

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

Rijswijk, 05 Dec 2023

## AIRAC AMENDMENT 01/24

### EFFECTIVE DATE 25 JAN 24

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 5.1-3	ENR 5.1-3*	EHKD 2-3	EHKD 2-3*
GEN 0.4-2	GEN 0.4-2*			EHKD 2-5	EHKD 2-5*
GEN 0.4-3	GEN 0.4-3			EHKD 2-6	EHKD 2-6
GEN 0.4-5	GEN 0.4-5			EHKD 2-7	EHKD 2-7*
				EHKD 2-8	EHKD 2-8*
				EHKD 2-20	EHKD 2-20

**\* EDITORIAL**

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:

None

Military Aviation Authority NLD  
In order H-ALL

R.P.A.C. Scheepens  
Lt Colonel



### GEN 0.4 CHECKLIST OF MiAIP PAGES

PAGE	DATE		PAGE	DATE		PAGE	DATE
<b>PART 1 - GENERAL (GEN)</b>			<b>GEN 1</b>			2.2-6	12 NOV 2015
						2.3-1	27 JAN 2022
<b>GEN 0</b>			1.1-1	12 NOV 2015		2.3-2	27 JAN 2022
			1.1-2	12 NOV 2015		2.4-1	30 JAN 2020
0.1-1	12 NOV 2015		1.3-1	30 JAN 2020		2.4-2	12 NOV 2015
0.1-2	12 NOV 2015		1.3-2	12 NOV 2015		2.5-1	04 NOV 2021
0.1-3	07 DEC 2017		1.6-1	12 NOV 2015		2.5-2	12 NOV 2015
0.1-4	12 NOV 2015		1.6-2	30 JAN 2020		2.6-1	12 NOV 2015
0.2-1	23 APR 2020		1.6-3	03 NOV 2022		2.6-2	12 NOV 2015
0.2-2	30 JAN 2020		1.6-4	02 NOV 2023			
0.3-1	28 APR 2016		1.7-1	03 DEC 2020		<b>GEN 3</b>	
0.3-2	12 NOV 2015		1.7-2	22 APR 2021			
0.4-1	25 JAN 2024		1.7-3	22 APR 2021		3.1-1	30 JAN 2020
0.4-2	28 DEC 2023		1.7-4	22 APR 2021		3.1-2	07 DEC 2017
0.4-3	15 JUN 2023		1.7-5	22 APR 2021		3.1-3	23 MAR 2023
0.4-4	28 DEC 2023		1.7-6	12 NOV 2015		3.1-4	12 NOV 2015
0.4-5	25 JAN 2024					3.2-1	15 SEP 2016
0.4-6	18 MAY 2023		<b>GEN 2</b>			3.2-2	12 NOV 2015
0.5-1	12 NOV 2015					3.3-1	30 JAN 2020
0.5-2	12 NOV 2015		2.1-1	12 NOV 2015		3.3-2	26 JAN 2023
0.6-1	02 NOV 2023		2.1-2	12 NOV 2015		3.3-3	03 NOV 2022
0.6-2	02 NOV 2023		2.2-1	26 JAN 2023		3.3-4	12 NOV 2015
0.6-3	02 NOV 2023		2.2-2	13 OCT 2016		3.4-1	12 NOV 2015
0.6-4	30 JAN 2020		2.2-3	12 NOV 2015		3.4-2	12 NOV 2015
			2.2-4	12 NOV 2015		3.5-1	07 DEC 2017
			2.2-5	12 NOV 2015		3.5-2	01 FEB 2018

PAGE	DATE		PAGE	DATE		PAGE	DATE
3.5-3	28 DEC 2023		1.1-4	15 JUN 2023		1.10-3	03 NOV 2022
3.5-4	28 DEC 2023		1.1-5	15 JUN 2023		1.10-4	03 NOV 2022
3.5-5	12 NOV 2015		1.1-6	15 JUN 2023		1.11-1	03 JAN 2019
3.5-6	19 May 2022		1.2-1	29 DEC 2022		1.11-2	12 NOV 2015
3.6-1	30 JAN 2020		1.2-2	26 JAN 2023		1.12-1	30 JAN 2020
3.6-2	04 NOV 2021		1.3-1	18 JUN 2020		1.12-2	12 NOV 2015
3.6-3	18 AUG 2016		1.3-2	18 JUN 2020			
3.6-4	30 JAN 2020		1.3-3	18 JUN 2020		<b>ENR 2</b>	
			1.3-4	12 NOV 2015			
<b>GEN 4</b>			1.4-1	15 AUG 2019		2.1-1	12 NOV 2015
			1.4-2	12 NOV 2015		2.1-2	12 NOV 2015
4.1-1	12 NOV 2015		1.5-1	08 SEP 2022			
4.1-2	30 JAN 2020		1.5-2	12 NOV 2015		<b>ENR 3</b>	
			1.6-1	24 FEB 2022			
<b>PART 2 EN-ROUTE (ENR)</b>			1.6-2	26 JAN 2023		3.1-1	30 JAN 2020
			1.6-3	28 DEC 2023		3.1-2	12 NOV 2015
<b>ENR 0</b>			1.6-4	18 JUN 2020		3.5-1	29 DEC 2022
			1.7-1	12 NOV 2015		3.5-2	26 JAN 2023
0.6-1	16 JUN 2022		1.7-2	30 JAN 2020		3.5-3	28 DEC 2023
0.6-2	06 DEC 2018		1.8-1	12 OCT 2017		3.5-4	28 DEC 2023
0.6-3	29 DEC 2022		1.8-2	12 NOV 2015		3.5-5	29 DEC 2022
0.6-4	24 FEB 2022		1.9-1	30 JAN 2020		3.5-6	08 OCT 2020
0.6-5	29 DEC 2022		1.9-2	12 OCT 2017		3.5-7	24 FEB 2022
0.6-6	30 JAN 2020		1.10-1	03 NOV 2022		3.5-8	07 DEC 2017
			1.10-2	03 NOV 2022		3.5-9	07 DEC 2017
<b>ENR 1</b>						3.5-10	07 DEC 2017
1.1-1	29 DEC 2022					3.5-11	30 JAN 2020
1.1-2	30 JAN 2020						
1.1-3	26 JAN 2023						

PAGE	DATE		PAGE	DATE		PAGE	DATE
3.5-12	30 JAN 2020		5.2-6	21 JUN 2018		<b>ENR 6</b>	
3.5-13	24 FEB 2022		5.2-7	21 JUN 2018			
3.5-14	07 NOV 2019		5.2-8	26 JAN 2023		6.0-1	29 DEC 2022
3.5-15	12 NOV 2015		5.2-9	26 JAN 2023		6.0-2	12 NOV 2015
3.5-16	12 NOV 2015		5.2-10	26 JAN 2023		6.1-1	26 JAN 2023
3.5-17	16 JUN 2022		5.2-11	26 JAN 2023		6.1-2	05 NOV 2020
3.5-18	02 JAN 2020		5.2-12	26 JAN 2023		6.1-3	07 NOV 2019
			5.2-13	26 JAN 2023		6.1-4	30 MAR 2017
<b>ENR 4</b>			5.2-14	26 JAN 2023		6.1-5	03 NOV 2022
			5.2-15	26 JAN 2023		6.1-6	07 NOV 2019
4.1-1	03 NOV 2022		5.2-16	26 JAN 2023		6.1-7	07 NOV 2019
4.1-2	03 NOV 2022		5.2-17	26 JAN 2023		6.1-8	07 NOV 2019
4.1-3	03 NOV 2022		5.2-18	26 JAN 2023		6.1-9	07 NOV 2019
4.1-4	29 DEC 2022		5.2-19	26 JAN 2023		6.1-10	07 NOV 2019
4.1-5	03 NOV 2022		5.2-20	26 JAN 2023		6.1-11	07 NOV 2019
4.1-6	03 NOV 2022		5.2-21	26 JAN 2023		6.1-12	07 NOV 2019
			5.2-22	26 JAN 2023		6.1-13	07 NOV 2019
<b>ENR 5</b>			5.2-23	26 JAN 2023		6.1-14	07 NOV 2019
			5.2-24	26 JAN 2023		6.1-15	16 JUN 2022
5.1-1	26 JAN 2023					6.1-16	16 JUN 2022
5.1-2	26 JAN 2023					6.1-17	12 NOV 2015
5.1-3	25 JAN 2024		5.3-1	30 JAN 2020		6.1-18	29 DEC 2022
5.1-4	12 NOV 2015		5.3-2	12 NOV 2015		6.1-19	29 DEC 2022
5.2-1	15 JUN 2023		5.6-1	30 DEC 2021		6.1-20	29 DEC 2022
5.2-2	30 JAN 2020		5.6-2	12 NOV 2015		6.1-21	12 NOV 2015
5.2-3	26 JAN 2023					6.1-22	03 JAN 2019
5.2-4	30 JAN 2020					6.1-23	11 AUG 2022
5.2-5	24 FEB 2022					6.1-24	11 AUG 2022
						6.1-25	11 AUG 2022
						6.1-26	11 AUG 2022

PAGE	DATE	PAGE	DATE	PAGE	DATE
<b>PART 3 AERODROMES (AD)</b>		EHDL 2-8	12 SEP 2019	EHEH 2-18	09 SEP 2021
		EHDL 2-9	18 MAY 2023	EHEH 2-19	09 SEP 2021
<b>AD 0</b>		EHDL 2-10	24 FEB 2022	EHEH 2-20	09 SEP 2021
		EHDL 2-11	18 MAY 2023	EHEH 2-21	09 SEP 2021
0.6-1	12 NOV 2015	EHDL 2-12	18 MAY 2023	EHEH 2-22	09 SEP 2021
0.6-2	12 NOV 2015	EHDL 2-13	18 MAY 2023	EHEH 2-23	09 SEP 2021
0.6-3	12 NOV 2015	EHDL 2-14	18 MAY 2023	EHEH 2-24	09 SEP 2021
0.6-4	15 SEP 2016	EHDL 2-15	18 MAY 2023	EHEH 2-25	09 SEP 2021
0.6-5	15 SEP 2016	EHDL 2-16	24 FEB 2022	EHEH 2-26	09 SEP 2021
0.6-6	12 NOV 2015			EHEH 2-27	09 SEP 2021
		EHDP 2-1	12 AUG 2021	EHEH 2-28	09 SEP 2021
<b>AD 1</b>		EHDP 2-2	12 NOV 2015		
1.1-1	12 NOV 2015	EHEH 2-1	15 JUL 2021	EHGR 2-1	03 DEC 2020
1.1-2	12 NOV 2015	EHEH 2-2	26 MAR 2020	EHGR 2-2	12 NOV 2015
1.2-1	12 NOV 2015	EHEH 2-3	19 May 2022	EHGR 2-3	19 May 2022
1.2-2	12 NOV 2015	EHEH 2-4	28 JAN 2021	EHGR 2-4	28 JAN 2021
1.3-1	12 NOV 2015	EHEH 2-5	15 JUL 2021	EHGR 2-5	14 JUL 2022
1.3-2	12 NOV 2015	EHEH 2-6	14 JUL 2022	EHGR 2-6	30 JAN 2020
		EHEH 2-7	18 JUN 2020	EHGR 2-7	28 DEC 2023
<b>AD 2</b>		EHEH 2-8	23 MAR 2023	EHGR 2-8	28 DEC 2023
		EHEH 2-9	14 JUL 2022	EHGR 2-9	28 DEC 2023
EHDL 2-1	03 DEC 2020	EHEH 2-10	26 JAN 2023	EHGR 2-10	28 DEC 2023
EHDL 2-2	12 NOV 2015	EHEH 2-11	05 NOV 2020	EHGR 2-11	28 DEC 2023
EHDL 2-3	28 DEC 2023	EHEH 2-12	24 FEB 2022	EHGR 2-12	28 DEC 2023
EHDL 2-4	21 APR 2022	EHEH 2-13	14 JUL 2022	EHGR 2-13	28 DEC 2023
EHDL 2-5	03 NOV 2022	EHEH 2-14	30 DEC 2021	EHGR 2-14	28 DEC 2023
EHDL 2-6	01 DEC 2022	EHEH 2-15	09 SEP 2021	EHGR 2-15	28 DEC 2023
EHDL 2-7	01 DEC 2022	EHEH 2-16	09 SEP 2021		
		EHEH 2-17	09 SEP 2021		

<b>PAGE</b>	<b>DATE</b>		<b>PAGE</b>	<b>DATE</b>		<b>PAGE</b>	<b>DATE</b>
EHGR 2-16	28 DEC 2023		EHKD 2-22	30 NOV 2023		EHLW 2-20	23 MAR 2023
EHGR 2-17	28 DEC 2023		EHKD 2-23	30 NOV 2023		EHLW 2-21	23 MAR 2023
EHGR 2-18	28 DEC 2023		EHKD 2-24	30 NOV 2023		EHLW 2-22	23 MAR 2023
EHGR 2-19	28 DEC 2023		EHKD 2-25	30 NOV 2023		EHLW 2-23	23 MAR 2023
EHGR 2-20	28 DEC 2023		EHKD 2-26	30 NOV 2023		EHLW 2-24	23 MAR 2023
EHGR 2-21	28 DEC 2023		EHKD 2-27	30 NOV 2023		EHLW 2-25	23 MAR 2023
EHGR 2-22	28 DEC 2023		EHKD 2-28	30 NOV 2023		EHLW 2-26	23 MAR 2023
EHGR 2-23	28 DEC 2023		EHKD 2-29	30 NOV 2023		EHLW 2-27	23 MAR 2023
EHGR 2-24	28 DEC 2023		EHKD 2-30	30 NOV 2023		EHLW 2-28	23 MAR 2023
						EHLW 2-29	23 MAR 2023
EHKD 2-1	08 SEP 2022		EHLW 2-1	03 DEC 2020		EHLW 2-30	23 MAR 2023
EHKD 2-2	28 APR 2016		EHLW 2-2	03 DEC 2020		EHLW 2-31	23 MAR 2023
EHKD 2-3	25 JAN 2024		EHLW 2-3	19 MAY 2022		EHLW 2-32	23 MAR 2023
EHKD 2-4	30 NOV 2023		EHLW 2-4	28 JAN 2021		EHLW 2-33	23 MAR 2023
EHKD 2-5	25 JAN 2024		EHLW 2-5	05 DEC 2019		EHLW 2-34	23 MAR 2023
EHKD 2-6	25 JAN 2024		EHLW 2-6	12 NOV 2015		EHLW 2-35	23 MAR 2023
EHKD 2-7	25 JAN 2024		EHLW 2-7	03 DEC 2020		EHLW 2-36	23 MAR 2023
EHKD 2-8	25 JAN 2024		EHLW 2-8	16 JUL 2020		EHLW 2-37	23 MAR 2023
EHKD 2-9	30 NOV 2023		EHLW 2-9	03 DEC 2020		EHLW 2-38	23 MAR 2023
EHKD 2-10	30 NOV 2023		EHLW 2-10	16 JUL 2020		EHLW 2-39	23 MAR 2023
EHKD 2-11	30 NOV 2023		EHLW 2-11	25 FEB 2021		EHLW 2-40	23 MAR 2023
EHKD 2-12	30 NOV 2023		EHLW 2-12	03 DEC 2020			
EHKD 2-13	30 NOV 2023		EHLW 2-13	14 JUL 2022		EHVK 2-1	03 DEC 2020
EHKD 2-14	30 NOV 2023		EHLW 2-14	24 FEB 2022		EHVK 2-2	20 APR 2023
EHKD 2-15	30 NOV 2023		EHLW 2-15	25 FEB 2021		EHVK 2-3	19 May 2022
EHKD 2-16	30 NOV 2023		EHLW 2-16	25 FEB 2021		EHVK 2-4	18 MAY 2023
EHKD 2-17	30 NOV 2023		EHLW 2-17	23 MAR 2023		EHVK 2-5	18 MAY 2023
EHKD 2-18	30 NOV 2023		EHLW 2-18	23 MAR 2023		EHVK 2-6	18 MAY 2023
EHKD 2-19	30 NOV 2023		EHLW 2-19	23 MAR 2023		EHVK 2-7	18 MAY 2023
EHKD 2-20	25 JAN 2024						
EHKD 2-21	30 NOV 2023						

EHVK 2-8	18 MAY 2023		EHWO 2-16	03 NOV 2022		
EHVK 2-9	18 MAY 2023		EHWO 2-17	03 NOV 2022		
EHVK 2-10	14 JUL 2022		EHWO 2-18	03 NOV 2022		
EHVK 2-11	30 DEC 2021		EHWO 2-19	03 NOV 2022		
EHVK 2-12	03 DEC 2020		EHWO 2-20	23 MAR 2023		
EHVK 2-13	03 DEC 2020		EHWO 2-21	03 NOV 2022		
EHVK 2-14	03 DEC 2020		EHWO 2-22	03 NOV 2022		
EHVK 2-15	03 DEC 2020		EHWO 2-23	03 NOV 2022		
EHVK 2-16	03 DEC 2020		EHWO 2-24	23 MAR 2023		
EHVK 2-17	20 MAY 2021					
EHVK 2-18	03 DEC 2020					
EHVK 2-19	03 DEC 2020					
EHVK 2-20	09 SEP 2021					
EHVK 2-21	09 SEP 2021					
EHVK 2-22	05 NOV 2020					
EHWO 2-1	27 JAN 2022					
EHWO 2-2	28 JAN 2021					
EHWO 2-3	14 JUL 2022					
EHWO 2-4	19 MAY 2022					
EHWO 2-5	12 AUG 2021					
EHWO 2-6	28 JAN 2021					
EHWO 2-7	03 NOV 2022					
EHWO 2-8	03 NOV 2022					
EHWO 2-9	01 DEC 2022					
EHWO 2-10	03 NOV 2022					
EHWO 2-11	03 NOV 2022					
EHWO 2-12	23 MAR 2023					
EHWO 2-13	03 NOV 2022					
EHWO 2-14	03 NOV 2022					
EHWO 2-15	03 NOV 2022					



## **6. Crossing air traffic**

IFR Traffic. In case the routing of an IFR flight will affect a TRA or EHD01(A) thru 08(A), i.e. within 5 NM of the lateral limits, it shall be so annotated in the flightplan under item 15 and 18, using the appropriate designator.

VFR Traffic. VFR traffic shall select a routing clear of the TRAs and EHD01(A) thru 08(A), unless MilATCC Schiphol provides crossing clearance.



**INTENTIONALLY LEFT BLANK**

## EHKD AD 2.8 Aprons, taxiways and check locations/positions data

1	Apron surface and strength	Tarmac/concrete, MIL Apron PCN 35 F/A/W/T
2	TWY width, surface and strength	TWY DELTA : Width 12 m PCN 33 F/A/W/T TWY DELTA 1: Width 12 m PCN 38 F/A/W/T TWY DELTA 2: Width 12 m PCN 47 F/A/W/T TWY DELTA 2X: Width 9,50 m PCN 21 F/A/W/T TWY DELTA 4: Width 12 m PCN 47 F/A/W/T TWY LIMA : Width 12 m PCN 33 F/A/W/T TWY PAPA: Width 12 m PCN 42 F/A/W/T
3	Altimeter checkpoint location elevation	Location 1: MIL apron (52° 55'31"N 004°47'04"E) Elevation: 2 ft AMSL Location 2: TWY LIMA (52°55'17"N 004°46'54"E) Elevation: 2 ft AMSL
4	Remarks	Dummy deck: PCN: 37 F/A/W/T

## EHKD AD 2.9 Surface movement guidance and control system and markings

According STANAG 3158		
1	Remarks	Nil

## EHKD AD 2.10 Aerodrome obstacles

see Aerodrome Chart.		
----------------------	--	--

## EHKD AD 2.11 Meteorological information provided

1	Associated MET Office	De Kooy
2	Hours of service MET Office outside hours	HO Joint Meteorological Group
3	Office responsible for TAF preparation Periods of validity	Joint Meteorological Group 12 hrs
4	Type of landing forecast Interval of issuance	TREND Every 30 min during opr hrs
5	Flight documentation Language(s) used	Reports, forecasts and charts. English and Dutch.
6	Charts and other information AVBL for briefing or consultation	GSA, GSP, LGF, Cross section, Upperair forecasts, NVG, Radar- and Satellite Images
7	Supplementary equipment AVBL for providing information	PBS (pilot briefing system)
8	Remarks	Tel EHKD 088-9563140 or mail CLSK.DHC.LVL.METEO.MetBriefer@mindef.nl Tel JMG 0164-693111 or mail JMG.WX.PLANNING@mindef.nl

## EHKD AD 2.12 Runway physical characteristics

1	RWY dimensions/a-gear	See Aerodrome Chart. Values in ft.
2	RWY surface	Tarmac/concrete
3	RWY strength	PCN 03: 62 F/A/W/T 21: 62 F/A/W/T

## EHKD AD 2.13 Declared distances

RWY designator	TORA (FT)	TODA (FT)	ASDA (FT)	LDA (FT)	Remarks
03	4184	4381	4184	3377	Take-off from runway extremity
		2379			Take-off from intersection with D3
		1924			Take-off from intersection with D2X
		1418			Take-off from intersection with D2
21	3789	3986	3789	3334	Take-off from runway extremity
		2861			Take-off from intersection with D2
		2347			Take-off from intersection with D2X
		1909			Take-off from intersection with D3
For determination of the datum line for an intersection take-off, see EHKD AD 2.23 paragraf 6					

## EHKD AD 2.14 Approach and runway lighting

According STANAG 3316		
1	Approach lighting	RWY 21: CAT I. 870 m RWY 03: S-ALS. 360 m
2	RWY lighting	VHI
3	PAPI	Situated on the left side of both RWYs
4	Remarks	Nil

### EHKD AD 2.15 Other lighting, secondary power supply

1	LDI	Nil
2	TWY edge lighting	VB
3	Emergency RWY lighting	No
4	Emergency TWY edge lighting	No
5	Secondary power supply/switch-over	AVBL, switch over time 15 seconds
6	Remarks	Anemometer in front of TWR, lighted

### EHKD AD 2.16 Helicopter landing area

Helipad 1		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55'40"N 004°47'08"E Located on runway in pre-threshold area RWY 21
2	TLOF and/or FATO elevation FT	3 FT
3	TLOF and FATO area dimensions, surface, strength, marking	rectangular 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 bearing of FATO	034° / 214°
5	Declared distances available	43 M to end of runway pavement in direction 03, 1233 M to runway end in direction 21
6	APCH and FATO lighting	NIL
7	Remarks	Surface beyond FATO is RWY which extends to a width of 30 M

Helipad 2		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55'30"N 004°46'56"E Located on runway at intersection D2
2	TLOF and/or FATO elevation FT	3 FT
3	TLOF and FATO area dimensions, surface, strength, marking	rectangular 20 M x 20 M, ASPH, PCN 62/F/A/W/T, White edges and white identification number "2"
4	true bearing of FATO	034° / 214°
5	Declared distances available	418 M to end of runway pavement in direction 03, 857 M to runway end in direction 21
6	APCH and FATO lighting	NIL
7	Remarks	Surface beyond FATO is RWY which extends to a width of 30 M, Marking non-standard due to touchdown zone marking RWY 21

Helipad 3		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55'25"N 004°46'50"E Located on runway in vicinity of intersection D2X
2	TLOF and/or FATO elevation FT	3 FT
3	TLOF and FATO area dimensions, surface, strength, marking	rectangular 20 M x 20 M, ASPH, PCN 62/F/A/W/T, White edges and white letter "H" and white identification number "3"
4	true bearing of FATO	034° / 214°
5	Declared distances available	622 M to end of runway pavement in direction 03, 654 M to runway end in direction 21
6	APCH and FATO lighting	NIL
7	Remarks	Surface beyond FATO is RWY which extends to a width of 30 M

Helipad 4		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55'18"N 004°46'43"E Located on runway in vicinity of aiming point marking RWY 03
2	TLOF and/or FATO elevation FT	3 FT
3	TLOF and FATO area dimensions, surface, strength, marking	rectangular 20 M x 20 M, ASPH, PCN 62/F/A/W/T, White edges and white identification number "4"
4	true bearing of FATO	034° / 214°
5	Declared distances available	865 M to end of runway pavement in direction 03, 410 M to runway end in direction 21
6	APCH and FATO lighting	NIL
7	Remarks	Surface beyond FATO is RWY which extends to a width of 30 M, Marking non-standard due to aiming point marking RWY 03

Helipad 5		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55'14"N 004°46'45"E Located on TWY D
2	TLOF and/or FATO elevation FT	3 FT
3	TLOF and FATO area dimensions, surface, strength, marking	rectangular 25 M x 25 M, ASPH, PCN 62/F/A/W/T, White edges and white identification number "5"
4	true bearing of FATO	034° / 214°
5	Declared distances available	400 M both directions
6	APCH and FATO lighting	NIL
7	Remarks	Surface beyond FATO is extends to a width of 30 M, TLOF Lighting

Helipad 6		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55'11"N 004°46'46"E Located on grass area A north of TWY P
2	TLOF and/or FATO elevation FT	2 FT
3	TLOF and FATO area dimensions, surface, strength, marking	rectangular 30 M x 30 M, grass fitted with reinforcing grass paving grids, PCN not AVBL, edges and "H" created with less conspicuous marking by use of concrete pavement
4	true bearing of FATO	170° / 350°
5	Declared distances available	Information not available
6	APCH and FATO lighting	NIL
7	Remarks	

Helipad 7		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55'00"N 004°46'56"E Located on southeast corner of grass area A
2	TLOF and/or FATO elevation FT	1 FT
3	TLOF and FATO area dimensions, surface, strength, marking	rectangular 30 M x 30 M, grass fitted with reinforcing grass paving grids, PCN not AVBL, edges and "H" created with less conspicuous marking by use of concrete pavement
4	true bearing of FATO	090° / 270°
5	Declared distances available	Information not available
6	APCH and FATO lighting	NIL
7	Remarks	

Dummydeck		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55'02"N 004°46'48"E Located on south part of grass area A
2	TLOF and/or FATO elevation FT	2 FT
3	TLOF and FATO area dimensions, surface, strength, marking	rectangular 63 M x 26 M, CONC, PCN 37 F/A/W/T, marking consistent with naval vessel 2 landing spots
4	true bearing of FATO	NIL
5	Declared distances available	Information not available
6	APCH and FATO lighting	Lighting consistent with naval vessel
7	Remarks	

Slope		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55'02"N 004°46'48"E Located on grass area A south of Den Helder Airport
2	TLOF and/or FATO elevation FT	inconsistent due to sloped area
3	TLOF and FATO area dimensions, surface, strength, marking	grass fitted with reinforcing grass paving grids, PCN not AVBL, no marking
4	true bearing of FATO	NIL
5	Declared distances available	NIL
6	APCH and FATO lighting	NIL
7	Remarks	Sloped exercise landing area 5° an 10°

### EHKD AD 2.17 Air traffic services airspace

1	Designation and lateral limits	DE KOOY CTR 52°59'13.58"N 004°55'32.06"E; along clockwise arc (radius 6.5 NM, centre 52°55'25.00"N 004°46'50.00"E) to 53°01'42.82"N 004°49'26.26"E; 53°02'11.88"N 004°49'38.31"E; along clockwise arc (radius 7 NM, centre 52°55'25.00"N 004°46'50.00"E) to 52°59'31.13"N 004°56'12.28"E; to point of origin.
2	Vertical limits	GND to 3000 ft AMSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Contact initially De Kooy TWR. English Outside HO DUTCH MIL INFO FREQ 132.350 MHZ.
5	Transition altitude	IFR: 3000 ft AMSL; VFR: 3500 ft AMSL
6	Remarks	Caution: EHR 8 is active MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or activated by NO-TAM. Request ATC for crossing clearance.

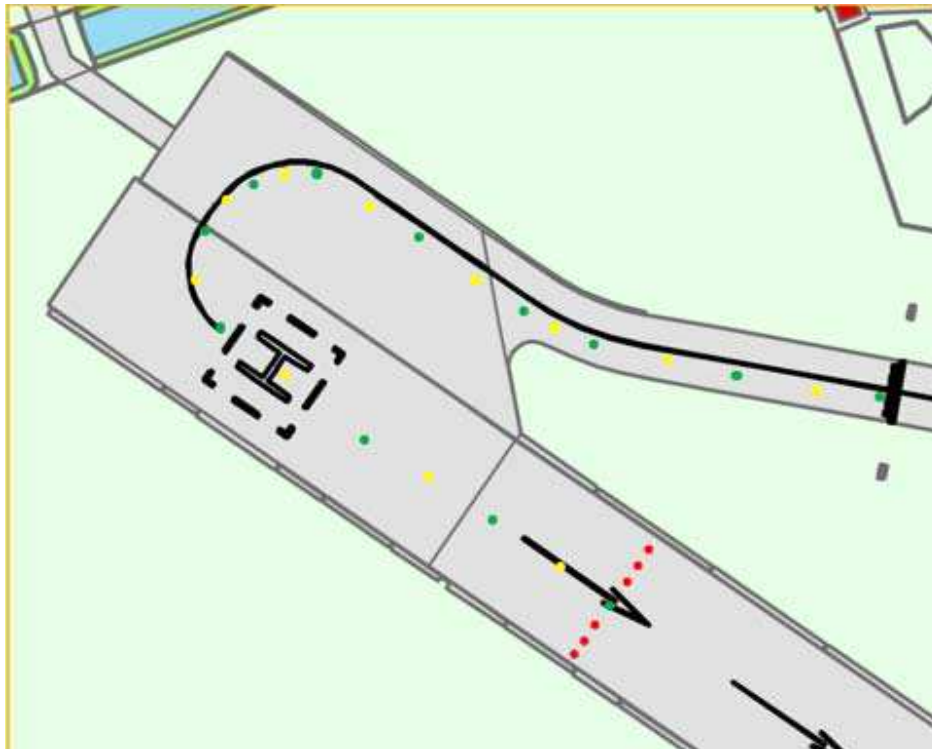


## EHKD AD 2.23 Additional information

### 1. 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 upto exit D1.

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



### 2. EHR8 (prohibited/gunfiring) extending in the CTR. The eastboundary is east of the dunes.

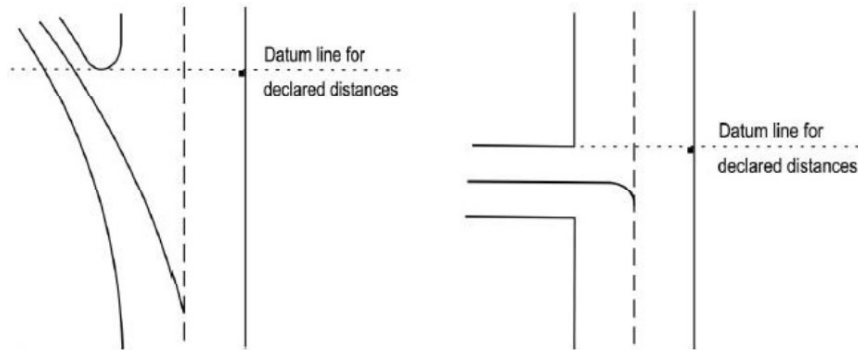
### 3. PPR: for PPR Request contact:

LCC De Kooy Flight Information Office via e-mail: [DHC.LCC.MVKK@mindef.nl](mailto:DHC.LCC.MVKK@mindef.nl)

Requests must contain the following information.

- a. Inbound De Kooy for practice approaches only or full stop landing.
- b. Name and phonenumber concerning person of contact.
- c. Call sign and/or ACFT registration.
- d. Type of ACFT.
- e. DOF (Date Of Flight).
- f. Aerodrome of departure.
- g. ETA (Estimated Time of Arrival) at De Kooy.
- h. ETD (Estimated Time of Departure) from De Kooy.
- i. Aerodrome of arrival.
- j. Name of aircraft operator. Incomplete requests will NOT be considered. A standard request form may be obtained through previously mentioned e-mail address.

4. When intending a full stop landing at de Kooy please also include if refuel, hangar space, accommodation or other is required.
5. AIS Briefing office facility and the ATS Reporting Office (ARO) is only available through the Flight Data and Notam Office (FDNO) located at MilATCC Schiphol.  
 Tel: +31(0)20 4062840  
 Tel: +31(0)20 4062841  
 E-mail: aocs.fdns@mindef.nl  
 AFTN: EHMCPZX  
 avlbl H24
6. **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 as shown in the diagram below. 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**

Aerodrome chart	EHKD AD 2-21
Local map	EHKD AD 2-22
MVA chart	EHKD AD 2-23
Instrument approach chart RNP Z RWY 03	EHKD AD 2-24
Instrument approach chart RNP Y RWY 03	EHKD AD 2-25
Instrument approach chart ILS or LOC RWY 21	EHKD AD 2-26
Instrument approach chart COP ILS or LOC RWY 21	EHKD AD 2-27
Instrument approach chart RNP Z RWY 21	EHKD AD 2-28
Instrument approach chart RNP Y RWY 21	EHKD AD 2-29