Ministry of Defence
Military Aviation Authority the Netherlands
Airports and Airspace division
PO Box 20701
2500 ES Den Haag
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Rijswijk, 5 Jan 2022

AIRAC AMENDMENT 02/22

EFFECTIVE DATE 24 FEB 22

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

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

   a. Handamendment:

   None.

   b. Page changes:

Remove old	Insert new	Remove old	Insert new	Remove old	Insert new
GEN 0.4-1	GEN 0.4-1	ENR 5.2-5	ENR 5.2-5	EHGR 2-16	EHGR 2-16
up to	up to	ENR 6.1-5	ENR 6.1-5		
GEN 0.4-5	GEN 0.4-5			EHKD 2-3	EHKD 2-3
		EHDL 2-6	EHDL 2-6	EHKD 2-14	EHKD 2-14
ENR 0.6-4	ENR 0.6-4	EHDL 2-9	EHDL 2-9	EHKD 2-17	EHKD 2-17
ENR 0.6-5	ENR 0.6-5	up to	up to		
ENR 1.6-1	ENR 1.6-1	EHDL 2-14	EHDL 2-14	EHLW 2-14	EHLW 2-14
ENR 3.5-7	ENR 3.5-7		EHDL 2-15	EHLW 2-17	EHLW 2-17
ENR 3.5-13	ENR 3.5-13		EHDL 2-16	up to	up to
ENR 4.1-3	ENR 4.1-3			EHLW 2-40	EHLW 2-40
ENR 4.1-4	ENR 4.1-4	EHEH 2-12	EHEH 2-12		

2. After completion:

   a. destroy obsolete pages;

   b. insert letter of promulgation before page GEN 0;

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

3. The following MIL NOTAM are incorporated:

   M3775/21

Military Aviation Authority NLD
In order H-ALL

W.E.W. Jacobsen
Lt Colonel

GEN 0.4 CHECKLIST OF MilAIP PAGES

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EHVK 2-9	30 DEC 2021		EHWO 2-17	30 DEC 2021			
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EHVK 2-19	03 DEC 2020						
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EHVK 2-21	09 SEP 2021						
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EHWO 2-3	20 MAY 2021						
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EHWO 2-6	28 JAN 2021						
EHWO 2-7	28 JAN 2021						
EHWO 2-8	28 JAN 2021						
EHWO 2-9	28 JAN 2021						
EHWO 2-10	28 JAN 2021						
EHWO 2-11	30 DEC 2021						
EHWO 2-12	30 DEC 2021						
EHWO 2-13	30 DEC 2021						
EHWO 2-14	30 DEC 2021						
EHWO 2-15	30 DEC 2021						

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ENR 1.6 RADAR SERVICES AND PROCEDURES

ENR 1.6.1 Primary radar

ENR 1.6.1.1 Minimum vectoring altitudes (MVA)

The minimum vectoring altitude is the lowest altitude or flight level that may be used by ATC for vectoring IFR flights in a certain area of controlled airspace until the point where the pilot resumes his own navigation. Hereby taking into account the altitude required for obstacle clearance and the airspace classification.

(a) Terminal Control Areas (TMAS)

Eindhoven TMA 1	2000ft AMSL
Eindhoven TMA 2	Transition level
Eindhoven TMA 3	Transition level
Eindhoven TMA 4	FL 060
Nieuw Milligen TMA A	2000ft AMSL (2)
Nieuw Milligen TMA B	2000ft AMSL (1)
Nieuw Milligen TMA C	2000ft AMSL (1)
Nieuw Milligen TMA D	2000ft AMSL (3)
Nieuw Milligen TMA E	2000ft AMSL
Nieuw Milligen TMAG1	2000ft AMSL
Nieuw Milligen TMA G2	Transition level

(b) Control Zones (CTRs)

Deelen CTR	Refer to AD-2 EHDL-MVA
Eindhoven CTR	Refer to AD-2 EHEH-MVA
Gilze Rijen CTR	Refer to AD-2 EHGR-MVA
De Kooy CTR	Refer to AD-2 EHKD-MVA
Leeuwarden CTR	Refer to AD-2 EHLW-MVA
Volkel CTR	Refer to AD-2-EHVK-MVA
Woensdrecht CTR	Refer to AD-2-EHWO-MVA

(1) Within a radius of 3nm around 52°54’10”N 006°24’13”E (obst. Smilde): 2100ft AMSL.

(2) Within the part of Nieuw Milligen TMA A above EHTX: transition level.

(3) Within a radius of 3nm around 52°00”36”N 005°03’13”E (obst. Lopik): 2300ft AMSL.

ENR 1.6.2 Secondary surveillance radar (SSR)

ENR 1.6.2.1 Transponder procedures

Utilization

AOCS Nieuw Milligen CRC utilises Mode S, Mode 3/A and C in a computerised mode of operation for identification and automatic tracking (including plan/track correlation). Transponders must be set with ACID according to FPL item 7 and Mode C. Discreet code 3/A assignment according to normal procedures. Pilots on IFR flights may expect code setting instructions:

- prior tot take off through AD control;
- during the process of transfer of control at initial contact.

Normal procedures

Pilots of MIL ACFT operating in the Amsterdam FIR, who have not received specific instructions from ATC concerning the setting of the transponder on Mode 3/A select the tactical (SHAPE) code appropriate for the mission i.a.w. ACP-160 and additional regulations i.e. Range Orders.

In exercises the required Mode 3/A ATC code has priority over other exercise commitments during the time the pilot is under control of AOCS Nieuw Milligen CRC.

For VFR MIL flights the Mode 3/A codes are:

Low level NAV flights -	Code 3601
Flights to EHR 4 -	Code 3604
Flights into Link route 10 -	Code 3610

Elementary surveillance

Within the Amsterdam FIR ACFT shall be equipped with a Mode S transponder with (at least) elementary surveillance (ELS) functionality. The equipment must be in accordance with the technical specifications laid down in ICAO Annex 10, volume IV.

Motorised VFR flights in class G airspace below 1200 ft AMSL (excluding the North Sea Area Amsterdam, see AIP Netherlands ENR 2.2) are exempted from the mandatory carriage of a mode S transponder.

Nevertheless by national law all flights equipped with a functioning Mode S transponder shall activate the transponder also in class G below 1200 ft AMSL.

Enhanced surveillance

Fixed wing ACFT flying as GAT in the Amsterdam FIR at or above FL 245 shall be equipped with a Mode S transponder with Enhanced Surveillance (EHS) functionality when the ACFT has a maximum take-off mass greater than 5700 kg or a maximum cruising true airspeed in excess of 250 kt.

After 31st of March 2010 State ACFT (flying as GAT or OAT, VFR or IFR) on the "2009 Mode S Airborne Equipage Plans from State Aircraft Operators list" collated by Eurocontrol, not compliant to Mode S ELS and EHS airborne equipment requirements, are subject to prior permission before conducting a flight within the Amsterdam FIR.
Operational constraints may be applied. These constraints may involve non-acceptance of the flight, re-routing, non-optimal imposed flight level or altitude. No dispensation will be granted to State ACFT in the North Sea Area Amsterdam (NSAA).

ENR 3.5.5 MIL AWX routes

ENR 3.5.5.1 AWX route 1

AWX ROUTE 1 is available for day- and nightflying and reserved for national use only.

The abbreviations in col. ABBR are used in the FDRs by MilATCC Schiphol.

AWX ROUTE 1 is depicted on chart ENR 6.

POSITION	NEAREST CITY	ABBR	ALTITUDE
52°03'N 006°14'E	TOLDIJK	TOLD	altitudes as arranged
51°47'N 005°30'E	NOORD OSS	NOSS	
51°29'N 005°09'E	HILVARENBEEK	HILB	
51°30'N 004°44'E	STUIVEZAND	STUI	
51°52'N 004°55'E	GORINCHEM	GORK	
52°03'N 005°35'E	RENSWOUDE	RENS	
52°25'N 005°44'E	NUNSPEET	NUNS	3000 ft to
52°53'N 005°20'E	STAVOREN	STAV	altitudes as arranged
52°49'N 006°36'E	WIJSTER	WSTR	
52°03'N 006°14'E	TOLDIJK	TOLD	

ENR 3.5.5.2 AWX route 2

AWX ROUTE 2 is available for day- and nightflying and reserved for EHVK only.

The abbreviations in col. ABBR are used in the FDRs by MilATCC Schiphol.

AWX ROUTE 2 is depicted on chart ENR 6.

POSITION	NEAREST CITY	ABBR	ALTITUDE
EHVK		EHVK	2000 ft to
51°54'N 005°52'E	ELST	ELST	3000 ft to
51°58'N 006°36'E	LICHTENVOORDE	LIVO	
52°39'N 006°06'E	ZWARTSLUIS	ZWSL	
52°53'N 006°31'E	BEILEN	BEIL	1500 ft to
53°02'N 006°54'E	STADSKANAAL	STKA	
53°16'N 007°01'E	TERMUNTEN	TERM	
53°31'N 006°47'E	BORKUM	BORK	2000 ft to
53°10'N 006°00'E	BERGUM	BGUM	3000 ft to
52°46'N 005°34'E	CREIL	CREI	
52°23'N 005°43'E	NUNSPEET	NUSP	
51°56'N 005°35'E	RHENEN	RENE	
51°49'N 005°15'E	ZALTBOMMEL	ZABO	2000 ft to
51°40'N 004°40'E	MOERDIJK	MODY	
51°36'N 003°39'E	VEERE	VERE	3000 ft to
51°34'N 004°56'E		GZR	
EHVK		EHVK	

ENR 3.5.6.4 BENE route 1B

- is depicted on chart ENR 6.

POSITION	NEAREST CITY	ABBR	ALTITUDE
EHV TACAN		EHV	3000 ft to
1A 51°28'N 004°40'E	ZUNDERT	ZUND	2000 ft to
51°36'N 004°32'E	OUDENBOSCH	OUDB	
1D 51°51'N 005°29'E	TIEL	TIEL	
Continue as per BENE ROUTE 1			

ENR 3.5.6.5 BENE route 1C

- is depicted on chart ENR 6.
- is reserved for nightflying EHVK.

POSITION	NEAREST CITY	ABBR	ALTITUDE
51°23'N 005°53'E	MEYEL	MEYL	3000 ft to
EHV TACAN		EHV	
1A 51°28'N 004°40'E	ZUNDERT	ZUND	2000 ft to
51°36'N 004°32'E	OUDENBOSCH	OUDB	
1D 51°51'N 005°29'E	TIEL	TIEL	
1E 52°25'N 005°44'E	NUNSPEET	NUNS	
1N 53°05'N 005°56'E			
53°19'N 006°20'E	ZUIDHORN	ZDHN	1500 ft to
1P 53°28'N 006°35'E			
53°18'N 007°05'E	TERMUNTEN	TRMN	
HH5E 52°52'N 007°07'E			
HH2 52°43'N 007°08'E			1000 ft to
EDR 37 52°26'N 007°13'E	NORDHORN		
HH3 52°21'N 007°12'E			2500 ft to
HH1A 52°06'N 007°07'E			2000 ft to
51°55'N 006°14'E	DIDAM	DDAM	
51°40'N 005°43'E	VOLKEL		

ENR 3.5.6.6 BENE route 1S(hort)

- is depicted on chart ENR 6.

POSITION	NEAREST CITY	ABBR	ALTITUDE
51°11'82"N 006°07'50"E		MILGI	FL 050 to
VKL TACAN		VKL	Continue as per BENE Route 1
1D 51°51'N 005°29'E	TIEL	TIEL	

ENR 3.5.6.7 BENE route 3

- is depicted on chart ENR 6.
- is available for nightflying IFR/VFR.

POSITION	NEAREST CITY	ABBR	ALTITUDE
3A 50°46'N 005°19'E			3000 ft to
3B 50°30'N 004°00'E			2000 ft to
3C 50°59'N 003°36'E			
3D 51°13'N 003°48'E			
3E 51°42'N 004°24'E	DINTELOORD	DINT	
3F 51°51'N 005°29'E	TIEL	TIEL	
3G 52°25'N 005°44'E	NUNSPEET	NUNS	3000 ft to
3H 52°38'N 005°34'E	URK	URK	1000 ft to
53°01'N 005°13'E	BREEZANDDIJK	BZDK	
3J 53°20'N 004°48'E	VLIEHORS RANGE	VLI	2000 ft to
3K 53°29'N 005°40'E	AMELAND	AMEL	
3L 53°34'N 006°30'E	ROTTUMEROOG	ROOG	
3M 53°02'N 005°45'E	SNEEKERMEER	SKMR	
3N 52°45'N 006°02'E	GIETHOORN	GIET	
3O 52°26'N 006°30'E	ALMELO	ALME	

ENR 3.5.6.8 BENE route 3A

- is depicted on chart ENR 6.

POSITION	NEAREST CITY	ABBR	ALTITUDE
Up to 3L as per BENE ROUTE 3			
3L 53°34'N 006°30'E	ROTTUMEROOG	ROOG	1500 ft to
53°18'N 007°05'E	TERMUNTEN	TRMN	
HH2 52°44'N 007°08'E			1000 ft to
EDR37 NORDHORN RANGE			

Identification	Co-ordinates	Reference	Purpose
MDYK	51°32'00''N004°06'00''E		BENE
MEYL	51°23'00''N005°53'00''E		BENE
MIDL	51°40'00''N005°24'00''E		AWX
MIDS	53°23'03''N005°16'42''E		HELIROUTE
MILGI	51°11'49''N006°07'30''E	NOR R-318/30 DME	DCT ROUTING
MILL	51°51'00''N006°09'00''E		AWX
MODY	51°40'00''N004°40'00''E		AWX
NAVPI	52°32'50''N002°50'26''E		DCT ROUTING
NIXCO	52°45'26.25''N004°38'44.82''E		EHKD: APP
NOFUD	52°48'13.26''N004°38'52.11''E		EHKD: APP
NOLRU	51°30'01''N006°12'59''E	NOR R-336/44 DME	DCT ROUTING
NOSS	51°47'00''N005°30'00''E		AWX
NUNS	52°25'00''N005°44'00''E		AWX/BENE
NUSP	52°23'00''N005°43'00''E		AWX
OLDM	52°49'00''N005°59'00''E		AWX
OSCAR	51°52'30''N006°18'03''E		COP
OSPL	51°17'00''N005°46'00''E		BENE
OUDB	51°36'00''N004°32'00''E		BENE
PUFLA	53°06’32.44”N004°44’16.71”E		EHKD: APP
RACLE	53°15’10.91”N005°58’00.13”E		EHLW: APP
RAS	52°54'20''N005°17'30''E		Entry EH-R4
RENE	51°56'00''N005°35'00''E		AWX
RENS	52°03'00''N005°35'00''E		AWX
RMND	51°14'00''N005°55'00''E		BENE
ROOG	53°34'00''N006°30'00''E		AWX/BENE
SEVE	51°25'00''N006°04'00''E		BENE
SKMR	53°02'00''N005°45'00''E		AWX/BENE
SLUI	51°21'00''N003°33'00''E		AWX/BENE
SNEE	53°02'05''N005°38'24''E		HELIROUTE
SOOG	53°28'27''N006°11'42''E		HELIROUTE
STAA	52°52'00''N005°20'00''E		BENE
STAV	52°53'00''N005°20'00''E		AWX
STKA	53°02'00''N006°54'00''E		AWX
STUI	51°30'00''N004°44'00''E		AWX
TAFTU	52°48’17.42”N004°44’32.26”E		
TERM	53°16'00''N007°01'00''E		AWX

Identification	Co-ordinates	Reference	Purpose
TIEL	51°51'00''N005°29'00''E		AWX/BENE
TOHAR	53°07’39.51”N005°31’04.07”E		EHLW: APP
TOLD	52°03'00''N006°14'00''E		AWX
TRMN	53°18'00''N007°05'00''E		BENE
UMGC	53°13'30''N006°34'30''E		HELIROUTE
URK	52°38'00''N005°34'00''E		BENE
VEFKI	53°06’54.23”N005°37’59.81”E		EHLW: APP
VERE	51°36'00''N003°39'00''E		AWX
VL	53°17'50''N005°05'14''E		HELIROUTE
VLI	53°20'00''N004°48'00''E		AWX/BENE
VLR	53°14'00''N004°55'00''E		AWX
W1C	52°07'33''N005°16'23''E	EHV R-355/41 DME	Window 1
W1N	52°47'20''N005°10'14''E	EHV R-355/81 DME	Window 1
W1S	51°58'55''N005°17'42''E	EHV R-355/32 DME	Window 1
W2N	53°08'12''N005°58'18''E	LWD R-124/10 DME	Window 2
W2S	52°53'59''N006°31'38''E	LWD R-125/34 DME	Window 2
W3C	51°57'50''N006°17'25''E	VKL R-049/27 DME	Window 3
W3N	52°16'28''N006°53'30''E	VKL R-049/58 DME	Window 3
W3S	51°48'04''N005°58'51''E	VKL R-049/13 DME	Window 3
WHSD	51°44'00''N003°49'00''E		BENE
WSTR	52°49'00''N006°36'00''E		AWX
WYCH	51°49'00''N005°44'00''E		BENE
XIND	54°12'00''N006°30'00''E		COP
XLAH	51°36'07''N006°08'29''E		COP
XMCT	52°18'00''N007°01'00''E		COP
XOZEP	53°19’20.75”N005°59’18.03E		EHLW: APP
XYKE	53°54'00''N006°30'00''E		COP
YOJUP	52°58’10.45”N004°55’54.12”E		EHKD: APP
ZABO	51°49'00''N005°15'00''E		AWX
ZDHN	53°19'00''N006°20'00''E		BENE
ZOJIK	53°02’21.54”N004°54’35.63”E		EHKD: APP
ZUND	51°28'00''N004°40'00''E		AWX/BENE
ZWSL	52°39'00''N006°06'00''E		AWX

Route VO

51°27'00"N 004°20'12"E (air base Woensdrecht); 51°37'16"N 004°30'47"E (Standdaarbuiten);51°41'35"N 004°56'53"E (Waspik); 51°49'38"N 005°40'56"E (Hernen); 51°50'58"N 005°33'38"E (Altforst); 51°50'53"N 005°15'25"E (Waardenburg); 51°52'11"N 005°03'04"E (Kedichem);51°51'50"N 004°56'17"E (Hoornhaar); 51°45'53"N 004°38'56"E (Dordrecht); 51°42'55"N 004°37'31"E (Moerdijk); 51°42'34"N 004°25'23"E (as Hollandsdiep); 51°39'24"N 004°20'35"E (as Volkerak); 51°27'00"N 004°20'12"E (air base Woensdrecht).

ENR 5.2.1.3 List of Bambibucket training locations

Bergse Maas 1

51°43'26.68"N 004°56'50.07"E; 51°43'24.97"N 004°57'33.58"E;
51°43'17.33"N 004°58'24.60"E; 51°43'11.09"N 004°58'20.24"E;
51°43'16.96"N 004°57'41.09"E; 51°43'19.39"N 004°57'07.08"E;
51°43'17.94"N 004°56'21.59"E; 51°43'06.87"N 004°54'57.59"E;
51°43'14.54"N 004°54'55.37"E; 51°43'24.73"N 004°56'12.89"E; to point of origin.

Bergse Maas 2

51°42'54.87"N 005°00'02.29"E; 51°42'46.86"N 005°00'52.12"E;
51°42'42.73"N 005°01'46.30"E; 51°42'42.79"N 005°02'38.99"E;
51°42'36.28"N 005°02'39.54"E; 51°42'36.18"N 005°01'47.89"E;
51°42'40.06"N 005°00'56.08"E; 51°42'48.32"N 004°59'59.52"E; to point of origin.

Bergse Maas 3

51°43'57.63"N 005°06'13.27"E; 51°43'52.94"N 005°06'18.33"E;
51°43'37.72"N 005°05'36.49"E; 51°43'18.18"N 005°04'57.41"E;
51°43'22.31"N 005°04'51.88"E; 51°43'43.23"N 005°05'33.33"E; to point of origin.

Lek Oost

52°11'00.42"N 005°20'00.48"E; 52°10'56.54"N 005°19'48.07"E;
52°10'55.52"N 005°19'36.04"E; 52°10'57.70"N 005°19'29.95"E;
52°10'55.23"N 005°19'26.08"E; 52°10'53.33"N 005°19'35.01"E;
52°10'54.69"N 005°19'48.62"E; 52°10'55.23"N 005°19'53.68"E;
52°10'57.94"N 005°19'59.06"E; 52°10'58.23"N 005°20'04.84"E;
52°10'55.81"N 005°20'13.62"E; 52°10'41.31"N 005°20'25.25"E;
52°10'42.48"N 005°20'28.25"E; 52°10'57.53"N 005°20'16.54"E;
52°10'59.45"N 005°20'10.22"E;to point of origin.

Lek West

52°00'08.23"N 005°07'13.20"E; 52°00'00.22"N 005°06'59.75"E;
51°59'48.56"N 005°07'29.02"E; 51°59'33.27"N 005°07'50.38"E;
51°58'44.47"N 005°08'38.63"E; 51°58'27.96"N 005°08'45.75"E;
51°58'15.34"N 005°09'12.25"E; 51°58'10.48"N 005°09'36.37"E;
51°58'05.02"N 005°10'27.39"E; 51°57'55.31"N 005°10'52.71"E;
51°57'38.07"N 005°11'29.88"E; 51°57'30.54"N 005°12'13.00"E;
51°57'32.24"N 005°12'41.87"E; 51°57'38.31"N 005°12'54.92"E;
51°57'45.35"N 005°12'51.75"E; 51°57'37.83"N 005°12'28.02"E;
51°57'41.71"N 005°11'49.26"E; 51°57'52.64"N 005°11'20.39"E;
51°58'06.23"N 005°10'55.08"E; 51°58'12.67"N 005°10'35.70"E;
51°58'16.06"N 005°10'09.20"E; 51°58'19.95"N 005°09'19.37"E;
51°58'30.39"N 005°08'59.99"E; 51°58'43.50"N 005°08'48.91"E;
51°59'06.08"N 005°08'42.98"E; 51°59'22.59"N 005°08'44.56"E;
51°59'39.58"N 005°08'29.93"E; 51°59'49.53"N 005°08'11.34"E; to point of origin.

ENR 5.2.1.4. Operating hours MIL lowfly area's and VO route

The GLV low flying area's mentioned in ENR 5.2.1.2. may be used from Monday 08.00LT till Friday 17.00LT. The VO route mentioned in ENR 5.2.1.2 May be used from Monday till Friday daily from 08.00LT till 16.45LT. THE MIL low flying area's mentioned in ENR 5.2.1.3 may be used from Monday through Thursday during UDP, and on Fridays from sunrise till 17.00LT.

ENR 5.2.2 Offensive, defensive and support air operations in the FIR Amsterdam

ENR 5.2.2.1 General

Within the FIR Amsterdam offensive, defensive and support air operations are permitted within the framework of the following indicated regulation. A total overview of the relations between operations, exercise areas, airspace classification, height bands, type of (safety) service and controlling agency is given in ENR 5.2.2.7.

ENR 5.2.2.2 Terminology

Although the terms mentioned below may often be used in a wider sense, within this chapter the following meanings apply.

Fighter Controllers (FCs)

Controllers, working within the NATO Control and Reporting (C&R) system, in charge of tactical and safety control of offensive, defensive or support air operations.

Radar controllers

Controllers, in charge of Air Traffic Control.

Radar stations

Radar stations within the NATO C&R system (Control and Reporting Centres (CRCs), Airborne Early Warning and Control (AEW&C) ACFT, Tactical Air Control System (TACS), Tactical Air Control Facility (TACF)) and radar systems of Maritime Units (MU).

Control Service

Type of safety service, provided by the FC. These are Positive Control Service (PCS), Advisory Control Service (ACS) and Terminal Area (TMA) monitoring.

PCS

Radar supervision in which the Fighter Controller is responsible for direction to avoid collisions. Such direction can include the ordering of heading, speed and/or altitude in order to maintain the separation criteria. See ENR 5.2.2.3 for further.

ACS

Radar supervision in which the ACFT commander is responsible for actions taken to avoid collisions. The Fighter Controller is responsible for timely warnings of conflicting traffic. See ENR 5.2.2.3 for further.

TMA monitoring

Radar supervision in which the ACFT commander is responsible for actions taken to avoid collisions. The radar controller is responsible for timely warnings of conflicting traffic. See ENR 5.2.2.3 for further.

Broadcast Control (BC)

Within specified airspace (see ENR 5.2.2.7), and when the tactical situation or equipment status precludes PCS or ACS, FCs can provide BC. In BC the ACFT Commander is responsible for actions taken to avoid collisions. The Fighter Controller will provide warnings of conflicting traffic as far as practical. See ENR 5.2.2.3 for further.

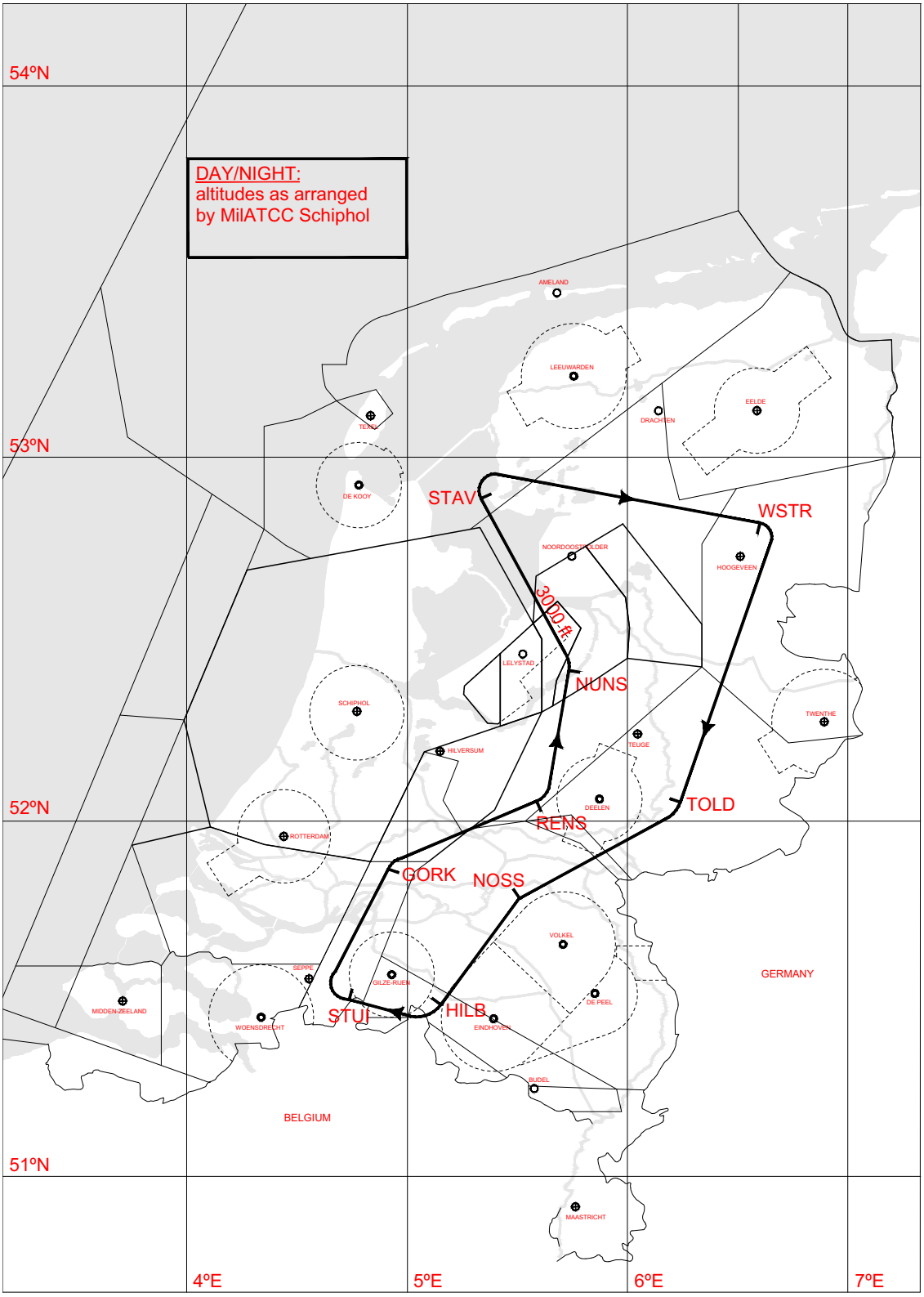
Tactical Support

Techniques and procedures (communications, tactical responsibilities), laid down in national and NATO documents (TOP F-16, AIRM 80-6 and STANAG 3993), used by FCs when supporting Air Operations. The ACFT Commander will request type of tactical support, unless the type of mission dedicates a specific type of tactical support (e.g. Security Flights).

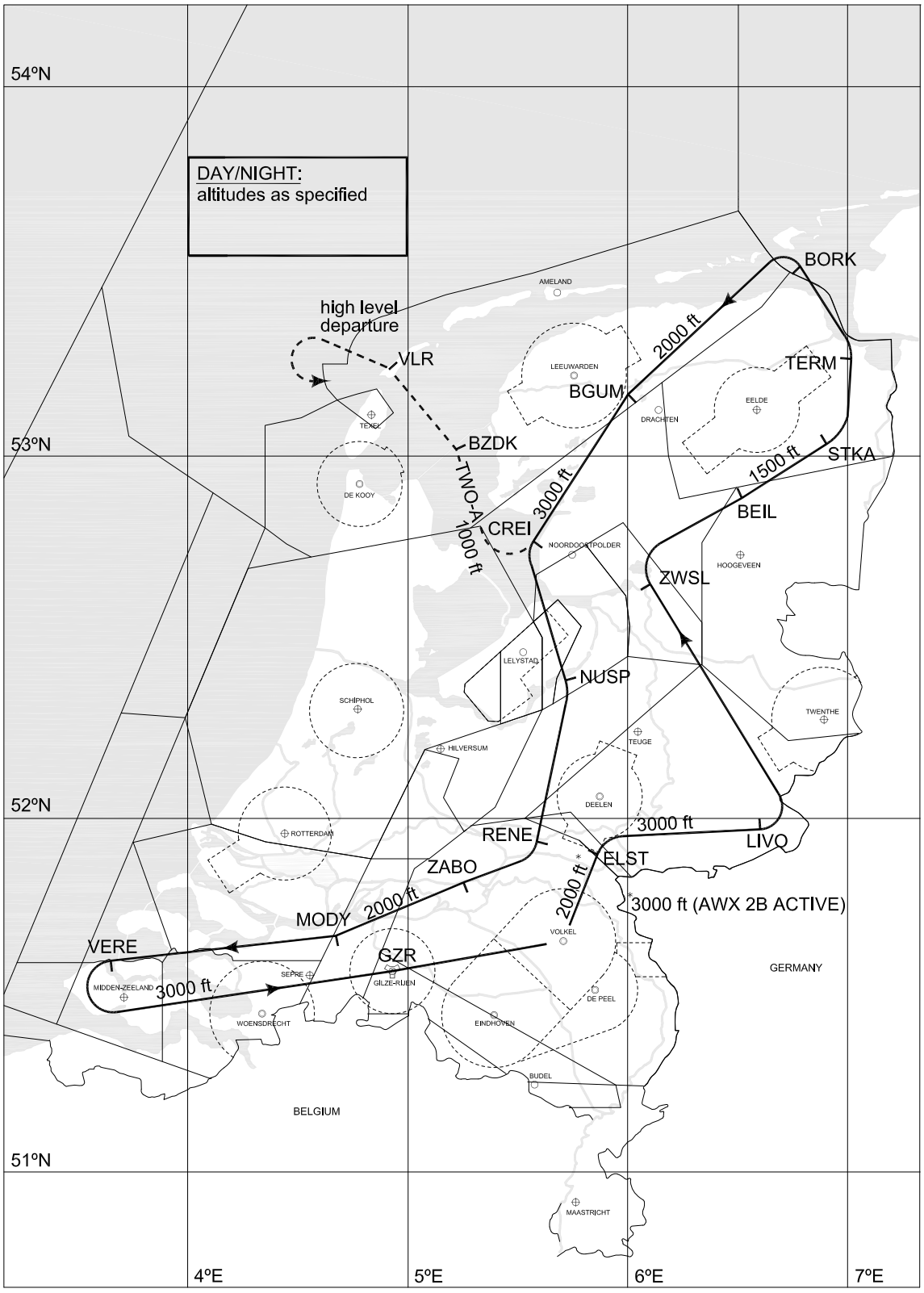
Security Flights

MIL flight resulting from urgent national or NATO security requirements, which for this reason do not necessarily comply with control and direction described within this MilAIP.

AWX ROUTE 1


DAY/NIGHT:
altitudes as arranged
by MilATCC Schiphol
54°N
53°N
52°N
51°N
4°E
5°E
6°E
7°E
STAV
WSTR
3000 ft
NUNS
TOLD
RENS
GORK
NOSS
STUI
HILB
AMELAND
LEEUWARDEN
TEXEL
DRACHTEN
EELDE
DE KOOY
NOORDOOSTPOLDER
HOOGEVEEN
LELYSTAD
SCHIPHOL
HILVERSUM
TEUGE
TWENTHE
DEELEN
ROTTERDAM
VOLKEL
SEPPE
GILZE-RIJEN
DE PEEL
MIDDEN-ZEELAND
WOENSDRECHT
EINDHOVEN
BUDEL
MAASTRICHT
GERMANY
BELGIUM

AWX ROUTE 2/2A Volkel



EHDL AD 2.18 Air traffic services communication facilities

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

EHDL AD 2.19 Radio navigation and landing aids

FACILITY	ID	CHANNEL FREQ.	HOURS	CO-ORD.	RANGE/ ALTITUDE	REMARKS
1	2	3	4	5	6	7
TACAN	DLN	CH 59X	H24	52°03'26.45"N 005°52'21.47"E	40 NM/25000 ft	FREQ protected
ILS20 LOCAL-IZER	DNS	108.700	H24	52°02'45.383"N 005°51'54.422"E		
GLIDE-PATH		330.500	H24	52°04'02.944"N 005°52'27.312"E		ILS-antenna 201ft AMSL
DME 20	DNS	CH 24X	H24	52°04'02.944"N 005°52'27.312"E		Situated on Glidepath 20. One direction only.

EHDL AD 2.20 Local traffic regulations

Glider- and Light ACFT flying

Glidersite Terlet is located within the Deelen CTR/RMZ. Daily SR/SS the areas Terlet-A, Terlet-B, Terlet-C and Terlet-D (see Local map) can be activated. Intensive gliderflying may be expected during activation of these areas.

EHDL AD 2.21 Noise abatement procedures

To be developed.

EHDL AD 2.22 Flight procedures

IFR procedures

The IAP and SID procedures are established in accordance with the 'Criteria for the preparation of Instrument Approach and Departure Procedures (APATC-1)'.

VFR procedures

APPROACH PROCEDURES:

HEL are to approach at 750 ft via one of the following IPs:	
IP Woeste Hoeve (WH)	PSN approx. 3 NM north-east of the AD
IP West:	PSN approx. 2 NM south-west of the AD
IP East:	PSN along road Apeldoorn-Arnhem, 1 NM north of intersection with motorway A-50.

DEPARTURE PROCEDURES:
Departure depending on intentions as directed by ATC.

REPORTING POINTS:

IP WH:	52°06,04.20”N 005°57’07.20”E
IP West:	52°02’09.00”N 005°48’56.40”E
IP East:	52°01’48.60”N 005°55’44.40”E

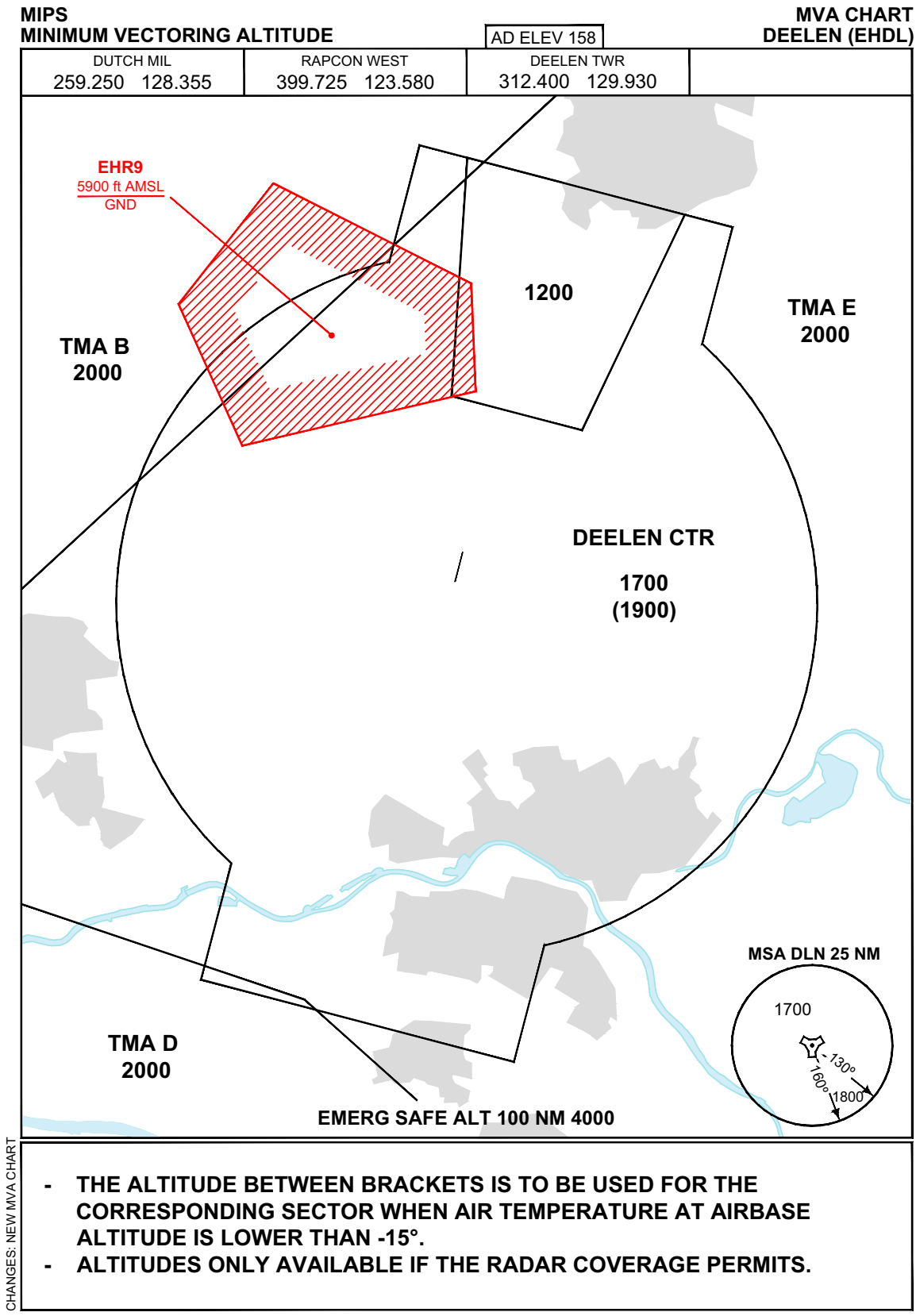
CIRCUIT PROCEDURES:
Circuitaltitude 750 ft AMSL, direction 20 L/H, 02 R/H, 13 L/H, 31 R/H, 07 L/H and 25 R/H

EHDL AD 2.23 Additional information

Approach control through Rapcon West.

EHDL AD 2.24 Charts related to an aerodrome

Aerodrome Chart	EHDL AD 2-7
Local map	EHDL AD 2-8
MVA chart	EHDL AD 2-9
Instrument approach chart TACAN RWY 02	EHDL AD 2-11
Instrument approach chart Copter TACAN 019	EHDL AD 2-12
Instrument approach chart ILS or LOC RWY 20	EHDL AD 2-13
Instrument approach chart TACAN RWY 20	EHDL AD 2-14
Instrument approach chart Copter TACAN 195	EHDL AD 2-15


MIPS
MINIMUM VECTORING ALTITUDE
AD ELEV 158
MVA CHART
DEELEN (EHDL)
DUTCH MIL
259.250 128.355
RAPCON WEST
399.725 123.580
DEELEN TWR
312.400 129.930
EHR9
5900 ft AMSL
GND
1200
TMA E
2000
TMA B
2000
DEELEN CTR
1700
(1900)
MSA DLN 25 NM
1700
130°
160°
1800
TMA D
2000
EMERG SAFE ALT 100 NM 4000
CHANGES: NEW MVA CHART
- THE ALTITUDE BETWEEN BRACKETS IS TO BE USED FOR THE CORRESPONDING SECTOR WHEN AIR TEMPERATURE AT AIRBASE ALTITUDE IS LOWER THAN -15°.
- ALTITUDES ONLY AVAILABLE IF THE RADAR COVERAGE PERMITS.
RNLAF 24 FEB 2022

Co-ordinates

TERLET 1:

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

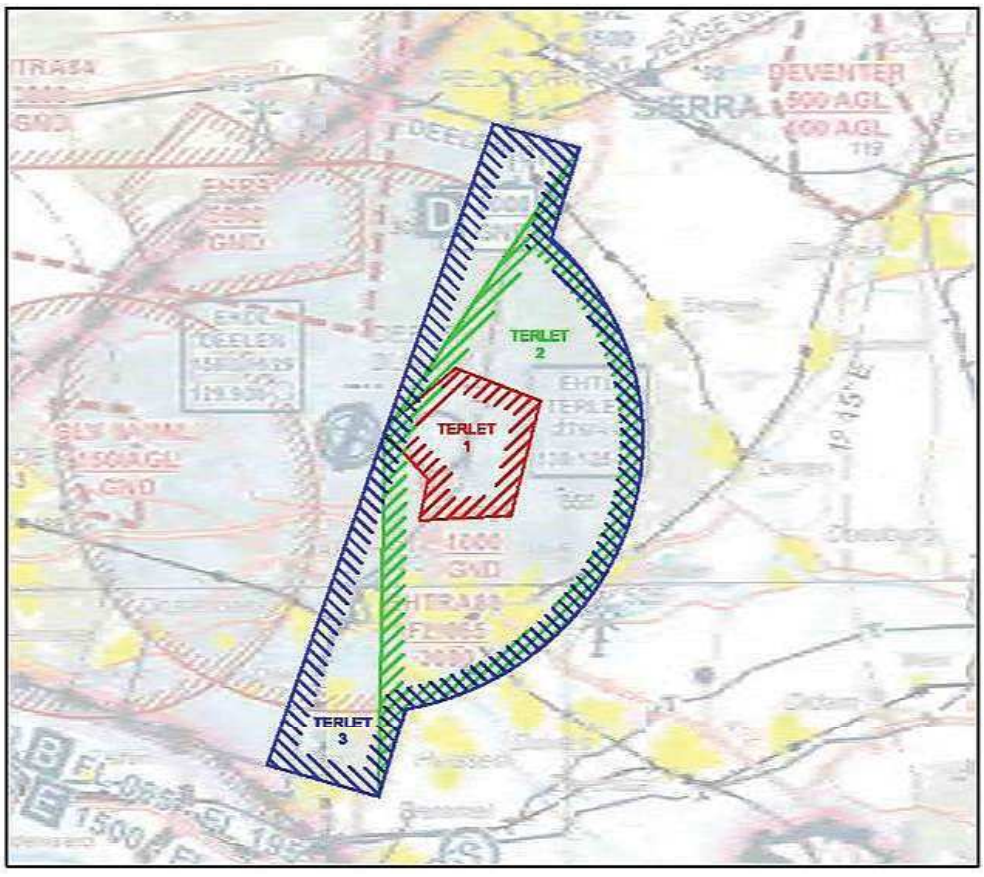
Terlet-1
52°05'18,00"N 005°56'03.00"E; 52°04'47.00"N 005°58'54.00"E; 52°02'22.62"N 005°58'20.14"E; 52°02'16.67"N 005°55'05.35"E; 52°02'57.94"N 005°55'13.66"E; 52°03'41.40"N 005°53'53.77"E; 52°04'07.26"N 005°54'09.39"E; to point of origin. vertical limits; GND-925 ft AMSL

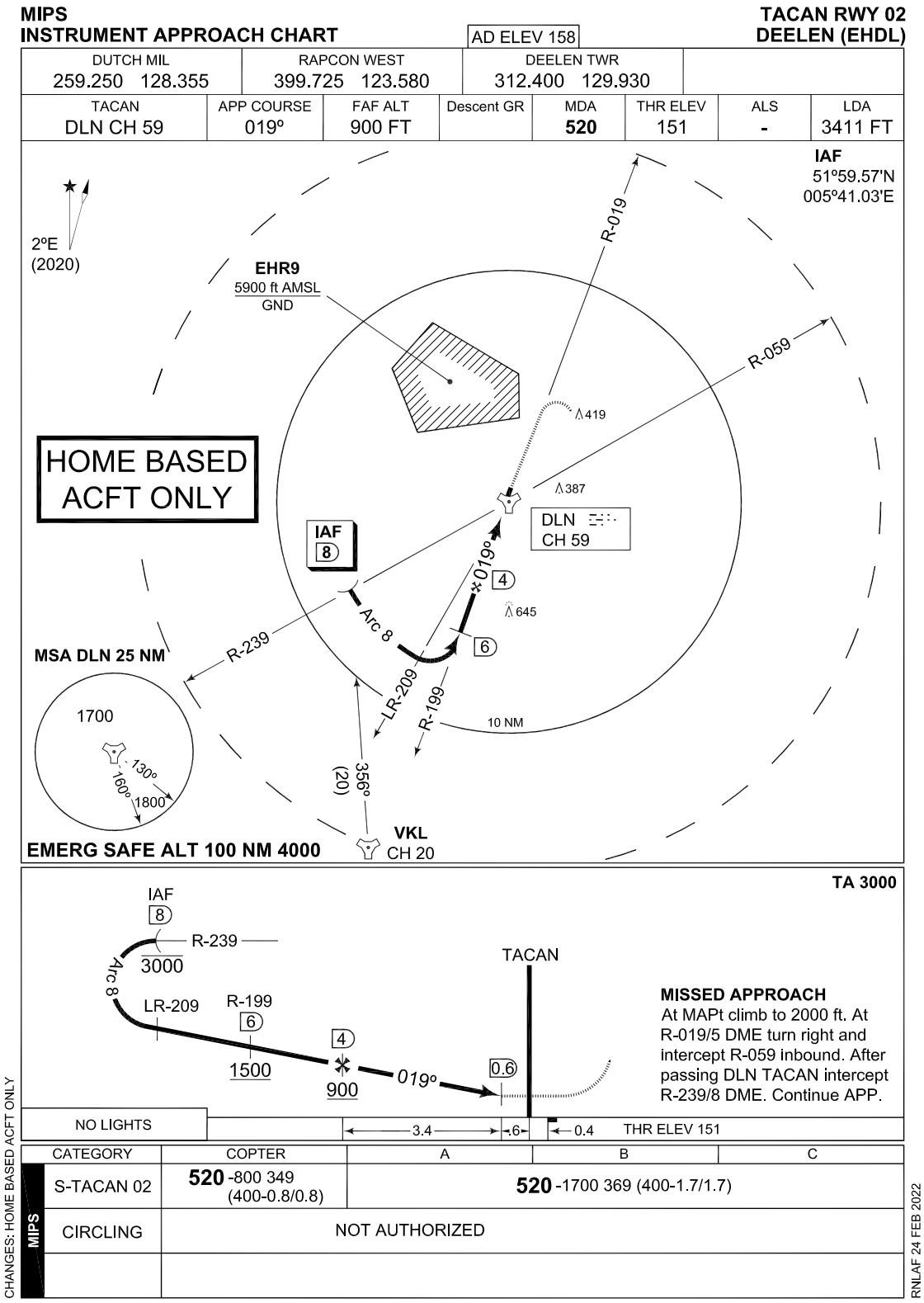
As supplement to area Terlet 1, area Terlet 2 or Terlet 3 needs to be assigned.

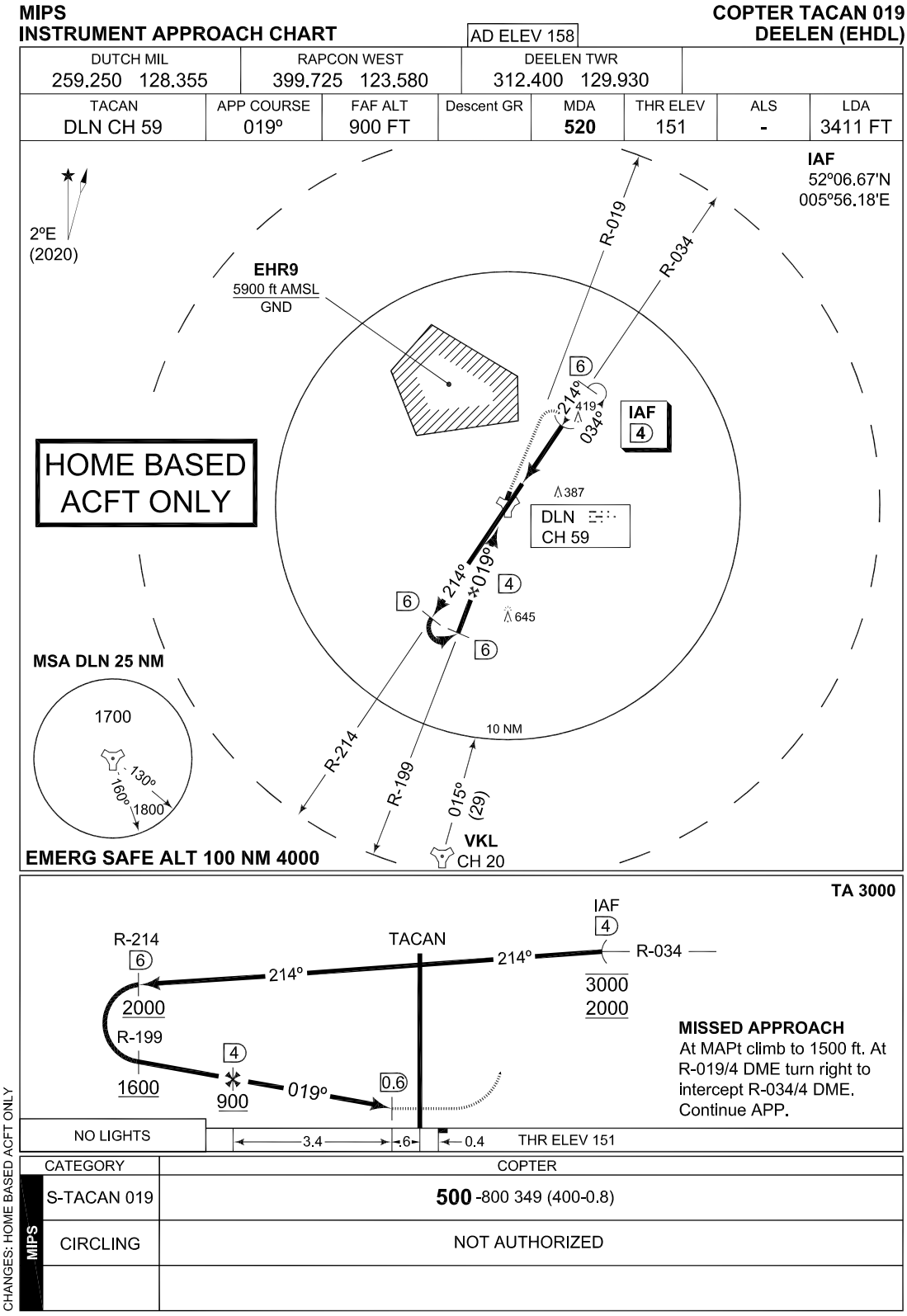
TERLET-2, TERLET-3:

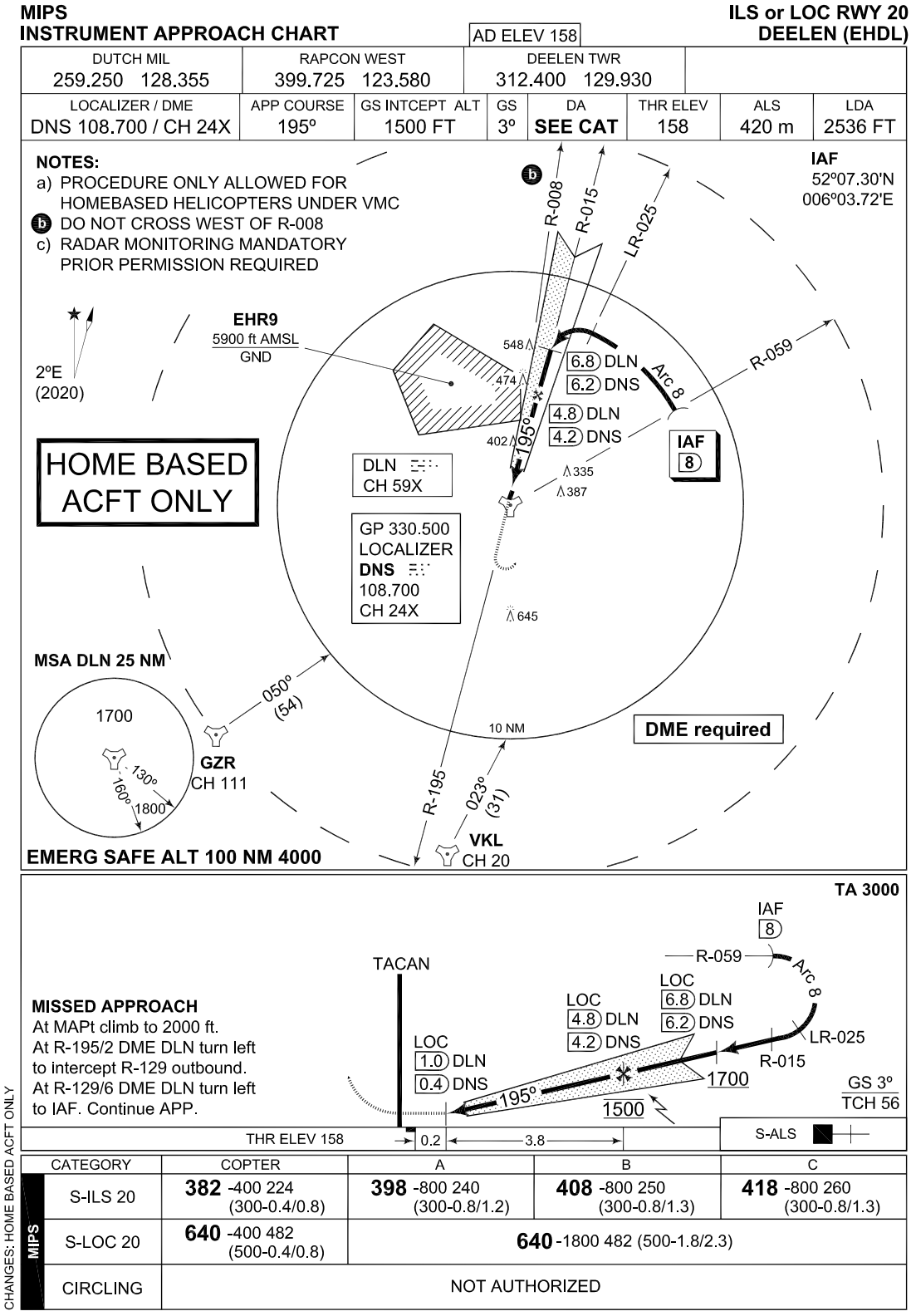
The upper limit is equal to the upper limit of the CTR/RMZ Deelen limited by the following coordinates:

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

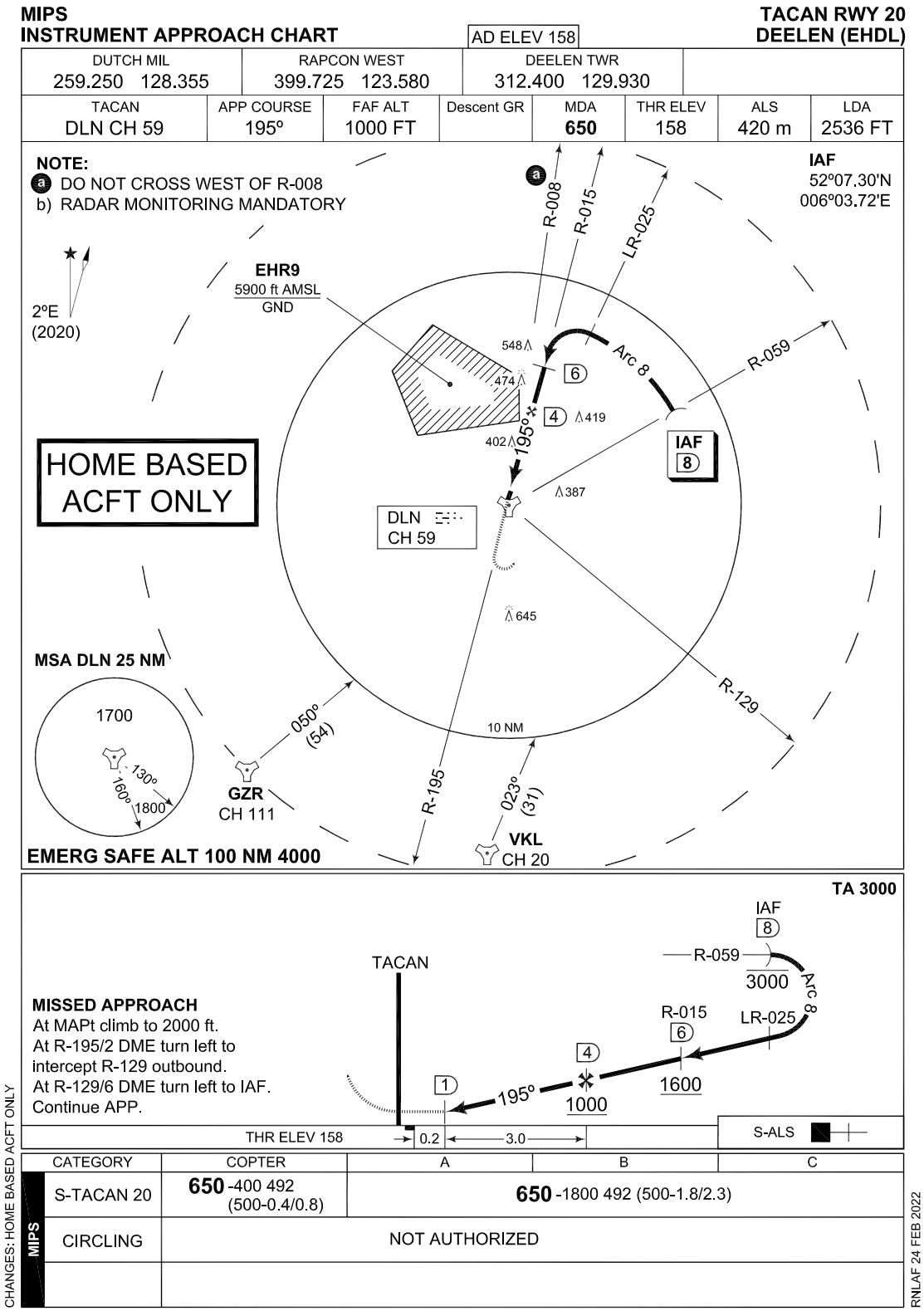


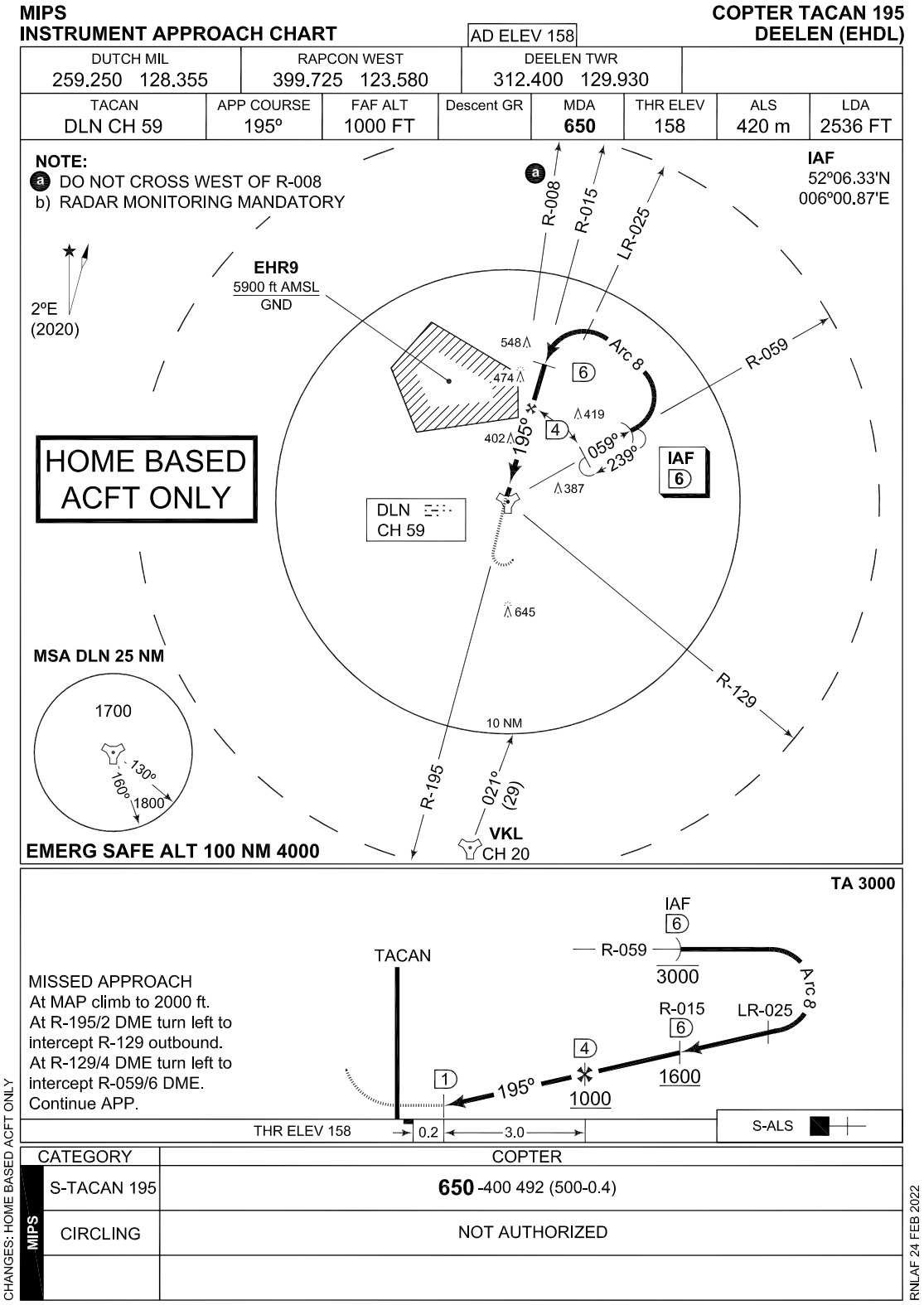

MIPS
INSTRUMENT APPROACH CHART
AD ELEV 158
TACAN RWY 02
DEELEN (EHDL)
DUTCH MIL
259.250 128.355
RAPCON WEST
399.725 123.580
DEELEN TWR
312.400 129.930
TACAN
DLN CH 59
APP COURSE
019°
FAF ALT
900 FT
Descent GR
MDA
520
THR ELEV
151
ALS
-
LDA
3411 FT
IAF
51°59.57'N
005°41.03'E
2°E
(2020)
EHR9
5900 ft AMSL
GND
R-019
R-059
419
387
HOME BASED
ACFT ONLY
DLN
CH 59
IAF
8
019°
4
645
Arc 8
6
R-239
MSA DLN 25 NM
LR-209
R-199
10 NM
1700
130°
160°
1800
356°
(20)
VKL
CH 20
EMERG SAFE ALT 100 NM 4000
TA 3000
IAF
8
R-239
3000
Arc 8
LR-209
R-199
6
4
1500
900
019°
TACAN
0.6
MISSED APPROACH
At MAPt climb to 2000 ft. At
R-019/5 DME turn right and
intercept R-059 inbound. After
passing DLN TACAN intercept
R-239/8 DME. Continue APP.
NO LIGHTS
3.4
6
0.4
THR ELEV 151
CATEGORY
COPTER
A
B
C
S-TACAN 02
520 -800 349
(400-0.8/0.8)
520 -1700 369 (400-1.7/1.7)
CIRCLING
NOT AUTHORIZED
MIPS
CHANGES: HOME BASED ACFT ONLY
RNLAF 24 FEB 2022


MIPS
INSTRUMENT APPROACH CHART
AD ELEV 158
COPTER TACAN 019
DEELEN (EHDL)
DUTCH MIL
259.250 128.355
RAPCON WEST
399.725 123.580
DEELEN TWR
312.400 129.930
TACAN
DLN CH 59
APP COURSE
019°
FAF ALT
900 FT
Descent GR
MDA
520
THR ELEV
151
ALS
-
LDA
3411 FT
IAF
52°06.67'N
005°56.18'E
2°E
(2020)
EHR9
5900 ft AMSL
GND
R-019
R-034
214°
419
034°
IAF
4
HOME BASED
ACFT ONLY
387
DLN
CH 59
214°
019°
4
645
MSA DLN 25 NM
1700
130°
160°
1800
10 NM
R-214
R-199
015°
(29)
VKL
CH 20
EMERG SAFE ALT 100 NM 4000
TA 3000
IAF
4
R-214
6
TACAN
214°
214°
R-034
3000
2000
2000
R-199
1600
4
900
019°
0.6
MISSED APPROACH
At MAPt climb to 1500 ft. At
R-019/4 DME turn right to
intercept R-034/4 DME.
Continue APP.
NO LIGHTS
3.4
6
0.4
THR ELEV 151
CATEGORY
COPTER
S-TACAN 019
500 -800 349 (400-0.8)
CIRCLING
NOT AUTHORIZED
MIPS
CHANGES: HOME BASED ACFT ONLY
RNLAF 24 FEB 2022



CATEGORY	COPTER	A	B	C
S-ILS 20	**382** -400 224 (300-0.4/0.8)	**398** -800 240 (300-0.8/1.2)	**408** -800 250 (300-0.8/1.3)	**418** -800 260 (300-0.8/1.3)
S-LOC 20	**640** -400 482 (500-0.4/0.8)	**640** -1800 482 (500-1.8/2.3)		
CIRCLING	NOT AUTHORIZED			


MIPS
INSTRUMENT APPROACH CHART
AD ELEV 158
TACAN RWY 20
DEELEN (EHDL)
DUTCH MIL
259.250 128.355
RAPCON WEST
399.725 123.580
DEELEN TWR
312.400 129.930
TACAN
DLN CH 59
APP COURSE
195°
FAF ALT
1000 FT
Descent GR
MDA
650
THR ELEV
158
ALS
420 m
LDA
2536 FT
NOTE:
a DO NOT CROSS WEST OF R-008
b) RADAR MONITORING MANDATORY
IAF
52°07.30'N
006°03.72'E
2°E
(2020)
EHR9
5900 ft AMSL
GND
HOME BASED
ACFT ONLY
R-008
R-015
LR-025
R-059
R-129
R-195
Arc 8
548
474
419
402
387
645
195°
DLN
CH 59
IAF
8
MSA DLN 25 NM
1700
130°
160°
1800
GZR
CH 111
050°
(54)
023°
(31)
VKL
CH 20
10 NM
EMERG SAFE ALT 100 NM 4000
TA 3000
TACAN
R-059
3000
R-015
LR-025
1600
1000
MISSED APPROACH
At MAPt climb to 2000 ft.
At R-195/2 DME turn left to
intercept R-129 outbound.
At R-129/6 DME turn left to IAF.
Continue APP.
THR ELEV 158
0.2
3.0
S-ALS
CATEGORY
COPTER
A
B
C
MIPS
S-TACAN 20
650 -400 492
(500-0.4/0.8)
650 -1800 492 (500-1.8/2.3)
CIRCLING
NOT AUTHORIZED
CHANGES: HOME BASED ACFT ONLY
RNLAF 24 FEB 2022


MIPS
INSTRUMENT APPROACH CHART
AD ELEV 158
COPTER TACAN 195
DEELEN (EHDL)
DUTCH MIL
259.250 128.355
RAPCON WEST
399.725 123.580
DEELEN TWR
312.400 129.930
TACAN
DLN CH 59
APP COURSE
195°
FAF ALT
1000 FT
Descent GR
MDA
650
THR ELEV
158
ALS
420 m
LDA
2536 FT
NOTE:
a DO NOT CROSS WEST OF R-008
b) RADAR MONITORING MANDATORY
IAF
52°06.33'N
006°00.87'E
2°E
(2020)
EHR9
5900 ft AMSL
GND
R-008
R-015
LR-025
R-059
Arc 8
548
474
419
402
195°
059°
239°
IAF
6
387
645
HOME BASED
ACFT ONLY
DLN
CH 59
MSA DLN 25 NM
1700
130°
160°
1800
10 NM
R-129
R-195
021°
(29)
VKL
CH 20
EMERG SAFE ALT 100 NM 4000
TA 3000
MISSED APPROACH
At MAP climb to 2000 ft.
At R-195/2 DME turn left to
intercept R-129 outbound.
At R-129/4 DME turn left to
intercept R-059/6 DME.
Continue APP.
TACAN
IAF
R-059
3000
Arc 8
R-015
LR-025
1600
1000
195°
THR ELEV 158
0.2
3.0
S-ALS
CATEGORY
COPTER
S-TACAN 195
650 -400 492 (500-0.4)
CIRCLING
NOT AUTHORIZED
MIPS
CHANGES: HOME BASED ACFT ONLY
RNLAF 24 FEB 2022

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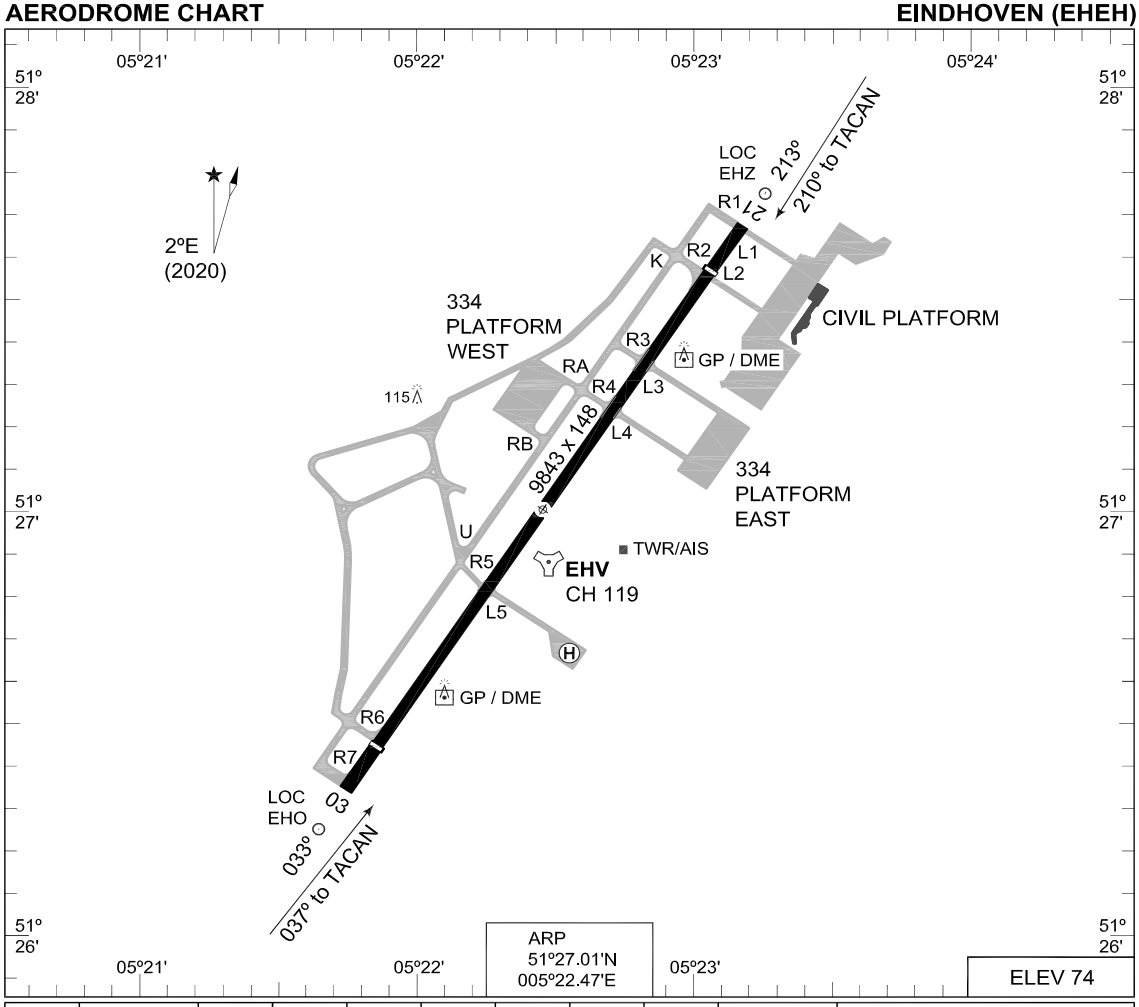
EHEH AD 2.24 Charts related to an aerodrome

Aerodrome Chart	EHEH AD 2-12
Local map	EHEH AD 2-13
MVA chart	EHEH AD2-14
Instrument departure chart EH1	EHEH AD 2-15
Instrument departure chart EH3	EHEH AD 2-16
Instrument departure chart EH5	EHEH AD 2-17
Instrument departure chart EH7	EHEH AD 2-18
Instrument approach chart HI-ILS or LOC RWY 03	EHEH AD 2-19
Instrument approach chart ILS Z or LOC RWY 03	EHEH AD 2-20
Instrument approach chart HI-TACAN RWY 03	EHEH AD 2-21
Instrument approach chart TACAN RWY 03	EHEH AD 2-22
Instrument approach chart RNP Z RWY 03	EHEH AD 2-23
Instrument approach chart HI-ILS or LOC RWY 21	EHEH AD 2-24
Instrument approach chart ILS Z or LOC RWY 21	EHEH AD 2-25
Instrument approach chart HI-TACAN RWY 21	EHEH AD 2-26
Instrument approach chart TACAN RWY 21	EHEH AD 2-27
Instrument approach chart RNP Z RWY 21	EHEH AD 2-28

MIPS
AERODROME CHART **EINDHOVEN (EHEH)**



RWY	PCN	TORA	ASDA	TODA	LDA		PAPI		THR ELEV	THR PSN
21	62 F/A/W/T	9843	9843	10039	9022		3.0°		67	51°27.56'N 005°23.09'E
03	62 F/A/W/T	9843	9843	10039	9022		3.0°		74	51°26.45'N 005°21.85'E

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

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

CHANGES: DELETE SRA

RNLAF 24 FEB 2022

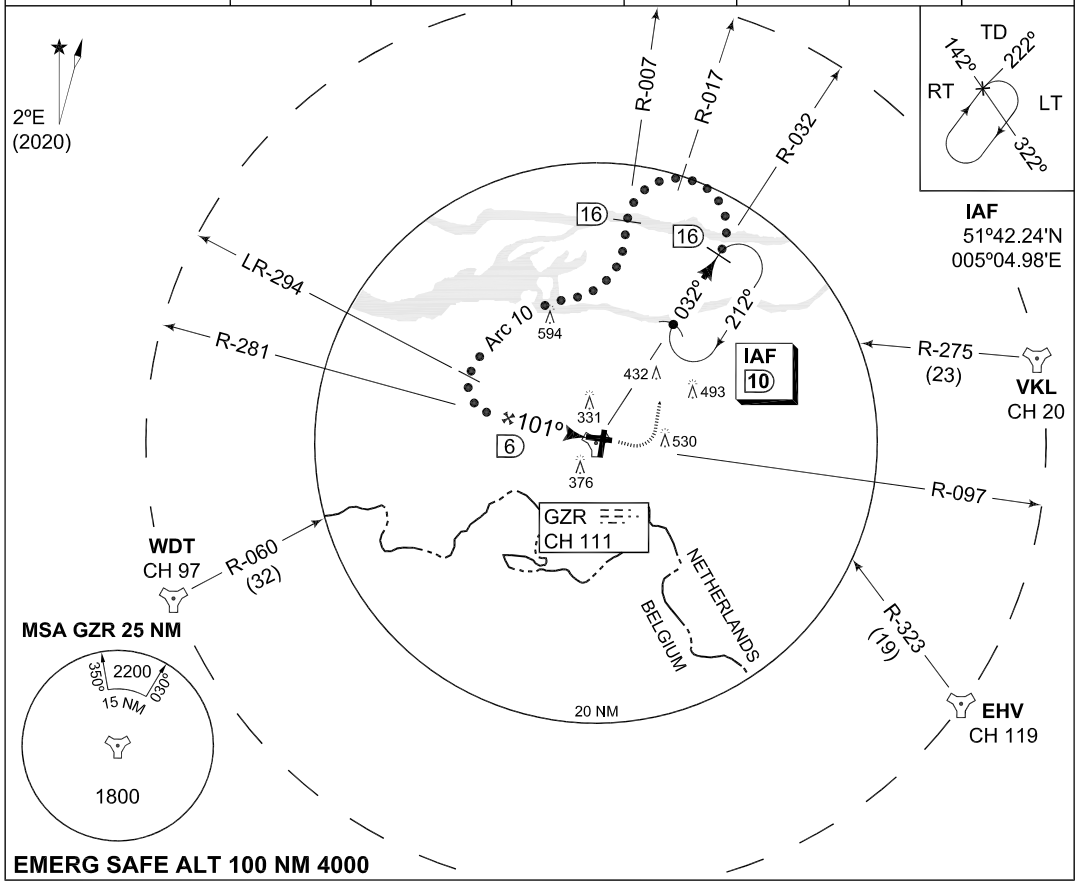
MIPS
INSTRUMENT APPROACH CHART

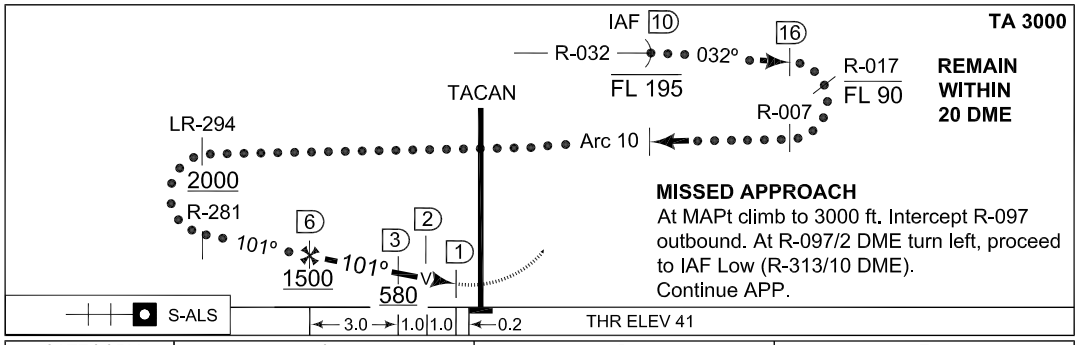
AD ELEV 49

HI-TACAN RWY 10
GILZE-RIJEN (EHGR)

DUTCH MIL	RAPCON WEST	GILZE-RIJEN TWR	GND CTL
336.325 125.930	399.725 123.580	277.350 125.330	278.125 121.680

TACAN	APP COURSE	FAF	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	101°	1500 FT		**440**	41	420 m	8672 FT





CATEGORY	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1		
S-TACAN 10	**440** -1.6 399 (400-1.6)		**440** -2.0 399 (400-2.0)
CIRCLING	**770** -3700 721 (800-3.7)	**910** -4600 861 (900-4.6)	**1000** -6500 951 (1000-6.5)

CHANGES: EDITORIAL MIPS

RNLAF 30 DEC 2021

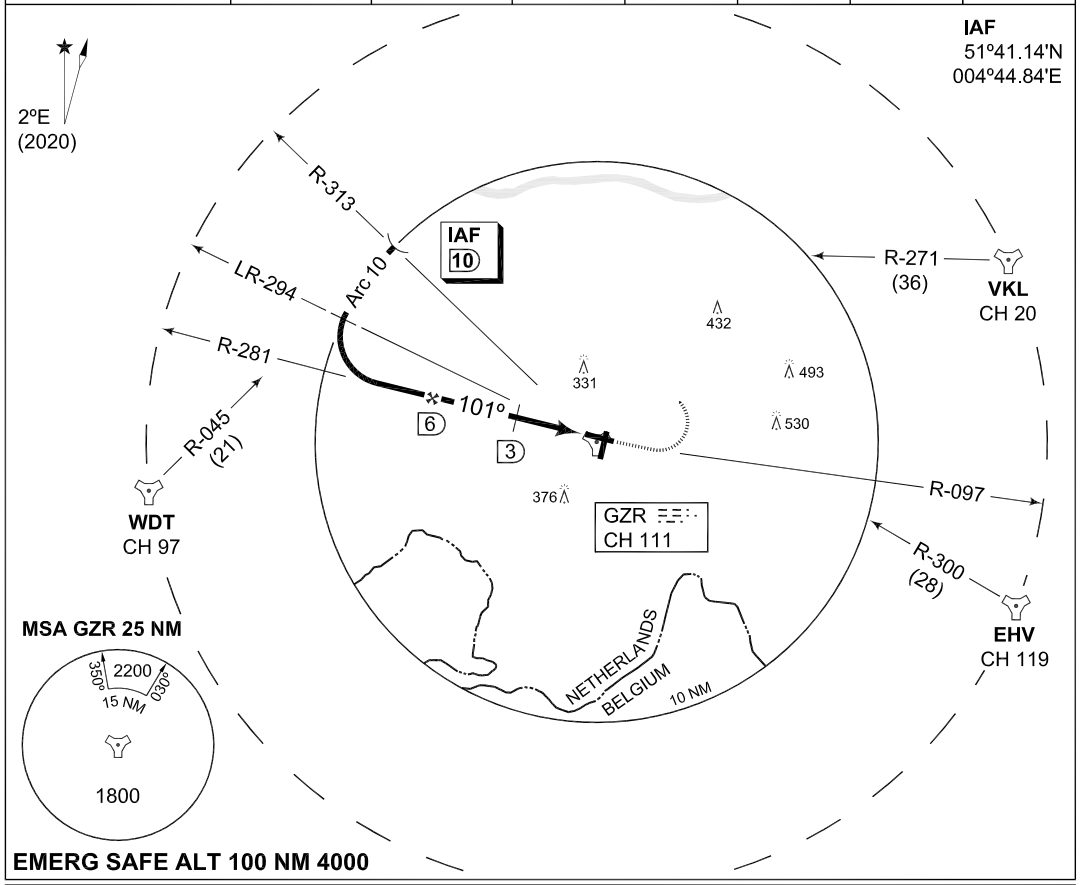
MIPS
INSTRUMENT APPROACH CHART

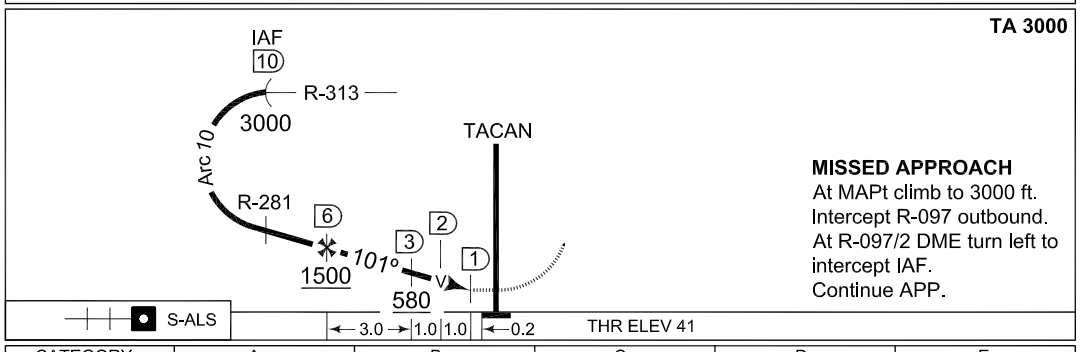
AD ELEV 49

TACAN RWY 10
GILZE-RIJEN (EHGR)

DUTCH MIL	RAPCON WEST	GILZE-RIJEN TWR	GND CTL
336.325 125.930	399.725 123.580	277.350 125.330	278.125 121.680

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	101°	1500 FT		**440**	41	420 m	8672 FT





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

CHANGES: EDITORIAL MIPS RNLAF 24 FEB 2022

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

1	Apron surface and strength	Tarmac/concrete, MIL Apron PCN 35 F/A/W/T
2	TWY width, surface and strength	TWY DELTA : Width 12 m PCN 33 F/A/W/T TWY DELTA 1: Width 12 m PCN 38 F/A/W/T TWY DELTA 2: Width 12 m PCN 47 F/A/W/T TWY DELTA 2X: Width 9,50 m PCN 21 F/A/W/T TWY DELTA 4: Width 12 m PCN 47 F/A/W/T TWY LIMA : Width 12 m PCN 33 F/A/W/T TWY PAPA: Width 12 m PCN 42 F/A/W/T
3	Remarks	Dummy deck: PCN: 37 F/A/W/T

EHKD AD 2.9 Surface movement guidance and control system and markings

According STANAG 3158		
1	Remarks	Nil

EHKD AD 2.10 Aerodrome obstacles

see Aerodrome Chart.

EHKD AD 2.11 Meteorological information provided

1	Associated MET Office	De Kooy
2	Hours of service MET Office outside hours	HO Joint MET Group
3	Office responsible for TAF preparation Periods of validity	MET Office De Kooy / Joint MET Group 9 HRS
4	Type of landing forecast Interval of issuance	Colourstate trend AUTOMETAR, 1/2Hourly
5	Flight documentation Language(s) used	Charts, abbreviated plain language text English/Dutch
6	Charts and other information AVBL for briefing or consultation	SWC, prognostic upper air chart, radar satellite for images and cross section
7	Supplementary equipment AVBL for providing information	Email, internet and MMHS
8	Remarks	De Kooy: Telephone: +31(0)88 956 3140 email:CLSK.DHC.LVL.METEO.METBRIEFER@mindef.nl Telephone Joint MET Group: +31(0)164 693111

EHKD AD 2.12 Runway physical characteristics

1	RWY dimensions/a-gear	See Aerodrome Chart. Values in ft.
2	RWY surface	Tarmac/concrete
3	RWY strength	PCN 03: 62 F/A/W/T 21: 62 F/A/W/T

EHKD AD 2.13 Declared distances

See Aerodrome Chart. Values in ft.

EHKD AD 2.14 Approach and runway lighting

According STANAG 3316		
1	Approach lighting	RWY 21: CAT I. 870 m RWY 03: S-ALS. 360 m
2	RWY lighting	VHI
3	PAPI	Situated on the left side of both RWYs
4	Remarks	Nil

EHKD AD 2.15 Other lighting, secondary power supply

1	LDI	Nil
2	TWY edge lighting	VB
3	Emergency RWY lighting	No
4	Emergency TWY edge lighting	No
5	Secondary power supply/switch-over	AVBL, switch over time 15 seconds
6	Remarks	Anemometer in front of TWR, lighted

EHKD AD 2.16 Helicopter landing area

1	Location	4 Helisquares situated on RWY 21/03, 1 Helisquare situated on TWY DELTA and 2 Helisquare situated on grass area (area 'ALFA') 1 north of TWY PAPA and 1 south-east side of the airport. Slope (exercise landing area 5^{o} and 10^{o} MIL and HEMS Helicopters) on grass area south of Den Helder Airport. See Aerodrome Chart.
2	Marking	Daylight marking
3	Ligthning	Helipad 5, on TWY DELTA
4	Remarks	Nil

VFR procedures

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

a. Overhead joining. Report overhead, join downwind and descent to 1000 ft.

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

The following arrivals have been established.

a. Whiskey arrival: proceed via Whiskey to Hotel.

b. Oscar arrival: proceed via Oscar to Hotel.

c. Echo arrival: proceed via Echo to Bravo.

d. Zulu arrival: proceed via Zulu to Romeo.

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

e. Foxtrot arrival: at CTR BDRY proceed to Foxtrot.

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

(see visual local map)

DEPARTURE PROCEDURES:

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

a. Whiskey departure: proceed via Hotel to Whiskey.

b. Oscar depature: proceed via Hotel to Oscar.

c. Echo departure: proceed via Bravo to Echo.

d. Zulu departure: proceed via Romeo to Zulu.

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

e. Foxtrot departure: proceed via Foxtrot to CTR BDRY.

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

Leave the CTR via the designated reporting points.

REPORTING POINTS in degrees, minutes and seconds:

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

Hotel: 200 m north-east of the Drydock
52°57’52”N 004°48’12”E).

Bravo: Intersection Zandvaart/Balgzandkanaal
52°54’08”N004°49’58”E).

Echo: South-east bank of Amstelmeer
52°52’19”N 004°56’08”E).

Romeo: Intersection N9 - Callantsoogervaart
52°52’36”N 004°46’06”E).

Zulu: Bridge de Stolpen - N9 - Noordhollandskanaal
52°48’52”N 004°44’25”E).

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

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

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

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

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

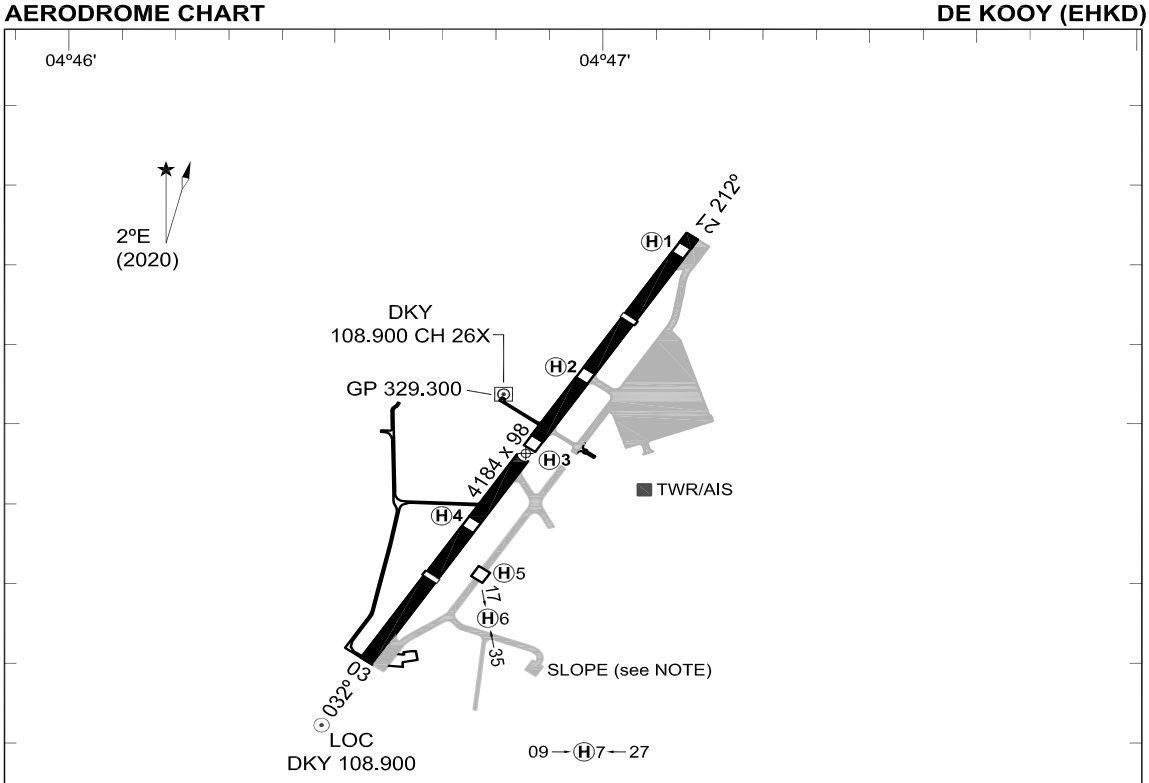
Low visibility procedures

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

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

NOTE: In contrast to annex 2 military aerodromes define ceiling as 3/8 (SCT) or more.

MIPS
AERODROME CHART **DE KOOY (EHKD)**



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

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

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
SRA	MIPS	21					ABH	MIPS	500-2000 498 (500-2.0)
	MIPS	03					ABH	MIPS	380-2400 377 (400-2.4)

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

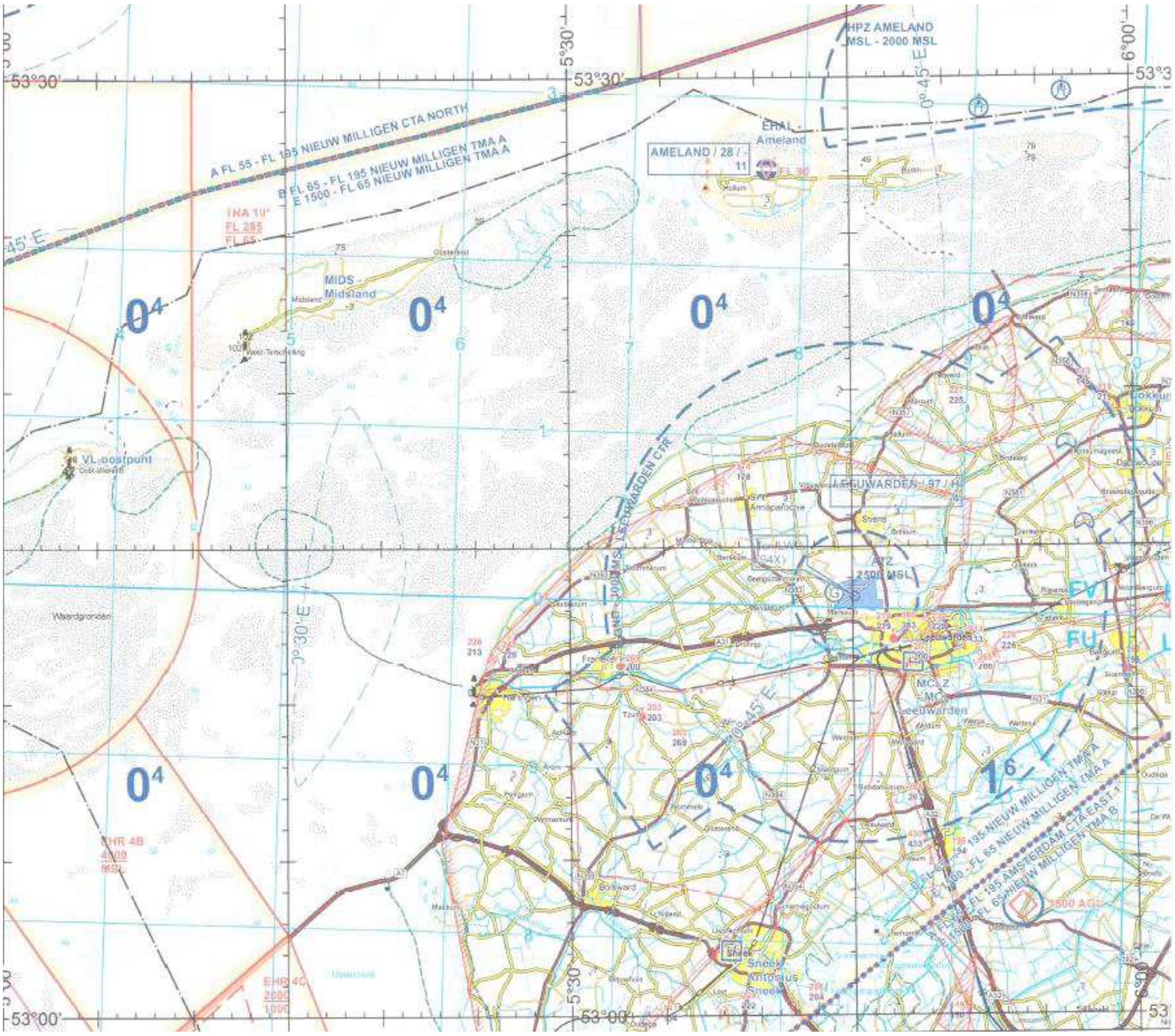
CHANGES: EDITORIAL

RNLAF 24 FEB 2022

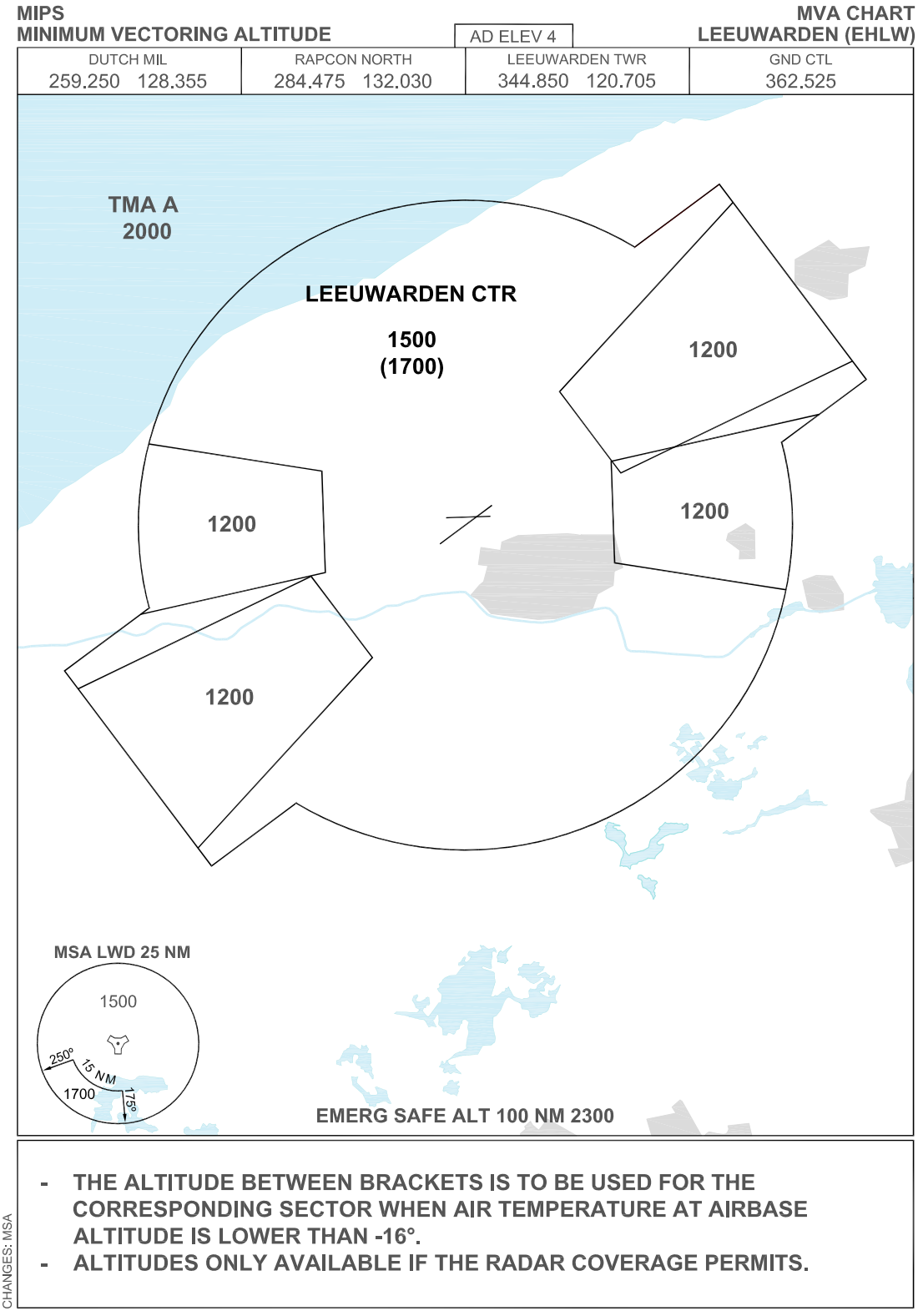
LOCAL MAP


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

LOCAL MAP



53°30'
5°30'
6°00'
HPZ AMELAND
MSL - 2000 MSL
A FL 55 - FL 195 NIEUW MILLIGEN CTA NORTH
B FL 65 - FL 195 NIEUW MILLIGEN TMA A
E 1500 - FL 65 NIEUW MILLIGEN TMA A
AMELAND / 28 / - 11
EHAL
Ameland
MIDS
Midsland
VL oostpunt
Waardgronden
LEEUWARDEN / 97 / H
CTZ
2500 MSL
LEEUWARDEN CTR
MOLZ
Leeuwarden
FL 195 NIEUW MILLIGEN TMA A
FL 65 NIEUW MILLIGEN TMA A
FL 195 AMSTERDAM CTA EAST A
FL 65 NIEUW MILLIGEN TMA B
Sneek
53°00'


MIPS
MINIMUM VECTORING ALTITUDE
AD ELEV 4
MVA CHART
LEEUWARDEN (EHLW)
DUTCH MIL
259.250 128.355
RAPCON NORTH
284.475 132.030
LEEUWARDEN TWR
344.850 120.705
GND CTL
362.525
TMA A
2000
LEEUWARDEN CTR
1500
(1700)
1200
1200
1200
1200
MSA LWD 25 NM
1500
250°
15 NM
175°
1700
EMERG SAFE ALT 100 NM 2300
- THE ALTITUDE BETWEEN BRACKETS IS TO BE USED FOR THE CORRESPONDING SECTOR WHEN AIR TEMPERATURE AT AIRBASE ALTITUDE IS LOWER THAN -16°.
- ALTITUDES ONLY AVAILABLE IF THE RADAR COVERAGE PERMITS.
CHANGES: MSA
RNLAF 24 FEB 2022

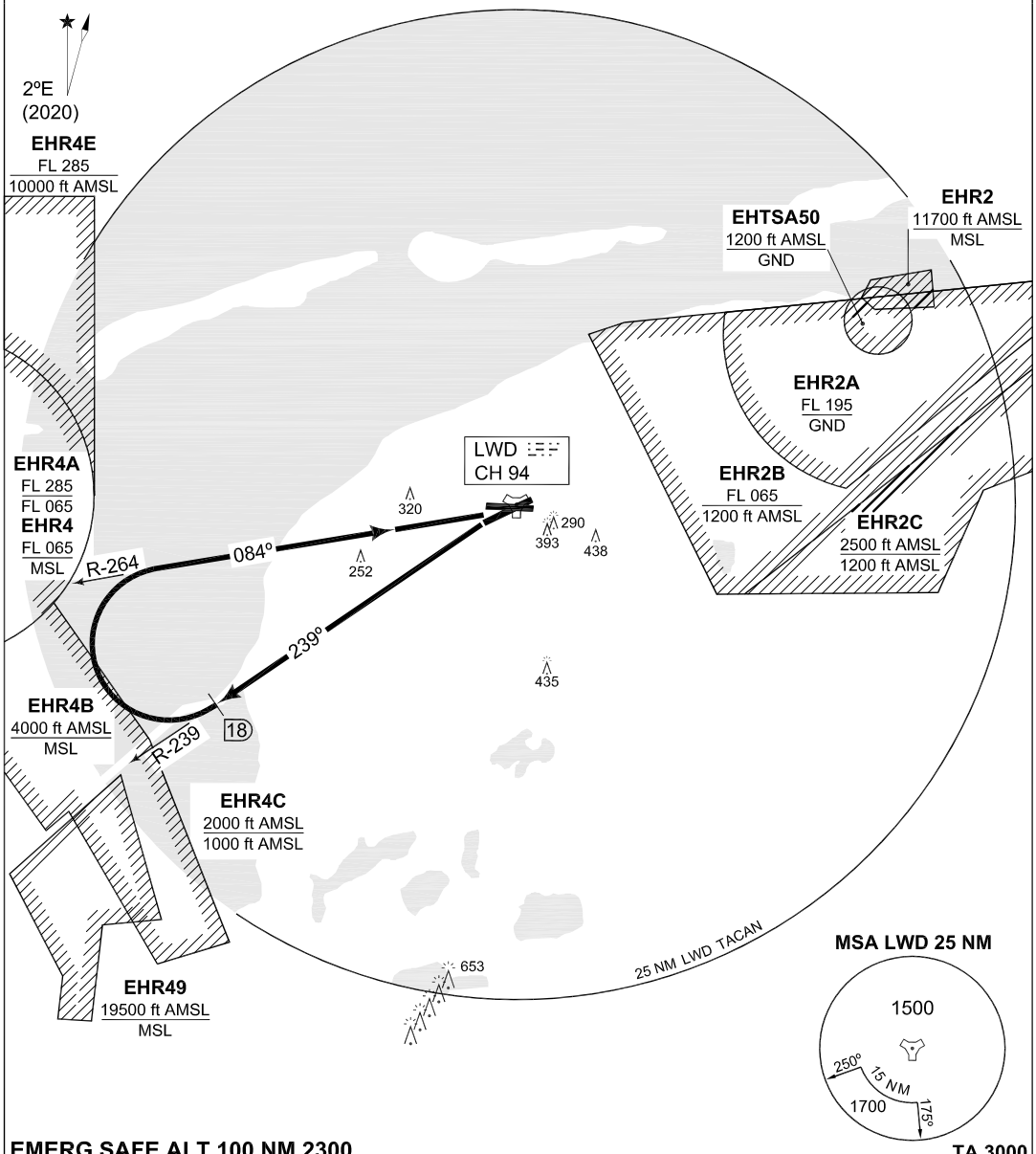
TERPS
INSTRUMENT DEPARTURE CHART

AD ELEV 4

LW1
LEEUWARDEN (EHLW)

GND CTL	LEEUWARDEN TWR	RAPCON NORTH	DUTCH MIL
362.525	344.850 120.705	284.475 132.030	259.250 128.355

RWY	Knots	120	180	240	300	360	to
23	V/V (fpm)	600	900	1200	1500	1800	**1000 ft**



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

LEEUWARDEN 1 (RWY 23)	- Climb on R-239 outbound Leeuwarden TACAN. - At 18 DME turn right to intercept R-264 inbound and proceed to Leeuwarden TACAN.
NOTE:	Procedure may be changed by ATC when BREEZANDDIJK firing range is active.

CHANGES: MSA

RNLAF 24 FEB 2022

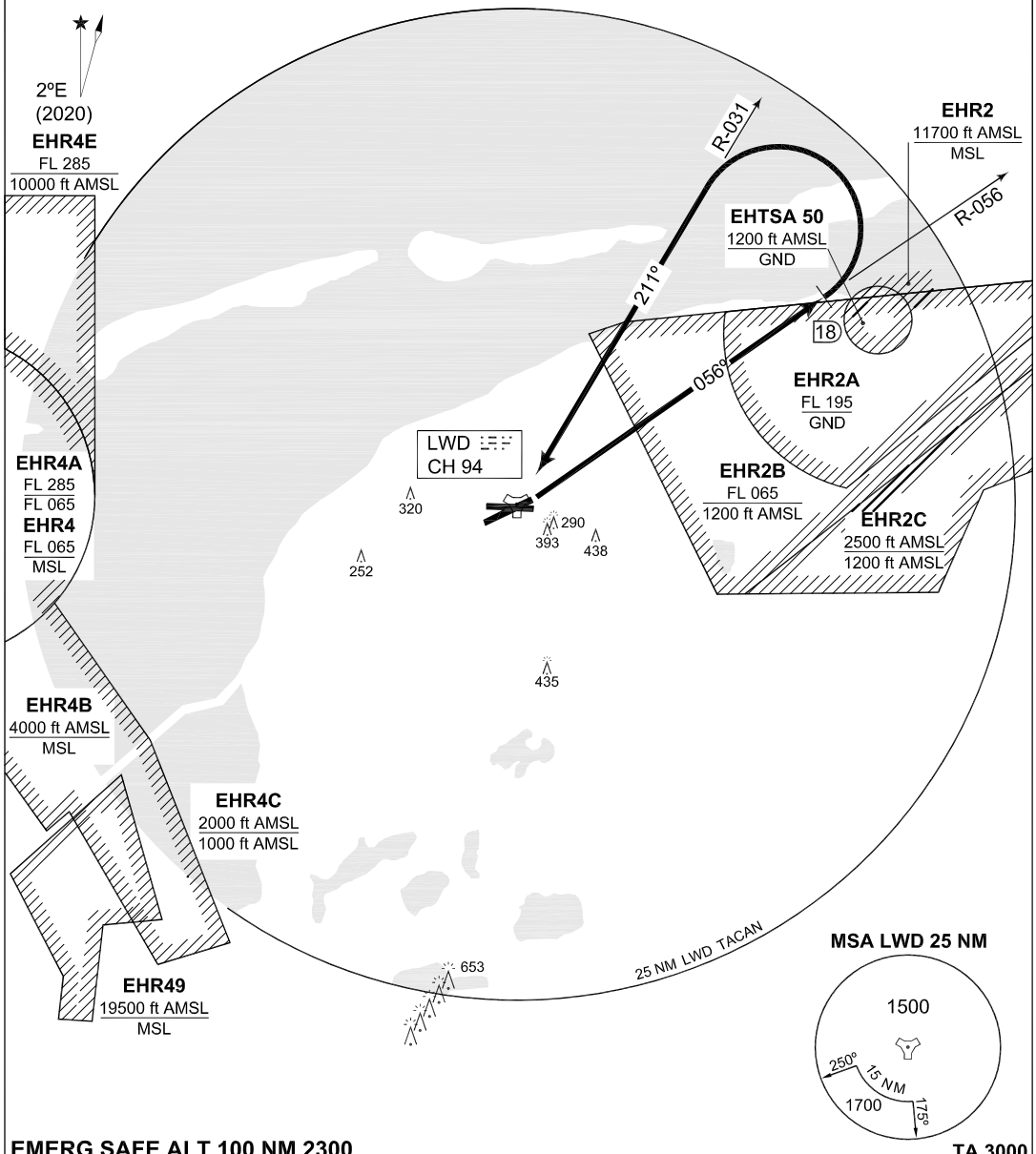
TERPS
INSTRUMENT DEPARTURE CHART

AD ELEV 4

LW3
LEEUWARDEN (EHLW)

GND CTL	LEEUWARDEN TWR	RAPCON NORTH	DUTCH MIL
362.525	344.850 120.705	284.475 132.030	259.250 128.355

RWY	Knots	120	180	240	300	360	to
05	V/V (fpm)	540	810	1080	1350	1620	**1000 ft**



LEEUWARDEN 3 (RWY 05)	- Climb on R-056 outbound Leeuwarden TACAN. - At 18 DME turn left to intercept R-031 inbound and proceed to Leeuwarden TACAN.

CHANGES: MSA

RNLAF 24 FEB 2022

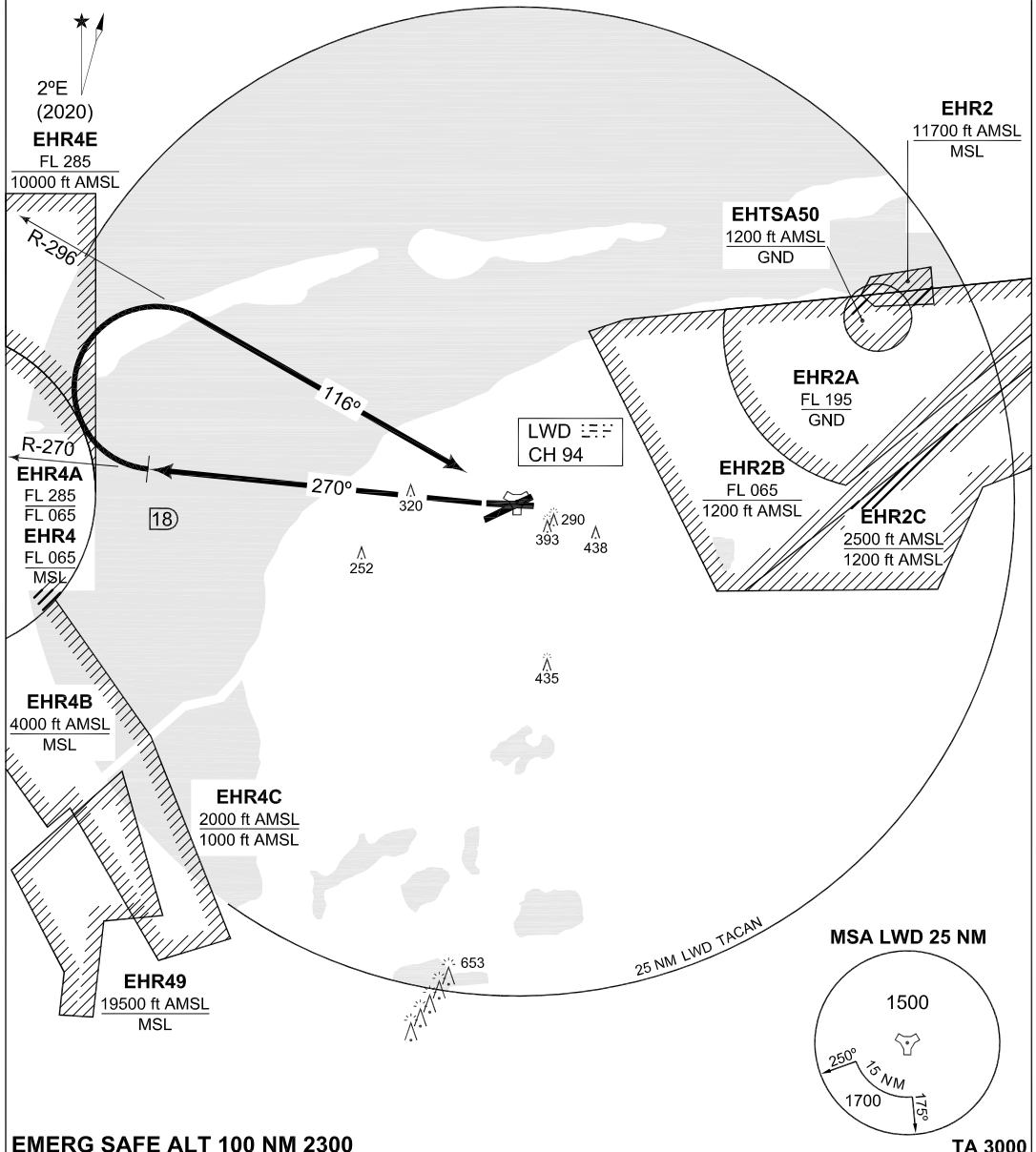
TERPS
INSTRUMENT DEPARTURE CHART

AD ELEV 4

LW5
LEEUWARDEN (EHLW)

GND CTL	LEEUWARDEN TWR	RAPCON NORTH	DUTCH MIL
362.525	344.850 120.705	284.475 132.030	259.250 128.355

RWY	Knots	120	180	240	300	360	to
27	V/V (fpm)	550	825	1100	1375	1700	**1000 ft**



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

LEEUWARDEN 5 (RWY 27)	- After take-off RWY 27 intercept R-270 outbound Leeuwarden TACAN. - At 18 DME turn right to intercept R-296 inbound Leeuwarden TACAN.

CHANGES: MSA

RNLAF 24 FEB 2022

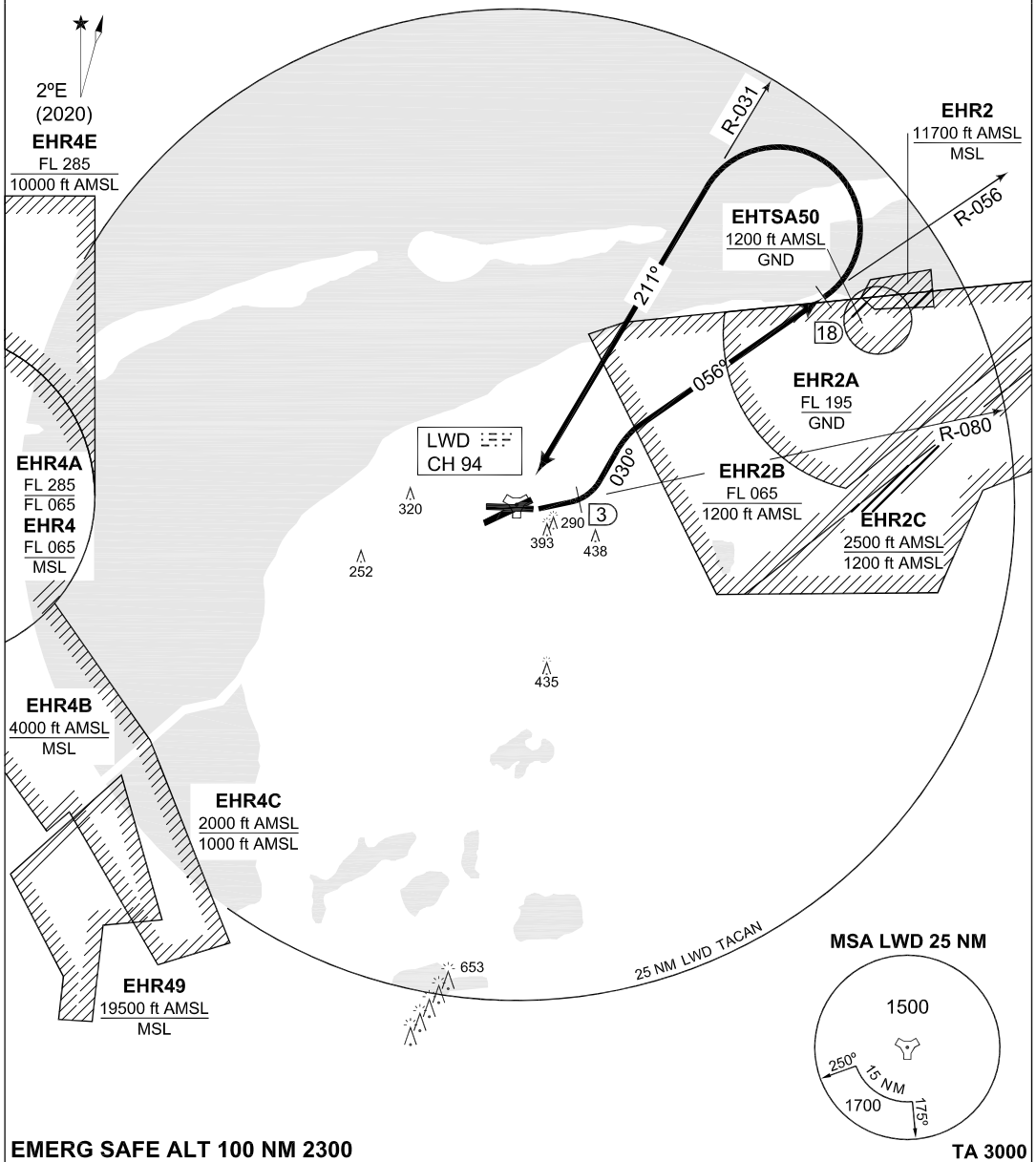
TERPS
INSTRUMENT DEPARTURE CHART

AD ELEV 4

LW7
LEEUWARDEN (EHLW)

GND CTL	LEEUWARDEN TWR	RAPCON NORTH	DUTCH MIL
362.525	344.850 120.705	284.475 132.030	259.250 128.355

RWY	Knots	120	180	240	300	360	to
09	V/V (fpm)	750	1125	1500	1875	2250	**1000 ft**



LEEUWARDEN 7 (RWY 09)	- After take-off intercept R-080 outbound Leeuwarden TACAN. - At 3 DME turn left heading 030° to intercept R-056 Leeuwarden TACAN. - At 18 DME turn left to intercept R-031 inbound Leeuwarden TACAN.

CHANGES: MSA

RNLAF 24 FEB 2022

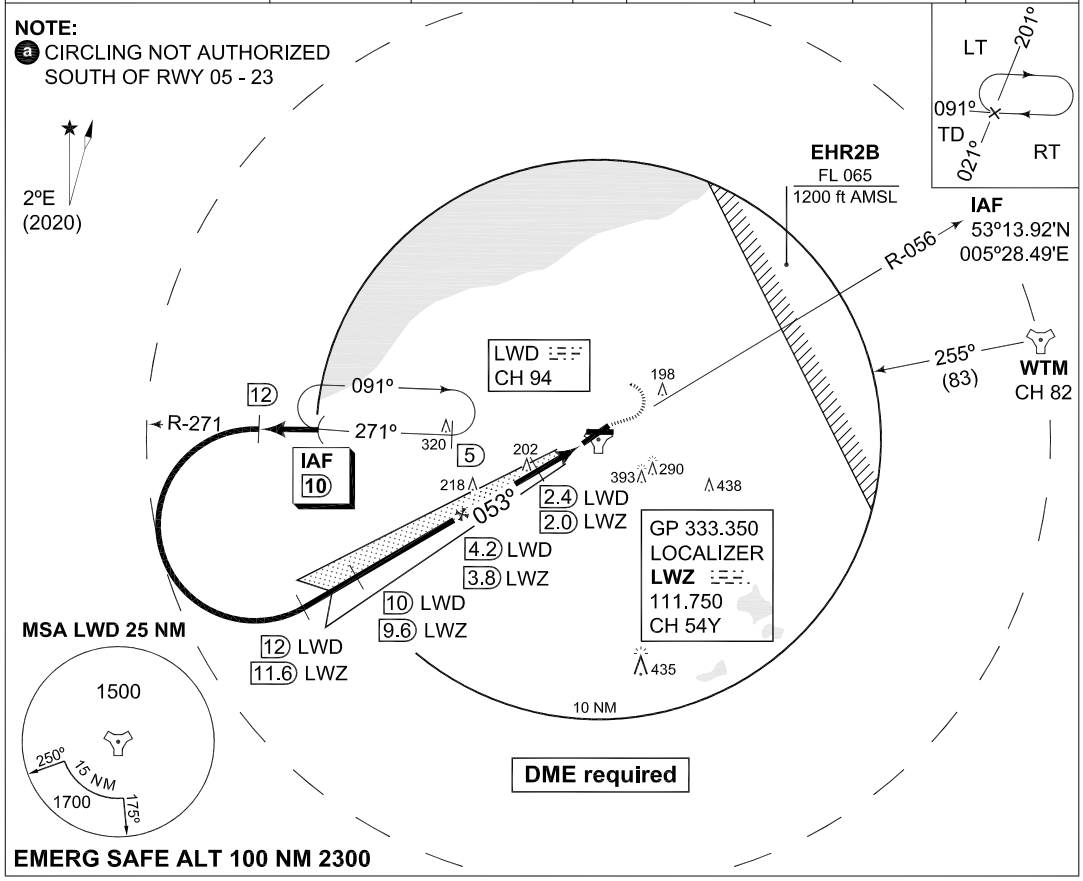
MIPS
INSTRUMENT APPROACH CHART

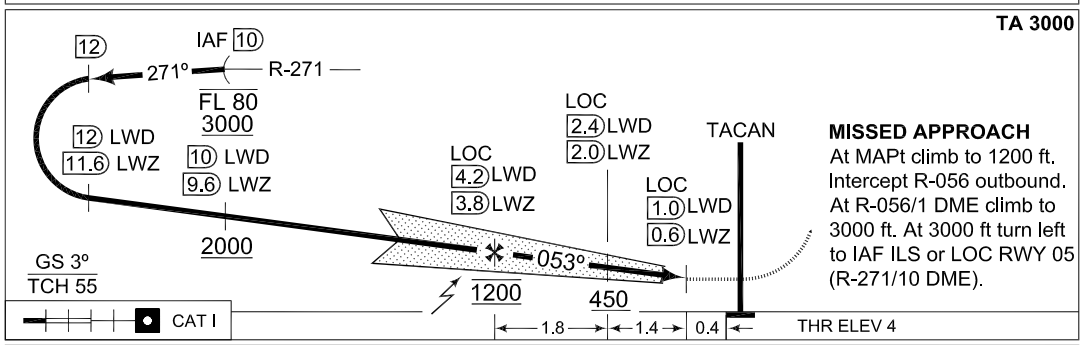
AD ELEV 4

ILS or LOC RWY 05
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

LOCALIZER / DME	APP COURSE	GS INTCEPT ALT	GS	DA	THR ELEV	ALS	LDA
LWZ 111.750 / CH 54Y	053°	1200 FT	3°	SEE CAT	4	660 m	8036 FT





CATEGORY	A	B	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
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 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)

CHANGES: MSA
MIPS
RNLAF 24 FEB 2022

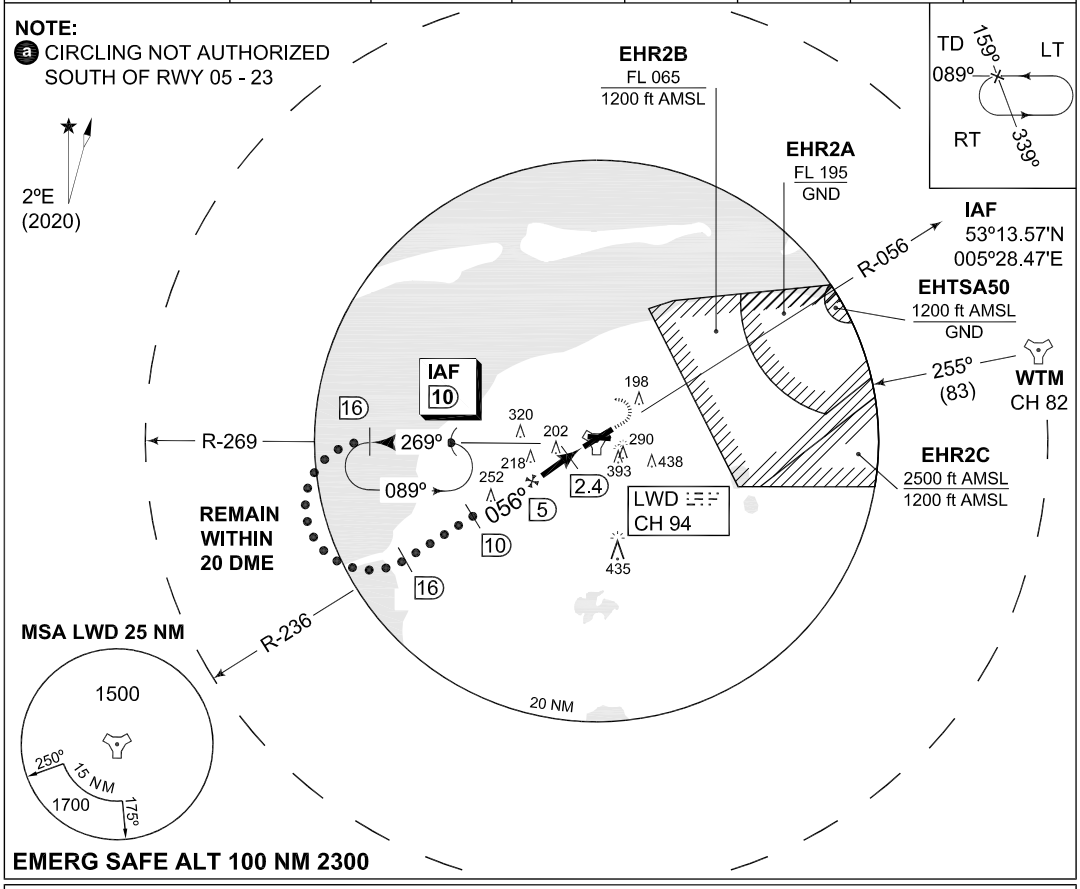
MIPS
INSTRUMENT APPROACH CHART

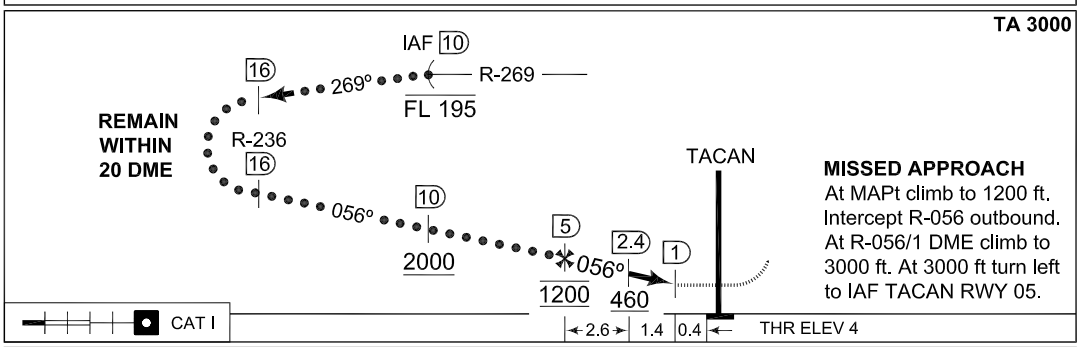
AD ELEV 4

HI-TACAN RWY 05
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	056°	1200 FT		**380**	4	660 m	8036 FT





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

CHANGES: MSA

RNLAF 24 FEB 2022

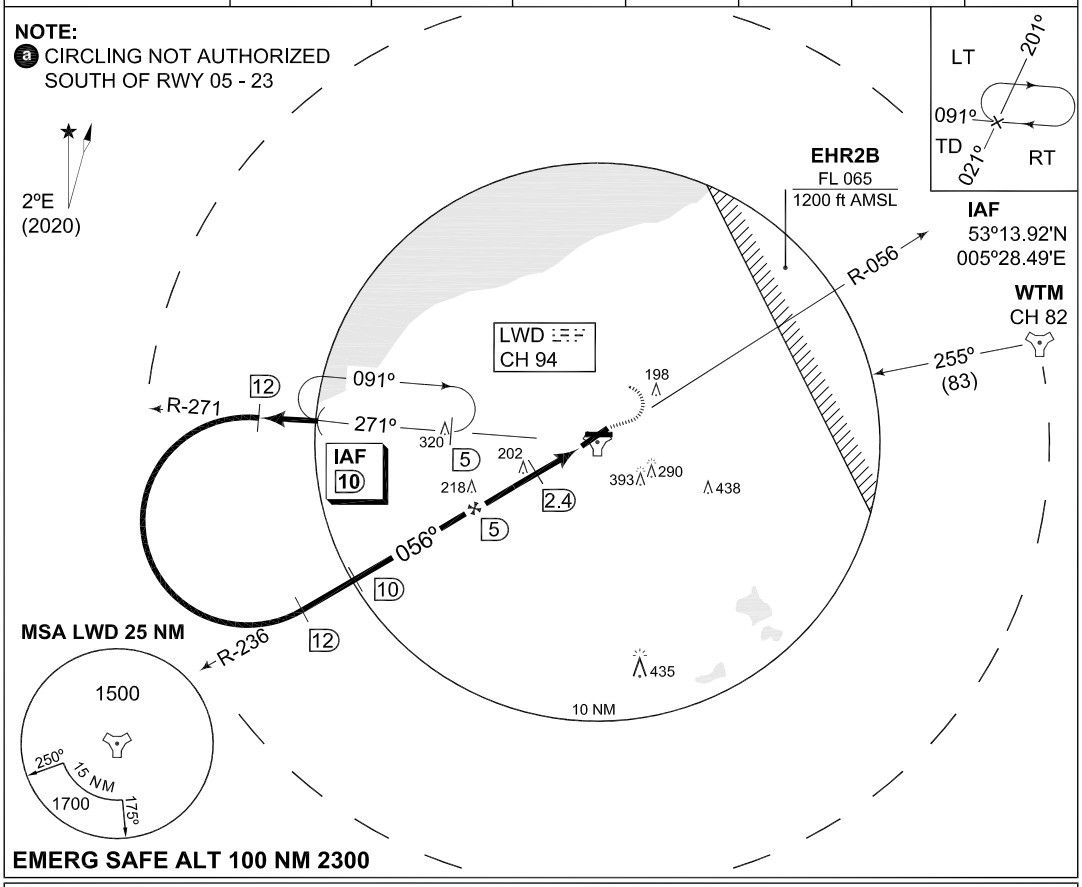
MIPS
INSTRUMENT APPROACH CHART

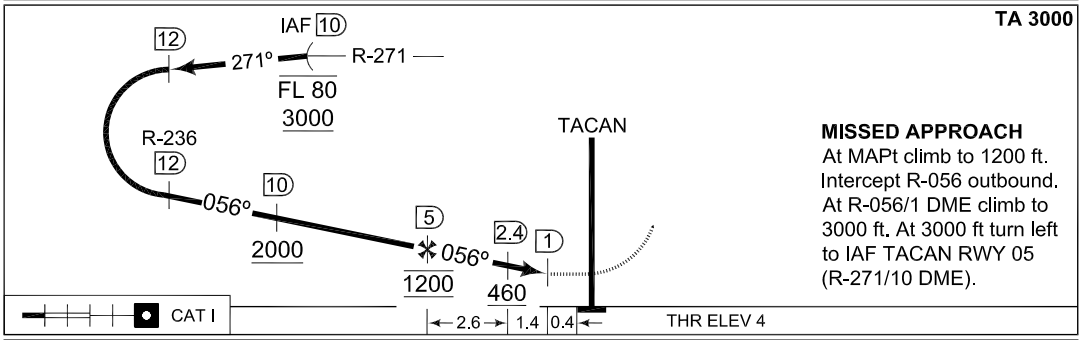
AD ELEV 4

TACAN RWY 05
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	056°	1200 FT		**380**	4	660 m	8036 FT





CATEGORY	A	B	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
S-TACAN 05	**380** -800 376 (400-0.8/1.6)		**380** -1200 376 (400-1.2/1.6)	**380** -1200 376 (400-1.2/2.0)	
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)

CHANGES: MSA
MIPS
RNLAF 24 FEB 2022

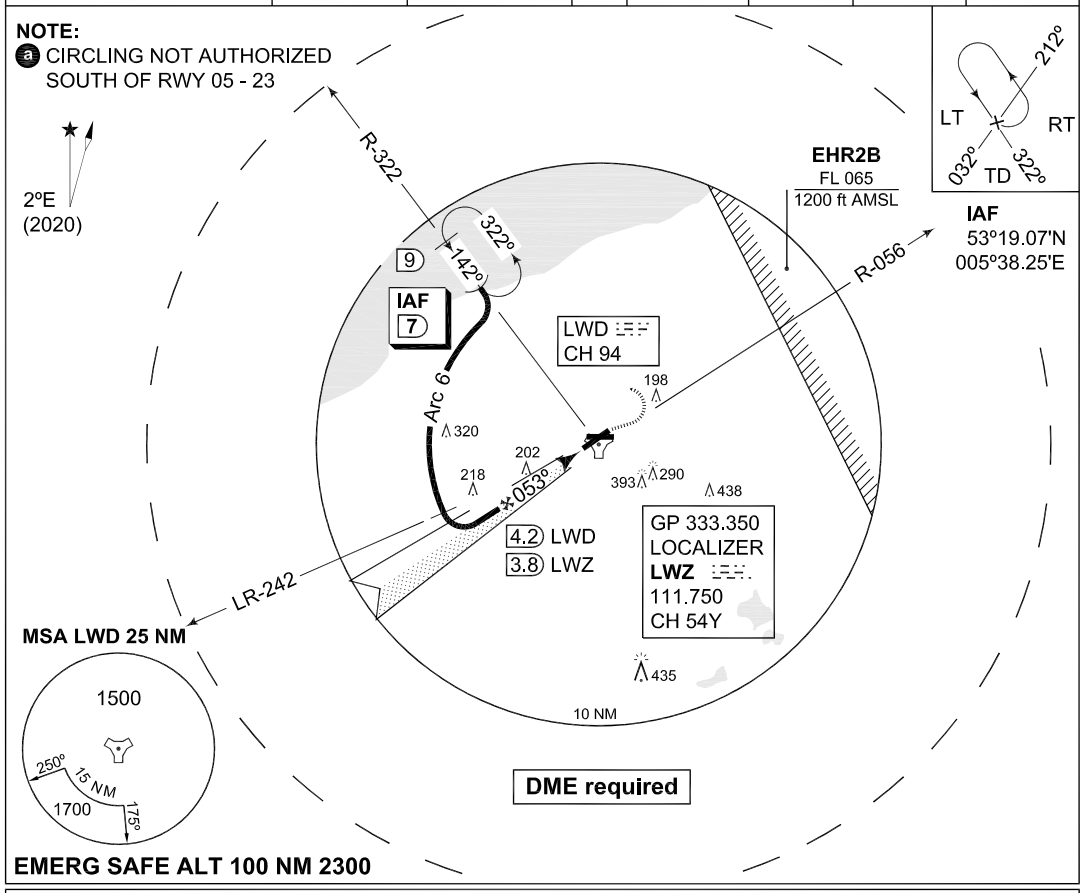
MIPS
INSTRUMENT APPROACH CHART

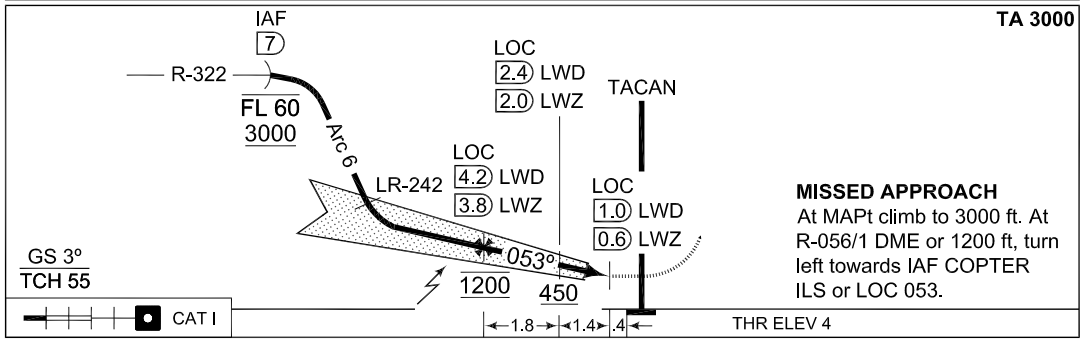
AD ELEV 4

COPTER ILS or LOC 053
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

LOCALIZER / DME	APP COURSE	GS INTCEPT ALT	GS	DA	THR ELEV	ALS	LDA
LWZ 111.750 / CH 54Y	053°	1200 FT	3°	**204**	4	660 m	8036 FT





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

CHANGES: MSA

RNLAF 24 FEB 2022

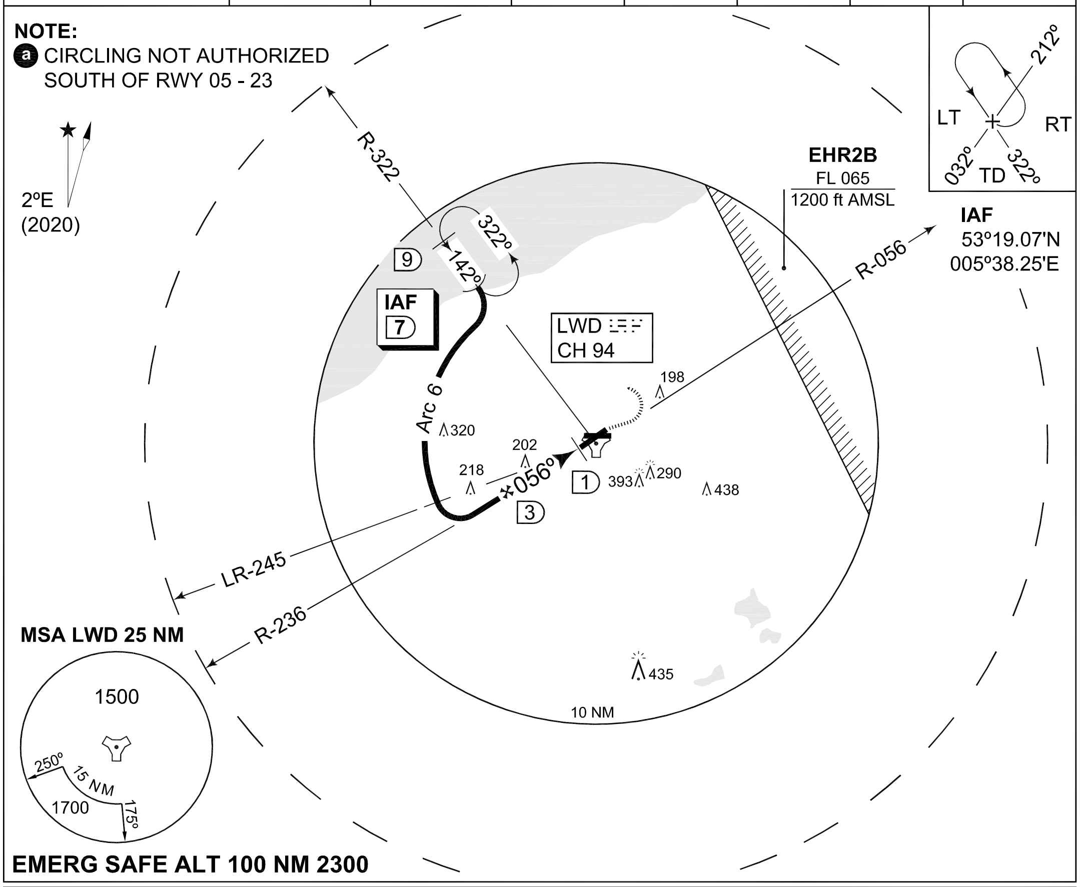
MIPS
INSTRUMENT APPROACH CHART

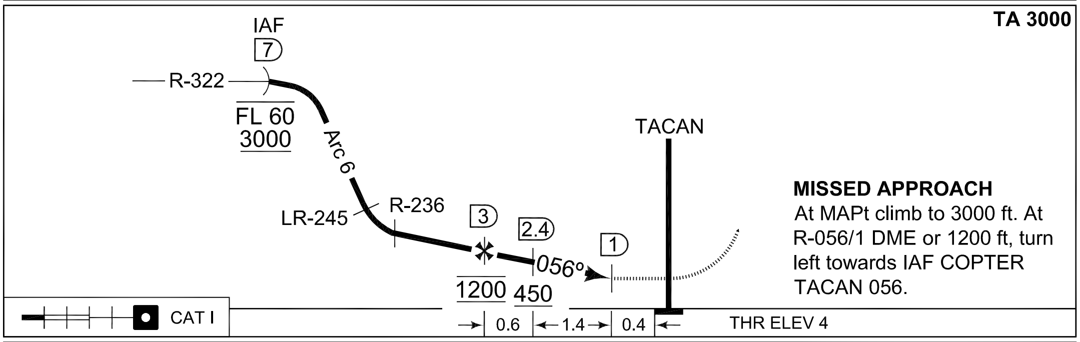
AD ELEV 4

COPTER TACAN 056
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	056º	1200 FT		**380**	4	660 m	8036 FT





CATEGORY	A
COPTER TACAN 056	**380** -400 376 (400-0.4/0.8)
CIRCLING ⓐ	**500** -1900 496 (500-1.9)

MIPS

CHANGES: MSA

RNLAF 24 FEB 2022

PANS OPS
INSTRUMENT APPROACH CHART

AD ELEV 4

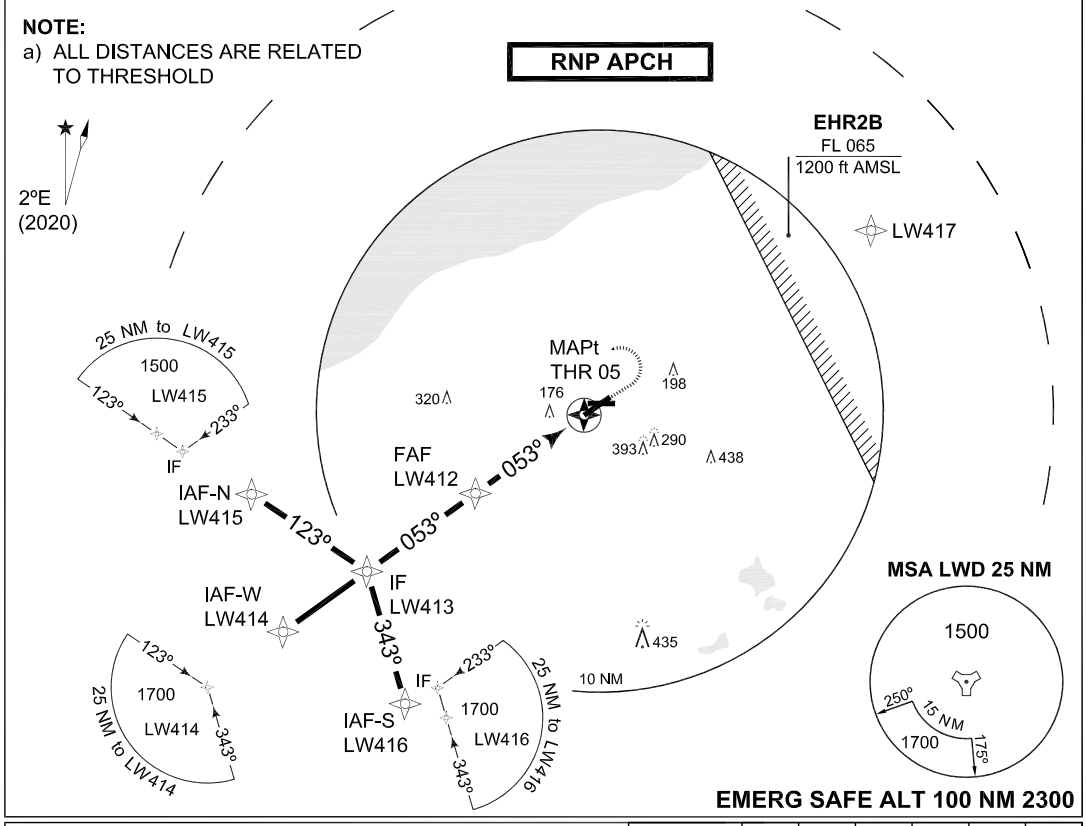
RNP Z RWY 05
LEEUWARDEN (EHLW)

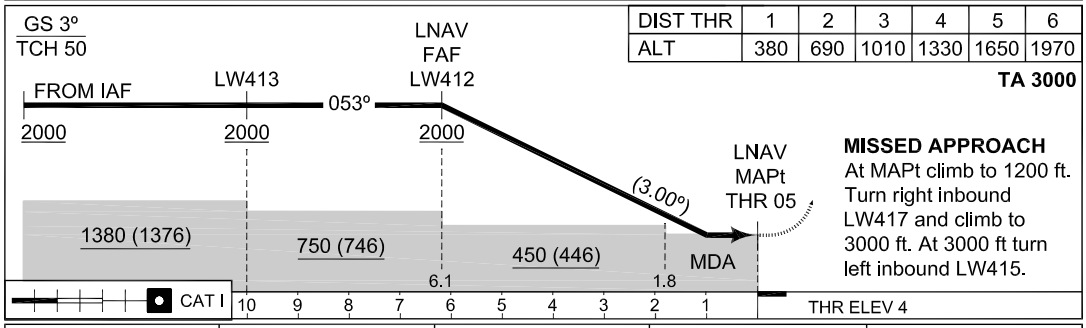
DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
	053°	2000 FT	5.24% / 3°	**380**	**SEE CAT**	4	660 m	8036 FT

NOTE:
a) ALL DISTANCES ARE RELATED TO THRESHOLD

RNP APCH





DIST THR	1	2	3	4	5	6
ALT	380	690	1010	1330	1650	1970

TA 3000

MISSED APPROACH
At MAPt climb to 1200 ft. Turn right inbound LW417 and climb to 3000 ft. At 3000 ft turn left inbound LW415.

CATEGORY	A	B	C	D
MIPS DA(H) LPV	N.A.			
MIPS DA(H) LNAV / VNAV	N.A.			
MIPS MDA(H) LNAV	**380** -1300 376 (400-1.3/1.7)			

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: MSA

RNLAF 24 FEB 2022

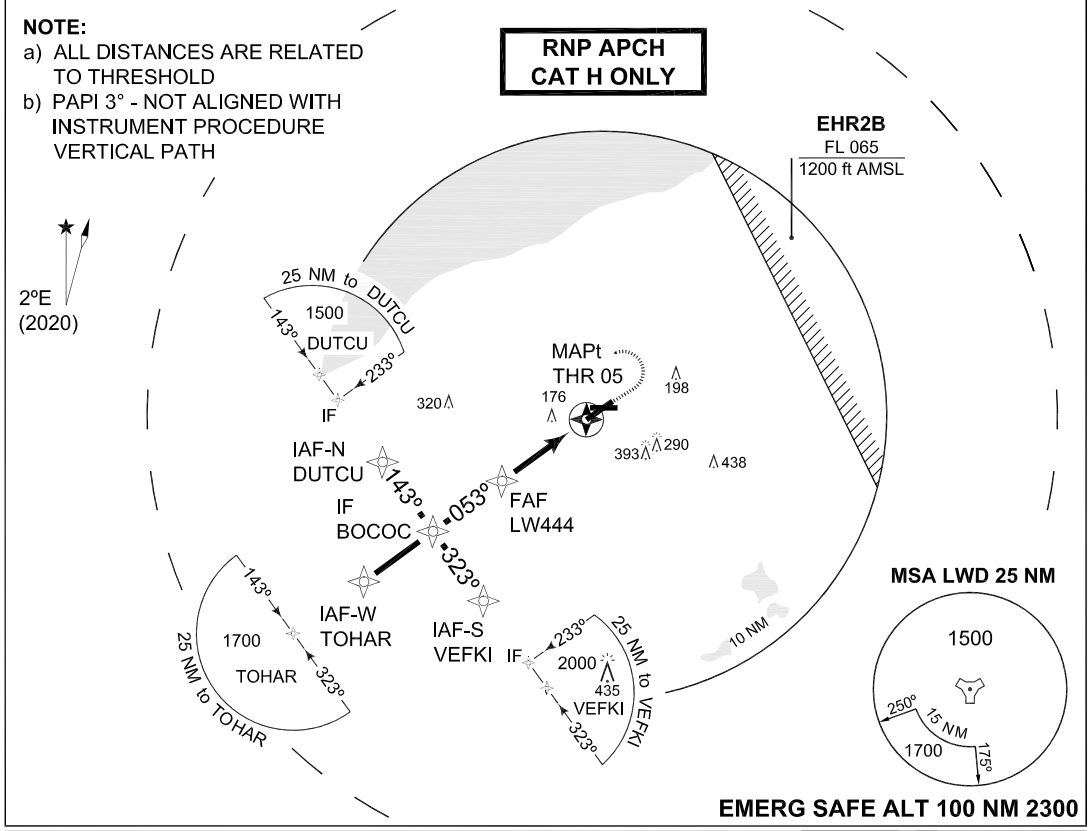
PANS OPS
INSTRUMENT APPROACH CHART

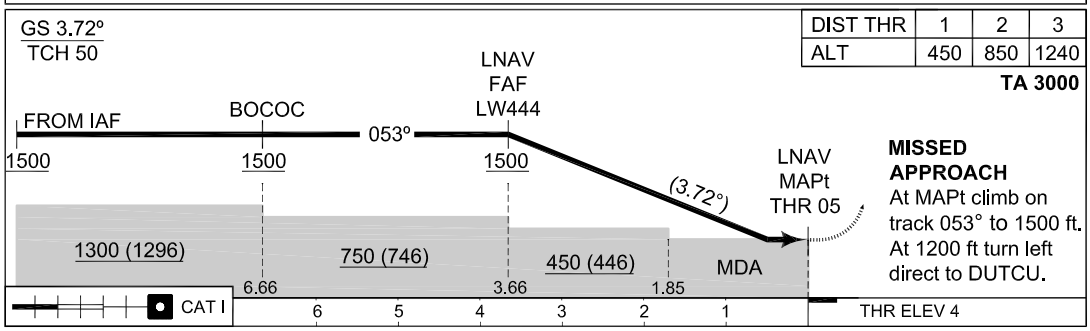
AD ELEV 4

RNP Y RWY 05
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
67430 E05A	053°	1500 FT	6.5% / 3.72°	**380**	**204**	4	660 m	8036 FT





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

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: MSA

RNLAF 24 FEB 2022

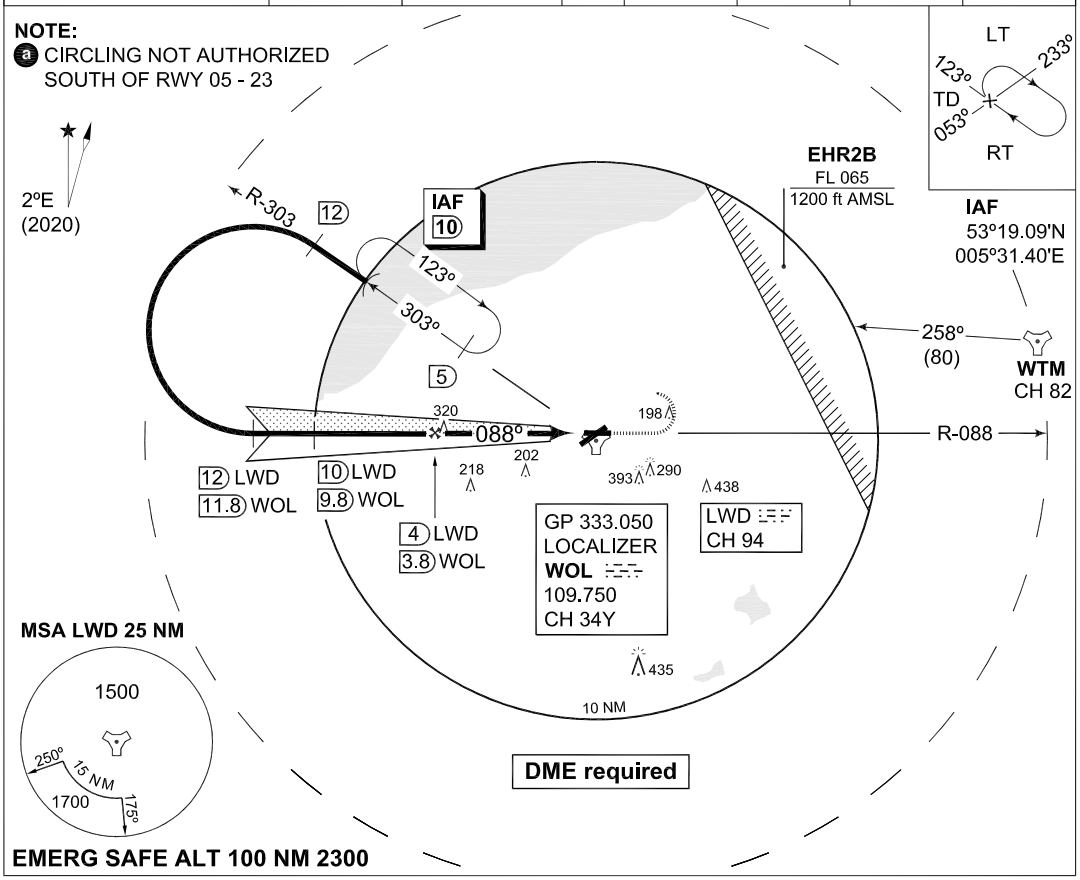
MIPS
INSTRUMENT APPROACH CHART

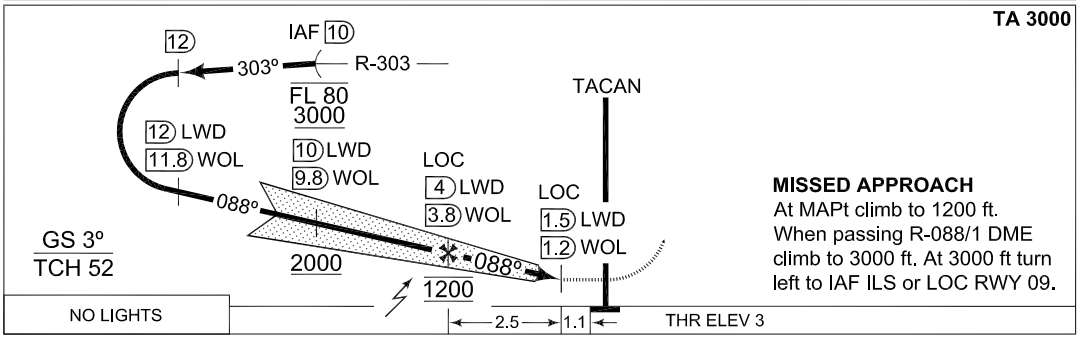
AD ELEV 4

ILS or LOC RWY 09
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

LOCALIZER / DME	APP COURSE	GS INTCEPT ALT	GS	DA	THR ELEV	ALS	LDA
WOL 109.750 / CH 34Y	088°	1200 FT	3°	**SEE CAT**	3	-	6368 FT





	CATEGORY	A	B	C	D	E	H
		MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1					
MIPS	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)
MIPS	S-LOC 09	**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** -800 427 (500-0.8/0.8)
MIPS	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: MSA

RNLAF 24 FEB 2022

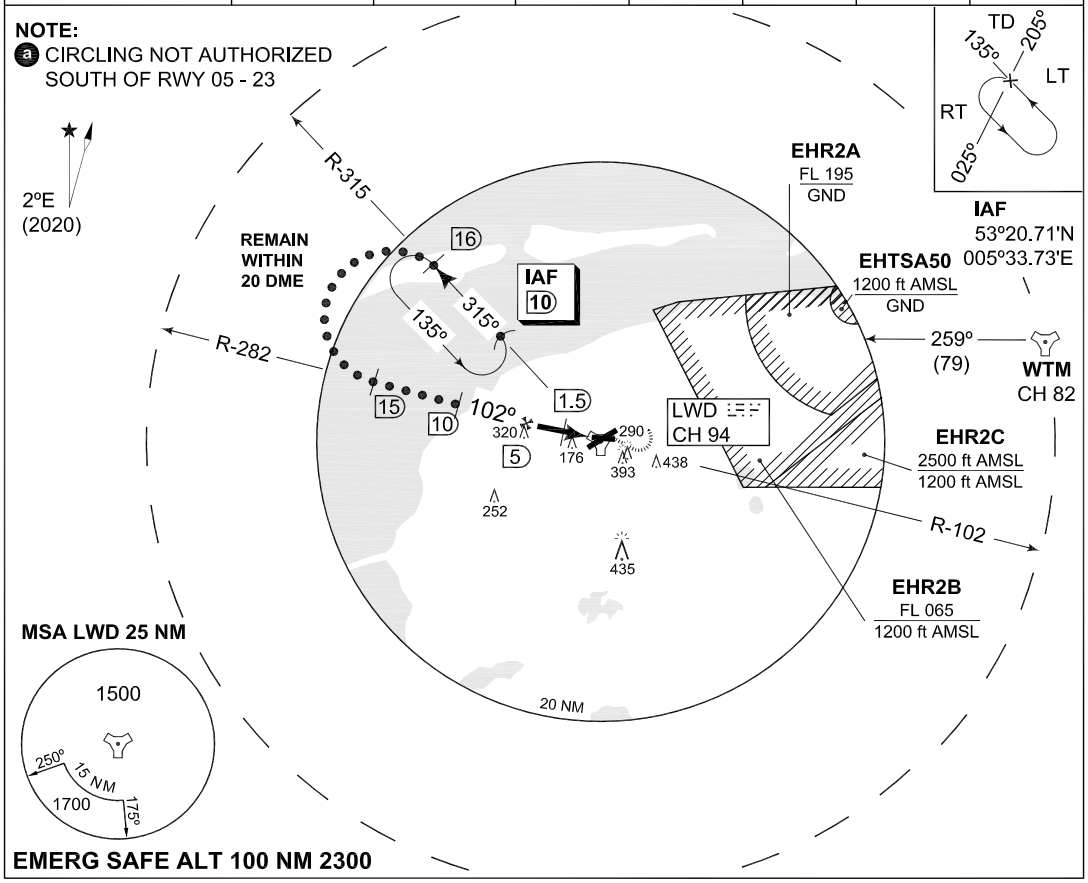
MIPS
INSTRUMENT APPROACH CHART

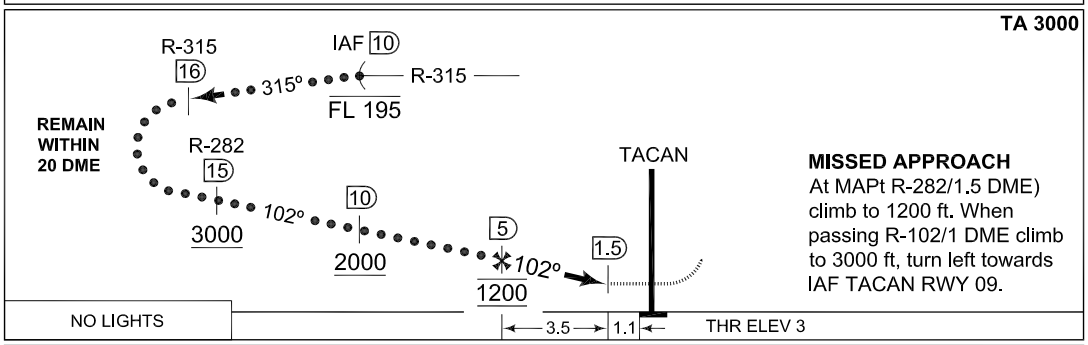
AD ELEV 4

HI-TACAN RWY 09
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	102°	1200 FT		**440**	3	-	6368 FT





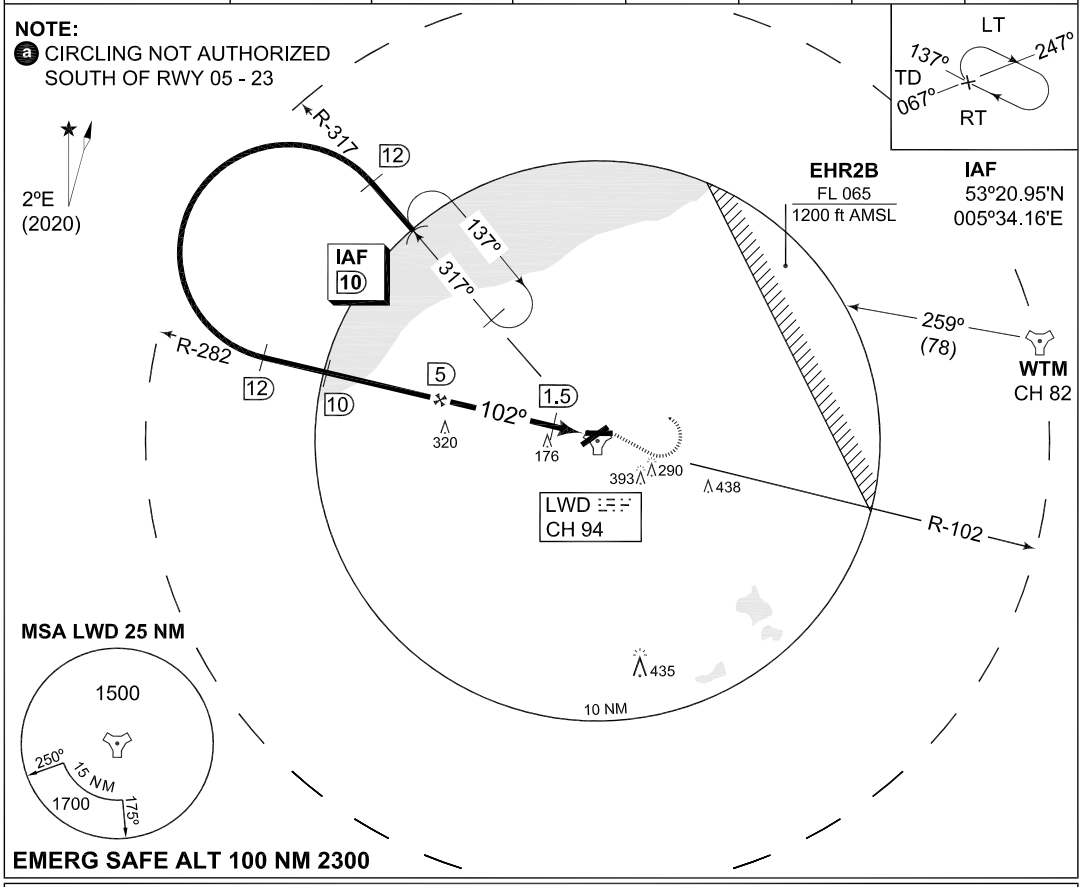
CATEGORY	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1		
S-TACAN 09	**440** -2000 437 (500-2.0/2.0)	**440** -2400 437 (500-2.4/2.4)	
CIRCLING a	**610** -3700 606 (700-3.7)	**720** -4600 716 (800-4.6)	**820** -6500 816 (900-6.5)

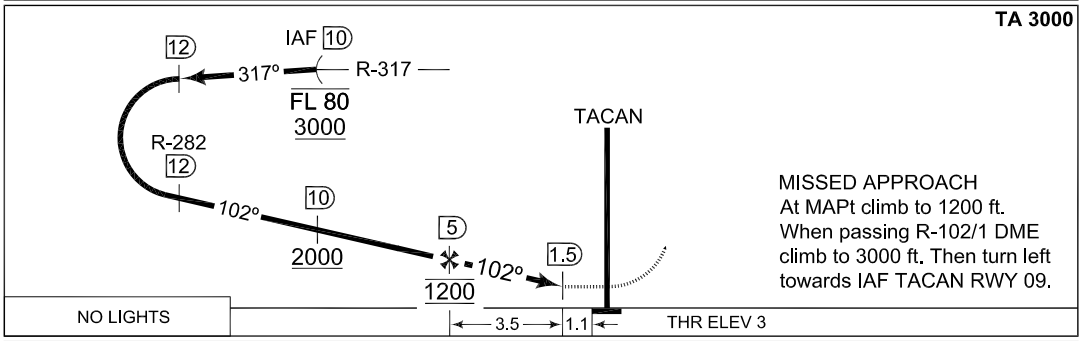
CHANGES: MSA
MIPS
RNLAF 24 FEB 2022

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

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

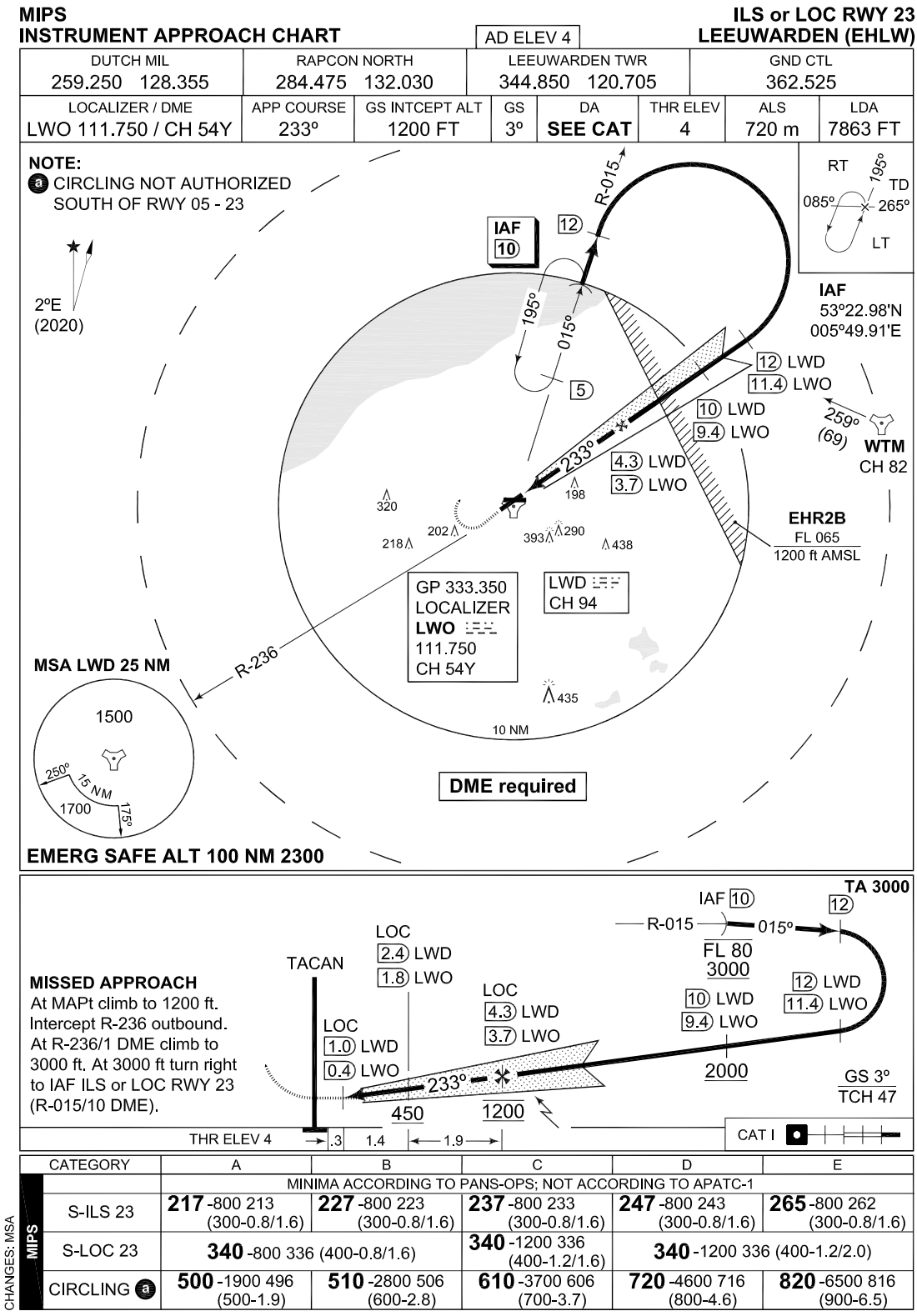
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	102°	1200 FT		**440**	3	-	6368 FT





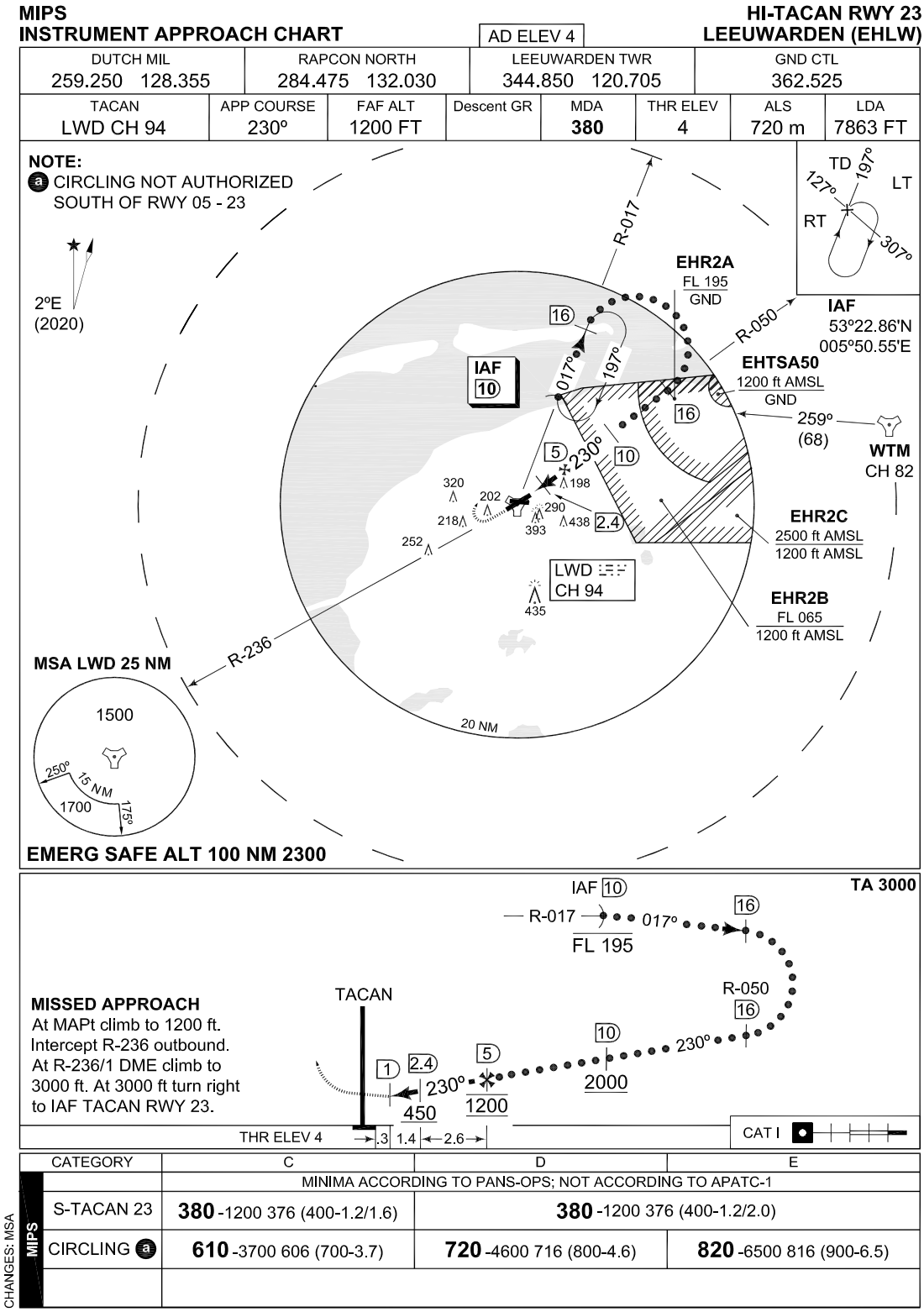
CATEGORY	A	B	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
S-TACAN 09	**440** -1600 437 (500-1.6/1.6)		**440** -2000 437 (500-2.0/2.0)	**440** -2400 437 (500-2.4/2.4)	
CIRCLING a	**500** -1900 496 (500-1.9)	**510** -2800 506 (600-2.8)	**610** -3700 606 (700-3.7)	**720** -4600 716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

MIPS
CHANGES: MSA
RNLAF 24 FEB 2022



CATEGORY	A	B	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
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 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)

CHANGES: MSA MIPS RNLAF 24 FEB 2022


MIPS
INSTRUMENT APPROACH CHART
AD ELEV 4
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 230°
FAF ALT 1200 FT
Descent GR
MDA 380
THR ELEV 4
ALS 720 m
LDA 7863 FT
NOTE:
a CIRCLING NOT AUTHORIZED SOUTH OF RWY 05 - 23
2°E (2020)
TD 197°
127°
LT
RT
307°
R-017
EHR2A
FL 195
GND
IAF
53°22.86'N
005°50.55'E
R-050
EHTSA50
1200 ft AMSL
GND
259°
(68)
WTM
CH 82
IAF 10
017°
197°
230°
198
320
202
218
290
393
438
2.4
252
LWD
CH 94
435
EHR2C
2500 ft AMSL
1200 ft AMSL
EHR2B
FL 065
1200 ft AMSL
R-236
MSA LWD 25 NM
1500
250°
15 NM
1700
175°
20 NM
EMERG SAFE ALT 100 NM 2300
TA 3000
IAF 10
R-017
017°
FL 195
R-050
TACAN
MISSED APPROACH
At MAPt climb to 1200 ft.
Intercept R-236 outbound.
At R-236/1 DME climb to
3000 ft. At 3000 ft turn right
to IAF TACAN RWY 23.
230°
450
1200
2000
THR ELEV 4
.3
1.4
2.6
CAT I
CATEGORY
C
D
E
MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1
MIPS
S-TACAN 23
380 -1200 376 (400-1.2/1.6)
380 -1200 376 (400-1.2/2.0)
CIRCLING a
610 -3700 606 (700-3.7)
720 -4600 716 (800-4.6)
820 -6500 816 (900-6.5)
CHANGES: MSA
RNLAF 24 FEB 2022

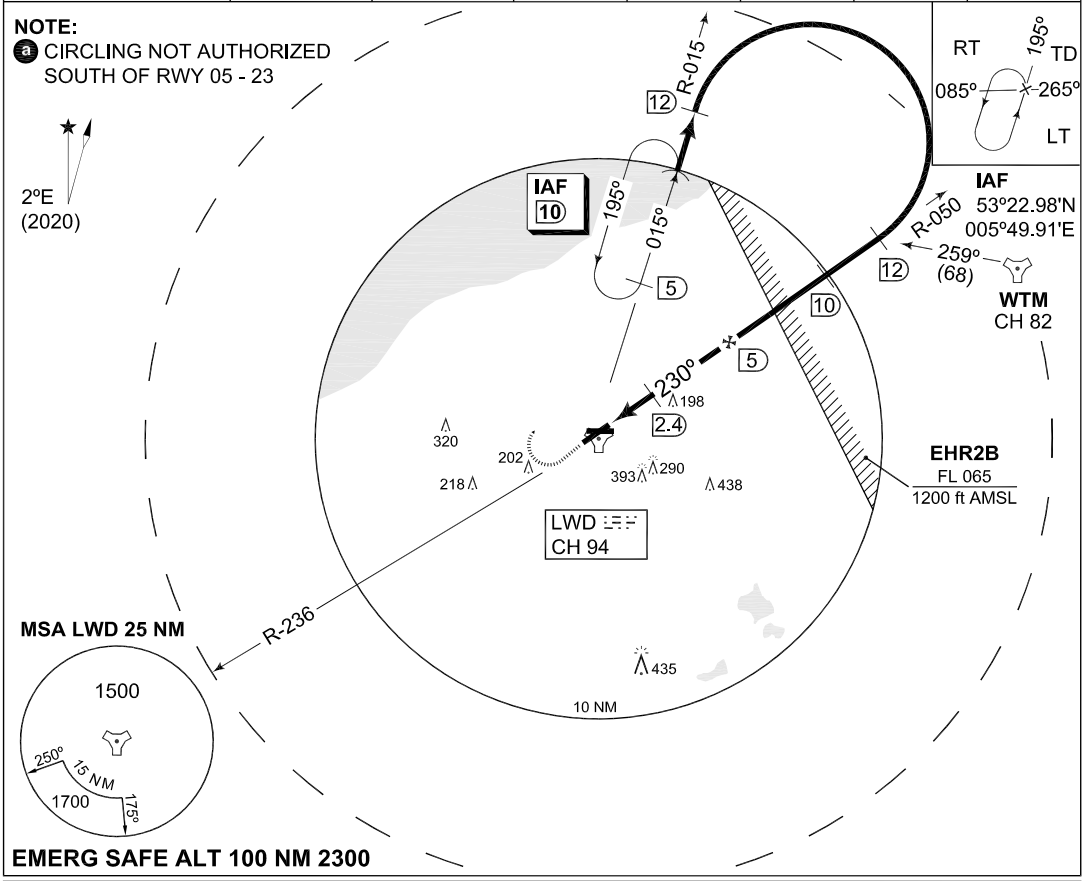
MIPS
INSTRUMENT APPROACH CHART

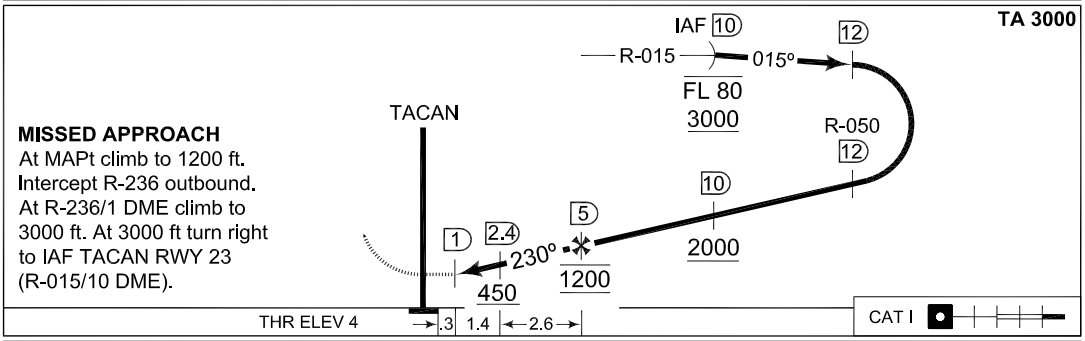
AD ELEV 4

TACAN RWY 23
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	230°	1200 FT		**380**	4	720 m	7863 FT





	CATEGORY	A	B	C	D	E
MIPS		MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
	S-TACAN 23	**380** -800 376 (400-0.8/1.6)		**380** -1200 376 (400-1.2/1.6)	**380** -1200 376 (400-1.2/2.0)	
	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)

CHANGES: MSA

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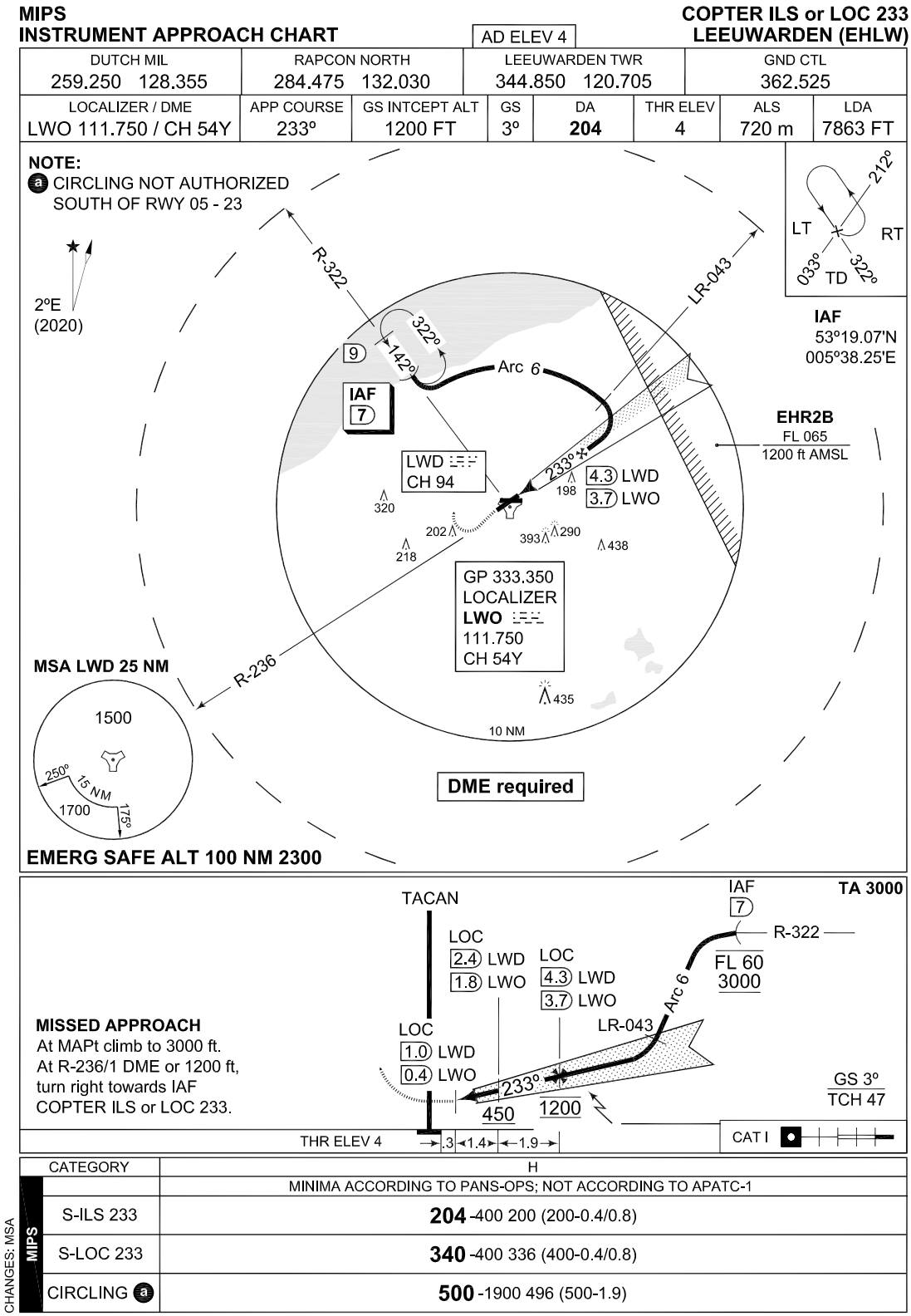
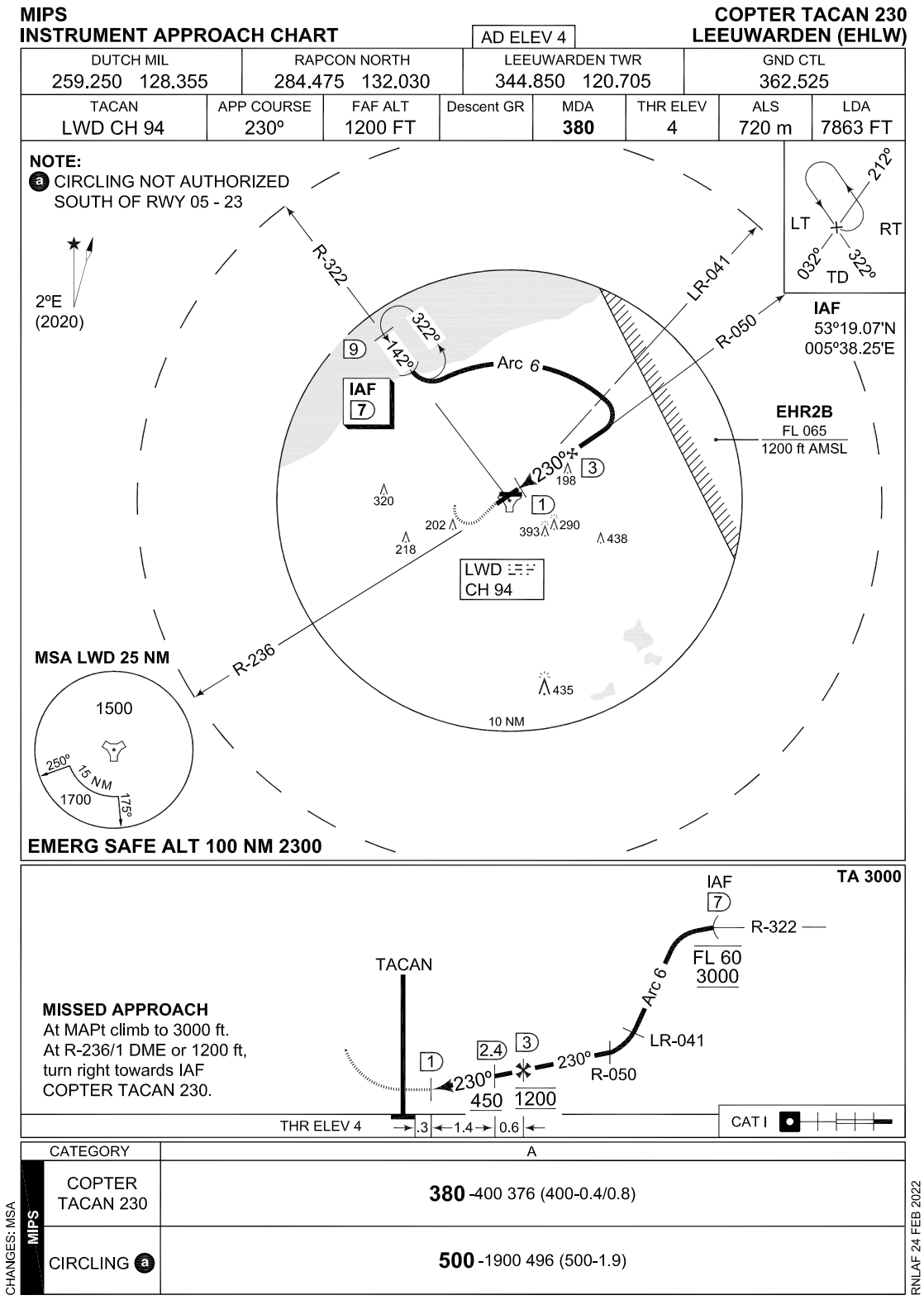

MIPS
INSTRUMENT APPROACH CHART
AD ELEV 4
COPTER ILS or LOC 233
LEEUWARDEN (EHLW)
DUTCH MIL 259.250 128.355
RAPCON NORTH 284.475 132.030
LEEUWARDEN TWR 344.850 120.705
GND CTL 362.525
LOCALIZER / DME LWO 111.750 / CH 54Y
APP COURSE 233°
GS INTCEPT ALT 1200 FT
GS 3°
DA 204
THR ELEV 4
ALS 720 m
LDA 7863 FT
NOTE:
a CIRCLING NOT AUTHORIZED SOUTH OF RWY 05 - 23
2°E (2020)
R-322
LR-043
322°
142°
9
Arc 6
IAF 7
LWD CH 94
233°
4.3 LWD
3.7 LWO
198
320
202
218
393
290
438
435
GP 333.350
LOCALIZER
LWO
111.750
CH 54Y
R-236
10 NM
MSA LWD 25 NM
1500
250°
15 NM
175°
1700
DME required
EMERG SAFE ALT 100 NM 2300
LT
RT
212°
033°
322°
TD
IAF
53°19.07'N
005°38.25'E
EHR2B
FL 065
1200 ft AMSLL
TACAN
LOC 2.4 LWD 1.8 LWO
LOC 4.3 LWD 3.7 LWO
LOC 1.0 LWD 0.4 LWO
IAF 7
R-322
FL 60
3000
Arc 6
LR-043
TA 3000
MISSED APPROACH
At MAPt climb to 3000 ft.
At R-236/1 DME or 1200 ft,
turn right towards IAF
COPTER ILS or LOC 233.
233°
450
1200
GS 3°
TCH 47
THR ELEV 4
.3
1.4
1.9
CAT I
CATEGORY
H
MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1
MIPS
S-ILS 233
204 -400 200 (200-0.4/0.8)
S-LOC 233
340 -400 336 (400-0.4/0.8)
CIRCLING a
500 -1900 496 (500-1.9)
CHANGES: MSA
RNLAF 24 FEB 2022


MIPS
INSTRUMENT APPROACH CHART
AD ELEV 4
COPTER TACAN 230
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 230°
FAF ALT 1200 FT
Descent GR
MDA 380
THR ELEV 4
ALS 720 m
LDA 7863 FT
NOTE:
a CIRCLING NOT AUTHORIZED SOUTH OF RWY 05 - 23
2°E (2020)
R-322
322°
142°
9
IAF 7
Arc 6
LR-041
R-050
212°
LT
RT
032°
322°
TD
IAF
53°19.07'N
005°38.25'E
EHR2B
FL 065
1200 ft AMSL
230°
198
3
1
320
202
218
393
290
438
LWD
CH 94
R-236
435
10 NM
MSA LWD 25 NM
1500
250°
15 NM
175°
1700
EMERG SAFE ALT 100 NM 2300
TA 3000
IAF
7
R-322
FL 60
3000
TACAN
Arc 6
LR-041
MISSED APPROACH
At MAPt climb to 3000 ft.
At R-236/1 DME or 1200 ft,
turn right towards IAF
COPTER TACAN 230.
1
2.4
3
230°
230°
R-050
450
1200
THR ELEV 4
.3
1.4
0.6
CAT I
CATEGORY
A
MIPS
COPTER TACAN 230
380 -400 376 (400-0.4/0.8)
CIRCLING a
500 -1900 496 (500-1.9)
CHANGES: MSA
RNLAF 24 FEB 2022

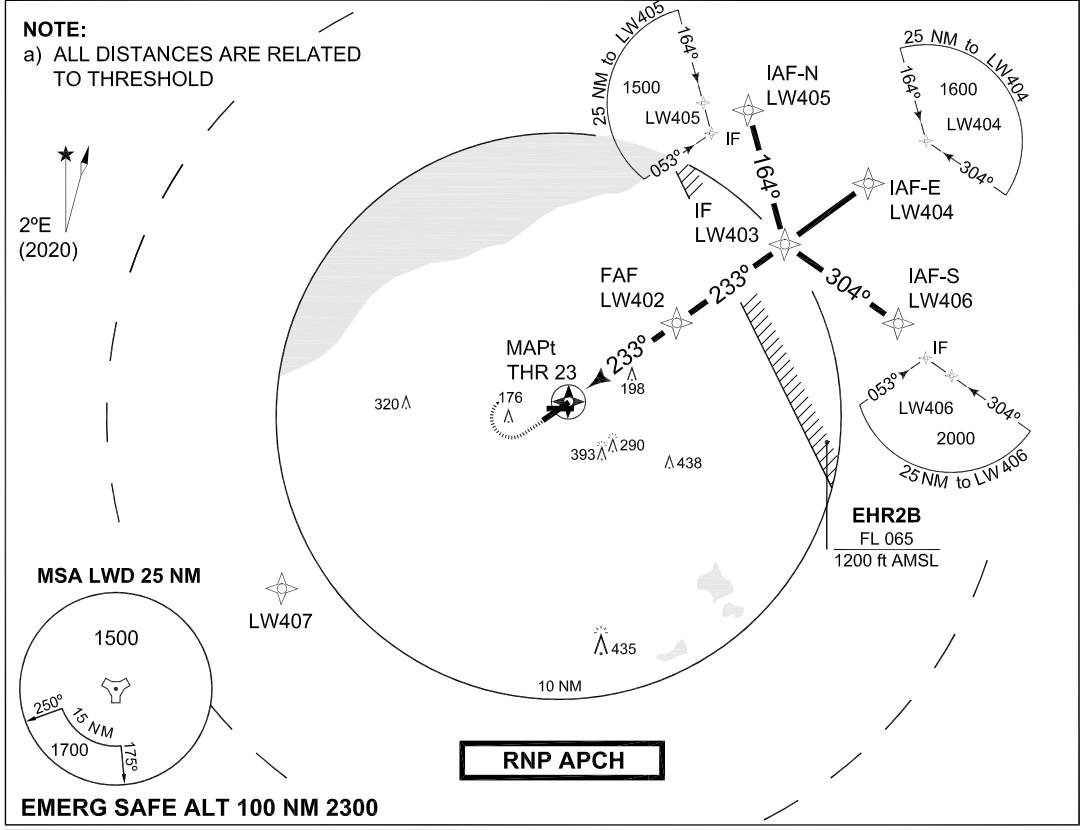
PANS OPS
INSTRUMENT APPROACH CHART

AD ELEV 4

RNP Z RWY 23
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

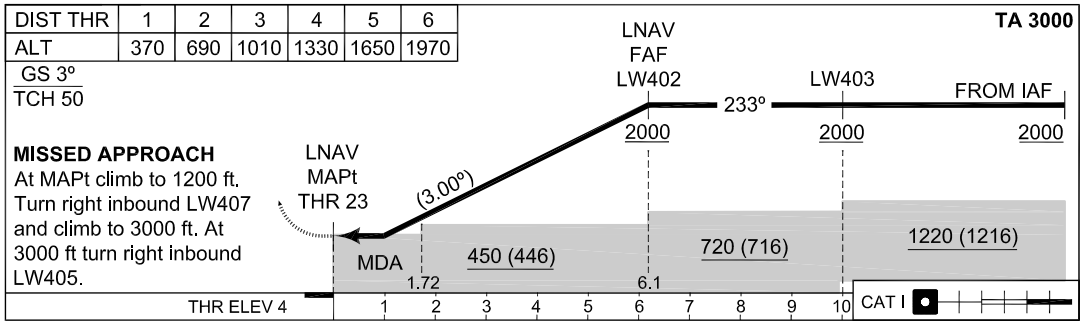
EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
	233°	2000 FT	5.24% / 3°	**370**	**SEE CAT**	4	720 m	7863 FT



DIST THR	1	2	3	4	5	6
ALT	370	690	1010	1330	1650	1970

GS 3°
TCH 50

MISSED APPROACH
At MAPt climb to 1200 ft. Turn right inbound LW407 and climb to 3000 ft. At 3000 ft turn right inbound LW405.



CATEGORY	A	B	C	D
MIPS DA(H) LPV	N.A.			
MIPS DA(H) LNAV / VNAV	N.A.			
MIPS MDA(H) LNAV	**370**-1000 366 (400-1.0/1.7)			

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				

CHANGES: MSA

RNLAF 24 FEB 2022

PANS OPS
INSTRUMENT APPROACH CHART

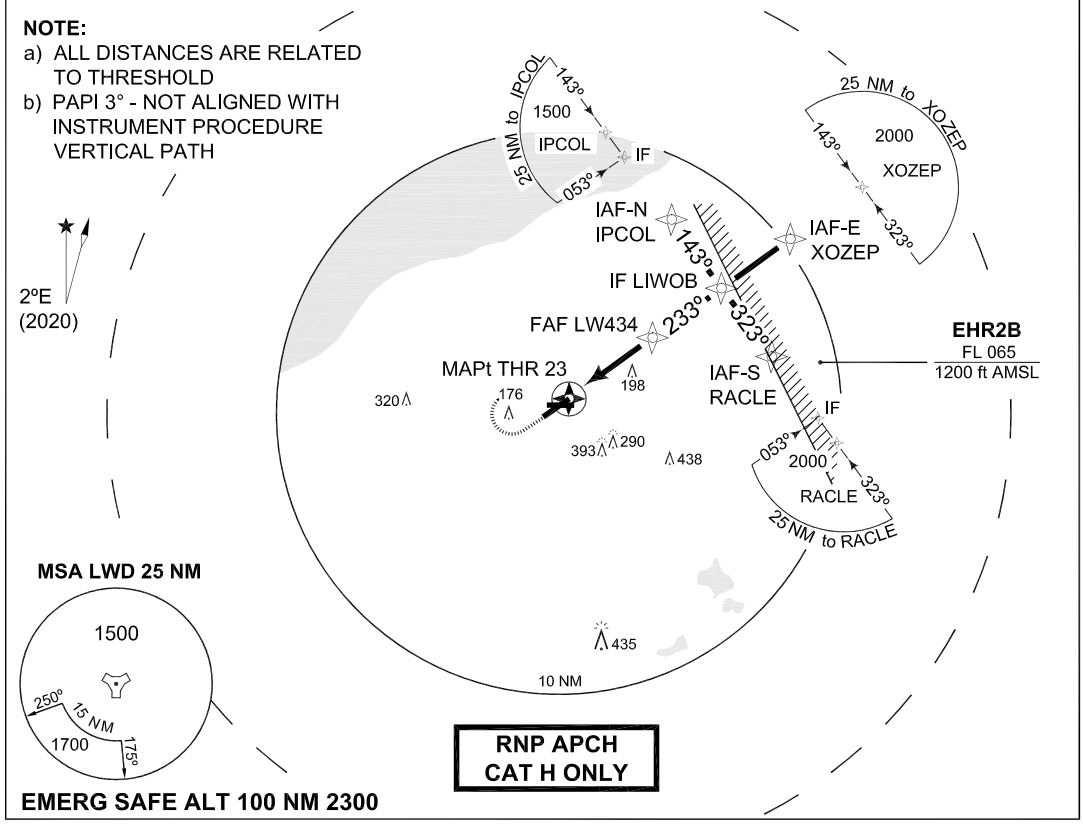
AD ELEV 4

RNP Y RWY 23
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
92974 E23A	233°	1500 FT	6.5% / 3.72°	**370**	**204**	4	720 m	7863 FT

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

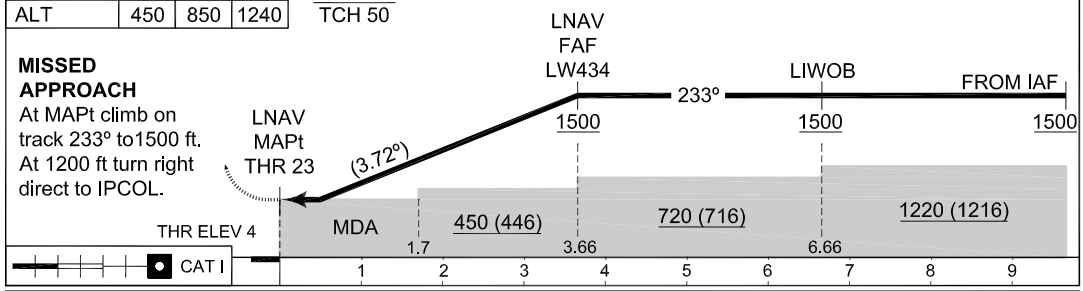


DIST THR	1	2	3
ALT	450	850	1240

GS 3.72°
TCH 50

TA 3000

MISSED APPROACH
At MAPt climb on track 233° to1500 ft. At 1200 ft turn right direct to IPCOL.



CATEGORY		H
MIPS	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

CHANGES: MSA

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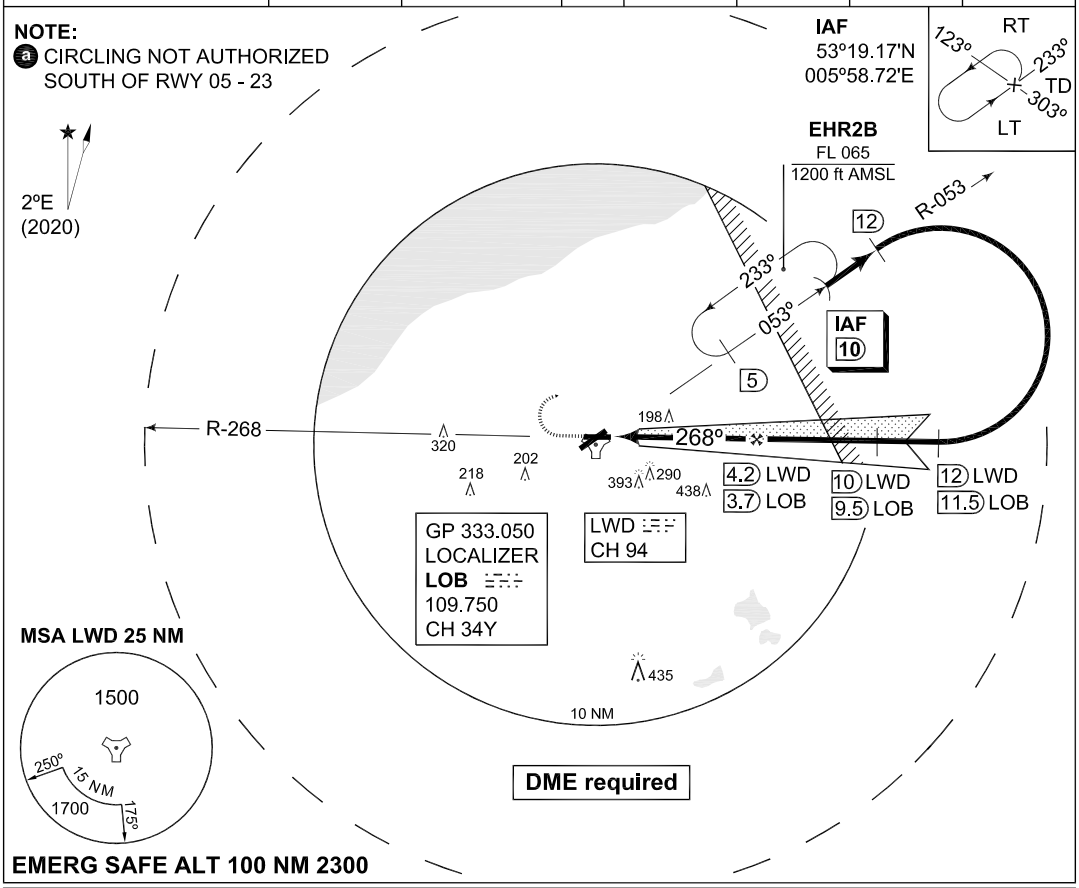
MIPS
INSTRUMENT APPROACH CHART

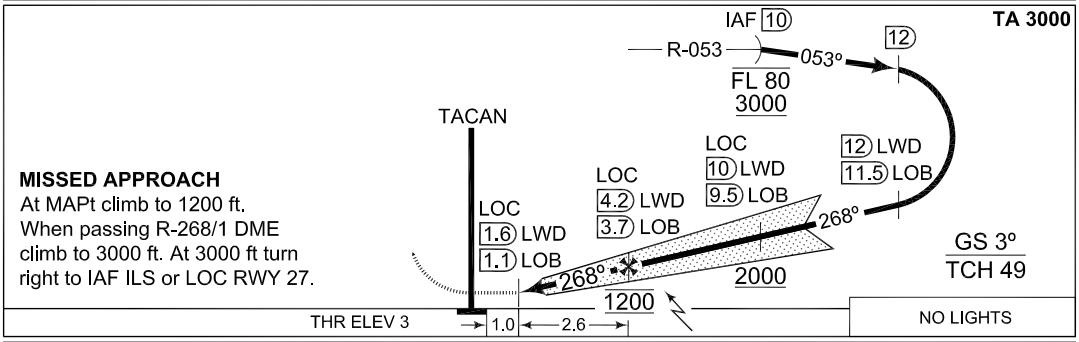
AD ELEV 4

ILS or LOC RWY 27
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

LOCALIZER / DME	APP COURSE	GS INTCEPT ALT	GS	DA	THR ELEV	ALS	LDA
LOB 109.750 / CH 34Y	268°	1200 FT	3°	SEE CAT	3	-	6561 FT





CATEGORY	A	B	C	D	E	H
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1					
MIPS 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: MSA

RNLAF 24 FEB 2022

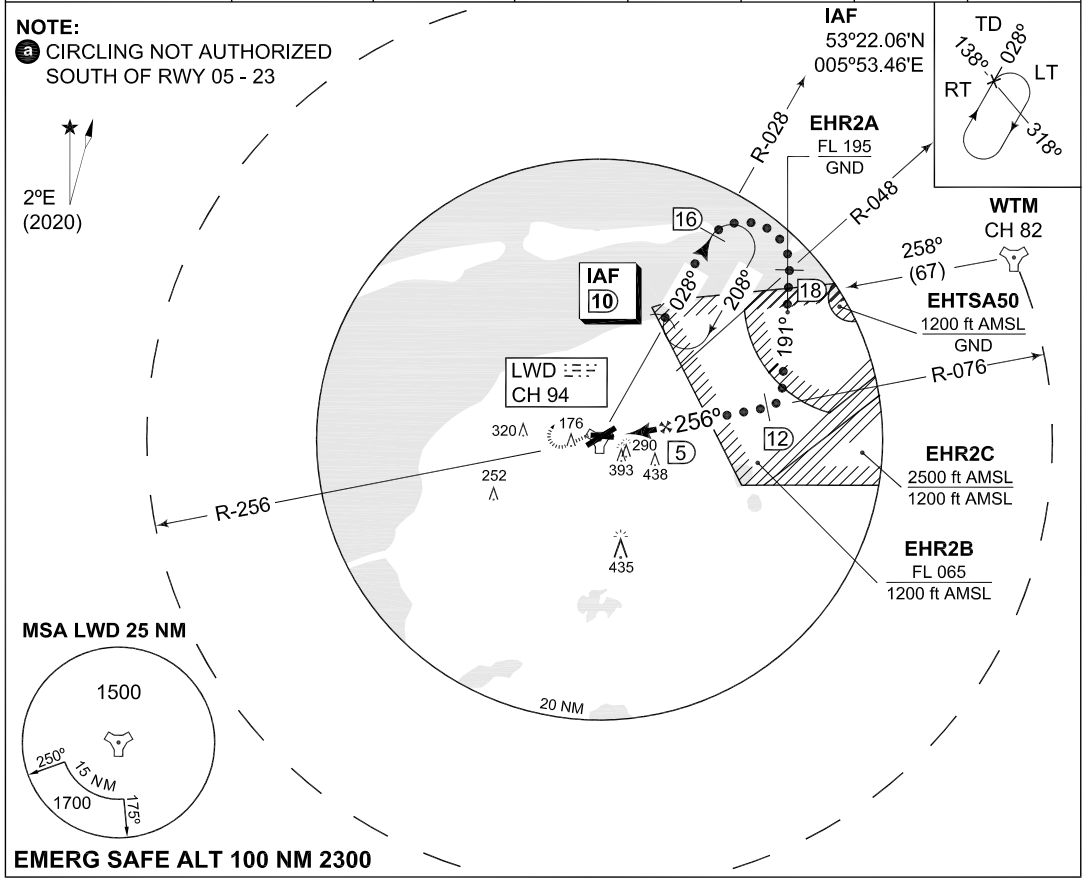
MIPS
INSTRUMENT APPROACH CHART

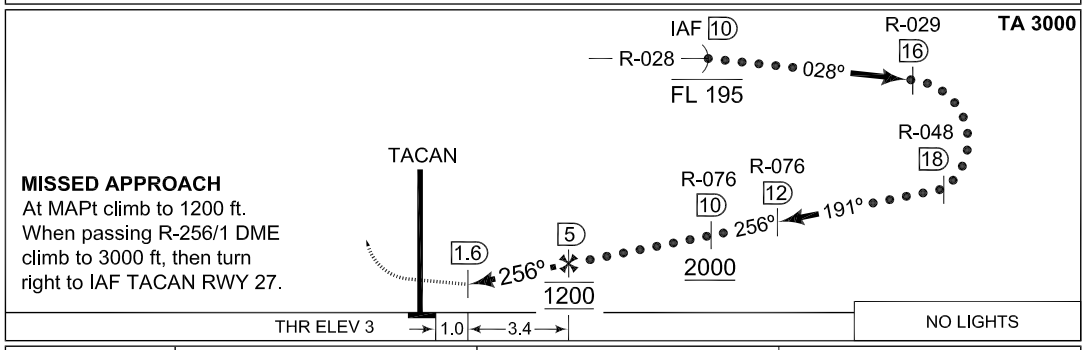
AD ELEV 4

HI-TACAN RWY 27
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	256°	1200 FT		**390**	3	-	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 a	**610** -3700 606 (700-3.7)	**720** -4600 716 (800-4.6)	**820** -6500 816 (900-6.5)

CHANGES: MSA
MIPS
RNLAF 24 FEB 2022

MIPS
INSTRUMENT APPROACH CHART

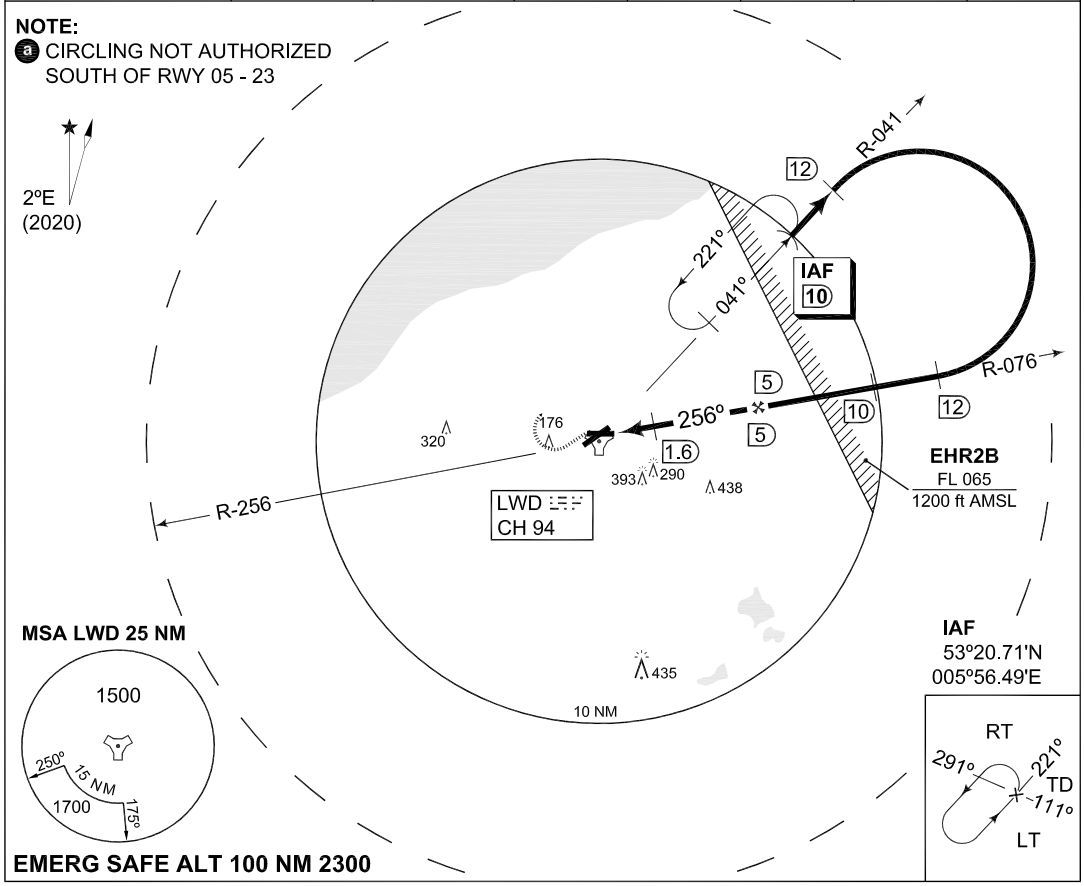
AD ELEV 4

TACAN RWY 27
LEEUWARDEN (EHLW)

DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

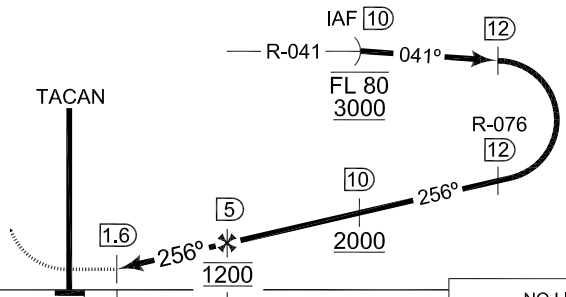
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	256°	1200 FT		**390**	3	-	6561 FT

NOTE:
(a) CIRCLING NOT AUTHORIZED SOUTH OF RWY 05 - 23



TA 3000

MISSED APPROACH
At MAPt climb to 1200 ft.
When passing R-256/1 DME climb to 3000 ft, then turn right towards IAF TACAN RWY 27.



CATEGORY	A	B	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 (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)

MIPS

CHANGES: MSA

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