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

Rijswijk, 29 Mar 2023

AIRAC AMENDMENT 05/23

EFFECTIVE DATE 18 MAY 23

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	EHDL 2-9	EHDL 2-9	EHGR 2-22	EHGR 2-22
GEN 0.4-4	GEN 0.4-4	EHDL 2-11	EHDL 2-11		
GEN 0.4-5	GEN 0.4-5	up to	up to	EHVK 2-4	EHVK 2-4
GEN 0.4-6	GEN 0.4-6	EHDL 15	EHDL 15	up to	up to
				EHVK 2-9	EHVK 2-9

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:

   M0393/23

Military Aviation Authority NLD
In order H-ALL

W.E.W. Jacobsen
Lt Colonel

GEN 0.4 CHECKLIST OF MilAIP PAGES

PAGE	DATE		PAGE	DATE		PAGE	DATE
PART 1 - GENERAL (GEN)			**GEN 1**			2.2-6	12 NOV 2015
						2.3-1	27 JAN 2022
GEN 0			1.1-1	12 NOV 2015		2.3-2	27 JAN 2022
			1.1-2	12 NOV 2015		2.4-1	30 JAN 2020
0.1-1	12 NOV 2015		1.3-1	30 JAN 2020		2.4-2	12 NOV 2015
0.1-2	12 NOV 2015		1.3-2	12 NOV 2015		2.5-1	04 NOV 2021
0.1-3	07 DEC 2017		1.6-1	12 NOV 2015		2.5-2	12 NOV 2015
0.1-4	12 NOV 2015		1.6-2	30 JAN 2020		2.6-1	12 NOV 2015
0.2-1	23 APR 2020		1.6-3	03 NOV 2022		2.6-2	12 NOV 2015
0.2-2	30 JAN 2020		1.6-4	30 JAN 2020			
0.3-1	28 APR 2016		1.7-1	03 DEC 2020		**GEN 3**	
0.3-2	12 NOV 2015		1.7-2	22 APR 2021			
0.4-1	18 MAY 2023		1.7-3	22 APR 2021		3.1-1	30 JAN 2020
0.4-2	23 MAR 2023		1.7-4	22 APR 2021		3.1-2	07 DEC 2017
0.4-3	26 JAN 2023		1.7-5	22 APR 2021		3.1-3	23 MAR 2023
0.4-4	18 MAY 2023		1.7-6	12 NOV 2015		3.1-4	12 NOV 2015
0.4-5	18 MAY 2023					3.2-1	15 SEP 2016
0.4-6	18 MAY 2023		**GEN 2**			3.2-2	12 NOV 2015
0.5-1	12 NOV 2015					3.3-1	30 JAN 2020
0.5-2	12 NOV 2015		2.1-1	12 NOV 2015		3.3-2	26 JAN 2023
0.6-1	30 JAN 2020		2.1-2	12 NOV 2015		3.3-3	03 NOV 2022
0.6-2	06 DEC 2018		2.2-1	26 JAN 2023		3.3-4	12 NOV 2015
0.6-3	30 JAN 2020		2.2-2	13 OCT 2016		3.4-1	12 NOV 2015
0.6-4	30 JAN 2020		2.2-3	12 NOV 2015		3.4-2	12 NOV 2015
			2.2-4	12 NOV 2015		3.5-1	07 DEC 2017
			2.2-5	12 NOV 2015		3.5-2	01 FEB 2018

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3.5-4	12 NOV 2015		1.1-5	26 JAN 2023		1.10-4	03 NOV 2022
3.5-5	12 NOV 2015		1.1-6	26 JAN 2023		1.11-1	03 JAN 2019
3.5-6	19 May 2022		1.2-1	29 DEC 2022		1.11-2	12 NOV 2015
3.6-1	30 JAN 2020		1.2-2	26 JAN 2023		1.12-1	30 JAN 2020
3.6-2	04 NOV 2021		1.3-1	18 JUN 2020		1.12-2	12 NOV 2015
3.6-3	18 AUG 2016		1.3-2	18 JUN 2020			
3.6-4	30 JAN 2020		1.3-3	18 JUN 2020		**ENR 2**	
			1.3-4	12 NOV 2015			
GEN 4			1.4-1	15 AUG 2019		2.1-1	29 DEC 2022
			1.4-2	12 NOV 2015		2.1-2	29 DEC 2022
4.1-1	12 NOV 2015		1.5-1	08 SEP 2022			
4.1-2	30 JAN 2020		1.5-2	12 NOV 2015		**ENR 3**	
			1.6-1	24 FEB 2022			
PART 2 EN-ROUTE (ENR)			1.6-2	26 JAN 2023		3.1-1	30 JAN 2020
			1.6-3	03 DEC 2020		3.1-2	12 NOV 2015
ENR 0			1.6-4	18 JUN 2020		3.5-1	29 DEC 2022
			1.7-1	12 NOV 2015		3.5-2	26 JAN 2023
0.6-1	16 JUN 2022		1.7-2	30 JAN 2020		3.5-3	23 MAR 2023
0.6-2	06 DEC 2018		1.8-1	12 OCT 2017		3.5-4	29 DEC 2022
0.6-3	29 DEC 2022		1.8-2	12 NOV 2015		3.5-5	29 DEC 2022
0.6-4	24 FEB 2022		1.9-1	30 JAN 2020		3.5-6	08 OCT 2020
0.6-5	29 DEC 2022		1.9-2	12 OCT 2017		3.5-7	24 FEB 2022
0.6-6	30 JAN 2020		1.10-1	03 NOV 2022		3.5-8	07 DEC 2017
			1.10-2	03 NOV 2022		3.5-9	07 DEC 2017
ENR 1						3.5-10	07 DEC 2017
1.1-1	29 DEC 2022					3.5-11	30 JAN 2020
1.1-2	30 JAN 2020						
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3.5-13	24 FEB 2022		5.2-7	21 JUN 2018			
3.5-14	07 NOV 2019		5.2-8	26 JAN 2023		6.0-1	29 DEC 2022
3.5-15	12 NOV 2015		5.2-9	26 JAN 2023		6.0-2	12 NOV 2015
3.5-16	12 NOV 2015		5.2-10	26 JAN 2023		6.1-1	26 JAN 2023
3.5-17	16 JUN 2022		5.2-11	26 JAN 2023		6.1-2	05 NOV 2020
3.5-18	02 JAN 2020		5.2-12	26 JAN 2023		6.1-3	07 NOV 2019
			5.2-13	26 JAN 2023		6.1-4	30 MAR 2017
ENR 4			5.2-14	26 JAN 2023		6.1-5	03 NOV 2022
			5.2-15	26 JAN 2023		6.1-6	07 NOV 2019
4.1-1	03 NOV 2022		5.2-16	26 JAN 2023		6.1-7	07 NOV 2019
4.1-2	03 NOV 2022		5.2-17	26 JAN 2023		6.1-8	07 NOV 2019
4.1-3	03 NOV 2022		5.2-18	26 JAN 2023		6.1-9	07 NOV 2019
4.1-4	29 DEC 2022		5.2-19	26 JAN 2023		6.1-10	07 NOV 2019
4.1-5	03 NOV 2022		5.2-20	26 JAN 2023		6.1-11	07 NOV 2019
4.1-6	03 NOV 2022		5.2-21	26 JAN 2023		6.1-12	07 NOV 2019
			5.2-22	26 JAN 2023		6.1-13	07 NOV 2019
ENR 5			5.2-23	26 JAN 2023		6.1-14	07 NOV 2019
			5.2-24	26 JAN 2023		6.1-15	16 JUN 2022
5.1-1	26 JAN 2023					6.1-16	16 JUN 2022
5.1-2	26 JAN 2023					6.1-17	12 NOV 2015
5.1-3	26 JAN 2023		5.3-1	30 JAN 2020		6.1-18	29 DEC 2022
5.1-4	12 NOV 2015		5.3-2	12 NOV 2015		6.1-19	29 DEC 2022
5.2-1	09 NOV 2017		5.6-1	30 DEC 2021		6.1-20	29 DEC 2022
5.2-2	30 JAN 2020		5.6-2	12 NOV 2015		6.1-21	12 NOV 2015
5.2-3	26 JAN 2023					6.1-22	03 JAN 2019
5.2-4	30 JAN 2020					6.1-23	11 AUG 2022
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						6.1-25	11 AUG 2022
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AD 0			EHDL 2-10	24 FEB 2022		EHEH 2-20	09 SEP 2021
			EHDL 2-11	18 MAY 2023		EHEH 2-21	09 SEP 2021
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0.6-4	15 SEP 2016		EHDL 2-15	18 MAY 2023		EHEH 2-25	09 SEP 2021
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1.1-2	12 NOV 2015		EHEH 2-2	26 MAR 2020		EHGR 2-2	12 NOV 2015
1.2-1	12 NOV 2015		EHEH 2-3	19 May 2022		EHGR 2-3	19 May 2022
1.2-2	12 NOV 2015		EHEH 2-4	28 JAN 2021		EHGR 2-4	28 JAN 2021
1.3-1	12 NOV 2015		EHEH 2-5	15 JUL 2021		EHGR 2-5	14 JUL 2022
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			EHEH 2-7	18 JUN 2020		EHGR 2-7	03 JAN 2019
AD 2			EHEH 2-8	23 MAR 2023		EHGR 2-8	03 DEC 2020
			EHEH 2-9	14 JUL 2022		EHGR 2-9	04 NOV 2021
EHDL 2-1	03 DEC 2020		EHEH 2-10	26 JAN 2023		EHGR 2-10	03 DEC 2020
EHDL 2-2	12 NOV 2015		EHEH 2-11	05 NOV 2020		EHGR 2-11	30 DEC 2021
EHDL 2-3	19 MAY 2022		EHEH 2-12	24 FEB 2022		EHGR 2-12	03 DEC 2020
EHDL 2-4	21 APR 2022		EHEH 2-13	14 JUL 2022		EHGR 2-13	03 DEC 2020
EHDL 2-5	03 NOV 2022		EHEH 2-14	30 DEC 2021			
EHDL 2-6	01 DEC 2022		EHEH 2-15	09 SEP 2021			
EHDL 2-7	01 DEC 2022		EHEH 2-16	09 SEP 2021			
			EHEH 2-17	09 SEP 2021			

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EHGR 2-15	30 DEC 2021		EHKD 2-21	26 JAN 2023		EHLW 2-21	23 MAR 2023
EHGR 2-16	24 FEB 2022		EHKD 2-22	11 AUG 2022		EHLW 2-22	23 MAR 2023
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EHKD 2-2	28 APR 2016		EHLW 2-2	03 DEC 2020		EHLW 2-31	23 MAR 2023
EHKD 2-3	19 MAY 2022		EHLW 2-3	19 MAY 2022		EHLW 2-32	23 MAR 2023
EHKD 2-4	28 APR 2016		EHLW 2-4	28 JAN 2021		EHLW 2-33	23 MAR 2023
EHKD 2-5	12 AUG 2021		EHLW 2-5	05 DEC 2019		EHLW 2-34	23 MAR 2023
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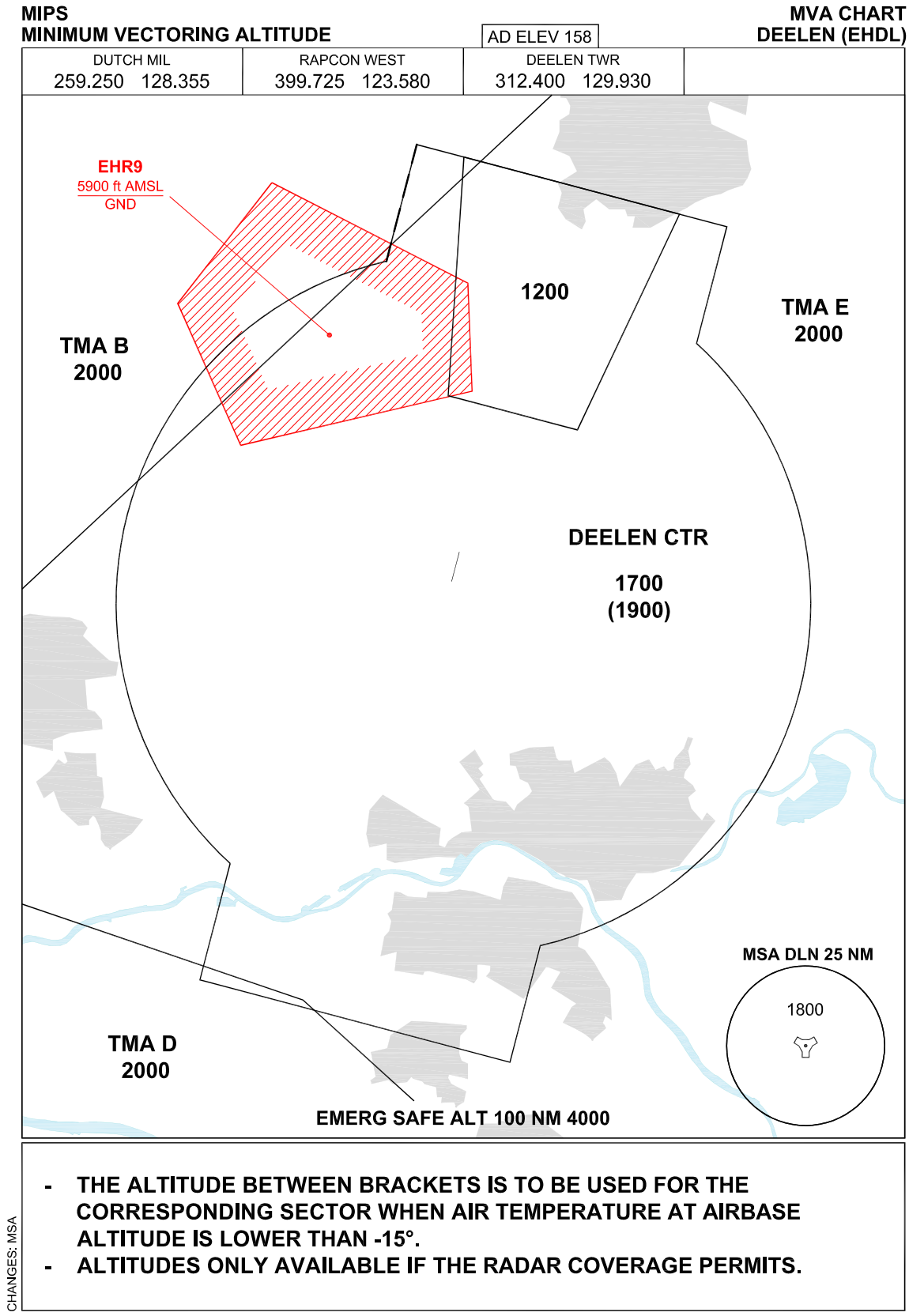
EHKD 2-8	13 AUG 2020		EHLW 2-8	16 JUL 2020		EHLW 2-37	23 MAR 2023
EHKD 2-9	15 JUL 2021		EHLW 2-9	03 DEC 2020		EHLW 2-38	23 MAR 2023
EHKD 2-10	13 AUG 2020		EHLW 2-10	16 JUL 2020		EHLW 2-39	23 MAR 2023
EHKD 2-11	15 JUL 2021		EHLW 2-11	25 FEB 2021		EHLW 2-40	23 MAR 2023
EHKD 2-12	13 AUG 2020		EHLW 2-12	03 DEC 2020			
EHKD 2-13	15 JUL 2021		EHLW 2-13	14 JUL 2022		EHVK 2-1	03 DEC 2020
EHKD 2-14	24 FEB 2022		EHLW 2-14	24 FEB 2022		EHVK 2-2	20 APR 2023
EHKD 2-15	04 NOV 2021		EHLW 2-15	25 FEB 2021		EHVK 2-3	19 May 2022
EHKD 2-16	15 JUL 2021		EHLW 2-16	25 FEB 2021		EHVK 2-4	18 MAY 2023
EHKD 2-17	24 FEB 2022		EHLW 2-17	23 MAR 2023		EHVK 2-5	18 MAY 2023
EHKD 2-18	14 JUL 2022		EHLW 2-18	23 MAR 2023		EHVK 2-6	18 MAY 2023
EHKD 2-19	30 DEC 2021		EHLW 2-19	23 MAR 2023		EHVK 2-7	18 MAY 2023

EHVK 2-8	18 MAY 2023		EHWO 2-16	03 NOV 2022			
EHVK 2-9	18 MAY 2023		EHWO 2-17	03 NOV 2022			
EHVK 2-10	14 JUL 2022		EHWO 2-18	03 NOV 2022			
EHVK 2-11	30 DEC 2021		EHWO 2-19	03 NOV 2022			
EHVK 2-12	03 DEC 2020		EHWO 2-20	23 MAR 2023			
EHVK 2-13	03 DEC 2020		EHWO 2-21	03 NOV 2022			
EHVK 2-14	03 DEC 2020		EHWO 2-22	03 NOV 2022			
EHVK 2-15	03 DEC 2020		EHWO 2-23	03 NOV 2022			
EHVK 2-16	03 DEC 2020		EHWO 2-24	23 MAR 2023			
EHVK 2-17	20 MAY 2021						
EHVK 2-18	03 DEC 2020						
EHVK 2-19	03 DEC 2020						
EHVK 2-20	09 SEP 2021						
EHVK 2-21	09 SEP 2021						
EHVK 2-22	05 NOV 2020						
EHWO 2-1	27 JAN 2022						
EHWO 2-2	28 JAN 2021						
EHWO 2-3	14 JUL 2022						
EHWO 2-4	19 MAY 2022						
EHWO 2-5	12 AUG 2021						
EHWO 2-6	28 JAN 2021						
EHWO 2-7	03 NOV 2022						
EHWO 2-8	03 NOV 2022						
EHWO 2-9	01 DEC 2022						
EHWO 2-10	03 NOV 2022						
EHWO 2-11	03 NOV 2022						
EHWO 2-12	23 MAR 2023						
EHWO 2-13	03 NOV 2022						
EHWO 2-14	03 NOV 2022						
EHWO 2-15	03 NOV 2022						


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
1800
TMA D
2000
EMERG SAFE ALT 100 NM 4000
- THE ALTITUDE BETWEEN BRACKETS IS TO BE USED FOR THE CORRESPONDING SECTOR WHEN AIR TEMPERATURE AT AIRBASE ALTITUDE IS LOWER THAN -15°.
- ALTITUDES ONLY AVAILABLE IF THE RADAR COVERAGE PERMITS.
CHANGES: MSA
RNLAF 18 MAY 2023

Co-ordinates

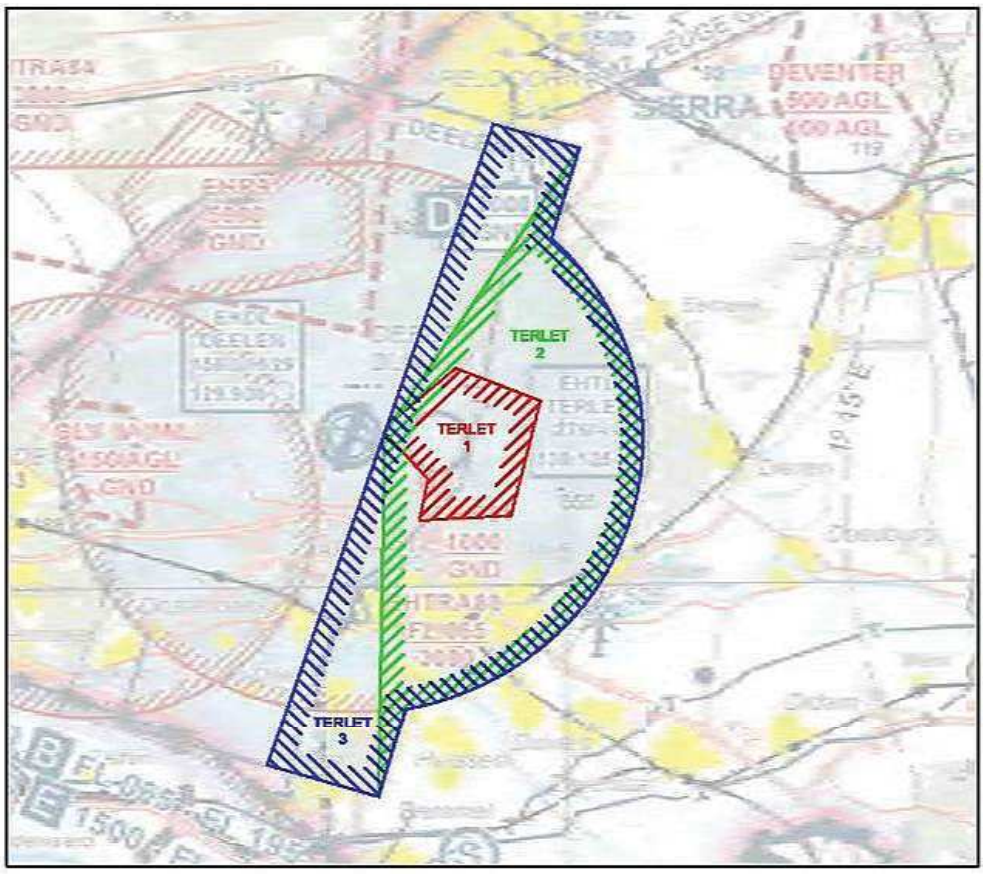
TERLET 1:
For execution of flying activities, within the CTR/RMZ Deelen the following area can be
assigned to the NZC Terlet up to the tower boundary of Terlet-2 or Terlet-3, limited by the following co-ordinates:

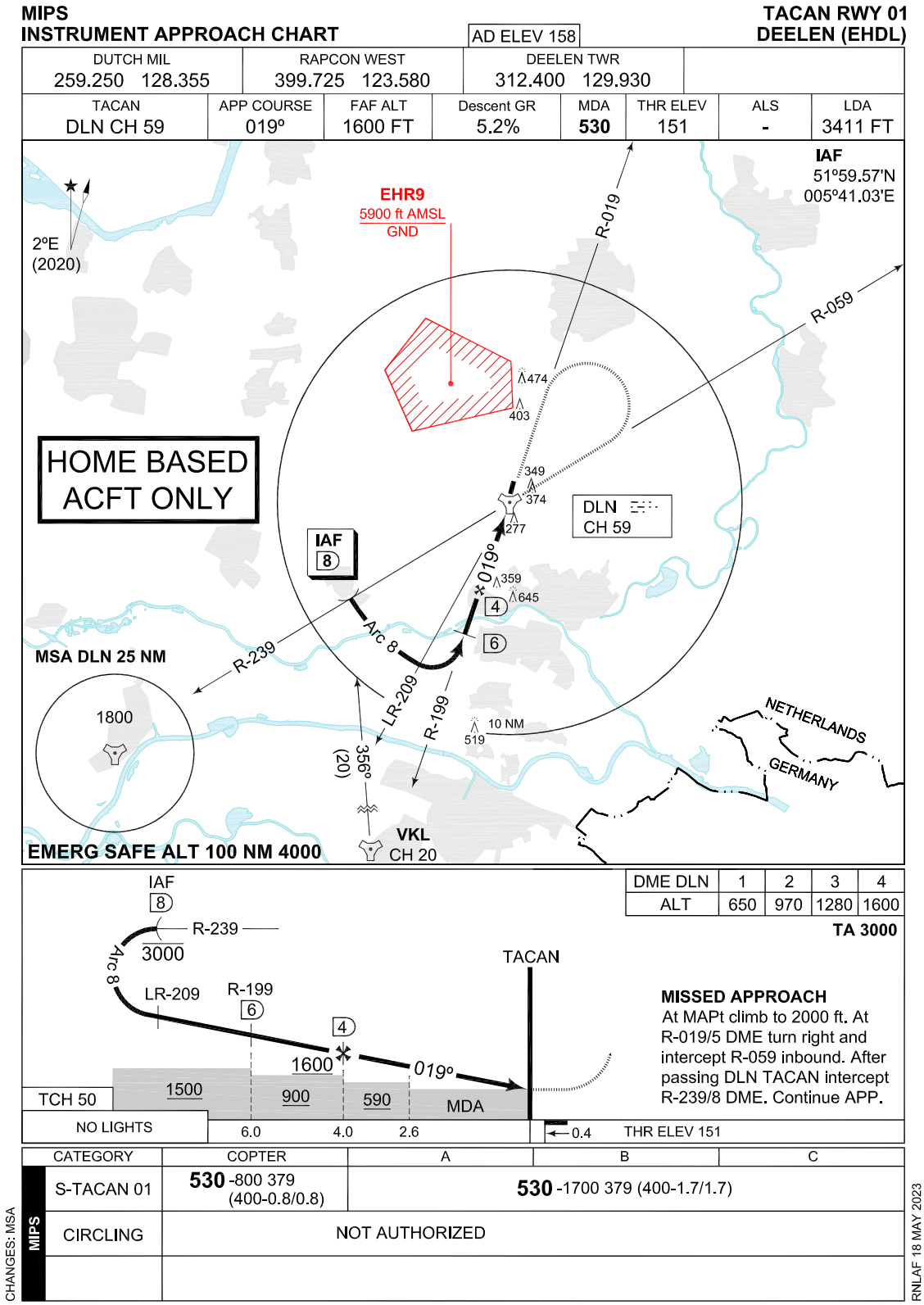
Terlet-1
52°05'18,00"N 005°56'03.00"E; 52°04'47.00"N 005°58'54.00"E; 52°02'22.62"N 005°58'20.14"E; 52°02'16.67"N 005°55'05.35"E; 52°02'57.94"N 005°55'13.66"E; 52°03'41.40"N 005°53'53.77"E; 52°04'07.26"N 005°54'09.39"E; to point of origin. vertical limits; GND-925 ft AMSL

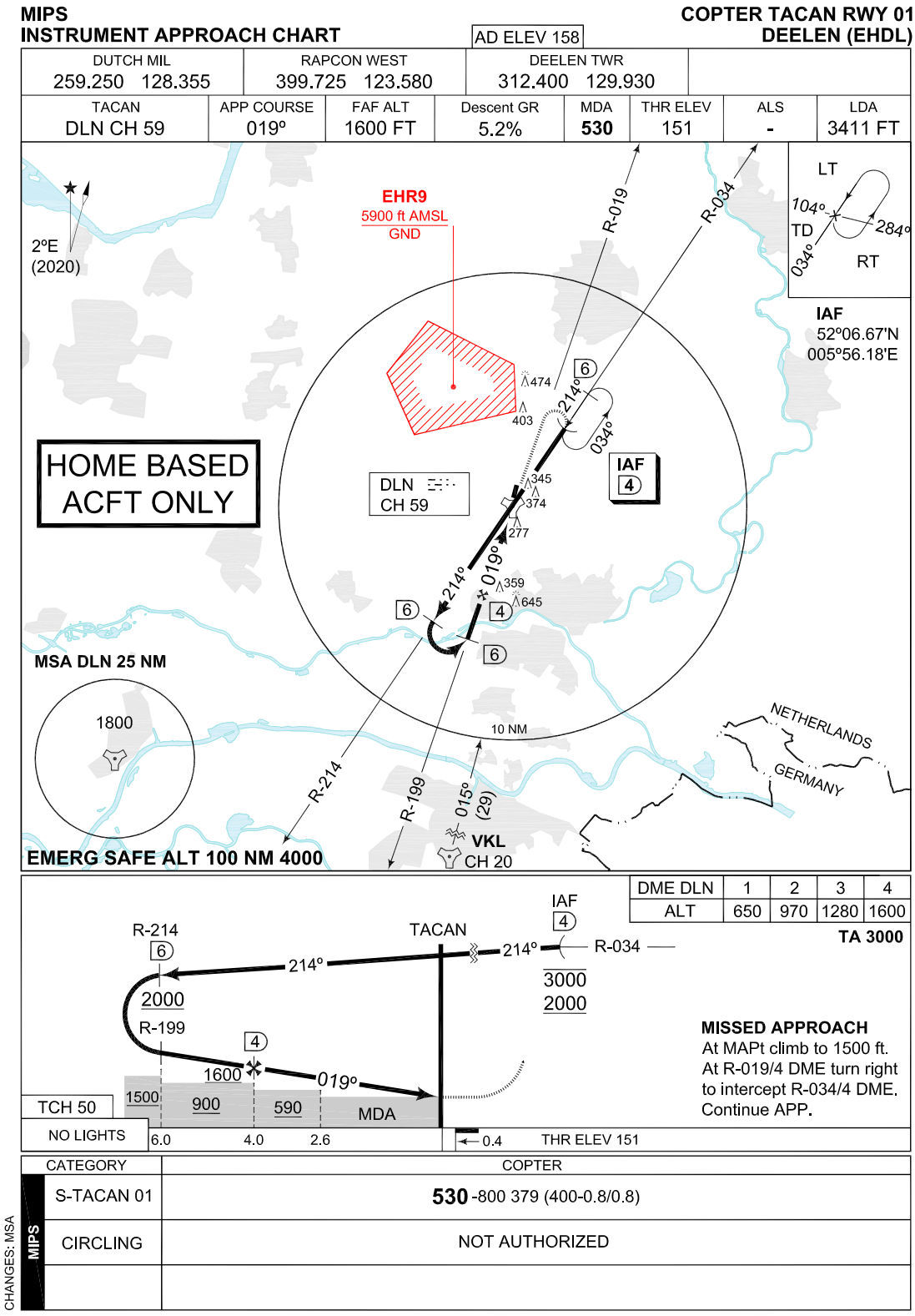
As supplement to area Terlet 1, area Terlet 2 or Terlet 3 needs to be assigned.

TERLET-2, TERLET-3:
The upper limit is equal to the upper limit of the CTR/RMZ Deelen limited by the following coordinates:

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




MIPS
INSTRUMENT APPROACH CHART
AD ELEV 158
TACAN RWY 01
DEELEN (EHDL)
DUTCH MIL
259.250 128.355
RAPCON WEST
399.725 123.580
DEELEN TWR
312.400 129.930
TACAN
DLN CH 59
APP COURSE
019°
FAF ALT
1600 FT
Descent GR
5.2%
MDA
530
THR ELEV
151
ALS
-
LDA
3411 FT
IAF
51°59.57'N
005°41.03'E
EHR9
5900 ft AMSL
GND
2°E
(2020)
R-019
R-059
474
403
HOME BASED
ACFT ONLY
349
374
277
DLN
CH 59
IAF
8
019°
359
645
4
6
Arc 8
R-239
LR-209
R-199
MSA DLN 25 NM
1800
10 NM
519
356°
(20)
VKL
CH 20
EMERG SAFE ALT 100 NM 4000
NETHERLANDS
GERMANY
DME DLN
1
2
3
4
ALT
650
970
1280
1600
TA 3000
IAF
8
R-239
3000
Arc 8
LR-209
R-199
6
4
1600
019°
TACAN
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.
TCH 50
1500
900
590
MDA
NO LIGHTS
6.0
4.0
2.6
0.4
THR ELEV 151
CATEGORY
COPTER
A
B
C
MIPS
S-TACAN 01
530 -800 379 (400-0.8/0.8)
530 -1700 379 (400-1.7/1.7)
CIRCLING
NOT AUTHORIZED
CHANGES: MSA
RNLAF 18 MAY 2023


MIPS
INSTRUMENT APPROACH CHART
AD ELEV 158
COPTER TACAN RWY 01
DEELEN (EHDL)
DUTCH MIL
259.250 128.355
RAPCON WEST
399.725 123.580
DEELEN TWR
312.400 129.930
TACAN
DLN CH 59
APP COURSE
019°
FAF ALT
1600 FT
Descent GR
5.2%
MDA
530
THR ELEV
151
ALS
-
LDA
3411 FT
2°E
(2020)
EHR9
5900 ft AMSL
GND
HOME BASED
ACFT ONLY
DLN
CH 59
R-019
R-034
LT
104°
TD
284°
034°
RT
IAF
52°06.67'N
005°56.18'E
IAF
4
214°
034°
019°
MSA DLN 25 NM
1800
10 NM
R-214
R-199
015°
(29)
VKL
CH 20
EMERG SAFE ALT 100 NM 4000
NETHERLANDS
GERMANY
DME DLN
ALT
1
650
2
970
3
1280
4
1600
TA 3000
R-214
TACAN
214°
R-034
2000
3000
2000
R-199
1600
019°
TCH 50
1500
900
590
MDA
NO LIGHTS
6.0
4.0
2.6
0.4
THR ELEV 151
MISSED APPROACH
At MAPt climb to 1500 ft.
At R-019/4 DME turn right
to intercept R-034/4 DME.
Continue APP.
CATEGORY
COPTER
S-TACAN 01
530 -800 379 (400-0.8/0.8)
CIRCLING
NOT AUTHORIZED
CHANGES: MSA
MIPS
RNLAF 18 MAY 2023

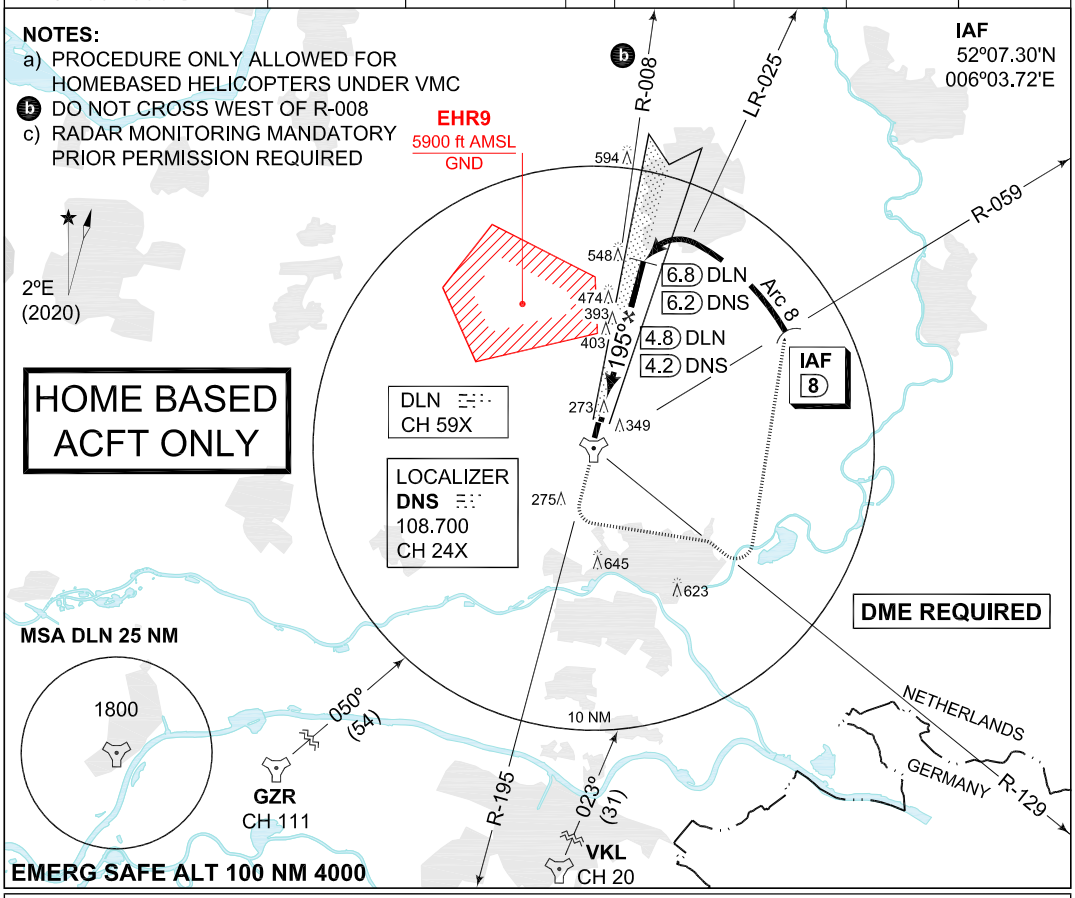
MIPS
INSTRUMENT APPROACH CHART

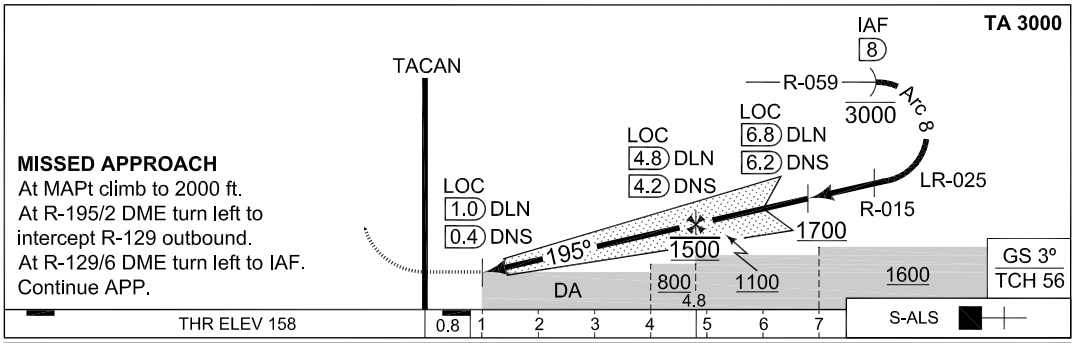
AD ELEV 158

ILS or LOC RWY 19
DEELEN (EHDL)

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

LOCALIZER / DME	APP COURSE	GS INTCEPT ALT	GS	DA	THR ELEV	ALS	LDA
DNS 108.700 / CH 24X	195°	1500 FT	3°	SEE CAT	158	420 m	2536 FT





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

CHANGES: MSA MIPS

RNLAF 18 MAY 2023

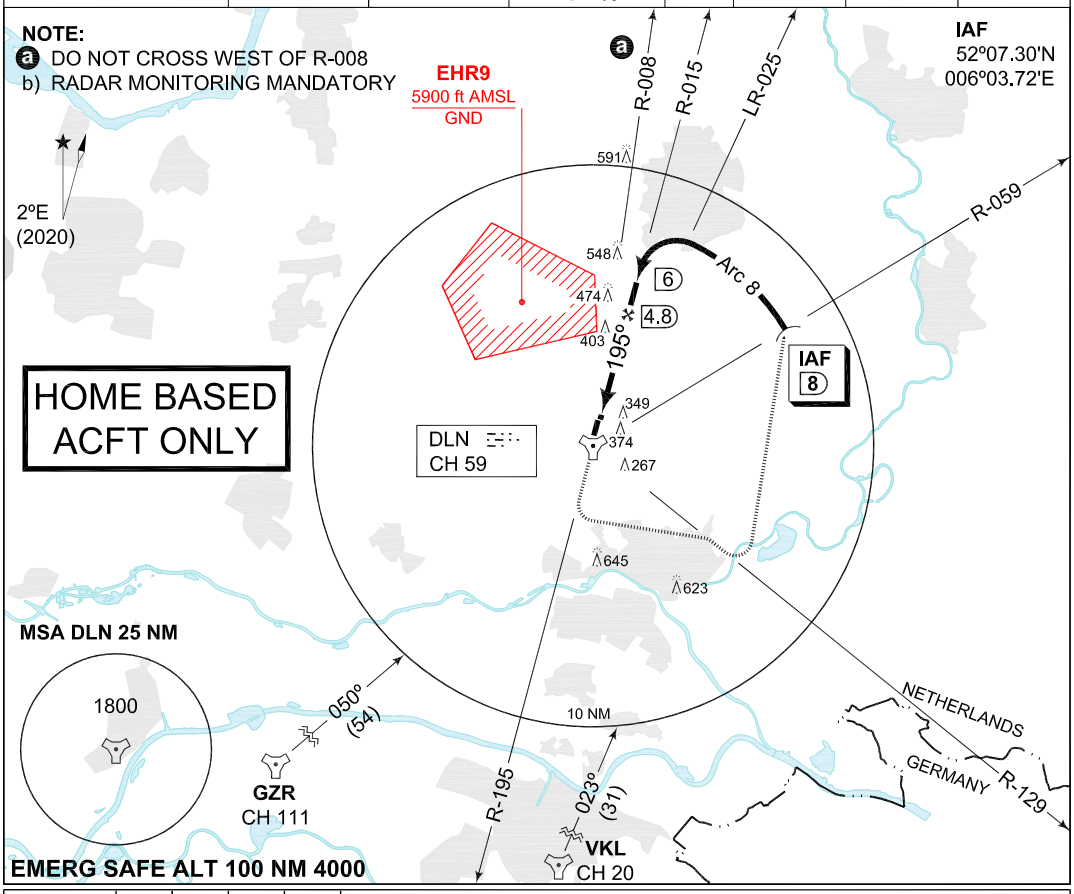
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 158

TACAN RWY 19
DEELEN (EHDL)

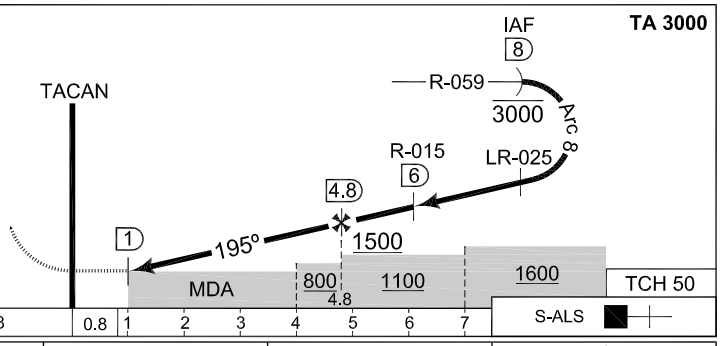
DUTCH MIL	RAPCON WEST	DEELEN TWR
259.250 128.355	399.725 123.580	312.400 129.930

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
DLN CH 59	195°	1500 FT	5.2%	**650**	158	420 m	2536 FT



DME DLN	2	3	4	4.8
ALT MDA	850	1160	1500	

TA 3000

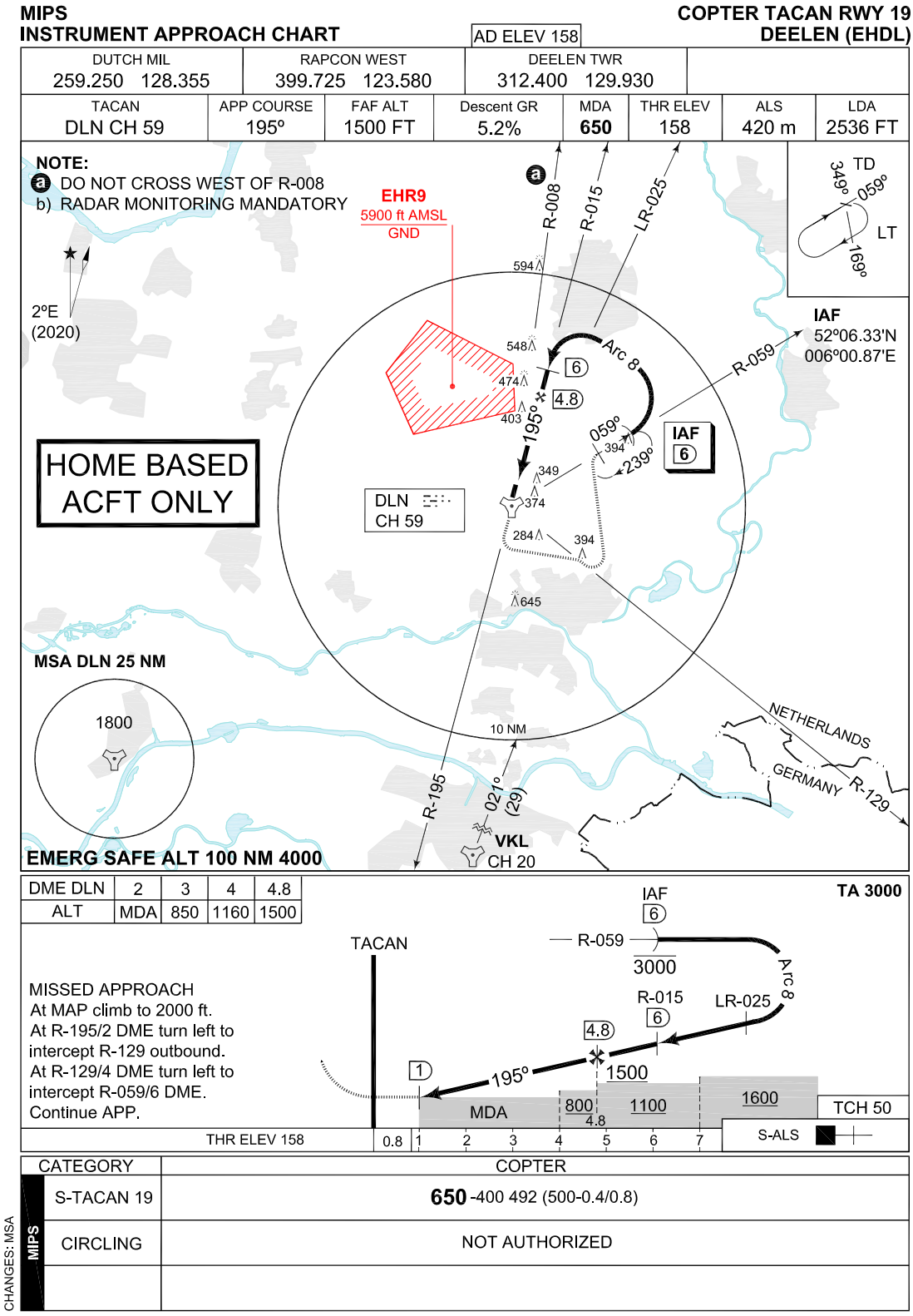


MISSED APPROACH
At MAPt climb to 2000 ft.
At R-195/2 DME turn left to intercept R-129 outbound.
At R-129/6 DME turn left to IAF.
Continue APP.

CATEGORY	COPTER	A	B	C
S-TACAN 19	**650** -400 492 (500-0.4/0.8)	**650** -1800 492 (500-1.8/2.3)		
CIRCLING	NOT AUTHORIZED			

CHANGES: MSA MIPS

RNLAF 18 MAY 2023


MIPS
INSTRUMENT APPROACH CHART
AD ELEV 158
COPTER TACAN RWY 19
DEELEN (EHDL)
DUTCH MIL
259.250 128.355
RAPCON WEST
399.725 123.580
DEELEN TWR
312.400 129.930
TACAN
DLN CH 59
APP COURSE
195°
FAF ALT
1500 FT
Descent GR
5.2%
MDA
650
THR ELEV
158
ALS
420 m
LDA
2536 FT
NOTE:
a DO NOT CROSS WEST OF R-008
b) RADAR MONITORING MANDATORY
EHR9
5900 ft AMSL
GND
2°E
(2020)
HOME BASED
ACFT ONLY
DLN
CH 59
IAF
52°06.33'N
006°00.87'E
IAF
6
Arc 8
R-008
R-015
LR-025
R-059
TD
349°
059°
169°
LT
MSA DLN 25 NM
1800
10 NM
EMERG SAFE ALT 100 NM 4000
R-195
021°
(29)
VKL
CH 20
NETHERLANDS
GERMANY
R-129
DME DLN 2 3 4 4.8
ALT MDA 850 1160 1500
TA 3000
TACAN
R-059
3000
R-015
LR-025
Arc 8
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.
195°
1500
MDA
800
1100
1600
TCH 50
THR ELEV 158
S-ALS
CATEGORY
COPTER
S-TACAN 19
650 -400 492 (500-0.4/0.8)
CIRCLING
NOT AUTHORIZED
CHANGES: MSA
MIPS
RNLAF 18 MAY 2023

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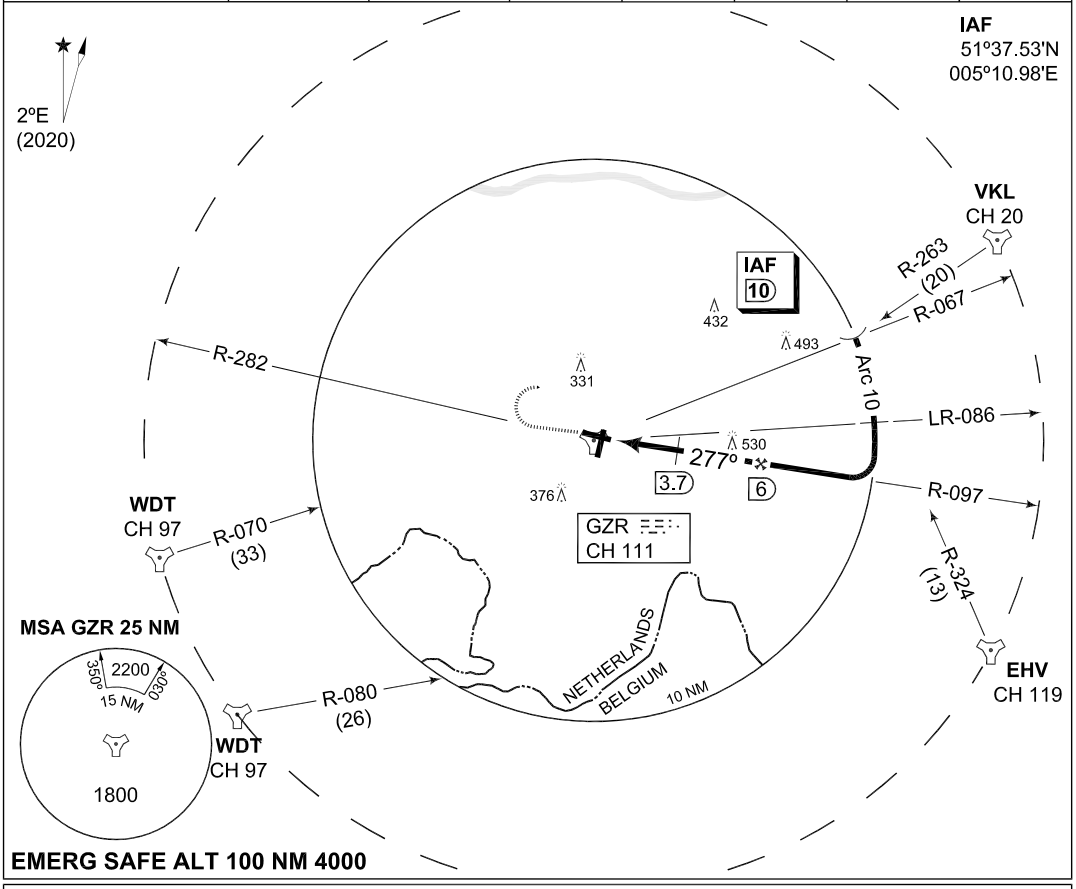
MIPS
INSTRUMENT APPROACH CHART

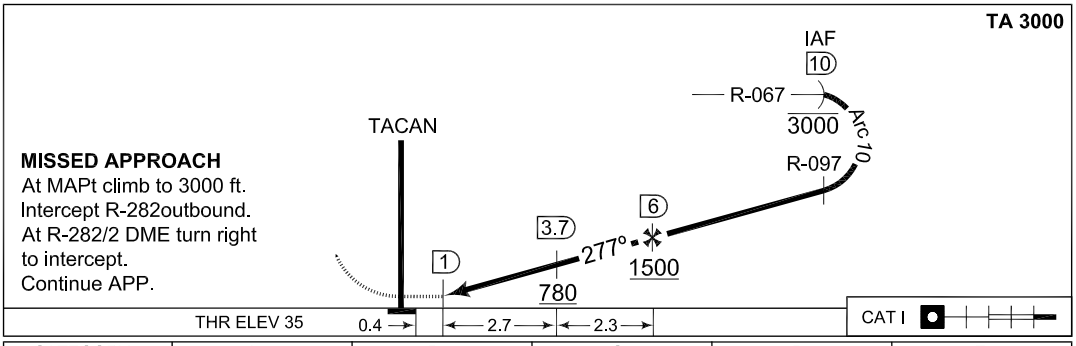
AD ELEV 49

TACAN RWY 28
GILZE-RIJEN (EHGR)

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

TACAN	APP COURSE	FAF	Descent GR	MDA	THR ELEV	ALS	LDA
GZR CH 111	277°	1500 FT		**400**	35	780 m	8806 FT





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

CHANGES: MAG/VAR MIPS

RNLAF 03 DEC 2020

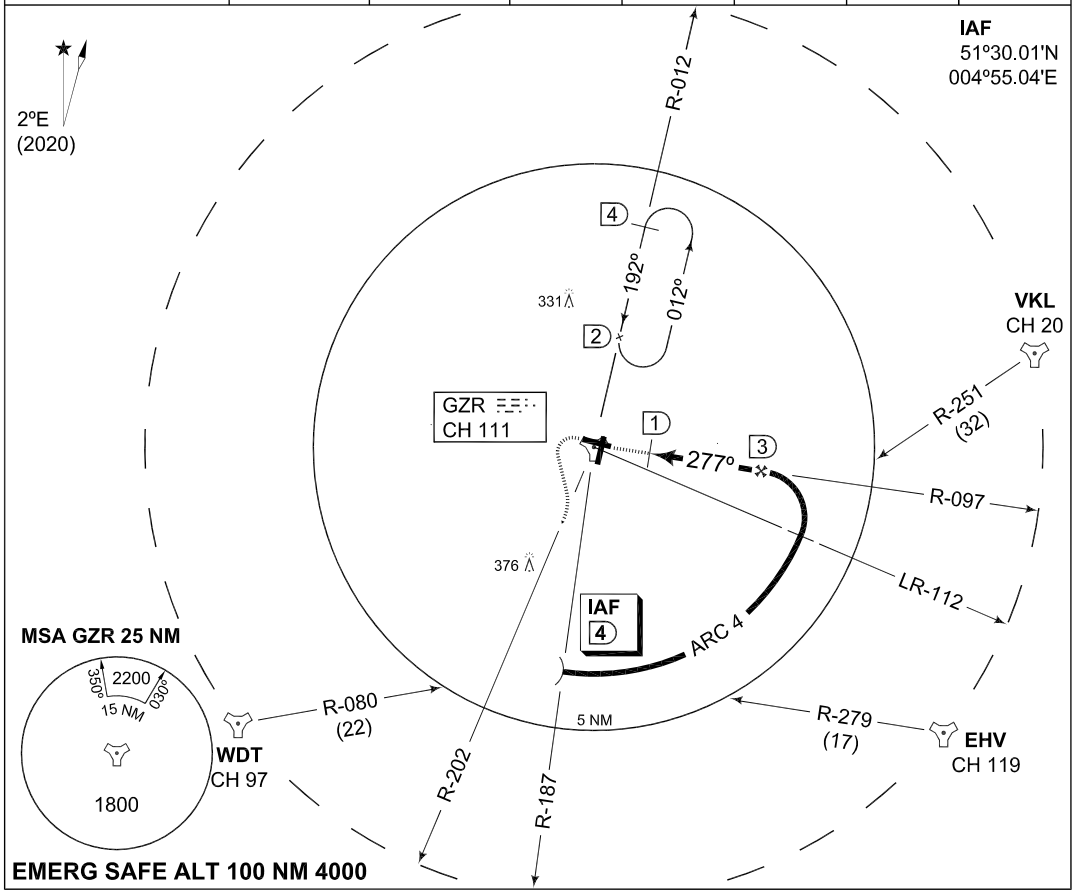
MIPS
INSTRUMENT APPROACH CHART

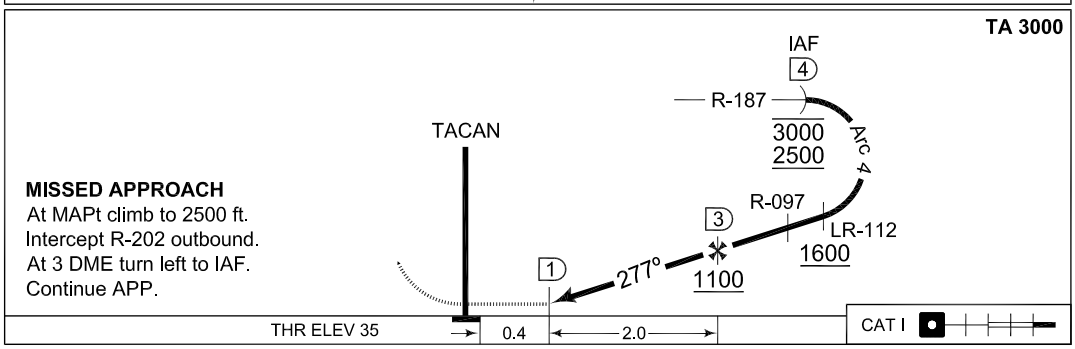
AD ELEV 49

COPTER TACAN 277
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	277°	1100 FT		**420**	35	780 m	8806 FT





CATEGORY	COPTER
S-TACAN 277	**420** -400 385 (400-0.4)
CIRCLING	**540** -1900 491 (500-1.9)

MIPS

CHANGES: IAF COORDINATE

RNLAF 18 MAY 2023

EHVK AD 2.9 Surface movement guidance and control system and markings

According 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
GND CTL	Volkel Ground	386.775	HO	
APP	RAPCON South	123.180*) 122.100 388.525*)	HO	Radar equipped
RADAR	Volkel Arrival	122.100 291.200	HO	Through APP

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 Depature 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 procdures 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 sha'l 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.fdno@mindef.nl

AFTN: EHMCZPZX

avaible H24

PPR 24 HRS: for Prior Permission Request contact:

Operational and Co-ordination Centre

Tel: +31(0)413 278001/8002

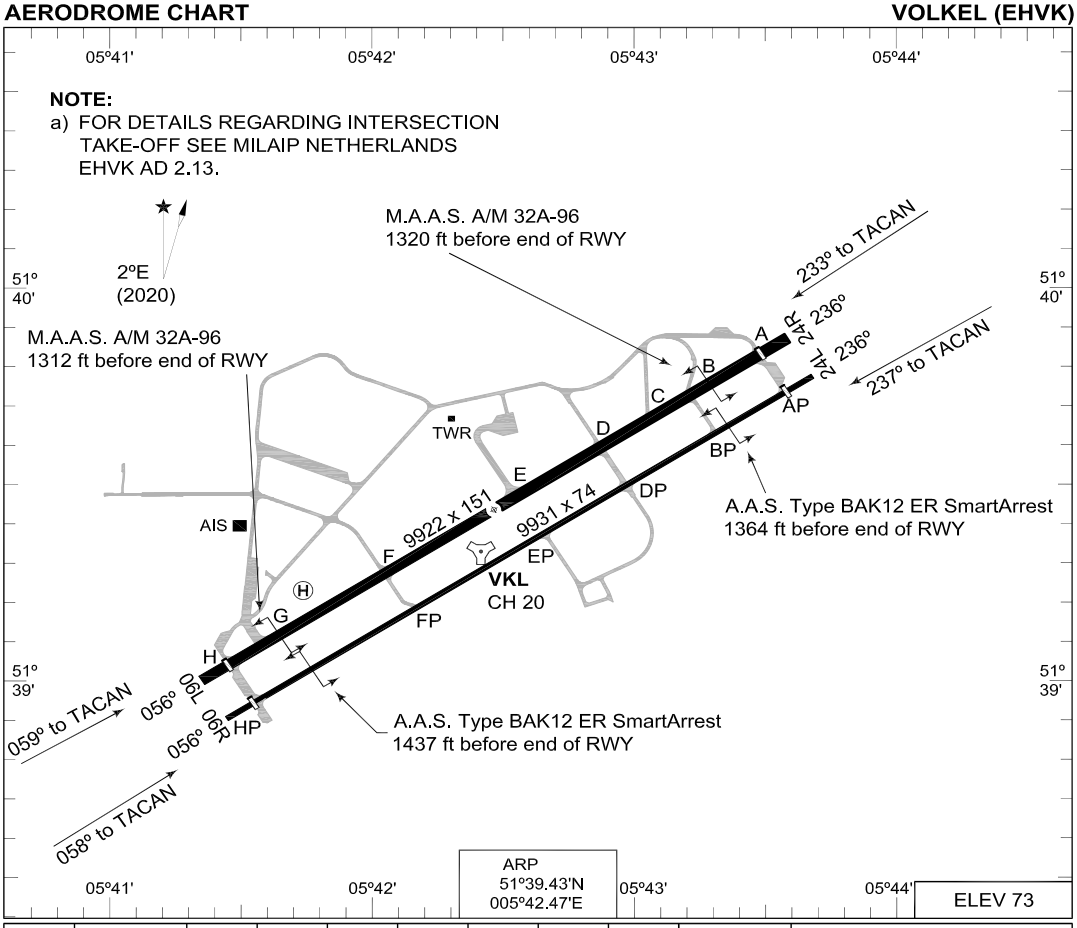
Fax: +31(0)413 276558

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

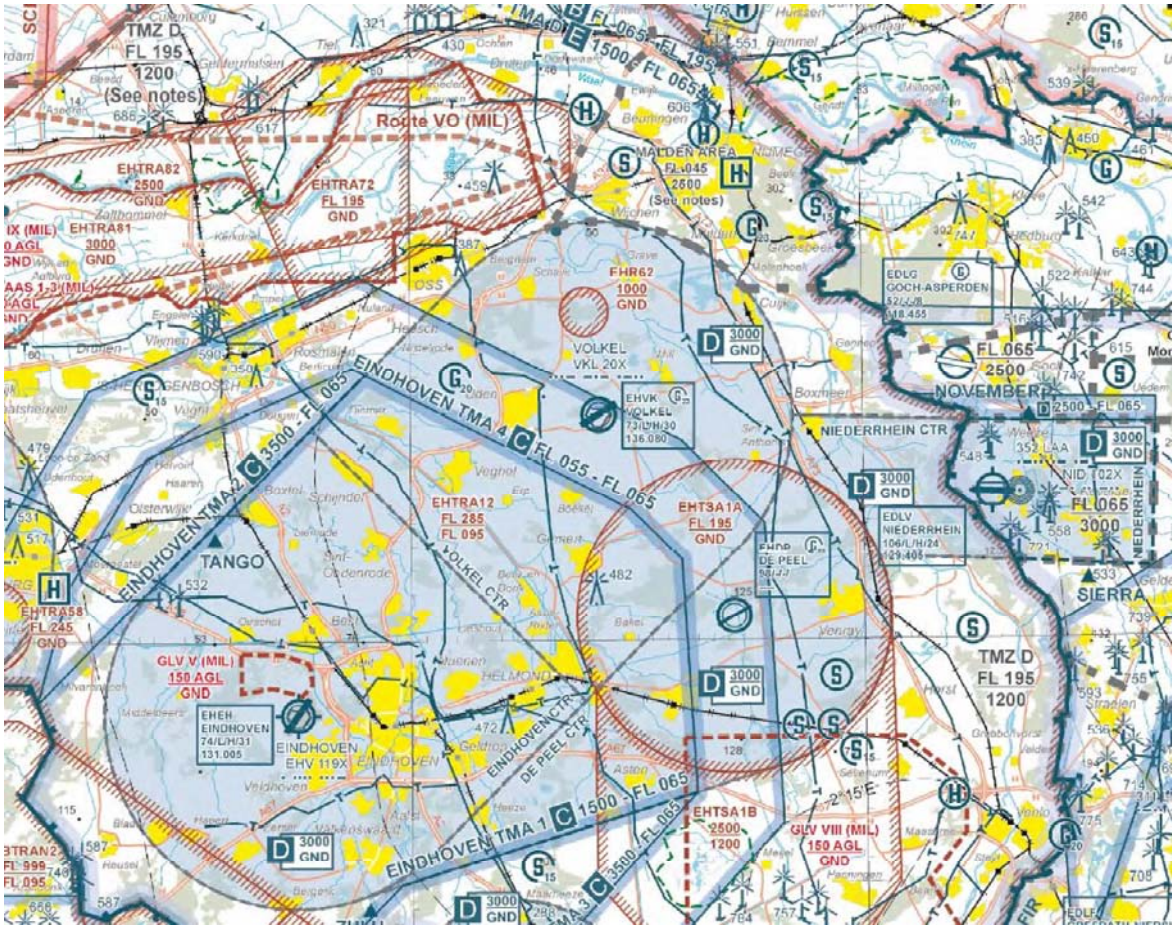
VOLKEL TWR	291.100	136.080	(Ground Control) 386.775
VOLKEL ARRIVAL	291.200		
RAPCON SOUTH	388.525	123.180	

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
SRA	MIPS	24R					AB	MIPS	500-1100 438 (500-1.1/1.9)
							C		500-1200 438 (500-1.2/2.0)
							DE		500-1600 438 (500-1.6/2.4)
	MIPS	24L					AB	MIPS	500-1500 438 (500-1.5/1.9)
							C		500-1600 438 (500-1.6/2.0)
							DE		500-2000 438 (500-2.0/2.4)
	MIPS	06L					AB	MIPS	430-1100 358 (400-1.1/1.9)
							C		430-1200 358 (400-1.2/1.9)
							DE		430-1200 358 (400-1.2/2.0)
	MIPS	06R					AB	MIPS	640-1500 567 (600-1.5/1.9)
							C		640-2000 567 (600-2.0/2.4)
							D		640-2400 567 (600-2.4/2.8)
							E		640-2800 567 (600-2.8/3.2)

CHANGES: NOTE

RNLAF 18 MAY 2023

LOCAL MAP


TMZ D
FL 195
1200
(See notes)
Route VO (MIL)
EHTRA82
2500
GND
EHTRA72
FL 195
GND
EHTRA81
3000
GND
MALDEN AREA
FL 045
2500
(See notes)
FHR62
1000
GND
VOLKEL
VKL 20X
EHVK
VOLKEL
73/L/H/30
136.080
EDLG
GOCH-ASPERDEN
FL 065
2500
NOVEMBER
2500 - FL 065
NIEDERRHEIN CTR
EDLV
NIEDERRHEIN
106/L/H/24
129.405
EINDHOVEN TMA 4
C FL 055 - FL 065
EINDHOVEN TMA 2
C 3500 - FL 065
EHTRA12
FL 285
FL 095
EHTSA1A
FL 195
GND
VOLKEL CTR
TANGO
EHTRA58
FL 245
GND
GLV V (MIL)
150 AGL
GND
EHEH
EINDHOVEN
74/L/H/31
131.005
EINDHOVEN
EHV 119X
EINDHOVEN CTR
DE PEEL CTR
EINDHOVEN TMA 1
C 1500 - FL 065
EHTSA1B
2500
1200
GLV VIII (MIL)
150 AGL
GND
SIERRA
TMZ D
FL 195
1200
D 3000 GND