 1 For MIL transport ACFT of EU Member States or Schengen Agreement States the provisions established in the Diplomatic Clearances Technical Arrangement (DIC TA) apply.
- 2 Diplomatic clearance numbers, the DIC TA and all other necessary information can be found on the European Defense Agency Diplomatic Clearance Portal: <https://dic.eda.europa.eu/>.

Whenever major changes are being planned, and where additional notice is practicable, the publication date will be 56 days in advance of the AIRAC effective date.

AMDT	2025		2026	
	Publication date	Effective date	Publication date	Effective date
1	26 DEC 24	23 JAN 25	26 DEC 25	22 JAN 26
2	23 JAN 25	20 FEB 25	22 JAN 26	19 FEB 26
3	20 FEB 25	20 MAR 25	19 FEB 26	19 MAR 26
4	20 MAR 25	17 APR 25	19 MAR 26	16 APR 26
5	17 APR 25	15 MAY 25	16 APR 26	14 MAY 26
6	15 MAY 25	13 JUN 25	14 MAY 26	11 JUN 26
7	13 JUN 25	10 JUL 25	11 JUN 26	09 JUL 26
8	10 JUL 25	07 AUG 25	09 JUL 26	06 AUG 26
9	07 AUG 25	04 SEP 25	06 AUG 26	03 SEP 26
10	04 SEP 25	02 OCT 25	03 SEP 26	01 OCT 26
11	02 OCT 25	30 OCT 25	01 OCT 26	29 OCT 26
12	30 OCT 25	28 NOV 25	29 OCT 26	26 NOV 26
13	28 NOV 25	26 DEC 25	26 NOV 26	24 DEC 26

GEN 3.1.5 Pre-flight information service at aerodromes/heliports

Not applicable.

GEN 3.1.6 Electronic terrain and obstacle data

Not applicable.



INTENTIONALLY LEFT BLANK

GEN 3.3.6 ATS units address list

Unit name	Postal address	Telephone NR	Telefax NR	AFTN address
MilATCC Schiphol	MilATCC Schiphol MPC 61C P.O. Box 8762 4820 BB Breda The Netherlands	+31(0)887475700	AOCS_Mil_Sup@mindef.nl	EHMCZRZX
MilATCC Schiphol AFMU(AMC)	MilATCC Schiphol attn AFMU MPC 61C 4820 BB Breda The Netherlands	+31(0)204062395	nvt	
MilATCC Schiphol FDNO (AIS/NOF/ ARO)	MilATCC Schiphol attn FDNO MPC 61C 4820 BB Breda The Netherlands	+31(0)20 4062846 AIS/NOF +31(0)20 4062843 ARO +31(0)20 4062840		EHMCZPZX
Maastricht UAC	Eurocotrol Maastricht UAC Horsterweg 11 6199 AC Maastricht Airport	+31(0)43 3661234	+31(0)43 3661300	EDYYZQZX
Deelen	DHC Vliegbasis Gilze-Rijen attn C931 tav Vliegbasis Deelen MPC 89A P.O. Box 8762 4820 BB Breda	+31(0)346 335902	+31(0)26 3531325	
De Kooy	DHC Maritiem Marinevlieg- kamp De Kooy MPC 10A P.O. Box 8762 4820 BB Breda	+31(0)223 653000	+31(0)223 658653	EHKDZTZX
Eindhoven	Vliegbasis Eindhoven MPC 87A P.O. Box 8762 4820 BB Breda	+31(0)40 2896911	+31(0)40 2896466	EHEHZTZX
Gilze-Rijen	DHC Vliegbasis Gilze-Rijen MPC 89A P.O. Box 8762 4820 BB Breda	+31(0)161 296911	+31(0)161 296436	EHGRZTZX
Leeuwarden	Vliegbasis Leeuwarden MPC 80A P.O. Box 8762 4820 BB Breda	+31(0)58 2346911	+31(0)58 2346982	EHLWZTZX
Volkel	Vliegbasis Volkel MPC 86A P.O. Box 8762 4820 BB Breda	+31(0)413 276911		EHVKZTZX
Woensdrecht	Vliegbasis Woensdrecht MPC 91A P.O. Box 8762 4820 BB Breda	+31(0)164 692911	+31(0)164692940	EHWOZTZX



INTENTIONALLY LEFT BLANK

ENR 1.10 FLIGHT PLANNING

ENR 1.10.1 Submission of flightplans for MIL ACFT as OAT

ENR 1.10.1.1 Requirement to submit a flightplan

The use of tactical callsigns (e.g. TIGER01), outside an exercise area, within EHAA FIR is prohibited for military aircraft not stationed within The Netherlands;

A flightplan shall be submitted prior to operating:

- a. any IFR flight.
- b. any VFR flight:
 - departing from or destined for an AD within a control zone;
 - crossing Schiphol CTR;
 - across the FIR boundary i.e. international flights;
 - all flights to/from the North Sea and the NSAA;
 - conducted in airspace class A (IFR only) under an exemption, when specifically required;
 - conducted in airspace class B;
 - requiring special provisions (for example parade-flights and calibration-flights, royal flights).

ENR 1.10.1.2 Filing

GENERAL REQUIREMENTS

A flightplan is required for VFR and IFR flights and shall be submitted i.a.w. the following procedures:

- The ICAO format (FPL) shall be used. Estimated Time of Departure (ETD) shall be filed instead of Estimated off Block Time (item 13 in FPL).
- Specification in item 18 of the accumulated Estimated Elapsed Time (EET) to the EHAA FIR BDY is required for international VFR flights and for international IFR flights.
- Specification in item 18 of the persons on board (POB) is required, if unknown fill in TBN (to be notified).
- For VFR flights into and over The Netherlands the flightplan concerned shall contain both the exact positions of entry and exit and the routing within the Amsterdam FIR.
- VFR flights are not allowed above FL195.
- A flightplan has to be filed at least one hour before ETD.
- Unless an update or delay message has been received the flightplan will be considered as cancelled one hour after ETD or established time over the entry point.

REQUIREMENTS FOR FILING OF IFR GAT FLIGHTPLANS

Military traffic can file IFR GAT flightplans in accordance with the rules as published in AIP Netherlands.

In addition, the flightplan message shall be readdressed to AFTN address EHMCZQZU.

REQUIREMENTS FOR FILING IFR OAT FLIGHTPLANS

GENERAL

IFR OAT with destination EHBK, EHGG, EHRD and EHAM shall be filed as mixed OAT/GAT to the IFPS (EUCHZMFP, EUCBZMFP) using a STAR as published in AIP Netherlands AD 2.

Outside operational HRS of MIL ADs, flightplan and associated messages may be communicated, after prior permission, to MilATCC Schiphol by using a telephone (tel.: +31(0) 887475700).

Flights making use of Windows should specify this as RMK/Window under item 18 of the flightplan.

FLIGHTS WITH CRUISE FLIGHT LEVEL BETWEEN FL195 – FL245 OR FLIGHTS CROSSING FL245

The flightplan message shall be addressed to following AFTN addresses:

- Flights with cruise flight level between FL195 – FL245 shall address EHMCZQZU.
- Flights crossing FL245 shall address EHMCZQZU and EDYYYYUYX.
- Non-RVSM equipped aircraft have to file OAT using TACAN route points when flying below FL245.

No OAT allowed BTN FL195-FL245 on legal holidays as published in the AIP Netherlands GEN 2.1, and from MON-THU 2200-0500 (2100-0400) and from FRI 2200 (2100) thru MON 0500 (0400). AO has to file GAT in accordance with the rules as published in AIP Netherlands

DUE TO LACK OF PERSONNEL NO OAT ATS WILL BE PROVIDED IN EHAA FIR BY DUTCHMIL BTN GND AND FL245 UNLESS PPR OBTAINED VIA DUTCHMIL SUPERVISOR PHONE +31(0)887475700

FLIGHTS ENTERING AND EXITING THE AMSTERDAM FIR ABOVE FL245

Military flights entering and exiting the Amsterdam FIR above FL245 can file OAT H24 (Free Route or TACAN).

International military flights intending to file OAT crossing the boundary from Amsterdam FIR to

London UIR shall file via the following boundary points: NAVPI, LONAM, MC9.

The flightplan message shall be addressed to AFTN address EDYYYYUYX and EHMCZQZU.

ENR 3.5 OTHER ROUTES

ENR 3.5.1 TACAN routes upper airspace

IDENTIFICATION / SIGNIFICANT POINTS	MAG TRACK 2'E (2020)	DIST NM	MINIMUM IFR CRUISING LEVEL		REMARKS
			E-BOUND	W-BOUND	
1	2	3	4	5	6
<p>TACAN RED ONE (TR1)</p> <p>London UIR/Amsterdam FIR INT NAVPI 52°32'50"N 002°50'26"E</p> <p>INT MC2 52°30'N 004°03'E LWD R-234/76 DME</p> <p>INT MC3 53°00'N 005°12'E LWD R-234/24 DME</p> <p>LWD 53°13'25"N 005°45'07"E</p> <p>INT MC4 53°34'00"N 006°36'30"E LWD R-054/37 DME Amsterdam FIR/Hannover UIR</p>	<p><u>092</u> 273</p> <p><u>053</u> 233</p> <p><u>054</u> 234</p> <p><u>054</u> 234</p>	<p>44</p> <p>52</p> <p>24</p> <p>37</p>	<p>FL 210</p> <p>↓</p>	<p>↑</p> <p>FL 200</p>	<p>Depicted on chart ENR 6</p> <p>Access to route TL3</p> <p>Access to routes TL3N and TR1N</p> <p>From/to WTM (FRG)</p>
<p>TACAN RED ONE NORTH (TR1N)</p> <p>London UIR/Amsterdam FIR INT MC9 53°30'N 003°39'E LWD R-281/77 DME</p> <p>LWD 53°13'25"N 005°45'07"E</p>	<p><u>100</u> 281</p>	<p>77</p>	<p>↓</p> <p>FL 210</p>	<p>FL 200</p>	<p>Depicted on chart ENR 6</p> <p>Access to routes TR1 and TL3N</p>

IDENTIFICATION / SIGNIFICANT POINTS	MAG TRACK 2°E (2020)	DIST NM	MINIMUM IFR CRUISING LEVEL		REMARKS
			E-BOUND	W-BOUND	
1	2	3	4	5	6
TACAN LINK THREE NORTH (TL3N) LWD 53°13'25"N 005°45'07"E Amsterdam FIR/Hannover UIR INT MC5 52°35'30"N 007°03'33"E	126 307	61	FL 210 ↓	FL 200 ↑	Link route associated with TR1; depicted on chart ENR 6 From/to IBAGU (FRG)
TACAN LINK THREE (TL3) INT MC3 53°00'N 005°12'E LWD R-234/24 DME BDRY 52°34'N 006°46'E Amsterdam FIR/Hannover UIR	112 293	63	↓ FL 210	↑ FL 200	Link route associated with TR1; depicted on chart ENR 6 From/to IBAGU (FRG)
TACAN BLUE SIX ¹⁾²⁾ (TB6) London UIR/Amsterdam FIR INT NAVPI 52°32'50"N 002°50'26"E VKL R-296/119 DME VKL 51°39'20"N 005°42'25"E Amsterdam FIR/Hannover UIR NOLRU 51°30'01"N 006°12'59"E NVO R-337/44 DME	115 296 114 294	119 21	FL 210 ↓	↑ FL 200	Depicted on chart ENR 6 From/to NVO (FRG)

NOTE: OAT ATS in the EHAA FIR between ground and FL245 is subject to PPR obtained no earlier than 48 hours prior to the flight via DUTCHMIL SUPERVISOR by phone 8700/+31(0)887475700

ENR 5.2.2.4.2.1.1. Airspace Request

Airspace can be booked at the earliest 363 days in advance with the AFMU. The minimum term for booking of airspace is described in ENR 5.2.2.4.2.1.6 and ENR 5.2.2.4.2.1.7. An airspace request shall be received by AFMU no later than 1200 LCL the day before the planned operations (Fri 1200 LCL for the Monday after) according ENR 5.2.2.4.2.1.6. Requests received after this time may be refused by AFMU.

ENR 5.2.2.4.2.1.2 After AUP publication until H-3

The airspace allocation will be made available to the airspace users by an Airspace Use Plan (AUP). After AUP publication, a change in military requirements and/or priorities may necessitate the need to adjust existing airspace bookings or additional bookings. The deadline for such adjustment or an additional booking is as early as possible with a limit of 3 hours before start of the event (H-3). Activities announced later than H-3 shall be handled according ENR 5.2.2.4.2.1.3.

The H-3 rule is applicable for the following areas:

EHD1-9, EHD018, EHD41D, EHD42, EHR4A/E, EHR8A, EHTRA10A, EHTRA12A.

NOTE: EHTRA12 can be booked on short notice.

ENR 5.2.2.4.2.1.3. After H-3

Any adjustment in time, location and volume of existing bookings or additional bookings will be subject to Collaborative Decision Making CDM. If consensus fails, GAT will have priority on the planned ATS routes and published DCTs (including CDR1, CDR2). Request will be coordinated as follows:

- Flights already airborne with an ad hoc request are coordinated directly on the frequency. Depending on the traffic situation, the ACC/UAC concerned may impose ATS restrictions.
- If time permits, these flights will be coordinated in advance between TCS and the SV of the ACC/UAC(s) concerned.
- Flights concerned not yet airborne shall be coordinated via Supervisor MILATCC Schiphol (SV). MILATCC SV will coordinate the request with the relevant ACC/UAC unit. Depending on the traffic situation, these ACC/UAC(s) may impose restrictions on additional bookings.

ENR 5.2.2.4.2.1.4. Cancellation booking

When a booking is no longer required AFMU shall be informed within 30 minutes. The slot will first be made available to other potential military airspace users. If within 30 minutes no reply is received, the slot will be released to ACCs/UACs. On the day of operation the slot shall be cancelled via Supervisor MILATCC Schiphol.

ENR 5.2.2.4.2.1.5. Address for Notification and Coordination for Exercise Airspace

Airspace requests shall be forwarded to AMC Netherlands (AFMU) via the national booking tool or sent by letter or e-mail to:

Airspace and Flow Management Unit (AFMU)–AMC
Air Control Squadron – AOCS NM.
Royal Netherlands Air Force
Ministry of Defence
Postbus 8762 | 4820 BB | Breda | MPC 38 B
T1 +31 20 4062395
T2 +31(0)887475700
Email: aocs.amc@mindef.nl

ENR 5.2.2.4.2.1.6. Basic Registration time for Airspace request within published time frame

Area	Primary User	Minimum time required for request
EUCSEA1	1 and GAF	3 working days
EHR 2	5	10 working days
EHR 2A/2B/2C	2	5 weeks
EHR 3	5	According AIP Netherlands
EHR 3A	5	According AIP Netherlands
EHR 3B	5	6 weeks
EHR 4	1	According AIP Netherlands
EHR 4A/4E	1	1 working day
EHR 8	4	According AIP Netherlands
EHR 8A	4	1 working day
EHR9	5	According AIP Netherlands
EHR49	6	5 working days
EHR61 – 63	5	According AIP Netherlands
EHR68	5	1 working day
EHD1 – 9	1	1 working day
EHD018	1	1 working day
EHD41A/41B/41C/41D	4	5 working days
EHD42	1	5 working days
EHTRA10A/10B	1	1 working day
EHTRA11	1	1 working day
EHTRA12/12A	1	1 working day
EHTRA14/14B/14C	1	1 working day
EHTRA15/15A	1	1 working day
EHTRA58	3	5 working days
EHTRA59	3	10 working days
EHTRA72	1	5 weeks
EHTRA80	3	5 working days
EHTRA81	2	5 working days
EHTRA82	2	5 working days
EHTRA83	2	5 working days
EHTRA84	2	5 working days
EHTSA1A/1B	1	5 weeks

ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

ENR 5.6.1 Bird migration warnings

MilAIS Schiphol will provide bird migration warnings. These warnings will contain information based upon the following radar intensity scale:

Intensity 0	-	bird strike risk : nil
Intensity 1	-	bird strike risk : extremely small
Intensity 2	-	bird strike risk : very small
Intensity 3	-	bird strike risk : small
Intensity 4	-	bird strike risk : fairly small
Intensity 5	-	bird strike risk : fairly great
Intensity 6	-	bird strike risk : great
Intensity 7	-	bird strike risk : very great
Intensity 8	-	bird strike risk : extremely great

Based upon the registration of bird movements on radar, bird migration warnings of intensity 5 or higher will be promulgated to the following addresses:

EBBRYNYX	EHMLXXX	ETGXITYX
EBSZZPZX	EHZZNHXX	ETNGYFYX
EDYYNMXX	EGZZAKXX	LFZZNVEH
EDYYYUYO	EKMCYOYX	
EDYYYXYX	ETCKYXYX	
EHMCZPZX	ETEEOYX	

Bird migration warnings Netherlands will be sent as numbered info and will contain the following items:

- A) Station where observation was made
- B) Method of observation
- C) Time in eight figures
- D) Species
- E) Intensity
- F) Direction of flight
- G) Speed in knots
- H) Altitude in ft
- I) Validity

When no bird migration warning Netherlands is available and the German, Belgian and/or Danish authorities file their respective intensities as 7 or 8 for The Netherlands area or part thereof, the MIL flying operations in The Netherlands will be limited as well.

When no info is available, XX will be filed in instead.

If the bird migration intensity increases from 6 or less to 7 or 8, MilATCC Schiphol will transmit this increase every 5 MIN during a period of 15 MIN on FREQ 243.000 MHz.

During birdmigration warning 7 and 8 fixed-wing MIL ACFT are not to be flown below the altitude filed in the bird migration warning field H. When in field H XX has been filed, the minimum altitude for fixed-wing MIL ACFT will be 2000 ft AMSL. HEL shall not be flown below 600 ft AGL with speeds exceeding 80 KT.

ENR 5.6.2 Bird sanctuaries

ENR 5.6.2.1 Minimum altitude

Bird sanctuaries with high bird concentrations are depicted in the AIP Netherlands. Flying over these bird sanctuaries may constitute a risk for ACFT and may cause disturbance among the birds. Flying over these areas at altitudes below 1000 ft AMSL may constitute a high risk to ACFT. Pilots are therefore strongly advised not to cross these areas below 1000 ft AMSL. Bird sanctuaries nr 30 (Lauwersmeer) and 40 (Oostvaardersplassen) shall be avoided by MIL ACFT below 1500 ft AMSL.

ENR 5.6.2.2 List of bird sanctuaries

See AIP Netherlands.



INTENTIONALLY LEFT BLANK

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 East 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

EHKD AD 2.11 Meteorological information provided

1	Associated MET Office	De Kooy
2	Hours of service MET Office outside hours	HO Joint Meteorological Group
3	Office responsible for TAF preparation Periods of validity	Joint Meteorological Group 12 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 EHKD 088-9563140 or mail CLSK.DHC.LVL.METEO.MetBriefer@mindef.nl Tel JMG 0164-693111 or mail JMG.WX.PLANNING@mindef.nl

EHKD AD 2.12 Runway physical characteristics

1	RWY dimensions/a-gear	See Aerodrome Chart. Values in ft.
2	RWY surface	Tarmac/concrete
3	RWY strength	PCN 03: 62 F/A/W/T 21: 62 F/A/W/T PCR 03: 598 R/C/W/T 21: 598 R/C/W/T
4	Remark	PCR concrete runway head 03: 538 R/C/W/T 21: 483 R/C/W/T

EHKD AD 2.13 Declared distances

RWY designator	TORA (FT)	TODA (FT)	ASDA (FT)	LDA (FT)	Remarks
03	4184	4381	4184	3377	Take-off from runway extremity
		2379			Take-off from intersection with D3
		1924			Take-off from intersection with D2X
		1418			Take-off from intersection with D2
21	3789	3986	3789	3334	Take-off from runway extremity
		2861			Take-off from intersection with D2
		2347			Take-off from intersection with D2X
		1909			Take-off from intersection with D3
<p>For determination of the datum line for an intersection take-off, see EHKD AD 2.23 paragraph 6. No remaining take-off distance signs available at intersections, values available on request to ATC.</p>					

EHKD AD 2.14 Approach and runway lighting

According STANAG 3316		
1	Approach lighting	RWY 21: CAT I. 870 m RWY 03: S-ALS. 360 m
2	RWY lighting	VHI
3	PAPI	Situated on the left side of both RWYs
4	Remarks	Mobile obstacles in approach light plane, RWY 03 due to railroad and RWY 21 due to road

EHKD AD 2.15 Other lighting, secondary power supply

1	LDI	Nil
2	TWY edge lighting	VB
3	Emergency RWY lighting	No
4	Emergency TWY edge lighting	No
5	Secondary power supply/switch-over	AVBL, switch over time <1 seconds
6	Remarks	Anemometer in front of TWR, lighted Dispite of LVP operations, holding position lights and runway guard light not AVBL

EHKD AD 2.16 Helicopter landing area

Helipad 1		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55'40"N 004°47'08"E Located on runway in pre-threshold area RWY 21
2	TLOF and/or FATO elevation FT	3 FT
3	TLOF and FATO area dimensions, surface, strength, marking	rectangular 20 M x 20 M, CONC, PCN 62/F/A/W/T, White edges and white letter "H" and white identification number "1"
4	true bearing of FATO	034° / 214°
5	Declared distances available	43 M to end of runway pavement in direction 03, 1233 M to runway end in direction 21
6	APCH and FATO lighting	NIL
7	Remarks	Surface beyond FATO is RWY which extends to a width of 30 M

Helipad 2		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55'30"N 004°46'56"E Located on runway at intersection D2
2	TLOF and/or FATO elevation FT	3 FT
3	TLOF and FATO area dimensions, surface, strength, marking	rectangular 20 M x 20 M, ASPH, PCN 62/F/A/W/T, White edges and white identification number "2"
4	true bearing of FATO	034° / 214°
5	Declared distances available	418 M to end of runway pavement in direction 03, 857 M to runway end in direction 21
6	APCH and FATO lighting	NIL
7	Remarks	Surface beyond FATO is RWY which extends to a width of 30 M, Marking non-standard due to touchdown zone marking RWY 21

Helipad 3		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55'25"N 004°46'50"E Located on runway in vicinity of intersection D2X
2	TLOF and/or FATO elevation FT	3 FT
3	TLOF and FATO area dimensions, surface, strength, marking	rectangular 20 M x 20 M, ASPH, PCN 62/F/A/W/T, White edges and white letter "H" and white identification number "3"
4	true bearing of FATO	034° / 214°
5	Declared distances available	622 M to end of runway pavement in direction 03, 654 M to runway end in direction 21
6	APCH and FATO lighting	NIL
7	Remarks	Surface beyond FATO is RWY which extends to a width of 30 M

Helipad 4		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55'18"N 004°46'43"E Located on runway in vicinity of aiming point marking RWY 03
2	TLOF and/or FATO elevation FT	3 FT
3	TLOF and FATO area dimensions, surface, strength, marking	rectangular 20 M x 20 M, ASPH, PCN 62/F/A/W/T, White edges and white identification number "4"
4	true bearing of FATO	034° / 214°
5	Declared distances available	865 M to end of runway pavement in direction 03, 410 M to runway end in direction 21
6	APCH and FATO lighting	NIL
7	Remarks	Surface beyond FATO is RWY which extends to a width of 30 M, Marking non-standard due to aiming point marking RWY 03

Helipad 5		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55'14"N 004°46'45"E Located on TWY D
2	TLOF and/or FATO elevation FT	3 FT
3	TLOF and FATO area dimensions, surface, strength, marking	rectangular 25 M x 25 M, ASPH, PCN 62/F/A/W/T, White edges and white identification number "5"
4	true bearing of FATO	034° / 214°
5	Declared distances available	400 M both directions
6	APCH and FATO lighting	NIL
7	Remarks	Surface beyond FATO is extends to a width of 30 M, TLOF Lighting

Helipad 6		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55'11"N 004°46'46"E Located on grass area A north of TWY P
2	TLOF and/or FATO elevation FT	2 FT
3	TLOF and FATO area dimensions, surface, strength, marking	rectangular 30 M x 30 M, grass fitted with reinforcing grass paving grids, PCN not AVBL, edges and "H" created with less conspicuous marking by use of concrete pavement
4	true bearing of FATO	170° / 350°
5	Declared distances available	Information not available
6	APCH and FATO lighting	NIL
7	Remarks	

Helipad 7		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55'00"N 004°46'56"E Located on southeast corner of grass area A
2	TLOF and/or FATO elevation FT	1 FT
3	TLOF and FATO area dimensions, surface, strength, marking	rectangular 30 M x 30 M, grass fitted with reinforcing grass paving grids, PCN not AVBL, edges and "H" created with less conspicuous marking by use of concrete pavement
4	true bearing of FATO	090° / 270°
5	Declared distances available	Information not available
6	APCH and FATO lighting	NIL
7	Remarks	

Dummydeck		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55'02"N 004°46'48"E Located on south part of grass area A
2	TLOF and/or FATO elevation FT	2 FT
3	TLOF and FATO area dimensions, surface, strength, marking	rectangular 63 M x 26 M, CONC, PCN 37 F/A/W/T, marking consistent with naval vessel 2 landing spots
4	true bearing of FATO	NIL
5	Declared distances available	Information not available
6	APCH and FATO lighting	Lighting consistent with naval vessel
7	Remarks	

Slope		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55'02"N 004°46'48"E Located on grass area A south of Den Helder Airport
2	TLOF and/or FATO elevation FT	inconsistent due to sloped area
3	TLOF and FATO area dimensions, surface, strength, marking	grass fitted with reinforcing grass paving grids, PCN not AVBL, no marking
4	true bearing of FATO	NIL
5	Declared distances available	NIL
6	APCH and FATO lighting	NIL
7	Remarks	Sloped exercise landing area 5° an 10°

EHKD AD 2.17 Air traffic services airspace

1	Designation and lateral limits	DE KOOY CTR 52°59'13.58"N 004°55'32.06"E; along clockwise arc (radius 6.5 NM, centre 52°55'25.00"N 004°46'50.00"E) to 53°01'42.82"N 004°49'26.26"E; 53°02'11.88"N 004°49'38.31"E; along clockwise arc (radius 7 NM, centre 52°55'25.00"N 004°46'50.00"E) to 52°59'31.13"N 004°56'12.28"E; to point of origin.
2	Vertical limits	GND to 3000 ft AMSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Contact initially De Kooy TWR. English Outside HO DUTCH MIL INFO FREQ 132.350 MHZ.
5	Transition altitude	IFR: 3000 ft AMSL; VFR: 3500 ft AMSL
6	Remarks	Caution: EHR 8 is active MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or activated by NO-TAM. Request ATC for crossing clearance.

EHKD AD 2.18 Air traffic services communication facilities

STATION/ SERVICE	CALL SIGN OR IDENTIFICATION	FREQUENCY MHz	HOURS	REMARKS
1	2	3	4	5
	As appropriate	121.500 243.000	HO	Emergency FREQ for all services
TWR	De Kooy Tower	120.130 ^{*)} 122.100 379.750 ^{*)} 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 EHKD 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 2.22 Flight procedures

IFR procedures

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

RNP Z approach RWY 03 (offset)

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	NIXCO	-	-	-	-	-	+ 2000	-	-	-
002	TF	EDFOS	-	070 (072.0)	-	3.0	-	-	-	-	RNAV1
003	IF	ASTUW	-	-	-	-	-	+ 2000	-	-	-
004	TF	KD441	-	259 (260.4)	-	1.9	-	+ 2000	-	-	RNAV1
005	TF	EDFOS	-	279 (280.7)	-	2.0	-	+ 2000	-	-	RNAV1
006	IF	EDFOS	-	-	-	-	-	+ 2000	-	-	-
007	TF	KD442	-	009 (010.6)	-	3.0	-	+ 2000	-	-	RNAV1
008	TF	HDR MAPt	Y	009 (010.6)	-	5.2	-	-	-	-3.00/50	RNP APCH
009	CA	-	-	009 (010.6)	-	-	-	+1000	-	-	RNP APCH
010	DF	KD444	Y	-	-	-	R	-	-	-	RNP APCH
011	DF	HDR	-	-	-	-	R	@2000	-	-	RNP APCH

RNP Y 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	NOFUD	-	-	-	-	-	+ 2000	-	-	-
002	TF	KOPFA	-	032 (033.8)	-	3.0	-	+ 1200	-	-	RNAV1
003	IF	FEWEX	-	-	-	-	-	+ 2000	-	-	-
004	TF	KOPFA	-	102 (103.8)	-	3.0	-	+ 1200	-	-	RNAV1
005	IF	TAFTU	-	-	-	-	-	+ 2000	-	-	-
006	TF	KOPFA	-	322 (323.8)	-	3.0	-	+ 1200	-	-	RNAV1
007	IF	KOPFA	-	-	-	-	-	+ 1200	-	-	-
008	TF	KD445	-	032 (033.8)	2.5	2.5	-	+ 1200	-	-	RNP APCH
009	TF	THR03	Y	032 (033.8)	-	2.9	-	-	-	-3.72/50	RNP APCH
010	CA	-	-	032 (033.8)	-	-	-	+1000	-	-	RNP APCH
011	DF	KD444	Y	-	-	-	R	-	-	-	RNP APCH
012	DF	HDR	-	-	-	-	R	@2000	-	-	RNP APCH

FAS DATA BLOCK - RNP Y RWY 03

Input data	
Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHKD
Runway	03
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Y
Reference Path Data Selector	0
Reference Path Identifier	E03A
LTP/FTP Latitude	525511.1730N
LTP/FTP Longitude	0044635.3850E
LTP/FTP Ellipsoidal Height (metres)	43.0
FPAP Latitude	525538.4540N
Delta FPAP Latitude (seconds)	27.2810
FPAP Longitude	0044705.7330E
Delta FPAP Longitude (seconds)	30.3480
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.72
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data	
Data Block	10 04 0B 08 05 03 C8 00 01 33 30 05 8A F0 B5 16 F2 C2 0C 02 AE 15 22 D5 00 18 ED 00 F4 01 74 01 64 00 C8 AF 3E 74 39 A7
Calculated CRC Value	3E7439A7
Supplied CRC Value	3E7439A7
Comparison Result	OK

Required Additional Data	
ICAO Code	EH
LTP/FTP Orthometric Height (metres)	0.8

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	PUFLA	-	-	-	-	-	+ 2000	-	-	-
002	TF	KD451	-	122 (124.0)	-	4.5	-	+ 2000	-	-	RNAV1
003	TF	ZOJIK	-	122 (124.0)	-	3.0	-	+ 1700	-	-	RNAV1
004	IF	JOPFI	-	-	-	-	-	+ 2000	-	-	-
005	TF	ZOJIK	-	302 (304.0)	-	3.0	-	+ 1700	-	-	RNAV1
006	IF	FAFLO	-	-	-	-	-	+ 2000	-	-	-
007	TF	ZOJIK	-	212 (214.0)	-	3.0	-	+ 1700	-	-	RNAV1
008	IF	ZOJIK	-	-	-	-	-	+ 1700	-	-	-
009	TF	KD452	-	212 (214.0)	-	3.0	-	+ 1700	-	-	RNP APCH
010	TF	THR21	Y	212 (214.0)	-	5.2	-	-	-	-3.00/50	RNP APCH
011	CA	KD453	Y	212 (214.0)	-	-	-	+500	-	-	RNP APCH
012	DF	-	-	-	-	-	L	-	-	-	RNP APCH
013	DF	HDR	-	-	-	-	R	@2000	-120	-	RNP APCH

FAS DATA BLOCK - RNP Z RWY 21

Input data	
Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHKD
Runway	21
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E21A
LTP/FTP Latitude	525535.0820N
LTP/FTP Longitude	0044701.9810E
LTP/FTP Ellipsoidal Height (metres)	42.8
FPAP Latitude	525507.4490N
Delta FPAP Latitude (seconds)	-27.6330
FPAP Longitude	0044631.2450E
Delta FPAP Longitude (seconds)	-30.7360
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 04 0B 08 05 15 D0 00 01 31 32 05 54 AB B6 16 BA 92 0D 02 AC 15 1E 28 FF E0 0F FF F4 01 2C 01 64 00 C8 AF 02 C1 6B ED
Calculated CRC Value	02C16BED
Supplied CRC Value	02C16BED
Comparison Result	OK

Required Additional Data	
ICAO Code	EH
LTP/FTP Orthometric Height (metres)	0.6

NOTE: EUROCONTROL FAS DB tool Version 3.2.0

RNP Y approach RWY 21

Serial Number	Path Descriptor	WPT Ident	Fly Over	Course Mag°(T°)	Recom navaid	Dist nm	turn	Altitude (ftAMSL)	Speed (KIAS)	VPA(° TCH (ft)	NAV spec
001	IF	LOCFU	-	-	-	-	-	+ 2000	-	-	-
002	TF	KD454	-	122 (124.0)	-	5.0	-	+ 1500	-	-	RNAV1
003	TF	HOXZA	-	122 (124.0)	-	2.0	-	+ 1200	-	-	RNAV1
004	IF	YOJUP	-	-	-	-	-	+ 2000	-	-	-
005	TF	HOXZA	-	302 (304.0)	-	3.0	-	+ 1200	-	-	RNAV1
006	IF	GOHEM	-	-	-	-	-	+ 2000	-	-	-
007	TF	HOXZA	-	212 (214.0)	-	-	-	+ 1200	-	-	RNAV1
008	IF	HOXZA	-	-	-	-	-	+ 1200	-	-	-
009	TF	KD455	-	212 (214.0)	-	2.8	-	+ 1200	-	-	RNP APCH
010	TF	THR21	Y	212 (214.0)	-	2.4	-	-	-	-4.50/50	RNP APCH
011	CA	-	-	212 (214.0)	-	-	-	+ 500	-	-	RNP APCH
012	DF	KD453	Y	-	-	-	L	-	-	-	RNP APCH
013	DF	HDR	-	-	-	-	R	@2000	-	-	RNP APCH

FAS DATA BLOCK RNP Y RWY 21

Input data	
Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHKD
Runway	21
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Y
Reference Path Data Selector	0
Reference Path Identifier	E21B
LTP/FTP Latitude	525535.0820N
LTP/FTP Longitude	0044701.9810E
LTP/FTP Ellipsoidal Height (metres)	42.8
FPAP Latitude	525507.4490N
Delta FPAP Latitude (seconds)	-27.6330
FPAP Longitude	0044631.2450E
Delta FPAP Longitude (seconds)	-30.7360
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	4.50
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data	
Data Block	10 04 0B 08 05 15 C8 00 02 31 32 05 54 AB B6 16 BA 92 0D 02 AC 15 1E 28 FF E0 0F FF F4 01 C2 01 64 00 C8 AF 7B 17 85 05
Calculated CRC Value	7B178505
Supplied CRC Value	7B178505
Comparison Result	OK

Required Additional Data	
ICAO Code	EH
LTP/FTP Orthometric Height (metres)	0.6

NOTE: EUROCONTROL FAS DB tool Version 3.2.0

VFR procedures

APPROACH PROCEDURES:

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

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

The following arrivals have been established.

- a. Whiskey arrival: proceed via Whiskey to Hotel.
- b. Oscar arrival: proceed via Oscar to Hotel.
- c. Echo arrival: proceed via Echo to Bravo.
- d. Zulu arrival: proceed via Zulu to Romeo.

ATC discretion only, when EHR 8 (partly) inactive.

- e. Foxtrot arrival: at CTR BDRY proceed to Foxtrot.
- f. Mike arrival: at CTR BDRY proceed via Mike to Hotel.

(see visual local map)

DEPARTURE PROCEDURES:

Unless otherwise instructed or approved climb after take-off to 1000 ft. The following departures have been established.

- a. Whiskey departure: proceed via Hotel to Whiskey.
- b. Oscar departure: proceed via Hotel to Oscar.
- c. Echo departure: proceed via Bravo to Echo.
- d. Zulu departure: proceed via Romeo to Zulu.

ATC discretion only, when EHR 8 (partly) inactive:

- e. Foxtrot departure: proceed via Foxtrot to CTR BDRY.
- f. Mike departure: proceed via Hotel and Mike to CTR BDRY.

Leave the CTR via the designated reporting points.

REPORTING POINTS in degrees, minutes and seconds:

The following reporting points have been established (see local map):

- Hotel: 200 m north-east of the Drydock
52°57'52"N 004°48'12"E).
- Bravo: Intersection Zandvaart/Balgzandkanaal
52°54'08"N 004°49'58"E).
- Echo: South-east bank of Amstelmeer
52°52'19"N 004°56'08"E).
- Romeo: Intersection N9 - Callantsoogervaart
52°52'36"N 004°46'06"E).
- Zulu: Bridge de Stolpen - N9 - Noordhollandskanaal
52°48'52"N 004°44'25"E).

Foxtrot: Intersection Middenvliet/Zanddijk
52°55'02"N 004°43'15"E).

Whiskey: Car park near beach Jan Ayeslag
53°02'21"N 004°42'58"E).

Oscar: Fort de Schans
53°01'56"N 004°49'36"E).

Mike: North-east corner of sandbank Noorderhaaks
52°58'50"N 004°41'37"E).

CIRCUIT PROCEDURES:

Circuit ALT 1000 ft. RWY 21 L/H circuit RWY 03 R/H circuit. Landing direction 270°, 090°, 350° and 170° may be used for HEL flying, circuit direction as instructed by ATC.

Low visibility procedures

During periods of low visibility the overall ATC capacity could be reduced. To guarantee aircraft safety and optimal use of ATC capacity, De Kooy uses Low Visibility Procedures.

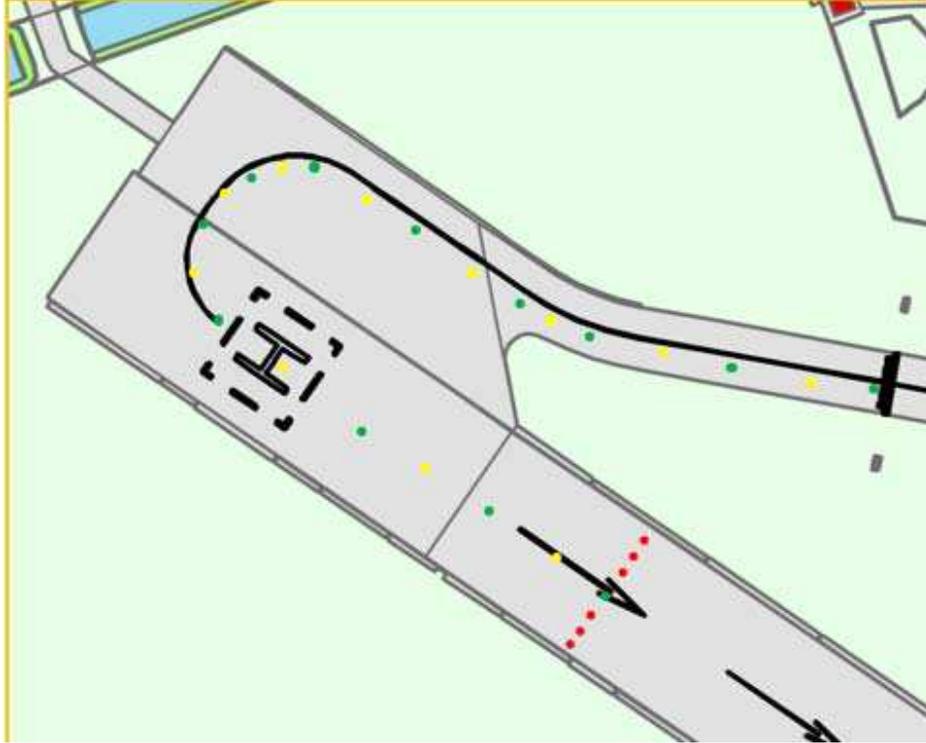
Phase	Conditions	Procedure
A	RVR \leq 1500 m and/or ceiling \leq 300ft	All WIP on airside will be terminated. Seperation between landing aircraft will be increased to 8 nm. No opposite runway take-off and landings.
B	RVR < 550 m	Departures only. No simultaneous ground movements.
C	RVR < 300 m	The airport is below operational minima for arriving and departing aircraft.

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.

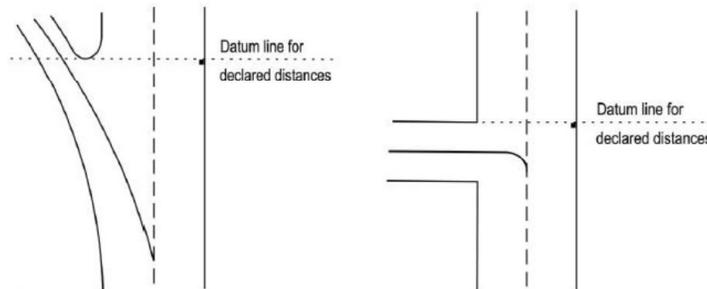
3. PPR: for PPR Request contact:

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: EHMCZPZX
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.

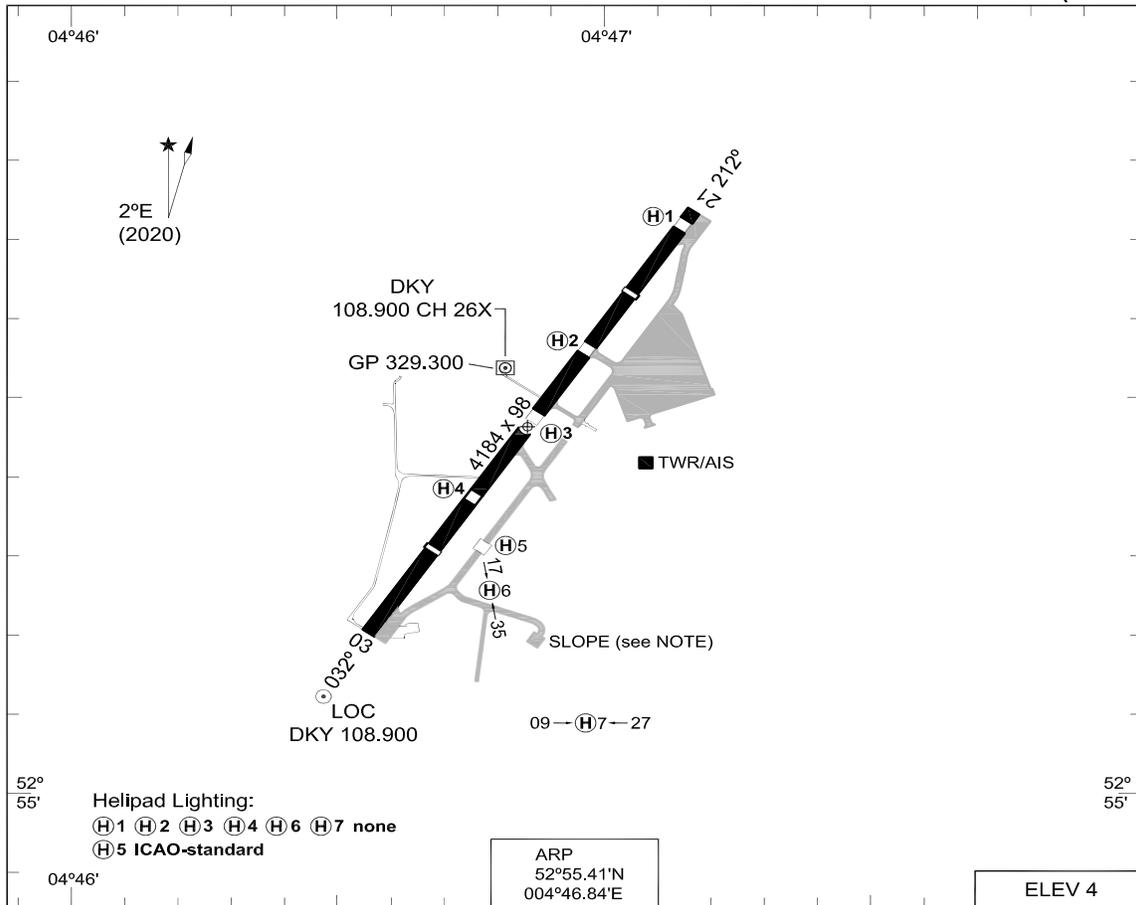


EHKD AD 2.24 Charts related to an aerodrome

	Aerodrome chart	EHKD AD 2-22
	Local map	EHKD AD 2-23
	MVA chart	EHKD AD 2-24
	Instrument approach chart RNP Z RWY 03	EHKD AD 2-25
	Instrument approach chart RNP Y RWY 03	EHKD AD 2-26
	Instrument approach chart ILS or LOC RWY 21	EHKD AD 2-27
	Instrument approach chart COP ILS or LOC RWY 21	EHKD AD 2-28
	Instrument approach chart RNP Z RWY 21	EHKD AD 2-29
	Instrument approach chart RNP Y RWY 21	EHKD AD 2-30

**MIPS
AERODROME CHART**

DE KOOY (EHKD)



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

DE KOOY TWR 379.750 120.130 121.730 or 379.750 (Ground Control)
 DE KOOY ARRIVAL 372.150 124.230

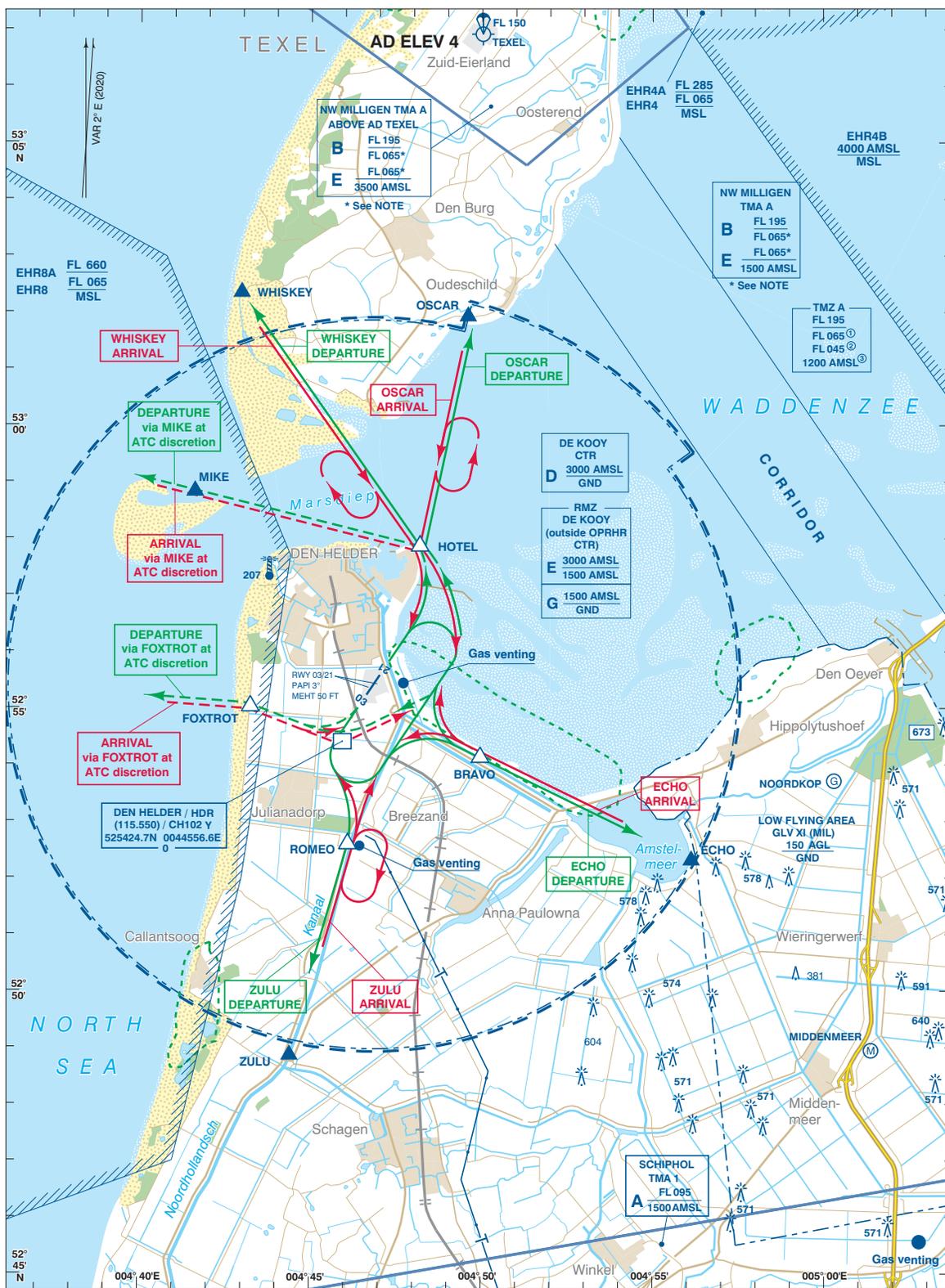
	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
SRA	MIPS MIPS	21 03					ABH ABH	MIPS MIPS	500-1500 498 (500-1.5/2.3) 420-1700 417 (500-1.7/1.9)

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

CHANGES: MINIMA

RNLAF 07 SEP 2023

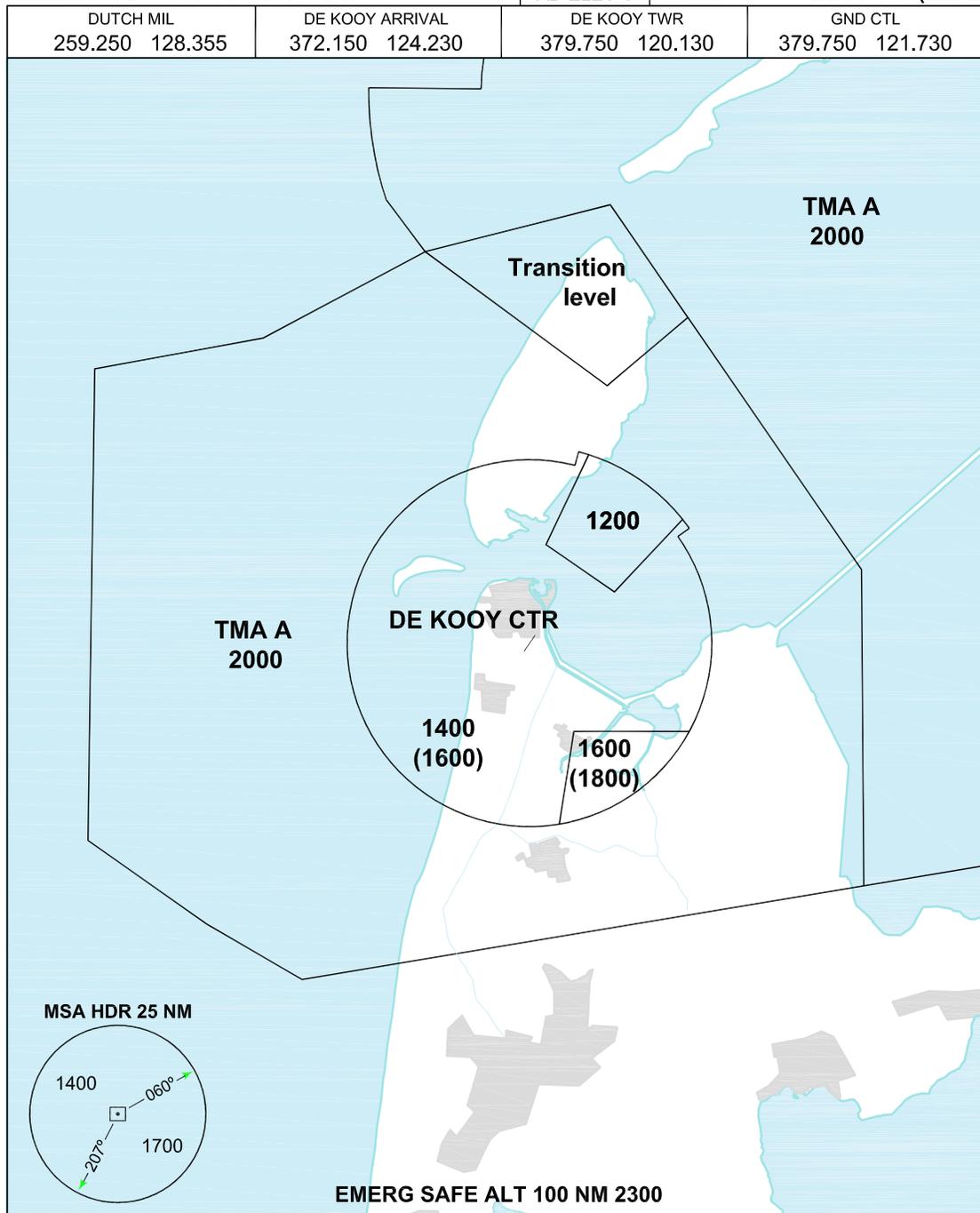
LOCAL MAP



MIPS
MINIMUM VECTORING ALTITUDE

AD ELEV 4

MVA CHART
DE KOOY (EHKD)



CHANGES: EDITORIAL

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

RNLAF 30 DEC 2021

**MIPS
INSTRUMENT APPROACH CHART**

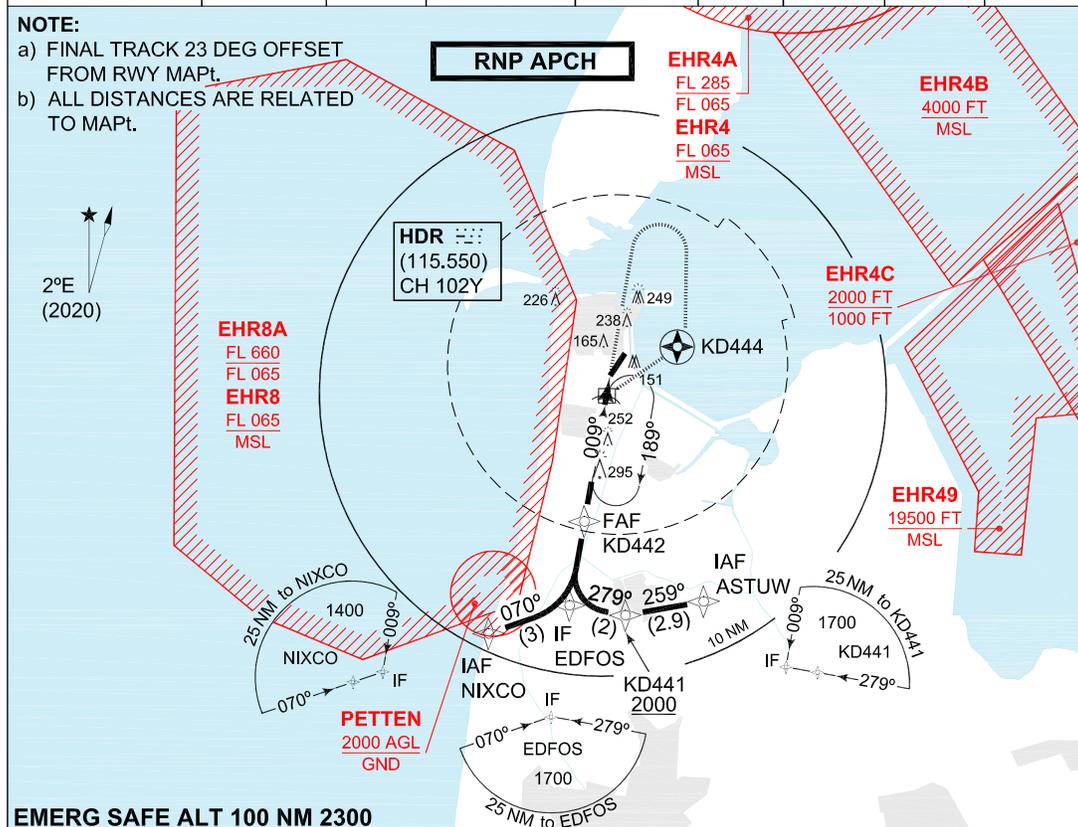
**RNP Z RWY 03
DE KOOY (EHKD)**

AD ELEV 4

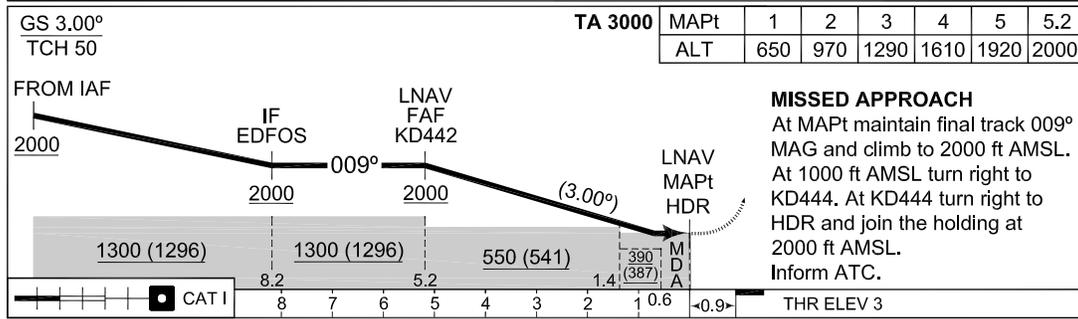
DUTCH MIL 259.250 128.355		DE KOOY ARRIVAL 372.150 124.230		DE KOOY TWR 379.750 120.130		GND CTL 379.750 121.730		ATIS* 133.010	
EGNOS CHANNEL N.A.	APP COURSE 009°	FAF ALT 2000 FT	Descent GR 5.24% / 3.00°	MDA SEE CAT	DA N.A.	THR ELEV 3	ALS 360 m	LDA 3334 FT	

NOTE:

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



EMERG SAFE ALT 100 NM 2300



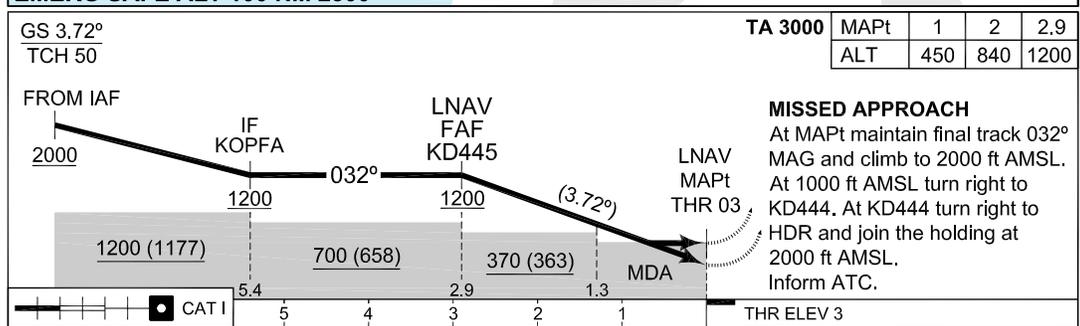
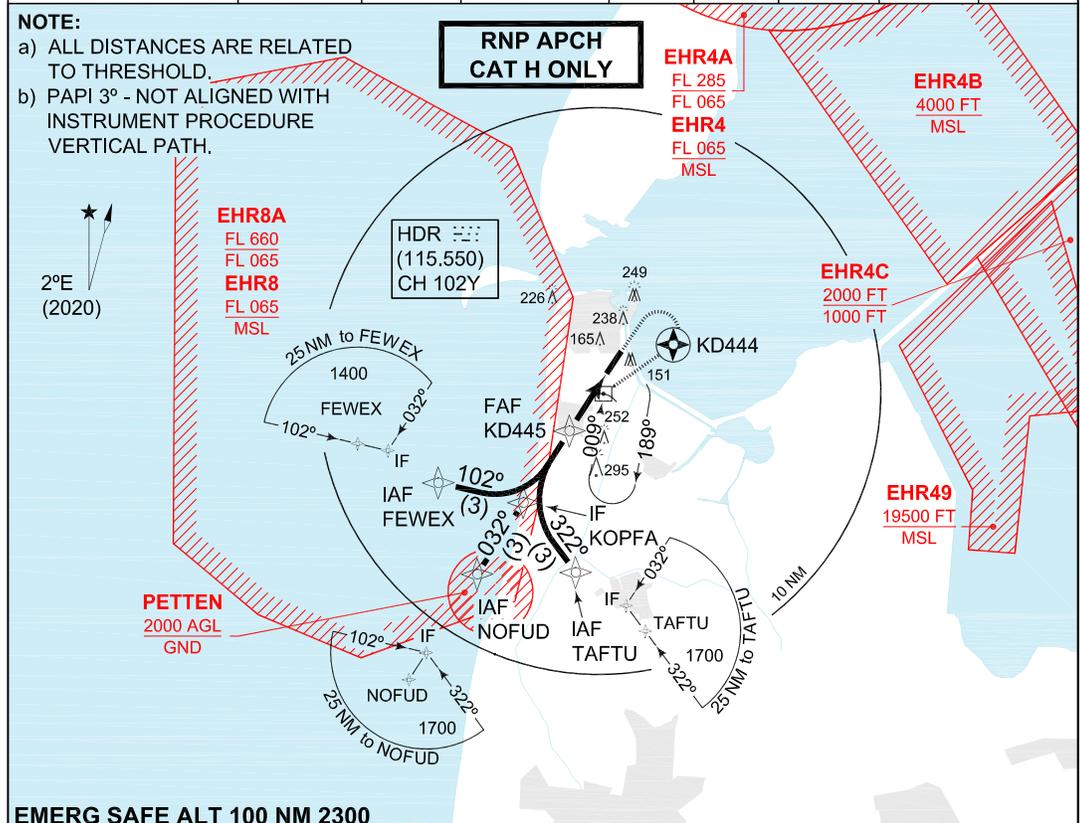
CATEGORY	A		B		H	
DA(H) LPV	NOT AUTHORIZED					
DA(H) LNAV / VNAV	NOT AUTHORIZED					
MDA(H) LNAV	390-1600 387 (400-1.6/1.8)		420-1700 417 (500-1.7/1.9)		320-1200 317 (400-1.2/1.4)	
IAWP	ASTUW	52°46.47'N	004°51.35'E	FAWP	KD442	52°49.31'N 004°44.36'E
WP	KD441	52°46.00'N	004°46.68'E	MAWP	HDR	52°54.41'N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

CHANGES: EDITORIAL

RNLAF 13 JUL 2023

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

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



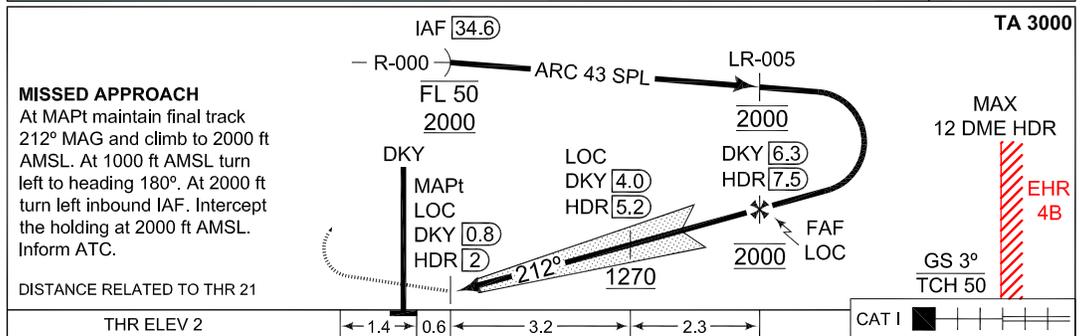
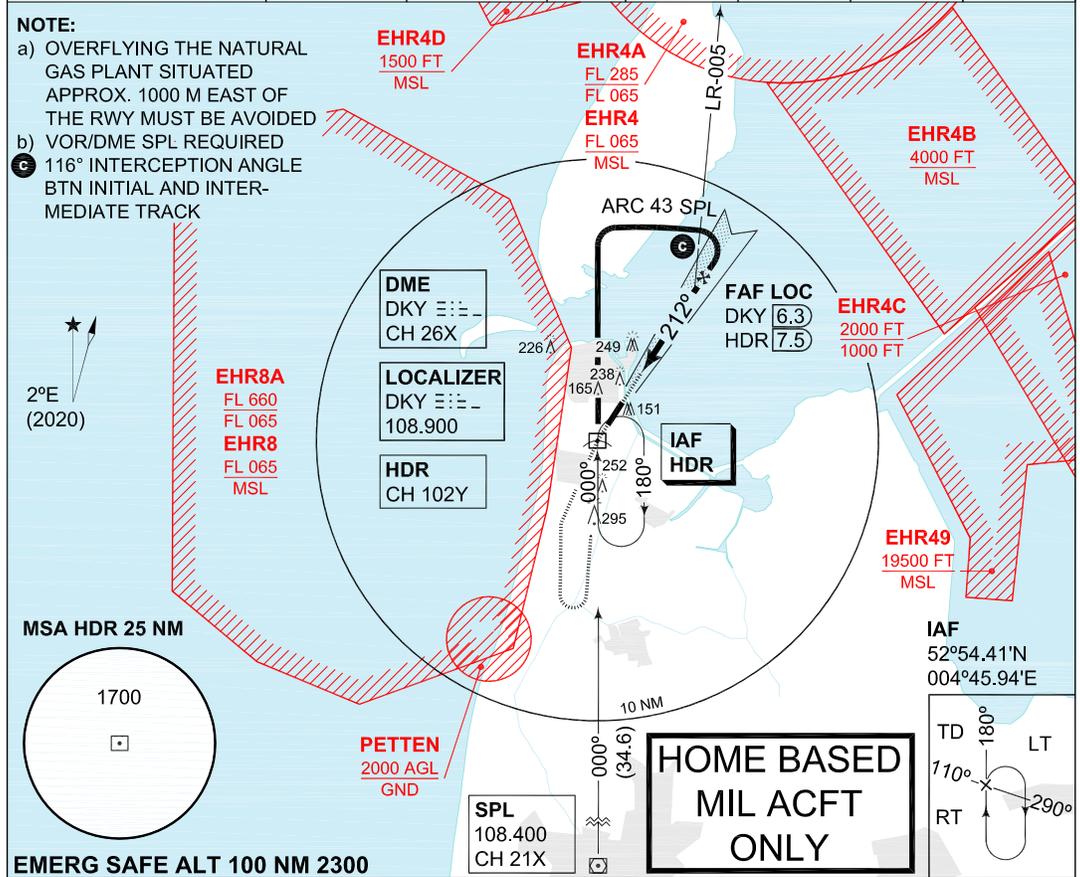
CATEGORY		H					
MIPS	DA(H) LPV	203-1000 200 (200-1.0/1.2)					
	DA(H) LNAV / VNAV	NOT AUTHORIZED					
	MDA(H) LNAV	350-1400 347 (400-1.4/1.6)					
IAWP	FEWEX	52°51.42'N	004°36.82'E	FAWP	KD445	52°52.78'N	004°43.92'E
IAWP	NOFUD	52°48.22'N	004°38.87'E	MAWP	THR 03	52°55.19'N	004°46.59'E
IAWP	TAFTU	52°48.29'N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

CHANGES: EDITORIAL

RNLAIF 26 JAN 2023

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

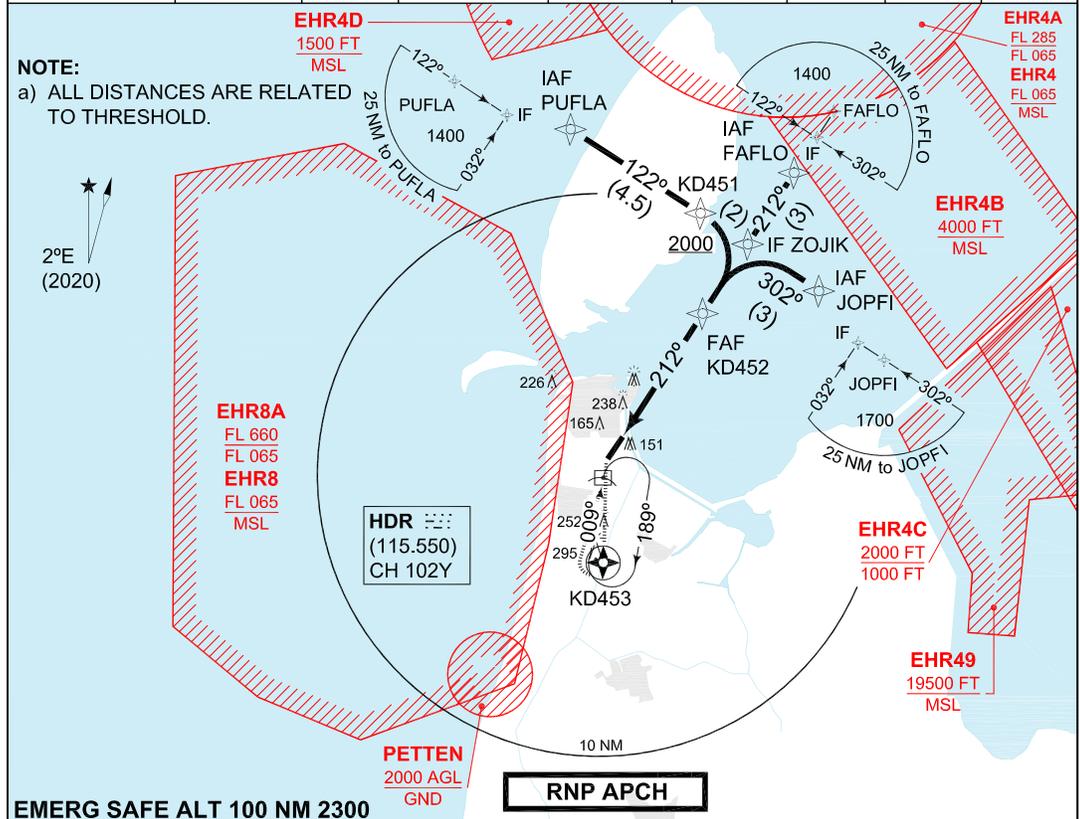
DUTCH MIL 259.250 128.355		DE KOOY ARRIVAL 372.150 124.230		DE KOOY TWR 379.750 120.130		GND CTL 379.750 121.730		ATIS* 133.010	
LOCALIZER/DME DKY 108.900 / CH 26X		APP COURSE 212°	GS INTCP ALT 2000 FT	GS 3°	DA 202	THR ELEV 2	ALS 870 m	LDA 3377 FT	



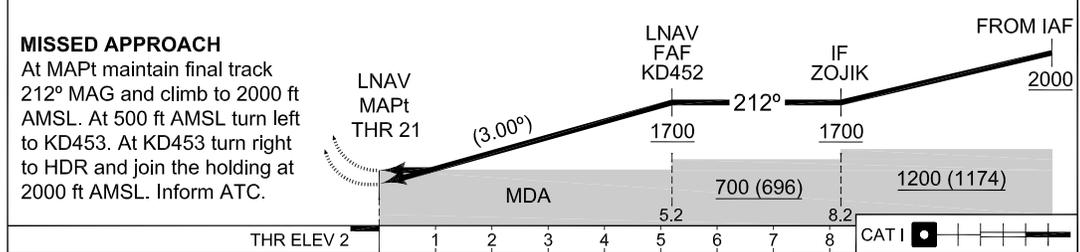
CHANGES: NEW LAYOUT	CATEGORY	H
	S-ILS 21	202-400 200 (200-0.4/0.8)
	S-LOC 21	330-400 328 (400-0.4/0.8)

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

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



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



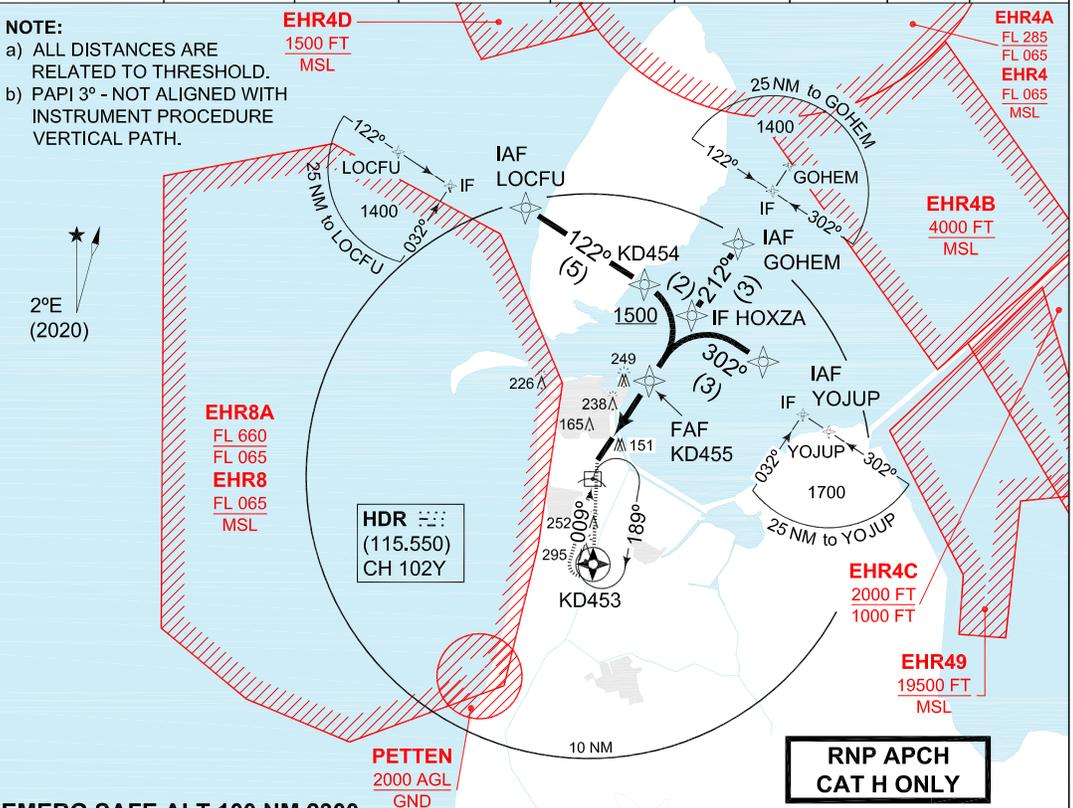
MIPS	CATEGORY	A		B		H	
	DA(H) LPV	238 -800 236 (300-0.8/1.2)		248 -800 246 (300-0.8/1.3)		222 -800 220 (300-0.8/1.2)	
	DA(H) LNAV / VNAV	NOT AUTHORIZED					
	MDA(H) LNAV	480 -1500 478 (500-1.5/2.2)				430 -1300 428 (500-1.3/2.0)	
IAWP	PUFLA	53°06.54'N	004°44.28'E	FAWP	KD452	52°59.87'N	004°51.81'E
WP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

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

DUTCH MIL 259.250 128.355		DE KOOY ARRIVAL 372.150 124.230		DE KOOY TWR 379.750 120.130		GND CTL 379.750 121.730		ATIS* 133.010	
EGNOS CHANNEL 57187 E21B	APP COURSE 212°	FAF ALT 1200 FT	Descent GR 7.87% / 4.50°	MDA 430	DA 242	THR ELEV 2	ALS 870 m	LDA 3377 FT	

NOTE:

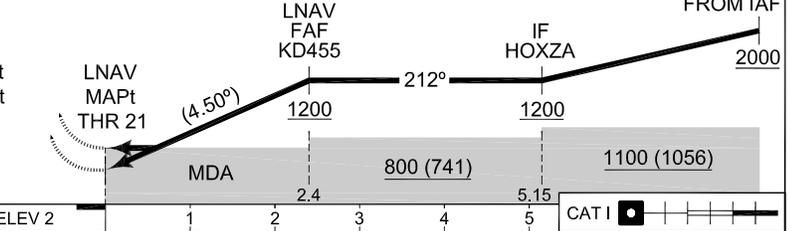
- a) ALL DISTANCES ARE RELATED TO THRESHOLD.
- b) PAPI 3° - NOT ALIGNED WITH INSTRUMENT PROCEDURE VERTICAL PATH.



EMERG SAFE ALT 100 NM 2300

MAPt	1	2	2.4	TA 3000	GS 4.50°
ALT	540	1030	1200		TCH 50

MISSED APPROACH
At MAPt maintain final track 212° MAG and climb to 2000 ft AMSL. At 500 ft AMSL turn left to KD453. At KD453 turn right to HDR and join the holding at 2000 ft AMSL. Inform ATC.



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

CHANGES: NEW LAYOUT

RNLAF 11 AUG 2022

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

1	Apron surface and strength	Location		Surface	Strength
		Visitors apron		concrete	PCN 77 R/C/W/T, PCR 564 R/C/W/T
		EMVO apron		tarmac	PCN 62 F/A/W/T, PCR 564 F/A/W/T
		LCW apron		concrete	PCN 47 R/C/W/T, PCR 494 R/C/W/T
2	TWY width, surface and strength	TWY	Width(m)	Surface	Strength (PCN/PCR)
		A	15	tarmac	PCN 38 F/A/W/T, PCR 428 F/A/W/T
		B ¹⁾	22,5	tarmac/concrete	PCN 34 R/C/W/T, PCR 353 R/C/W/T
		B1	15	tarmac/concrete	PCN 48 R/C/W/T, PCR 500 R/C/W/T
		B2 ²⁾	11,9	tarmac/concrete	PCN 10 F/A/W/T, PCR 154 F/A/W/T
		B3	12	tarmac	PCN 61 R/C/W/T, PCR 418 R/C/W/T
		B4	11,9	tarmac	PCN 40 R/C/W/T, PCR 418 R/C/W/T
		C ³⁾	14,8	tarmac	PCN 44 F/A/W/T, PCR 444 F/A/W/T
		C1	20	tarmac	PCN 51 R/C/W/T, PCR 538 R/C/W/T
		C2	12	tarmac/concrete	PCN 32 R/C/W/T, PCR 373 F/A/W/T
		C3	12	tarmac/concrete	PCN 26 F/A/W/T, PCR 292 F/A/W/T
		C4	20	tarmac	PCN 53 R/C/W/T, PCR 559 R/C/W/T
		D	12	tarmac/concrete	PCN 49 F/A/W/T, PCR 504 F/A/W/T
D	12	tarmac/concrete	PCN 49 F/A/W/T, PCR 504 F/A/W/T		
3	Almeter checkpoint location and elevation	Location			Elevation
		Visitors apron			48 ft
		EMVO apron			52 ft
		LCW apron west			54 ft
		LCW apron east			56 ft
		Confined helisquare			53 ft
		C1			41 ft
4	VOR checkpoints	NA			
5	INS checkpoints	NA			
6	Remarks	¹⁾ Compass swing area: concrete, PCN 34 R/C/W/T, PCR 353 R/C/W/T ²⁾ TWY B2: only to be used by ACFT with ACN 10 / ACR 154 or less ³⁾ TWY C: obstacle TACAN building 24,5 m from TWY centreline			

EHWO AD 2.9 Surface movement guidance and control system and markings

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Follow-me car is available on request.	
2	RWY and TWY markings and LGT	RWY	THR, centreline, RWY designations, TDZ markings, aiming point marking. RWY edge lights, THR lights, RWY-end lights. ¹⁾
		TWY	Centre line, RWY holding point markings, intermediate holding position marking. ²⁾ TWY edge lights. ^{3) 4)}
3	Stop bars	NIL	
4	Remarks	¹⁾ Edge markers along RWY will be installed when heavy snowfall is expected ²⁾ TWY centreline marking is general and not based on any ACFT type. Use caution when taxiing on intersections ³⁾ No TWY edge lights along TWY B ⁴⁾ Edge markers along TWY will be installed when heavy snowfall is expected and deemed necessary.	

EHWO AD 2.10 Aerodrome obstacles

See Aerodrome Chart

EHWO AD 2.11 Meteorological information provided

1	Associated MET Office	Woensdrecht
2	Hours of service MET Office outside hours	HO Joint Meteorological Group
3	Office responsible for TAF preparation Periods of validity	Joint Meteorological Group 12 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 EHWO 0164-692268 Tel JMG 0164-693111 or mail JMG.WX.PLANNING@mindef.nl

EHWO AD 2.12 Runway physical characteristics

RWY designator	True BRG	Dimensions of RWY (m)	Strength (PCN/PCR) and surface of RWY and SWY	THR co-ordinates RWE co-ordinates THR GUND	THR elevation and highest elevation of TDZ of precision APCH RWY
1	2	3	4	5	6
07	068 ⁰	2442x45	PCN: 51 R/ C/W/T PCR: 564 R/ C/W/T Tarmac/con- crete	51° 26' 42.494" N 004° 19' 32.570" E 51° 27' 10.344" N 004° 21' 30.926" E 184 ft	39 ft 48 ft
25	248 ⁰	2442x45	PCN: 51 R/ C/W/T PCR: 564 R/ C/W/T Tarmac/con- crete	51° 27' 10.344" N 004° 21' 30.926" E 51° 26' 42.494" N 004° 19' 32.570" E 209 ft	63 ft 66 ft

RWY designator	Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	RESA dimensions (m)	Location and type of arresting system	OFZ
1	7	8	9	10	11	12	13
07	INFO not AVBL	NA	60 x 300	2562 x 280	240 x 90	NIL	NIL
25	INFO not AVBL	NA	60 x 300	2562 x 280	240 x 90	NIL	NIL

Remarks
14
NIL

EHWO AD 2.13 Declared distances

RWY designator	TORA [m]	ASDA [m]	TODA [m]	LDA [m]	Remarks
1	2	3	4	5	6
07	2442	2442	2502	2442	2502
25	2442	2442	2502	2442	2502

INTERSECTION TAKE-OFF					
RWY designator	TWY	TORA [m]	ASDA [m]	TODA [m]	Remarks
07	B2/C2	1815	1815	1875	Datum line for intersection take-off is measured from intersection downwind edge TWY and RWY CL
25	B3/C3	1723	1723	1783	

EHWO AD 2.14 Approach and runway lighting

RWY designator	APCH LGT type, length, INTST	THR LGT colour, WBAR	VASIS PAPI (THC)	TDZ LGT length	RWY centre line LGT length, spacing, colour, INTST	RWY edge LGT length, spacing, colour, INTST	RWY end LGT colour, WBAR	SWY LGT length, colour
1	2	3	4	5	6	7	8	9
07	S-ALS, 420 m	G -	PAPI left/3° (54 ft)	NA	NIL	3000 M 30 M ¹⁾ LIH	²⁾ -	NIL
25	CAT I, 900 m	G -	PAPI left/3° (54 ft)	NA	NIL	3000 M 30 M ¹⁾ LIH	²⁾ -	NIL

Remarks	
10	
¹⁾	RWY edge lights White from THR to 600 m before RWY end Yellow last 600 m before RWY end
²⁾	RWY end lights 3 red, 1 green, 3 red (for military reasons)

EHWO AD 2.15 Other lighting, secondary power supply

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	In front of TWR, not lighted Anemometer: several on the airfield; In front of TWR, lighted. 250 m NE of THR RWY 07 and 130 m NW of THR RWY 25; not lighted.
3	TWY edge and centre line lighting	AVBL ¹⁾²⁾
4	Secondary power supply Switch-over time	AVBL, switch over time 15 seconds
5	Remarks	¹⁾ No TWY edge lighting along TWY B. ²⁾ TWY A, C, D: LED lights used for elevated TWY edge lights.

EHWO AD 2.16 Helicopter landing area

1	Co-ordinates TLOF or THR of FATO Geoid undulation	Main helisquare 51° 26' 46.535" N 004° 20' 15.505" N= 44.35 M
2	TLOF and/or FATO elevation M/FT	15.02 M
3	TLOF and FATO area dimensions, surface, strength, marking	Square 30 M x 30 M, tarmac and grass, PCN 44 F/A/W/T PCR 444 F/A/W/T, white edges and white letter H
4	True BRG of FATO	69.35°
5	Declared distances available	NIL
6	APCH and FATO lighting	NIL
7	Remarks	TLOF: not lighted

1	Co-ordinates TLOF or THR of FATO Geoid undulation	Confined helisquare 51° 26' 29.998" N 004° 20' 23.628" N= 44.36 M
2	TLOF and/or FATO elevation M/FT	16.03 M
3	TLOF and FATO area dimensions, surface, strength, marking	Square 30 M x 30 M, concrete, PCN 73 R/C/W/T PCR 777 R/C/W/T, white letter H
4	True BRG of FATO	96.03°
5	Declared distances available	NIL
6	APCH and FATO lighting	NIL
7	Remarks	Only for MIL helicopters TLOF: green omnidirectional lights, interval 7,5 M

EHWO AD 2.17 Air traffic services airspace

1	Designation and lateral limits	Woensdrecht control zone 51°20'19.14"N 004°13'22.74"E; along clockwise arc (radius 8 NM, centre 51°26'56.40"N 004°20'31.71"E) to 51°25'38.09"N 004°33'08.47"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 Woensdrecht TWR. English Outside HO DUTCH MIL INFO FREQ 132.350 MHZ.
5	Transition altitude	IFR: 3000 ft AMSL; VFR: 3500 ft AMSL
6	Remarks	Nil

EHWO 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	Woensdrecht Tower	120.430*) 122.100 339.000*) 257.800	HO	*) Primary FREQ
GND CTL	Woensdrecht Ground	121.680 356.875	HO	
APP	Rapcon West	123.580 399.725	HO	Radar equipped
	Woensdrecht Arrival	123.580 370.650	HO	Through APP
	Woensdrecht Monitor	128.990	HO	Nieuw Milligen TMA D1, TMA G1 (extended) Walcheren Area

EHWO 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	WDT	CH 97X	H24	51°26'50.64"N 004°20'38.13"E	40 NM/25000 ft	FREQ protected
ILS 25 LOCALIZER	WDO	108.150	HO	51°26'40.78"N 004°19'25.34"E		
ILS 07 LOCALIZER	WDZ	108.150	HO	51°27'13.50"N 004°21'44.40"E		
GLIDEPATH 25		334.550	HO	51°27'10.401"N 004°21'13.239"E		center of central GP antenna
DME 25	WDO	CH 18Y	HO	51°27'10.401"N 004°21'13.239"E		center DME antenna
GLIDEPATH 07		334.550	HO	51°26'43.318"N 004°19'49.587"E		center of central GP antenna
DME 07	WDZ	CH 18Y	HO	51°26'43.318"N 004°19'49.587"E		center DME antenna

EHWO AD 2.20 Local traffic regulations

Glider- and Light ACFT flying

Glider- and model flying outside OPR HR SR/SS.

EHWO AD 2.21 Noise abatement procedures

To be developed.

EHWO AD 2.22 Flight procedures

IFR procedures

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

RNP approach RWY 07

serial number	Path Des ciptor	WPT ident	Fly Over	Mag°/(T°)	Recom navaid	Dist nm	turn	Altitude (ft AMSL)	Speed (KIAS)	VPA (°TCH(ft))	NAV Spec
001	IF	UCTOW	-	-	-	-	-	+2000	-	-	RNAV1
002	TF	FESWA	-	158/(159.2)	-	5.0	-	+2000	-	-	RNAV1
003	IF	PAFAZ	-	-	-	-	-	+2000	-	-	RNAV1
004	TF	FESWA	-	041/(042.3)	-	5.0	-	+2000	-	-	RNAV1
005	IF	FESWA	-	-	-	-	-	+2000	-	-	
006	TF	WO402	-	068/(069.2)	-	4.3	-	+2000	-	-	RNP APCH
007	TF	THR07	Y	068/(069.4)	-	6	-	-	-	-3.00/54	RNP APCH
008	CF	WO406	Y	068/(069.4)	-	2.7	-	-1000	-	-	RNP APCH
009	DF	UCTOW	-	-	-	-	L	+3000	-	-	RNP APCH

FAS data block - RWY 07

Input data	
Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHWO
Runway	07
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E07A
LTP/FTP Latitude	512642.4915N
LTP/FTP Longitude	0041932.5655E
LTP/FTP Ellipsoidal Height (metres)	56.4
FPAP Latitude	512710.3410N
Delta FPAP latitude (seconds)	27.8495
FPAP longitude	0042130.9220E
Delta FPAP Longitude (seconds)	118.3565
Threshold Crossing Height	54.0
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 Block	10 0F 17 08 05 07 00 00 01 37 30 05 77 EE 13 16 AB 3C DB 01 34 16 93 D9 00 A9 9C 03 1C 02 2C 01 64 00 C8 AF 24 80 FC 79
Calculated CRC Value	2480FC79
Supplied CRC Value	2480FC79
Comparison Result	OK

Required Additional Data	
ICAO Code	WO
LTP/FTP Orthometric Height (metres)	11.9

RNP approach RWY 25

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	BEXWI	-	-	-	-	-	+2000	-	-	RNAV1
002	TF	UPJEF	-	081/(082.4)	-	5.0	-	+2000	-	-	RNAV1
003	TF	NIRUC	-	158/(159.6)	-	5.0	-	+2000	-	-	RNAV1
004	IF	VUZCO	-	-	-	-	-	+2000	-	-	RNAV1
005	TF	NIRUC	-	248/(249.5)	-	5.0	-	+2000	-	-	RNAV1
006	IF	NIRUC	-	-	-	-	-	+2000	-	-	-
007	TF	WO412	-	248/(249.5)	-	4.3	-	+2000	-	-	RNP APCH
008	TF	THR25	Y	248/(249.4)	-	5.9	-		-	-3.00/54	RNP APCH
009	CF	WO416	Y	248/(249.3)	-	2.6	-	-1000	-	-	RNP APCH
010	DF	WO417	Y	248/(249.3)	-	3	-		-	-	RNP APCH
011	DF	WO418	-	-	-	-	R	+3000	-	-	RNP APCH
012	TF	BEXWI	-	081/(082.4)	-	8.8	-	+3000	-	-	RNP APCH

FAS data block RWY 25

Input data	
Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHWO
Runway	25
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E25A
LTP/FTP Latitude	512710.3410N
LTP/FTP Longitude	0042130.9220E
LTP/FTP Ellipsoidal Height (metres)	63.7
FPAP Latitude	512642.4915N
Delta FPAP latitude (seconds)	-27.8495
FPAP longitude	0041932.5655E
Delta FPAP Longitude (seconds)	-118.3565

Threshold Crossing Height	54.0
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 Block	10 0F 17 08 05 19 00 00 01 35 32 05 0A C8 14 16 54 D9 DE 01 7D 16 6D 26 FF 57 63 FC 1C 02 2C 01 64 00 C8 AF 71 22 E2 EE
Calculated CRC Value	7122E2EE
Supplied CRC Value	7122E2EE
Comparison Result	OK

Required Additional Data	
ICAO Code	WO
LTP/FTP Orthometric Height (metres)	19.2

VFR PROCEDURES

VFR EXIT POINTS

Delta

Just north of Kruisland (51.34'40"N 004.24'08"E)

Whiskey

Most southern point of Zuid Beveland (51.23'45"N 004.08'50"E)

Golf

Fields North of T-Cross N286 with N659 just West of Tholen (51.32'52"N 004.11'48"E)

STANDARD VFR DEPARTURE ROUTES PC7 INBOUND TRAINING AREAS:

DEPARTURES PC-7.

Departure PC-7 RWY 25:

W25 Departure:

To the Walcheren area, proceed south of the A58 to leave the CTR south of Krabbendijke at exit point W (Whiskey).

G25 Departure:

To the G1/G1X, proceed over or west of the Oesterdam to leave the CTR north of Tholen at exit point G (Golf).

D25 Departure:

To the east, proceed west and north of Bergen op Zoom and Halsteren to leave the CTR northwest of Roosendaal at exit point D (Delta).

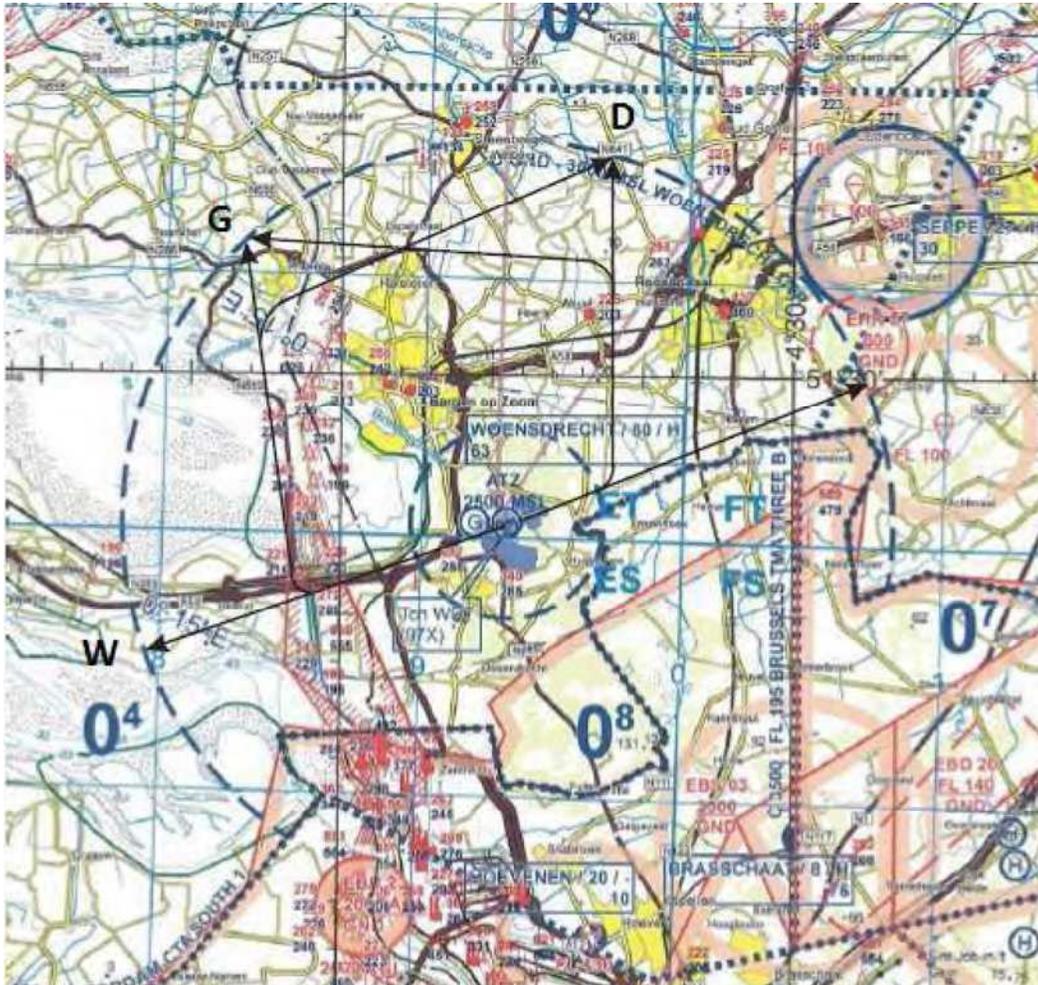
DEPARTURE PC-7 RWY 07:**G07 Departure:**

To the G1/G1X/Walcheren area, proceed east of Bergen op Zoom via north of Halsteren to leave the CTR north of Tholen at exit point G (Golf).

D07 Departure:

To the TMA D, proceed east of Bergen op Zoom and west of Roosendaal to leave the CTR north of Roosendaal at exit point D (Delta).

NOTE: PC-7 aircraft proceed at altitude 1500 ft.



VFR ARRIVAL AND CIRCUIT PROCEDURES

VFR procedures

APPROACH PROCEDURES:

Both circuits are to be flown to the north, R/H pattern for RWY 25 and L/H pattern for RWY 07. The part of the approach in the CTR towards IP shall be flown at 2000 ft. After passing IP descend to 1500 ft circuit altitude.

CIRCUIT ALTITUDES:

Overhead pattern: 1500 ft.

Rectangular pattern: 1000 ft.

HEL pattern: 500 ft.

INITIAL POINTS:

IP RWY 07: WDT R-257/4,3NM
 51°25'41"N 004°14'03"E
 A collection of bridges over the Kreekrak.

IP RWY 25: WDT R-072/3,3NM
 51°28'13"N 004°26'41"E
 A farm located west of the railway next to a line of trees between
 Wouwe Plantage and Essen.

 IP North (HEL only): WDT R-027/4,1NM
 51°30'29"N 004°23'38"E
 Exit 25 'Wouwe Plantage' of the highway A58

REPORTING POINTS:

Kilo: WDT R-265/8NM
 51°26'08"N 004°07'32"E
 Triangular shaped beach north east of the village Krabbendijke.

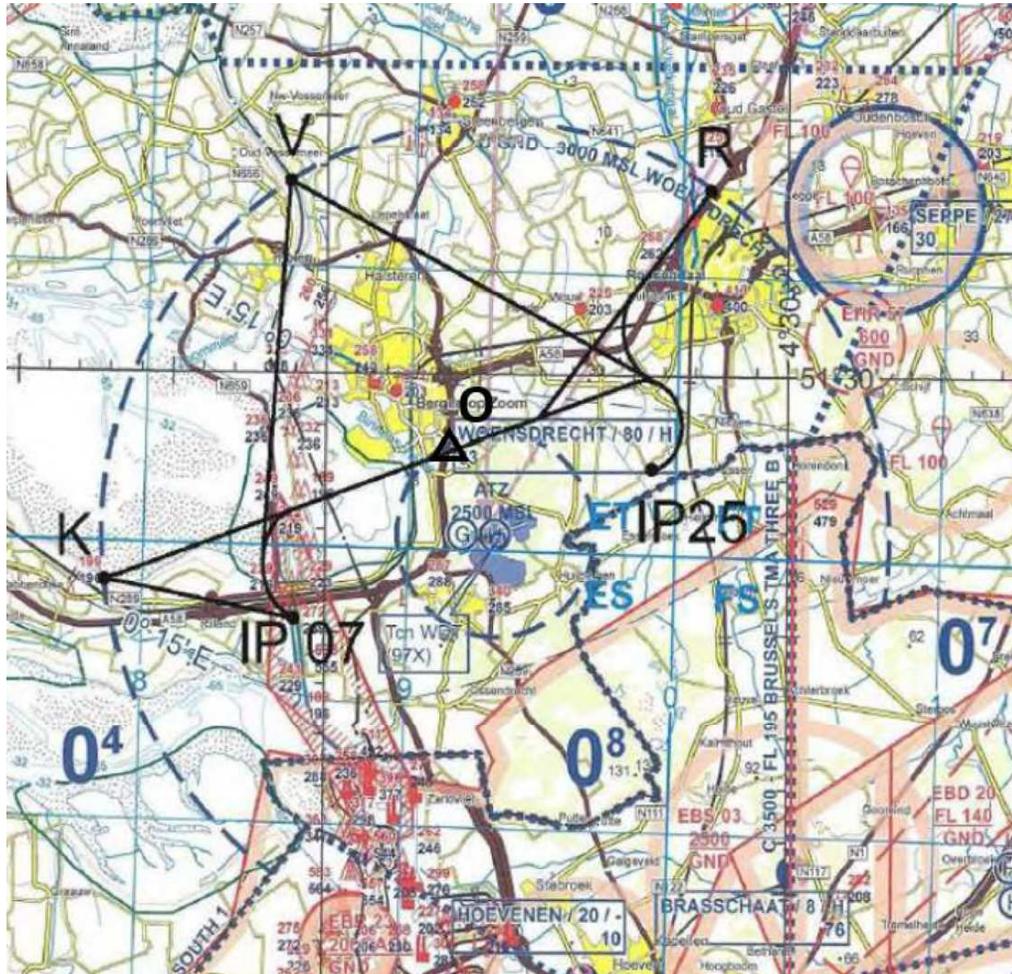
Victor: WDT R-329/8NM
 51°33'47"N 004°13'55"E
 Most southern point of a forest on the Easterly border of the
 channel east of the village Oud Vossemeer. A small triangular cove
 marks the south point of the forest.

Romeo: WDT R-033/8NM
 51°33'27"N 004°27'26"E
 Four small lakes along the A17, west of Roosendaal, west of
 the industry park Borchwerf flyover nr 20 on the A17.

Echo: WDT R-065/7,3NM
 51°29'57"N 004°31'19"E
 Triangular shaped cove in the forest southwest of Rucphense heide

Oscar (O).

Crossing A4/A58 with Huijbergsebaan, between the hospital and the most southern residential area of Bergen op Zoom (51.28'44"N 004.18'56"E).



Closed or Downwind turn

When remaining in the circuit a closed or a downwind turn may be requested. A closed implies a climbing turn to downwind when passing the departure end of the runway. A downwind turn implies a turn to downwind when reaching circuit altitude.

Initial straight-in approach

From initial, a straight-in approach can be made. A one-minute prior initial, or abeam initial, shall be reported in order to sequence potential traffic in the circuit. A descent to 1000 ft AMSL will be initiated from the one-minute prior or abeam initial call towards initial.

Direct Downwind

From VFR entry points a direct path to downwind. A one-minute prior downwind shall be reported in order to sequencing potential traffic in the circuit. The descent to circuit altitude will be initiated from the one-minute prior call towards downwind.

Civil pattern

From VFR entry points, a direct path to downwind. Downwind will be entered at 700 ft AMSL.

Simulated Flame Out (SFO) specially for PC-7

High key will start at 2500 ft AMSL. The SFO pattern is standard in the north, however a pattern to the south may be applied to assure an expeditious flow of the potential traffic in the circuit.

LOW APPROACH, TOUCH AND GO, GO-AROUND.

After a Low Approach, Touch and Go or Go-around, traffic is to stop the climb at 1000 ft until passing airfield boundary at runway end.

SLOW LANE PROCEDURES

The slow-lane is standard on the northern side of the runway or otherwise instructed by ATC. Crossing the fast-lane is only allowed after permission from TWR. The slow lane is also to be used for dropping the drag chute.

EHWO AD 2.23 Additional information**VFR Lost communications procedure (EMVO only)**

1. Proceed VFR towards the airfield, stay clear of centerline and try to contact Woensdrecht tower. If no radio contact can be established, squawk 7600 and execute a VFR non radio procedure:
2. Squawk 7600.
3. If outside the CTR, follow the standard recovery procedures to one of the VFR entry points.
4. If the pilot assumes that there could be a change to the latest known runway-in-use: proceed from the north at altitude 2500 ft AMSL overhead the field and determine the runway-in-use. Turn in the direction of traffic to the dead side of the runway-in-use and descent to altitude 2000 ft AMSL. Fly via outer downwind to initial.
5. From Initial Point descent to altitude 500 ft AMSL at the dead side of the runway-in-use to pass in front of the tower while rocking the aircrafts wings.
6. At the end of the runway start a climbing turn to join downwind.
7. On downwind expect a light signal from tower. Acknowledge the light signal by rocking the aircrafts wings.
8. Expect another light signal at base-leg. Do not acknowledge the light signal.
9. In case of a flashing red light signal from tower or initiating a go-around, return to downwind (not before the end of the runway). After landing taxi back to dispersal following the standard procedures.

Large air traffic Limitations

Due to protected nature reserve (Markiezaat) situated just north-west of the airbase, a restriction has been established to all aircraft with a wingspan > 30m. At all times this area must be avoided below 3000 ft. A map of the corresponding boundaries of this area is shown below.



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
AVBL H24

PPR 24 HRS: for Prior Permission Request contact:
Airport Operations ASC

TEL: +31(0)889564405

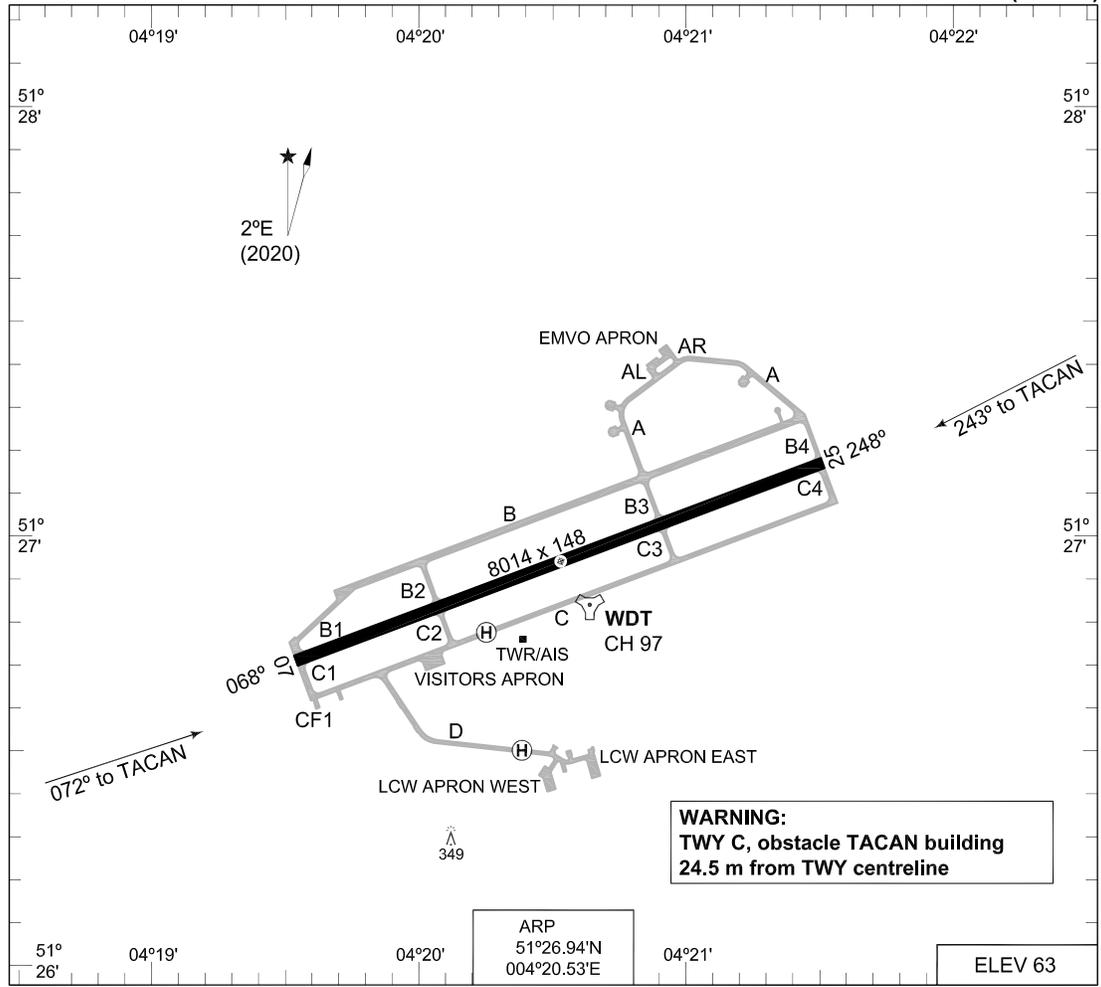
FAX: N.A.

EMAIL: ASC.LHD@MINDEF.NL

EHWO AD 2.24 Charts related to an aerodrome

	Aerodrome Chart	EHWO AD 2-19
	Local map	EHWO AD 2-20
	MVA chart	EHWO AD 2-21
	Instrument departure chart WO1	EHWO AD 2-22
	Instrument departure chart WO3	EHWO AD 2-23
	Instrument approach chart ILS or LOC RWY 07	EHWO AD 2-24
	Instrument approach chart HI-TACAN RWY 07	EHWO AD 2-25
	Instrument approach chart TACAN RWY 07	EHWO AD 2-26
	Instrument approach chart RNP RWY 07	EHWO AD 2-27
	Instrument approach chart ILS or LOC RWY 25	EHWO AD 2-28
	Instrument approach chart HI-TACAN RWY 25	EHWO AD 2-29
	Instrument approach chart TACAN RWY 25	EHWO AD 2-30
	Instrument approach chart RNP RWY 25	EHWO AD 2-31

MIPS AERODROME CHART **WOENSDRECHT (EHWO)**



WARNING:
 TWY C, obstacle TACAN building
 24.5 m from TWY centreline

ARP
 51°26.94'N
 004°20.53'E

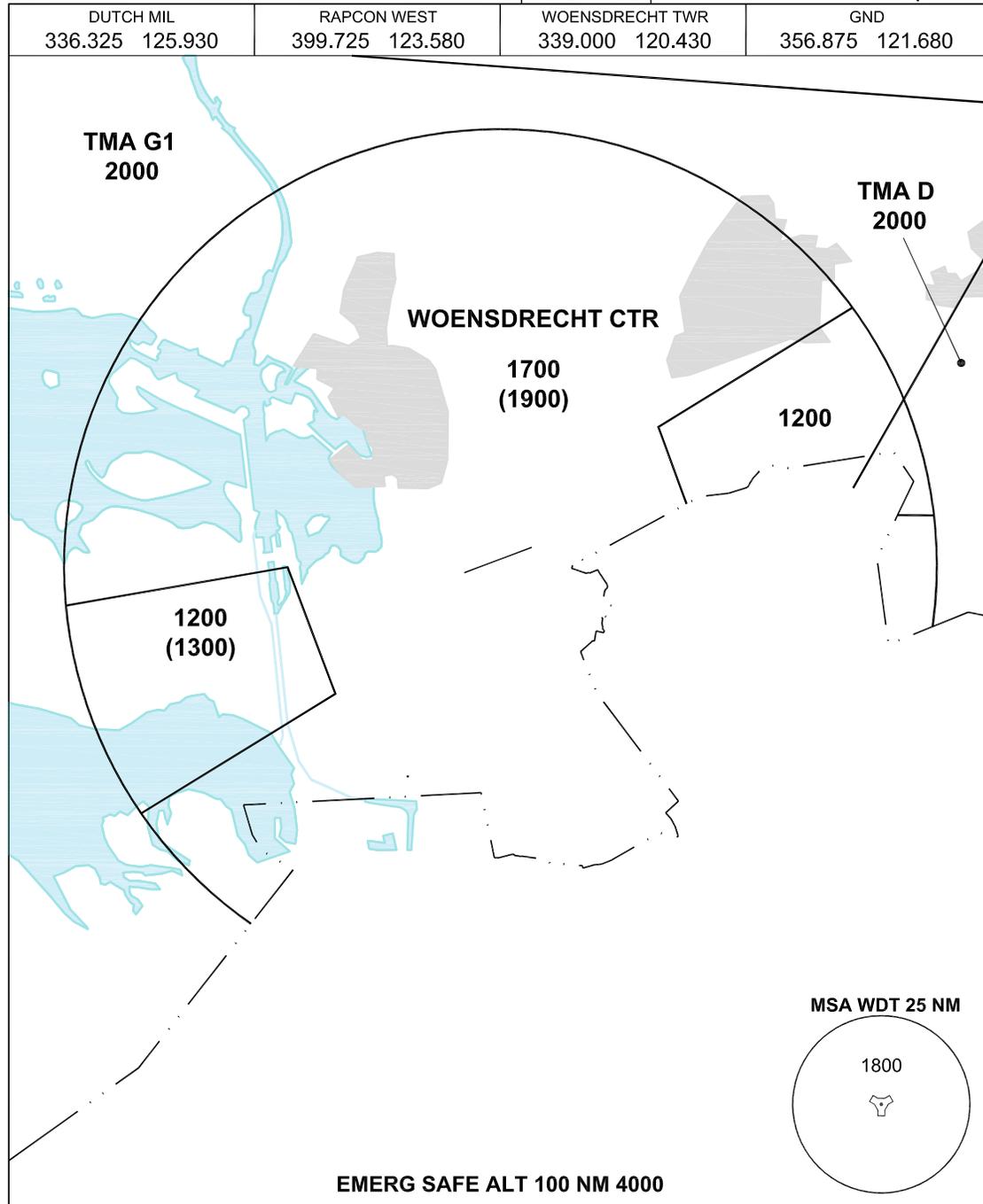
ELEV 63

RWY	PCN	PCR	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
25	51 R/C/W/T	564 F/A/W/T	8014	8014	8014	8014	3.0°	63	51°27.17'N 004°21.51'E
07	51 R/C/W/T	564 F/A/W/T	8014	8014	8014	8014	3.0°	39	51°26.71'N 004°19.54'E
GROUND CONTROL			356.875	121.680					
WOENSDRECHT TWR			339.000	120.430					
RAPCON WEST			399.725	123.580					
WOENSDRECHT ARRIVAL			370.650						
	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
SRA	MIPS	25					AB	MIPS	450-1100 387 (400-1.1)
							CDE		450-1200 387 (400-1.2)
	MIPS	07					AB	MIPS	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: DELETE CABLE, PCR

RNLAf 20 MAR 2025

MIPS **MINIMUM VECTORING ALTITUDE** AD ELEV 63 **MVA CHART** **WOENSDRECHT (EHWO)**



CHANGES: MSA, EDITORIAL

RNLAf 30 DEC 2021

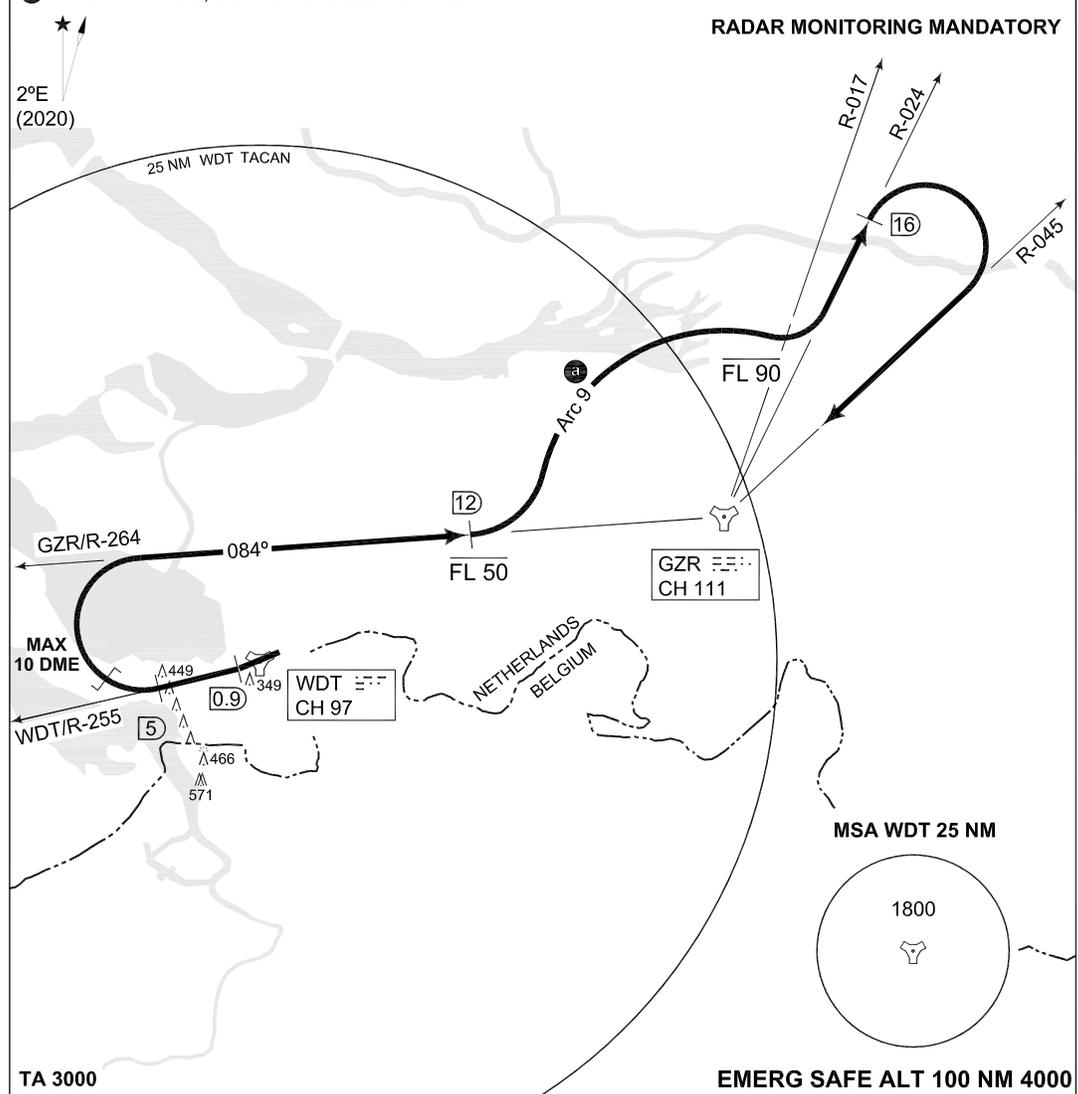
- THE ALTITUDE BETWEEN BRACKETS IS TO BE USED FOR THE CORRESPONDING SECTOR WHEN AIR TEMPERATURE AT AIRBASE ALTITUDE IS LOWER THAN -7°.
- ALTITUDES ONLY AVAILABLE IF THE RADAR COVERAGE PERMITS.

MIPS INSTRUMENT DEPARTURE CHART **WO1 WOENS DRECHT (EHWO)**

GND CTL 356.875 121.680	WOENS DRECHT TWR 339.000 120.430	AD ELEV 63 RAPCON WEST 399.725 123.580	DUTCH MIL 336.325 125.930						
		RWY	Knots	120	180	240	300	360	to
		25	V/V (fpm)	360	540	720	900	1080	114 ft

NOTE:

ⓐ WHEN IN ARC 9, DO NOT EXCEED 10 DME



TA 3000 EMERG SAFE ALT 100 NM 4000

CAUTION: Dep end crossing height 78 ft due to obstacle left of centerline. TORA 8014.

<p>WOENS DRECHT 1 (RWY 25)</p>	<ul style="list-style-type: none"> - At 0.9 DME intercept R-255 outbound, level off at FL 50. - At 5 DME intercept GZR R-264 inbound. - At R-264/12 DME climb to FL 90. - Turn left to intercept Arc 9. ⓐ - Intercept R-024 outbound, when crossing GZR R-017 continue climb. - At 16 DME turn right to intercept R-045 inbound.
<p>NOTE:</p>	<p>Departure will be controlled by Rapcon West.</p>

CHANGES: MSA

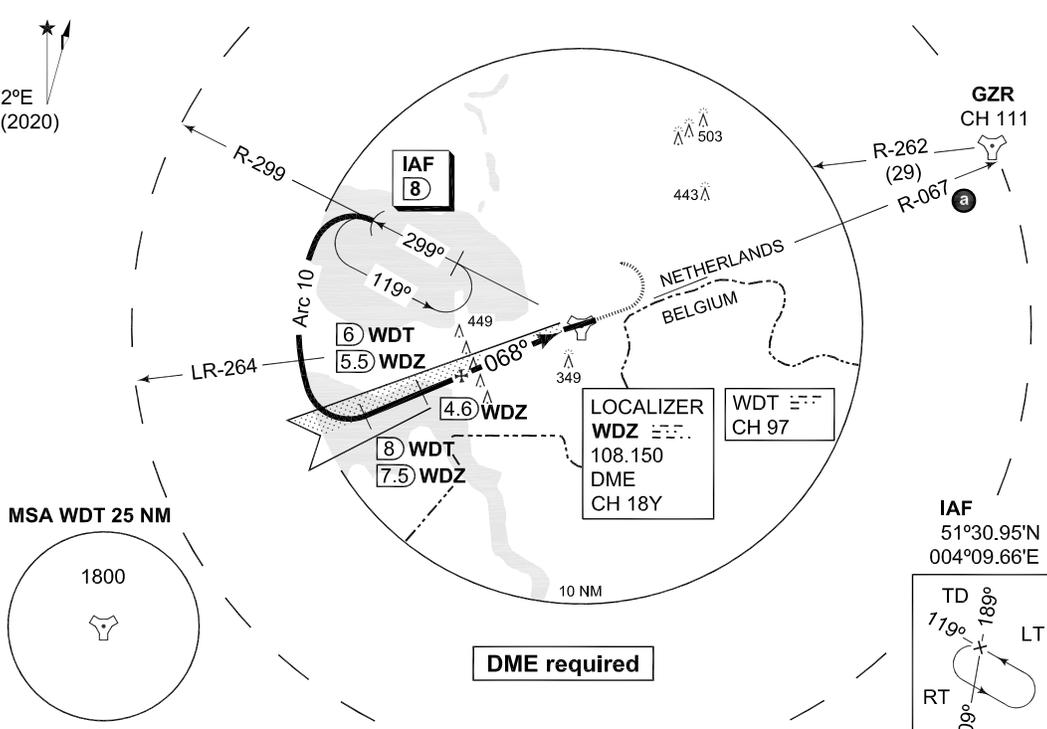
RNLAF 30 DEC 2021

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

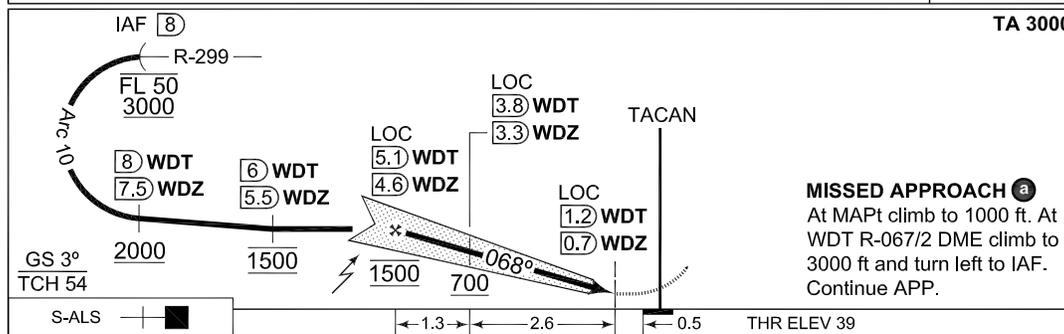
DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENSDRECHT TWR 339.000 120.430		GND 356.875 121.680		
TACAN / LOCALIZER / DME WDT CH 97/WDZ 108.150/CH 18Y		APP COURSE 068°	GS INTCP ALT 1500 FT	GS 3°	DA SEE CAT	THR ELEV 39	ALS 420 m	LDA 8014 FT

CAUTION:

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



EMERG SAFE ALT 100 NM 4000



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.

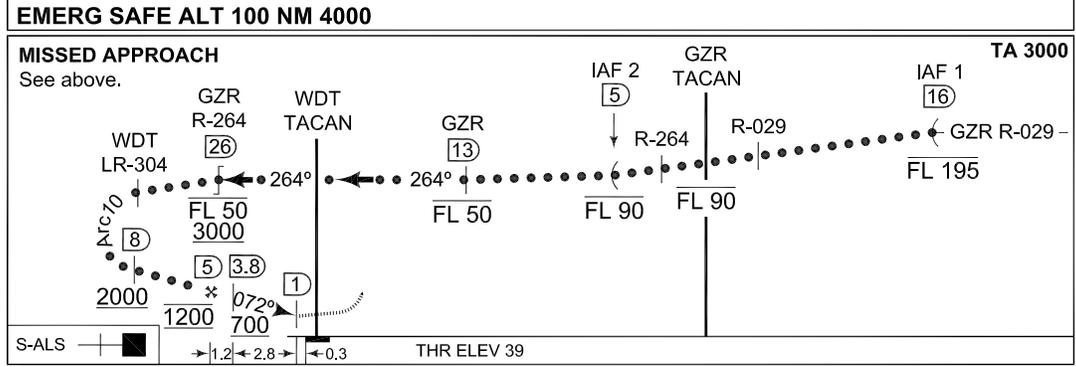
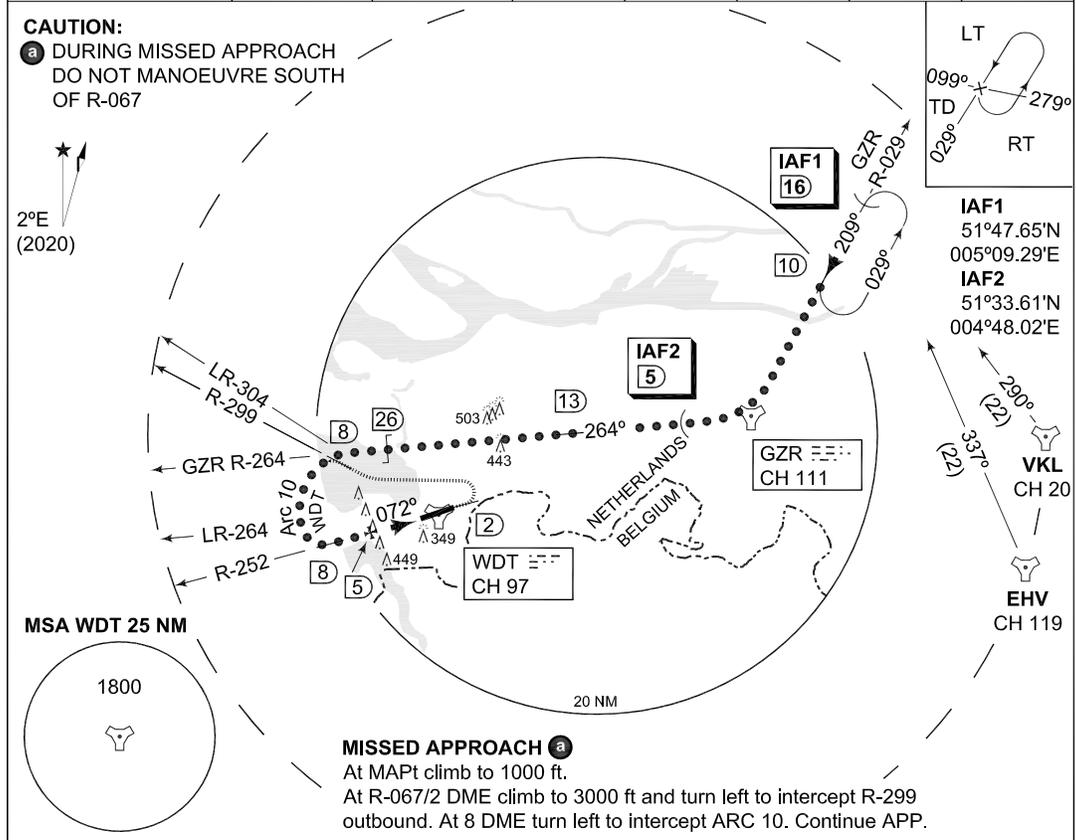
CHANGES: EDITORIAL

MIPS

RNLAF 28 NOV 2024

MIPS INSTRUMENT APPROACH CHART **HI-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



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

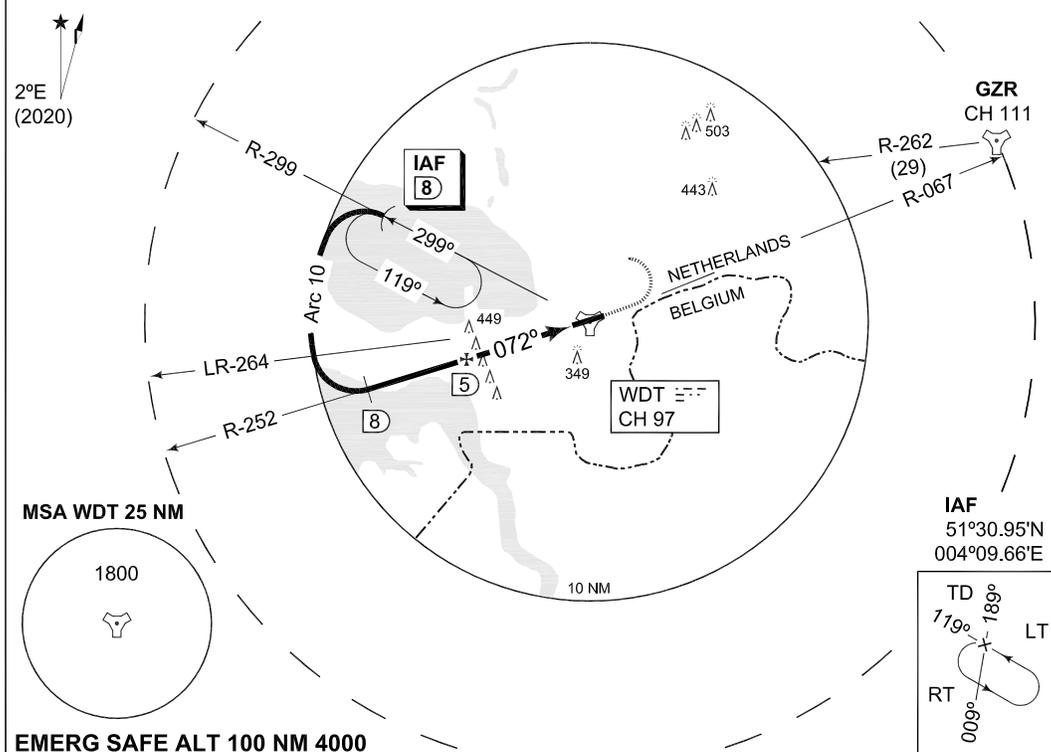
RNLAF 28 NOV 2024

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

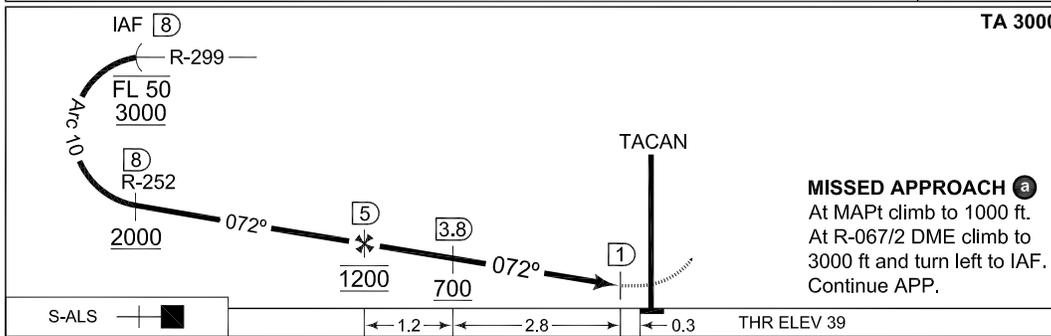
DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENSDRECHT TWR 339.000 120.430		GND 356.875 121.680	
TACAN WDT CH 97	APP COURSE 072°	FAF ALT 1200 FT	Descent GR	MDA 600	THR ELEV 39	ALS 420 m	LDA 8014 FT

CAUTION:

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



EMERG SAFE ALT 100 NM 4000



S-ALS	← 1.2 →	← 2.8 →	← 0.3 →	THR ELEV 39	
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				

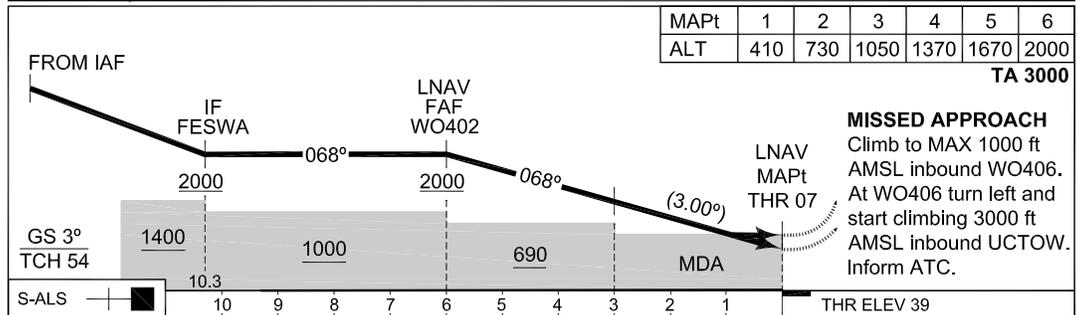
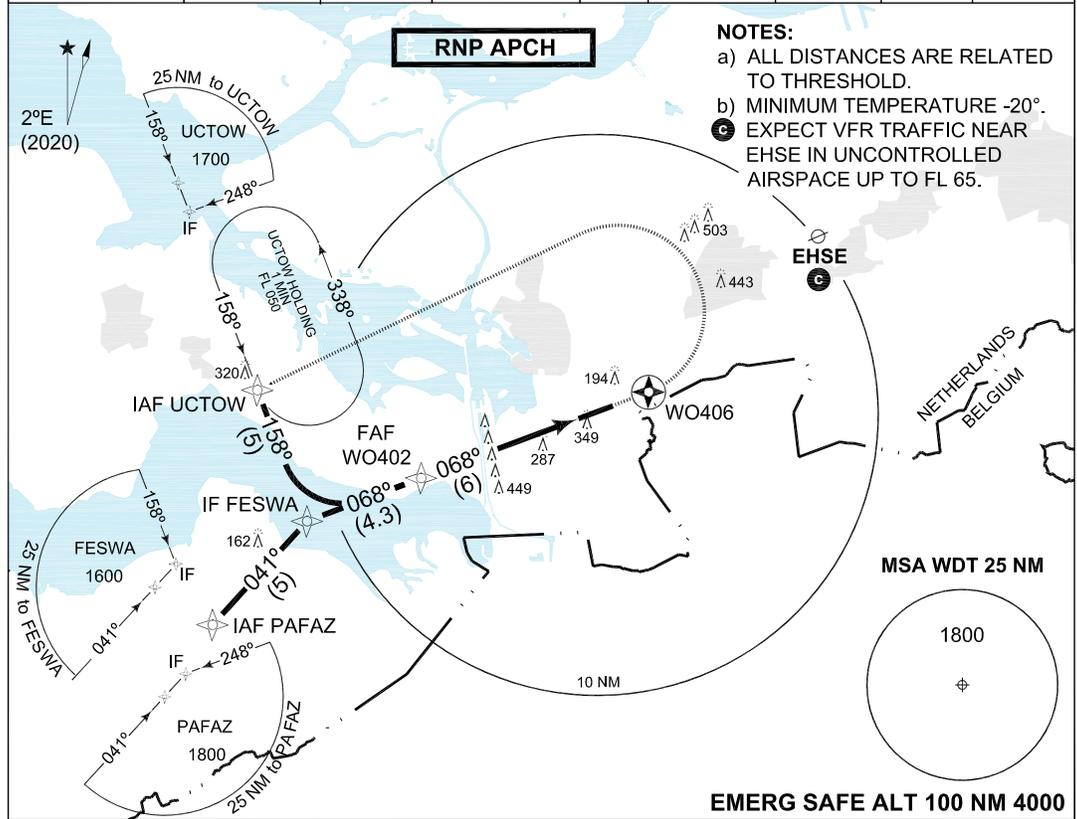
CHANGES: EDITORIAL

MIPS

RNLAF 28 NOV 2024

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		
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)					
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

CHANGES: INSERT EHSE, NOTES

RNLAF 23 MAR 2023

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

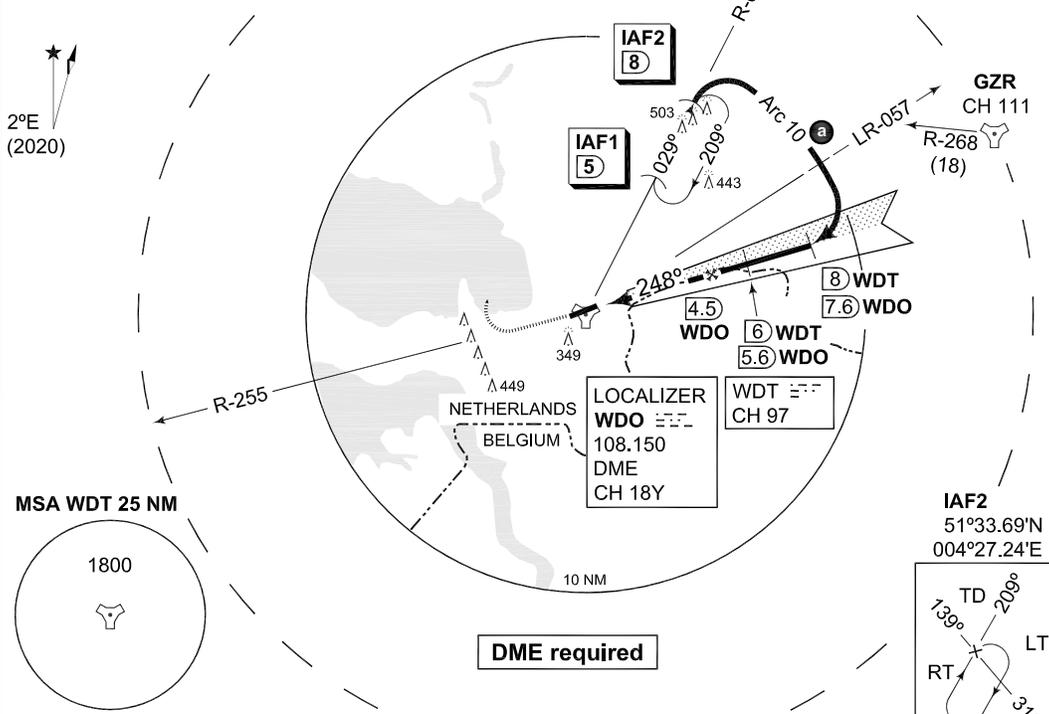
AD ELEV 63

DUTCH MIL 336.325 125.930	RAPCON WEST 399.725 123.580	WOENSDRECHT 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

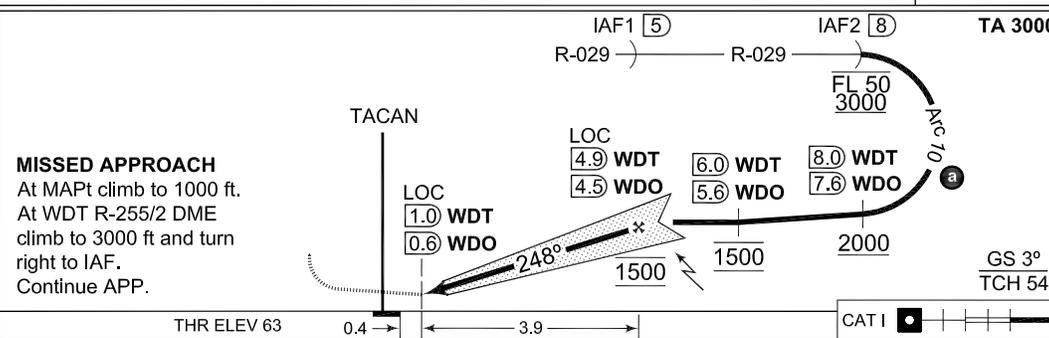
CAUTION:

- a) WHEN TURNING TOWARDS THE ARC, DO NOT EXCEED 10 DME.
- b) RADAR MONITORING MANDATORY

IAF1
51°31.12'N
004°24.76'E



EMERG SAFE ALT 100 NM 4000



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

RNIAF 28 NOV 2024

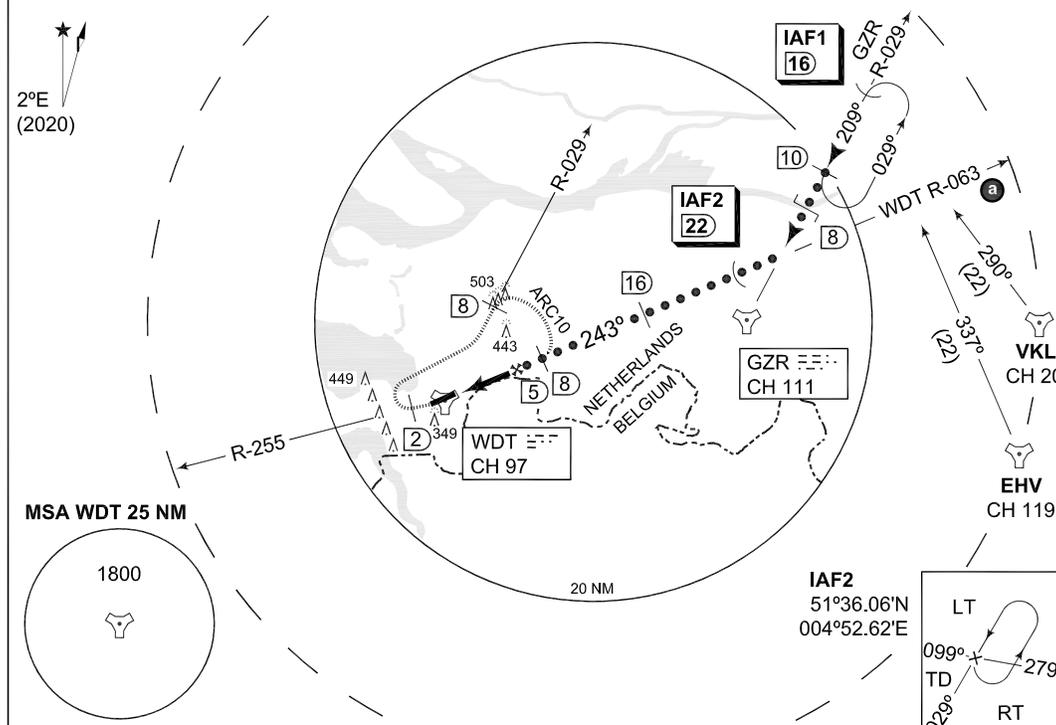
MIPS INSTRUMENT APPROACH CHART AD ELEV 63 **HI-TACAN RWY 25 WOENS DreCHT (EHWO)**

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

CAUTION:

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

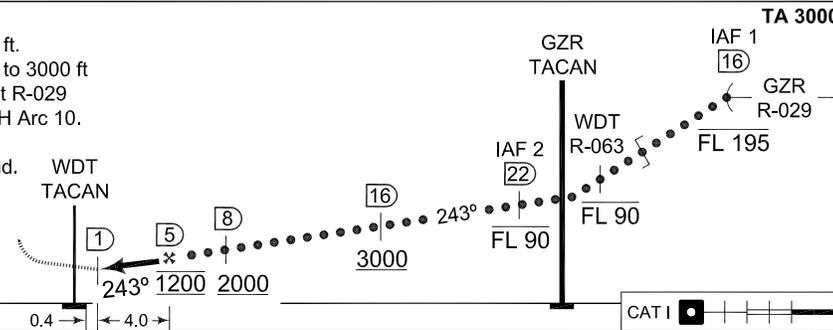
IAF1
51°47.65'N
005°09.29'E



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.



THR ELEV 63	0.4	4.0	CAT I		
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

RN/AF 28 NOV 2024

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

AD ELEV 63

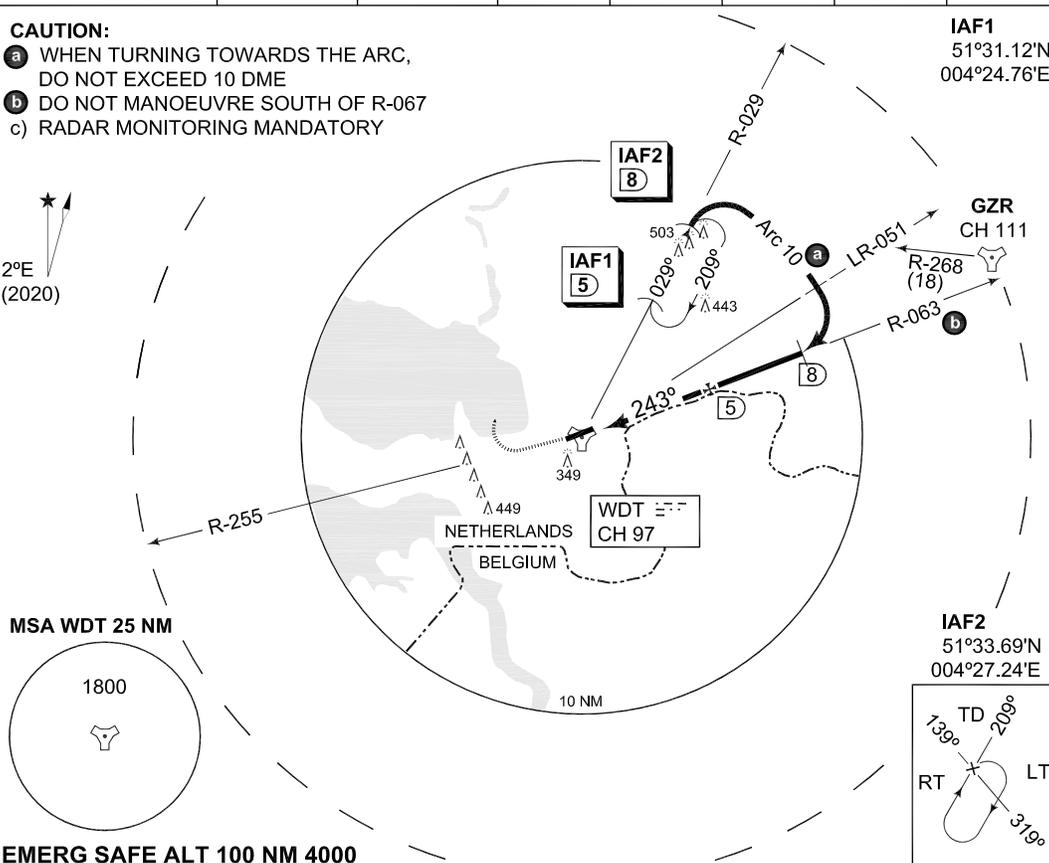
DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENS DRECHT TWR 339.000 120.430		GND 356.875 121.680	
TACAN WDT CH 97	APP COURSE 243°	FAF ALT 1200 FT	Descent GR	MDA 440	THR ELEV 63	ALS 900 m	LDA 8014 FT

CAUTION:

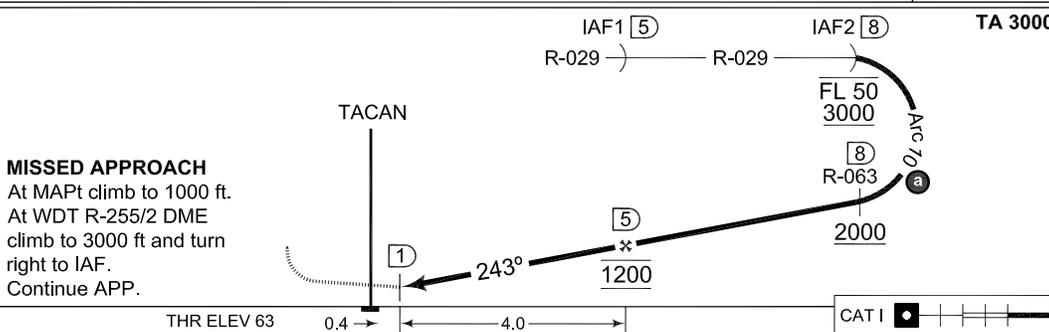
- a) WHEN TURNING TOWARDS THE ARC, DO NOT EXCEED 10 DME
- b) DO NOT MANOEUVRE SOUTH OF R-067
- c) RADAR MONITORING MANDATORY

IAF1
51°31.12'N
004°24.76'E

★
2°E
(2020)



EMERG SAFE ALT 100 NM 4000



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

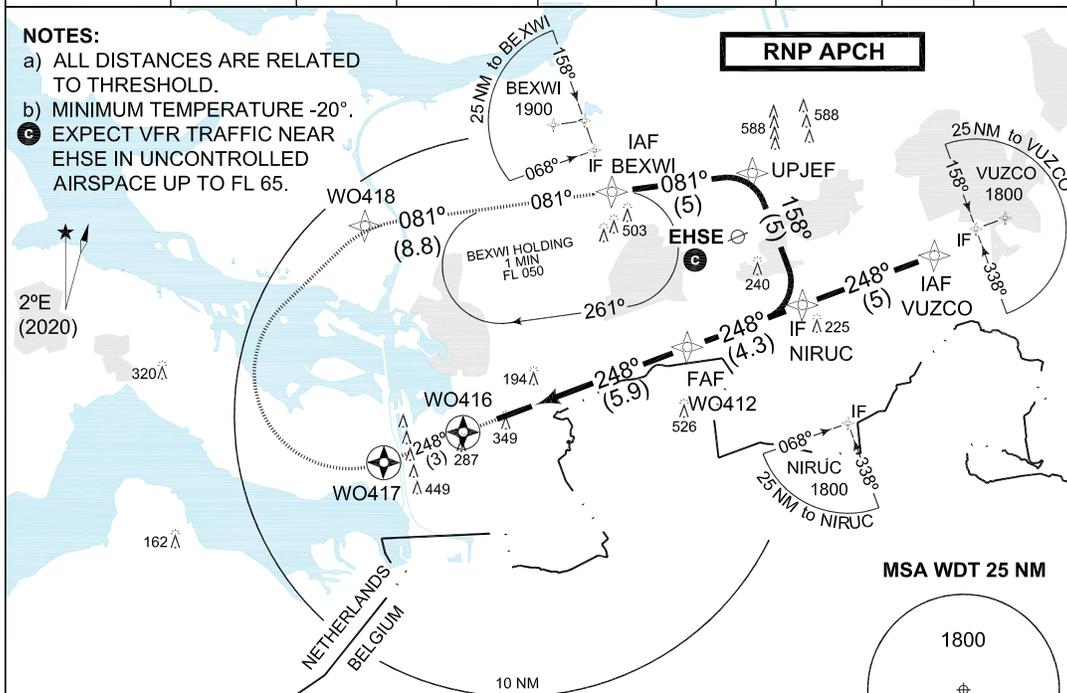
PANS OPS INSTRUMENT APPROACH CHART **RNP RWY 25 WOENS DRECHT (EHWO)**

AD ELEV 63

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 51845 E25A	APP COURSE 248°	FAF ALT 2000 FT	Descent GR 5.24% / 3.0°	MDA SEE CAT	DA SEE CAT	THR ELEV 63	ALS 900 m	LDA 8014 FT	

NOTES:

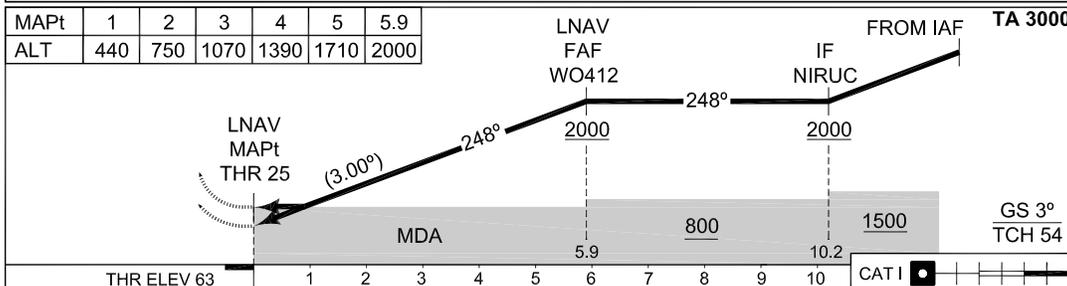
- a) ALL DISTANCES ARE RELATED TO THRESHOLD.
- b) MINIMUM TEMPERATURE -20°.
- c) EXPECT VFR TRAFFIC NEAR EHSE IN UNCONTROLLED AIRSPACE UP TO FL 65.



MISSED APPROACH

Climb to MAX 1000 ft AMSL to WO416. Climb to 3000 ft AMSL to WO417. At WO417 turn right to WO418 and proceed to BEXWI. Inform ATC.

EMERG SAFE ALT 100 NM 4000



CATEGORY	A	B	C	D
DA(H) LPV	284 -550 221 (300-0.8/1.2)	294 -550 231 (300-0.8/1.2)	303 -550 240 (300-0.8/1.2)	313 -550 250 (300-0.8/1.3)
DA(H) LNAV / VNAV	321 -600 258 (300-0.8/1.3)	331 -600 268 (300-0.8/1.3)	352 -650 289 (300-0.8/1.4)	379 -700 316 (400-0.8/1.4)
MDA(H) LNAV	440 -1000 377 (400-1.0/1.7)		450 -1100 387 (400-1.1/1.8)	

IAWP	VUZCO	51°32.51'N	004°44.39'E	MAWP	THR25	51°27.17'N	004°21.52'E
IAWP	BEXWI	51°34.79'N	004°26.14'E	MATWP	WO416	51°26.25'N	004°17.60'E
WP	UPJEF	51°35.44'N	004°34.09'E	MATWP	WO417	51°25.19'N	004°13.12'E
IWP	NIRUC	51°30.76'N	004°36.89'E	MATWP	WO418	51°33.61'N	004°12.09'E
FAWP	WO412	51°29.25'N	004°30.37'E	MAHF	BEXWI	51°34.79'N	004°26.14'E

CHANGES: INSERT EHSE, NOTES

RNLAF 23 MAR 2023



|

INTENTIONALLY LEFT BLANK