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

Rijswijk, 20 Apr 2022

AIRAC AMENDMENT 06/22

EFFECTIVE DATE 16 JUN 22

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		ENR 6.1-23
GEN 0.4-2	GEN 0.4-2	ENR 1.1-5	ENR 1.1-5		up to
GEN 0.4-3	GEN 0.4-3	ENR 1.1-6	ENR 1.1-6		ENR 6.1-26
		ENR 3.5-17	ENR 3.5-17		
ENR 0.6-1	ENR 0.6-1	ENR 6.0-1	ENR 6.0-1		
ENR 0.6-3	ENR 0.6-3	ENR 6.1-15	ENR 6.1-15		
ENR 0.6-5	ENR 0.6-5	ENR 6.1-16	ENR 6.1-16		

2. After completion:

   a. destroy obsolete pages;

   b. insert letter of promulgation before page GEN 0;

   c. record the incorporration of this amendment on page GEN 0.2-1.

3. The following MIL NOTAM are incorporated:

Military Aviation Authority NLD
In order H-ALL

W.E.W. Jacobsen
Lt Colonel

GEN 0.4 CHECKLIST OF MilAIP PAGES

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			EHEH 2-17	09 SEP 2021			

PART 2 - EN-ROUTE (ENR)

ENR 0.

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A formation flight as mentioned above shall be considered as one ACFT by the concerned ACC, however the minimum radarseparation to other air TFC will be raised by 1 NM.

Formation flights between FL 280 and FL 410 consisting of RVSM approved ACFT shall be considered as a NON RVSM equiped flight.

ENR 1.1.5 Aerobatic flights

Aerobatic flights are only permitted in designated areas. Aerobatic flights will generally take place within Nw Milligen CTA and TMAs, TRAs, EHD 01 thru 09 and TEMPORARY RESTRICTED AREAs and will be monitored by ATC or AD.

ENR 1.1.6 Offensive, defensive and support air operations

Offensive, defensive and support air operations for training purposes are only allowed inside the designated areas (see ENR 5.2.2.7), inside designated ranges or inside defined Air-to-Air refuelling tracks. EHD 09 is primarily meant for CIV testflights and EHD 01 thru EHD 08 for MIL operations.

ENR 1.1.7 Close air support

CAS flight with fixed wing ACFT are prohibited outside controlled (class B or C) and designated airspace such as Restricted- and Danger areas, TRAs and EHD 01 thru 09. In other airspace CAS is only allowed in a prearranged 'TEMPORARY RESTRICTED AREA'. Creation of a 'TEMPORARY RESTRICTED AREA' has to be consulted with Commander Air Forces/Head Mission Support Branch at least eight weeks in advance.

ENR 1.1.8 Supersonic flights

Flights exceeding the speed of sound may only take place under radar control of a C&R station, Maastricht UAC or MilATCC Schiphol under the following conditions:

Above sea: More than 35 NM from the coast (= main land and Wadden-Islands); When less than 35 NM from the coast: altitude above 35000 ft, on a sea-bound course.

Above land: North of the CTA East and CTA West under the following conditions:

a. MON/FRI 0700/1900 (0600/1800);

b. Altitude more than 35000 ft;

c. In horizontal or climbing flight;

d. On a northbound course.

For supersonic test flights of the RNLAF exclusively between PSN 51°54'N005°26'E and PSN 51°36'N004°22'E, above 40000 ft in horizontal of climbing flight.

Supersonic flights controlled by other stations than CRC, MUAC or MilATCC Schiphol have to be reported immediately to the Master Controller of AOCS NM CRC.

ENR 1.1.9 Air refuelling

Air refuelling will, unless in a tactical towline within activated military areas, take place on the tracksdefined below, or at any other position/track/route as determined by the controlling unit to ensure the operational refuelling requirements. For Carol Long/ Short and Polly track details see ENR 6.1 En route charts page 23 - 26.

ENR 1.1.9.1 Procedures

AOCS NM Air Defence 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 1.1.10 Flightrestrictions 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 RNLAF 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 above the highest obstacle, built-up and industrial areas, crowds of people and populated beaches within 600 meters from the ACFTs position. Flights men tioned in ENR 3.5 (LR10) is 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 1.1.11.2 Jet ACFT

During Uniform Daylight Period (UDP) and during weekdays (MON-FRI):

a. Within Class G airspace: 1200 ft AMSL and 1000 ft above highest obstacle, built-up and industrial areas, crowds of people and populated beaches within 600 meters of the ACFTs position. Flights mentioned in ENR 3.5 (LR10) is 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) and during weekend days (SAT/SUN) and national holidays:

d. 3000 ft AGL (except for flights executing nightflying exercises between SS/2259 (2159));

During national and international exercises:

Flights executed within published areas are exempted from the altitude restrictions mentioned in a. and d. For combined excercises with ground forces the minimum altitude is 250 ft above obstacles if necessary for the purpose of the excercise.

ENR 1.1.11.3 HEL

a. Over built-up, industrial, and harbor areas, crowds of people, and populated beaches: 700 ft above the highest obstacle within 600 meters of the ACFTs position.

b. Over other land areas than mentioned in a: 150 ft AGL.

c. Over the 'Waddenzee': 1500 ft AMSL.

d. Over other sea areas than in c extending from 1 NM out of the coastline: 100 ft AMSL or lower if operationally necessary, while avoiding obstacles.

e. For combined exercises with ground forces executed within published areas the minimum altitude is 100 ft agl or as low as necessary for the purpose of the exercise.

ENR 1.1.12 Noise abatement procedures

Below 3000 ft AGL or in controlled airspace flights shall be carried out with an IAS less than 350 KT unless the flight characteristics of the ACFT type concerned or the type of mission to be executed, require higher speeds in which case a maximum IAS of 450 KT shall not be exceeded (for supersonic flights see ENR 1.1 para 8).

ENR 1.1.12.1 Nightflying

Nightflying of MIL jet shall be planned as far as practible at FL 50. For training purposes in the lower airspace (below FL 200) nightflying may only take place on Monday through Thursday and not later than 2300 (2200), unless special permission has been granted by or on behalf of the Cinc RNLAF. This does not apply to flights in- or outbound foreign ADs adjacent to The Netherlands. However, such flights are not allowed below 3000 ft AGL.

ENR 1.1.12.2 Control zones

For flights within the MIL CTRs situated over Netherlands territory, including the MIL CTR of Kleine-Brögel the following rules apply.

a. Depending on ACFT type and mission and without jeopardizing safety, ACFT in take off are to climb expeditiously to the minimum altitude established for the ACFT type, provided that the take off power of the engine(s) shall be reduced to normal climb power as soon as practicable;

b. Splitting up a formation below an altitude of 1000 ft AGL, as well as overflying the AD below the established circuit height shall not be practiced, unless special permission, whereby specific heading and altitude will be stated, has been granted by or on behalf of the CinC RNLAF;

c. Both touch-and-go and overshoot manoeuvres are to be limited and shall not be executed after 2100 (2000) unless such a manoeuvre is dictated by circumstances and/or for reason of flight safety.

ENR 1.1.12.3 Use of afterburner

Except for take off and climb afterburner is not to be used below 10000 ft AGL.

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

ENR 6. EN-ROUTE CHARTS

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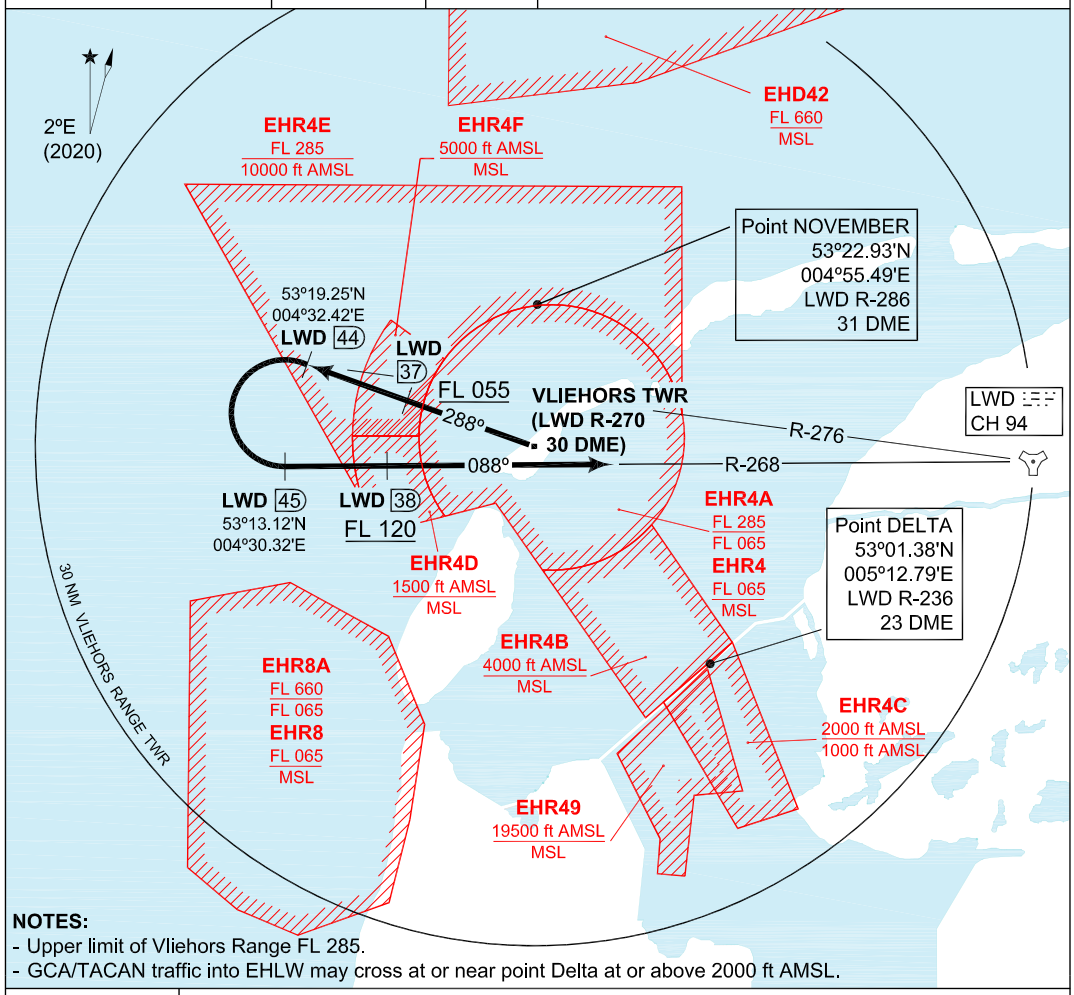
VL 1 DEPARTURE

MIPS
SPECIAL DEPARTURE CHART

VL 1
VLIEHORS RANGE

CORNFIELD	DUTCH MIL INFO		
291.650	341.600 132.350		



NOTES:
- Upper limit of Vliehors Range FL 285.
- GCA/TACAN traffic into EHLW may cross at or near point Delta at or above 2000 ft AMSL.

VL 1 TEARDROP IFR DEPARTURE	Following final delivery, proceed outbound on heading 288° from the tower, climbing to FL 120 or above. At 37 DME from LWD TACAN, FL 055 has to be reached. Proceed outbound to 15 NM from the range (LWD TACAN R-276/44 DME) and turn left to intercept LWD R-268 inbound. When cleared to leave the range frequency and established on the departure, contact Dutch Mil. Flight members will follow in sequence. When contact with Dutch Mil and at FL 120 or above, it is permitted to turn inbound before reaching LWD R-276/44 DME.
IMMELMANN IFR DEPARTURE	Departing aircraft may perform an Immelmann manoeuvre (under VMC only) to become established inbound on LWD R-268. Further see above.
LOW LEVEL IFR DEPARTURE (Northern based FRG acft only)	Leave via point NOVEMBER to 53°42'N 006°52'E at 3000 ft AMSL (day) or 2000 ft AMSL (night). Stay clear of all islands by 2 NM and do not leave the Range airspace until cleared by Dutch Mil.
HIGH LEVEL IFR DEPARTURE	To leave the Vliehors Range between 20000 ft and FL 285, stay witin the lateral limits of the Range until cleared by Dutch Mil (CH 6). Only when proceeding inbound the EHD01-09 a direct call to 'Bandbox Main' is approved. Also stay within the lateral limits of the Range until cleared by 'Bandbox'.

CHANGES: NEW LAYOUT

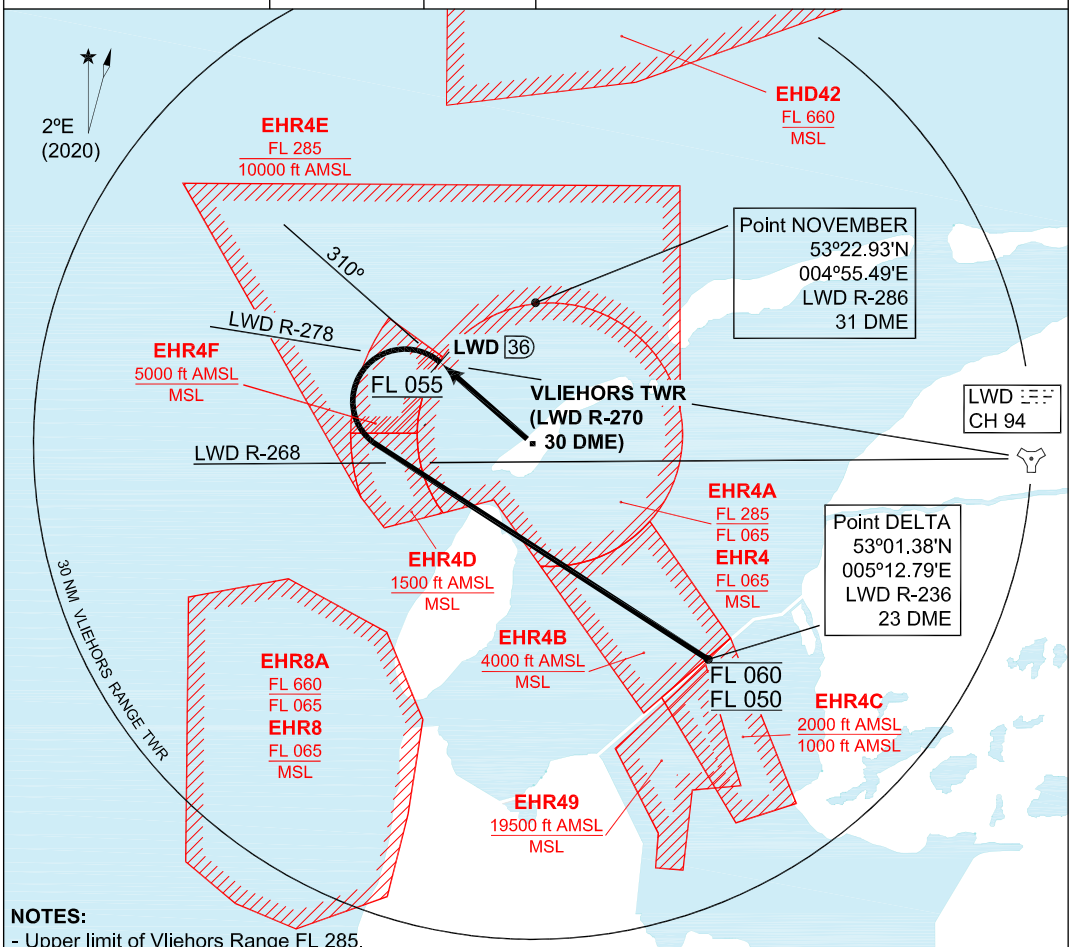
RNLAF 16 JUN 2022

VL 2 DEPARTURE

MIPS
SPECIAL DEPARTURE CHART

VL 2
VLIEHORS RANGE

CORNFIELD	DUTCH MIL INFO		
291.650	341.600 132.350		



NOTES:
- Upper limit of Vliehors Range FL 285.
- GCA/TACAN traffic into EHLW may cross at or near point Delta at or above 2000 ft AMSL.

VL 2 TEARDROP IFR DEPARTURE	Following final delivery, proceed outbound on heading 310° from the tower, climbing to max. FL 060. When passing LWD R-278 FL 055 has to be reached and turn left inbound point DELTA (LWD TACAN R-236/23 DME). Contact Dutch Mil when established on the departure and cleared to leave the range frequency. Contact with Dutch Mil shall be established within the boundary of the EHR4. Flight members will follow in sequence.
IMMELMANN IFR DEPARTURE	Departing aircraft may perform an Immelmann manoeuvre (under VMC only) to become established inbound on LWD R-268. Further see above.
LOW LEVEL IFR DEPARTURE (Northern based FRG acft only)	Leave via point NOVEMBER to 53°42'N 006°52'E at 3000 ft AMSL (day) or 2000 ft AMSL (night). Stay clear of all islands by 2 NM and do not leave the Range airspace until cleared by Dutch Mil.
HIGH LEVEL IFR DEPARTURE	To leave the Vliehors Range between 20000 ft and FL 285, stay witin the lateral limits of the Range until cleared by Dutch Mil (CH 6). Only when proceeding inbound the EHD01-09 a direct call to 'Bandbox Main' is approved. Also stay within the lateral limits of the Range until cleared by 'Bandbox'.

CHANGES: NEW LAYOUT

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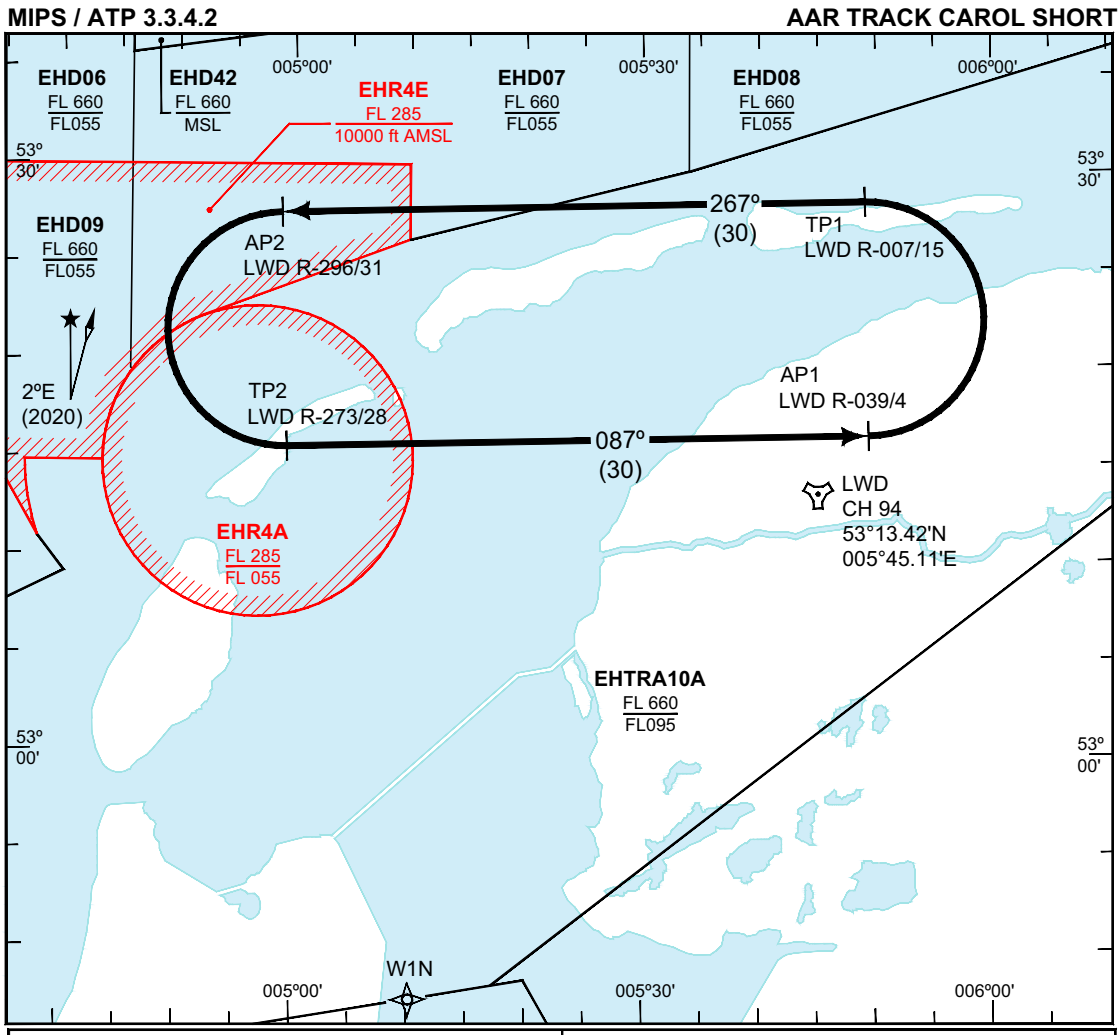
AAR charts



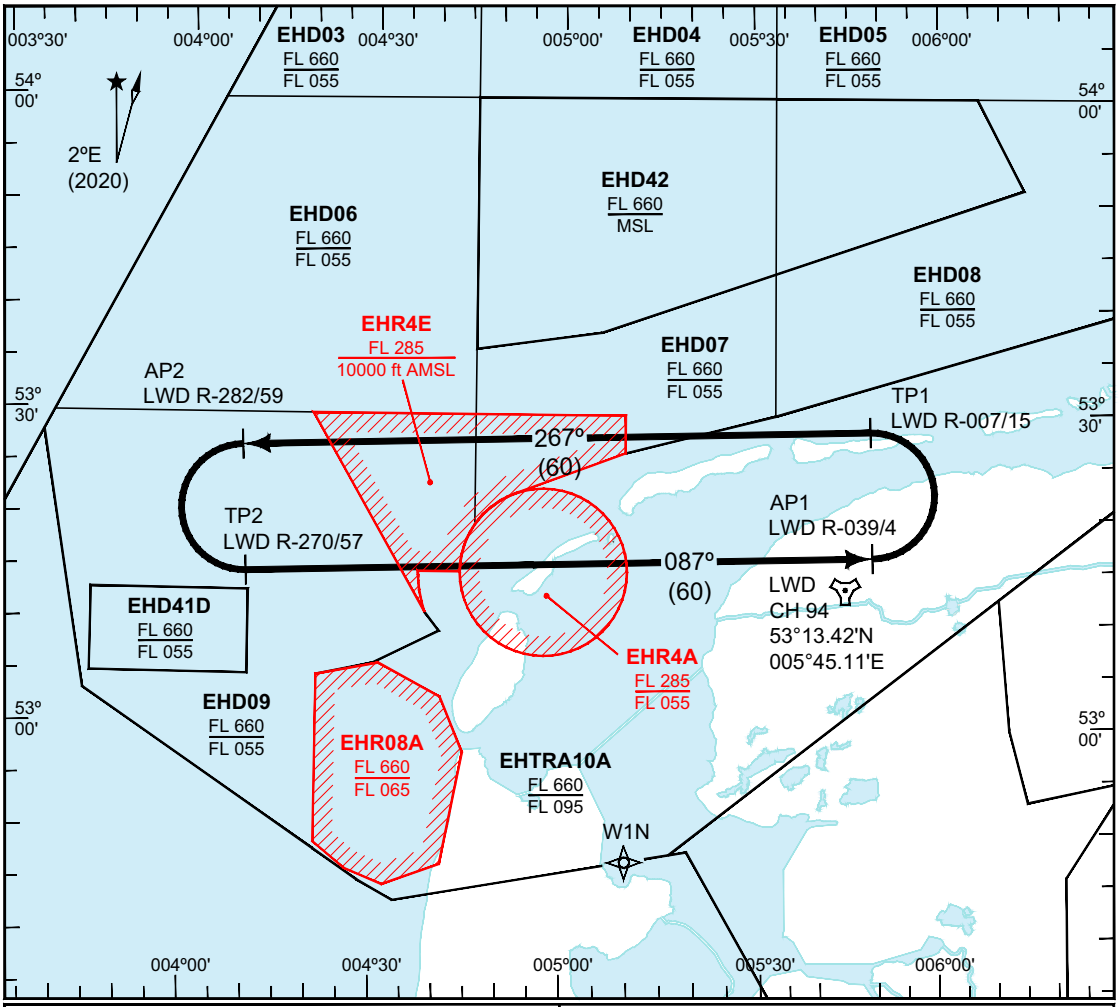
Anchor Points:	AP1 =	LWD R-039/4NM 53°16.41'N005°49.45'E
	TP1 =	LWD R-007/15NM 53°28.45'N005°49.14'E
	AP2 =	LWD R-296/31NM 53°27.82'N004°58.96'E
	TP2 =	LWD R-273/28NM 53°15.78'N004°59.50'E
Rendezvous Point:	not defined	
Air Refuelling Initial point (ARIP):	not defined	
Magnetic course:	087° / 267°	
Waypoint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



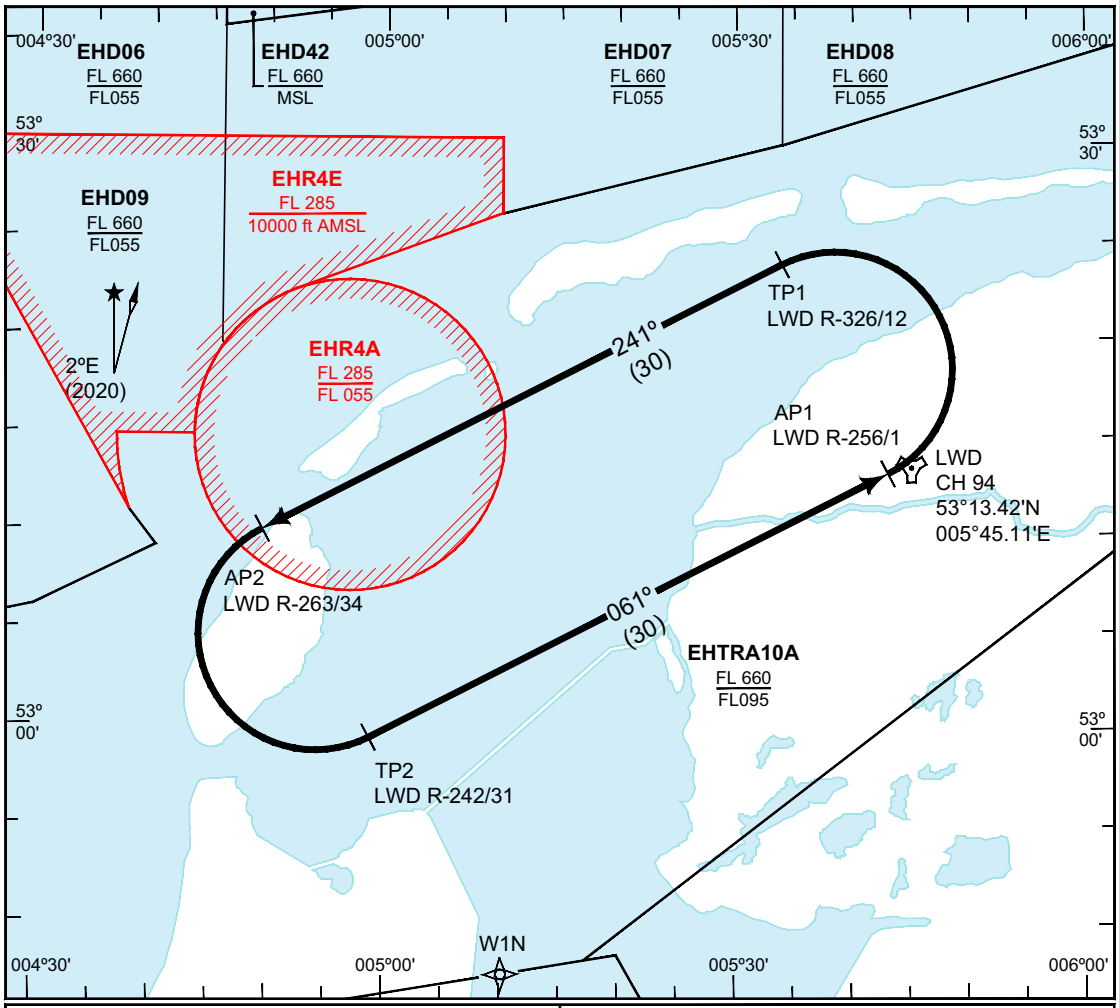
Anchor Points:	AP1 =	LWD R-039/4NM 53°16.41'N005°49.45'E
	TP1 =	LWD R-007/15NM 53°28.45'N005°49.14'E
	AP2 =	LWD R-282/59NM 53°26.84'N004°08.80'E
	TP2 =	LWD R-270/57NM 53°14.81'N004°09.58'E
Rendezvous Point:	not defined	
Air Refuelling Initial point (ARIP):	not defined	
Magnetic course:	087° / 267°	
Waypoint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

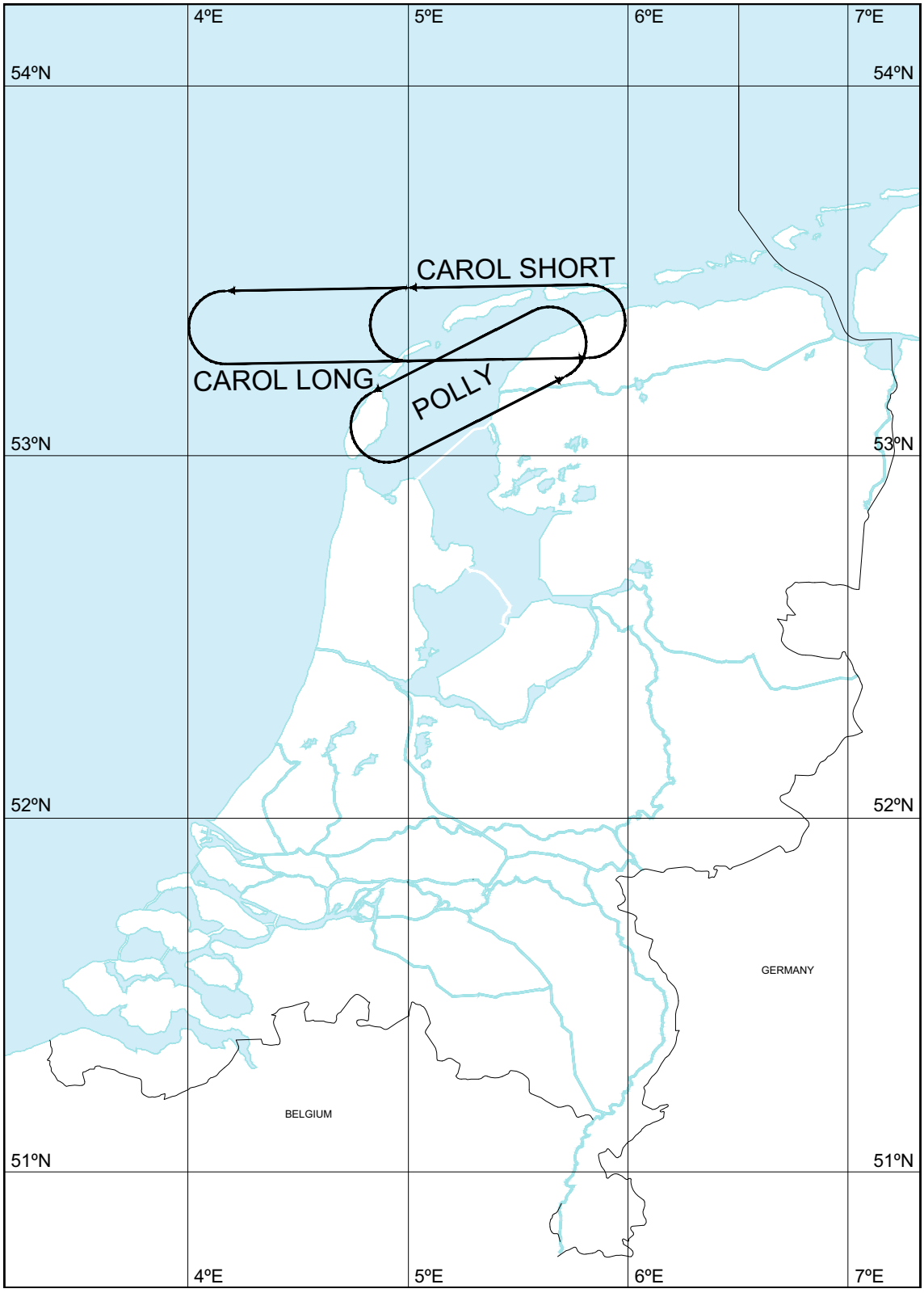


Anchor Points:	AP1 =	LWD R-256/1NM 53°13.15'N005°43.10'E
	TP1 =	LWD R-326/12NM 53°23.89'N005°33.98'E
	AP2 =	LWD R-263/34NM 53°10.14'N004°49.58'E
	TP2 =	LWD R-242/31NM 52°59.46'N004°58.83'E
Rendezvous Point:	not defined	
Air Refuelling Initial point (ARIP):	not defined	
Magnetic course:	061° / 241°	
Waypoint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


4ºE
5ºE
6ºE
7ºE
54ºN
53ºN
52ºN
51ºN
CAROL SHORT
CAROL LONG
POLLY
GERMANY
BELGIUM