Rijswijk, 17 JUN 2026

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

AIRAC AMENDMENT 08/26

EFFECTIVE DATE 06 AUG 26

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	EHDP 2-1	EHDP 2-1
upto	upto	upto	upto		
GEN 0.4-4	GEN 0.4-4	ENR 0.6-5	ENR 0.6-5	EHGR 2-4	EHGR 2-4
GEN 0.4-6	GEN 0.4-6	ENR 1.1-2	ENR 1.1-2	EHGR 2-13	EHGR 2-13
		ENR 1.1-4	ENR 1.1-4		
		ENR 1.3-1	ENR 1.3-1	EHWO 2-4	EHWO 2-4
		ENR 6.0-1	ENR 6.0-1	EHWO 2-6	EHWO 2-6
				EHWO 2-24	EHWO 2-24

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

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PART 2 - EN-ROUTE (ENR)

ENR 0.

ENR 1.1.2 Standby ad arrangements

ENR 1.1.2.1 During OPR HR (generaly between 0700/1545 (0600/1445)).

OPR HRS may vary due to planned flying operations.

RNLASF ADs act in principle as standby AD for each other. RNLASF DHC Maritime base De Kooy is not available as standby AD.

A request from a foreign flying unit for a RNLASF standby AD is to be directed to Centre Supervisor MilATCC Schiphol.

ENR 1.1.2.2 Outside OPR HR (1545/0700 (1445/0600))

A request from a foreign flying unit for a RNLASF standby AD is to be directed to MilATCC Schiphol (Centre Supervisor MilATCC Schiphol) before 1500 (1400). This request can only be granted during times that the AD concerned will be open due to national commitments.

ENR 1.1.2.3 Emergency standby period

An emergency standby period is established outside OPR HR during flying activities of:

- RNLASF ACFT (except HEL) and/or NATO jet ACFT stationed within The Netherlands;
- Jet ACFT of other NATO forces at low altitudes over The Netherlands.

The available emergency standby AD is published daily in the 'final standby ad directive'. This directive will be distributed at 1600 (1500) via AFTN to all MIL ADs concerned.

During the emergency standby period an operator is present at the tower and the appropriate cable(s) of the RWY in use are rigged.

If a pilot is forced to land at the above mentioned AD, he will inform MilATCC Schiphol which will notify the operator of the AD concerned. RWY and approach lights will be switched on.

MilATCC Schiphol will provide the pilot with the latest weather report and the RWY in use.

ENR 1.1.3 Flypasts/Displays

For flypasts, flying displays, etc. by MIL ACFT within The Netherlands airspace, Royal Netherlands Air and Space Force Command, Command Control Communications Computers Intelligence Surveillance and Reconnaissance (C4ISR), Section Air Command & Control (SAC2), has to be notified by the sponsoring authority at least four weeks in advance, whereby the following details are to be specifically stated:

a. Number and type of ACFT and R/T call sign;

b. Date and time;

c. Routing and/or airspace required;

d. Altitudes;

e. Sponsoring authority and reason of display;

f. Frequencies to be used.

After appropriate action has been taken, Section Air Operations Control will pass the clearance to the sponsoring authority, including any instructions. The responsibility for the promulgation of a NOTAM rests with the sponsoring authority.

ENR 1.1.4 Formation flights

If a flight is flying in formation and controlled by an ACC, the longitudinal or lateral distance between the ACFT in the formation and the ACFT of the formation-leader shall not exceed 1 NM; the vertical distance shall not exceed 100 ft.

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 availability

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.

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 (FPL)

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 (COM)

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 6. EN-ROUTE CHARTS

DE PEEL

EHDP AD 2.1 Aerodrome location indicator and name

EHDP - De Peel

EHDP AD 2.2 Geographical and administrative data

1	ARP	513102.2N0055120.3E
2	Direction and distance from city	077° MAG/ 7.5 NM HELMOND
3	Elevation/Reference temperature	+ 98 ft AMSL / Not available
4	MAG VAR/Annual change	2°46'E (JAN 2025)/9'E
5	AD operating authority Postal address/Visitors' address Telephone Telefax AFTN	RNLASF Groep Geleide Wapens De Peel MPC 88A Ripseweg 1 5816 AC VREDEPEEL +31(0)493 598911 +31(0)493 598910 Nil
6	Types of TFC permitted (IFR/VFR)	Nil
7	Remarks	Nil

EHDP AD 2.3 Operational hours

1	AD OPR HR	AD closed

EHDP AD 2.17 Air traffic services airspace

1	Designation and lateral limits	De Peel control zone 51°37'09.82"N 005°54'46.89"E; along clockwise arc (radius 6.5 NM, centre 51°31'02.20"N 005°51'20.30"E) to 51°24'49.79"N 005°54'23.09"E; 51°19'23.04"N 005°26'17.58"E; along anti-clockwise arc (radius 8 NM, centre 51°27'00.48"N 005°22'28.25"E) to 51°21'21.33"N 005°31'29.98"E; 51°33'45.27"N 005°51'29.87"E; along anti-clockwise arc (radius 8 NM, centre 51°39'25.95"N 005°42'28.17"E) to point of origin.
2	Vertical limits	GND to 3000ft AMSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	N/A English *Outside OPR HR contact Dutch Mil Info 132.350*
5	Transition altitude	IFR: 3000 ft AMSL; VFR: 3500 ft AMSL
6	Remarks	Nil

EHGR AD 2.12 Runway physical characteristics

1	RWY dimensions/a-gear	See Aerodrome Chart. Values in ft.
2	RWY surface	Tarmac/concrete
3	RWY strength	PCN/PCR: RWY 10: 55 F/A/W/T 564 F/A/W/T RWY 28: 55 F/A/W/T 564 F/A/W/T RWY 02: 55 F/A/W/T 547 F/A/W/T RWY 20: 55 F/A/W/T 547 F/A/W/T

EHGR AD 2.13 Declared distances

See Aerodrome Chart. Values in ft.

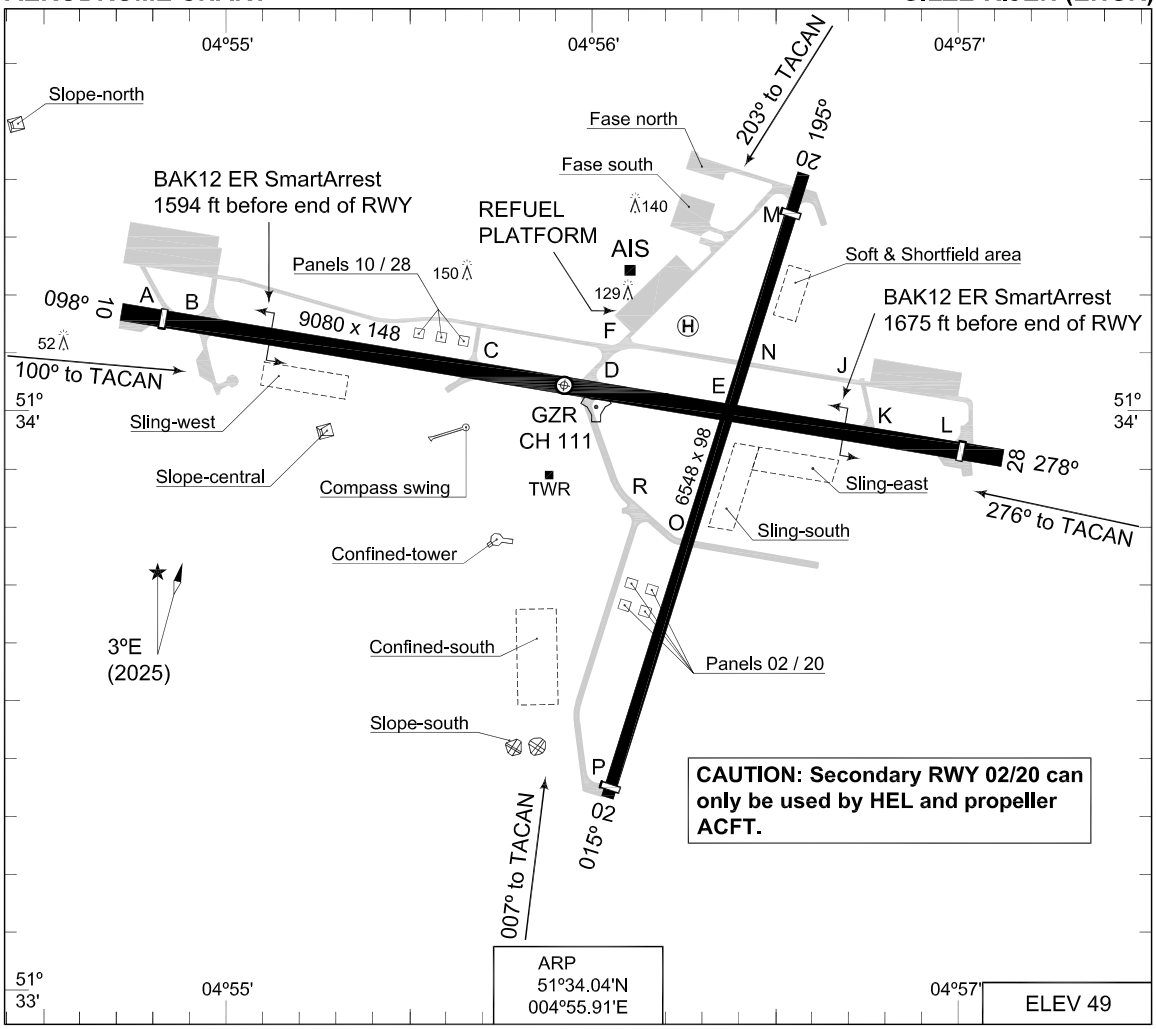
EHGR AD 2.14 Approach and runway lighting

According STANAG 3316		
1	Approach lighting	RWY 28: CAT I. 780 m RWY 10: SALS. 420 m RWY 20: Nil RWY 02: Nil
2	RWY lighting	RWY 10/28 VCL/ VHI, RWY 02/20 VHI
3	PAPI	Situated on the left side of RWY 10/28
4	Remarks	Nil

EHGR AD 2.15 Other lighting, secondary power supply

1	LDI	Nil
2	TWY edge lighting	VB
3	Emergency RWY lighting	Nil
4	Emergency TWY edge lighting	Retroreflective markers
5	Secondary power supply/switch-over	AVBL, switch over time 15 seconds
6	Remarks	Nil

MIPS
AERODROME CHART **GILZE-RIJEN (EHGR)**



RWY	PCN	PCR	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
28	55 F/A/W/T	564 F/A/W/T	9080	9080	9080	8806	3.0°	35	51°33.92'N 004°57.00'E
10	55 F/A/W/T	564 F/A/W/T	9080	9080	9080	8392	3.0°	41	51°34.16'N 004°54.82'E
20	55 F/A/W/T	547 F/A/W/T	6548	6548	6548	6181		36	51°34.31'N 004°56.51'E
02	55 F/A/W/T	547 F/A/W/T	6548	6548	6548	6249		48	51°33.39'N 004°56.03'E

GILZE-RIJEN TWR	277.350	125.330	(Ground Control)	278.125	123.300	
GILZE-RIJEN ARRIVAL	359.975					
RAPCON WEST	399.725	123.580				

	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA

CHANGES: PCN PCR

RNLASF 06 AUG 2026

EHWO AD 2.9 Surface movement guidance and control system and markings

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Follow-me car is available on request.	
2	RWY and TWY markings and LGT	RWY 07R-25L	Marking: THR, CL, designation, TDZ, aiming point LGT: RWY edge, THR, RWY-end [1)]
		RWY 07L-25R	Marking: DTHR, CL, designation LGT: No lighting
		TWY	Marking: CL [2)], RWY HLDG PSN, intermediate HLDG PSN LGT: TWY edge [3) 4) 5)]
3	Stop bars	NIL	
4	Remarks	[1)] Edge markers along RWYs will be installed when heavy snowfall is expected [2)] TWY CL marking is general and not based on any ACFT type. Use caution when taxiing on intersections [3)] No TWY edge lights along TWY B1 and B2 [4)] Edge markers along TWY will be installed when heavy snowfall is expected and deemed necessary. [5)] LED lights used for elevated TWY edge lights.	

EHWO AD 2.10 Aerodrome obstacles

See Aerodrome Chart

EHWO AD 2.11 Meteorological information provided

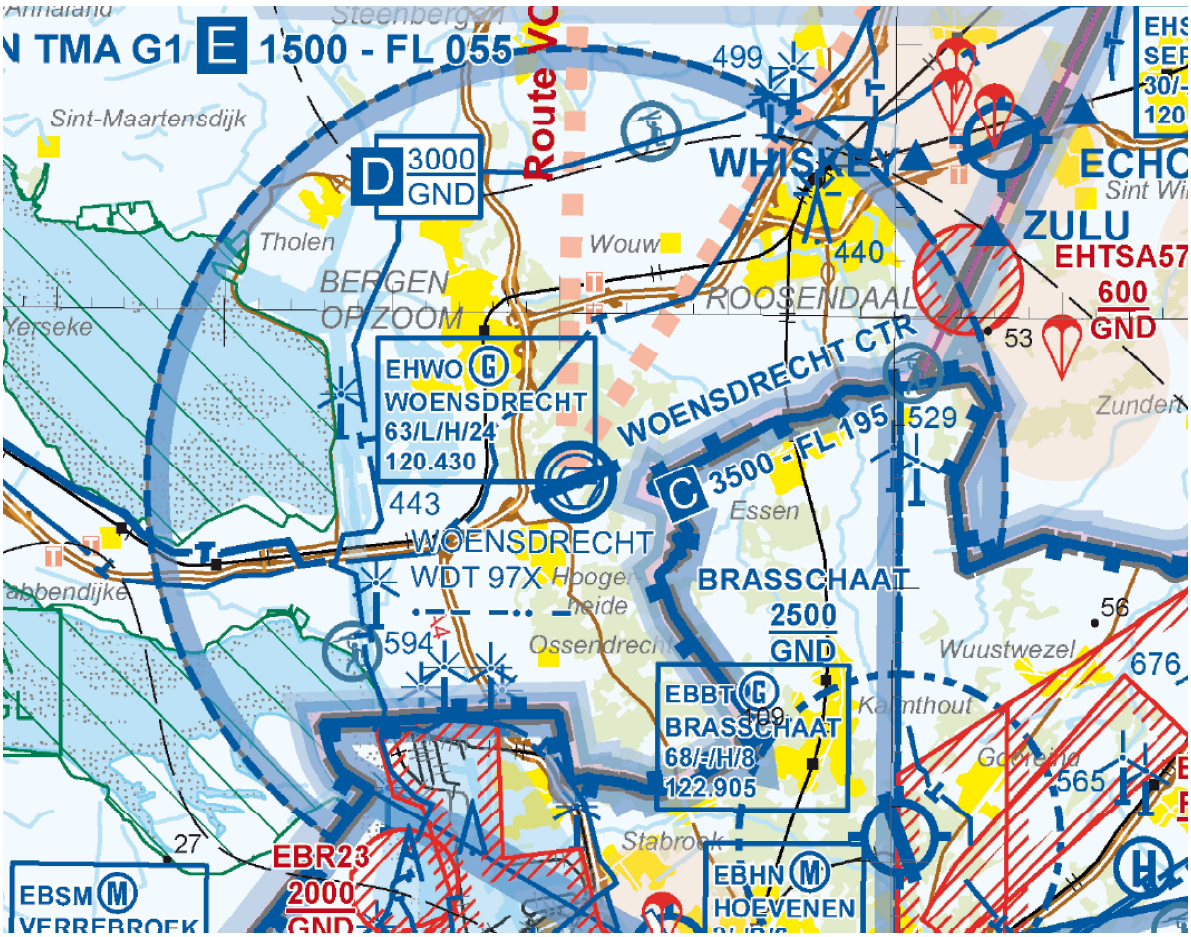
1	Associated MET Office	Woensdrecht
2	Hours of service MET Office outside hours	HO Joint Meteorological Group
3	Office responsible for TAF preparation Periods of validity	Joint Meteorological Group 12 hrs
4	Type of landing forecast Interval of issuance	TREND Every 30 min during opr hrs
5	Flight documentation Language(s) used	Reports, forecasts and charts. English and Dutch.
6	Charts and other information AVBL for briefing or consultation	GSA, GSP, LGF, Cross section, Upperair forecasts, NVG, Radar- and Satellite Images
7	Supplementary equipment AVBL for providing information	PBS (pilot briefing system)

EHWO AD 2.13 Declared distances

RWY designator	TORA	ASDA	TODA	LDA	Remarks
1	2	3	4	5	6
07L	1833 m 6012 ft	2180 m 7151 ft	1863 m 6111 ft	1946 m 6383 ft	RWY 07L for home-based aircraft only DTHR 234 m
25R	1946 m 6383 ft	2180 m 7151 ft	1976 m 6482 ft	1833 m 6012 ft	RWY 25R for home-based aircraft only DTHR 347 m
07R	2442 m 8013 ft	2442 m 8013 ft	2502 m 8209 ft	2442 m 8013 ft	NIL
25L	2442 m 8013 ft	2442 m 8013 ft	2502 m 8209 ft	2442 m 8013 ft	NIL

INTERSECTION TAKE-OFF					
RWY designator	**TWY**	**TORA**	**ASDA**	**TODA**	**Remarks**
07L[1)]	B1	1786 m 5859 ft	2133 m 6997 ft	1816 m 5957 ft	1) RWY 07L-25R for homebased aircraft only For determination of the datum line for an intersection take-off, see EHWO AD 2.23
07L[1)]	B2	1441 m 4729 ft	1788 m 5867 ft	1471 m 4827 ft	
25R[1)]	A3/B3	1201 m 3942 ft	1435 m 4709 ft	1231 m 4040 ft	
07R	B2/C2	1788 m 5866 ft	1788 m 5866 ft	1848 m 6063 ft	
07R	B3/C3	757 m 2484 ft	757 m 2484 ft	817 m 2680 ft	
25L	B2/C2	666 m 2186 ft	666 m 2186 ft	726 m 2383 ft	
25L	B3/C3	1697 m 5568 ft	1697 m 5568 ft	1757 m 5765 ft	

LOCAL MAP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E 1500 - FL 055
Route VC
499
Sint-Maartensdijk
D 3000 GND
WHISKEY
ECHO
ZULU
EHTSA57
600 GND
Tholen
Wouw
440
BERGEN OP ZOOM
ROOSENDAAL
Yerseke
53
EHWO G
WOENSDRECHT
63/L/H/24
120.430
WOENSDRECHT CTR
C 3500 - FL 195
529
Zundert
443
WOENSDRECHT
WDT 97X
Essen
BRASSCHAAT
2500 GND
56
Wuustwezel
676
594
Ossendrecht
EBBT G
BRASSCHAAT
68/-/H/8
122.905
499
Kalmthout
565
27
EBR23
2000 GND
Stabroek
EBSM M
EBHN M
HOEVENEN