

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

Rijswijk, 13 Mar 2024

**AIRAC AMENDMENT 05/24**  
**EFFECTIVE DATE 16 MAY 24**

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	EHEH 2-10	EHEH 2-10	EHWO 2-10	EHWO 2-10
Gen 0.4-4	Gen 0.4-4	up to	up to	up to	up to
Gen 0.4-6	Gen 0.4-6	EHEH 2-32	EHEH 2-32	EHWO 2-28	EHWO 2-28

2. After completion:

a. destroy obsolete pages;

b. insert letter of promulgation before page GEN 0;

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

3. The following MIL NOTAM are incorporated:

None

Military Aviation Authority NLD  
In order H-ALL

R.P.A.C. Scheepens  
Lt Colonel



### GEN 0.4 CHECKLIST OF MiAIP PAGES

PAGE	DATE		PAGE	DATE		PAGE	DATE
<b>PART 1 - GENERAL (GEN)</b>			<b>GEN 1</b>			2.2-6	12 NOV 2015
						2.3-1	27 JAN 2022
<b>GEN 0</b>			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	21 MAR 2024
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	02 NOV 2023			
0.3-1	28 APR 2016		1.7-1	03 DEC 2020		<b>GEN 3</b>	
0.3-2	12 NOV 2015		1.7-2	22 APR 2021			
0.4-1	16 MAY 2024		1.7-3	22 APR 2021		3.1-1	30 JAN 2020
0.4-2	21 MAR 2024		1.7-4	22 APR 2021		3.1-2	07 DEC 2017
0.4-3	15 JUN 2023		1.7-5	22 APR 2021		3.1-3	23 MAR 2023
0.4-4	16 MAY 2024		1.7-6	12 NOV 2015		3.1-4	12 NOV 2015
0.4-5	21 MAR 2024					3.2-1	15 SEP 2016
0.4-6	16 MAY 2024		<b>GEN 2</b>			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	02 NOV 2023		2.1-2	12 NOV 2015		3.3-3	03 NOV 2022
0.6-2	02 NOV 2023		2.2-1	26 JAN 2023		3.3-4	12 NOV 2015
0.6-3	02 NOV 2023		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

PAGE	DATE		PAGE	DATE		PAGE	DATE
3.5-3	28 DEC 2023		1.1-4	15 JUN 2023		1.10-3	03 NOV 2022
3.5-4	28 DEC 2023		1.1-5	15 JUN 2023		1.10-4	03 NOV 2022
3.5-5	12 NOV 2015		1.1-6	15 JUN 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	21 MAR 2024		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		<b>ENR 2</b>	
			1.3-4	12 NOV 2015			
<b>GEN 4</b>			1.4-1	15 AUG 2019		2.1-1	12 NOV 2015
			1.4-2	12 NOV 2015		2.1-2	12 NOV 2015
4.1-1	12 NOV 2015		1.5-1	08 SEP 2022			
4.1-2	30 JAN 2020		1.5-2	12 NOV 2015		<b>ENR 3</b>	
			1.6-1	24 FEB 2022			
<b>PART 2 EN-ROUTE (ENR)</b>			1.6-2	26 JAN 2023		3.1-1	30 JAN 2020
			1.6-3	21 MAR 2024		3.1-2	12 NOV 2015
<b>ENR 0</b>			1.6-4	21 MAR 2024		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	28 DEC 2023
0.6-2	06 DEC 2018		1.8-1	12 OCT 2017		3.5-4	28 DEC 2023
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
<b>ENR 1</b>						3.5-10	07 DEC 2017
1.1-1	29 DEC 2022					3.5-11	30 JAN 2020
1.1-2	30 JAN 2020						
1.1-3	26 JAN 2023						



PAGE	DATE		PAGE	DATE		PAGE	DATE
3.5-12	30 JAN 2020		5.2-6	21 JUN 2018		<b>ENR 6</b>	
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
<b>ENR 4</b>			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
<b>ENR 5</b>			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	30 JAN 2020		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	15 JUN 2023		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
5.2-5	24 FEB 2022					6.1-24	11 AUG 2022
						6.1-25	11 AUG 2022
						6.1-26	11 AUG 2022

PAGE	DATE		PAGE	DATE		PAGE	DATE
<b>PART 3 AERODROMES (AD)</b>			EHDL 2-8	12 SEP 2019		EHEH 2-18	16 MAY 2024
			EHDL 2-9	18 MAY 2023		EHEH 2-19	16 MAY 2024
<b>AD 0</b>			EHDL 2-10	24 FEB 2022		EHEH 2-20	16 MAY 2024
			EHDL 2-11	18 MAY 2023		EHEH 2-21	16 MAY 2024
0.6-1	12 NOV 2015		EHDL 2-12	18 MAY 2023		EHEH 2-22	16 MAY 2024
0.6-2	12 NOV 2015		EHDL 2-13	18 MAY 2023		EHEH 2-23	16 MAY 2024
0.6-3	12 NOV 2015		EHDL 2-14	18 MAY 2023		EHEH 2-24	16 MAY 2024
0.6-4	15 SEP 2016		EHDL 2-15	18 MAY 2023		EHEH 2-25	16 MAY 2024
0.6-5	15 SEP 2016		EHDL 2-16	24 FEB 2022		EHEH 2-26	16 MAY 2024
0.6-6	12 NOV 2015					EHEH 2-27	16 MAY 2024
			EHDP 2-1	12 AUG 2021		EHEH 2-28	16 MAY 2024
<b>AD 1</b>			EHDP 2-2	12 NOV 2015		EHEH 2-29	16 MAY 2024
						EHEH 2-30	16 MAY 2024
1.1-1	12 NOV 2015		EHEH 2-1	15 JUL 2021		EHEH 2-31	16 MAY 2024
1.1-2	12 NOV 2015		EHEH 2-2	26 MAR 2020		EHEH 2-32	16 MAY 2024
1.2-1	12 NOV 2015		EHEH 2-3	19 May 2022			
1.2-2	12 NOV 2015		EHEH 2-4	28 JAN 2021		EHGR 2-1	03 DEC 2020
1.3-1	12 NOV 2015		EHEH 2-5	15 JUL 2021		EHGR 2-2	18 APR 2024
1.3-2	12 NOV 2015		EHEH 2-6	14 JUL 2022		EHGR 2-3	19 May 2022
			EHEH 2-7	18 JUN 2020		EHGR 2-4	28 JAN 2021
<b>AD 2</b>			EHEH 2-8	23 MAR 2023		EHGR 2-5	14 JUL 2022
			EHEH 2-9	14 JUL 2022		EHGR 2-6	30 JAN 2020
EHDL 2-1	03 DEC 2020		EHEH 2-10	16 MAY 2024		EHGR 2-7	28 DEC 2023
EHDL 2-2	18 APR 2024		EHEH 2-11	16 MAY 2024		EHGR 2-8	28 DEC 2023
EHDL 2-3	28 DEC 2023		EHEH 2-12	16 MAY 2024		EHGR 2-9	28 DEC 2023
EHDL 2-4	18 APR 2024		EHEH 2-13	16 MAY 2024		EHGR 2-10	28 DEC 2023
EHDL 2-5	03 NOV 2022		EHEH 2-14	16 MAY 2024		EHGR 2-11	28 DEC 2023
EHDL 2-6	01 DEC 2022		EHEH 2-15	16 MAY 2024		EHGR 2-12	28 DEC 2023
EHDL 2-7	01 DEC 2022		EHEH 2-16	16 MAY 2024		EHGR 2-13	28 DEC 2023
			EHEH 2-17	16 MAY 2024		EHGR 2-14	28 DEC 2023
						EHGR 2-15	28 DEC 2023

<b>PAGE</b>	<b>DATE</b>		<b>PAGE</b>	<b>DATE</b>		<b>PAGE</b>	<b>DATE</b>
EHGR 2-16	28 DEC 2023		EHKD 2-22	30 NOV 2023		EHLW 2-20	23 MAR 2023
EHGR 2-17	28 DEC 2023		EHKD 2-23	30 NOV 2023		EHLW 2-21	23 MAR 2023
EHGR 2-18	28 DEC 2023		EHKD 2-24	30 NOV 2023		EHLW 2-22	23 MAR 2023
EHGR 2-19	28 DEC 2023		EHKD 2-25	30 NOV 2023		EHLW 2-23	23 MAR 2023
EHGR 2-20	28 DEC 2023		EHKD 2-26	30 NOV 2023		EHLW 2-24	23 MAR 2023
EHGR 2-21	28 DEC 2023		EHKD 2-27	30 NOV 2023		EHLW 2-25	23 MAR 2023
EHGR 2-22	28 DEC 2023		EHKD 2-28	30 NOV 2023		EHLW 2-26	23 MAR 2023
EHGR 2-23	28 DEC 2023		EHKD 2-29	30 NOV 2023		EHLW 2-27	23 MAR 2023
EHGR 2-24	28 DEC 2023		EHKD 2-30	30 NOV 2023		EHLW 2-28	23 MAR 2023
						EHLW 2-29	23 MAR 2023
EHKD 2-1	08 SEP 2022		EHLW 2-1	03 DEC 2020		EHLW 2-30	23 MAR 2023
EHKD 2-2	28 APR 2016		EHLW 2-2	03 DEC 2020		EHLW 2-31	23 MAR 2023
EHKD 2-3	25 JAN 2024		EHLW 2-3	19 MAY 2022		EHLW 2-32	23 MAR 2023
EHKD 2-4	30 NOV 2023		EHLW 2-4	28 JAN 2021		EHLW 2-33	23 MAR 2023
EHKD 2-5	21 MAR 2024		EHLW 2-5	05 DEC 2019		EHLW 2-34	23 MAR 2023
EHKD 2-6	25 JAN 2024		EHLW 2-6	12 NOV 2015		EHLW 2-35	23 MAR 2023
EHKD 2-7	25 JAN 2024		EHLW 2-7	03 DEC 2020		EHLW 2-36	23 MAR 2023
EHKD 2-8	25 JAN 2024		EHLW 2-8	16 JUL 2020		EHLW 2-37	23 MAR 2023
EHKD 2-9	30 NOV 2023		EHLW 2-9	03 DEC 2020		EHLW 2-38	23 MAR 2023
EHKD 2-10	30 NOV 2023		EHLW 2-10	16 JUL 2020		EHLW 2-39	23 MAR 2023
EHKD 2-11	30 NOV 2023		EHLW 2-11	25 FEB 2021		EHLW 2-40	23 MAR 2023
EHKD 2-12	30 NOV 2023		EHLW 2-12	03 DEC 2020			
EHKD 2-13	30 NOV 2023		EHLW 2-13	14 JUL 2022		EHVK 2-1	03 DEC 2020
EHKD 2-14	30 NOV 2023		EHLW 2-14	24 FEB 2022		EHVK 2-2	20 APR 2023
EHKD 2-15	30 NOV 2023		EHLW 2-15	25 FEB 2021		EHVK 2-3	19 May 2022
EHKD 2-16	30 NOV 2023		EHLW 2-16	25 FEB 2021		EHVK 2-4	18 MAY 2023
EHKD 2-17	30 NOV 2023		EHLW 2-17	23 MAR 2023		EHVK 2-5	18 MAY 2023
EHKD 2-18	30 NOV 2023		EHLW 2-18	23 MAR 2023		EHVK 2-6	18 MAY 2023
EHKD 2-19	30 NOV 2023		EHLW 2-19	23 MAR 2023		EHVK 2-7	18 MAY 2023
EHKD 2-20	25 JAN 2024						
EHKD 2-21	30 NOV 2023						

EHVK 2-8	18 MAY 2023		EHWO 2-16	16 MAY 2024		
EHVK 2-9	18 APR 2024		EHWO 2-17	16 MAY 2024		
EHVK 2-10	14 JUL 2022		EHWO 2-18	16 MAY 2024		
EHVK 2-11	30 DEC 2021		EHWO 2-19	16 MAY 2024		
EHVK 2-12	03 DEC 2020		EHWO 2-20	16 MAY 2024		
EHVK 2-13	03 DEC 2020		EHWO 2-21	16 MAY 2024		
EHVK 2-14	03 DEC 2020		EHWO 2-22	16 MAY 2024		
EHVK 2-15	03 DEC 2020		EHWO 2-23	16 MAY 2024		
EHVK 2-16	03 DEC 2020		EHWO 2-24	16 MAY 2024		
EHVK 2-17	20 MAY 2021		EHWO 2-25	16 MAY 2024		
EHVK 2-18	03 DEC 2020		EHWO 2-26	16 MAY 2024		
EHVK 2-19	03 DEC 2020		EHWO 2-27	16 MAY 2024		
EHVK 2-20	09 SEP 2021		EHWO 2-28	16 MAY 2024		
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	16 MAY 2024					
EHWO 2-11	16 MAY 2024					
EHWO 2-12	16 MAY 2024					
EHWO 2-13	16 MAY 2024					
EHWO 2-14	16 MAY 2024					
EHWO 2-15	16 MAY 2024					

**LOW VISIBILITY PROCEDURES**

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

Four low visibility phases are recognised:

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

NOTE: <sup>1</sup> RVR of the runway in use is mandatory

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

**EHEH AD 2.23 Additional information****GENERAL**

Approach control through Rapcon South. ILS approaches for RWY 03/21 from 2000 ft. RVR AVBL for RWY 03/21<sup>1</sup>).

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

Tel: +31(0)20 4062840

Tel: +31(0)20 4062841

E-mail: aocs.fdns@mindef.nl

AFTN: EHMCZPZX

AVBL H24

PPR 24 HRS: for Prior Permission Request contact Mission Support

Tel: +31(0)40 2896837

Fax: +31(0)40 2896815

E-mail: amc.occ@mindef.nl

CIV training flights prohibited except for home-based ACFT.

No X-servicing for armed ACFT.

1) Aircraft crossing the runway could cause interference to the ILS signal that may result in significant ILS signal deviations.

**BIRD STATUS**

- (1) In accordance with CLSK IS OPS 0008 5.4 Vogelstatus, a bird migration warning (birdtam) will be issued and published in OMIS;
- (2) In case of a bird strike risk intensity of 5 or higher TWR will inform RAPCON South;
- (3) The Bird Control Unit (BCU) will issue a local bird strike warning. Outside UDP or in case Of absence of a certified BCU the local bird strike warning will be at least 'alert';

- (4) In case of a local bird strike warning 'critical' the BCU shall advise TWR on the safest pattern to fly. ATIS (126.030) will inform aircrew with the text 'high bird intensity' and TWR will inform military traffic;
- (5) The local bird strike warning is equal to or higher than the national bird migration warning.

### LOCAL NATIONAL RESTRICTIONS

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

### PROCEDURES

#### **CONVENTIONAL AIRCRAFT**

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

Standard circuit altitude is 1500 ft;

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

IP runway 03 is situated 4NM final;

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

IP runway 21 is situated 5NM final;

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

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

#### **FIGHTER JETS**

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

IP runway 03 is situated 4NM final;

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

IP runway 21 is situated 5NM final;

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

Overhead circuit will be flown at 1500 ft;

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

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

## **CIRCUIT PROCEDURES**

### ***GENERAL***

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

Practice approaches are allowed on Monday till Thursday from 06:00Z - 20:00Z (07:00Z - 21:00Z) and on Friday from 06:00Z - 15:00Z (07:00Z - 16:00Z).

Practice approaches are not allowed during weekends and/or public holidays;

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

### **CONVENTIONAL AIRCRAFT**

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

Standard circuit altitude is 1500 ft.

### ***FIGHTER JETS***

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

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

Standard circuit altitude is 1500 ft;

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

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

VFR (S)FO patterns in accordance with SOPs.

### ***HELICOPTERS***

Standard circuit altitude is 600 ft;

Circuit runway 03 is left-hand;

Circuit runway 21 is right-hand;

The village of Wintelre has to be avoided;

Only one helicopter is allowed in the circuit;

Circuits are allowed for runway 03/21 only;

The following types of approach may be executed:

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

## **RADAR PATTERNS**

Eindhoven runway 21:

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

Eindhoven runway 03:

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

### ***BREAK-OFF PROCEDURES.***

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

### ***LOST COMMUNICATION PROCEDURE.***

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

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

### ***EMERGENCY FUEL PATTERN***

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

### ***ICING PROCEDURES.***

#### ***Descent during Emergency Operating Procedures***

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

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

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

## **AIRCRAFT WITH HAZARDOUS CARGO**

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



## DRAG CHUTE/CABLE PROCEDURES

Aircrew shall inform TWR as soon as possible;

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

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

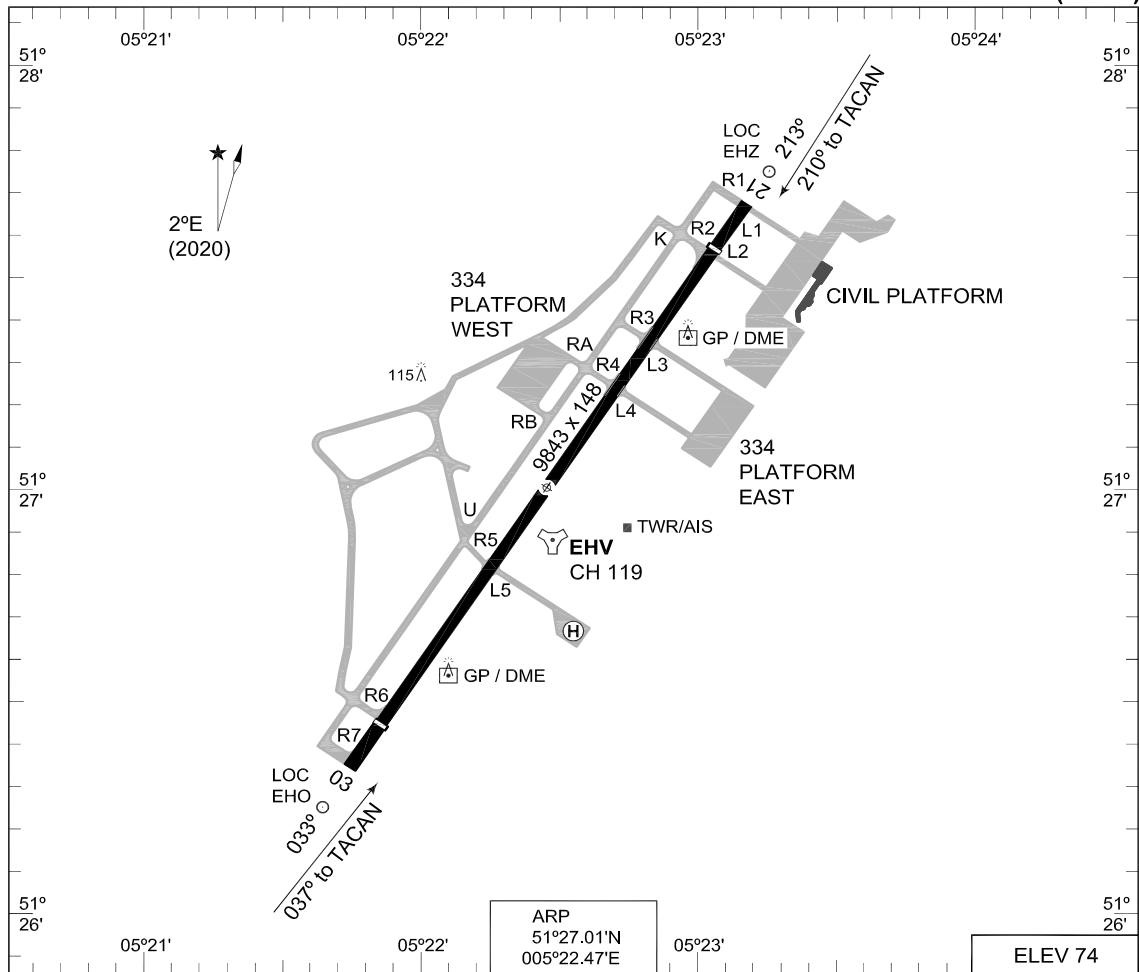
The recovery vehicle shall remove the drag chute from the runway as soon as possible.

## EHEH AD 2.24 Charts related to an aerodrome

Aerodrome Chart	EHEH AD 2-15
Local map	EHEH AD 2-16
MVA chart	EHEH AD 2-17
Instrument departure chart EH1	EHEH AD 2-18
Instrument departure chart EH3	EHEH AD 2-19
Instrument departure chart EH5	EHEH AD 2-20
Instrument departure chart EH7	EHEH AD 2-21
Instrument approach chart HI-ILS or LOC RWY 03	EHEH AD 2-22
Instrument approach chart ILS Z or LOC RWY 03	EHEH AD 2-23
Instrument approach chart HI-TACAN RWY 03	EHEH AD 2-24
Instrument approach chart TACAN RWY 03	EHEH AD 2-25
Instrument approach chart RNP Z RWY 03	EHEH AD 2-26
Instrument approach chart HI-ILS or LOC RWY 21	EHEH AD 2-27
Instrument approach chart ILS Z or LOC RWY 21	EHEH AD 2-28
Instrument approach chart HI-TACAN RWY 21	EHEH AD 2-29
Instrument approach chart TACAN RWY 21	EHEH AD 2-30
Instrument approach chart RNP Z RWY 21	EHEH AD 2-31

**MIPS  
AERODROME CHART**

**EINDHOVEN (EHEH)**



ARP  
51°27.01'N  
005°22.47'E

ELEV 74

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

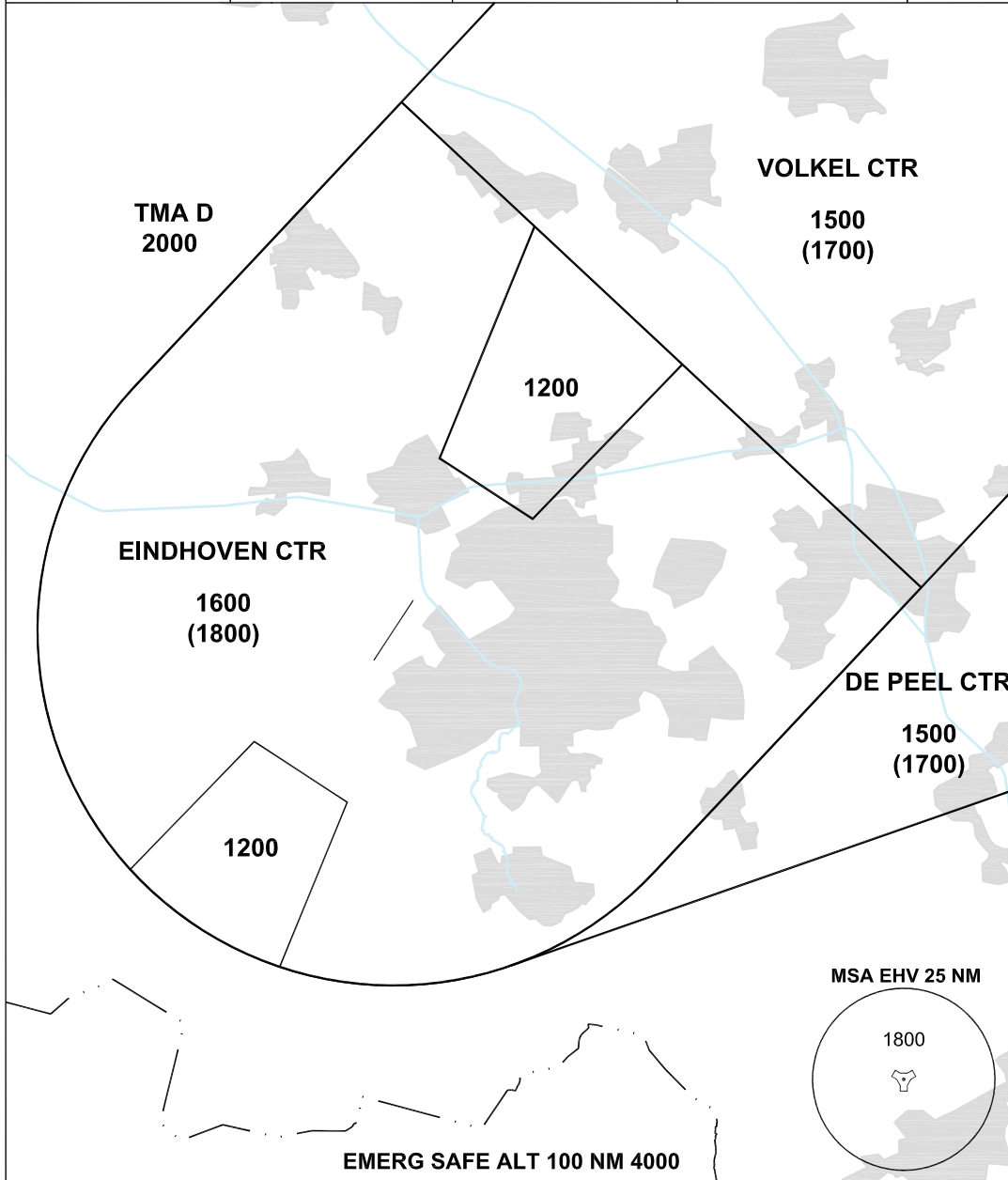
RNLAF 24 FEB 2022

## LOCAL MAP

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

**MIPS** **MINIMUM VECTORING ALTITUDE** AD ELEV 74 **MVA CHART**  
**EINDHOVEN (EHEH)**

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



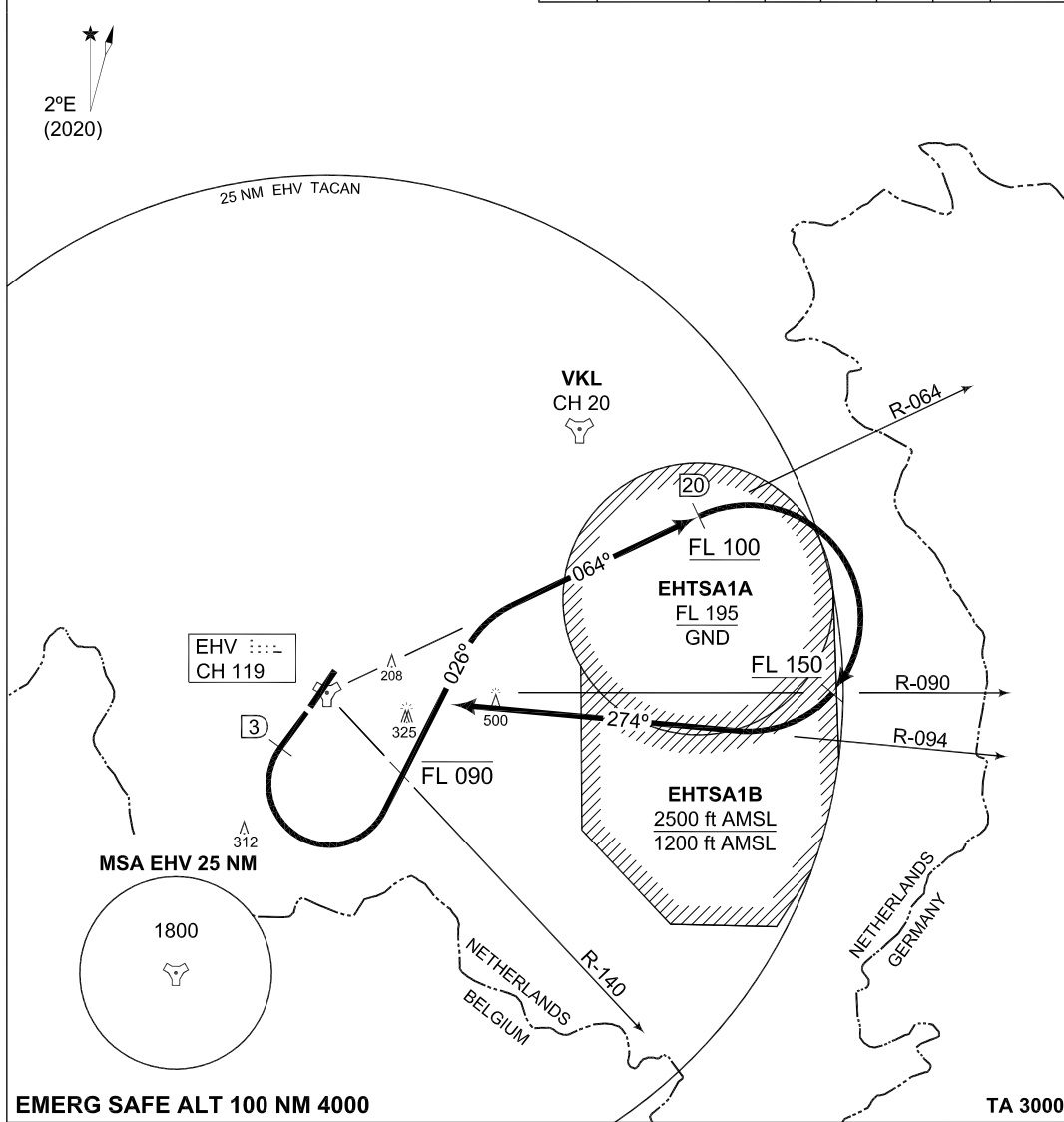
CHANGES: EDITORIAL

- 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.

RN/LAF 30 DEC 2021

**MIPS INSTRUMENT DEPARTURE CHART** **EH1 EINDHOVEN (EHEH)**

GND CTL 335.750 121.930	EINDHOVEN TWR 241.550 131.005	AD ELEV 74				RAPCON SOUTH 388.525 123.180				DUTCH MIL 336.325 125.930			
		RWY	Knots	120	180	240	300	360	to				
		<b>21</b>	V/V (fpm)	500	750	1000	1250	1500	<b>3000 ft</b>				
			V/V (fpm)	600	900	1200	1500	1800	<b>FL 150</b>				



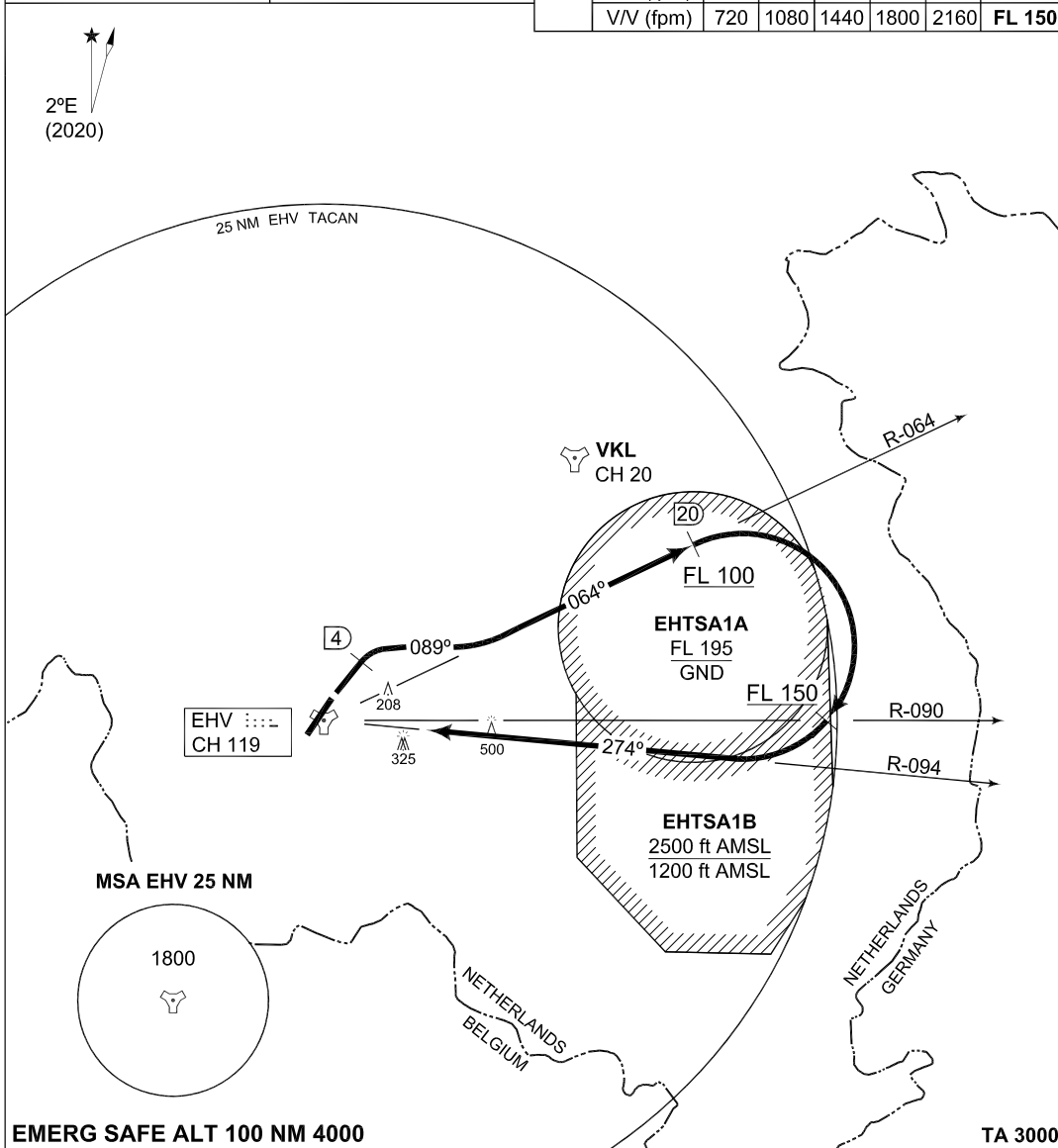
<p>CHANGES: MSA</p> <p><b>EINDHOVEN 1 (RWY 21)</b></p>	<ul style="list-style-type: none"> <li>- Climb straight ahead.</li> <li>- At 3 DME and at least at 1000 ft from Eindhoven TACAN turn left, heading 026° to intercept R-064 outbound.</li> <li>FLIGHT LEVEL RESTRICTION: Cross R-140 at FL 090 or below.</li> <li>- At 20 DME turn right to intercept R-094 inbound Eindhoven TACAN.</li> <li>FLIGHT LEVEL RESTRICTION: Pass 20 DME/R-064 at FL 100 or above, cross R-090 at FL 150 or above.</li> </ul>
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**MIPS  
INSTRUMENT DEPARTURE CHART**

**EH3  
EINDHOVEN (EHEH)**

AD ELEV 74

GND CTL 335.750 121.930		EINDHOVEN TWR 241.550 131.005		RAPCON SOUTH 388.525 123.180				DUTCH MIL 336.325 125.930			
RWY <b>03</b>		Knots	120	180	240	300	360	to			
	V/V (fpm)	960	1440	1920	2400	2880	<b>FL 100</b>				
	V/V (fpm)	720	1080	1440	1800	2160	<b>FL 150</b>				



**EINDHOVEN 3 (RWY 03)**

- Climb straight ahead.
- At 4 DME and at least at 1000 ft from Eindhoven TACAN turn right, heading 089° to intercept R-064 outbound.
- At 20 DME turn right to intercept R-094 inbound Eindhoven TACAN.

FLIGHT LEVEL RESTRICTION: Pass 20 DME/R-064 at FL 100 or above, cross R-090 at FL 150 or above.

NOTE: ATC required minimum climb rate exceeds 300 ft/NM.

CHANGES: MSA

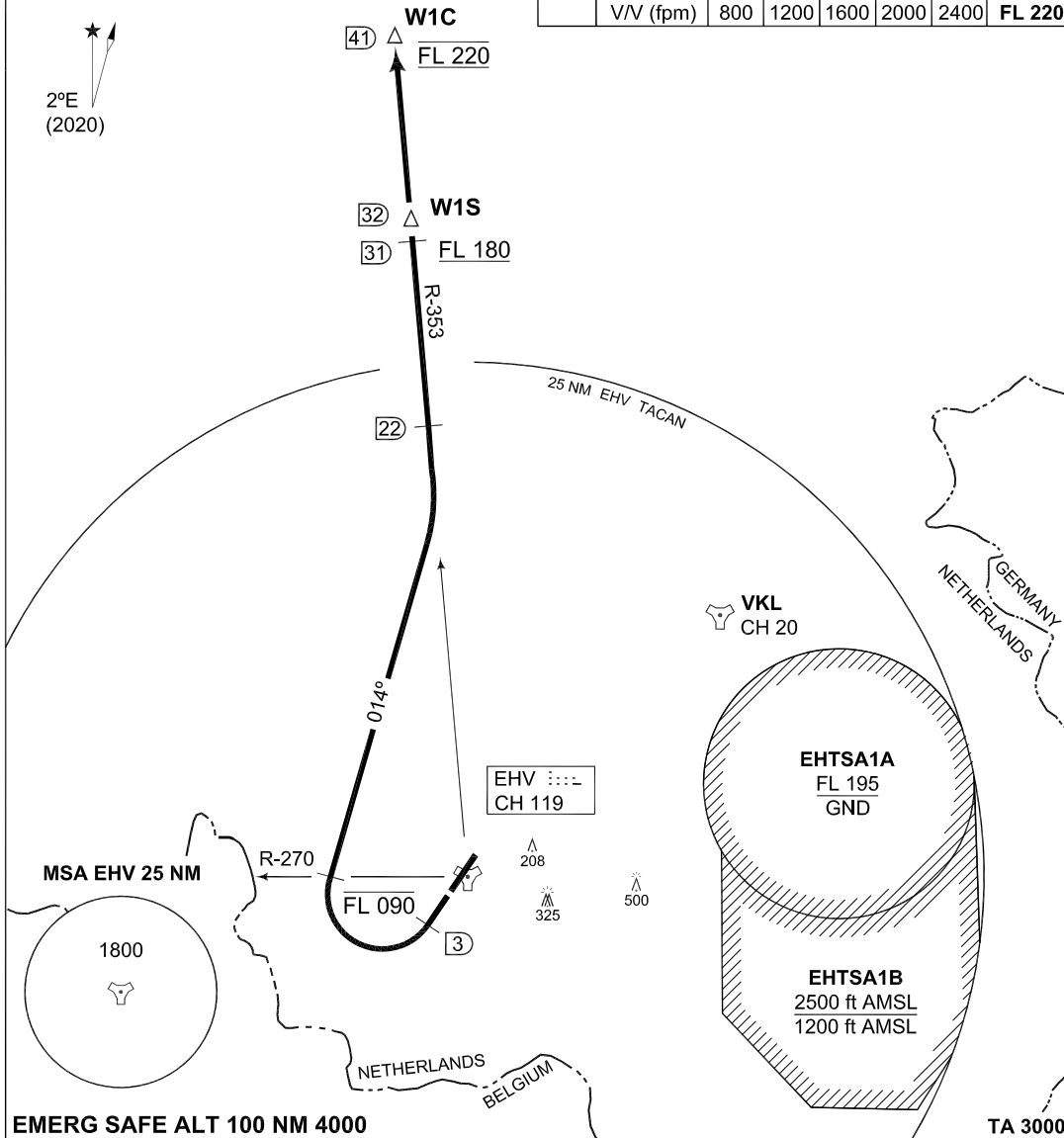
RNLAF 09 SEP 2021

**MIPS  
INSTRUMENT DEPARTURE CHART**

**EH5  
EINDHOVEN (EHEH)**

AD ELEV 74

GND CTL 335.750 121.930		EINDHOVEN TWR 241.550 131.005		RAPCON SOUTH 388.525 123.180				DUTCH MIL 336.325 125.930			
EINDHOVEN ARRIVAL 265.975 124.530				RWY	Knots	120	180	240	300	360	to
				21	V/V (fpm)	860	1290	1720	2150	2580	FL 180
					V/V (fpm)	800	1200	1600	2000	2400	FL 220



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

**EINDHOVEN 5 (RWY 21)**

- Climb straight ahead to 3 DME from Eindhoven TACAN (EHV).
- Turn right heading 014° to intercept EHV R-353 outbound.
- FLIGHT LEVEL RESTRICTION: Cross EHV R-270 at FL 090 or below.
- Cross EHV R-353 outbound, 31 DME at FL 180 or above.
- Cross EHV R-353 outbound, 41 DME at FL 220, unless instructed otherwise by ATC.

**NOTES:**

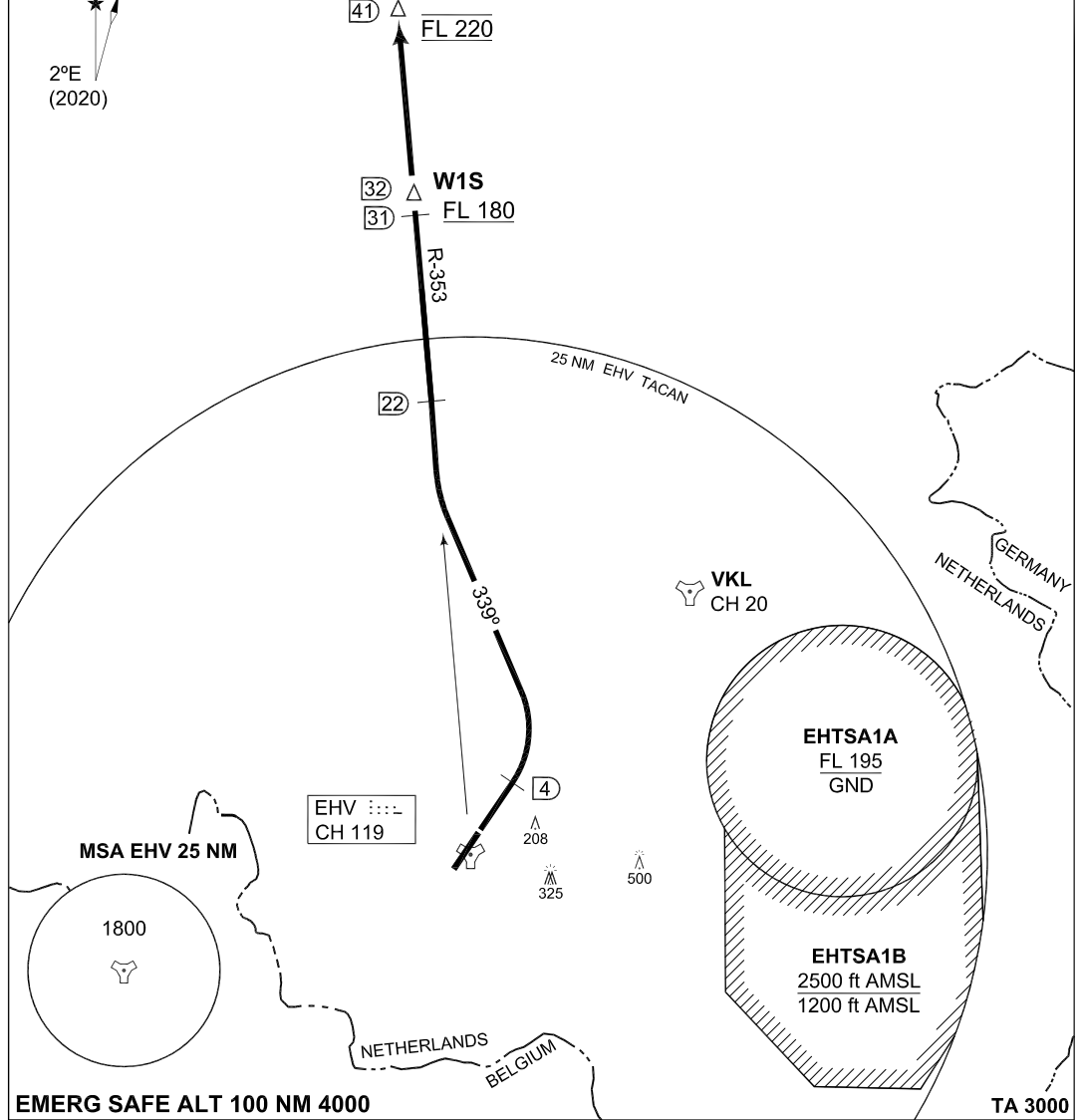
- Departure end crossing height: RWY 21: 74 ft.
- If no radiocontact with Dutch Mil at EHV 22 DME turn right inbound EHV TACAN and contact RAPCON SOUTH.

CHANGES: MSA

RNLAf 09 SEP 2021

**MIPS INSTRUMENT DEPARTURE CHART** **EH7 EINDHOVEN (EHEH)**

GND CTL 335.750 121.930	EINDHOVEN TWR 241.550 131.005	RAPCON SOUTH 388.525 123.180	DUTCH MIL 336.325 125.930
EINDHOVEN ARRIVAL 265.975 124.530		RWY	to
		03	FL 180
		V/V (fpm)	FL 220
		V/V (fpm)	
		120	180
		240	300
		360	2400



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

EINDHOVEN 7 (RWY 03)	<ul style="list-style-type: none"> <li>- Climb straight ahead to 4 DME from Eindhoven TACAN (EHV).</li> <li>- Turn left heading 339° to intercept EHV R-353 outbound.</li> <li>- Cross EHV R-353 outbound, 31 DME at FL 180 or above.</li> <li>- Cross EHV R-353 outbound, 41 DME at FL 220, unless instructed otherwise by ATC.</li> </ul>
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**NOTES:**

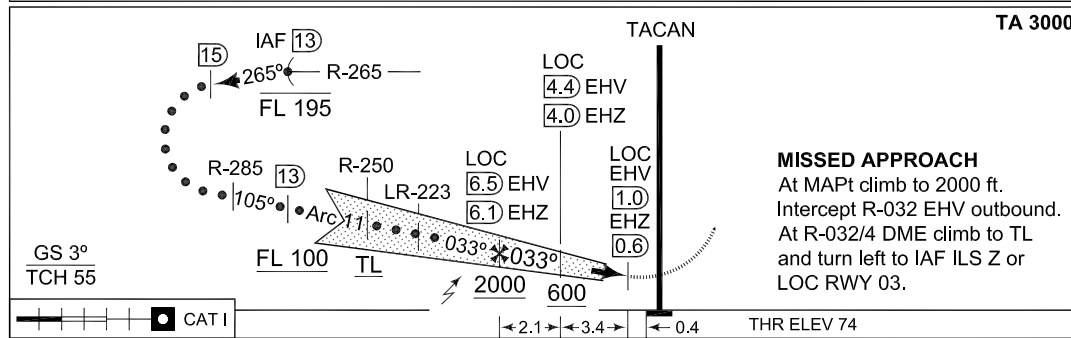
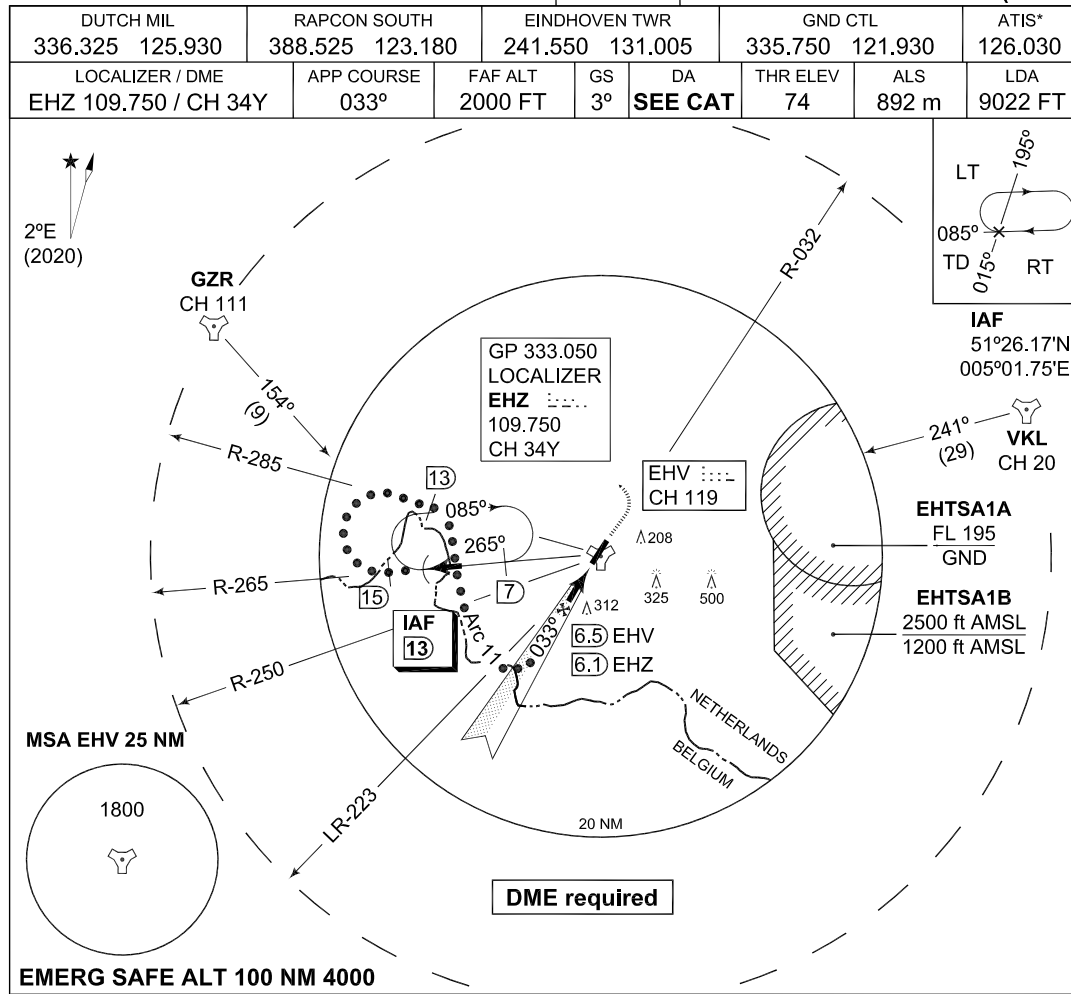
- Departure end crossing height: RWY 03: 66 ft.
- If no radiocontact with Dutch Mil at EHV 22 DME turn right inbound EHV TACAN and contact RAPCON SOUTH.

CHANGES: MSA

RNLAF 09 SEP 2021



**MIPS INSTRUMENT APPROACH CHART** **HI-ILS or LOC RWY 03 EINDHOVEN (EHEH)**

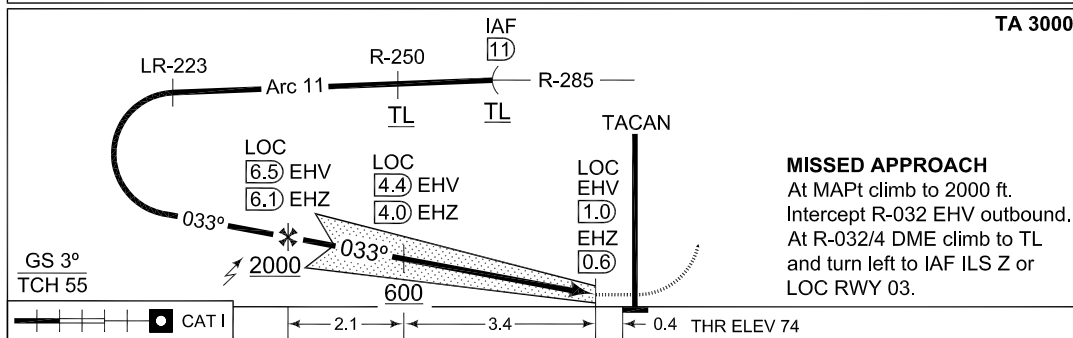
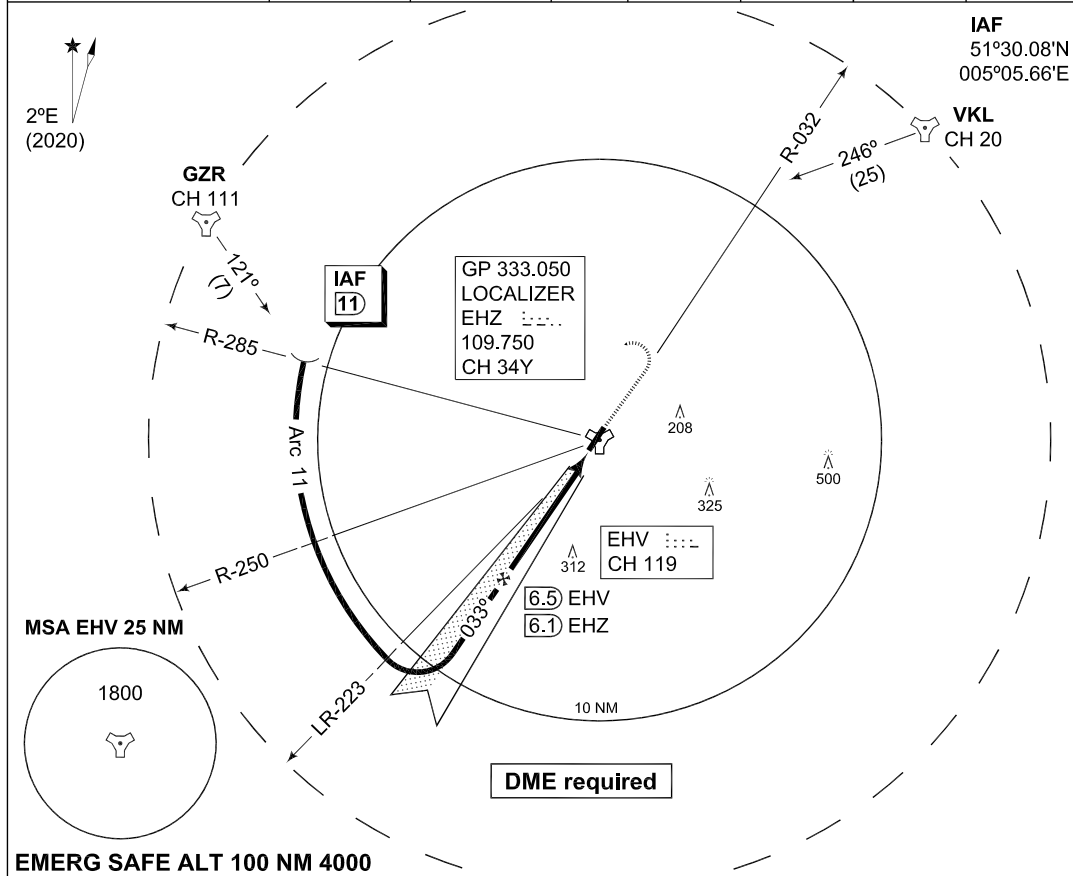


CATEGORY	C	D	E
S-ILS 03	<b>274</b> -800 200 (200-0.8)		<b>288</b> -800 214 (300-0.8)
S-LOC 03	<b>420</b> -800 346 (400-0.8)	<b>420</b> -1200 346 (400-1.2)	
CIRCLING	NOT AUTHORIZED		

CHANGES: MSA RNLAF 09 SEP 2021

**MIPS INSTRUMENT APPROACH CHART** **ILS Z or LOC RWY 03 EINDHOVEN (EHEH)**

DUTCH MIL 336.325 125.930		RAPCON SOUTH 388.525 123.180		EINDHOVEN TWR 241.550 131.005		GND CTL 335.750 121.930		ATIS* 126.030
LOCALIZER / DME EHZ 109.750 / CH 34Y		APP COURSE 033°	FAF ALT 2000 FT	GS 3°	DA <b>SEE CAT</b>	THR ELEV 74	ALS 892 m	LDA 9022 FT



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

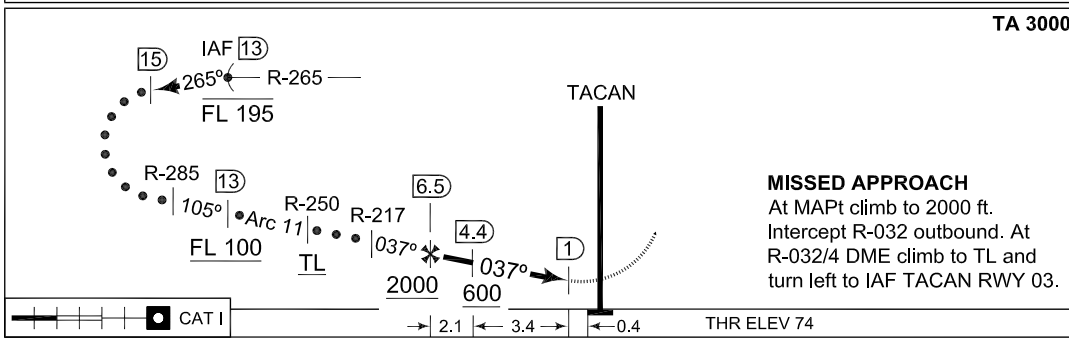
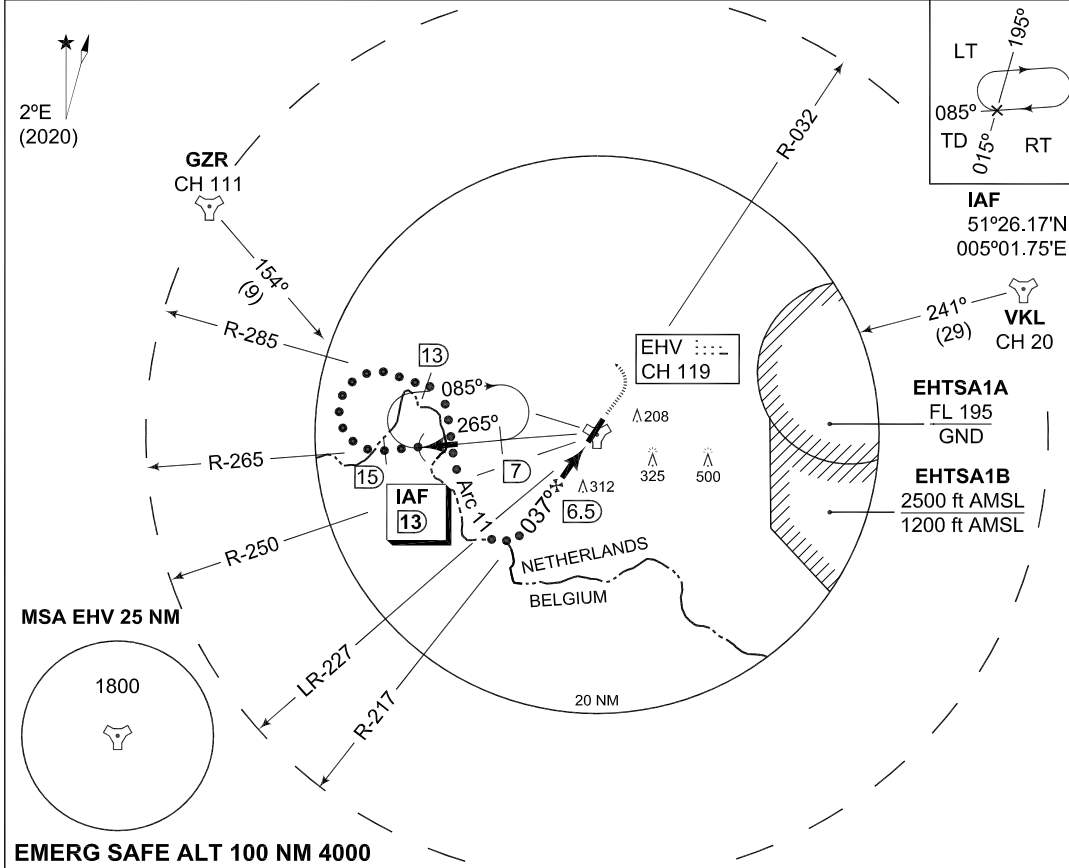
CHANGES: MSA

MIPS

RNLAF 03 SEP 2021

**MIPS INSTRUMENT APPROACH CHART** **HI-TACAN RWY 03 EINDHOVEN (EHEH)**

DUTCH MIL 336.325 125.930	RAPCON SOUTH 388.525 123.180	EINDHOVEN TWR 241.550 131.005	GND CTL 335.750 121.930	ATIS* 126.030
TACAN EHV CH 119	APP COURSE 037°	FAF ALT 2000 FT	Descent GR	MDA <b>420</b>
			THR ELEV 74	ALS 892 m
				LDA 9022 FT



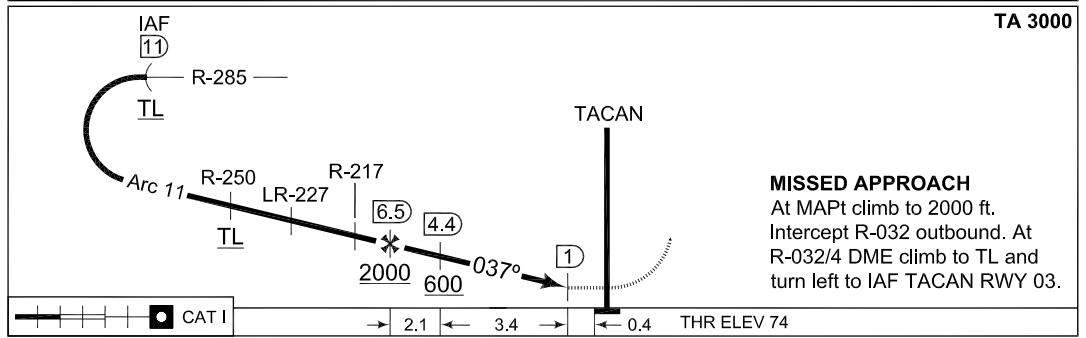
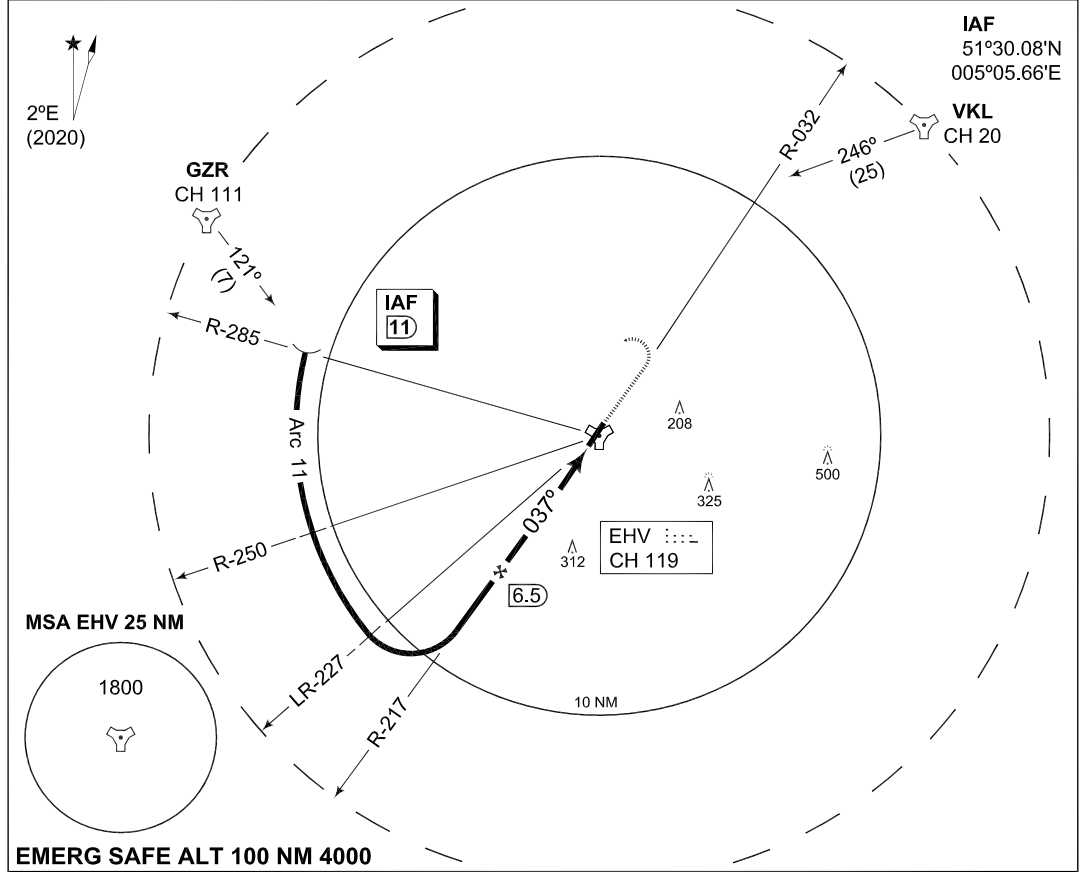
CATEGORY	C	D	E
S-TACAN 03	<b>420</b> -800 346 (400-0.8)	<b>420</b> -1200 346 (400-1.2)	
CIRCLING	NOT AUTHORIZED		

CHANGES: MSA  
MIPS

RNLAF 09 SEP 2021

**MIPS INSTRUMENT APPROACH CHART** **TACAN RWY 03 EINDHOVEN (EHEH)**

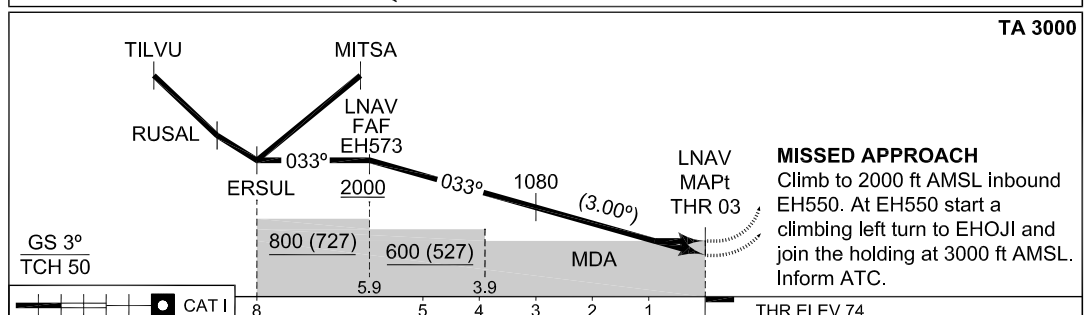
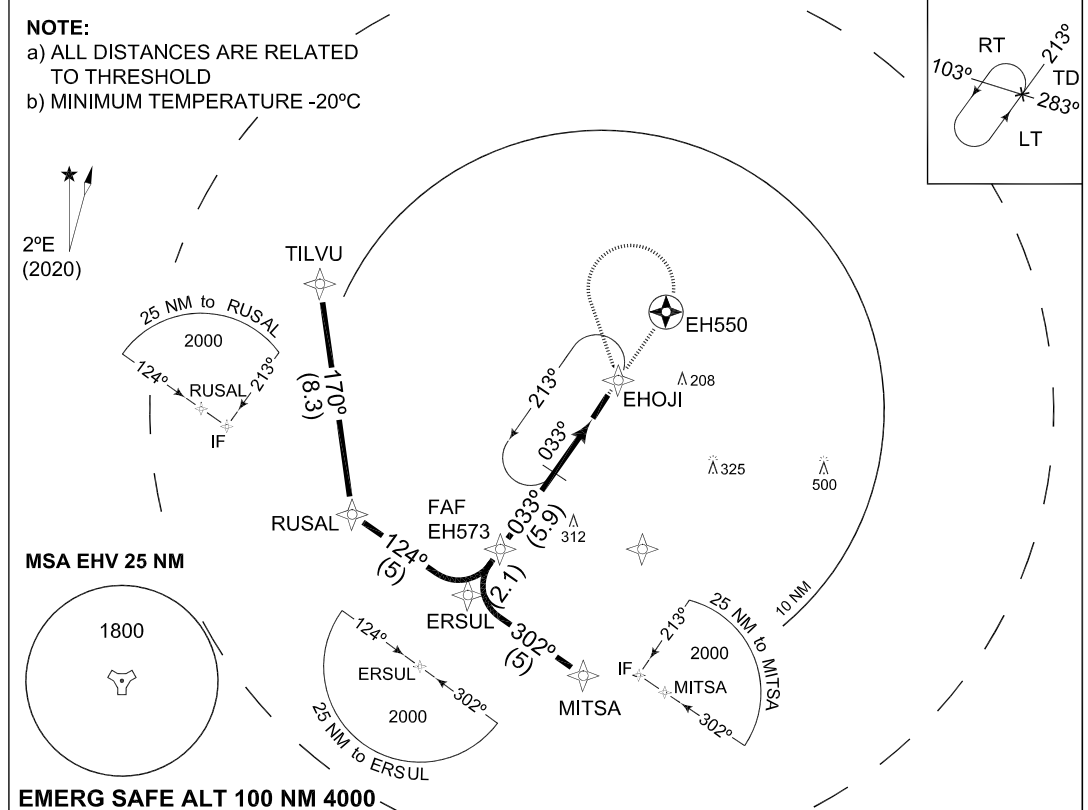
DUTCH MIL 336.325 125.930		RAPCON SOUTH 388.525 123.180		EINDHOVEN TWR 241.550 131.005		GND CTL 335.750 121.930		ATIS* 126.030	
TACAN EHV CH 119		APP COURSE 037°		FAF ALT 2000 FT		Descent GR 5.24%		MDA <b>420</b>	
						THR ELEV 74		ALS 892 m	
								LDA 9022 FT	



CATEGORY	A	B	C	D	E
S-TACAN 03	<b>420</b> -800 346 (400-0.8)			<b>420</b> -1200 346 (400-1.2)	
CIRCLING	NOT AUTHORIZED				

**PANS OPS INSTRUMENT APPROACH CHART** **RNP Z RWY 03 EINDHOVEN (EHEH)**

DUTCH MIL 336.325 125.930		RAPCON SOUTH 388.525 123.180		EINDHOVEN TWR 241.550 131.005		GND CTL 335.750 121.930		ATIS* 126.030	
EGNOS CHANNEL 89942 E03A		APP COURSE 033°		FAF ALT 2000 FT		Descent GR 5.24% / 3°		MDA <b>420</b>	
						DA <b>SEE CAT</b>		THR ELEV 74	
								ALS 892 m	
								LDA 9022 FT	

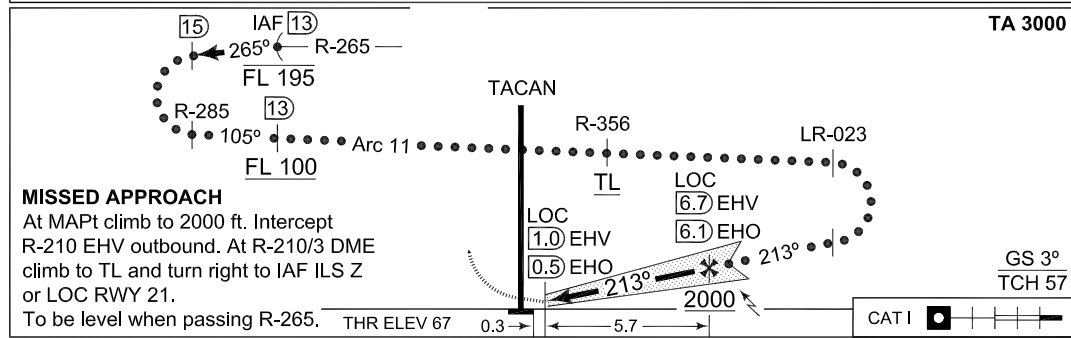
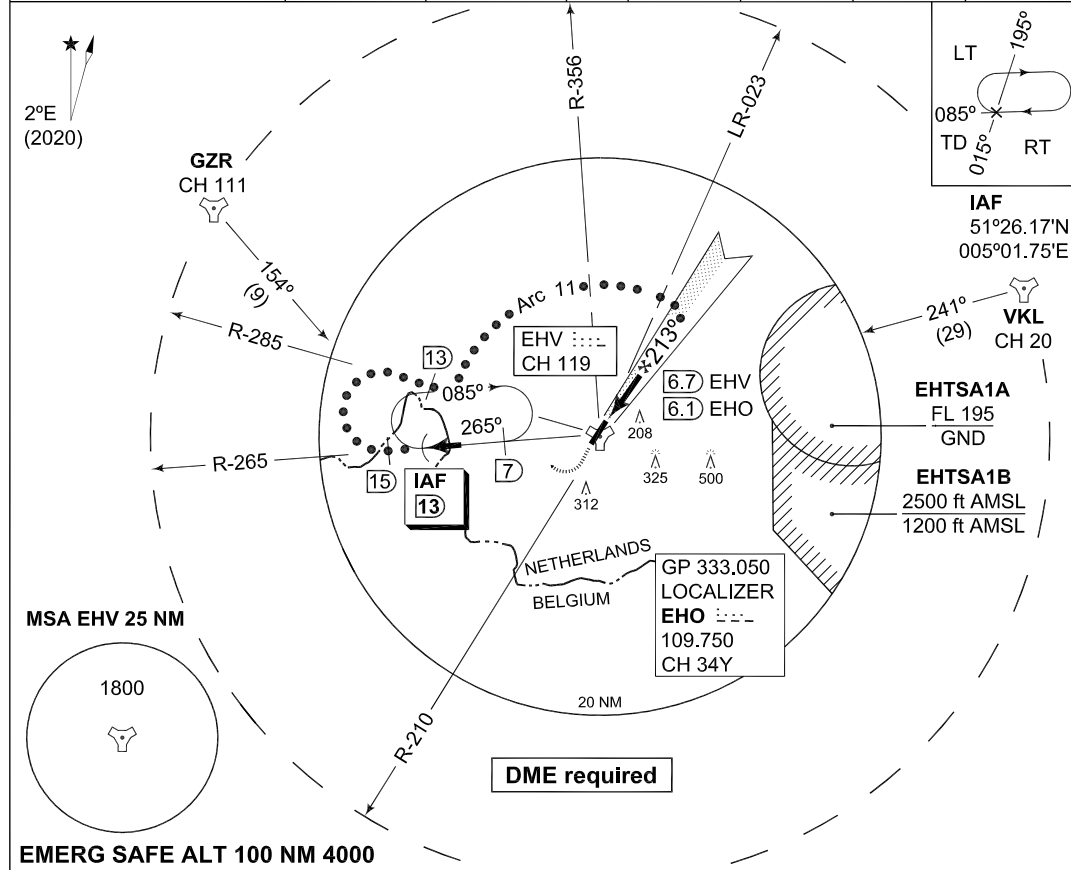


CATEGORY		A		B		C		D	
<b>EU-OPS</b>	DA(H) LPV	<b>274</b> -550 200 (200-0.8/1.2)						<b>278</b> -550 204 (300-0.8/1.2)	
	DA(H) LNAV / VNAV	<b>324</b> -550 250 (300-0.8/1.3)						<b>329</b> -600 255 (300-0.8/1.3)	
	MDA(H) LNAV	<b>420</b> -900 346 (400-0.9/1.6)							
IAWP	TILVU	51°31.07'N	005°06.23'E	FAWP	EH573	51°21.63'N	005°16.46'E		
WP	RUSAL	51°22.85'N	005°08.09'E	MAWP	THR 03	51°26.45'N	005°21.85'E		
IAWP	MITSA	51°17.13'N	005°21.16'E	MATWP	EH550	51°30.21'N	005°26.06'E		
IWP	ERSUL	51°19.91'N	005°14.54'E	HF	EHOJI	51°28.07'N	005°23.69'E		

**MIPS INSTRUMENT APPROACH CHART** **HI-ILS or LOC RWY 21 EINDHOVEN (EHEH)**

DUTCH MIL 336.325 125.930	RAPCON SOUTH 388.525 123.180	EINDHOVEN TWR 241.550 131.005	GND CTL 335.750 121.930	ATIS* 126.030
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LOCALIZER / DME EHO 109.750 / CH 34Y	APP COURSE 213°	FAF ALT 2000 FT	GS 3°	DA <b>SEE CAT</b>	THR ELEV 67	ALS 869 m	LDA 9022 FT
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CATEGORY	C	D	E
S-ILS 21	<b>267</b> -800 200 (200-0.8)		<b>275</b> -800 208 (300-0.8)
S-LOC 21	<b>500</b> -1200 433 (500-1.2)	<b>500</b> -1600 433 (500-1.6)	
CIRCLING	NOT AUTHORIZED		

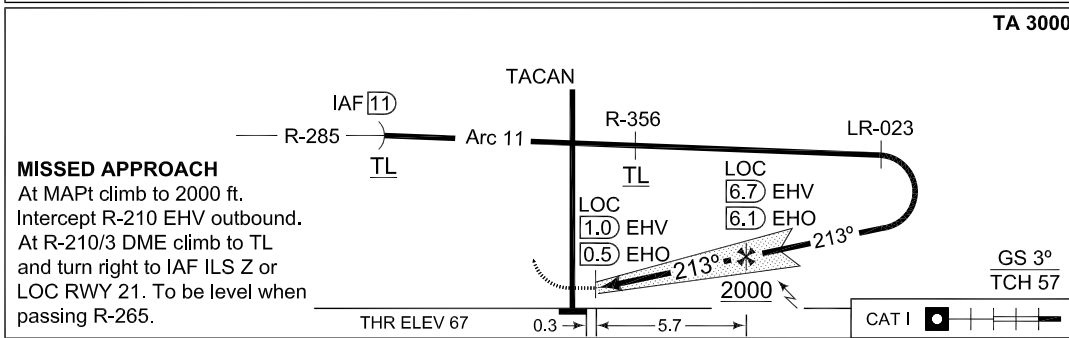
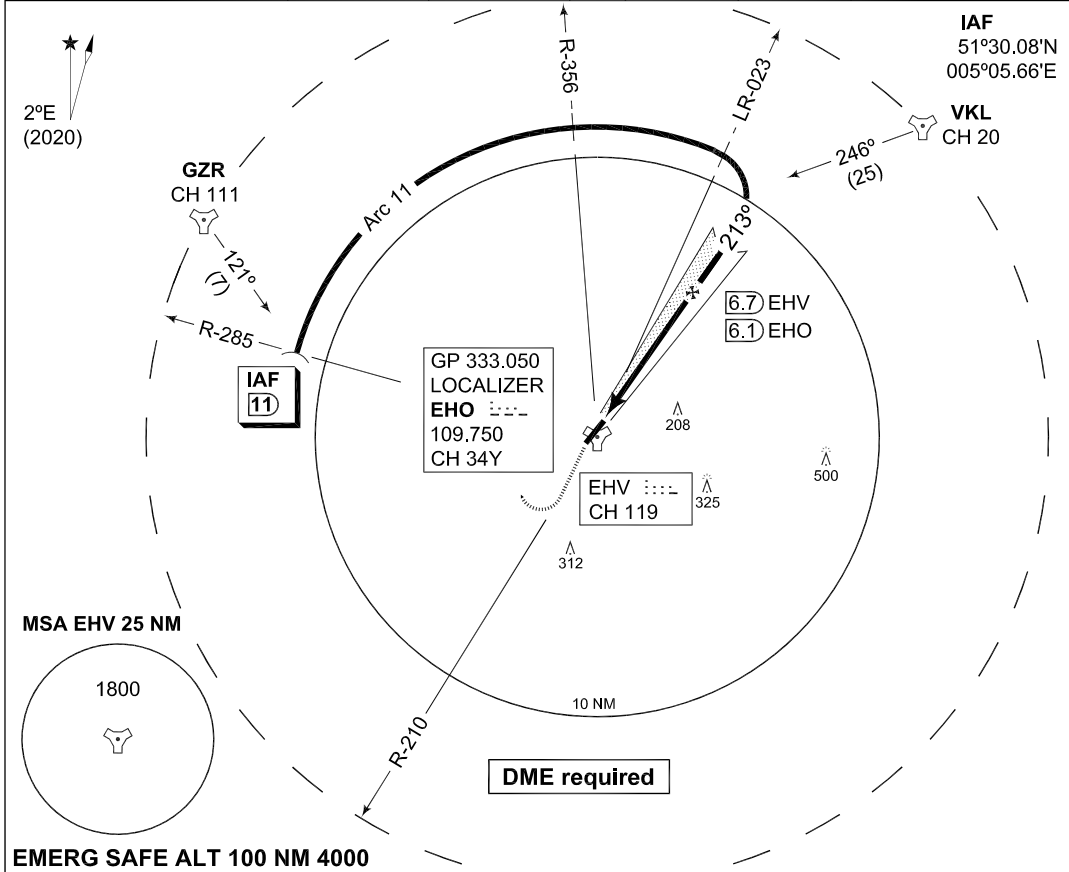
CHANGES: MSA

**MIPS**

RNLAIF 09 SEP 2021

**MIPS INSTRUMENT APPROACH CHART** **ILS Z or LOC RWY 21 EINDHOVEN (EHEH)**

DUTCH MIL 336.325 125.930		RAPCON SOUTH 388.525 123.180		EINDHOVEN TWR 241.550 131.005		GND CTL 335.750 121.930		ATIS* 126.030	
LOCALIZER / DME EHO 109.750 / CH 34Y		APP COURSE 213°	FAF ALT 2000 FT	GS 3°	DA <b>SEE CAT</b>	THR ELEV 67	ALS 869 m	LDA 9022 FT	



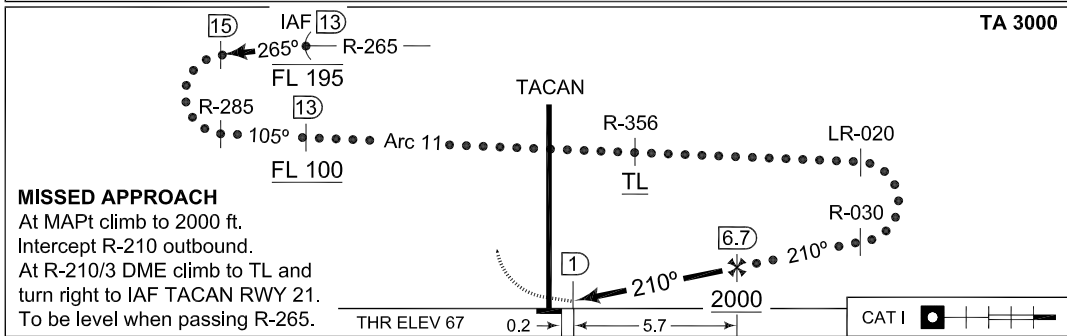
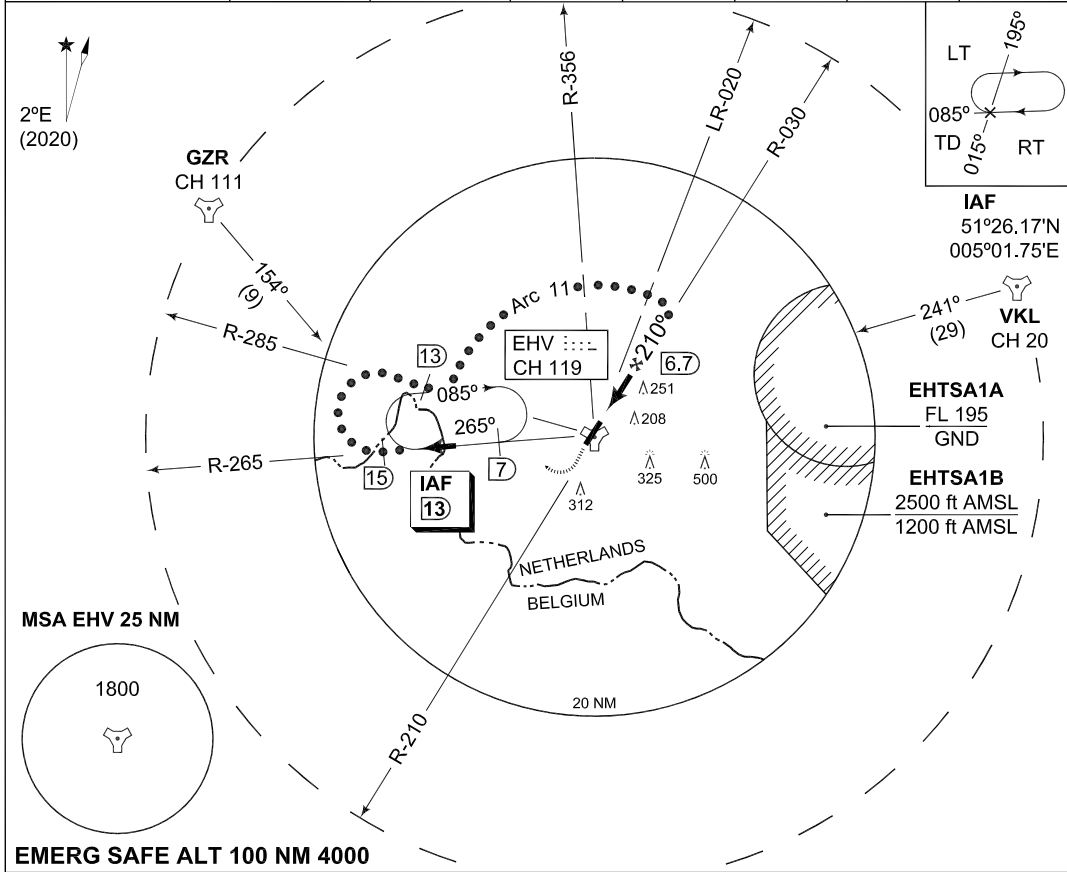
CATEGORY	A	B	C	D	E
S-ILS 21	<b>267</b> -800 200 (200-0.8)				<b>275</b> -800 208 (300-0.8)
S-LOC 21	<b>500</b> -800 433 (500-0.8)	<b>500</b> -1200 433 (500-1.2)		<b>500</b> -1600 433 (500-1.6)	
CIRCLING	NOT AUTHORIZED				

CHANGES: MSA MIPS

RNLAF 09 SEP 2021

**MIPS INSTRUMENT APPROACH CHART** **HI-TACAN RWY 21 EINDHOVEN (EHEH)**

DUTCH MIL 336.325 125.930		RAPCON SOUTH 388.525 123.180		EINDHOVEN TWR 241.550 131.005		GND CTL 335.750 121.930		ATIS* 126.030
TACAN EHV CH 119		APP COURSE 210°	FAF ALT 2000 FT	Descent GR 5.24%	MDA <b>500</b>	THR ELEV 67	ALS 869 m	LDA 9022 FT



CATEGORY	C	D	E
S-TACAN 21	<b>500</b> -1200 433 (500-1.2)	<b>500</b> -1600 433 (500-1.6)	
CIRCLING	NOT AUTHORIZED		

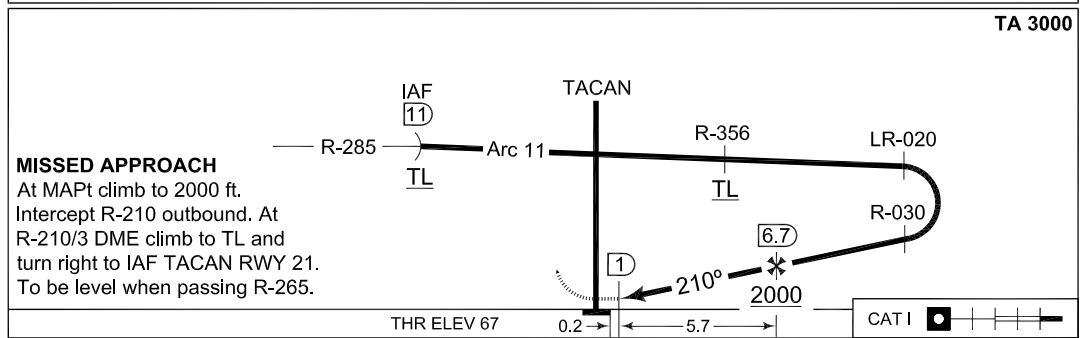
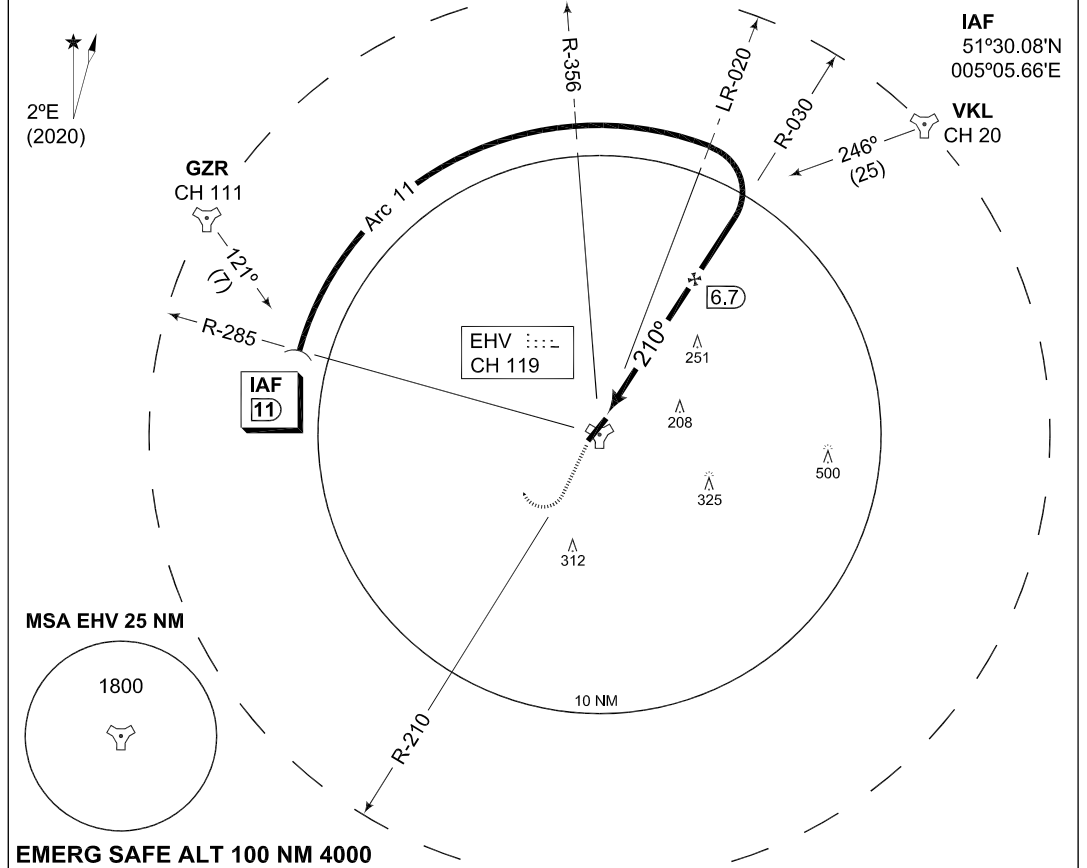
CHANGES: MSA  
MIPS

RNLAf 09 SEP 2021



**MIPS INSTRUMENT APPROACH CHART** **TACAN RWY 21 EINDHOVEN (EHEH)**

DUTCH MIL 336.325 125.930		RAPCON SOUTH 388.525 123.180		EINDHOVEN TWR 241.550 131.005		GND CTL 335.750 121.930		ATIS* 126.030	
TACAN EHV CH 119		APP COURSE 210°		FAF ALT 2000 FT		Descent GR 5.24%		MDA <b>500</b>	
						THR ELEV 67		ALS 869 m	
								LDA 9022 FT	



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

CHANGES: MSA MIPS

RNLAF 09 SEP 2021

**PANS OPS  
INSTRUMENT APPROACH CHART**

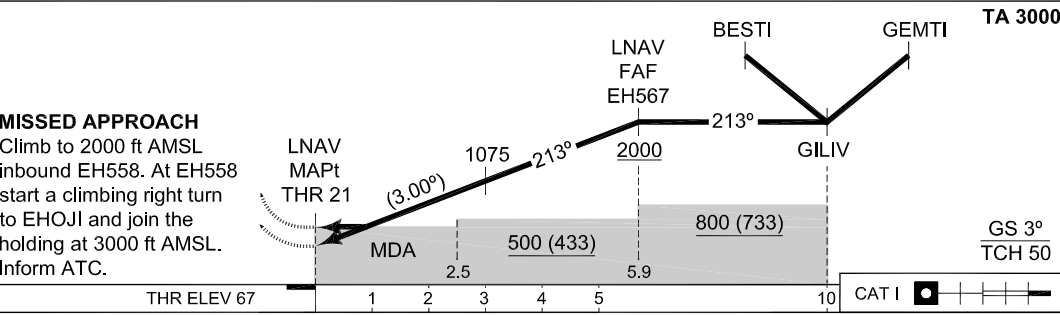
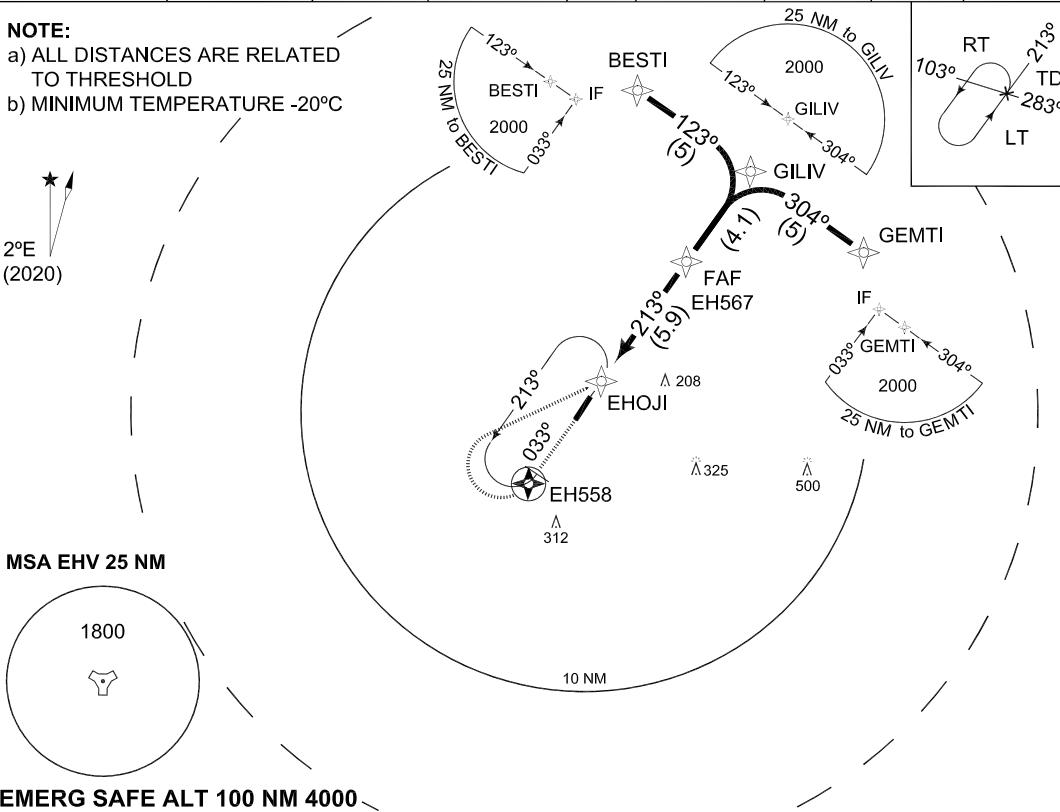
**RNP Z RWY 21  
EINDHOVEN (EHEH)**

AD ELEV 74

DUTCH MIL 336.325 125.930		RAPCON SOUTH 388.525 123.180		EINDHOVEN TWR 241.550 131.005		GND CTL 335.750 121.930		ATIS* 126.030	
EGNOS CHANNEL 42264 E21A	APP COURSE 213°	FAF ALT 2000 FT	Descent GR 5.24% / 3°	MDA 450	DA SEE CAT	THR ELEV 67	ALS 869 m	LDA 9022 FT	

**NOTE:**

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



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

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

CHANGES: MSA

RNLAF 09 SEP 2021



**INTENTIONALLY LEFT BLANK**

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

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

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

## VFR PROCEDURES

### VFR EXIT POINTS

#### **Delta**

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

#### **Whiskey**

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

#### **Golf**

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

## STANDARD VFR DEPARTURE ROUTES PC7 INBOUND TRAINING AREAS:

### DEPARTURES PC-7.

#### **Departure PC-7 RWY 25:**

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

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

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

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

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

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

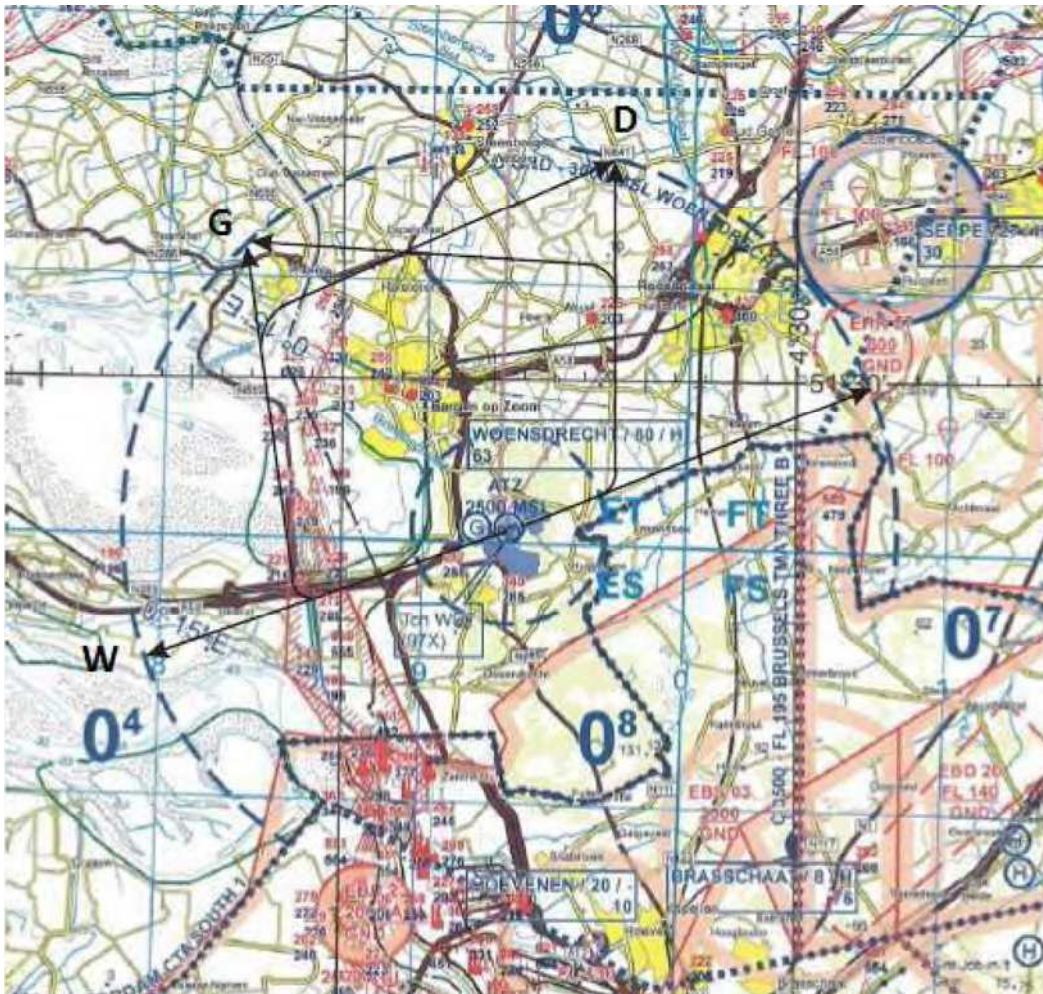
**DEPARTURE PC-7 RWY 07:****G07 Departure:**

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

**D07 Departure:**

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

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

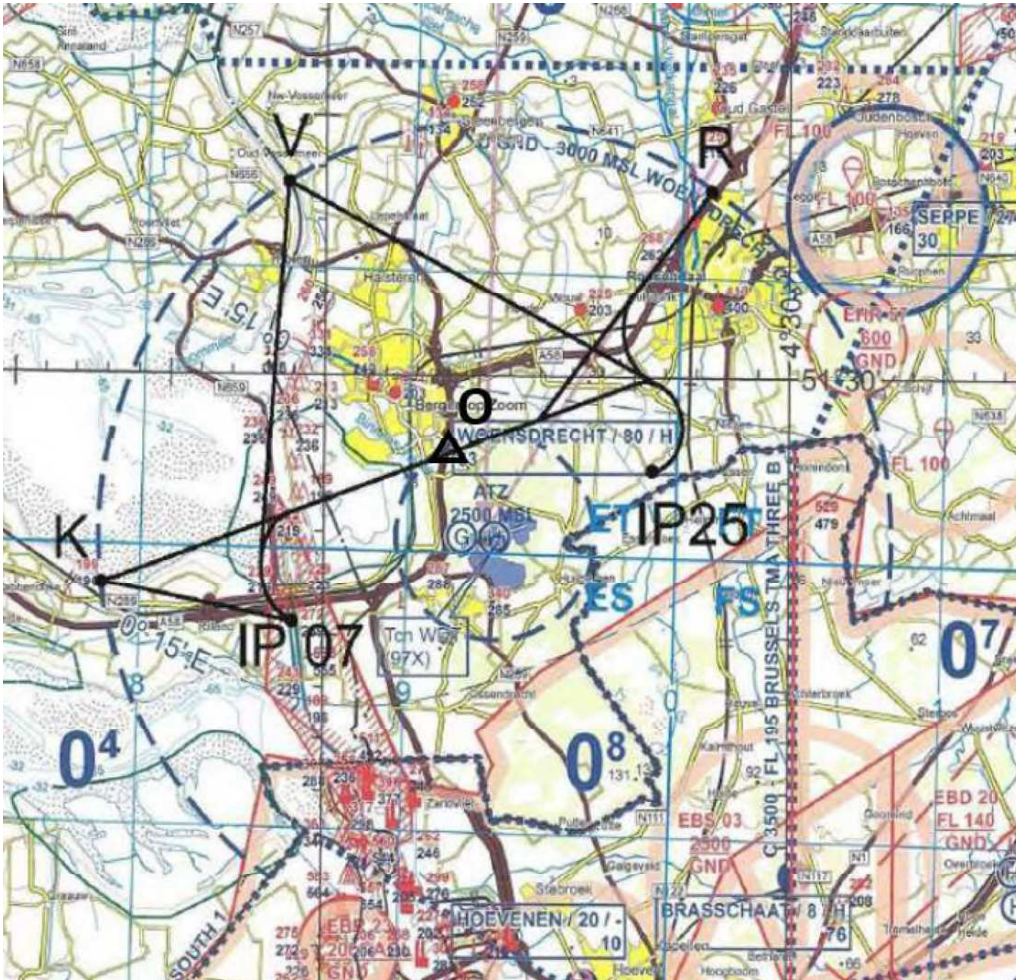




## VFR ARRIVAL AND CIRCUIT PROCEDURES

### Oscar (O).

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



### Closed or Downwind turn

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

### Initial straight-in approach

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

### Direct Downwind

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

**Civil pattern**

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

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

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

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

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

**SLOW LANE PROCEDURES**

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

**EHWO AD 2.23 Additional information****Large air traffic Limitations**

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



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

Tel: +31(0)20 4062840

Tel: +31(0)20 4062841

E-mail: aocs.fdns@mindef.nl

AFTN: EHMCPZX

AVBL H24

PPR 24 HRS: for Prior Permission Request contact:  
Operations and Coordination Centre

TEL: +31(0)164-692365

FAX: N.A.

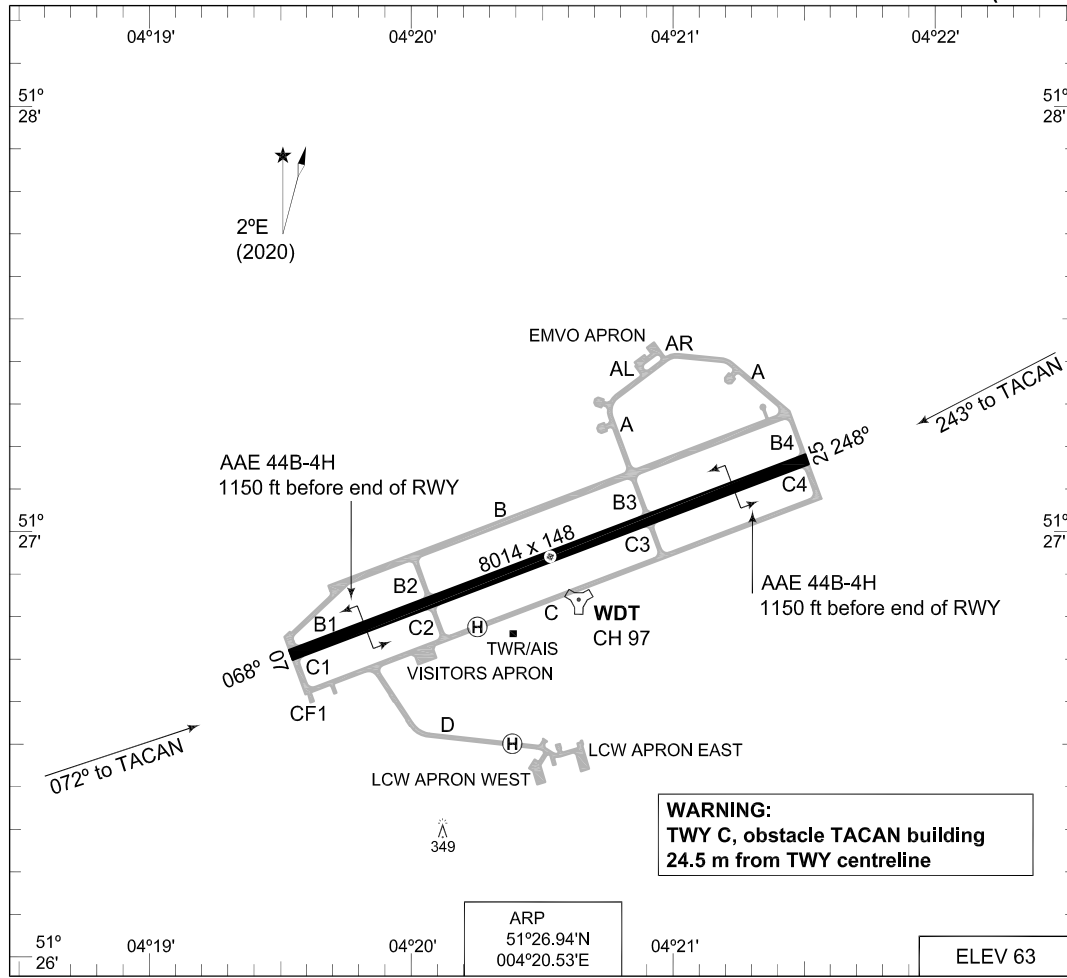
EMAIL: KMSL.OCC@MINDEF.NL

**EHWO AD 2.24 Charts related to an aerodrome**

	Aerodrome Chart	EHWO AD 2-15
	Local map	EHWO AD 2-16
	MVA chart	EHWO AD 2-17
	Instrument departure chart WO1	EHWO AD 2-18
	Instrument departure chart WO3	EHWO AD 2-19
	Instrument approach chart ILS or LOC RWY 07	EHWO AD 2-20
	Instrument approach chart HI-TACAN RWY 07	EHWO AD 2-21
	Instrument approach chart TACAN RWY 07	EHWO AD 2-22
	Instrument approach chart RNP RWY 07	EHWO AD 2-23
	Instrument approach chart ILS or LOC RWY 25	EHWO AD 2-24
	Instrument approach chart HI-TACAN RWY 25	EHWO AD 2-25
	Instrument approach chart TACAN RWY 25	EHWO AD 2-26
	Instrument approach chart RNP RWY 25	EHWO AD 2-27



**MIPS AERODROME CHART** **WOENS DRECHT (EHWO)**



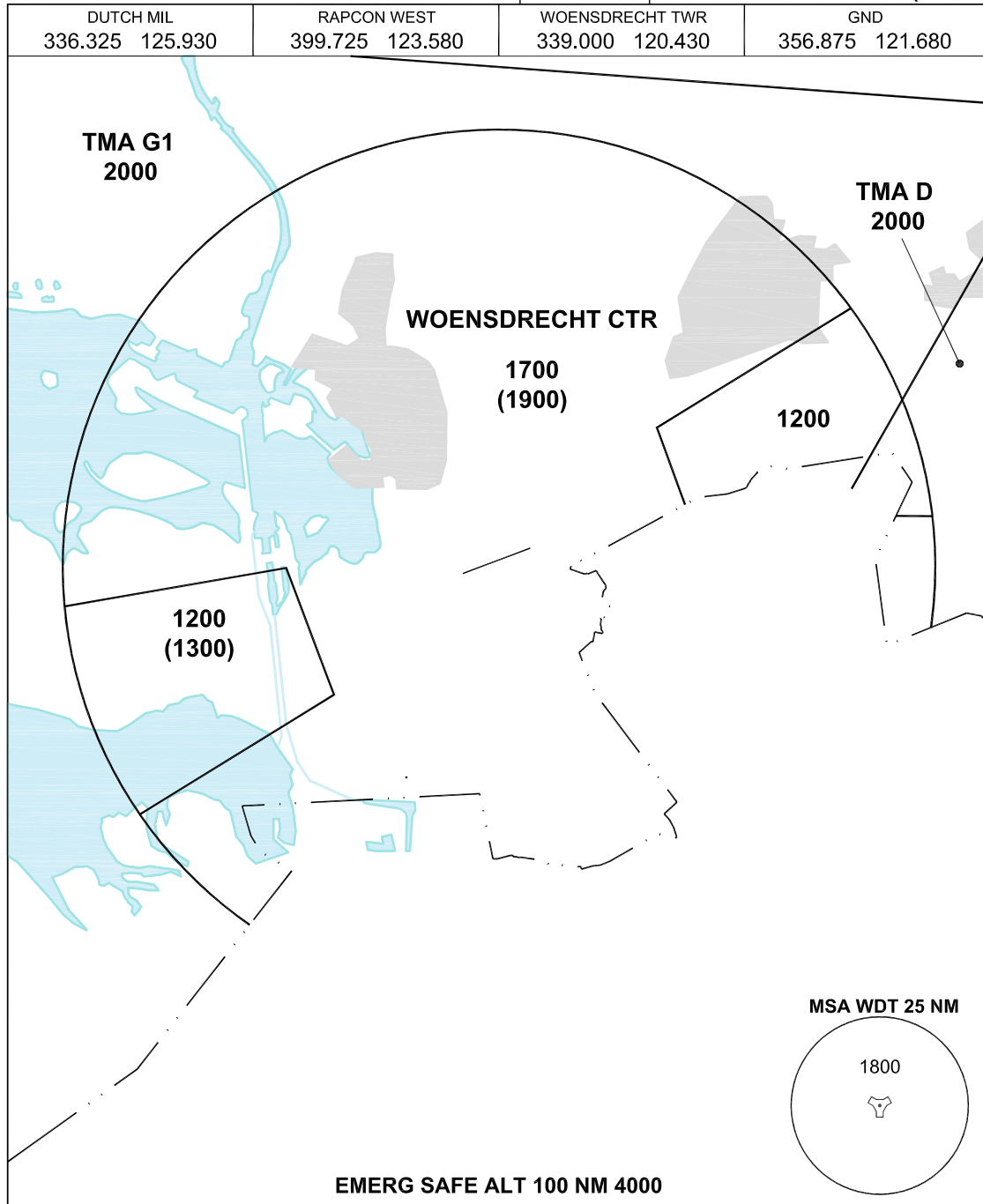
RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	TDZE	THR PSN	
25	51 R/C/W/T	8014	8014	8014	8014	3.0°	63	51°27.17'N 004°21.51'E	
07	51 R/C/W/T	8014	8014	8014	8014	3.0°	39	51°26.71'N 004°19.54'E	
GROUND CONTROL				356.875	121.680				
WOENS DRECHT TWR				339.000	120.430				
RAPCON WEST				399.725	123.580				
WOENS DRECHT ARRIVAL				370.650					
SRA	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
	MIPS	25					AB	MIPS	450-1100 387 (400-1.1)
	MIPS	07					CDE	MIPS	450-1200 387 (400-1.2)
							AB		600-1600 561 (600-1.6)
							C		600-2400 561 (600-2.4)
							D		600-2800 561 (600-2.8)
							E		600-3200 561 (600-3.2)

CHANGES: PAPI RWY 07

RNLAF 23 MAR 2023



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



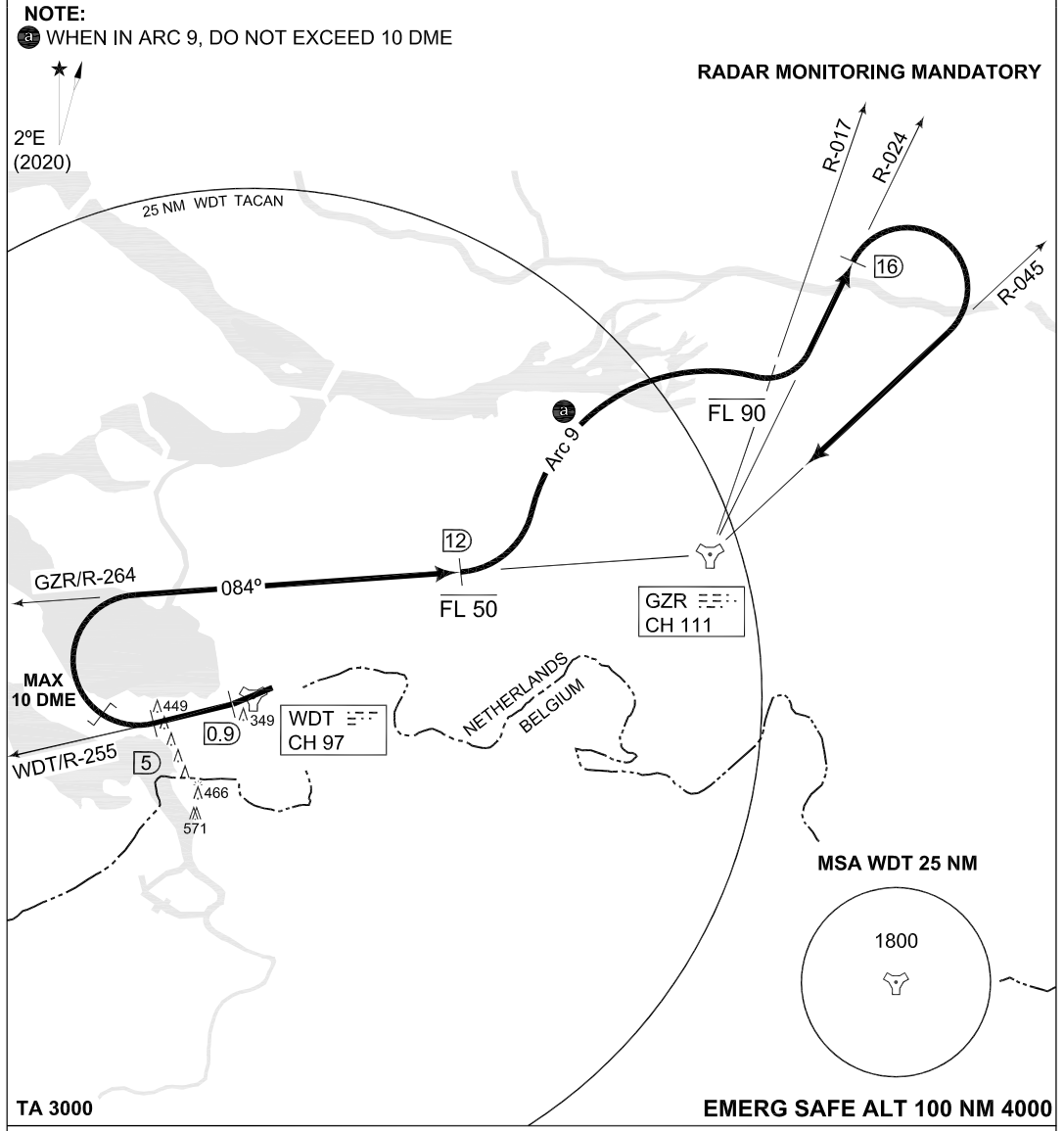
CHANGES: MSA, EDITORIAL

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

RNLAf 30 DEC 2021

**MIPS INSTRUMENT DEPARTURE CHART** **WO1 WOENSDRICHT (EHWO)**

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



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

<p><b>WOENSDRICHT 1 (RWY 25)</b></p>	<ul style="list-style-type: none"> <li>- At 0.9 DME intercept R-255 outbound, level off at FL 50.</li> <li>- At 5 DME intercept GZR R-264 inbound.</li> <li>- At R-264/12 DME climb to FL 90.</li> <li>- Turn left to intercept Arc 9. ●</li> <li>- Intercept R-024 outbound, when crossing GZR R-017 continue climb.</li> <li>- At 16 DME turn right to intercept R-045 inbound.</li> </ul>
<p><b>NOTE:</b></p>	<p>Departure will be controlled by Rapcon West.</p>

CHANGES: MSA

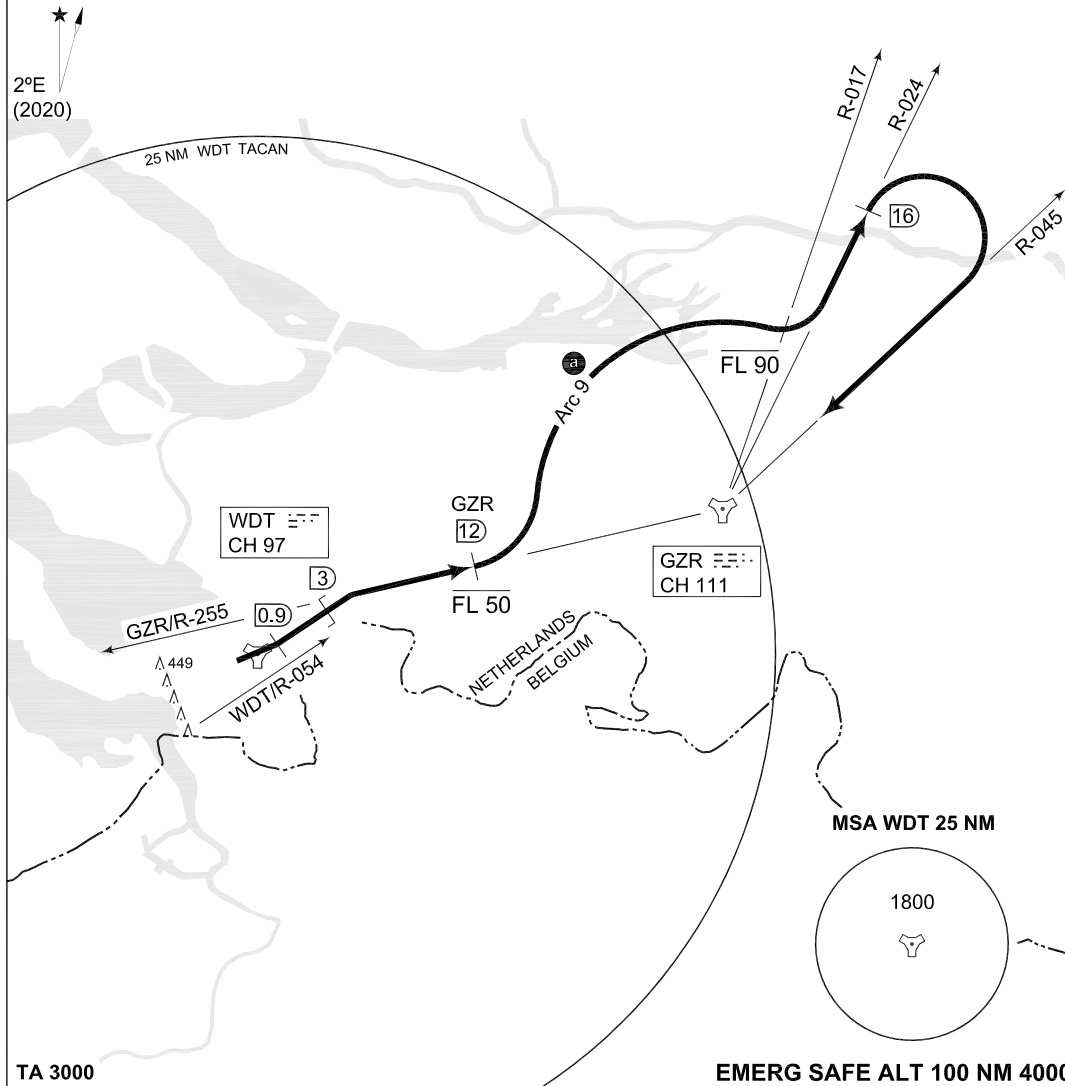
RNLAf 30 DEC 2021

**MIPS INSTRUMENT DEPARTURE CHART** **WO3 WOENS DRECHT (EHWO)**

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

**NOTE:**

ⓐ WHEN IN ARC 9, DO NOT EXCEED 10 DME



**WOENS DRECHT 3 (RWY 07)**

- At 0.9 DME turn left to intercept WDT R-054 outbound.
- At 3 DME intercept GZR R-255 inbound, level off at FL 50.
- At GZR R-255/12 DME climb to FL 90.
- Turn left to intercept Arc 9. ⓐ
- Intercept GZR R-024 outbound, when crossing GZR R-017 continue climb.
- At 16 DME turn right to intercept R-045 inbound.

**NOTE:** Departure will be controlled by Rapcon West.

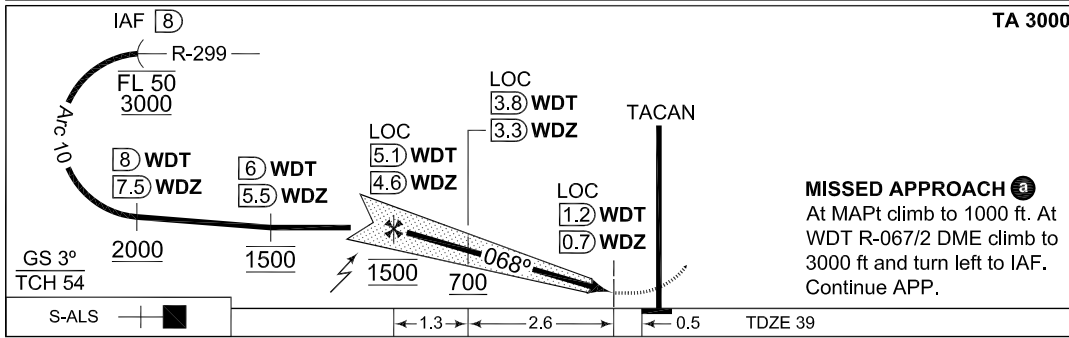
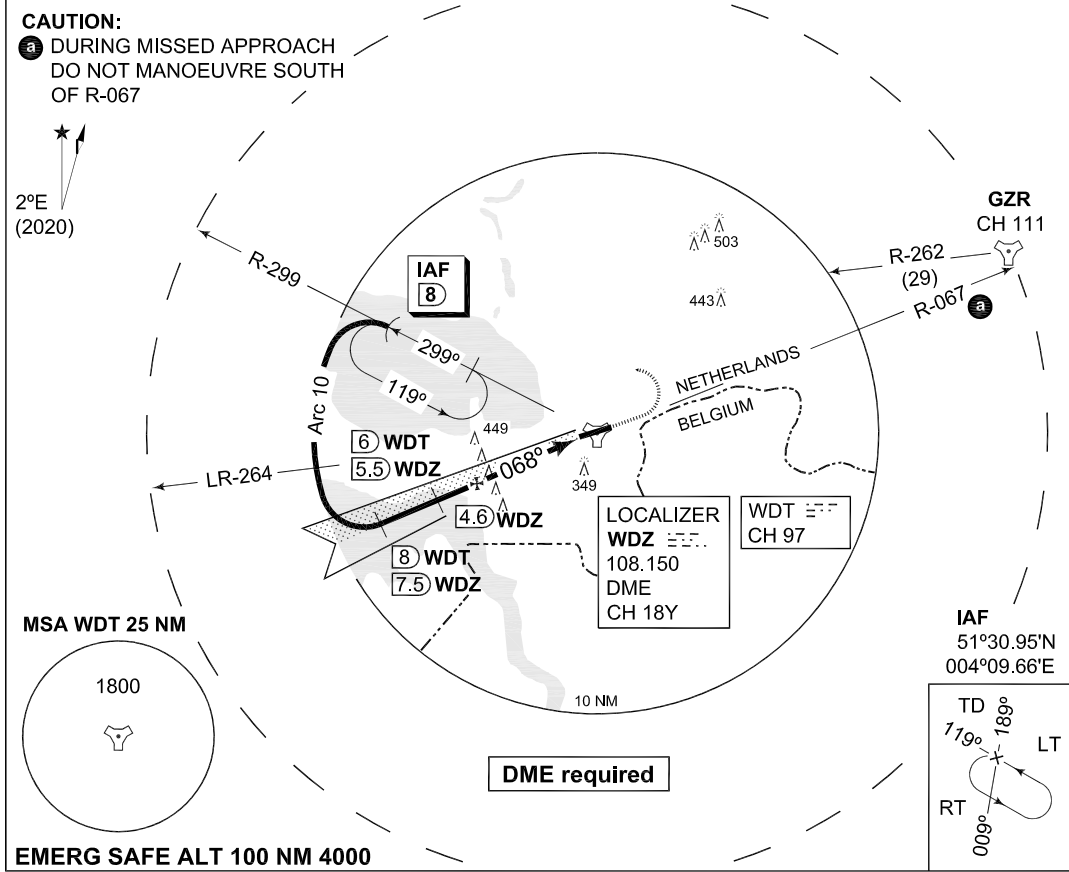
CHANGES: MSA

RNLAF 30 DEC 2021



**MIPS INSTRUMENT APPROACH CHART** **ILS or LOC RWY 07 WOENS DRECHT (EHWO)**

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENS DRECHT TWR 339.000 120.430		GND 356.875 121.680			
TACAN / LOCALIZER / DME WDT CH 97 / WDW 108.150 / CH 18 Y			APP COURSE 068°	GS INTCP ALT 1500 FT	GS 3°	DA <b>SEE CAT</b>	TDZE 39	ALS 420 m	LDA 8014 FT



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

CHANGES: EDITORIAL

MIPS

RNLAF 21 APR 2022

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

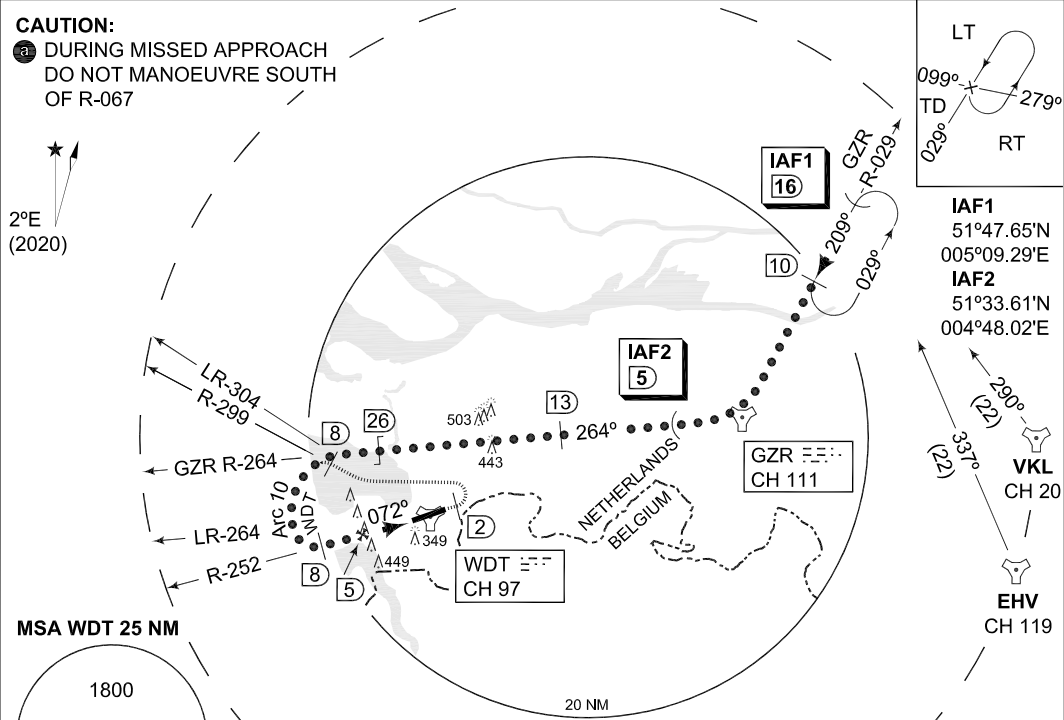
AD ELEV 63

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENSDRÉCHT TWR 339.000 120.430		GND 356.875 121.680	
TACAN WDT CH 97	APP COURSE 072°	FAF ALT 1200 FT	Descent GR	MDA 600	TDZE 39	ALS 420 m	LDA 8014 FT

**CAUTION:**

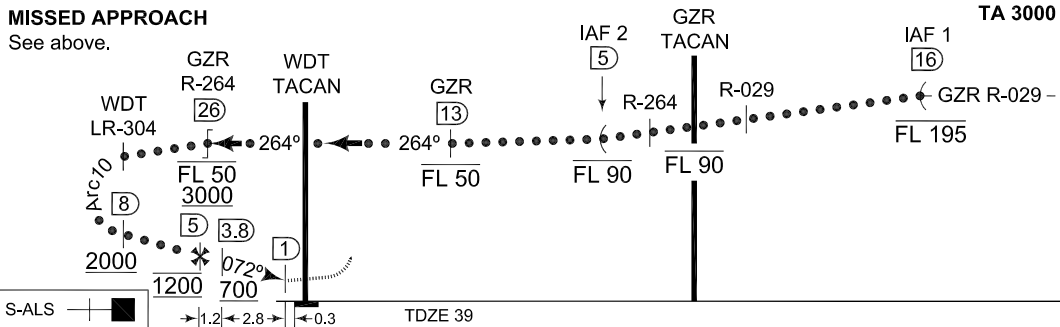
**(a)** DURING MISSED APPROACH  
DO NOT MANOEUVRE SOUTH  
OF R-067

2°E  
(2020)



**MISSED APPROACH (a)**  
At MAPt climb to 1000 ft.  
At R-067/2 DME climb to 3000 ft and turn left to intercept R-299  
outbound. At 8 DME turn left to intercept ARC 10. Continue APP.

**EMERG SAFE ALT 100 NM 4000**



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

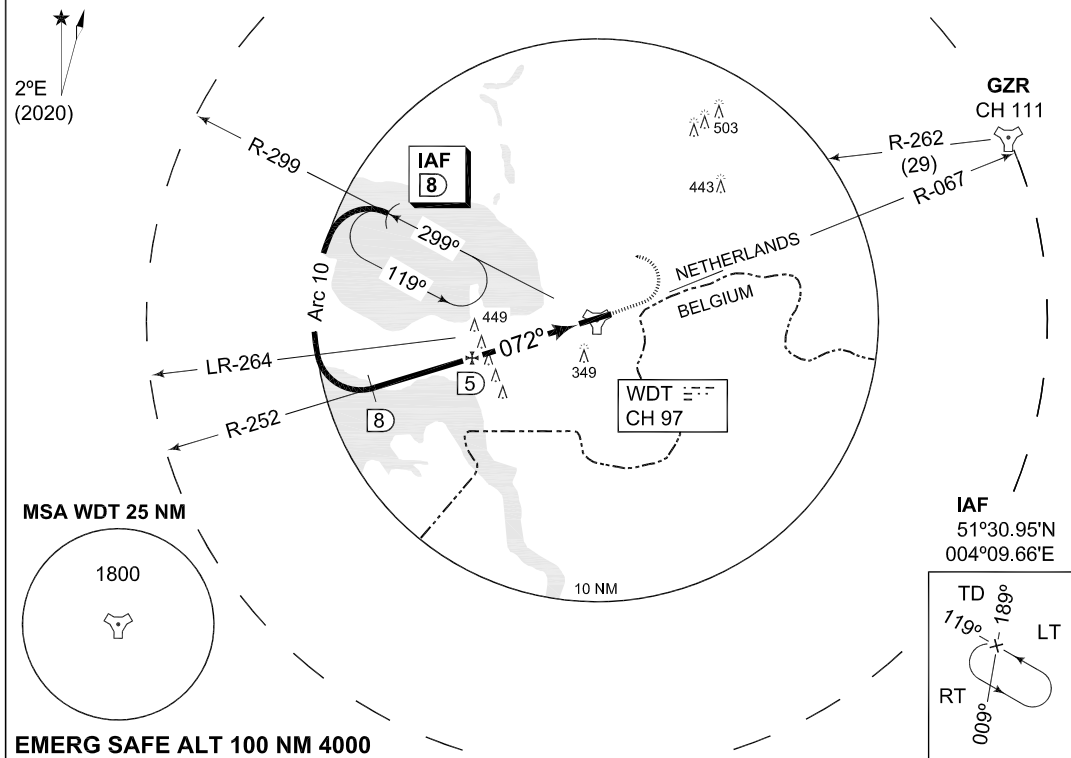
CHANGES: MSA  
MIPS

RNLAF 30 DEC 2021

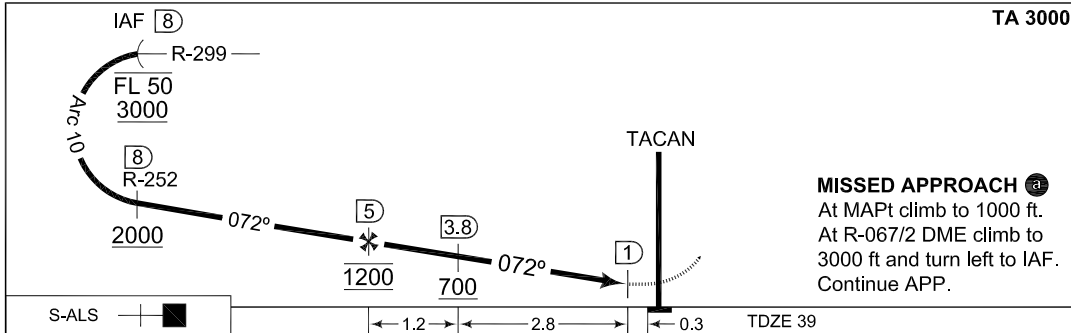
**MIPS INSTRUMENT APPROACH CHART** **TACAN RWY 07 WOENSDRECHT (EHWO)**

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENSDRECHT TWR 339.000 120.430		GND 356.875 121.680	
TACAN WDT CH 97	APP COURSE 072°	FAF ALT 1200 FT	Descent GR	MDA <b>600</b>	TDZE 39	ALS 420 m	LDA 8014 FT

**CAUTION:**  
 a DURING MISSED APPROACH  
 DO NOT MANOEUVRE SOUTH  
 OF R-067



**EMERG SAFE ALT 100 NM 4000**



TA 3000							
S-ALS							
CATEGORY	A	B	C	D	E		
S-TACAN 07	<b>600</b> -1600 561 (600-1.6)		<b>600</b> -2400 561 (600-2.4)	<b>600</b> -2800 561 (600-2.8)	<b>600</b> -3200 561 (600-3.2)		
CIRCLING	NOT AUTHORIZED						

CHANGES: MSA

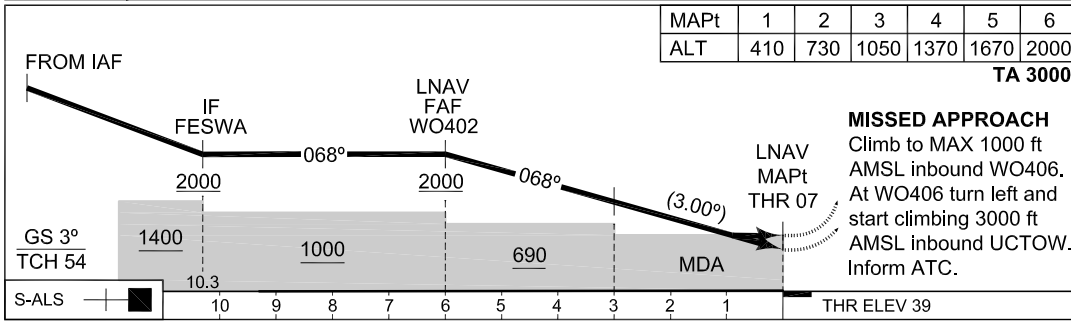
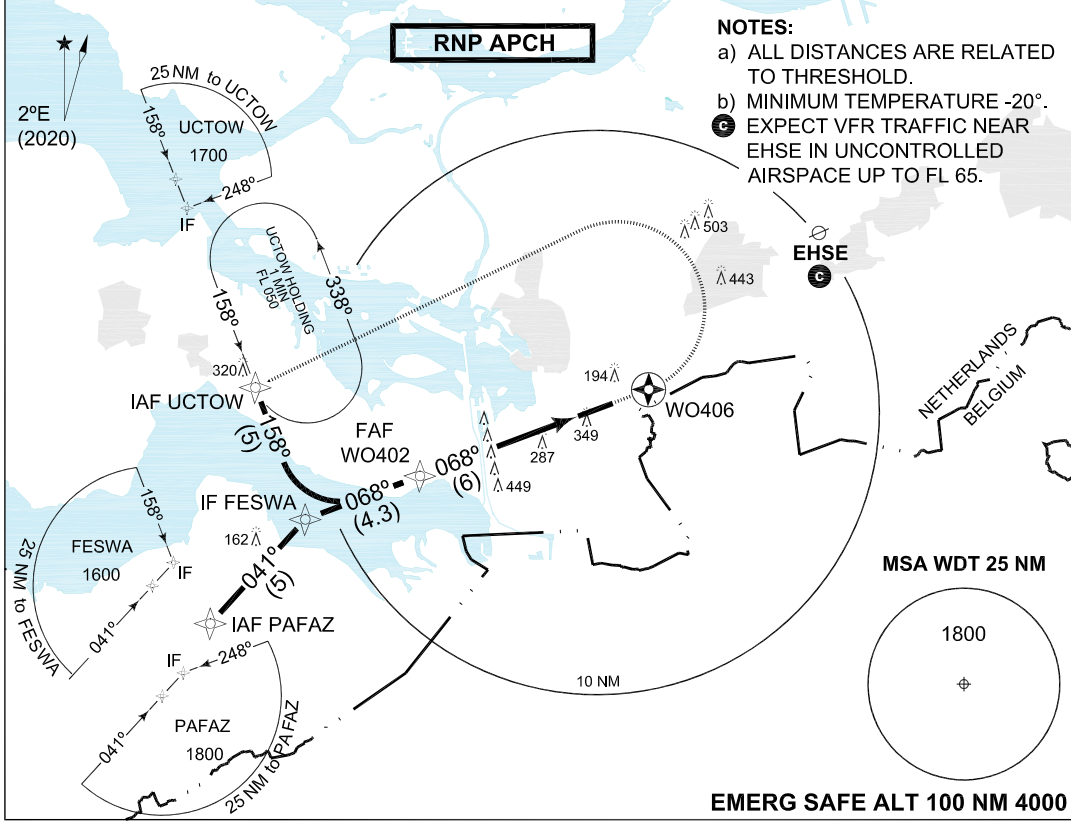
**MIPS**

RNLAF 30 DEC 2021



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

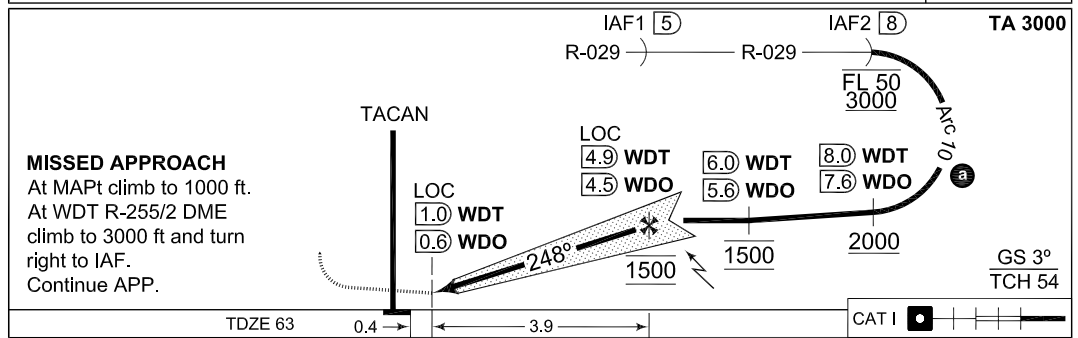
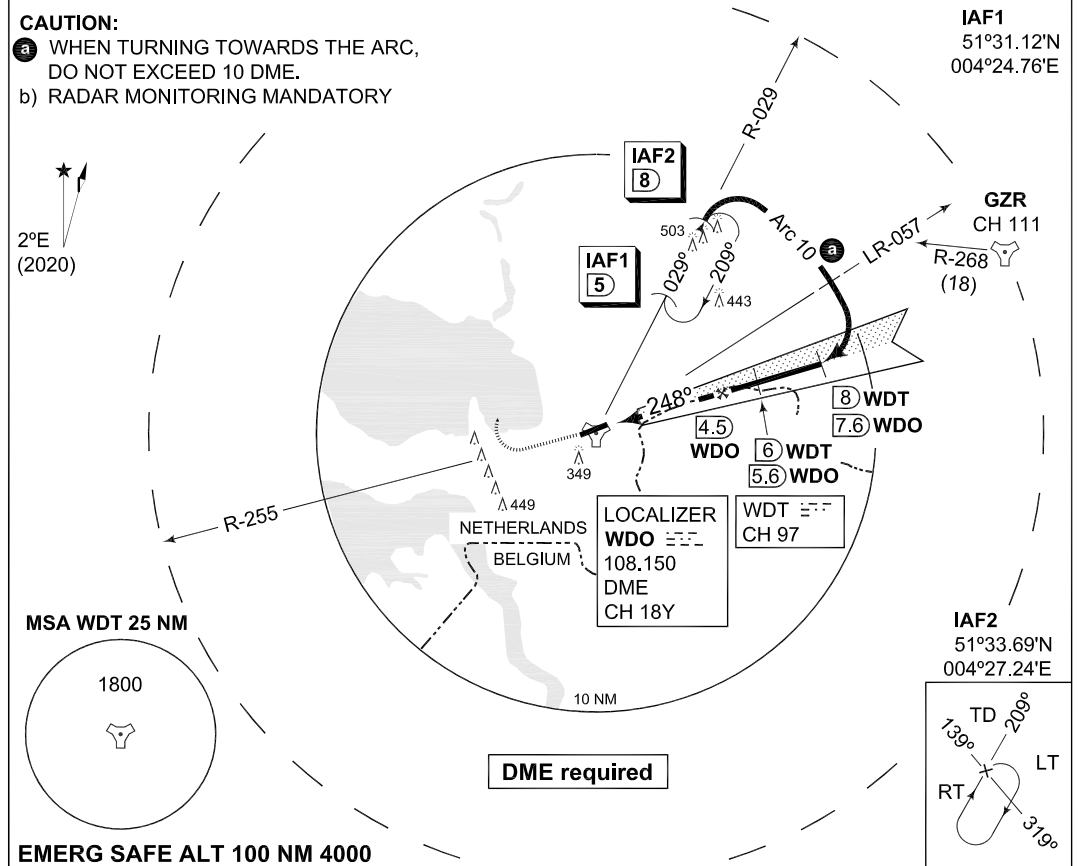
DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENS DRECHT TWR 339.000 120.430		GND CTL 356.875 121.680		ATIS*	
EGNOS CHANNEL 99205 E07A		APP COURSE 068°		FAF ALT 2000 FT		Descent GR 5.24% / 3.0°		MDA <b>600</b>	
						DA <b>SEE CAT</b>		THR ELEV 39	
								ALS 420 m	
								LDA 8014 FT	



CATEGORY		A		B		C		D	
EU-OPS	DA(H) LPV	<b>260</b> -800 221 (300-0.8/1.2)		<b>270</b> -800 231 (300-0.8/1.2)		<b>280</b> -800 241 (300-0.8/1.3)		<b>289</b> -800 250 (300-0.8/1.3)	
	DA(H) LNAV / VNAV	<b>481</b> -1700 442 (500-1.7/2.0)		<b>491</b> -1700 452 (500-1.7/2.1)		<b>501</b> -1800 462 (500-1.8/2.2)		<b>511</b> -1800 472 (500-1.8/2.2)	
	MDA(H) LNAV	<b>600</b> -2200 561 (600-2.2/2.6)							
IAWP	UCTOW	51°27.72'N	004°01.26'E	FAWP	WO402	51°24.59'N	004°10.59'E		
IAWP	PAFAZ	51°19.35'N	003°58.74'E	MAWP	THR 07	51°26.71'N	004°19.54'E		
IWP	FESWA	51°23.05'N	004°04.10'E	MATWP	WO406	51°27.65'N	004°23.56'E		

**MIPS INSTRUMENT APPROACH CHART** **ILS or LOC RWY 25 WOENS DRECHT (EHWO)**

DUTCH MIL 336.325 125.930	RAPCON WEST 399.725 123.580	WOENS DRECHT TWR 339.000 120.430	GND 356.875 121.680
TACAN / LOCALIZER / DME WDT CH 97/WDO 108.150/CH 18 Y		APP COURSE 248°	GS INTCP ALT 1500 FT
		GS 3°	DA <b>SEE CAT</b>
		TDZE 63	ALS 900 m
		LDA 8014 FT	



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

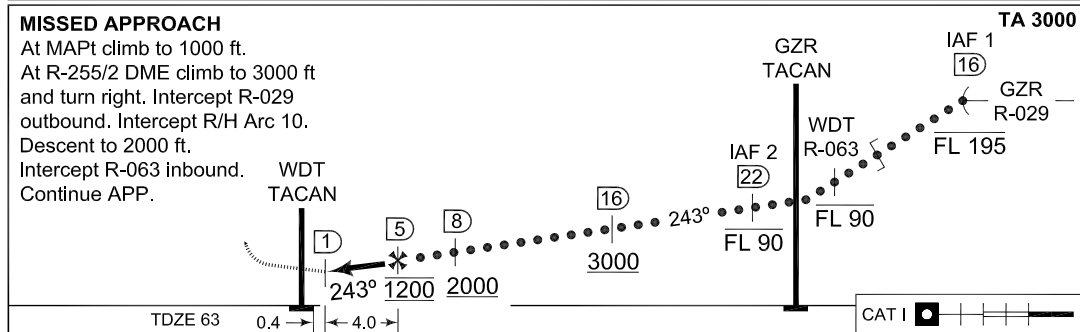
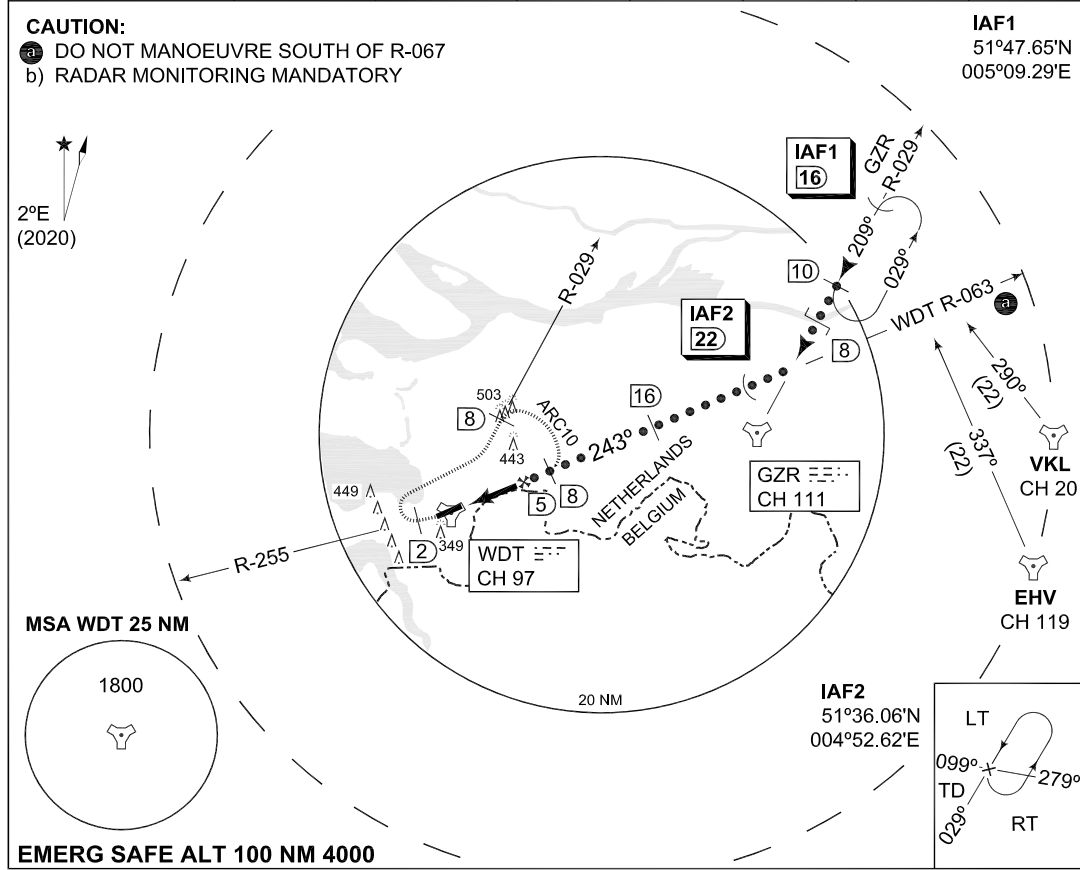
CHANGES: EDITORIAL

MIPS

RNLAF 21 APR 2022

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

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENSDRECHT TWR 339.000 120.430		GND 356.875 121.680	
TACAN WDT CH 97	APP COURSE 243°	FAF ALT 1200 FT	Descent GR	MDA <b>440</b>	TDZE 63	ALS 900 m	LDA 8014 FT



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

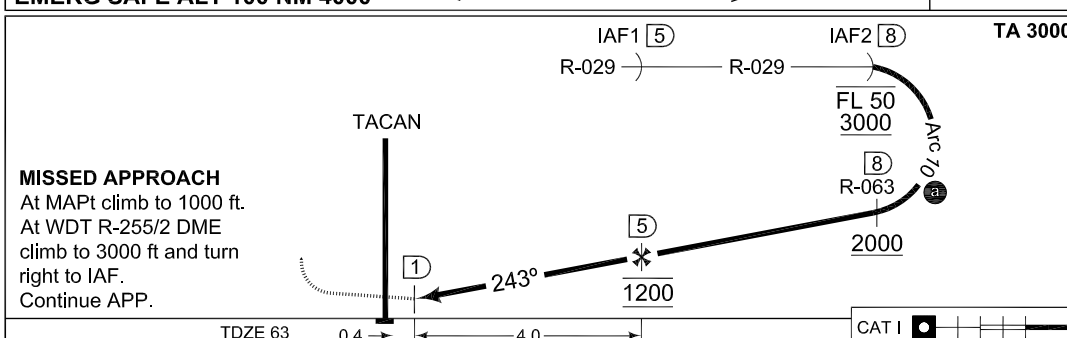
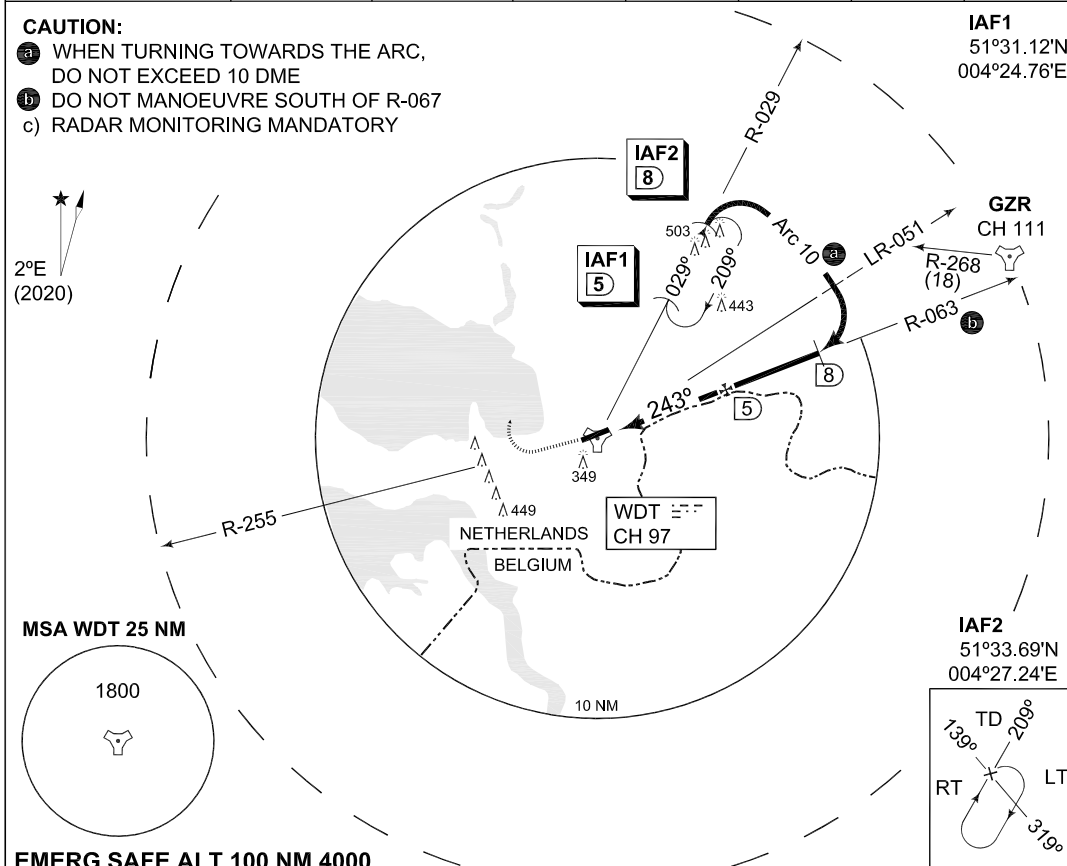
CHANGES: MSA

**MIPS**

RNLAF 30 DEC 2021

**MIPS INSTRUMENT APPROACH CHART** **TACAN RWY 25 WOENS DRECHT (EHWO)**

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENS DRECHT TWR 339.000 120.430		GND 356.875 121.680	
TACAN WDT CH 97	APP COURSE 243°	FAF ALT 1200 FT	Descent GR	MDA 440	TDZE 63	ALS 900 m	LDA 8014 FT



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

CHANGES: MSA MIPS

RNLAF 30 DEC 2021



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