Rijswijk, 17 Apr 2026

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

AIRAC AMENDMENT 06/26

EFFECTIVE DATE 11 JUN 26

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 5.2-14	ENR 5.2-14	EHWO 2-3	EHWO 2-3
GEN 0.4-3	GEN 0.4-3	ENR 5.2-17	ENR 5.2-17	up to	up to
GEN 0.4-5	GEN 0.4-5			EHWO 2-23	EHWO 2-23
GEN 0.4-6	GEN 0.4-6	EHKD 2-24	EHKD 2-24	EHWO 2-26	EHWO 2-26
		up to	up to	up to	up to
		EHKD 2-30	EHKD 2-30	EHWO 2-35	EHWO 2-35

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: NIL

Military Aviation Authority NLD
In order H-AL

R.P.A.C. Scheepens
Lt Colonel

GEN 0.4 CHECKLIST OF MilAIP PAGES

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EHVK 2-14	16 APR 2026		EHWO 2-19	11 JUN 2026			
EHVK 2-15	16 APR 2026		EHWO 2-20	11 JUN 2026			
EHVK 2-16	16 APR 2026		EHWO 2-21	11 JUN 2026			
EHVK 2-17	16 APR 2026		EHWO 2-22	11 JUN 2026			
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EHVK 2-21	16 APR 2026		EHWO 2-26	11 JUN 2026			
EHVK 2-22	05 NOV 2020		EHWO 2-27	11 JUN 2026			
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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
EHTRA59/59A	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 5.2.2.4.2.2.8. EHR4/4A/4B/4C/4D/4E/4F

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

ENR 5.2.2.4.2.2.9. EHR8/8A

EHR8 Live firing, RPAS operations and other military exercises.
EHR8A Live firing and other military exercises.
RPAS activities shall stay 5 NM from the Schiphol TMA 1, 2 and 6 and Amsterdam CTA West borders.

ENR 5.2.2.4.2.2.10. EHTRA10A/10B

EHTRA10A military exercises.
EHTRA10B military exercises.

ENR 5.2.2.4.2.2.11. EHTRA11

Primary for transit RPAS form EHLW into EHTRA10A.
Other military exercises after approval ATC, ATC has priority.
EHTRA11 cannot be booked within the same time frame as the EHR2A except when used for RPAS transit operations only.

ENR 5.2.2.4.2.2.12. EHTRA12/12A

EHTRA12/12A military exercises.
EHTSA1A and EHTRA72 have priority in usage over the EHTRA12.

ENR 5.2.2.4.2.2.13. EHTRA14/14B/14C

Close Air Support training and other military exercises.
All participating flights, except RPAS, and flights crossing with a clearance, have to maintain 2-way radio communication with the appropriate controlling agency.

RPAS operations are allowed under the following conditions:

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

ENR 5.2.2.4.2.2.14. EHTRA15/15A

EHTRA15/15A Military exercises.
All participating flights, except RPAS, and flights crossing with a clearance, have to maintain 2-way radio communication with the appropriate controlling agency. Within the EHTRA15 and EHTRA15A, AOCS NM CRC and MilATCC Schiphol may clear flights up to the boundaries of the EHTRA15(A), provided they stay at least 5 NM or 1000 ft (2000 ft if above FL 290) clear of flights under control of Amsterdam ACC/Maastricht UAC that fly along the boundary of the EHTRA15(A). Within the EHTRA15, AOCS NM CRC and MilATCC Schiphol shall stay clear 2,5 NM from the area of responsibility of Eelde TWR/APP.

ENR 5.2.2.4.2.2.15. EHTRA58

Para jumping only.

ENR 5.2.2.4.2.2.16. EHTRA59/59A

Para jumping only.

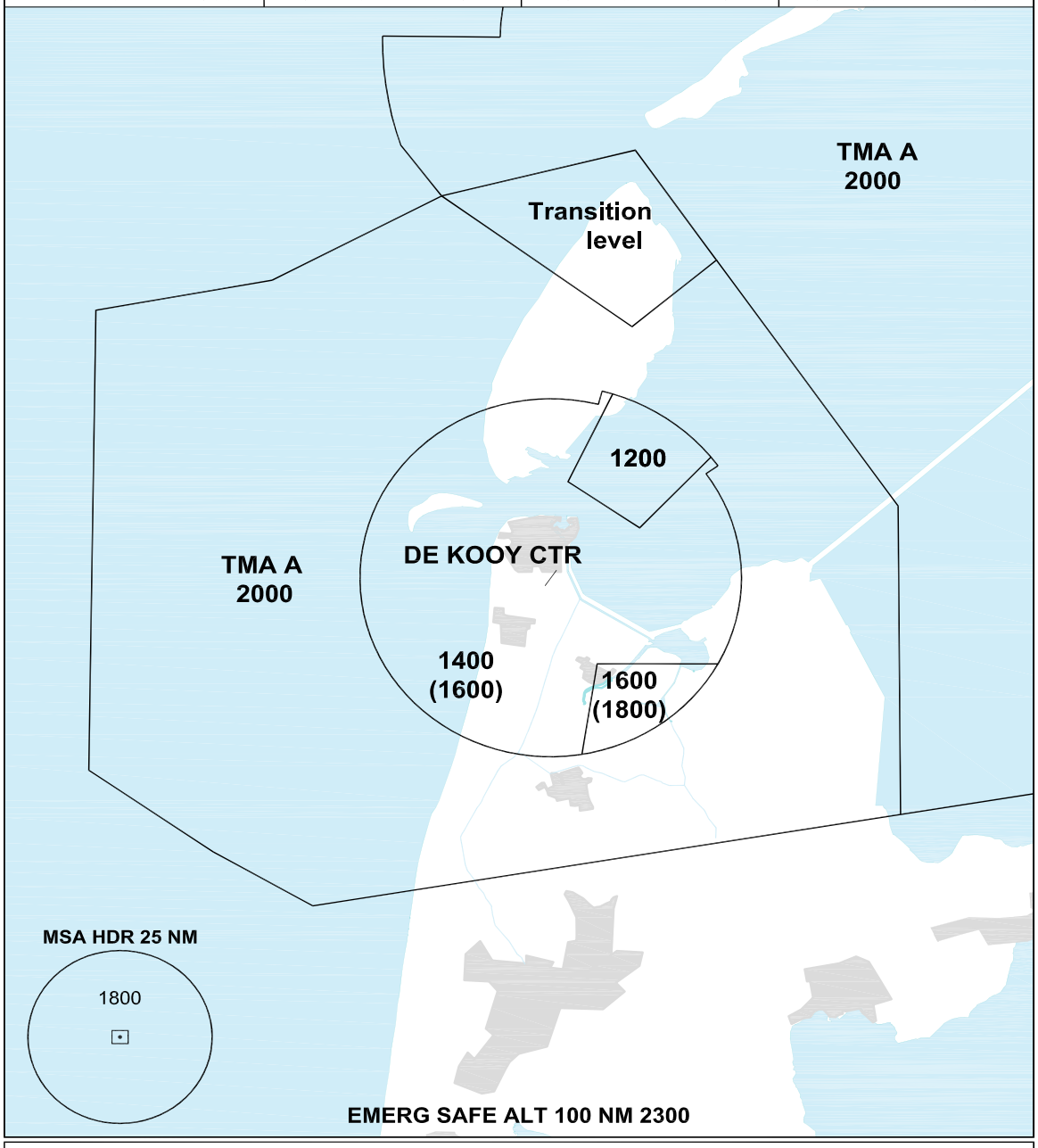
Special procedures agreed between LVNL and RNLASF shall be applied for location climb, profile and jump run. instructions shall be obtained by Supervisor MilATCC Schiphol.

MIPS
MINIMUM VECTORING ALTITUDE

AD ELEV 4

MVA CHART
DE KOOY (EHKD)

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



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

CHANGES: MSA

RNLASF 11 JUN 2026

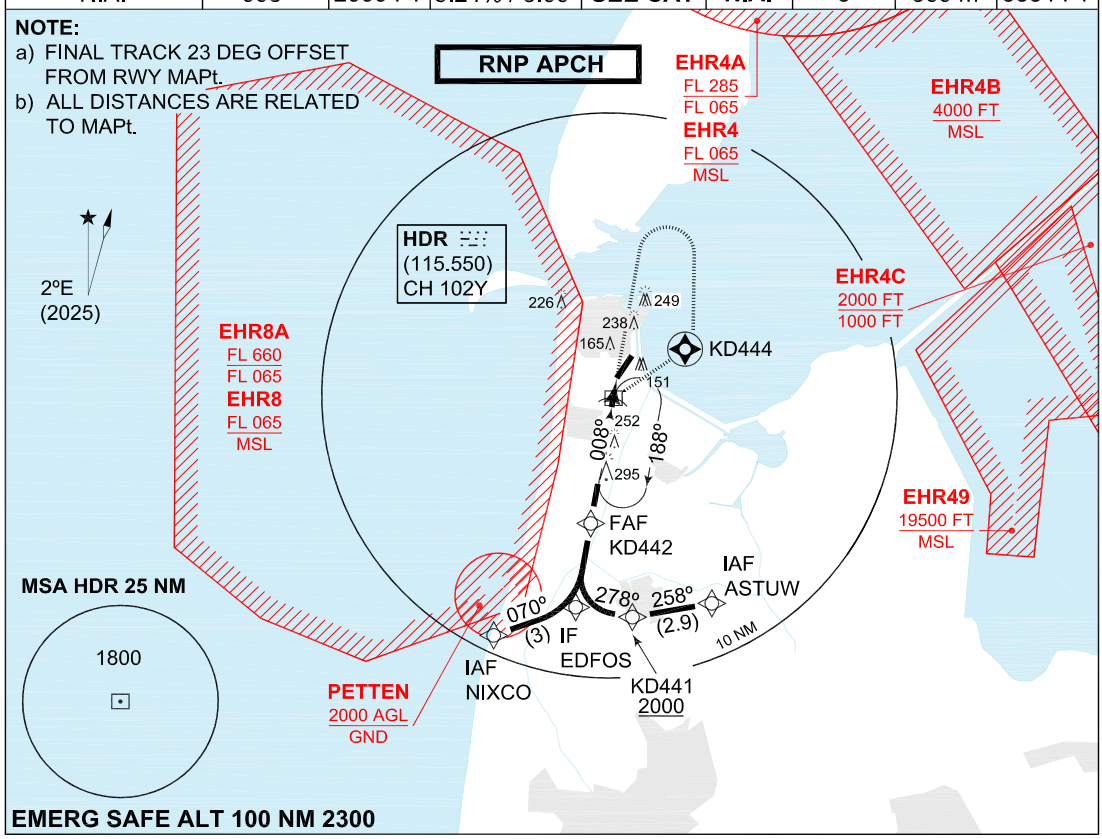
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 4

RNP Z RWY 03
DE KOOY (EHKD)

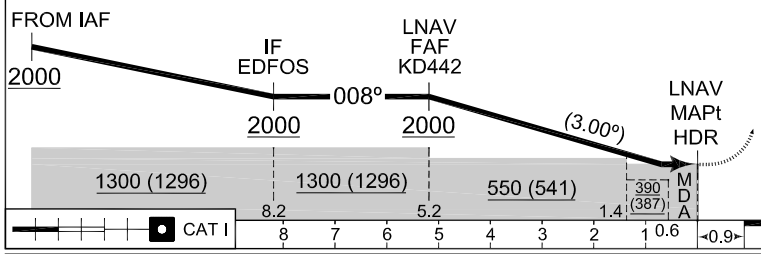
DUTCH MIL	DE KOOY ARRIVAL	DE KOOY TWR	GND CTL	ATIS*
259.250 128.355	372.150 124.230	379.750 120.130	379.750 121.730	133.010

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
N.A.	008°	2000 FT	5.24% / 3.00°	**SEE CAT**	**N.A.**	3	360 m	3334 FT



GS 3.00°
TCH 50

TA 3000	MAPt	1	2	3	4	5	5.2
	ALT	650	970	1290	1610	1920	2000



MISSED APPROACH
At MAPt maintain final track 008° MAG and climb to 2000 ft AMSL. At 1000 ft AMSL turn right to KD444. At KD444 turn right to HDR and join the holding at 2000 ft AMSL.
Inform ATC.

CATEGORY		A	B	H
MIPS	DA(H) LPV	NOT AUTHORIZED		
	DA(H) LNAV / VNAV	NOT AUTHORIZED		
	MDA(H) LNAV	**390** -1600 387 (400-1.6/1.8)	**420** -1700 417 (500-1.7/1.9)	**320** -1200 317 (400-1.2/1.4)

IAWP	ASTUW	52°46.47'N	004°51.35'E	FAWP	KD442	52°49.31'N	004°44.36'E
WP	KD441	52°46.00'N	004°46.68'E	MAWP	HDR	52°54.41'N	004°45.94'E
IAWP	NIXCO	52°45.44'N	004°38.75'E	MATWP	KD444	52°56.31'N	004°49.78'E
IWP	EDFOS	52°46.36'N	004°43.44'E	HF	HDR	52°54.41'N	004°45.94'E

CHANGES: MSA

RNLASF 11 JUN 2026

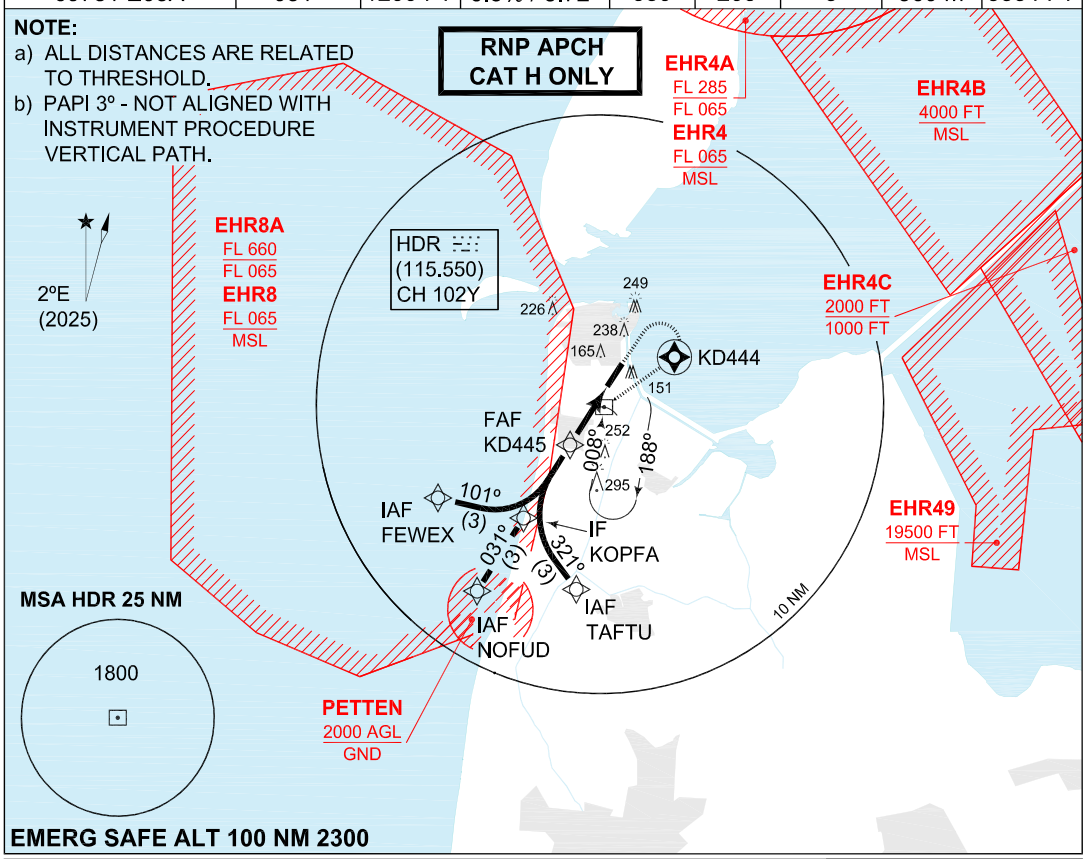
MIPS
INSTRUMENT APPROACH CHART

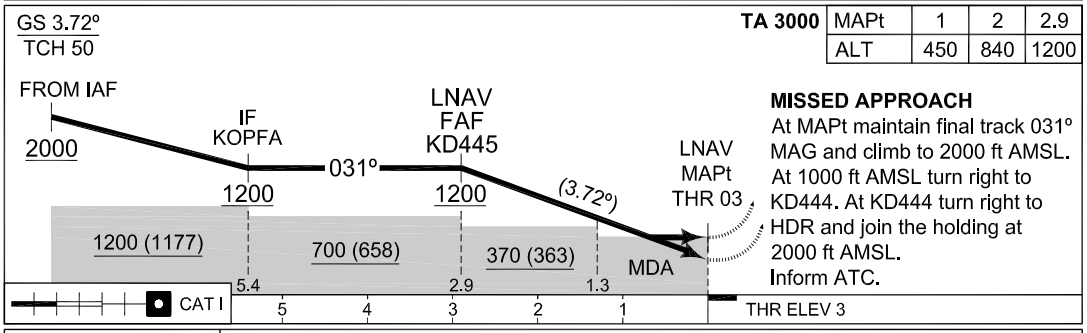
AD ELEV 4

RNP Y RWY 03
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
69781 E03A	031°	1200 FT	6.5% / 3.72°	**350**	**203**	3	360 m	3334 FT





CATEGORY		H
MIPS	DA(H) LPV	**203** -1000 200 (200-1.0/1.2)
MIPS	DA(H) LNAV / VNAV	**244** -1000 241 (300-1.0/1.6)
MIPS	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: MSA

RNLASF 11 JUN 2026

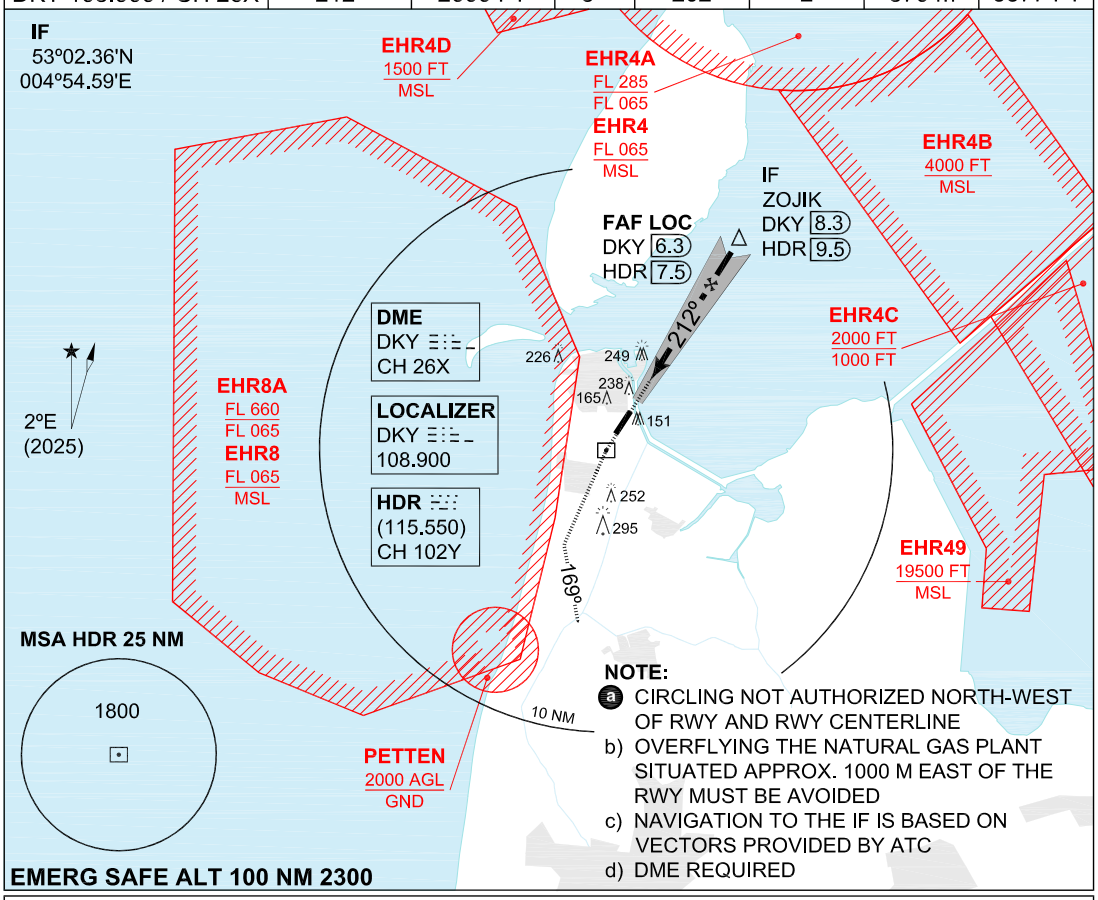
MIPS
INSTRUMENT APPROACH CHART

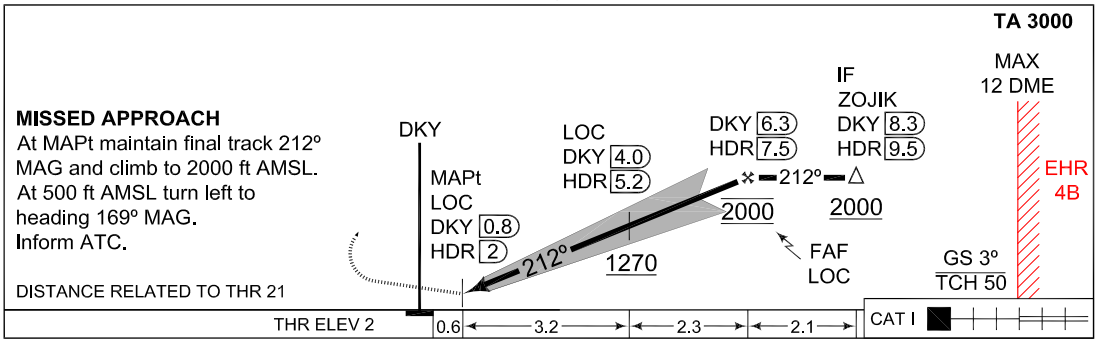
ILS or LOC RWY 21
DE KOOY (EHKD)

AD ELEV 4

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

LOCALIZER/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
DKY 108.900 / CH 26X	212°	2000 FT	3°	**202**	2	870 m	3377 FT





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

MIPS

CHANGES: MSA

RNLASF 11 JUN 2026

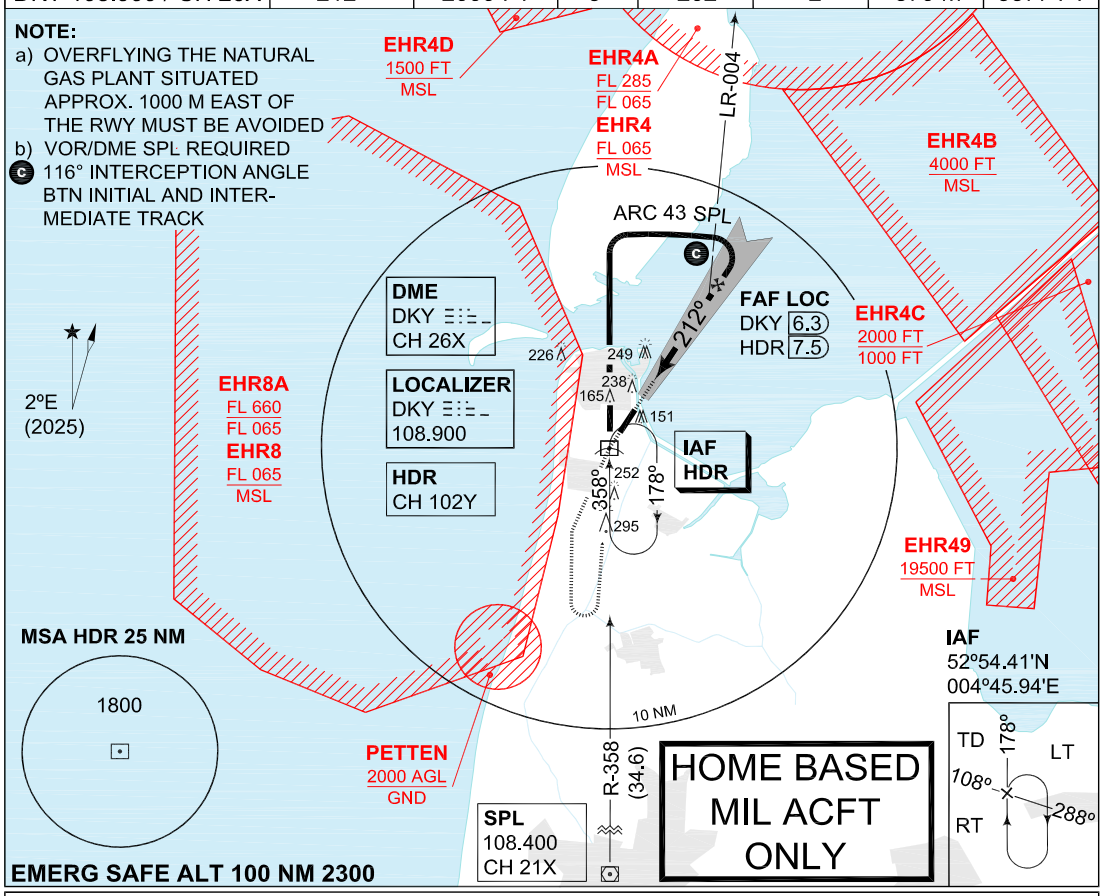
MIPS
INSTRUMENT APPROACH CHART

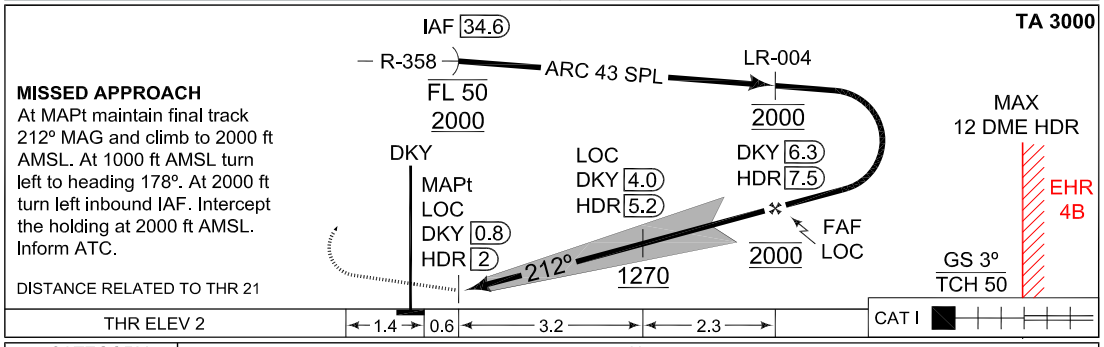
AD ELEV 4

COPTER ILS or LOC 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

LOCALIZER/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
DKY 108.900 / CH 26X	212°	2000 FT	3°	**202**	2	870 m	3377 FT





MISSED APPROACH
At MAPt maintain final track 212° MAG and climb to 2000 ft AMSL. At 1000 ft AMSL turn left to heading 178°. At 2000 ft turn left inbound IAF. Intercept the holding at 2000 ft AMSL. Inform ATC.

DISTANCE RELATED TO THR 21

CATEGORY	H
S-ILS 21	**202** -400 200 (200-0.4/0.8)
S-LOC 21	**330** -400 328 (400-0.4/0.8)

CHANGES: MSA

MIPS

RNLASF 11 JUN 2026

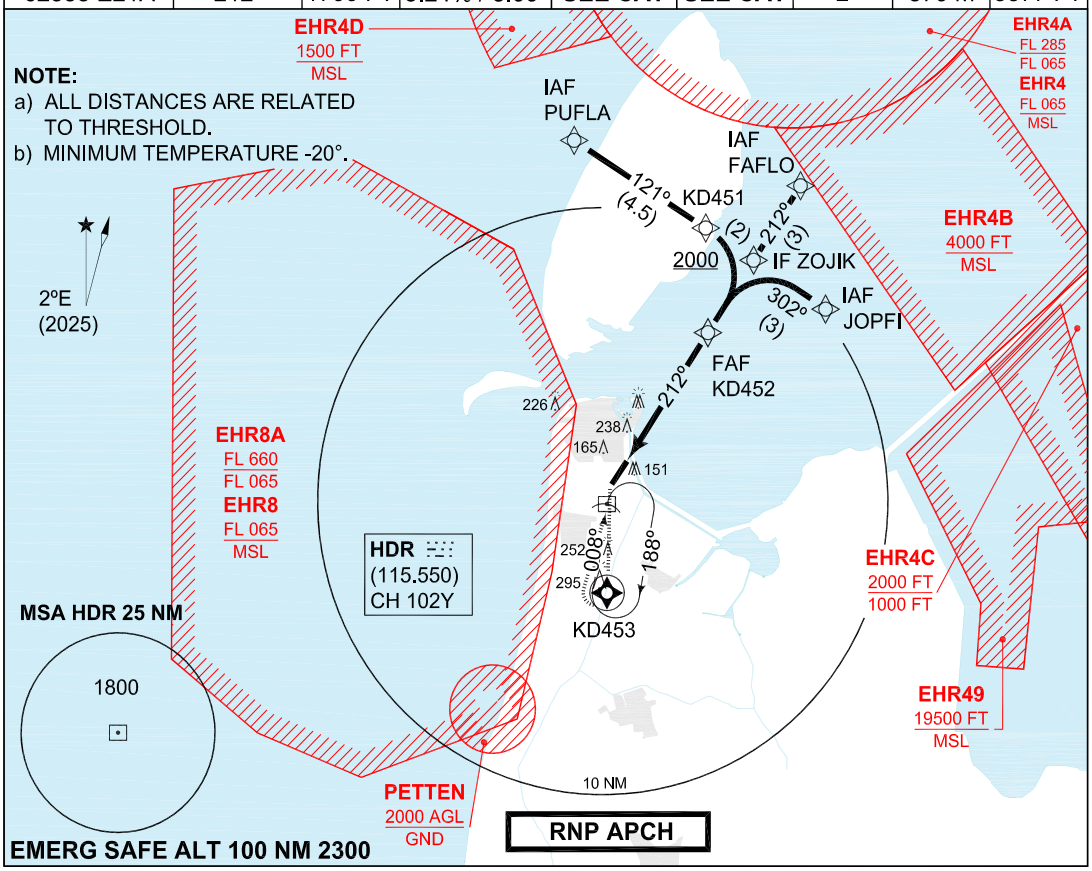
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 4

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

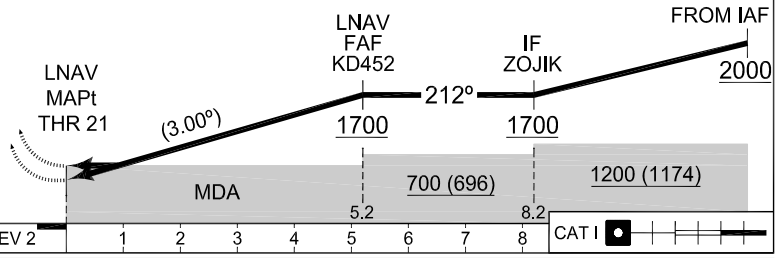


MAPt	1	2	3	4	5	5.2
ALT	370	690	1010	1330	1650	1700

TA 3000

GS 3°
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	A	B	H
MIPS	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)
MIPS	DA(H) LNAV / VNAV	**370** -1000 368 (400-1.0/1.7)	**382** -1100 380 (400-1.1/1.8)	**334** -800 332 (300-0.8/1.5)
MIPS	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				

CHANGES: MSA

RNLASF 11 JUN 2026

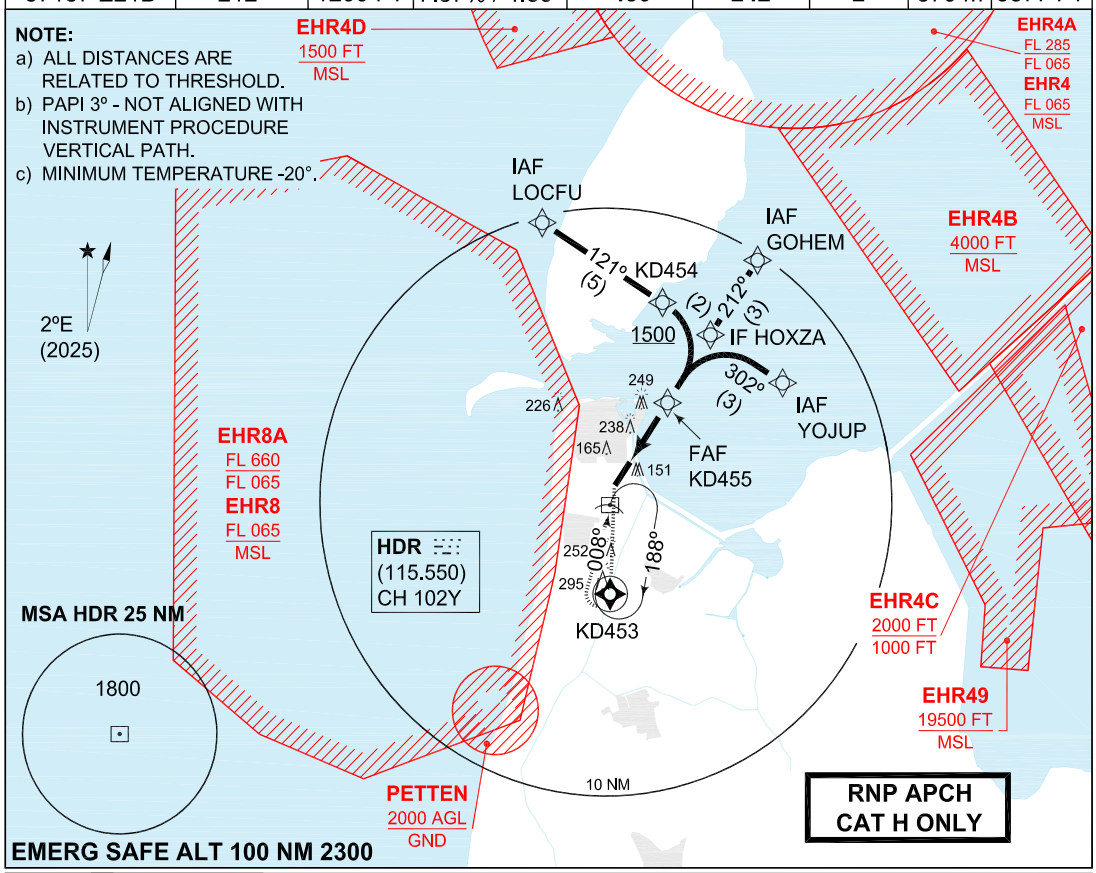
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 4

RNP Y 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
57187 E21B	212°	1200 FT	7.87% / 4.50°	**430**	**242**	2	870 m	3377 FT

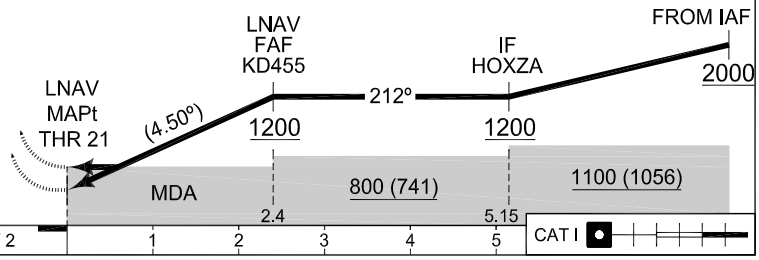


MAPt	1	2	2.4
ALT	540	1030	1200

TA 3000

GS 4.50°
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)
MIPS	DA(H) LNAV / VNAV	**334** -800 332 (400-0.8/1.5)
MIPS	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: MSA

RNLASF 11 JUN 2026

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**	**Surface**	**Strength (PCN/PCR)**
		A3 [1)]	15m/49ft	tarmac	PCN 38 F/A/W/T, PCR 428 F/A/W/T
		A4 [1)]	15m/49ft	tarmac	PCN 38 F/A/W/T, PCR 428 F/A/W/T
		AL [2)]	12m/39ft	tarmac	PCN 62 F/A/W/T, PCR 564 F/A/W/T
		AR [3)]	12m/39ft	tarmac	PCN 62 F/A/W/T, PCR 564 F/A/W/T
		B1	15m/49ft	tarmac/concrete	PCN 48 R/C/W/T, PCR 500 R/C/W/T
		B2 [4)]	11,9m/39ft	tarmac/concrete	PCN 10 F/A/W/T, PCR 154 F/A/W/T
		B3	12m/39ft	concrete	PCN 61 R/C/W/T, PCR 418 R/C/W/T
		B4	11,9m/39ft	concrete	PCN 40 R/C/W/T, PCR 418 R/C/W/T
		C [5)]	14,8m/49ft	tarmac	PCN 44 F/A/W/T, PCR 444 F/A/W/T
		C1	20m/66ft	concrete	PCN 51 R/C/W/T, PCR 538 R/C/W/T
		C2	12m/39ft	tarmac/concrete	PCN 32 R/C/W/T, PCR 373 F/A/W/T
		C3	12m/39ft	tarmac/concrete	PCN 26 F/A/W/T, PCR 292 F/A/W/T
		C4	20m/66ft	concrete	PCN 53 R/C/W/T, PCR 559 R/C/W/T
		D	12m/39ft	tarmac/concrete	PCN 49 F/A/W/T, PCR 504 F/A/W/T
3	Altimeter 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)] The designation change between TWY A3 and A4 is at the western edge of the junction with TWY AR. See EHWO AD 2.23 for visualization [2)] TWY AL is connection between EMVO apron and TWY A3 [3)] TWY AR is connection between EMVO apron and TWY A4 [4)] TWY B2: only to be used by ACFT with ACN 10/ACR154 or less [5)] TWY C: obstacle TACAN building 24.5m/80ft 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 07R-25L	THR, centreline, RWY designations, TDZ markings, aiming point marking. RWY edge lights, THR lights, RWY-end lights.[1)]
		RWY 07L-25R	THR, centreline, RWY designations. No edge lighting
		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 RWYs 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 B1 and B2 [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	Strength (PCN/ PCR) and surface of RWY and SWY	THR co-ordinates RWE co-ordinates THR GUND	THR elevation and highest el evation of TDZ of precision APCH RWY
1	2	3	4	5	6
07L[1)]	069°	2180 x 22,5 m 7151 x 74 ft	PCN: 39 F/A/W/T PCR: 404 F/A/W/T Tarmac	51°26'54.591''N 004°19'52.693''E 51°27'12.823''N 004°21'10.170''E 146 ft	50 ft
25R[1)]	249°	2180 x 22,5 m 7151 x 74 ft	PCN: 39 F/A/W/T PCR: 404 F/A/W/T Tarmac	51°27'12.823''N 004°21'10.170''E 51°26'54.591''N 004°19'52.693'' E 146 ft	59 ft
07R	069°	2442 x 45 m 8013 x 148 ft	PCN: 51 R/C/W/T PCR: 564 R/C/W/T Tarmac/concrete	51° 26' 42.494'' N 004° 19' 32.570'' E 51° 27' 10.344'' N 004° 21' 30.926'' E 146 ft	39 ft 48 ft
25L	249°	2442 x4 5 m 8013 x 148 ft	PCN: 51 R/C/W/T PCR: 564 R/C/W/T Tarmac/concrete	51° 27' 10.344'' N 004° 21' 30.926'' E 51° 26' 42.494'' N 004° 19' 32.570'' E 146 ft	63 ft 66 ft

RWY designator	Slope of RWY-SWY	SWY dimensions	CWY dimensions	Strip dimensions	RESA dimensions	Location and type of arresting system	OFZ
1	7	8	9	10	11	12	13
07L	INFO not AVBL	347 x 22.5 m 1139 x 74 ft	30 x 150 m 98 x 492 ft	2210 x 60 m 7251 x 197 ft	30 x 45 m 98 x 148 m	NIL	NIL
25R	INFO not AVBL	234 x 22.5 m 767 x 74 ft	30 x 150 m 98 x 492 ft	2210 x 60 m 7251 x 197 ft	30 x 45 m 98 x 148 m	NIL	NIL
07R	INFO not AVBL	NA	60 x 300 m 197 x 984 ft	2562 x 280 m 8406 x 919 ft	240 x 90 m 787 x 295 m	NIL	NIL
25L	INFO not AVBL	NA	60 x 300 m 197 x 984 ft	2562 x 280 m 8406 x 919 ft	240 x 90 m 787 x 295 m	NIL	NIL

Remarks
14
[1)]RWY 07L-25R for homebased aircraft only

EHWO AD 2.13 Declared distances

RWY designator	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
07L	1833 m 6012 ft	2180 m 7151 ft	1863 m 6111 ft	1946 m 6383 ft	RWY 07L for home-based aircraft only
25R	1946 m 6383 ft	2180 m 7151 ft	1976 m 6482 ft	1833 m 6012 ft	RWY 25R for home-based aircraft only
07R	2442 m 8013 ft	2442 m 8013 ft	2502 m 8209 ft	2442 m 8013 ft	NIL
25L	2442 m 8013 ft	2442 m 8013 ft	2502 m 8209 ft	2442 m 8013 ft	NIL

INTERSECTION TAKE-OFF					
RWY designator	**TWY**	**TORA**	**ASDA**	**TODA**	**Remarks**
07L[1)]	B1	1786 m 5859 ft	2133 m 6997 ft	1816 m 5957 ft	
07L[1)]	B2	1441 m 4729 ft	1788 m 5867 ft	1471 m 4827 ft	
25R[1)]	A3/B3	1201 m 3942 ft	1435 m 4709 ft	1231 m 4040ft	1) RWY 07L-25R for homebased aircraft only
07R	B2/C2	1788 m 5866 ft	1788 m 5866 ft	1848 m 6063 ft	For determination of the datum line for an intersection take-off, see EHWO AD 2.23
07R	B3/C3	757 m 2484 ft	757 m 2484 ft	817 m 2680 ft	
25L	B2/C2	666 m 2186 ft	666 m 2186 ft	726 m 2383 ft	
25L	B3/C3	1697 m 5568 ft	1697 m 5568 ft	1757 m 5765 ft	

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**
07L	NIL	NIL	NIL	NA	NIL	NIL	NIL	NIL
25R	NIL	NIL	NIL	NA	NIL	NIL	NIL	NIL
07R	S-ALS, 420 m	G -	PAPI left/3° (54 ft)	NA	NIL	2442 M 30 M[1)] LIH	[2)] -	NIL
25L	CAT I, 900 m	G -	PAPI left/3° (54 ft)	NA	NIL	2442 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 07R and 130 m NW of THR RWY 25L; not lighted.
3	TWY edge and centre line lighting	AVBL [1)]
4	Secondary power supply Switch-over tme	AVBL, switch over time 15 seconds
5	Remarks	[1)] TWY A3, A4 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 dimenstions, 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 25L LOCALIZER	WDO	108.150	HO	51°26’40.78”N 004°19’25.34”E		
ILS 07R LOCALIZER	WDZ	108.150	HO	51°27’13.50”N 004°21’44.40”E		
GLIDEPATH 25L		334.550	HO	51°27’10.401”N 004°21’13.239”E		center of central GP antenna
DME 25L	WDO	CH 18Y	HO	51°27’10.401”N 004°21’13.239”E		center DME antenna
GLIDEPATH 07R		334.550	HO	51°26’43.318”N 004°19’49.587”E		center of central GP antenna
DME 07R	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

Activity	Time of activity	Vertical limit
Gliderflying[1)]	outside OPR HR SR/SS	2000 ft AAL[2)]
Modelflying	outside OPR HR SR/SS	1000 ft AAL

[1)] See AIP Netherlands ENR 5.5 for additional details

[2)] Gliders may be launched up to 2000ft before releasing the winch cable. The winch cable forms an almost invisible obstacle APRX 1 NM around the launch position.

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	-	157/(159.2)	-	5.0	-	+2000	-	-	RNAV1
003	IF	PAFAZ	-	-	-	-	-	+2000	-	-	RNAV1
004	TF	FESWA	-	040/(042.3)	-	5.0	-	+2000	-	-	RNAV1
005	IF	FESWA	-	-	-	-	-	+2000	-	-	
006	TF	WO402	-	067/(069.2)	-	4.3	-	+2000	-	-	RNP APCH
007	TF	THR07	Y	067/(069.4)	-	6	-	-	-	-3.00/54	RNP APCH
008	CF	WO406	Y	067/(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 Des ciptor	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	-	080/(082.4)	-	5.0	-	+2000	-	-	RNAV1
003	TF	NIRUC	-	157/(159.6)	-	5.0	-	+2000	-	-	RNAV1
004	IF	VUZCO	-	-	-	-	-	+2000	-	-	RNAV1
005	TF	NIRUC	-	247/(249.5)	-	5.0	-	+2000	-	-	RNAV1
006	IF	NIRUC	-	-	-	-	-	+2000	-	-	-
007	TF	WO412	-	247/(249.5)	-	4.3	-	+2000	-	-	RNP APCH
008	TF	THR25	Y	247/(249.4)	-	5.9	-		-	-3.00/54	RNP APCH
009	CF	WO416	Y	247/(249.3)	-	2.6	-	-1000	-	-	RNP APCH
010	DF	WO417	Y	247/(249.3)	-	3	-		-	-	RNP APCH
011	DF	WO418	-	-	-	-	R	+3000	-	-	RNP APCH
012	TF	BEXWI	-	080/(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:

DEPATURES PC-7.

Depature 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:

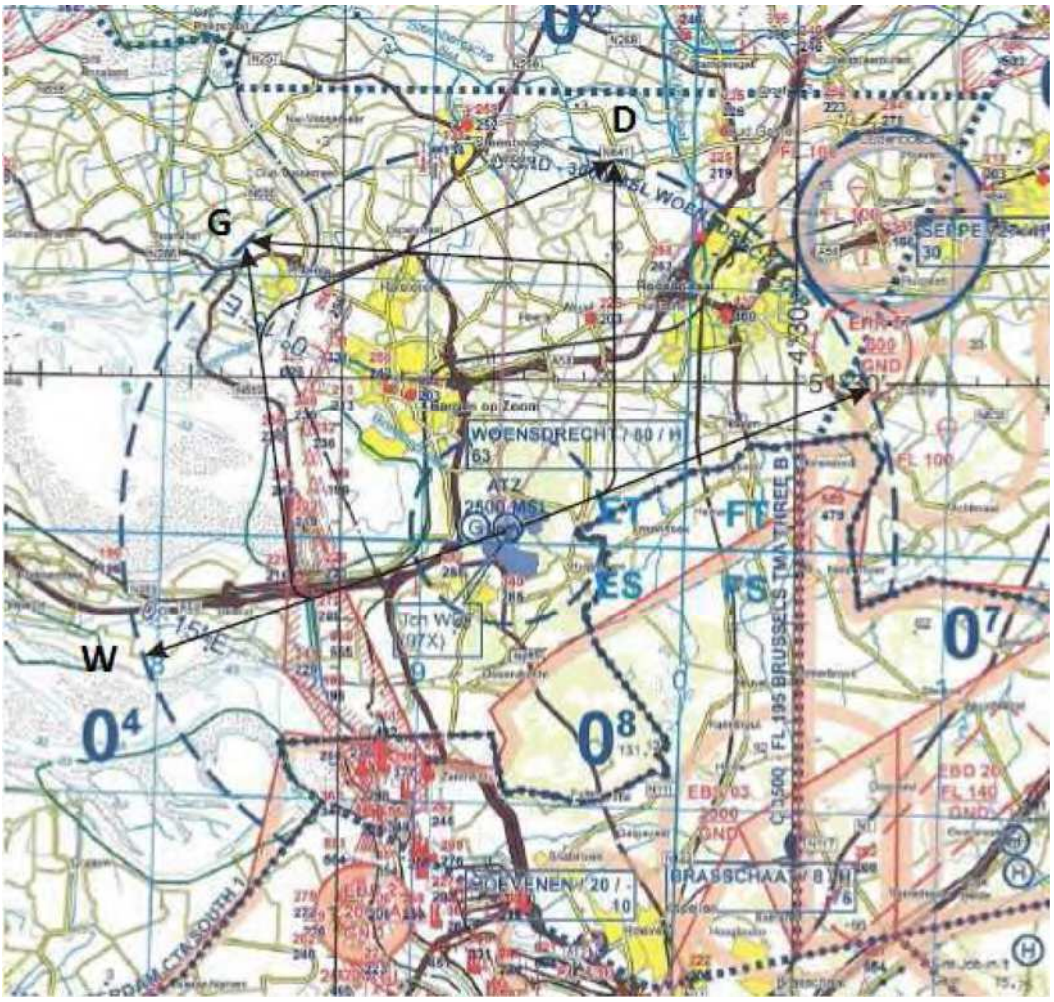
G07 Departure:

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 Wouwse Plantage and Essen.

IP North (HEL only): WDT R-027/4,1NM
51°30'29''N 004°23'38''E
Exit 25 'Wouwse 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.

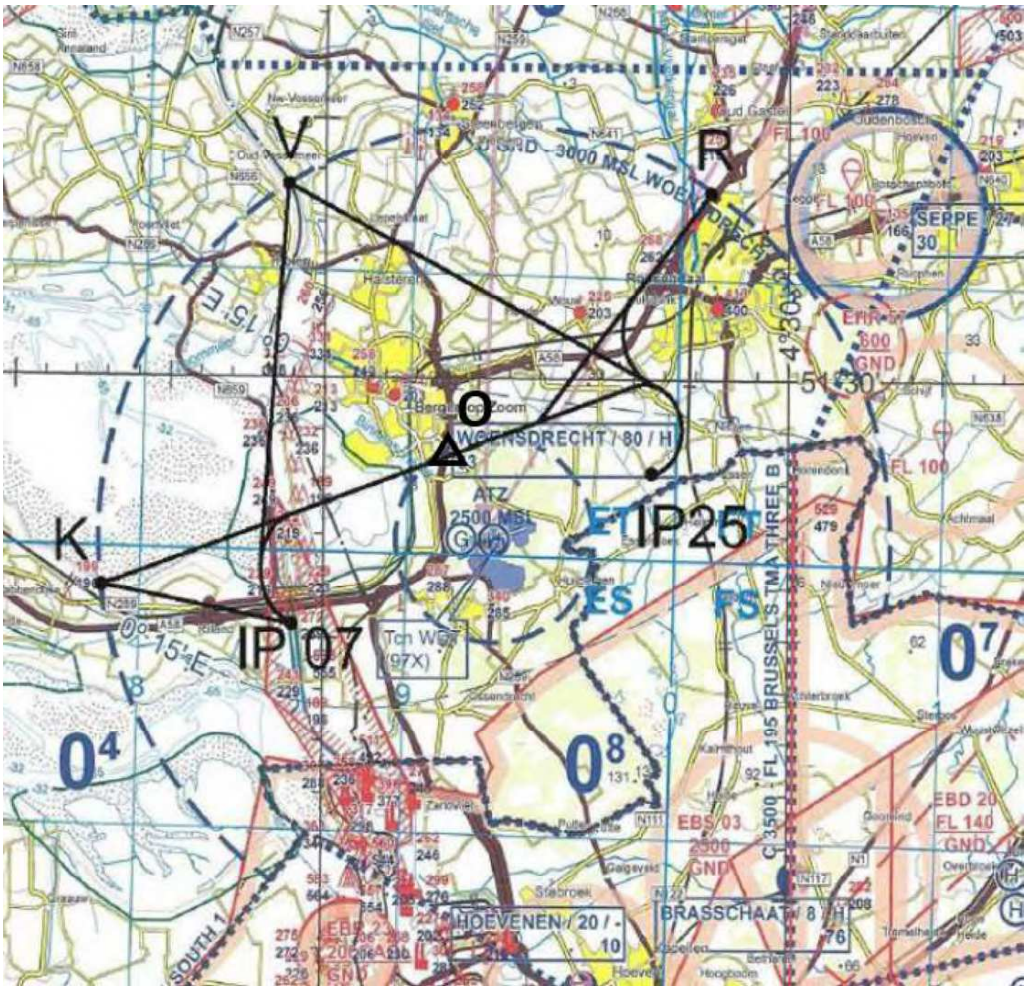
Victor: WDT R-329/8NM
51°33'47''N 004°13'55''E
Most southern point of a forest on the Easterly border of the channel east of the village Oud Vossemeer. A small triangular cove marks the south point of the forest.

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)

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

Tel:	+31(0)20 4062840
Tel:	+31(0)20 4062841
E-mail:	aocs.fdno@mindef.nl
AFTN:	EHMCZPZX AVBL H24

PPR

PPR 24 HRS:	for Prior Permission Request contact: Airport Operations ASC
TEL:	+31(0)889564405
EMAIL:	ASC.LHD@MINDEF.NL

Requests must contain the following information.

a. Inbound Woensdrecht for practice approaches only or full stop landing
b. VFR of IFR
c. Name
d. Phone number
e. Call sign
f. ACFT registration
g. Type of ACFT
h. DOF (Date Of Flight)
i. Aerodrome of departure
j. ETA (Estimated Time of Arrival) at Woensdrecht
k. ETD (Estimated Time of Departure) from Woensdrecht
l. Aerodrome of arrival

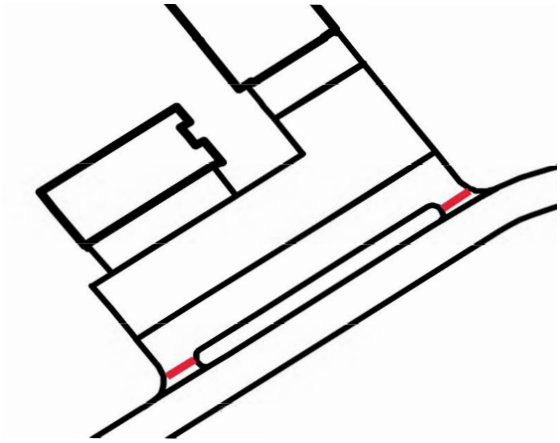
m. Name of aircraft operator
n. If there are passengers, other than crew. If yes, please fill in person information in item S
o. When applicable, please add NOTOC to your request
p. VIP flight (Yes/No
q. Fuel (F-34) requested (Yes/No). If yes, how much
r. Remarks / Other requests
s. For passengers provide for each person:
    (a) Last name
    (b) First name(s)
    (c) Date of birth
    (d) Place of birth
    (e) ID type
    (f) ID number

Incomplete requests will NOT be considered.

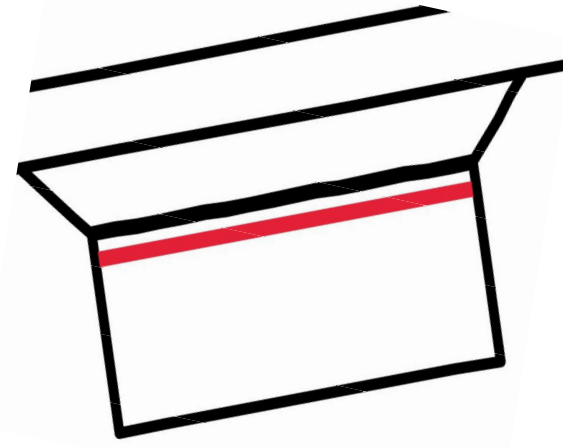
A standard request form may be obtained through asc.lhd@mindef.nl

Apron boundaries

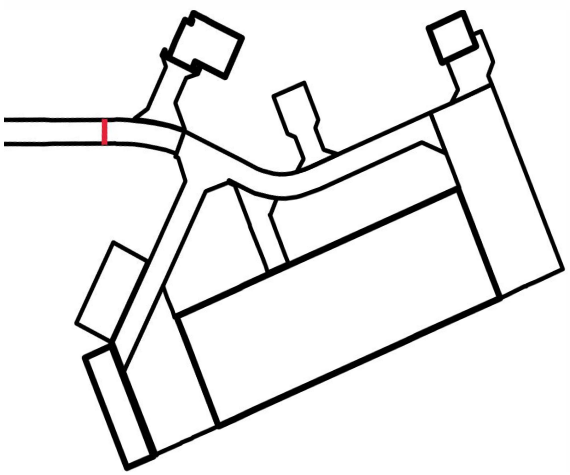
a. EMVO apron:



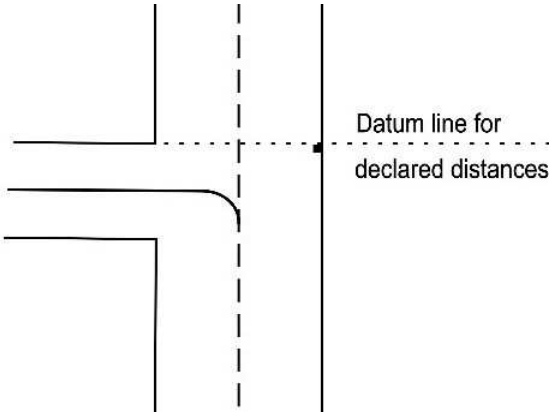
b. Visitors apron:



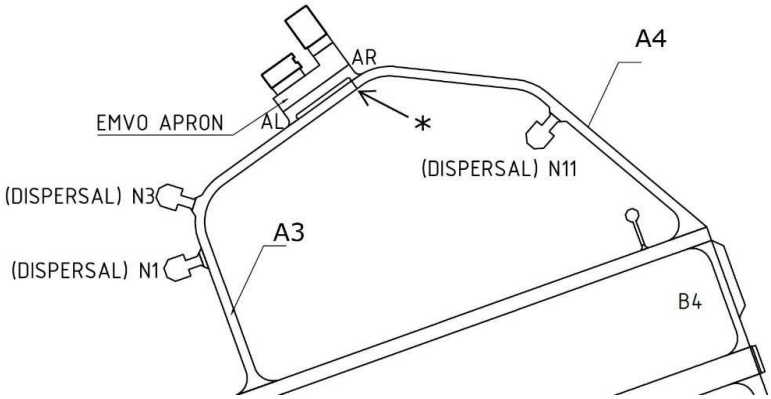
c. LCW apron:



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 in account by the operators for the calculation of the aircraft's take-off mass (ICAO Annex 6, Part 1, paragraph 5.2.8)



Separation between TWY A3 and A4



*The designation change between TWY A3 and A4 is at the western edge of the junction with Taxiway AR. There is no physical marking.

Deviations from NLD-MAR-ADR Certification Specifications

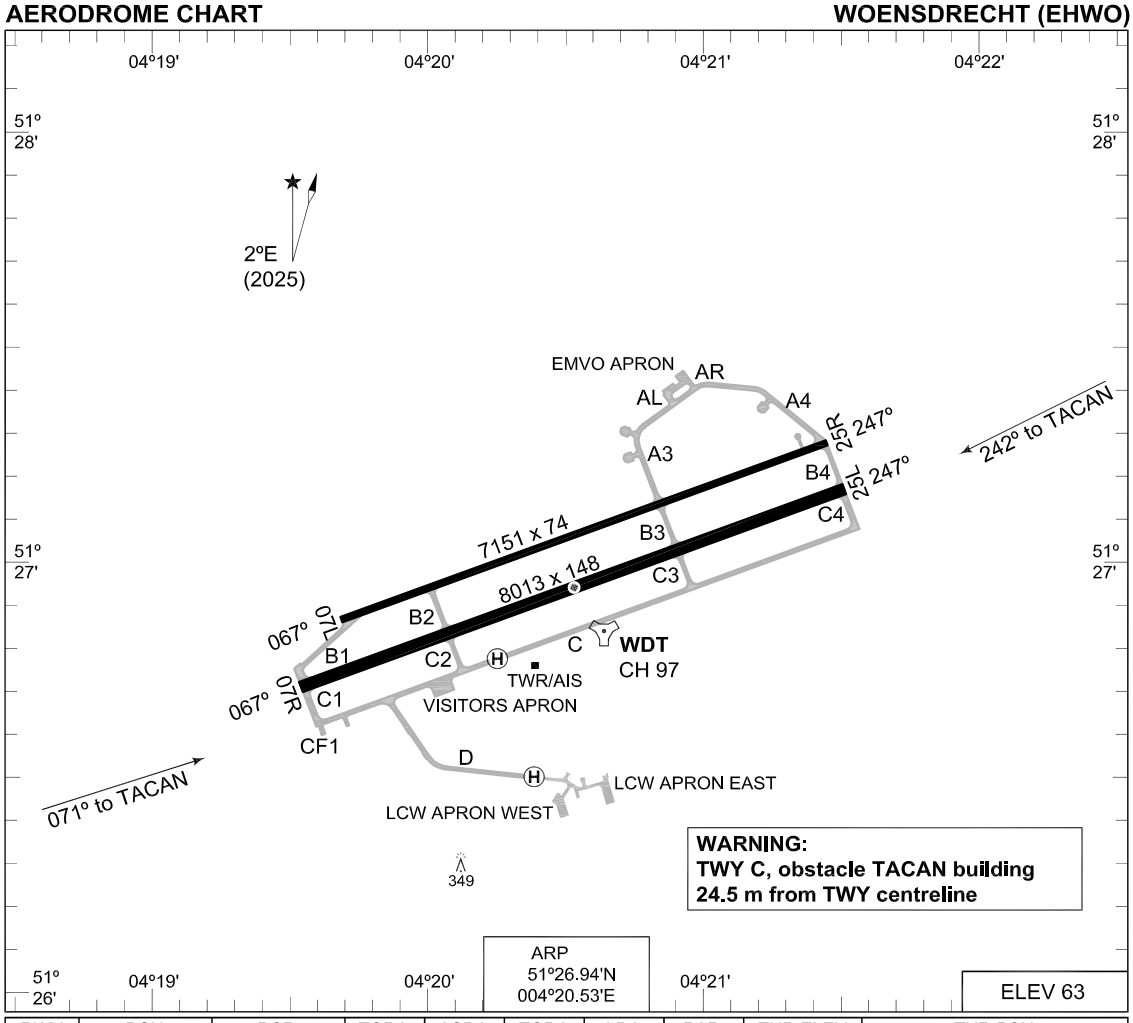
Reference	Deviation	Related MilAIP section
Objects on runway strips		
CS MAR-ADR-DSN.B.165 (c)	No slopes provided for buried parts of obstacles in RWY strip	NIL
Grading of runway strips		
CS MAR-ADR-DSN.B.175 (d)	Prepared surface against blast erosion at the beginning of RWY 25 is less than the required dimension	NIL
Longitudinal slopes on runway strips		
CS MAR-ADR-DSN.B.180 (b)	Longitudinal slopes in RWY strips locally exceeds 5%	EHWO AD 2.12
Transverse slopes on runways trips		
CS MAR-ADR-DSN.B.185 (b)	Transverse slopes in RWY strips locally exceeds 5%	EHWO AD 2.12
Slopes on runway end safety areas		
CS MAR-ADR-DSN.C.230	Slopes in RESA RWY 25 locally exceeds 5%	EHWO AD 2.12
Slopes on taxiway strips		
CS MAR-ADR-DSN.D.330	Slopes on TWY strip at intersection CF1 and C1 locally exceeds 3%	EHWO AD 2.8
Approach surface		
CS MAR-ADR-DSN.H.425	Several trees outside airfield boundary penetrating the Approach Surface for RWY 07 and 25	EHWO AD 2.10
CS MAR-ADR-DSN.H.425	Several bushes inside airfield boundary penetrating the Approach Surface for RWY 07 north of centreline	EHWO AD 2.10
Runway side stripe marking		
CS ADR-DSN.L.550 (a)(2)	Runway side striping not provided	EHWO AD 2.9
Road-holding position marking		
CS MAR-ADR-DSN.L.600 (c)(2)	Road-holding position markings are not in accordance with the local traffic regulations	NIL
General		
CS MAR-ADR-DSN.N.775 (c)(4)	Signs are not illuminated	EHWO AD 2.9
Road-holding position sign		
CS MAR-ADR-DSN.N.800	No road holding position sign provided at service road intersecting RWY 07-25	NIL
Objects to be marked and/or lighted within the lateral boundaries of the obstacle limitation surfaces		
CS MAR-ADR-DSN.Q.840 (c)	The curb along the visitors apron is not marked	EHWO AD 2.10
Runway distance signs		
CS MAR-ADR-DSN.N.801	Runway distance signs not provided for RWY 07L-25R	EHWO AD 2.13
Marking of fixed objects		
CS MAR-ADR-DSN.Q.845 (b)(1)	Marking pattern of the TACAN building is not according to the required specifications	EHWO AD 2.10
Lighting of fixed objects		
CS-ADR-DSN.Q.846 (c)	Low-intensity obstacle lights of concrete tower south of aerodrome do not meet the spacing requirements	EHWO AD 2.10

Wind direction indicators		
CS MAR.HPT-DSN.F.510	Wind direction indicators not visible from confined helis-quares	EHWO AD 2.15
Heliport identification marking		
CS MAR.HPT-DSN.F.520	No heliport identification marking provided at Confined North N1, N2 & N9, sling area, shortfield area and visitors apron	NIL
Final approach and take-off area perimeter marking or markers		
CS MAR.HPT-DSN.F.530	No FATO perimeter marking provided for sling area and shortfield area	NIL

EHWO AD 2.24 Charts related to an aerodrome

Aerodrome Chart	EHWO AD 2-23
Local map	EHWO AD 2-24
MVA chart	EHWO AD 2-25
Instrument departure chart WO1	EHWO AD 2-26
Instrument departure chart WO3	EHWO AD 2-27
Instrument approach chart ILS or LOC RWY 07	EHWO AD 2-28
Instrument approach chart HI-TACAN RWY 07	EHWO AD 2-29
Instrument approach chart TACAN RWY 07	EHWO AD 2-30
Instrument approach chart RNP RWY 07	EHWO AD 2-31
Instrument approach chart ILS or LOC RWY 25	EHWO AD 2-32
Instrument approach chart HI-TACAN RWY 25	EHWO AD 2-33
Instrument approach chart TACAN RWY 25	EHWO AD 2-34
Instrument approach chart RNP RWY 25	EHWO AD 2-35

MIPS
AERODROME CHART **WOENSDRECHT (EHWO)**



RWY	PCN	PCR	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
07R	51 R/C/W/T	564 R/C/W/T	8013	8013	8209	8013	3.0°	39	51°26.71'N 004°19.54'E
25L	51 R/C/W/T	564 R/C/W/T	8013	8013	8209	8013	3.0°	63	51°27.17'N 004°21.51'E
07L	39 F/A/W/T	404 F/A/W/T	6012	7151	6111	6383	NIL	50	51°26.91'N 004°19.88'E
25R	39 F/A/W/T	404 F/A/W/T	6383	7151	6482	6012	NIL	59	51°27.21'N 004°21.17'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	25L					AB	MIPS	450-1100 387 (400-1.1)
							CDE		450-1200 387 (400-1.2)
	MIPS	07R					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: RWY 07L/25R

RNLASF 11 JUN 2026

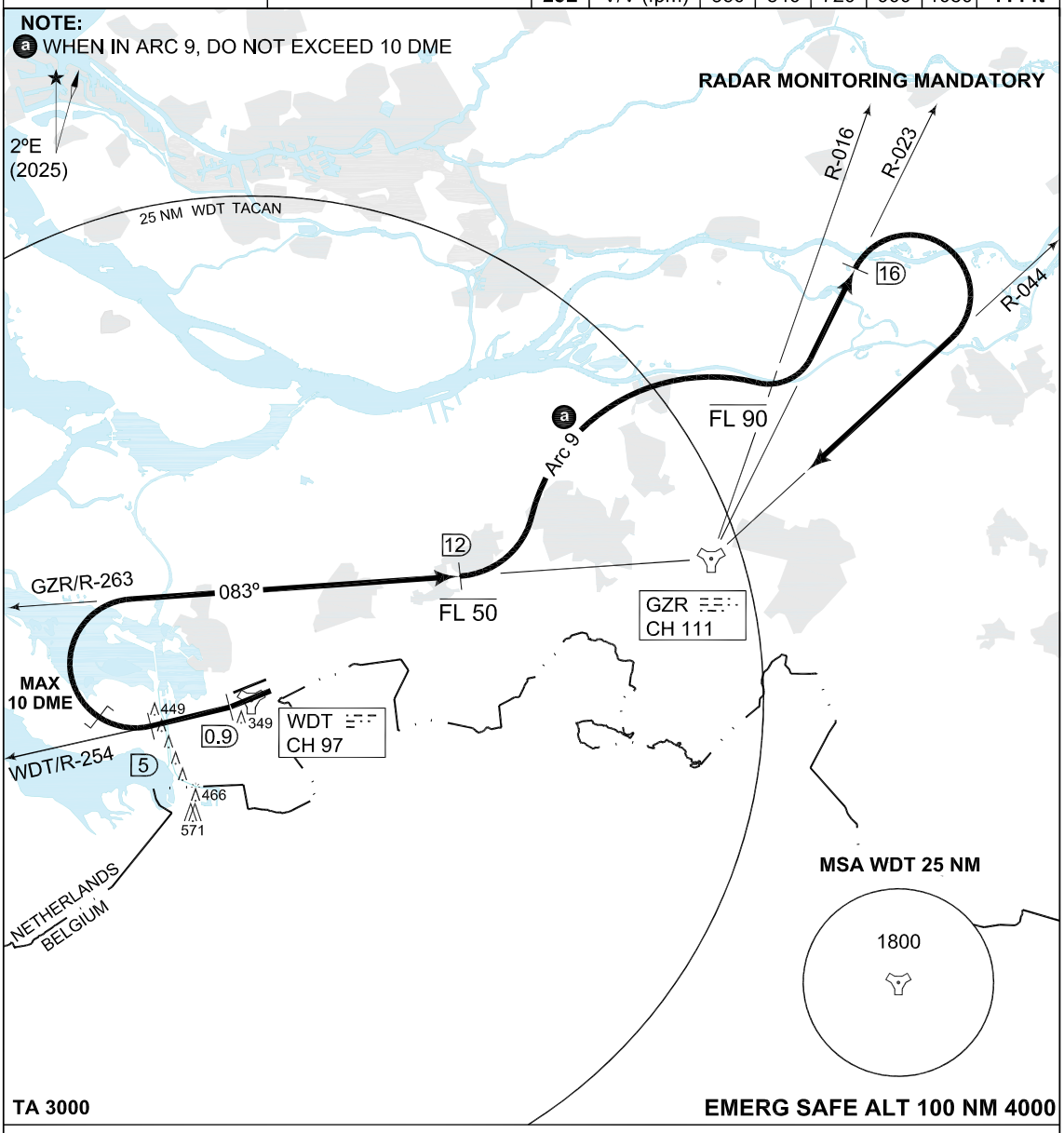
MIPS
INSTRUMENT DEPARTURE CHART

AD ELEV 63

WO1
WOENSDRECHT (EHWO)

GND CTL	WOENSDRECHT TWR	RAPCON WEST	DUTCH MIL
356.875 121.680	339.000 120.430	399.725 123.580	336.325 125.930

RWY	Knots	120	180	240	300	360	to
25L	V/V (fpm)	360	540	720	900	1080	**114 ft**



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

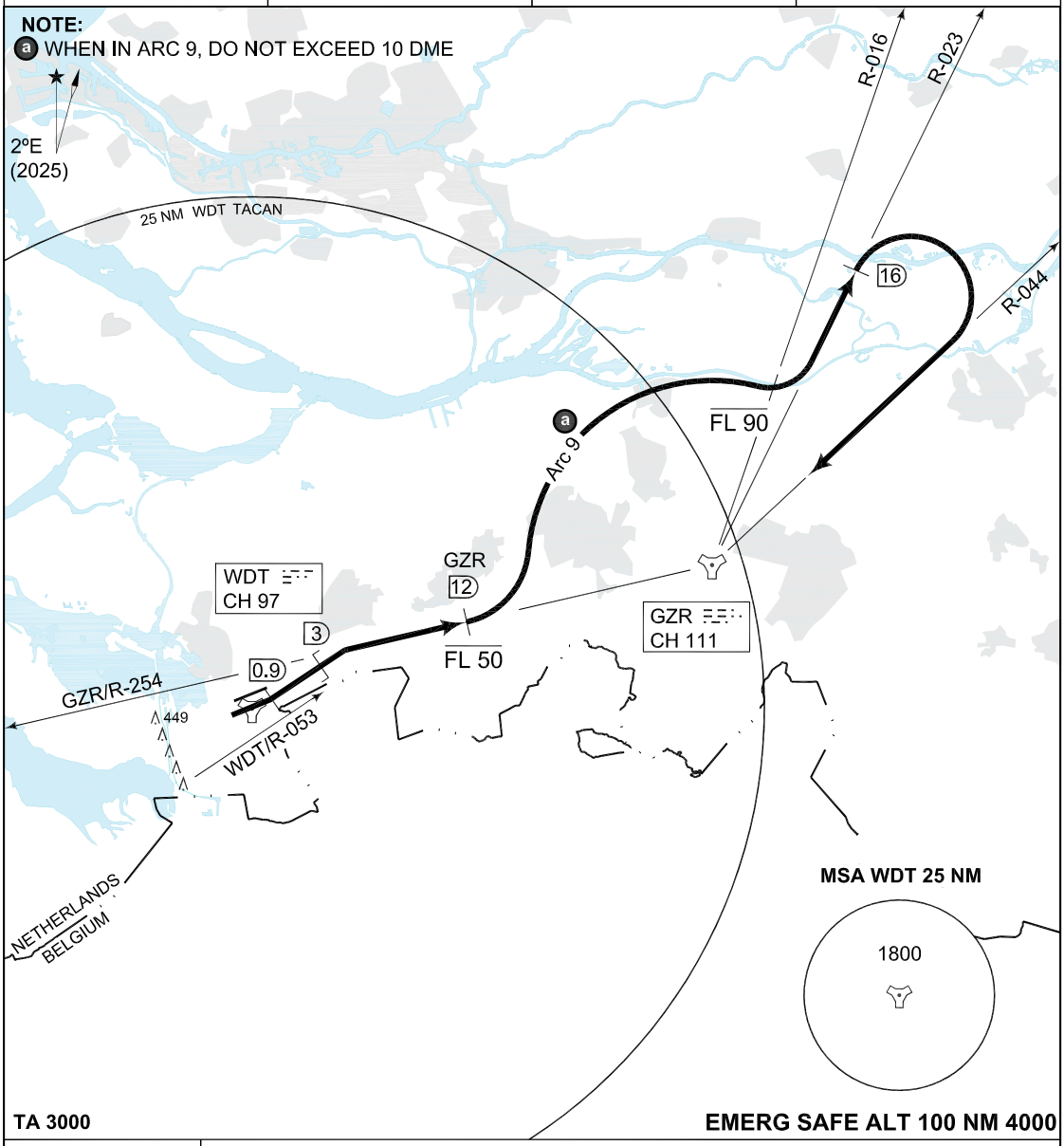
WOENSDRECHT 1 (RWY 25L)	- At 0.9 DME intercept R-254 outbound, level off at FL 50. - At 5 DME intercept GZR R-263 inbound. - At R-263/12 DME climb to FL 90. - Turn left to intercept Arc 9. a - Intercept R-023 outbound, when crossing GZR R-016 continue climb. - At 16 DME turn right to intercept R-044 inbound.
NOTE:	Departure will be controlled by Rapcon West.

CHANGES: EDITORIAL

RNLASF 11 JUN 2026

MIPS
INSTRUMENT DEPARTURE CHART AD ELEV 63 **WO3**
WOENSDRECHT (EHWO)

GND CTL	WOENSDRECHT TWR	RAPCON WEST	DUTCH MIL
356.875 121.680	339.000 120.430	399.725 123.580	336.325 125.930



WOENSDRECHT 3 (RWY 07R)	- At 0.9 DME turn left to intercept WDT R-053 outbound. - At 3 DME intercept GZR R-254 inbound, level off at FL 50. - At GZR R-254/12 DME climb to FL 90. - Turn left to intercept Arc 9. a - Intercept GZR R-023 outbound, when crossing GZR R-016 continue climb. - At 16 DME turn right to intercept R-044 inbound.
NOTE:	Departure will be controlled by Rapcon West.

CHANGES: EDITORIAL

RNLASF 11 JUN 2026

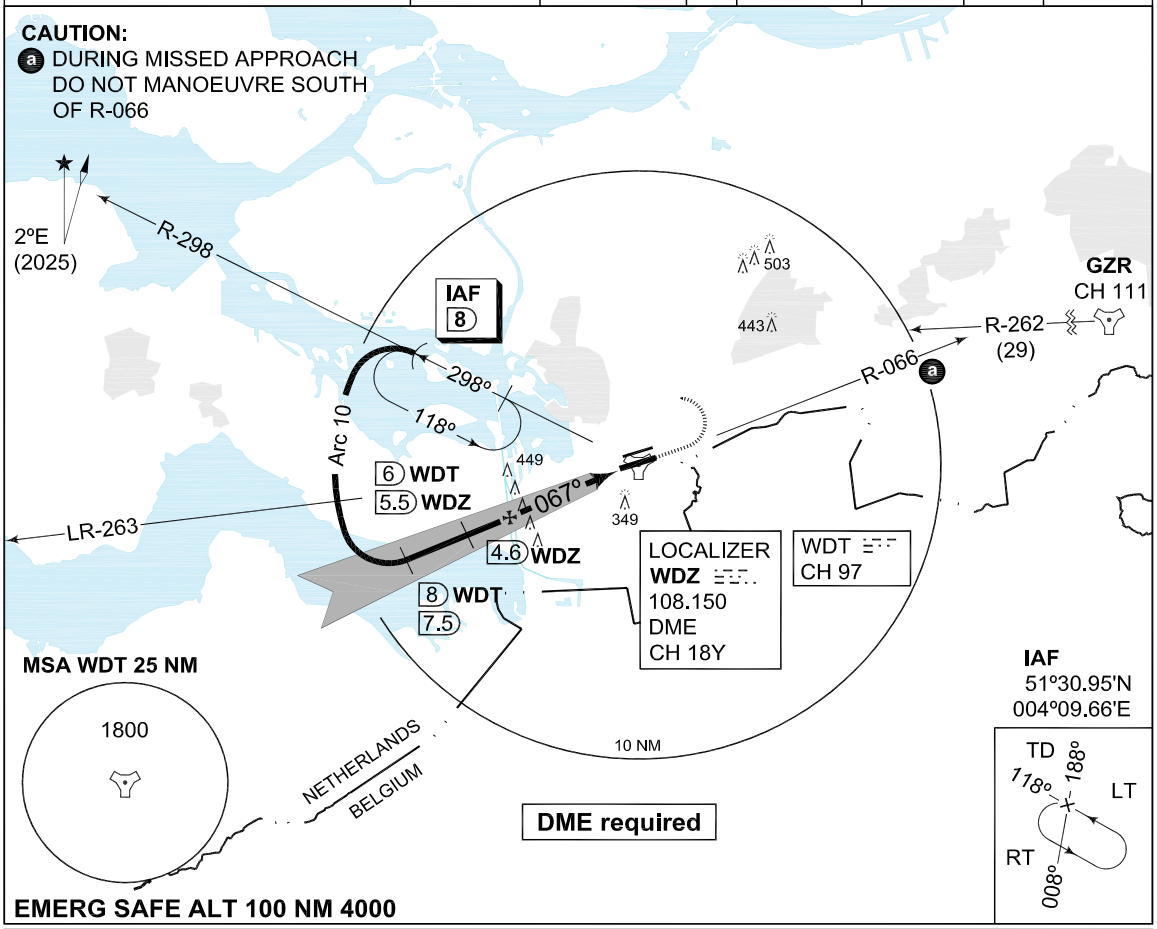
MIPS
INSTRUMENT APPROACH CHART

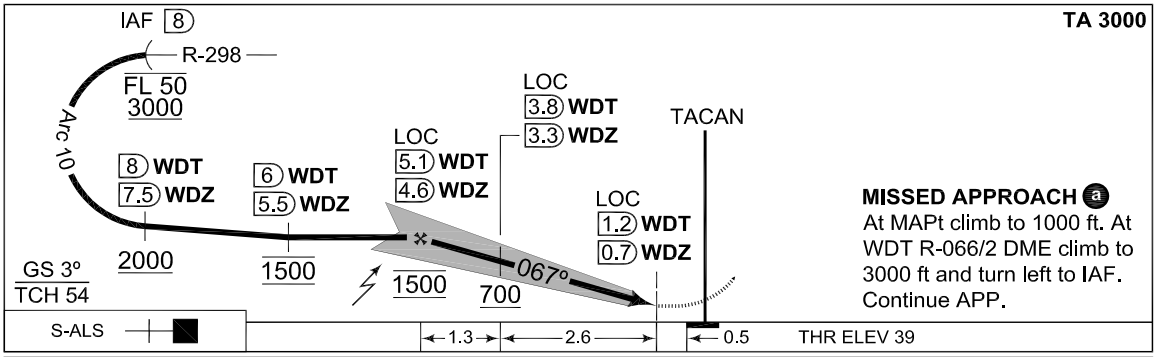
AD ELEV 63

ILS or LOC RWY 07R
WOENSDRECHT (EHWO)

DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680

TACAN / LOCALIZER / DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
WDT CH 97/WDZ 108.150/CH 18Y	067°	1500 FT	3°	SEE CAT	39	420 m	8013 FT





CATEGORY	A	B	C	D	E
S-ILS 07R	**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 07R	**480** -1600 441 (500-1.6)		**480** -2000 441 (500-2.0)	**480** -2400 441 (500-2.4)	N.A.

CHANGES: LDA MIPS

RNLASF 11 JUN 2026

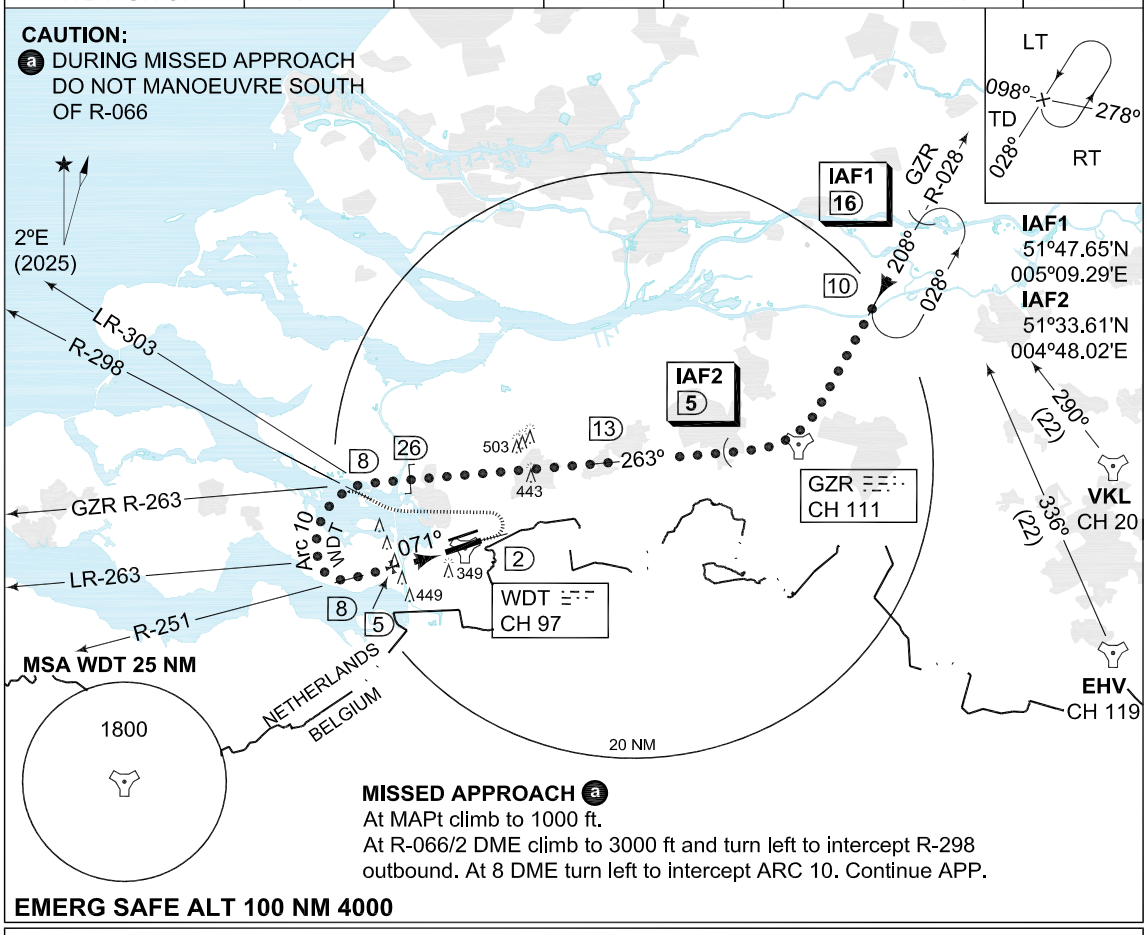
MIPS
INSTRUMENT APPROACH CHART

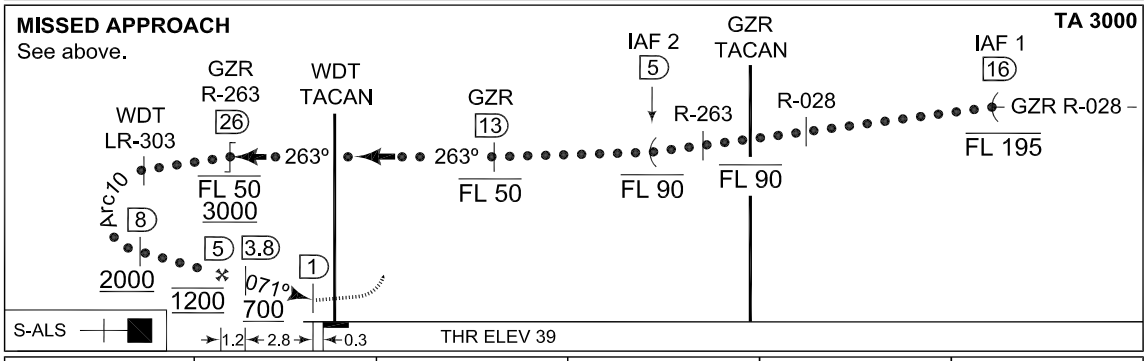
AD ELEV 63

HI-TACAN RWY 07R
WOENSDRECHT (EHWO)

DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
WDT CH 97	071°	1200 FT		**600**	39	420 m	8013 FT





CATEGORY	A	B	C	D	E
S-TACAN 07R	**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				

MIPS

CHANGES: LDA

RNLASF 11 JUN 2026

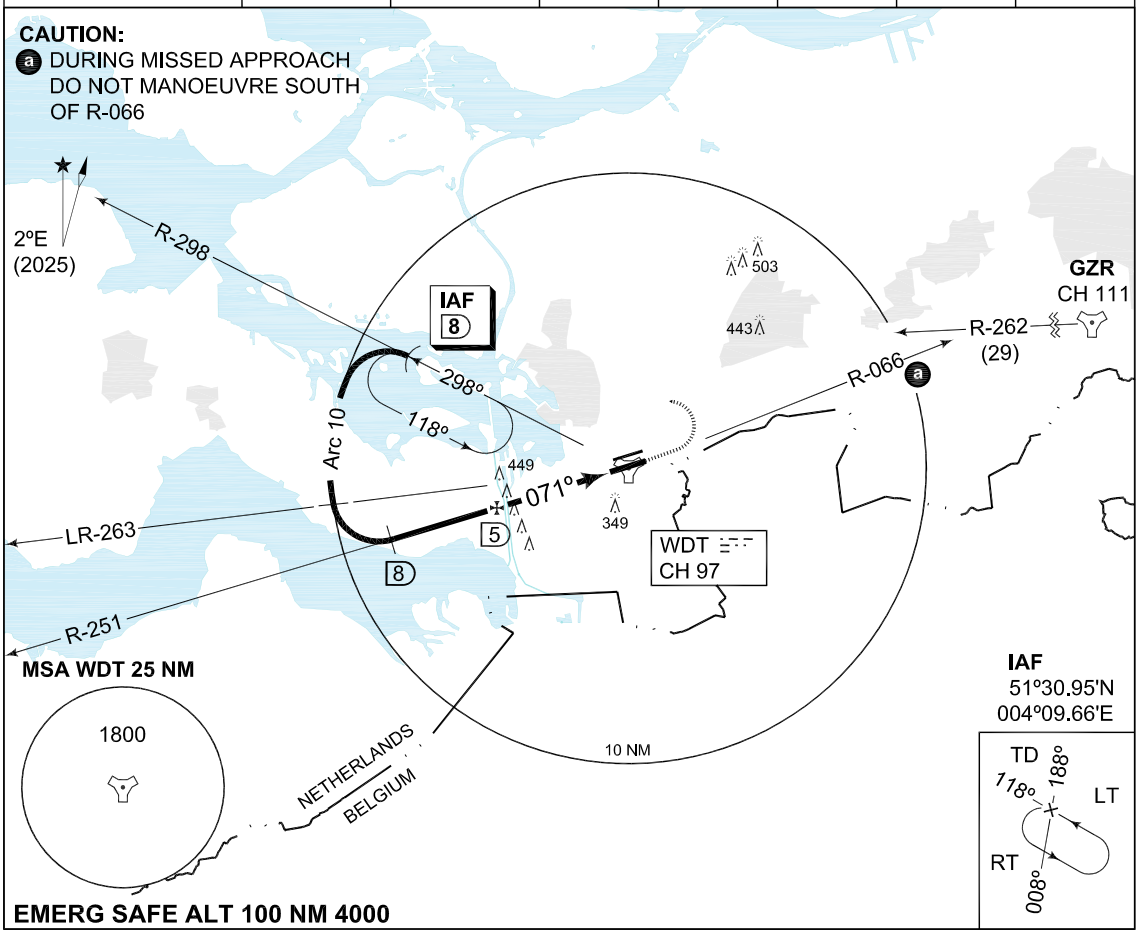
MIPS
INSTRUMENT APPROACH CHART

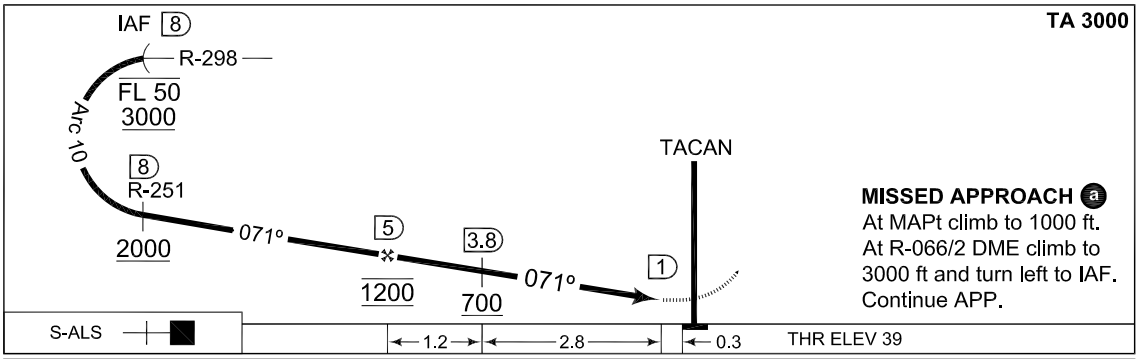
AD ELEV 63

TACAN RWY 07R
WOENSDRECHT (EHWO)

DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
WDT CH 97	071°	1200 FT		**600**	39	420 m	8013 FT





CATEGORY	A	B	C	D	E
S-TACAN 07R	**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				

MIPS

CHANGES: LDA

RNLASF 11 JUN 2026

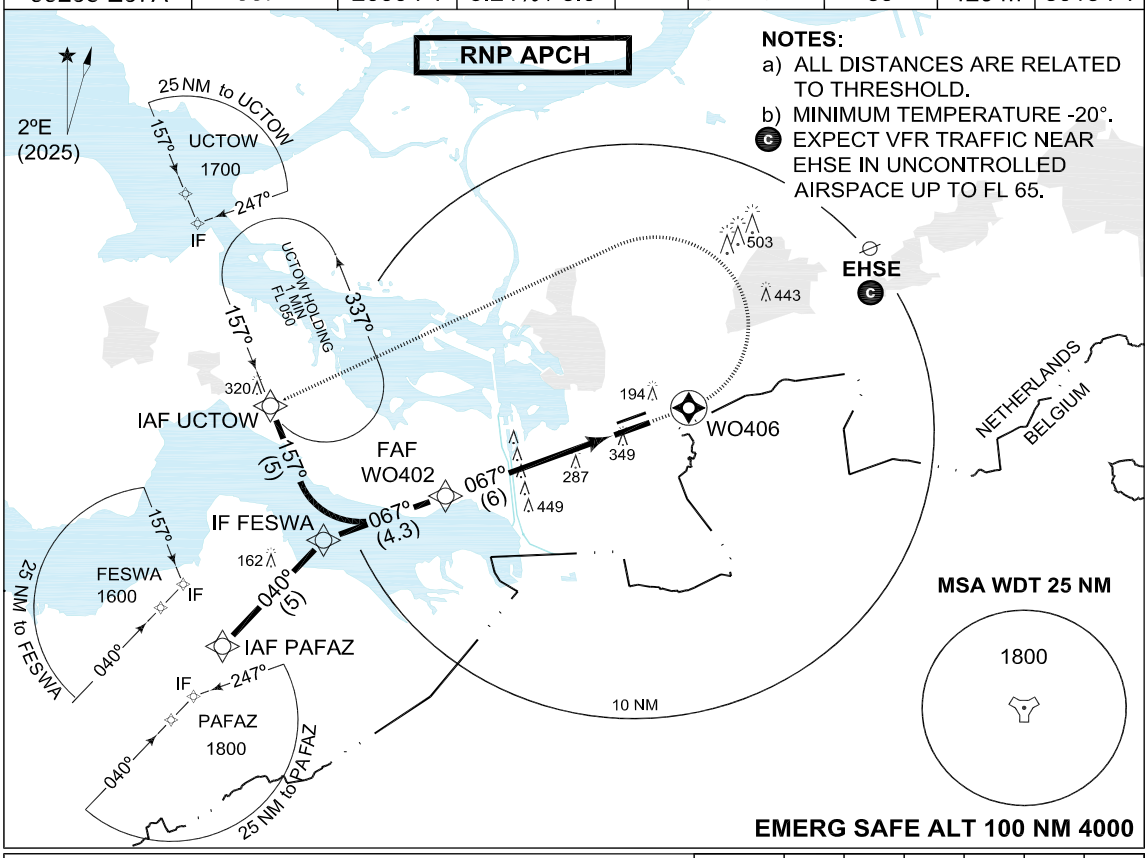
PANS OPS
INSTRUMENT APPROACH CHART

AD ELEV 63

RNP RWY 07R
WOENSDRECHT (EHWO)

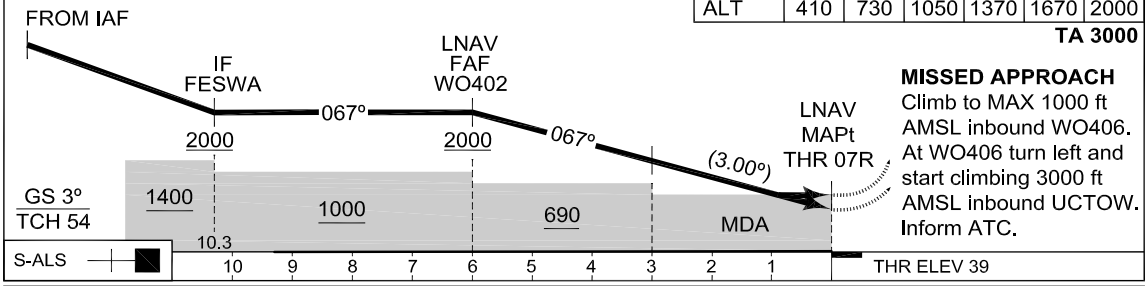
DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND CTL	ATIS*
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680	

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
99205 E07A	067°	2000 FT	5.24% / 3.0°	**600**	**SEE CAT**	39	420 m	8013 FT



MAPt	1	2	3	4	5	6
ALT	410	730	1050	1370	1670	2000

TA 3000



MISSED APPROACH
Climb to MAX 1000 ft AMSL inbound WO406. At WO406 turn left and start climbing 3000 ft AMSL inbound UCTOW. Inform ATC.

CATEGORY		A	B	C	D
EU-OPS	DA(H) LPV	**260** -800 221 (300-0.8/1.2)	**270** -800 231 (300-0.8/1.2)	**280** -800 241 (300-0.8/1.3)	**289** -800 250 (300-0.8/1.3)
	DA(H) LNAV / VNAV	**481** -1700 442 (500-1.7/2.0)	**491** -1700 452 (500-1.7/2.1)	**501** -1800 462 (500-1.8/2.2)	**511** -1800 472 (500-1.8/2.2)
	MDA(H) LNAV	**600** -2200 561 (600-2.2/2.6)			

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 07R	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: LDA

RNLASF 11 JUN 2026

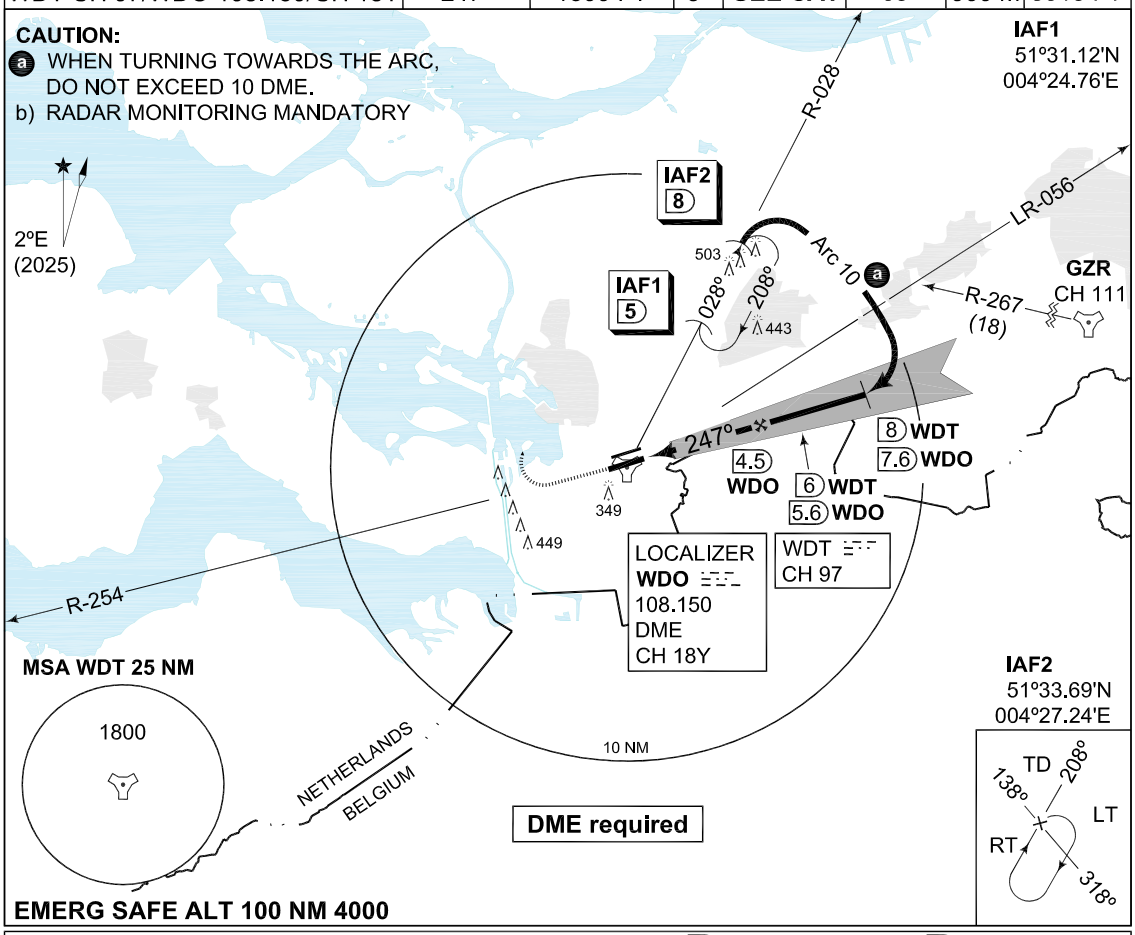
MIPS
INSTRUMENT APPROACH CHART

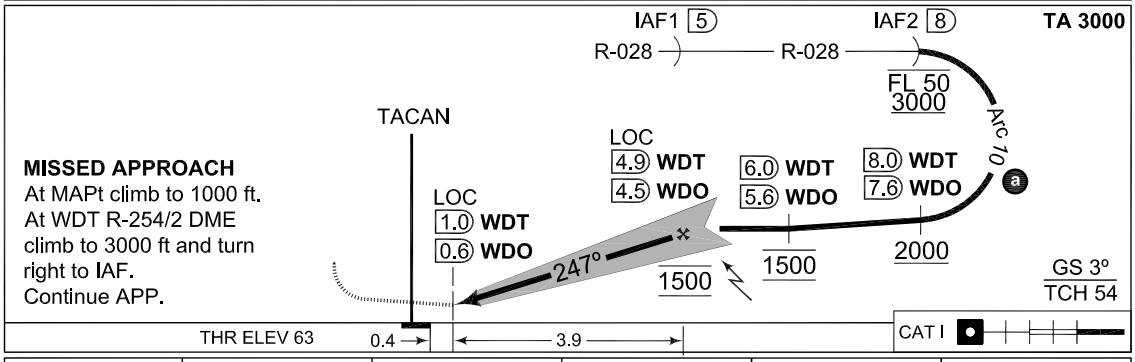
AD ELEV 63

ILS or LOC RWY 25L
WOENSDRECHT (EHWO)

DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680

TACAN / LOCALIZER / DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
WDT CH 97/WDO 108.150/CH 18Y	247°	1500 FT	3°	SEE CAT	63	900 m	8013 FT





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

CHANGES: LDA MIPS

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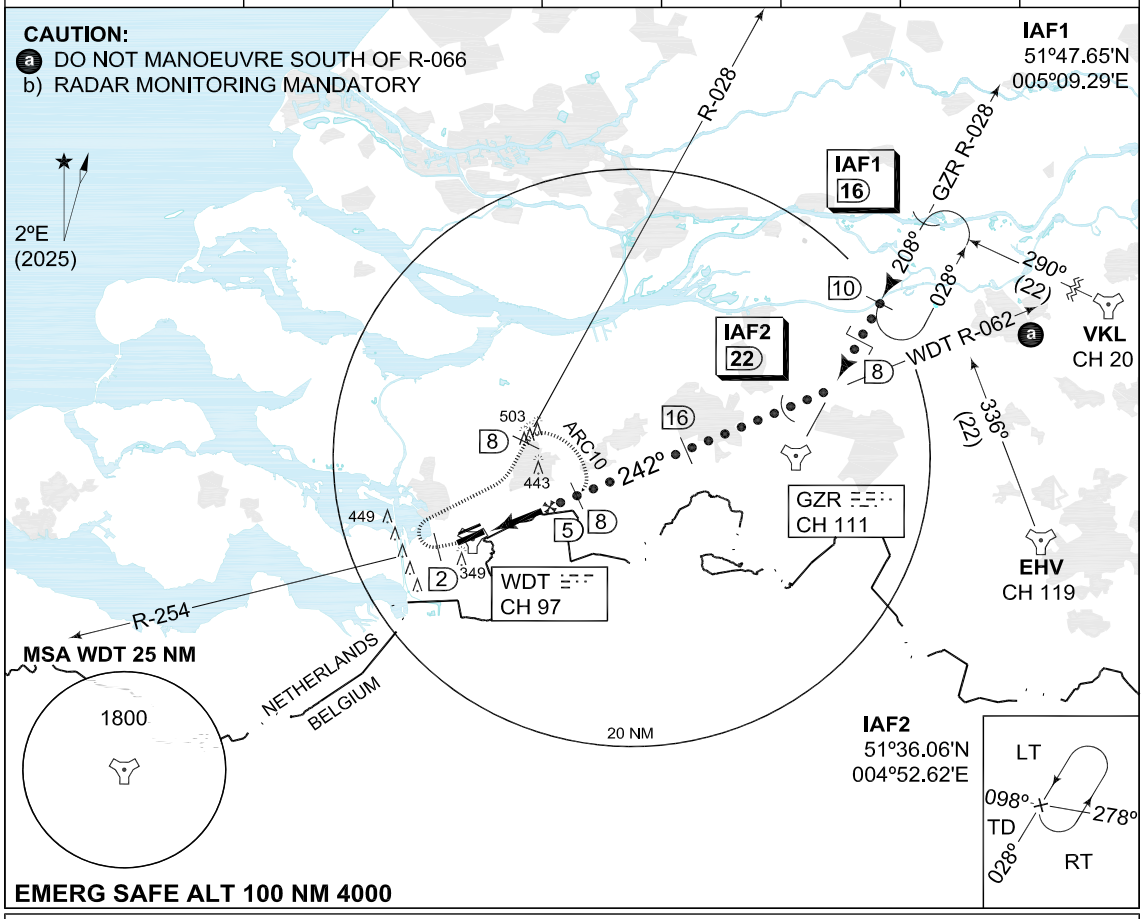
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 63

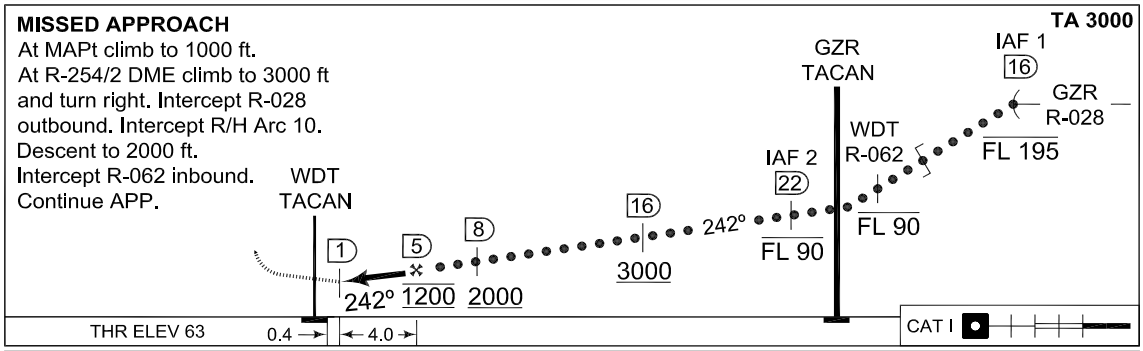
HI-TACAN RWY 25L
WOENSDRECHT (EHWO)

DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
WDT CH 97	242°	1200 FT		440	63	900 m	8013 FT



MISSED APPROACH
At MAPt climb to 1000 ft.
At R-254/2 DME climb to 3000 ft and turn right. Intercept R-028 outbound. Intercept R/H Arc 10.
Descent to 2000 ft.
Intercept R-062 inbound.
Continue APP.



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

CHANGES: LDA

RNLASF 11 JUN 2026

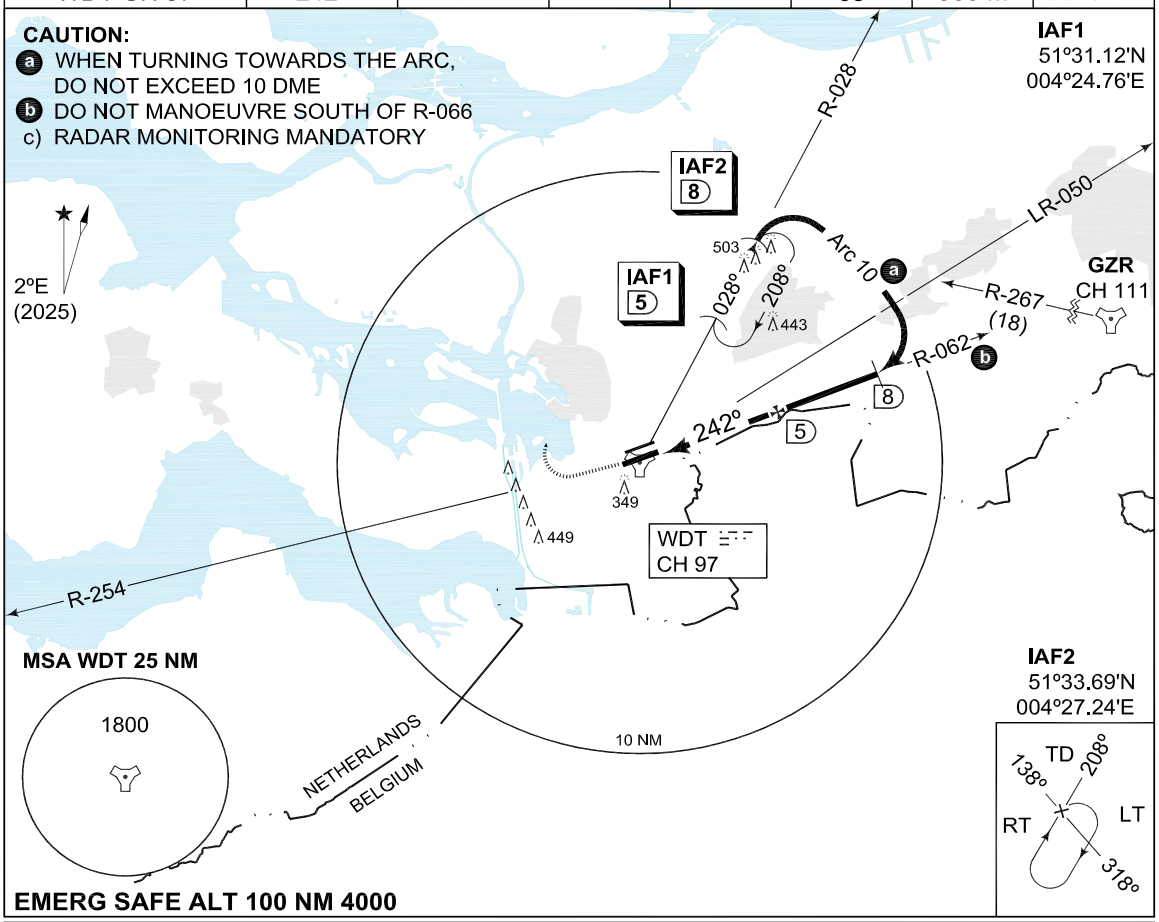
MIPS
INSTRUMENT APPROACH CHART

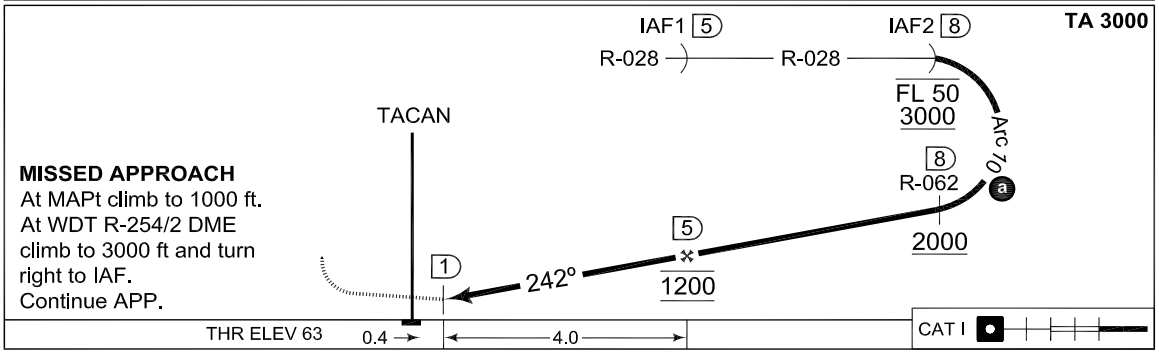
AD ELEV 63

TACAN RWY 25L
WOENSDRECHT (EHWO)

DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
WDT CH 97	242°	1200 FT		**440**	63	900 m	8013 FT





MISSED APPROACH
At MAPt climb to 1000 ft.
At WDT R-254/2 DME climb to 3000 ft and turn right to IAF.
Continue APP.

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

CHANGES: LDA

RNLASF 11 JUN 2026

PANS OPS
INSTRUMENT APPROACH CHART

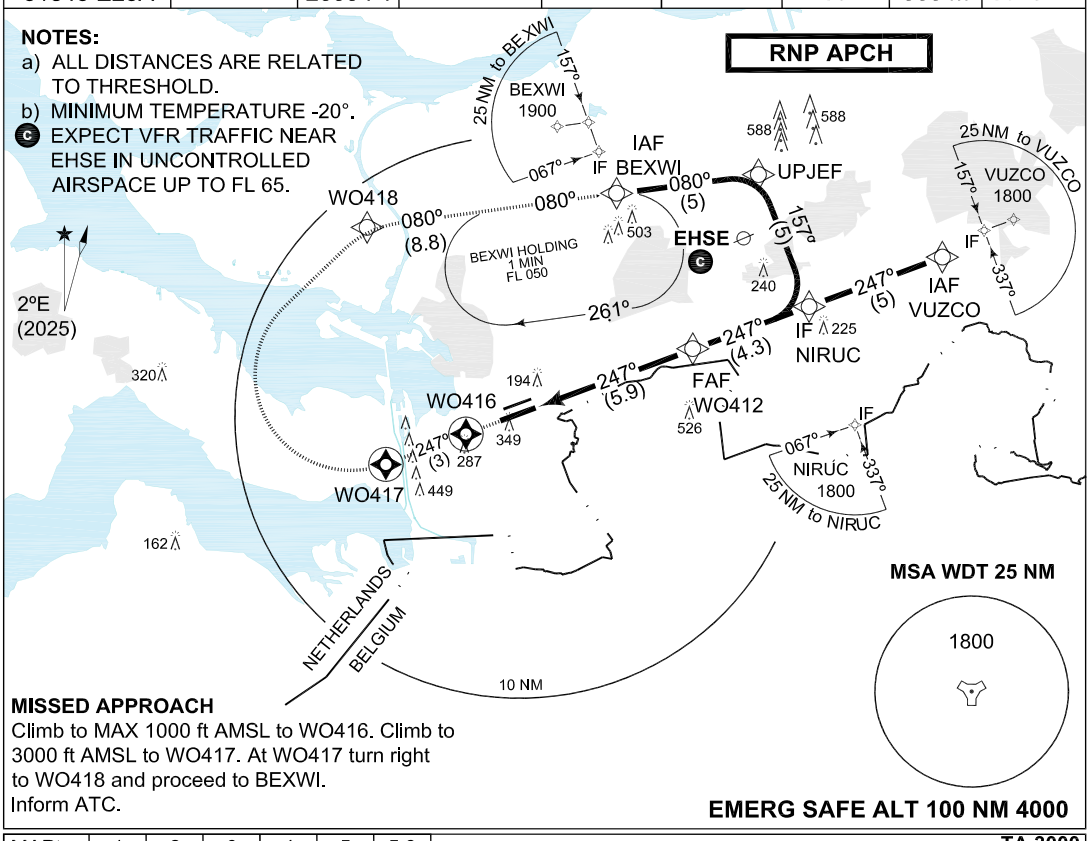
AD ELEV 63

RNP RWY 25L
WOENSDRECHT (EHWO)

DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND CTL	ATIS*
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680	

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
51845 E25A	247°	2000 FT	5.24% / 3.0°	SEE CAT	SEE CAT	63	900 m	8013 FT

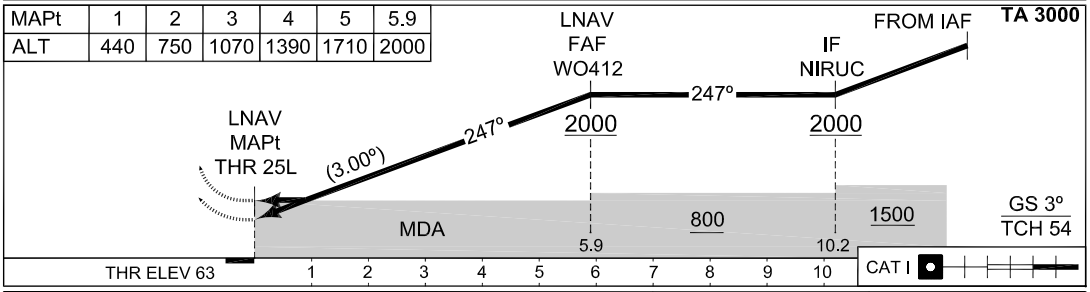
NOTES:
a) ALL DISTANCES ARE RELATED TO THRESHOLD.
b) MINIMUM TEMPERATURE -20°.
c) EXPECT VFR TRAFFIC NEAR EHSE IN UNCONTROLLED AIRSPACE UP TO FL 65.



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

MAPt	1	2	3	4	5	5.9
ALT	440	750	1070	1390	1710	2000



CATEGORY		A	B	C	D
EU-OPS	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)	**470** -1200 407 (500-1.2/1.9)

IAWP	VUZCO	51°32.51'N	004°44.39'E	MAWP	THR25L	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: LDA

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