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## Integrated Aeronautical Information Package

**AIRAC AMDT  
06/2025  
Effective date  
12 JUN 2025  
Publication date  
01 MAY 2025**

### Editorial

**GEN 0.3: new SUP 08/2025; SUP 10/2024, 21/2024 removed.**  
**GEN 3.2: corrections to ANC 1:500 000 edition 2025 added;**  
**ENR 2.2: Delegated area Woody added;**  
**AD 2.EHAM-STAR: note night transitions;**  
**EHDR AD 2.12: RWY PCN changed;**  
**AD 2.EHSE-VAC: circuit marker removed;**  
**NOTAM incorporated: B0277/25.**

### EHLE - LELYSTAD/Lelystad: PCR

**PCR runway, taxiways and aprons.**

### EHGG - GRONINGEN/Eelde: turnpad

**AD 2.6 RFFS medical flights;**  
**AD 2.23 turnpad CL and LGT remark;**  
**NOTAM incorporated: A0569/25.**

### ENR 5.1 PRD areas

**New prohibited area EHD69 and EHD69A.**  
**NOTAM incorporated: B0289/25.**

### DIFFERENCES FROM ICAO STANDARDS

**GEN 1.7 updated.**

### EHKD - DEN HELDER/De Kooy: procedures

**Start-up procedures;**  
**visual approach conditions;**  
**helicopter crosswind procedures;**  
**VFR COM failure procedures.**

## Page Shuffle

GEN 0.2-5:	Replace:
GEN 0.3-1:	Replace:
GEN 0.4-1/2:	Replace:
GEN 0.4-3/4:	Replace:
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GEN 3.2-3/4:	Replace:
ENR 2.2-9/10:	Replace:
ENR 5.1-9/10:	Replace:
AD 0.6-5/6:	Replace:
AD 2.EHAM-STAR:	Replace:
AD 2.EHDR-1/2:	Replace:
AD 2.EHDR-ADC:	Replace:
AD 2.EHGG-1/2:	Replace:
AD 2.EHGG-23/24:	Replace:
AD 2.EHKD-1/2:	Replace:
AD 2.EHKD-3/4:	Replace:
AD 2.EHKD-5/6:	Replace:
AD 2.EHKD-7/8:	Replace:
AD 2.EHKD-9/10:	Replace:
AD 2.EHKD-11/12:	Replace:
AD 2.EHKD-13/14:	Replace:
AD 2.EHKD-15/16:	Replace:
AD 2.EHKD-17/18:	Replace:
AD 2.EHKD-19/20:	Replace:
AD 2.EHKD-21:	Insert:
AD 2.EHLE-1/2:	Replace:
AD 2.EHLE-3/4:	Replace:
AD 2.EHLE-5/6:	Replace:
AD 2.EHRD-1/2:	Replace:
AD 2.EHRD-ADC:	Replace:
AD 2.EHSE-VAC:	Replace:

**AIRAC AMENDMENT**

<b>NR/Year</b>	<b>Publication date</b>	<b>Effective date</b>	<b>Inserted by</b>
01/2025	12 DEC 2024	23 JAN 2025	
02/2025	09 JAN 2025	20 FEB 2025	
03/2025	06 FEB 2025	20 MAR 2025	
04/2025	06 MAR 2025	17 APR 2025	
05/2025	03 APR 2025	15 MAY 2025	
06/2025	01 MAY 2025	12 JUN 2025	



## GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
03/2022	TIME-DEPENDENT AIRSPACE CLASSIFICATION TMA's	ENR 2.1, ENR 3.3, ENR 6-3.1, AD 2.EHDR-VAC, AD 2.EHLE-VAC.1, AD 2.EHTE-VAC, AD 2.EHTL-VAC, AD 2.EHTW-VAC.1, 2.	From 07 APR 2022 UFN	
06/2023	SECURITY SITUATION IN UKRAINE, RUSSIAN FEDERATION AND BELARUS	GEN 1.	From 21 SEP 2023 UFN	
27/2024	AMSTERDAM/SCHIPHOL (EHAM): OBSTACLE	EHAM AD 2.10	From 22 AUG 2024 UFN	
28/2024	AMSTERDAM/SCHIPHOL (EHAM): DEPARTURE PROCEDURES RWY 18C AND 22 AND OPERATING MINIMA RWY 04, 06 AND 36C CHANGED DUE TO CRANE	AD 2.EHAM-SID-22, AD 2.EHAM-SID-18C, AD 2.EHAM-IAC-04C.1, AD 2.EHAM-IAC-06.2, AD 2.EHAM-IAC-36C.1, AD 2.EHAM-IAC-36C.2.	From 17 OCT 2024 UFN	
30/2024	AMSTERDAM/SCHIPHOL (EHAM): DEPARTURE PROCEDURES RWY 18C AND OPERATING MINIMA RWY 04 AND 36C CHANGED DUE TO CRANES	EHAM AD 2.10, AD 2.EHAM-AOC-18C-36C, AD 2.EHAM-IAC-04.1, AD 2.EHAM-IAC-36C.1 and AD 2.EHAM-IAC-36C.2.	From 14 NOV 2024 UFN	
31/2024	AMSTERDAM/SCHIPHOL (EHAM): DEPARTURE PROCEDURE RWY 09 CHANGED DUE TO CRANE	EHAM AD 2.22 and AD 2.EHAM-SID-09.	From 12 DEC 2024 UFN	
32/2024	AMSTERDAM/SCHIPHOL (EHAM): NEW OBSTACLE EXTENDED CENTRE LINE RWY 06	AD 2.EHAM-AOC-06-24.	From 12 DEC 2024 UFN	
33/2024	LELYSTAD/LELYSTAD (EHLE): DEPARTURE PROCEDURES CHANGED DUE TO OBSTACLE	AIP ENR 5.4, EHLE AD 2.10, AD 2.EHLE-SID-05.	From 12 DEC 2024 UFN	
01/2025	TEMPORARY OBSTACLES VLISSINGEN	ENR 5.4	From 09 JAN 2025 UFN	
02/2025	AMSTERDAM/SCHIPHOL (EHAM): RECONSTRUCTION ENTRY/EXIT R-APRON	EHAM	From 09 JAN 2025 UFN	
03/2025	AMSTERDAM/SCHIPHOL (EHAM): LIGHT OBJECT AMSTERDAM	EHAM	From 09 JAN 2025 to 28 OCT 2025	
04/2025	AMSTERDAM/SCHIPHOL (EHAM): REDUCED LENGTH RWY 18L/36R	EHAM	From 06 FEB 2025 UFN	
05/2025	AMSTERDAM/SCHIPHOL (EHAM): OBSTACLE EXTENDED CL RWY 18R	EHAM	From 06 MAR 2025 UFN	
06/2025	AMSTERDAM/SCHIPHOL (EHAM): OBSTACLES NEAR RWY 22	EHAM	From 03 APR 2025 UFN	
07/2025	AMSTERDAM/SCHIPHOL (EHAM): OBSTACLE EXTENDED CL RWY 22	EHAM	From 03 APR 2025 UFN	
08/2025	AIRSPACE RESTRICTIONS - NATO SUMMIT 2025		From 01 MAY 2025 to 28 JUN 2025	



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GEN 0.6-2	03 OCT 2024	<b>Part 2 – EN ROUTE (ENR)</b>		ENR 2.2-15	20 MAR 2025		
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GEN 0.5.

## GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

### ← 1 ANNEX 1 - PERSONNEL LICENSING, 14TH EDITION AMDT 179

NIL

### ← 2 ANNEX 2 - RULES OF THE AIR, 11TH EDITION AMDT 48

**Note:** Where underlined text is included in the table, the underlined text specifies the difference with ICAO.

Reference	Difference	Remarks
Chapter 3		
← 3.2.2	'(b) An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.'	CIR (EU) No. 923/2012 of 26 Sept 2012, Annex Section 3, SERA 3210 sub a.
← 3.2.2.4	'(j) Sailplanes overtaking. A sailplane overtaking another sailplane may alter its course to the right or to the left.'	SERA.3210(c)(3)(i) Reg. (EU) 923/2012.
3.2.3.2(b)	'(2) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, <u>as far as practicable.</u> '	SERA.3215(b)(2), specifies (with the addition to ICAO Standard in Annex 2, 3.2.3.2(b) of the underlined text).
3.2.5(c) and (d)	'(c) <u>except for balloons</u> , make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC; (d) <u>except for balloons</u> , land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.'	SERA.3225 differs from ICAO Standard in Annex 2, 3.2.5(c) and 3.2.5(d) in that it specifies that subparagraphs (c) and (d) do not apply to balloons.
3.3.1.2	- With regards to VFR flights planned to operate across international borders, the Union regulation (SERA.4001(b)(5)) differs from the ICAO Standard in Annex 2, 3.3.1.2(e) with the addition of the underlined text, as follows: 'any flight across international borders, <u>unless otherwise prescribed by the States concerned.</u> ' - With regard to VFR and IFR flights planned to operate at night, an additional requirement is inserted to Union regulation SERA.4001(b)(6) as follows: '(6) any flight planned to operate at night, if leaving the vicinity of an aerodrome.'	SERA.4001(b).
3.6.2.2 (c)	Point c) of 3.6.2.2 is defined in percentage when transposed into SERA.	SERA.8020(b) Reg. (EU) 923/2012.
3.8 and Appendix 2	Interception of aircraft. The words 'in distress' of Chapter 3 Part 3.8, are not included in Union law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive as well as those found in Attachment A, are not contained in Union law.	Note to ENR 1.12.
Chapter 4		
4.3	'(c) When so prescribed by the competent authority, VFR flights at night may be permitted under the following conditions: (1) if leaving the vicinity of an aerodrome, a flight plan shall be submitted; (2) flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available; (3) the VMC visibility and distance from cloud minima as specified in Table S5-1 shall apply except that: (i) the ceiling shall not be less than 450 M (1 500 FT); (ii) except as specified in (c)(4), the reduced flight visibility provisions specified in Table S5-1(a) and (b) shall not apply; (iii) in airspace classes B, C, D, E, F and G, at and below 900 M (3 000 FT) above MSL or 300 M (1 000 FT) above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface; (iv) for helicopters in airspace classes F and G, flight visibility shall not be less than 3 KM, provided that the pilot maintains continuous sight of the surface and if manoeuvred at a speed that will give adequate opportunity to observe other traffic or obstacles in time to avoid collision; and (v) for mountainous terrain, higher VMC visibility and distance from cloud minima may be prescribed. (4) ceiling, visibility and distance from cloud minima lower than those specified 4.3(c) above may be permitted for helicopters in special cases, such as medical flights, search and rescue operations and fire-fighting. (5) except when necessary for take-off or landing, or except when specifically authorised by the competent authority, a VFR flight at night shall be flown at a level which is not below the minimum flight altitude established by the State whose territory is overflown, or, where no such minimum flight altitude has been established: (i) over high terrain or in mountainous areas, at a level which is at least 600 M (2 000 FT) above the highest obstacle located within 8 KM of the estimated position of the aircraft; (ii) elsewhere than as specified in (i), at a level which is at least 300 M (1 000 FT) above the highest obstacle located within 8 KM of the estimated position of the aircraft.'	SERA.5005(c) adds requirements under which VFR flights at night may be permitted.

Reference	Difference	Remarks
4.4	Unless authorised by the competent authority VFR lights shall not be operated above FL 195.	CIR (EU) No. 923/2012 of 26 Sept 2012, Annex Section 5, SERA 5005 sub d.
4.5	The maximum allowed flight level is FL 285.	SERA.5005(e) Reg. (EU) 23/2012.
4.6	<i>'(f) Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown: (1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 M (1 000 FT) above the highest obstacle within a radius of 600 M from the aircraft; (2) elsewhere than as specified in (1), at a height less than 150 M (500 FT) above the ground or water, or 150 M (500 FT) above the highest obstacle within a radius of 150 M (500 FT) from the aircraft.'</i>	CIR (EU) No. 923/2012 of 26 Sept 2012, Annex Section 5, SERA 5005 sub f.

← **3 ANNEX 3 - METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION, 20TH EDITION AMDT 81**

NIL

← **4 ANNEX 4 - AERONAUTICAL CHARTS, 11TH EDITION AMDT 62**

Reference	Difference	Remarks
Chapter 2		
2.3.1	Different layout.	The standard is considered to be less user friendly.
2.14.1	Frequencies not shown for every airspace. Horizontal limits not always depicted in accordance with Appendix 2.	Reduces clutter. On most charts relevant frequencies are shown in a separate list. Horizontal limits depicted differently to improve clarity.
2.17.2	Chart resolution as specified in Appendix 6 not ensured.	Not all data supplied does conform to the chart resolution requirements of Appendix 6.
2.17.3	Integrity as specified in Appendix 6 not ensured.	The integrity of the data is unknown. Current procedures for data collection do not guarantee the integrity required.
2.18.1.3	Chart resolution as specified in Appendix 6 not ensured. A lower resolution especially applies for TWY centre line/parking guidance line points and aircraft standpoints/INS checkpoints.	Coordinates not supplied.
Chapter 3		
3.4.2	A scale of 1:20 000 used as allowed for in 3.4.3.	A smaller scale is applied to make the charts fit on A4 paper format.
Chapter 7		
7.6.2	Area minimum altitudes not shown.	Low relevance as the area minimum altitudes in Dutch airspace are no limiting factor for aircraft operations.
7.9.1	Aerodromes not shown on the ATS Route chart.	Reduces clutter. Aerodromes are depicted on the Airspace Structure chart.
7.9.2	Prohibited, restricted and danger areas depicted on a separate Enroute chart.	To avoid chart clutter the Netherlands publishes several Enroute Charts with different themes (ATS routes, airspaces, restricted areas, etc).
7.9.3.1.1.a	Names and coordinates of NAVAIDS not provided on the charts.	Reduces clutter. Publishing critical coordinates twice (both in tables and in charts) is not beneficial with respect to high data integrity standards.
7.9.3.1.1.d	The designation of the navigation specification not provided.	Omission.
7.9.3.1.1.e	The geographical coordinates of significant points not provided on the charts.	Reduces clutter. Publishing critical coordinates twice (both in tables and in charts) is not beneficial with respect to high data integrity standards.
7.9.3.1.1.j	Minimum en-route altitudes and minimum obstacle clearances altitudes not provided on the charts.	Reduces clutter.
Chapter 8		

Reference	Difference	Remarks
8.2	Area charts not provided. Instead the Netherlands publishes SID (Overview) charts and Standard Arrival charts.	The Standard Instrument Departure (Overview) charts and Standard Arrival charts include the function of the Area Chart.
Chapter 9		
9.9.4.1.1.a.5	Minimum obstacle clearance altitude not shown on the charts.	No relevant information.
9.9.4.1.1.a.6	Minimum vectoring altitudes not shown on the charts.	Minimum vectoring altitudes are published in AIP ENR 1.6.
Chapter 10		
10.9.4.1.1.a.5	Minimum obstacle clearance altitude not shown on the charts.	No relevant information.
10.9.4.1.1.a.6	Minimum vectoring altitudes not shown on the charts.	Minimum vectoring altitudes are published in AIP ENR 1.6.
Chapter 11		
11.3.1	Some instrument approach segments do not fit within the charts.	A smaller scale or a bigger chart size wouldn't be beneficial for the usability of the chart. Segments that do not fit within the chart area are depicted on the STAR chart.
11.10.4.4	Not all NAVAIDs provided.	Reduces clutter.
11.10.9	Associated instrument approach procedure data not shown.	Co-ordinates for RNAV points are shown in a table on the face of the chart, reporting points in ENR 4.4.
Chapter 13		
13.6.1.i	Co-ordinates of TWY centreline and aircraft stands not shown.	Not all information is provided, or considered essential. Co-ordinates wouldn't fit or reduce the readability of the chart.
13.6.1.k	Boundaries of ATC service not shown.	Not all information is provided, or considered essential.
Chapter 14		
14.6.1.a	Apron elevations not shown.	Not considered to be essential information.
14.6.1.b	No specific information on aprons in the charts.	See 13.6.1.b/c
14.6.1.c	Coordinates of aircraft stands not shown.	See 13.6.1.i
14.6.1.g	Coordinates of TWY points not shown.	See 13.6.1.i
14.6.1.h	Boundaries of ATC service not shown.	See 13.6.1.k
14.6.1.i	Relevant communication facilities not shown.	See 13.6.1.o
Chapter 15		
15.6.a	Apron elevations not shown.	Not considered to be essential information.
15.6.b	No specific information on aprons in the charts.	See 13.6.1.b/c
15.6.c	Coordinates of aircraft stands not shown.	See 13.6.1.i
15.6.f	Coordinates of TWY points not shown.	See 13.6.1.i
15.6.g	Boundaries of ATC service not shown.	See 13.6.1.k
15.6.h	Relevant communication facilities not shown.	See 13.6.1.o
Appendix 2		
symbol 128	Colour of restricted airspace shown red instead of blue.	The colour red increases readability.

## 5 ANNEX 5 - UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS, 5TH EDITION AMDT 17

NIL

## 6 ANNEX 6 - OPERATION OF AIRCRAFT

### ← 6.1 PART I - INTERNATIONAL COMMERCIAL AIR TRANSPORT - AEROPLANES, 12TH EDITION AMDT 49

← NIL

### ← 6.2 PART II - INTERNATIONAL GENERAL AVIATION - AEROPLANES, 11TH EDITION AMDT 41

NIL

← 6.3 PART III - INTERNATIONAL OPERATIONS - HELICOPTERS, 11TH EDITION AMDT 25

← NIL

7 ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS, 6TH EDITION AMDT 7

Reference	Difference	Remarks
Chapter 4		
4.2.5	Unmanned free balloons are not registered in the Netherlands.	
Chapter 5		
5.1.2	Unmanned free balloons are not registered in the Netherlands.	

← 8 ANNEX 8 - AIRWORTHINESS OF AIRCRAFT, 13TH EDITION AMDT 110

← NIL

← 9 ANNEX 9 - FACILITATION, 16TH EDITION AMDT 29

Reference	Difference	Remarks
Chapter 2		
2.7	Civilian air crew members are, in principle, exempted from the visa requirements by the Member States if they hold licenses and certificates within the meaning of Annexes 1 to 9 to the Chicago Convention on International Civil Aviation.	Council Regulation 539/2001 of 15 March 2001, Annex 1.2.1.
Chapter 3		
← 3.5	The general principles are laid down in art. 7(2) and 3(a,i) of the Schengen Borders Code.	Schengen Borders Code
← 3.23	Applicants have to appear in person. The requirement of personal appearance may be waived when the applicant is known to the embassy or consulate for his integrity and reliability (at locations where biometric identifiers have to be submitted in relation to visa applications, all applicants have to appear in person for their first application. After that, the biometric identifiers can be copied for future applications within a period of 59 months, so after that, applicants known for their integrity and reliability may be waived again).	Regulation 810/2009 of the European Parliament and of the Council of 13 July 2009 establishing a Community Code on Visas, article 10.
← 3.57	According to the Treaty on the Functioning of the European Union, art 77.2, the common visa and short stay policy is a competence of the European Parliament and the Council. For the European Parliament and the Council, abolishing or waiving the visa requirement for a maximum number of States is not an objective in itself. Before such a decision is taken, the consequences in the field of illegal immigration, public order, national security, external relations, public health and economic growth are taken into account.	Treaty on the Functioning of the European Union, art 77.2.
3.60	The conditions for entry in the NL as one of the Schengen MS are laid down in the Schengen Borders Code.	ANNEX VII of the Schengen Borders Code.
3.65	Civilian air crew members are, on average, exempted from the visa requirement by the Member States if they hold licenses and certificates within the meaning of annexes 1 to 9 to the Chicago Convention on International Civil Aviation.	ANNEX VII of the Schengen Borders Code.
← Chapter 5		
5.9.1	This is not the case in the Netherlands. According to article 26 of the Schengen Convention and Implementation Guideline 2001/51/EG, and as put in national law in article 5 of the Aliens Act, a carrier is obliged to return a third country national that has been denied entry to the Schengen area. According to EC-directive 2001/51 and art 65 Aliens Act, and 6.2 en 6.3 Aliens Decree, the carrier that transported the third country national is responsible for costs of stay and return in that specific period. No difference is being made between an improperly documented third country national or other categories of inadmissible third country nationals. 6.2 Aliens Decree: Our Minister can require the costs of return of an alien to the alien or carrier. A4/ 9.3 Aliens Act Implementation Guidelines: Our Minister can require the costs of return of an alien, and this includes also the costs of "stay", to the alien or carrier.	Schengen Convention, European Directives and Guidelines and National legislation as mentioned.
5.12	The conditions for entry into the NL as one of the Schengen MS are laid down in the Schengen Borders Code. This legislation is further operationalised and elaborated in the Aliens Act implementations guidelines. The Aliens Act is also the framework for rules and regulations regarding the admission and expulsion of aliens, the supervision of aliens who reside in the Netherlands, and border control measures and guidelines.	Schengen Borders Code and the Aliens Act.
5.18	The conditions for entry into the NL as one of the Schengen MS are laid down in the Schengen Borders Code. This legislation is further operationalised and elaborated in the Aliens Act implementations guidelines. The Aliens Act is also the framework for rules and regulations regarding the admission and expulsion of aliens, the supervision of aliens who reside in the Netherlands, and border control measures and guidelines.	Schengen Borders Code and the Aliens Act.
5.28	Dutch nationals who need to return to the Netherlands are issued an emergency passport for admission, but not necessarily for readmission. Nationals who are in the Netherlands are not necessarily eligible for this emergency passport. The right to refuse an emergency passport is a prerogative of the State.	Paspoortwet, Douanewet, Schengen Borders Code.

10 ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS

10.1 VOLUME 1 - RADIO NAVIGATION AIDS, 8TH EDITION AMDT 93

Significant differences to be determined.

**10.2 VOLUME 2 - COMMUNICATION PROCEDURES INCL. THOSE WITH PANS STATUS, 7TH EDITION AMDT 93**

Significant differences to be determined.

**10.3 VOLUME 3 - COMMUNICATION SYSTEMS, 2ND EDITION AMDT 92**

Significant differences to be determined.

**10.4 VOLUME 4 - SURVEILLANCE RADAR AND COLLISION AVOIDANCE SYSTEMS, 5TH EDITION AMDT 91**

Significant differences to be determined.

**10.5 VOLUME 5 - AERONAUTICAL RADIO FREQUENCY SPECTRUM UTILIZATION, 3RD EDITION AMDT 90**

Significant differences to be determined.

**11 ANNEX 11 - AIR TRAFFIC SERVICES, 15TH EDITION AMDT 53****Note:** Where underlined text is included in the table, the underlined text specifies the difference with ICAO.

Reference	Difference	Remarks
← Chapter 3		
← 3.3.4	'(b) Clearances issued by air traffic control units shall provide separation: (1) between all flights in airspace Classes A and B; (2) between IFR flights in airspace Classes C, D and E; (3) between IFR flights and VFR flights in airspace Class C; (4) between IFR flights and special VFR flights; (5) between special VFR flights unless otherwise prescribed by the competent authority; except that, when requested by the pilot of an aircraft <u>and agreed by the pilot of the other aircraft</u> and if so prescribed by the competent authority for the cases listed under (b) above in airspace Classes D and E, a flight may be cleared <u>subject to maintaining own separation in respect of a specific portion of the flight below 3 050 M (10 000 FT) during climb or descent, during day in visual meteorological conditions.</u>	Aviation act, art 5.13, 5.14, 5.14d and 5.23 SERA.8005(b) of Regulation (EU) No 923/2012 and ATS.TR.210(b) of Annex IV (Part-ATS) of Regulation (EU) 2017/373.
← 3.7.3.1	(e) Read-back of clearances and safety-related information (1) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back: (i) ATC route clearances; (ii) clearances and instructions to enter, land on, take off from, hold short of, cross, <u>taxi</u> and backtrack on any runway; and (iii) runway-in-use, altimeter settings, SSR codes, <u>newly assigned communication channels</u> , level instructions, heading and speed instructions; and (iv) transition levels, whether issued by the controller or contained in ATIS broadcasts.	SERA.8015(e), specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1 of the underlined text).
3.7.3.1.1	(2) Other clearances or instructions, including conditional clearances <u>and taxi instructions</u> , shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.	SERA.8015(e)(2) specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1.1 of the underlined text).
3	SERA.5010 Special VFR in control zones Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied: (a) by the pilot: (1) clear of cloud and with the surface in sight; (2) the flight visibility is not less than 1 500 M or, for helicopters, not less than 800 M; (3) at speed of 140 KT IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and (b) by ATC: (1) during day only, unless otherwise permitted by the competent authority; (2) the ground visibility is not less than 1 500 M or, for helicopters, not less than 800 M; (3) the ceiling is not less than 180 M (600 FT).	SERA.5010 introduces this new provision.
Appendix 2, 3.1	Waypoints designated by a five-alphanumeric name-code can be used for ATC purposes, during the execution of the related terminal flight procedure (SID/STAR/IAP).	In line with AltMoC for AMC1 SECTION IV, part (c)(1), of EU 373/2017, Part-FPD, AP-PENDIX 1.

**12 ANNEX 12 - SEARCH AND RESCUE, 9TH EDITION AMDT 19**

NIL

**13 ANNEX 13 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION, 13TH EDITION AMDT 19**

NIL

**14 ANNEX 14 - AERODROMES**

**14.1 VOLUME I - AERODROME DESIGN AND OPERATIONS, 9TH EDITION AMDT 17**

Reference	Difference	Remarks
Chapter 2		
2.5.3 and 2.5.4	The measuring and reporting of taxiway centre line points is only applicable on aerodromes equipped with an ILS.	Electronic aeronautical maps and electronic NOTAM will only be used on large aerodromes for commercial air transport operations.
Chapter 4		
4.2.19	A new object or extension of an existing object of the Air Navigation Service Provider can be permitted to penetrate a transitional surface when, in the opinion of the appropriate authority, after aeronautical study it is determined that the object would not significantly affect the safety of operations of aeroplanes.	To accommodate the use of remote tower operations on aerodromes in cases where limited physical space is available at an aerodrome or due to other special conditions, a penetration of the transitional surfaces can be permitted by the appropriate authority.
Chapter 5		
5.4.2.8	For non-instrument or non-precision runways a runway designator sign can be located only at the left side of the runway holding position.	For VFR operations it is considered sufficient if the runway designation sign is located at the side of the pilot of the aircraft.
Chapter 9		
9.2.21 - 9.2.25	The recommendations 9.2.21 up to and including 9.2.24 are not applicable for aerodromes in the aerodrome category for rescue and firefighting 1 to 3.	It is not considered necessary to have reserve supplies of foam concentrate or complementary agent for vehicle replenishment purposes for aerodromes in the aerodrome category for rescue and firefighting 1 to 3.
9.2.45	The provision of respiratory equipment is not necessary at aerodromes in the aerodrome category for rescue and firefighting 1 to 3.	It is not necessary to provide respiratory equipment at aerodromes in the aerodrome category for rescue and firefighting 1 to 3, because personnel at these aerodromes is not trained in the use of this equipment.

**14.2 VOLUME II - HELIPORTS, 5TH EDITION AMDT 9**

Reference	Difference	Remarks
Chapter 2		
-	The requirements of chapter 2 – Heliport data are only applicable to heliports open for public use.	Only heliport data of heliports open for public use are published in the AIP section AD 3. At the other heliports with restricted access, the limited group of users are familiar with the situation and facilities at the heliport.
2.1.2	The Netherlands is not making use of digital data error detection techniques during the transmission of aeronautical data and digital data sets.	The heliports open to public use transfer their sporadic change in aeronautical data via electronic mail. The Cycle Redundancy Check (CRC) is being used for the storage of aeronautical data by the Aeronautical Information Service department of the Air Navigation Service Provider.
2.4.2 – 2.4.4	In the Netherlands geographical coordinates of the geometric centre of the TLOF and/or FATO, appropriate centre line points of helicopter ground taxiways and helicopter air taxiways routes and the coordinates of each helicopter stand are not measured and provided.	This information is not considered necessary, because of the VFR procedures to land and taxi at the heliport.
Chapter 3		
3.1.14	The provision of two protected side slopes is not necessary when there is a lack of physical space to establish two protected side slopes near the heliport.	If possible, two protected side slopes should be provided, but lack of physical space makes this impossible in some cases.

Reference	Difference	Remarks
Chapter 6		
6.2.3.6 – 6.2.3.14 and 6.2.4.2	The recommendations of 6.2.3.6 up to and including 6.2.3.14 and 6.2.4.2 are only applicable to new built heliports and helidecks as of the 1st of January 2023.	Exemption due to the existing requirements until 2023.

### ← 15 ANNEX 15 - AERONAUTICAL INFORMATION SERVICES, 16TH EDITION AMDT 43

Reference	Difference	Remarks
Chapter 5		
5.2.13.3	A NOTAM summary including an indication of the latest AIP amendments, AIC issued and a checklist of AIP supplements is no longer published.	A monthly NOTAM summary may contain expired NOTAM by the time the summary is read. For flight preparation actual NOTAM should be used.
Appendix 1		
AD 2.8.5	No INS checkpoints AVBL. If applicable, INS checkpoints can be derived from AD.2 EH**-APDC charts.	To be investigated.
Appendix 7		
THR crossing height precision approaches.	THR crossing height is AVBL on approach charts as RDH. Publication resolution is less than SARP requirement; to 1 FT in stead of 1/10 FT.	To be developed.

### 16 ANNEX 16 - ENVIRONMENTAL PROTECTION

#### ← 16.1 VOLUME I - AIRCRAFT NOISE, 8TH EDITION AMDT 14

NIL

#### ← 16.2 VOLUME II - AIRCRAFT ENGINE EMISSIONS, 5TH EDITION AMDT 9

NIL

### 17 ANNEX 17 - SECURITY - SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE, 9TH EDITION

NIL

### 18 ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR, 4TH EDITION AMDT 12

NIL

### 19 ANNEX 19 - SAFETY MANAGEMENT, 2ND EDITION AMDT 1

NIL

### 20 DOC 4444 - PROCEDURES FOR AIR NAVIGATION SERVICES - AIR TRAFFIC MANAGEMENT

Reference	Difference	Remarks
Chapter 4		
4.9.1.1	The wake turbulence separation minima applied in the Schiphol TMAs and CTR are based on the six RECAT-EU wake turbulence categories as endorsed by EASA. <sup>1)</sup>	See ENR 1.3 and EHAM AD 2.22.
4.9.2	SERA.14090(c)(2) does not contain reference to the SUPER category.	Amendment of SERA.14090(c)(2) will be considered in RMT.0476. According to EPAS 2020-2024 the next Opinion is planned for Q3 2022.
4.11.3	SERA.14065(a)(2) is inconsistent with the reference to the SUPER category in this point.	Amendment of SERA.14065(a)(2) will be considered in RMT.0476. According to EPAS 2020-2024 the next Opinion is planned for Q3 2022.
Chapter 5		
5.8	The time-based turbulence longitudinal separation minima as described in section 5.8.3, 5.8.4 and 5.8.5 do not apply in the Schiphol TMAs and CTR. Instead the separation minima are based on the RECAT-EU time and distance based separation minima.	See ENR 1.3 and EHAM AD 2.22.
Chapter 6		
<sup>1)</sup> The RECAT-EU categories are available on the EASA website.		

Reference	Difference	Remarks
6.7.3.2.1.c	The nominal tracks of the missed approach procedures of the independent parallel approaches to AMSTERDAM/Schiphol airport RWY 36C/36R do not diverge by at least 30 degrees. The initial divergence is realised through heading instructions by the TWR.	Diverging missed approach procedures could not be determined without creating conflicts with other combined runway operations. See also the Netherlands Alt-Moc for AMC2 ATS.TR.255.
6.7.3.2.1.j	During independent parallel approaches to AMSTERDAM/Schiphol airport, no dedicated radio channels are available for the controllers to control the aircraft until landing, and also no capability to override transmissions of aerodrome control on the respective radio channels for each arrival flow. Instead approach control and aerodrome control have been equipped with a direct speech inter-communication system to ensure a quick response when necessary.	See also the Netherlands Alt-Moc for AMC2 ATS.TR.255.
6.7.3.2.7.a	During independent parallel approaches to AMSTERDAM/Schiphol airport, the position relative to a fix on the final approach course or track is not provided when assigning the final heading to intercept the final approach course or track.	Due to increased situational awareness of the pilots. See also the Netherlands Alt-Moc for AMC2 ATS.TR.255.
6.7.3.4.1.f	During (opposite) parallel approaches to AMSTERDAM/Schiphol airport, the nominal tracks of the missed approach procedures do not always diverge by at least 30 degrees. In these cases, the initial divergence is realised through heading instructions by the TWR.	Diverging missed approach procedures could not be determined without creating conflicts with other combined runway operations. See also the Netherlands Alt-Moc for AMC2 ATS.TR.255.
6.7.3.4.1.g	During (opposite) parallel approaches to AMSTERDAM/Schiphol airport, approach control has no frequency override capability to aerodrome control. Instead approach control and aerodrome control have been equipped with a direct speech inter-communication system to ensure a quick response when necessary.	See also the Netherlands Alt-Moc for AMC2 ATS.TR.255.
6.7.3.6.1.b	During segregated parallel operations at AMSTERDAM/Schiphol airport, the nominal departure track not always diverges immediately after take-off by at least 30 degrees from the missed approach track of the adjacent approach. In these cases, the initial divergence is realised through heading instructions by the TWR.	Diverging missed approach procedures could not be determined without creating conflicts with other combined runway operations. See also the Netherlands Alt-Moc for AMC4 ATS.TR.255.
Chapter 7		
7.3.b	SERA.14065(c)(2) is inconsistent with the reference to the SUPER category in this point.	Amendment of SERA.14065(c)(2) will be considered in RMT.0476. According to EPAS 2020-2024 the next Opinion is planned for Q3 2022.
7.9.2	Runway separation between departing aircraft using the same runway will not be provided to aircraft which take part in a formation flight, unless the flightleader requests otherwise.	Only applicable after formal agreement with the ATC provider in accordance to SERA.3135 and article 14 of Besluit luchtverkeer 2014. See also the Netherlands Alt-Moc for AMC7 ATS.TR.210(c)(2)(i).
7.10.1	Runway separation between landing aircraft using the same runway will not be provided to aircraft which take part in a formation flight, unless the flightleader requests otherwise.	Only applicable after formal agreement with the ATC provider in accordance to SERA.3135 and article 14 of Besluit luchtverkeer 2014. See also the Netherlands Alt-Moc for AMC8 ATS.TR.210(c)(2)(i).
Chapter 8		
8.7.3.4	In the Schiphol TMAs and CTRs, different distance based wake turbulence separation minima apply based on the RECAT-EU separation minima. In addition for traffic on final approach to AMSTERDAM/Schiphol airport, enhanced time based separation minima are in use for wake turbulence separation instead of fixed distance based rules, and include reduced separation in medium and strong headwind conditions.	See ENR 1.3 and EHAM AD 2.22.
Appendix 2		
Item 8	In addition to military operations, operators of customs or police aircraft shall insert the letter M in item 8 of the ICAO flight plan form.	
1) The RECAT-EU categories are available on the EASA website.		

**21 DOC 8168 - PROCEDURES FOR AIR NAVIGATION SERVICES - AIRCRAFT OPERATIONS****21.1 VOLUME I - FLIGHT PROCEDURES**

Reference	Difference	Remarks
Part I, Section 4		
Chapter 7, paragraph 7.4	Missed approach procedures while circling are different. See EHAM AD 2, EHBD AD 2, EHBK AD 2, EHGG AD 2, EHRD AD 2.	
Chapter 5, paragraph 5.4.4.b	When precision and non-precision approaches are published on the same chart, the published circling minima are not increased to match the highest straight-in minima. If the minima of the instrument approach procedure that precedes the circling manoeuvre are higher than the circling minima, the higher minima are applicable.	

**21.2 VOLUME II - CONSTRUCTION OF VISUAL AND INSTRUMENT FLIGHT PROCEDURES**

Reference	Difference	Remarks
Part I, Section 3		
Chapter 6, paragraph 6.2	As of 4 November 2021, when it is intended to use an instrument departure procedure and an instrument approach procedure in the same direction on parallel runways simultaneously, the nominal tracks of the departure procedure and of the missed approach procedure shall diverge by at least 30 degrees as soon as practicable (see Section 4, Chapter 10).	Diverging missed approach procedures could not be determined without creating conflicts with other combined runway operations. See also the Netherlands Alt-Moc for AMC4 ATS.TR.255.
Part I, Section 4		
Chapter 10, paragraph 10.1.2	When it is intended to use approach procedures to parallel runways simultaneously, the following additional criteria shall be applied in the design of both procedures: a) when the final approach course or track is intercepted by a published arrival and approach procedure that intercepts the initial approach fix (IAF) or intermediate fix (IF), the minimum altitudes of the intermediate approach segments of the two procedures shall differ by at least 300 M (1 000 FT) unless an RNP AR approach is used in accordance with 10.3 or vectoring is exclusively used to intercept the final approach tracks; and b) the nominal tracks of the two missed approach procedures shall diverge by at least 30 degrees. Associated missed approach turns shall be specified "as soon as practicable".	Diverging missed approach procedures could not be determined without creating conflicts with other combined runway operations. See also the Netherlands Alt-Moc for AMC2 ATS.TR.255.
Part III, Section 3		
Chapter 2, paragraph 2.2.2	MSA based on GNSS should be omnidirectional and centered on ARP.	When unable to establish relative position a pilot should use the highest MSA value of the published sectorization.
Part III, Section 5		
Chapter 1, paragraph 1.6.1.b.4	Flights conducting a performance based terminal flight procedure (SID/STAR/IAP) may be directed to an intermediate waypoint with a five-alphanumeric name-code (5ANNC). So, waypoints used for ATC purposes are not always designated with a five-letter, pronounceable name-code (5LNC).	In line with AltMoC for AMC1 SECTION IV, part (c)(1), of EU 373/2017, Part-FPD, AP-PENDIX 1.

**22 DOC 8400 - PROCEDURES FOR AIR NAVIGATION SERVICES - ICAO ABBREVIATIONS AND CODES**

NIL

**23 DOC 9868 - PROCEDURES FOR AIR NAVIGATION SERVICES - TRAINING**

Document implementation under review; differences and significant differences to be determined.

**24 COMMISSION REGULATION (EU) 2017/373 - LAYING DOWN COMMON REQUIREMENTS FOR PROVIDERS OF AIR TRAFFIC MANAGEMENT/AIR NAVIGATION SERVICES AND OTHER AIR TRAFFIC MANAGEMENT NETWORK FUNCTIONS AND THEIR OVERSIGHT**

Commission Regulation (EU) 2017/373 annex VI subpart A section 2 AIS.OR.240 requires that 'An AIS provider shall identify, in the aeronautical information products, except for NOTAM, the aeronautical data and aeronautical information that do not meet the DQRs'.

The aeronautical data for the Amsterdam FIR in the AIP Netherlands and the European AIS data base (EAD) that is not compliant with Commission Regulation (EU) 2017/373 is identified in an annotation file. This file is available on request. For more information, contact ais@lvnl.nl.



### 5.1.12 En-route charts

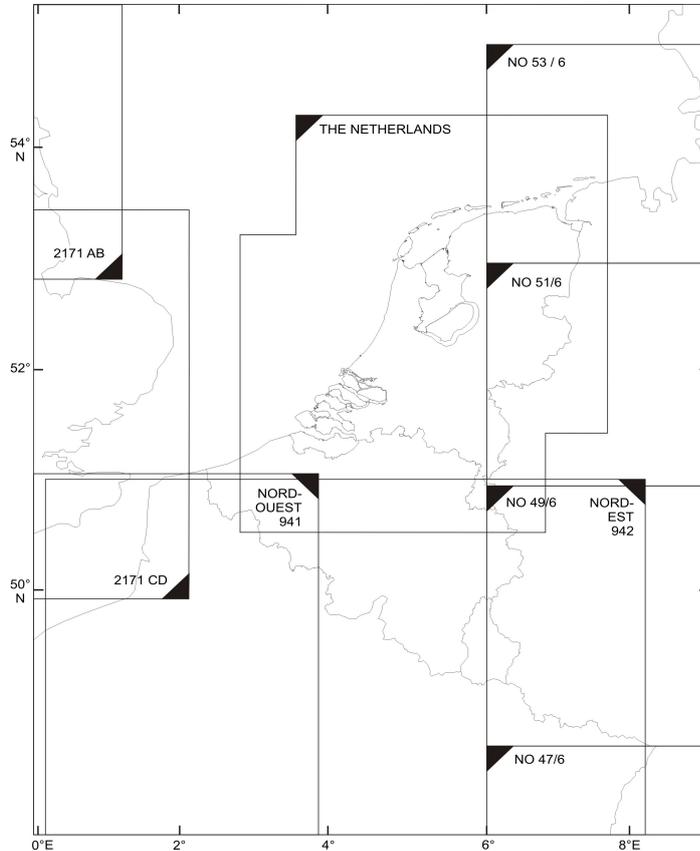
See ENR 6.

### 5.2 Other charts

#### 5.2.1 Aeronautical chart - ICAO 1:500 000

Available in print (see also paragraph 3) and online via <https://www.lvnl.nl/aip>.

### 6 INDEX TO ADJOINING SHEETS OF THE AERONAUTICAL CHART - ICAO 1:500 000



### 7 TOPOGRAPHICAL CHARTS

Topographical charts and information are available from:

Post: Kadaster  
Klantcontactcenter  
P.O. Box 9046  
7300 GH Apeldoorn  
The Netherlands  
Tel: +31 (0)88 183 2200  
Fax: +31 (0)88 183 2050  
URL: <https://www.kadaster.nl>  
Email: [kcc@kadaster.nl](mailto:kcc@kadaster.nl)

### 8 CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

Aeronautical information on the Aeronautical Chart ICAO 1:500.000 outside the Amsterdam FIR is published under reservation. For latest information on the adjacent FIRs consult appropriate AIPs and NOTAM.

←

Chart	Location	Corrections
Aeronautical chart ICAO 1:500 000 Edition 2025 (20 MAR 2025)	520358N 0042020E	Add obstacle, ELEV 512 FT AMSL, lighted.
	532027N 0035337E	Add heliport K12-B.
	533303N 0034646E	Add heliport K9-AB-B.
	513401N 0045557E	Move symbol modelfying site to position 513428N 0045434E.
	514100N 0053258E	Add symbol hanglidersite (S25)
	APRX 522026N 0052050E	Extend obstacle (line) northwards until position 522243N 0051823E, 17 windturbines ELEV 705 FT AMSL, lighted.
	522122N 0052024E	Remove obstacle ELEV 381 FT AMSL.
	BTN PSN 514153N 0043910E - 514118N 0043933E	Add 3 windturbine (line), ELEV 682 FT AMSL, lighted.
	APRX 5225N 00520E	TMZ Schiphol Area, add border along west side of Lelystad CTR 1 (Lelystad CTR 1 is excluded from TMZ).

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ purpose	Remarks
1	2	3	4	5
<b>TRA 17 – AWACS area</b> 505957N 0053955E - 505957N 0054601E - along Belgian-Dutch border - 505246N 0053955E - 505957N 0053955E. <u>3500 FT AMSL</u> <u>1500 FT AMSL</u> Class of airspace: <b>G</b>	Beek APP	Beek Approach En H24	123.980 TAR 340.850 120.205	Airspace reserved for IFR approach Geilenkirchen RWY 09. Crossing clearance provided by Beek APP.  Activation information provided by Brussels FIC or Steenokkerzeel ATCC.
<b>Twenthe HI area</b> The part of the Bremen FIR enclosed by a line linking the following coordinates: 523959N 0070327E - 522336N 0070340E - along Dutch-German border - 523959N 0070327E. <u>FL 245</u> <u>FL 195</u> Class of airspace: <b>C</b>	Amsterdam ACC	Amsterdam Radar En H24	128.580	
<b>Twenthe Medium area</b> The part of the Bremen FIR enclosed by a line linking the following coordinates: 523959N 0070327E - 522336N 0070340E - along Dutch-German border - 523959N 0070327E. <u>FL 195</u> <u>FL 100</u> Class of airspace: <b>C</b>  <u>FL 100</u> <u>FL 095</u> Class of airspace: <b>E</b>	Amsterdam ACC	Amsterdam Radar En H24	128.580	
<b>Twenthe LO area</b> The part of the Bremen FIR enclosed by a line linking the following coordinates: 523959N 0070327E - 522336N 0070340E - along Dutch-German border - 523959N 0070327E. <u>FL 095</u> 2500 FT AMSL Class of airspace: <b>E</b>	MILATCC Schiphol	Dutch MIL En H24  Dutch MIL Info En H24	128.355   132.350	
<b>Voeren area</b> The part of the Brussels FIR enclosed by a line linking coordinates: 504611N 0054446E - along Dutch-Belgium border - 504513N 0055956E - 504508N 0055956E - 504459N 0055454E - 504519N 0054824E - 504611N 0054446E. <u>FL 095</u> 1500 FT AMSL Class of airspace: <b>D</b>  <u>1500 FT AMSL</u> GND Class of airspace: <b>G</b>	Beek TWR/APP	Beek Approach En H24  Beek Tower En H24	123.980 TAR 340.850 120.205  119.480 PRI 362.875 119.705 Regional Guard	

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/ purpose	Remarks
1	2	3	4	5
<b>WOODY area</b> 512523N 0043208E - 512248N 0042533E - along Dutch-Belgium border - 512523N 0043208E.  <u>FL 245</u> FL 095  Class of airspace: <b>C</b>	Amsterdam ACC	Amsterdam Radar En H24	123.850 130.955 387.600	387.600 at ATC discretion  Area consists of Brussels UTA Two (FL 195 - FL 245) and Brussels CTA North (FL 095 - FL 195). See AIP Belgium and AIP Luxembourg.

## 2 FREE ROUTE AIRSPACE (FRA)

Name Lateral limits Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use	Frequency purpose	Remarks
1	2	3	4	5
<b>MUAC FRA</b> Lateral limits as Amsterdam FIR (see ENR 2.1) excluding the IBNOS and SASKI B area.  <u>FL 660</u> FL 245  Class of airspace: <b>C</b>	Maastricht UAC	Maastricht Radar En H24	See ENR 6-2.4.	<b>MUAC FRA</b> extends over the state territories of Belgium, Luxemburg, the Netherlands and part of Germany.  For hours of applicability see ENR 1.3 paragraph 4.2.

## 3 NORTH SEA OPERATIONS, FLIGHT INFORMATION SERVICE AND ALERTING SERVICE

### 3.1 GENERAL

Amsterdam FIC provides FIS and ALRS in the North Sea area Amsterdam and the North Sea area V (see paragraph 2.1) to safeguard military and civil air traffic above the North Sea up to and including FL 055<sup>1)</sup>. For area boundaries see chart ENR 6-3.1.

<sup>1)</sup> Below EGD323D up to and including FL 045.

#### 3.1.1 North Sea area Amsterdam

The North Sea area Amsterdam is an RTMZ (combined RMZ and TMZ). In this area all flights shall file a flight plan for the purpose of receiving flight information service and alerting service.

The North Sea area Amsterdam is depicted on ENR 6-3.1.

<b>DANGER AREAS</b>		
Identification, name and lateral limits	<u>Upper limit</u> <u>Lower limit</u>	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
<b>EHD018</b> 550000N 0050000E - along parallel - 550000N 0063000E - 534000N 0063000E - 533000N 0053400E - 532624N 0051000E - 532229N 0045220E - along anticlockwise arc (radius 8 NM, centre 531500N 0045700E) - 531940N 0044610E - 531944N 0044600E - 533000N 0044600E - along parallel - 533000N 0033844E - 540000N 0040505E - 543000N 0043209E - 550000N 0050000E.	<u>FL 660</u> FL 055	AMC manageable area. MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or when activated via AUP/UUP or NOTAM. Prohibited when activated, unless permission from the military ATS provider. When activated class E. Military exercises. Vertical limits may vary within the area.
<b>EHD018Z</b> 550228N 0045724E - along parallel - 550228N 0063421E - 533532N 0063421E - 532134N 0051203E - 531819N 0045735E - 531332N 0044609E - 531710N 0043725E - 532457N 0043725E - along parallel - 532457N 0033844E - 533000N 0033432E - 550228N 0045724E.	<u>FL 660</u> FL 055	For IFR flight planning purposes only.
<b>EHD41A</b> 530500N 0034500E - 531300N 0034500E - along parallel - 531300N 0041000E - 530500N 0041000E - along parallel - 530500N 0034500E.	<u>FL 055</u> MSL	Activated by NOTAM. Prohibited when activated, unless permission from MILATCC Schiphol. Gunfiring.
<b>EHD41B</b> 530500N 0033700E - 531300N 0033700E - along parallel - 531300N 0034500E - 530500N 0034500E - along parallel - 530500N 0033700E.	<u>FL 055</u> MSL	Activated by NOTAM. Prohibited when activated, unless permission from MILATCC Schiphol. Gunfiring.
<b>EHD41C</b> 530500N 0041000E - 531300N 0041000E - along parallel - 531300N 0041800E - 530500N 0041800E - along parallel - 530500N 0041000E.	<u>FL 055</u> MSL	Activated by NOTAM. Prohibited when activated, unless permission from MILATCC Schiphol. Gunfiring.
<b>EHD41D</b> As EHD41A	<u>FL 660</u> FL 055	AMC manageable area. MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or when activated via AUP/UUP or NOTAM. Prohibited when activated, unless permission from the military ATS provider. Gunfiring.
<b>EHD41DZ</b> 530230N 0034051E - 531529N 0034051E - along parallel - 531529N 0041409E - 530230N 0041409E - 530230N 0034051E.	<u>FL 660</u> FL 055	For IFR flight planning purposes only.

DANGER AREAS		
Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
<b>EHD42</b> 540000N 0044600E - along parallel - 540000N 0060626E - 535106N 0061358E - 533738N 0050600E - 533600N 0044600E - 540000N 0044600E.	<u>FL 660</u> MSL	Activated by NOTAM. Prohibited when activated, unless permission from the military ATS provider. Air to air firing. Vertical limits may vary within the area.
<b>EHD42Z</b> 540458N 0043731E - along parallel - 540458N 0061142E - 535116N 0062315E - 534704N 0062015E - 533245N 0050757E - 533044N 0044323E - 533343N 0043737E - 540458N 0043731E.	<u>FL 660</u> <u>FL 055</u>	For IFR flight planning purposes only.
<b>EHD69</b> 514200N 0023704E - 514200N 0023902E - 512607N 0030005E - 512608N 0024909E - 512538N 0024809E - 512701N 0023309E - 514200N 0023704E.	<u>3000 FT AMSL</u> MSL	Activated by NOTAM. Unmanned aircraft systems (UAS).
<b>EHD69A</b> As EHD69.	<u>4500 FT AMSL</u> <u>3000 FT AMSL</u>	Activated by NOTAM. Unmanned aircraft systems (UAS).

### 3 TEMPORARY RESERVED AIRSPACE (TRA)

Definition: a defined volume of airspace normally under the jurisdiction of one aviation authority and temporarily reserved, by common agreement, for the specific use by another aviation authority and through which other traffic may be allowed to transit, under ATC clearance.

The areas are shown on charts ENR 6-3.1.

TEMPORARY RESERVED AIRSPACE		
Identification, name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
<b>EHTRA10A</b> As Nieuw Milligen TMA A, see ENR 2.1.	<u>FL 660</u> <u>FL 095</u>	AMC manageable area. MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or when activated via AUP/UUP or NOTAM. Prohibited when activated, unless permission from the military ATS provider. When activated class E. Military exercises. Vertical limits may vary within the area.
<b>EHTRA10AZ</b> 53°45'08.95"N 006°29'42.34"E; 53°35'11.77"N 006°39'42.92"E; 53°33'27.79"N 006°42'43.23"E; 53°32'13.74"N 006°47'19.32"E; 53°30'15.00"N 006°44'30.00"E; 53°24'37.00"N 006°36'30.00"E; 52°48'02.89"N 005°17'10.78"E; 52°43'30.00"N 004°33'40.00"E; 52°45'25.00"N 004°28'03.00"E; 52°48'19.15"N 004°21'00.00"E; 52°51'47.00"N 004°12'41.58"E; 53°09'06.25"N 004°12'41.58"E; 53°10'55.28"N 004°28'05.18"E; 53°17'29.17"N 004°28'55.22"E; 53°26'47.31"N 004°47'44.69"E; 53°31'10.45"N 005°07'30.69"E; 53°34'48.71"N 005°31'45.31"E; to point of origin.	<u>FL 660</u> <u>FL 095</u>	For IFR flight planning purposes only.

EHHV AD 2.14 [NIL] APPROACH AND RUNWAY LIGHTING .....	NIL
EHHV AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY .....	AD 2.EHHV-3
EHHV AD 2.16 [NIL] HELICOPTER LANDING AREA .....	NIL
EHHV AD 2.17 ATS AIRSPACE .....	AD 2.EHHV-3
EHHV AD 2.18 ATS COMMUNICATION FACILITIES .....	AD 2.EHHV-3
EHHV AD 2.19 [NIL] RADIO NAVIGATION AND LANDING AIDS .....	NIL
EHHV AD 2.20 [NIL] LOCAL AERODROME REGULATIONS .....	NIL
EHHV AD 2.21 NOISE ABATEMENT PROCEDURES .....	AD 2.EHHV-3
EHHV AD 2.22 FLIGHT PROCEDURES .....	AD 2.EHHV-4
EHHV AD 2.23 ADDITIONAL INFORMATION .....	AD 2.EHHV-5
EHHV AD 2.24 CHARTS RELATED TO AN AERODROME .....	AD 2.EHHV-5

<b>EHKD DEN HELDER/De Kooy .....</b>	<b>AD 2.EHKD-1</b>
EHKD AD 2.1 AERODROME LOCATION INDICATOR AND NAME .....	AD 2.EHKD-1
EHKD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA .....	AD 2.EHKD-1
EHKD AD 2.3 OPERATIONAL HOURS .....	AD 2.EHKD-1
EHKD AD 2.4 HANDLING SERVICES AND FACILITIES .....	AD 2.EHKD-2
EHKD AD 2.5 PASSENGER FACILITIES .....	AD 2.EHKD-2
EHKD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES .....	AD 2.EHKD-2
EHKD AD 2.7 SEASONAL AVAILABILITY - CLEARING .....	AD 2.EHKD-2
EHKD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA .....	AD 2.EHKD-2
EHKD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS .....	AD 2.EHKD-3
EHKD AD 2.10 AERODROME OBSTACLES .....	AD 2.EHKD-3
EHKD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED .....	AD 2.EHKD-3
EHKD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS .....	AD 2.EHKD-4
EHKD AD 2.13 DECLARED DISTANCES .....	AD 2.EHKD-4
EHKD AD 2.14 APPROACH AND RUNWAY LIGHTING .....	AD 2.EHKD-5
EHKD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY .....	AD 2.EHKD-5
EHKD AD 2.16 HELICOPTER LANDING AREA .....	AD 2.EHKD-5
EHKD AD 2.17 ATS AIRSPACE .....	AD 2.EHKD-6
EHKD AD 2.18 ATS COMMUNICATION FACILITIES .....	AD 2.EHKD-7
EHKD AD 2.19 RADIO NAVIGATION AND LANDING AIDS .....	AD 2.EHKD-7
EHKD AD 2.20 [NIL] LOCAL AERODROME REGULATIONS .....	NIL
EHKD AD 2.21 NOISE ABATEMENT PROCEDURES .....	AD 2.EHKD-8
EHKD AD 2.22 FLIGHT PROCEDURES .....	AD 2.EHKD-8
EHKD AD 2.23 ADDITIONAL INFORMATION .....	AD 2.EHKD-20
EHKD AD 2.24 CHARTS RELATED TO AN AERODROME .....	AD 2.EHKD-20

<b>EHLE LELYSTAD/Lelystad .....</b>	<b>AD 2.EHLE-1</b>
EHLE AD 2.1 AERODROME LOCATION INDICATOR AND NAME .....	AD 2.EHLE-1
EHLE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA .....	AD 2.EHLE-1
EHLE AD 2.3 OPERATIONAL HOURS .....	AD 2.EHLE-1
EHLE AD 2.4 HANDLING SERVICES AND FACILITIES .....	AD 2.EHLE-1
EHLE AD 2.5 PASSENGER FACILITIES .....	AD 2.EHLE-2
EHLE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES .....	AD 2.EHLE-2
EHLE AD 2.7 SEASONAL AVAILABILITY - CLEARING .....	AD 2.EHLE-2
EHLE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA .....	AD 2.EHLE-2
EHLE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS .....	AD 2.EHLE-3
EHLE AD 2.10 AERODROME OBSTACLES .....	AD 2.EHLE-4
EHLE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED .....	AD 2.EHLE-4
EHLE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS .....	AD 2.EHLE-4
EHLE AD 2.13 DECLARED DISTANCES .....	AD 2.EHLE-5
EHLE AD 2.14 APPROACH AND RUNWAY LIGHTING .....	AD 2.EHLE-5
EHLE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY .....	AD 2.EHLE-6
EHLE AD 2.16 HELICOPTER LANDING AREA .....	AD 2.EHLE-6
EHLE AD 2.17 ATS AIRSPACE .....	AD 2.EHLE-6
EHLE AD 2.18 ATS COMMUNICATION FACILITIES .....	AD 2.EHLE-7
EHLE AD 2.19 RADIO NAVIGATION AND LANDING AIDS .....	AD 2.EHLE-7
EHLE AD 2.20 LOCAL AERODROME REGULATIONS .....	AD 2.EHLE-7
EHLE AD 2.21 [NIL] NOISE ABATEMENT PROCEDURES .....	NIL
EHLE AD 2.22 FLIGHT PROCEDURES .....	AD 2.EHLE-8
EHLE AD 2.23 ADDITIONAL INFORMATION .....	AD 2.EHLE-24
EHLE AD 2.24 CHARTS RELATED TO AN AERODROME .....	AD 2.EHLE-24

<b>EHMM MIDDENMEER/Middenmeer .....</b>	<b>AD 2.EHMM-1</b>
EHMM AD 2.1 AERODROME LOCATION INDICATOR AND NAME .....	AD 2.EHMM-1
EHMM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA .....	AD 2.EHMM-1
EHMM AD 2.3 OPERATIONAL HOURS .....	AD 2.EHMM-1
EHMM AD 2.4 HANDLING SERVICES AND FACILITIES .....	AD 2.EHMM-1
EHMM AD 2.5 PASSENGER FACILITIES .....	AD 2.EHMM-2
EHMM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES .....	AD 2.EHMM-2
EHMM AD 2.7 SEASONAL AVAILABILITY - CLEARING .....	AD 2.EHMM-2
EHMM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA .....	AD 2.EHMM-2
EHMM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS .....	AD 2.EHMM-2
EHMM AD 2.10 AERODROME OBSTACLES .....	AD 2.EHMM-2
EHMM AD 2.11 [NIL] METEOROLOGICAL INFORMATION PROVIDED .....	NIL
EHMM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS .....	AD 2.EHMM-3
EHMM AD 2.13 DECLARED DISTANCES .....	AD 2.EHMM-3

EHMM AD 2.14 [NIL] APPROACH AND RUNWAY LIGHTING .....	NIL
EHMM AD 2.15 [NIL] OTHER LIGHTING, SECONDARY POWER SUPPLY .....	NIL
EHMM AD 2.16 [NIL] HELICOPTER LANDING AREA .....	NIL
EHMM AD 2.17 ATS AIRSPACE .....	AD 2.EHMM-3
EHMM AD 2.18 ATS COMMUNICATION FACILITIES .....	AD 2.EHMM-3
EHMM AD 2.19 [NIL] RADIO NAVIGATION AND LANDING AIDS .....	NIL
EHMM AD 2.20 LOCAL AERODROME REGULATIONS .....	AD 2.EHMM-4
EHMM AD 2.21 NOISE ABATEMENT PROCEDURES .....	AD 2.EHMM-4
EHMM AD 2.22 FLIGHT PROCEDURES .....	AD 2.EHMM-4
EHMM AD 2.23 ADDITIONAL INFORMATION .....	AD 2.EHMM-4
EHMM AD 2.24 CHARTS RELATED TO AN AERODROME .....	AD 2.EHMM-4

<b>EHMZ MIDDELBURG/Midden-Zeeland .....</b>	<b>AD 2.EHMZ-1</b>
EHMZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME .....	AD 2.EHMZ-1
EHMZ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA .....	AD 2.EHMZ-1
EHMZ AD 2.3 OPERATIONAL HOURS .....	AD 2.EHMZ-1
EHMZ AD 2.4 HANDLING SERVICES AND FACILITIES .....	AD 2.EHMZ-1
EHMZ AD 2.5 PASSENGER FACILITIES .....	AD 2.EHMZ-2
EHMZ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES .....	AD 2.EHMZ-2
EHMZ AD 2.7 [NIL] SEASONAL AVAILABILITY - CLEARING .....	NIL
EHMZ AD 2.8 [NIL] APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA .....	NIL
EHMZ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS .....	AD 2.EHMZ-2
EHMZ AD 2.10 AERODROME OBSTACLES .....	AD 2.EHMZ-2
EHMZ AD 2.11 [NIL] METEOROLOGICAL INFORMATION PROVIDED .....	NIL
EHMZ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS .....	AD 2.EHMZ-2
EHMZ AD 2.13 DECLARED DISTANCES .....	AD 2.EHMZ-3
EHMZ AD 2.14 [NIL] APPROACH AND RUNWAY LIGHTING .....	NIL
EHMZ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY .....	AD 2.EHMZ-3
EHMZ AD 2.16 [NIL] HELICOPTER LANDING AREA .....	NIL
EHMZ AD 2.17 ATS AIRSPACE .....	AD 2.EHMZ-3
EHMZ AD 2.18 ATS COMMUNICATION FACILITIES .....	AD 2.EHMZ-3
EHMZ AD 2.19 [NIL] RADIO NAVIGATION AND LANDING AIDS .....	NIL
EHMZ AD 2.20 [NIL] LOCAL AERODROME REGULATIONS .....	NIL
EHMZ AD 2.21 NOISE ABATEMENT PROCEDURES .....	AD 2.EHMZ-3
EHMZ AD 2.22 FLIGHT PROCEDURES .....	AD 2.EHMZ-4
EHMZ AD 2.23 ADDITIONAL INFORMATION .....	AD 2.EHMZ-5
EHMZ AD 2.24 CHARTS RELATED TO AN AERODROME .....	AD 2.EHMZ-5

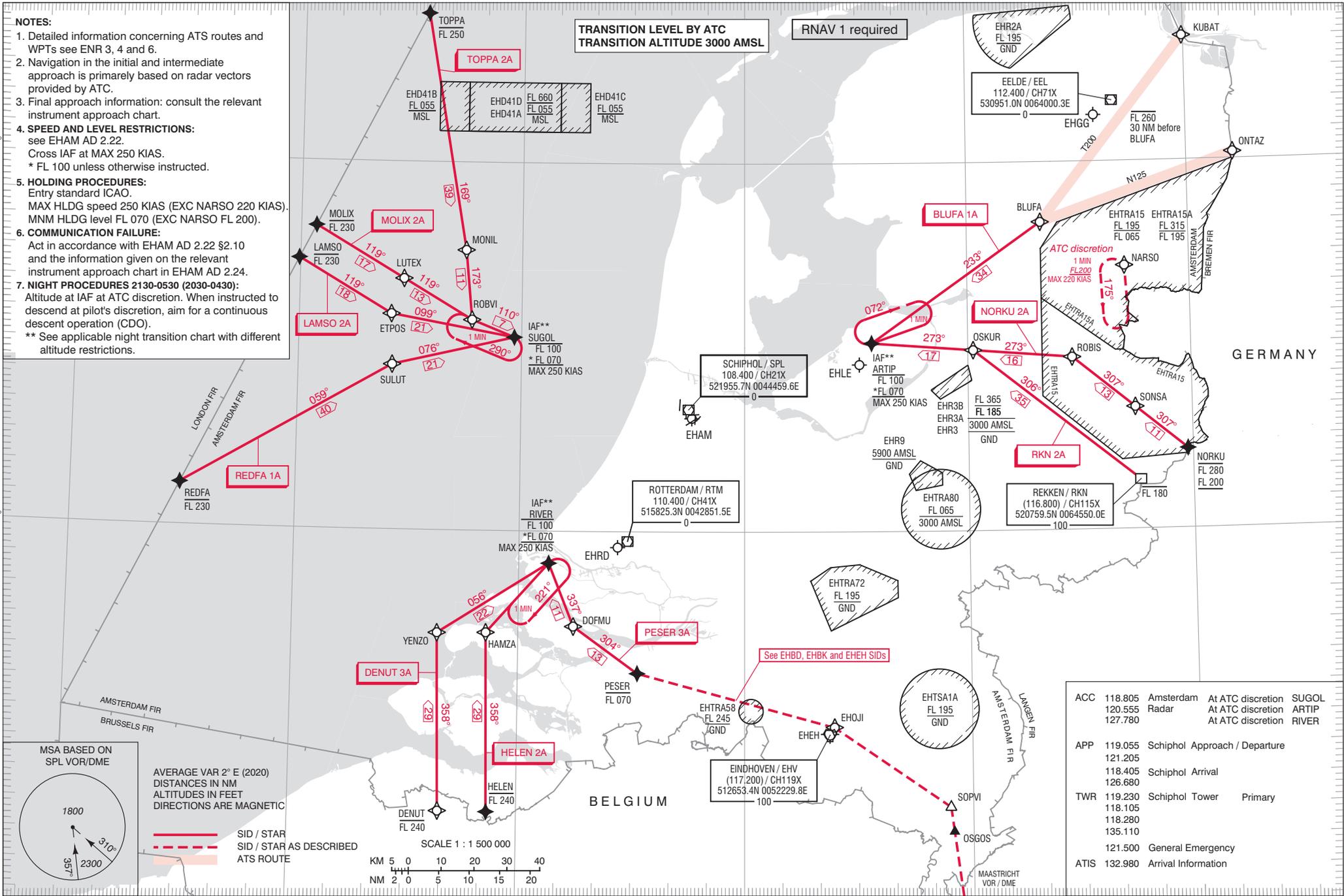
<b>EHOW OOSTWOLD/Oostwold .....</b>	<b>AD 2.EHOW-1</b>
EHOW AD 2.1 AERODROME LOCATION INDICATOR AND NAME .....	AD 2.EHOW-1
EHOW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA .....	AD 2.EHOW-1
EHOW AD 2.3 OPERATIONAL HOURS .....	AD 2.EHOW-1
EHOW AD 2.4 HANDLING SERVICES AND FACILITIES .....	AD 2.EHOW-1
EHOW AD 2.5 PASSENGER FACILITIES .....	AD 2.EHOW-2
EHOW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES .....	AD 2.EHOW-2
EHOW AD 2.7 [NIL] SEASONAL AVAILABILITY - CLEARING .....	NIL
EHOW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA .....	AD 2.EHOW-2
EHOW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS .....	AD 2.EHOW-2
EHOW AD 2.10 AERODROME OBSTACLES .....	AD 2.EHOW-2
EHOW AD 2.11 [NIL] METEOROLOGICAL INFORMATION PROVIDED .....	NIL
EHOW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS .....	AD 2.EHOW-3
EHOW AD 2.13 DECLARED DISTANCES .....	AD 2.EHOW-3
EHOW AD 2.14 [NIL] APPROACH AND RUNWAY LIGHTING .....	NIL
EHOW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY .....	AD 2.EHOW-3
EHOW AD 2.16 [NIL] HELICOPTER LANDING AREA .....	NIL
EHOW AD 2.17 ATS AIRSPACE .....	AD 2.EHOW-3
EHOW AD 2.18 ATS COMMUNICATION FACILITIES .....	AD 2.EHOW-3
EHOW AD 2.19 [NIL] RADIO NAVIGATION AND LANDING AIDS .....	NIL
EHOW AD 2.20 [NIL] LOCAL AERODROME REGULATIONS .....	NIL
EHOW AD 2.21 NOISE ABATEMENT PROCEDURES .....	AD 2.EHOW-4
EHOW AD 2.22 FLIGHT PROCEDURES .....	AD 2.EHOW-4
EHOW AD 2.23 ADDITIONAL INFORMATION .....	AD 2.EHOW-4
EHOW AD 2.24 CHARTS RELATED TO AN AERODROME .....	AD 2.EHOW-4

<b>EHRD ROTTERDAM/Rotterdam .....</b>	<b>AD 2.EHRD-1</b>
EHRD AD 2.1 AERODROME LOCATION INDICATOR AND NAME .....	AD 2.EHRD-1
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EHRD AD 2.3 OPERATIONAL HOURS .....	AD 2.EHRD-1
EHRD AD 2.4 HANDLING SERVICES AND FACILITIES .....	AD 2.EHRD-2
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EHRD AD 2.7 SEASONAL AVAILABILITY - CLEARING .....	AD 2.EHRD-2
EHRD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA .....	AD 2.EHRD-3
EHRD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS .....	AD 2.EHRD-3
EHRD AD 2.10 AERODROME OBSTACLES .....	AD 2.EHRD-3
EHRD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED .....	AD 2.EHRD-4
EHRD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS .....	AD 2.EHRD-4
EHRD AD 2.13 DECLARED DISTANCES .....	AD 2.EHRD-5

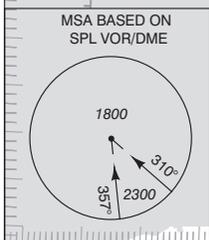
- NOTES:**
- Detailed information concerning ATS routes and WPTs see ENR 3, 4 and 6.
  - Navigation in the initial and intermediate approach is primarily based on radar vectors provided by ATC.
  - Final approach information: consult the relevant instrument approach chart.
  - SPEED AND LEVEL RESTRICTIONS:** see EHAM AD 2.22.  
Cross IAF at MAX 250 KIAS.  
\* FL 100 unless otherwise instructed.
  - HOLDING PROCEDURES:** Entry standard ICAO.  
MAX HLDG speed 250 KIAS (EXC NARSO 220 KIAS).  
MNM HLDG level FL 070 (EXC NARSO FL 200).
  - COMMUNICATION FAILURE:** Act in accordance with EHAM AD 2.22 §2.10 and the information given on the relevant instrument approach chart in EHAM AD 2.24.
  - NIGHT PROCEDURES 2130-0530 (2030-0430):** Altitude at IAF at ATC discretion. When instructed to descend at pilot's discretion, aim for a continuous descent operation (CDO).  
\*\* See applicable night transition chart with different altitude restrictions.

TRANSITION LEVEL BY ATC  
TRANSITION ALTITUDE 3000 AMSL

RNAV 1 required

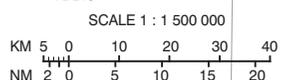


ACC	118.805	Amsterdam	At ATC discretion	SUGOL
	120.555	Radar	At ATC discretion	ARTIP
	127.780		At ATC discretion	RIVER
APP	119.055	Schiphol Approach / Departure		
	121.205			
	118.405	Schiphol Arrival		
	126.680			
TWR	119.230	Schiphol Tower	Primary	
	118.105			
	118.280			
	135.110			
	121.500	General Emergency		
ATIS	132.980	Arrival Information		



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

— SID / STAR  
- - - SID / STAR AS DESCRIBED  
— ATS ROUTE





**EHDR — DRACHTEN/Drachten**

Note: the following sections in this chapter are intentionally left blank:  
AD 2.4, AD 2.7, AD 2.11, AD 2.14, AD 2.16, AD 2.19, AD 2.20, AD 2.21.

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

EHDR — DRACHTEN/Drachten

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

1	ARP co-ordinates and site at AD	530705N 0060745E Middle of runway.
2	Direction and distance from (city)	1 NM NE from Drachten.
3	Elevation/reference temperature	14 FT AMSL/20.5°C.
4	Geoid undulation at AD ELEV PSN	Information not AVBL.
5	MAG VAR/annual change	2°E (2020)/10'E.
6	AD operator, postal address, telephone, telefax, email, AFS, website	Post: Municipality of Smallerland Gauke Boelensstraat 2 9203 RM Drachten The Netherlands Tel: +31 (0)512 581 234 (flight notification, information and administration) +31 (0)512 513 245 (airport authority) during OPR HR. URL: <a href="https://www.ehdr.aero">https://www.ehdr.aero</a>
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	1. Aerodrome available for national and international civil air traffic with business-like purposes with all types of aircraft up to 6000 KG AUW, including a limited use by MLA. 2. Importation and exportation of merchandise, except travellers luggage, not allowed.

**EHDR AD 2.3 OPERATIONAL HOURS**

1	AD operator	AD PPR. • MON, WED, FRI, SUN: 1100-1800 (1000-1700) but within UDP; • SAT: 0800-1800 (0700-1700) but within UDP; • Other days and times O/R.
2	Customs and immigration	NIL
3	Health and sanitation	NA
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)	Competent ATS unit: ARO Schiphol, see EHAM AD 2.3.
6	MET briefing office	NA
7	ATS	NA
8	Fuelling	NA
9	Handling	NA
10	Security	NA
11	De-icing	NA
12	Remarks	<sup>1)</sup> PN means permission from and/or in case of customs etc. notification other than by (VFR) flight plans to aerodrome authority as appropriate.

**EHDR AD 2.5 PASSENGER FACILITIES**

1	Hotels	Accommodation in Drachten.
2	Restaurants	In Drachten.

3	Transportation	Taxi (on request).
4	Medical facilities	First aid treatment; hospital in Drachten.
5	Bank and post office	In Drachten.
6	Tourist office	In Drachten.
7	Remarks	NIL

### EHDR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	NIL
2	Rescue equipment	Information not AVBL.
3	Capability for removal of disabled aircraft	Information not AVBL.
4	Remarks	NIL

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

1	Apron surface and strength	ASPH/CONC 6000 KG.
2	Taxiway width, surface and strength	Width: 8 M. Surface: grass. Strength: Not AVBL.
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

### EHDR 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	NIL
2	RWY and TWY markings and LGT	<b>RWY markings</b> <ul style="list-style-type: none"> <li>RWY 07: DTHR, designation, CL, edge.</li> <li>RWY 25: DTHR, designation, CL, edge.</li> </ul>
3	Stop bars	NIL
4	Remarks	NIL

### EHDR AD 2.10 AERODROME OBSTACLES

For obstacles at and in the vicinity of the aerodrome see AD 2.EHDR-ADC.

### EHDR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

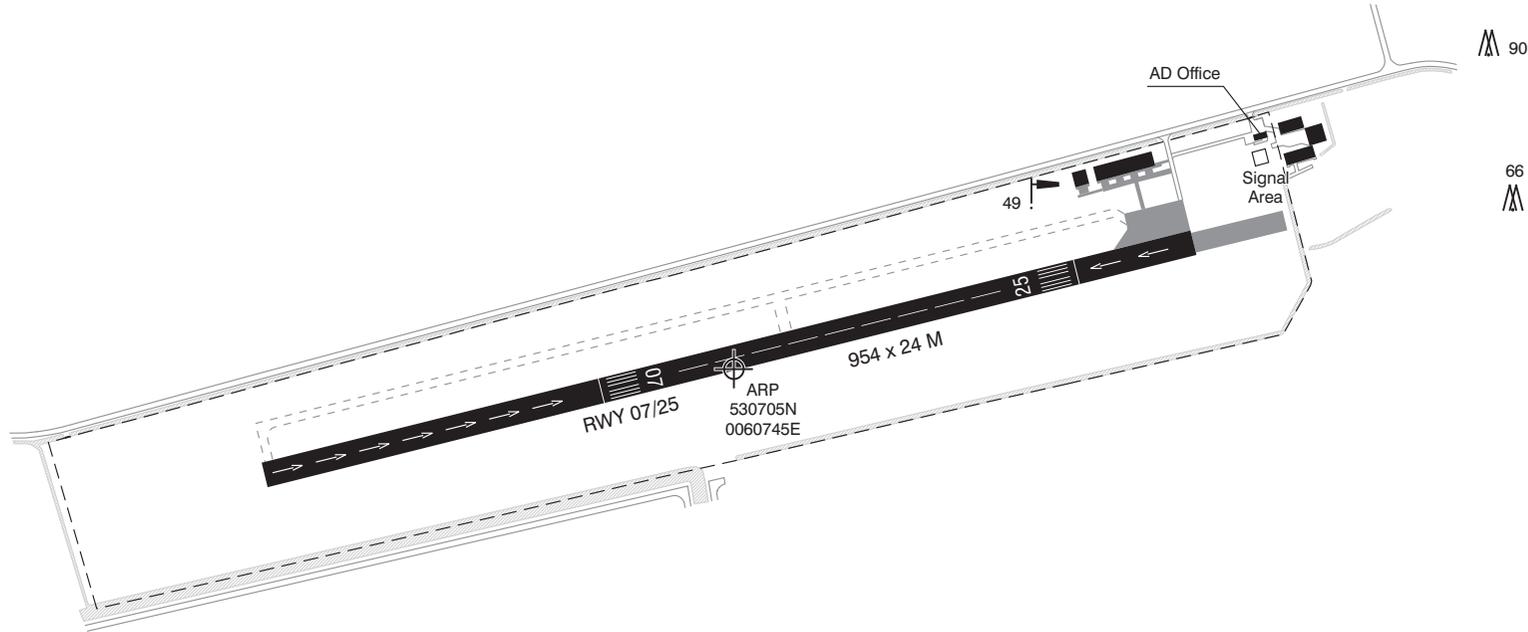
Designations RWY NR	True BRG	Dimensions of RWY (M)	Strength (PCN) and sur- face of RWY and SWY	THR co-ordinates RWY end co-ordinates THR GUND	THR elevation and highest elevation of TDZ of precision APCH RWY
1	2	3	4	5	6
← 07	077°	954 x 24	5700 KG <sup>(1)(2)</sup> ASPH/CONC	Information not AVBL	NA
← 25	257°	954 x 24	5700 KG <sup>(1)(2)</sup> ASPH/CONC	Information not AVBL	NA

Designations RWY NR	Slope of RWY- SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ
1	7	8	9	10	11
07	NA	NA	NA	NA	NA
25	NA	NA	NA	NA	NA

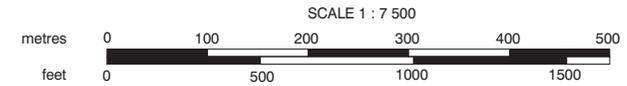
AD ELEV 14

AD info 119.655 Drachten Radio

VAR 2° E (2020)  
 ANNUAL RATE OF CHANGE 10' E



DIRECTIONS ARE MAGNETIC  
 ELEVATIONS IN FEET AMSL  
 DIMENSIONS IN METRES



LIGHTING AIDS: None.  
 CAUTION: Grass cutting may take place at irregular times.

PHYSICAL CHARACTERISTICS				
RWY	DIRECTION	MAX A UW	MAX TYRE PRESS	SURFACE
07	075°	5700 kg	0.84 MPa	ASPH/ CONC
25	255°	5700 kg	0.84 MPa	ASPH/ CONC

CHANGE: MAX A UW; editorial.



**EHGG — GRONINGEN/Eelde**

Note: the following sections in this chapter are intentionally left blank:  
AD 2.16, AD 2.21.

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

EHGG — GRONINGEN/Eelde

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

1	ARP co-ordinates and site at AD	530730N 0063500E 216 DEG GEO 499 M from TWR.
2	Direction and distance from (city)	4.8 NM S from Groningen.
3	Elevation/reference temperature	18 FT AMSL/20.9°C (JUL).
4	Geoid undulation at AD ELEV PSN	135 FT.
5	MAG VAR/annual change	2°E (2020)/10'E.
6	AD operator, postal address, telephone, telefax, email, AFS, website	Post: Groningen Airport Eelde P.O. Box 50 9765 ZH Paterswolde The Netherlands Tel: +31 (0)50 309 7070 +31 (0)50 309 7014 (airport authority) +31 (0)50 309 7016 (only outside OPR HR for emergencies and medical flights) Email: operations@gae.nl URL: <a href="https://www.groningenaairport.nl">https://www.groningenaairport.nl</a>
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

**EHGG AD 2.3 OPERATIONAL HOURS**

←	1	AD operator	MON-FRI: 0530-2200 (0430-2100); SAT, SUN and HOL: 0630-2100 (0530-2000) <sup>1)</sup> .  For emergency and medical flights only: MON-FRI 2200-0530 (2100-0430) and SAT, SUN and HOL 2100-0630 (2000-0530).
	2	Customs and immigration	Customs: limited AVBL; during AD OPR HR 3 HR PN, TEL +31 (0)88 622 3100. Immigration: AD OPR HR.
	3	Health and sanitation	PN <sup>2)</sup>
	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)	Competent ATS unit: ARO Schiphol, see EHAM AD 2.3.
	6	MET briefing office	AD OPR HR, outside OPR HR: MWO De Bilt (see EHGG AD 2.11).
	7	ATS	AD OPR HR.
	8	Fuelling	AD OPR HR.
	9	Handling	AD OPR HR. Compulsory for visiting ACFT MTOM >= 3000 KG, for details see EHGG AD 2.23.
	10	Security	AD OPR HR.
	11	De-icing	AD OPR HR.
	12	Remarks	<sup>1)</sup> MIL flights PPR from airport authority. <sup>2)</sup> PN means permission from and/or in case of customs etc. notification other than by (VFR) flight plan to aerodrome authority as appropriate.

**EHGG AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo-handling facilities	For details see EHGG AD 2.23.
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2	Fuel/oil types	AVGAS 100LL, Jet A-1/-.
3	Fuelling facilities/capacity	AVGAS 100LL: self-service; payment only via credit card or Shell carnet at fuel station terminal. Jet A-1: self-service; ACFT with wingspan < 15 M must use self-service; payment only via credit card or Shell carnet at fuel station terminal. 2 trucks.
4	De-icing facilities	Equipment AVBL, Type II de-icing fluid ABC-K Plus.
5	Hangar space for visiting aircraft	Light aircraft only.
6	Repair facilities for visiting aircraft	General Enterprises, TEL: +31 (0)50 309 6060
7	Remarks	NIL

### EHGG AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in Groningen, Eelde and Haren.
2	Restaurants	At the airport (116 seats) and unlimited in Groningen.
3	Transportation	Buses, taxis and rental cars.
4	Medical facilities	First aid treatment, hospitals in Groningen and Assen.
5	Bank and post office	Cashpoint in terminal building.
6	Tourist office	NIL
7	Remarks	NIL

### EHGG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 5; CAT 6, 7, 8 and 9 AVBL O/R (24 HR PN). For emergency and medical flights outside operational hours CAT 3 is AVBL.
2	Rescue equipment	3 crash-tenders with portable hydraulic rescue tools and mobile lighting.
3	Capability for removal of disabled aircraft	Cranes AVBL via contractors.
4	Remarks	NIL

### EHGG AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	3 snowsweep combinations with ploughs, 1 snowblower, 1 spray vehicle.
2	Clearance priorities	RWY, TWY and apron simultaneously.
3	Remarks	1. Responsible authority: airport authority. 2. No specially prepared winter runways AVBL. 3. Methods of snow removal: snowploughs and sweeping machines. 4. Chemical treatment of runway surface by KFOR. NAAC only locally used at aprons. 5. Assessment and measuring of contamination: observation by own experienced staff. 6. Runway condition is determined and reported according to the global reporting format and broadcast via ATIS. 7. Information of the runway condition is published by: a. SNOWTAM via the international NOTAM office at Schiphol. b. RCR via ATIS and RTF on TWR frequency.

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

1	Apron surface and strength	A-apron: Surface: CONC Strength: PCN 68/R/B/W/T J-apron: Surface: ASPH Strength: PCN 36/F/B/W/T K-apron: Surface: CONC Strength: PCN 98/R/B/W/T L-apron: Surface: CONC Strength: PCN 37/R/B/W/T
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### 5.5.3.2 Via YANKEE Arrival

- a. In case of communication failure before joining the circuit leave the CTR according to the X-RAY Departure and divert to an appropriate aerodrome.
- b. In case of communication failure over or after a position from where to join the circuit (this is past compulsory reporting point NOVEMBER or OVERHEAD) act in accordance with paragraph 5.5.3.1 item b.

### 5.5.3.3 Via a different route to the field

- a. In case of communication failure before joining the circuit act in accordance with paragraph 5.5.4.
- b. In case of communication failure over or after a position from where to join the circuit act in accordance with paragraph 5.5.3.1 item b.

### 5.5.4 VFR crossing the CTR

In case of communication failure leave the CTR via the shortest route, maintain altitude until outside the CTR, do not cross runway centre line 05/23 or IFR area and proceed to an appropriate aerodrome.

## EHGG AD 2.23 ADDITIONAL INFORMATION

### 1 CAUTIONS AND ADDITIONAL INFORMATION

1. For details of the low flying areas see ENR 5.1 and ENR 5.2.
2. Parachute jumping may take place as stated in ENR 5.5 and/or as promulgated by NOTAM.
3. When approaching RWY 23 possible sun reflection and glare caused by solar panels right of the runway; especially in the period MAR-APR and SEP-OCT during the evening.
4. Pilots shall be aware that in the vicinity of the aerodrome ATC gives priority to:
  - aircraft in state of an emergency;
  - hospital and police aircraft with the status priority or scramble;
  - aircraft engaged in SAR operations.
5. Grass cutting will take place at irregular times.

### 2 RUNWAY TURNPAD

A runway turnpad is situated at the end of RWY 23. This turnpad shall be used by aircraft with wingspan > 24 M in case of:

- full-length take-off RWY 05;
- landing RWY 23 and missing exit TWY C;
- rejected take-off RWY 23 and missing exit TWY C.

**Note:** the runway turnpad centre line marking and lighting is not fully compliant to EASA regulation. Aircraft using the turnpad shall disregard the turnpad centre line marking and lighting. Turning on the turnpad is at own discretion.

### 3 GROUND HANDLING COMPANIES

- **Full service handling agent** (all ACFT types). Handling passengers, cargo and general aviation; cargo facilities AVBL O/R.  
Post: Groningen Airport Eelde Handling  
Tel: +31 (0)50 309 5433  
Email: dispatch@gae.nl  
SITA: GRQAPXH  
**Note:** Groningen Handling 131.580
- **Fixed base operator** (handling general aviation aircraft MAX wingspan 24 M):  
Post: Ground Ace  
Tel: +31 (0)50 308 0075  
Fax: +31 (0)50 308 0076  
Email: info@groundace.eu

**EHGG AD 2.24 CHARTS RELATED TO AN AERODROME**

Type of chart	Page
Aerodrome chart	AD 2.EHGG-ADC
Aircraft parking / docking chart	AD 2.EHGG-APDC
Aerodrome obstacle chart RWY 05/23	AD 2.EHGG-AOC-05-23
Standard instrument departure chart	AD 2.EHGG-SID-OVERVIEW
Standard instrument departure chart RWY 05	AD 2.EHGG-SID-05
Standard instrument departure chart RWY 23	AD 2.EHGG-SID-23
Standard arrival chart	AD 2.EHGG-STAR
ATC surveillance minimum altitude chart	AD 2.EHGG-SMAC
Instrument approach chart RNP RWY 05	AD 2.EHGG-IAC-05.1
Instrument approach chart VOR RWY 05	AD 2.EHGG-IAC-05.2
Instrument approach chart ILS or LOC RWY 23	AD 2.EHGG-IAC-23.1
Instrument approach chart TOLKO 2G approach ILS RWY 23	AD 2.EHGG-IAC-23.2
Instrument approach chart RNP RWY 23	AD 2.EHGG-IAC-23.3
Instrument approach chart VOR RWY 23	AD 2.EHGG-IAC-23.4
Visual approach chart/VFR procedures	AD 2.EHGG-VAC.1
Visual approach chart VFR traffic circuits RWY 05/23	AD 2.EHGG-VAC.2

**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	<b>ARP co-ordinates and site at AD</b>	525525N 0044650E 299 DEG GEO 294 M from TWR.
2	<b>Direction and distance from (city)</b>	172°/2.9 NM from Den Helder.
3	<b>Elevation/reference temperature</b>	4 FT AMSL/19.6°C (JUL).
4	<b>Geoid undulation at AD ELEV PSN</b>	138 FT.
5	<b>MAG VAR/annual change</b>	2°E (2020)/12'E.
6	<b>AD operator, postal address, telephone, telefax, email, AFS, website</b>	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	<b>Types of traffic permitted (IFR/VFR)</b>	IFR/VFR
8	<b>Remarks</b>	<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	<b>AD operator</b>	MON-FRI: 0600-2100 (0500-2000). SAT, SUN and HOL <sup>1)</sup> : 0600-1100 and 1400-1900 (0500-1000 and 1300-1800).
2	<b>Customs and immigration</b>	AD OPR HR
3	<b>Health and sanitation</b>	AD OPR HR
4	<b>AIS briefing office</b>	H24 Tel: +31 (0)20 406 2315 URL: <a href="https://www.homebriefing.nl">https://www.homebriefing.nl</a>
5	<b>ATS reporting office (ARO)</b>	H24, for details see ENR 1.10 paragraph 1.1.2.4.
6	<b>MET briefing office</b>	De Kooy: AD OPR HR.
7	<b>ATS</b>	AD OPR HR
8	<b>Fuelling</b>	AD OPR HR
9	<b>Handling</b>	AD OPR HR
10	<b>Security</b>	AD OPR HR
11	<b>De-icing</b>	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**

12

<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

10

<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)

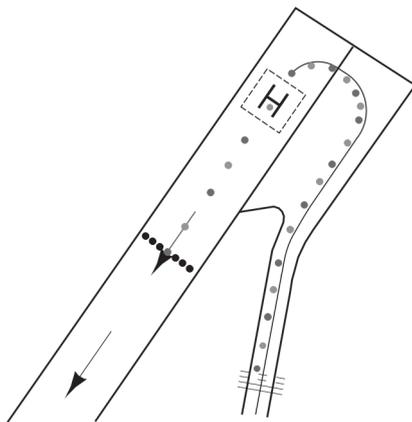
A standard request form can be obtained through the above mentioned email address or can be found on the webpage of Den Helder Airport <https://denhelderairport.nl/eng/information-for-pilots/>. When intending a full stop landing at De Kooy, please also include refuel, accommodation or other requirements.

**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



**EHLE — LELYSTAD/Lelystad**

Note: the following sections in this chapter are intentionally left blank:  
AD 2.21.

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

EHLE — LELYSTAD/Lelystad

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

1	ARP co-ordinates and site at AD	522712N 0053050E 249 DEG GEO 755 M from TWR.
2	Direction and distance from (city)	3.5 NM SSE from Lelystad
3	Elevation/reference temperature	-12 FT AMSL/22°C (JUL/AUG)
4	Geoid undulation at AD ELEV PSN	141 FT
5	MAG VAR/annual change	2° E(2020)/0°09' E
6	AD operator, postal address, telephone, telefax, email, AFS, website	Post: Lelystad Airport P.O. Box 2201 8203 AE Lelystad The Netherlands Tel: +31 (0)88 600 9770 Email: operations@lelystadairport.nl URL: <a href="https://www.lelystadairport.nl">https://www.lelystadairport.nl</a>
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	1. The aerodrome is available for national and international civil air traffic with a maximum wingspan up to 36 meters. PPR for aircraft with a wingspan of 24 meters or more. 2. PPR for aircraft with a MTOM of 100.000 KG or more. 3. IFR OPS 24 HR PPR via operations@lelystadairport.nl. 4. AD not AVBL as commercial alternate. 5. The import and export of cargo and cargo in transit is not allowed.

**EHLE AD 2.3 OPERATIONAL HOURS**

1	AD operator	MON-SUN: 0600-2100 (0500-2000).
2	Customs and immigration	AD OPR HR, 3 HR PN. <sup>1)2)</sup>
3	Health and sanitation	NA
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)	Competent ATS unit: ARO Schiphol, see EHAM AD 2.3.
6	MET briefing office	H24
7	ATS	AD OPR HR.
8	Fuelling	AD OPR HR.
9	Handling	Limited by AD authority, O/R.
10	Security	NA
11	De-icing	NA
12	Remarks	<sup>1)</sup> PN means notification other than by flight plans (IFR/VFR) to aerodrome authority as appropriate. <sup>2)</sup> All general aviation flights to and from the non-Schengen countries shall submit a general declaration at least 2 hours prior departure/arrival via <a href="http://www.gendec.eu">www.gendec.eu</a> . See GEN 1.2.

**EHLE AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo-handling facilities	NIL
2	Fuel/oil types	AVGAS UL94, AVGAS 100LL, Jet A-1/NIL.

3	<b>Fuelling facilities/capacity</b>	<p><b>Fuel station Charlie</b> AVGAS UL94: self-service with debit card or credit card (VISA, Mastercard).</p> <p><b>Fuel station Delta</b> AVGAS 100LL: self-service with debit card or credit card (VISA, Mastercard).</p> <p>Jet A-1: self-service with debit card or credit card (VISA, Mastercard); by truck (with pressure refuelling). AVBL MON-SUN 0700-2100 (0600-2000) O/R via AD OPS, TEL +31 (0)88 600 9792.</p> <p><b>D-Apron</b> Two charging facilities AVBL (MAX 60 KWH), O/R.</p>
4	<b>De-icing facilities</b>	NA
5	<b>Hangar space for visiting aircraft</b>	Limited, O/R.
6	<b>Repair facilities for visiting aircraft</b>	Limited AVBL, O/R.
7	<b>Remarks</b>	NIL

**EHLE AD 2.5 PASSENGER FACILITIES**

1	<b>Hotels</b>	Sufficient accommodation in Lelystad and Harderwijk.
2	<b>Restaurants</b>	In Lelystad and Harderwijk.
3	<b>Transportation</b>	Rental cars, buses and taxis. Limited AVBL (and O/R).
4	<b>Medical facilities</b>	First aid treatment, hospital in Lelystad and Harderwijk.
5	<b>Bank and post office</b>	AVBL in Lelystad and Harderwijk.
6	<b>Tourist office</b>	AVBL in Lelystad and Harderwijk.
7	<b>Remarks</b>	NIL

**EHLE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

1	<b>AD category for fire fighting</b>	CAT 5 <sup>1)</sup>
2	<b>Rescue equipment</b>	2 crash-tenders.
3	<b>Capability for removal of disabled aircraft</b>	Hoist and lift capacity limited AVBL.
4	<b>Remarks</b>	<sup>1)</sup> CAT 6 and 7 AVBL 72 HR PPR.

**EHLE AD 2.7 SEASONAL AVAILABILITY - CLEARING**

1	<b>Types of clearing equipment</b>	2 snowsweep combinations with ploughs, 2 snowploughs, 2 snowblowers, 2 de-icing cars.
2	<b>Clearance priorities</b>	RWY including run-up areas, TWY, apron.
3	<b>Remarks</b>	1. Material for movement area surface treatment: KFOR. 2. No specially prepared winter runways AVBL.

**EHLE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

←	1	<b>Apron surface and strength</b>	←	<b>Apron</b>	<b>Surface</b>	<b>Strength</b>
				D	Asphalt and concrete	PCN 19/F/D/W/T PCR 220/F/D/X/T
				F	Asphalt and concrete	PCN 19/F/D/W/T PCR 180/F/D/X/T
				H	Asphalt and concrete	PCN 19/F/D/W/T PCR 100/F/C/Y/T
			←	L	Concrete	PCN 65.0/R/B/W/T PCR 820/R/A/W/T

←	<b>2</b>	<b>Taxiway width, surface and strength</b>	<b>TWY</b>	<b>Width</b>	<b>Surface</b>	<b>Strength (PCN)</b>
			← A	23.0 M	Asphalt	PCN 55.0/F/B/W/T PCR 800/F/B/W/T
			← A1	23.0 M	Asphalt	PCN 55.0/F/B/W/T PCR 800/F/B/W/T
			← A2	23.0 M	Asphalt	PCN 55.0/F/B/W/T PCR 800/F/B/W/T
			← N	23.0 M	Asphalt	PCN 55.0/F/B/W/T PCR 800/F/B/W/T
			← N1	23.0 M	Asphalt	PCN 55.0/F/B/W/T PCR 800/F/B/W/T
			← N2	23.0 M	Asphalt	PCN 55.0/F/B/W/T PCR 800/F/B/W/T
			← N3	23.0 M	Asphalt	PCN 55.0/F/B/W/T PCR 800/F/B/W/T
			← N4	23.0 M	Asphalt	PCN 55.0/F/B/W/T PCR 800/F/B/W/T
			S (north of S5)	15.0 M	Asphalt	PCN 19.0/F/D/W/T PCR 220/F/D/X/T
			S (south of S5)	15.0 M	Asphalt	PCN 50.0/F/A/W/T PCR 610/F/D/X/T
			← S1	15.0 M	Asphalt	PCN 19.0/F/D/W/T PCR 220/F/D/X/T
			S2	10.5 M	Asphalt	PCN 4.0/F/D/W/T PCR 100/F/D/X/T
			S3	10.5 M	Asphalt	PCN 4.0/F/D/W/T PCR 100/F/D/X/T
			← S4	10.5 M	Asphalt	PCN 19.0/F/D/W/T PCR 220/F/D/X/T
← S5	15.0 M	Asphalt	PCN 19.0/F/D/W/T PCR 610/F/D/X/T			
S7	15.0 M	Asphalt	PCN 50.0/F/A/W/T PCR 610/F/D/X/T			
<b>3</b>	<b>Altimeter checkpoint location and elevation</b>	Location: apron. Elevation: -13 FT AMSL.				
<b>4</b>	<b>VOR checkpoints</b>	NIL				
<b>5</b>	<b>INS checkpoints</b>	NIL				
<b>6</b>	<b>Remarks</b>	TWYs S2, S3 and S4 only AVBL for aircraft with a MAX wheel span of 6 M.				

## EHLE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

<b>1</b>	<b>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands</b>	Follow-me car and marshaller assistance AVBL at D- and L-apron.
<b>2</b>	<b>RWY and TWY markings and LGT</b>	<p><b>RWY markings</b></p> <ul style="list-style-type: none"> <li>• RWY 05: DTHR, designation, TDZ, aiming point, CL, edge.</li> <li>• RWY 23: DTHR, designation, TDZ, aiming point, CL, edge.</li> </ul> <p><b>RWY LGT</b></p> <ul style="list-style-type: none"> <li>• RWY 05: THR, CL, edge, RWY end.</li> <li>• RWY 23: THR, CL, edge, RWY end.</li> </ul> <p><b>TWY markings</b></p> <ul style="list-style-type: none"> <li>• CL.</li> <li>• Edge.</li> <li>• HLDG PSN.</li> <li>• MAX wheel span markings S2-S4<sup>1)</sup>.</li> <li>• Mandatory instruction signs at all HLDG PSN.</li> </ul> <p><b>TWY LGT</b></p> <ul style="list-style-type: none"> <li>• No CL LGT; green retroreflective CL markers on A, A1, A2, part of N, S1 and abeam S4.</li> <li>• Edge LGT.</li> <li>• Runway guard LGT at all HLDG PSN except S6.</li> </ul>
<b>3</b>	<b>Stop bars</b>	NIL
<b>4</b>	<b>Remarks</b>	<sup>1)</sup> MAX wheel span information markings indicate TWYs where operations are limited to aircraft not exceeding the MAX wheel span specified.

**EHLE 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
-	-	-	-	-	-

Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT in FT		Markings/ LGT type, colour
			AMSL	AGL	
1	2	3	4		5
EHLE013	Control tower	522720.7N 0053127.4E	72.2	85.2	R W/ LIL type B, R

Remarks	
6	
<ul style="list-style-type: none"> <li>Obstacles penetrate ICAO Annex 14 Volume I obstacle limitation surfaces.</li> <li>No obstacle data sets AVBL for area 2 and 3.</li> </ul>	

For obstacles in take-off areas see AD 2.EHLE-AOC-05-23.

**EHLE 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	De Bilt 30 HR
4	Trend forecast Interval of issuance	TREND 30 MIN, AVBL during AD OPR HR.
5	Briefing/consultation provided	Self-briefing; briefing on request from MWO De Bilt by telephone after self-briefing (see item 10).
6	Flight documentation Language(s) used	Reports, forecasts, charts. English, Dutch.
7	Charts and other information available for briefing or consultation	S, P, W, T
8	Supplementary equipment available for providing information	WXR, APT
9	ATS units provided with information	Lelystad TWR, Lelystad APP.
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. <b>Note:</b> weather bulletin (Dutch language) and AUTO METARs via Dutch public television 'Teletekst' page 707.

**EHLE 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
05	047.54°	2700 x 45	PCN 55/F/A/W/T PCR 800/F/B/W/T ASPH	522647.92N 0053010.10E <sup>1)</sup> 522733.78N 0053132.16E <sup>2)</sup> 141 FT	-12.6 FT -12 FT
23	227.55°	2700 x 45	PCN 55/F/A/W/T PCR 800/F/B/W/T ASPH	522733.78N 0053132.16E <sup>1)</sup> 522647.92N 0053010.10E <sup>2)</sup> 141 FT	-12.3 FT -12 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
05	NIL	NA	60 x 150	2700 x 280 <sup>3)</sup>	240 x 150	NIL	AVBL
23	NIL	NA	60 x 150	2700 x 280 <sup>3)</sup>	240 x 150	NIL	AVBL

Remarks							
14							
<sup>1)</sup> DTHR 300 M. <sup>2)</sup> Displaced RWY end 300 M. <sup>3)</sup> Due to displaced threshold and displaced RWY end, the length and location of the RWY strip depend on the RWY direction and the operational use for take-off or landing: <ul style="list-style-type: none"> <li>• RWY strip length for landing traffic: 2220 M.</li> <li>• RWY strip length for departing traffic: 2460 M.</li> </ul>							

### EHLE AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	2400	2460	2400	2100	Take-off from intersection with TWY N4. DTHR 300 M.
	2100	2160	2100	NA	Take-off from intersection with TWY N3.
	2100	2160	2100	NA	Take-off from intersection with TWY S7.
	1330	1390	1330	NA	Take-off from intersection with TWY S5.
	999	1059	999	NA	Take-off from intersection with TWY S4. Only AVBL during UDP and only AVBL for aircraft with a maximum wheel span of 6 M.
	724	784	724	NA	Take-off from intersection with TWY S3. Only AVBL during UDP and only AVBL for aircraft with a maximum wheel span of 6 M.
23	2400	2460	2400	2100	Take-off from intersection with TWY N1. DTHR 300 M.
	2100	2160	2100	NA	Take-off from intersection with TWY N2.
	2000	2060	2000	NA	Take-off from intersection with TWY S1.
	1700	1760	1700	NA	Take-off from intersection with TWY S2. Only AVBL during UDP and only AVBL for aircraft with a maximum wheel span of 6 M.
	1386	1446	1386	NA	Take-off from intersection with TWY S3. Only AVBL during UDP and only AVBL for aircraft with a maximum wheel span of 6 M.
	1111	1171	1111	NA	Take-off from intersection with TWY S4. Only AVBL during UDP and only AVBL for aircraft with a maximum wheel span of 6 M.
	784	844	784	NA	Take-off from intersection with TWY S5. Only AVBL during UDP.
<sup>1)</sup> RWY 05 and RWY 23: displaced RWY end 300 M. <sup>2)</sup> Backtracking of the runway not allowed beyond the displaced RWY ends.					

### EHLE AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Des- ignator	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
05	CAT I 900 M LIH	Green -	PAPI Left/3.0° (36 FT)	NIL	2400 M 30 M W <sup>1)</sup> LIH	2400 M 60 M W <sup>2)</sup> LIH	R -	NA
23	CAT I 900 M LIH	Green -	PAPI Left/3.0° (36 FT)	NIL	2400 M 30 M W <sup>1)</sup> LIH	2400 M 60 M W <sup>2)</sup> LIH	R -	NA

Remarks	
<b>10</b>	
1)	RCLL white from beginning of RWY to 900 M before RWY end LGT; white/red from 900 M to 300 M before RWY end LGT; red from 300 M before RWY end LGT, to RWY end LGT.
2)	REDL red from beginning of RWY to DTHR; white from DTHR to 600 M before RWY end LGT; yellow from 600 M before RWY end LGT to RWY end LGT.
<b>Note:</b> RWY 05 and RWY 23: no lights beyond RWY end LGT.	

### EHLE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: 320 M WSW from THR RWY 23; and 412 M ENE from THR RWY 05, unlighted.
3	TWY edge and centre line lighting	See EHLE AD 2.9.
4	Secondary power supply Switch-over time	AVBL Within 1 SEC for RENL and RCLL. Other lighting components: within 15 SEC.
5	Remarks	NIL

### EHLE AD 2.16 HELICOPTER LANDING AREA

1	Co-ordinates TLOF or THR of FATO Geoid undulation	522712.19N 0053036.16E 141 FT
2	TLOF and/or FATO elevation M/FT	-12 FT
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF Square 15 x 15 M / CONC. Edges marked in white, white 'H' in center. FATO Rectangular 35 x 435 M / GRASS. Edges marked with red-white perimeter markers.
4	True BRG of FATO	047.54/227.55°
5	Declared distances available	NIL
6	APCH and FATO lighting	NIL
7	Remarks	1. Helicopter exercise area (HELEX) AVBL northeast of FATO for helicopter exercises up to 50 FT. 2. FATO and HELEX only AVBL for local helicopter training operators. Use by other operators is only allowed with written approval by the AD operator. 3. FATO and HELEX only AVBL during UDP.

### EHLE AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	<ul style="list-style-type: none"> <li>• <b>LELYSTAD CTR 1:</b> 522804N 0052511E - 521620N 0052511E - 521610N 0052449E - 521617N 0052154E - 522102N 0051512E - 522231N 0051518E - 522804N 0052511E.</li> <li>• <b>LELYSTAD CTR 2:</b> 523447N 0053713E - 523021N 0054350E - 522307N 0053050E - 522024N 0053357E - 521620N 0052511E - 522804N 0052511E - 523447N 0053713E.</li> </ul>
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**EHRD — ROTTERDAM/Rotterdam**

Note: the following sections in this chapter are intentionally left blank:  
AD 2.16, AD 2.21.

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

EHRD — ROTTERDAM/Rotterdam

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

1	ARP co-ordinates and site at AD	515725N 0042614E 013 DEG GEO 921 M from TWR.
2	Direction and distance from (city)	3 NM NNW from Rotterdam.
3	Elevation/reference temperature	-14 FT AMSL/20.8(AUG).
4	Geoid undulation at AD ELEV PSN	143 FT.
5	MAG VAR/annual change	1° E (2020)/9'E
6	AD operator, postal address, telephone, telefax, email, AFS, website	Post: Rotterdam The Hague Airport P.O. Box 12025 3004 GA Rotterdam The Netherlands Tel: +31 (0)10 446 3444 (GEN) +31 (0)10 446 3450 (OPS) +31 (0)10 446 3453 (OPS) +31 (0)10 446 3456 (Duty Manager Operations) Email: info@rtha.com (GEN) operations@rtha.com (OPS) URL: <a href="https://www.rotterdamthehagueairport.nl">https://www.rotterdamthehagueairport.nl</a>
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	1. AD is slot-coordinated, for details see EHRD AD 2.20. 2. Upon request, contact airport authority (OPS) on channel 121.950.

**EHRD AD 2.3 OPERATIONAL HOURS**

1	AD operator	Daily 0600-2200 (0500-2100). For exemptions see remarks.
2	Customs and immigration	H24
3	Health and sanitation	H24
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)	Competent ATS unit: ARO Schiphol, see EHAM AD 2.3.
6	MET briefing office	H24
7	ATS	H24
8	Fuelling	<ul style="list-style-type: none"> <li>Jet A-1 AVBL 0500-2230 (0400-2130). Outside these hours 3 HR PN, TEL: +31 (0)10 437 7341.</li> <li>Jet A-1 for general aviation AVBL 0500-2200 (0400-2100). Outside these hours TEL: +31 (0)10 298 4949.</li> <li>AVGAS 100LL AVBL H24.</li> </ul>
9	Handling	H24. Handling is compulsory, see EHRD AD 2.20 and AD 2.23.
10	Security	H24
11	De-icing	H24

<b>12</b>	<b>Remarks</b>	<ul style="list-style-type: none"> <li>• H24 for emergency, rescue, police, coastguard, military, government and ambulance flights.</li> <li>• H24 for executive flights with aircraft certificated for MAX 19 seats and MTOM of 45 000 KG.</li> <li>• H24 for diverting aircraft due to meteorological or technical reasons (AD may be filed as alternate).</li> <li>• Landing of positioning flights between 0500-0600 (0400-0500).</li> <li>• In case of delay, permission can be granted by airport authority for landing till 2400 (2300).</li> <li>• Chapter 2 aircraft and noisy Chapter 3 aircraft are not allowed.</li> </ul>
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### EHRD AD 2.4 HANDLING SERVICES AND FACILITIES

<b>1</b>	<b>Cargo-handling facilities</b>	For addresses and other details of ground handling companies see EHRD AD 2.23 paragraph 4.
<b>2</b>	<b>Fuel/oil types</b>	AVGAS 100LL, Jet A-1, liquid hydrogen/All kinds.
<b>3</b>	<b>Fuelling facilities/capacity</b>	AVGAS 100LL: self service, Air BP Sterling card only/ capacity 120 litres/MIN. Jet A-1: unlimited.
<b>4</b>	<b>De-icing facilities</b>	AVBL
<b>5</b>	<b>Hangar space for visiting aircraft</b>	O/R, limited.
<b>6</b>	<b>Repair facilities for visiting aircraft</b>	Major repair to light aircraft and O/R to other aircraft.
<b>7</b>	<b>Remarks</b>	Liquid hydrogen for demonstration purposes only (requirements via hydrogen@rtha.com).

### EHRD AD 2.5 PASSENGER FACILITIES

<b>1</b>	<b>Hotels</b>	At AD: 4 hotels (430 rooms) In Rotterdam: unlimited.
<b>2</b>	<b>Restaurants</b>	AVBL 0500-2200 (0400-2100).
<b>3</b>	<b>Transportation</b>	Buses and taxis.
<b>4</b>	<b>Medical facilities</b>	First aid treatment, hospitals in Rotterdam 3 NM.
<b>5</b>	<b>Bank and post office</b>	Bank AVBL; post office not AVBL.
<b>6</b>	<b>Tourist office</b>	AVBL at information desk.
<b>7</b>	<b>Remarks</b>	NIL

### EHRD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

<b>1</b>	<b>AD category for fire fighting</b>	CAT 7 <sup>1)2)</sup> .
<b>2</b>	<b>Rescue equipment</b>	3 crash trucks equipped with 10 000 litres of water, 1300 litres of foam (level C), 250 KG of dry chemical powder and hydraulic rescue equipment; 1 rapid intervention vehicle with foam, 500 KG dry chemical powder, hydraulic rescue equipment and mobile lighting; 1 command vehicle.
<b>3</b>	<b>Capability for removal of disabled aircraft</b>	Airbags and cranes AVBL via contractors.
<b>4</b>	<b>Remarks</b>	<sup>1)</sup> CAT 8 or 9 AVBL on request (24 HR PN). <sup>2)</sup> During snow clearing and anti/de-icing operations CAT may be temporarily CAT 5, only in case of no active CAT 6/7 traffic.

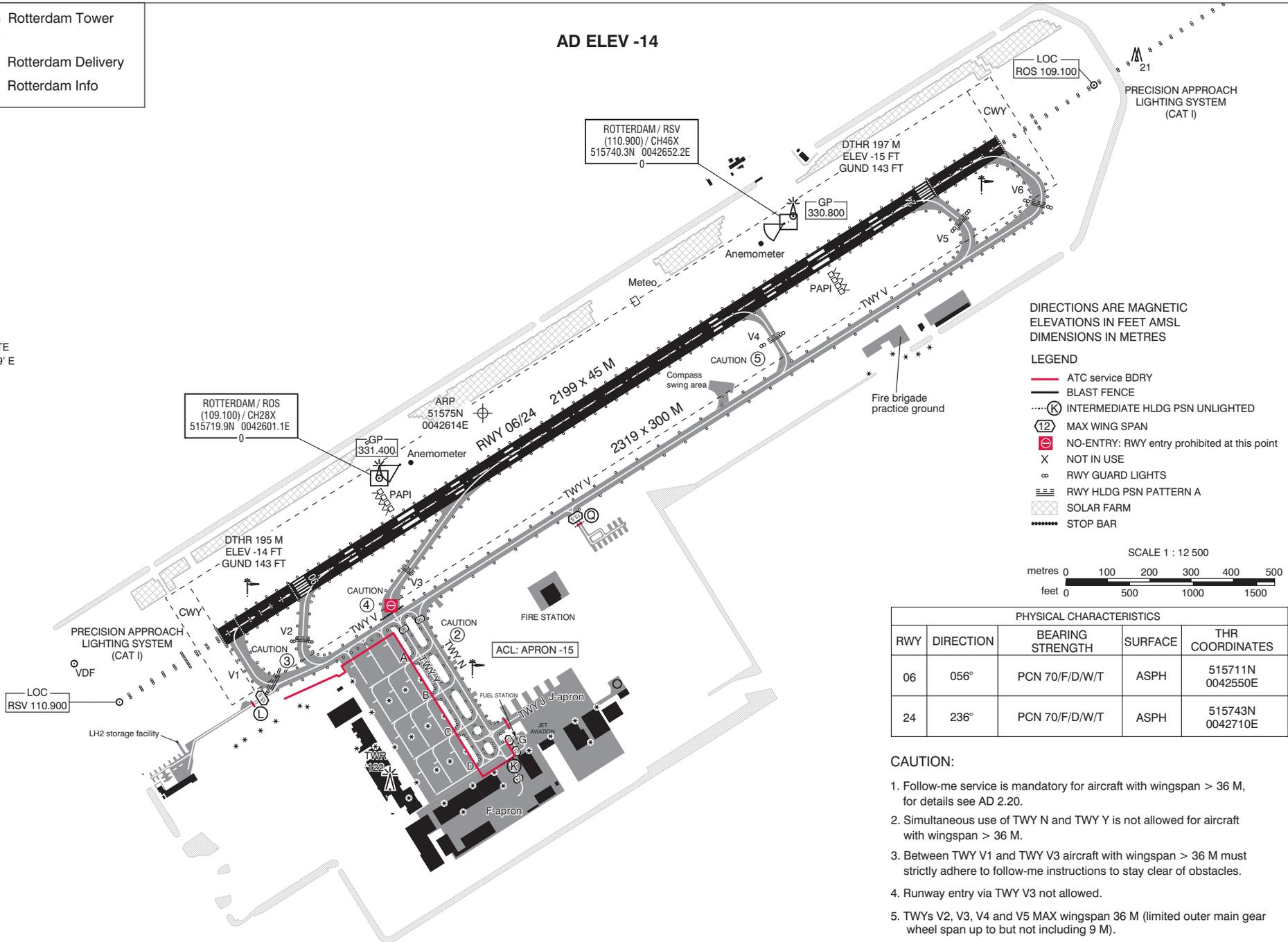
### EHRD AD 2.7 SEASONAL AVAILABILITY - CLEARING

<b>1</b>	<b>Types of clearing equipment</b>	3 snowsweep combinations with ploughs, 1 snowblower, 2 de-icing cars.
<b>2</b>	<b>Clearance priorities</b>	RWY, TWY, apron; simultaneously if possible.
<b>3</b>	<b>Remarks</b>	<ol style="list-style-type: none"> <li>1. Responsible authority: airport authority.</li> <li>2. No specially prepared winter runways AVBL.</li> <li>3. Methods of snow removal: snowploughs and sweeping machines.</li> <li>4. Chemical treatment of runway surface by KAC.</li> <li>5. Assessment and measuring of contamination: observation by own experienced staff.</li> <li>6. Runway condition is determined and reported according to the global reporting format and broadcast via ATIS.</li> <li>7. Information on the runway condition is published by:             <ol style="list-style-type: none"> <li>a. SNOWTAM via the international NOTAM office at Schiphol.</li> <li>b. RCR (only mandatory items) via ATIS.</li> <li>c. RCR (only RWYCC) via RTF on TWR channel.</li> </ol> </li> </ol>

TWR 118.205 Rotterdam Tower  
 119.705  
 122.180 Rotterdam Delivery  
 ATIS 128.565 Rotterdam Info

AD ELEV -14

VAR 1° E (2020)  
 ANNUAL RATE OF CHANGE 9' E



DIRECTIONS ARE MAGNETIC  
 ELEVATIONS IN FEET AMSL  
 DIMENSIONS IN METRES

LEGEND

- ATC service BDRY
- BLAST FENCE
- Ⓚ INTERMEDIATE HLDG PSN UNLIGHTED
- Ⓛ MAX WING SPAN
- ⊘ NO-ENTRY: RWY entry prohibited at this point
- X NOT IN USE
- ∞ RWY GUARD LIGHTS
- ▨ RWY HLDG PSN PATTERN A
- ▨ SOLAR FARM
- STOP BAR

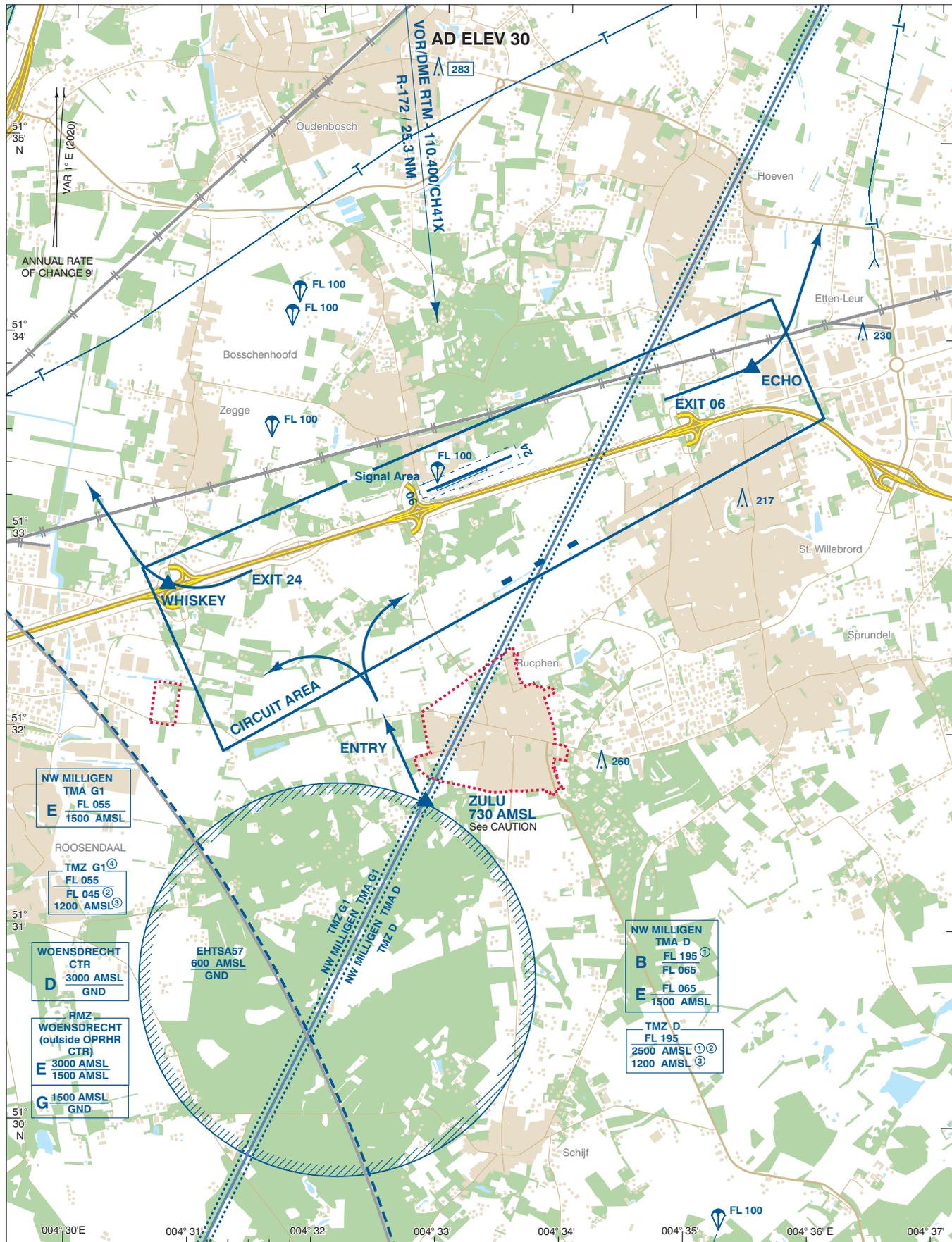
SCALE 1 : 12 500

metres 0 100 200 300 400 500  
 feet 0 500 1000 1500

PHYSICAL CHARACTERISTICS				
RWY	DIRECTION	BEARING STRENGTH	SURFACE	THR COORDINATES
06	056°	PCN 70/F/D/W/T	ASPH	515711N 0042550E
24	236°	PCN 70/F/D/W/T	ASPH	515743N 0042710E

- CAUTION:
- Follow-me service is mandatory for aircraft with wingspan > 36 M, for details see AD 2.20.
  - Simultaneous use of TWY N and TWY Y is not allowed for aircraft with wingspan > 36 M.
  - Between TWY V1 and TWY V3 aircraft with wingspan > 36 M must strictly adhere to follow-me instructions to stay clear of obstacles.
  - Runway entry via TWY V3 not allowed.
  - TWYs V2, V3, V4 and V5 MAX wingspan 36 M (limited outer main gear wheel span up to but not including 9 M).





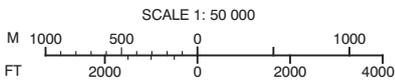
For description VFR - procedures see EHSE AD 2.22.

**CAUTION:**

Expect short downwind RWY 06  
Advise downwind checks before ZULU when RWY 06 in use.

**NOTES:**

- ① Upper limit below Amsterdam CTA South 2: FL 095.
- TMZ:**  
CTRs are excluded from TMZs.
- ② MON-FRI before 0800 (0700) and after 1600 (1500), SAT, SUN, and HOL.
- ③ MON-FRI 0800-1600 (0700-1500), EXC HOL: lower limit for non-motorised hanggliders and paragliders.
- ④ MON-FRI 0800-1600 (0700-1500), EXC HOL: lower limit 1200 FT AMSL.
- ⑤ Only active MON-FRI 0800-1600 (0700-1500), EXC HOL.



AD Info 120.655 Sepe Radio  
FIC (MIL) 132.350 Dutch MIL Info

DIRECTIONS ARE MAGNETIC  
DISTANCES IN NM  
ALTITUDES AND ELEVATIONS  
IN FEET AMSL  
HIGHEST KNOWN ELEVATION  
ON THIS CHART: **283**

- Area to be avoided
- Visual circuit marker (red coloured)
- Radio Mandatory Zone (RMZ)

