EHKD — DEN HELDER/DE KOOY

EHKD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHKD — DEN HELDER/De Kooy

EHKD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP co-ordinates and site at AD**	52°55'25"N 004°46'50"E
2	**Direction and distance from (city)**	172°/2.9 NM from Den Helder.
3	**Elevation/reference temperature**	+4 ft AMSL/19.6°C (JUL).
4	**Geoid undulation at AD ELEV PSN**	Not AVBL.
5	**MAG VAR/annual change**	0°E (2010)/8'E.
6	**AD operator, postal address, telephone, telefax, email, AFS, website**	Post: DHC Maritiem Vliegkamp De Kooy[1)] P.O. Box 10000 1780 CA Den Helder The Netherlands Tel: +31 (0)223 658 636 / 658 760 +31 (0)223 658 670 (outside ARO OPR HR) Fax: +31 (0)223 658 759 AFS: EHKDZPZX
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	■ Civil/commercial use of the aerodrome: Post: Den Helder Airport P.O. Box 3043 1780 GA Den Helder The Netherlands Tel: +31 (0)223 635 666 +31 (0)223 677 566 Fax: +31 (0)223 660 892 AFS: EHKDZPZX

EHKD AD 2.3 OPERATIONAL HOURS

1	**AD operator**	MON-FRI: 0600-2100 (0500-2000). SAT, SUN and HOL: 0600-1000 and 1300-1900 (0500-0900 and 1200-1800).
2	**Customs and immigration**	OPR HR
3	**Health and sanitation**	OPR HR
4	**AIS briefing office**	See item 5.
5	**ATS reporting office (ARO)**	MON-THU: 0600-2130 (0500-2300). FRI: 0600-2100 (0500-2000). SAT, SUN and HOL: 0600-1000 and 1300-1900 (0500-0900 and 1200-1800).
6	**MET briefing office**	MON-THU: 0500-2130 (0400-2300). FRI: 0500-2100 (0400-2000). SAT, SUN and HOL: 0500-1000 and 1300-1900 (0400-0900 and 1200-1800).
7	**ATS**	See item 5.
8	**Fuelling**	OPR HR
9	**Handling**	OPR HR

10	**Security**	OPR HR
11	**De-icing**	NA
12	**Remarks**	1 Civil traffic PPR. 2 Light aircraft and model flying outside OPR HR.

EHKD AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	AVBL
2	**Fuel/oil types**	100 LL, Jet A1 /all regular types.
3	**Fuelling facilities/capacity**	AVBL Jet A1: unlimited. 100 LL: limited.
4	**De-icing facilities**	NIL
5	**Hangar space for visiting aircraft**	O/R
6	**Repair facilities for visiting aircraft**	O/R
7	**Remarks**	Handling agent: CHC Helicopters Netherlands. Tel: +31 (0)223 677 566 Fax: +31 (0)223 677 564 Contact company/handling on 131.500.

EHKD AD 2.5 PASSENGER FACILITIES

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

EHKD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT 4; O/R CAT 6.
2	**Rescue equipment**	AVBL
3	**Capability for removal of disabled aircraft**	AVBL
4	**Remarks**	NIL

EHKD AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1 **Apron surface and strength**

	CIV apron	**MIL apron**
Surface	ASPH	ASPH/CONC
Strength	PCN not AVBL	PCN 35/F/A/W/T

2 **Taxiway width, surface and strength**

	TWY D	**TWY D1**	**TWY D2**	**TWY D3**	**TWY D4**
Width	12 m	12 m	12 m	12 m	12 m

		Surface	ASPH	ASPH/ CONC	ASPH	ASPH	ASPH
		Strength	PCN 33/F/A/W/T	PCN 38/R/C/W/T	PCN 47/F/A/W/T	PCN 33/F/A/W/T	PCN 47/F/A/W/T
3	**Altimeter checkpoint location and elevation**	NIL					
4	**VOR checkpoints**	NIL					
5	**INS checkpoints**	NIL					
6	**Remarks**	NIL					

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**	Civil apron parking spots 1, 2, 3 and 6: apron TWY centre line; spots 4, 5 and 7 to 12: apron TWY centre line, lead-in line, turning line, lead-out line.
2	**RWY and TWY markings and LGT**	**RWY:** threshold, centre line, RWY designations; threshold, edge and end lights; helipads HP 1, 2, 3 and 4 marked. **TWY:** holding points, retroreflective centre line markers (TWY D1 and D3), edge lights; helipad HP 5 on TWY D is marked and equipped with LGT.
3	**Stop bars**	NIL
4	**Remarks**	NIL

EHKD AD 2.10 AERODROME OBSTACLES

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

EHKD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET office**	De Kooy
2	**Hours of service** **MET office outside hours**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	De Kooy 9
4	**Trend forecast** **Interval of issuance**	TREND AUTO METAR, 30 MIN.
5	**Briefing/consultation provided**	O/R
6	**Flight documentation** **Language(s) used**	Reports, forecast. English, Dutch.
7	**Charts and other information available for briefing or consultation**	SWC
8	**Supplementary equipment available for providing information**	Radar, internet.
9	**ATS units provided with information**	RAPCON North, De Kooy Arrival, De Kooy TWR.
10	**Additional information (limitation of service, etc.)**	MET De Kooy: Tel: +31 (0)223 658 979 +31 (0)223 658 789 Fax: +31 (0)223 658 750 ***Note:*** *daily upper air sounding by use of radio sonde weather balloon at 0600 UTC. Balloon drifts within radius of 100 km from AD and will be airborne for about 2 hours.*

EHKD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True BRG	Dimensions of RWY (m)	Strength (PCN) and surface 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	62/F/A/W/T CONC/ASPH 1)	52°55'14.01"N 004°46'38.54"E	2.4 ft
21	213.92°	1275 x 30	62/F/A/WT CONC/ASPH 1)	52°55'35.09"N 004°47'01.98"E	2.0 ft

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ
1	7	8	9	10	11
03	0	Not AVBL	Not AVBL	1395 x 300	NA
21	0	Not AVBL	Not AVBL	1395 x 300	NA

Remarks

12

1. Exceeding PCN restrictions possible O/R.

EHKD AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
03	1090 1)	1090 1)	1275 1)	1030 2)	1. These figures apply to take-off from RWY extremity. 2. DTHR 245 m.
21	1275 1)	1275 1)	1275 1)	1030 2)	

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 360 m LIH	G -	PAPI left/3° (50 ft)	NIL	NIL	1275 m 30 m 1) LIH	R -	NIL
21	CAT I 870 m LIH	G -	PAPI left/3° (50 ft)	NIL	NIL	1275 m 30 m 1) LIH	R -	NIL

Remarks

10

Red BTN beginning of RWY and DTHR, white BTN DTHR and 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.
4	**Secondary power supply Switch-over time**	AVBL Within 15 seconds.
5	**Remarks**	NIL

EHKD AD 2.16 HELICOPTER LANDING AREA

1	**Co-ordinates TLOF or THR of FATO Geoid undulation**	Not AVBL. Not AVBL.
2	**TLOF and/or FATO elevation m/ft**	1 m/3 ft.
3	**TLOF and FATO area dimensions, surface, strength, marking**	Rectangle 30 x 30 m, ASPH, PCN 33/F/A/W/T, white edges and white letter H.
4	**True BRG of FATO**	034°/214° GEO. Direction of TKOF zones: 034°/214° GEO.
5	**Declared distance available**	400 m.
6	**APCH and FATO lighting**	NIL
7	**Remarks**	TLOF HP 5 (situated on TWY D) is lighted.

EHKD AD 2.17 ATS 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**	C
4	**ATS unit call sign Language(s)**	De Kooy Tower English
5	**Transition altitude**	IFR: 3000 ft AMSL; VFR: 3500 ft AMSL.
6	**Remarks**	Caution: EHR 8 active MON-THU: 0700-1900 (0600-1800), FRI: 0700-1500 (0600-1400). When necessary also during hours as published 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	RAPCON North	132.025 337.000	OPR HR	NIL
	De Kooy Arrival	124.225	OPR HR	

		341.550		
SRA	De Kooy Final	123.300 234.150	OPR HR	
TWR	De Kooy Tower	120.125 234.800	OPR HR	Outside OPR HR contact Dutch MIL Info 132.350.
	De Kooy Ground	121.725	OPR HR	

EHKD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (VOR/ILS/MLS: declination)	ID	Frequency	Hours of operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (0°E/2010)	HDR	115.550 MHz CH102Y	H24	52°54'24.68"N 004°45'56.60"E	0 ft	Designated operational coverage: 120 NM/FL 250; 90 NM/FL 250 BTN 015°-150° MAG.
LOC 21 ILS CAT I/C/1 (0°E/2010)	DKY	108.900 MHz	H24	52°55'04.99"N 004°46'28.51"E	NA	
DME 21	DKY	CH26X	H24	52°55'28.66"N 004°46'47.38"E	0 ft	DME reading at THR RWY 21: 0.2 NM.
GP 21	-	329.300 MHz	H24	52°55'28.66"N 004°46'47.38"E	NA	

EHKD AD 2.20 LOCAL TRAFFIC REGULATIONS

- Intensive training with helicopters and light aircraft. Light aircraft and model flying daily outside OPR HR. Glider site Wieringermeer located 8 NM SE of ARP (just outside CTR).
- Prior permission required (PPR) from ATC De Kooy for all VFR operations. **Civil training flights PPR from ATC De Kooy.**
- Crossing of VFR traffic shall be carried out via VFR reporting points (see visual approach chart) at 1500 ft unless otherwise instructed or approved by ATC.
- Visual traffic circuit: RWY 21 left-hand 1000 ft; RWY 03 right-hand 1000 ft.
- Overflying the gas plant (0.5 NM E of ARP) is prohibited.

EHKD AD 2.21 NOISE ABATEMENT PROCEDURES

1 LIMITATIONS

- Avoid overflying Den Helder 2 NM NNW of ARP.
- Built-up areas shall be avoided as much as possible.
- Avoid overflying campsite SE of FOXTROT below 1500 ft AMSL.

EHKD AD 2.22 FLIGHT PROCEDURES

1 DEPARTURE PROCEDURES DE KOOY AERODROME (MIL)

1.1 ATC en route clearance

ATC will issue an en route permission as soon as possible after taxi permission has been given.

An en route clearance contains:

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

Example of an en route clearance:

'RNN345 is cleared to London, SPY 3000 ft, squawk 2123'.

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 6-3.3.

1.2.2 VOR radial interception angle

VOR radial interception angle: in principle 45°.

If the indicated angle exceeds 45° initiate turn in due time in order not to overshoot the radial.

1.3 Maximum speed

Below FL 100: MAX 250 KT IAS.

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

See ENR 1.3.

1.6 SID descriptions

1.6.1 General remarks

- Transition altitude: 3000 ft AMSL.
  Turn radii based on a 18° bank angle and 125 KT IAS.
  Procedures are designated for **helicopters** only.
  RNAV: the Netherlands highly recommend the use of pre-programmed (RNAV) routes. Within the TMAs these RNAV routes shall be considered as overlays of conventional routes. An RNAV route may result in a different path (vertically: turn altitudes and/or laterally: turn anticipation effects) compared to the conventional route. By making use of the FMS route functionalities, a significant part of the noise production is shifted to less sensitive noise areas. Therefore, using RNAV will not result in route violations.
  The descriptions of the De Kooy SIDs are extended with additional information intended for database coding only. The SIDs are provided with:
  - EH-waypoints. These points define unnamed intersections, turning points, positions etc. Route definition by means of publishing the sequence of relevant waypoints. It is prohibited to code other waypoints.

  Furthermore:
  - Connect FMS/autopilot as early as possible.
    Turn anticipation is mandatory for all waypoints, except those which are underlined. These waypoints shall be overflown.
  - The EH-waypoints shall not be used in RTF procedures.

1.6.2 Specific remarks

- Only for off-shore helicopters.
  Only AVBL when northern part of EHR 8 (North of 52°58'N) is not active.
  Only AVBL when middle part of EHR 8 (between 52°51'N and 52°58'N) is not active.
  Only AVBL when southern part of EHR 8 (South of 52°51'N) is not active.

1.6.3 SIDs RWY 03

DESIGNATOR [ARINC code]/ specific remarks applicable (see EHKD AD 2.22 paragraph 1.6.2)	RWY 03 (see charts AD 2.EHKD-SID-03.1 and AD 2.EHKD-SID-03.2)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHKD AD 2.22 paragraph 1.6.1)	Vertical	Contact	Climb to maintain
ATRIX 2L [ATRI2L] /	Track 034° MAG. At 1.6 HDR or 400 ft AMSL, whichever comes last, turn right to intercept HDR 056. At 4.1 HDR 056 turn left to track 280° MAG to intercept			2000 ft AMSL

1, 2	HDR 340 to ATRIX (14.8 HDR 340). **RNAV**: THR 03 / EH400 / EH401 / EH403 / ATRIX	
ATRIX 2N [ATRI2N] / 1	Track 034° MAG. At 1.6 HDR or 400 ft AMSL, whichever comes last, turn right to intercept HDR 056. At 4.1 HDR 056 turn left to track 280° MAG to intercept HDR 352. At 6.5 HDR turn left to track 328° MAG to ATRIX (14.8 HDR 340). **RNAV**: THR 03 / EH400 / EH401 / EH402 / EH405 / ATRIX	2000 ft AMSL
GIKOV 2L [GIKO2L] / 1, 2	Track 034° MAG. At 1.6 HDR or 400 ft AMSL, whichever comes last, turn right to intercept HDR 056. At 4.1 HDR 056 turn left to track 280° MAG to intercept HDR 326 to GIKOV (14.7 HDR 326). **RNAV**: THR 03 / EH400 / EH401 / EH404 / GIKOV	2000 ft AMSL
KOLAV 2L [KOLA2L] / 1, 2	Track 034° MAG. At 1.6 HDR or 400 ft AMSL, whichever comes last, turn right to intercept HDR 056. At 4.1 HDR 056 turn left to track 280° MAG to KOLAV (16.7 HDR 296). **RNAV**: THR 03 / EH400 / EH401 / KOLAV	2000 ft AMSL
LERGO 2L [LERG2L] / 1, 3	Track 034° MAG. At 1.6 HDR or 400 ft AMSL, whichever comes last, turn right to track 084° MAG. When passing HDR 056 turn right to intercept HDR 085 inbound to intercept HDR 265 to LERGO (15.2 HDR 265). **RNAV**: THR 03 / EH400 / EH408 / LERGO	2000 ft AMSL
NAKON 2L [NAKO2L] / 1, 3, 4	Track 034° MAG. At 1.6 HDR or 400 ft AMSL, whichever comes last, turn right to track 084° MAG. When passing HDR 056 turn right to intercept HDR 085 inbound to intercept HDR 265. At 2.0 HDR 265 turn left to track 232° MAG to NAKON (14.6 HDR 239). **RNAV**: THR 03 / EH400 / EH408 / EH406 / NAKON	2000 ft AMSL
NEXAR 2L [NEXA2L] / 1	Track 034° MAG. At 1.6 HDR or 400 ft AMSL, whichever comes last, turn right to track 084° MAG. When passing HDR 056 turn right to intercept HDR 085 inbound to intercept HDR 193 to NEXAR (7.7 HDR 193). **RNAV**: THR 03 / EH400 / EH408 / HDR / NEXAR	2000 ft AMSL
PEROR 2L [PERO2L] / 1	Track 034° MAG. At 1.6 HDR or 400 ft AMSL, whichever comes last, turn right to intercept HDR 051 to PEROR (12.3 HDR 051). **RNAV**: THR 03 / EH400 / EH408 / PEROR	FL 050

1.6.4 SIDs RWY 21

DESIGNATOR [ARINC code]/ specific remarks applicable (see EHKD AD 2.22	RWY 21 (see charts AD 2.EHKD-SID-21.1 and AD 2.EHKD-SID-21.2)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant	Vertical	Contact	Climb to maintain

paragraph 1.6.2)	waypoints; see general remarks in EHKD AD 2.22 paragraph 1.6.1)	
ATRIX 2M [ATRI2M] / 1, 2, 3	Track 214° MAG. At 400 ft AMSL turn right to intercept HDR 296. At 2.0 HDR turn right to track 349° MAG to ATRIX (14.8 HDR 340). **RNAV**: THR 21 / At 400 ft AMSL turn right / EH407 / ATRIX	2000 ft AMSL
ATRIX 2P [ATRI2P] / 1, 2	Track 214° MAG. At 400 ft AMSL turn left inbound to HDR. At HDR turn left to intercept HDR 056. At 4.1 HDR 056 turn left to track 280° MAG to intercept HDR 340 to ATRIX (14.8 HDR 340). **RNAV**: THR 21 / At 400 ft AMSL turn left / HDR / EH401 / EH403 / ATRIX	2000 ft AMSL
ATRIX 2Q [ATRI2Q] / 1	Track 214° MAG. At 400 ft AMSL turn left inbound to HDR. At HDR turn left to intercept HDR 056. At 4.1 HDR 056 turn left to track 280° MAG to intercept HDR 352. At 6.5 HDR turn left to track 328° MAG to ATRIX (14.8 HDR 340). **RNAV**: THR 21 / At 400 ft AMSL turn left / HDR / EH401 / EH402 / EH405 / ATRIX	2000 ft AMSL
GIKOV 2M [GIKO2M] / 1, 2, 3	Track 214° MAG. At 400 ft AMSL turn right to intercept HDR 296. At 2.0 HDR turn right to track 333° MAG to GIKOV (14.7 HDR 326). **RNAV**: THR 21 / At 400 ft AMSL turn right / EH407 / GIKOV	2000 ft AMSL
GIKOV 2P [GIKO2P] / 1, 2	Track 214° MAG. At 400 ft AMSL turn left inbound to HDR. At HDR turn left to intercept HDR 056. At 4.1 HDR 056 turn left to track 280° MAG to intercept HDR 326 to GIKOV (14.7 HDR 326). **RNAV**: THR 21 / At 400 ft AMSL turn left / HDR / EH401 / EH404 / GIKOV	2000 ft AMSL
KOLAV 2M [KOLA2M] / 1, 2, 3	Track 214° MAG. At 400 ft AMSL turn right to intercept HDR 296 to KOLAV (16.7 HDR 296). **RNAV**: THR 21 / At 400 ft AMSL turn right / EH407 / KOLAV	2000 ft AMSL
KOLAV 2P [KOLA2P] / 1, 2	Track 214° MAG. At 400 ft AMSL turn left inbound to HDR. At HDR turn left to intercept HDR 056. At 4.1 HDR 056 turn left to track 280° MAG to KOLAV (16.7 HDR 296). **RNAV**: THR 21 / At 400 ft AMSL turn left / HDR / EH401 / KOLAV	2000 ft AMSL
LERGO 2M [LERG2M] / 1, 3	Track 214° MAG. At 400 ft AMSL turn right to intercept HDR 296. At 2.0 HDR turn left to track 258° MAG to LERGO (15.2 HDR 265). **RNAV**: THR 21 / At 400 ft AMSL turn right / EH407 / LERGO	2000 ft AMSL
NAKON 2M [NAKO2M] / 1, 3, 4	Track 214° MAG. At 400 ft AMSL turn right to intercept HDR 296. At 2.0 HDR turn left to track 228° MAG to NAKON (14.6 HDR 239). **RNAV**: THR 21 / At 400 ft AMSL turn right / EH407 / NAKON	2000 ft AMSL
NEXAR 2M [NEXA2M] /	Track 214° MAG. At 400 ft AMSL turn left to intercept HDR 193 to NEXAR (7.7 HDR 193).	2000 ft AMSL

1	**RNAV**: THR 21 / At 400 ft AMSL turn left / NEXAR	
PEROR 2M [PERO2M] / 1	Track 214° MAG. At 400 ft AMSL turn left inbound to HDR. At HDR turn left to intercept HDR 051 to PEROR (12.3 HDR 051). **RNAV**: THR 21 / At 400 ft AMSL turn left / HDR / PEROR	FL 050

2 INITIAL APPROACH PROCEDURES DE KOOY AERODROME (MIL)

2.1 Inbound clearance

A clearance will be issued by Amsterdam ACC or AOCS Nieuw Milligen, containing:

- Clearance limit: HDR.
- Route.
- Flight level.

2.2 Maximum speed

Below FL 100: MAX 250 KT IAS.

2.3 Transfer of control

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

2.4 Approach instructions

Approach instructions will contain as applicable:

- Additional instructions with respect to route and level.
- Approach procedure.
- Runway in use.
- QNH.
- Transition level.
- MET information.
- Aerodrome information and other information.

2.5 Radar service

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

2.6 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
Intercept HDR 154 before NIDOP at 2000 ft AMSL. At 21.1 HDR turn right to intercept QDM WP 178° MAG to intercept ILS RWY 22.

RNAV: HDR / NIDOP / EH409 / EH410 / EH661 (FAF RWY 22).

2.7 Communication failure

2.7.1 General

The pilot of an IFR flight shall follow the general procedures for IFR flights of the paragraph 'Communication Failure' in ENR 1.3. In addition, for arriving flights, the following communication failure procedures apply.

2.7.2 Inbound clearance not received

- Proceed according the current flight plan route to HDR VOR.
- 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 instrument approach procedure to the appropriate runway (see charts AD 2.EHKD-IAC-xx.x).

2.7.3 Inbound clearance received

Proceed according the current flight plan route to the HDR VOR.
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 instrument approach procedure to the assigned runway (see charts AD 2.EHKD-IAC-xx.x).

3 VFR FLIGHT PROCEDURES

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

3.1 VFR departures

- Unless otherwise instructed or approved climb after take-off to 1000 ft.
- Departure routes:
  - NOVEMBER Departure: proceed via HOTEL to NOVEMBER.
  - ECHO Departure: proceed via BRAVO to ECHO.
  - ZULU Departure: proceed via ROMEO to ZULU.

  ATC discretion only, when EHR 8 (partly) inactive:
  - FOXTROT Departure: proceed via FOXTROT to CTR boundary.
  - MIKE Departure: proceed via HOTEL and MIKE to CTR boundary.
- Leave the CTR via the designated reporting points.

3.2 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 and maintain.
- Descent to circuit altitude according the joining procedure which will be instructed by ATC:
  - **Overhead joining (1500 ft)**: report overhead, join downwind and descend to 1000 ft.
  - **Direct joining (ATC discretion only)**: after passing one of the points HOTEL, BRAVO, ROMEO or FOXTROT, join the circuit and descend to circuit altitude as instructed by ATC.
- VFR arrivals
  - NOVEMBER Arrival: proceed via NOVEMBER to HOTEL.
  - ECHO Arrival: proceed via ECHO to BRAVO.
  - ZULU Arrival: proceed via ZULU to ROMEO.

  ATC discretion only, when EHR 8 (partly) inactive:
  - FOXTROT Arrival: at CTR boundary proceed to FOXTROT.
  - MIKE Arrival: at CTR boundary proceed via MIKE to HOTEL.

EHKD AD 2.23 ADDITIONAL INFORMATION

1 CAUTIONS AND ADDITIONAL INFORMATION

- EHR 8 (restricted/gunfiring)
  This area is partly extended in the CTR.
  The east boundary of this area is situated east of the dunes.

EHKD AD 2.24 CHARTS RELATED TO AN AERODROME

Type of chart	Page
Aerodrome chart	AD 2.EHKD-ADC ../graphics/eAIP/EH-AD-2.EHKD-ADC.pdf
Aerodrome obstacle chart RWY 03/21	AD 2.EHKD-AOC-03-21 ../graphics/eAIP/EH-AD-2.EHKD-AOC-03-21.pdf
Standard instrument departure chart RWY 03 COPTER	AD 2.EHKD-SID-03.1

	../graphics/eAIP/EH-AD-2.EHKD-SID-03-1.pdf
Standard instrument departure chart RWY 03 COPTER	AD 2.EHKD-SID-03.2 ../graphics/eAIP/EH-AD-2.EHKD-SID-03-2.pdf
Standard instrument departure chart RWY 21 COPTER	AD 2.EHKD-SID-21.1 ../graphics/eAIP/EH-AD-2.EHKD-SID-21-1.pdf
Standard instrument departure chart RWY 21 COPTER	AD 2.EHKD-SID-21.2 ../graphics/eAIP/EH-AD-2.EHKD-SID-21-2.pdf
Standard arrival chart COPTER	AD 2.EHKD-STAR ../graphics/eAIP/EH-AD-2.EHKD-STAR.pdf
Instrument approach chart RWY 03 VOR/DME	AD 2.EHKD-IAC-03.1 ../graphics/eAIP/EH-AD-2.EHKD-IAC-03-1.pdf
Instrument approach chart RWY 03 COPTER VOR/DME	AD 2.EHKD-IAC-03.2 ../graphics/eAIP/EH-AD-2.EHKD-IAC-03-2.pdf
Instrument approach chart RWY 21 ILS	AD 2.EHKD-IAC-21.1 ../graphics/eAIP/EH-AD-2.EHKD-IAC-21-1.pdf
Instrument approach chart RWY 21 VOR/DME	AD 2.EHKD-IAC-21.2 ../graphics/eAIP/EH-AD-2.EHKD-IAC-21-2.pdf
Instrument approach chart RWY 03/21 SRE	AD 2.EHKD-IAC-MISC ../graphics/eAIP/EH-AD-2.EHKD-IAC-MISC.pdf
Visual approach chart	AD 2.EHKD-VAC ../graphics/eAIP/EH-AD-2.EHKD-VAC.pdf