IVAO NL Flight Operations

Heathrow (EGLL) – Schiphol (EHAM) Airbridge

Introduction

This document will brief the pilots flying the *Heathrow – Schiphol Airbridge* event to make them familiar with the local and event procedures at Amsterdam Schiphol (EHAM). Due to the high amount of traffic expected, the IVAO Netherlands Division has opted to create specific event procedures between the ATC units within the Netherlands and the United Kingdom. **To make sure this event is a great success and to be able to cope with the expected traffic we require you, the pilot, to fully read and understand this briefing document.** Please understand that pilots unable to follow ATC instructions may be diverted to other airports if deemed necessary by the current controller. This decision cannot be discussed on the active ATC frequency.

Airport layout

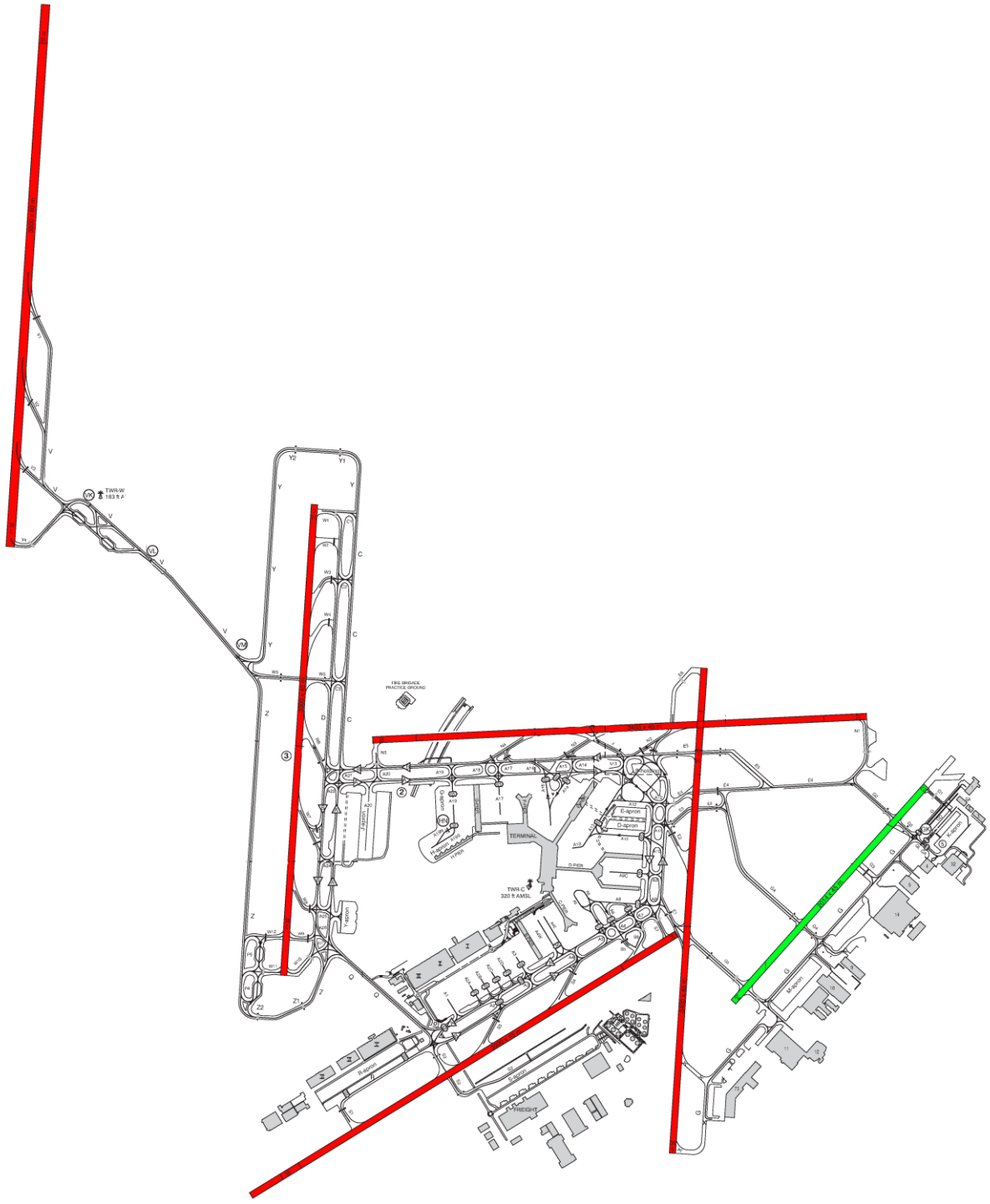

Chart 1

As you can see, Schiphol has 6 runways, of which 5 main runways and 1 general aviation runway. During high traffic loads, a maximum of 3 main runways may be used at the same time. During this event, expect one runway for departure and one for arrival (except general aviation). The taxiway crossing 18C/36C (W5) will be closed if runway 18C/36C is in use. Expect long taxi times to/from 36L/18R!

Departing traffic

For departing traffic, mind the following rules:

Departure clearances will be given by Schiphol Delivery (EHAM_DEL).

Delivery will transfer you to the appropriate next controller. During times of high traffic load, Schiphol Start-Up (EHAM_S_DEL) will come online and *clear you for start-up only*! This means starting your APU, pressurizing hydraulics, etc. Push-back clearances will be provided by EHAM_*_GND! Your call is "[callsign], [gate], Information [atis], request start-up". Do not mention useless information to the start-up controller! (AIP AD.2.EHAM.2.22.1.3.2).

Follow all clearances and execute them as fast as possible. When you are cleared for push and start, make sure you are able to push and start within one (1) minute. After one minute, your push-back clearance will expire and you will have to request a new one. (AIP AD.2.EHAM.2.22.1.3.3.1).

Have all the charts (ground, taxi, SID) on board and review them before your flight. No progressive taxi instructions will be given during high traffic loads.

Contact Approach (EHAM_W_APP) when passing 2000ft, unless instructed otherwise. Until then, remain on Tower frequency. The initial call to Approach consists of the following items: "Schiphol Departure", CALL SIGN, actual ALTITUDE and name of SID. For example: "Schiphol Departure, KLM 123, 2300 feet, VALKO 1 SIERRA". Do not mention next cleared altitude, destination or any other information.

Initial climb for all SIDs is FL60, unless otherwise instructed by ATC. Do not climb because your FMC tells you so! You may fly at FL60 a few minutes if traffic has to pass overhead.

Taxiing

Main taxiways on Schiphol are one-way around the airport:

- Taxiway A: clockwise
- Taxiway B: counter-clockwise

Taxiways Y and Z have holding points (Y1, Y2, Z1, Z2) around the extended centreline of the runway. These are not to be crossed without clearance.

Taxiway W5 crosses runway 18C/36C and is part of the main taxi routing to/from runway 36L/18R. W5 will be closed if 18C/36C will be in use. In this case expect the following routing:

- 18C in use for departure: taxiway Y
- 18C in use for arrival: taxiway Z
- 36C in use for departure: taxiway Z
- 36C in use for arrival: taxiway Y

Arriving traffic

For arriving traffic, mind the following rules:

Make sure you load enough fuel into your aircraft. Since a lot of traffic is expected at EHAM, you can expect holdings. Coordination will be done between ATC units, so expect holdings early while still with Amsterdam Radar. A good rule of thumb would be to load about 45 minutes of extra fuel. If you think you are not able to make EHAM without running out of fuel, ask ATC for rerouting to an alternate airfield!

As fast as possible execute all instructions. If ATC tells you to fly a heading or direct to a waypoint/VOR/NDB, make sure you follow these instructions. *Speed restrictions are by ATC, and after ATC has given you a speed restriction only change your speed when ATC tells you to!*

Charts are mandatory! In case you don't have any charts available, expect diversion. For missed approach, charts are *very* important in case of converging approaches. If you don't have charts available, they are available at the website of The Netherlands AIS (see links section).

Preferred parking stands are not allowed, ATC will appoint parking stands.

Contact Approach with callsign only! For arriving traffic, do not mention your position and/or altitude!

Arrivals

Traffic from EG* may expect the **REDFA1A (MAX FL230)** or **LAMSO1A (MAX FL230)** arrival, depending on the last FIX in the flight plan.

Speed restrictions are:

- 250kts below FL100
- 220kts within 15NM of SPL VOR

Further speed restrictions will be done by ATC. Your last speed restriction is valid until 4 NM final, unless otherwise instructed. **If you need to reduce your speed for some reason, advise ATC!**

In all cases, DO NOT DESCEND BECAUSE YOUR FMC TELLS YOU! Your FMC is just a tool to *help* you navigate, it should not be your primary means of navigation!

Holding

Traffic from EG* will hold at SUGOL if necessary. This holding is defined as follows:

- SUGOL: R292 SPL 31 DME
- Minimum holding altitude: FL70
- Maximum holding speed: 250kts
- Inbound course: 114
- Turns: right
- 1 min leg

Additional information

Supervisors will be online to check the above mentioned rules as well as IVAO R&R. These supervisors will only act when necessary and if they have to without warning.

If the controller's ATIS mentions "CALLSIGN ONLY", this means your initial call to the controller will be with your *callsign only*. Calls like "Schiphol Approach, this is KLM 123, heading 064 inbound SUGOL, now passing Flight Level 107, descending to Flight Level 070, expecting runway 18R at Schiphol, with you" are ***not*** appreciated.

If the amount of traffic is too high, expect delays and holdings. Make sure that you know how to fly holdings above fixes, VORs or NDBs with given inbound tracks. FMCs are able to do this correctly, check the documentation of your aircraft.

If a pilot is not able to follow instructions given by ATC, this pilot will be diverted to its alternate or an alternate selected by ATC. Once this decision has been made by ATC, do not expect them to revert their decision.

If you have **any** questions regarding this **event or pilot procedures**, please direct them at nl-foc@ivao.aero ***and*** nl-foac@ivao.aero. Do not hesitate to contact us, we have a saying in Dutch: "stupid questions don't exist".

If you have any questions regarding **ATC**, direct them at nl-aoc@ivao.aero **and** nl-aoac@ivao.aero.

VFR Traffic

VFR traffic will not be allowed during the event because of the expected traffic loads.

Frequency list

As a pilot, you can **expect** the following frequencies:

Departure:

• Schiphol Delivery	EHAM_DEL	121.975
• Schiphol Start-Up	EHAM_S_DEL	121.650
• Schiphol Ground	EHAM_N/S_GND	121.800 / 121.700
• Schiphol Tower	EHAM_A/D/W_TWR	119.225 / 118.100 / 118.275
• Schiphol Approach	EHAM_W_APP	121.200

Arriving traffic will be as coordinated by ATC, frequencies will be given at handoff, expect:

• Amsterdam Radar	EHAA_W_CTR	125.750
• Schiphol Approach	EHAM_W_APP	121.200
• Schiphol Arrival	EHAM_A_APP	118.400

All other frequencies depend on the runway in use.

Links

The Netherlands AIP – http://www.ais-netherlands.nl/aim/index.html

The Netherlands Division – http://nl.ivao.aero

Navaids

ILS

RUNWAY	*FREQUENCY*	*IDENTIFIER*	*CRS*
06	110.55	KAG	058
18C	109.50	ZWA	183
18R	110.10	VPB	183
22	109.15	SCH	221
27	111.55	BVB	267
36C	108.75	MSA	003
36R	111.95	ABA	003

VORs

IDENTIFIER	*FREQUENCY*
SPL	108.40
AMS	113.95
SPY	113.30
PAM	117.80

NDBs / Locators

IDENTIFIER	*FREQUENCY*
OA	395
WP	376
NV	332
CH	388.5