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

Rijswijk, 30 Jan 2024

AIRAC AMENDMENT 03/24

EFFECTIVE DATE 21 MAR 24

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 1.3-1	ENR 1.3-1	EHKD 2-5	EHKD 2-5
GEN 0.4-2	GEN 0.4-2				
GEN 0.4-5	GEN 0.4-5	ENR 1.6-3	ENR 1.6-3		
		ENR 1.6-4	ENR 1.6-4		
GEN 2.5-1	GEN 2.5-1				

2. After completion:

   a. destroy obsolete pages;

   b. insert letter of promulgation before page GEN 0;

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

3. The following MIL NOTAM are incorporated:

   None

Military Aviation Authority NLD
In order H-ALL

R.P.A.C. Scheepens
Lt Colonel

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GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ID	STATION	FACILITY	PURPOSE [1)]
HDR[*)]	DE KOOY	DME	AE
DLN	DEELEN	TACAN	AE
EHV	EINDHOVEN	TACAN	AE
GZR	GILZE-RIJEN	TACAN	AE
LWD	LEEUWARDEN	TACAN	AE
VKL	VOLKEL	TACAN	AE
WDT	WOENSDRECHT	TACAN	AE

1) A = Aerodrome, E = En-route

*) Property of and maintained by CIV aviation authorities

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ENR 1.3 INSTRUMENT FLIGHT RULES

ENR 1.3.1 General

ENR 1.3.1.1 Minimum flying altitude

The minimum altitude for IFR flights shall not be less than 1000 ft (300 meter) above the highest obstacle located within 8 km distance from the estimated position of the ACFT, unless this is necessary in order to execute take-offs or landings.

ENR 1.3.1.2 Flight-level system

Except for climbing and descending, flying above transition altitude will be done at flight levels as specified in ENR 1.7.

ENR 1.3.1.3 Equipment

For the execution of IFR flights, the ACFT must be equipped with the required flight instruments, as well as the required navigation and telecommunications devices needed for maintaining the route as established by the authorized authority.

ENR 1.3.1.4 Minimum equipment on board required

In order to execute IFR flights in MIL controlled airspace, the ACFT must at least have the following equipment on board:

a. UHF and/or VHF (8.33Khz recommended) radio equipment in order to enable two-way radio communication with the air traffic control service involved;

b. A functional Mode-S ELS transponder with altitude signal in Mode C. An exemption may be requested for aircraft which are only Mode 3/A/C capable. Flight executed in military exercise areas may be exempted by ATC from Mode S usage but must transmit Mode 3/A/C.

An exemption for Mode-S carriage may be requested from the Military Aviation Authority at MLA@mindef.nl.

For the execution of IFR flights in general CIV controlled air traffic areas the ACFT must also have:

Navigation equipment to achieve the navigation performance required for the airspace or route that is filed. RNAV-5 equivalence is recommended. See AIP Netherlands ENR section for further details and exemptions for State aircraft.

ENR 1.3.1.5 Flights in uncontrolled airspace

For IFR flights in an uncontrolled airspace, a flightplan must be submitted at least one hour before the flight will be executed. Flights that are executed with radar- guidance from a radar station that is part of the NATO control and reporting centre are exempted from this rule.

ENR 1.3.1.6 Clearance

Before take off from a MIL AD, for an IFR flight as specified in para 5, clearance must be obtained from the MilATCC Schiphol.

ENR 1.3.1.7 Flights in uncontrolled airspace

During an IFR flight in uncontrolled airspace, the pilot must continually monitor communications on the relevant radio frequency of the air traffic control service involved, which is responsible for providing flight information in that particular area and, if necessary, a two-way radio connection must be established, while the ACFTs position must be reported in accordance with the regulations applicable to controlled flights.

ENR 1.3.1.8 Position reports

Position reports must be done when:

a. a switch is made to a different air traffic control service;

b. the boundary of the Amsterdam FIR are crossed;

c. passing the specified reporting points.

ENR 1.3.2 IFR flights in air traffic control areas

ENR 1.3.2.1 Clearance

It is prohibited to execute an IFR flight within an air traffic control area without prior clearance from the air traffic control service. In order to obtain such clearance, the pilot must submit a flightplan to the air traffic control service involved at least one hour before the scheduled flight, unless a longer period is prescribed for this procedure by the proper authority.

ENR 1.3.2.2 VFR to IFR

If during a VFR flight is decided to switch from VFR to IFR, the pilot must request a clearance from the air traffic control service involved by radio communication at least 10 MIN before flying into a general air traffic area.

ENR 1.3.2.3 IFR to VFR

If during an IFR flight is decided to cancel the IFR flight and to continue as VFR flight, due to visual meteorological conditions (VMC), this must be reported to the air traffic control service involved.

ENR 1.3.2.4 Two-way radio connection

During an IFR flight within controlled airspace the pilot must continually monitor radio communications at the designated radio frequency and maintain a two-way radio connection with the air traffic control service involved.

ENR 1.3.2.5 Communication failure

If as a result of malfunctioning of the radio communication it is not possible to meet the requirement listed in ENR 1.3.2.4, the following action must be taken:

a. in case of a flight under VMC:

   i the flight must be continued in accordance with the flightplan filed;

   ii the flight must be continued, concluded with a landing on an ADthat the pilot-in-command deems the most suitable.

b. in the case of a flight under IMC, or if the weather conditions are such that it is impracticable to conclude the flight in accordance with the instructions listed in sub

   i SSR-code 3/A, Code 7600 must be selected;

   ii the last assigned and confirmed cruise level(s) must be main-tained for those legs of the flight that have been given clearance for and thereafter the cruise levels as filed in the flightplan;

   iii the flight must be continued to ensure that landing will take place as close as possible to the estimated time of arrival;

   iv the descent at the expected time of approach, as last received and confirmed, is initiated with the smallest possible deviation from the indicated time of approach. If no expected time of approach has been received and confirmed, the descent must be initiated at the estimated time of arrival or with the smallest deviation possible, filed in the flightplan;

The dispensation request should be sent at least 5 working days in advance for each individual flight to:

- For State ACFT as GAT or OAT (VFR and IFR): contact the Military Aviation Authority, tel: + 31 (0)70 3167275, e-mail: mla@mindef.nl

The exemption request should as a minimum contain the following details:

ACFT identification.

type of flight OAT or GAT.

planned routing.

type of aircraft.

date and time of departure.

Planned flight level.

Person of contact.

Information on the management of non-compliant Mode S Elementary Surveillance State aircraft is published on:

http://www.eurocontrol.int/mil/publicstandard_page/cns_sur_modes_sa_010409.html

Emergency procedures

If the pilot of an ACFT, encountering a state of emergency, has previously been directed by ATC to operate the transponder on a specific code, this code setting shall be maintained until otherwise advised. In all other circumstances, the transponder shall be set to Mode A code 7700.

Notwithstanding the procedures stated above, a pilot may select mode A code 7700 whenever the nature of the emergency is such that this appears to him to be the most suitable course of action.

Pilots of ACFT inflight subjected to unlawful interference shall endeavour to set the transponder to mode A code 7500 to give identification of the situation, unless circumstances warrant the use of code 7700.

Emergency procedure lost-link MQ-9 Reaper

Area North:

If datalink with the MQ-9 Reaper is lost, the pilot in command will declare a Lost Link with the appropriate ATC agency. The MQ-9 Reaper will squawk 7400 in mode A, indicating lost-link. To account for a temporary loss of link a predetermined location is programmed in the area (in consultation with ATC) where the MQ-9 Reaper initially goes into an orbit (approximately a 2 mile radius to the left or right). If the pilot is unable to re-establish link, the pilot will inform ATC of routing and intentions to the Last Six area.

In the civil controlled area (window to TMA Delta /Tra-12 etc.):

If datalink with the MQ-9 Reaper is lost, the pilot in command will declare a Lost Link with the appropriate ATC agency. The MQ-9 Reaper will squawk 7400 in mode A, indicating lost-link. The MQ-9 Reaper will continue on filed route, via window, into agreed/military airspace to a predetermined location in the area (in consultation with ATC). The MQ-9 Reaper will establish an orbit (approximately a 2 mile radius to the left or right) for a pre-coordinated time to enable ATC to coordinate routing back via the window. If the pilot is unable to re-establish link, the pilot will inform ATC of routing and intentions and the MQ-9 Reaper will continue the preprogrammed mission back to the Last Six area, via the window at a predetermined Flight level. ATC will coordinate transit back via the window with other conflicting traffic.

Radio-communication failure procedure

The pilot of an ACFT losing two-way radio-communications shall operate the transponder in Mode 3/A code 7600. ATC will ascertain the degree of radio-failure by advising the pilot to operate IDENT (SPI) feature or to change code. When it is determined that the ACFT receiver is functioning, the acknowledgement of receipt of ATC instructions will be continued using code changes or IDENT (SPI) feature.

ENR 1.6.3 Automatic dependent surveillance - broadcast (ADS-B)

Not applicable.

EHKD AD 2.15 Other lighting, secondary power supply

1	LDI	Nil
2	TWY edge lighting	VB
3	Emergency RWY lighting	No
4	Emergency TWY edge lighting	No
5	Secondary power supply/switch-over	AVBL, switch over time <1 seconds
6	Remarks	Anemometer in front of TWR, lighted

EHKD AD 2.16 Helicopter landing area

Helipad 1		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55'40"N 004°47'08"E Located on runway in pre-threshold area RWY 21
2	TLOF and/or FATO elevation FT	3 FT
3	TLOF and FATO area dimensions, surface, strength, marking	rectangular 20 M x 20 M, CONC, PCN 62/F/A/ W/T, White edges and white letter "H" and white identification number "1"
4	true bearing of FATO	034° / 214°
5	Declarded distances available	43 M to end of runway pavement in direction 03, 1233 M to runway end in direction 21
6	APCH and FATO lighting	NIL
7	Remarks	Surface beyond FATO is RWY which extends to a width of 30 M

Helipad 2		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55'30"N 004°46'56"E Located on runway at intersection D2
2	TLOF and/or FATO elevation FT	3 FT
3	TLOF and FATO area dimensions, surface, strength, marking	rectangular 20 M x 20 M, ASPH, PCN 62/F/A/ W/T, White edges and white identification number "2"
4	true bearing of FATO	034° / 214°
5	Declarded distances available	418 M to end of runway pavement in direction 03, 857 M to runway end in direction 21
6	APCH and FATO lighting	NIL
7	Remarks	Surface beyond FATO is RWY which extends to a width of 30 M, Marking non-standard due to touchdown zone marking RWY 21

Helipad 3		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55'25"N 004°46'50"E Located on runway in vicinity of intersection D2X
2	TLOF and/or FATO elevation FT	3 FT
3	TLOF and FATO area dimensions, surface, strength, marking	rectangular 20 M x 20 M, ASPH, PCN 62/F/A/ W/T, White edges and white letter "H" and white identification number "3"
4	true bearing of FATO	034° / 214°
5	Declarded distances available	622 M to end of runway pavement in direction 03, 654 M to runway end in direction 21
6	APCH and FATO lighting	NIL
7	Remarks	Surface beyond FATO is RWY which extends to a width of 30 M

Helipad 4		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55’18”N 004°46’43”E Located on runway in vicinity of aiming point marking RWY 03
2	TLOF and/or FATO elevation FT	3 FT
3	TLOF and FATO area dimensions, surface, strength, marking	rectangular 20 M x 20 M, ASPH, PCN 62/F/A/ W/T, White edges and white identification number "4"
4	true bearing of FATO	034° / 214°
5	Declarded distances available	865 M to end of runway pavement in direction 03, 410 M to runway end in direction 21
6	APCH and FATO lighting	NIL
7	Remarks	Surface beyond FATO is RWY which extends to a width of 30 M, Marking non-standard due to aiming point marking RWY 03

Helipad 5		
1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°55'14"N 004°46'45"E Located on TWY D
2	TLOF and/or FATO elevation FT	3 FT
3	TLOF and FATO area dimensions, surface, strength, marking	rectangular 25 M x 25 M, ASPH, PCN 62/F/A/ W/T, White edges and white identification number "5"
4	true bearing of FATO	034° / 214°
5	Declarded distances available	400 M both directions
6	APCH and FATO lighting	NIL
7	Remarks	Surface beyond FATO is extends to a width of 30 M, TLOF Lighting