Rijswijk, 05 Nov 2025

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

AIRAC AMENDMENT 12/25

EFFECTIVE DATE 27 NOV 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 1.1-4	ENR 1.1-4	EHGR 2-1	EHGR 2-1
up to	up to	ENR 5.2-20	ENR 5.2-20		
GEN 0.4-4	GEN 04-4	ENR 5.3-1	ENR 5.3-1		
		ENR 6.0-1	ENR 6.0-1		
		ENR 6.1-22	ENR 6.1-22		

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: NIL

Military Aviation Authority NLD
In order H-AL

R.P.A.C. Scheepens
Lt Colonel

GEN 0.4 CHECKLIST OF MilAIP PAGES

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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, Lena 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 1.1.9.2 LENA availablity

The LENA track is available for booking, except during the following time peroids:

* 1000 - 1200 (0900 - 1100)

* 1300 - 1400 (1200 - 1300)

* 1900 - 2100 (JUL - AUG)

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 RNLASF 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.

Air-to-Air Refueling

AAR within the Amsterdam FIR can be done within Carol Track/ Lena 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.

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 RNLASF QRA (I) ACFT the following training rules apply:

TI (training) by RNLASF 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 OPS/V-41'Fixed wing training rules';
- 'Do not use the terms 'Hostile', 'Engage' or 'Kill' for training purposes;
- PI by RNLASF QRA(I) ACFT carrying LIVE AA WPNS and/or LOADED GUN NMS is allowed.

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

Rules and regulations for RNLASF ACFT or ACFT participating in a RNLASF organised exercises (e.g. WIC, Frisian Flag) carrying live ordnance are laid down in order: OPS/V-41'Fixed wing training rules', or in case of RNLASF helicopters: OMH section 8, 3.22 - 3.25.

For ACFT (other than RNLASF & 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.

ENR 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 and in the block FL280/310 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.

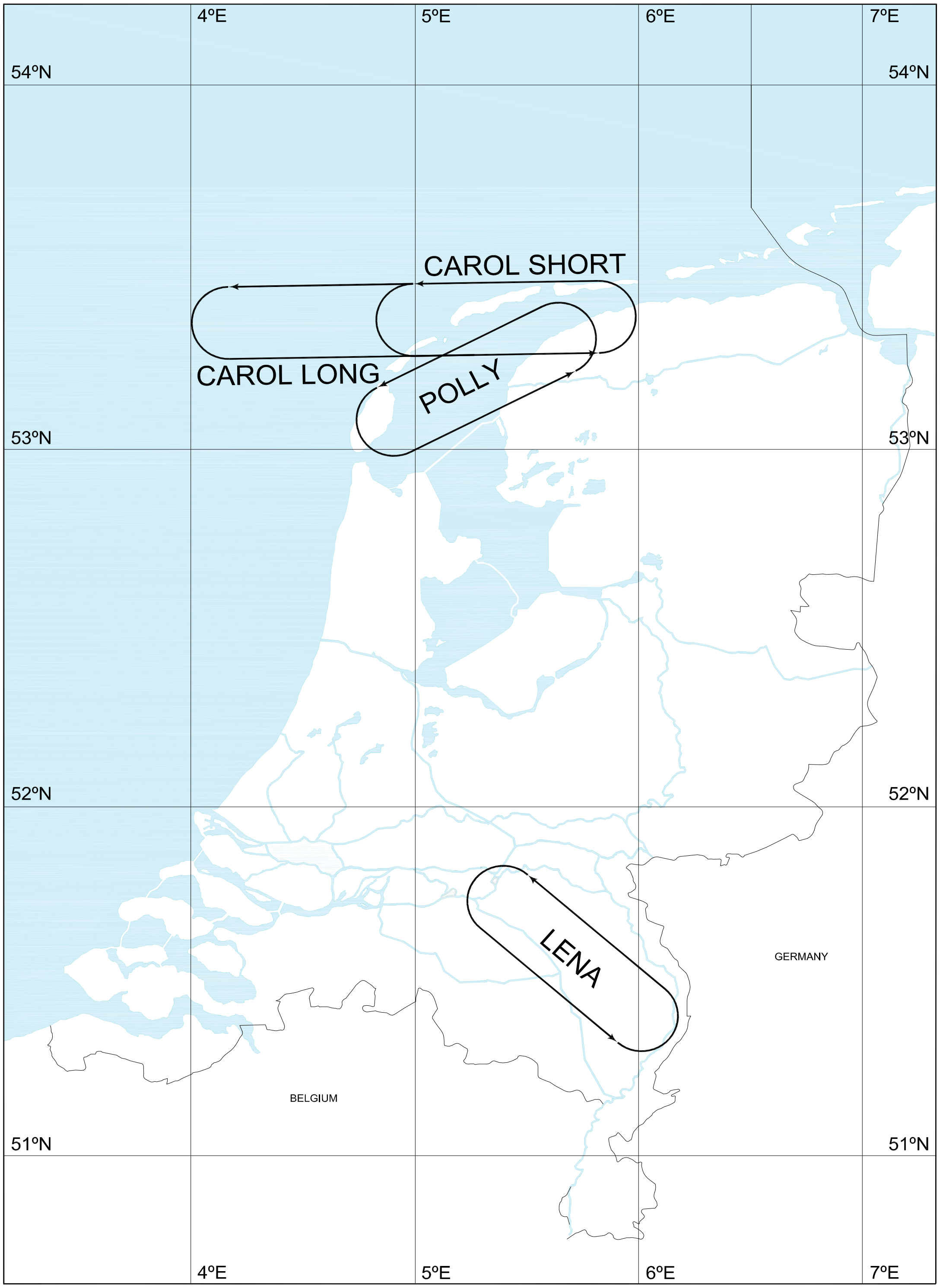
ENR 5.3.2.3 Radio sonde balloon ascent locations

See AIP Netherlands.

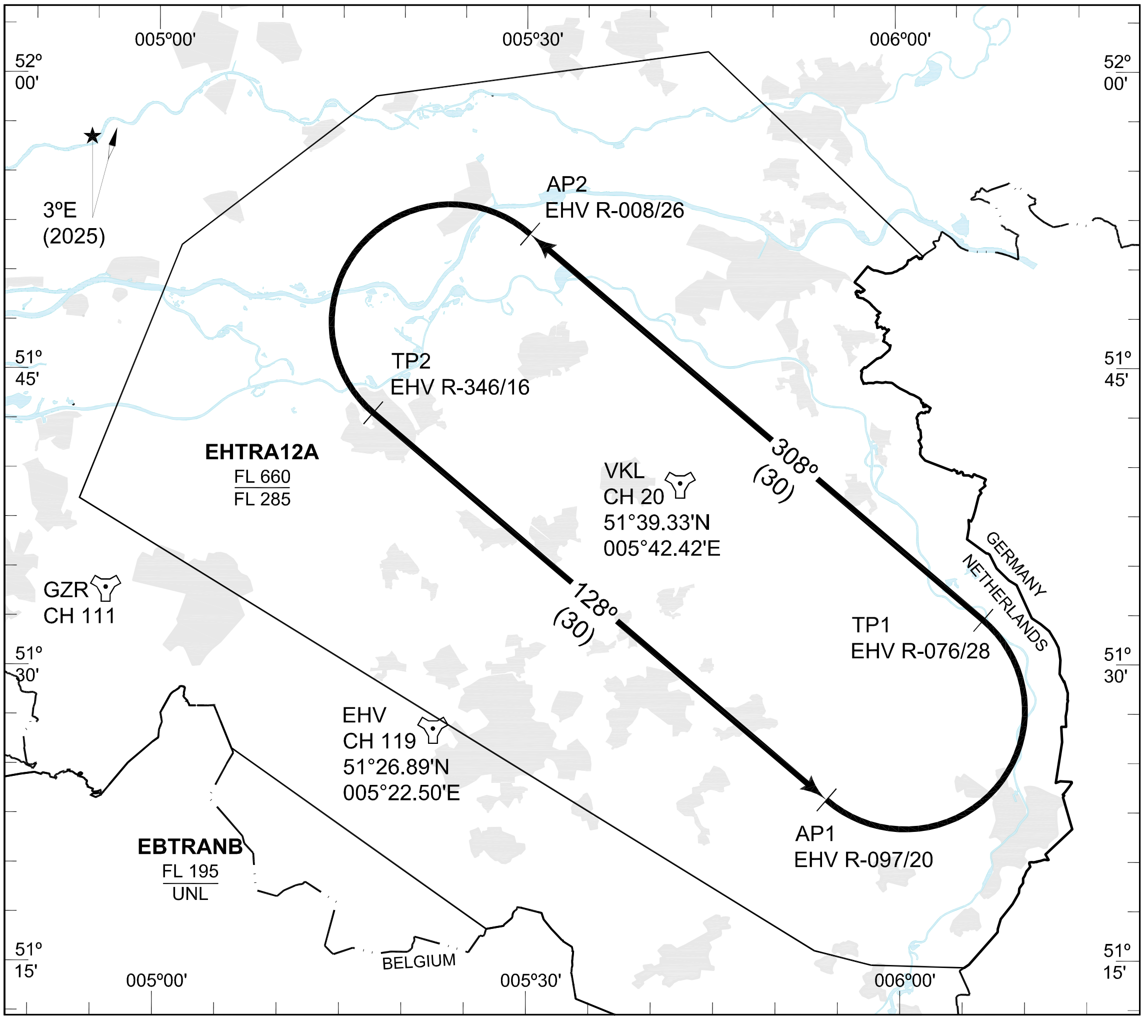
ENR 6. EN-ROUTE CHARTS

AAR charts

Air Refueling Anchors



MIPS / ATP 3.3.4.2 **AAR TRACK LENA**



Anchor Points:
AP1 = EHV R-097/20 NM
51°23.29'N005°54.19'E
TP1 = EHV R-076/28 NM
51°32.35'N006°06.88'E

AP2 = EHV R-008/26 NM
51°51.95'N005°30.23'E
TP2 = EHV R-346/16 NM
51°42.87'N005°17.55'E

Rendezvous Point: not defined

Air Refuelling Initial point (ARIP): not defined

Magnetic course: 128° / 308°

Leg length: 30 NM
Leg separation: 12 NM

Level block: FL280 - FL310

Refuelling base level: FL300

Back up TACAN:
AP1 VKL R-152/18 NM
TP1 VKL R-112/17 NM
AP2 VKL R-326/15 NM
TP2 VKL R-280/16 NM

Note: Within 7 NM from VKL TACAN a loss of signal might occur.

CHANGES: NEW CHART

RNLASF 27 NOV 2025

GILZE RIJEN

EHGR AD 2.1 Aerodrome location indicator and name

EHGR - Gilze-Rijen

EHGR AD 2.2 Geographical and administrative data

1	ARP	51°34’02.56”N 004°55’54.61”E
2	Direction and distance from city	280° MAG/6.1 NM TILBURG
3	Elevation/Reference temperature	+ 49 ft AMSL/22.1° C (JUL)
4	MAG VAR/Annual change	1°41'E (JAN 2020)/11’E
5	AD operating authority Postal address Visitors' address Telephone AFTN	RNLASF DHC Vliegbasis Gilze-Rijen MPC 89A P.O. Box 8762 4820 BB Breda Rijksweg 121 5121 RD Rijen +31(0)161 296523 EHGRZTZX
6	Types of TFC permitted (IFR/VFR)	IFR/VFR
7	Remarks	Nil

EHGR AD 2.3 Operational hours

1	AD OPR HR	Between September 1st and April 1st: MON/THU 0800/1530 (0700/1430) and 1700/2200 (1600/2100) FRI 0800/1530 (0700/1430) Between April 1st and September 1st: MON/FRI 0800/1530 (0700/1430)
2	Customs and immigration	30 MIN PN
3	Health and sanitation	HO
4	AIS Briefing office	See 2.23
5	ATS Reporting Office (ARO)	See 2.23
6	MET Briefing Office	HO
7	ATS	HO
8	Fuelling	HO
9	Handling	NIL
10	Security	HO
11	De-icing	Nil
12	Remarks	PPR 24 HRS See 2.23