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

Rijswijk, 29 Jan 2025

AIRAC AMENDMENT 03/25

EFFECTIVE DATE 20 MAR 25

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 4.1-4	ENR 4.1-4	EHWO 2-5	EHWO 2-5
GEN 0.4-2	GEN 0.4-2	ENR 5.2-13	ENR 5.2-13	EHWO 2-17	EHWO 2-17
GEN 0.4-3	GEN 0.4-3	ENR 5.2-17	ENR 5.2-17		
GEN 0.4-6	GEN 0.4-6	ENR 5.2-22	ENR 5.2-22		
		ENR 6.0-1	ENR 6.0-1		
ENR 1.11-1	ENR 1.11-1	ENR 6.1-18	ENR 6.1-18		
ENR 3.5-4	ENR 3.5-4	up to	up to		
up to	up to	ENR 6.1-26	ENR 6.1-26		
ENR 3.5-18	ENR 3.5-18				

2. After completion:
   a. destroy obsolete pages;
   b. insert letter of promulgation before page GEN 0;
   c. record the incorporation of this amendment on page GEN 0.2-1.
3. The following MIL NOTAM are incorporated:

Military Aviation Authority NLD
In order H-ALL

R.P.A.C. Scheepens
Lt Colonel

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EHKD 2-20	28 NOV 2024		EHLW 2-22	23 MAR 2023			

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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 and WINDOW 3 (see MILAIP Netherlands, ENR3.5.2.1. 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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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 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
52°25’00”N 006°36’30”E
52°36’40”N 006°33’00”E
53°03’00”N 007°13’30”E

minimum height 1000 ft AGL

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

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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	
W2S	52°53'59''N006°31'38''E	LWD R-125/34 DME	
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

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 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
EHR68	5	1 working day
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

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.
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. Within the EHTRA15 and EHTRA15A, AOCS NM CRC and MilATCC Schiphol may clear flights up to the boundaries of the EHTRA15(A), provided they stay at least 5 NM or 1000 ft (2000 ft if above FL 290) clear of flights under control of Amsterdam ACC/Maastricht UAC that fly along the boundary of the EHTRA15(A). Within the EHTRA15, AOCS NM CRC and MilATCC Schiphol shall stay clear 2,5 NM from the area of responsibility of Eelde TWR/APP.

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.

- 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.

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

AREA	BLOCK & SERVICE CRC NIEUW MILLIGEN[1]	BLOCK & SERVICE MilATCC RAP-CON / AREA	AWACS / Martime Unit
EHD 1 / 1A - EHD 8 / 8A	FL055-660: PCS/ACS/BC[2]		FL055-660: BC
EHD 9 / 9A	EHD 9 / 9A FL055-140: BC[3]		
TRA 10A / 10B	FL065-660: PCS	FL065-195: TRA Monitoring	
TRA 12 / 12A	FL115-660: PCS	FL115-195: TRA Monitoring	
TRA 15 / 15A	FL065-315: PCS	FL065-195: TRA Monitoring	
EUC SEA 1	FL055-660: PCS/ACS/BC		FL055-660: BC
(Above) TMA A	1500ft-FL065: BC FL065-660 PCS	FL065-195: TMA Monitoring	
TMA B	1500ft-FL065: BC	FIS	
(Above) TMA C1	(Above) TMA C1 FL065-660: PCS	FL065-195: TMA Monitoring	
(Above) TMA C2	1500ft-FL065: BC FL065-095: PCS[4] FL095-660: PCS	FL065-195: TMA Monitoring	
(Above) TMA D	1500ft-FL065: BC FL065-660: PCS	FL065-195: TMA Monitoring	
TMA E	1500ft-FL065: BC FL065-095: PCS	FL065-095: TMA Monitoring	
(Above) NM CTA North	FL055-660: PCS/ACS/BC		
Amsterdam FIR[5]	MSL-UNL PCS/ACS/BC		

Controlling Agency:

1 = Actual provided service depends on e.g. radar coverage / coordination and will be mentioned by the FC upon check-in.

2 = EHD 1-8: Broadcast Control (BC) below FL100 due to low level traffic and training requirements. Autonomous operations are authorised as well.

3 = Fighter Controllers can provide broadcast control in EHD 9 between FL055-140 as long as there is a 5NM buffer in use towards the shaded area in the southwest.

4 = Between Friday 1700LT and Monday 0000LT, and on public holidays, class D à E: BC.

5 = During Security Flights by NATO CRC's.

ENR 6. EN-ROUTE CHARTS

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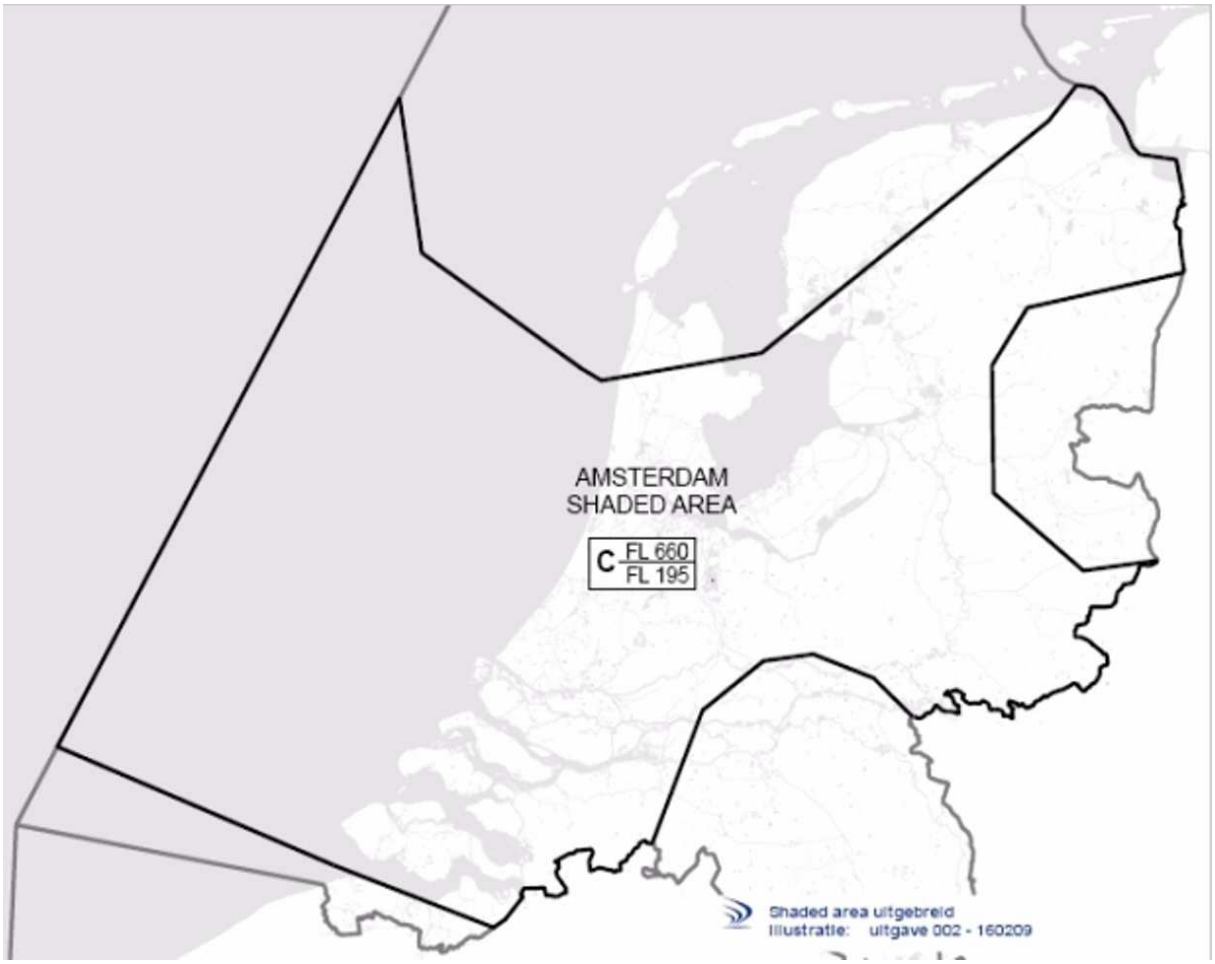
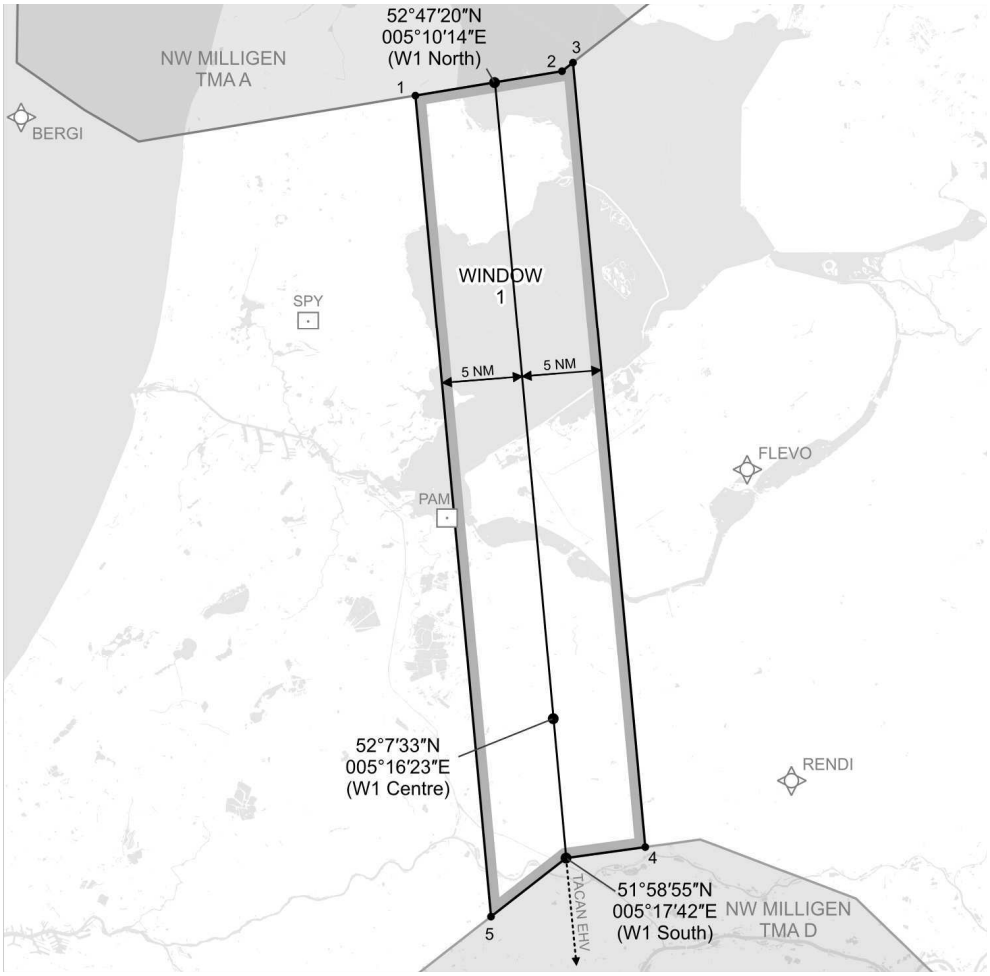
SHADED AREA

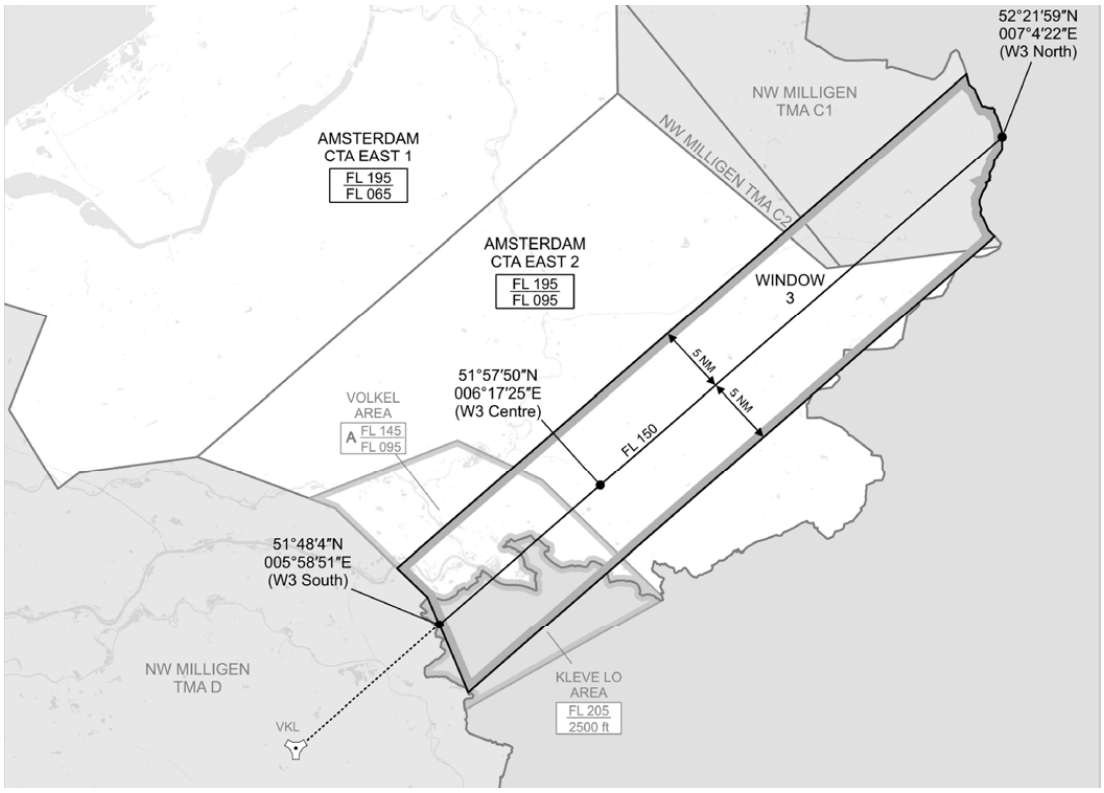

AMSTERDAM
SHADED AREA
C FL 660
FL 195
Shaded area uitgebreid
Illustratie: uitgave 002 - 160209

WINDOW 1 (UW1)

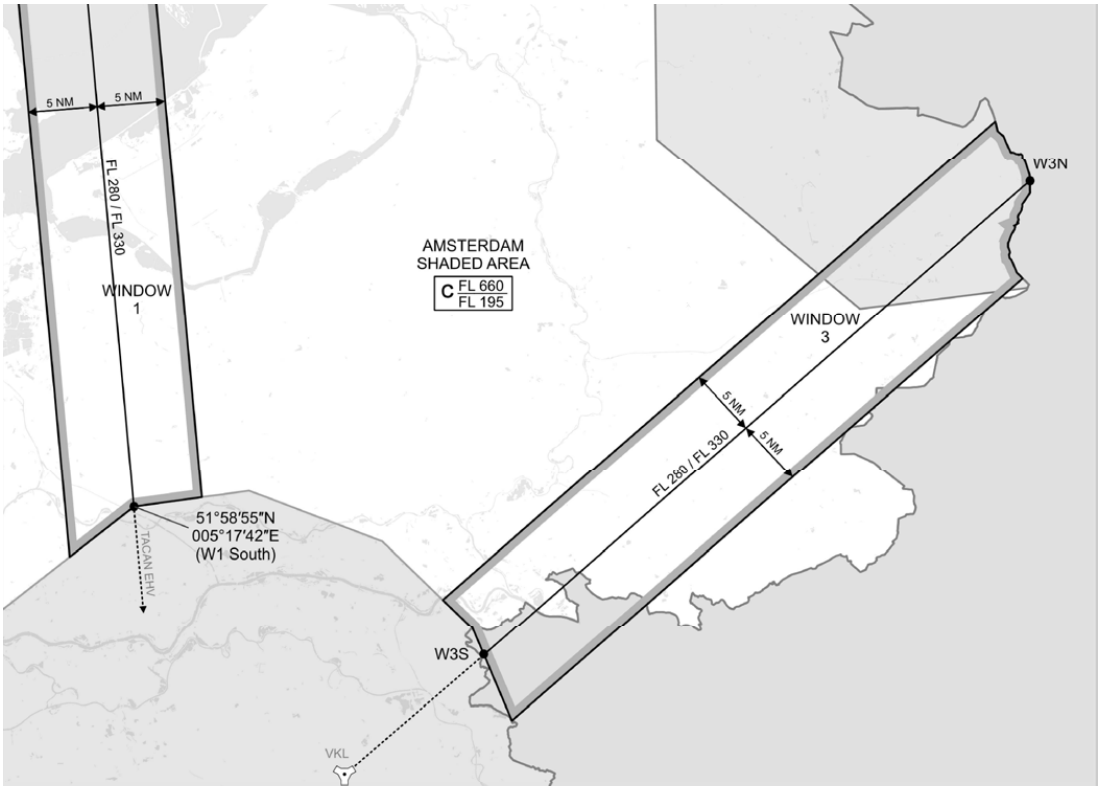

52°47′20″N
005°10′14″E
(W1 North)
NW MILLIGEN
TMA A
BERGI
1
2
3
WINDOW
1
SPY
5 NM
5 NM
FLEVO
PAM
52°7′33″N
005°16′23″E
(W1 Centre)
RENDI
4
51°58′55″N
005°17′42″E
(W1 South)
NW MILLIGEN
TMA D
5
TACAN EHV

WINDOW 3 (UW3)

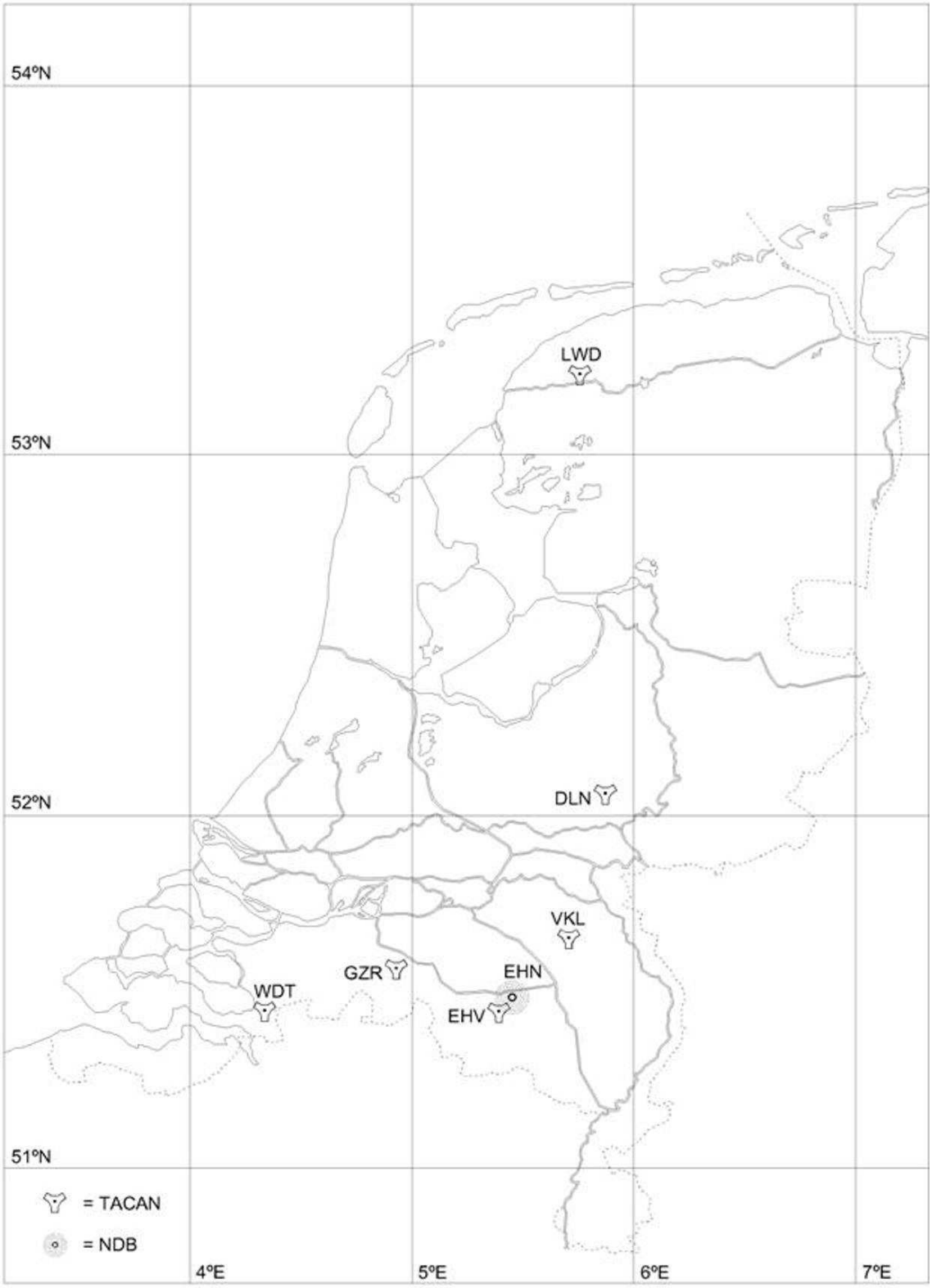
Lower airspace



Upper airspace



MIL TACAN/NDB POSITIONS

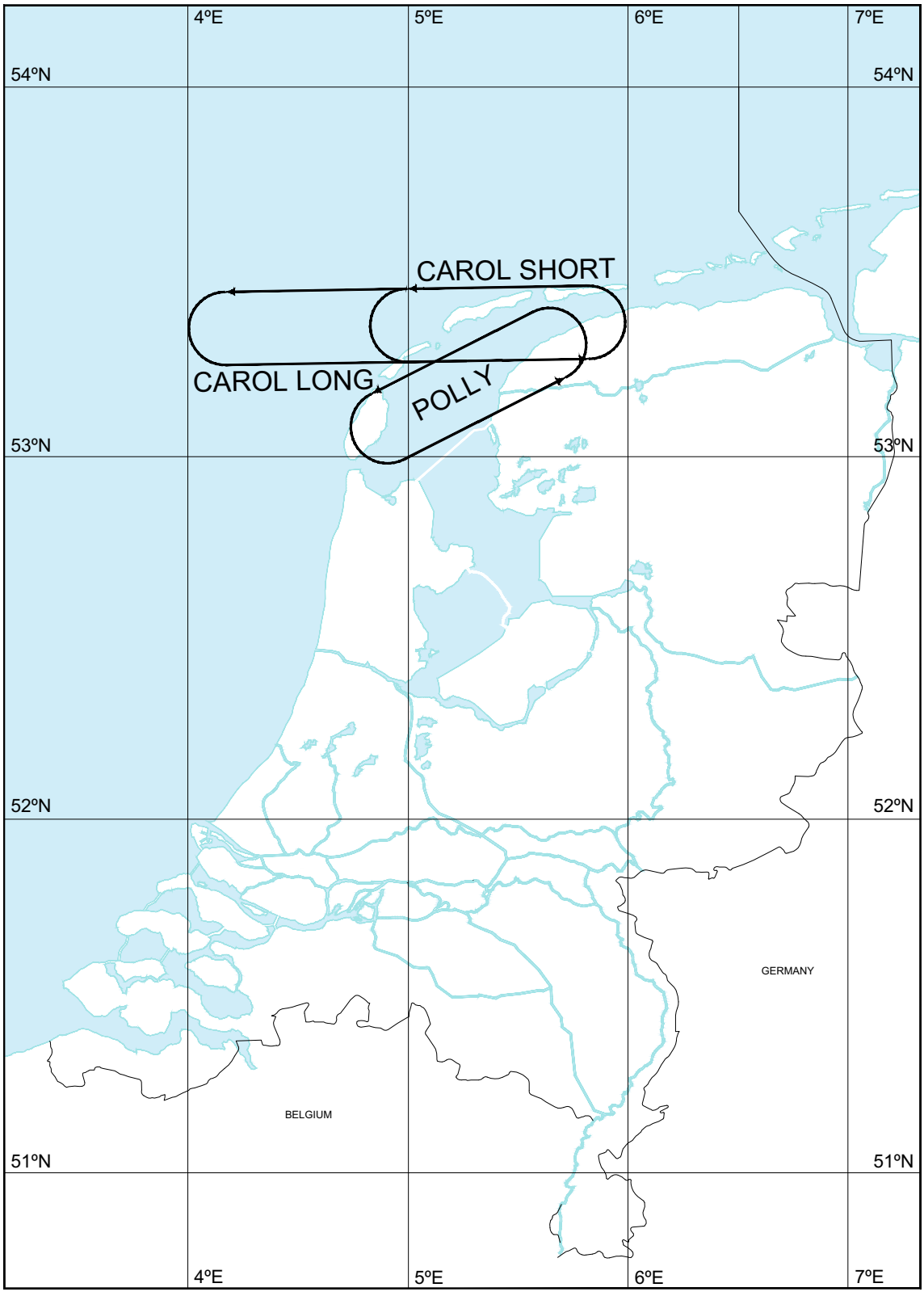


TRANSPONDER MANDATORY ZONES

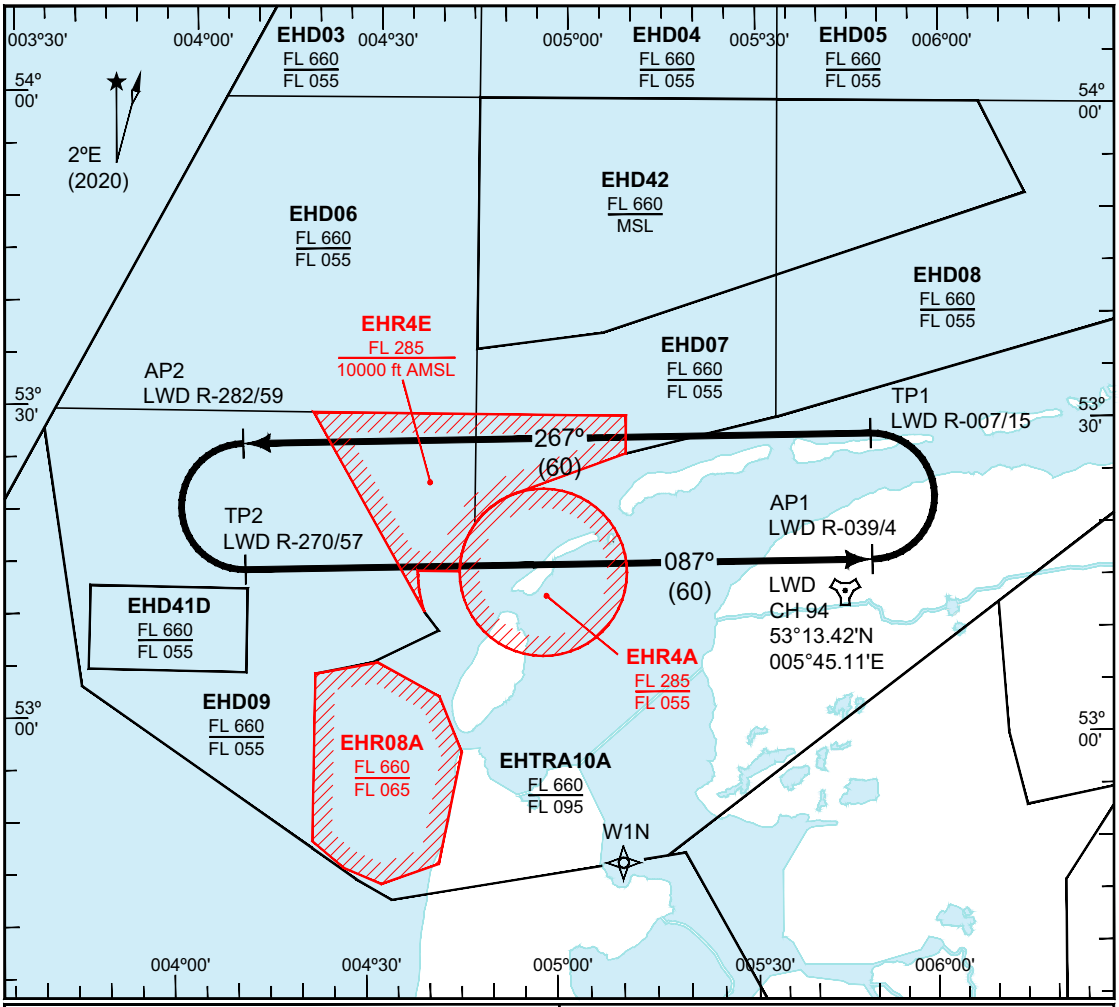
See AIP Netherlands ENR 6.2.6

AAR charts

Air Refueling Anchors



MIPS / ATP 3.3.4.2 AAR TRACK CAROL LONG



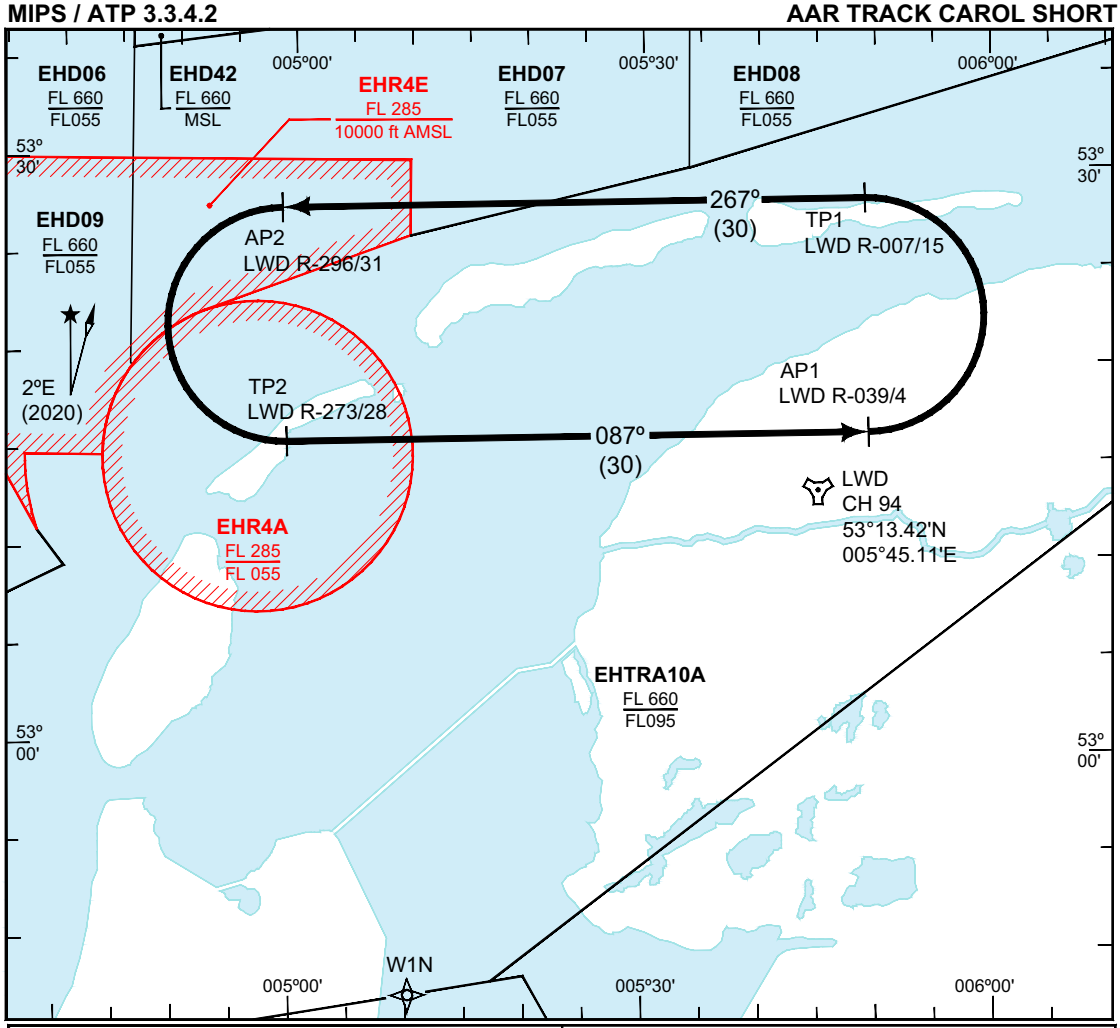
Anchor Points:	AP1 =	LWD R-039/4NM 53°16.41'N005°49.45'E
	TP1 =	LWD R-007/15NM 53°28.45'N005°49.14'E
	AP2 =	LWD R-282/59NM 53°26.84'N004°08.80'E
	TP2 =	LWD R-270/57NM 53°14.81'N004°09.58'E
Rendezvous Point:	not defined	
Air Refuelling Initial point (ARIP):	not defined	
Magnetic course:	087° / 267°	
Waypoint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

RNLAF 16 JUN 2022

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



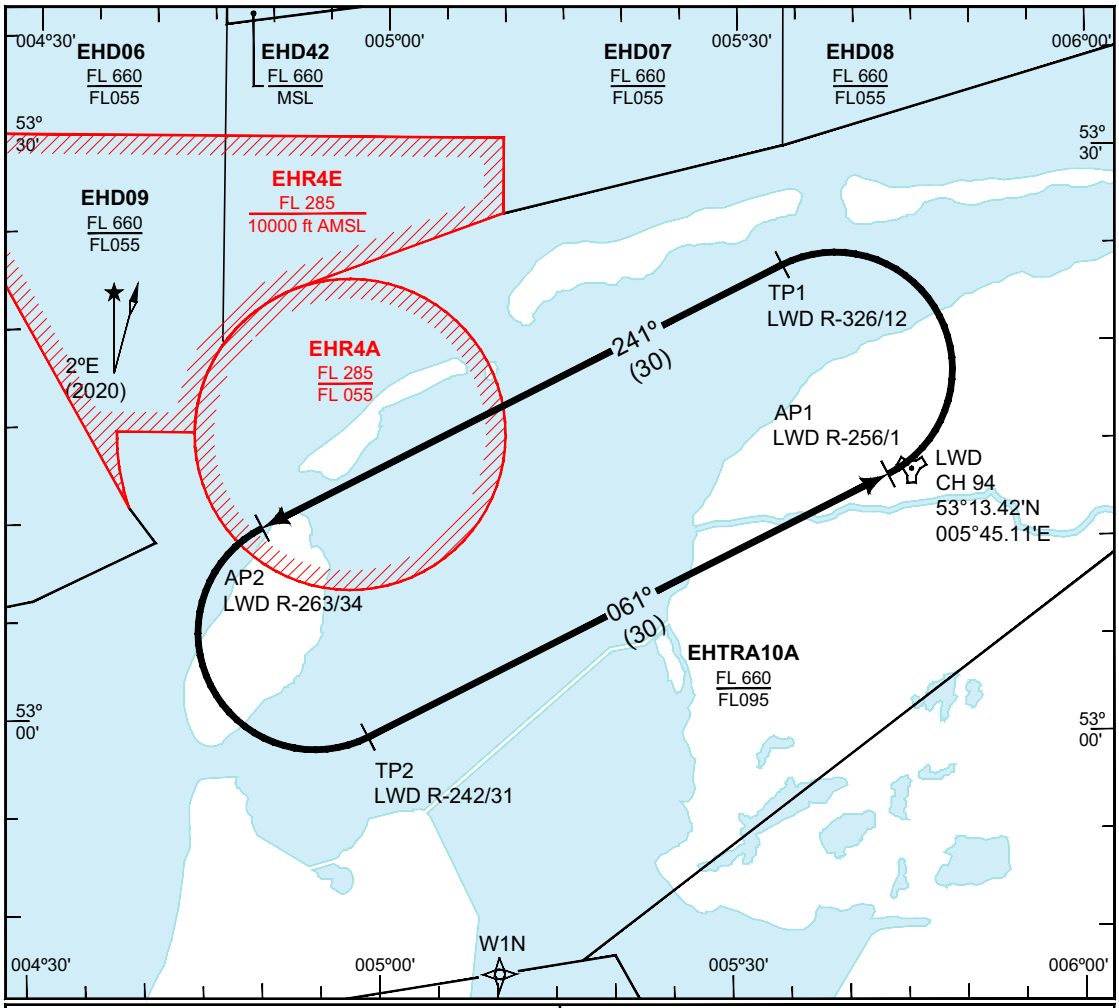
Anchor Points:	AP1 =	LWD R-039/4NM 53°16.41'N005°49.45'E
	TP1 =	LWD R-007/15NM 53°28.45'N005°49.14'E
	AP2 =	LWD R-296/31NM 53°27.82'N004°58.96'E
	TP2 =	LWD R-273/28NM 53°15.78'N004°59.50'E
Rendezvous Point:	not defined	
Air Refuelling Initial point (ARIP):	not defined	
Magnetic course:	087° / 267°	
Waypoint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

Leg length:	30 NM
Leg separation:	12 NM
Level block:	FL260 - FL290
Refuelling base level:	FL280

CHANGES: NEW CHART

RNLAF 16 JUN 2022

MIPS / ATP 3.3.4.2 **AAR TRACK POLLY**



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

Leg length:	30 NM
Leg separation:	12 NM
Level block:	FL260 - FL290
Refuelling base level:	FL280

CHANGES: NEW CHART

RNLAF 16 JUN 2022

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EHWO AD 2.15 Other lighting, secondary power supply

1	LDI	Not lighted
2	TWY edge lighting	AVBL
3	Emergency RWY lighting	No
4	Emergency TWY edge lighting	No
5	Secondary power supply/switch-over	AVBL, switch over time 15 seconds
6	Remarks	No TWY edge lighting along TWY Northern taxiway. Edge markers along RWY will be installed when heavy snowfall is expected. Edge markers along TWY will be installed when heavy snowfall is expected and deemed necessary. TWY A, C, D: LED lights used for elevated TWY edge lights.

EHWO AD 2.16 Helicopter landing area

1	Location	51°26’46.52”N 004°20’15.47”E and 600 m south of TWR. See Aerodrome Chart
2	Marking	Daylight marking
3	Lighting	No
4	Remarks	Nil

EHWO AD 2.17 Air traffic services airspace

1	Designation and lateral limits	Woensdrecht control zone 51°20'19.14"N 004°13'22.74"E; along clockwise arc (radius 8 NM, centre 51°26'56.40"N 004°20'31.71"E) to 51°25'38.09"N 004°33'08.47"E; along Dutch-Belgian border to point of origin.
2	Vertical limits	GND to 3000 ft AMSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	Contact initially Woensdrecht TWR. English Outside HO DUTCH MIL INFO FREQ 132.350 MHZ.
5	Transition altitude	IFR: 3000 ft AMSL; VFR: 3500 ft AMSL
6	Remarks	Nil

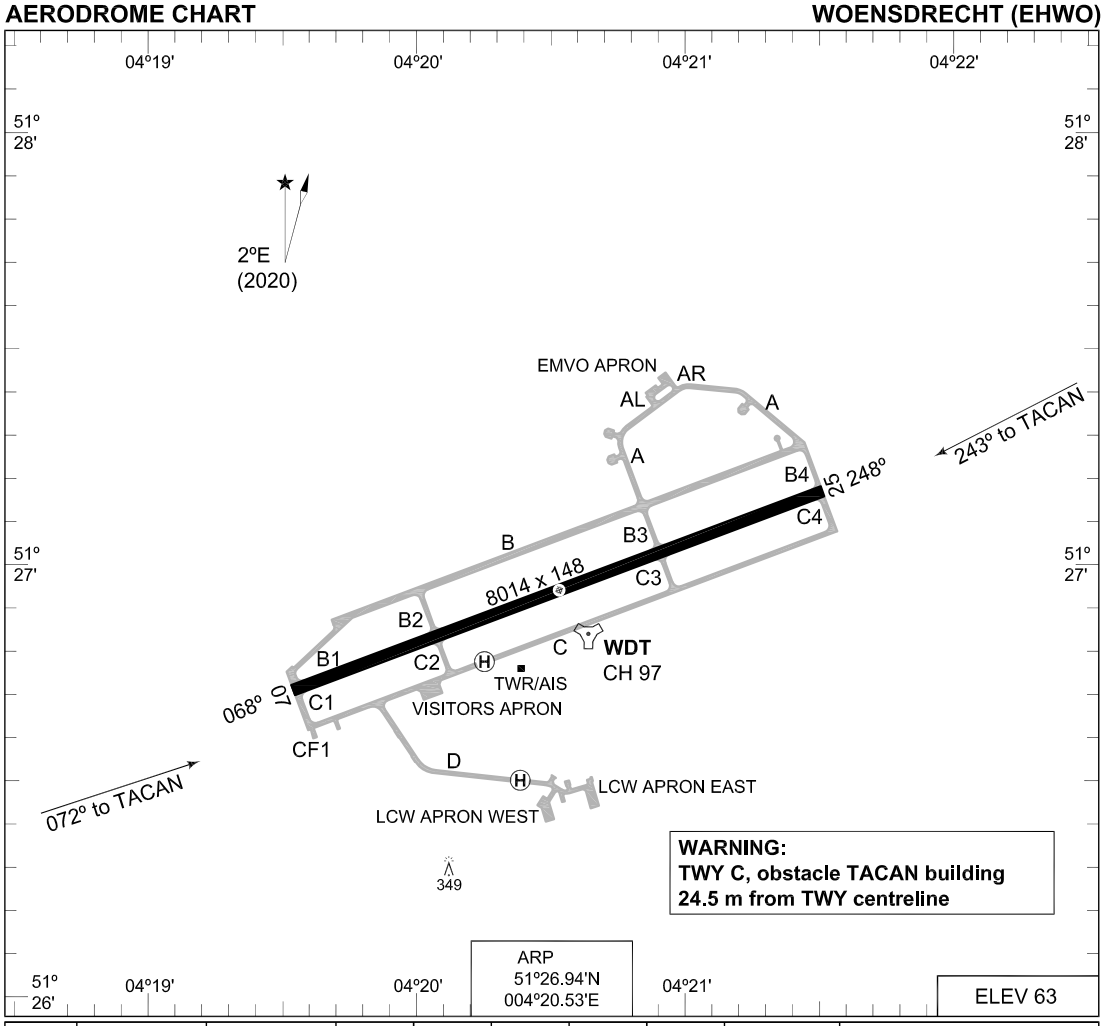
EHWO AD 2.18 Air traffic services communication facilities

STATION/ SERVICE	CALL SIGN OR IDENTIFICATION	FREQUENCY MHz	HOURS	REMARKS
1	2	3	4	5
	As appropriate	121.500 243.000	HO	Emergency FREQ for all services
TWR	Woensdrecht Tower	120.430*) 122.100 339.000*) 257.800	HO	*) Primary FREQ
GND CTL	Woensdrecht Ground	121.680 356.875	HO	
APP	Rapcon West	123.580 399.725	HO	Radar equipped
	Woensdrecht Arrival	123.580 370.650	HO	Through APP
	Woensdrecht Monitor	128.990	HO	Nieuw Milligen TMA D1, TMA G1 (extended) Walcheren Area

EHWO AD 2.19 Radio navigation and landing aids

FACILITY	ID	CHANNEL FREQ.	HOURS	CO-ORD.	RANGE/ ALTITUDE	REMARKS
1	2	3	4	5	6	7
TACAN	WDT	CH 97X	H24	51°26’50.64”N 004°20’38.13”E	40 NM/25000 ft	FREQ protected
ILS 25 LOCALIZER	WDO	108.150	HO	51°26’40.78”N 004°19’25.34”E		
ILS 07 LOCALIZER	WDZ	108.150	HO	51°27’13.50”N 004°21’44.40”E		
GLIDEPATH 25		334.550	HO	51°27’10.401”N 004°21’13.239”E		center of central GP antenna
DME 25	WDO	CH 18Y	HO	51°27’10.401”N 004°21’13.239”E		center DME antenna
GLIDEPATH 07		334.550	HO	51°26’43.318”N 004°19’49.587”E		center of central GP antenna
DME 07	WDZ	CH 18Y	HO	51°26’43.318”N 004°19’49.587”E		center DME antenna

MIPS
AERODROME CHART **WOENSDRECHT (EHWO)**



RWY	PCN	PCR	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
25	51 R/C/W/T	564 F/A/W/T	8014	8014	8014	8014	3.0°	63	51°27.17'N 004°21.51'E
07	51 R/C/W/T	564 F/A/W/T	8014	8014	8014	8014	3.0°	39	51°26.71'N 004°19.54'E

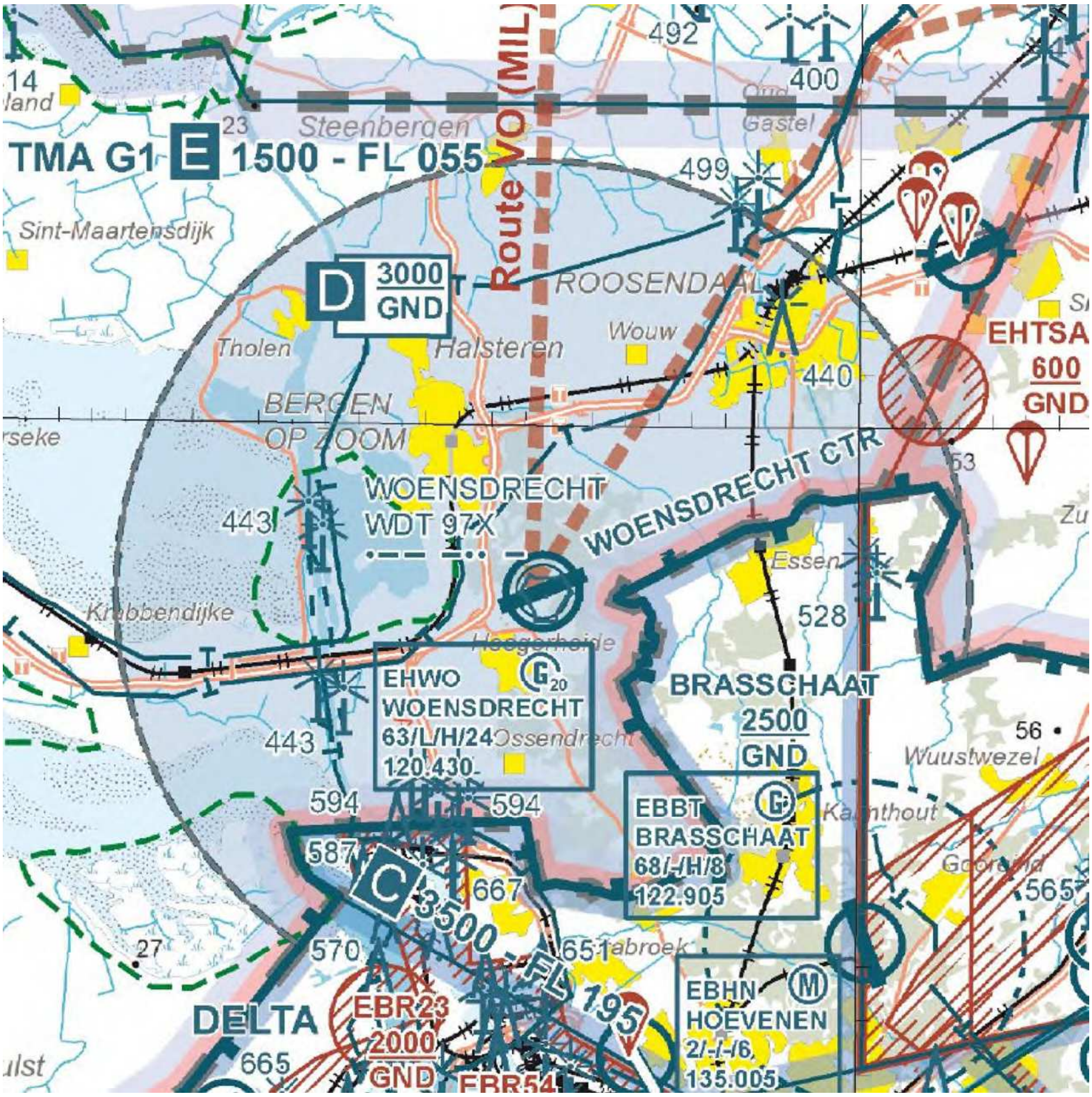
GROUND CONTROL	356.875	121.680
WOENSDRECHT TWR	339.000	120.430
RAPCON WEST	399.725	123.580
WOENSDRECHT ARRIVAL	370.650	

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
SRA	MIPS	25					AB	MIPS	450-1100 387 (400-1.1)
							CDE		450-1200 387 (400-1.2)
	MIPS	07					AB	MIPS	600-1600 561 (600-1.6)
							C		600-2400 561 (600-2.4)
							D		600-2800 561 (600-2.8)
							E		600-3200 561 (600-3.2)

CHANGES: DELETE CABLE, PCR

RNLAF 20 MAR 2025

LOCAL MAP


TMA G1 E 1500 - FL 055
Steenbergen
Sint-Maartensdijk
D 3000 GND
Route VO (MIL)
ROOSENDAAL
492
400
Oud Gastel
499
Tholen
Halsteren
Wouw
440
EHTSA
600
GND
BERGEN OP ZOOM
WOENSDRECHT
WDT 97X
WOENSDRECHT CTR
443
Krabbendijke
Hoogerheide
Essen
528
EHWO
WOENSDRECHT
63/L/H/24
120.430
Ossendrecht
443
BRASSCHAAT
2500
GND
56
Wuustwezel
594
594
587
C 3500 - FL 195
667
EBBT
BRASSCHAAT
68/-/H/8
122.905
Kalmthout
565
570
651
27
EBHN
HOEVENEN
2/-/-/6
135.005
DELTA
EBR23
2000
GND
665
EBR54