

INTEGRATED PACKAGE FOR AIRPORT WOENSDRECHT EHWO

Flight Operations division and Fixed Base Operator Fokker Aircraft Services Woensdrecht



Hoogerheide

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List of changes

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INTRODUCTION

Fokker Services (FS) is based at the air force base Woensdrecht, the Netherlands and offers aircraft maintenance, repair, overhaul and modification services to customers worldwide. To provide customers with the required data to operate from this air force base, Fokker Services Flight Operations has assembled this document.

NOTES FOR USE

The lay-out, abbreviations and measure system used in this document are similar to the ones used in the AIP Netherlands, published by Air Traffic Control the Netherlands. Refer to GEN 2.1 of the AIP for more information. The AIP can be downloaded through <http://www.ais-netherlands.nl/>. The publisher (Fokker Services Flight Operations) of this integrated package for Woensdrecht AFB is not affiliated with Air Traffic Control the Netherlands, nor does Air Traffic Control the Netherlands have any responsibility for the information published in this document.

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AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHWO - WOENS DRECHT

AD 2.2 GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates	51° 26.94"N 004°20.53"E
2	Direction and distance from (city)	3 NM SE from Bergen op Zoom
3	Elevation / reference temperature	+63 ft AMSL / 15°C
4	Geoide undulatie op AD ELEV PSN	Not AVBL
5	MAG VAR	1°W (2005)
6	AD-administration, postal address, telephone, telefax, telex, AFS	Post: Stork / Fokker Services Flight Operations department, W67-00 Post Box 3 4630 AA Hoogerheide The Netherlands Tel: +31 (0)164 61 84 30 Fax: +31 (0)164 61 86 94 Telex: - AFS: -
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	For all flights strictly PPR.

AD 2.3 OPERATIONAL HOURS

1	AD administration (OPR HR)	MON-FRI: 0700-1545 UTC (0600-1445 UTC during DST). SAT-SUN: On request.
2	Customs and immigration	OPR HR
3	Health and sanitation	OPR HR
4	AIS briefing office	OPR HR
5	ATS reporting office (ARO)	ATC EHWO; OPR HR
6	MET briefing office	Information from KNMI and LMG Provided by Flight Operations Stork / Fokker Services; OPR HR
7	ATS	ATC EHWO; OPR HR
8	Fuelling	Fokker Services; OPR HR
9	Handling	Fokker Services; OPR HR
10	Security	Fokker Services; OPR HR
11	De-icing	Fokker Services; OPR HR
12	Remarks	1. Civil traffic: PPR 2. Glider flying activities possible outside OPR HR.

AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	AVBL
2	Types of fuel / oil	Jet A1 / O/R
3	Fuelling facilities / capacity	Unlimited during OPR HR.
4	De-icing facilities	AVBL
5	Hangar space for visiting aircraft	O/R via Fokker Aircraft Services
6	Repair facilities for visiting aircraft	O/R via Fokker Aircraft Services
7	Remarks	Handling agent: Fixed Base Operator Stork / Fokker Services; Tel: +31 (0)164 61 84 30 Fax: +31 (0)164 61 86 94 Company FREQ: 133.025 MHz

AD 2.5 PASSENGER FACILITIES

1	Hotels	Accommodation unlimited in Bergen op Zoom.
2	Restaurants	Near airport.
3	Transportation	Bus en taxi.
4	Medical facilities	First aid treatment, hospital in Bergen op Zoom (3NM).
5	Bank and post office	Near airport.
6	Tourist office	In Hoogerheide (1NM).
7	Remarks	NIL

AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD-category for fire fighting	CAT 4 and 7; O/R CAT 8 or CAT 9
2	Rescue equipment	AVBL
3	Capability for removal of disabled aircraft	AVBL
4	Remarks	NIL

AD 2.7 SEASONAL AVAILABILITY – CLEARING

1	Types of clearing equipment	4 snowsweep combinations with plows, one snowblower, two de-icing trucks.
2	Clearance priorities	Runway, TWY to Fokker Services, Northern side.
3	Remarks	NIL

AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS / POSITIONS DATA

1	Apron surface and strength	Apron Fokker Services	Surface: ASPH, CONC. Strenght: PCN 32 R/C/W/T			
2	Taxiway width, surface and strength		Southern TWY	Northern TWY	North-East TWY	Fokker TWY
		Width	14.5	22.5	14.5	14.5
		Surface	ASPH	ASPH	CONC	ASPH
		Strenght	36	38	38	36
			INSCT North A	INSCT North B	INSCT North C	INSCT North D
		Width	14.5	14.5	14.5	14.5
		Surface	CONC	CONC	CONC	CONC
		Sterkte	48	89	61	40
			INSCT South A	INSCT South B	INSCT South C	INSCT South D
		Width	14.5	14.5	14.5	14.5
		Surface	CONC	CONC	CONC	CONC
		Sterkte	51	26	56	53
3	Altimeter checkpoint location and elevation	51°26.58'N 004°19.64'E 39 ft				
4	VOR checkpoints	Not AVBL				
5	INS checkpoints	51°26.58'N 004°19.64'E 39 ft				

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 of aircraft stands	Taxiing guidance: Radio instructions On Fokker Services apron: guidance by marshaller.
2	RWY and TWY markings and LGT	RWY THR, RWY centre line, RWY designation, edge lighting. TWY TWY centre line, edge lighting.
3	Stopbars	AVBL
4	Remarks	NIL

AD 2.10 AERODROME OBSTACLES

All obstacles are marked day and night.

AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	Information from KNMI and LMG Provided by Flight Operations Stork/ Fokker Services
2	Hours of service METoffice outside hours	OPR HR -
3	Office responsible for TAF preparation Periods of validity	LMG Woensdrecht 9
4	Trend forecast Interval of issuance	TREND Every 30 minutes for international METAR.
5	Briefing / consultation provided	O/R
6	Flight documentation Language(s) used	Reports, forecasts, charts. English, Dutch.
7	Charts and other information available for briefing or consultation	S, P, W, T
8	Supplementary equipment available for providing information	Internet
9	ATS units provided with information	Woensdrecht TWR
10	Additional information (limitation of service, etc.)	Weather bulletin (Dutch language) and METARs via Dutch Public TV 'Teletekst' page 707.

AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designation RWY NR	True BRG	Dimensions of RWY (m)	Strenght (PCN) and surface of RWY and SWY	THR co-ordinates RWY end co- ordinates THR GUND	THR elevation and highest elevation of TDZ of precision APCH RWY
1	2	3	4	5	6
07	071°	2437 x 45	32 R/C/W/T	51° 27.17'N 004° 21.51'E	11.2 m
25	251°	2437 x 45	32 R/C/W/T	51° 26.71'N 004° 19.54'E	19.2 m

Designations RWY NR	Slope of RWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ
1	7	8	9	10	11
07	NA	NIL	NA	2437 x 45	NA
25	NA	NIL	NA	2437 x 45	NA

AD 2.13 DECLARED DISTANCES

RWY-benaming	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	2437	2437	2437	2437	NIL
25	2437	2437	2437	2437	NIL

AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	APC LGT type, length, INTST	THR LGT color, WBAR	VASIS (MEHT) PAPI	TDZ LGT length	RWY CL LGT length, spacing, color, INTST	RWY edge LGT length, spacing, color, INTST	RWY end LGT color, WBAR	SWY LGT length, color
1	2	3	4	5	6	7	8	9
07	NIL	G -	PAPI Left/3° 304 m	NIL	NIL	2500 m 30 m LIH	R	NIL
25	CAT 1 900 m LIH	G -	PAPI Left/3° 304 m	NIL	NIL	2500 m 30 m LIH	R	NIL

AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	LDI: in front of TWR, lighted WDI: in front of TWR, not lighted
3	TWY edge and centre line lighting	Edge: TWY: blue
4	Secondary power supply Switch-over time	AVBL, two aggregates 12 sec
5	Remarks	Northern roll track and Northern intersections; A, B and C do not have edge lights

AD 2.16 HELICOPTER LANDING AREA

1	Co-ordinates TLOF or THR of FATO Geoids undulation	51° 27.15'N 004° 20.95'E Not AVBL
2	TLOF and/or FATO elevation m/ft	17.2m/56 ft
3	TLOF and FATO area dimensions, surface, strength, marking	Rectangle 30 x 30 m, concrete, PCN xx, white edges and white letter H.
4	True BRG of FATO	Not AVBL
5	Declared distance available	NIL
6	APCH and FATO lighting	NIL
7	Remarks	NIL

AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	WOENSDRECHT CTR: Circle, radius 8.0 NM centred on 51° 26.94"N 004°20.53"E
2	Vertical limits	GND to 3000 ft AMSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Woensdrecht Tower English
5	Transition altitude	IFR: 3000 ft AMSL; VFR: 3500 ft AMSL.
6	Remarks	NIL

AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Rapcon West	123.575 281.475	OPR HR	Radar Equipped
	Woensdrecht Arrival	123.575 378.650		Through App.
TWR	Woensdrecht Tower	120.425*) 339.000*) 257.800	OPR HR	*)Primary Frequency Outside OPR HR contact Dutch Mil. Info 132.350 MHz
VDF	Woensdrecht Tower	120.425	OPR HR	NIL
	As appropriate	121.500 243.000	OPR HR	Emergency FREQ for all services

AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, CAT of ILS/MLS (VOR/ILS/MLS: declination)	ID	Frequency	Hours of operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS Localizer	WDO	108.150	H24	51°26'41" N 004°19'25" E	NA	NIL
ILS Localizer	WDZ	108.150	H24	51°27'14" N 004°21'44" E	NA	NIL
Glidepath		334.550			NA	NIL
DME		CH 18Y	H24		NA	NIL
VDF Woensdrecht TWR		120.425*) 122.100	OPR HR		NA	NIL
TACAN	WDT	CH 97X	H24	51° 26' 51" N 004° 20' 38" E	40 NM/ 25000 ft	FREQ protected

AD 2.20 LOCAL TRAFFIC REGULATIONS

- Intensive training with Pilatus PC-7 trainer aircraft (RNLAf). Glider and model flying outside OPR HR in weekends.
- Prior permission required (PPR) from ATC Woensdrecht for all VFR operations. Civil training flights PPR from ATC Woensdrecht.
- Crossing of VFR traffic shall be carried out via VFR reporting at 1500 ft unless otherwise instructed or approved by ATC.
- Visual traffic circuit: RWY 25 right-hand 1000 ft; RWY 07 left-hand 1000 ft.

AD 2.21 NOISE ABATEMENT PROCEDURES
1 LIMITATIONS

- Avoid over flying the cities of Woensdrecht, Roosendaal and Bergen op Zoom
- Built-up areas must be avoided as much as possible

AD 2.22 FLIGHT PROCEDURES

1 DEPARTURE PROCEDURES WOENSDRECHT AERODROME (MIL)

1.1 ATC en route clearance

ATC will issue permission as soon as possible after taxi permission has been given.

A clearance contains:

1. Clearance limit: airport of destination.
2. Departure instructions.
3. SSR code.

Example of an en route clearance:

‘RNN345 is cleared to London, SPY 3000 ft, squawk 2123’.

1.2 Maximum speed

Below FL 100: MAX 250 Kts (IAS).

1.3 Transfer of control

Transfer of control will be effected on the basis of current traffic situation and co-ordination between the units involved.

Traffic via the Schiphol TMAs will be transferred to Schiphol Departure.

1.4 Communication failure

See ENR 1.3 (of the Integrated Package, www.ais-netherlands.nl).

2 INITIAL APPROACH PROCEDURES WOENSDRECHT AERODROME (MIL)

2.1 Airport status

The airfield status is used to indicate the priority of aircraft under supervision of Approach Control or Local Control and is only valid in the local control zone. Pilots have to check the valid status before the recovery to Woensdrecht with Rapcon West (**also see Ad 1.18, page seven**).

Kleurenstatus	Laagste wolkenbasis (SCT 3/8)	grondzicht minimaal
Blue (BLU)	2500 ft	8 km
White (WHT)	1500 ft	5 km
Green (GRN)	700 ft	3,7 km
Yellow (YLO)	300 ft	1,6 km
Amber (AMB)	200 ft	0,8 km
Red (RED)	<200 ft	< 0,8 km

Airfield Status IFR: Weather status ‘**white** to **red**’: (**Figure 1.1**) With weather status ‘**white**’ the airfield may be local dominant if the local ATCO decides so. Airfield status IFR means that all IFR equipped aircraft have to make an instrument approach. Instrument approaches have priority over other traffic.

Figure 1.1 Color State

Airfield Status VFR: Weather status ‘**blue**’. Airfield status VFR means that all kind of approaches are approved and that visual approaches have priority over instrument approaches.

2.2 Inbound clearance

A clearance will be issued by Amsterdam ACC or MIL ATCC, containing:

- a. Clearance limit: HDR.
- b. Route.
- c. Flight level.

2.3 Maximum speed

Below FL 100: MAX 250 Kts (IAS).

2.4 Transfer of control

Inbound traffic will be transferred by Amsterdam ACC or MIL ATCC to Woensdrecht Approach or Woensdrecht Tower.

2.5 Approach instructions

Approach instructions will contain, as applicable:

1. Additional instructions with respect to route and level.
2. Approach procedure.
3. Runway in use.
4. QNH.
5. Transition level.
6. MET information.
7. Aerodrome information and other information.

2.6 Radar service

During the initial approach radar service may be provided by Amsterdam ACC, MIL ATCC Nieuw Milligen, Rapcon West or Woensdrecht Arrival.

2.7 Communication failure

If radio contact is lost under VMC conditions:

1. For VFR flights; proceed VFR towards the airfield, stay clear of centre line and try to contact Woensdrecht Tower. If no radio contact can be established, squawk 7600 and execute a VFR non radio procedure (as described in ENR 1.3 of the Integrated Package, www.ais-netherlands.nl).
2. For IFR flights; when on ILS approach, continue with the procedure as published, do not climb above the last given altitude and try to contact Woensdrecht Tower. If no radio contact can be established, squawk 7600 and continue for a full stop.

If radio contact is lost under IMC conditions:

1. Proceed according to 2.7, point (2)
2. If Tacan is out, squawk 7600, maintain last given heading and altitude (when already below 2500 ft. climb to 2500 ft.) and try to contact Rapcon West on standard or emergency frequencies. If no radio contact can be established, act according the non radio procedures.

3 VFR FLIGHT PROCEDURES

3.1 VFR Departures

All outbound VFR flights are to climb out according to ATC instructions.

3.2 VFR approach procedures

1. Jet Propelled Aircraft are to enter the CTR at altitude 2000 ft. QNH via the entry points K or R. To join the circuit proceed via IP of the runway in use (**also see EHWO Visual approach chart, page 12**).
2. Conventional Aircraft are to enter the CTR at altitude 1000 ft. QNH whilst over flying the cities of Roosendaal and Bergen op Zoom has to be avoided. Depending on the runway in use join a left hand downwind or base leg for RWY 07, or a right hand downwind or base leg for RWY 25.

AD 2.23 ADDITIONAL INFORMATION

NIL

AD 2.24 CHARTS RELATED TO AN AERODROME

All aerodrome charts and procedures can be downloaded through the website of NATO Central and northern region flight information publications (<http://www.cenor.org>).