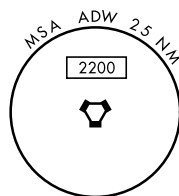
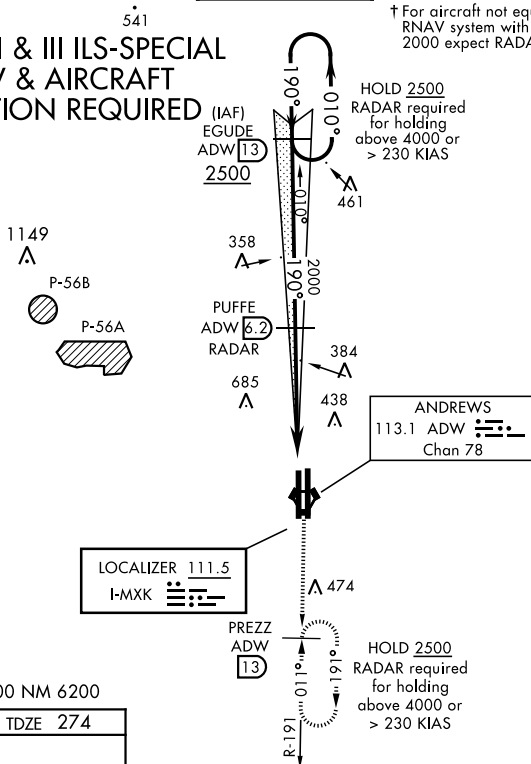


ILS RWY 19R (CAT II & III)

LOC I-MXK <u>111.5</u>	APCH CRS 190°	Rwy Idg 9318 TDZE 274 Arpt Elev 280	AL-561 [USAF]	JOINT BASE ANDREWS (KADW)			
RADAR or DME required. 			ALSf-2 	† MISSED APPROACH: Climbing to 2500, intercept ADW VORTAC R-191 to PREZZ and hold.			
ATIS 133.675 251.05		POTOMAC APP CON 128.0 335.5		TOWER 118.4 349.0	GND CON 121.8 275.8	CLNC DEL 127.55 285.475	CPDLC

CATEGORY II & III ILS-SPECIAL
AIRCREW & AIRCRAFT
CERTIFICATION REQUIRED (IA)

† For aircraft not equipped with TACAN or suitable RNAV system with GPS: Fly hdg 190°, maintain 2000 expect RADAR vectors.



EMERG SAFE ALT 100 NM 6200

ELEV 280

TDZE 274

306

161

161

(A1)

483 ☆

(P)

381

9318 × 200

9756 × 150

0.3% UP

TWR ■

TDZL/CL

Rwy 1L-19R

HIRL all Rwy

1L

1R

(P)

(P)

(A1)

381

Diagram illustrating the VGSB and ILS glidepath for the 13th runway at Eindhoven Airport. The diagram shows the 010° and 190° magnetic headings. The VGSB glidepath is at 3.00° and the ILS glidepath is at 3.00°/TCH 71°. The distance between the VGSB and ILS glidepaths is 5.2 NM. The VORTAC is located at the end of the runway. The diagram also shows the EGUDE and PUFFE radar stations. The VGSB and ILS glidepaths are not coincident. The diagram is labeled with 'VGSB and ILS glidepath not coincident (VGSB Angle 3.00/TCH 71)'.

CATEGORY	A	B	C	D	E
S-ILS 19R	CAT II	RA 99/12	100	DA 374	
S-ILS 19R		CAT IIIa	RVR 07		
S-ILS 19R		CAT IIIb	RVR 06		
S-ILS 19R		CAT IIIc	NA		

ILS RWY 19R (CAT II & III)

NE-3, 18 APR 2024 to 16 MAY 2024

NE-3, 18 APR 2024 to 16 MAY 2024