1. Safety altitude for Soesterberg AB 3200 ft.
2. In general, turn anticipation is mandatory.

EELDE 15 [EEL15], HELEN 15 [HELEN15],
REKKEN 15 [RKN15], SONEB 15 [SONEB15],
WOODY 15 [WOOD15]

ARRIVALS
FROM EAST & SOUTH
TACAN AZIMUTH REQUIRED

SPEED MAX 250 KT BELOW FL100
LAMSO 1S [LAMSIS], MOLIX 1S [MOLIIS],
REDFA 1S [REDFIS], TOPPA 1S [TOPAIS]

ARRIVALS
FROM WEST
TACAN AZIMUTH REQUIRED

SPEED MAX 250 KT BELOW FL 100

NOT TO SCALE

CHANGES: None.
Trans level: By ATC Trans alt: 3000'. 1. Emergency safe altitude within 100 NM of Soesterberg AB 3200'. 2. If unable to comply with crossing conditions, inform ATC after departure. 3. SIDs are minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. 4. Initiate turn in due time in order not to overshoot radials. Intercept radials in principle at an angle of 45°. 5. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance.

ARNEM 1J [ARNE1J]
ARNEM 1K [ARNE1K]
RWYS 09, 27 DEPARTURES
TACAN AZIMUTH REQUIRED
SPEED MAX 250 KT
BELOW FL100

EHSB/UTC
SOESTERBERG AB
2 MAR 07

SOESTERBERG, NETHERLANDS

Trans level: By ATC
Trans alt: 3000' 1. Emergency safe altitude within 100 NM of Soesterberg AB 3200'. 2. If unable to comply with crossing conditions, inform ATC after departure. 3. SIDs are minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. 4. Initiate turns in due time in order not to overshoot radials. Intercept radials in principle at an angle of 45°. 5. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance.

For UHF see MIL-TAC listing

RWYS 09, 27 DEPARTURES
TACAN AZIMUTH REQUIRED
SPEED MAX 250 KT
BELOW FL100

The EH waypoints shall not be used in R/T procedures.

Climb to and maintain FL60

CHANGES: Airways redesignated; MSA.

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Trans level: By ATC  
Trans alt: 3000'  
1. Emergency safe attitude within 100 NM of Soesterberg AB 3200'.  
2. If unable to comply with crossing conditions, inform ATC after departure.  
3. SIDs are minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.  
4. Initiate turns in due time in order not to overshoot radials. Intercept radials in principle at an angle of 45°.  
5. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance.

For UHF see MIL-703 listing

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>LEKKO 1J</td>
<td>09</td>
<td>Intercept SSB R-239 to LEKKO.</td>
</tr>
<tr>
<td>LEKKO 1K</td>
<td>27</td>
<td></td>
</tr>
</tbody>
</table>
Trans level: By ATC
Trans alt: 3000’

1. Emergency safe altitude within 100
   NM of Soesterberg AB 3200’. 
2. If unable to comply with crossing conditions, in-
   form ATC after departure. 
3. SIDs are minimum noise routings. Strict adherence
   within the limits of performance criteria is mandatory. 
4. Initiate turn in due
time in order not to overshoot radials. Intercept radials in principle at an angle
   of 45°. 
5. Instructions containing deviations from SLDs (e.g. an opposite turn
   after take-off, maintaining a specified heading or temporary altitude restrictions)
   may be added to take-off or enroute clearance.

For UHF see MIL-101 listing

REFSO 1J [REFS1J]
REFSO 1K [REFS1K]
SPIJKERBOOR 1J (SPY 1J)
SPIJKERBOOR 1K (SPY 1K)
RWYS 09, 27 DEPARTURES
TACAN AZIMUTH REQUIRED
SPEED MAX 250 KT
BELOW FL100
**MISSING ACPH:** Climb to 1000'. At D13.7/R-156 PAM turn LEFT inbound IAF, climb to 2000' and continue procedure, unless directed otherwise.
SOESTERBERG, NETHERLANDS
TACAN ILS DME Rwy 27

**MISSED Approach:** Climb to 1000'. At D1.0/R-274 SSB TAC turn LEFT to intercept R-220 outbound SSB TAC climbing to 2000'. At D6.0/R-220 SSB TAC or 2000', whichever is first, turn LEFT inbound IAF and continue procedure, unless directed otherwise.

ALT Set: hPa (IN on req) TDZE Elev: 2 hPa Trans level: By ATC Trans alt: 3000'

**GND speed-Kts**

<table>
<thead>
<tr>
<th>ILS GS 3.0° or LOC Decent Gradient 5.2°</th>
<th>MAP at D6.0 SBO</th>
</tr>
</thead>
<tbody>
<tr>
<td>70  90  105  120  140  160</td>
<td>577  485  539  647  755  802</td>
</tr>
</tbody>
</table>

**FAA Ops**

<table>
<thead>
<tr>
<th>DA (in)</th>
<th>ILS</th>
<th>MAX ceiling (CFL)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>280° (214') C: 300° (234')</td>
<td>400' (334')</td>
</tr>
<tr>
<td>B</td>
<td>302° (226') D: 311° (245')</td>
<td>400' (334')</td>
</tr>
</tbody>
</table>

**MIN ceiling (CFL)**

<table>
<thead>
<tr>
<th>DA (in)</th>
<th>ILS</th>
<th>MIN ceiling (CFL)</th>
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<td>302° (226') D: 311° (245')</td>
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</tr>
</tbody>
</table>

**CIRCLE-TO-LAND**

Not authorized North of rwy

**PANS-ON**

CHANGES: Procedure.

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