



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 2.1.1 Standard	<p style="text-align: center;">CHAPTER 2. HELIPORT DATA</p> <p style="text-align: center;">2.1 Aeronautical data</p> <p>2.1.1 Determination and reporting of heliport-related aeronautical data shall be in accordance with the accuracy and integrity classification required to meet the needs of the end-users of aeronautical data.</p> <p><i>Note.— Specifications concerning the accuracy and integrity classification of heliport-related aeronautical data are contained in the PANS-AIM (Doc 10066), Appendix 1.</i></p>	Article 8a.1, par. 1 WL + Article 17, sub a RVGLT	Less protective or partially implemented or not implemented		Only heliport data of heliports open to public use are published in the AIP. At the other heliports with restricted access the group of users are familiar with the situation and facilities at the heliport and there is no need to inform them via the AIP.
Chapter 2 Reference 2.4.2 Standard	2.4.2 The geographical coordinates of the geometric centre of the TLOF and/or of each threshold of the FATO (where appropriate) shall be measured and reported to aeronautical information services in degrees, minutes, seconds and hundredths of seconds.	Article 8a.1, par. 1 WL + Article 16, sub b RVGLT	Less protective or partially implemented or not implemented	Geographical coordinates of the geometric centre of the TLOF and/or FATO are not measured and provided	This information is not considered necessary, because of the use of VFR procedures to land at the heliport.
Chapter 2 Reference 2.4.3 Standard	2.4.3 The geographical coordinates of appropriate centre line points of helicopter taxiways and helicopter taxi-routes shall be measured and reported to aeronautical information services in degrees, minutes, seconds and hundredths of seconds.	Article 8a.1, par. 1 WL + Article 16, sub b RVGLT	Less protective or partially implemented or not implemented	Geographical coordinates of appropriate centre line points of helicopter ground taxiways and helicopter air taxiways routes are not measured and provided.	See 2.4.2.
Chapter 2 Reference 2.4.4 Standard	2.4.4 The geographical coordinates of each helicopter stand shall be measured and reported to aeronautical information services in degrees, minutes, seconds and hundredths of seconds.	Article 8a.1, par. 1 WL + Article 16, sub b RVGLT	Less protective or partially implemented or not implemented	Geographical coordinates of each helicopter stand are not measured and provided.	See 2.4.2.



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 3 Reference 3.1.11 Standard	3.1.11 Essential objects located in the safety area shall not penetrate a surface originating at the edge of the FATO at a height of 25 cm above the plane of the FATO sloping upwards and outwards at a gradient of 5 per cent.	Article 17, sub b, RVGLT	Less protective or partially implemented or not implemented	The height limit of an obstacle in the safety area of a surface heliport is 35 cm for heliports constructed before October 2010.	Exemption due to applicable building specifications used until September 2010. For new heliports the standard is applicable.
Chapter 4 Reference 4.1.5 Standard	4.1.5 In the case of an approach surface involving a turn, the surface shall be a complex surface containing the horizontal normals to its centre line and the slope of the centre line shall be the same as that for a straight approach surface. <i>Note.— See Figure 4-5.</i>		Less protective or partially implemented or not implemented		The implementation of this paragraph needs a change in regulation, which is being developed at the moment.
Chapter 4 Reference 4.1.6 Standard	4.1.6 In the case of an approach surface involving a turn, the surface shall not contain more than one curved portion.		Less protective or partially implemented or not implemented		See 4.1.5
Chapter 4 Reference 4.1.7 Standard	4.1.7 Where a curved portion of an approach surface is provided, the sum of the radius of arc defining the centre line of the approach surface and the length of the straight portion originating at the inner edge shall not be less than 575 m.		Less protective or partially implemented or not implemented		See 4.1.5



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 4 Reference 4.1.8 Standard	<p>4.1.8 Any variation in the direction of the centre line of an approach surface shall be designed so as not to necessitate a turn radius less than 270 m.</p> <p><i>Note.— For heliports intended to be used by helicopters operated in performance class 2 or 3, it is good practice for the approach paths to be selected so as to permit safe forced landings or one-engine-inoperative landings such that, as a minimum requirement, injury to persons on the ground or water or damage to property are minimized. The most critical helicopter type for which the heliport is intended and the ambient conditions may be factors in determining the suitability of such areas.</i></p>		Less protective or partially implemented or not implemented		See 4.1.5
Chapter 4 Reference 4.1.19 Standard	<p>4.1.19 In the case of a take-off climb surface involving a turn, the surface shall not contain more than one curved portion.</p>		Less protective or partially implemented or not implemented		See 4.1.5
Chapter 4 Reference 4.1.20 Standard	<p>4.1.20 Where a curved portion of a take-off climb surface, is provided, the sum of the radius of arc defining the centre line of the take-off climb surface and the length of the straight portion originating at the inner edge shall not be less than 575 m.</p>		Less protective or partially implemented or not implemented		See 4.1.5
Chapter 4 Reference 4.2.3 Standard	<p>4.2.3 The slopes of the obstacle limitation surfaces shall not be greater than, and their other dimensions not less than, those specified in Table 4-1 and shall be located as shown in Figures 4-1, 4-2 and 4-6.</p>	Article 14 Besluit burgerluchthavens + article 8, par 2, sub e Regeling burgerluchthavens	Less protective or partially implemented or not implemented	For class 2 and 3 helicopter the slopes for the first section shall be 12.5 percent.	Exemption due to performance capabilities of helicopters used in the Netherlands.



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 4 Reference 4.2.4 Standard	<p>4.2.4 For heliports that have an approach/take-off climb surface with a 4.5 per cent slope design, objects shall be permitted to penetrate the obstacle limitation surface if the results of an aeronautical study approved by an appropriate authority have reviewed the associated risks and mitigation measures.</p> <p><i>Note 1.— The identified objects may limit the heliport operation.</i></p> <p><i>Note 2.— Annex 6, Part 3, provides procedures that may be useful in determining the extent of obstacle penetration.</i></p>		Less protective or partially implemented or not implemented		See 4.1.5
Chapter 4 Reference 4.2.10 Standard	<p>4.2.10 An elevated heliport shall have at least one approach and take-off climb surface. An aeronautical study shall be undertaken by an appropriate authority when only a single approach and take-off climb surface is provided considering as a minimum, the following factors:</p> <ul style="list-style-type: none"> a) the area/terrain over which the flight is being conducted; b) the obstacle environment surrounding the heliport and the availability of at least one protected side slope; c) the performance and operating limitations of helicopters intending to use the heliport; and d) the local meteorological conditions including the prevailing winds. 		Less protective or partially implemented or not implemented		See 4.1.5



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 5 Reference 5.3.2.2 Standard	<p>Location</p> <p>5.3.2.2 The heliport beacon shall be located on or adjacent to the heliport preferably at an elevated position and so that it does not dazzle a pilot at short range.</p> <p><i>Note.— Where a heliport beacon is likely to dazzle pilots at short range, it may be switched off during the final stages of the approach and landing.</i></p>		Less protective or partially implemented or not implemented	See 5.3.2.1	
Chapter 5 Reference 5.3.2.3 Standard	<p>Characteristics</p> <p>5.3.2.3 The heliport beacon shall emit repeated series of equispaced short duration white flashes in the format in Figure 5-11.</p>		Less protective or partially implemented or not implemented	See 5.3.2.1	
Chapter 5 Reference 5.3.2.4 Standard	<p>5.3.2.4 The light from the beacon shall show at all angles of azimuth.</p> <p>Figure 5-11. Heliport beacon flash characteristics</p>		Less protective or partially implemented or not implemented	See 5.3.2.1	

- END -