

Rijswijk, 13 OCT 2026

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

**AIRAC AMENDMENT 12/26**  
**EFFECTIVE DATE 26 NOV 26**

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  | EHKD 2-22  | EHKD 2-22  | EHLW 2-3   | EHLW 2-3   |
| GEN 0.4-5  | GEN 0.4-5  | EHKD 2-26  | EHKD 2-26  | upto       | upto       |
|            |            | EHKD 2-29  | EHKD 2-29  | EHLW 2-40  | EHLW 2-40  |
| GEN 2.5-1  | GEN 2.5-1  | EHKD 2-30  | EHKD 2-30  |            | EHLW 2-41  |
|            |            |            |            |            | EHLW 2-42  |

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: NIL

Military Aviation Authority NLD  
In order H-AL

R.P.A.C. Scheepens  
Lt Colonel

## GEN 0.4 CHECKLIST OF MIIAIP 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        | 19 MAR 2026 |
| <b>GEN 0</b>                  |             |  | 1.1-1        | 25 DEC 2025 |  | 2.3-2        | 19 MAR 2026 |
|                               |             |  | 1.1-2        | 12 NOV 2015 |  | 2.4-1        | 30 JAN 2020 |
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| 0.2-1                         | 23 APR 2020 |  | 1.6-3        | 15 MAY 2025 |  | 2.6-2        | 12 NOV 2015 |
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| 0.4-4                         | 06 AUG 2026 |  | 1.7-6        | 12 NOV 2015 |  | 3.1-4        | 12 NOV 2015 |
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| 0.4-6                         | 01 OCT 2026 |  | <b>GEN 2</b> |             |  | 3.2-2        | 12 NOV 2015 |
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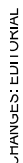
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| EHKD 2-20 | 15 MAY 2025 |  | EHLW 2-22 | 26 NOV 2026 |  |           |             |

**GEN 2.5 LIST OF RADIO NAVIGATION AIDS**

| ID  | STATION     | FACILITY | PURPOSE <sup>1)</sup> |
|-----|-------------|----------|-----------------------|
| DLN | DEELEN      | TACAN    | AE                    |
| EHV | EINDHOVEN   | TACAN    | AE                    |
| GZR | GILZE-RIJEN | TACAN    | AE                    |
| LWD | LEEUWARDEN  | TACAN    | AE                    |
| VKL | VOLKEL      | TACAN    | AE                    |
| WDT | WOENSDRECHT | TACAN    | AE                    |

<sup>1)</sup> A = Aerodrome, E = En-route

**DE KOOY (EHKD)**



26 NOV 2026

RNP Y RWY 03  
DE KOOY (EHKD)

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

**RNP APCH  
CAT H ONLY**

**EHR4A**  
FL 285  
FL 065  
**EHR4**  
FL 065  
MSL

**EHR4B**  
4000 FT  
MSL

**EHR4C**  
2000 FT  
1000 FT

**EHR49**  
19500 FT  
MSL

**EHR8A**  
FL 660  
FL 065  
**EHR8**  
FL 065  
MSL

**PETTEN**  
2000 AGL  
GND

**MSA HDR 25 NM**  
1800

**EMERG SAFE ALT 100 NM 2300**

**HDR** (115.550)  
**CH 102Y**

**FAF KD445**  
**IF KOPFA**  
**IAF TAFTU**  
**IAF NOFUD**  
**IAF FEWEX**

**KD444**

**226**  
**249**  
**165**  
**151**  
**252**  
**295**  
**101°**  
**031°**  
**032°**  
**034°**  
**008°**  
**188°**

**10 NM**

**2°E**  
**(2025)**

**FROM IAF**  
2000

**IF KOPFA**  
1200

**LNAV FAF KD445**  
1200

**MDA**  
370 (363)

**THR ELEV 3**

**031°**

**(3.72°)**

**LNAV MAPt THR 03**

**MISSED APPROACH**  
At MAPt maintain final track 031° MAG and climb to 2000 ft AMSL. At 1000 ft AMSL turn right to KD444. At KD444 turn right to HDR and join the holding at 2000 ft AMSL. Inform ATC.

**CAT I**

**THR 03**

| CATEGORY |                   | H                                  |
|----------|-------------------|------------------------------------|
| MIPS     | DA(H) LPV         | <b>203</b> -1000 200 (200-1.0/1.2) |
|          | DA(H) LNAV / VNAV | NOT AUTHORIZED                     |
|          | MDA(H) LNAV       | <b>350</b> -1400 347 (400-1.4/1.6) |

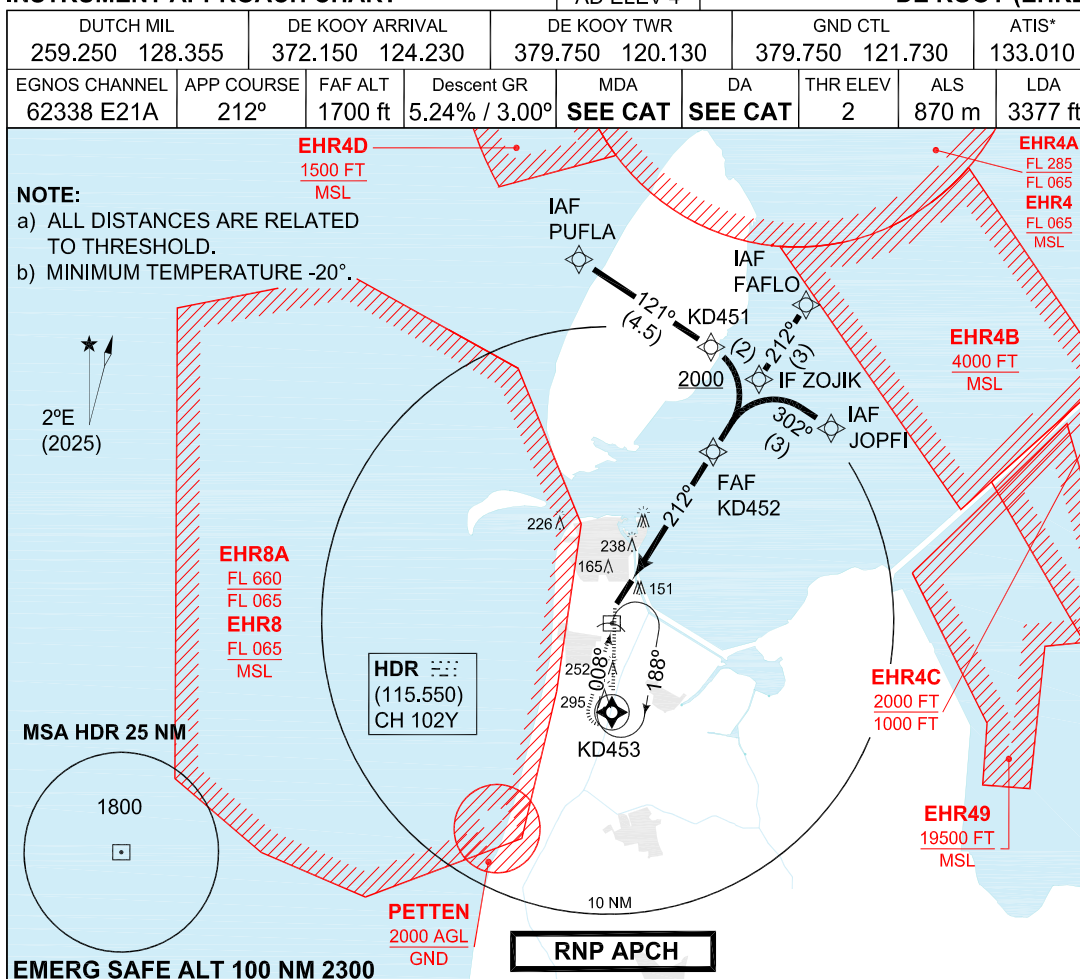
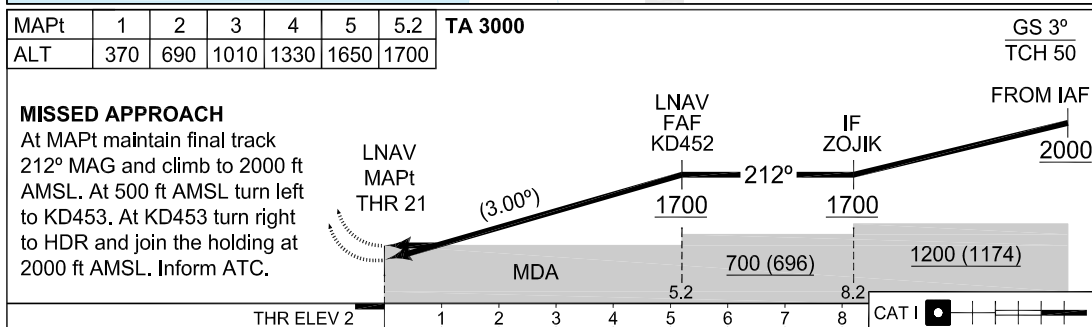
|      |       |            |             |       |        |            |             |
|------|-------|------------|-------------|-------|--------|------------|-------------|
| IAWP | FEWEX | 52°51.42'N | 004°36.82'E | FAWP  | KD445  | 52°52.78'N | 004°43.92'E |
| IAWP | NOFUD | 52°48.22'N | 004°38.87'E | MAWP  | THR 03 | 52°55.19'N | 004°46.59'E |
| IAWP | TAFTU | 52°48.29'N | 004°44.54'E | MATWP | KD444  | 52°56.31'N | 004°49.78'E |
| IWP  | KOPFA | 52°50.71'N | 004°41.62'E | HF    | HDR    | 52°54.41'N | 004°45.94'E |

## CHANGES: EDITORIAL

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**MIPS  
INSTRUMENT APPROACH CHART**

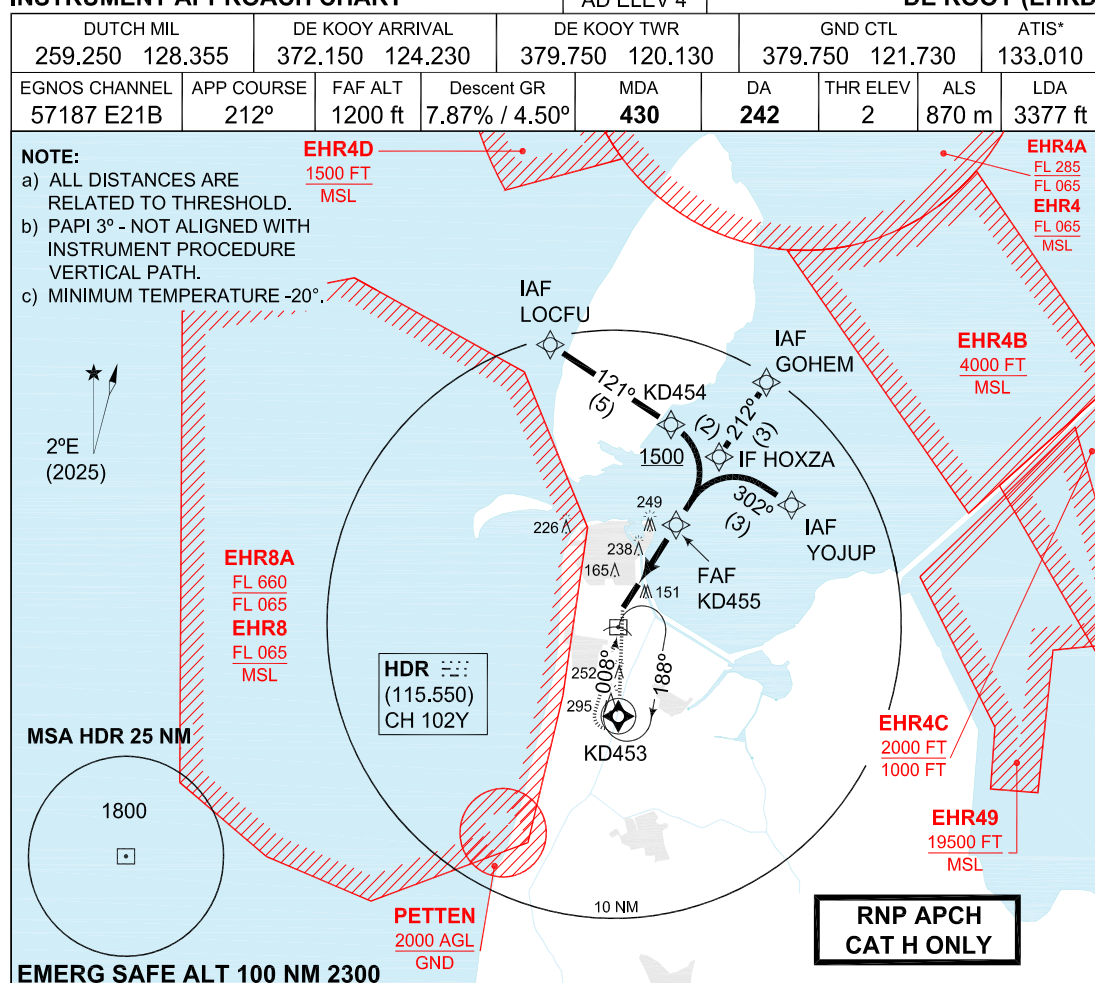
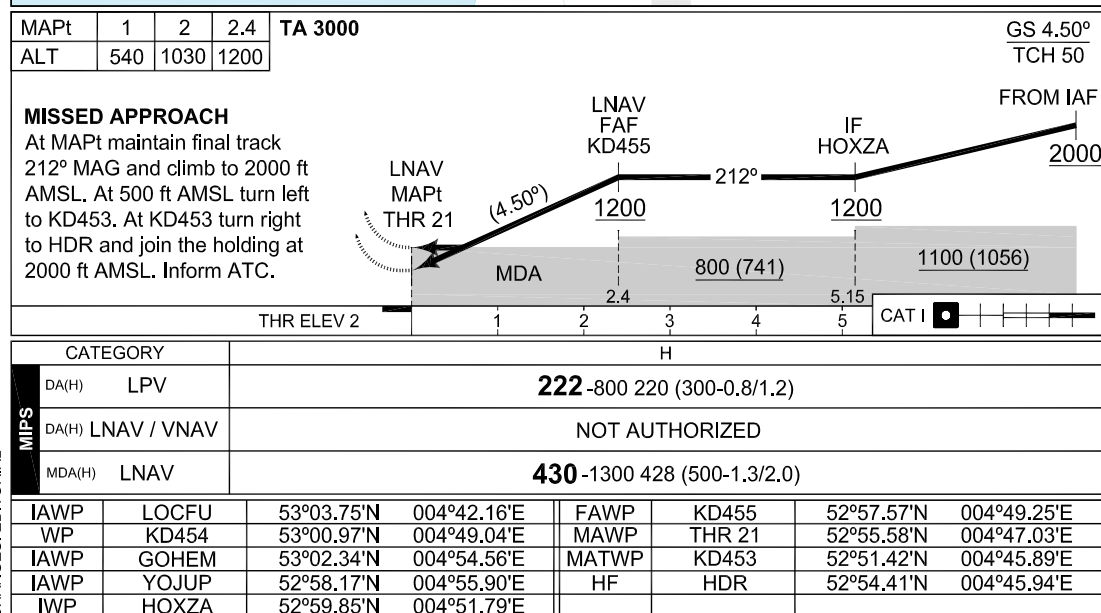
AD ELEV 4

**RNP Z RWY 21  
DE KOOY (EHKD)**

| CATEGORY |                   | A                          |             | B                         |        | H                          |             |
|----------|-------------------|----------------------------|-------------|---------------------------|--------|----------------------------|-------------|
| MIPS     | DA(H) LPV         | 238-800 236 (300-0.8/1.2)  |             | 248-800 246 (300-0.8/1.3) |        | 222-800 220 (300-0.8/1.2)  |             |
|          | DA(H) LNAV / VNAV | NOT AUTHORIZED             |             |                           |        |                            |             |
|          | MDA(H) LNAV       | 480-1500 478 (500-1.5/2.2) |             |                           |        | 430-1300 428 (500-1.3/2.0) |             |
| IAWP     | PUFLA             | 53°06.54'N                 | 004°44.28'E | FAWP                      | KD452  | 52°59.87'N                 | 004°51.81'E |
| WP       | KD451             | 53°04.03'N                 | 004°50.47'E | MAWP                      | THR 21 | 52°55.58'N                 | 004°47.03'E |
| IAWP     | FAFLO             | 53°04.84'N                 | 004°57.38'E | MATWP                     | KD453  | 52°51.42'N                 | 004°45.89'E |
| IAWP     | JOPFI             | 53°00.68'N                 | 004°58.71'E | HF                        | HDR    | 52°54.41'N                 | 004°45.94'E |
| IWP      | ZOJIK             | 53°02.36'N                 | 004°54.59'E |                           |        |                            |             |

CHANGES: EDITORIAL

RNLASF 26 NOV 2026

**MIPS  
INSTRUMENT APPROACH CHART****RNP Y RWY 21  
DE KOOY (EHKD)**

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

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

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

|                       |         |     |
|-----------------------|---------|-----|
| According STANAG 3158 |         |     |
| 1                     | Remarks | Nil |

**EHLW AD 2.10 Aerodrome obstacles**

| OBST ID/designation | OBST type | OBST position            | ELEV/HGT (FT) | Marking/type, colour LGT | REMARKS                                     |
|---------------------|-----------|--------------------------|---------------|--------------------------|---------------------------------------------|
| EHLW001             | BL        | 531302.5N<br>0054407.26E | 19 / 15       | -                        | True bearing from ARP 232 DEG, DIST 1446 M. |

## EHLW AD 2.11 Meteorological information provided

|   |                                                                   |                                                                                                             |
|---|-------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|
| 1 | Associated MET Office                                             | Leeuwarden                                                                                                  |
| 2 | Hours of service<br>MET Office outside hours                      | HO<br>Joint Meteorological Group                                                                            |
| 3 | Office responsible for TAF preparation<br>Periods of validity     | Joint Meteorological Group<br>12 hrs                                                                        |
| 4 | Type of landing forecast<br>Interval of issuance                  | TREND<br>Every 30 min during opr hrs                                                                        |
| 5 | Flight documentation<br>Language(s) used                          | Reports, forecasts and charts.<br>English and Dutch.                                                        |
| 6 | Charts and other information AVBL for briefing<br>or consultation | GSA, GSP, LGF, Cross section, Upperair<br>forecasts, NVG, Radar- and Satellite Images                       |
| 7 | Supplementary equipment AVBL for<br>providing information         | PBS (pilot briefing system)                                                                                 |
| 8 | Remarks                                                           | Tel EHLW 058-2346056 or mail LW.Meteo@mindef.nl<br>Tel JMG 0164-693111 or mail<br>JMG.WX.PLANnING@mindef.nl |

## EHLW AD 2.12 Runway physical characteristics

|   |                       |                                                                                                                                                                                                                                                                                             |
|---|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | RWY dimensions/a-gear | See Aerodrome Chart. Values in ft.                                                                                                                                                                                                                                                          |
| 2 | RWY surface           | Tarmac/concrete                                                                                                                                                                                                                                                                             |
| 3 | RWY strength          | PCN:<br>23 64 F/B/W/T (Stopway 23 24 F/B/W/T)<br>05 64 F/B/W/T (Stopway 05 24 F/B/W/T)<br>27 52 F/B/W/T<br>09 52 F/B/W/T                                                                                                                                                                    |
| 4 | Remarks               | RWY 09/27 no Touchdown Zone Marking and Aiming Point<br>Marking available.<br>RWY 23/05 no SWY-marking available on both SWYs.<br>RWY-distance markers provide distance available till RWY end<br>(SWY excluded).<br>RWY 27/07 no Touchdown Zone marking Aiming Point<br>marking available. |

## EHLW AD 2.13 Declared distances

|                                    |
|------------------------------------|
| See Aerodrome Chart. Values in ft. |
|------------------------------------|

## EHLW AD 2.14 Approach and runway lighting

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

## EHLW AD 2.15 Other lighting, secondary power supply

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

## EHLW AD 2.16 Helicopter landing area

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

## EHLW AD 2.17 Air traffic services airspace

|   |                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|---|-----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Designation and lateral limits    | Leeuwarden control zone<br>53°20'10.90"N 005°52'29.80"E; 53°21'38.51"N<br>005°56'03.02"E; 53°16'41.94"N 006°01'42.19"E;<br>53°15'14.48"N 005°58'09.16"E; along clockwise arc (radius 8<br>NM, centre 53°13'30.98"N 005°45'09.12"E) to 53°06'50.46"N<br>005°37'51.08"E; 53°05'22.29"N 005°34'19.67"E;<br>53°10'17.48"N 005°28'38.65"E; 53°11'45.80"N<br>005°32'10.23"E; along clockwise arc (radius 8 NM, centre<br>53°13'30.98"N 005°45'09.12"E) to point of origin. |
| 2 | Vertical limits                   | GND to 3000 ft AMSL                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 3 | Airspace classification           | D                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 4 | ATS unit call sign<br>Language(s) | Contact initially Leeuwarden TWR.<br>English                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 5 | Transition altitude               | IFR: 3000 ft AMSL; VFR: 3500 ft AMSL                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 6 | Remarks                           | Nil                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

## EHLW AD 2.18 Air traffic services communication facilities

| STATION/<br>SERVICE | CALL SIGN OR<br>IDENTIFICATION | FREQUENCY<br>MHz                                                     | HOURS | REMARKS                                          |
|---------------------|--------------------------------|----------------------------------------------------------------------|-------|--------------------------------------------------|
| 1                   | 2                              | 3                                                                    | 4     | 5                                                |
|                     | As appropriate                 | 121.500<br>243.000                                                   | HO    | Emergency FREQ for all servi-<br>ces             |
| TWR                 | Leeuwarden Tower               | 120.705 <sup>*)</sup><br>122.100<br>344.850 <sup>*)</sup><br>257.800 | HO    | <sup>*)</sup> Primary FREQ<br><br>Radar equipped |
| GND CTL             | Leeuwarden Ground              | 362.525                                                              | HO    |                                                  |
| APP                 | RAPCON North                   | 132.030 <sup>*)</sup><br>284.475 <sup>*)</sup>                       | HO    |                                                  |
| RADAR               | Leeuwarden Arrival             | 132.030<br>339.700                                                   | HO    | Through APP                                      |

## EHLW AD 2.19 Radio navigation and landing aids

| FACILITY            | ID  | CHANNEL<br>FREQ. | HOURS | CO-ORD.                         | RANGE/<br>ALTITUDE | REMARKS             |
|---------------------|-----|------------------|-------|---------------------------------|--------------------|---------------------|
| 1                   | 2   | 3                | 4     | 5                               | 6                  | 7                   |
| TACAN               | LWD | CH 94X           | H24   | 53°13'25.08"N<br>005°45'06.64"E | 150 NM/60000 ft    | FREQ pro-<br>tected |
| ILS 05<br>LOCALIZER | LWZ | 111.750          | HO    | 53°13'59.14"N<br>005°46'17.18"E |                    |                     |
| GLIDEPATH           |     | 333.350          | HO    | 53°13'17.66"N<br>005°44'27.50"E |                    |                     |
| DME 05              |     | CH 54Y           | HO    | 53°13'17.66"N<br>005°44'27.50"E |                    |                     |
| ILS 23<br>LOCALIZER | LWO | 111.750          | HO    | 53°13'04.37"N<br>005°44'04.89"E |                    |                     |
| GLIDEPATH           |     | 333.350          | HO    | 53°13'50.75"N<br>005°45'46.46"E |                    |                     |
| DME 23              |     | CH 54Y           | HO    | 53°13'50.75"N<br>005°45'46.46"E |                    |                     |
| ILS 09<br>LOCALIZER | WOL | 109.750          | HO    | 53°13'42.54"N<br>005°46'20.19"E |                    |                     |
| GLIDEPATH           |     | 333.050          | HO    | 53°13'39.59"N<br>005°44'43.45"E |                    |                     |
| DME 09              |     | CH 34Y           | HO    | 53°13'39.59"N<br>005°44'43.45"E |                    |                     |
| ILS 27<br>LOCALIZER | LOB | 109.750          | HO    | 53°13'42.90"N<br>005°44'16.77"E |                    |                     |
| GLIDEPATH           |     | 333.050          | HO    | 53°13'39.38"N<br>005°45'54.62"E |                    |                     |
| DME 27              |     | CH 34Y           | HO    | 53°13'39.38"N<br>005°45'54.62"E |                    |                     |

## EHLW AD 2.20 Local traffic regulations

### Glider- and Light ACFT flying

Gliderflying outside OPR HR SR/SS.

## EHLW AD 2.21 Noise abatement procedures

### Special rules for visiting jet ACFT:

#### a. APPROACHING:

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

## b. DEPARTING:

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

**EHLW AD 2.22 Flight procedures****IFR procedures**

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

RNP Y approach RWY 05

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

## FAS data block – RNP Y RWY 05

| Input data                          |               |
|-------------------------------------|---------------|
| Operation Type                      | 0             |
| SBAS Provider                       | 1 (EGNOS)     |
| Airport Identifier                  | EHLW          |
| Runway                              | 05            |
| Runway Letter                       | 0 (None)      |
| Approach Performance Designator     | 0             |
| Route Indicator                     | Y             |
| Reference Path Data Selector        | 0             |
| Reference Path Identifier           | E05A          |
| LTP/FTP Latitude                    | 531308.9900N  |
| LTP/FTP Longitude                   | 0054416.0400E |
| LTP/FTP Ellipsoidal Height (metres) | 42.6          |
| FPAP Latitude                       | 531358.5755N  |
| Delta FPAP Latitude (seconds)       | 49.5855       |
| FPAP Longitude                      | 0054615.8275E |
| Delta FPAP Longitude (seconds)      | 119.7875      |
| Threshold Crossing Height           | 50.0          |
| TCH Units Selector                  | 0 (feet)      |
| Glidepath Angle (degrees)           | 3.72          |
| Course Width (metres)               | 105.00        |
| Length Offset (metres)              | 0             |
| HAL (metres)                        | 40.0          |
| VAL (metres)                        | 35.0          |

| Output data          |                                                                                                                                  |
|----------------------|----------------------------------------------------------------------------------------------------------------------------------|
| Data Block           | 10 17 0C 08 05 05 C8 00 01 35<br>30 05 FC D4 D6 16 50 5F 76 02<br>AA 15 63 83 01 D7 A7 03 F4 01<br>74 01 64 00 C8 AF 28 A6 73 8E |
| Calculated CRC Value | 28A6738E                                                                                                                         |
| Supplied CRC Value   | 28A6738E                                                                                                                         |
| Comparison Result    | OK                                                                                                                               |

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

NOTE: EUROCONTROL FAS DB tool Version 3.2.0

## RNP Y approach RWY 23

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

## FAS data block – RNP Y RWY 23

| Input data                          |               |
|-------------------------------------|---------------|
| Operation Type                      | 0             |
| SBAS Provider                       | 1 (EGNOS)     |
| Airport Identifier                  | EHLW          |
| Runway                              | 23            |
| Runway Letter                       | 0 (None)      |
| Approach Performance Designator     | 0             |
| Route Indicator                     | Y             |
| Reference Path Data Selector        | 0             |
| Reference Path Identifier           | E23A          |
| LTP/FTP Latitude                    | 531352.9500N  |
| LTP/FTP Longitude                   | 0054602.2300E |
| LTP/FTP Ellipsoidal Height (metres) | 42.5          |
| FPAP Latitude                       | 531304.5415N  |
| Delta FPAP Latitude (seconds)       | -48.4085      |
| FPAP Longitude                      | 0054405.3015E |
| Delta FPAP Longitude (seconds)      | -116.9285     |
| Threshold Crossing Height           | 50.0          |
| TCH Units Selector                  | 0 (feet)      |
| Glidepath Angle (degrees)           | 3.72          |
| Course Width (metres)               | 105.00        |
| Length Offset (metres)              | 0             |
| HAL (metres)                        | 40.0          |
| VAL (metres)                        | 35.0          |

| Output data          |                                                                                                                                  |
|----------------------|----------------------------------------------------------------------------------------------------------------------------------|
| Data Block           | 10 17 0C 08 05 17 C8 00 01 33<br>32 05 6C 2C D8 16 EC 9C 79 02<br>A9 15 CF 85 FE 7F 6E FC F4 01<br>74 01 64 00 C8 AF 56 6E 17 51 |
| Calculated CRC Value | 566E1751                                                                                                                         |
| Supplied CRC Value   | 566E1751                                                                                                                         |
| Comparison Result    | OK                                                                                                                               |

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

NOTE: EUROCONTROL FAS DB tool Version 3.2.0

### VFR procedures

#### CONVENTIONAL ACFT:

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

#### LIGHT ACFT/HEL:

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

### EHLW AD 2.23 Additional information

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

Tel: +31(0)20 4062840

Tel: +31(0)20 4062841

E-mail: aocs.fdns@mindef.nl

AFTN: ELMCZPZX

avbl H24

PPR 24 HRS: for Prior Permission Request contact:

Leeuwarden AB

Operational Centre

Tel: +31(0)58 2346004/6006

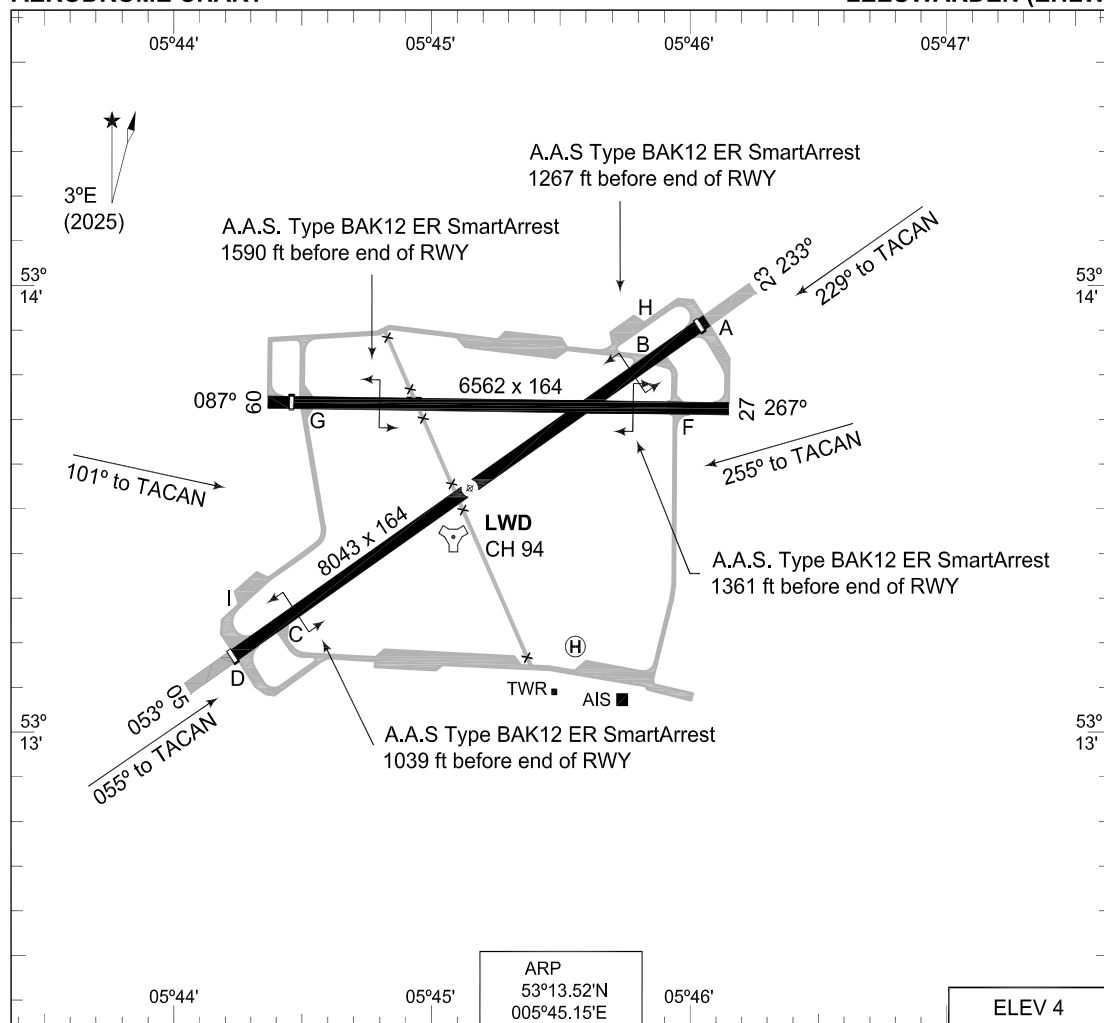
E-mail: LW.IPCC.Daily.Ops@mindef.nl

## EHLW AD 2.24 Charts related to an aerodrome

|  |                                                 |              |
|--|-------------------------------------------------|--------------|
|  | Aerodrome Chart                                 | EHLW AD 2-13 |
|  | Local map                                       | EHLW AD 2-14 |
|  | MVA chart                                       | EHLW AD 2-15 |
|  | Aerodrome obstacle chart RWY 05-23              | EHLW AD 2-16 |
|  | Aerodrome obstacle chart RWY 09-27              | EHLW AD 2-17 |
|  | Instrument departure chart LW1                  | EHLW AD 2-18 |
|  | Instrument departure chart HPMA LW 1B           | EHLW AD 2-19 |
|  | Instrument departure chart LW3                  | EHLW AD 2-20 |
|  | Instrument departure chart LW5                  | EHLW AD 2-21 |
|  | Instrument departure chart LW7                  | EHLW AD 2-22 |
|  | Instrument approach chart ILS or LOC RWY 05     | EHLW AD 2-23 |
|  | Instrument approach chart HI-TACAN RWY 05       | EHLW AD 2-24 |
|  | Instrument approach chart TACAN RWY 05          | EHLW AD 2-25 |
|  | Instrument approach chart COPTER ILS or LOC 053 | EHLW AD 2-26 |
|  | Instrument approach chart COPTER TACAN 055      | EHLW AD 2-27 |
|  | Instrument approach chart RNP Z RWY 05          | EHLW AD 2-28 |
|  | Instrument approach chart RNP Y RWY 05          | EHLW AD 2-29 |
|  | Instrument approach chart ILS or LOC RWY 09     | EHLW AD 2-30 |
|  | Instrument approach chart HI-TACAN RWY 09       | EHLW AD 2-31 |
|  | Instrument approach chart TACAN RWY 09          | EHLW AD 2-32 |
|  | Instrument approach chart ILS or LOC RWY 23     | EHLW AD 2-33 |
|  | Instrument approach chart HI-TACAN RWY 23       | EHLW AD 2-34 |
|  | Instrument approach chart TACAN RWY 23          | EHLW AD 2-35 |
|  | Instrument approach chart COPTER ILS or LOC 233 | EHLW AD 2-36 |
|  | Instrument approach chart COPTER TACAN 229      | EHLW AD 2-37 |
|  | Instrument approach chart RNP Z RWY 23          | EHLW AD 2-38 |
|  | Instrument approach chart RNP Y RWY 23          | EHLW AD 2-39 |
|  | Instrument approach chart ILS or LOC RWY 27     | EHLW AD 2-40 |
|  | Instrument approach chart HI-TACAN RWY 27       | EHLW AD 2-41 |
|  | Instrument approach chart TACAN RWY 27          | EHLW AD 2-42 |

MIPS  
AERODROME CHART

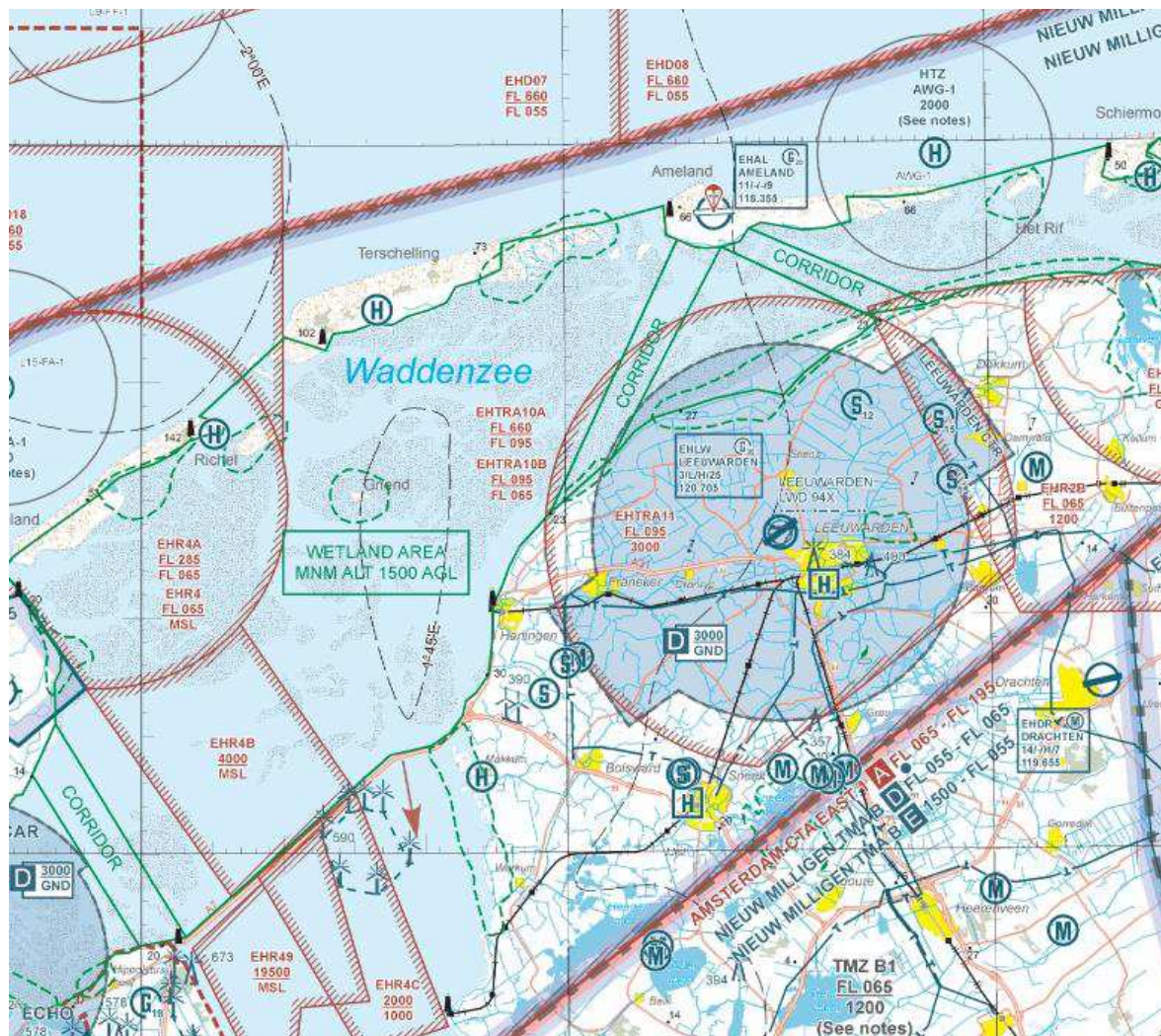
LEEUWARDEN (EHLW)



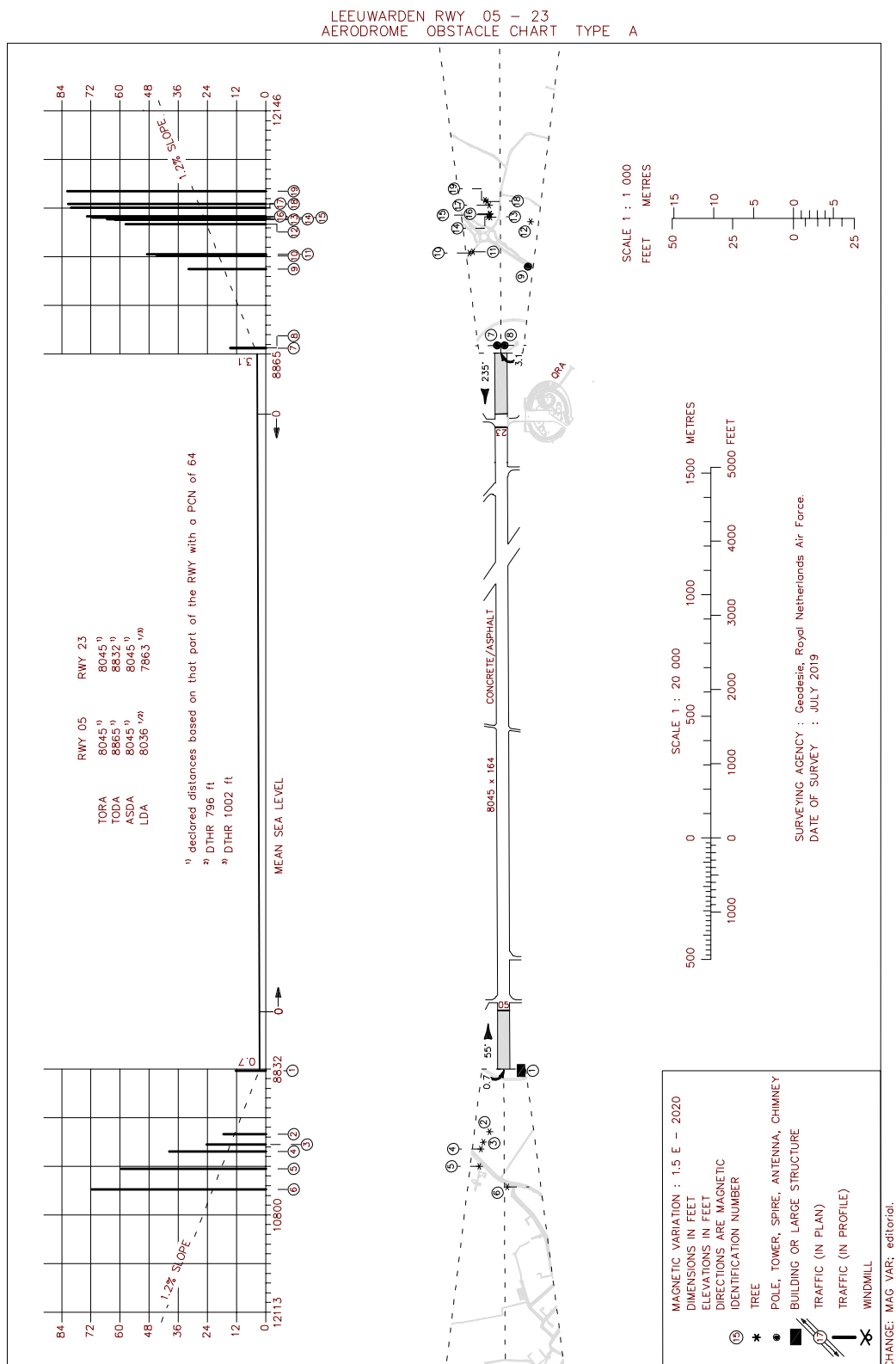
| RWY                                                     | PCN            | TORA | ASDA | TODA | LDA  | PAPI | THR ELEV | THR PSN                    |
|---------------------------------------------------------|----------------|------|------|------|------|------|----------|----------------------------|
| 23                                                      | 64 F/B/W/T     | 8043 | 8043 | 8832 | 7863 | 3.0° | 4        | 53°13.88'N 005°46.04'E     |
| 05                                                      | 64 F/B/W/T     | 8043 | 8043 | 8865 | 8036 | 3.0° | 4        | 53°13.15'N 005°44.27'E     |
| 27                                                      | 52 F/B/W/T     | 6561 | 6561 | 6561 | 6561 |      | 3        | 53°13.71'N 005°46.18'E     |
| 09                                                      | 52 F/B/W/T     | 6561 | 6561 | 6561 | 6368 |      | 3        | 53°13.71'N 005°44.44'E     |
| LEEUWARDEN TWR 344.850 120.705 (Ground Control) 362.525 |                |      |      |      |      |      |          |                            |
| LEEUWARDEN ARRIVAL 339.700                              |                |      |      |      |      |      |          |                            |
| RAPCON NORTH 284.475 132.030                            |                |      |      |      |      |      |          |                            |
|                                                         | PROC. CRITERIA | RWY  | GS   | TCH  | OTCH | RPI  | CAT      | MINIMA CRITERIA            |
| CHANGES: EDITORIAL                                      | MIPS           | 23   |      |      |      |      | AB       | MIPS                       |
|                                                         |                |      |      |      |      |      | C        | 450-1100 446 (500-1.1/1.9) |
|                                                         |                |      |      |      |      |      | D        | 450-1200 446 (500-1.2/2.0) |
|                                                         |                |      |      |      |      |      | E        | 450-1600 446 (500-1.6/2.4) |
|                                                         |                |      |      |      |      |      |          | 450-2000 446 (500-2.0/2.8) |
|                                                         | MIPS           | 05   |      |      |      |      | AB       | MIPS                       |
|                                                         |                |      |      |      |      |      | C        | 470-1100 446 (500-1.1/1.9) |
|                                                         |                |      |      |      |      |      | D        | 470-1200 446 (500-1.2/2.0) |
|                                                         |                |      |      |      |      |      | E        | 470-1600 446 (500-1.6/2.4) |
|                                                         |                |      |      |      |      |      |          | 470-2000 446 (500-2.0/2.8) |
|                                                         | MIPS           | 27   |      |      |      |      | AB       | MIPS                       |
|                                                         |                |      |      |      |      |      | CD       | 420-1900 417 (500-1.9/1.9) |
|                                                         |                |      |      |      |      |      | E        | 420-2000 417 (500-2.0/2.0) |
|                                                         |                |      |      |      |      |      |          | 420-2400 417 (500-2.4/2.4) |
|                                                         | MIPS           | 09   |      |      |      |      | AB       | MIPS                       |
|                                                         |                |      |      |      |      |      | C        | 460-1900 458 (500-1.9/1.9) |
|                                                         |                |      |      |      |      |      | DE       | 460-2000 458 (500-2.0/2.0) |
|                                                         |                |      |      |      |      |      |          | 460-2400 458 (500-2.4/2.4) |

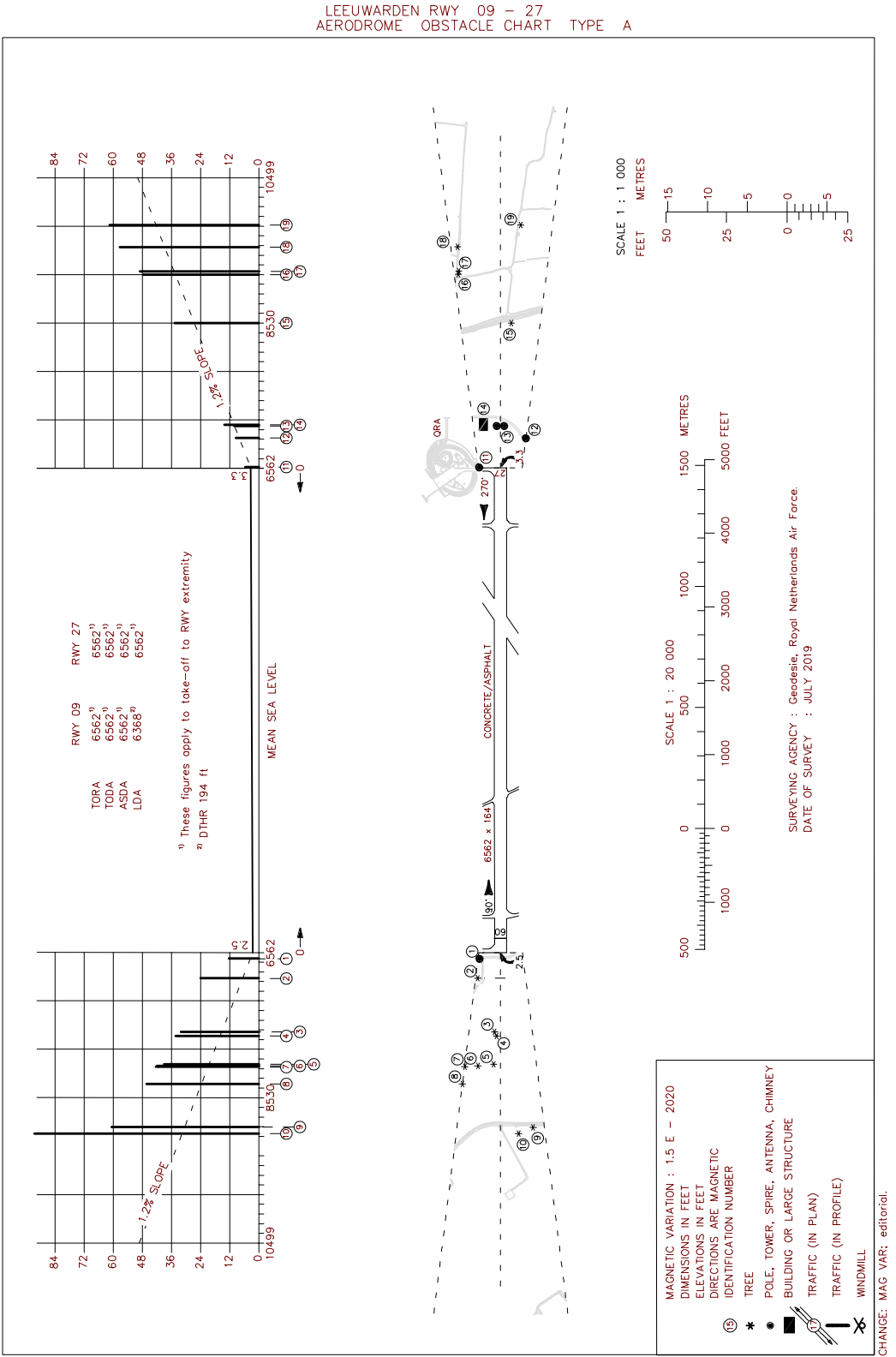
RNLASF 16 APR 2026

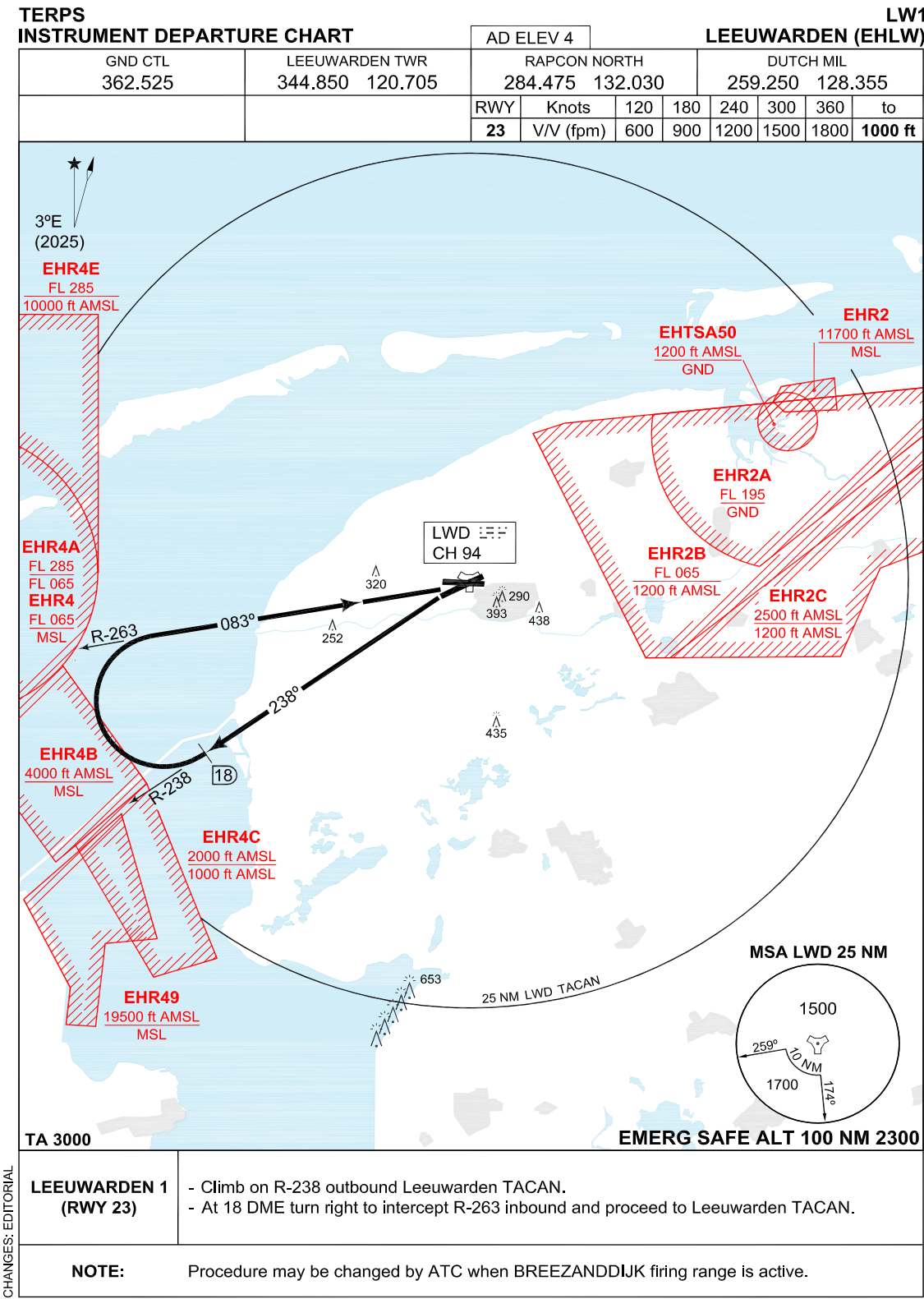
## LOCAL MAP











Military Air Traffic Control, The Netherlands

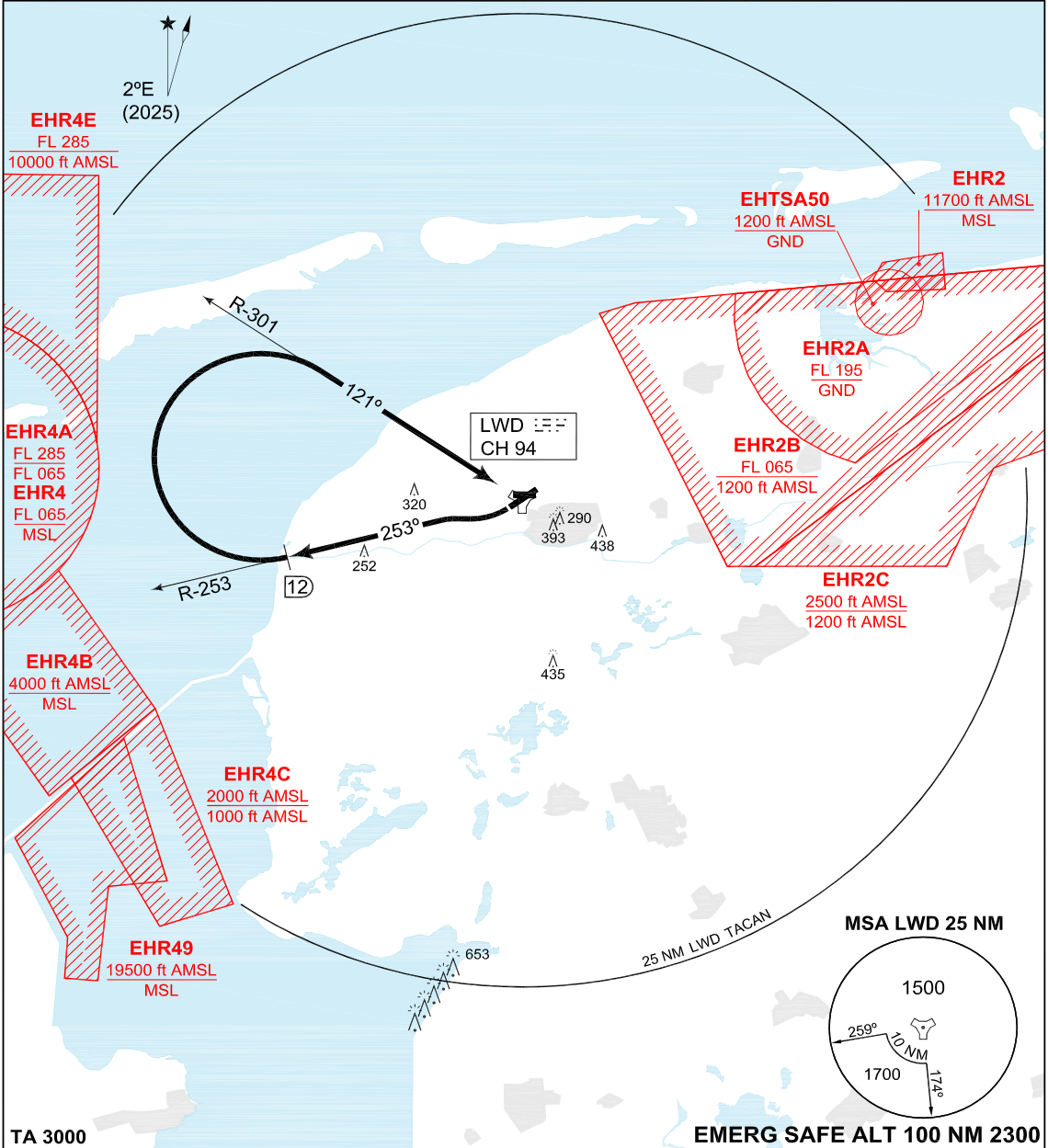
Amdt 12/26  
26 NOV 2026

MIPS  
INSTRUMENT DEPARTURE CHART

AD ELEV 4

HPMA LW1B  
LEEWARDEN (EHLW)

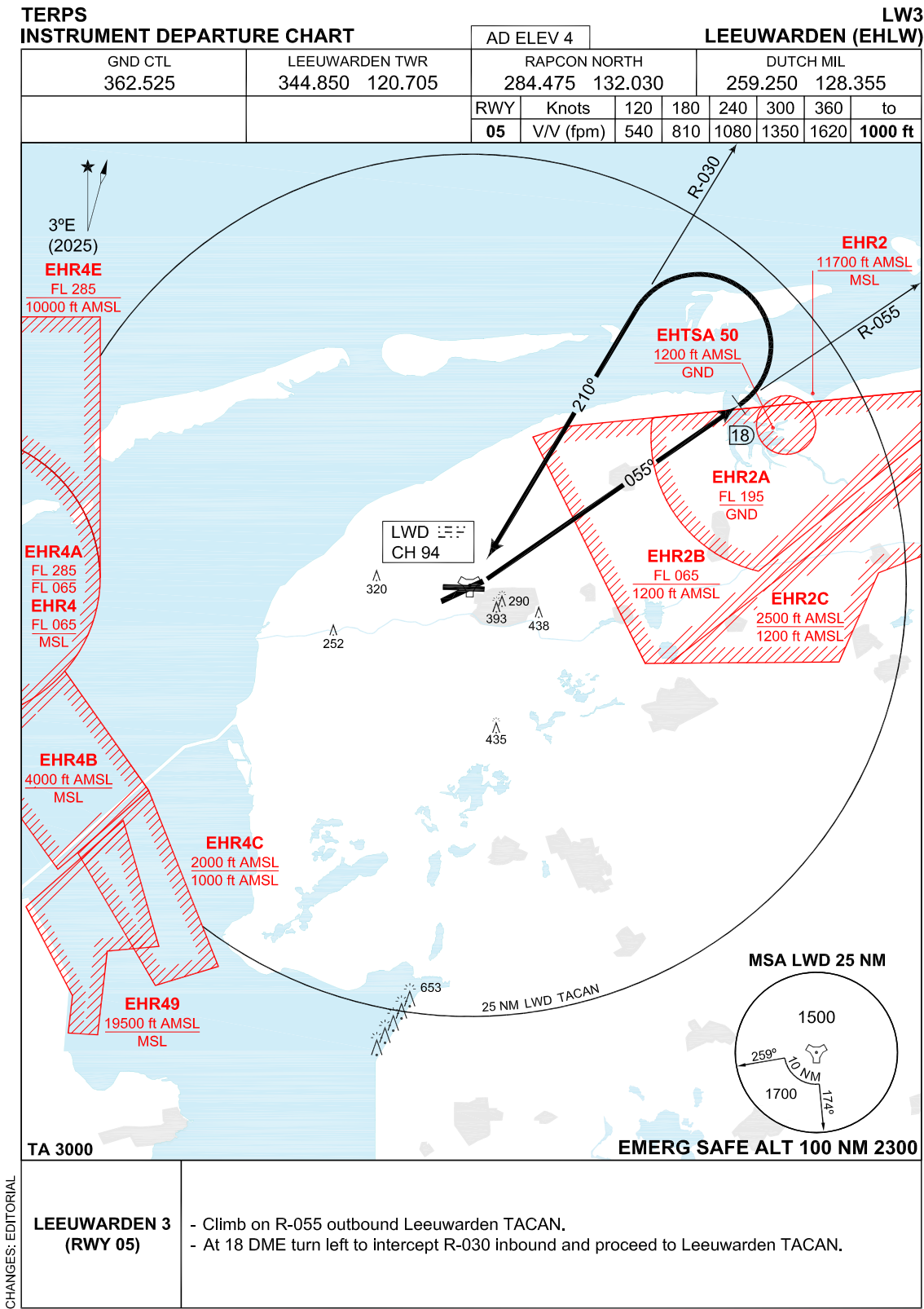
|                    |  |                                  |  |                                 |           |      |      |                              |      |      |        |
|--------------------|--|----------------------------------|--|---------------------------------|-----------|------|------|------------------------------|------|------|--------|
| GND CTL<br>362.525 |  | LEEWARDEN TWR<br>344.850 120.705 |  | RAPCON NORTH<br>284.475 132.030 |           |      |      | DUTCH MIL<br>259.250 128.355 |      |      |        |
|                    |  |                                  |  | RWY                             | Knots     | 120  | 180  | 240                          | 300  | 360  | Reason |
|                    |  |                                  |  | 23                              | V/V (fpm) | 1070 | 1600 | 2130                         | 2660 | 3190 | ATC    |

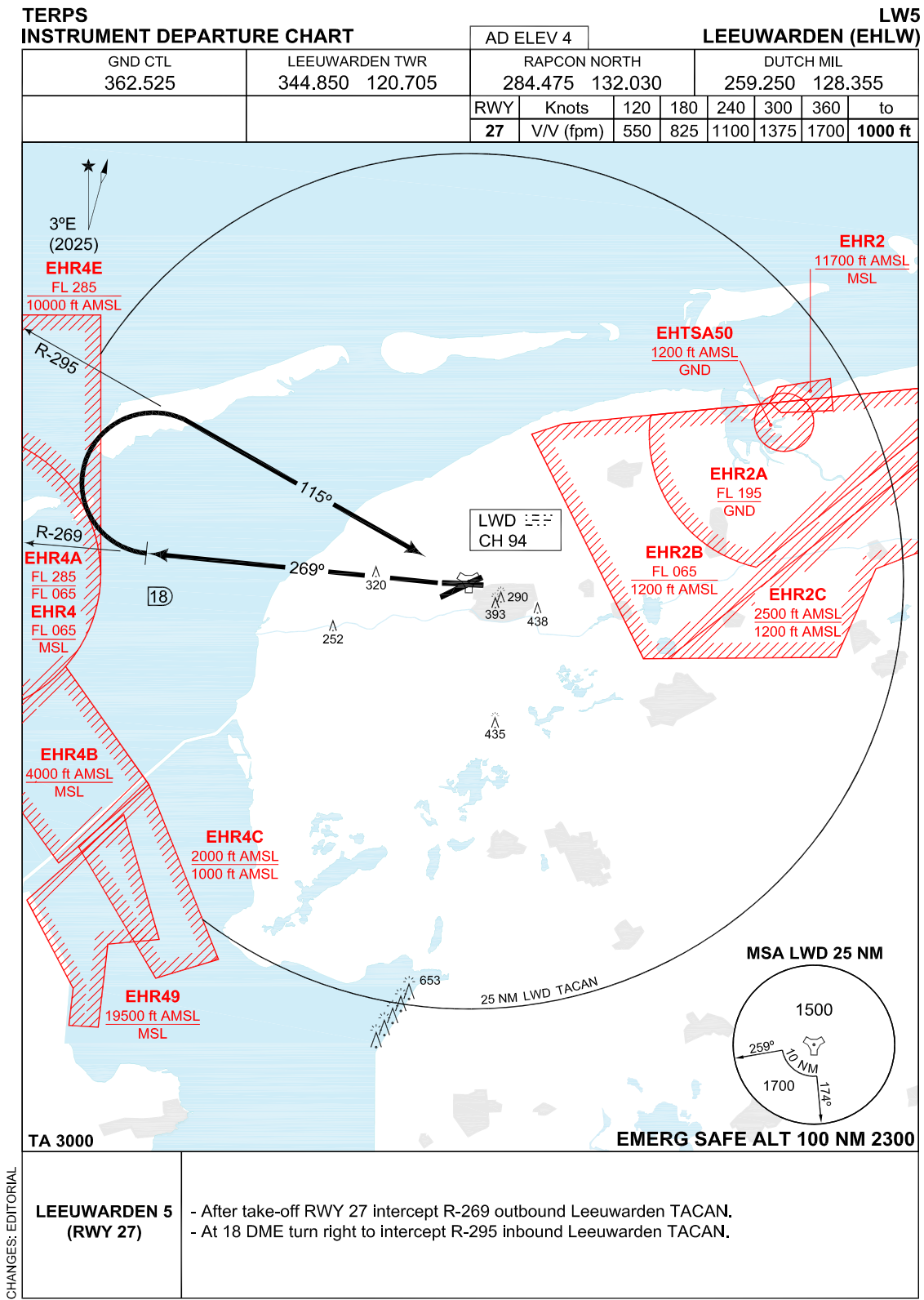


CHANGES: NEW PROCEDURE

|                                    |  |                                                                                                                                      |
|------------------------------------|--|--------------------------------------------------------------------------------------------------------------------------------------|
| LEEWARDEN<br>HPMA LW1B<br>(RWY 23) |  | - Climb and turn right to intercept LWD R-253.<br>- At 12 DME turn right to intercept R-301 inbound and proceed to Leeuwarden TACAN. |
|------------------------------------|--|--------------------------------------------------------------------------------------------------------------------------------------|

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TERPS

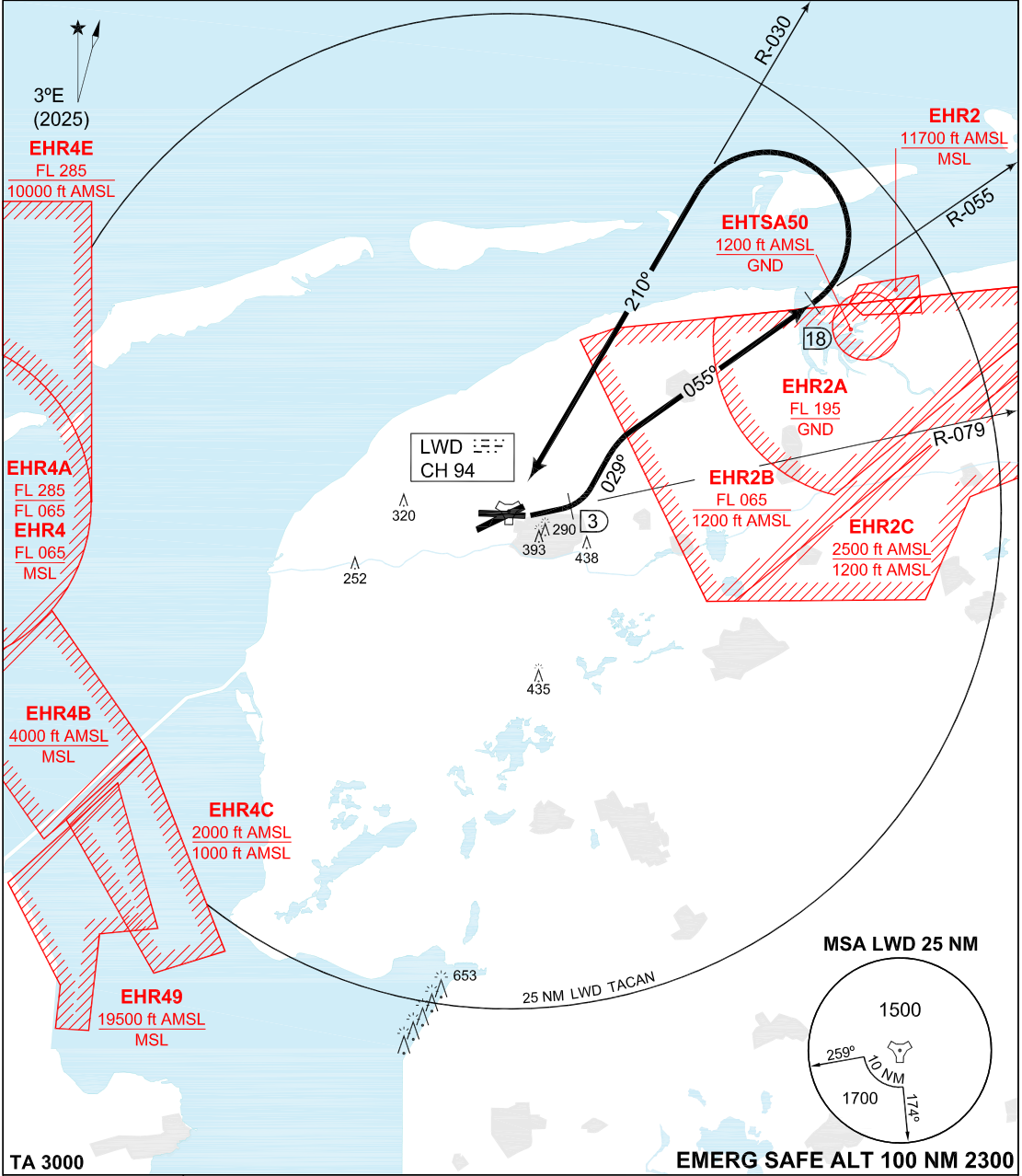
INSTRUMENT DEPARTURE CHART

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     |
|         |                 | 09           | V/V (fpm) | 750       | 1125    | 1500 | 1875 | 2250    |
|         |                 |              |           |           |         |      |      | 1000 ft |



|                         |                                                                                                                                                                                                                                                                       |
|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| LEEWARDEN 7<br>(RWY 09) | <ul style="list-style-type: none"><li>- After take-off intercept R-079 outbound Leeuwarden TACAN.</li><li>- At 3 DME turn left heading 029° to intercept R-055 Leeuwarden TACAN.</li><li>- At 18 DME turn left to intercept R-030 inbound Leeuwarden TACAN.</li></ul> |
|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



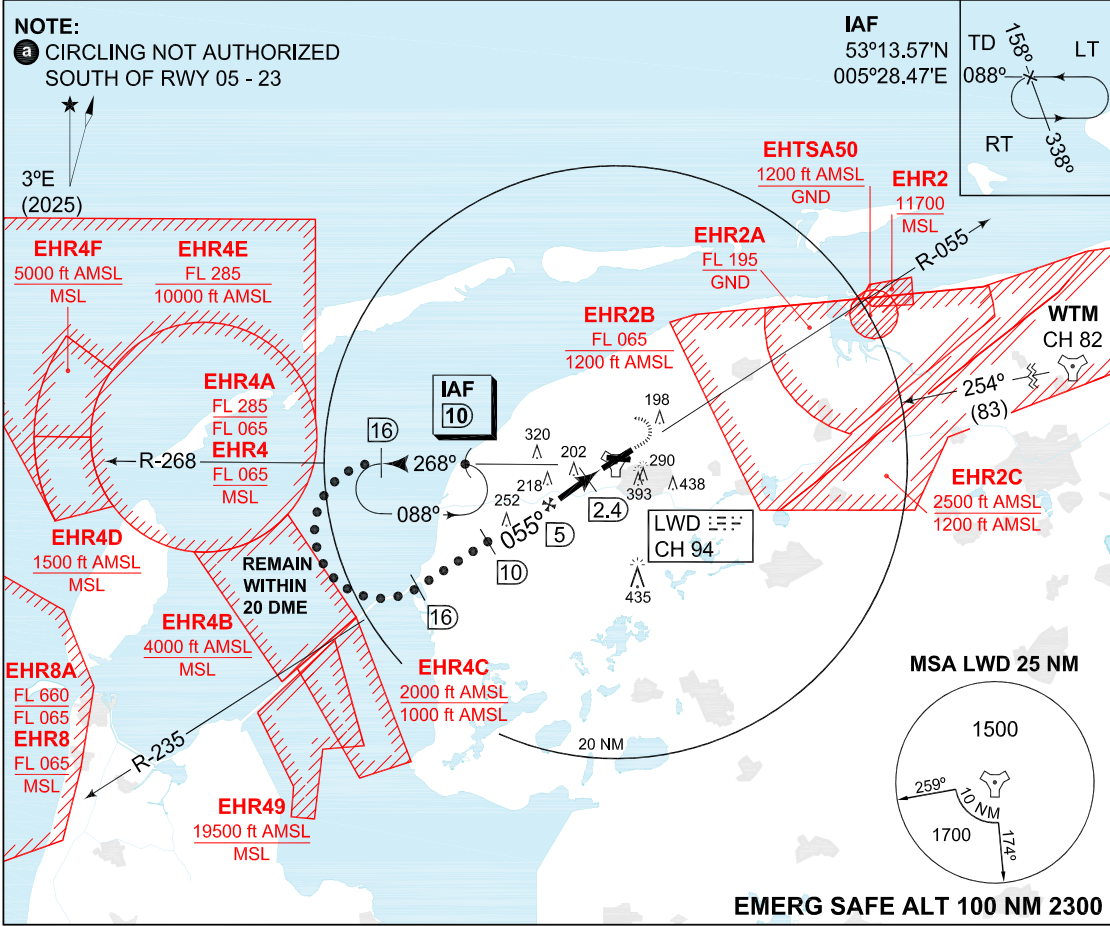
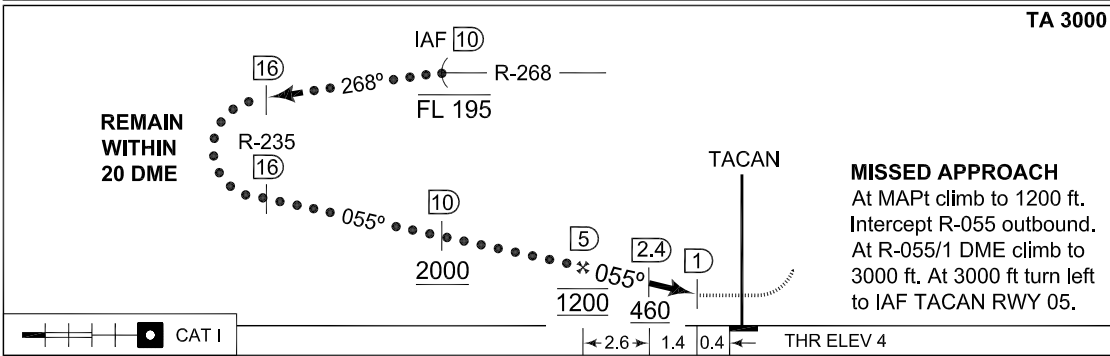
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 4

HI-TACAN RWY 05  
LEEWARDEN (EHLW)

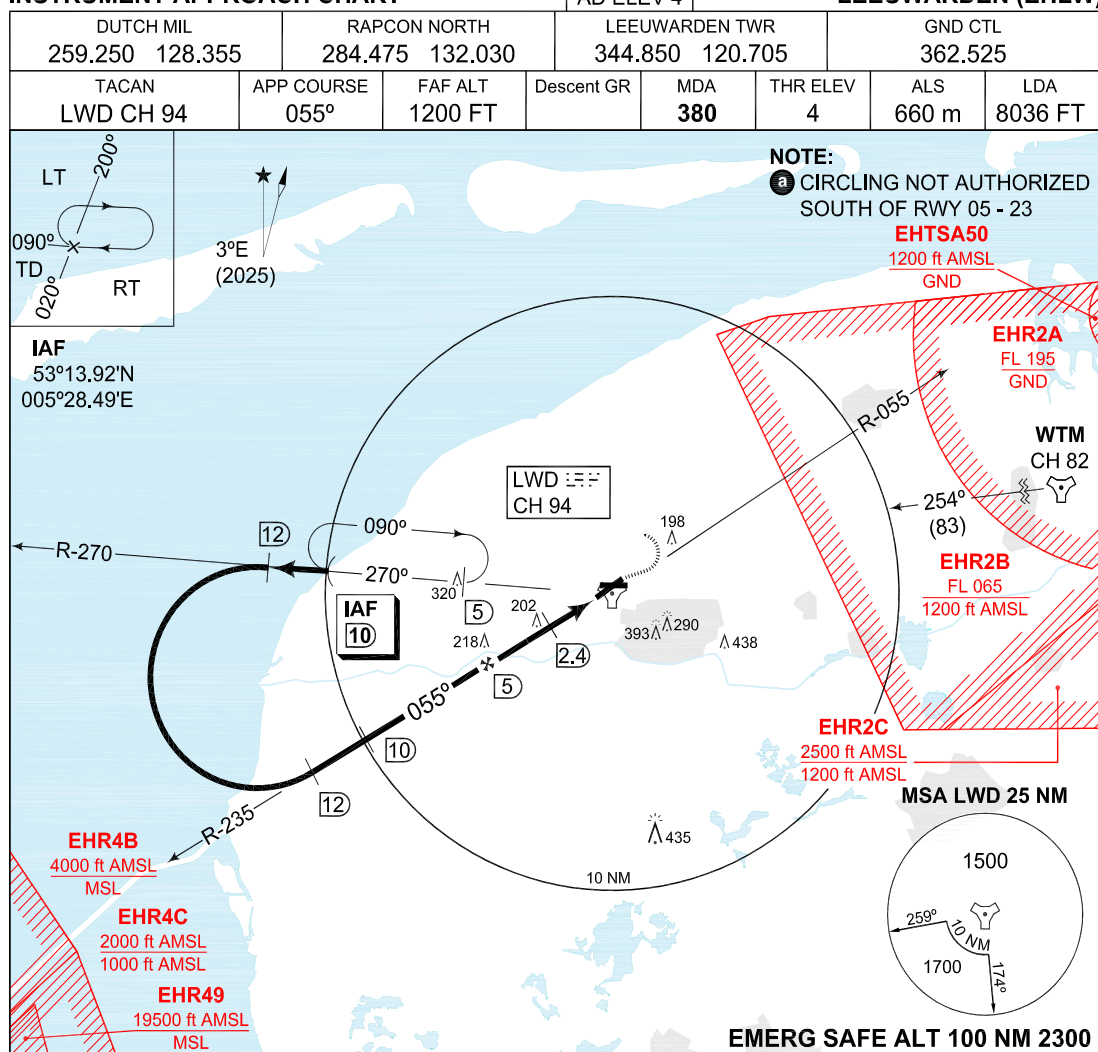
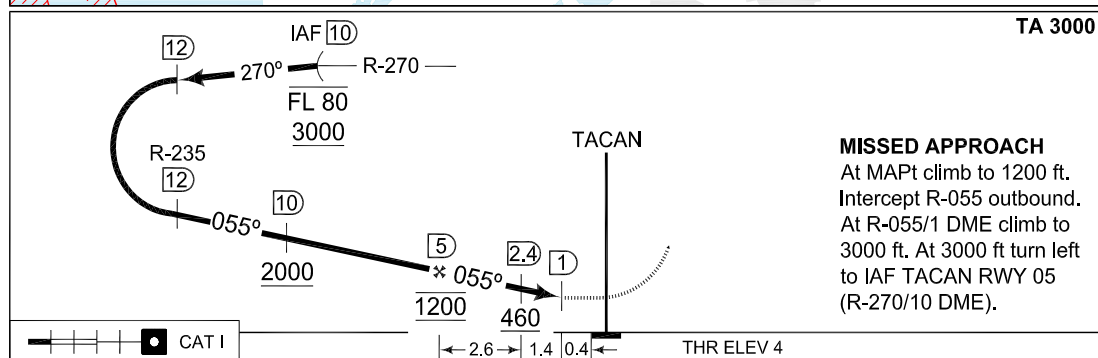
|                 |            |                 |            |                 |          |         |         |
|-----------------|------------|-----------------|------------|-----------------|----------|---------|---------|
| DUTCH MIL       |            | RAPCON NORTH    |            | LEEWARDEN TWR   |          | 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       | 055°       | 1200 FT         |            | 380             | 4        | 660 m   | 8036 FT |



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

**MIPS  
INSTRUMENT APPROACH CHART**

AD ELEV 4

**TACAN RWY 05  
LEEWARDEN (EHLW)**


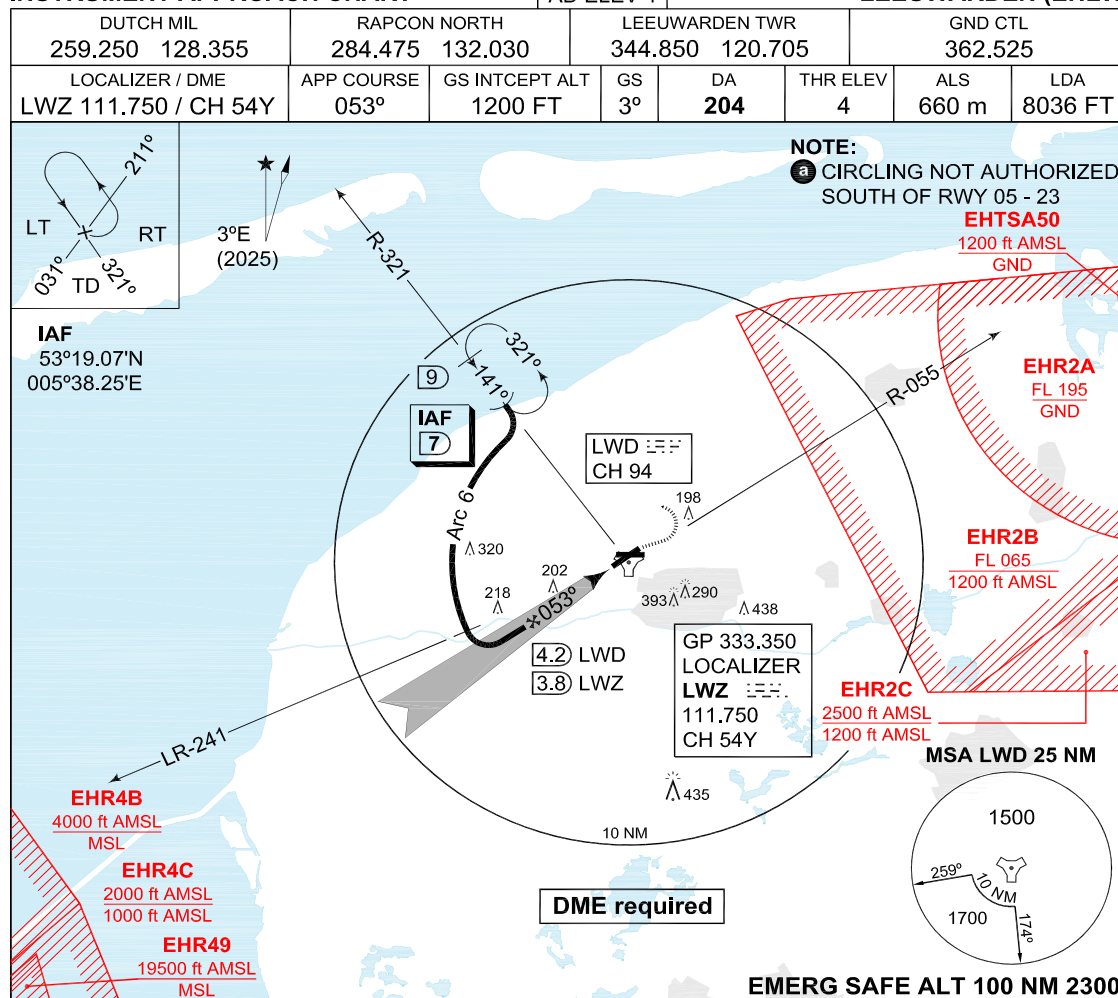
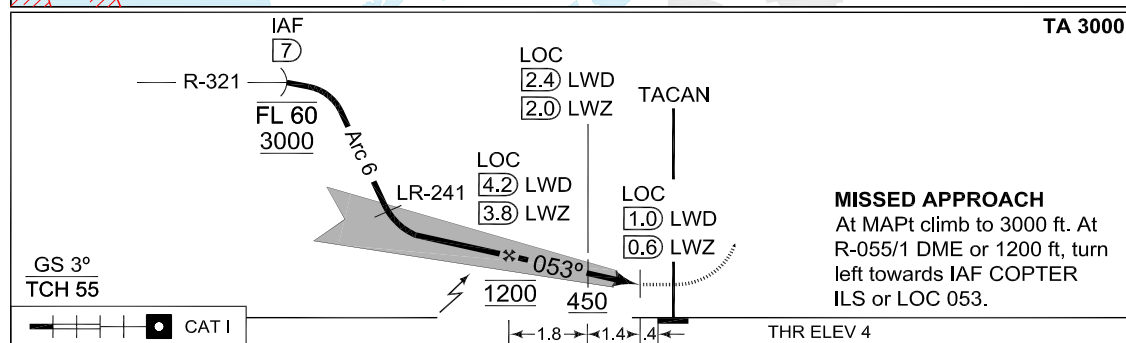
CHANGES: EDITORIAL

| CATEGORY                                               | A                                 | B                              | C                                  | D                                  | E                              |
|--------------------------------------------------------|-----------------------------------|--------------------------------|------------------------------------|------------------------------------|--------------------------------|
| MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1 |                                   |                                |                                    |                                    |                                |
| S-TACAN 05                                             | <b>380</b> -800 376 (400-0.8/1.6) |                                | <b>380</b> -1200 376 (400-1.2/1.6) | <b>380</b> -1200 376 (400-1.2/2.0) |                                |
| CIRCLING ③                                             | <b>500</b> -1900 496 (500-1.9)    | <b>510</b> -2800 506 (600-2.8) | <b>610</b> -3700 606 (700-3.7)     | <b>720</b> -4600 716 (800-4.6)     | <b>820</b> -6500 816 (900-6.5) |

RNLASF 16 APR 2026

**MIPS**  
**INSTRUMENT APPROACH CHART**

AD ELEV 4

**COPTER ILS or LOC 053**  
**LEEUWARDEN (EHLW)**


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

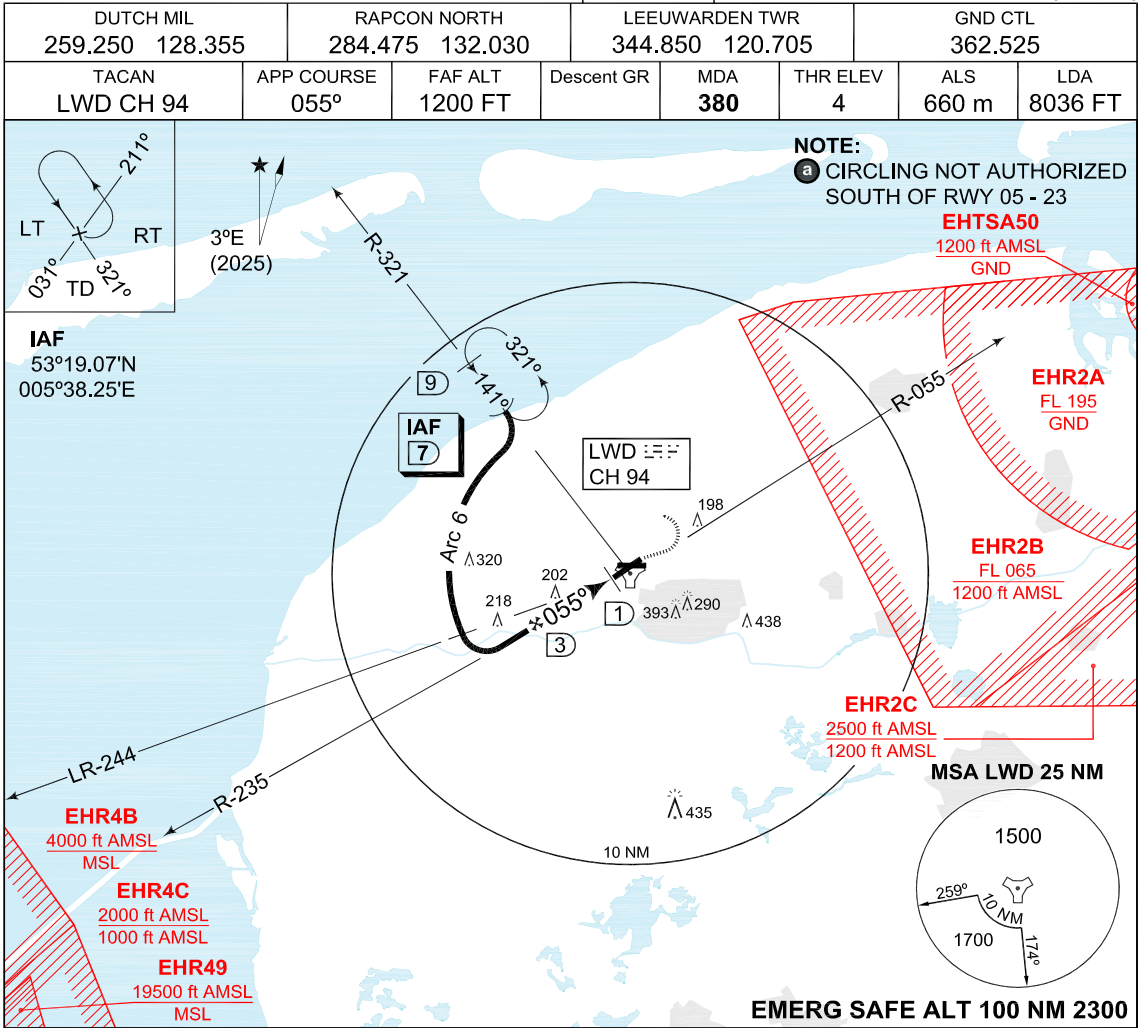
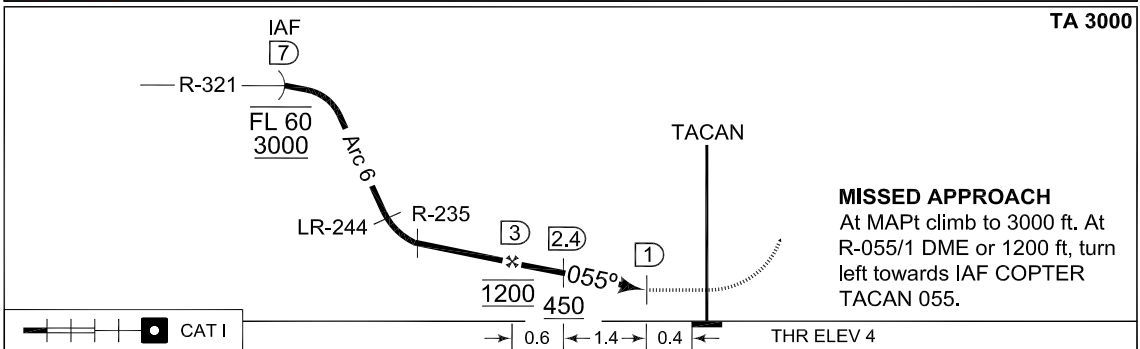
RNLASF 16 APR 2026

MIPS

INSTRUMENT APPROACH CHART

AD ELEV 4

COPTER TACAN 055  
LEEWARDEN (EHLW)



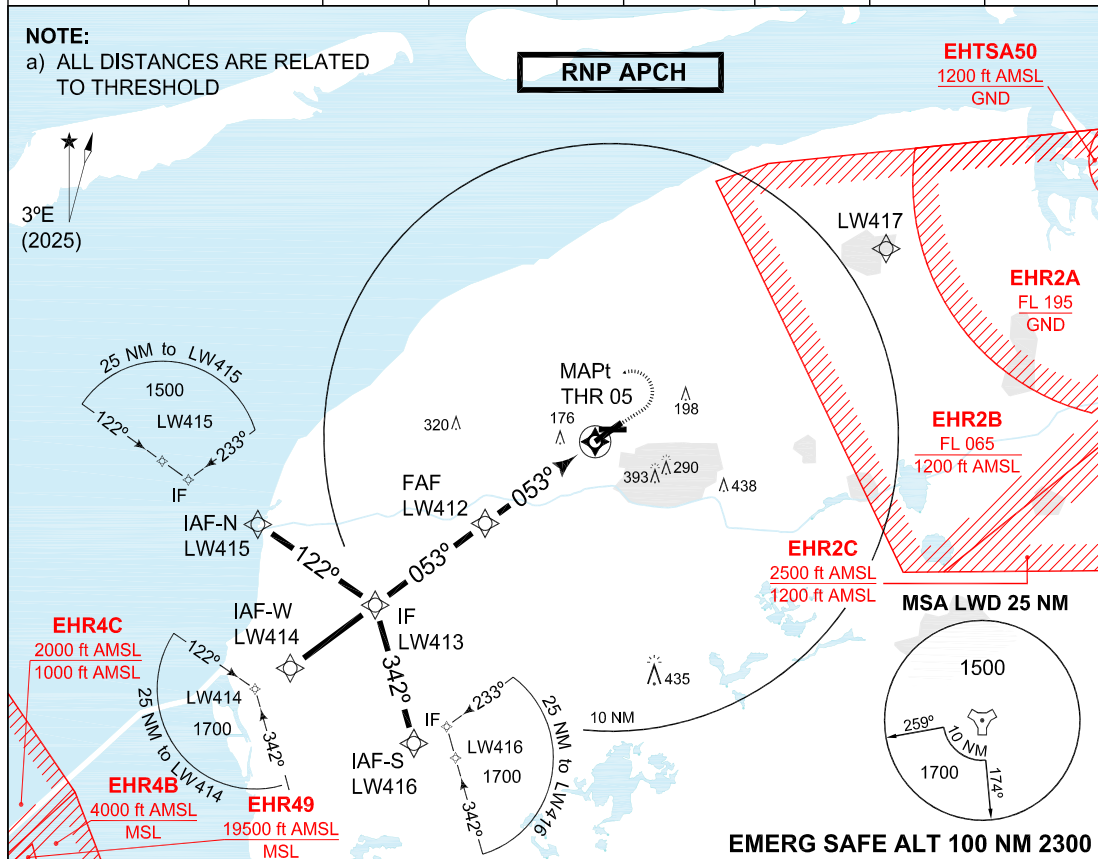
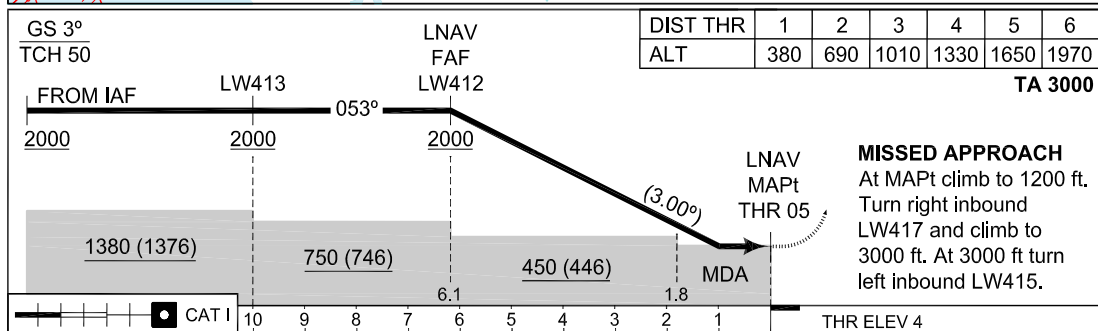
| CATEGORY         | A                         |
|------------------|---------------------------|
| COPTER TACAN 055 | 380-400 376 (400-0.4/0.8) |
| CIRCLING a       | 500-1900 496 (500-1.9)    |

**PANS OPS  
INSTRUMENT APPROACH CHART****RNP Z RWY 05  
LEEWARDEN (EHLW)**

|                 |            |                 |            |                 |                |          |       |         |
|-----------------|------------|-----------------|------------|-----------------|----------------|----------|-------|---------|
| DUTCH MIL       |            | RAPCON NORTH    |            | LEEWARDEN 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° | <b>380</b>      | <b>SEE CAT</b> | 4        | 660 m | 8036 FT |

**NOTE:**

a) ALL DISTANCES ARE RELATED TO THRESHOLD



| CATEGORY |                   | A                          |             | B    |       | C          |             | D |  |
|----------|-------------------|----------------------------|-------------|------|-------|------------|-------------|---|--|
| MIPS     | DA(H) LPV         | N.A.                       |             |      |       |            |             |   |  |
|          | DA(H) LNAV / VNAV | N.A.                       |             |      |       |            |             |   |  |
|          | 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: EDITORIAL

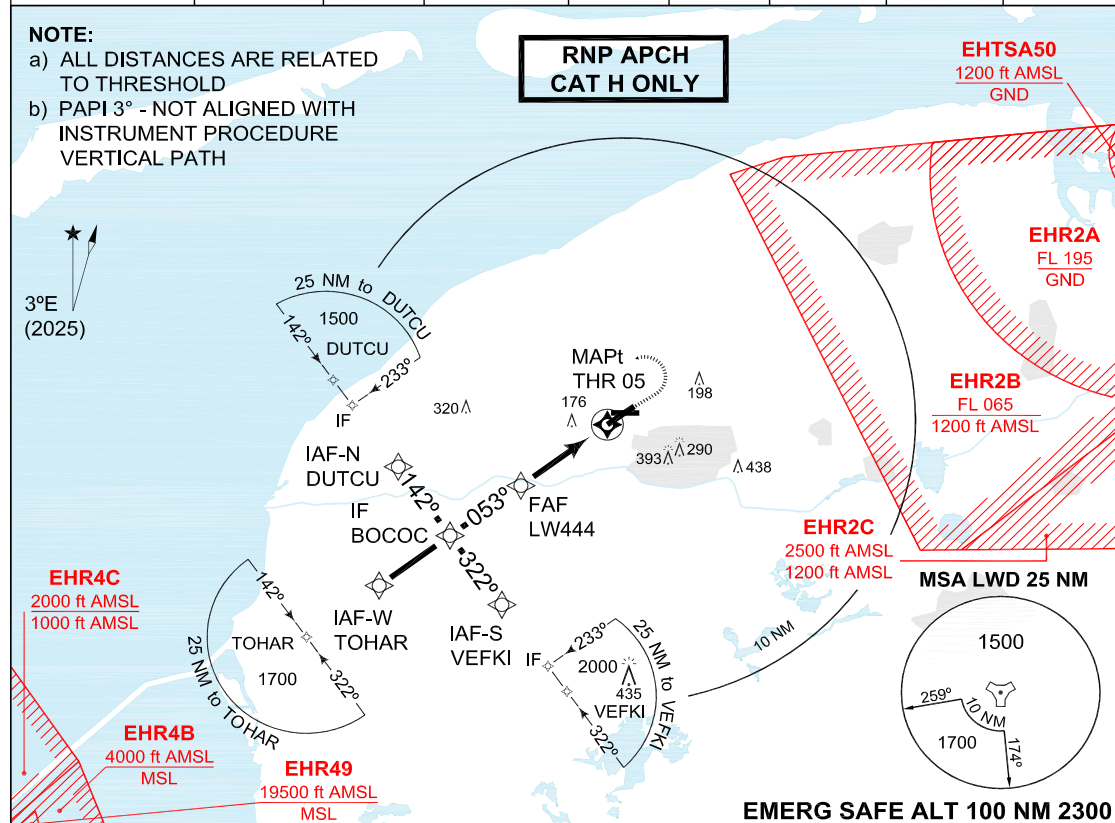
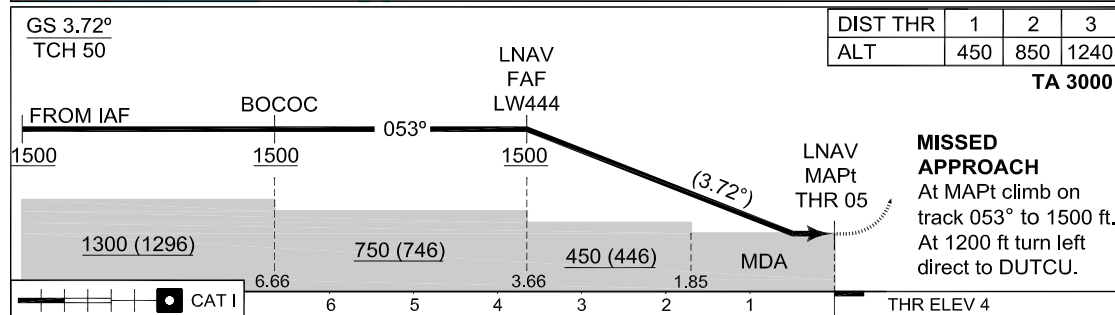
RNLASF 16 APR 2026

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

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

**NOTE:**

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



|          |                   |                            |                                   |
|----------|-------------------|----------------------------|-----------------------------------|
| 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 |

## MIPS INSTRUMENT APPROACH CHART

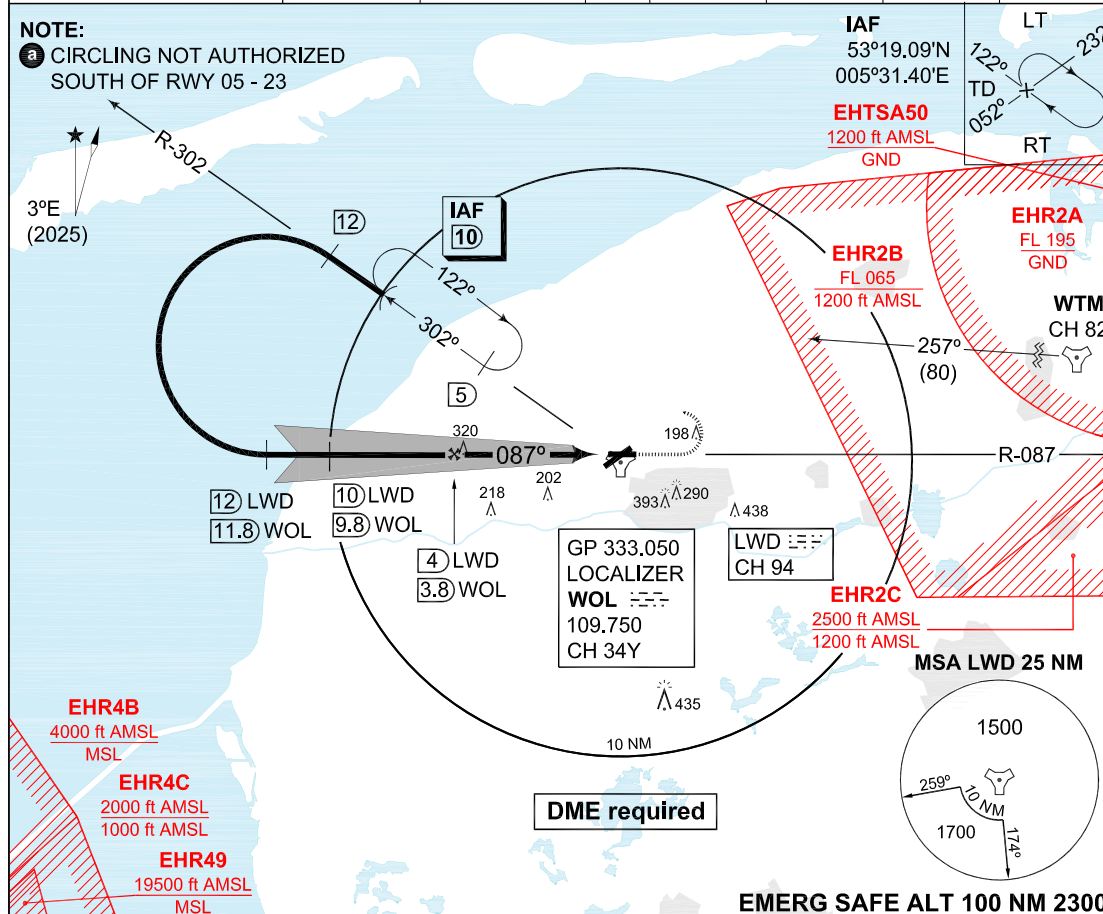
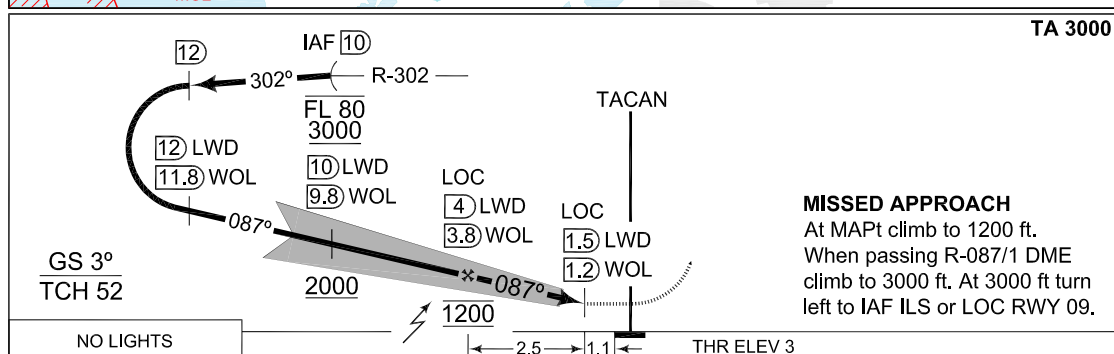
AD ELEV 4

**ILS or LOC RWY 09  
LEEWARDEN (EHLW)**

|                                         |  |                                 |                           |                                  |                      |                    |          |                |
|-----------------------------------------|--|---------------------------------|---------------------------|----------------------------------|----------------------|--------------------|----------|----------------|
| DUTCH MIL<br>259.250 128.355            |  | RAPCON NORTH<br>284.475 132.030 |                           | LEEWARDEN TWR<br>344.850 120.705 |                      | GND CTL<br>362.525 |          |                |
| LOCALIZER / DME<br>WOL 109.750 / CH 34Y |  | APP COURSE<br>087°              | GS INTCEPT ALT<br>1200 FT | GS<br>3°                         | DA<br><b>SEE CAT</b> | THR ELEV<br>3      | ALS<br>- | LDA<br>6368 FT |

**NOTE:**

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



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

## MIPS INSTRUMENT APPROACH CHART

AD ELEV 4

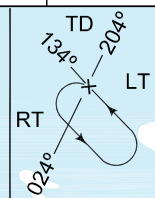
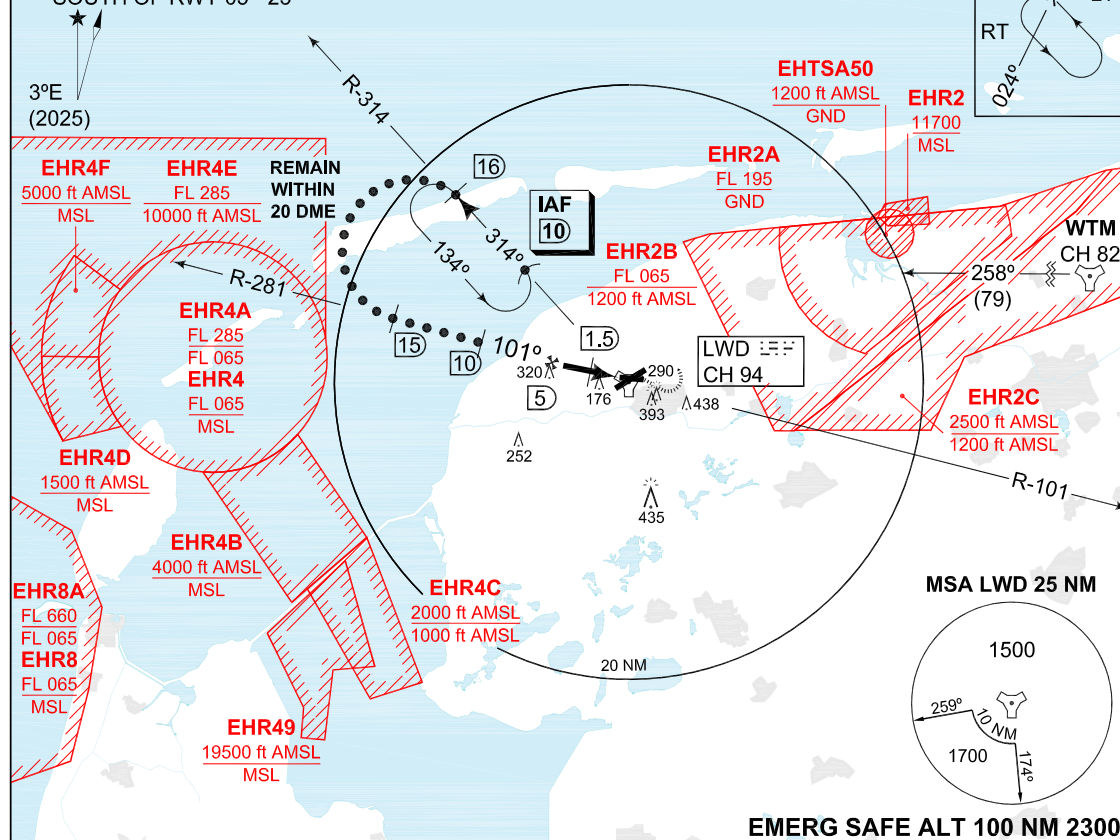
**HI-TACAN RWY 09  
LEEUWARDEN (EHLW)**

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

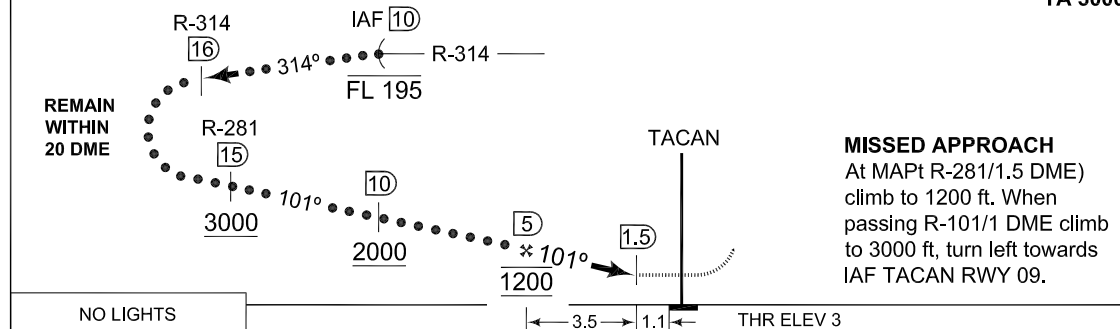
**NOTE:**

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

**IAF**  
53°20.71'N  
005°33.73'E



TA 3000



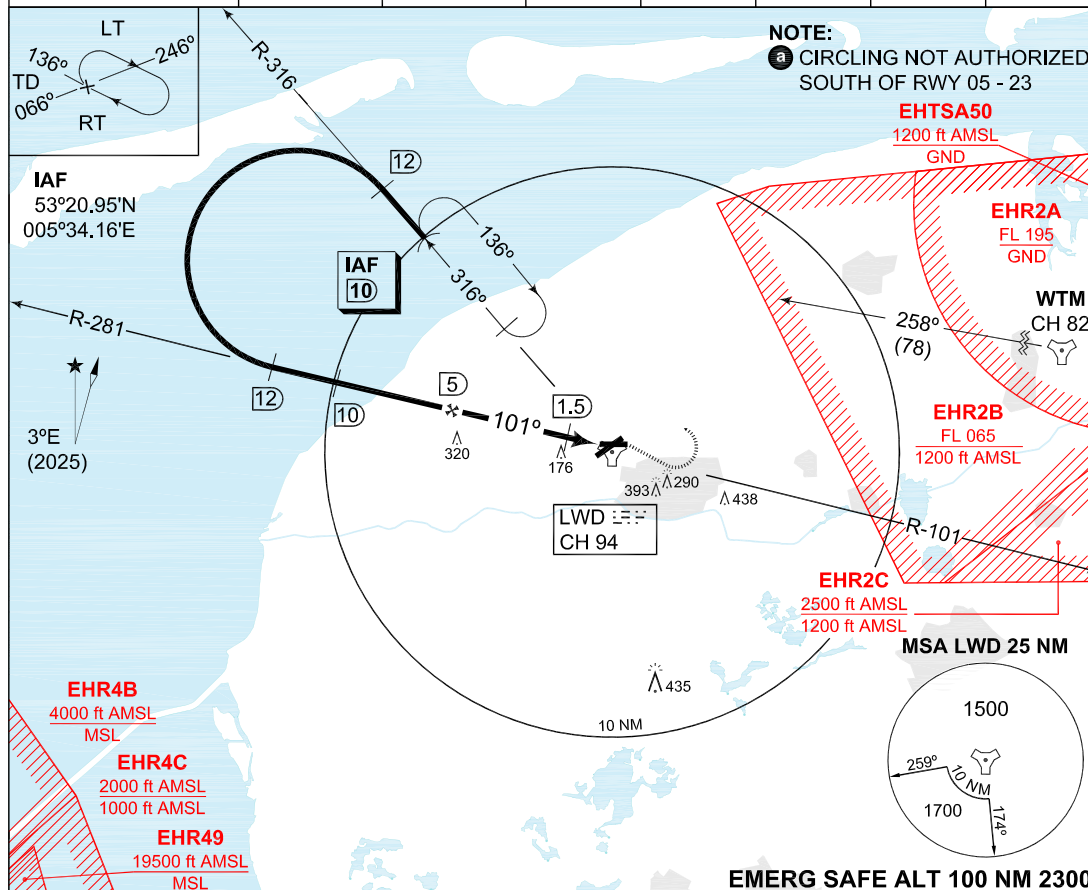
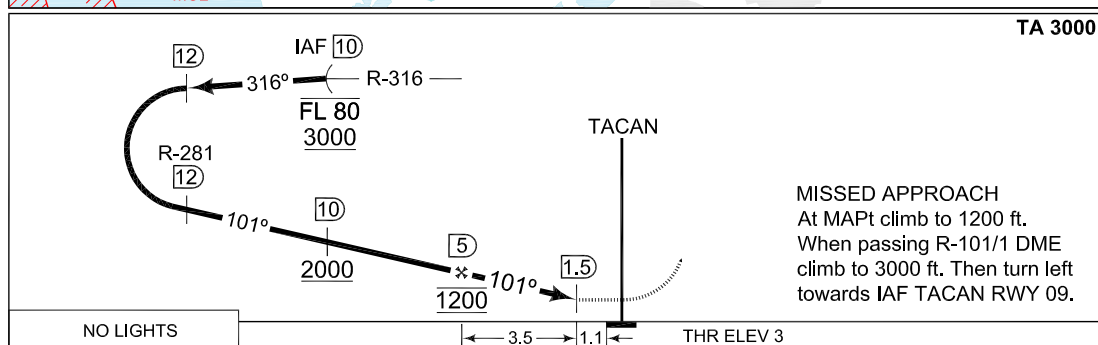
| MIPS | CATEGORY                                                                                     | C                                                      | D                                  | E                              |
|------|----------------------------------------------------------------------------------------------|------------------------------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

**MIPS**  
**INSTRUMENT APPROACH CHART**

AD ELEV 4

**TACAN RWY 09**  
**LEEUWARDEN (EHLW)**

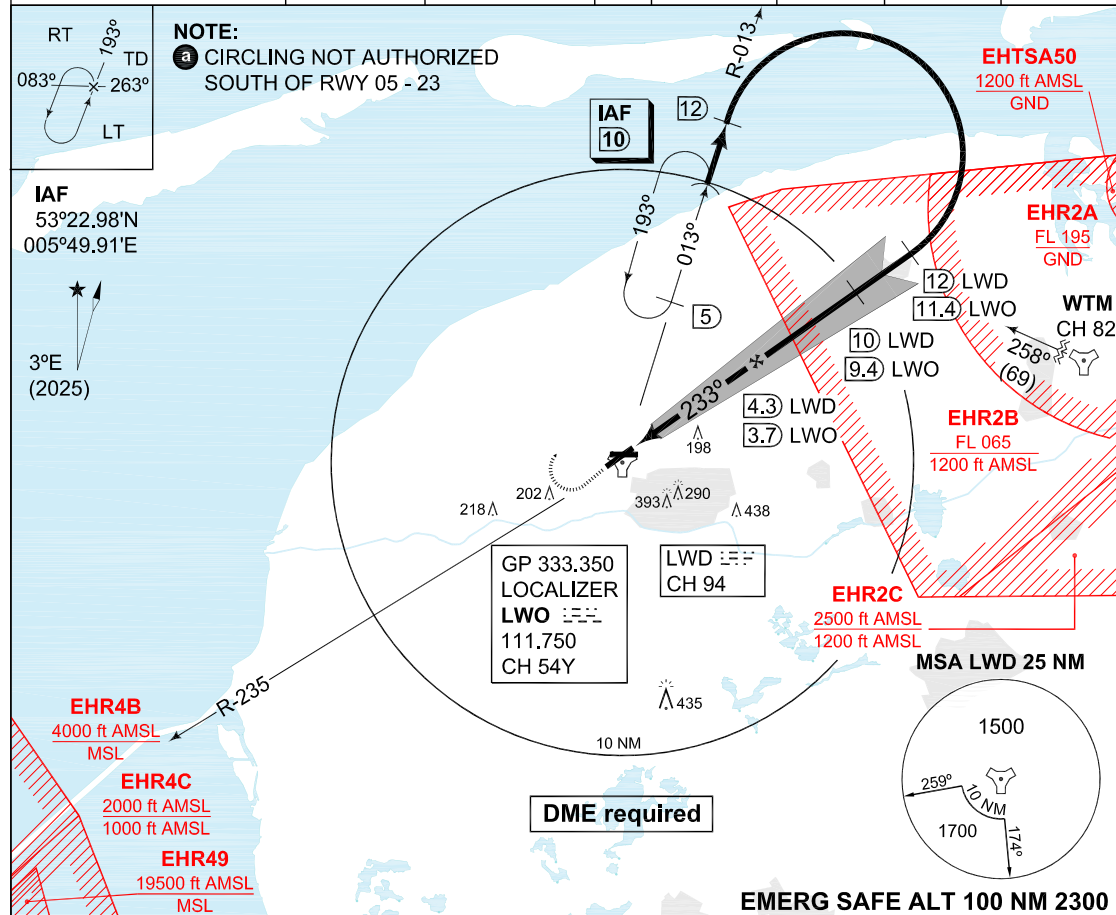
|                              |  |                                 |                    |                                   |            |                    |          |                |
|------------------------------|--|---------------------------------|--------------------|-----------------------------------|------------|--------------------|----------|----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

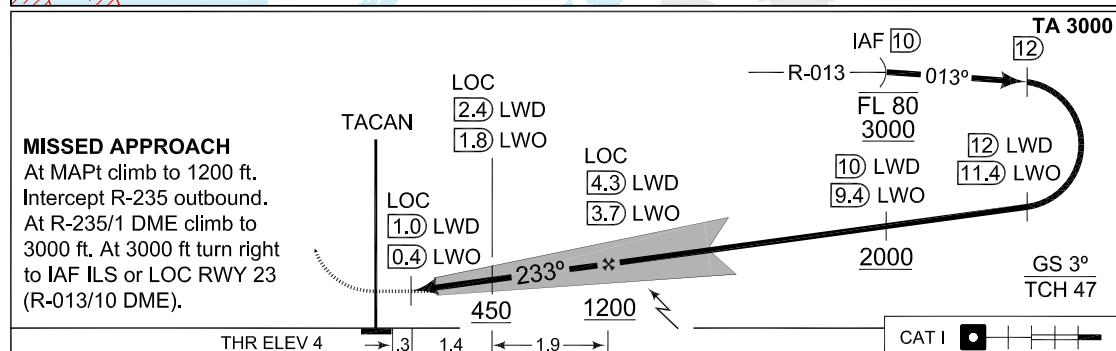
**ILS or LOC RWY 23  
LEEWARDEN (EHLW)**

|                                         |  |                                 |                           |                                    |                      |               |                    |                |
|-----------------------------------------|--|---------------------------------|---------------------------|------------------------------------|----------------------|---------------|--------------------|----------------|
| DUTCH MIL<br>259.250 128.355            |  | RAPCON NORTH<br>284.475 132.030 |                           | LEEUEWARDEN TWR<br>344.850 120.705 |                      |               | GND CTL<br>362.525 |                |
| LOCALIZER / DME<br>LWO 111.750 / CH 54Y |  | APP COURSE<br>233°              | GS INTCEPT ALT<br>1200 FT | GS<br>3°                           | DA<br><b>SEE CAT</b> | THR ELEV<br>4 | ALS<br>720 m       | LDA<br>7863 FT |



### MISSED APPROACH

At MAPt climb to 1200 ft.  
Intercept R-235 outbound.  
At R-235/1 DME climb to  
3000 ft. At 3000 ft turn right  
to IAF ILS or LOC RWY 23  
(R-013/10 DME).



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

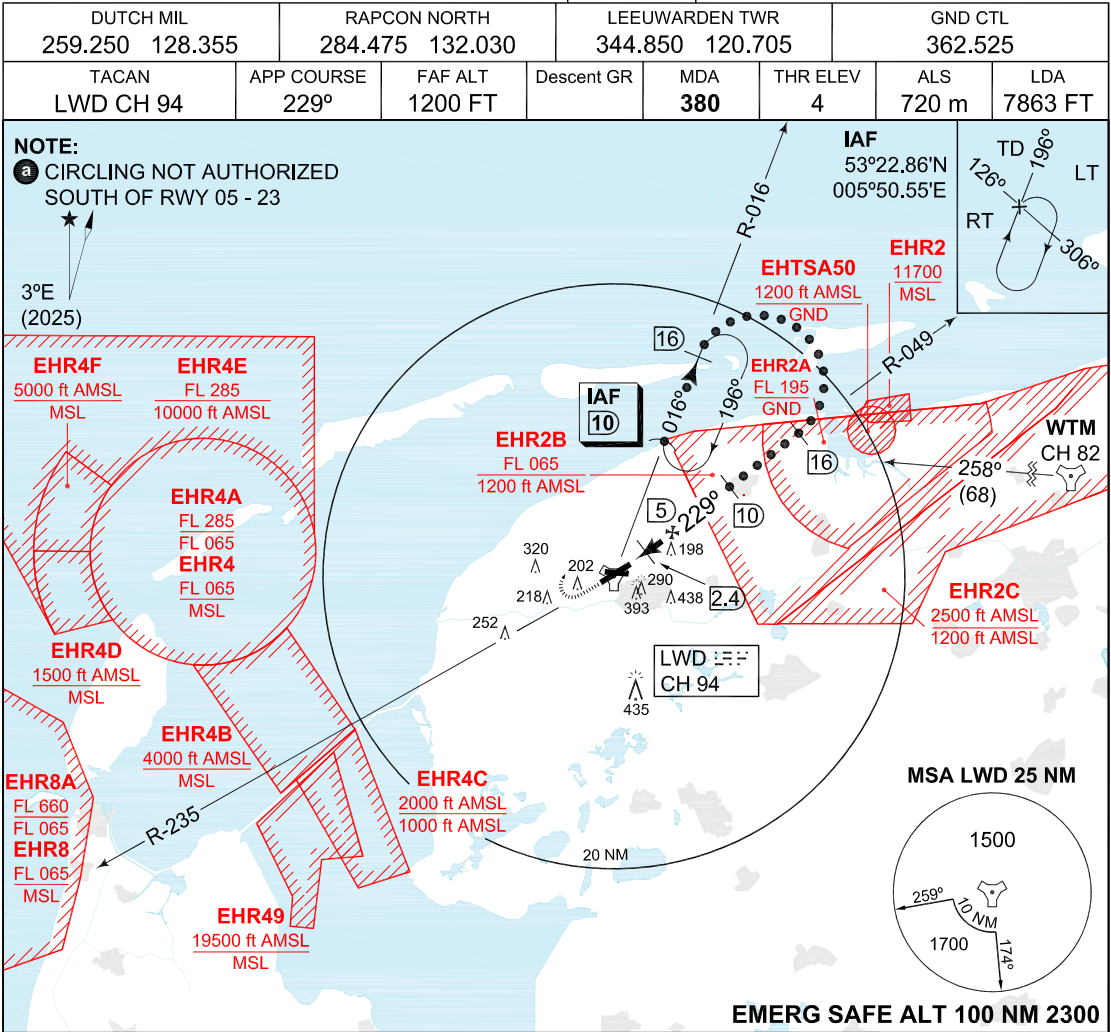
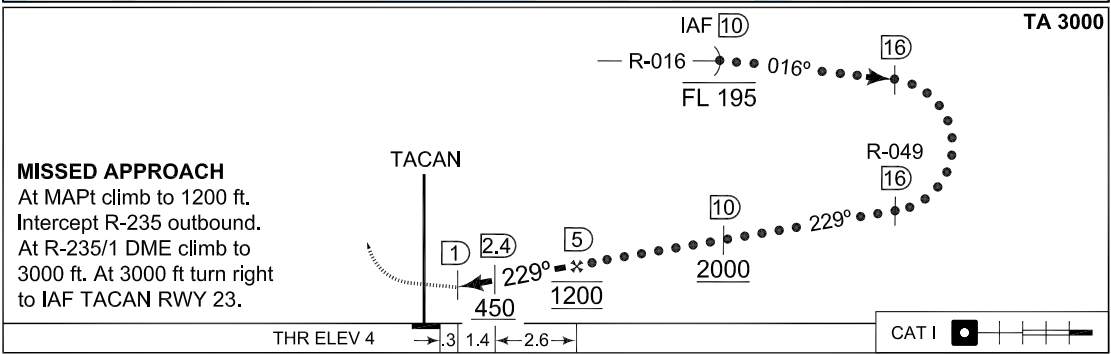
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 4

HI-TACAN RWY 23

LEEUWARDEN (EHLW)



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

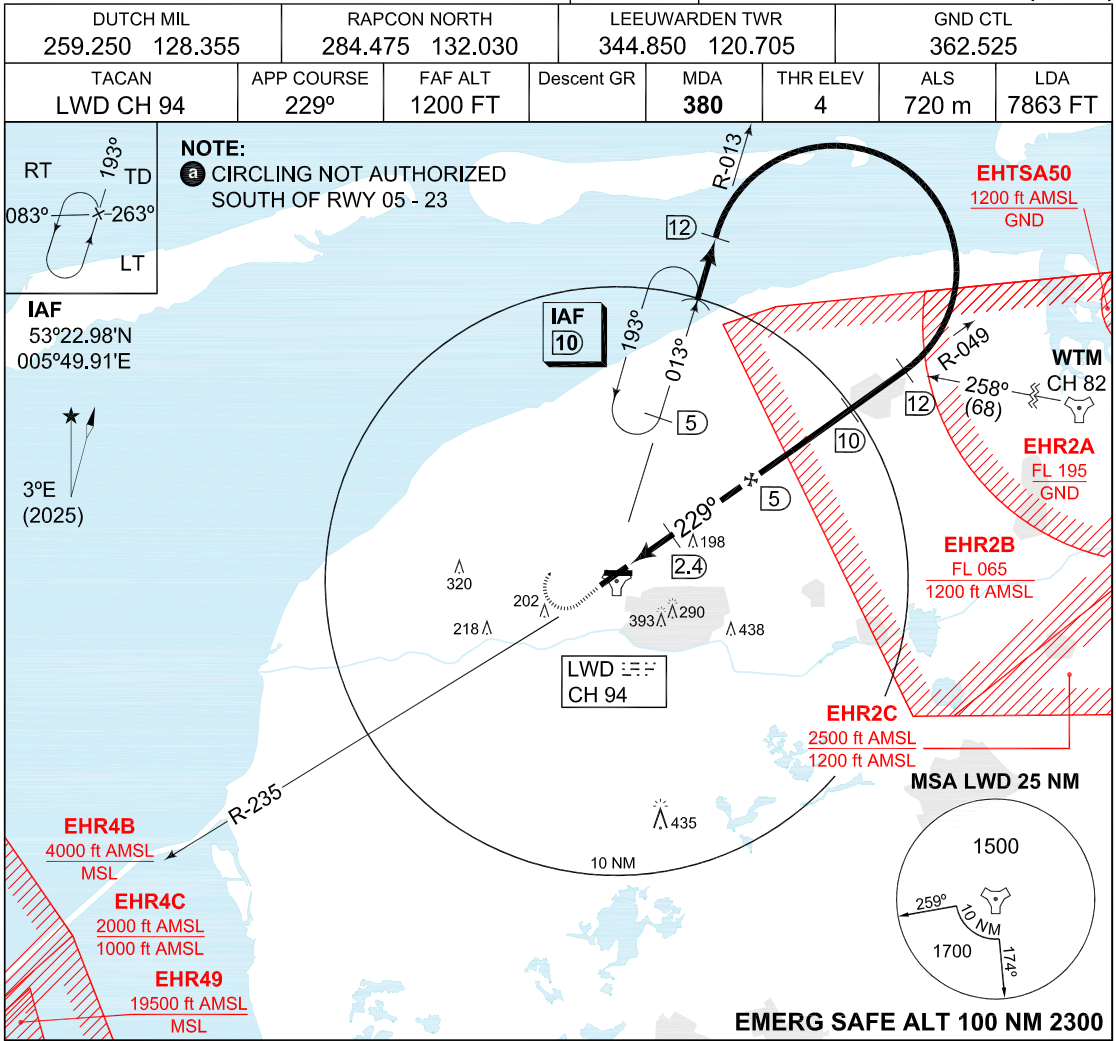
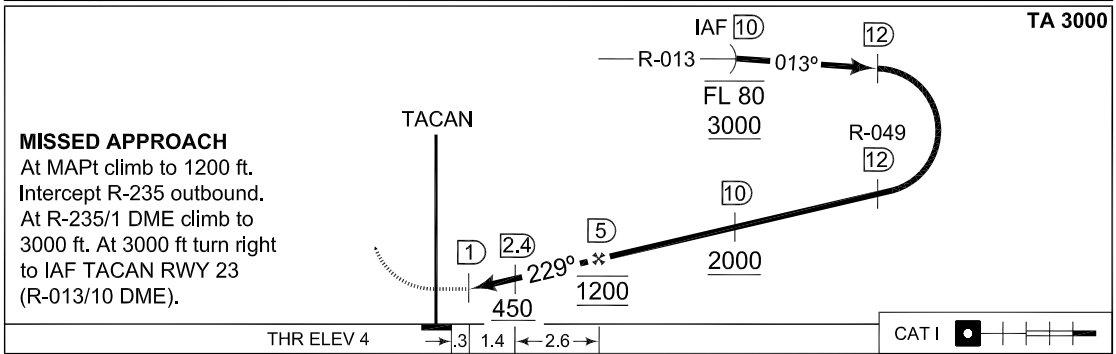
MIPS

INSTRUMENT APPROACH CHART

AD ELEV 4

TACAN RWY 23

LEEWARDEN (EHLW)



| CATEGORY   | A                                                      | B                      | C                          | D                          | E                      |
|------------|--------------------------------------------------------|------------------------|----------------------------|----------------------------|------------------------|
|            | 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 ③ | 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) |

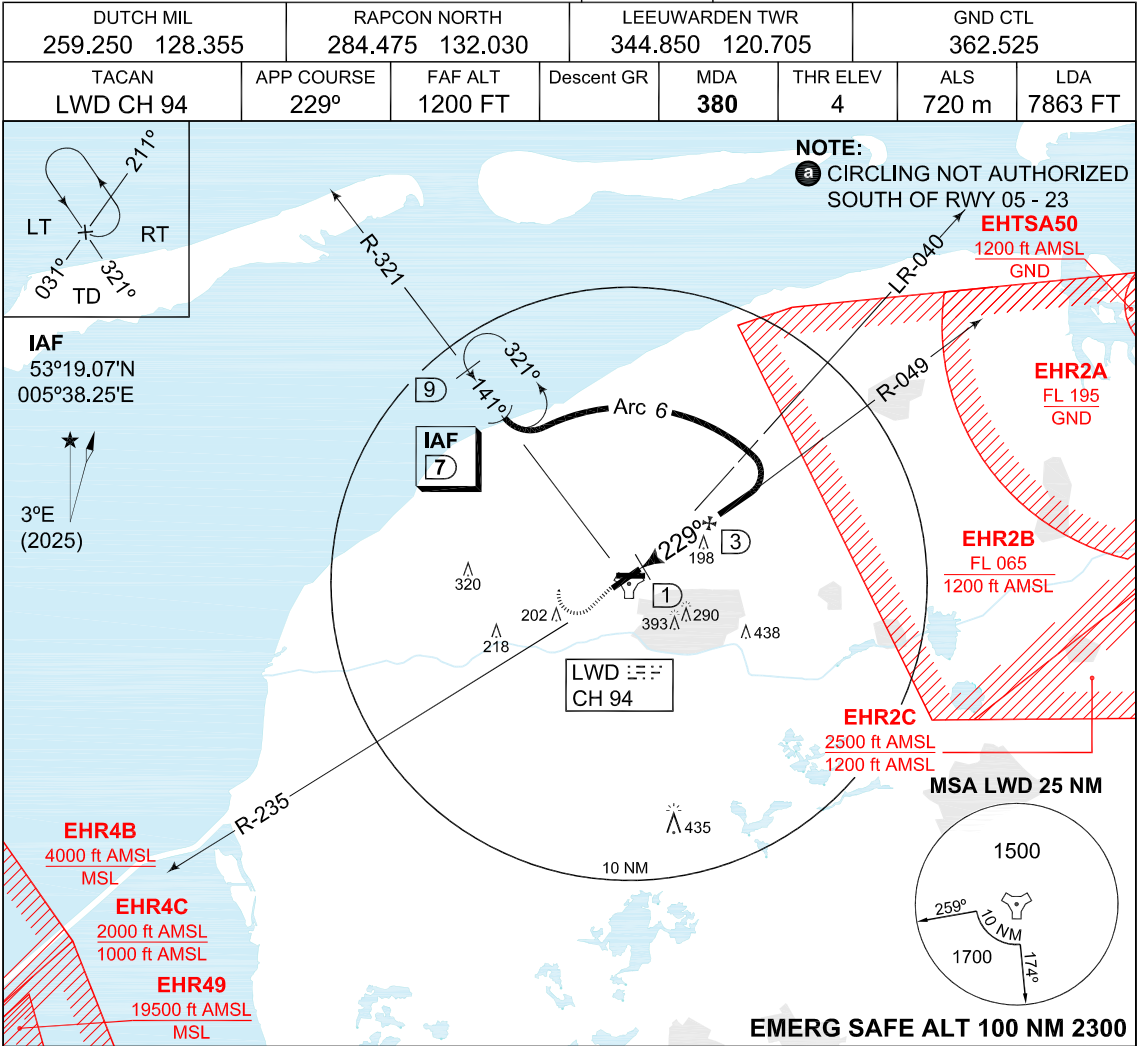
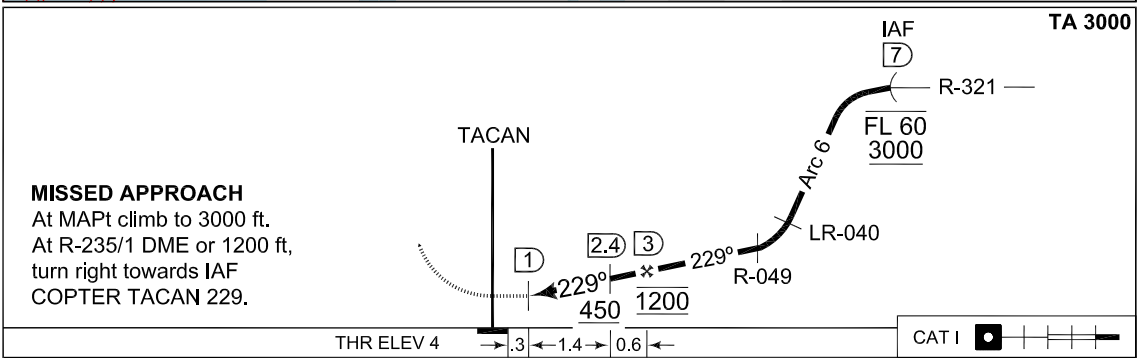


MIPS

INSTRUMENT APPROACH CHART

AD ELEV 4

COPTER TACAN 229  
LEEUWARDEN (EHLW)



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

**PANS OPS  
INSTRUMENT APPROACH CHART**

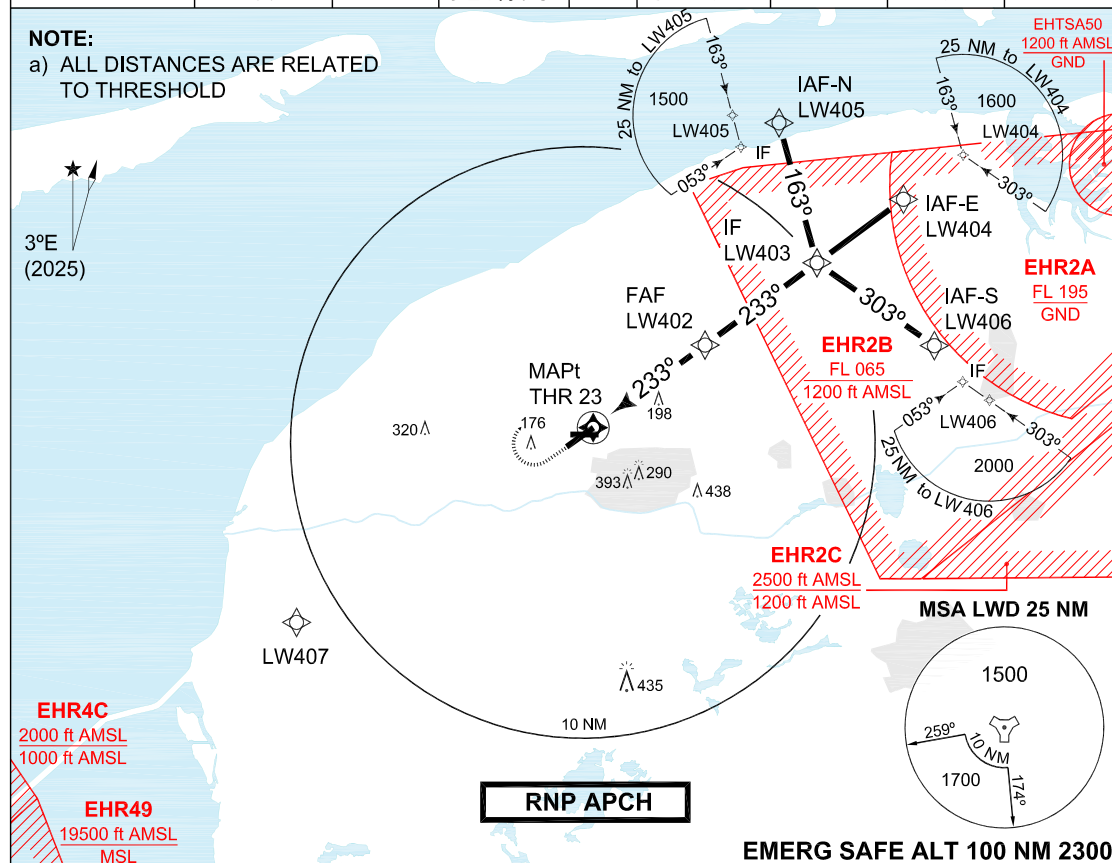
AD ELEV 4

**RNP Z RWY 33  
LEEUWARDEN (EHLW)**

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

**NOTE:**

a) ALL DISTANCES ARE RELATED TO THRESHOLD



|          |     |     |      |      |      |      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     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| DIST THR | 1   | 2   | 3    | 4    | 5    | 6    | TA 3000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                |  |  |  |  |  |  |  |  |  |  |  |
| ALT      | 370 | 690 | 1010 | 1330 | 1650 | 1970 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     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| GS 3°    |     |     |      |      |      |      | LNAV FAF                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            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**PANS OPS  
INSTRUMENT APPROACH CHART**

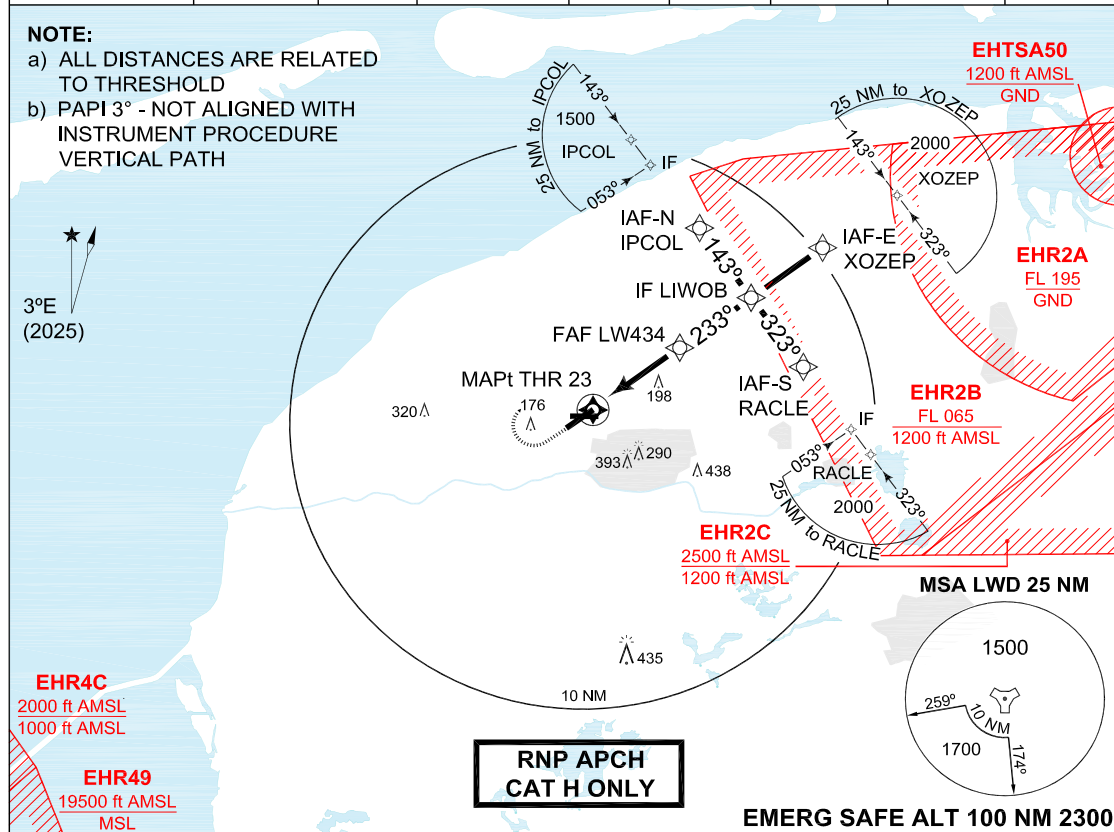
AD ELEV 4

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

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

**NOTE:**

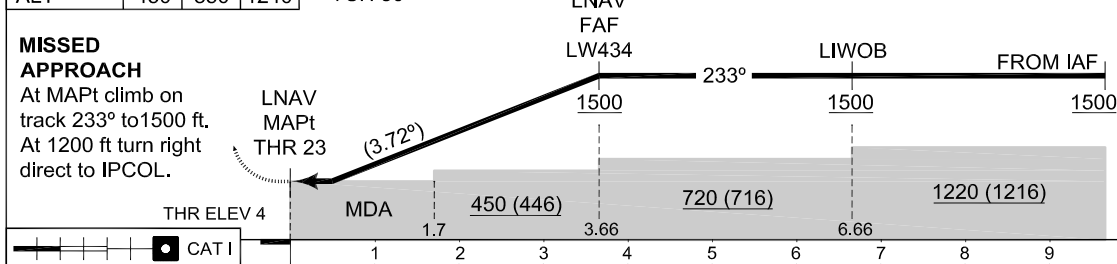
- a) ALL DISTANCES ARE RELATED TO THRESHOLD  
b) PAPI 3° - NOT ALIGNED WITH INSTRUMENT PROCEDURE VERTICAL PATH



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

**MISSED  
APPROACH**

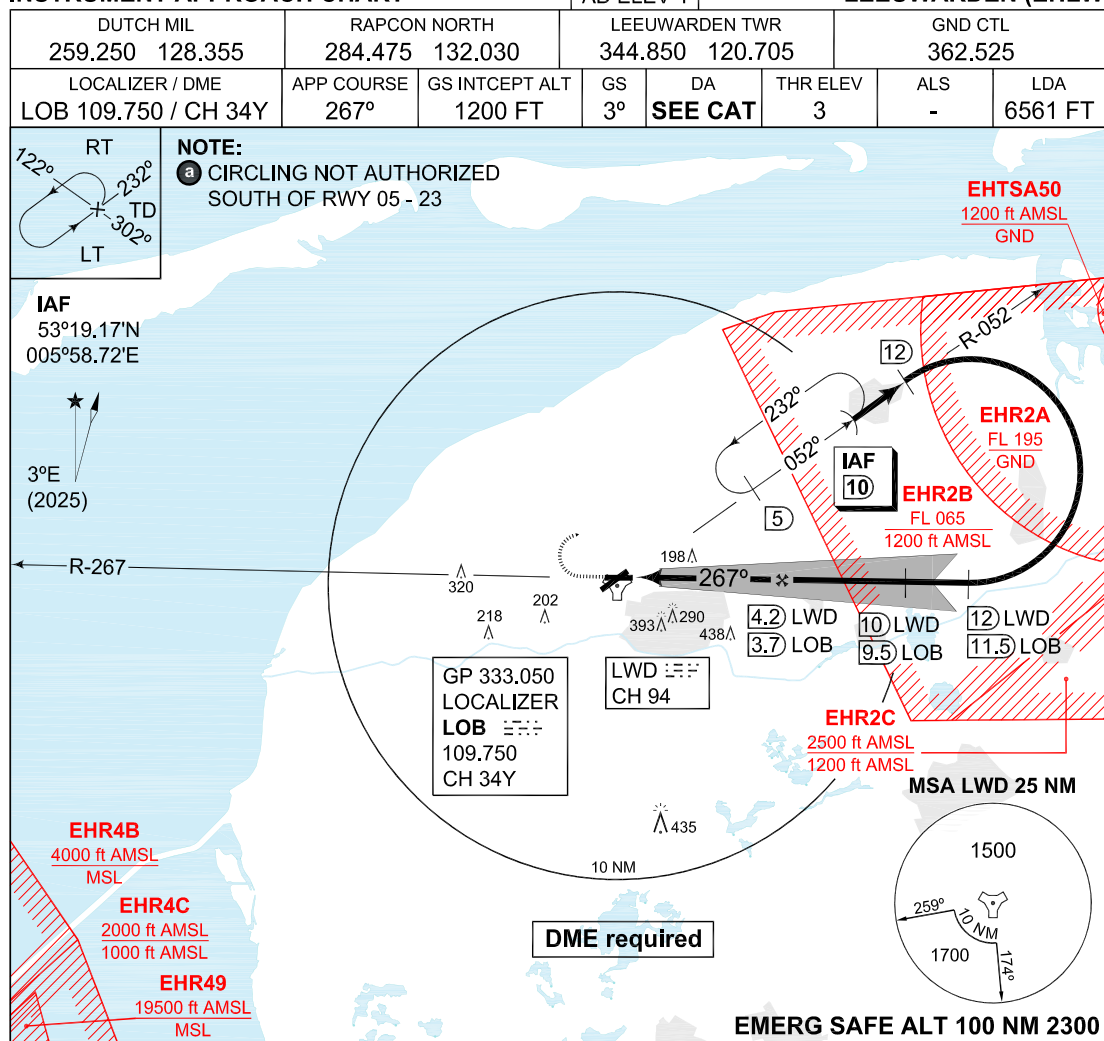
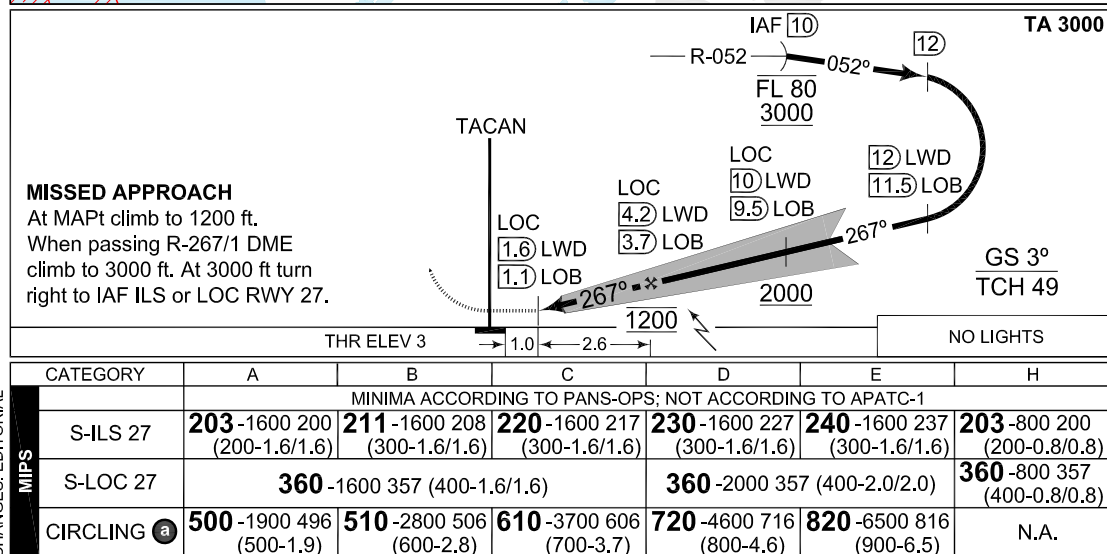
At MAPt climb on track 233° to 1500 ft.  
At 1200 ft turn right direct to IPCOL.



|          |                   |                            |                                   |
|----------|-------------------|----------------------------|-----------------------------------|
| 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 LIWOBO 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 |

**MIPS**  
**INSTRUMENT APPROACH CHART**

AD ELEV 4

**ILS or LOC RWY 27**  
**LEEUWARDEN (EHLW)**


MIPS

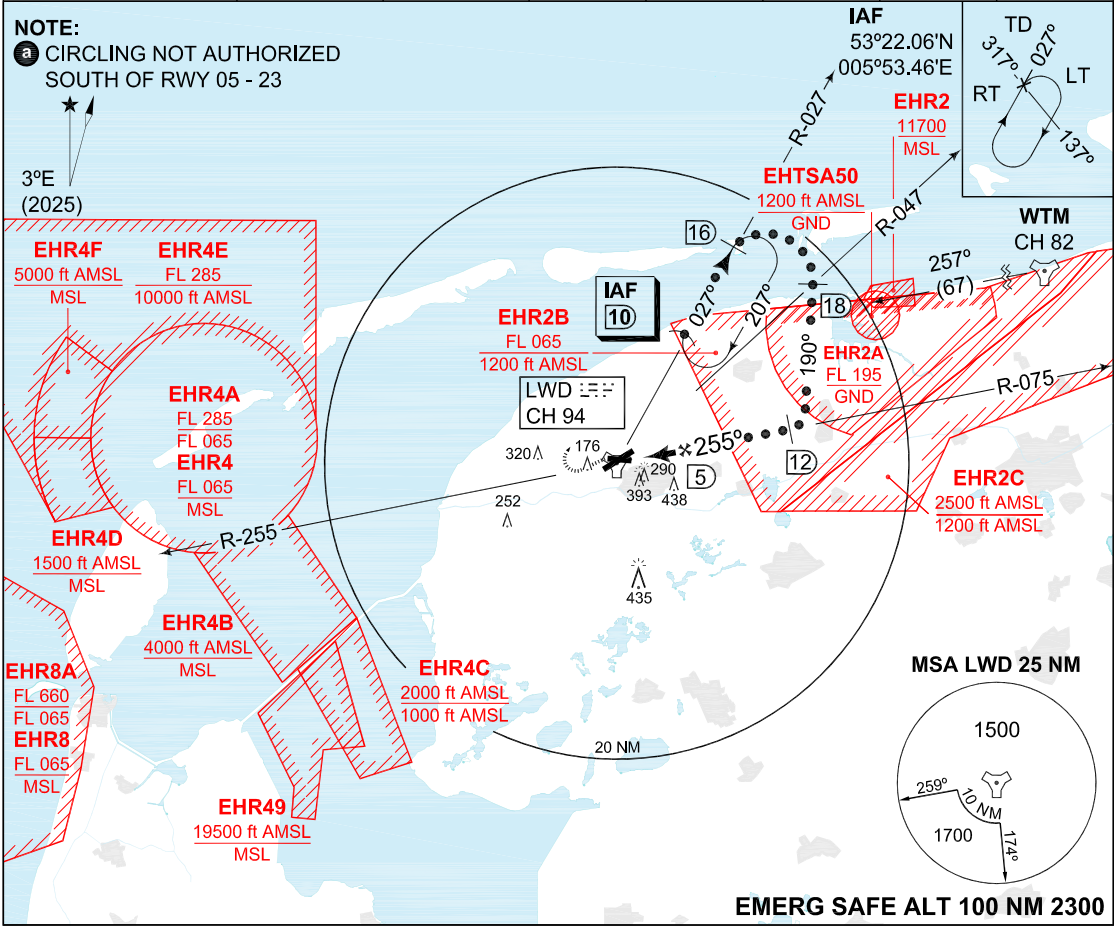
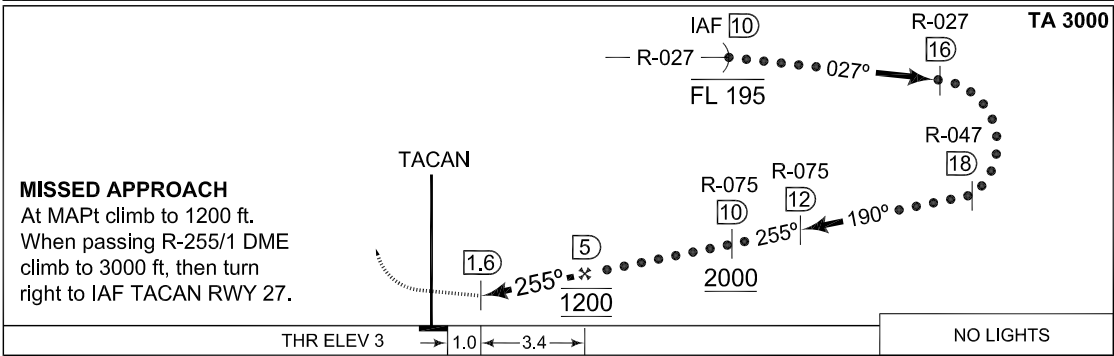
INSTRUMENT APPROACH CHART

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       | 255°       | 1200 FT         |            | 390             | 3        | -       | 6561 FT |



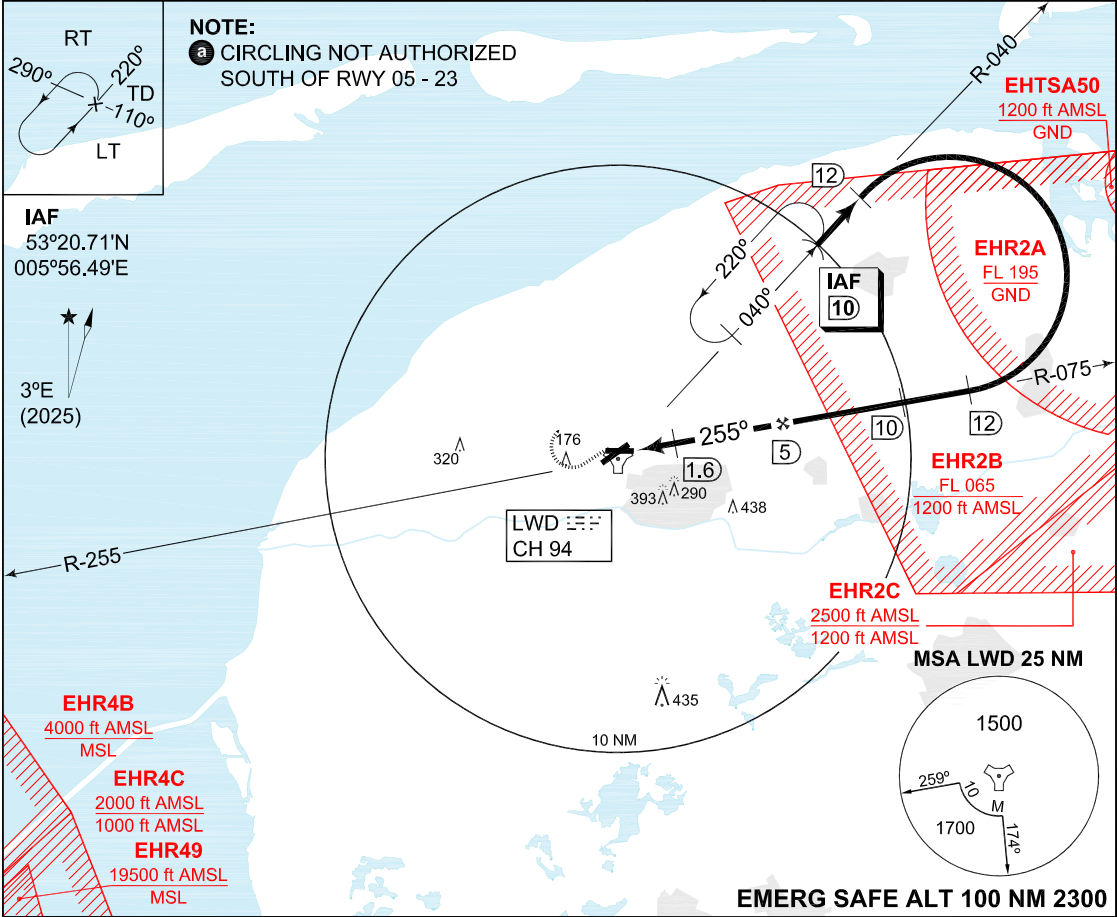
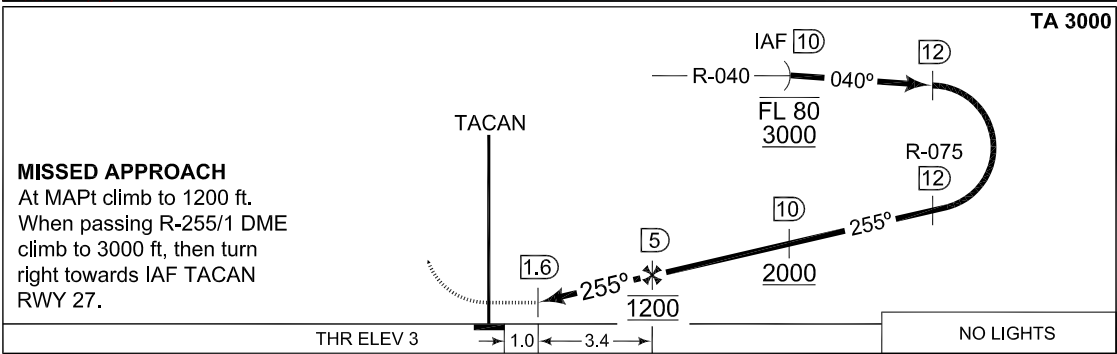
| CATEGORY                                               | C                           | D                           | E                       |
|--------------------------------------------------------|-----------------------------|-----------------------------|-------------------------|
| MINIMA ACCORDING 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) |

MIPS  
INSTRUMENT APPROACH CHART

AD ELEV 4

TACAN RWY 27  
LEEUWARDEN (EHLW)

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



| 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<br>(500-1.9)  | 510-2800 506<br>(600-2.8) | 610-3700 606<br>(700-3.7) | 720-4600 716<br>(800-4.6)  | 820-6500 816<br>(900-6.5) |