

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 ¹⁾ 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"> Aerodrome reference code 2B. For requests regarding UAS operations within EHKD CTR contact: Email: rpasdekooy@mindef.nl ¹⁾ 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: https://www.denhelderairport.nl |

EHKD AD 2.3 OPERATIONAL HOURS

| | | |
|----|----------------------------|--|
| 1 | AD operator | MON-FRI: 0600-2100 (0500-2000). SAT, SUN and HOL ¹⁾ : 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: https://www.homebriefing.nl |
| 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 |

| | | | |
|---|----|---------|--|
| ← | 12 | Remarks | 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). |
|---|----|---------|--|

EHKD AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo-handling facilities | AVBL |
| 2 | Fuel/oil types | Jet A-1 /all regular types. |
| 3 | Fuelling facilities/capacity | Jet A-1: unlimited. |
| 4 | De-icing facilities | NIL |
| 5 | Hangar space for visiting aircraft | O/R |
| 6 | Repair facilities for visiting aircraft | O/R |
| 7 | Remarks | 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

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

EHKD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|--------|
| 1 | AD category for fire fighting | CAT 7. |
| 2 | Rescue equipment | AVBL |
| 3 | Capability for removal of disabled aircraft | AVBL |
| 4 | Remarks | NIL |

EHKD AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

| | | | | | | | | | | | |
|----------|----------------------------|---|--|------------------|------------------|---------|------|-----------|----------|--------------|----------------|
| 1 | Apron surface and strength | <table><tr><td></td><td>CIV apron</td><td>MIL apron</td></tr><tr><td>Surface</td><td>ASPH</td><td>ASPH/CONC</td></tr><tr><td>Strength</td><td>PCN not AVBL</td><td>PCN 42/R/C/W/T</td></tr></table> | | CIV apron | MIL apron | Surface | ASPH | ASPH/CONC | Strength | PCN not AVBL | PCN 42/R/C/W/T |
| | CIV apron | MIL apron | | | | | | | | | |
| Surface | ASPH | ASPH/CONC | | | | | | | | | |
| Strength | PCN not AVBL | PCN 42/R/C/W/T | | | | | | | | | |

| | | | | | |
|---|---|---------------------------------|-----------|---------|----------------|
| 2 | Taxiway width, surface and strength | TWY | Width (M) | Surface | Strength (PCN) |
| | | 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 | Location | Elevation | | |
| | | MIL apron (525531N 0044704E) | 2 FT AMSL | | |
| | | TWY L (525517N 0044654E) | 2 FT AMSL | | |
| 4 | VOR checkpoints | 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"> Follow-me car AVBL O/R to guide visiting aircraft from the runway to the parking area and vice versa. Civil apron, parking spots 2 to 12: ICAO standard heliport spot marking, apron aircraft stands, TWY centre line. |
| | 2 | RWY and TWY markings and LGT | RWY: 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. TWY: 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. |
| ← | 3 | Stop bars | NIL |
| | 4 | Remarks | <ul style="list-style-type: none"> Dispite LVP operations, holding position lights and runway guard lights not available. RWY 03/21: no intersection take-off signs available; values available on request to ATC. |

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 ¹⁾ | Trees | BTN 525533.0N 0044708.0E and 525537.0N 0044718.0E | 60 | 56 | NIL |
| Remarks | | | | | |
| 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 |
|---|-----------------------|---------|

| | | |
|----|---|--|
| 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 ¹⁾ (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.) | <p>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.</p> <p>Note: charge for TEL briefings and consultations is € 0,50/MIN. ¹⁾ Weather bulletin (Dutch language) and METARs via Dutch public TV Teletekst page 707.</p> |

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 ²⁾ | 62/F/A/W/T CONC/ASPH ¹⁾ | 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 ¹⁾ | 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

12

¹⁾ Exceeding PCN restrictions possible O/R.²⁾ 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 ¹⁾ LIH | R - | NIL |
| 21 | CAT I 870 M LIH | G - | PAPI left/3° (50 FT) | NIL | NIL | 1275 M 30 M ¹⁾ LIH | R - | NIL |

Remarks

10

¹⁾ 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 | TLOF and FATO area dimensions, surface, strength, marking | Square 20 M x 20 M, ASPH, PCN 62/F/A/W/T, white edges and white identification number 2. |
| 4 | True BRG of FATO | 034° / 214° |
| 5 | Declared distances available | 418 M to end of runway pavement in direction RWY 03, 857 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. Marking non-standard due to touchdown zone marking RWY 21. |

| | | |
|---|--|---|
| 1 | Co-ordinates TLOF or THR of FATO Geoid undulation | HP3 525525N 0044650E Located on runway in vicinity of intersection D2X. |
| 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, ASPH, PCN 62/F/A/W/T, white edges and white letter H and white identification number 3. |
| 4 | True BRG of FATO | 034° / 214° |
| 5 | Declared distances available | 622 M to end of runway pavement in direction RWY 03, 654 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 | HP4 525518N 0044643E Located on runway in vicinity of aiming point marking RWY 03. |
| 2 | TLOF and/or FATO elevation M/FT | 1 M/3 FT |
| 3 | TLOF and FATO area dimensions, surface, strength, marking | Square 27 M x 27 M, ASPH, PCN 62/F/A/W/T, white edges and white identification number 4. |
| 4 | True BRG of FATO | 034° / 214° |
| 5 | Declared distances available | 865 M to end of runway pavement in direction RWY 03, 410 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. Marking non-standard due to aiming point marking RWY 03. |

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

EHKD AD 2.17 ATS AIRSPACE

| | | |
|---|---|--|
| 1 | Designation and lateral limits | DE KOOY CTR: 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 | Vertical limits | GND to 3000 FT AMSL. |
| 3 | Airspace classification | D |
| 4 | ATS unit call sign Language(s) | De Kooy Tower English |
| 5 | Transition altitude | IFR: 3000 FT AMSL; VFR: 3500 FT AMSL. |
| 6 | Hours of applicability | MON-FRI: 0600-2100 (0500-2000). SAT, SUN and HOL: 0600-1100 and 1400-1900 (0500-1000 and 1300-1800). |
| 7 | Remarks | 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 ¹⁾ | H24 | NA | ¹⁾ | NA | ¹⁾ 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 overflown.
 - 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.

| ATRIX 3L | See paragraph 1.6.2 specific remark: 1, 2, 5. After departure climb to maintain 2000 FT AMSL. | | | |
|------------------|--|-------------------------|--------------------------|-------------------|
| ARINC designator | Formal description | Abbreviated description | Expected path terminator | Fly-over required |
| [ATRI3L] | 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 |
| ATRIX 3N | See paragraph 1.6.2 specific remark: 1, 2, 5. After departure climb to maintain 2000 FT AMSL. | | | |
| ARINC designator | Formal description | Abbreviated description | Expected path terminator | Fly-over required |
| [ATRI3N] | 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 |
| GIKOV 3L | See paragraph 1.6.2 specific remark: 1, 2, 5. After departure climb to maintain 2000 FT AMSL. | | | |
| ARINC designator | Formal description | Abbreviated description | Expected path terminator | Fly-over required |
| [GIKO3L] | 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 |
| KOLAV 3L | See paragraph 1.6.2 specific remark: 1, 2, 5. After departure climb to maintain 2000 FT AMSL. | | | |
| ARINC designator | Formal description | Abbreviated description | Expected path terminator | Fly-over required |
| [KOLA3L] | 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 |

| | | | | |
|-------------------------|--|--------------------------------|---------------------------------|--------------------------|
| LERGO 3L | See paragraph 1.6.2 specific remark: 1, 3, 5. After departure climb to maintain 2000 FT AMSL. | | | |
| ARINC designator | Formal description | Abbreviated description | Expected path terminator | Fly-over required |
| [LERG3L] | 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 |

| | | | | |
|-------------------------|---|--------------------------------|---------------------------------|--------------------------|
| NAKON 3L | See paragraph 1.6.2 specific remark: 1, 3, 4, 5. After departure climb to maintain 2000 FT AMSL. | | | |
| ARINC designator | Formal description | Abbreviated description | Expected path terminator | Fly-over required |
| [NAKO3L] | 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 |

| | | | | |
|-------------------------|---|--------------------------------|---------------------------------|--------------------------|
| NEXAR 3L | See paragraph 1.6.2 specific remark: 1, 5. After departure climb to maintain 2000 FT AMSL. | | | |
| ARINC designator | Formal description | Abbreviated description | Expected path terminator | Fly-over required |
| [NEXA3L] | 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 |

| | | | | |
|-------------------------|---|--------------------------------|---------------------------------|--------------------------|
| PEROR 3L | See paragraph 1.6.2 specific remark: 1, 5. After departure climb to maintain FL 050. | | | |
| ARINC designator | Formal description | Abbreviated description | Expected path terminator | Fly-over required |
| [PERO3L] | 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.

| | | | | |
|-------------------------|---|--------------------------------|---------------------------------|--------------------------|
| ATRIX 3M | See paragraph 1.6.2 specific remark: 1, 2, 3, 5. After departure climb to maintain 2000 FT AMSL. | | | |
| ARINC designator | Formal description | Abbreviated description | Expected path terminator | Fly-over required |
| [ATRI3M] | 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 |

| | | | | |
|-------------------------|--|--------------------------------|---------------------------------|--------------------------|
| ATRIX 4P | See paragraph 1.6.2 specific remark: 1, 2, 5. After departure climb to maintain 2000 FT AMSL. | | | |
| ARINC designator | Formal description | Abbreviated description | Expected path terminator | Fly-over required |
| [ATRI4P] | 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 |

| | | | | |
|-------------------------|---|--------------------------------|---------------------------------|--------------------------|
| ATRIX 4Q | See paragraph 1.6.2 specific remark: 1, 5. After departure climb to maintain 2000 FT AMSL. | | | |
| ARINC designator | Formal description | Abbreviated description | Expected path terminator | Fly-over required |
| [ATRI4Q] | 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 KD402 on course 278° MAG | KD402 [M278] | CF (DKY) | N |
| | To KD405 | KD405 | TF | N |
| | To ATRIX | ATRIX | TF | N |
| GIKOV 3M | See paragraph 1.6.2 specific remark: 1, 2, 3, 5. After departure climb to maintain 2000 FT AMSL. | | | |
| ARINC designator | Formal description | Abbreviated description | Expected path terminator | Fly-over required |
| [GIKO3M] | 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 GIKOV | GIKOV | TF | N |
| GIKOV 4P | See paragraph 1.6.2 specific remark: 1, 2, 5. After departure climb to maintain 2000 FT AMSL. | | | |
| ARINC designator | Formal description | Abbreviated description | Expected path terminator | Fly-over required |
| [GIKO4P] | 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 KD404 on course 278° MAG | KD404 [M278] | CF (DKY) | N |
| | To GIKOV | GIKOV | TF | N |
| KOLAV 3M | See paragraph 1.6.2 specific remark: 1, 2, 3, 5. After departure climb to maintain 2000 FT AMSL. | | | |
| ARINC designator | Formal description | Abbreviated description | Expected path terminator | Fly-over required |
| [KOLA3M] | 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 KOLAV | KOLAV | TF | N |
| KOLAV 4P | See paragraph 1.6.2 specific remark: 1, 2, 5. After departure climb to maintain 2000 FT AMSL. | | | |
| ARINC designator | Formal description | Abbreviated description | Expected path terminator | Fly-over required |
| [KOLA4P] | 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 KOLAV on course 278° MAG | KOLAV [M278] | CF (DKY) | N |
| LERGO 3M | See paragraph 1.6.2 specific remark: 1, 3, 5. After departure climb to maintain 2000 FT AMSL. | | | |
| ARINC designator | Formal description | Abbreviated description | Expected path terminator | Fly-over required |
| [LERG3M] | 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 LERGO | LERGO | TF | N |

| | | | | |
|-------------------------|---|--------------------------------|---------------------------------|--------------------------|
| NAKON 3M | See paragraph 1.6.2 specific remark: 1, 3, 4, 5. After departure climb to maintain 2000 FT AMSL. | | | |
| ARINC designator | Formal description | Abbreviated description | Expected path terminator | Fly-over required |
| [NAKO3M] | 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 |
| NEXAR 3M | See paragraph 1.6.2 specific remark: 1, 5. After departure climb to maintain 2000 FT AMSL. | | | |
| ARINC designator | Formal description | Abbreviated description | Expected path terminator | Fly-over required |
| [NEXA3M] | 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 |
| PEROR 4M | See paragraph 1.6.2 specific remark: 1, 5. After departure climb to maintain FL 050. | | | |
| ARINC designator | Formal description | Abbreviated description | Expected path terminator | Fly-over required |
| [PERO4M] | 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:

- Clearance limit: HDR.
- Route.
- 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:

- Additional instructions with respect to route and level.
- Approach procedure.
- Runway in use.
- QNH.
- Transition level.
- MET information.
- 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 | BHKD |
| 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 E0 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 to 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: chcoperationsdhr@chcheli.com

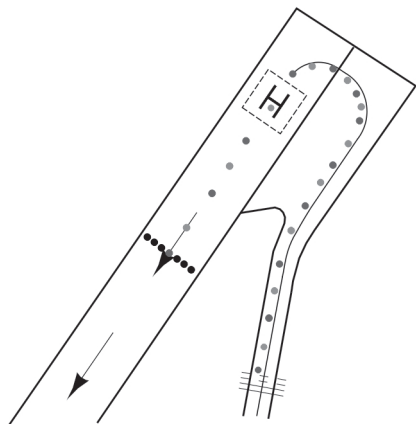
A standard request form can be obtained through the above mentioned email address or can be found on the webpage of Den Helder Airport <https://denhelderairport.nl/eng/information-for-pilots/>. When intending a full stop landing at De Kooy, please also include refuel, accommodation or other requirements.

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

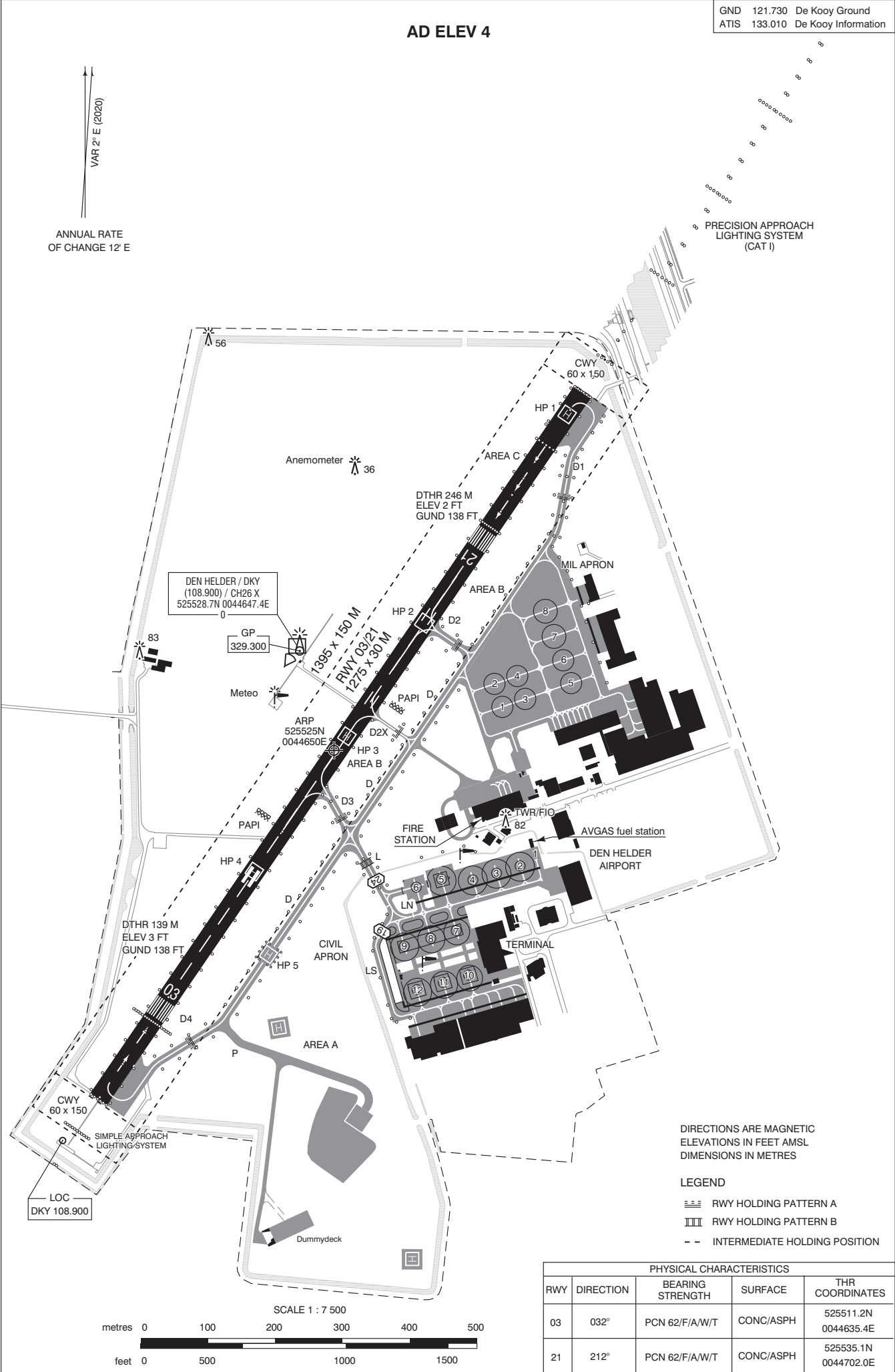
The datum line from which the reduced runway declared distances for take-off should be determined is defined by the intersection of the downwind edge of the specific taxiway with the runway edge.

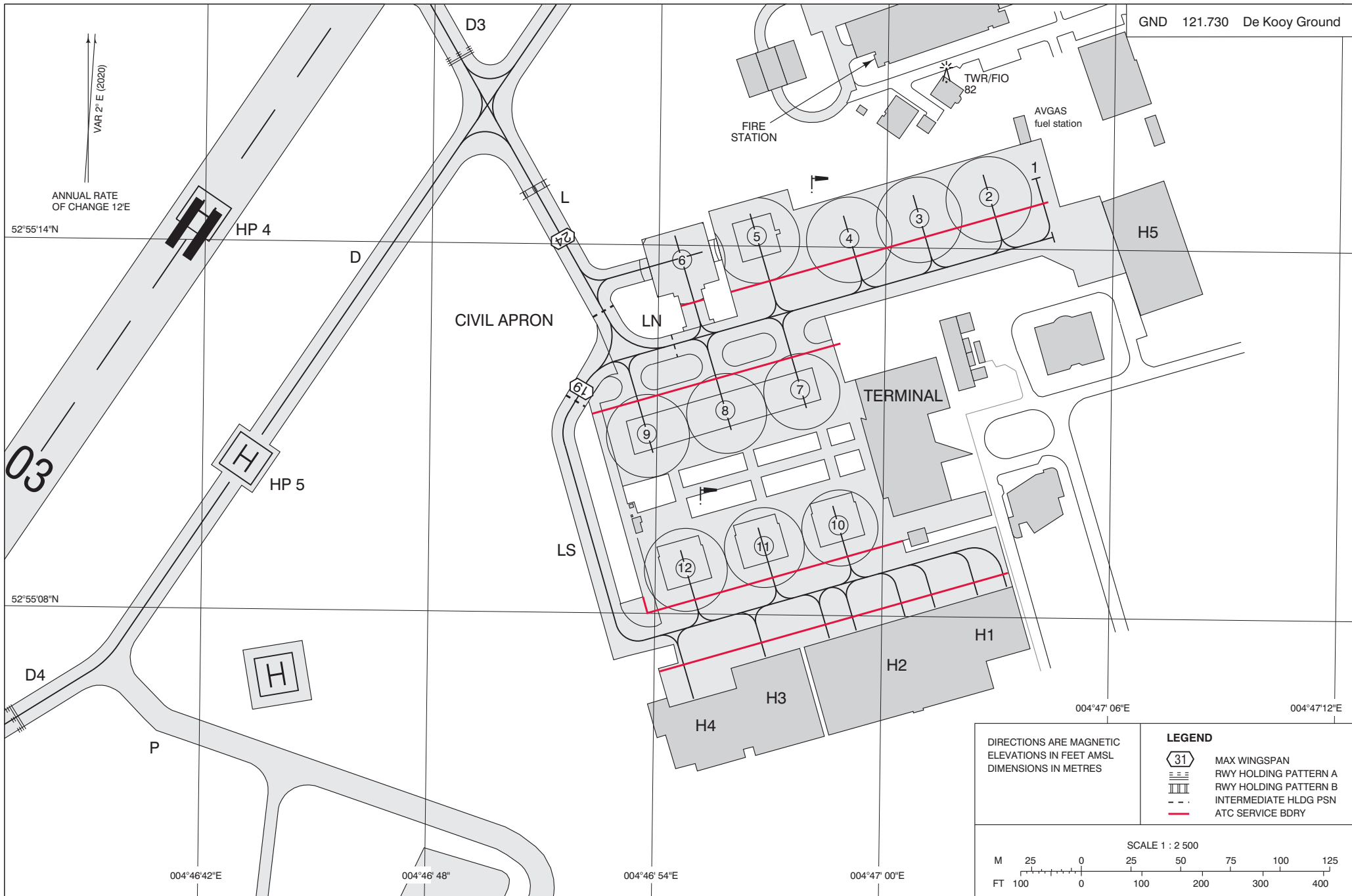
The loss of runway length due to alignment of the aircraft prior to take-off should be taken into account by the operators for the calculation of the aircraft's take-off mass (ICAO Annex 6, Part 1, paragraph 5.2.8).

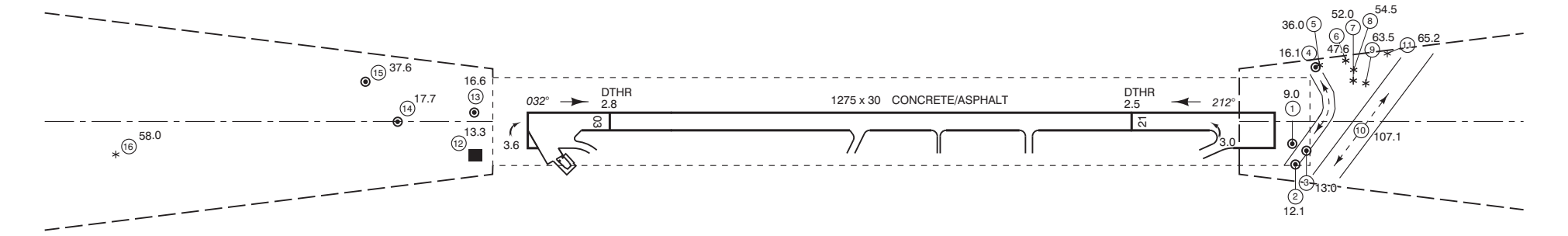
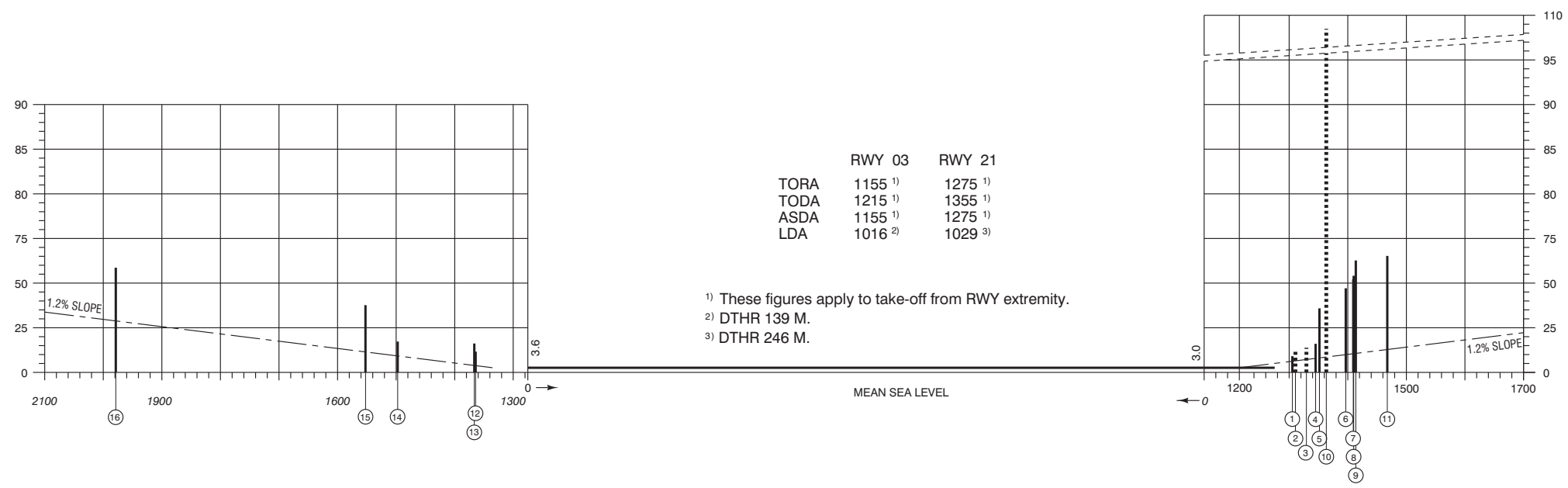
EHKD AD 2.24 CHARTS RELATED TO AN AERODROME

| 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 |

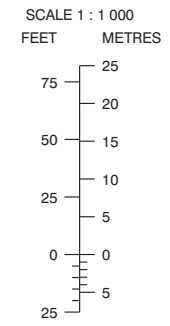
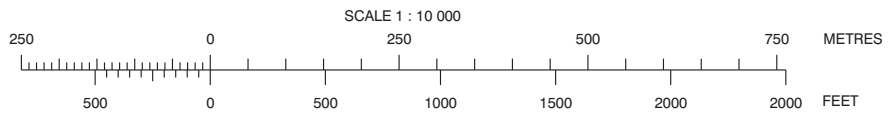
| Type of chart | Page |
|--|--------------------|
| Standard instrument departure chart RWY 03 CAT H | AD 2.EHKD-SID-03.1 |
| Standard instrument departure chart RWY 03 CAT H | AD 2.EHKD-SID-03.2 |
| Standard instrument departure chart RWY 21 CAT H | AD 2.EHKD-SID-21.1 |
| Standard instrument departure 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 |



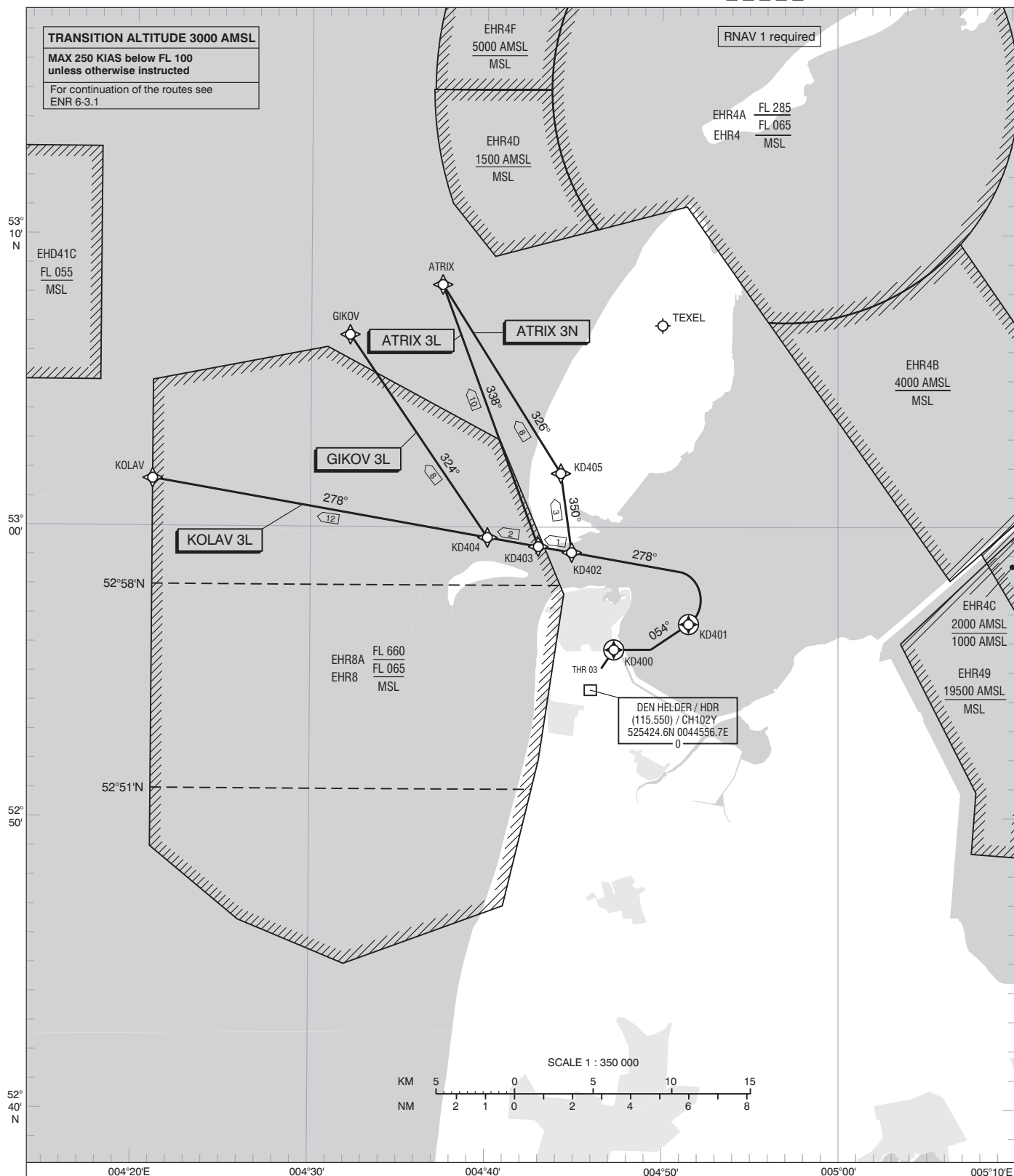




- MAGNETIC VARIATION : 2° E (2020)
 DIMENSIONS IN METRES
 ELEVATIONS IN FEET
 DIRECTIONS ARE MAGNETIC
 IDENTIFICATION NUMBER
- * TREE
 - POLE, TOWER, SPIRE, ANTENNA, CHIMNEY
 - BUILDING OR LARGE STRUCTURE
 - ⬮ TRAFFIC (IN PLAN)
 - ⋯ TRAFFIC (IN PROFILE)
 - ✂ WINDMILL



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

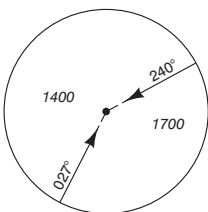
**NOTES:**

- 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 |

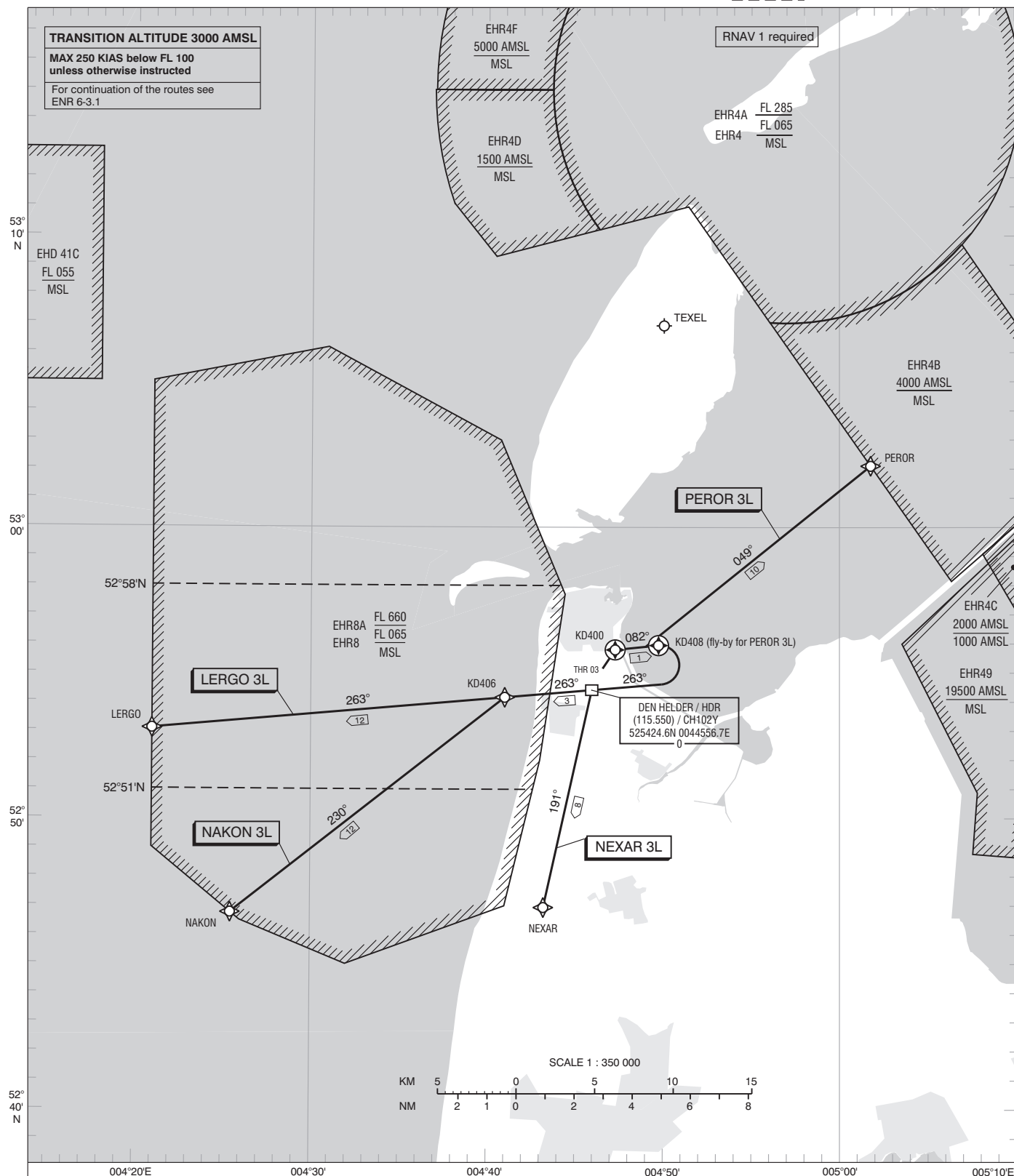
| | | |
|------|---------|---------------------|
| TWR | 120.130 | De Kooy Tower |
| APP | 124.230 | De Kooy Arrival |
| ATIS | 133.010 | De Kooy Information |

MSA BASED ON HDR DME

DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

AVERAGE VAR 2° E (2020)

— SID
— ATS ROUTE

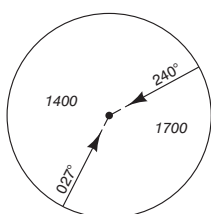
**NOTES:**

- 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 |

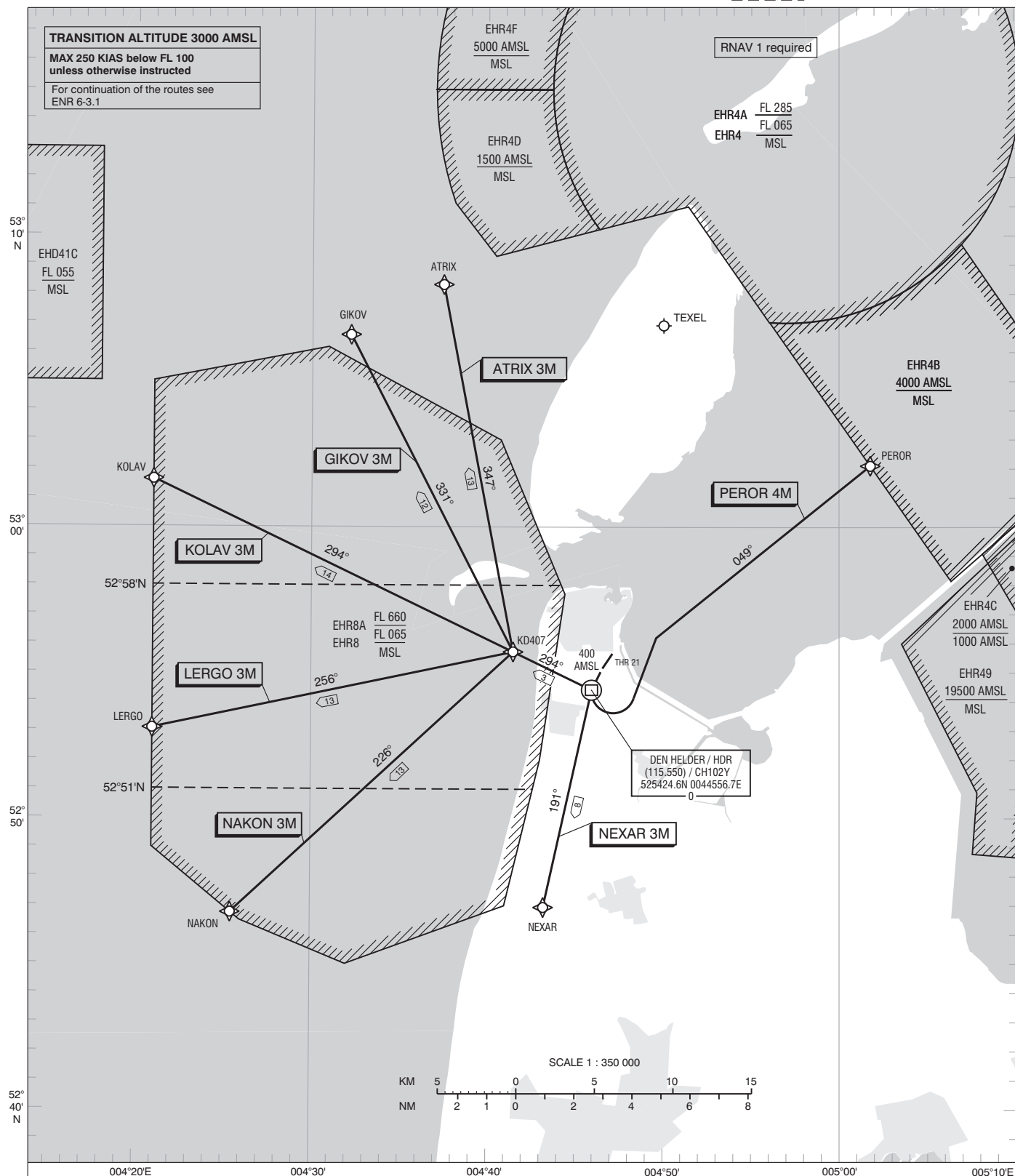
MSA BASED ON HDR DME



DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

AVERAGE VAR 2° E (2020)

— SID
— ATS ROUTE

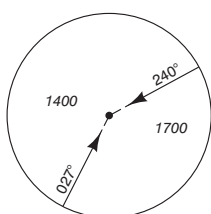
**NOTES:**

- 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

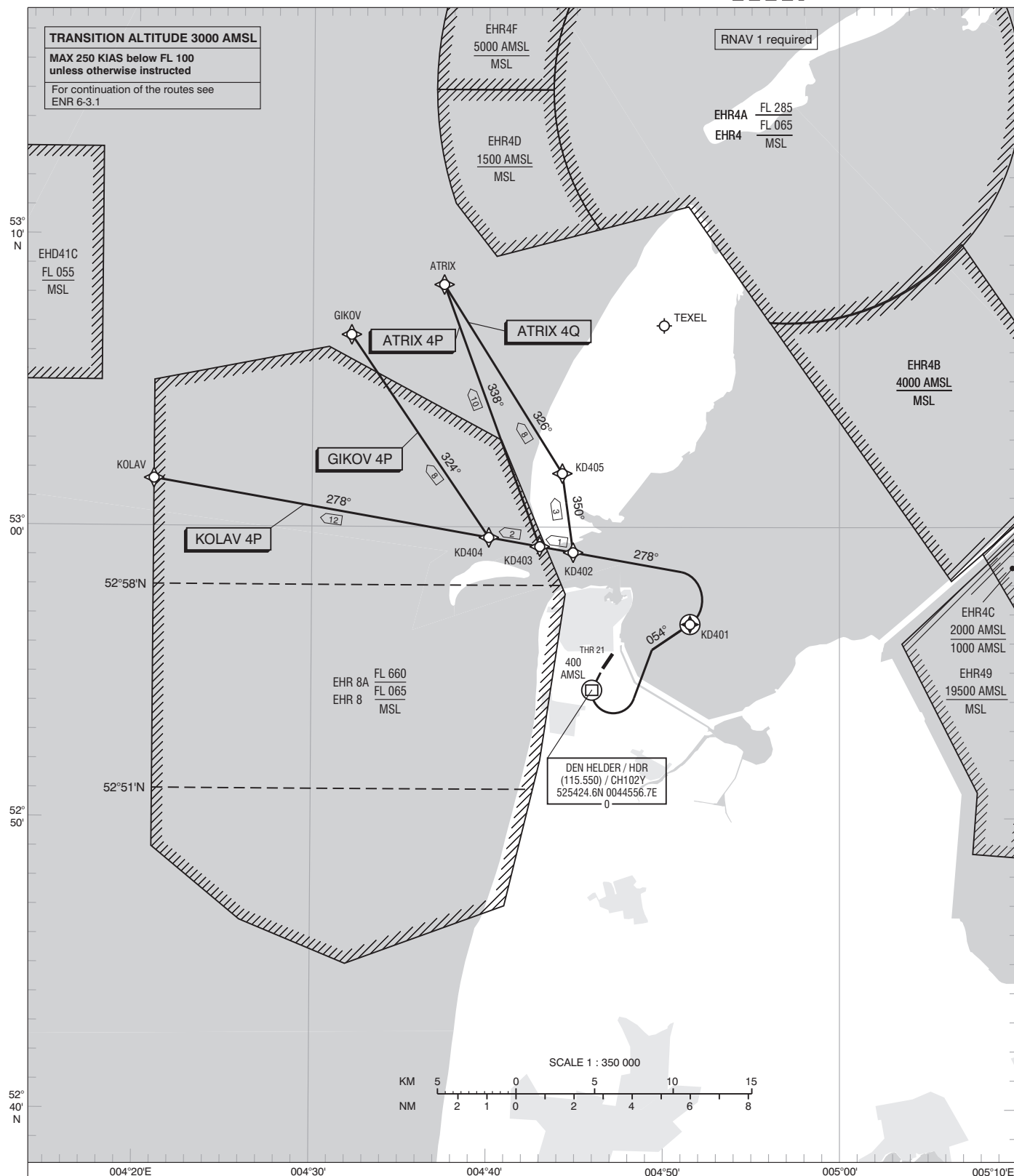
| | | |
|------|---------|---------------------|
| TWR | 120.130 | De Kooy Tower |
| APP | 124.230 | De Kooy Arrival |
| ATIS | 133.010 | De Kooy Information |

MSA BASED ON HDR DME

DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

AVERAGE VAR 2° E (2020)

— SID
— ATS ROUTE

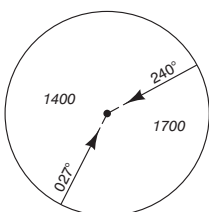
**NOTES:**

- 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

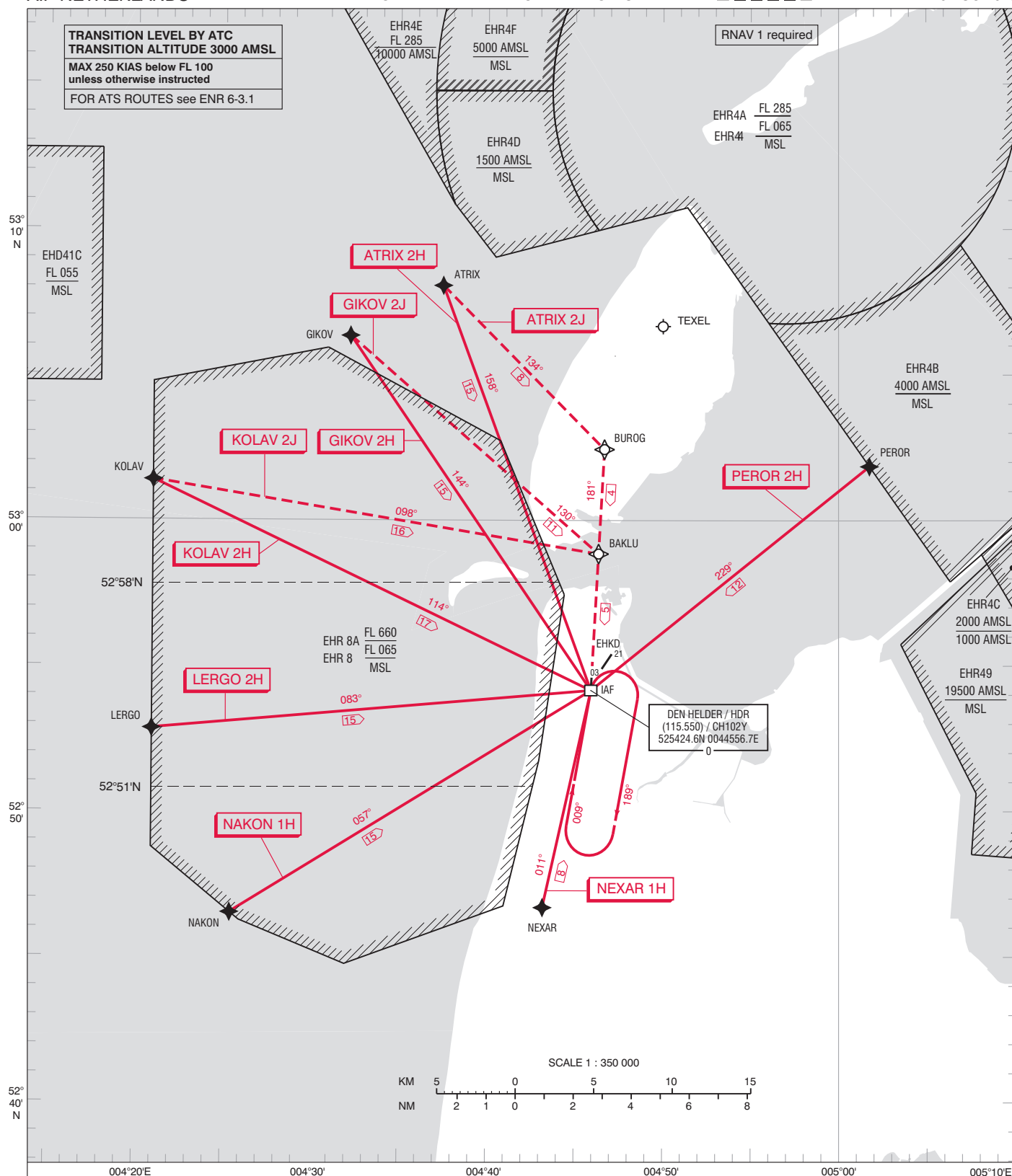


DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

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

**NOTES:**

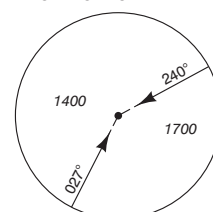
1. For off-shore helicopters only.

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

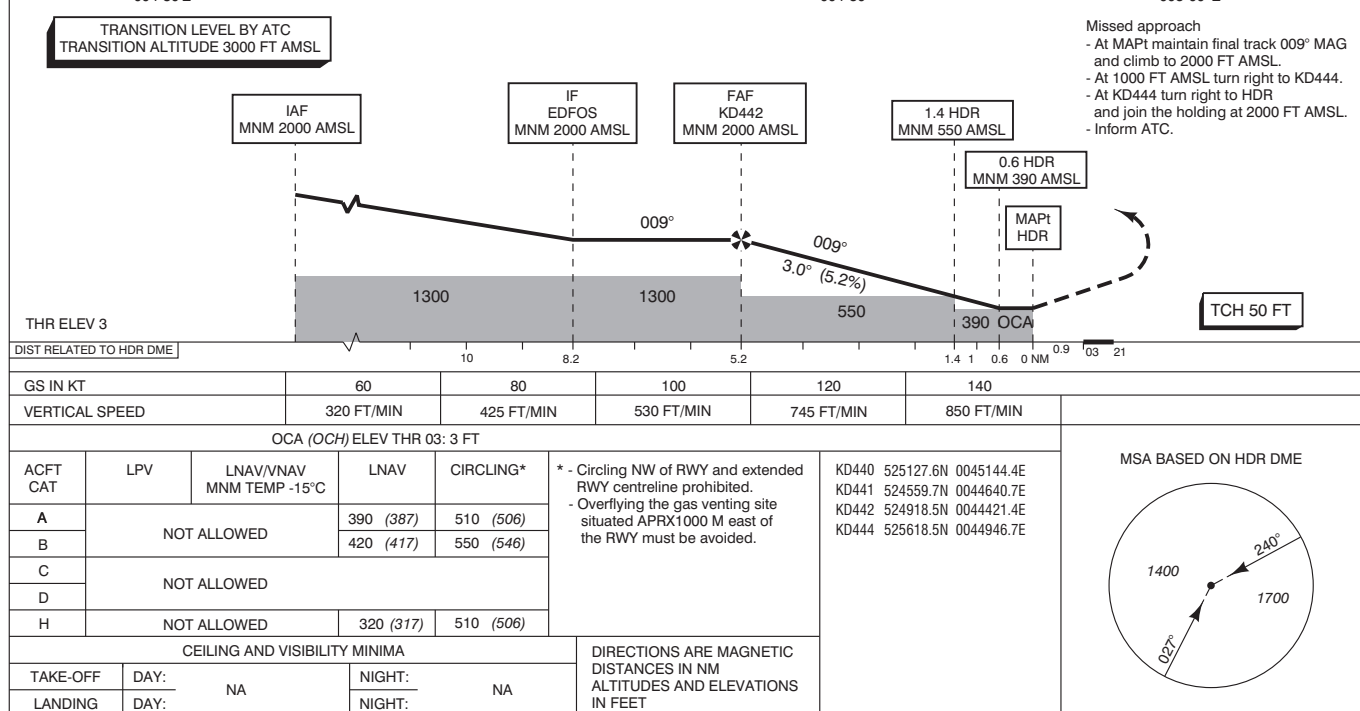
STAR
 STAR WHEN ACTIVITIES IN EHR8.

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

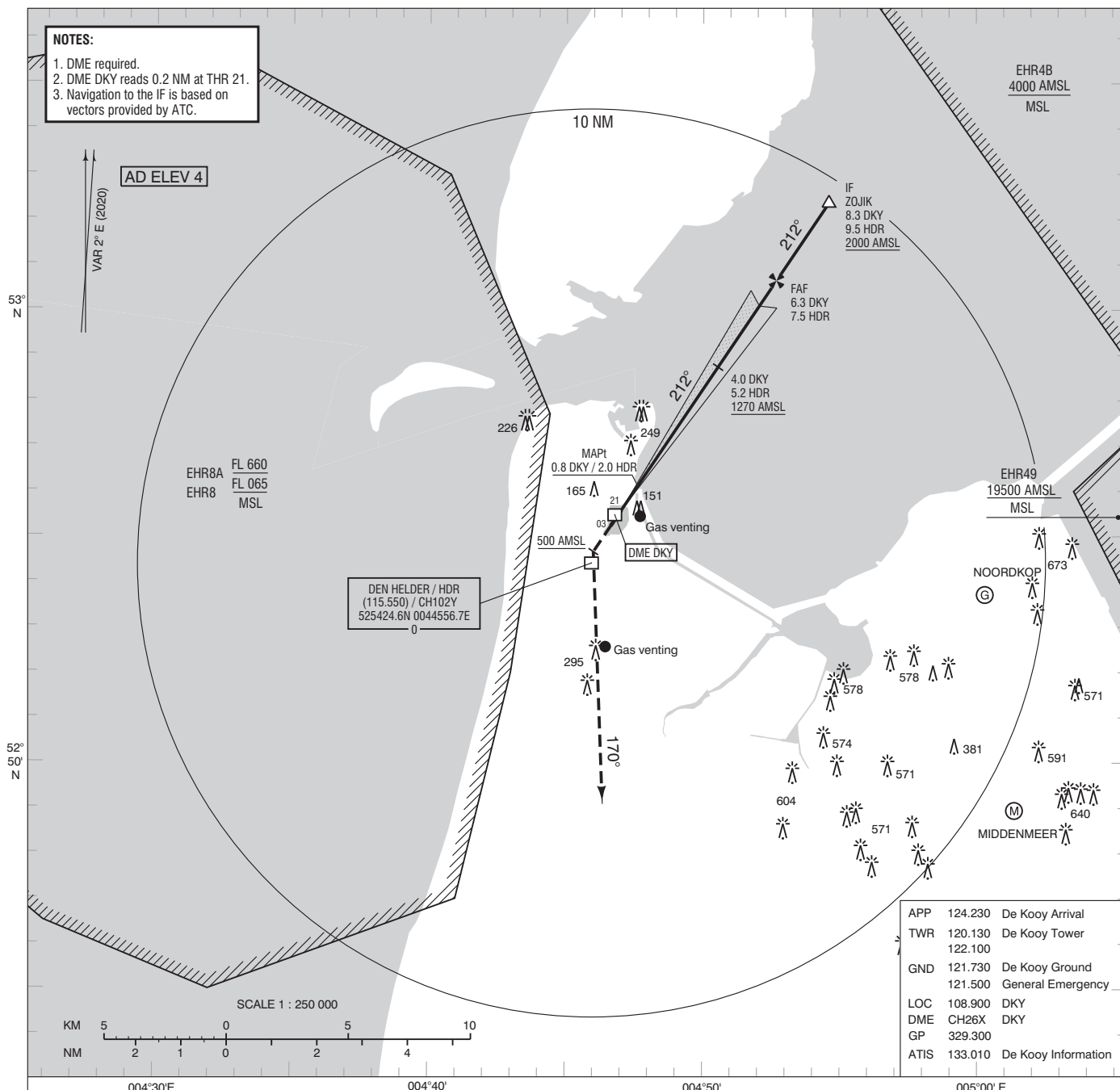
MSA BASED ON HDR DME



CHANGE: COM channels; editorial.



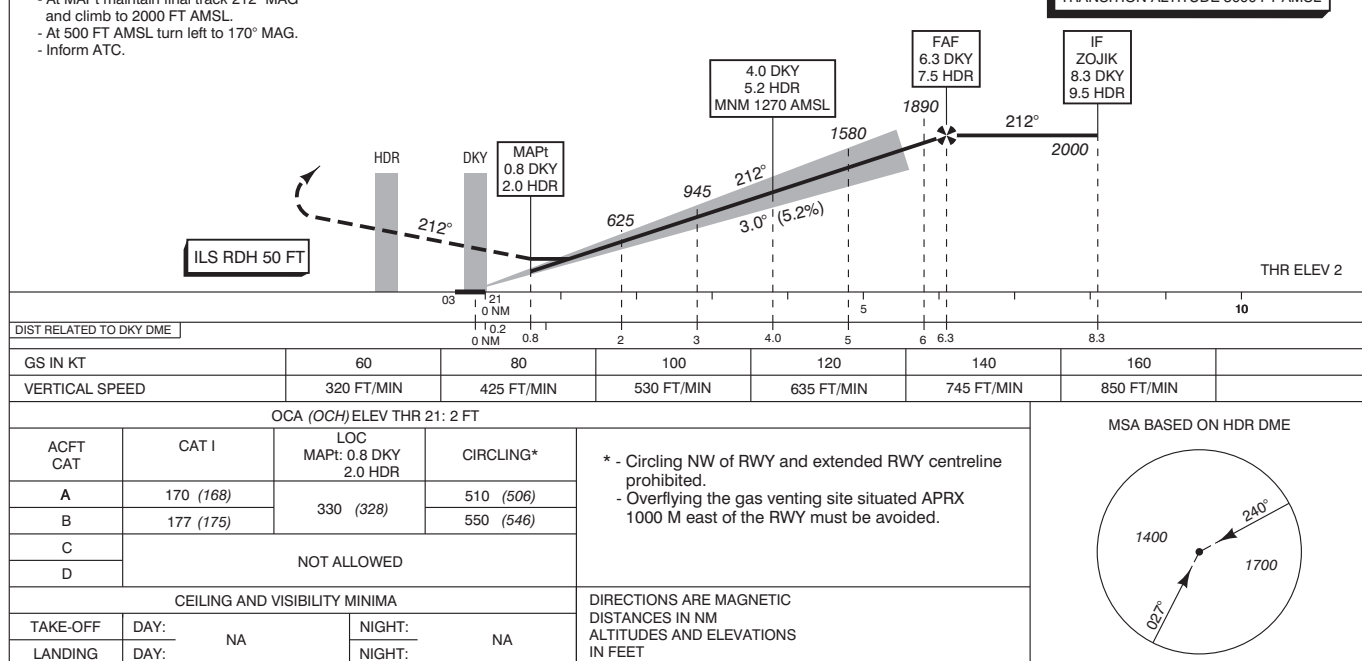
CHANGE: lea distance HDR to KD44: editorial.

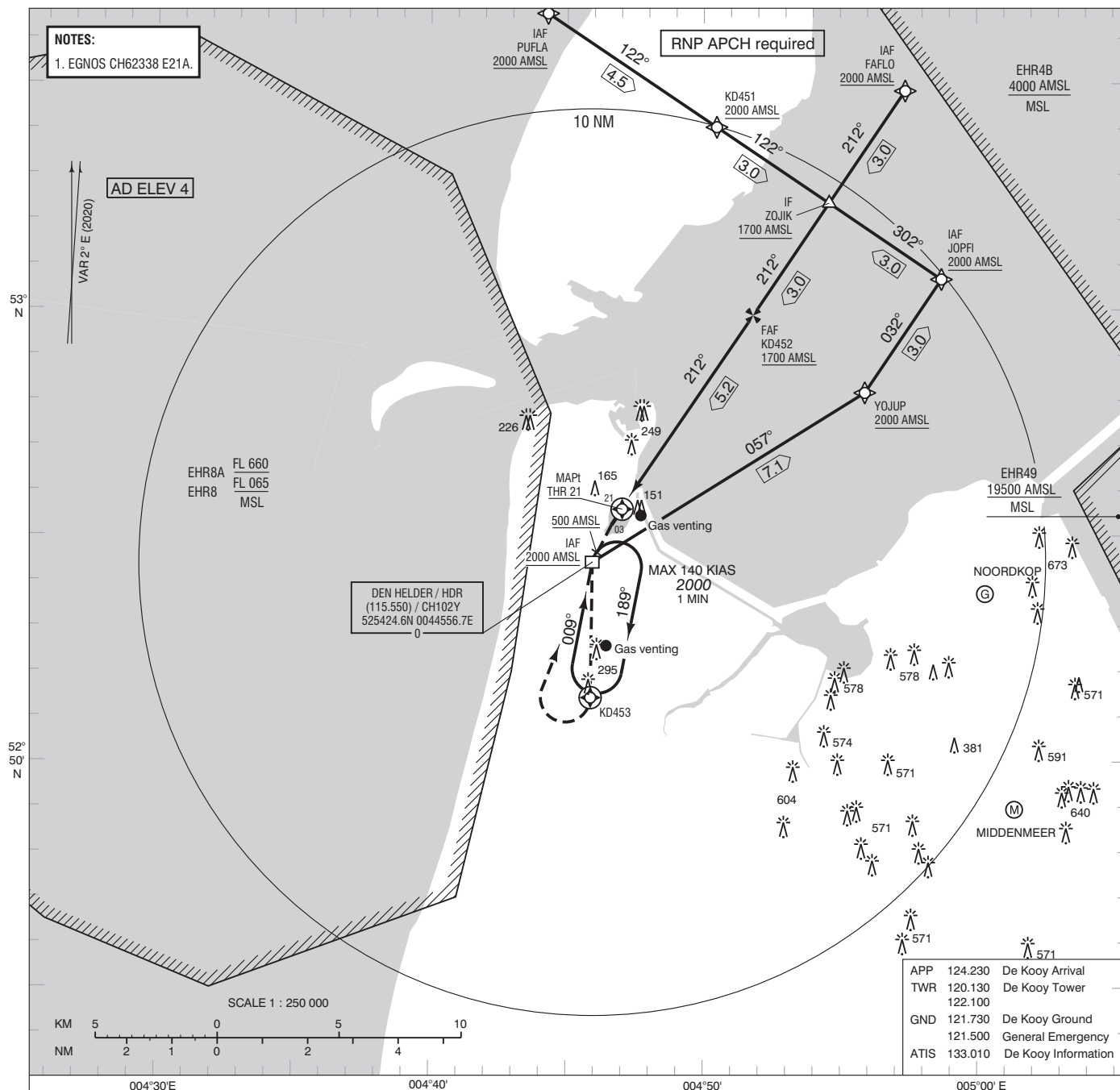


Missed approach

- At MAPt maintain final track 212° MAG and climb to 2000 FT AMSL.
- At 500 FT AMSL turn left to 170° MAG.
- Inform ATC.

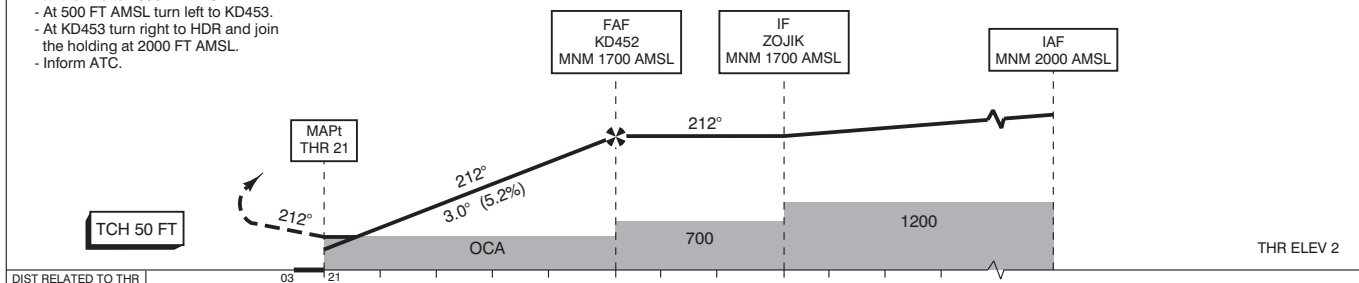
DO NOT DESCEND BELOW THE DESCENT PROFILE

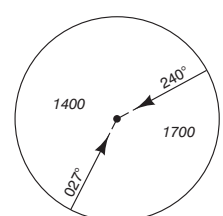
TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL



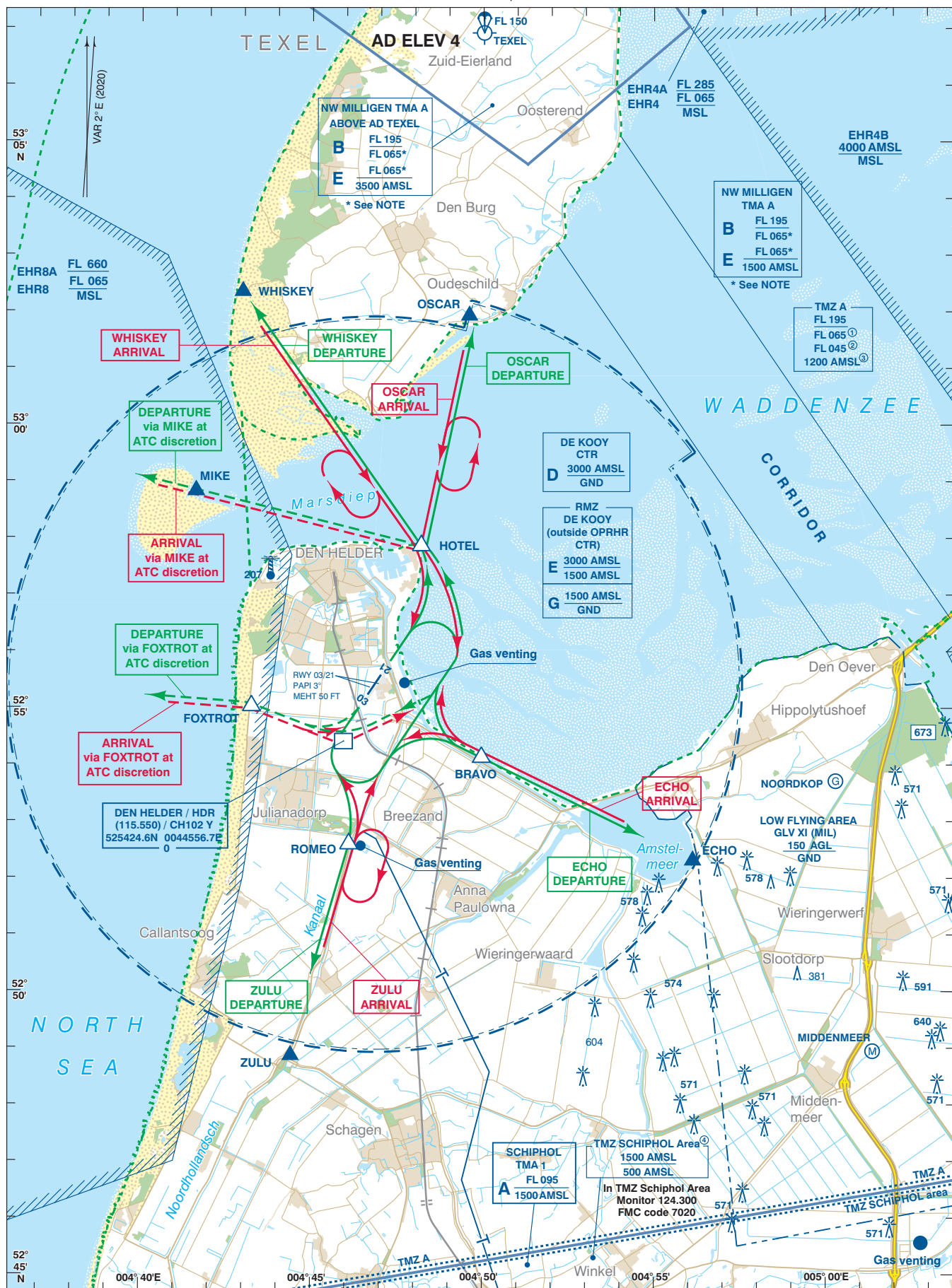
Missed approach
- At MAPt maintain final track 212° MAG and climb to 2000 FT AMSL.
- At 500 FT AMSL turn left to KD453.
- At KD453 turn right to HDR and join the holding at 2000 FT AMSL.
- Inform ATC.

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 | | | | | | | | | | | | | <div>MSA BASED ON HDR DME</div>  | |
| 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 | THR 21 525535.1N 0044702.0E | | | | | | | |
| A | 238 (236) | NOT ALLOWED | 480 (478) | 510 (506) | | KD451 530402.0N 0045028.3E | KD451 530402.0N 0045028.3E | | | | | | | |
| B | 248 (246) | | 550 (546) | KD452 525952.3N 0045148.7E | | KD452 525952.3N 0045148.7E | | | | | | | | |
| C/D | NOT ALLOWED | | | | | KD453 525125.0N 0044553.1E | KD453 525125.0N 0044553.1E | | | | | | | |
| H | 222 (220) | NOT ALLOWED | 430 (428) | 510 (506) | | | | | | | | | | |
| CEILING AND VISIBILITY MINIMA | | | | | DIRECTIONS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET | | | | | | | | | |
| TAKE-OFF | DAY: | NA | NIGHT: | NA | | | | | | | | | | |
| LANDING | DAY: | | NIGHT: | | | | | | | | | | | |

AIRAC AMDT 08/2023



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 AMSLHIGHEST 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 |

SCALE 1: 175 000

