

**EHKD — DEN HELDER/De Kooy**

Note: the following sections in this chapter are intentionally left blank:  
AD 2.20.

**EHKD AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EHKD — DEN HELDER/De Kooy

**EHKD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP co-ordinates and site at AD	525525N 0044650E 299 DEG GEO 294 M from TWR.
2	Direction and distance from (city)	172°/2.9 NM from Den Helder.
3	Elevation/reference temperature	4 FT AMSL/19.6°C (JUL).
4	Geoid undulation at AD ELEV PSN	138 FT.
5	MAG VAR/annual change	2°E (2020)/12'E.
6	AD operator, postal address, telephone, telefax, email, AFS, website	Post: DHC Maritiem Vlieggkamp De Kooy <sup>1)</sup> MPC 10A P.O. Box 8762 4820 BB Breda The Netherlands Tel: +31 (0)88 956 3130 (Airfield Manager, MON-FRI 0700-1530 (0600-1430)) +31 (0)88 958 3310 (ATC, AD OPR HR only) +31 (0)88 958 3300 (LCC, outside AD OPR HR) Email: vva.ehkd@mindef.nl AFS: EHKDZTZX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	<ul style="list-style-type: none"> <li>Aerodrome reference code 2B.</li> <li>For requests regarding UAS operations within EHKD CTR contact: Email: r پاسدهكوو@mindef.nl</li> </ul> <p><sup>1)</sup> Civil/commercial use of the aerodrome: Post: Den Helder Airport Luchthavenweg 10a 1786 PP Den Helder The Netherlands Tel: +31 (0)223 635 666 Email: info@denhelderairport.nl URL: <a href="https://www.denhelderairport.nl">https://www.denhelderairport.nl</a></p>

**EHKD AD 2.3 OPERATIONAL HOURS**

1	AD operator	MON-FRI: 0600-2100 (0500-2000). SAT, SUN and HOL <sup>1)</sup> : 0600-1100 and 1400-1900 (0500-1000 and 1300-1800).
2	Customs and immigration	AD OPR HR
3	Health and sanitation	AD OPR HR
4	AIS briefing office	H24 Tel: +31 (0)20 406 2315 URL: <a href="https://www.homebriefing.nl">https://www.homebriefing.nl</a>
5	ATS reporting office (ARO)	H24, for details see ENR 1.10 paragraph 1.1.2.4.
6	MET briefing office	De Kooy: AD OPR HR.
7	ATS	AD OPR HR
8	Fuelling	AD OPR HR
9	Handling	AD OPR HR
10	Security	AD OPR HR
11	De-icing	NA

←	<b>12</b>	<b>Remarks</b>	All flights PPR from ATC De Kooy, civil traffic see AD 2.23 paragraph 3. 1) HOL King's Day, Liberation Day and Ascension Day (see GEN 2.1 paragraph 6): 0600-1900 (0500-1800).
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### EHKD AD 2.4 HANDLING SERVICES AND FACILITIES

<b>1</b>	<b>Cargo-handling facilities</b>	AVBL
<b>2</b>	<b>Fuel/oil types</b>	Jet A-1 /all regular types.
<b>3</b>	<b>Fuelling facilities/capacity</b>	Jet A-1: unlimited.
<b>4</b>	<b>De-icing facilities</b>	NIL
<b>5</b>	<b>Hangar space for visiting aircraft</b>	O/R
<b>6</b>	<b>Repair facilities for visiting aircraft</b>	O/R
<b>7</b>	<b>Remarks</b>	Handling agent: Ground Handling DHA Post: Ground Handling DHA Luchthavenweg 10b 1786 PP Den Helder The Netherlands Tel: +31 (0)223 677 566 Email: CHCoperationsDHR@chcheli.com Contact company/handling on 131.505. Handling by Ground Handling DHA mandatory for all commercial air traffic.

### EHKD AD 2.5 PASSENGER FACILITIES

<b>1</b>	<b>Hotels</b>	In Den Helder and surroundings.
<b>2</b>	<b>Restaurants</b>	Airport restaurant and Den Helder and surroundings.
<b>3</b>	<b>Transportation</b>	Bus, taxi and rental cars.
<b>4</b>	<b>Medical facilities</b>	Medical officer, ambulance and hospitals in Den Helder and Alkmaar.
<b>5</b>	<b>Bank and post office</b>	Den Helder.
<b>6</b>	<b>Tourist office</b>	Den Helder.
<b>7</b>	<b>Remarks</b>	NIL

### EHKD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

<b>1</b>	<b>AD category for fire fighting</b>	CAT 7.
<b>2</b>	<b>Rescue equipment</b>	AVBL
<b>3</b>	<b>Capability for removal of disabled aircraft</b>	AVBL
<b>4</b>	<b>Remarks</b>	NIL

### EHKD AD 2.7 SEASONAL AVAILABILITY - CLEARING

<b>1</b>	<b>Types of clearing equipment</b>	Snowplough and snowsweeper.
<b>2</b>	<b>Clearance priorities</b>	SAR-spot, RWY, military and civil apron.
<b>3</b>	<b>Remarks</b>	NIL

### EHKD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

<b>1</b>	<b>Apron surface and strength</b>		<b>CIV apron</b>	<b>MIL apron</b>
		Surface	ASPH	ASPH/CONC
		Strength	PCN not AVBL	PCN 42/R/C/W/T

2	Taxiway width, surface and strength	<b>TWY</b>	<b>Width (M)</b>	<b>Surface</b>	<b>Strength (PCN)</b>
		D	12	Asphalt	33/F/A/W/T
		D1	12	Asphalt	38/F/A/W/T
		D2	12	Asphalt	47/F/A/W/T
		D2X	9.5	Asphalt	21/F/A/W/T
		D3	12	Asphalt	33/F/A/W/T
		D4	12	Asphalt	47/F/A/W/T
		L	12	Asphalt	33/F/A/W/T
		LN	12	Asphalt	Not AVBL
		LS	11.1	Asphalt	Not AVBL
P	12	Asphalt	42/F/A/W/T		
3	Altimeter checkpoint location and elevation	<b>Location</b>	<b>Elevation</b>		
		MIL apron (525531N 0044704E)	2 FT AMSL		
4	VOR checkpoints	NIL			
		NIL			
5	INS checkpoints	NIL			
6	Remarks	Dummy deck PCN 37/F/A/W/T.			

**EHKD 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	<ul style="list-style-type: none"> <li>Follow-me car AVBL O/R to guide visiting aircraft from the runway to the parking area and vice versa.</li> <li>Civil apron, parking spots 2 to 12: ICAO standard heliport spot marking, apron aircraft stands, TWY centre line.</li> </ul>
	2	RWY and TWY markings and LGT	<p><b>RWY:</b> threshold, aiming point RWY 03, centre line, RWY designations, helipads HP 1, 2, 3 and 4 marked; threshold, wing bar RWY 03, edge and end lights.</p> <p><b>TWY:</b> holding points, retroreflective centre line markers TWY L, helipad HP 5 (on TWY D) marked; centre line lights TWY D1, edge lights, helipad HP 5 LGT.</p>
←	3	Stop bars	NIL
	4	Remarks	<ul style="list-style-type: none"> <li>Dispite LVP operations, holding position lights and runway guard lights not available.</li> <li>RWY 03/21: no intersection take-off signs available; values available on request to ATC.</li> </ul>

**EHKD AD 2.10 AERODROME OBSTACLES**

Area 2					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT in FT		Markings/ LGT Type, Colour
			AMSL	AGL	
1	2	3	4		5
EHKD001 <sup>1)</sup>	Trees	BTN 525533.0N 0044708.0E and 525537.0N 0044718.0E	60	56	NIL
<b>Remarks</b>					
6					
1) Considered to be close-in obstacles for RWY 03.					

- Obstacles in take-off area: see obstacle chart AD 2.EHKD-AOC-03-21.
- Relevant obstacles are day and night marked and lighted.

**EHKD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET office	De Bilt
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2	Hours of service MET office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	Woensdrecht (Joint Meteorological Group) 12 HR
4	Trend forecast Interval of issuance	TREND Every 30 MIN during AD OPR HR.
5	Briefing/consultation provided	Briefing on request from MWO-De Bilt by telephone after self-briefing <sup>1)</sup> (see item 10).
6	Flight documentation Language(s) used	Reports, forecast. English, Dutch.
7	Charts and other information available for briefing or consultation	S, P, W, T
8	Supplementary equipment available for providing information	WXR, APT
9	ATS units provided with information	RAPCON West, De Kooy Arrival, De Kooy TWR.
10	Additional information (limitation of service, etc.)	TEL: 0900 202 3341      Briefing low level flights (IFR/VFR). TEL: 0900 202 3343      Briefing IFR flights above FL 100. TEL: 0900 202 3340      Briefing balloon flights within Amsterdam FIR.  <b>Note:</b> charge for TEL briefings and consultations is € 0,50/MIN. <sup>1)</sup> Weather bulletin (Dutch language) and METARs via Dutch public TV Teletekst page 707.

**EHKD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	True BRG	Dimensions of RWY (M)	Strength (PCN) and sur- face 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
03	033.91°	1275 x 30 <sup>2)</sup>	62/F/A/W/T CONC/ASPH <sup>1)</sup>	525511.17N 0044635.39E INFO not AVBL 138 FT	2.8 FT
21	213.92°	1275 x 30	62/F/A/W/T CONC/ASPH <sup>1)</sup>	525535.09N 0044701.98E INFO not AVBL 138 FT	2.4 FT

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (M)	CWY dimen- sions (M)	Strip dimen- sions (M)	RESA dimen- sions (M)	Location and type of arresting system	OFZ
1	7	8	9	10	11	12	13
03	0	NIL	60 x 150	1395 x 150	90 x 60	NIL	NA
21	0	NIL	60 x 150	1395 x 150	120 x 80	NIL	NA

**Remarks**

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<sup>1)</sup> Exceeding PCN restrictions possible O/R.

<sup>2)</sup> Displaced RWY-end; for details see EHKD AD 2.23 paragraph 4.

**EHKD AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03	1155	1215	1155	1016	These figures apply to take-off from RWY extremity. DTHR 139 M.
	NA	725	NA	NA	Take-off from intersection with TWY D3.
	NA	587	NA	NA	Take-off from intersection with TWY D2X.
	NA	432	NA	NA	Take-off from intersection with D2. Take-off from intersection with TWY D2.

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
21	1275	1335	1275	1029	These figures apply to take-off from RWY extremity. DTHR 246 M.
	NA	872	NA	NA	Take-off from intersection with TWY D2.
	NA	715	NA	NA	Take-off from intersection with TWY D2X.
	NA	582	NA	NA	Take-off from intersection with TWY D3.

← For determination of the datum line for an intersection take-off, see EHKD AD 2.23 paragraph 5.

### EHKD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type, length, INTST	THR LGT colour, WBAR	VASIS (MEHT) PAPI	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
03	SALS 420 M LIH	G -	PAPI left/3° (50 FT)	NIL	NIL	1275 M 30 M <sup>1)</sup> LIH	R -	NIL
21	CAT I 870 M LIH	G -	PAPI left/3° (50 FT)	NIL	NIL	1275 M 30 M <sup>1)</sup> LIH	R -	NIL

#### Remarks

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<sup>1)</sup> Red from beginning of RWY to DTHR; white from DTHR to 600 M from RWY-end; amber from 600 M from RWY-end to RWY-end.

### EHKD 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	WDI: approx 90 M SW of GP-antenna, lighted.
3	TWY edge and centre line lighting	Blue edge lights, green/yellow centre line lights at RWY-end to D1.
4	Secondary power supply Switch-over time	AVBL Within 1 second.
5	Remarks	NIL

### EHKD AD 2.16 HELICOPTER LANDING AREA

1	Co-ordinates TLOF or THR of FATO Geoid undulation	HP1 525540N 0044708E Located on runway in prethreshold area RWY 21.
2	TLOF and/or FATO elevation M/FT	1 M/3 FT
3	TLOF and FATO area dimensions, surface, strength, marking	Square 20 M x 20 M, CONC, PCN 62/F/A/W/T, white edges and white letter H and white identification number 1.
4	True BRG of FATO	034° / 214°
5	Declared distances available	43 M to end of runway pavement in direction RWY 03, 1233 M to runway end in direction RWY 21.
6	APCH and FATO lighting	NIL
7	Remarks	Surface beyond FATO is runway which extends to a width of 30 M.

1	Co-ordinates TLOF or THR of FATO Geoid undulation	HP2 525530N 0044656E Located on runway at intersection D2.
2	TLOF and/or FATO elevation M/FT	1 M/3 FT

3	<b>TLOF and FATO area dimensions, surface, strength, marking</b>	Square 20 M x 20 M, ASPH, PCN 62/F/A/W/T, white edges and white identification number 2.
4	<b>True BRG of FATO</b>	034° / 214°
5	<b>Declared distances available</b>	418 M to end of runway pavement in direction RWY 03, 857 M to runway end in direction RWY 21.
6	<b>APCH and FATO lighting</b>	NIL
7	<b>Remarks</b>	Surface beyond FATO is runway which extends to a width of 30 M. Marking non-standard due to touchdown zone marking RWY 21.

1	<b>Co-ordinates TLOF or THR of FATO Geoid undulation</b>	HP3 525525N 0044650E Located on runway in vicinity of intersection D2X.
2	<b>TLOF and/or FATO elevation M/FT</b>	1 M/3 FT
3	<b>TLOF and FATO area dimensions, surface, strength, marking</b>	Square 20 M x 20 M, ASPH, PCN 62/F/A/W/T, white edges and white letter H and white identification number 3.
4	<b>True BRG of FATO</b>	034° / 214°
5	<b>Declared distances available</b>	622 M to end of runway pavement in direction RWY 03, 654 M to runway end in direction RWY 21.
6	<b>APCH and FATO lighting</b>	NIL
7	<b>Remarks</b>	Surface beyond FATO is runway which extends to a width of 30 M.

1	<b>Co-ordinates TLOF or THR of FATO Geoid undulation</b>	HP4 525518N 0044643E Located on runway in vicinity of aiming point marking RWY 03.
2	<b>TLOF and/or FATO elevation M/FT</b>	1 M/3 FT
3	<b>TLOF and FATO area dimensions, surface, strength, marking</b>	Square 27 M x 27 M, ASPH, PCN 62/F/A/W/T, white edges and white identification number 4.
4	<b>True BRG of FATO</b>	034° / 214°
5	<b>Declared distances available</b>	865 M to end of runway pavement in direction RWY 03, 410 M to runway end in direction RWY 21.
6	<b>APCH and FATO lighting</b>	NIL
7	<b>Remarks</b>	Surface beyond FATO is runway which extends to a width of 30 M. Marking non-standard due to aiming point marking RWY 03.

1	<b>Co-ordinates TLOF or THR of FATO Geoid undulation</b>	HP5 525514N 0044645E Located on TWY D.
2	<b>TLOF and/or FATO elevation M/FT</b>	1 M/3 FT.
3	<b>TLOF and FATO area dimensions, surface, strength, marking</b>	Square 20 x 20 M, ASPH, PCN 62/F/A/W/T, white edges and white letter H and white identification number 5.
4	<b>True BRG of FATO</b>	034°/214°
5	<b>Declared distances available</b>	400 M
6	<b>APCH and FATO lighting</b>	NIL
7	<b>Remarks</b>	TLOF lighted. Surface beyond FATO extends to a width of 30 M,

**EHKD AD 2.17 ATS AIRSPACE**

1	<b>Designation and lateral limits</b>	<b>DE KOOY CTR:</b> 525914N 0045532E - along clockwise arc (radius 6.5 NM, centre 525525N 0044650E) - 530143N 0044926E - 530212N 0044938E - along clockwise arc (radius 7 NM, centre 525525N 0044650E) - 525931N 0045612E - 525914N 0045532E.
2	<b>Vertical limits</b>	GND to 3000 FT AMSL.
3	<b>Airspace classification</b>	D
4	<b>ATS unit call sign Language(s)</b>	De Kooy Tower English
5	<b>Transition altitude</b>	IFR: 3000 FT AMSL; VFR: 3500 FT AMSL.
6	<b>Hours of applicability</b>	MON-FRI: 0600-2100 (0500-2000). SAT, SUN and HOL: 0600-1100 and 1400-1900 (0500-1000 and 1300-1800).
7	<b>Remarks</b>	Caution: EHR 8 is active MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or activated by NOTAM

**EHKD AD 2.18 ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Channel/ Frequency (MHz)	Hours of operation	Remarks
1	2	3	4	5
APP	De Kooy Arrival	124.230 372.150	AD OPR HR	NIL
TWR	De Kooy Tower	120.130 122.100 379.750	AD OPR HR	Outside OPR HR contact Dutch MIL Info on 132.350.
GND	De Kooy Ground	121.730	AD OPR HR	NIL
ATIS	De Kooy Information	133.010	H24	NIL

**EHKD AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

Type of aid, MAG VAR, Type of supported OPS (VOR/ILS/MLS: declination)	ID	Frequency CH service provider and reference path identifier	Hours of operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna or GBAS: eleva- tion, ellipsoid height of refer- ence point SBAS: ellips- oid height of LTP/FTP	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
DME	HDR	115.550 MHz CH102Y	H24	525424.6N 0044556.7E	0 FT	NA	Designated operational cover- age: 120 NM/FL 250; 90 NM/FL 250 BTN 015°- 150° MAG.
LOC 21 ILS CAT I/C/1 (2°E/2020)	DKY	108.900 MHz	H24	525505.0N 0044628.5E	NA	NA	NIL
DME 21	DKY	CH26X	H24	525528.7N 0044647.4E	0 FT	NA	DME reading at THR RWY 21: 0.2 NM.
GP 21	-	329.300 MHz	H24	525528.7N 0044647.4E	NA	NA	NIL
GPS	NA	L1 1575.42 MHz	H24	NA	NA	NA	NIL
EGNOS	NA	L1 1575.42 MHz <sup>1)</sup>	H24	NA	<sup>1)</sup>	NA	<sup>1)</sup> See EHKD AD 2.22 for FAS data block

## EHKD AD 2.20 LOCAL AERODROME REGULATIONS

Note: This section is not applicable.

## EHKD AD 2.21 NOISE ABATEMENT PROCEDURES

### 1 LIMITATIONS

1. Avoid overflying Den Helder 2 NM NNW of ARP.
2. Built-up areas shall be avoided as much as possible.
3. Avoid overflying campsite SE of FOXTROT below 1500 FT AMSL.
4. Due to noise abatement over Julianadorp, RNP Y approach RWY 03 only available when reported cloudbase is below 500 FT.

## EHKD AD 2.22 FLIGHT PROCEDURES

### 1 DEPARTURE PROCEDURES

#### 1.1 Start-up and taxi

##### 1.1.1 Start-up

Prior to engine start, pilots must request a start-up clearance to De Kooy Ground; a request for start-up shall include:

- callsign;
- position;
- type of aircraft;
- POB;
- ETD (in case of IFR clearance required).

The start-up clearance will include the runway in use and QNH.

##### 1.1.2 En-route clearance

When required, ATC will issue an en-route clearance as soon as possible after taxi permission has been given.

An en-route clearance contains:

- a. Clearance limit: airport of destination.
- b. Departure instructions.
- c. SSR code.

Example of an en-route clearance: "RNN345 is cleared to London, SPL 3000 FT, squawk 2123".

##### 1.1.3 Taxi

Prior to ground/air-taxi, pilots shall request taxi permission from De Kooy Tower.

#### 1.2 General remarks

##### 1.2.1 North Sea operations and helicopter main routes (HMR)

North Sea operations and HMR are described in ENR 2.2, ENR 3.4 and on chart ENR 6-3.1.

##### 1.3 Maximum speed

MAX 250 KIAS below FL 100 unless otherwise instructed.

##### 1.4 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.

##### 1.5 Communication failure

- Select transponder code 7600.
- If possible call Amsterdam ACC Supervisor on telephone number +31 (0)20 406 3999.

**Note:** Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded.

- If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure (see ENR 1.3).

**Note:** If a communication failure occurs during taxiing, aircraft shall wait until communication is re-established, light signals are issued from the tower or a follow-me car arrives.

## 1.6 SID descriptions

### 1.6.1 General remarks

- Transition altitude: 3000 FT AMSL.
- Turn radii based on a 18° bank angle and 125 KIAS.
- Procedures are designated for **helicopters** only.
- **RNAV**: The Netherlands encourages the use of RNAV routes stored in a pre-programmed navigation database on board of aircraft. Although there may be differences between the RNAV and conventional description of a route (vertically: turn altitudes and/or laterally: turn anticipation effects), the resulting flight paths are considered identical by ATC. Therefore, flying the route using the RNAV coding from the navigation database will not result in route violations.  
Furthermore:
  - Connect FMS as early as possible.
  - The KD-waypoints shall not be used in RTF procedures.
  - Turn anticipation is mandatory for all waypoints except those which are underlined, these waypoints shall be overflowed.
  - The navigation aid (e.g. VOR) mentioned in the column "Expected path terminator" is for selection of MAG station declination only.

### 1.6.2 Specific remarks

1. Only for off-shore helicopters.
2. Only AVBL when northern part of EHR8 (North of 52°58'N) is not active.
3. Only AVBL when middle part of EHR8 (between 52°51'N and 52°58'N) is not active.
4. Only AVBL when southern part of EHR8 (South of 52°51'N) is not active.
5. RNAV 1 required.

### 1.6.3 SIDs RWY 03

See charts AD 2.EHKD-SID-03.1 and AD 2.EHKD-SID-03.2.

<b>ATRIX 3L</b>	See paragraph 1.6.2 specific remark: 1, 2, 5. After departure climb to maintain 2000 FT AMSL.			
<b>ARINC designator</b>	<b>Formal description</b>	<b>Abbreviated description</b>	<b>Expected path terminator</b>	<b>Fly-over required</b>
<b>[ATRI3L]</b>	To <u>KD400</u> on course 032° MAG	<u>KD400</u> [M032]	CF (DKY)	Y
	To <u>KD401</u> on course 054° MAG	<u>KD401</u> [M054]	CF (DKY)	Y
	To KD403 on course 278° MAG	KD403 [M278]	CF (DKY)	N
	To ATRIX	ATRIX	TF	N
<b>ATRIX 3N</b>	See paragraph 1.6.2 specific remark: 1, 5. After departure climb to maintain 2000 FT AMSL.			
<b>ARINC designator</b>	<b>Formal description</b>	<b>Abbreviated description</b>	<b>Expected path terminator</b>	<b>Fly-over required</b>
<b>[ATRI3N]</b>	To <u>KD400</u> on course 032° MAG	<u>KD400</u> [M032]	CF (DKY)	Y
	To <u>KD401</u> on course 054° MAG	<u>KD401</u> [M054]	CF (DKY)	Y
	To KD402 on course 278° MAG	KD402 [M278]	CF (DKY)	N
	To KD405	KD405	TF	N
	To ATRIX	ATRIX	TF	N
<b>GIKOV 3L</b>	See paragraph 1.6.2 specific remark: 1, 2, 5. After departure climb to maintain 2000 FT AMSL.			
<b>ARINC designator</b>	<b>Formal description</b>	<b>Abbreviated description</b>	<b>Expected path terminator</b>	<b>Fly-over required</b>
<b>[GIKO3L]</b>	To <u>KD400</u> on course 032° MAG	<u>KD400</u> [M032]	CF (DKY)	Y
	To <u>KD401</u> on course 054° MAG	<u>KD401</u> [M054]	CF (DKY)	Y
	To KD404 on course 278° MAG	KD404 [M278]	CF (DKY)	N
	To GIKOV	GIKOV	TF	N
<b>KOLAV 3L</b>	See paragraph 1.6.2 specific remark: 1, 2, 5. After departure climb to maintain 2000 FT AMSL.			
<b>ARINC designator</b>	<b>Formal description</b>	<b>Abbreviated description</b>	<b>Expected path terminator</b>	<b>Fly-over required</b>
<b>[KOLA3L]</b>	To <u>KD400</u> on course 032° MAG	<u>KD400</u> [M032]	CF (DKY)	Y
	To <u>KD401</u> on course 054° MAG	<u>KD401</u> [M054]	CF (DKY)	Y
	To KOLAV on course 278° MAG	KOLAV [M278]	CF (DKY)	N

<b>LERGO 3L</b>	See paragraph 1.6.2 specific remark: 1, 3, 5. After departure climb to maintain 2000 FT AMSL.			
<b>ARINC designator</b>	<b>Formal description</b>	<b>Abbreviated description</b>	<b>Expected path terminator</b>	<b>Fly-over required</b>
<b>[LERG3L]</b>	To <u>KD400</u> on course 032° MAG	<u>KD400</u> [M032]	CF (DKY)	Y
	To <u>KD408</u> on course 082° MAG	<u>KD408</u> [M082]	CF (DKY)	Y
	To LERGO on course 263° MAG	LERGO [M263]	CF (DKY)	N

<b>NAKON 3L</b>	See paragraph 1.6.2 specific remark: 1, 3, 4, 5. After departure climb to maintain 2000 FT AMSL.			
<b>ARINC designator</b>	<b>Formal description</b>	<b>Abbreviated description</b>	<b>Expected path terminator</b>	<b>Fly-over required</b>
<b>[NAKO3L]</b>	To <u>KD400</u> on course 032° MAG	<u>KD400</u> [M032]	CF (DKY)	Y
	To <u>KD408</u> on course 082° MAG	<u>KD408</u> [M082]	CF (DKY)	Y
	To KD406 on course 263° MAG	KD406 [M263]	CF (DKY)	N
	To NAKON	NAKON	TF	N

<b>NEXAR 3L</b>	See paragraph 1.6.2 specific remark: 1, 5. After departure climb to maintain 2000 FT AMSL.			
<b>ARINC designator</b>	<b>Formal description</b>	<b>Abbreviated description</b>	<b>Expected path terminator</b>	<b>Fly-over required</b>
<b>[NEXA3L]</b>	To <u>KD400</u> on course 032° MAG	<u>KD400</u> [M032]	CF (DKY)	Y
	To <u>KD408</u> on course 082° MAG	<u>KD408</u> [M082]	CF (DKY)	Y
	To HDR on course 263° MAG	HDR [M263]	CF (DKY)	N
	To NEXAR	NEXAR	TF	N

<b>PEROR 3L</b>	See paragraph 1.6.2 specific remark: 1, 5. After departure climb to maintain FL 050.			
<b>ARINC designator</b>	<b>Formal description</b>	<b>Abbreviated description</b>	<b>Expected path terminator</b>	<b>Fly-over required</b>
<b>[PERO3L]</b>	To <u>KD400</u> on course 032° MAG	<u>KD400</u> [M032]	CF (DKY)	Y
	To KD408 on course 082° MAG	KD408 [M082]	CF (DKY)	N
	To PEROR	PEROR	TF	N

### 1.6.4 SIDs RWY 21

See charts AD 2.EHKD-SID-21.1 and AD 2.EHKD-SID-21.2.

<b>ATRIX 3M</b>	See paragraph 1.6.2 specific remark: 1, 2, 3, 5. After departure climb to maintain 2000 FT AMSL.			
<b>ARINC designator</b>	<b>Formal description</b>	<b>Abbreviated description</b>	<b>Expected path terminator</b>	<b>Fly-over required</b>
<b>[ATRI3M]</b>	Climb on course 212° MAG, at or above 400 FT AMSL turn right	[M212; A400+; R]	CA	N
	To KD407 on course 294° MAG	KD407 [M294]	CF (DKY)	N
	To ATRIX	ATRIX	TF	N

<b>ATRIX 4P</b>	See paragraph 1.6.2 specific remark: 1, 2, 5. After departure climb to maintain 2000 FT AMSL.			
<b>ARINC designator</b>	<b>Formal description</b>	<b>Abbreviated description</b>	<b>Expected path terminator</b>	<b>Fly-over required</b>
<b>[ATRI4P]</b>	Climb on course 212° MAG, at or above 400 FT AMSL turn left	[M212; A400+; L]	CA	N
	Direct to HDR	=> HDR	DF	Y
	To <u>KD401</u> on course 054° MAG	<u>KD401</u> [M054]	CF (DKY)	Y
	To KD403 on course 278° MAG	KD403 [M278]	CF (DKY)	N
	To ATRIX	ATRIX	TF	N

<b>ATRIX 4Q</b>	See paragraph 1.6.2 specific remark: 1, 5. After departure climb to maintain 2000 FT AMSL.			
<b>ARINC designator</b>	<b>Formal description</b>	<b>Abbreviated description</b>	<b>Expected path terminator</b>	<b>Fly-over required</b>
<b>[ATRI4Q]</b>	Climb on course 212° MAG, at or above 400 FT AMSL turn left	[M212; A400+; L]	CA	N
	Direct to <u>HDR</u>	=> <u>HDR</u>	DF	Y
	To <u>KD401</u> on course 054° MAG	<u>KD401</u> [M054]	CF (DKY)	Y
	To <u>KD402</u> on course 278° MAG	<u>KD402</u> [M278]	CF (DKY)	N
	To <u>KD405</u>	<u>KD405</u>	TF	N
To <u>ATRIX</u>	<u>ATRIX</u>	TF	N	
<b>GIKOV 3M</b>	See paragraph 1.6.2 specific remark: 1, 2, 3, 5. After departure climb to maintain 2000 FT AMSL.			
<b>ARINC designator</b>	<b>Formal description</b>	<b>Abbreviated description</b>	<b>Expected path terminator</b>	<b>Fly-over required</b>
<b>[GIKO3M]</b>	Climb on course 212° MAG, at or above 400 FT AMSL turn right	[M212; A400+; R]	CA	N
	To <u>KD407</u> on course 294° MAG	<u>KD407</u> [M294]	CF (DKY)	N
	To <u>GIKOV</u>	<u>GIKOV</u>	TF	N
<b>GIKOV 4P</b>	See paragraph 1.6.2 specific remark: 1, 2, 5. After departure climb to maintain 2000 FT AMSL.			
<b>ARINC designator</b>	<b>Formal description</b>	<b>Abbreviated description</b>	<b>Expected path terminator</b>	<b>Fly-over required</b>
<b>[GIKO4P]</b>	Climb on course 212° MAG, at or above 400 FT AMSL turn left	[M212; A400+; L]	CA	N
	Direct to <u>HDR</u>	=> <u>HDR</u>	DF	Y
	To <u>KD401</u> on course 054° MAG	<u>KD401</u> [M054]	CF (DKY)	Y
	To <u>KD404</u> on course 278° MAG	<u>KD404</u> [M278]	CF (DKY)	N
	To <u>GIKOV</u>	<u>GIKOV</u>	TF	N
<b>KOLAV 3M</b>	See paragraph 1.6.2 specific remark: 1, 2, 3, 5. After departure climb to maintain 2000 FT AMSL.			
<b>ARINC designator</b>	<b>Formal description</b>	<b>Abbreviated description</b>	<b>Expected path terminator</b>	<b>Fly-over required</b>
<b>[KOLA3M]</b>	Climb on course 212° MAG, at or above 400 FT AMSL turn right	[M212; A400+; R]	CA	N
	To <u>KD407</u> on course 294° MAG	<u>KD407</u> [M294]	CF (DKY)	N
	To <u>KOLAV</u>	<u>KOLAV</u>	TF	N
<b>KOLAV 4P</b>	See paragraph 1.6.2 specific remark: 1, 2, 5. After departure climb to maintain 2000 FT AMSL.			
<b>ARINC designator</b>	<b>Formal description</b>	<b>Abbreviated description</b>	<b>Expected path terminator</b>	<b>Fly-over required</b>
<b>[KOLA4P]</b>	Climb on course 212° MAG, at or above 400 FT AMSL turn left	[M212; A400+; L]	CA	N
	Direct to <u>HDR</u>	=> <u>HDR</u>	DF	Y
	To <u>KD401</u> on course 054° MAG	<u>KD401</u> [M054]	CF (DKY)	Y
	To <u>KOLAV</u> on course 278° MAG	<u>KOLAV</u> [M278]	CF (DKY)	N
<b>LERGO 3M</b>	See paragraph 1.6.2 specific remark: 1, 3, 5. After departure climb to maintain 2000 FT AMSL.			
<b>ARINC designator</b>	<b>Formal description</b>	<b>Abbreviated description</b>	<b>Expected path terminator</b>	<b>Fly-over required</b>
<b>[LERG3M]</b>	Climb on course 212° MAG, at or above 400 FT AMSL turn right	[M212; A400+; R]	CA	N
	To <u>KD407</u> on course 294° MAG	<u>KD407</u> [M294]	CF (DKY)	N
	To <u>LERGO</u>	<u>LERGO</u>	TF	N

<b>NAKON 3M</b>	See paragraph 1.6.2 specific remark: 1, 3, 4, 5. After departure climb to maintain 2000 FT AMSL.			
<b>ARINC designator</b>	<b>Formal description</b>	<b>Abbreviated description</b>	<b>Expected path terminator</b>	<b>Fly-over required</b>
<b>[NAKO3M]</b>	Climb on course 212° MAG, at or above 400 FT AMSL turn right	[M212; A400+; R]	CA	N
	To KD407 on course 294° MAG	KD407 [M294]	CF (DKY)	N
	To NAKON	NAKON	TF	N
<b>NEXAR 3M</b>	See paragraph 1.6.2 specific remark: 1, 5. After departure climb to maintain 2000 FT AMSL.			
<b>ARINC designator</b>	<b>Formal description</b>	<b>Abbreviated description</b>	<b>Expected path terminator</b>	<b>Fly-over required</b>
<b>[NEXA3M]</b>	Climb on course 212° MAG, at or above 400 FT AMSL turn left	[M212; A400+; L]	CA	N
	To NEXAR on course 191° MAG	NEXAR [M191]	CF (DKY)	N
<b>PEROR 4M</b>	See paragraph 1.6.2 specific remark: 1, 5. After departure climb to maintain FL 050.			
<b>ARINC designator</b>	<b>Formal description</b>	<b>Abbreviated description</b>	<b>Expected path terminator</b>	<b>Fly-over required</b>
<b>[PERO4M]</b>	Climb on course 212° MAG, at or above 400 FT AMSL turn left	[M212; A400+; L]	CA	N
	Direct to <u>HDR</u>	=> <u>HDR</u>	DF	Y
	To PEROR on course 049° MAG	PEROR [M049]	CF (DKY)	N

## 2 INITIAL APPROACH PROCEDURES

### 2.1 Inbound clearance

A clearance will be issued by Amsterdam ACC or MILATCC Schiphol, containing:

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

### 2.2 Maximum speed

MAX 250 KIAS below FL 100.

### 2.3 Transfer of control

Inbound traffic will be transferred by Amsterdam ACC or MILATCC Schiphol to De Kooy Arrival (traffic via Schiphol will be transferred to Schiphol Approach).

### 2.4 Approach instructions

Approach instructions will contain as applicable:

- a. Additional instructions with respect to route and level.
- b. Approach procedure.
- c. Runway in use.
- d. QNH.
- e. Transition level.
- f. MET information.
- g. Aerodrome information and other information.

**Note:** an aircraft vectored to intercept final approach shall report to ATC when established on the final approach track (ICAO Doc 4444-ATM/501 (PANS-ATM) chapter 8.9.4.1).

### 2.5 Radar service

During the initial approach radar service may be provided by Amsterdam ACC, MILATCC Schiphol, Schiphol APP or De Kooy Arrival.

### 2.6 Visual approach

The minimum initial approach altitude is 2000 FT AMSL. An IFR flight may be cleared to execute a visual approach provided that the pilot can maintain visual reference to the terrain and:

- the reported ceiling is at or above the approved initial approach level for the aircraft cleared; or
- the pilot reports at the initial approach level, or at any time during the instrument approach procedure, that the meteorological conditions are as such that with reasonable assurance a visual approach can be completed.

### 2.7 Diversion to AMSTERDAM/Schiphol (EHAM)

In case landing at EHKD with a helicopter is not possible and EHAM is filed as alternate aerodrome, there is a diversion route to EHAM RWY 22 (see chart AD 2.EHAM-IAC-22.2).

De Kooy Approach will transfer this traffic to Schiphol Approach before NIDOP (TMA boundary).

When EHAM RWY 22 is not available, execute a circling procedure to EHAM RWY 27 unless otherwise instructed by ATC.

**ROUTE: NIDOP transition**

**RNAV:** HDR / NIDOP / AM409 / AM410 / AM661 (FAF RWY 22).

## 2.8 Communication failure

### 2.8.1 General

- Select transponder code 7600.
  - If possible call Amsterdam ACC Supervisor on telephone number +31 (0)20 406 3999.
- Note:** Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded.
- If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure.

For the general procedures for IFR flights see paragraph 'Communication Failure' in ENR 1.3. In addition, for arriving flights, the following communication failure procedures apply.

### 2.8.2 Inbound clearance not received

- RNP APCH equipped proceed according to the current flight plan route to HDR.
- Maintain the last cleared and acknowledged flight level or altitude.
- After arrival over HDR, intercept the holding pattern.
- Commence descent to 2000 FT AMSL at or as near as possible to the ETO over HDR.
- After reaching 2000 FT AMSL leave HDR and carry out an RNP instrument approach procedure to the appropriate runway (see charts AD 2.EHKD-IAC-03.1 and AD 2.EHKD-IAC-21.2).

### 2.8.3 Inbound clearance received

- RNP APCH equipped proceed according to the current flight plan route to the HDR.
- Maintain the last cleared and acknowledged flight level or altitude.
- After arrival over the clearance limit, intercept the associated holding pattern.
- Commence descent to 2000 FT AMSL at the EAT last received and acknowledged.
- When no EAT has been received and acknowledged, commence descent to 2000 FT AMSL at or as near as possible to the ETO over the clearance limit.
- After reaching 2000 FT AMSL leave the holding and carry out an RNP instrument approach procedure to the assigned runway (see charts AD 2.EHKD-IAC-03.1 and AD 2.EHKD-IAC-21.2).

## 2.9 Instrument approach descriptions

**Note:** for positions of KD waypoints see relevant instrument approach charts.

### 2.9.1 Instrument approach segments RWY 03

#### 2.9.1.1 RNP Y approach RWY 03

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	NOFUD	-	-	-	-	-	+ 2000	-	-	-
002	TF	KOPFA	-	032 / (033.8)	-	3.0	-	+ 1200	-	-	RNAV 1
003	IF	FEWEX	-	-	-	-	-	+ 2000	-	-	-
004	TF	KOPFA	-	102 / (103.8)	-	3.0	-	+ 1200	-	-	RNAV 1
005	IF	TAFTU	-	-	-	-	-	+ 2000	-	-	-
006	TF	KOPFA	-	322 / (323.8)	-	3.0	-	+ 1200	-	-	RNAV 1
007	IF	KOPFA	-	-	-	-	-	+ 1200	-	-	-
008	TF	KD445	-	032 / (033.8)	-	2.5	-	+ 1200	-	-	RNP APCH
009	TF	THR03	Y	032 / (033.8)	-	2.9	-	-	-	-3.72/50	RNP APCH
010	CA	-	-	032 / (033.8)	-	-	-	+ 1000	-	-	RNP APCH
011	DF	KD444	Y	-	-	-	R	-	-	-	RNP APCH
012	DF	HDR	-	-	-	-	R	@ 2000	-	-	RNP APCH

## 2.9.1.2 RNP Z approach RWY 03

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	NIXCO	-	-	-	-	-	+ 2000	-	-	-
002	TF	EDFOS	-	070 / (071.9)	-	3.0	-	-	-	-	RNAV 1
003	IF	HDR	-	-	-	-	-	+ 2000	-	-	-
004	TF	KD440	-	129 / (130.1)	-	4.6	-	-	-	-	RNAV 1
005	TF	ASTUW	-	181 / (182.7)	-	5.0	-	+ 2000	-	-	RNAV 1
006	TF	KD441	-	259 / (260.4)	-	2.9	-	+ 2000	-	-	RNAV 1
007	TF	EDFOS	-	279 / (280.7)	-	2.0	-	+ 2000	-	-	RNAV 1
008	IF	EDFOS	-	-	-	-	-	+ 2000	-	-	-
009	TF	KD442	-	009 / (010.6)	-	3.0	-	+ 2000	-	-	RNAV 1
010	TF	HDR	Y	009 / (010.6)	-	5.2	-	-	-	-3.00/50	RNP APCH
011	CA	-	-	009 / (010.6)	-	-	-	+ 1000	-	-	RNP APCH
012	DF	KD444	Y	-	-	-	R	-	-	-	RNP APCH
013	DF	HDR	-	-	-	-	R	@ 2000	-	-	RNP APCH

## 2.9.1.3 FAS data block - RNP Y approach RWY 03

## Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHKD
Runway	03
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Y
Reference Path Data Selector	0
Reference Path Identifier	R03A
LTP/FTP Latitude	525511.1730N
LTP/FTP Longitude	0044635.3850E
LTP/FTP Ellipsoidal Height (metres)	43.0
FPAP Latitude	525538.4540N
Delta FPAP Latitude (seconds)	27.2810
FPAP Longitude	0044705.7330E
Delta FPAP Longitude (seconds)	30.3480
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 04 0B 08 05 03 C8 00 01 33 30 05 8A F0 B5 16 F2 C2 0C 02 AE 15 22 D5 00 18 ED 00 F4 01 74 01 64 00 C8 AF 3E 74 39 A7
Calculated CRC Value	3E7439A7
Supplied CRC Value	3E7439A7
Comparison Result	OK

## Required Additional Data

ICAO Code	BH
LTP/FTP Orthometric Height (metres)	0.8

**2.9.2 Instrument approach segments RWY 21****2.9.2.1 RNP Y approach RWY 21**

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	LOCFU	-	-	-	-	-	+ 2000	-	-	-
002	TF	KD454	-	122 / (124.0)	-	5.0	-	+ 1500	-	-	RNAV 1
003	TF	HOXZA	-	122 / (124.0)	-	2.0	-	+ 1200	-	-	RNAV 1
004	IF	YOJUP	-	-	-	-	-	+ 2000	-	-	-
005	TF	HOXZA	-	302 / (304.0)	-	3.0	-	+ 1200	-	-	RNAV 1
006	IF	GOHEM	-	-	-	-	-	+ 2000	-	-	-
007	TF	HOXZA	-	212 / (214.0)	-	3.0	-	+ 1200	-	-	RNAV 1
008	IF	HOXZA	-	-	-	-	-	+ 1200	-	-	-
009	TF	KD455	-	212 / (214.0)	-	2.8	-	+ 1200	-	-	RNP APCH
010	TF	THR21	Y	212 / (214.0)	-	2.4	-	-	-	-4.50/50	RNP APCH
011	CA	-	-	212 / (214.0)	-	-	-	+ 500	-	-	RNP APCH
012	DF	KD453	Y	-	-	-	L	-	-	-	RNP APCH
013	DF	HDR	-	-	-	-	R	@ 2000	-	-	RNP APCH

**2.9.2.2 RNP Z approach RWY 21**

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	PUFLA	-	-	-	-	-	+ 2000	-	-	-
002	TF	KD451	-	122 / (124.0)	-	4.5	-	+ 2000	-	-	RNAV 1
003	TF	ZOJIK	-	122 / (124.0)	-	3.0	-	+ 1700	-	-	RNAV 1
004	IF	HDR	-	-	-	-	-	+ 2000	-	-	-
005	TF	YOJUP	-	057 / (057.9)	-	7.1	-	-	-	-	RNAV 1
006	TF	JOPFI	-	032 / (034.0)	-	3.0	-	+ 2000	-	-	RNAV 1
007	TF	ZOJIK	-	302 / (304.0)	-	3.0	-	+ 1700	-	-	RNAV 1
008	IF	FAFLO	-	-	-	-	-	+ 2000	-	-	-
009	TF	ZOJIK	-	212 / (214.0)	-	3.0	-	+ 1700	-	-	RNAV 1
010	IF	ZOJIK	-	-	-	-	-	+ 1700	-	-	-
011	TF	KD452	-	212 / (214.0)	-	3.0	-	+ 1700	-	-	RNP APCH
012	TF	THR21	Y	212 / (214.0)	-	5.2	-	-	-	-3.00/50	RNP APCH
012	CA	-	-	212 / (214.0)	-	-	-	+ 500	-	-	RNP APCH
014	DF	KD453	Y	-	-	-	L	-	-	-	RNP APCH
015	DF	HDR	-	-	-	-	R	@ 2000	-120	-	RNP APCH

## 2.9.2.3 FAS data block - RNP Y approach RWY 21

## Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHKD
Runway	21
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Y
Reference Path Data Selector	0
Reference Path Identifier	E21B
LTP/FTP Latitude	525535.0820N
LTP/FTP Longitude	0044701.9810E
LTP/FTP Ellipsoidal Height (metres)	42.8
FPAP Latitude	525507.4490N
Delta FPAP Latitude (seconds)	-27.6330
FPAP Longitude	0044631.2450E
Delta FPAP Longitude (seconds)	-30.7360
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	4.50
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

## Output data

Data Block	10 04 0B 08 05 15 C8 00 02 31 32 05 54 AB B6 16 BA 92 0D 02 AC 15 1E 28 FF 30 0F FF F4 01 C2 01 64 00 C8 AF 7E 17 85 05
Calculated CRC Value	7B178505
Supplied CRC Value	7B178505
Comparison Result	OK

## Required Additional Data

ICAO Code	EH
LTP/FTP Orthometric Height (metres)	0.6

2.9.2.4 FAS data block - RNP Z approach RWY 21

**Input data**

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	BHKD
Runway	21
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E21A
LTP/FTP Latitude	525535.0820N
LTP/FTP Longitude	0044701.9810E
LTP/FTP Ellipsoidal Height (metres)	42.8
FPAP Latitude	525507.4490N
Delta FPAP Latitude (seconds)	-27.6330
FPAP Longitude	0044631.2450E
Delta FPAP Longitude (seconds)	-30.7360
Threshold Crossing Height	50.0
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**

Data Block	10 04 0B 08 05 15 D0 00 01 31 32 05 54 AB B6 16 BA 92 0D 02 AC 15 1E 28 FF E0 0F FF F4 01 2C 01 64 00 C8 AF 02 C1 6B ED
Calculated CRC Value	02C16BED
Supplied CRC Value	02C16BED
Comparison Result	OK

**Required Additional Data**

ICAO Code	BH
LTP/FTP Orthometric Height (metres)	0.6

**3 LOW VISIBILITY PROCEDURES**

During periods of low visibility the overall ATC capacity could be reduced. To guarantee aircraft safety and optimal use of ATC capacity, De Kooy uses low visibility procedures.

Phase	Conditions	Procedure
← A	RVR <= 1500 M and/or ceiling <= 300 FT	All WIP on airside will be terminated. Separation between landing aircraft will be increased to 8 NM. No opposite runway take-off and landing.
← B	RVR < 550 M	Departures only. No simultaneous ground movements.
← C	RVR < 300 M	The airport is below operational minima for arriving and departing aircraft.

## 4 VFR FLIGHT PROCEDURES

**Note:** visual approach chart see AD 2.EHKD-VAC

### 4.1 General

VFR traffic crossing the CTR shall be carried out via the VFR reporting points (see visual approach chart) at 1500 FT AMSL, unless otherwise instructed or approved by ATC.

### 4.2 VFR departures

- Unless otherwise instructed or approved climb after take-off to 1000 FT AMSL.
- Departure routes:

- ECHO departure: proceed via BRAVO to ECHO.
- OSCAR departure: proceed via HOTEL to OSCAR.
- WHISKEY departure: proceed via HOTEL to WHISKEY.
- ZULU departure: proceed via ROMEO to ZULU.

ATC discretion only, when EHR8 (partly) inactive:

- FOXTROT departure: proceed via FOXTROT to the CTR boundary.
- MIKE departure: proceed via HOTEL and MIKE to the CTR boundary.

- Leave the CTR via the designated reporting points.

### 4.3 VFR approach procedures

- Contact De Kooy TWR 2 minutes before reaching the CTR boundary for permission to enter the CTR.
- Unless otherwise instructed, enter the CTR via designated reporting points (see visual approach chart) at 1500 FT AMSL and maintain.
- Descent to circuit altitude according the joining procedure which will be instructed by ATC:

- Overhead joining (1500 FT AMSL):** report overhead, join downwind and descend to 1000 FT AMSL.
- Direct joining (ATC discretion only):** after passing one of the points BRAVO, FOXTROT, HOTEL, or ROMEO, join the circuit and descend to circuit altitude as instructed by ATC.

- VFR arrivals:

- ECHO arrival: proceed via ECHO to BRAVO.
- OSCAR arrival: proceed via OSCAR to HOTEL.
- WHISKEY arrival: proceed via WHISKEY to HOTEL.
- ZULU arrival: proceed via ZULU to ROMEO.

ATC discretion only, when EHR8 (partly) inactive:

- FOXTROT arrival: at CTR boundary proceed to FOXTROT.
- MIKE arrival: at CTR boundary proceed via MIKE to HOTEL.

### 4.4 VFR traffic circuits

- RWY 03: righthand circuit at 1000 FT AMSL.
- RWY 21: lefthand circuit at 1000 FT AMSL.

### 4.5 Helicopter crosswind procedures

In case of excessive wind and upon request of the pilot, helicopters are allowed to depart/approach into the wind from/to mentioned helipads with prescribed circuit directions (only for (special)VFR departures/arrivals or visual landings). If it is the pilots intention to continue IFR after departure, contact as soon as practicable De Kooy Arrival (in accordance with the tower controller) to follow a SID.

Helipad	Departure direction	Landing direction
HP1	090°	270°
HP2	270°	090°
HP4	170° / 350°	170° / 350°

### 4.6 Communication failure procedures for VFR flights

- Select transponder code 7600.
- If possible call Amsterdam ACC Supervisor on telephone number +31 (0)20 406 3999.

**Note:** Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded.

- If telephone connection is disconnected prematurely (before read-back):
  - Climb/descent to 1500 FT AMSL according to the last known local QNH.
  - Join a regular VFR arrival route at 1500 FT AMSL.
  - Proceed to the west side of the runway at 1500 FT AMSL (via overhead when required to cross the centre line).

4. When clear of centre line descend 500 FT AAL and proceed along the west side of the runway in use (direction upwind). If possible, fly "wagging wings" and flash landing lights.
5. When passing upwind threshold turn downwind, maintain 500 FT AAL.
6. When green light signal issued on downwind, continue the approach. In case of a red light signal, start orbiting on downwind at 500 FT AAL and wait for a green light signal.
7. On final, landing clearance will be issued by a green light signal.
8. After landing, vacate the runway and follow taxi instructions as issued by light signals.
9. In case of any additional emergency remain on the runway.

**Note:** If a communication failure occurs during taxiing, aircraft shall wait until communication is re-established, light signals are issued from the tower or a follow-me car arrives.

## EHKD AD 2.23 ADDITIONAL INFORMATION

### 1 CAUTIONS AND ADDITIONAL INFORMATION

1. Intensive training operations with helicopters and light aircraft.
2. Light aircraft and model flying daily outside operational hours.
3. Glider site Noordkop is located 8 NM east of ARP, just outside the CTR.
4. UAS activities in the port of Den Helder MON-FRI 0600-1430 (0500-1330). For more information, contact ATC De Kooy.
5. UAS activities on the military base at the southeast point of Texel.
6. Overflying the gas plant (0.5 NM east of ARP) below 1000 FT AMSL is prohibited.

### 2 EHR8 (Den Helder)

EHR8 is active MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or activated by NOTAM: see ENR 5.1.  
This area is partly overlapping the CTR, **the east boundary of EHR8 is situated east of the dunes.**

### ← 3 PPR CIVIL TRAFFIC

Civil traffic requesting prior permission contact Den Helder Airport:

Email: [chcooperationsdhr@chcheli.com](mailto:chcooperationsdhr@chcheli.com)

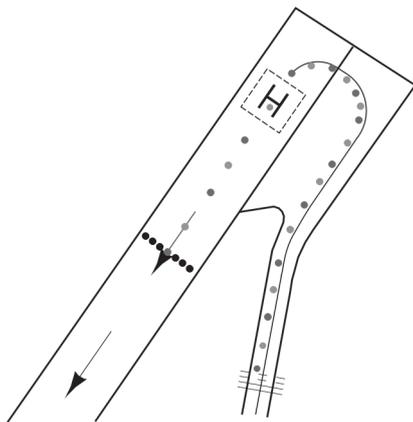
A standard request form can be obtained through the above mentioned email address or can be found on the webpage of Den Helder Airport <https://denhelderairport.nl/eng/information-for-pilots/>. When intending a full stop landing at De Kooy, please also include refuel, accommodation or other requirements.

**Note:** only fully completed requests will be considered.

### 4 DISPLACED RUNWAY END RWY 03

After landing RWY 03, passing the runway end lights at taxiing speed is allowed. Beyond the runway end lights the pavement is classified as taxiway and equipped with alternating green/yellow centre line lights up to exit D1.

Take-off RWY 21 is allowed from the runway extremity.



### 5 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.

The loss of runway length due to alignment of the aircraft prior to take-off should be taken into account by the operators for the calculation of the aircraft's take-off mass (ICAO Annex 6, Part 1, paragraph 5.2.8).

## EHKD AD 2.24 CHARTS RELATED TO AN AERODROME

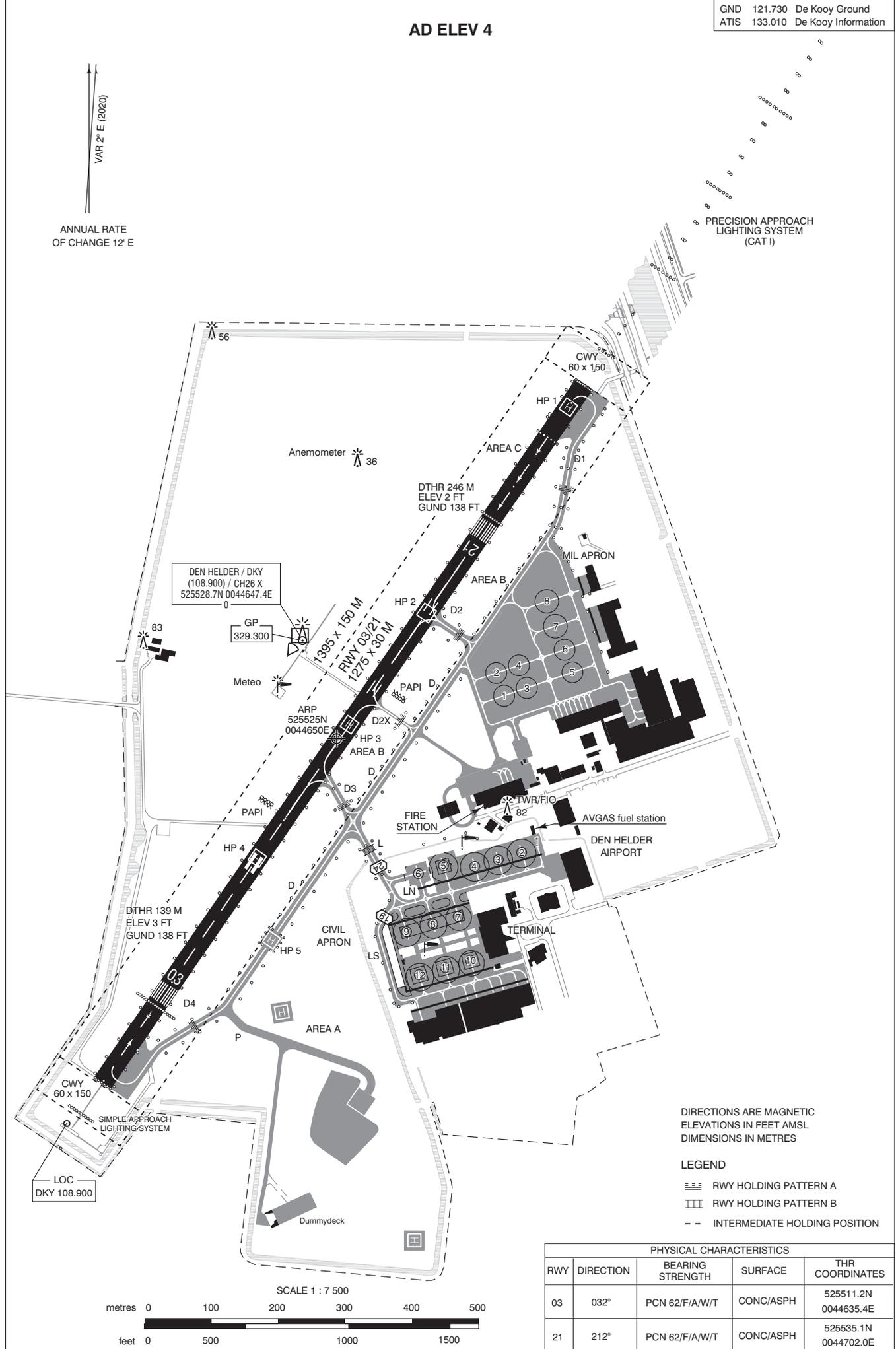
Type of chart	Page
Aerodrome chart	AD 2.EHKD-ADC
Aircraft parking / docking chart	AD 2.EHKD-APDC
Aerodrome obstacle chart RWY 03/21	AD 2.EHKD-AOC-03-21

Type of chart	Page
Standard instrument departure chart RWY 03 CAT H	AD 2.EHKD-SID-03.1
Standard instrument departure chart RWY 03 CAT H	AD 2.EHKD-SID-03.2
Standard instrument departure chart RWY 21 CAT H	AD 2.EHKD-SID-21.1
Standard instrument departure chart RWY 21 CAT H	AD 2.EHKD-SID-21.2
Standard arrival chart CAT H	AD 2.EHKD-STAR
Instrument approach chart RNP Z RWY 03	AD 2.EHKD-IAC-03.1
Instrument approach chart RNP Y RWY 03 CAT H	AD 2.EHKD-IAC-03.2
Instrument approach chart ILS or LOC RWY 21	AD 2.EHKD-IAC-21.1
Instrument approach chart RNP Z RWY 21	AD 2.EHKD-IAC-21.2
Instrument approach chart RNP Y RWY 21 CAT H	AD 2.EHKD-IAC-21.3
Visual approach chart/VFR procedures	AD 2.EHKD-VAC



AD ELEV 4

GND 121.730 De Kooy Ground  
ATIS 133.010 De Kooy Information



VAR 2° E (2020)  
ANNUAL RATE OF CHANGE 12' E

PRECISION APPROACH LIGHTING SYSTEM (CAT I)

DEN HELDER / DKY  
(108.900) / CH26 X  
525528.7N 0044647.4E

ARP  
525525N  
0044650E

LOC  
DKY 108.900

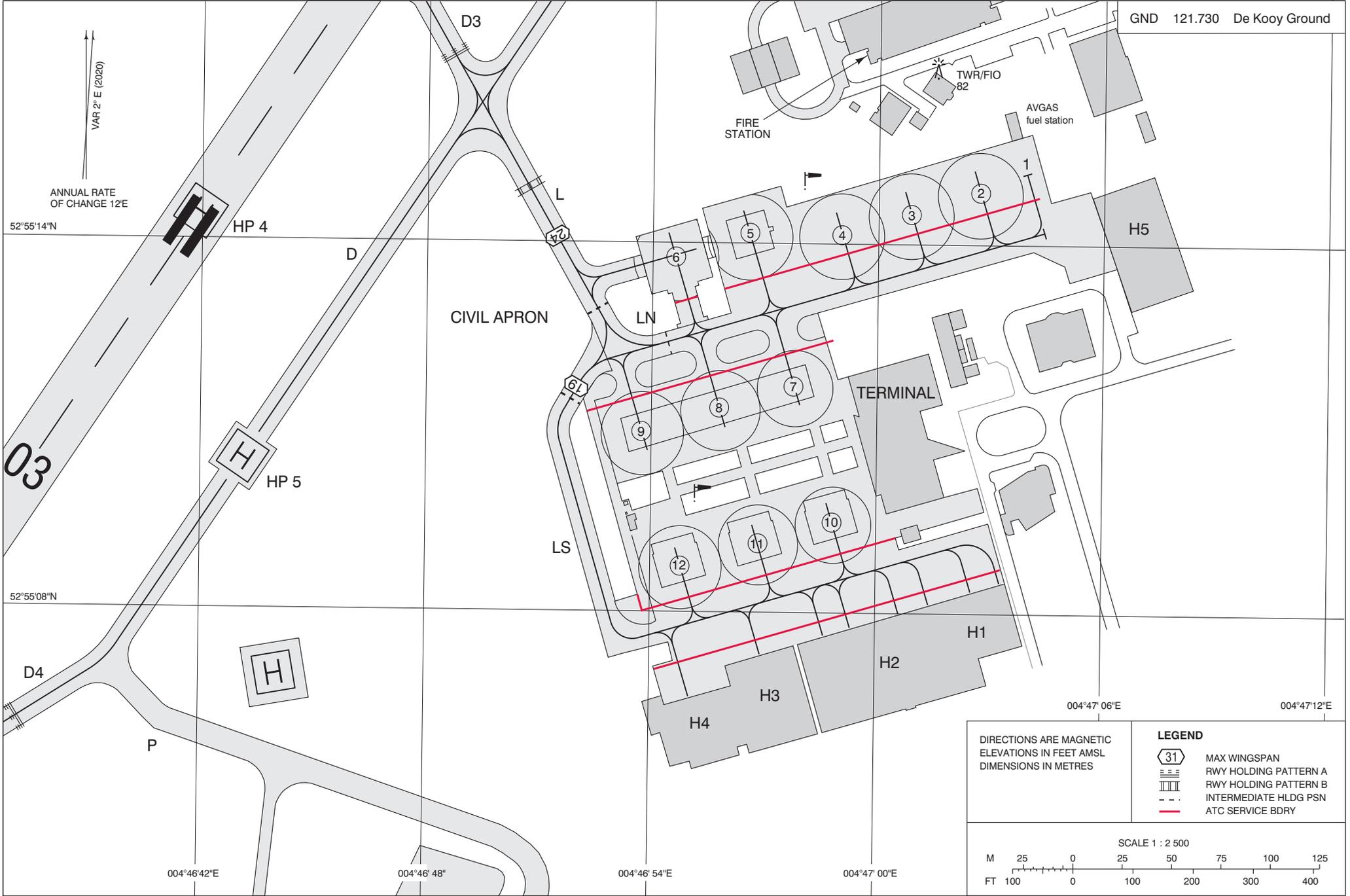
DIRECTIONS ARE MAGNETIC ELEVATIONS IN FEET AMSL DIMENSIONS IN METRES

- LEGEND
- RWY HOLDING PATTERN A
  - RWY HOLDING PATTERN B
  - INTERMEDIATE HOLDING POSITION



PHYSICAL CHARACTERISTICS				
RWY	DIRECTION	BEARING STRENGTH	SURFACE	THR COORDINATES
03	032°	PCN 62/F/A/W/T	CONC/ASPH	525511.2N 0044635.4E
21	212°	PCN 62/F/A/W/T	CONC/ASPH	525535.1N 0044702.0E





DIRECTIONS ARE MAGNETIC  
ELEVATIONS IN FEET AMSL  
DIMENSIONS IN METRES

**LEGEND**

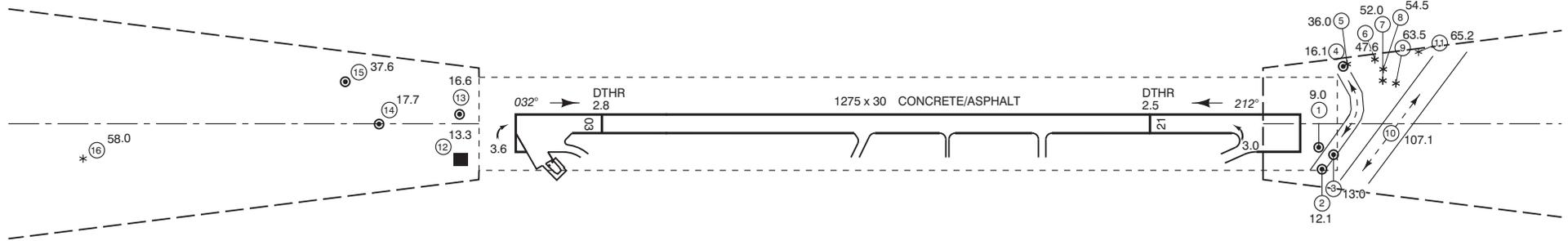
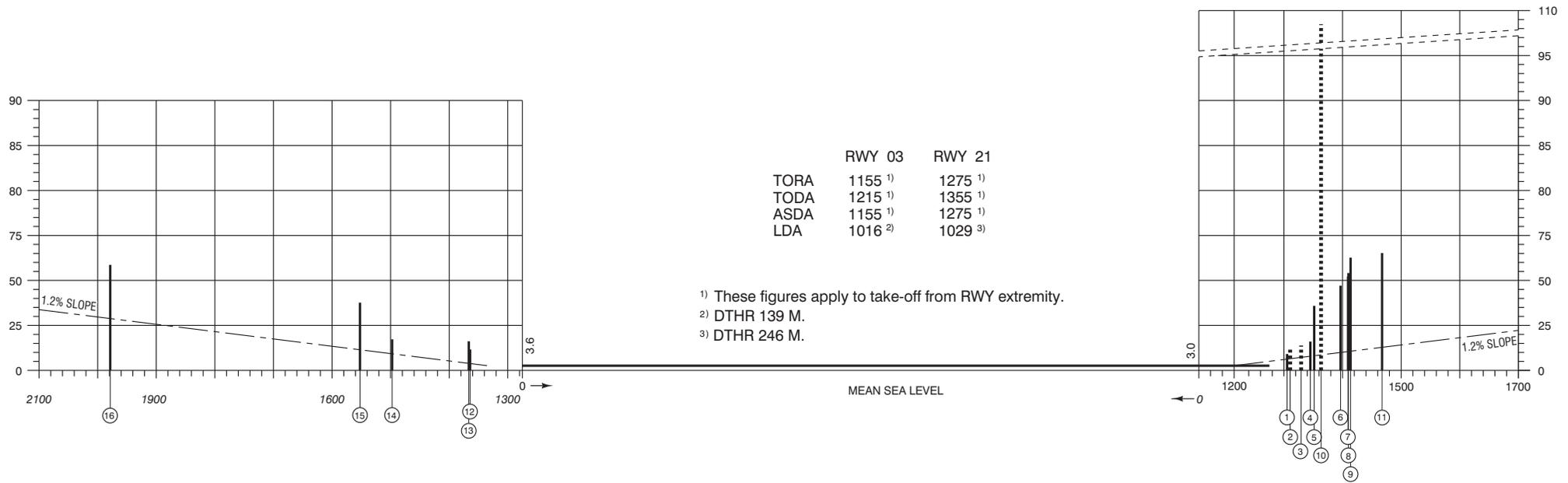
- MAX WINGSPAN
- RWY HOLDING PATTERN A
- RWY HOLDING PATTERN B
- INTERMEDIATE HLDG PSN
- ATC SERVICE BDRY

SCALE 1 : 2 500

M 25 0 25 50 75 100 125  
FT 100 0 100 200 300 400

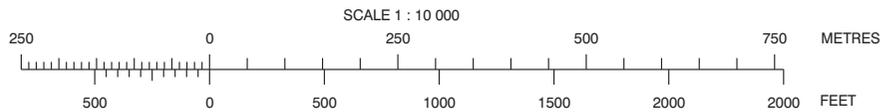
CHANGE: TWY D3, D31 and D32 renamed TWY L, LN and LS; editorial.





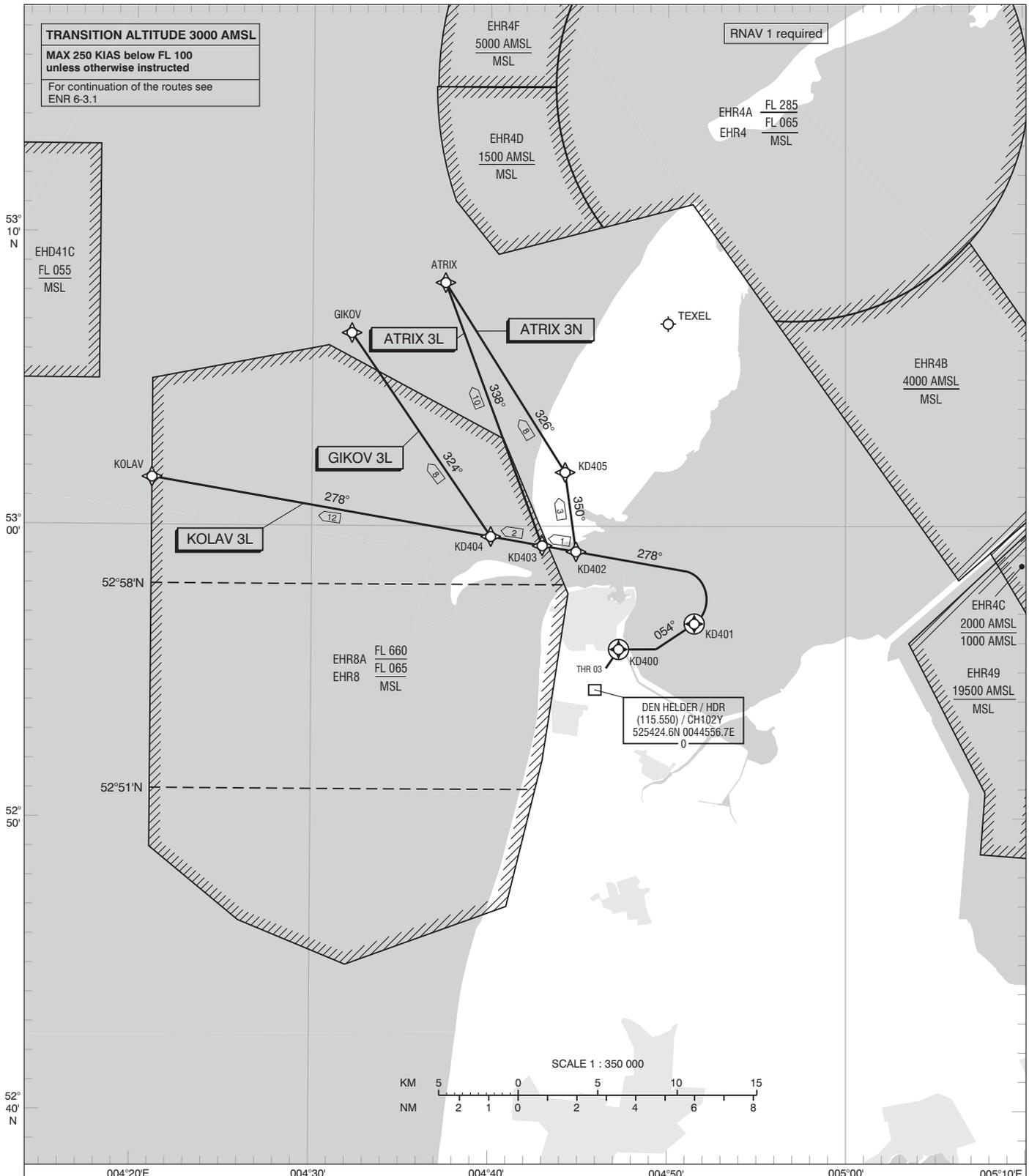
MAGNETIC VARIATION : 2° E (2020)  
 DIMENSIONS IN METRES  
 ELEVATIONS IN FEET  
 DIRECTIONS ARE MAGNETIC

- ⑮ IDENTIFICATION NUMBER
- \* TREE
- ⊙ POLE, TOWER, SPIRE, ANTENNA, CHIMNEY
- BUILDING OR LARGE STRUCTURE
- ⤴ TRAFFIC (IN PLAN)
- ⋯ TRAFFIC (IN PROFILE)
- ⊗ WINDMILL



SURVEYING AGENCY : Geodesie, Royal Netherlands Air Force.  
 DATE OF SURVEY : JUL 2018





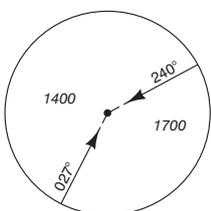
**NOTES:**

- Noise abatement procedures for off-shore helicopters only.
- For noise abatement maintain rate of climb of 1000 FT/MIN upto 2000 FT, if possible.

KD400	525547.7N 0044716.0E
KD401	525640.2N 0045130.6E
KD402	525907.7N 0044451.5E
KD403	525919.8N 0044257.5E
KD404	525938.3N 0044003.9E
KD405	530150.3N 0044414.0E

TWR	120.130	De Kooy Tower
APP	124.230	De Kooy Arrival
ATIS	133.010	De Kooy Information

MSA BASED ON HDR DME

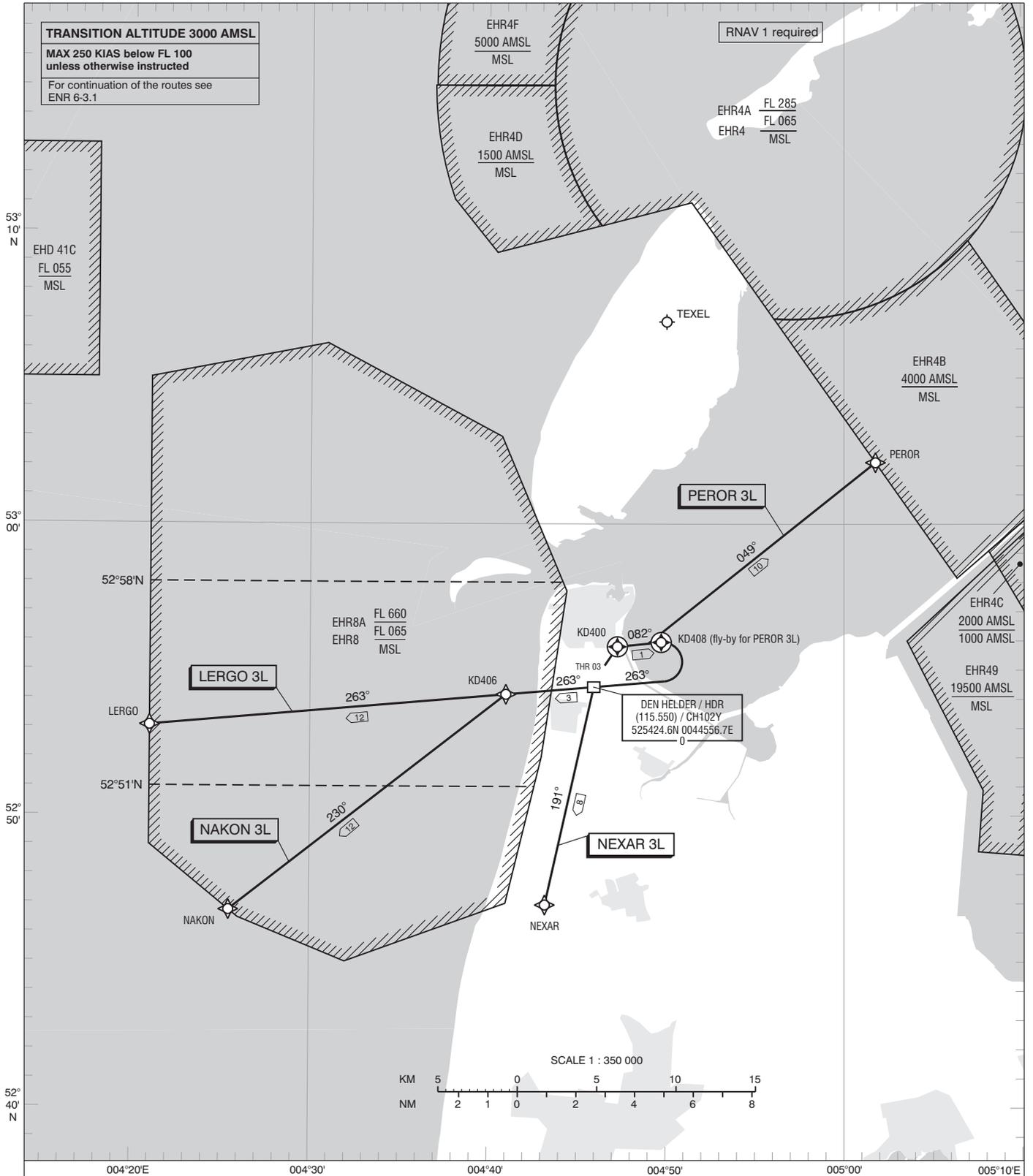


DISTANCES IN NM  
ALTITUDES IN FEET  
DIRECTIONS ARE MAGNETIC

AVERAGE VAR 2° E (2020)

— SID  
= ATS ROUTE





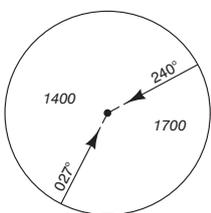
**NOTES:**

- Noise abatement procedures for off-shore helicopters only.
- For noise abatement maintain rate of climb of 1000 FT/MIN upto 2000 FT, if possible.

KD400	525547.7N	0044716.0E
KD406	525409.3N	0044100.4E
KD408	525556.9N	0044943.8E

TWR	120.130	De Kooy Tower
APP	124.230	De Kooy Arrival
ATIS	133.010	De Kooy Information

MSA BASED ON HDR DME

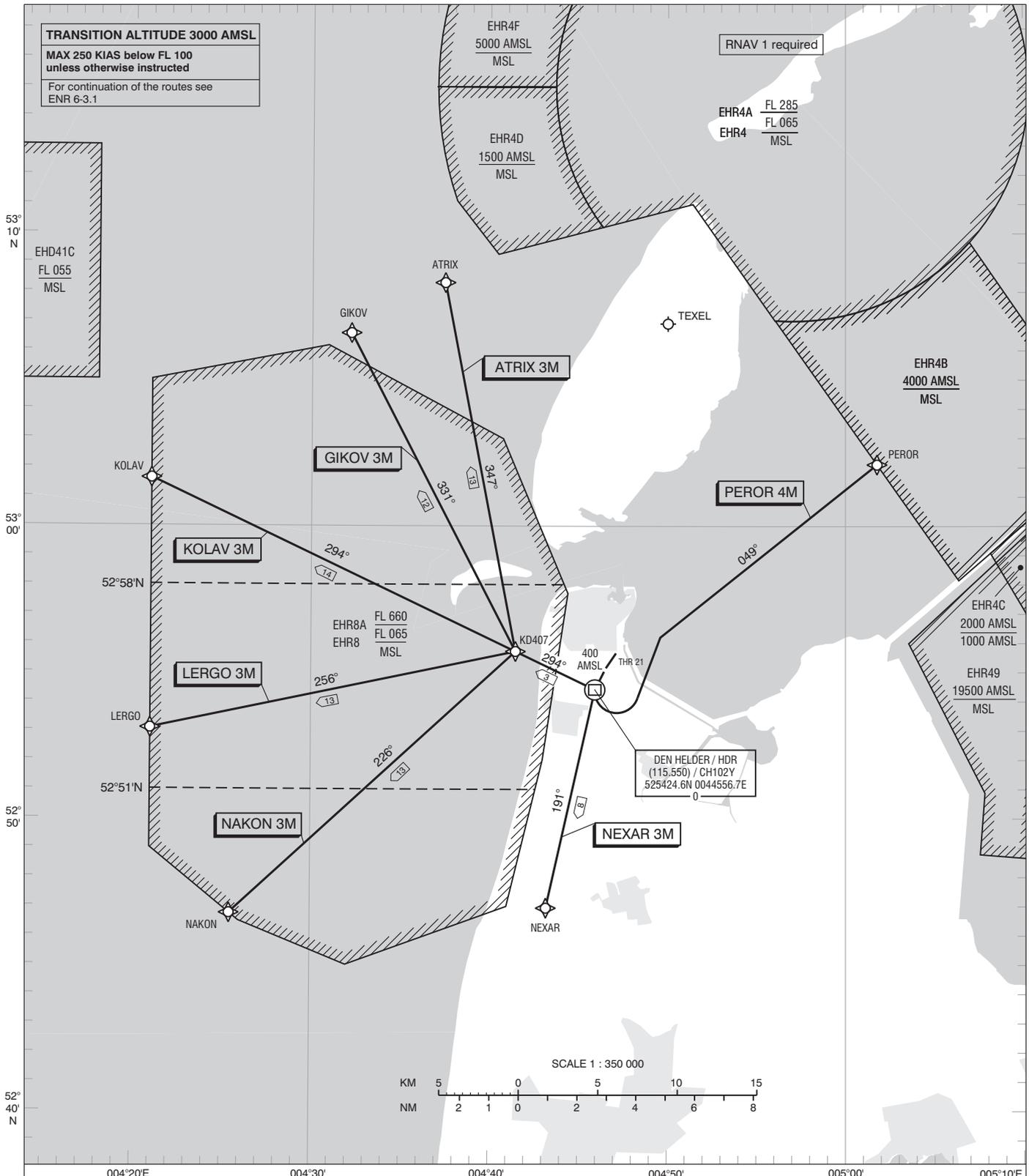


DISTANCES IN NM  
ALTITUDES IN FEET  
DIRECTIONS ARE MAGNETIC

AVERAGE VAR 2° E (2020)

— SID  
= ATS ROUTE





**TRANSITION ALTITUDE 3000 AMSL**  
MAX 250 KIAS below FL 100 unless otherwise instructed  
For continuation of the routes see ENR 6-3.1

RNAV 1 required

EHR4A FL 285  
EHR4 FL 065  
MSL

EHR4F  
5000 AMSL  
MSL

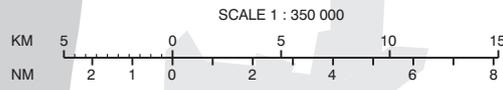
EHR4D  
1500 AMSL  
MSL

EHR4B  
4000 AMSL  
MSL

EHR4C  
2000 AMSL  
1000 AMSL

EHR49  
19500 AMSL  
MSL

DEN HELDER / HDR  
(115.550) / CH102Y  
525424.6N 0044556.7E



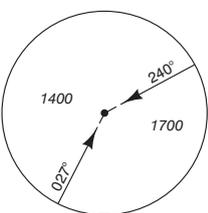
**NOTES:**

- Noise abatement procedures for off-shore helicopters only.
- For noise abatement maintain rate of climb of 1000 FT/MIN upto 2000 FT, if possible.

KD407 525542.8N 0044128.8E

TWR	120.130	De Kooy Tower
APP	124.230	De Kooy Arrival
ATIS	133.010	De Kooy Information

MSA BASED ON HDR DME

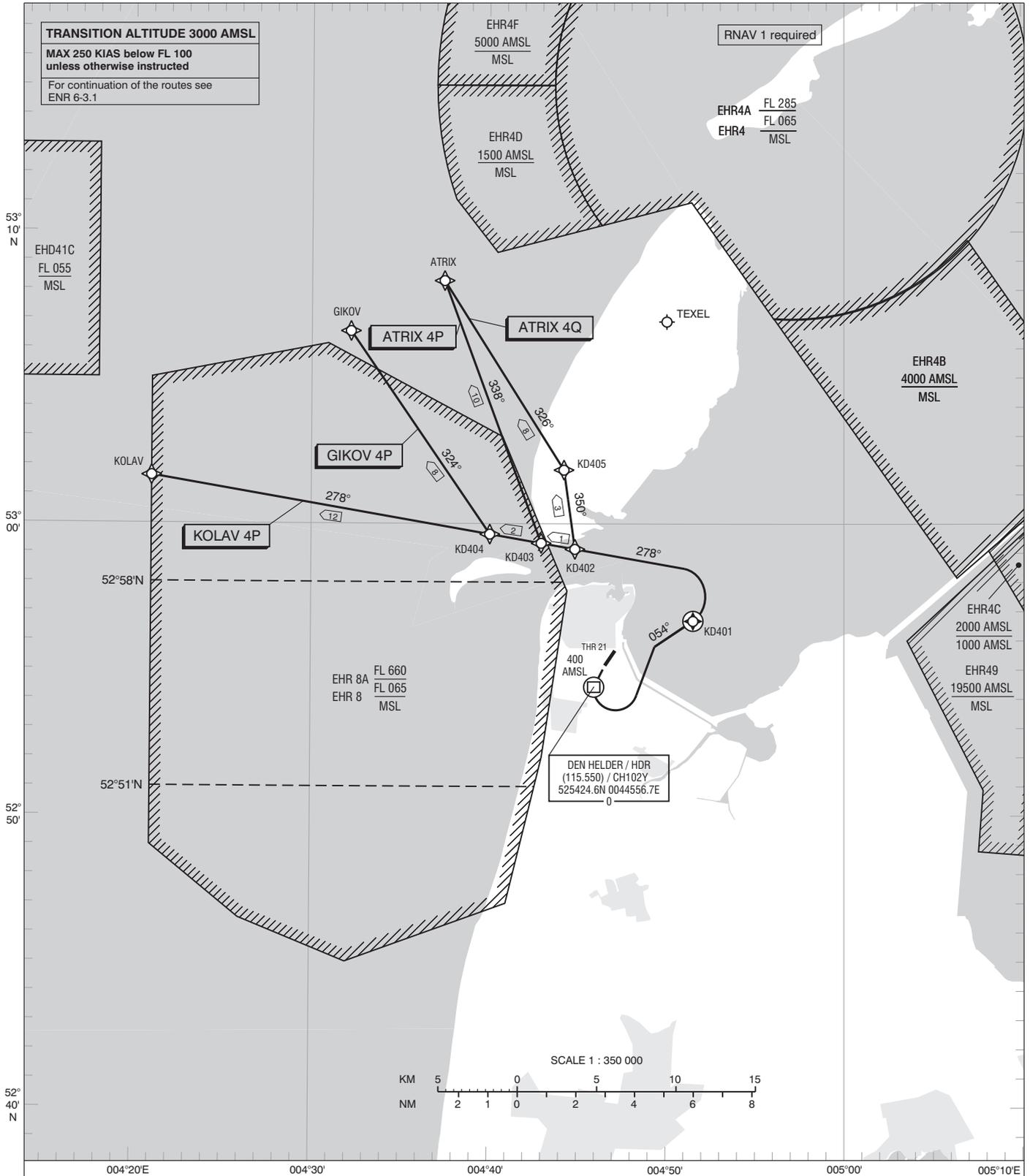


DISTANCES IN NM  
ALTITUDES IN FEET  
DIRECTIONS ARE MAGNETIC  
AVERAGE VAR 2° E (2020)

— SID  
= ATS ROUTE

CHANGE: DME HDR; editorial.





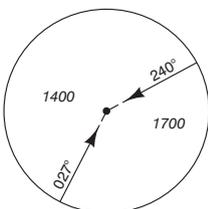
**NOTES:**

- Noise abatement procedures for off-shore helicopters only.
- For noise abatement maintain rate of climb of 1000 FT/MIN upto 2000 FT, if possible.

KD401	525640.2N 0045130.6E
KD402	525907.7N 0044451.5E
KD403	525919.8N 0044257.5E
KD404	525938.3N 0044003.9E
KD405	530150.3N 0044414.0E

TWR	120.130	De Kooy Tower
APP	124.230	De Kooy Arrival
ATIS	133.010	De Kooy Information

MSA BASED ON HDR DME



DISTANCES IN NM  
ALTITUDES IN FEET  
DIRECTIONS ARE MAGNETIC

AVERAGE VAR 2° E (2020)

— SID  
= ATS ROUTE



TRANSITION LEVEL BY ATC  
TRANSITION ALTITUDE 3000 AMSL  
MAX 250 KIAS below FL 100  
unless otherwise instructed  
FOR ATS ROUTES see ENR 6-3.1

RNAV 1 required

EHR4E  
FL 285  
10000 AMSL

EHR4F  
5000 AMSL  
MSL

EHR4D  
1500 AMSL  
MSL

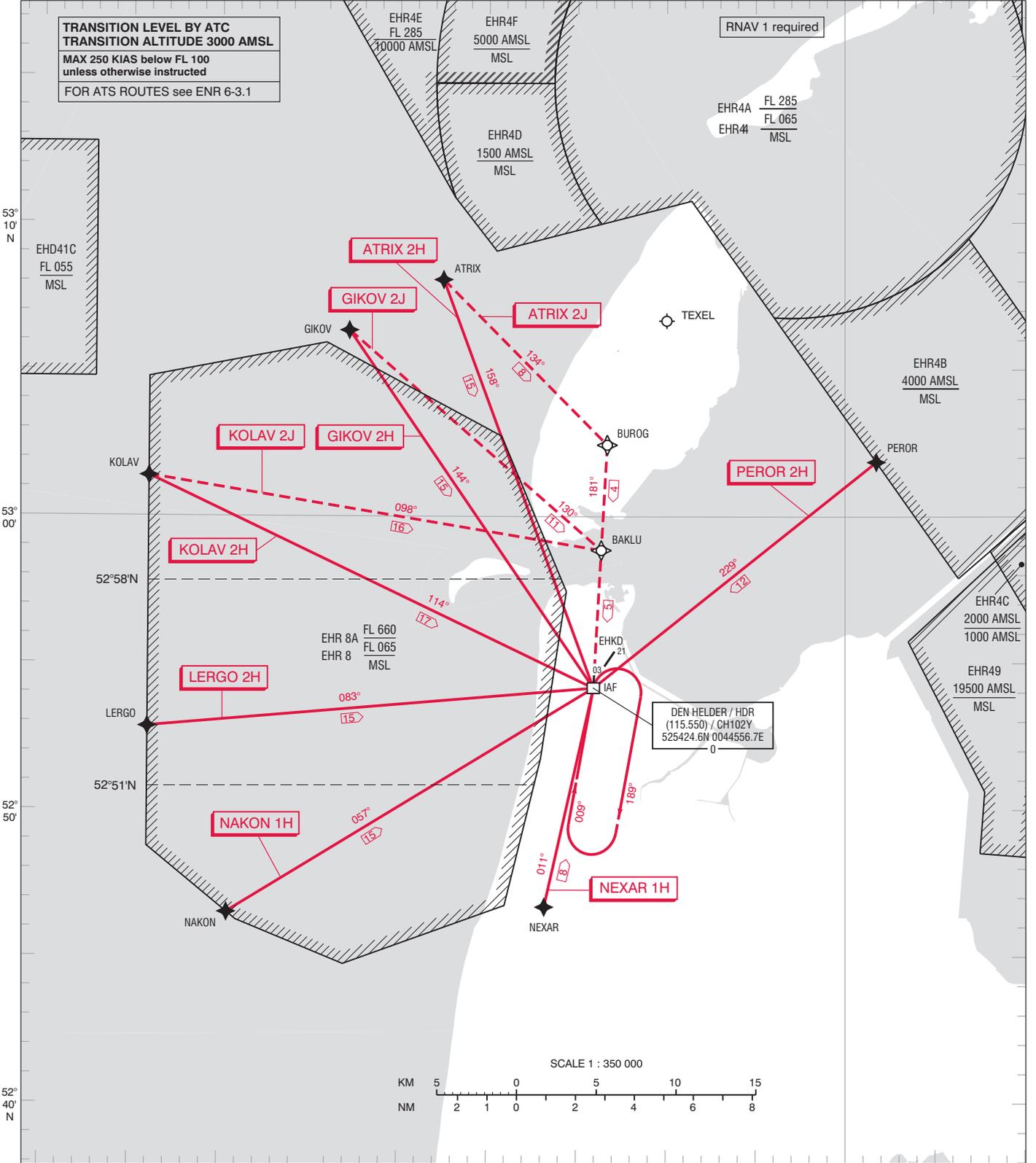
EHR4A  
FL 285  
EHR4  
FL 065  
MSL

EHR4B  
4000 AMSL  
MSL

EHR4C  
2000 AMSL  
1000 AMSL

EHR49  
19500 AMSL  
MSL

DEN HELDER / HDR  
(115.550) / CH102Y  
525424.6N 0044556.7E  
0



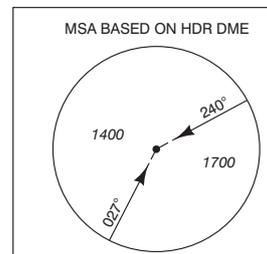
NOTES:

1. For off-shore helicopters only.

AVERAGE VAR 2° E (2020)  
DISTANCES IN NM  
ALTITUDES IN FEET  
DIRECTIONS ARE MAGNETIC

STAR  
STAR WHEN ACTIVITIES IN EHR8.

APP	124.230	De Kooy Arrival
TWR	120.130	De Kooy Tower
	122.100	
ATIS	133.010	De Kooy Information





**NOTES:**

1. Final track 23° offset from RWY centreline.

RNP APCH required

EHR4B  
4000 AMSL  
MSL

AD ELEV 4

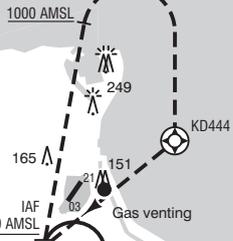
VAR 2° E (2020)

53° N

52° 50' N

EHR8A  
FL 660  
EHR8  
FL 065  
MSL

DEN HELDER / HDR  
(115.550) / CH102Y  
525424.6N 0044556.7E  
0



MAX 140 KIAS  
2000  
1 MIN

EHR49  
19500 AMSL  
MSL

NOORDKOP  
673



129°  
4.6



189°  
5.2



009°  
3.0



009°  
3.0



070°  
3.0



279°  
2.0



259°  
2.9



009°



MAPt  
HDR



1.4 HDR  
MNM 550 AMSL



0.6 HDR  
MNM 390 AMSL



THR ELEV 3  
TCH 50 FT

SCALE 1 : 250 000



APP	124.230	De Kooy Arrival
TWR	120.130	De Kooy Tower
	122.100	
GND	121.730	De Kooy Ground
	121.500	General Emergency
ATIS	133.010	De Kooy Information

TRANSITION LEVEL BY ATC  
TRANSITION ALTITUDE 3000 FT AMSL

Missed approach  
- At MAPt maintain final track 009° MAG and climb to 2000 FT AMSL.  
- At 1000 FT AMSL turn right to KD444.  
- At KD444 turn right to HDR and join the holding at 2000 FT AMSL.  
- Inform ATC.

IAF  
MNM 2000 AMSL

IF  
EDFOS  
MNM 2000 AMSL

FAF  
KD442  
MNM 2000 AMSL

1.4 HDR  
MNM 550 AMSL

0.6 HDR  
MNM 390 AMSL

THR ELEV 3

1300

1300

550

390 OCA

TCH 50 FT

DIST RELATED TO HDR DME



GS IN KT	60	80	100	120	140
VERTICAL SPEED	320 FT/MIN	425 FT/MIN	530 FT/MIN	745 FT/MIN	850 FT/MIN

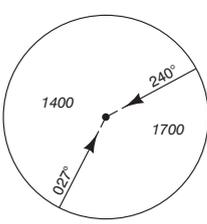
OCA (OCH) ELEV THR 03: 3 FT

ACFT CAT	LPV	LNAV/VNAV MNM TEMP -15°C	LNAV	CIRCLING*
A	NOT ALLOWED		390 (387)	510 (506)
B			420 (417)	550 (546)
C	NOT ALLOWED			
D				
H	NOT ALLOWED		320 (317)	510 (506)

\* - Circling NW of RWY and extended RWY centreline prohibited.  
- Overflying the gas venting site situated APRX1000 M east of the RWY must be avoided.

KD440 525127.6N 0045144.4E  
KD441 524559.7N 0044640.7E  
KD442 524918.5N 0044421.4E  
KD444 525618.5N 0044946.7E

MSA BASED ON HDR DME



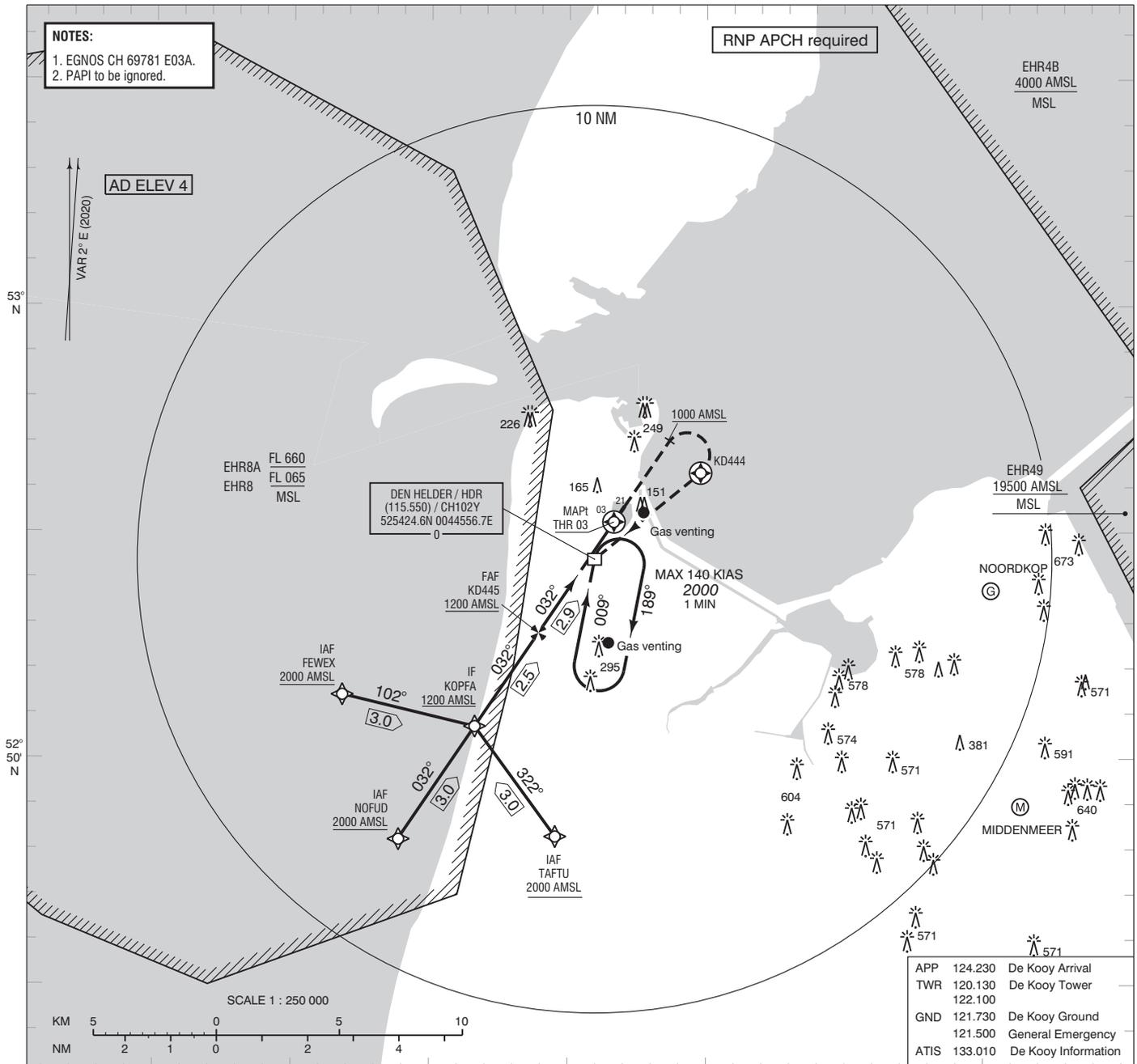
CEILING AND VISIBILITY MINIMA			
TAKE-OFF	DAY:	NA	NIGHT:
LANDING	DAY:	NA	NIGHT:

DIRECTIONS ARE MAGNETIC  
DISTANCES IN NM  
ALTITUDES AND ELEVATIONS  
IN FEET



**NOTES:**  
1. EGNOS CH 69781 E03A.  
2. PAPI to be ignored.

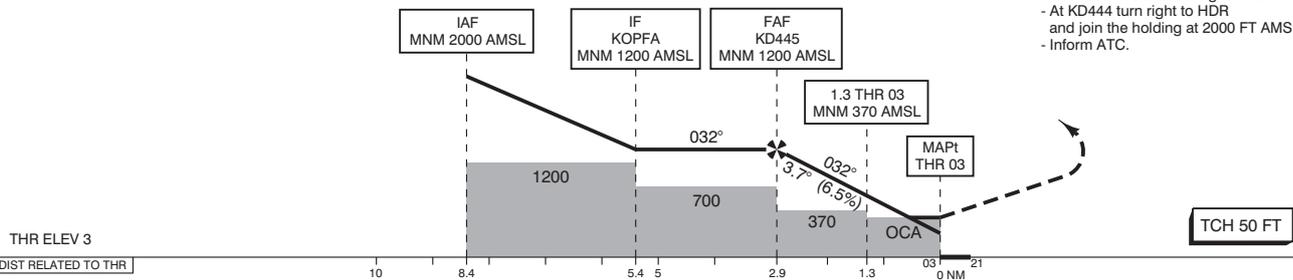
RNP APCH required



APP	124.230	De Kooy Arrival
TWR	120.130	De Kooy Tower
GND	121.730	De Kooy Ground
	121.500	General Emergency
ATIS	133.010	De Kooy Information

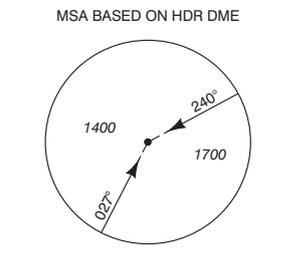
TRANSITION LEVEL BY ATC  
TRANSITION ALTITUDE 3000 FT AMSL

Missed approach  
 - At MAP1 maintain final track 032° MAG and climb to 2000 FT AMSL.  
 - At 1000 FT AMSL turn right to KD444.  
 - At KD444 turn right to HDR and join the holding at 2000 FT AMSL.  
 - Inform ATC.



GS IN KT	60	80	100	120	140
VERTICAL SPEED	395 FT/MIN	530 FT/MIN	660 FT/MIN	790 FT/MIN	920 FT/MIN

OCA (OCH) ELEV THR 03: 3 FT				
ACFT CAT	LPV	LNAV/VNAV MNM TEMP -15°C	LNAV	CIRCLING*
H	203 (200)	NOT ALLOWED	350 (347)	510 (506)
* - Circling NW of RWY and extended RWY centreline prohibited. - Overflying the gas venting site situated APPR1000 M east of the RWY must be avoided. - PAPI 3° - Not aligned with instrument procedure vertical path.				
CEILING AND VISIBILITY MINIMA				
TAKE-OFF	DAY:	NA	NIGHT:	NA
LANDING	DAY:	NA	NIGHT:	NA

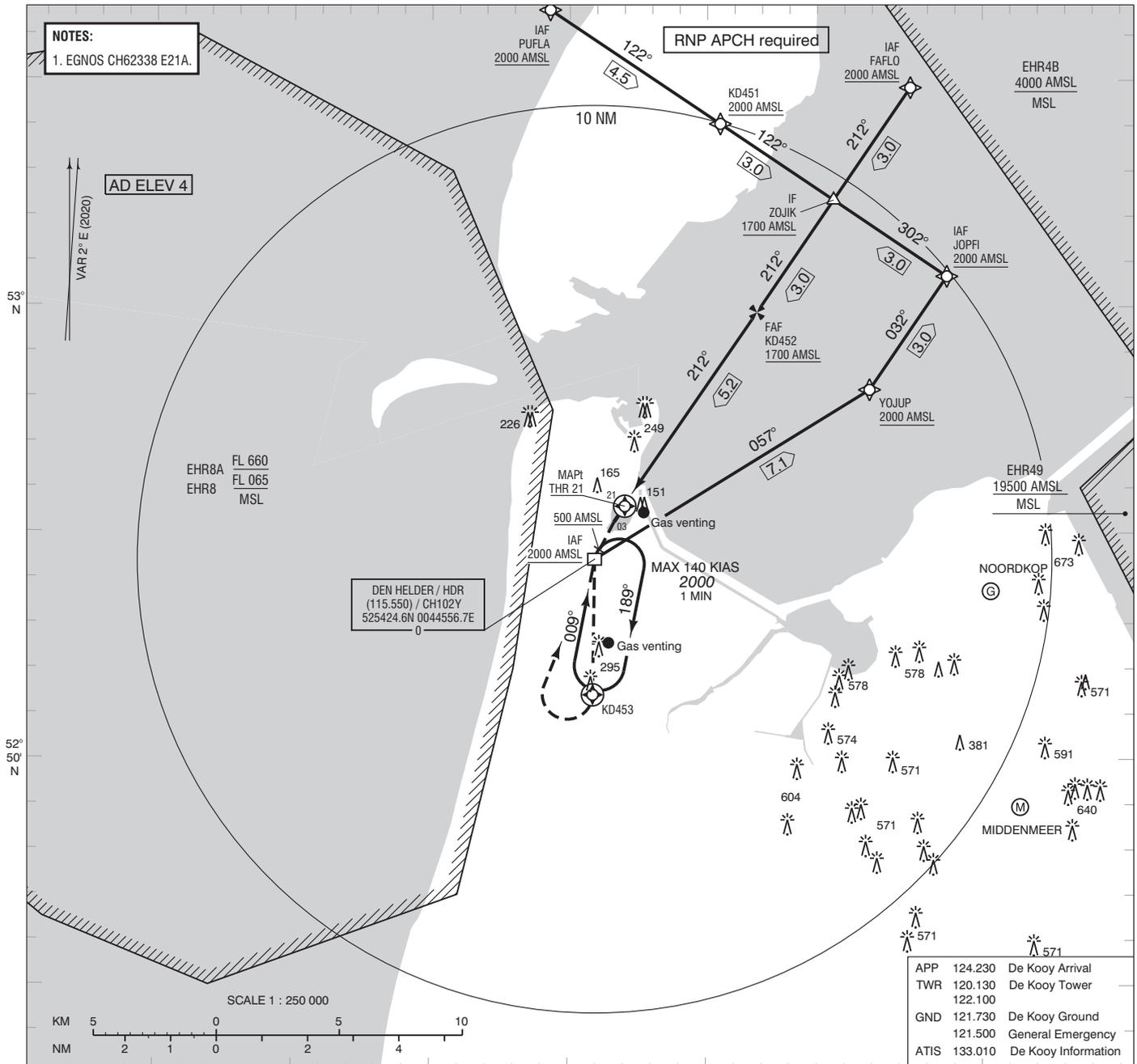








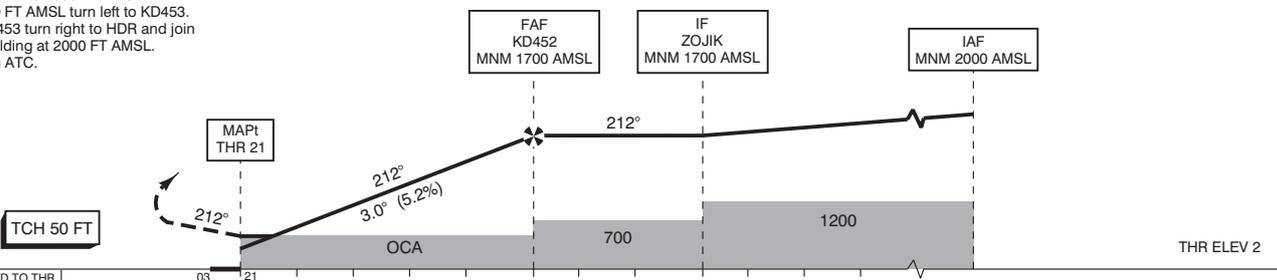
**NOTES:**  
1. EGNOS CH62338 E21A.



APP	124.230	De Kooy Arrival
TWR	120.130	De Kooy Tower
	122.100	
GND	121.730	De Kooy Ground
	121.500	General Emergency
ATIS	133.010	De Kooy Information

**Missed approach**  
 - At MAPt maintain final track 212° MAG and climb to 2000 FT AMSL.  
 - At 500 FT AMSL turn left to KD453.  
 - At KD453 turn right to HDR and join the holding at 2000 FT AMSL.  
 - Inform ATC.

**TRANSITION LEVEL BY ATC  
TRANSITION ALTITUDE 3000 FT AMSL**

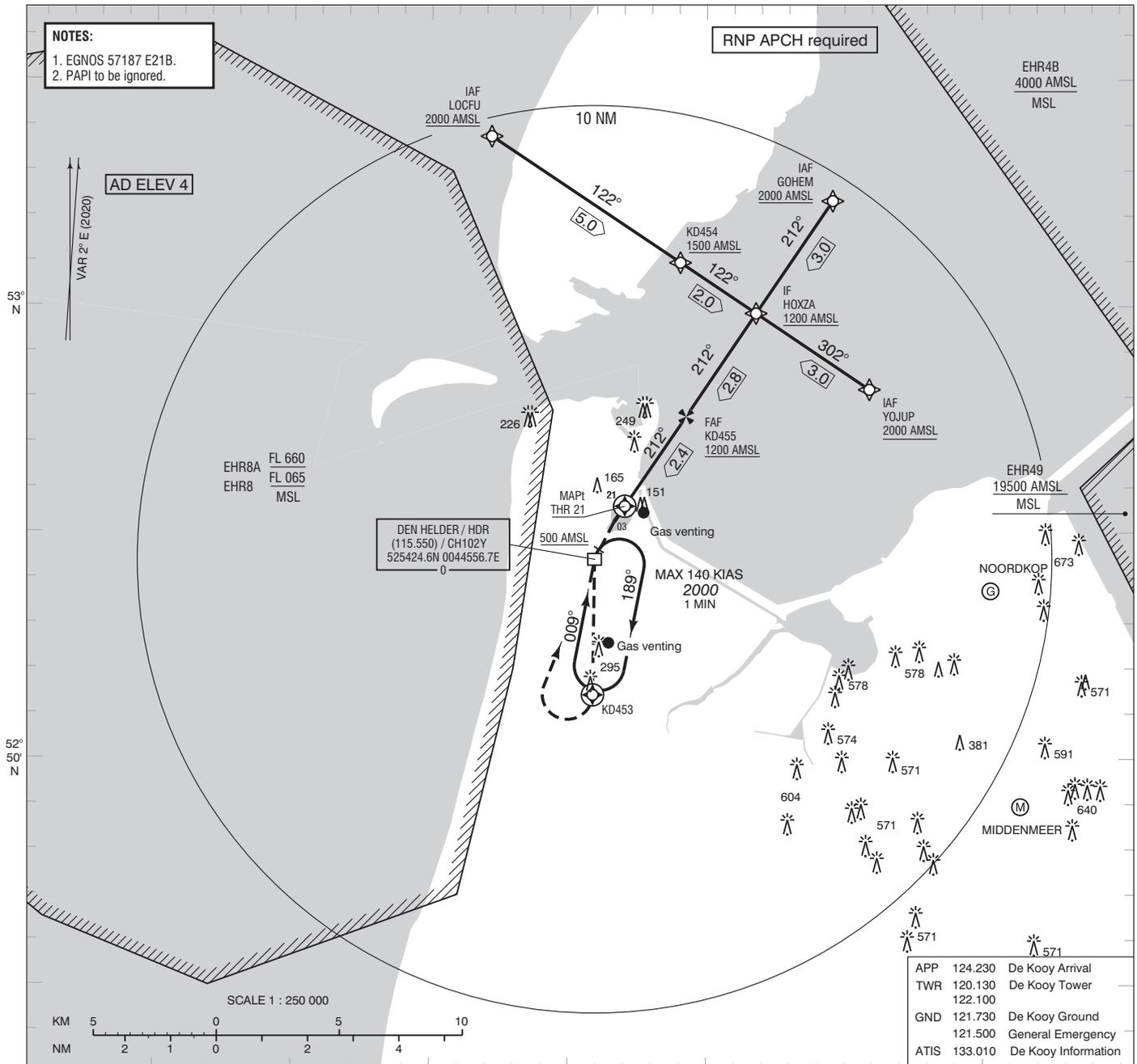


GS IN KT		60	80	100	120	140	160	
VERTICAL SPEED		320 FT/MIN	425 FT/MIN	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	
OCA (OCH) ELEV THR 21: 2 FT								
ACFT CAT	LPV	LNAV/VNAV MNM TEMP -15°C	LNAV	CIRCLING*	* - Circling NW of RWY and extended RWY centreline prohibited. - Overflying the gas venting site situated APRX1000 M east of the RWY must be avoided.	THR 21 525535.1N 0044702.0E KD451 530402.0N 0045028.3E KD452 525952.3N 0045148.7E KD453 525125.0N 00445531E		
A	238 (236)	NOT ALLOWED	480 (478)	510 (506)				
B	248 (246)	NOT ALLOWED		550 (546)				
C/D		NOT ALLOWED						
H	222 (220)	NOT ALLOWED	430 (428)	510 (506)	MSA BASED ON HDR DME 			
CEILING AND VISIBILITY MINIMA					DIRECTIONS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET			
TAKE-OFF	DAY:	NA	NIGHT:	NA				
LANDING	DAY:		NIGHT:					



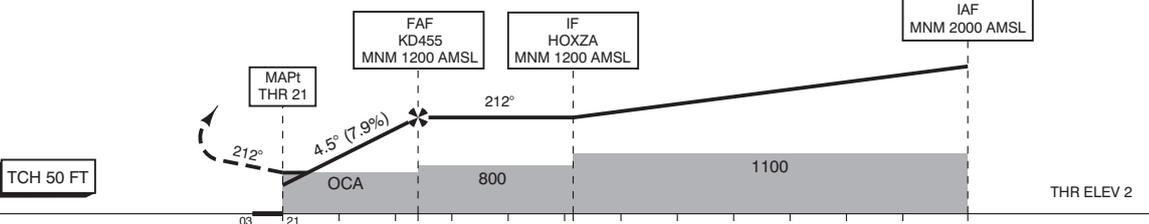
**NOTES:**  
1. EGNOS 57187 E21B.  
2. PAPI to be ignored.

RNP APCH required



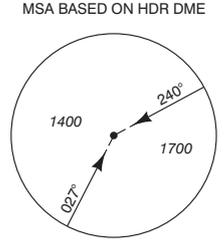
**Missed approach**  
- At MAPt maintain final track 212° MAG and climb to 2000 FT AMSL.  
- At 500 FT AMSL turn left to KD453.  
- At KD453 turn right to HDR and join the holding at 2000 FT AMSL.  
- Inform ATC.

TRANSITION LEVEL BY ATC  
TRANSITION ALTITUDE 3000 FT AMSL

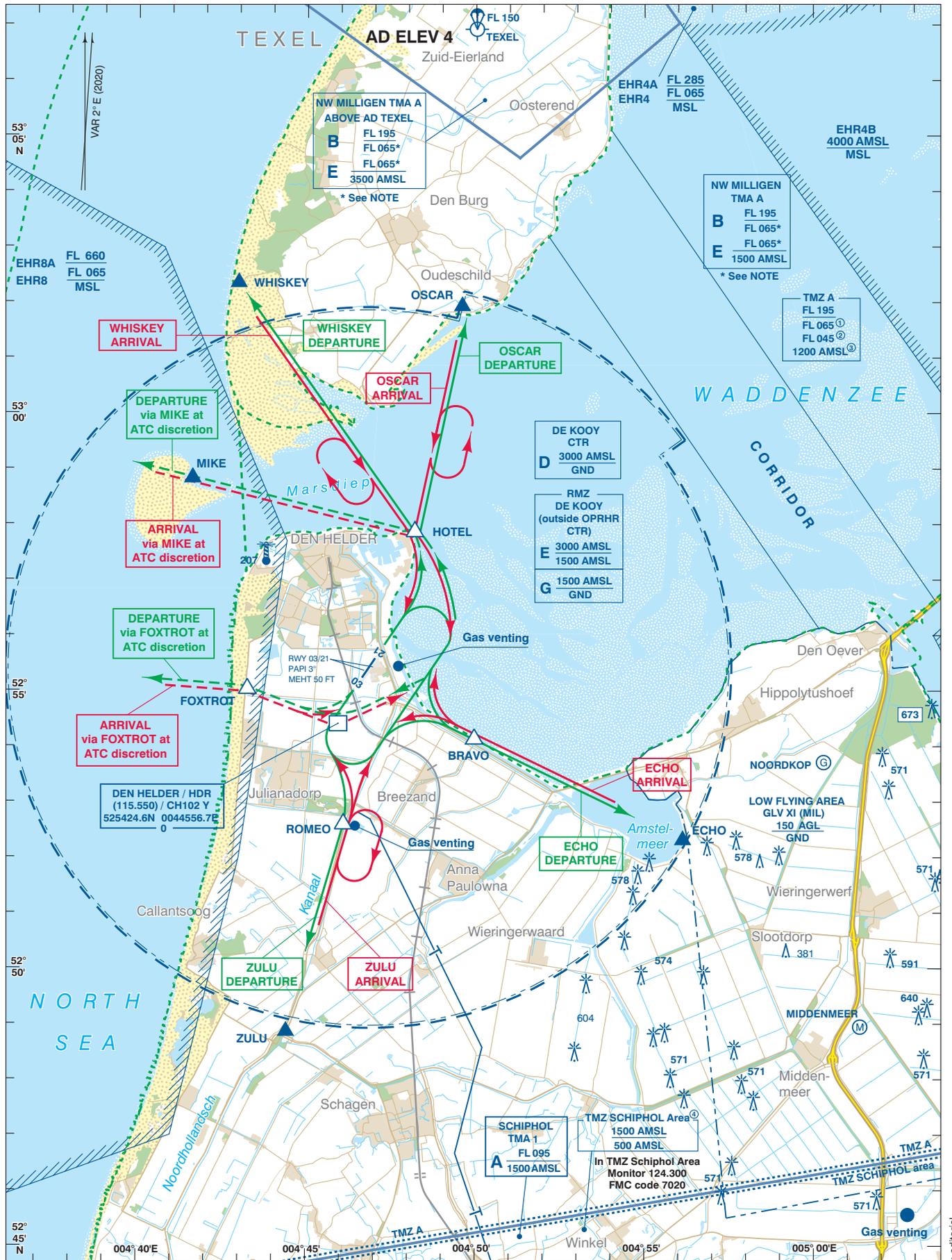


DIST RELATED TO THR	03	0.21	2.4	5.2	10	12.2
GS IN KT	60	80	100	120	140	
VERTICAL SPEED	480 FT/MIN	640 FT/MIN	795 FT/MIN	955 FT/MIN	1115 FT/MIN	

OCA (OCH) ELEV THR 21: 2 FT					* - Circling NW of RWY and extended RWY centreline prohibited. - Overflying the gas venting site situated APRX1000 M east of the RWY must be avoided. - PAPI 3° - Not aligned with instrument procedure vertical path.	THR 21 525535.1N 0044702.0E KD453 525125.0N 0044553.1E KD454 530057.9N 0044902.5E KD455 525734.4N 0044914.9E
ACFT CAT	LPV	LNAV/VNAV MNM TEMP -15°C	LNAV	CIRCLING*		
H	222 (220)	NOT ALLOWED	430 (428)	510 (506)		
CEILING AND VISIBILITY MINIMA						
TAKE-OFF	DAY:	NA	NIGHT:	NA	DIRECTIONS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET	
LANDING	DAY:		NIGHT:			







For description VFR - procedures see EHKD AD 2.22.

**NOTE :** \*During weekends FRI 1600 - SUN 2300 (FRI 1500 - SUN 2200) and during HOL: FL 095

**TMZ A :**  
 ① MON-FRI before 0800 (0700) and after 1600 (1500), SAT, SUN, and HOL.  
 ② MON-FRI 0800-1600 (0700-1500), EXCL HOL: lower limit for non-motorised hanggliders and paragliders.  
 ③ MON-FRI 0800-1600 (0700-1500), EXCL HOL: lower limit 1200 FT AMSL

**TMZ SCHIPHOL Area :**  
 ④ For requirements and exemptions see ENR 1.2.

- Arrival route ( 1500 FT AMSL )
- Departure route ( 1000 FT AMSL )
- Bird sanctuary (GND/MSL - 1000 FT AMSL)

DIRECTIONS ARE MAGNETIC  
 DISTANCES IN NM  
 ALTITUDES AND ELEVATIONS  
 IN FEET AMSL  
 HIGHEST KNOWN ELEVATION  
 ON THIS CHART: **[673]**

APP	124.230	De Kooy Arrival
TWR	120.130	De Kooy Tower
	122.100	
GND	121.730	De Kooy Ground
FIC (MIL)	132.350	Dutch MIL Info
ATIS	133.010	De Kooy Information

