**Effects on foreign countries**
The operational needs of the NPRD often have an impact beyond the selected locations themselves on the national level. This has been elaborated on in the previous paragraphs per province and zoomed in on several specific areas. Possible transboundary effects on foreign countries have also been considered. This is the focus of the following subparagraphs.

**Effects on Germany**
There are three operational needs in the vicinity of the German border: the drone route from Deelen to Twente Airport and the low-flying area N5.

The border lies over eight kilometers to the east of Twente Airport. The effects of the drones flying to and from Twente Airport are limited to the airport and the immediate surroundings and do not reach across the border. Nuisance from this can therefore be ruled out.

The low-flying area N5 is a large area in the eastern part of the country. It covers a large part of eastern Gelderland and a small part of the south of Overijssel. It stretches from Dieren in the west to the German border in the south and east. The effects of low-flying may also just barely reach across the border. This applies to situations where low-flying occurs directly at the border. Of course, the low-flying area ends at the border. Some degree of nuisance, at that specific moment, cannot be ruled out. This concerns scattered buildings in the rural area south of the border area between ’s-Heerenberg and Dinxperlo, and the rural area east of the border area between Winterswijk and Losser. The (noise) nuisance is expected to occur very limitedly (in duration and frequency) and is very local in nature.

**Effects on Belgium**
Operational needs that may harbor effects which could cause nuisance in Belgium are the operational needs on and around the Weerterheide and the low-flying areas N2 and N3. The outer horizontals have no legal validity in Belgium, so their effects are absent.

The intended activities around the Weerterheide - construction of a training village, reopening of the barracks, and expansion of the Weerterheide training area - are all located relatively close to the border, about five to ten kilometers away. However, the nature of the activities does not lead to expected nuisance (well) beyond the boundaries of the barracks and (expanded) training area. This means that effects on Belgian territory can be ruled out.

Low-flying area N2 is located between Breda and Tilburg and the Belgian border, and stretches from west to east nearly from Roosendaal to Goirle. On the south side, it largely follows the border with Belgium. The ‘extension’ of Dutch territory towards Hoogstraten (Be) has been kept outside the low-flying area after optimization. Including this area could have led to a narrow corridor with relatively frequent flights.

Low-flying area N3 lies above nearly the entire province of Zeeland. In the optimized low-flying area, the eastern part of the Westerschelde near Antwerp has no longer been included. Nuisance is therefore excluded there. The border with Belgium near Zeeuws-Vlaanderen is included in the low-flying area.

The effects of low-flying can reach just barely across the border. Given the distance to Gilze-Rijen, it is expected that more flying will take place in N2 and the effects will therefore be experienced more frequently locally than in N3. For N3, Zeeuws-Vlaanderen is relatively far from the helicopter bases and therefore also less easily accessible. Nuisance will be incidental here.

In general, it naturally applies that low-flying does not take place across the border. Also, the degree of dispersion through the designation of additional low-flying areas is greater than in the current situation. Nuisance only occurs when low-flying actually takes place in the immediate vicinity of the border. Effects in Belgium are limited, because they are temporary and local in nature. Also, the border area (the zone just across the border) is rural and only scattered housing is present there.

**Effects on the United Kingdom, Denmark and Norway**
The NPRD does not include any operational needs that have effects extending to the United Kingdom, Denmark, or Norway. Any effects could only arise from operational needs in the North Sea.
Expansion of north sea training area EHD-42 is indeed included in the NPRD, but this concerns expansion on the western side, thus at a greater distance from the territorial waters of Germany, Denmark, and Norway.