PART 1 - GENERAL (GEN)

GEN 0.

GEN 0.1 PREFACE

PART 1 - GENERAL (GEN)

GEN 0.

GEN 0.1 PREFACE

1. PUBLISHING AUTHORITY

The Military Aeronautical Information Publication (MilAIP) is published by authority of the Commander Air Force of the Royal Netherlands Air Force. For the Commander Air Force, the Head of the Mission Support Branch is responsible for the contents of this document.

2. APPLICABLE DOCUMENTS

As far as practical for a MIL document, the MilAIP Netherlands is prepared in accordance with the Standards and Recommended Practices of Annex 15 to the convention on International Civil Aviation and the Aeronautical Services Manual (ICAO Doc 8126). However, applicable NATO STANAGs will always prevail.

3. THE MILAIP STRUCTURE AND ESTABLISHED REGULAR AMENDMENT INTERVAL

3.1. THE MILAIP STRUCTURE

The MilAIP supplements the AIP concerning MIL aspects. The MilAIP forms part of the Integrated Aeronautical Information Package, details of which are given in subsection GEN 3.1. The principal MilAIP structure is shown in graphic form on page GEN 0.1-3. The MilAIP is made up out of three Parts: General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable, containing various types of information subjects.

PART 1 - GENERAL (GEN)

Part 1 consists of five sections containing information as briefly described hereafter.

GEN 0 Preface
Record of MilAIP Amendments; record of MilAIP Supplements; ckecklist of MilAIP pages; list of hand amendments to the MilAIP and the table of contents to part 1.

GEN 1 National regulations and requirements
Designated authorities; entry, transit and departure of ACFT; entry, transit and departure of passengers and crew; entry, transit and departure of cargo; ACFT instruments, equipment and flight documents; summary of national regulations and international agreements/conventions; differences from ICAO standards, recommended practices and procedures.

GEN 2 Tables and codes
Measuring system, ACFT markings, holidays; abbreviations used in AIS publications; chart symbols; location indicators; list of radio navigation aids; conversion tables; sunrise/sunset tables.

GEN 3 Services
Aeronautical information services; aeronautical charts; air traffic services; communication services; meteorological services; search and rescue.

GEN 4 Charges for aerodromes/heliports and air navigation services
Aerodrome/heliport charges; air navigation services charges.

PART 2 - EN-ROUTE (ENR)

Part 2 consists of seven sections containing information as briefly described hereafter.

ENR 0 Table of Contents to Part 2.

ENR 1 General rules and procedures
General rules; visual flight rules; instrument flight rules; ATS airspace classification; holding, approach and departure procedures; radar services and procedures; altimeter setting procedures; regional supplementary procedures; air traffic flow management; flight planning; addressing of flight plan messages; interception of CIV ACFT; unlawful interference; air traffic incidents.

ENR 2 Air traffic services airspace
See AIP Netherlands.

ENR 3 ATS routes
Lower ATS routes; upper ATS routes; area navigation routes; HEL routes; other routes; en-route holding.

NOTE: Other types of routes which are specified in connection with procedures for traffic to and from ADs/HEL landing sites are described in the relevant sections and subsections of Part 3 - Aerodromes.

ENR 4 Radio navigation aids/systems
Radio navigation aids - en-route; special navigation systems; global navigation satellite system (GNSS); name-code designators for MIL used significant points; aeronautical ground lights - en-route.

ENR 5 Navigation warnings
Prohibited, restricted and danger areas; MIL exercise and training areas and air defence identification zone (ADIZ); other activities of a dangerous nature and other potential hazards; air navigation obstacles; aerial sporting and recreational activities; bird migration and areas with sensitive fauna.

ENR 6 En-route charts
En-route charts.

PART 3 - AERODROMES (AD)

Part 3 consists of three sections containing information as briefly described hereafter.

AD 0 Table of Contents to Part 3.

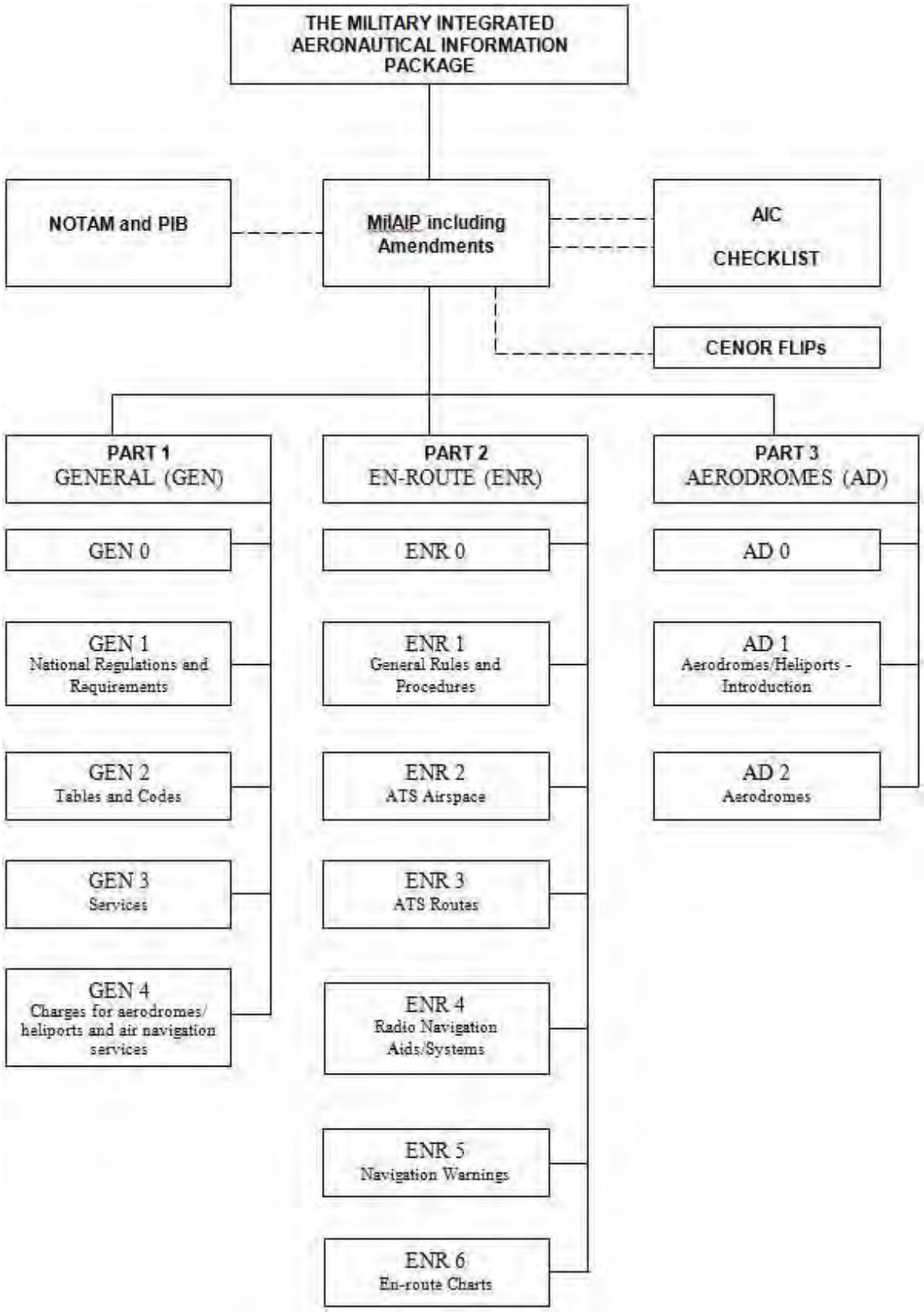
AD 1 Aerodromes/heliports – Introduction
Aerodrome availability; rescue and fire fighting services and snow plan; index to aerodromes and heliports.

AD 2 Aerodromes
Detailed information about aerodromes, including HEL landing areas, if located at the aerodromes.

4. SERVICE TO CONTACT IN CASE OF DETECTED MILAIP ERRORS OR OMISSIONS

In the compilation of the MilAIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions which may nevertheless be detected, as well as any correspondence concerning the Military Integrated Aeronautical Information Package, should be referred to:

Postal address	711 LVL Squadron Hoofd MilAIM B/3/57 MPC 61C Postbus 8762 4820 BB Breda The Netherlands
Telephone:	+31(0)20 4062074
E-mail:	aeropub@mindef.nl


THE MILITARY INTEGRATED AERONAUTICAL INFORMATION PACKAGE
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PART 3 AERODROMES (AD)
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GEN 1 National Regulations and Requirements
GEN 2 Tables and Codes
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GEN 4 Charges for aerodromes/ heliports and air navigation services
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PART 1 - GENERAL (GEN)

GEN 0.

GEN 0.2 RECORD OF MILAIP AMENDMENTS

GEN 0.2 RECORD OF MILAIP AMENDMENTS

NR/Year	Publication date	Effective date	Date inserted	Inserted by

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GEN 0.

GEN 0.3 RECORD OF AIP SUPPLEMENTS

GEN 0.3 RECORD OF MILAIP SUPPLEMENTS

NR/Year	Subject	AIP section(s) affected	Period of validity

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GEN 0.4 CHECKLIST OF MilAIP PAGES

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PART 1 - GENERAL (GEN)

GEN 0.

GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

GEN 0.5 LIST OF HAND AMENDMENTS TO THE MILAIP

Not applicable.

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PART 1 - GENERAL (GEN)

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GEN 0.6 TABLE OF CONTENTS TO PART 1

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PART 1 - GENERAL (GEN)

GEN 1.

GEN 1.1 DESIGNATED AUTHORITIES

GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

The addresses of the designated authorities concerned with facilitation of international MIL air navigation are as follows:

GEN 1.1.1 Military aeronautical authority

Authority:	Royal Netherlands Air Force Command Section Air Operations Control
Postal Address:	P.O. Box 8762 4820 BB Breda The Netherlands
Military Postal Code System: Telephone: Telefax: E-mail:	MPC 92A +31 (0)76 5447348 +31 (0)76 5447356 atc@mindef.nl

GEN 1.1.2 Entry and transit regulations for MIL ACFT of non-NATO countries

Authority:	Ministry of Foreign Affairs ATTN: Transport Advisor
Postal Address:	P.O. Box 20061 2500 EB The Hague The Netherlands

GEN 1.1.3 Department of incident investigation

Authority:	Royal Netherlands Air Force Air Operations Control Station Nieuw Milligen Safetymanagement & Evaluation
Postal Address:	P.O. Box 8762 4820 BB Breda The Netherlands
Military Postal Code System: Telephone: Telefax: E-mail:	MPC 83A +31 (0)577 458318 +31 (0)577 458317 AOCS.Safetymanager@mindef.nl
Reporting of occurrences Telephone: (07.00lt-16.30lt) Telefax: E-mail:	 +31(0)577 458318 +31(0)577 458317 AOCS.Safetymanager@mindef.nl

GEN 1.2 Entry, transit and departure of ACFT

Not applicable.

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PART 1 - GENERAL (GEN)

GEN 1.

GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

Not applicable.

GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

Not applicable.

GEN 1.5 ACFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

Not applicable.

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PART 1 - GENERAL (GEN)

GEN 1.

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

GEN 1.6.1 Entry and transit regulations for MIL ACFT of NATO countries flying into and over Netherlands territory

MINISTRY OF DEFENCE, Legal Affairs Department, Legislation and Public Law Division, No. CWW 85/101, 87010552.

THE MINISTER OF DEFENCE

Having regard to the Royal Decree of 9 September 1959 (Bulletin of Acts, Orders and Decrees, no. 332); Acting after consultation with the Minister for Foreign Affairs and the Minister of Transport and Public Works;

HEREBY DECREES:

Article 1

1. Foreign MIL ACFT of the countries belonging to the North Atlantic Treaty Organisation shall be permitted to fly over Netherlands territory and thus to form part of the air traffic, and to land at and take off from MIL ADs listed in the MilAIP Netherlands and CIV ADs in so far as they may also be used for MIL purposes, subject to the conditions laid down in the following articles.

2. The Minister of Defence may withdraw or amend the permission granted in para 1 or make it subject to conditions other than those hereinafter laid down, either in individual cases or otherwise.

Article 2

General Air Traffic shall comply with the air traffic regulations contained in the AIP Netherlands and the regulations regarding the limitation of noise nuisance as laid down in the MilAIP.

Article 3

1. Operational Air Traffic shall comply with the air traffic regulations contained in the MilAIP.

2. If the flight is being made under the Visual Flight Rules the exact position of entry into and exit from the Amsterdam Flight Information Region and the route to be taken shall, without prejudice to the provisions of paragraph 1, be stated in the flight plan to be submitted, while a position report shall be transmitted by radio to the MilATCC on entering and leaving the FIR.

3. If the flight is being made under the Instrument Flight Rules, the following rules shall be observed without prejudice to the provisions of article 3, para 1:

3.1 The number of flights carried out between 2300 (2200) and 0700 (0600) within the Amsterdam Flight Information Region should have been reported to the relevant air traffic control authority by 1500 (1400) the previous day at the latest. The air traffic control service should have received the flight plans no later than one hour before the entry into the Amsterdam Flight Information Region of the flight in question.

3.2 Flight plans for flights which are carried out between 0700 (0600) and 1545 (1445) within the Amsterdam Flight Information Region should have been received by the relevant air traffic control service no later than one hour before the

(1445) within the Amsterdam Flight Information Region should have been received by the relevant air traffic control service no later than one hour before the entry into the Amsterdam Flight Information Region of the flight in question.

3.3 The following rules shall apply to flights which are carried out between 1545 (1445) and 2300 (2200) within the Amsterdam Flight Information Region:

3.3.1 For flights at FL 195 or lower:
The flight plans should have been received by the relevant air traffic control services no later than 1100 (1000);

3.3.2 For flights above FL 195:
The number of flights should have been reported to the relevant air traffic control services no later than 1100 (1000). The flight plans should have been received by the air traffic control service no later than one hour before the entry of the flight into the Amsterdam Flight Information Region.

3.4 While carrying out the flight within the Amsterdam Flight Information Region, two-way radio contact shall be maintained with the air traffic control service concerned, to which the required position reports shall be made.

4. Flights made above FL 195 and flights between SS/SR shall be carried out i.a.w. the Instrument Flight Rules, irrespective of meteorological conditions.

Article 4

1. The provisions of article 3, paras 2, 3 and 4 shall not apply to:

1.1 Flights made within the framework of the NATO air defence system and carried out under the control of The Netherlands Control and Reporting Centre;

1.2 Flights made within the framework of the NATO air defence system and carried out under the control of a foreign radar station belonging to the integrated NATO Control and Reporting System, on condition that:

1.2.1 The Netherlands Control and Reporting Centre is notified in advance of the activities planned;

1.2.2 The control areas at FL 195 and below controlled by CIV air traffic control services are avoided;

1.2.3 Horizontal separation of at least 5 NM or a vertical separation of at least 1500 m in relation to other air traffic is maintained in all circumstances.

Article 5

The provisions of article 3 shall not apply if published approach and departure procedures necessitate flight movements within Netherlands territory for the purpose of approaching or leaving an AD which is situated outside Netherlands territory but whose local control zone extends partly into Netherlands territory or whose approach and departure procedures extend into Netherlands airspace. These procedures should be agreed with the Minister of Defence prior to publication.

Article 6

For flights where deviation from the aforementioned provisions is necessary or desirable, a request to this effect shall be submitted to the Minister of Defence not less than six working days before such a flight is to take place. Exemption from this obligation may be granted by or on behalf of the Minister of Defence in the case of specific flights to be carried out in connection with allied purposes.

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 flighthas to be obtain 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 1.6.1.3 Flights with military UAS

Flights with military UAS are subject to authorization by the Military Aviation Authority based on a concept of operations, crew experience, system capabilities and a safety assessment. Additional prerequisites may be required based on the intended use. Authorization may be requested at MLA@mindef.nl.

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/.

PART 1 - GENERAL (GEN)

GEN 1.

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

GEN 1.7.1 Legend of NATO specification for aviation fuel, oil and de-icing fluids

NATO CODE	AIR FORCE CODE	DESCRIPTION OF SUPPLY ARTICLE
F-34	D.STAN 91-87 Iss 5 Amd 2, AVTUR/FSII	Turbine fuel, aviation kerosene type + S-1745
F-35	D.STAN 91-91 Iss 5 Amd 2, AVTUR	Turbine fuel, aviation kerosene type
F-44	D.STAN 91-86 Iss 5 Amd 2, AVTUR/FSII	Turbine fuel, aviation high flash type + S-1745
H-515	DSTAN 91-48 Iss 2	Hydraulic fluid, petroleum, superclean
H-537	MIL-PRF-83282	Hydraulic fluid, Fire resistant, Synthetic
O-133	MIL-PRF-6081 D Grade 1010	Lubrication oil, ACFT turbine engine, petroleum light
O-142	MIL-PRF-7870 C	Lubrication oil, general purpose, low temperature
O-147	MIL-PRF-6085 D	Lubrication oil, instrument synthetic
O-148	MIL-PRF-7808 L Grade 3	Lubrication oil, ACFT turbine engine, synthetic 3 cSt
O-153	MIL-PRF-6068 E Grade L	Lubrication oil, gear ACFT, light grade
O-155	MIL-PRF-6068 E Grade M	Lubrication oil, gear ACFT, medium grade
O-156	MIL-PRF-23699 F Class STD	Lubrication oil, ACFT turbine engine, synthetic 5 cSt
O-157	MIL-L-14107 D	Lubrication oil, low temperature, weapons
O-158	MIL-L-46000 C	Lubrication oil, semi fluid
O-190	MIL-PRF-32033 Amd 1	Lubrication oil, general purpose, perservative light
S-737	TT-I-735 A Amd 3 grade B	Isopropanol technical
S-738	OE-00670/D Amd 2 Type III	Ethanol denaturared
S-1719	SAE AMS 1428D Type II	De-icing/anti-icing non newtonain fluid, ACFT surface ground use

GEN 1.7.2 Code legend for oxygen and ACFT starting units

OXYGEN

LHOX - Low and high pressure oxygen service

LOX - Liquid oxygen service

ACFT STARTING UNITS

Electric power units

ST 56 - 56 kW, 28V DC, 2000 Amp.

ST 60 - 45 kW, 28V DC or 60 kVA, 115/200V AC, 400 Hz

DSA 150 - 15 kW, 115/200V AC, 400 Hz

SO 8.5 - 28V DC, 5 Amp. or 8.5 kVA, 115/208V AC, 400 Hz

Air starting units

JAS - Turbo compressor, 35 psi, 124 lbs/MIN

SLFW 50 - Battery starting bottles, 125 lbs/MIN, 50-100 psi, number of starts is limited

Press air servicing units

EC 3500 - Compressor, electrical 560 l/MIN, 3500 psi

DC 3500 - Compressor, diesel engine, 3400 l/MIN, 3500 psi

DC 7 - Compressor, diesel engine, 1500 l/MIN, 100 psi

GEN 1.7.3 ACFT arresting systems

The RNLAF uses tailhook cable systems only.

NOMENCLATURE	TYPE	ABSORBING CAPACITY		CABLE	
		Ekin. Design	Ekin. Emerg.	Runout	Diameter
AAE 44B-4H	Rotary hydraulic	52.10^6 ft.lbs	60.10^6 ft.lbs	1075 ft	7/8 inch
M.A.A.S A/M 32A-96 (UNIDIRECTIONAL)[1]	BAK 12	$40X10^6$ ft.PNDS		1200 ft	1-1/14 inch

[1]) Aircaft landing weight (nominal) and maximum speed: 68,400 pounds at 180 kts with 1500 PSI synch pressure, Maximum allowable engagement velocity 180 kts (for MAAS application 180 kts hookcable limit).

The arresting capability is limited by the absorbing capacity of the system and the hookload of the ACFT.

The absorbing capacity is limited to the Ekin. Design for RNLAF and to Ekin. Emerg. for visiting ACFT. Formula to be used:

$$\text{Ekin. Design} = \frac{WV^2}{22.5}$$

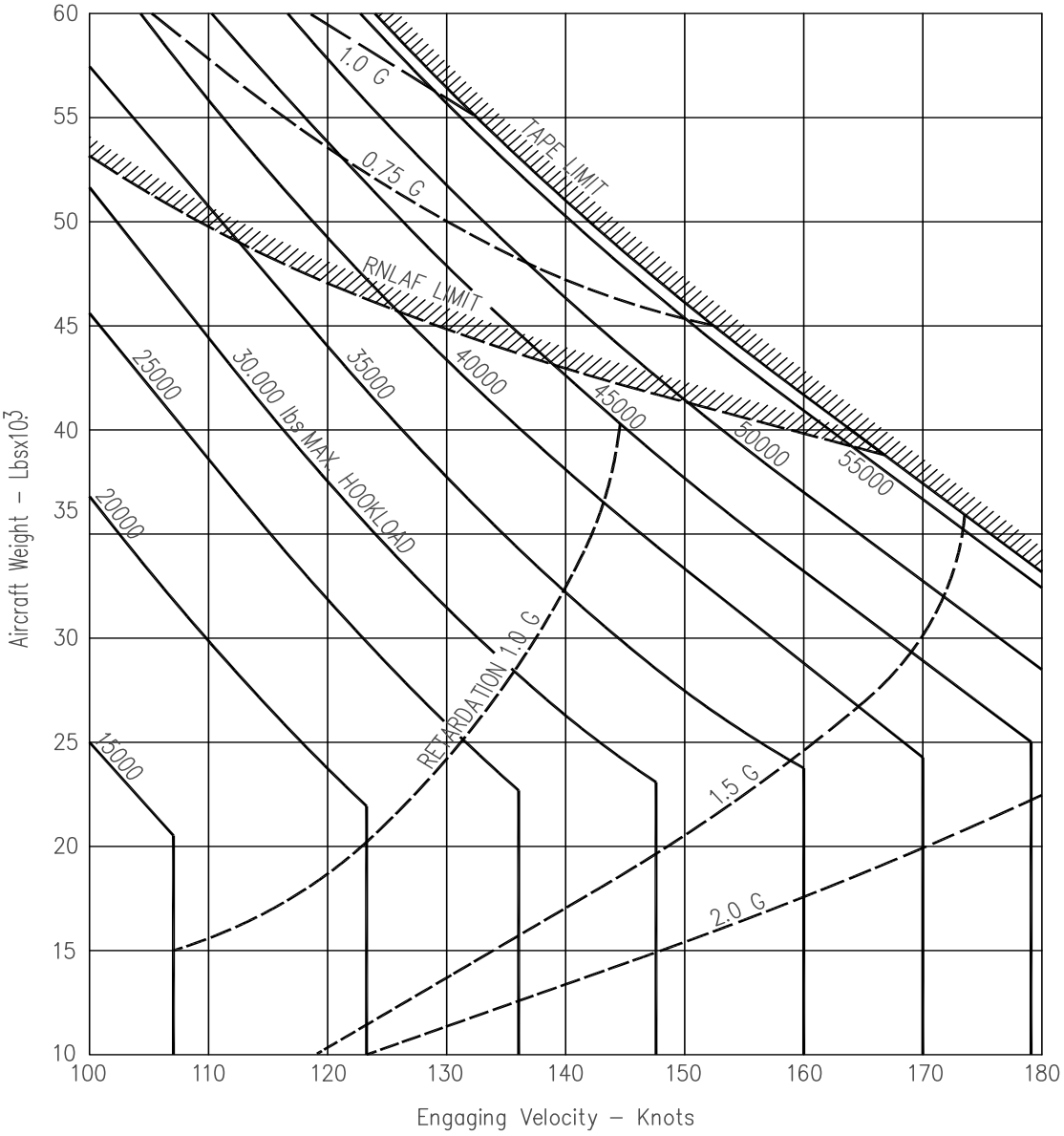
W = ACFT weight

V = engaging velocity

The hookload of the ACFT is limited to the 'Design hookload' for RNLAF and to the 'Hookload-yield' for visiting ACFT (hookload-yield = 1.15 x hookload design).

Maximum energy absorber weight/speed; 40.000 lbs (18140 kg) at 140 KTS.

PERFORMANCE CHART AAE 44B-4H



GEN 1.7.4 Airport pavement bearing capacity

GEN 1.7.4.1 The ACN/PCN system

Introduction

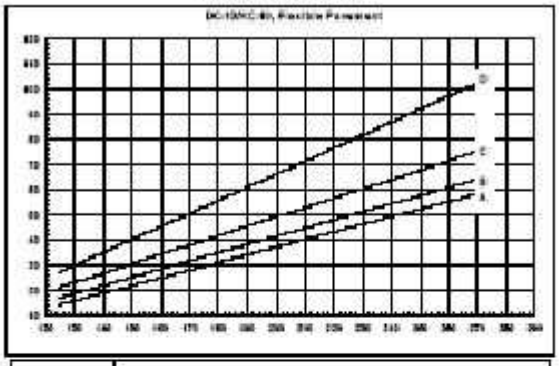
The total allowable weight of an ACFT using AD pavement is not only dependent of the construction of the pavement and the sub-grade, but also of the gear configuration and tire pressure of the ACFT. The ACN/PCN system is a classification system that makes it easy to see if an aeroplane can use a certain pavement section without making structural damage to that pavement. The ACN/PCN system has to be used for all ACFT with a Maximum Total Weight Authorised (MTWA) above 5700 kg (12.500 lbs).

Aircraft Classification Number (ACN)

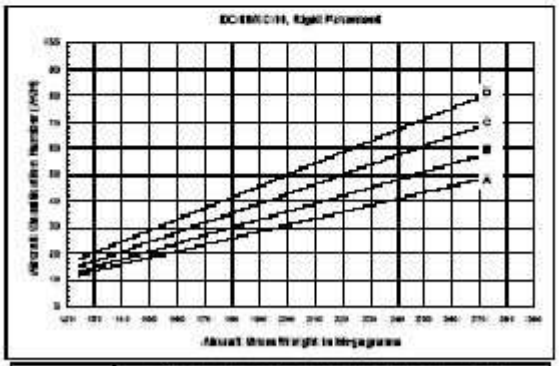
For any type of ACFT ACN values are calculated taking into account the weight of the ACFT, the pavement type and the sub-grade category. ACN values are normally given for two weights, one at MTWA and the other at the lower Operating Weight Empty (OWE). For intermediate operating weights the ACN value can be calculated by a linear variation between these limits. ACN values are assessed for 2 types of pavement (Flexible and Rigid) and for 4 standardised sub-grade categories. So, ACN is not a single number but consists of 16 values, or better two graphs. For most ACFT types the ACN are published in NATO document AEP-46A (STANAG 7131). An example is given below:

NATO UNCLASSIFIED

DC-10/KC-10



Load (Mg)	A (= 15)	B (5-15)	C (4-7.5)	D (= 4)
124.059	14	17	21	27
268.983	58	64	75	102



Load (Mg)	A (= 120)	B (50-120)	C (15-50)	D (= 15)
124.059	12	13	15	18
268.983	48	57	68	79

AFCESA Military 2002

ACN values are assessed for the most usual tire pressures. In AEP-46A is explained how the ACN can be corrected for other tire pressures. The correction will be small.

Pavement Classification Number (PCN)

PCNs are reported as a five part code:

30 / R / A / W / T

Pavement Type:
R = rigid, concrete
F = flexible, asphalt

Subgrade Strenght:
A = high, ≥ 13 CBR, ≥ 120 Mpa/mm
B = med, ≥ 8 CBR, ≥ 60 Mpa/mm
C = low, ≥ 4 CBR, ≥ 25 Mpa/mm
D = ultra low, ≤ 4 CBR, ≤ 25 Mpa/mm

Tire Pressure:
W = high, no limit
X = med, ≤ 1,5 Mpa
Y = low, ≤ 1,0 Mpa
Z = very low, ≤ 0,5 Mpa

Evaluation Method:
T = technical
U = type of using ACFT

An ACFT with an ACN equal or less than the reported PCN can operate on that pavement.

How to use the ACN/PCN method

a. Look at the PCN and first check for the tire pressure limitation (in the example above W = no limit).

b. Then look at the pavement type: R for Rigid or F for Flexible. This tells what ACN graph has to be used.

c. The sub-grade strength A to D corresponds with the A to D lines in the ACN graphs. Use the indicated line and the weight of the ACFT to calculate the actual ACN.

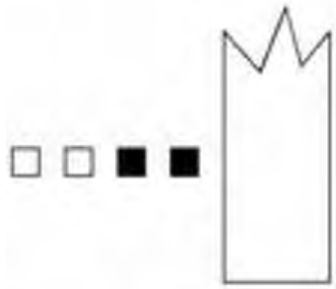
d. If the ACN is equal or less than the PCN operation is allowed.

Overload operations

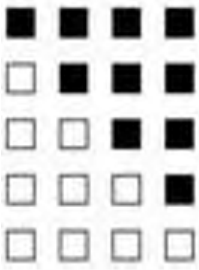
When the ACN is a little bit more than the PCN the plane will not immediate sink into the pavement. But when such an event happens more times, material tiredness occurs with cracking and settlement as result. To give technically based guidelines for overload operations for most of the MIL AD pavements an so called “Overload PCN” is assessed beside the normal PCN. ACNs more than the normal PCN but not more than the overload PCN can be allowed for a maximum of 40 times a year (use a “gliding year”).

Exceeding the overload PCN or the restriction of 40 times in a year will course structural damage to the pavement with severe reduction of its lifetime. However it might occur that a special mission is more important than the lifetime of the pavement. For this kind of operations a “waiver” is required. Waivers have to be requested at CLSK/DO with a copy to the base commander.

GEN 1.7.5 Precision approach path indicator (PAPI)



On correct approach path



Too low
Slightly low
On correct approach path
Slightly high
Too high

Legend: ☐ White ■ Red

PAPI display consists of a 4-light wing-bar on lefthand side of the runway and adjacent to the IFR touchdown point.

PART 1 - GENERAL (GEN)

GEN 2.

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

GEN 2. TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, ACFT MARKINGS, HOLIDAYS

GEN 2.1.1 Units of measurement

See AIP Netherlands. RWY dimensions are in ft.

GEN 2.1.2 Temporal reference system

See AIP Netherlands.

GEN 2.1.3 Horizontal reference system

See AIP Netherlands.

GEN 2.1.4 Vertical reference system

See AIP Netherlands.

GEN 2.1.5 ACFT nationality and registration marks

RNLAF ACFT are marked with a single letter (depending on the type of ACFT) followed by one to three digits. NRN ACFT are marked with three digits. Both RNLAF and NRN ACFT are marked with the Dutch MIL roundel as well.

GEN 2.1.6 Public holidays

GEN 2.1.6.1 General

See AIP Netherlands.

GEN 2.1.6.2 Closing days for MIL ADs

The MIL ADs in The Netherlands are closed on the following days:

Commemoration Day	04 May (after 1600)
Liberation Day	05 May
Christmas Eve	24 December, if a Monday
New Year's Eve	31 December, if a Monday

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PART 1 - GENERAL (GEN)

GEN 2.

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

GEN 2.2.1 General

See AIP Netherlands.

GEN 2.2.2 Additional MIL abbreviations

A	
ACHAD	Aeronautical Chart Amendment Document
AFMU	Airspace and Flow Management Unit
AWX	All Weather X-Country
B	
BENE	België-Nederland
C	
CAPP	Centralized Approach Control
CLG	Ceiling
COP	Co-ordination Point
CRC	Command and Reporting Centre
C&R	Control & Reporting System
F	
FDNO	Flight Data and Notam Office
H	
HAA	Height Above Aerodrome Elevation
HAT	Height Above Touchdown Zone Elevation
M	
MU	Maritime Unit
R	
RPAS	Remotely Piloted Aircraft Systems
S	
SPI	Special Position Identification
STANAG	Standard NATO Agreement
T	
TDK	Topografische Dienst Kadaster
V	
VIS/RVR	Visual range on the ground along the RWY
VHI	Very High Intensity runway lighting
VCL	Variable Center Line approach lighting

GEN 2.2.3 Terms and definitions

Accelerate Stop Distance Available (ASDA).

The length of the take-off-run-available (TORA) plus the length of the stopway, if provided.

Air Traffic Services Airspace.

Airspace of defined dimensions, alphabetically designated, within which specific types of flights may operate and for which the minimum requirements of Air Traffic Services and rules of operation are specified.

Clearway (CWY).

A defined rectangular area on the ground or water at the end of a RWY in the direction of the take off and under control of the appropriate authority; selected or prepared as a suitable area over which an ACFT may make a portion of its initial climb to a specified height (extends laterally to a distance of at least 75 m each side of the extended RWY centerline and no longer than half the length of the RWY).

General Air Traffic (GAT).

Flights conducted i.a.w. the rules and procedures of ICAO.

Ground-to-air communication.

One-way communication from stations or locations on the surface of the earth to ACFT.

Ground visibility.

The visibility at an AD, as reported by an accredited observer.

Heading.

The direction in which the longitudinal axis of an ACFT is pointed, usually expressed in degrees from North (true, magnetic, compass or grid).

Height.

The vertical distance of a level, a point or an object considered as a point, measured from a specified datum.

Holding procedure.

A predetermined manoeuvre which keeps an ACFT within a specified airspace while awaiting further clearance.

IFR.

The symbol used to designate the instrument flight rules.

IFR flight.

A flight conducted in accordance with the instrument flight rules.

IMC.

The symbol used to designate instrument meteorological conditions.

INCERFA.

The code word used to designate an uncertainty phase.

Instrument Approach Procedure (IAP).

A series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply.

Instrument Meteorological Conditions (IMC).

Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions. In a control zone, a VFR flight may proceed under instrument meteorological conditions if and as authorized by air traffic control.

Landing area.

That part of a movement area intended for the landing or take-off of ACFT.

Landing Distance Available (LDA).

The length of RWY which is declared available and suitable for the ground run of an ACFT landing. The LDA commences at the threshold.

Level.

A generic term relating to the vertical position of an ACFT in flight and meaning variously, height, altitude or flight level.

Location indicator.

A four-letter code group formulated in accordance with rules prescribed by ICAO and assigned to the location of an aeronautical fixed station.

Manoeuvring area.

That part of an AD to be used for the take-off, landing and taxiing of ACFT, excluding aprons.

Meteorological information.

Meteorological report, analysis, forecast and any other statement relating to existing or expected meteorological conditions.

Meteorological office.

An office designated to provide meteorological service for international air navigation.

Meteorological report.

A statement of observed meteorological conditions related to a specified time and location.

Missed approach procedure.

The procedure to be followed if the approach cannot be continued.

Mode (SSR).

The conventional identifier related to specific functions of the interrogation signals transmitted by an SSR interrogator.

Movement area.

That part of an AD to be used for the take-off, landing and taxiing of ACFT, consisting of the manoeuvring area and the apron(s).

Non-radar separation.

The separation used when ACFT position information is derived from sources other than radar.

NOTAM.

A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard the timely knowledge of which is essential to personnel concerned with flight operations.

Pilot-in-command.

The pilot responsible for the operation and safety of the ACFT during flight time.

Precision approach radar (PAR).

Primary radar equipment used to determine the position of an ACFT during final approach, in terms of lateral and vertical deviations relative to a nominal approach path, and in range relative to touchdown.

Procedure turn.

A manoeuvre in which a turn is made away from a designated track followed by a turn in the opposite direction to permit the ACFT to intercept and proceed along the reciprocal of the designated track.

Operational Air Traffic (OAT).

Flights which do not comply with the provisions stated for GAT and for which rules and procedures have been specified by appropriate authorities.

Security flights.

MIL flights resulting from urgent national or NATO security requirements, which for this reason do not necessarily comply with control and direction described within this MilAIP.

Take off Distance Available (TODA).

The length of the take-off-run-available (TORA) plus the length of the clearway, if provided.

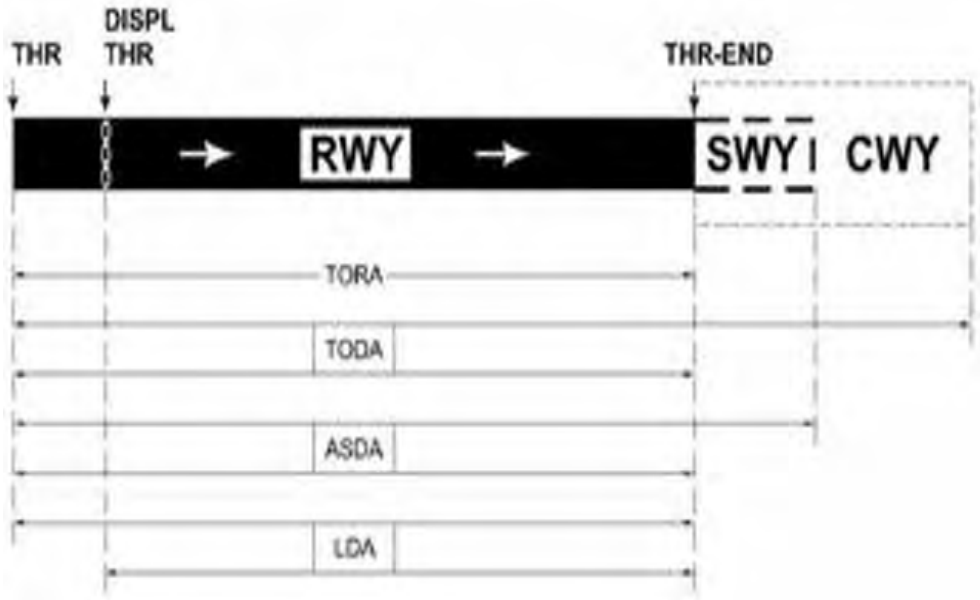
Take off Run Available (TORA).

The length of RWY declared available and suitable for the ground run of an ACFT taking off.

Stopway (SWY).

A defined rectangular area on the ground at the end of the take off run available prepared as a suitable area in which an ACFT can be stopped in the case of an aborted take off.

GEN 2.2.4 Determination of declared distances for RWYs



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PART 1 - GENERAL (GEN)

GEN 2.

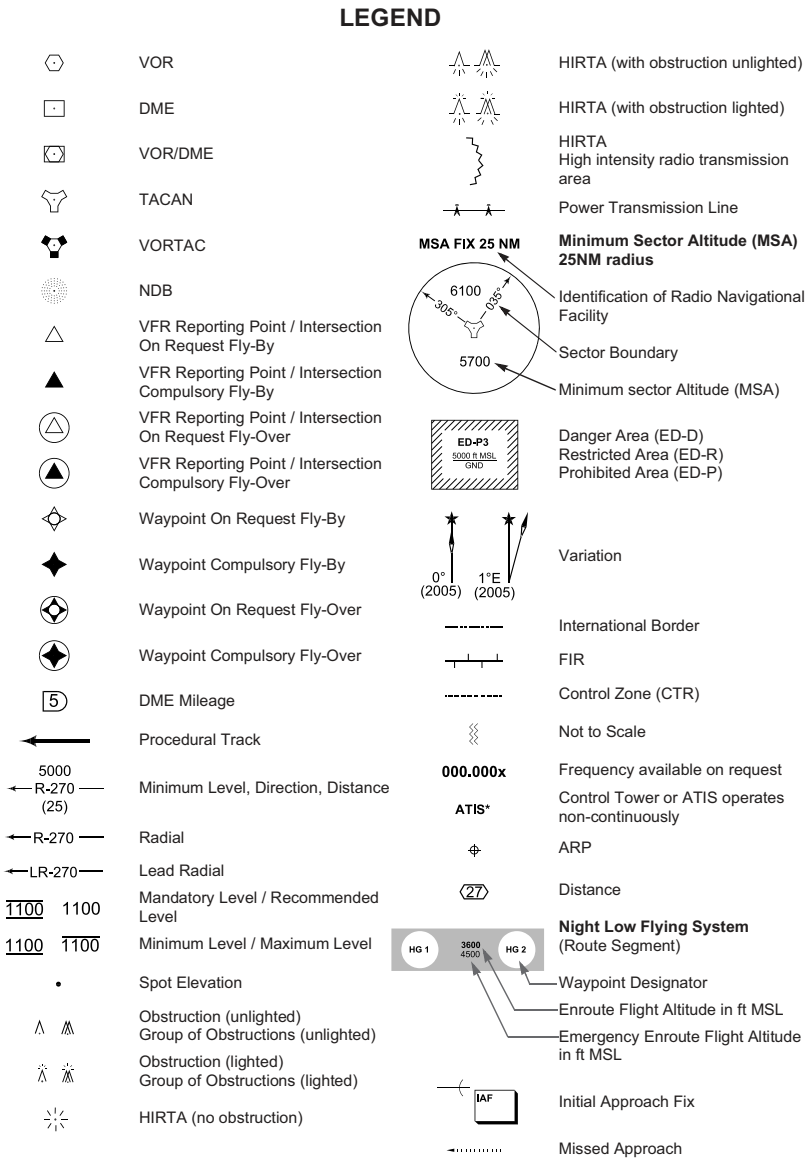
GEN 2.3 CHART SYMBOLS

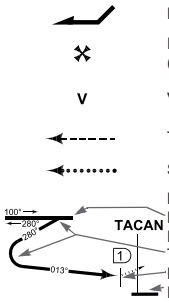
GEN 2.3 CHART SYMBOLS

GEN 2.3.1 General

See AIP Netherlands.

GEN 2.3.2 MIL symbols





Procedure Turn
Final Approach Fix (FAF)
(Non precision approaches)
Visual Descent Point (VDP)
Transition Route
Supplementary Route
Profile
Descent from Holding Pattern
Radio Nav Facility
Turns
Missed Approach Point
RWY
270° to
Final Approach Course from IAF to main Radio NavAid or ARP
090°
270°
Standard Holding Pattern
Holding Fix (If holding fix conform to IAF, IAF symbol is to be used.)
GS 3.0°
TCH 35
Glide Slope in Degrees
Threshold Crossing Height
1100
Glide Slope Intercept Altitude
Front Course
Back Course
Glide Slope
MM
OM
General symbol for radio facilities
Radar reflector

VASIS / PAPI
Displaced Threshold
INS Position
Closed runway or taxiway
TWY
Uni-directional / Bi-directional Cable
The cables are displayed with regard to the direction of their arresting capabilities (uni-/bi-directional) irrespective of flight operational restrictions.
Net
A
Taxiway designation
ABN
H
Helicopter Landing Area
C
Supervision office
Wind sock (unlighted, lighted)
RWY (hard surface)
RWY (unpaved surface)
RWY (unpaved surface) with unpaved surface beyond RWY extremities
RWY (hard surface) with hard surface beyond RWY extremities
RWY (hard surface) with unpaved surface beyond RWY extremities
TWY or apron (hard surface)
Building

APPROACH LIGHTING SYSTEM

Threshold (ALS no flashing lights)
Threshold (ALS with flashing lights)
Lights on extended rwy center line
1 row
2 rows
3 rows or more
Crossbar
NO LIGHTS
No ALS

UNKNOWN
Type of ALS unknown
S-ALS
Example
CAT ..
Example

PART 1 - GENERAL (GEN)

GEN 2.

GEN 2.4 LOCATION INDICATORS

GEN 2.4 LOCATION INDICATORS

ENCODE			
LOCATION	INDICATOR	LOCATION	INDICATOR
DEELEN *)	EHDL	AOCS NW MILLIGEN CRC	EHML
National Mil ATS cell Schiphol	EHMC	MilATCC Schiphol Military control	EHMC
DE PEEL *)	EHDP	VLIELAND *)	EHVL
DE KOOY	EHKD	VOLKEL	EHVK
EINDHOVEN	EHEH	WOENSDRECHT	EHWO
GILZE-RIJEN	EHGR	WOENSDRECHT (JMG)	EHWX
LEEUWARDEN	EHLW		

DECODE			
INDICATOR	LOCATION	INDICATOR	LOCATION
EHDL	DEELEN *)	EHMC	National Mil ATS cell Schiphol
EHDP	DE PEEL *)	EHML	AOCS NW MILLIGEN CRC
EHEH	EINDHOVEN	EHVK	VOLKEL
EHGR	GILZE-RIJEN	EHVL	VLIELAND *)
EHKD	DE KOOY	EHWO	WOENSDRECHT
EHLW	LEEUWARDEN	EHWX	WOENSDRECHT (JMG)
EHMC	MilATCC Schiphol Military control		

*) Not connected to the AFTN.

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PART 1 - GENERAL (GEN)

GEN 2.

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ID	STATION	FACILITY	PURPOSE [1)]
HDR[*)]	DE KOOY	DME	AE
DLN	DEELEN	TACAN	AE
EHV	EINDHOVEN	TACAN	AE
GZR	GILZE-RIJEN	TACAN	AE
LWD	LEEUWARDEN	TACAN	AE
VKL	VOLKEL	TACAN	AE
WDT	WOENSDRECHT	TACAN	AE

1) A = Aerodrome, E = En-route

*) Property of and maintained by CIV aviation authorities

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PART 1 - GENERAL (GEN)

GEN 2.

GEN 2.6 CONVERSION TABLES

GEN 2.6 CONVERSION TABLES

See AIP Netherlands.

GEN 2.7 SUNRISE/SUNSET TABLES

See AIP Netherlands.

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PART 1 - GENERAL (GEN)

GEN 3.

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

GEN 3. SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

GEN 3.1.1 Responsible service

The Military Aeronautical Information Service (MilAIS) is located at Schiphol-Oost; service is provided Monday to Friday inclusive daily 0700/1500 (0600/1400). The MIL international NOTAM office is an integral part of the MilAIS, located at the same address and a twenty-four HRS service is provided.

Postal address:	711 LVL squadron B/2/MilAIS MPC 61C P.O. Box 8762 4820 BB Breda The Netherlands
AFTN address:	EHMCZPZX
Telephone:	+31(0)20 4062843
E-Mail:	ais@mindef.nl

GEN 3.1.2 Area of responsibility

The MilAIS Schiphol is responsible for the collection and dissemination of information essential for MIL air navigation for the entire territory of The Netherlands and for the airspace over the North Sea encompassed by Amsterdam FIR, including the delegated airspace up to 3000 ft AMSL.

GEN 3.1.3 Aeronautical publications

GEN 3.1.3.1 Military Aeronautical Information Publication (MilAIP) Netherlands

See GEN 0.1.

GEN 3.1.3.2 CENOR FLIP

The 'Central and Northern Region Flight Information Publication (CENOR FLIP)' is a co-operative project of the Armed Forces of Belgium, Czech Republic, Denmark, Germany, Norway, Poland and The Netherlands. These CENOR FLIPs are published by 'the Amt für Flugsicherung der Bundeswehr (AFSBw)'. The CENOR FLIP contains authorized Aerodrome Charts (ADC), Departure (DEP) and Instrument Approach (IAP) procedures issued by the above mentioned Armed Forces and some copied procedures of NON-CENOR Countries.

The CENOR FLIP comprises of three volumes;

- Vol 1 includes ADC, DEP and IAP plates from Belgium, Denmark, Norway, Sweden, The Netherlands and the United Kingdom.
- Vol 2 includes ADC, DEP and IAP plates from Germany.
- Vol 3 includes ADC, DEP and IAP plates from Austria, Czech Republic, France, Italy, Poland and Portugal.

The publication cycle for the CENOR FLIP is 8 weeks.

GEN 3.1.3.3 NOTAM service

The NOTAM serie M (MIL) contains aeronautical information of a temporary nature in and below MIL airspace and of MIL ADs in the Amsterdam FIR. It also contains information of a permanent nature which is appropriate to the MilAIP but whose immediate dissemination is required. The NOTAM serie M is numbered successively from NR M0001 starting January 1st of each year. The distribution takes place via the EAD (European Aeronautical information services Database) network and is identical to the distribution of the NOTAM series A (CIV). Monthly a checklist of NOTAM series M currently in force, is issued via the EAD network and a printed summary of valid NOTAM series M is issued by mail. Both NOTAM series M and monthly checklist are distributed with originator EUECYIYN.

GEN 3.1.3.4 MilAIC service

Military Aeronautical Information Circulars (MilAICs) contain information of general and technical interest and information relating to administrative matters important to MIL aviation which do not qualify insertion in the MilAIP or NOTAM. The distribution of MilAICs is identical to the distribution of the MilAIP.

GEN 3.1.3.5 SNOWTAM service

Netherlands MIL ADs will issue SNOWTAM for the reporting of snow, slush, ice and water during winter, see AD 1.2 para 2.

GEN 3.1.3.6 Bird migration warnings (BIRDTAM)

Procedures for the issue of bird warning messages are laid down in ENR 5.6.

GEN 3.1.3.7 Preflight information service at ADs

At RNLAF ADs daily pre-flight information bulletins are available. These bulletins contain NOTAM information of Belgium, Germany, The Netherlands, Denmark (AD info only), Norway (AD info only) and United Kingdom (AD info only). Additional pre-flight information bulletins may be obtained from MilAIS Schiphol through AFTN.

GEN 3.1.4 AIRAC system

In order to control and regulate the flow of change implying amendments to charts, route manuals etc., whenever possible, such changes will be issued on predetermined dates according to the AIRAC system. If an AIRAC amendment can not be produced in time, a NOTAM clearly marked AIRAC will be issued.

The following table indicates the publication dates and AIRAC effective dates of the amendments to the AIP for the coming years.

Whenever major changes are being planned, and where additional notice is practicable, the publication date will be 56 days in advance of the AIRAC effective date.

	2023		2024	
AMDT	Publication date	Effective date	Publication date	Effective date
1	29 DEC 22	26 JAN 23	28 DEC 23	25 JAN 24
2	26 JAN 23	23 FEB 23	25 JAN 24	22 FEB 24
3	23 FEB 23	23 MAR 23	22 FEB 24	21 MAR 24
4	23 MAR 23	20 APR 23	21 MAR 24	18 APR 24
5	20 APR 23	18 MAY 23	18 APR 24	16 MAY 24
6	18 MAY 23	15 JUN 23	16 MAY 24	13 JUN 24
7	15 JUN 23	13 JUL 23	13 JUN 24	11 JUL 24
8	13 JUL 23	10 AUG 23	11 JUL 24	08 AUG 24
9	10 AUG 23	07 SEP 23	08 AUG 24	05 SEP 24
10	07 SEP 23	05 OCT 23	05 SEP 24	03 OCT 24
11	05 OCT 23	02 NOV 23	03 OCT 24	31 OCT 24
12	02 NOV 23	30 NOV 23	31 OCT 24	28 NOV 24
13	30 NOV 23	28 DEC 23	28 NOV 24	26 DEC 24

GEN 3.1.5 Pre-flight information service at aerodromes/heliports

Not applicable.

GEN 3.1.6 Electronic terrain and obstacle data

Not applicable.

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PART 1 - GENERAL (GEN)

GEN 3.

GEN 3.2 AERONAUTICAL CHARTS

GEN 3.2 AERONAUTICAL CHARTS

GEN 3.2.1 Responsible service(s)

Five aeronautical charts are published under authority of the Dienst Geografie (DGeo) and the Military Aeronautical Information Management.

These charts are produced in accordance with specifications set down in relevant STANAGs.

GEN 3.2.2 Maintenance of charts

Revision of the aeronautical information on all TFC-L charts is constantly in progress, and published in the ACHAD. Amended reprints of the charts are published every year in May.

Topographical and hydrographical information portrayed is also revised yearly.

GEN 3.2.3 Purchase arrangements

Not applicable.

GEN 3.2.4 Aeronautical chart series available

The following series of TRANSIT FLYING CHART (LOW LEVEL) SECOND SERIES are produced under responsibility of the MoD:

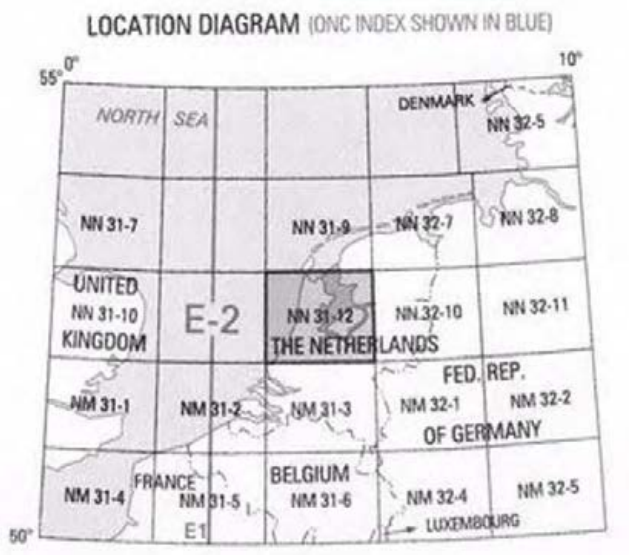
NN 31 - 9	Leeuwarden	1:250 000
NN 32 - 7	Groningen	1:250 000
NN 31 - 12	Amsterdam	1:250 000
NN 32 - 10	Enschede	1:250 000
NM 31 - 3	Rotterdam	1:250 000

GEN 3.2.5 List of aeronautical charts available

The available TFC-L charts are not part of the MilAIP Netherlands, and must be ordered separately via:

DGEO FRONTOFFICE.
email: dgeo.frontoffice@mindef.nl

GEN 3.2.6 Index to the World Aeronautical Chart (WAC) - ICAO 1:1 000 000



GEN 3.2.7 Topographical charts

Where applicable, topography is added to the TFC-Ls.

The topography concerned is owned and used as digital information from Topografische Dienst Kadaster (TDK).

GEN 3.2.8 Corrections to charts not contained in the AIP

All pen corrections on the aeronautical overlay on the TFC-L charts will be published in the Aeronautical Chart Amendment Document (ACHAD).

PART 1 - GENERAL (GEN)

GEN 3.

GEN 3.3 AIR TRAFFIC SERVICES

GEN 3.3 AIR TRAFFIC SERVICES

GEN 3.3.1 Responsible service

The authority responsible for the overall administration of MIL air traffic services in The Netherlands is the Commander Air Force of the Royal Netherlands Air Force, C4ISR/AIR C2.

Postal address:	Royal Netherlands Air Force Command C4ISR/AIR C2 P.O. Box 8762 4820 BB Breda The Netherlands
Military Postal Code System:	MPC 92A
Military message address:	MOD NL AIR OPERATIONS THE HAGUE for: CLSK/DO/C4ISR/AIR C2
Civil telex address:	43393 LUVHVS NL - for: CLSK/DO/C4ISR/AIR C2
E-mail address:	atc@mindef.nl
Telefax:	+31(0)76 5447356
Telephone:	+31(0)76 5447348

GEN 3.3.2 Area of responsibility

Military air traffic services are provided within the airspace encompassed by the Amsterdam FIR.

- MilATCC Schiphol below FL245
- MUAC above FL245

GEN 3.3.3 Types of services

Military air traffic services are provided by the units stated below.

GEN 3.3.3.1 Military Air Traffic Control Centre

The Military Air Traffic Control Centre (MilATCC Schiphol), a Royal Netherlands Air Force unit located at Schiphol is designated to provide air traffic services below FL 245 to OAT within the Amsterdam FIR and to CIV air traffic within the Nw Milligen CTA North and in/below the Nw Milligen TMAs. The centre operates in close co-ordination with the CIV Area Control Centre Amsterdam, Maastricht Upper Area Control Centre (Eurocontrol), has a direct liaison with The Netherlands Air Defence System.
A computer - to - computer datalink with the CIV ACCs to MilATCC Schiphol will provides an automatic transmission and processing of current flightdata (including SSR identities) on GAT.

The area of responsibility of the MilATCC Schiphol co-incides with the Amsterdam FIR except for the part south of a line joining the positions 51°43'N 002°10'E and 51°16'N 004°06'E which, for practical purposes, is regarded to be the area of responsibility of Belgian ATS units.

Detailed information of lateral and vertical limits of the airspace structure is given in AIP Netherlands ENR 2, ATC services to GAT following ATS routes both in the lower and upper airspace is provided by ACC Amsterdam, Maastricht UAC and by MilATCC Schiphol for ATS routes in the Nw Milligen TMAs.

MilATCC Schiphol will provide:

- Radar approach/departure control to RNLAF ADs;

- Air traffic control service to OAT and GAT in the Nw Milligen TMAs and the Nw Milligen CTA North;
- Flight information and alerting service to OAT within the Amsterdam FIR outside NSAA and to GAT within the Nw Milligen CTA North and in/below the Nw Milligen TMAs 1). Flight information and alerting service to GAT in/below Eelde TMA and Maastricht TMAs outside OPR HR of Eelde and Beek TWR;
- Diversion and recovery control service to OAT. The operation of this service is in close co-ordination with the operational command units;
- MilATCC Schiphol is designated as the central agency to assist OAT as well as GAT within the Nw Milligen CTA North and within/below the Nw Milligen TMAs in a state of emergency, to coordinate as necessary the actions required from other ATC units and to activate the search and rescue organisation, when appropriate;
- MUAC will provide air traffic control service to OAT above FL 245.

GEN 3.3.3.2 Air traffic services on ADs

At following ADs AIS is available. The following ATC service is provided:

Name	Loc. Indicator	Service
Deelen	EHDL	TWR O/R, APP by MilATCC Schiphol CAPP. AIS/ARO by MilATCC Schiphol FDNO.
De Kooy	EHKD	TWR, APP by MilATCC Schiphol CAPP. AIS/ARO by MilATCC Schiphol FDNO.
Eindhoven	EHEH	TWR, APP by MilATCC Schiphol CAPP. AIS/ARO by MilATCC Schiphol FDNO.
Gilze-Rijen	EHGR	TWR, APP by MilATCC Schiphol CAPP. AIS/ARO by MilATCC Schiphol FDNO.
Leeuwarden	EHLW	TWR, APP by MilATCC Schiphol CAPP. AIS/ARO by MilATCC Schiphol FDNO.
Volkel	EHVK	TWR, APP by MilATCC Schiphol CAPP. AIS/ARO by MilATCC Schiphol FDNO.
Woensdrecht	EHWO	TWR, APP by MilATCC Schiphol CAPP. AIS/ARO by MilATCC Schiphol FDNO.

GEN 3.3.4 Co-ordination between the operator and ATS

Not applicable.

GEN 3.3.5 Minimum flight altitude

Not applicable.

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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PART 1 - GENERAL (GEN)

GEN 3.

GEN 3.4 COMMUNICATION SERVICES

GEN 3.4 COMMUNICATION SERVICES

GEN 3.4.1 Responsible service

All telecommunications services described in this chapter are administered and maintained by The Netherlands MIL authorities, unless otherwise indicated. Remarks or complaints regarding any telecommunication service should be addressed to the relevant station commander.

GEN 3.4.2 Area of responsibility

Communication services are provided within the Amsterdam FIR.

GEN 3.4.3 Types of service

The following types of radio aids to navigation are available:

MF Non-Directional Beacon (NDB)

VHF Direction-Finding Station (VDF)

Tactical Air Navigation (TACAN)

Distance Measuring equipment (DME)

Instrument Landing System (ILS)

Airfield Surveillance Radar (ASR)

Precision Approach Radar (PAR)

Long Range Radar (LRR)

DF bearings are classified as follows:

Class A - accurate within 2 degrees

Class B - accurate within 5 degrees

Class C - accurate within 10 degrees

Class D - less accurate than class C

Fixes established by use of the Automatic Triangulation System are classified as follows:

Class A - accurate within 5 NM

Class B - accurate within 20 NM

Class C - accurate within 50 NM

NOTE: Normally the accuracy of bearing and fixes is considered Class A, unless otherwise stated.

GEN 3.4.4 Requirements and conditions

GEN 3.4.4.1 Maintenance of tacan beacons

During maintenance of TACAN beacons the carrier-wave may be on the air, but the identification concerned will not be transmitted. If therefore a TACAN beacon does not give the proper identification, aircrew are to consider this beacon to be unreliable.

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PART 1 - GENERAL (GEN)

GEN 3.

GEN 3.5 METEOROLOGICAL SERVICES

GEN 3.5 METEOROLOGICAL SERVICES

GEN 3.5.1 Responsible service

The main MIL authority for meteorological service is the Commander Air Force of the Royal Netherlands Air Force, Mission Support Branch, Staff Meteorologist.

Main meteorological office, Joint MET Group (JMG), is located at Woensdrecht.	
Postal address:	JMG P.O. Box 8762 4820 BB Breda The Netherlands
Military Postal Code System:	MPC 90A
AFTN address:	EHWXYMYX
Telefax:	+31(0)164 693147
Telephone (Forecaster):	+31(0)164 693111

GEN 3.5.2 Area of responsibility

Meteorological service is provided within the Amsterdam FIR.

GEN 3.5.3 Meteorological observations and reports

GEN 3.5.3.1 Purpose and operating procedures

The JMG operates a dedicated network for its meteorological data exchange with other national and international agencies.

Different types of circuitry are in operation:

a. A digital network between the JMG and the MET offices at all MIL ADs;

b. A data link to the National CIV MET Service at De Bilt;

c. National data links to MET data users;

d. Data links to MET centres at Euskirchen (Germany), Beauvechain (Belgium) and Exeter (UK).This circuitry is partially operated for the NATO MET data exchange.

Data availability lists are contained in various documents, e.g. ACOMEX handbook. Details may be requested from the Helpdesk at the JMG, Woensdrecht AD (+31(0)164 693131).

GEN 3.5.3.2 Contents of weather reports

Weather reports may consist of the actual weather in METAR- or SPECI-code form and the colourstate/colourstate forecast and trend forecast.

The order of elements in the METAR- or SPECI-code forms is as follows:

- kind of message
- ICAO location indicator
- date/time group
- wind/maximum wind (gusts)
- visibility*
- runway visual range
- weather*
- clouds*
- temperature/dewpoint
- QNH
- recent weather

The items marked with an asterisk may be replaced by the codeword CAVOK when visibility is 10 km or more, no clouds below 5000 ft, no cumulonimbi and significant weather.

GEN 3.5.3.3 Availability of weather reports

Actual weather reports concerning the stations mentioned below may be obtained from MilATCC Schiphol.

BELGIUM	GERMANY		DENMARK	GREAT BRITTAIN	NETHERLANDS
EBAW	EDDK	ETNN	EKKA	EGDM	EHAM
EBBE	EDLV	ETNS	EKSP	EGOV	EHBK
EBBL	ETHB	ETNT		EGUB	EHDL
EBBR	ETHC	ETNW		EGUL	EHEH
EBCI	ETHE	ETSA		EGUN	EHGG
EBCV	ETHF	ETSB		EGUW	EHGR
EBDT	ETHL	ETSH		EGVN	EHKD
EBFN	ETHN	ETSI		EGXE	EHLE
EBFS	ETHS	ETSL		EGXT	EHLW
EBLB	ETMN	ETSN		EGXW	EHRD
EBLG	ETNG			EGYM	EHVK
EBOS	ETNH				EHVL
EBSZ					EHWO

GEN 3.5.3.4 Aerodrome services and observations

STATION	DURING OPR HRS AIRBASE				TELEPHONE NRS
	OBS HRS H+25	OBS AVAILABLE H+30	OBS HRS H+55	OBS AVAILABLE H+00	
JMG (EHWX)					+31(0)164 693111
DEELEN (EHDL)	O	A	O	A	+31(0)26 3538404
DE KOOY (EHKD)	O	A	O	A	+31(0)223 658979
EINDHOVEN (EHEH)	O	A	O	A	+31(0)40 2506483
GILZE-RIJEN (EHGR)	O	A	O	A	+31(0)161 296551
LEEUWARDEN (EHLW)	O	A	O	A	+31(0)58 2346056
VLIEHORS RANGE (EHVL)	O	A	O	A	+31(0)58 2346460
VOLKEL (EHVK)	O	A	O	A	+31(0)413 278047
WOENSDRECHT (EHWO)	O	A	O	A	+31(0)164 692268

NOTE: Observations are mainly automated.
Outside AD 'FORECAST BRIEFING HR', forecast briefings are available through JMG.

Languages used: English and Dutch.
O = METAR
A = Actual

STATION	DURING OPR HRS AIRBASE						TELEPHONE NRS
	01/02	05/06	09/10	13/14	17/18	21/22	
JMG (EHWX)	A[1)]			A[2)]			+31(0)164 693111
DE KOOY (EHKD)		A	A	A	A		+31(0)223 658979
GILZE-RIJEN (EHGR)		A	A	A			+31(0)161 296551
LEEUWARDEN (EHLW)		A	A	A			+31(0)58 2346056
VOLKEL (EHVK)		A	A	A			+31(0)413 278047
WOENSDRECHT (EHWO)		A	A	A			+31(0)164 692268
VLIEHORS RANGE (EHVL)		A	A	A			+31(0)58 2346460
DEELEN (EHDL)	On request by EHWX						+31(0)26 3538404

	05/06	11/12	17/18	23/00	
EINDHOVEN (EHEH)	B	B	B	B	+31(0)40 2506483

NOTE: A= TAF (12 HRS)
B= TAFOR (30 HRS)

1) Aeronautical bulletin: MON/FRI at 0300.
SAT/SUN/HOL at 0400.

2) Aeronautical bulletin: 1100.

GEN 3.5.3.5 Military meteorological data circuitry

GEN 3.5.4 Types of services

The meteorological offices at the MIL ADs provide the required meteorological information concerning these ADs.

A briefing may be obtained at the local MET offices, a central briefing may be obtained at the main meteorotogical office located at the Joint MET Group at Woensdrecht.

GEN 3.5.5 Notification required from operators

Not applicable.

GEN 3.5.6 ACFT reports

Not applicable.

GEN 3.5.7 VOLMET service

Not applicable.

GEN 3.5.8 SIGMET and AIRMET service

Not applicable.

GEN 3.5.9 Other automated meteorological services

Not applicable.

PART 1 - GENERAL (GEN)

GEN 3.

GEN 3.6 SEARCH AND RESCUE

GEN 3.6 SEARCH AND RESCUE

GEN 3.6.1 Responsible service(s)

The search and rescue service in The Netherlands territory and adjacent area of the North Sea is organised in accordance with the Standard and Recommended Practices of ICAO Annex 12. The operations are performed by MIL and CIV organisations under the operational co-ordination of the Director of The Netherlands Coastguard.

Applicable ICAO documents

a. Annex 12 Search and Rescue

b. Annex 13 ACFT Accident Inquiry

c. Doc 7030 Regional Supplementary Procedures (EUR Region)

d. Doc 7333-AN Search and Rescue Manual

GEN 3.6.2 Area of responsibility

The aeronautical search and rescue service is responsible for SAR within Amsterdam FIR.

GEN 3.6.3 Types of service

Details of the Joint Rescue Co-ordination Centre (JRCC) and related rescue-units are given on para GEN 3.6.4.1. In addition, elements of the State police organisation, Air Force and merchant navy can be made available for search and rescue missions when required, while aeronautical and maritime telecommunication services are available to SAR-organisation.

ACFT available for SAR are not amphibious and are capable of dropping survival equipment consisting of inflatable rubber dinghies furnished with medical supplies, emergency rations and sea survival kits.

ACFT and/or marine craft are equipped to communicate on 121.500, 123.100, 156.375, 156.800, 243.000, 282.800 MHz, 3023, 3458, 5680, 6550 and 8364 kHz. SAR ACFT and marine craft are equipped with UHF direction finding equipment and RADAR.

GEN 3.6.4 SAR agreements

GEN 3.6.4.1 Joint Rescue Co-ordination Centre Den Helder

Name:	JRCC Den Helder
Postal address:	Netherlands Coastguard JRCC Den Helder P.O. Box 10000 1780 CA Den Helder The Netherlands
Military Postal Code System:	MPC 10A
Telex:	71088 kustw nl
Telefax:	+31 (0)223 658358 (Operations) +31 (0)223 658303 (Administration)
Telephone number:	+31 (0) 900 0111 (Alarm 24 HRS) +31 (0)223 658300 (Administration) +31 (0)223 542300 (Operations 24 HRS)
FREQ available:	123.100, 156.375, 156.800 and 282.800 MHz, 2182, 3023, 3458, 5680 and 6550 kHz
E-mail:	ccc@kustwacht.nl (maritieme zaken); ARCC@kustwacht.nl (aeronautischse zaken)
Inmarsat-c:	424426512 (Operations) 424477710 (Fall back facility)
Service HRS:	H24
Remark: Direct speech circuits between JRCC and related ATC units.	

GEN 3.6.4.2 International agreements

An agreement has been concluded between The Netherlands and the Federal Republic of Germany concerning the provision of assistance within the sea- and coastal area bounded by the north coast of The Netherlands and the Federal Republic of Germany.

Requests for entry of ACFT equipment and personnel from other states to engage in the search for ACFT in distress or to rescue survivors of ACFT accidents should be transmitted to the JRCC Den Helder in accordance with ICAO Annex 12 chapter 2.

GEN 3.6.5 Conditions of availability

Upon request to the JRCC Den Helder the SAR service and facilities in The Netherlands are at all times available without charge to neighbouring states provided they are not engaged in SAR operations in their home territory.

GEN 3.6.6 Procedures and signals used

GEN 3.6.6.1 Procedures

Procedures for pilots-in-command observing an accident or intercepting a distress call and/or message are outlined in ICAO Annex 12, chapter 5.

GEN 3.6.6.2 Communications

Transmission and reception of distress messages within The Netherlands search and rescue area are handled in accordance with ICAO Annex 10, Volume II, chapter 5, para 5.3 (Aeronautical Telecommunications).

For communications during search and rescue operations, unique codes will be assigned by ATC. Abbreviations published in ICAO DOC 8400 (Codes and Abbreviations) can be used.

Information concerning positions, call signs, frequencies and HRS of operation of Netherlands CIV aeronautical stations and direction finding stations are published in the AIP Netherlands. For MIL stations this information is published in AD 2 of the MilAIP.

Aeronautical stations will guard continuously the international emergency frequency 121.500 MHz. MIL aeronautical stations will guard FREQ 243.000 MHz as well. All coastal stations will guard continuously the international distress frequencies.

GEN 3.6.6.3 Call signs

Rescue ACFT engaged in SAR action will use call signs and additional identification marks as follows:

fixed wing ACFT:	Rescue Pluto -1, -3, -5, -7, etc.
HEL:	Rescue Pedro -2, -4, -6, -8, etc.

GEN 3.6.6.4 Signals

The search and rescue signals to be used are those prescribed in ICAO Annex 12, Appendix A.

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PART 1 - GENERAL (GEN)

GEN 4.

CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4. CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

Not applicable.

GEN 4.1 Aerodrome/heliport charges

Not applicable.

GEN 4.2 Air navigation services charges

Not applicable.

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PART 2 - EN-ROUTE (ENR)

ENR 0.

ENR 0.6 TABLE OF CONTENTS TO PART 2

PART 2 - EN-ROUTE (ENR)

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PART 2 - EN-ROUTE (ENR)

ENR 1.

ENR 1.1 General rules

ENR 1. GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

The MIL air traffic rules and procedures applicable to MIL air traffic in The Netherlands territory conform flights which do not comply with the provisions stated for GAT and for which rules and procedures have been specified by the appropriate authorities.

ENR 1.1.1 Routing

ENR 1.1.1.1 General

The route selection procedures outlined in the following para's are designed to assist pilots to plan flights i.a.w. the rules prescribed in ENR.

The routing of certain categories of OAT as laid down in Letters of Agreement or by Multi-lateral Agreement on Standard Operating Procedures may deviate from the rules as mentioned above.

ENR 1.1.1.2 HIGH - HIGH (upper airspace) profiles

RVSM equipped military traffic with entry and exit above FL 245 has to file GAT in Amsterdam FIR (see flow chart ENR 10.1.2). Other RVSM equipped military traffic has to file OAT. Non-RVSM equipped has to file OAT using TACAN routepoints (see ENR 4.1 and ENR 4.4) with DCT routing.
For exercises and pre-planned large information or streams of ACFT there is a possibility to use additional pre-arranged Flex Windows as described in ENR 3.5.

ENR 1.1.1.3 HIGH - LOW - HIGH (HLH) profiles

The main principle to be observed in planning of flight involving one or more transitions from upper to lower airspace or vice versa, is that such a transition will have to be conducted clear of CIV controlled airspace.

For Low - High departures from Vliehors air-to-ground firing range special departure procedures have been developed, see also ENR 6.1. Detailed procedures are incorporated in the respective Range Orders.

Routing via Window 3 (UW3) as described in ENR 3.5 may be requested.

A flightplan may be filed in the air with MilATCC Schiphol for an en-route HLH transition or, in case of an intended landing, a straight-in radar approach.

For exercises and pre-planned large information or streams of ACFT there is a possibility to use additional pre-arranged Flex Windows as described in ENR 3.5.

ENR 1.1.1.4 Route planning in lower heightbands

The main principle to be observed in the planning of flights in the lower height bands (below FL 200), is that only the levels underneath the base of the high density traffic areas mentioned below are available for selection (see AIP Netherlands, ENR 6):

- Schiphol TMA 1, 2 and 3;
- Rotterdam TMA 1, 2 and 3;
- Amsterdam CTA East, South and West.

Routing via Window 3 (UW3) as described in ENR 3.5 may be requested.

For exercises and pre-planned large information or streams of ACFT there is a possibility to use additional pre-arranged Flex Windows as described in ENR 3.5.

ENR 1.1.2 Standby ad arrangements

ENR 1.1.2.1 During OPR HR (generaly between 0700/1545 (0600/1445).

OPR HRS may vary due to planned flying operations.

RNLAF ADs act in principle as standby AD for each other. RNLAF DHC Maritime base De Kooy is not available as standby AD.

A request from a foreign flying unit for a RNLAF standby AD is to be directed to Centre Supervisor MilATCC Schiphol.

ENR 1.1.2.2 Outside OPR HR (1545/0700 (1445/0600)

A request from a foreign flying unit for a RNLAF standby AD is to be directed to MilATCC Schiphol (Centre Supervisor MilATCC Schiphol) before 1500 (1400). This request can only be granted during times that the AD concerned will be open due to national commitments.

ENR 1.1.2.3 Emergency standby period

An emergency standby period is established outside OPR HR during flying activities of:

- RNLAF ACFT (except HEL) and/or NATO jet ACFT stationed within The Netherlands;
- Jet ACFT of other NATO forces at low altitudes over The Netherlands.

The available emergency standby AD is published daily in the 'final standby ad directive'. This directive will be distributed at 1600 (1500) via AFTN to all MIL ADs concerned.

During the emergency standby period an operator is present at the tower and the appropriate cable(s) of the RWY in use are rigged.

If a pilot is forced to land at the above mentioned AD, he will inform MilATCC Schiphol which will notify the operator of the AD concerned. RWY and approach lights will be switched on.

MilATCC Schiphol will provide the pilot with the latest weather report and the RWY in use.

ENR 1.1.3 Flypasts/Displays

For flypasts, flying displays, etc. by MIL ACFT within The Netherlands airspace, Royal Netherlands Air Force Command, Command Control Communications Computers Intelligence Surveillance and Reconnaissance (C4ISR), Section Air Command & Control (SAC2), has to be notified by the sponsoring authority at least four weeks in advance, whereby the following details are to be specifically stated:

a. Number and type of ACFT and R/T call sign;

b. Date and time;

c. Routing and/or airspace required;

d. Altitudes;

e. Sponsoring authority and reason of display;

f. Frequencies to be used.

After appropriate action has been taken, Section Air Operations Control will pass the clearance to the sponsoring authority, including any instructions. The responsibility for the promulgation of a NOTAM rests with the sponsoring authority.

ENR 1.1.4 Formation flights

If a flight is flying in formation and controlled by an ACC, the longitudinal or lateral distance between the ACFT in the formation and the ACFT of the formation-leader shall not exceed 1 NM; the vertical distance shall not exceed 100 ft.

A formation flight as mentioned above shall be considered as one ACFT by the concerned ACC, however the minimum radarseparation to other air TFC will be raised by 1 NM.

Formation flights between FL 280 and FL 410 consisting of RVSM approved ACFT shall be considered as a NON RVSM equiped flight.

ENR 1.1.5 Aerobatic flights

Aerobatic flights are only permitted in designated areas. Aerobatic flights will generally take place within Nw Milligen CTA and TMAs, TRAs, EHD 01 thru 09 and TEMPORARY RESTRICTED AREAs and will be monitored by ATC or AD.

ENR 1.1.6 Offensive, defensive and support air operations

Offensive, defensive and support air operations for training purposes are only allowed inside the designated areas (see ENR 5.2.2.7), inside designated ranges or inside defined Air-to-Air refuelling tracks.

ENR 1.1.7 Close air support

CAS flight with fixed wing ACFT are prohibited outside controlled (class B or C) and designated airspace such as Restricted- and Danger areas, TRAs and EHD 01 thru 09. In other airspace CAS is only allowed in a prearranged 'TEMPORARY RESTRICTED AREA'. Creation of a 'TEMPORARY RESTRICTED AREA' has to be consulted with Commander Air Forces/Head Mission Support Branch at least eight weeks in advance.

ENR 1.1.8 Supersonic flights

Flights exceeding the speed of sound may only take place under radar control of a C&R station, Maastricht UAC or MilATCC Schiphol under the following conditions:

Above sea: More than 35 NM from the coast (= main land and Wadden-Islands); When less than 35 NM from the coast: altitude above 35000 ft, on a sea-bound course.

Above land: North of the CTA East and CTA West under the following conditions:

a. MON/FRI 0700/1900 (0600/1800);

b. Altitude more than 35000 ft;

c. In horizontal or climbing flight;

d. On a northbound course.

For supersonic test flights of the RNLAF exclusively between PSN 51°54'N005°26'E and PSN 51°36'N004°22'E, above 40000 ft in horizontal of climbing flight.

ENR 1.1.9 Air refueling

Air refueling will take place within the Tactical Towline (within activated military areas), or at any other position/track/route as determined by the controlling unit to ensure the operational refueling requirements. For Carol Long/Short and Polly track details see ENR 6.1.

ENR 1.1.9.1 Procedures

AOCS NM CRC or MUAC will provide radar service for all AAR operations.
All tanker/receiver procedures according ATP 3.3.4.2 latest edition. (www.japcc.org/aar).

ENR 1.1.10 Flight restrictions in case of smog-alert

Smog-alert may be declared for the entire Amsterdam FIR or for a specific area within the Amsterdam FIR. In case of smog-alert all MIL flights in the area concerned are prohibited, except operational flights which do not allow delay, such as:

a. Security flights;

b. Flights for fire-fighting, search and rescue or (MIL) police-tasks;

c. Special flights approved by the Chief of the RNLAF Airstaff.

The aforementioned flights are to be executed at the highest possible level and, if feasible, above an existing inversion layer. Other ACFT are to avoid the area concerned below FL 195, except for the execution of departure or arrival procedures.

AOCS NM ATC will take appropriate NOTAM action.

ENR 1.1.11 Altitude restrictions

Except during take off and landing, the minima specified below apply to NATO MIL ACFT inside FIR Amsterdam:

ENR 1.1.11.1 Fixed wing ACFT other than jet ACFT

During Uniform Daylight Period (UDP):

a. 1000 ft AMSL and 1000 ft above the highest obstacle, built-up and industrial areas, crowds of people and populated beaches within 600 meters from the ACFTs position. Flights mentioned in ENR 3.5 (LR10) are exempted

b. Over the 'Waddenzee': 1500 ft AMSL;

c. Over sea areas other than in b extending from 1 NM out of the coastline:

100 ft AGL or lower if operationally necessary, while avoiding obstacles;

Outside Uniform Daylight Period (UDP):

d. 1000 ft above highest obstacle within 600 meters.

ENR 1.1.11.2 Jet ACFT

During Uniform Daylight Period (UDP) and during weekdays (MON-FRI):

a. Within Class G airspace: 1200 ft AMSL and 1000 ft above highest obstacle, built-up and industrial areas, crowds of people and populated beaches within 600 meters of the ACFTs position. Flights mentioned in ENR 3.5 (LR10) is exempted;

b. Over the 'Waddenzee': 1500 ft AMSL;

c. Over sea areas other than in b extending from 1 NM out of the coastline: 100 ft AGL or lower if operationally necessary, while avoiding obstacles;

Outside Uniform Daylight Period (UDP) and during weekend days (SAT/SUN) and national holidays:

d. 3000 ft AGL (except for flights executing nightflying exercises between SS/2259 (2159));

During national and international exercises:

Flights executed within published areas are exempted from the altitude restrictions mentioned in a. and d. For combined excercises with ground forces the minimum altitude is 250 ft above obstacles if necessary for the purpose of the excercise.

ENR 1.1.11.3 Helicopters

a. Over built-up, industrial, and harbor areas, crowds of people, and populated beaches: 700 ft above the highest obstacle within 600 meters of the ACFTs position.

b. Over other land areas than mentioned in a: 150 ft AGL.

c. Over the 'Waddenzee': 1500 ft AMSL.

d. Over other sea areas than in c extending from 1 NM out of the coastline: 100 ft AMSL or lower if operationally necessary, while avoiding obstacles.

e. For combined exercises with ground forces executed within published areas the minimum altitude is 100 ft agl or as low as necessary for the purpose of the exercise.

1.1.11.4 Propeller driven training aircraft

During Uniform Daylight Period (UDP):

a. 500 ft AGL and 1000 ft above the highest obstacle, built-up and industrial areas, crowds of people and populated beaches within 600 meters from the ACFTs position. Flights mentioned in ENR 3.5 (VO) are exempted;

b. Over the 'Waddenzee': 1500 ft AMSL;

c. Over sea areas other than in b extending from 1 NM out of the coastline: 100 ft AGL or lower if operationally necessary, while avoiding obstacles; Outside Uniform Daylight Period (UDP):

d. 1000 ft AGL and 1000 ft above highest obstacle within 600 meters.

ENR 1.1.12 Noise abatement procedures

Below 3000 ft AGL or in controlled airspace flights shall be carried out with an IAS less than 350 KT unless the flight characteristics of the ACFT type concerned or the type of mission to be executed, require higher speeds in which case a maximum IAS of 450 KT shall not be exceeded (for supersonic flights see ENR 1.1 para 8).

ENR 1.1.12.1 Nightflying

Nightflying of MIL jet shall be planned as far as practible at FL 50. For training purposes in the lower airspace (below FL 200) nightflying may only take place on Monday through Thursday and not later than 2300 (2200), unless special permission has been granted by or on behalf of the Cinc RNLAF. This does not apply to flights in- or outbound foreign ADs adjacent to The Netherlands. However, such flights are not allowed below 3000 ft AGL.

ENR 1.1.12.2 Control zones

For flights within the MIL CTRs situated over Netherlands territory, including the MIL CTR of Kleine-Brögel the following rules apply.

a. Depending on ACFT type and mission and without jeopardizing safety, ACFT in take off are to climb expeditiously to the minimum altitude established for the ACFT type, provided that the take off power of the engine(s) shall be reduced to normal climb power as soon as practicable;

b. Splitting up a formation below an altitude of 1000 ft AGL, as well as overflying the AD below the established circuit height shall not be practiced, unless special permission, whereby specific heading and altitude will be stated, has been granted by or on behalf of the CinC RNLAF;

c. Both touch-and-go and overshoot manoeuvres are to be limited and shall not be executed after 2100 (2000) unless such a manoeuvre is dictated by circumstances and/or for reason of flight safety.

ENR 1.1.12.3 Use of afterburner

Except for take off and climb afterburner is not to be used above land below 10000 ft AGL.

PART 2 - EN-ROUTE (ENR)

ENR 1.

ENR 1.2 VISUAL FLIGHT RULES

ENR 1.2 VISUAL FLIGHT RULES

ENR 1.2.1 Visual meteorological conditions - GEN

It is not allowed to execute a VFR flight under weather conditions where flight visibility and the distance from the ACFT to the clouds are below the norms listed in the AIP Netherlands ENR 1.4 ATS AIRSPACE CLASSIFICATION.

ENR 1.2.2 Visual meteorological conditions in CTR

During VFR flights it is not allowed to land or take off from an AD that is located in a CTR or to enter the CTR if:

a. the cloud base (3/8 or more) is below 1500 ft, or

b. the ground visibility is less than 5 km.

ENR 1.2.3 Visual meteorological conditions in CTR for MIL HEL

For MIL HEL in local MIL CTRs, the flying ban specified at para 1.2 is applicable when:

a. there is no visibility on ground or water, or

b. ground visibility is less than 1.5 km.

ENR 1.2.4 (Special) VFR within a CTR

For flights within a CTR the local air traffic control service shall be the competent authority for authorization of (special) VFR flights under weather conditions that are worse than those described at ENR 1.2.2 and ENR 1.2.3.

ENR 1.2.4.1 Special VFR as OAT

For special VFR-flights in a military CTR considered to be OAT the following deviations from AIP NL ENR 1.2.2.1.1 apply:

a. by the pilot:
   1. clear of cloud and with the surface in sight;
   2. the flight visibility is not less than 1500 M or, for helicopters, not less than 800 M.

b. by ATC:
   1. during UDP only, unless permitted by the Ministry of Defence;
   2. the ground visibility is not less than 1500 M or, for helicopters, not less than 800 M.

ENR 1.2.5 Use of SSR

When conducting a VFR flight within the Amsterdam FIR the following regulations for the use of a SSR transponder are applicable:

a. The use of a SSR transponder with mode S or 4096 code options in mode A with automatic altitude reporting in mode C is mandatory in airspace with classifications A, B, C, D, E or F and in the NSAA. Flights executed in military exercise areas are exempted from Mode S usage but must transmit Mode 3/A/C.

b. The VFR code listed in ENR 1.6.2 will apply for MIL ACFT. Code 7000 in Mode A is mandatory for CIV ACFT.

ENR 1.2.6 Restrictions for VFR flights

No matter the weather conditions, it is not allowed to conduct VFR flights:

a. In airspace with classification A;

b. Within the Schiphol TMAs with the exception of VFR flights in the vicinity of Lelystad within the Schiphol TMA1 for flights to and from Lelystad, including local flights below 3500 ft AMSL in the areas specified in AIP Netherlands;

c. With a speed exceeding Mach 0.95;

d. Within a CTR unless clearance has been given by the local air traffic control service.

ENR 1.2.7 VFR position reporting with first radio call

Pilots executing VFR flights in or below a Nw Milligen TMA and in NSAA are requested to report their position at first radio contact with MilATCC Schiphol Info in order to enable the air traffic controller to establish an optimum air/ground communication.

ENR 1.2.8 VFR flights in NSAA

For VFR flights in the NSAA: FLP, Mode 3a/c (s), 2 way radio contact is mandatory. Radio communication with Amsterdam Info is requested on:

a. North of HDR R-270: FREQ 119.175 or 234.400 MHz

b. South of HDR R-270

- over sea: FREQ 128.500 or 371.125 MHz
- over land: FREQ 124.300 or 338.300 MHz

ENR 1.2.9 VFR crossing of Niederrhein CTR

Uncontrolled VFR flights may cross the CTR Niederrhein provided that:

- Well before entering the CTR, crossing has to be requested to, and approved by radio to Niederrhein TWR on FREQ 129.400.

ENR 1.2.10 VFR OAT flights outside UDP

The following airspace is designated for VFR OAT flights outside UDP:

a. EHD 01(A) thru 09(A);

b. EHD 42;

c. EHR 4;

d. The MIL low flying areas and routes for HEL and propeller driven training ACFT (see ENR 5.2.1).

NOTE: Within the designated areas the participating ACFT will be uncontrolled, unless otherwise requested.

PART 2 - EN-ROUTE (ENR)

ENR 1.

ENR 1.3 INSTRUMENT FLIGHT RULES

ENR 1.3 INSTRUMENT FLIGHT RULES

ENR 1.3.1 General

ENR 1.3.1.1 Minimum flying altitude

The minimum altitude for IFR flights shall not be less than 1000 ft (300 meter) above the highest obstacle located within 8 km distance from the estimated position of the ACFT, unless this is necessary in order to execute take-offs or landings.

ENR 1.3.1.2 Flight-level system

Except for climbing and descending, flying above transition altitude will be done at flight levels as specified in ENR 1.7.

ENR 1.3.1.3 Equipment

For the execution of IFR flights, the ACFT must be equipped with the required flight instruments, as well as the required navigation and telecommunications devices needed for maintaining the route as established by the authorized authority.

ENR 1.3.1.4 Minimum equipment on board required

In order to execute IFR flights in MIL controlled airspace, the ACFT must at least have the following equipment on board:

a. UHF and/or VHF (8.33Khz recommended) radio equipment in order to enable two-way radio communication with the air traffic control service involved;

b. A functional Mode-S ELS transponder with altitude signal in Mode C. An exemption may be requested for aircraft which are only Mode 3/A/C capable. Flight executed in military exercise areas may be exempted by ATC from Mode S usage but must transmit Mode 3/A/C.

An exemption for Mode-S carriage may be requested from the Military Aviation Authority at MLA@mindef.nl.

For the execution of IFR flights in general CIV controlled air traffic areas the ACFT must also have:

Navigation equipment to achieve the navigation performance required for the airspace or route that is filed. RNAV-5 equivalence is recommended. See AIP Netherlands ENR section for further details and exemptions for State aircraft.

ENR 1.3.1.5 Flights in uncontrolled airspace

For IFR flights in an uncontrolled airspace, a flightplan must be submitted at least one hour before the flight will be executed. Flights that are executed with radar- guidance from a radar station that is part of the NATO control and reporting centre are exempted from this rule.

ENR 1.3.1.6 Clearance

Before take off from a MIL AD, for an IFR flight as specified in para 5, clearance must be obtained from the MilATCC Schiphol.

ENR 1.3.1.7 Flights in uncontrolled airspace

During an IFR flight in uncontrolled airspace, the pilot must continually monitor communications on the relevant radio frequency of the air traffic control service involved, which is responsible for providing flight information in that particular area and, if necessary, a two-way radio connection must be established, while the ACFTs position must be reported in accordance with the regulations applicable to controlled flights.

ENR 1.3.1.8 Position reports

Position reports must be done when:

a. a switch is made to a different air traffic control service;

b. the boundary of the Amsterdam FIR are crossed;

c. passing the specified reporting points.

ENR 1.3.2 IFR flights in air traffic control areas

ENR 1.3.2.1 Clearance

It is prohibited to execute an IFR flight within an air traffic control area without prior clearance from the air traffic control service. In order to obtain such clearance, the pilot must submit a flightplan to the air traffic control service involved at least one hour before the scheduled flight, unless a longer period is prescribed for this procedure by the proper authority.

ENR 1.3.2.2 VFR to IFR

If during a VFR flight is decided to switch from VFR to IFR, the pilot must request a clearance from the air traffic control service involved by radio communication at least 10 MIN before flying into a general air traffic area.

ENR 1.3.2.3 IFR to VFR

If during an IFR flight is decided to cancel the IFR flight and to continue as VFR flight, due to visual meteorological conditions (VMC), this must be reported to the air traffic control service involved.

ENR 1.3.2.4 Two-way radio connection

During an IFR flight within controlled airspace the pilot must continually monitor radio communications at the designated radio frequency and maintain a two-way radio connection with the air traffic control service involved.

ENR 1.3.2.5 Communication failure

If as a result of malfunctioning of the radio communication it is not possible to meet the requirement listed in ENR 1.3.2.4, the following action must be taken:

a. in case of a flight under VMC:

   i the flight must be continued in accordance with the flightplan filed;

   ii the flight must be continued, concluded with a landing on an ADthat the pilot-in-command deems the most suitable.

b. in the case of a flight under IMC, or if the weather conditions are such that it is impracticable to conclude the flight in accordance with the instructions listed in sub

   i SSR-code 3/A, Code 7600 must be selected;

   ii the last assigned and confirmed cruise level(s) must be main-tained for those legs of the flight that have been given clearance for and thereafter the cruise levels as filed in the flightplan;

   iii the flight must be continued to ensure that landing will take place as close as possible to the estimated time of arrival;

   iv the descent at the expected time of approach, as last received and co-firmed, is initiated with the smallest possible deviation from the indicated time of approach. If no expected time of approach has beenreceived and confirmed, the descent must be initiated at the estimated time of arrival or with the smallest deviation possible, filed in the flightplan;

v if diversion is necessary, or the navigation route is to be discontinued prematurely, the flight must be continued as directly as possible to the (new) port of destination, a VFR altitude must be selected according the cruising level system (ENR 1.7). At the destination an instrument approach procedure must be carried out;

vi if an diversion is necessary following the approach towards the original destination, and the pilot chooses an altitude above FL 195, the Standard Instrument Departure procedure must be followed for climbing to the nearest VFR flight level above FL 200, according the cruisinglevel system (ENR 1.7) to the alternate AD.

ENR 1.3.2.6 Position reports

Position reports must be made at the prescribed frequencies to the air traffic control centre involved when:

a. a general air traffic control area is entered, even when there is a transition from one general air traffic control area into another;

b. general air traffic control area is left, even when there is a transition from one general air traffic area into another;

c. flying over compulsory reporting points;

d. flying over additional compulsory reporting points designated by the air traffic control centre involved.

ENR 1.3.3 Local control zone (CTR)

ENR 1.3.3.1 Flightplan and clearance

IFR flying within a CTR is permitted after filing a flightplan to the air traffic control service involved and a clearance has been received by radio communication.

ENR 1.3.3.2 Local flights

Filing a flightplan is not mandatory when the IFR flight will be executed exclusively within the CTR and/or the APP sector of the AD of departure.

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PART 2 - EN-ROUTE (ENR)

ENR 1.

ENR 1.4 ATS AIRSPACE CLASSIFICATION

ENR 1.4 ATS AIRSPACE CLASSIFICATION

See AIP Netherlands.

ENR 1.4.1 Deviations

ENR 1.4.1.1 Speed limitation

In The Netherlands CIV, MIL and other State ACFT adhere to the same set of rules derived from the ICAO Annexes. However most of the MIL ACFT cannot adhere to the 250 KT speed limitation below FL 100 as prescribed in the ICAO ATS Airspace Classification. Due to the shortage of space, CIV, MIL and other State ACFT have to share the same airspaces. The therefore unavoidable mix of low- and high speed ACFT
creates a problem with respect to the principle 'see and be seen', which has been solved by:

a. lifting the minimum flight visibility during VFR flights for MIL ACFT in all airspace classes from 5 km to 8 km (except in MIL CTRs), when not able to comply to airspeed restrictions due to ACFT limitations and/or operational purposes;

b. lifting the minimum flight visibility below FL 100 in class G airspace for MIL jet from 5 km to 8 km;

c. additional rules concerning radio communication in class E airspace;

d. additional rules concerning radio communication, SSR transponder and altitude restrictions in class G airspace.

TEMPORARY RESTRICTED AREAs have not been included in the ICAO ATS Airspace Classification System. Within these zones special rules apply.

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PART 2 - EN-ROUTE (ENR)

ENR 1.

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

ENR 1.5.1 General

ENR 1.5.1.1 MIL procedures

The Instrument Approach Procedures (IAPs) and Standard Instrument Departures (SIDs) are published in the 'CENTRAL AND NORTHERN REGION FLIGHT INFORMATION PUBLICATION' (CENOR FLIP). See also GEN 3.1. The IAPs with the relevant minima and the SIDs are established i.a.w. ICAO document 8168-OPS/ 611 VOL II and NATO supplement AATCP1(B), unless otherwise indicated.

Some IAPs and SIDs of MIL ADs are established for use by GAT and/or based on navigational aids that are owned and maintained by the CIV aviation authorities. These procedures are published in the AIP Netherlands.

ENR 1.5.1.2 ACFT approach categories

ACFT performance differences have a direct effect on the airspace and visibility needed to perform certain manoeuvres, such as circle to land, final alignment correction to land, and descent. Five approach categories, A through E, are established. These categories determine the landing minima to be used by the different types of ACFT.

CATEGORY	SPEED	
	from	less than
A	-	91 KT
B	91 KT	121 KT
C	121 KT	141 KT
D	141 KT	166 KT
E	166 KT or more	
H	N/A	

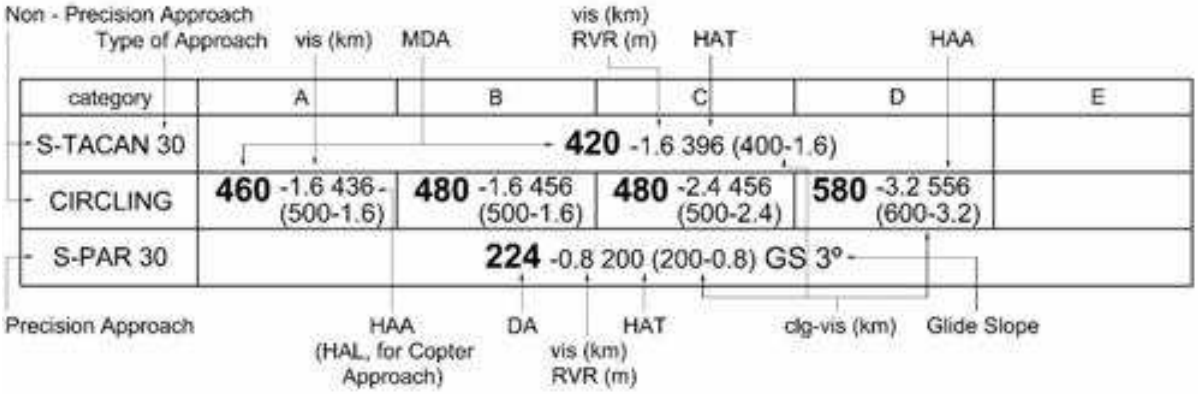
NOTE: Speeds are based on 1.3 times the stall speed in the landing configuration at maximum gross landing weight. Operational authorities determine the category of minima required and to be used (not applicable to HEL).

ENR 1.5.1.3 Approach categories of ACFT stationed in The Netherlands

Jet ACFT			
Gulfstream (GLF4) Gulfstream (G650)	- C - C	Lockheed Martin (F35) General Dynamics (F16)	- D - D
Propeller ACFT			
Havilland Dash 8 Pilatus (PC7)	- B - B	Lockheed Hercules (C130) Dornier (Do-228)	- C - B
Helicopters			
Agusta (B12) Apache (AH64) Chinook (CH47) Cougar (AS32)	- H - H - H - H	NH Industries (NH90) Sud-Aviation Alouette (AL03)	- H - H
Unmanned ACFT			
MQ 9 Reaper	- B		

ENR 1.5.1.4 Landing minima explanation

LAYOUT



ABBREVIATIONS AND EXPLANATIONS OF TERMS

CLG (Ceiling)

A ceiling is expressed in ft above the published AD elevation and is equal to or more than the height of the associated DA or MDA.

DA (Decision Altitude)

The altitude related to the highest elevation in the touchdown zone specified for a glide slope approach, at which a missed approach must be initiated if required visual reference has not been established.

HAA (Height Above Aerodrome Elevation)

The height of the MDA above the published AD elevation. HAA will be published in conjunction with all circling minima.

HAT (Height Above Touchdown Zone Elevation)

The height of the DA or MDA above the highest RWY centerline elevation in the touchdown zone. HAT will be published in conjunction with all straight - in minima.

MDA (Minimum Descent Altitude)

The MDA is the lowest altitude to which descent shall be authorized in procedures not using a glide slope. ACFT are not authorized to descend below the MDA until the RWY environment is in sight and the ACFT is in the position to descend for a normal landing.

VIS/RVR

Visibility values are expressed as a visual range (estimated horizontal visual range on the ground = VIS) or as runway visual range (measured horizontal visual range on the ground along the RWY = RVR). The visibility value published following the DA or MDA is the required minimum visibility for the approach. For straight - in approaches, the visibility value may be either VIS or RVR. For circling approaches, the visibility value will always be VIS. The visibility value published in parentheses with the ceiling value is applicable for flight planning purpose. It is also the required minimum visibility in the event that RVR is not available. The value will always be VIS.

ENR 1.5.2 Arriving flights

Not applicable.

ENR 1.5.3 Departing flights

Not applicable.

PART 2 - EN-ROUTE (ENR)

ENR 1.

ENR 1.6 RADAR SERVICES AND PROCEDURES

ENR 1.6 RADAR SERVICES AND PROCEDURES

ENR 1.6.1 Primary radar

ENR 1.6.1.1 Minimum vectoring altitudes (MVA)

The minimum vectoring altitude is the lowest altitude or flight level that may be used by ATC for vectoring IFR flights in a certain area of controlled airspace until the point where the pilot resumes his own navigation. Hereby taking into account the altitude required for obstacle clearance and the airspace classification.

(a) Terminal Control Areas (TMAS)

Eindhoven TMA 1	2000ft AMSL
Eindhoven TMA 2	Transition level
Eindhoven TMA 3	Transition level
Eindhoven TMA 4	FL 060
Nieuw Milligen TMA A	2000ft AMSL (2)
Nieuw Milligen TMA B	2000ft AMSL (1)
Nieuw Milligen TMA C	2000ft AMSL (1)
Nieuw Milligen TMA D	2000ft AMSL (3)
Nieuw Milligen TMA E	2000ft AMSL
Nieuw Milligen TMAG1	2000ft AMSL
Nieuw Milligen TMA G2	Transition level

(b) Control Zones (CTRs)

Deelen CTR	Refer to AD-2 EHDL-MVA
Eindhoven CTR	Refer to AD-2 EHEH-MVA
Gilze Rijen CTR	Refer to AD-2 EHGR-MVA
De Kooy CTR	Refer to AD-2 EHKD-MVA
Leeuwarden CTR	Refer to AD-2 EHLW-MVA
Volkel CTR	Refer to AD-2-EHVK-MVA
Woensdrecht CTR	Refer to AD-2-EHWO-MVA

(1) Within a radius of 3nm around 52°54’10”N 006°24’13”E (obst. Smilde): 2100ft AMSL.

(2) Within the part of Nieuw Milligen TMA A above EHTX: transition level.

(3) Within a radius of 3nm around 52°00”36”N 005°03’13”E (obst. Lopik): 2300ft AMSL.

ENR 1.6.2 Secondary surveillance radar (SSR)

ENR 1.6.2.1 Transponder procedures

Utilization

AOCS NM CRC utilises Mode S, Mode 3/A and C in a computerised mode of operation for identification and automatic tracking (including plan/track correlation). Transponders must be set with ACID according to FPL item 7 and Mode C. Discreet code 3/A assignment according to normal procedures. Pilots on IFR flights may expect code setting instructions:

- prior tot take off through AD control;
- during the process of transfer of control at initial contact.

Normal procedures

Pilots of MIL ACFT operating in the Amsterdam FIR, who have not received specific instructions from ATC concerning the setting of the transponder on Mode 3/A select the tactical (SHAPE) code appropriate for the mission i.a.w. ACP-160 and additional regulations i.e. Range Orders.

In exercises the required Mode 3/A ATC code has priority over other exercise commitments during the time the pilot is under control of AOCS NM CRC.

For VFR MIL flights the Mode 3/A codes are:

Low level NAV flights -	Code 3601
Flights to EHR 4 -	Code 3604
Flights into Link route 10 -	Code 3610

Elementary surveillance

Within the Amsterdam FIR ACFT shall be equipped with a Mode S transponder with (at least) elementary surveillance (ELS) functionality. The equipment must be in accordance with the technical specifications laid down in ICAO Annex 10, volume IV.

Motorised VFR flights in class G airspace below 1200 ft AMSL (excluding the North Sea Area Amsterdam, see AIP Netherlands ENR 2.2) are exempted from the mandatory carriage of a mode S transponder.

Nevertheless by national law all flights equipped with a functioning Mode S transponder shall activate the transponder also in class G below 1200 ft AMSL.

Enhanced surveillance

Fixed wing ACFT flying as GAT in the Amsterdam FIR at or above FL 245 shall be equipped with a Mode S transponder with Enhanced Surveillance (EHS) functionality when the ACFT has a maximum take-off mass greater than 5700 kg or a maximum cruising true airspeed in excess of 250 kt.

After 31st of March 2010 State ACFT (flying as GAT or OAT, VFR or IFR) on the "2009 Mode S Airborne Equipage Plans from State Aircraft Operators list" collated by Eurocontrol, not compliant to Mode S ELS and EHS airborne equipment requirements, are subject to prior permission before conducting a flight within the Amsterdam FIR.
Operational constraints may be applied. These constraints may involve non-acceptance of the flight, re-routing, non-optimal imposed flight level or altitude. No dispensation will be granted to State ACFT in the North Sea Area Amsterdam (NSAA).

The dispensation request should be sent at least 5 working days in advance for each individual flight to:

- For State ACFT as GAT or OAT (VFR and IFR): contact the Military Aviation Authority, tel: + 31 (0)70 3167275, e-mail: mla@mindef.nl

The exemption request should as a minimum contain the following details:

ACFT identification.

type of flight OAT or GAT.

planned routing.

type of aircraft.

date and time of departure.

Planned flight level.

Person of contact.

Information on the management of non-compliant Mode S Elementary Surveillance State aircraft is published on:

http://www.eurocontrol.int/mil/publicstandard_page/cns_sur_modes_sa_010409.html

Emergency procedures

If the pilot of an ACFT, encountering a state of emergency, has previously been directed by ATC to operate the transponder on a specific code, this code setting shall be maintained until otherwise advised. In all other circumstances, the transponder shall be set to Mode A code 7700.

Notwithstanding the procedures stated above, a pilot may select mode A code 7700 whenever the nature of the emergency is such that this appears to him to be the most suitable course of action.

Pilots of ACFT inflight subjected to unlawful interference shall endeavour to set the transponder to mode A code 7500 to give identification of the situation, unless circumstances warrant the use of code 7700.

Emergency procedure lost-link MQ-9 Reaper

Area North:

If datalink with the MQ-9 Reaper is lost, the pilot in command will declare a Lost Link with the appropriate ATC agency. The MQ-9 Reaper will squawk 7400 in mode A, indicating lost-link. To account for a temporary loss of link a predetermined location is programmed in the area (in consultation with ATC) where the MQ-9 Reaper initially goes into an orbit (approximately a 2 mile radius to the left or right). If the pilot is unable to re-establish link, the pilot will inform ATC of routing and intentions to the Last Six area.

In the civil controlled area (window to TMA Delta /Tra-12 etc.):

If datalink with the MQ-9 Reaper is lost, the pilot in command will declare a Lost Link with the appropriate ATC agency. The MQ-9 Reaper will squawk 7400 in mode A, indicating lost-link. The MQ-9 Reaper will continue on filed route, via window, into agreed/military airspace to a predetermined location in the area (in consultation with ATC). The MQ-9 Reaper will establish an orbit (approximately a 2 mile radius to the left or right) for a pre-coordinated time to enable ATC to coordinate routing back via the window. If the pilot is unable to re-establish link, the pilot will inform ATC of routing and intentions and the MQ-9 Reaper will continue the preprogrammed mission back to the Last Six area, via the window at a predetermined Flight level. ATC will coordinate transit back via the window with other conflicting traffic.

Radio-communication failure procedure

The pilot of an ACFT losing two-way radio-communications shall operate the transponder in Mode 3/A code 7600. ATC will ascertain the degree of radio-failure by advising the pilot to operate IDENT (SPI) feature or to change code. When it is determined that the ACFT receiver is functioning, the acknowledgement of receipt of ATC instructions will be continued using code changes or IDENT (SPI) feature.

ENR 1.6.3 Automatic dependent surveillance - broadcast (ADS-B)

Not applicable.

PART 2 - EN-ROUTE (ENR)

ENR 1.

ENR 1.7 ALTIMETER SETTING PROCEDURES

ENR 1.7 ALTIMETER SETTING PROCEDURES

ENR 1.7.1 General

The altimeter setting procedures in use generally conform to those contained in ICAO Document 8168-OPS/611.

ENR 1.7.1.1 Transition altitude/transition level

The transition altitude is 3000 ft for IFR flights and 3500 ft for VFR flights in the entire Amsterdam FIR*)

The transition level for the entire Amsterdam FIR is positioned at or above 4000 ft AMSL and is determined hourly.

NOTE: *) Including the North Sea area V up to and including FL 055.

ENR 1.7.2 Procedures

ENR 1.7.2.1 Take off and climb

The AD QNH is given to ACFT in taxi clearances prior to take off. The vertical position of ACFT during climb will be expressed in terms of altitude until reaching the transition altitude above which vertical position will be expressed in terms of flight level (1013.2 hPa).

ENR 1.7.2.2 Approach and landing

The AD QNH and the transition level are given in approach clearances and in clearances to enter the traffic circuit. The vertical position of ACFT during approach shall be expressed in terms of flight level until reaching the transition level below which the vertical position shall be expressed in terms of altitude.

ENR 1.7.2.3 Missed approach

The relevant portions of the take off and climb procedures and the approach and landing procedures shall be applied in case of a missed approach.

ENR 1.7.2.4 En-route at or below the transition altitude

En-route flights at or below the transition altitude shall use the latest appropriate regional QNH which will be given by ATS on initial contact or on request.

ENR 1.7.3 Cruising levels

ENR 1.7.3.1 General

The cruising level at which a flight or a portion of a flight is to be conducted will be in terms of:

- Flight level, for en-route flights above the transition altitude;
- Altitude, for en-route flights at or below the transition altitude.

The highest obstacle in The Netherlands has an elevation of less than 1500 ft AMSL. Since the transition altitude is 3000 ft AMSL for all IFR flights (departing, arriving and en-route) terrain clearance need not be taken into account when using the flight level system. For this reason the determination of 'minimum usable flight levels' (corresponding to, or immediately above, the established 'minimum flight altitude' - PANS-RAC III-4) is not necessary.

ENR 1.7.3.2 VFR flights

VFR flights operated in level cruising flight above 3500 ft AMSL shall be conducted at a flight level appropriate to the track as specified in ENR 1.7.3.4 table of cruising levels, except when otherwise indicated in ATC clearances.

ENR 1.7.3.3 IFR flights

Within controlled airspace. The cruising level to be used by IFR flights in controlled airspace will be selected from the table of cruising levels specified in ENR 1.7.3.4 or whenever otherwise indicated in ATC clearances.

Outside controlled airspace. An IFR flight operating in level cruising flight outside controlled airspace shall be flown at a cruising level appropriate to its track as specified in ENR 1.7.3.4.

To IFR flights of a random character cruising at or below 3000 ft AMSL, ATC will normally assign a single IFR altitude for the entire flight. In flightplanning the selection of a single semicircular altitude shall be based on the 'altitude-to-track' correlation of the most significant portion of the route.

ENR 1.7.3.4 Table of cruising levels

MAGNETIC TRACK					
From 000º to 179º			From 180º to 359º		
IFR		VFR *)	IFR		VFR *)
FL	ALTITUDE	FL	FL	ALTITUDE	FL
-	1000 ft	-	-	2000 ft	-
-	3000 ft	-	-	-	-
030	-	035	040	-	045
050	-	055	060	-	065
070	-	075	080	-	085
090	-	095	100	-	105
110	-	115	120	-	125
130	-	135	140	-	145
150	-	155	160	-	165
170	-	175	180	-	185
190	-	195	200	-	-
210	-	-	220	-	-
230	-	-	240	-	-
250	-	-	260	-	-
270	-	-	280	-	-
290	-	-	300	-	-
310	-	-	320	-	-
330	-	-	340	-	-
350	-	-	360	-	-
370	-	-	380	-	-
390	-	-	400	-	-
410			430		
450			470		
etc.			etc.		

NOTE: *) For flights above 3500 ft AMSL

ENR 1.7.4 Altimeter settings for offensive, defensive and support air operations

Training flights within the EHD 01(A) thru 09(A) will set QNH, provided by controlling or monitoring agency. QNH in force will be the QNH valid for the EHD 01(A) thru 09(A) (ASR North Sea North). QNH in force for flights within the EHD 01(A) thru 09(A) in combination with the Vliehors range and/or the Nieuw Milligen TMA A or TRA 10(A) is the lowest QNH of all areas (ASR North Sea North, Vliehors range and Airbase Leeuwarden).

PART 2 - EN-ROUTE (ENR)

ENR 1.

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

Not applicable.

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PART 2 - EN-ROUTE (ENR)

ENR 1.

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT

ENR 1.9 AIRSPACE MANAGEMENT

General rules for the booking of airspace for special events and/or Military Training Areas.

ENR 1.9.1 Airspace Request

A specific volume of airspace as described in ENR 5.1 can be booked at the earliest 363 days in advance. Minimum term for booking of airspace is described in ENR 5.2.2.4.2.1.6/7. The airspace request submitted should refer to operations during a 24-hour period from 0600 to 0600 on the following day due to ASM publication agreements in force. The request shall be forwarded to AFMU. A request can be regarded as being processed when an acknowledgement from AFMU is received. AFMU will publish the final allocation of airspace e.g. via the Airspace Use Plan (AUP).

ENR 1.9.2 Address for Notification and Coordination for Exercise Airspace

Airspace requested shall be forwarded to AMC Netherlands (AFMU) via the national booking tool, sent by letter or e-mail, see ENR 5.2.2.4.2.1.5.

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PART 2 - EN-ROUTE (ENR)

ENR 1.

ENR 1.10 FLIGHT PLANNING

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 EDYYYUYX.
- 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 EDYYYUYX 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 equiped 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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PART 2 - EN-ROUTE (ENR)

ENR 1.

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

ENR 1.11 ADDRESSING OF FLIGHTPLAN MESSAGES

ENR 1.11.1 OATs flightplan messages are addressed i.a.w. the following table

CATEGORY	ROUTE	ADDRESS
IFR Flights	IFR Flights	Below FL 245 EHMCZQZX Above FL 245 EDYYYUYX
All military flights	For all Militairy flights from, into or via Amsterdam FIR	EHMCZQZU
IFR OAT Window Flights	For flights through the WINDOW 1, WINDOW 2, and WINDOW 3 (see MILAIP Netherlands, ENR3.5.2.1. ENR 3.5.2.2 and ENR 3.5.2.3)	EHMCZQZW
VFR flights	From, into or via Amsterdam FIR into or via one of the areas depicted on AIP Netherlands ENR 6, into or via NSAA	EHAAZFZX
IFR/VFR (both)	Destination, alternate and practice approach	ICAO location indicator: EH..ZTZX
2nd stage FPL (throughplan)	Departure from EHEH, EHGR, EHKD, EHLW, EHVK and EHWO	ICAO location indicator: EH..ZPZX

NOTE: See also ENR 1.1.1.4 and ENR 1.10.1.2

ENR 1.11.2 GATs flightplan messages are addressed i.a.w. AIP Netherlands ENR1.11

The GAT flightplans for military aircraft shall be sent to the IFPS (EUCHZMFP and EUCBZMFP) and to OAT addressees (mixed OAT/GAT).

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PART 2 - EN-ROUTE (ENR)

ENR 1.

ENR 1.12 INTERCEPTION OF CIV ACFT

ENR 1.12 INTERCEPTION OF CIV ACFT

See AIP Netherlands.

ENR 1.13 UNLAWFUL INTERFERENCE

To be enveloped.

ENR 1.14 AIR TRAFFIC INCIDENTS

See GEN 1.1

See AIP Netherlands.

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PART 2 - EN-ROUTE (ENR)

ENR 2.

ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 2. AIR TRAFFIC SERVICES AIRSPACE

See AIP Netherlands.

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PART 2 - EN-ROUTE (ENR)

ENR 3.

ENR 3.1 Lower ATS routes

ENR 3. ATS ROUTES

ENR 3.1 Lower ATS routes

Not applicable.

ENR 3.2 Upper ATS routes

Not applicable.

ENR 3.3 Area navigation routes

Not applicable.

ENR 3.4 Hel routes

Not applicable.

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PART 2 - EN-ROUTE (ENR)

ENR 3.

ENR 3.5 OTHER ROUTES

ENR 3.5 OTHER ROUTES

ENR 3.5.1 TACAN routes upper airspace

IDENTIFICATION / SIGNIFICANT POINTS	MAG TRACK 2'E (2020)	DIST NM	MINIMUM IFR CRUISING LEVEL E-BOUND	MINIMUM IFR CRUISING LEVEL W-BOUND	REMARKS
1	2	3	4	5	6
TACAN RED ONE (TR1) London UIR/Amsterdam FIR INT NAVPI 52°32'50"N 002°50'26"E INT MC2 52°30'N 004°03'E LWD R-234/76 DME INT MC3 53°00'N 005°12'E LWD R-234/24 DME LWD 53°13'25"N 005°45'07"E INT MC4 53°34'00"N 006°36'30"E LWD R-054/37 DME Amsterdam FIR/Hannover UIR	 092 273 053 233 054 234 054 234	 44 52 24 37	 FL 210	 FL 200	Depicted on chart ENR 6 Access to route TL3 Access to routes TL3N and TR1N From/to WTM (FRG)
TACAN RED ONE NORTH (TR1N) London UIR/Amsterdam FIR INT MC9 53°30'N 003°39'E LWD R-281/77 DME LWD 53°13'25"N 005°45'07"E	 100 281	 77	 FL 210	 FL 200	Depicted on chart ENR 6 Access to routes TR1 and TL3N

IDENTIFICATION / SIGNIFICANT POINTS	MAG TRACK 2'E (2020)	DIST NM	MINIMUM IFR CRUISING LEVEL E-BOUND	MINIMUM IFR CRUISING LEVEL W-BOUND	REMARKS
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	 126 307	 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-234/24 DME BDRY 52°34'N 006°46'E Amsterdam FIR/HannoverUIR	 112 293	 63	 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-296/119 DME VKL 51°39'20"N 005°42'25"E Amsterdam FIR/Hannover UIR NOLRU 51°30 01"N 006°12'59"E NVO R-337/44 DME	 115 296 114 294	 119 21	 FL 210	 FL 200	Depicted on chart ENR 6 From/to NVO (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 3.5.2 Windows

DEFINITION

A Window is an established volume of airspace, as agreed between two ATS units, defined as 5 NM each side of a centreline, at one or more agreed flight levels. The activation of which is to take place within agreed time limits.

PURPOSE AND USE

In order to facilitate an expeditious handling of OAT, crossing the ATS route system, a series of temporary Windows are established. The Windows are designated primarily for facilitating RNLAF ACFT but can also be utilised by NATO ACFT upon pilot request or controller initiative. Use of Windows is not compulsory.

PROCEDURES

OAT flights shall be level prior to entering the Window and only change their level after exiting. Due to unforeseen circumstances, e.g. weather, emergency, OAT may deviate form a Window subject to co-ordination.

To maintain separation in the Windows pilots are obligated to fly the same airspeed. Standard airspeed for Windows is Mach 0.85. For Window 3 (UW3) South to North at FL 150 the standard airspeed is 350 KCAS. The MQ-9 Reaper may deviate from the standard airspeed.

For flightplanning procedures see ENR 1.10.

ENR 3.5.2.1 Window 1 (UW1)

Window 1 (UW1) is depicted on charts ENR 6.

Entry and Exit points:

Name	Lat and Long	TACAN Range and Bearing 2'E (2020)
W1N	52°47'20"N 005°10'14"E	EHV – R-353/81
W1C	52°07'33"N 005°16'23"E	EHV – R-353/41
W1S	51°58'55"N 005°17'42"E	EHV – R-353/32
EHV	51°26'53"N 005°22'30"E	EHV

Direction and Flight level

Route	Entry Point	Exit point	Flight level(s)
South to North	W1S	W1N	220*1)
North to South	W1N	W1S	220*2) or 280/330

NOTE: *1) Routesegment W1S -> W1C ≥ FL 180 but not above FL 220.
Routesegment W1C -> W1N = FL 220

NOTE: *2) Only for the MQ-9 Reaper.

When the MQ-9 Reaper passes through the Window from north to south, the remaining military traffic through the Window from south to north will be vertically separated via a Flight Notification or Flex Window.

ENR 3.5.2.2 Window 2 (UW2)

Window 2 (UW2) is depicted on charts ENR 6.

Entry and Exit points:

Name	Lat and Long	TACAN Range and Bearing 2'E (2020)
W2N	53°08'12"N 005°58'18"E	LWD – R-122/10
W2S	52°53'59"N 006°31'38"E	LWD – R-123/34

Direction Flight level

Route	Entry Point	Exit point	Flight level(s)
North to South	W2N	W2S	280/390
South to North	W2S	W2N	270

ENR 3.5.2.3 Window 3 (UW3)

Window 3 (UW3) is depicted on charts ENR 6.

Window 3 (UW3), lower airspace

Entry and Exit points:

Name	Lat and Long	TACAN Range and Bearing 2'E (2020)
W3S	51°48'04"N 005°58'51"E	VKL – R-048/13
W3C	51°57'50"N 006°17'25"E	VKL – R-048/29
W3N	52°16'28"N 006°53'30"E	VKL – R-048/58

Direction and Flight level

Route	Entry Point	Exit point	Flight level(s)
South to North	W3S	W3N	150

Window 3 (UW3), upper airspace
Entry and Exit points:

Name	Lat and Long	TACAN Range and Bearing 2'E (2020)
W3N	52°16'28"N 006°53'30"E	VKL – R-048/58
W3S	51°48'04"N 005°58'51"E	VKL – R-048/13

Direction and Flight level

Route	Entry Point	Exit point	Flight level(s)
North to South	W3N	W3S	280/330

ENR 3.5.3 Flex Window procedures

DEFINITION

A Flex Window is a temporary volume of airspace, as agreed between two ATS units, defined as 5 NM each side of a centreline, at one or more agreed flightlevels, mutual agreed with 60 MIN prior notice.

PURPOSE AND USE

To accommodate exercises and pre-planned large informations or streams of ACFT crossing the ATS route system there is a possibility to utilise a Flex Window. A Flex Window is custom defined, taking into account the requirements of the user.

PROCEDURES

Requests to establish a Flex Window should be made by phone/fax to Centre Supervisor MilATCC Schiphol as soon as possible but not later than 2 HRS before the required activation times.

Entry point, exit point, and flight level(s) are subject to mutual agreement between Centre Supervisor MilATCC Schiphol and the requestor. The final details will be co-ordinated by the Centre Supervisor MilATCC Schiphol at least 60 MIN prior activation of the Flex Window.

OAT flights shall be level prior to entering the Window and only change their level after exiting. Due to unforeseen circumstances, e.g. weather, emergency, OAT may deviate form a Window subject to co-ordination.

To maintain separation between ACFT in a Window pilots are obliged to fly the same air-speed. For Windows established at FL 200 or above the standard Window airspeed is Mach 0.85. For Windows established below FL 200 the standard Window airspeed is 350 KCAS.

ENR 3.5.4 Low flying route for MIL jet ACFT

Low flying by MIL jet ACFT is authorized from MON through THU along Link Route 10. This route may only be used by MIL jet and MIL transport ACFT of the RNLAF and from other NATO forces that have obtained a waiver through MOD NL Air Operations (through Military Aeronautical Authority) in the Hague. Link Route 10 is depicted on chart ENR 6.

ENR 3.5.4.1 Link Route 10

52°04’30”N 006°44’00”E	
52°14’40”N 006°39’30”E	
52°17’30”N 006°38’30”E	minimum height 1000 ft AGL
52°25’00”N 006°36’30”E	
52°36’40”N 006°33’00”E	
53°03’00”N 007°13’30”E	

NOTE: The lower limit along this low flying route is 250 ft above obstacles, the upper limit is 1000 ft AGL. For carrying out these flights the cloud base shall be at least 1500 ft and the visibility 5 km. This route shall be flown in the indicated direction only.

ENR 3.5.5 MIL AWX routes

ENR 3.5.5.1 AWX route 1

AWX ROUTE 1 is available for day- and nightflying and reserved for national use only.

The abbreviations in col. ABBR are used in the FDRs by MilATCC Schiphol.

AWX ROUTE 1 is depicted on chart ENR 6.

POSITION	NEAREST CITY	ABBR	ALTITUDE
52°03'N 006°14'E	TOLDIJK	TOLD	altitudes as arranged
51°47'N 005°30'E	NOORD OSS	NOSS	
51°29'N 005°09'E	HILVARENBEEK	HILB	
51°30'N 004°44'E	STUIVEZAND	STUI	
51°52'N 004°55'E	GORINCHEM	GORK	
52°03'N 005°35'E	RENSWOUDE	RENS	
52°25'N 005°44'E	NUNSPEET	NUNS	3000 ft to
52°53'N 005°20'E	STAVOREN	STAV	altitudes as arranged
52°49'N 006°36'E	WIJSTER	WSTR	
52°03'N 006°14'E	TOLDIJK	TOLD	

ENR 3.5.5.2 AWX route 2

AWX ROUTE 2 is available for day- and nightflying and reserved for EHVK only.

The abbreviations in col. ABBR are used in the FDRs by MilATCC Schiphol.

AWX ROUTE 2 is depicted on chart ENR 6.

POSITION	NEAREST CITY	ABBR	ALTITUDE
EHVK		EHVK	2000 ft to
51°54'N 005°52'E	ELST	ELST	3000 ft to
51°58'N 006°36'E	LICHTENVOORDE	LIVO	
52°39'N 006°06'E	ZWARTSLUIS	ZWSL	
52°53'N 006°31'E	BEILEN	BEIL	1500 ft to
53°02'N 006°54'E	STADSKANAAL	STKA	
53°16'N 007°01'E	TERMUNTEN	TERM	
53°31'N 006°47'E	BORKUM	BORK	2000 ft to
53°10'N 006°00'E	BERGUM	BGUM	3000 ft to
52°46'N 005°34'E	CREIL	CREI	
52°23'N 005°43'E	NUNSPEET	NUSP	
51°56'N 005°35'E	RHENEN	RENE	
51°49'N 005°15'E	ZALTBOMMEL	ZABO	2000 ft to
51°40'N 004°40'E	MOERDIJK	MODY	
51°36'N 003°39'E	VEERE	VERE	3000 ft to
51°34'N 004°56'E		GZR	
EHVK		EHVK	

ENR 3.5.5.3 AWX route 2A

AWX ROUTE 2A is available for day- and nightflying and reserved for EHVK only.

The abbreviations in col. ABBR are used in the FDRs by MilATCC Schiphol.

AWX ROUTE 2A is depicted on chart ENR 6.

POSITION	NEAREST CITY	ABBR	ALTITUDE
EHVK		EHVK	2000 ft to
51°54'N 005°52'E	ELST	ELST	3000 ft to
51°58'N 006°36'E	LICHTENVOORDE	LIVO	
52°39'N 006°06'E	ZWARTSLUIS	ZWSL	
52°53'N 006°31'E	BEILEN	BEIL	1500 ft to
53°02'N 006°54'E	STADSKANAAL	STKA	
53°16'N 007°01'E	TERMUNTEN	TERM	
53°31'N 006°47'E	BORKUM	BORK	2000 ft to
53°10'N 006°00'E	BERGUM	BGUM	3000 ft to
52°46'N 005°34'E	CREIL	CREI	1000 ft to
53°01'N 005°13'E	BREEZANDDIJK	BZDK	
53°14'N 004°55'E	VLIELAND	VLR	High level departure
EHVK		EHVK	

ENR 3.5.5.4 AWX route 2B

AWX ROUTE 2B is available for day- and nightflying and reserved for EHVK only.

The abbreviations in col. ABBR are used in the FDRs by MilATCC Schiphol.

AWX ROUTE 2B is depicted on chart ENR 6.

POSITION	NEAREST CITY	ABBR	ALTITUDE
EHVK		EHVK	3000 ft to
51°40'N 005°24'E	MIDDELRODE	MIDL	
51°29'N 005°09'E	HILVARENBEEK	HILB	
51°28'N 004°40'E	ZUNDERT	ZUND	3000 ft day, 2000 ft after UDP (night) to
51°21'N 003°33'E	SLUIS	SLUI	
51°34'N 003°54'E	COLIJNSPLAAT	COLP	2000 ft to
51°42'N 004°24'E	DINTELOORD	DINT	
51°51'N 005°29'E	TIEL	TIEL	
52°25'N 005°44'E	NUNSPEET	NUNS	
52°49'N 005°59'E	OLDEMARKT	OLDM	
52°35'N 006°37'E	HARDENBERG	HARD	
51°51'N 006°09'E	MILLINGEN A/D RIJN	MILL	
EHVK		EHVK	

ENR 3.5.5.5 AWX route 5

AWX ROUTE 5 is available for day- and nightflying and reserved for national use only.

The abbreviations in col. ABBR are used in the FDRs by MilATCC Schiphol.

AWX ROUTE 5 is depicted on chart ENR 6.

POSITION	NEAREST CITY	ABBR	ALTITUDE
52°03'N 006°14'E	TOLDIJK	TOLD	2000 ft to
51°47'N 005°30'E	NOORD OSS	NOSS	
51°29'N 005°09'E	HILVARENBEEK	HILB	
51°30'N 004°44'E	STUIVEZAND	STUI	
51°52'N 004°55'E	GORINCHEM	GORK	
52°03'N 005°35'E	RENSWOUDE	RENS	
52°25'N 005°44'E	NUNSPEET	NUNS	3000 ft to
52°53'N 005°20'E	STAVOREN	STAV	1000 ft to
53°01'N 005°13'E	BREEZANDDIJK	BZDK	
53°20'N 004°48'E	VLIEHORS RANGE	VLI	3000 ft day, 2000 ft after UDP(night) to
53°29'N 005°40'E	AMELAND	AMEL	2000 ft to
53°34'N 006°30'E	ROTTUMEROOG	ROOG	
53°02'N 005°45'E	SNEEKERMEER	SKMR	
52°49'N 006°36'E	WIJSTER	WSTR	
52°03'N 006°14'E	TOLDIJK	TOLD	

ENR 3.5.6 MIL BENE routes

ENR 3.5.6.1 General

The abbreviations in collumn. ABBR are used in the FDRs by MilATCC Schiphol.

ENR 3.5.6.2 BENE route 1

- is depicted on chart ENR 6;
- is available for nightflying IFR/VFR;
- is reserved for dayflying EHVK;
- routing out of FRG on MON, WED and THU, will be via LAH-VKL-1D.

POSITION	NEAREST CITY	ABBR	ALTITUDE
EHV TACAN		EHV	3000 ft to
1A 51°28'N 004°40'E	ZUNDERT	ZUND	3000 ft day, 2000 ft after UDP (night) to
1B 51°21'N 003°33'E	SLUIS	SLUI	
51°34'N 003°54'E	COLIJNSPLAAT	COLP	2000 ft to
1C 51°42'N 004°24'E	DINTELOORD	DINT	
1D 51°51'N 005°29'E	TIEL	TIEL	
1E 52°25'N 005°44'E	NUNSPEET	NUNS	3000 ft to
1F 52°52'N 005°20'E	STAVOREN	STAA	1000 ft to
53°01'N 005°13'E	BREEZANDDIJK	BZDK	
1G 53°20'N 004°48'E	VLIEHORS RANGE	VLI	3000 ft day, 2000 ft after UDP (night) to
1H 53°29'N 005°40'E	AMELAND	AMEL	2000 ft to
1J 53°34'N 006°30'E	ROTTUMEROOG	ROOG	
1K 53°02'N 005°45'E	SNEEKERMEER	SKMR	
1L 52°45'N 006°02'E	GIETHOORN	GIET	
1M 52°26'N 006°30'E	ALMELO	ALME	

ENR 3.5.6.3 BENE route 1A

- is depicted on chart ENR 6.

POSITION	NEAREST CITY	ABBR	ALTITUDE
Up to 1J as per BENE ROUTE 1			
1J 53°34'N 006°30'E	ROTTUMEROOG	ROOG	1500 ft to
53°18'N 007°05'E	TERMUNTEN	TRMN	
HH5E 52°52'N 007°07'E			
HH2 52°43'N 007°08'E			1000 ft to
EDR 37 NORDHORN RANGE			

ENR 3.5.6.4 BENE route 1B

- is depicted on chart ENR 6.

POSITION	NEAREST CITY	ABBR	ALTITUDE
EHV TACAN		EHV	3000 ft to
1A 51°28'N 004°40'E	ZUNDERT	ZUND	2000 ft to
51°36'N 004°32'E	OUDENBOSCH	OUDB	
1D 51°51'N 005°29'E	TIEL	TIEL	
Continue as per BENE ROUTE 1			

ENR 3.5.6.5 BENE route 1C

- is depicted on chart ENR 6.
- is reserved for nightflying EHVK.

POSITION	NEAREST CITY	ABBR	ALTITUDE
51°23'N 005°53'E	MEYEL	MEYL	3000 ft to
EHV TACAN		EHV	
1A 51°28'N 004°40'E	ZUNDERT	ZUND	2000 ft to
51°36'N 004°32'E	OUDENBOSCH	OUDB	
1D 51°51'N 005°29'E	TIEL	TIEL	
1E 52°25'N 005°44'E	NUNSPEET	NUNS	
1N 53°05'N 005°56'E			
53°19'N 006°20'E	ZUIDHORN	ZDHN	1500 ft to
1P 53°28'N 006°35'E			
53°18'N 007°05'E	TERMUNTEN	TRMN	
HH5E 52°52'N 007°07'E			
HH2 52°43'N 007°08'E			1000 ft to
EDR 37 52°26'N 007°13'E	NORDHORN		
HH3 52°21'N 007°12'E			2500 ft to
HH1A 52°06'N 007°07'E			2000 ft to
51°55'N 006°14'E	DIDAM	DDAM	
51°40'N 005°43'E	VOLKEL		

ENR 3.5.6.6 BENE route 1S(hort)

- is depicted on chart ENR 6.

POSITION	NEAREST CITY	ABBR	ALTITUDE
51°11'82"N 006°07'50"E		MILGI	FL 050 to
VKL TACAN		VKL	Continue as per BENE Route 1
1D 51°51'N 005°29'E	TIEL	TIEL	

ENR 3.5.6.7 BENE route 3

- is depicted on chart ENR 6.
- is available for nightflying IFR/VFR.

POSITION	NEAREST CITY	ABBR	ALTITUDE
3A 50°46'N 005°19'E			3000 ft to
3B 50°30'N 004°00'E			2000 ft to
3C 50°59'N 003°36'E			
3D 51°13'N 003°48'E			
3E 51°42'N 004°24'E	DINTELOORD	DINT	
3F 51°51'N 005°29'E	TIEL	TIEL	
3G 52°25'N 005°44'E	NUNSPEET	NUNS	3000 ft to
3H 52°38'N 005°34'E	URK	URK	1000 ft to
53°01'N 005°13'E	BREEZANDDIJK	BZDK	
3J 53°20'N 004°48'E	VLIEHORS RANGE	VLI	2000 ft to
3K 53°29'N 005°40'E	AMELAND	AMEL	
3L 53°34'N 006°30'E	ROTTUMEROOG	ROOG	
3M 53°02'N 005°45'E	SNEEKERMEER	SKMR	
3N 52°45'N 006°02'E	GIETHOORN	GIET	
3O 52°26'N 006°30'E	ALMELO	ALME	

ENR 3.5.6.8 BENE route 3A

- is depicted on chart ENR 6.

POSITION	NEAREST CITY	ABBR	ALTITUDE
Up to 3L as per BENE ROUTE 3			
3L 53°34'N 006°30'E	ROTTUMEROOG	ROOG	1500 ft to
53°18'N 007°05'E	TERMUNTEN	TRMN	
HH2 52°44'N 007°08'E			1000 ft to
EDR37 NORDHORN RANGE			

ENR 3.5.6.9 BENE route 4

- is available for nightflying IFR/VFR.
- is depicted on chart ENR 6.

POSITION	NEAREST CITY	ABBR	ALTITUDE
4A 50°44'N 005°41'E			4000 ft to
4B 49°43'N 005°32'E			
4C 50°16'N 005°11'E			
4D 50°20'N 004°43'E			2000 ft to
4E 50°18'N 004°16'E			
4F 50°30'N 003°40'E			
4G 50°54'N 003°23'E			3000 ft to
51°18'N 003°34'E			2000 ft to
4H 51°44'N 003°49'E	WEST HSD	WHSD	1000 ft to
4J 52°40'N 004°31'E	BERGEN	BERG	2000 ft to
4K 52°50'N 005°30'E	LEMMER	LEMR	
4L 52°26'N 006°30'E	ALMELO	ALME	
EHEH ENTRY: EHEH		EHEH	3000 ft to
51°23'N 005°26'E	VELDHOVEN		
51°17'N 005°46'E	OSPEL	OSPL	
50°45'N 005°57'E	BDRY		
4B 49°43'N 005°32'E			4000 ft
EHEH EXIT:			
4G 50°54'N 003°23'E			3000 ft to
51°18'N 003°34'E	BDRY		
51°23'N 003°37'E	HOOFDPLAAT	HPLT	
WDT TACAN		WDT	
EHEH		EHEH	
EHGR ENTRY: EHGR		EHGR	3000 ft to
EHV TACAN		EHV	
51°17'N 005°46'E	OSPEL	OSPL	
50°45'N 005°57'E	BDRY		
4B 49°43'N 005°32'E			4000 ft
EHGR EXIT:			
4G 50°54'N 003°23E			3000 ft to
51°18'N 003°34'E	BDRY		
51°23'N 003°37'E	HOOFDPLAAT	HPLT	
WDT TACAN		WDT	
EHGR		EHGR	

ENR 3.5.6.10 BENE route 5

- is available for nightflying IFR/VFR and reserved for RNLAF and BAF.
  The route will be used according to bi-lateral arrangements.
- is depicted on chart ENR 6.

POSITION	NEAREST CITY	ABBR	ALTITUDE
5A 51°27'N 004°43'E	ZUNDERT	ZUND	2000 ft to
5B 51°20'N 004°16'E			
5C 50°45'N 003°52'E			
5D 51°16'N 003°23'E	BDRY		
5E 51°44'N 003°49'E	WEST HSD	WHSD	1000 ft to
5F 52°40'N 004°31'E	BERGEN	BERG	1500 ft to
5G 52°46'N 005°12'E	ANDIJK	ANDY	1000 ft to
53°01'N 005°13'E	BREEZANDDIJK	BZDK	
5H 53°13'N 004°56'E		VLR	High level departure
EHVK ENTRY: EHVK		EHVK	3000 ft to
51°23'N 005°53'E	MEYEL	MEYL	
EHV TACAN		EHV	
5A 51°27'N 004°43'E	ZUNDERT	ZUND	2000 ft
EBBL ENTRY: EBBL		EBBL	2000 ft to
5A 51°27'N 004°43'E	ZUNDERT	ZUND	

ENR 3.5.6.11 BENE route 6

- is available for nightflying IFR/VFR and reserved for RNLAF and BAF. The route will be used according to bi-lateral arrangements.
- is depicted on chart ENR 6.

POSITION	NEAREST CITY	ABBR	ALTITUDE
6A 50°44'N005°42'E			3000 ft to
6B 50°36'N005°55'E			
6C 50°18'N006°08'E			4000 ft to
6D 49°43'N005°22'E			
6E 50°06'N005°01'E			
6F 50°08'N004°31'E			
6G 50°15'N004°12'E			2000 ft to
6H 50°31'N003°40'E			
6J 50°54'N003°15'E			3000 ft to
51°15'N003°48'E	BDRY		2000 ft to
6K 51°32'N004°06'E	ST. MAARTENSDIJK	MDYK	
6L 51°45'N005°17'E	HEDEL	HEDL	3000 ft to
6M 51°49'N005°44'E	WIJCHEN	WYCH	
6N 51°25'N006°04'E	SEVENUM	SEVE	2000 ft to
6O 51°08'N005°52'E			1000 ft to
6P 51°03'N005°27'E			4000 ft turn left to
BBL TACAN		BBL	3000 ft to base
EHVK ENTRY: EHVK		EHVK	3000 ft to
51°14'N005°55'E	ROERMOND	RMND	
50°46'N005°59'E		BDRY	
6B 50°36'N005°55'E			
EHVK EXIT:			
6P 51°03'N005°27'E			4000 ft then turn left to
BBL TACAN		BBL	3000 ft to
EHVK		EHVK	

ENR 3.5.7 Vliehors range departures

The Vliehors range departures VL 1 and VL 2 are depicted on charts ENR 6.

ENR 3.5.8 Air to Air Refueling tracks

Refueling tracks depicted on chart ENR 6.

ENR 3.6 En-rout e holding

Not applicable.

ENR 3.7 E-3A (AWACS) ORBIT AREAS

General

Only missions of E-3A (AWACS) aircraft within the Dutch and Belgian airspace are performed in E-3A (AWACS) Orbit Areas.

Description of areas

The following orbit areas are established within the lateral limits of EHAA FIR and EBUR UIR.

NL1

Area Coordinates	Lobe	Lobe coordinate	Radius	Remarks
53°30'00.00"N 004°35'00.00"E 54°04'00.00"N 004°12'00.00"E 55°00'00.00"N 005°00'00.00"E 55°00'00.00"N 005°34'00.00"E 53°37'00.00"N 006°10'00.00"E 53°30'00.00"N 005°33'00.00"E	1 2 3	53°48'00.00"N 005°37'00.00"E 54°03'00.00"N 004°42'00.00"E 54°41'00.00"N 005°14'00.00"E	15 NM 15 NM 15 NM	FL to be determined in coordination with controlling agency

NL2

Area Coordinates	Lobe	Lobe coordinate	Radius	Remarks
50°55'00.00"N 005°00'00.00"E 52°10'00.00"N 005°00'00.00"E 52°05'00.00"N 006°00'00.00"E 51°04'48.00"N 005°52'20.00"E	1 2	51°50'00.00"N 005°30'00.00"E 51°18'00.00"N 005°27'00.00"E	15 NM 12 NM	FL to be determined in coordination with controlling agency

PART 2 - EN-ROUTE (ENR)

ENR 4.

RADIO NAVIGATION AIDS/SYSTEMS

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	LEEUWARDEN	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	WOENSDRECHT	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 (UW1)
W1N	52°47'20''N005°10'14''E	EHV R-355/81 DME	Window 1 (UW1)
W1S	51°58'55''N005°17'42''E	EHV R-355/32 DME	Window 1 (UW1)
W2N	53°08'12''N005°58'18''E	LWD R-124/10 DME	Window 2 (UW2)
W2S	52°53'59''N006°31'38''E	LWD R-125/34 DME	Window 2 (UW2)
W3C	51°57'50''N006°17'25''E	VKL R-049/27 DME	Window 3 (UW3)
W3N	52°16'28''N006°53'30''E	VKL R-049/58 DME	Window 3 (UW3)
W3S	51°48'04''N005°58'51''E	VKL R-049/13 DME	Window 3 (UW3)
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.

PART 2 - EN-ROUTE (ENR)

ENR 5.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

ENR 5. NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

ENR 5.1.1 Additional on the AIP Netherlands

Temporary Segregated Areas (TSAs)

TSAs are airspaces of pre-defined dimensions within which activities require the reservation of airspace for the exclusive use of specific users during a determined period of time.

The TSA concept encompasses all airspace reservations (EHDs) and restrictions (Restricted or Danger Areas) in The Netherlands FIR. TSAs which are managed and allocated the day before operations by the Airspace Management Cell (AMC) are identified as 'AMC-Manageable Areas'. They are identified as such in the relevant part of the MilAIP.

The respective TSAs are defined as:

a. DANGER AREAS.
An airspace of defined dimensions within which activities dangerous to the flight of ACFT may exist at specified times. This term is only used when the potential danger to ACFT has not led to the designation of the airspace as restricted or prohibited. The effect of the creation of the danger area is to caution operators or pilots of ACFT that it is necessary for them to assess the dangers in relation to their responsibility for the safety of their ACFT.

b. RESTRICTED AREAS.
An airspace of defined dimensions, above the land areas or territorial waters of The Netherlands, within which the flight of ACFT is restricted in accordance with certain specified conditions. This term is used whenever the flight of ACFT within the designated airspace is not prohibited but may be made only if specified conditions are complied with. Thus, prohibition of flight except at certain specified times leads to the designation of the airspace as a 'restricted area' as would prohibition except in certain meteorological conditions. Similarly, prohibition of flight unless special permission has been obtained, leads to the designation of a restricted area. However, conditions of flight imposed as a result of application of rules of the air or air traffic service practices or procedures (for example, compliance with minimum safe heights or with rules stemming from the establishment of controlled airspace) do not constitute conditions calling for designation as a restricted area.

c. TEMPORARY RESERVED AIRSPACE.
An airspace of defined dimensions within which certain (MIL) flying activities may exist at specified times.

Cross border area (CBA)

CBA is a TSA established over international boundaries for specific operational requirments.

TEMPORARY RESTRICTED AREA

The execution of a flight within an TEMPORARY RESTRICTED AREA with non-participating ACFT is prohibited during activities. Information about activities in the TEMPORARY RESTRICTED AREAs can be obtained from the mentioned authorities on the appropriate FREQs. When a flight subsequently takes place in an TEMPORARY RESTRICTED AREA, pilots shall report leaving this zone.

ENR 5.1.2 Temporary Reserved Airspace (TRA) Danger Areas situated above international waters (see AIP Netherlands)

1. General

Certain flying activities are not readily adaptable to ATC, since specific ACFT, during at least part of their flight, cannot maintain a constant profile, heading and speed (e.g. testflights, air combat training manoeuvres). Based on the provisions laid down in Part II, para 6.3. of

PANS/ATM (Doc 4444) a certain portion of the airspace in the Amsterdam FIR has been designated as Temporary Reserved Airspace (TRA) or Danger Area if situated above international waters.

EHD09(A) is primarily meant for CIV testflights and EHD01(A) thru EHD08(A) for MIL operations.

The TRAs and EHDs 01(A) thru 09(A) are continuously active MON through THU daily 0700/2300 (0600/2200) and FRI 0700/1600 (0600/1500) except on legal holidays (see GEN 2.1 para 5).

Authorisation for use of the TRAs and EHD01(A) thru 09(A) is subject to pre-scheduling and will be granted only to OAT and/or special testflights.

2. Reservation

The use of TRAs and EHDs is subject to prior reservation and allocation (in time slots of 10 MIN). Requests for longterm reservation have to be forwarded to Royal Netherlands Air Force Command, C4ISR/AIR C2. AOCS Bureau Operationele Planning (BOP) is the coordinating agency for other (routine) reservations of TRA12(A) and EHDs 01(A) thru 09(A). Due to the location of EHD09 in relation to EHD41, IFR-departures from the Vliehors range, the CAROL-refueling track as well as the routes to and from ACMI range, requests for reservation of EHD09(A) shall be forwarded to Centre Supervisor MilATCC Schiphol.

Requests for reservation shall contain the following information: area (TRA or EHD number), timeperiod, number of participating ACFT and type of mission. Requests have to initiated as follows:

a. For regular use: at the latest on Wednesday 1200LT of the preceding week, by phone, fax or email to Bureau Operationele Planning (BOP);

b. For incidental or ad hoc use: at least 30 MIN before entry of the TRA or EHD ,by phone or radio to the Fighter Allocator (FA), in accordance with the AUP.

3. Allocation

In general MIL ACFT stationed in The Netherlands have priority over other ACFT. Furthermore, the following priorities will apply:

a. TACEVAL/OPEVAL/CAPEVAL/Readiness Verifications (RV) flights or flights for national evaluations;

b. Flight in support of Weapons Instructor courses or training;

c. National exercises;

d. International exercises when supported by the RNLAF;

e. AAF even when this area is reserved by ACFT not stationed in The Netherlands (so the use of EHD 07(A)/08(A) is subordinate to the use of EHD42);

f. Other training flights.

AOCS NM CRC will publish the allocation for the next week on Wednesday before 1700LT, to all agencies concerned and to MilATCC Schiphol by means of the weekly directive. AOCS NM CRC will provide the AMC with a related timetable the day before operations at 1000 (0900), to be publised in the AUP for the next day. TRAs and EHDs are all subject to the Flexible Use of Airspace (FUA) concept. Planning well in advance is mandatory to enable the AMC to allocate airspace to MIL users or if not needed by MIL users to activate Conditional Routes (CDR) for CIV use.

4. Control Point Reservation and Allocation

See ENR 5.2.2.4.

5. ATC-service

MilATCC Schiphol (callsign: Dutch Mil) or MUAC (callsign: Maastricht Radar, when above FL 245), will provide normal ATC service to flights to/from TRAs. In specific cases AOCS NM CRC can also control traffic to/from the TRAs and EHDs.

6. Crossing air traffic

IFR Traffic. In case the routing of an IFR flight will affect a TRA or EHD01(A) thru 08(A), i.e. within 5 NM of the lateral limits, it shall be so annoted in the flightplan under item 15 and 18, using the appropriate designator.

VFR Traffic. VFR traffic shall select a routing clear of the TRAs and EHD01(A) thru 08(A), unless MilATCC Schiphol provides crossing clearance.

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PART 2 - EN-ROUTE (ENR)

ENR 5.

ENR 5.2 MIL EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ)

ENR 5.2 MIL EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ)

ENR 5.2.1 MIL low flying areas and routes for HEL and propeller driven training ACFT

ENR 5.2.1.1 General

The MIL low flying areas and –routes mentioned in ENR 5.2.1.2 and ENR 5.2.1.3 are only to be used by HEL for exercises under VMC and are depicted on chart ENR 6. If no lower limit is indicated, this is 100 ft AGL or as low as required for the type of mission. Propeller-driven training ACFT may use the VO-route with a minimum altitude of 250 ft AGL.

For MIL low flying in the Amsterdam FIR, the 'Transit Flying Chart Low Level (TFC-L) Second Series' NM 31-3, NN 31-9, NN 31-12, NN 32-7 and NN 32-10 are to be consulted.

Within the areas mentioned in ENR 5.2.1.2 and ENR 5.2.1.3 the execution of uncontrolled VFR night flying with the use of night vision equipment is allowed for MIL HEL.

ENR 5.2.1.2 List of MIL low flying areas and routes for HEL and propeller driven training ACFT

GLV I (Noord-Drenthe)

53°03'45.00"N 006°40'30.35"E; 53°03'45.00"N 006°43'30.40"E;
52°59'14.96"N 006°39'00.31"E; 53°01'00.20"N 006°38'00.54"E; to point of origin.

GLV II (Midden-Drenthe)

52°59'14.56"N 006°30'00.41"E; 52°58'14.58"N 006°32'53.64"E;
52°58'01.59"N 006°34'17.35"E; 52°58'15.07"N 006°38'17.05"E;
52°58'32.97"N 006°39'30.41"E; 52°58'02.98"N 006°48'33.99"E;
52°46'00.11"N 006°39'59.22"E; 52°45'59.86"N 006°20'12.82"E;
52°53'01.08"N 006°22'50.90"E; to point of origin.

GLV III (West-Drenthe)

52°54'00.00"N 006°21'00.00"E; 52°46'00.00"N 006°14'00.00"E;
52°47'00.00"N 006°13'00.00"E; 52°53'00.00"N 006°13'00.00"E; to point of origin.

GLV IV (Ginkelse Heide)

52°04'30.26"N 005°41'30.16"E; 52°04'15.32"N 005°44'30.12"E;
52°01'30.31"N 005°44'45.28"E; 52°01'50.52"N 005°43'00.03"E; to point of origin.

GLV V (Oirschot)

51°29'32.96"N 005°18'43.34"E; 51°29'30.65"N 005°21'14.63"E;
51°29'29.75"N 005°21'31.83"E; 51°29'09.05"N 005°23'08.00"E;
51°28'57.63"N 005°23'17.45"E; 51°28'17.71"N 005°23'24.59"E;
51°27'49.49"N 005°22'45.43"E; 51°28'08.87"N 005°20'42.34"E;
51°27'55.93"N 005°18'44.14"E; to point of origin.

GLV VI (Salland)

52°23'00.54"N 006°15'00.44"E; 52°19'59.93"N 006°30'00.44"E;
52°18'00.40"N 006°28'00.03"E; 52°16'59.97"N 006°16'59.97"E; to point of origin.

GLV VII (Veluwe/Randmeren)

52°34'59.93"N 005°49'59.93"E; 52°30'00.44"N 005°58'00.03"E;
52°26'52.81"N 005°59'09.33"E; 52°24'25.42"N 006°00'56.49"E;
52°22'55.39"N 005°56'31.60"E; 52°06'00.35"N 005°53'00.54"E;
52°08'00.54"N 005°40'00.07"E; 52°13'00.03"N 005°34'00.16"E;
52°13'59.79"N 005°38'00.54"E; 52°25'00.07"N 005°40'59.84"E; to point of origin.

Additional regulation due to Natura2000 measures:

Area Ketelmeer & Vossenmeer prohibited year round from GND-1000 ft:
52°33'14.60"N 005°48'29.40"E; 52°34'46.70"N 005°49'56.20"E;
52°32'54.50"N 005°53'13.60"E; 52°32'28.10"N 005°53'06.20"E;
52°32'01.60"N 005°52'36.20"E; 52°31'46.10"N 005°51'55.10"E;
52°31'40.70"N 005°51'18.50"E; 52°31'46.10"N 005°50'38.10"E;
52°31'59.80"N 005°49'59.90"E; to point of origin.

GLV VIII (De Peel)

51°25'59.84"N 005°48'00.40"E; 51°25'59.84"N 006°02'30.07"E;
51°24'00.31"N 006°06'29.79"E; 51°22'00.12"N 006°06'29.79"E;
51°19'59.93"N 006°04'00.16"E; 51°18'00.40"N 006°06'00.35"E;
51°16'59.97"N 006°02'30.07"E; 51°16'59.97"N 005°48'00.40"E; to point of origin.

Additional regulations due to Natura2000 measures:

Area Deurnse Peel & Mariapeel prohibited from 20 Feb-31 Mar and 15 Oct-15 Dec from GND-1000 ft:
51°25'05.80‟N 005°50'06.10‟E; 51°25'54.50‟N 005°50'37.00‟E;
51°26'04.40‟N 005°51'24.80‟E; 51°26'30.60‟N 005°51'34.80‟E;
51°26'46.20‟N 005°52'31.60‟E; 51°26'27.50‟N 005°53'07.60‟E;
51°26'38.10‟N 005°54'06.40‟E; 51°26'59.30‟N 005°54'23.30‟E;
51°27'16.70‟N 005°54'53.30‟E; 51°26'13.80‟N 005°56'57.90‟E;
51°25'25.10‟N 005°56'16.10‟E; 51°24'12.20‟N 005°57'19.90‟E;
51°23'12.90‟N 005°56'55.90‟E; 51°22'54.80‟N 005°56'07.10‟E;
51°22'27.40‟N 005°56'03.10‟E; 51°21'09.90‟N 005°53'38.50‟E;
51°22'55.40‟N 005°51'00.90‟E; to point of origin.

Area Groote Peel prohibited from 20 Feb-30 Sep and 15 Oct-15 Dec from GND-1000ft:
51°20'25.00”N 005°46'44.60”E; 51°22'27.40”N 005°48'07.40”E;
51°22'36.70”N 005°48'59.30”E; 51°22'16.10”N 005°49'46.10”E;
51°22'21.10”N 005°51'22.80”E; 51°22'04.80”N 005°51'58.70”E;
51°20'48.70”N 005°52'30.70”E; 51°19'03.10”N 005°49'27.20”E;
51°18'59.40”N 005°47'57.40”E; to point of origin.

GLV IX (Maas/Waal)

51°52'19.76"N 005°37'16.51"E; 51°48'00.40"N 005°39'00.31"E;
51°46'59.97"N 005°34'59.93"E; 51°47'30.07"N 005°32'30.07"E;
51°46'59.97"N 005°28'59.79"E; 51°45'00.44"N 005°28'59.79"E;
51°45'00.41"N 005°20'13.29"E; 51°44'47.75"N 005°19'29.50"E;
51°44'37.65"N 005°19'02.93"E; 51°44'18.74"N 005°18'21.24"E;
51°44'09.90"N 005°17'53.45"E; 51°44'10.07"N 005°17'36.94"E;
51°44'19.66"N 005°17'06.45"E; 51°44'21.74"N 005°16'46.05"E;
51°44'19.14"N 005°15'56.79"E; 51°44'02.09"N 005°15'23.34"E;
51°43'59.29"N 005°15'06.15"E; 51°43'59.81"N 005°14'42.65"E;
51°44'26.16"N 005°13'49.49"E; 51°44'34.72"N 005°13'12.56"E;
51°44'32.32"N 005°12'52.42"E; 51°44'26.54"N 005°12'26.74"E;
51°44'22.22"N 005°11'59.54"E; 51°44'22.91"N 005°11'32.97"E;
51°44'29.07"N 005°11'03.87"E; 51°44'32.32"N 005°10'36.45"E;
51°44'31.98"N 005°09'53.09"E; 51°44'20.51"N 005°08'27.76"E;
51°44'06.48"N 005°07'09.98"E; 51°43'53.30"N 005°06'18.79"E;
51°43'26.90"N 005°05'15.36"E; 51°43'15.48"N 005°05'01.07"E;
51°42'51.42"N 005°04'31.87"E; 51°42'39.65"N 005°04'00.40"E;
51°42'34.52"N 005°03'43.79"E; 51°42'29.17"N 005°03'18.78"E;

51°42'25.96"N 005°02'45.39"E; 51°42'24.78"N 005°02'18.63"E;
51°42'25.32"N 005°01'54.85"E; 51°42'26.92"N 005°01'23.03"E;
51°42'31.52"N 005°00'40.71"E; 51°42'33.88"N 005°00'26.55"E;
51°42'36.02"N 004°59'50.01"E; 51°42'40.40"N 004°59'15.73"E;
51°42'32.60"N 004°58'07.18"E; 51°42'23.18"N 004°57'33.44"E;
51°42'24.04"N 004°56'56.38"E; 51°42'31.14"N 004°55'53.44"E;
51°42'44.79"N 004°54'58.17"E; 51°42'49.94"N 004°54'24.60"E;
51°42'55.27"N 004°54'06.77"E; 51°43'01.04"N 004°53'54.53"E;
51°43'31.85"N 004°53'57.32"E; 51°43'51.74"N 004°54'42.44"E;
51°44'31.10"N 004°55'26.15"E; 51°45'16.77"N 004°55'59.02"E;
51°45'50.89"N 004°56'04.62"E; 51°46'15.70"N 004°56'06.37"E;
51°47'20.52"N 004°56'23.50"E; 51°47'45.97"N 004°56'19.83"E;
51°48'40.73"N 004°57'53.03"E; 51°49'03.94"N 004°59'35.49"E;
51°49'10.93"N 005°00'24.83"E; 51°48'52.25"N 005°02'14.91"E;
51°49'29.60"N 005°04'49.16"E; 51°49'28.95"N 005°05'35.96"E;
51°48'46.54"N 005°07'34.61"E; 51°48'43.46"N 005°08'28.01"E;
51°48'55.11"N 005°09'55.90"E; 51°48'48.52"N 005°10'59.84"E;
51°48'33.57"N 005°11'40.27"E; 51°48'30.50"N 005°13'10.14"E;
51°48'55.77"N 005°14'52.53"E; 51°49'19.50"N 005°18'14.68"E;
51°49'15.32"N 005°18'51.37"E; 51°48'57.30"N 005°19'27.41"E;
51°48'37.75"N 005°19'47.62"E; 51°48'20.61"N 005°20'07.18"E;
51°48'07.65"N 005°20'55.30"E; 51°48'13.36"N 005°21'47.81"E;
51°49'13.13"N 005°22'49.12"E; 51°50'39.48"N 005°24'46.45"E;
51°52'09.57"N 005°25'39.62"E; 51°52'59.88"N 005°26'39.39"E;
51°53'15.70"N 005°27'45.09"E; 51°53'17.90"N 005°30'39.99"E;
51°53'58.99"N 005°33'26.32"E; 51°52'31.87"N 005°34'47.79"E; to point of origin.
Due to operational reasons for the DHC this area is devided into three seperate parts, A, B and C (see ENR 6.1-3). The deviding lines are as follows, between A and B from 51°48'55.40"N005°09'55.15"E to 51°44'08.59"N 005°07'21.77"E, between B and C from 51°49'05.96"N005°22'48.69"E to 51°46'59.47"N 005°29'00.29"E.

Additional regulation due to Natura2000 measures:

Area Kil van Hurwenen prohibited year round from GND-1000 ft:
51°49'01.30”N 005°16'02.40”E; 51°49'35.10”N 005°17'30.20”E; 51°49'19.40”N 005°19'13.90”E; 51°48'51.40”N 005°19'40.50”E; 51°47'59.50”N 005°18'28.70”E; 51°48'00.30”N 005°17'03.60”E; to point of origin.

GLV X (Voorne-Putten/Hoeksewaard)

51°55'46.29"N 004°08'37.98"E; 51°55'31.90"N 004°08'53.24"E;
51°54'59.87"N 004°09'56.00"E; along anti-clockwise arc (radius 1 NM, centre 51°54'00.00"N 004°10'00.00"E) to 51°54'09.20"N 004°11'35.72"E;
51°54'04.85"N 004°12'09.30"E; 51°53'27.73"N 004°12'57.32"E;
51°53'06.75"N 004°13'37.72"E; 51°52'20.54"N 004°14'13.03"E;
51°51'52.79"N 004°15'33.83"E; 51°51'47.93"N 004°16'07.17"E;
51°51'49.01"N 004°17'03.38"E; along anti-clockwise arc (radius 2 NM, centre 51°51'00.00"N 004°20'00.00"E) to 51°50'27.52"N 004°23'06.25"E;
51°50'29.90"N 004°24'52.34"E; 51°49'50.70"N 004°26'59.47"E;
51°49'47.76"N 004°28'12.64"E; 51°49'59.03"N 004°29'45.30"E;
51°49'56.43"N 004°30'17.23"E; 51°49'39.95"N 004°31'14.01"E;
51°49'50.53"N 004°32'43.85"E; 51°49'48.10"N 004°33'02.21"E;
51°48'40.47"N 004°34'00.12"E; 51°48'19.31"N 004°34'56.63"E;
51°48'22.18"N 004°35'21.77"E; 51°48'01.19"N 004°36'57.25"E;
51°47'48.97"N 004°37'11.66"E; 51°46'46.80"N 004°37'34.83"E;
51°45'33.09"N 004°37'27.20"E; 51°45'02.05"N 004°37'46.13"E;
51°44'10.03"N 004°37'40.48"E; 51°43'21.47"N 004°37'07.14"E;
51°43'01.35"N 004°36'24.77"E; 51°42'15.92"N 004°33'28.48"E;
51°42'02.22"N 004°31'52.15"E; 51°42'53.38"N 004°28'08.69"E;
51°42'59.10"N 004°26'08.06"E; 51°43'18.61"N 004°24'35.68"E;
51°44'24.77"N 004°21'21.34"E; 51°45'09.68"N 004°18'48.48"E;
51°45'40.90"N 004°15'57.56"E; 51°45'57.55"N 004°14'55.69"E;
51°48'14.80"N 004°10'58.67"E; 51°49'08.44"N 004°09'49.27"E; along anti-clockwise arc

(radius 1 NM, centre 51°50'00.00"N 004°09'00.00"E) to 51°49'11.53"N 004°08'03.14"E; 51°49'40.39"N 004°05'41.22"E; 51°53'19.26"N 004°01'49.06"E; 51°54'22.26"N 004°03'07.37"E; 51°55'27.71"N 004°04'23.35"E; 51°55'37.17"N 004°04'48.75"E; to point of origin.

Additional regulations due to Natura2000 measures:

Area Oude Land van Strijen prohibited from 01 Okt-31 Mar from GND-1000 ft: 51°47'04.50‟N 004°29'15.10‟E; 51°47'17.00‟N 004°29'43.50‟E; 51°47'17.70‟N 004°30'40.60‟E; 51°47'28.00‟N 004°31'13.40‟E; 51°46'50.60‟N 004°32'37.40‟E; 51°45'32.80‟N 004°32'56.30‟E; 51°44'10.50‟N 004°32'42.10‟E; 51°43'56.60‟N 004°32'06.60‟E; 51°43'55.80‟N 004°31'40.60‟E; 51°44'44.30‟N 004°31'20.50‟E; 51°45'14.40‟N 004°30'29.60‟E; 51°45'32.80‟N 004°29'17.50‟E; to point of origin.

Area Slikken van Voorne prohibited year round from GND-1000 ft: 51°53'09.20”N 004°01'42.70”E; 51°54'59.40”N 004°03'21.10”E; 51°55'34.80”N 004°04'38.20”E; 51°55'27.40”N 004°05'30.10”E; 51°52'48.60”N 004°02'12.00”E; to point of origin.

GLV XI (Wieringermeerpolder)

52°56'15.66"N 005°01'51.18"E; 52°56'00.50"N 005°02'17.11"E; 52°55'24.68"N 005°02'20.84"E; 52°55'26.66"N 005°02'56.00"E; 52°53'36.58"N 005°04'31.80"E; 52°53'20.76"N 005°04'46.96"E; 52°50'46.07"N 005°06'51.55"E; 52°46'30.31"N 005°06'15.51"E; 52°45'30.54"N 004°57'25.53"E; 52°52'20.33"N 004°56'16.54"E; 52°52'49.12"N 004°56'05.55"E; 52°52'57.69"N 004°55'56.32"E; 52°53'04.94"N 004°56'06.43"E; 52°53'12.85"N 004°55'59.18"E; 52°53'02.74"N 004°55'38.31"E; 52°53'02.08"N 004°55'23.80"E; 52°53'02.74"N 004°55'07.98"E; 52°53'11.31"N 004°54'57.88"E; 52°53'20.10"N 004°54'47.11"E; 52°53'25.15"N 004°54'35.02"E; 52°53'35.92"N 004°54'27.77"E; 52°53'45.15"N 004°54'41.40"E; 52°53'48.88"N 004°54'54.36"E; 52°53'56.13"N 004°55'06.66"E; 52°54'16.13"N 004°56'19.39"E; 52°55'00.07"N 004°57'16.96"E; 52°55'17.43"N 004°57'26.19"E; 52°55'28.86"N 004°57'29.93"E; 52°55'46.87"N 004°58'00.91"E; 52°55'50.61"N 004°58'11.67"E; 52°55'52.59"N 004°58'33.87"E; 52°55'54.13"N 004°58'47.71"E; 52°55'55.66"N 004°59'14.30"E; 52°56'05.55"N 004°59'53.19"E; 52°56'07.75"N 005°00'08.35"E; 52°56'08.63"N 005°00'19.12"E; 52°56'04.23"N 005°00'32.74"E; 52°56'02.04"N 005°00'44.38"E; 52°56'05.55"N 005°01'12.29"E; 52°56'13.46"N 005°01'34.04"E; to point of origin.

Additional regulation due to Natura2000 measures:

Area Wieringen prohibited year round from GND-1000 ft: 52°53'37.70‟N 004°54'28.70‟E; 52°54'00.00‟N 004°55'08.60‟E; 52°54'19.90‟N 004°56'22.40‟E; 52°55'11.20‟N 004°57'25.30‟E; 52°55'31.00‟N 004°57'24.30‟E; 52°55'51.50‟N 004°58'04.20‟E; 52°56'09.00‟N 005°00'18.80‟E; 52°56'04.80‟N 005°01'04.70‟E; 52°56'27.10‟N 005°02'11.50‟E; 52°55'35.90‟N 005°03'12.30‟E; 52°55'11.10‟N 005°03'08.30‟E; 52°54'46.40‟N 004°59'10.00‟E; 52°53'23.20‟N 004°57'41.20‟E; 52°52'57.30‟N 004°55'53.50‟E; to point of origin.

GLV XII (Noordzee)

53°35'00.00"N 004°40'00.00"E; 53°35'00.00"N 005°00'00.00"E; 53°22'46.98"N 005°00'00.00"E; along anti-clockwise arc (radius 8 NM, centre 53°15'00.00"N 004°57'00.00"E) to 53°15'00.00"N 004°43'40.92"E; 53°15'00.00"N 004°37'01.38"E; 53°06'10.00"N 004°30'56.00"E; 53°05'00.00"N 004°21'00.00"E; 53°05'00.00"N 004°10'00.00"E; 53°12'14.60"N 004°10'00.00"E; along anti-clockwise arc (radius 5 NM, centre 53°17'00.28"N 004°12'30.13"E) to 53°14'27.45"N 004°19'39.78"E; to point of origin.

Route VO

51°27'00"N 004°20'12"E (air base Woensdrecht); 51°37'16"N 004°30'47"E (Standdaarbuiten);51°41'35"N 004°56'53"E (Waspik); 51°49'38"N 005°40'56"E (Hernen); 51°50'58"N 005°33'38"E (Altforst); 51°50'53"N 005°15'25"E (Waardenburg); 51°52'11"N 005°03'04"E (Kedichem);51°51'50"N 004°56'17"E (Hoornhaar); 51°45'53"N 004°38'56"E (Dordrecht); 51°42'55"N 004°37'31"E (Moerdijk); 51°42'34"N 004°25'23"E (as Hollandsdiep); 51°39'24"N 004°20'35"E (as Volkerak); 51°27'00"N 004°20'12"E (air base Woensdrecht).

ENR 5.2.1.3 List of Bambibucket training locations

Bergse Maas 1

51°43'26.68"N 004°56'50.07"E; 51°43'24.97"N 004°57'33.58"E;
51°43'17.33"N 004°58'24.60"E; 51°43'11.09"N 004°58'20.24"E;
51°43'16.96"N 004°57'41.09"E; 51°43'19.39"N 004°57'07.08"E;
51°43'17.94"N 004°56'21.59"E; 51°43'06.87"N 004°54'57.59"E;
51°43'14.54"N 004°54'55.37"E; 51°43'24.73"N 004°56'12.89"E; to point of origin.

Bergse Maas 2

51°42'54.87"N 005°00'02.29"E; 51°42'46.86"N 005°00'52.12"E;
51°42'42.73"N 005°01'46.30"E; 51°42'42.79"N 005°02'38.99"E;
51°42'36.28"N 005°02'39.54"E; 51°42'36.18"N 005°01'47.89"E;
51°42'40.06"N 005°00'56.08"E; 51°42'48.32"N 004°59'59.52"E; to point of origin.

Bergse Maas 3

51°43'57.63"N 005°06'13.27"E; 51°43'52.94"N 005°06'18.33"E;
51°43'37.72"N 005°05'36.49"E; 51°43'18.18"N 005°04'57.41"E;
51°43'22.31"N 005°04'51.88"E; 51°43'43.23"N 005°05'33.33"E; to point of origin.

Lek Oost

52°11'00.42"N 005°20'00.48"E; 52°10'56.54"N 005°19'48.07"E;
52°10'55.52"N 005°19'36.04"E; 52°10'57.70"N 005°19'29.95"E;
52°10'55.23"N 005°19'26.08"E; 52°10'53.33"N 005°19'35.01"E;
52°10'54.69"N 005°19'48.62"E; 52°10'55.23"N 005°19'53.68"E;
52°10'57.94"N 005°19'59.06"E; 52°10'58.23"N 005°20'04.84"E;
52°10'55.81"N 005°20'13.62"E; 52°10'41.31"N 005°20'25.25"E;
52°10'42.48"N 005°20'28.25"E; 52°10'57.53"N 005°20'16.54"E;
52°10'59.45"N 005°20'10.22"E;to point of origin.

Lek West

52°00'08.23"N 005°07'13.20"E; 52°00'00.22"N 005°06'59.75"E;
51°59'48.56"N 005°07'29.02"E; 51°59'33.27"N 005°07'50.38"E;
51°58'44.47"N 005°08'38.63"E; 51°58'27.96"N 005°08'45.75"E;
51°58'15.34"N 005°09'12.25"E; 51°58'10.48"N 005°09'36.37"E;
51°58'05.02"N 005°10'27.39"E; 51°57'55.31"N 005°10'52.71"E;
51°57'38.07"N 005°11'29.88"E; 51°57'30.54"N 005°12'13.00"E;
51°57'32.24"N 005°12'41.87"E; 51°57'38.31"N 005°12'54.92"E;
51°57'45.35"N 005°12'51.75"E; 51°57'37.83"N 005°12'28.02"E;
51°57'41.71"N 005°11'49.26"E; 51°57'52.64"N 005°11'20.39"E;
51°58'06.23"N 005°10'55.08"E; 51°58'12.67"N 005°10'35.70"E;
51°58'16.06"N 005°10'09.20"E; 51°58'19.95"N 005°09'19.37"E;
51°58'30.39"N 005°08'59.99"E; 51°58'43.50"N 005°08'48.91"E;
51°59'06.08"N 005°08'42.98"E; 51°59'22.59"N 005°08'44.56"E;
51°59'39.58"N 005°08'29.93"E; 51°59'49.53"N 005°08'11.34"E; to point of origin.

ENR 5.2.1.4. Operating hours MIL lowfly area's and VO route

The GLV low flying area's mentioned in ENR 5.2.1.2. may be used from Monday 08.00LT till Friday 17.00LT. The VO route mentioned in ENR 5.2.1.2 May be used from Monday till Friday daily from 08.00LT till 16.45LT. THE MIL low flying area's mentioned in ENR 5.2.1.3 may be used from Monday through Thursday during UDP, and on Fridays from sunrise till 17.00LT.

ENR 5.2.2 Offensive, defensive and support air operations in the FIR Amsterdam

ENR 5.2.2.1 General

Within the FIR Amsterdam offensive, defensive and support air operations are permitted within the framework of the following indicated regulation. A total overview of the relations between operations, exercise areas, airspace classification, height bands, type of (safety) service and controlling agency is given in ENR 5.2.2.7.

ENR 5.2.2.2 Terminology

Although the terms mentioned below may often be used in a wider sense, within this chapter the following meanings apply.

Fighter Controllers (FCs)

Controllers, working within the NATO Control and Reporting (C&R) system, in charge of tactical and safety control of offensive, defensive or support air operations.

Radar controllers

Controllers, in charge of Air Traffic Control.

Radar stations

Radar stations within the NATO C&R system (Control and Reporting Centres (CRCs), Airborne Early Warning and Control (AEW&C) ACFT, Tactical Air Control System (TACS), Tactical Air Control Facility (TACF)) and radar systems of Maritime Units (MU).

Control Service

Type of safety service, provided by the FC. These are Positive Control Service (PCS), Advisory Control Service (ACS) and Terminal Area (TMA) monitoring.

PCS

Radar supervision in which the Fighter Controller is responsible for direction to avoid collisions. Such direction can include the ordering of heading, speed and/or altitude in order to maintain the separation criteria. See ENR 5.2.2.3 for further.

ACS

Radar supervision in which the ACFT commander is responsible for actions taken to avoid collisions. The Fighter Controller is responsible for timely warnings of conflicting traffic. See ENR 5.2.2.3 for further.

TMA monitoring

Radar supervision in which the ACFT commander is responsible for actions taken to avoid collisions. The radar controller is responsible for timely warnings of conflicting traffic. See ENR 5.2.2.3 for further.

Broadcast Control (BC)

Within specified airspace (see ENR 5.2.2.7), and when the tactical situation or equipment status precludes PCS or ACS, FCs can provide BC. In BC the ACFT Commander is responsible for actions taken to avoid collisions. The Fighter Controller will provide warnings of conflicting traffic as far as practical. See ENR 5.2.2.3 for further.

Tactical Support

Techniques and procedures (communications, tactical responsibilities), laid down in national and NATO documents (TOP F-16, AIRM 80-6 and STANAG 3993), used by FCs when supporting Air Operations. The ACFT Commander will request type of tactical support, unless the type of mission dedicates a specific type of tactical support (e.g. Security Flights).

Security Flights

MIL flight resulting from urgent national or NATO security requirements, which for this reason do not necessarily comply with control and direction described within this MilAIP.

Tactical Intercepts (TI)

Intercept (tactics) that allows aircrew to gain superiority in air combat, or to achieve the task/mission.

Basic Fighter Manoeuvres (BFM)

Training designed to apply handling skills to gain proficiency in recognizing and solving range, closure, aspect, angle off, and turning room problems in relation to another ACFT to either attain a position from which weapons may be launched, or defeat weapons employment by an adversary. BFM is normally carried out by 2 ACFT, and limited to maximum of 4 ACFT.

Air Combat Manoeuvres (ACM)

Training designed to achieve proficiency in element formation manoeuvring and the coordinated application of BFM to achieve a simulated kill or effectively defend against one or more ACFT from a pre-planned starting position. ACM is normally carried out by 3 or more ACFT.

Air Combat Training (ACT)

Training in the application of BFM and ACM skills to achieve a tactical air-to-air objective. The first part of a ACT set-up is similar to a Practice Intercept (see below). An ACT set-up can end in BFM and/or ACM.

Dissimilar (D)

BFM/ACM/ACT in which different types of ACFT are involved (DBFM/DACM/DACT).

Tactical Intercepts (TI, training)

Training designed to give aircrew skills in tactics used to gain superiority in air combat.

Fighter Area of Responsibility (FAOR) operations

Defensive air operations within a defined area of responsibility.

Practice Intercept (PI)

Defensive air operation designed to give the aircrew skills in manoeuvring into a favourable position for the execution of the specific mission without getting into close combat (BFM and/or ACM).

PI-Patrol

PI training involving 'targets of opportunity' and 'embellished targets'.

Surface Attack (SAT)

Training designed to give the aircrew skills in the use of air-to-ground targeting and weapon delivery.

SAT Opposed

Training designed to give the aircrew skills is TI and SAT in the same mission.

Air-to-Air Firing (AAF)

Training that involves the employment of live air-to-air weapons.

Air-to-Air Refuelling (AAR)

Air operations that involve in-flight refuelling.

Functional Flight Check (FCF)

Air operations executed only to perform in-flight technical checks on an ACFT.

Monitoring Missions (MM)

Missions under control of a radar station for which no tactical information is required.

TMA-monitoring

BFM missions monitored by Radar Controllers.

ENR 5.2.2.3 Regulations and responsibilities concerning the safeguarding of flight safety

Not withholding the regulation laid down below, the ACFT Commander will always be ultimate responsible for the flight safety of the ACFT. Only in case of the necessity to maintain flight safety an ACFT Commander can deviate from direction given by the FC. The deviation must be stated by the ACFT Commander to the FC as soon as possible. However, the above does not indemnify the FC from the responsibility to, whenever able, warn ACFT under control from any conflicting traffic.

Establishment of mutual responsibilities

At the start of each mission the FC must inform the aircrew about the type of supervision/ control service for that specific mission. In principle, the FC will provide the highest degree of service possible, within the constraints given by airspace classification, type of exercise area, equipment status, complexity of the scenario and the aircrew wishes or needs. Whenever a radio- or radar coverage limitation within a specified exercise area is known or noted, the FC must inform the aircrew of the division level, below which only broadcast control can be provided. Every change in control service or division level during the mission must be stated by the FC, and must be acknowledged by aircrew.

ACFT under Positive Control

The Fighter Controller is responsible for:

- Giving timely and repeated warnings about all air (stranger) traffic within 10 NM and 10.000 ft to the ACFT under his/her supervision, and, if necessary, give direction to maintain separation criteria;
- Obtain clearance for the use of the exercise airspace from ATC service concerned, if applicable;
- Keeping the supervised air traffic within the allocated exercise area, and maintaining a buffer of 2.5 NM to the border of the Amsterdam FIR;
- Maintain separation between aircraft under control and non-participating air traffic of at least 5 NM horizontal separation (or 6 NM in case of a formation flight) or a vertical separation as stated below.

Using primary radar altitude

standard rule for radar separation: vertical separation of 5000 ft.

Using Mode C

Without coordination and with unknown intentions of the respective aircraft: at least 5000 ft. After coordination between the controllers or when the intentions of the other aircraft are known, vertical separation can be reduced to

- 1000 ft between aircraft flying (at and) below FL 290;
- 2000 ft between aircraft flying (at and) above FL 290.

E.g.: the FC has a NON-RVSM equipped aircraft under control and wants to pass underneath an aircraft flying at FL 290.
In this case the FC can pass at FL 280. If the FC wants to pass overhead, the aircraft has to fly at FL 310 or higher.

Additional separation due to different QNH

When using Mode C for separation and two aircraft are flying with different altimeter settings, the FC will add the following vertical separation to the above mentioned separation:

- 1000 ft, if QNH ≥ 980hPa but ≤ 1046hPa;
- 2000 ft, if QNH ≥ 947hPa and < 980hPa or QNH > 1046hPa and ≤ 1079hPa;
- 3000 ft, if QNH < 947hPa or QNH > 1079hPa.

Use of Area Seperation

By utilizing a Division Level, where the first IFR Flight Level above/below the coordinated MTA is the lowest/highest available level. E.g. traffic working belowthe TRA 10 (A), which has a lower limit of FL 095, will not climb above FL 090.
In this case the FC will separate his aircraft using a lower limit of FL 100.

- Confirmation of aircrew reporting the change of meteorological condition (VMC to IMC and vice versa).

Aircrew is responsible for:

- Reporting the change of meteorological condition (VMC to IMC and vice versa);
- Reporting visual- or radar contact with participating and non-participating traffic;
- Adhering to the prescribed break-off rules;
- Maintain inner-flight separation;
- Contacting AOCS NM CRC on the primary check-in frequency ('Bandbox Main') if radio contact is lost with the FC. If no radio contact with CRC Bandbox can be established, the mission must be terminated, and the aircrew must contact MilATCC Schiphol ('Dutch Mil').

Amplification:

- Within the exercise airspace the aircrew will have tactical freedom to manoeuvre. When necessary, the FC will direct the aircrew (heading, speed and altitude) in order to maintain separation criteria or airspace integrity. The FC will grand the air crew tactical freedom to manoeuvre again as soon as possible.

Conditions:

- Continuous 2-way radio contact;
- Full radar coverage of the airspace for which PCS is provided;
- Specific airspace restrictions and conditions are mentioned in ENR 5.2.2.7.

ACFT under Advisory Control

The Fighter Controller is responsible for:

- Giving timely and repeated warnings about all air (stranger) traffic within 10 NM and 10.000 ft to the ACFT under his/her supervision;
- Obtain clearance for the use of the exercise airspace from ATC service concerned, if applicable;
- Giving timely and repeated warnings about possible exercise airspace violations.
- Aircrew is responsible for:
- Maintain a horizontal separation of at least 5 NM or a vertical separation of at least 5000 ft from non-participating air traffic;
- Navigation, to include maintaining within the allocated exercise airspace, and keeping a buffer of 2.5 NM to the border of the Amsterdam FIR;
- Maintain VMC;
- Maintain inner- and inter flight separation;
- Contacting AOCS NM CRC on the primary check-in frequency ('Bandbox Main') if radio contact is lost with the FC. If no radio contact with CRC Bandbox can be established, the mission must be terminated, and the aircrew must contact MilATCC Schiphol ('Dutch Mil').

Amplification:

- Within the exercise airspace the aircrew will have tactical freedom to manoeuvre. The FC will maintain to provide warnings about conflicting non-participating (stranger) traffic until the aircrew has reported radar- or visual contact or the aircrew has reported action to maintain separation criteria. The FC can provide

the aircrew with suggestions in order to help the aircrew to maintain the separation criteria.

- The FC will maintain to provide warnings about airspace borders until the aircrew has reported action to maintain inside the allocated airspace. The FC can provide the aircrew with suggestions in order to help the aircrew to maintain inside the allocated airspace.

Conditions:

- Continuous 2-way radio contact;
- Full radar coverage of the airspace for which ACS is provided;
- Specific airspace restrictions and conditions are mentioned in ENR 5.2.2.7.

Broadcast Control

Broadcast control is not a flight-safety service. However, the FC is responsible for:

- If possible give timely and repeated warnings of stranger traffic that can effect the mission or flight path of the ACFT on his/her frequency. These warnings can be provided relative to the ACFT participating or to a specific geographic point (bulls-eye).
- Aircrew is responsible for:
- Maintain VFR separation criteria from (non-) participating air traffic;
- Navigation, to include maintaining within the allocated exercise airspace, and keeping a border of 2.5 NM to the border of the Amsterdam FIR;
- Maintain VFR/VMC.

Amplification:

- BC will be provided if radar- and/or radar coverage can not be guaranteed within the exercise airspace due to equipment status, physical constraints, EW conditions or operations limited to data-link tracks.
- BC can be provided if the tactical situation precludes PCS or ACS. The FC can, after positive identification, provide a higher degree of control service to a flight for specific purposes, such as recovery or cloud breaks.

Conditions:

- Continuous 2-way radio contact is not mandatory;
- Full radar coverage of the airspace is not mandatory;
- The mission is flown under VFR/VMC;
- Specific airspace restrictions and conditions are mentioned in ENR 5.2.2.7.

TMA monitoring

The Radar Controller is responsible for:

- Giving timely and repeated warnings about all IFR traffic and/or known VFR traffic with can affect the mission or flight path of the ACFT under his/her supervision; and if necessary take action to maintain the prescribed separation criteria between mentioned IFR/VFR traffic and the ACFT under his/her supervision;
- Keeping the supervised air traffic within the allocated exercise area, adhering to a buffer of 2.5 NM.

Aircrew is responsible for:

- Maintain a horizontal separation of at least 5 NM or a vertical separation of at least 1000 ft from non-participating air traffic;
- Maintain VMC;
- Apply, when applicable, the correct break-off procedures.

Autonomous operations

The RNLAF can decide to conduct autonomous operations in segregated EHD18 when AOCS NM CRC is unavailable to provide control. If during the autonomous operations another Radar Station is available (e.g. Netherlands Navy), they are allowed to provide Tactical Support under Broadcast Control. The Radar Station is not allowed to coordinate with any of the ATC Units directly and shall follow the recovery procedures described below.

Procedures for autonomous operations from EHLW

After take-off the flight will be monitored inbound EHD18 by RAPCON North. Hereafter the flight can commence their autonomous mission. RAPCON North will provide administrative updates upon request. Ten minutes prior the end of the mission, the flight will call RAPCON North to provide an estimate.

This estimate will contain the following information:

- Call sign;
- 10 minute estimate;
- Mode 3A;
- Current position;
- RTB intentions (e.g. requested Flight Level).

After the flight, RAPCON North will escort the aircraft back to Leeuwarden following their normal procedures. Aircraft experiencing an emergency, aircraft may contact RAPCON North right away.

Procedures for autonomous operation from other airbases

VFR flights can transit back and forward low level to the EHD18. If IFR transits are required, RAPCON South will hand over the aircraft to MilATCC Schiphol. MilATCC Schiphol will escort the flight towards EHD18, where the flight will cancel its IFR clearance and can commence their autonomous mission.

Aircraft experiencing an emergency or another situation where administrative or safety updates are required; the flight will contact MilATCC Schiphol on a previously coordinated frequency. However, radio coverage cannot be guaranteed on all levels in the northern part of the EHDs.

Procedures for autonomous operations above FL 245

Aircraft experiencing an emergency above FL 245, may contact Maastricht UAC. Maastricht UAC will only provide recovery services to the autonomous flights and has no area monitoring responsibilities.

Recovery for flights above FL 245.

Ten minutes prior the end of the mission, the flight will call Maastricht UAC on Special Operations West sector frequency: 398.025 MHz (back up, on request only: 247.800 MHz) to provide an estimate.

This estimate will contain the following information:

- Call sign;
- 10 minute estimate;
- Mode 3A;
- Current position;
- RTB intentions (e.g. requested Flight Level).

Example: “Maastricht Radar, Devil 1 flight, XXX F-35, 10 minute prior RTB, squawking XXXX, in EHD1, request an IFR recovery back to EHVK at FL 280”.

After the mission, the aircraft will hold around 54º05'00"N 005º05'00"E, in the level block FL 280 - FL 330 and call Maastricht UAC for their recovery on the coordinated frequency. The call from the flight to Maastricht UAC is done by the flight lead and shall contain the following information:

- Call sign and the call sign of the aircraft that are in the formation;
- Mode 3A;
- Current position and level;
- RTB intentions.

Example: "Maastricht Radar, Devil 1 flight, XX F-35, squawking XXXX, FL 280 at holding point EHD4, request FL 280 back to EHVK".

Only after two-way communication with Maastricht UAC, and when positive identification has been established by Maastricht UAC, will aircraft receive a clearance to leave the EHDs. Maastricht UAC will transit the flight back and hand over to MilATCC Schiphol.

Procedures for autonomous operations during air-to-air refueling in the Polly track

During air-to-air refueling in the Polly track by Maastricht UAC the highest level available for autonomous operations in EHD07 and EHD08 is FL 240.

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
EHR9	5	According AIP Netherlands
EHR49	6	5 working days
EHR61 – 63	5	According AIP Netherlands
EHD1 – 9	1	1 working day
EHD018	1	1 working day
EHD41A/41B/41C/41D	4	5 working days
EHD42	1	5 working days
EHTRA10A/10B	1	1 working day
EHTRA11	1	1 working day
EHTRA12/12A	1	1 working day
EHTRA14/14B/14C	1	1 working day
EHTRA15/15A	1	1 working day
EHTRA58	3	5 working days
EHTRA59	3	10 working days
EHTRA72	1	5 weeks
EHTRA80	3	5 working days
EHTRA81	2	5 working days
EHTRA82	2	5 working days
EHTRA83	2	5 working days
EHTRA84	2	5 working days
EHTSA1A/1B	1	5 weeks

Area	Primary User	Minimum time required for request
EHTSA50 – 57	5	2 working days
EHTSA85	3	5 working days
EHTSA100-102	5	1 working day

1 – Royal Netherlands Air Force Fighter Branch

2 – Royal Netherlands Air Force Helicopter branch

3 – Royal Netherlands Air Force Air Transport branch

4 – Royal Netherlands Navy Command

5 – Royal Netherlands Army Command

6 – Defence Material Organisation

In case of conflict of interests, the booking timeframe can be overruled by the Chief of Defence of the Netherlands.

ENR 5.2.2.4.2.1.7. Request non-standard airspace and/or deviating from standard area separation rules

Area	Owner	Minimum time required for request	Remark
Temporary Restricted Area/Airspace with impact on civil controlled airspace and/or taking place < 5NM distance from an area boundary or Airway/CDR.	AFMU	6 months	e.g. large scale exercises requiring a temporary change of the ATM system e.g. Falcon Autumn, Frisian Flag and FWIT
Other Temporarily Restricted Area Airspace	AFMU	16 weeks	e.g. booking non published area

In case of conflict of interests, the booking timeframe can be overruled by the Chief of Defence of the Netherlands.

ENR 5.2.2.4.2.1.8. Crossing Military Training Area in use.

No transit clearances for non-participating air traffic will be issued when a MTA is in use. Exceptions after coordination are:

- Flights for which the pilot declares an emergency or which are apparently in an emergency situation, including flights affected or threatened by unlawful interference;
- HEMS, Police, Customs, Coast Guard and Fire Fighting Flights;
- Flights carrying sick or injured persons requiring immediate medical assistance, including flights urgently required for the life-saving medical care of sick and injured persons;
- Flights under control of ATC or CRC and for which entrance approval has been granted by the authority controlling the MTA,
- When Special Weather conditions based on a SIGMET occur.

ENR 5.2.2.4.2.2. Area usage rules and priorities.

In this chapter the purpose and or rules for the usage per military training area are descripted. Per area the primary activities are also mentioned. This does not imply that only the mentioned activity is granted. Where 'other military exercises' is mentioned the usage of life ordonnance and or live firing/shooting is forbidden except when the primary usage is the usage of life ordonnance and or live firing/shooting.

ENR 5.2.2.4.2.2.1. General

The following rules are applicable for all areas:

- Transponder Mode S is mandatory except for the EHD1-9, EHD018, EHTRA10A/B and under conditions the EHR4A/E. Then the EHR4A/E shall be booked in combination with a connecting EHD and/or EHTRA10A. In the mentioned areas Mil Aircraft shall use Mode 3A/C. During an "A-scramble" or training of practice intercept, Mode 3C may be switched off after instruction controlling unit.
- Built up areas, industrial areas and hospitals shall be avoided.
- Natura 2000 areas shall always be taken in to account when planning and executing an exercise.
- Altitude restrictions are described in ENR 1.1.11.
- Noise Abatement Procedures are described in ENR 1.1.12.

ENR 5.2.2.4.2.2.2. EUCSEA1

Military Exercises.

ENR 5.2.2.4.2.2.3. EHD1-9 and 18

Basically Air to Air and other military exercises.

ENR 5.2.2.4.2.2.4. EHD41A/41B/41C/41D

Live firing Surface to Air and other military exercises.

ENR 5.2.2.4.2.2.5. EHD42

Live firing Air to Air, Surface to Air and other military exercises.

ENR 5.2.2.4.2.2.6. EHR2/2A/2B/2C

EHR2 Gun firing and other military exercises.
EHR2A Close Air Support. Cannot be booked within the same time frame as the EHTRA11 unless specific de-confliction arrangements are agreed between the involved parties.
EHR2B military exercises.
EHR2C military exercises.
EHR2C VFR flights only.
Autonomous operations in EHR2A/2B/2C are conducted VFR/VMC only. Usage EHR2B is limited during autonomous operations. Aera is not available west of 006°03'00''E
RPAS. Usages EHR2B is limited for RPAS operations. Area is not available west of 006°03'00''E.

ENR 5.2.2.4.2.2.7. EHR3A/B

EHR3A Life Firing.

EHR3B Life Firing.

RPAS. Operations < FL 065 according MAA rules and approved types of RPAS. Above FL 065 approval is required from MAA, ILT and LVNL.

ENR 5.2.2.4.2.2.8. EHR4/4A/4B/4C/4D/4E/4F

EHR4/4A life ordonnance drops and or live firing/shooting and other military exercises.

ENR 5.2.2.4.2.2.9. EHR8/8A

EHR8 Live firing, RPAS operations and other military exercises.
EHR8A Live firing and other military exercises.
RPAS activities shall stay 5 NM from the Schiphol TMA 1, 2 and 6 and Amsterdam CTA West borders.

ENR 5.2.2.4.2.2.10. EHTRA10A/10B

EHTRA10A military exercises.
EHTRA10B military exercises.

ENR 5.2.2.4.2.2.11. EHTRA11

Primary for transit RPAS form EHLW into EHTRA10A.
Other military exercises after approval ATC, ATC has priority.
EHTRA11 cannot be booked within the same time frame as the EHR2A except when used for RPAS transit operations only.

ENR 5.2.2.4.2.2.12. EHTRA12/12A

EHTRA12/12A military exercises.
During summer time period as published in AIP Netherlands EHTRA 12/12A can only be booked MON-FRI 0600-1500 UTC.
EHTSA1A and EHTRA72 have priority in usage over the EHTRA12.

ENR 5.2.2.4.2.2.13. EHTRA14/14B/14C

Close Air Support training and other military exercises.
All participating flights, except RPAS, and flights crossing with a clearance, have to maintain 2-way radio communication with the appropriate controlling agency.

RPAS operations are allowed under the following conditions:

a. Either EHTRA14B or 14C shall be used for transition into the EHTRA14.
b. When in the EHTRA14 then 2.5 NM distance shall be applied to the area boundaries.
c. Direct coordination with the Supervisor MilATCC Schiphol shall be ensured at all times. Arrangement shall be made before start exercise.

ENR 5.2.2.4.2.2.14. EHTRA15/15A

EHTRA15/15A Military exercises.
All participating flights, except RPAS, and flights crossing with a clearance, have to maintain 2-way radio communication with the appropriate controlling agency. When in the EHTRA15 2.5 NM distance shall be applied to the area boundaries.

ENR 5.2.2.4.2.2.15. EHTRA58

Para jumping only.

ENR 5.2.2.4.2.2.16. EHTRA59

Para jumping only.

Special procedures agreed between LVNL and RNLAF shall be applied for location climb, profile and jump run. instructions shall be obtained by Supervisor MilATCC Schiphol.

ENR 5.2.2.4.2.2.17. EHTRA72

Military exercises.
Additional rule for usage:

All participating flights and flights crossing the area with a clearance have to maintain 2-way radio communication with the appropriate ATC agency.

Cannot be booked when EHTSA1A/1B is booked.

ENR 5.2.2.4.2.2.18. EHTRA80

Air Transport exercises, and other military exercises.
Priority is with Air Transport.
RPAS approved with the restriction that operations are not allowed above FL045 for the part located in the NW Milligen TMA B.
EHR9 and EHTSA17 have priority.
Usage EHTRA80 and EHTRA83 shall be de-conflicted.
Additional rule for usage:

All participating flights and flights crossing the area with a clearance have to maintain 2-way radio communication with the appropriate ATC agency.

ENR 5.2.2.4.2.2.19. EHTRA81

VFR Helicopter operations.

ENR 5.2.2.4.2.2.20. EHTRA82

VFR Helicopter operations.

ENR 5.2.2.4.2.2.21. EHTRA83

VFR Helicopter operations.
EHTRA80, CTR Deelen and EHTSA19 have priority over the EHTRA83.

ENR 5.2.2.4.2.2.22. EHTRA84

VFR Helicopter operations and other military exercises.
EHR9 and EHTSA54 have priority over the EHTRA84.

ENR 5.2.2.4.2.2.23. EHTSA 85

Military exercises.

ENR 5.2.2.4.2.2.24. EHTSA1A/1B

Close Air Support Training and other military exercises.
Aditional rules for usage:

- All participating flights and fligts crossing the EHTSA1A and/or B with a clearance have to maintain 2-way communication with the appropriate ATC agency controlling the operations in the EHTSA1A/B.
- Within the lateral limits of the EHTSA1B only VFR flights are allowed.
- EHTSA1A/1B cannot be booked when EHTRA72 is booked.

ENR 5.2.2.4.2.2.25. EHTSA50, 51, 52, 53, 54, 55, 56 and 57

RPAS operations only.
Users of the mentioned areas shall inform Supervisor MilATCC Schiphol (SV) 10 minutes before starting and when ending the activities. Users of the EHTSA57 shall also inform Woensdrecht ATC before starting and when ending activities.
EHTSA52, 53 and 54 have priority over the usage of the GLV III and the GLV VII.

ENR 5.2.2.4.2.2.26 EHTSA 100, 101 AND 102

RPAS operations only.
Users of the mentioned areas shall inform Supervisor MilATCC Schiphol (SV) 10 minutes prior starting and when ending the activities. When using EHTSA100, Supervisor MilATCC Schiphol shall also inform Eelde ATC before starting and when ending the activities.
EHTSA100. The part situated outside the lateral limits of the EHTRA14 shall only be used up to 1500 ft AMSL maximum. Climb > 1500 ft AMSL shall be done within the lateral limits of the EHTRA14. RPAS descending shall be below 1500 ft AMSL before leaving the lateral limits of the EHTRA14.

ENR 5.2.2.5 Additional regulations

Security flights

Security flights can operate within the Amsterdam FIR without prior clearance from ATC, if they are identified and under control of a C&R radar station. In peacetime the AOCS NM CRC Fighter Allocator must, if needed through MilATCC Schiphol, immediately inform Amsterdam ACC and Maastricht UAC, regarding initial heading, initial altitude and SSR-code (Mode 3A). Although in general standard separation criteria will be applied in close co-ordination with the respective ATC agencies, the nature and importance of a security flight might lead to deviation of these separation criteria or a request to respective ATC agencies to alter flight path of OAT or GAT. If a security flight is controlled by any other C&R radar station then the AOCS NM CRC, the NW Milligen Fighter Allocator remains responsible for immediately informing the respective ATC agencies. Because of the nature of security flight adherence to specific flight rules stated in this MilAIP might not be possible or operationally not desirable in order to achieve the mission.

Degradation of Radar equipment

If a C&R radar station experiences a degradation of radar equipment and/or has no radar available due to equipment outages, the FC must inform the aircrew immediately. If autonomous operations are allowed, the aircrew can proceed with the mission autonomous. In airspace where autonomous operations are not allowed, the FC will immediately arrange a hand-over to another C&R radar station or ATC.

Altimeter settings

The altimeter setting during defensive and offensive operations will be done i.a.w. ENR 1.7 of this MilAIP.

Supersonic flights

Supersonic flights must be in accordance with ENR 1.1. of this MilAIP.

PI-Patrol

Embelished targets.

I.a.w. AIRNORTH Manual 80-7 Vol.1.

Targets of opportunity

Military aircraft can be intercepted for training purposes after permission has been obtained from ATC and ACFT commander i.a.w. ACE Manual 75-2-1 'Fighting Edge'.
Permission for closure less than 1 NM has to be obtained from the ACFT Commander in all circumstances.

(D)BFM / (D)ACM / (D)ACT

BFM/ACM/ACT missions within the NW Milligen TMAs /TRAs by units other than RNLAF are not allowed; For RNLAF units, specific regulations for BFM/ACM/ACT within the NW Milligen TMAs/TRAs are directed and published by the RNLAF Command Fighter Operations Branch.

DBFM/DACM/DACT missions within the NW Milligen TMAs/TRAs by units other than RNLAF are allowed, as long as RNLAF units are part of the mission. Herewith RNLAF regulations as directed by the RNLAF Command/Fighter Operations Branch apply.

Air-to-Air Refueling

AAR within the Amsterdam FIR can be done within Carol Track/ Polly Track(i.a.w. ENR 1.1.9) and Tactical Towlines (i.a.w. ENR 5.2.2.7). Control of AAR will also be i.a.w. ENR 5.2.2.7.

Control restrictions in respect to active AAR tracks

When the 'Carol Track' is active, autonomous operations in EHD06(A), 07(A) and 08(A) are not allowed above FL 195.

When the 'Polly Track' is active, autonomous operations in EHD07(A) are not allowed above FL 195.

LIVE ORDNANCE

Live ordnance is defined as:

- a loaded gun system not mechanically safe (LOADED GUN NMS);
- carriage of air-to-air weapons (LIVE AA WPNS);
- carriage of live or practice air-to-ground weapons (LIVE AG WPNS).

For RNLAF QRA (I) ACFT the following training rules apply:

TI (training) by RNLAF QRA(I) ACFT carrying LIVE AA WPNS and/or LOADED GUN NMS is allowed. Herewith the following regulations apply:

- Maximum' manoeuvring category is 'Limited';
- '(D)ACM en (D)BFM are not allowed';
- 'An armament safety check is to be carried out on initial check-in with the controlling ASACS unit and repeated prior to the initiation of each intercept';
- 'For trigger and weapon release button actions refer to order TL/OPS/V-41'Training rules F-16';
- 'Do not use the terms 'Hostile', 'Engage' or 'Kill' for training purposes;
- PI by RNLAF QRA(I) ACFT carrying LIVE AA WPNS and/or LOADED GUN NMS is allowed.

For QRA (I) ACFT other than RNLAF the following training rules apply:

- TI (training) by QRA(I) ACFT carrying LIVE AA WPNS and/or LOADED GUN NMS is not allowed;
- PI by QRA(I) ACFT carrying LIVE AA WPNS and/or LOADED GUN NMS is allowed;
- Simulated engagements by QRA(I) ACFT carrying any live ordnance are not allowed;
- 'An armament safety check is to be carried out on initial check-in with the controlling ASACS unit and repeated prior to the initiation of each intercept'.

For RNLAF ACFT (other than QRA (I)) the following training rules apply:

Rules and regulations for RNLAF ACFT or ACFT participating in a RNLAF organised exercises (e.g. FWIT, Frisian Flag) carrying live ordnance are laid down in order: TL/OBA/OPS V-41 'Training Rules', or in case of RNLAF helicopters: OMH section 8, 3.22 - 3.25.

For ACFT (other than RNLAF & not being QRA (I) ACFT) the following training rules apply:

- (D)ACM, (D)BFM and SAT by ACFT carrying any type of live ordnance are not allowed;
- TI (training) and PI by ACFT carrying LIVE AA WPNS and or LOADED GUN NMS are not allowed, unless performed inside the EHD01(A) thru EHD09(A) or inbound an activated air-to-ground range with the intent to deliver the air-to-ground ordnance;
- PI by ACFT carrying LIVE AA WPNS and/or LOADED GUN NMS are not allowed, unless inside a live firing range with the intent to expend live ordnance;

- SAT by ACFT carrying LIVE AG WPNS and/or LOADED GUN NMS are not allowed, unless performed inside a designated active air-to-ground range.

Request for exemption.

ACFT not belonging to the RNLAF can request an exemption from the previous rules. A request must be forwarded to Royal Netherlands Air Force Command Fighter Operations Branch at least 3 weeks prior to the active date of the exemption. The Chief Fighter Operations Branch will judge the request on a case-by-case base.

Electronic Warfare conditions

Flight operations under EW conditions are only allowed after co-ordination with the Master Controller or Fighter Allocator of the CRC Nieuw Milligen, and under the following conditions:

- flight operations and EW must be according AIRCENT Manual 75-1;
- in case of RADAR jamming flight operations under PCS or ACS have to be monitored by a safety controller using a radar equipment that is not jammed. The safety controler has flight safety responsibility. In case of flight operations under BC, the FC has to inform the Aircrew on RADAR jamming;
- in case radio jamming, the jamming agency will monitor safety frequencies and UHF Guard. Radio jamming is not allowed during AAR, actual personel or cargo drops, ACFT in distress, actual Search and Rescue missions, operational (non-training) missions and VIP flights (jamming VIP flights allowed after approval exercise director).

In case non-planned Meaconing-, Intrusion-, Jamming- or Interference (MIJI) conditions are observed both Aircrew and FC will inform each other immediately, and perform all necessary actions to safeguard flight safety. Furthermore, action will be taken in order to localise the source of MIJI and to terminate the MIJI.

Practice Interventions

To be developed.

Flight operations controlled by other agencies

Besides the AOCS NM CRC other agencies belonging to the NATO C&R system and Maritime Units are allowed to control flight operations inside the Amsterdam FIR. All rules and regulations within this MilAIP apply on these flight operations. Furthermore, these flight operations must:

- apply with all standing NATO Air Defence rules and regulations;
- be approved by the Master Controller AOCS NM ;
- when proceeding supersonic, be reported to the Master Controller AOCS NM.

Training flights

GENERAL.

Tango and Romeo Scrambles are training flights conducted with armed Air Defence fighters.

TANGO SCRAMBLE FLIGHTS.

Tango scrambles training flights, specifically used to train a Fighter Controller and aircrew to conduct a Security Flight and PIPAT.

Executed under national and ICAO regulations, transit to/from the designated training area will be conducted by Maastricht UAC or MilATCC Schiphol. A Tango Scramble has no priority over civil or other Military traffic.

In case of an air incident a Tango Scramble can be retasked to a Security Flight if needed.

ROMEO SCRAMBLE FLIGHTS.

Romeo scramble are executed in order to undergo a NATO Readiness Verification. Security Flight procedures and tactical actions are evaluated by an assigned verification team present at AOCS NM CRC. For a Romeo Scramble, the same regulations apply as a Tango Scramble.

ENR 5.2.2.6 Break-off rules for PI or PIPAT

IMC

If at 5 NM no radar contact is established by the intercepting ACFT, or within 5 NM radar contact is lost by the intercepting ACFT, the intercept must be terminated without delay. This rule does not apply if the required vertical separation is established.

VMC

Intercepting ACFT will maintain assigned altitude or altitude block within 10 NM of target ACFT, unless:

- visual contact with target ACFT is established, or
- avoidance of collision potential is safeguarded based upon Situational Awareness, geography, timing, onboard systems, FC information, other intercepting ACFT or any appropriate aid, or
- verbally confirming target ACFT altitude and maintaining 1000 ft separation.

Also reference: ACE Manual 75-2-1 Target of Opportunity Programme.

ENR 5.2.2.7 Operation area and control matrix

Operation	Exercise areas	Airspace classification	Height band	Safety service	Controlling Agency
(D)BFM, (D)ACM	EHD01 thru 08	E	FL 055 – FL 660	PCS/ACS/BC	1
	EHD09	E	FL 055/140 – FL 660	PCS/BC*	2
	TRA10A	E	FL 095 – FL 660	PCS/TRA Monitoring	2/3/4
	TRA10B	E	FL 065 – FL 095	PCS/TRA Monitoring	2/3/4
	TRA12	E	FL 095 – FL 285	PCS/TRA Monitoring	2/3/4
	TRA15	E	FL 065 - FL 195	PCS/TRA Monitoring	2/3/4
	TRA15A	E	FL 195 - FL 245	PCS/TRA Monitoring	2/3
	NM CTA North	A	FL 055 – FL 195	PCS	2
	Above NM CTA North	C	FL 195 - UNL	PCS	2
	EUC SEA1(L)	E	FL 055 – FL 660	PCS/ACS/BC	1
	NM TMA A, C1, D	B	FL 065 – FL 195	TMA Monitoring	3/4
	NM TMA E	D	FL 065 – FL 095	TMA Monitoring	3/4
(D)ACT	EHD01 thru 08	E	FL 055 – FL 660	PCS/ACS/BC	1
	EHD09	E	FL 055/140 – FL 660	PCS/BC*	2
	TRA10 A	E	FL 095 – FL 660	PCS	2
	TRA10 B	E	FL 065 – FL 095	PCS	2
	TRA12	E	FL 095 – FL 285	PCS	2
	TRA12 A	E	FL 285 – FL 660	PCS	2
	TRA15	E	FL 065 - FL 195	PCS	2
	TRA15A	E	FL 195 - FL 245	PCS	2
	NM CTA North	A	FL 055 – FL 195	PCS	2
	Above NM CTA North	C	FL 195 – UNL	PCS	2
	EUC SEA1(L)	E	FL 055 – FL 660	PCS/ACS/BC	1
TI, FAOR, PI, PIPAT, SAT (-O) and MM	EHD01 thru 08	E	FL 055 – FL 660	PCS/ACS/BC	1
	EHD09	E	FL 055/140 – FL 660	PCS/BC*	2
	TRA10 A	E	FL 095 – FL 660	PCS	2
	TRA10 B	E	FL 065 – FL 095	PCS	2
	TRA12	E	FL 095 – FL 285	PCS	2
	TRA12 A	E	FL 285 – FL 660	PCS	2
	TRA15	E	FL 065 - FL 195	PCS	2
	TRA15A	E	FL 195 - FL 245	PCS	2
	NM CTA North	A	FL 055 – FL 195	PCS	2
	Above NM CTA North	C	FL 195 – UNL	PCS	2
	EUC SEA1(L)	E	FL 055 – FL 660	PCS/ACS/BC	1

Operation	Exercise areas		Airspace classification	Height band	Safety service	Controlling Agency
	NM TMA A, C1, D NM TMA B, E (see note) NM TMA A, C1, C2 (see note) and D NM TMA B (see note) NM TMA E (see note) Above TMA A, C1, C2 (see note) and D		E E B D D C	1500 ft – FL 065 1500 ft - FL 055 FL 055 – FL 095 FL 055 - FL 095 FL 065 – FL 095 FL 195 – UNL	BC BC PCS PCS TMA Monitoring/PCS PCS	5 2 2 2 2/3/4 2
	Uncontrolled airspace	Above land	G	MilAIP ENR 6	BC	5
		Above sea	G	MilAIP ENR 6	BC	1
AAR	EHD01 thru 08 EHD09 TRA10 A NM CTA North Above NM CTA North EUC SEA1(L)		E E E A C E	FL 055 – FL 660 FL 055 – FL 660 FL 095 – FL 660 FL 055 – FL 195 FL 195 – UNL FL 055 – FL 660	PCS/ACS/BC PCS * PCS PCS PCS PCS/ACS/BC	1 2 2 2 2 1
	Uncontrolled airspace above sea1)		G	MilAIP ENR 6	BC	1
AAF	EHD 42			MSL – 10.000 ft AMSL 10.000 ft AMSL – FL 660	BC PCS	2 2
Autono-mous Op-erations	EHD 01 thru 08 Uncontrolled airspace above sea1)		E G	FL 055 – FL 660 MilAIP ENR 6	n.a. n.a.	None None
Security Flights	Amsterdam FIR			MSL – UNL	PCS/ACS/BC	5

Controlling Agency:
1 = Control and Reporting Unit + Maritime Unit
2 = AOCS NM CRC
3 = MilATCC Area
4 = MilATCC RAPCON UP TO FL 195
5 = Control and Reporting Unit
6 = MUAC in Carol- and Polly track

* EHD09: BC between FL 055 - FL 140 is allowed when the 5 NM buffer is applied

NOTE: TMA B, C2 and E: Between 1800 hrs LT and 2200 hrs LT 1500 ft-FL 055: BC ABOVE FL 055: PCS. Outside these hours: 1500 ft-FL065: BC. Above FL065: PCS

For specific (exercise) purposes, a temporary area can be created within the FIR Amsterdam TEMPORARY RESTRICTED AREA. This area can be created by CLSK/DO/C4ISR/C2AIR in close co-ordination with the effected ATC. Types of operations, (exercise-) area, height bands, Controlling Agencies, required safety service and additional regulations will be stated by exemption.

1) Airspace classification C in Amsterdam FIR above FL 195.

2) Not applicable for AAR controlled by MilATCC Schiphol.

3) TRA monitoring below FL 195 can also be controlled by RAPCON.

4) Only applicable when no reduced co-ordination.

Additional procedures TRA10(A/B) en TRA 12(A)

Approved controlling / monitoring agencies in the TRA10(A+B) and TRA12 are:

· AOCS NM CRC

· MilATCC RAPCON up to FL 195

· MilATCC up to FL 245

· MUAC from FL 245 and up

Regarding the maximum maneuver category for RNLAF aircraft over land in the Amsterdam FIR, as published in OMF (part A, section 8); an exemption for 'unlimited' maneuvers in TRA10(A/B) and TRA12 (A) is approved by C-LSK.

TRA10 (A/B)

· If more than 4 aircraft are using the TRA10(A/B) in a single tactical mission, AOCS NM CRC will appoint 2 FCs to guaranty safety of flight.
· The maximum amount of aircraft that can make sole use of the TRA10(A/B) is 6.
· The maximum amount of aircraft that can make use of the TRA10(A/B), whilst combining this airspace with an activated EHDs, is 12. There are no limits regarding maximum amount of aircraft within the EHDs.
· If more than 6 aircraft, participating in the same tactical mission, fly within the TRA10(A/B) confines; a 5 NM buffer to the south border will be added.

TRA12 (A)

· For ACM/BFM missions the maximum amount of aircraft allowed to use the TRA12(A) is 6.
· For ACT missions the maximum amount of aircraft allowed to use the TRA12(A) is 4.
· Activation of the TRA12(A) is permitted for both civil and military test flights.
· Whilst military training is being conducted in the TRA12(A), no GAT will cross the airspace without permission of the AOCS NM CRC FA/FC.
· OAT is always cleared to cross an active TRA12(A) after coordination with AOCS NM CRC FA/FC.

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PART 2 - EN-ROUTE (ENR)

ENR 5.

ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHERPOTENTIAL HAZARDS

0ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

ENR 5.3.1 Other activities of a dangerous nature

ENR 5.3.1.1 Target towing area

Intensive flying by tow-ACFT may take place between AD Leeuwarden and the danger area EHD42. These ACFT tow targets by means of an unmarked cable of 1000 m length and are not provided with special markings.

ENR 5.3.1.2 Air refuelling areas

Air refuelling will generally take place in the block FL 260/290 on tracks in the described areas (see ENR 1.1).

ENR 5.3.1.3 Holding-, approach- and climb areas

For MIL ACFT making use of the MIL ADs, holding-, approach- and climb procedures are in force. These procedures will be applied both in IMC and in VMC and may involve a great number of ACFT. Attention of pilots is drawn to the fact that due to the nature of these procedures (mainly climbing and descending) the application of the normal semicircular cruising levels rules does not ensure vertical separation between their ACFT and other air traffic.

ENR 5.3.2 Other potential hazards

ENR 5.3.2.1 Industrial plants and natural gas compressor stations

Mil Acft overflying industrial plants of high danger categories and natural gas compressor stations (as mentioned in AIP Netherlands ENR 5.3) shall avoid these locations below 1500 ft AGL.

Industrial plants	
Beverwijk	52°29’15"N004°41’58"E
Dow Chemical	51°20’38"N003°46’41"E
Geleen DSM	50°57’32"N005°47’39"E
Industrial Area Delfzijl	53°18’37"N006°57’54"E
Sluiskil Hydro Agri	51°16’45"N003°51’30"E

ENR 5.3.2.2 Nuclear stations

Overflying of nuclear stations (as listed below) is prohibited within a radius of 1.5 NM below 2000 ft AGL. These stations are not to be used as a turning point even when flying above 2000 ft AGL.

- Dodewaard 51°54’00"N005°41’11”E
- Borssele 51°25’54"N003°43’00”E
- Petten 52°47’18"N004°40’38”E

MIL jet traffic shall avoid Petten within a radius of 3 NM below 3000 ft AGL/AMSL.

Excluded from this regulation are MIL RPAS lighter than 25 kg, however they shall avoid crossing the lateral boundary of the nuclear station. An exception can be made by the authorities.

ENR 5.3.2.3 Radio sonde balloon ascent locations

See AIP Netherlands.

ENR 5.4 AIR NAVIGATION OBSTACLES

See AIP Netherlands.

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

See AIP Netherlands.

PART 2 - EN-ROUTE (ENR)

ENR 5.

ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

ENR 5.6.1 Bird migration warnings

MilAIS Schiphol will provide bird migration warnings. These warnings will contain information based upon the following radar intensity scale:

Intensity 0 - bird strike risk : nil
Intensity 1 - bird strike risk : extremely small
Intensity 2 - bird strike risk : very small
Intensity 3 - bird strike risk : small
Intensity 4 - bird strike risk : fairly small
Intensity 5 - bird strike risk : fairly great
Intensity 6 - bird strike risk : great
Intensity 7 - bird strike risk : very great
Intensity 8 - bird strike risk : extremely great

Based upon the registration of bird movements on radar, bird migration warnings of intensity 5 or higher will be promulgated to the following addresses:

EBBRYNYX	EHMLXXXX	ETGXYTYX
EBSZZPZX	EHZZNHXX	ETNGYFYX
EDYYNMXX	EGZZAKXX	LFZZNVEH
EDYYYUYO	EKMCYOYX	
EDYYYXYX	ETCKYXYX	
EHMCZPZX	ETEEYOYX	

Bird migration warnings Netherlands will be sent as numbered info and will contain the following items:

A) Station where observation was made
B) Method of observation
C) Time in eight figures
D) Species
E) Intensity
F) Direction of flight
G) Speed in knots
H) Altitude in ft
I) Validity

When no bird migration warning Netherlands is available and the German, Belgian and/or Danish authorities file their respective intensities as 7 or 8 for The Netherlands area or part thereof, the MIL flying operations in The Netherlands will be limited as well.

When no info is available, XX will be filed in instead.

If the bird migration intensity increases from 6 or less to 7 or 8, MilATCC Schiphol will transmit this increase every 5 MIN during a period of 15 MIN on FREQ 243.000 MHz.

During birdmigration warning 7 and 8 fixed-wing MIL ACFT are not to be flown below the altitude filed in the bird migration warning field H. When in field H XX has been filed, the minimum altitude for fixed-wing MIL ACFT will be 2000 ft AMSL. HEL shall not be flown below 600 ft AGL with speeds exceeding 80 KT.

ENR 5.6.2 Bird sanctuaries

ENR 5.6.2.1 Minimum altitude

Bird sanctuaries with high bird concentrations are depicted in the AIP Netherlands. Flying over these bird sanctuaries may constitute a risk for ACFT and may cause disturbance among the birds. Flying over these areas at altitudes below 1000 ft AMSL may constitute a high risk to ACFT. Pilots are therefore strongly advised not to cross these areas below 1000 ft AMSL. Bird sanctuaries nr 5 (Lauwersmeer only) and 29 shall be avoided by MIL ACFT below 1500 ft AMSL.

ENR 5.6.2.2 List of bird sanctuaries

See AIP Netherlands.

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PART 2 - EN-ROUTE (ENR)

ENR 6.

EN-ROUTE CHARTS

ENR 6. EN-ROUTE CHARTS

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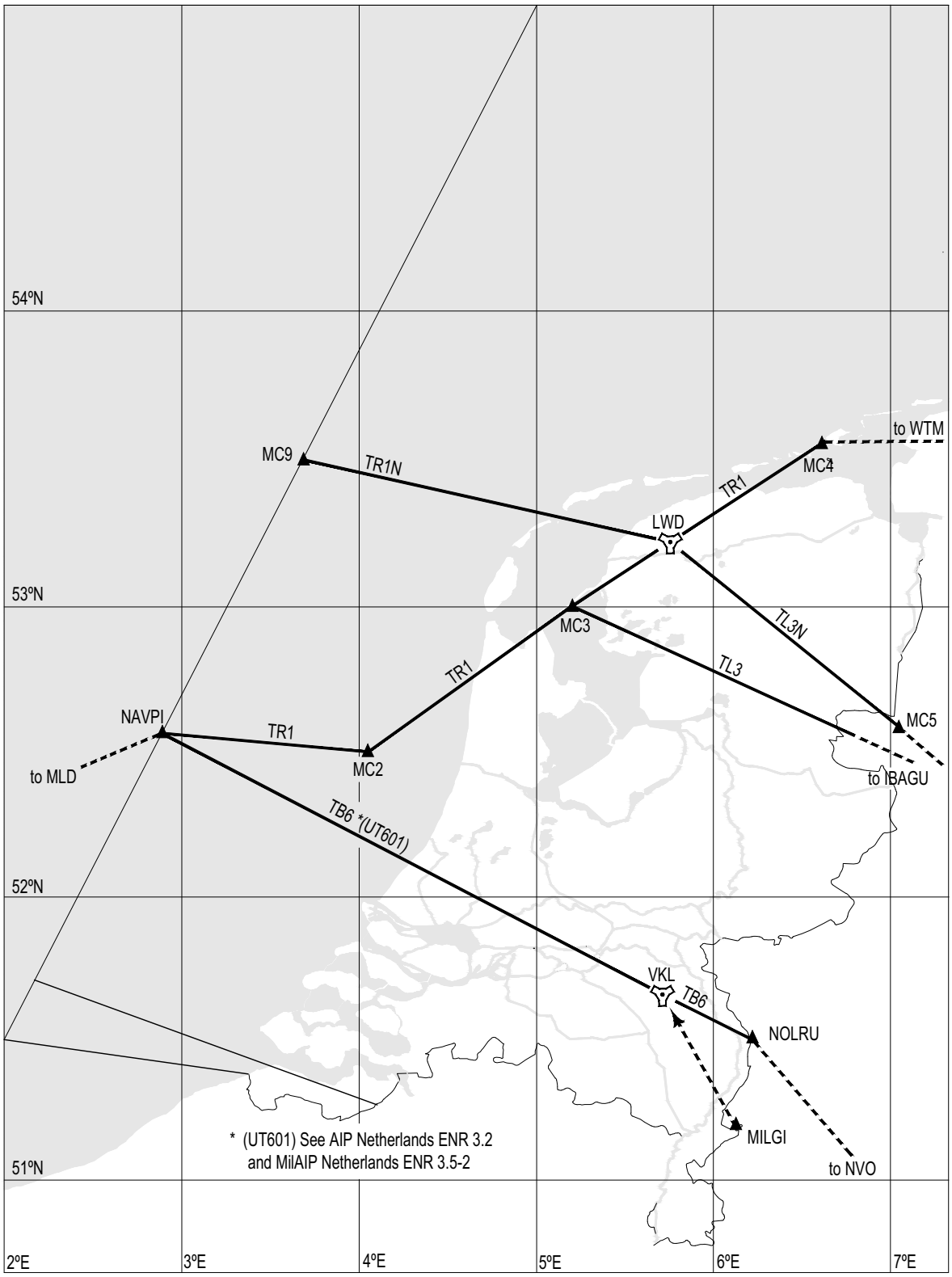
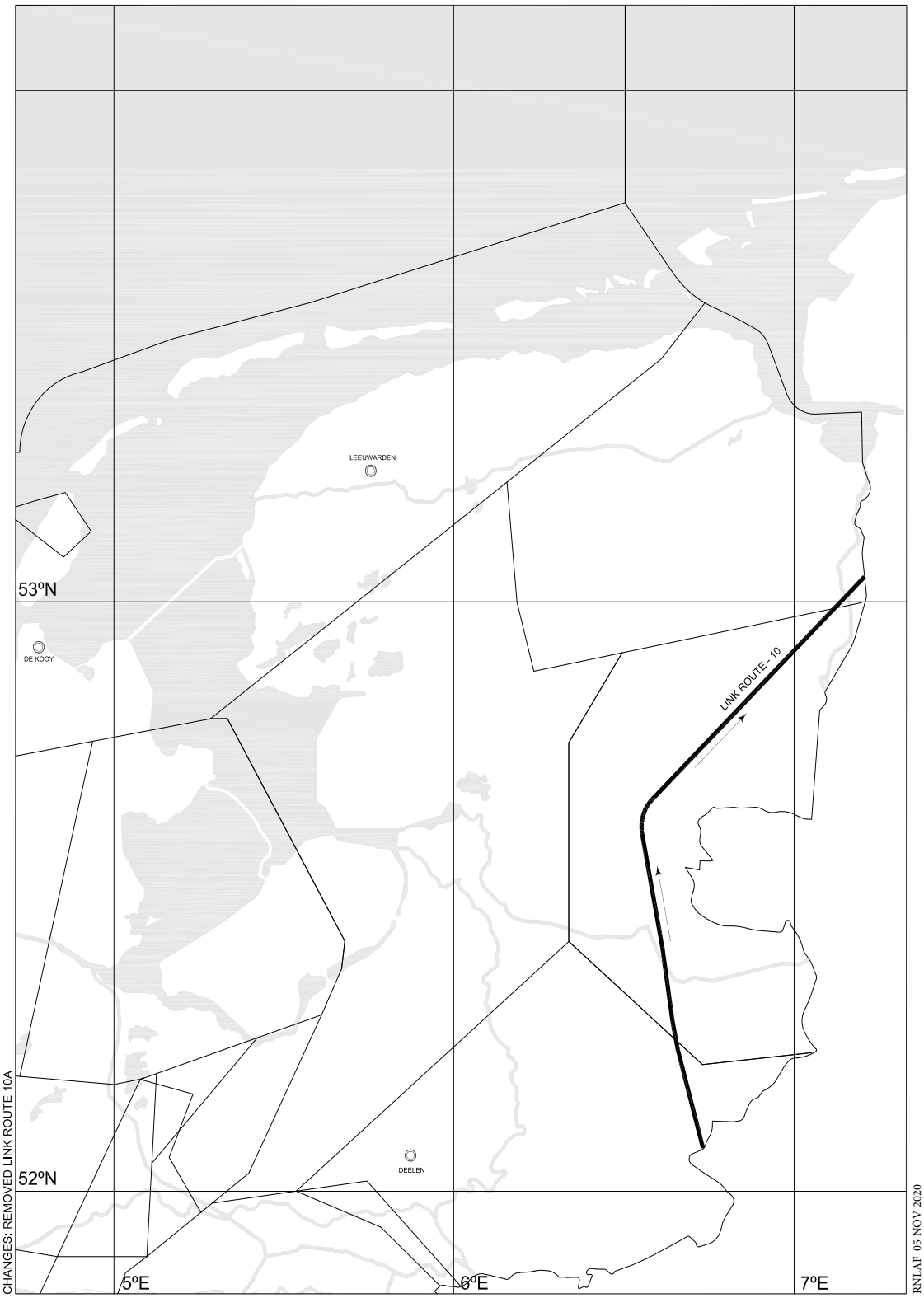
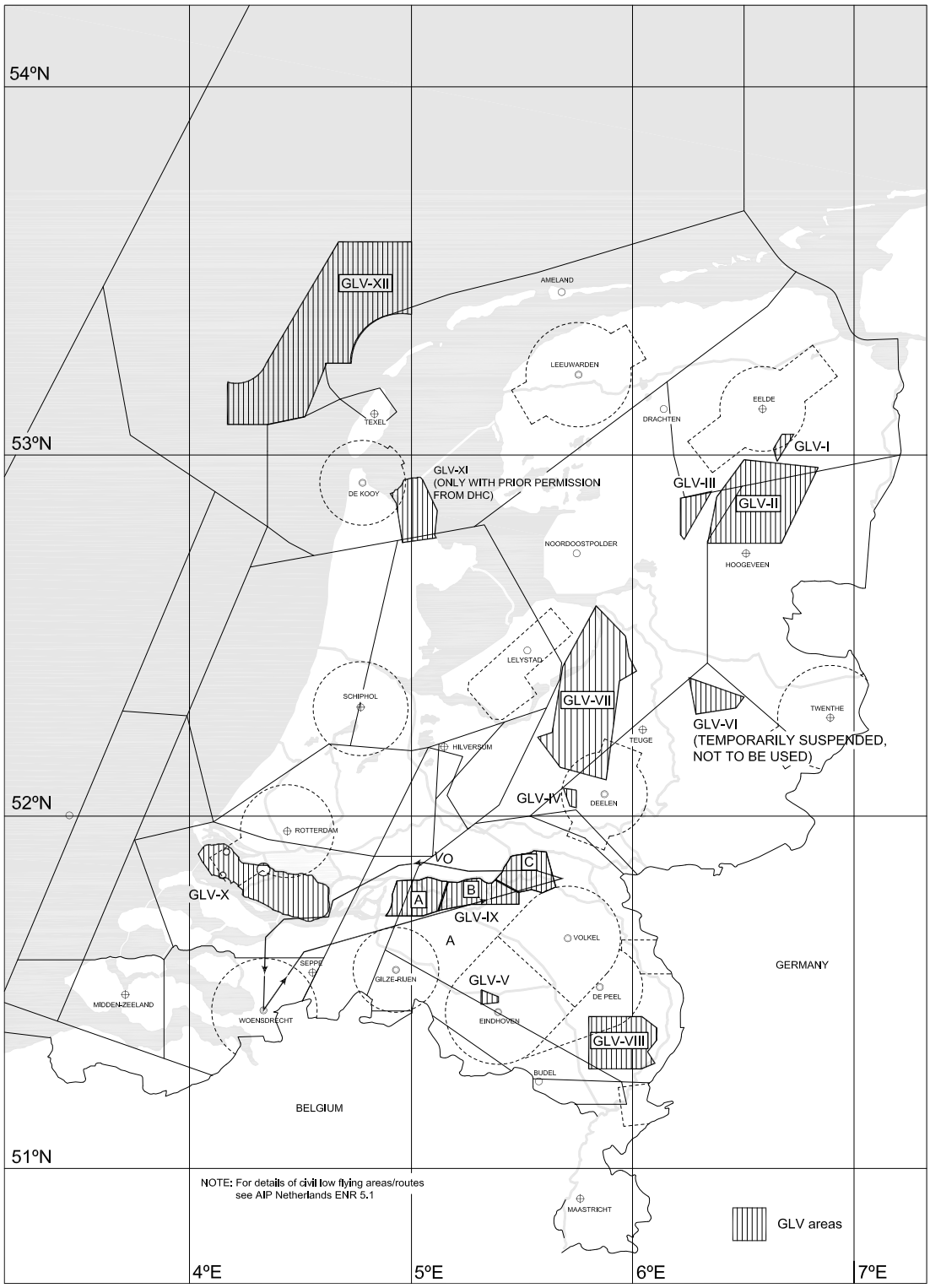
TACAN ROUTE STRUCTURE FIR AMSTERDAM



LINK ROUTE 10



MIL LOW FLYING AREAS/ROUTES FOR HEL AND PROPELLER DRIVEN TRAINING ACFT



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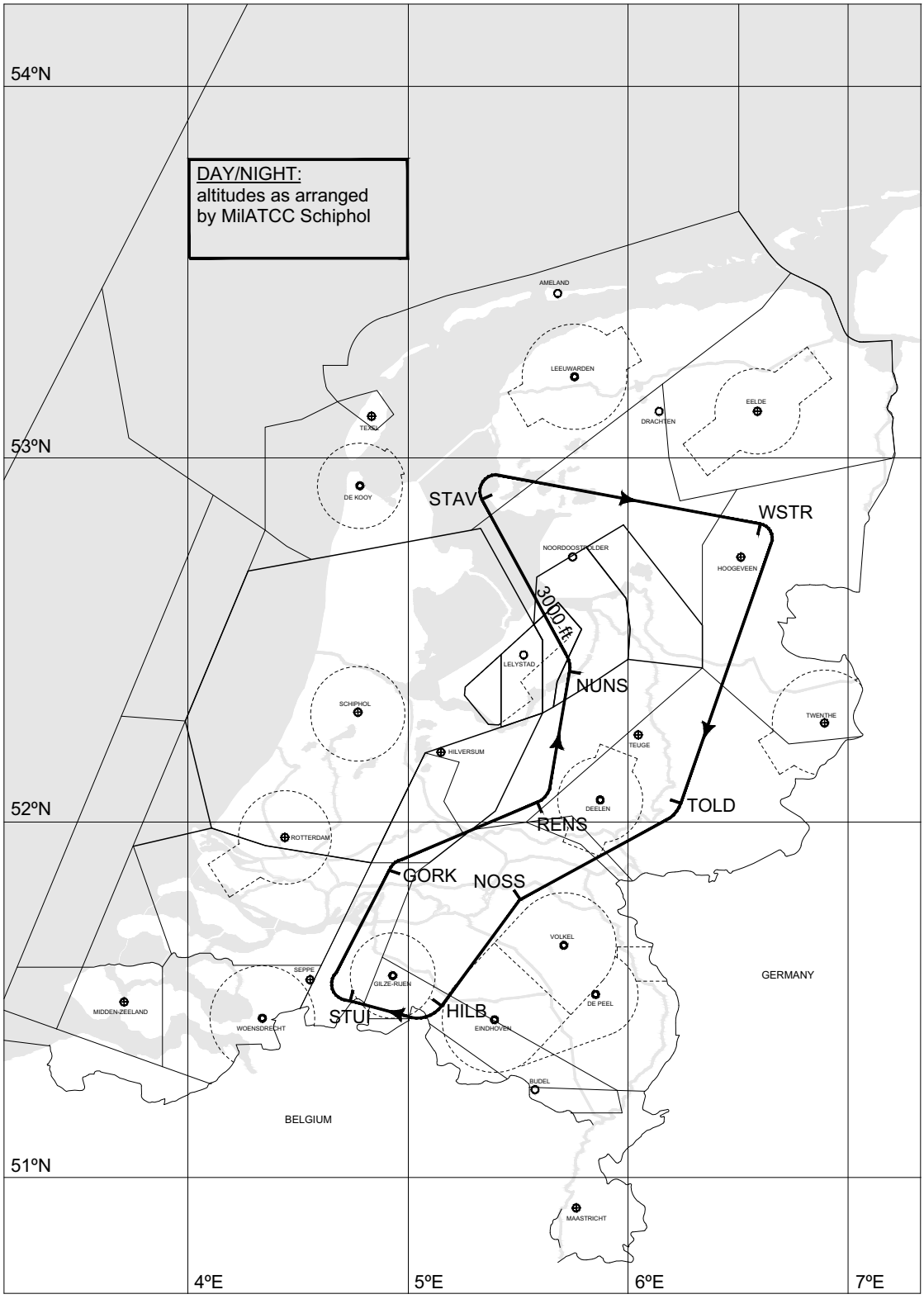
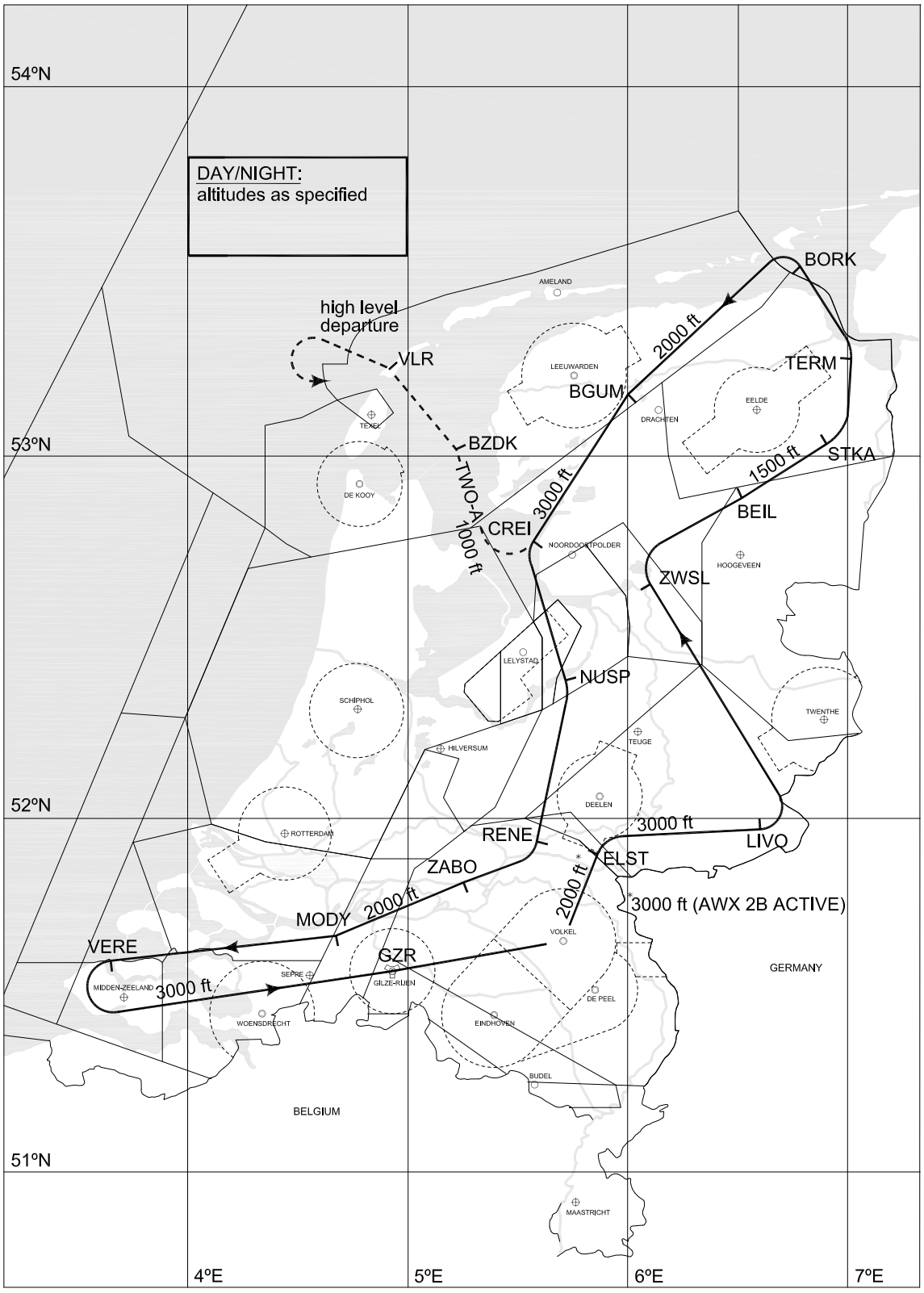
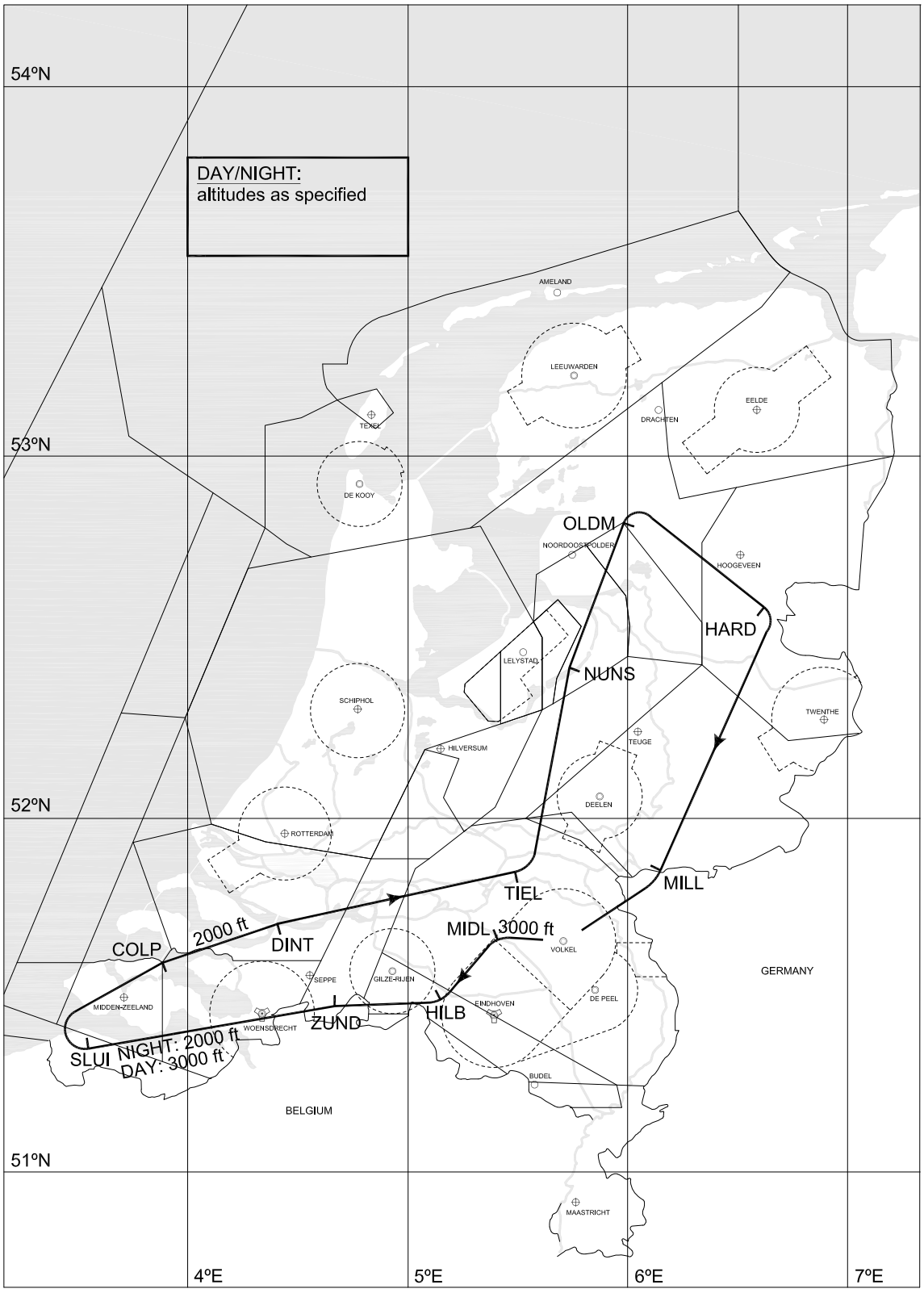
AWX ROUTE 1


54°N
53°N
52°N
51°N
4°E
5°E
6°E
7°E
DAY/NIGHT:
altitudes as arranged
by MilATCC Schiphol
AMELAND
LEEUWARDEN
EELDE
DRACHTEN
TEXEL
DE KOOY
STAV
WSTR
NOORDOOSTPOLDER
HOOGEVEEN
3000 ft
LELYSTAD
NUNS
SCHIPHOL
HILVERSUM
TEUGE
TWENTHE
DEELEN
TOLD
REINS
ROTTERDAM
GORK
NOSS
VOLKEL
SEPPE
GILZE-RIJEN
DE PEEL
GERMANY
MIDDEN-ZEELAND
WOENSDRECHT
STUI
HILB
EINDHOVEN
BUDEL
BELGIUM
MAASTRICHT

AWX ROUTE 2/2A Volkel



AWX ROUTE 2B Volkel



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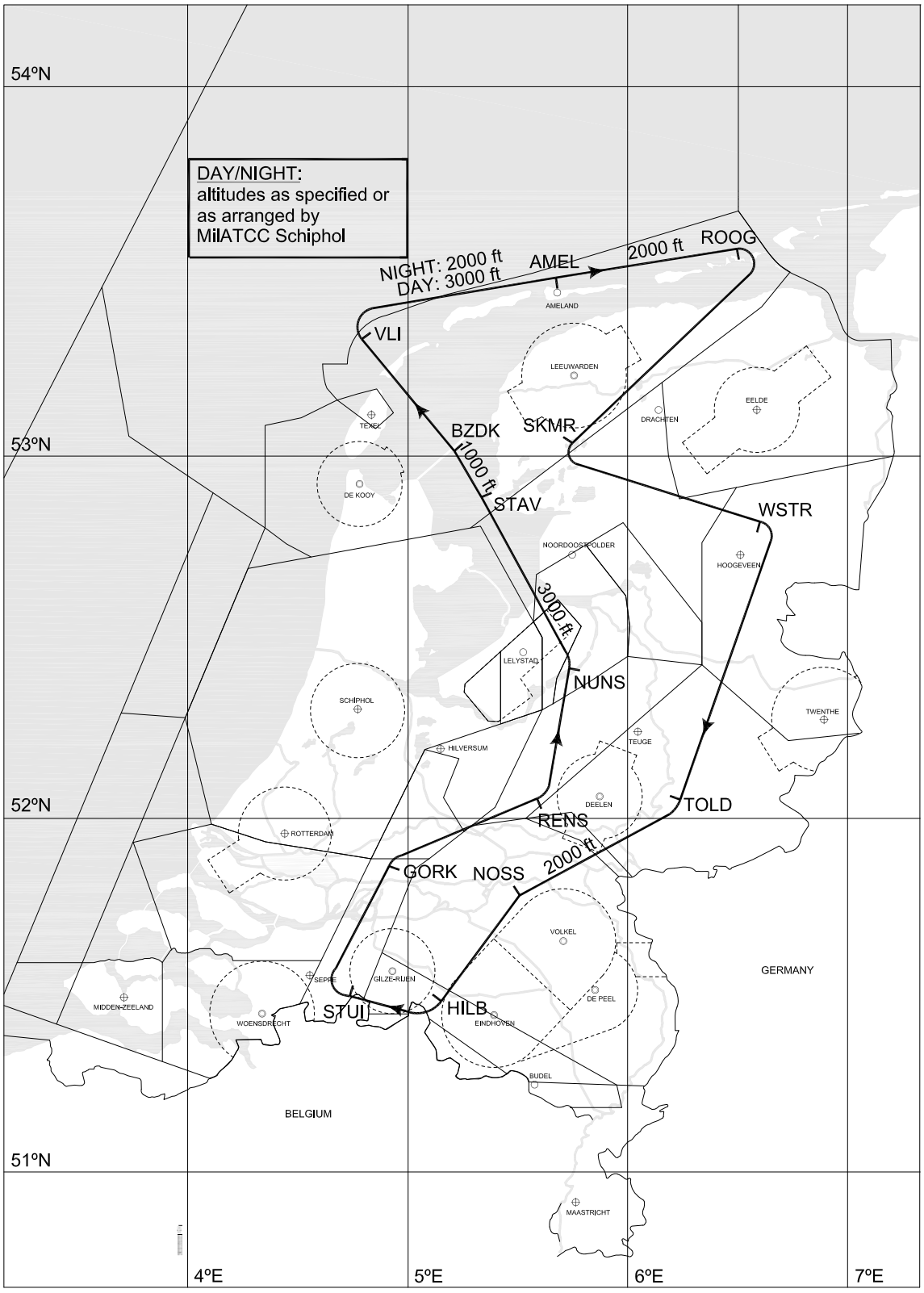
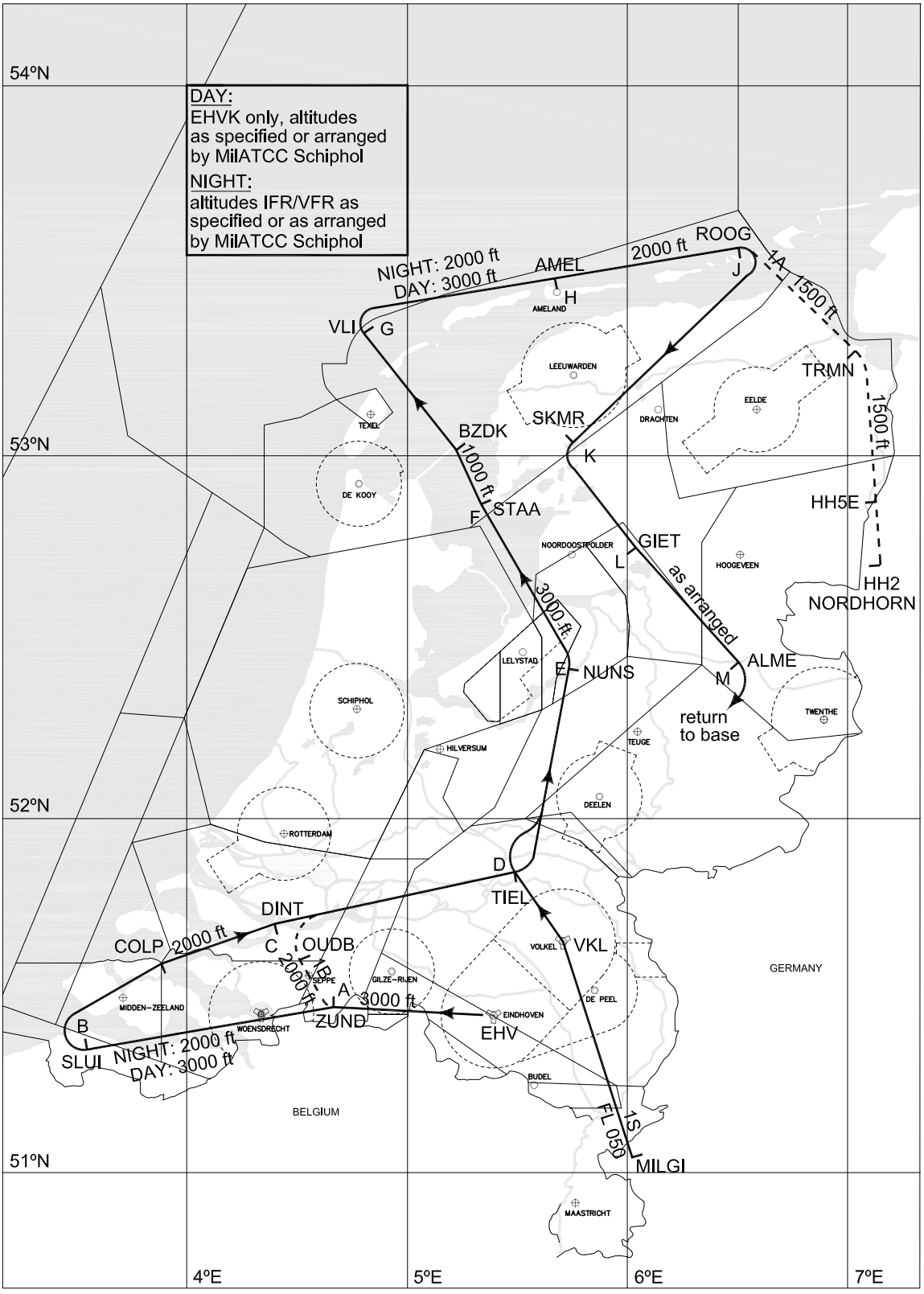

54ºN
53ºN
52ºN
51ºN
4ºE
5ºE
6ºE
7ºE
DAY/NIGHT:
altitudes as specified or
as arranged by
MilATCC Schiphol
NIGHT: 2000 ft
DAY: 3000 ft
AMEL
2000 ft
ROOG
VLI
BZDK
SKMR
1000 ft
STAV
WSTR
3000 ft
NUNS
TOLD
RENS
2000 ft
GORK
NOSS
STUI
HILB
AMELAND
LEEUWARDEN
DRACHTEN
EELDE
TEXEL
DE KOOY
NOORDOOSTPOLDER
HOOGEVEEN
LELYSTAD
SCHIPHOL
HILVERSUM
TEUGE
TWENTHE
DEELEN
ROTTERDAM
VOLKEL
SEPPE
GILZE-RIJEN
DE PEEL
MIDDEN-ZEELAND
WOENSDRECHT
EINDHOVEN
BUDEL
MAASTRICHT
GERMANY
BELGIUM

BENE ROUTE 1-1A-1B-1S(hort)



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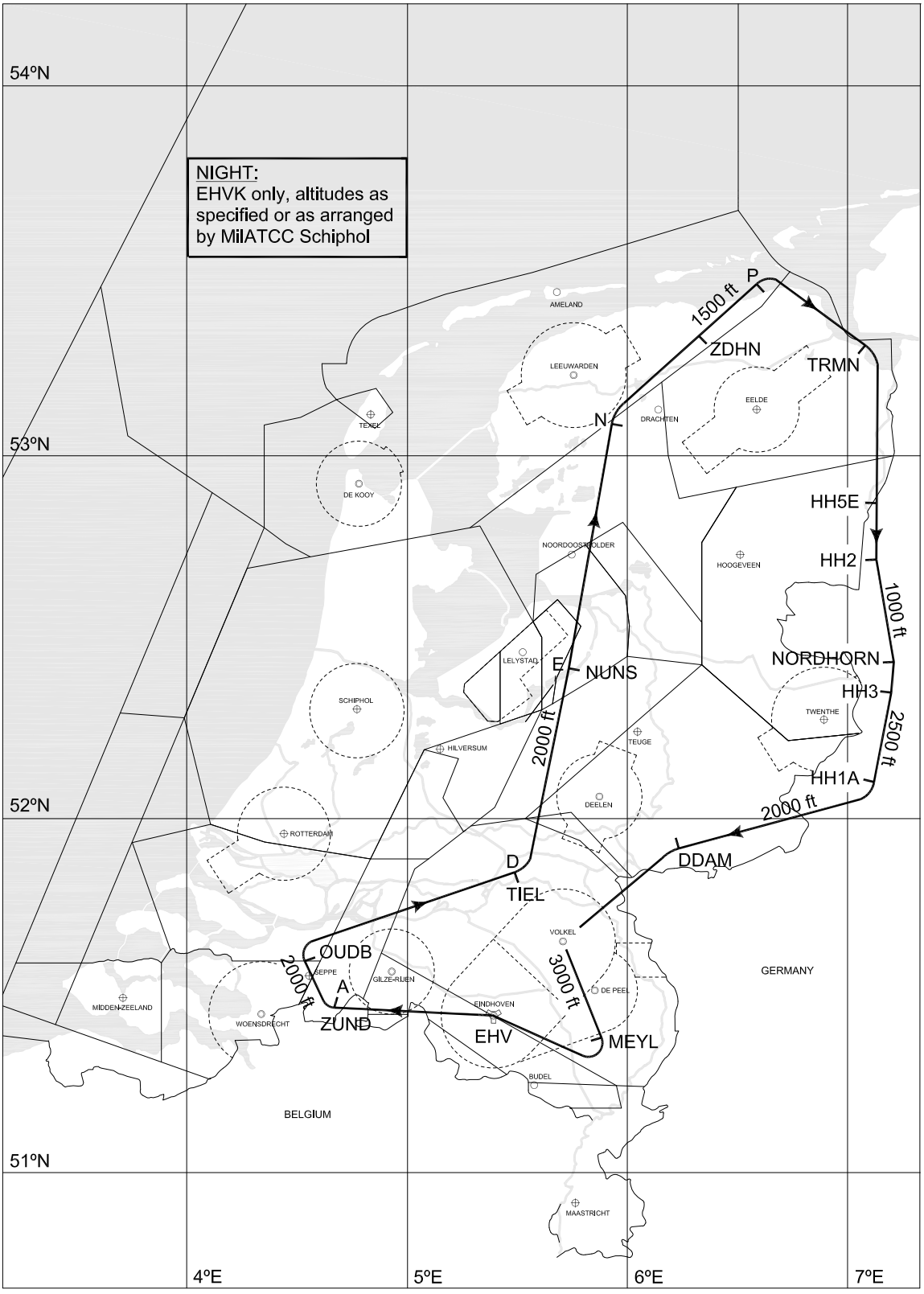
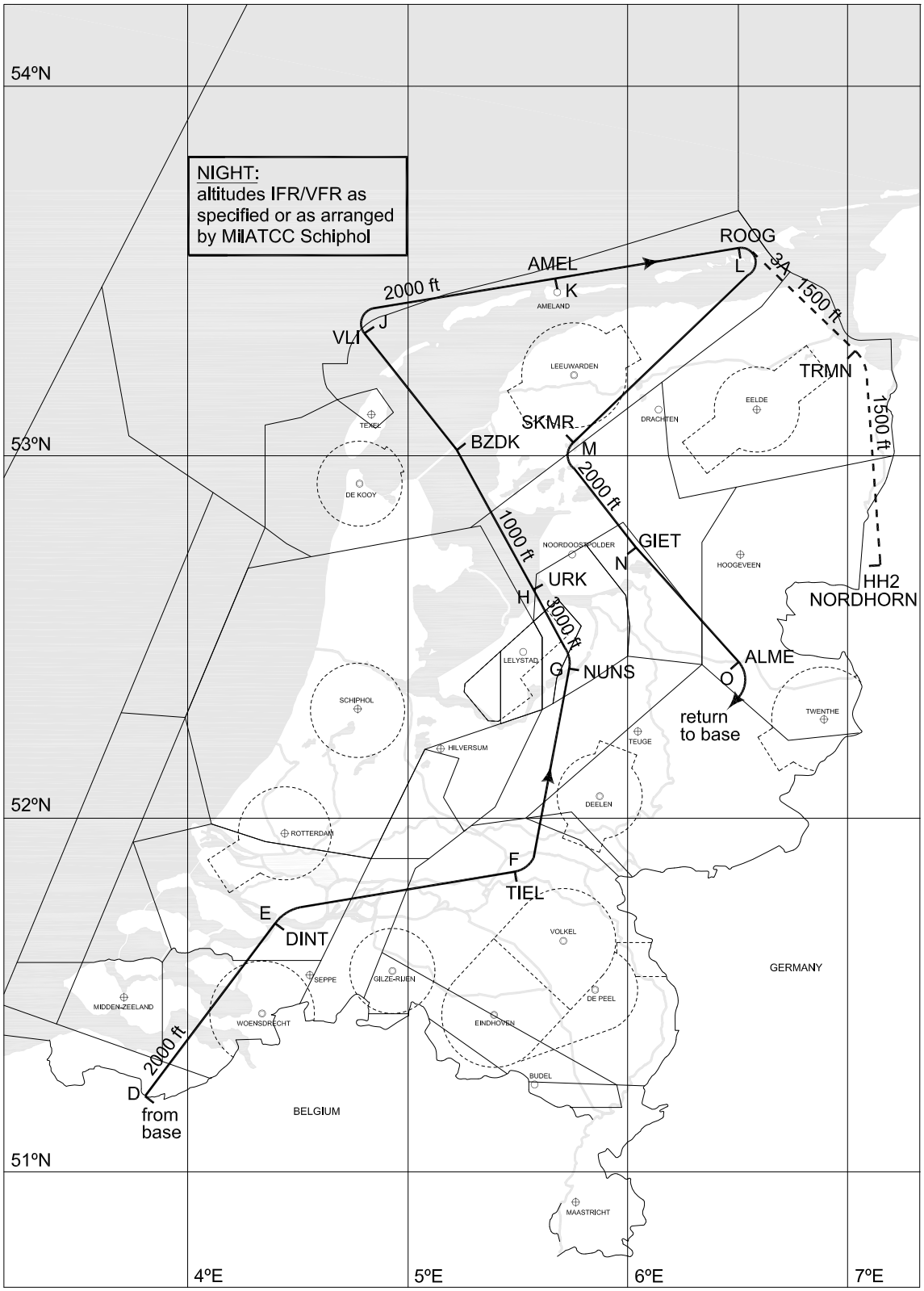


BENE ROUTE 3-3A



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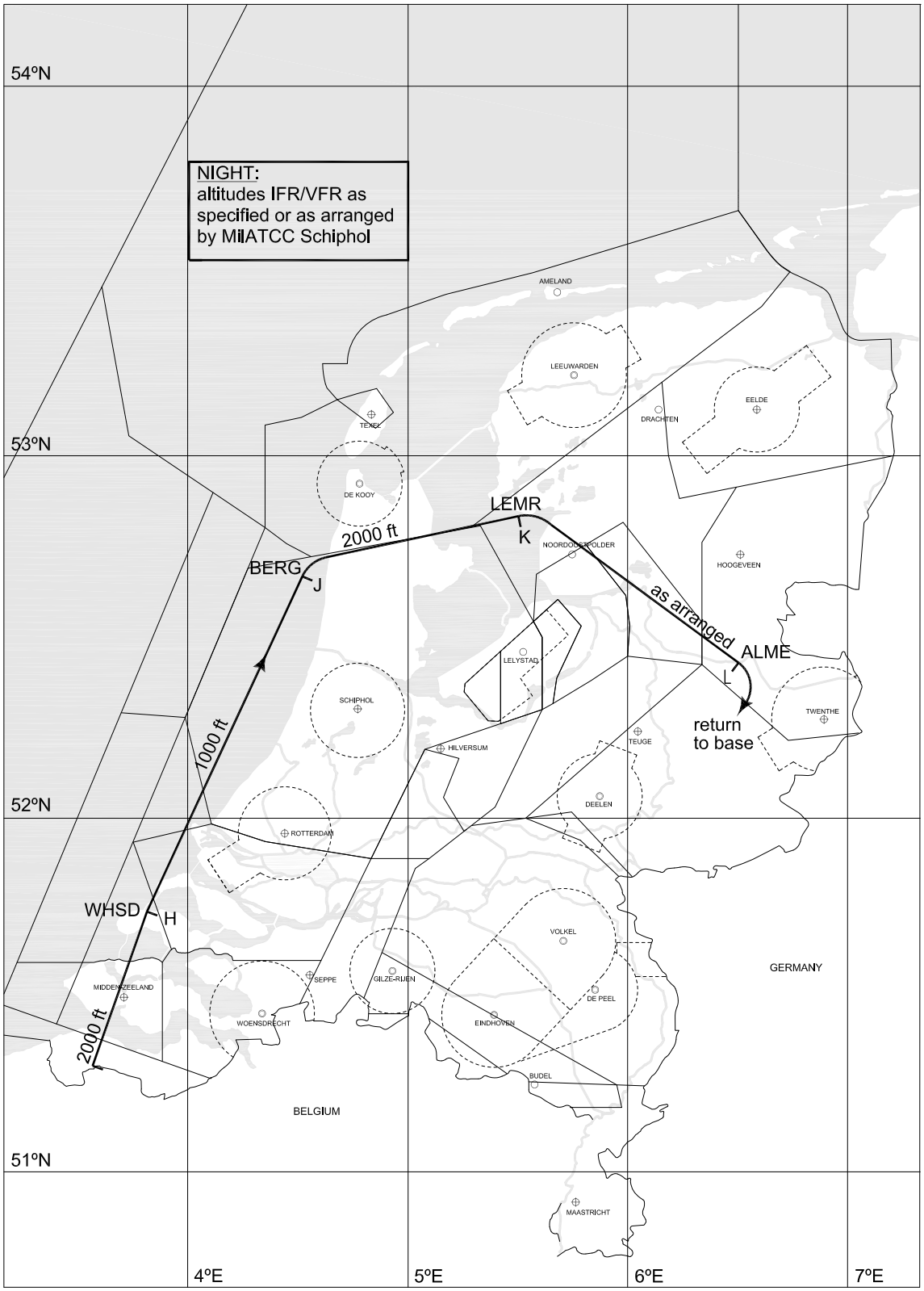
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altitudes IFR/VFR as specified or as arranged by MilATCC Schiphol
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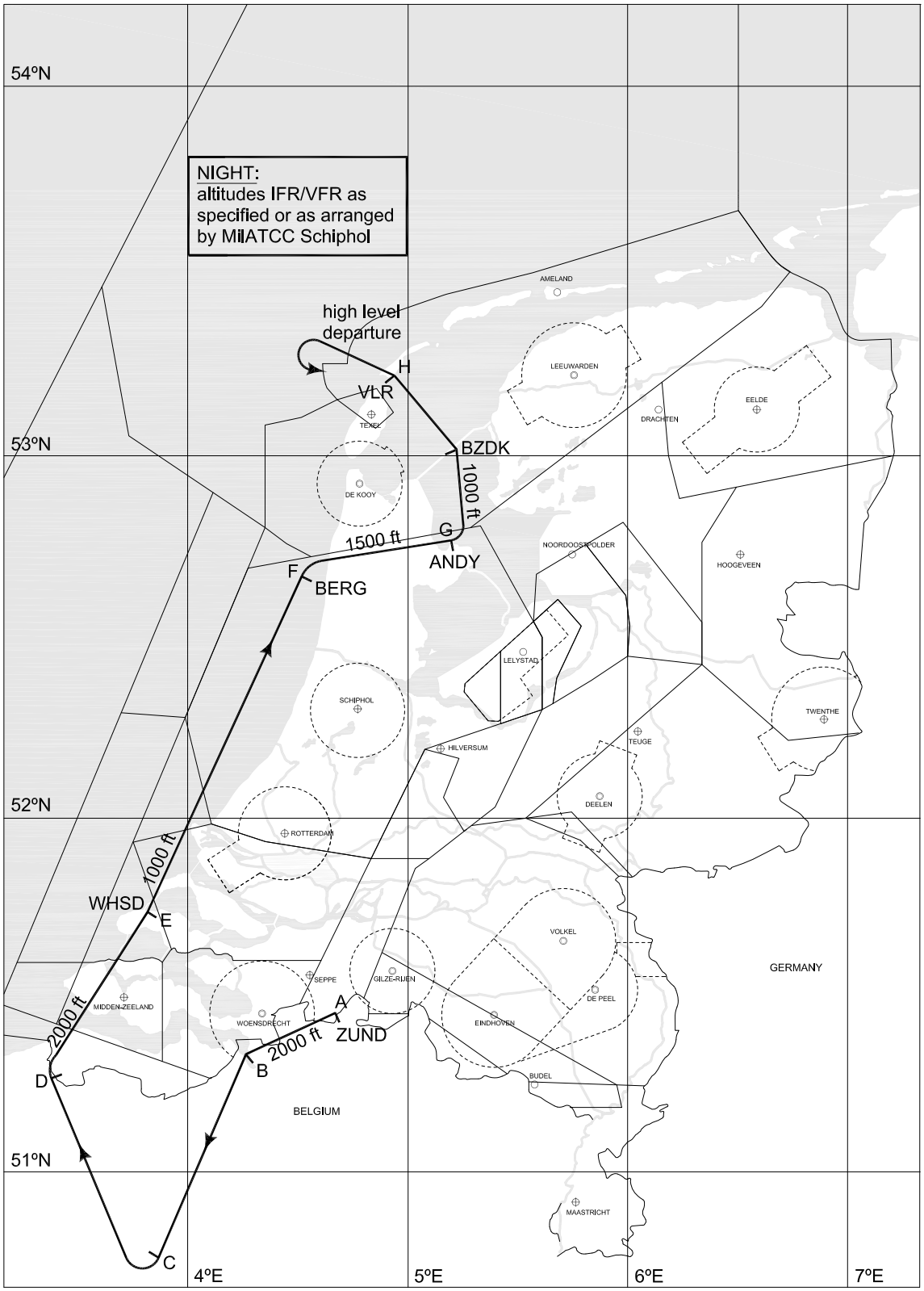
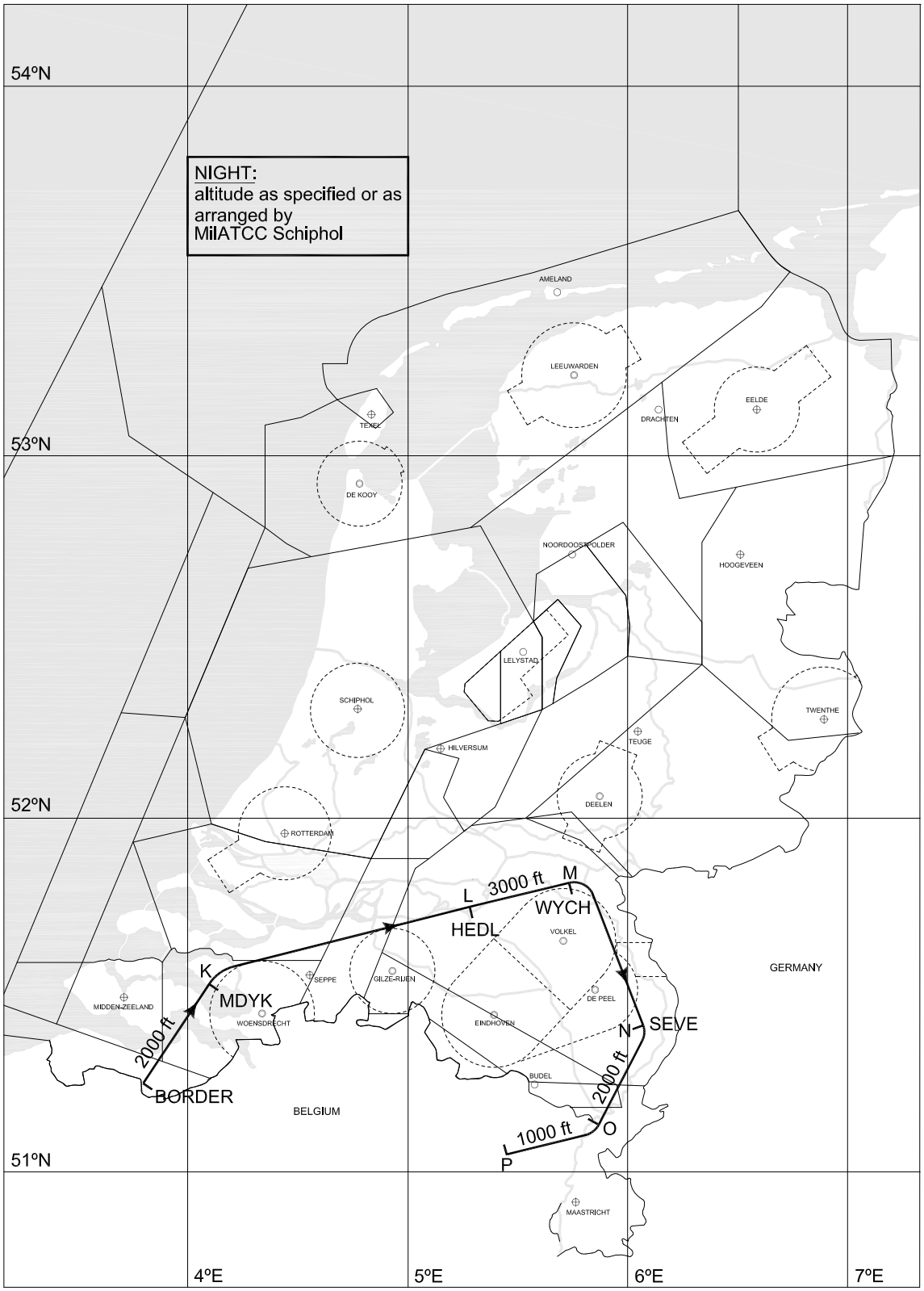
53°N
52°N
51°N
4°E
5°E
6°E
7°E
LEMR
K
2000 ft
BERG
J
as arranged
ALME
L
return to base
1000 ft
WHSD
H
2000 ft
AMELAND
LEEUWARDEN
TEXEL
DRACHTEN
EELDE
DE KOOY
NOORDOOSTPOLDER
HOOGEVEEN
LELYSTAD
SCHIPHOL
HILVERSUM
TEUGE
TWENTHE
DEELEN
ROTTERDAM
VOLKEL
GERMANY
MIDDENZEELAND
SEPPE
GILZE-RIJEN
DE PEEL
WOENSDRECHT
EINDHOVEN
BUDEL
BELGIUM
MAASTRICHT

BENE ROUTE 5


54°N
53°N
52°N
51°N
4°E
5°E
6°E
7°E
NIGHT:
altitudes IFR/VFR as specified or as arranged by MilATCC Schiphol
high level departure
H
VLR
BZDK
1000 ft
G
1500 ft
ANDY
F
BERG
WHSD
1000 ft
E
2000 ft
D
C
B
2000 ft
ZUND
A
AMELAND
LEEUWARDEN
EELDE
DRACHTEN
TEXEL
DE KOOY
NOORDOOSTPOLDER
HOOGEVEEN
LELYSTAD
SCHIPHOL
HILVERSUM
TEUGE
TWENTHE
DEELEN
ROTTERDAM
VOLKEL
SEPPE
GILZE-RIJEN
MIDDEN-ZEELAND
WOENSDRECHT
EINDHOVEN
DE PEEL
BUDEL
MAASTRICHT
GERMANY
BELGIUM

BENE ROUTE 6

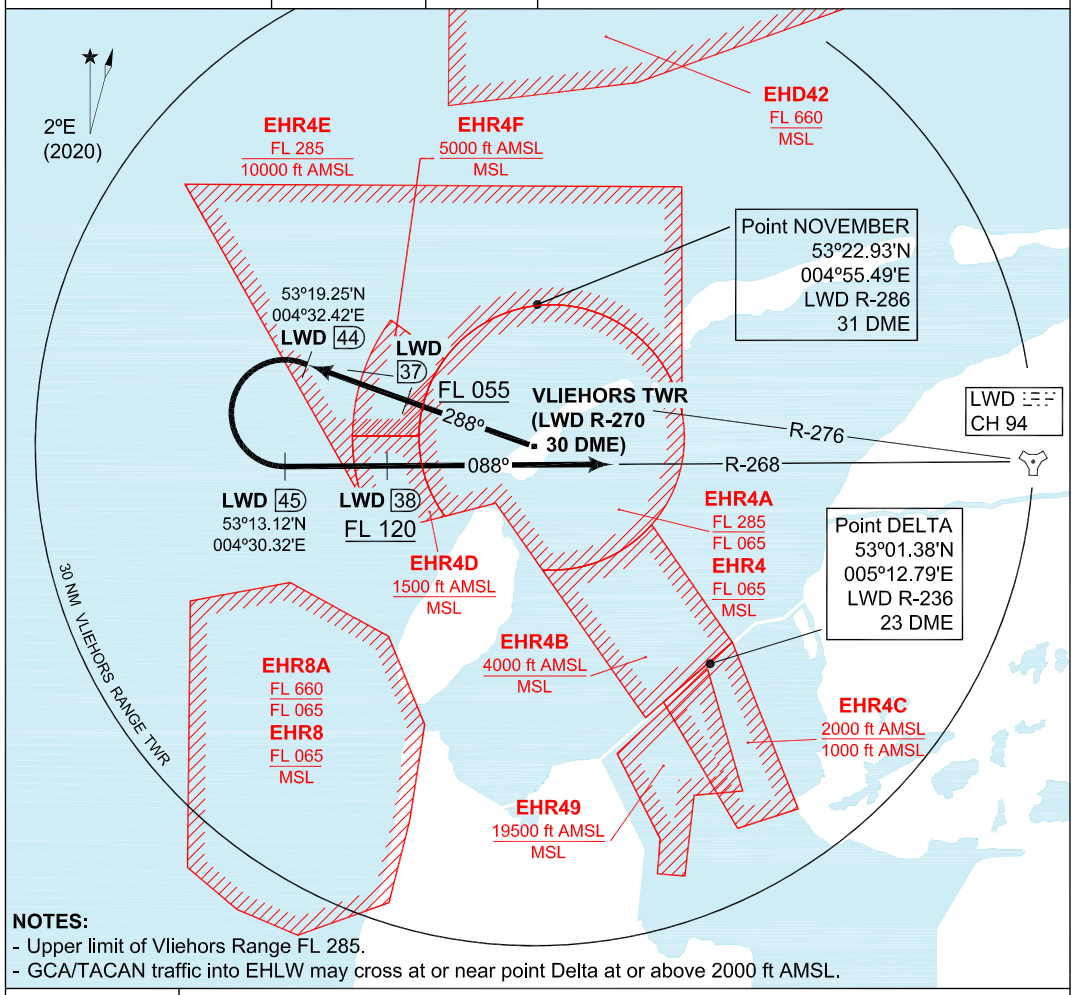

54°N
53°N
52°N
51°N
4°E
5°E
6°E
7°E
NIGHT:
altitude as specified or as arranged by MilATCC Schiphol
AMELAND
LEEUWARDEN
TEXEL
DRACHTEN
EELDE
DE KOOY
NOORDOOSTPOLDER
HOOGEVEEN
LELYSTAD
SCHIPHOL
HILVERSUM
TEUGE
TWENTHE
DEELEN
ROTTERDAM
3000 ft
M
L
WYCH
HEDL
VOLKEL
K
MDYK
SEPPE
GILZE-RIJEN
MIDDEN-ZEELAND
WOENSDRECHT
DE PEEL
EINDHOVEN
N
SEVE
2000 ft
2000 ft
BORDER
BELGIUM
BUDEL
1000 ft
O
P
MAASTRICHT
GERMANY

VL 1 DEPARTURE

MIPS
SPECIAL DEPARTURE CHART

VL 1
VLIEHORS RANGE

CORNFIELD	DUTCH MIL INFO		
291.650	341.600 132.350		



NOTES:
- Upper limit of Vliehors Range FL 285.
- GCA/TACAN traffic into EHLW may cross at or near point Delta at or above 2000 ft AMSL.

VL 1 TEARDROP IFR DEPARTURE	Following final delivery, proceed outbound on heading 288° from the tower, climbing to FL 120 or above. At 37 DME from LWD TACAN, FL 055 has to be reached. Proceed outbound to 15 NM from the range (LWD TACAN R-276/44 DME) and turn left to intercept LWD R-268 inbound. When cleared to leave the range frequency and established on the departure, contact Dutch Mil. Flight members will follow in sequence. When contact with Dutch Mil and at FL 120 or above, it is permitted to turn inbound before reaching LWD R-276/44 DME.
IMMELMANN IFR DEPARTURE	Departing aircraft may perform an Immelmann manoeuvre (under VMC only) to become established inbound on LWD R-268. Further see above.
LOW LEVEL IFR DEPARTURE (Northern based FRG acft only)	Leave via point NOVEMBER to 53°42'N 006°52'E at 3000 ft AMSL (day) or 2000 ft AMSL (night). Stay clear of all islands by 2 NM and do not leave the Range airspace until cleared by Dutch Mil.
HIGH LEVEL IFR DEPARTURE	To leave the Vliehors Range between 20000 ft and FL 285, stay witin the lateral limits of the Range until cleared by Dutch Mil (CH 6). Only when proceeding inbound the EHD01-09 a direct call to 'Bandbox Main' is approved. Also stay within the lateral limits of the Range until cleared by 'Bandbox'.

CHANGES: NEW LAYOUT

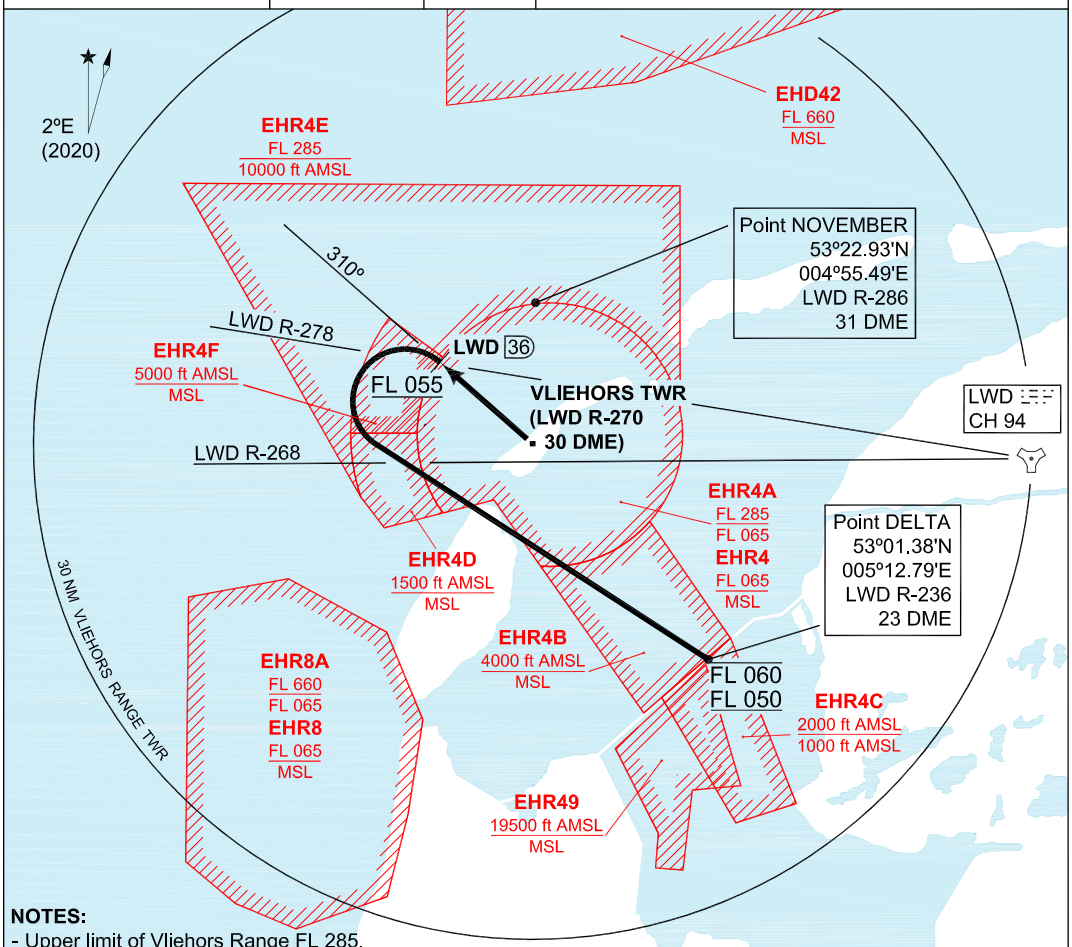
RNLAF 16 JUN 2022

VL 2 DEPARTURE

MIPS
SPECIAL DEPARTURE CHART

VL 2
VLIEHORS RANGE

CORNFIELD	DUTCH MIL INFO		
291.650	341.600 132.350		



NOTES:
- Upper limit of Vliehors Range FL 285.
- GCA/TACAN traffic into EHLW may cross at or near point Delta at or above 2000 ft AMSL.

VL 2 TEARDROP IFR DEPARTURE	Following final delivery, proceed outbound on heading 310° from the tower, climbing to max. FL 060. When passing LWD R-278 FL 055 has to be reached and turn left inbound point DELTA (LWD TACAN R-236/23 DME). Contact Dutch Mil when established on the departure and cleared to leave the range frequency. Contact with Dutch Mil shall be established within the boundary of the EHR4. Flight members will follow in sequence.
IMMELMANN IFR DEPARTURE	Departing aircraft may perform an Immelmann manoeuvre (under VMC only) to become established inbound on LWD R-268. Further see above.
LOW LEVEL IFR DEPARTURE (Northern based FRG acft only)	Leave via point NOVEMBER to 53°42'N 006°52'E at 3000 ft AMSL (day) or 2000 ft AMSL (night). Stay clear of all islands by 2 NM and do not leave the Range airspace until cleared by Dutch Mil.
HIGH LEVEL IFR DEPARTURE	To leave the Vliehors Range between 20000 ft and FL 285, stay witin the lateral limits of the Range until cleared by Dutch Mil (CH 6). Only when proceeding inbound the EHD01-09 a direct call to 'Bandbox Main' is approved. Also stay within the lateral limits of the Range until cleared by 'Bandbox'.

CHANGES: NEW LAYOUT

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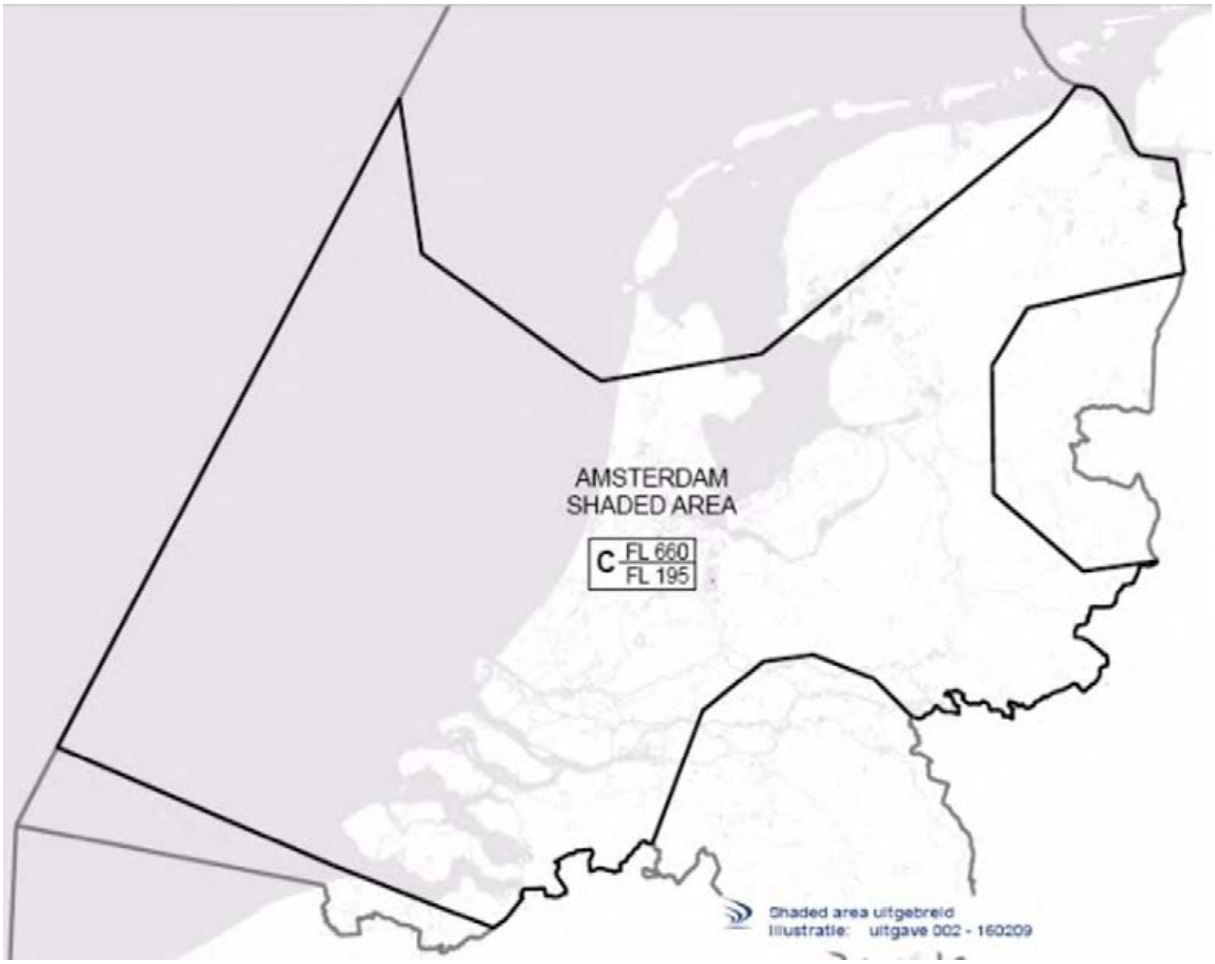
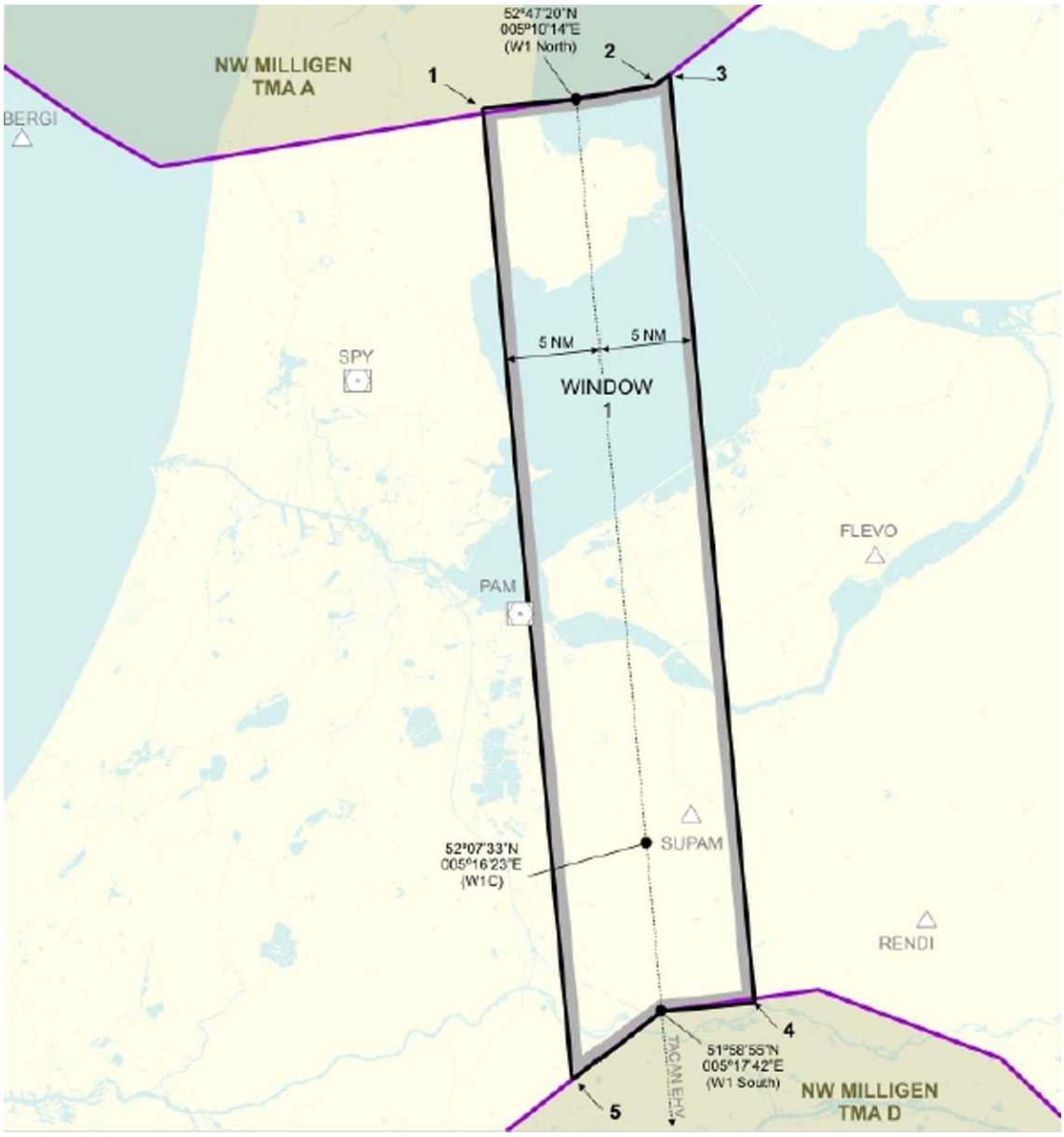
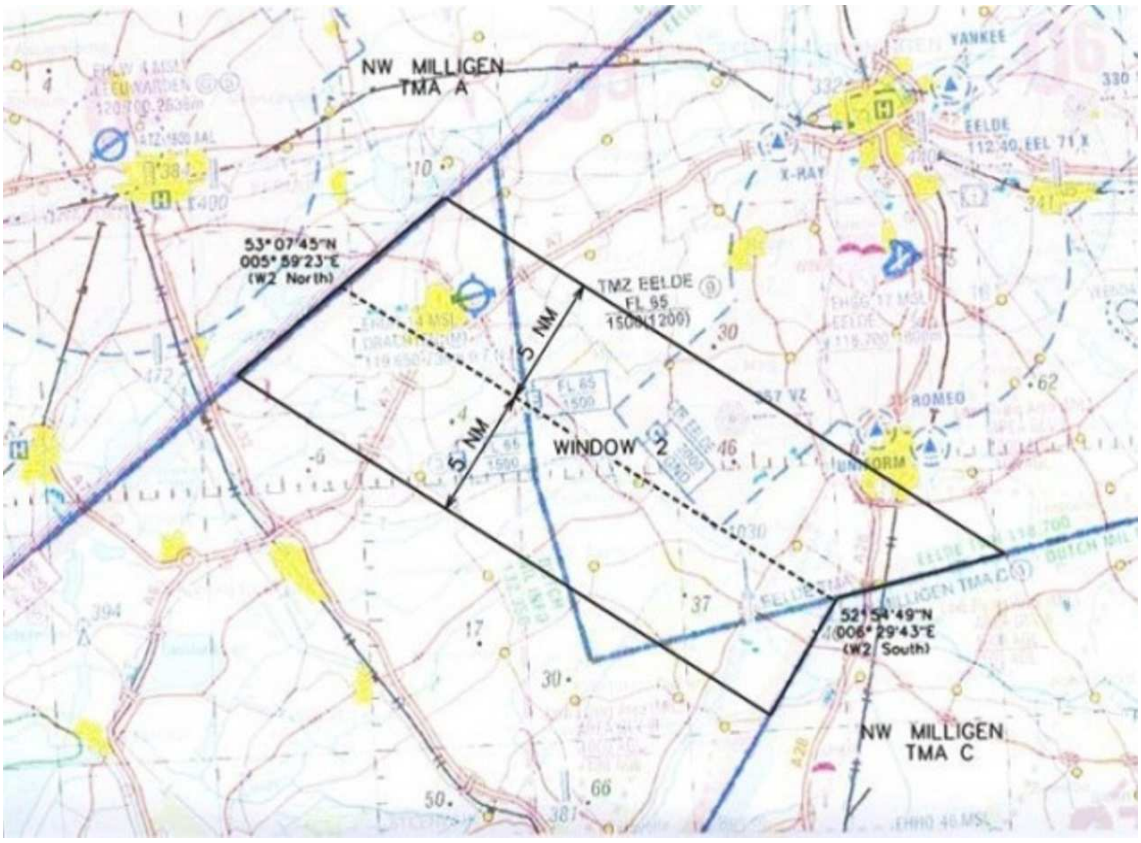
SHADED AREA


AMSTERDAM
SHADED AREA
C FL 660
FL 195
Shaded area uitgebreid
Illustratie: uitgave 002 - 160209

WINDOW 1 (UW1)

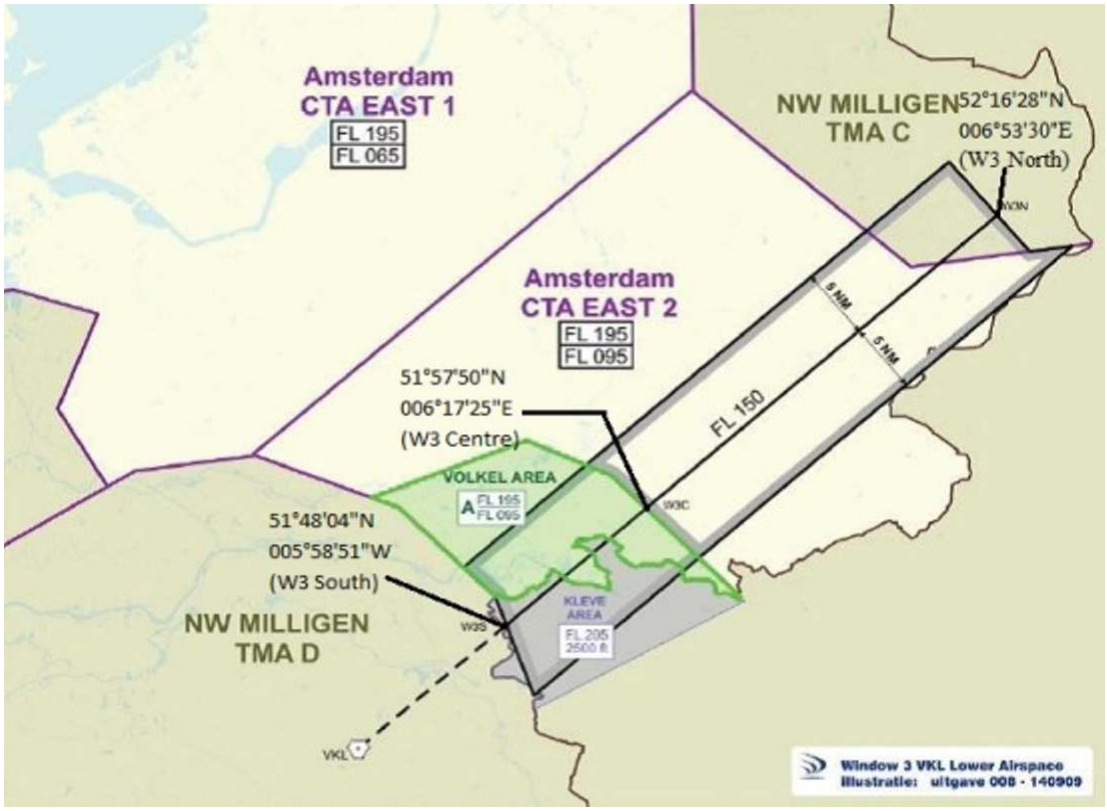

52°47'20"N
005°10'14"E
(W1 North)
NW MILLIGEN
TMA A
1
2
3
BERGI
5 NM
5 NM
SPY
WINDOW
1
FLEVO
PAM
SUPAM
52°07'33"N
005°16'23"E
(W1C)
RENDI
4
51°58'55"N
005°17'42"E
(W1 South)
TACAN EHX
5
NW MILLIGEN
TMA D

WINDOW 2 (UW2)


NW MILLIGEN
TMA A
53°07'45"N
005°59'23"E
(W2 North)
TMZ EELDE
FL 95
5 NM
5 NM
WINDOW 2
52°54'49"N
006°29'43"E
(W2 South)
NW MILLIGEN
TMA C
YANKEE
EELDE
X-RAY
ROMEO

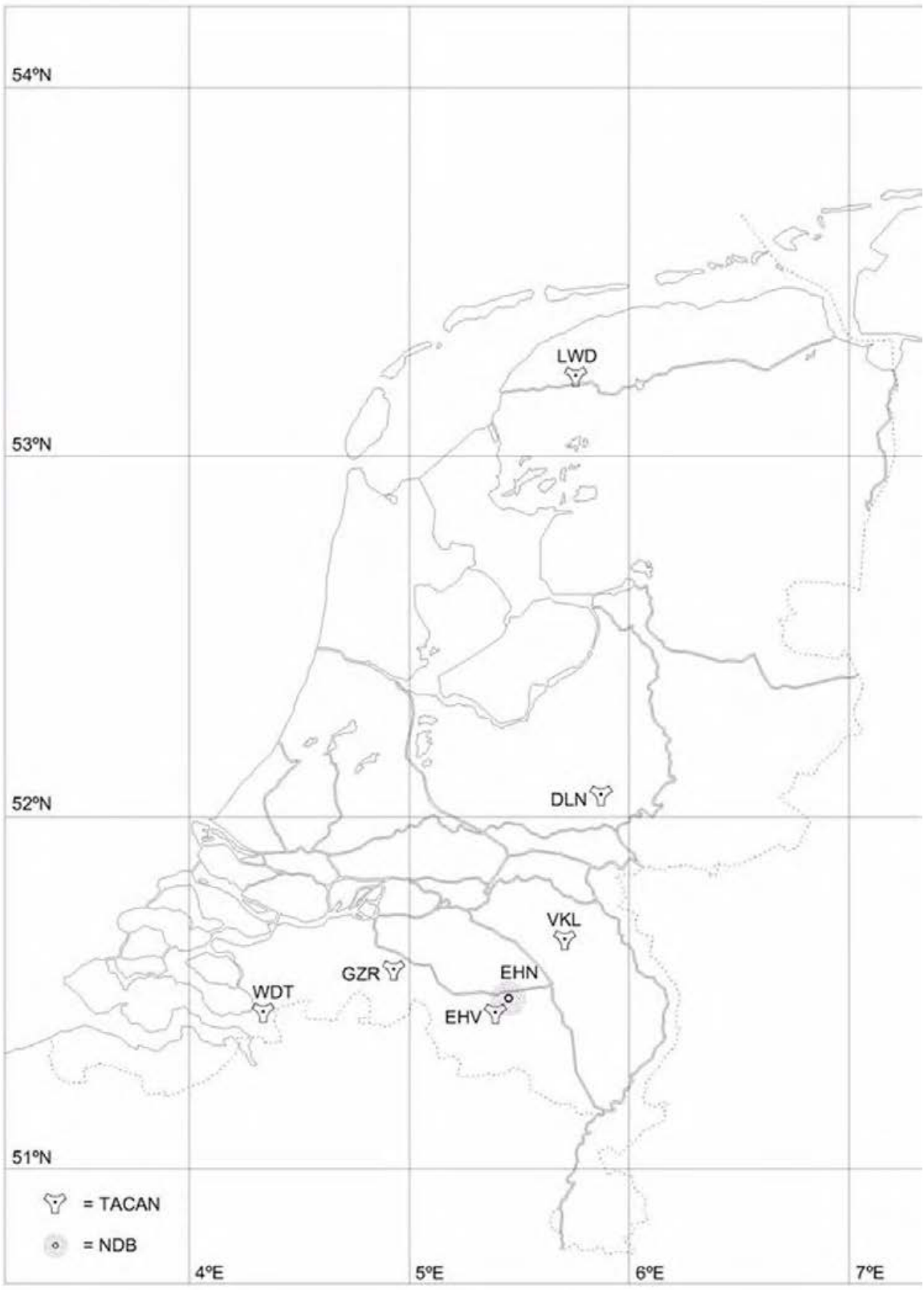
WINDOW 3 (UW3)

Lower airspace



Upper airspace

MIL TACAN/NDB POSITIONS

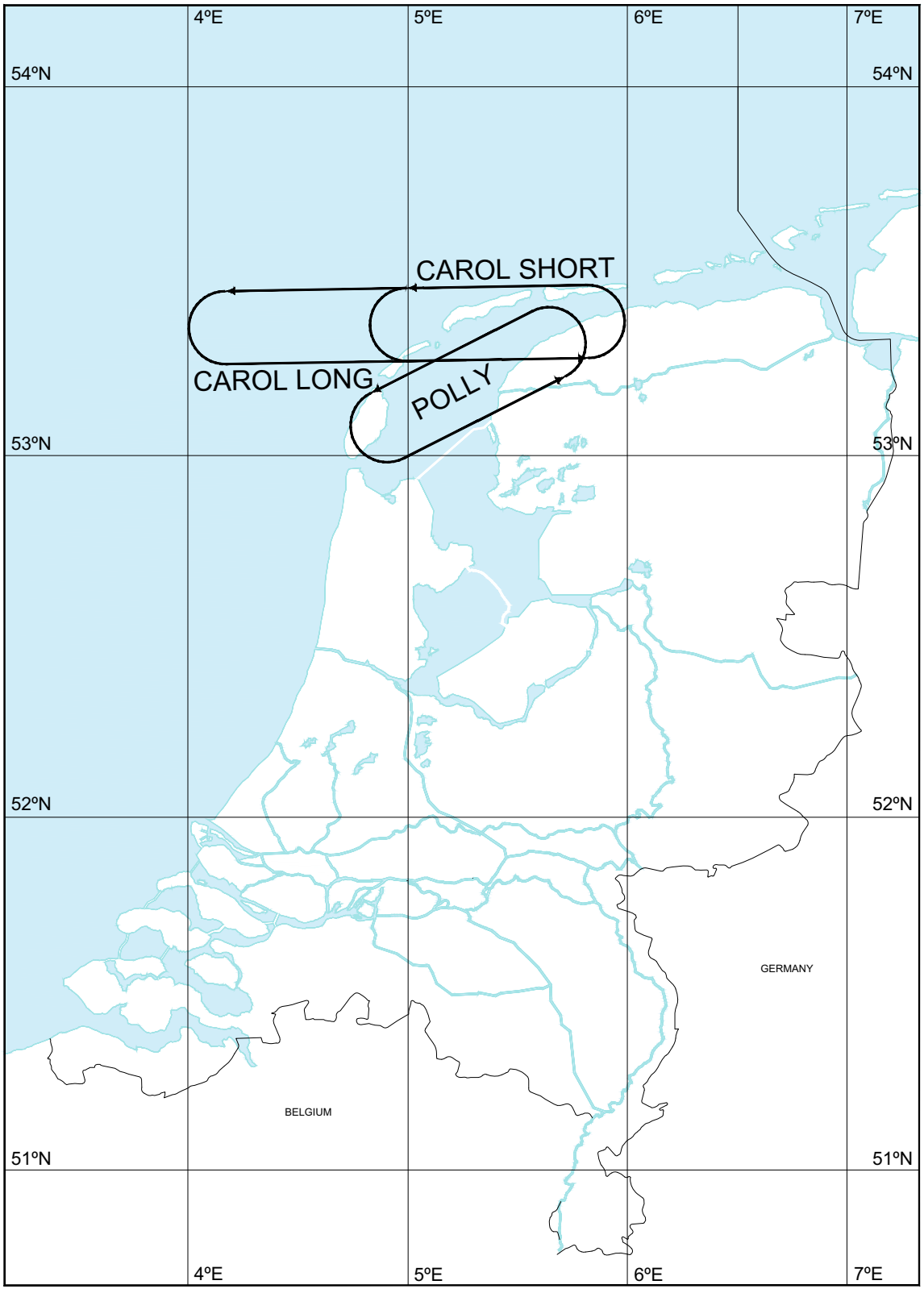


TRANSPONDER MANDATORY ZONES

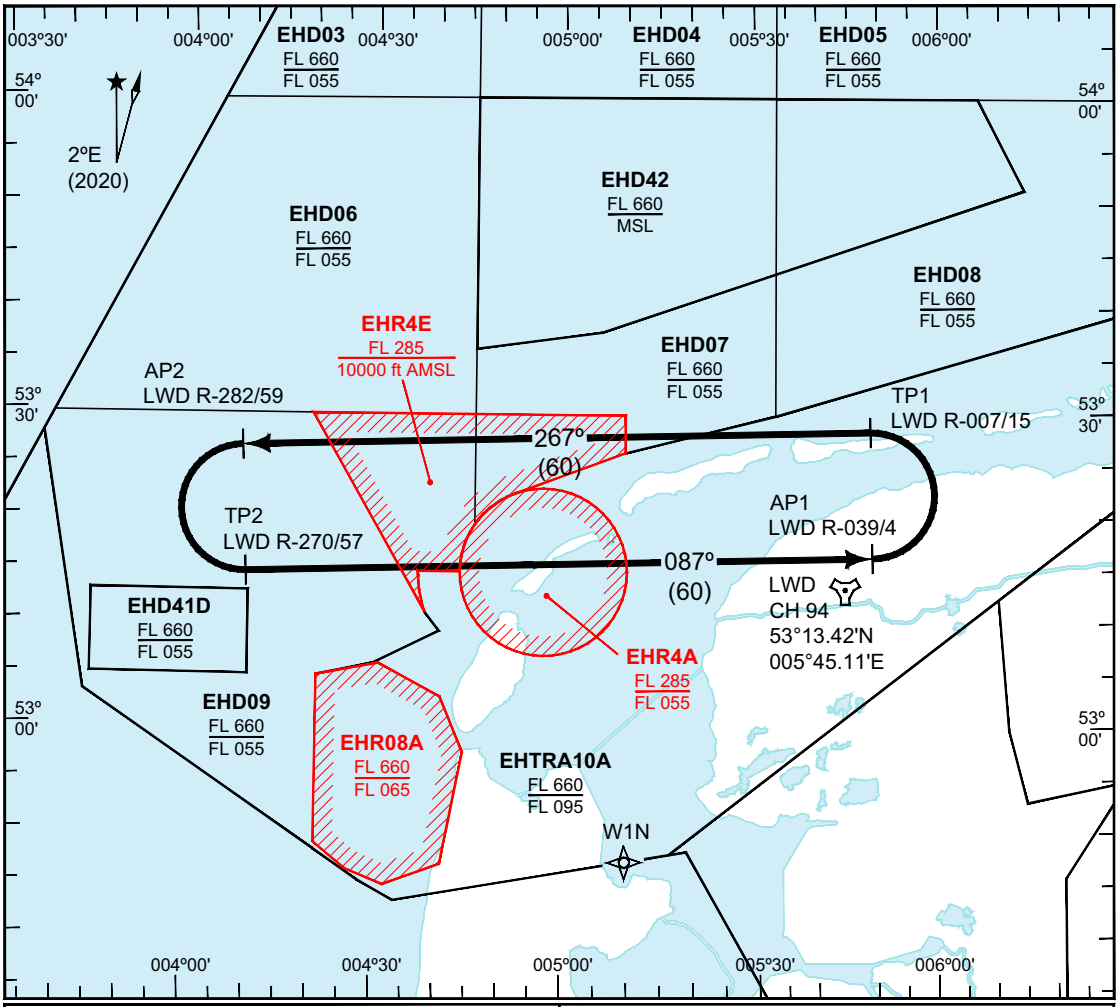
See AIP Netherlands ENR 6.2.6

AAR charts

Air Refueling Anchors



MIPS / ATP 3.3.4.2 **AAR TRACK CAROL LONG**



Anchor Points:	AP1 =	LWD R-039/4NM 53°16.41'N005°49.45'E
	TP1 =	LWD R-007/15NM 53°28.45'N005°49.14'E
	AP2 =	LWD R-282/59NM 53°26.84'N004°08.80'E
	TP2 =	LWD R-270/57NM 53°14.81'N004°09.58'E
Rendezvous Point:	not defined	
Air Refuelling Initial point (ARIP):	not defined	
Magnetic course:	087° / 267°	
Waypoint W1N:	52°47.33'N005°10.23'E	

Leg length:	60 NM
Leg separation:	12 NM
Level block:	FL260 - FL290
Refuelling base level:	FL280

CHANGES: NEW CHART

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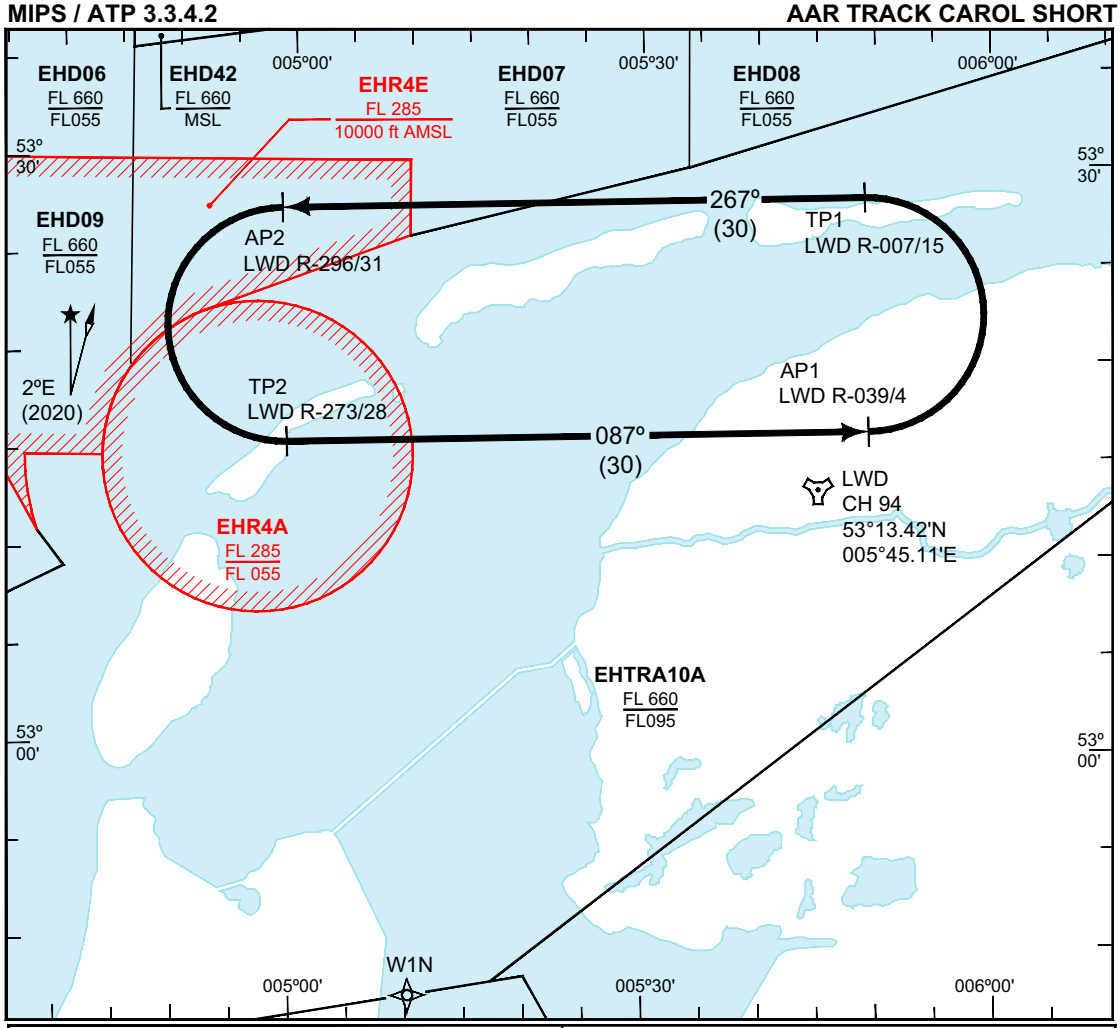
MIPS / ATP 3.3.4.2 **AAR TRACK CAROL SHORT**



Anchor Points:	AP1 = LWD R-039/4NM 53°16.41'N005°49.45'E	Leg length: 30 NM Leg separation: 12 NM
	TP1 = LWD R-007/15NM 53°28.45'N005°49.14'E	Level block: FL260 - FL290
	AP2 = LWD R-296/31NM 53°27.82'N004°58.96'E	Refuelling base level: FL280
	TP2 = LWD R-273/28NM 53°15.78'N004°59.50'E	
Rendezvous Point:	not defined	
Air Refuelling Initial point (ARIP):	not defined	
Magnetic course:	087° / 267°	
Waypoint W1N:	52°47.33'N005°10.23'E	

CHANGES: NEW CHART

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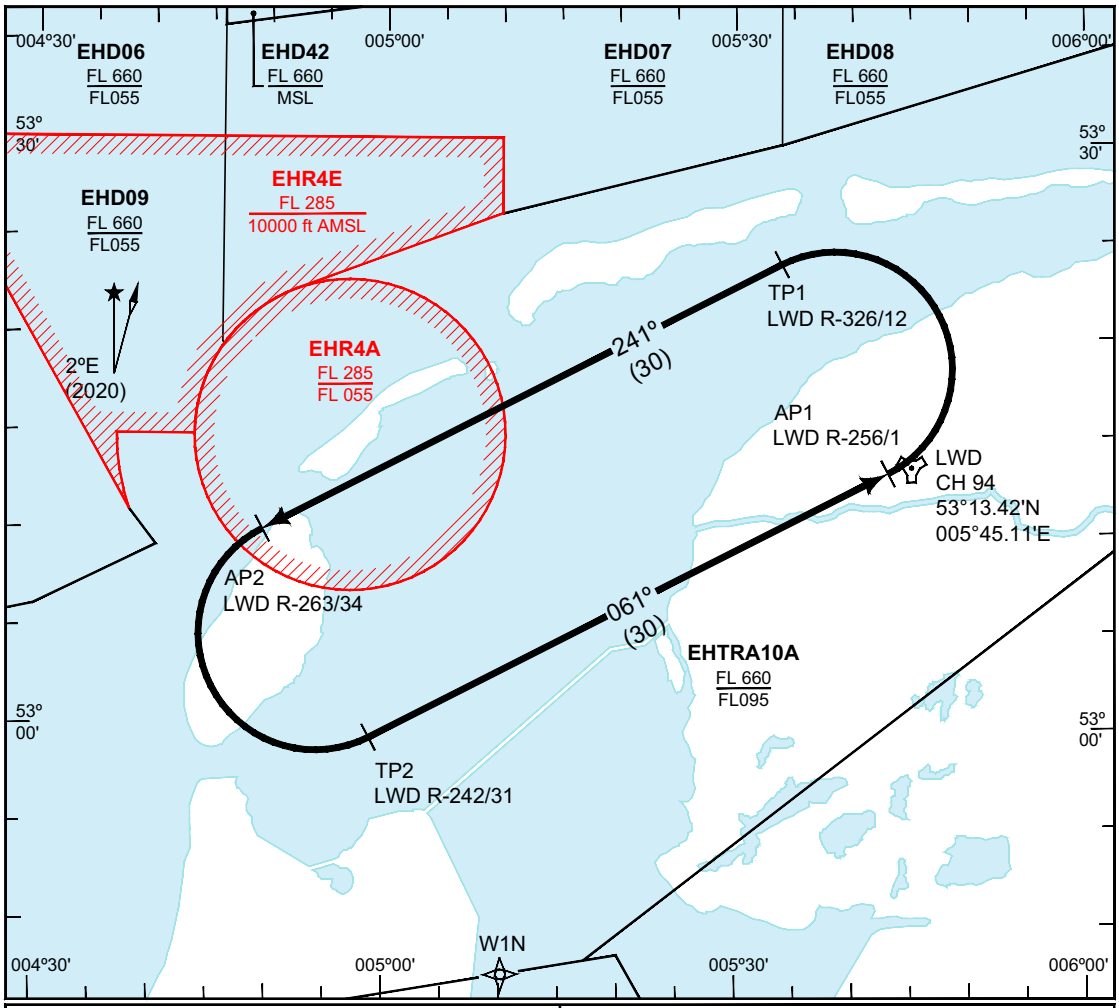
MIPS / ATP 3.3.4.2 **AAR TRACK POLLY**



Anchor Points:	AP1 =	LWD R-256/1NM 53°13.15'N005°43.10'E	Leg length:	30 NM	
	TP1 =	LWD R-326/12NM 53°23.89'N005°33.98'E	Leg separation:	12 NM	
	AP2 =	LWD R-263/34NM 53°10.14'N004°49.58'E	Level block:	FL260 - FL290	
	TP2 =	LWD R-242/31NM 52°59.46'N004°58.83'E	Refuelling base level:	FL280	
Rendezvous Point:	not defined				
Air Refuelling Initial point (ARIP):	not defined				
Magnetic course:	061° / 241°				
Waypoint W1N:	52°47.33'N005°10.23'E				

CHANGES: NEW CHART

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