

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

Rijswijk, 25 JUN 2024

**AIRAC AMENDMENT 08/24**

**EFFECTIVE DATE 08 AUG 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	EHDL 2-4	EHDL 2-4	EHKD 2-2	EHKD 2-2
GEN 0.4-4	GEN 0.4-4	UP TO	UP TO	EHWO 2-3	EHWO 2-3
GEN 0.4-5	GEN 0.4-5	EHDL 2-16	EHDL 2-18	EHWO 2-4	EHWO 2-4
GEN 0.4-6	GEN 0.4-6	EHGR 2-5	EHGR 2-5		
		UP TO	UP TO		
		EHGR 2-24	EHGR 2-28		

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:

NIL

Military Aviation Authority NLD  
In order H-ALL

R.P.A.C. Scheepens  
Lt Colonel



### GEN 0.4 CHECKLIST OF MiAIP PAGES

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### EHDL AD 2.11 Meteorological information provided

1	Associated MET Office	Joint Meteorological Group
2	Hours of service MET Office outside hours	HO N/A
3	Office responsible for TAF preparation Periods of validity	Joint Meteorological Group 12 hrs
4	Type of landing forecast Interval of issuance	None N/A
5	Flight documentation Language(s) used	Reports, forecast 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 JMG 0164-693111 or mail JMG.WX.PLANNING@mindef.nl

### EHDL 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	LCN 30 (PCN not AVBL)

### EHDL AD 2.13 Declared distances

See Aerodrome Chart. Values in ft.

### EHDL AD 2.14 Approach and runway lighting

According STANAG 3316		
1	Approach lighting	RWY 19: CAT I. 783 m RWY 01: Nil
2	RWY lighting	RWY 19 VHI/VCL, RWY 01 VHI
3	Remarks	Nil

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

1	LDI	Nil
2	TWY edge lighting	Nil
3	Emergency RWY lighting	Nil
4	Emergency TWY edge lighting	Nil
5	Secondary power supply/switch-over	AVBL, switch over time 15 seconds
6	Remarks	Nil

### EHDL AD 2.16 Helicopter landing area

1	Location	Four helisquares (non-STANAG) are situated in main grass area east of RWY 19/01.
2	Marking	Daylight marking
3	Lighting	Yes
4	Remarks	Nil
5	Panels for local circuits	4 panels for helicopter circuits direction 01/19, on the northern part of the main grass area; Several take-off and landing spots for special exercises (after Tower Permission); All taxi tracks (after permission from ATC).

### EHDL AD 2.17 Air traffic services airspace

1	Designation and lateral limits	Deelen control zone 52°09'57.93"N 005°50'23.30"E; 52°12'05.96"N 005°51'26.74"E; 52°10'20.78"N 006°00'46.06"E; 52°08'12.82"N 005°59'42.21"E; along clockwise arc (radius 6.5 NM, centre 52°03'35.02"N 005°52'18.97"E) to 51°57'12.08"N 005°54'14.21"E; 51°55'03.92"N 005°53'10.91"E; 51°56'48.76"N 005°43'54.59"E; 51°58'56.70"N 005°44'57.34"E; along clockwise arc (radius 6.5 NM, centre 52°03'35.02"N 005°52'18.97"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 Deelen TWR. English
5	Transition altitude	IFR: 3000 ft AMSL; VFR: 3500 ft AMSL
6	Remarks	Nil

## EHDL AD 2.18 Air traffic services communication facilities

STATION/ SERVICE	CALL SIGN OR IDENTIFICATION	FREQUENCY MHz	HOURS	REMARKS
1	2	3	4	5
	As appropriate	121.500 243.000	HO	Emergency FREQ for all services
TWR	Deelen Tower	129.930 <sup>*)</sup> 122.100 <sup>**)</sup> 312.400 <sup>*)</sup> 257.800 <sup>**)</sup>	HO	<sup>*)</sup> Primary FREQ <sup>**)</sup> O/R
APP	RAPCON West	123.580 399.725	HO	Radar equipped

## EHDL AD 2.19 Radio navigation and landing aids

FACILITY	ID	CHANNEL FREQ.	HOURS	CO-ORD.	RANGE/ ALTITUDE	REMARKS
1	2	3	4	5	6	7
TACAN	DLN	CH 59X	H24	52°03'26.45"N 005°52'21.47"E	40 NM/25000 ft	FREQ protected
ILS19 LOCAL- IZER	DNS	108.700	H24	52°02'45.383"N 005°51'54.422"E		
GLIDE- PATH		330.500	H24	52°04'02.944"N 005°52'27.312"E		ILS-antenna 201ft AMSL
DME 19	DNS	CH 24X	H24	52°04'02.944"N 005°52'27.312"E		Situated on Glidepath 20. One direction only.

## EHDL AD 2.20 Local traffic regulations

### Start-up

Prior to engine start, pilots request a start-up clearance from TWR stating callsign, position, POB and if an IFR clearance is required the (R)ETD. Start-up permission will be given including QNH, wind, circuit direction in use and birdstatus/migration (if higher than normal).

## Taxi

Prior to taxi, pilots request taxi permission from Deelen TWR and state intended runway intersection, departure panel or parking spot. Taxi instructions, RWY or circuit in use and wind will be given. Runways may be used for taxi after permission from ATC. Hover-taxi outside taxi tracks and runways is only allowed after permission from ATC. Tactical Transition (in R/T referred to as hop-over/re-positioning) may be approved traffic permitting. (Hover-)Taxi speed shall not exceed 20 kts. Wheeled helicopters will ground taxi when approaching aprons. If mechanical problems prohibit ground taxi, hover taxi is permitted. Helicopters will not hover taxi within 50 ft of buildings. Use extreme caution regarding rotor-wash around buildings and other aircraft. During UDP, aircraft taxi with anti-collision and position lights on. Outside UDP all aircraft use a red anti-collision light. Outside UDP, ATC may order to turn off anti-collision light and put navigation light to dim-mode during aided/NVG operations. When taxiing to the refuel platform, after landing taxi in via Y, abeam the most westerly B-Dispersion ground taxi into the Refuel Platform is mandatory. When leaving the Refuel Platform for a Zulu-departure, taxi via the North track to the east for a departure direction south. When leaving the Refuel Platform for a Charlie departure taxi via the North track and East track to the east for a departure direction north or south.

## Circuit Procedures

### **HELICOPTERS**

All circuits have to be flown within 2 NM from ARP. If a NATO standard rectangular circuit cannot be flown within these boundaries, crosswind and baseleg may be executed conducting a 180° turn. Baseleg turns should be initiated at a point situated 45° to the intended landing spot unless otherwise instructed by ATC. When intending to join a circuit from one of the departure locations on the airfield or from one of the IPs, the pilot will be instructed to join downwind, baseleg or final. Normal circuit altitude is 750 ft AMSL. Downwind for RWY 01/19 is situated on the west side of the RWY. Circuits for confined landing spots may be flown between 250 ft and 400 ft AMSL. Deviation of circuit altitude only permitted after permission from ATC. Circuit direction 13/31 to be used at Confined West, Confined Tower, Confined East. Circuit direction 07/25 to be used on Line 300. Landing on helicopter panels shall be performed on the first panel in the landing direction and on the inside panel of the circuit. Hover as soon as possible to the first panel in the departure direction. Pilots will be informed when Terlet Areas are active and shall stay clear of activated Terlet Areas.

## Night Flying

Helicopter night flying can be done in a conventional way (UNAIDED) or with use of vision enhancing systems (AIDED). Circuit flying will be done according to the VFR local helicopter circuits at standard altitude. Use of searchlight or landing light during circuit flying only after permission of ATC. During night-time all aircraft shall use a red anti-collision light. ATC may order to turn off the anti-collision light and put the navigation light to dim-mode during aided operations. Helicopters will have navigation lights on in dim-mode during aided operations. Airfield lighting will be off during aided flying and will be switched on on request. A mix of aided and unaided flying is only possible when the navigation lights of the aircraft flying aided are turned on in bright mode.

## Special Helicopter Procedures

Three Slope areas are available for slope landings: The Alpha Slope is located north of dispersal A-4. The Midfield Slope is located on the midfield grass areas. The Echo Slope is located between dispersals E-2 and E-3. Two Sling areas are available for sling operations, fast roping etc. Sling West is located on the westernmost part of the main grass area. Sling operations are also allowed at other locations on the main grass area, after approval from ATC. A sling area for experimental test loads is located on the concrete pad at the crossroads of Boerenpad and Oude Duitse Baan. This sling area will be used for Test Loads only. After pick-up, circuits are flown on the Main Grass West Side or as approved by ATC.

Four confined landing spots are available: Confined West, Confined Tower, Confined West and Confined Line 300. Circuits will be flown in the direction in use at the time, or in direction 13/31 and 07/25 where applicable.

## Glider and Light Aircraft Flying

Glider site Terlet is located within the Deelen CTR/RMZ. Daily within UDP the areas Terlet 1, Terlet 2, and Terlet 3 (see Local map) can be activated. Intense glider flying may be expected during activation of these areas.

### EHDL AD 2.21 Noise abatement procedures

All aircraft flying in the CTR must avoid overflying build-up areas. Overflying Burger's Zoo in Arnhem is prohibited.

### EHDL AD 2.22 Flight procedures

#### Approach procedures

##### **HELICOPTERS**

All arriving helicopter report prior to entering CTR and state callsign, type of aircraft, position and intentions.

Arrival as directed by ATC via one of the following IPs:

IP	Name	PSN	Alt AMSL	Remarks
W	West	52°02'09.00"N 005°48'56.40"E	1000 ft	approx. 2 NM SW of AD
WH	West Hoeve	52°06'04.20"N 005°57'07.20"E	750 ft	approx. 3 NM NE of AD
E	East	52°01'48.60"N 005°55'44.40"E	750 ft	along highway 1 NM north of intersection motorway A-50.

An IP is a mandatory reporting point. Altitude deviation shall be requested. After passing the IP, ATC will direct the pilot to join the circuit for the intended landing spot.

#### Departure procedures

The take-off clearance includes an instruction to make a (left or right) turn either to join one of the helicopter circuits or to leave via one of the IPs, as requested by the pilot. Departure direction is to be maintained until a safe altitude is reached to perform the instructed turn.

## Lost Communications procedures

### **HELICOPTERS**

When approaching CTR, squawk 7600, switch on landing light and proceed to IP West at 700 ft AMSL. If entering from the east, stay well clear of the airfield and its circuits and cross the extended centerline for RWY 01 South of the field at 700 ft AMSL at 6 NM, and proceed to IP West. After passing IP West proceed for a left hand downwind for RWY 01 or right hand downwind for RWY 19. ATC will give a light signal on downwind. Green is to proceed, including crossing and landing clearance. Red is to join the beginning of downwind again. For simulated non-comms procedure squawk 3766.

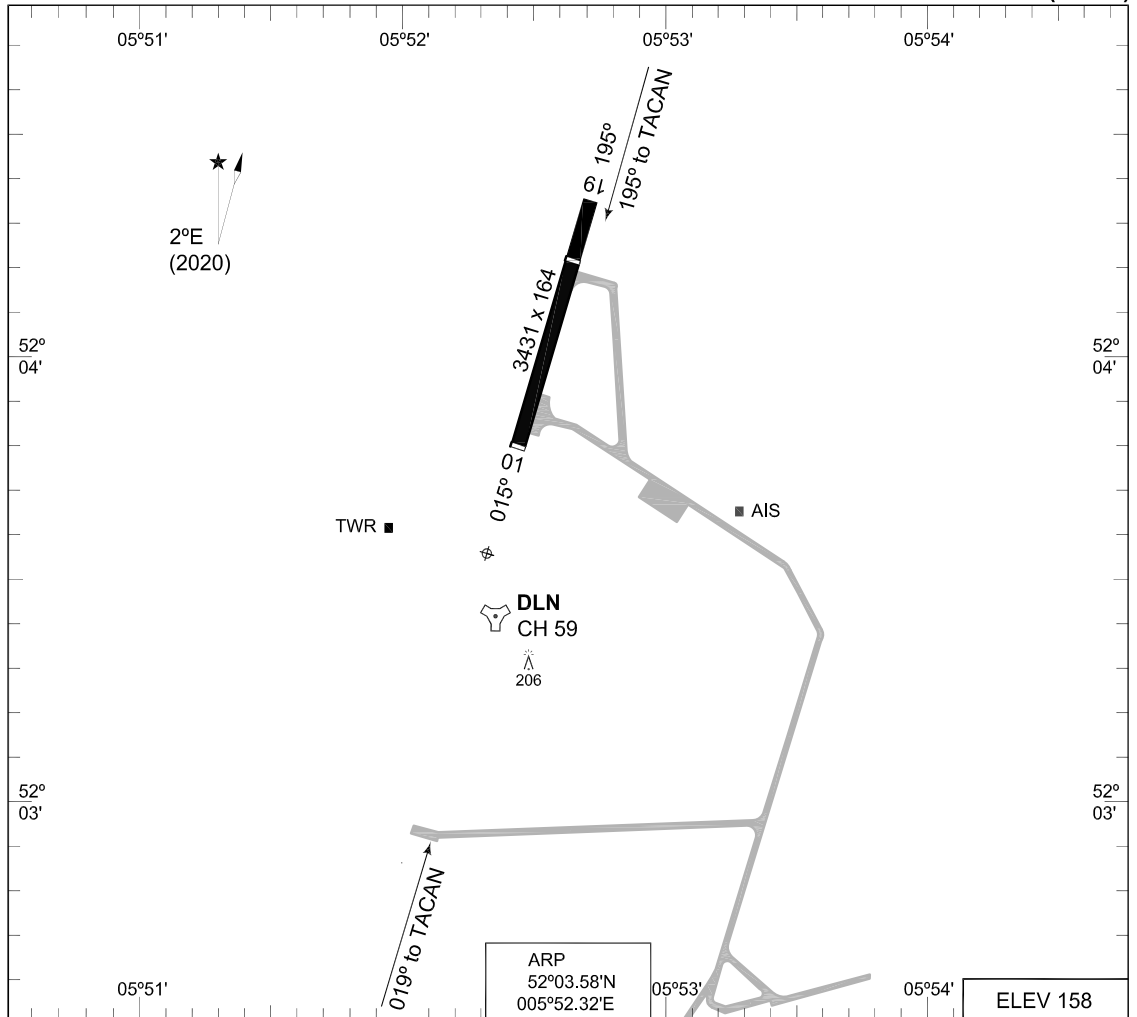
### **EHDL AD 2.23 Additional information**

Approach control through Rapcon West.

### **EHDL AD 2.24 Charts related to an aerodrome**

Aerodrome Chart	EHDL AD 2-9
Local map	EHDL AD 2-10
MVA chart	EHDL AD 2-11
Instrument approach chart TACAN RWY 01	EHDL AD 2-13
Instrument approach chart Copter TACAN 01	EHDL AD 2-14
Instrument approach chart ILS or LOC RWY 19	EHDL AD 2-15
Instrument approach chart TACAN RWY 19	EHDL AD 2-16
Instrument approach chart Copter TACAN 19	EHDL AD 2-17

MIPS AERODROME CHART DEELEN (EHDL)



RWY	LCN	TORA	ASDA	TODA	LDA					TDZE	THR PSN
19	30	3431	3431	3431	2536					158	52°04.20'N 005°52.62'E
01	30	3431	3431	3431	3411					151	52°03.81'N 005°52.43'E

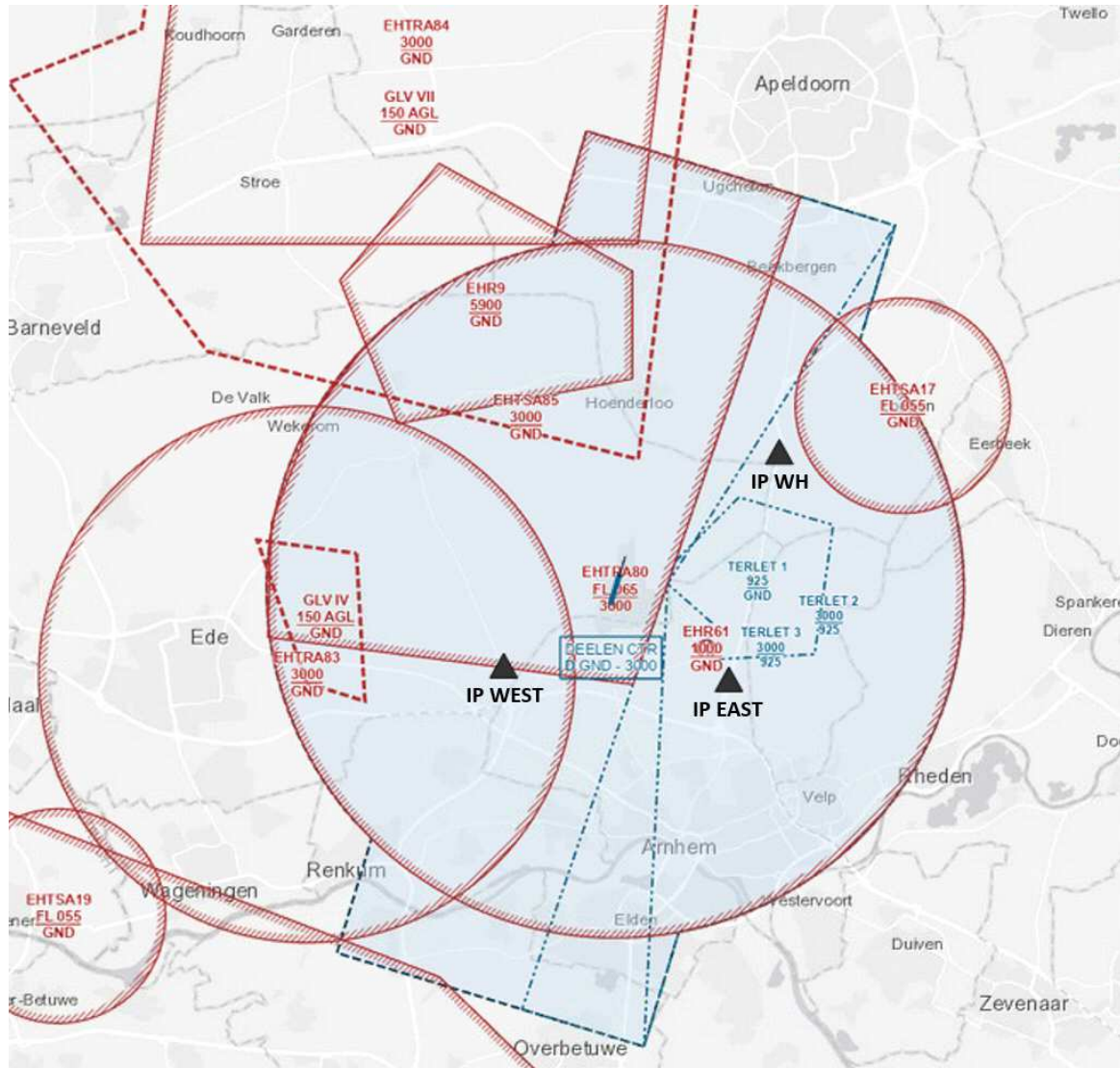
DEELEN TWR 312.400 129.930  
 RAPCON WEST 399.725 123.580

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

CHANGES: EDITORIAL

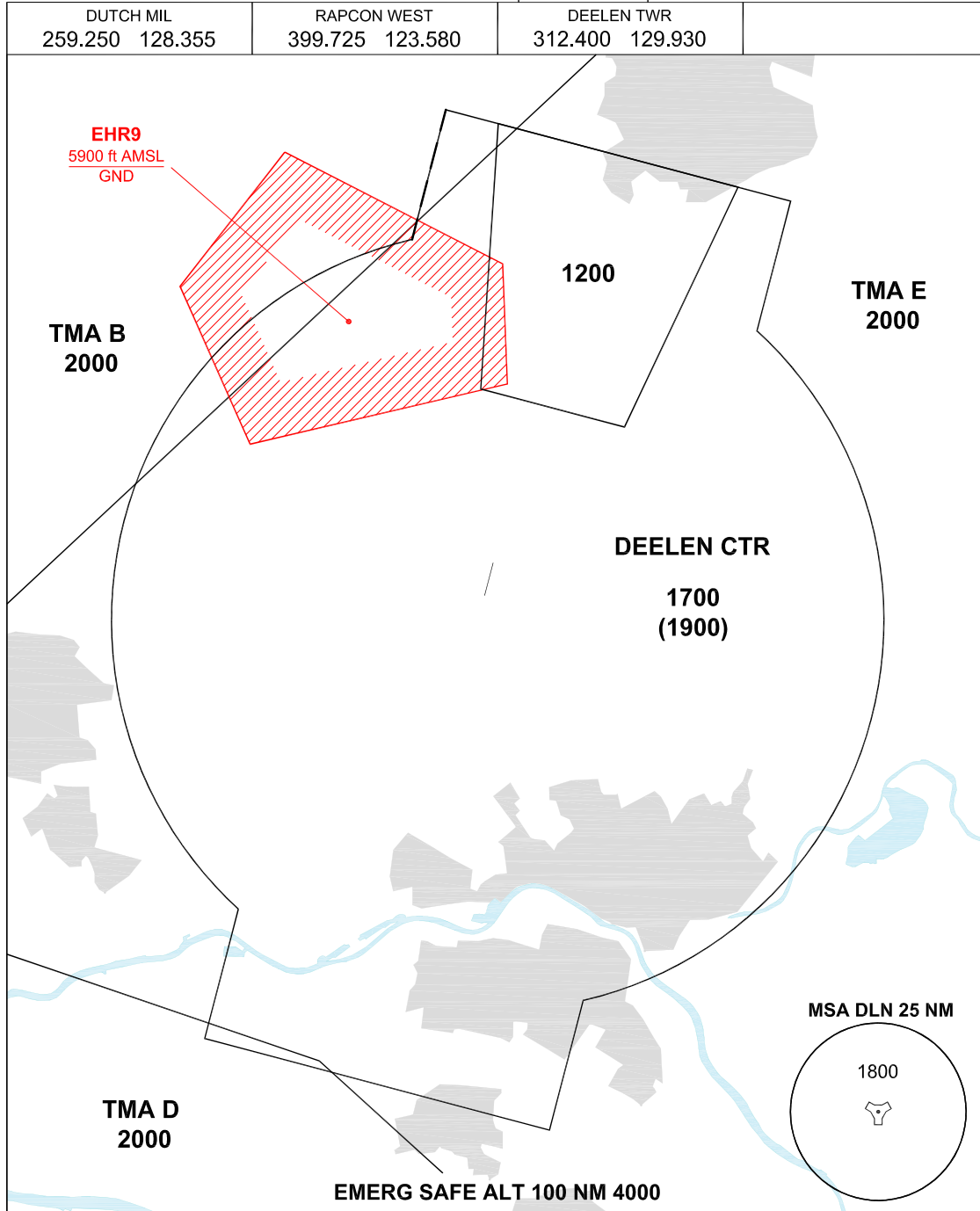
RNLAF 01 DEC 2022

### LOCAL MAP





**MIPS** **MINIMUM VECTORING ALTITUDE** **MVA CHART**  
**DEELEN (EHDL)**



- THE ALTITUDE BETWEEN BRACKETS IS TO BE USED FOR THE CORRESPONDING SECTOR WHEN AIR TEMPERATURE AT AIRBASE ALTITUDE IS LOWER THAN -15°.
- ALTITUDES ONLY AVAILABLE IF THE RADAR COVERAGE PERMITS.

CHANGES: MSA

RNLAf 18 MAY 2023

**Co-ordinates**

TERLET 1:

For execution of flying activities, within the CTR/RMZ Deelen the following area can be assigned to the NZC Terlet up to the tower boundary of Terlet-2 or Terlet-3, limited by the following co-ordinates:

<p>Terlet-1                      52°05'18.00"N 005°56'03.00"E;                      52°04'47.00"N 005°58'54.00"E;                      52°02'22.62"N 005°58'20.14"E;                      52°02'16.67"N 005°55'05.35"E;                      52°02'57.94"N 005°55'13.66"E;                      52°03'41.40"N 005°53'53.77"E;                      52°04'07.26"N 005°54'09.39"E;                      to point of origin.                      vertical limits; GND-925 ft AMSL</p>
---

As supplement to area Terlet 1, area Terlet 2 or Terlet 3 needs to be assigned.

TERLET-2, TERLET-3:

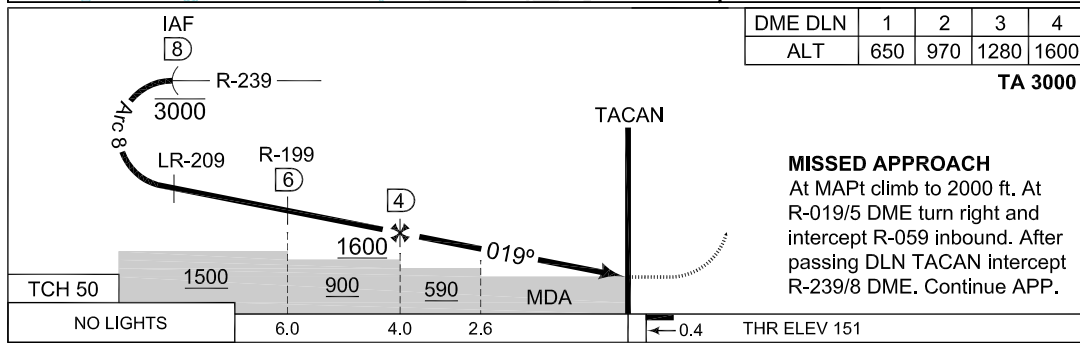
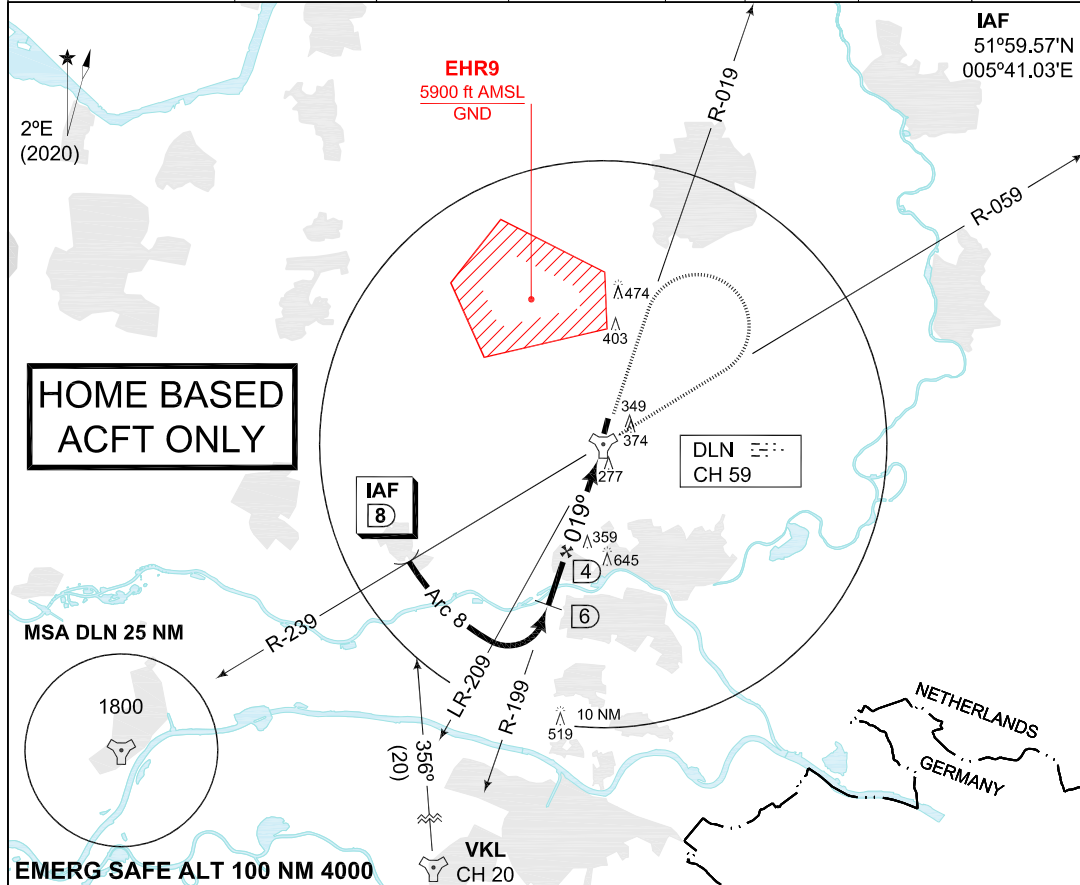
The upper limit is equal to the upper limit of the CTR/RMZ Deelen limited by the following coordinates:

<p>Terlet-2                      52°03'41.40"N 005°53'53.77"E;                      52°10'20.78"N 006°00'46.09"E;                      52°08'12.82"N 005°59'42.21 "E;                      along clockwise arc (radius 6.5 NM, centre                      52°03'35.02"N 005°52'18.97"E) to 51°57'12.08"N                      005°54'14.21"E;                      51°55'03.92"N 005°53'10.91"E;                      to point of origin.                      vertical limits; 925 ft AMSL- 3000 ft AMSL</p>	<p>Terlet-3                      52°10'53.01"N 005°57'54.56"E;                      52°10'20.78"N 006°00'46.06"E;                      52°08'12.82"N 005°59'42.21"E;                      along clockwise arc (radius 6.5 NM, centre                      52°03'35.02"N 005°52'18.97"E;) to                      51°57'12.08"N 005°54'14.21"E;                      51°55'03.92"N 005°53'10.91"E;                      51°55'45.67"N 005°49'29.94"E;                      to point of origin.                      vertical limits; 925 ft AMSL- 3000 ft AMSL</p>
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**MIPS INSTRUMENT APPROACH CHART** **TACAN RWY 01 DEELEN (EHDL)**

DUTCH MIL 259.250 128.355		RAPCON WEST 399.725 123.580		DEELEN TWR 312.400 129.930			
TACAN DLN CH 59	APP COURSE 019°	FAF ALT 1600 FT	Descent GR 5.2%	MDA <b>530</b>	THR ELEV 151	ALS -	LDA 3411 FT



		DME DLN		1	2	3	4
		ALT		650	970	1280	1600
<b>TA 3000</b>							
CATEGORY	COPTER	A	B	C			
S-TACAN 01	<b>530</b> -800 379 (400-0.8/0.8)	<b>530</b> -1700 379 (400-1.7/1.7)					
CIRCLING	NOT AUTHORIZED						

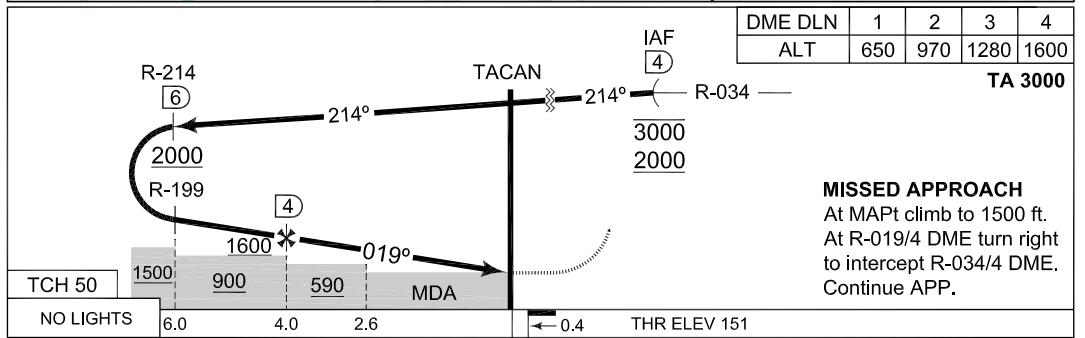
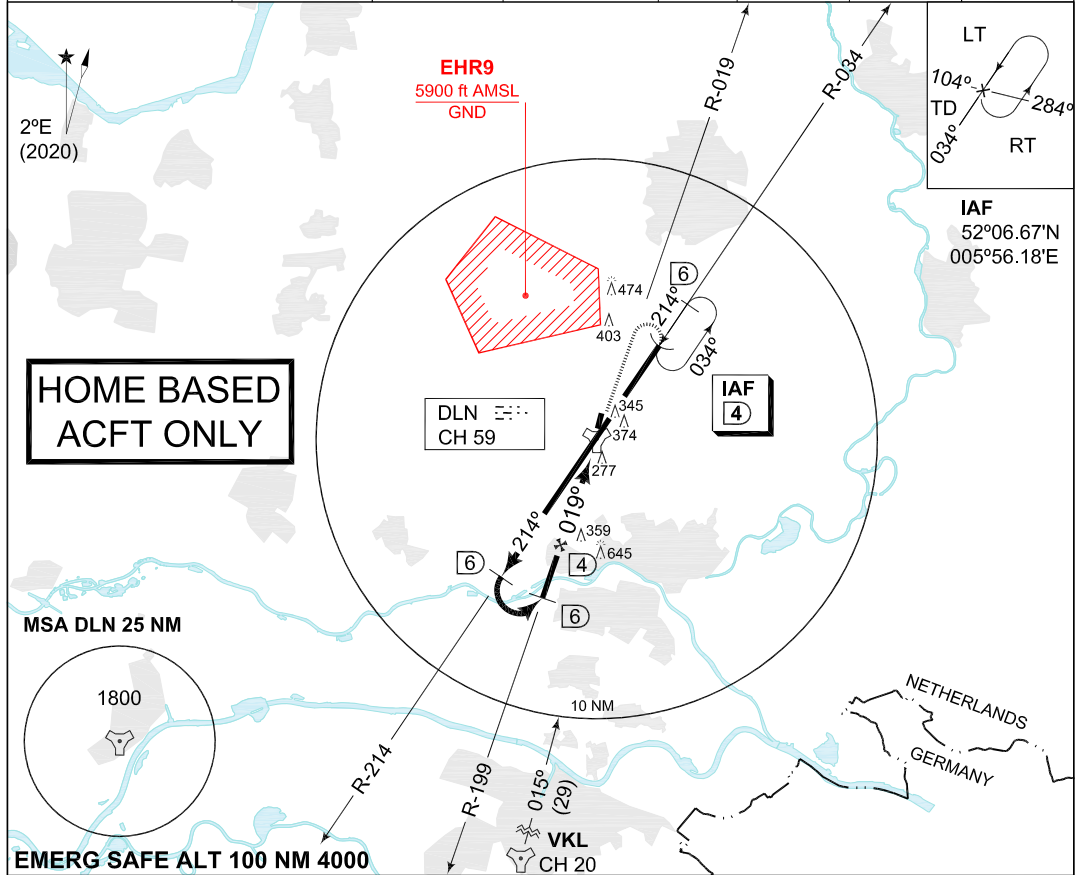
CHANGES: MSA

**MIPS**

RNLAf 18 MAY 2023

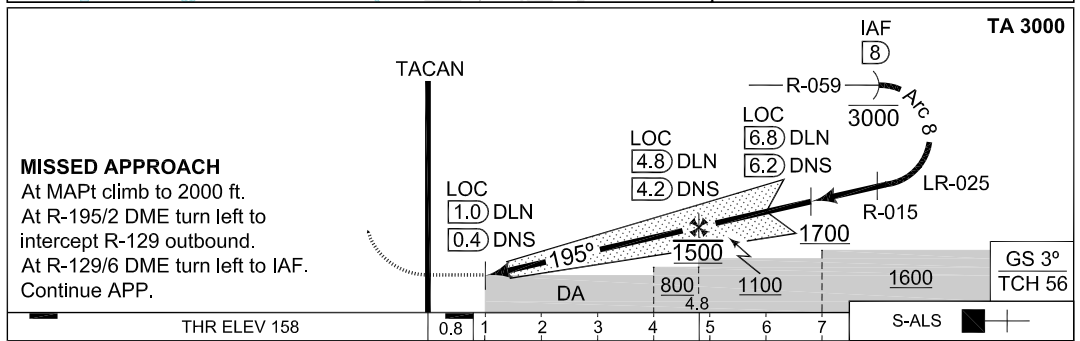
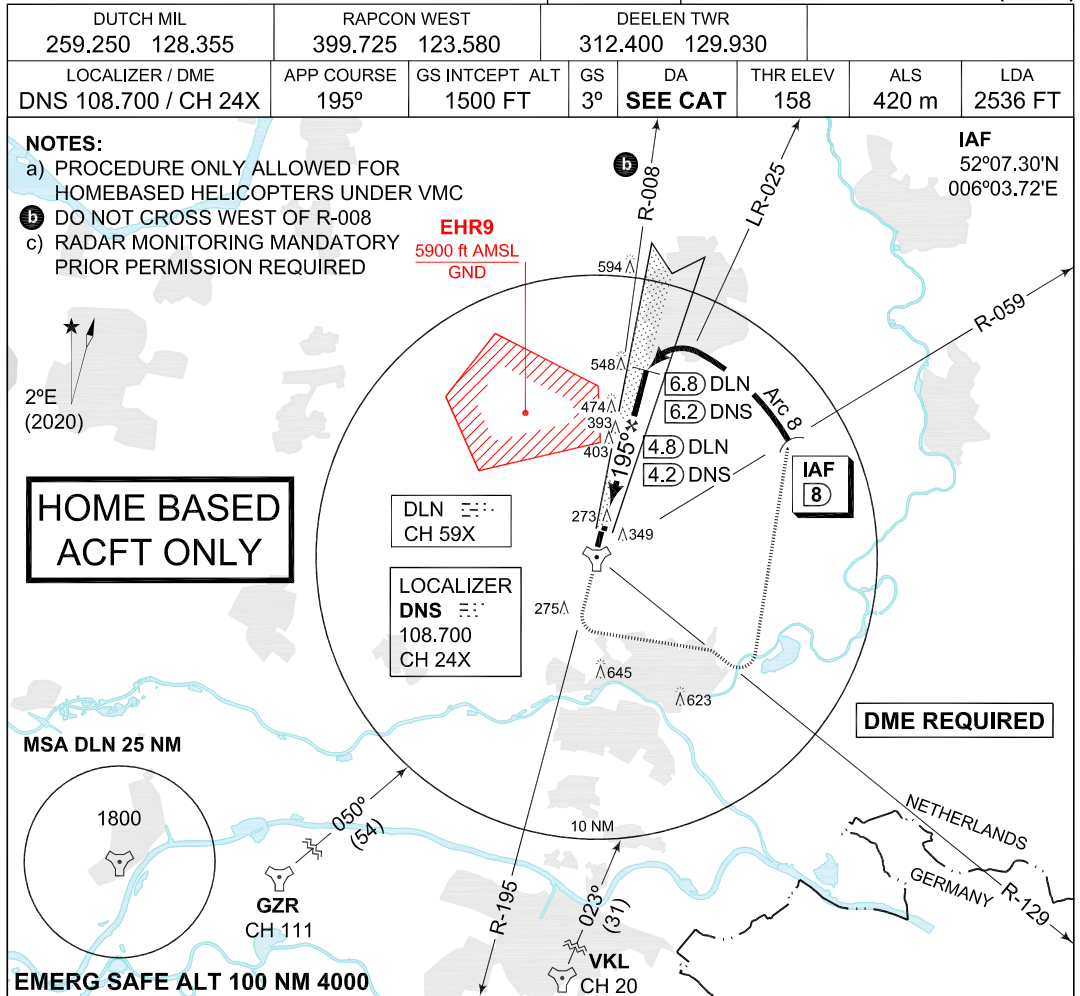
**MIPS INSTRUMENT APPROACH CHART** **COPTER TACAN RWY 01 DEELEN (EHDL)**

DUTCH MIL 259.250 128.355		RAPCON WEST 399.725 123.580		DEELEN TWR 312.400 129.930		AD ELEV 158	
TACAN DLN CH 59	APP COURSE 019°	FAF ALT 1600 FT	Descent GR 5.2%	MDA <b>530</b>	THR ELEV 151	ALS -	LDA 3411 FT



CHANGES: MIPS	CATEGORY	COPTER
	S-TACAN 01	<b>530</b> -800 379 (400-0.8/0.8)
	CIRCLING	NOT AUTHORIZED

**MIPS INSTRUMENT APPROACH CHART** **ILS or LOC RWY 19 DEELEN (EHDL)**



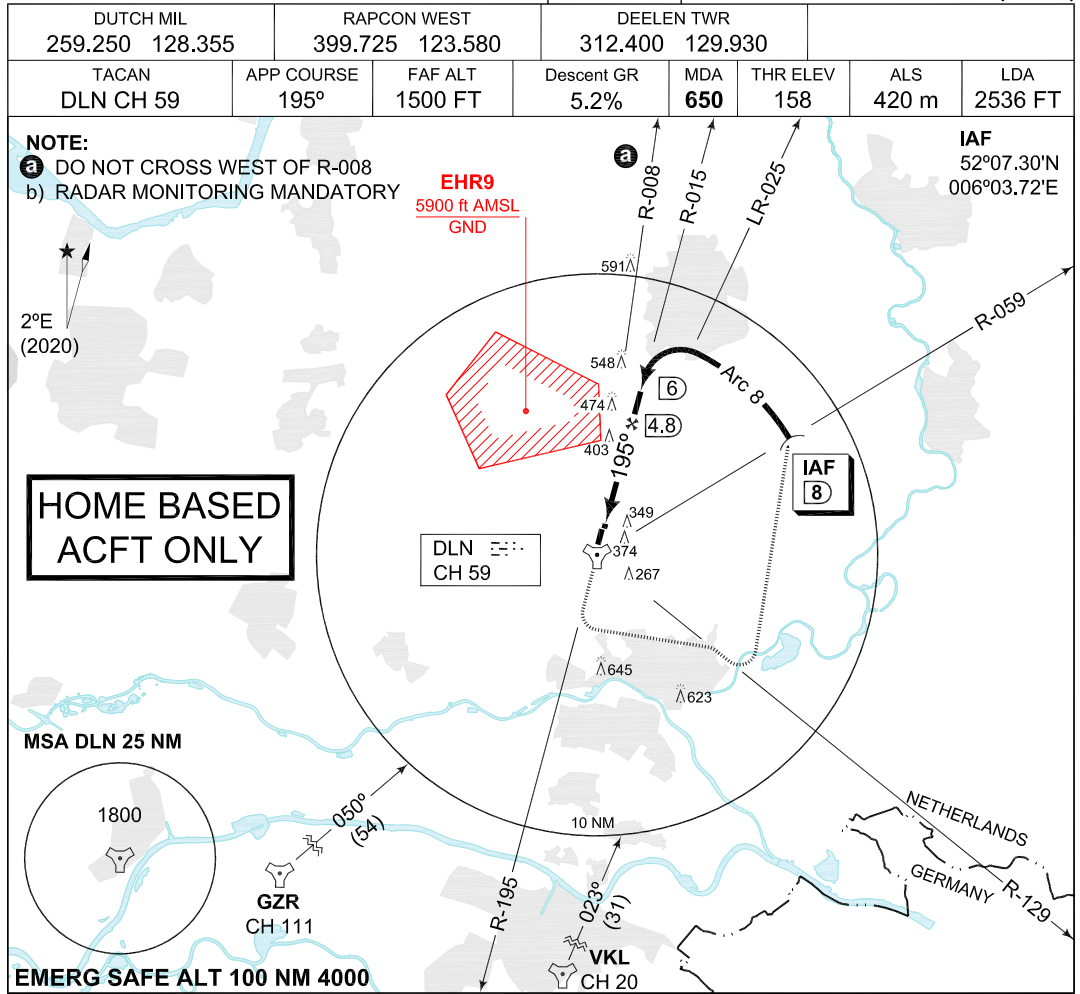
CATEGORY	COPTER	A	B	C
S-ILS 20	<b>388</b> -400 230 (300-0.4/0.8)	<b>404</b> -800 246 (300-0.8/1.2)	<b>414</b> -800 256 (300-0.8/1.3)	<b>424</b> -900 266 (300-0.9/1.3)
S-LOC 20	<b>640</b> -400 482 (500-0.4/0.8)	<b>640</b> -1800 482 (500-1.8/2.3)		
CIRCLING	NOT AUTHORIZED			

CHANGES: MSA

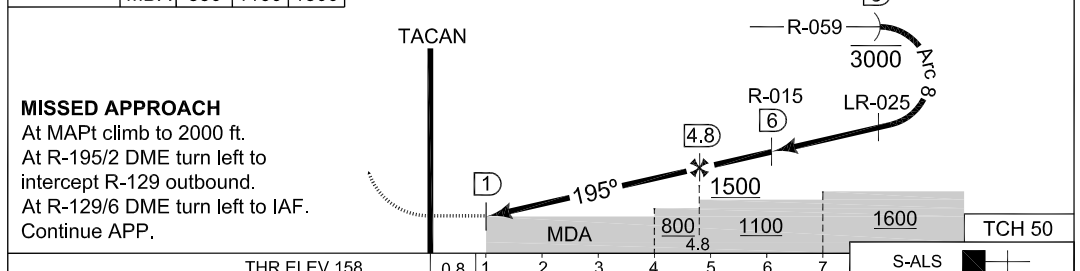
MIPS

RNLAF 18 MAY 2023

**MIPS INSTRUMENT APPROACH CHART** **TACAN RWY 19 DEELEN (EHDL)**



DME DLN	2	3	4	4.8					
ALT	MDA	850	1160	1500					TA 3000



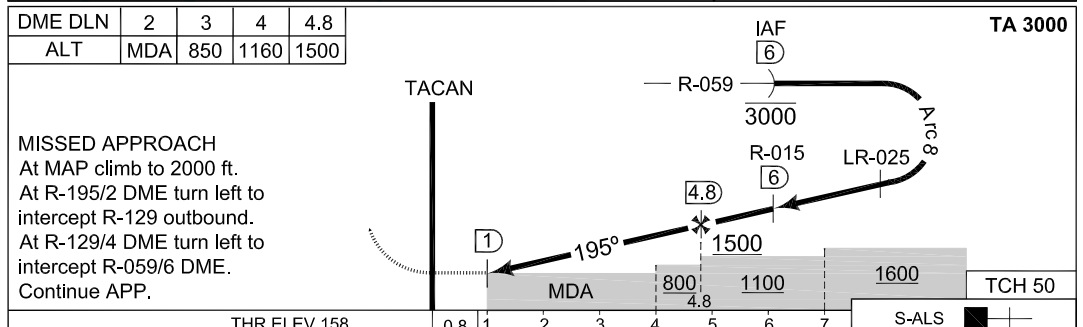
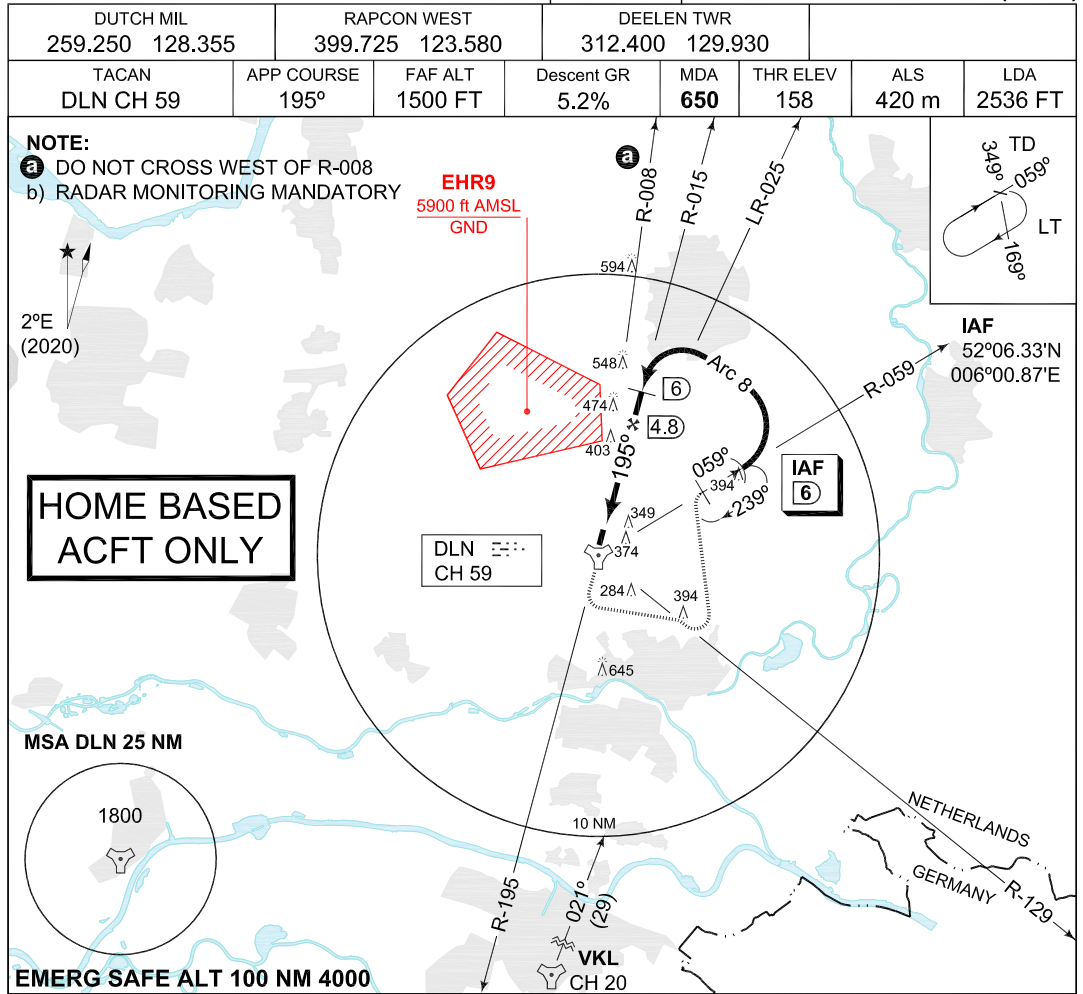
CATEGORY		COPTER	A	B	C
S-TACAN 19	650-400 492 (500-0.4/0.8)	650-1800 492 (500-1.8/2.3)			
CIRCLING	NOT AUTHORIZED				

CHANGES: MSA

MIPS

RNLAf 18 MAY 2023

**MIPS INSTRUMENT APPROACH CHART** **COPTER TACAN RWY 19 DEELEEN (EHDL)**



<b>CATEGORY</b>	<b>COPTER</b>
S-TACAN 19	<b>650-400 492 (500-0.4/0.8)</b>
CIRCLING	NOT AUTHORIZED

CHANGES: MSA

RNLAF 18 MAY 2023

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### EHGR AD 2.16 Helicopter landing area

1	Location	Centre of the north-west corner RWY 10/28 and 02/20
2	Marking	Daylight marking
3	Lighting	Yes, non NATO standard
4	Remarks	Nil
5	Panels for local circuits	3 panels direction 10/28, west-northwest of the ARP and north of RWY 10/28; 4 panels direction 02/20, southeast of ARP and west of RWY 02/20.

### EHGR AD 2.17 Air traffic services airspace

1	Designation and lateral limits	Gilze-Rijen control zone 51°29'58.19"N 004°47'48.26"E; along clockwise arc (radius 6.5 NM, centre 51°34'02.56"N 004°55'54.61"E) to 51°28'56.13"N 005°02'20.09"E; along Dutch-Belgian border to 51°28'14.92"N 005°00'36.24"E; along clockwise arc (radius 6.5 NM, centre 51°34'02.56"N 004°55'54.61"E) to 51°28'32.16"N 004°50'23.92"E; along Dutch-Belgian border 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 Gilze-Rijen TWR. English
5	Transition altitude	IFR: 3000 ft AMSL; VFR: 3500 ft AMSL
6	Remarks	Nil

### EHGR AD 2.18 Air traffic services communication facilities

STATION/ SERVICE	CALL SIGN OR IDENTIFICATION	FREQUENCY MHz	HOURS	REMARKS
1	2	3	4	5
	As appropriate	121.500 243.000	HO	Emergency FREQ for all services
TWR	Gilze-Rijen Tower	125.330 <sup>*)</sup> 122.100 277.350 <sup>*)</sup> 257.800	HO	<sup>*)</sup> Primary FREQ
GND CTL	Gilze-Rijen Ground	123.300 278.125	HO	
APP	Rapcon West	123.580 281.475	HO	Radar equipped

	Gilze Arrival	123.580 359.975	HO	Through APP
	Gilze Monitor	128.990	HO	Nieuw Milligen TMA D1

**EHGR AD 2.19 Radio navigation and landing aids**

FACILITY	ID	CHANNEL FREQ.	HOURS	CO-ORD.	RANGE/ ALTITUDE	REMARKS
1	2	3	4	5	6	7
TACAN	GZR	CH 111X	H24	51°33'57.73"N 004°56'00.68"E	40 NM/ 25000 ft	FREQ protected
ILS LOCALIZER	GZO	111.900	H24	51°34'11.49"N 004°54'34.82"E		ILS-antenna 55 ft AMSL
GLIDEPATH		331.100		51°33'54.24"N 004°56'42.50"E		
DME		CH 56X	H24	51°33'54.24"N 004°56'42.50"E		

**EHGR AD 2.20 Local traffic regulations**

**Start-up**

Prior to engine start, pilots request a start-up clearance from GND CTL stating callsign, position, POB and if an IFR clearance is required the (R)ETD. Start-up permission will be given including QNH, wind, RWY in use and birdstatus/migration (if higher than normal).

**Taxi**

Prior to taxi, pilots request taxi permission from GND CTL and state intended runway intersection, departure panel or parking spot. Taxi instructions, RWY or circuit in use and wind will be given. Runways may be used for taxi after permission from ATC. Hover-taxi outside taxi tracks and runways is only allowed after permission from ATC. Tactical Transition (in R/T referred to as hop-over/re-positioning) may be approved traffic permitting. (Hover-)Taxi speed shall not exceed 20 kts. Wheeled helicopters will ground taxi when approaching aprons. If mechanical problems prohibit ground taxi, hover taxi is permitted. Helicopters will not hover taxi within 50 ft of buildings. Use extreme caution regarding rotor-wash around buildings and other aircraft. During UDP, aircraft taxi with anti-collision and position lights on. Outside UDP all aircraft use a red anti-collision light. Outside UDP, ATC may order to turn off anti-collision light and put navigation light to dim-mode during aided/NVG operations.

**Circuit Procedures**

**HELICOPTERS**

All circuits direction 10/28 to be flown south of the N282 highway (Rijksweg) and north of the A58 motorway. Overflying village of Hulten, (NE of airfield) to be avoided at all times. Deviations only after approval from ATC. If a NATO standard rectangular circuit cannot be flown within the established boundaries, crosswind and base-leg may be executed by conducting a 180° turn. Base-leg turns should be initiated at a point situated 45° to the

intended landing spot unless otherwise instructed by ATC. When intending to join a circuit from one of the departure locations on the airfield or from the end of the corridor, the pilot will be instructed to join downwind, base-leg or final. Normal circuit altitude is 650 ft AMSL, minimum circuit altitude is 250 ft AMSL. A circuit altitude between 650 and 250 ft AMSL is only permitted, when the circuit is flown within airfield boundary and after permission of ATC. Landing on helicopter panels shall be performed on the first panel in the landing direction and if applicable on the inside panel of the circuit (02/20). Hover as soon as possible to the first panel in the take-off direction

### **FIGHTERS AND FIGHTER TRAINERS**

Standard NATO overhead pattern, break to the south (L/H for RWY 28, R/H for RWY 10), after a touch and go or overshoot/low approach a closed pattern or direct downwind can be flown. For a closed pattern the downwind turn shall be executed at the departure end of the RWY and the altitude of 1000 ft AMSL shall not exceed airfield boundaries. The downwind turn shall be executed at the altitude of 1500 ft AMSL on RWY heading.

### **CONVENTIONAL AIRCRAFT AND GENERAL AVIATION**

Standard rectangular pattern, downwind as directed by ATC at 1000 ft AMSL.

## **Night Flying**

Helicopter night flying can be done in a conventional way (UNAIDED) or with use of vision enhancing systems (AIDED). Circuit flying will be done according to the VFR local helicopter circuits at standard altitude. Use of searchlight or landing light during circuit flying only after permission of ATC. During night-time all aircraft shall use a red anti-collision light. ATC may order to turn off the anti-collision light and put the navigation light to dim-mode during aided operations. Helicopters will have navigation lights on in dim-mode during aided operations. Airfield lighting will be off during aided flying and will be switched on on request. A mix of aided and unaided flying is only possible when the navigation lights of the aircraft flying aided are turned on in bright mode.

## **Special Helicopter Procedures**

Three Slope areas are available for slope landings:

Slope NORTH is located north of beginning of RWY 10, north of 298 Sqn and west of the Model Flying Club. Due to noise abatement this slope is not available for CH-47 Chinook. Slopes SOUTH are located west of the beginning of RWY 02. Slope CENTRAL is located south of the main runway 10/28, just east of Sling West. Due to the vicinity to Sling West this slope is not available during sling operations on Sling West.

Three Sling areas are available for sling operations, fast roping etc.

Sling East is located south of the beginning RWY 28, to be used in direction 10/28.

Sling West is located south of the beginning RWY 10, to be used in direction 10/28.

Sling South is located south of RWY 10 and East of RWY 02, to be used in direction 02/20.

There are two confined landing spots situated on the aerodrome: Confined Tower and Confined South. Circuits will be flown in the direction in use at the time.

Shelter 626 is available for rooftop landings. Pilots shall inform ATC about the intention to make rooftop landings beforehand.

The Softfield-area may be used for Softfield landings in the direction 02 and direction 20.

Shortfield landings may be performed on either the Softfield-area, in direction 10/28 or on Sling South. For training purposes RWY 10/28 can be divided into two or three parts, either west and east of Delta, or from intersections Alpha to Charlie, Charlie to Echo and Echo to Lima. For training purposes RWY 02/20 can be divided into two parts, North and South of intersection Echo.

### Glider and Light Aircraft Flying

Glider and light aircraft flying may take place outside OPR HR within UDP.

#### EHGR AD 2.21 Noise abatement procedures

All aircraft flying VFR in the CTR must avoid overflying all build-up areas. Home based military helicopters shall fly at a minimum altitude of 1000 ft. Altitude deviations shall be requested. Altitudes below 1000 ft will only be approved to remain VMC or to ensure flight safety. In addition overflying the following positions is not allowed below certain altitudes.

Area to avoid:	Coordinates	Minimum Altitude
Amarant	51° 33.30' N 005° 00.18' E	N/A
Ammunition depot Alphen	51° 29.33' N 004° 56.17' E	N/A
Efteling	51° 38.98' N 005° 02.81' E	1000 ft AMSL
Manege Hulten	51° 34.28' N 004° 56.50' E	N/A
Atalanta	51° 34.81' N 004° 55.52' E	650 ft AMSL
Nerhoven	51° 33.40' N 004° 56.24' E	650 ft AMSL
Farm Lijndonk 1a	51° 33.72' N 004° 54.60' E	650 ft AMSL

Except for tactical entries during rejoining and landing-procedures flying with a speed of 300 KTS or more is forbidden. Unless safety- or operational reasons dictate otherwise the use of afterburner is prohibited. No practice approaches are to be made for RWY 10 and RWY 28 after 20.00 hrs LT. For noise abatement and separation of inbound and outbound helicopters, six corridors have been established. The corridors are established along multiple ground reference points, one of which is an IP (Initial point). The width of the corridors is 1000m; 500 meters to either side of the (imaginary) line between the reference points. All traffic shall proceed on the right hand side of the (imaginary) line between the reference points, to achieve a safe flow of inbound and outbound traffic. When departing from or arriving at the airfield via one of the corridors, the overflying of built-up areas has to be avoided at all times. An IP is a reference point and should NOT be overflown directly. An R/T call 'passing IP' is mandatory when abeam the IP. IP altitude for all helicopters is 1000 ft AMSL. Altitude deviations shall be requested.

Corridor W2 (West 2)			
Reference point	IP NW (North-West)	W1	W2
51°35'07.00"N 004°53'35.00"E	51°36'22.00"N 004°52'16.00"E	51°37'11.00"N 004°49'50.00"E	51°37'44.00"N 004°46'04.00"E
	The most northern tip of a pond	Road intersection	Canal perpendicular to the road

Corridor N1 (North 1)		
Reference point	IP NW (North-West)	N1
51°35'07.00"N 004°53'35.00"E	51°36'22.00"N 004°52'16.00"E	51°40'21.73"N 004°55'29.96"E

	The most northern tip of a pond	Water intersection
--	---------------------------------	--------------------

Corridor N2 (North 2)		
Reference point	IP NE (North-East)	N2
51°34'45.00"N 004°57'33.00"E	51°36'16.00"N004°58'12.00"E	51°40'22.09"N 004°59'58.94"E
	The north-easterly corner of the tree line just south of the Wilhelminakanaal	Demolition company

Corridor E (East)		
Reference point	IP NE (North-East)	E
51°34'45.00"N 004°57'33.00"E	51°36'16.00"N 004°58'12.00"E	51°38'05.03"N 005°03'38.12"E
	The north-easterly corner of the tree line just south of the Wilhelminakanaal	T-junction parallel road next to the N261

Corridor SE (South-East)		
Reference point 1	IP SE (South-East)	Reference point 2
51°33'20.00"N 004°57'53.00"E	51°31'09.00"N005°00'42.00"E	51°29'51.00"N 005°03'11.00"E
	Bend in the road 500 meters southwest of Riel	

Corridor SW (South-West)		
Reference point	IP SW (South-West)	
51°33'28.00"N 004°53'39.00"E	51°31'54.00"N 004°49'33.00"E	
	Bend in the road 2 km southeast of Ulvenhout	

## EHGR AD 2.22 Flight procedures

### Approach Procedures

#### **HELICOPTERS**

Proceed via one the corridors as instructed by ATC.

**FIGHTERS AND FIGHTER TRAINERS**

When approaching 'the Kets' at 2000 ft AMSL pilots may request direct downwind. When direct downwind is approved, descend 1500 ft AMSL, with a max. of 300 kts IAS. After passing overhead perform a right/left turn to join downwind for RWY 10/28. For RWY 10 Initial has to be approached via a right-hand turn. Initial is the highway-crossing northwest of the village of Bavel. After passing initial, descend to circuit altitude 1500 ft AMSL. There is a right break to a right-hand circuit. For RWY 28 Initial has to be approached via a left-hand turn. Initial is the (white coloured) industrial complex along the north side of the village of Riel. After passing initial, descend to circuit altitude 1500 ft AMSL. There is a left-hand break to a left-hand circuit. Initial RWY 02 is situated on the centreline at 3 NM in front of the RWY (centre of Chaamse Bossen forest), altitude 1500 ft AMSL. There is a lefthand break to downwind, altitude 1500 ft AMSL. Initial RWY 20 is situated on the centreline, 0.5 NM east of the swimming pool near Dongen, altitude 1500 ft AMSL. There is a righthand break to downwind, altitude 1500 ft AMSL. There are roads situated in front of the beginning of both RWY 02 and 20. These roads have to be overflown at a minimum altitude of 200 ft AMSL because of unrestricted vehicle movement on these roads.

**CONVENTIONAL AIRCRAFT AND GENERAL AVIATION**

Join a standard rectangular pattern at 1000 ft AMSL as directed by ATC. There are roads situated in front of the beginning of both RWY 02 and 20. These roads have to be overflown at a minimum altitude of 200 ft AMSL because of unrestricted vehicle movement on these roads.

**Departure Procedures****HELICOPTERS**

Proceed via one of the corridors as instructed by ATC.

**FIGHTERS AND FIGHTER TRAINERS**

For RWY 28, maintain runway heading until reaching 500 ft AMSL. Do not exceed 1000 ft AMSL over the RWY. Turn left to 240° magnetic climbing to 1500 ft AMSL, maintain heading until abeam the village of Ulvenhout. For RWY 10, maintain runway heading until reaching 500 ft AMSL. Do not exceed 1000 ft AMSL over the RWY. Turn right to 145° magnetic climbing to 1500 ft AMSL; maintain heading until abeam the village of Goirle.

**CONVENTIONAL AIRCRAFT AND GENERAL AVIATION**

Climb 1000 ft AMSL and depart as directed by ATC.

## Radar Patterns

Gilze-Rijen Arrival Controller will control all radar patterns to a point to intercept a TACAN-or ILS-final. Radar patterns for RWY 28/10 are situated north of the airfield. Downwind altitude is 2500 ft AMSL. Baseleg altitude is 2000 ft AMSL. After a touch and go or low approach stay below 1000 ft AMSL until passing airfield boundary. For RWY 28 continue runway heading and climb to 2500 ft AMSL, when passing 1500 AMSL turn right heading 060°. For RWY 10 continue runway heading and climb to 2500 ft AMSL, when passing 1500 ft AMSL turn left heading 320°. Radar patterns for RWY 20/02 are situated west of the airfield. Downwind altitude is 1600 ft AMSL. Baseleg altitude is 1600 ft AMSL. If communication is lost during a radar pattern, the pilot shall execute a TACAN approach and try to contact RAPCON West/Gilze-Rijen Arrival Controller or Gilze-Rijen Tower on standard or emergency frequencies. If TACAN is unserviceable the procedure is to maintain last given heading, and altitude and try to contact RAPCON West/Gilze-Rijen Arrival Controller or Gilze-Rijen Tower on standard or emergency frequencies.

The (simulated) low fuel pattern is situated south of the airfield and can only be flown for the runway 28. Downwind and Base leg will be flown at altitude 1600 ft AMSL. Localizer interception altitude will be 1200 ft.

## Lost communications Procedures

### **HELICOPTERS**

Outside EHGR CTR, Squawk A7600, switch on landing light and stay outside the CTR until reaching a position North of IP NE. Enter EHGR CTR from the North and proceed to IP NE at 500 ft AMSL. Inside EHGR CTR but more than 2 NM from ARP, Squawk A7600, switch on landing light and proceed to IP NE at 500 ft AMSL. When south of the extended centerline 10/28, avoid all built-up areas and proceed well clear of the airfield and the circuit area to IP NE. After IP NE proceed to the airfield via corridor NE. When exiting the corridor, proceed to final for the main helisquare direction 20. Stay north of RWY 10/28 at all times. On final the pilot shall receive a clearance by a light from the tower in accordance with EAR SERA APPENDIX 1. After landing the pilot shall also receive a clearance via a light from the tower to taxi to a platform. During taxi the aircraft shall remain north of the RWY 10/28 at all times. If less than 2 NM from ARP, Squawk A7600, switch on landing light, stay clear of all RWYs and centerlines and land on the most suitable helicopter landing spot. After landing wait for taxi clearance by a light from the tower in accordance with EAR SERA APPENDIX 1 or the follow-me car. For simulated non-comms procedure squawk 3766.

### **FIGHTERS AND FIGHTER TRAINERS**

When entering the CTR, Squawk A7600. Proceed in accordance with the normal procedures towards the IP of the active RWY. If the RWY in use is not known, proceed to the IP of the expected RWY according to current wind. From IP descent to altitude 1500 ft AMSL and proceed to the 'dead side' of the circuit with 'wagging wings'. Turn downwind at the departure end of the RWY. ATC will signal by a light from the tower in accordance with EAR SERA APPENDIX 1. After landing wait for taxi clearance by a light from the tower in accordance with EAR SERA APPENDIX 1 or the follow-me car.

**EHGR AD 2.23 Additional information**

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.fdno@mindef.nl

AFTN: EHMCZPZX

avlbl H24

PPR 24 HRS:for Prior Permission Request contact:

Operational and Co-ordination Centre

Tel: +31(0)161 296770

Fax: +31(0)161 296785

E-mail: dhc.sopp.occ@mindef.nl

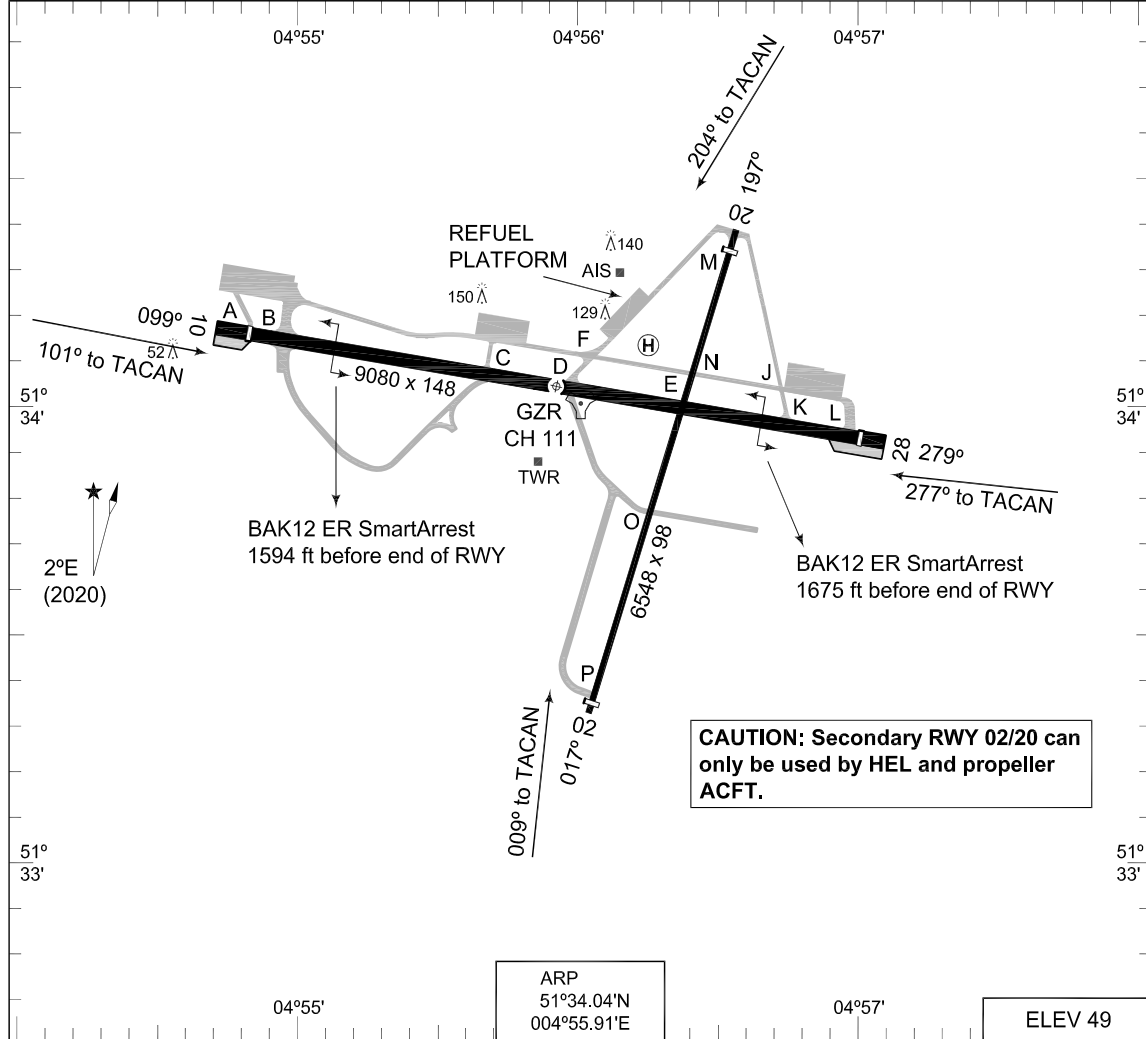


**EHGR AD 2.24 Charts related to an aerodrome**

	Aerodrome Chart	EHGR AD 2-14
	Local map	EHGR AD 2-15
	MVA chart	EHGR AD 2-16
	Instrument departure chart GR1	EHGR AD 2-17
	Instrument departure chart GR3	EHGR AD 2-18
	Instrument approach chart COPTER TACAN 008	EHGR AD 2-19
	Instrument approach chart HI-TACAN RWY 10	EHGR AD 2-20
	Instrument approach chart TACAN RWY 10	EHGR AD 2-21
	Instrument approach chart COPTER TACAN 101	EHGR AD 2-22
	Instrument approach chart COPTER TACAN 204	EHGR AD 2-23
	Instrument approach chart ILS OR LOC RWY 28	EHGR AD 2-24
	Instrument approach chart HI-TACAN RWY 28	EHGR AD 2-25
	Instrument approach chart TACAN RWY 28	EHGR AD 2-26
	Instrument approach chart COPTER TACAN 277	EHGR AD 2-27

**MIPS  
AERODROME CHART**

**GILZE-RIJEN (EHGR)**

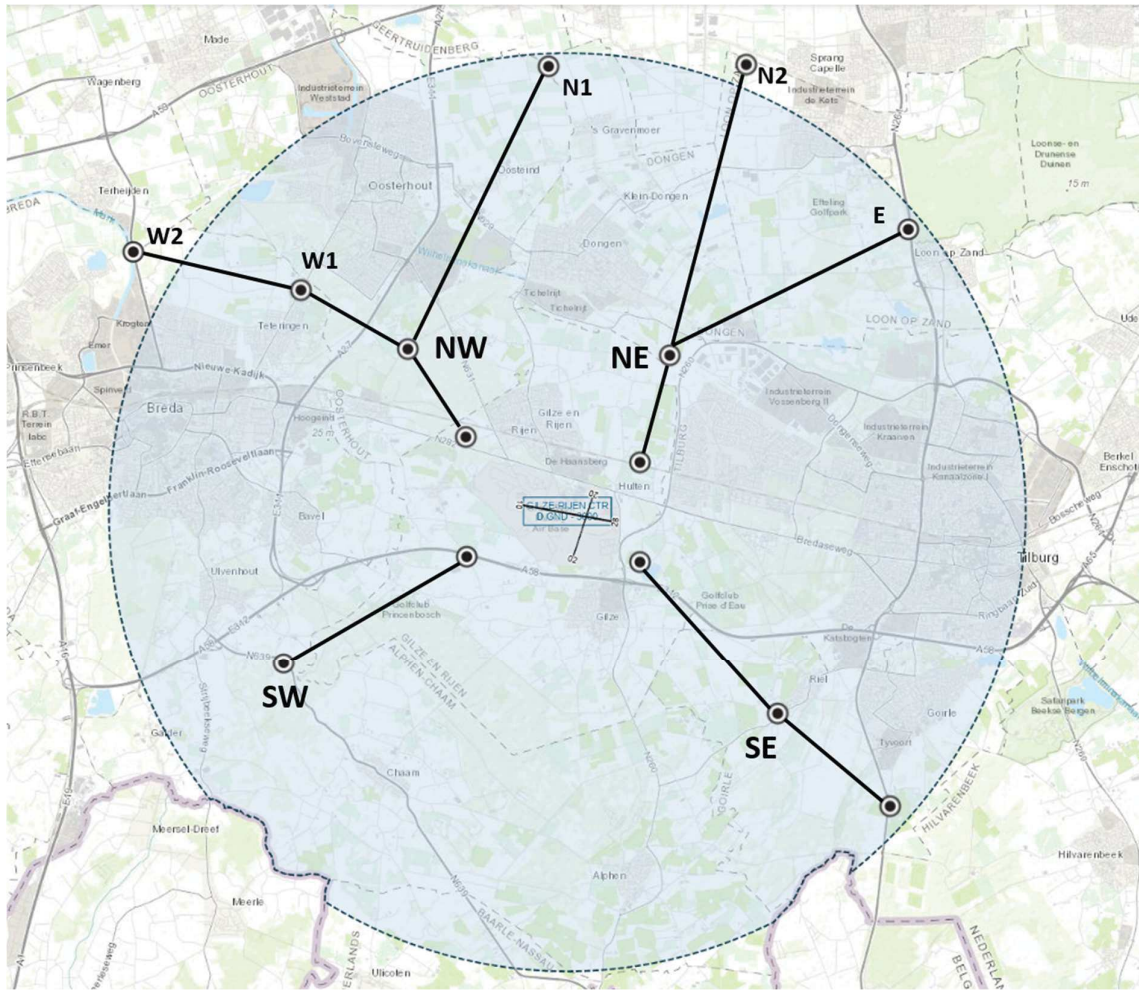


RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
28	55 F/W/A/T	9080	9080	9080	8806	3.0°	35	51°33.92'N 004°57.00'E
10	55 F/W/A/T	9080	9080	9080	8672	3.0°	41	51°34.16'N 004°54.82'E
20	55 F/W/A/T	6548	6548	6548	6181		36	51°34.31'N 004°56.51'E
02	55 F/W/A/T	6548	6548	6548	6249		48	51°33.39'N 004°56.03'E

GILZE-RIJEN TWR	277.350	125.330	(Ground Control)	278.125	123.300
GILZE-RIJEN ARRIVAL	359.975				
RAPCON WEST	399.725	123.580			

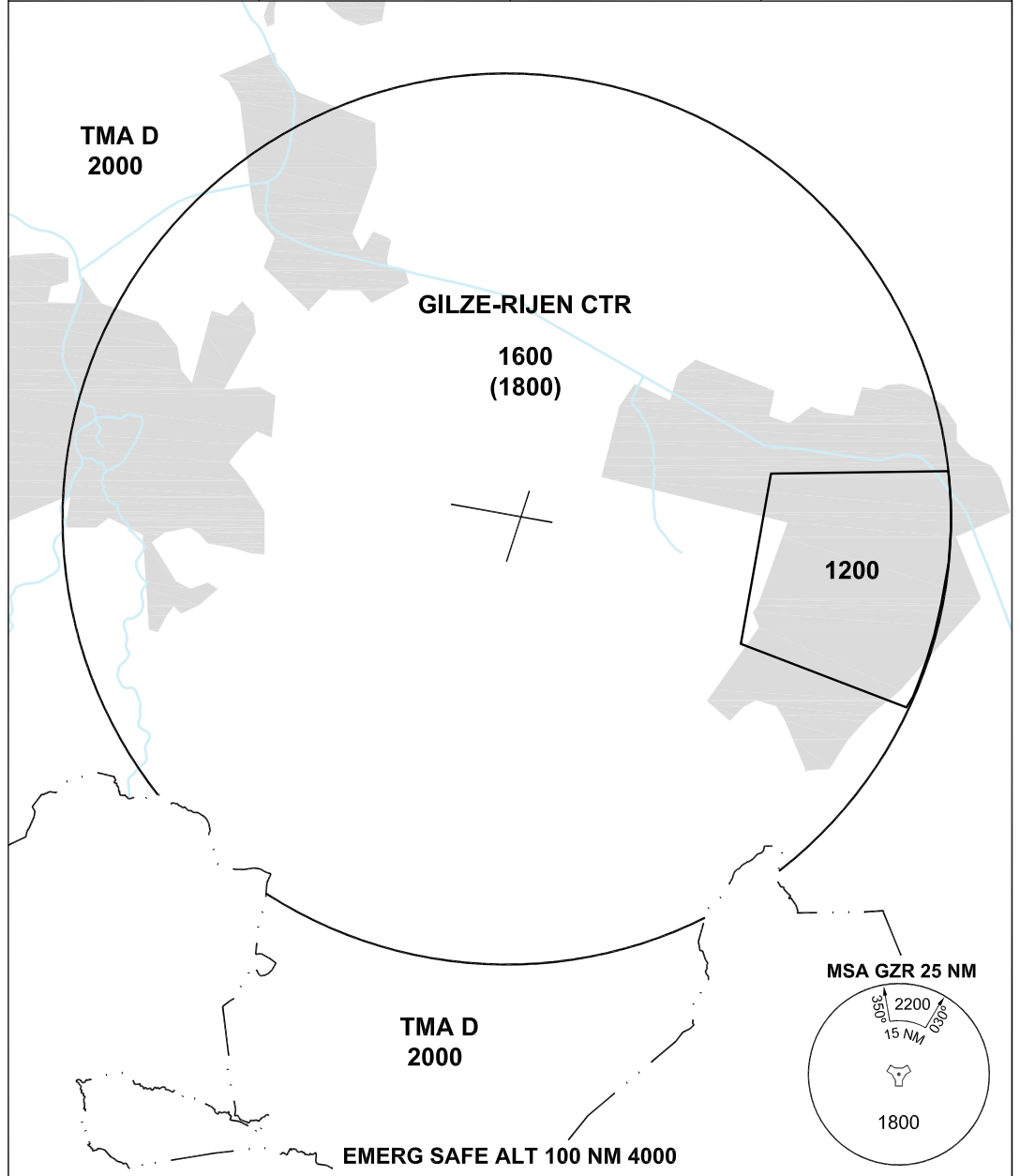
	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
CHANGES: GROUND CONTROL FREQ									

LOCAL MAP



**MIPS MINIMUM VECTORING ALTITUDE** **MVA CHART GILZE-RIJEN (EHGR)**

DUTCH MIL 336.325 125.930	RAPCON WEST 399.725 123.580	AD ELEV 49 GILZE-RIJEN TWR 277.350 125.330	GND CTL 278.125 123.300
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CHANGES: GND CTL FREQ

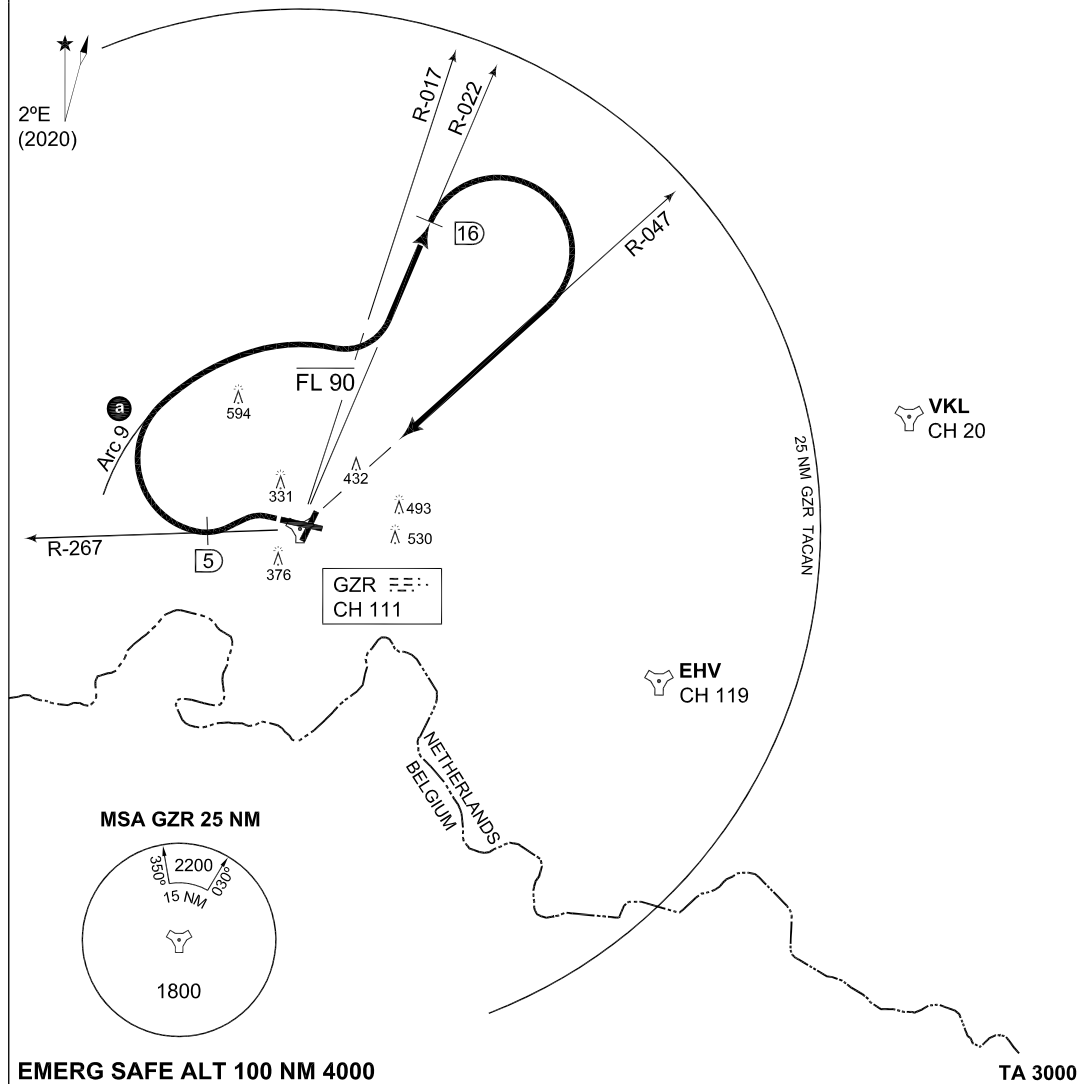
- THE ALTITUDE BETWEEN BRACKETS IS TO BE USED FOR THE CORRESPONDING SECTOR WHEN AIR TEMPERATURE AT AIRBASE ALTITUDE IS LOWER THAN -16°.
- ALTITUDES ONLY AVAILABLE IF THE RADAR COVERAGE PERMITS.

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**TERPS INSTRUMENT DEPARTURE CHART** **GR1 GILZE-RIJEN (EHGR)**

GND CTL 278.125 123.300	GILZE-RIJEN TWR 277.350 125.330	AD ELEV 49		RAPCON WEST 399.725 123.580				DUTCH MIL 336.325 125.930	
		RWY <b>28</b>	Knots V/V (fpm)	120 480	180 720	240 960	300 1200	360 1440	to 150 ft

**NOTE:**  
a DO NOT EXCEED 10 DME

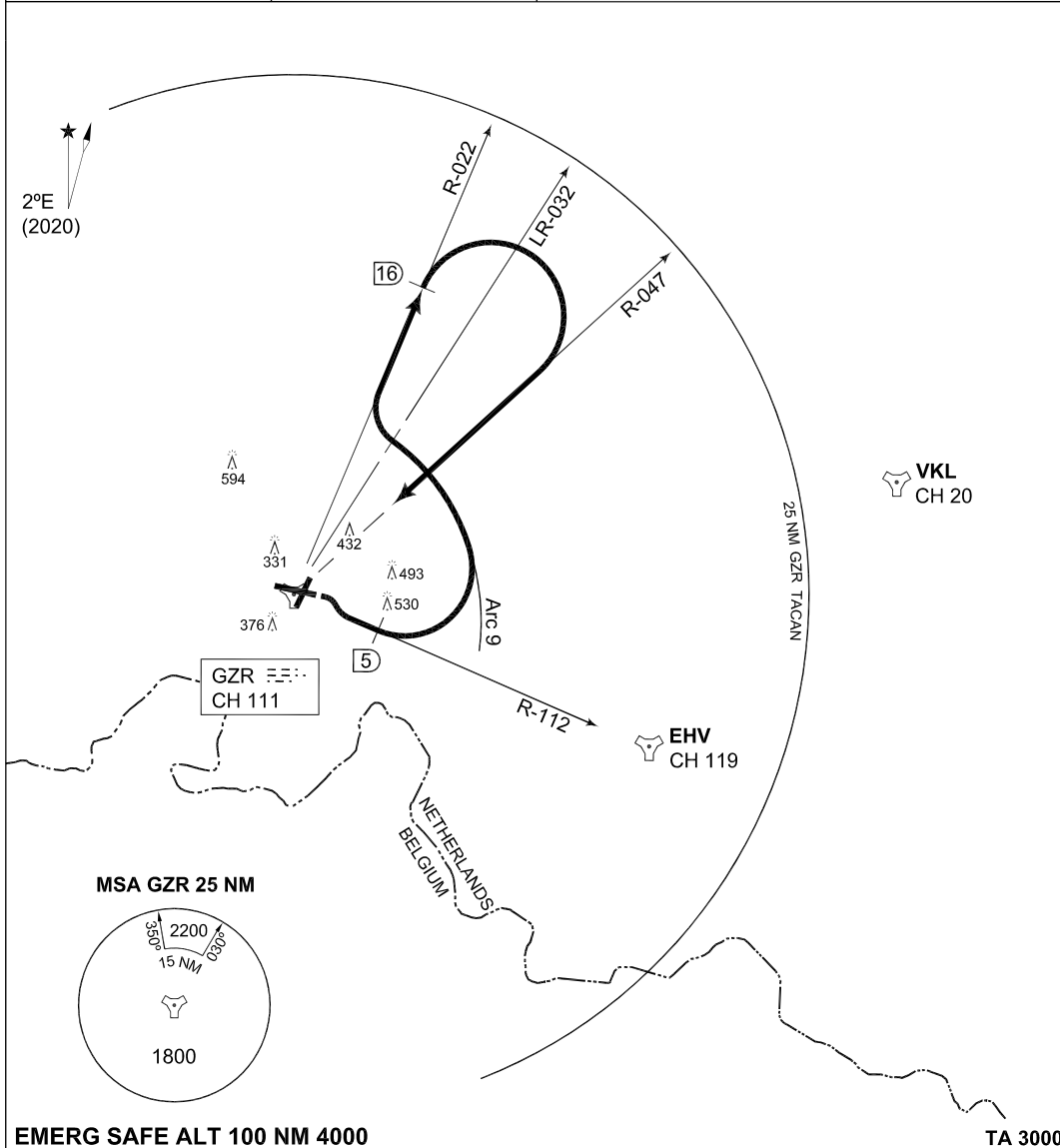


CHANGE: GND CTL FREQ

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**TERPS INSTRUMENT DEPARTURE CHART** **GR3 GILZE-RIJEN (EHGR)**

GND CTL 278.125 123.300	GILZE-RIJEN TWR 277.350 125.330	RAPCON WEST 399.725 123.580	DUTCH MIL 336.325 125.930
AD ELEV 49			



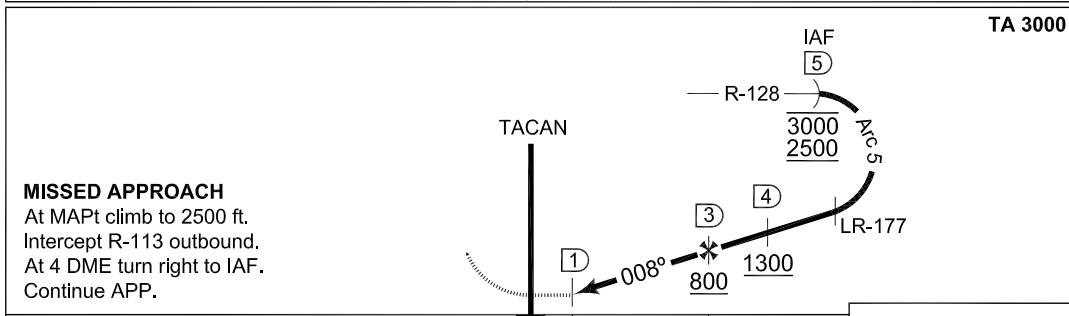
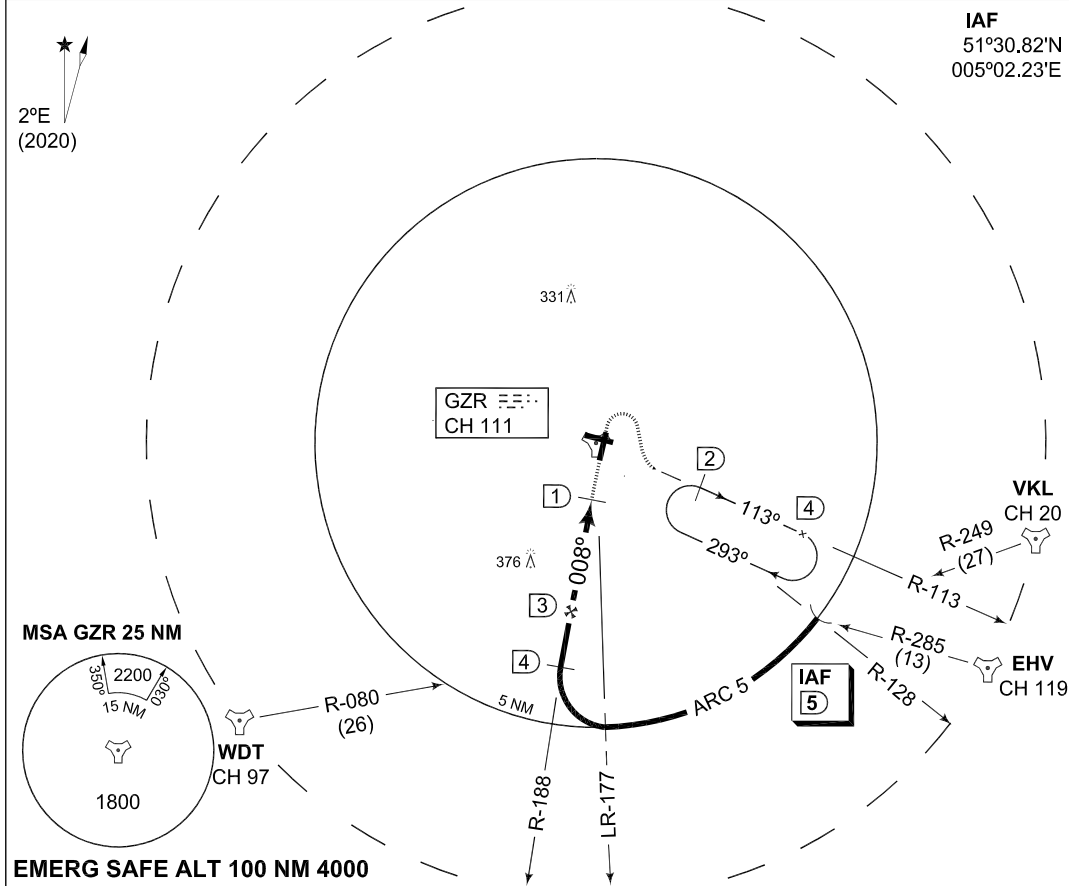
**EMERG SAFE ALT 100 NM 4000** **TA 3000**

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">CHANGES: GND CTL FREQ</p> <p><b>GILZE-RIJEN 3 (RWY 10)</b></p>	<ul style="list-style-type: none"> <li>- At 1 DME turn right to intercept R-112 outbound.</li> <li>- At 5 DME turn left to intercept Arc 9.</li> <li>- When crossing R-032 turn right to intercept R-022 outbound.</li> <li>- At 16 DME turn right to intercept R-047 inbound.</li> </ul>
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**MIPS INSTRUMENT APPROACH CHART** **COPTER TACAN 008 GILZE-RIJEN (EHGR)**

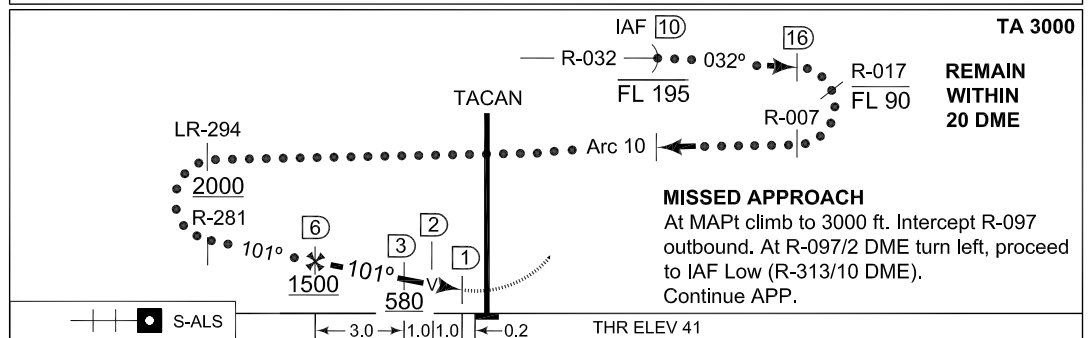
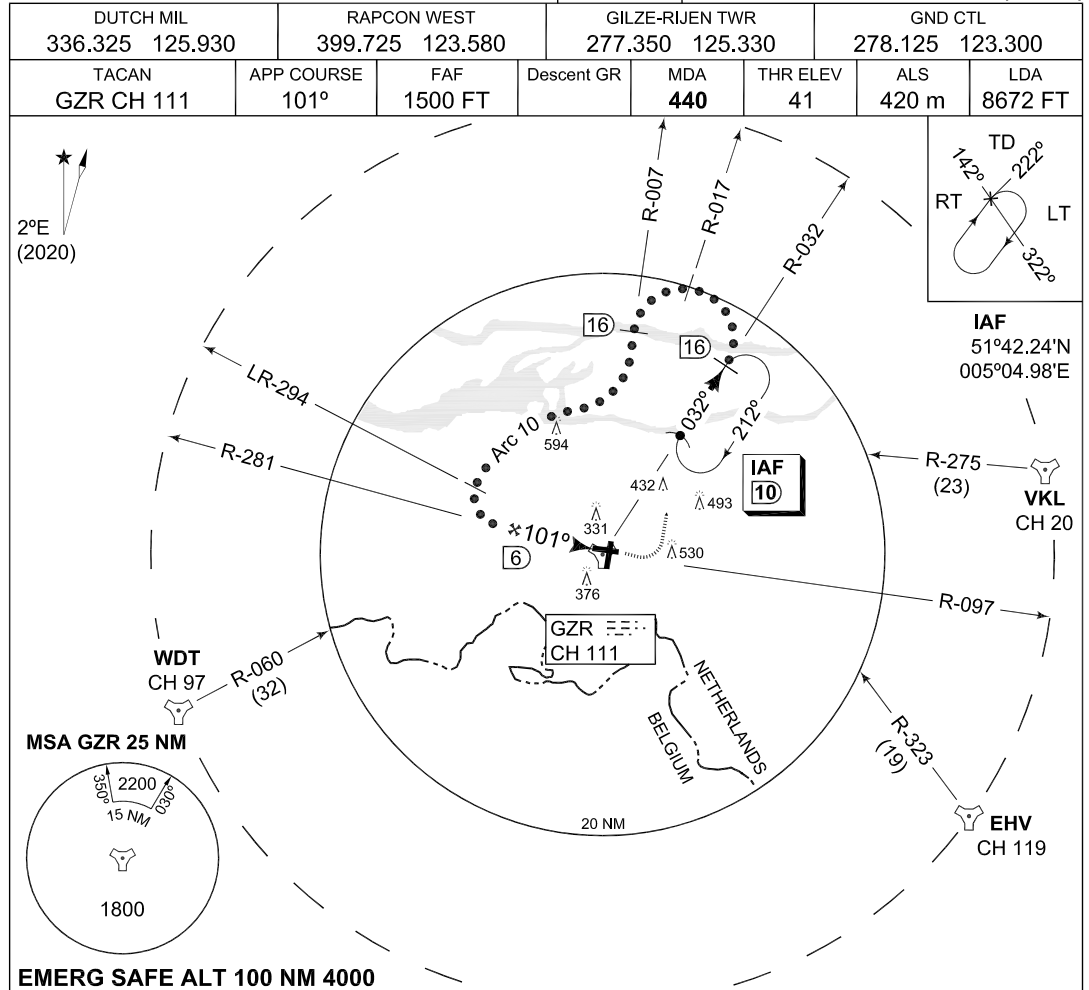
DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		GILZE-RIJEN TWR 277.350 125.330		GND CTL 278.125 123.300	
TACAN GZR CH 111	APP COURSE 008°	FAF ALT 800 FT	Descent GR	MDA 460	THR ELEV 48	ALS -	LDA 6249 FT



THR ELEV 48	NO LIGHTS
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CHANGES: GND CTL FREQ	<b>MIPS</b>	CATEGORY	COPTER
		S-TACAN 008	460 -800 412 (500-0.8)
		CIRCLING	540 -1900 491 (500-1.9)

**MIPS INSTRUMENT APPROACH CHART** **HI-TACAN RWY 10 GILZE-RIJEN (EHGR)**

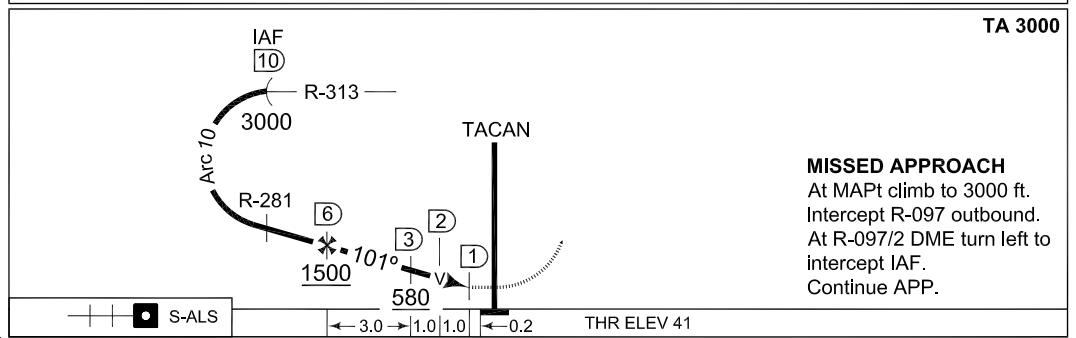
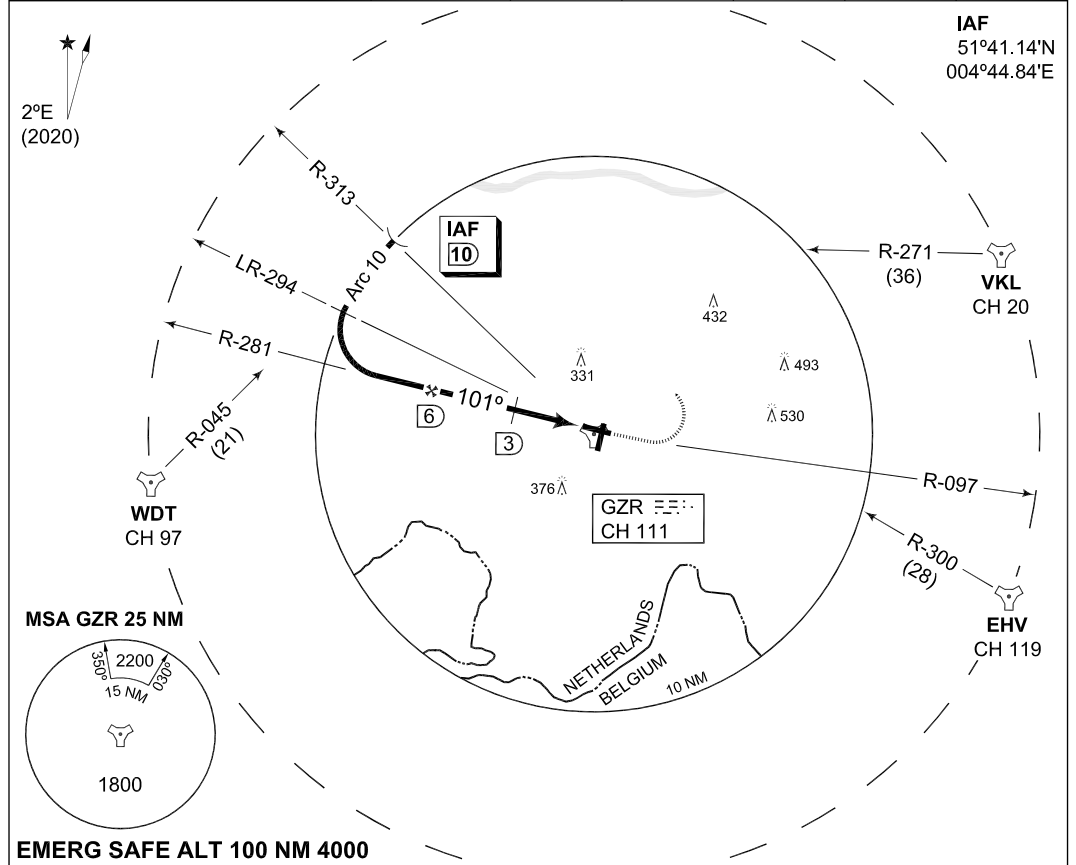


MIPS	CATEGORY	C		D	E
		MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1			
	S-TACAN 10	<b>440</b> -1.6 399 (400-1.6)		<b>440</b> -2.0 399 (400-2.0)	
	CIRCLING	<b>770</b> -3700 721 (800-3.7)	<b>910</b> -4600 861 (900-4.6)	<b>1000</b> -6500 951 (1000-6.5)	



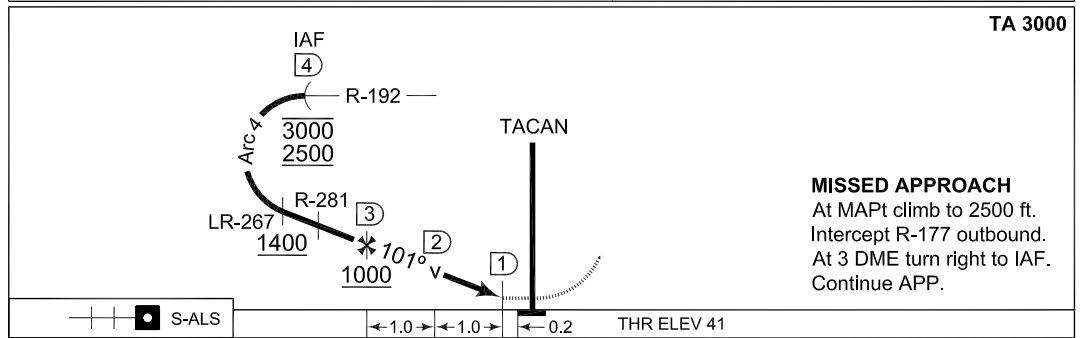
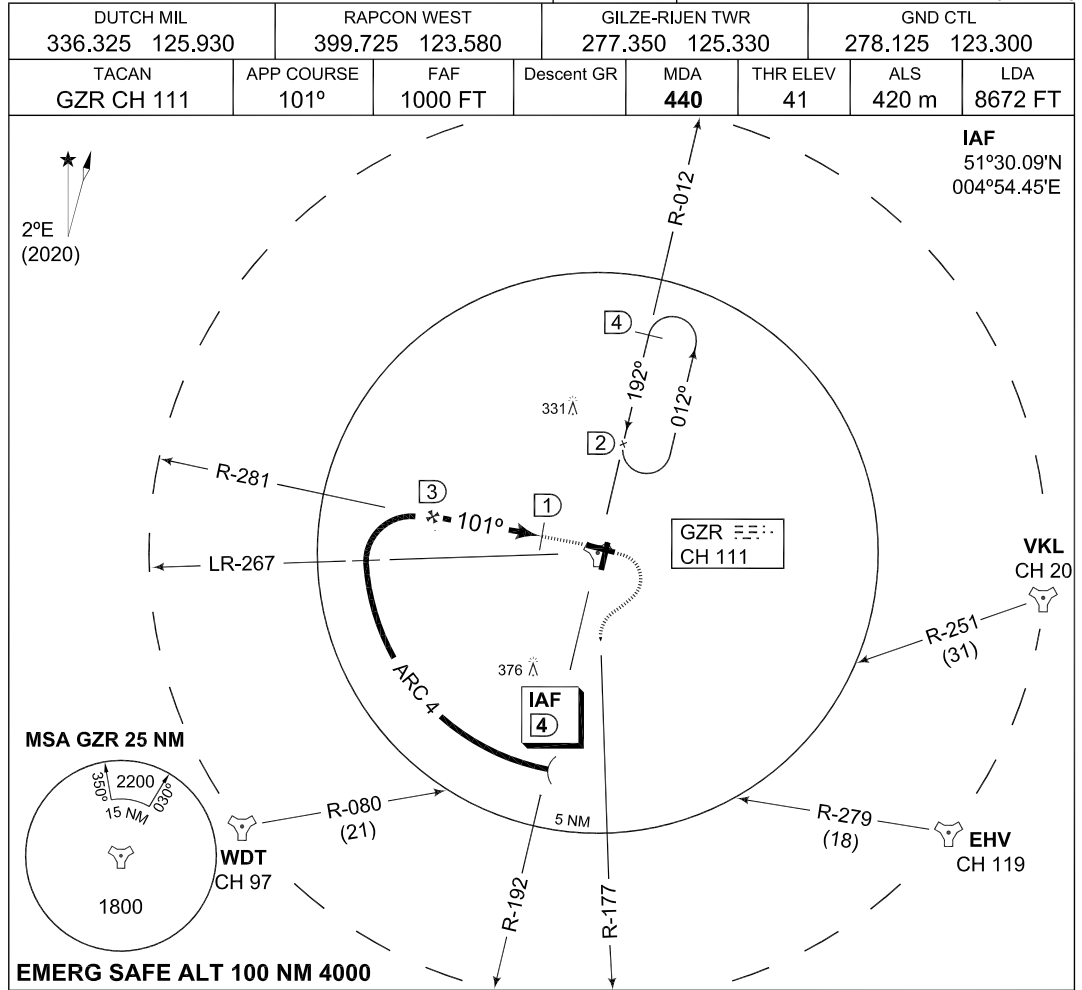
**MIPS INSTRUMENT APPROACH CHART** **TACAN RWY 10 GILZE-RIJEN (EHGR)**

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		GILZE-RIJEN TWR 277.350 125.330		GND CTL 278.125 123.300	
TACAN GZR CH 111	APP COURSE 101°	FAF ALT 1500 FT	Descent GR	MDA <b>440</b>	THR ELEV 41	ALS 420 m	LDA 8672 FT



MIPS	CATEGORY	A	B	C	D	E
	MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1					
	S-TACAN 10	<b>440</b> -1.6 399 (400-1.6)				<b>440</b> -2.0 399 (400-2.0)
CIRCLING	<b>540</b> -1900 491 (500-1.9)	<b>670</b> -2800 621 (700-2.8)	<b>770</b> -3700 721 (800-3.7)	<b>910</b> -4600 861 (900-4.6)	<b>1000</b> -6500 951 (1000-6.5)	

**MIPS INSTRUMENT APPROACH CHART** **COPTER TACAN 101 GILZE-RIJEN (EHGR)**



	S-ALS	← 1.0 →	← 1.0 →	← 0.2 →	THR ELEV 41
MIPS	CATEGORY	COPTER			
	S-TACAN 101	<b>440</b> -400 399 (400-0.4)			
	CIRCLING	<b>540</b> -1900 491 (500-1.9)			

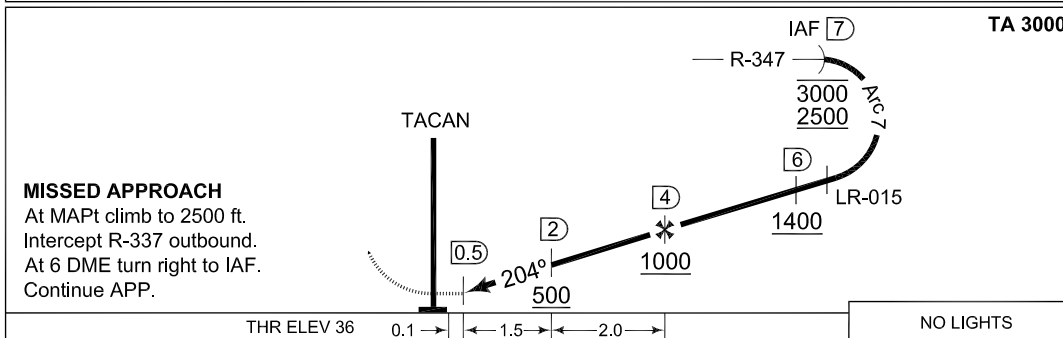
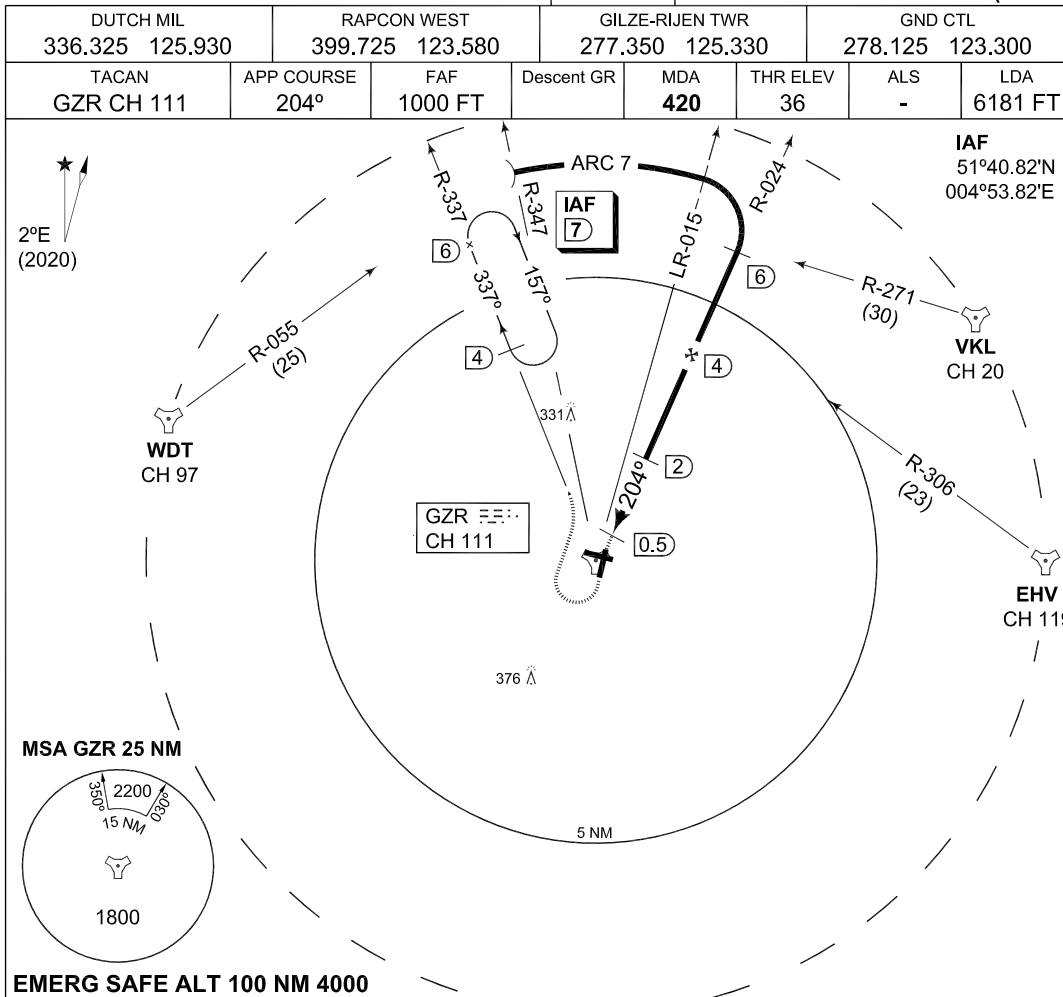
CHANGES: GND CTL FREQ

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**MIPS INSTRUMENT APPROACH CHART**

AD ELEV 49

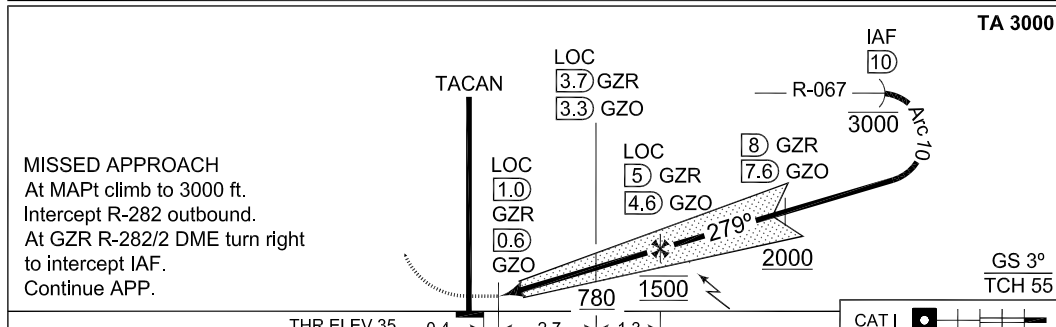
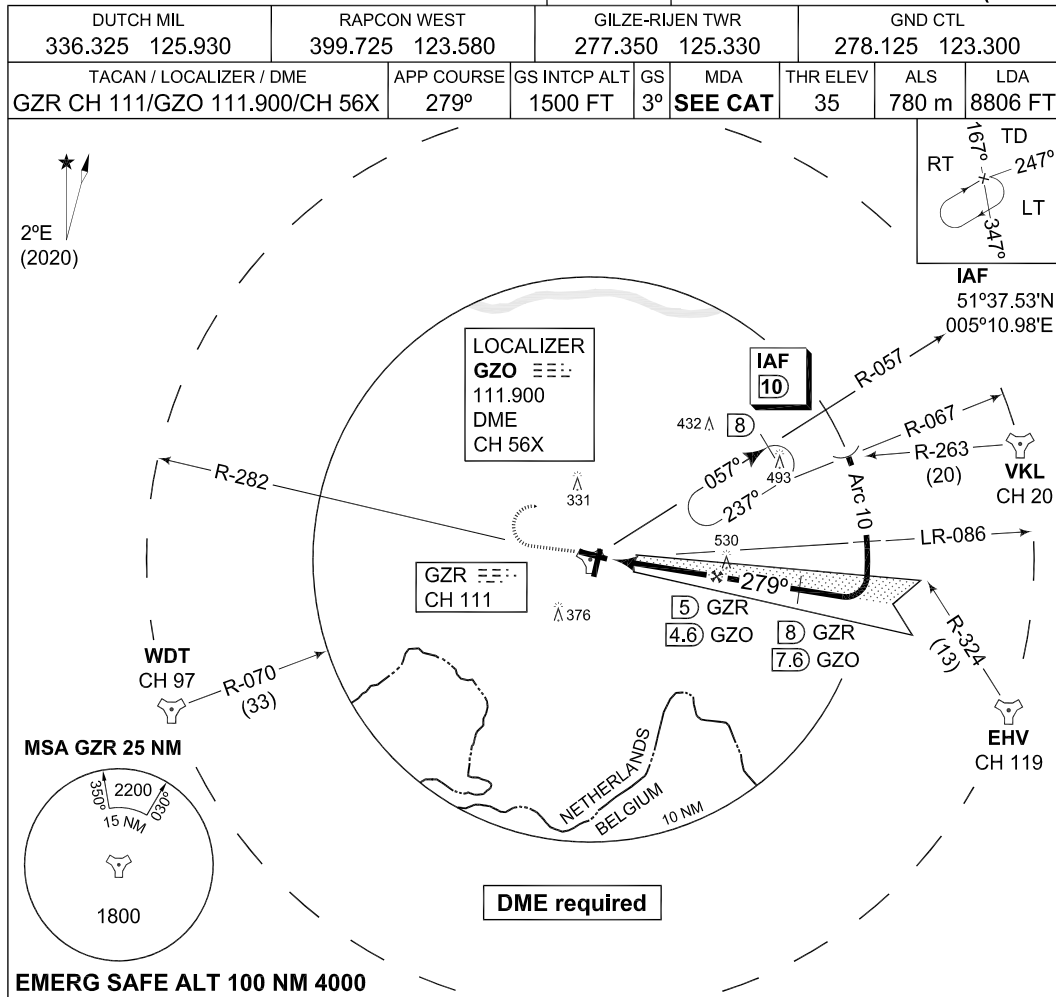
**COPTER TACAN 204 GILZE-RIJEN (EHGR)**



CHANGES: GND CTL FREQ	<b>MIPS</b>	CATEGORY	COPTER
		S-TACAN 204	<b>420</b> -800 384 (400-0.8)
		CIRCLING	<b>540</b> -1900 491 (500-1.9)

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**MIPS INSTRUMENT APPROACH CHART** **ILS or LOC RWY 28 GILZE-RIJEN (EHGR)**



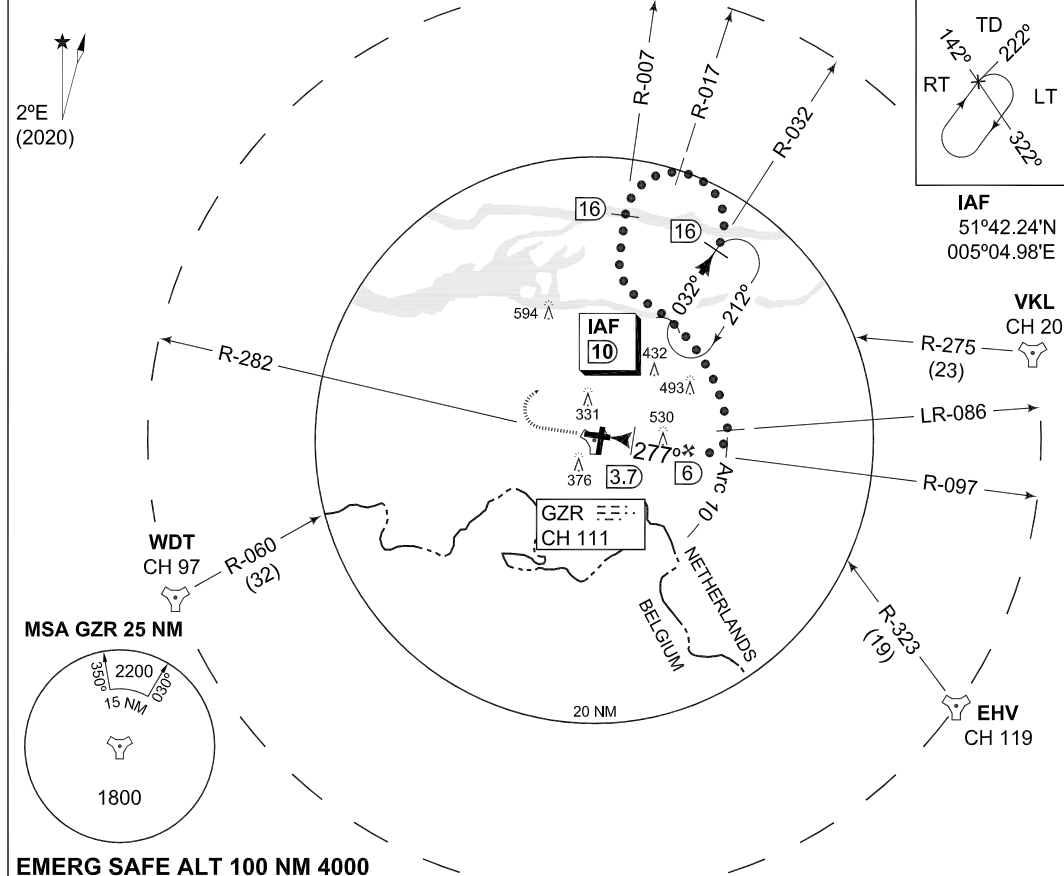
CATEGORY	COPTER	ILS MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1			
		A	B	C	D
S-ILS 28	<b>235</b> -400 200 (200-0.4)	<b>235</b> -800 200 (200-0.8)		<b>245</b> -800 210 (300-0.8)	
S-LOC 28	<b>380</b> -400 345 (400-0.4)	<b>380</b> -1200 345 (400-1.2)			
CIRCLING	<b>540</b> -1900 491 (500-1.9)	<b>670</b> -2800 621 (700-2.8)	<b>770</b> -3700 721 (800-3.7)	<b>910</b> -4600 861 (900-4.6)	

CHANGES: GND CTL FREQ

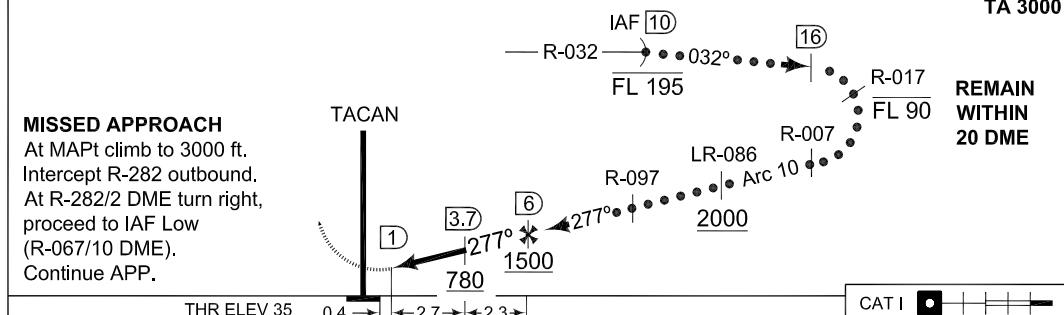
RNLAF 13 JUN 2024

**MIPS INSTRUMENT APPROACH CHART** **HI-TACAN RWY 28 GILZE-RIJEN (EHGR)**

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		GILZE-RIJEN TWR 277.350 125.330		GND CTL 278.125 123.300	
TACAN GZR CH 111	APP COURSE 277°	FAF 1500 FT	Descent GR	MDA <b>400</b>	THR ELEV 35	ALS 780 m	LDA 8806 FT



**EMERG SAFE ALT 100 NM 4000**



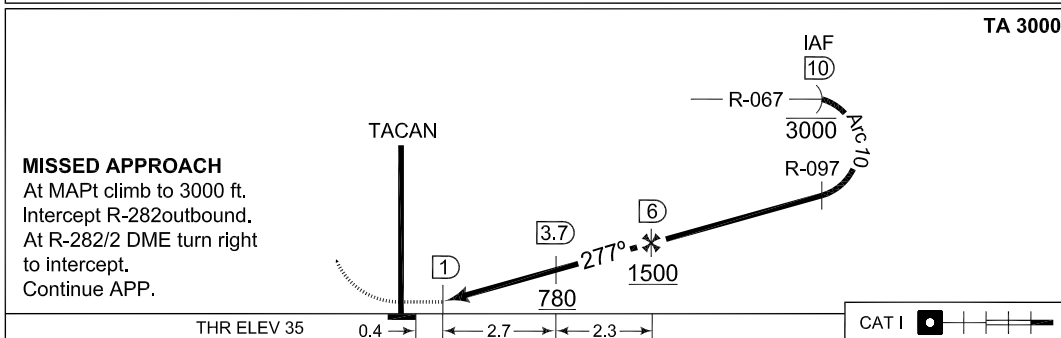
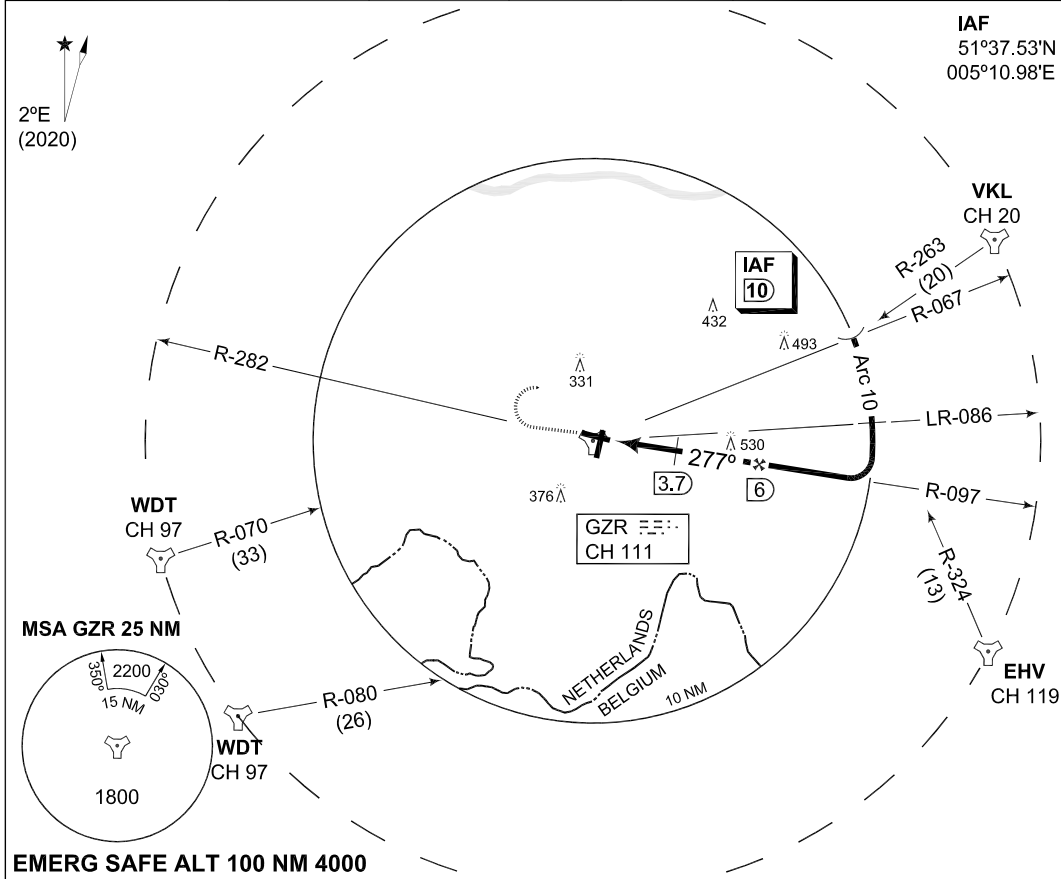
CHANGES: GND CTL FREQ	TACAN	THR ELEV 35	0.4 →	← 2.7 →	← 2.3 →	CAT I
	CATEGORY	C		D		E
		MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1				
MIPS	S-TACAN 28	<b>400</b> -800 365 (400-0.8)		<b>400</b> -1200 365 (400-1.2)		
	CIRCLING	<b>770</b> -3700 721 (800-3.7)		<b>910</b> -4600 861 (900-4.6)	<b>1000</b> -6500 951 (1000-6.5)	

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**MIPS INSTRUMENT APPROACH CHART** **TACAN RWY 28 GILZE-RIJEN (EHGR)**

AD ELEV 49

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		GILZE-RIJEN TWR 277.350 125.330		GND CTL 278.125 123.300	
TACAN GZR CH 111	APP COURSE 277°	FAF 1500 FT	Descent GR	MDA 400	THR ELEV 35	ALS 780 m	LDA 8806 FT



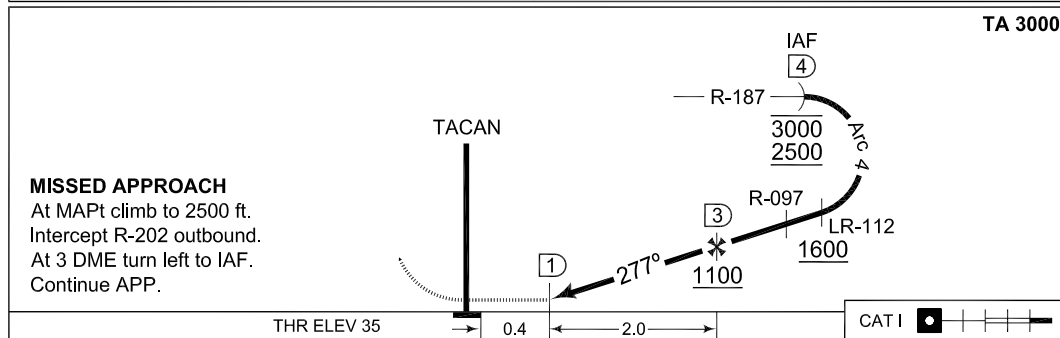
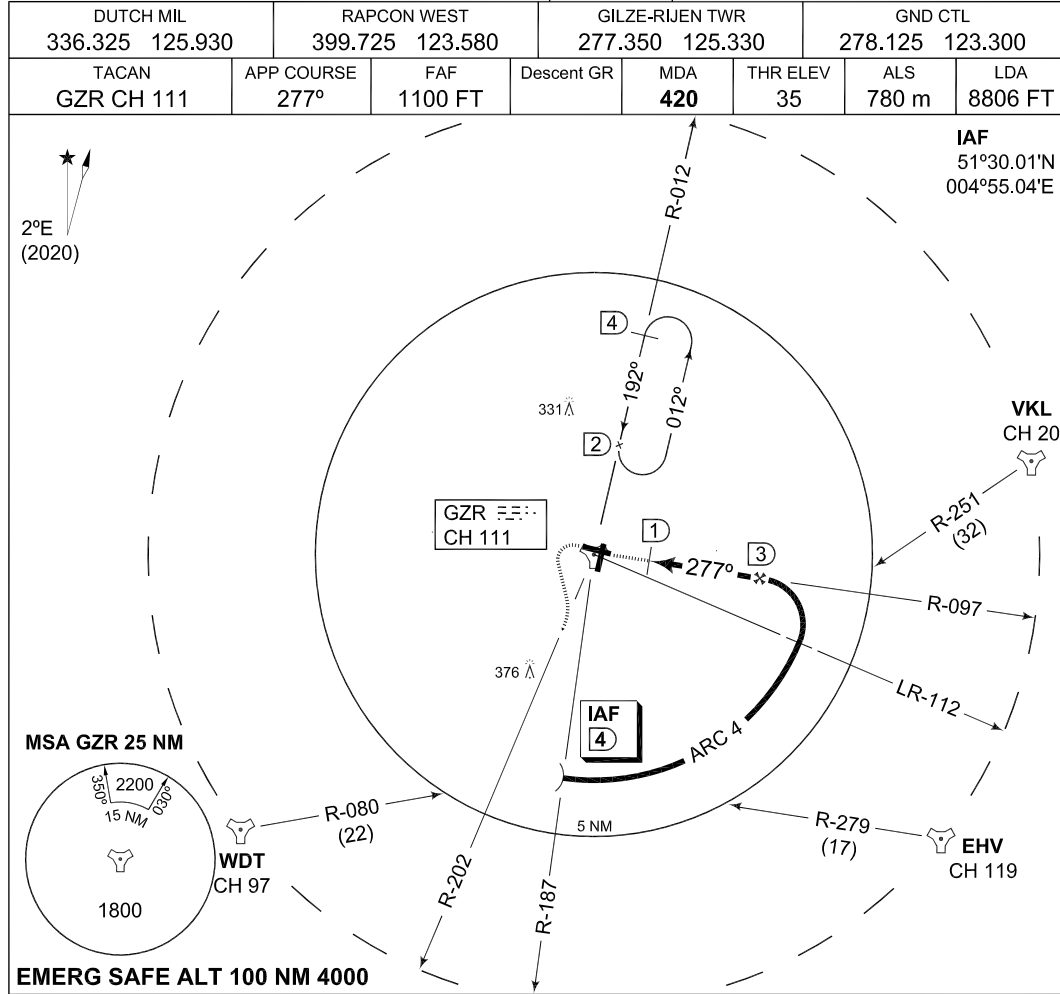
CATEGORY	A	B	C	D	E
MINIMA ACCORDING TO PANS-OPS; NOT ACCORDING TO APATC-1					
S-TACAN 28	400-800 365 (400-0.8)			400-1200 365 (400-1.2)	
CIRCLING	540-1900 491 (500-1.9)	670-2800 621 (700-2.8)	770-3700 721 (800-3.7)	910-4600 861 (900-4.6)	1000-6500 951 (1000-6.5)

CHANGES: GND CTL FREQ

MIPS

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**MIPS INSTRUMENT APPROACH CHART** **COPTER TACAN 277 GILZE-RIJEN (EHGR)**



CATEGORY	COPTER
S-TACAN 277	420-400 385 (400-0.4)
CIRCLING	540-1900 491 (500-1.9)

CHANGES: GND CTL FREQ

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## 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 Vliegekamp 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	F-34 Oil, all regular types
3	Fuelling facilities/capacity	No Limitations
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

**EHWO AD 2.8 Aprons, taxiways and check locations/positions data**

1	Apron surface and strength	Visitors apron: concrete , PCN 77 R/C/W/T, PCR 564 R/C/W/T EMVO apron: tarmac, PCN 62 F/A/W/T, PCR 564 F/A/W/T LCW apron: concrete, PCN 47 R/C/W/T, PCR 494 R/C/W/T
2	TWY width, surface and strength	TWY A: Width 15 m, tarmac, PCN 38 F/A/W/T, PCR 428 F/A/W/T TWY B: Width 22,5 m, tarmac/concrete, PCN 34 R/C/W/T, PCR 353 R/C/W/T TWY B1: Width 15 m, tarmac/concrete, PCN 48 R/C/W/T, PCR 500 R/C/W/T TWY B2: Width 11,9 m, tarmac/concrete, PCN 10 F/A/W/T, PCR 154 F/A/W/T TWY B3: Width 12 m, concrete, PCN 61 R/C/W/T, PCR 418 R/C/W/T TWY B4: Width 11,9 m, concrete, PCN 40 R/C/W/T, PCR 418 R/C/W/T TWY C: Width 14,8 m, tarmac, PCN 44 F/A/W/T, PCR 444 F/A/W/T TWY C1: Width 20 m, concrete, PCN 51 R/C/W/T, PCR 538 R/C/W/T TWY C2: Width 12 m, tarmac/concrete, PCN 32 R/C/W/T, PCR 373 F/A/W/T TWY C3: Width 12 m, tarmac/concrete, PCN 26 F/A/W/T, PCR 292 F/A/W/T TWY C4: Width 20 m, concrete, PCN 53 R/C/W/T, PCR 559 R/C/W/T TWY D: Width 12 m, tarmac/concrete, PCN 49 F/A/W/T, PCR 504 F/A/W/T
3	Remarks	TWY marking is general and not based on any ACFT type. Use caution when taxiing on intersections TWY B 2: only to be used by ACFT with ACN 10 / PCR 154 or less TWY C: obstacle TACAN building 24,5 m from TWY centreline Compass swing area: concrete, PCN 34 R/C/W/T, PCR 353 R/C/W/T

**EHWO AD 2.9 Surface movement guidance and control system and markings**

According STANAG 3158	
1	Remarks
	Nil

**EHWO AD 2.10 Aerodrome obstacles**

See Aerodrome Chart
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### EHWO AD 2.11 Meteorological information provided

1	Associated MET Office	Woensdrecht
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 EHWO 0164-692268 Tel JMG 0164-693111 or mail JMG.WX.PLANNING@mindef.nl

### EHWO 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: 51 R/C/W/T, PCR: 564 R/C/W/T

### EHWO AD 2.13 Declared distances

See Aerodrome Chart. Values in ft.
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### EHWO AD 2.14 Approach and runway lighting

According STANAG 3316		
1	Approach lighting	RWY 25: CAT I. 900 m RWY 07: S-ALS 420 m
2	RWY lighting	RWY 07 VHI, RWY 25 VCL/VHI
3	PAPI	Situated on left side of both RWYs
4	Remarks	Nil