

GEN 2.7 SUNRISE/SUNSET

1 UNIFORM DAYLIGHT PERIOD

The uniform daylight period is based on sunrise and sunset time at 5200N 00500E (namely from 15 minutes before sunrise until 15 minutes after sunset).

The times are given in UTC (see also GEN 2.1 paragraph 2). To obtain the local time, add 1 hour during the wintertime period and 2 hours during the summertime period to the times mentioned below. The transition from wintertime period to summertime period and v.v. is marked in bold.

| UNIFORM DAYLIGHT PERIODS 2025 | | | | | | | | | | | | | | |
|-------------------------------|------------|------|--------|------|--------|------|-------------|------|--------|------|--------|------|--------|------|
| Day | DEC (2024) | | JAN | | FEB | | MAR | | APR | | MAY | | JUN | |
| | period | | period | | period | | period | | period | | period | | period | |
| | from | to | from | to | from | to | from | to | from | to | from | to | from | to |
| 1 | 0711 | 1547 | 0733 | 1554 | 0705 | 1643 | 0610 | 1735 | 0500 | 1829 | 0355 | 1920 | 0311 | 2006 |
| 2 | 0713 | 1546 | 0733 | 1556 | 0703 | 1645 | 0608 | 1737 | 0457 | 1831 | 0353 | 1922 | 0310 | 2007 |
| 3 | 0714 | 1546 | 0733 | 1557 | 0701 | 1647 | 0606 | 1739 | 0455 | 1832 | 0351 | 1923 | 0309 | 2008 |
| 4 | 0715 | 1545 | 0732 | 1558 | 0700 | 1649 | 0604 | 1740 | 0453 | 1834 | 0349 | 1925 | 0309 | 2009 |
| 5 | 0717 | 1545 | 0732 | 1559 | 0658 | 1651 | 0602 | 1742 | 0450 | 1836 | 0348 | 1927 | 0308 | 2010 |
| 6 | 0718 | 1544 | 0732 | 1600 | 0656 | 1653 | 0559 | 1744 | 0448 | 1838 | 0346 | 1928 | 0307 | 2011 |
| 7 | 0719 | 1544 | 0731 | 1602 | 0655 | 1654 | 0557 | 1746 | 0446 | 1839 | 0344 | 1930 | 0307 | 2011 |
| 8 | 0720 | 1544 | 0731 | 1603 | 0653 | 1656 | 0555 | 1747 | 0444 | 1841 | 0342 | 1932 | 0306 | 2012 |
| 9 | 0721 | 1544 | 0730 | 1605 | 0651 | 1658 | 0553 | 1749 | 0441 | 1843 | 0341 | 1933 | 0306 | 2013 |
| 10 | 0722 | 1543 | 0730 | 1606 | 0649 | 1700 | 0550 | 1751 | 0439 | 1844 | 0339 | 1935 | 0306 | 2014 |
| 11 | 0723 | 1543 | 0729 | 1607 | 0647 | 1702 | 0548 | 1753 | 0437 | 1846 | 0337 | 1937 | 0305 | 2014 |
| 12 | 0724 | 1543 | 0728 | 1609 | 0645 | 1704 | 0546 | 1755 | 0435 | 1848 | 0336 | 1938 | 0305 | 2015 |
| 13 | 0725 | 1543 | 0728 | 1610 | 0643 | 1706 | 0543 | 1756 | 0432 | 1850 | 0334 | 1940 | 0305 | 2016 |
| 14 | 0726 | 1543 | 0727 | 1612 | 0642 | 1707 | 0541 | 1758 | 0430 | 1851 | 0332 | 1941 | 0305 | 2016 |
| 15 | 0727 | 1544 | 0726 | 1614 | 0640 | 1709 | 0539 | 1800 | 0428 | 1853 | 0331 | 1943 | 0304 | 2017 |
| 16 | 0728 | 1544 | 0725 | 1615 | 0638 | 1711 | 0537 | 1802 | 0426 | 1855 | 0329 | 1944 | 0304 | 2017 |
| 17 | 0729 | 1544 | 0724 | 1617 | 0636 | 1713 | 0534 | 1803 | 0424 | 1856 | 0328 | 1946 | 0304 | 2018 |
| 18 | 0729 | 1544 | 0723 | 1618 | 0634 | 1715 | 0532 | 1805 | 0422 | 1858 | 0327 | 1947 | 0304 | 2018 |
| 19 | 0730 | 1545 | 0722 | 1620 | 0632 | 1717 | 0530 | 1807 | 0419 | 1900 | 0325 | 1949 | 0304 | 2018 |
| 20 | 0730 | 1545 | 0721 | 1622 | 0630 | 1719 | 0527 | 1808 | 0417 | 1902 | 0324 | 1950 | 0305 | 2019 |
| 21 | 0731 | 1546 | 0720 | 1623 | 0628 | 1720 | 0525 | 1810 | 0415 | 1903 | 0323 | 1952 | 0305 | 2019 |
| 22 | 0731 | 1546 | 0719 | 1625 | 0625 | 1722 | 0523 | 1812 | 0413 | 1905 | 0321 | 1953 | 0305 | 2019 |
| 23 | 0732 | 1547 | 0717 | 1627 | 0623 | 1724 | 0520 | 1814 | 0411 | 1907 | 0320 | 1954 | 0305 | 2019 |
| 24 | 0732 | 1547 | 0716 | 1629 | 0621 | 1726 | 0518 | 1815 | 0409 | 1908 | 0319 | 1956 | 0306 | 2019 |
| 25 | 0733 | 1548 | 0715 | 1630 | 0619 | 1728 | 0516 | 1817 | 0407 | 1910 | 0318 | 1957 | 0306 | 2019 |
| 26 | 0733 | 1549 | 0713 | 1632 | 0617 | 1730 | 0513 | 1819 | 0405 | 1912 | 0317 | 1958 | 0307 | 2019 |
| 27 | 0733 | 1550 | 0712 | 1634 | 0615 | 1731 | 0511 | 1820 | 0403 | 1913 | 0315 | 2000 | 0307 | 2019 |
| 28 | 0733 | 1551 | 0711 | 1636 | 0613 | 1733 | 0509 | 1822 | 0401 | 1915 | 0314 | 2001 | 0308 | 2019 |
| 29 | 0733 | 1551 | 0709 | 1638 | | | 0506 | 1824 | 0359 | 1917 | 0314 | 2002 | 0308 | 2019 |
| 30 | 0733 | 1552 | 0708 | 1640 | | | 0504 | 1826 | 0357 | 1918 | 0313 | 2003 | 0309 | 2018 |
| 31 | 0733 | 1553 | 0706 | 1641 | | | 0502 | 1827 | | 0312 | 2004 | | | |

| UNIFORM DAYLIGHT PERIODS 2025 | | | | | | | | | | | | |
|-------------------------------|--------|------|--------|------|--------|------|-------------|------|--------|------|--------|------|
| Day | JUL | | AUG | | SEP | | OCT | | NOV | | DEC | |
| | period | | period | | period | | period | | period | | period | |
| | from | to | from | to | from | to | from | to | from | to | from | to |
| 1 | 0310 | 2018 | 0347 | 1945 | 0437 | 1842 | 0526 | 1732 | 0620 | 1626 | 0711 | 1547 |
| 2 | 0310 | 2018 | 0349 | 1943 | 0439 | 1839 | 0528 | 1730 | 0622 | 1624 | 0712 | 1546 |
| 3 | 0311 | 2017 | 0350 | 1941 | 0440 | 1837 | 0530 | 1727 | 0624 | 1623 | 0714 | 1546 |
| 4 | 0312 | 2017 | 0352 | 1939 | 0442 | 1835 | 0531 | 1725 | 0626 | 1621 | 0715 | 1545 |
| 5 | 0313 | 2016 | 0353 | 1938 | 0444 | 1833 | 0533 | 1723 | 0627 | 1619 | 0716 | 1545 |
| 6 | 0314 | 2016 | 0355 | 1936 | 0445 | 1830 | 0535 | 1721 | 0629 | 1617 | 0717 | 1545 |
| 7 | 0315 | 2015 | 0356 | 1934 | 0447 | 1828 | 0536 | 1718 | 0631 | 1616 | 0719 | 1544 |
| 8 | 0315 | 2014 | 0358 | 1932 | 0448 | 1826 | 0538 | 1716 | 0633 | 1614 | 0720 | 1544 |
| 9 | 0316 | 2014 | 0400 | 1930 | 0450 | 1823 | 0540 | 1714 | 0635 | 1613 | 0721 | 1544 |
| 10 | 0318 | 2013 | 0401 | 1928 | 0452 | 1821 | 0541 | 1712 | 0636 | 1611 | 0722 | 1543 |
| 11 | 0319 | 2012 | 0403 | 1926 | 0453 | 1819 | 0543 | 1709 | 0638 | 1609 | 0723 | 1543 |
| 12 | 0320 | 2011 | 0404 | 1924 | 0455 | 1816 | 0545 | 1707 | 0640 | 1608 | 0724 | 1543 |
| 13 | 0321 | 2010 | 0406 | 1922 | 0457 | 1814 | 0547 | 1705 | 0642 | 1606 | 0725 | 1543 |
| 14 | 0322 | 2009 | 0408 | 1920 | 0458 | 1812 | 0548 | 1703 | 0643 | 1605 | 0726 | 1543 |
| 15 | 0323 | 2008 | 0409 | 1918 | 0500 | 1809 | 0550 | 1701 | 0645 | 1604 | 0727 | 1544 |
| 16 | 0324 | 2007 | 0411 | 1916 | 0501 | 1807 | 0552 | 1658 | 0647 | 1602 | 0728 | 1544 |
| 17 | 0326 | 2006 | 0413 | 1914 | 0503 | 1805 | 0553 | 1656 | 0649 | 1601 | 0728 | 1544 |
| 18 | 0327 | 2005 | 0414 | 1912 | 0505 | 1802 | 0555 | 1654 | 0650 | 1600 | 0729 | 1544 |
| 19 | 0328 | 2004 | 0416 | 1910 | 0506 | 1800 | 0557 | 1652 | 0652 | 1558 | 0730 | 1545 |
| 20 | 0330 | 2002 | 0417 | 1908 | 0508 | 1758 | 0559 | 1650 | 0654 | 1557 | 0730 | 1545 |
| 21 | 0331 | 2001 | 0419 | 1906 | 0510 | 1755 | 0600 | 1648 | 0655 | 1556 | 0731 | 1545 |
| 22 | 0332 | 2000 | 0421 | 1904 | 0511 | 1753 | 0602 | 1646 | 0657 | 1555 | 0731 | 1546 |
| 23 | 0334 | 1958 | 0422 | 1902 | 0513 | 1751 | 0604 | 1644 | 0659 | 1554 | 0732 | 1547 |
| 24 | 0335 | 1957 | 0424 | 1900 | 0515 | 1748 | 0606 | 1642 | 0700 | 1553 | 0732 | 1547 |
| 25 | 0337 | 1956 | 0426 | 1857 | 0516 | 1746 | 0608 | 1640 | 0702 | 1552 | 0733 | 1548 |
| 26 | 0338 | 1954 | 0427 | 1855 | 0518 | 1744 | 0609 | 1638 | 0703 | 1551 | 0733 | 1549 |
| 27 | 0340 | 1953 | 0429 | 1853 | 0520 | 1741 | 0611 | 1636 | 0705 | 1550 | 0733 | 1549 |
| 28 | 0341 | 1951 | 0431 | 1851 | 0521 | 1739 | 0613 | 1634 | 0706 | 1549 | 0733 | 1550 |
| 29 | 0343 | 1949 | 0432 | 1848 | 0523 | 1737 | 0615 | 1632 | 0708 | 1548 | 0733 | 1551 |
| 30 | 0344 | 1948 | 0434 | 1846 | 0525 | 1734 | 0617 | 1630 | 0709 | 1548 | 0733 | 1552 |
| 31 | 0346 | 1946 | 0435 | 1844 | | | 0618 | 1628 | | | 0733 | 1553 |

2 SUNRISE AND SUNSET

Sunrise and sunset times at 5200N 00500E are depicted in the table below.

The times are given in UTC (see also GEN 2.1 paragraph 2). To obtain the local time, add 1 hour during the wintertime period and 2 hours during the summertime period to the times mentioned below. The transition from wintertime period to summertime period and v.v. is marked in bold.

| SUNRISE AND SUNSET 2025 | | | | | | | | | | | | | | |
|-------------------------|------------|------|------|------|------|------|-------------|------|------|------|------|------|------|------|
| Day | DEC (2024) | | JAN | | FEB | | MAR | | APR | | MAY | | JUN | |
| | SR | SS | SR | SS | SR | SS | SR | SS | SR | SS | SR | SS | SR | SS |
| 1 | 0726 | 1532 | 0748 | 1539 | 0720 | 1628 | 0625 | 1720 | 0515 | 1814 | 0410 | 1905 | 0326 | 1951 |
| 2 | 0728 | 1531 | 0748 | 1541 | 0718 | 1630 | 0623 | 1722 | 0512 | 1816 | 0408 | 1907 | 0325 | 1952 |
| 3 | 0729 | 1531 | 0748 | 1542 | 0716 | 1632 | 0621 | 1724 | 0510 | 1817 | 0406 | 1908 | 0324 | 1953 |
| 4 | 0730 | 1530 | 0747 | 1543 | 0715 | 1634 | 0619 | 1725 | 0508 | 1819 | 0404 | 1910 | 0324 | 1954 |
| 5 | 0732 | 1530 | 0747 | 1544 | 0713 | 1636 | 0617 | 1727 | 0505 | 1821 | 0403 | 1912 | 0323 | 1955 |
| 6 | 0733 | 1529 | 0747 | 1545 | 0711 | 1638 | 0614 | 1729 | 0503 | 1823 | 0401 | 1913 | 0322 | 1956 |
| 7 | 0734 | 1529 | 0746 | 1547 | 0710 | 1639 | 0612 | 1731 | 0501 | 1824 | 0359 | 1915 | 0322 | 1956 |
| 8 | 0735 | 1529 | 0746 | 1548 | 0708 | 1641 | 0610 | 1732 | 0459 | 1826 | 0357 | 1917 | 0321 | 1957 |
| 9 | 0736 | 1529 | 0745 | 1550 | 0706 | 1643 | 0608 | 1734 | 0456 | 1828 | 0356 | 1918 | 0321 | 1958 |
| 10 | 0737 | 1528 | 0745 | 1551 | 0704 | 1645 | 0605 | 1736 | 0454 | 1829 | 0354 | 1920 | 0321 | 1959 |
| 11 | 0738 | 1528 | 0744 | 1552 | 0702 | 1647 | 0603 | 1738 | 0452 | 1831 | 0352 | 1922 | 0320 | 1959 |
| 12 | 0739 | 1528 | 0743 | 1554 | 0700 | 1649 | 0601 | 1740 | 0450 | 1833 | 0351 | 1923 | 0320 | 2000 |
| 13 | 0740 | 1528 | 0743 | 1555 | 0658 | 1651 | 0558 | 1741 | 0447 | 1835 | 0349 | 1925 | 0320 | 2001 |
| 14 | 0741 | 1528 | 0742 | 1557 | 0657 | 1652 | 0556 | 1743 | 0445 | 1836 | 0347 | 1926 | 0320 | 2001 |
| 15 | 0742 | 1529 | 0741 | 1559 | 0655 | 1654 | 0554 | 1745 | 0443 | 1838 | 0346 | 1928 | 0319 | 2002 |
| 16 | 0743 | 1529 | 0740 | 1600 | 0653 | 1656 | 0552 | 1747 | 0441 | 1840 | 0344 | 1929 | 0319 | 2002 |
| 17 | 0744 | 1529 | 0739 | 1602 | 0651 | 1658 | 0549 | 1748 | 0439 | 1841 | 0343 | 1931 | 0319 | 2003 |
| 18 | 0744 | 1529 | 0738 | 1603 | 0649 | 1700 | 0547 | 1750 | 0437 | 1843 | 0342 | 1932 | 0319 | 2003 |
| 19 | 0745 | 1530 | 0737 | 1605 | 0647 | 1702 | 0545 | 1752 | 0434 | 1845 | 0340 | 1934 | 0319 | 2003 |
| 20 | 0745 | 1530 | 0736 | 1607 | 0645 | 1704 | 0542 | 1753 | 0432 | 1847 | 0339 | 1935 | 0320 | 2004 |
| 21 | 0746 | 1531 | 0735 | 1608 | 0643 | 1705 | 0540 | 1755 | 0430 | 1848 | 0338 | 1937 | 0320 | 2004 |
| 22 | 0746 | 1531 | 0734 | 1610 | 0640 | 1707 | 0538 | 1757 | 0428 | 1850 | 0336 | 1938 | 0320 | 2004 |
| 23 | 0747 | 1532 | 0732 | 1612 | 0638 | 1709 | 0535 | 1759 | 0426 | 1852 | 0335 | 1939 | 0320 | 2004 |
| 24 | 0747 | 1532 | 0731 | 1614 | 0636 | 1711 | 0533 | 1800 | 0424 | 1853 | 0334 | 1941 | 0321 | 2004 |
| 25 | 0748 | 1533 | 0730 | 1615 | 0634 | 1713 | 0531 | 1802 | 0422 | 1855 | 0333 | 1942 | 0321 | 2004 |
| 26 | 0748 | 1534 | 0728 | 1617 | 0632 | 1715 | 0528 | 1804 | 0420 | 1857 | 0332 | 1943 | 0322 | 2004 |
| 27 | 0748 | 1535 | 0727 | 1619 | 0630 | 1716 | 0526 | 1805 | 0418 | 1858 | 0330 | 1945 | 0322 | 2004 |
| 28 | 0748 | 1536 | 0726 | 1621 | 0628 | 1718 | 0524 | 1807 | 0416 | 1900 | 0329 | 1946 | 0323 | 2004 |
| 29 | 0748 | 1536 | 0724 | 1623 | | | 0521 | 1809 | 0414 | 1902 | 0329 | 1947 | 0323 | 2004 |
| 30 | 0748 | 1537 | 0723 | 1625 | | | 0519 | 1811 | 0412 | 1903 | 0328 | 1948 | 0324 | 2003 |
| 31 | 0748 | 1538 | 0721 | 1626 | | | 0517 | 1812 | | | 0327 | 1949 | | |

| SUNRISE AND SUNSET 2025 | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|-------------|------|------|------|------|------|
| Day | JUL | | AUG | | SEP | | OCT | | NOV | | DEC | |
| | SR | SS | SR | SS | SR | SS | SR | SS | SR | SS | SR | SS |
| 1 | 0325 | 2003 | 0402 | 1930 | 0452 | 1827 | 0541 | 1717 | 0635 | 1611 | 0726 | 1532 |
| 2 | 0325 | 2003 | 0404 | 1928 | 0454 | 1824 | 0543 | 1715 | 0637 | 1609 | 0727 | 1531 |
| 3 | 0326 | 2002 | 0405 | 1926 | 0455 | 1822 | 0545 | 1712 | 0639 | 1608 | 0729 | 1531 |
| 4 | 0327 | 2002 | 0407 | 1924 | 0457 | 1820 | 0546 | 1710 | 0641 | 1606 | 0730 | 1530 |
| 5 | 0328 | 2001 | 0408 | 1923 | 0459 | 1818 | 0548 | 1708 | 0642 | 1604 | 0731 | 1530 |
| 6 | 0329 | 2001 | 0410 | 1921 | 0500 | 1815 | 0550 | 1706 | 0644 | 1602 | 0732 | 1529 |
| 7 | 0330 | 2000 | 0411 | 1919 | 0502 | 1813 | 0551 | 1703 | 0646 | 1601 | 0734 | 1529 |
| 8 | 0330 | 1959 | 0413 | 1917 | 0503 | 1811 | 0553 | 1701 | 0648 | 1559 | 0735 | 1529 |
| 9 | 0331 | 1959 | 0415 | 1915 | 0505 | 1808 | 0555 | 1659 | 0650 | 1558 | 0736 | 1529 |
| 10 | 0333 | 1958 | 0416 | 1913 | 0507 | 1806 | 0556 | 1657 | 0651 | 1556 | 0737 | 1528 |
| 11 | 0334 | 1957 | 0418 | 1911 | 0508 | 1804 | 0558 | 1654 | 0653 | 1554 | 0738 | 1528 |
| 12 | 0335 | 1956 | 0419 | 1909 | 0510 | 1801 | 0600 | 1652 | 0655 | 1553 | 0739 | 1528 |
| 13 | 0336 | 1955 | 0421 | 1907 | 0512 | 1759 | 0602 | 1650 | 0657 | 1551 | 0740 | 1528 |
| 14 | 0337 | 1954 | 0423 | 1905 | 0513 | 1757 | 0603 | 1648 | 0658 | 1550 | 0741 | 1528 |
| 15 | 0338 | 1953 | 0424 | 1903 | 0515 | 1754 | 0605 | 1646 | 0700 | 1549 | 0742 | 1529 |
| 16 | 0339 | 1952 | 0426 | 1901 | 0516 | 1752 | 0607 | 1643 | 0702 | 1547 | 0743 | 1529 |
| 17 | 0341 | 1951 | 0428 | 1859 | 0518 | 1750 | 0608 | 1641 | 0704 | 1546 | 0743 | 1529 |
| 18 | 0342 | 1950 | 0429 | 1857 | 0520 | 1747 | 0610 | 1639 | 0705 | 1545 | 0744 | 1529 |
| 19 | 0343 | 1949 | 0431 | 1855 | 0521 | 1745 | 0612 | 1637 | 0707 | 1543 | 0745 | 1530 |
| 20 | 0345 | 1947 | 0432 | 1853 | 0523 | 1743 | 0614 | 1635 | 0709 | 1542 | 0745 | 1530 |
| 21 | 0346 | 1946 | 0434 | 1851 | 0525 | 1740 | 0615 | 1633 | 0710 | 1541 | 0746 | 1531 |
| 22 | 0347 | 1945 | 0436 | 1849 | 0526 | 1738 | 0617 | 1631 | 0712 | 1540 | 0746 | 1531 |
| 23 | 0349 | 1943 | 0437 | 1847 | 0528 | 1736 | 0619 | 1629 | 0714 | 1539 | 0747 | 1532 |
| 24 | 0350 | 1942 | 0439 | 1845 | 0530 | 1733 | 0621 | 1627 | 0715 | 1538 | 0747 | 1532 |
| 25 | 0352 | 1941 | 0441 | 1842 | 0531 | 1731 | 0623 | 1625 | 0717 | 1537 | 0748 | 1533 |
| 26 | 0353 | 1939 | 0442 | 1840 | 0533 | 1729 | 0624 | 1623 | 0718 | 1536 | 0748 | 1534 |
| 27 | 0355 | 1938 | 0444 | 1838 | 0535 | 1726 | 0626 | 1621 | 0720 | 1535 | 0748 | 1535 |
| 28 | 0356 | 1936 | 0446 | 1836 | 0536 | 1724 | 0628 | 1619 | 0721 | 1534 | 0748 | 1536 |
| 29 | 0358 | 1934 | 0447 | 1833 | 0538 | 1722 | 0630 | 1617 | 0723 | 1533 | 0748 | 1536 |
| 30 | 0359 | 1933 | 0449 | 1831 | 0540 | 1719 | 0632 | 1615 | 0724 | 1533 | 0748 | 1537 |
| 31 | 0401 | 1931 | 0450 | 1829 | | | 0633 | 1613 | | | 0748 | 1538 |

| RESTRICTED AREAS | | |
|---|-------------------------------------|---|
| Identification, name and lateral limits | Upper limit Lower limit | Remarks (time of activity, type of restriction, nature of hazard, risk of interception) |
| 1 | 2 | 3 |
| EHR3A (Oldebroek) As EHR3 | <u>FL 185</u> 3000 FT AMSL | MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or when activated by NOTAM. Prohibited when activated, unless permission from MILATCC Schiphol. Gunfiring. Vertical limits may vary within the area. |
| EHR3B (Oldebroek High) As EHR3 | <u>FL 365</u> FL 185 | AMC manageable area. MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or when activated via AUP/UUP or NOTAM. Prohibited when activated, unless permission from the military ATS provider. |
| EHR3BZ As EHR3 | <u>FL 365</u> FL 185 | For IFR flight planning purposes only. |
| EHR4 (Vliehors) 531013N 0044621E - along clockwise arc (radius 8 NM, centre 531500N 0045700E) - 530702N 0045602E - 531100N 0045124E - 531013N 0044621E. | <u>FL 065</u> MSL | MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or when activated by NOTAM. Prohibited when activated, unless permission from MILATCC Schiphol. When activated class G. Air to ground firing. From SS-2230 (SS-2130) flares may be dropped. Vertical limits may vary within the area. |
| EHR4A (Vliehors) As EHR4 | <u>FL 285</u> FL 065 | AMC manageable area. MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or when activated via AUP/UUP or NOTAM. Prohibited when activated, unless permission from the military ATS provider. When activated class G. Air to ground firing. From SS-2230 (SS-2130) flares may be dropped. Vertical limits may vary within the area. |
| EHR4AZ Circle, radius 13 NM, centre 531500N 0045700E | <u>FL 285</u> FL 065 | For IFR flight planning purposes only. |
| EHR4B (Vliehors) 530943N 0050659E - 530240N 0051500E - 525809N 0050622E - 530702N 0045602E - along anticlockwise arc (radius 8 NM, centre 531500N 0045700E) - 530943N 0050659E. | <u>4000 FT AMSL</u> MSL | MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or when activated by NOTAM. Prohibited when activated, unless permission from MILATCC Schiphol. When activated class G. Air to ground firing. From SS-2230 (SS-2130) flares may be dropped. Vertical limits may vary within the area. |
| EHR4C (Vliehors) 530240N 0051500E - 525240N 0052130E - 525130N 0051530E - 525905N 0050809E - 530240N 0051500E. | <u>2000 FT AMSL</u> 1000 FT AMSL | MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or when activated by NOTAM. Prohibited when activated, unless permission from MILATCC Schiphol. When activated class G. Air to ground firing. From SS-2230 (SS-2130) flares may be dropped. Vertical limits may vary within the area. |
| EHR4D (Vliehors) 531500N 0043701E - along parallel - 531500N 0044341E - along anticlockwise arc (radius 8 NM, centre 531500N 0045700E) - 531013N 0044621E - 530917N 0044028E - 531106N 0043808E - along clockwise arc (radius 12 NM, centre 531500N 0045700E) - 531500N 0043701E. | <u>1500 FT AMSL</u> MSL | MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or when activated by NOTAM. Prohibited when activated, unless permission from MILATCC Schiphol. When activated class G. Air to ground firing. From SS-2230 (SS-2130) flares may be dropped. Vertical limits may vary within the area. |

| RESTRICTED AREAS | | |
|---|---------------------------------|---|
| Identification, name and lateral limits | Upper limit Lower limit | Remarks (time of activity, type of restriction, nature of hazard, risk of interception) |
| 1 | 2 | 3 |
| EHR4E (Vliehors) 531106N 0043808E - 533000N 0042000E - along parallel - 533000N 0051000E - 531645N 0051000E - along anticlockwise arc (radius 8 NM, centre 531500N 0045700E) - 531500N 0044341E - along parallel - 531500N 0043701E - along anticlockwise arc (radius 12 NM, centre 531500N 0045700E) - 531106N 0043808E. | <u>FL 285</u> 10 000 FT AMSL | AMC manageable area. MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or when activated via AUP/UUP or NOTAM. Prohibited when activated, unless permission from the military ATS provider. When activated class G. Air to ground firing. From SS-2230 (SS-2130) flares may be dropped. Vertical limits may vary within the area. |
| EHR4EZ 530521N 0043402E - 533007N 0041013E - 533459N 0041506E - along parallel - 533459N 0051823E - 531255N 0051823E - 530521N 0043402E. | <u>FL 285</u> 10 000 FT AMSL | For IFR flight planning purposes only. |
| EHR4F (Vliehors) 532159N 0044045E - 531940N 0044610E - along anticlockwise arc (radius 8 NM, centre 531500N 0045700E) - 531500N 0044341E - along parallel - 531500N 0043701E - along clockwise arc (radius 12 NM, centre 531500N 0045700E) - 532159N 0044045E. | <u>5000 FT AMSL</u> MSL | MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or when activated by NOTAM. Prohibited when activated, unless permission from MILATCC Schiphol. When activated class G. Air to ground firing. From SS-2230 (SS-2130) flares may be dropped. Vertical limits may vary within the area. |
| EHR8 (Den Helder) 525742N 0044425E - 525200N 0044300E - 524700N 0044100E - 524500N 0043200E - 524630N 0042600E - 524900N 0042100E - 530500N 0042100E - 530610N 0043056E - 530259N 0044046E - 525742N 0044425E. | <u>FL 065</u> MSL | MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or when activated by NOTAM. Prohibited when activated, unless permission from MILATCC Schiphol. Military exercises. Vertical limits may vary within the area. |
| EHR8A (Den Helder) As EHR8 | <u>FL 660</u> <u>FL 065</u> | AMC manageable area. MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or when activated via AUP/UUP or NOTAM. Prohibited when activated, unless permission from the military ATS provider. When activated class E. Military exercises. Vertical limits may vary within the area. |
| EHR8AZ As EHR8 | <u>FL 660</u> <u>FL 065</u> | For IFR flight planning purposes only. ATS route exempted: M90. |
| EHR9 (Harskamp) 521130N 0054700E - 520930N 0055250E - 520730N 0055250E - 520640N 0054545E - 520920N 0054400E - 521130N 0054700E. | <u>5900 FT AMSL</u> GND | MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or when activated by NOTAM. Prohibited when activated, unless permission from MILATCC Schiphol. Gunfiring. Vertical limits may vary within the area. |
| EHR49 (Breezanddijk) 530103N 0051232E - 525345N 0051600E - 525329N 0051111E - 524839N 0051016E - 524847N 0050733E - 525053N 0050749E - 525600N 0050333E - 530103N 0051232E. | <u>19 500 FT AMSL</u> MSL | Activated by NOTAM. Prohibited when activated, unless permission from MILATCC Schiphol. Gunfiring will take place from position: 530103N 0051232E. Vertical limits may vary within the area. |

| DANGER AREAS | | |
|--|----------------------------|--|
| Identification, name and lateral limits | Upper limit Lower limit | Remarks (time of activity, type of restriction, nature of hazard, risk of interception) |
| 1 | 2 | 3 |
| EHD018 550000N 0050000E - along parallel - 550000N 0063000E - 534000N 0063000E - 533000N 0053400E - 532624N 0051000E - 532229N 0045220E - along anticlockwise arc (radius 8 NM, centre 531500N 0045700E) - 531940N 0044610E - 531944N 0044600E - 533000N 0044600E - along parallel - 533000N 0033844E - 540000N 0040505E - 543000N 0043209E - 550000N 0050000E. | <u>FL 660</u> FL 055 | AMC manageable area. MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or when activated via AUP/UUP or NOTAM. Prohibited when activated, unless permission from the military ATS provider. When activated class E. Military exercises. Vertical limits may vary within the area. |
| EHD018Z 550228N 0045724E - along parallel - 550228N 0063421E - 533532N 0063421E - 532134N 0051203E - 531819N 0045735E - 531332N 0044609E - 531710N 0043725E - 532457N 0043725E - along parallel - 532457N 0033844E - 533000N 0033432E - 550228N 0045724E. | <u>FL 660</u> FL 055 | For IFR flight planning purposes only. |
| EHD41A 530500N 0034500E - 531300N 0034500E - along parallel - 531300N 0041000E - 530500N 0041000E - along parallel - 530500N 0034500E. | <u>FL 055</u> MSL | Activated by NOTAM. Prohibited when activated, unless permission from MILATCC Schiphol. Gunfiring. |
| EHD41B 530500N 0033700E - 531300N 0033700E - along parallel - 531300N 0034500E - 530500N 0034500E - along parallel - 530500N 0033700E. | <u>FL 055</u> MSL | Activated by NOTAM. Prohibited when activated, unless permission from MILATCC Schiphol. Gunfiring. |
| EHD41C 530500N 0041000E - 531300N 0041000E - along parallel - 531300N 0041800E - 530500N 0041800E - along parallel - 530500N 0041000E. | <u>FL 055</u> MSL | Activated by NOTAM. Prohibited when activated, unless permission from MILATCC Schiphol. Gunfiring. |
| EHD41D As EHD41A | <u>FL 660</u> FL 055 | AMC manageable area. MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or when activated via AUP/UUP or NOTAM. Prohibited when activated, unless permission from the military ATS provider. Gunfiring. |
| EHD41DZ 530230N 0034051E - 531529N 0034051E - along parallel - 531529N 0041409E - 530230N 0041409E - 530230N 0034051E. | <u>FL 660</u> FL 055 | For IFR flight planning purposes only. |

| DANGER AREAS | | |
|--|----------------------------|--|
| Identification, name and lateral limits | Upper limit Lower limit | Remarks (time of activity, type of restriction, nature of hazard, risk of interception) |
| 1 | 2 | 3 |
| EHD42 540000N 0044600E - along parallel - 540000N 0060626E - 535106N 0061358E - 533738N 0050600E - 533600N 0044600E - 540000N 0044600E. | FL 660 MSL | Activated by NOTAM. Prohibited when activated, unless permission from the military ATS provider. Air to air firing. Vertical limits may vary within the area. |
| EHD42Z 540458N 0043731E - along parallel - 540458N 0061142E - 535116N 0062315E - 534704N 0062015E - 533245N 0050757E - 533044N 0044323E - 533343N 0043737E - 540458N 0043731E. | FL 660 FL 055 | For IFR flight planning purposes only. |

3 TEMPORARY RESERVED AIRSPACE (TRA)

Definition: a defined volume of airspace normally under the jurisdiction of one aviation authority and temporarily reserved, by common agreement, for the specific use by another aviation authority and through which other traffic may be allowed to transit, under ATC clearance.

The areas are shown on charts ENR 6-3.1.

| TEMPORARY RESERVED AIRSPACE | | |
|--|----------------------------|--|
| Identification, name and lateral limits | Upper limit Lower limit | Remarks (time of activity, type of restriction, nature of hazard, risk of interception) |
| 1 | 2 | 3 |
| EHTRA10A As Nieuw Milligen TMA A, see ENR 2.1. | FL 660 FL 095 | AMC manageable area. MON-THU 0700-2300 (0600-2200), FRI 0700-1600 (0600-1500), or when activated via AUP/UUP or NOTAM. Prohibited when activated, unless permission from the military ATS provider. When activated class E. Military exercises. Vertical limits may vary within the area. |
| EHTRA10AZ 53°45'08.95"N 006°29'42.34"E; 53°35'11.77"N 006°39'42.92"E; 53°33'27.79"N 006°42'43.23"E; 53°32'13.74"N 006°47'19.32"E; 53°30'15.00"N 006°44'30.00"E; 53°24'37.00"N 006°36'30.00"E; 52°48'02.89"N 005°17'10.78"E; 52°43'30.00"N 004°33'40.00"E; 52°45'25.00"N 004°28'03.00"E; 52°48'19.15"N 004°21'00.00"E; 52°51'47.00"N 004°12'41.58"E; 53°09'06.25"N 004°12'41.58"E; 53°10'55.28"N 004°28'05.18"E; 53°17'29.17"N 004°28'55.22"E; 53°26'47.31"N 004°47'44.69"E; 53°31'10.45"N 005°07'30.69"E; 53°34'48.71"N 005°31'45.31"E; to point of origin. | FL 660 FL 095 | For IFR flight planning purposes only. |

6 AERODROME TRAFFIC ZONES (ATZ)

Definition: an airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.

An ATZ has been established around the following aerodromes. The activities conducted at these aerodromes make it undesirable for other aircraft, not engaged in these activities, to penetrate or otherwise disturb the traffic pattern. In this case, the ATZ is primarily reserved for use by aircraft participating in the activities of the aerodrome. Overflying aircraft are strongly recommended to stay clear of the ATZ

| AERODROME TRAFFIC ZONES | | |
|---|------------------------------------|--|
| Identification, name and lateral limits | Upper limit Lower limit | Remarks (time of activity, type of restriction) |
| 1 | 2 | 3 |
| ATZ Budel - part A 511743N 0053057E - along clockwise arc (radius 5 NM, centre 511421N 0053650E) - 511052N 0054231E - along Dutch-Belgian border - 511152N 0053910E - 511521N 0053324E - along Dutch-Belgian border - 511743N 0053057E. | <u>1200 FT AMSL</u> GND | OPR HR EHBD (see EHBD AD 2.3). ATZ Budel is situated within Kleine Brogel CTR, the air- space classification is class G. ATZ Budel is only for flights to and from Budel AD and circuit flights. Pilots conducting flights within ATZ Budel have to main- tain two-way radio contact with the aerodrome authority. |
| ATZ Budel - part B 511521N 0053324E - 511152N 0053910E - along Dutch-Belgian border - 511521N 0053324E. | <u>600 FT AMSL</u> GND | |
| ATZ Schinveld 505834N 0055818E - 505848N 0055819E - along Dutch-German border - 505900N 0060136E - along Dutch-German border - 505854N 0060137E - 505856N 0060117E - 505850N 0060058E - 505833N 0060020E - 505834N 0055818E. | <u>up to 3000 FT AMSL</u> GND | OPR HR EHBK during UDP (see EHBK AD 2.3). ATZ Schinveld is situated within Maastricht CTR. All aircraft not participating in the glider activities at or near Schinveld glider site are strongly recommended to stay clear of the ATZ, unless an ATC clearance to cross has been obtained from Beek Tower. This clearance will only be issued when there are no glider activities at Schinveld glider site. ATZ Schinveld is during set time periods subject to local agreement for use by local participants only. |
| ATZ Teuge 521742N 0060940E - 521353N 0060957E - 521152N 0060252E - 521240N 0060000E - 521354N 0055713E - 521724N 0055829E - 521742N 0060940E. | <u>1500 FT AMSL</u> GND | OPR HR EHTE outside UDP (see EHTE AD 2.3). ATZ Teuge is situated in airspace class G. |
| ATZ Twente 521707N 0064436E - 522138N 0065918E - 521849N 0070237E - along Dutch-German border - 521618N 0070155E - 521554N 0070208E - 521037N 0064719E - 521339N 0064312E - 521707N 0064436E. | <u>2200 FT AMSL</u> GND | OPR HR EHTW during UDP (see EHTW AD 2.3). Traffic not in- or outbound ENSCHEDE/Twente is strongly advised not to enter the ATZ. ATZ Twente is situated in airspace class: <ul style="list-style-type: none"> • G GND-1500 FT AMSL; • E 1500 FT AMSL-2200 FT AMSL. |
| ATZ Veendam 530415N 0064852E - along clockwise arc (radius 0.88 NM, centre 530504N 0064925E) - 530514N 0065051E - 530446N 0065100E - 530444N 0065258E - 530351N 0065225E - 530303N 0065112E - 530323N 0065014E - 530415N 0064852E. | <u>up to 1500 FT AMSL</u> GND | OPR HR EHGG during UDP (see EHGG AD 2.3). All aircraft not participating in the glider activities at or near Veendam glider site are strongly recommended to stay clear of the ATZ. ATZ Veendam is during set time periods subject to local agreement for use by local participants only, exempted from the TMZ Eelde. |

7 OTHER PERMANENT HAZARDOUS AREAS**7.1 Low flying areas and low flying routes**

Low flying areas and routes in the Amsterdam FIR are solely assigned to certain military and/or civil parties authorised by the appropriate authorities to operate below the minimum height as defined in SERA.3105. The civil and military low flying areas are depicted on chart ENR 6-5.2 (military areas are listed in ENR 5.2).

General remarks:

- a. Built up areas, populous beaches, crowds, Royal residences, hospitals, health resorts, etc. shall be avoided.

- b. Aircraft leaving low flying area and/or low flying routes will climb to an altitude designated by ATC.
- c. Low flying in civil low flying areas (see paragraph 7.3) is only permitted to single engine aircraft for practising go-arounds during training flights under supervision of an instructor.
- d. Listing of a low flying area or route does not imply any right to a pilot to use that low flying area or route.

Outside designated low flying areas and routes, low flying may take place:

- below 500 FT AGL/AMSL by aircraft of the State Police and by military aircraft in connection with exercises of the Netherlands Forces;
- over water areas by helicopters.

7.2 Intensive military aircraft within and near EHR4 (Vliehors)

- Expect intensive OAT MON-THU 0700-2300 (0600-2200) and FRI 0700-1600 (0600-1500) within and near the restricted area EHR4 between 1000 FT and 1750 FT.
- The OAT route to and from EHR4 is shown on the Aeronautical chart the Netherlands - ICAO 1:500 000.
- Crossing and entering EHR4, EHR4A, EHR4B, EHR4C, EHR4D, EHR4E AND EHR4F (Vliehors) is prohibited to general aviation when active. Police, SAR, HEMS and flights to and from oil platform L15-FA-1 are exempted. These flights must be coordinated with Dutch MIL Info (COM CH 132.350) prior to entry. Airspace classification G is applicable within the above mentioned airspace.
- The range controller does not provide ATC service or clearances to enter EHR4.
- Pilots are responsible for avoiding EHR4 and other traffic.

7.3 Simulated forced landing areas for general aviation

| Identification, name and lateral limits | Upper limit Lower limit | Remarks (time of activity, type of restriction) |
|--|--|--|
| 1 | 2 | 3 |
| Area Deventer 52°14'46.88"N 006°08'35.91"E; 52°14'58.54"N 006°09'32.41"E; 52°13'37.07"N 006°11'31.40"E; 52°12'00.46"N 006°11'45.46"E; 52°10'15.82"N 006°13'34.60"E; 52°08'51.63"N 006°12'12.01"E; 52°08'33.33"N 006°11'02.78"E; 52°09'18.35"N 006°08'28.92"E; 52°10'24.04"N 006°08'29.24"E; 52°11'30.33"N 006°07'44.30"E; 52°13'06.34"N 006°08'48.85"E; to point of origin. | 500 FT AGL 100 FT AGL ¹⁾ | Area assigned to civil light aircraft practising go-arounds; conditions see paragraph 7.1. VMC 1) The parts over roads, canals and rivers are excluded. |
| Area Flevopolder¹⁾ 52°20'30.00"N 005°19'44.00"E; 52°21'09.00"N 005°21'15.00"E; 52°19'29.00"N 005°23'05.00"E; 52°18'54.00"N 005°21'34.00"E; to point of origin. | 500 FT AGL 100 FT AGL ²⁾ | Area assigned to civil light aircraft practising go-arounds; conditions see paragraph 7.1. VMC 1) It is strongly advised not to use Area Flevopolder if the flight visibility is below 5 km due to high wind turbines in the area. 2) The parts over roads, canals and rivers are excluded. |
| Area Gouda 52°00'24.35"N 004°43'14.93"E; 51°59'27.33"N 004°44'59.19"E; 51°58'18.66"N 004°46'05.55"E; 51°57'09.38"N 004°46'48.45"E; 51°55'49.47"N 004°46'46.23"E; 51°55'07.78"N 004°46'56.21"E; 51°55'04.65"N 004°46'01.10"E; 51°53'56.12"N 004°43'16.23"E; 51°53'30.32"N 004°40'18.54"E; 51°53'29.99"N 004°37'17.33"E; 51°54'25.17"N 004°33'44.51"E; 51°56'10.13"N 004°38'02.24"E; 51°57'14.22"N 004°38'56.42"E; 51°58'09.01"N 004°37'55.79"E; 51°58'44.81"N 004°40'11.69"E; 51°59'31.83"N 004°40'55.49"E; to point of origin. | 500 FT AGL 100 FT AGL ¹⁾ | Area assigned to civil light aircraft practising go-arounds; conditions see paragraph 7.1. Model flying at PSN 51°55'00"N 004°40'42"E, radius 0.5 km height up to 1000 ft AGL. VMC 1) The parts over roads, canals and rivers are excluded. |

| Identification, name and lateral limits | <u>Upper limit</u> <u>Lower limit</u> | Remarks (time of activity, type of restriction) |
|--|--|---|
| 1 | 2 | 3 |
| Area Noord Groningen 532314N 0061739E - 532253N 0061815E - 532409N 0062252E - 532428N 0062500E - 532426N 0062618E - 532443N 0062702E - 532502N 0063113E - 532450N 0063138E - 532543N 0063636E - 532635N 0063906E - 532622N 0064512E - 532535N 0064905E - 532355N 0065204E - 531947N 0065335E - 531934N 0065151E - 532008N 0064411E - 531749N 0063233E - 532010N 0063109E - 532149N 0062348E - 532143N 0061938E - 532200N 0061734E - 532257N 0061639E - 532259N 0061707E - 532314N 0061739E. | 500 FT AGL 100 FT AGL | Area assigned to civil light aircraft practising go-arounds; conditions see paragraph 7.1. VMC |

2 MILITARY LOW FLYING ROUTES

| Name of the area and lateral limits | <u>Upper limit</u> <u>Lower limit</u> | Remarks and time of ACT |
|--|--|--|
| 1 | 2 | 3 |
| Route 10 52°04'30.00"N 006°44'00.00"E; 52°14'40.00"N 006°39'30.00"E; | <u>1000 ft AGL</u> 250 ft AGL | Low flying exercises military jet and transport aircraft. The route will only be flown northbound. VMC |
| 52°17'30.00"N 006°38'30.00"E; 52°25'00.00"N 006°36'30.00"E; | <u>1000 ft AGL</u> 1000 ft AGL | |
| 52°36'40.00"N 006°33'00.00"E; 53°03'00.00"N 007°13'30.00"E. | <u>1000 ft AGL</u> 250 ft AGL | |
| Route VO 51°27'00.00"N 004°20'12.00"E (Woensdrecht); 51°37'16.00"N 004°30'47.00"E (Standdaarbuiten); 51°41'35.00"N 004°56'53.00"E (Waspik); 51°49'38.00"N 005°40'56.00"E (Hernen); 51°50'58.00"N 005°33'38.00"E (Altforst); 51°50'53.00"N 005°15'25.00"E (Waardenburg); 51°52'11.00"N 005°03'04.00"E (Kedichem); 51°51'50.00"N 004°56'17.00"E (Hoornhaar); 51°45'53.00"N 004°38'56.00"E (Dordrecht); 51°42'55.00"N 004°37'31.00"E (Moerdijk); 51°42'34.00"N 004°25'23.00"E (as Hollands Diep); 51°39'24.00"N 004°20'35.00"E (as Volkerak); 51°27'00.00"N 004°20'12.00"E (Woensdrecht). | <u>1000 ft AGL</u> 250 ft AGL ¹⁾ 100 ft AGL ²⁾ | Military helicopter and propeller aircraft training flights. VMC MON-FRI 0700-1545 (0600-1445). ¹⁾ Lower limit military propeller aircraft. ²⁾ Lower limit military helicopters. |

3 TARGET TOWING FROM LEEUWARDEN AIR BASE

Intensive flying by tow-aircraft of the Royal Netherlands Air Force may take place in the area between Leeuwarden Air Base and the danger area EHD42. These aircraft, which are towing targets by means of an unmarked cable of 1000 m length, are not provided with special markings.

4 AIR REFUELLING

Air refuelling will generally take place on tracks situated in the following areas, normally in the block FL 260 - FL 290 (all flight levels included).

- **CAROL track:**
53°13'00"N 006°01'00"E;
53°32'00"N 006°01'00"E;
53°28'00"N 003°57'00"E;
53°13'00"N 003°58'00"E;
53°13'00"N 006°01'00"E.
- **POLLY track:**
52°56'00"N 004°49'00"E;
53°17'00"N 005°57'00"E;
53°31'00"N 005°35'00"E;
53°10'00"N 004°37'00"E;
52°56'00"N 004°49'00"E.

Actual air refuelling will be co-ordinated with civil air traffic control.

ENR 5.4 AIR NAVIGATION OBSTACLES - AREA 1 (Height 328 FT AGL or higher)

| Designation | | Type of obstacle | Co-ordinates | HGT/ELEV in FT | | OBST LGT |
|-------------|-----------------|--|--|----------------|------|-------------------------|
| ID | Location | | | AGL | AMSL | Type/Colour |
| 1 | 2 | 3 | 4 | | 5 | |
| 424 | Aalten | 8 wind turbines (area) | 515755N 0063155E - 515803N 0063212E - 515735N 0063326E - 515723N 0063314E - 515755N 0063155E | 459 | 525 | OBST/R |
| 324 | Almere | 10 wind turbines (line) | 521853N 0052007E - 522024N 0052051E | 721 | 709 | OBST/R |
| 514 | Almere | building with antenna | 522233N 0051302E | 463 | 451 | - |
| 343 | Alphen a/d Rijn | concrete tower with tube mast | 520814N 0043848E | 446 | 446 | - |
| 003 | Amsterdam | 2 chimneys | 522423N 0045038E | 584 | 587 | OBST/R |
| 004 | Amsterdam | 2 high tension masts joined by cables (line) | 522203N 0045900E - 522222N 0045858E | 436 | 436 | OBST/R |
| 005 | Amsterdam | concrete tower with antenna | 522011N 0045315E | 479 | 479 | OBST/R |
| 006 | Amsterdam | chimney | 522419N 0045050E | 574 | 577 | - |
| 007 | Amsterdam | building | 522042N 0045501E | 492 | 499 | OBST/day FLG W, night R |
| 009 | Amsterdam | chimney | 522359N 0044734E | 335 | 338 | OBST/R |
| 010 | Amsterdam | building | 522016N 0045227E | 344 | 344 | OBST/R |
| 209 | Amsterdam | wind turbine | 522522N 0044731E | 410 | 417 | - |
| 300 | Amsterdam | 4 wind turbines (line) | 522451N 0044800E - 522415N 0044800E | 410 | 413 | OBST/R |
| 314 | Amsterdam | 9 wind turbines (line) | 522536N 0044423E - 522430N 0044445E | 413 | 417 | - |
| 327 | Amsterdam | building | 522010N 0045224E | 338 | 338 | - |
| 329 | Amsterdam | 3 wind turbines (line) | 522516N 0044629E - 522444N 0044647E | 410 | 410 | - |
| 339 | Amsterdam | antenna mast | 522340N 0045148E | 371 | 374 | - |
| 562 | Amsterdam | 6 wind turbines (line) | 522444N 0044934E - 522437N 0044942E - 522415N 0045031E | 492 | 496 | OBST/day FLG W, night R |
| 576 | Amsterdam | building | 522308N 0045416E | 558 | 567 | OBST/R |
| 579 | Amsterdam | building | 522017N 0045240E | 338 | 335 | - |
| 611 | Amsterdam | crane | 522309N 0045422E | 394 | 400 | OBST/R |
| 612 | Amsterdam | 2 cranes | 521821N 0045703E | 476 | 453 | OBST/R |
| 615 | Amsterdam | 1-3 cranes | 521826N 0045648E | 426 | 436 | OBST/R |
| 575 | Angerlo | 4 wind turbines (line) | 515833N 0060722E - 515842N 0060740E - 515850N 0060825E | 577 | 606 | OBST/day FLG W, night R |
| 303 | Apeldoorn | antenna mast | 521331N 0055421E | 354 | 587 | - |
| 013 | Arnhem | concrete tower with tube mast | 515911N 0055234E | 492 | 623 | OBST/R |
| 606 | Arnhem | Under construction 4 wind turbines (line) | 515740N 0055634E - 515812N 0055709E | 630 | 686 | OBST/day FLG W, night R |
| 586 | Blaaksedijk | 3 wind turbines (line) | 514944N 0043058E - 514934N 0043214E | 616 | 623 | OBST/day FLG W, night R |
| 601 | Biddinghuizen | 3 wind turbines (line) | 522519N 0053920E - 522457N 0053835E | 499 | 512 | OBST/day W, night R |
| 603 | Biddinghuizen | 5 wind turbines (line) | 522613N 0053624E - 522533N 0053713E | 499 | 512 | OBST/day W, night R |
| 608 | Biddinghuizen | 6 wind turbines (line) | 522530N 0053943E - 522627N 0054141E | 813 | 800 | OBST/day FLG W, night R |
| 018 | Borssele | chimney | 512632N 0034320E | 426 | 436 | - |
| 019 | Borssele | chimney | 512623N 0034333E | 394 | 403 | - |
| 020 | Borssele | chimney | 512638N 0034344E | 394 | 403 | - |
| 021 | Borssele | chimney | 512644N 0034338E | 427 | 436 | - |
| 022 | Botlek | 2 chimneys | 515224N 0041743E | 492 | 509 | OBST/R |
| 023 | Botlek | flare stack ¹⁾ | 515222N 0041731E | 410 | 427 | - |

| Designation | | Type of obstacle | Co-ordinates | HGT/ELEV in FT | | OBST LGT |
|-------------|------------------------|--|--|----------------|------|--------------------------------|
| ID | Location | | | AGL | AMSL | Type/Colour |
| 1 | 2 | 3 | 4 | 5 | | |
| 024 | Botlek | 2 flare stacks ¹⁾ | 515234N 0041745E | 341 | 358 | - |
| 025 | Botlek | 2 chimneys | 515348N 0041630E | 361 | 374 | - |
| 433 | Botlek | wind turbine | 515252N 0041441E | 394 | 412 | - |
| 304 | Breda | antenna mast | 513610N 0044545E | 433 | 440 | - |
| 607 | Breda | Under construction 2 wind turbines (line) | 513757N 0044242E - 513744N 0044251E | 689 | 699 | OBST/day W, night R |
| 504 | Breda Hazeldonk | 3 wind turbines (line) | 513017N 0044459E - 512928N 0044423E | 489 | 512 | OBST/day FLG W, night FLG R |
| 027 | Cabauw | tube mast | 515813N 0045534E | 738 | 735 | OBST/R |
| 492 | Capelle aan den IJssel | wind turbine | 515433N 0043227E | 492 | 502 | OBST/day FLG W, night FLG R |
| 325 | Coevorden | 4 wind turbines (area) | 523851N 0064410E - 523838N 0064415E - 523829N 0064405E - 523841N 0064351E - 523851N 0064410E | 479 | 505 | OBST/day FLG W, night FLG R |
| 444 | Coevorden | 3 wind turbines (area) | 523825N 0064316E - 523835N 0064325E - 523831N 0064344E - 523825N 0064316E | 492 | 524 | OBST/day FLG W, night FLG R |
| 523 | Cromstrijen | 9 wind turbines (line) | 514254N 0042854E - 514227N 0043051E - 514227N 0043138E | 590 | 593 | OBST/day FLG W, night R |
| 470 | Culemborg | 3 wind turbines (line) | 515609N 0051125E - 515606N 0051200E | 394 | 397 | - |
| 028 | Delft | church | 520044N 0042137E | 358 | 361 | - |
| 029 | Delft | chimney | 515919N 0042215E | 361 | 358 | - |
| 318 | Delfzijl | 33 wind turbines (area) | 531742N 0065722E - 531710N 0065941E - 531630N 0065923E - 531640N 0065718E - 531742N 0065722E | 394 | 397 | - |
| 473 | Delfzijl | 14 wind turbines (line) | 531935N 0065640E - 531900N 0070016E | 492 | 512 | OBST/day FLG W, night FLG R |
| 474 | Delfzijl | 5 wind turbines (area) | 531848N 0070039E - 531837N 0070042E - 531828N 0070035E - 531831N 0070019E - 531841N 0070026E - 531848N 0070039E | 492 | 512 | OBST/day FLG W, night FLG R |
| 604 | Delfzijl | 3 wind turbines (line) | 531630N 0065800E - 531620N 0065916E | 663 | 669 | OBST/day W, night R |
| 196 | De Lier | wind turbine | 515813N 0041306E | 354 | 358 | - |
| 061 | Den Haag | chimneys | 520433N 0041721E | 335 | 328 | - |
| 062 | Den Haag | concrete tower with mast | 520451N 0042009E | 443 | 446 | OBST/R |
| 309 | Den Haag | antenna mast | 520250N 0041513E | 505 | 505 | OBST/R |
| 310 | Den Haag | building | 520418N 0041927E | 426 | 426 | - |
| 408 | Den Haag | building with two towers | 520445N 0041918E | 479 | 482 | - |
| 409 | Den Haag | building | 520448N 0041915E | 341 | 344 | - |
| 410 | Den Haag | building | 520443N 0041916E | 430 | 433 | - |
| 411 | Den Haag | building | 520450N 0041919E | 466 | 469 | - |
| 412 | Den Haag | building | 520455N 0041929E | 518 | 522 | - |
| 413 | Den Haag | building | 520444N 0042015E | 420 | 423 | OBST/R |
| 494 | Den Haag | wind turbine | 520416N 0042311E | 492 | 489 | OBST/day FLG W, night FLG R |
| 458 | Deventer | 2 wind turbines (line) | 521409N 0061103E - 521409N 0061152E | 430 | 459 | OBST/day FLG W, night FLG R |
| 616 | Dinteloord | Under construction 4 wind turbines (area) | 513902N 0042132E - 513901N 0042152E - 513847N 0042129E - 513851N 0042108E - 513902N 0042132E | 672 | 672 | OBST/day FLG W, night R |
| 311 | Doetinchem | antenna mast | 515642N 0061753E | 348 | 390 | OBST/R |

| Designation | | Type of obstacle | Co-ordinates | HGT/ELEV in FT | | OBST LGT |
|-------------|--------------------------|--|--|----------------|------|--------------------------------|
| ID | Location | | | AGL | AMSL | Type/Colour |
| 1 | | 2 | 3 | 4 | | 5 |
| 034 | Dordrecht | 2 high tension masts joined by cables (line) | 514551N 0043745E - 514547N 0043722E | 358 | 358 | - |
| 199 | Dronten | 8 wind turbines (line) | 523011N 0054736E - 523122N 0054800E | 328 | 318 | - |
| 200 | Dronten | 10 wind turbines (line) | 522806N 0054544E - 522926N 0054731E | 354 | 345 | - |
| 201 | Dronten | 7 wind turbines (line) | 522836N 0054212E - 522902N 0054038E | 345 | 331 | - |
| 202 | Dronten | 7 wind turbines (line) | 523201N 0053809E - 523208N 0054011E | 361 | 348 | - |
| 203 | Dronten | 7 wind turbines (line) | 523158N 0053525E - 523204N 0053746E | 341 | 328 | - |
| 357 | Dronten | 10 wind turbines (line) | 522819N 0053716E - 522916N 0053924E | 344 | 331 | - |
| 508 | Dronten | 6 wind turbines (line) | 522735N 0053721E - 522624N 0053850E | 797 | 810 | OBST/day W, night R |
| 512 | Dronten | 6 wind turbines (line) | 522809N 0053835E - 522659N 0054003E | 797 | 810 | OBST/day W, night R |
| 525 | Dronten | mast | 523359N 0054219E | 394 | 381 | - |
| 537 | Dronten | mast | 523102N 0054612E | 525 | 515 | OBST/day FLG W, night R |
| 599 | Dronten | 15 wind turbines (line) | 523132N 0054629E - 522924N 0054534E - 522803N 0054254E | 790 | 804 | OBST/day W, night R |
| 609 | Dronten | 6 wind turbines (line) | 523258N 0054748E - 523227N 0054803E - 523137N 0054802E | 813 | 800 | OBST/day FLG W, night R |
| 610 | Dronten | 5 wind turbines (line) | 523005N 0054734E - 523118N 0054757E | 804 | 797 | OBST/day FLG W, night R |
| 445 | Duiven | 4 wind turbines (area) | 515839N 0060115E - 515829N 0060122E - 515819N 0060110E - 515831N 0060101E - 515839N 0060115E | 496 | 525 | OBST/day FLG W, night FLG R |
| 605 | Duiven | Under construction 2 wind turbines (line) | 515825N 0060006E - 515820N 0060025E | 656 | 699 | OBST/day W, night R |
| 441 | Echteld | 4 wind turbines (line) | 515510N 0053028E - 515514N 0053112E | 394 | 410 | OBST/day FLG W, night FLG R |
| 453 | Ede | 2 wind turbines (line) | 520201N 0053648E - 520149N 0053643E | 492 | 519 | OBST/day FLG W, night FLG R |
| 037 | Eemshaven | chimney | 532612N 0065251E | 470 | 479 | OBST/R |
| 320 | Eemshaven | 67 wind turbines (area) | 532745N 0064850E - 532702N 0065141E - 532616N 0065256E - 532519N 0065226E - 532611N 0065120E - 532640N 0064709E - 532745N 0064850E | 459 | 476 | - |
| 462 | Eemshaven | wind turbine | 532718N 0064803E | 574 | 589 | OBST/day FLG W, night FLG R |
| 321 | Eemshaven, Emmapolder | 20 wind turbines (area) | 532736N 0064448E - 532704N 0064721E - 532656N 0064645E - 532720N 0064440E - 532736N 0064448E | 476 | 485 | - |
| 486 | Eemshaven | mast | 532724N 0064815E | 344 | 360 | - |
| 589 | Eemshaven, Oostpolder | 21 wind turbines (area) | 532638N 0064719E - 532632N 0064901E - 532612N 0065032E - 532553N 0065122E - 532540N 0065136E - 532516N 0065032E - 532543N 0065052E - 532625N 0064703E - 532638N 0064719E | 734 | 738 | OBST/day FLG W, night R |
| 573 | Egchel | 5 wind turbines (line) | 511917N 0055423E - 511839N 0055638E | 656 | 757 | OBST/day FLG W, night R |

| Designation | | Type of obstacle | Co-ordinates | HGT/ELEV in FT | | OBST LGT |
|-------------|------------------|---|--|----------------|------|--------------------------------|
| ID | Location | | | AGL | AMSL | Type/Colour |
| 1 | | 2 | 3 | 4 | | 5 |
| 039 | Emmen | flare stack ²⁾ | 524516N 0065642E | 328 | 397 | OBST/R |
| 602 | Emmen | 14 wind turbines (area) | 524947N 0065923E - 524921N 0065946E - 524902N 0065912E - 524856N 0065744E - 524923N 0065753E - 524943N 0065859E - 524947N 0065923E | 488 | 531 | - |
| 312 | Enschede | building | 521258N 0065404E | 331 | 472 | OBST/R |
| 434 | Etten-Leur | 5 wind turbines (line) | 513745N 0043914E - 513656N 0043927E | 492 | 491 | OBST/day FLG W, night FLG R |
| 436 | Etten-Leur | 5 wind turbines (line) | 513714N 0043620E - 513633N 0043651E | 459 | 459 | - |
| 437 | Etten-Leur | 5 wind turbines (line) | 513719N 0043728E - 513658N 0043802E | 328 | 364 | - |
| 041 | Europoort | 3 chimneys | 515633N 0040625E | 397 | 417 | - |
| 042 | Europoort | chimney | 515602N 0041016E | 505 | 522 | OBST/R |
| 044 | Europoort | chimney | 515642N 0040628E | 495 | 516 | OBST/R |
| 326 | Europoort | 9 wind turbines (line) | 515604N 0040910E - 515545N 0041007E - 515516N 0041032E | 394 | 410 | - |
| 528 | Europoort | 4 wind turbines (line) | 515608N 0040731E - 515602N 0040821E | 456 | 473 | OBST/day FLG W, night FLG R |
| 530 | Europoort | 6 wind turbines (line) | 515707N 0041035E - 515627N 0041209E | 574 | 591 | OBST/day FLG W, night R |
| 556 | Exloërmond | 7 wind turbines (line) | 525624N 0065502E - 525729N 0065745E | 692 | 718 | OBST/day FLG W, night R |
| 557 | Exloërmond | 7 wind turbines (line) | 525559N 0065533E - 525703N 0065813E | 692 | 722 | OBST/day FLG W, night R |
| 558 | Exloërmond | 9 wind turbines (line) | 525334N 0065629E - 525529N 0065929E | 692 | 722 | OBST/day FLG W, night R |
| 553 | Gasselternijveen | 9 wind turbines (line) | 530228N 0065045E - 530056N 0065321E | 692 | 705 | OBST/day FLG W, night R |
| 597 | Galder | 3 wind turbines (area) | 513142N 0044513E - 513154N 0044459E - 513142N 0044448E - 513142N 0044513E | 685 | 705 | OBST/day W, night R |
| 554 | Gasselternijveen | 7 wind turbines (line) | 525948N 0065101E - 530027N 0065420E | 692 | 705 | OBST/day FLG W, night R |
| 555 | Gasselternijveen | 6 wind turbines (line) | 525845N 0065204E - 525924N 0065513E | 692 | 705 | OBST/day FLG W, night R |
| 046 | Geertruidenberg | chimney | 514240N 0045036E | 577 | 594 | OBST/R |
| 047 | Geertruidenberg | 3 high tension masts joined by cables (line) | 514255N 0045031E - 514239N 0045022E - 514229N 0045016E | 344 | 344 | - |
| 048 | Geertruidenberg | 2 chimneys | 514231N 0045040E | 577 | 594 | OBST/R |
| 049 | Geertruidenberg | cooling tower | 514220N 0045029E | 430 | 443 | OBST/R |
| 535 | Geldermalsen | 3 wind turbines (line) | 515206N 0051956E - 515201N 0051922E | 607 | 617 | OBST/day FLG W, night FLG R |
| 543 | Geldermalsen | 4 wind turbines (line) | 515102N 0051241E - 515114N 0051340E | 682 | 686 | OBST/R |
| 050 | Geleen | chimney | 505854N 0054746E | 574 | 770 | OBST/R |
| 051 | Geleen | chimney | 505733N 0054739E | 397 | 640 | OBST/R |
| 052 | Geleen | chimney | 505908N 0054808E | 410 | 614 | - |
| 053 | Geleen | chimney | 505837N 0054745E | 387 | 581 | - |
| 054 | Geleen | 2 chimneys | 505843N 0054759E | 410 | 617 | - |
| 055 | Geleen | flare stack ³⁾ | 505818N 0054818E | 361 | 591 | - |
| 057 | Geleen | flare stack ⁴⁾ | 505730N 0054748E | 361 | 591 | - |
| 058 | Gemert | concrete tower | 513135N 0054215E | 420 | 482 | OBST/R |
| 469 | Giessenlanden | 3 wind turbines (line) | 515004N 0045309E - 515013N 0045347E | 492 | 492 | OBST/day FLG W, night FLG R |
| 059 | Gilze | antenna mast | 513214N 0045341E | 479 | 522 | OBST/R |

| Designation | | Type of obstacle | Co-ordinates | HGT/ELEV in FT | | OBST LGT |
|-------------|----------------------------------|---|--|----------------|------|--------------------------------|
| ID | Location | | | AGL | AMSL | Type/Colour |
| 1 | 2 | 3 | 4 | 5 | | |
| 595 | Noordzee, Hollandse Kust Zuid | Under construction 152 wind turbines (area) | 522509N 0041523E - 521957N 0041131E - 521533N 0040717E - 521054N 0035940E - 521215N 0035742E - 521913N 0035536E - 522307N 0035659E - 522501N 0040720E - 522314N 0040546E - 522157N 0040931E - 522237N 0041116E - 522505N 0041249E - 522509N 0041523E | - | 738 | OBST/R |
| 550 | Numansdorp | 5 wind turbines (line) | 514353N 0042313E - 514331N 0042419E | 653 | 656 | OBST/R |
| 125 | Oegstgeest | antenna mast | 521055N 0042905E | 381 | 377 | OBST/R |
| 479 | Oisterwijk | 4 wind turbines (line) | 513128N 0051318E - 513106N 0051438E | 492 | 532 | OBST/day FLG W, night FLG R |
| 516 | Oosterhout | 6 wind turbines (area) | 514031N 0045037E - 514022N 0045050E - 514016N 0045016E - 514026N 0045002E - 514031N 0045037E | 476 | 486 | - |
| 581 | Ospeldijk | 4 wind turbines (line) | 511858N 0055138E - 511827N 0055008E | 689 | 784 | OBST/day FLG W, night R |
| 307 | Oss | antenna mast | 514513N 0053325E | 354 | 387 | - |
| 577 | Ossendrecht | 5 wind turbines (line) | 512240N 0041640E - 512238N 0041703E - 512239N 0041804E | 587 | 594 | OBST/day FLG W, night R |
| 451 | Oud Gastel | 5 wind turbines (line) | 513647N 0042749E - 513649N 0042856E | 394 | 400 | - |
| 126 | Oude Maas | 2 high tension masts joined by cables (line) | 515028N 0042241E - 515038N 0042249E | 348 | 364 | - |
| 127 | Pernis | chimney | 515248N 0042007E | 699 | 712 | OBST/R |
| 129 | Pernis | chimney | 515302N 0042154E | 699 | 712 | OBST/R |
| 133 | Pernis | chimney | 515235N 0042030E | 384 | 397 | - |
| 134 | Pernis | chimney | 515249N 0042020E | 361 | 374 | - |
| 135 | Pernis | chimney | 515306N 0042153E | 410 | 423 | - |
| 136 | Pernis | 2 chimneys | 515305N 0042204E | 329 | 341 | - |
| 137 | Pernis | chimney | 515240N 0042022E | 329 | 341 | - |
| 138 | Pernis | flare stack ⁷⁾ | 515256N 0042032E | 410 | 423 | - |
| 139 | Pernis | flare stack ⁷⁾ | 515258N 0042208E | 371 | 384 | - |
| 140 | Pernis | chimney | 515241N 0042028E | 361 | 374 | - |
| 141 | Pernis | flare stack ⁷⁾ | 515256N 0042222E | 329 | 341 | - |
| 142 | Pernis | flare stack ⁷⁾ | 515313N 0042105E | 329 | 341 | - |
| 418 | Philipsdam | mast | 513959N 0040953E | 328 | 348 | - |
| 443 | Reusel | 5 wind turbines (line) | 512026N 0050809E - 511924N 0050815E | 492 | 587 | - |
| 145 | Rijen | antenna mast | 513634N 0045532E | 329 | 335 | OBST/R |
| 428 | Rilland, Kreekraksluis | 31 wind turbines (area) | 512741N 0041331E - 512715N 0041356E - 512413N 0041437E - 512427N 0041352E - 512741N 0041331E | 426 | 443 | OBST/day FLG W, night FLG R |
| 147 | Roermond | concrete tower with tube mast | 511102N 0055832E | 507 | 581 | OBST/R |
| 148 | Roermond | chimney | 511018N 0060239E | 328 | 416 | OBST/R |
| 149 | Roosendaal | concrete tower with mast | 513123N 0042740E | 427 | 440 | OBST/R |
| 472 | Roosendaal | 3 wind turbines (line) | 513345N 0042656E - 513317N 0042615E | 492 | 499 | OBST/day FLG W, night FLG R |
| 150 | Rotterdam | concrete tower with mast | 515233N 0042655E | 656 | 669 | OBST/R |
| 151 | Rotterdam | building | 515438N 0042810E | 377 | 390 | OBST/R |

| Designation | | Type of obstacle | Co-ordinates | HGT/ELEV in FT | | OBST LGT |
|-------------|--|---|--|----------------|------|----------------------------|
| ID | Location | | | AGL | AMSL | Type/Colour |
| 1 | | 2 | 3 | 4 | | 5 |
| 152 | Rotterdam | concrete tower with tube mast | 515420N 0042800E | 597 | 607 | OBST/FLG W |
| 153 | Rotterdam | chimney | 515437N 0042538E | 417 | 427 | - |
| 154 | Rotterdam | building | 515444N 0042552E | 348 | 361 | - |
| 156 | Rotterdam | building | 515528N 0042821E | 551 | 547 | OBST/R |
| 157 | Rotterdam | building | 515530N 0042843E | 344 | 358 | - |
| 159 | Rotterdam | bridge | 515433N 0042916E | 456 | 459 | illuminated |
| 160 | Rotterdam | building | 515412N 0042905E | 417 | 427 | - |
| 162 | Rotterdam | building | 515521N 0042817E | 492 | 489 | OBST/FLG W |
| 205 | Rotterdam | building | 515414N 0042908E | 500 | 512 | OBST/R |
| 330 | Rotterdam | building | 515418N 0042916E | 525 | 538 | OBST/R |
| 331 | Rotterdam | building | 515432N 0042936E | 600 | 613 | OBST/R and FLG W |
| 332 | Rotterdam | building | 515501N 0042919E | 413 | 423 | OBST/R |
| 344 | Rotterdam | building | 515441N 0042811E | 400 | 413 | OBST/R |
| 416 | Rotterdam | building | 515426N 0042919E | 489 | 505 | OBST/R |
| 478 | Rotterdam | building | 515520N 0042807E | 420 | 417 | OBST/R |
| 484 | Rotterdam | building | 515504N 0042906E | 410 | 422 | OBST/R |
| 485 | Rotterdam | building | 515504N 0042901E | 348 | 361 | - |
| 572 | Rotterdam | building | 515505N 0042914E | 364 | 373 | OBST/R |
| 587 | Rotterdam | building | 515437N 0042851E | 705 | 715 | OBST/FLG R |
| 613 | Rotterdam | crane | 515508N 0042902E | 341 | 354 | OBST/R |
| 614 | Rotterdam | crane | 515519N 0042850E | 682 | 682 | OBST/R |
| 620 | Rotterdam | crane | 515517N 0042842E | 387 | 380 | OBST/R |
| 163 | Rozenburg | flare stack ⁸⁾ | 515248N 0041512E | 518 | 518 | OBST/R |
| 468 | Rozenburg | 9 wind turbines (line) | 515746N 0040819E - 515633N 0041046E | 633 | 653 | OBST/day FLG W, night R |
| 165 | Sas van Gent | antenna mast | 511325N 0035137E | 329 | 335 | - |
| 166 | Schiphol | concrete tower | 521827N 0044545E | 330 | 320 | OBST/R |
| 465 | Schouwen-Duiveland | 4 wind turbines (area) | 513917N 0034327E - 513917N 0034342E - 513906N 0034338E - 513906N 0034323E - 513917N 0034327E | 394 | 410 | - |
| 507 | Schouwen-Duiveland, Windpark Krammer | 34 wind turbines (area) | 514039N 0040849E - 514043N 0040903E - 513951N 0041050E - 513938N 0041057E - 513859N 0041047E - 513852N 0041027E - 513931N 0040818E - 513944N 0040818E - 514039N 0040849E | 581 | 597 | OBST/day FLG W, night R |
| 452 | Sint-Annaland | 5 wind turbines (line) | 513626N 0040313E - 513643N 0040430E | 410 | 414 | - |
| 167 | Sliedrecht | 2 high tension masts joined by cables (line) | 514850N 0044816E - 514912N 0044815E | 469 | 469 | OBST/R |
| 168 | Sliedrecht | 2 high tension masts joined by cables (line) | 514749N 0044819E - 514811N 0044818E | 469 | 469 | OBST/R |
| 169 | Sliedrecht | 2 high tension masts joined by cables (line) | 514913N 0044440E - 514930N 0044439E | 338 | 341 | - |
| 171 | Smilde | concrete tower with tube mast | 525410N 0062413E | 994 | 1033 | OBST/R |
| 590 | Staphorst | mast | 523743N 0061428E | 429 | 436 | OBST/FLG R |
| 477 | Steenbergen, Windpark Nieuw Prinsenland | 7 wind turbines (line) | 513825N 0042341E - 513732N 0042510E | 473 | 492 | - |
| 172 | Steenwijk | antenna mast | 524744N 0061156E | 367 | 381 | OBST/R |
| 619 | Strijensas | 4 wind turbines (area) | 514319N 0043626E - 514305N 0043619E - 514301N 0043556E - 514316N 0043602E - 514319N 0043626E | 679 | 676 | OBST/day W, night R |

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

1 MLA ACTIVITIES

| MLA ACTIVITIES | | | |
|---|-----------------|--|---|
| Designation and lateral limits | Vertical limits | Operator/User TEL NR | Remarks and time of ACT |
| 1 | 2 | 3 | 4 |
| Beverwijk 522851N 0044147E* | 1000 FT AMSL | Moonair Sint Aagtendijk 10 1947 PH Beverwijk TEL: +31 (0)6 2276 1416 TEL: +31 (0)6 4454 4647 | Also (powered) paragliding ¹⁾ . Daily UDP |
| Middenmeer 524857N 0050122E | INFO not AVBL | See EHMM AD 2.2 | See EHMM AD 2.3 |
| OOSTWOLD/Oostwold 531231N 0070158E | INFO not AVBL | See EHOW AD 2.2 | See EHOW AD 2.3 |
| Stadskanaal 525955N 0070122E | INFO not AVBL | See EHST AD 2.2 | See EHST AD 2.3 |
| WEERT/Budel 511516N 0053603E | INFO not AVBL | INFO not AVBL | INFO not AVBL |
| ¹⁾ Paragliders may be launched up to the height in column 2 before releasing the winch cable. The winch cable forms an almost invisible obstacle APRX 1 NM around the geographical position. | | | |

2 GLIDER ACTIVITIES

| GLIDER ACTIVITIES | | | |
|--|------------------------------|--|---|
| Designation and lateral limits | Vertical limits | Operator/User TEL NR | Remarks and time of ACT |
| 1 | 2 | 3 | 4 |
| AMELAND/Ameland 532706N 0054038E | 2000 FT AAL | TEL: +31 (0)519 554 030 | Ameland Radio: 118.355 Daily UDP |
| ARNHEM/Deelen 520335N 0055219E | 2300 FT AAL | Zweefvliegclub Deelen/Rotterdam TEL: +31 (0)6 8156 7589 | COM CH: 123.355 Daily UDP |
| Axel 511520N 0035329E | 2300 FT AAL | Eerste Zeeuws Vlaamse Aero Club TEL: +31 (0)115 562 066 | COM CH: 123.355 Daily UDP |
| BERGEN OP ZOOM/Woensdrecht 512656N 0042032E | 2000 FT AAL | West Brabantse Aero Club TEL: +31 (0)6 4386 0664 | COM CH: 122.480 Daily UDP |
| Biddinghuizen 522545N 0054027E | 1500 FT AMSL | Zweefvliegclub Flevo TEL: +31 (0)321 332 424 | COM CH: 130.130 Daily UDP |
| BREDA/Gilze-Rijen 513403N 0045555E | 2300 FT AAL | GLC Illustrious TEL: +31 (0)6 5759 7339 | COM CH: 123.380 Daily UDP, outside AD OPR HR |
| Castricum 523212N 0043736E | 1500 FT AAL | Eerste Zaanse Zweefvlieg Club TEL: +31 (0)251 651 626 | COM CH: 123.505 Daily UDP |
| <ul style="list-style-type: none"> Glider area Castricum 1 523800N 0043546E - 523742N 0044441E - 523404N 0044244E - 523119N 0044033E - along clockwise arc (radius 2 NM, centre 523212N 0043736E) - 523154N 0043422E - 523511N 0043507E - 523800N 0043546E. | 1500 FT AMSL 1300 FT AMSL | NA | When active, glider area Castricum 1 is airspace class G. All aircraft not participating in the glider activities are strongly recommended to stay clear of the glider area. |
| <ul style="list-style-type: none"> Glider area Castricum 2 523403N 0043631E - 523511N 0043507E - 524352N 0043708E - 524506N 0044839E - 523404N 0044244E - 523403N 0043631E. | 2500 FT AMSL 1500 FT AMSL | NA | When active, glider area Castricum 2 is airspace class G. All aircraft not participating in the glider activities are strongly recommended to stay clear of the glider area. |
| DEVENTER/Teuge 521441N 0060248E | 1700 FT AAL | ZVC Teuge TEL: +31 (0)6 2844 5845 | Teuge Radio: 121.005 Daily UDP |
| <ul style="list-style-type: none"> Glider pilots who are not familiar with the local soaring and/or landing procedures shall contact the residential gliding club. Gliders may be launched up to the height in column 2 before releasing the winch cable. The winch cable forms an almost invisible obstacle APRX 1 NM around the geographical position. | | | |

| GLIDER ACTIVITIES | | | |
|--|------------------------------|---|---|
| Designation and lateral limits | Vertical limits | Operator/User TEL NR | Remarks and time of ACT |
| 1 | 2 | 3 | 4 |
| De Voorst 524105N 0055438E | 1700 FT AAL | Zweefvliegclub Noordoostpolder TEL: +31 (0)527 201 364 | COM CH: 122.480 Daily UDP |
| ENSCHDEDE/Twente 521633N 0065321E | 2200 FT AMSL | Twentsche Zweefvlieg Club TEL: +31 (0)6 3134 6068 | Twente Radio: 119.955 Daily UDP |
| Haamstede 514232N 0034244E | 2300 FT AAL | ZC Haamstede TEL: +31 (0)6 2808 2295 | COM CH: 122.505 Daily UDP |
| HILVERSUM/Hilversum 521131N 0050849E | 2300 FT AAL | Gooise Zweefvliegclub TEL: +31 (0)35 577 1353 | COM CH: 122.480 Daily UDP |
| HOOGEVEEN/Hoogeveen 524351N 0063058E | 2300 FT AAL | Vliegclub Hoogeveen TEL: +31 (0)6 5496 2669 | COM CH: 122.505 Hoogeveen Radio: 127.355 Daily UDP |
| Langeveld 521752N 0043049E | 1500 FT AAL | Kennemer Zweefvlieg Club TEL: +31 (0)6 8241 9227 | COM CH: 123.355 Daily UDP |
| LEEUWARDEN/Leeuwarden 531331N 0054509E | 2000 FT AAL | Friese Aero Club TEL: +31 (0)6 5193 6199 | COM CH: 123.355 Daily UDP, outside AD OPR HR |
| Lemelerveld 522804N 0061958E | 2300 FT AAL | Aero Club Salland TEL: +31 (0)527 371 543 | COM CH: 122.505 Daily UDP |
| Malden 514709N 0055248E | 2300 FT AAL | Nijmeegse Aeroclub TEL: +31 (0)6 5145 6983 TEL: +31 (0)6 4266 2982 | COM CH: 123.355 Daily UDP |
| MIDDELBURG/Midden Zeeland 513044N 0034352E | 2000 FT AAL | Stichting Samenwerkende Zweefvliegers Midden Zeeland TEL: +31 (0)113 612 528 | Midden-Zeeland Radio: 119.255 Daily UDP |
| Nistelrode 514100N 0053258E | 2000 FT AAL | Aeroclub Nistelrode TEL: +31 (0)41 261 1897 | COM CH: 129.980 Daily UDP |
| Noordkop 525343N 0050018E | 2300 FT AAL | Zweefvliegcentrum Noordkop Hippolytushoeverweg 15a 1774 MK Slootdorp TEL: +31 (0)6 2253 7070 | COM CH: 123.380 Daily UDP |
| OOSTWOLD/Oostwold 531231N 0070158E | NA | See EHOW AD 2.2. | No winch launching Oostwold Radio: 118.330 Daily UDP |
| Schinveld 505855N 0060009E | 2000 FT AAL | Eerste Limburgse Zweefvliegclub TEL: +31 (0)45 525 1886 | COM CH: 123.505 Daily UDP |
| Soesterberg 520802N 0051551E | 2300 FT AAL | Amsterdamsche Club voor Zweefvliegen TEL: +31 (0)6 4824 2258 | COM CH: 129.980 Daily UDP |
| Terlet 520326N 0055528E | 2300 FT AAL | See EHTL AD 2.2. | Terlet Radio: 130.130 Daily UDP |
| TEXEL/Texel 530655N 0045001E | NA | Zweefvliegclub Texel TEL: +31 (0)222 311 267 | No winch launching Texel Radio: 119.305 Daily UDP |
| UDEN/Volkel 513926N 0054228E | 2300 FT AAL | ZVC Volkel TEL: +31 (0)6 2265 3764 | COM CH: 122.505 Daily UDP |
| <ul style="list-style-type: none"> Glider area Hoek van Holland 520617N 0041345E; 520327N 0041745E; along anticlockwise arc (radius 8 NM, centre 515725N 0042614E) to 515840N 0041327E; 515920N 0040640E; 520049N 0040603E; to point of origin. | 2500 FT AMSL 1500 FT AMSL | NA | When active, glider area Hoek van Hol- land is airspace class G. All aircraft not participating in the glider activities are strongly recommended to stay clear of the glider area. |
| <ul style="list-style-type: none"> Glider area Valkenburg 521223N 0042138E; 520722N 0042847E; 520523N 0042517E; along anticlockwise arc (radius 8 NM, centre 515725N 0042614E) to 520327N 0041745E; 520617N 0041345E; to point of origin. | 2500 FT AMSL 1500 FT AMSL | NA | When active, glider area Valkenburg is airspace class G. All aircraft not participating in the glider activities are strongly recommended to stay clear of the glider area. |
| <ul style="list-style-type: none"> Glider pilots who are not familiar with the local soaring and/or landing procedures shall contact the residential gliding club. Gliders may be launched up to the height in column 2 before releasing the winch cable. The winch cable forms an almost invisible obstacle APRX 1 NM around the geographical position. | | | |

| HANG- OR PARAGLIDER ACTIVITIES | | | |
|--|-----------------|--|----------------------------|
| Designation and lateral limits | Vertical limits | Operator/User TEL NR | Remarks and time of ACT |
| 1 | 2 | 3 | 4 |
| Nieuwkoop 520825N 0044529E* | 1200 FT AMSL | SkyGliders Aarlanderveenseweg 1 2421 LH Nieuwkoop TEL: +31 (0)6 2453 2026 | Daily UDP |
| Nieuw-Schoonebeek 523828N 0070049E* | 1500 FT AMSL | Deltavliegschool Randonero Adventures Europaweg 233 7766 AH Nieuw-Schoonebeek TEL: +31 (0)6 4128 0091 | Daily UDP |
| Nieuwvliet 512203N 0032720E* | 3000 FT AMSL | Vliegerrein Nieuwvliet St. Jansdijk 1 4504 PB Nieuwvliet TEL: +31 (0)6 5132 6550 | Daily UDP |
| Noordeloos 515454N 0045638E* | 1500 FT AMSL | Maurik Paragliding Tiendweg 5b 4225 PN Noordeloos TEL: +31 (0)85 049 5569 | Daily UDP |
| Numansdorp 514511N 0042720E* | 1500 FT AMSL | Vereniging Paragliding Club Sky Rebels Lange Biesakkersweg 1-3 3281 NA Numansdorp TEL: +31 (0)6 5475 7845 TEL: +31 (0)6 5314 0864 | Daily UDP |
| Rinsemageest 531815N 0055626E* | 1500 FT AMSL | AA Paragliding Holland Wiereweg 30 9105 AW Rinsemageest TEL: +31 (0)6 2237 8430 | Daily UDP |
| Sas van Gent 511702N 0034710E* | 3500 FT AMSL | Paragliding Team Zeeland Vissen 1 4501 HW Oostburg TEL: +31 (0)6 5158 7606 | Daily UDP |
| Schalkwijk (Houten) 515855N 0051106E* | 1500 FT AMSL | AA Paragliding Holland Achterdijk 9 3998 NE Schalkwijk (Houten) TEL: +31 (0)6 5380 3713 TEL: +31 (0)6 2713 6933 | Daily UDP |
| Sibculo 522952N 0063841E* | 1500 FT AMSL | Paragliding school Inferno Kloosterstraat 16 7693 TB Sibculo TEL: +31 (0)6 2040 5019 | Daily UDP |
| Stegeren 523333N 0062936E* | 1500 FT AMSL | Eurofly Paragliding Ondersloot Noord 1 7737 PX Stegeren TEL: +31 (0)6 5466 3893 Vechtdal Paragliding TEL: +31 (0)6 1613 7237 | FRI, SAT, SUN: during UDP. |
| Sterksel 512044N 0053813E* | 1500 FT AMSL | Action Paragliding Pandijk 14 6029 PA Sterksel TEL: +31 (0)6 4686 6936 | Daily UDP |
| Terheijden 513849N 0044719E* | 1500 FT AMSL | Sky Rebels / De Wolkenkrabbers Zicht 10 4822 AN Breda TEL: +31 (0)6 3872 6222 | Daily UDP |
| Toldijk 520200N 0061327E* | 1500 FT AMSL | Gelderse Schermvliegers Muizengat 5-3 7227 DN Toldijk TEL: +31 (0)6 1730 6644 | Daily UDP |
| Veldhoek 520220N 0062510E* | 1500 FT AMSL | Achterhoekse Vliegers XCC Klaverdijk 7025 CH Halle TEL: +31 (0)6 2044 5215 | Daily UDP |

Hang- or paragliders may be launched up to the height in column 2 before releasing the winch cable. The winch cable forms an almost invisible obstacle APRX 1 NM around the geographical position.

| HANG- OR PARAGLIDER ACTIVITIES | | | |
|----------------------------------|-----------------|---|--|
| Designation and lateral limits | Vertical limits | Operator/User TEL NR | Remarks and time of ACT |
| 1 | 2 | 3 | 4 |
| Vlijmen 514033N 0051239E* | 1500 FT AMSL | Zuidnederlandse Zeil- vliegvereniging De Buizerd Vendreef 4 5251 KL Vlijmen TEL: +31 (0)6 5129 1625 | FRI 1600 - MON 0600 (FRI 1500 - MON 0500) and HOL during UDP. |
| Wänswert 531853N 0055039E* | 1200 FT AMSL | Vliegerrein Wänswert Patroanswei 3 9178 GV Wänswert TEL: +31 (0)6 2237 8430 TEL: +31 (0)6 1507 6253 | Daily UDP |
| Winterswijk 515837N 0064658E* | 1500 FT AMSL | Skyclub Holland Ratumseweg 26 7106 CH Winterswijk TEL: +31 (0)6 5334 0488 | Daily UDP |
| Winterswijk 515706N 0064636E* | 1500 FT AMSL | Skyclub Holland Vosseveldseweg 8 7107 AD Winterswijk TEL: +31 (0)6 5334 0488 | Daily UDP |
| Zeddum 515453N 0061630E* | 1500 FT AMSL | Maurik Paragliding Vinkeboeksestraat 12 7038 EK Zeddum TEL: +31 (0)85 049 5569 | Daily UDP |
| Zelhem 520109N 0061906E* | 1500 FT AMSL | Maurik Paragliding Velswijkweg 5a 7021 LM Zelhem TEL: +31 (0)85 049 5569 | Daily UDP |
| Zweeloo 524844N 0064510E* | 1500 FT AMSL | Deltavliegschool Randonaeo Adventures Broekstukkenweg 4 7841 TE Zweeloo TEL: +31 (0)6 4128 0091 | Daily UDP |

Hang- or paragliders may be launched up to the height in column 2 before releasing the winch cable. The winch cable forms an almost invisible obstacle APRX 1 NM around the geographical position.

4 OCCASIONAL ACTIVITIES

| OCCASIONAL ACTIVITIES | | | |
|---------------------------------------|-----------------|-------------------------|--|
| Designation and lateral limits | Vertical limits | Operator/User TEL NR | Remarks and time of ACT |
| 1 | 2 | 3 | 4 |
| Akkrum 530315N 0054741E* | NIL | INFO not AVBL | MLA and powered paragliding ¹⁾ Daily UDP |
| Akkrum 530303N 0054828E* | NIL | INFO not AVBL | MLA and powered paragliding ¹⁾ Daily UDP |
| Akkrum 530326N 0054937E* | NIL | INFO not AVBL | MLA and powered paragliding ¹⁾ Daily UDP |
| Arum 530817N 0053050E* | NIL | INFO not AVBL | MLA Daily UDP |
| Arum 530802N 0052954E* | NIL | INFO not AVBL | Powered paragliding Daily UDP |
| Cabauw 515816N 0045317E* | NIL | INFO not AVBL | Gyrocopters Daily UDP |
| Ede 520346N 0053845E* | NIL | INFO not AVBL | MLA Daily UDP |
| Eibergen 520631N 0063714E* | NIL | INFO not AVBL | Powered paragliding Daily UDP |
| Emmer-Compascuum 524853N 0070013E* | NIL | INFO not AVBL | MLA Daily UDP |
| Empe 520830N 0060618E* | NIL | INFO not AVBL | Powered paragliding Daily UDP |

Listed aerodromes and sites are for private use by the operator and guests only, with a limited number of users at the same time and a limited number of take-offs and landings each year. This list of occasional activities may not be complete.

- ¹⁾ Not used simultaneously with another site in Akkrum.
²⁾ Not used simultaneously with another site in Ypecolsga.
³⁾ Not used simultaneously with another site in Tirns.

| PARACHUTE JUMPING EXERCISE AREAS | | | |
|--|-----------------|--|---|
| Designation and lateral limits | Vertical limits | Operator/User TEL NR | Remarks and time of ACT |
| 1 | 2 | 3 | 4 |
| Hilversum Circle, radius 2 NM, centre 521131N 0050849E. | FL 060 | PCMN TEL: +31 (0)35 577 1000 | Daily UDP |
| Westbroek Circle, radius 2 NM, centre 520808N 0050751E. | FL 060 | PCMN TEL: +31 (0)35 577 1000 | Daily UDP |
| Wijk bij Duurstede Circle, radius 2 NM, centre 515915N 0051807E. | FL 060 | PCMN TEL: +31 (0)35 577 1000 | Daily UDP |
| <ul style="list-style-type: none"> Climb-out area cluster Utrecht 520900N 0050425E; 521008N 0050752E; 521159N 0051552E; 521031N 0051836E; 520903N 0051835E; 520553N 0051606E; 520052N 0052459E; 515740N 0052020E; 520251N 0051344E; 520900N 0050425E. | FL 060 GND | NA | During activation of jumping areas Baarn, Hilversum, Westbroek, and Wijk bij Duurstede. |
| CLUSTER ZEELAND | | | |
| Oud Sabbinge Circle, radius 2 NM, centre 513124N 0034703E. | FL 120 | Skydive Zeeland TEL: +31 (0)113 612 910 | Daily UDP |
| 's Heer Arendskerke Circle, radius 2 NM, centre 512956N 0034707E. | FL 120 | Skydive Zeeland TEL: +31 (0)113 612 910 | Daily UDP |
| Zuid van Midden-Zeeland Circle, radius 2 NM, centre 513026N 0034437E. | FL 120 | Skydive Zeeland TEL: +31 (0)113 612 910 | Daily UDP |
| <ul style="list-style-type: none"> In each cluster only one parachute jumping area (location) can be used at the same time. Listed aerodromes and sites are for regular parachute jumping (including free fall parachuting). Listing a site or aerodrome does not imply any right to use that site or aerodrome. Parachute jumping exercise climb-out areas: a radius of 5 NM around the centre point and vertical limits as the exercise area, unless otherwise specified. | | | |

7 MANNED FREE BALLOON FLIGHTS

7.1 Aerodromes

For the following civil aerodromes balloon ascents are allowed under certain conditions:

- AMELAND/Ameland
- BRED A/Seppe
- DEVENTER/Teuge
- HILVERSUM/Hilversum
- HOOGEVEEN/Hoogeveen
- MAASTRICHT/Maastricht Aachen
- MIDDELBURG/Midden-Zeeland
- OOSTWOLD/Oostwold
- TEXEL/Texel
- WEERT/Budel

The conditions have been laid down in the decree of designation of the aerodromes in question. For ascents from these aerodromes permission from the airport manager is needed. For ascents from Hilversum aerodrome the balloonist will also need exemption from clause 34 of the Dutch Aviation Law.

A request for exemption can be submitted via email to the following address:

Email: ilt-loket-dm@ilent.nl

For ascents from any aerodrome not mentioned in the list above, an early application for permission shall be made to the aerodrome authority, since this authority will in turn timely need to request exemption from clause 33 of the Dutch Aviation Act. Moreover the balloonist will have to request exemption from clause 34 himself (see above).

For ascents from a military aerodrome permission from the aerodrome commander shall be obtained at least three weeks in advance.

7.2 Areas other than aerodromes

No exemption is required for balloon ascents from areas other than aerodromes, providing that the ascents are carried out in accordance with the rules concerning the use of areas other than aerodromes (Regulation of 14 oktober 1988 [changed on December 29th, 1997]). All balloonists are expected to know these rules.

If a balloon ascent can not be carried out in accordance with the rules named above, exemption from clause 14 of the Dutch Aviation Act shall be requested. Requests for exemptions must have been received at least **14 days** in advance. A request for exemption can be submitted via email to the following address:

Email: ilt-loket-dm@ilent.nl

7.3 Crossing circuit areas

Avoid the circuit areas of uncontrolled aerodromes during the balloon flight. If crossing the circuit area can not be avoided the balloonist should co-ordinate this with the airport manager by telephone.

For safety reasons you are strongly advised to keep two-sided radio contact with the airport manager when flying close to or crossing the circuit area of an uncontrolled aerodrome.

7.4 Permission from air traffic services for flights within local control zones (CTRs)

7.4.1 Initial permission

If an ascent or planned landing will take place within a CTR, initial permission needs to be requested by telephone at least 4 hours in advance from the appropriate air traffic service.

The following conditions apply:

| | With whom? | Required information |
|-------------------------|---|---|
| Civil and military CTRs | Head of the local air traffic service or his deputy | Balloon registration marks, place of departure, expected (date) time of ascent and maximum level of the flight. |

Note: taking into account the nature of balloon flights and the amount of traffic in the Schiphol CTR, permission for ballooning within the Schiphol CTR will most likely not be given.

The initial permission may come with further conditions and/or restrictions with respect to (amongst others):

- Flight altitude;
- Two-way radio communication;
- The presence of a transponder and/or radar reflectors;
- Possible other or supplementary agreements concerning the filing of the flight plan;
- Contact with the relevant air traffic service before the final permission (see paragraph 7.4.2)

7.4.2 Final permission

To receive the final permission the captain should phone the following authorities within 15 minutes before the ascent:

| | With whom? | Required information |
|------------------------------|---|--|
| Civil and military CTRs | Head of the local air traffic service or his deputy | Place of ascent, height, wind direction and force, possible influence on departure and arrival routes, and expected traffic intensity. |
| Military CTRs outside OPR HR | Centre supervisor MILATCC Schiphol or his deputy | Place of ascent, height, wind direction and force, possible influence on departure and arrival routes, and expected traffic intensity. |

Note: it is recommended to request initial permission before beginning other pre-flight preparations.

The final permission may come with further conditions with respect to (amongst others):

- Clearance limit;
- Telephonic request of lift off clearance and/or report immediately following lift off;
- Procedure to follow if no radio contact has been established before reaching a height of 500 FT AGL;
- Reporting end of flight.

7.5 Flight plans and accessibility

The flight plan needs to be filed in accordance with the rules laid down in the AIP ENR 1.10 (Ref. Regeling Vliegplannen of September 15th, 1998, NR. DGR/LD/JBZ/L98.210524). VFR flight plans for a balloon flight from a designated aerodrome have to be filed at the ARO concerned; for flights from a non-designated aerodrome this should be done at the Amsterdam FSC or the flight data NOTAM office (Mil FDNO EHMC) at MILATCC Schiphol. Filing a flight plan is obligatory (Ref. article 31 LVR, first paragraph) for controlled flights and:

- each controlled VFR flight within airspace class A, B or C;
- each flight in areas or along routes for which the Ministry of Infrastructure and Water Management has stated a flight plan is required;
- each international VFR flight.

Filing a flight plan for flights within local ATS airspace (class C) is obligatory, unless the relevant air traffic service has agreed otherwise by telephone (see paragraph 7.4.1).

It is always possible to file a flight plan for a VFR flight if the captain finds it advisable with regard to facilitating search and rescue missions in case of an accident (Ref. article 31 LVR, third paragraph).

An important issue with the flight plan is closing it by means of an arrival report. It is of the utmost importance to make sure the arrival report can be submitted to the relevant authority within 30 minutes after the end of the flight. An overdue arrival report may result in unnecessary search and rescue missions and is as such an offence - as is not submitting an arrival report at all (Ref. article 63 LVR). The arrival can be reported by telephone to the relevant ARO or FIC. The captain is therefore required to make sure he can report the landing from the landing site.

If the captain decides to cancel or postpone the flight or to carry it out differently, he remains responsible for submitting the correct flight plan data to the air traffic services involved. This means he is responsible for sending the necessary data according to the applicable rules (ENR 1.10) (Ref. article 31 LVR, first paragraph).

Item 9 (aircraft type designator) of the flight plan should read "BALL".

ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

1 BIRD MIGRATION

1.1 General

Birds migrate year-round in a broad front over the Netherlands, with dense migratory routes along the coastal region and the Dutch-German border. Birds also commute between sleeping/breeding and foraging sites all year round and in all regions of the Netherlands. Colliding with birds, especially large and or flocking ones, could jeopardize the safety of the aircraft, its crew and passengers.

1.2 Spring migration

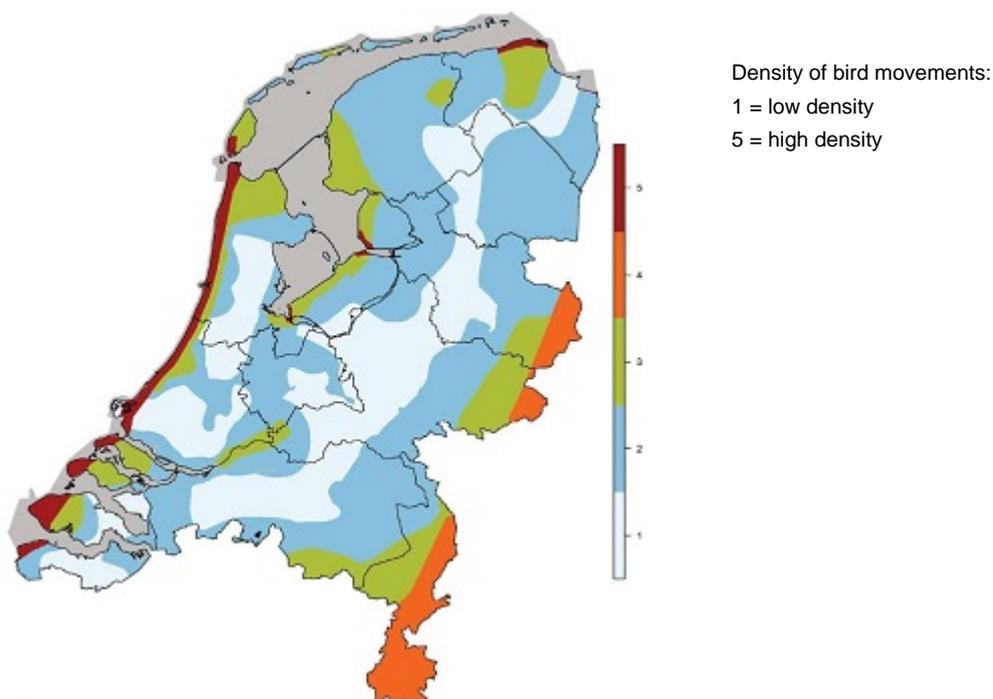
Spring migration takes place in the months March, April and May and peaks during strong SW/W winds. Migration is less likely during periods of rain.

1.3 Autumn migration

Autumn migration takes place in the months mid-August, September, October and Mid-November and peaks during strong NE/E winds. Migration is less likely during periods of rain.

1.4 Migration altitudes

High bird densities occur up to altitudes up to 6000 FT AGL during the night and 4000 FT AGL during the day. Local bird movements around sunrise and sunset occur up to altitudes of 1000 FT AGL.



1.5 Bird migration forecast

The FlySafe Bird Avoidance Model (<https://www.flysafe-birdtam.eu>) provides near real-time and forecast information on large scale bird movements over Belgium, Germany and the Netherlands. The data are disseminated via BIRDTAMs (bird notice to airmen) to military pilots.

1.6 Reporting of bird strikes

To achieve more comprehensive statistics of bird strikes, the Civil Aviation Administration is collecting information on bird strikes. All pilots on flights within Amsterdam FIR are therefore requested to report all cases of bird strikes or incidents where a risk of bird strike has been present. Information about the reporting process can be found on <https://www.ilent.nl/onderwerpen/voorvallen-luchtvaart>.

2 AREAS WITH SENSITIVE FAUNA

2.1 General

Sensitive fauna are animals that are sensitive to disturbance by human activities like, among others, overflying aircraft:

- birds breeding in colonies;
- birds congregating in large flocks, and
- seals.

2.2 Minimum flight altitude

To avoid disturbing sensitive fauna, pilots are strongly advised not to cross areas with sensitive fauna below 1000 FT AGL. The areas with large flocks of birds and/or seals are depicted on chart ENR 6-5.3 and on aerodrome visual approach charts. In paragraph 3 all locations of these areas are listed by name, including the season and the minimum altitude to cross these areas.

2.3 Waddenzee

2.3.1 Minimum flight altitude

To protect the sensitive fauna in the Waddenzee, by Decree the following applies:

- motorised civil flights below 1500 FT AGL are prohibited;
- when ceiling < 1500 FT AGL or flight visibility < 8 KM, flights between 1000 FT AGL and 1500 FT AGL are allowed within the corridors depicted on chart ENR 6-5.3.

These altitude restrictions do not apply to:

- that part of the flight necessary to depart from or land at an aerodrome, as well as the part necessary to follow a prescribed traffic pattern and/or departure or arrival procedure;
- flights in an emergency situation;
- helicopters encountering icing-conditions, and
- the following special flights:
 - search and rescue as well as HEMS operations;
 - inspection flights or flights in pursuit;
 - pipeline control flights;
 - power lines control flights;
 - survey flights in the interest of public health, supervision or science;
 - flights for shooting films or taking photographs, in the interest of news provision and or public relations.

Note: the above-mentioned flights are only exempted if they are executed by companies/bodies or pilots formally authorized for these activities.

2.3.2 Application for permits

For flights below 1500 FT AGL in the Waddenzee area, two permits are required:

- A low flying permit can be applied for at:
<https://www.ilent.nl/documenten/formulieren/2015/01/20/formulier-aanvraag-ontheffing-op-besluit-luchtverkeer-2014>
- A permit under the Nature Conservation Act can be applied from the province where the flight is planned (if the flight is planned above the entire Waddenzee area, Friesland will coordinate the request).
 - Friesland, by email: wnb@fryslan.frl
 - Groningen, by email: loketVTH@provinciegroningen.nl
 - Noord-Holland, by digital form:
https://www.odhjn.nl/Menu/Natuur/Gebiedsbescherming/Melding_of_vergunning/Formulieren/Meldingsformulier_start_werkzaamheden_gebieden

2.4 Zeeland Delta

In view of the protection of the sensitive fauna in the Zeeland Delta, flights above the following areas are prohibited below 1000 FT AGL:

- Grevelingen;
- Haringvliet;
- Hollands Diep;
- Oosterschelde;
- Veerse Meer;
- Westerschelde & Saeftinghe.

3 AREAS WITH SENSITIVE FAUNA

| NR | Location | Season | | Remarks |
|----|----------------------------|---|-------|--|
| | | Birds | Seals | |
| 1 | 2 | 3 | 4 | 5 |
| 1 | Abtskolk & De Putten | W | - | ¹⁾ |
| 2 | Alde Feanen | Y | - | ¹⁾ |
| 3 | Arkemheen | W | - | ¹⁾ |
| 4 | Bargerveen | W | - | ¹⁾ |
| 5 | Biesbosch | Y | - | ¹⁾ |
| 6 | Boezems Kinderdijk | S | - | ¹⁾ |
| 7 | De Wieden | Y | - | ¹⁾ |
| 8 | De Wilck | W | - | ¹⁾ |
| 9 | Deelen | Y | - | ¹⁾ |
| 10 | Deurnsche Peel & Mariapeel | W | - | ¹⁾ |
| 11 | Donkse Laagten | W | - | ¹⁾ |
| | | S = summer: APR-SEP. W = winter: OCT-MAR. Y = year-round. | | ¹⁾ Strongly advised not to cross below 1000 FT AGL. |

| NR | Location | Season | | Remarks |
|----|--|---|-------|--|
| | | Birds | Seals | |
| 1 | 2 | 3 | 4 | 5 |
| 12 | Duinen en Lage Land Texel | S | Y | ¹⁾ |
| 13 | Duinen Goeree & Kwade Hoek | W | Y | ¹⁾ |
| 14 | Duinen Terschelling | S | Y | ¹⁾ |
| 15 | Duinen Vlieland | S | Y | ¹⁾ |
| 16 | Dwingelderveld | W | - | ¹⁾ |
| 17 | Eemmeer & Gooimeer Zuidoever | Y | - | ¹⁾ |
| 18 | Engbertsdijksvenen | W | - | ¹⁾ |
| 19 | Fochteloërveen | W | - | ¹⁾ |
| 20 | Grevelingen | Y | Y | Prohibited to cross below 1000 FT AGL. |
| 21 | Groote Peel | W | - | ¹⁾ |
| 22 | Groote Wielen | W | - | ¹⁾ |
| 23 | Haringvliet | Y | - | Prohibited to cross below 1000 FT AGL. |
| 24 | Hollands Diep | Y | - | Prohibited to cross below 1000 FT AGL. |
| 25 | IJsselmeer | Y | - | ¹⁾ |
| 26 | Ilperveld, Varkensland, Oostzanerveld & Twiske | Y | - | ¹⁾ |
| 27 | Kampina & Oisterwijkse Vennen | W | - | ¹⁾ |
| 28 | Ketelmeer & Vossemeer | W | - | ¹⁾ |
| 29 | Krammer-Volkerak | Y | - | ¹⁾ |
| 30 | Lauwersmeer | Y | - | ¹⁾ |
| 31 | Leekstermeergebied | W | - | ¹⁾ |
| 32 | Lepelaarplassen | Y | - | ¹⁾ |
| 33 | Markermeer & IJmeer | Y | - | ¹⁾ |
| 34 | Markiezaat | Y | - | ¹⁾ |
| 35 | Naardermeer | Y | - | ¹⁾ |
| 36 | Nieuwkoopse Plassen & De Haeck | Y | - | ¹⁾ |
| 37 | Noordzeekustzone | S | Y | ¹⁾ |
| 38 | Oostelijke Vechtplassen | Y | - | ¹⁾ |
| 39 | Oosterschelde | Y | Y | Prohibited to cross below 1000 FT AGL. |
| 40 | Oostvaardersplassen | Y | - | ¹⁾ |
| 41 | Oudegaasterbrekken, Fluessen en omgeving | W | - | ¹⁾ |
| 42 | Oudeland van Strijen | W | - | ¹⁾ |
| 43 | Polder Zeevang | W | - | ¹⁾ |
| 44 | Rijntakken | Y | - | ¹⁾ |
| 45 | Sneekermeergebied | W | - | ¹⁾ |
| 46 | Uiterwaarden Zwarte Water en Vecht | W | - | ¹⁾ |
| 47 | Van Oordt's Mersken | W | - | ¹⁾ |
| 48 | Veerse Meer | Y | - | Prohibited to cross below 1000 FT AGL. |
| 49 | Veluwerandmeren | W | - | ¹⁾ |
| 50 | Voordelta | - | Y | ¹⁾ |
| 51 | Voornes Duin | S | - | ¹⁾ |
| 52 | Waddenzee | Y | Y | Prohibited to cross below 1500 FT AGL. |
| 53 | Weerribben | S | - | ¹⁾ |
| 54 | Westerschelde & Saeftinghe | Y | Y | Prohibited to cross below 1000 FT AGL. |
| 55 | Witte en Zwarte Brekken | W | - | ¹⁾ |
| 56 | Yerseke en Kapelse Moer | W | - | ¹⁾ |
| 57 | Zoommeer | Y | - | ¹⁾ |
| 58 | Zouweboezem | S | - | ¹⁾ |
| 59 | Zuidlaardermeergebied | W | - | ¹⁾ |
| 60 | Zwarte Meer | Y | - | ¹⁾ |
| | | S = summer: APR-SEP. W = winter: OCT-MAR. Y = year-round. | | ¹⁾ Strongly advised not to cross below 1000 FT AGL. |

| Reference | Deviation | Related AIP section |
|---|--|----------------------------|
| 1 | 2 | 3 |
| CS ADR-DSN.Q.848 (a) | Obstacle lights on the central air traffic control tower are low intensity lights. | EHAM AD 2.10 |
| Electrical systems – monitoring | | |
| CS ADR-DSN.S.890 (d) | Aeronautical ground lights are not monitored fully automatic. | NIL |
| CS ADR-DSN.S.890 (e) | No full warning of aeronautical ground lights malfunction is sent to ATS unit. | NIL |
| Siting of equipment and installations on operational areas | | |
| CS ADR-DSN.T.915 (b)(1) | Several objects within the taxiway strips do not serve the purpose of air navigation or aircraft safety. | NIL |

EHAM AD 2.21 NOISE ABATEMENT PROCEDURES

1 GENERAL

The following departure and arrival procedures have proved to be highly efficient in respect of noise abatement in the vicinity of Schiphol Airport. Aircraft may deviate from these procedures for safety reasons or otherwise instructed by ATC.

2 DEPARTURES (JET AIRCRAFT ONLY)

2.1 Take-off and climb procedure

The use of the noise abatement take-off and climb procedure NADP2 as mentioned in ICAO Doc 8168 Volume III is recommended for all jet aircraft departures from Schiphol Airport. If for operational reasons compliance with the recommended procedure is not possible, NADP1 may be used, but it is imperative to inform Schiphol Delivery if unable to comply with NADP2 as soon as possible via RTF. Adherence to this procedure is automatically monitored.

Note: operators are requested to inform the airport authority on the details of their departure procedure by sending copies of the relevant pages of the aircraft operating manual (AOM) to:

Post: Amsterdam Airport Schiphol
Corporate Development
Strategy & Airport Planning
P.O. Box 7501
1118 ZG Schiphol Airport
The Netherlands
Email: flightprocedure@schiphol.nl

2.2 Minimum noise routing

The standard instrument departure routes as contained in EHAM AD 2.22 paragraph 1.5 avoid residential areas as much as possible and must be considered minimum noise routes.

3 ARRIVALS (ALL AIRCRAFT)

For RWY 06 and RWY 18R RNAV low-noise procedures, continuous descent approach (CDA), for jet aircraft will be used between 2130-0530 (2030-0430), otherwise aircraft will be radar vectored towards interception of final leg at 3000 FT AMSL. Executing a CDA implies that after NIRSI, NARIX or SOKSI a continuously descending flight path without level segments is to be flown in a low power and low drag configuration. A flight path is considered continuously descending when there is no level segment. A segment is considered level if the altitude loss is less than 50 FT over a distance of 2.5 NM. For procedures and exemptions see EHAM AD 2.22 paragraph 2.7.2.

3.1 Reduced flaps

For noise abatement using a reduced flaps landing procedure is recommended. However, use of this procedure is subject to captain's decision and safety prevails at all times.

Note: operators / aircraft types, not able to comply with the mentioned landing procedure, are requested to inform the airport authority by sending copies of the landing procedure in use to:

Post: Amsterdam Airport Schiphol
Corporate Development
Strategy & Airport Planning
P.O. Box 7501
1118 ZG Schiphol Airport
The Netherlands
Email: flightprocedure@schiphol.nl

3.2 ILS available

1. Intercept the ILS using a minimum flap setting with landing gear retracted.
2. Select gear down after passing 2000 FT AMSL.
3. Postpone the selection of the minimum certified landing flap setting until passing 1200 FT AMSL.

3.3 Non precision approach

1. Intercept final leg.
2. Follow a descent path using a minimum flap setting with landing gear retracted which will NOT be lower than 5.2% (3.0 degrees).
3. Select gear down after passing 2000 FT AMSL.
4. Postpone the selection of the minimum certified landing flap setting until passing 1200 FT AMSL.

3.4 Visual approach

1. Intercept the final leg, avoiding populated areas as much as possible.
2. Follow a descent path using a minimum flap setting with landing gear retracted which will NOT be lower than 5.2% (3.0 degrees).
3. Select gear down after passing 2000 FT AMSL.
4. Postpone the selection of the minimum certified landing flap setting until passing 1200 FT AMSL.

4 USE OF RUNWAYS

4.1 General

The most frequently used runways are:

- a. As landing runway: 06, 18R, 36R, 18C, 36C, 27.

| | | |
|---|-----------------------------------|--|
| 2 | Vertical limits | <ul style="list-style-type: none"> LELYSTAD CTR 1: GND to 1500 FT AMSL LELYSTAD CTR 2: GND to 2500 FT AMSL |
| 3 | Airspace classification | D |
| 4 | ATS unit call sign Language(s) | Lelystad Tower English |
| 5 | Transition altitude | IFR: 3000 FT AMSL; VFR: 3500 FT AMSL. |
| 6 | Hours of applicability | AD OPR HR, see EHLE AD 2.3. |
| 7 | Remarks | NIL |

EHLE AD 2.18 ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Channel(s) | SATVOICE NR | Logon address | Hours of operation | Remarks |
|---------------------|----------------------|------------|---------------|---------------|--------------------|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| APP | Lelystad Arrival | 134.530 | INFO not AVBL | INFO not AVBL | See AD 2.3 OPR HR. | Primary. |
| | | 120.830 | INFO not AVBL | INFO not AVBL | | At ATC discretion. |
| TWR | Lelystad Tower | 135.180 | INFO not AVBL | INFO not AVBL | See AD 2.3 OPR HR. | Primary. |
| | | 123.830 | INFO not AVBL | INFO not AVBL | | At ATC discretion. |
| | Lelystad Delivery | 123.680 | INFO not AVBL | INFO not AVBL | See AD 2.3 OPR HR. | Start-up control and clearance delivery. Preflight information IFR/VFR (incl. training flights). VDF. |
| | | 123.830 | INFO not AVBL | INFO not AVBL | | At ATC discretion. |
| ATIS | Lelystad Information | 120.730 | INFO not AVBL | INFO not AVBL | H24 | ATIS remains operational outside AD OPR HR. |
| - | As appropriate. | 121.500 | INFO not AVBL | INFO not AVBL | As appropriate. | Emergency. |
| | | 243.000 | INFO not AVBL | INFO not AVBL | | |

EHLE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid, MAG VAR, Type of supported OPS (VOR/ILS/MLS: declination) | ID | Frequency CH service provider and reference path identifier | Hours of operation | Position of transmitting antenna co-ordinates | Elevation of DME transmitting antenna or GBAS: elevation, ellipsoid height of reference point SBAS: ellipsoid height of LTP/FTP | Service volume radius from the GBAS reference point | Remarks |
|--|------|---|--------------------|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| LOC 05 ILS CAT 1/C/1 (2°E/2020) | ILSN | 108.550 MHz | H24 | 522741.7N 0053146.3E | NA | NA | NIL |
| DME 05 | ILSN | CH22Y | H24 | 522652.2N 0053027.2E | 0 FT | NA | Distance DME antenna/THR 05 is 349 M. |
| GP 05 | - | 329.750 MHz | H24 | 522652.2N 0053027.2E | NA | NA | NIL |
| Lelystad DME | FRO | CH51X | H24 | 522709.2N 0053029.0E | 0 FT | NA | NIL |
| GPS | NA | L1 1575.42 MHz | H24 | NA | NA | NA | NIL |
| EGNOS | NA | L1 1575.42 MHz ¹⁾ | H24 | NA | ¹⁾ | NA | ¹⁾ See EHLE AD 2.22 for FAS data block |

EHLE AD 2.20 LOCAL AERODROME REGULATIONS

1 IFR ROUTE AVAILABILITY

The IFR departure and arrival routes are **not available** for scheduled and non-scheduled passenger flights UFN. Business aviation and GA operators shall contact airport authority.

2 RUNWAY RESERVATIONS

For more information on the usage of LARSA (Lelystad airport runway scheduling application), see <https://www.lelystadairport.nl>.

3 RESTRICTIONS ON VFR TRAINING FLIGHTS

Use of the VFR training circuit is limited to MON-SUN: 0600-1800 (0500-1700) during UDP.

4 FORMATION TAKE-OFFS AND LANDINGS

Formation take-offs and landings are not allowed except with a pre-arranged operational agreement with ATC. Contact atmprocedureservices@lvnl.nl for such an agreement.

5 GROUND MOVEMENT OPERATIONS

Follow-me service is mandatory on TWYs S, S1, S2, S3, S4, S5 and S7 for aircraft with wingspan > 24 M.