

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

Rijswijk, 10 Dec 2022

AIRAC AMENDMENT 01/23

EFFECTIVE DATE 26 JAN 23

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 1.2-2	ENR 1.2-2	EHDL 2-15	EHDL 2-15
up to	up to	ENR 1.6-2	ENR 1.6-2	EHEH 2-10	EHEH 2-10
GEN 0.4-6	GEN 0.4-6	ENR 3.5-2	ENR 3.5-2	EHKD 2-21	EHKD 2-21
GEN 2.2-1	GEN 2.2-1	ENR 5.1-1	ENR 5.1-1	EHVK 2-9	EHVK 2-9
GEN 3.3-2	GEN 3.3-2	ENR 5.1-2	ENR 5.1-2	EHWO 2-24	EHWO 2-24
		ENR 5.2-3	ENR 5.2-3		
ENR 1.1-3	ENR 1.1-3	ENR 5.2-8	ENR 5.2-8		
up to	up to	up to	up to		
ENR 1.1-6	ENR 1.1-6	ENR 5.2-24	ENR 5.2-24		
		ENR 6.1-1	ENR 6.1-1		

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:

M3671/22, M3672/22

Military Aviation Authority NLD
 In order H-ALL

W.E.W. Jacobsen
 Lt Colonel

GEN 0.4 CHECKLIST OF MIIAIP PAGES

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GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

GEN 2.2.1 General

See AIP Netherlands.

GEN 2.2.2 Additional MIL abbreviations

A	
ACHAD	Aeronautical Chart Amendment Document
AFMU	Airspace and Flow Management Unit
AWX	All Weather X-Country
B	
BENE	België-Nederland
C	
CAPP	Centralized Approach Control
CLG	Ceiling
COP	Co-ordination Point
CRC	Command and Reporting Centre
C&R	Control & Reporting System
F	
FDNO	Flight Data and Notam Office
H	
HAA	Height Above Aerodrome Elevation
HAT	Height Above Touchdown Zone Elevation
M	
MU	Maritime Unit
R	
RPAS	Remotely Piloted Aircraft Systems
S	
SPI	Special Position Identification
STANAG	Standard NATO Agreement
T	
TDK	Topografische Dienst Kadaster
V	
VIS/RVR	Visual range on the ground along the RWY
VHI	Very High Intensity runway lighting
VCL	Variable Center Line approach lighting

GEN 2.2.3 Terms and definitions

Accelerate Stop Distance Available (ASDA).

The length of the take-off-run-available (TORA) plus the length of the stopway, if provided.

Air Traffic Services Airspace.

Airspace of defined dimensions, alphabetically designated, within which specific types of flights may operate and for which the minimum requirements of Air Traffic Services and rules of operation are specified.

Clearway (CWY).

A defined rectangular area on the ground or water at the end of a RWY in the direction of the take off and under control of the appropriate authority; selected or prepared as a suitable area over which an ACFT may make a portion of its initial climb to a specified height (extends laterally to a distance of at least 75 m each side of the extended RWY centerline and no longer than half the length of the RWY).

General Air Traffic (GAT).

Flights conducted i.a.w. the rules and procedures of ICAO.

Ground-to-air communication.

One-way communication from stations or locations on the surface of the earth to ACFT.

Ground visibility.

The visibility at an AD, as reported by an accredited observer.

Heading.

The direction in which the longitudinal axis of an ACFT is pointed, usually expressed in degrees from North (true, magnetic, compass or grid).

Height.

The vertical distance of a level, a point or an object considered as a point, measured from a specified datum.

Holding procedure.

A predetermined manoeuvre which keeps an ACFT within a specified airspace while awaiting further clearance.

IFR.

The symbol used to designate the instrument flight rules.

GEN 3.3 AIR TRAFFIC SERVICES

GEN 3.3.1 Responsible service

The authority responsible for the overall administration of MIL air traffic services in The Netherlands is the Commander Air Force of the Royal Netherlands Air Force, C4ISR/AIR C2.

Postal address:	Royal Netherlands Air Force Command C4ISR/AIR C2 P.O. Box 8762 4820 BB Breda The Netherlands
Military Postal Code System:	MPC 92A
Military message address:	MOD NL AIR OPERATIONS THE HAGUE for: CLSK/DO/C4ISR/AIR C2
Civil telex address:	43393 LUVHVS NL - for: CLSK/DO/C4ISR/AIR C2
E-mail address:	atc@mindef.nl
Telefax:	+31(0)76 5447356
Telephone:	+31(0)76 5447348

GEN 3.3.2 Area of responsibility

Military air traffic services are provided within the airspace encompassed by the Amsterdam FIR.

- MilATCC Schiphol below FL245
- MUAC above FL245

GEN 3.3.3 Types of services

Military air traffic services are provided by the units stated below.

GEN 3.3.3.1 Military Air Traffic Control Centre

The Military Air Traffic Control Centre (MilATCC Schiphol), a Royal Netherlands Air Force unit located at Schiphol is designated to provide air traffic services below FL 245 to OAT within the Amsterdam FIR and to CIV air traffic within the Nw Milligen CTA North and in/below the Nw Milligen TMAs. The centre operates in close co-ordination with the CIV Area Control Centre Amsterdam, Maastricht Upper Area Control Centre (Eurocontrol), has a direct liaison with The Netherlands Air Defence System.

A computer - to - computer datalink with the CIV ACCs to MilATCC Schiphol will provides an automatic transmission and processing of current flightdata (including SSR identities) on GAT.

The area of responsibility of the MilATCC Schiphol co-incides with the Amsterdam FIR except for the part south of a line joining the positions 51°43'N 002°10'E and 51°16'N 004°06'E which, for practical purposes, is regarded to be the area of responsibility of Belgian ATS units.

Detailed information of lateral and vertical limits of the airspace structure is given in AIP Netherlands ENR 2, ATC services to GAT following ATS routes both in the lower and upper airspace is provided by ACC Amsterdam, Maastricht UAC and by MilATCC Schiphol for ATS routes in the Nw Milligen TMAs.

MilATCC Schiphol will provide:

- Radar approach/departure control to RNLAf ADs;

- Air traffic control service to OAT and GAT in the Nw Milligen TMAs and the Nw Milligen CTA North;
- Flight information and alerting service to OAT within the Amsterdam FIR outside NSAA and to GAT within the Nw Milligen CTA North and in/below the Nw Milligen TMAs 1). Flight information and alerting service to GAT in/below Eelde TMA and Maastricht TMAs outside OPR HR of Eelde and Beek TWR;
- Diversion and recovery control service to OAT. The operation of this service is in close co-ordination with the operational command units;
- MilATCC Schiphol is designated as the central agency to assist OAT as well as GAT within the Nw Milligen CTA North and within/below the Nw Milligen TMAs in a state of emergency, to coordinate as necessary the actions required from other ATC units and to activate the search and rescue organisation, when appropriate;
- MUAC will provide air traffic control service to OAT above FL 245.

GEN 3.3.3.2 Air traffic services on ADs

At following ADs AIS is available. The following ATC service is provided:

Name	Loc. Indicator	Service
Deelen	EHDL	TWR O/R, APP by MilATCC Schiphol CAPP. AIS/ARO by MilATCC Schiphol FDNO.
De Kooy	EHKD	TWR, APP by MilATCC Schiphol CAPP. AIS/ARO by MilATCC Schiphol FDNO.
Eindhoven	EHEH	TWR, APP by MilATCC Schiphol CAPP. AIS/ARO by MilATCC Schiphol FDNO.
Gilze-Rijen	EHGR	TWR, APP by MilATCC Schiphol CAPP. AIS/ARO by MilATCC Schiphol FDNO.
Leeuwarden	EHLW	TWR, APP by MilATCC Schiphol CAPP. AIS/ARO by MilATCC Schiphol FDNO.
Volkel	EHVK	TWR, APP by MilATCC Schiphol CAPP. AIS/ARO by MilATCC Schiphol FDNO.
Woensdrecht	EHWO	TWR, APP by MilATCC Schiphol CAPP. AIS/ARO by MilATCC Schiphol FDNO.

GEN 3.3.4 Co-ordination between the operator and ATS

Not applicable.

GEN 3.3.5 Minimum flight altitude

Not applicable.

A formation flight as mentioned above shall be considered as one ACFT by the concerned ACC, however the minimum radar separation 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 equipped 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.

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 or climbing flight.

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 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 1.1.10 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 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 mentioned in ENR 3.5 (LR10) is exempted;
- b. Over the 'Waddensee': 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 exercises with ground forces the minimum altitude is 250 ft above obstacles if necessary for the purpose of the exercise.

ENR 1.1.11.3 Helicopters

- 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 practicable 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 above land below 10000 ft AGL.

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 128.500 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 1.6 RADAR SERVICES AND PROCEDURES

ENR 1.6.1 Primary radar

ENR 1.6.1.1 Minimum vectoring altitudes (MVA)

The minimum vectoring altitude is the lowest altitude or flight level that may be used by ATC for vectoring IFR flights in a certain area of controlled airspace until the point where the pilot resumes his own navigation. Hereby taking into account the altitude required for obstacle clearance and the airspace classification.

(a) Terminal Control Areas (TMAS)

Eindhoven TMA 1	2000ft AMSL
Eindhoven TMA 2	Transition level
Eindhoven TMA 3	Transition level
Eindhoven TMA 4	FL 060
Nieuw Milligen TMA A	2000ft AMSL (2)
Nieuw Milligen TMA B	2000ft AMSL (1)
Nieuw Milligen TMA C	2000ft AMSL (1)
Nieuw Milligen TMA D	2000ft AMSL (3)
Nieuw Milligen TMA E	2000ft AMSL
Nieuw Milligen TMAG1	2000ft AMSL
Nieuw Milligen TMA G2	Transition level

(b) Control Zones (CTRs)

Deelen CTR	Refer to AD-2 EHDL-MVA
Eindhoven CTR	Refer to AD-2 EHEH-MVA
Gilze Rijen CTR	Refer to AD-2 EHGR-MVA
De Kooy CTR	Refer to AD-2 EHKD-MVA
Leeuwarden CTR	Refer to AD-2 EHLW-MVA
Volkel CTR	Refer to AD-2-EHVK-MVA
Woensdrecht CTR	Refer to AD-2-EHWO-MVA

- (1) Within a radius of 3nm around 52°54'10"N 006°24'13"E (obst. Smilde): 2100ft AMSL.
- (2) Within the part of Nieuw Milligen TMA A above EHTX: transition level.
- (3) Within a radius of 3nm around 52°00'36"N 005°03'13"E (obst. Lopik): 2300ft AMSL.

ENR 1.6.2 Secondary surveillance radar (SSR)

ENR 1.6.2.1 Transponder procedures

Utilization

AOCS NM CRC utilises Mode S, Mode 3/A and C in a computerised mode of operation for identification and automatic tracking (including plan/track correlation). Transponders must be set with ACID according to FPL item 7 and Mode C. Discreet code 3/A assignment according to normal procedures. Pilots on IFR flights may expect code setting instructions:

- prior to take off through AD control;
- during the process of transfer of control at initial contact.

Normal procedures

Pilots of MIL ACFT operating in the Amsterdam FIR, who have not received specific instructions from ATC concerning the setting of the transponder on Mode 3/A select the tactical (SHAPE) code appropriate for the mission i.a.w. ACP-160 and additional regulations i.e. Range Orders.

In exercises the required Mode 3/A ATC code has priority over other exercise commitments during the time the pilot is under control of AOCS NM CRC.

For VFR MIL flights the Mode 3/A codes are:

Low level NAV flights -	Code 3601
Flights to EHR 4 -	Code 3604
Flights into Link route 10 -	Code 3610

Elementary surveillance

Within the Amsterdam FIR ACFT shall be equipped with a Mode S transponder with (at least) elementary surveillance (ELS) functionality. The equipment must be in accordance with the technical specifications laid down in ICAO Annex 10, volume IV.

Motorised VFR flights in class G airspace below 1200 ft AMSL (excluding the North Sea Area Amsterdam, see AIP Netherlands ENR 2.2) are exempted from the mandatory carriage of a mode S transponder.

Nevertheless by national law all flights equipped with a functioning Mode S transponder shall activate the transponder also in class G below 1200 ft AMSL.

Enhanced surveillance

Fixed wing ACFT flying as GAT in the Amsterdam FIR at or above FL 245 shall be equipped with a Mode S transponder with Enhanced Surveillance (EHS) functionality when the ACFT has a maximum take-off mass greater than 5700 kg or a maximum cruising true airspeed in excess of 250 kt.

After 31st of March 2010 State ACFT (flying as GAT or OAT, VFR or IFR) on the "2009 Mode S Airborne Equipage Plans from State Aircraft Operators list" collated by Eurocontrol, not compliant to Mode S ELS and EHS airborne equipment requirements, are subject to prior permission before conducting a flight within the Amsterdam FIR.

Operational constraints may be applied. These constraints may involve non-acceptance of the flight, re-routing, non-optimal imposed flight level or altitude. No dispensation will be granted to State ACFT in the North Sea Area Amsterdam (NSAA).

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

IDENTIFICATION / SIGNIFICANT POINTS	MAG TRACK 2°E (2020)	DIST NM	MINIMUM IFR CRUISING LEVEL		REMARKS
			E-BOUND	W-BOUND	
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 NVO 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

ENR 5. NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

ENR 5.1.1 Additional on the AIP Netherlands

Temporary Segregated Areas (TSAs)

TSAs are airspaces of pre-defined dimensions within which activities require the reservation of airspace for the exclusive use of specific users during a determined period of time.

The TSA concept encompasses all airspace reservations (EHDs) and restrictions (Restricted or Danger Areas) in The Netherlands FIR. TSAs which are managed and allocated the day before operations by the Airspace Management Cell (AMC) are identified as 'AMC-Manageable Areas'. They are identified as such in the relevant part of the MIIAIP.

The respective TSAs are defined as:

a. DANGER AREAS.

An airspace of defined dimensions within which activities dangerous to the flight of ACFT may exist at specified times. This term is only used when the potential danger to ACFT has not led to the designation of the airspace as restricted or prohibited. The effect of the creation of the danger area is to caution operators or pilots of ACFT that it is necessary for them to assess the dangers in relation to their responsibility for the safety of their ACFT.

b. RESTRICTED AREAS.

An airspace of defined dimensions, above the land areas or territorial waters of The Netherlands, within which the flight of ACFT is restricted in accordance with certain specified conditions. This term is used whenever the flight of ACFT within the designated airspace is not prohibited but may be made only if specified conditions are complied with. Thus, prohibition of flight except at certain specified times leads to the designation of the airspace as a 'restricted area' as would prohibition except in certain meteorological conditions. Similarly, prohibition of flight unless special permission has been obtained, leads to the designation of a restricted area. However, conditions of flight imposed as a result of application of rules of the air or air traffic service practices or procedures (for example, compliance with minimum safe heights or with rules stemming from the establishment of controlled airspace) do not constitute conditions calling for designation as a restricted area.

c. TEMPORARY RESERVED AIRSPACE.

An airspace of defined dimensions within which certain (MIL) flying activities may exist at specified times.

Cross border area (CBA)

CBA is a TSA established over international boundaries for specific operational requirements.

TEMPORARY RESTRICTED AREA

The execution of a flight within an TEMPORARY RESTRICTED AREA with non-participating ACFT is prohibited during activities. Information about activities in the TEMPORARY RESTRICTED AREAs can be obtained from the mentioned authorities on the appropriate FREQs. When a flight subsequently takes place in an TEMPORARY RESTRICTED AREA, pilots shall report leaving this zone.

ENR 5.1.2 Temporary Reserved Airspace (TRA) Danger Areas situated above international waters (see AIP Netherlands)

1. General

Certain flying activities are not readily adaptable to ATC, since specific ACFT, during at least part of their flight, cannot maintain a constant profile, heading and speed (e.g. testflights, air combat training manoeuvres). Based on the provisions laid down in Part II, para 6.3. of

PANS/ATM (Doc 4444) a certain portion of the airspace in the Amsterdam FIR has been designated as Temporary Reserved Airspace (TRA) or Danger Area if situated above international waters.

EHD09(A) is primarily meant for CIV testflights and EHD01(A) thru EHD08(A) for MIL operations.

The TRAs and EHDs 01(A) thru 09(A) are continuously active MON through THU daily 0700/2300 (0600/2200) and FRI 0700/1600 (0600/1500) except on legal holidays (see GEN 2.1 para 5).

Authorisation for use of the TRAs and EHD01(A) thru 09(A) is subject to pre-scheduling and will be granted only to OAT and/or special testflights.

2. Reservation

The use of TRAs and EHDs is subject to prior reservation and allocation (in time slots of 10 MIN). Requests for longterm reservation have to be forwarded to Royal Netherlands Air Force Command, C4ISR/AIR C2. AOCs Bureau Operationele Planning (BOP) is the coordinating agency for other (routine) reservations of TRA12(A) and EHDs 01(A) thru 09(A). Due to the location of EHD09 in relation to EHD41, IFR-departures from the Vliehors range, the CAROL-refueling track as well as the routes to and from ACMI range, requests for reservation of EHD09(A) shall be forwarded to Centre Supervisor MilATCC Schiphol.

Requests for reservation shall contain the following information: area (TRA or EHD number), timeperiod, number of participating ACFT and type of mission. Requests have to be initiated as follows:

- a. For regular use: at the latest on Wednesday 1200LT of the preceding week, by phone, fax or email to Bureau Operationele Planning (BOP);
- b. For incidental or ad hoc use: at least 30 MIN before entry of the TRA or EHD, by phone or radio to the Fighter Allocator (FA), in accordance with the AUP.

3. Allocation

In general MIL ACFT stationed in The Netherlands have priority over other ACFT. Furthermore, the following priorities will apply:

- a. TACEVAL/OPEVAL/CAPEVAL/Readiness Verifications (RV) flights or flights for national evaluations;
- b. Flight in support of Weapons Instructor courses or training;
- c. National exercises;
- d. International exercises when supported by the RNLAf;
- e. AAF even when this area is reserved by ACFT not stationed in The Netherlands (so the use of EHD 07(A)/08(A) is subordinate to the use of EHD42);
- f. Other training flights.

AOCs NM CRC will publish the allocation for the next week on Wednesday before 1700LT, to all agencies concerned and to MilATCC Schiphol by means of the weekly directive. AOCs NM CRC will provide the AMC with a related timetable the day before operations at 1000 (0900), to be published in the AUP for the next day. TRAs and EHDs are all subject to the Flexible Use of Airspace (FUA) concept. Planning well in advance is mandatory to enable the AMC to allocate airspace to MIL users or if not needed by MIL users to activate Conditional Routes (CDR) for CIV use.

4. Control Point Reservation and Allocation

See ENR 5.2.2.4.

5. ATC-service

MilATCC Schiphol (callsign: Dutch Mil) or MUAC (callsign: Maastricht Radar, when above FL 245), will provide normal ATC service to flights to/from TRAs. In specific cases AOCs NM CRC can also control traffic to/from the TRAs and EHDs.

51°42'25.96"N 005°02'45.39"E; 51°42'24.78"N 005°02'18.63"E;
 51°42'25.32"N 005°01'54.85"E; 51°42'26.92"N 005°01'23.03"E;
 51°42'31.52"N 005°00'40.71"E; 51°42'33.88"N 005°00'26.55"E;
 51°42'36.02"N 004°59'50.01"E; 51°42'40.40"N 004°59'15.73"E;
 51°42'32.60"N 004°58'07.18"E; 51°42'23.18"N 004°57'33.44"E;
 51°42'24.04"N 004°56'56.38"E; 51°42'31.14"N 004°55'53.44"E;
 51°42'44.79"N 004°54'58.17"E; 51°42'49.94"N 004°54'24.60"E;
 51°42'55.27"N 004°54'06.77"E; 51°43'01.04"N 004°53'54.53"E;
 51°43'31.85"N 004°53'57.32"E; 51°43'51.74"N 004°54'42.44"E;
 51°44'31.10"N 004°55'26.15"E; 51°45'16.77"N 004°55'59.02"E;
 51°45'50.89"N 004°56'04.62"E; 51°46'15.70"N 004°56'06.37"E;
 51°47'20.52"N 004°56'23.50"E; 51°47'45.97"N 004°56'19.83"E;
 51°48'40.73"N 004°57'53.03"E; 51°49'03.94"N 004°59'35.49"E;
 51°49'10.93"N 005°00'24.83"E; 51°48'52.25"N 005°02'14.91"E;
 51°49'29.60"N 005°04'49.16"E; 51°49'28.95"N 005°05'35.96"E;
 51°48'46.54"N 005°07'34.61"E; 51°48'43.46"N 005°08'28.01"E;
 51°48'55.11"N 005°09'55.90"E; 51°48'48.52"N 005°10'59.84"E;
 51°48'33.57"N 005°11'40.27"E; 51°48'30.50"N 005°13'10.14"E;
 51°48'55.77"N 005°14'52.53"E; 51°49'19.50"N 005°18'14.68"E;
 51°49'15.32"N 005°18'51.37"E; 51°48'57.30"N 005°19'27.41"E;
 51°48'37.75"N 005°19'47.62"E; 51°48'20.61"N 005°20'07.18"E;
 51°48'07.65"N 005°20'55.30"E; 51°48'13.36"N 005°21'47.81"E;
 51°49'13.13"N 005°22'49.12"E; 51°50'39.48"N 005°24'46.45"E;
 51°52'09.57"N 005°25'39.62"E; 51°52'59.88"N 005°26'39.39"E;
 51°53'15.70"N 005°27'45.09"E; 51°53'17.90"N 005°30'39.99"E;
 51°53'58.99"N 005°33'26.32"E; 51°52'31.87"N 005°34'47.79"E; to point of origin.

Due to operational reasons for the DHC this area is divided into three separate parts, A, B and C (see ENR 6.1-3). The dividing lines are as follows, between A and B from 51°48'55.40"N 005°09'55.15"E to 51°44'08.59"N 005°07'21.77"E, between B and C from 51°49'05.96"N 005°22'48.69"E to 51°46'59.47"N 005°29'00.29"E.

Additional regulation due to Natura2000 measures:

Area Kil van Hurwenen prohibited year round from GND-1000 ft:

51°49'01.30"N 005°16'02.40"E; 51°49'35.10"N 005°17'30.20"E; 51°49'19.40"N 005°19'13.90"E; 51°48'51.40"N 005°19'40.50"E; 51°47'59.50"N 005°18'28.70"E; 51°48'00.30"N 005°17'03.60"E; to point of origin.

GLV X (Voorne-Putten/Hoeksewaard)

51°55'46.29"N 004°08'37.98"E; 51°55'31.90"N 004°08'53.24"E;
 51°54'59.87"N 004°09'56.00"E; along anti-clockwise arc (radius 1 NM, centre 51°54'00.00"N 004°10'00.00"E) to 51°54'09.20"N 004°11'35.72"E;
 51°54'04.85"N 004°12'09.30"E; 51°53'27.73"N 004°12'57.32"E;
 51°53'06.75"N 004°13'37.72"E; 51°52'20.54"N 004°14'13.03"E;
 51°51'52.79"N 004°15'33.83"E; 51°51'47.93"N 004°16'07.17"E;
 51°51'49.01"N 004°17'03.38"E; along anti-clockwise arc (radius 2 NM, centre 51°51'00.00"N 004°20'00.00"E) to 51°50'27.52"N 004°23'06.25"E;
 51°50'29.90"N 004°24'52.34"E; 51°49'50.70"N 004°26'59.47"E;
 51°49'47.76"N 004°28'12.64"E; 51°49'59.03"N 004°29'45.30"E;
 51°49'56.43"N 004°30'17.23"E; 51°49'39.95"N 004°31'14.01"E;
 51°49'50.53"N 004°32'43.85"E; 51°49'48.10"N 004°33'02.21"E;
 51°48'40.47"N 004°34'00.12"E; 51°48'19.31"N 004°34'56.63"E;
 51°48'22.18"N 004°35'21.77"E; 51°48'01.19"N 004°36'57.25"E;
 51°47'48.97"N 004°37'11.66"E; 51°46'46.80"N 004°37'34.83"E;
 51°45'33.09"N 004°37'27.20"E; 51°45'02.05"N 004°37'46.13"E;
 51°44'10.03"N 004°37'40.48"E; 51°43'21.47"N 004°37'07.14"E;
 51°43'01.35"N 004°36'24.77"E; 51°42'15.92"N 004°33'28.48"E;
 51°42'02.22"N 004°31'52.15"E; 51°42'53.38"N 004°28'08.69"E;
 51°42'59.10"N 004°26'08.06"E; 51°43'18.61"N 004°24'35.68"E;
 51°44'24.77"N 004°21'21.34"E; 51°45'09.68"N 004°18'48.48"E;
 51°45'40.90"N 004°15'57.56"E; 51°45'57.55"N 004°14'55.69"E;
 51°48'14.80"N 004°10'58.67"E; 51°49'08.44"N 004°09'49.27"E; along anti-clockwise arc

(radius 1 NM, centre 51°50'00.00"N 004°09'00.00"E) to 51°49'11.53"N 004°08'03.14"E; 51°49'40.39"N 004°05'41.22"E; 51°53'19.26"N 004°01'49.06"E; 51°54'22.26"N 004°03'07.37"E; 51°55'27.71"N 004°04'23.35"E; 51°55'37.17"N 004°04'48.75"E; to point of origin.

Additional regulations due to Natura2000 measures:

Area Oude Land van Strijen prohibited from 01 Okt-31 Mar from GND-1000 ft:
51°47'04.50"N 004°29'15.10"E; 51°47'17.00"N 004°29'43.50"E; 51°47'17.70"N 004°30'40.60"E; 51°47'28.00"N 004°31'13.40"E; 51°46'50.60"N 004°32'37.40"E; 51°45'32.80"N 004°32'56.30"E; 51°44'10.50"N 004°32'42.10"E; 51°43'56.60"N 004°32'06.60"E; 51°43'55.80"N 004°31'40.60"E; 51°44'44.30"N 004°31'20.50"E; 51°45'14.40"N 004°30'29.60"E; 51°45'32.80"N 004°29'17.50"E; to point of origin.

Area Slikken van Voorne prohibited year round from GND-1000 ft:
51°53'09.20"N 004°01'42.70"E; 51°54'59.40"N 004°03'21.10"E; 51°55'34.80"N 004°04'38.20"E; 51°55'27.40"N 004°05'30.10"E; 51°52'48.60"N 004°02'12.00"E; to point of origin.

GLV XI (Wieringermeerpolder)

52°56'15.66"N 005°01'51.18"E; 52°56'00.50"N 005°02'17.11"E;
52°55'24.68"N 005°02'20.84"E; 52°55'26.66"N 005°02'56.00"E;
52°53'36.58"N 005°04'31.80"E; 52°53'20.76"N 005°04'46.96"E;
52°50'46.07"N 005°06'51.55"E; 52°46'30.31"N 005°06'15.51"E;
52°45'30.54"N 004°57'25.53"E; 52°52'20.33"N 004°56'16.54"E;
52°52'49.12"N 004°56'05.55"E; 52°52'57.69"N 004°55'56.32"E;
52°53'04.94"N 004°56'06.43"E; 52°53'12.85"N 004°55'59.18"E;
52°53'02.74"N 004°55'38.31"E; 52°53'02.08"N 004°55'23.80"E;
52°53'02.74"N 004°55'07.98"E; 52°53'11.31"N 004°54'57.88"E;
52°53'20.10"N 004°54'47.11"E; 52°53'25.15"N 004°54'35.02"E;
52°53'35.92"N 004°54'27.77"E; 52°53'45.15"N 004°54'41.40"E;
52°53'48.88"N 004°54'54.36"E; 52°53'56.13"N 004°55'06.66"E;
52°54'16.13"N 004°56'19.39"E; 52°55'00.07"N 004°57'16.96"E;
52°55'17.43"N 004°57'26.19"E; 52°55'28.86"N 004°57'29.93"E;
52°55'46.87"N 004°58'00.91"E; 52°55'50.61"N 004°58'11.67"E;
52°55'52.59"N 004°58'33.87"E; 52°55'54.13"N 004°58'47.71"E;
52°55'55.66"N 004°59'14.30"E; 52°56'05.55"N 004°59'53.19"E;
52°56'07.75"N 005°00'08.35"E; 52°56'08.63"N 005°00'19.12"E;
52°56'04.23"N 005°00'32.74"E; 52°56'02.04"N 005°00'44.38"E;
52°56'05.55"N 005°01'12.29"E; 52°56'13.46"N 005°01'34.04"E; to point of origin.

Additional regulation due to Natura2000 measures:

Area Wieringen prohibited year round from GND-1000 ft:
52°53'37.70"N 004°54'28.70"E; 52°54'00.00"N 004°55'08.60"E;
52°54'19.90"N 004°56'22.40"E; 52°55'11.20"N 004°57'25.30"E;
52°55'31.00"N 004°57'24.30"E; 52°55'51.50"N 004°58'04.20"E;
52°56'09.00"N 005°00'18.80"E; 52°56'04.80"N 005°01'04.70"E;
52°56'27.10"N 005°02'11.50"E; 52°55'35.90"N 005°03'12.30"E;
52°55'11.10"N 005°03'08.30"E; 52°54'46.40"N 004°59'10.00"E;
52°53'23.20"N 004°57'41.20"E; 52°52'57.30"N 004°55'53.50"E; to point of origin.

GLV XII (Noordzee)

53°35'00.00"N 004°40'00.00"E; 53°35'00.00"N 005°00'00.00"E;
53°22'46.98"N 005°00'00.00"E; along anti-clockwise arc (radius 8 NM, centre 53°15'00.00"N 004°57'00.00"E) to 53°15'00.00"N 004°43'40.92"E;
53°15'00.00"N 004°37'01.38"E; 53°06'10.00"N 004°30'56.00"E;
53°05'00.00"N 004°21'00.00"E; 53°05'00.00"N 004°10'00.00"E;
53°12'14.60"N 004°10'00.00"E; along anti-clockwise arc (radius 5 NM, centre 53°17'00.28"N 004°12'30.13"E) to 53°14'27.45"N 004°19'39.78"E; to point of origin.

Tactical Intercepts (TI)

Intercept (tactics) that allows aircrew to gain superiority in air combat, or to achieve the task/mission.

Basic Fighter Manoeuvres (BFM)

Training designed to apply handling skills to gain proficiency in recognizing and solving range, closure, aspect, angle off, and turning room problems in relation to another ACFT to either attain a position from which weapons may be launched, or defeat weapons employment by an adversary. BFM is normally carried out by 2 ACFT, and limited to maximum of 4 ACFT.

Air Combat Manoeuvres (ACM)

Training designed to achieve proficiency in element formation manoeuvring and the coordinated application of BFM to achieve a simulated kill or effectively defend against one or more ACFT from a pre-planned starting position. ACM is normally carried out by 3 or more ACFT.

Air Combat Training (ACT)

Training in the application of BFM and ACM skills to achieve a tactical air-to-air objective. The first part of a ACT set-up is similar to a Practice Intercept (see below). An ACT set-up can end in BFM and/or ACM.

Dissimilar (D)

BFM/ACM/ACT in which different types of ACFT are involved (DBFM/DACM/DACT).

Tactical Intercepts (TI, training)

Training designed to give aircrew skills in tactics used to gain superiority in air combat.

Fighter Area of Responsibility (FAOR) operations

Defensive air operations within a defined area of responsibility.

Practice Intercept (PI)

Defensive air operation designed to give the aircrew skills in manoeuvring into a favourable position for the execution of the specific mission without getting into close combat (BFM and/or ACM).

PI-Patrol

PI training involving 'targets of opportunity' and 'embellished targets'.

Surface Attack (SAT)

Training designed to give the aircrew skills in the use of air-to-ground targeting and weapon delivery.

SAT Opposed

Training designed to give the aircrew skills is TI and SAT in the same mission.

Air-to-Air Firing (AAF)

Training that involves the employment of live air-to-air weapons.

Air-to-Air Refuelling (AAR)

Air operations that involve in-flight refuelling.

Functional Flight Check (FCF)

Air operations executed only to perform in-flight technical checks on an ACFT.

Monitoring Missions (MM)

Missions under control of a radar station for which no tactical information is required.

TMA-monitoring

BFM missions monitored by Radar Controllers.

ENR 5.2.2.3 Regulations and responsibilities concerning the safeguarding of flight safety

Not withholding the regulation laid down below, the ACFT Commander will always be ultimate responsible for the flight safety of the ACFT. Only in case of the necessity to maintain flight safety an ACFT Commander can deviate from direction given by the FC. The deviation must be stated by the ACFT Commander to the FC as soon as possible. However, the above does not indemnify the FC from the responsibility to, whenever able, warn ACFT under control from any conflicting traffic.

Establishment of mutual responsibilities

At the start of each mission the FC must inform the aircrew about the type of supervision/control service for that specific mission. In principle, the FC will provide the highest degree of service possible, within the constraints given by airspace classification, type of exercise area, equipment status, complexity of the scenario and the aircrew wishes or needs.

Whenever a radio- or radar coverage limitation within a specified exercise area is known or noted, the FC must inform the aircrew of the division level, below which only broadcast control can be provided. Every change in control service or division level during the mission must be stated by the FC, and must be acknowledged by aircrew.

ACFT under Positive Control

The Fighter Controller is responsible for:

- Giving timely and repeated warnings about all air (stranger) traffic within 10 NM and 10.000 ft to the ACFT under his/her supervision, and, if necessary, give direction to maintain separation criteria;
- Obtain clearance for the use of the exercise airspace from ATC service concerned, if applicable;
- Keeping the supervised air traffic within the allocated exercise area, and maintaining a buffer of 2.5 NM to the border of the Amsterdam FIR;
- Maintain separation between aircraft under control and non-participating air traffic of at least 5 NM horizontal separation (or 6 NM in case of a formation flight) or a vertical separation as stated below.

Using primary radar altitude

standard rule for radar separation: vertical separation of 5000 ft.

Using Mode C

Without coordination and with unknown intentions of the respective aircraft: at least 5000 ft. After coordination between the controllers or when the intentions of the other aircraft are known, vertical separation can be reduced to

- 1000 ft between aircraft flying (at and) below FL 290;
- 2000 ft between aircraft flying (at and) above FL 290.

E.g.: the FC has a NON-RVSM equipped aircraft under control and wants to pass underneath an aircraft flying at FL 290.

In this case the FC can pass at FL 280. If the FC wants to pass overhead, the aircraft has to fly at FL 310 or higher.

Additional separation due to different QNH

When using Mode C for separation and two aircraft are flying with different altimeter settings, the FC will add the following vertical separation to the above mentioned separation:

- 1000 ft, if QNH \geq 980hPa but \leq 1046hPa;
- 2000 ft, if QNH \geq 947hPa and $<$ 980hPa or QNH $>$ 1046hPa and \leq 1079hPa;
- 3000 ft, if QNH $<$ 947hPa or QNH $>$ 1079hPa.

Use of Area Separation

By utilizing a Division Level, where the first IFR Flight Level above/below the coordinated MTA is the lowest/highest available level. E.g. traffic working below the TRA 10 (A), which has a lower limit of FL 095, will not climb above FL 090.

In this case the FC will separate his aircraft using a lower limit of FL 100.

- Confirmation of aircrew reporting the change of meteorological condition (VMC to IMC and vice versa).

Aircrew is responsible for:

- Reporting the change of meteorological condition (VMC to IMC and vice versa);
- Reporting visual- or radar contact with participating and non-participating traffic;
- Adhering to the prescribed break-off rules;
- Maintain inner-flight separation;
- Contacting AOCS NM CRC on the primary check-in frequency ('Bandbox Main') if radio contact is lost with the FC. If no radio contact with CRC Bandbox can be established, the mission must be terminated, and the aircrew must contact MilATCC Schiphol ('Dutch Mil').

Amplification:

- Within the exercise airspace the aircrew will have tactical freedom to manoeuvre. When necessary, the FC will direct the aircrew (heading, speed and altitude) in order to maintain separation criteria or airspace integrity. The FC will grant the air crew tactical freedom to manoeuvre again as soon as possible.

Conditions:

- Continuous 2-way radio contact;
- Full radar coverage of the airspace for which PCS is provided;
- Specific airspace restrictions and conditions are mentioned in ENR 5.2.2.7.

ACFT under Advisory Control

The Fighter Controller is responsible for:

- Giving timely and repeated warnings about all air (stranger) traffic within 10 NM and 10.000 ft to the ACFT under his/her supervision;
- Obtain clearance for the use of the exercise airspace from ATC service concerned, if applicable;
- Giving timely and repeated warnings about possible exercise airspace violations.
- Aircrew is responsible for:
 - Maintain a horizontal separation of at least 5 NM or a vertical separation of at least 5000 ft from non-participating air traffic;
 - Navigation, to include maintaining within the allocated exercise airspace, and keeping a buffer of 2.5 NM to the border of the Amsterdam FIR;
 - Maintain VMC;
 - Maintain inner- and inter flight separation;
 - Contacting AOCS NM CRC on the primary check-in frequency ('Bandbox Main') if radio contact is lost with the FC. If no radio contact with CRC Bandbox can be established, the mission must be terminated, and the aircrew must contact MilATCC Schiphol ('Dutch Mil').

Amplification:

- Within the exercise airspace the aircrew will have tactical freedom to manoeuvre. The FC will maintain to provide warnings about conflicting non-participating (stranger) traffic until the aircrew has reported radar- or visual contact or the aircrew has reported action to maintain separation criteria. The FC can provide

the aircrew with suggestions in order to help the aircrew to maintain the separation criteria.

- The FC will maintain to provide warnings about airspace borders until the aircrew has reported action to maintain inside the allocated airspace. The FC can provide the aircrew with suggestions in order to help the aircrew to maintain inside the allocated airspace.

Conditions:

- Continuous 2-way radio contact;
- Full radar coverage of the airspace for which ACS is provided;
- Specific airspace restrictions and conditions are mentioned in ENR 5.2.2.7.

Broadcast Control

Broadcast control is not a flight-safety service. However, the FC is responsible for:

- If possible give timely and repeated warnings of stranger traffic that can effect the mission or flight path of the ACFT on his/her frequency. These warnings can be provided relative to the ACFT participating or to a specific geographic point (bulls-eye).
- Aircrew is responsible for:
 - Maintain VFR separation criteria from (non-) participating air traffic;
 - Navigation, to include maintaining within the allocated exercise airspace, and keeping a border of 2.5 NM to the border of the Amsterdam FIR;
 - Maintain VFR/VMC.

Amplification:

- BC will be provided if radar- and/or radar coverage can not be guaranteed within the exercise airspace due to equipment status, physical constraints, EW conditions or operations limited to data-link tracks.
- BC can be provided if the tactical situation precludes PCS or ACS. The FC can, after positive identification, provide a higher degree of control service to a flight for specific purposes, such as recovery or cloud breaks.

Conditions:

- Continuous 2-way radio contact is not mandatory;
- Full radar coverage of the airspace is not mandatory;
- The mission is flown under VFR/VMC;
- Specific airspace restrictions and conditions are mentioned in ENR 5.2.2.7.

TMA monitoring

The Radar Controller is responsible for:

- Giving timely and repeated warnings about all IFR traffic and/or known VFR traffic with can affect the mission or flight path of the ACFT under his/her supervision; and if necessary take action to maintain the prescribed separation criteria between mentioned IFR/VFR traffic and the ACFT under his/her supervision;
- Keeping the supervised air traffic within the allocated exercise area, adhering to a buffer of 2.5 NM.

Aircrew is responsible for:

- Maintain a horizontal separation of at least 5 NM or a vertical separation of at least 1000 ft from non-participating air traffic;
- Maintain VMC;
- Apply, when applicable, the correct break-off procedures.

Autonomous operations

The RNLAf can decide to conduct autonomous operations in segregated EHD18 when AOCS NM CRC is unavailable to provide control. If during the autonomous operations another Radar Station is available (e.g. Netherlands Navy), they are allowed to provide Tactical Support under Broadcast Control. The Radar Station is not allowed to coordinate with any of the ATC Units directly and shall follow the recovery procedures described below.

Procedures for autonomous operations from EHLW

After take-off the flight will be monitored inbound EHD18 by RAPCON North. Hereafter the flight can commence their autonomous mission. RAPCON North will provide administrative updates upon request. Ten minutes prior the end of the mission, the flight will call RAPCON North to provide an estimate.

This estimate will contain the following information:

- Call sign;
- 10 minute estimate;
- Mode 3A;
- Current position;
- RTB intentions (e.g. requested Flight Level).

After the flight, RAPCON North will escort the aircraft back to Leeuwarden following their normal procedures. Aircraft experiencing an emergency, aircraft may contact RAPCON North right away.

Procedures for autonomous operation from other airbases

VFR flights can transit back and forward low level to the EHD18. If IFR transits are required, RAPCON South will hand over the aircraft to MilATCC Schiphol. MilATCC Schiphol will escort the flight towards EHD18, where the flight will cancel its IFR clearance and can commence their autonomous mission.

Aircraft experiencing an emergency or another situation where administrative or safety updates are required; the flight will contact MilATCC Schiphol on a previously coordinated frequency. However, radio coverage cannot be guaranteed on all levels in the northern part of the EHDs.

Procedures for autonomous operations above FL 245

Aircraft experiencing an emergency above FL 245, may contact Maastricht UAC. Maastricht UAC will only provide recovery services to the autonomous flights and has no area monitoring responsibilities.

Recovery for flights above FL 245.

Ten minutes prior the end of the mission, the flight will call Maastricht UAC on Special Operations West sector frequency: 398.025 MHz (back up, on request only: 247.800 MHz) to provide an estimate.

This estimate will contain the following information:

- Call sign;
- 10 minute estimate;
- Mode 3A;
- Current position;
- RTB intentions (e.g. requested Flight Level).

Example: "Maastricht Radar, Devil 1 flight, XXX F-35, 10 minute prior RTB, squawking XXXX, in EHD1, request an IFR recovery back to EHVK at FL 280".

After the mission, the aircraft will hold around 54°05'00"N 005°05'00"E, in the level block FL 280 - FL 330 and call Maastricht UAC for their recovery on the coordinated frequency. The call from the flight to Maastricht UAC is done by the flight lead and shall contain the following information:

- Call sign and the call sign of the aircraft that are in the formation;
- Mode 3A;
- Current position and level;
- RTB intentions.

Example: "Maastricht Radar, Devil 1 flight, XX F-35, squawking XXXX, FL 280 at holding point EHD4, request FL 280 back to EHVK".

Only after two-way communication with Maastricht UAC, and when positive identification has been established by Maastricht UAC, will aircraft receive a clearance to leave the EHDs. Maastricht UAC will transit the flight back and hand over to MIIATCC Schiphol.

Procedures for autonomous operations during air-to-air refueling in the Polly track

During air-to-air refueling in the Polly track by Maastricht UAC the highest level available for autonomous operations in EHD07 and EHD08 is FL 240.

ENR 5.2.2.4 Reservations and allocation of airspace and control points

ENR 5.2.2.4.1 Reservation of airspace

Reservation of airspace must be done i.a.w. ENR 5.1.

The Fighter Allocator of the AOCS NM CRC must be informed on workings days before 08.30 LT on CP requests. The Fighter Allocator will divide the available CPs among the planned missions, and inform the respective airspace users of the CP allocation. A mission, that exceeds the ETA with more than 15 MIN, could be denied the previous allocated airspace and/or CPs. If the mission is still proceeding, airspace and CPs have to be requested again.

For ad-hoc operations CPs can be requested via the Fighter Allocator by telephone or R/T ('Bandbox Main'). Ad-hoc CP allocation will be done on basis of availability, and will have a lower priority than previous allocated CPs.

Priorities in CP allocation are set by HQ RNLA Command Air Force Breda, section Fighter Operations.

ENR 5.2.2.4.2 Booking Principles and Priority Rules for Areas published in AIP NL ENR 5.1

All military training areas are published in the AIP Netherlands. For the actual lateral and vertical dimensions, time of usage and remarks consult the AIP Netherlands ENR 5.1.

ENR 5.2.2.4.2.1 General rules for the booking of an Area

Every training area has a single, dedicated primary user. The primary user determines who and at what time the area may be used. Under special circumstances, the primary user is authorized to cancel an approved booking. Coordination is conducted through the intervention of AFMU. In case the request for reservation covers a period outside the specific times for the area mentioned activation timetable and National Holidays AIP Netherlands Gen 2.1, the primary user of the area shall be involved in the approval of the request whilst taking into account the affected stakeholders. AFMU shall require owner approval of the reservation and a declaration of the necessity and risk of degradation of the operation. All current regulations regarding usage and execution of operations (e.g. minimum altitude, noise reduction measures etc.) will remain in force.

ENR 5.2.2.4.2.1.1. Airspace Request

Airspace can be booked at the earliest 363 days in advance with the AFMU. The minimum term for booking of airspace is described in ENR 5.2.2.4.2.1.6 and ENR 5.2.2.4.2.1.7. An airspace request shall be received by AFMU no later than 1200 LCL the day before the planned operations (Fri 1200 LCL for the Monday after) according ENR 5.2.2.4.2.1.6. Requests received after this time may be refused by AFMU.

ENR 5.2.2.4.2.1.2 After AUP publication until H-3

The airspace allocation will be made available to the airspace users by an Airspace Use Plan (AUP). After AUP publication, a change in military requirements and/or priorities may necessitate the need to adjust existing airspace bookings or additional bookings. The deadline for such adjustment or an additional booking is as early as possible with a limit of 3 hours before start of the event (H-3). Activities announced later than H-3 shall be handled according ENR 5.2.2.4.2.1.3.

The H-3 rule is applicable for the following areas:

EHD1-9, EHD018, EHD41D, EHD42, EHR4A/E, EHR8A, EHTRA10A, EHTRA12A.

NOTE: EHTRA12 can be booked on short notice.

ENR 5.2.2.4.2.1.3. After H-3

Any adjustment in time, location and volume of existing bookings or additional bookings will be subject to Collaborative Decision Making CDM. If consensus fails, GAT will have priority on the planned ATS routes and published DCTs (including CDR1, CDR2). Request will be coordinated as follows:

- Flights already airborne with an ad hoc request are coordinated directly on the frequency. Depending on the traffic situation, the ACC/UAC concerned may impose ATS restrictions.
- If time permits, these flights will be coordinated in advance between TCS and the SV of the ACC/UAC(s) concerned.
- Flights concerned not yet airborne shall be coordinated via Supervisor MILATCC Schiphol (SV). MILATCC SV will coordinate the request with the relevant ACC/UAC unit. Depending on the traffic situation, these ACC/UAC(s) may impose restrictions on additional bookings.

ENR 5.2.2.4.2.1.4. Cancellation booking

When a booking is no longer required AFMU shall be informed within 30 minutes. The slot will first be made available to other potential military airspace users. If within 30 minutes no reply is received, the slot will be released to ACCs/UACs. On the day of operation the slot shall be cancelled via Supervisor MilATCC Schiphol.

ENR 5.2.2.4.2.1.5. Address for Notification and Coordination for Exercise Airspace

Airspace requests shall be forwarded to AMC Netherlands (AFMU) via the national booking tool or sent by letter or e-mail to:

Airspace and Flow Management Unit (AFMU)–AMC
Air Control Squadron – AOCS NM.
Royal Netherlands Air Force
Ministry of Defence
Postbus 8762 | 4820 BB | Breda | MPC 38 B
T1 +31 20 4062395
T2 +31 577 458700
+31(0)887475700
Email: aocs.amc@mindef.nl

ENR 5.2.2.4.2.1.6. Basic Registration time for Airspace request within published time frame

Area	Primary User	Minimum time required for request
EUCSEA1	1 and GAF	3 working days
EHR 2	5	10 working days
EHR 2A/2B/2C	2	5 weeks
EHR 3	5	According AIP Netherlands
EHR 3A	5	According AIP Netherlands
EHR 3B	5	6 weeks
EHR 4	1	According AIP Netherlands
EHR 4A/4E	1	1 working day
EHR 8	4	According AIP Netherlands
EHR 8A	4	1 working day
EHR9	5	According AIP Netherlands
EHR49	6	5 working days
EHR61 – 63	5	According AIP Netherlands
EHD1 – 9	1	1 working day
EHD018	1	1 working day
EHD41A/41B/41C/41D	4	5 working days
EHD42	1	5 working days
EHTRA10A/10B	1	1 working day
EHTRA11	1	1 working day
EHTRA12/12A	1	1 working day
EHTRA14/14B/14C	1	1 working day
EHTRA15/15A	1	1 working day
EHTRA58	3	5 working days
EHTRA59	3	10 working days
EHTRA72	1	5 weeks
EHTRA80	3	5 working days
EHTRA81	2	5 working days
EHTRA82	2	5 working days
EHTRA83	2	5 working days
EHTRA84	2	5 working days
EHTSA1A/1B	1	5 weeks

Area	Primary User	Minimum time required for request
EHTSA50 – 57	5	2 working days
EHTSA85	3	5 working days
EHTSA100-102	5	1 working day

- 1 – Royal Netherlands Air Force Fighter Branch
- 2 – Royal Netherlands Air Force Helicopter branch
- 3 – Royal Netherlands Air Force Air Transport branch

- 4 – Royal Netherlands Navy Command
- 5 – Royal Netherlands Army Command
- 6 – Defence Material Organisation

In case of conflict of interests, the booking timeframe can be overruled by the Chief of Defence of the Netherlands.

ENR 5.2.2.4.2.1.7. Request non-standard airspace and/or deviating from standard area separation rules

Area	Owner	Minimum time required for request	Remark
Temporary Restricted Area/Airspace with impact on civil controlled airspace and/or taking place < 5NM distance from an area boundary or Airway/CDR.	AFMU	6 months	e.g. large scale exercises requiring a temporary change of the ATM system e.g. Falcon Autumn, Frisian Flag and FWIT
Other Temporarily Restricted Area Airspace	AFMU	16 weeks	e.g. booking non published area

In case of conflict of interests, the booking timeframe can be overruled by the Chief of Defence of the Netherlands.

ENR 5.2.2.4.2.1.8. Crossing Military Training Area in use.

No transit clearances for non-participating air traffic will be issued when a MTA is in use. Exceptions after coordination are:

- Flights for which the pilot declares an emergency or which are apparently in an emergency situation, including flights affected or threatened by unlawful interference;
- HEMS, Police, Customs, Coast Guard and Fire Fighting Flights;
- Flights carrying sick or injured persons requiring immediate medical assistance, including flights urgently required for the life-saving medical care of sick and injured persons;
- Flights under control of ATC or CRC and for which entrance approval has been granted by the authority controlling the MTA,
- When Special Weather conditions based on a SIGMET occur.

ENR 5.2.2.4.2.2. Area usage rules and priorities.

In this chapter the purpose and or rules for the usage per military training area are described. Per area the primary activities are also mentioned. This does not imply that only the mentioned activity is granted. Where 'other military exercises' is mentioned the usage of life ordonnance and or live firing/shooting is forbidden except when the primary usage is the usage of life ordonnance and or live firing/shooting.

ENR 5.2.2.4.2.2.1. General

The following rules are applicable for all areas:

- Transponder Mode S is mandatory except for the EHD1-9, EHD018, EHTRA10A/B and under conditions the EHR4A/E. Then the EHR4A/E shall be booked in combination with a connecting EHD and/or EHTRA10A. In the mentioned areas Mil Aircraft shall use Mode 3A/C. During an "A-scramble" or training of practice intercept, Mode 3C may be switched off after instruction controlling unit.
- Built up areas, industrial areas and hospitals shall be avoided.
- Natura 2000 areas shall always be taken in to account when planning and executing an exercise.
- Altitude restrictions are described in ENR 1.1.11.
- Noise Abatement Procedures are described in ENR 1.1.12.

ENR 5.2.2.4.2.2.2. EUCSEA1

Military Exercises.

ENR 5.2.2.4.2.2.3. EHD1-9 and 18

Basically Air to Air and other military exercises.

ENR 5.2.2.4.2.2.4. EHD41A/41B/41C/41D

Live firing Surface to Air and other military exercises.

ENR 5.2.2.4.2.2.5. EHD42

Live firing Air to Air, Surface to Air and other military exercises.

ENR 5.2.2.4.2.2.6. EHR2/2A/2B/2C

EHR2 Gun firing and other military exercises.

EHR2A Close Air Support. Cannot be booked within the same time frame as the EHTRA11 unless specific de-confliction arrangements are agreed between the involved parties.

EHR2B military exercises.

EHR2C military exercises.

EHR2C VFR flights only.

Autonomous operations in EHR2A/2B/2C are conducted VFR/VMC only. Usage EHR2B is limited during autonomous operations. Area is not available west of 006°03'00"E

RPAS. Usages EHR2B is limited for RPAS operations. Area is not available west of 006°03'00"E.

ENR 5.2.2.4.2.2.7. EHR3A/B

EHR3A Life Firing.

EHR3B Life Firing.

RPAS. Operations < FL 065 according MAA rules and approved types of RPAS. Above FL 065 approval is required from MAA, ILT and LVNL.

ENR 5.2.2.4.2.2.8. EHR4/4A/4B/4C/4D/4E/4F

EHR4/4A life ordonnance drops and or live firing/shooting and other military exercises.

ENR 5.2.2.4.2.2.9. EHR8/8A

EHR8 Live firing, RPAS operations and other military exercises.

EHR8A Live firing and other military exercises.

RPAS activities shall stay 5 NM from the Schiphol TMA 1, 2 and 6 and Amsterdam CTA West borders.

ENR 5.2.2.4.2.2.10. EHTRA10A/10B

EHTRA10A military exercises.

EHTRA10B military exercises.

ENR 5.2.2.4.2.2.11. EHTRA11

Primary for transit RPAS form EHLW into EHTRA10A.

Other military exercises after approval ATC, ATC has priority.

EHTRA11 cannot be booked within the same time frame as the EHR2A except when used for RPAS transit operations only.

ENR 5.2.2.4.2.2.12. EHTRA12/12A

EHTRA12/12A military exercises.

During summer time period as published in AIP Netherlands EHTRA 12/12A can only be booked MON-FRI 0600-1500 UTC.

EHTSA1A and EHTRA72 have priority in usage over the EHTRA12.

ENR 5.2.2.4.2.2.13. EHTRA14/14B/14C

Close Air Support training and other military exercises.

All participating flights, except RPAS, and flights crossing with a clearance, have to maintain 2-way radio communication with the appropriate controlling agency.

RPAS operations are allowed under the following conditions:

- a. Either EHTRA14B or 14C shall be used for transition into the EHTRA14.
- b. When in the EHTRA14 then 2.5 NM distance shall be applied to the area boundaries.
- c. Direct coordination with the Supervisor MilATCC Schiphol shall be ensured at all times. Arrangement shall be made before start exercise.

ENR 5.2.2.4.2.2.14. EHTRA15/15A

EHTRA15/15A Military exercises.

All participating flights, except RPAS, and flights crossing with a clearance, have to maintain 2-way radio communication with the appropriate controlling agency. When in the EHTRA15 2.5 NM distance shall be applied to the area boundaries.

ENR 5.2.2.4.2.2.15. EHTRA58

Para jumping only.

ENR 5.2.2.4.2.2.16. EHTRA59

Para jumping only.

Special procedures agreed between LVNL and RNLAf shall be applied for location climb, profile and jump run. instructions shall be obtained by Supervisor MilATCC Schiphol.

ENR 5.2.2.4.2.2.17. EHTRA72

Military exercises.

Additional rule for usage:

All participating flights and flights crossing the area with a clearance have to maintain 2-way radio communication with the appropriate ATC agency.

Cannot be booked when EHTSA1A/1B is booked.

ENR 5.2.2.4.2.2.18. EHTRA80

Air Transport exercises, and other military exercises.

Priority is with Air Transport.

RPAS approved with the restriction that operations are not allowed above FL045 for the part located in the NW Milligen TMA B.

EHR9 and EHTSA17 have priority.

Usage EHTRA80 and EHTRA83 shall be de-conflicted.

Additional rule for usage:

All participating flights and flights crossing the area with a clearance have to maintain 2-way radio communication with the appropriate ATC agency.

ENR 5.2.2.4.2.2.19. EHTRA81

VFR Helicopter operations.

ENR 5.2.2.4.2.2.20. EHTRA82

VFR Helicopter operations.

ENR 5.2.2.4.2.2.21. EHTRA83

VFR Helicopter operations.

EHTRA80, CTR Deelen and EHTSA19 have priority over the EHTRA83.

ENR 5.2.2.4.2.2.22. EHTRA84

VFR Helicopter operations and other military exercises.

EHR9 and EHTSA54 have priority over the EHTRA84.

ENR 5.2.2.4.2.2.23. EHTSA 85

Military exercises.

ENR 5.2.2.4.2.2.24. EHTSA1A/1B

Close Air Support Training and other military exercises.

Additional rules for usage:

- All participating flights and flights crossing the EHTSA1A and/or B with a clearance have to maintain 2-way communication with the appropriate ATC agency controlling the operations in the EHTSA1A/B.
- Within the lateral limits of the EHTSA1B only VFR flights are allowed.
- EHTSA1A/1B cannot be booked when EHTRA72 is booked.

ENR 5.2.2.4.2.2.25. EHTSA50, 51, 52, 53, 54, 55, 56 and 57

RPAS operations only.

Users of the mentioned areas shall inform Supervisor MilATCC Schiphol (SV) 10 minutes before starting and when ending the activities. Users of the EHTSA57 shall also inform Woensdrecht ATC before starting and when ending activities.

EHTSA52, 53 and 54 have priority over the usage of the GLV III and the GLV VII.

ENR 5.2.2.4.2.2.26 EHTSA 100, 101 AND 102

RPAS operations only.

Users of the mentioned areas shall inform Supervisor MilATCC Schiphol (SV) 10 minutes prior starting and when ending the activities. When using EHTSA100, Supervisor MilATCC Schiphol shall also inform Eelde ATC before starting and when ending the activities.

EHTSA100. The part situated outside the lateral limits of the EHTRA14 shall only be used up to 1500 ft AMSL maximum. Climb > 1500 ft AMSL shall be done within the lateral limits of the EHTRA14. RPAS descending shall be below 1500 ft AMSL before leaving the lateral limits of the EHTRA14.

ENR 5.2.2.5 Additional regulations

Security flights

Security flights can operate within the Amsterdam FIR without prior clearance from ATC, if they are identified and under control of a C&R radar station. In peacetime the AOCS NM CRC Fighter Allocator must, if needed through MilATCC Schiphol, immediately inform Amsterdam ACC and Maastricht UAC, regarding initial heading, initial altitude and SSR-code (Mode 3A). Although in general standard separation criteria will be applied in close co-ordination with the respective ATC agencies, the nature and importance of a security flight might lead to deviation of these separation criteria or a request to respective ATC agencies to alter flight path of OAT or GAT. If a security flight is controlled by any other C&R radar station then the AOCS NM CRC, the NW Milligen Fighter Allocator remains responsible for immediately informing the respective ATC agencies. Because of the nature of security flight adherence to specific flight rules stated in this MilAIP might not be possible or operationally not desirable in order to achieve the mission.

Degradation of Radar equipment

If a C&R radar station experiences a degradation of radar equipment and/or has no radar available due to equipment outages, the FC must inform the aircrew immediately. If autonomous operations are allowed, the aircrew can proceed with the mission autonomous. In airspace where autonomous operations are not allowed, the FC will immediately arrange a hand-over to another C&R radar station or ATC.

Altimeter settings

The altimeter setting during defensive and offensive operations will be done i.a.w. ENR 1.7 of this MilAIP.

Supersonic flights

Supersonic flights must be in accordance with ENR 1.1. of this MilAIP.

PI-Patrol

Embellished targets.

I.a.w. AIRNORTH Manual 80-7 Vol.1.

Targets of opportunity

Military aircraft can be intercepted for training purposes after permission has been obtained from ATC and ACFT commander i.a.w. ACE Manual 75-2-1 'Fighting Edge'.

Permission for closure less than 1 NM has to be obtained from the ACFT Commander in all circumstances.

(D)BFM / (D)ACM / (D)ACT

BFM/ACM/ACT missions within the NW Milligen TMAs /TRAs by units other than RNLAf are not allowed; For RNLAf units, specific regulations for BFM/ACM/ACT within the NW Milligen TMAs/TRAs are directed and published by the RNLAf Command Fighter Operations Branch.

DBFM/DACM/DACT missions within the NW Milligen TMAs/TRAs by units other than RNLAf are allowed, as long as RNLAf units are part of the mission. Herewith RNLAf regulations as directed by the RNLAf Command/Fighter Operations Branch apply.

Air-to-Air Refueling

AAR within the Amsterdam FIR can be done within Carol 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.

Control restrictions in respect to active AAR tracks

When the 'Carol Track' is active, autonomous operations in EHD06(A), 07(A) and 08(A) are not allowed above FL 195.

When the 'Polly Track' is active, autonomous operations in EHD07(A) are not allowed above FL 195.

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

TI (training) by RNLAf 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 TL/OPS/V-41'Training rules F-16';
- 'Do not use the terms 'Hostile', 'Engage' or 'Kill' for training purposes;
- PI by RNLAf QRA(I) ACFT carrying LIVE AA WPNS and/or LOADED GUN NMS is allowed.

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

Rules and regulations for RNLAf ACFT or ACFT participating in a RNLAf organised exercises (e.g. FWIT, Frisian Flag) carrying live ordnance are laid down in order: TL/OBA/OPS V-41 'Training Rules', or in case of RNLAf helicopters: OMH section 8, 3.22 - 3.25.

For ACFT (other than RNLAf & 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.

Request for exemption.

ACFT not belonging to the RNLAf can request an exemption from the previous rules. A request must be forwarded to Royal Netherlands Air Force Command Fighter Operations Branch at least 3 weeks prior to the active date of the exemption. The Chief Fighter Operations Branch will judge the request on a case-by-case base.

Electronic Warfare conditions

Flight operations under EW conditions are only allowed after co-ordination with the Master Controller or Fighter Allocator of the CRC Nieuw Milligen, and under the following conditions:

- flight operations and EW must be according AIRCENT Manual 75-1;
- in case of RADAR jamming flight operations under PCS or ACS have to be monitored by a safety controller using a radar equipment that is not jammed. The safety controller has flight safety responsibility. In case of flight operations under BC, the FC has to inform the Aircrew on RADAR jamming;
- in case radio jamming, the jamming agency will monitor safety frequencies and UHF Guard. Radio jamming is not allowed during AAR, actual personel or cargo drops, ACFT in distress, actual Search and Rescue missions, operational (non-training) missions and VIP flights (jamming VIP flights allowed after approval exercise director).

In case non-planned Meaconing-, Intrusion-, Jamming- or Interference (MIJI) conditions are observed both Aircrew and FC will inform each other immediately, and perform all necessary actions to safeguard flight safety. Furthermore, action will be taken in order to localise the source of MIJI and to terminate the MIJI.

Practice Interventions

To be developed.

Flight operations controlled by other agencies

Besides the AOCS NM CRC other agencies belonging to the NATO C&R system and Maritime Units are allowed to control flight operations inside the Amsterdam FIR. All rules and regulations within this MIIAIP apply on these flight operations. Furthermore, these flight operations must:

- apply with all standing NATO Air Defence rules and regulations;
- be approved by the Master Controller AOCS NM ;
- when proceeding supersonic, be reported to the Master Controller AOCS NM.

Training flights

GENERAL.

Tango and Romeo Scrambles are training flights conducted with armed Air Defence fighters.

TANGO SCRAMBLE FLIGHTS.

Tango scrambles training flights, specifically used to train a Fighter Controller and aircrew to conduct a Security Flight and PIPAT.

Executed under national and ICAO regulations, transit to/from the designated training area will be conducted by Maastricht UAC or MIIATCC Schiphol. A Tango Scramble has no priority over civil or other Military traffic.

In case of an air incident a Tango Scramble can be retasked to a Security Flight if needed.

ROMEO SCRAMBLE FLIGHTS.

Romeo scramble are executed in order to undergo a NATO Readiness Verification. Security Flight procedures and tactical actions are evaluated by an assigned verification team present at AOCS NM CRC. For a Romeo Scramble, the same regulations apply as a Tango Scramble.

ENR 5.2.2.6 Break-off rules for PI or PIPAT

IMC

If at 5 NM no radar contact is established by the intercepting ACFT, or within 5 NM radar contact is lost by the intercepting ACFT, the intercept must be terminated without delay. This rule does not apply if the required vertical separation is established.

VMC

Intercepting ACFT will maintain assigned altitude or altitude block within 10 NM of target ACFT, unless:

- visual contact with target ACFT is established, or
- avoidance of collision potential is safeguarded based upon Situational Awareness, geography, timing, onboard systems, FC information, other intercepting ACFT or any appropriate aid, or
- verbally confirming target ACFT altitude and maintaining 1000 ft separation.

Also reference: ACE Manual 75-2-1 Target of Opportunity Programme.

ENR 5.2.2.7 Operation area and control matrix

Operation	Exercise areas	Airspace classification	Height band	Safety service	Controlling Agency
(D)BFM, (D)ACM	EHD01 thru 08 EHD09 TRA10A TRA10B TRA12 TRA15 TRA15A NM CTA North Above NM CTA North EUC SEA1(L)	E E E E E E E A C E	FL 055 – FL 660 FL 055/140 – FL 660 FL 095 – FL 660 FL 065 – FL 095 FL 095 – FL 285 FL 065 - FL 195 FL 195 - FL 245 FL 055 – FL 195 FL 195 - UNL FL 055 – FL 660	PCS/ACS/BC PCS/BC* PCS/TRA Monitoring PCS/TRA Monitoring PCS/TRA Monitoring PCS/TRA Monitoring PCS/TRA Monitoring PCS PCS PCS/ACS/BC	1 2 2/3/4 2/3/4 2/3/4 2/3/4 2/3 2 2 1
	NM TMA A, C1, D NM TMA E	B D	FL 065 – FL 195 FL 065 – FL 095	TMA Monitoring TMA Monitoring	3/4 3/4
(D)ACT	EHD01 thru 08 EHD09 TRA10 A TRA10 B TRA12 TRA12 A TRA15 TRA15A NM CTA North Above NM CTA North EUC SEA1(L)	E E E E E E E E A C E	FL 055 – FL 660 FL 055/140 – FL 660 FL 095 – FL 660 FL 065 – FL 095 FL 095 – FL 285 FL 285 – FL 660 FL 065 - FL 195 FL 195 - FL 245 FL 055 – FL 195 FL 195 – UNL FL 055 – FL 660	PCS/ACS/BC PCS/BC* PCS PCS PCS PCS PCS PCS PCS PCS PCS/ACS/BC	1 2 2 2 2 2 2 2 2 2 1
TI, FAOR, PI, PIPAT, SAT (-O) and MM	EHD01 thru 08 EHD09 TRA10 A TRA10 B TRA12 TRA12 A TRA15 TRA15A NM CTA North Above NM CTA North EUC SEA1(L)	E E E E E E E E A C E	FL 055 – FL 660 FL 055/140 – FL 660 FL 095 – FL 660 FL 065 – FL 095 FL 095 – FL 285 FL 285 – FL 660 FL 065 - FL 195 FL 195 - FL 245 FL 055 – FL 195 FL 195 – UNL FL 055 – FL 660	PCS/ACS/BC PCS/BC* PCS PCS PCS PCS PCS PCS PCS PCS PCS/ACS/BC	1 2 2 2 2 2 2 2 2 2 1

Operation	Exercise areas		Airspace classification	Height band	Safety service	Controlling Agency
	NM TMA A, C1, D		E	1500 ft - FL 065	BC	5
	NM TMA B, E (see note)		E	1500 ft - FL 055	BC	2
	NM TMA A, C1, C2 (see note) and D		B	FL 055 - FL 095	PCS	2
	NM TMA B (see note)		D	FL 055 - FL 095	PCS	2
	NM TMA E (see note)		D	FL 065 - FL 095	TMA Monitoring/PCS	2/3/4
	Above TMA A, C1, C2 (see note) and D		C	FL 195 - UNL	PCS	2
	Uncontrolled airspace	Above land	G	MiIAIP ENR 6	BC	5
		Above sea	G	MiIAIP ENR 6	BC	1
AAR	EHD01 thru 08		E	FL 055 - FL 660	PCS/ACS/BC	1
	EHD09		E	FL 055 - FL 660	PCS *	2
	TRA10 A		E	FL 095 - FL 660	PCS	2
	NM CTA North		A	FL 055 - FL 195	PCS	2
	Above NM CTA North		C	FL 195 - UNL	PCS	2
	EUC SEA1(L)		E	FL 055 - FL 660	PCS/ACS/BC	1
	Uncontrolled airspace above sea1)		G	MiIAIP ENR 6	BC	1
AAF	EHD 42			MSL - 10.000 ft AMSL 10.000 ft AMSL - FL 660	BC PCS	2 2
Autonomous Operations	EHD 01 thru 08		E	FL 055 - FL 660	n.a.	None
	Uncontrolled airspace above sea1)		G	MiIAIP ENR 6	n.a.	None
Security Flights	Amsterdam FIR			MSL - UNL	PCS/ACS/BC	5

Controlling Agency:

- 1 = Control and Reporting Unit + Maritime Unit
- 2 = AOCS NM CRC
- 3 = MilATCC Area
- 4 = MilATCC RAPCON UP TO FL 195
- 5 = Control and Reporting Unit
- 6 = MUAC in Carol- and Polly track

* EHD09: BC between FL 055 - FL 140 is allowed when the 5 NM buffer is applied

NOTE: TMA B, C2 and E: Between 1800 hrs LT and 2200 hrs LT 1500 ft-FL 055: BC ABOVE FL 055: PCS. Outside these hours: 1500 ft-FL065: BC. Above FL065: PCS

For specific (exercise) purposes, a temporary area can be created within the FIR Amsterdam TEMPORARY RESTRICTED AREA. This area can be created by CLSK/DO/C4ISR/C2AIR in close co-ordination with the effected ATC. Types of operations, (exercise-) area, height bands, Controlling Agencies, required safety service and additional regulations will be stated by exemption.

- 1) Airspace classification C in Amsterdam FIR above FL 195.
- 2) Not applicable for AAR controlled by MilATCC Schiphol.
- 3) TRA monitoring below FL 195 can also be controlled by RAPCON.
- 4) Only applicable when no reduced co-ordination.

Additional procedures TRA10(A/B) en TRA 12(A)

Approved controlling / monitoring agencies in the TRA10(A+B) and TRA12 are:

- AOCS NM CRC
- MilATCC RAPCON up to FL 195
- MilATCC up to FL 245
- MUAC from FL 245 and up

Regarding the maximum maneuver category for RNLAf aircraft over land in the Amsterdam FIR, as published in OMF (part A, section 8); an exemption for 'unlimited' maneuvers in TRA10(A/B) and TRA12 (A) is approved by C-LSK.

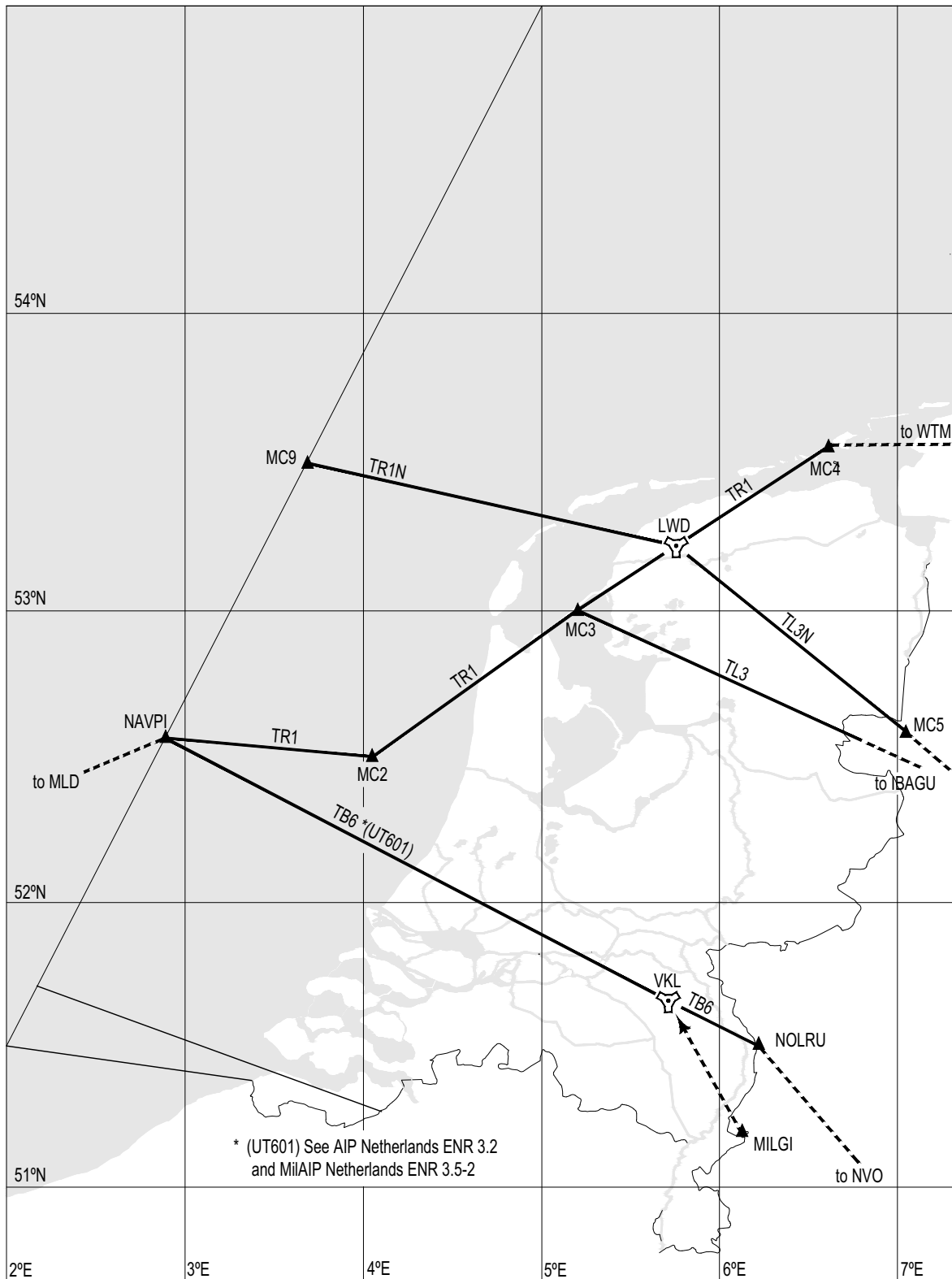
TRA10 (A/B)

- If more than 4 aircraft are using the TRA10(A/B) in a single tactical mission, AOCS NM CRC will appoint 2 FCs to guaranty safety of flight.
- The maximum amount of aircraft that can make sole use of the TRA10(A/B) is 6.
- The maximum amount of aircraft that can make use of the TRA10(A/B), whilst combining this airspace with an activated EHDs, is 12. There are no limits regarding maximum amount of aircraft within the EHDs.
- If more than 6 aircraft, participating in the same tactical mission, fly within the TRA10(A/B) confines; a 5 NM buffer to the south border will be added.
- The maximum maneuver category for RNLAf aircraft is 'unlimited'.
- Whilst military training is being conducted in the TRA10(A/B) under CRC control, no GAT will cross the airspace without permission of the CRC NM FA/FC.
- OAT is always cleared to cross an active TRA10(A/B) after coordination with CRC NM FA/FC.
- Activation of the TRA10(A) is permitted for both civil and military test flights.
- Due to the location of the TRA10(A/B) in relation to EHR2, EHR4, EHR8, Parachute Jumping area Texel and AAR tracks Polly and Carol, it is mandatory for CRC NM to provide 'Positive Control Service' to air traffic using TRA 10(A/B) and hence the reason why autonomous flying is prohibited in this airspace.
- Activated Restricted and Danger Areas (e.g. EHR2, EHR4 and EHD49) as well as the Parachute Jumping Area Texel have priority over activation of the TRA 10(A/B).

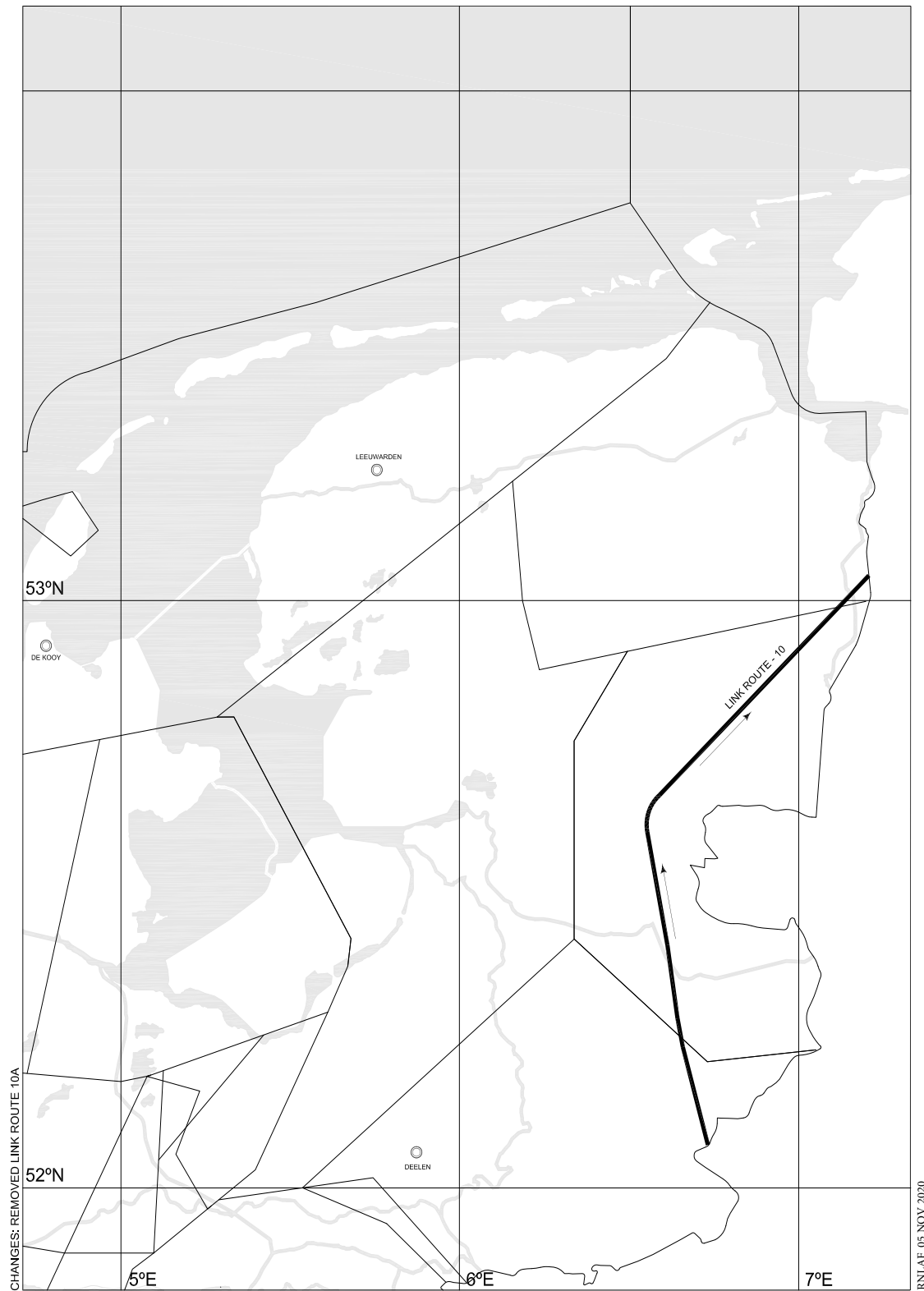
TRA12 (A)

- For ACM/BFM missions the maximum amount of aircraft allowed to use the TRA12(A) is 6.
- For ACT missions the maximum amount of aircraft allowed to use the TRA12(A) is 4.
- Activation of the TRA12(A) is permitted for both civil and military test flights.
- Whilst military training is being conducted in the TRA12(A), no GAT will cross the airspace without permission of the CRC NM FA/FC.
- OAT is always cleared to cross an active TRA12(A) after coordination with CRC NM FA/FC.
- The maximum maneuver category for RNLAf aircraft is 'unlimited'.

TACAN ROUTE STRUCTURE FIR AMSTERDAM

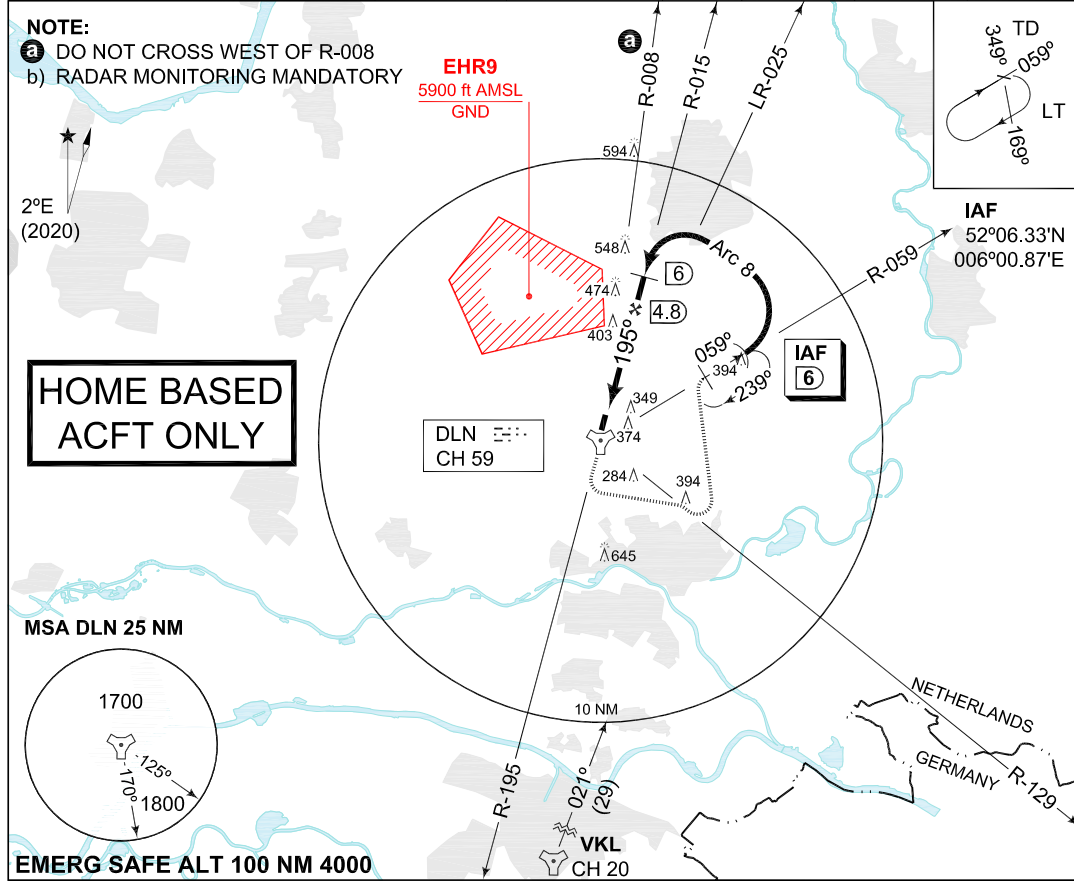


LINK ROUTE 10

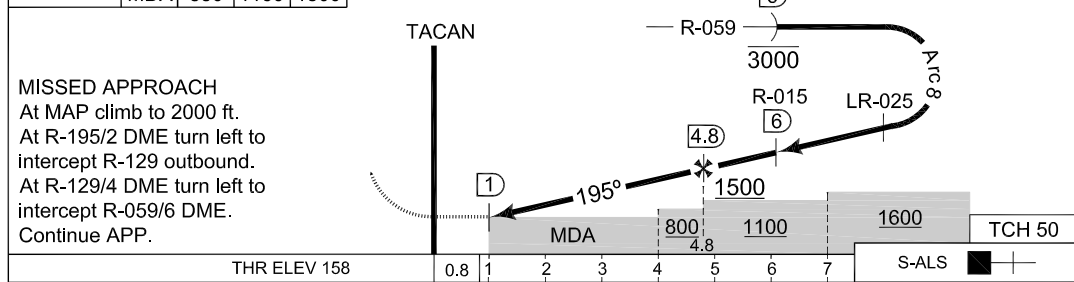


MIPS INSTRUMENT APPROACH CHART **COPTER TACAN RWY 19 DEELEEN (EHDL)**

DUTCH MIL 259.250 128.355		RAPCON WEST 399.725 123.580		DEELEEN TWR 312.400 129.930			
TACAN DLN CH 59	APP COURSE 195°	FAF ALT 1500 FT	Descent GR 5.2%	MDA 650	THR ELEV 158	ALS 420 m	LDA 2536 FT



DME DLN	2	3	4	4.8	
ALT	MDA	850	1160	1500	



MIPS	COPTER
S-TACAN 19	650-400 492 (500-0.4/0.8)
CIRCLING	NOT AUTHORIZED

CHANGES: MISSED APPROACH

RNLAF 26 JAN 2023



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Output data	
Data Block	10 08 05 08 05 15 D0 00 01 31 32 05 3C 7F 15 16 00 9A 4F 02 85 16 DE C4 FD 0B 80 FD F4 01 2C 01 64 00 C8 AF 3E 0B 00 1D
Calculated CRC Value	3E0B001D
Supplied CRC Value	3E0B001D
Comparison Result	OK

Required Additional Data	
ICAO Code	EH
LTP/FTP Orthometric Height (metres)	20.3

NOTE: EUROCONTROL FAS DB tool Version 3.2.0

VFR procedures

Arrival, departure and crossing VFR flights shall be carried out via the arrival/departure routes unless otherwise instructed by ATC or approved on pilots request.

CONVENTIONAL ACFT:

AD control is to be called 15 MIN prior LDG and ACFT have to join the circuit under a 90° angle to the ordered down wind.

HEL:

Approach and departure procedures to be carried out from north-west. When approaching from/departing to north-west HEL may cross RWY 03/21 after R/T permission has been obtained. In order to avoid built-up areas, sector 060/120 is prohibited.

REPORTING POINTS:

Echo: 51°24'24"N 005°33'40"E
 Hotel: 51°28'45"N 005°19'16"E
 Mike: 51°26'12"N 005°25'34"E
 Oscar: 51°29'59"N 005°17'23"E
 Tango: 51°34'20"N 005°17'00"E
 Victor: 51°24'18"N 005°25'53"E
 Whiskey: 51°30'00"N 005°11'42"E
 X-Ray: 51°20'35"N 005°25'14"E
 Zulu: 51°18'59"N 005°27'09"E

CIRCUIT HEIGHTS:

Conventional ACFT: 1500 ft
 Light ACFT: 1000 ft
 HEL: 600 ft

NOTE: R/H circuit on RWY 21

LOW VISIBILITY PROCEDURES

During periods of low visibility the overall ATC capacity is reduced. To guarantee aircraft safety an optimal use of ATC capacity, Eindhoven Airport uses low visibility procedures. When the visibility ≤ 1500 m and/or cloud base ≤ 300 ft cautionary measures are taken and the following low visibility procedures will be initiated.

Four low visibility phases are recognised:

Phase	Conditions	Procedure
A	RVR ¹ ≤ 1500 m and/or ceiling ≤ 300 ft	Limited use of intersection take-offs.; All WIP on airside will be terminated. No conditional clearances
B	RVR < 1100 m and/or ceiling < 200 ft	Separation BTN landing acft will be increased to 8 Nm
C	RVR < 550 m	Tfc will be reduced to "one movement a time"
D	RVR < 300 m	The airport is below operational minima for arriving and departing aircraft

NOTE: ¹ RVR of the runway in use is mandatory

NOTE: During low visibility procedures taxi instructions to cross the runway and use taxiway Romeo will be provided on the EHEH TWR frequency

EHEH AD 2.23 Additional information

Approach control through Rapcon South. ILS approaches for RWY 03/21 from 2000 ft. RVR AVBL for RWY 03/21¹⁾.

AIS Briefing office facility and the ATS Reporting Office (ARO) is only available through the Flight Data and Notam Office (FDNO) located at MilATCC Schiphol.

Tel: +31(0)20 4062840
Tel: +31(0)20 4062841
E-mail: aocs.fdno@mindef.nl
AFTN: EHMCZPZX

avlbl H24

PPR 24 HRS: for Prior Permission Request contact Mission Support

Tel: +31(0)40 2896837
Fax: +31(0)40 2896815
E-mail: amc.occ@mindef.nl

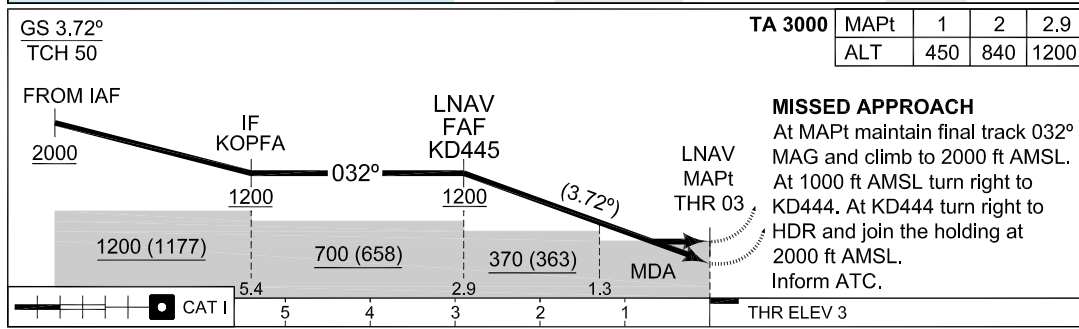
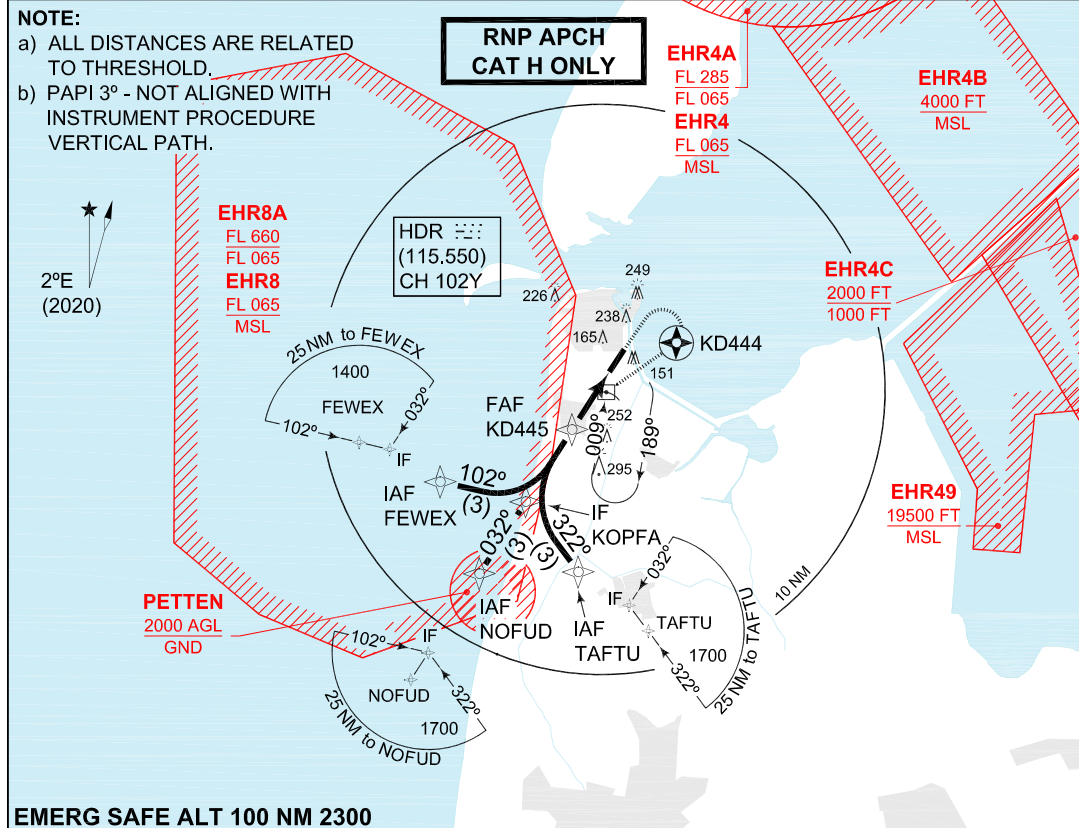
CIV training flights prohibited except for home-based ACFT.

No X-servicing for armed ACFT.

1) Aircraft crossing the runway could cause interference to the ILS signal that may result in significant ILS signal deviations.

MIPS INSTRUMENT APPROACH CHART **RNP Y RWY 03 DE KOOY (EHKD)**

DUTCH MIL 259.250 128.355		DE KOOY ARRIVAL 372.150 124.230		DE KOOY TWR 379.750 120.130		GND CTL 379.750 121.730		ATIS* 133.010	
EGNOS CHANNEL 69781 E03A		APP COURSE 032°	FAF ALT 1200 FT	Descent GR 6.5% / 3.72°	MDA 350	DA 203	THR ELEV 3	ALS 360 m	LDA 3334 FT

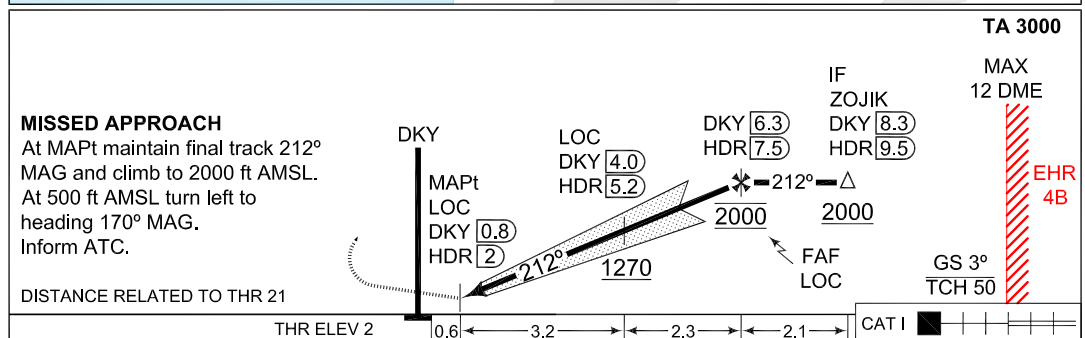
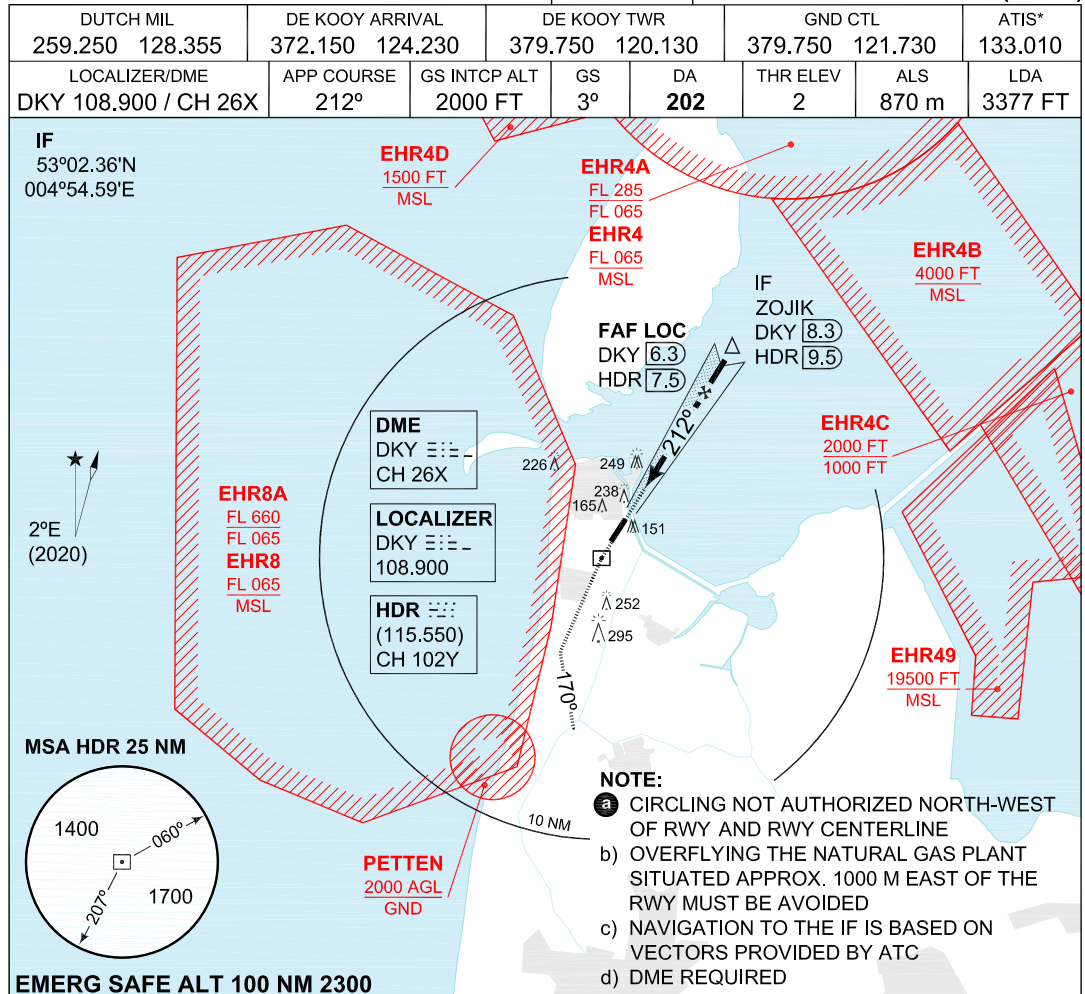


CATEGORY		H					
MIPS	DA(H) LPV	203-1000 200 (200-1.0/1.2)					
	DA(H) LNAV / VNAV	NOT AUTHORIZED					
	MDA(H) LNAV	350-1400 347 (400-1.4/1.6)					
IAWP	FEWEX	52°51.42'N	004°36.82'E	FAWP	KD445	52°52.78'N	004°43.92'E
IAWP	NOFUD	52°48.22'N	004°38.87'E	MAWP	THR 03	52°55.19'N	004°46.59'E
IAWP	TAFTU	52°48.29'N	004°44.54'E	MATWP	KD444	52°56.31'N	004°49.78'E
IWP	KOPFA	52°50.71'N	004°41.62'E	HF	HDR	52°54.41'N	004°45.94'E

CHANGES: EDITORIAL

RNLAF 26 JAN 2023

MIPS INSTRUMENT APPROACH CHART **ILS or LOC RWY 21 DE KOOY (EHKD)**



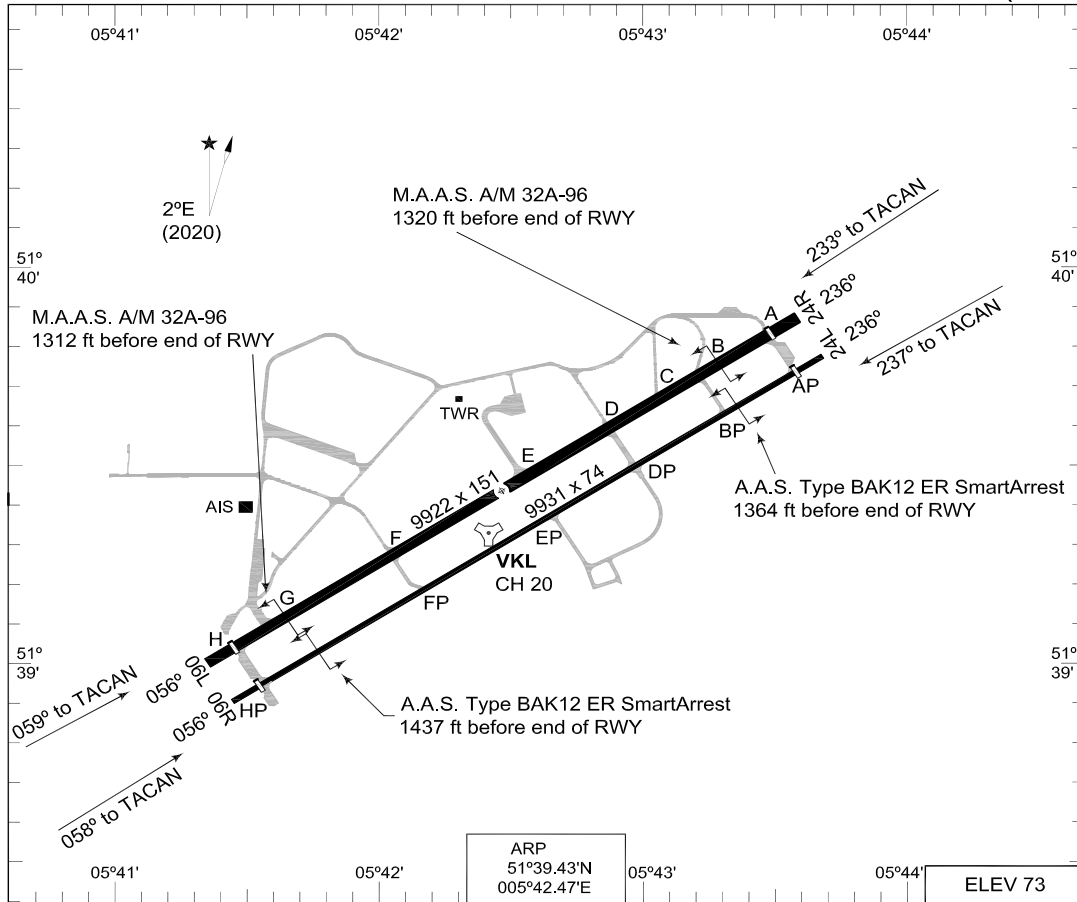
CATEGORY	A	B	H
S-ILS 21	202-800 200 (200-0.8)		202-400 200 (200-0.4)
CIRCLING ^a	510-1900 506 (600-1.9)	550-2800 546 (600-2.8)	510-1900 506 (600-1.9)
S-LOC 21	330-800 328 (400-0.8)		330-400 328 (400-0.4)

CHANGES: NEW LAYOUT

RNLAf 11 AUG 2022

**MIPS
AERODROME CHART**

VOLKEL (EHVK)



RWY	PCN	TORA	ASDA	TODA	LDA	PAPI	THR ELEV	THR PSN
24R	30 R/B/W/T	9922	9922	9922	9498	3.0°	62	51°39.83'N 005°43.49'E
06L	30 R/B/W/T	9922	9922	9922	9500	3.0°	72	51°39.04'N 005°41.45'E
24L	27 R/B/W/T	9931	9931	9931	9487	3.0°	62	51°39.73'N 005°43.58'E
06R	27 R/B/W/T	9931	9931	9931	9485	3.0°	73	51°38.94'N 005°41.55'E

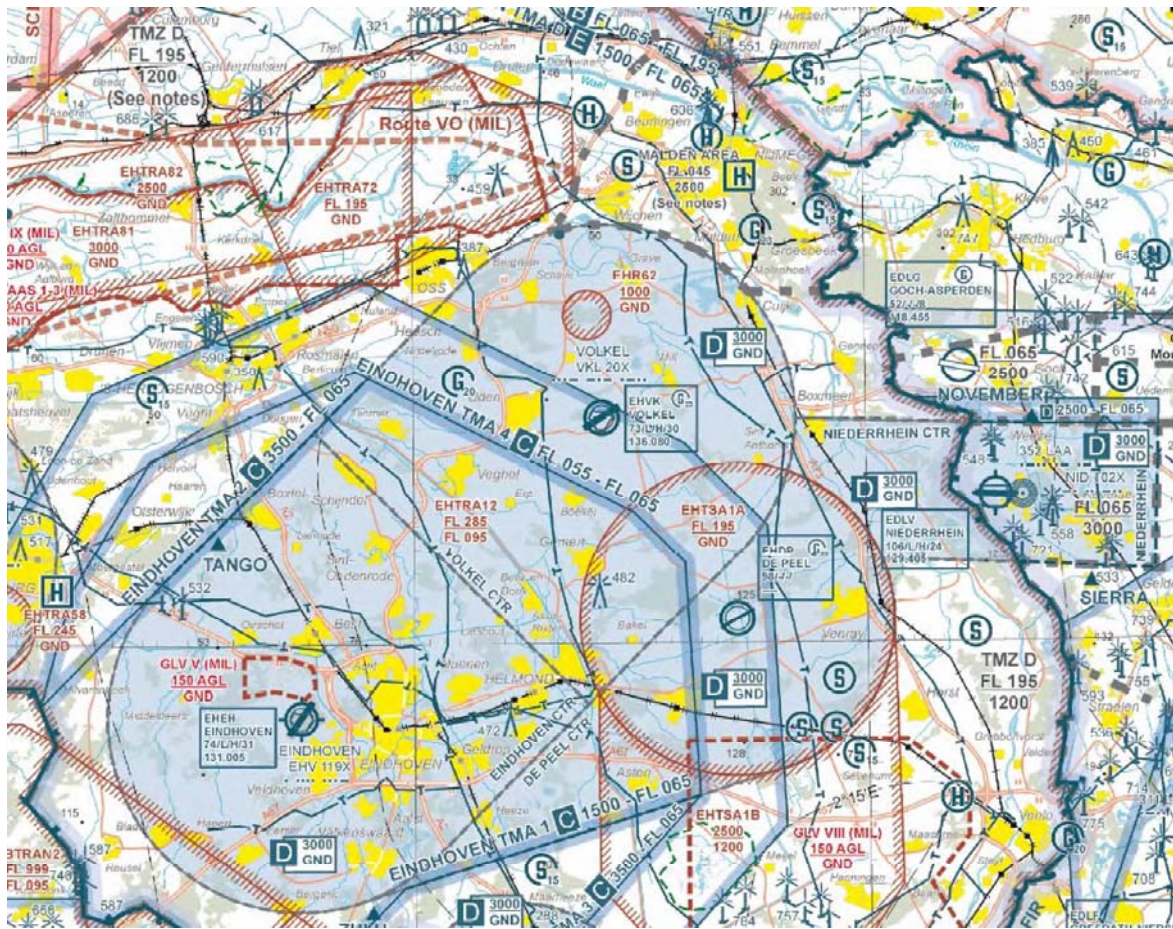
* SWY 24L PCN 16 R/B/W/T, SWY 06R 17 R/B/W/T
 VOLKEL TWR 291.100 136.080 (Ground Control) 386.775
 VOLKEL ARRIVAL 291.200
 RAPCON SOUTH 388.525 123.180

SRA	PROC. CRITERIA	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA CRITERIA	MINIMA
	MIPS	24R					AB	MIPS	500-1100 438 (500-1.1/1.9)
							C		500-1200 438 (500-1.2/2.0)
	MIPS	24L					DE	MIPS	500-1600 438 (500-1.6/2.4)
							AB		500-1500 438 (500-1.5/1.9)
	MIPS	06L					C	MIPS	500-1600 438 (500-1.6/2.0)
							DE		500-2000 438 (500-2.0/2.4)
	MIPS	06R						MIPS	430-1100 358 (400-1.1/1.9)
									C
	MIPS	06R					DE	MIPS	430-1200 358 (400-1.2/2.0)
							AB		640-1500 567 (600-1.5/1.9)
							C		640-2000 567 (600-2.0/2.4)
							D		640-2400 567 (600-2.4/2.8)
							E		640-2800 567 (600-2.8/3.2)

CHANGES: TAXI TRACKS

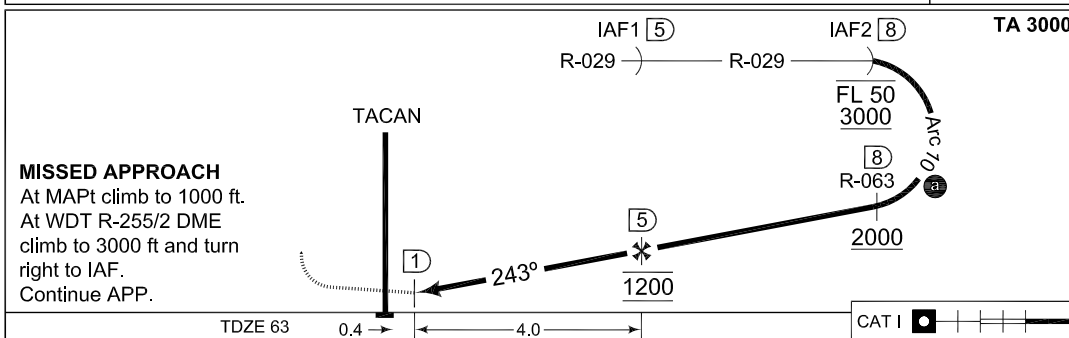
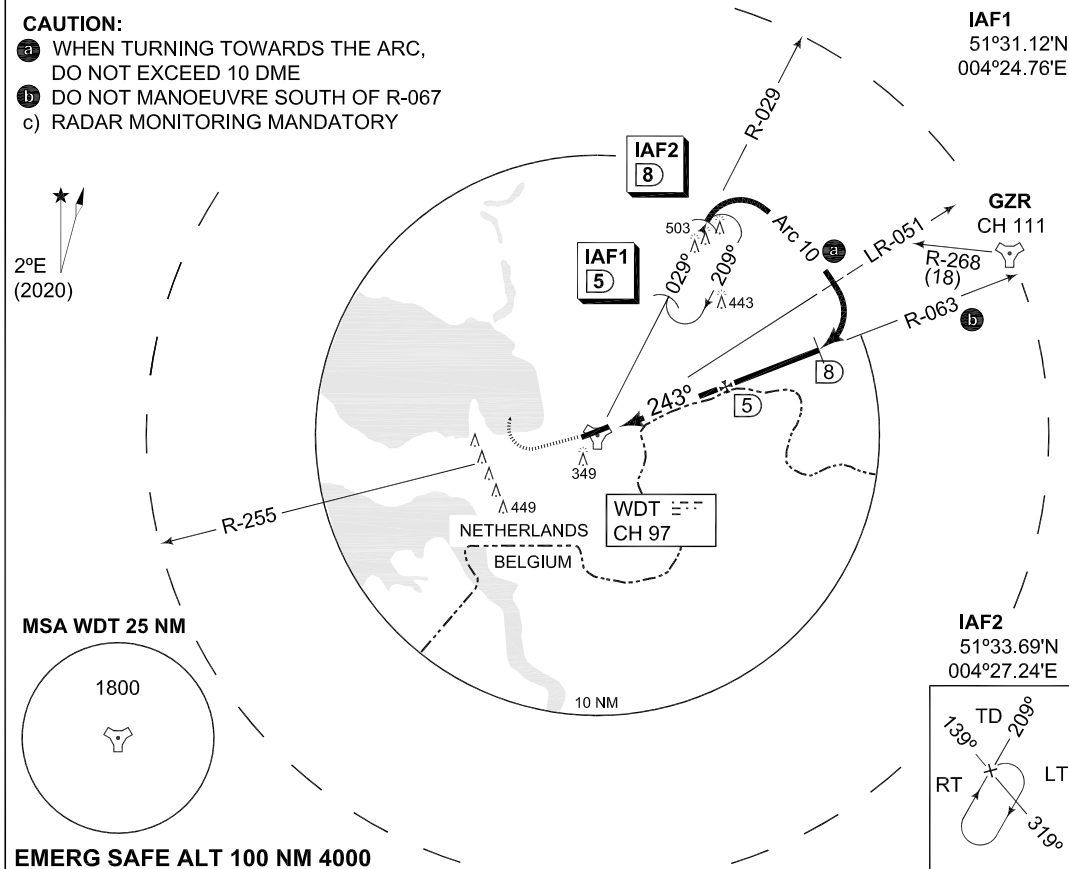
ENLAF 26 JAN 2023

LOCAL MAP



MIPS INSTRUMENT APPROACH CHART **TACAN RWY 25 WOENS DRECHT (EHWO)**

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENS DRECHT TWR 339.000 120.430		GND 356.875 121.680	
TACAN WDT CH 97	APP COURSE 243°	FAF ALT 1200 FT	Descent GR	MDA 440	TDZE 63	ALS 900 m	LDA 8014 FT



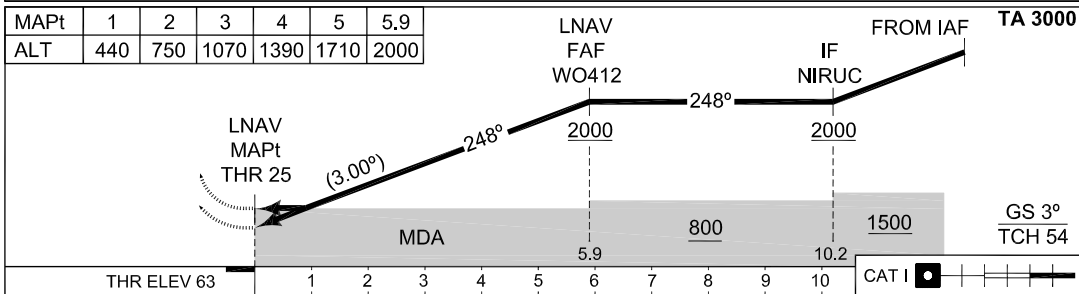
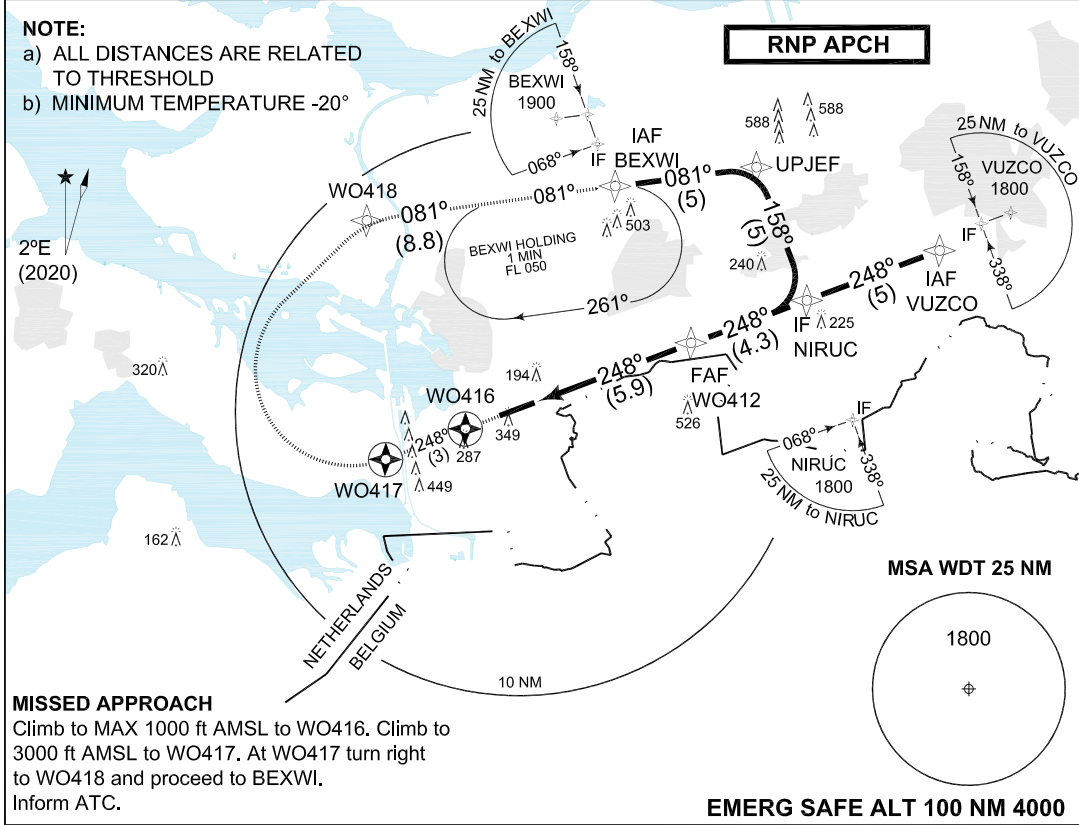
CATEGORY	A	B	C	D	E
S-TACAN 25	440-800 377 (400-0.8)			440-1200 377 (400-1.2)	
CIRCLING	NOT AUTHORIZED				

CHANGES: MSA MIPS

RNLAF 30 DEC 2021

PANS OPS INSTRUMENT APPROACH CHART **RNP RWY 25 WOENSDRECHT (EHWO)**

DUTCH MIL 336.325 125.930		RAPCON WEST 399.725 123.580		WOENSDRECHT TWR 339.000 120.430		GND CTL 356.875 121.680		ATIS*	
EGNOS CHANNEL 51845 E25A	APP COURSE 248°	FAF ALT 2000 FT	Descent GR 5.24% / 3.0°	MDA SEE CAT	DA SEE CAT	THR ELEV 63	ALS 900 m	LDA 8014 FT	



EU-OPS	CATEGORY		A		B		C		D	
	DA(H)	LPV	284 -550 221 (300-0.8/1.2)		294 -550 231 (300-0.8/1.2)		303 -550 240 (300-0.8/1.2)		313 -550 250 (300-0.8/1.3)	
	DA(H)	LNAV / VNAV	321 -600 258 (300-0.8/1.3)		331 -600 268 (300-0.8/1.3)		352 -650 289 (300-0.8/1.4)		379 -700 316 (400-0.8/1.4)	
	MDA(H)	LNAV	440 -1000 377 (400-1.0/1.7)				450 -1100 387 (400-1.1/1.8)		470 -1200 407 (500-1.2/1.9)	
CHANGES: HEADING	IAWP	WZCO	51°32.51'N	004°44.39'E	MAWP	THR25	51°27.17'N	004°21.52'E		
	IAWP	BEXWI	51°34.79'N	004°26.14'E	MATWP	WO416	51°26.25'N	004°17.60'E		
	WP	UPJEF	51°35.44'N	004°34.09'E	MATWP	WO417	51°25.19'N	004°13.12'E		
	IWP	NIRUC	51°30.76'N	004°36.89'E	MATWP	WO418	51°33.61'N	004°12.09'E		
	FAWP	WO412	51°29.25'N	004°30.37'E	MAHF	BEXWI	51°34.79'N	004°26.14'E		