PART 3 – AERODROMES (AD)

AD 0.

AD 0.6 TABLE OF CONTENTS TO PART 3

PART 3 – AERODROMES (AD)

AD 0.

PART 3 – AERODROMES (AD)

AD 2. AERODROMES

DEELEN

DE PEEL

EINDHOVEN

GILZE RIJEN

DE KOOY

LEEUWARDEN

VOLKEL

WOENSDRECHT

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PART 3 – AERODROMES (AD)

AD 1.

AD 1.1 AERODROME/HELIPORT AVAILABILITY

AD 1. AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY

AD 1.1.1 OCCASIONAL USE OF MIL AERODROMES BY CIV ACFT

By decree of the Minister of Defence several MIL ADs in the Netherlands may occasionally be used by CIV ACFT. Use of the MIL ADs concerned is subject to the particulars published in the AIP Netherlands.

AD 1.1.2 OCCASIONAL USE OF CIV AERODROMES BY MIL ACFT

By decree of the Director-General of Civil Aviation a number of CIV ADs may occasionally be used by MIL ACFT. These ADs shall only be used in case of emergency, in times of tension and/or with special permission of the Chief of the Airstaff. Exercise flights are not included in aforementioned exceptions. The ADs concerned are:

For national and international flights:

- Amsterdam/Schiphol
- Deventer/Teuge
- Groningen/Eelde
- Hilversum
- Hoeven/Seppe
- Maastricht/Zuid-Limburg
- Middelburg/Midden-Zeeland
- Rotterdam
- Texel

For national flights only:

- Ameland
- Weert/Budel
- Hoogeveen
- Emmeloord/Noordoostpolder

Detailed information concerning above mentioned ADs is listed in the AIP Netherlands.

AD 1.1.3 PERSONS ON BOARD (POB)

At first radiocontact with the ATC unit of a MIL AD (APP, CAPP or TWR) the Pilot in Command shall report the number of POB. In case of omission the ATC unit will request this information.

AD 1.1.4 HEL LANDING SITES NOT PUBLISHED IN THE (Mil)AIP

Information about HEL landing sites not published in the (Mil)AIP may be obtained through MOD The Hague or from Wing Operations Gilze-Rijen. Use of these landing sites is subject to prior permisson by the Military Aviation Authoriry.

AD 1.1.5 SPECIAL ARRANGEMENTS

HEL, belonging to the SAR organisation of the 'Bundeswehr' stationed at Rheine and Wuerselen, are exempted from the rules, as stated in AD 1.1.3. For special agreement upon SAR operations within the sea- and coastal area see GEN 3.6.

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PART 3 – AERODROMES (AD)

AD 1.

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN

AD 1.2.1 RESCUE AND FIREFIGHTING SERVICES

The crash, rescue and fire fighting capacity at the Netherlands MIL ADs is in accordance with STANAG 3712.

The crash equipment categories on the respective ADs are given on the relevant page of each AD.

AD 1.2.2 SNOW PLAN

During the winter season MIL ADs will issue SNOWTAM containing information according to the SNOWTAM format of ICAO Annex 15, Appendix 2 (STANAG 3634).

Numbering of the SNOWTAM for each AD will start with 01 at the beginning of the season.

A SNOWTAM will be issued immediately when circumstances so require like snow, ice, slush, etc. on runways, taxiways and aprons.

A new SNOWTAM will be issued when conditions have changed significantly, including the return to normal conditions.

If, during operational HRS, conditions have not changed a new SNOWTAM will be issued in principle every 6 HRS confirming the unchanged conditions.

In case where no 6-hourly confirmation by SNOWTAM is given, the maximum validity of the last issued SNOWTAM concerning that AD is 24 HRS.

Notification of the closure or reopening of an AD or RWY, as a result of snow and ice conditions, will be promulgated by NOTAM.

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PART 3 – AERODROMES (AD)

AD 1.

AD 1.3 INDEX TO AERODROMES AND HELIPORTS

AD 1.3 INDEX TO AERODROMES AND HELIPORTS

NAME	LOCATION INDICATOR	OPERATED BY
Deelen	EHDL	Royal Netherlands Air and Space Force
De Kooy	EHKD	Royal Netherlands Air and Space Force
Eindhoven	EHEH	Royal Netherlands Air and Space Force
Gilze-Rijen	EHGR	Royal Netherlands Air and Space Force
Leeuwarden	EHLW	Royal Netherlands Air and Space Force
Volkel	EHVK	Royal Netherlands Air and Space Force
Woensdrecht	EHWO	Royal Netherlands Air and Space Force

NOTE: Use of HEL landing sites outside ADs is subject to prior approval by CLRS/Breda.

MIL AERODROME INDEX

PART 3 – AERODROMES (AD)

AD 2.

AD 2. AERODROMES DEELEN

AD 2. AERODROMES

DEELEN

EHDL AD 2.1 Aerodrome location indicator and name

EHDL - Deelen

EHDL AD 2.2 Geographical and administrative data

1	ARP	52°03'35.02"N 005°52'18.97"E
2	Direction and distance from city	340° MAG/4.5 NM ARNHEM
3	Elevation/Reference temperature	+ 158 ft AMSL/22.0° C (AUG)
4	MAG VAR/Annual change	2°46'E (JAN 2025)/9'E
5	AD operating authority Postal address Visitors' address Telephone Telefax AFTN	RNLASF DHC Vliegbasis Gilze-Rijen attn C931 tav Vliegbasis Deelen MPC 89A P.O. Box 8762 4820 BB Breda Koningsweg 30 F 6816 TG ARNHEM +31(0)346 335901/902 +31(0)26 3531325 No
6	Types of TFC permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

EHDL AD 2.3 Operational hours

1	AD OPR HR	OPN for RNLASF HEL at various times
2	Customs and immigration	48 HR PN
3	Health and sanitation	O/R
4	AIS Briefing office	Via EHGR
5	MET Briefing Office	Via EHGR
6	ATS	HO
7	Security	HO
8	Remarks	PPR 24 HRS

EHDL AD 2.4 Handling services and facilities

Not AVBL

EHDL AD 2.5 Passenger facilities

1	Remain overnight	Nil
2	Medical facilities	O/R
3	Remarks	Nil

EHDL AD 2.6 Rescue and fire fighting services

1	AD category for fire fighting	NATO CAT 4 NATO H-3
2	Remarks	Nil

EHDL AD 2.7 Seasonal availability - clearing

Not AVBL

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

1	Apron surface and strength	Concrete, LCN 30 (PCN not AVBL)
2	TWY width, surface and strength	Width 36 ft, tarmac/concrete, LCN 30 (PCN not AVBL)
3	Remarks	Nil

EHDL AD 2.9 Surface movement guidance and control system and markings

According STANAG 3158		
1	Remarks	Nil

EHDL AD 2.10 Aerodrome obstacles

See Aerodrome Chart

EHDL AD 2.11 Meteorological information provided

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

EHDL AD 2.12 Runway physical characteristics

1	RWY dimensions/a-gear	See Aerodrome Chart. Values in ft.
2	RWY surface	Tarmac/concrete
3	RWY strength	LCN 30 (PCN not AVBL)

EHDL AD 2.13 Declared distances

See Aerodrome Chart. Values in ft.

EHDL AD 2.14 Approach and runway lighting

According STANAG 3316		
1	Approach lighting	RWY 19: CAT I. 783 m RWY 01: Nil
2	RWY lighting	RWY 19 VHI/VCL, RWY 01 VHI
3	Remarks	Nil

EHDL AD 2.15 Other lighting, secondary power supply

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

EHDL AD 2.16 Helicopter landing area

1	Location	Four helisquares (non-STANAG) are situated in main grass area east of RWY 19/01.
2	Marking	Daylight marking
3	Lighting	Yes
4	Remarks	Nil
5	Panels for local circuits	4 panels for helicopter circuits direction 01/19, on the northern part of the main grass area; Several take–off and landing spots for special exercises (after Tower Permission); All taxi tracks (after permission from ATC).

EHDL AD 2.17 Air traffic services airspace

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

EHDL AD 2.18 Air traffic services communication facilities

STATION/ SERVICE	CALL SIGN OR IDENTIFICATION	FREQUENCY MHz	HOURS	REMARKS
1	2	3	4	5
	As appropriate	121.500 243.000	HO	Emergency FREQ for all services
TWR	Deelen Tower	129.930*) 122.100**) 312.400*) 257.800**)	HO	*)Primary FREQ **)O/R
APP	RAPCON West	123.580 399.725	HO	Radar equipped

EHDL AD 2.19 Radio navigation and landing aids

FACILITY	ID	CHANNEL FREQ.	HOURS	CO-ORD.	RANGE/ ALTITUDE	REMARKS
1	2	3	4	5	6	7
TACAN	DLN	CH 59X	H24	52°03'26.45"N 005°52'21.47"E	40 NM/25000 ft	FREQ protected
ILS19 LOCAL-IZER	DNS	108.700	H24	52°02'45.383"N 005°51'54.422"E		
GLIDE-PATH		330.500	H24	52°04'02.944"N 005°52'27.312"E		ILS-antenna 201ft AMSL
DME 19	DNS	CH 24X	H24	52°04'02.944"N 005°52'27.312"E		Situated on Glidepath 20. One direction only.

EHDL AD 2.20 Local traffic regulations

Start-up

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

Taxi

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

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

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

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

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

Circuit Procedures

HELICOPTERS

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

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

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

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

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

Night Flying

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

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

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

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

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

Special Helicopter Procedures

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

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

Four confined landing spots are available: Confined West, Confined Tower, Confined 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	Woeste - Hoeve	52°06'04.20"N 005°57'07.20"E	750 ft	approx. 3 NM NE of AD
E	East	52°01'48.60"N 005°55'44.40"E	750 ft	along highway 1 NM north of intersection motorway A-50.

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

Departure procedures

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

Lost Communications procedures

HELICOPTERS

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

For simulated non-comms procedure squawk 3766.

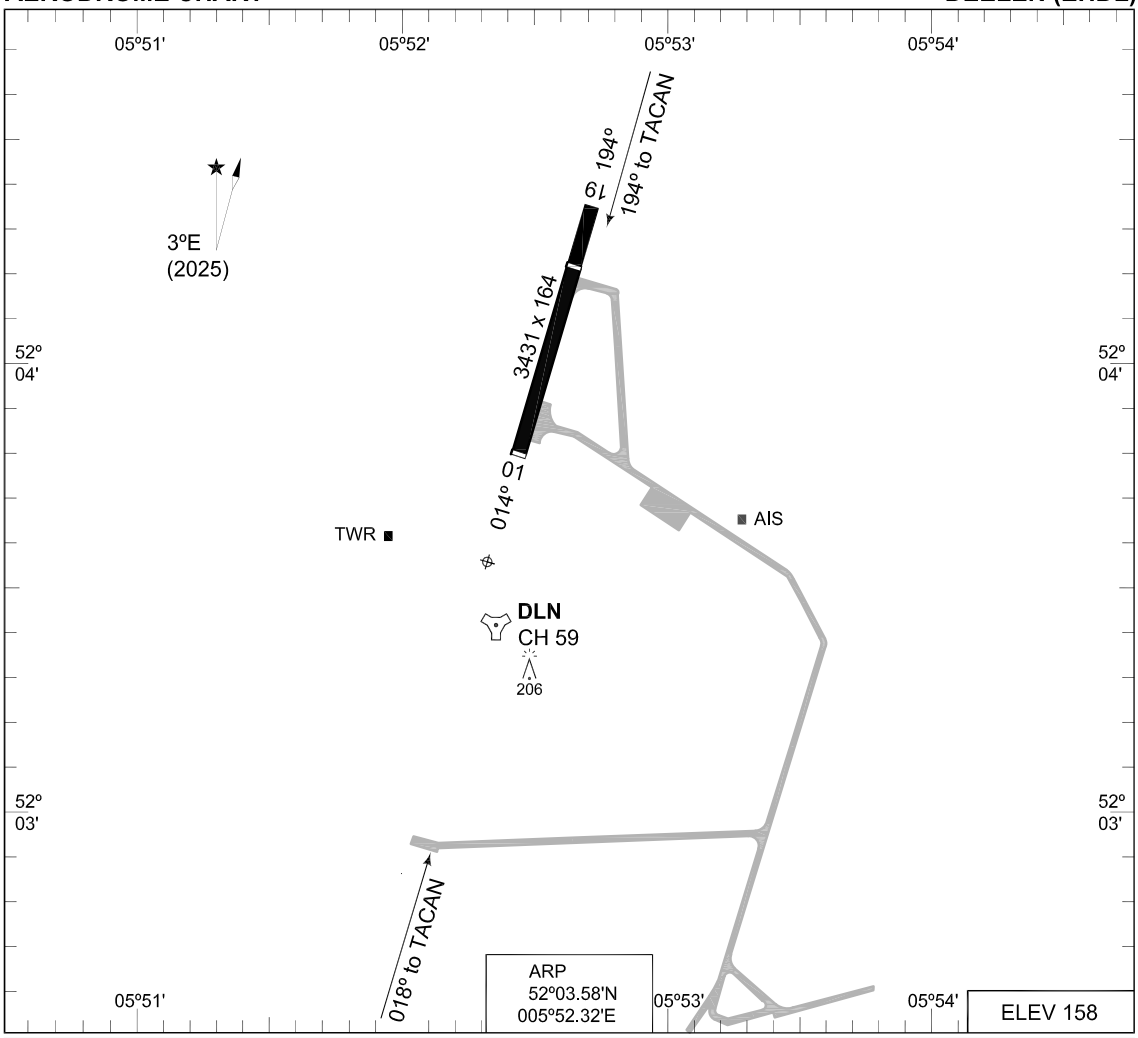
EHDL AD 2.23 Additional information

Approach control through Rapcon West.

EHDL AD 2.24 Charts related to an aerodrome

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

MIPS
AERODROME CHART **DEELEN (EHDL)**



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

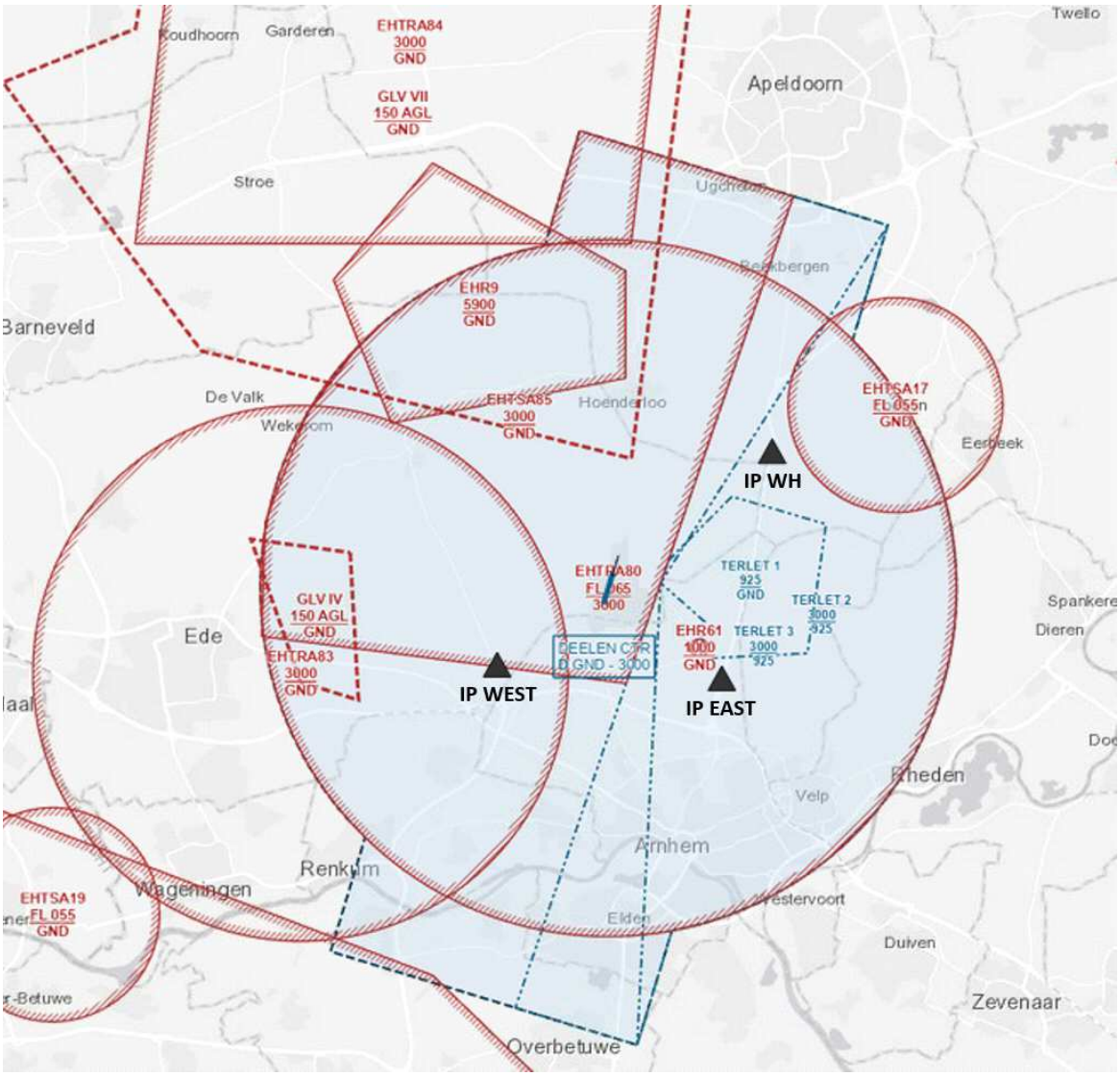
DEELEN TWR 312.400 129.930
RAPCON WEST 399.725 123.580

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

CHANGES: EDITORIAL

RNLASF 16 APR 2026

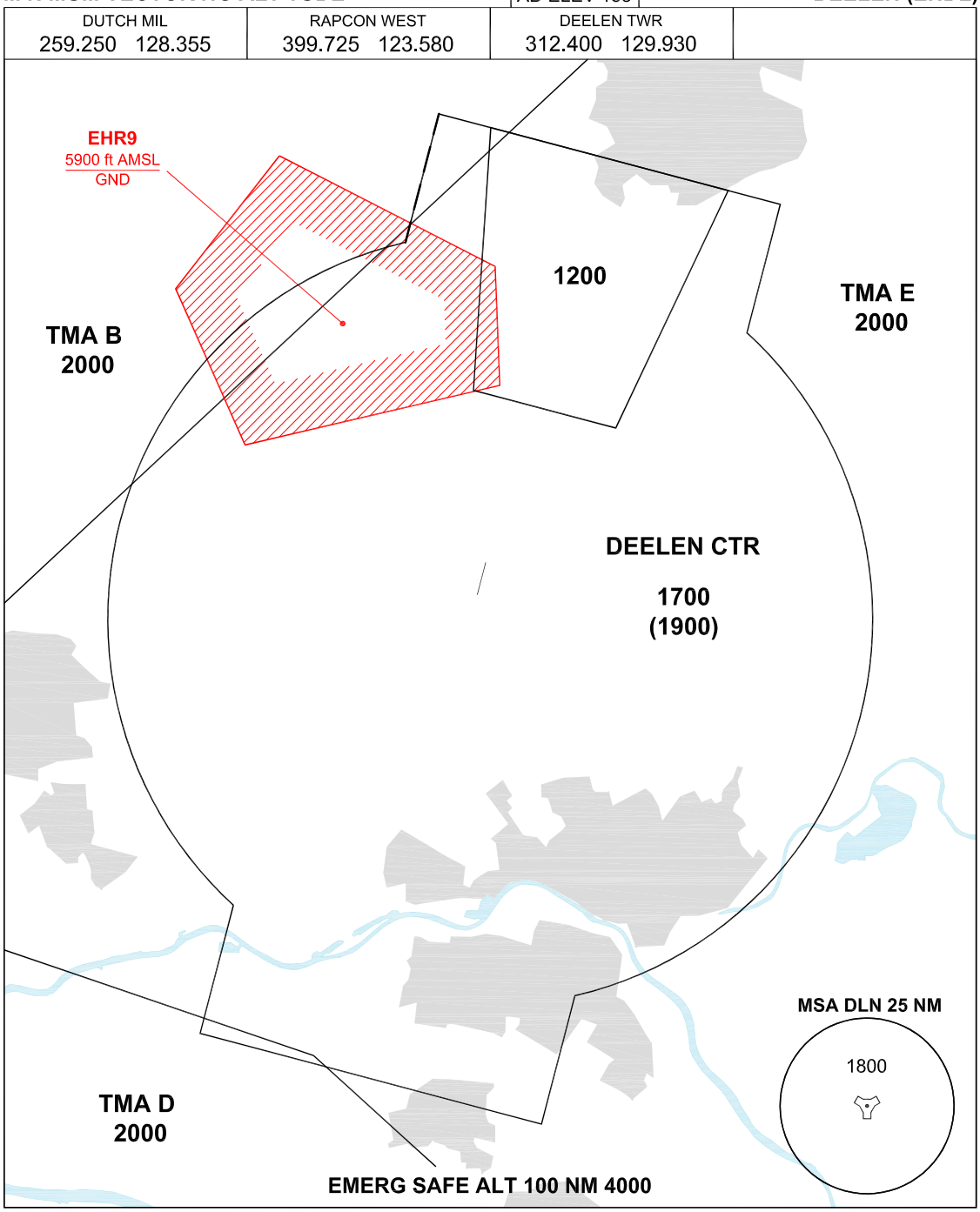
LOCAL MAP


Twello
Koudhoorn
Garderen
EHTRA84
3000
GND
GLV VII
150 AGL
GND
Apeldoorn
Stroe
Ugchelen
Beekbergen
EHR9
5900
GND
Barneveld
De Valk
Wekerom
EHTSA85
3000
GND
Hoenderloo
EHTSA17
FL 055
GND
Eerbeek
IP WH
TERLET 1
925
GND
TERLET 2
3000
925
Spankeren
Dieren
EHTRA80
FL 065
3000
GLV IV
150 AGL
GND
Ede
EHTRA83
3000
GND
EELEN CTR
D GND - 3000
EHR61
1000
GND
TERLET 3
3000
925
IP WEST
IP EAST
Doorwerth
Velp
Arnhem
Renkum
Wageningen
EHTSA19
FL 055
GND
Westervoort
Elden
Duiven
Zevenaar
Overbetuwe

MIPS
MINIMUM VECTORING ALTITUDE

AD ELEV 158

MVA CHART
DEELEN (EHDL)



- THE ALTITUDE BETWEEN BRACKETS IS TO BE USED FOR THE CORRESPONDING SECTOR WHEN AIR TEMPERATURE AT AIRBASE ALTITUDE IS LOWER THAN -15°.
- ALTITUDES ONLY AVAILABLE IF THE RADAR COVERAGE PERMITS.

CHANGES: MSA

RNLAF 18 MAY 2023

Co-ordinates

TERLET 1:

For execution of flying activities, within the CTR/RMZ Deelen the following area can be assigned to the NZC Terlet up to the tower boundary of Terlet-2 or Terlet-3, limited by the following co-ordinates:

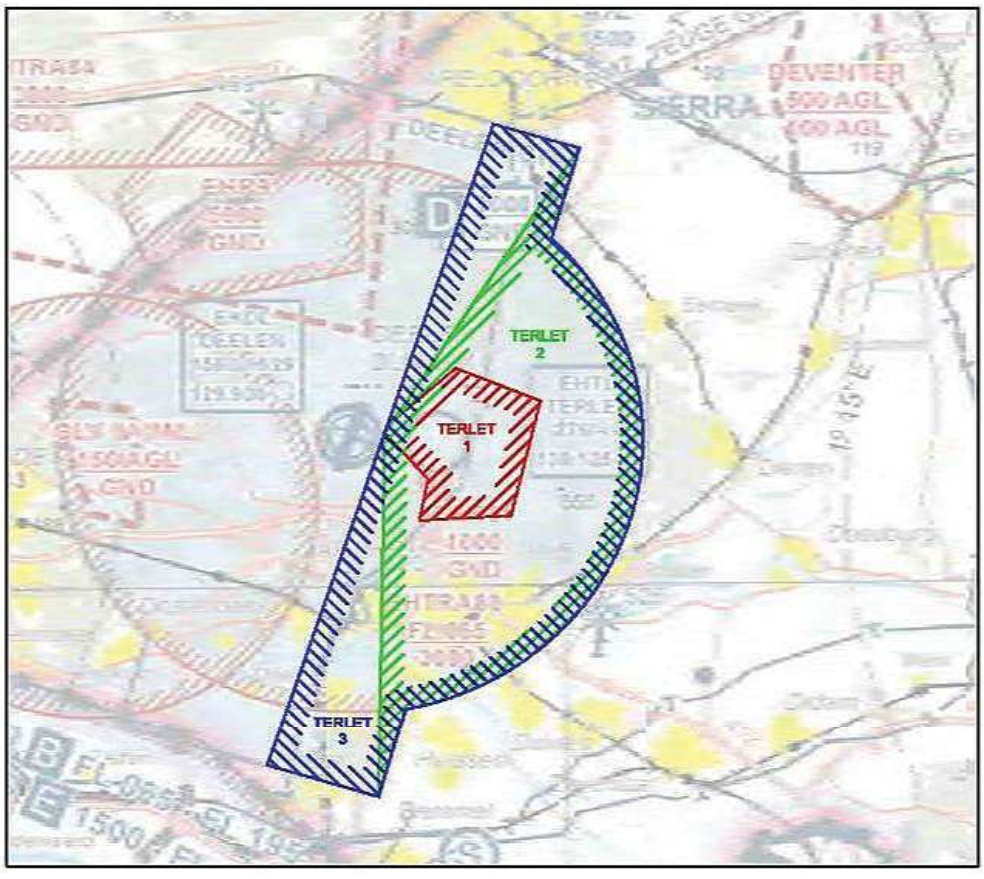
Terlet-1
52°05'18,00"N 005°56'03.00"E; 52°04'47.00"N 005°58'54.00"E; 52°02'22.62"N 005°58'20.14"E; 52°02'16.67"N 005°55'05.35"E; 52°02'57.94"N 005°55'13.66"E; 52°03'41.40"N 005°53'53.77"E; 52°04'07.26"N 005°54'09.39"E; to point of origin. vertical limits; GND-925 ft AMSL

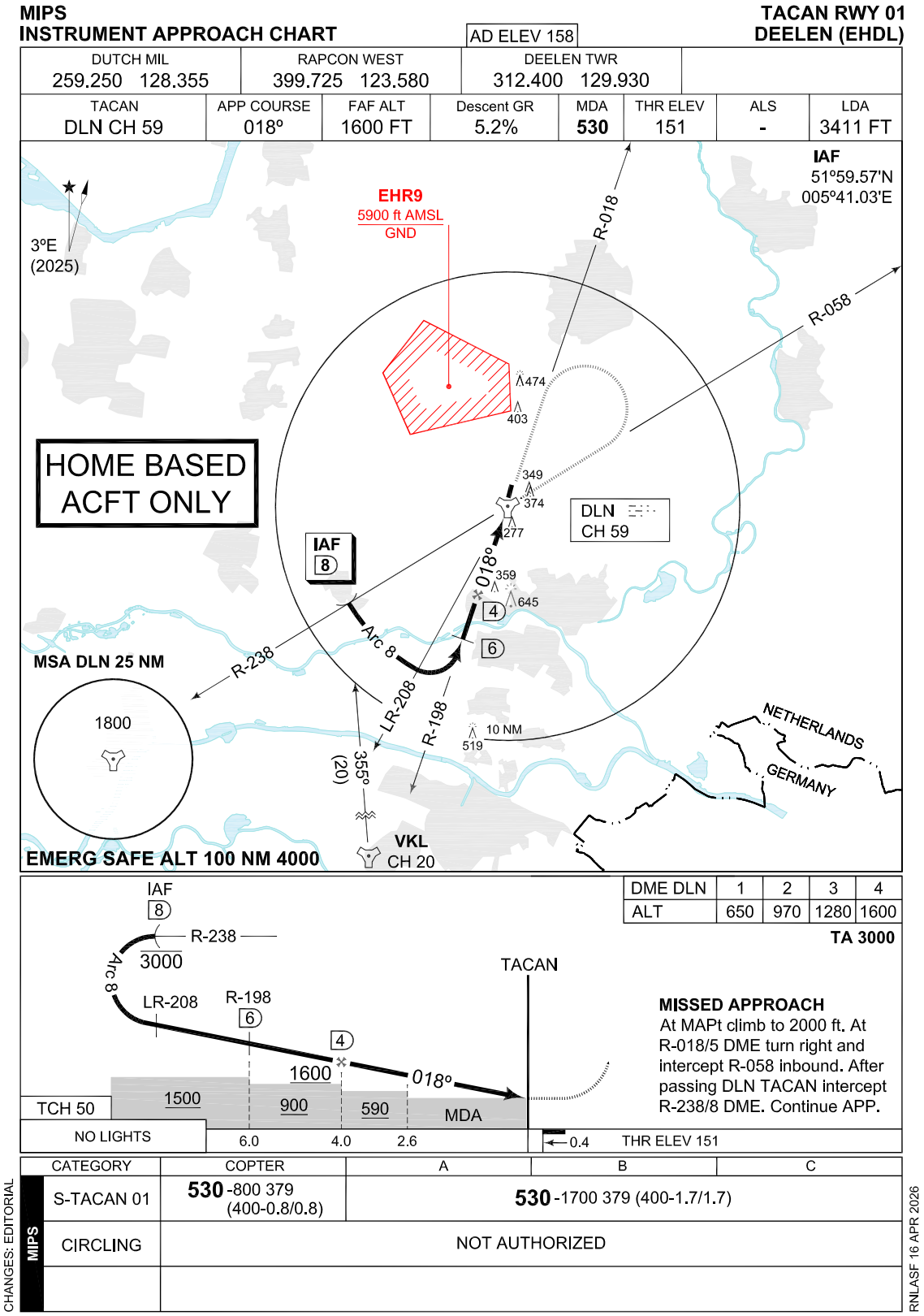
As supplement to area Terlet 1, area Terlet 2 or Terlet 3 needs to be assigned.

TERLET-2, TERLET-3:

The upper limit is equal to the upper limit of the CTR/RMZ Deelen limited by the following coordinates:

Terlet-2	Terlet-3
52°03'41.40"N 005°53'53.77"E; 52°10'20.78"N 006°00'46.09"E; 52°08'12.82"N 005°59'42.21 "E; along clockwise arc (radius 6.5 NM, centre 52°03'35.02"N 005°52'18.97"E) to 51°57'12.08"N 005°54'14.21"E; 51°55'03.92"N 005°53'10.91"E; to point of origin. vertical limits; 925 ft AMSL- 3000 ft AMSL	52°10'53,01"N 005°57'54.56"E; 52°10'20.78"N 006°00'46.06"E; 52°08'12.82"N 005°59'42.21"E; along clockwise arc (radius 6.5 NM, centre 52°03'35.02"N 005°52'18.97"E;) to 51°57'12.08"N 005°54'14.21"E; 51°55'03.92"N 005°53'10.91"E; 51°55'45.67"N 005°49'29.94"E; to point of origin. vertical limits; 925 ft AMSL- 3000 ft AMSL




MIPS
INSTRUMENT APPROACH CHART
AD ELEV 158
TACAN RWY 01
DEELEN (EHDL)
DUTCH MIL
259.250 128.355
RAPCON WEST
399.725 123.580
DEELEN TWR
312.400 129.930
TACAN
DLN CH 59
APP COURSE
018°
FAF ALT
1600 FT
Descent GR
5.2%
MDA
530
THR ELEV
151
ALS
-
LDA
3411 FT
IAF
51°59.57'N
005°41.03'E
3°E
(2025)
EHR9
5900 ft AMSL
GND
R-018
R-058
474
403
HOME BASED
ACFT ONLY
349
374
277
DLN
CH 59
IAF
8
018°
359
645
4
6
Arc 8
R-238
LR-208
R-198
10 NM
519
MSA DLN 25 NM
1800
355°
(20)
VKL
CH 20
EMERG SAFE ALT 100 NM 4000
NETHERLANDS
GERMANY
DME DLN
1
2
3
4
ALT
650
970
1280
1600
TA 3000
IAF
8
R-238
3000
Arc 8
LR-208
R-198
6
4
1600
018°
TACAN
MISSED APPROACH
At MAPt climb to 2000 ft. At R-018/5 DME turn right and intercept R-058 inbound. After passing DLN TACAN intercept R-238/8 DME. Continue APP.
TCH 50
1500
900
590
MDA
NO LIGHTS
6.0
4.0
2.6
0.4
THR ELEV 151
CATEGORY
COPTER
A
B
C
MIPS
S-TACAN 01
530 -800 379 (400-0.8/0.8)
530 -1700 379 (400-1.7/1.7)
CIRCLING
NOT AUTHORIZED
CHANGES: EDITORIAL
RNLASF 16 APR 2026

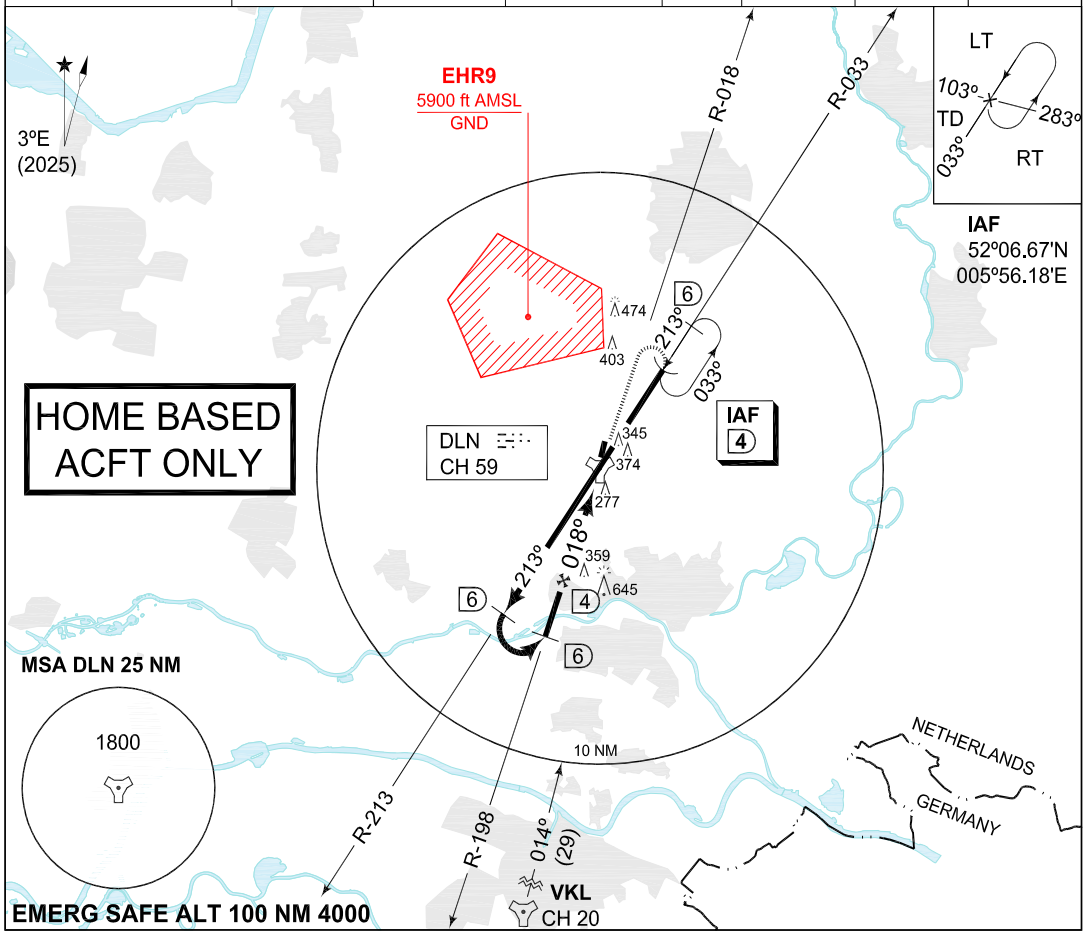
MIPS
INSTRUMENT APPROACH CHART

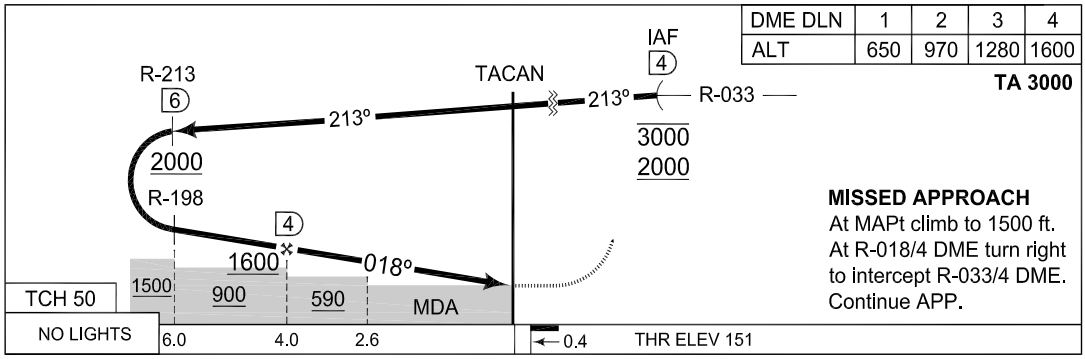
AD ELEV 158

COPTER TACAN RWY 01
DEELEN (EHDL)

DUTCH MIL	RAPCON WEST	DEELEN TWR
259.250 128.355	399.725 123.580	312.400 129.930

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
DLN CH 59	018°	1600 FT	5.2%	**530**	151	-	3411 FT





DME DLN	1	2	3	4
ALT	650	970	1280	1600

TA 3000

MISSED APPROACH
At MAPt climb to 1500 ft.
At R-018/4 DME turn right to intercept R-033/4 DME.
Continue APP.

CATEGORY	COPTER
S-TACAN 01	**530** -800 379 (400-0.8/0.8)
CIRCLING	NOT AUTHORIZED

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

MIPS
INSTRUMENT APPROACH CHART

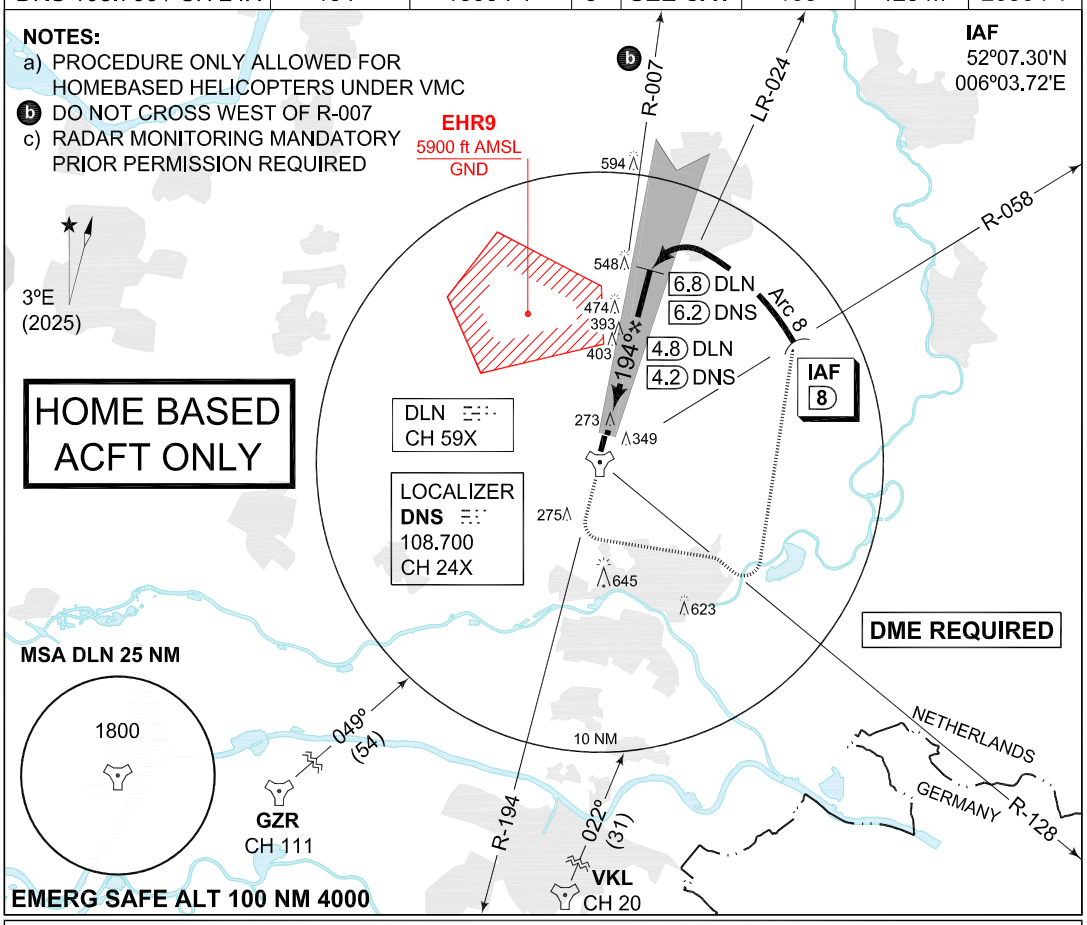
AD ELEV 158

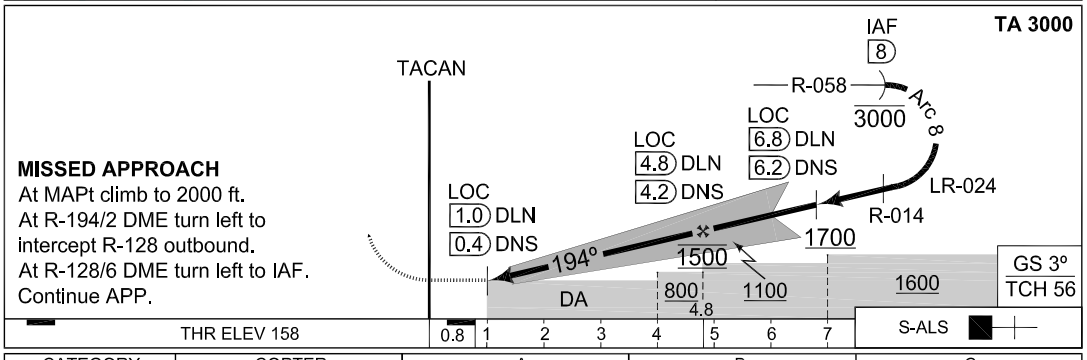
ILS or LOC RWY 19
DEELEN (EHDL)

DUTCH MIL	RAPCON WEST	DEELEN TWR
259.250 128.355	399.725 123.580	312.400 129.930

LOCALIZER / DME	APP COURSE	GS INTCEPT ALT	GS	DA	THR ELEV	ALS	LDA
DNS 108.700 / CH 24X	194°	1500 FT	3°	**SEE CAT**	158	420 m	2536 FT

NOTES:
a) PROCEDURE ONLY ALLOWED FOR HOMEBASED HELICOPTERS UNDER VMC
b) DO NOT CROSS WEST OF R-007
c) RADAR MONITORING MANDATORY PRIOR PERMISSION REQUIRED

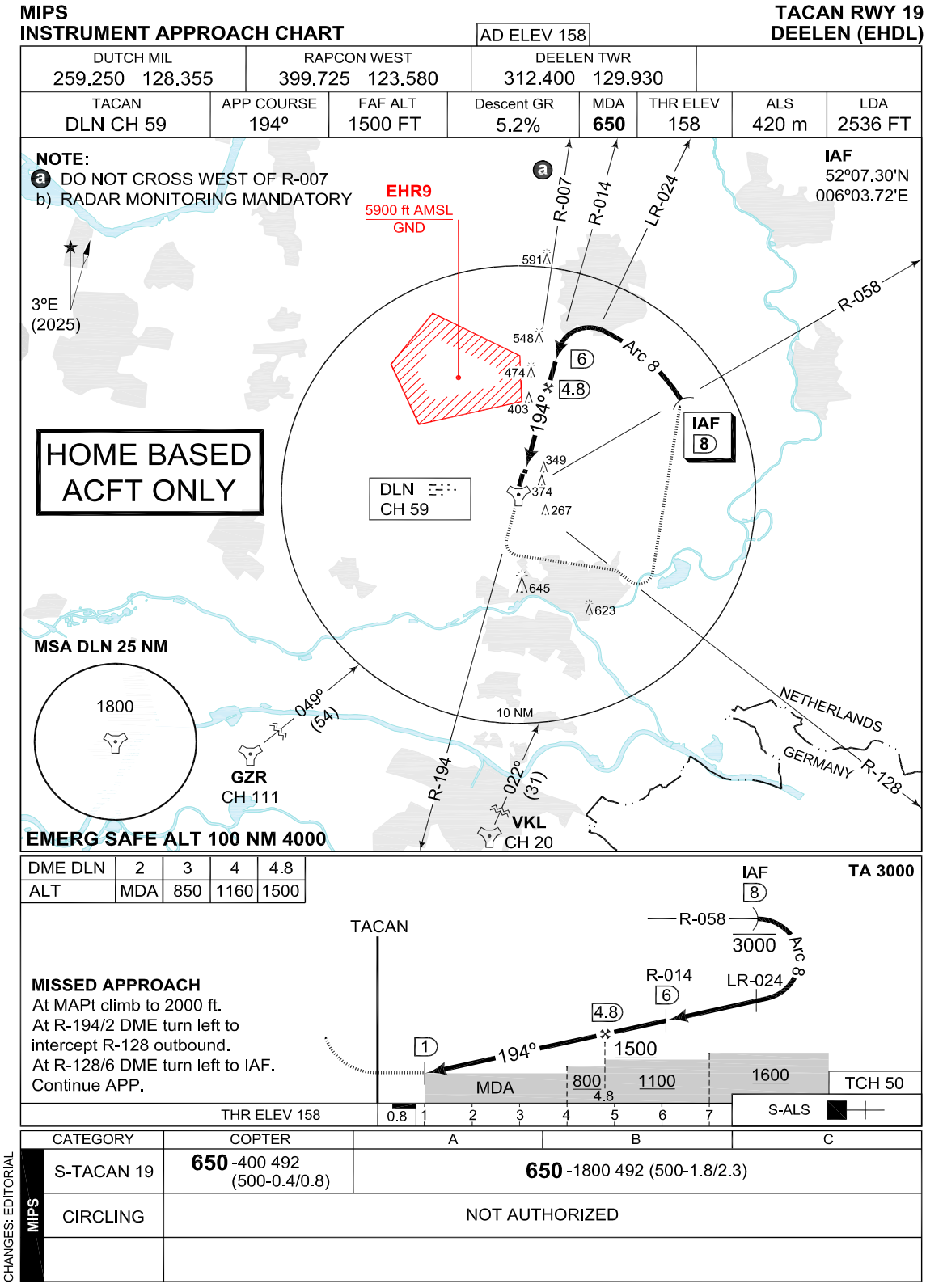




MISSED APPROACH
At MAPt climb to 2000 ft.
At R-194/2 DME turn left to intercept R-128 outbound.
At R-128/6 DME turn left to IAF.
Continue APP.

CATEGORY	COPTER	A	B	C
S-ILS 20	**388** -400 230 (300-0.4/0.8)	**404** -800 246 (300-0.8/1.2)	**414** -800 256 (300-0.8/1.3)	**424** -900 266 (300-0.9/1.3)
S-LOC 20	**640** -400 482 (500-0.4/0.8)	**640** -1800 482 (500-1.8/2.3)		
CIRCLING	NOT AUTHORIZED			

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026


MIPS
INSTRUMENT APPROACH CHART
AD ELEV 158
TACAN RWY 19
DEELEN (EHDL)
DUTCH MIL
259.250 128.355
RAPCON WEST
399.725 123.580
DEELEN TWR
312.400 129.930
TACAN
DLN CH 59
APP COURSE
194°
FAF ALT
1500 FT
Descent GR
5.2%
MDA
650
THR ELEV
158
ALS
420 m
LDA
2536 FT
NOTE:
a DO NOT CROSS WEST OF R-007
b) RADAR MONITORING MANDATORY
EHR9
5900 ft AMSL
GND
IAF
52°07.30'N
006°03.72'E
3°E
(2025)
R-007
R-014
LR-024
R-058
591
548
474
403
Arc 8
6
4.8
194°
IAF
8
HOME BASED
ACFT ONLY
DLN
CH 59
349
374
267
645
623
MSA DLN 25 NM
1800
049°
(54)
GZR
CH 111
10 NM
R-194
022°
(31)
VKL
CH 20
NETHERLANDS
GERMANY
R-128
EMERG SAFE ALT 100 NM 4000
DME DLN 2 3 4 4.8
ALT MDA 850 1160 1500
TA 3000
TACAN
R-058
3000
Arc 8
R-014
LR-024
6
4.8
1
194°
1500
MDA
800
4.8
1100
1600
TCH 50
S-ALS
THR ELEV 158
0.8 1 2 3 4 5 6 7
MISSED APPROACH
At MAPt climb to 2000 ft.
At R-194/2 DME turn left to
intercept R-128 outbound.
At R-128/6 DME turn left to IAF.
Continue APP.
CATEGORY
COPTER
A
B
C
S-TACAN 19
650 -400 492
(500-0.4/0.8)
650 -1800 492 (500-1.8/2.3)
CIRCLING
NOT AUTHORIZED
MIPS
CHANGES: EDITORIAL
RNLASF 16 APR 2026

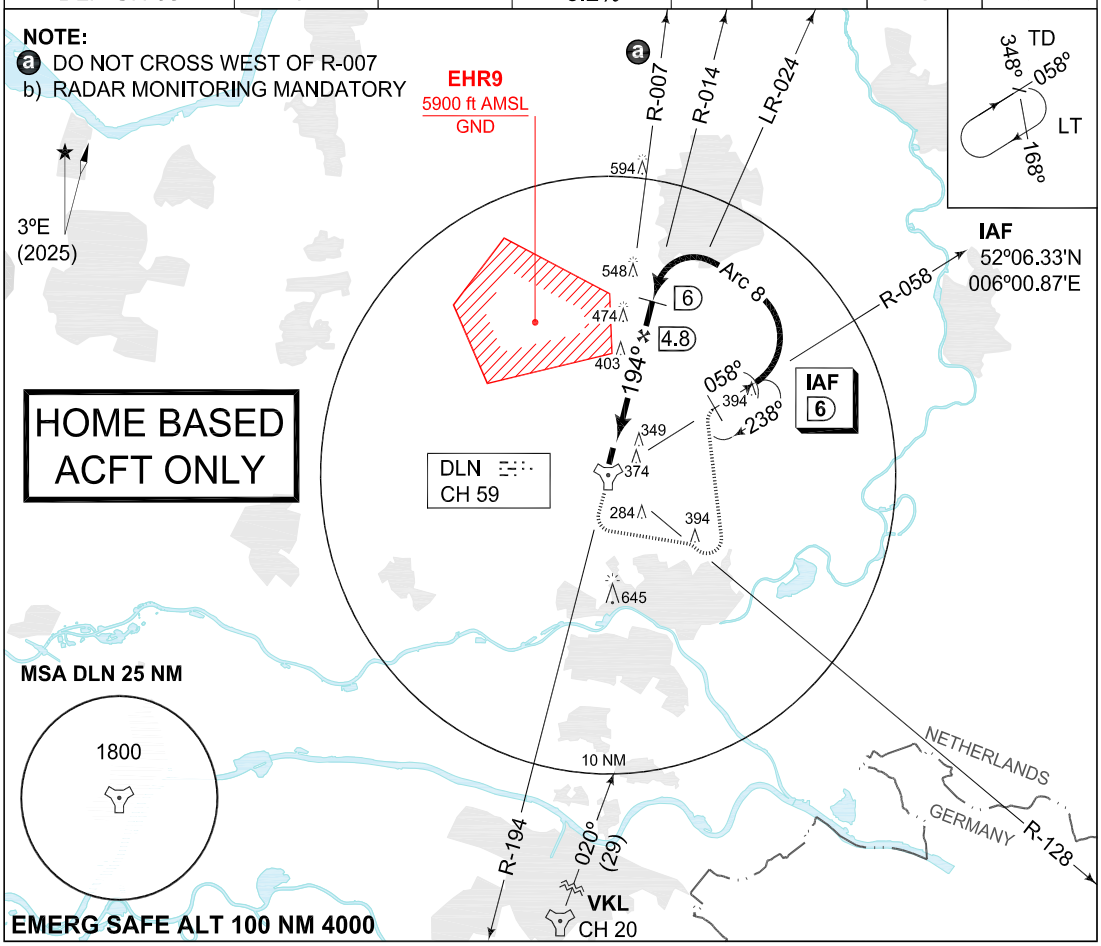
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 158

COPTER TACAN RWY 19
DEELEN (EHDL)

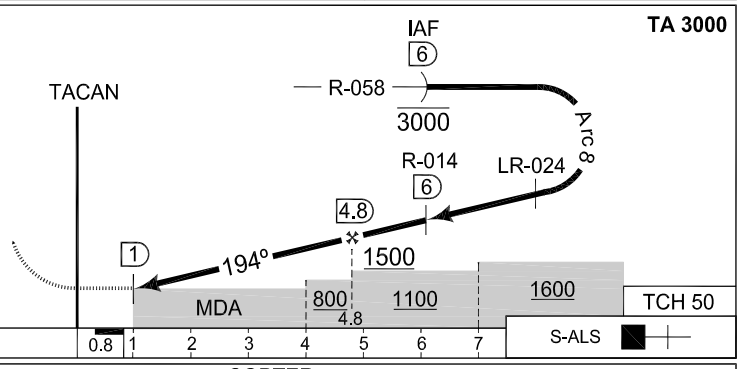
DUTCH MIL	RAPCON WEST	DEELEN TWR
259.250 128.355	399.725 123.580	312.400 129.930

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
DLN CH 59	194°	1500 FT	5.2%	**650**	158	420 m	2536 FT



DME DLN	2	3	4	4.8
ALT	MDA	850	1160	1500

MISSED APPROACH
At MAP climb to 2000 ft.
At R-194/2 DME turn left to intercept R-128 outbound.
At R-128/4 DME turn left to intercept R-058/6 DME.
Continue APP.



CATEGORY	COPTER
S-TACAN 19	**650** -400 492 (500-0.4/0.8)
CIRCLING	NOT AUTHORIZED

CHANGES: EDITORIAL

MIPS

RNLASF 16 APR 2026

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PART 3 – AERODROMES (AD)

AD 2.

AD 2. AERODROMES DE PEEL

DE PEEL

EHDP AD 2.1 Aerodrome location indicator and name

EHDP - De Peel

EHDP AD 2.2 Geographical and administrative data

1	ARP	513102.2N0055120.3E
2	Direction and distance from city	077° MAG/ 7.5 NM HELMOND
3	Elevation/Reference temperature	+ 98 ft AMSL / Not available
4	MAG VAR/Annual change	2°46'E (JAN 2025)/9'E
5	AD operating authority Postal address/Visitors' address Telephone Telefax AFTN	RNLASF Groep Geleide Wapens De Peel MPC 88A Ripseweg 1 5816 AC VREDEPEEL +31(0)493 598911 +31(0)493 598910 Nil
6	Types of TFC permitted (IFR/VFR)	Nil
7	Remarks	Nil

EHDP AD 2.3 Operational hours

1	AD OPR HR	AD closed

EHDP AD 2.17 Air traffic services airspace

1	Designation and lateral limits	De Peel control zone 51°37'09.82"N 005°54'46.89"E; along clockwise arc (radius 6.5 NM, centre 51°31'02.20"N 005°51'20.30"E) to 51°24'49.79"N 005°54'23.09"E; 51°19'23.04"N 005°26'17.58"E; along anti-clockwise arc (radius 8 NM, centre 51°27'00.48"N 005°22'28.25"E) to 51°21'21.33"N 005°31'29.98"E; 51°33'45.27"N 005°51'29.87"E; along anti-clockwise arc (radius 8 NM, centre 51°39'25.95"N 005°42'28.17"E) to point of origin.
2	Vertical limits	GND to 3000ft AMSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	ATC in De Peel CTR is provided by Eindhoven TWR and Volkel TWR. For crossing clearance of De Peel CTR adjacent to Eindhoven CTR contact Eindhoven TWR. For crossing clearance of De Peel CTR adjacent to Volkel CTR contact Volkel 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

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PART 3 – AERODROMES (AD)

AD 2.

AD 2. AERODROMES
EINDHOVEN

EINDHOVEN

EHEH AD 2.1 Aerodrome location indicator and name

EHEH - Eindhoven

EHEH AD 2.2 Geographical and administrative data

1	ARP	51°27'00.48"N 005°22'28.25"E
2	Direction and distance from city	281° MAG/4 NM EINDHOVEN
3	Elevation/Reference temperature	+74 ft AMSL/22.3o C (JUL)
4	MAG VAR/Annual change	2°37.8'E (JAN 2025)/9'E
5	AD operating authority Postal address Visitors' address Telephone Telefax AFTN	RNLASF Vliegbasis Eindhoven MPC 87A P.O. Box 8762 4820 BB Breda Flight Forum 1550 5657 EZ Eindhoven +31(0)40 2896911 +31(0)40 2896466 EHEHZTZX
6	Types of TFC permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

EHEH AD 2.3 Operational hours

1	AD OPR HR	MON/FRI 0600/2200 (0500/2100)
2	Customs and immigration	0600/1900 (0500/1800)
3	Health and sanitation	HO
4	AIS Briefing office	See 2.23
5	ATS Reporting Office (ARO)	See 2.23
6	MET Briefing Office	HO
7	ATS	0600/2300 (0500/2200)
8	Fuelling	0600/1900 (0500/1800)
9	Handling	0600/1900 (0500/1800)
10	Security	24/7/365
11	De-icing	0600/1900 (0500/1800)
12	Remarks	For CIV OPR HRS see AIP Netherlands EHEH AD 2.3 SAT/SUN AD OPR HR on request EHEH AD 2.23 Operational extension period 2200/2300 (2100/2200)

EHEH AD 2.4 Handling services and facilities

1	Cargo-handling facilities	Yes
2	Fuel/oil types	F-34, H-515, O-147, O-148, O-156
3	Fuelling facilities/capacity	No limitations
4	Oxygen	No
5	De-icing facilities/type	S-742
6	Starting units	DSA 150, DSA 600, DSA 900, JAS, DC 3500
7	Hangar space for visiting ACFT	O/R
8	Repair facilities	C130
9	Remarks	No X-servicing for armed ACFT

EHEH AD 2.5 Passenger facilities

1	Remain overnight	AVBL O/R
2	Medical facilities	First Aid treatment and first responders on site. Hospitals in Eindhoven (8km)
3	Remarks	Nil

EHEH AD 2.6 Rescue and fire fighting services

1	AD category for fire fighting	CAT 8 (24/7/365)
2	Remarks	Higher CAT (max 10) on 48 hour request

EHEH AD 2.7 Seasonal availability - clearing

1	Seasonal availability	All seasons
2	Snow removal equipment	Yes
3	Remarks	Caution advised in winter during ice conditions

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

1	Apron surface and strength	West:Concrete, PCN 61 R/B/W/T, PCR 681 R/B/W/T East:Concrete, PCN 61R/B/W/T, PCR 681 R/B/W/T
2	TWY width, surface and strength	Width minimal 54 ft, concrete, PCN 61 R/B/W/T, PCR 681 R/B/W/T
3	Remarks	TWY R6: PCN 52 R/B/W/T, PCR 579 R/B/W/T

EHEH AD 2.9 Surface movement guidance and control system and markings

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

EHEH AD 2.10 Aerodrome obstacles

See Aerodrome Chart

EHEH AD 2.11 Meteorological information provided

1	Associated MET Office	Eindhoven
2	Hours of service MET Office outside hours	HO Joint Meteorological Group
3	Office responsible for TAF preparation Periods of validity	Joint Meteorological Group 30 hrs
4	Type of landing forecast Interval of issuance	TREND Every 30 min during opr hrs
5	Flight documentation Language(s) used	Reports, forecasts and charts. English and Dutch.
6	Charts and other information AVBL for briefing or consultation	GSA, GSP, LGF, Cross section, Upperair forecasts, NVG, Radar- and Satellite Images
7	Supplementary equipment AVBL for providing information	PBS (pilot briefing system)
8	Remarks	Tel EHEH 040-2896483 or mail EHV.METEO@mindef.nl Tel JMG 0164-693111 or mail JMG.WX.PLANNING@mindef.nl

EHEH AD 2.12 Runway physical characteristics

1	RWY dimensions	See Aerodrome Chart. Values in ft.
2	RWY surface	Tarmac
3	RWY strength	PCN 58 F/A/W/T, PCR 564 F/A/W/T

EHEH AD 2.13 Declared distances

See Aerodrome Chart. Values in ft.

EHEH AD 2.14 Approach and runway lighting

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

EHEH AD 2.15 Other lighting, secondary power supply

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

EHEH AD 2.16 Helicopter landing area

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

EHEH AD 2.17 Air traffic services airspace

1	Designation and lateral limits	EINDHOVEN CTR 51°38'52.86"N 005°23'22.88"E; 51°27'33.73"N 005°41'28.57"E; 51°21'21.33"N 005°31'29.98"E; along clockwise arc (radius 8 NM, centre 51°27'00.48"N 005°22'28.25"E) to 51°32'38.93"N 005°13'24.29"E; to point of origin.
2	Vertical limits	GND to 3000 ft AMSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Contact initially Eindhoven TWR, outside HO Dutch Mil Info FREQ 132.350 MHz. English
5	Transition altitude	IFR: 3000 ft AMSL; VFR: 3500 ft AMSL
6	Remarks	Nil

EHEH AD 2.18 Air traffic services communication facilities

STATION/ SERVICE	CALL SIGN OR IDENTIFICATION	FREQUENCY MHz	HOURS	REMARKS
1	2	3	4	5
	As appropriate	121.500 243.000	HO	Emergency FREQ for all services
TWR	Eindhoven Tower	131.005*)**) 122.100 241.550*) 257.800	HO	*)Primary FREQ **)VDF
GND CTL	Eindhoven Ground	335.750 121.930	HO	
APP	RAPCON South	123.180*) 122.100 388.525*)	HO	Radar equipped
RADAR	Eindhoven Arrival	124.530**) 122.100 265.975	HO	Through APP
ATIS		126.030		Coverage 60 NM/20000 ft

EHEH AD 2.19 Radio navigation and landing aids

FACILITY	ID	CHANNEL FREQ.	HOURS	CO-ORD.	RANGE/ ALTITUDE	REMARKS
1	2	3	4	5	6	7
TACAN	EHV	CH 119X	H24	51°26’53.39”N 005°22’29.78”E	150 NM/60000 ft	FREQ protected
ILS 03 LOCALIZER	EHZ	109.750	H24	51°27’45.01”N 005°23’18.19”E		033º MAG 0.23 NM from the THR RWY 21
GLIDEPATH		333.050	H24	51°26’34.18”N 005°22’06.36”E		0.20 NM past THR RWY 03
DME 03	EHZ	CH 34Y	H24	51°26’34.18”N 005°22’06.36”E		Situated on Glide-path 03. One direc-tion only.
ILS 21 LOCALIZER	EHO	109.750	H24	51°26’15.09”N 005°21’37.39”E		213º MAG 0.25 NM from the THR RWY 03
GLIDEPATH		333.050	H24	51°27’22.30”N 005°23’01.56”E		0.19 NM past THR RWY 21
DME 21	EHO	CH 34Y	H24	51°27’22.30”N 005°23’01.56”E		Situated on Glide-path 21. One direc-tion only.

EHEH AD 2.20 Local traffic regulations

Start-up and push-back permission

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

* aircraft identification (e.g. NAF01).

* position (e.g. M1).

* Person(s) on board

* ATIS information (e.g. information "L").

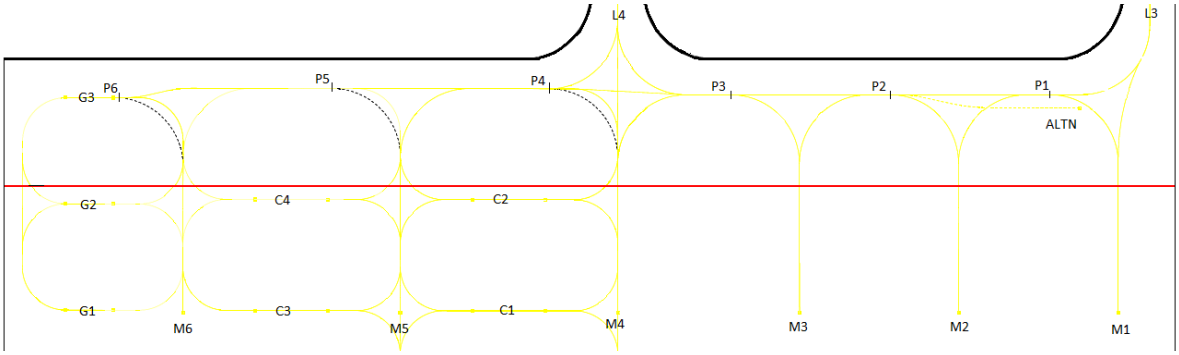
* flight rules (e.g. IFR).

* request (pushback) start-up.

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

In case of push-back; As the flight crew is part of the communication chain between ground controller and truck driver, the flight crew shall also ensure that the complete push-back clearance from ATC is communicated word-for-word to the push-back crew including the pushback position and or alternative facing direction! Therefore, the use of a ground engineer with an intercom connection is recommended. When intercom connection with a ground engineer is not possible, the pilot shall inform Eindhoven Ground.

Standard push-back directions from the stands are to the north. To expedite traffic flow, instructions can be given for an "alternative push-back" EG. facing south and or push pull to certain positions.



USE OF APU

Limit use of APU to reduce environmental and noise burden.

ENVIRONMENTAL BURDEN REDUCTION DURING TAXI

Apply reduced engine taxiing whenever practicable to reduce the environmental burden.

JET BLAST HAZARD

Pilots are to use the minimum power necessary when manoeuvring on the taxiway system. This is of particular importance at locations where jet blast can affect adjacent aircraft stands.

TAXI PROCEDURES

Eindhoven Ground is operational during aerodrome operational hours. On taxiway no turns larger than 90° allowed. ATC may assign an intersection take-off to any aircraft for operational reasons. During low visibility procedures (visibility < 1500 m and cloudbase < 300 ft) limited use of intersection take-offs are allowed.

EHEH AD 2.21 Noise abatement procedures

RWY 03: Climb on RWY track until 4 DME and at least 1000 ft.
RWY 21: Climb on RWY track until 3 DME and at least 1000 ft.
Instrument approaches mandatory, light ACFT exempted.

EHEH AD 2.22 Flight procedures

IFR procedures

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

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

RNP Z approach RWY 03

Serial number	Path 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	TILVU						+2000			RNAV1
002	TF	RUSAL		169/(171.9)		8.3					RNAV1
003	TF	ERSUL		123/(126.0)		5.0		+2000	-220		RNAV1
004	IF	MITSA						+2000			RNAV1
005	TF	ERSUL		301/(303.8)		5.0		+2000	-220		RNAV1
006	IF	ERSUL						+2000	-220		RNAV1
007	TF	EH573		032/(034.9)		2.1		+2000			RNP APCH
008	TF	THR03	Y	032/(034.9)		5.9				-3.00/50	RNP APCH
009	TF	EH550	Y	032/(035.0)		4.6					RNP APCH
010	DF	EHOJI					L	@3000			

FAS data block- RNP Z RWY 03

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

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

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

NOTE: EUROCONTROL FAS DB tool Version 3.2.0

RNP Z approach RWY 21

Serial Number	Path 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	BESTI						+2000			RNAV1
002	TF	GILIV		122/(124.2)		5.0		+2000			RNAV1
003	IF	GEMTI						+2000			RNAV1
004	TF	GILIV		303/(306.1)		5.0		+2000			RNAV1
005	IF	GILIV						+2000			RNAV1
006	TF	EH567		212/(215.1)		4.1		+2000			RNP APCH
007	TF	THR21	Y	212/(215.1)		5.9				-3.00/50	RNP APCH
008	TF	EH558	Y	212/(215.1)		3.8					RNP APCH
009	DF	EHOJI					R	@3000			

RNP Z RWY 21

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

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

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

NOTE: EUROCONTROL FAS DB tool Version 3.2.0

VFR procedures

Arrival, departure and crossing VFR flights shall be carried out via the arrival/departure routes unless otherwise instructed by ATC or approved on pilots request.
CONVENTIONAL ACFT:
AD control is to be called 15 MIN prior LDG and ACFT have to join the circuit under a 90^{o} angle to the ordered down wind.

HEL:
Approach and departure procedures to be carried out from north-west. When approaching from/departing to north-west HEL may cross RWY 03/21 after R/T permission has been obtained. In order to avoid built-up areas, sector 060/120 is prohibited.

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

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

NOTE: R/H circuit on RWY 21

LOW VISIBILITY PROCEDURES

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

Four low visibility phases are recognised:

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

NOTE: [1] RVR of the runway in use is mandatory

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

EHEH AD 2.23 Additional information

GENERAL

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 24 HRS: for Prior Permission Request contact Mission Support
Tel: +31(0)40 2896837
Fax: +31(0)40 2896815
E-mail: amc.occ@mindef.nl

PPR REQUEST

For standard operations (mon-fri 0700/2000lt) 24 hour PPR is required.
For standard operations in the weekends and on holidays (0700/2000lt) the PPR must be sent not later than 1500lt previous working day.
Tel (MON/FRI: +31 (0) 402896314 / +31 (0)653218404
Tel (24/7): +31 (0) 40 289 6240
E-mail: AMC.940SQN.PP@mindef.nl (CC: AMC.OCCOPS@mindef.nl)
*Flights not requiring any ground handling services (for example training or repositioning) need to send a PPR to guarantee the aircraft can be received and/or parked

No X-servicing for armed ACFT.
1) Aircraft crossing the runway could cause interference to the ILS signal that may result in significant ILS signal deviations.

BIRD STATUS

(1) In accordance with CLRS IS OPS 0008 5.4 Vogelstatus, a bird migration warning (birdtam) will be issued and published in OMIS;

(2) In case of a bird strike risk intensity of 5 or higher TWR will inform RAPCON South;

(3) The Bird Control Unit (BCU) will issue a local bird strike warning. Outside UDP or in case Of absence of a certified BCU the local bird strike warning will be at least 'alert';

(4) In case of a local bird strike warning 'critical' the BCU shall advise TWR on the safest pattern to fly. ATIS (126.030) will inform aircrew with the text 'high bird intensity' and TWR will inform military traffic;

(5) The local bird strike warning is equal to or higher than the national bird migration warning.

LOCAL NATIONAL RESTRICTIONS

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

PROCEDURES

CONVENTIONAL AIRCRAFT

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

Standard circuit altitude is 1500 ft;

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

IP runway 03 is situated 4NM final;

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

IP runway 21 is situated 5NM final;

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

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

FIGHTER JETS

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

IP runway 03 is situated 4NM final;

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

IP runway 21 is situated 5NM final;

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

Overhead circuit will be flown at 1500 ft;

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

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

CIRCUIT PROCEDURES

GENERAL

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

Practice approaches are allowed on Monday till Thursday from 06:00Z - 20:00Z (07:00Z- 21:00Z) and on Friday from 06:00Z - 15:00Z (07:00Z - 16:00Z). Practice approaches are not allowed during weekends and/or public holidays;

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

CONVENTIONAL AIRCRAFT

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

Standard circuit altitude is 1500 ft.

FIGHTER JETS

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

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

Standard circuit altitude is 1500 ft;

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

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

VFR (S)FO patterns in accordance with SOPs.

HELICOPTERS

Standard circuit altitude is 600 ft;

Circuit runway 03 is left-hand;

Circuit runway 21 is right-hand;

The village of Wintelre has to be avoided;

Only one helicopter is allowed in the circuit;

Circuits are allowed for runway 03/21 only;

The following types of approached may be executed:

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

RADAR PATTERNS

Eindhoven runway 21:

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

Eindhoven runway 03:

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

BREAK-OFF PROCEDURES.

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

LOST COMMUNICATION PROCEDURE.

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

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

EMERGENCY FUEL PATTERN

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

ICING PROCEDURES.

Descent during Emergency Operating Procedures

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

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

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

AIRCRAFT WITH HAZARDOUS CARGO

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

DRAG CHUTE/CABLE PROCEDURES

Aircrew shall inform TWR as soon as possible;

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

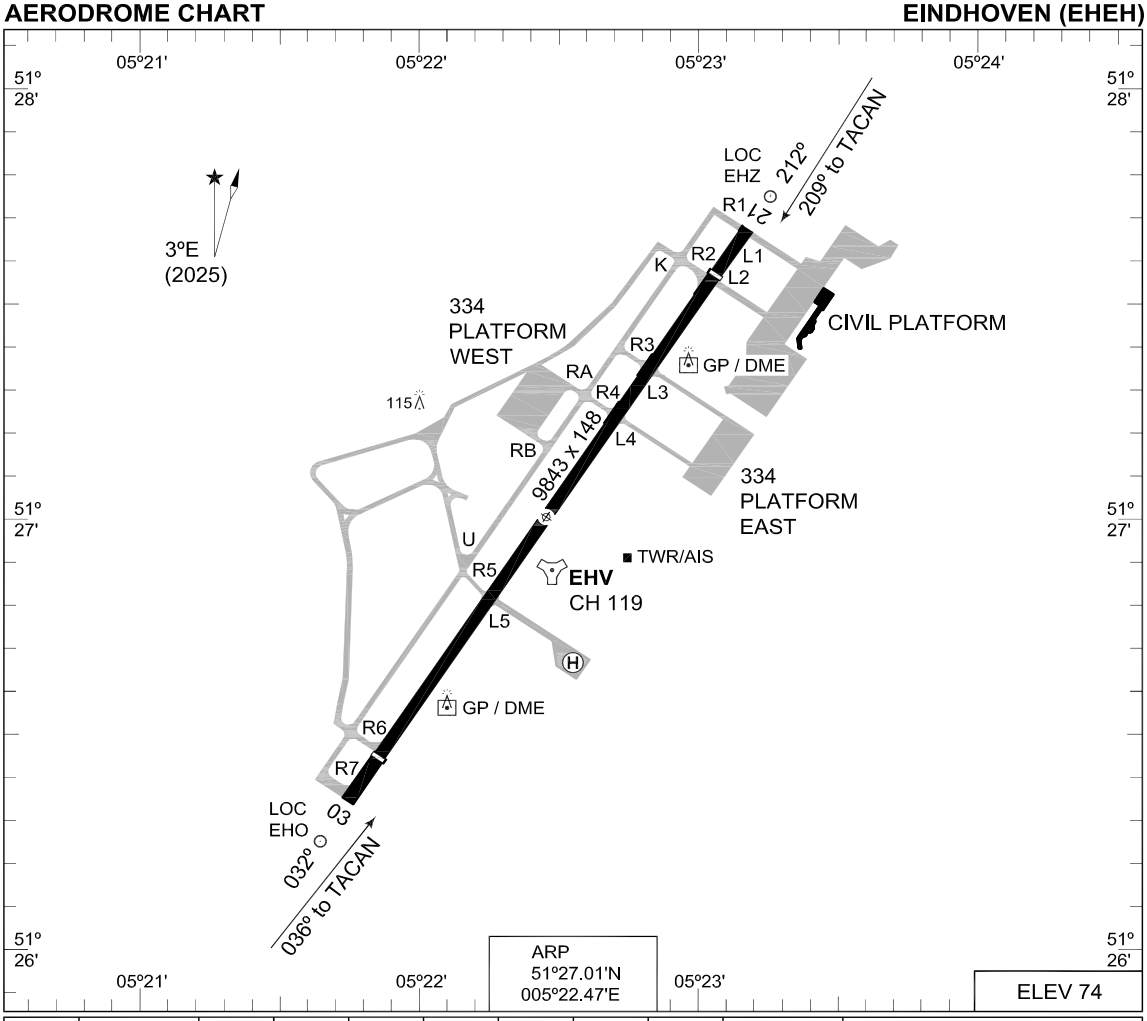
If unable to release inform TWR and await instructions. On the taxiway release the deployed drag chute when convenient, but as close to the taxiway edge as practicable;

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

EHEH AD 2.24 Charts related to an aerodrome

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

MIPS
AERODROME CHART **EINDHOVEN (EHEH)**



RWY	PCN	TORA	ASDA	TODA	LDA		PAPI		THR ELEV	THR PSN
21	62 F/A/W/T	9844	9844	10041	9044		3.0°		67	51°27.56'N 005°23.09'E
03	62 F/A/W/T	9844	9844	10041	9044		3.0°		74	51°26.45'N 005°21.85'E

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

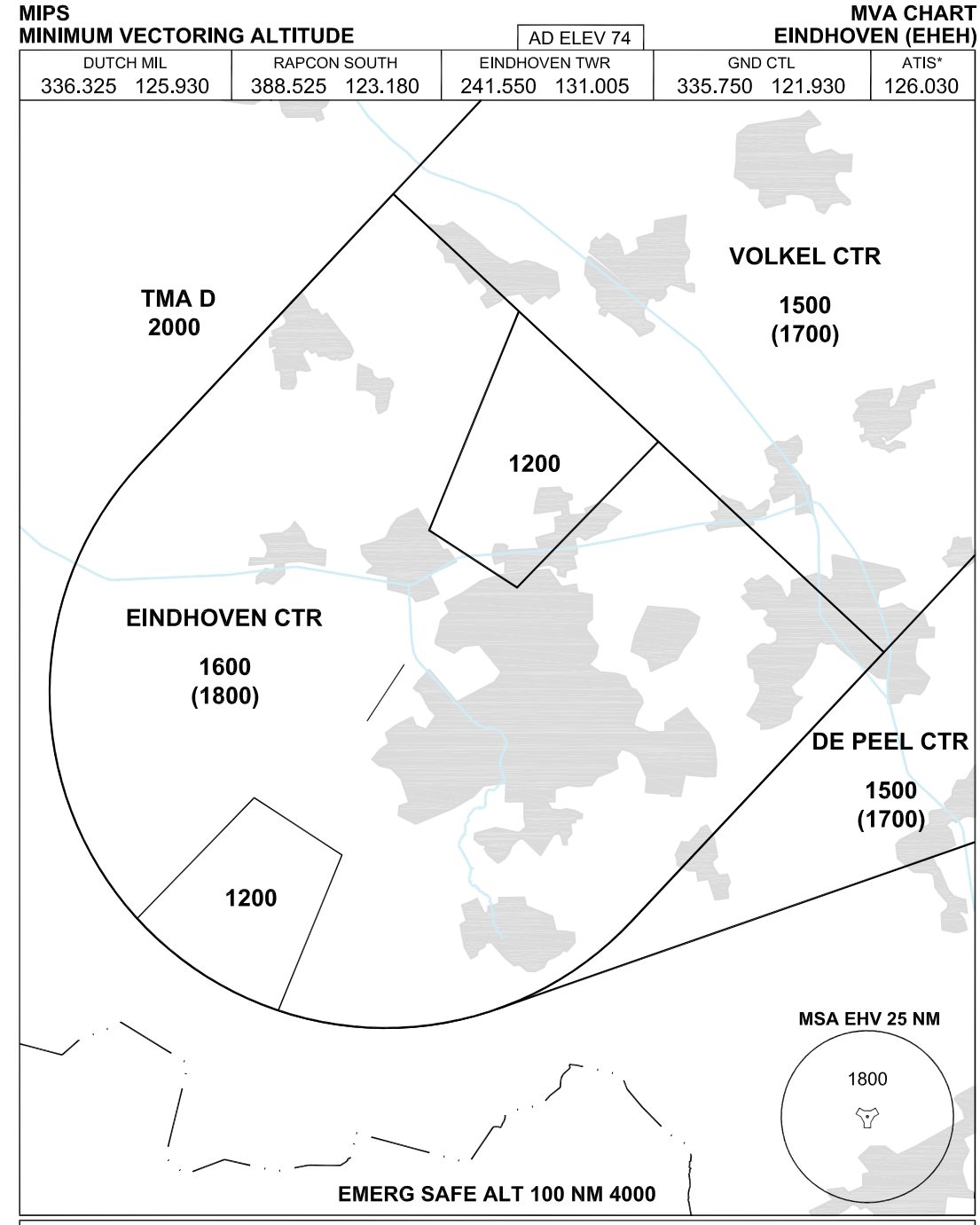
	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

CHANGES: EDITORIAL

RNLASF 16 APR 2026

LOCAL MAP

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


MIPS
MINIMUM VECTORING ALTITUDE
AD ELEV 74
MVA CHART
EINDHOVEN (EHEH)
DUTCH MIL
336.325 125.930
RAPCON SOUTH
388.525 123.180
EINDHOVEN TWR
241.550 131.005
GND CTL
335.750 121.930
ATIS*
126.030
TMA D
2000
VOLKEL CTR
1500
(1700)
1200
EINDHOVEN CTR
1600
(1800)
DE PEEL CTR
1500
(1700)
1200
MSA EHV 25 NM
1800
EMERG SAFE ALT 100 NM 4000
- THE ALTITUDE BETWEEN BRACKETS IS TO BE USED FOR THE CORRESPONDING SECTOR WHEN AIR TEMPERATURE AT AIRBASE ALTITUDE IS LOWER THAN -16°.
- ALTITUDES ONLY AVAILABLE IF THE RADAR COVERAGE PERMITS.
CHANGES: EDITORIAL
RNLAF 30 DEC 2021

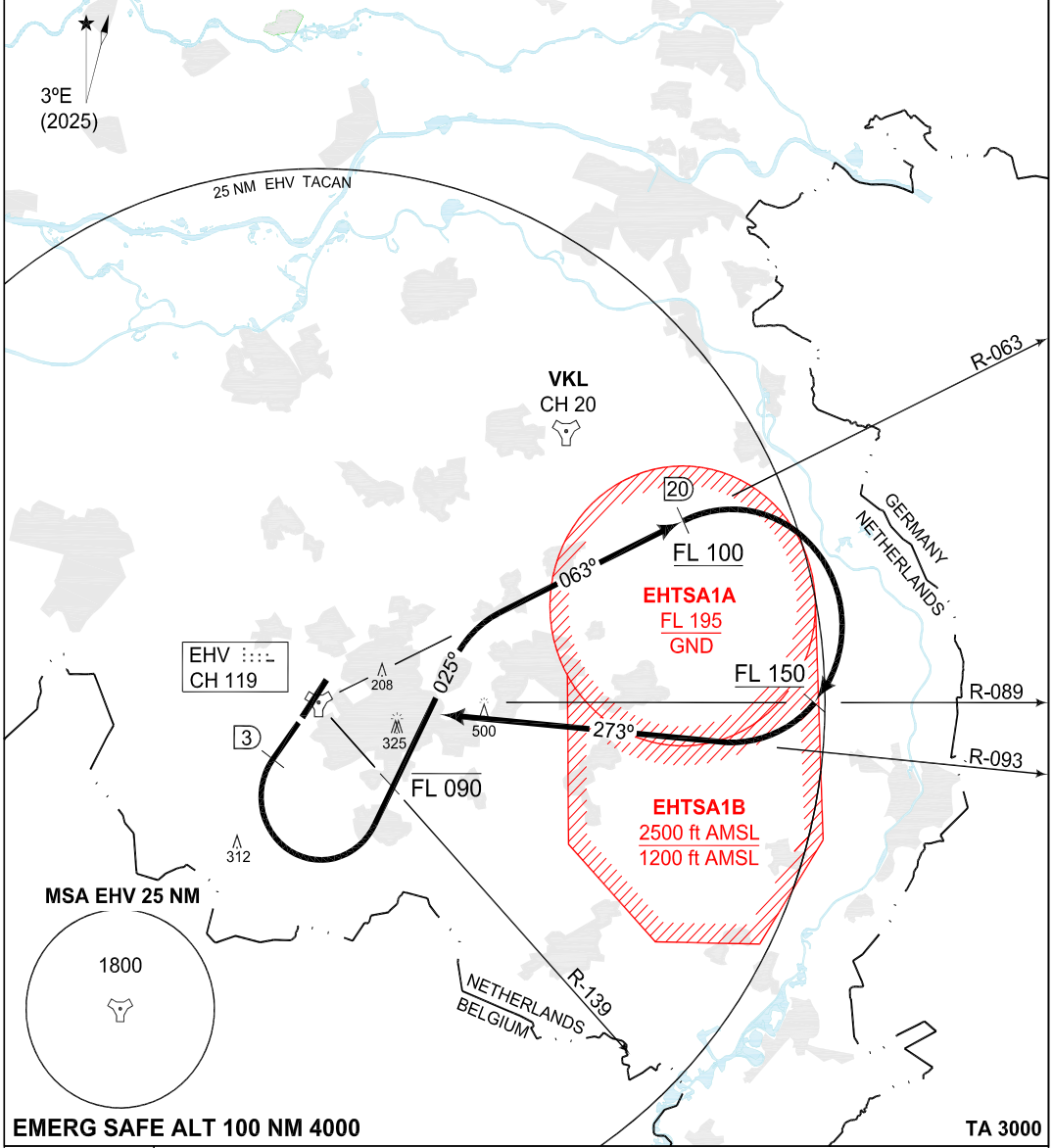
MIPS
INSTRUMENT DEPARTURE CHART

AD ELEV 74

EH1
EINDHOVEN (EHEH)

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

RWY	Knots	120	180	240	300	360	to
21	V/V (fpm)	500	750	1000	1250	1500	**3000 ft**
	V/V (fpm)	600	900	1200	1500	1800	**FL 150**



EINDHOVEN 1 (RWY 21)

- Climb straight ahead.
- At 3 DME and at least at 1000 ft from Eindhoven TACAN turn left, heading 025° to intercept R-063 outbound.
  FLIGHT LEVEL RESTRICTION: Cross R-139 at FL 090 or below.
- At 20 DME turn right to intercept R-093 inbound Eindhoven TACAN.
  FLIGHT LEVEL RESTRICTION: Pass 20 DME/R-064 at FL 100 or above, cross R-089 at FL 150 or above.

CHANGES: EDITORIAL

RNLASF 16 APR 2026

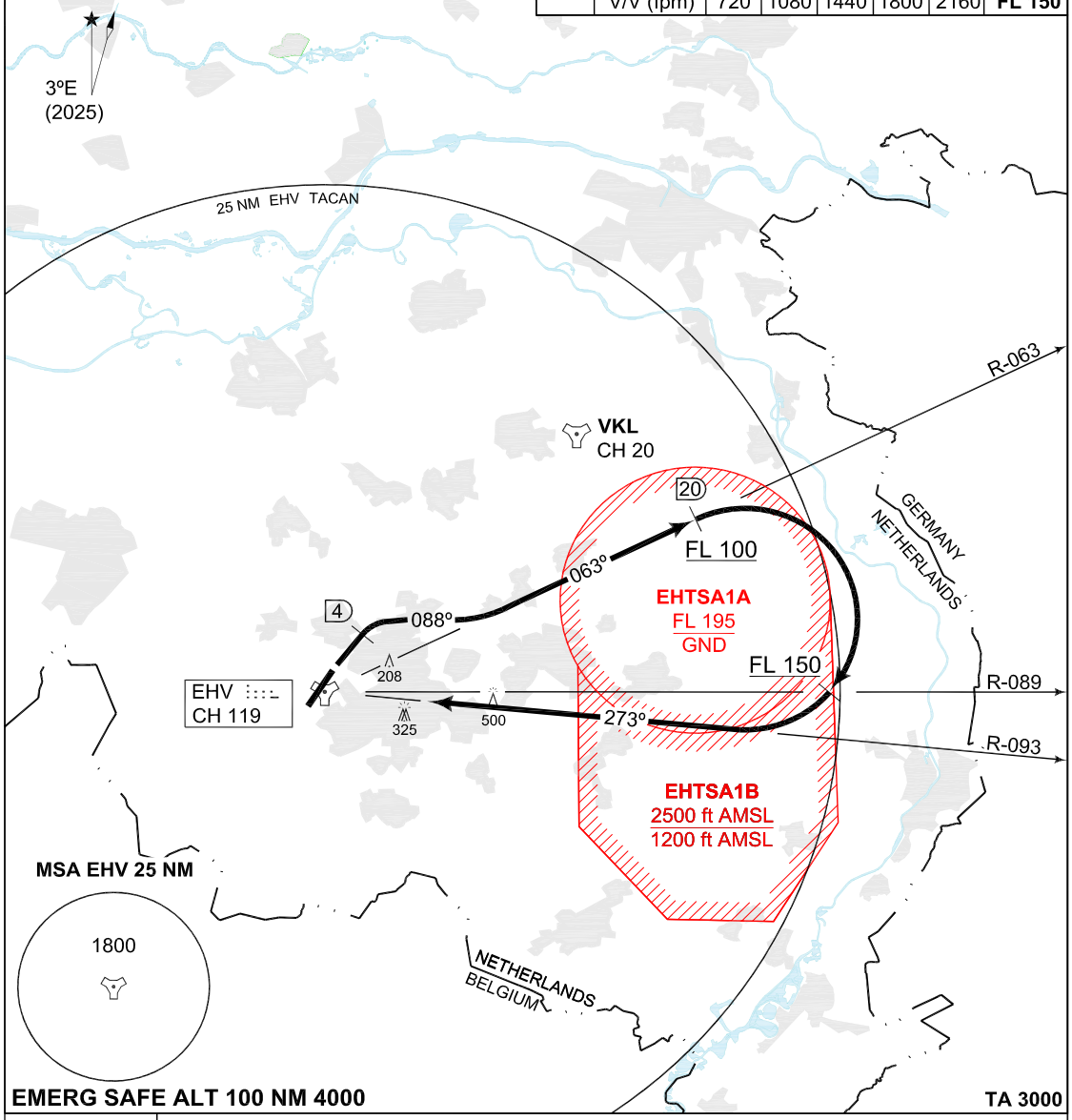
MIPS
INSTRUMENT DEPARTURE CHART

AD ELEV 74

EH3
EINDHOVEN (EHEH)

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

RWY	Knots	120	180	240	300	360	to
03	V/V (fpm)	960	1440	1920	2400	2880	FL 100
	V/V (fpm)	720	1080	1440	1800	2160	FL 150



EINDHOVEN 3 (RWY 03)	- Climb straight ahead. - At 4 DME and at least at 1000 ft from Eindhoven TACAN turn right, heading 088º to intercept R-063 outbound. - At 20 DME turn right to intercept R-093 inbound Eindhoven TACAN. FLIGHT LEVEL RESTRICTION: Pass 20 DME/R-063 at FL 100 or above, cross R-089 at FL 150 or above.
NOTE:	ATC required minimum climb rate exceeds 300 ft/NM.

CHANGES: EDITORIAL

RNLASF 16 APR 2026

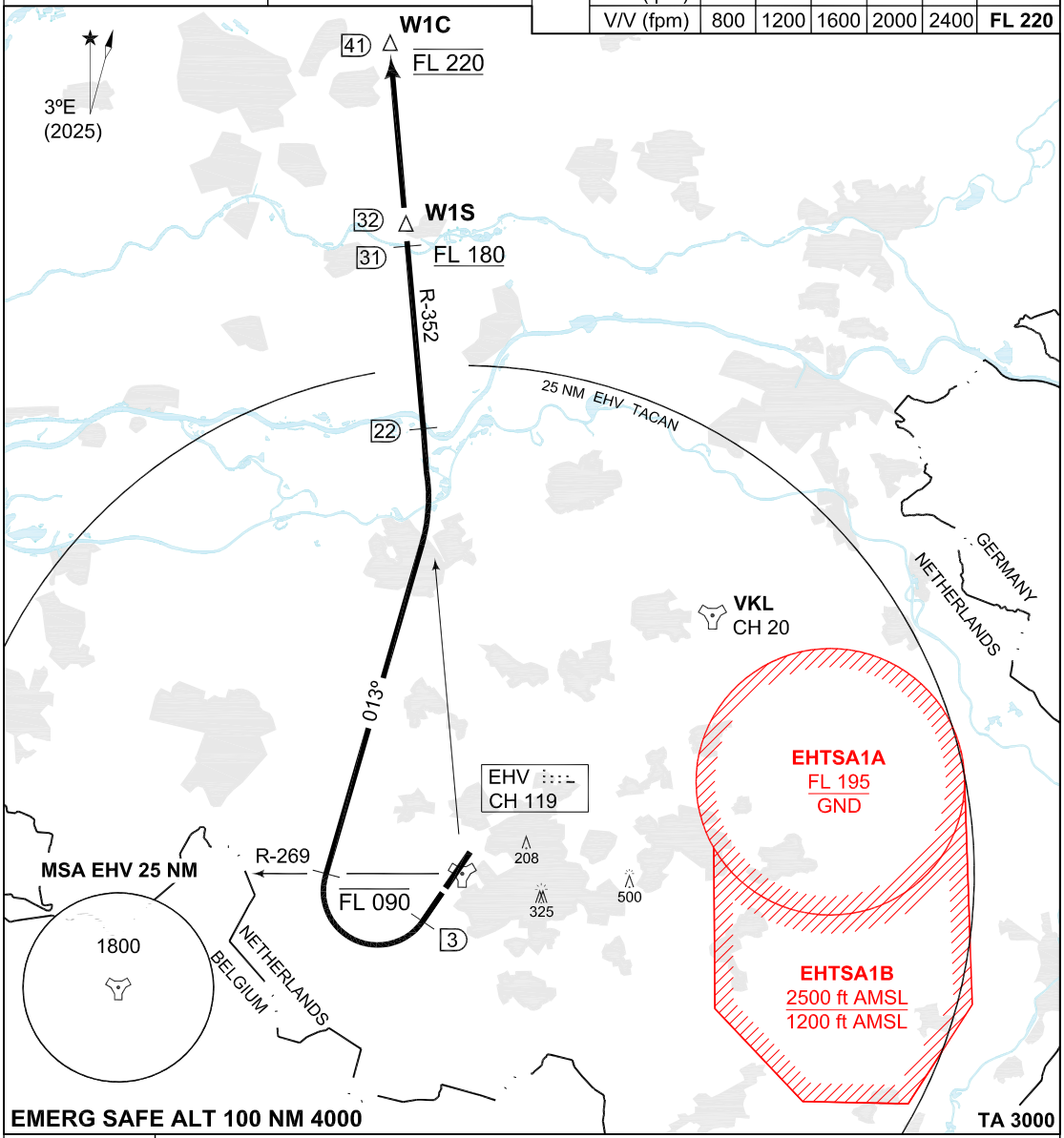
MIPS
INSTRUMENT DEPARTURE CHART

AD ELEV 74

EH5
EINDHOVEN (EHEH)

GND CTL	EINDHOVEN TWR	RAPCON SOUTH	DUTCH MIL
335.750 121.930	241.550 131.005	388.525 123.180	336.325 125.930
EINDHOVEN ARRIVAL			
265.975 124.530			

RWY	Knots	120	180	240	300	360	to
21	V/V (fpm)	860	1290	1720	2150	2580	**FL 180**
	V/V (fpm)	800	1200	1600	2000	2400	**FL 220**



EINDHOVEN 5 (RWY 21)	- Climb straight ahead to 3 DME from Eindhoven TACAN (EHV). - Turn right heading 013° to intercept EHV R-352 outbound. - FLIGHT LEVEL RESTRICTION: Cross EHV R-269 at FL 090 or below. - Cross EHV R-352 outbound, 31 DME at FL 180 or above. - Cross EHV R-352 outbound, 41 DME at FL 220, unless instructed otherwise by ATC.
NOTES:	- Departure end crossing height: RWY 21: 74 ft. - If no radiocontact with Dutch Mil at EHV 22 DME turn right inbound EHV TACAN and contact RAPCON SOUTH.

CHANGES: EDITORIAL

RNLASF 16 APR 2026

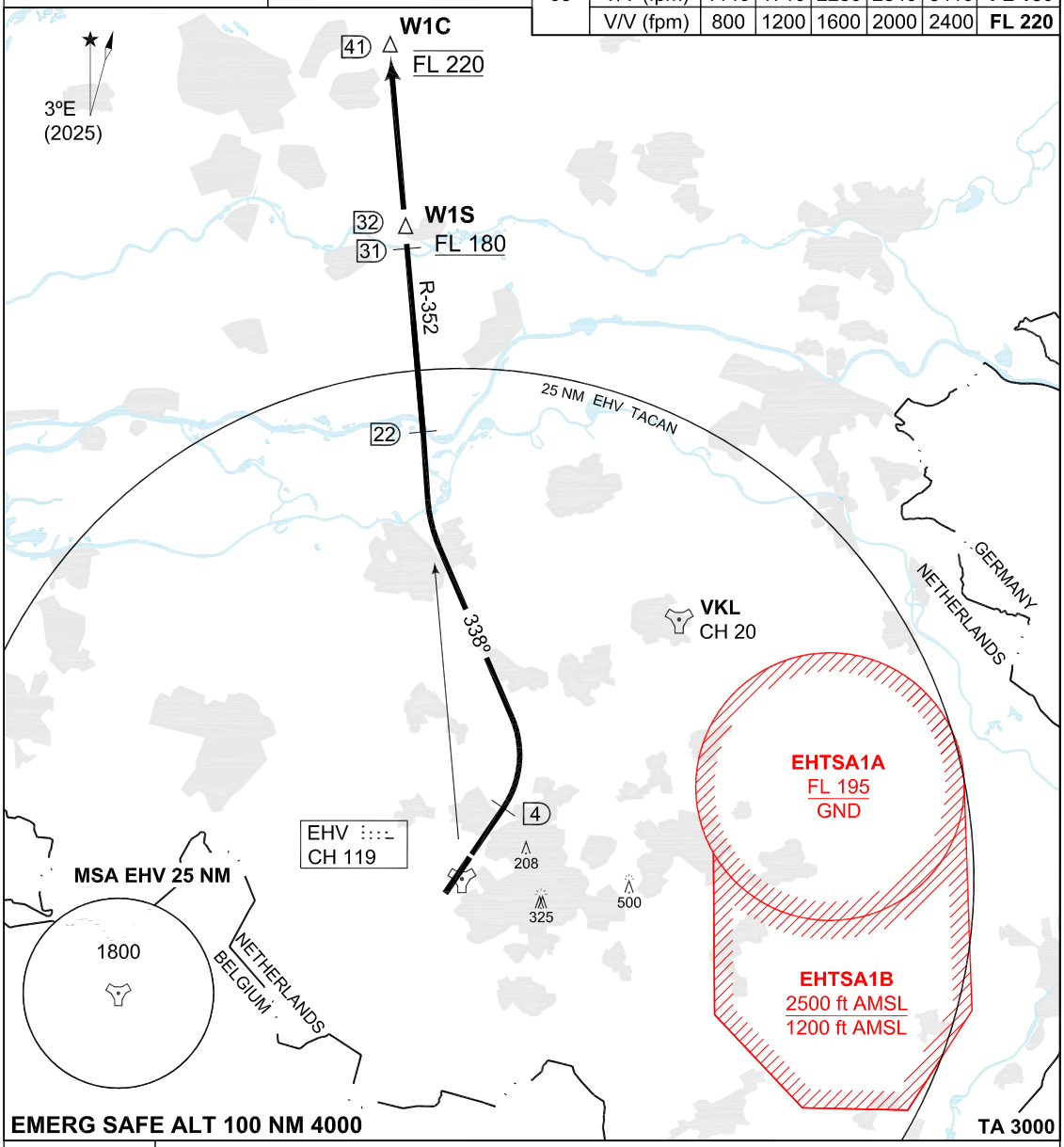
MIPS
INSTRUMENT DEPARTURE CHART

AD ELEV 74

EH7
EINDHOVEN (EHEH)

GND CTL	EINDHOVEN TWR	RAPCON SOUTH	DUTCH MIL
335.750 121.930	241.550 131.005	388.525 123.180	336.325 125.930
EINDHOVEN ARRIVAL			
265.975 124.530			

RWY	Knots	120	180	240	300	360	to
03	V/V (fpm)	1140	1710	2280	2840	3410	**FL 180**
	V/V (fpm)	800	1200	1600	2000	2400	**FL 220**



EINDHOVEN 7 (RWY 03)	- Climb straight ahead to 4 DME from Eindhoven TACAN (EHV). - Turn left heading 338° to intercept EHV R-352 outbound. - Cross EHV R-352 outbound, 31 DME at FL 180 or above. - Cross EHV R-352 outbound, 41 DME at FL 220, unless instructed otherwise by ATC.
NOTES:	- Departure end crossing height: RWY 03: 66 ft. - If no radiocontact with Dutch Mil at EHV 22 DME turn right inbound EHV TACAN and contact RAPCON SOUTH.

CHANGES: EDITORIAL

RNLASF 16 APR 2026

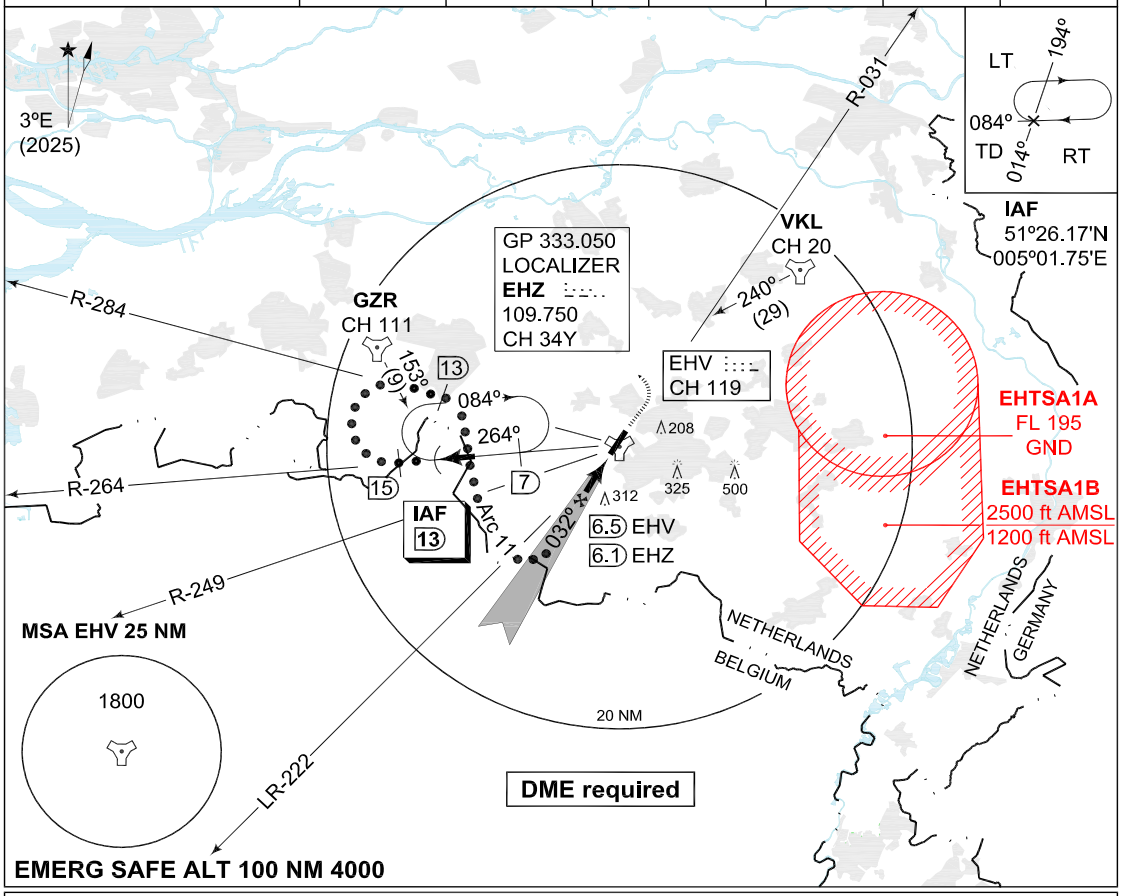
MIPS
INSTRUMENT APPROACH CHART

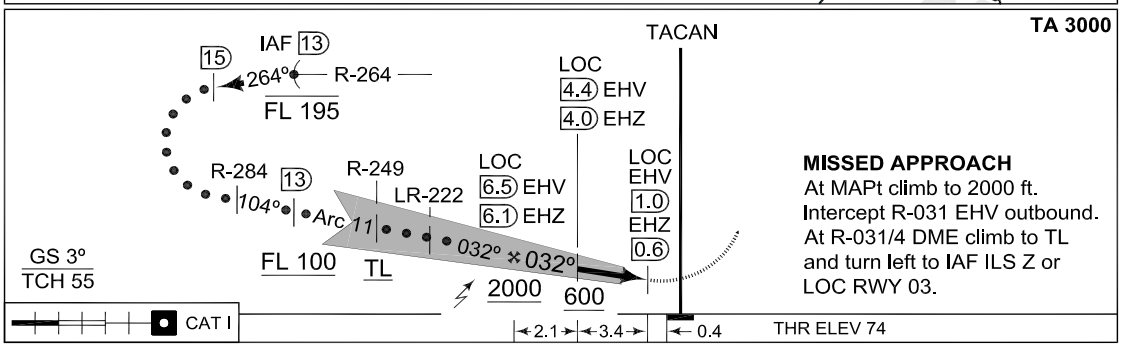
AD ELEV 74

HI-ILS or LOC RWY 03
EINDHOVEN (EHEH)

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

LOCALIZER / DME	APP COURSE	FAF ALT	GS	DA	THR ELEV	ALS	LDA
EHZ 109.750 / CH 34Y	032°	2000 FT	3°	SEE CAT	74	892 m	9044 FT





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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

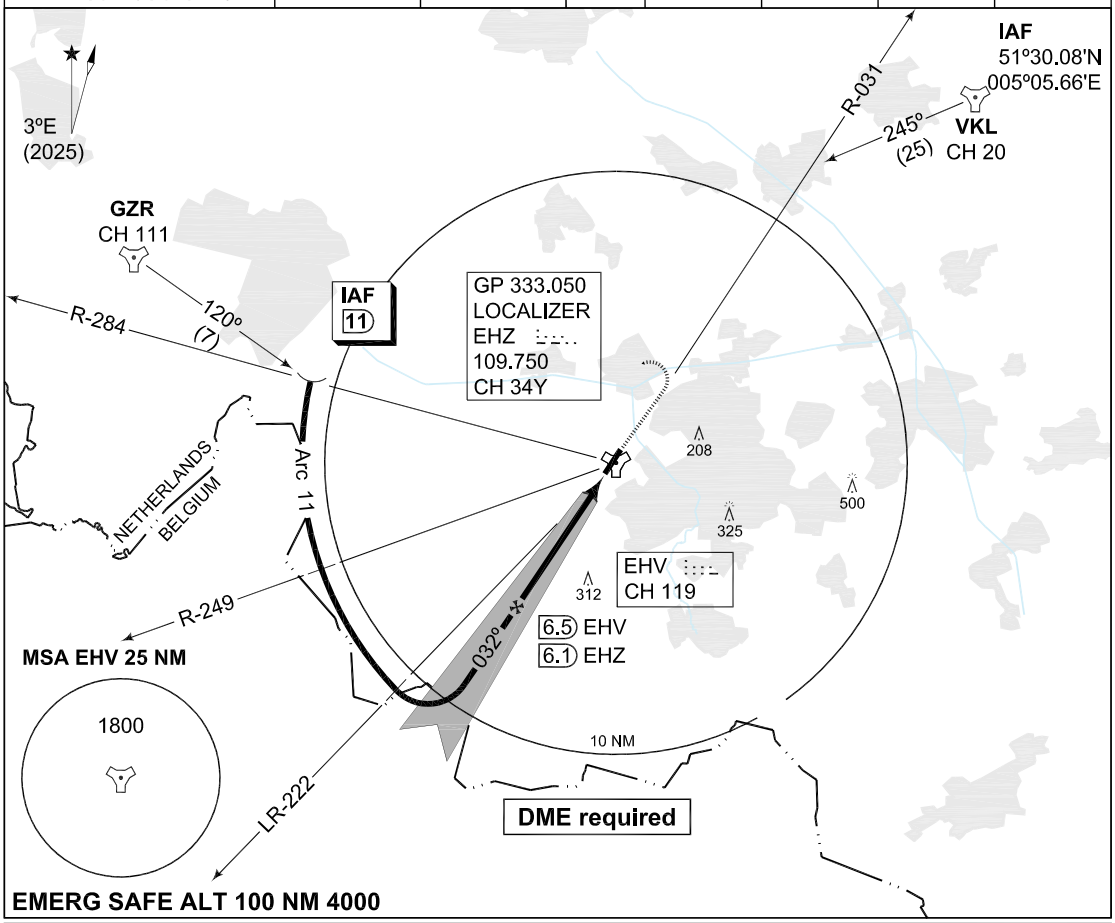
MIPS
INSTRUMENT APPROACH CHART

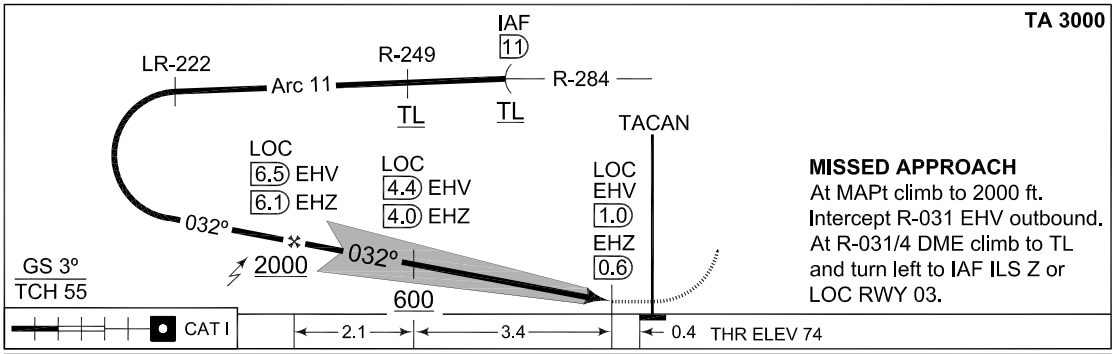
AD ELEV 74

ILS Z or LOC RWY 03
EINDHOVEN (EHEH)

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

LOCALIZER / DME	APP COURSE	FAF ALT	GS	DA	THR ELEV	ALS	LDA
EHZ 109.750 / CH 34Y	032°	2000 FT	3°	SEE CAT	74	892 m	9044 FT





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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

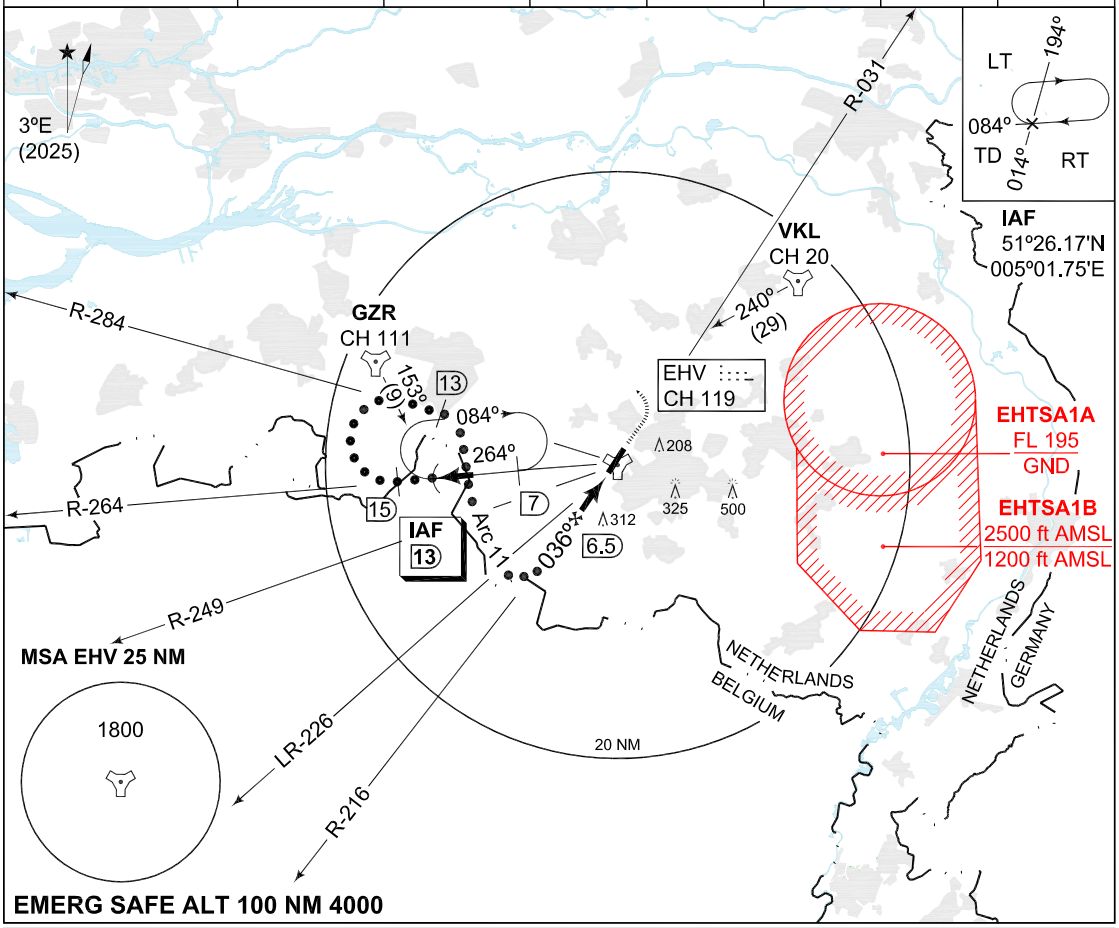
MIPS
INSTRUMENT APPROACH CHART

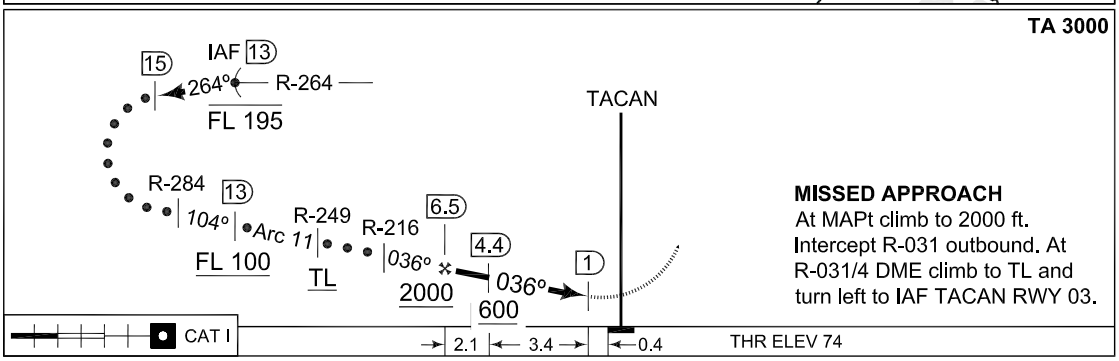
AD ELEV 74

HI-TACAN RWY 03
EINDHOVEN (EHEH)

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

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
EHV CH 119	036°	2000 FT		**420**	74	892 m	9044 FT

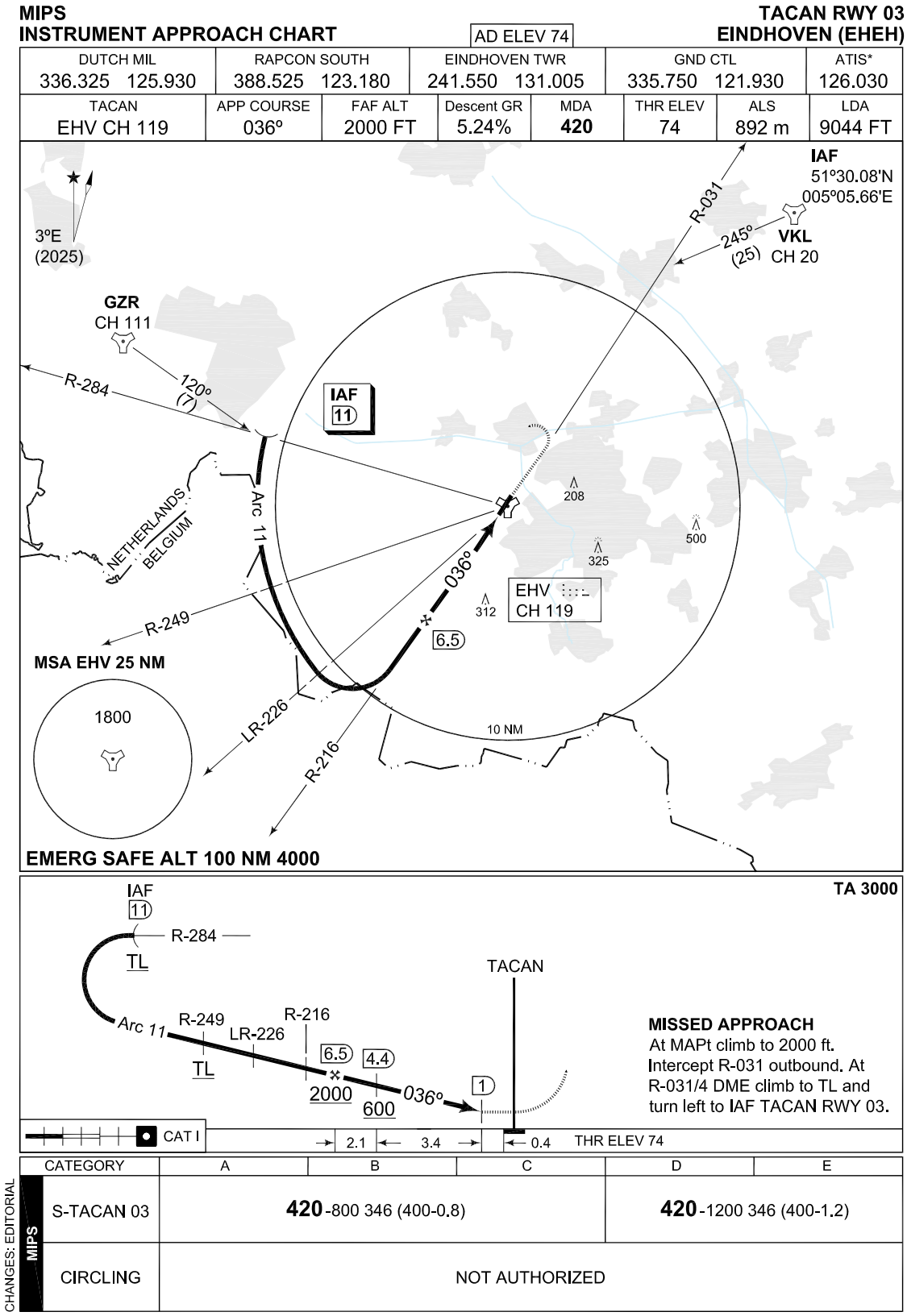




MISSED APPROACH
At MAPt climb to 2000 ft.
Intercept R-031 outbound. At
R-031/4 DME climb to TL and
turn left to IAF TACAN RWY 03.

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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026


MIPS
INSTRUMENT APPROACH CHART
AD ELEV 74
TACAN RWY 03
EINDHOVEN (EHEH)
DUTCH MIL 336.325 125.930
RAPCON SOUTH 388.525 123.180
EINDHOVEN TWR 241.550 131.005
GND CTL 335.750 121.930
ATIS* 126.030
TACAN EHV CH 119
APP COURSE 036°
FAF ALT 2000 FT
Descent GR 5.24%
MDA 420
THR ELEV 74
ALS 892 m
LDA 9044 FT
IAF 51°30.08'N 005°05.66'E
VKL CH 20
R-031
245° (25)
3°E (2025)
GZR CH 111
R-284
120° (11)
IAF 11
Arc 11
NETHERLANDS
BELGIUM
R-249
036°
6.5
EHV CH 119
208
500
325
312
MSA EHV 25 NM
1800
LR-226
R-216
10 NM
EMERG SAFE ALT 100 NM 4000
TA 3000
IAF 11
R-284
TL
Arc 11
R-249
LR-226
R-216
6.5
4.4
2000
600
036°
TACAN
1
TL
MISSED APPROACH
At MAPt climb to 2000 ft.
Intercept R-031 outbound. At
R-031/4 DME climb to TL and
turn left to IAF TACAN RWY 03.
CAT I
2.1
3.4
0.4
THR ELEV 74
CATEGORY A B C D E
S-TACAN 03
420-800 346 (400-0.8)
420-1200 346 (400-1.2)
CIRCLING
NOT AUTHORIZED
CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

PANS OPS
INSTRUMENT APPROACH CHART

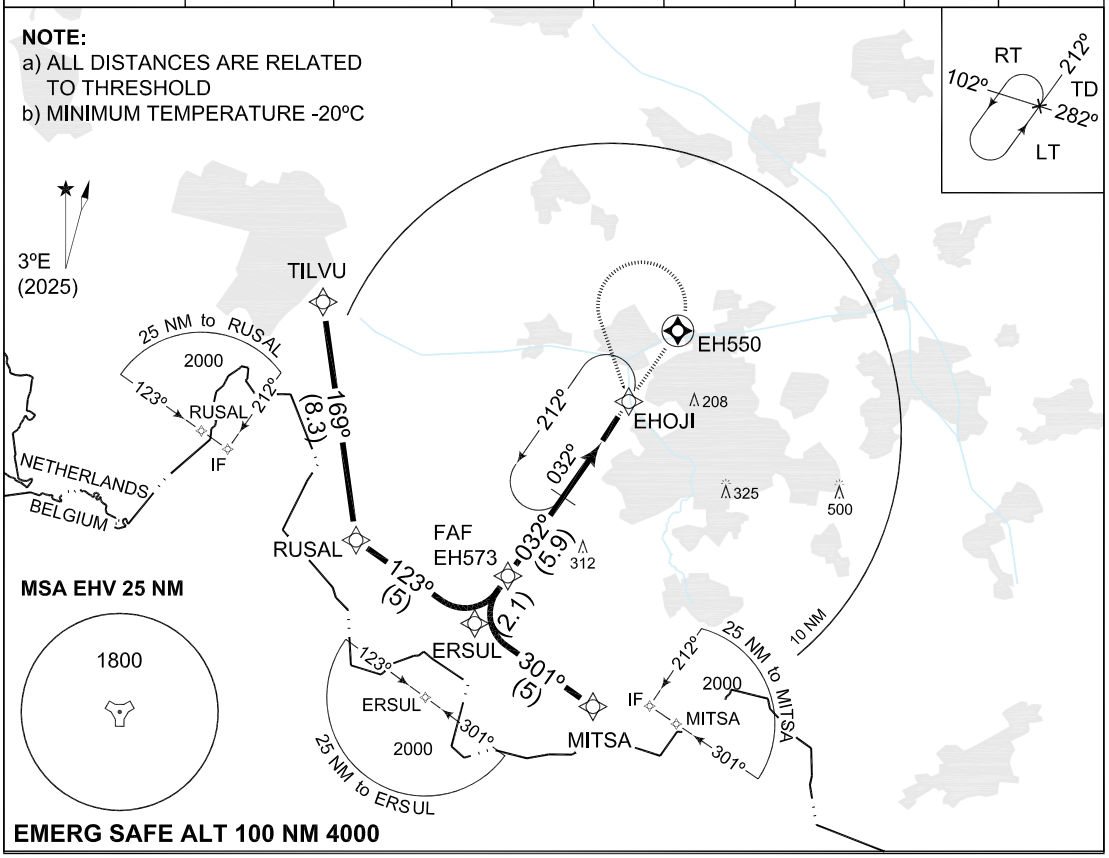
AD ELEV 74

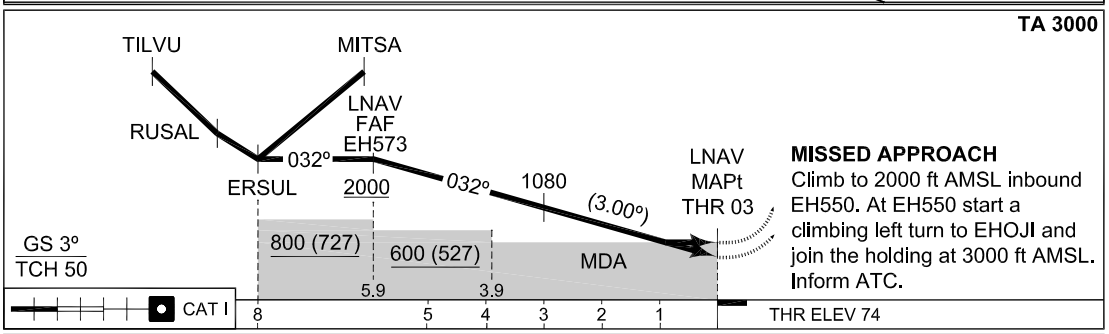
RNP Z RWY 03
EINDHOVEN (EHEH)

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

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
89942 E03A	032°	2000 FT	5.24% / 3°	**420**	**SEE CAT**	74	892 m	9044 FT

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



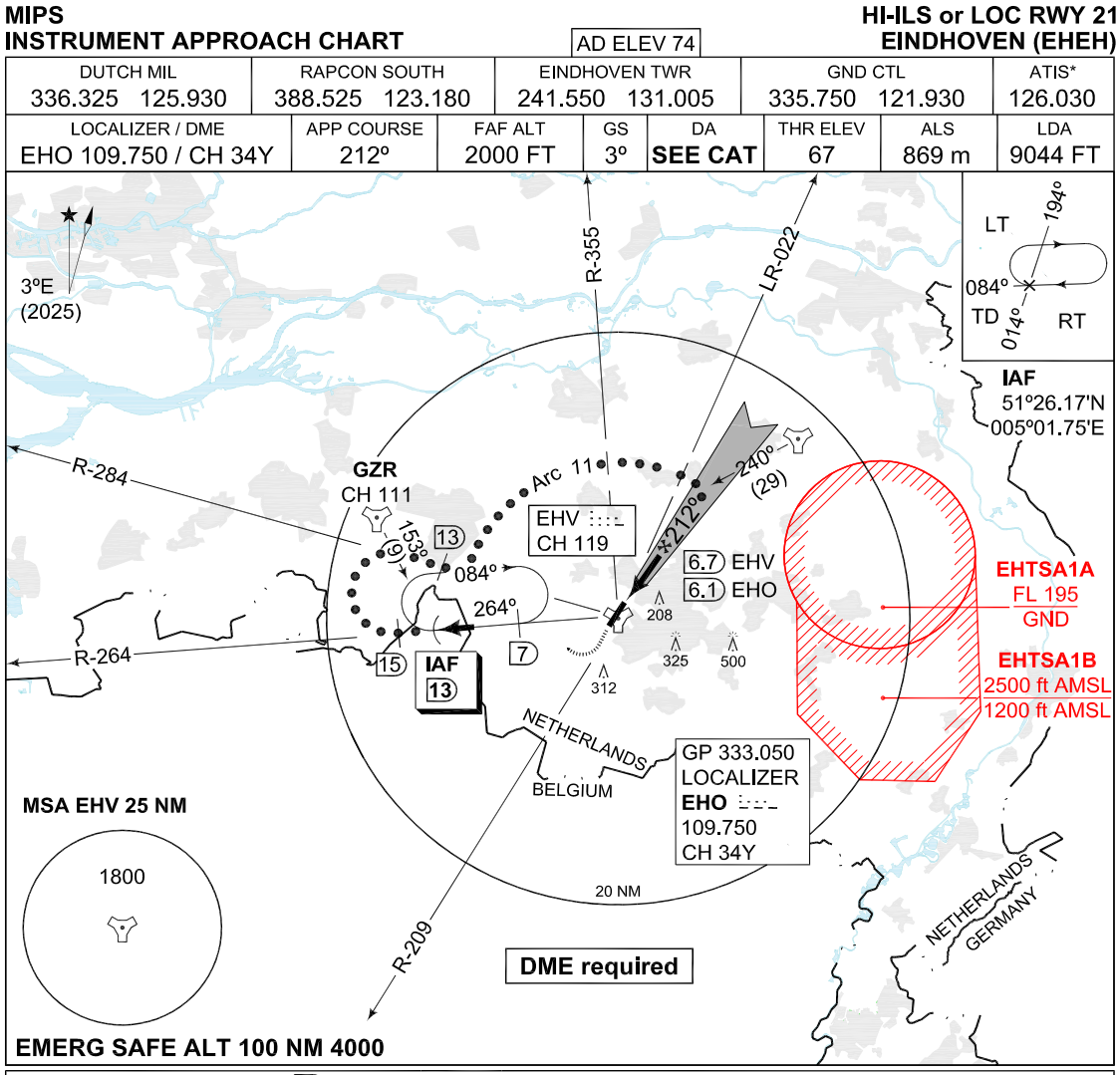


CATEGORY		A	B	C	D
EU-OPS	DA(H) LPV	**274**-550 200 (200-0.8/1.2)			**278**-550 204 (300-0.8/1.2)
	DA(H) LNAV / VNAV	**324**-550 250 (300-0.8/1.3)			**329**-600 255 (300-0.8/1.3)
	MDA(H) LNAV	**420**-900 346 (400-0.9/1.6)			

IAWP	TILVU	51°31.07'N	005°06.23'E	FAWP	EH573	51°21.63'N	005°16.46'E
WP	RUSAL	51°22.85'N	005°08.09'E	MAWP	THR 03	51°26.45'N	005°21.85'E
IAWP	MITSA	51°17.13'N	005°21.16'E	MATWP	EH550	51°30.21'N	005°26.06'E
IWP	ERSUL	51°19.91'N	005°14.54'E	HF	EHOJI	51°28.07'N	005°23.69'E

CHANGES: EDITORIAL

RNLASF 16 APR 2026



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

CHANGES: EDITORIAL MIPS

RNLASF 16 APR 2026

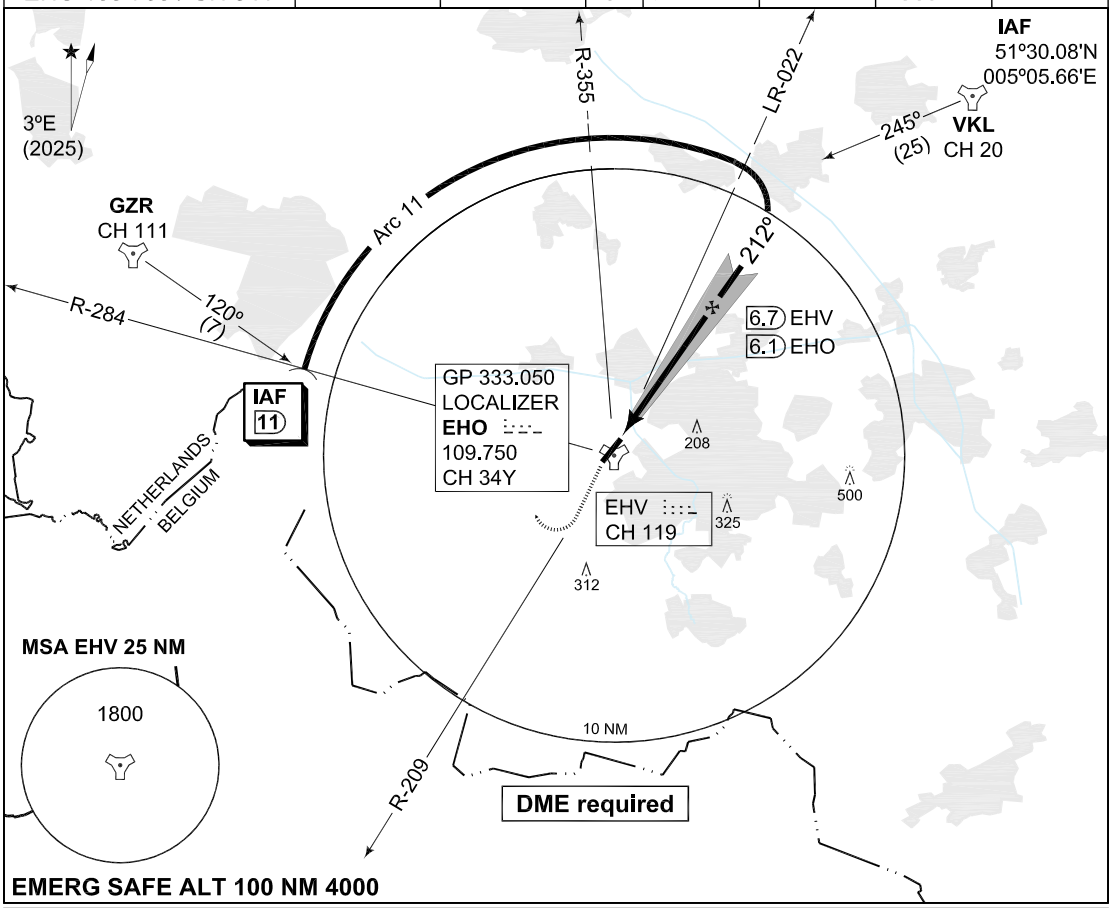
MIPS
INSTRUMENT APPROACH CHART

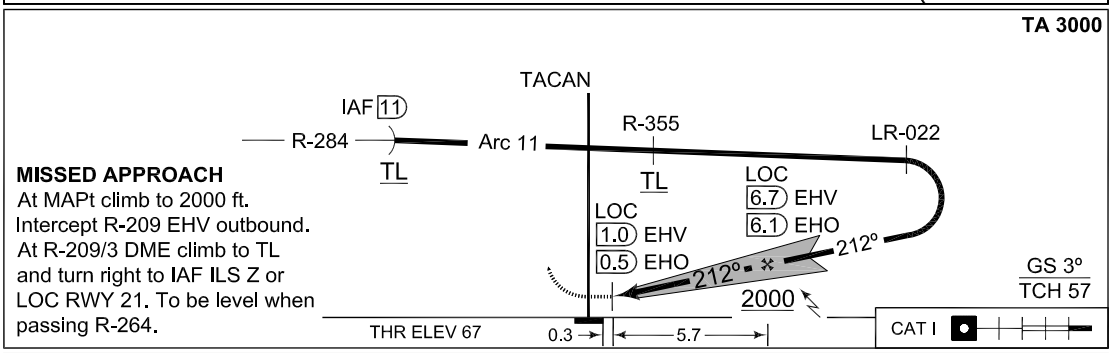
AD ELEV 74

ILS Z or LOC RWY 21
EINDHOVEN (EHEH)

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

LOCALIZER / DME	APP COURSE	FAF ALT	GS	DA	THR ELEV	ALS	LDA
EHO 109.750 / CH 34Y	212°	2000 FT	3°	**SEE CAT**	67	869 m	9044 FT





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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

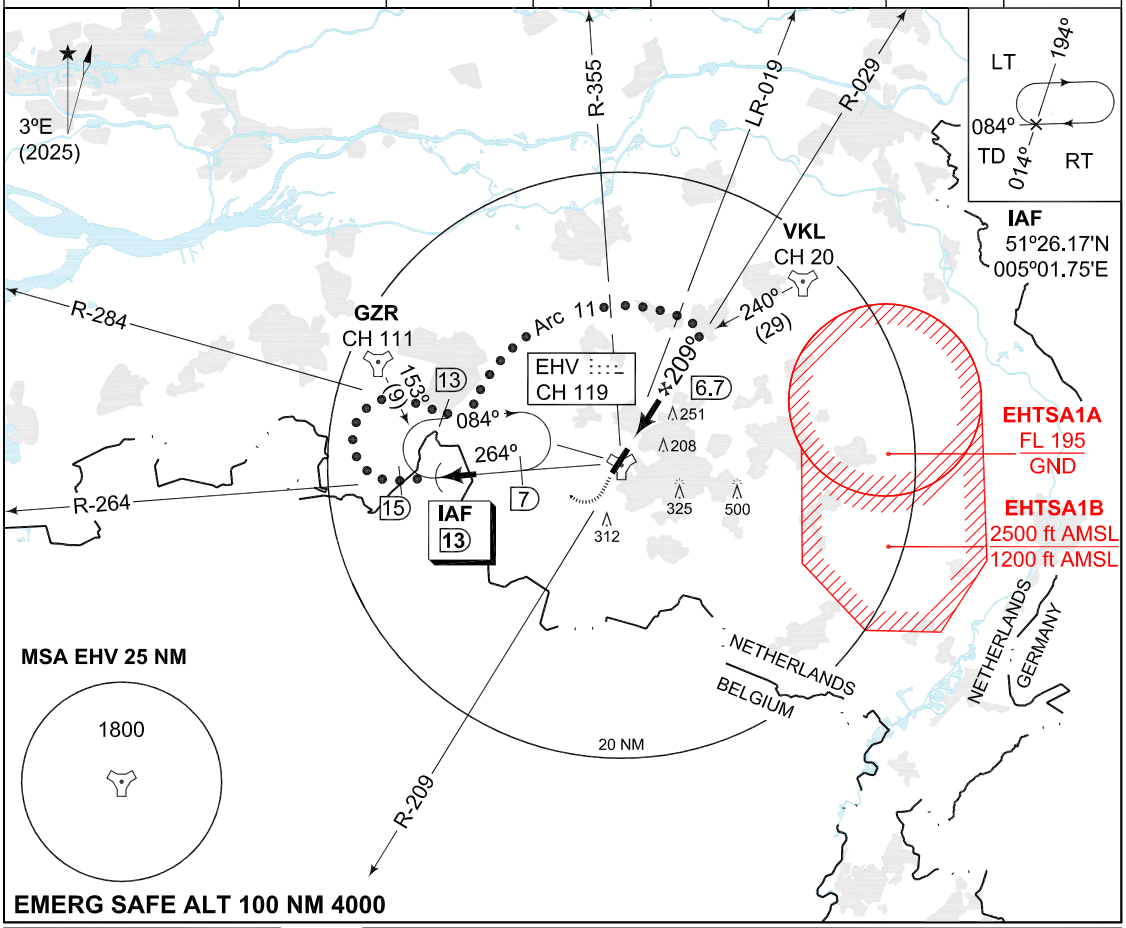
MIPS
INSTRUMENT APPROACH CHART

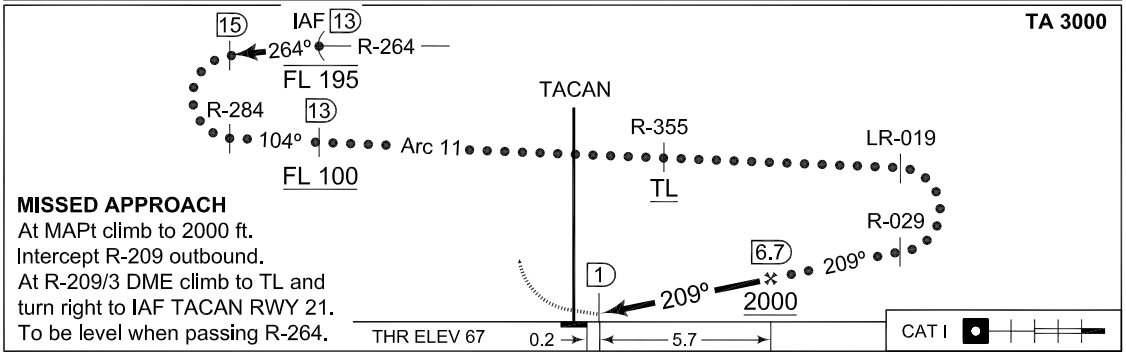
AD ELEV 74

HI-TACAN RWY 21
EINDHOVEN (EHEH)

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

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
EHV CH 119	209°	2000 FT	5.24%	**500**	67	869 m	9044 FT





MISSED APPROACH
At MAPt climb to 2000 ft.
Intercept R-209 outbound.
At R-209/3 DME climb to TL and
turn right to IAF TACAN RWY 21.
To be level when passing R-264.

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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

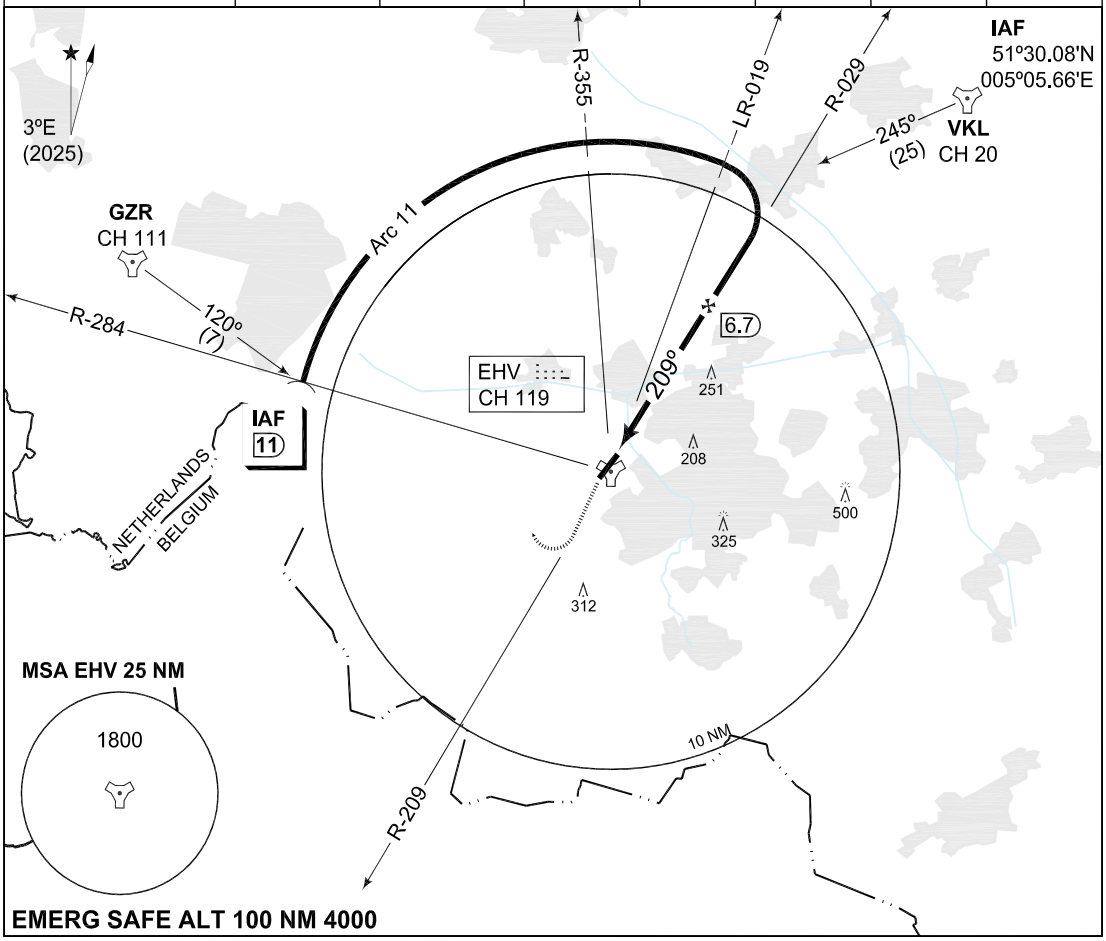
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 74

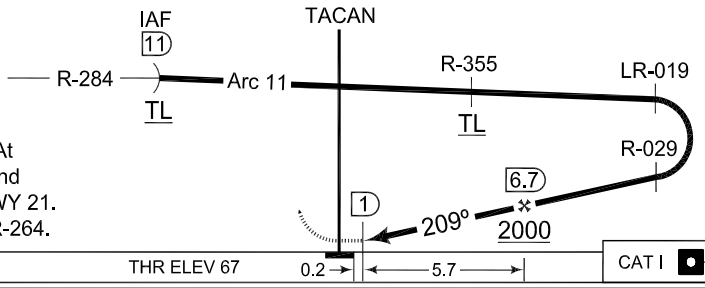
TACAN RWY 21
EINDHOVEN (EHEH)

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

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
EHV CH 119	209°	2000 FT	5.24%	**500**	67	869 m	9044 FT



TA 3000



MISSED APPROACH
At MAPt climb to 2000 ft.
Intercept R-209 outbound. At
R-209/3 DME climb to TL and
turn right to IAF TACAN RWY 21.
To be level when passing R-264.

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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

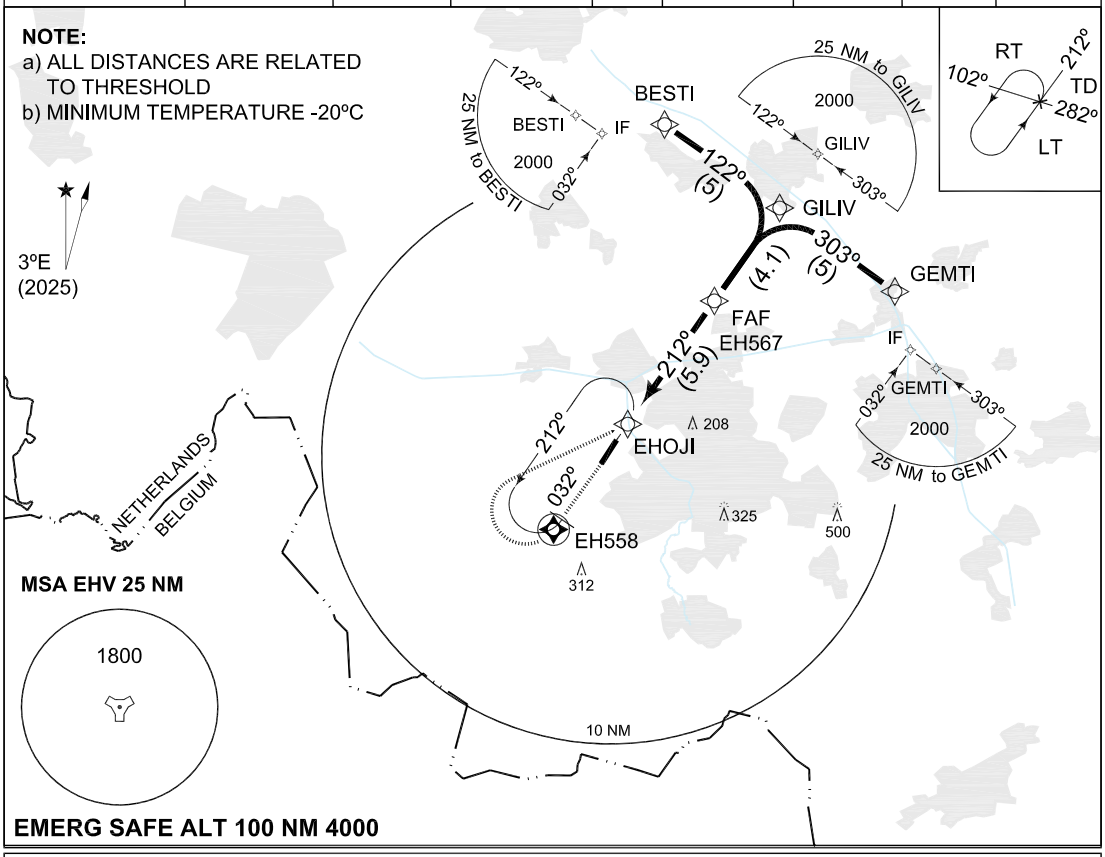
PANS OPS
INSTRUMENT APPROACH CHART

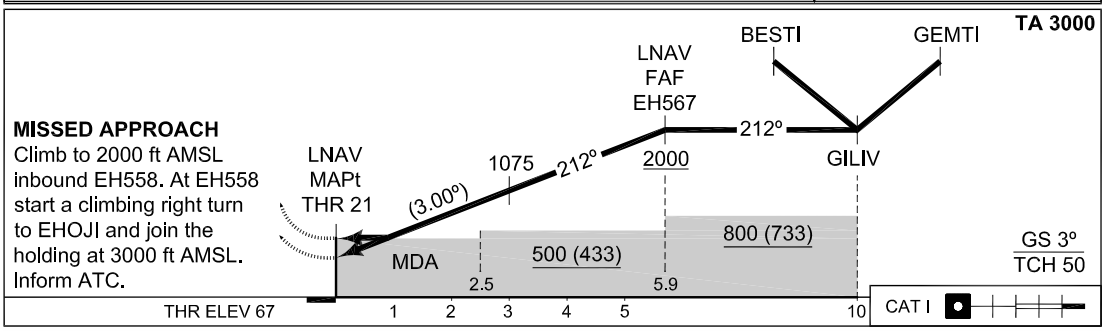
AD ELEV 74

RNP Z RWY 21
EINDHOVEN (EHEH)

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

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
42264 E21A	212°	2000 FT	5.24% / 3°	**450**	**SEE CAT**	67	869 m	9044 FT





CATEGORY		A	B	C	D
EU-OPS	DA(H) LPV	**278** -550 211 (300-0.8/1.2)	**288** -550 221 (300-0.8/1.2)	**298** -550 231 (300-0.8/1.2)	**308** -550 241 (300-0.8/1.3)
	DA(H) LNAV / VNAV	**334** -600 267 (300-0.8/1.3)	**344** -600 277 (300-0.8/1.3)	**354** -650 287 (300-0.8/1.4)	**364** -650 297 (300-0.8/1.4)
	MDA(H) LNAV	**450** -1100 383 (400-1.1/1.8)			

IAWP	BESTI	51°38.54'N	005°25.66'E	MAWP	THR 21	51°27.56'N	005°23.09'E
IAWP	GEMTI	51°32.80'N	005°38.77'E	MATWP	EH558	51°24.48'N	005°19.65'E
IWP	GILIV	51°35.74'N	005°32.29'E	HF	EHOJI	51°28.07'N	005°23.69'E
FAWP	EH567	51°32.40'N	005°28.53'E				

CHANGES: EDITORIAL

RNLASF 16 APR 2026

PART 3 – AERODROMES (AD)

AD 2.

AD 2. AERODROMES
GILZE RIJEN

GILZE RIJEN

EHGR AD 2.1 Aerodrome location indicator and name

EHGR - Gilze-Rijen

EHGR AD 2.2 Geographical and administrative data

1	ARP	51°34'02.56"N 004°55'54.61"E
2	Direction and distance from city	280° MAG/6.1 NM TILBURG
3	Elevation/Reference temperature	+ 49 ft AMSL/22.1° C (JUL)
4	MAG VAR/Annual change	2°30'E (JAN 2025)/9.6'E
5	AD operating authority Postal address Visitors' address Telephone AFTN	RNLASF DHC Vliegbasis Gilze-Rijen MPC 89A P.O. Box 8762 4820 BB Breda Rijksweg 121 5121 RD Rijen +31(0)889543522 EHGRZTZX
6	Types of TFC permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

EHGR AD 2.3 Operational hours

1	AD OPR HR	Between September 1st and April 1st: MON/THU 0800/1530 (0700/1430) and 1700/2200 (1600/2100) FRI 0800/1530 (0700/1430) Between April 1st and September 1st: MON/FRI 0800/1530 (0700/1430)
2	Customs and immigration	30 MIN PN
3	Health and sanitation	HO
4	AIS Briefing office	See 2.23
5	ATS Reporting Office (ARO)	See 2.23
6	MET Briefing Office	HO
7	ATS	HO
8	Fuelling	HO
9	Handling	NIL
10	Security	HO
11	De-icing	Nil
12	Remarks	PPR 24 HRS See 2.23

EHGR AD 2.4 Handling services and facilities

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

EHGR AD 2.5 Passenger facilities

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

EHGR AD 2.6 Rescue and fire fighting services

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

EHGR AD 2.7 Seasonal availability - clearing

1	Seasonal availability	All seasons
2	Snow removal equipment	Yes
3	Remarks	Caution advised in winter during ice conditions

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

1	Apron surface and strength	Concrete, 298: PCN 47 R/C/W/T PCR 592 R/C/W/T 300: PCN 36 R/C/W/T PCR 375 R/C/W/T 301: PCN 27 R/C/W/T PCR 277 R/C/W/T Ref: PCN 27 R/C/W/T PCR 777 R/C/W/T
2	TWY width, surface and strength	Width 39 ft, tarmac/concrete, PCN 45 R/C/W/T
3	Remarks	The helicopter stands and markings on the Squadron aprons are not fully in accordance with regulations. Pilots should park in the circles or boxes on the aprons.

EHGR AD 2.9 Surface movement guidance and control system and markings

According STANAG 3158		
1	Remarks	Nil

EHGR AD 2.10 Aerodrome obstacles

There are several obstacles in the taxiwaystrips that are not frangible. To increase visibility these obstacles differ in color from their surroundings.

EHGR AD 2.11 Meteorological information provided

1	Associated MET Office	Gilze-Rijen
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 EHGR +31 (0)889544551 or mail Afdeling.Meteo.GilzeRijen@mindef.nl Tel JMG 0164-693111 or mail JMG.WX.PLANNING@mindef.nl

EHGR 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: RWY 10: 55 F/A/W/T 564 F/A/W/T RWY 28: 55 F/A/W/T 564 F/A/W/T RWY 02: 55 F/A/W/T 547 F/A/W/T RWY 20: 55 F/A/W/T 547 F/A/W/T

EHGR AD 2.13 Declared distances

See Aerodrome Chart. Values in ft.

EHGR AD 2.14 Approach and runway lighting

According STANAG 3316		
1	Approach lighting	RWY 28: CAT I. 780 m RWY 10: SALS. 420 m RWY 20: Nil RWY 02: Nil
2	RWY lighting	RWY 10/28 VCL/ VHI, RWY 02/20 VHI
3	PAPI	Situated on the left side of RWY 10/28
4	Remarks	Nil

EHGR AD 2.15 Other lighting, secondary power supply

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

EHGR AD 2.16 Helicopter landing area

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

EHGR AD 2.17 Air traffic services airspace

1	Designation and lateral limits	Gilze-Rijen control zone 51°29'58.19"N 004°47'48.26"E; along clockwise arc (radius 6.5 NM, centre 51°34'02.56"N 004°55'54.61"E) to 51°28'56.13"N 005°02'20.09"E; along Dutch-Belgian border to 51°28'14.92"N 005°00'36.24"E; along clockwise arc (radius 6.5 NM, centre 51°34'02.56"N 004°55'54.61"E) to 51°28'32.16"N 004°50'23.92"E; along Dutch-Belgian border to point of origin.
2	Vertical limits	GND to 3000 ft AMSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Contact initially Gilze-Rijen TWR. English
5	Transition altitude	IFR: 3000 ft AMSL; VFR: 3500 ft AMSL
6	Remarks	Nil

EHGR AD 2.18 Air traffic services communication facilities

STATION/ SERVICE	CALL SIGN OR IDENTIFICATION	FREQUENCY MHz	HOURS	REMARKS
1	2	3	4	5
	As appropriate	121.500 243.000	HO	Emergency FREQ for all services
TWR	Gilze-Rijen Tower	125.330*) 122.100 277.350*) 257.800	HO	*) Primary FREQ
GND CTL	Gilze-Rijen Ground	123.300 278.125	HO	
APP	Rapcon West	123.580 399.725	HO	Radar equipped

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

EHGR AD 2.19 Radio navigation and landing aids

FACILITY	ID	CHANNEL FREQ.	HOURS	CO-ORD.	RANGE/ ALTITUDE	REMARKS
1	2	3	4	5	6	7
TACAN	GZR	CH 111X	H24	51°33'57.73"N 004°56'00.68"E	40 NM/ 25000 ft	FREQ protected
ILS LOCALIZER	GZO	111.900	H24	51°34'11.49"N 004°54'34.82"E		ILS-antenna 55 ft AMSL
GLIDEPATH		331.100		51°33'54.24"N 004°56'42.50"E		
DME		CH 56X	H24	51°33'54.24"N 004°56'42.50"E		

EHGR AD 2.20 Local traffic regulations

Start-up

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

Taxi

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

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

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

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

Circuit Procedures

HELICOPTERS

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

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

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

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

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

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

FIGHTERS AND FIGHTER TRAINERS

Standard NATO overhead pattern, break to the south (L/H for RWY 28, R/H for RWY 10), after a touch and go or overshoot/low approach a closed pattern or direct downwind can be flown. For a closed pattern the downwind turn shall be executed at the departure end of the RWY and the altitude of 1000 ft AMSL shall no exceed airfieldboundaries. The downwind turn shall be executed at the altitude of 1500 ft AMSL on RWY heading.

CONVENTIONAL AIRCRAFT AND GENERAL AVIATION

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

Night Flying

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

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

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

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

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

Special Helicopter Procedures

Three Slope areas are available for slope landings:

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

Three Sling areas are available for sling operations, fast roping etc.
Sling East is located south of the beginning RWY 28, to be used in direction 10/28.
Sling West is located south of the beginning RWY 10, to be used in direction 10/28.
Sling South is located south of RWY 10 and East of RWY 02, to be used in direction 02/20.

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

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

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

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

Glider and Light Aircraft Flying

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

EHGR AD 2.21 Noise abatement procedures

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

Area to avoid:	Coordinates	Minimum Altitude
Amarant	51° 33.30’ N 005° 00.18’ E	N/A
Ammunition depot Alphen	51° 29.33’ N 004° 56.17’ E	N/A
Efteling	51° 38.98’ N 005° 02.81’ E	1000 ft AMSL
Manege Hulten	51° 34.28’ N 004° 56.50’ E	N/A
Atalanta	51° 34.81’ N 004° 55.52’ E	650 ft AMSL
Nerhoven	51° 33.40’ N004° 56.24’ E	650 ft AMSL
Farm Lijndonk 1a	51° 33.72’ N 004° 54.60’ E	650 ft AMSL

Except for tactical entries during rejoining and landing-procedures flying with a speed of 300 KTS or more is forbidden. Unless safety- or operational reasons dictate otherwise the use of afterburner is prohibited. No practice approaches are to be made for RWY 10 and RWY 28 after 20.00 hrs LT. For noise abatement and separation of inbound and outbound helicopters, six corridors have been established. The corridors are established along multiple ground reference points, one of which is an IP (Initial point). The width of the corridors is 1000m; 500 meters to either side of the (imaginary) line between the reference points. All traffic shall proceed on the right hand side of the (imaginary) line between the reference points, to achieve a safe flow of inbound and outbound traffic. When departing from or arriving at the airfield via one of the corridors, the overflying of built-up areas has to be avoided at all times. An IP is a reference point and should NOT be overflown directly.
An R/T call 'passing IP' is mandatory when abeam the IP. IP altitude for all helicopters is 1000 ft AMSL. Altitude deviations shall be requested. Additional noise abatement procedures for night flying are in place. These will be provided to non-home based units upon reception of their PPR-request.

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

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

Corridor N2 (North 2)		
Reference point	IP NE (North-East)	N2
51°34'45.00”N 004°57'33.00”E	51°36'16.00”N004°58'12.00”E	51°40’22.09”N 004°59’58.94”E
	The north-easterly corner of the tree line just south of the Wilhelminakanaal	Demolition company

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

Corridor SE (South-East)		
Reference point 1	IP SE (South-East)	Reference point 2
51°33'20.00”N 004°57'53.00”E	51°31'09.00”N005°00'42.00”E	51°29'51.00”N 005°03'11.00”E
	Bend in the road 500 meters southwest of Riel	

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

EHGR AD 2.22 Flight procedures

Approach Procedures

HELICOPTERS

Proceed via one the corridors as instructed by ATC.

FIGHTERS AND FIGHTER TRAINERS

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

RWY 02: initial is situated on the centreline at 3 NM in front of the RWY (centre of Chaamse Bossen forest), altitude 1500 ft AMSL. There is a lefthand break to downwind, altitude 1500 ft AMSL.
RWY 20: Initial is situated on the centreline, 0.5 NM east of the swimming pool near Dongen, altitude 1500 ft AMSL. There is a righthand break to downwind, altitude 1500 ft AMSL. There are roads situated in front of the beginning of both RWY 02 and 20. These roads have to be overflown at a minimum altitude of 200 ft AMSL because of unrestricted vehicle movement on these roads.

CONVENTIONAL AIRCRAFT AND GENERAL AVIATION

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

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

Departure Procedures

HELICOPTERS

Proceed via one of the corridors as instructed by ATC.

FIGHTERS AND FIGHTER TRAINERS

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

CONVENTIONAL AIRCRAFT AND GENERAL AVIATION

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

Radar Patterns

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

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

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

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

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

The (simulated) low fuel pattern is situated south of the airfield and can only be flown for the runway 28.
Downwind and Base leg will be flown at altitude 1600 ft AMSL. Localizer interception altitude will be 1200 ft.

Lost communications Procedures

HELICOPTERS

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

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

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

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

For simulated non-comms procedure squawk 3766.

FIGHTERS AND FIGHTER TRAINERS

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

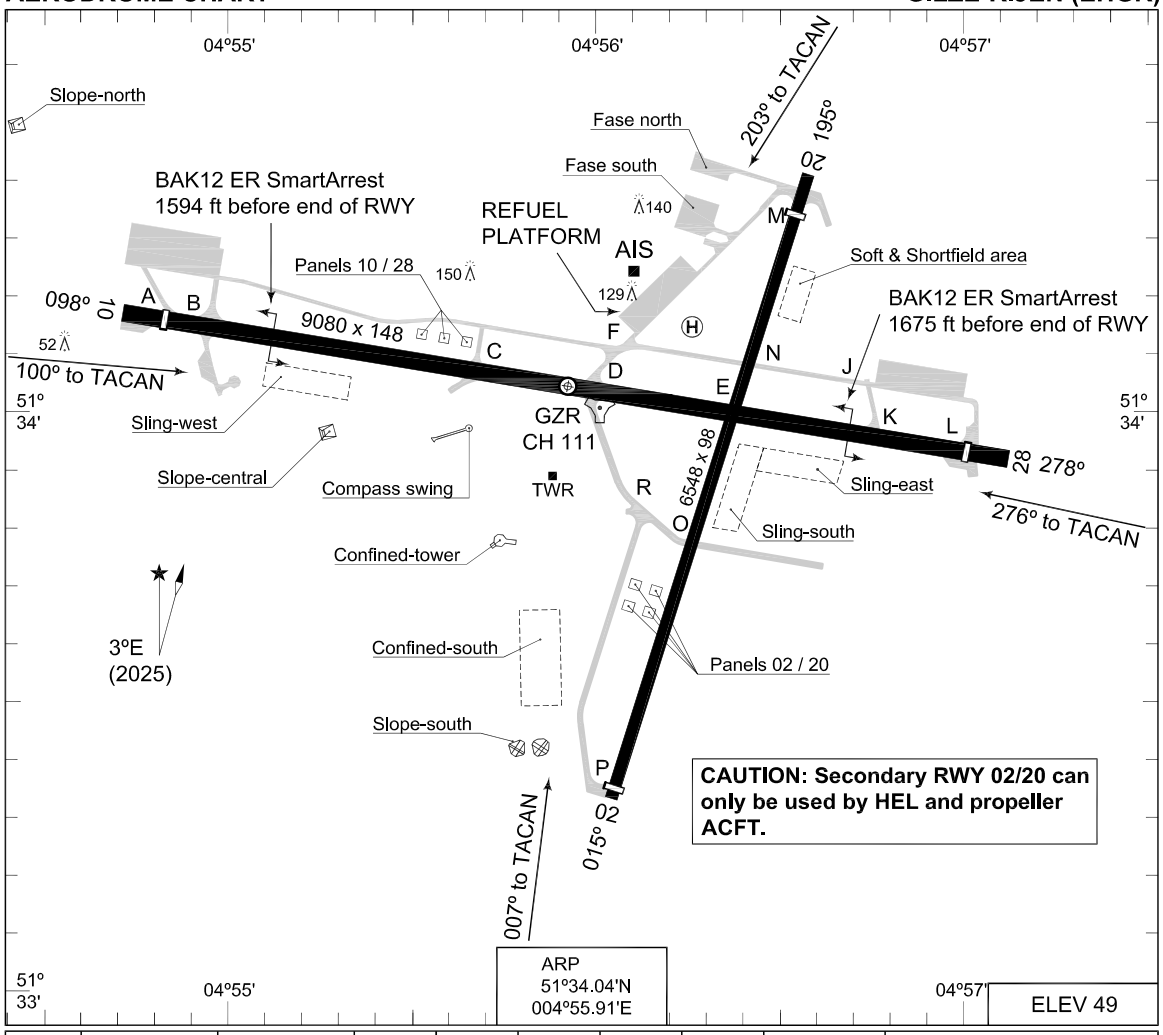
EHGR AD 2.23 Additional information

AIS Briefing office facility and the ATS Reporting Office (ARO) is only available through the Flight Data and Notam Office (FDNO) located at MilATCC Schiphol.
Tel: +31(0)20 4062840
Tel: +31 (0)20 4062841
E-mail: aocs.fdno@mindef.nl
AFTN: EHMCZPZX
avlbl H24
PPR 24 HRS:for Prior Permission Request contact:
Operational and Co-ordination Centre
Tel: +31(0)889544770
E-mail: dhc.sopp.occ@mindef.nl

EHGR AD 2.24 Charts related to an aerodrome

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

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



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

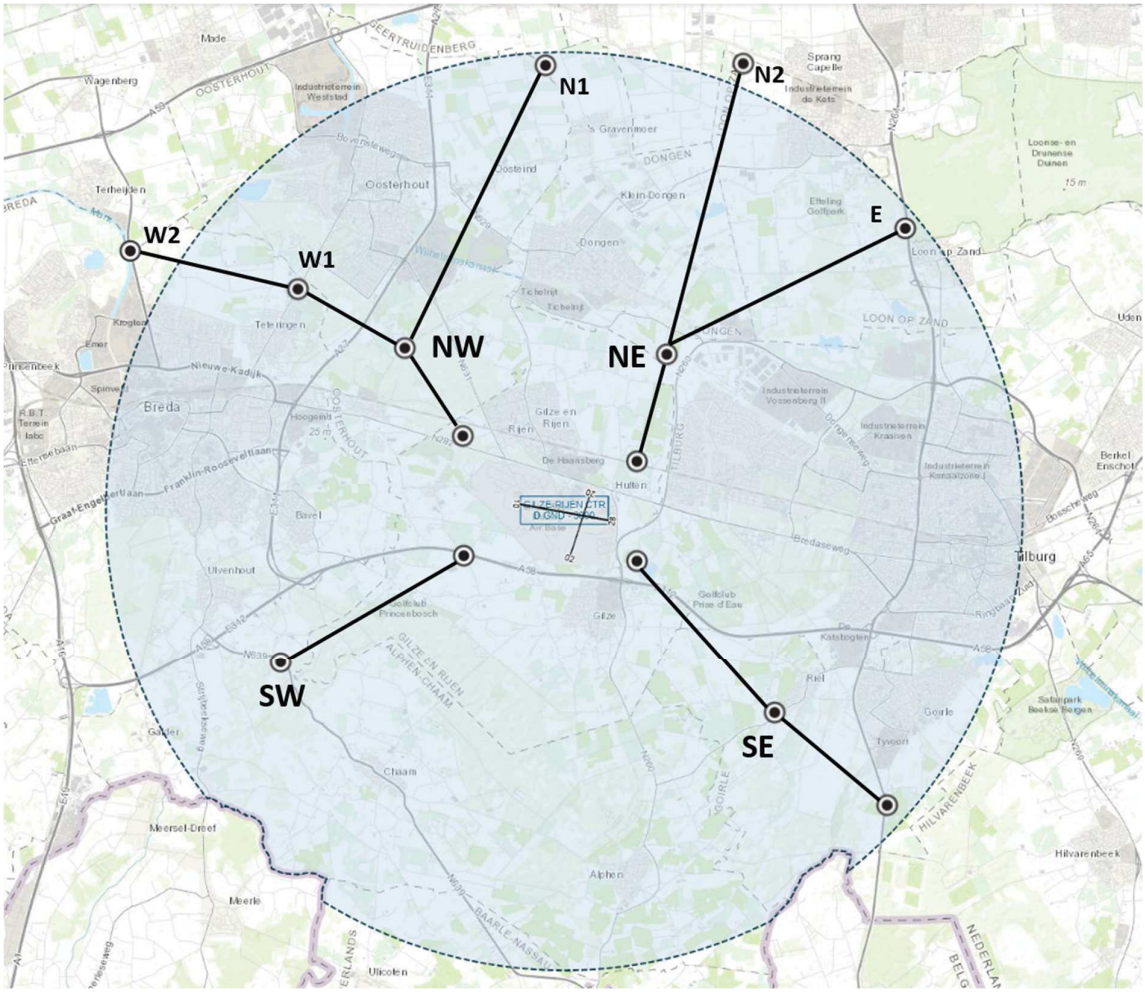
GILZE-RIJEN TWR	277.350	125.330	(Ground Control) 278.125 123.300
GILZE-RIJEN ARRIVAL	359.975		
RAPCON WEST	399.725	123.580	

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

CHANGES: EDITORIAL

RNLASF 16 APR 2026

LOCAL MAP

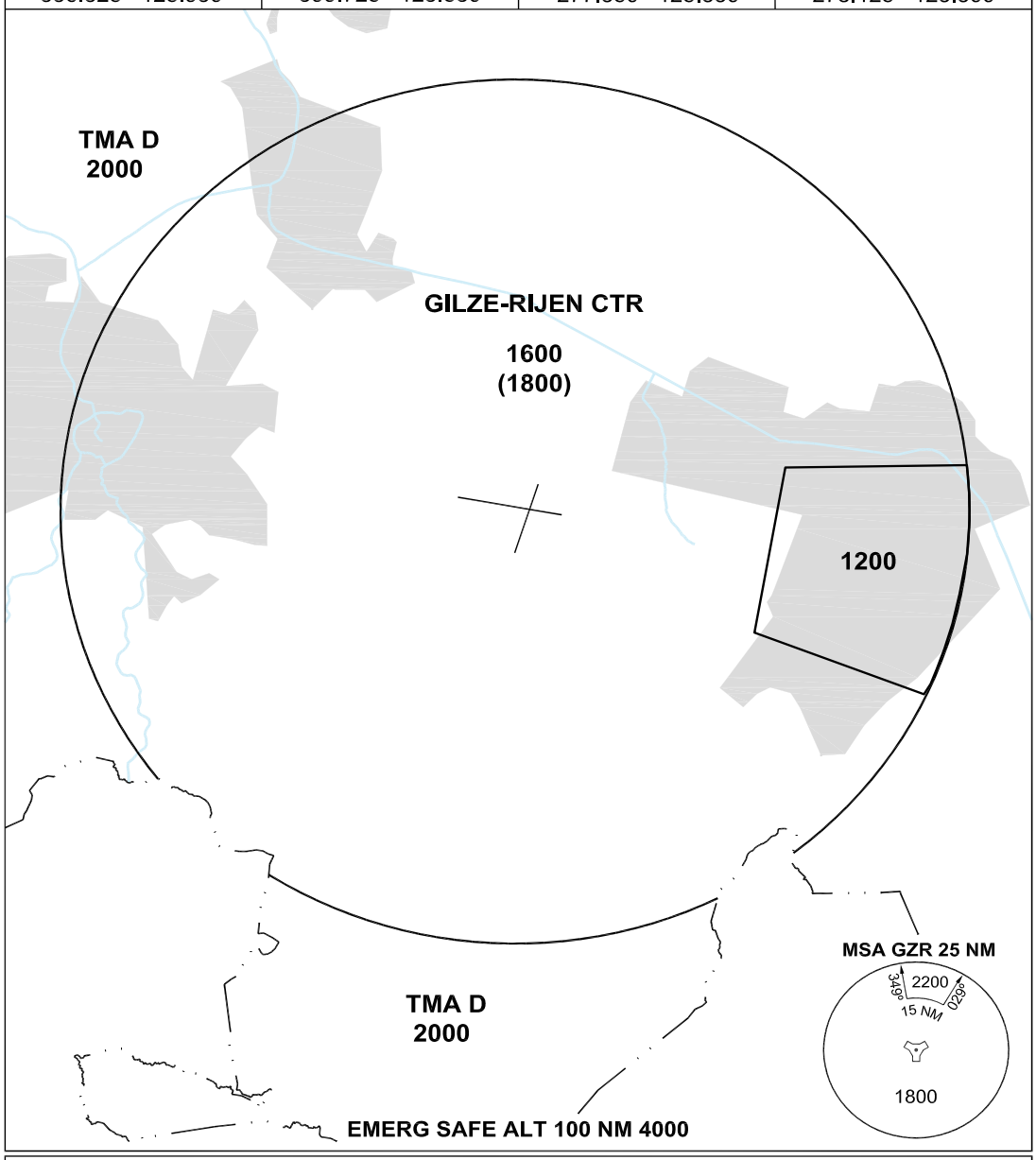

N1
N2
E
W2
W1
NW
NE
SW
SE
Breda
Oosterhout
Tilburg
Hilvarenbeek
Meerselt-Dreef
Meerle
Ulicoten
Alphen
Chaam
Gilze
Riel
Goirle
Hulten
Bavel
Ulvenhout
Teteringen
Dongen
Klein-Dongen
Loon op Zand
Gilze en Rijen
De Haansberg
Princenbosch
Nieuwe-Kadijk
Franklin-Roosevelt laan
Graaf-Engelbertlaan
Wagenberg
Terheijden
Made
Emer
Spinveld
Tyvoort
Berkel Enschot
Uden
Safaripark Beekse Bergen
GILZE-RIJEN CTR
D-GND - 3500

MIPS
MINIMUM VECTORING ALTITUDE

AD ELEV 49

MVA CHART
GILZE-RIJEN (EHGR)

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



- **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: MAG VAR

RNLASF 19 FEB 2026

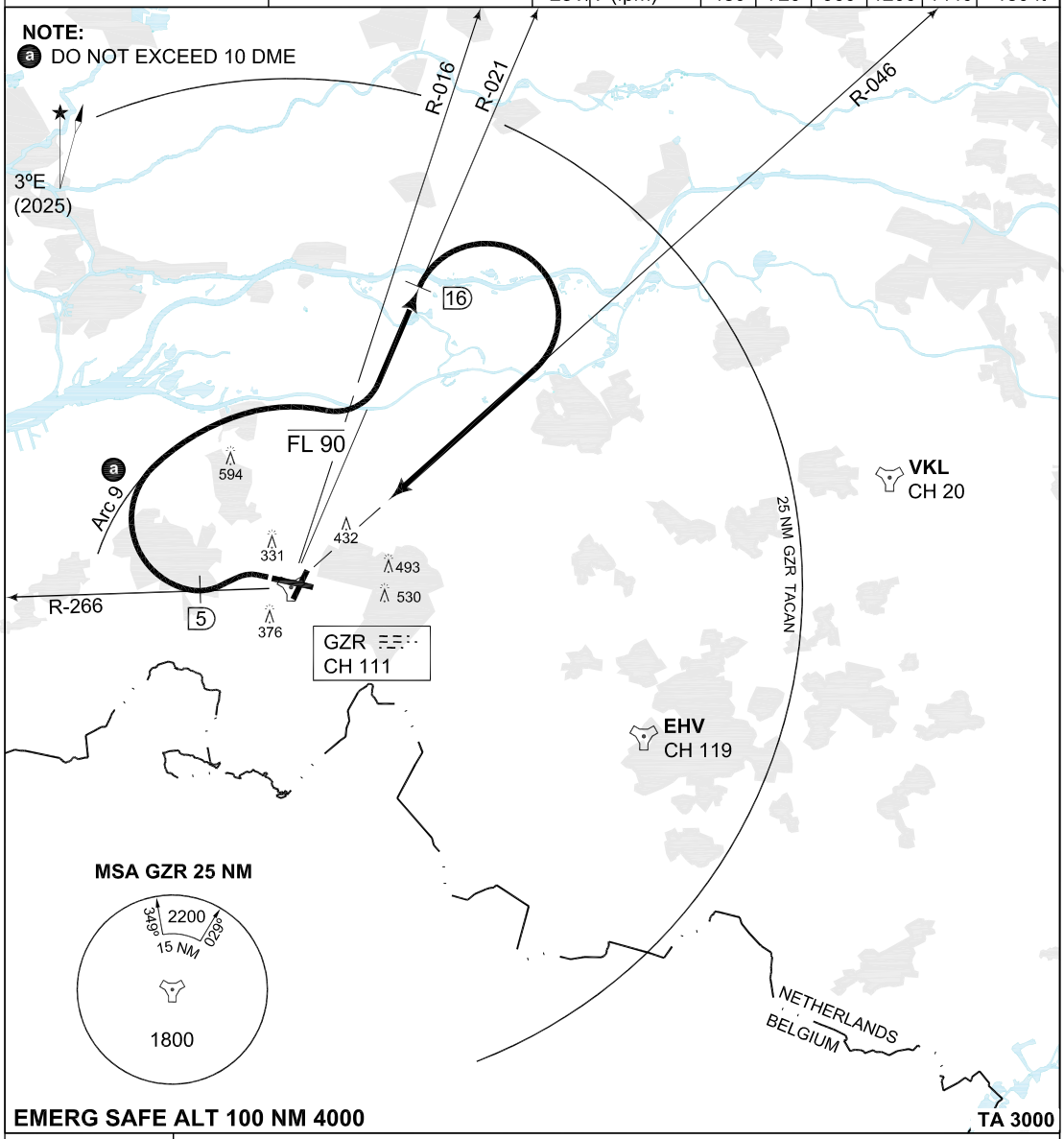
TERPS
INSTRUMENT DEPARTURE CHART

AD ELEV 49

GR1
GILZE-RIJEN (EHGR)

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

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



GILZE-RIJEN 1 (RWY 28)	- At 1.3 DME turn left to intercept R-266 outbound, level off at FL 90. - At 5 DME turn right to intercept Arc 9. - Intercept R-021 outbound, when crossing R-016 continue climb. - At 16 DME turn right to intercept R-046 inbound.

CHANGE: EDITORIAL

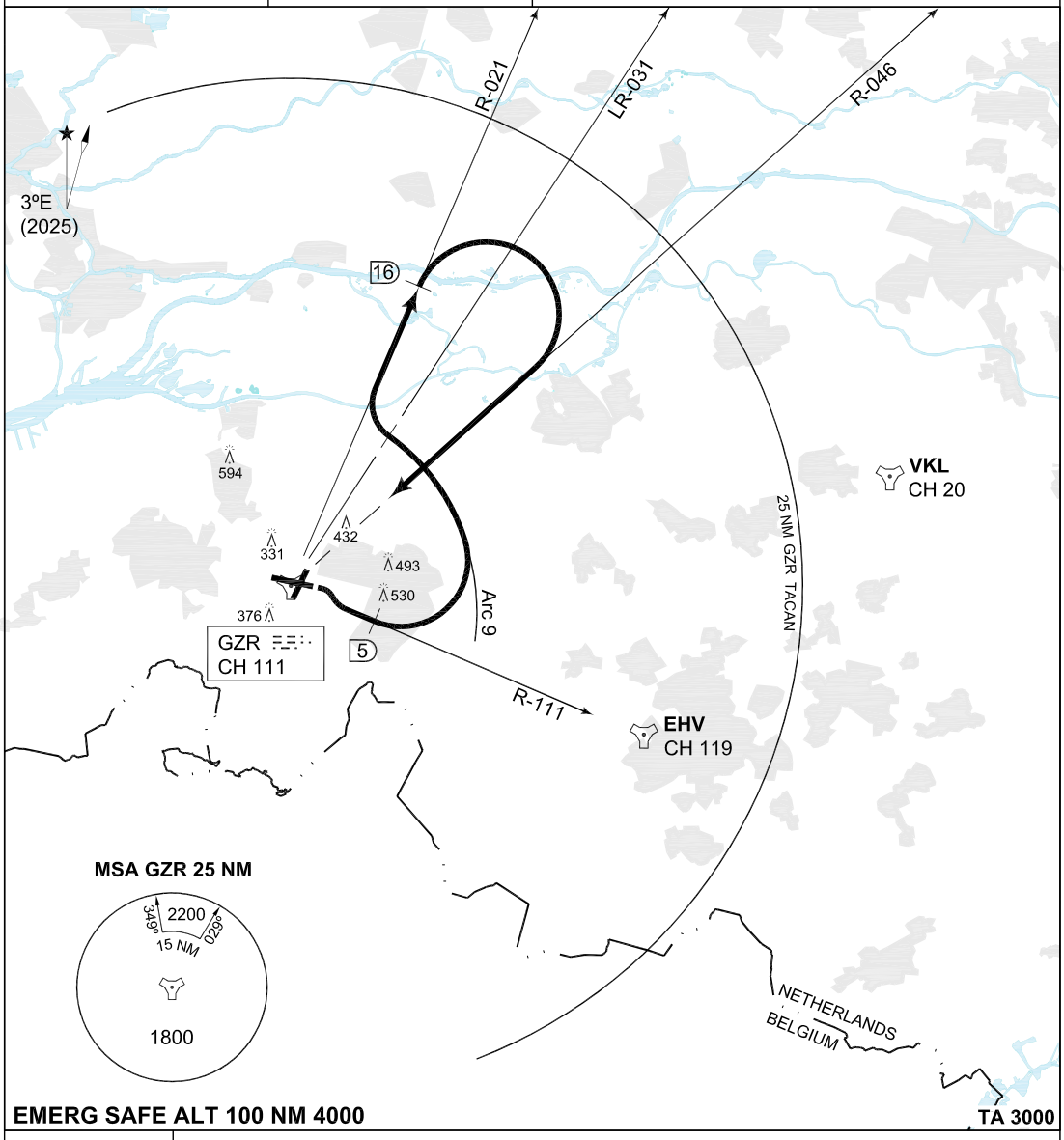
RNLASF 16 APR 2026

TERPS
INSTRUMENT DEPARTURE CHART

AD ELEV 49

GR3
GILZE-RIJEN (EHGR)

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



GILZE-RIJEN 3 (RWY 10)	- At 1 DME turn right to intercept R-111 outbound. - At 5 DME turn left to intercept Arc 9. - When crossing R-031 turn right to intercept R-021 outbound. - At 16 DME turn right to intercept R-046 inbound.

CHANGE: EDITORIAL

RNLASF 16 APR 2026

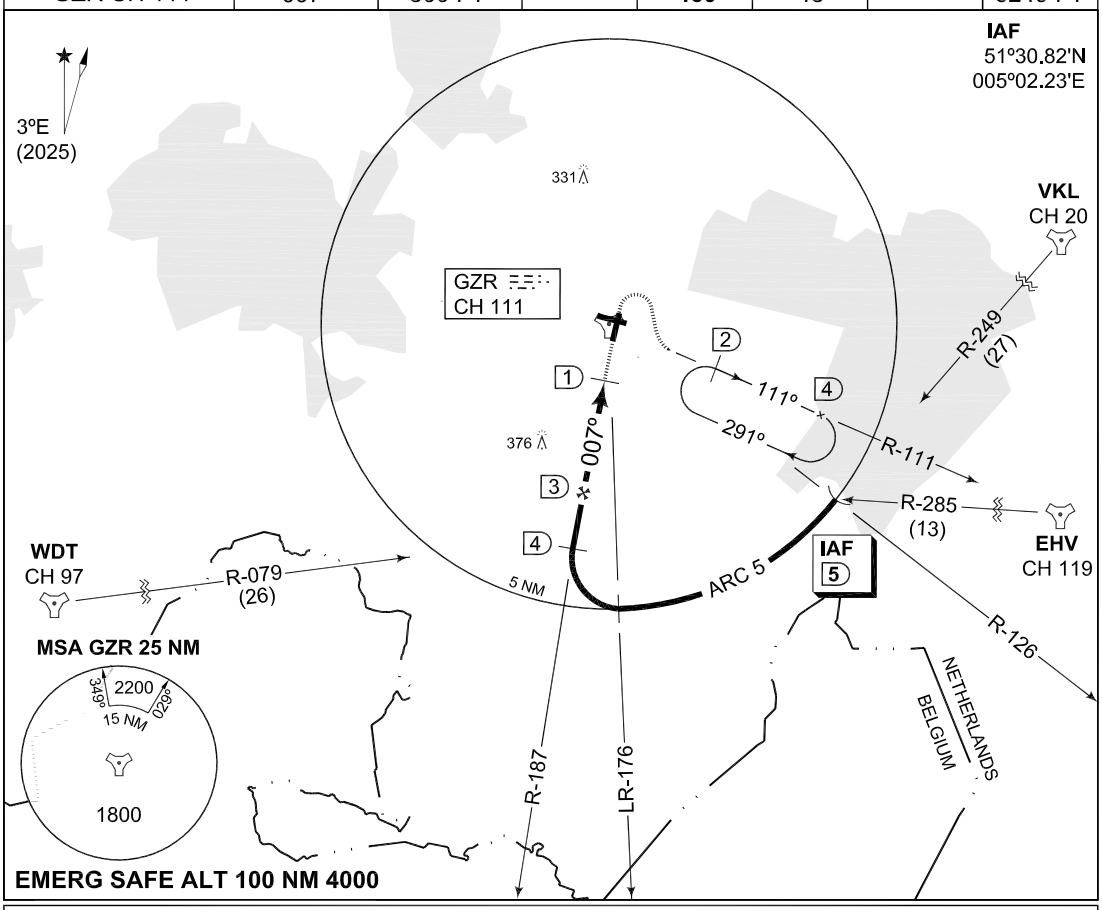
MIPS
INSTRUMENT APPROACH CHART

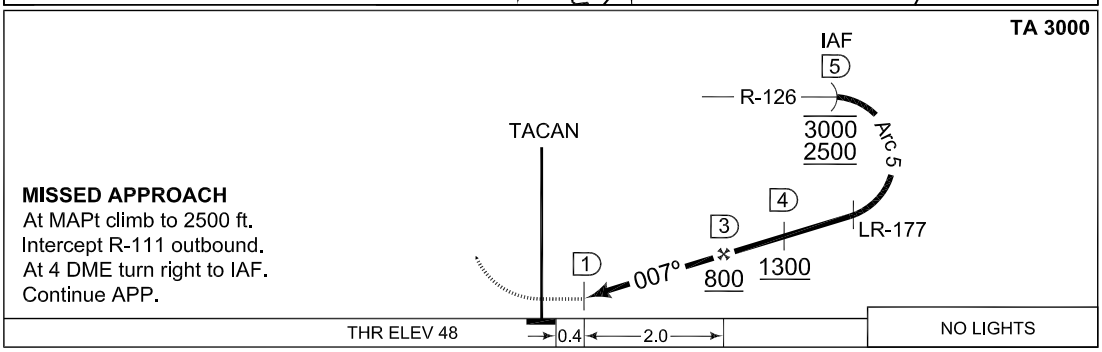
AD ELEV 49

COPTER TACAN 007
GILZE-RIJEN (EHGR)

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

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	007°	800 FT		**460**	48	-	6249 FT



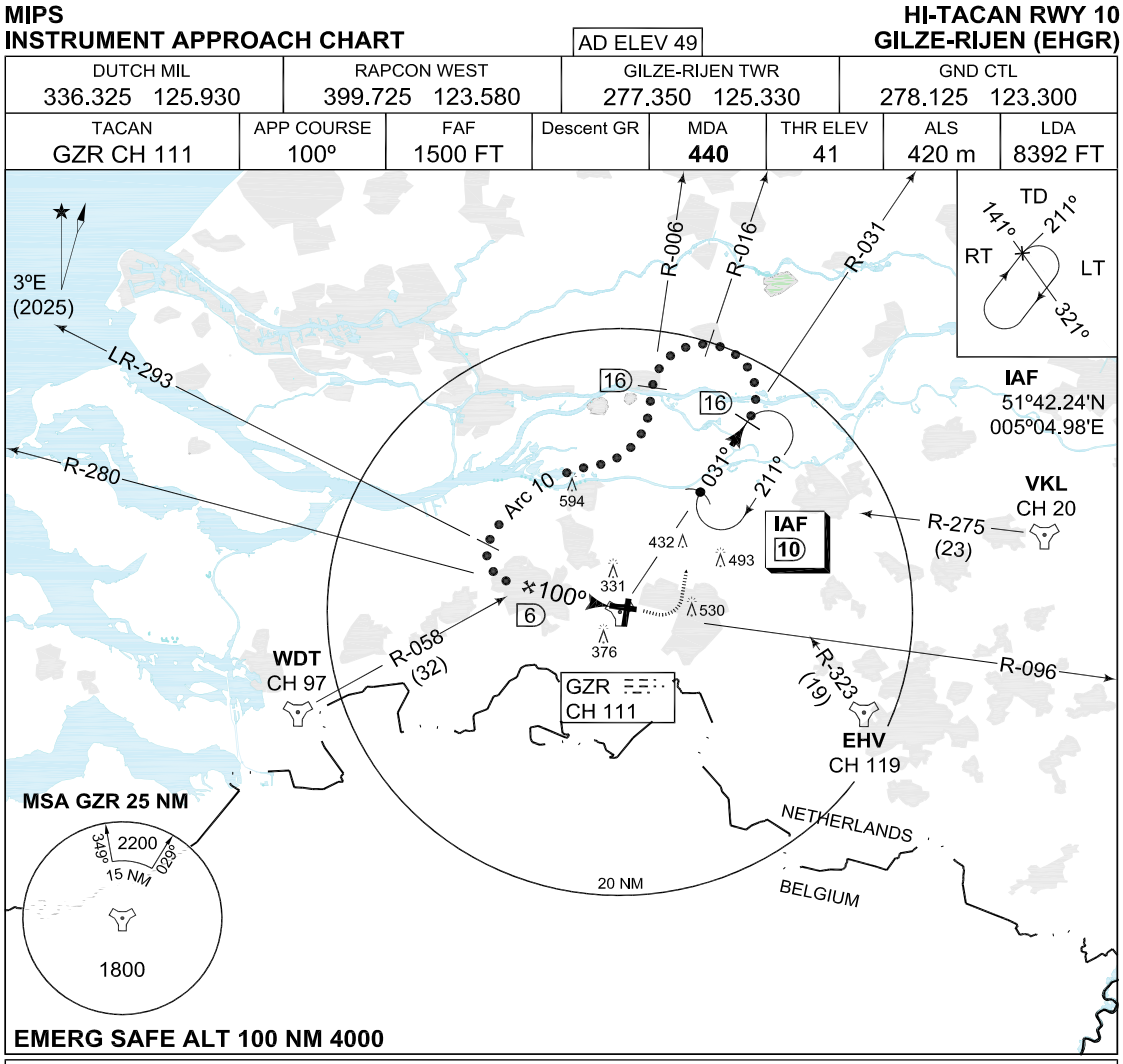


MISSED APPROACH
At MAPt climb to 2500 ft.
Intercept R-111 outbound.
At 4 DME turn right to IAF.
Continue APP.

CATEGORY	COPTER
S-TACAN 007	**460** -800 412 (500-0.8)
CIRCLING	**540** -1900 491 (500-1.9)

CHANGES: EDITORIAL MIPS

RNLASF 16 APR 2026


MIPS
INSTRUMENT APPROACH CHART
AD ELEV 49
HI-TACAN RWY 10
GILZE-RIJEN (EHGR)
DUTCH MIL 336.325 125.930
RAPCON WEST 399.725 123.580
GILZE-RIJEN TWR 277.350 125.330
GND CTL 278.125 123.300
TACAN GZR CH 111
APP COURSE 100°
FAF 1500 FT
Descent GR
MDA 440
THR ELEV 41
ALS 420 m
LDA 8392 FT
3°E (2025)
LR-293
R-280
R-006
R-016
R-031
TD
141°
211°
RT
LT
321°
IAF 51°42.24'N 005°04.98'E
VKL CH 20
R-275 (23)
Arc 10
594
031°
211°
IAF 10
432
493
331
530
376
100°
6
16
WDT CH 97
R-058 (32)
GZR CH 111
R-323 (19)
R-096
EHV CH 119
MSA GZR 25 NM
2200
15 NM
1800
NETHERLANDS
BELGIUM
20 NM
EMERG SAFE ALT 100 NM 4000
IAF 10
R-031
031°
16
FL 195
R-016
FL 90
R-006
TA 3000
REMAIN WITHIN 20 DME
TACAN
LR-293
Arc 10
2000
R-280
100°
6
1500
3
2
1
580
MISSED APPROACH
At MAPt climb to 3000 ft. Intercept R-096 outbound. At R-096/2 DME turn left, proceed to IAF Low (R-313/10 DME). Continue APP.
S-ALS
3.0
1.0
1.0
0.2
THR ELEV 41
CATEGORY C D E
MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1
S-TACAN 10 440 -1.6 399 (400-1.6) 440 -2.0 399 (400-2.0)
CIRCLING 770 -3700 721 (800-3.7) 910 -4600 861 (900-4.6) 1000 -6500 951 (1000-6.5)
CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

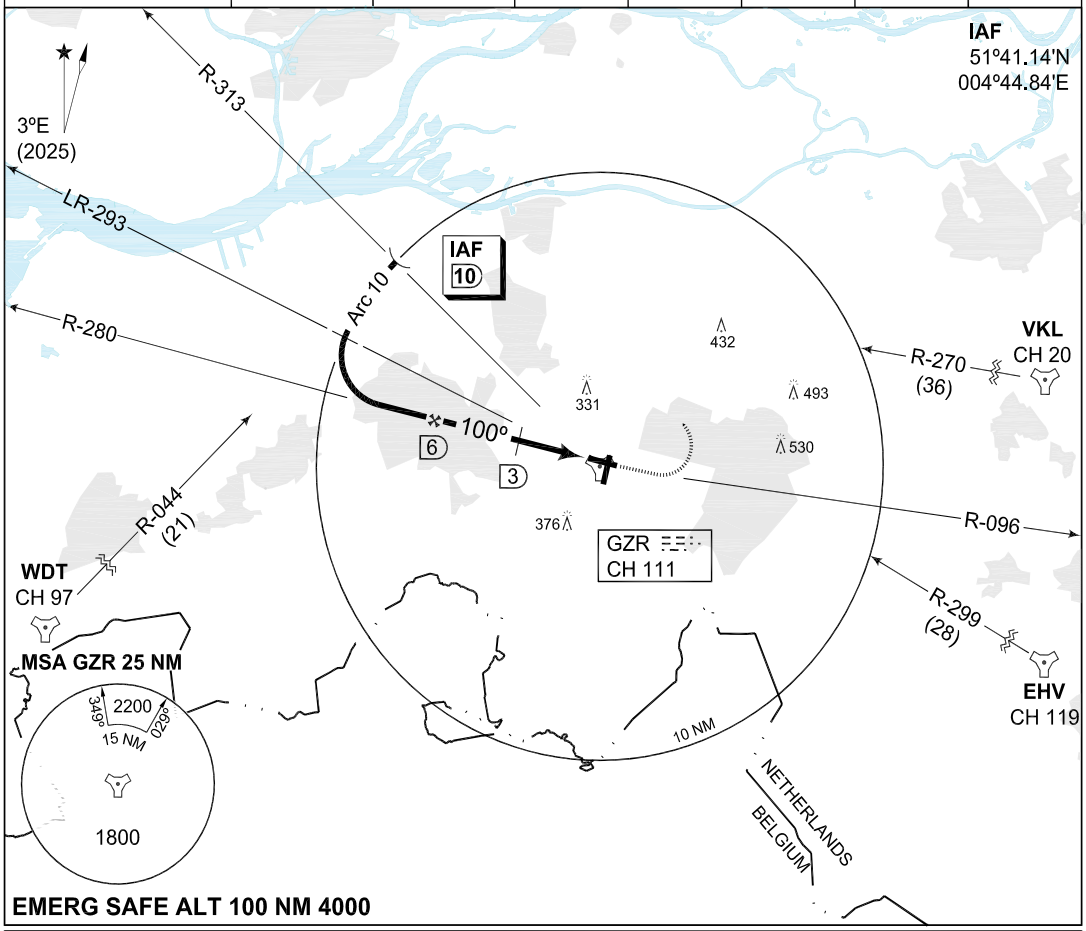
MIPS
INSTRUMENT APPROACH CHART

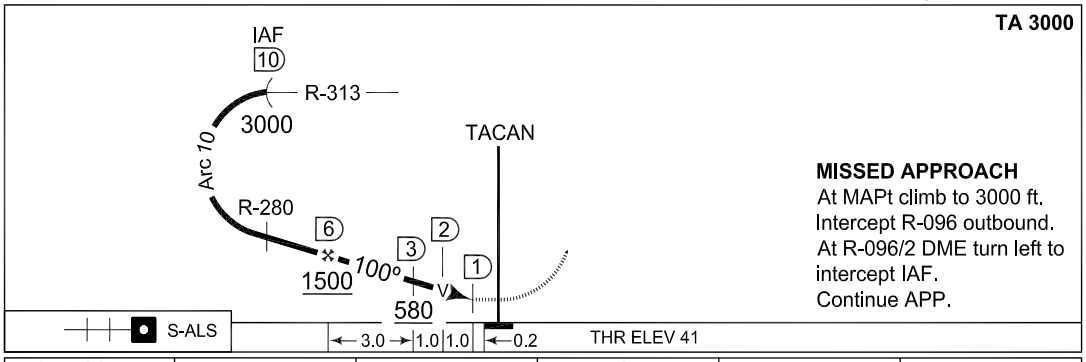
AD ELEV 49

TACAN RWY 10
GILZE-RIJEN (EHGR)

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

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	100°	1500 FT		**440**	41	420 m	8392 FT





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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

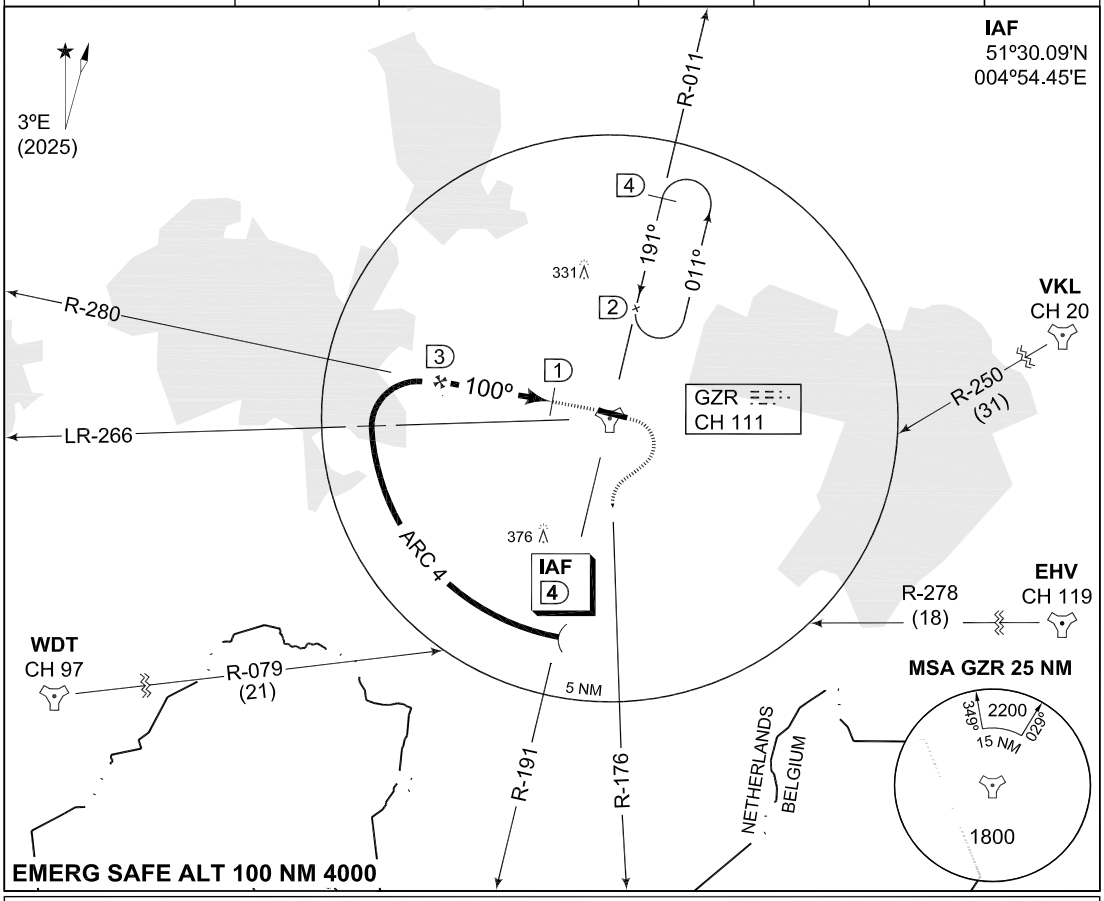
MIPS
INSTRUMENT APPROACH CHART

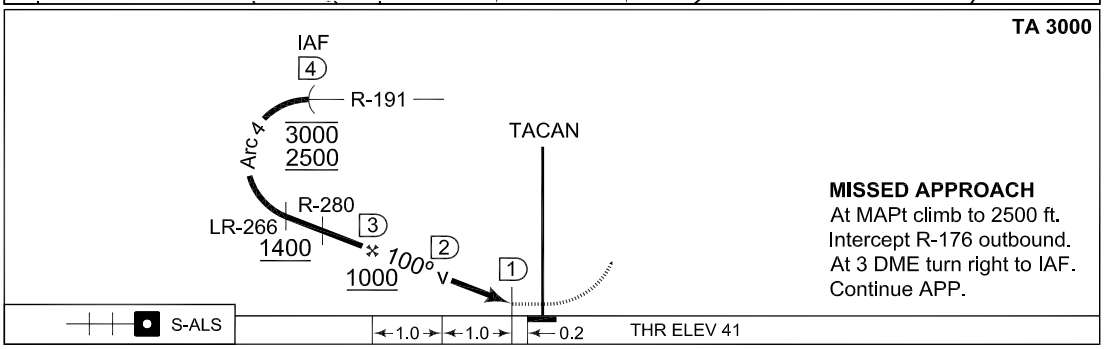
AD ELEV 49

COPTER TACAN 100
GILZE-RIJEN (EHGR)

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

TACAN	APP COURSE	FAF	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	100°	1000 FT		**440**	41	420 m	8392 FT

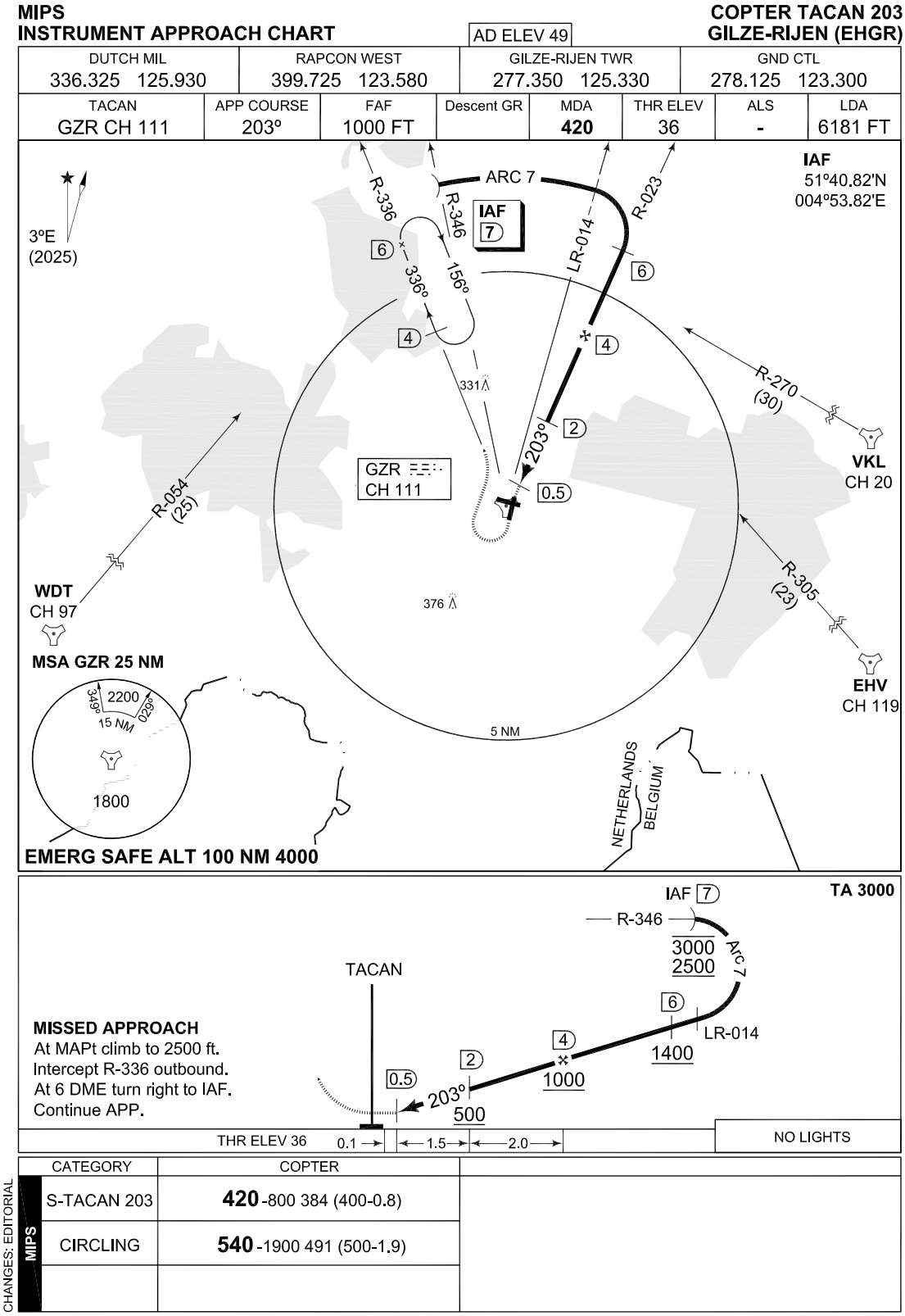




CATEGORY	COPTER
S-TACAN 100	**440** -400 399 (400-0.4)
CIRCLING	**540** -1900 491 (500-1.9)

CHANGES: EDITORIAL MIPS

RNLASF 16 APR 2026


MIPS
INSTRUMENT APPROACH CHART
AD ELEV 49
COPTER TACAN 203
GILZE-RIJEN (EHGR)
DUTCH MIL 336.325 125.930
RAPCON WEST 399.725 123.580
GILZE-RIJEN TWR 277.350 125.330
GND CTL 278.125 123.300
TACAN GZR CH 111
APP COURSE 203°
FAF 1000 FT
Descent GR
MDA 420
THR ELEV 36
ALS -
LDA 6181 FT
IAF 51°40.82'N 004°53.82'E
3°E (2025)
ARC 7
R-336
R-346
R-023
LR-014
336°
156°
331
203°
R-270 (30)
R-054 (25)
R-305 (23)
GZR CH 111
VKL CH 20
WDT CH 97
EHV CH 119
376
5 NM
MSA GZR 25 NM
2200
15 NM
1800
EMERG SAFE ALT 100 NM 4000
NETHERLANDS
BELGIUM
TA 3000
IAF 7
R-346
3000
2500
TACAN
1400
1000
500
MISSED APPROACH
At MAPt climb to 2500 ft.
Intercept R-336 outbound.
At 6 DME turn right to IAF.
Continue APP.
THR ELEV 36
0.1
1.5
2.0
NO LIGHTS
CATEGORY
COPTER
S-TACAN 203
420 -800 384 (400-0.8)
CIRCLING
540 -1900 491 (500-1.9)
CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

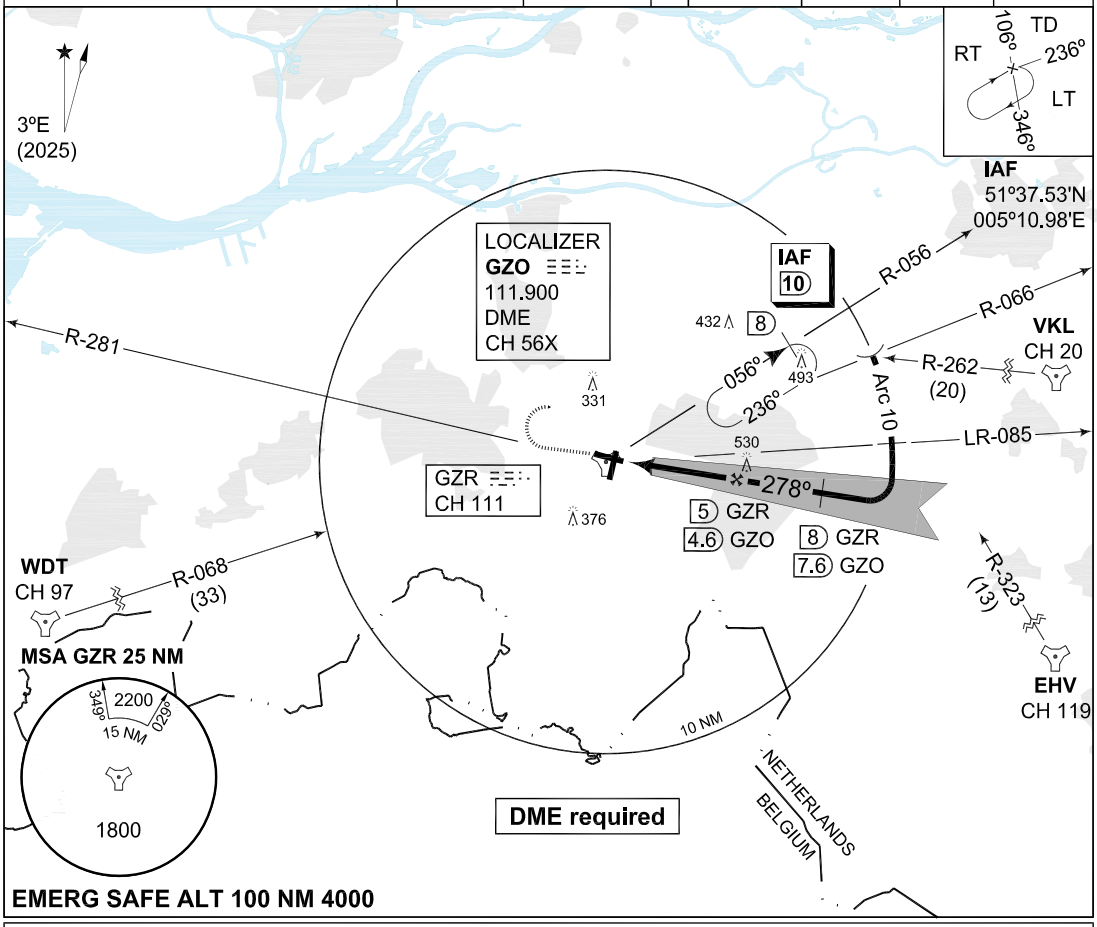
MIPS
INSTRUMENT APPROACH CHART

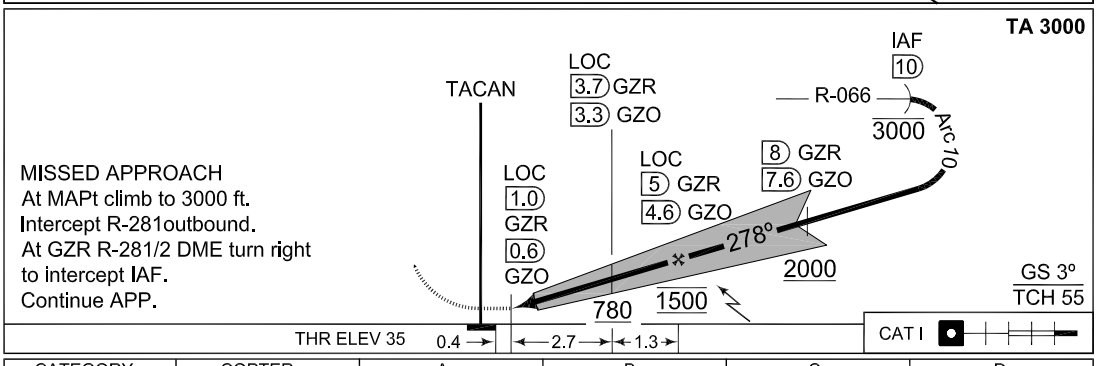
AD ELEV 49

ILS or LOC RWY 28
GILZE-RIJEN (EHGR)

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

TACAN / LOCALIZER / DME	APP COURSE	GS INTCP ALT	GS	MDA	THR ELEV	ALS	LDA
GZR CH 111/GZO 111.900/CH 56X	278°	1500 FT	3°	**SEE CAT**	35	780 m	8806 FT





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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

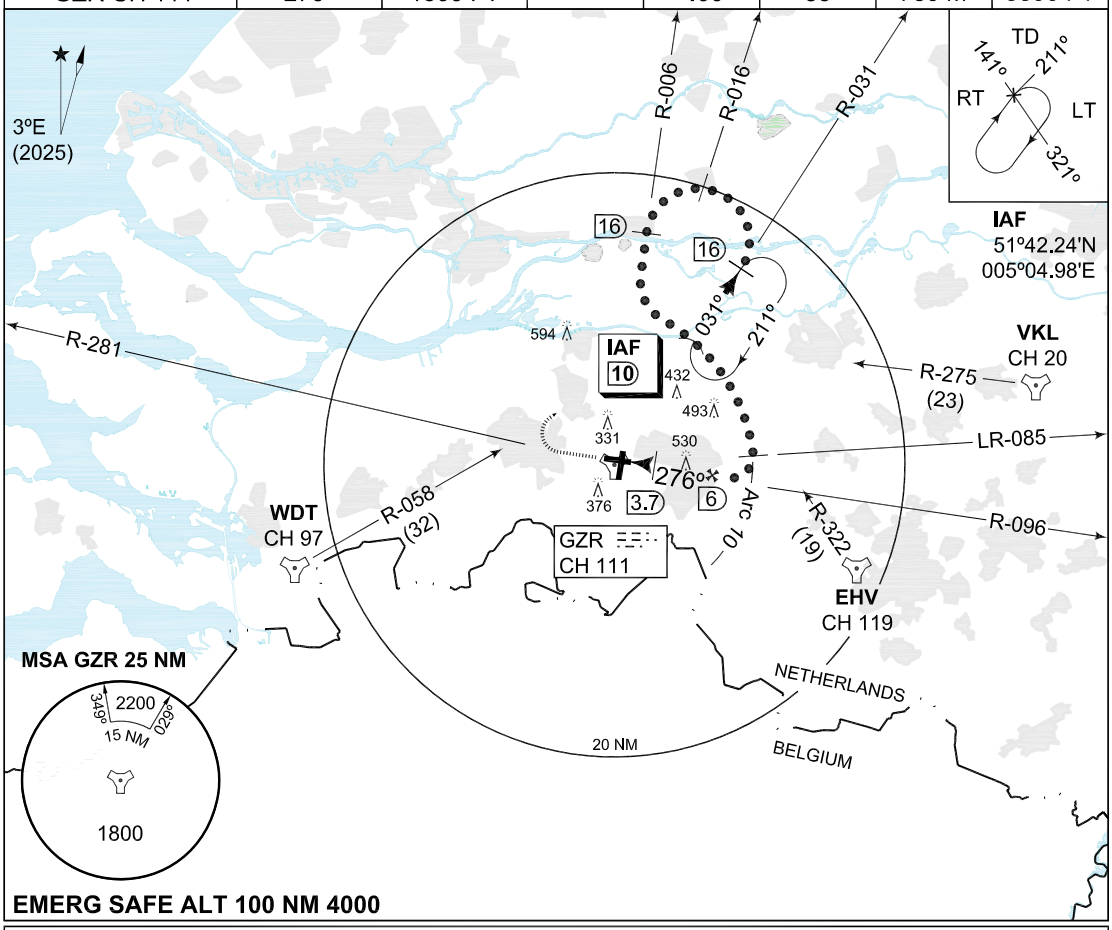
MIPS
INSTRUMENT APPROACH CHART

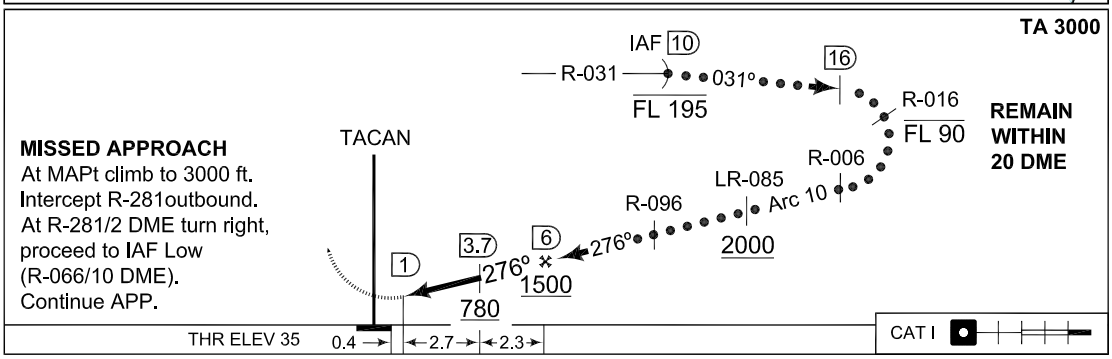
AD ELEV 49

HI-TACAN RWY 28
GILZE-RIJEN (EHGR)

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

TACAN	APP COURSE	FAF	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	276°	1500 FT		**400**	35	780 m	8806 FT





MISSED APPROACH
At MAPt climb to 3000 ft.
Intercept R-281outbound.
At R-281/2 DME turn right,
proceed to IAF Low
(R-066/10 DME).
Continue APP.

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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

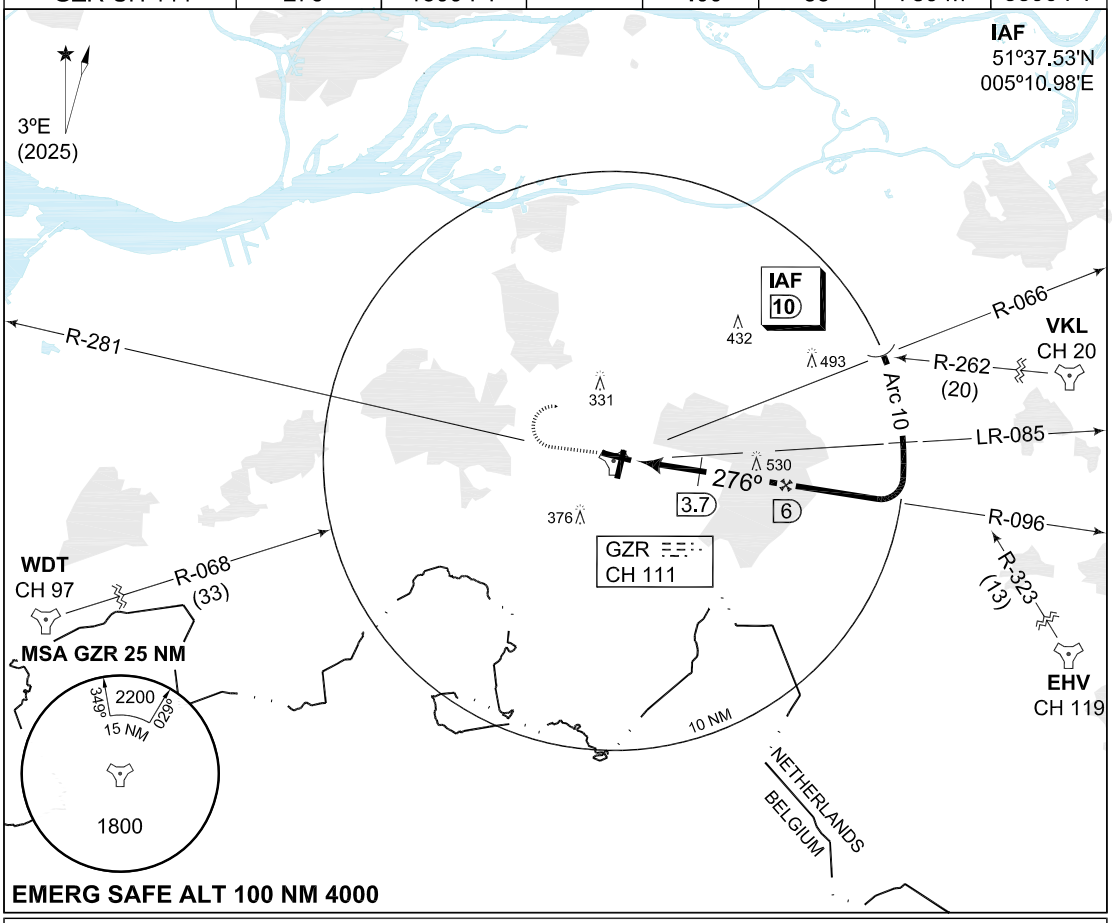
MIPS
INSTRUMENT APPROACH CHART

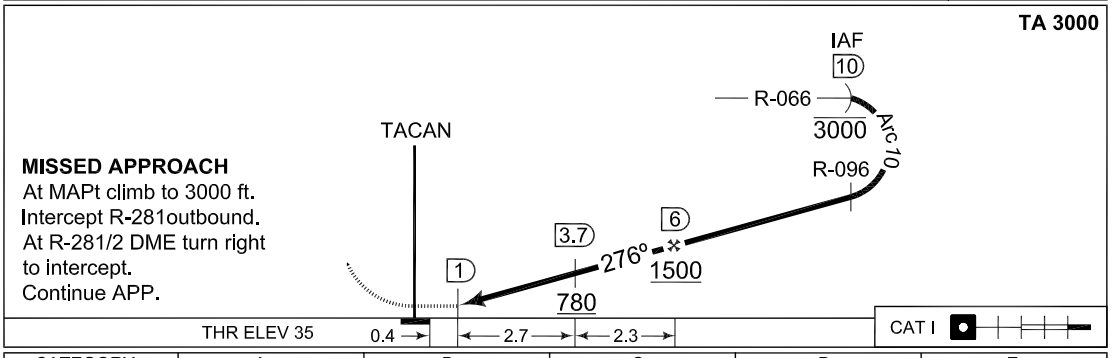
AD ELEV 49

TACAN RWY 28
GILZE-RIJEN (EHGR)

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

TACAN	APP COURSE	FAF	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	276°	1500 FT		**400**	35	780 m	8806 FT





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

CHANGES: EDITORIAL MIPS

RNLASF 16 APR 2026

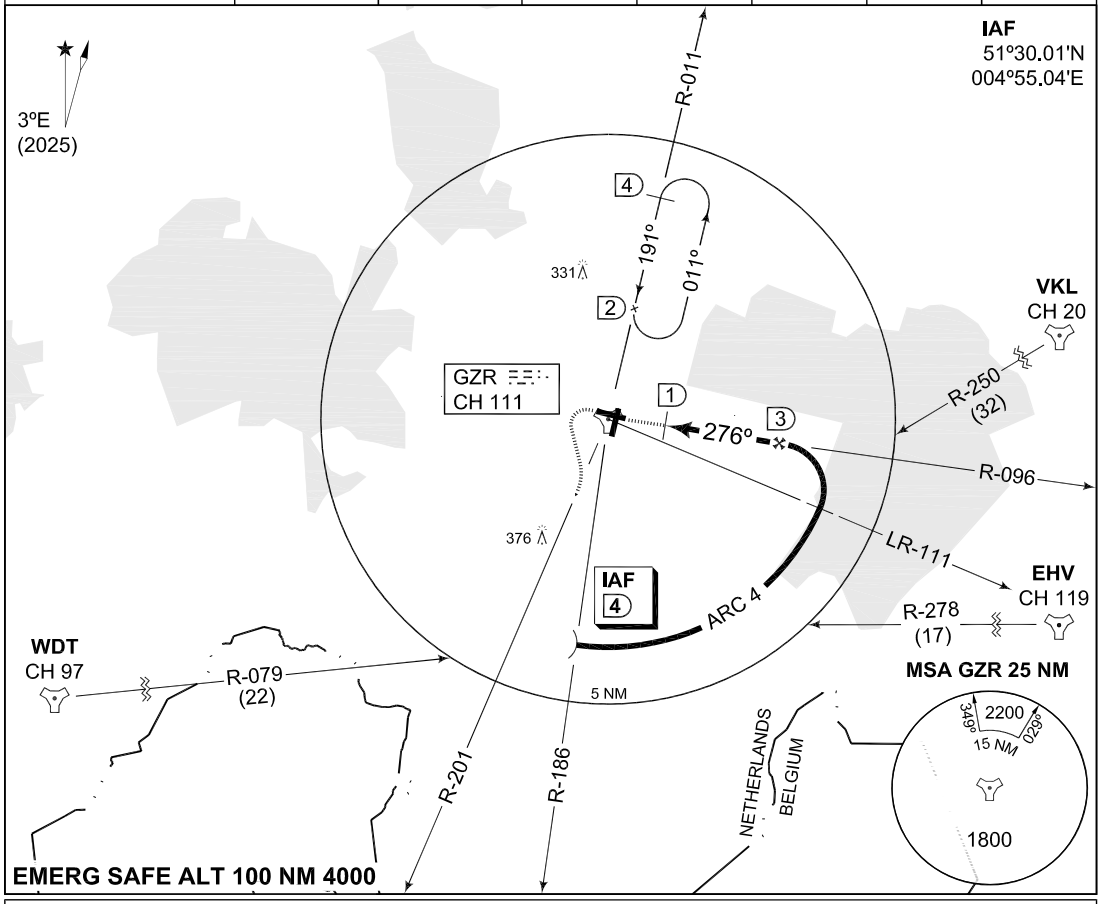
MIPS
INSTRUMENT APPROACH CHART

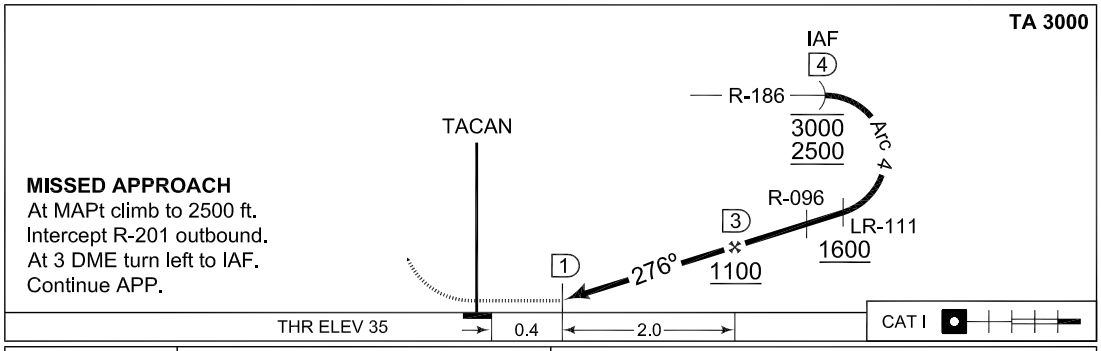
AD ELEV 49

COPTER TACAN 276
GILZE-RIJEN (EHGR)

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

TACAN	APP COURSE	FAF	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	276°	1100 FT		**420**	35	780 m	8806 FT





CATEGORY	COPTER
S-TACAN 276	**420** -400 385 (400-0.4)
CIRCLING	**540** -1900 491 (500-1.9)

CHANGES: EDITORIAL

MIPS

RNLASF 16 APR 2026

PART 3 – AERODROMES (AD)

AD 2.

AD 2. AERODROMES DE KOOY

DE KOOY

EHKD AD 2.1 Aerodrome location indicator and name

EHKD - De Kooy

EHKD AD 2.2 Geographical and administrative data

1	ARP	52°55'25"N 004°46'50"E
2	Direction and distance from city	172° MAG/2.9 NM DEN HELDER
3	Elevation/Reference temperature	+ 4 ft AMSL/19.6° C (JUL)
4	MAG VAR/Annual change	2°25'E (JAN 2025)/9.6'E
5	AD operating authority Postal address Visitors' address Telephone Airfield Manager Mon-Fri between 0700-1530 (0600-1430): ATC (AD OPR HR only): LCC (outside OPR HR): E-mail AFTN	 DHC Maritiem Vliegkamp De Kooy MPC 10A P.O. Box 8762 4820 BB Breda Rijksweg 20 1780 CA Den Helder 088 - 9563130 088 - 9583310 088 - 9583300 vva.ehkd@mindef.nl EHKDZTZX
6	Types of TFC permitted (IFR/VFR)	IFR/VFR
7	Remarks	For CIV use see AIP Netherlands For request regarding UAS operations within EHKD CTR contact RPASdeKOOY@mindef.nl

EHKD AD 2.3 Operational hours

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

EHKD AD 2.4 Handling services and facilities

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

EHKD AD 2.5 Passenger facilities

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

EHKD AD 2.6 Rescue and fire fighting services

1	AD category for fire fighting	CAT 7
2	Remarks	Nil

EHKD AD 2.7 Seasonal availability - clearing

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

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

1	Apron surface and strength	Tarmac/concrete, MIL Apron PCN 35 F/A/W/T
2	TWY width, surface and strength	TWY DELTA: Width 12 m PCN 33/F/A/W/T PCR 350/F/A/W/T TWY DELTA 1: Width 12 m PCN 38/F/A/W/T PCR 350/F/A/W/T TWY DELTA 2: Width 12 m PCN 47/F/A/W/T PCR 330/F/A/W/T TWY DELTA 2X: Width 9,5 m PCN 21/F/A/W/T PCR 248/F/A/W/T TWY DELTA 3: Width 12 m PCN 33/F/A/W/T PCR 330/F/A/W/T TWY DELTA 4: Width 12 m PCN 47/F/A/W/T PCR 330/F/A/W/T TWY LIMA: Width 12 m PCN 33/F/A/W/T PCR 330/F/A/W/T TWY LIMA NORTH: 12 m PCN not avbl PCR not avbl TWY LIMA SOUTH: 11.1 m PCN not avbl PCR not avbl TWY PAPA: Width 12 m PCN 42/F/A/W/T PCR 427/F/A/W/T
3	Altimeter checkpoint location elevation	Location 1: MIL apron (52° 55’31”N 004°47’04”E) Elevation: 2 ft AMSL Location 2: TWY LIMA (52°55’17”N 004°46’54”E) Elevation: 2 ft AMSL
4	Remarks	Dummy deck: PCN 37/R/C/W/T PCR 385/R/C/W/T Multispot: PCN 37 R/C/W/T PCR 385/R/C/W/T

EHKD AD 2.9 Surface movement guidance and control system and markings

According STANAG 3158		
1	Remarks	Nil

EHKD AD 2.10 Aerodrome obstacles

see Aerodrome Chart.

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 CLRS.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 F/A/W/T 21: 598 F/A/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	3789	3986	3789	3334	Take-off from runway extremity
	1938	2134	1938		Take-off from intersection with D3
	1503	1700	1503		Take-off from intersection with D2X
	995	1192	995		Take-off from intersection with D2
21	4184	4381	4184	3377	Take-off from runway extremity
	1894	2091	1894		Take-off from intersection with D2
	2317	2514	2317		Take-off from intersection with D2X
	2833	3030	2833		Take-off from intersection with D3
For determination of the datum line for an intersection take-off, see EHKD AD 2.23 paragrapf 6. No remaining take-off distance signs available at intersections, values available on request to ATC.					

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	Declarded 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	Declarded 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	Declarded 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	Declarded 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	Declarded 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	Declarded 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	Declarded 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	Declarded 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	Declarded 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 015/150º MAG	210º 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 Desciptor	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	-	258 (260.4)	-	1.9	-	+ 2000	-	-	RNAV1
005	TF	EDFOS	-	278 (280.7)	-	2.0	-	+ 2000	-	-	RNAV1
006	IF	EDFOS	-	-	-	-	-	+ 2000	-	-	-
007	TF	KD442	-	008 (010.6)	-	3.0		+ 2000			RNAV1
008	TF	HDR MAPt	Y	008 (010.6)	-	5.2	-	-	-	-3.00/50	RNP APCH
009	CA	-	-	008 (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 Desciptor	WPT Ident	Fly Over	Course Mag°/(T°)	Recom navaid	Dist nm	turn	Altitude (ft AMSL)	Speed (KIA S)	VPA(° TCH (ft)	NAV spec
001	IF	NOFUD	-	-	-	-	-	+ 2000	-	-	-
002	TF	KOPFA	-	031 (033.8)	-	3.0	-	+ 1200	-	-	RNAV1
003	IF	FEWEX	-	-	-	-	-	+ 2000	-	-	-
004	TF	KOPFA	-	101 (103.8)	-	3.0	-	+ 1200	-	-	RNAV1
005	IF	TAFTU	-	-	-	-	-	+ 2000	-	-	-
006	TF	KOPFA	-	321 (323.8)	-	3.0	-	+ 1200	-	-	RNAV1
007	IF	KOPFA	-	-	-	-	-	+ 1200	-	-	-
008	TF	KD445	-	031 (033.8)	2.5	2.5	-	+ 1200	-	-	RNP APCH
009	TF	THR03	Y	031 (033.8)	-	2.9	-	-	-	-3.72/50	RNP APCH
010	CA	-	-	031 (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 Desciptor	WPT Ident	Fly Over	Course Mag°/(T°)	Recom navaid	Dist nm	turn	Altitude (ft AMSL)	Speed (KIA S)	VPA(° TCH (ft)	NAV spec
001	IF	PUFLA	-	-	-	-	-	+ 2000	-	-	-
002	TF	KD451	-	121 (123.9)	-	4.5	-	+ 2000	-	-	RNAV1
003	TF	ZOJIK	-	121 (123.9)	-	3.0	-	+ 1700	-	-	RNAV1
004	IF	JOPFI	-	-	-	-	-	+ 2000	-	-	-
005	TF	ZOJIK	-	302 (304.1)	-	3.0	-	+ 1700	-	-	RNAV1
006	IF	FAFLO	-	-	-	-	-	+ 2000	-	-	-
007	TF	ZOJIK	-	212 (214.1)	-	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	-	-	212 (214.0)	-	-	-	+500	-	-	RNP APCH
012	DF	KD453	Y	-	-	-	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 Desciptor	WPT Ident	Fly Over	Course Mag°/(T°)	Recom navaid	Dist nm	turn	Altitude (ft AMSL)	Speed (KIAS)	VPA(° TCH (ft)	NAV spec
001	IF	LOCFU	-	-	-	-	-	+ 2000	-	-	-
002	TF	KD454	-	121 (123.8)	-	5.0	-	+ 1500	-	-	RNAV1
003	TF	HOXZA	-	121 (123.9)	-	2.0	-	+ 1200	-	-	RNAV1
004	IF	YOJUP	-	-	-	-	-	+ 2000	-	-	-
005	TF	HOXZA	-	302 (304.1)	-	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 appoved climb after take-off to 1000 ft. The following departures have been established.

a. Whiskey departure: proceed via Hotel to Whiskey.

b. Oscar depature: 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”N004°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 270º, 090º, 350º and 170º 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.

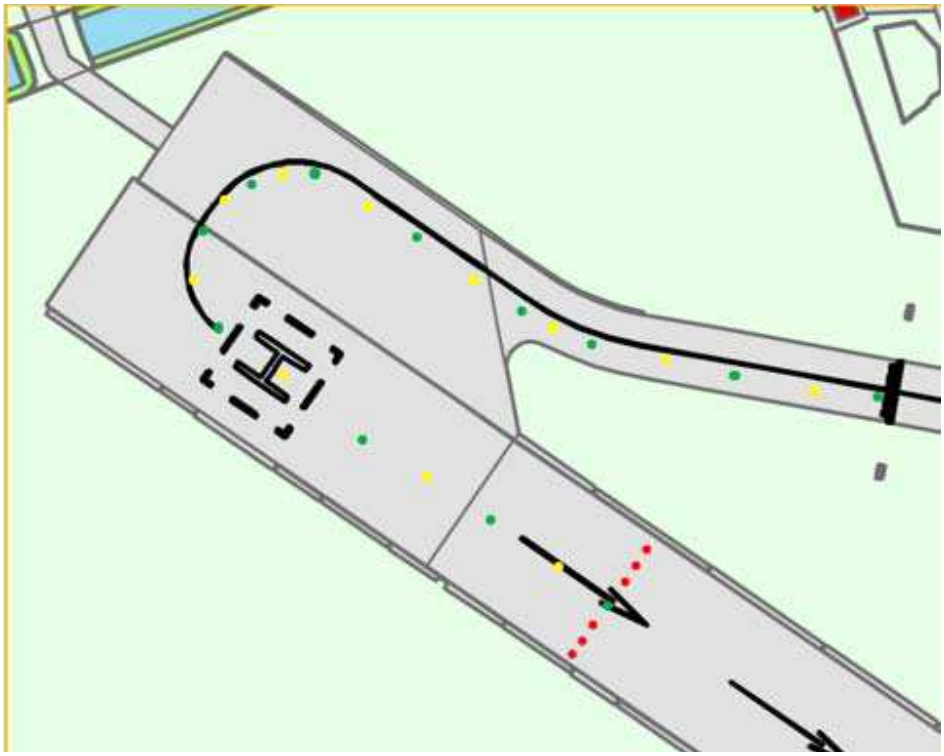
Phase	Conditions	Procedure
A	RVR $\leq$ 1500 m and/or ceiling $\leq$ 300ft	All WIP on airside will be terminated. Seperation between landing aircraft will be increased to 8 nm. No opposite runway take-off and landings.
B	RVR < 550 m	Departures only. No simultaneous ground movements.
C	RVR < 300 m	The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

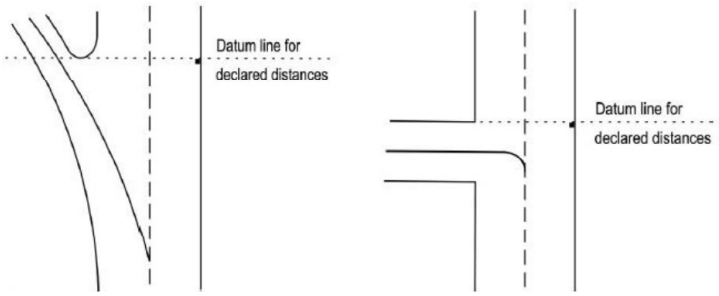
a. Inbound De Kooy for practice approaches only or full stop landing.
b. Name and phonenumber concerning person of contact.
c. Call sign and/or ACFT registration.
d. Type of ACFT.
e. DOF (Date Of Flight).
f. Aerodrome of departure.
g. ETA (Estimated Time of Arrival) at De Kooy.
h. ETD (Estimated Time 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.fdno@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)

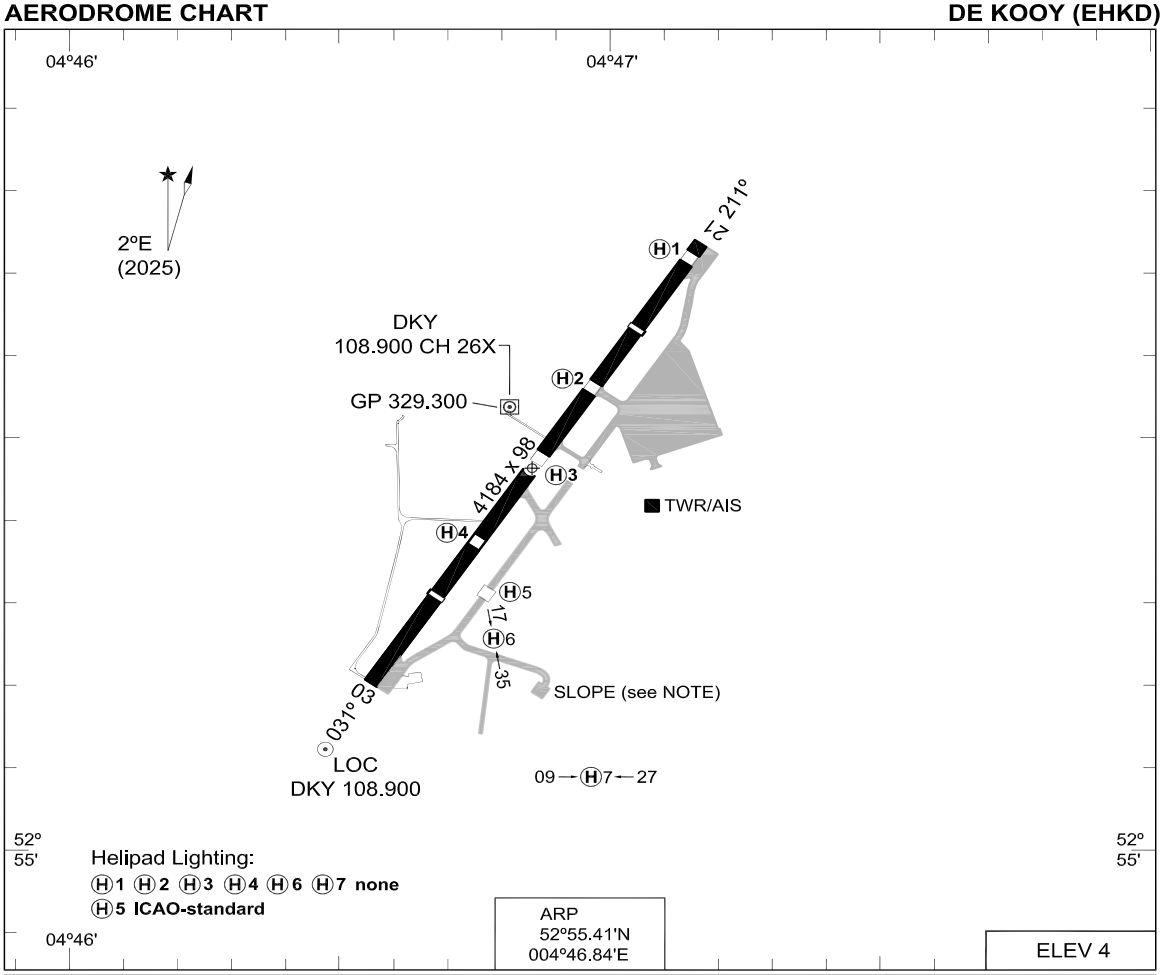
7. On the military platform are 8 parking spots located. Spot 1 – 6 with a diameter of 32m (NH90, AS32, AH64, PC7) and parking spot 7 – 8 with a diameter of 36m (CH47, C-130 and C-390). If parking spot 7 and/or 8 are not available, CH47/C-130 can be parked in the middle of spot 1,2,3 and 4.



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	21					ABH	MIPS	500-1500 498 (500-1.5/2.3)
	MIPS	03					ABH	MIPS	420-1700 417 (500-1.7/1.9)

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

CHANGES: EDITORIAL

RNLASF 16 APR 2026

LOCAL MAP

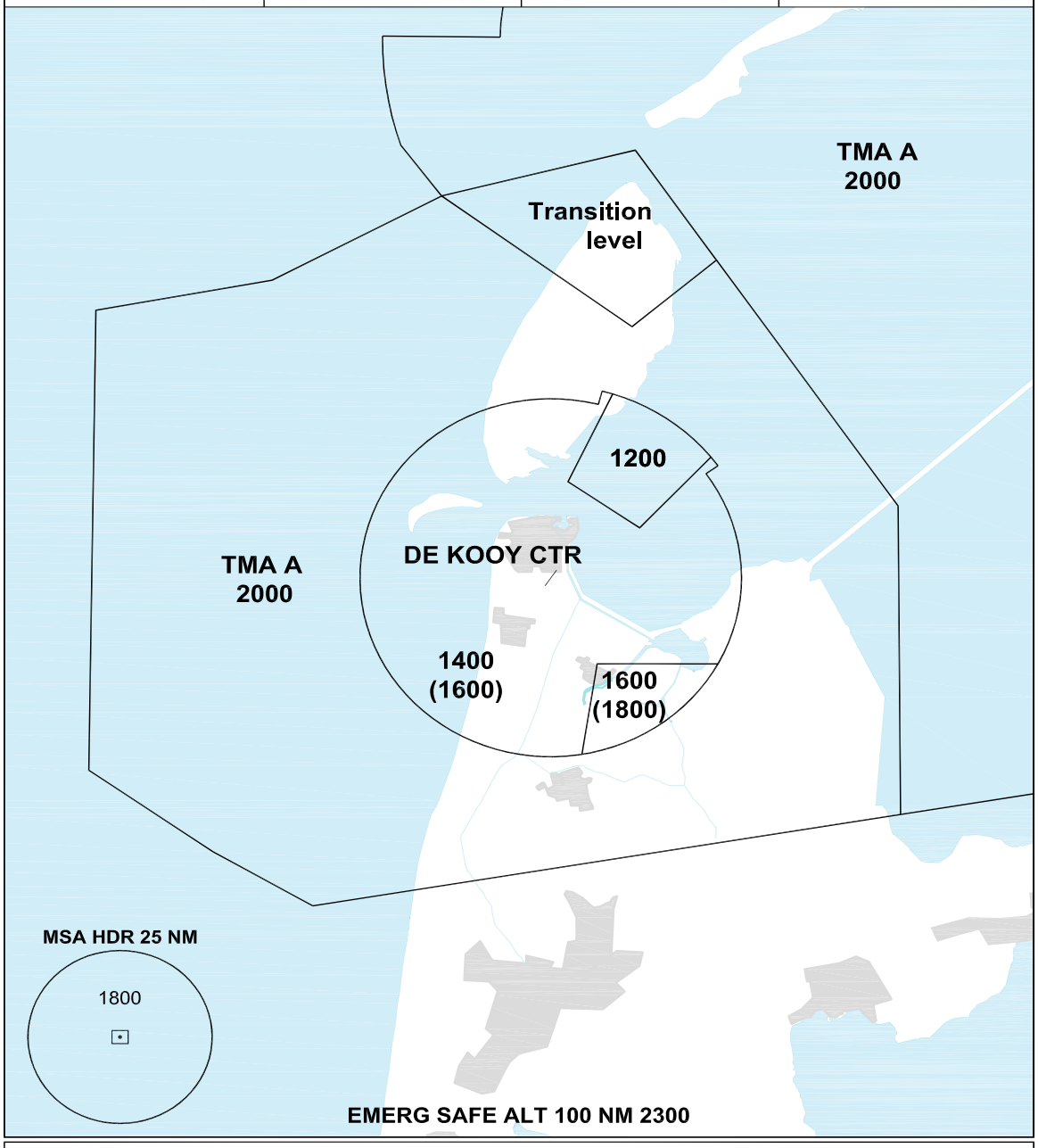

TEXEL
AD ELEV 4
FL 150
TEXEL
Zuid-Eierland
VAR 2° E (2020)
NW MILLIGEN TMA A
ABOVE AD TEXEL
B FL 195 / FL 065* / FL 065*
E 3500 AMSL
* See NOTE
Oosterend
EHR4A EHR4 FL 285 / FL 065 MSL
EHR4B 4000 AMSL MSL
Den Burg
NW MILLIGEN TMA A
B FL 195 / FL 065*
E FL 065* / 1500 AMSL
* See NOTE
EHR8A EHR8 FL 660 / FL 065 MSL
Oudeschild
WHISKEY
OSCAR
WHISKEY ARRIVAL
WHISKEY DEPARTURE
OSCAR DEPARTURE
OSCAR ARRIVAL
TMZ A
FL 195
FL 065 ① FL 045 ② 1200 AMSL ③
DEPARTURE via MIKE at ATC discretion
MIKE
WADDENZEE
CORRIDOR
DE KOOY CTR
D 3000 AMSL / GND
Marsdiep
RMZ DE KOOY (outside OPRHR CTR)
E 3000 AMSL / 1500 AMSL
G 1500 AMSL / GND
ARRIVAL via MIKE at ATC discretion
DEN HELDER
HOTEL
207
Gas venting
DEPARTURE via FOXTROT at ATC discretion
RWY 03/21
PAPI 3°
MEHT 50 FT
Den Oever
FOXTROT
Hippolytushoef
673
ARRIVAL via FOXTROT at ATC discretion
BRAVO
ECHO ARRIVAL
NOORDKOP G
571
DEN HELDER / HDR
(115.550) / CH102 Y
525424.7N 0044556.6E
0
Julianadorp
Breezand
ROMEO
Gas venting
Amstel-meer
ECHO
LOW FLYING AREA
GLV XI (MIL)
150 AGL
GND
ECHO DEPARTURE
578
Anna Paulowna
Callantsoog
Kanaal
Wieringerwerf
574
381
591
640
ZULU DEPARTURE
ZULU ARRIVAL
NORTH SEA
ZULU
604
MIDDENMEER
Midden-meer
Schagen
Noordhollandsch
SCHIPHOL TMA 1
A FL 095 / 1500 AMSL
Winkel
Gas venting
004° 40'E
004° 45'
004° 50'
004° 55'
005° 00'E
53° 05' N
53° 00'
52° 55'
52° 50'
52° 45' N

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

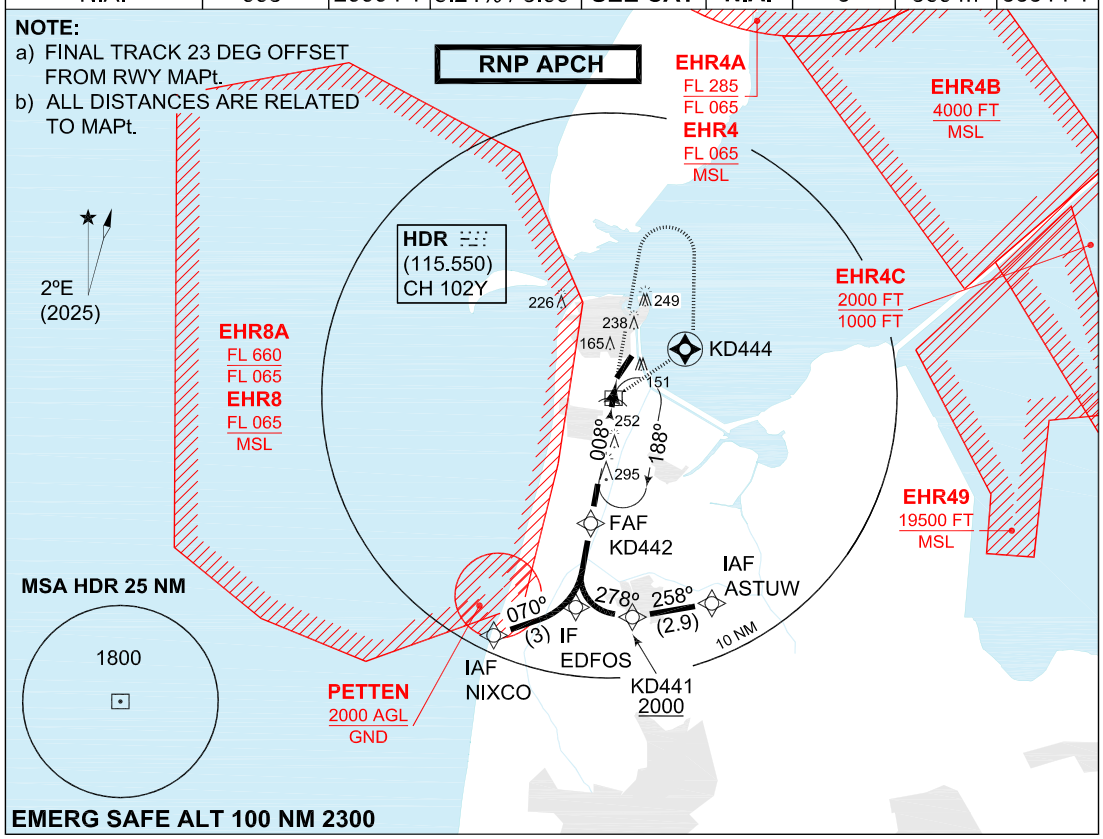
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 4

RNP Z RWY 03
DE KOOY (EHKD)

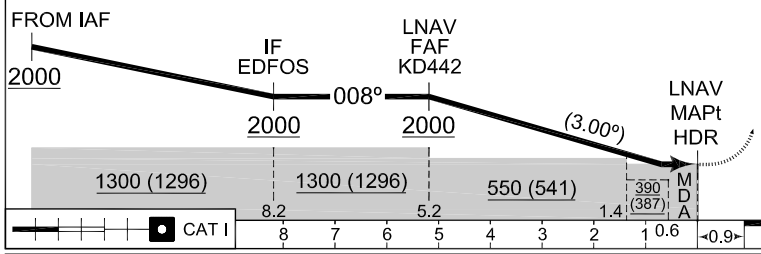
DUTCH MIL	DE KOOY ARRIVAL	DE KOOY TWR	GND CTL	ATIS*
259.250 128.355	372.150 124.230	379.750 120.130	379.750 121.730	133.010

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

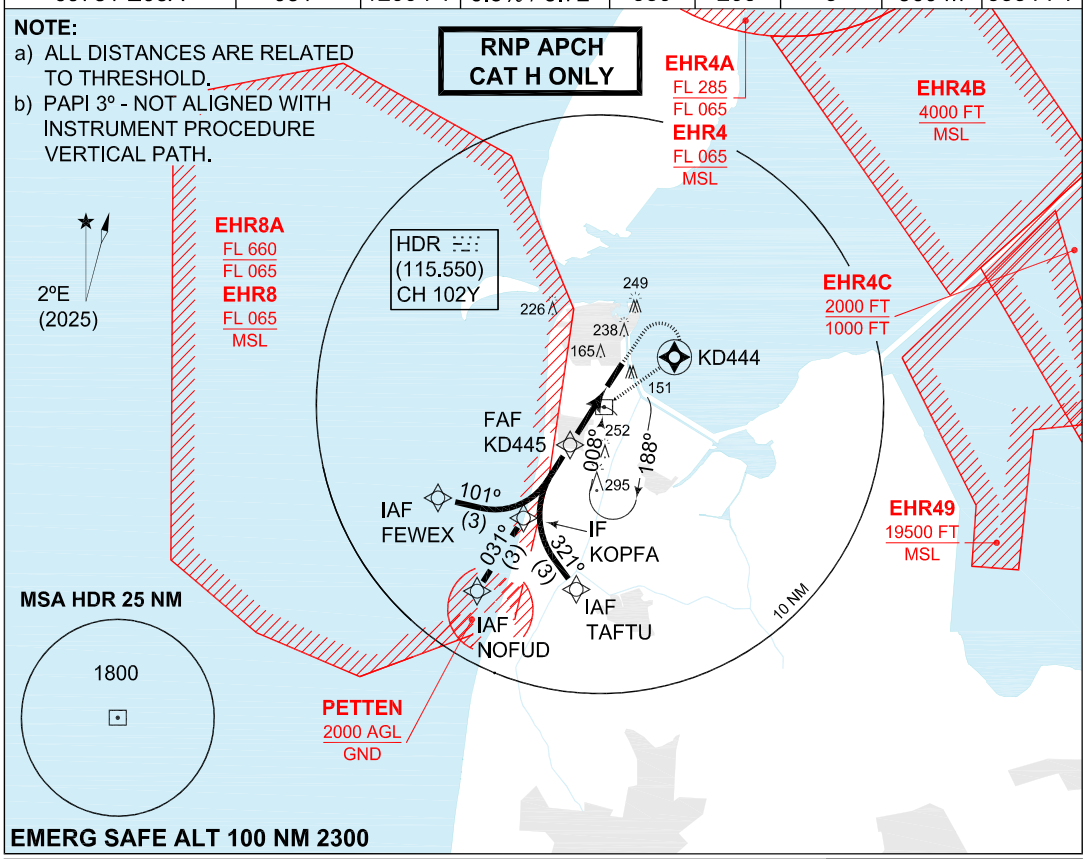
MIPS
INSTRUMENT APPROACH CHART

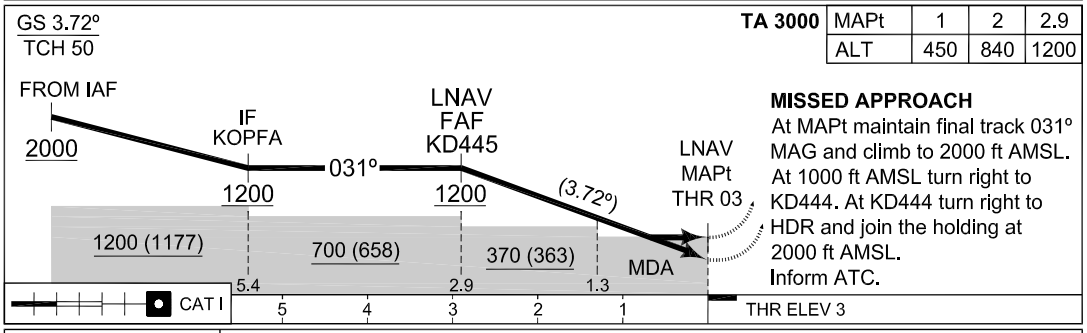
AD ELEV 4

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)
	DA(H) LNAV / VNAV	**244** -1000 241 (300-1.0/1.6)
	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

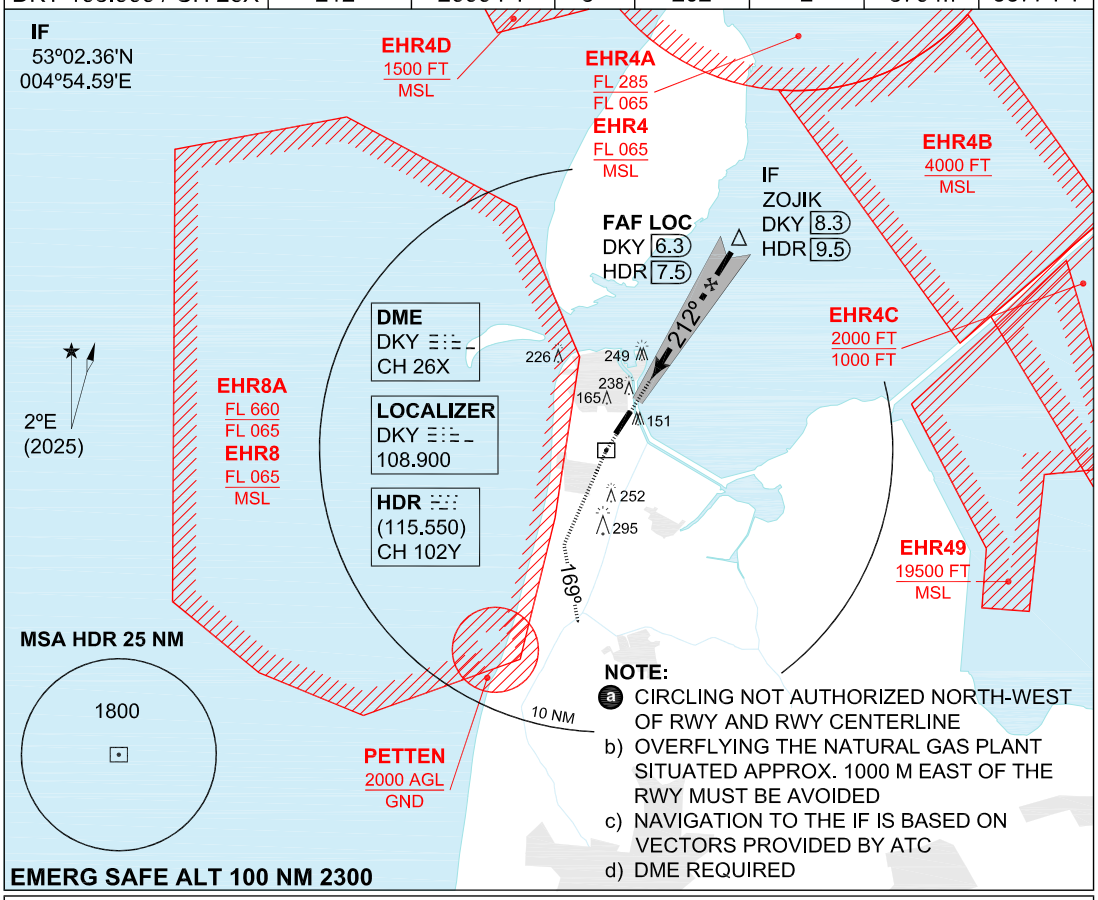
MIPS
INSTRUMENT APPROACH CHART

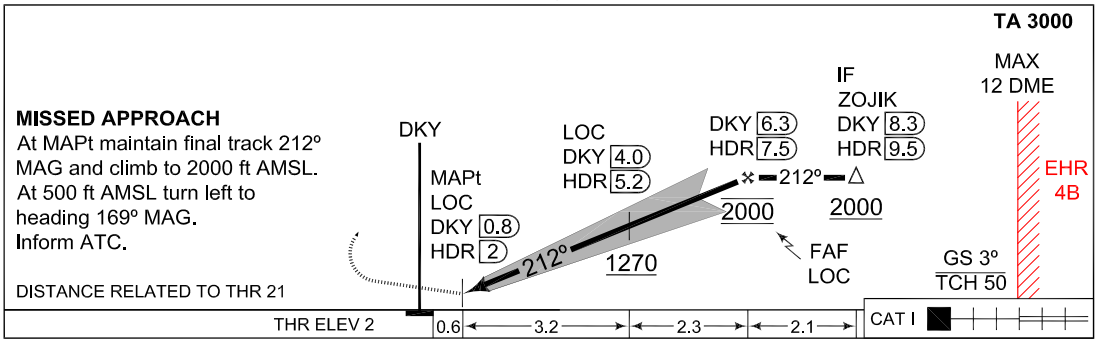
ILS or LOC RWY 21
DE KOOY (EHKD)

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

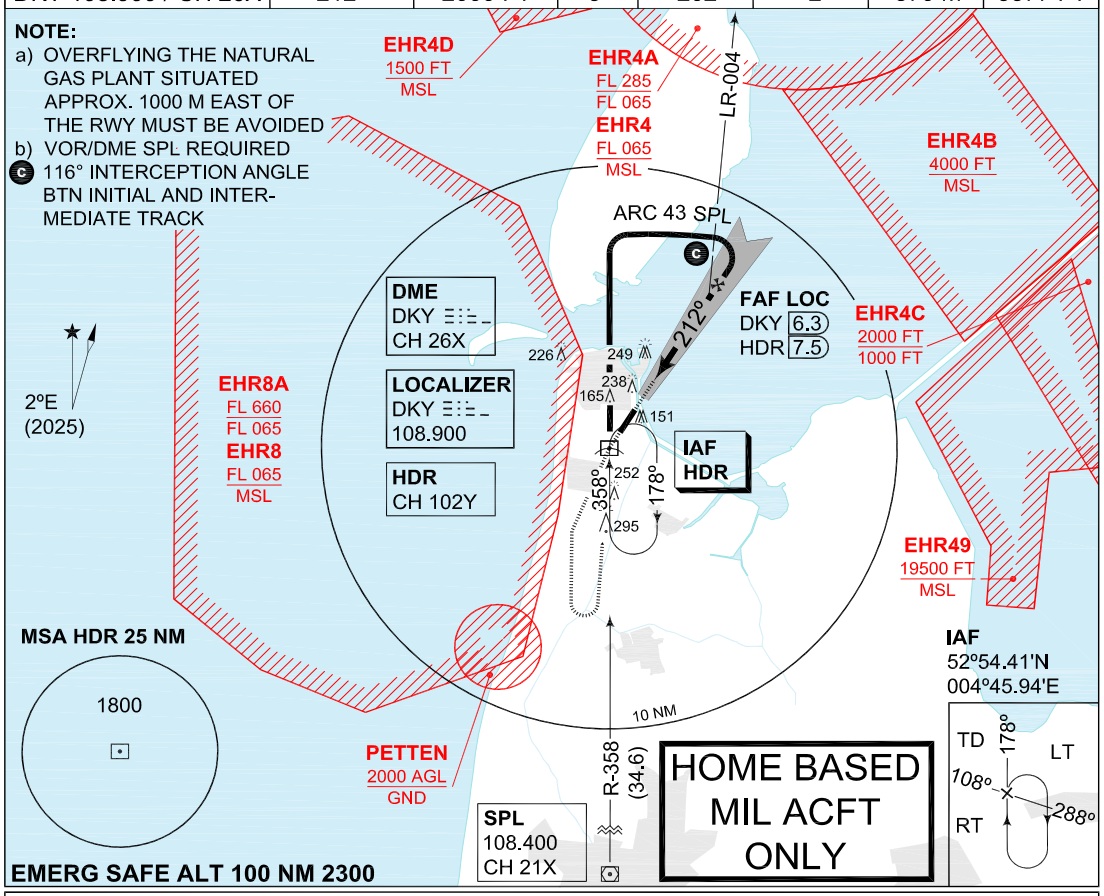
MIPS
INSTRUMENT APPROACH CHART

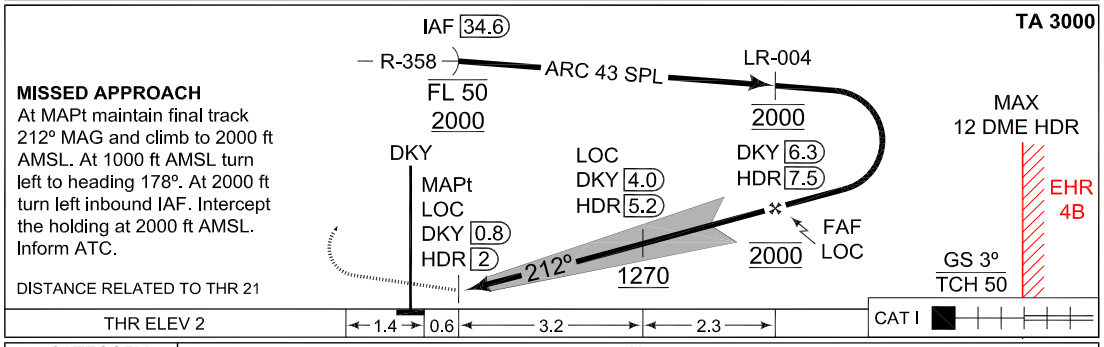
AD ELEV 4

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





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

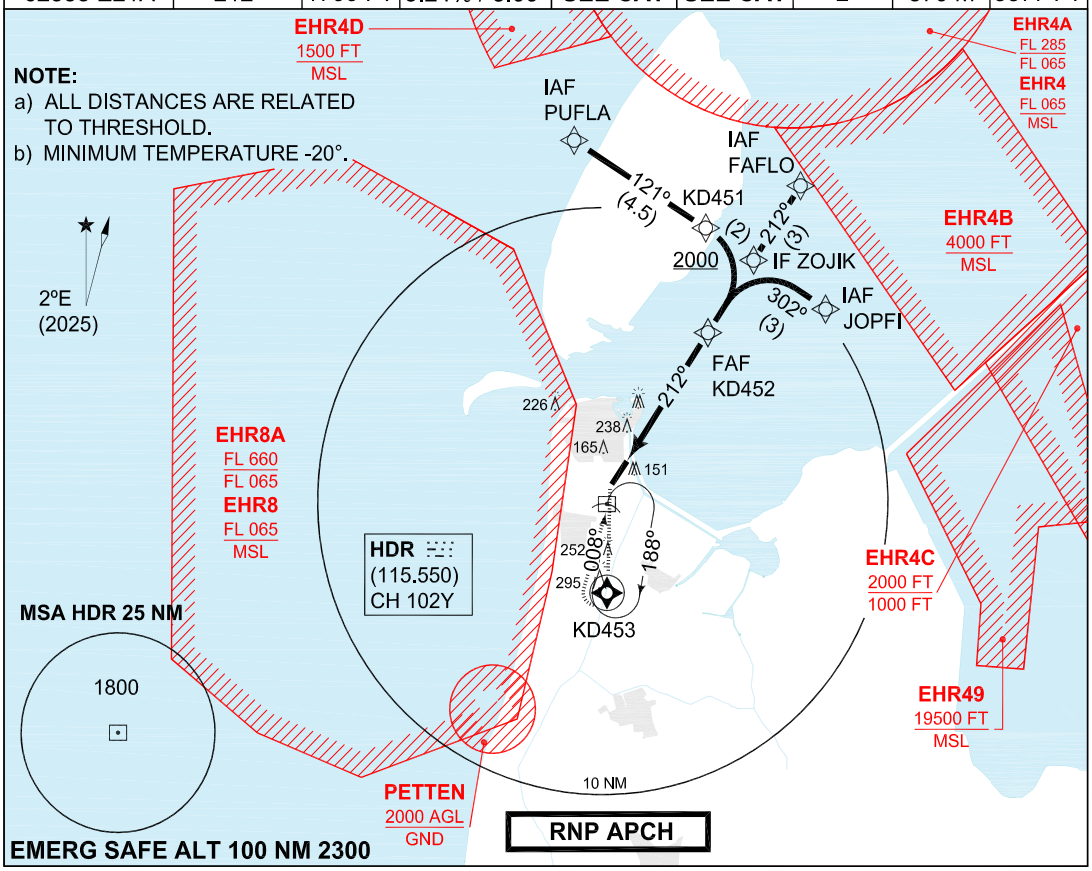
MIPS
INSTRUMENT APPROACH CHART

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

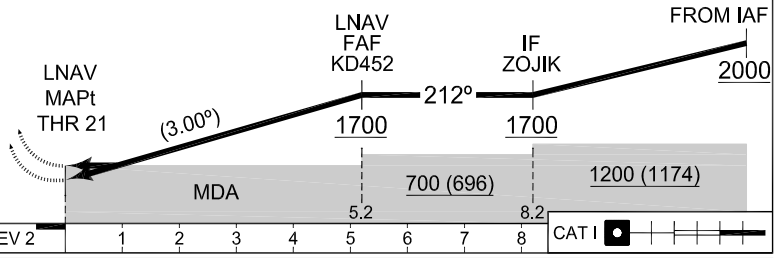


MAPt	1	2	3	4	5	5.2
ALT	370	690	1010	1330	1650	1700

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

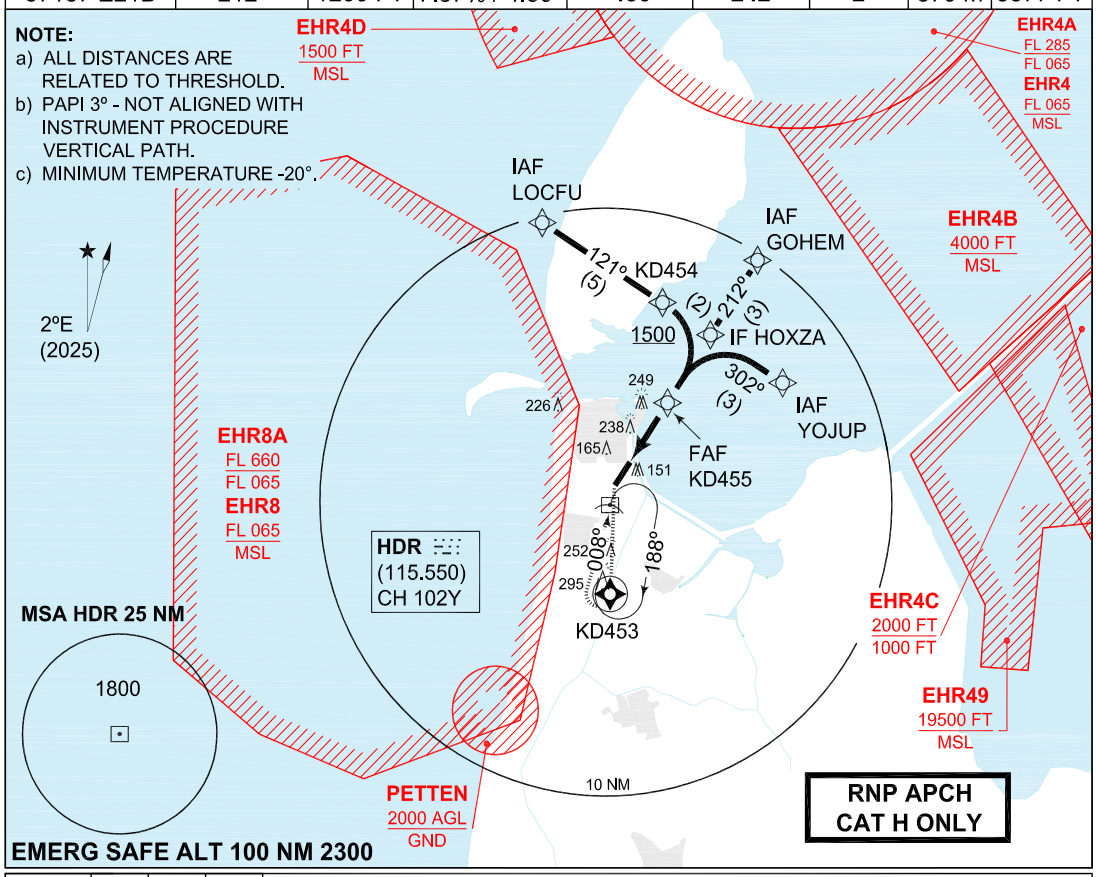
MIPS
INSTRUMENT APPROACH CHART

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

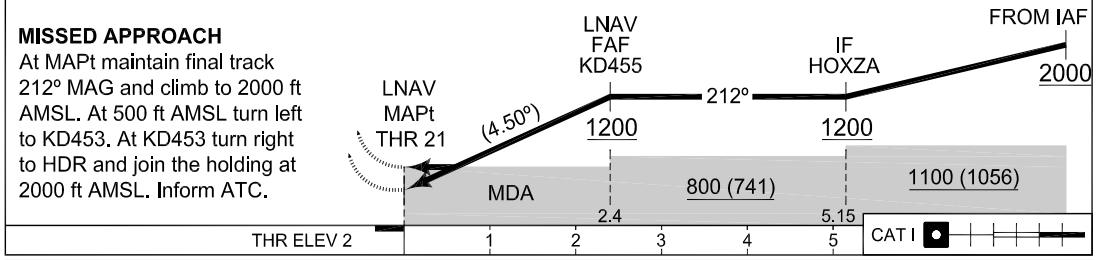


MAPt	1	2	2.4
ALT	540	1030	1200

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