

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

Rijswijk, 07 Sep 2022

AIRAC AMENDMENT 11/22

EFFECTIVE DATE 03 NOV 22

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	ENR 1.10-1	ENR 1.10-1	EHDL 2-5	EHDL 2-5
GEN 0.4-2	GEN 0.4-2	up to	up to		
GEN 0.4-4	GEN 0.4-4	ENR 1.10-4	ENR 1.10-4	EHWO 2-7	EHWO 2-7
GEN 0.4-6	GEN 0.4-6	ENR 3.5-1	ENR 3.5-1	up to	up to
GEN 1.6-3	GEN 1.6-3	ENR 3.5-2	ENR 3.5-2	EHWO 2-20	EHWO 2-20
GEN 3.3-3	GEN 3.3-3	ENR 4.1-1	ENR 4.1-1		EHWO 2-21
		up to	up to		up to
		ENR 4.1-6	ENR 4.1-6		EHWO 2-24
		ENR 5.2-12	ENR 5.2-12		

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:

Military Aviation Authority NLD
 In order H-ALL

W.E.W. Jacobsen
 Lt Colonel

GEN 0.4 CHECKLIST OF MIIAIP PAGES

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EHVK 2-19	03 DEC 2020					
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EHVK 2-21	09 SEP 2021					
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EHWO 2-3	14 JUL 2022					
EHWO 2-4	19 MAY 2022					
EHWO 2-5	12 AUG 2021					
EHWO 2-6	28 JAN 2021					
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Article 7

Unless special permission has been given by or on behalf of the Minister of Defence, no 'Electronic Counter Measures' flights shall be carried out.

Article 8

Unless special permission has been given by the Minister of Defence, ACFT as referred to in article 1 shall not carry weapons, ammunition, bombs, torpedoes, other missiles, or photographic equipment, except where they form part of the normal equipment of such ACFT.

Article 9

This Decree may be cited as 'the entry and transit regulations for MIL ACFT of NATO countries flying into and over Netherlands territory'.

Article 10

Order no. 381.921, Legal Affairs Department, Legislation and Public Law Division, dated 14 February 1973 and issued by the Minister of Defence, as amended by Ministerial Order No. 381.921 V of 25 October 1977, is hereby rescinded.

Article 11

This Decree shall be in force with effect from the date of signature.

Article 12

This Decree shall be published in The Netherlands Government Gazette.

The Hague, 8 September 1987

signed

THE AFOREMENTIONED
MINISTER

GEN 1.6.1.1 Military flights during 1545 (1445) and 2300 (2200)

In addition to the rules stated in Article 3 paragraph 3.3 final approval to execute the flight has to be obtained from Dutch Mil supervisor (+31577458700/+31(0)887475700) before 1400 (1300).

GEN 1.6.1.2 Military flights during nights, weekends and public holidays

No OAT allowed between GND and FL245 on legal holidays published in the AIP Netherlands GEN 2.1, and from MON-THU 2200-0500 (2100-0400) and from FRI 2200 (2100) THRU MON 0500 (0400). AO to file GAT during these periods.
OAT filing is allowed when overflying AMS FIR FL245+ 24H (see ENR1.10.1.2.)

GEN 1.6.2. Entry and transit regulations for MIL ACFT of non-NATO countries flying into and over Netherlands territory

- 1 Entry of Amsterdam FIR by non-NATO MIL ACFT is subject to prior diplomatic clearance. Entry requests shall be addressed via diplomatic channels to the Ministry of Foreign Affairs.
Postal address:
Ministry of Foreign Affairs 3W World Wide Working Flight Coordinator Office
Tel: +31(0)70 3486582
Email: 3W-flightcoordinator@minbuza.nl
Dutyphone: +31(0)651340551 to be used in case of emergency outside office hours
- 2 Subject requests have to be made at least five working-days prior to the execution of the flight. Reference of the authorisation has to be inserted in item 18 of the flightplan.

GEN 1.6.3. Entry and transit regulations for MIL transport ACFT of EU Member States or Schengen Agreement States flying into and over Netherlands territory

- 1 For MIL transport ACFT of EU Member States or Schengen Agreement States the provisions established in the Diplomatic Clearances Technical Arrangement (DIC TA) apply.
- 2 Diplomatic clearance numbers, the DIC TA and all other necessary information can be found on the European Defense Agency Diplomatic Clearance Portal: <https://dic.eda.europa.eu/>.

GEN 3.3.6 ATS units address list

Unit name	Postal address	Telephone NR	Telefax NR	AFTN address
MilATCC Schiphol	MilATCC Schiphol MPC 61C P.O. Box 8762 4820 BB Breda The Netherlands	+31(0)577458700 +31(0)887475700	AOCS_Mil_Sup@mindef.nl	EHMCZRZX
MilATCC Schiphol AFMU(AMC)	MilATCC Schiphol attn AFMU MPC 61C 4820 BB Breda The Netherlands	+31(0)204062395	nvt	
MilATCC Schiphol FDNO (AIS/NOF/ ARO)	MilATCC Schiphol attn FDNO MPC 61C 4820 BB Breda The Netherlands	+31(0)20 4062846 AIS/NOF +31(0)20 4062843 ARO +31(0)20 4062840		EHMCZPZX
Maastricht UAC	Eurocotrol Maastricht UAC Horsterweg 11 6199 AC Maastricht Airport	+31(0)43 3661234	+31(0)43 3661300	EDYYZQZX
Deelen	DHC Vliegbasis Gilze-Rijen attn C931 tav Vliegbasis Deelen MPC 89A P.O. Box 8762 4820 BB Breda	+31(0)346 335902	+31(0)26 3531325	
De Kooy	DHC Maritiem Marinevlieg- kamp De Kooy MPC 10A P.O. Box 8762 4820 BB Breda	+31(0)223 653000	+31(0)223 658653	EHKDZTZX
Eindhoven	Vliegbasis Eindhoven MPC 87A P.O. Box 8762 4820 BB Breda	+31(0)40 2896911	+31(0)40 2896466	EHEHZTZX
Gilze-Rijen	DHC Vliegbasis Gilze-Rijen MPC 89A P.O. Box 8762 4820 BB Breda	+31(0)161 296911	+31(0)161 296436	EHGRZTZX
Leeuwarden	Vliegbasis Leeuwarden MPC 80A P.O. Box 8762 4820 BB Breda	+31(0)58 2346911	+31(0)58 2346982	EHLWZTZX
Volkel	Vliegbasis Volkel MPC 86A P.O. Box 8762 4820 BB Breda	+31(0)413 276911		EHVKZTZX
Woensdrecht	Vliegbasis Woensdrecht MPC 91A P.O. Box 8762 4820 BB Breda	+31(0)164 692911	+31(0)164692940	EHWOZTZX



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ENR 1.10 FLIGHT PLANNING

ENR 1.10.1 Submission of flightplans for MIL ACFT as OAT

ENR 1.10.1.1 Requirement to submit a flightplan

The use of tactical callsigns (e.g. TIGER01), outside an exercise area, within EHAA FIR is prohibited for military aircraft not stationed within The Netherlands;

A flightplan shall be submitted prior to operating:

- a. any IFR flight.
- b. any VFR flight:
 - departing from or destined for an AD within a control zone;
 - crossing Schiphol CTR;
 - across the FIR boundary i.e. international flights;
 - all flights to/from the North Sea and the NSAA;
 - conducted in airspace class A (IFR only) under an exemption, when specifically required;
 - conducted in airspace class B;
 - requiring special provisions (for example parade-flights and calibration-flights, royal flights).

ENR 1.10.1.2 Filing

GENERAL REQUIREMENTS

A flightplan is required for VFR and IFR flights and shall be submitted i.a.w. the following procedures:

- The ICAO format (FPL) shall be used. Estimated Time of Departure (ETD) shall be filed instead of Estimated off Block Time (item 13 in FPL).
- Specification in item 18 of the accumulated Estimated Elapsed Time (EET) to the EHAA FIR BDY is required for international VFR flights and for international IFR flights.
- Specification in item 18 of the persons on board (POB) is required, if unknown fill in TBN (to be notified).
- For VFR flights into and over The Netherlands the flightplan concerned shall contain both the exact positions of entry and exit and the routing within the Amsterdam FIR.
- VFR flights are not allowed above FL195.
- A flightplan has to be filed at least one hour before ETD.
- Unless an update or delay message has been received the flightplan will be considered as cancelled one hour after ETD or established time over the entry point.

REQUIREMENTS FOR FILING OF IFR GAT FLIGHTPLANS

Military traffic can file IFR GAT flightplans in accordance with the rules as published in AIP Netherlands.

In addition, the flightplan message shall be readdressed to AFTN address EHMCZQZU.

REQUIREMENTS FOR FILING IFR OAT FLIGHTPLANS

GENERAL

IFR OAT with destination EHBK, EHGG, EHRD and EHAM shall be filed as mixed OAT/GAT to the IFPS (EUCHZMFP, EUCBZMFP) using a STAR as published in AIP Netherlands AD 2.

Outside operational HRS of MIL ADs, flightplan and associated messages may be communicated, after prior permission, to MilATCC Schiphol by using a telephone (tel.: +31(0)577 458700).

Flights making use of Windows should specify this as RMK/Window under item 18 of the flightplan.

FLIGHTS WITH CRUISE FLIGHT LEVEL BETWEEN FL195 – FL245 OR FLIGHTS CROSSING FL245

The flightplan message shall be addressed to following AFTN addresses:

- Flights with cruise flight level between FL195 – FL245 shall address EHMCZQZU.
- Flights crossing FL245 shall address EHMCZQZU and EDYYYYUYX.
- Non-RVSM equipped aircraft have to file OAT using TACAN route points when flying below FL245.

No OAT allowed BTN FL195-FL245 on legal holidays as published in the AIP Netherlands GEN 2.1, and from MON-THU 2200-0500 (2100-0400) and from FRI 2200 (2100) thru MON 0500 (0400). AO has to file GAT in accordance with the rules as published in AIP Netherlands

DUE TO LACK OF PERSONNEL NO OAT ATS WILL BE PROVIDED IN EHAA FIR BY DUTCHMIL BTN GND AND FL245 UNLESS PPR OBTAINED VIA DUTCHMIL SUPERVISOR PHONE +31(0)577458700/+31(0)887475700

FLIGHTS ENTERING AND EXITING THE AMSTERDAM FIR ABOVE FL245

Military flights entering and exiting the Amsterdam FIR above FL245 can file OAT H24 (Free Route or TACAN).

International military flights intending to file OAT crossing the boundary from Amsterdam FIR to

London UIR shall file via the following boundary points: NAVPI, LONAM, MC9.

The flightplan message shall be addressed to AFTN address EDYYYYUYX and EHMCZQZU.

ENR 1.10.2 Submission of IFR flightplans for MIL ACFT as GAT

ENR 1.10.2.1 Filing

IFR flightplans shall be submitted at least 60 MIN before EOBT except when ATFCM regulations are in force along the route to be flown (see AIP Netherlands). The flightplans shall be sent to the IFPS (EUCHZMFP and EUCBZMFP) and to OAT addressees (mixed OAT/GAT) and GAT addressees outside the IFPS-zone.

NON RVSM equipped ACFT should refrain from filing flightlevels between FL 290 en FL 410 as much as practicable.

Information with respect to ATFCM measures can be obtained at the ARO of the departing MIL AD.

ENR 1.10.2.2 Co-ordination

For flights departing from a MIL AD in The Netherlands, MilATCC Schiphol is the ACFT operator and acts as intermediary between the MIL AD concerned and the CFMU.

Departure slot co-ordination shall take place between MilATCC Schiphol and the CFMU, using the ATFCM messages as defined in the EUROCONTROL Handbook, part 'ATFCM User Manual'.

If slot time(s) cannot be met, MilATCC Schiphol is to be informed at once in order to make new arrangements.



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ENR 3.5 OTHER ROUTES

ENR 3.5.1 TACAN routes upper airspace

IDENTIFICATION / SIGNIFICANT POINTS	MAG TRACK	DIST NM	MINIMUM IFR CRUISING LEVEL		REMARKS
			E-BOUND	W-BOUND	
1	2	3	4	5	6
<p>TACAN RED ONE (TR1)</p> <p>London UIR/Amsterdam FIR INT NAVPI 52°32'50"N 002°50'26"E</p> <p>INT MC2 52°30'N 004°03'E LWD R-238/76 DME</p> <p>INT MC3 53°00'N 005°12'E LWD R-238/24 DME</p> <p>LWD 53°13'25"N 005°45'07"E</p> <p>INT MC4 53°34'00"N 006°36'30"E LWD R-058/37 DME Amsterdam FIR/Hannover UIR</p>	<p><u>104</u> 284</p> <p><u>058</u> 238</p> <p><u>058</u> 238</p> <p><u>058</u> 238</p>	<p>43</p> <p>51</p> <p>24</p> <p>37</p>	<p>FL 210</p> <p>↓</p> <p>FL 210</p>	<p>↑</p> <p>FL 200</p> <p>FL 200</p>	<p>Depicted on chart ENR 6</p> <p>Access to route TL3</p> <p>Access to routes TL3N and TR1N</p> <p>From/to WTM (FRG)</p>
<p>TACAN RED ONE NORTH (TR1N)</p> <p>London UIR/Amsterdam FIR INT MC9 53°30'N 003°39'E LWD R-286/77 DME</p> <p>LWD 53°13'25"N 005°45'07"E</p>	<p><u>106</u> 286</p>	<p>77</p>	<p>↓</p> <p>FL 210</p>	<p>FL 200</p>	<p>Depicted on chart ENR 6</p> <p>Access to routes TR1 and TL3N</p>

IDENTIFICATION / SIGNIFICANT POINTS	MAG TRACK	DIST NM	MINIMUM IFR CRUISING LEVEL		REMARKS
			E-BOUND	W-BOUND	
1	2	3	4	5	6
TACAN LINK THREE NORTH (TL3N) LWD 53°13'25"N 005°45'07"E Amsterdam FIR/Hannover UIR INT MC5 52°35'30"N 007°03'33"E	132 312	61	FL 210	FL 200	Link route associated with TR1; depicted on chart ENR 6 From/to IBAGU (FRG)
TACAN LINK THREE (TL3) INT MC3 53°00'N 005°12'E LWD R-238/24 DME BDRY 52°34'N 006°46'E Amsterdam FIR/HannoverUIR	115 295	62	↓ FL 210	↑ FL 200	Link route associated with TR1; depicted on chart ENR 6 From/to IBAGU (FRG)
TACAN BLUE SIX ¹⁾²⁾ (TB6) London UIR/Amsterdam FIR INT NAVPI 52°32'50"N 002°50'26"E VKL R-298/119 DME VKL 51°39'20"N 005°42'25"E Amsterdam FIR/Hannover UIR NOLRU 51°30 01"N 006°12'59"E NOR R-336/44 DME	118 298 116 296	119 21	FL 210 ↓	↑ FL 200	Depicted on chart ENR 6 From/to NOR (FRG)

NOTE: OAT ATS in the EHAA FIR between ground and FL245 is subject to PPR obtained no earlier than 48 hours prior to the flight via DUTCHMIL SUPERVISOR by phone +31(0)577458700/+31(0)887475700

ENR 4. RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS EN-ROUTE

ID	STATION	FACILITY	CHANNEL/ FREQ.	COORD	RANGE/ ALTITUDE
DLN	DEELEN	TACAN	CH 59X	52°03'26"N 005°52'21"E	40 NM/25000 ft
EHV	EINDHOVEN	TACAN	CH 119X	51°26'53"N 005°22'30"E	150 NM/60000 ft
GZR	GILZE-RIJEN	TACAN	CH 111X	51°33'58"N 004°56'01"E	40 NM/25000 ft
LWD	LEEWARDEN	TACAN	CH 94X	53°13'25"N 005°45'07"E	150 NM/60000 ft
VKL	VOLKEL	TACAN	CH 20X	51°39'20"N 005°42'25"E	200 NM/60000 ft
WDT	WOENSRECHT	TACAN	CH 97X	51°26'51"N 004°20'38"E	40 NM/25000 ft

*) Property of and maintained by CIV aviation authorities.

ENR 4.2 Special navigation systems

Not applicable.

ENR 4.3 Global navigation satellite system (GNSS)

Not applicable.

ENR 4.4 Name-code designators for MIL used significant points

Identification	Co-ordinates	Reference	Purpose
ALME	52°26'00"N006°30'00"E		BENE
AMEL	53°29'00"N005°40'00"E		AWX/BENE
ASTUW	52°46'28.42"N004°51'21.14"E		EHKD: APCH
BEXWI	51°34'47.42"N004°26'08.47"E		EHWO: APP
BERG	52°40'00"N004°31'00"E		BENE
BGUM	53°10'00"N006°00'00"E		AWX
BEIL	52°53'00"N006°31'00"E		AWX
BOCOC	53°09'21.98"N005°35'09.64"E		EHLW: APCH
BORK	53°31'00"N006°47'00"E		AWX

Identification	Co-ordinates	Reference	Purpose
BZDK	53°01'00"N005°13'00"E		AWX/BENE
COLP	51°34'00"N003°54'00"E		AWX/BENE
CREI	52°46'00"N005°34'00"E		AWX
DDAM	51°55'00"N006°14'00"E		BENE
DINT	51°42'00"N004°24'00"E		AWX/BENE
DOKK	53°19'10"N005°59'25"E		HELIROUTE
DUTCU	53°11'49.66"N005°32'19.14"E		EHLW: APP
EDFOS	52°46'21.87"N004°43'26.59"E		EHKD: APP
EHAL	53°27'10"N005°40'40"E		HELIROUTE
ELST	51°54'00"N005°52'00"E		AWX
FAFLO	53°04'50.38"N004°57'22.86"E		EHKD: APP
FESWA	51°23'03.00"N004°04'06.03"E		EHWO: APP
FEWEX	52°51'25.48"N004°36'48.96"E		EHKD: APP
GIET	52°45'00"N006°02'00"E		BENE
GOHEM	53°02'20.11"N004°54'33.80"E		EHKD: APP
GORK	51°52'00"N004°55'00"E		AWX
HARD	52°35'00"N006°37'00"E		AWX
HEDL	51°45'00"N005°17'00"E		BENE
HH5E	52°52'28"N007°07'05"E		BENE, COP
HILB	51°29'00"N005°09'00"E		AWX
HOXZA	52°59'51.04"N004°51'47.32"E		EHKD: APP
HPLT	51°23'00"N003°37'00"E		BENE
IPCOL	53°20'07.27"N005°52'20.65"E		EHLW: APP
JOPFI	53°00'40.93"N004°58'42.64"E		EHKD: APP
KOPFA	52°50'42.57"N004°41'37.28"E		EHKD: APP
JULI	52°56'00"N007°11'00"E		COP
LEMR	52°50'00"N005°30'00"E		BENE
LIVO	51°58'00"N006°36'00"E		AWX
LIWOB	53°17'39.12"N005°55'10.55"E		EHLW: APP
LOCFU	53°03'44.83"N004°42'09.81"E		EHKD: APP
MC2	52°30'00"N004°03'00"E	LWD R-238/75 DME	DCT ROUTING
MC3	53°00'00"N005°12'00"E	LWD R-238/24 DME	DCT ROUTING
MC4	53°34'00"N006°36'30"E	LWD R-058/37 DME	DCT ROUTING
MC5	52°35'30"N007°03'33"E	TBN	DCT ROUTING
MC9	53°30'00"N003°39'00"E	LWD R-286/76 DME	DCT ROUTING
MCLZ	53°11'21"N005°48'12"E		HELIROUTE

Identification	Co-ordinates	Reference	Purpose
MCS	52°29'00"N007°03'00"E	TBN	DCT ROUTING
MDYK	51°32'00"N004°06'00"E		BENE
MEYL	51°23'00"N005°53'00"E		BENE
MIDL	51°40'00"N005°24'00"E		AWX
MIDS	53°23'03"N005°16'42"E		HELIROUTE
MILGI	51°11'49"N006°07'30"E	NOR R-318/30 DME	DCT ROUTING
MILL	51°51'00"N006°09'00"E		AWX
MODY	51°40'00"N004°40'00"E		AWX
NAVPI	52°32'50"N002°50'26"E		DCT ROUTING
NIRUC	51°30'45.89"N004°36'53.48"E		EHWO: APP
NIXCO	52°45'26.25"N004°38'44.82"E		EHKD: APP
NOFUD	52°48'13.26"N004°38'52.11"E		EHKD: APP
NOLRU	51°30'01"N006°12'59"E	NOR R-336/44 DME	DCT ROUTING
NOSS	51°47'00"N005°30'00"E		AWX
NUNS	52°25'00"N005°44'00"E		AWX/BENE
NUSP	52°23'00"N005°43'00"E		AWX
OLDM	52°49'00"N005°59'00"E		AWX
OSCAR	51°52'30"N006°18'03"E		COP
OSPL	51°17'00"N005°46'00"E		BENE
OUDB	51°36'00"N004°32'00"E		BENE
PAFAZ	51°19'20.97"N003°58'44.69"E		EHWO: APP
PUFLA	53°06'32.44"N004°44'16.71"E		EHKD: APP
RACLE	53°15'10.91"N005°58'00.13"E		EHLW: APP
RAS	52°54'20"N005°17'30"E		Entry EH-R4
RENE	51°56'00"N005°35'00"E		AWX
RENS	52°03'00"N005°35'00"E		AWX
RMND	51°14'00"N005°55'00"E		BENE
ROOG	53°34'00"N006°30'00"E		AWX/BENE
SEVE	51°25'00"N006°04'00"E		BENE
SKMR	53°02'00"N005°45'00"E		AWX/BENE
SLUI	51°21'00"N003°33'00"E		AWX/BENE
SNEE	53°02'05"N005°38'24"E		HELIROUTE
SOOG	53°28'27"N006°11'42"E		HELIROUTE
STAA	52°52'00"N005°20'00"E		BENE
STAV	52°53'00"N005°20'00"E		AWX
STKA	53°02'00"N006°54'00"E		AWX

Identification	Co-ordinates	Reference	Purpose
STUI	51°30'00"N004°44'00"E		AWX
TAFTU	52°48'17.42"N004°44'32.26"E		
TERM	53°16'00"N007°01'00"E		AWX
THR07	51°26'42.49"N004°19'32.57"E		EHWO: APP
THR25	51°27'10.34"N004°21'30.92"E		EHWO: APP
TIEL	51°51'00"N005°29'00"E		AWX/BENE
TOHAR	53°07'39.51"N005°31'04.07"E		EHLW: APP
TOLD	52°03'00"N006°14'00"E		AWX
TRMN	53°18'00"N007°05'00"E		BENE
UCTOW	51°27'42.98"N004°01'15.31"E		EHWO: APP
UMGC	53°13'30"N006°34'30"E		HELIROUTE
UPJEF	51°35'26.58"N004°34'05.31"E		EHWO: APP
URK	52°38'00"N005°34'00"E		BENE
VEFKI	53°06'54.23"N005°37'59.81"E		EHLW: APP
VERE	51°36'00"N003°39'00"E		AWX
VL	53°17'50"N005°05'14"E		HELIROUTE
VLI	53°20'00"N004°48'00"E		AWX/BENE
VLR	53°14'00"N004°55'00"E		AWX
VUZCO	51°32'30.41"N004°44'23.67"E		EHWO: APP
W1C	52°07'33"N005°16'23"E	EHV R-355/41 DME	Window 1
W1N	52°47'20"N005°10'14"E	EHV R-355/81 DME	Window 1
W1S	51°58'55"N005°17'42"E	EHV R-355/32 DME	Window 1
W2N	53°08'12"N005°58'18"E	LWD R-124/10 DME	Window 2
W2S	52°53'59"N006°31'38"E	LWD R-125/34 DME	Window 2
W3C	51°57'50"N006°17'25"E	VKL R-049/27 DME	Window 3
W3N	52°16'28"N006°53'30"E	VKL R-049/58 DME	Window 3
W3S	51°48'04"N005°58'51"E	VKL R-049/13 DME	Window 3
WHSD	51°44'00"N003°49'00"E		BENE
WO402	51°24'35.60"N004°10'35.57"E		EHWO: APP
WO406	51°27'39.20"N004°23'33.40"E		EHWO: APP
WO412	51°29'14.82"N004°30'22.15"E		EHWO: APP
WO416	51°26'15.07"N004°17'36.21"E		EHWO: APP
WO417	51°25'11.52"N004°13'07.19"E		EHWO: APP
WO418	51°33'36.81"N004°12'05.26"E		EHWO: APP
WSTR	52°49'00"N006°36'00"E		AWX
WYCH	51°49'00"N005°44'00"E		BENE

Identification	Co-ordinates	Reference	Purpose
XIND	54°12'00"N006°30'00"E		COP
XLAH	51°36'07"N006°08'29"E		COP
XMCT	52°18'00"N007°01'00"E		COP
XOZEP	53°19'20.75"N005°59'18.03E		EHLW: APP
XYKE	53°54'00"N006°30'00"E		COP
YOJUP	52°58'10.45"N004°55'54.12"E		EHKD: APP
ZABO	51°49'00"N005°15'00"E		AWX
ZDHN	53°19'00"N006°20'00"E		BENE
ZOJIK	53°02'21.54"N004°54'35.63"E		EHKD: APP
ZUND	51°28'00"N004°40'00"E		AWX/BENE
ZWSL	52°39'00"N006°06'00"E		AWX

ENR 4.5 Aeronautical ground lights - en-route

Not applicable.

ENR 5.2.2.4 Reservations and allocation of airspace and control points

ENR 5.2.2.4.1 Reservation of airspace

Reservation of airspace must be done i.a.w. ENR 5.1.

The Fighter Allocator of the AOCS NM CRC must be informed on workings days before 08.30 LT on CP requests. The Fighter Allocator will divide the available CPs among the planned missions, and inform the respective airspace users of the CP allocation. A mission, that exceeds the ETA with more than 15 MIN, could be denied the previous allocated airspace and/or CPs. If the mission is still proceeding, airspace and CPs have to be requested again.

For ad-hoc operations CPs can be requested via the Fighter Allocator by telephone or R/T ('Bandbox Main'). Ad-hoc CP allocation will be done on basis of availability, and will have a lower priority than previous allocated CPs.

Priorities in CP allocation are set by HQ RNLAf Command Air Force Breda, section Fighter Operations.

ENR 5.2.2.4.2 Booking Principles and Priority Rules for Areas published in AIP NL ENR 5.1

All military training areas are published in the AIP Netherlands. For the actual lateral and vertical dimensions, time of usage and remarks consult the AIP Netherlands ENR 5.1.

ENR 5.2.2.4.2.1 General rules for the booking of an Area

Every training area has a single, dedicated primary user. The primary user determines who and at what time the area may be used. Under special circumstances, the primary user is authorized to cancel an approved booking. Coordination is conducted through the intervention of AFMU. In case the request for reservation covers a period outside the specific times for the area mentioned activation timetable and National Holidays AIP Netherlands Gen 2.1, the primary user of the area shall be involved in the approval of the request whilst taking into account the affected stakeholders. AFMU shall require owner approval of the reservation and a declaration of the necessity and risk of degradation of the operation. All current regulations regarding usage and execution of operations (e.g. minimum altitude, noise reduction measures etc.) will remain in force.

ENR 5.2.2.4.2.1.1. Airspace Request

Airspace can be booked at the earliest 363 days in advance with the AFMU. The minimum term for booking of airspace is described in ENR 5.2.2.4.2.1.6 and ENR 5.2.2.4.2.1.7. An airspace request shall be received by AFMU no later than 1200 LCL the day before the planned operations (Fri 1200 LCL for the Monday after) according ENR 5.2.2.4.2.1.6. Requests received after this time may be refused by AFMU.

ENR 5.2.2.4.2.1.2 After AUP publication until H-3

The airspace allocation will be made available to the airspace users by an Airspace Use Plan (AUP). After AUP publication, a change in military requirements and/or priorities may necessitate the need to adjust existing airspace bookings or additional bookings. The deadline for such adjustment or an additional booking is as early as possible with a limit of 3 hours before start of the event (H-3). Activities announced later than H-3 shall be handled according ENR 5.2.2.4.2.1.3.

The H-3 rule is applicable for the following areas:

EHD1-9, EHD018, EHD41D, EHD42, EHR4A/E, EHR8A, EHTRA10A, EHTRA12A.

NOTE: EHTRA12 can be booked on short notice.

ENR 5.2.2.4.2.1.3. After H-3

Any adjustment in time, location and volume of existing bookings or additional bookings will be subject to Collaborative Decision Making CDM. If consensus fails, GAT will have priority on the planned ATS routes and published DCTs (including CDR1, CDR2). Request will be coordinated as follows:

- Flights already airborne with an ad hoc request are coordinated directly on the frequency.
Depending on the traffic situation, the ACC/UAC concerned may impose ATS restrictions.
- If time permits, these flights will be coordinated in advance between TCS and the SV of the ACC/UAC(s) concerned.
- Flights concerned not yet airborne shall be coordinated via Supervisor MILATCC Schiphol (SV). MILATCC SV will coordinate the request with the relevant ACC/UAC unit. Depending on the traffic situation, these ACC/UAC(s) may impose restrictions on additional bookings.

ENR 5.2.2.4.2.1.4. Cancellation booking

When a booking is no longer required AFMU shall be informed within 30 minutes. The slot will first be made available to other potential military airspace users. If within 30 minutes no reply is received, the slot will be released to ACCs/UACs. On the day of operation the slot shall be cancelled via Supervisor MILATCC Schiphol.

ENR 5.2.2.4.2.1.5. Address for Notification and Coordination for Exercise Airspace

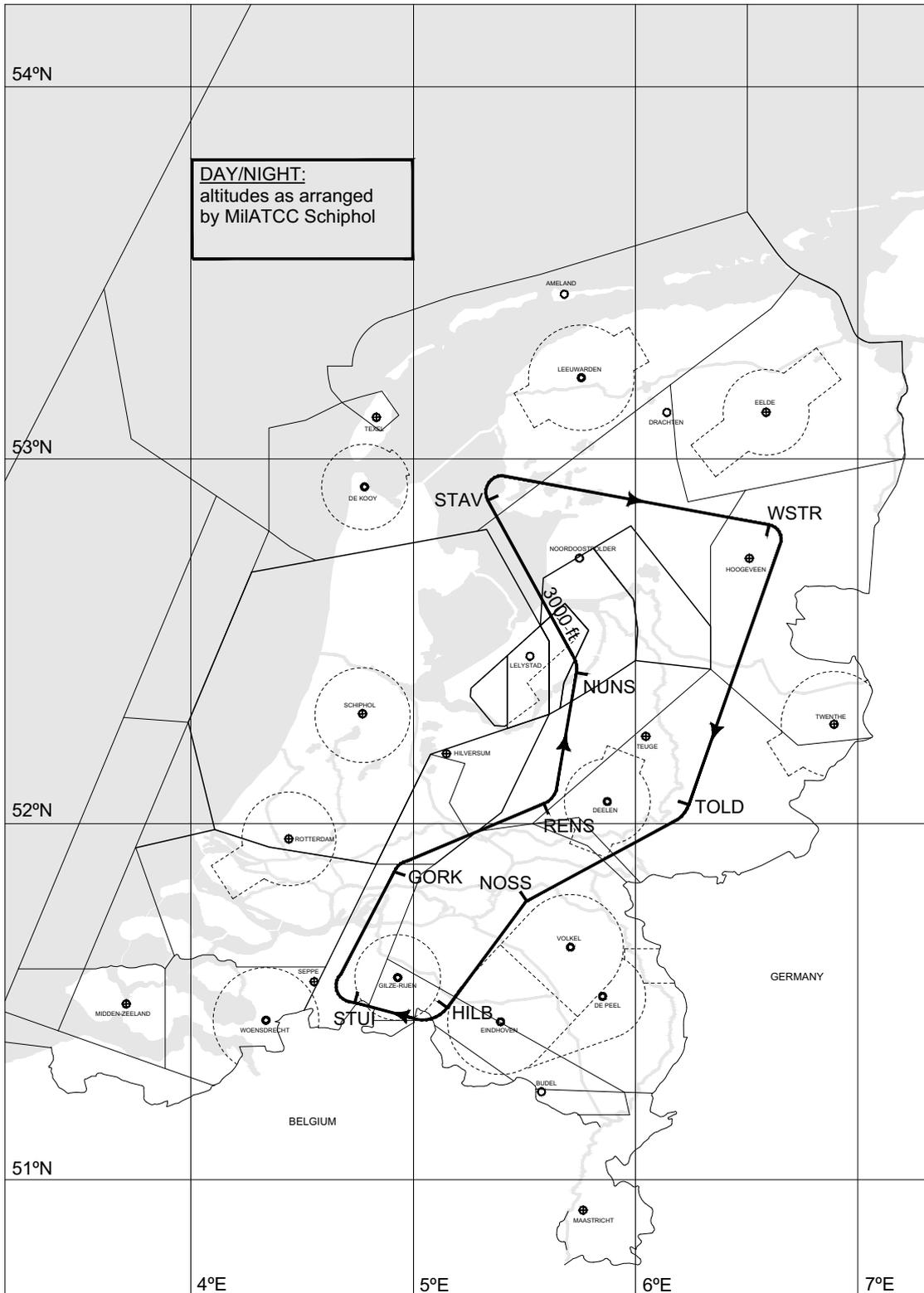
Airspace requests shall be forwarded to AMC Netherlands (AFMU) via the national booking tool or sent by letter or e-mail to:

Airspace and Flow Management Unit (AFMU)–AMC
Air Control Squadron – AOCS NM.
Royal Netherlands Air Force
Ministry of Defence
Postbus 8762 | 4820 BB | Breda | MPC 38 B
T1 +31 20 4062395
T2 +31 577 458700
+31(0)887475700
Email: aocs.amc@mindef.nl

ENR 5.2.2.4.2.1.6. Basic Registration time for Airspace request within published time frame

Area	Primary User	Minimum time required for request
EUCSEA1	1 and GAF	3 working days
EHR 2	5	10 working days
EHR 2A/2B/2C	2	5 weeks
EHR 3	5	According AIP Netherlands
EHR 3A	5	According AIP Netherlands
EHR 3B	5	6 weeks
EHR 4	1	According AIP Netherlands
EHR 4A/4E	1	1 working day
EHR 8	4	According AIP Netherlands
EHR 8A	4	1 working day

AWX ROUTE 1



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 ^{*)} 122.100 ^{**)} 312.400 ^{*)} 257.800 ^{**)}	HO	^{*)} Primary FREQ ^{**)} 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

Glider- and Light ACFT flying

Glidersite Terlet is located within the Deelen CTR/RMZ. Daily SR/SS the areas Terlet 1, Terlet 2, and Terlet 3 (see Local map) can be activated. Intensive gliderflying may be expected during activation of these areas.

EHDL AD 2.21 Noise abatement procedures

To be developed.

EHDL AD 2.22 Flight procedures

IFR procedures

The IAP and SID procedures are established in accordance with the 'Criteria for the preparation of Instrument Approach and Departure Procedures (APATC-1)'.

VFR procedures

APPROACH PROCEDURES:

HEL are to approach at 750 ft via one of the following IPs:	
IP Woeste Hoeve (WH)	PSN approx. 3 NM north-east of the AD
IP West:	PSN approx. 2 NM south-west of the AD
IP East:	PSN along road Apeldoorn-Arnhem, 1 NM north of intersection with motorway A-50.

DEPARTURE PROCEDURES:
Departure depending on intentions as directed by ATC.

REPORTING POINTS:

IP WH:	52°06,04.20"N 005°57'07.20"E
IP West:	52°02'09.00"N 005°48'56.40"E
IP East:	52°01'48.60"N 005°55'44.40"E

CIRCUIT PROCEDURES:
Circuit altitude 750 ft AMSL, direction 19 L/H, 01 R/H, 13 L/H, 31 R/H, 07 L/H and 25 R/H

EHDL AD 2.23 Additional information

Approach control through Rapcon West.

EHDL AD 2.24 Charts related to an aerodrome

Aerodrome Chart	EHDL AD 2-7
Local map	EHDL AD 2-8
MVA chart	EHDL AD 2-9
Instrument approach chart TACAN RWY 01	EHDL AD 2-11
Instrument approach chart Copter TACAN 019	EHDL AD 2-12
Instrument approach chart ILS or LOC RWY 19	EHDL AD 2-13
Instrument approach chart TACAN RWY 19	EHDL AD 2-14
Instrument approach chart Copter TACAN 195	EHDL AD 2-15

EHWO AD 2.20 Local traffic regulations

Glider- and Light ACFT flying

Glider- and modelflying outside OPR HR SR/SS.

EHWO AD 2.21 Noise abatement procedures

To be developed.

EHWO AD 2.22 Flight procedures

IFR procedures

The IAP and SID procedures are established in accordance STANAG 3759 and AATCP-1.

RPN approach RWY 07

serial number	Path Des ciptor	WPT ident	Fly Over	Mag°/(T°)	Recom navaid	Dist nm	turn	Altitude (ft AMSL)	Speed (KIAS)	VPA (°TCH(ft))	NAV Spec
001	IF	UCTOW	-	-	-	-	-	+2000	-	-	RNAV1
002	TF	FESWA	-	158/(159.2)	-	5.0	-	+2000	-	-	RNAV1
003	IF	PAFAZ	-	-	-	-	-	+2000	-	-	RNAV1
004	TF	FESWA	-	041/(042.3)	-	5.0	-	+2000	-	-	RNAV1
005	IF	FESWA	-	-	-	-	-	+2000	-	-	
006	TF	WO402	-	068/(069.2)	-	4.3	-	+2000	-	-	RNP APCH
007	TF	THR07	Y	068/(069.4)	-	6	-	-	-	-3.00/54	RNP APCH
008	CF	WO406	Y	068/(069.4)	-	2.7	-	-1000	-	-	RNP APCH
009	DF	UCTOW	-	-	-	-	L	+3000	-	-	RNP APCH

FAS data block - RWY 07

Input data	
Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHWO
Runway	07
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E07A
LTP/FTP Latitude	512642.4915N
LTP/FTP Longitude	0041932.5655E
LTP/FTP Ellipsoidal Height (metres)	56.4
FPAP Latitude	512710.3410N
Delta FPAP latitude (seconds)	27.8495
FPAP longitude	0042130.9220E
Delta FPAP Longitude (seconds)	118.3565
Threshold Crossing Height	54.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output	
Data Block	10 0F 17 08 05 07 00 00 01 37 30 05 77 EE 13 16 AB 3C DB 01 34 16 93 D9 00 A9 9C 03 1C 02 2C 01 64 00 C8 AF 24 80 FC 79
Calculated CRC Value	2480FC79
Supplied CRC Value	2480FC79
Comparison Result	OK

Required Additional Data	
ICAO Code	WO
LTP/FTP Orthometric Height (metres)	11.9

RPN approach RWY 25

serial number	Path Descriptor	WPT ident	Fly Over	Course-Mag°/(T°)	Recom navaid	Dist nm	turn	Altitude (ft AMSL)	Speed (KIAS)	VPA (°TCH(ft))	NAV Spec
001	IF	BEXWI	-	-	-	-	-	+2000	-	-	RNAV1
002	TF	UPJEF	-	081/(082.4)	-	5.0	-	+2000	-	-	RNAV1
003	TF	NIRUC	-	158/(159.6)	-	5.0	-	+2000	-	-	RNAV1
004	IF	VUZCO	-	-	-	-	-	+2000	-	-	RNAV1
005	TF	NIRUC	-	248/(249.5)	-	5.0	-	+2000	-	-	RNAV1
006	IF	NIRUC	-	-	-	-	-	+2000	-	-	-
007	TF	WO412	-	248/(249.5)	-	4.3	-	+2000	-	-	RNP APCH
008	TF	THR25	Y	248/(249.4)	-	5.9	-		-	-3.00/54	RNP APCH
009	CF	WO416	Y	248/(249.3)	-	2.6	-	+1000	-	-	RNP APCH
010	DF	WO417	Y	248/(249.3)	-	3	-		-	-	RNP APCH
011	DF	WO418	-	-	-	-	R	+3000	-	-	RNP APCH
012	TF	BEXWI	-	081/(082.4)	-	8.8	-	+3000	-	-	RNP APCH

FAS data block RWY 25

Input data	
Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHWO
Runway	25
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E25A
LTP/FTP Latitude	512710.3410N
LTP/FTP Longitude	0042130.9220E
LTP/FTP Ellipsoidal Height (metres)	63.7
FPAP Latitude	512642.4915N
Delta FPAP latitude (seconds)	-27.8495
FPAP longitude	0041932.5655E
Delta FPAP Longitude (seconds)	-118.3565

Threshold Crossing Height	54.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output	
Data Block	10 0F 17 08 05 19 00 00 01 35 32 05 0A C8 14 16 54 D9 DE 01 7D 16 6D 26 FF 57 63 FC 1C 02 2C 01 64 00 C8 AF 71 22 E2 EE
Calculated CRC Value	7122E2EE
Supplied CRC Value	7122E2EE
Comparison Result	OK

Required Additional Data	
ICAO Code	WO
LTP/FTP Orthometric Height (metres)	19.2

VFR procedures

APPROACH PROCEDURES:

Both circuits are to be flown to the north, R/H pattern for RWY 25 and L/H pattern for RWY 07. The part of the approach in the CTR towards IP shall be flown at 2000 ft. After passing IP descend to 1500 ft circuit altitude.

CIRCUIT ALTITUDES:

Overhead pattern: 1500 ft.

Rectangular pattern: 1000 ft.

HEL pattern: 500 ft.

INITIAL POINTS:

IP RWY 07: WDT R-257/4,3NM
51°25'41"N 004°14'03"E
A collection of bridges over the Kreekrak.

IP RWY 25: WDT R-072/3,3NM
51°28'13"N 004°26'41"E
A farm located west of the railway next to a line of trees between Wouwe Plantage and Essen.

IP North (HEL only): WDT R-027/4,1NM
51°30'29"N 004°23'38"E
Exit 25 'Wouwe Plantage' of the highway A58

REPORTING POINTS:

Kilo: WDT R-265/8NM
51°26'08"N 004°07'32"E
Triangular shaped beach north east of the village Krabbendijke.

Victor:	WDT R-329/8NM 51°33'47"N 004°13'55"E Most southern point of a forest on the Easterly border of the channel east of the village Oud Vossemeer. A small triangular cove marks the south point of the forest.
Romeo:	WDT R-033/8NM 51°33'27"N 004°27'26"E Four small lakes along the A17, west of Roosendaal, west of the industry park Borchwerf flyover nr 20 on the A17.
Echo:	WDT R-065/7,3NM 51°29'57"N 004°31'19"E Triangular shaped cove in the forest southwest of Rucphense heide

EHWO 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.fdns@mindef.nl
AFTN: EHMCZPZX
avbl H24

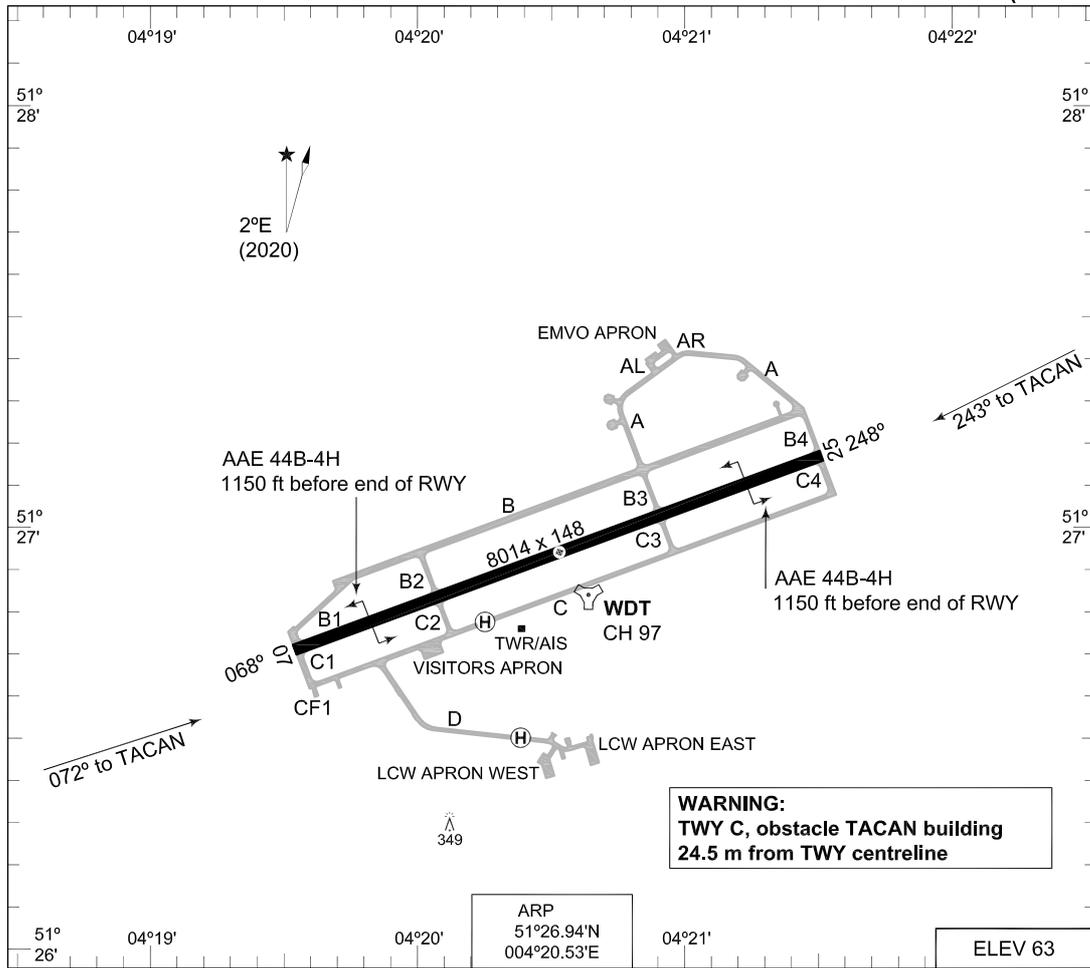
PPR 24 HRS: for Prior Permission Request contact:
Operations and Coordination Centre

TEL: +31(0)164-692365
FAX: N.A.
EMAIL: KMSL.OCC@MINDEF.NL

EHWO AD 2.24 Charts related to an aerodrome

Aerodrome Chart	EHWO AD 2-12
Local map	EHWO AD 2-13
MVA chart	EHWO AD 2-14
Instrument departure chart WO1	EHWO AD 2-15
Instrument departure chart WO3	EHWO AD 2-16
Instrument approach chart ILS or LOC RWY 07	EHWO AD 2-17
Instrument approach chart HI-TACAN RWY 07	EHWO AD 2-18
Instrument approach chart TACAN RWY 07	EHWO AD 2-19
Instrument approach chart RPN RWY 07	EHWO AD 2-20
Instrument approach chart ILS or LOC RWY 25	EHWO AD 2-21
Instrument approach chart HI-TACAN RWY 25	EHWO AD 2-22
Instrument approach chart TACAN RWY 25	EHWO AD 2-23
Instrument approach chart RPN RWY 25	EHWO AD 2-24

MIPS AERODROME CHART **WOENS DRECHT (EHWO)**



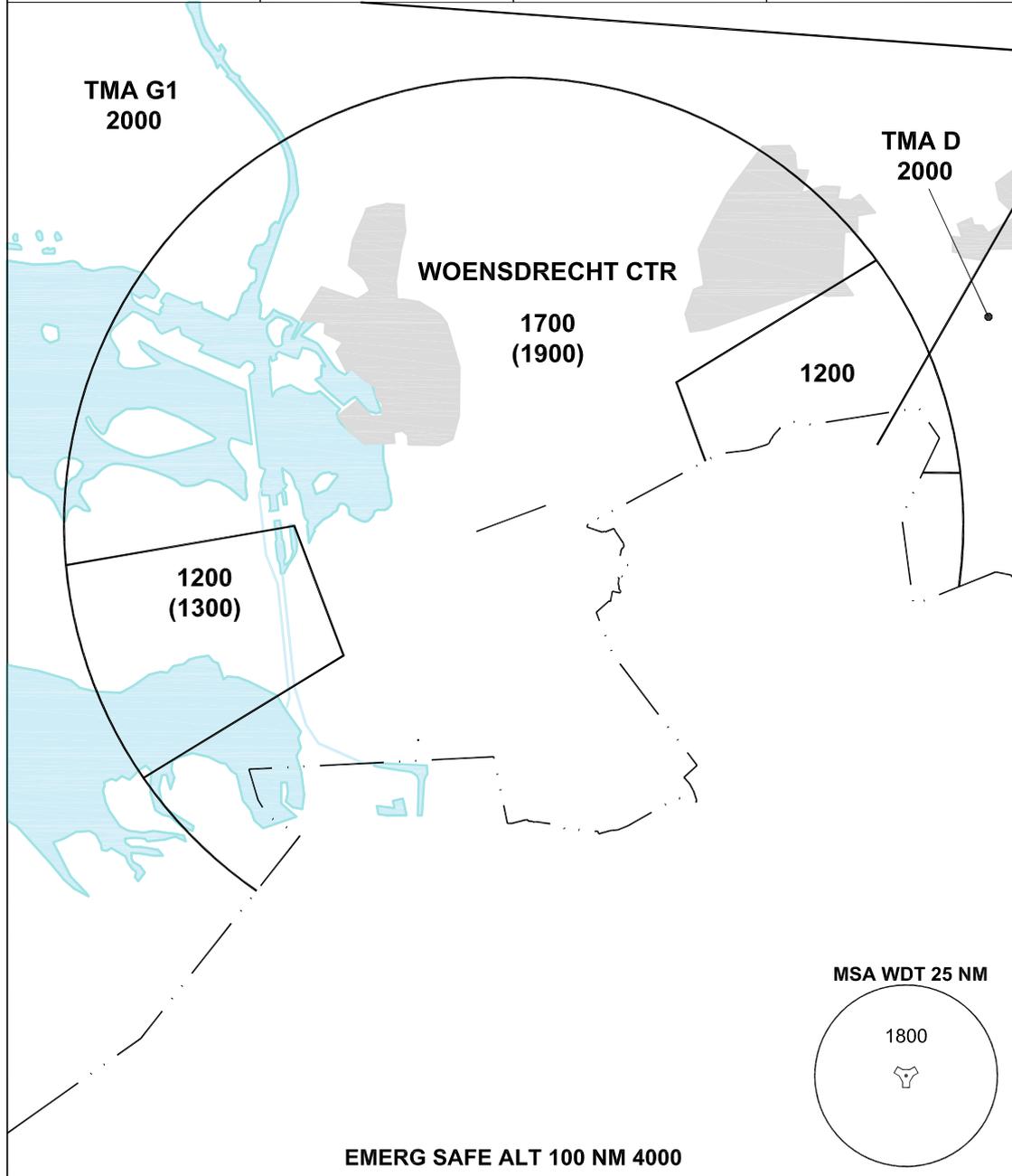
<p>WARNING: TWY C, obstacle TACAN building 24.5 m from TWY centreline</p>										
<p>ARP 51°26.94'N 004°20.53'E ELEV 63</p>										
RWY	PCN	TORA	ASDA	TODA	LDA		PAPI		TDZE	THR PSN
25	51 R/C/W/T	8014	8014	8014	8014		3.0°		63	51°27.17'N 004°21.51'E
07	51 R/C/W/T	8014	8014	8014	8014				39	51°26.71'N 004°19.54'E
		GROUND CONTROL		356.875	121.680					
		WOENS DRECHT TWR		339.000	120.430					
		RAPCON WEST		399.725	123.580					
		WOENS DRECHT ARRIVAL		370.650						
SRA	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA	
	MIPS	25					AB	MIPS	450-1100 387 (400-1.1)	
	MIPS	07					CDE	MIPS	450-1200 387 (400-1.2)	
							AB		600-1600 561 (600-1.6)	
							C		600-2400 561 (600-2.4)	
							D		600-2800 561 (600-2.8)	
							E		600-3200 561 (600-3.2)	

CHANGES: NEW APRON, TAXI TRACK, RWY INTERSECTION NAMES

RNLAF 14 JUL 2022

MIPS **MINIMUM VECTORING ALTITUDE** AD ELEV 63 **MVA CHART**
WOENSDRECHT (EHWO)

DUTCH MIL	RAPCON WEST	WOENSDRECHT TWR	GND
336.325 125.930	399.725 123.580	339.000 120.430	356.875 121.680



CHANGES: MSA, EDITORIAL

- THE ALTITUDE BETWEEN BRACKETS IS TO BE USED FOR THE CORRESPONDING SECTOR WHEN AIR TEMPERATURE AT AIRBASE ALTITUDE IS LOWER THAN -7°.
- ALTITUDES ONLY AVAILABLE IF THE RADAR COVERAGE PERMITS.

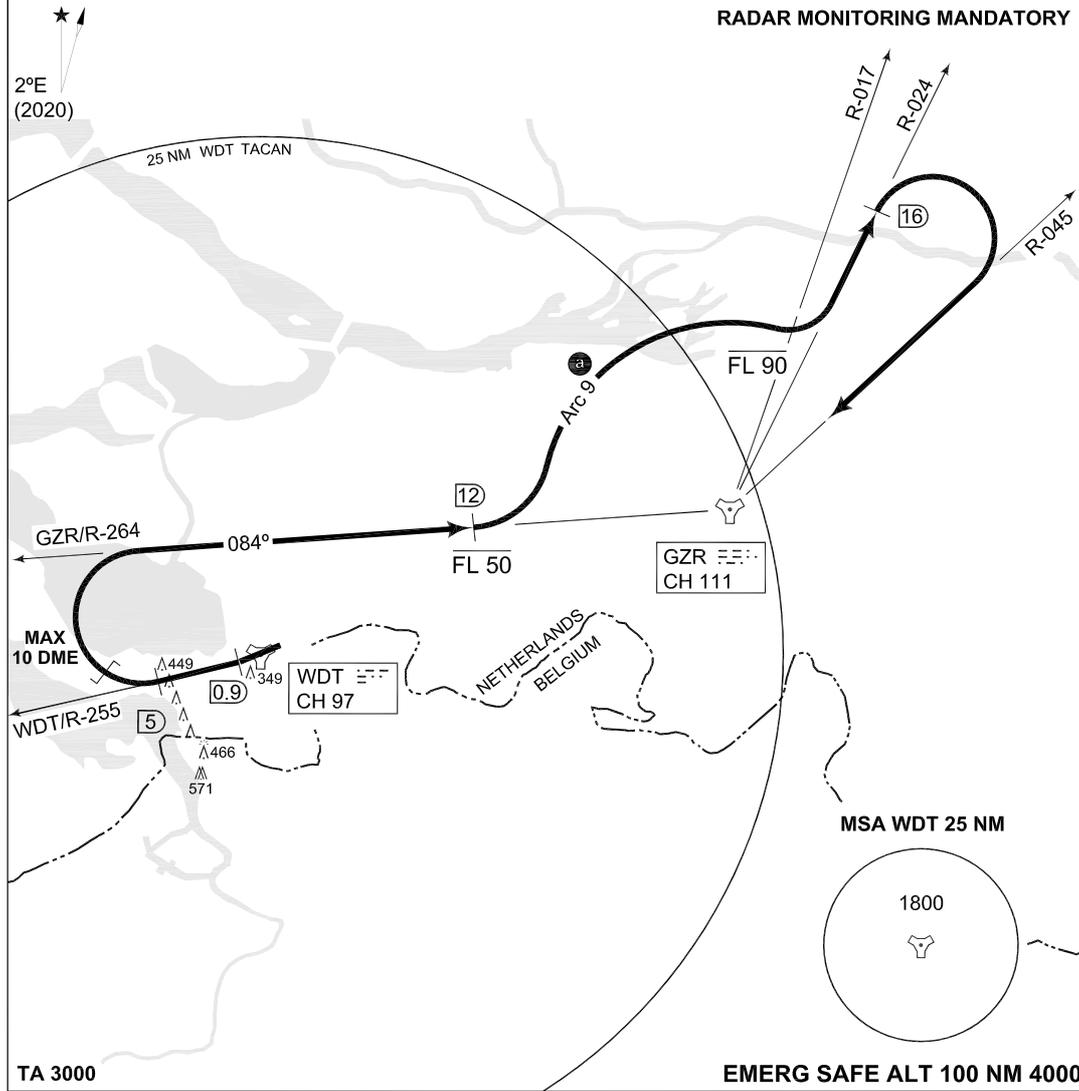
RNLAf 30 DEC 2021

MIPS INSTRUMENT DEPARTURE CHART **WO1 WOENS DreCHT (EHWO)**

GND CTL 356.875 121.680	WOENS DreCHT TWR 339.000 120.430	AD ELEV 63			RAPCON WEST 399.725 123.580			DUTCH MIL 336.325 125.930		
		RWY 25	Knots V/V (fpm)	120 360	180 540	240 720	300 900	360 1080	to 114 ft	

NOTE:

ⓐ WHEN IN ARC 9, DO NOT EXCEED 10 DME



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

CAUTION: Dep end crossing height 78 ft due to obstacle left of centerline. TORA 8014.

WOENS DreCHT 1 (RWY 25)	<ul style="list-style-type: none"> - At 0.9 DME intercept R-255 outbound, level off at FL 50. - At 5 DME intercept GZR R-264 inbound. - At R-264/12 DME climb to FL 90. - Turn left to intercept Arc 9. ⓐ - Intercept R-024 outbound, when crossing GZR R-017 continue climb. - At 16 DME turn right to intercept R-045 inbound.
NOTE:	Departure will be controlled by Rapcon West.

CHANGES: MSA

RNLAF 30 DEC 2021

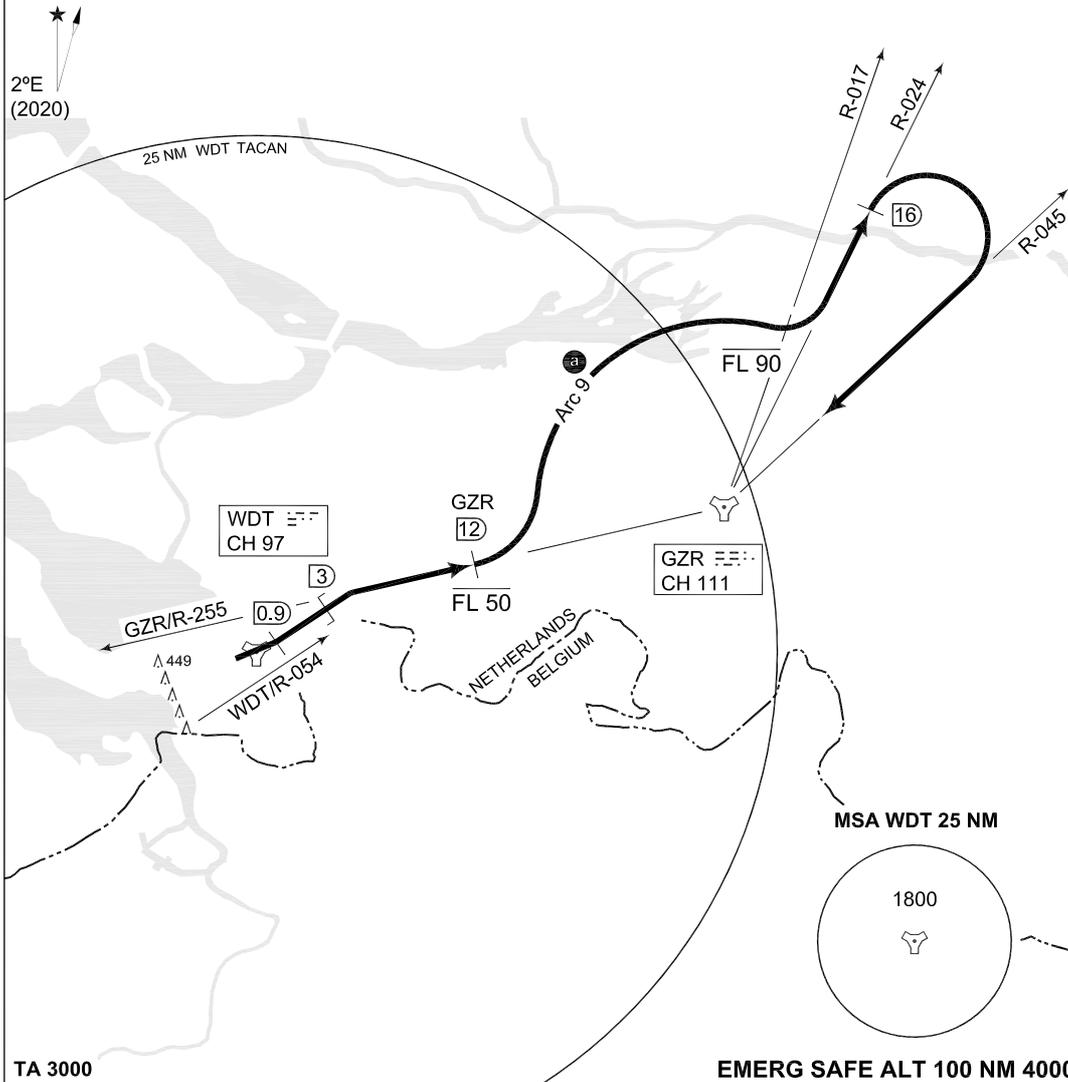
MIPS **WO3**
INSTRUMENT DEPARTURE CHART **WOENS DRECHT (EHWO)**

AD ELEV 63

GND CTL 356.875 121.680	WOENS DRECHT TWR 339.000 120.430	RAPCON WEST 399.725 123.580	DUTCH MIL 336.325 125.930
----------------------------	-------------------------------------	--------------------------------	------------------------------

NOTE:

ⓐ WHEN IN ARC 9, DO NOT EXCEED 10 DME



WOENS DRECHT 3
(RWY 07)

- At 0.9 DME turn left to intercept WDT R-054 outbound.
- At 3 DME intercept GZR R-255 inbound, level off at FL 50.
- At GZR R-255/12 DME climb to FL 90.
- Turn left to intercept Arc 9. ⓐ
- Intercept GZR R-024 outbound, when crossing GZR R-017 continue climb.
- At 16 DME turn right to intercept R-045 inbound.

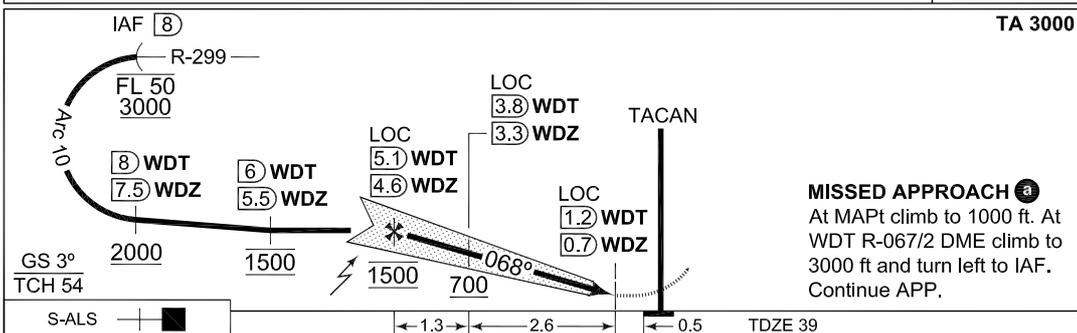
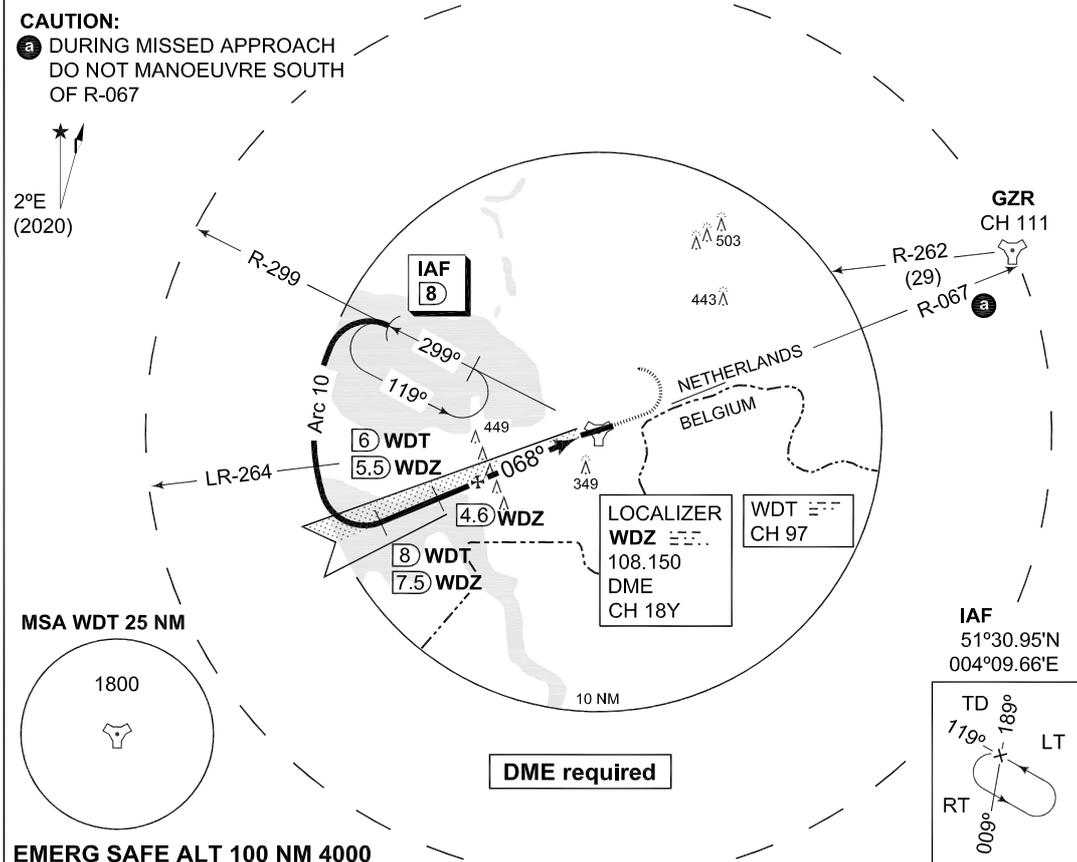
NOTE: Departure will be controlled by Rapcon West.

CHANGES: MSA

RNLAF 30 DEC 2021

MIPS INSTRUMENT APPROACH CHART **ILS or LOC RWY 07 WOENSDRECHT (EHWO)**

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENSDRECHT TWR 339.000 120.430		GND 356.875 121.680		
TACAN / LOCALIZER / DME WDT CH 97 / WDT 108.150 / CH 18 Y		APP COURSE 068°	GS INTCP ALT 1500 FT	GS 3°	DA SEE CAT	TDZE 39	ALS 420 m	LDA 8014 FT



CATEGORY	A	B	C	D	E
S-ILS 07	239-800 200 (200-0.8)	246-1200 207 (300-1.2)	256-1200 217 (300-1.2)	266-1200 227 (300-1.2)	N.A.
S-LOC 07	480-1600 441 (500-1.6)		480-2000 441 (500-2.0)	480-2400 441 (500-2.4)	N.A.

CHANGES: EDITORIAL

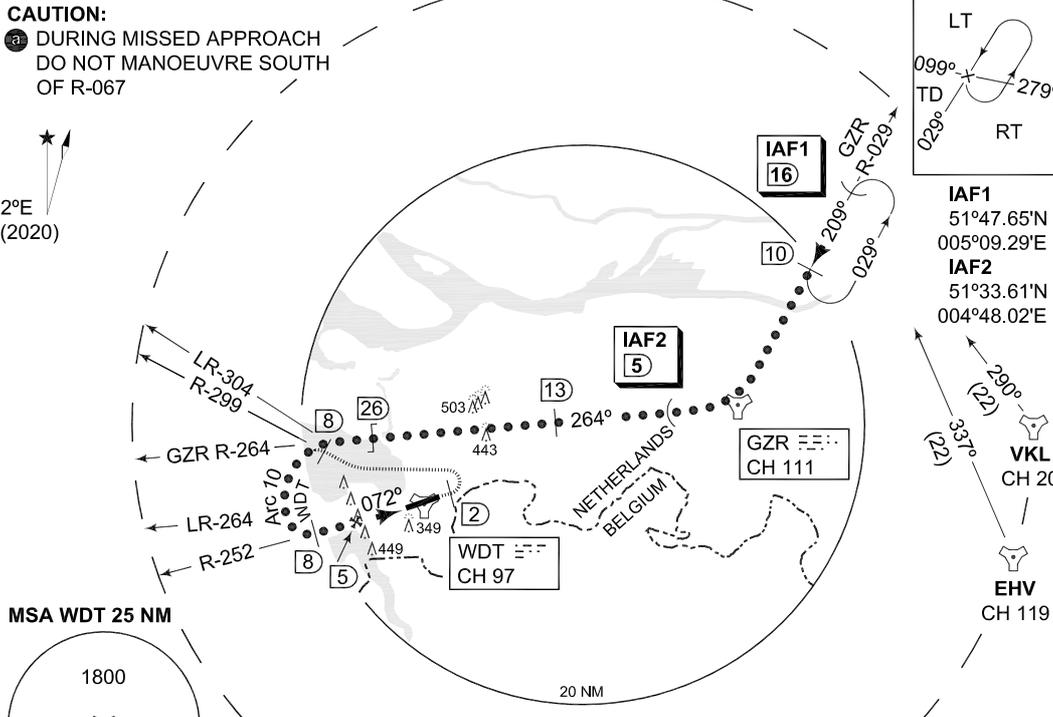
RNLAF 21 APR 2022

MIPS **HI-TACAN RWY 07**
INSTRUMENT APPROACH CHART **WOENSDRECHT (EHWO)**

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENSDRECHT TWR 339.000 120.430		GND 356.875 121.680	
TACAN WDT CH 97		APP COURSE 072°	FAF ALT 1200 FT	Descent GR	MDA 600	TDZE 39	ALS 420 m
						LD 029°	LDA 8014 FT

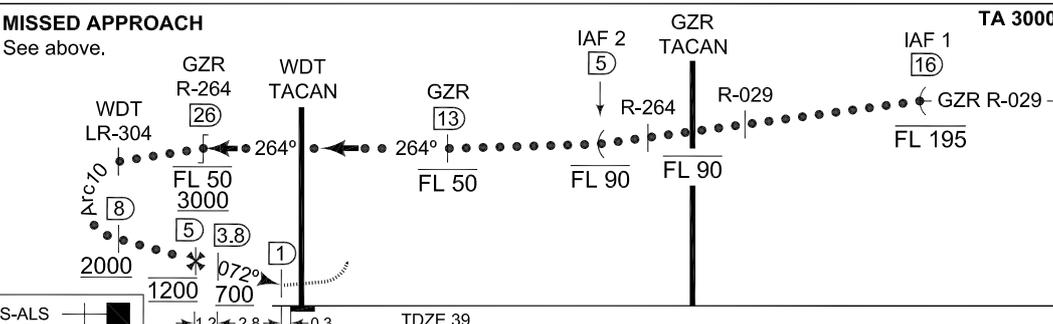
CAUTION:
a) DURING MISSED APPROACH
DO NOT MANOEUVRE SOUTH
OF R-067

2°E
(2020)



MISSED APPROACH a)
At MAPt climb to 1000 ft.
At R-067/2 DME climb to 3000 ft and turn left to intercept R-299
outbound. At 8 DME turn left to intercept ARC 10. Continue APP.

EMERG SAFE ALT 100 NM 4000



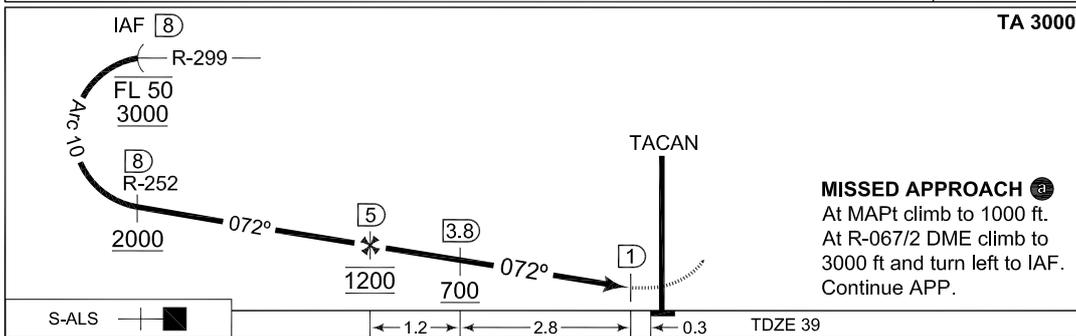
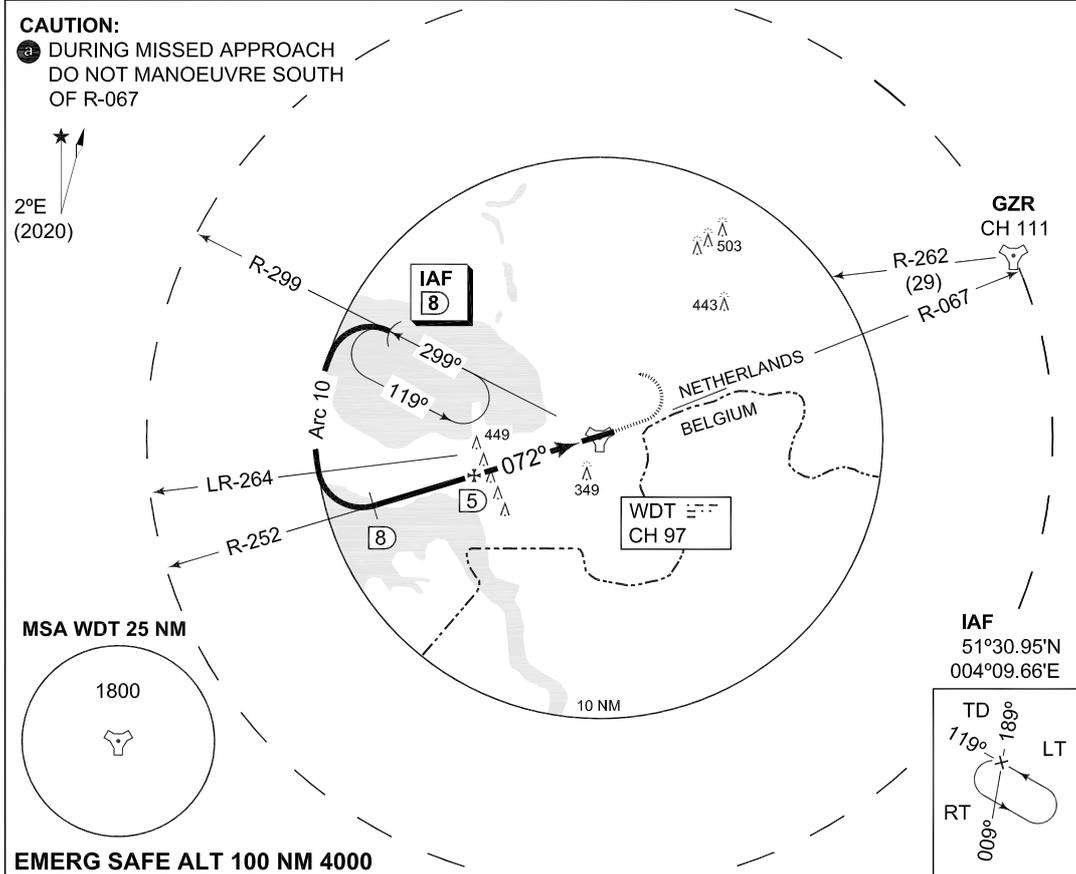
CATEGORY	A	B	C	D	E
S-TACAN 07	600-1600 561 (600-1.6)		600-2400 561 (600-2.4)	600-2800 561 (600-2.8)	600-3200 561 (600-3.2)
CIRCLING	NOT AUTHORIZED				

CHANGES: MSA
MIPS

RNLAF 30 DEC 2021

MIPS INSTRUMENT APPROACH CHART **TACAN RWY 07 WOENS DRECHT (EHWO)**

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENS DRECHT TWR 339.000 120.430		GND 356.875 121.680	
TACAN WDT CH 97		APP COURSE 072°	FAF ALT 1200 FT	Descent GR	MDA 600	TDZE 39	ALS 420 m
						LDA 8014 FT	



		← 1.2 →	← 2.8 →	← 0.3 →	TDZE 39
CATEGORY	A	B	C	D	E
S-TACAN 07	600 -1600 561 (600-1.6)		600 -2400 561 (600-2.4)	600 -2800 561 (600-2.8)	600 -3200 561 (600-3.2)
CIRCLING	NOT AUTHORIZED				

CHANGES: MSA MIPS

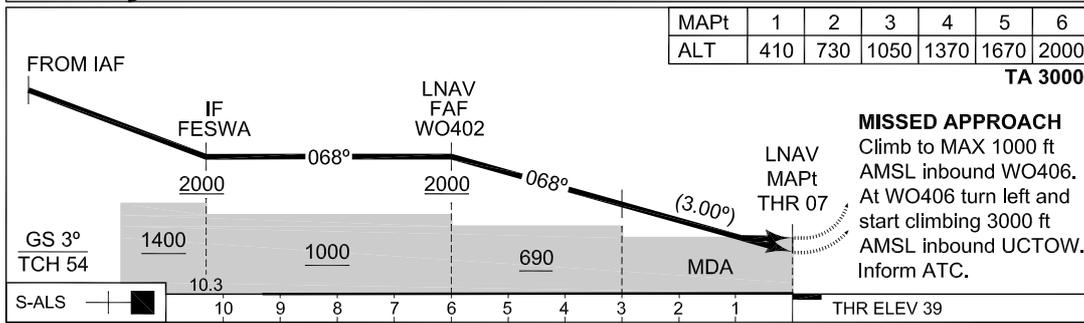
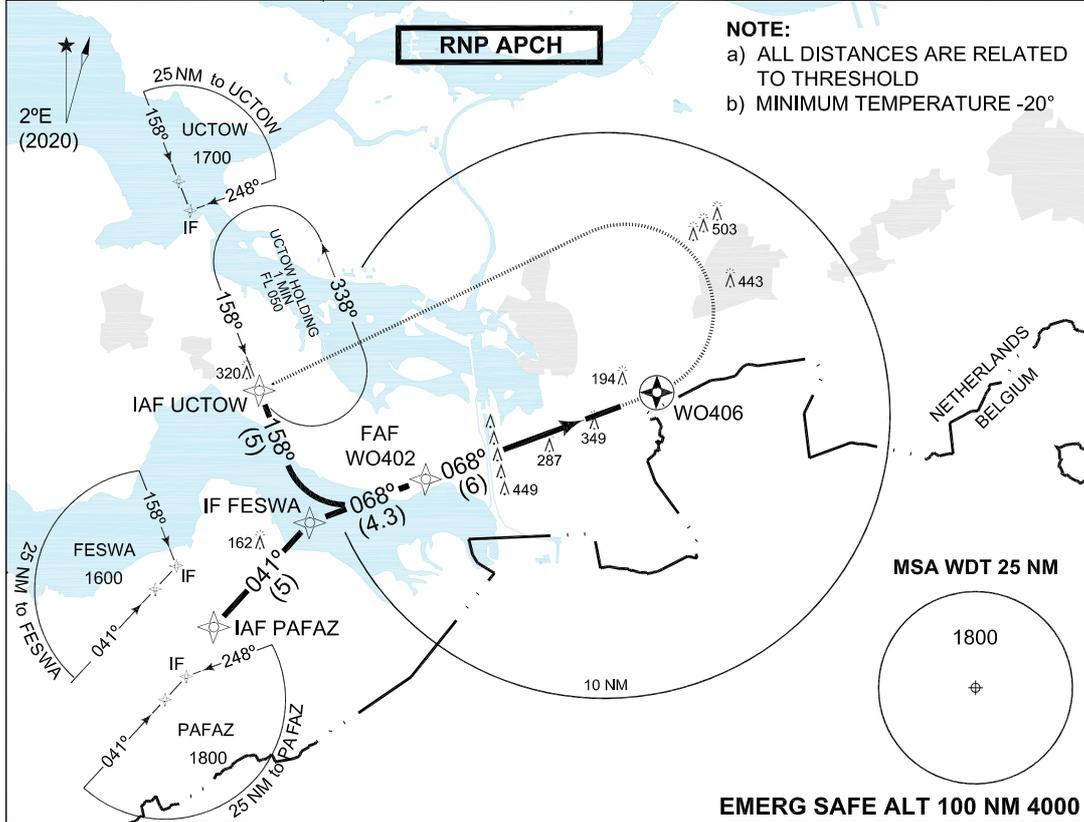
RNLAF 30 DEC 2021

**PANS OPS
INSTRUMENT APPROACH CHART**

**RNP RWY 07
WOENSDRECHT (EHWO)**

AD ELEV 63

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENSDRECHT TWR 339.000 120.430		GND CTL 356.875 121.680		ATIS*	
EGNOS CHANNEL 99205 E07A	APP COURSE 068°	FAF ALT 2000 FT	Descent GR 5.24% / 3.0°	MDA 600	DA SEE CAT	THR ELEV 39	ALS 420 m	LDA 8014 FT	



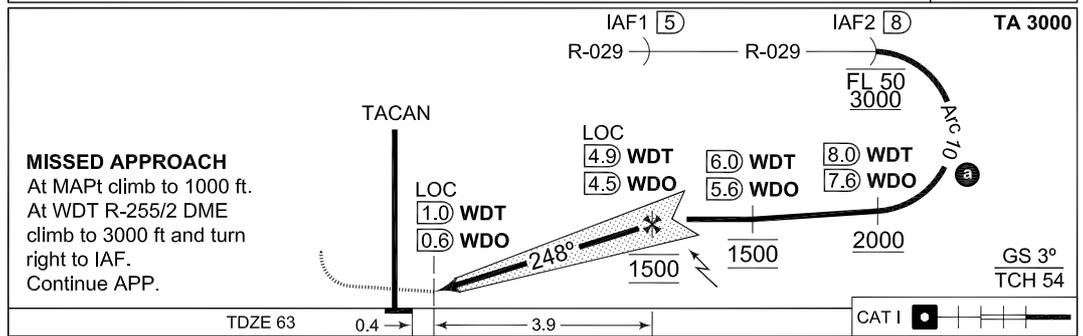
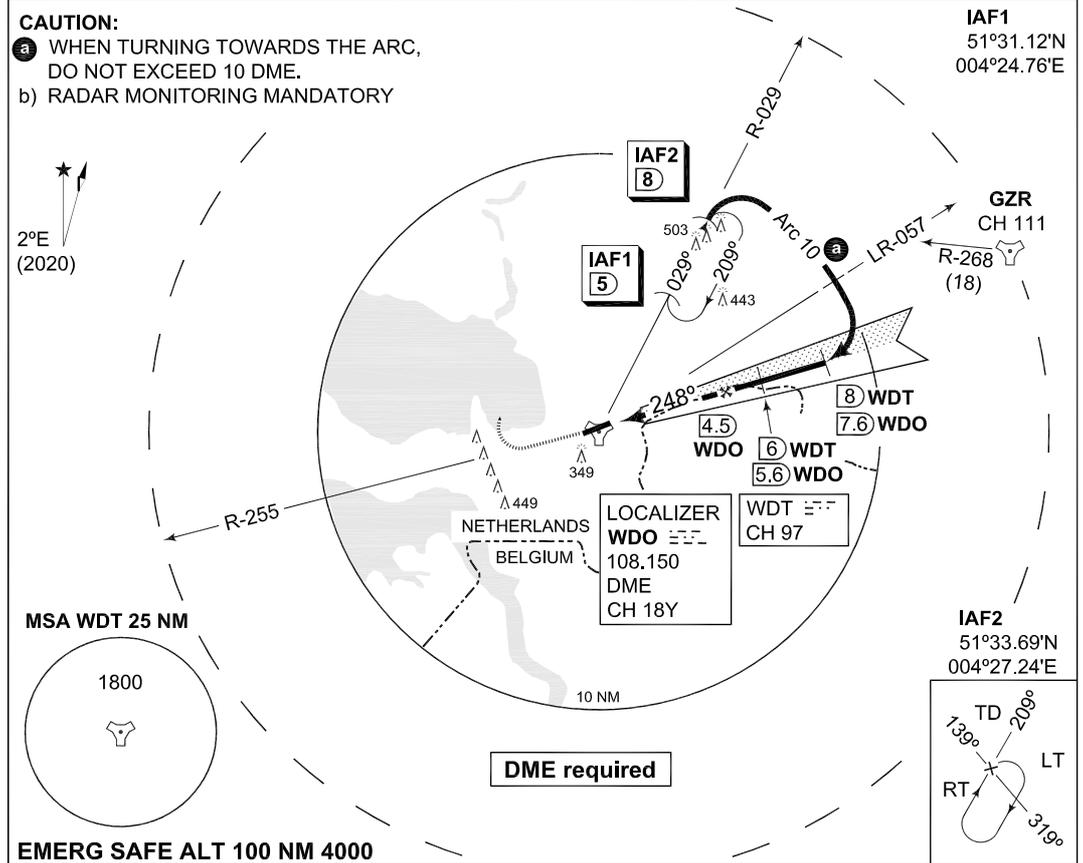
CATEGORY		A	B	C	D		
DA(H) LPV		260 -800 221 (300-0.8/1.2)	270 -800 231 (300-0.8/1.2)	280 -800 241 (300-0.8/1.3)	289 -800 250 (300-0.8/1.3)		
DA(H) LNAV / VNAV		481 -1700 442 (500-1.7/2.0)	491 -1700 452 (500-1.7/2.1)	501 -1800 462 (500-1.8/2.2)	511 -1800 472 (500-1.8/2.2)		
MDA(H) LNAV		600 -2200 561 (600-2.2/2.6)					
IAWP	UCTOW	51°27.72'N	004°01.26'E	FAWP	WO402	51°24.59'N	004°10.59'E
IAWP	PAFAZ	51°19.35'N	003°58.74'E	MAWP	THR 07	51°26.71'N	004°19.54'E
IWP	FESWA	51°23.05'N	004°04.10'E	MATWP	WO406	51°27.65'N	004°23.56'E

CHANGES: NEW PORCELDURE

RNLAF 03 NOV 2022

MIPS INSTRUMENT APPROACH CHART **ILS or LOC RWY 25 WOENS DRECHT (EHWO)**

DUTCH MIL 336.325 125.930	RAPCON WEST 399.725 123.580	WOENS DRECHT TWR 339.000 120.430	GND 356.875 121.680
TACAN / LOCALIZER / DME WDT CH 97/WDO 108.150/CH 18 Y		APP COURSE 248°	GS INTCP ALT 1500 FT
		GS 3°	DA SEE CAT
		TDZE 63	ALS 900 m
		LDA 8014 FT	



CATEGORY	A	B	C	D	E
S-ILS 25	263 -800 200 (200-0.8)			268 -800 205 (300-0.8)	N.A.
S-LOC 25	440 -800 377 (400-0.8)			440 -1200 377 (400-1.2)	N.A.

CHANGES: EDITORIAL

MIPS

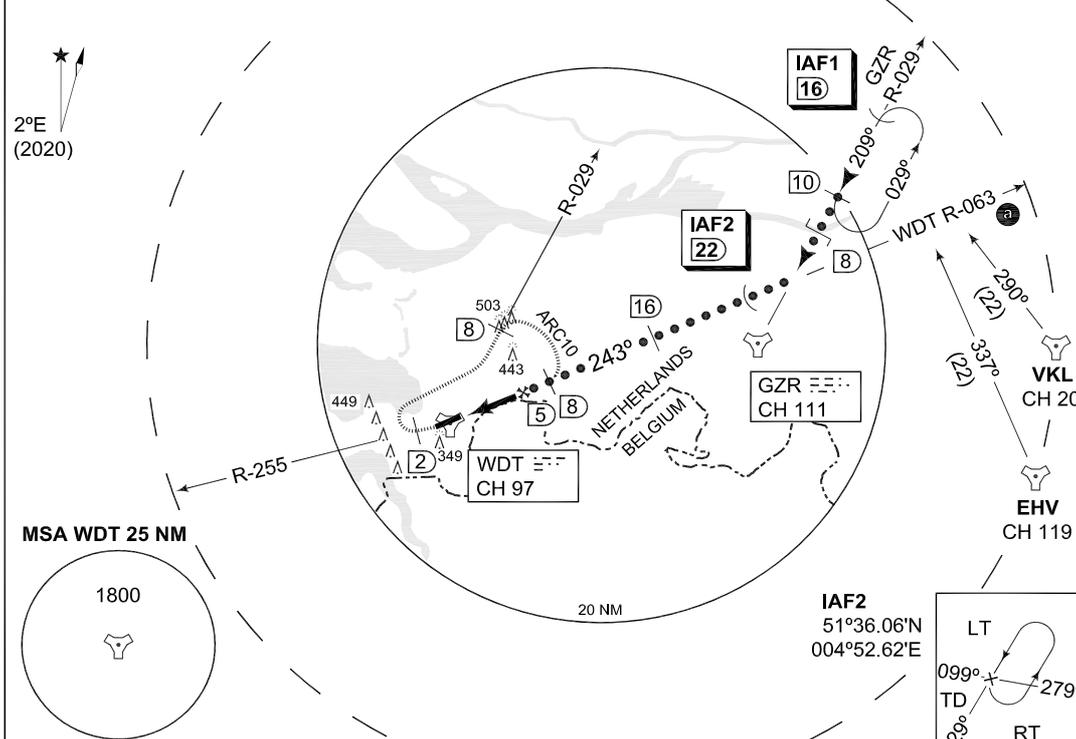
RNLAF 21 APR 2022

MIPS INSTRUMENT APPROACH CHART **HI-TACAN RWY 25 WOENSDRECHT (EHWO)**

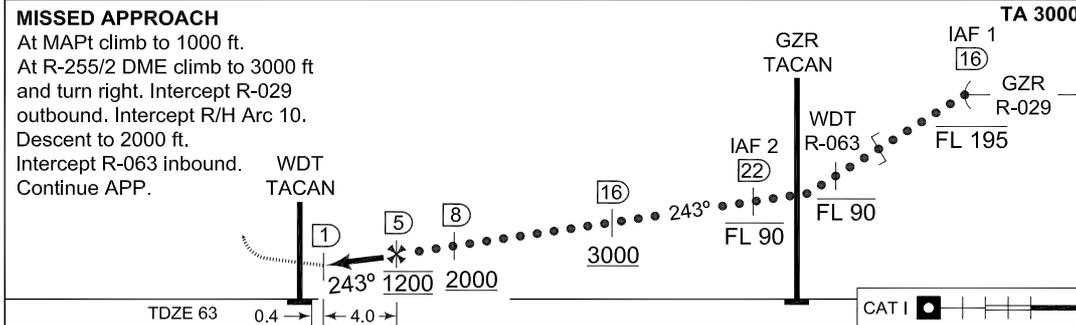
DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENSDRECHT TWR 339.000 120.430		GND 356.875 121.680	
TACAN WDT CH 97	APP COURSE 243°	FAF ALT 1200 FT	Descent GR	MDA 440	TDZE 63	ALS 900 m	LDA 8014 FT

CAUTION:
 a) DO NOT MANOEUVRE SOUTH OF R-067
 b) RADAR MONITORING MANDATORY

IAF1
 51°47.65'N
 005°09.29'E



EMERG SAFE ALT 100 NM 4000



CATEGORY	A	B	C	D	E
S-TACAN 25	440-800 377 (400-0.8)			440-1200 377 (400-1.2)	
CIRCLING	NOT AUTHORIZED				

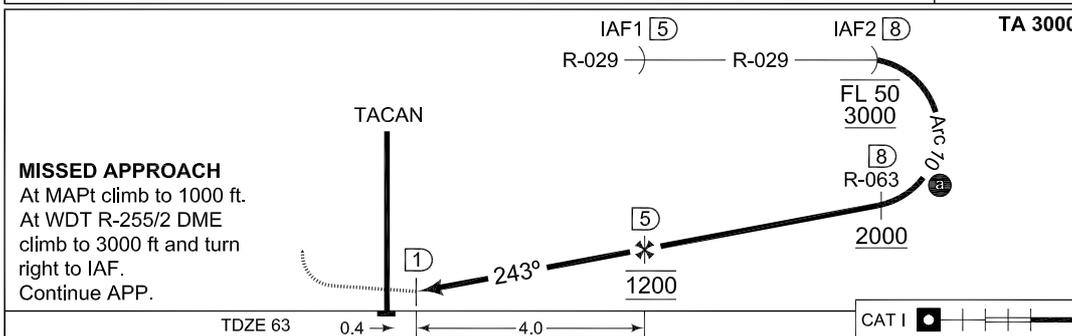
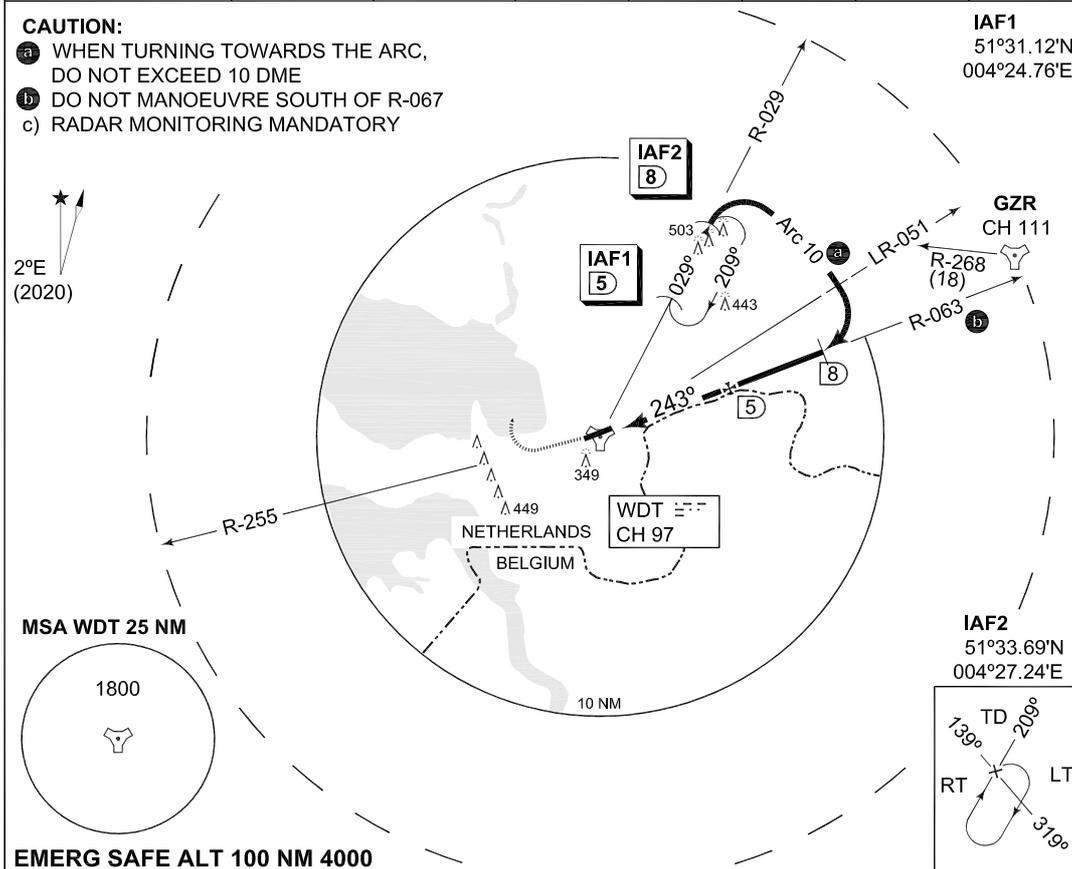
CHANGES: MSA

MIPS

RNLAF 30 DEC 2021

MIPS INSTRUMENT APPROACH CHART **TACAN RWY 25 WOENS DRECHT (EHWO)**

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENS DRECHT TWR 339.000 120.430		GND 356.875 121.680	
TACAN WDT CH 97	APP COURSE 243°	FAF ALT 1200 FT	Descent GR	MDA 440	TDZE 63	ALS 900 m	LDA 8014 FT



CATEGORY	A	B	C	D	E
S-TACAN 25	440-800 377 (400-0.8)			440-1200 377 (400-1.2)	
CIRCLING	NOT AUTHORIZED				

CHANGES: MSA

MIPS

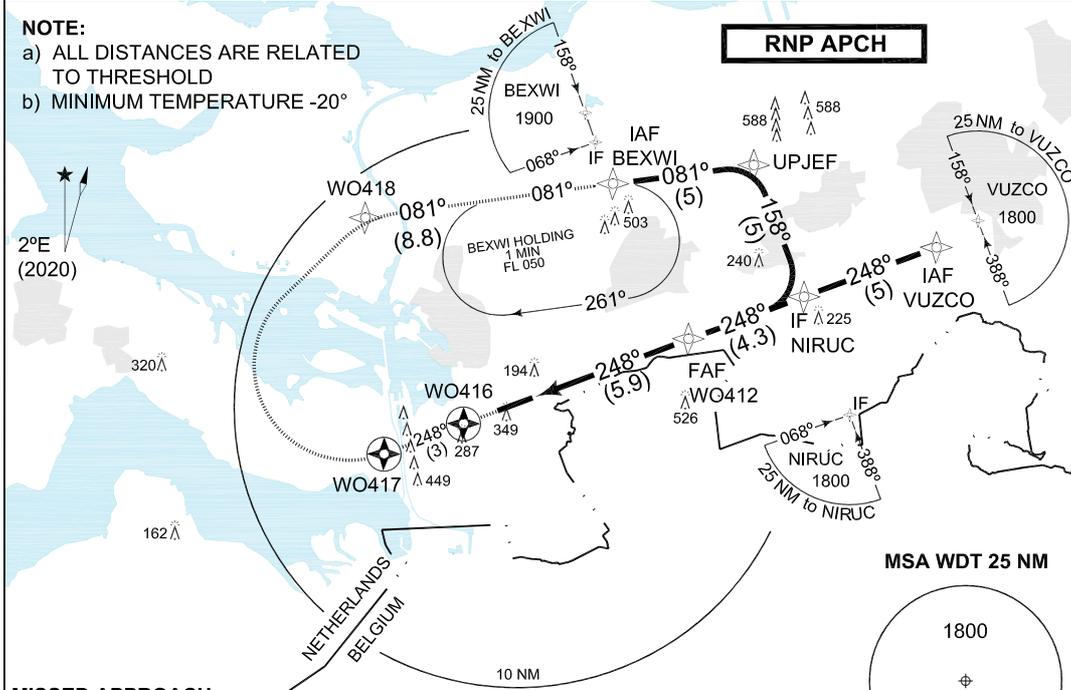
RNLAF 30 DEC 2021

PANS OPS INSTRUMENT APPROACH CHART **RNP RWY 25 WOENS DRECHT (EHWO)**

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENS DRECHT TWR 339.000 120.430		GND CTL 356.875 121.680		ATIS*	
EGNOS CHANNEL 1845 E25A	APP COURSE 248°	FAF ALT 2000 FT	Descent GR 5.24% / 3.0°	MDA SEE CAT	DA SEE CAT	THR ELEV 63	ALS 900 m	LDA 8014 FT	

NOTE:

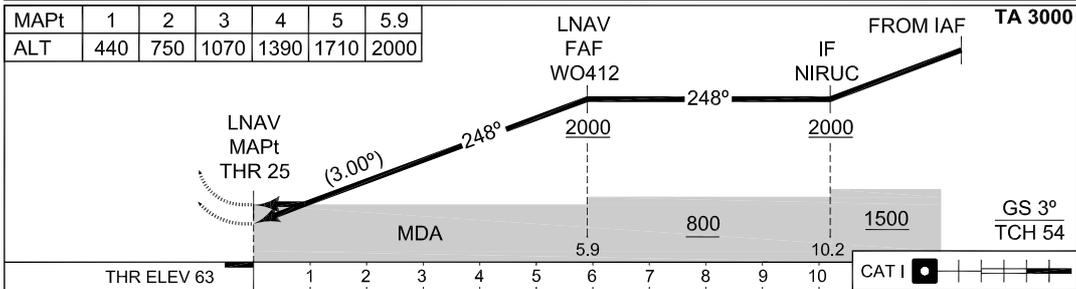
- a) ALL DISTANCES ARE RELATED TO THRESHOLD
- b) MINIMUM TEMPERATURE -20°



MISSED APPROACH

Climb to MAX 1000 ft AMSL to WO416. Climb to 3000 ft AMSL to WO417. At WO417 turn right to WO418 and proceed to BEXWI. Inform ATC.

EMERG SAFE ALT 100 NM 4000



CATEGORY		A	B	C	D
DA(H)	LPV	284 -550 221 (300-0.8/1.2)	294 -550 231 (300-0.8/1.2)	303 -550 240 (300-0.8/1.2)	313 -550 250 (300-0.8/1.3)
DA(H)	LNAV / VNAV	321 -600 258 (300-0.8/1.3)	331 -600 268 (300-0.8/1.3)	352 -650 289 (300-0.8/1.4)	379 -700 316 (400-0.8/1.4)
MDA(H)	LNAV	440 -1000 377 (400-1.0/1.7)		450 -1100 387 (400-1.1/1.8)	470 -1200 407 (500-1.2/1.9)
IAWP	VUZCO	51°32.51'N	004°44.39'E	MAWP	THR25 51°27.17'N 004°21.52'E
IAWP	BEXWI	51°34.79'N	004°26.14'E	MATWP	WO416 51°26.25'N 004°17.60'E
WP	UPJEF	51°35.44'N	004°34.09'E	MATWP	WO417 51°25.19'N 004°13.12'E
IWP	NIRUC	51°30.76'N	004°36.89'E	MATWP	WO418 51°33.61'N 004°12.09'E
FAWP	WO412	51°29.25'N	004°30.37'E	MAHF	BEXWI 51°34.79'N 004°26.14'E

CHANGES: NEW PROCEDURES

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