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

Rijswijk, 17 Jul 2024

AIRAC AMENDMENT 09/24

EFFECTIVE DATE 05 SEP 24

to the Military Aeronautical Information Publication
(vs 83-6100-004; pub. Nr. 010701)

1. The following changes to the MilAIP Netherlands have to be incorporated:

   a. Handamendment:

      None

   b. Page changes:

Remove old	Insert new	Remove old	Insert new	Remove old	Insert new
GEN 0.4-1	GEN 0.4-1	ENR 0.6-1	ENR 0.6-1	EHKD 2-18	EHKD 2-18
GEN 0.4-2	GEN 0.4-2	UP TO	UP TO		
GEN 0.4-5	GEN 0.4-5	ENR 0.6-5	ENR 0.6-5		
		ENR 1.3-2	ENR 1.3-2		
		ENR 1.3-3	ENR 1.3-3		

2. After completion:

   a. destroy obsolete pages;

   b. insert letter of promulgation before page GEN 0;

   c. record the incorporration of this amendment on page GEN 0.2-1.

3. The following MIL NOTAM are incorporated:

   NIL

Military Aviation Authority NLD
In order H-ALL

R.P.A.C. Scheepens
Lt Colonel

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PART 2 - EN-ROUTE (ENR)

ENR 0.

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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 1.3.1.9 IFR Rules MQ-9 Reaper or similar aircraft

The MQ-9 Reaper or similar aircraft is only permitted to fly in areas with classification A, B, C, D or segregated airspace.

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 confirmed, is initiated with the smallest possible deviation from the indicated time of approach. If no expected time of approach has been received 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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VFR procedures

APPROACH PROCEDURES:
Contact De Kooy TWR 2 minutes before reaching the CTR BDRY, for permission to enter the CTR. Unless otherwise instructed, enter the CTR via designated reporting points at 1500 ft and maintain. Descent to circuit altitude according the joining procedure which will be instructed by ATC.

a. Overhead joining. Report overhead, join downwind and descent to 1000 ft.

b. Direct joining (ATC discretion only). After passing one of the following reporting points (Hotel, Bravo, Romeo or Foxtrot) join the circuit and descent to circuit altitude as instructed by ATC.

The following arrivals have been established.

a. Whiskey arrival: proceed via Whiskey to Hotel.

b. Oscar arrival: proceed via Oscar to Hotel.

c. Echo arrival: proceed via Echo to Bravo.

d. Zulu arrival: proceed via Zulu to Romeo.

ATC discretion only, when EHR 8 (partly) inactive.

e. Foxtrot arrival: at CTR BDRY proceed to Foxtrot.

f. Mike arrival: at CTR BDRY proceed via Mike to Hotel.

(see visual local map)

DEPARTURE PROCEDURES:

Unless otherwise instructed or appoved climb after take-off to 1000 ft. The following departures have been established.

a. Whiskey departure: proceed via Hotel to Whiskey.

b. Oscar depature: proceed via Hotel to Oscar.

c. Echo departure: proceed via Bravo to Echo.

d. Zulu departure: proceed via Romeo to Zulu.

ATC discretion only, when EHR 8 (partly) inactive:

e. Foxtrot departure: proceed via Foxtrot to CTR BDRY.

f. Mike departure: proceed via Hotel and Mike to CTR BDRY.

Leave the CTR via the designated reporting points.

REPORTING POINTS in degrees, minutes and seconds:

The following reporting points have been established (see local map):

Hotel: 200 m north-east of the Drydock
52°57’52”N 004°48’12”E).

Bravo: Intersection Zandvaart/Balgzandkanaal
52°54’08”N004°49’58”E).

Echo: South-east bank of Amstelmeer
52°52’19”N 004°56’08”E).

Romeo: Intersection N9 - Callantsoogervaart
52°52’36”N 004°46’06”E).

Zulu: Bridge de Stolpen - N9 - Noordhollandskanaal
52°48’52”N 004°44’25”E).

Foxtrot: Intersection Middenvliet/Zanddijk
52°55’02”N 004°43’15”E).

Whiskey: Car park near beach Jan Ayeslag
53°02’21’’N 004°42’58’’E).

Oscar: Fort de Schans
53°01’56’’N 004°49’36’’E).

Mike: North-east corner of sandbank Noorderhaaks
52°58’50”N 004°41’37”E).

CIRCUIT PROCEDURES:
Circuit ALT 1000 ft. RWY 21 L/H circuit RWY 03 R/H circuit. Landing direction 270º, 090º, 350º and 170º may be used for HEL flying, circuit direction as instructed by ATC.

Low visibility procedures

During periods of low visibility the overall ATC capacity could be reduced. To guarantee aircraft safety and optimal use of ATC capacity, De Kooy uses Low Visibility Procedures.

Phase	Conditions	Procedure
A	RVR $\leq$ 1500 m and/or ceiling $\leq$ 300ft	All WIP on airside will be terminated. Seperation between landing aircraft will be increased to 8 nm. No opposite runway take-off and landings.
B	RVR < 550 m	Departures only. No simultaneous ground movements.
C	RVR < 300 m	The airport is below operational minima for arriving and departing aircraft.