

The wireless mast itself is illuminated by a row of electric lamps.

The lighthouse and lights on the wireless mast are only lit by special request to the Commandant, and at such other times as deemed expedient by the Commandant.

Customs.—A machine cannot ordinarily be cleared by the Customs authorities at this aerodrome, but arrangements may be made for Customs examination by obtaining permission from the Commandant prior to arrival. In this case the Commandant will notify the Customs authorities. Normally, machines should proceed to Schiphol.

DE KOOY. Civil and Naval aerodrome.

Position.—Lat. 52° 54' 30" N., Long. 4° 47' 0" E. Situated about 7 kms. S.S.E. of Den Helder, to the east of the railway line.

Altitude.—Practically at sea level.

Landing Area.—Approximately 800 × 800 metres.

Markings.—The wind indicator is displayed on a hangar in the N.E. corner of the aerodrome.

Obstructions.—The hangars are arranged along the north and east sides in the north-east corner. At a distance of about 100 metres from the eastern boundary is the dyke of the Zuider Zee rising to a height of about 30 ft.

Accommodation, Supplies, etc.—Hangars and repair facilities on the aerodrome. Petrol and oil are stored for military use, and are not normally available for civil machines.

Night Landing Arrangements.—The hangars are lit by obstruction lights at night. There is no aerial lighthouse, but at a distance of 6 kms. to the N.W. is the lighthouse of Kijkduin (S.W. of Den Helder), whose characteristics are: white group flashing light of 1,200,000 C.P.; height 187 ft.; visible 20 miles in clear weather all round the horizon; giving two flashes every 10 secs. as follows:—

Flash	$\frac{1}{4}$ sec.
Eclipse	$1\frac{3}{4}$ sec.
Flash	$\frac{1}{4}$ sec.
Eclipse	$7\frac{3}{4}$ sec.

Customs.—There are no Customs facilities at this aerodrome, which is open to civil aviation, but not to international traffic.

2. SEAPLANE STATIONS.

SHELLINGWOUDE. Civil and Naval seaplane station.

Position.—Lat. 52° 22' 30" N., Long. 4° 58' 0" E. Situated about 4 kms. E. by N. of Amsterdam immediately south of the village of Schellingwoude.

Markings.—A wind indicator is on the roof of the shed.

Accommodation, Supplies, etc.—There is one hanger. Petrol and oil and minor repair facilities are available.

Night Landing Arrangements.—The pier stretching to the east from the station is illuminated by a row of lights, which form a good landmark at night. At the eastern end of the pier is a fixed light showing red and green, and at the opposite (northern) side of the entrance to the harbour is a white occulting light, period 5 secs., visible for 10 miles.

Customs.—This is a regular Customs station, but in the case of machines not arriving at scheduled times the authorities at the station must be warned beforehand of the intended

time of arrival, otherwise the machines cannot be cleared immediately on arrival.

DE MOK.—Civil and Naval seaplane station.

Position.—Lat. 53° 0' 0" N., Long. 4° 45' 30" E. Situated on the south end of the Isle of Texel, about 3 kms. S.S.E. of the village of Hoorn.

Landing Area.—Machines should land in the open sea and taxi to the station, the channel, on either side of which is shallow water with a silt bottom, being marked by buoys on the southern side.

Markings.—The wind indicator is in the form of a flag on the corner of the hangar. A landing T is also displayed.

Accommodation, Supplies, etc.—There is one slipway. Hangars and repair facilities are available. Petrol and oil are stored for the use of the station and are not normally available for civil machines.

Night-Landing Arrangements.—A good landmark at night is provided by the two lighthouses Schilbolsnol and Stuidijk, situated at the head of the inlet at De Mok, about 1 km. from the seaplane station, in a line bearing approximately N.E. and S.W. The former is to the N.E., and is a fixed white light of 450 C.P. at a height of 91 ft., visible for 13 miles, the latter being a white light of 450 C.P. at a height of 29 ft., occulting every 5 secs., the eclipse being $1\frac{1}{2}$ secs. This is visible for 10 miles. These lights are only visible through and arc of 16°, from 200° to 216°.

The entrance to the channel mentioned above is illuminated by a light-buoy.

Customs.—There are no Customs facilities at this station. Machines should proceed to Schellingwoude for clearance.

OTHER AERODROMES.—The aerodromes at *Gilze Rijen* and *Souburg* (Flushing) and the seaplane station at *Veere* are not open to civil aviation.

3. CUSTOMS.

The Customs facilities provided at each station are shown under their respective headings above. The only customs stations are the following:—

Regular Customs Stations.

Schiphol aerodrome.

Schellingwoude seaplane station.

Station at which clearance can only be effected by special arrangement.

Soesterberg aerodrome.

4. DANGEROUS AREAS.

In view of the danger to low flying aircraft caused by wireless masts, the Dutch Government (Minister of "Waterstaat") has issued a notice giving the positions of the following wireless stations:—

SCH EVENINGEN HARBOUR.—Two masts, height 100 metres (approximately 330 ft.), situated in Lat. 52° 6' N., Long 4° 15' E. (approx.).

SAMBEEK.—Seven masts in a line approximately East-West, height 60 metres (approximately 200 ft.). The length of the whole system is 1,800 metres. The centre mast is situated in Lat. 51° 36' N., Long 5° 56' E. (approx.).

KOOTWIJK.—Six masts, one in the centre, and the other five forming five angles of a regular pentagon with a radius of 450 metres, height 210 metres (approximately 690 ft.). The centre mast is situated in Lat. 52° 10' N., Long. 5° 50' E. (approx.).

Aircraft should avoid flying low in the neighbourhood of these stations.