

**PART 3 – AERODROMES (AD)**

**AD 2.**

**AD 2. AERODROMES  
LEEWARDEN**

## LEEWARDEN

### EHLW AD 2.1 Aerodrome location indicator and name

EHLW Leeuwarden

### EHLW AD 2.2 Geographical and administrative data

1	ARP	53°13'30.98"N 005°45'09.12"E
2	Direction and distance from city	325° MAG/2 NM LEEWARDEN
3	Elevation/Reference temperature	+ 3 ft AMSL/20.5° C (AUG)
4	MAG VAR/Annual change	2° 44'E (JAN 2025)/10'E
5	AD operating authority Postal address  Visitors' address  Telephone Telefax AFTN	RNLASF Vliegbasis Leeuwarden MPC 80A P.O. Box 8762 4820 BB Breda Keegsdijkje 7 8919 AK Leeuwarden +31(0)58 2346911 +31(0)58 2346982 EHLWZTZX
6	Types of TFC permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

### EHLW AD 2.3 Operational hours

1	AD OPR HR	MON/FRI 0700/1530 (0600/1430)
2	Customs and immigration	45 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	HO
10	Security	HO
11	De-icing	HO
12	Remarks	PPR 24 HRS See 2.23

### EHLW AD 2.4 Handling services and facilities

1	Cargo-handling facilities	Yes
2	Fuel/oil types	F-34, H-515, H-537, O-133, O-142, O-147, O-148, O-149, O-153, O-155, O-156, O-157, O-158, O-190, O-192
3	Fuelling facilities/capacity	No limitations
4	Oxygen	LHOX, LOX
5	De-icing facilities/type	S-738, S-742
6	Starting units	DSA 150, DSA 600, FC 15, FC 30, JAS, EC 3500
7	Hangar space for visiting ACFT	No
8	Repair facilities	F16, F35
9	Remarks	Nil

### EHLW AD 2.5 Passenger facilities

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

### EHLW AD 2.6 Rescue and fire fighting services

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

### EHLW 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

**EHLW AD 2.8 Aprons, taxiways and check locations/positions data**

1	Apron surface and strength	Concrete, Three areas along southern TWY. PCN: South 1 44 R/C/W/T South 2 44 R/C/W/T South 3 30 R/C/W/T One area along northern TWY. PCN: North 39 R/C/W/T
2	TWY width, surface and strength	Width 39 ft tarmac/concrete, PCN: North 69 F/B/W/T East 75 F/B/W/T South 75 F/B/W/T West 65 F/B/W/T
3	Remarks	Obstacle, due to installation of the M.A.A.S. (and orange shelter), 56 ft from taxiway centreline at intersection C and 59 ft from taxiway centreline at intersection B Southside. Maximum allowed wingspan is 98 ft (30m) for both intersections.

**EHLW AD 2.9 Surface movement guidance and control system and markings**

According STANAG 3158		
1	Remarks	Nil

**EHLW AD 2.10 Aerodrome obstacles**

See Aerodrome Chart
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**EHLW AD 2.11 Meteorological information provided**

1	Associated MET Office	Leeuwarden
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 EHLW 058-2346056 or mail LW.Meteo@mindef.nl Tel JMG 0164-693111 or mail JMG.WX.PLANNING@mindef.nl

## EHLW 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: 23 64 F/B/W/T (Stopway 23 24 F/B/W/T) 05 64 F/B/W/T (Stopway 05 24 F/B/W/T) 27 52 F/B/W/T 09 52 F/B/W/T
4	Remarks	RWY 09/27 no Touchdown Zone Marking and Aiming Point Marking available. RWY 23/05 no SWY-marking available on both SWYs. RWY-distance markers provide distance available till RWY end (SWY excluded). RWY 27/07 no Touchdown Zone marking Aiming Point marking available.

## EHLW AD 2.13 Declared distances

See Aerodrome Chart. Values in ft.
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## EHLW AD 2.14 Approach and runway lighting

According STANAG 3316		
1	Approach lighting	RWY 23: CAT I. 720 m RWY 05: CAT I. 660 m RWY 27: Nil RWY 09: Nil
2	RWY lighting	RWY 05/23 VHI/VCL, RWY 09/27 VHI
3	PAPI	Situated on the left side of RWY 23 and RWY 05
4	Remarks	RWY 23/05 RWY-end installed at end of the SWY. Beginning of SWY should be considered as RWY-end, due to low PCN of SWY (24). SWY is marked with red SWY edge lights.

## EHLW 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

### EHLW AD 2.16 Helicopter landing area

1	Location	200 m Northeast of TWR. See Aerodrome Chart.
2	Marking	Daylight marking
3	Lighting	No
4	Remarks	Nil

### EHLW AD 2.17 Air traffic services airspace

1	Designation and lateral limits	Leeuwarden control zone 53°20'10.90"N 005°52'29.80"E; 53°21'38.51"N 005°56'03.02"E; 53°16'41.94"N 006°01'42.19"E; 53°15'14.48"N 005°58'09.16"E; along clockwise arc (radius 8 NM, centre 53°13'30.98"N 005°45'09.12"E) to 53°06'50.46"N 005°37'51.08"E; 53°05'22.29"N 005°34'19.67"E; 53°10'17.48"N 005°28'38.65"E; 53°11'45.80"N 005°32'10.23"E; along clockwise arc (radius 8 NM, centre 53°13'30.98"N 005°45'09.12"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 Leeuwarden TWR. English
5	Transition altitude	IFR: 3000 ft AMSL; VFR: 3500 ft AMSL
6	Remarks	Nil

### EHLW 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	Leeuwarden Tower	120.705 <sup>*)</sup> 122.100 344.850 <sup>*)</sup> 257.800	HO	* <sup>*)</sup> Primary FREQ  Radar equipped  Through APP
GND CTL	Leeuwarden Ground	362.525	HO	
APP	RAPCON North	132.030 <sup>*)</sup> 284.475 <sup>*)</sup>	HO	
RADAR	Leeuwarden Arrival	132.030 339.700	HO	

## EHLW 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	LWD	CH 94X	H24	53°13'25.08"N 005°45'06.64"E	150 NM/60000 ft	FREQ pro- tected
ILS 05 LOCALIZER	LWZ	111.750	HO	53°13'59.14"N 005°46'17.18"E		
GLIDEPATH		333.350	HO	53°13'17.66"N 005°44'27.50"E		
DME 05		CH 54Y	HO	53°13'17.66"N 005°44'27.50"E		
ILS 23 LOCALIZER	LWO	111.750	HO	53°13'04.37"N 005°44'04.89"E		
GLIDEPATH		333.350	HO	53°13'50.75"N 005°45'46.46"E		
DME 23		CH 54Y	HO	53°13'50.75"N 005°45'46.46"E		
ILS 09 LOCALIZER	WOL	109.750	HO	53°13'42.54"N 005°46'20.19"E		
GLIDEPATH		333.050	HO	53°13'39.59"N 005°44'43.45"E		
DME 09		CH 34Y	HO	53°13'39.59"N 005°44'43.45"E		
ILS 27 LOCALIZER	LOB	109.750	HO	53°13'42.90"N 005°44'16.77"E		
GLIDEPATH		333.050	HO	53°13'39.38"N 005°45'54.62"E		
DME 27		CH 34Y	HO	53°13'39.38"N 005°45'54.62"E		

## EHLW AD 2.20 Local traffic regulations

### Glider- and Light ACFT flying

Gliderflying outside OPR HR SR/SS.

## EHLW AD 2.21 Noise abatement procedures

### Special rules for visiting jet ACFT:

a. APPROACHING:

- normal circuit procedures, except R/H circuits for RWY 23 and 27;
- jet ACFT full-stop landings only;
- practice diversions may only be executed by ACFT on IF-training missions.

## b. DEPARTING:

- after take off climb ASAP to at least 1000 ft AGL;
- (if possible) use of afterburner to be terminated before reaching Marssum (end of RWY 23) or Jelsum (end of RWY 05);
- low level departures: after take off straight ahead to at least 1500 ft AGL before turning on course;
- high level departures: only SIDs are allowed;
- afterburner climbouts are not permitted.

## EHLW AD 2.22 Flight procedures

### IFR procedures

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

RNP Y approach RWY 05

Serial Number	Path Descriptor	WPT Ident	Fly Over	Course Mag°/(T°)	Recom navaid	Dist nm	turn	Altitude (ft AMSL)	Speed (KIAS)	VPA(° TCH (ft)	NAV spec
001	IF	DUTCU	-	-	-	-	-	+ 1500	-	-	-
002	TF	BOCOC	-	142 (145)	-	3	-	+ 1500	-	-	RNAV1
003	IF	TOHAR	-	-	-	-	-	+ 1500	-	-	-
004	TF	BOCOC	-	053 (055)	-	3	-	+ 1500	-	-	RNAV1
005	IF	VEFKI	-	-	-	-	-	+ 1500	-	-	-
006	TF	BOCOC	-	322 (325)	-	3	-	+ 1500	-	-	RNAV1
007	IF	BOCOC	-	-	-	-	-	+ 1500	-	-	-
008	TF	LW444	-	053 (055)	-	3	-	+ 1500	-	-	RNP APCH
009	TF	THR05	Y	053 (055)	-	3.7	-	-	-	-3.72/50	RNP APCH
010	CA	-	-	053 (055)	-	-	-	+1200	-	-	RNP APCH
011	DF	DUTCU	-	-	-	-	L	+ 1500	-	-	RNP APCH

## FAS data block – RNP Y RWY 05

Input data	
Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHLW
Runway	05
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Y
Reference Path Data Selector	0
Reference Path Identifier	E05A
LTP/FTP Latitude	531308.9900N
LTP/FTP Longitude	0054416.0400E
LTP/FTP Ellipsoidal Height (metres)	42.6
FPAP Latitude	531358.5755N
Delta FPAP Latitude (seconds)	49.5855
FPAP Longitude	0054615.8275E
Delta FPAP Longitude (seconds)	119.7875
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 17 0C 08 05 05 C8 00 01 35 30 05 FC D4 D6 16 50 5F 76 02 AA 15 63 83 01 D7 A7 03 F4 01 74 01 64 00 C8 AF 28 A6 73 8E
Calculated CRC Value	28A6738E
Supplied CRC Value	28A6738E
Comparison Result	OK

Required Additional Data	
ICAO Code	LW
LTP/FTP Orthometric Height (metres)	1.2

NOTE: EUROCONTROL FAS DB tool Version 3.2.0

## RNP Y approach RWY 23

Serial Number	Path Descriptor	WPT Ident	Fly Over	Course Mag°/(T°)	Recom navaid	Dist nm	turn	Altitude (ft AMSL)	Speed (KIAS)	VPA(° TCH (ft)	NAV spec
001	IF	IPCOL	-	-	-	-	-	+ 1500	-	-	-
002	TF	LIWOB	-	143 (145)	-	3	-	+ 1500	-	-	RNAV1
003	IF	XOZEP	-	-	-	-	-	+ 1500	-	-	-
004	TF	LIWOB	-	233 (235)	-	3	-	+ 1500	-	-	RNAV1
005	IF	RACLE	-	-	-	-	-	+ 1500	-	-	-
006	TF	LIWOB	-	323 (325)	-	3	-	+ 1500	-	-	RNAV1
007	IF	LIWOB	-	-	-	-	-	+ 1500	-	-	-
008	TF	LW434	-	233 (235)	-	3	-	+ 1500	-	-	RNP APCH
009	TF	THR23	Y	233 (235)	-	3.7	-	-	-	-3.72/50	RNP APCH
010	CA	-	-	233 (235)	-	-	-	+ 1200	-	-	RNP APCH
011	DF	IPCOL	-	-	-	-	R	+ 1500	-	-	RNP APCH

## FAS data block – RNP Y RWY 23

Input data	
Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHLW
Runway	23
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Y
Reference Path Data Selector	0
Reference Path Identifier	E23A
LTP/FTP Latitude	531352.9500N
LTP/FTP Longitude	0054602.2300E
LTP/FTP Ellipsoidal Height (metres)	42.5
FPAP Latitude	531304.5415N
Delta FPAP Latitude (seconds)	-48.4085
FPAP Longitude	0054405.3015E
Delta FPAP Longitude (seconds)	-116.9285
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 17 0C 08 05 17 C8 00 01 33 32 05 6C 2C D8 16 EC 9C 79 02 A9 15 CF 85 FE 7F 6E FC F4 01 74 01 64 00 C8 AF 56 6E 17 51
Calculated CRC Value	566E1751
Supplied CRC Value	566E1751
Comparison Result	OK

Required Additional Data	
ICAO Code	EH
LTP/FTP Orthometric Height (metres)	1.2

NOTE: EUROCONTROL FAS DB tool Version 3.2.0

### VFR procedures

#### CONVENTIONAL ACFT:

Join R/H - or L/H baseleg for RWY in use as directed by ATC.

#### LIGHT ACFT/HEL:

Join circuit from the south at 600 ft. This altitude is to be reached at a distance of at least 5 NM from the AD. Departure from the AD to be carried out in a southern direction at 600 ft. In both the landing pattern and after take off RWYs 05/23 and 09/27 are not to be crossed.

### EHLW 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.fdns@mindef.nl

AFTN: EHMCZPZX

avbl H24

PPR 24 HRS: for Prior Permission Request contact:

Leeuwarden AB

Operational Centre

Tel: +31(0)58 2346004/6006

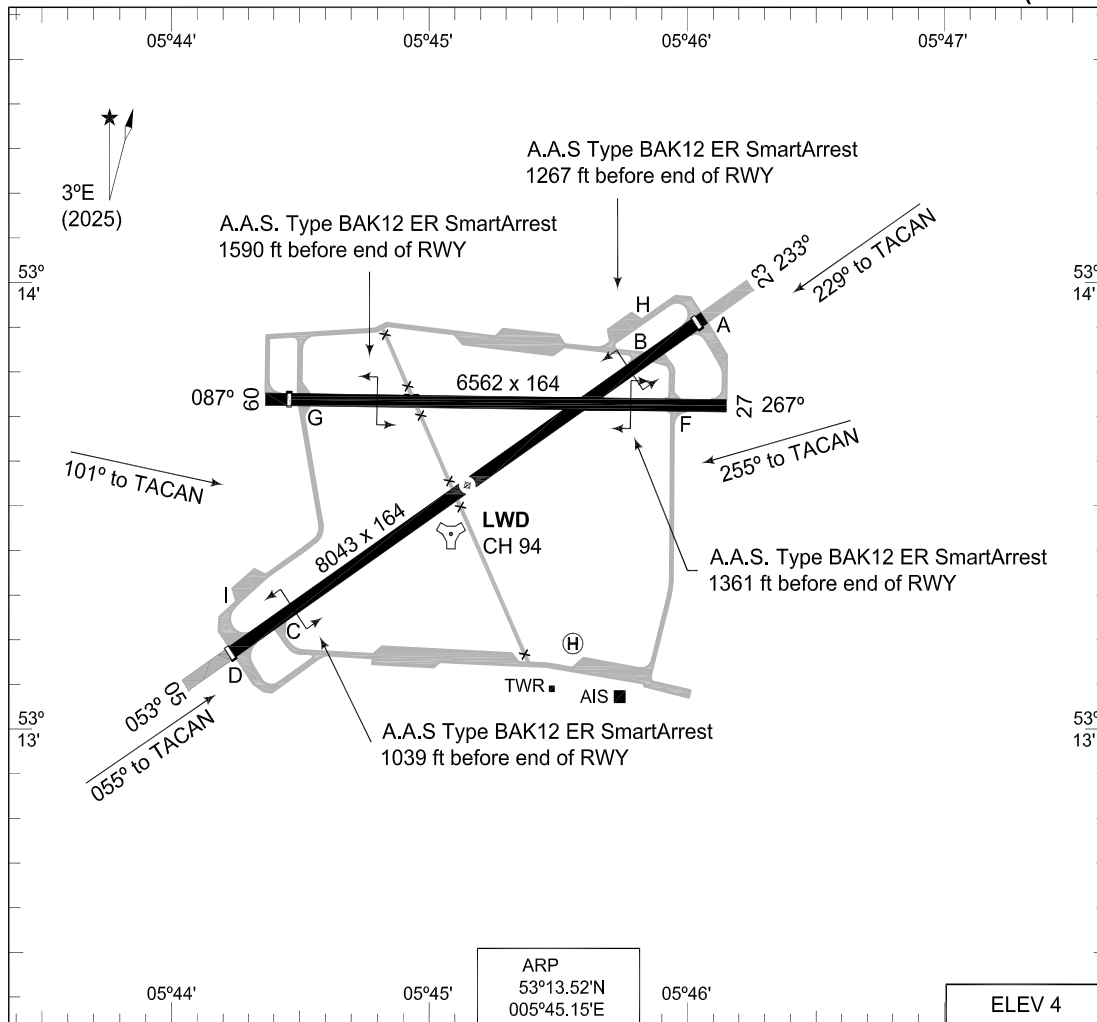
E-mail: LW.IPCC.Daily.Ops@mindef.nl

## EHLW AD 2.24 Charts related to an aerodrome

	Aerodrome Chart	EHLW AD 2-12
	Local map	EHLW AD 2-13
	MVA chart	EHLW AD 2-14
	Aerodrome obstacle chart RWY 05-23	EHLW AD 2-15
	Aerodrome obstacle chart RWY 09-27	EHLW AD 2-16
	Instrument departure chart LW1	EHLW AD 2-17
	Instrument departure chart LW3	EHLW AD 2-18
	Instrument departure chart LW5	EHLW AD 2-19
	Instrument departure chart LW7	EHLW AD 2-20
	Instrument approach chart ILS or LOC RWY 05	EHLW AD 2-21
	Instrument approach chart HI-TACAN RWY 05	EHLW AD 2-22
	Instrument approach chart TACAN RWY 05	EHLW AD 2-23
	Instrument approach chart COPTER ILS or LOC 053	EHLW AD 2-24
	Instrument approach chart COPTER TACAN 055	EHLW AD 2-25
	Instrument approach chart RNP Z RWY 05	EHLW AD 2-26
	Instrument approach chart RNP Y RWY 05	EHLW AD 2-27
	Instrument approach chart ILS or LOC RWY 09	EHLW AD 2-28
	Instrument approach chart HI-TACAN RWY 09	EHLW AD 2-29
	Instrument approach chart TACAN RWY 09	EHLW AD 2-30
	Instrument approach chart ILS or LOC RWY 23	EHLW AD 2-31
	Instrument approach chart HI-TACAN RWY 23	EHLW AD 2-32
	Instrument approach chart TACAN RWY 23	EHLW AD 2-33
	Instrument approach chart COPTER ILS or LOC 233	EHLW AD 2-34
	Instrument approach chart COPTER TACAN 229	EHLW AD 2-35
	Instrument approach chart RNP Z RWY 23	EHLW AD 2-36
	Instrument approach chart RNP Y RWY 23	EHLW AD 2-37
	Instrument approach chart ILS or LOC RWY 27	EHLW AD 2-38
	Instrument approach chart HI-TACAN RWY 27	EHLW AD 2-39
	Instrument approach chart TACAN RWY 27	EHLW AD 2-40

**MIPS  
AERODROME CHART**

**LEEUWARDEN (EHLW)**



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
23	64 F/B/W/T	8043	8043	8832	7863	3.0°	4	53°13.88'N 005°46.04'E
05	64 F/B/W/T	8043	8043	8865	8036	3.0°	4	53°13.15'N 005°44.27'E
27	52 F/B/W/T	6561	6561	6561	6561		3	53°13.71'N 005°46.18'E
09	52 F/B/W/T	6561	6561	6561	6368		3	53°13.71'N 005°44.44'E

LEEUWARDEN TWR	344.850	120.705	(Ground Control)	362.525
LEEUWARDEN ARRIVAL	339.700			
RAPCON NORTH	284.475	132.030		

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
SRA	MIPS	23					AB	MIPS	450-1100 446 (500-1.1/1.9)
							C		450-1200 446 (500-1.2/2.0)
							D		450-1600 446 (500-1.6/2.4)
							E		450-2000 446 (500-2.0/2.8)
	MIPS	05					AB	MIPS	470-1100 446 (500-1.1/1.9)
							C		470-1200 446 (500-1.2/2.0)
							D		470-1600 446 (500-1.6/2.4)
							E		470-2000 446 (500-2.0/2.8)
	MIPS	27					AB	MIPS	420-1900 417 (500-1.9/1.9)
							CD		420-2000 417 (500-2.0/2.0)
							E		420-2400 417 (500-2.4/2.4)
	MIPS	09					AB	MIPS	460-1900 458 (500-1.9/1.9)
							C		460-2000 458 (500-2.0/2.0)
							DE		460-2400 458 (500-2.4/2.4)

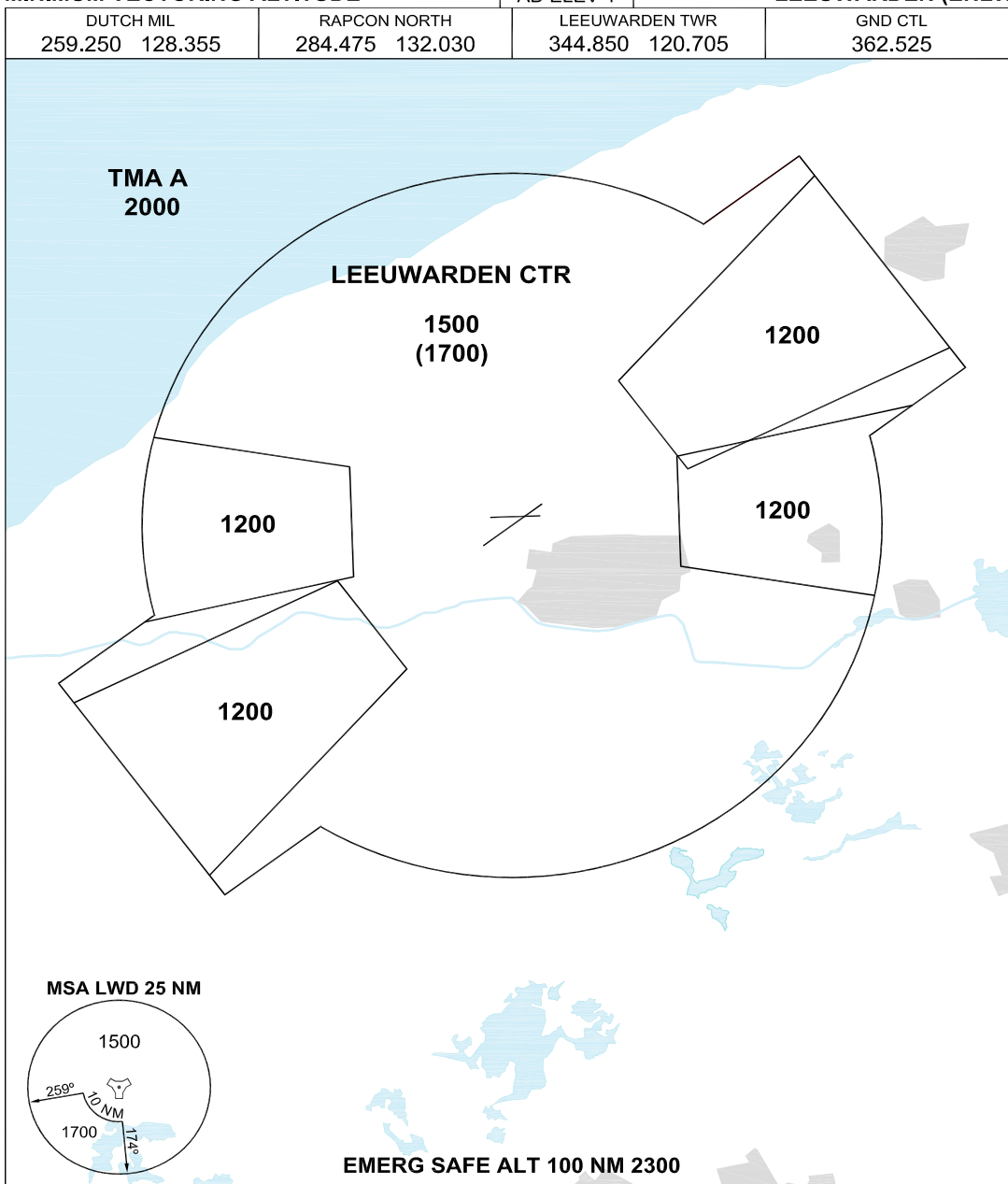
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### LOCAL MAP



**MIPS** **MINIMUM VECTORING ALTITUDE** **AD ELEV 4** **MVA CHART**  
**LEEUWARDEN (EHLW)**

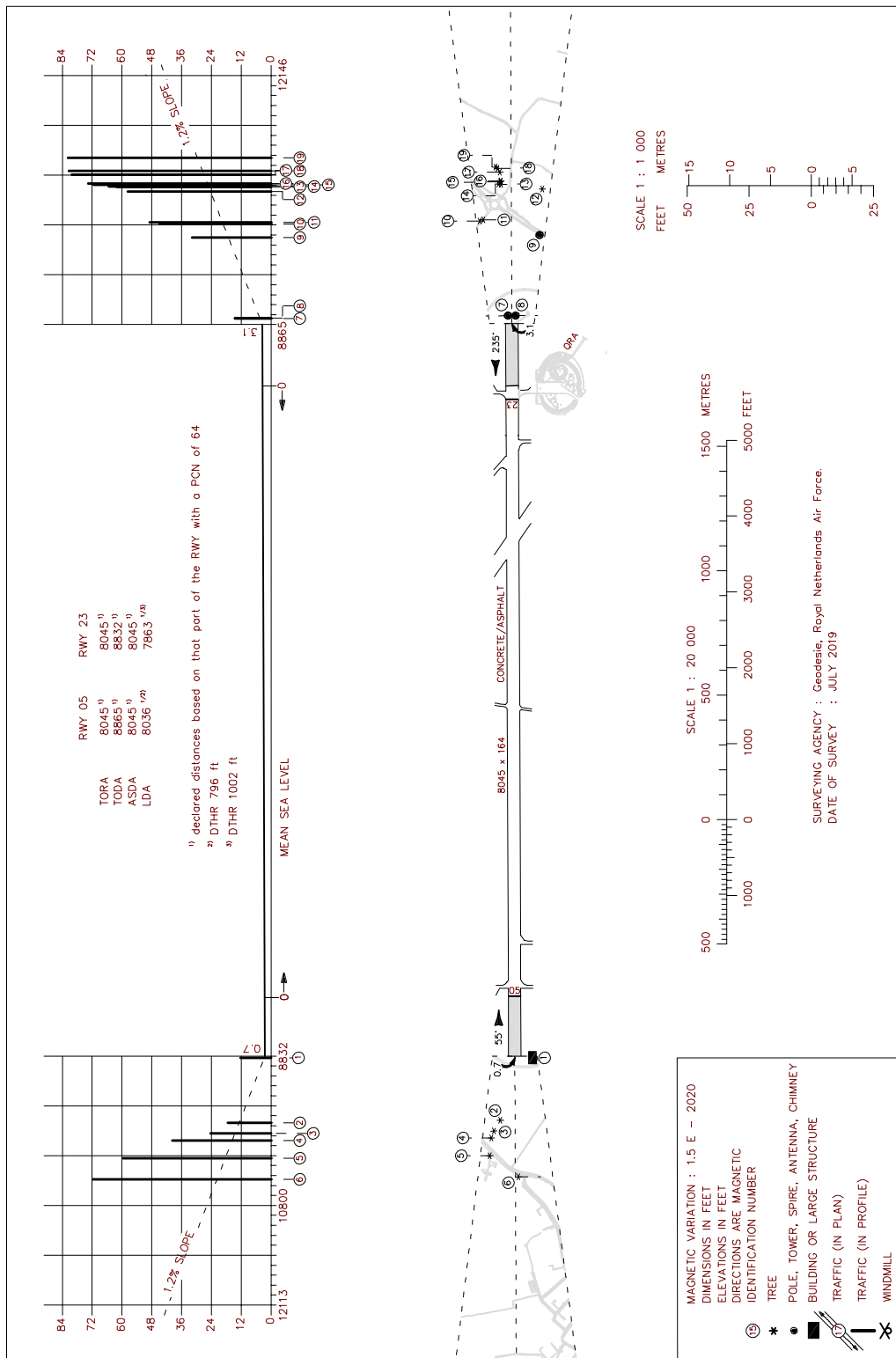


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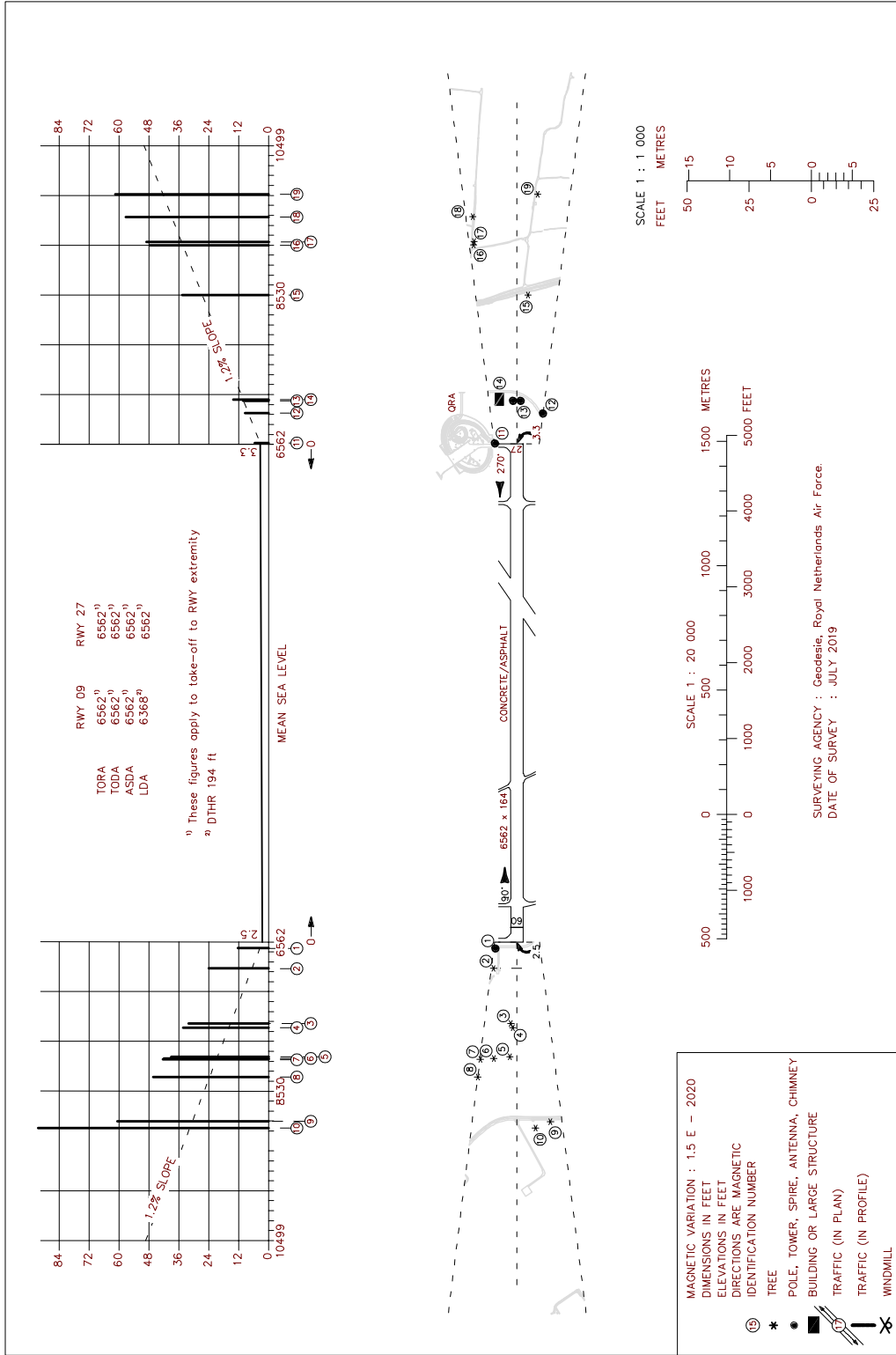
- THE ALTITUDE BETWEEN BRACKETS IS TO BE USED FOR THE CORRESPONDING SECTOR WHEN AIR TEMPERATURE AT AIRBASE ALTITUDE IS LOWER THAN -16°.
- ALTITUDES ONLY AVAILABLE IF THE RADAR COVERAGE PERMITS.

RNLAF 04 SEP 2025

LEEWARDEN RWY 05 - 23  
AERODROME OBSTACLE CHART TYPE A

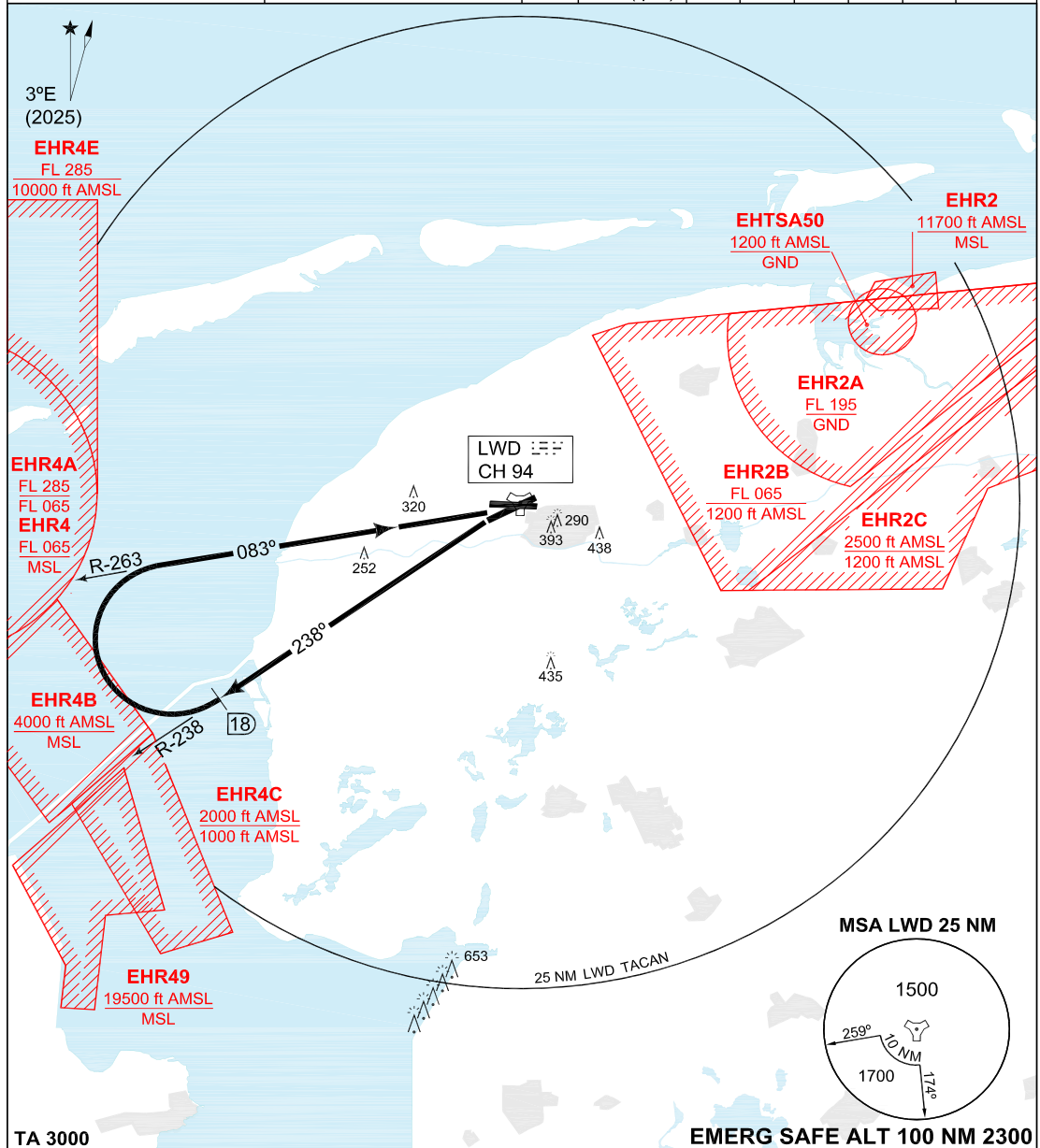


LEEWARDEN RWY 09 - 27  
AERODROME OBSTACLE CHART TYPE A



**TERPS INSTRUMENT DEPARTURE CHART** **LW1 LEEUWARDEN (EHLW)**

GND CTL 362.525	LEEUWARDEN TWR 344.850 120.705	AD ELEV 4				RAPCON NORTH 284.475 132.030				DUTCH MIL 259.250 128.355			
		RWY 23	Knots V/V (fpm)	120 600	180 900	240 1200	300 1500	360 1800	to	1000 ft			



**TA 3000** **EMERG SAFE ALT 100 NM 2300**

**LEEUWARDEN 1 (RWY 23)**

- Climb on R-238 outbound Leeuwarden TACAN.
- At 18 DME turn right to intercept R-263 inbound and proceed to Leeuwarden TACAN.

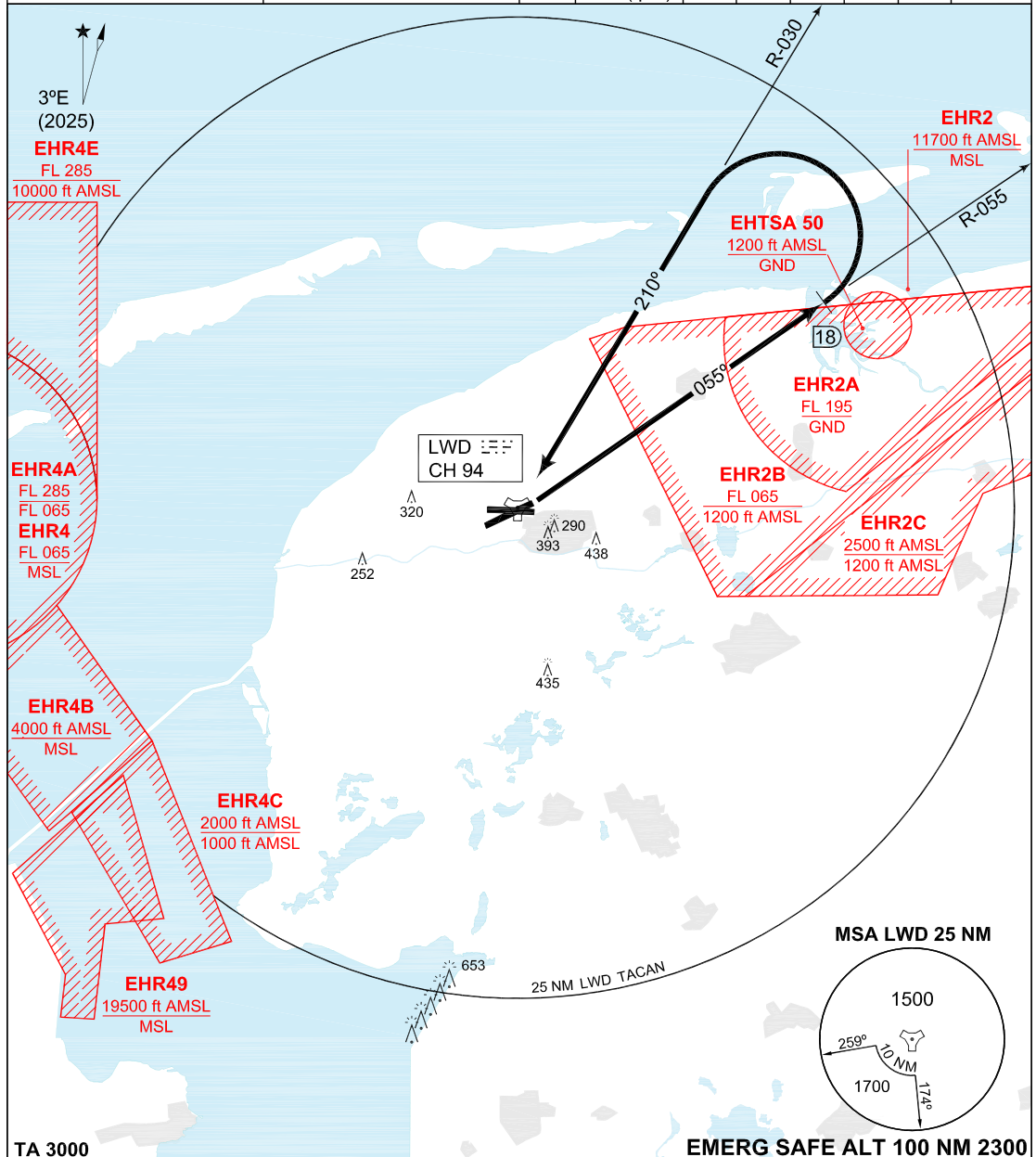
**NOTE:** Procedure may be changed by ATC when BREEZANDDIJK firing range is active.

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**TERPS INSTRUMENT DEPARTURE CHART** **LW3 LEEUWARDEN (EHLW)**

GND CTL 362.525		LEEUWARDEN TWR 344.850 120.705		RAPCON NORTH 284.475 132.030				DUTCH MIL 259.250 128.355			
				RWY	Knots	120	180	240	300	360	to
				05	V/V (fpm)	540	810	1080	1350	1620	1000 ft



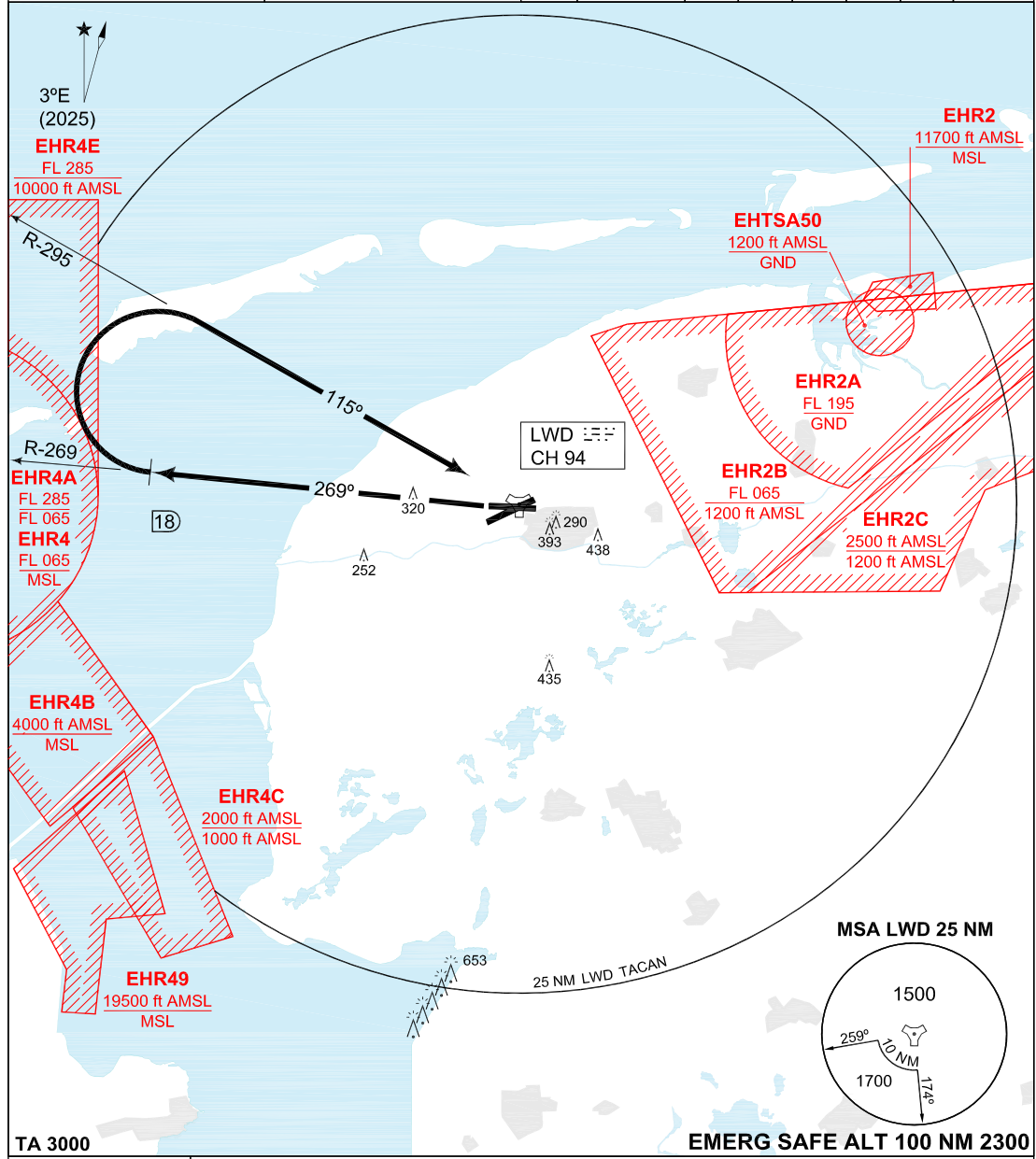
**CHANGES: EDITORIAL**

<b>LEEUWARDEN 3 (RWY 05)</b>	<ul style="list-style-type: none"> <li>- Climb on R-055 outbound Leeuwarden TACAN.</li> <li>- At 18 DME turn left to intercept R-030 inbound and proceed to Leeuwarden TACAN.</li> </ul>
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**TERPS INSTRUMENT DEPARTURE CHART** **LW5 LEEUWARDEN (EHLW)**

GND CTL 362.525	LEEUWARDEN TWR 344.850 120.705	AD ELEV 4		RAPCON NORTH 284.475 132.030		DUTCH MIL 259.250 128.355			
		RWY <b>27</b>	Knots V/V (fpm)	120 550	180 825	240 1100	300 1375	360 1700	to <b>1000 ft</b>



CHANGES: EDITORIAL

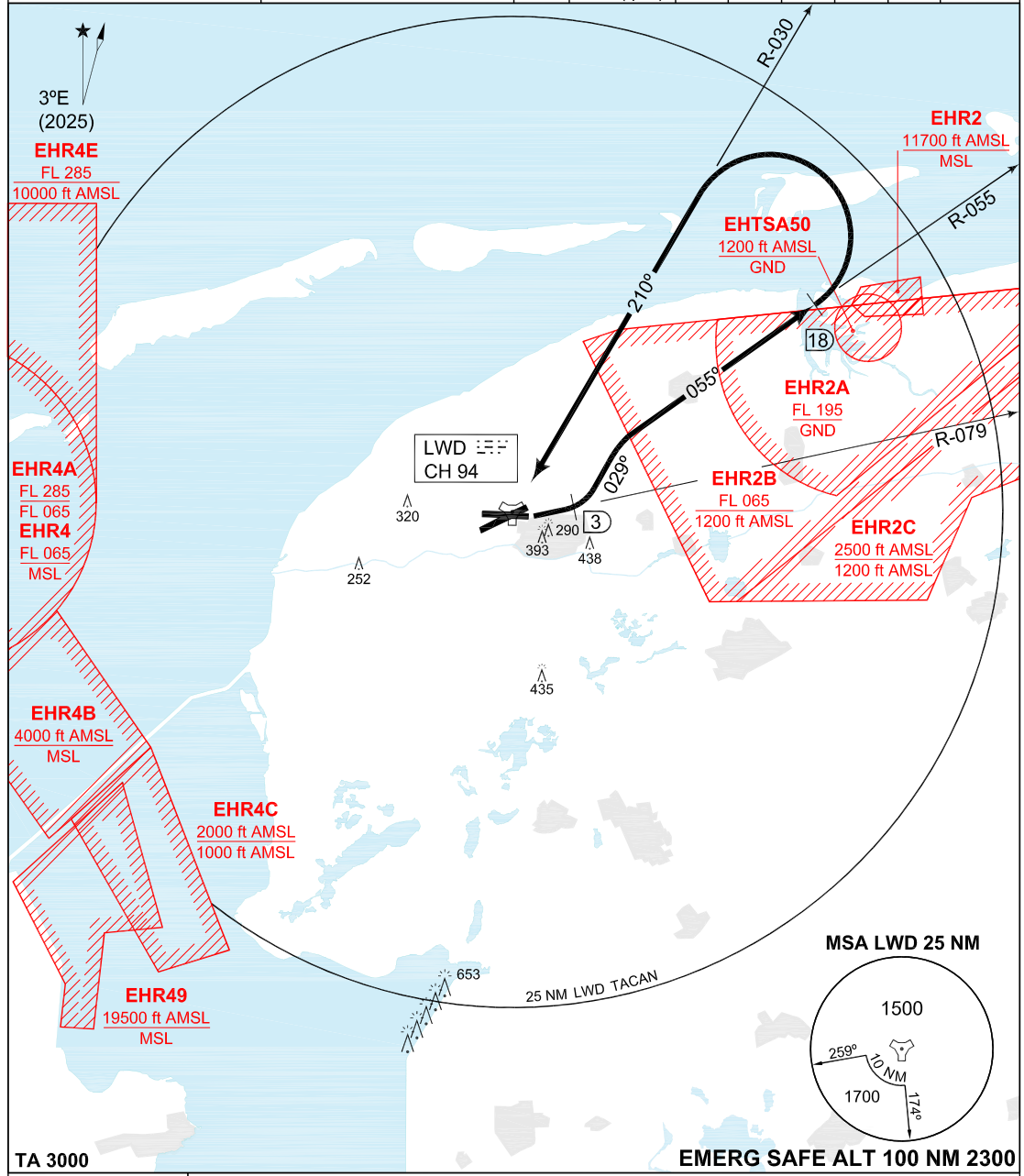
**LEEUWARDEN 5 (RWY 27)**

- After take-off RWY 27 intercept R-269 outbound Leeuwarden TACAN.
- At 18 DME turn right to intercept R-295 inbound Leeuwarden TACAN.

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**TERPS INSTRUMENT DEPARTURE CHART** **LW7 LEEUWARDEN (EHLW)**

GND CTL 362.525	LEEWARDEN TWR 344.850 120.705	AD ELEV 4	RAPCON NORTH 284.475 132.030				DUTCH MIL 259.250 128.355			
		RWY <b>09</b>	Knots V/V (fpm)	120 750	180 1125	240 1500	300 1875	360 2250	to <b>1000 ft</b>	

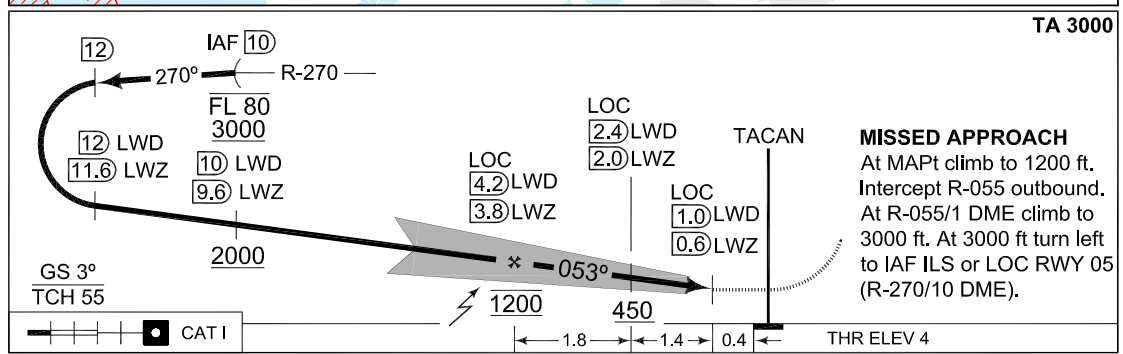
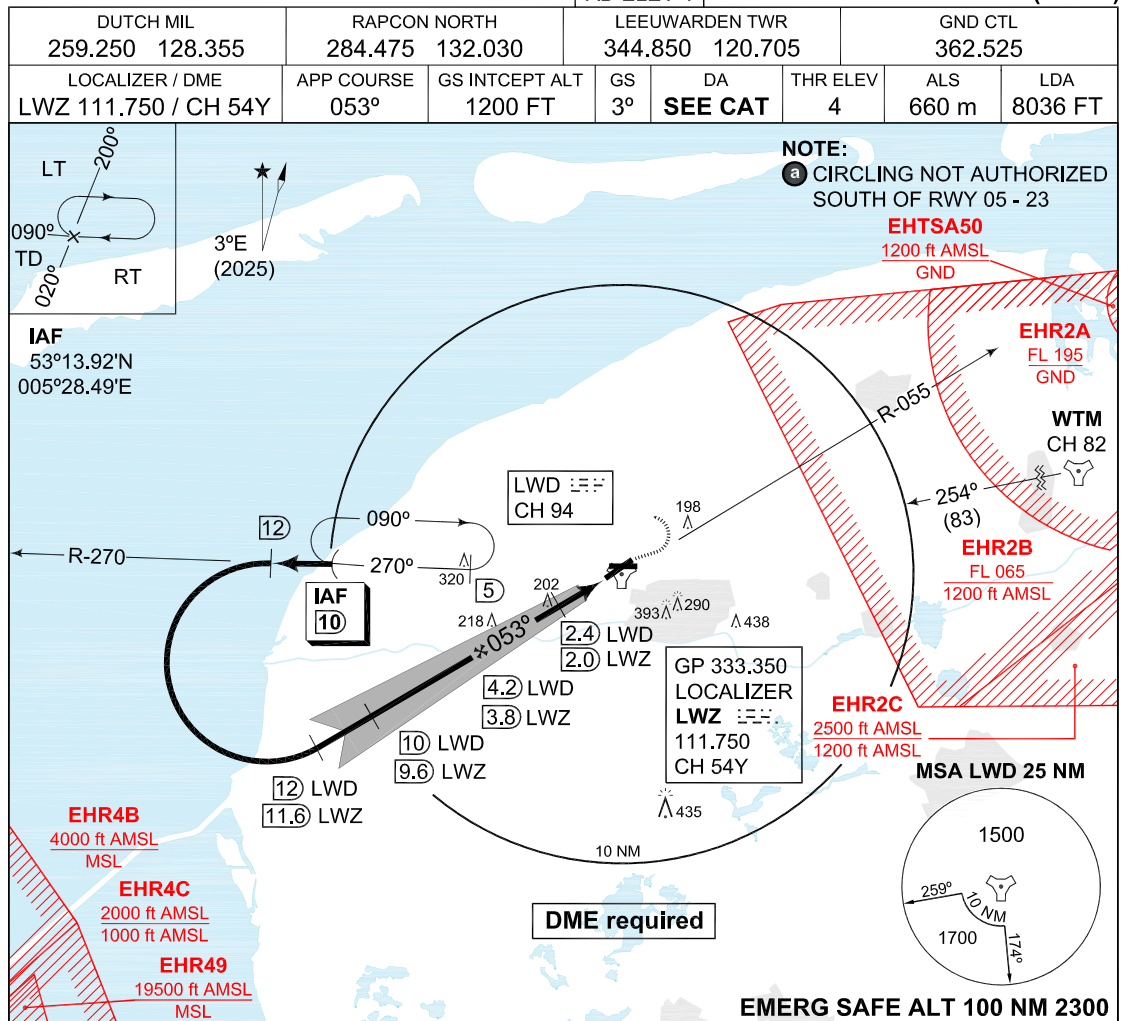


<p><b>LEEWARDEN 7 (RWY 09)</b></p>	<p>- After take-off intercept R-079 outbound Leeuwarden TACAN.                  - At 3 DME turn left heading 029° to intercept R-055 Leeuwarden TACAN.                  - At 18 DME turn left to intercept R-030 inbound Leeuwarden TACAN.</p>
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CHANGES: EDITORIAL

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**MIPS INSTRUMENT APPROACH CHART** **ILS or LOC RWY 05 LEEUWARDEN (EHLW)**



CATEGORY	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
	A	B	C	D	E
S-ILS 05	204-800 200 (200-0.8/1.6)	208-800 204 (300-0.8/1.6)	218-800 214 (300-0.8/1.6)	227-800 223 (300-0.8/1.6)	246-800 242 (300-0.8/1.6)
S-LOC 05	350-800 346 (400-0.8/1.6)		350-1200 346 (400-1.2/1.6)	350-1200 346 (400-1.2/2.0)	
CIRCLING <sup>a</sup>	500-1900 496 (500-1.9)	510-2800 506 (600-2.8)	610-3700 606 (700-3.7)	720-4600 716 (800-4.6)	820-6500 816 (900-6.5)

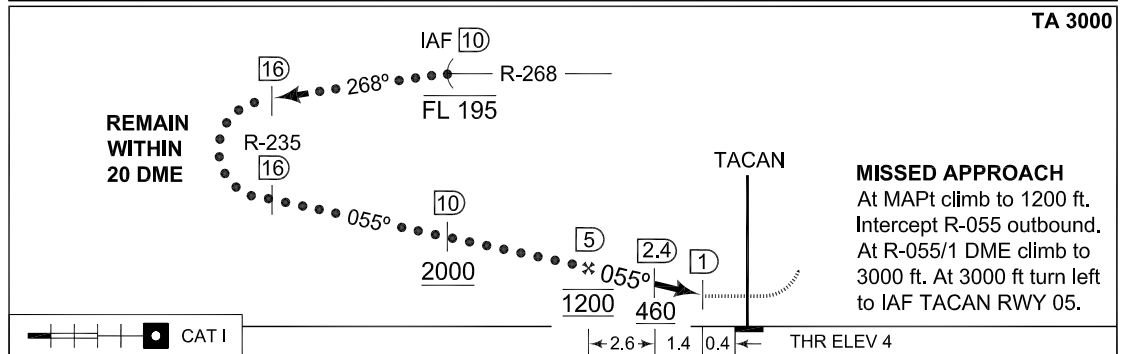
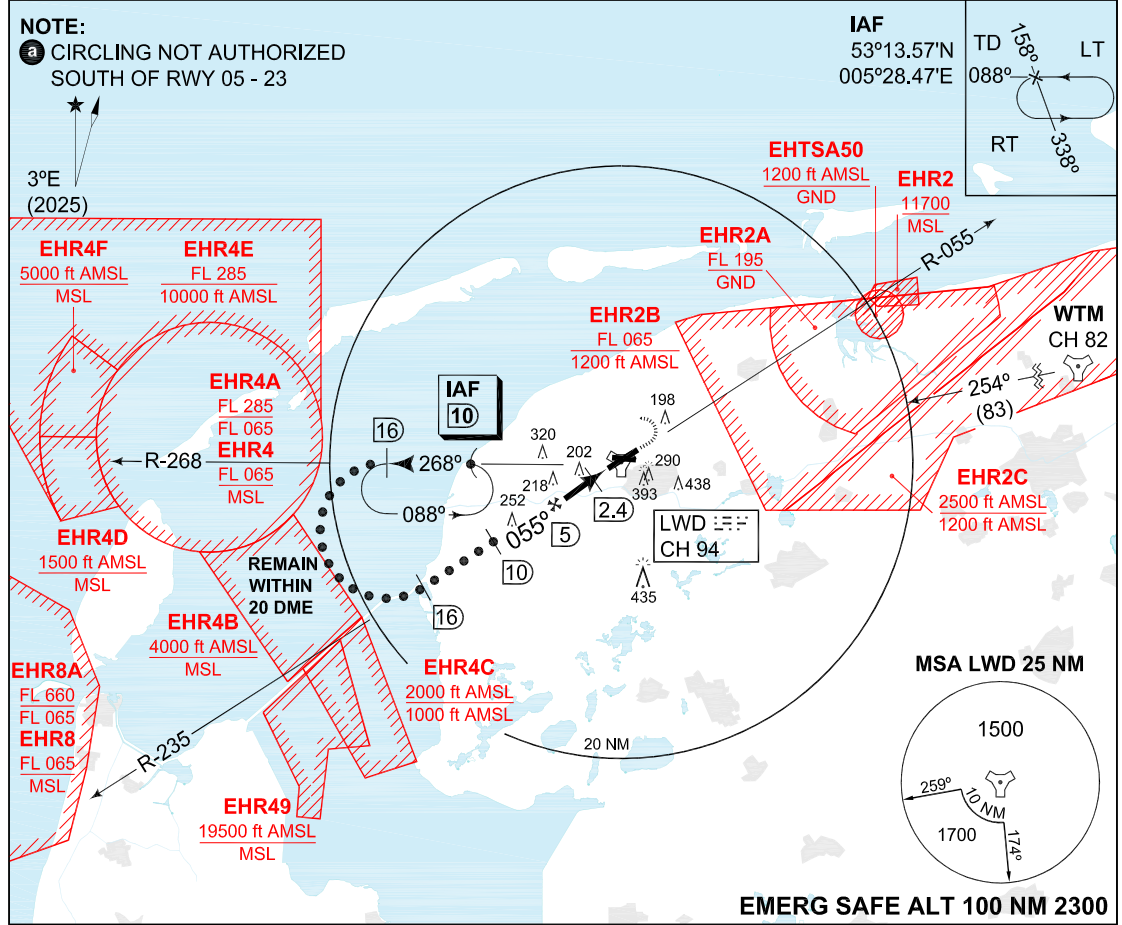
CHANGES: EDITORIAL

MIPS

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**MIPS INSTRUMENT APPROACH CHART** **HI-TACAN RWY 05 LEEUWARDEN (EHLW)**

DUTCH MIL 259.250 128.355		RAPCON NORTH 284.475 132.030		LEEUWARDEN TWR 344.850 120.705		GND CTL 362.525	
TACAN LWD CH 94		APP COURSE 055°	FAF ALT 1200 FT	Descent GR	MDA 380	THR ELEV 4	ALS 660 m
							LDA 8036 FT

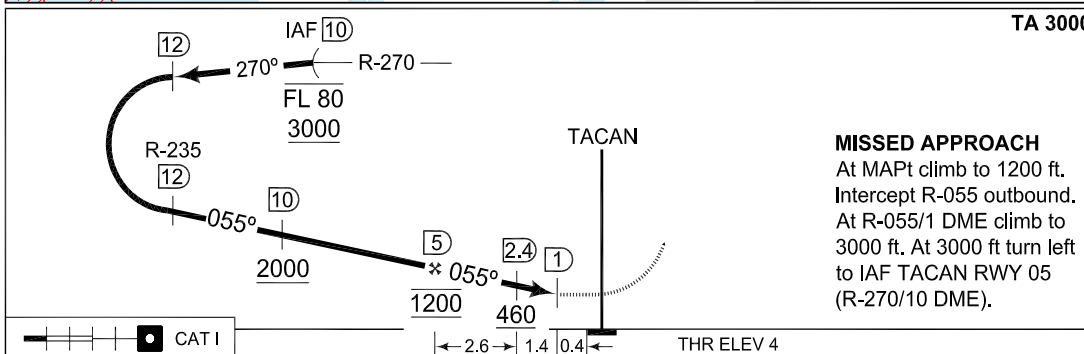
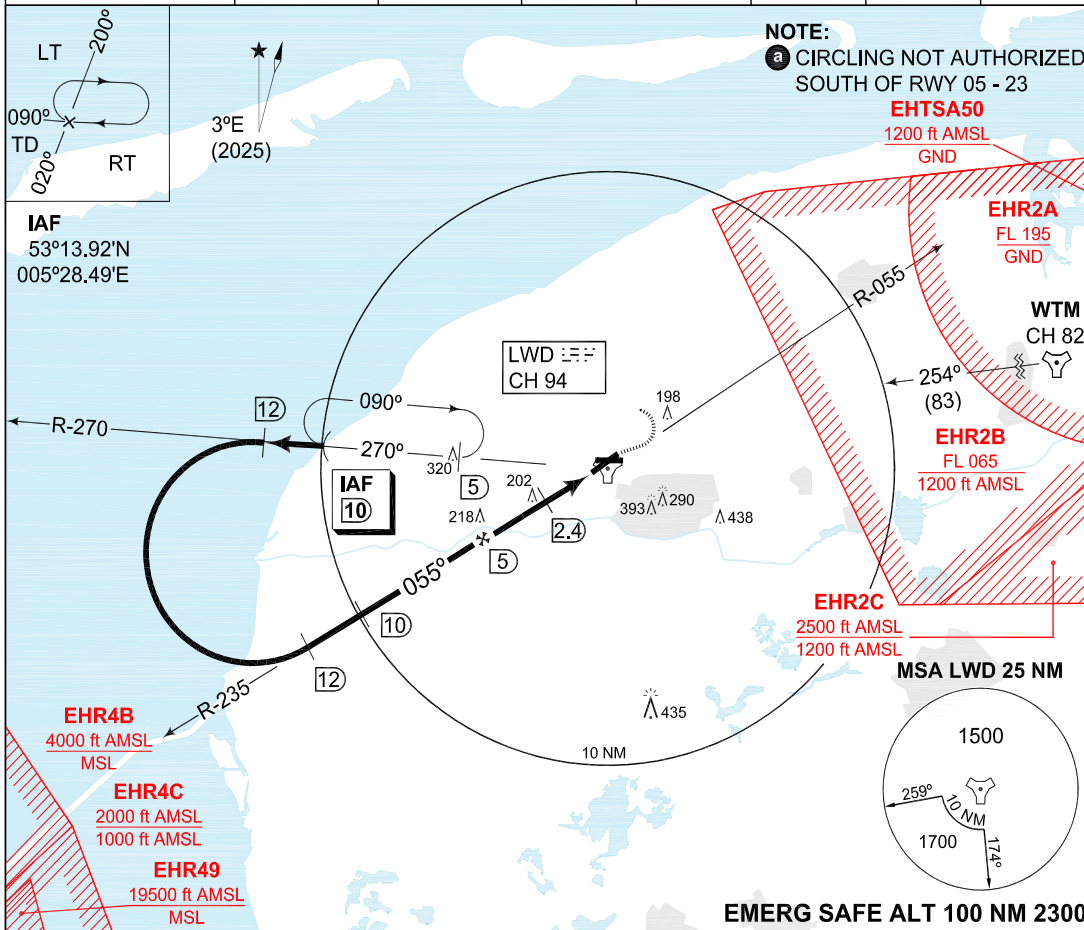


CATEGORY	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1		
S-TACAN 05	380 -1200 376 (400-1.2/1.6)	380 -1200 376 (400-1.2/2.0)	
CIRCLING <b>a</b>	610 -3700 606 (700-3.7)	720 -4600 716 (800-4.6)	820 -6500 816 (900-6.5)

**MIPS INSTRUMENT APPROACH CHART** **TACAN RWY 05 LEEUWARDEN (EHLW)**

AD ELEV 4

DUTCH MIL 259.250 128.355		RAPCON NORTH 284.475 132.030		LEEUWARDEN TWR 344.850 120.705		GND CTL 362.525	
TACAN LWD CH 94	APP COURSE 055°	FAF ALT 1200 FT	Descent GR	MDA 380	THR ELEV 4	ALS 660 m	LDA 8036 FT



CATEGORY	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
	A	B	C	D	E
S-TACAN 05	<b>380</b> -800 376 (400-0.8/1.6)	<b>380</b> -1200 376 (400-1.2/1.6)	<b>380</b> -1200 376 (400-1.2/2.0)		
CIRCLING a	<b>500</b> -1900 496 (500-1.9)	<b>510</b> -2800 506 (600-2.8)	<b>610</b> -3700 606 (700-3.7)	<b>720</b> -4600 716 (800-4.6)	<b>820</b> -6500 816 (900-6.5)

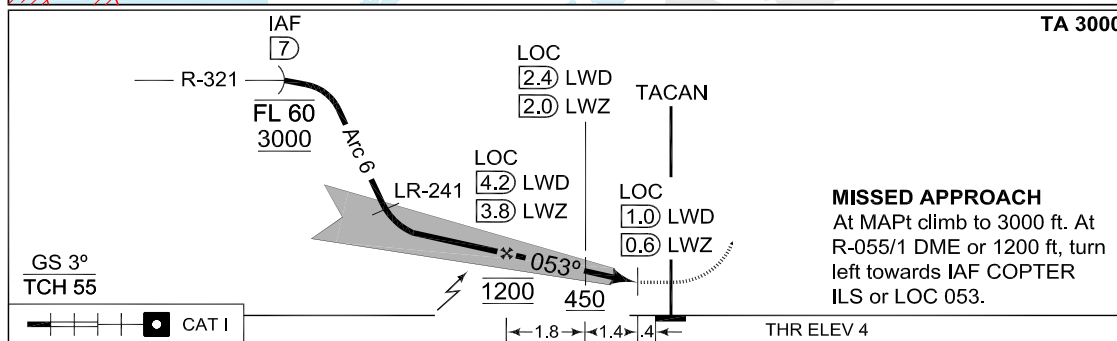
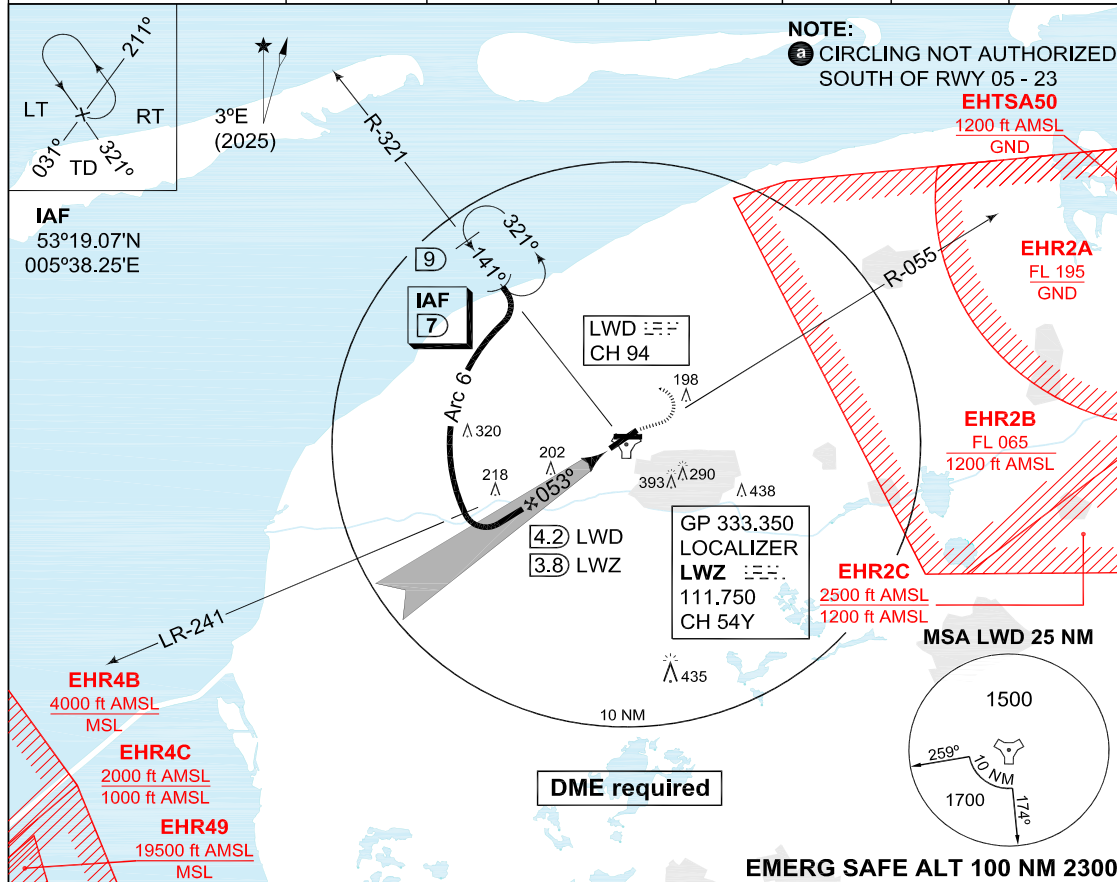
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MIPS

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**MIPS INSTRUMENT APPROACH CHART** AD ELEV 4 **COPTER ILS or LOC 053 LEEUWARDEN (EHLW)**

DUTCH MIL 259.250 128.355	RAPCON NORTH 284.475 132.030	LEEUWARDEN TWR 344.850 120.705	GND CTL 362.525
LOCALIZER / DME LWZ 111.750 / CH 54Y	APP COURSE 053°	GS INTCEPT ALT 1200 FT	GS 3°
		DA <b>204</b>	THR ELEV 4
		ALS 660 m	LDA 8036 FT



CATEGORY	H
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1
S-ILS 053	<b>204</b> -400 200 (200-0.4/0.8)
S-LOC 053	<b>350</b> -400 346 (400-0.4/0.8)
CIRCLING a	<b>500</b> -1900 496 (500-1.9)

CHANGES: EDITORIAL  
**MIPS**

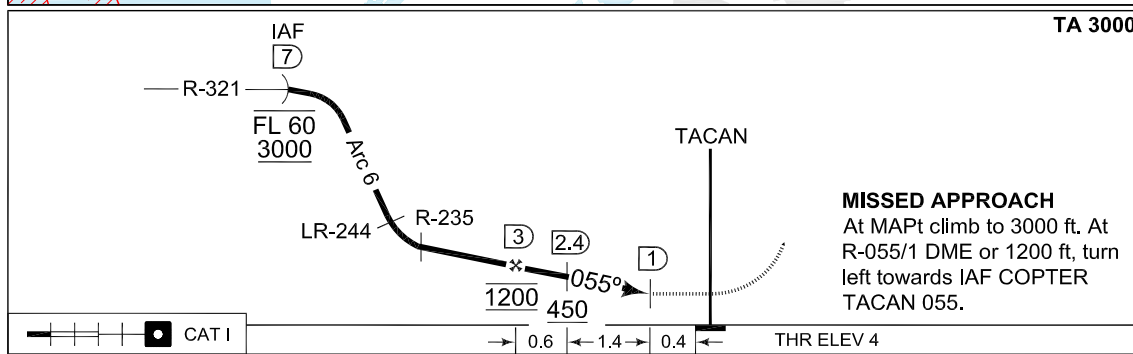
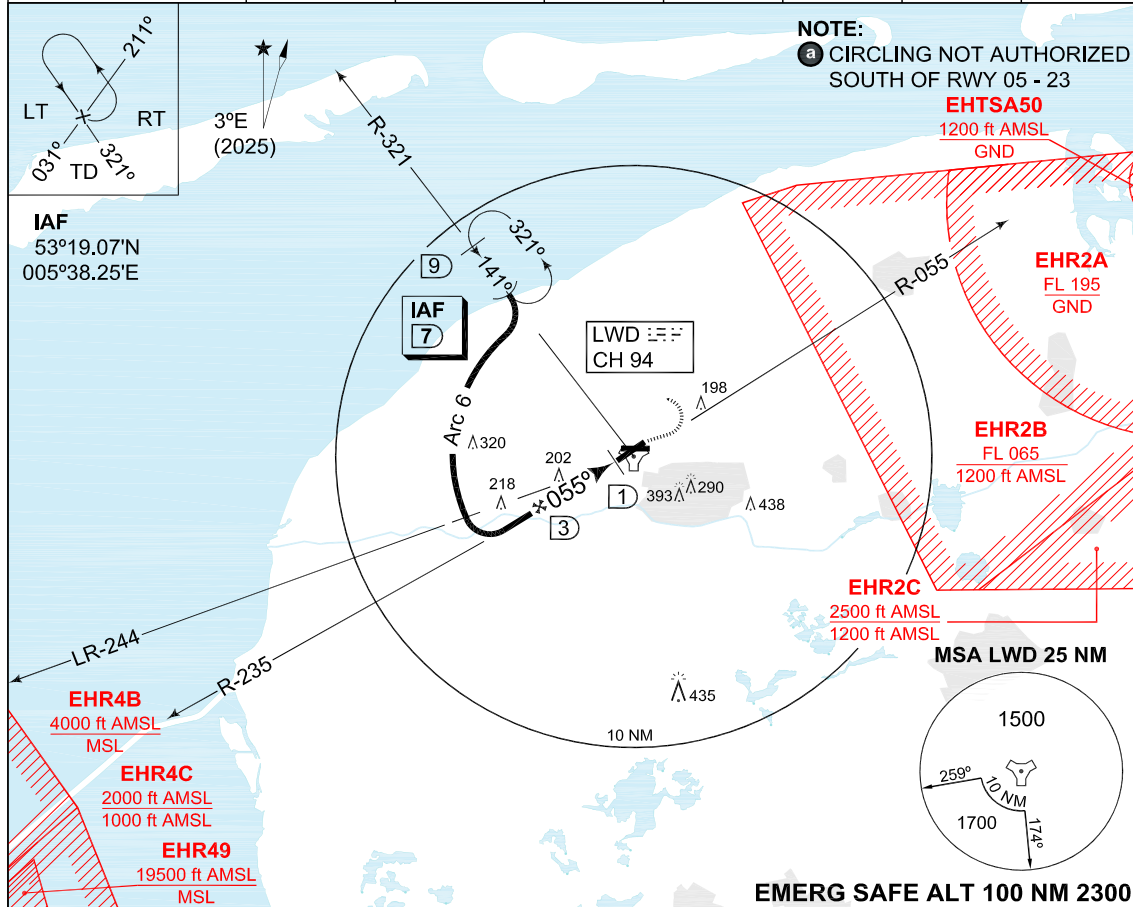
RNLASF 16 APR 2026

**MIPS INSTRUMENT APPROACH CHART**

**COPTER TACAN 055 LEEUWARDEN (EHLW)**

AD ELEV 4

DUTCH MIL 259.250 128.355		RAPCON NORTH 284.475 132.030		LEEUWARDEN TWR 344.850 120.705		GND CTL 362.525	
TACAN LWD CH 94	APP COURSE 055°	FAF ALT 1200 FT	Descent GR	MDA <b>380</b>	THR ELEV 4	ALS 660 m	LDA 8036 FT



CATEGORY	A
COPTER TACAN 055	<b>380</b> -400 376 (400-0.4/0.8)
CIRCLING a	<b>500</b> -1900 496 (500-1.9)

CHANGES: EDITORIAL

MIPS

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**PANS OPS  
INSTRUMENT APPROACH CHART**

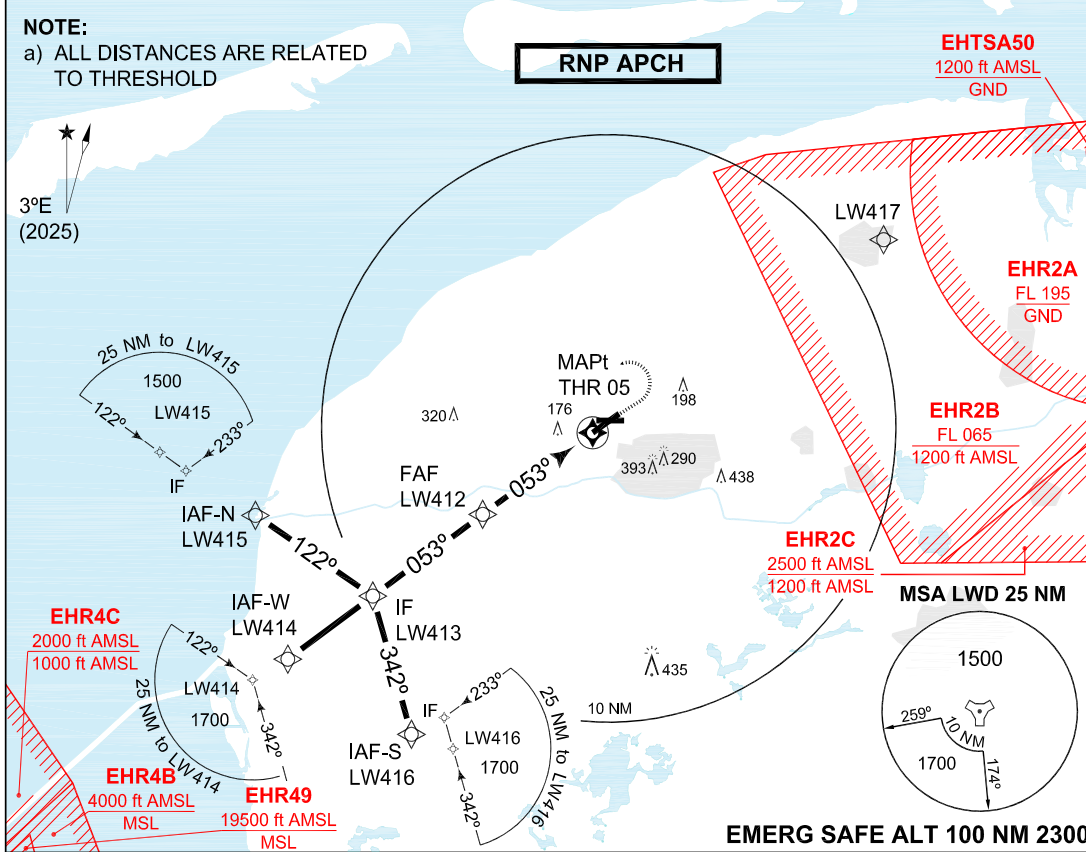
**RNP Z RWY 05  
LEEWARDEN (EHLW)**

AD ELEV 4

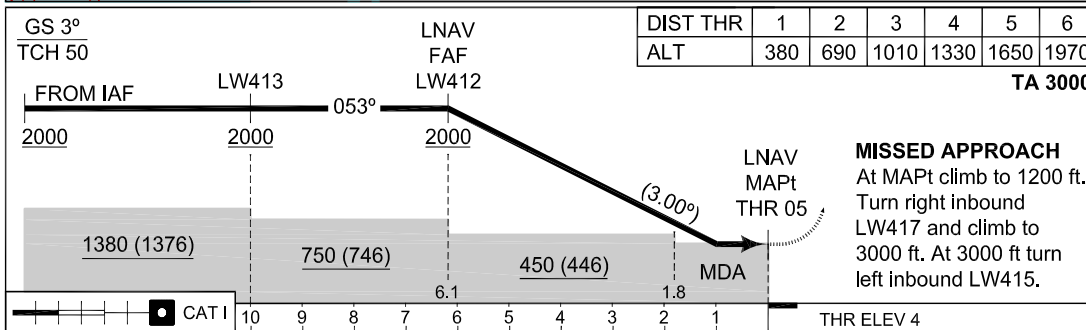
DUTCH MIL 259.250 128.355		RAPCON NORTH 284.475 132.030		LEEWARDEN TWR 344.850 120.705		GND CTL 362.525		
EGNOS CHANNEL	APP COURSE 053°	FAF ALT 2000 FT	Descent GR 5.24% / 3°	MDA 380	DA SEE CAT	THR ELEV 4	ALS 660 m	LDA 8036 FT

**NOTE:**

a) ALL DISTANCES ARE RELATED TO THRESHOLD



**EMERG SAFE ALT 100 NM 2300**



CATEGORY		A		B		C		D	
MIPs	DA(H) LPV	N.A.							
	DA(H) LNAV / VNAV	N.A.							
	MDA(H) LNAV	<b>380 -1300 376 (400-1.3/1.7)</b>							
IAF-N	LW415	53°10.34'N	005°23.82'E	FAF	LW412	53°09.68'N	005°35.91'E		
IAF-W	LW414	53°04.61'N	005°23.80'E	MAPt	THR05	53°13.15'N	005°44.27'E		
IAF-S	LW416	53°02.64'N	005°32.72'E	MATF	LW417	53°23.00'N	006°10.44'E		
IF	LW413	53°07.47'N	005°30.61'E						

CHANGES: EDITORIAL

RNLASF 16 APR 2026

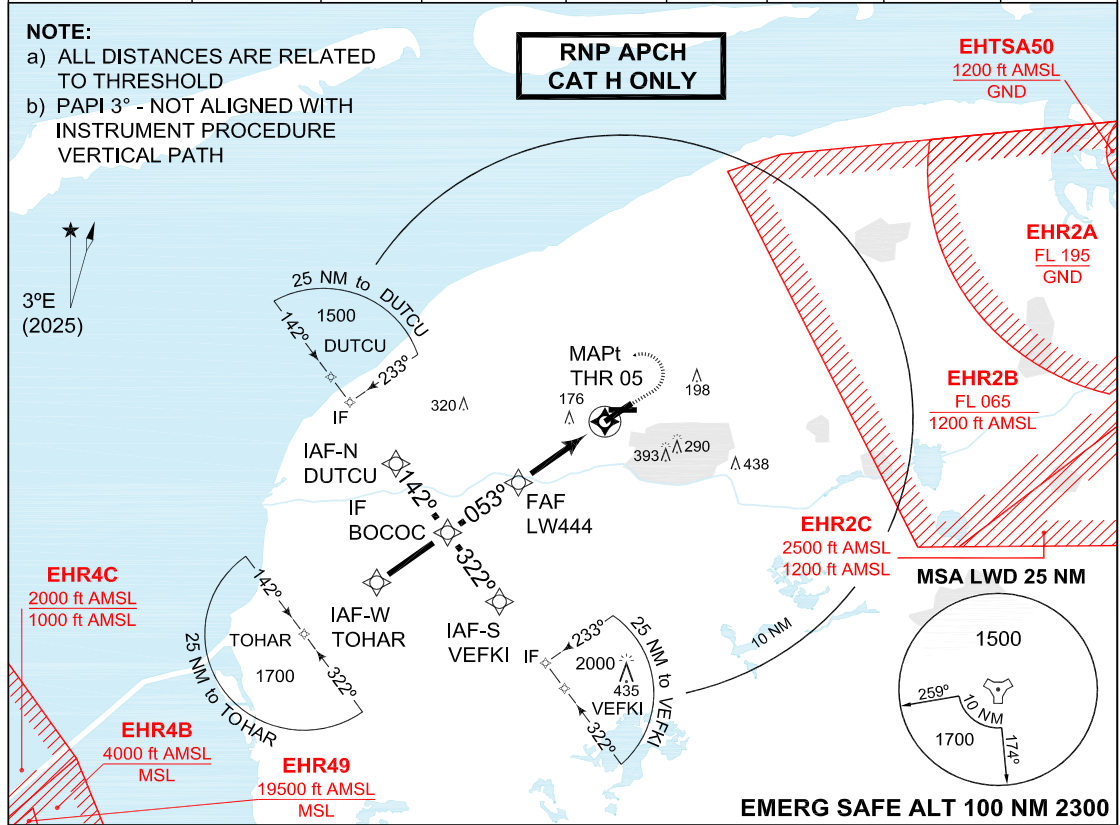
**PANS OPS INSTRUMENT APPROACH CHART** **RNP Y RWY 05 LEEUWARDEN (EHLW)**

DUTCH MIL 259.250 128.355		RAPCON NORTH 284.475 132.030		LEEUWARDEN TWR 344.850 120.705		GND CTL 362.525	
EGNOS CHANNEL 67430 E05A	APP COURSE 053°	FAF ALT 1500 FT	Descent GR 6.5% / 3.72°	MDA <b>380</b>	DA <b>204</b>	THR ELEV 4	LDA 660 m 8036 FT

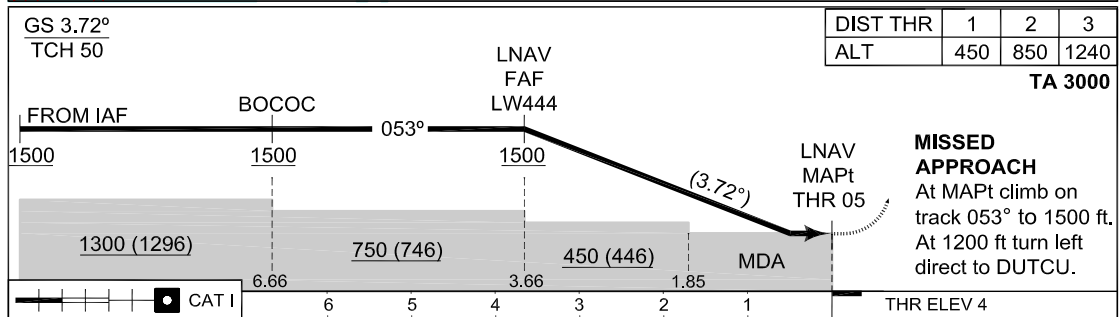
**NOTE:**

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

**RNP APCH CAT H ONLY**



**EMERG SAFE ALT 100 NM 2300**



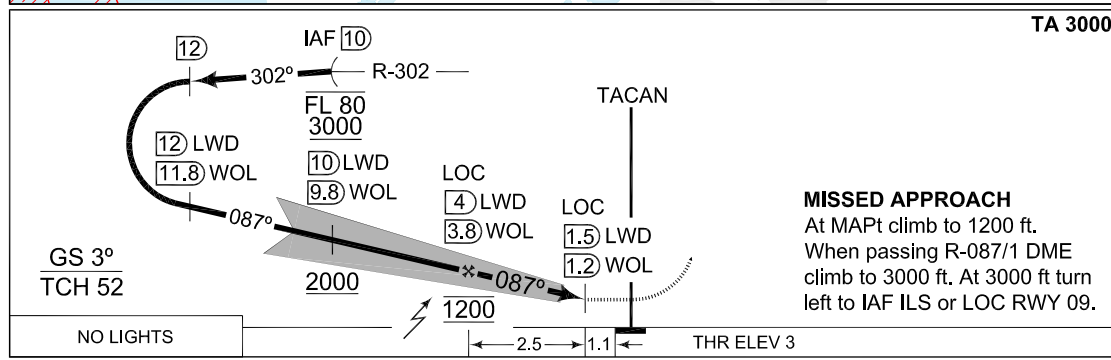
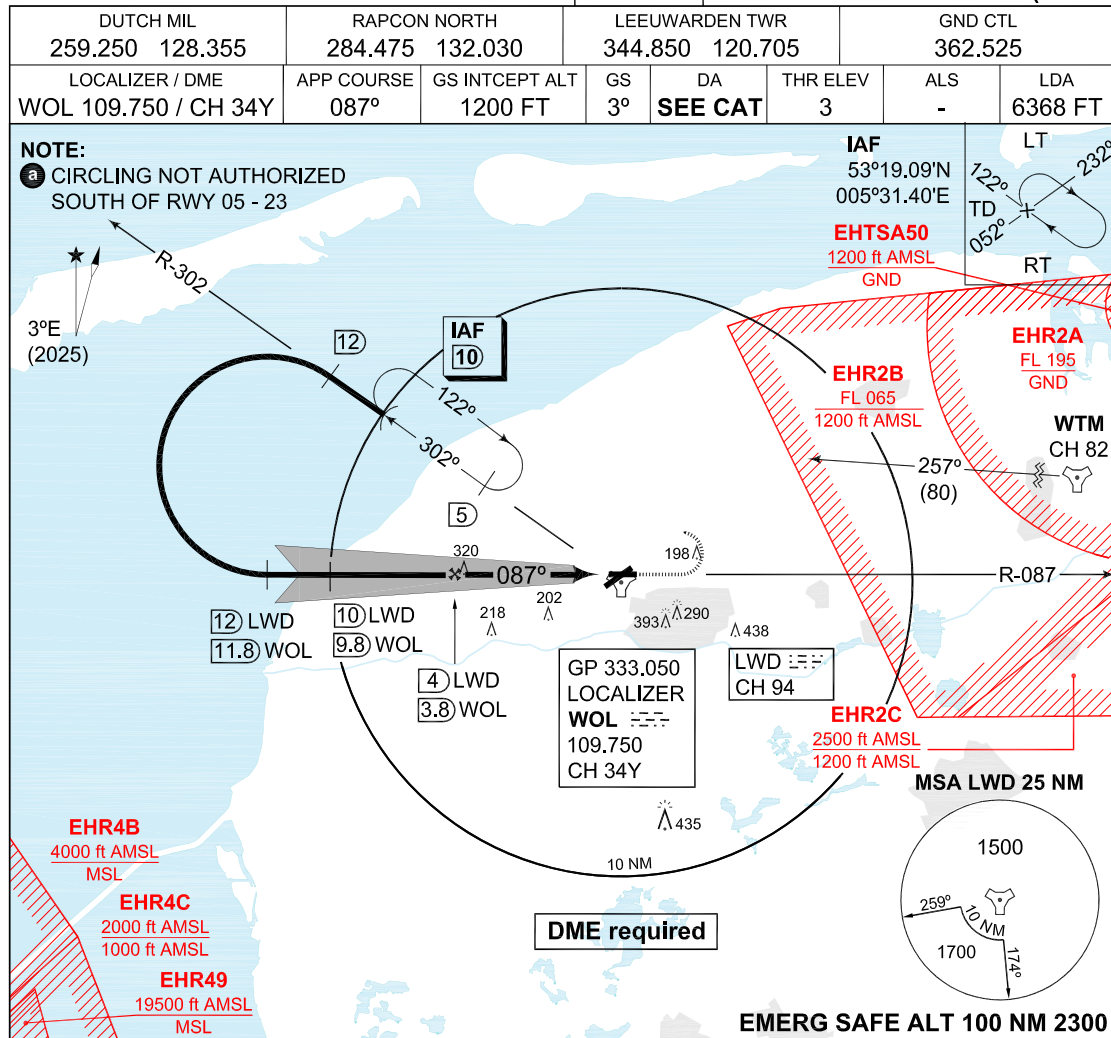
<b>MIPS</b>	CATEGORY	H	
	DA(H) LPV	<b>204-400 200 (200-0.4/1.2)</b>	
	DA(H) RNAV / VNAV	N.A.	
MDA(H) RNAV	<b>380-1300 376 (400-1.3/1.7)</b>		

IAF-N	DUTCU	53°11.83'N	005°32.32'E	IF	BOCOC	53°09.37'N	005°35.16'E
IAF-W	TOHAR	53°07.66'N	005°31.07'E	FAF	LW444	53°11.07'N	005°39.26'E
IAF-S	VEFKI	53°06.90'N	005°38.00'E	MAPt	THR05	53°13.15'N	005°44.27'E

CHANGES: EDITORIAL

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**MIPS INSTRUMENT APPROACH CHART** **ILS or LOC RWY 09**  
**LEEUWARDEN (EHLW)**



CATEGORY	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1					
	A	B	C	D	E	H
S-ILS 09	221-1600 218 (300-1.6/1.6)	231-1600 228 (300-1.6/1.6)	240-1600 237 (300-1.6/1.6)	250-1600 247 (300-1.6/1.6)	268-1600 265 (300-1.6/1.6)	205-800 202 (300-0.8/0.8)
S-LOC 09	430-1600 427 (500-1.6/1.6)	430-1600 427 (500-1.6/1.6)	430-2000 427 (500-2.0/2.0)	430-2400 427 (500-2.4/2.4)	430-2400 427 (500-2.4/2.4)	430-800 427 (500-0.8/0.8)
CIRCLING <sup>a</sup>	500-1900 496 (500-1.9)	510-2800 506 (600-2.8)	610-3700 606 (700-3.7)	720-4600 716 (800-4.6)	820-6500 816 (900-6.5)	N.A.

CHANGES: EDITORIAL

MIPS

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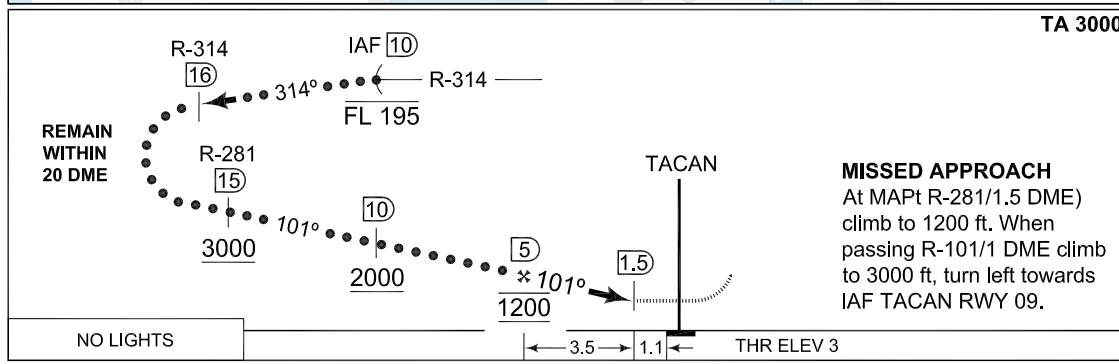
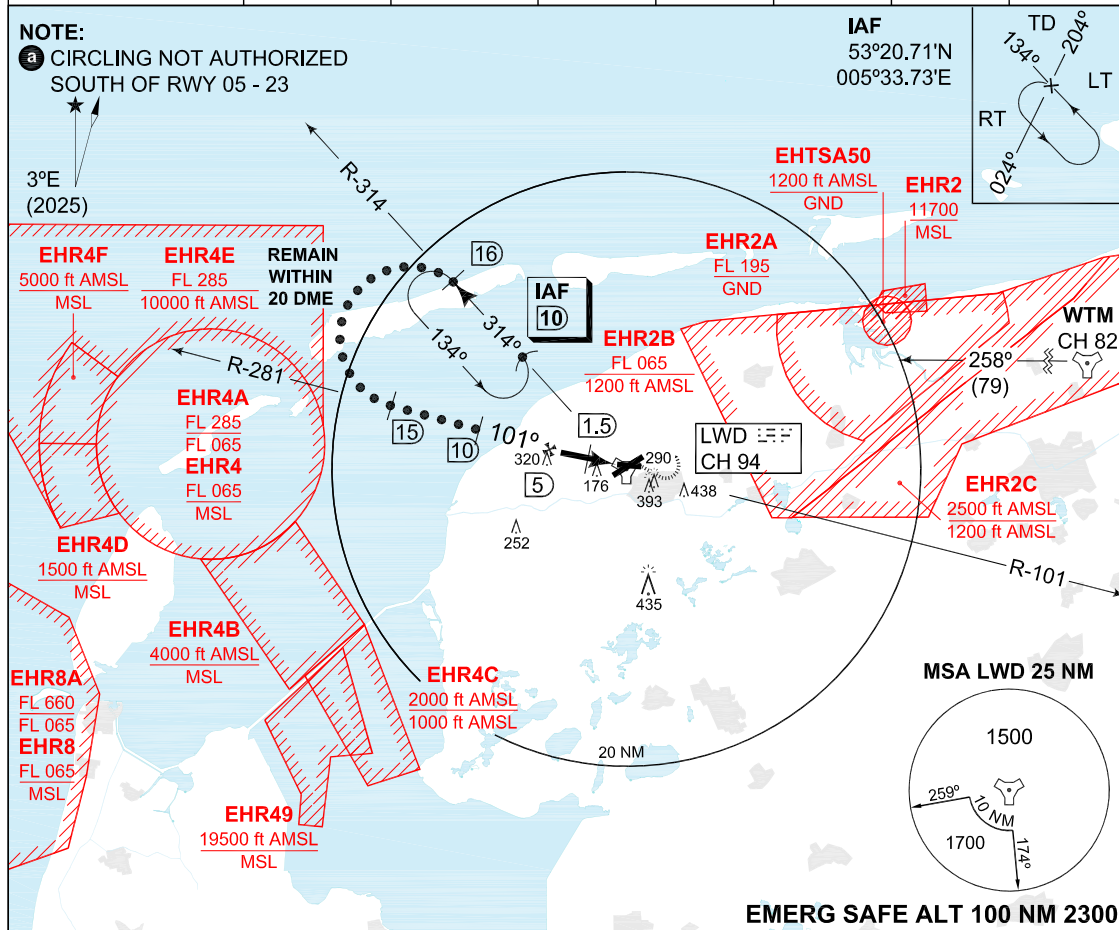
**MIPS INSTRUMENT APPROACH CHART** **HI-TACAN RWY 09 LEEUWARDEN (EHLW)**

AD ELEV 4

DUTCH MIL 259.250 128.355		RAPCON NORTH 284.475 132.030		LEEUWARDEN TWR 344.850 120.705		GND CTL 362.525	
TACAN LWD CH 94	APP COURSE 101°	FAF ALT 1200 FT	Descent GR	MDA 440	THR ELEV 3	ALS -	LDA 6368 FT

**NOTE:**

**a** CIRCLING NOT AUTHORIZED SOUTH OF RWY 05 - 23



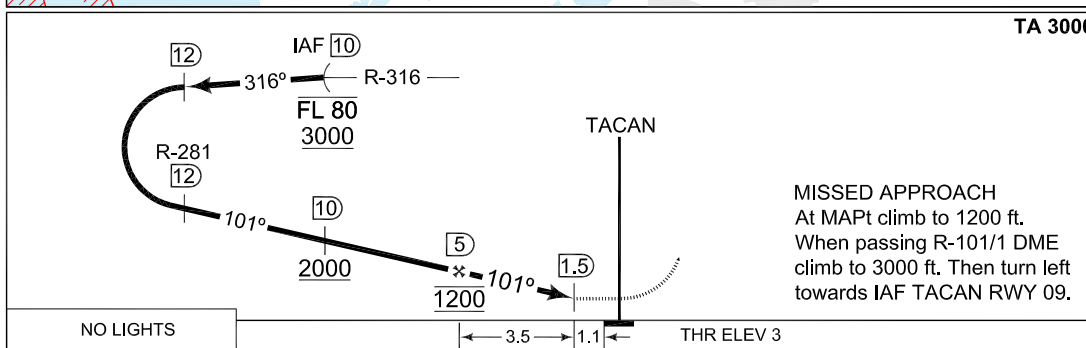
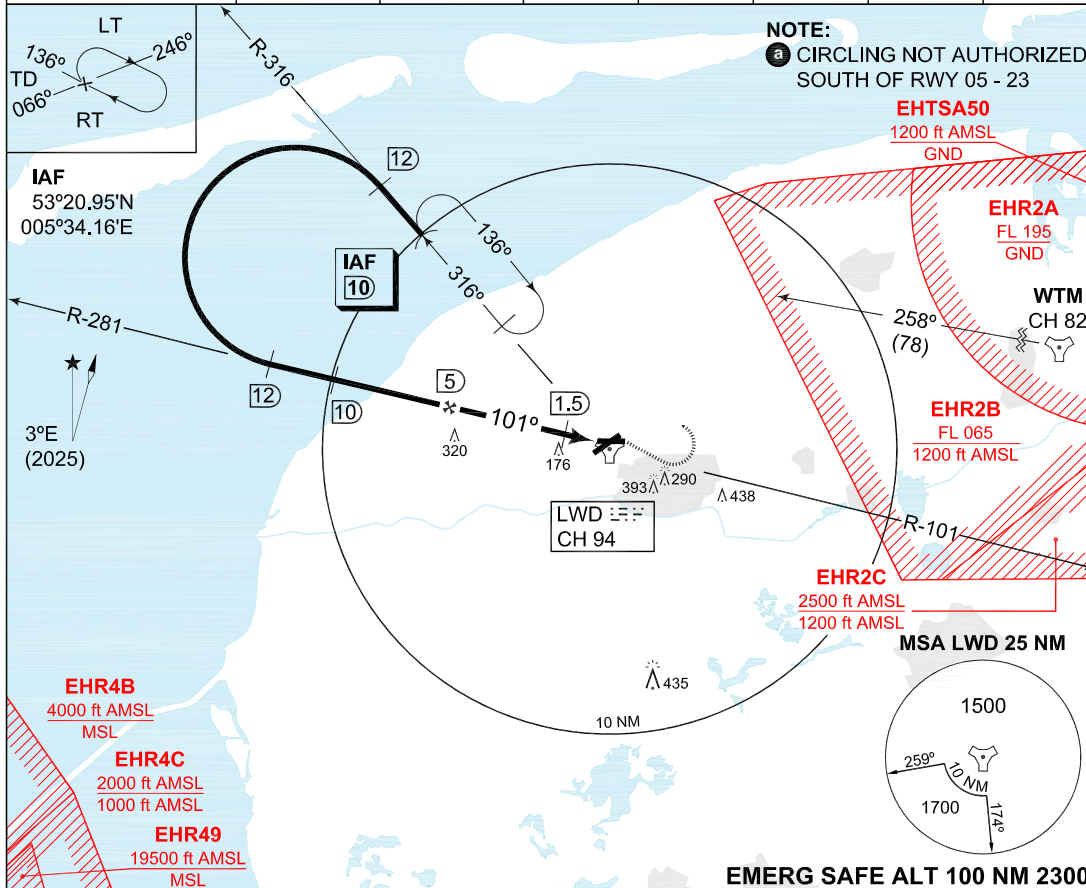
CATEGORY	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1		
S-TACAN 09	440-2000 437 (500-2.0/2.0)	440-2400 437 (500-2.4/2.4)	
CIRCLING <b>a</b>	610-3700 606 (700-3.7)	720-4600 716 (800-4.6)	820-6500 816 (900-6.5)

CHANGES: EDITORIAL MIPS

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**MIPS INSTRUMENT APPROACH CHART** AD ELEV 4 **TACAN RWY 09**  
**LEEUWARDEN (EHLW)**

DUTCH MIL 259.250 128.355		RAPCON NORTH 284.475 132.030		LEEUWARDEN TWR 344.850 120.705		GND CTL 362.525	
TACAN LWD CH 94	APP COURSE 101°	FAF ALT 1200 FT	Descent GR	MDA 440	THR ELEV 3	ALS -	LDA 6368 FT

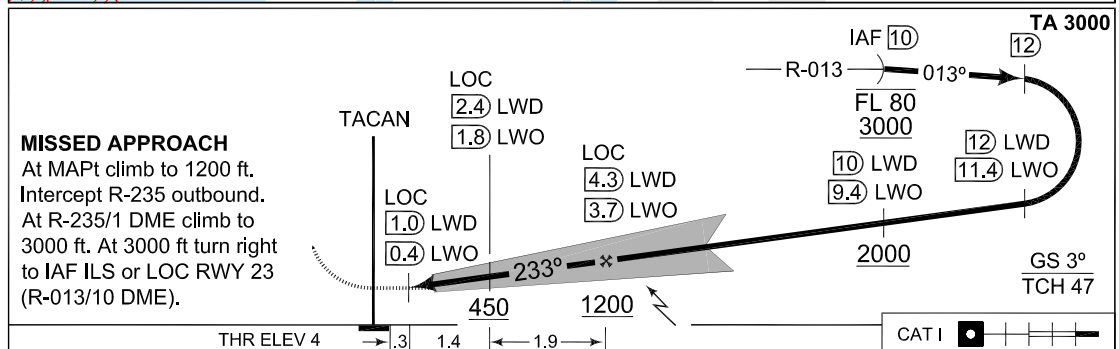
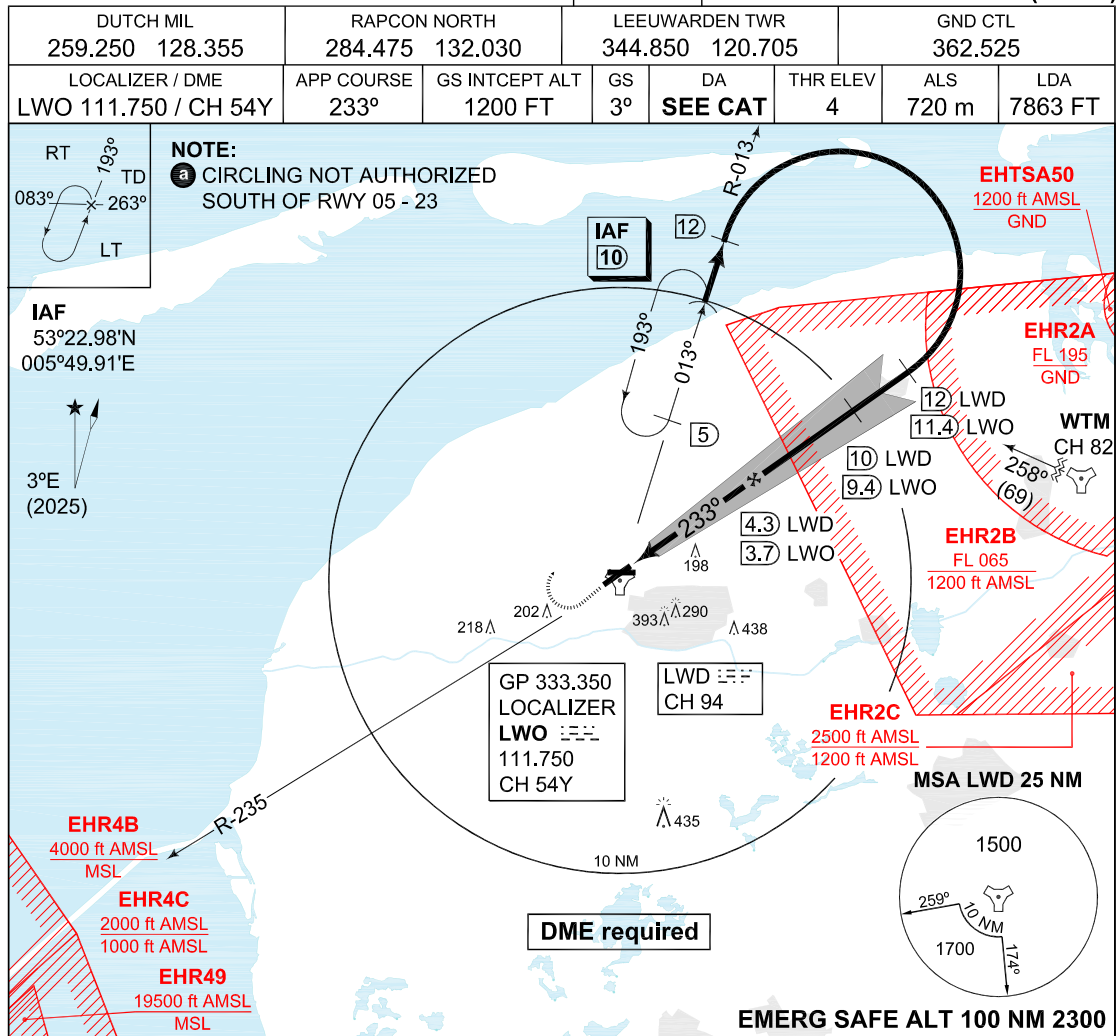


CATEGORY	A	B	C	D	E
MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1					
S-TACAN 09	<b>440</b> -1600 437 (500-1.6/1.6)	<b>440</b> -2000 437 (500-2.0/2.0)	<b>440</b> -2400 437 (500-2.4/2.4)		
CIRCLING a	<b>500</b> -1900 496 (500-1.9)	<b>510</b> -2800 506 (600-2.8)	<b>610</b> -3700 606 (700-3.7)	<b>720</b> -4600 716 (800-4.6)	<b>820</b> -6500 816 (900-6.5)

CHANGES: EDITORIAL

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**MIPS INSTRUMENT APPROACH CHART** **ILS or LOC RWY 23 LEEUWARDEN (EHLW)**



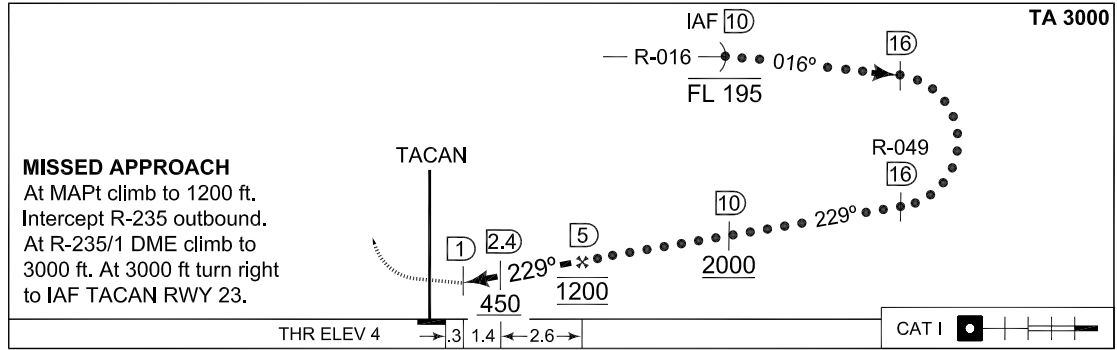
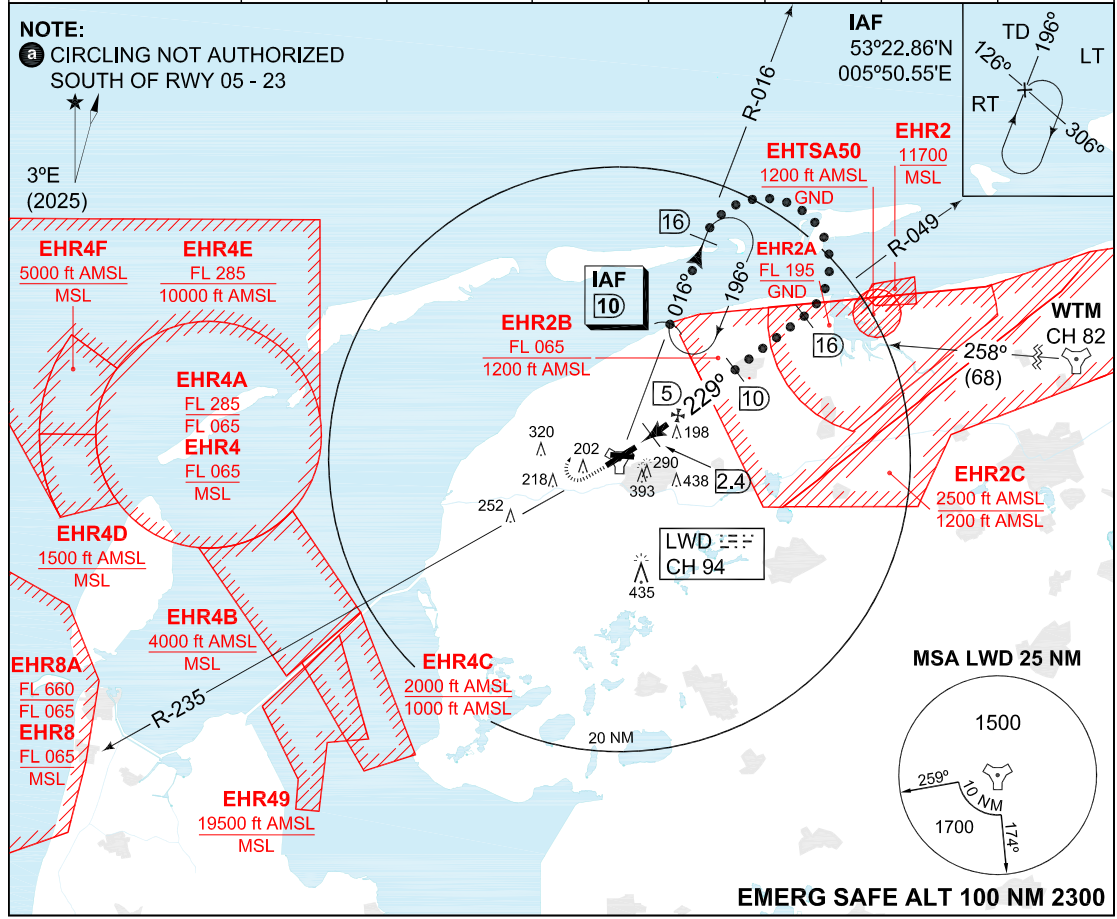
CATEGORY	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
	A	B	C	D	E
S-ILS 23	217-800 213 (300-0.8/1.6)	227-800 223 (300-0.8/1.6)	237-800 233 (300-0.8/1.6)	247-800 243 (300-0.8/1.6)	265-800 262 (300-0.8/1.6)
S-LOC 23	340-800 336 (400-0.8/1.6)		340-1200 336 (400-1.2/1.6)	340-1200 336 (400-1.2/2.0)	
CIRCLING <sup>a</sup>	500-1900 496 (500-1.9)	510-2800 506 (600-2.8)	610-3700 606 (700-3.7)	720-4600 716 (800-4.6)	820-6500 816 (900-6.5)

CHANGES: EDITORIAL

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**MIPS INSTRUMENT APPROACH CHART** **HI-TACAN RWY 23 LEEUWARDEN (EHLW)**

DUTCH MIL 259.250 128.355		RAPCON NORTH 284.475 132.030		LEEUWARDEN TWR 344.850 120.705		GND CTL 362.525	
TACAN LWD CH 94	APP COURSE 229°	FAF ALT 1200 FT	Descent GR	MDA <b>380</b>	THR ELEV 4	ALS 720 m	LDA 7863 FT



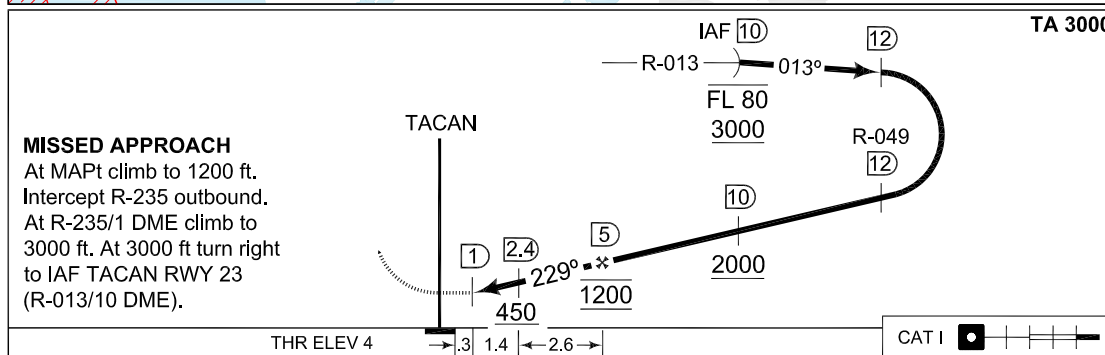
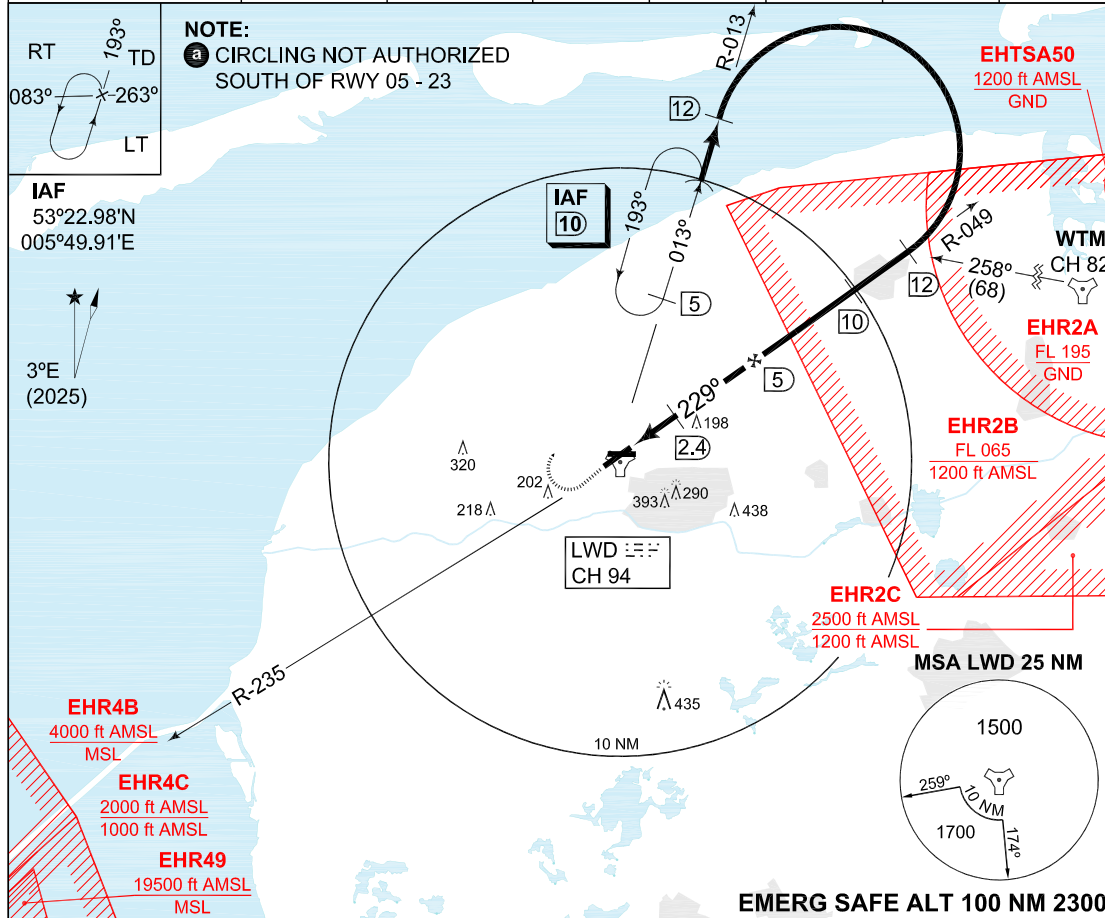
CATEGORY	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1		
S-TACAN 23	<b>380</b> -1200 376 (400-1.2/1.6)	<b>380</b> -1200 376 (400-1.2/2.0)	
CIRCLING <b>a</b>	<b>610</b> -3700 606 (700-3.7)	<b>720</b> -4600 716 (800-4.6)	<b>820</b> -6500 816 (900-6.5)

CHANGES: EDITORIAL MIPS

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**MIPS INSTRUMENT APPROACH CHART** **TACAN RWY 23 LEEUWARDEN (EHLW)**

DUTCH MIL 259.250 128.355		RAPCON NORTH 284.475 132.030		LEEUWARDEN TWR 344.850 120.705		GND CTL 362.525	
TACAN LWD CH 94		APP COURSE 229°	FAF ALT 1200 FT	Descent GR	MDA <b>380</b>	THR ELEV 4	ALS 720 m
							LDA 7863 FT



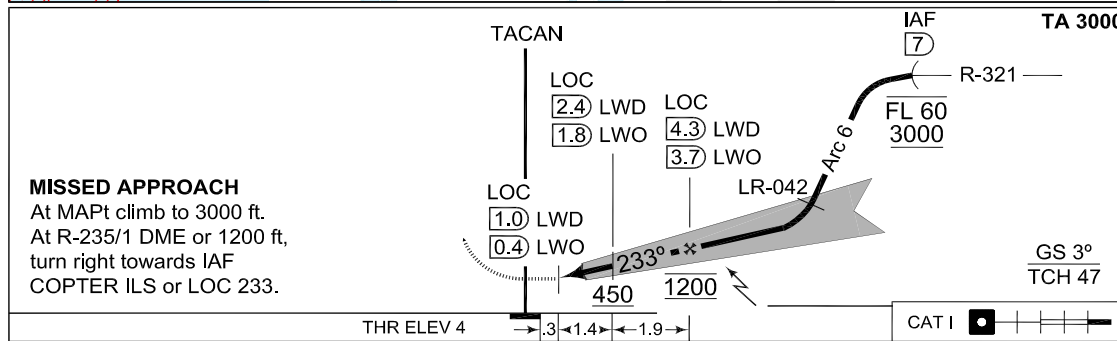
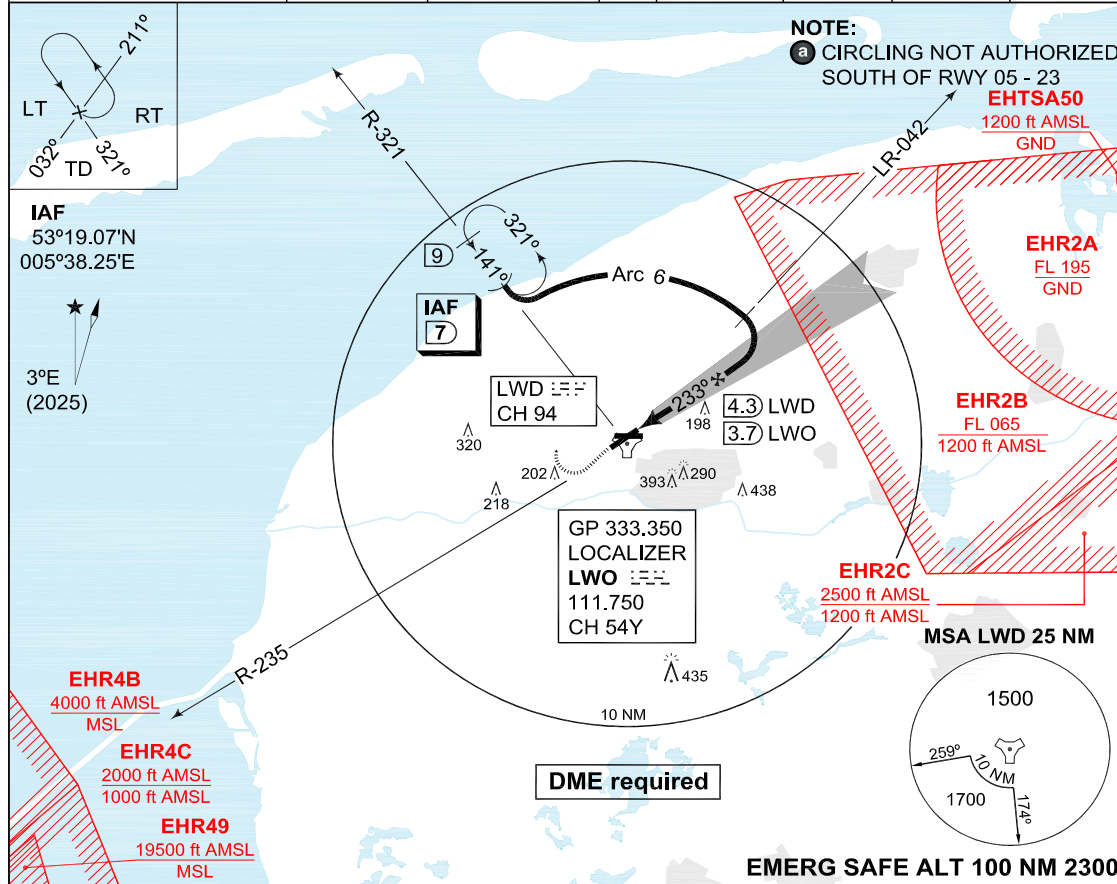
CATEGORY	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
	A	B	C	D	E
S-TACAN 23	<b>380</b> -800 376 (400-0.8/1.6)	<b>380</b> -1200 376 (400-1.2/1.6)	<b>380</b> -1200 376 (400-1.2/2.0)		
CIRCLING <b>a</b>	<b>500</b> -1900 496 (500-1.9)	<b>510</b> -2800 506 (600-2.8)	<b>610</b> -3700 606 (700-3.7)	<b>720</b> -4600 716 (800-4.6)	<b>820</b> -6500 816 (900-6.5)

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**MIPS INSTRUMENT APPROACH CHART** **COPTER ILS or LOC 233 LEEUWARDEN (EHLW)**

DUTCH MIL 259.250 128.355	RAPCON NORTH 284.475 132.030	LEEUWARDEN TWR 344.850 120.705	GND CTL 362.525
LOCALIZER / DME LWO 111.750 / CH 54Y	APP COURSE 233°	GS INTCEPT ALT 1200 FT	GS 3°
		DA 204	THR ELEV 4
		ALS 720 m	LDA 7863 FT



CATEGORY	H
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1
S-ILS 233	<b>204</b> -400 200 (200-0.4/0.8)
S-LOC 233	<b>340</b> -400 336 (400-0.4/0.8)
CIRCLING <sup>a</sup>	<b>500</b> -1900 496 (500-1.9)

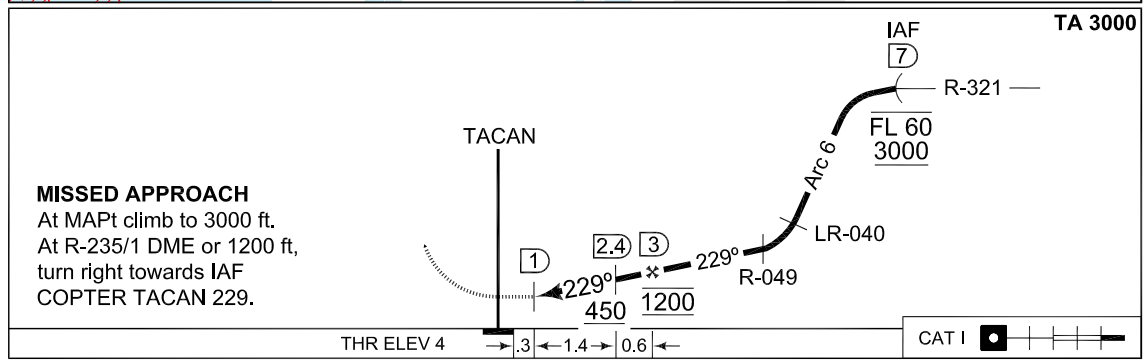
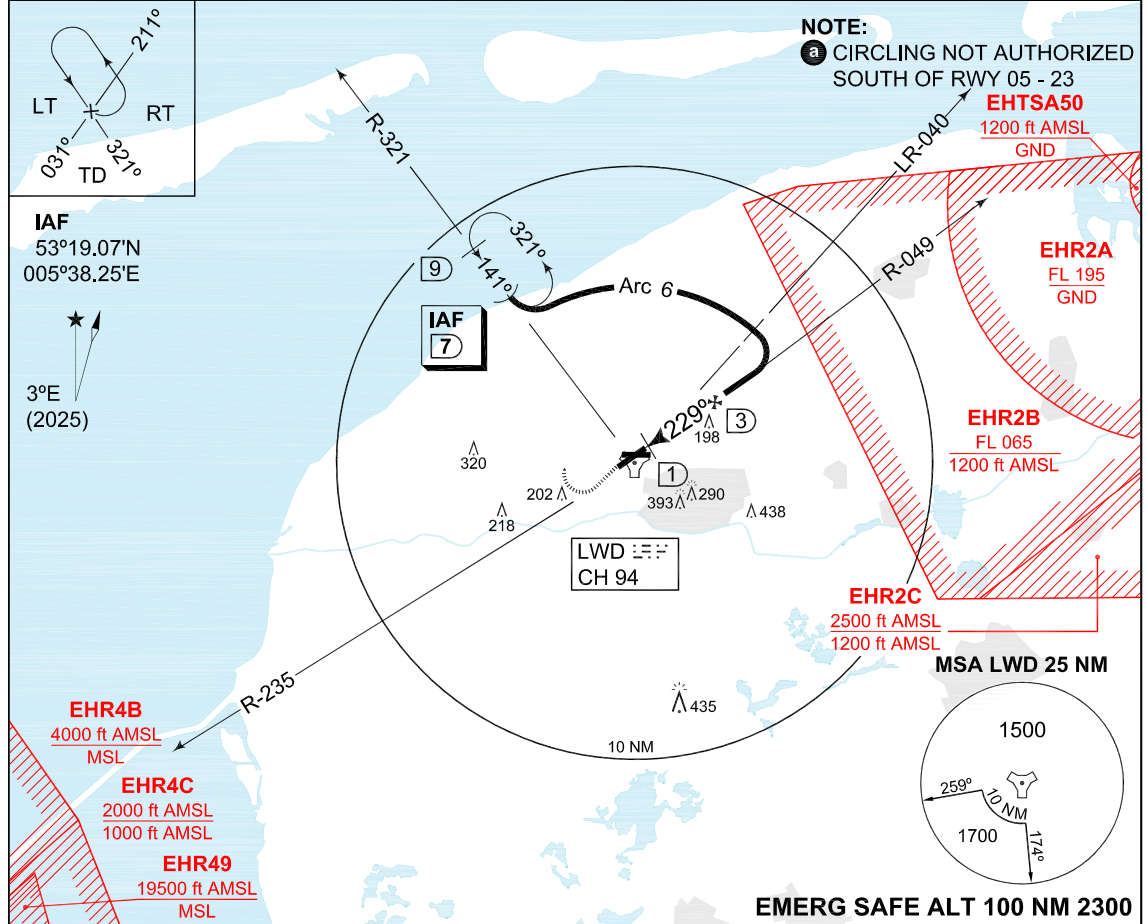
CHANGES: EDITORIAL

MIPS

ENLASF 16 APR 2026

**MIPS INSTRUMENT APPROACH CHART** **COPTER TACAN 229 LEEUWARDEN (EHLW)**

DUTCH MIL 259.250 128.355		RAPCON NORTH 284.475 132.030		LEEUWARDEN TWR 344.850 120.705		GND CTL 362.525	
TACAN LWD CH 94	APP COURSE 229°	FAF ALT 1200 FT	Descent GR	MDA <b>380</b>	THR ELEV 4	ALS 720 m	LDA 7863 FT



CATEGORY	A
COPTER TACAN 229	<b>380-400 376 (400-0.4/0.8)</b>
CIRCLING a	<b>500-1900 496 (500-1.9)</b>

CHANGES: EDITORIAL MIPS

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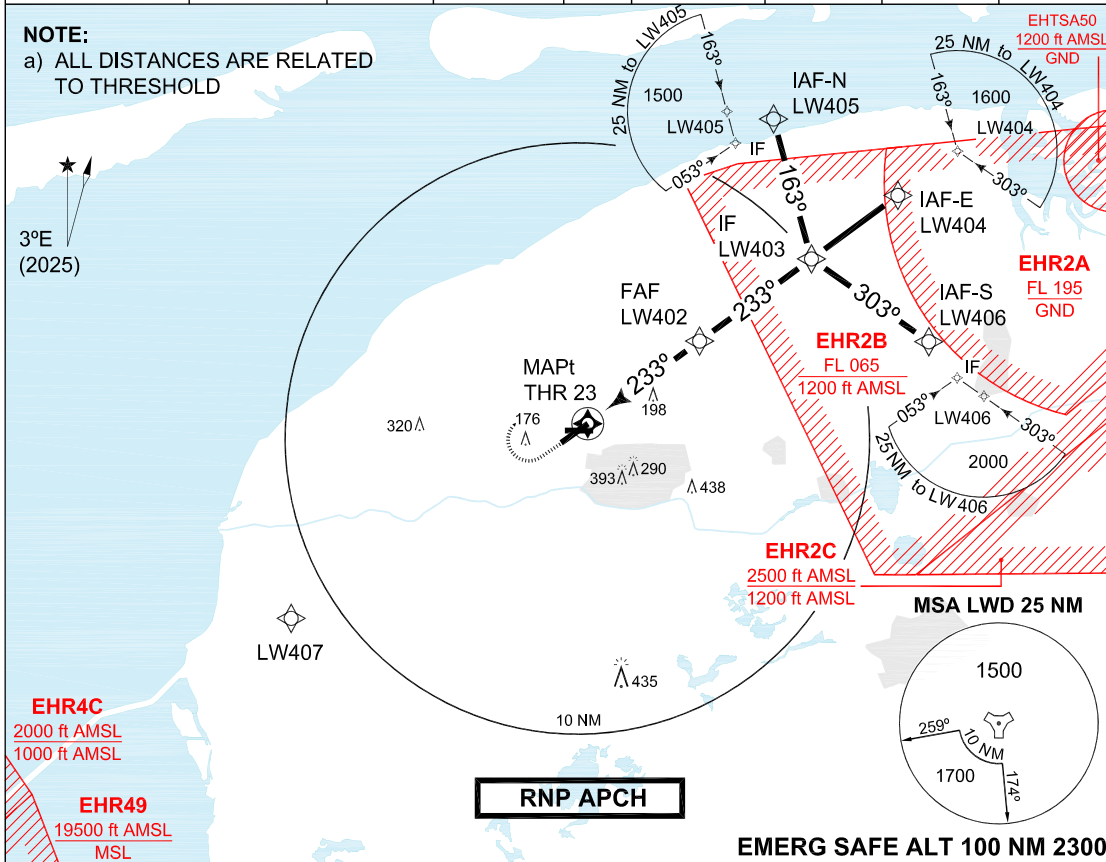
**PANS OPS INSTRUMENT APPROACH CHART** **RNP Z RWY 23**  
**LEEWARDEN (EHLW)**

AD ELEV 4

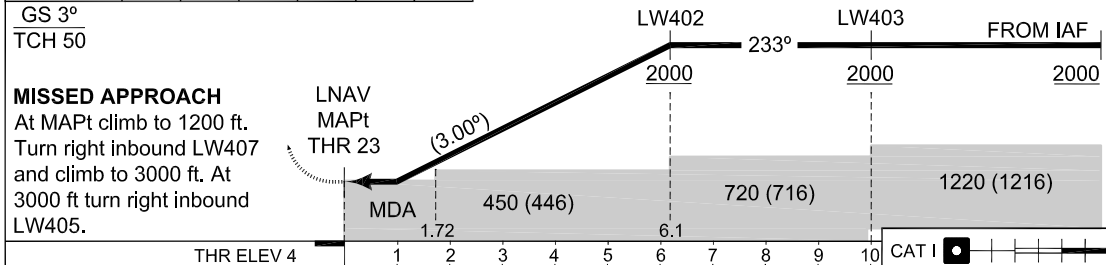
DUTCH MIL 259.250 128.355		RAPCON NORTH 284.475 132.030		LEEWARDEN TWR 344.850 120.705		GND CTL 362.525		
EGNOS CHANNEL	APP COURSE 233°	FAF ALT 2000 FT	Descent GR 5.24% / 3°	MDA <b>370</b>	DA <b>SEE CAT</b>	THR ELEV 4	ALS 720 m	LDA 7863 FT

**NOTE:**

a) ALL DISTANCES ARE RELATED TO THRESHOLD



DIST THR	1	2	3	4	5	6	LNAV		TA 3000		
ALT	370	690	1010	1330	1650	1970	LNAV	FAF	LW402	LW403	FROM IAF
GS 3°											
TCH 50											



CATEGORY		A		B		C		D	
MIPS	DA(H) LPV	N.A.							
	DA(H) LNAV / VNAV	N.A.							
	MDA(H) LNAV	<b>370-1000 366 (400-1.0/1.7)</b>							
IAF-N	LW405	53°24.36'N	005°57.71'E	FAF	LW402	53°17.34'N	005°54.42'E		
IAF-E	LW404	53°22.35'N	006°06.65'E	MAPt	THR23	53°13.88'N	005°46.04'E		
IAF-S	LW406	53°16.61'N	006°06.56'E	MATF	LW407	53°03.94'N	005°20.04'E		
IF	LW403	53°19.54'N	005°59.77'E						

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**PANS OPS  
INSTRUMENT APPROACH CHART**

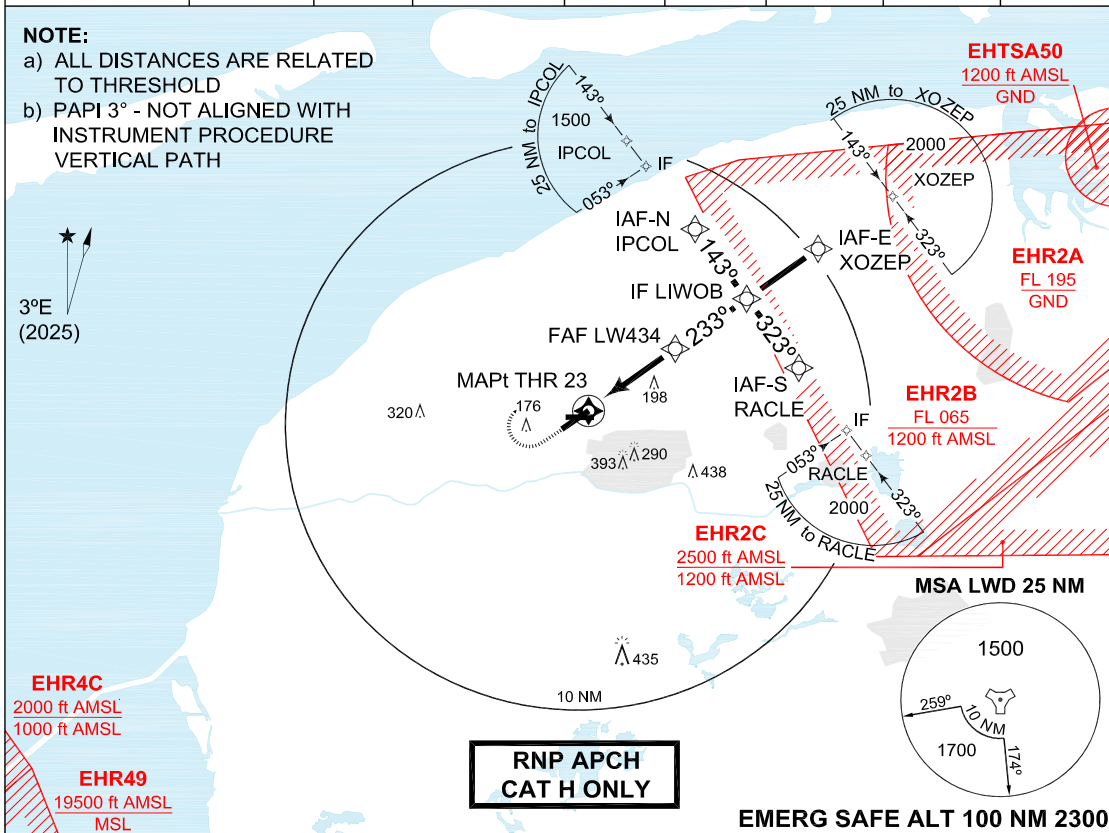
**RNP Y RWY 23  
LEEUWARDEN (EHLW)**

AD ELEV 4

DUTCH MIL 259.250 128.355		RAPCON NORTH 284.475 132.030		LEEUWARDEN TWR 344.850 120.705		GND CTL 362.525		
EGNOS CHANNEL 92974 E23A	APP COURSE 233°	FAF ALT 1500 FT	Descent GR 6.5% / 3.72°	MDA 370	DA 204	THR ELEV 4	ALS 720 m	LDA 7863 FT

**NOTE:**

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



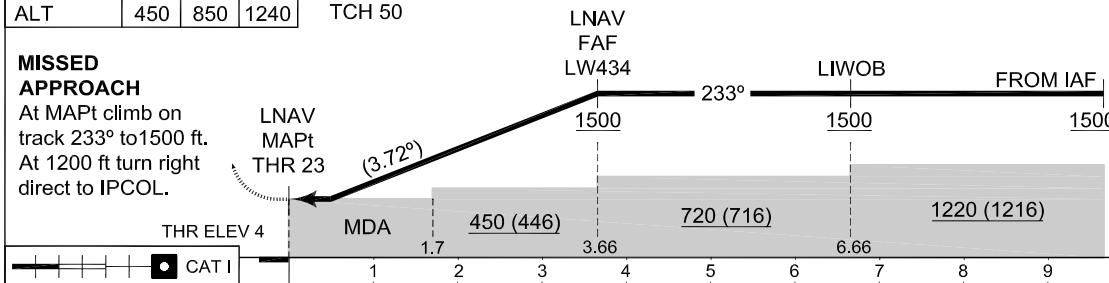
**RNP APCH  
CAT H ONLY**

EMERG SAFE ALT 100 NM 2300

DIST THR	1	2	3	GS 3.72°	TA 3000
ALT	450	850	1240	TCH 50	

**MISSED APPROACH**

At MAPt climb on track 233° to 1500 ft.  
At 1200 ft turn right direct to IPCOL.



MIPS	CATEGORY	H	
	DA(H) LPV	204-400 200 (200-0.4/1.2)	
	DA(H) LNAV / VNAV	N.A.	
	MDA(H) LNAV	370-1000 366 (400-1.0/1.7)	

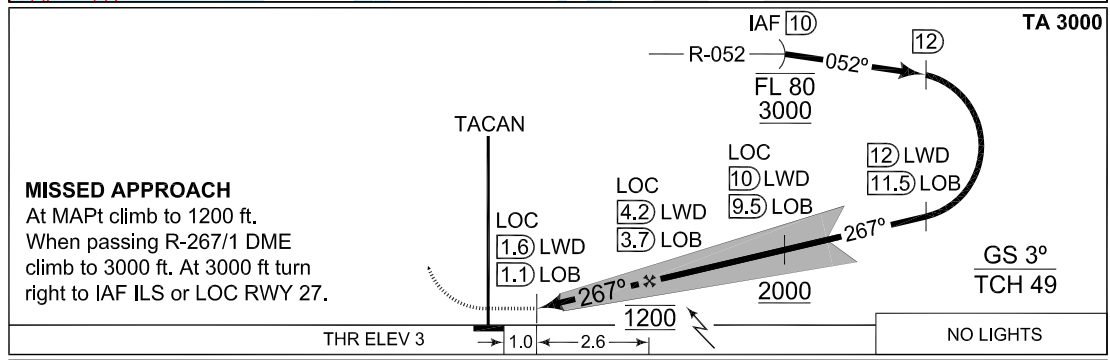
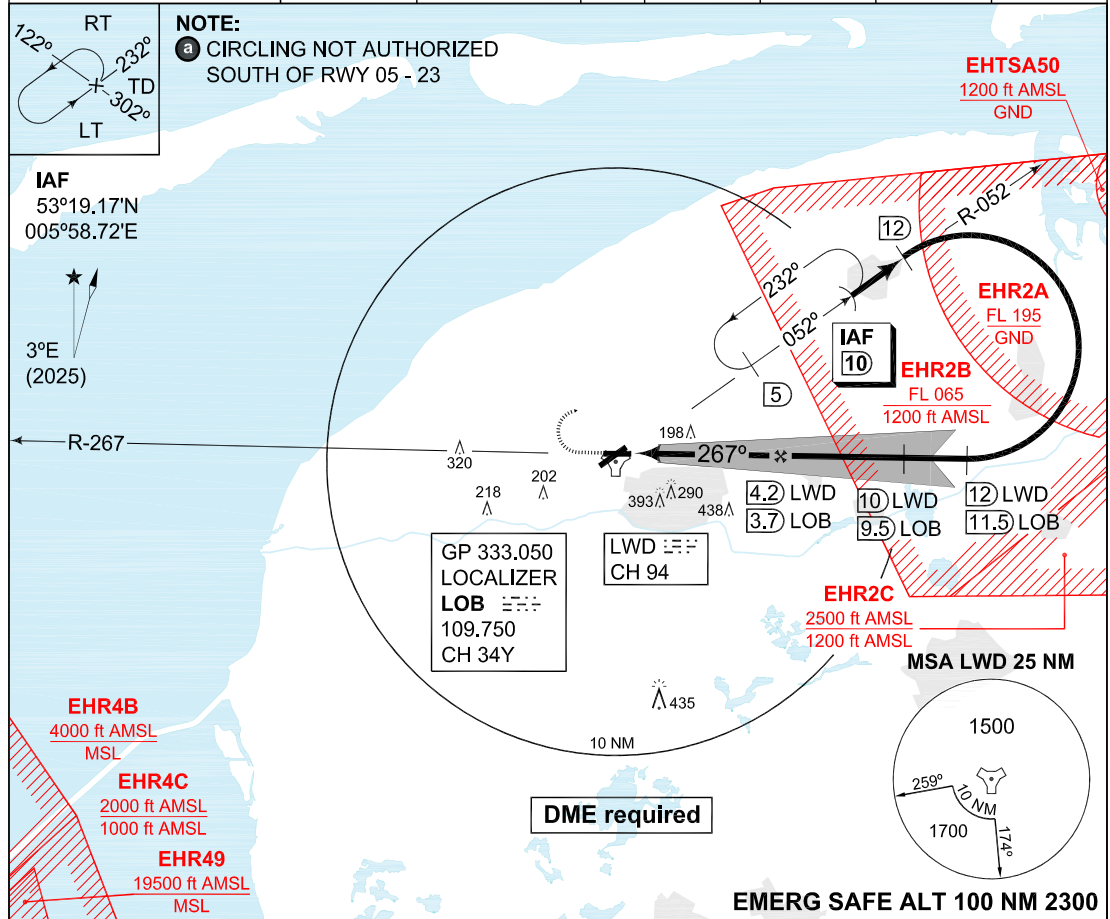
IAF-N	IPCOL	53°20.12'N	005°52.34'E	IF	LIWOB	53°17.65'N	005°55.18'E
IAF-E	XOZEP	53°19.35'N	005°59.30'E	FAF	LW434	53°15.95'N	005°51.06'E
IAF-S	RACLE	53°15.18'N	005°58.00'E	MAPt	THR23	53°13.88'N	005°46.04'E

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**MIPS INSTRUMENT APPROACH CHART** **ILS or LOC RWY 27 LEEUWARDEN (EHLW)**

DUTCH MIL 259.250 128.355		RAPCON NORTH 284.475 132.030		LEEUWARDEN TWR 344.850 120.705		GND CTL 362.525	
LOCALIZER / DME LOB 109.750 / CH 34Y	APP COURSE 267°	GS INTCEPT ALT 1200 FT	GS 3°	DA <b>SEE CAT</b>	THR ELEV 3	ALS -	LDA 6561 FT



CATEGORY	A	B	C	D	E	H
MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1						
S-ILS 27	203-1600 200 (200-1.6/1.6)	211-1600 208 (300-1.6/1.6)	220-1600 217 (300-1.6/1.6)	230-1600 227 (300-1.6/1.6)	240-1600 237 (300-1.6/1.6)	203-800 200 (200-0.8/0.8)
S-LOC 27	360-1600 357 (400-1.6/1.6)			360-2000 357 (400-2.0/2.0)		360-800 357 (400-0.8/0.8)
CIRCLING a	500-1900 496 (500-1.9)	510-2800 506 (600-2.8)	610-3700 606 (700-3.7)	720-4600 716 (800-4.6)	820-6500 816 (900-6.5)	N.A.

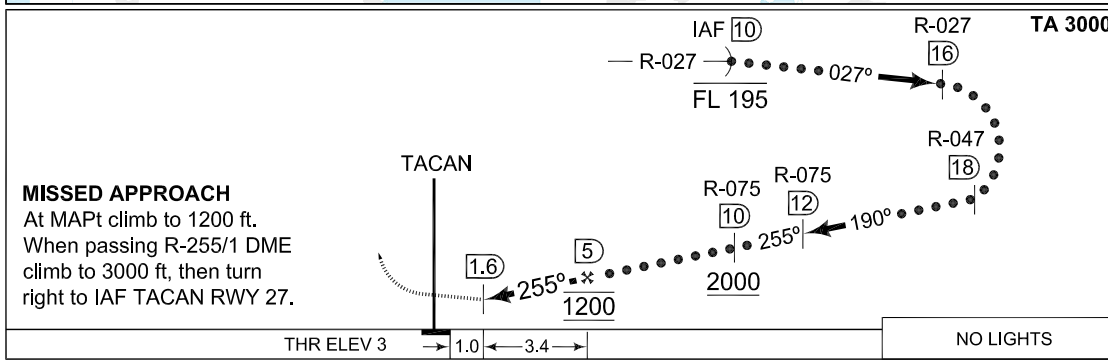
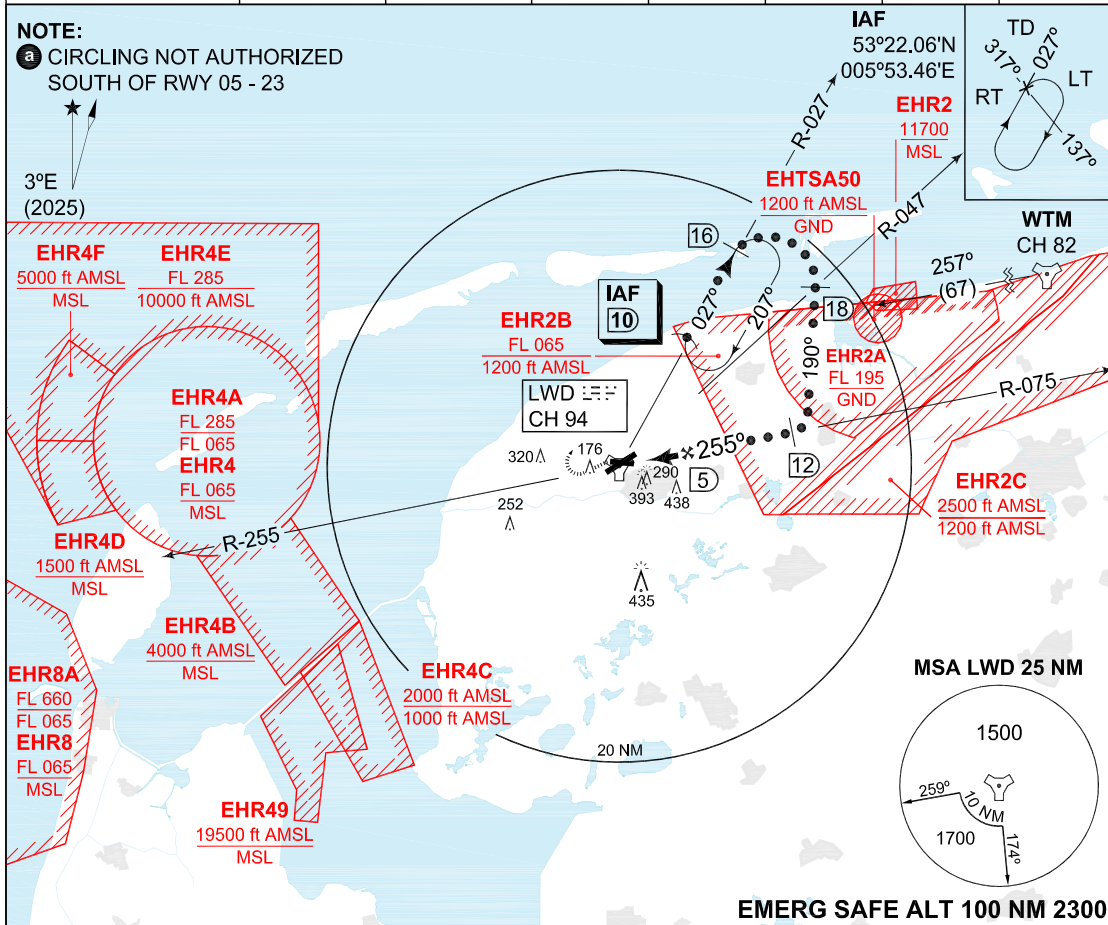
CHANGES: EDITORIAL

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**MIPS INSTRUMENT APPROACH CHART** **HI-TACAN RWY 27 LEEUWARDEN (EHLW)**

AD ELEV 4

DUTCH MIL 259.250 128.355		RAPCON NORTH 284.475 132.030		LEEUWARDEN TWR 344.850 120.705		GND CTL 362.525	
TACAN LWD CH 94	APP COURSE 255°	FAF ALT 1200 FT	Descent GR	MDA 390	THR ELEV 3	ALS -	LDA 6561 FT



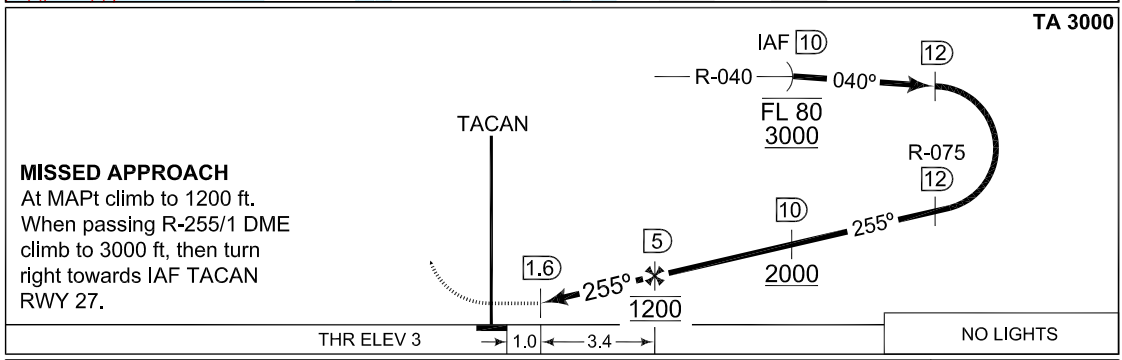
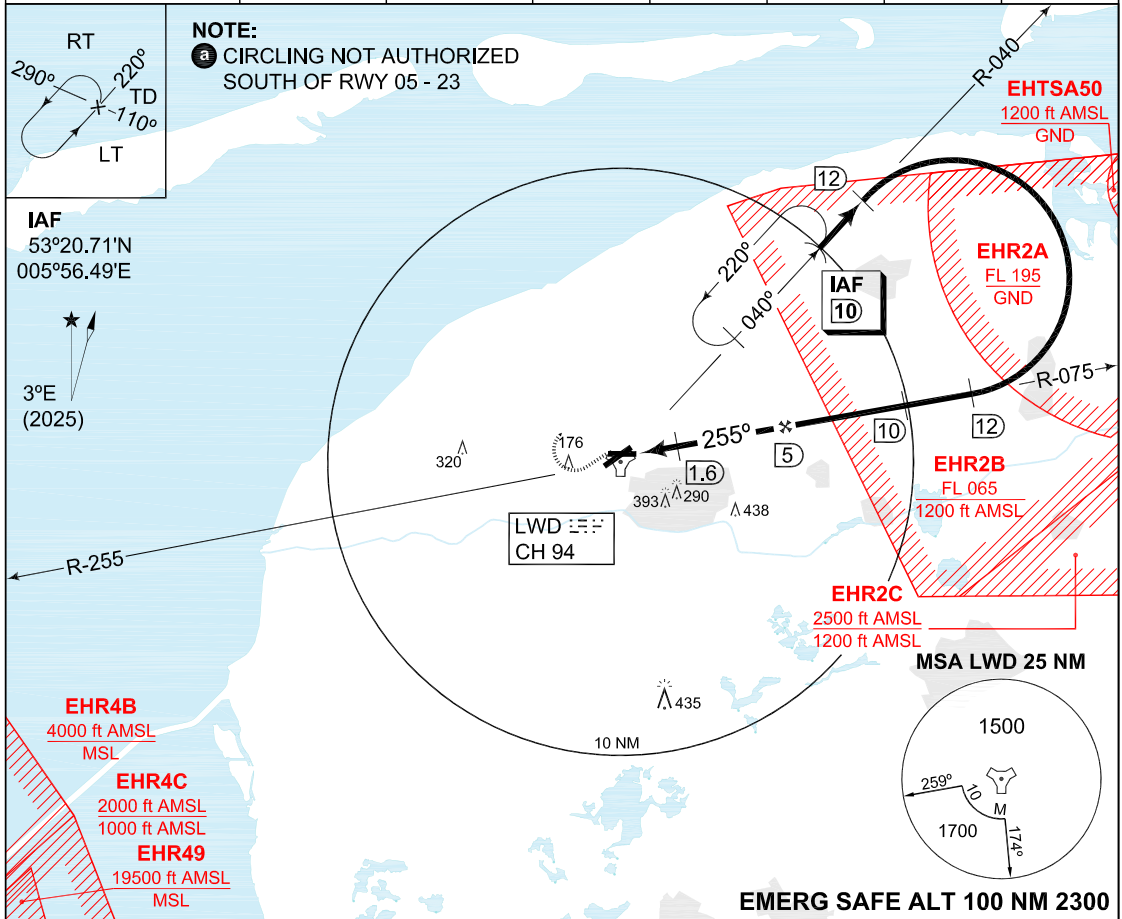
CATEGORY	C		D		E	
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1					
S-TACAN 27	390-1600 387 (400-1.6/1.6)		390-2000 387 (400-2.0/2.0)			
CIRCLING ⓐ	610-3700 606 (700-3.7)		720-4600 716 (800-4.6)		820-6500 816 (900-6.5)	

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**MIPS INSTRUMENT APPROACH CHART** **TACAN RWY 27 LEEUWARDEN (EHLW)**

DUTCH MIL 259.250 128.355		RAPCON NORTH 284.475 132.030		LEEUWARDEN TWR 344.850 120.705		GND CTL 362.525	
TACAN LWD CH 94	APP COURSE 255°	FAF ALT 1200 FT	Descent GR	MDA <b>390</b>	THR ELEV 3	ALS -	LDA 6561 FT



CATEGORY	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
	A	B	C	D	E
S-TACAN 27	<b>390</b> -1600 387 (400-1.6/1.6)			<b>390</b> -2000 387 (400-2.0/2.0)	
CIRCLING a	<b>500</b> -1900 496 (500-1.9)	<b>510</b> -2800 506 (600-2.8)	<b>610</b> -3700 606 (700-3.7)	<b>720</b> -4600 716 (800-4.6)	<b>820</b> -6500 816 (900-6.5)

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**PART 3 – AERODROMES (AD)**

**AD 2.**

**AD 2. AERODROMES  
VOLKEL**

## VOLKEL

### EHVK AD 2.1 Aerodrome location indicator and name

EHVK - Volkel

### EHVK AD 2.2 Geographical and administrative data

1	ARP	51°39'25.95"N 005°42'28.17"E
2	Direction and distance from city	213° MAG/12.6 NM NIJMEGEN
3	Elevation/Reference temperature	+ 73 ft AMSL/22.2° C (JUL)
4	MAG VAR/Annual change	2°43.8' E (JAN 2025)/9'E
5	AD operating authority Postal address  Visitors' address  Telephone E-mail AFTN	RNLASF DIB loket CLSR Vliegbasis Volkel MPC 86A P.O. Box 8762 4820 BB Breda Zeelandsedijk 10 5408 ZW Volkel +31(0)413 276911 vkl.lvl.lw.clrs@mindef.nl EHVKZTZX
6	Types of TFC permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

### EHVK AD 2.3 Operational hours

1	AD OPR HR	MON/FRI 0700/1545 (0600/1445)
2	Customs and immigration	2 HR PN
3	Health and sanitation	HO
4	AIS Briefing office	HO
5	ATS Reporting Office (ARO)	HO
6	MET Briefing Office	HO
7	ATS	HO
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	PPR 24 HRS. See 2.23

### EHVK AD 2.4 Handling services and facilities

1	Cargo-handling facilities	Yes
2	Fuel/oil types	F-34, H-515, O-148, O-155, O-156
3	Fuelling facilities/capacity	No limitations
4	Oxygen	LHOX, LOX
5	Nitrogen	LPNIT, HPNIT
6	De-icing facilities/type	S-738, S-742
7	Starting units	DSA 150, DSA600, SO 8.5, JAS, EC 3500, DC 3500
8	Hangar space for visiting ACFT	No
9	Repair facilities	F16
10	Remarks	Nil

### EHVK AD 2.5 Passenger facilities

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

### EHVK AD 2.6 Rescue and fire fighting services

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

### EHVK 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

### EHVK AD 2.8 Aprons, taxiways and check locations/positions data

1	Apron surface and strength	North of beginning RWY 06, PCN: 61 R/B/W/T E – E1, PCN 65 R/B/W/T
2	TWY width, surface and strength	Width 39 ft, PCN: 42 R/B/W/T
3	Remarks	Max. Wingspan TWY: 39 ft

## EHVK AD 2.9 Surface movement guidance and control system and markings

According to STANAG 3158	
1	Remarks Nil

## EHVK AD 2.10 Aerodrome obstacles

Obstacles along RWYs and TWYs do not confirm to standard obstacle clearance requirements. See Aerodrome Chart.

## EHVK AD 2.11 Meteorological information provided

1	Associated MET Office	Volkel
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 EHVK 0413-278047 or mail VKL.Meteo@mindef.nl Tel JMG 0164-693111 or mail JMG.WX.PLANNING@mindef.nl

## EHVK 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	24R: 30 R/B/W/T 06L: 30 R/B/W/T  24L: 27 R/B/W/T 06R: 27 R/B/W/T

### EHVK AD 2.13 Declared distances

RWY	TORA	TODA	ASDA	LDA	RMK
24R	9922	9922	9922	9498	
	9479	9479	9479	NA	Take-off from intersection A
	8307	8307	8307	NA	Take-off from intersection B
	7631	7631	7631	NA	Take-off from intersection C
	6787	6787	6787	NA	Take-off from intersection D
	5500	5500	5500	NA	Take-off from intersection E
06L	9922	9922	9922	9500	
	9481	9481	9481	NA	Take-off from intersection H
	8976	8976	8976	NA	Take-off from intersection G
	6851	6851	6851	NA	Take-off from intersection F
	4776	4776	4776	NA	Take-off from intersection E
24L	9931	9931	9931	9487	
	9484	9484	9484	NA	Take-off from intersection AP
	8314	8314	8314	NA	Take-off from intersection BP
	6897	6897	6897	NA	Take-off from intersection DP
	5486	5486	5486	NA	Take-off from intersection EP
06R	9931	9931	9931	9485	
	9483	9483	9483	NA	Take-off from intersection HP
	6751	6751	6751	NA	Take-off from intersection FP
	4649	4649	4649	NA	Take-off from intersection EP

### EHVK AD 2.14 Approach and runway lighting

According STANAG 3316		
1	Approach lighting	RWY 24R: CAT I. 852 m RWY 06L: CAT I. 880 m RWY 24L: SALS. 423 m RWY 06R: SALS. 420 m
2	RWY lighting	VCL, VHI
3	PAPI	Situated on the left side of all RWYs
4	Remarks	Nil

### EHVK 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

### EHVK AD 2.16 Helicopter landing area

1	Location	Westside of the AD, between TWY and RWY, north of the beginning of RWY 06L. See Aerodrome Chart
2	Marking	Daylight marking
3	Lighting	Yes
4	Remarks	Nil

### EHVK AD 2.17 Air traffic services airspace

1	Designation and lateral limits	Volkel control zone 51°38'52.86"N 005°23'22.88"E; 51°45'05.93"N 005°33'24.21"E; along clockwise arc (radius 8 NM, centre 51°39'25.95"N 005°42'28.17"E) to 51°33'45.27"N 005°51'29.87"E; 51°27'33.73"N 005°41'28.57"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 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

## EHVK 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	Volkel Tower	136.080*) 122.100 291.100*) 257.800	HO	*) Primary FREQ  Radar equipped
GND CTL	Volkel Ground	386.775	HO	
APP	RAPCON South	123.180*) 122.100 388.525*)	HO	
RADAR	Volkel Arrival	122.100 291.200	HO	

## EHVK 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 24R	VLO	CH 44Y	HO	51°39'46.53"N 005°43'12.18"E		
ILS 24R LOCALIZER	VLO	110.750	HO	51°38'57.80"N 005°41'15.89"E		
GP 24R		330.050	HO	51°39'46.53"N 005°43'12.18"E		
DME 06L	VLZ	CH 44Y	HO	51°39'04.57"N 005°41'45.19"E		
ILS 06L LOCALIZER	VLZ	110.750	HO	51°39'53.89"N 005°43'39.91"E		
GP 06L		330.050	HO	51°39'04.57"N 005°41'45.19"E		
TACAN	VKL	CH 20X	H24	51°39'19.55"N 005°42'25.12"E	200 NM/60000 ft	FREQ pro- tected

## EHVK AD 2.20 Local traffic regulations

### Glider- and Light ACFT flying

Gliderflying outside OPR HR SR/SS.

## **EHVK AD 2.21 Noise abatement procedures**

Noise abatement procedures are included in the flight procedures.

## **EHVK AD 2.22 Flight procedures**

### **IFR procedures**

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

### **VFR Departure procedures**

JET AIRCRAFT.

Runway 24: Leaving procedures are standard to the north. Standard leaving altitude is 2000 ft AMSL. Stay clear of the village of Volkel. Turn to the north-west and proceed between Uden and Veghel. Leaving procedures following a route between Airbase Volkel and Uden is prohibited.

Runway 06: Leaving procedures are standard to the North. Standard leaving altitude is 2000 ft AMSL. Do not turn to the north before 1,5 DME TACAN. Stay clear of the villages of Zeeland and Mill.

Note: Deviation from the above mentioned procedures i.e. leaving direction or altitude only after permission from TWR.

HELICOPTERS.

As directed by TWR.

CONVENTIONAL AIRCRAFT.

As directed by TWR.

### **VFR ARRIVAL PROCEDURES**

JET AIRCRAFT.

Overhead Pattern: Initial points (IP) are approximately 3 NM from threshold, just north of the extended centerlines. IP's shall be joined from the north at 2500 ft AMSL. Joining from the south only after permission from TWR. IP shall be joined at 2000 ft AMSL. The break shall be executed to the south: a left-hand break for runway 24, a right-hand break for runway 06, at 1500 ft AMSL.

Closed-pattern: Rejoining downwind only after permission from TWR. Aircraft shall not exceed 1000 ft AMSL until clear of airfield boundaries, in order to stay clear of traffic on the break. Aircraft shall proceed to the end of the runway before turning to downwind in order to avoid Odiliapeel.

Straight-in approaches: Only allowed after permission from TWR. Aircraft shall report 8 NM final (Cuijk or Veghel) at 1500 ft AMSL.

HELICOPTERS.

Standard helicopter approach is from the north at 500 ft AMSL. Populated areas shall be avoided. For landing the helicopter square shall be used or as directed by TWR.

CONVENTIONAL ACFT.

Conventional Pattern: Conventional traffic should join from the north at 1000 ft AMSL.

Downwind is on the north side of the runway or as directed by TWR.

Straight-in approaches: Only allowed after permission from Volkel TWR. Aircraft shall report 8 NM final (CUIJK or VEGHEL) at 1500 ft AMSL.

### **WARNING**

Avoid Reek Area (EHR 62)(demolition of explosives) position  
51°43'42.00"N 005°41'33.00"E, radius 1 NM altitude 1000 ft AMSL.  
See also AIP Netherlands ENR 5.1

### EHVK 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.fdns@mindef.nl

AFTN: EHMCZPZX

available H24

PPR 24 HRS: for Prior Permission Request contact:

Operational and Co-ordination Centre

Tel: +31(0)413 278001/8002

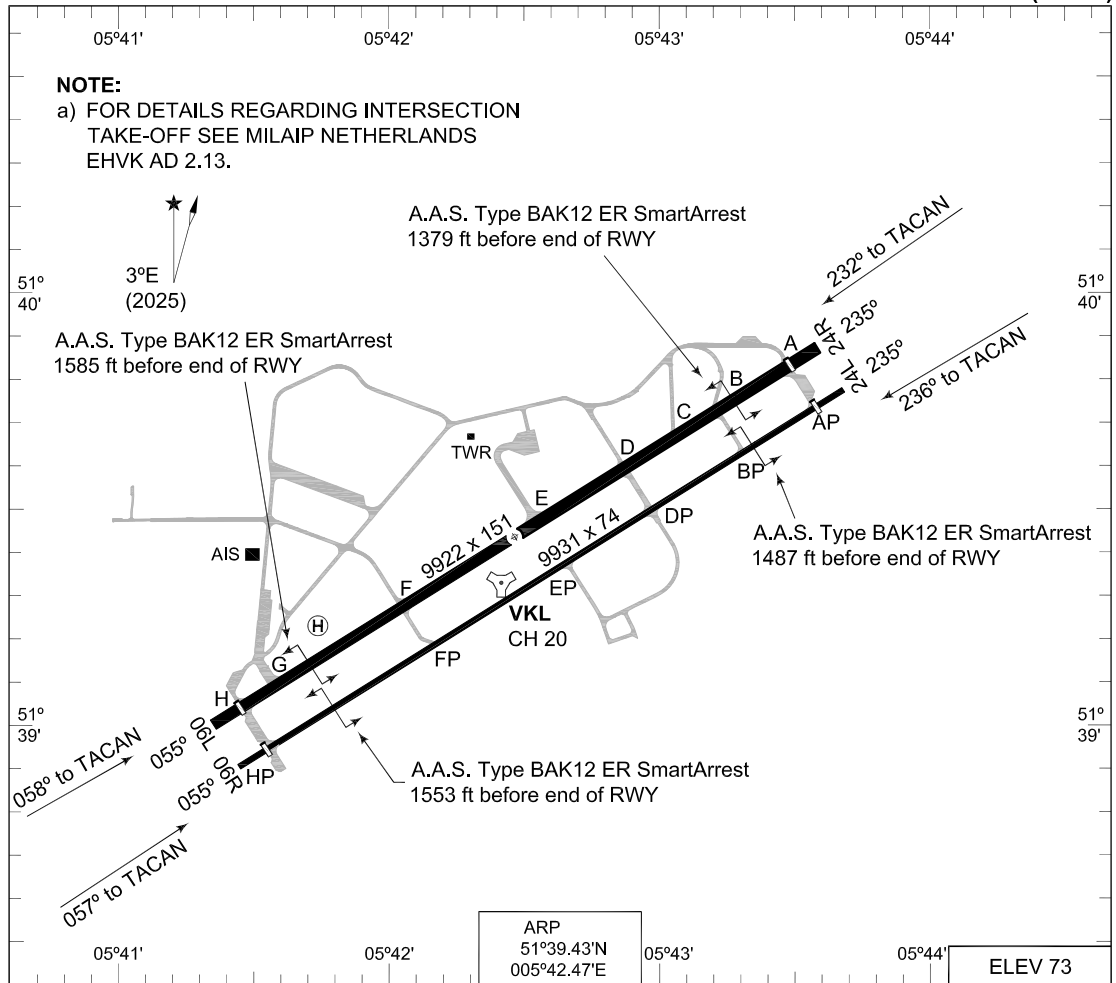
Fax: +31(0)413 276558

E-mail: vkl.oc.ops@mindef.nl

### EHVK AD 2.24 Charts related to an aerodrome

Aerodrome Chart	EHVK AD 2-9
Local map	EHVK AD 2-10
MVA chart	EHVK AD 2-11
Instrument departure chart VK1	EHVK AD 2-12
Instrument departure chart VK2	EHVK AD 2-13
Instrument departure chart VK3	EHVK AD 2-14
Instrument departure chart VK5	EHVK AD 2-15
Instrument departure chart VK6	EHVK AD 2-16
Instrument departure chart VK7	EHVK AD 2-17
Instrument approach chart ILS or LOC RWY 06L	EHVK AD 2-18
Instrument approach chart TACAN RWY 06L/06R	EHVK AD 2-19
Instrument approach chart ILS or LOC RWY 24R	EHVK AD 2-20
Instrument approach chart TACAN RWY 24R/24L	EHVK AD 2-21

**MIPS AERODROME CHART** **VOLKEL (EHVK)**



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
24R	30 R/B/W/T	9922	9922	9922	9498	3.0°	62	51°39.83'N 005°43.49'E
06L	30 R/B/W/T	9922	9922	9922	9500	3.0°	72	51°39.04'N 005°41.45'E
24L	27 R/B/W/T	9931	9931	9931	9487	3.0°	62	51°39.73'N 005°43.58'E
06R	27 R/B/W/T	9931	9931	9931	9485	3.0°	73	51°38.94'N 005°41.55'E

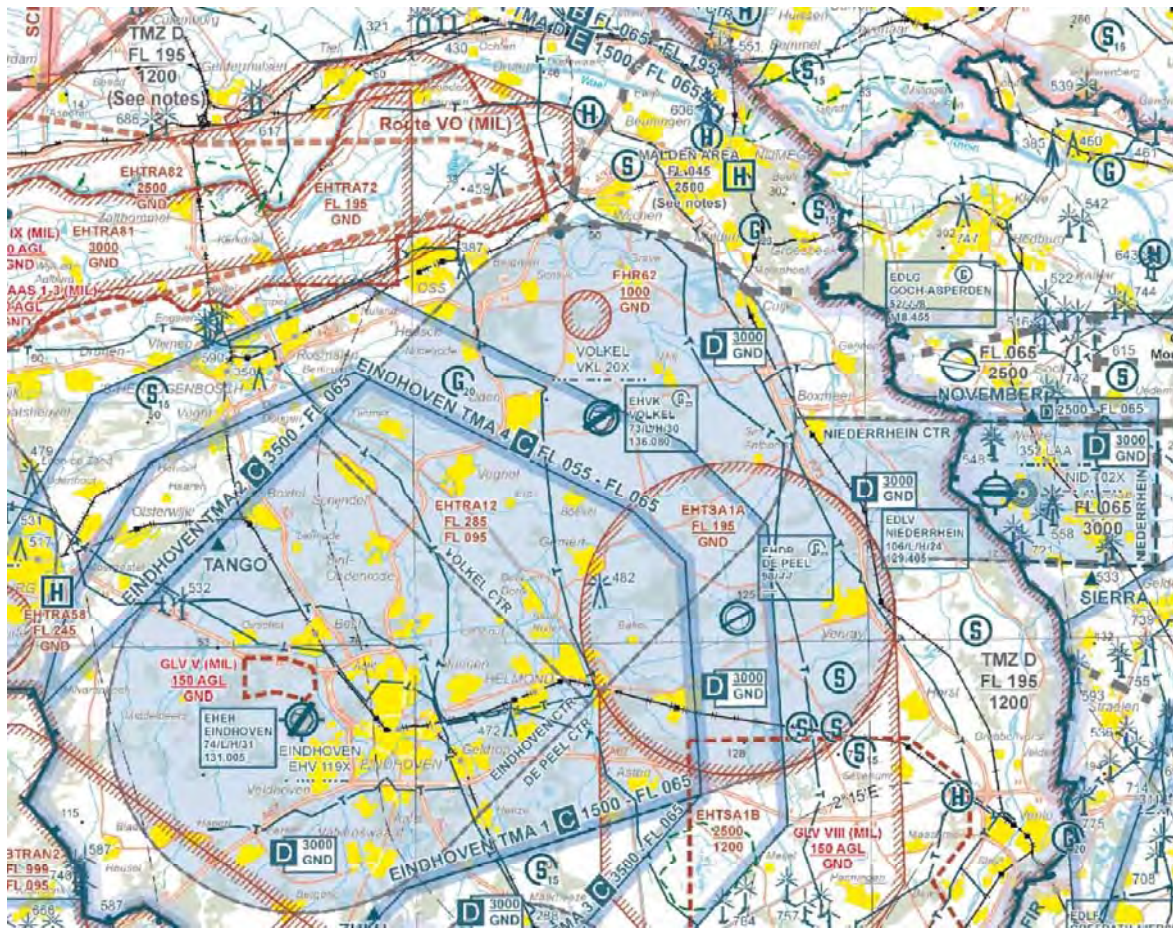
\* SWY 24L PCN 16 R/B/W/T, SWY 06R 17 R/B/W/T  
 VOLKEL TWR 291.100 136.080 (Ground Control) 386.775  
 VOLKEL ARRIVAL 291.200  
 RAPCON SOUTH 388.525 123.180

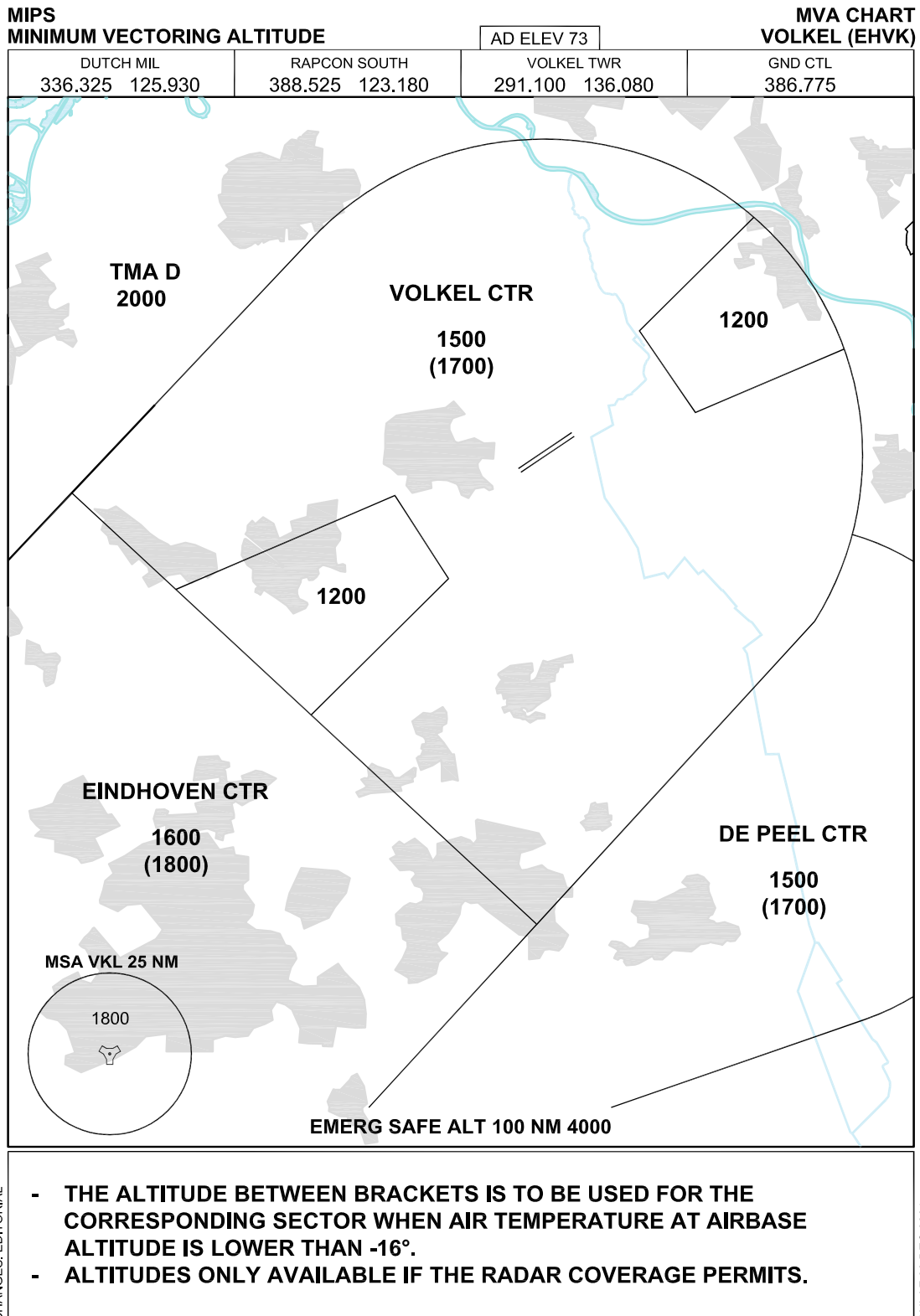
	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
SRA	MIPS	24R					ABCDE	MIPS	460-1100 398 (400-1.1/1.8)
	MIPS	24L					ABCDE	MIPS	460-1400 398 (400-1.4/1.8)
	MIPS	06L					ABCDE	MIPS	460-1100 388 (400-1.1/1.8)
	MIPS	06R					ABCDE	MIPS	460-1400 387 (400-1.4/1.8)

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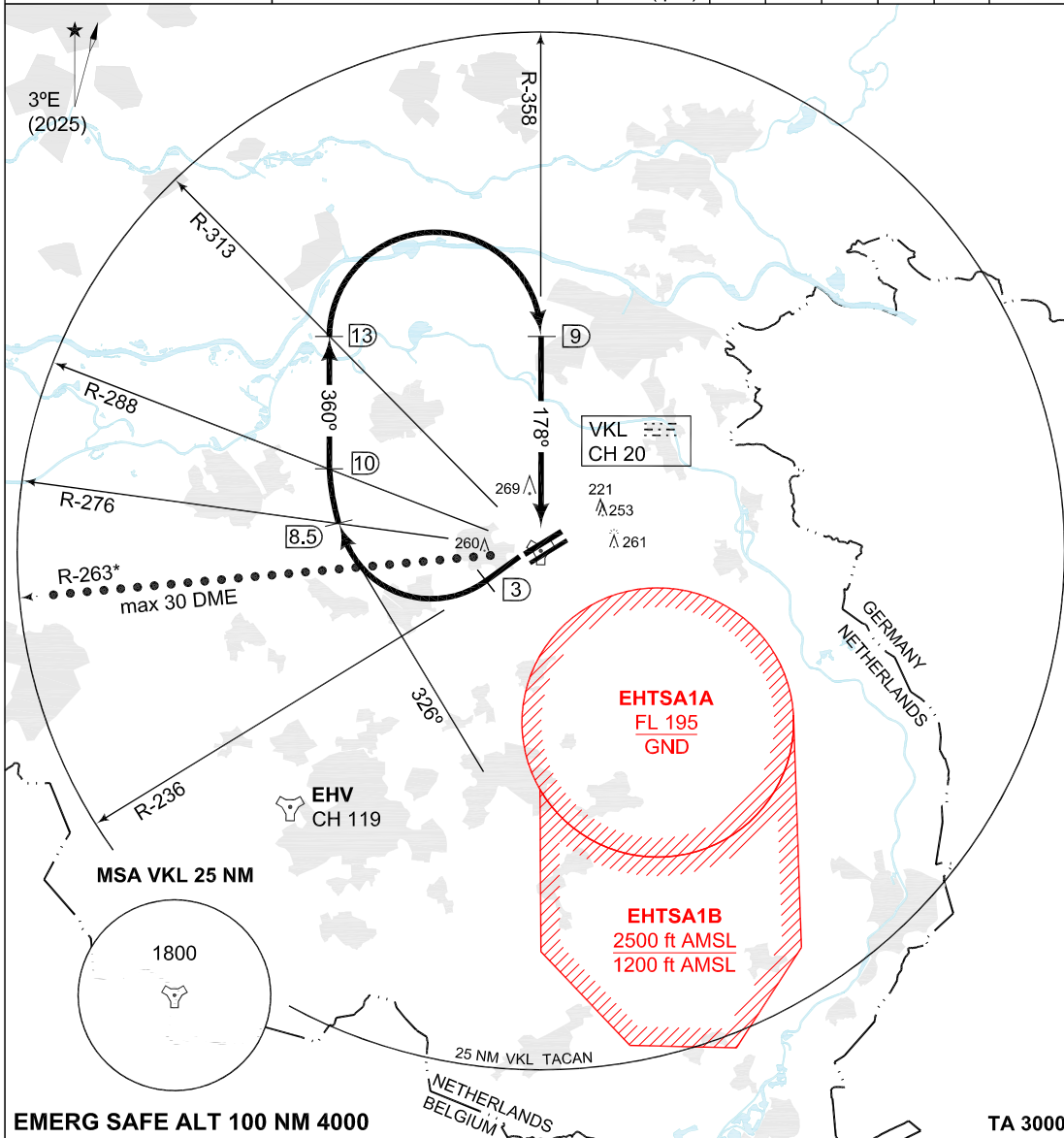
### LOCAL MAP





**MIPS INSTRUMENT DEPARTURE CHART** **VK1 VOLKEL (EHVK)**

GND CTL 386.775	VOLKEL TWR 291.100 136.080	RAPCON SOUTH 388.525 123.180		DUTCH MIL 336.325 125.930					
		RWY <b>24</b>	Knots V/V (fpm)	120 540	180 810	240 1070	300 1340	360 1610	to <b>400 ft</b>



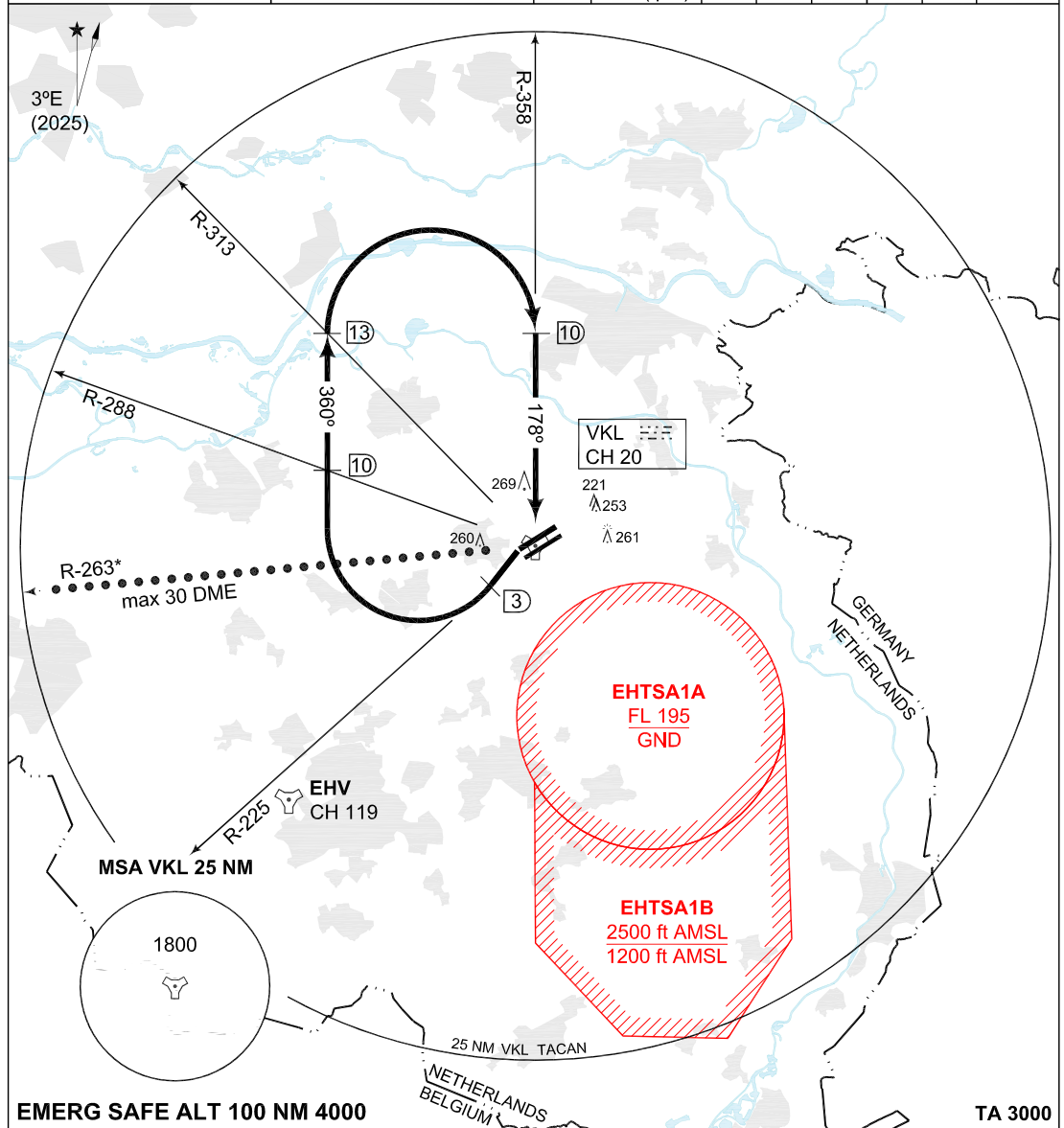
<b>VOLKEL 1 (RWY 24)</b>	<ul style="list-style-type: none"> <li>- Climb straight ahead to 3 DME from Volkel TACAN.</li> <li>- Turn right, heading 326°.</li> <li>- When passing R-276 turn right, heading 360°.</li> <li>- When passing R-313 turn right (remain within 20 DME) to intercept R-358 inbound.</li> <li>* Afterburner climb not approved until cleared by ATC. When cleared climb on R-263 outbound max. to 30 DME.</li> </ul>
	<p><b>NOTE:</b> Departure end crossing height: RWY 24R: 39 ft; RWY 24L: 24 ft.</p>

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**MIPS INSTRUMENT DEPARTURE CHART** **VK2 VOLKEL (EHVK)**

GND CTL 386.775	VOLKEL TWR 291.100 136.080	AD ELEV 73				RAPCON SOUTH 388.525 123.180				DUTCH MIL 336.325 125.930			
		RWY	Knots	120	180	240	300	360	to				
		<b>24</b>	V/V (fpm)	540	810	1070	1340	1610	<b>400 ft</b>				



<p><b>VOLKEL 2 (RWY 24)</b></p>	<ul style="list-style-type: none"> <li>- Climb and turn left to intercept R-225.</li> <li>- At 3 DME turn right, heading 360°.</li> <li>- When passing R-313 turn right (remain within 20 DME) to intercept R-358 inbound.</li> <li>* Afterburner climb not approved until cleared by ATC. When cleared climb on R-263 outbound max. to 30 DME.</li> </ul>
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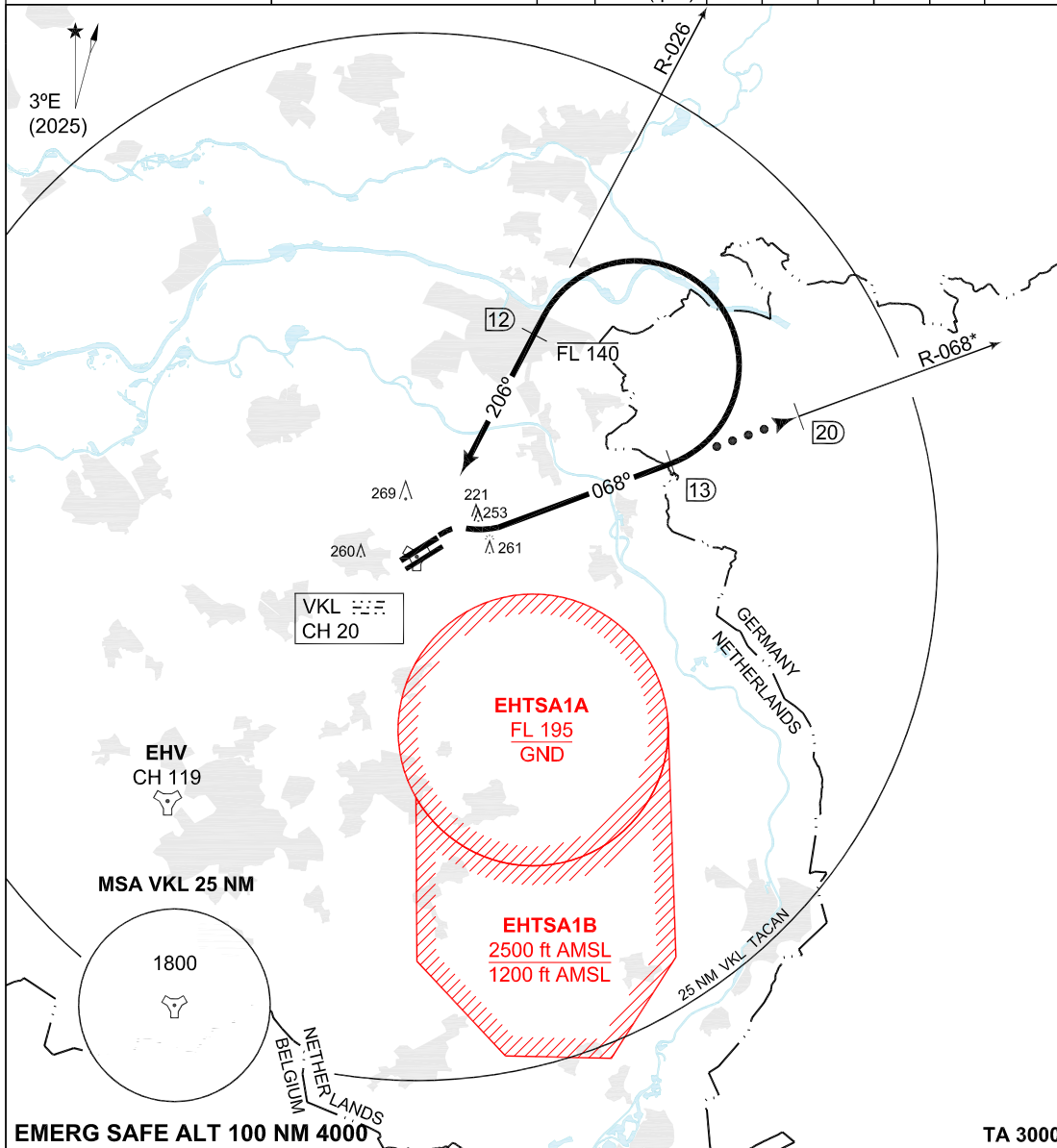
**NOTE:** Departure end crossing height: RWY 24R: 39 ft; RWY 24L: 24 ft.

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**MIPS INSTRUMENT DEPARTURE CHART** **VK3 VOLKEL (EHVK)**

GND CTL 386.775	VOLKEL TWR 291.100 136.080	AD ELEV 73				RAPCON SOUTH 388.525 123.180				DUTCH MIL 336.325 125.930			
		RWY	Knots	120	180	240	300	360	to				
		06	V/V (fpm)	1440	2160	2880	3600	4320	100 ft				



**VOLKEL 3 (RWY 06)**

- Intercept and proceed outbound on R-068 from Volkels TACAN, climb to FL 140.
- At 13 DME turn left (remain within 20 DME) to intercept R-026 inbound.
- When passing 12 DME on R-026 inbound continue climb.
- \* Afterburner climb not approved until cleared by ATC. When cleared climb on R-068 outbound max. to 20 DME.

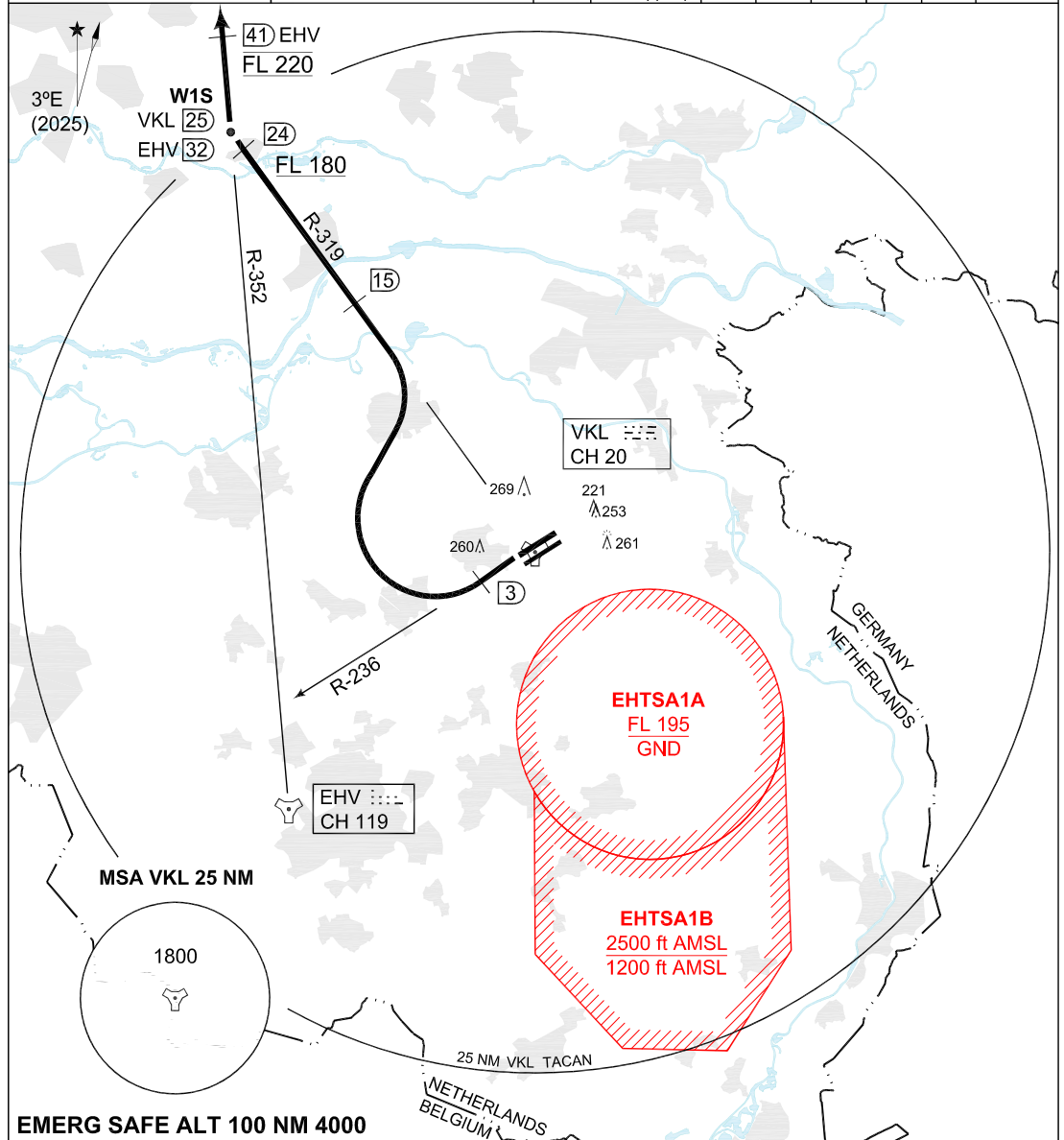
**NOTE:** - Departure end crossing height: RWY 06L: 17 ft; RWY 06R: 23 ft.

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**MIPS INSTRUMENT DEPARTURE CHART** **VK5 VOLKEL (EHVK)**

GND CTL 386.775	VOLKEL TWR 291.100 136.080	AD ELEV 73				RAPCON SOUTH 388.525 123.180				DUTCH MIL 336.325 125.930			
		RWY	Knots	120	180	240	300	360	to				
		<b>24</b>	V/V (fpm)	540	810	1070	1340	1610	<b>400 ft</b>				



<p><b>VOLKEL 5 (RWY 24)</b></p>	<ul style="list-style-type: none"> <li>- Climb straight ahead to 3 DME from Volkels TACAN.</li> <li>- Turn right to intercept R-319 outbound.</li> <li>- Cross R-319 outbound, 24 DME at FL 180 or above.</li> <li>- At 24 DME turn right to intercept EHV R-352.</li> <li>- Cross EHV R-352/41 DME at FL 220, unless instructed otherwise by ATC.</li> </ul>
<p><b>NOTE:</b></p>	<ul style="list-style-type: none"> <li>- Departure end crossing height: RWY 24R: 39 ft; RWY 24L: 24 ft.</li> <li>- If no radiocontact with Dutch Mil at 15 DME turn right inbound VKL TACAN and contact RAPCON SOUTH.</li> </ul>

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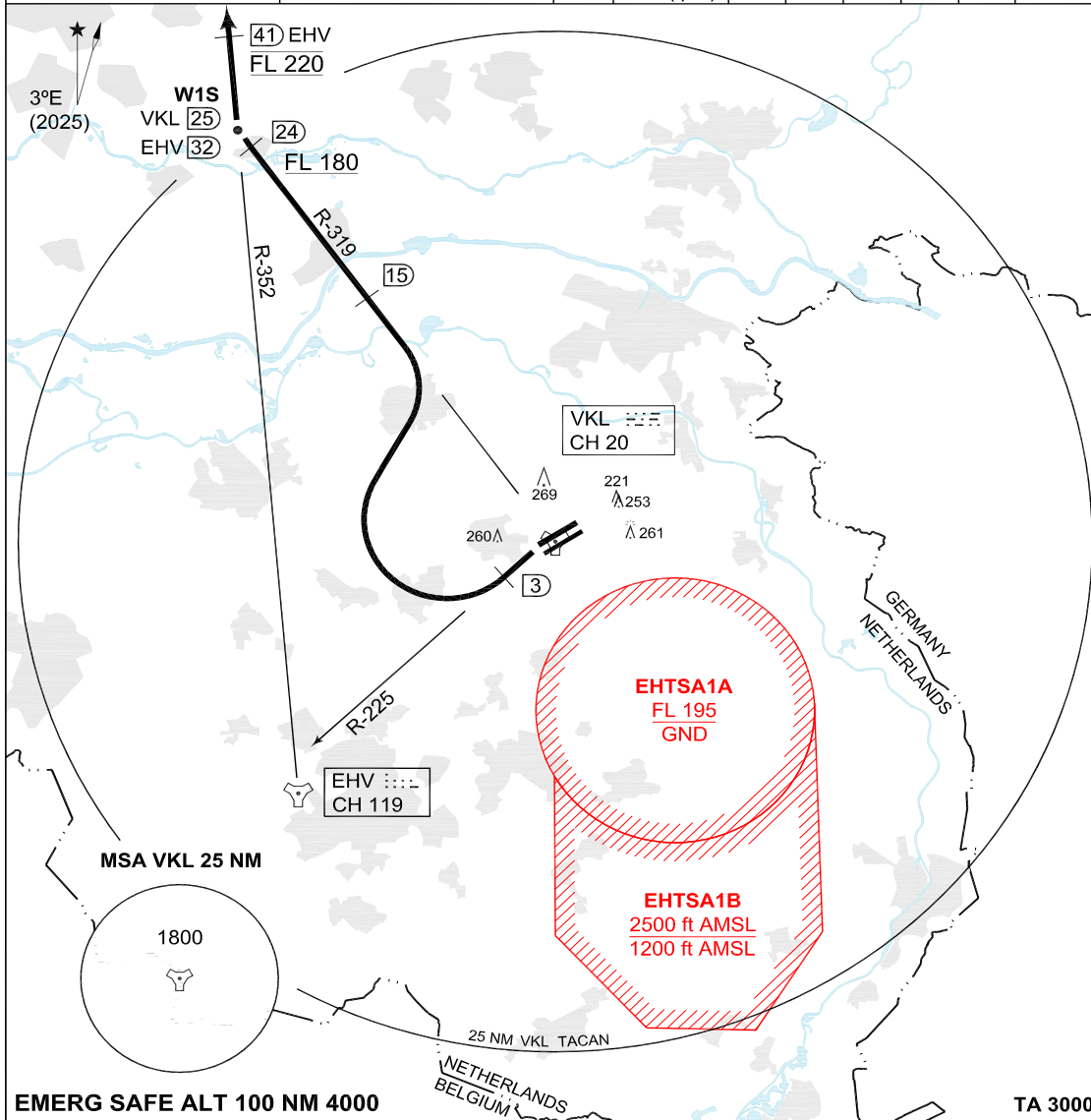
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**MIPS INSTRUMENT DEPARTURE CHART**

AD ELEV 73

**VK6 VOLKEL (EHVK)**

GND CTL 386.775	VOLKEL TWR 291.100 136.080	RAPCON SOUTH 388.525 123.180				DUTCH MIL 336.325 125.930			
		RWY	Knots	120	180	240	300	360	to
		24	V/V (fpm)	540	810	1070	1340	1610	400 ft



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**TA 3000**

**VOLKEL 6 (RWY 24)**

- Climb and turn left to intercept R-225.
- At 3 DME turn right to intercept R-319 outbound.
- Cross R-319 outbound, 24 DME at FL 180 or above.
- At 24 DME turn right to intercept EHV R-352.
- Cross EHV R-352/41 DME at FL 220, unless instructed otherwise by ATC.

**NOTES:**

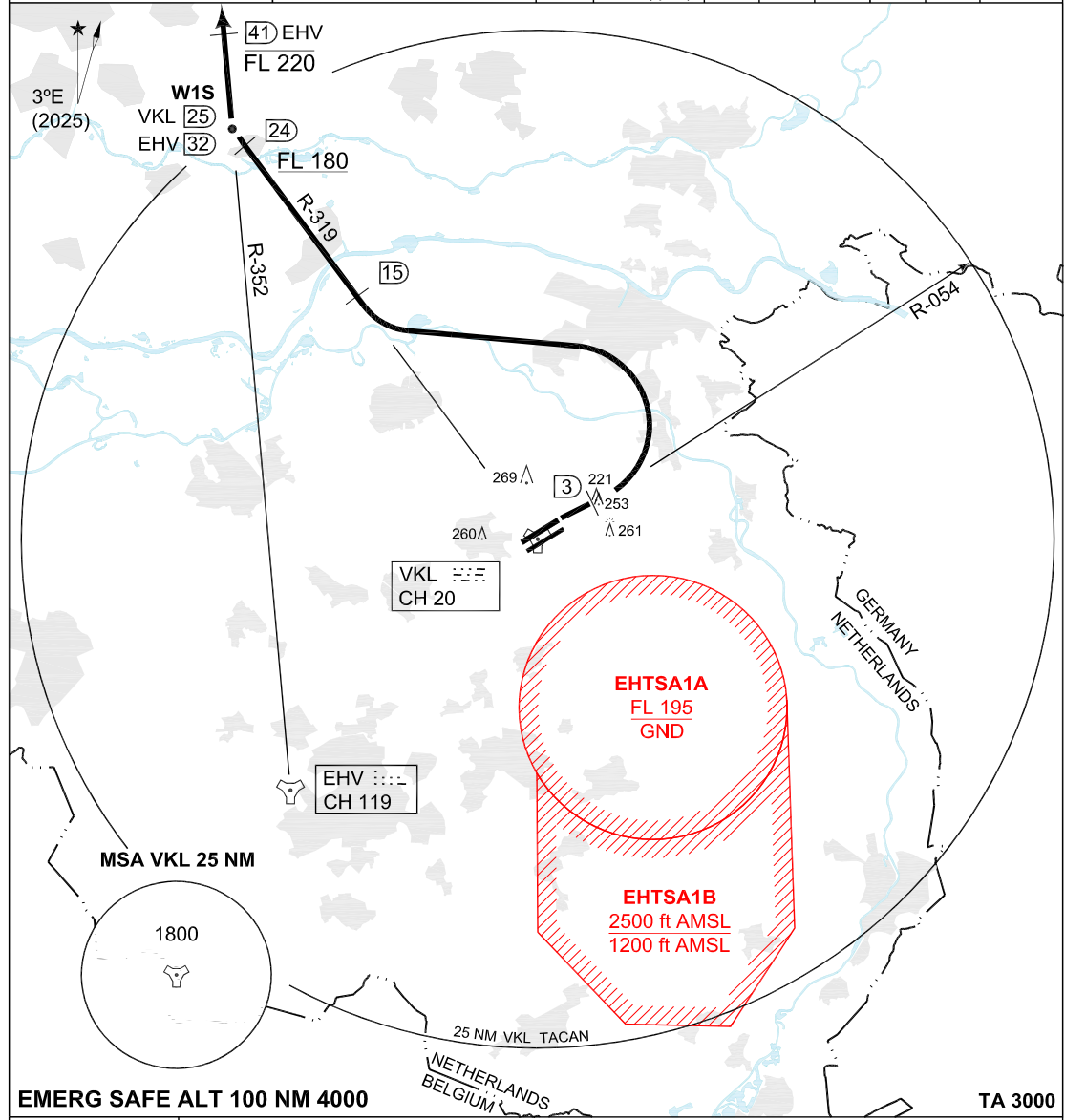
- Departure end crossing height: RWY 24R: 39 ft; RWY 24L: 24 ft.
- If no radiocontact with Dutch Mil at 15 DME turn right inbound VKL TACAN and contact RAPCON SOUTH.

CHANGES: EDITORIAL

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**MIPS INSTRUMENT DEPARTURE CHART** **VK7 VOLKEL (EHVK)**

GND CTL 386.775	VOLKEL TWR 291.100 136.080	AD ELEV 73		RAPCON SOUTH 388.525 123.180				DUTCH MIL 336.325 125.930			
		RWY	Knots	120	180	240	300	360	4320	to	
		<b>06</b>	V/V (fpm)	1440	2160	2880	3600	4320	<b>100 ft</b>		



**VOLKEL 7 (RWY 06)**

- Climb straight ahead to 3 DME from Volkel TACAN.
- Turn left to intercept R-319 outbound.
- Cross R-319 outbound, 24 DME at FL 180 or above.
- At 24 DME turn right to intercept EHV R-352.
- Cross EHV R-352/41 DME at FL 220, unless instructed otherwise by ATC.

**NOTE:**

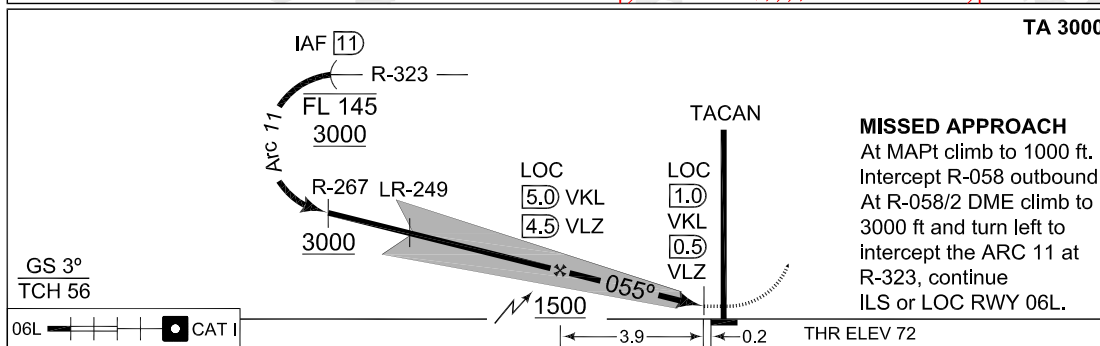
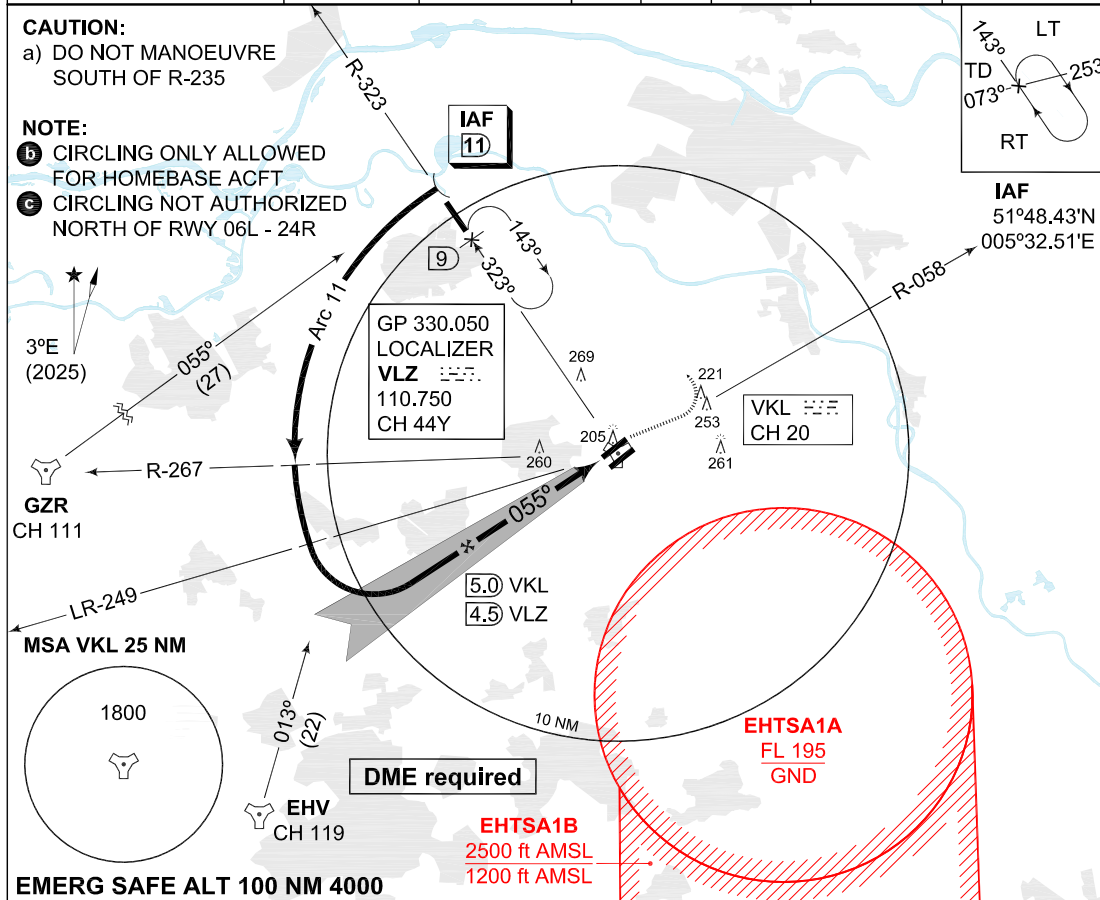
- Departure end crossing height: RWY 06L: 17 ft; RWY 06R: 23 ft.
- If no radiocontact with Dutch Mil at 15 DME turn right inbound VKL TACAN and contact RAPCON SOUTH.

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**MIPS INSTRUMENT APPROACH CHART** **ILS or LOC RWY 06L VOLKEL (EHVK)**

DUTCH MIL 336.325 125.930		RAPCON SOUTH 388.525 123.180		VOLKEL TWR 291.100 136.080		GND CTL 386.775	
LOCALIZER / DME VLZ 110.750 / CH 44 Y		APP COURSE 055°	GS INTCP ALT 1500 FT	GS 3°	DA 272	THR ELEV 72	ALS 880 m
						LDA 06L-9500 FT	



CATEGORY	A	B	C	D	E
S-ILS 06L	<b>272-800 200 (200-0.8/1.6)</b>				
S-LOC 06L	<b>370-800 298 (300-0.8/1.6)</b>		<b>370-1200 298 (300-1.2/1.6)</b>		
CIRCLING b c	<b>500-1900 427 (500-1.9)</b>	<b>570-2800 497 (500-2.8)</b>	<b>790-3700 717 (800-3.7)</b>	<b>790-4600 717 (800-4.6)</b>	<b>890-6500 817 (900-6.5)</b>

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MIPS

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**MIPS INSTRUMENT APPROACH CHART** **TACAN RWY 06L - 06R VOLKEL (EHVK)**

AD ELEV 73

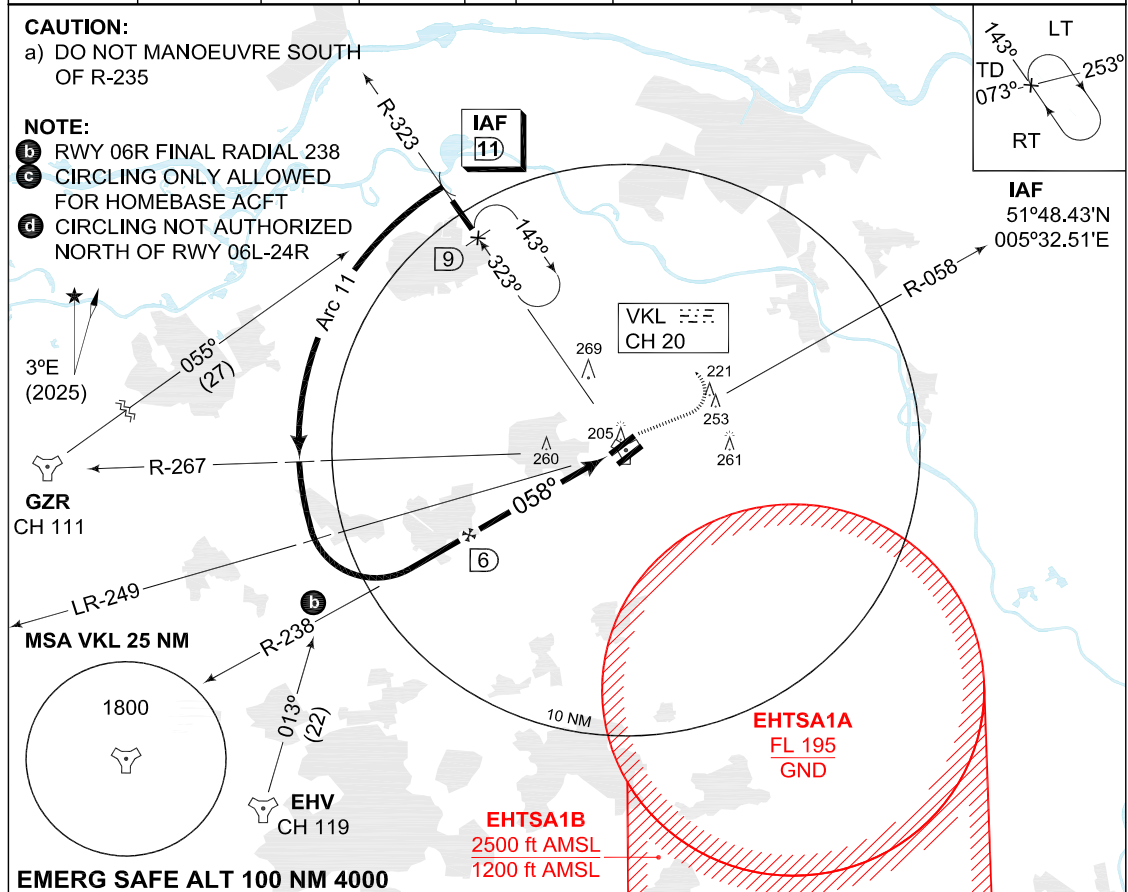
DUTCH MIL 336.325 125.930		RAPCON SOUTH 388.525 123.180		VOLKEL TWR 291.100 136.080		GND CTL 386.775	
TACAN VKL CH 20	APP COURSE 058°	FAF ALT 1500 FT	Descent GR	DA 430	THR ELEV 72	ALS 06L-880 m/06R-420m	LDA 06L-9500 FT/06R-9485 FT

**CAUTION:**

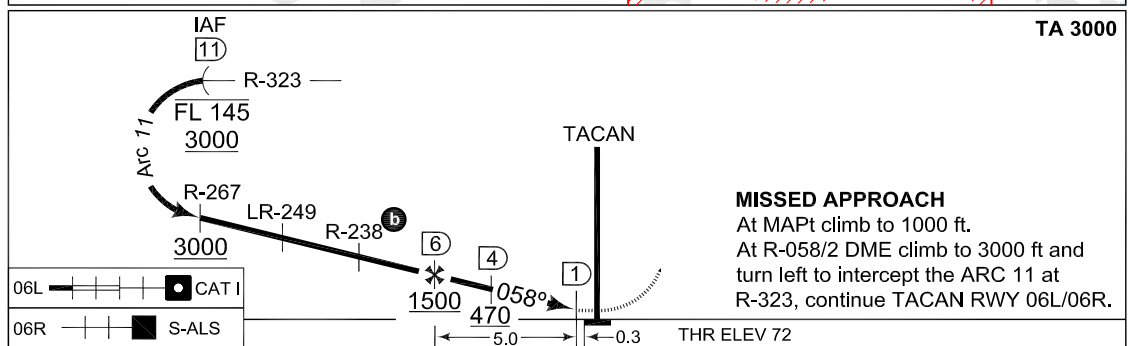
a) DO NOT MANOEUVRE SOUTH OF R-235

**NOTE:**

- b RWY 06R FINAL RADIAL 238
- c CIRCLING ONLY ALLOWED FOR HOMEBASE ACFT
- d CIRCLING NOT AUTHORIZED NORTH OF RWY 06L-24R



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CATEGORY	A	B	C	D	E
S-TAC 06L	<b>430</b> -800 358 (400-0.8/1.6)		<b>430</b> -1200 358 (400-1.2/1/6)	<b>430</b> -1200 358 (400-1.2/2.0)	
S-TAC 06R		<b>430</b> -1200 358 (400-1.2/1.6)		<b>430</b> -1600 358 (400-1.6/2.0)	
CIRCLING <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">c</span> <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">d</span>	<b>500</b> -1900 427 (500-1.9)	<b>570</b> -2800 497 (500-2.8)	<b>790</b> -3700 717 (800-3.7)	<b>790</b> -4600 717 (800-4.6)	<b>890</b> -6500 817 (900-6.5)

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**MIPS**

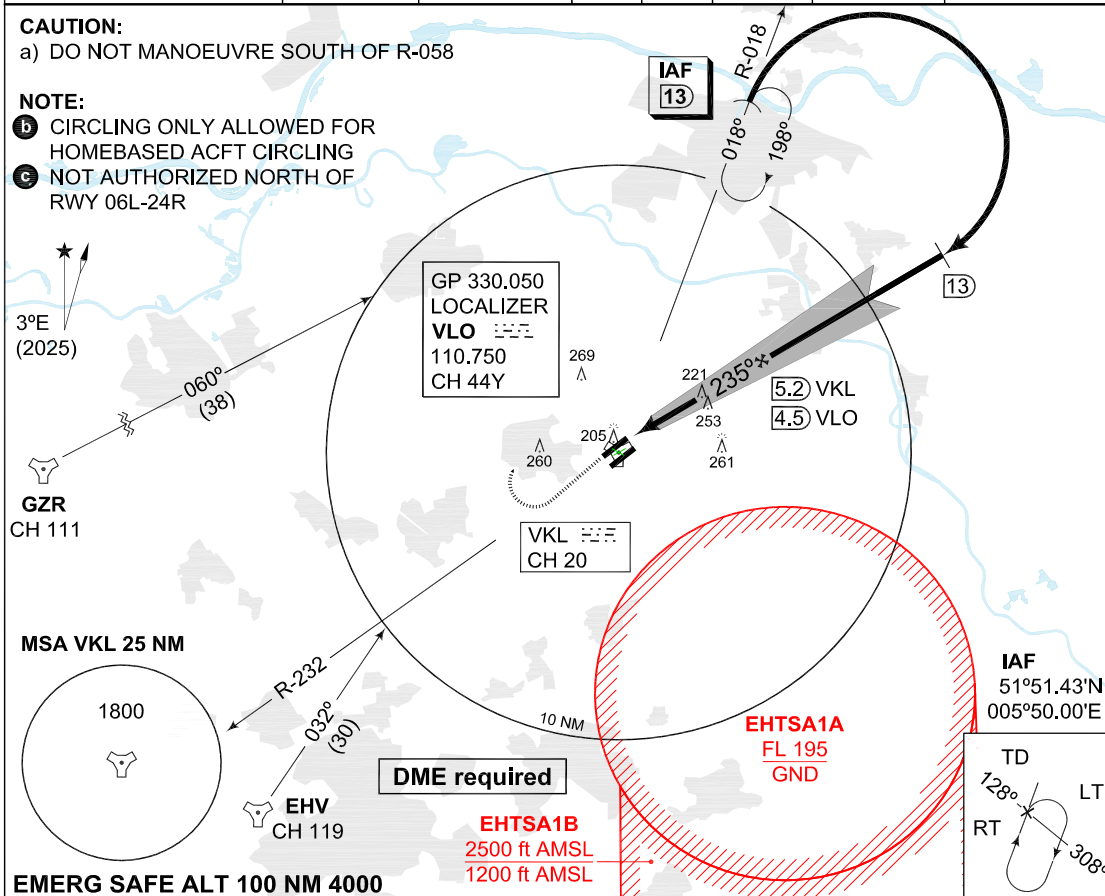
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**MIPS INSTRUMENT APPROACH CHART** AD ELEV 73 **ILS or LOC RWY 24R VOLKEL (EHVK)**

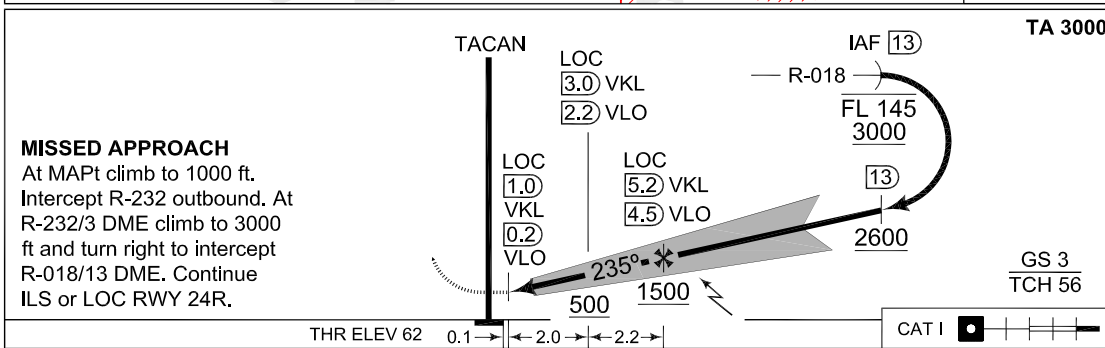
DUTCH MIL 336.325 125.930	RAPCON SOUTH 388.525 123.180		VOLKEL TWR 291.100 136.080			GND CTL 386.775	
LOCALIZER / DME VLO 110.750 / CH 44 Y	APP COURSE 235°	GS INTCP ALT 1500 FT	GS 3°	DA 262	THR ELEV 62	ALS 852 m	LDA 24R-9498 FT

**CAUTION:**  
a) DO NOT MANOEUVRE SOUTH OF R-058

**NOTE:**  
**(b)** CIRCLING ONLY ALLOWED FOR HOMEBASED ACFT CIRCLING  
**(c)** NOT AUTHORIZED NORTH OF RWY 06L-24R



**EMERG SAFE ALT 100 NM 4000**



CATEGORY	A	B	C	D	E
S-ILS 24R	<b>262</b> -800 200 (200-0.8/1.6)				
S-LOC 24R	<b>440</b> -800 378 (400-0.8/1.6)	<b>440</b> -1200 378 (400-1.2/1.6)	<b>440</b> -1200 378 (400-1.2/2.0)		
CIRCLING <b>(b)</b> <b>(c)</b>	<b>500</b> -1900 427 (500-1.9)	<b>570</b> -2800 497 (500-2.8)	<b>790</b> -3700 717 (800-3.7)	<b>790</b> -4600 717 (800-4.6)	<b>890</b> -6500 817 (900-6.5)

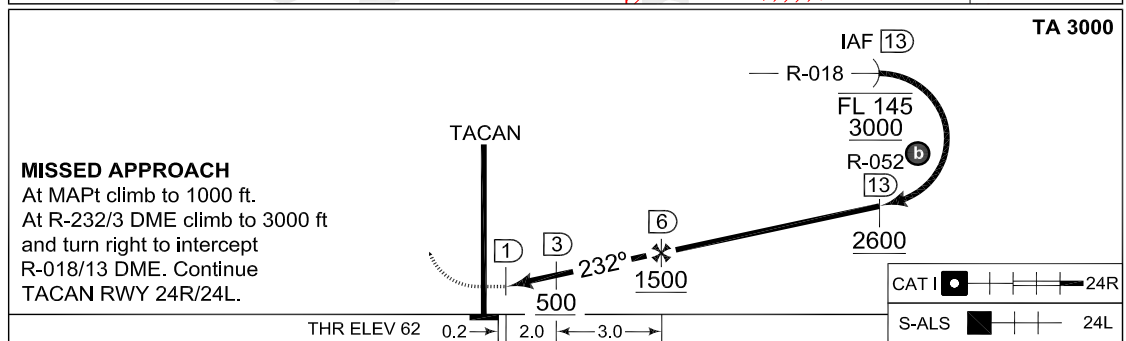
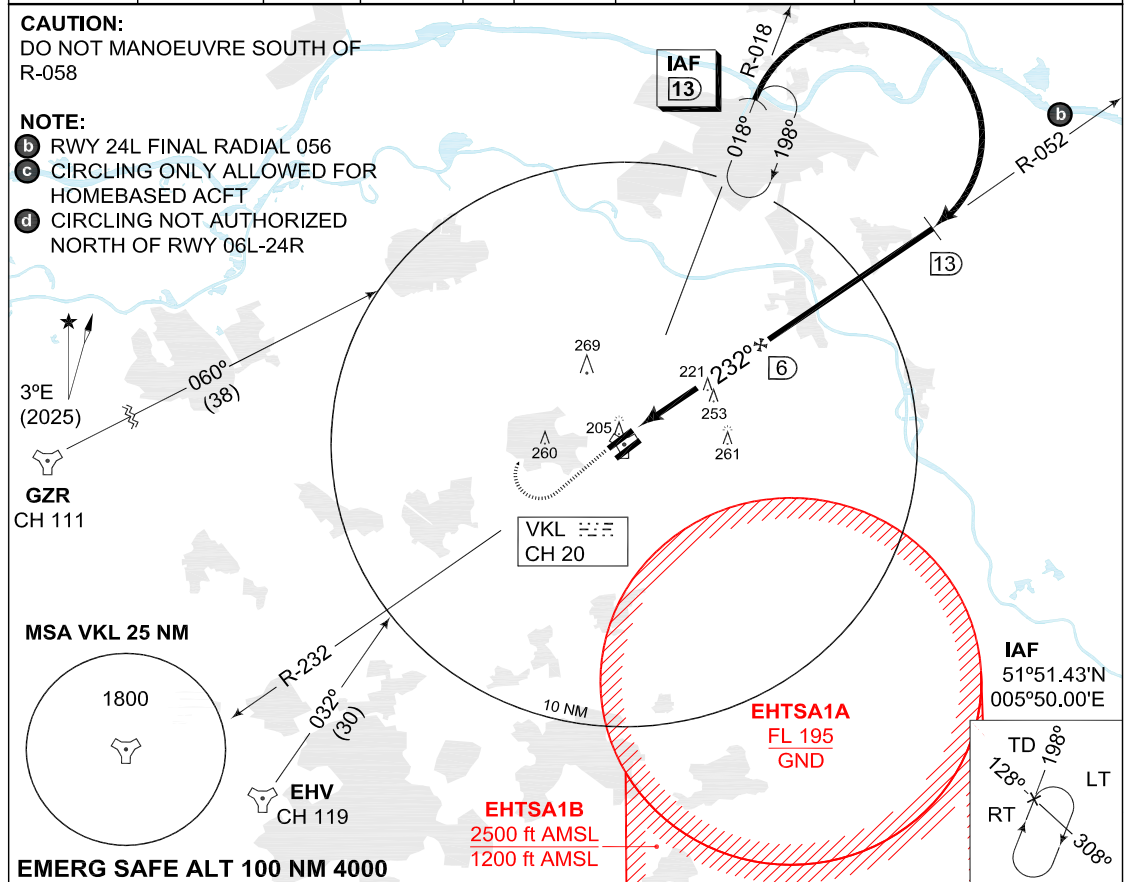
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**MIPS**

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**MIPS INSTRUMENT APPROACH CHART** **TACAN RWY 24R - 24L VOLKEL (EHVK)**

DUTCH MIL 336.325 125.930		RAPCON SOUTH 388.525 123.180		VOLKEL TWR 291.100 136.080		GND CTL 386.775	
TACAN VKL CH 20	APP COURSE 232°	FAF ALT 1500 FT	Descent GR	DA 440	THR ELEV 62	ALS 24R-852 m / 24L-423 m	LDA 24R-9498FT/24L-9487FT



CATEGORY	A	B	C	D	E
S-TACAN 24R	440-800 378 (400-0.8/1.6)		440-1200 378 (400-1.2/1.6)	440-1200 378 (400-1.2/2.0)	
S-TACAN 24L		440-1200 378 (400-1.2/1.6)		440-1600 378 (400-1.6/2.0)	
CIRCLING (c) (d)	500-1900 427 (500-1.9)	570-2800 497 (500-2.8)	790-3700 717 (800-3.7)	790-4600 717 (800-4.6)	890-6500 817 (900-6.5)

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MIPS

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**PART 3 – AERODROMES (AD)**

**AD 2.**

**AD 2. AERODROMES  
WOENS DRECHT**

## WOENS DRECHT

### EHWO AD 2.1 Aerodrome location indicator and name

EHWO - Woensdrecht

### EHWO AD 2.2 Geographical and administrative data

1	ARP	51°26'56.40"N 004°20'31.71"E
2	Direction and distance from city	150° MAG/3.5 NM BERGEN OP ZOOM
3	Elevation/Reference temperature	+ 63 ft AMSL/21.0° C (AUG)
4	MAG VAR/Annual change	2°19.2'E (JAN 2025)/9.6'E
5	AD operating authority Postal address  Visitors' address  Telephone E-mail AFTN	RNLASF Vliegbasis Woensdrecht MPC 91A P.O. Box 8762 4820 BB Breda Kooiweg 40 4631 SZ Hoogerheide +31(0)88 956 4405 ASC.LHD@mindef.nl EHWOZTZX
6	Types of TFC permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

### EHWO AD 2.3 Operational hours

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

### EHWO AD 2.4 Handling services and facilities

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

### EHWO AD 2.5 Passenger facilities

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

### EHWO AD 2.6 Rescue and fire fighting services

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

### EHWO AD 2.7 Seasonal availability - clearing

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

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

1	Apron surface and strength	<b>Location</b>		<b>Surface</b>	<b>Strength</b>
		Visitors apron		concrete	PCN 77 R/C/W/T, PCR 564 R/C/W/T
		EMVO apron		tarmac	PCN 62 F/A/W/T, PCR 564 F/A/W/T
		LCW apron		concrete	PCN 47 R/C/W/T, PCR 494 R/C/W/T
2	TWY width, surface and strength	<b>TWY</b>	<b>Width</b>	<b>Surface</b>	<b>Strength (PCN/PCR)</b>
		A3 <sup>1)</sup>	15m/49ft	tarmac	PCN 38 F/A/W/T, PCR 428 F/A/W/T
		A4 <sup>1)</sup>	15m/49ft	tarmac	PCN 38 F/A/W/T, PCR 428 F/A/W/T
		AL <sup>2)</sup>	12m/39ft	tarmac	PCN 62 F/A/W/T, PCR 564 F/A/W/T
		AR <sup>3)</sup>	12m/39ft	tarmac	PCN 62 F/A/W/T, PCR 564 F/A/W/T
		B1	15m/49ft	tarmac/concrete	PCN 48 R/C/W/T, PCR 500 R/C/W/T
		B2 <sup>4)</sup>	11,9m/39ft	tarmac/concrete	PCN 10 F/A/W/T, PCR 154 F/A/W/T
		B3	12m/39ft	concrete	PCN 61 R/C/W/T, PCR 418 R/C/W/T
		B4	11,9m/39ft	concrete	PCN 40 R/C/W/T, PCR 418 R/C/W/T
		C <sup>5)</sup>	14,8m/49ft	tarmac	PCN 44 F/A/W/T, PCR 444 F/A/W/T
		C1	20m/66ft	concrete	PCN 51 R/C/W/T, PCR 538 R/C/W/T
		C2	12m/39ft	tarmac/concrete	PCN 32 R/C/W/T, PCR 373 F/A/W/T
		C3	12m/39ft	tarmac/concrete	PCN 26 F/A/W/T, PCR 292 F/A/W/T
		C4	20m/66ft	concrete	PCN 53 R/C/W/T, PCR 559 R/C/W/T
D	12m/39ft	tarmac/concrete	PCN 49 F/A/W/T, PCR 504 F/A/W/T		
3	Altimeter checkpoint location and elevation	<b>Location</b>			<b>Elevation</b>
		Visitors apron			48 ft
		EMVO apron			52 ft
		LCW apron west			54 ft
		LCW apron east			56 ft
		Confined helisquare			53 ft
		C1			41 ft
4	VOR checkpoints	NA			
5	INS checkpoints	NA			
6	Remarks	<sup>1)</sup> The designation change between TWY A3 and A4 is at the western edge of the junction with TWY AR. See EHWO AD 2.23 for visualization <sup>2)</sup> TWY AL is connection between EMVO apron and TWY A3 <sup>3)</sup> TWY AR is connection between EMVO apron and TWY A4 <sup>4)</sup> TWY B2: only to be used by ACFT with ACN 10/ACR154 or less <sup>5)</sup> TWY C: obstacle TACAN building 24.5m/80ft from TWY centreline			

## EHWO AD 2.9 Surface movement guidance and control system and markings

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Follow-me car is available on request.	
2	RWY and TWY markings and LGT	RWY 07R-25L	THR, centreline, RWY designations, TDZ markings, aiming point marking. RWY edge lights, THR lights, RWY-end lights. <sup>1)</sup>
		RWY 07L-25R	THR, centreline, RWY designations. No edge lighting
		TWY	Centre line, RWY holding point markings, intermediate holding position marking. <sup>2)</sup> TWY edge lights. <sup>3) 4)</sup>
3	Stop bars	NIL	
4	Remarks	<sup>1)</sup> Edge markers along RWYs will be installed when heavy snowfall is expected <sup>2)</sup> TWY centreline marking is general and not based on any ACFT type. Use caution when taxiing on intersections <sup>3)</sup> No TWY edge lights along TWY B1 and B2 <sup>4)</sup> Edge markers along TWY will be installed when heavy snowfall is expected and deemed necessary.	

## EHWO AD 2.10 Aerodrome obstacles

See Aerodrome Chart
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## EHWO AD 2.11 Meteorological information provided

1	Associated MET Office	Woensdrecht
2	Hours of service MET Office outside hours	HO Joint Meteorological Group
3	Office responsible for TAF preparation Periods of validity	Joint Meteorological Group 12 hrs
4	Type of landing forecast Interval of issuance	TREND Every 30 min during opr hrs
5	Flight documentation Language(s) used	Reports, forecasts and charts. English and Dutch.
6	Charts and other information AVBL for briefing or consultation	GSA, GSP, LGF, Cross section, Upperair forecasts, NVG, Radar- and Satellite Images
7	Supplementary equipment AVBL for providing information	PBS (pilot briefing system)
8	Remarks	Tel EHWO 0164-692268 Tel JMG 0164-693111 or mail JMG.WX.PLANNING@mindef.nl

## EHWO AD 2.12 Runway physical characteristics

RWY designator	True BRG	Dimensions of RWY	Strength (PCN/PCR) and surface of RWY and SWY	THR co-ordinates RWE co-ordinates THR GUND	THR elevation and highest elevation of TDZ of precision APCH RWY
1	2	3	4	5	6
07L <sup>1)</sup>	069°	2180 x 22,5 m 7151 x 74 ft	PCN: 39 F/A/W/T PCR: 404 F/A/W/T Tarmac	51°26'54.591"N 004°19'52.693"E 51°27'12.823"N 004°21'10.170"E 146 ft	50 ft
25R <sup>1)</sup>	249°	2180 x 22,5 m 7151 x 74 ft	PCN: 39 F/A/W/T PCR: 404 F/A/W/T Tarmac	51°27'12.823"N 004°21'10.170"E 51°26'54.591"N 004°19'52.693" E 146 ft	59 ft
07R	069°	2442 x 45 m 8013 x 148 ft	PCN: 51 R/C/W/T PCR: 564 R/C/W/T Tarmac/concrete	51° 26' 42.494" N 004° 19' 32.570" E 51° 27' 10.344" N 004° 21' 30.926" E 146 ft	39 ft 48 ft
25L	249°	2442 x 4 5 m 8013 x 148 ft	PCN: 51 R/C/W/T PCR: 564 R/C/W/T Tarmac/concrete	51° 27' 10.344" N 004° 21' 30.926" E 51° 26' 42.494" N 004° 19' 32.570" E 146 ft	63 ft 66 ft

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

Remarks
<b>14</b>
<sup>1)</sup> RWY 07L-25R for homebased aircraft only

## EHWO AD 2.13 Declared distances

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

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

### EHWO AD 2.14 Approach and runway lighting

RWY designator	APCH LGT type, length, INTST	THR LGT colour, WBAR	VASIS PAPI (THC)	TDZ LGT length	RWY centre line LGT length, spacing, colour, INTST	RWY edge LGT length, spacing, colour, INTST	RWY end LGT colour, WBAR	SWY LGT length, colour
1	2	3	4	5	6	7	8	9
07L	NIL	NIL	NIL	NA	NIL	NIL	NIL	NIL
25R	NIL	NIL	NIL	NA	NIL	NIL	NIL	NIL
07R	S-ALS, 420 m	G -	PAPI left/3° (54 ft)	NA	NIL	2442 M 30 M <sup>1)</sup> LIH	2) -	NIL
25L	CAT I, 900 m	G -	PAPI left/3° (54 ft)	NA	NIL	2442 M 30 M <sup>1)</sup> LIH	2) -	NIL

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

### EHWO AD 2.15 Other lighting, secondary power supply

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	In front of TWR, not lighted Anemometer: several on the airfield; In front of TWR, lighted. 250 m NE of THR RWY 07R and 130 m NW of THR RWY 25L; not lighted.
3	TWY edge and centre line lighting	AVBL <sup>1)</sup>
4	Secondary power supply Switch-over tme	AVBL, switch over time 15 seconds
5	Remarks	<sup>1)</sup> TWY A3, A4 C, D: LED lights used for elevated TWY edge lights.

## EHWO AD 2.16 Helicopter landing area

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

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

## EHWO AD 2.17 Air traffic services airspace

1	Designation and lateral limits	Woensdrecht control zone 51°20'19.14"N 004°13'22.74"E; along clockwise arc (radius 8 NM, centre 51°26'56.40"N 004°20'31.71"E) to 51°25'38.09"N 004°33'08.47"E; along Dutch-Belgian border to point of origin.
2	Vertical limits	GND to 3000 ft AMSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Contact initially Woensdrecht TWR. English Outside HO DUTCH MIL INFO FREQ 132.350 MHZ.
5	Transition altitude	IFR: 3000 ft AMSL; VFR: 3500 ft AMSL
6	Remarks	Nil

**EHWO AD 2.18 Air traffic services communication facilities**

STATION/ SERVICE	CALL SIGN OR IDENTIFICATION	FREQUENCY MHz	HOURS	REMARKS
1	2	3	4	5
	As appropriate	121.500 243.000	HO	Emergency FREQ for all services
TWR	Woensdrecht Tower	120.430*) 122.100 339.000*) 257.800	HO	*) Primary FREQ
GND CTL	Woensdrecht Ground	121.680 356.875	HO	
APP	Rapcon West	123.580 399.725	HO	Radar equipped
	Woensdrecht Arrival	123.580 370.650	HO	Through APP
	Woensdrecht Monitor	128.990	HO	Nieuw Milligen TMA D1, TMA G1 (extended) Walcheren Area

**EHWO AD 2.19 Radio navigation and landing aids**

FACILITY	ID	CHANNEL FREQ.	HOURS	CO-ORD.	RANGE/ ALTITUDE	REMARKS
1	2	3	4	5	6	7
TACAN	WDT	CH 97X	H24	51°26'50.64"N 004°20'38.13"E	40 NM/25000 ft	FREQ protected
ILS 25L LOCALIZER	WDO	108.150	HO	51°26'40.78"N 004°19'25.34"E		
ILS 07R LOCALIZER	WDZ	108.150	HO	51°27'13.50"N 004°21'44.40"E		
GLIDEPATH 25L		334.550	HO	51°27'10.401"N 004°21'13.239"E		center of cen- tral GP antenna
DME 25L	WDO	CH 18Y	HO	51°27'10.401"N 004°21'13.239"E		center DME antenna
GLIDEPATH 07R		334.550	HO	51°26'43.318"N 004°19'49.587"E		center of cen- tral GP antenna
DME 07R	WDZ	CH 18Y	HO	51°26'43.318"N 004°19'49.587"E		center DME antenna

## EHWO AD 2.20 Local traffic regulations

### Glider- and Light ACFT flying

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

1) See AIP Netherlands ENR 5.5 for additional details

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

## EHWO AD 2.21 Noise abatement procedures

To be developed.

## EHWO AD 2.22 Flight procedures

### IFR procedures

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

RNP approach RWY 07

serial number	Path Des ciptor	WPT ident	Fly Over	Mag°/(T°)	Recom navaid	Dist nm	turn	Altitude (ft AMSL)	Speed (KIAS)	VPA (°TCH(ft)	NAV Spec
001	IF	UCTOW	-	-	-	-	-	+2000	-	-	RNAV1
002	TF	FESWA	-	157/(159.2)	-	5.0	-	+2000	-	-	RNAV1
003	IF	PAFAZ	-	-	-	-	-	+2000	-	-	RNAV1
004	TF	FESWA	-	040/(042.3)	-	5.0	-	+2000	-	-	RNAV1
005	IF	FESWA	-	-	-	-	-	+2000	-	-	
006	TF	WO402	-	067/(069.2)	-	4.3	-	+2000	-	-	RNP APCH
007	TF	THR07	Y	067/(069.4)	-	6	-	-	-	-3.00/54	RNP APCH
008	CF	WO406	Y	067/(069.4)	-	2.7	-	-1000	-	-	RNP APCH
009	DF	UCTOW	-	-	-	-	L	+3000	-	-	RNP APCH

## FAS data block - RWY 07

Input data	
Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHWO
Runway	07
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E07A
LTP/FTP Latitude	512642.4915N
LTP/FTP Longitude	0041932.5655E
LTP/FTP Ellipsoidal Height (metres)	56.4
FPAP Latitude	512710.3410N
Delta FPAP latitude (seconds)	27.8495
FPAP longitude	0042130.9220E
Delta FPAP Longitude (seconds)	118.3565
Threshold Crossing Height	54.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output	
Data Block	10 0F 17 08 05 07 00 00 01 37 30 05 77 EE 13 16 AB 3C DB 01 34 16 93 D9 00 A9 9C 03 1C 02 2C 01 64 00 C8 AF 24 80 FC 79
Calculated CRC Value	2480FC79
Supplied CRC Value	2480FC79
Comparison Result	OK

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

## RNP approach RWY 25

serial number	Path Descriptor	WPT ident	Fly Over	Course-Mag°/(T°)	Recom navaid	Dist nm	turn	Altitude (ft AMSL)	Speed (KIAS)	VPA (°TCH(ft))	NAV Spec
001	IF	BEXWI	-	-	-	-	-	+2000	-	-	RNAV1
002	TF	UPJEF	-	080/(082.4)	-	5.0	-	+2000	-	-	RNAV1
003	TF	NIRUC	-	157/(159.6)	-	5.0	-	+2000	-	-	RNAV1
004	IF	VUZCO	-	-	-	-	-	+2000	-	-	RNAV1
005	TF	NIRUC	-	247/(249.5)	-	5.0	-	+2000	-	-	RNAV1
006	IF	NIRUC	-	-	-	-	-	+2000	-	-	-
007	TF	WO412	-	247/(249.5)	-	4.3	-	+2000	-	-	RNP APCH
008	TF	THR25	Y	247/(249.4)	-	5.9	-		-	-3.00/54	RNP APCH
009	CF	WO416	Y	247/(249.3)	-	2.6	-	-1000	-	-	RNP APCH
010	DF	WO417	Y	247/(249.3)	-	3	-		-	-	RNP APCH
011	DF	WO418	-	-	-	-	R	+3000	-	-	RNP APCH
012	TF	BEXWI	-	080/(082.4)	-	8.8	-	+3000	-	-	RNP APCH

## FAS data block RWY 25

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

Threshold Crossing Height	54.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

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

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

## VFR PROCEDURES

### VFR EXIT POINTS

#### **Delta**

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

#### **Whiskey**

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

#### **Golf**

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

## STANDARD VFR DEPARTURE ROUTES PC7 INBOUND TRAINING AREAS:

### DEPARTURES PC-7.

#### **Departure PC-7 RWY 25L/R:**

##### **W25 Departure:**

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

##### **G25 Departure:**

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

##### **D25 Departure:**

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

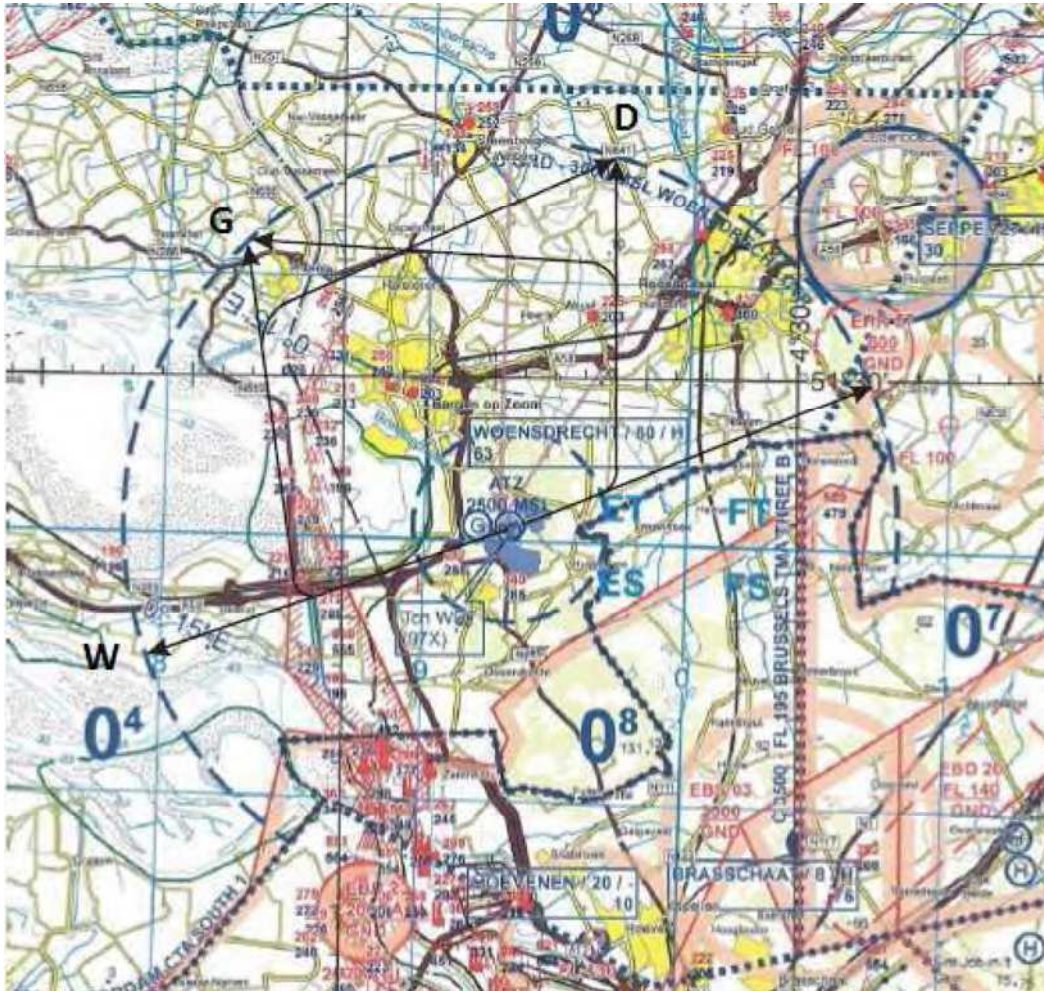
**DEPARTURE PC-7 RWY 07R/L:****G07 Departure:**

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

**D07 Departure:**

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

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



## VFR ARRIVAL AND CIRCUIT PROCEDURES

### VFR procedures

#### APPROACH PROCEDURES:

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

IP descend to 1500 ft circuit altitude.

#### CIRCUIT ALTITUDES:

Overhead pattern: 1500 ft.

Rectangular pattern: 1000 ft.

HEL pattern: 500 ft.

#### INITIAL POINTS:

IP RWY 07R/L: WDT R-257/4,3NM

51°25'41"N 004°14'03"E

A collection of bridges over the Kreekrak.

IP RWY 25L/R: WDT R-072/3,3NM

51°28'13"N 004°26'41"E

A farm located west of the railway next to a line of trees between Wouwse Plantage and Essen.

IP North (HEL only): WDT R-027/4,1NM

51°30'29"N 004°23'38"E

Exit 25 'Wouwse Plantage' of the highway A58

#### REPORTING POINTS:

Kilo: WDT R-265/8NM

51°26'08"N 004°07'32"E

Triangular shaped beach north east of the village Krabbendijke.

Victor: WDT R-329/8NM

51°33'47"N 004°13'55"E

Most southern point of a forest on the Easterly border of the channel east of the village Oud Vossemeer. A small triangular cove marks the south point of the forest.

Romeo: WDT R-033/8NM

51°33'27"N 004°27'26"E

Four small lakes along the A17, west of Roosendaal, west of the industry park Borchwerf flyover nr 20 on the A17.

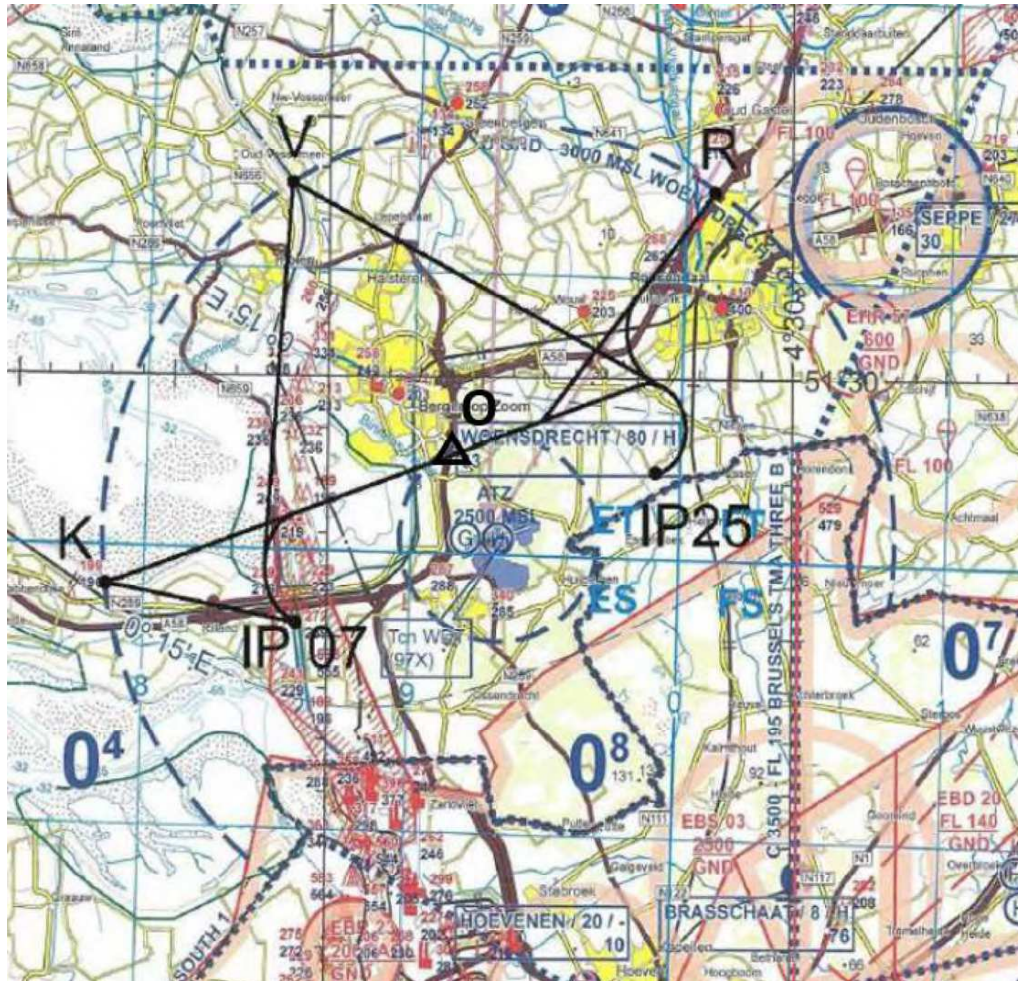
Echo: WDT R-065/7,3NM

51°29'57"N 004°31'19"E

Triangular shaped cove in the forest southwest of Rucphense heide

### Oscar (O).

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



#### Closed or Downwind turn

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

#### Initial straight-in approach

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

#### Direct Downwind

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

**Civil pattern**

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

**Simulated Flame Out (SFO) specially for PC-7**

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

**LOW APPROACH, TOUCH AND GO, GO-AROUND.**

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

**SLOW LANE PROCEDURES**

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

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

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

### Large air traffic Limitations

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



### AIS Briefing office facility and the ATS Reporting Office (ARO)

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

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

### PPR

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

Requests must contain the following information.

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

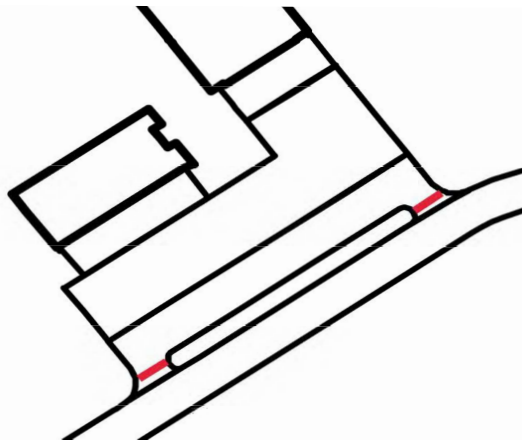
- m. Name of aircraft operator
- n. If there are passengers, other than crew. If yes, please fill in person information in item S
- o. When applicable, please add NOTOC to your request
- p. VIP flight (Yes/No)
- q. Fuel (F-34) requested (Yes/No). If yes, how much
- r. Remarks / Other requests
- s. For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

Incomplete requests will NOT be considered.

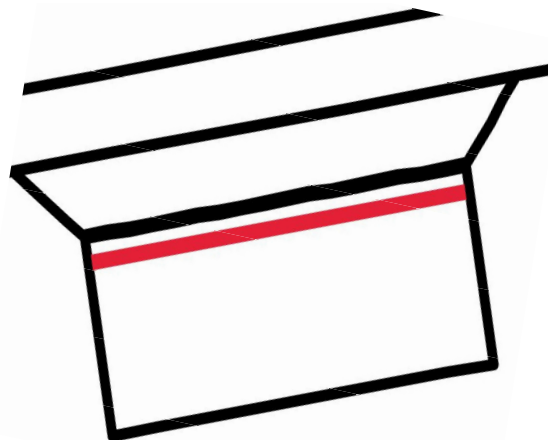
A standard request form may be obtained through [asc.lhd@mindef.nl](mailto:asc.lhd@mindef.nl)

### **Apron boundaries**

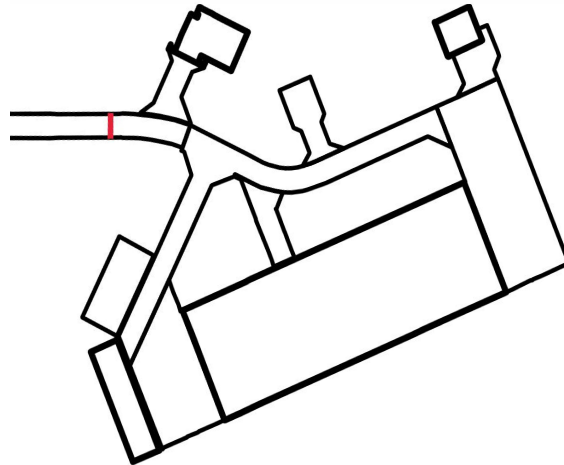
- a. EMVO apron:



- b. Visitors apron:

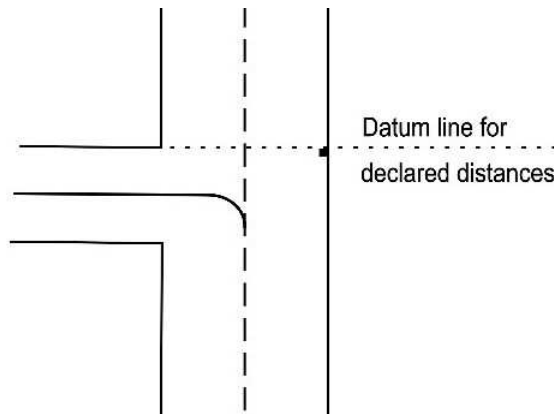


c. LCW apron:

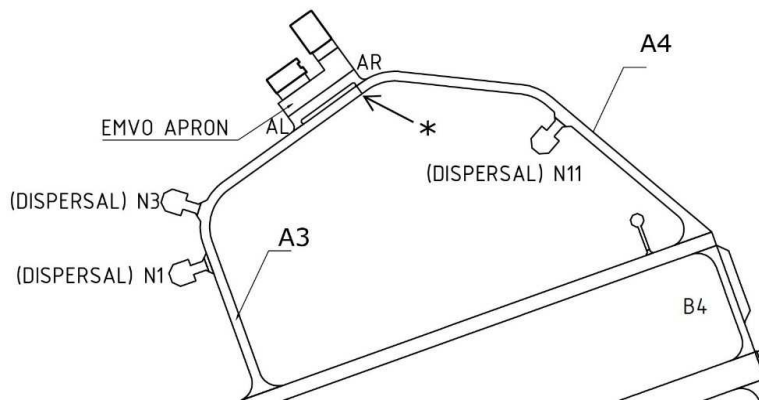


**Determination of datum line for intersection take-off**

The datum line from which the reduced runway declared distances for take-off should be determined, is defined by the intersection of the downwind edge of the specific taxiway with the runway edge as shown in the diagram below. The loss of runway length due to alignment of the aircraft prior to take-off should be taken in account by the operators for the calculation of the aircraft's take-off mass (ICAO Annex 6, Part 1, paragraph 5.2.8)



**Separation between TWY A3 and A4**



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

### Deviations from NLD-MAR-ADR Certification Specifications

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

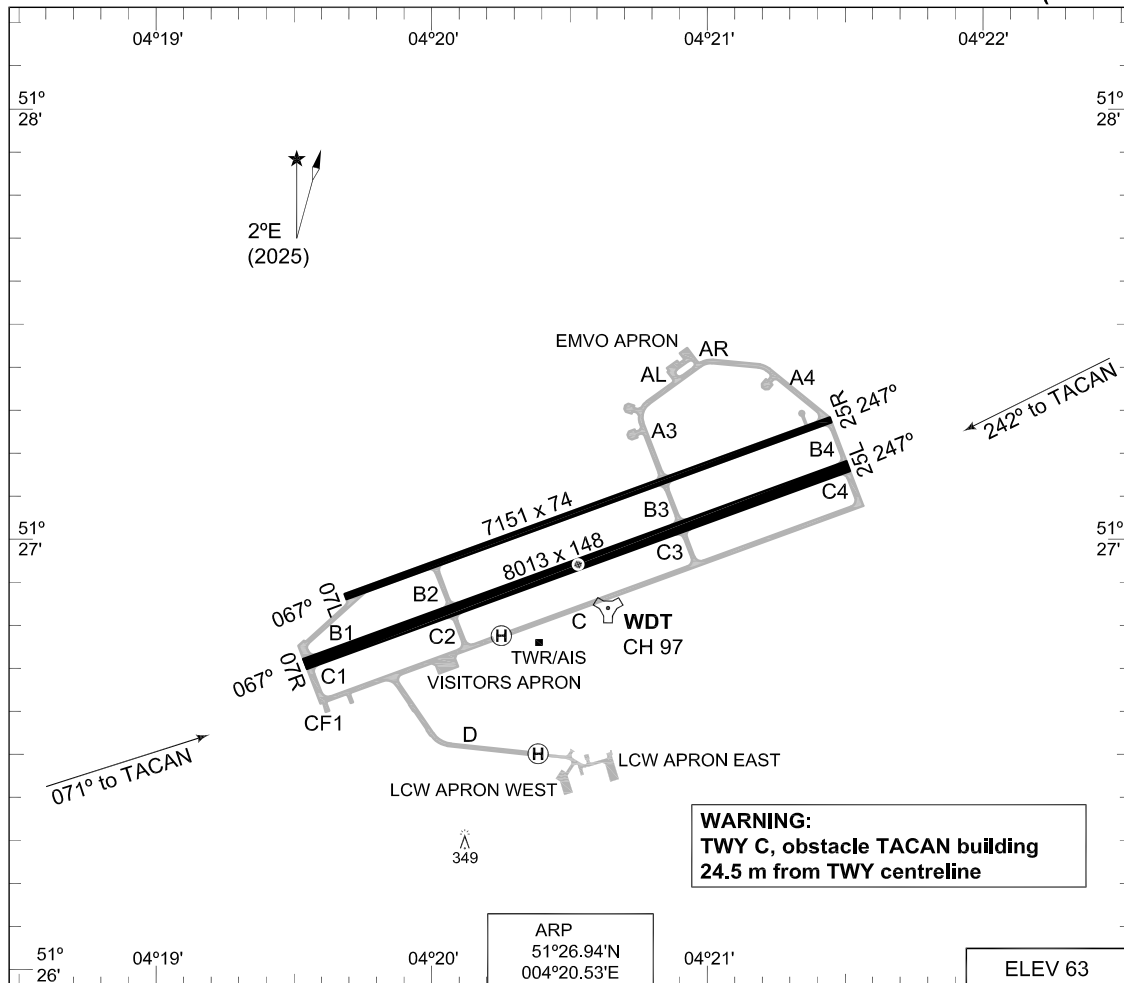
<b>Wind direction indicators</b>		
CS MAR.HPT-DSN.F.510	Wind direction indicators not visible from confined helis- quares	EHWO AD 2.15
<b>Heliport identification marking</b>		
CS MAR.HPT-DSN.F.520	No heliport identification marking provided at Confined North N1, N2 & N9, sling area, shortfield area and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

## EHWO AD 2.24 Charts related to an aerodrome

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

**MIPS  
AERODROME CHART**

**WOENS DreCHT (EHWO)**



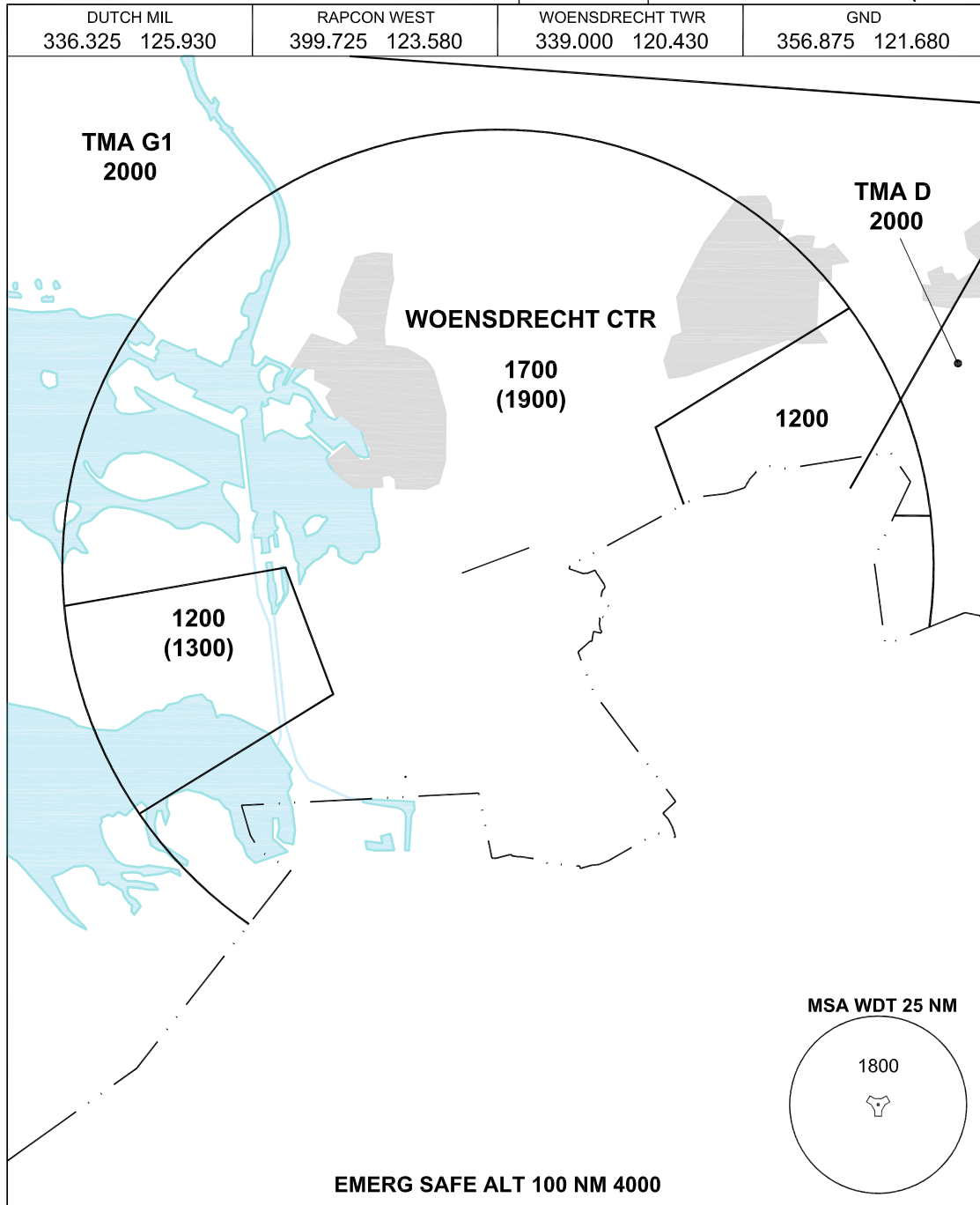
RWY	PCN	PCR	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
07R	51 R/C/W/T	564 R/C/W/T	8013	8013	8209	8013	3.0°	39	51°26.71'N 004°19.54'E
25L	51 R/C/W/T	564 R/C/W/T	8013	8013	8209	8013	3.0°	63	51°27.17'N 004°21.51'E
07L	39 F/A/W/T	404 F/A/W/T	6012	7151	6111	6383	NIL	50	51°26.91'N 004°19.88'E
25R	39 F/A/W/T	404 F/A/W/T	6383	7151	6482	6012	NIL	59	51°27.21'N 004°21.17'E
GROUND CONTROL			356.875	121.680					
WOENS DreCHT TWR			339.000	120.430					
RAPCON WEST			399.725	123.580					
WOENS DreCHT ARRIVAL			370.650						
	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
SRA	MIPS	25L					AB	MIPS	450-1100 387 (400-1.1)
							CDE		450-1200 387 (400-1.2)
	MIPS	07R					AB	MIPS	600-1600 561 (600-1.6)
							C		600-2400 561 (600-2.4)
							D		600-2800 561 (600-2.8)
						E		600-3200 561 (600-3.2)	

CHANGES: RWY 07L/25R

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



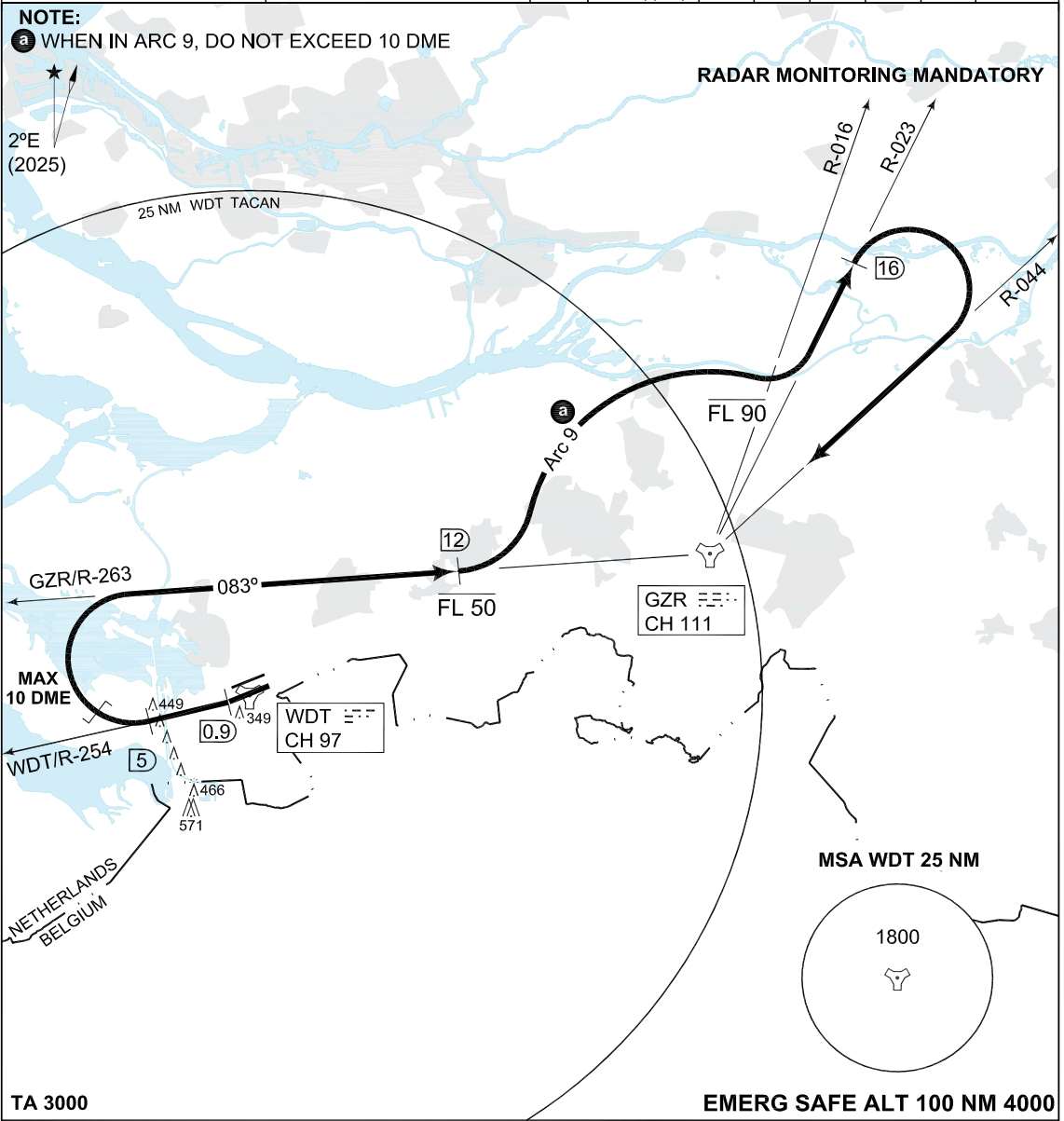
CHANGES: MSA, EDITORIAL

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

RNLAF 30 DEC 2021

**MIPS INSTRUMENT DEPARTURE CHART** **WO1**

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



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

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

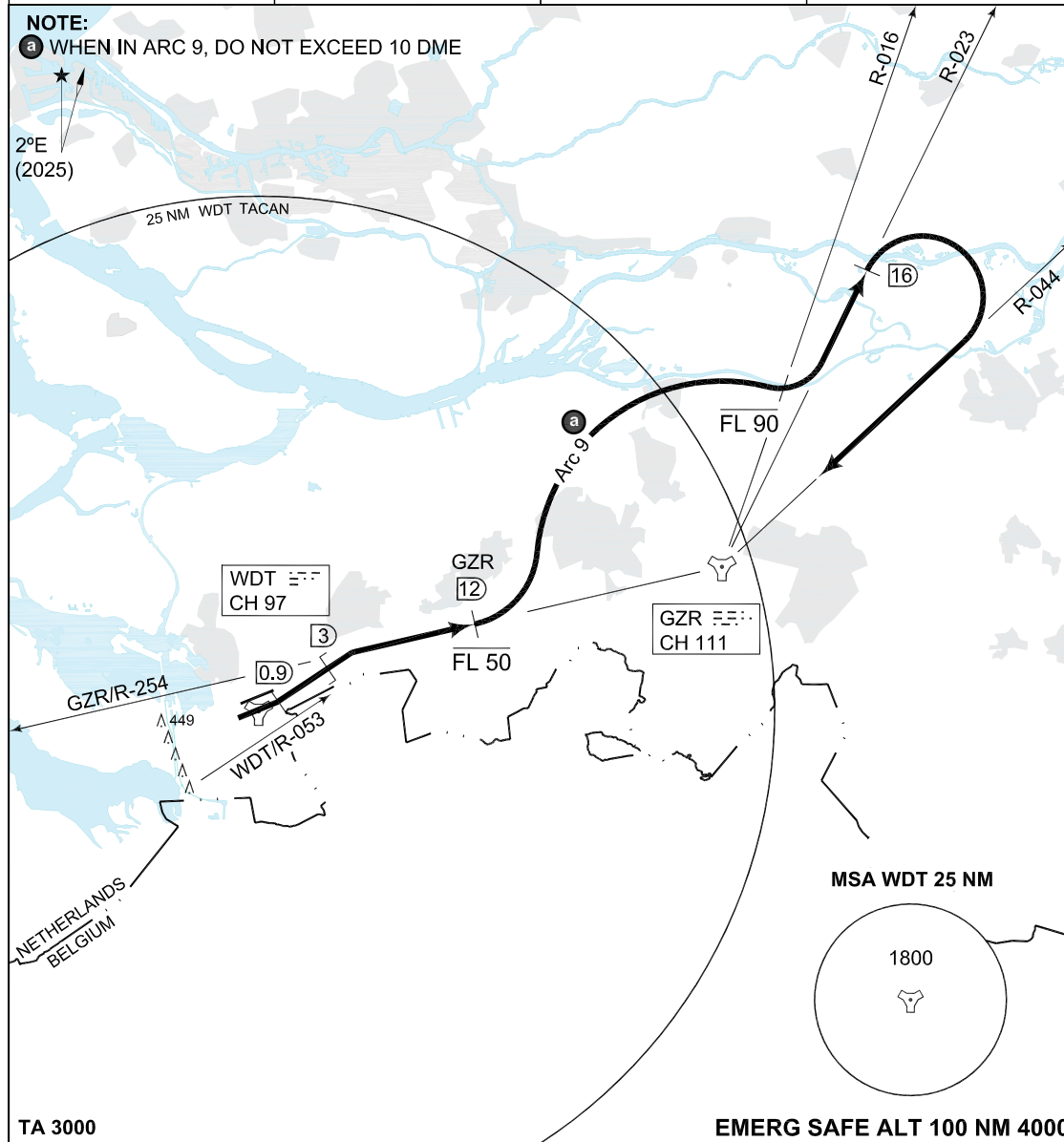
- |                                       |   |
|---------------------------------------|---|
| <p><b>WOENSDRECHT 1 (RWY 25L)</b></p> | <ul style="list-style-type: none"> <li>- At 0.9 DME intercept R-254 outbound, level off at FL 50.</li> <li>- At 5 DME intercept GZR R-263 inbound.</li> <li>- At R-263/12 DME climb to FL 90.</li> <li>- Turn left to intercept Arc 9. <b>a</b></li> <li>- Intercept R-023 outbound, when crossing GZR R-016 continue climb.</li> <li>- At 16 DME turn right to intercept R-044 inbound.</li> </ul> |
| <p><b>NOTE:</b></p>                   | <p>Departure will be controlled by Rapcon West.</p>   |

CHANGES: EDITORIAL

RNLASF 11 JUN 2026

**MIPS INSTRUMENT DEPARTURE CHART** **WO3 WOENSDRECHT (EHWO)**

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



<p><b>WOENSDRECHT 3 (RWY 07R)</b></p>	<ul style="list-style-type: none"> <li>- At 0.9 DME turn left to intercept WDT R-053 outbound.</li> <li>- At 3 DME intercept GZR R-254 inbound, level off at FL 50.</li> <li>- At GZR R-254/12 DME climb to FL 90.</li> <li>- Turn left to intercept Arc 9. <b>a</b></li> <li>- Intercept GZR R-023 outbound, when crossing GZR R-016 continue climb.</li> <li>- At 16 DME turn right to intercept R-044 inbound.</li> </ul>
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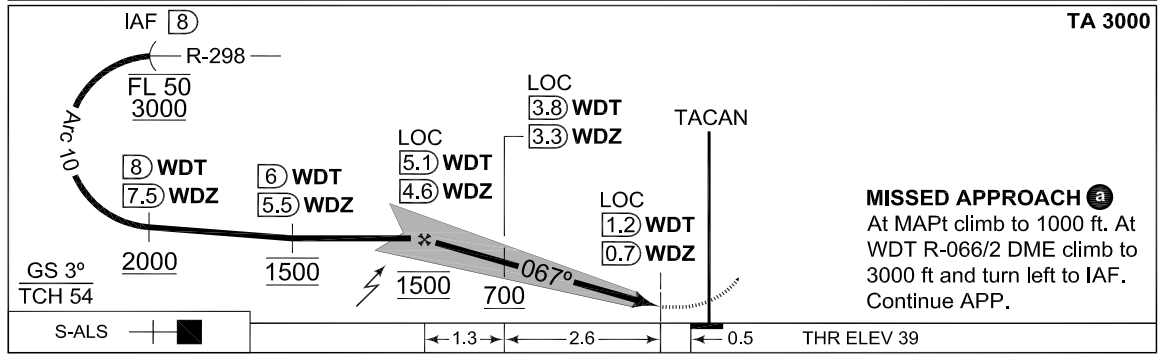
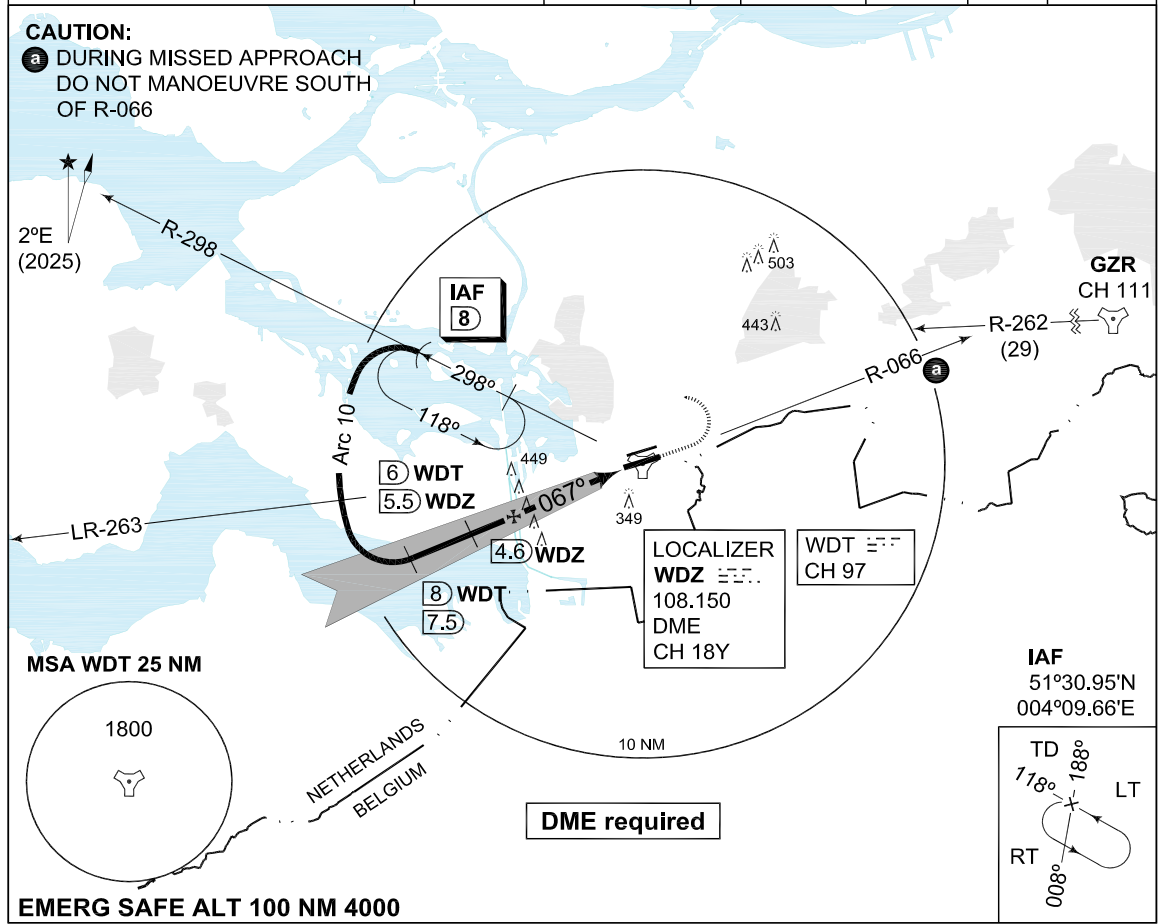
**NOTE:** Departure will be controlled by Rapcon West.

CHANGES: EDITORIAL

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

DUTCH MIL 336.325 125.930	RAPCON WEST 399.725 123.580	WOENSDRECHT TWR 339.000 120.430	GND 356.875 121.680
TACAN / LOCALIZER / DME WDT CH 97/WDZ 108.150/CH 18Y		APP COURSE 067°	GS INTCP ALT 1500 FT
		GS 3°	DA <b>SEE CAT</b>
		THR ELEV 39	ALS 420 m
		LDA 8013 FT	



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

CHANGES: LDA MIPS

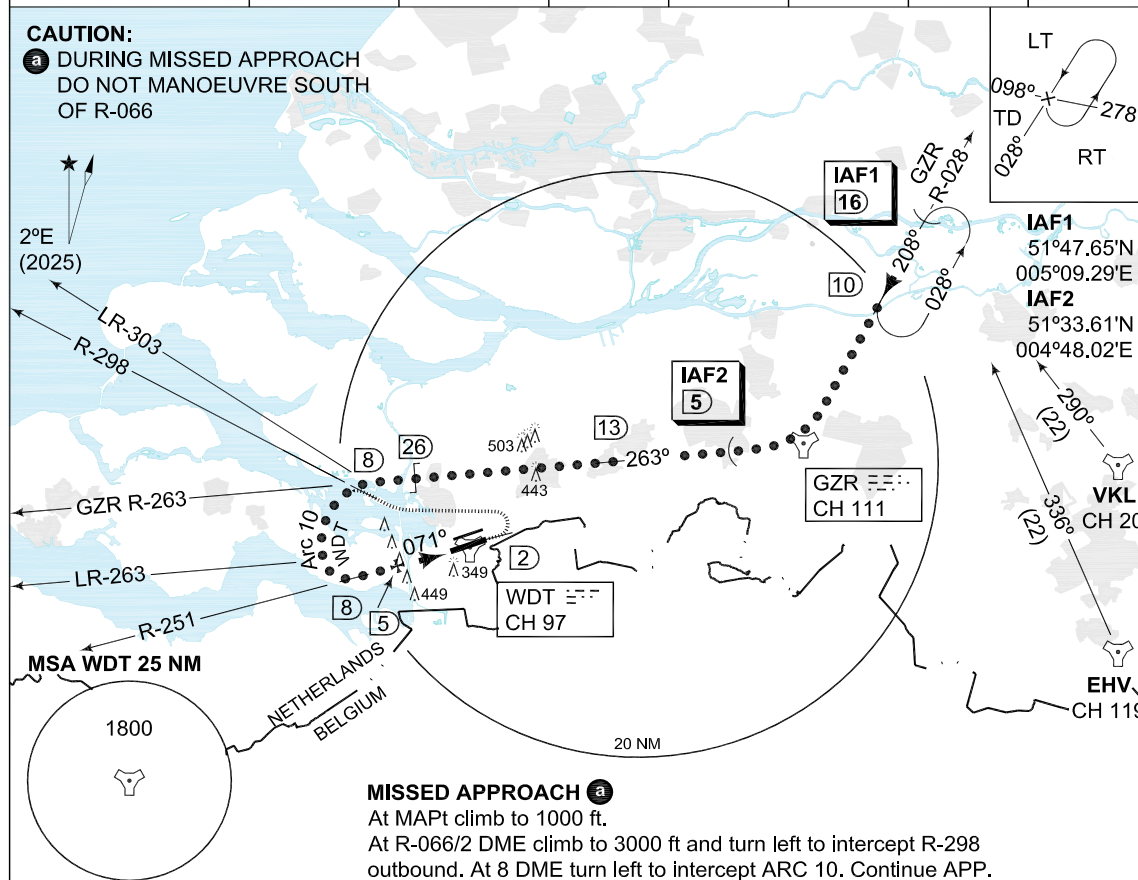
RNLASF 11 JUN 2026

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

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENSDRECHT TWR 339.000 120.430		GND 356.875 121.680		
TACAN WDT CH 97		APP COURSE 071°	FAF ALT 1200 FT	Descent GR	MDA <b>600</b>	THR ELEV 39	ALS 420 m	LDA 8013 FT

**CAUTION:**

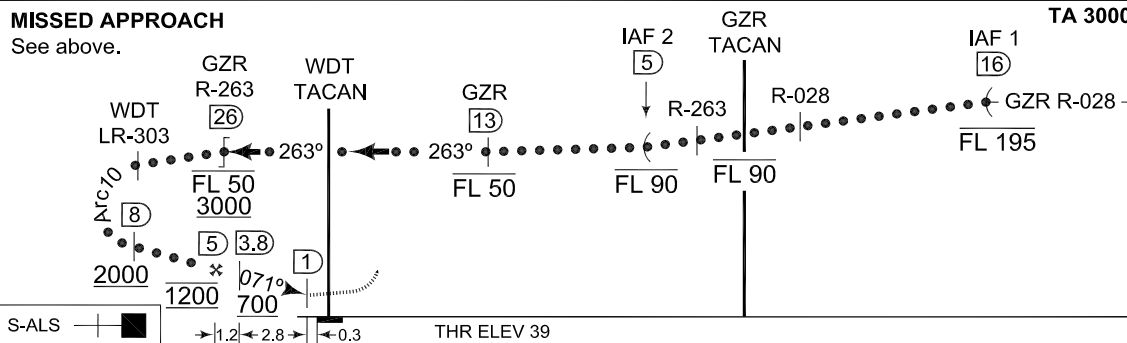
**a** DURING MISSED APPROACH  
DO NOT MANOEUVRE SOUTH  
OF R-066



**MISSED APPROACH **a****

At MAPt climb to 1000 ft.  
At R-066/2 DME climb to 3000 ft and turn left to intercept R-298  
outbound. At 8 DME turn left to intercept ARC 10. Continue APP.

**EMERG SAFE ALT 100 NM 4000**



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

CHANGES: LDA

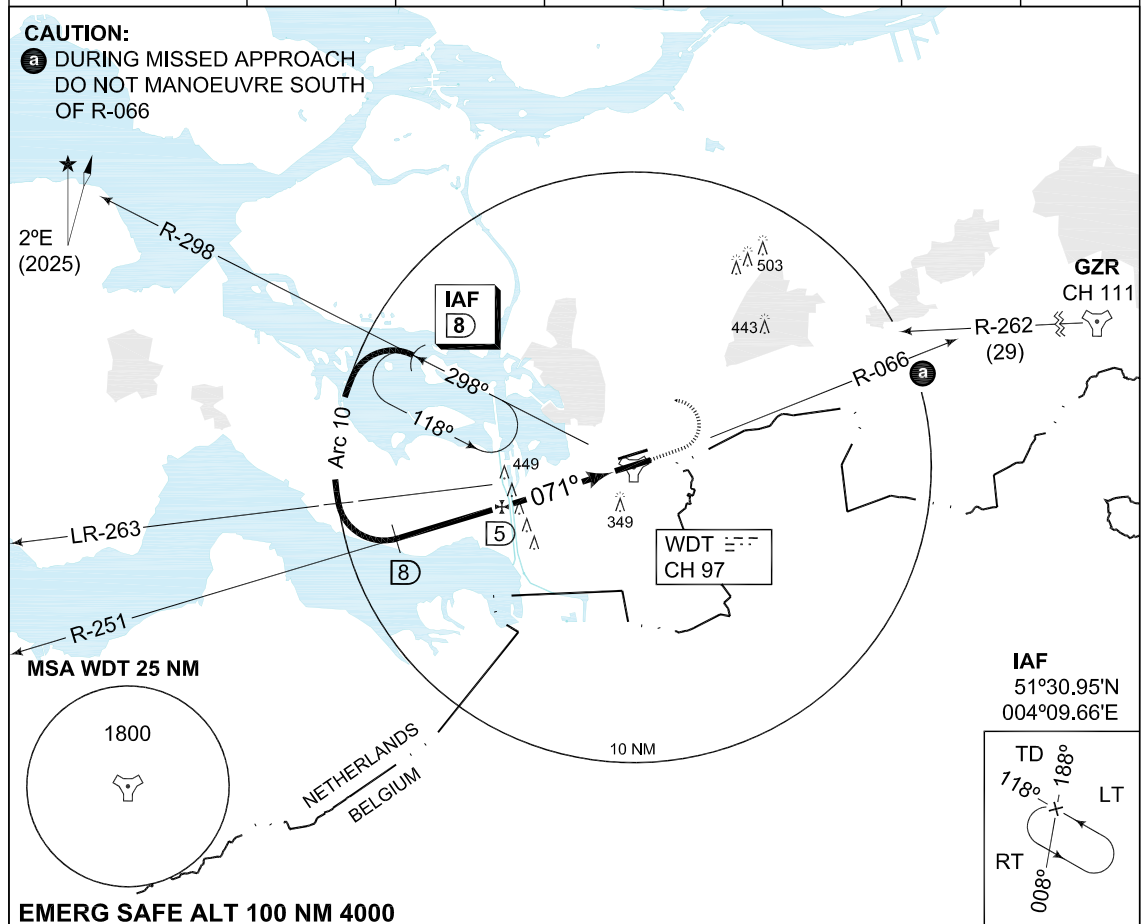
**MIPS**

RNLASF 11 JUN 2026

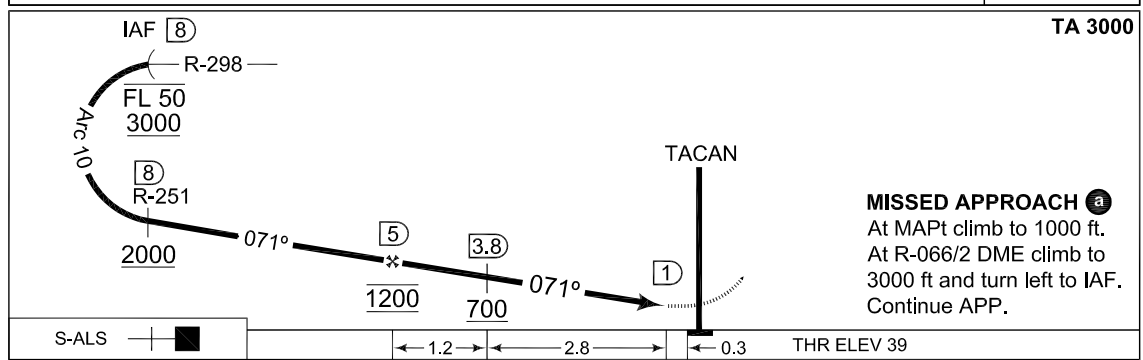
**MIPS INSTRUMENT APPROACH CHART** **TACAN RWY 07R**  
**WOENS DreCHT (EHWO)**

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENS DreCHT TWR 339.000 120.430		GND 356.875 121.680		
TACAN WDT CH 97		APP COURSE 071°	FAF ALT 1200 FT	Descent GR	MDA <b>600</b>	THR ELEV 39	ALS 420 m	LDA 8013 FT

**CAUTION:**  
**a** DURING MISSED APPROACH  
 DO NOT MANOEUVRE SOUTH  
 OF R-066



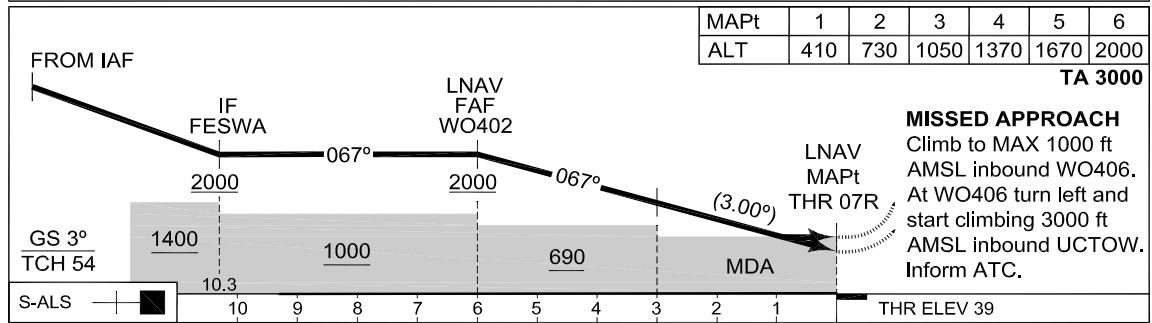
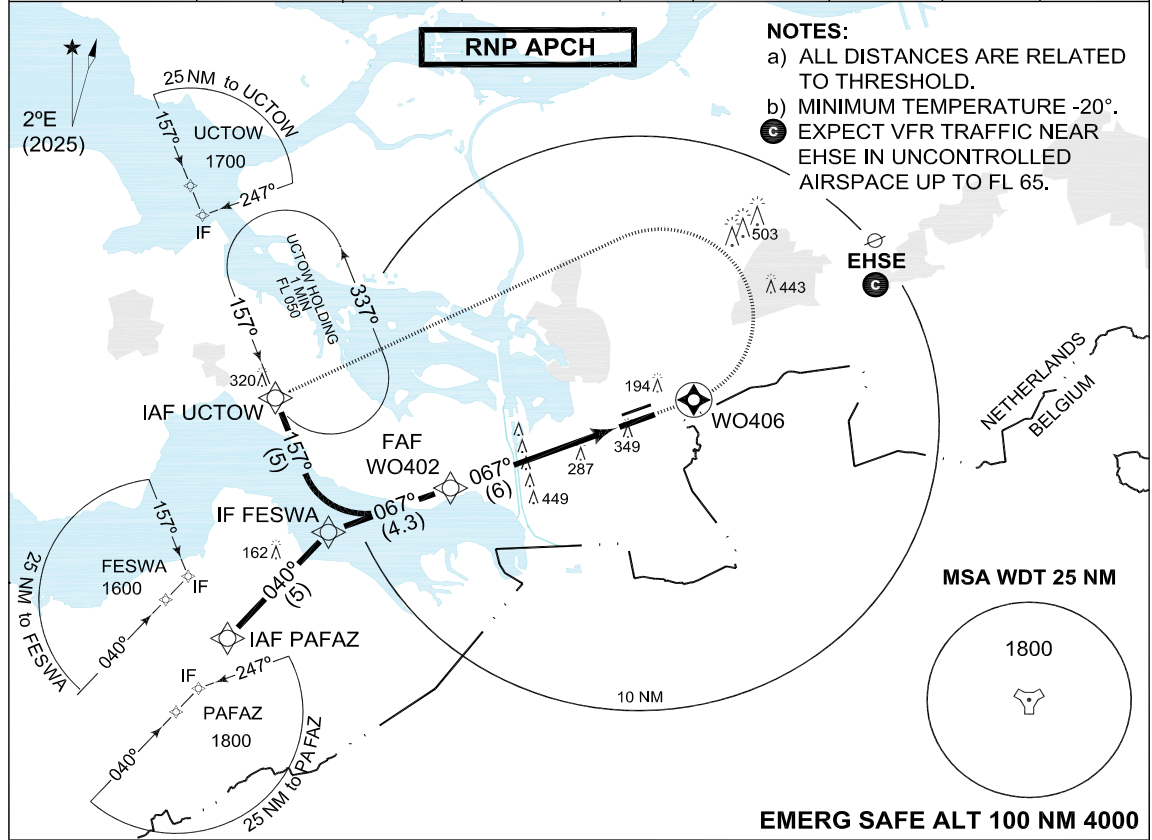
**EMERG SAFE ALT 100 NM 4000**



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

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

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENS DRECHT TWR 339.000 120.430		GND CTL 356.875 121.680		ATIS*	
EGNOS CHANNEL 99205 E07A		APP COURSE 067°		FAF ALT 2000 FT		Descent GR 5.24% / 3.0°		MDA <b>600</b>	
						DA <b>SEE CAT</b>		THR ELEV 39	
								ALS 420 m	
								LDA 8013 FT	

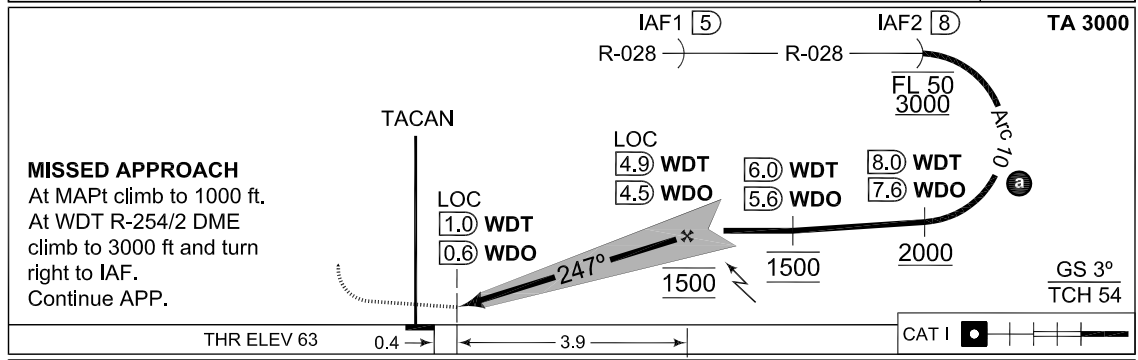
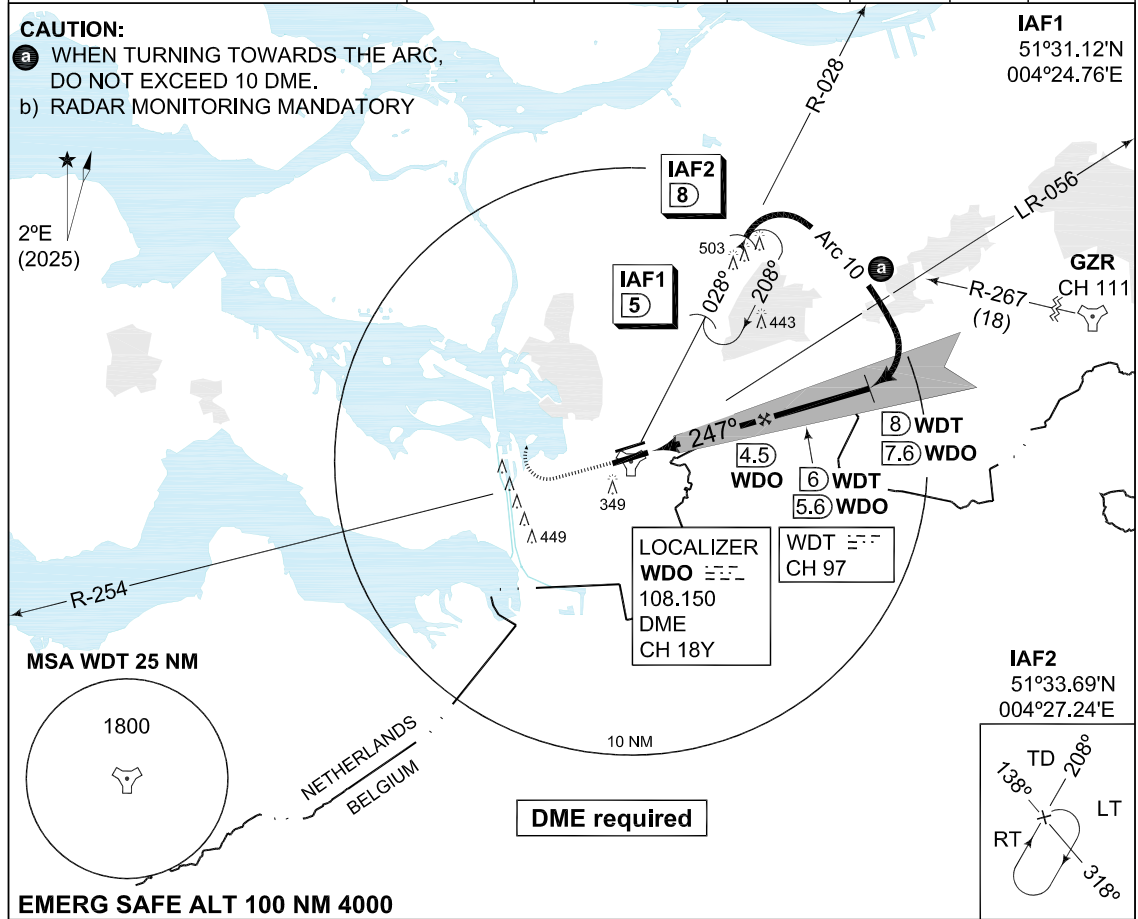


<b>EU-OPS</b>	DA(H) LPV	<b>260</b> -800 221 (300-0.8/1.2)	<b>270</b> -800 231 (300-0.8/1.2)	<b>280</b> -800 241 (300-0.8/1.3)	<b>289</b> -800 250 (300-0.8/1.3)
	DA(H) LNAV / VNAV	<b>481</b> -1700 442 (500-1.7/2.0)	<b>491</b> -1700 452 (500-1.7/2.1)	<b>501</b> -1800 462 (500-1.8/2.2)	<b>511</b> -1800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

IAWP	UCTOW	51°27.72'N	004°01.26'E	FAWP	WO402	51°24.59'N	004°10.59'E
IAWP	PAFAZ	51°19.35'N	003°58.74'E	MAWP	THR 07R	51°26.71'N	004°19.54'E
IWP	FESWA	51°23.05'N	004°04.10'E	MATWP	WO406	51°27.65'N	004°23.56'E

**MIPS INSTRUMENT APPROACH CHART** **AD ELEV 63** **ILS or LOC RWY 25L WOENS DRECHT (EHWO)**

DUTCH MIL 336.325 125.930	RAPCON WEST 399.725 123.580	WOENS DRECHT TWR 339.000 120.430	GND 356.875 121.680				
TACAN / LOCALIZER / DME WDT CH 97/WDO 108.150/CH 18Y	APP COURSE 247°	GS INTCP ALT 1500 FT	GS 3°	DA <b>SEE CAT</b>	THR ELEV 63	ALS 900 m	LDA 8013 FT



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

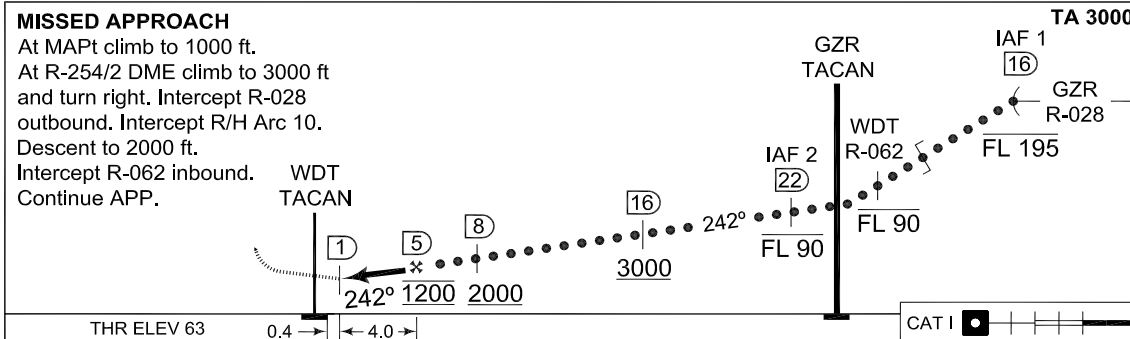
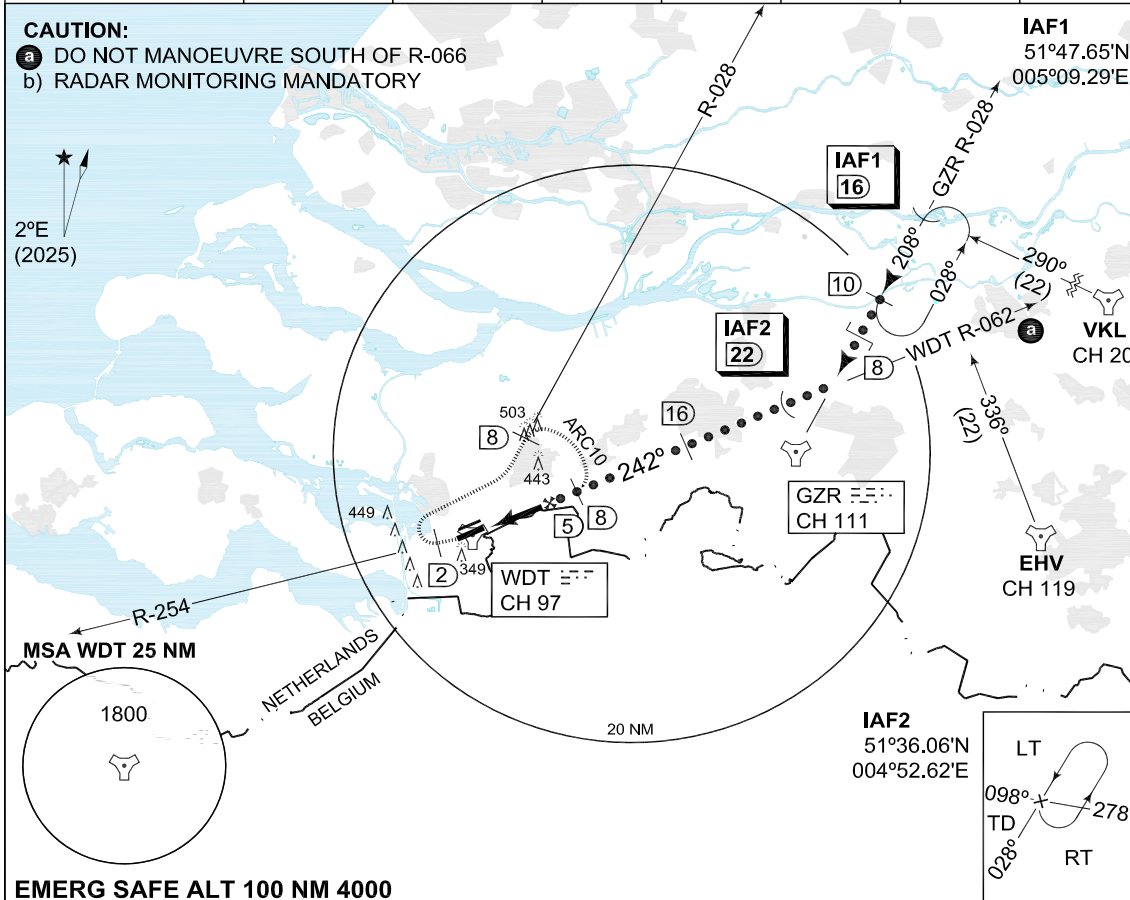
CHANGES: LDA  
MIPS

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

AD ELEV 63

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENSDRECHT TWR 339.000 120.430		GND 356.875 121.680	
TACAN WDT CH 97	APP COURSE 242°	FAF ALT 1200 FT	Descent GR	MDA 440	THR ELEV 63	ALS 900 m	LDA 8013 FT



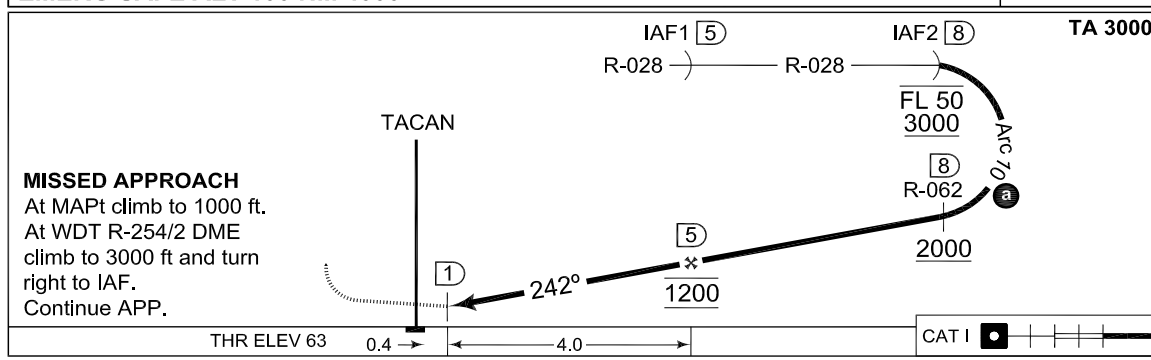
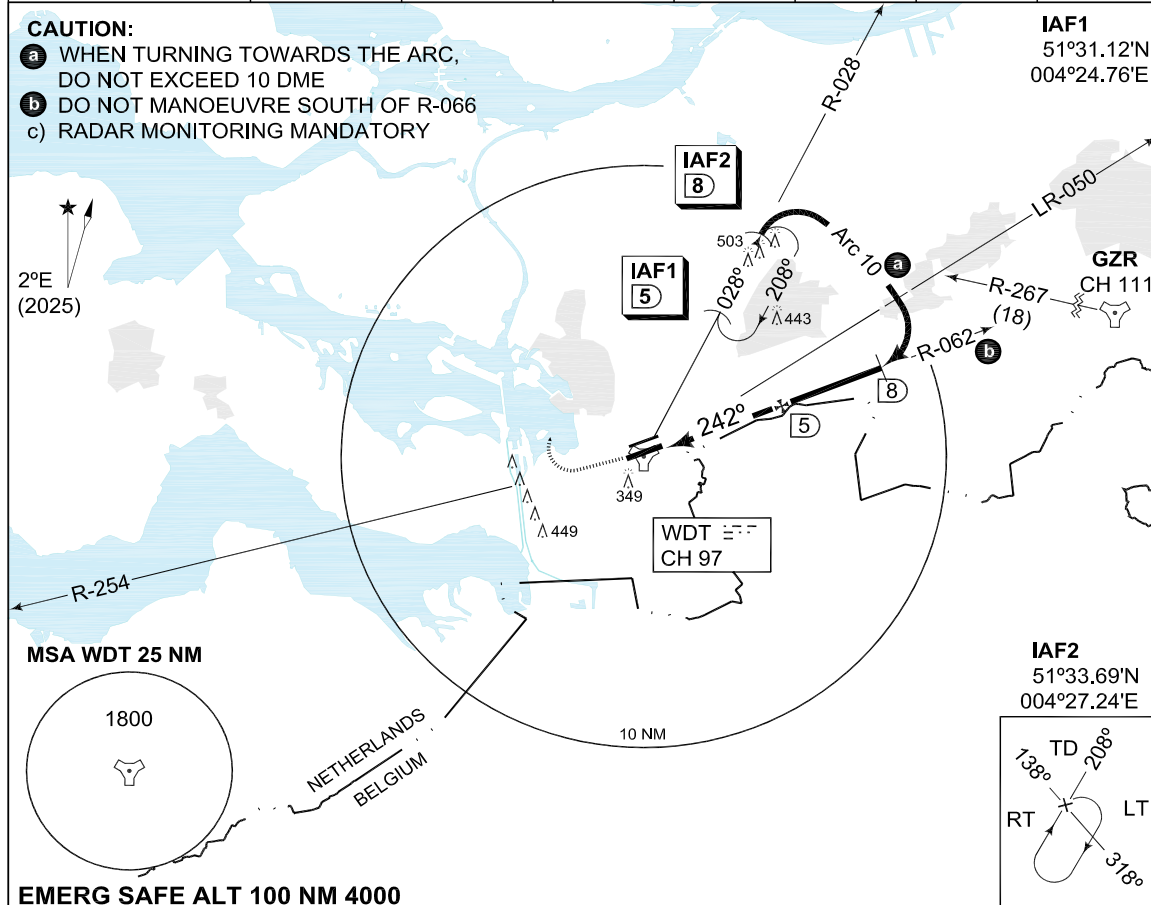
CATEGORY	A	B	C	D	E
S-TACAN 25L	440-800 377 (400-0.8)			440-1200 377 (400-1.2)	
CIRCLING	NOT AUTHORIZED				

CHANGES: LDA MIPS

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

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENSDRECHT TWR 339.000 120.430		GND 356.875 121.680	
TACAN WDT CH 97	APP COURSE 242°	FAF ALT 1200 FT	Descent GR	MDA <b>440</b>	THR ELEV 63	ALS 900 m	LDA 8013 FT



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

CHANGES: LDA

**MIPS**

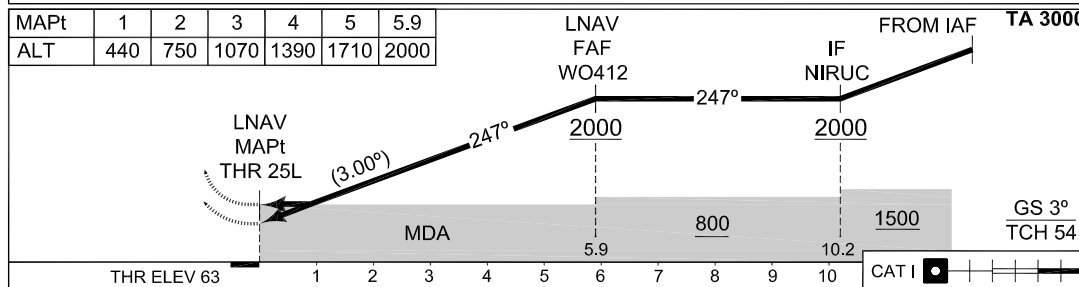
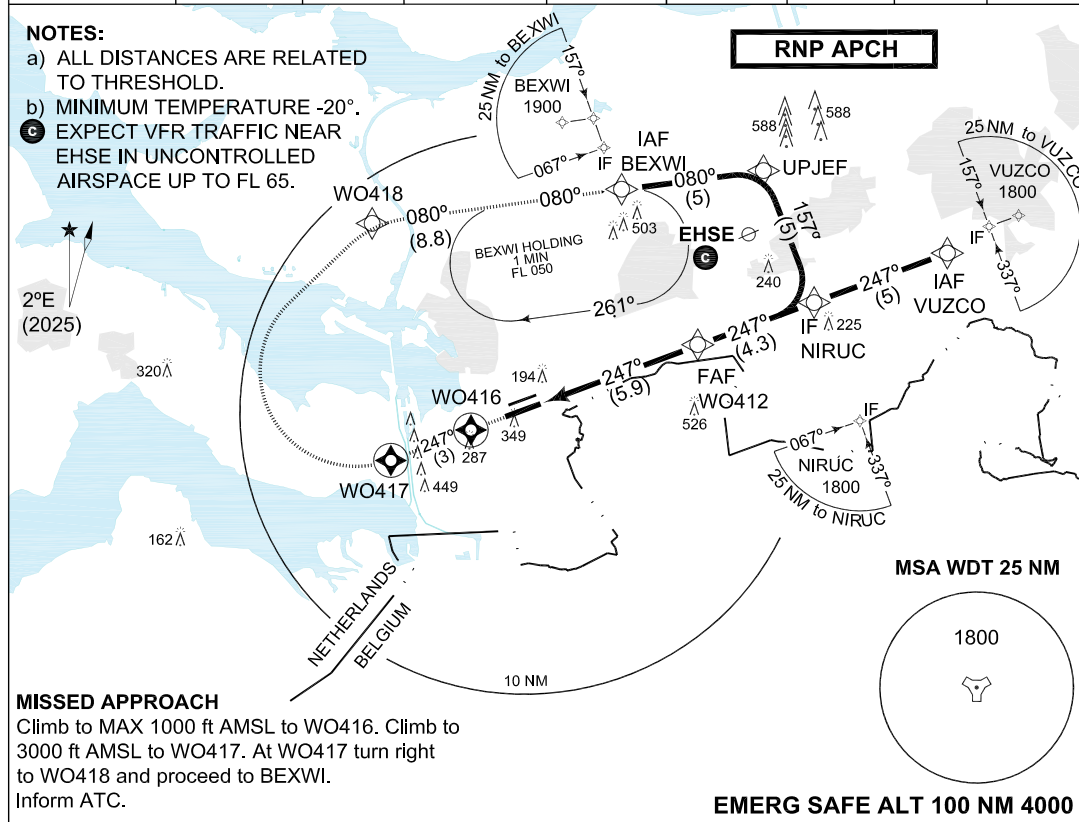
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**PANS OPS INSTRUMENT APPROACH CHART** **RNP RWY 25L WOENS DRECHT (EHWO)**

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENS DRECHT TWR 339.000 120.430		GND CTL 356.875 121.680		ATIS*	
EGNOS CHANNEL 51845 E25A	APP COURSE 247°	FAF ALT 2000 FT	Descent GR 5.24% / 3.0°	MDA <b>SEE CAT</b>	DA <b>SEE CAT</b>	THR ELEV 63	ALS 900 m	LDA 8013 FT	

**NOTES:**

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



EU-OPS	CATEGORY	A		B		C		D	
		DA(H)	MDA(H)	DA(H)	MDA(H)	DA(H)	MDA(H)	DA(H)	MDA(H)
	LPV	284	550	294	550	303	550	313	550
	LNAV / VNAV	321	600	331	600	352	650	379	700
	LNAV	440-1000		450-1100		470-1200		407-500	

IAWP	VUZCO	51°32.51'N	004°44.39'E	MAWP	THR25L	51°27.17'N	004°21.52'E
IAWP	BEXWI	51°34.79'N	004°26.14'E	MATWP	WO416	51°26.25'N	004°17.60'E
WP	UPJEF	51°35.44'N	004°34.09'E	MATWP	WO417	51°25.19'N	004°13.12'E
IWP	NIRUC	51°30.76'N	004°36.89'E	MATWP	WO418	51°33.61'N	004°12.09'E
FAWP	WO412	51°29.25'N	004°30.37'E	MAHF	BEXWI	51°34.79'N	004°26.14'E

CHANGES: LDA

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