



Netherlands (the)

Annex Reference	AERODROMES Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 2 Reference 2.5.3 Standard	2.5.3 The geographical coordinates of appropriate taxiway centre line points shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and hundredths of seconds.	Article 11, sub b, RVGLT	Less protective or partially implemented or not implemented	The measuring and reporting of taxiway centre line points is only applicable on aerodromes equipped with an ILS and will become applicable from July 2015.	Electronic aeronautical maps and electronic Notams will only be used on large aerodromes for commercial aviation.
Chapter 2 Reference 2.5.4 Standard	2.5.4 The geographical coordinates of each aircraft stand shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and hundredths of seconds.	Article 11, sub b, RVGLT	Less protective or partially implemented or not implemented	The measuring and reporting of aircraft stands is only applicable on aerodromes equipped with an ILS and will become applicable from July 2015.	Electronic aeronautical maps and electronic Notams will only be used on large aerodromes for commercial aviation.
Chapter 5 Reference 5.4.2.8 Standard	Location 5.4.2.8 A runway designation sign at a taxiway/runway intersection or a runway/runway intersection shall be located on each side of the runway-holding position marking facing the direction of approach to the runway.	Article 11, sub 1, RVGLT	Less protective or partially implemented or not implemented	For non-instrument or non-precision runways a runway designation sign can be located only at the left side of the runway holding position	For VFR procedures it is considered sufficient if the runway designation sign is located at the side of the pilot of the aircraft.
Chapter 6 Reference 6.2.3.8 Standard	Marking by markers 6.2.3.8 Markers displayed on or adjacent to objects shall be located in conspicuous positions so as to retain the general definition of the object and shall be recognizable in clear weather from a distance of at least 1 000 m for an object to be viewed from the air and 300 m for an object to be viewed from the ground in all directions in which an aircraft is likely to approach the object. The shape of markers shall be distinctive to the extent necessary to ensure that they are not mistaken for markers employed to convey other information, and they shall be such that the hazard presented by the object they mark is not increased.	Article 8a.1, par. 1 W1 + Article 10 RVGLT + Article 8.9, par. 3 + article 12, par. 3 Wet luchtvaart	Less protective or partially implemented or not implemented	No requirement for marking of obstacles outside the obstacle limitation surfaces.	Experience has shown that these markings are poorly visible from the air.



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Chapter 6 Reference 6.2.5.3 Standard	<p>Marking by markers</p> <p>6.2.5.3 Markers displayed on or adjacent to objects shall be located in conspicuous positions so as to retain the general definition of the object and shall be recognizable in clear weather from a distance of at least 1 000 m for an object to be viewed from the air and 300 m for an object to be viewed from the ground in all directions in which an aircraft is likely to approach the object. The shape of markers shall be distinctive to the extent necessary to ensure that they are not mistaken for markers employed to convey other information, and they shall be such that the hazard presented by the object they mark is not increased.</p>		Less protective or partially implemented or not implemented	See 6.2.5.1.	
Chapter 6 Reference 6.2.5.9 Standard	<p>6.2.5.9 Where high-intensity obstacle lights, Type B, are used, they shall be located at three levels:</p> <ul style="list-style-type: none"> — at the top of the tower; — at the lowest level of the catenary of the wires or cables; and — at approximately midway between these two levels. <p><i>Note.— In some cases, this may require locating the lights off the tower.</i></p>		Less protective or partially implemented or not implemented	See 6.2.5.7.	

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