

Ministry of Defence
Military Aviation Authority the Netherlands
Airports and Airspace division
PO Box 20701
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Rijswijk, 24 Feb 2025

AIRAC AMENDMENT 04/25

EFFECTIVE DATE 17 APR 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 5.2-22	ENR 5.2-22	EHWO 2-5	EHWO 2-5
GEN 0.4-3	GEN 0.4-3				
GEN 0.4-6	GEN 0.4-6				

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

GEN 0.4 CHECKLIST OF MiAIP PAGES

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

- 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 controller 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 personnel 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 MIIAIP 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 MiATCC RAP-CON / AREA	AWACS / Maritime 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 FL140-660 PCS		
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.

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 Bravo. 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