

Ministry of Defence
Military Aviation Authority the Netherlands
Airports and Airspace division
PO Box 20701
2500 ES Den Haag
MPC 58H

Rijswijk, 14 Jul 2022

AIRAC AMENDMENT 09/22

EFFECTIVE DATE 08 SEP 22

to the Military Aeronautical Information Publication
(vs 83-6100-004; pub. Nr. 010701)

1. The following changes to the MilAIP Netherlands have to be incorporated:

a. Handamendment:

None.

b. Page changes:

| Remove old | Insert new | Remove old | Insert new | Remove old | Insert new |
|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| GEN 0.4-1 | GEN 0.4-1 | ENR 1.5-1 | ENR 1.5-1 | | |
| GEN 0.4-2 | GEN 0.4-2 | | | | |
| GEN 0.4-5 | GEN 0.4-5 | EHKD 2-1 | EHKD 2-1 | | |

2. After completion:

a. destroy obsolete pages;

b. insert letter of promulgation before page GEN 0;

c. record the incorporation of this amendment on page GEN 0.2-1.

3. The following MIL NOTAM are incorporated:

Military Aviation Authority NLD
In order H-ALL

W.E.W. Jacobsen
Lt Colonel

GEN 0.4 CHECKLIST OF MiAIP PAGES

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ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

ENR 1.5.1 General

ENR 1.5.1.1 MIL procedures

The Instrument Approach Procedures (IAPs) and Standard Instrument Departures (SIDs) are published in the 'CENTRAL AND NORTHERN REGION FLIGHT INFORMATION PUBLICATION' (CENOR FLIP). See also GEN 3.1. The IAPs with the relevant minima and the SIDs are established i.a.w. ICAO document 8168-OPS/ 611 VOL II and NATO supplement AATCP1(B), unless otherwise indicated.

Some IAPs and SIDs of MIL ADs are established for use by GAT and/or based on navigational aids that are owned and maintained by the CIV aviation authorities. These procedures are published in the AIP Netherlands.

ENR 1.5.1.2 ACFT approach categories

ACFT performance differences have a direct effect on the airspace and visibility needed to perform certain manoeuvres, such as circle to land, final alignment correction to land, and descent. Five approach categories, A through E, are established. These categories determine the landing minima to be used by the different types of ACFT.

| CATEGORY | SPEED | |
|----------|----------------|-----------|
| | from | less than |
| A | - | 91 KT |
| B | 91 KT | 121 KT |
| C | 121 KT | 141 KT |
| D | 141 KT | 166 KT |
| E | 166 KT or more | |
| H | N/A | |

NOTE: Speeds are based on 1.3 times the stall speed in the landing configuration at maximum gross landing weight. Operational authorities determine the category of minima required and to be used (not applicable to HEL).

ENR 1.5.1.3 Approach categories of ACFT stationed in The Netherlands

| Jet ACFT | | | |
|-------------------|-----|------------------------------|-----|
| Gulfstream (GLF4) | - C | Lockheed Martin (F35) | - D |
| Gulfstream (G650) | - C | General Dynamics (F16) | - D |
| Propeller ACFT | | | |
| Havilland Dash 8 | - B | Lockheed Hercules (C130) | - C |
| Pilatus (PC7) | - B | Dornier (Do-228) | - B |
| Helicopters | | | |
| Agusta (B12) | - H | NH Industries (NH90) | - H |
| Apache (AH64) | - H | Sud-Aviation Alouette (AL03) | - H |
| Chinook (CH47) | - H | | |
| Cougar (AS32) | - H | | |
| Unmanned ACFT | | | |
| MQ 9 Reaper | - B | | |

ENR 1.5.1.4 Landing minima explanation

LAYOUT

| Non - Precision Approach | | vis (km) | | MDA | | vis (km) | | RVR (m) | | HAT | | HAA | |
|--------------------------|----------|------------------------------|-----------------------------|-----------------------------|-----------------------------|----------|--|---------|--|-----|--|-----|--|
| Type of Approach | category | A | B | C | D | E | | | | | | | |
| S-TACAN 30 | | 420 -1.6 396 (400-1.6) | | | | | | | | | | | |
| CIRCLING | | 460 -1.6 436 - (500-1.6) | 480 -1.6 456 - (500-1.6) | 480 -2.4 456 - (500-2.4) | 580 -3.2 556 - (600-3.2) | | | | | | | | |
| S-PAR 30 | | 224 -0.8 200 (200-0.8) GS 3° | | | | | | | | | | | |

Precision Approach

HAA (HAL, for Copter Approach)

DA vis (km)

HAT RVR (m)

clg-vis (km) Glide Slope

ABBREVIATIONS AND EXPLANATIONS OF TERMS

CLG (Ceiling)

A ceiling is expressed in ft above the published AD elevation and is equal to or more than the height of the associated DA or MDA.

DA (Decision Altitude)

The altitude related to the highest elevation in the touchdown zone specified for a glide slope approach, at which a missed approach must be initiated if required visual reference has not been established.

HAA (Height Above Aerodrome Elevation)

The height of the MDA above the published AD elevation. HAA will be published in conjunction with all circling minima.

HAT (Height Above Touchdown Zone Elevation)

The height of the DA or MDA above the highest RWY centerline elevation in the touchdown zone. HAT will be published in conjunction with all straight - in minima.

MDA (Minimum Descent Altitude)

The MDA is the lowest altitude to which descent shall be authorized in procedures not using a glide slope. ACFT are not authorized to descend below the MDA until the RWY environment is in sight and the ACFT is in the position to descend for a normal landing.

VIS/RVR

Visibility values are expressed as a visual range (estimated horizontal visual range on the ground = VIS) or as runway visual range (measured horizontal visual range on the ground along the RWY = RVR). The visibility value published following the DA or MDA is the required minimum visibility for the approach. For straight - in approaches, the visibility value may be either VIS or RVR. For circling approaches, the visibility value will always be VIS. The visibility value published in parentheses with the ceiling value is applicable for flight planning purpose. It is also the required minimum visibility in the event that RVR is not available. The value will always be VIS.

ENR 1.5.2 Arriving flights

Not applicable.

ENR 1.5.3 Departing flights

Not applicable.

DE KOOY

EHKD AD 2.1 Aerodrome location indicator and name

EHKD - De Kooy

EHKD AD 2.2 Geographical and administrative data

| | | |
|---|---|---|
| 1 | ARP | 52°55'25"N 004°46'50"E |
| 2 | Direction and distance from city | 172° MAG/2.9 NM DEN HELDER |
| 3 | Elevation/Reference temperature | + 4 ft AMSL/19.6° C (JUL) |
| 4 | MAG VAR/Annual change | 1°35'E (JAN 2020)/12'E |
| 5 | AD operating authority Postal address Visitors' address Telephone Airfield Manager Mon-Fri between 0700-1530 (0600-1430): ATC (AD OPR HR only): LCC (outside OPR HR): E-mail AFTN | DHC Maritiem Vliegveld De Kooy MPC 10A P.O. Box 8762 4820 BB Breda Rijksweg 20 1780 CA Den Helder 088 - 9563130 088 - 9583310 088 - 9583300 vva.ehkd@mindef.nl EHKDZTZX |
| 6 | Types of TFC permitted (IFR/VFR) | IFR/VFR |
| 7 | Remarks | For CIV use see AIP Netherlands For request regarding UAS operations within EHKD CTR contact RPASdeKOOY@mindef.nl |

EHKD AD 2.3 Operational hours

| | | |
|----|----------------------------|---|
| 1 | AD OPR HR | Between April 1st and November 1st MON/THU 0700/0000 (0600/2300), FRI 0700/1530 (0600/1430) and between November 1st and April 1st MON/THU 0700/2200 (0600/2100), FRI 0700/1530 (0600/1430). |
| 2 | Customs and immigration | 30 MIN PN |
| 3 | Health and sanitation | HO |
| 4 | AIS Briefing office | See 2.23 para 5 |
| 5 | ATS Reporting Office (ARO) | See 2.23 para 5 |
| 6 | MET Briefing Office | Between April 1st and November 1st MON/THU 0500/0000 (0400/2300), FRI 0500/2100 (0400/2000) and between November 1st and April 1st MON/THU 0500/2200 (0400/2100), FRI 0500/2100 (0400/2000). SAT,SUN and HOL 0530/1100 (0430/1000) and 1330/1900 (1230/1800). |
| 7 | ATS | HO |
| 8 | Fuelling | HO |
| 9 | Handling | HO |
| 10 | Security | HO |
| 11 | De-icing | Not AVBL |
| 12 | Remarks | 1. AD CIV OPR HR MON/FRI 0600/2100 (0500/2000). SAT/SUN and legal HOL 0600/1100 (0500/1000) and 1400/1900 (1300/1800) 2. PPR see 2.23 para 2 3. Drone activities in harbor of Den Helder MON-FRI 0600-1430 details known by ATC |

EHKD AD 2.4 Handling services and facilities

| | | |
|---|--------------------------------|--|
| 1 | Cargo-handling facilities | AVBL |
| 2 | Fuel/oil types | 100LL, JET A-1, F-18, F-35, F-44 Oil, all regular types |
| 3 | Fuelling facilities/capacity | 100LL, limited. JET A-1, F-18, F-35, F-44, unlimited |
| 4 | Oxygen | No |
| 5 | De-icing facilities/type | No |
| 6 | Starting units | DSA 150, ST 56 |
| 7 | Hangar space for visiting ACFT | O/R |
| 8 | Repair facilities | O/R |
| 9 | Remarks | Nil |

EHKD AD 2.5 Passenger facilities

| | | |
|---|--------------------|--|
| 1 | Remain overnight | AVBL O/R and also in Den Helder and surroundings |
| 2 | Medical facilities | Medical officer, ambulance, hospital in Den Helder and Alkmaar |
| 3 | Remarks | Nil |

EHKD AD 2.6 Rescue and fire fighting services

| | | |
|---|-------------------------------|-------|
| 1 | AD category for fire fighting | CAT 7 |
| 2 | Remarks | Nil |

EHKD AD 2.7 Seasonal availability - clearing

| | | |
|---|----------------------------|--|
| 1 | Type of clearing equipment | Snowplough and snowsweeper |
| 2 | Clearance priorities | SAR-spot, RWY and MIL/CIV apron |
| 3 | Remarks | Caution advised during snow and ice conditions |