



**THE NETHERLANDS
SPECIAL MILITARY AVIATION REGULATIONS**

Passenger Transport Policy

NLD-SMAR 300

Version number	1.0
Version date	9 April 2026
DefDoc number	MINDEF20260027874

**MILITARY AVIATION AUTHORITY
THE NETHERLANDS (MAA-NLD)**

Status Page

Version	Issue date	Change content	Affected pages
1.0	9-4-2026	Replaces MAR 300 v1.1 dated 1 March 2019 <i>Military Aviation Regulation for Passenger Transport on Dutch military Aircraft.</i>	All

Note:

MAR 300 For Passenger Transport on Dutch Military Aircraft has become obsolete with the publication of this NLD-SMAR 300.

Final Clauses

This Special Military Aviation Regulation is known as NLD-SMAR 300.

This Special Military Aviation Regulation shall enter into force from the day after the date of issue on the MAA-NLD internet and Ministry of Defence intranet sites.

This Special Military Aviation Regulation will be binding in its entirety and directly applicable to all (Military) Aviation Organisations who are involved in any way with or are acting within The Netherlands Military Aviation System (NLD-MAS) and need to be compliant no later than 9-10-2026.

The Hague, 9-4-2026

For the Minister of Defence,

The Director of the Military Aviation Authority - The Netherlands



A.A.W.K. Appels, LL.M., MSc,

Air Commodore

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SMAR300.05 Scope

(+GM)

- (a) The Netherlands Special Military Aviation Regulation-300 (NLD-SMAR 300) is applicable to NLD-MOD operator organisations, when carrying passengers with an aircraft. This NLD-SMAR 300 prescribes regulations for the transport of passengers. It provides detailed regulations for compliance with article MAR OPS X.005 (f).
- (b) The NLD-SMAR 300 is also applicable to holders of a Military Approved Training Organisation (MATO) when carrying passengers with the aircraft types operated under the terms of their MATO.

SMAR300.10 Definitions

- (a) This NLD-SMAR 300 relies on definitions laid down in the Netherlands Military Aviation Document-1 Definitions and Acronyms Document (NLD-MAD 1).

SMAR300.15 Passenger categories

(+GM)

- (a) MAR OPS X.005 (f) requires operators to issue a passenger policy. Operators shall use the following passenger categories and subcategories when establishing their passenger policy:
 - (1) Category (CAT) 1 - Members of the Netherlands, or foreign, Armed Forces and Defence Administration, subdivided as follows:
 - A. Military personnel;
 - B. Civil personnel; and
 - C. Contracted civilians.
 - (2) Category (CAT) 2 - All other passengers:
 - D. Others.

SMAR300.20 Prerequisites for passenger transport

(+ AMC and GM)

- (a) The carriage of passengers on an aircraft is permitted provided that:
 - (1) the Operations Manual states that the carriage of the applicable (sub)category of passengers is allowed with the specific aircraft type for the specific type of mission;
 - (2) the carriage of passengers has been requested by a person or organisation with the authority to do so; and
 - (3) an assessment is conducted to verify if there are any risks related to the specific mission that affect the safety of the passengers and, if so, if those risks are offset by the necessity to transport those passengers;

NOTE: the assessment process shall be described in the OM.

SMAR300.25 Exemptions

(+AMC and GM)

- (a) In case there is a need to carry passengers with an aircraft for which the Operations Manual does not state that the carriage of passengers in general or of that (sub)category is allowed for the applicable type of mission, an exemption is required.
- (b) The exemption shall be issued in writing by the Accountable Manager (AM). When issuing an exemption, the AM shall consider all applicable risks. The AM may impose additional (risk mitigating) measures and/or restrictions.
- (c) Also, when issuing an exemption the AM shall ensure that:
 - (1) if applicable, an aeromedical physician declares the passenger(s) physically fit;
 - (2) the applicable procedures are instructed to the passenger(s);
 - (3) the Pilot in Command (PIC) accepts the passenger(s); and
 - (4) all risks involved are explained to the passenger(s).
- (d) For deployed operations, the AM may mandate, in writing, the authority to issue an exemption, to a specific person.
- (e) In unforeseen circumstances, when an exemption from the AM cannot be acquired in time, the pilot in command (PIC) may decide on behalf of the AM. The PIC shall inform the AM of the decision at the earliest opportunity.

SMAR300.30 Record keeping

(+ AMC)

- (a) When making use of the provisions of **SMAR300.25**, as a minimum, the following information shall be logged in a register:
 - (1) date of flight;
 - (2) flight number;
 - (3) type of aircraft;
 - (4) number and category of;
 - (5) the risk assessment, risk mitigating measures and assessed residual passenger safety risk level; and
 - (6) the necessity to carry the passengers.
- (b) Records filed in the register shall be kept for a period of 5 years and shall be made available to the MAA-NLD on request.