PART 3 – AERODROMES (AD)

AD 2.

AD 2. AERODROMES
LEEUWARDEN

LEEUWARDEN

EHLW AD 2.1 Aerodrome location indicator and name

EHLW Leeuwarden

EHLW AD 2.2 Geographical and administrative data

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

EHLW AD 2.3 Operational hours

1	AD OPR HR	MON/FRI 0700/1530 (0600/1430)
2	Customs and immigration	45 MIN PN
3	Health and sanitation	HO
4	AIS Briefing office	See 2.23
5	ATS Reporting Office (ARO)	See 2.23
6	MET Briefing Office	HO
7	ATS	HO
8	Fuelling	HO
9	Handling	HO
10	Security	HO
11	De-icing	HO
12	Remarks	PPR 24 HRS See 2.23

EHLW AD 2.4 Handling services and facilities

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

EHLW AD 2.5 Passenger facilities

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

EHLW AD 2.6 Rescue and fire fighting services

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

EHLW AD 2.7 Seasonal availability - clearing

1	Seasonal availability	All seasons
2	Snow removal equipment	Yes
3	Remarks	Caution advised in winter during ice conditions

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

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

EHLW AD 2.9 Surface movement guidance and control system and markings

According STANAG 3158		
1	Remarks	Nil

EHLW AD 2.10 Aerodrome obstacles

OBST ID/ designation	OBST type	OBST position	ELEV/HGT (FT)	Marking/type, colour LGT	REMARKS
EHLW001	BL	531302.5N 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 MET Office outside hours	HO Joint Meteorological Group
3	Office responsible for TAF preparation Periods of validity	Joint Meteorological Group 12 hrs
4	Type of landing forecast Interval of issuance	TREND Every 30 min during opr hrs
5	Flight documentation Language(s) used	Reports, forecasts and charts. English and Dutch.
6	Charts and other information AVBL for briefing or consultation	GSA, GSP, LGF, Cross section, Upperair forecasts, NVG, Radar- and Satellite Images
7	Supplementary equipment AVBL for providing information	PBS (pilot briefing system)
8	Remarks	Tel EHLW 058-2346056 or mail LW.Meteo@mindef.nl Tel JMG 0164-693111 or mail JMG.WX.PLANnING@mindef.nl

EHLW AD 2.12 Runway physical characteristics

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

EHLW AD 2.13 Declared distances

See Aerodrome Chart. Values in ft.

EHLW AD 2.14 Approach and runway lighting

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

EHLW AD 2.15 Other lighting, secondary power supply

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

EHLW AD 2.16 Helicopter landing area

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

EHLW AD 2.17 Air traffic services airspace

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

EHLW AD 2.18 Air traffic services communication facilities

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

EHLW AD 2.19 Radio navigation and landing aids

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

EHLW AD 2.20 Local traffic regulations

Glider- and Light ACFT flying

Gliderflying outside OPR HR SR/SS.

EHLW AD 2.21 Noise abatement procedures

Special rules for visiting jet ACFT:

a. APPROACHING:

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

b. DEPARTING:

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

EHLW AD 2.22 Flight procedures

IFR procedures

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

RNP Y approach RWY 05

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

FAS data block – RNP Y RWY 05

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

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

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

NOTE: *EUROCONTROL FAS DB tool Version 3.2.0*

RNP Y approach RWY 23

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

FAS data block – RNP Y RWY 23

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

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

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

NOTE: *EUROCONTROL FAS DB tool Version 3.2.0*

VFR procedures

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

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

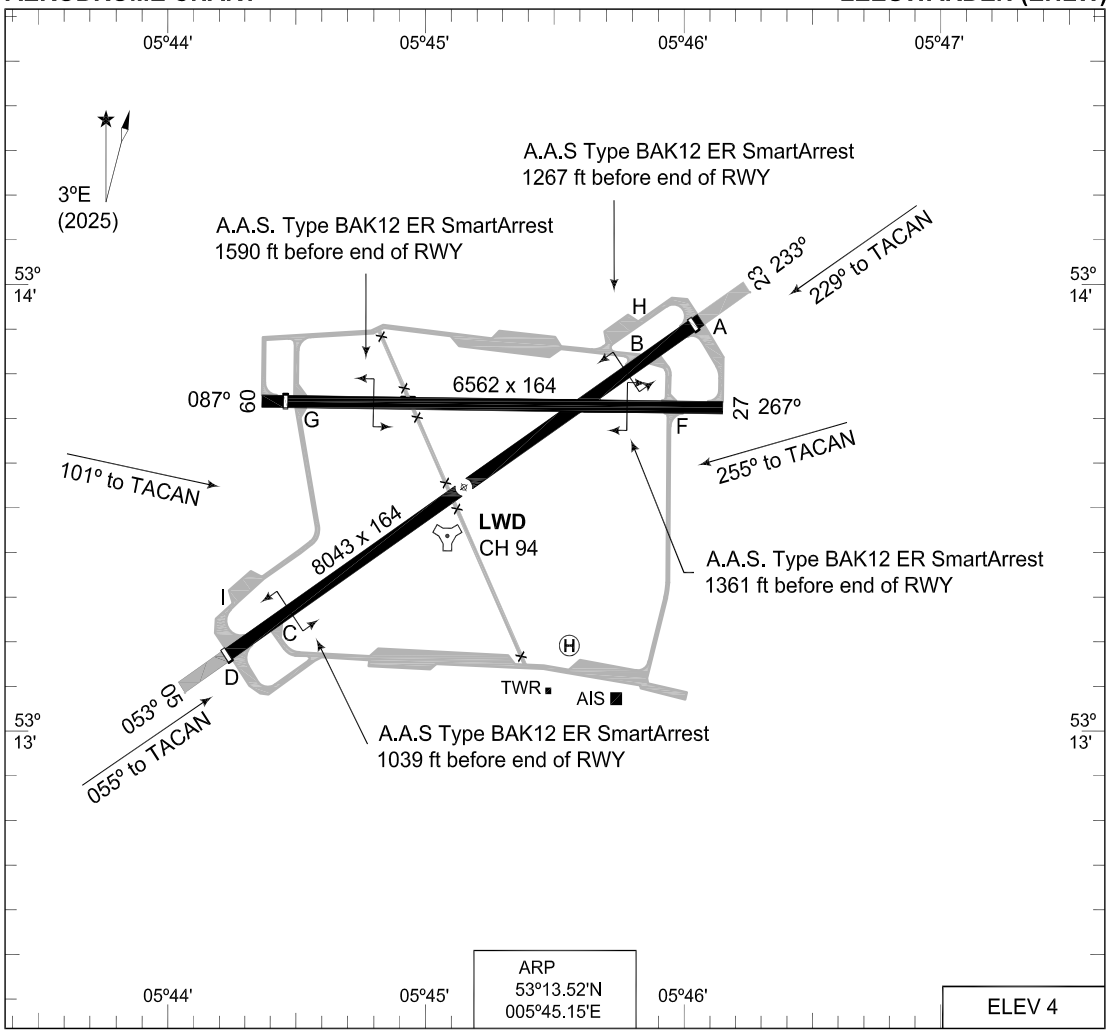
EHLW AD 2.23 Additional information

AIS Briefing office facility and the ATS Reporting Office (ARO) is only available through the Flight Data and Notam Office (FDNO) located at MilATCC Schiphol.
Tel: +31(0)20 4062840
Tel: +31(0)20 4062841
E-mail: aocs.fdno@mindef.nl
AFTN: EHMCZPZX
avbl H24
PPR 24 HRS: for Prior Permission Request contact:
Leeuwarden AB
Operational Centre
Tel: +31(0)58 2346004/6006
E-mail: LW.IPCC.Daily.Ops@mindef.nl

EHLW AD 2.24 Charts related to an aerodrome

Aerodrome Chart	EHLW AD 2-13
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

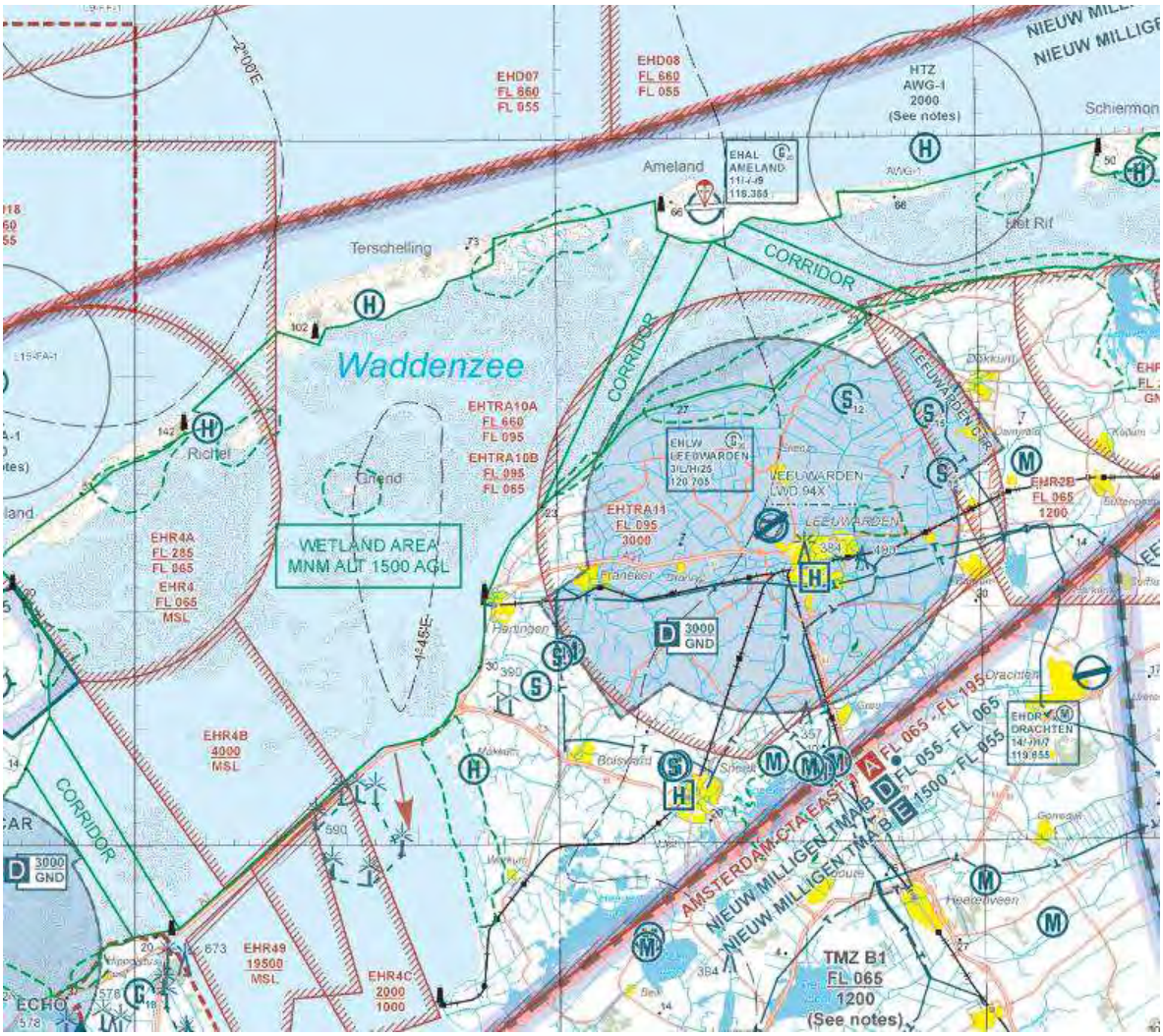
LEEUWARDEN TWR 344.850 120.705 (Ground Control) 362.525
LEEUWARDEN ARRIVAL 339.700
RAPCON NORTH 284.475 132.030

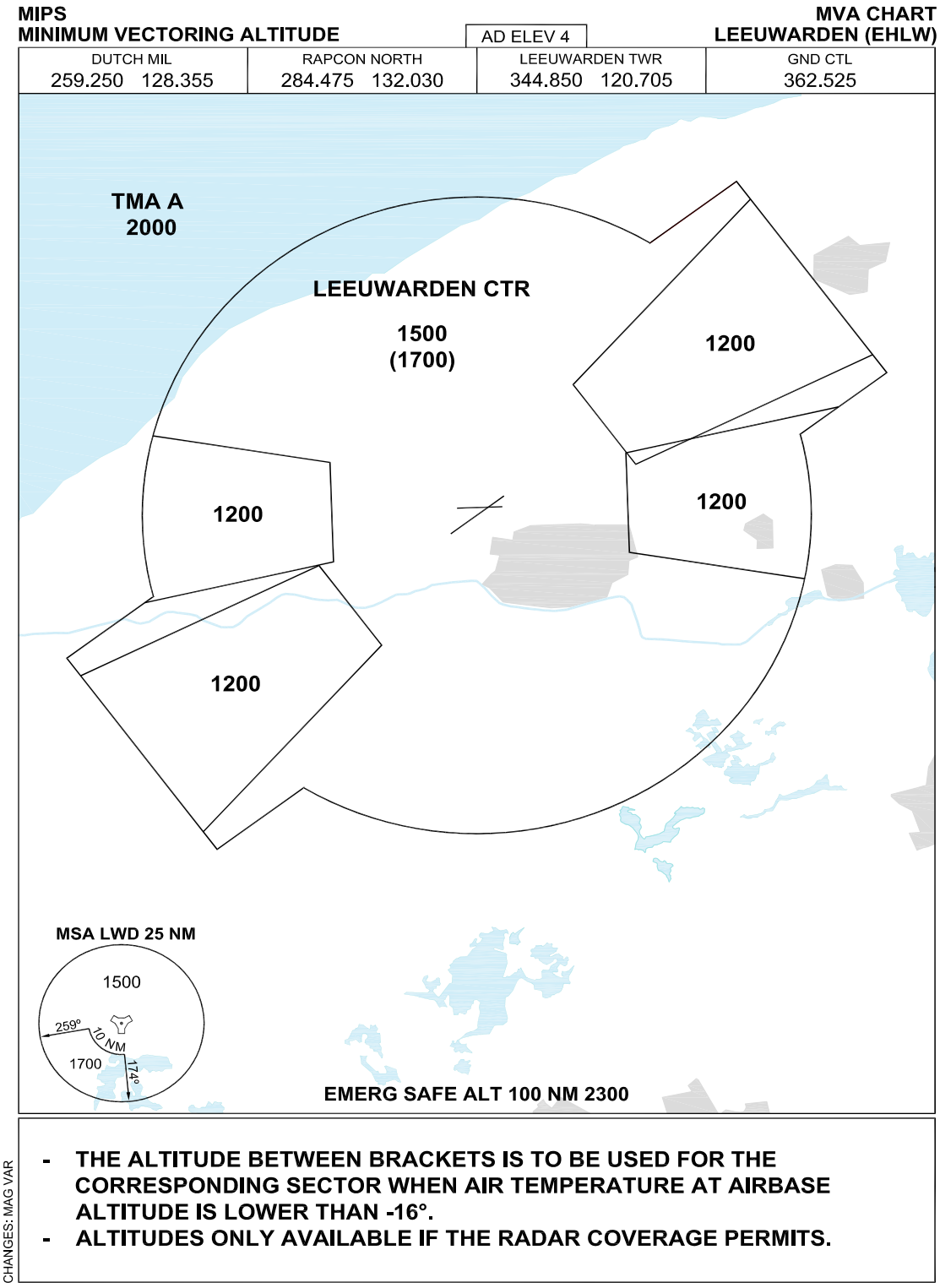
	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
SRA	MIPS	23					AB	MIPS	450-1100 446 (500-1.1/1.9)
							C		450-1200 446 (500-1.2/2.0)
							D		450-1600 446 (500-1.6/2.4)
							E		450-2000 446 (500-2.0/2.8)
	MIPS	05					AB	MIPS	470-1100 446 (500-1.1/1.9)
							C		470-1200 446 (500-1.2/2.0)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

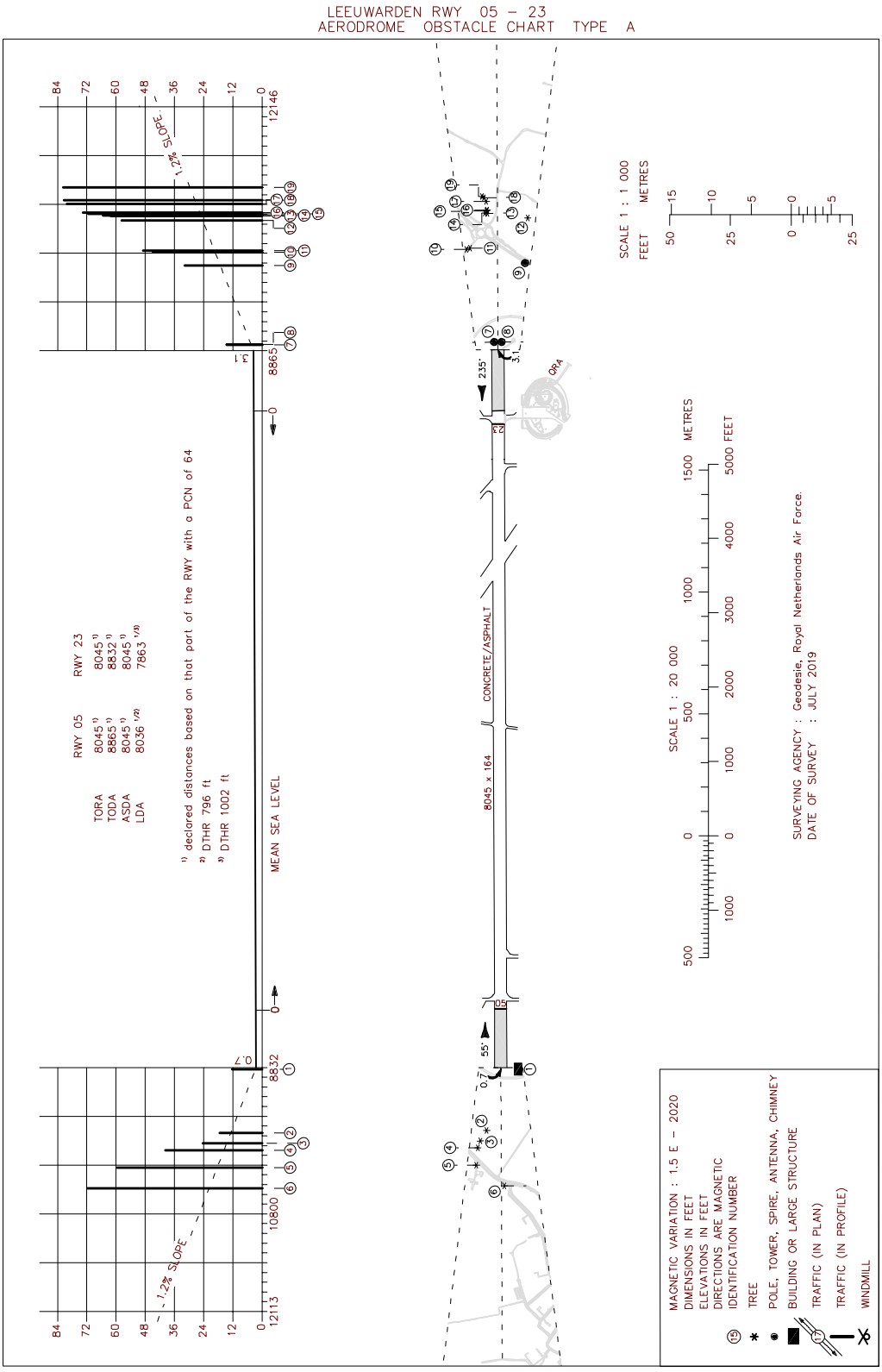
CHANGES: EDITORIAL

RNLASF 16 APR 2026

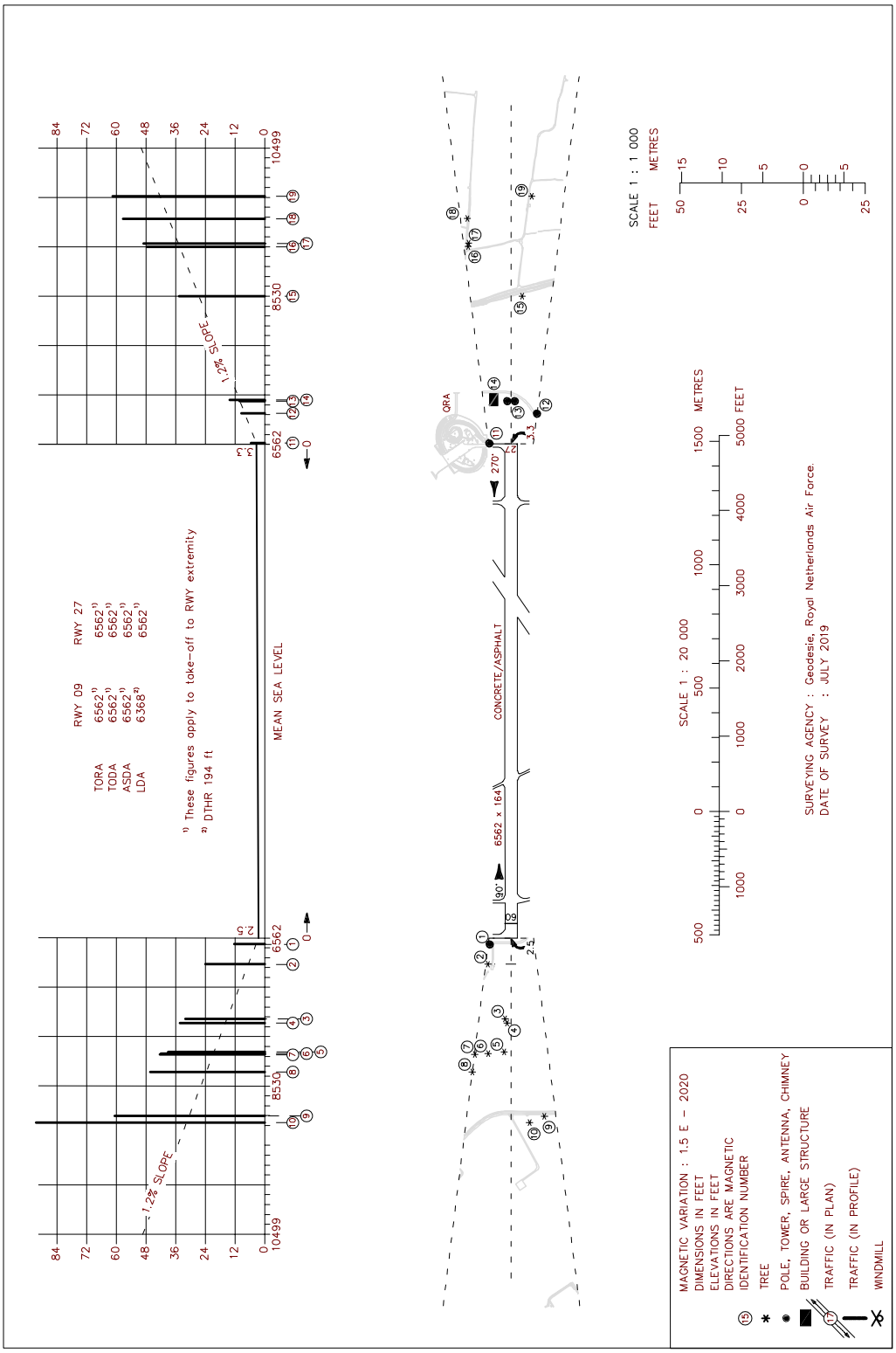
LOCAL MAP

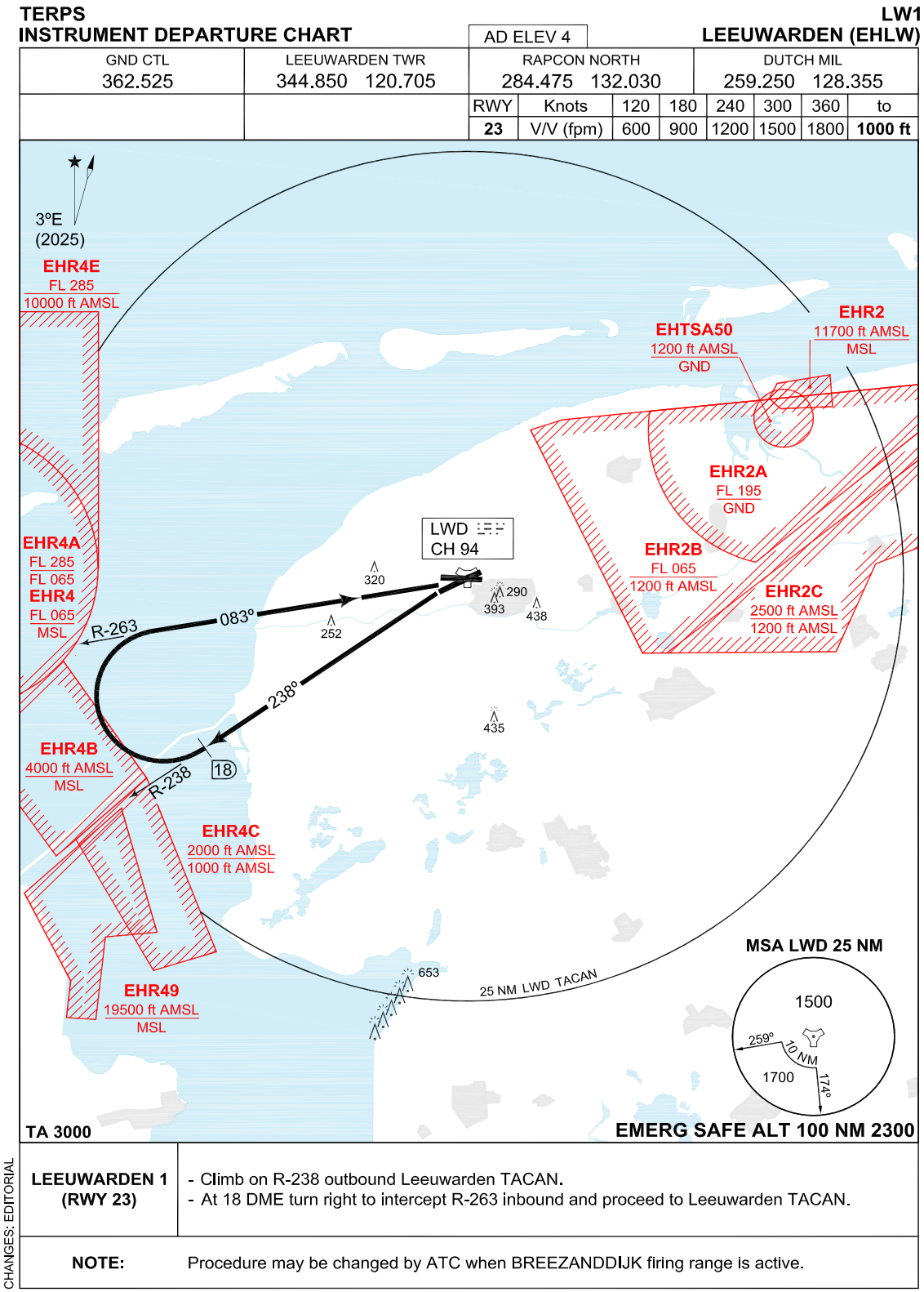

Waddenzee
WETLAND AREA
MNM ALT 1500 AGL
EHD07
FL 660
FL 055
EHD08
FL 660
FL 055
HTZ
AWG-1
2000
(See notes)
Ameland
EHAL
AMELAND
Terschelling
CORRIDOR
Richel
Grend
EHTRA10A
FL 660
FL 095
EHTRA10B
FL 095
FL 065
EHTRA11
FL 095
3000
EHLW
LEEUWARDEN
LEEUWARDEN
EHR4A
FL 285
FL 065
EHR4
FL 065
MSL
EHR4B
4000
MSL
EHR49
19500
MSL
EHR4C
2000
1000
EHR2B
FL 065
1200
D 3000 GND
D 3000 GND
EHDR
DRACHTEN
AMSTERDAM CTA EAST
NIEUW MILLIGEN TMA B
NIEUW MILLIGEN TMA
FL 065 - FL 195
FL 055 - FL 065
1500 - FL 055
TMZ B1
FL 065
1200
(See notes)
ECHO

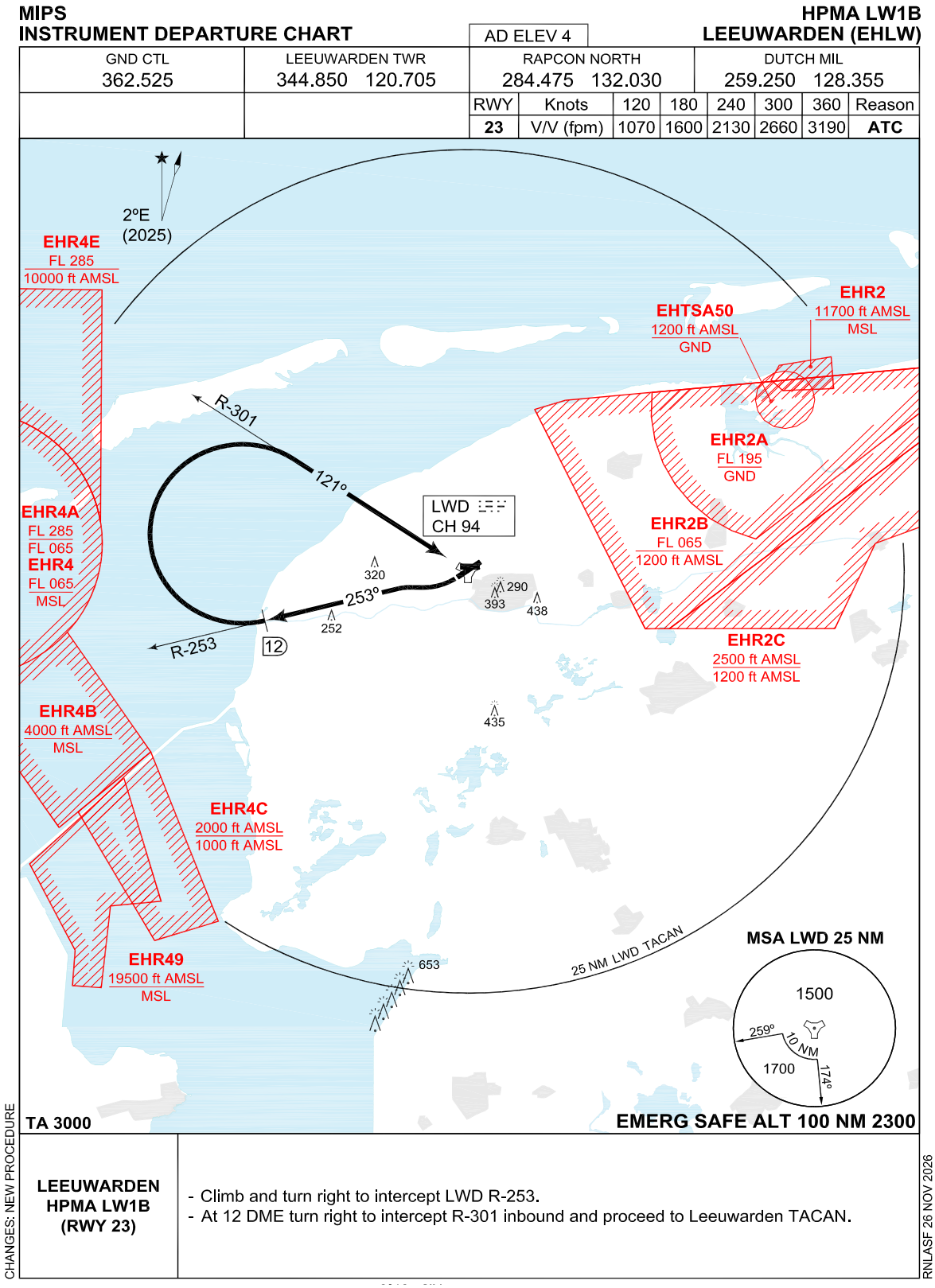

MIPS
MINIMUM VECTORING ALTITUDE
AD ELEV 4
MVA CHART
LEEUWARDEN (EHLW)
DUTCH MIL
259.250 128.355
RAPCON NORTH
284.475 132.030
LEEUWARDEN TWR
344.850 120.705
GND CTL
362.525
TMA A
2000
LEEUWARDEN CTR
1500
(1700)
1200
1200
1200
1200
MSA LWD 25 NM
1500
259°
10 NM
1700
174°
EMERG SAFE ALT 100 NM 2300
- THE ALTITUDE BETWEEN BRACKETS IS TO BE USED FOR THE CORRESPONDING SECTOR WHEN AIR TEMPERATURE AT AIRBASE ALTITUDE IS LOWER THAN -16°.
- ALTITUDES ONLY AVAILABLE IF THE RADAR COVERAGE PERMITS.
CHANGES: MAG VAR
RNLAF 04 SEP 2025

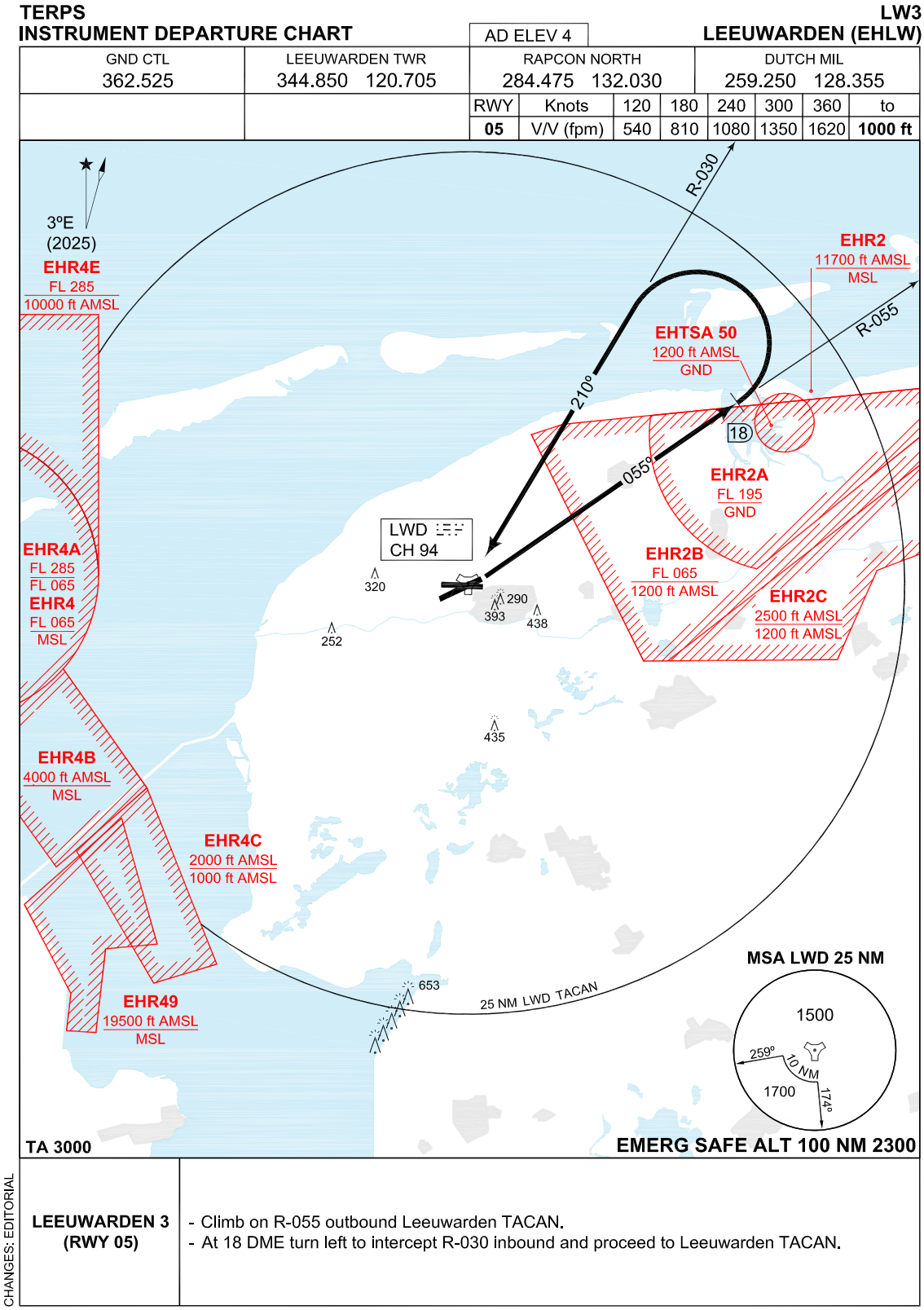

LEEUWARDEN RWY 05 – 23
AERODROME OBSTACLE CHART TYPE A
RWY 05 RWY 23
TORA 8045 1) 8045 1)
TODA 8865 1) 8832 1)
ASDA 8045 1) 8045 1)
LDA 8036 1) 2) 7863 1) 3)
1) declared distances based on that part of the RWY with a PCN of 64
2) DTHR 796 ft
3) DTHR 1002 ft
MEAN SEA LEVEL
8045 x 164
CONCRETE/ASPHALT
1,2% SLOPE
SCALE 1 : 1 000
FEET METRES
SCALE 1 : 20 000
METRES FEET
SURVEYING AGENCY : Geodesie, Royal Netherlands Air Force.
DATE OF SURVEY : JULY 2019
MAGNETIC VARIATION : 1.5 E – 2020
DIMENSIONS IN FEET
ELEVATIONS IN FEET
DIRECTIONS ARE MAGNETIC
IDENTIFICATION NUMBER
TREE
POLE, TOWER, SPIRE, ANTENNA, CHIMNEY
BUILDING OR LARGE STRUCTURE
TRAFFIC (IN PLAN)
TRAFFIC (IN PROFILE)
WINDMILL
CHANGE: MAG VAR; editorial.

LEEUWARDEN RWY 09 – 27
AERODROME OBSTACLE CHART TYPE A




TERPS
INSTRUMENT DEPARTURE CHART
AD ELEV 4
LW1
LEEUWARDEN (EHLW)
GND CTL 362.525
LEEUWARDEN TWR 344.850 120.705
RAPCON NORTH 284.475 132.030
DUTCH MIL 259.250 128.355
RWY 23
Knots 120 180 240 300 360 to
V/V (fpm) 600 900 1200 1500 1800 1000 ft
3°E (2025)
EHR4E FL 285 10000 ft AMSL
EHTSA50 1200 ft AMSL GND
EHR2 11700 ft AMSL MSL
EHR2A FL 195 GND
EHR2B FL 065 1200 ft AMSL
EHR2C 2500 ft AMSL 1200 ft AMSL
EHR4A FL 285 FL 065
EHR4 FL 065 MSL
LWD CH 94
320
290
393
438
252
R-263
083°
238°
435
EHR4B 4000 ft AMSL MSL
18
R-238
EHR4C 2000 ft AMSL 1000 ft AMSL
EHR49 19500 ft AMSL MSL
653
25 NM LWD TACAN
MSA LWD 25 NM
1500
259°
10 NM
1700
174°
TA 3000
EMERG SAFE ALT 100 NM 2300
LEEUWARDEN 1 (RWY 23)
- Climb on R-238 outbound Leeuwarden TACAN.
- At 18 DME turn right to intercept R-263 inbound and proceed to Leeuwarden TACAN.
NOTE:
Procedure may be changed by ATC when BREEZANDDIJK firing range is active.
CHANGES: EDITORIAL
RNLASF 16 APR 2026


MIPS
INSTRUMENT DEPARTURE CHART
AD ELEV 4
HPMA LW1B
LEEUWARDEN (EHLW)
GND CTL 362.525
LEEUWARDEN TWR 344.850 120.705
RAPCON NORTH 284.475 132.030
DUTCH MIL 259.250 128.355
RWY 23
Knots 120 180 240 300 360 Reason
V/V (fpm) 1070 1600 2130 2660 3190 ATC
2°E (2025)
EHR4E FL 285 10000 ft AMSL
EHTSA50 1200 ft AMSL GND
EHR2 11700 ft AMSL MSL
EHR2A FL 195 GND
EHR2B FL 065 1200 ft AMSL
EHR2C 2500 ft AMSL 1200 ft AMSL
EHR4A FL 285 FL 065
EHR4 FL 065 MSL
EHR4B 4000 ft AMSL MSL
EHR4C 2000 ft AMSL 1000 ft AMSL
EHR49 19500 ft AMSL MSL
R-301
121°
LWD CH 94
253°
R-253
12
320
290
393
438
252
435
653
25 NM LWD TACAN
MSA LWD 25 NM
1500
1700
259°
10 NM
174°
TA 3000
EMERG SAFE ALT 100 NM 2300
LEEUWARDEN HPMA LW1B (RWY 23)
- Climb and turn right to intercept LWD R-253.
- At 12 DME turn right to intercept R-301 inbound and proceed to Leeuwarden TACAN.
CHANGES: NEW PROCEDURE
RNLASF 26 NOV 2026


TERPS
INSTRUMENT DEPARTURE CHART
AD ELEV 4
LW3
LEEUWARDEN (EHLW)
GND CTL 362.525
LEEUWARDEN TWR 344.850 120.705
RAPCON NORTH 284.475 132.030
DUTCH MIL 259.250 128.355
RWY 05
Knots 120 180 240 300 360 to
V/V (fpm) 540 810 1080 1350 1620 1000 ft
3°E (2025)
EHR4E FL 285 10000 ft AMSL
EHR2 11700 ft AMSL MSL
EHTSA 50 1200 ft AMSL GND
R-030
R-055
210°
055°
18
EHR2A FL 195 GND
LWD CH 94
EHR4A FL 285 FL 065
EHR4 FL 065 MSL
EHR2B FL 065 1200 ft AMSL
EHR2C 2500 ft AMSL 1200 ft AMSL
320
290
393
438
252
435
EHR4B 4000 ft AMSL MSL
EHR4C 2000 ft AMSL 1000 ft AMSL
653
25 NM LWD TACAN
MSA LWD 25 NM
1500
259°
10 NM
1700
174°
EHR49 19500 ft AMSL MSL
TA 3000
EMERG SAFE ALT 100 NM 2300
CHANGES: EDITORIAL
LEEUWARDEN 3 (RWY 05)
- Climb on R-055 outbound Leeuwarden TACAN.
- At 18 DME turn left to intercept R-030 inbound and proceed to Leeuwarden TACAN.
RNLASF 16 APR 2026

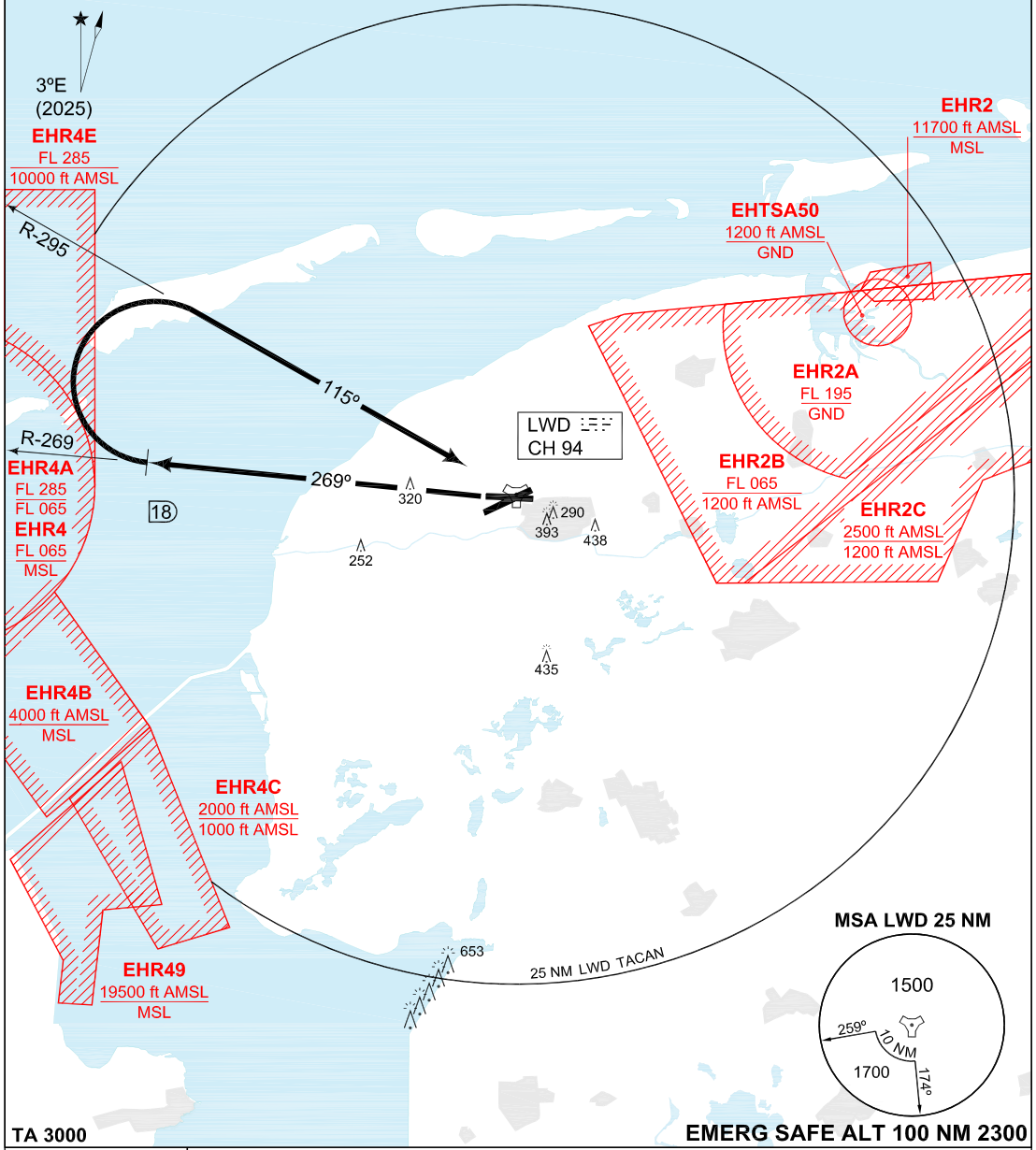
TERPS
INSTRUMENT DEPARTURE CHART

AD ELEV 4

LW5
LEEUWARDEN (EHLW)

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

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



LEEUWARDEN 5 (RWY 27)	- After take-off RWY 27 intercept R-269 outbound Leeuwarden TACAN. - At 18 DME turn right to intercept R-295 inbound Leeuwarden TACAN.

CHANGES: EDITORIAL

RNLASF 16 APR 2026

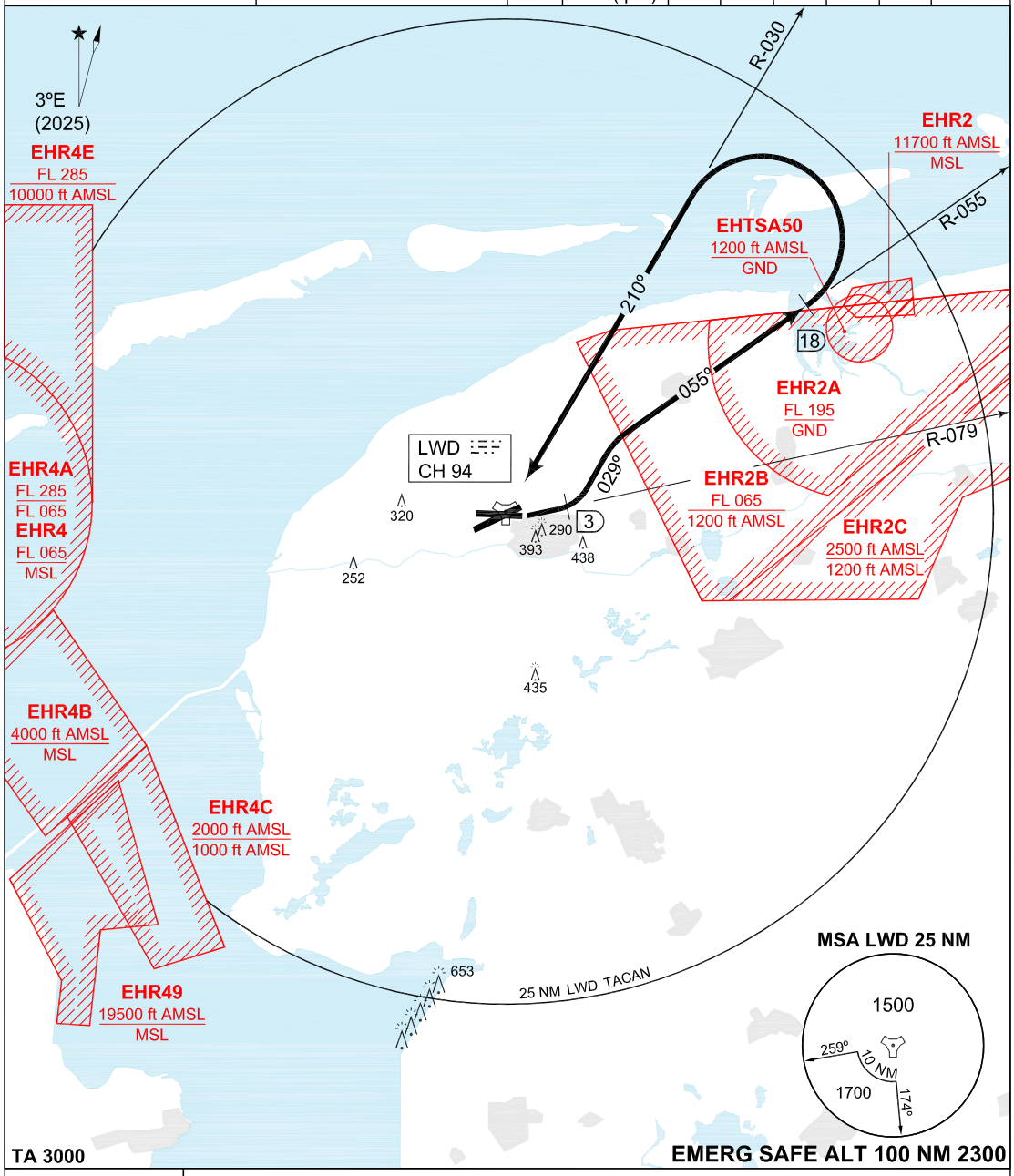
TERPS
INSTRUMENT DEPARTURE CHART

AD ELEV 4

LW7
LEEUWARDEN (EHLW)

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

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



LEEUWARDEN 7 (RWY 09)	- After take-off intercept R-079 outbound Leeuwarden TACAN. - At 3 DME turn left heading 029° to intercept R-055 Leeuwarden TACAN. - At 18 DME turn left to intercept R-030 inbound Leeuwarden TACAN.

CHANGES: EDITORIAL

RNLASF 16 APR 2026

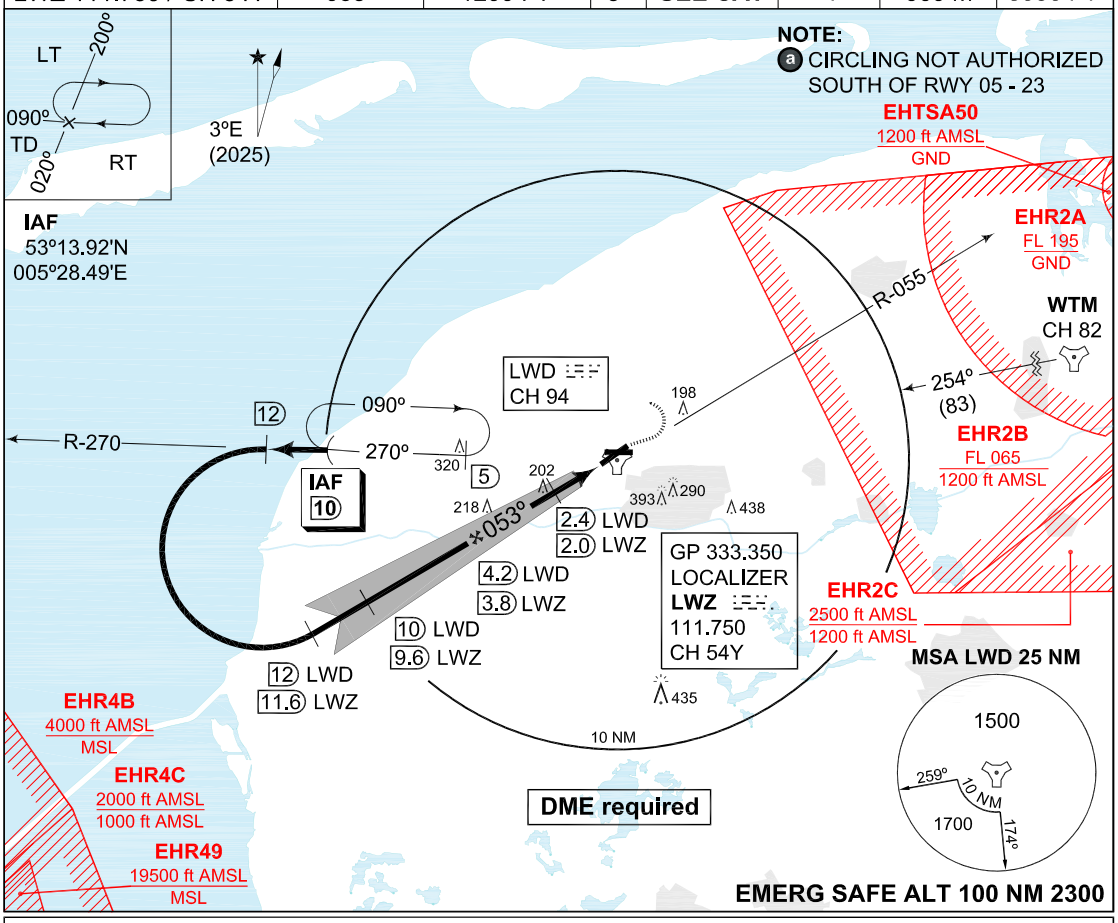
MIPS
INSTRUMENT APPROACH CHART

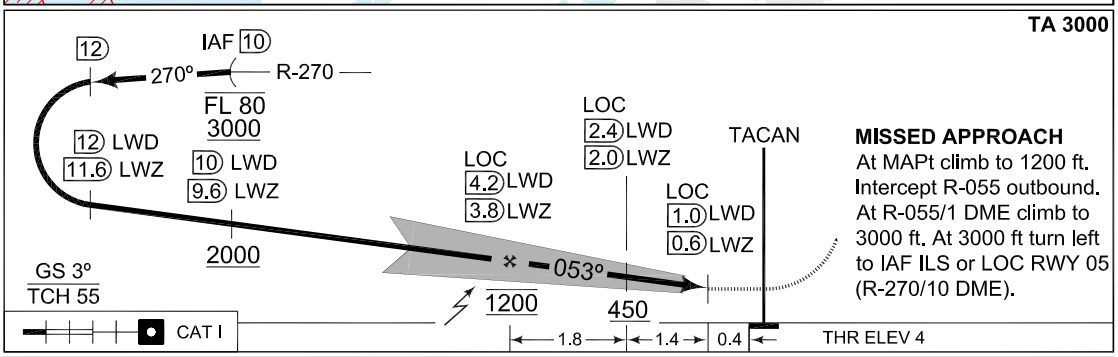
AD ELEV 4

ILS or LOC RWY 05
LEEUWARDEN (EHLW)

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

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





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

MIPS

CHANGES: EDITORIAL

RNLASF 16 APR 2026

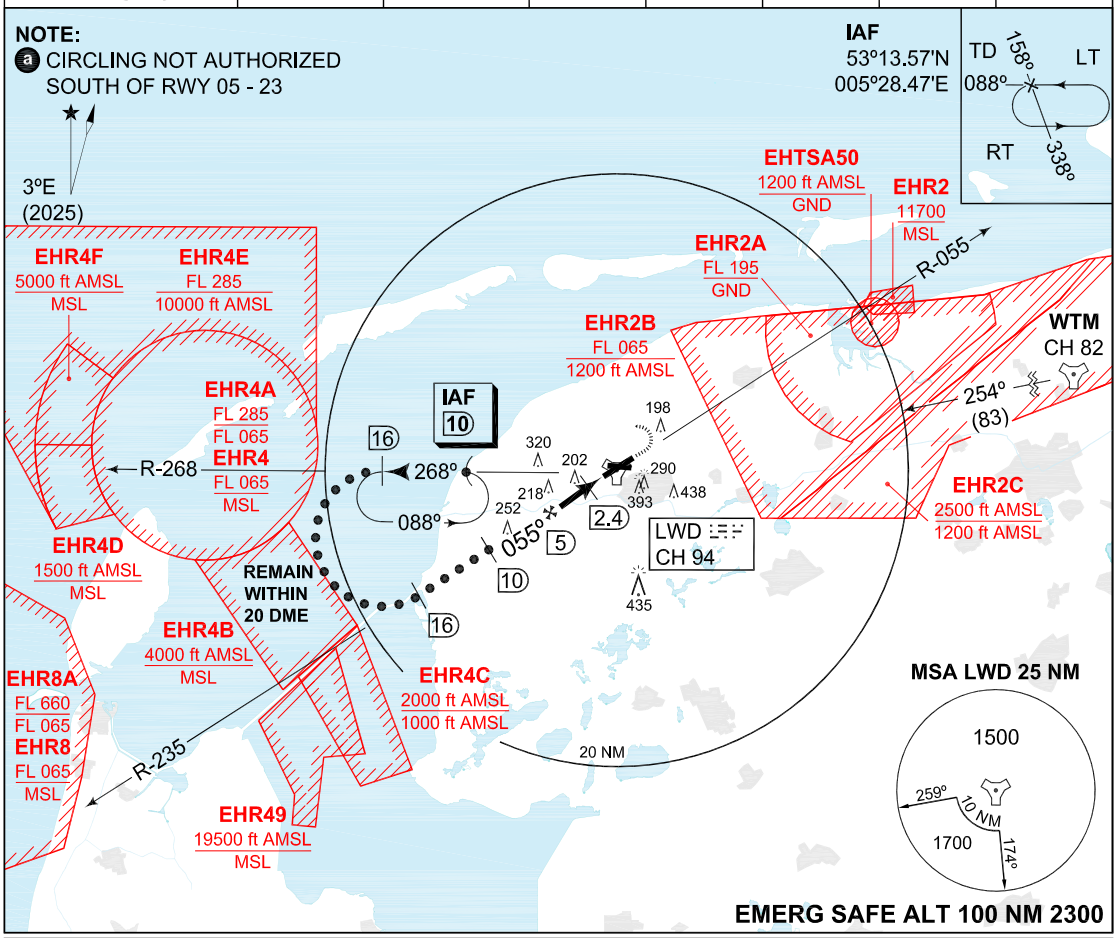
MIPS
INSTRUMENT APPROACH CHART

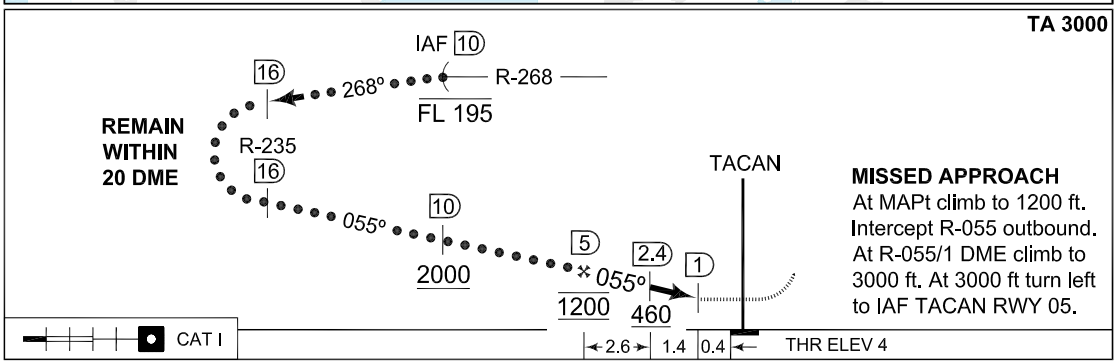
AD ELEV 4

HI-TACAN RWY 05
LEEUWARDEN (EHLW)

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

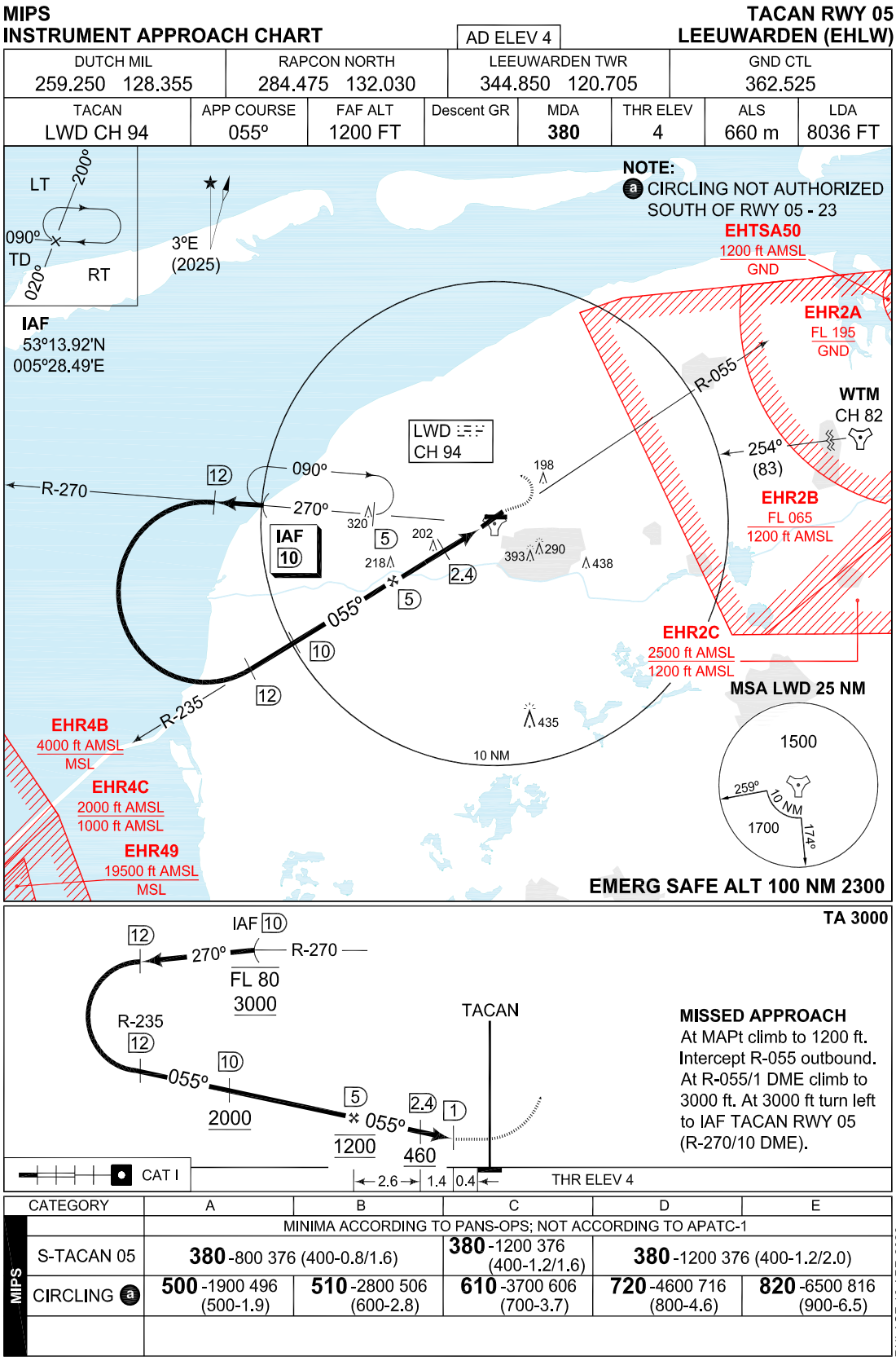
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	055°	1200 FT		**380**	4	660 m	8036 FT





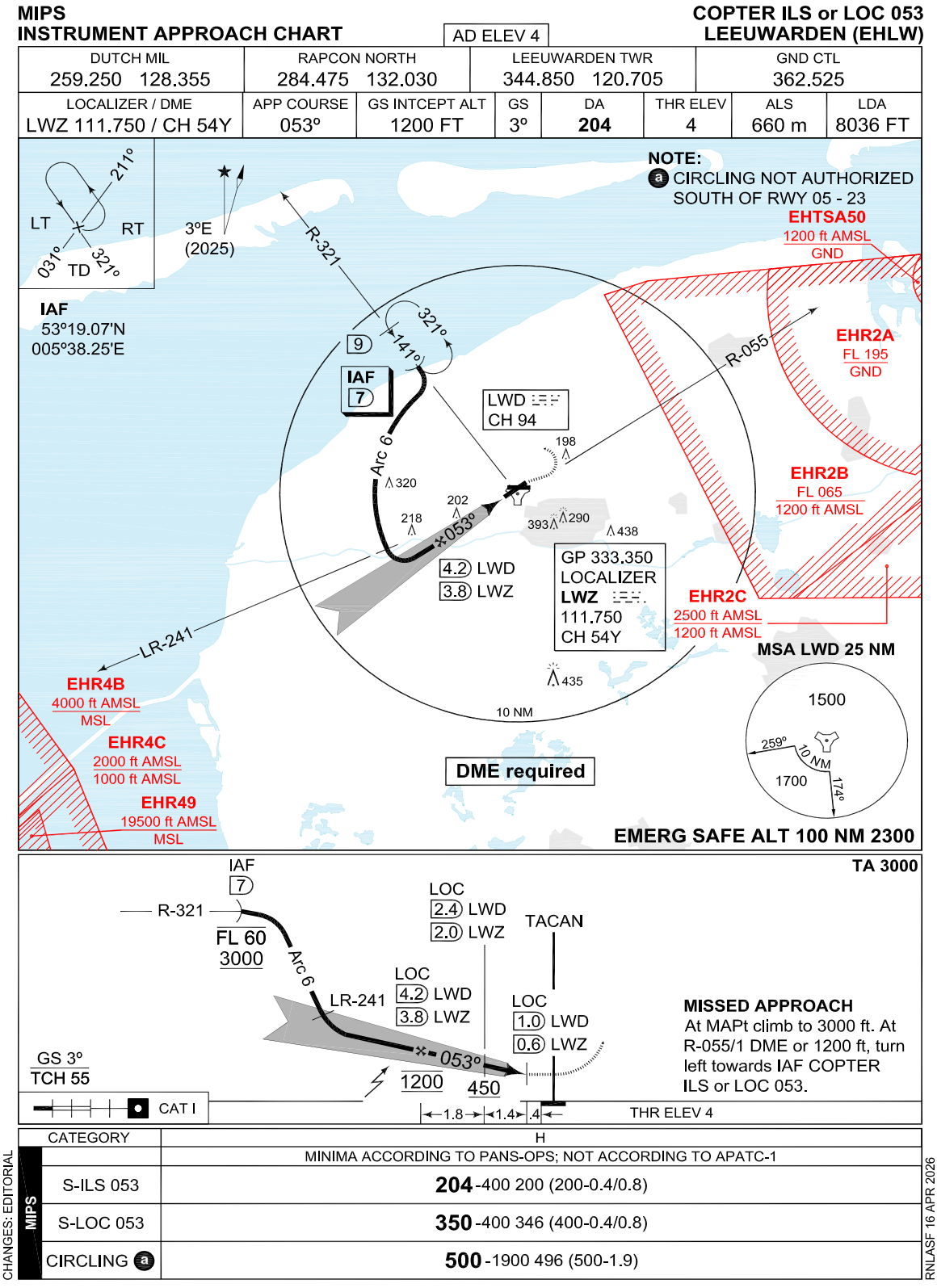
CATEGORY	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1		
S-TACAN 05	**380** -1200 376 (400-1.2/1.6)	**380** -1200 376 (400-1.2/2.0)	
CIRCLING a	**610** -3700 606 (700-3.7)	**720** -4600 716 (800-4.6)	**820** -6500 816 (900-6.5)

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026



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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026


MIPS
INSTRUMENT APPROACH CHART
AD ELEV 4
COPTER ILS or LOC 053
LEEUWARDEN (EHLW)
DUTCH MIL 259.250 128.355
RAPCON NORTH 284.475 132.030
LEEUWARDEN TWR 344.850 120.705
GND CTL 362.525
LOCALIZER / DME LWZ 111.750 / CH 54Y
APP COURSE 053°
GS INTCEPT ALT 1200 FT
GS 3°
DA 204
THR ELEV 4
ALS 660 m
LDA 8036 FT
NOTE:
a CIRCLING NOT AUTHORIZED SOUTH OF RWY 05 - 23
EHTSA50
1200 ft AMSL
GND
EHR2A
FL 195
GND
EHR2B
FL 065
1200 ft AMSL
EHR2C
2500 ft AMSL
1200 ft AMSL
EHR4B
4000 ft AMSL
MSL
EHR4C
2000 ft AMSL
1000 ft AMSL
EHR49
19500 ft AMSL
MSL
IAF
53°19.07'N
005°38.25'E
211°
LT
RT
031°
TD
321°
3°E
(2025)
R-321
9
IAF
7
321°
141°
Arc 6
LWD
CH 94
198
320
202
218
053°
393
290
438
435
4.2 LWD
3.8 LWZ
GP 333.350
LOCALIZER
LWZ
111.750
CH 54Y
R-055
LR-241
10 NM
MSA LWD 25 NM
1500
1700
259°
10 NM
174°
DME required
EMERG SAFE ALT 100 NM 2300
TA 3000
IAF
7
R-321
FL 60
3000
Arc 6
LR-241
LOC
2.4 LWD
2.0 LWZ
TACAN
LOC
4.2 LWD
3.8 LWZ
LOC
1.0 LWD
0.6 LWZ
053°
1200
450
GS 3°
TCH 55
CAT I
1.8
1.4
.4
THR ELEV 4
MISSED APPROACH
At MAPt climb to 3000 ft. At R-055/1 DME or 1200 ft, turn left towards IAF COPTER ILS or LOC 053.
CATEGORY
H
MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1
S-ILS 053
204-400 200 (200-0.4/0.8)
S-LOC 053
350-400 346 (400-0.4/0.8)
CIRCLING a
500-1900 496 (500-1.9)
MIPS
CHANGES: EDITORIAL
RNLASF 16 APR 2026

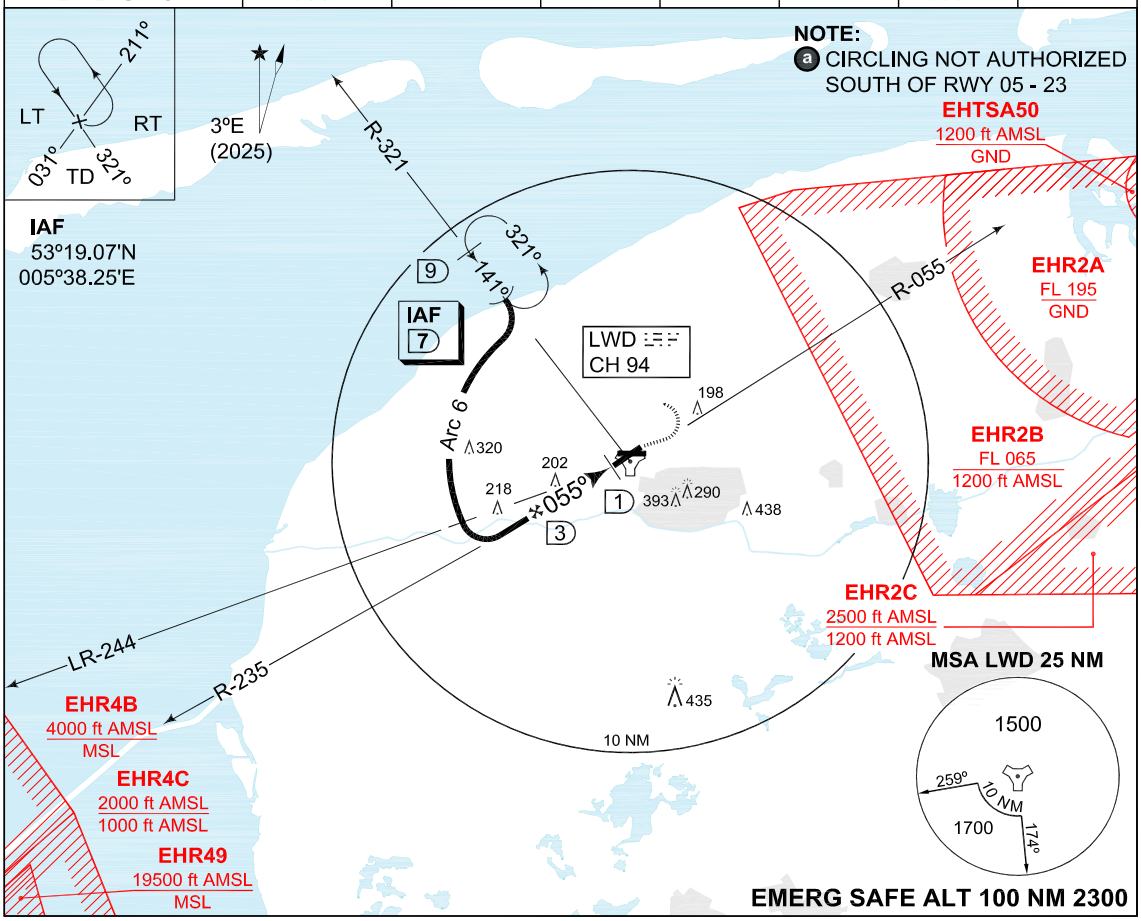
MIPS
INSTRUMENT APPROACH CHART

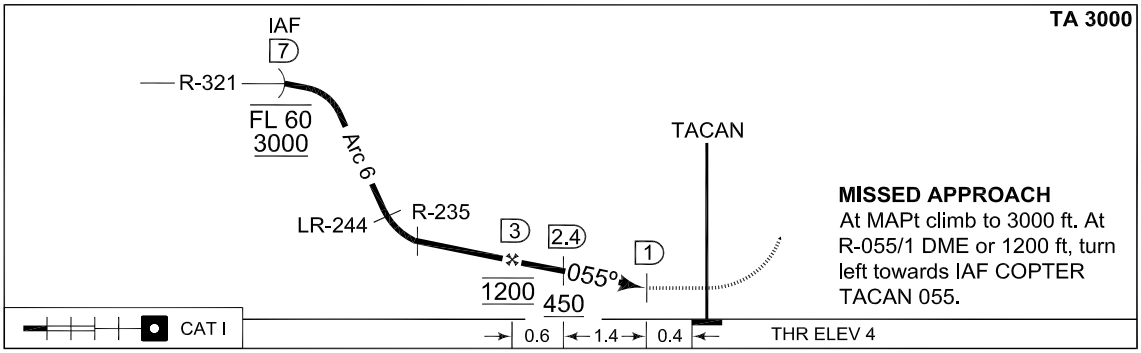
AD ELEV 4

COPTER TACAN 055
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	055°	1200 FT		**380**	4	660 m	8036 FT





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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

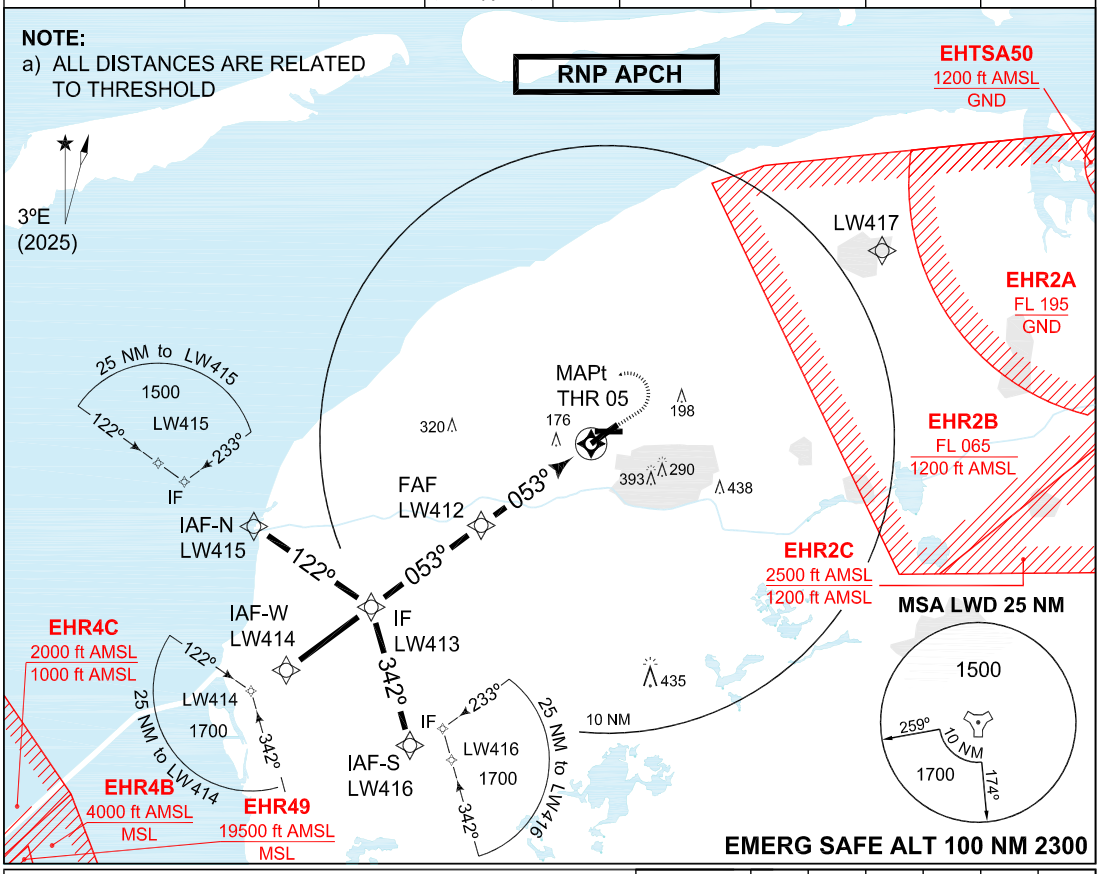
PANS OPS
INSTRUMENT APPROACH CHART

AD ELEV 4

RNP Z RWY 05
LEEUWARDEN (EHLW)

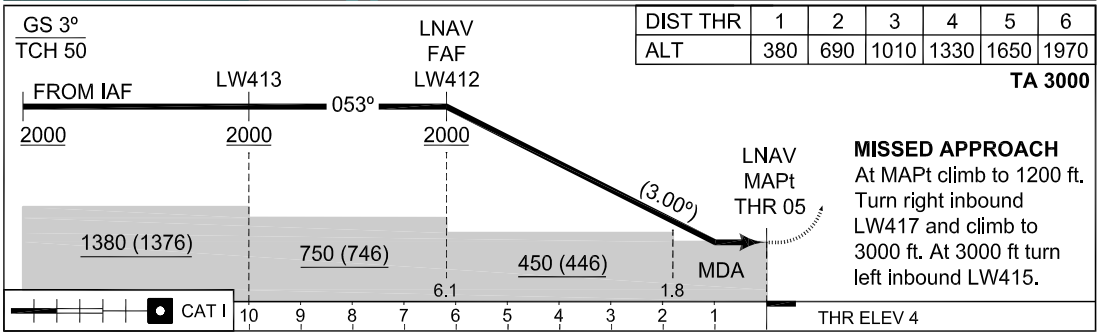
DUTCH MIL	RAPCON NORTH	LEEUWARDEN TWR	GND CTL
259.250 128.355	284.475 132.030	344.850 120.705	362.525

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



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

TA 3000



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

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

IAF-N	LW415	53°10.34'N	005°23.82'E	FAF	LW412	53°09.68'N	005°35.91'E
IAF-W	LW414	53°04.61'N	005°23.80'E	MAPt	THR05	53°13.15'N	005°44.27'E
IAF-S	LW416	53°02.64'N	005°32.72'E	MATF	LW417	53°23.00'N	006°10.44'E
IF	LW413	53°07.47'N	005°30.61'E				

CHANGES: EDITORIAL

RNLASF 16 APR 2026

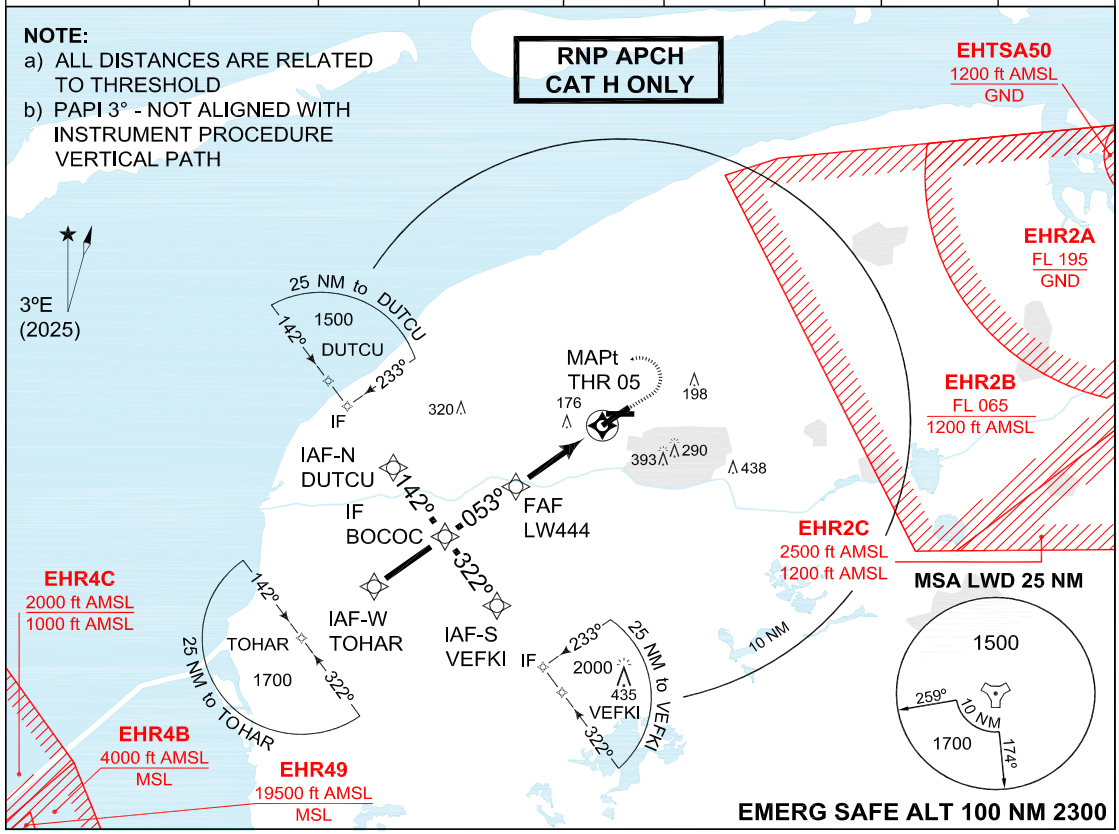
PANS OPS
INSTRUMENT APPROACH CHART

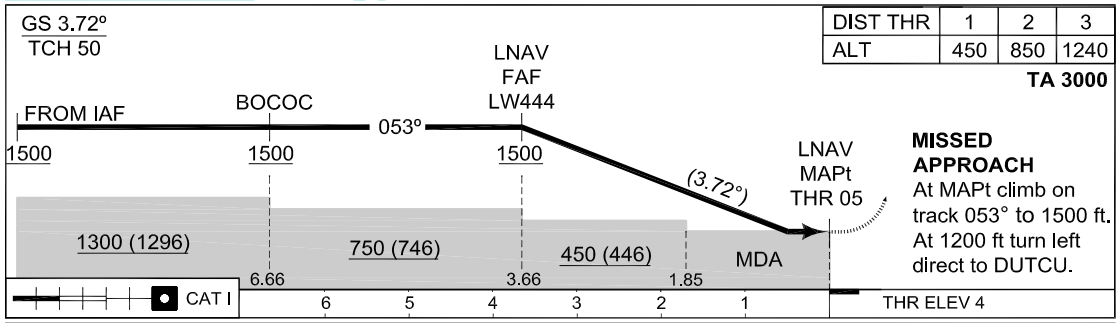
AD ELEV 4

RNP Y RWY 05
LEEUWARDEN (EHLW)

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

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





DIST THR	1	2	3
ALT	450	850	1240

TA 3000

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

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

CHANGES: EDITORIAL

RNLASF 16 APR 2026

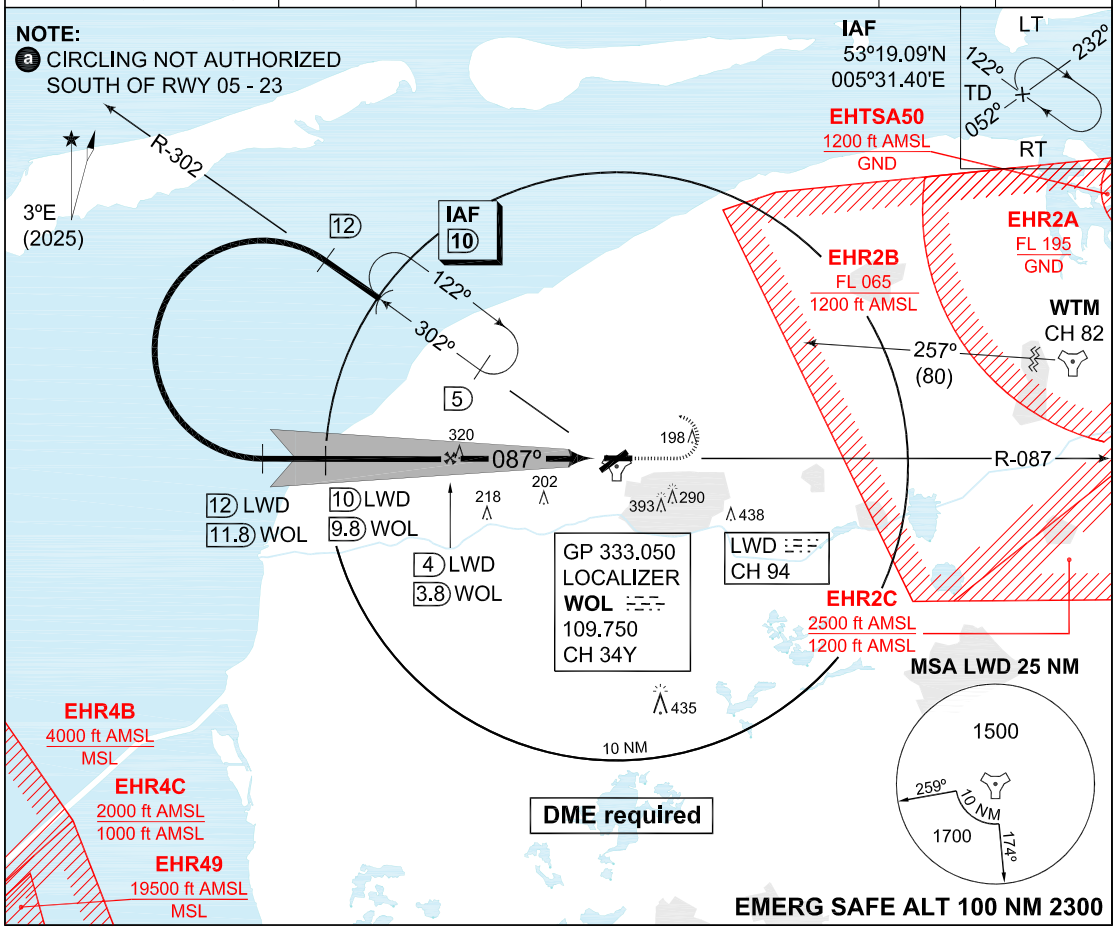
MIPS
INSTRUMENT APPROACH CHART

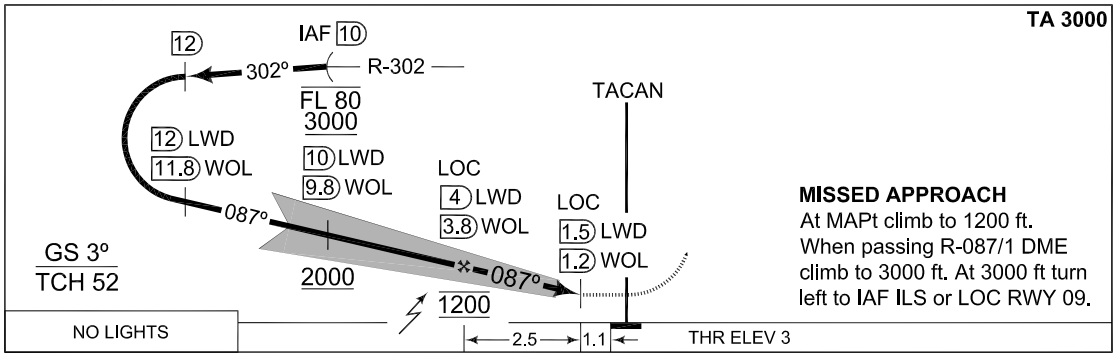
AD ELEV 4

ILS or LOC RWY 09
LEEUWARDEN (EHLW)

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

LOCALIZER / DME	APP COURSE	GS INTCEPT ALT	GS	DA	THR ELEV	ALS	LDA
WOL 109.750 / CH 34Y	087°	1200 FT	3°	SEE CAT	3	-	6368 FT





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

MIPS

CHANGES: EDITORIAL

RNLASF 16 APR 2026

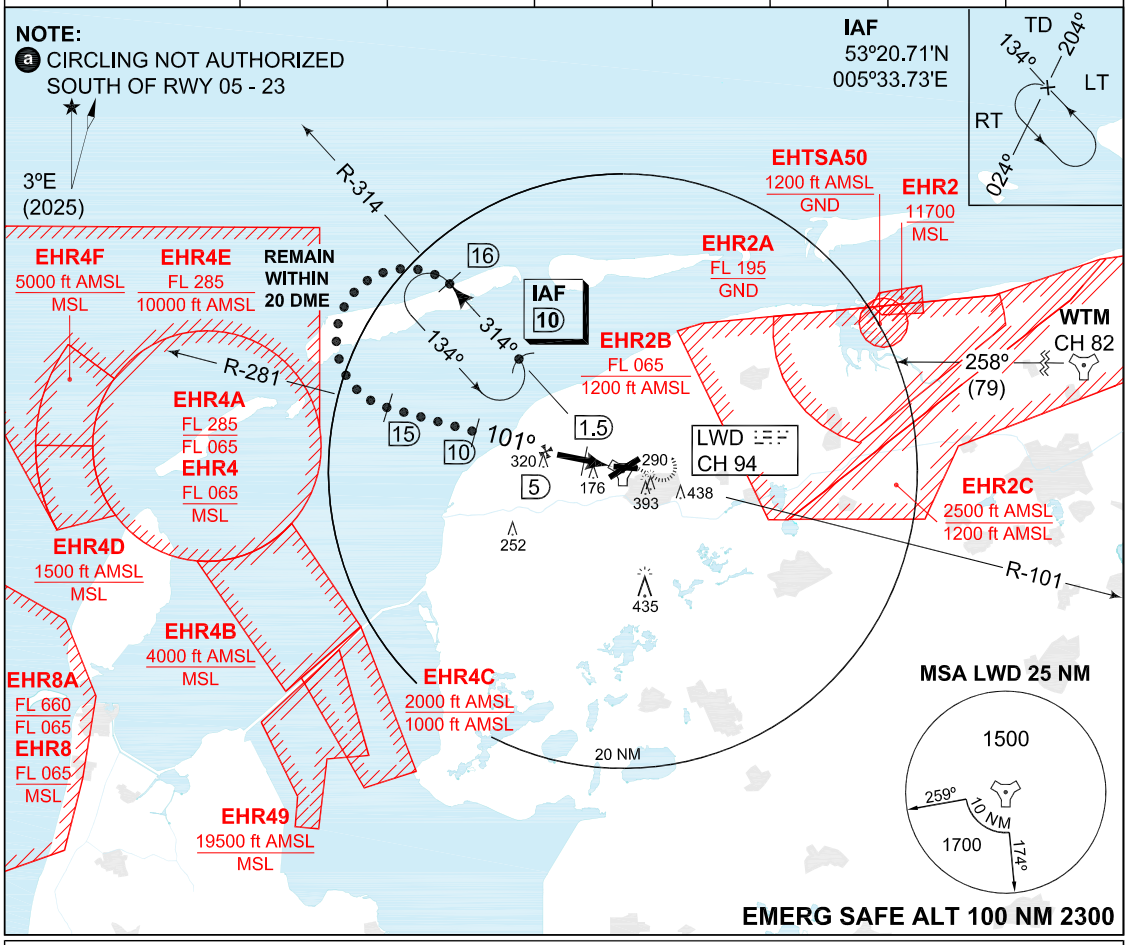
MIPS
INSTRUMENT APPROACH CHART

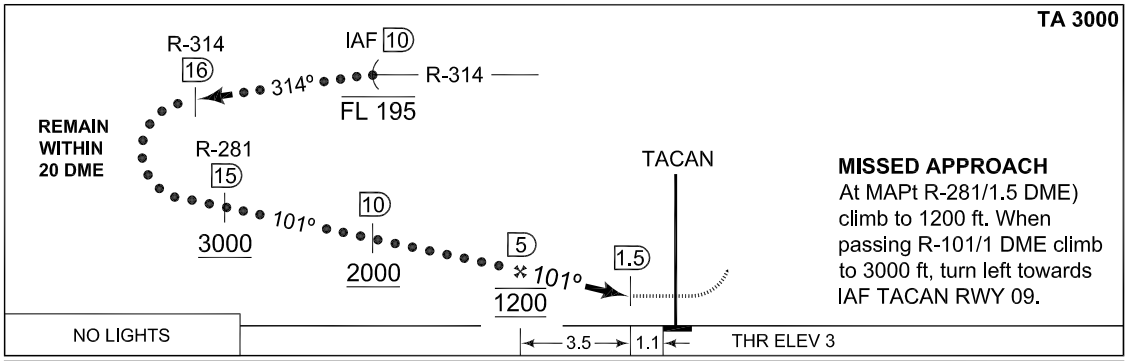
AD ELEV 4

HI-TACAN RWY 09
LEEUWARDEN (EHLW)

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

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	101°	1200 FT		**440**	3	-	6368 FT





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

CHANGES: EDITORIAL MIPS RNLASF 16 APR 2026

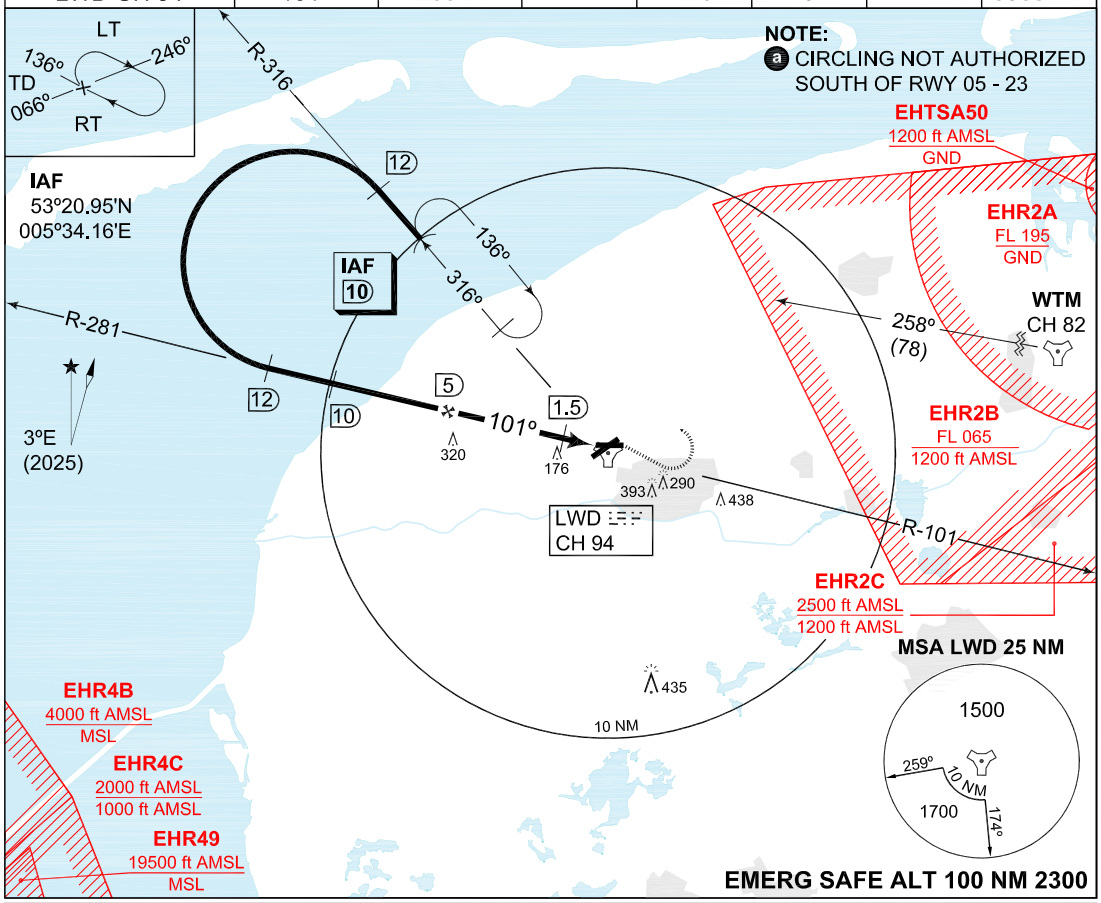
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INSTRUMENT APPROACH CHART

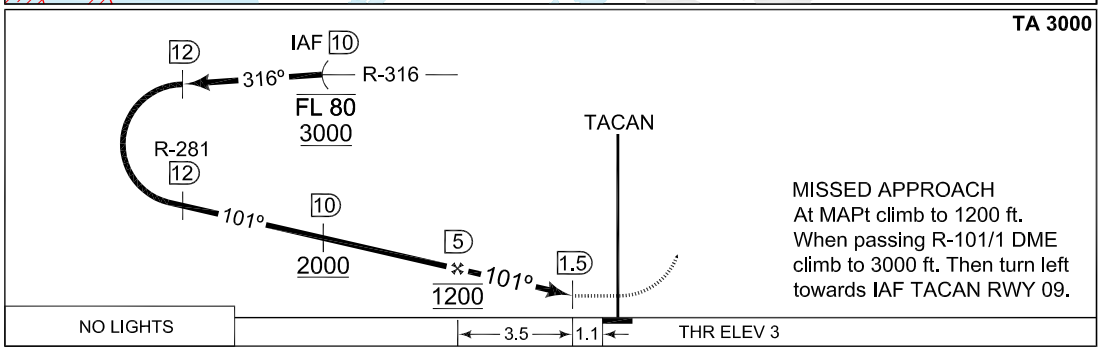
AD ELEV 4

TACAN RWY 09
LEEUWARDEN (EHLW)

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

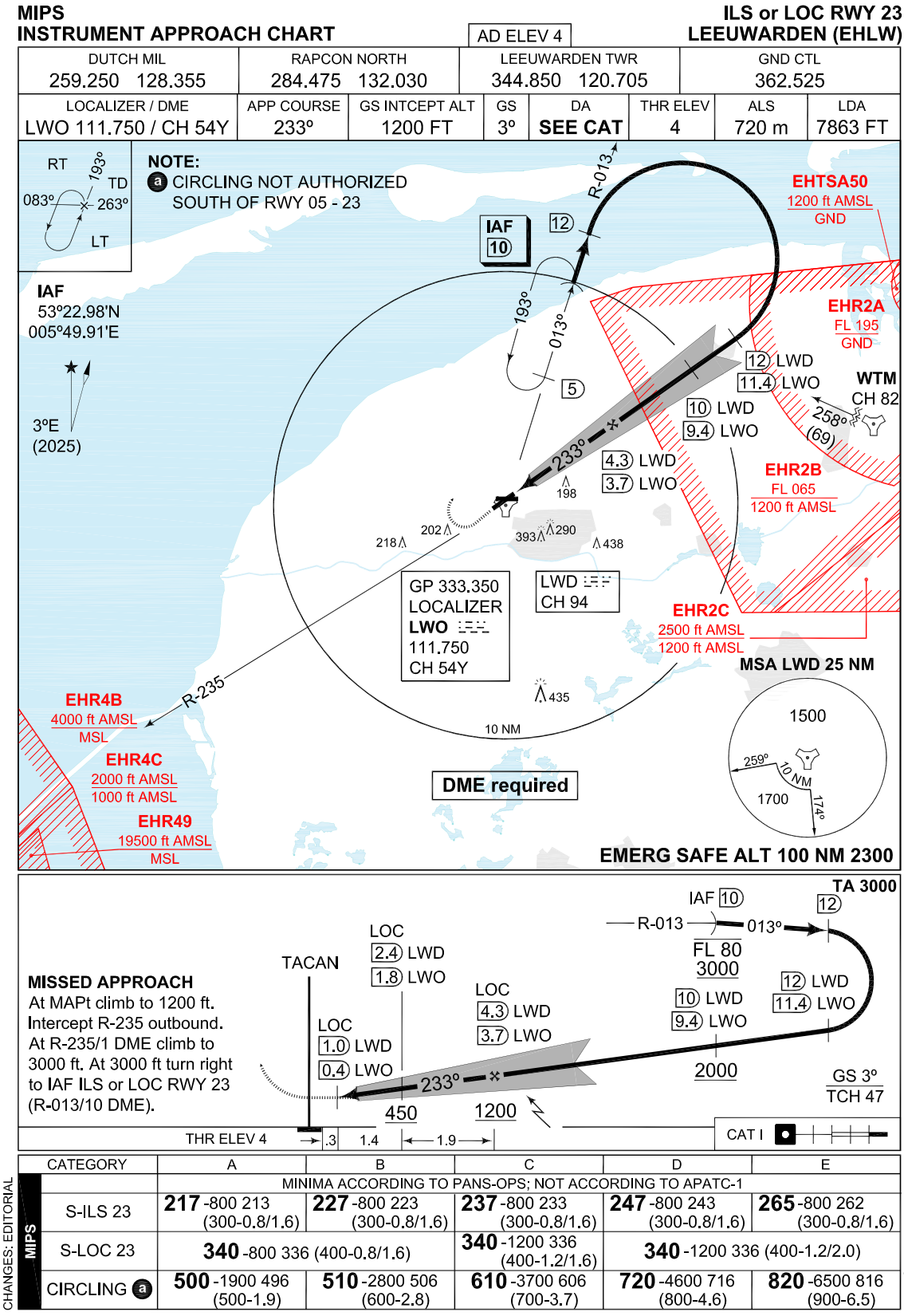
TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	101°	1200 FT		**440**	3	-	6368 FT





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

CHANGES: EDITORIAL MIPS RNLASF 16 APR 2026



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

CHANGES: EDITORIAL MIPS RNLASF 16 APR 2026

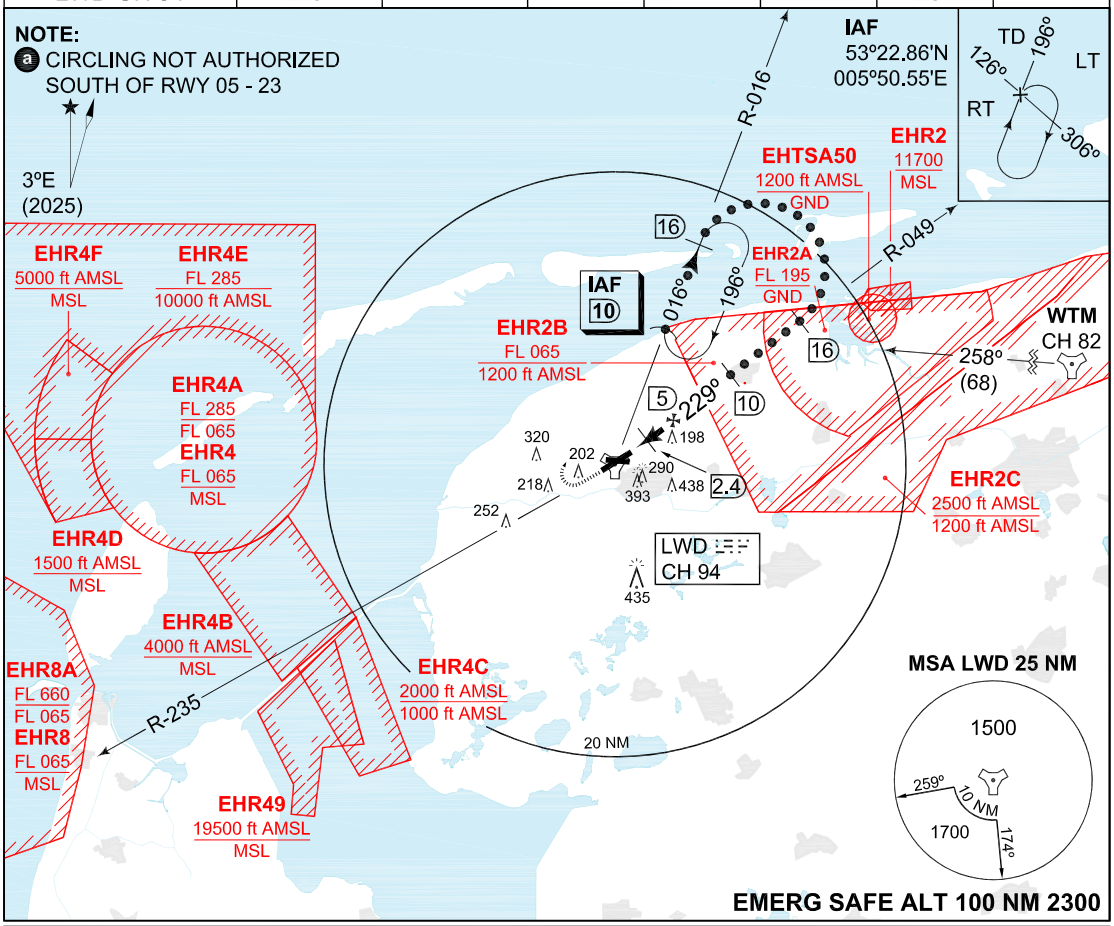
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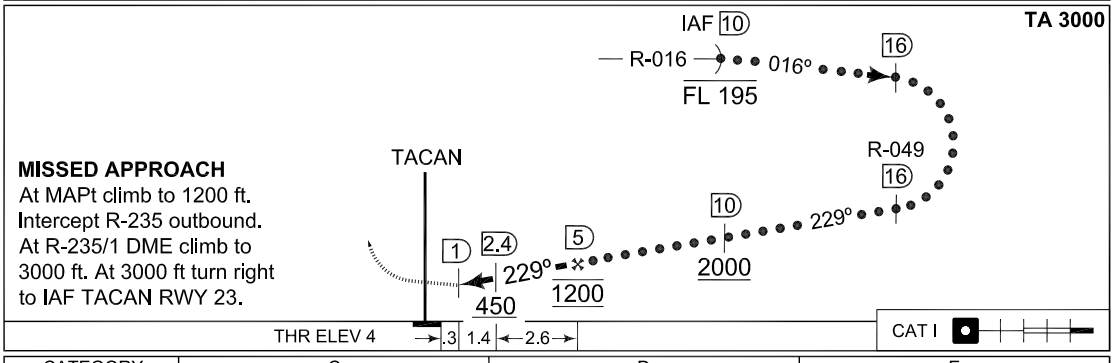
AD ELEV 4

HI-TACAN RWY 23
LEEUWARDEN (EHLW)

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

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	229°	1200 FT		**380**	4	720 m	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 TACAN RWY 23.

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)

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

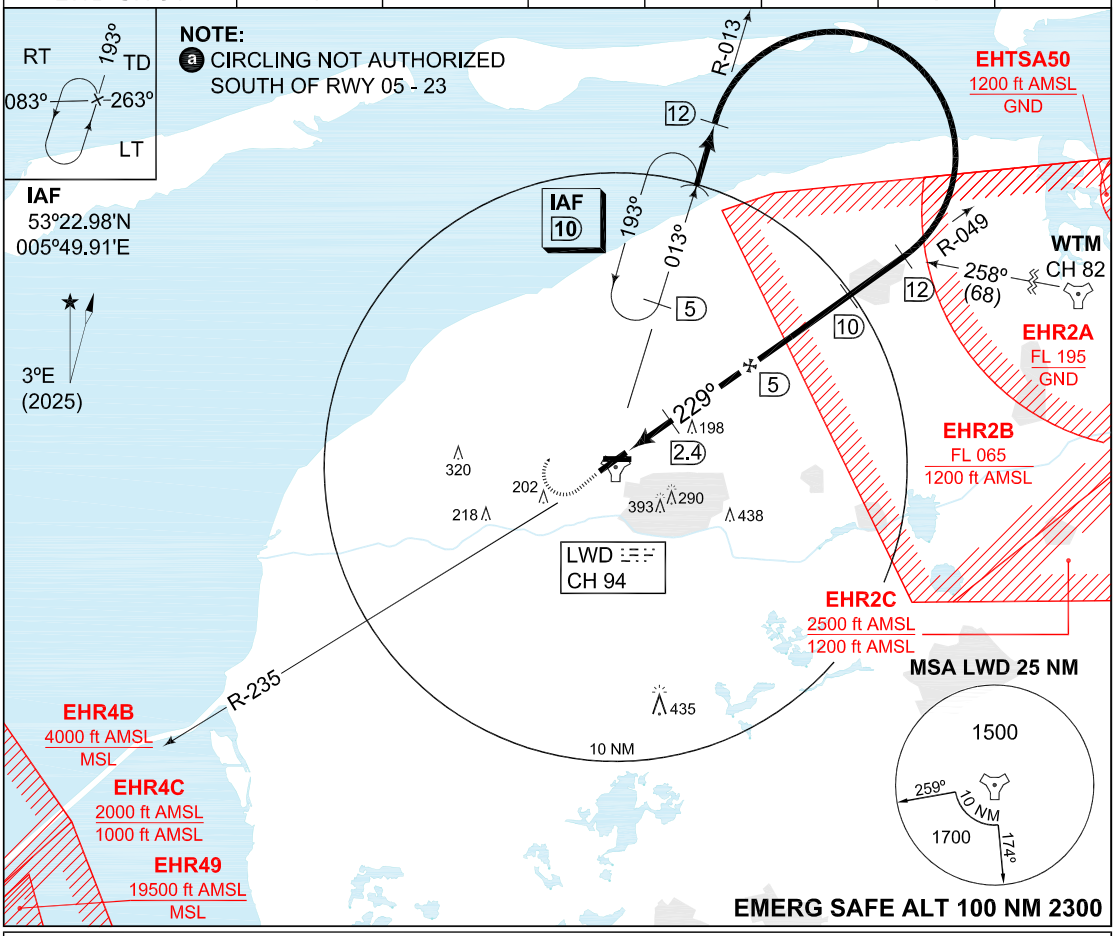
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INSTRUMENT APPROACH CHART

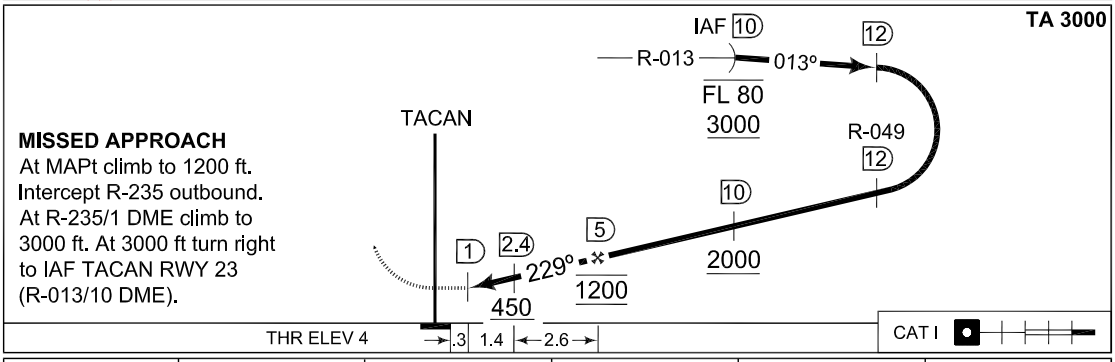
AD ELEV 4

TACAN RWY 23
LEEUWARDEN (EHLW)

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

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	229°	1200 FT		**380**	4	720 m	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 TACAN RWY 23 (R-013/10 DME).

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 a	**500** -1900 496 (500-1.9)	**510** -2800 506 (600-2.8)	**610** -3700 606 (700-3.7)	**720** -4600 716 (800-4.6)	**820** -6500 816 (900-6.5)

CHANGES: EDITORIAL MIPS RNLASF 16 APR 2026

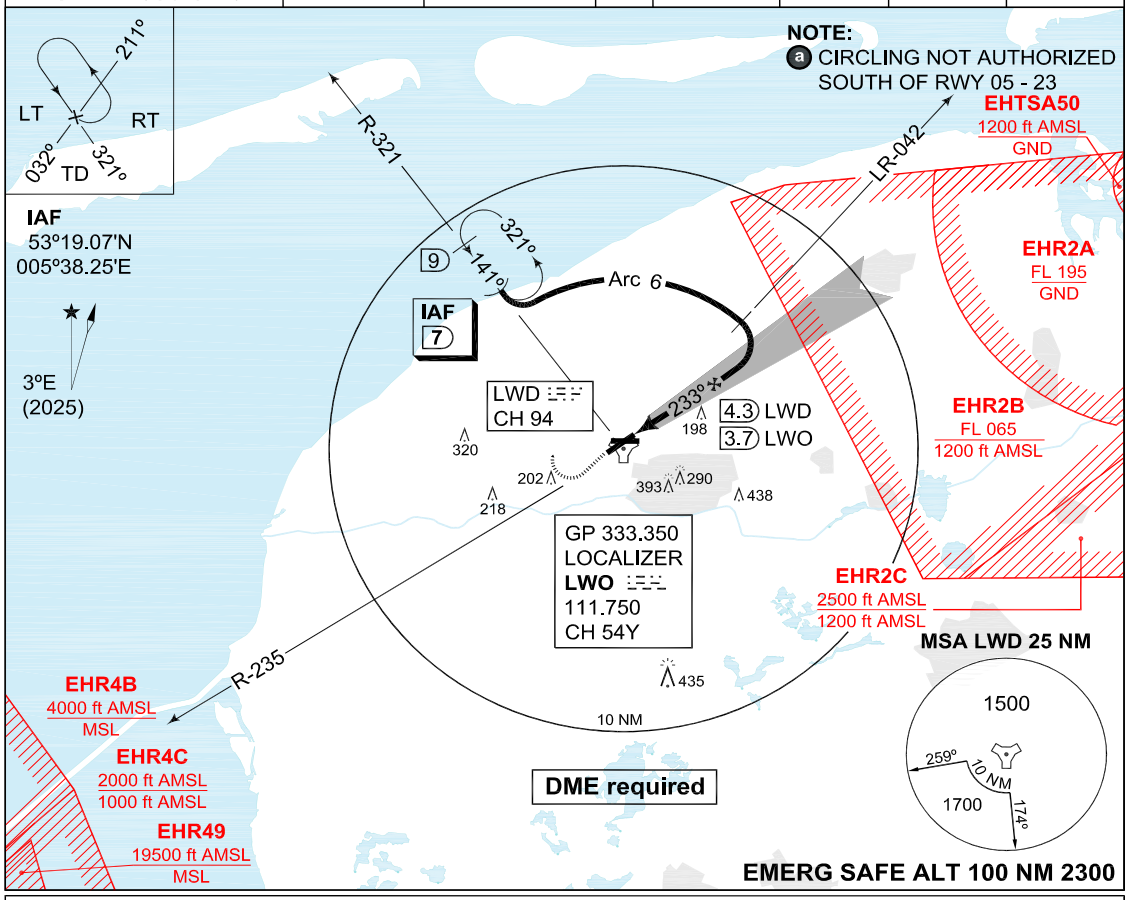
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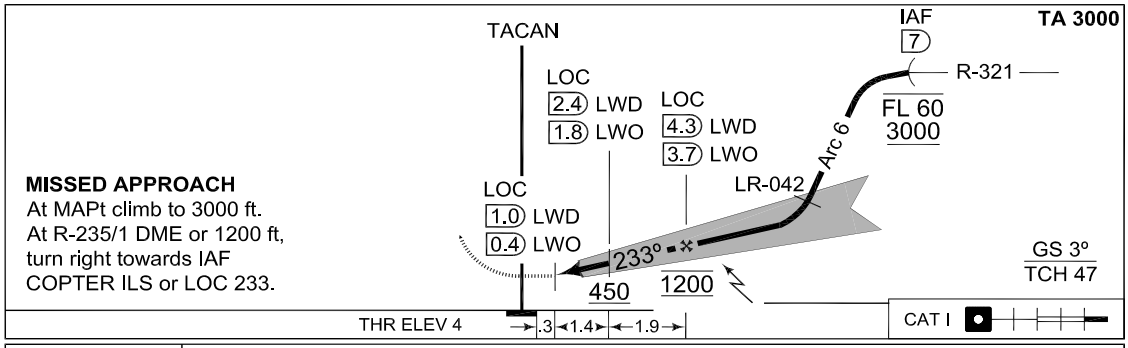
AD ELEV 4

COPTER ILS or LOC 233
LEEUWARDEN (EHLW)

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

LOCALIZER / DME	APP COURSE	GS INTCEPT ALT	GS	DA	THR ELEV	ALS	LDA
LWO 111.750 / CH 54Y	233°	1200 FT	3°	**204**	4	720 m	7863 FT





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

CHANGES: EDITORIAL MIPS RNLASF 16 APR 2026

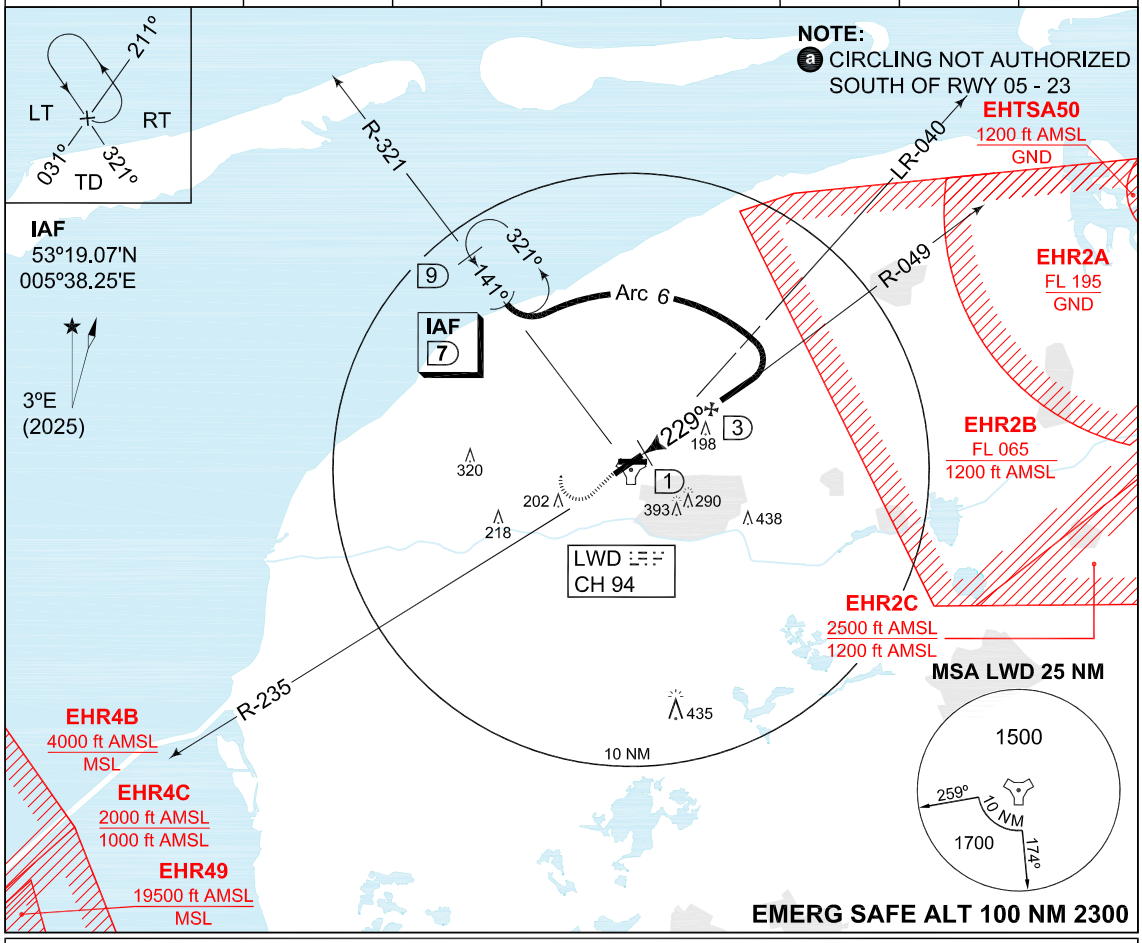
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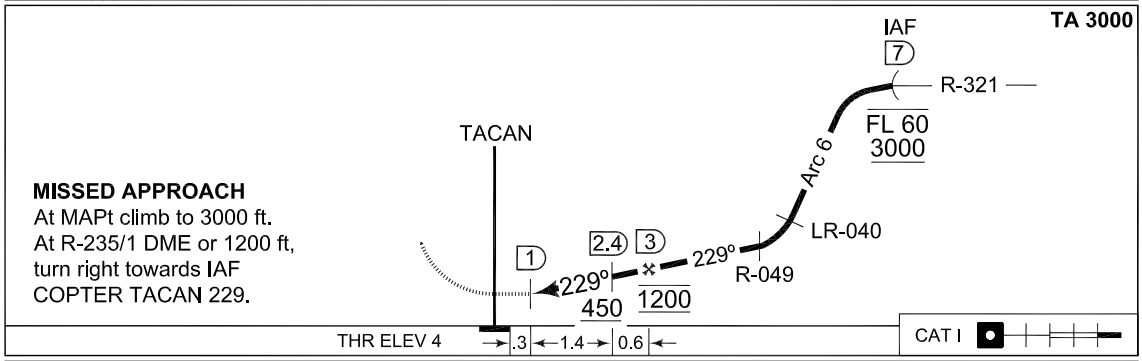
AD ELEV 4

COPTER TACAN 229
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	229°	1200 FT		380	4	720 m	7863 FT





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

CHANGES: EDITORIAL

MIPS

RNLASF 16 APR 2026

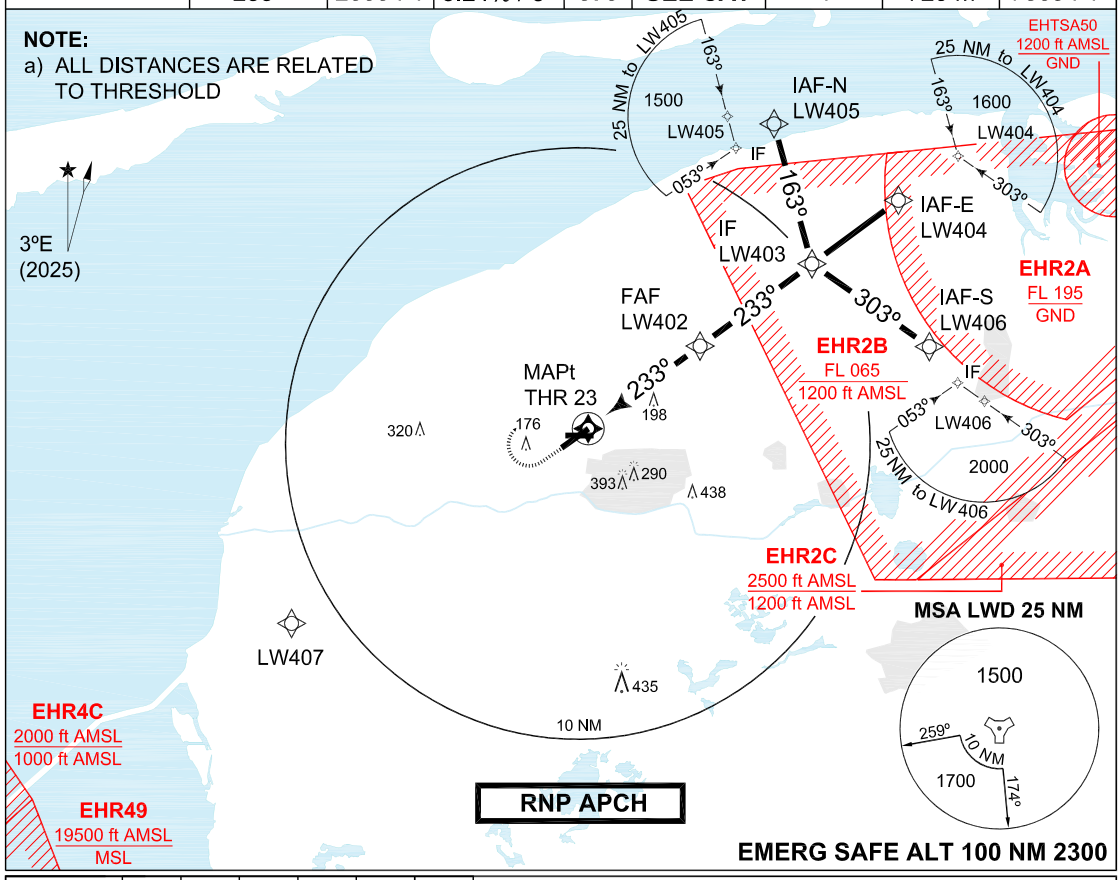
PANS OPS
INSTRUMENT APPROACH CHART

AD ELEV 4

RNP Z RWY 23
LEEUWARDEN (EHLW)

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

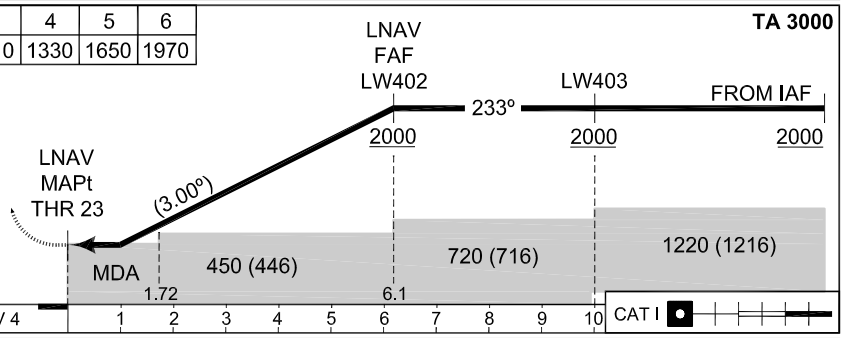
EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
	233°	2000 FT	5.24% / 3°	**370**	**SEE CAT**	4	720 m	7863 FT



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

GS 3°
TCH 50

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



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

IAF-N	LW405	53°24.36'N	005°57.71'E	FAF	LW402	53°17.34'N	005°54.42'E
IAF-E	LW404	53°22.35'N	006°06.65'E	MAPt	THR23	53°13.88'N	005°46.04'E
IAF-S	LW406	53°16.61'N	006°06.56'E	MATF	LW407	53°03.94'N	005°20.04'E
IF	LW403	53°19.54'N	005°59.77'E				

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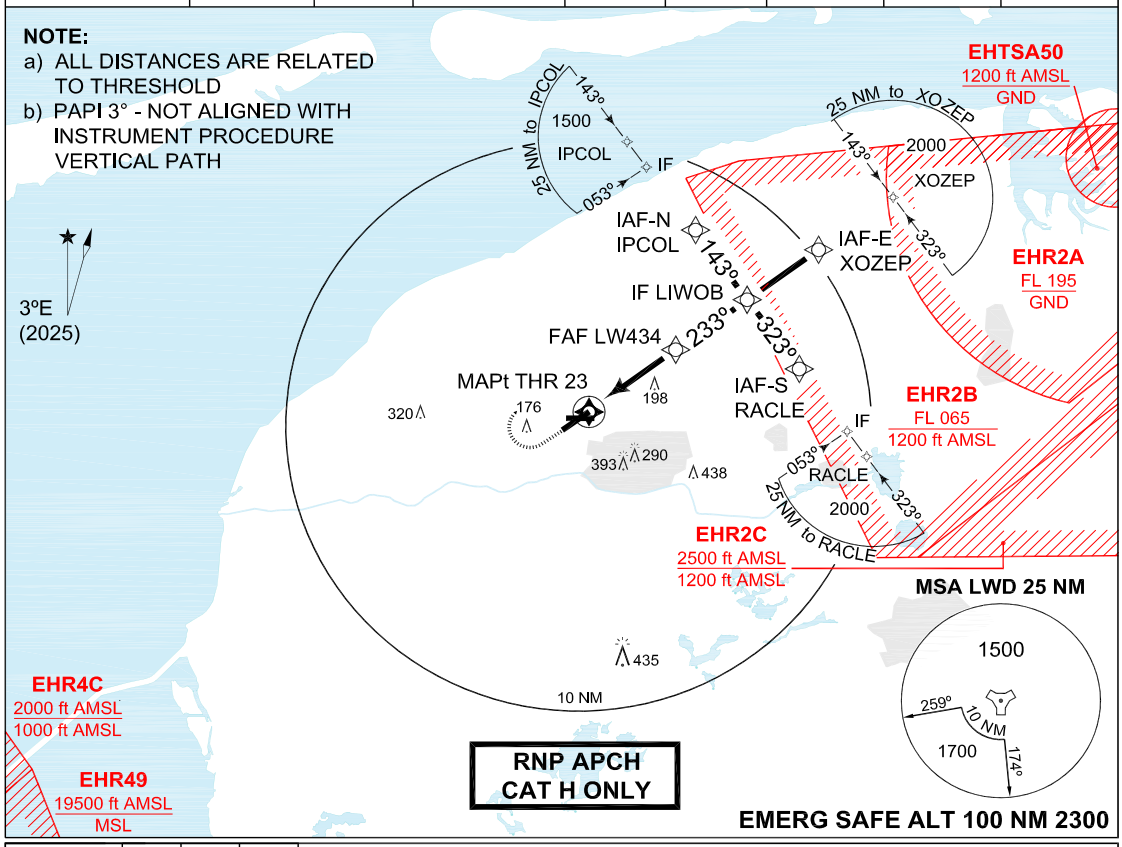
PANS OPS
INSTRUMENT APPROACH CHART

AD ELEV 4

RNP Y RWY 23
LEEUWARDEN (EHLW)

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

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

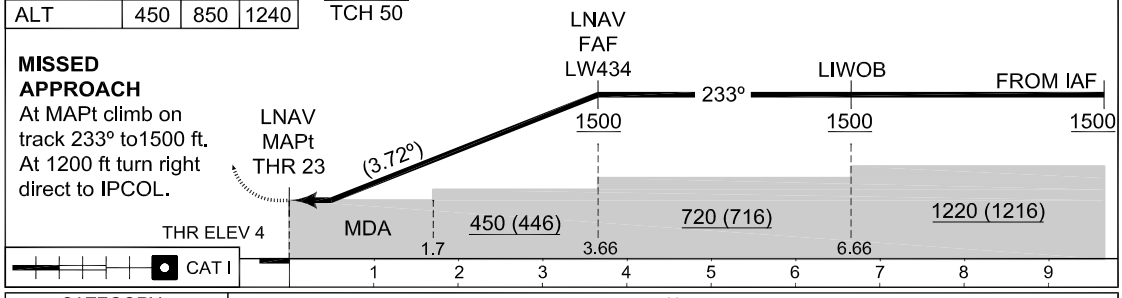


DIST THR	1	2	3
ALT	450	850	1240

GS 3.72°
TCH 50

TA 3000

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



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

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

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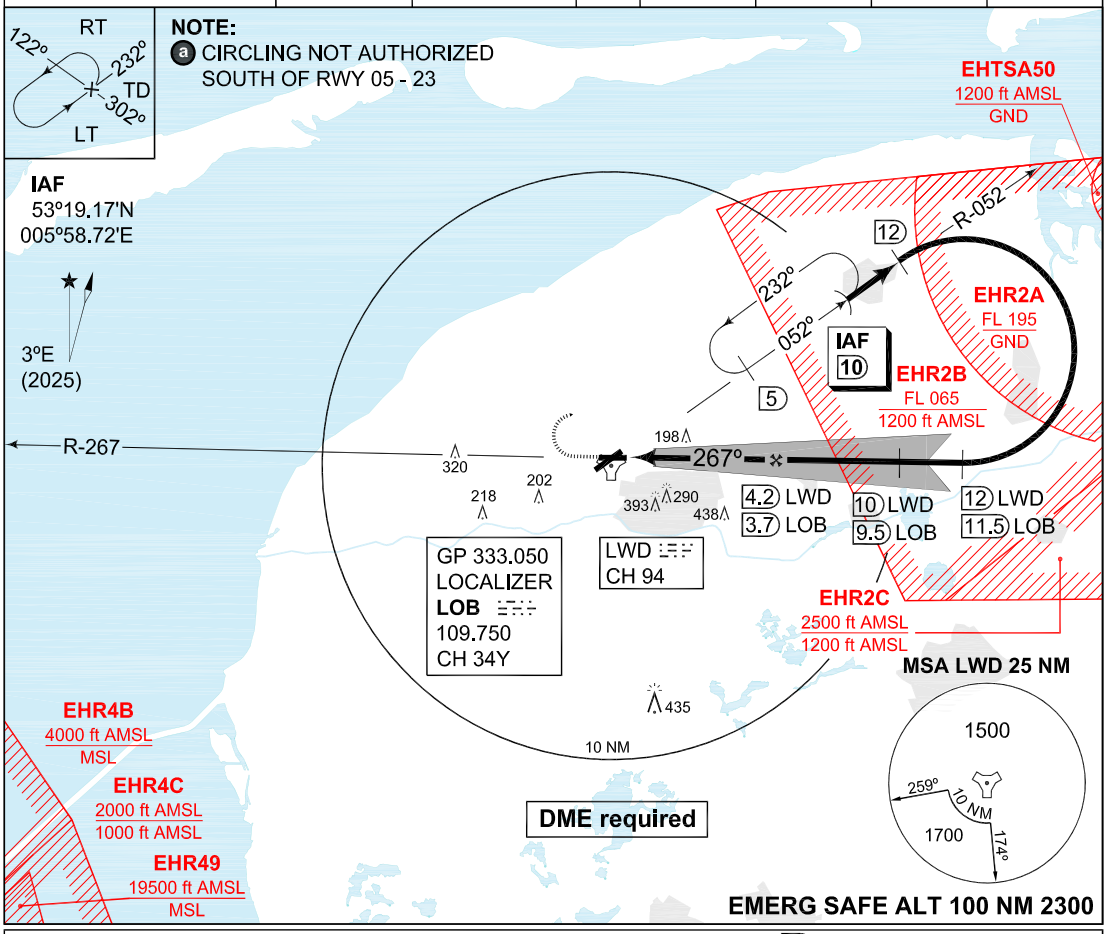
MIPS
INSTRUMENT APPROACH CHART

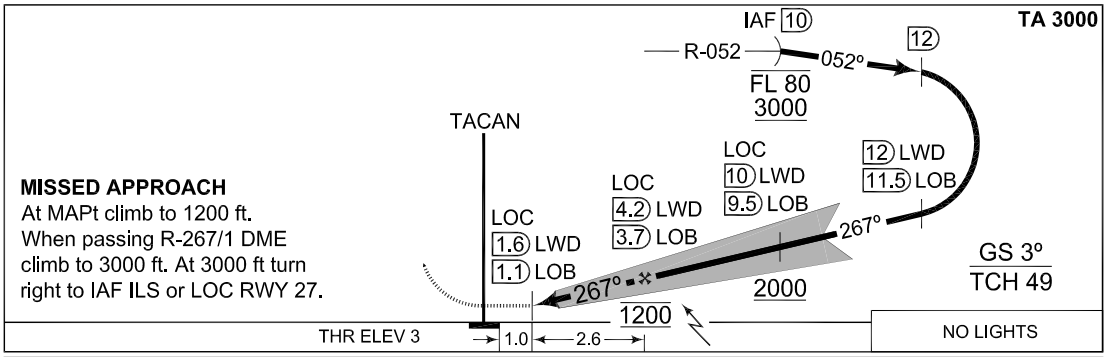
AD ELEV 4

ILS or LOC RWY 27
LEEUWARDEN (EHLW)

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

LOCALIZER / DME	APP COURSE	GS INTCEPT ALT	GS	DA	THR ELEV	ALS	LDA
LOB 109.750 / CH 34Y	267°	1200 FT	3°	SEE CAT	3	-	6561 FT





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

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MIPS
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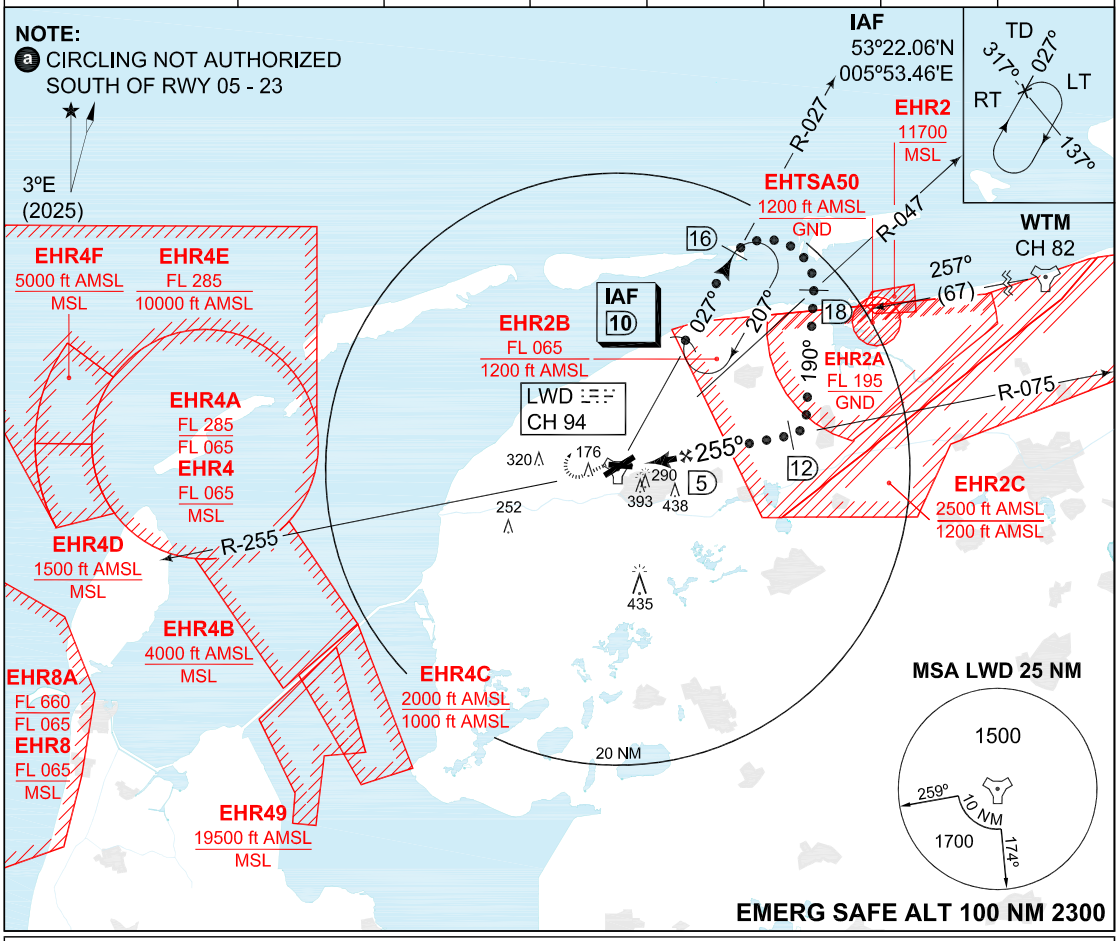
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INSTRUMENT APPROACH CHART

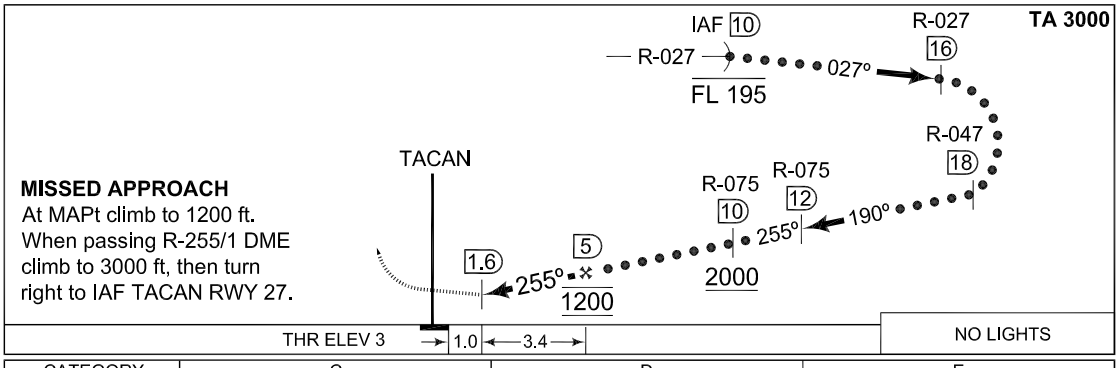
AD ELEV 4

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

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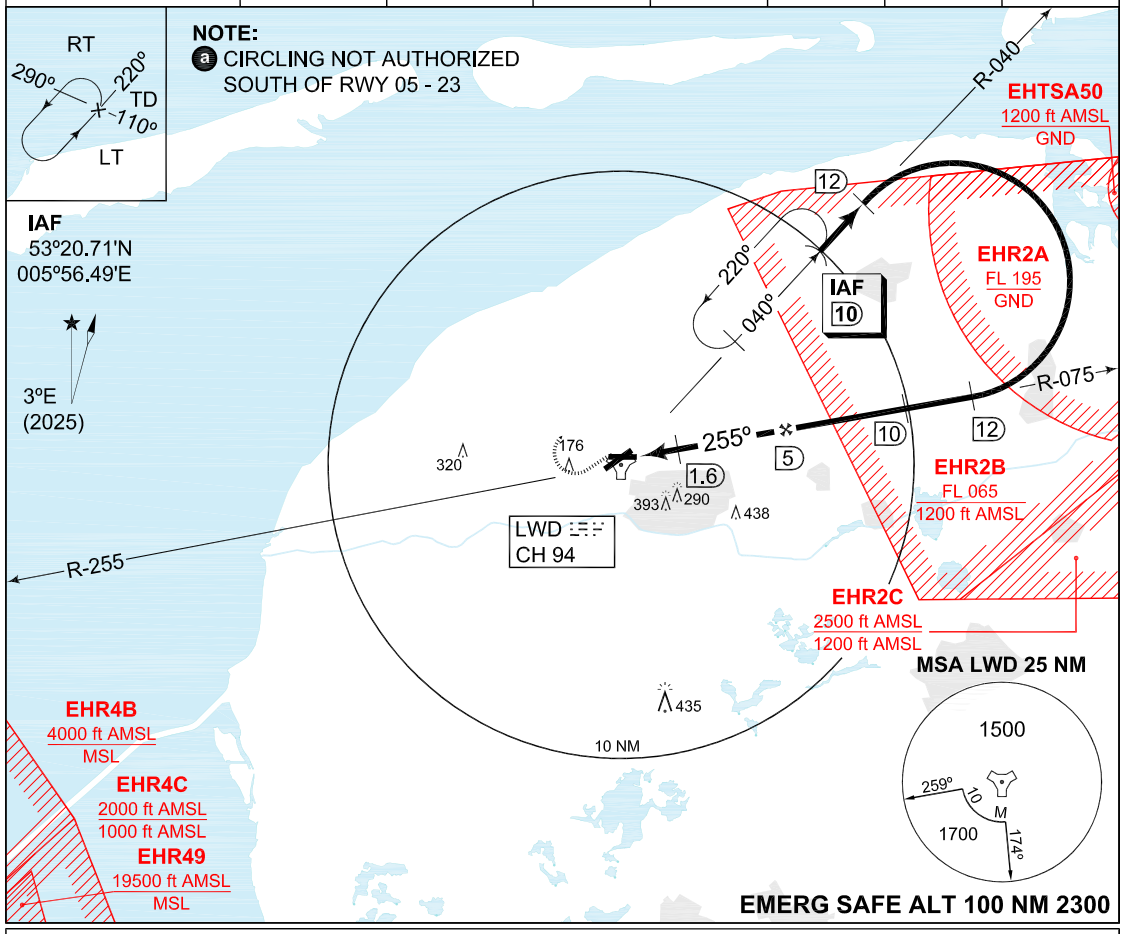
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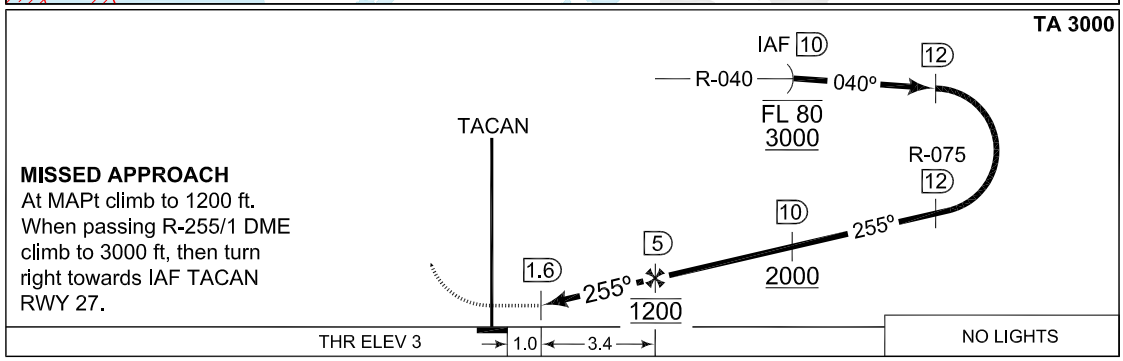
AD ELEV 4

TACAN RWY 27
LEEUWARDEN (EHLW)

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

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
LWD CH 94	255°	1200 FT		**390**	3	-	6561 FT





MISSED APPROACH
At MAPt climb to 1200 ft.
When passing R-255/1 DME climb to 3000 ft, then turn right towards IAF TACAN RWY 27.

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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

PART 3 – AERODROMES (AD)

AD 2.

AD 2. AERODROMES
VOLKEL

VOLKEL

EHVK AD 2.1 Aerodrome location indicator and name

EHVK - Volkel

EHVK AD 2.2 Geographical and administrative data

1	ARP	51°39’25.95”N 005°42’28.17”E
2	Direction and distance from city	213º MAG/12.6 NM NIJMEGEN
3	Elevation/Reference temperature	+ 73 ft AMSL/22.2º C (JUL)
4	MAG VAR/Annual change	2º43.8' E (JAN 2025)/9'E
5	AD operating authority Postal address Visitors' address Telephone E-mail AFTN	RNLASF DIB loket CLSR Vliegbasis Volkel MPC 86A P.O. Box 8762 4820 BB Breda Zeelandsedijk 10 5408 ZW Volkel +31(0)413 276911 vkl.lvl.lw.clrs@mindef.nl EHVKZTZX
6	Types of TFC permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

EHVK AD 2.3 Operational hours

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

EHVK AD 2.4 Handling services and facilities

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

EHVK AD 2.5 Passenger facilities

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

EHVK AD 2.6 Rescue and fire fighting services

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

EHVK AD 2.7 Seasonal availability - clearing

1	Seasonal availability	All seasons
2	Snow removal equipment	Yes
3	Remarks	Caution advised in winter during ice conditions

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

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

EHVK AD 2.9 Surface movement guidance and control system and markings

According STANAG 3158		
1	Remarks	Nil

EHVK AD 2.10 Aerodrome obstacles

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

EHVK AD 2.11 Meteorological information provided

1	Associated MET Office	Volkel
2	Hours of service MET Office outside hours	HO Joint Meteorological Group
3	Office responsible for TAF preparation Periods of validity	Joint Meteorological Group 12 hrs
4	Type of landing forecast Interval of issuance	TREND Every 30 min during opr hrs
5	Flight documentation Language(s) used	Reports, forecasts and charts. English and Dutch.
6	Charts and other information AVBL for briefing or consultation	GSA, GSP, LGF, Cross section, Upperair forecasts, NVG, Radar- and Satellite Images
7	Supplementary equipment AVBL for providing information	PBS (pilot briefing system)
8	Remarks	Tel EHVK 0413-278047 or mail VKL.Meteo@mindef.nl Tel JMG 0164-693111 or mail JMG.WX.PLANNING@mindef.nl

EHVK AD 2.12 Runway physical characteristics

1	RWY dimensions/a-gear	See Aerodrome Chart. Values in ft.
2	RWY surface	Tarmac/concrete
3	RWY strength	24R: 30 R/B/W/T 06L: 30 R/B/W/T 24L: 27 R/B/W/T 06R: 27 R/B/W/T

EHVK AD 2.13 Declared distances

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

EHVK AD 2.14 Approach and runway lighting

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

EHVK AD 2.15 Other lighting, secondary power supply

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

EHVK AD 2.16 Helicopter landing area

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

EHVK AD 2.17 Air traffic services airspace

1	Designation and lateral limits	Volkel control zone 51°38'52.86"N 005°23'22.88"E; 51°45'05.93"N 005°33'24.21"E; along clockwise arc (radius 8 NM, centre 51°39'25.95"N 005°42'28.17"E) to 51°33'45.27"N 005°51'29.87"E; 51°27'33.73"N 005°41'28.57"E; to point of origin.
2	Vertical limits	GND to 3000 ft AMSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Contact initially Volkel TWR. English Outside HO DUTCH MIL INFO FREQ 132.350 MHZ.
5	Transition altitude	IFR: 3000 ft AMSL; VFR: 3500 ft AMSL
6	Remarks	Nil

EHVK AD 2.18 Air traffic services communication facilities

STATION/ SERVICE	CALL SIGN OR IDENTIFICATION	FREQUENCY MHz	HOURS	REMARKS
1	2	3	4	5
	As appropriate	121.500 243.000	HO	Emergency FREQ for all services
TWR	Volkel Tower	136.080*) 122.100 291.100*) 257.800	HO	*) Primary FREQ
GND CTL	Volkel Ground	386.775	HO	
APP	RAPCON South	123.180*) 122.100 388.525*)	HO	Radar equipped
RADAR	Volkel Arrival	122.100 291.200	HO	Through APP

EHVK AD 2.19 Radio navigation and landing aids

FACILITY	ID	CHANNEL FREQ.	HOURS	CO-ORD.	RANGE/ ALTITUDE	REMARKS
1	2	3	4	5	6	7
DME 24R	VLO	CH 44Y	HO	51°39’46.53”N 005°43’12.18”E		
ILS 24R LOCALIZER	VLO	110.750	HO	51°38’57.80”N 005°41’15.89”E		
GP 24R		330.050	HO	51°39’46.53”N 005°43’12.18”E		
DME 06L	VLZ	CH 44Y	HO	51°39’04.57”N 005°41’45.19”E		
ILS 06L LOCALIZER	VLZ	110.750	HO	51°39’53.89”N 005°43’39.91”E		
GP 06L		330.050	HO	51°39’04.57”N 005°41’45.19”E		
TACAN	VKL	CH 20X	H24	51°39’19.55”N 005°42’25.12”E	200 NM/60000 ft	FREQ pro-tected

EHVK AD 2.20 Local traffic regulations

Glider- and Light ACFT flying

Gliderflying outside OPR HR SR/SS.

EHVK AD 2.21 Noise abatement procedures

Noise abatement procedures are included in the flight procedures.

EHVK AD 2.22 Flight procedures

IFR procedures

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

VFR Depature procedures

JET AIRCRAFT.

Runway 24: Leaving procedures are standard to the north. Standard leaving altitude is 2000 ft AMSL. Stay clear of the village of Volkel. Turn to the north-west and proceed between Uden and Veghel. Leaving procedures following a route between Airbase Volkel and Uden is prohibited.
Runway 06: Leaving procedures are standard to the North. Standard leaving altitude is 2000 ft AMSL. Do not turn to the north before 1,5 DME TACAN. Stay clear of the villages of Zeeland and Mill.
Note:Deviation from the above mentioned procdures i.e. leaving direction or altitude only after permission from TWR.

HELICOPTERS.
As directed by TWR.

CONVENTIONAL AIRCRAFT.
As directed by TWR.

VFR ARRIVAL PROCEDURES

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

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

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

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

CONVENTIONAL ACFT.
Conventional Pattern: Conventional traffic should join from the north at 1000 ft AMSL. Downwind is on the north side of the runway or as directed by TWR.

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

WARNING

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

EHVK AD 2.23 Additional information

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

Tel: +31(0)20 4062840
Tel: +31(0)20 4062841

E-mail: aocs.fdno@mindef.nl

AFTN: EHMCZPZX

avaible H24

PPR 24 HRS: for Prior Permission Request contact:

Operational and Co-ordination Centre

Tel: +31(0)413 278001/8002

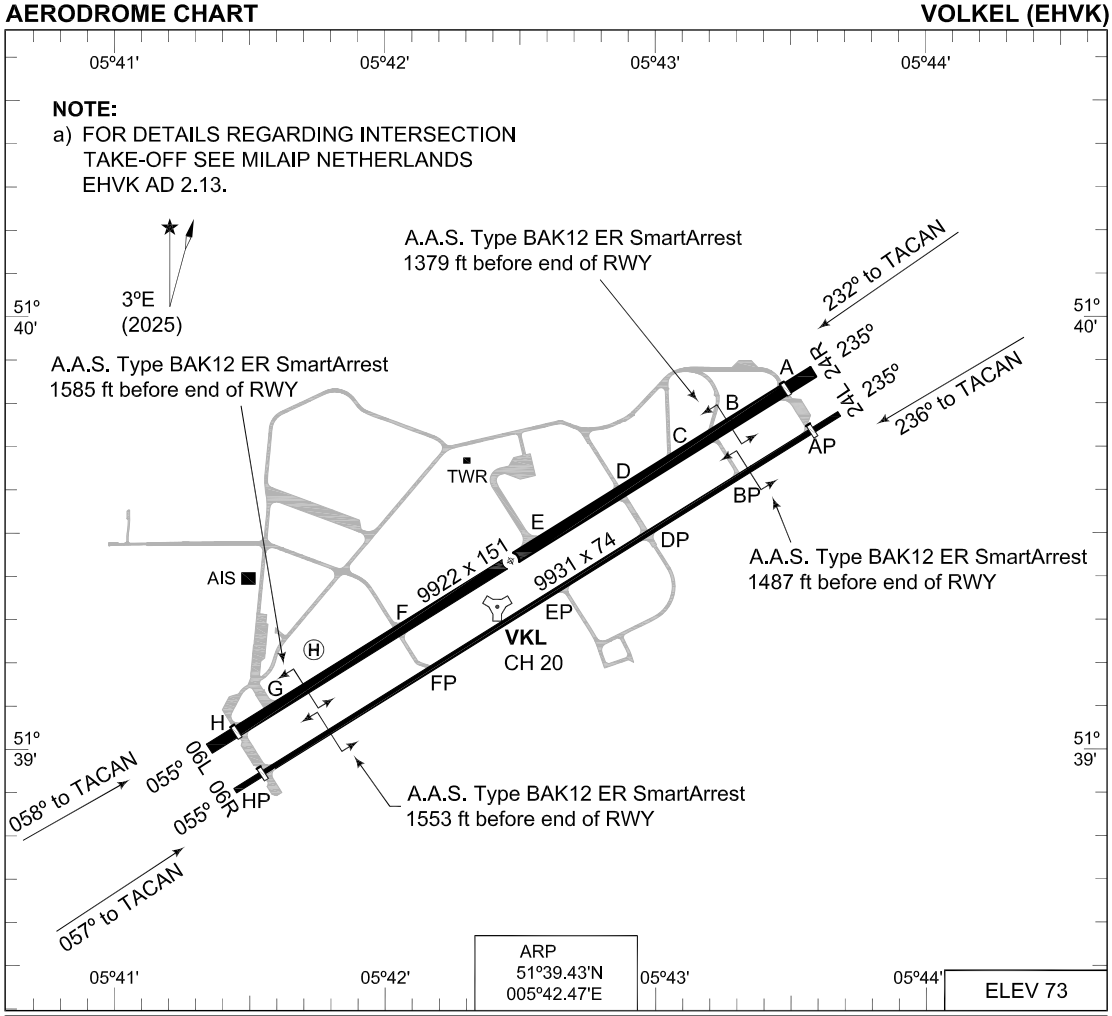
Fax: +31(0)413 276558

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

EHVK AD 2.24 Charts related to an aerodrome

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

MIPS
AERODROME CHART **VOLKEL (EHVK)**



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

* SWY 24L PCN 16 R/B/W/T, SWY 06R 17 R/B/W/T

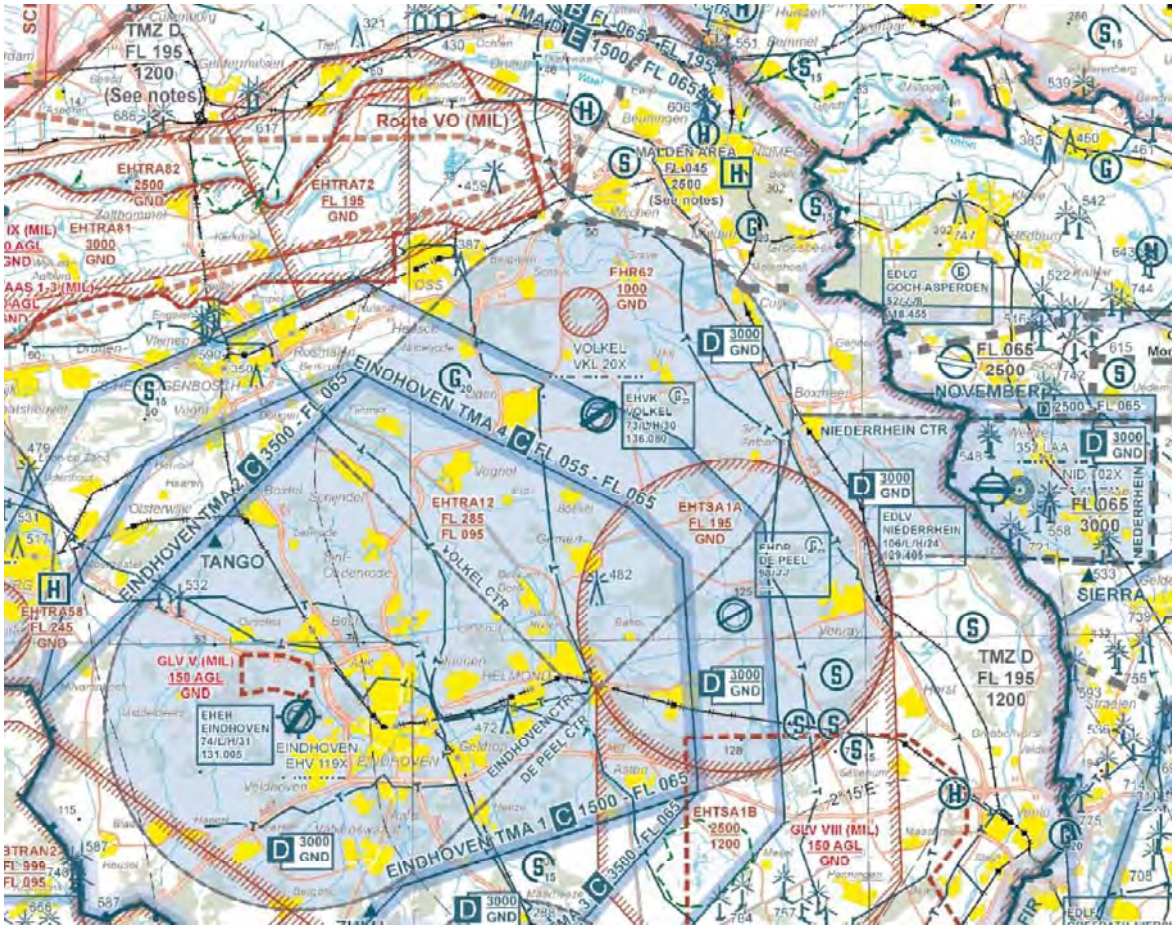
VOLKEL TWR	291.100	136.080	(Ground Control) 386.775
VOLKEL ARRIVAL	291.200		
RAPCON SOUTH	388.525	123.180	

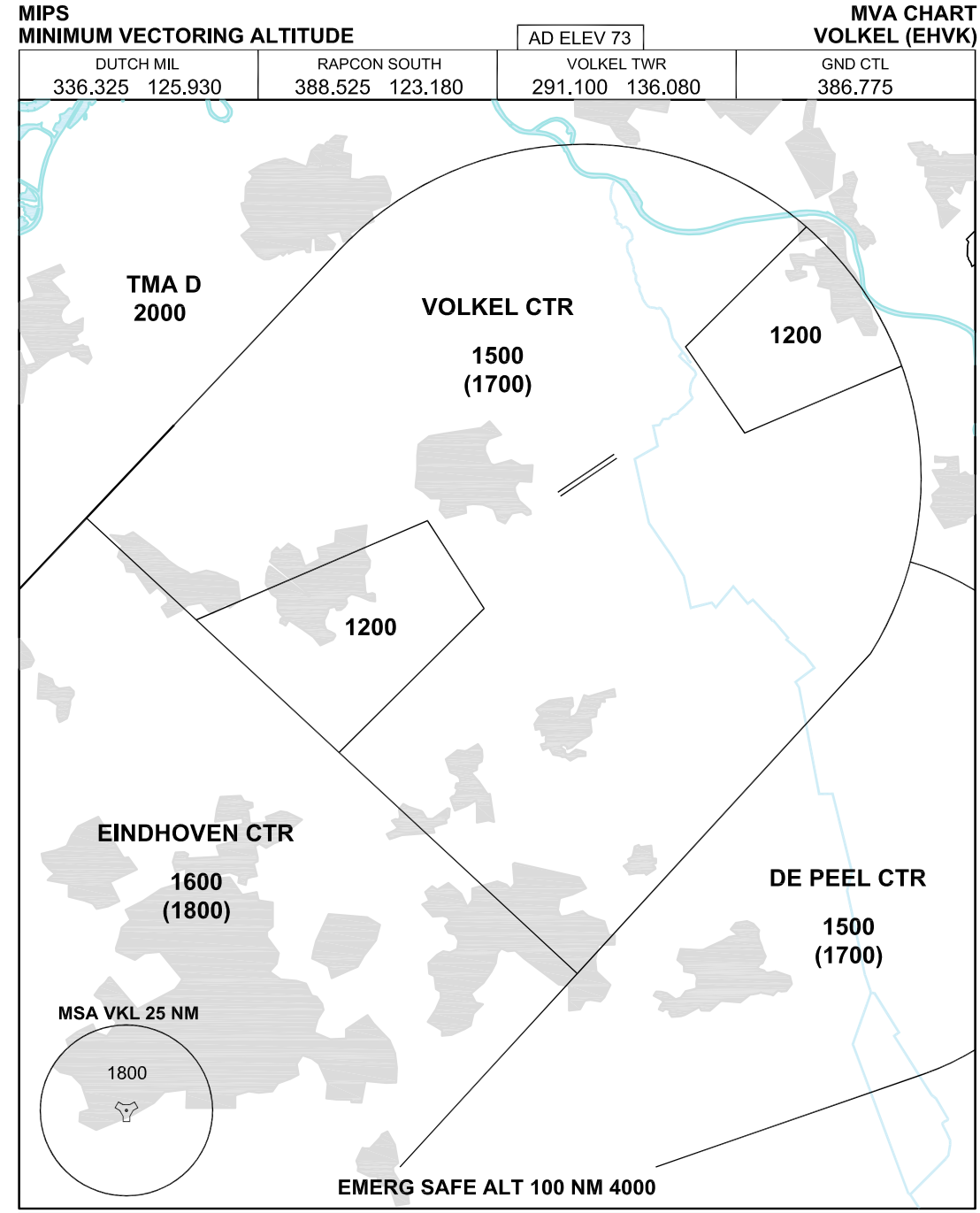
	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
SRA	MIPS	24R					ABCDE	MIPS	460-1100 398 (400-1.1/1.8)
	MIPS	24L					ABCDE	MIPS	460-1400 398 (400-1.4/1.8)
	MIPS	06L					ABCDE	MIPS	460-1100 388 (400-1.1/1.8)
	MIPS	06R					ABCDE	MIPS	460-1400 387 (400-1.4/1.8)

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LOCAL MAP


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



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

CHANGES: EDITORIAL

RNLAF 30 DEC 2021

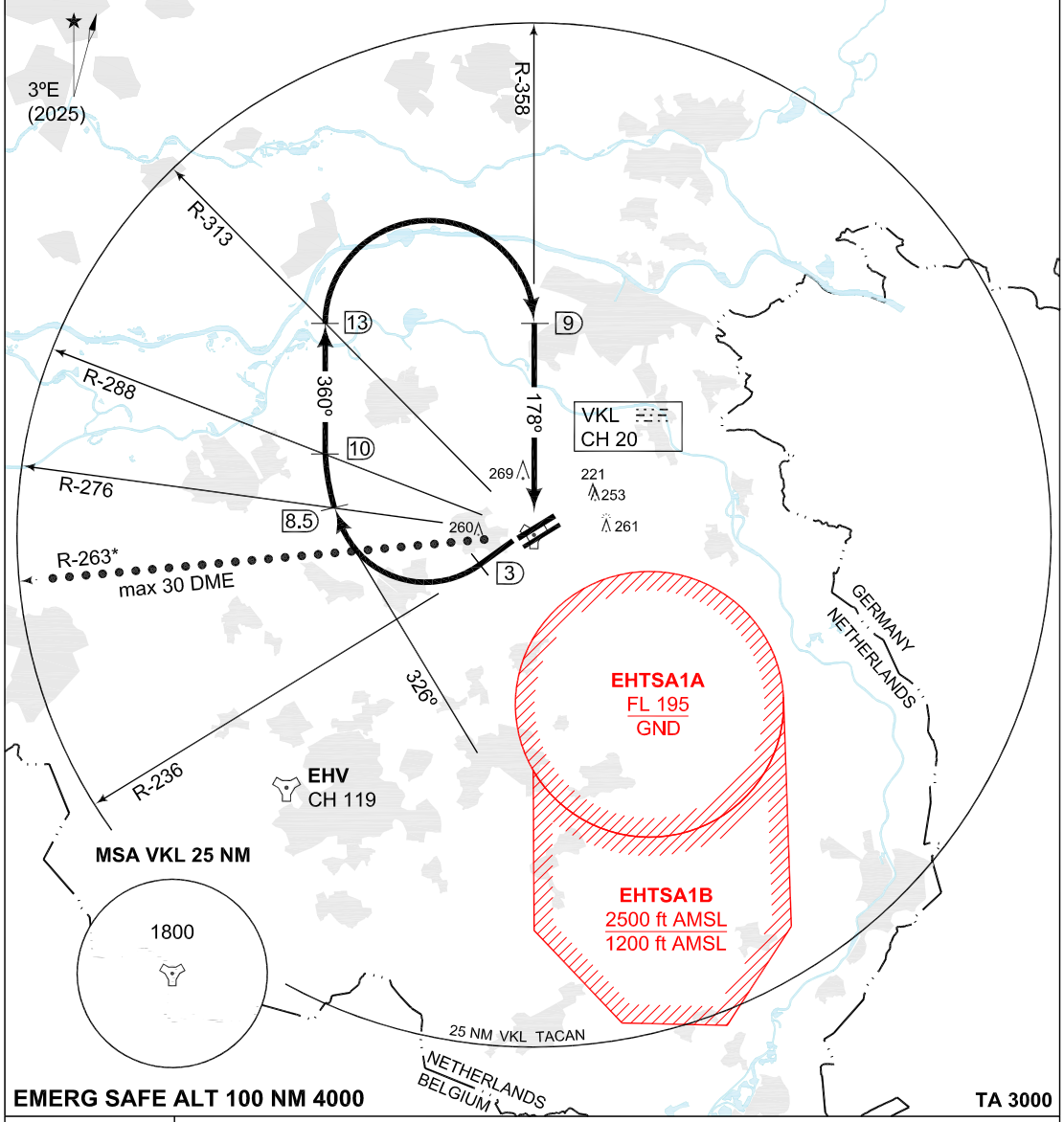
MIPS
INSTRUMENT DEPARTURE CHART

AD ELEV 73

VK1
VOLKEL (EHVK)

GND CTL	VOLKEL TWR	RAPCON SOUTH	DUTCH MIL
386.775	291.100 136.080	388.525 123.180	336.325 125.930

RWY	Knots	120	180	240	300	360	to
24	V/V (fpm)	540	810	1070	1340	1610	**400 ft**



VOLKEL 1 (RWY 24)	- Climb straight ahead to 3 DME from Volkel TACAN. - Turn right, heading 326°. - When passing R-276 turn right, heading 360°. - When passing R-313 turn right (remain within 20 DME) to intercept R-358 inbound. * Afterburner climb not approved until cleared by ATC. When cleared climb on R-263 outbound max. to 30 DME.
NOTE:	Departure end crossing height: RWY 24R: 39 ft; RWY 24L: 24 ft.

CHANGES: EDITORIAL

RNLASF 16 APR 2026

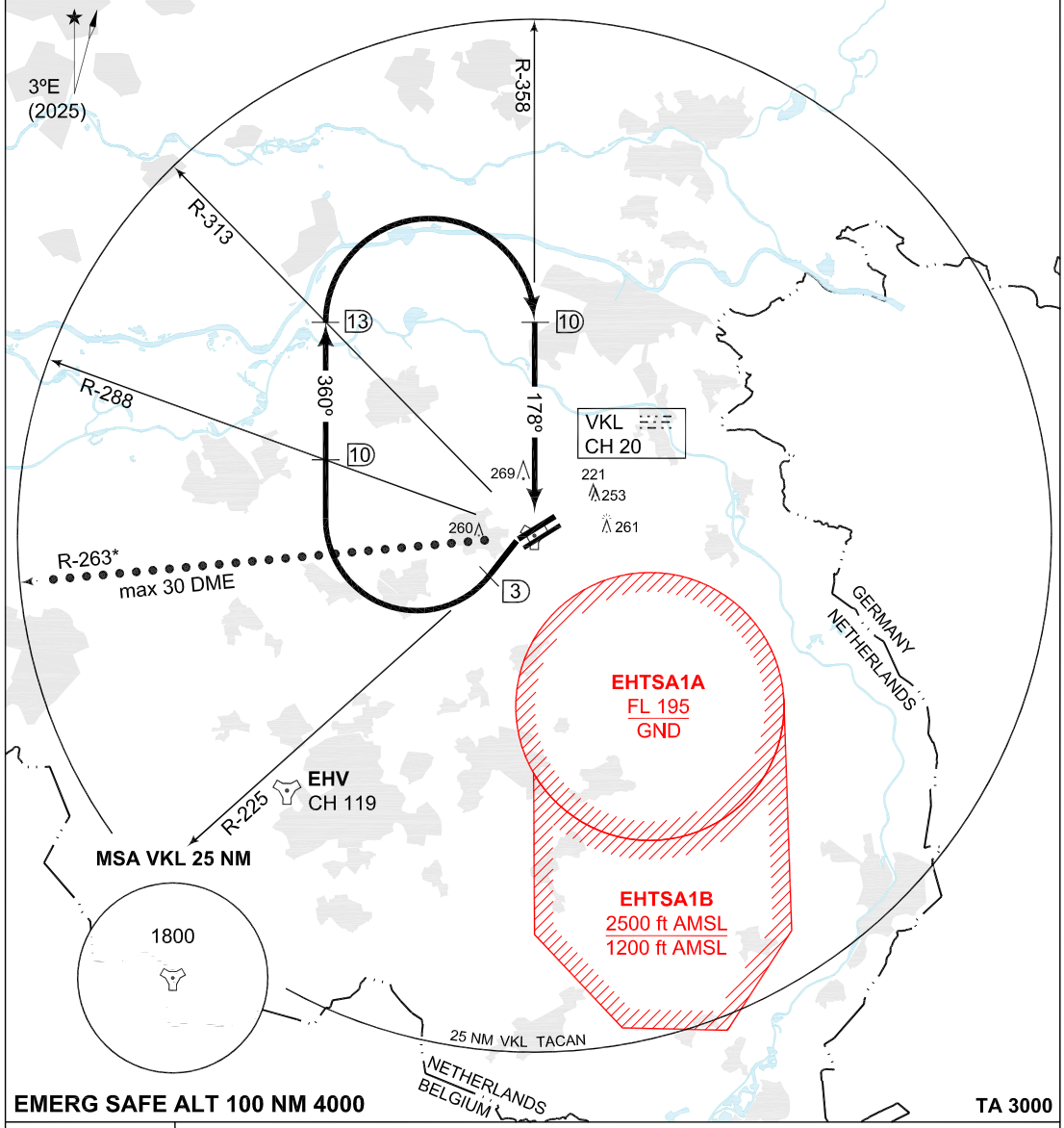
MIPS
INSTRUMENT DEPARTURE CHART

AD ELEV 73

VK2
VOLKEL (EHVK)

GND CTL	VOLKEL TWR	RAPCON SOUTH	DUTCH MIL
386.775	291.100 136.080	388.525 123.180	336.325 125.930

RWY	Knots	120	180	240	300	360	to
24	V/V (fpm)	540	810	1070	1340	1610	**400 ft**



VOLKEL 2 (RWY 24)	- Climb and turn left to intercept R-225. - At 3 DME turn right, heading 360°. - When passing R-313 turn right (remain within 20 DME) to intercept R-358 inbound. * Afterburner climb not approved until cleared by ATC. When cleared climb on R-263 outbound max. to 30 DME.
NOTE:	Departure end crossing height: RWY 24R: 39 ft; RWY 24L: 24 ft.

CHANGES: EDITORIAL

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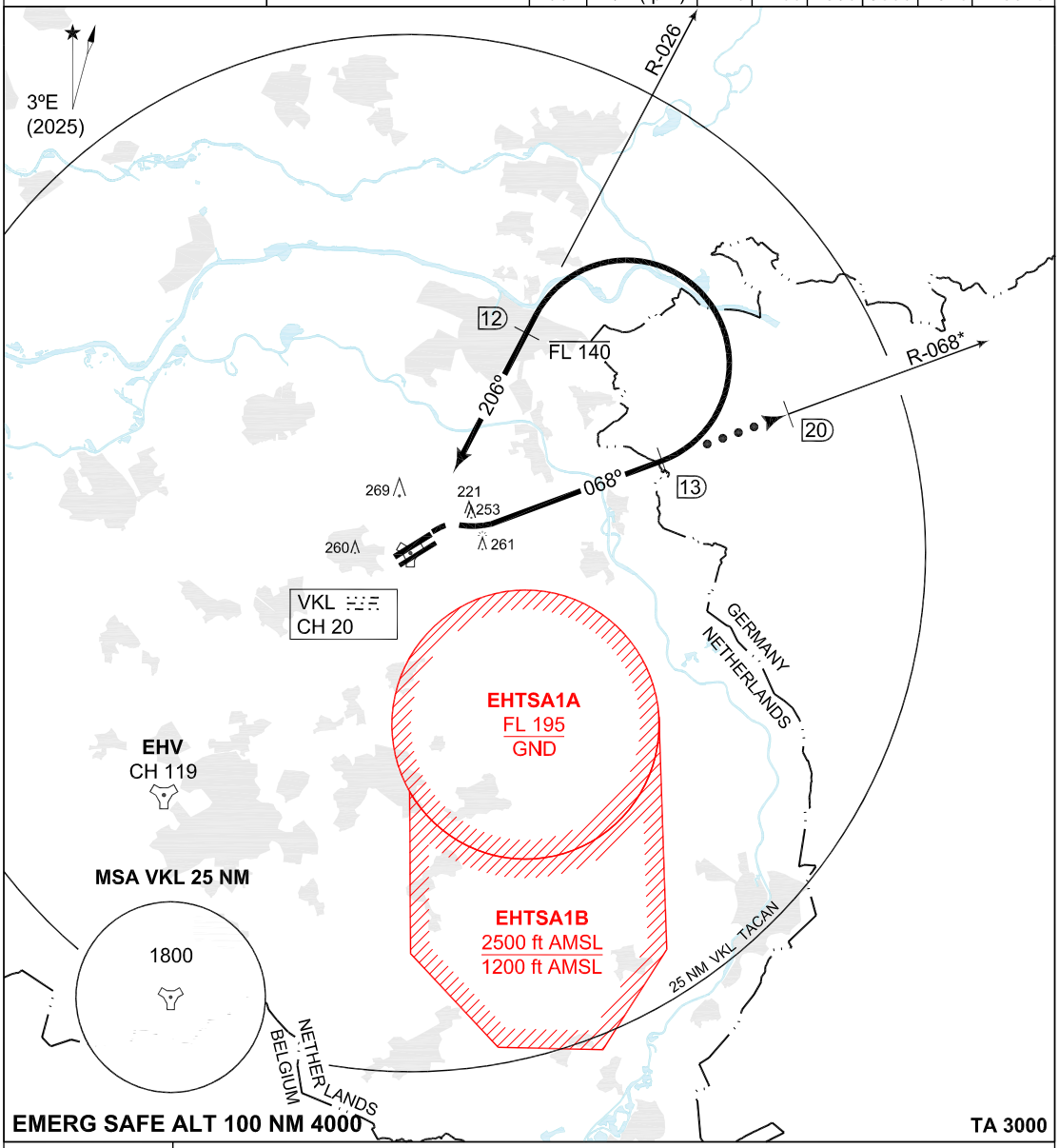
MIPS
INSTRUMENT DEPARTURE CHART

AD ELEV 73

VK3
VOLKEL (EHVK)

GND CTL	VOLKEL TWR	RAPCON SOUTH	DUTCH MIL
386.775	291.100 136.080	388.525 123.180	336.325 125.930

RWY	Knots	120	180	240	300	360	to
06	V/V (fpm)	1440	2160	2880	3600	4320	**100 ft**



VOLKEL 3 (RWY 06)	- Intercept and proceed outbound on R-068 from Volkel TACAN, climb to FL 140. - At 13 DME turn left (remain within 20 DME) to intercept R-026 inbound. - When passing 12 DME on R-026 inbound continue climb. * Afterburner climb not approved until cleared by ATC. When cleared climb on R-068 outbound max. to 20 DME.
NOTE:	- Departure end crossing height: RWY 06L: 17 ft; RWY 06R: 23 ft.

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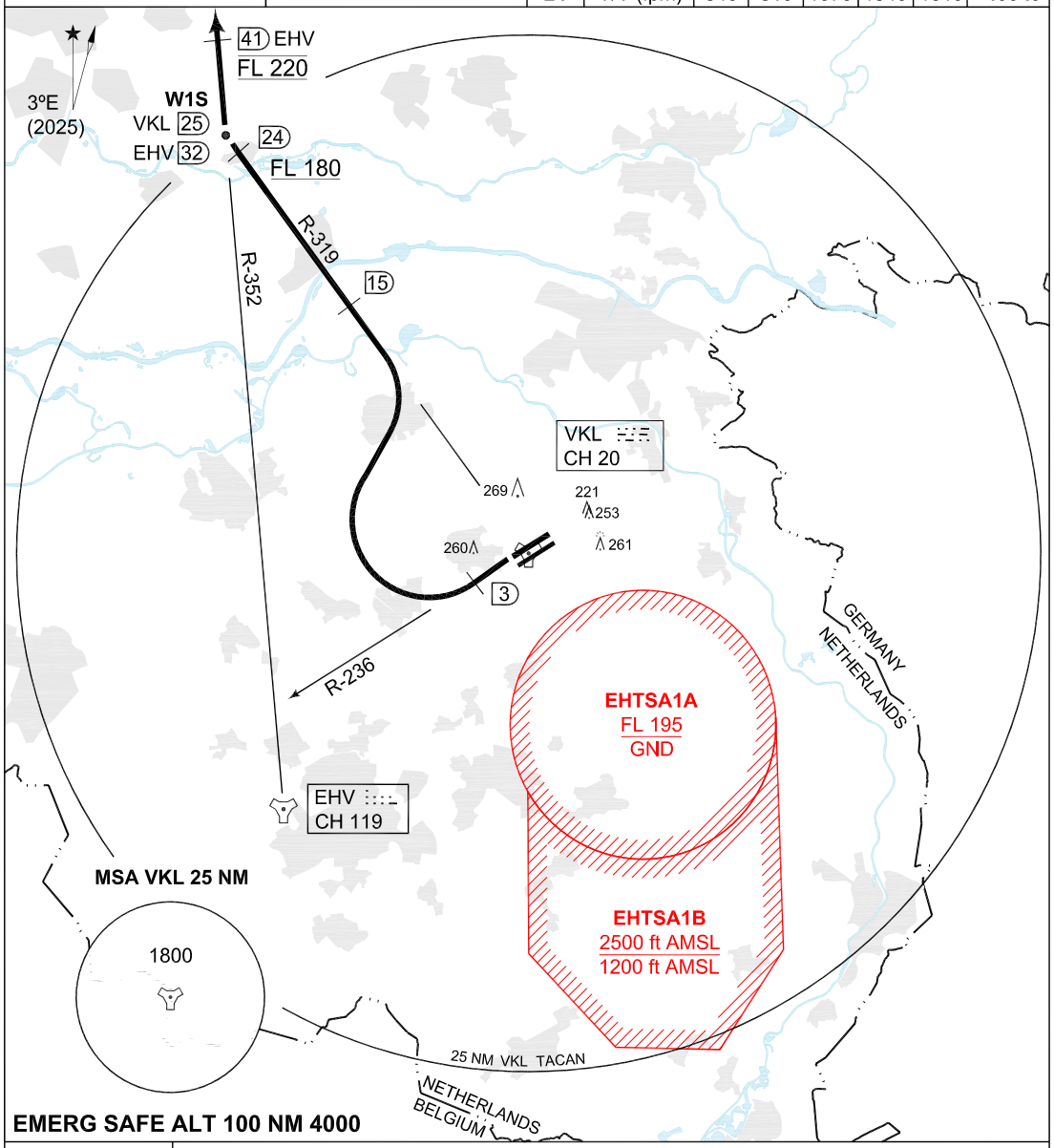
MIPS
INSTRUMENT DEPARTURE CHART

AD ELEV 73

VK5
VOLKEL (EHVK)

GND CTL	VOLKEL TWR	RAPCON SOUTH	DUTCH MIL
386.775	291.100 136.080	388.525 123.180	336.325 125.930

RWY	Knots	120	180	240	300	360	to
24	V/V (fpm)	540	810	1070	1340	1610	**400 ft**



VOLKEL 5 (RWY 24)	- Climb straight ahead to 3 DME from Volkel TACAN. - Turn right to intercept R-319 outbound. - Cross R-319 outbound, 24 DME at FL 180 or above. - At 24 DME turn right to intercept EHV R-352. - Cross EHV R-352/41 DME at FL 220, unless instructed otherwise by ATC.
NOTE:	- Departure end crossing height: RWY 24R: 39 ft; RWY 24L: 24 ft. - If no radiocontact with Dutch Mil at 15 DME turn right inbound VKL TACAN and contact RAPCON SOUTH.

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RNLASF 16 APR 2026

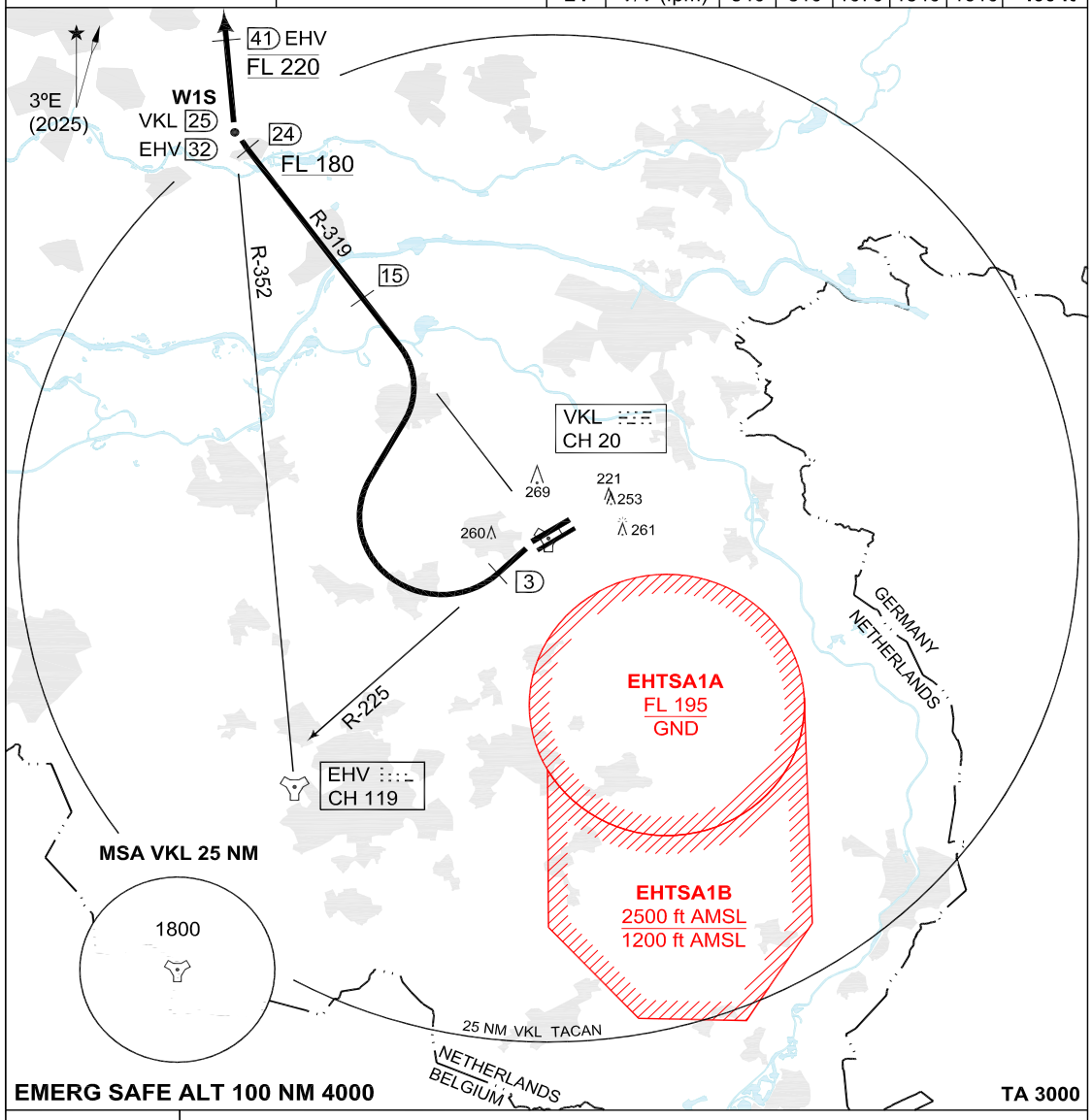
MIPS
INSTRUMENT DEPARTURE CHART

AD ELEV 73

VK6
VOLKEL (EHVK)

GND CTL	VOLKEL TWR	RAPCON SOUTH	DUTCH MIL
386.775	291.100 136.080	388.525 123.180	336.325 125.930

RWY	Knots	120	180	240	300	360	to
24	V/V (fpm)	540	810	1070	1340	1610	**400 ft**



VOLKEL 6 (RWY 24)	- Climb and turn left to intercept R-225. - At 3 DME turn right to intercept R-319 outbound. - Cross R-319 outbound, 24 DME at FL 180 or above. - At 24 DME turn right to intercept EHV R-352. - Cross EHV R-352/41 DME at FL 220, unless instructed otherwise by ATC.
NOTES:	- Departure end crossing height: RWY 24R: 39 ft; RWY 24L: 24 ft. - If no radiocontact with Dutch Mil at 15 DME turn right inbound VKL TACAN and contact RAPCON SOUTH.

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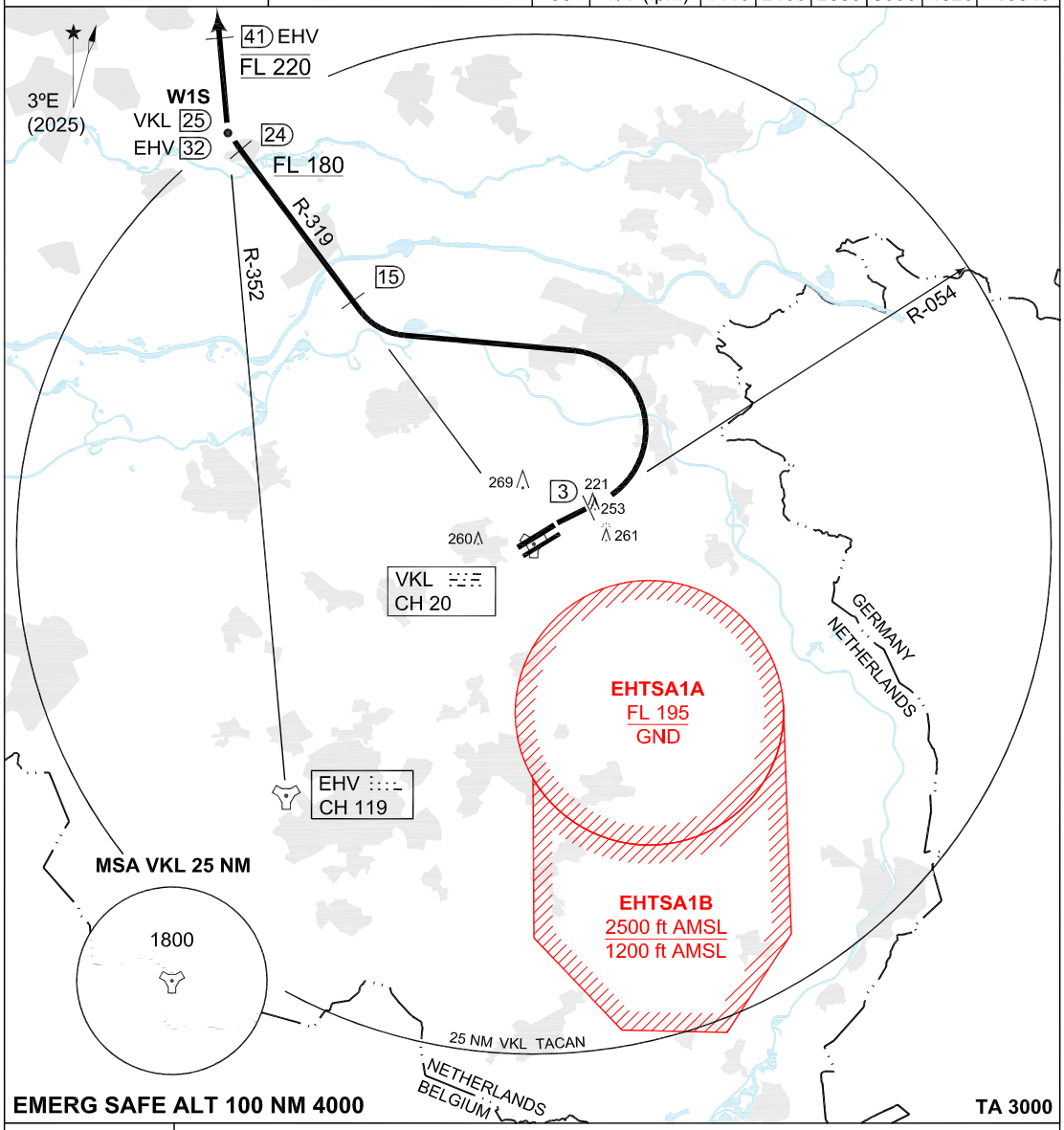
MIPS
INSTRUMENT DEPARTURE CHART

AD ELEV 73

VK7
VOLKEL (EHVK)

GND CTL	VOLKEL TWR	RAPCON SOUTH	DUTCH MIL
386.775	291.100 136.080	388.525 123.180	336.325 125.930

RWY	Knots	120	180	240	300	360	to
06	V/V (fpm)	1440	2160	2880	3600	4320	**100 ft**



VOLKEL 7 (RWY 06)	- Climb straight ahead to 3 DME from Volkel TACAN. - Turn left to intercept R-319 outbound. - Cross R-319 outbound, 24 DME at FL 180 or above. - At 24 DME turn right to intercept EHV R-352. - Cross EHV R-352/41 DME at FL 220, unless instructed otherwise by ATC.
NOTE:	- Departure end crossing height: RWY 06L: 17 ft; RWY 06R: 23 ft. - If no radiocontact with Dutch Mil at 15 DME turn right inbound VKL TACAN and contact RAPCON SOUTH.

CHANGES: EDITORIAL

RNLASF 16 APR 2026

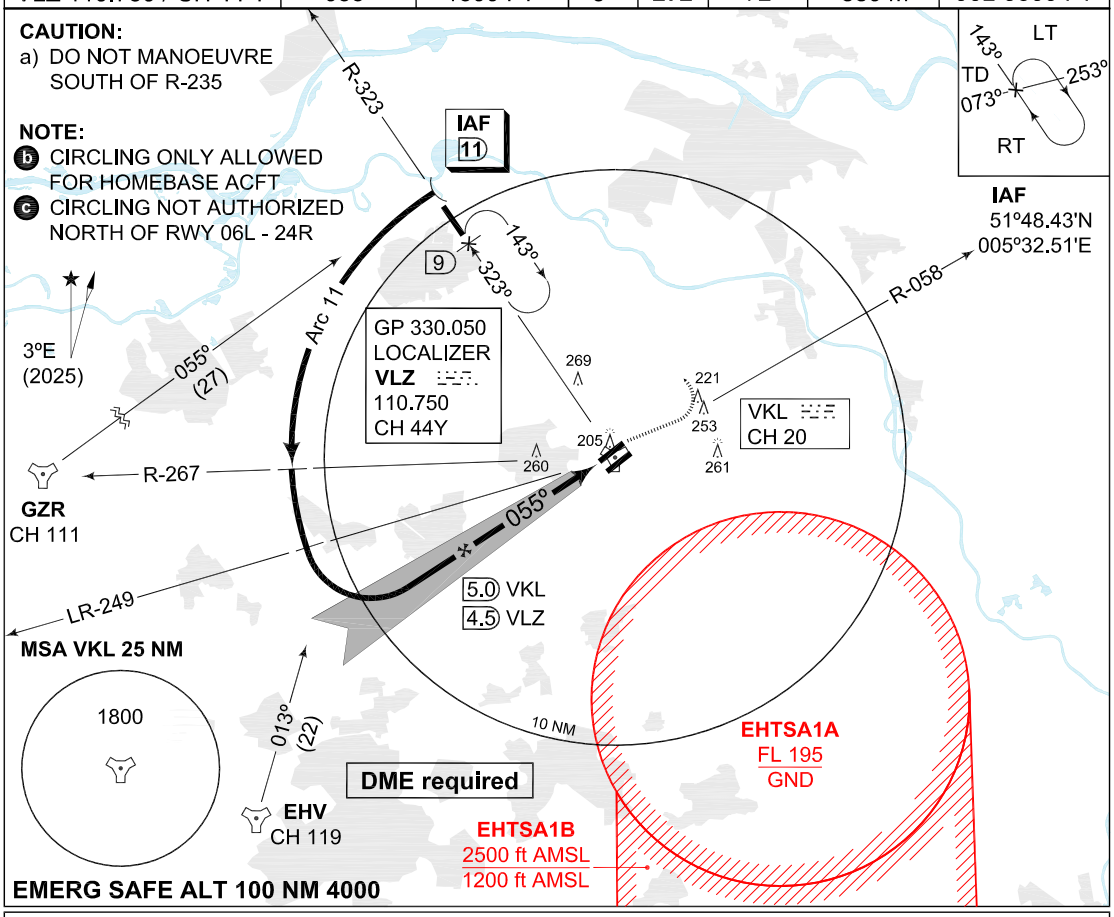
MIPS
INSTRUMENT APPROACH CHART

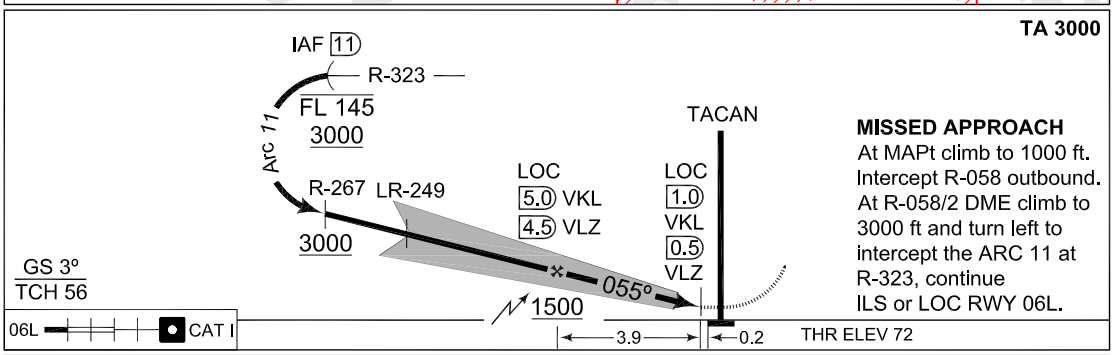
AD ELEV 73

ILS or LOC RWY 06L
VOLKEL (EHVK)

DUTCH MIL	RAPCON SOUTH	VOLKEL TWR	GND CTL
336.325 125.930	388.525 123.180	291.100 136.080	386.775

LOCALIZER / DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
VLZ 110.750 / CH 44 Y	055°	1500 FT	3°	**272**	72	880 m	06L-9500 FT





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

CHANGES: EDITORIAL
MIPS
RNLASF 16 APR 2026

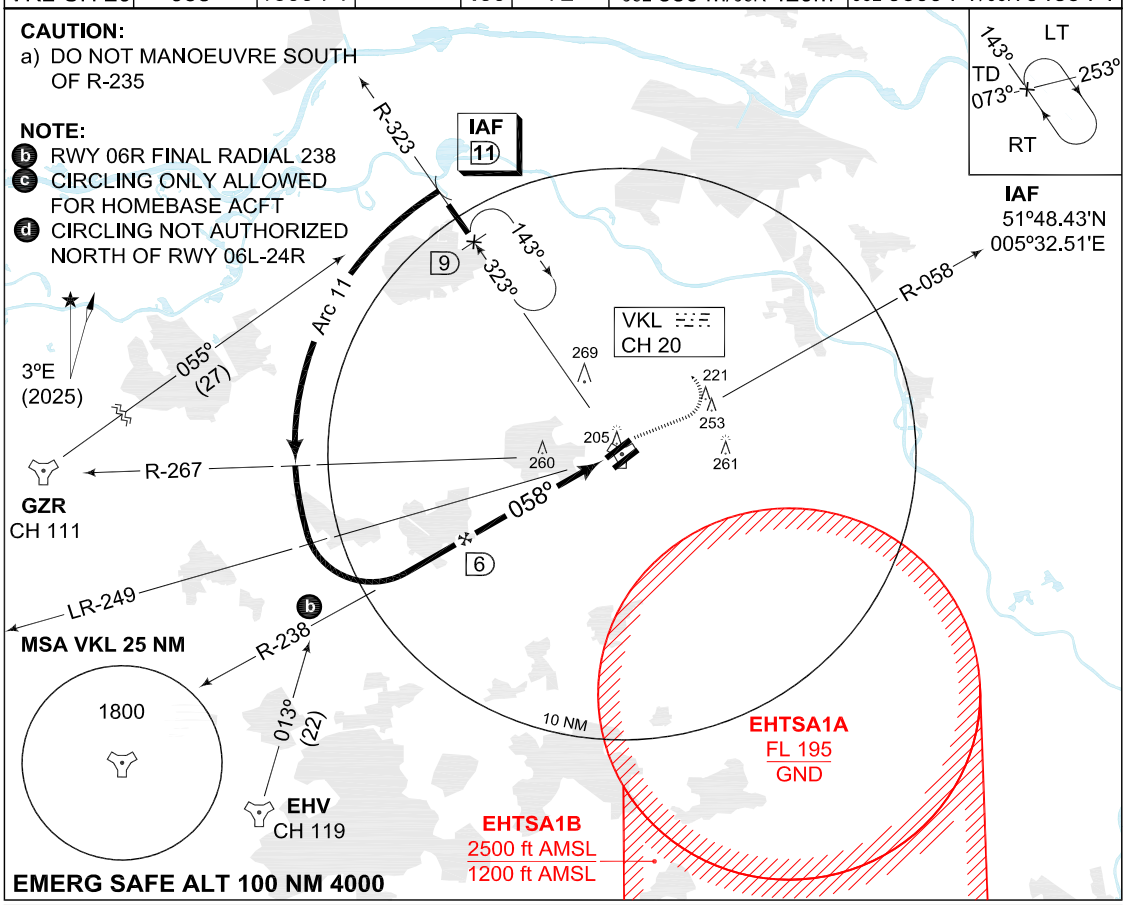
MIPS
INSTRUMENT APPROACH CHART

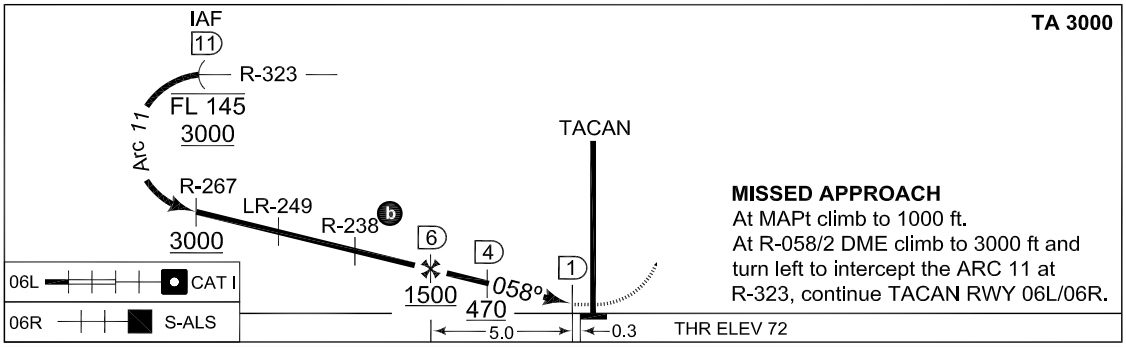
AD ELEV 73

TACAN RWY 06L - 06R
VOLKEL (EHVK)

DUTCH MIL	RAPCON SOUTH	VOLKEL TWR	GND CTL
336.325 125.930	388.525 123.180	291.100 136.080	386.775

TACAN	APP COURSE	FAF ALT	Descent GR	DA	THR ELEV	ALS	LDA
VKL CH 20	058°	1500 FT		430	72	06L-880 m/06R-420m	06L-9500 FT/06R-9485 FT





CATEGORY	A	B	C	D	E
S-TAC 06L	**430** -800 358 (400-0.8/1.6)		**430** -1200 358 (400-1.2/1/6)	**430** -1200 358 (400-1.2/2.0)	
S-TAC 06R	**430** -1200 358 (400-1.2/1.6)			**430** -1600 358 (400-1.6/2.0)	
CIRCLING c d	**500** -1900 427 (500-1.9)	**570** -2800 497 (500-2.8)	**790** -3700 717 (800-3.7)	**790** -4600 717 (800-4.6)	**890** -6500 817 (900-6.5)

CHANGES: EDITORIAL MIPS RNLASF 16 APR 2026

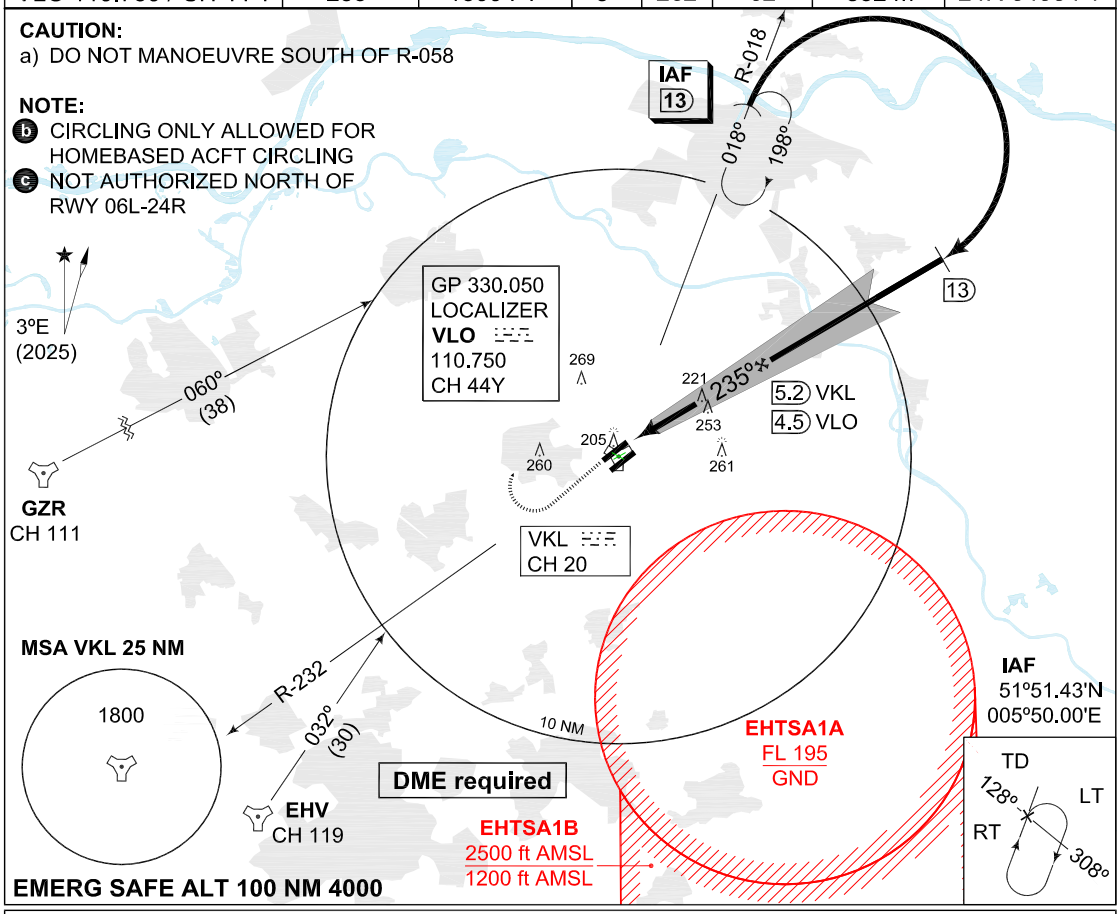
MIPS
INSTRUMENT APPROACH CHART

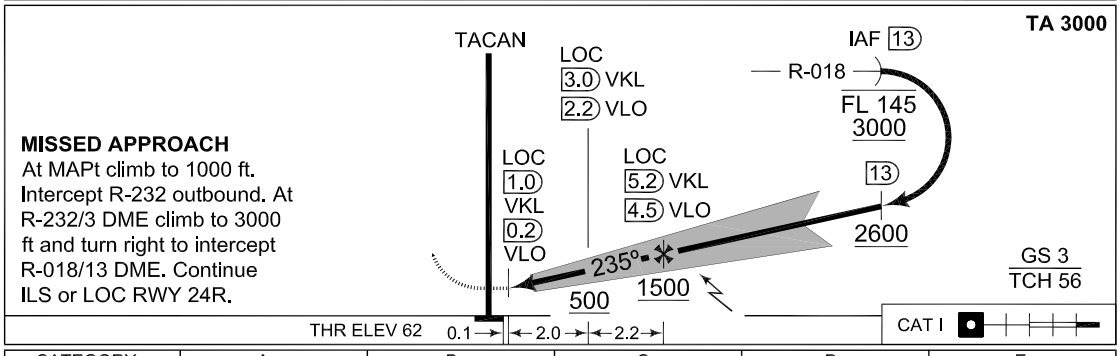
AD ELEV 73

ILS or LOC RWY 24R
VOLKEL (EHVK)

DUTCH MIL	RAPCON SOUTH	VOLKEL TWR	GND CTL
336.325 125.930	388.525 123.180	291.100 136.080	386.775

LOCALIZER / DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
VLO 110.750 / CH 44 Y	235°	1500 FT	3°	**262**	62	852 m	24R-9498 FT





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

CHANGES: EDITORIAL

MIPS

RNLASF 16 APR 2026

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 73

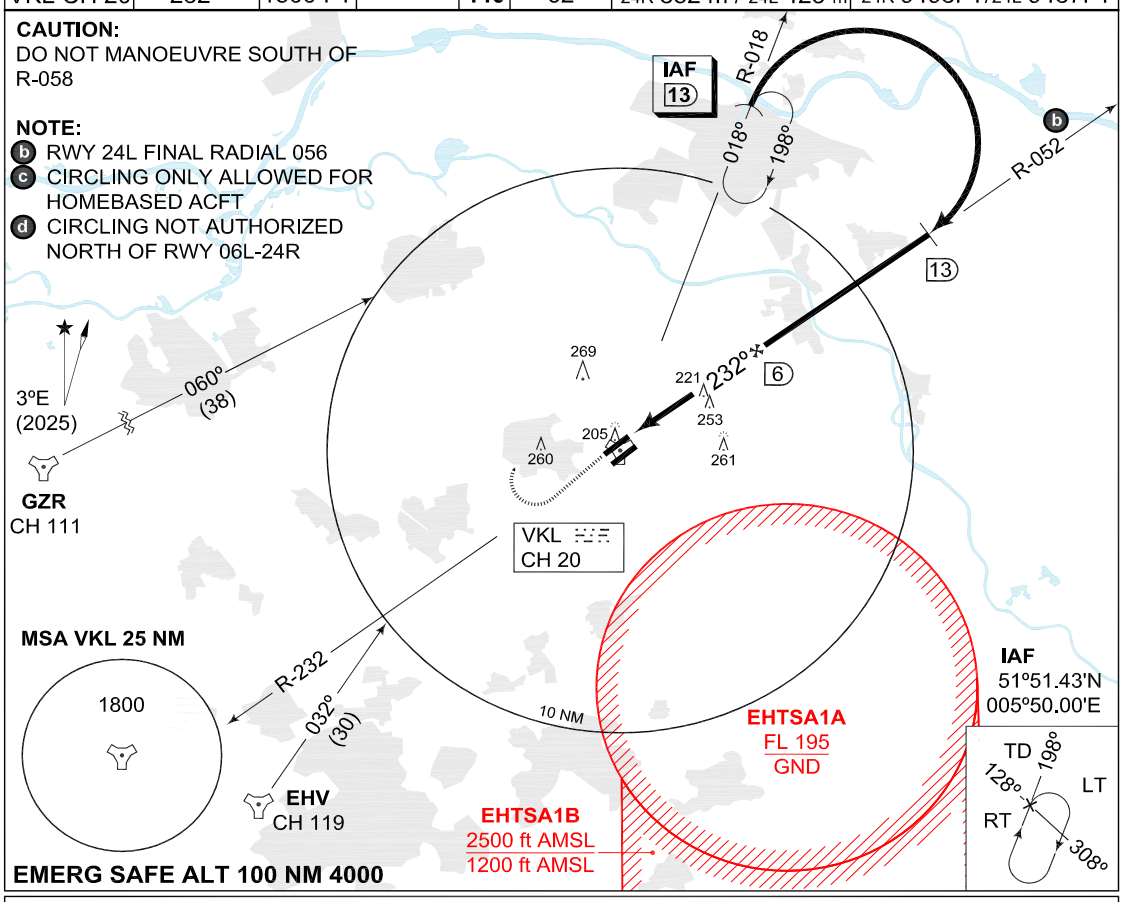
TACAN RWY 24R - 24L
VOLKEL (EHVK)

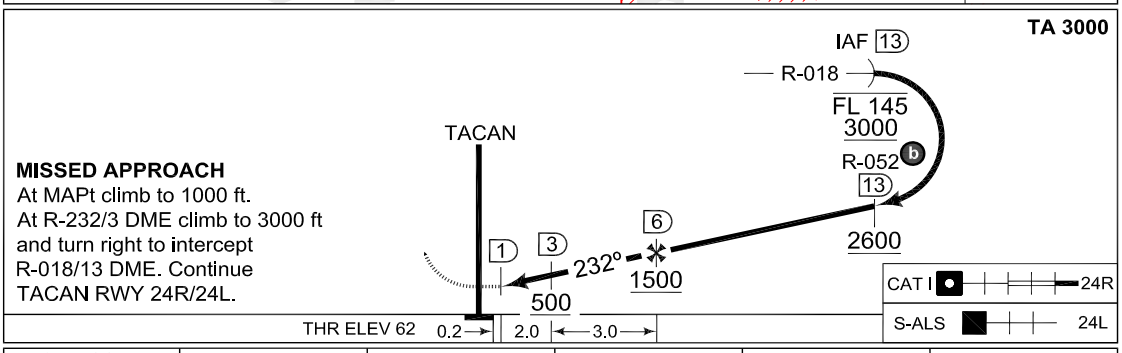
DUTCH MIL	RAPCON SOUTH	VOLKEL TWR	GND CTL
336.325 125.930	388.525 123.180	291.100 136.080	386.775

TACAN	APP COURSE	FAF ALT	Descent GR	DA	THR ELEV	ALS	LDA
VKL CH 20	232°	1500 FT		440	62	24R-852 m / 24L-423 m	24R-9498FT/24L-9487FT

CAUTION:
DO NOT MANOEUVRE SOUTH OF R-058

NOTE:
b RWY 24L FINAL RADIAL 056
c CIRCLING ONLY ALLOWED FOR HOMEBASED ACFT
d CIRCLING NOT AUTHORIZED NORTH OF RWY 06L-24R





MISSED APPROACH
At MAPt climb to 1000 ft.
At R-232/3 DME climb to 3000 ft and turn right to intercept R-018/13 DME. Continue TACAN RWY 24R/24L.

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

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PART 3 – AERODROMES (AD)

AD 2.

AD 2. AERODROMES
WOENSDRECHT

WOENSDRECHT

EHWO AD 2.1 Aerodrome location indicator and name

EHWO - Woensdrecht

EHWO AD 2.2 Geographical and administrative data

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

EHWO AD 2.3 Operational hours

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

EHWO AD 2.4 Handling services and facilities

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

EHWO AD 2.5 Passenger facilities

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

EHWO AD 2.6 Rescue and fire fighting services

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

EHWO AD 2.7 Seasonal availability - clearing

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

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

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

EHWO AD 2.9 Surface movement guidance and control system and markings

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Follow-me car is available on request.	
2	RWY and TWY markings and LGT	RWY 07R-25L	Marking: THR, CL, designation, TDZ, aiming point LGT: RWY edge, THR, RWY-end [1)]
		RWY 07L-25R	Marking: DTHR, CL, designation LGT: No lighting
		TWY	Marking: CL [2)], RWY HLDG PSN, intermediate HLDG PSN LGT: TWY edge [3) 4) 5)]
3	Stop bars	NIL	
4	Remarks	[1)] Edge markers along RWYs will be installed when heavy snowfall is expected [2)] TWY CL marking is general and not based on any ACFT type. Use caution when taxiing on intersections [3)] No TWY edge lights along TWY B1 and B2 [4)] Edge markers along TWY will be installed when heavy snowfall is expected and deemed necessary. [5)] LED lights used for elevated TWY edge lights.	

EHWO AD 2.10 Aerodrome obstacles

See Aerodrome Chart

EHWO AD 2.11 Meteorological information provided

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

8	Remarks	Tel EHWO 0164-692268 Tel JMG 0164-693111 or mail JMG.WX.PLANNING@mindef.nl

EHWO AD 2.12 Runway physical characteristics

RWY designator	True BRG	Dimensions of RWY	Strength (PCN/ PCR) and surface of RWY and SWY	THR co-ordinates RWE co-ordinates THR GUND	THR elevation and highest el evation of TDZ of precision APCH RWY
1	2	3	4	5	6
07L[1)]	069°	2180 x 22,5 m 7151 x 74 ft	PCN: 39 F/A/W/T PCR: 404 F/A/W/T Tarmac	51°26'54.591''N 004°19'52.693''E 51°27'12.823''N 004°21'10.170''E 146 ft	50 ft
25R[1)]	249°	2180 x 22,5 m 7151 x 74 ft	PCN: 39 F/A/W/T PCR: 404 F/A/W/T Tarmac	51°27'12.823''N 004°21'10.170''E 51°26'54.591''N 004°19'52.693'' E 146 ft	59 ft
07R	069°	2442 x 45 m 8013 x 148 ft	PCN: 51 R/C/W/T PCR: 564 R/C/W/T Tarmac/concrete	51° 26' 42.494'' N 004° 19' 32.570'' E 51° 27' 10.344'' N 004° 21' 30.926'' E 146 ft	39 ft 48 ft
25L	249°	2442 x4 5 m 8013 x 148 ft	PCN: 51 R/C/W/T PCR: 564 R/C/W/T Tarmac/concrete	51° 27' 10.344'' N 004° 21' 30.926'' E 51° 26' 42.494'' N 004° 19' 32.570'' E 146 ft	63 ft 66 ft

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

Remarks
14
[1)]RWY 07L-25R for homebased aircraft only

EHWO AD 2.13 Declared distances

RWY designator	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
07L	1833 m 6012 ft	2180 m 7151 ft	1863 m 6111 ft	1946 m 6383 ft	RWY 07L for home-based aircraft only DTHR 234 m
25R	1946 m 6383 ft	2180 m 7151 ft	1976 m 6482 ft	1833 m 6012 ft	RWY 25R for home-based aircraft only DTHR 347 m
07R	2442 m 8013 ft	2442 m 8013 ft	2502 m 8209 ft	2442 m 8013 ft	NIL
25L	2442 m 8013 ft	2442 m 8013 ft	2502 m 8209 ft	2442 m 8013 ft	NIL

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

EHWO AD 2.14 Approach and runway lighting

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

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

EHWO AD 2.15 Other lighting, secondary power supply

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT WDI location and LGT	LDI in front of TWR, not lighted WDI: several on the airfield; In front of TWR, lighted. 250 m NE of THR RWY 07R and 130 m NW of THR RWY 25L; not lighted.
3	TWY edge and centre line lighting	TWY edge lighting AVBL no CL lighting
4	Secondary power supply Switch-over tme	AVBL, switch over time 15 seconds
5	Remarks	NIL

EHWO AD 2.16 Helicopter landing area

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

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

EHWO AD 2.17 Air traffic services airspace

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

EHWO AD 2.18 Air traffic services communication facilities

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

EHWO AD 2.19 Radio navigation and landing aids

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

EHWO AD 2.20 Local traffic regulations

Glider- and Light ACFT flying

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

[1)] See AIP Netherlands ENR 5.5 for additional details

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

EHWO AD 2.21 Noise abatement procedures

To be developed.

EHWO AD 2.22 Flight procedures

IFR procedures

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

RNP approach RWY 07

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

FAS data block - RWY 07

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

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

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

RNP approach RWY 25

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

FAS data block RWY 25

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

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

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

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

VFR PROCEDURES

VFR EXIT POINTS

Delta

Just north of Kruisland (51.34’40”N 004.24’08”E)

Whiskey

Most southern point of Zuid Beveland (51.23’45”N 004.08’50”E)

Golf

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

STANDARD VFR DEPARTURE ROUTES PC7 INBOUND TRAINING AREAS:

DEPATURES PC-7.

Depature PC-7 RWY 25L/R:

W25 Departure:

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

G25 Departure:

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

D25 Departure:

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

DEPARTURE PC-7 RWY 07R/L:

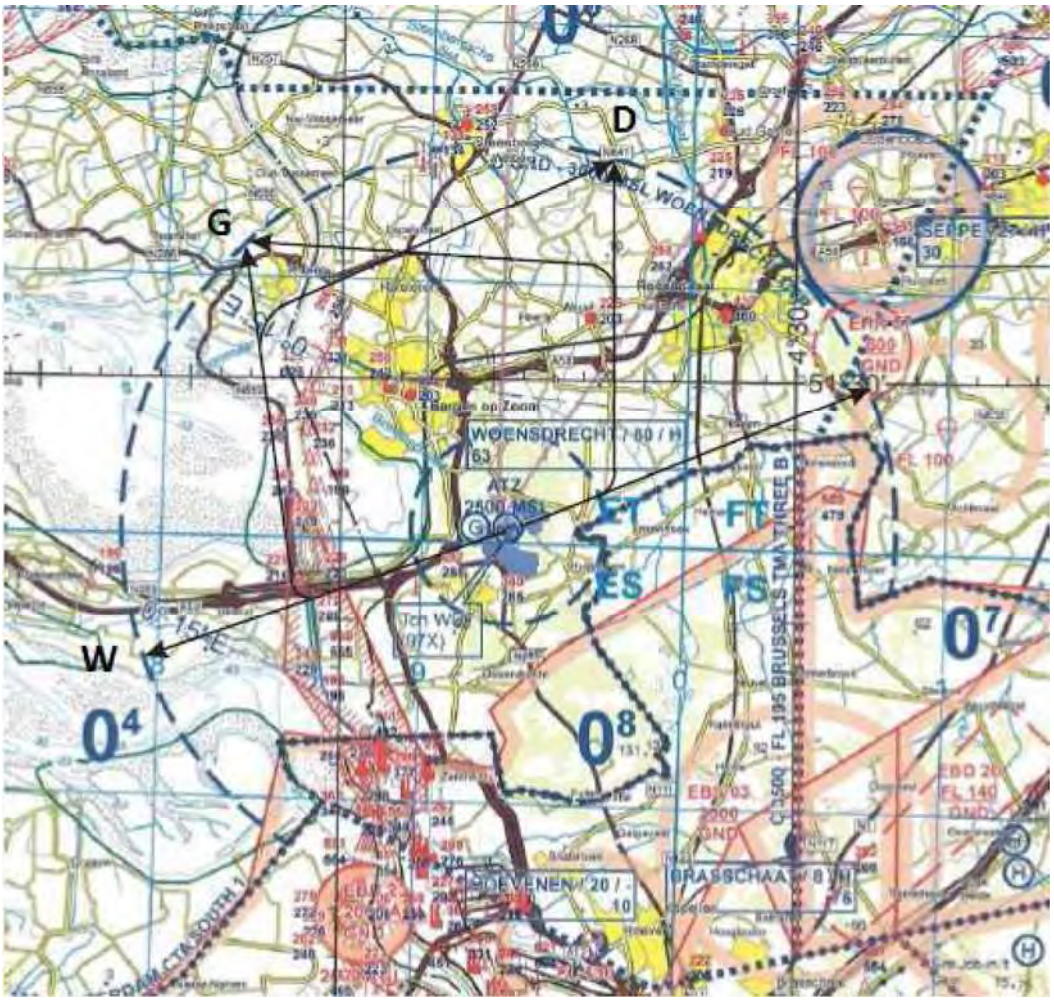
G07 Departure:

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

D07 Departure:

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

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



VFR ARRIVAL AND CIRCUIT PROCEDURES

VFR procedures

APPROACH PROCEDURES:

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

IP descend to 1500 ft circuit altitude.

CIRCUIT ALTITUDES:

Overhead pattern: 1500 ft.

Rectangular pattern: 1000 ft.

HEL pattern: 500 ft.

INITIAL POINTS:

IP RWY 07R/L: WDT R-257/4,3NM
51°25'41''N 004°14'03''E
A collection of bridges over the Kreekrak.

IP RWY 25L/R: WDT R-072/3,3NM
51°28'13''N 004°26'41''E
A farm located west of the railway next to a line of trees between Wouwse Plantage and Essen.

IP North (HEL only): WDT R-027/4,1NM
51°30'29''N 004°23'38''E
Exit 25 'Wouwse Plantage' of the highway A58

REPORTING POINTS:

Kilo: WDT R-265/8NM
51°26'08''N 004°07'32''E
Triangular shaped beach north east of the village Krabbendijke.

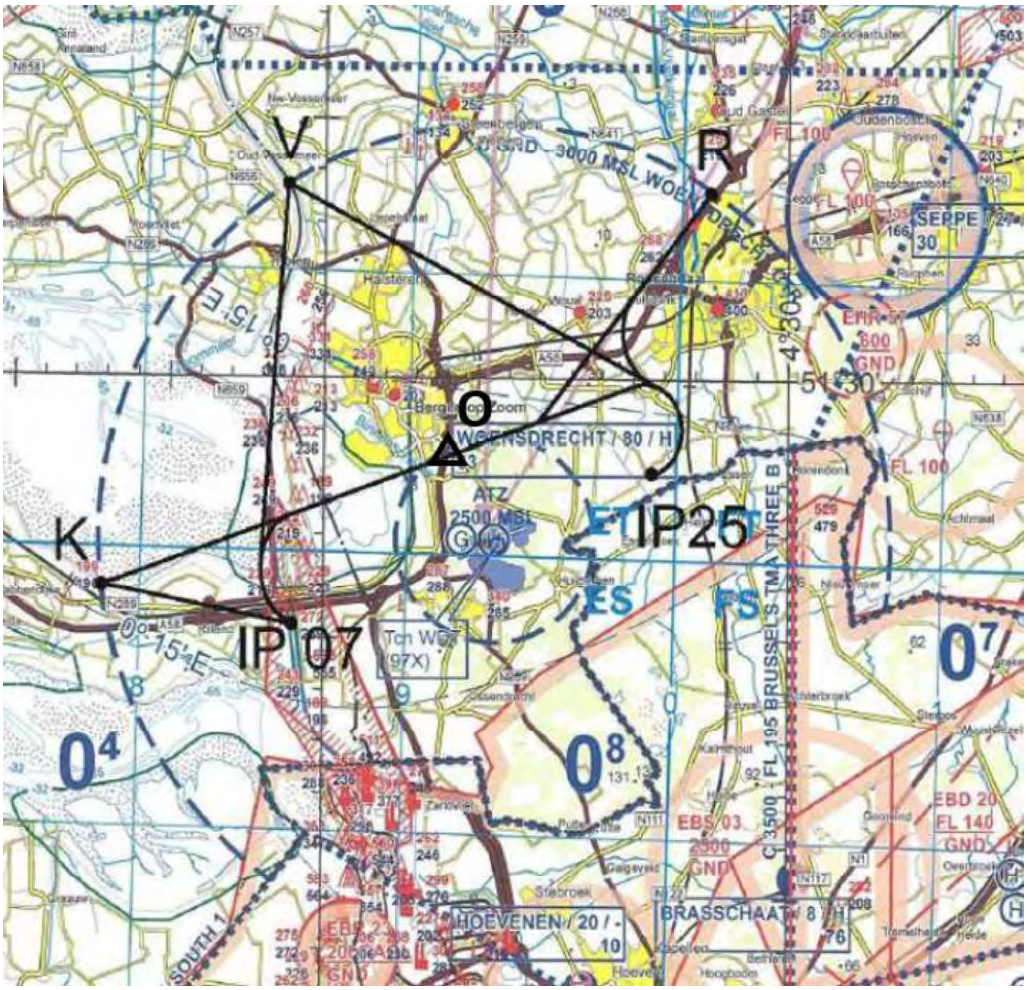
Victor: WDT R-329/8NM
51°33'47''N 004°13'55''E
Most southern point of a forest on the Easterly border of the channel east of the village Oud Vossemeer. A small triangular cove marks the south point of the forest.

Romeo: WDT R-033/8NM
51°33'27''N 004°27'26''E
Four small lakes along the A17, west of Roosendaal, west of the industry park Borchwerf flyover nr 20 on the A17.

Echo: WDT R-065/7,3NM
51°29'57''N 004°31'19''E
Triangular shaped cove in the forest southwest of Rucphense heide

Oscar (O).

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



Closed or Downwind turn

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

Initial straight-in approach

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

Direct Downwind

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

Civil pattern

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

Simulated Flame Out (SFO) specially for PC-7

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

LOW APPROACH, TOUCH AND GO, GO-AROUND.

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

SLOW LANE PROCEDURES

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

EHWO AD 2.23 Additional information

VFR Lost communications procedure (EMVO only)

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

Large air traffic Limitations

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



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

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

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

PPR

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

Requests must contain the following information.

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

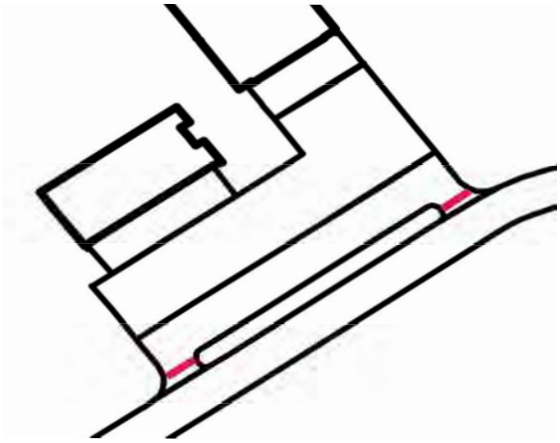
m. Name of aircraft operator
n. If there are passengers, other than crew. If yes, please fill in person information in item S
o. When applicable, please add NOTOC to your request
p. VIP flight (Yes/No
q. Fuel (F-34) requested (Yes/No). If yes, how much
r. Remarks / Other requests
s. For passengers provide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

Incomplete requests will NOT be considered.

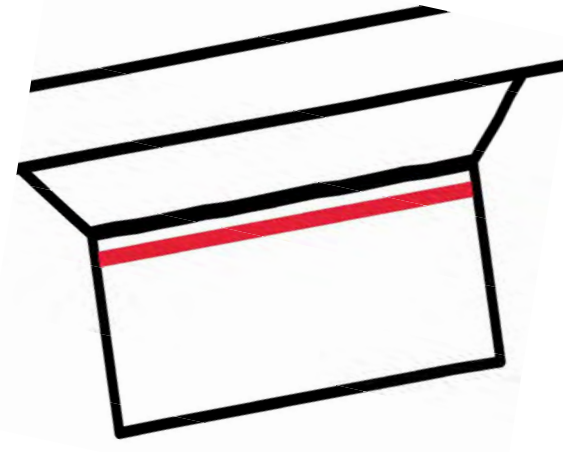
A standard request form may be obtained through asc.lhd@mindef.nl

Apron boundaries

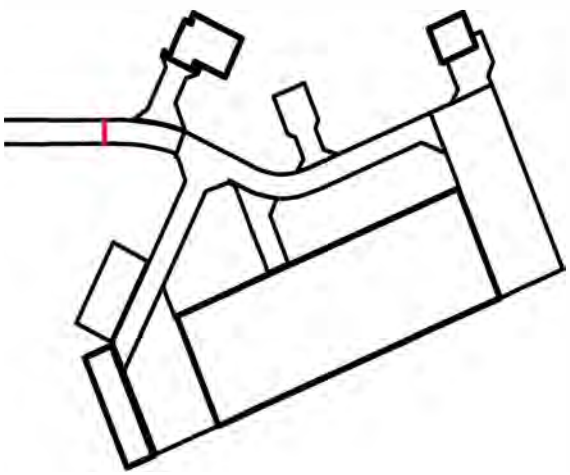
a. EMVO apron:



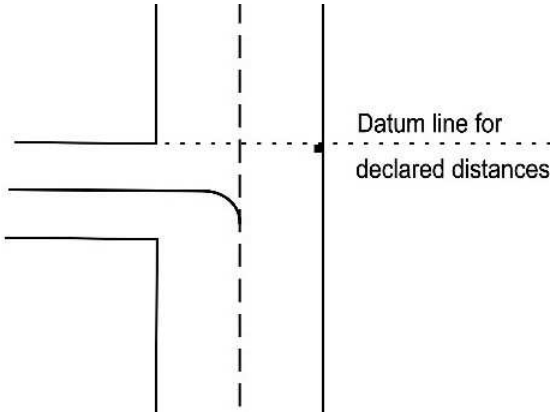
b. Visitors apron:



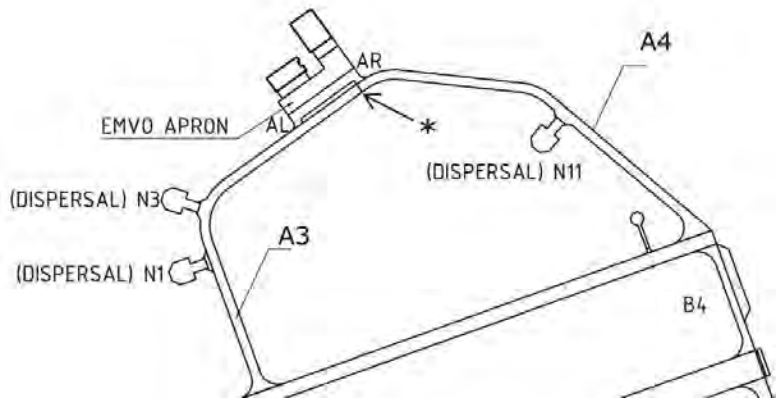
c. LCW apron:



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



Separation between TWY A3 and A4



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

Deviations from NLD-MAR-ADR Certification Specifications

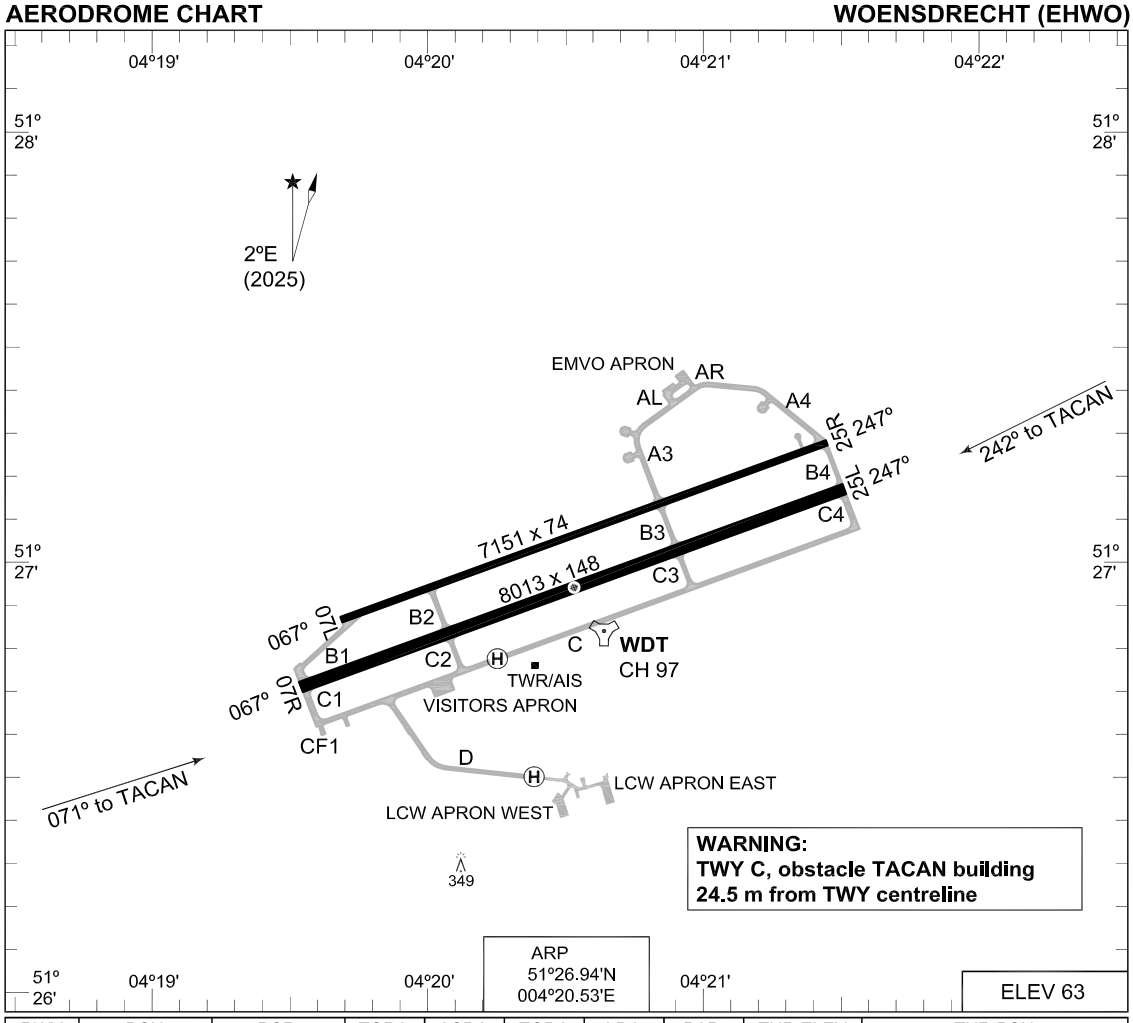
Reference	Deviation	Related MilAIP section
Objects on runway strips		
CS MAR-ADR-DSN.B.165 (c)	No slopes provided for buried parts of obstacles in RWY strip	NIL
Grading of runway strips		
CS MAR-ADR-DSN.B.175 (d)	Prepared surface against blast erosion at the beginning of RWY 25L is less than the required dimension	NIL
Longitudinal slopes on runway strips		
CS MAR-ADR-DSN.B.180 (b)	Longitudinal slopes in RWY strips locally exceeds 5%	EHWO AD 2.12
Transverse slopes on runways trips		
CS MAR-ADR-DSN.B.185 (b)	Transverse slopes in RWY strips locally exceeds 5%	EHWO AD 2.12
Slopes on runway end safety areas		
CS MAR-ADR-DSN.C.230	Slopes in RESA RWY 25L and RWY 25R locally exceeds 5%	EHWO AD 2.12
Slopes on taxiway strips		
CS MAR-ADR-DSN.D.330	Slopes on TWY strip at intersection CF1 and C1 locally exceeds 3%	EHWO AD 2.8
Approach surface		
CS MAR-ADR-DSN.H.425	Several trees outside airfield boundary penetrating the Approach Surface for RWY 07R and 25L	EHWO AD 2.10
CS MAR-ADR-DSN.H.425	Several bushes inside airfield boundary penetrating the Approach Surface for RWY 07R north of centreline	EHWO AD 2.10
Road-holding position marking		
CS MAR-ADR-DSN.L.600 (c)(2)	Road-holding position markings are not in accordance with the local traffic regulations	NIL
General		
CS MAR-ADR-DSN.N.775 (c)(4)	Signs are not illuminated	EHWO AD 2.9
Runway distance signs		
CS MAR-ADR-DSN.N.801	Runway distance signs not provided for RWY 07L-25R	EHWO AD 2.13
Marking of fixed objects		
CS MAR-ADR-DSN.Q.845 (b)(1)	Marking pattern of the TACAN building is not according to the required specifications	EHWO AD 2.10
Lighting of fixed objects		
CS-ADR-DSN.Q.846 (c)	Low-intensity obstacle lights of concrete tower south of aerodrome do not meet the spacing requirements	EHWO AD 2.10
Wind direction indicators		
CS MAR.HPT-DSN.F.510	Wind direction indicators not visible from confined helis-quares	EHWO AD 2.15
Heliport identification marking		
CS MAR.HPT-DSN.F.520	No heliport identification marking provided at Confined North N1, N2 & N9, sling area, shortfield area and visitors apron	NIL
Final approach and take-off area perimeter marking or markers		

CS MAR.HPT-DSN.F.530	No FATO perimeter marking provided for sling area and shortfield area	NIL

EHWO AD 2.24 Charts related to an aerodrome

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

MIPS
AERODROME CHART **WOENSDRECHT (EHWO)**



RWY	PCN	PCR	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
07R	51 R/C/W/T	564 R/C/W/T	8013	8013	8209	8013	3.0°	39	51°26.71'N 004°19.54'E
25L	51 R/C/W/T	564 R/C/W/T	8013	8013	8209	8013	3.0°	63	51°27.17'N 004°21.51'E
07L	39 F/A/W/T	404 F/A/W/T	6012	7151	6111	6383	NIL	50	51°26.91'N 004°19.88'E
25R	39 F/A/W/T	404 F/A/W/T	6383	7151	6482	6012	NIL	59	51°27.21'N 004°21.17'E

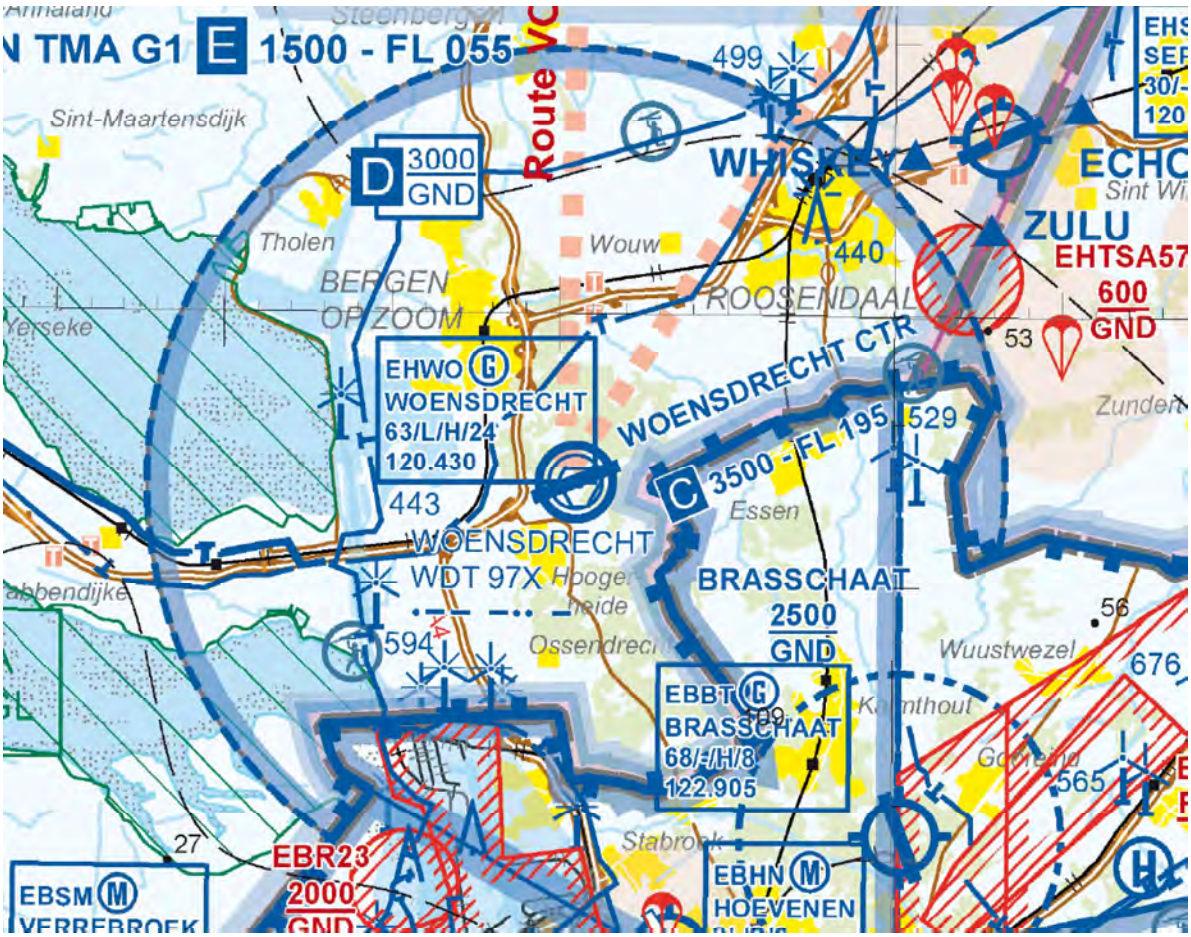
GROUND CONTROL	356.875	121.680
WOENSDRECHT TWR	339.000	120.430
RAPCON WEST	399.725	123.580
WOENSDRECHT ARRIVAL	370.650	

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
SRA	MIPS	25L					AB	MIPS	450-1100 387 (400-1.1)
							CDE		450-1200 387 (400-1.2)
	MIPS	07R					AB	MIPS	600-1600 561 (600-1.6)
							C		600-2400 561 (600-2.4)
							D		600-2800 561 (600-2.8)
							E		600-3200 561 (600-3.2)

CHANGES: RWY 07L/25R

RNLASF 11 JUN 2026

LOCAL MAP

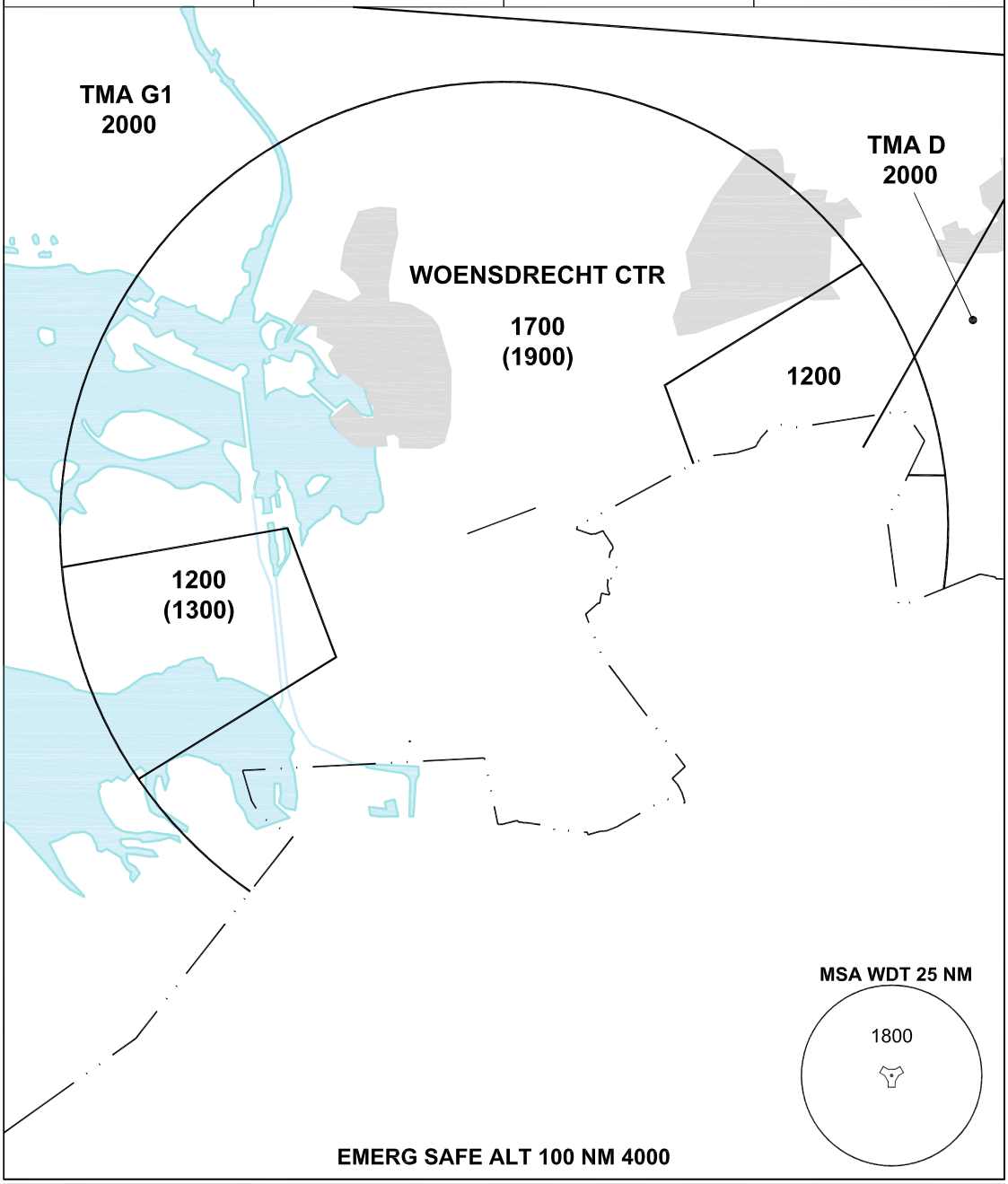

N TMA G1
E 1500 - FL 055
Route VC
499
Sint-Maartensdijk
D 3000 GND
WHISKEY
ECHO
ZULU
EHTSA57
600 GND
Tholen
Wouw
BERGEN OP ZOOM
440
ROOSENDAAL
Yerseke
53
EHWO G
WOENSDRECHT
63/L/H/24
120.430
WOENSDRECHT CTR
C 3500 - FL 195
529
Zundert
443
WOENSDRECHT
WDT 97X
Essen
BRASSCHAAT
2500 GND
56
Wuustwezel
676
594
EBBT G
BRASSCHAAT
68/-/H/8
122.905
565
27
EBR23
2000 GND
Stabroek
EBSM M
EBHN M
HOEVENEN

MIPS
MINIMUM VECTORING ALTITUDE

AD ELEV 63

MVA CHART
WOENSDRECHT (EHWO)

DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680



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

CHANGES: MSA, EDITORIAL

RNLAF 30 DEC 2021

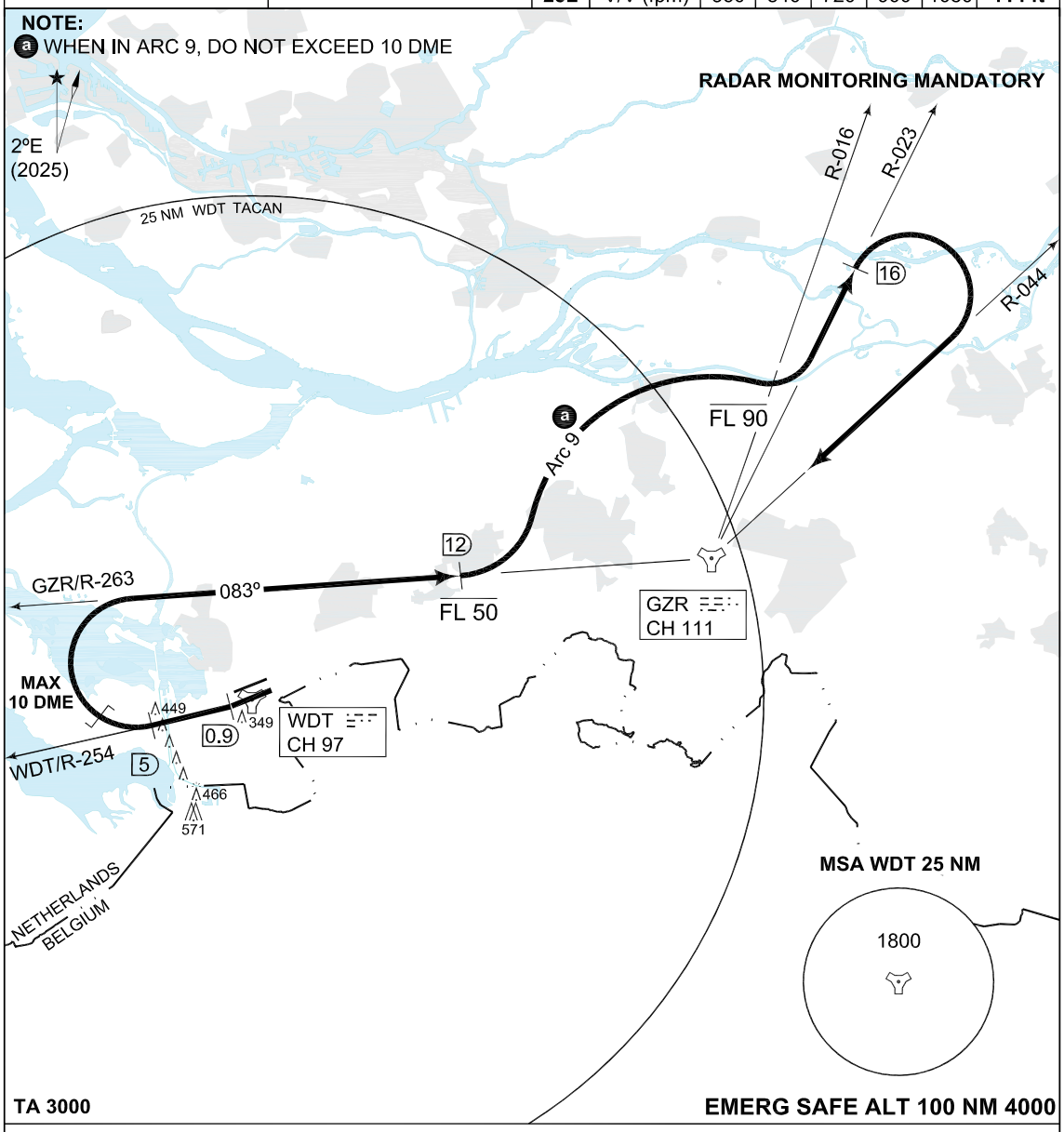
MIPS
INSTRUMENT DEPARTURE CHART

AD ELEV 63

WO1
WOENSDRECHT (EHWO)

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

RWY	Knots	120	180	240	300	360	to
25L	V/V (fpm)	360	540	720	900	1080	**114 ft**



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

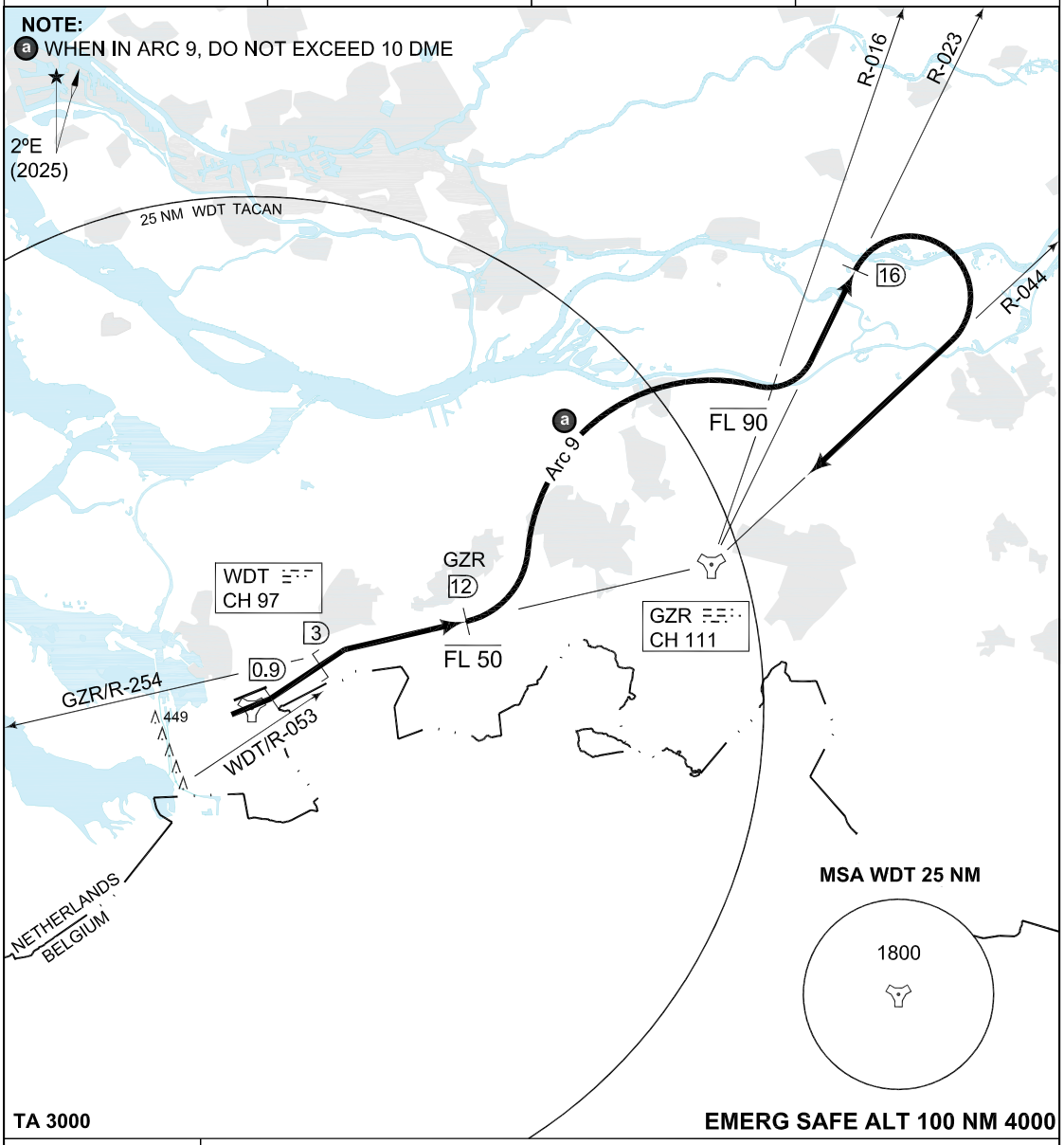
WOENSDRECHT 1 (RWY 25L)	- At 0.9 DME intercept R-254 outbound, level off at FL 50. - At 5 DME intercept GZR R-263 inbound. - At R-263/12 DME climb to FL 90. - Turn left to intercept Arc 9. a - Intercept R-023 outbound, when crossing GZR R-016 continue climb. - At 16 DME turn right to intercept R-044 inbound.
NOTE:	Departure will be controlled by Rapcon West.

CHANGES: EDITORIAL

RNLASF 11 JUN 2026

MIPS
INSTRUMENT DEPARTURE CHART AD ELEV 63 **WO3**
WOENSDRECHT (EHWO)

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



WOENSDRECHT 3 (RWY 07R)	- At 0.9 DME turn left to intercept WDT R-053 outbound. - At 3 DME intercept GZR R-254 inbound, level off at FL 50. - At GZR R-254/12 DME climb to FL 90. - Turn left to intercept Arc 9. a - Intercept GZR R-023 outbound, when crossing GZR R-016 continue climb. - At 16 DME turn right to intercept R-044 inbound.
NOTE:	Departure will be controlled by Rapcon West.

CHANGES: EDITORIAL

RNLASF 11 JUN 2026

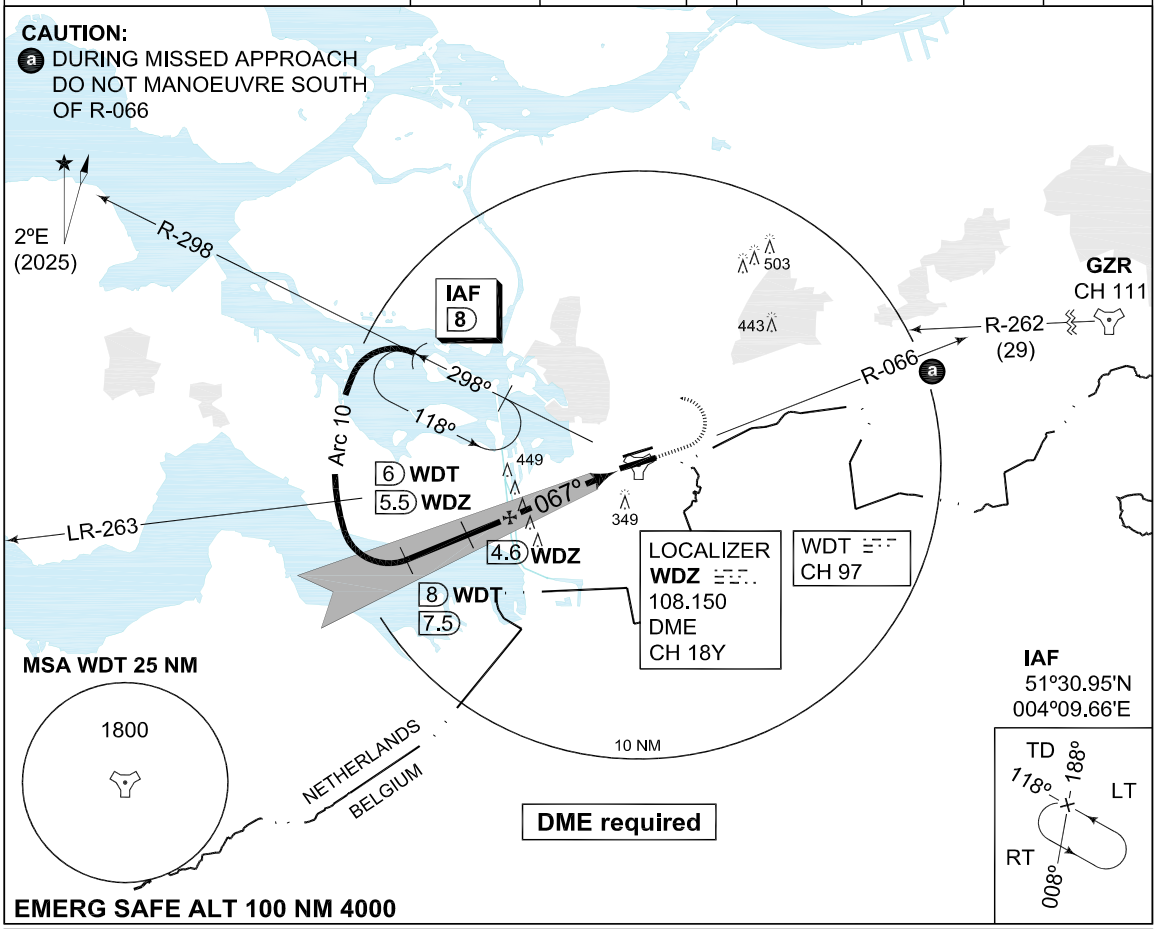
MIPS
INSTRUMENT APPROACH CHART

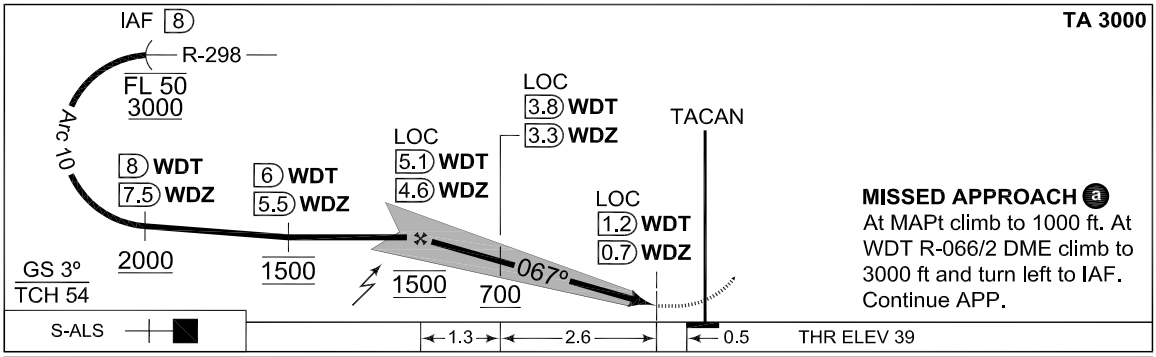
AD ELEV 63

ILS or LOC RWY 07R
WOENSDRECHT (EHWO)

DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680

TACAN / LOCALIZER / DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS	LDA
WDT CH 97/WDZ 108.150/CH 18Y	067°	1500 FT	3°	SEE CAT	39	420 m	8013 FT





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

CHANGES: LDA

RNLASF 11 JUN 2026

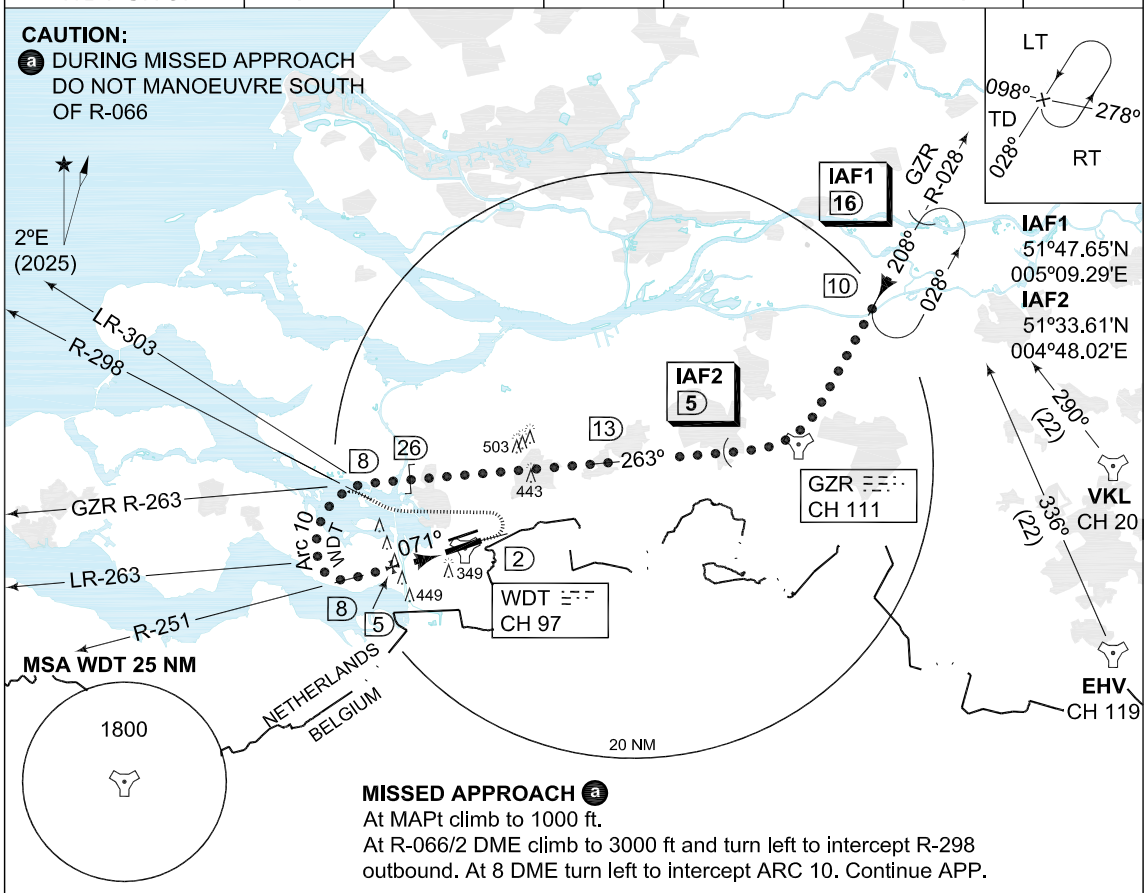
MIPS
INSTRUMENT APPROACH CHART

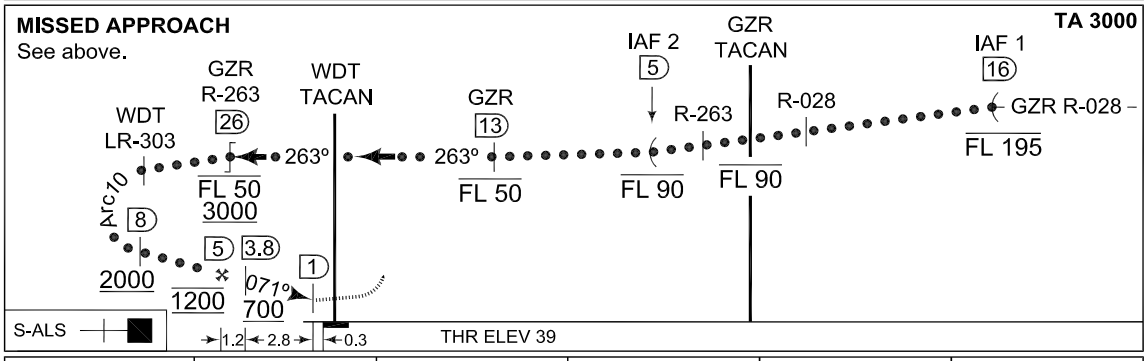
AD ELEV 63

HI-TACAN RWY 07R
WOENSDRECHT (EHWO)

DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
WDT CH 97	071°	1200 FT		**600**	39	420 m	8013 FT





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

CHANGES: LDA
MIPS
RNLASF 11 JUN 2026

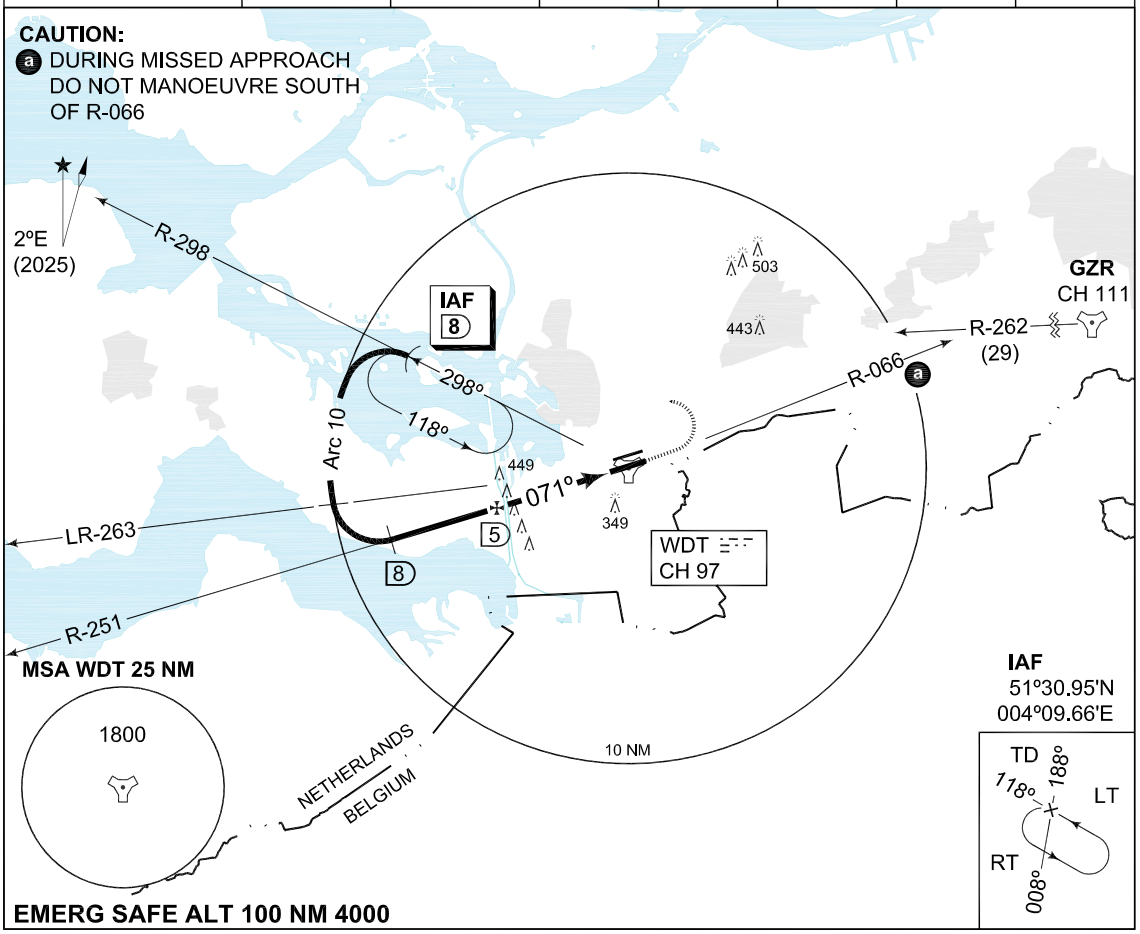
MIPS
INSTRUMENT APPROACH CHART

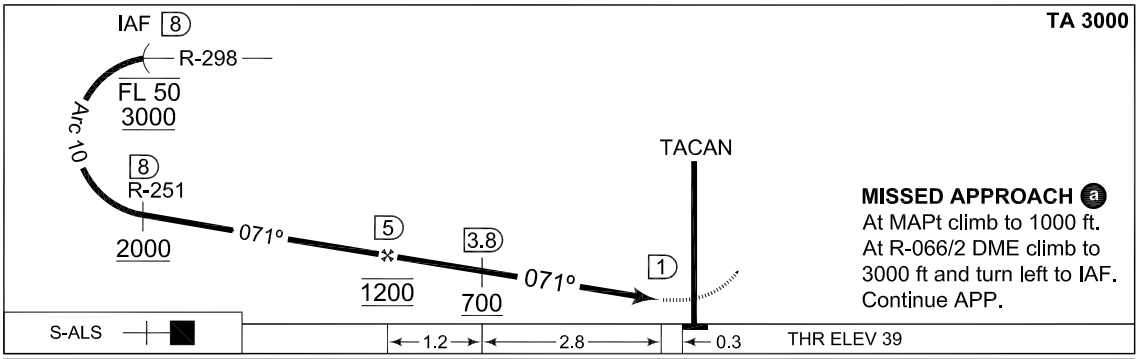
AD ELEV 63

TACAN RWY 07R
WOENSDRECHT (EHWO)

DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
WDT CH 97	071°	1200 FT		**600**	39	420 m	8013 FT





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

CHANGES: LDA
MIPS
RNLASF 11 JUN 2026

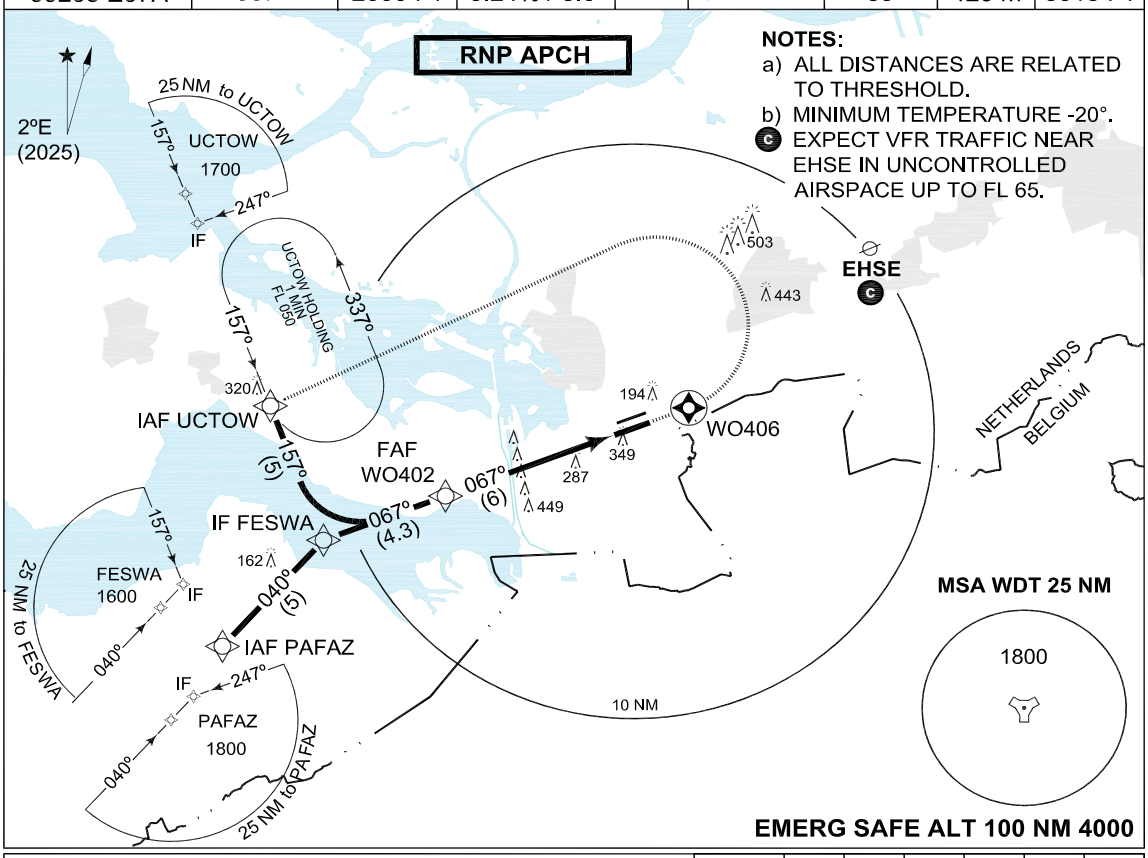
PANS OPS
INSTRUMENT APPROACH CHART

AD ELEV 63

RNP RWY 07R
WOENSDRECHT (EHWO)

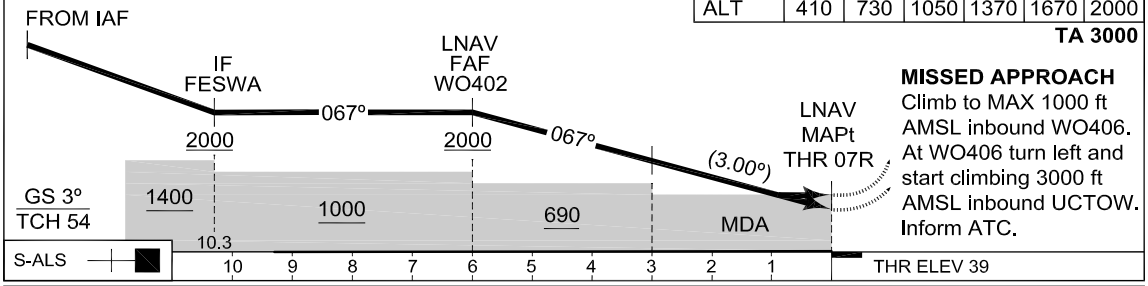
DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND CTL	ATIS*
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680	

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
99205 E07A	067°	2000 FT	5.24% / 3.0°	**600**	**SEE CAT**	39	420 m	8013 FT



MAPt	1	2	3	4	5	6
ALT	410	730	1050	1370	1670	2000

TA 3000



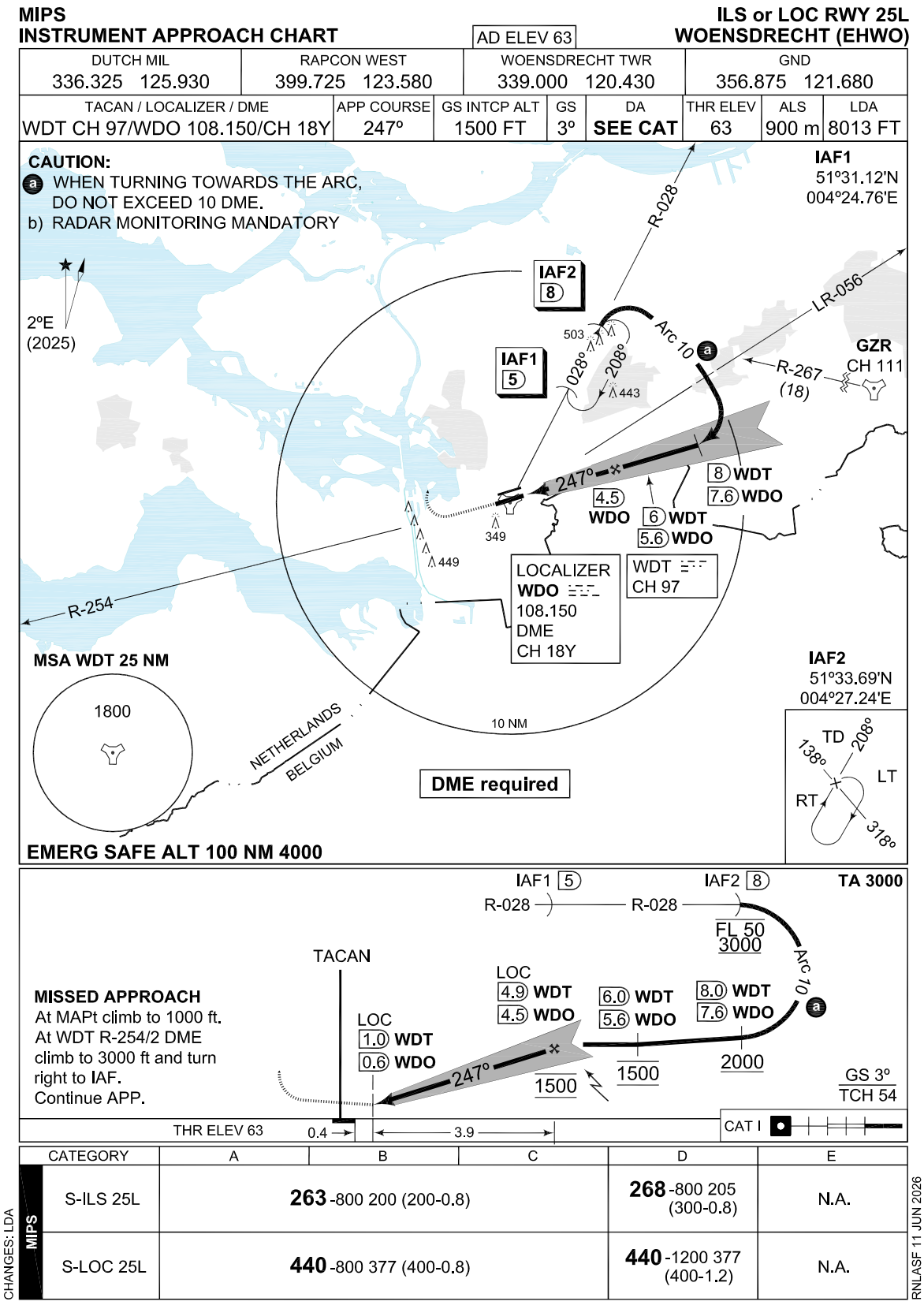
MISSED APPROACH
Climb to MAX 1000 ft AMSL inbound WO406. At WO406 turn left and start climbing 3000 ft AMSL inbound UCTOW. Inform ATC.

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

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

CHANGES: LDA

RNLASF 11 JUN 2026


MIPS
INSTRUMENT APPROACH CHART
AD ELEV 63
ILS or LOC RWY 25L
WOENSDRECHT (EHWO)
DUTCH MIL 336.325 125.930
RAPCON WEST 399.725 123.580
WOENSDRECHT TWR 339.000 120.430
GND 356.875 121.680
TACAN / LOCALIZER / DME
APP COURSE
GS INTCP ALT
GS
DA
THR ELEV
ALS
LDA
WDT CH 97/WDO 108.150/CH 18Y
247°
1500 FT
3°
SEE CAT
63
900 m
8013 FT
CAUTION:
a) WHEN TURNING TOWARDS THE ARC, DO NOT EXCEED 10 DME.
b) RADAR MONITORING MANDATORY
IAF1
51°31.12'N
004°24.76'E
IAF2
8
IAF1
5
R-028
LR-056
Arc 10
503
028°
208°
443
GZR
CH 111
R-267
(18)
2°E
(2025)
247°
4.5
WDO
8 WDT
7.6 WDO
6 WDT
5.6 WDO
349
449
LOCALIZER
WDO
108.150
DME
CH 18Y
WDT
CH 97
R-254
MSA WDT 25 NM
1800
NETHERLANDS
BELGIUM
10 NM
DME required
IAF2
51°33.69'N
004°27.24'E
TD
208°
138°
LT
RT
318°
EMERG SAFE ALT 100 NM 4000
IAF1 5
IAF2 8
TA 3000
R-028
R-028
FL 50
3000
Arc 10
TACAN
LOC
4.9 WDT
4.5 WDO
6.0 WDT
5.6 WDO
8.0 WDT
7.6 WDO
LOC
1.0 WDT
0.6 WDO
MISSED APPROACH
At MAPt climb to 1000 ft.
At WDT R-254/2 DME climb to 3000 ft and turn right to IAF.
Continue APP.
247°
1500
1500
2000
GS 3°
TCH 54
THR ELEV 63
0.4
3.9
CAT I
CATEGORY
A
B
C
D
E
S-ILS 25L
263 -800 200 (200-0.8)
268 -800 205 (300-0.8)
N.A.
S-LOC 25L
440 -800 377 (400-0.8)
440 -1200 377 (400-1.2)
N.A.
CHANGES: LDA
MIPS
RNLASF 11 JUN 2026

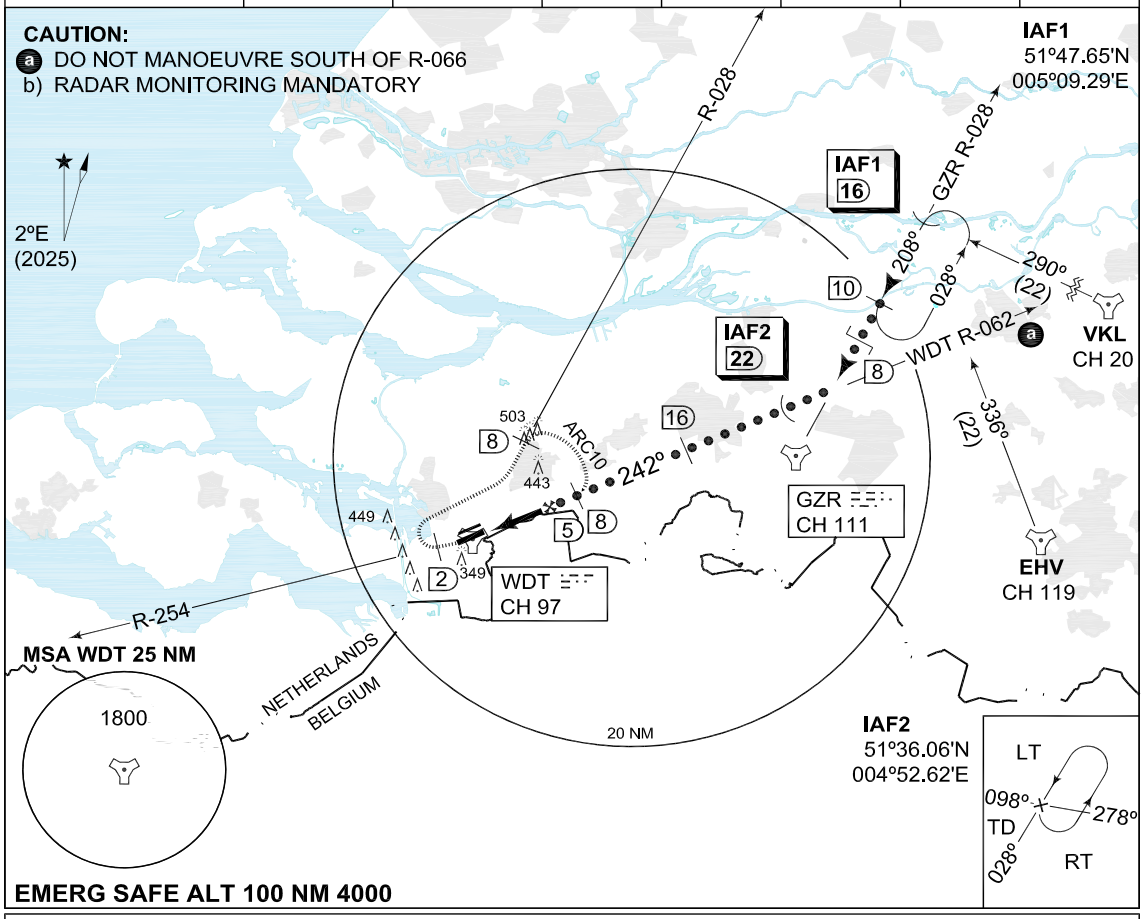
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 63

HI-TACAN RWY 25L
WOENSDRECHT (EHWO)

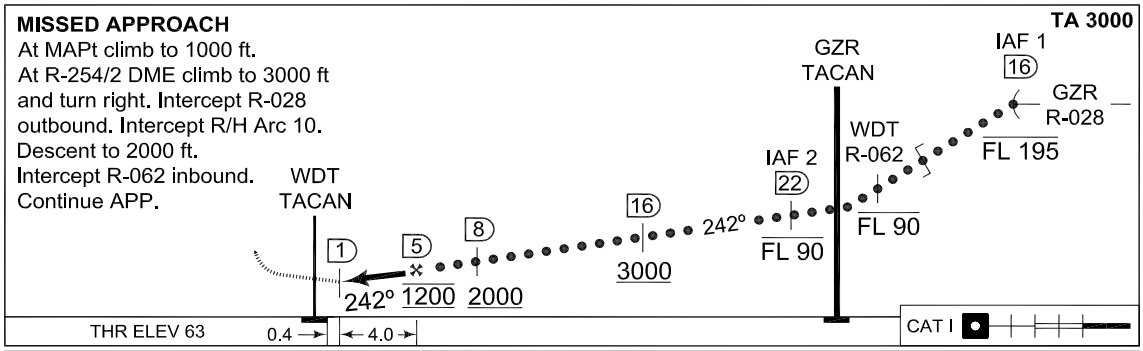
DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
WDT CH 97	242°	1200 FT		440	63	900 m	8013 FT



MISSED APPROACH
At MAPt climb to 1000 ft.
At R-254/2 DME climb to 3000 ft and turn right. Intercept R-028 outbound. Intercept R/H Arc 10.
Descent to 2000 ft.
Intercept R-062 inbound.
Continue APP.

TA 3000



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

CHANGES: LDA

RNLASF 11 JUN 2026

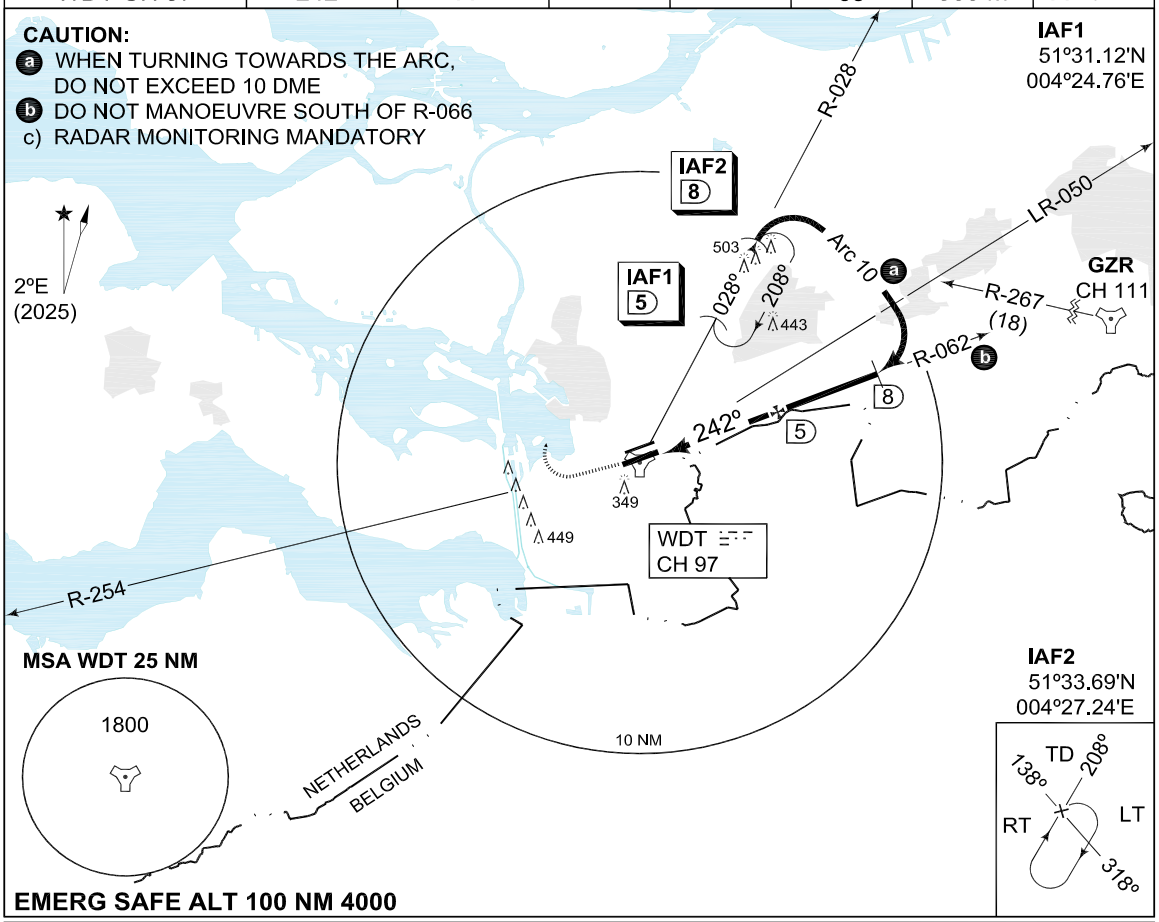
MIPS
INSTRUMENT APPROACH CHART

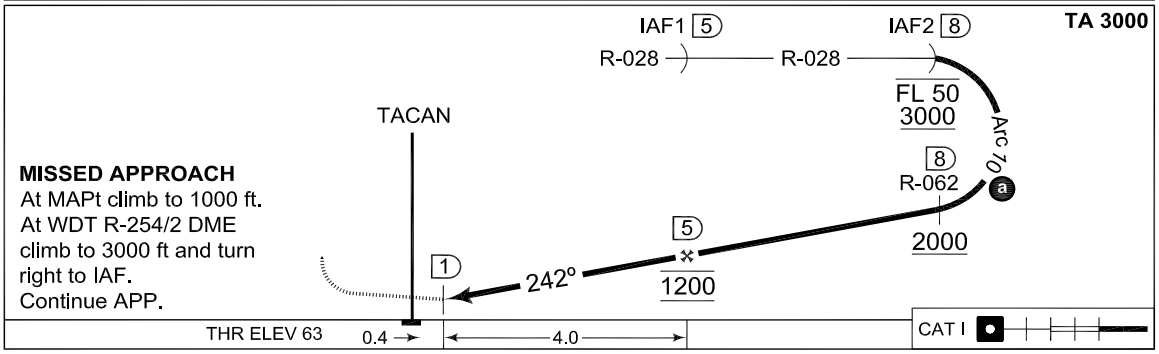
AD ELEV 63

TACAN RWY 25L
WOENSDRECHT (EHWO)

DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680

TACAN	APP COURSE	FAF ALT	Descent GR	MDA	THR ELEV	ALS	LDA
WDT CH 97	242°	1200 FT		**440**	63	900 m	8013 FT





MISSED APPROACH
At MAPt climb to 1000 ft.
At WDT R-254/2 DME climb to 3000 ft and turn right to IAF.
Continue APP.

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

CHANGES: LDA

RNLASF 11 JUN 2026

PANS OPS
INSTRUMENT APPROACH CHART

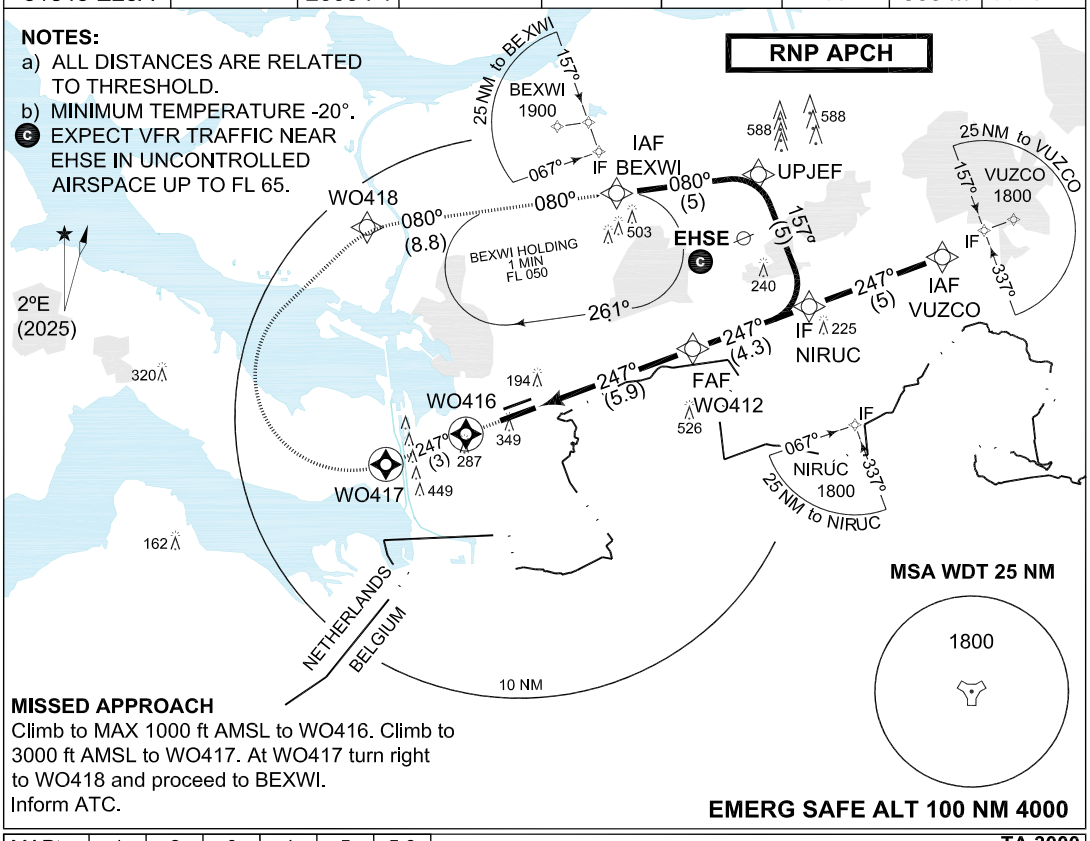
AD ELEV 63

RNP RWY 25L
WOENSDRECHT (EHWO)

DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND CTL	ATIS*
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680	

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MDA	DA	THR ELEV	ALS	LDA
51845 E25A	247°	2000 FT	5.24% / 3.0°	SEE CAT	SEE CAT	63	900 m	8013 FT

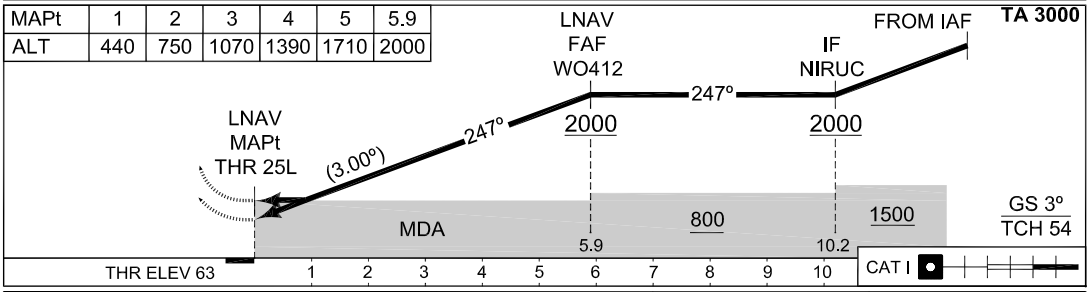
NOTES:
a) ALL DISTANCES ARE RELATED TO THRESHOLD.
b) MINIMUM TEMPERATURE -20°.
c) EXPECT VFR TRAFFIC NEAR EHSE IN UNCONTROLLED AIRSPACE UP TO FL 65.



MISSED APPROACH
Climb to MAX 1000 ft AMSL to WO416. Climb to 3000 ft AMSL to WO417. At WO417 turn right to WO418 and proceed to BEXWI.
Inform ATC.

EMERG SAFE ALT 100 NM 4000

MAPt	1	2	3	4	5	5.9
ALT	440	750	1070	1390	1710	2000



CATEGORY		A	B	C	D
EU-OPS	DA(H) LPV	**284** -550 221 (300-0.8/1.2)	**294** -550 231 (300-0.8/1.2)	**303** -550 240 (300-0.8/1.2)	**313** -550 250 (300-0.8/1.3)
	DA(H) LNAV / VNAV	**321** -600 258 (300-0.8/1.3)	**331** -600 268 (300-0.8/1.3)	**352** -650 289 (300-0.8/1.4)	**379** -700 316 (400-0.8/1.4)
	MDA(H) LNAV	**440** -1000 377 (400-1.0/1.7)		**450** -1100 387 (400-1.1/1.8)	**470** -1200 407 (500-1.2/1.9)

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

CHANGES: LDA

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INTENTIONALLY LEFT BLANK