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

Rijswijk, 08 Nov 2022

AIRAC AMENDMENT 13/22

EFFECTIVE DATE 29 DEC 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 1.1-1	ENR 1.1-1	ENR 4.1-4	ENR 4.1-4
GEN 0.4-2	GEN 0.4-2	ENR 1.2-1	ENR 1.2-1		
GEN 0.4-3	GEN 0.4-3	ENR 1.2-2	ENR 1.2-2	ENR 6.0-1	ENR 6.0-1
		ENR 3.5-1	ENR 3.5-1	ENR 6.1-18	ENR 6.1-18
ENR 0.6-3	ENR 0.6-3	up to	up to	ENR 6.1-19	ENR 6.1-19
ENR 0.6-5	ENR 0.6-5	ENR 3.5-5	ENR 3.5-5	ENR 6.1-20	ENR 6.1-20

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

PAGE	DATE		PAGE	DATE		PAGE	DATE
PART 1 - GENERAL (GEN)			**GEN 1**			2.2-6	12 NOV 2015
						2.3-1	27 JAN 2022
GEN 0			1.1-1	12 NOV 2015		2.3-2	27 JAN 2022
			1.1-2	12 NOV 2015		2.4-1	30 JAN 2020
0.1-1	12 NOV 2015		1.3-1	30 JAN 2020		2.4-2	12 NOV 2015
0.1-2	12 NOV 2015		1.3-2	12 NOV 2015		2.5-1	04 NOV 2021
0.1-3	07 DEC 2017		1.6-1	12 NOV 2015		2.5-2	12 NOV 2015
0.1-4	12 NOV 2015		1.6-2	30 JAN 2020		2.6-1	12 NOV 2015
0.2-1	23 APR 2020		1.6-3	03 NOV 2022		2.6-2	12 NOV 2015
0.2-2	30 JAN 2020		1.6-4	30 JAN 2020			
0.3-1	28 APR 2016		1.7-1	03 DEC 2020		**GEN 3**	
0.3-2	12 NOV 2015		1.7-2	22 APR 2021			
0.4-1	29 DEC 2022		1.7-3	22 APR 2021		3.1-1	30 JAN 2020
0.4-2	29 DEC 2022		1.7-4	22 APR 2021		3.1-2	07 DEC 2017
0.4-3	29 DEC 2022		1.7-5	22 APR 2021		3.1-3	30 DEC 2021
0.4-4	01 DEC 2022		1.7-6	12 NOV 2015		3.1-4	12 NOV 2015
0.4-5	08 SEP 2022					3.2-1	15 SEP 2016
0.4-6	01 DEC 2022		**GEN 2**			3.2-2	12 NOV 2015
0.5-1	12 NOV 2015					3.3-1	30 JAN 2020
0.5-2	12 NOV 2015		2.1-1	12 NOV 2015		3.3-2	30 JAN 2020
0.6-1	30 JAN 2020		2.1-2	12 NOV 2015		3.3-3	03 NOV 2022
0.6-2	06 DEC 2018		2.2-1	29 MAR 2018		3.3-4	12 NOV 2015
0.6-3	30 JAN 2020		2.2-2	13 OCT 2016		3.4-1	12 NOV 2015
0.6-4	30 JAN 2020		2.2-3	12 NOV 2015		3.4-2	12 NOV 2015
			2.2-4	12 NOV 2015		3.5-1	07 DEC 2017
			2.2-5	12 NOV 2015		3.5-2	01 FEB 2018

PAGE	DATE		PAGE	DATE		PAGE	DATE
3.5-3	12 NOV 2015		1.1-4	16 JUN 2022		1.10-3	03 NOV 2022
3.5-4	12 NOV 2015		1.1-5	16 JUN 2022		1.10-4	03 NOV 2022
3.5-5	12 NOV 2015		1.1-6	16 JUN 2022		1.11-1	03 JAN 2019
3.5-6	19 May 2022		1.2-1	29 DEC 2022		1.11-2	12 NOV 2015
3.6-1	30 JAN 2020		1.2-2	29 DEC 2022		1.12-1	30 JAN 2020
3.6-2	04 NOV 2021		1.3-1	18 JUN 2020		1.12-2	12 NOV 2015
3.6-3	18 AUG 2016		1.3-2	18 JUN 2020			
3.6-4	30 JAN 2020		1.3-3	18 JUN 2020		**ENR 2**	
			1.3-4	12 NOV 2015			
GEN 4			1.4-1	15 AUG 2019		2.1-1	29 DEC 2022
			1.4-2	12 NOV 2015		2.1-2	29 DEC 2022
4.1-1	12 NOV 2015		1.5-1	08 SEP 2022			
4.1-2	30 JAN 2020		1.5-2	12 NOV 2015		**ENR 3**	
			1.6-1	24 FEB 2022			
PART 2 EN-ROUTE (ENR)			1.6-2	03 DEC 2020		3.1-1	30 JAN 2020
			1.6-3	03 DEC 2020		3.1-2	12 NOV 2015
ENR 0			1.6-4	18 JUN 2020		3.5-1	29 DEC 2022
			1.7-1	12 NOV 2015		3.5-2	29 DEC 2022
0.6-1	16 JUN 2022		1.7-2	30 JAN 2020		3.5-3	29 DEC 2022
0.6-2	06 DEC 2018		1.8-1	12 OCT 2017		3.5-4	29 DEC 2022
0.6-3	29 DEC 2022		1.8-2	12 NOV 2015		3.5-5	29 DEC 2022
0.6-4	24 FEB 2022		1.9-1	30 JAN 2020		3.5-6	08 OCT 2020
0.6-5	29 DEC 2022		1.9-2	12 OCT 2017		3.5-7	24 FEB 2022
0.6-6	30 JAN 2020		1.10-1	03 NOV 2022		3.5-8	07 DEC 2017
			1.10-2	03 NOV 2022		3.5-9	07 DEC 2017
ENR 1						3.5-10	07 DEC 2017
1.1-1	29 DEC 2022					3.5-11	30 JAN 2020
1.1-2	30 JAN 2020						
1.1-3	30 JAN 2020						

PAGE	DATE		PAGE	DATE		PAGE	DATE
3.5-12	30 JAN 2020		5.2-6	21 JUN 2018		**ENR 6**	
3.5-13	24 FEB 2022		5.2-7	21 JUN 2018			
3.5-14	07 NOV 2019		5.2-8	30 JAN 2020		6.0-1	29 DEC 2022
3.5-15	12 NOV 2015		5.2-9	30 JAN 2020		6.0-2	12 NOV 2015
3.5-16	12 NOV 2015		5.2-10	30 JAN 2020		6.1-1	12 NOV 2015
3.5-17	16 JUN 2022		5.2-11	30 JAN 2020		6.1-2	05 NOV 2020
3.5-18	02 JAN 2020		5.2-12	03 NOV 2022		6.1-3	07 NOV 2019
			5.2-13	22 APR 2021		6.1-4	30 MAR 2017
ENR 4			5.2-14	22 APR 2021		6.1-5	03 NOV 2022
			5.2-15	17 JUN 2021		6.1-6	07 NOV 2019
4.1-1	03 NOV 2022		5.2-16	03 DEC 2020		6.1-7	07 NOV 2019
4.1-2	03 NOV 2022		5.2-17	22 APR 2021		6.1-8	07 NOV 2019
4.1-3	03 NOV 2022		5.2-18	30 JAN 2020		6.1-9	07 NOV 2019
4.1-4	29 DEC 2022		5.2-19	30 JAN 2020		6.1-10	07 NOV 2019
4.1-5	03 NOV 2022		5.2-20	11 AUG 2022		6.1-11	07 NOV 2019
4.1-6	03 NOV 2022		5.2-21	30 JAN 2020		6.1-12	07 NOV 2019
			5.2-22	25 MAR 2021		6.1-13	07 NOV 2019
ENR 5			5.2-23	30 JAN 2020		6.1-14	07 NOV 2019
			5.2-24	29 MAR 2018		6.1-15	16 JUN 2022
5.1-1	30 JAN 2020		5.3-1	30 JAN 2020		6.1-16	16 JUN 2022
5.1-2	30 JAN 2020		5.3-2	12 NOV 2015		6.1-17	12 NOV 2015
5.1-3	30 JAN 2020		5.6-1	30 DEC 2021		6.1-18	29 DEC 2022
5.1-4	12 NOV 2015		5.6-2	12 NOV 2015		6.1-19	29 DEC 2022
5.2-1	09 NOV 2017					6.1-20	29 DEC 2022
5.2-2	30 JAN 2020					6.1-21	12 NOV 2015
5.2-3	03 MAR 2016					6.1-22	03 JAN 2019
5.2-4	30 JAN 2020					6.1-23	11 AUG 2022
5.2-5	24 FEB 2022					6.1-24	11 AUG 2022
						6.1-25	11 AUG 2022
						6.1-26	11 AUG 2022

PAGE	DATE		PAGE	DATE		PAGE	DATE
PART 3 AERODROMES (AD)			EHDL 2-8	12 SEP 2019		EHEH 2-18	09 SEP 2021
			EHDL 2-9	01 DEC 2022		EHEH 2-19	09 SEP 2021
AD 0			EHDL 2-10	24 FEB 2022		EHEH 2-20	09 SEP 2021
			EHDL 2-11	01 DEC 2022		EHEH 2-21	09 SEP 2021
0.6-1	12 NOV 2015		EHDL 2-12	01 DEC 2022		EHEH 2-22	09 SEP 2021
0.6-2	12 NOV 2015		EHDL 2-13	01 DEC 2022		EHEH 2-23	09 SEP 2021
0.6-3	12 NOV 2015		EHDL 2-14	01 DEC 2022		EHEH 2-24	09 SEP 2021
0.6-4	15 SEP 2016		EHDL 2-15	01 DEC 2022		EHEH 2-25	09 SEP 2021
0.6-5	15 SEP 2016		EHDL 2-16	24 FEB 2022		EHEH 2-26	09 SEP 2021
0.6-6	12 NOV 2015					EHEH 2-27	09 SEP 2021
			EHDP 2-1	12 AUG 2021		EHEH 2-28	09 SEP 2021
AD 1			EHDP 2-2	12 NOV 2015			
1.1-1	12 NOV 2015		EHEH 2-1	15 JUL 2021		EHGR 2-1	03 DEC 2020
1.1-2	12 NOV 2015		EHEH 2-2	26 MAR 2020		EHGR 2-2	12 NOV 2015
1.2-1	12 NOV 2015		EHEH 2-3	19 May 2022		EHGR 2-3	19 May 2022
1.2-2	12 NOV 2015		EHEH 2-4	28 JAN 2021		EHGR 2-4	28 JAN 2021
1.3-1	12 NOV 2015		EHEH 2-5	15 JUL 2021		EHGR 2-5	14 JUL 2022
1.3-2	12 NOV 2015		EHEH 2-6	14 JUL 2022		EHGR 2-6	30 JAN 2020
			EHEH 2-7	18 JUN 2020		EHGR 2-7	03 JAN 2019
AD 2			EHEH 2-8	15 JUL 2021		EHGR 2-8	03 DEC 2020
			EHEH 2-9	14 JUL 2022		EHGR 2-9	04 NOV 2021
EHDL 2-1	03 DEC 2020		EHEH 2-10	30 DEC 2021		EHGR 2-10	03 DEC 2020
EHDL 2-2	12 NOV 2015		EHEH 2-11	05 NOV 2020		EHGR 2-11	30 DEC 2021
EHDL 2-3	19 MAY 2022		EHEH 2-12	24 FEB 2022		EHGR 2-12	03 DEC 2020
EHDL 2-4	21 APR 2022		EHEH 2-13	14 JUL 2022		EHGR 2-13	03 DEC 2020
EHDL 2-5	03 NOV 2022		EHEH 2-14	30 DEC 2021			
EHDL 2-6	01 DEC 2022		EHEH 2-15	09 SEP 2021			
EHDL 2-7	01 DEC 2022		EHEH 2-16	09 SEP 2021			
			EHEH 2-17	09 SEP 2021			

INTENTIONALLY LEFT BLANK

ENR 1. GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

The MIL air traffic rules and procedures applicable to MIL air traffic in The Netherlands territory conform flights which do not comply with the provisions stated for GAT and for which rules and procedures have been specified by the appropriate authorities.

ENR 1.1.1 Routing

ENR 1.1.1.1 General

The route selection procedures outlined in the following para's are designed to assist pilots to plan flights i.a.w. the rules prescribed in ENR.

The routing of certain categories of OAT as laid down in Letters of Agreement or by Multi-lateral Agreement on Standard Operating Procedures may deviate from the rules as mentioned above.

ENR 1.1.1.2 HIGH - HIGH (upper airspace) profiles

RVSM equipped military traffic with entry and exit above FL 245 has to file GAT in Amsterdam FIR (see flow chart ENR 10.1.2). Other RVSM equipped military traffic has to file OAT. Non-RVSM equipped has to file OAT using TACAN routepoints (see ENR 4.1 and ENR 4.4) with DCT routing.
For exercises and pre-planned large information or streams of ACFT there is a possibility to use additional pre-arranged Flex Windows as described in ENR 3.5.

ENR 1.1.1.3 HIGH - LOW - HIGH (HLH) profiles

The main principle to be observed in planning of flight involving one or more transitions from upper to lower airspace or vice versa, is that such a transition will have to be conducted clear of CIV controlled airspace.

For Low - High departures from Vliehors air-to-ground firing range special departure procedures have been developed, see also ENR 6.1. Detailed procedures are incorporated in the respective Range Orders.

Routing via Window 3 (UW3) as described in ENR 3.5 may be requested.

A flightplan may be filed in the air with MilATCC Schiphol for an en-route HLH transition or, in case of an intended landing, a straight-in radar approach.

For exercises and pre-planned large information or streams of ACFT there is a possibility to use additional pre-arranged Flex Windows as described in ENR 3.5.

ENR 1.1.1.4 Route planning in lower heightbands

The main principle to be observed in the planning of flights in the lower height bands (below FL 200), is that only the levels underneath the base of the high density traffic areas mentioned below are available for selection (see AIP Netherlands, ENR 6):

- Schiphol TMA 1, 2 and 3;
- Rotterdam TMA 1, 2 and 3;
- Amsterdam CTA East, South and West.

Routing via Window 3 (UW3) as described in ENR 3.5 may be requested.

For exercises and pre-planned large information or streams of ACFT there is a possibility to use additional pre-arranged Flex Windows as described in ENR 3.5.

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.

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

A request from a foreign flying unit for a RNLAF 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 RNLAF 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:

- RNLAF 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 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 1.2 VISUAL FLIGHT RULES

ENR 1.2.1 Visual meteorological conditions - GEN

It is not allowed to execute a VFR flight under weather conditions where flight visibility and the distance from the ACFT to the clouds are below the norms listed in the AIP Netherlands ENR 1.4 ATS AIRSPACE CLASSIFICATION.

ENR 1.2.2 Visual meteorological conditions in CTR

During VFR flights it is not allowed to land or take off from an AD that is located in a CTR or to enter the CTR if:

a. the cloud base (3/8 or more) is below 1500 ft, or

b. the ground visibility is less than 5 km.

ENR 1.2.3 Visual meteorological conditions in CTR for MIL HEL

For MIL HEL in local MIL CTRs, the flying ban specified at para 1.2 is applicable when:

a. there is no visibility on ground or water, or

b. ground visibility is less than 1.5 km.

ENR 1.2.4 (Special) VFR within a CTR

For flights within a CTR the local air traffic control service shall be the competent authority for authorization of (special) VFR flights under weather conditions that are worse than those described at ENR 1.2.2 and ENR 1.2.3.

ENR 1.2.4.1 Special VFR as OAT

For special VFR-flights in a military CTR considered to be OAT the following deviations from AIP NL ENR 1.2.2.1.1 apply:

a. by the pilot:
   1. clear of cloud and with the surface in sight;
   2. the flight visibility is not less than 1500 M or, for helicopters, not less than 800 M.

b. by ATC:
   1. during UDP only, unless permitted by the Ministry of Defence;
   2. the ground visibility is not less than 1500 M or, for helicopters, not less than 800 M.

ENR 1.2.5 Use of SSR

When conducting a VFR flight within the Amsterdam FIR the following regulations for the use of a SSR transponder are applicable:

a. The use of a SSR transponder with mode S or 4096 code options in mode A with automatic altitude reporting in mode C is mandatory in airspace with classifications A, B, C, D, E or F and in the NSAA. Flights executed in military exercise areas are exempted from Mode S usage but must transmit Mode 3/A/C.

b. The VFR code listed in ENR 1.6.2 will apply for MIL ACFT. Code 7000 in Mode A is mandatory for CIV ACFT.

ENR 1.2.6 Restrictions for VFR flights

No matter the weather conditions, it is not allowed to conduct VFR flights:

a. In airspace with classification A;

b. Within the Schiphol TMAs with the exception of VFR flights in the vicinity of Lelystad within the Schiphol TMA1 for flights to and from Lelystad, including local flights below 3500 ft AMSL in the areas specified in AIP Netherlands;

c. With a speed exceeding Mach 0.95;

d. Within a CTR unless clearance has been given by the local air traffic control service.

ENR 1.2.7 VFR position reporting with first radio call

Pilots executing VFR flights in or below a Nw Milligen TMA and in NSAA are requested to report their position at first radio contact with MilATCC Schiphol Info in order to enable the air traffic controller to establish an optimum air/ground communication.

ENR 1.2.8 VFR flights in NSAA

For VFR flights in the NSAA: FLP, Mode 3a/c (s), 2 way radio contact is mandatory. Radio communication with Amsterdam Info is requested on:

a. North of HDR R-270: FREQ 119.175 or 234.400 MHz

b. South of HDR R-270

- over sea: FREQ 136.650 or 371.125 MHz
- over land: FREQ 124.300 or 338.300 MHz

ENR 1.2.9 VFR crossing of Niederrhein CTR

Uncontrolled VFR flights may cross the CTR Niederrhein provided that:

- Well before entering the CTR, crossing has to be requested to, and approved by radio to Niederrhein TWR on FREQ 129.400.

ENR 1.2.10 VFR OAT flights outside UDP

The following airspace is designated for VFR OAT flights outside UDP:

a. EHD 01(A) thru 09(A);

b. EHD 42;

c. EHR 4;

d. The MIL low flying areas and routes for HEL and propeller driven training ACFT (see ENR 5.2.1).

NOTE: Within the designated areas the participating ACFT will be uncontrolled, unless otherwise requested.

ENR 3.5 OTHER ROUTES

ENR 3.5.1 TACAN routes upper airspace

IDENTIFICATION / SIGNIFICANT POINTS	MAG TRACK 2'E (2020)	DIST NM	MINIMUM IFR CRUISING LEVEL E-BOUND	MINIMUM IFR CRUISING LEVEL W-BOUND	REMARKS
1	2	3	4	5	6
TACAN RED ONE (TR1) London UIR/Amsterdam FIR INT NAVPI 52°32'50"N 002°50'26"E INT MC2 52°30'N 004°03'E LWD R-234/76 DME INT MC3 53°00'N 005°12'E LWD R-234/24 DME LWD 53°13'25"N 005°45'07"E INT MC4 53°34'00"N 006°36'30"E LWD R-054/37 DME Amsterdam FIR/Hannover UIR	 092 273 053 233 054 234 054 234	 44 52 24 37	 FL 210	 FL 200	Depicted on chart ENR 6 Access to route TL3 Access to routes TL3N and TR1N From/to WTM (FRG)
TACAN RED ONE NORTH (TR1N) London UIR/Amsterdam FIR INT MC9 53°30'N 003°39'E LWD R-281/77 DME LWD 53°13'25"N 005°45'07"E	 100 281	 77	 FL 210	 FL 200	Depicted on chart ENR 6 Access to routes TR1 and TL3N

IDENTIFICATION / SIGNIFICANT POINTS	MAG TRACK 2'E (2020)	DIST NM	MINIMUM IFR CRUISING LEVEL E-BOUND	MINIMUM IFR CRUISING LEVEL W-BOUND	REMARKS
1	2	3	4	5	6
TACAN LINK THREE NORTH (TL3N) LWD 53°13'25"N 005°45'07"E Amsterdam FIR/Hannover UIR INT MC5 52°35'30"N 007°03'33"E	 126 307	 61	 FL 210	 FL 200	Link route associated with TR1; depicted on chart ENR 6 From/to IBAGU (FRG)
TACAN LINK THREE (TL3) INT MC3 53°00'N 005°12'E LWD R-234/24 DME BDRY 52°34'N 006°46'E Amsterdam FIR/HannoverUIR	 112 293	 63	 FL 210	 FL 200	Link route associated with TR1; depicted on chart ENR 6 From/to IBAGU (FRG)
TACAN BLUE SIX [1)2)] (TB6) London UIR/Amsterdam FIR INT NAVPI 52°32'50"N 002°50'26"E VKL R-296/119 DME VKL 51°39'20"N 005°42'25"E Amsterdam FIR/Hannover UIR NOLRU 51°30 01"N 006°12'59"E NOR R-337/44 DME	 115 296 114 294	 119 21	 FL 210	 FL 200	Depicted on chart ENR 6 From/to NVO (FRG)

NOTE: OAT ATS in the EHAA FIR between ground and FL245 is subject to PPR obtained no earlier than 48 hours prior to the flight via DUTCHMIL SUPERVISOR by phone +31(0)577458700/+31(0)887475700

IDENTIFICATION / SIGNIFICANT POINTS 1	MAG TRACK 2	DIST NM 3	UPPER LIMIT LOWER LIMIT 4	MINIMUM IFR FLIGHT ALT 5	REMARKS 6
UT601 (B-RNAV) DIBIR 51°16'37,00"N 006°07'28,00"E OKIDU 51°47'21,84"N 004°51'00,00"E NAVPI 52°32'50,00"N 002°50'26,00"E	 303 123 302 122	 57 87	 FL 245/FL195 FL 660/FL195	 FL 200 FL 200	 class C airspace Maastricht UAC above FL 245 Amsterdam ACC below FL 245
Route remarks: Carriage of B-RNAV equipment is mandatory. Only AVBL for MIL TFC filing GAT.					

ENR 3.5.2 Windows

DEFINITION

A Window is an established volume of airspace, as agreed between two ATS units, defined as 5 NM each side of a centreline, at one or more agreed flight levels. The activation of which is to take place within agreed time limits.

PURPOSE AND USE

In order to facilitate an expeditious handling of OAT, crossing the ATS route system, a series of temporary Windows are established. The Windows are designated primarily for facilitating RNLAF ACFT but can also be utilised by NATO ACFT upon pilot request or controller initiative. Use of Windows is not compulsory.

PROCEDURES

OAT flights shall be level prior to entering the Window and only change their level after exiting. Due to unforeseen circumstances, e.g. weather, emergency, OAT may deviate form a Window subject to co-ordination.

To maintain separation in the Windows pilots are obligated to fly the same airspeed. Standard airspeed for Windows is Mach 0.85. For Window 3 (UW3) South to North at FL 150 the standard airspeed is 350 KCAS.

For flightplanning procedures see ENR 1.10.

ENR 3.5.2.1 Window 1 (UW1)

Window 1 (UW1) is depicted on charts ENR 6.

Entry and Exit points:

Name	Lat and Long	TACAN Range and Bearing 2'E (2020)
W1N	52°47'20"N 005°10'14"E	EHV – R-353/81
W1C	52°07'33"N 005°16'23"E	EHV – R-353/41
W1S	51°58'55"N 005°17'42"E	EHV – R-353/32
EHV	51°26'53"N 005°22'30"E	EHV

Direction and Flight level

Route	Entry Point	Exit point	Flight level(s)
South to North	W1S	W1N	220 *)
North to South	W1N	W1S	280/330

NOTE: *) Routesegment W1S -> W1C ≥ FL 180 but not above FL 220.
Routesegment W1C -> W1N = FL 220

ENR 3.5.2.2 Window 2 (UW2)

Window 2 (UW2) is depicted on charts ENR 6.

Entry and Exit points:

Name	Lat and Long	TACAN Range and Bearing 2'E (2020)
W2N	53°08'12"N 005°58'18"E	LWD – R-122/10
W2S	52°53'59"N 006°31'38"E	LWD – R-123/34

Direction Flight level

Route	Entry Point	Exit point	Flight level(s)
North to South	W2N	W2S	280/390
South to North	W2S	W2N	270

ENR 3.5.2.3 Window 3 (UW3)

Window 3 (UW3) is depicted on charts ENR 6.

Window 3 (UW3), lower airspace

Entry and Exit points:

Name	Lat and Long	TACAN Range and Bearing 2'E (2020)
W3S	51°48'04"N 005°58'51"E	VKL – R-048/13
W3C	51°57'50"N 006°17'25"E	VKL – R-048/29
W3N	52°16'28"N 006°53'30"E	VKL – R-048/58

Direction and Flight level

Route	Entry Point	Exit point	Flight level(s)
South to North	W3S	W3N	150

Window 3 (UW3), upper airspace
Entry and Exit points:

Name	Lat and Long	TACAN Range and Bearing 2'E (2020)
W3N	52°16'28"N 006°53'30"E	VKL – R-048/58
W3S	51°48'04"N 005°58'51"E	VKL – R-048/13

Direction and Flight level

Route	Entry Point	Exit point	Flight level(s)
North to South	W3N	W3S	280/330

ENR 3.5.3 Flex Window procedures

DEFINITION

A Flex Window is a temporary volume of airspace, as agreed between two ATS units, defined as 5 NM each side of a centreline, at one or more agreed flightlevels, mutual agreed with 60 MIN prior notice.

PURPOSE AND USE

To accommodate exercises and pre-planned large informations or streams of ACFT crossing the ATS route system there is a possibility to utilise a Flex Window. A Flex Window is custom defined, taking into account the requirements of the user.

PROCEDURES

Requests to establish a Flex Window should be made by phone/fax to Centre Supervisor MilATCC Schiphol as soon as possible but not later than 2 HRS before the required activation times.

Entry point, exit point, and flight level(s) are subject to mutual agreement between Centre Supervisor MilATCC Schiphol and the requestor. The final details will be co-ordinated by the Centre Supervisor MilATCC Schiphol at least 60 MIN prior activation of the Flex Window.

OAT flights shall be level prior to entering the Window and only change their level after exiting. Due to unforeseen circumstances, e.g. weather, emergency, OAT may deviate form a Window subject to co-ordination.

To maintain separation between ACFT in a Window pilots are obliged to fly the same air-speed. For Windows established at FL 200 or above the standard Window airspeed is Mach 0.85. For Windows established below FL 200 the standard Window airspeed is 350 KCAS.

ENR 3.5.4 Low flying route for MIL jet ACFT

Low flying by MIL jet ACFT is authorized from MON through THU along Link Route 10. This route may only be used by MIL jet and MIL transport ACFT of the RNLAF and from other NATO forces that have obtained a waiver through MOD NL Air Operations (through Military Aeronautical Authority) in the Hague. Link Route 10 is depicted on chart ENR 6.

ENR 3.5.4.1 Link Route 10

52°04’30”N 006°44’00”E	
52°14’40”N 006°39’30”E	
52°17’30”N 006°38’30”E	minimum height 1000 ft AGL
52°25’00”N 006°36’30”E	
52°36’40”N 006°33’00”E	
53°03’00”N 007°13’30”E	

NOTE: The lower limit along this low flying route is 250 ft above obstacles, the upper limit is 1000 ft AGL. For carrying out these flights the cloud base shall be at least 1500 ft and the visibility 5 km. This route shall be flown in the indicated direction only.

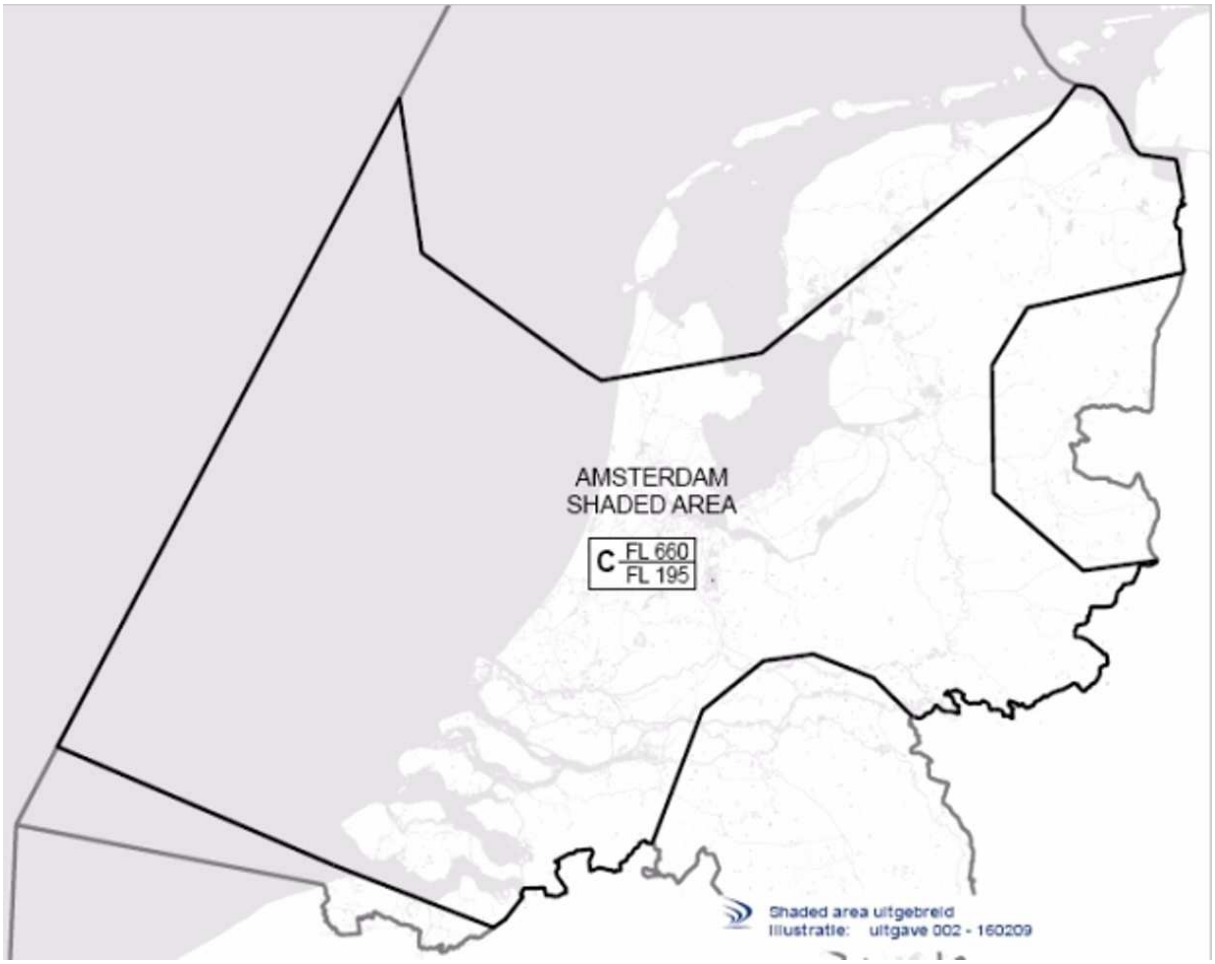
Identification	Co-ordinates	Reference	Purpose
MCS	52°29'00''N007°03'00''E	TBN	DCT ROUTING
MDYK	51°32'00''N004°06'00''E		BENE
MEYL	51°23'00''N005°53'00''E		BENE
MIDL	51°40'00''N005°24'00''E		AWX
MIDS	53°23'03''N005°16'42''E		HELIROUTE
MILGI	51°11'49''N006°07'30''E	NOR R-318/30 DME	DCT ROUTING
MILL	51°51'00''N006°09'00''E		AWX
MODY	51°40'00''N004°40'00''E		AWX
NAVPI	52°32'50''N002°50'26''E		DCT ROUTING
NIRUC	51°30'45.89''N004°36'53.48''E		EHWO: APP
NIXCO	52°45'26.25''N004°38'44.82''E		EHKD: APP
NOFUD	52°48'13.26''N004°38'52.11''E		EHKD: APP
NOLRU	51°30'01''N006°12'59''E	NOR R-336/44 DME	DCT ROUTING
NOSS	51°47'00''N005°30'00''E		AWX
NUNS	52°25'00''N005°44'00''E		AWX/BENE
NUSP	52°23'00''N005°43'00''E		AWX
OLDM	52°49'00''N005°59'00''E		AWX
OSCAR	51°52'30''N006°18'03''E		COP
OSPL	51°17'00''N005°46'00''E		BENE
OUDB	51°36'00''N004°32'00''E		BENE
PAFAZ	51°19’20.97”N003°58’44.69”E		EHWO: APP
PUFLA	53°06’32.44”N004°44’16.71”E		EHKD: APP
RACLE	53°15’10.91”N005°58’00.13”E		EHLW: APP
RAS	52°54'20''N005°17'30''E		Entry EH-R4
RENE	51°56'00''N005°35'00''E		AWX
RENS	52°03'00''N005°35'00''E		AWX
RMND	51°14'00''N005°55'00''E		BENE
ROOG	53°34'00''N006°30'00''E		AWX/BENE
SEVE	51°25'00''N006°04'00''E		BENE
SKMR	53°02'00''N005°45'00''E		AWX/BENE
SLUI	51°21'00''N003°33'00''E		AWX/BENE
SNEE	53°02'05''N005°38'24''E		HELIROUTE
SOOG	53°28'27''N006°11'42''E		HELIROUTE
STAA	52°52'00''N005°20'00''E		BENE
STAV	52°53'00''N005°20'00''E		AWX
STKA	53°02'00''N006°54'00''E		AWX

Identification	Co-ordinates	Reference	Purpose
STUI	51°30'00''N004°44'00''E		AWX
TAFTU	52°48’17.42”N004°44’32.26”E		
TERM	53°16'00''N007°01'00''E		AWX
THR07	51°26’42.49”N004°19’32.57”E		EHWO: APP
THR25	51°27’10.34”N004°21’30.92”E		EHWO: APP
TIEL	51°51'00''N005°29'00''E		AWX/BENE
TOHAR	53°07’39.51”N005°31’04.07”E		EHLW: APP
TOLD	52°03'00''N006°14'00''E		AWX
TRMN	53°18'00''N007°05'00''E		BENE
UCTOW	51°27'42.98''N004°01'15.31''E		EHWO: APP
UMGC	53°13'30''N006°34'30''E		HELIROUTE
UPJEF	51°35’26.58”N004°34’05.31”E		EHWO: APP
URK	52°38'00''N005°34'00''E		BENE
VEFKI	53°06’54.23”N005°37’59.81”E		EHLW: APP
VERE	51°36'00''N003°39'00''E		AWX
VL	53°17'50''N005°05'14''E		HELIROUTE
VLI	53°20'00''N004°48'00''E		AWX/BENE
VLR	53°14'00''N004°55'00''E		AWX
VUZCO	51°32'30.41''N004°44'23.67''E		EHWO: APP
W1C	52°07'33''N005°16'23''E	EHV R-355/41 DME	Window 1 (UW1)
W1N	52°47'20''N005°10'14''E	EHV R-355/81 DME	Window 1 (UW1)
W1S	51°58'55''N005°17'42''E	EHV R-355/32 DME	Window 1 (UW1)
W2N	53°08'12''N005°58'18''E	LWD R-124/10 DME	Window 2 (UW2)
W2S	52°53'59''N006°31'38''E	LWD R-125/34 DME	Window 2 (UW2)
W3C	51°57'50''N006°17'25''E	VKL R-049/27 DME	Window 3 (UW3)
W3N	52°16'28''N006°53'30''E	VKL R-049/58 DME	Window 3 (UW3)
W3S	51°48'04''N005°58'51''E	VKL R-049/13 DME	Window 3 (UW3)
WHSD	51°44'00''N003°49'00''E		BENE
WO402	51°24'35.60''N004°10'35.57''E		EHWO: APP
WO406	51°27'39.20''N004°23'33.40''E		EHWO: APP
WO412	51°29'14.82''N004°30'22.15''E		EHWO: APP
WO416	51°26'15.07''N004°17'36.21''E		EHWO: APP
WO417	51°25'11.52''N004°13'07.19''E		EHWO: APP
WO418	51°33'36.81''N004°12'05.26''E		EHWO: APP
WSTR	52°49'00''N006°36'00''E		AWX
WYCH	51°49'00''N005°44'00''E		BENE

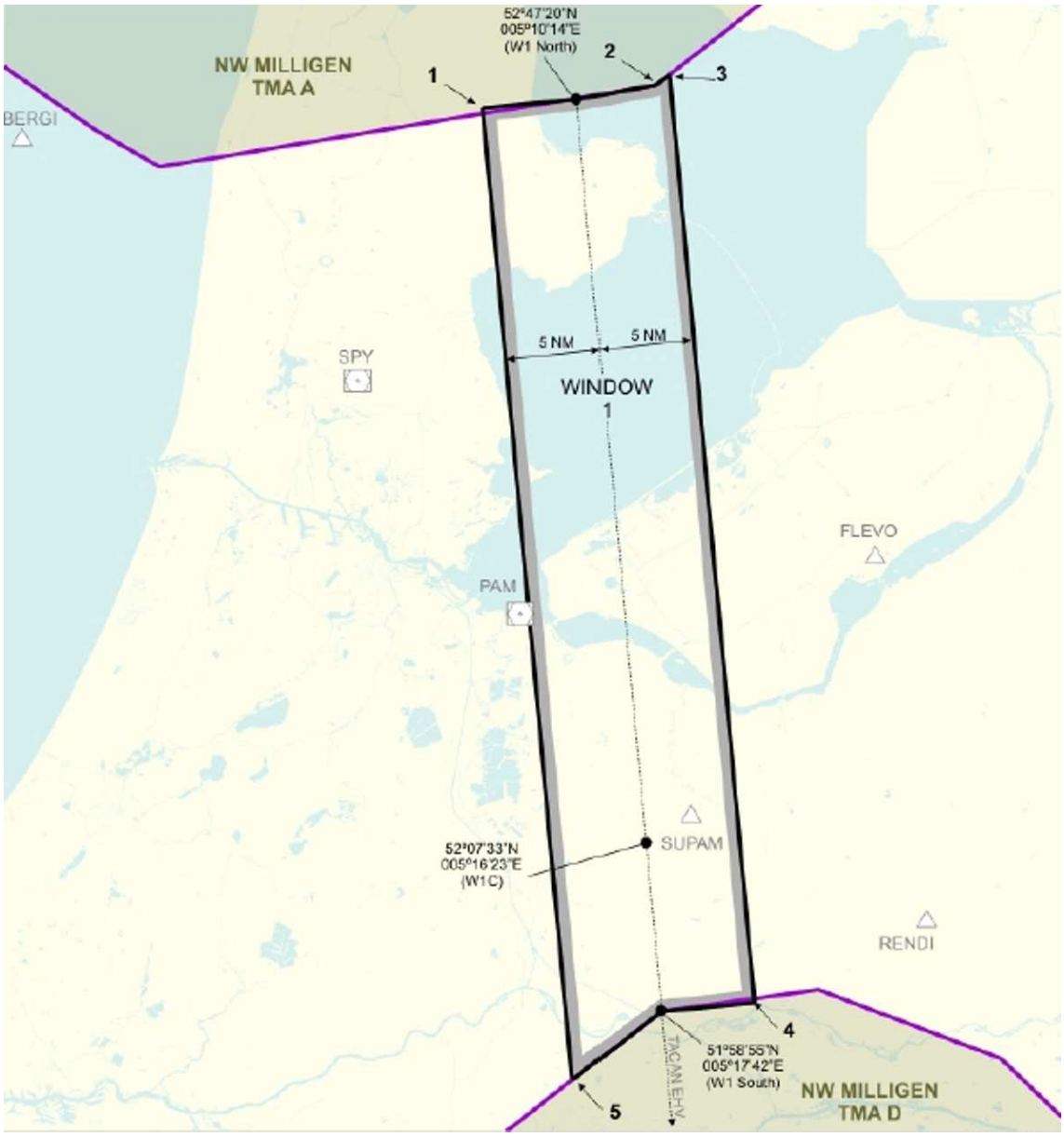
ENR 6. EN-ROUTE CHARTS

INTENTIONALLY LEFT BLANK

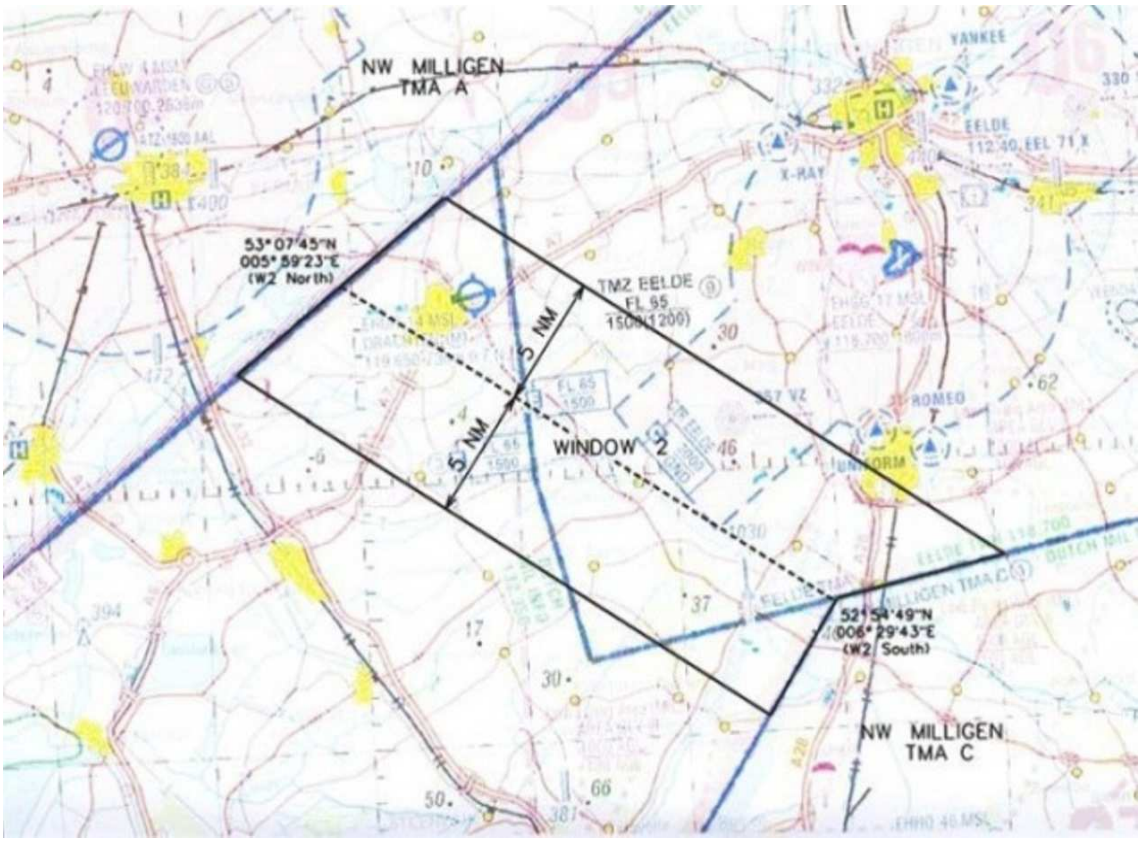
SHADED AREA


AMSTERDAM
SHADED AREA
C FL 660
FL 195
Shaded area uitgebreid
Illustratie: uitgave 002 - 160209

WINDOW 1 (UW1)

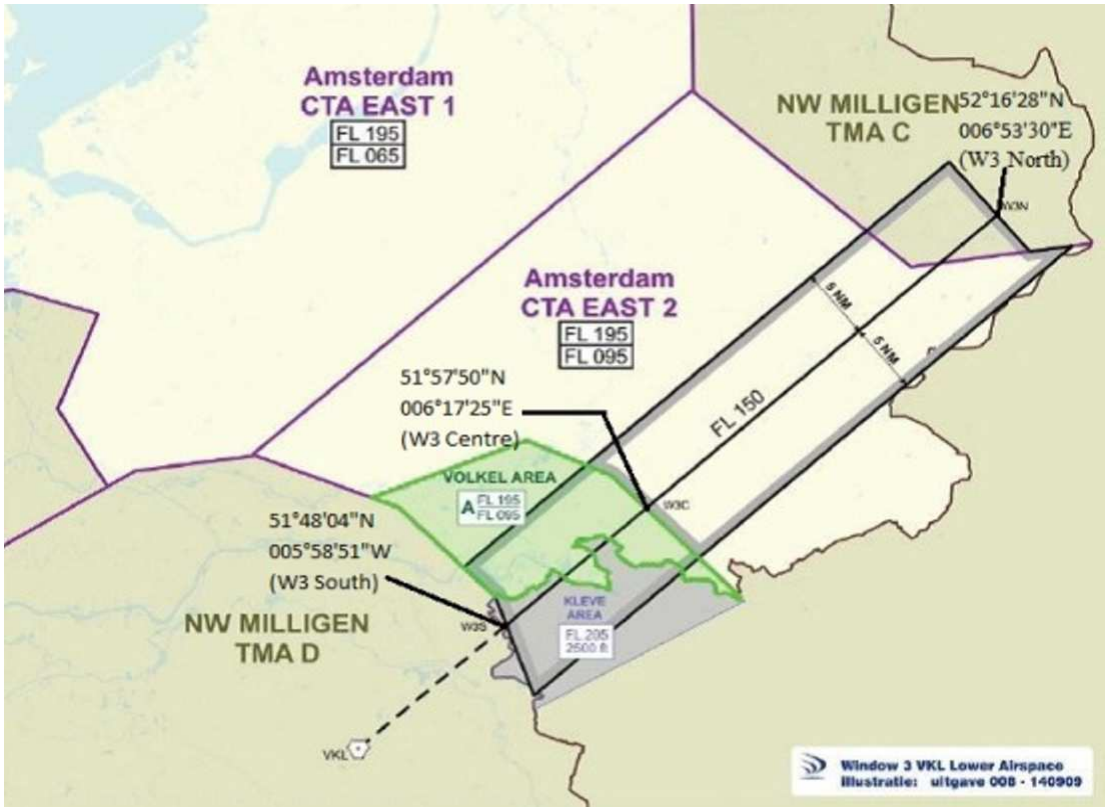

52°47'20"N
005°10'14"E
(W1 North)
NW MILLIGEN
TMA A
1
2
3
BERGI
5 NM
5 NM
SPY
WINDOW
1
FLEVO
PAM
SUPAM
52°07'33"N
005°16'23"E
(W1C)
RENDI
4
51°58'55"N
005°17'42"E
(W1 South)
TACAN EHX
5
NW MILLIGEN
TMA D

WINDOW 2 (UW2)


NW MILLIGEN
TMA A
53°07'45"N
005°59'23"E
(W2 North)
TMZ EELDE
FL 95
1500(1200)
5 NM
5 NM
WINDOW 2
52°54'49"N
006°29'43"E
(W2 South)
NW MILLIGEN
TMA C
YANKEE
EELDE
X-RAY
ROMEO

WINDOW 3 (UW3)

Lower airspace



Upper airspace