



EHAM-EHRD TRAFFIC HANDLING PROCEDURES

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NL-ATC Operations Department

INTRODUCTION

This document describes the required coordination and handling procedures for traffic inbound to EHRD (Rotterdam Airport) via the EHAM (Schiphol) TMAs.

DEFINITIONS

Rotterdam Approach: The unit responsible for ATS service inside the Rotterdam TMAs and delegated area (in absence of Rotterdam Approach this is Amsterdam Radar for the TMAs and Schiphol Approach for the delegated area inside the Schiphol TMA).

Schiphol Approach: The unit responsible for ATS service inside the Schiphol TMAs (in absence of Schiphol Approach this is Amsterdam Radar).

Delegated airspace: Airspace where the responsibility for providing ATC service is fully transferred from one station to another.

DELEGATED AIRSPACE:

The area displayed in figure 1 inside the EHAM TMA 1 is delegated from Schiphol Approach to Rotterdam Approach to use for arriving traffic into runway 24 and/or departures runway 06. Other areas that might be delegated in real life are not used on IVAO.

The delegated airspace has classification A and has a lower limit of 1500ft and an upper limit of 3500ft.

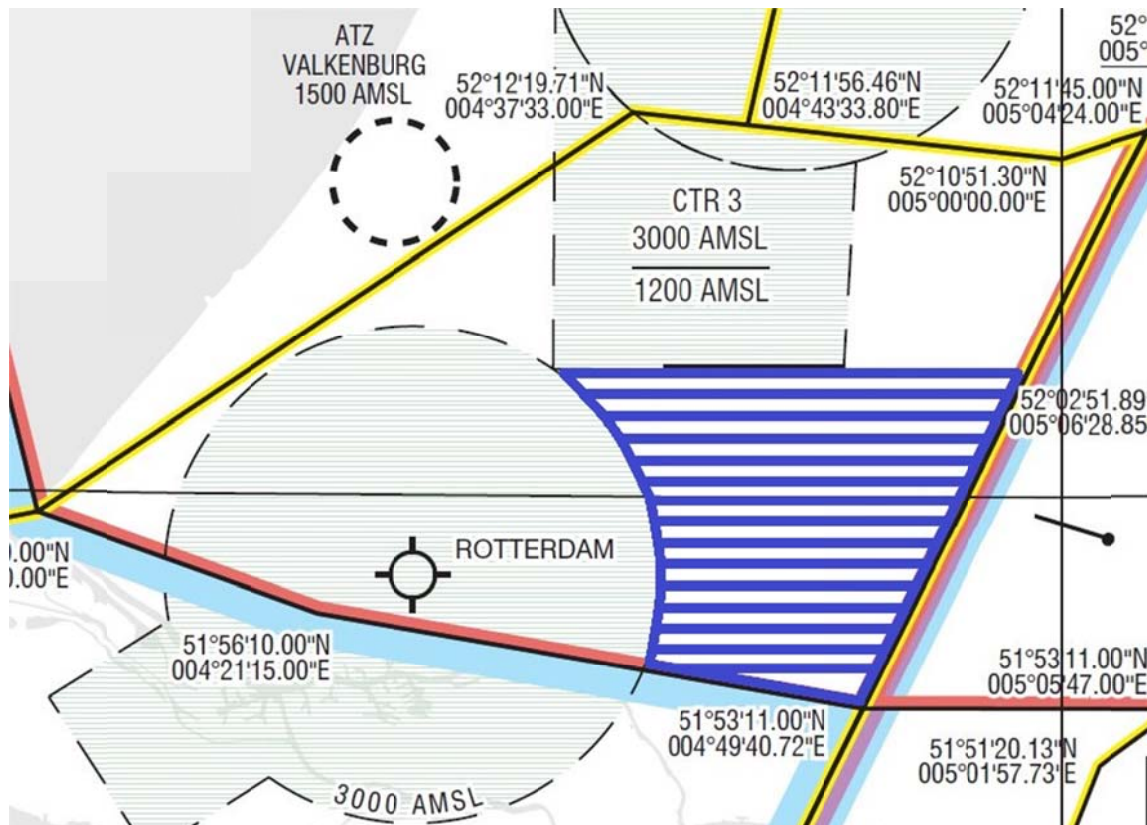


Figure 1: In blue the delegated area from Schiphol Approach to Rotterdam Approach

COORDINATION PROCEDURES

Rotterdam Approach:

Rotterdam Approach shall, when connecting, contact the controller responsible for Schiphol Approach (or in its absence Amsterdam Radar) and notify him of its presence, Rotterdam may if desired at this point coordinate a general handover request for inbound traffic arriving via the Schiphol TMAs.

Handover request shall contain a clearance limit (waypoint or navaid) or heading and flight level or altitude inside the area of responsibility of the Rotterdam Approach controller. For a general handover request headings shall NOT be used. Examples of clearance limits are: RR, ROT, RTM, ILS24.

If the clearance limit is an approach on runway 24, Rotterdam Approach explicitly gives Schiphol Approach the authorization to clear for the approach, meaning Schiphol will give the descend instruction towards 2000ft and clear the traffic for the ILS/VOR/DME/Visual etc. approach. The traffic will be transferred directly to the responsible controller of the Rotterdam CTR.

If traffic on Schiphol not permits the agreed (general) handover, Schiphol Approach shall notify Rotterdam Approach in such an event to coordinate an alternate handover.

Rotterdam Approach should start coordination with Schiphol Approach as soon as practicable about known inbound traffic when no general handover procedure has been agreed upon.

COORDINATION PROCEDURES

Schiphol Approach:

Schiphol Approach shall, when connecting, contact the controller responsible for Rotterdam Approach (or in its absence Amsterdam Radar) and notify him of its presence, Rotterdam may if desired at this point coordinate a general handover request for inbound traffic arriving via the Schiphol TMAs.

Schiphol Approach shall never (without explicit authorization from Rotterdam Approach to do so) clear any flight for an approach on runway 24 if Rotterdam Approach is online. Only if Rotterdam Approach is not online Schiphol Approach is responsible for the lineup on runway 24 and may clear for the approach. Once the traffic is established on the approach Schiphol Approach shall transfer the traffic to the controller responsible for the Rotterdam CTR

Schiphol Approach shall do its best to accommodate handover requests from Rotterdam Approach, however if the request will cause inevitable conflicts with other traffic Schiphol Approach shall notify Rotterdam Approach and coordinate a different handover.

Schiphol Approach shall transfer inbound traffic to Rotterdam (as soon as it no longer provides a possible separation issue with other traffic arriving at or departing from Schiphol) to Rotterdam Approach at its latest 1 minute before the traffic enters the airspace of/or delegated to Rotterdam Approach, as coordinated with Rotterdam Approach.

Schiphol Approach shall, unless a general handover or prior coordination has been done, coordinate inbound traffic with Rotterdam Approach as soon as practicable but at latest 5 minutes before the traffic enters the airspace of or delegated to Rotterdam Approach.