



NETHERLANDS
FLIGHT OPERATIONS DEPARTMENT

Pilot Briefing

Schiphol EHAM



@IVAONL





1. Introduction

This document will brief the pilots flying to and from Schiphol to make them familiar with the local (and event) procedures at Amsterdam Schiphol Airport (EHAM). These procedures are based on the real-world procedures as much as possible, but are sometimes adapted to fit the virtual skies. **To make sure your and the controllers' experience is as good as possible 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 will be diverted to other airports if deemed necessary by the current controller. This decision cannot be discussed on the active ATC frequency.

2. Airport Layout

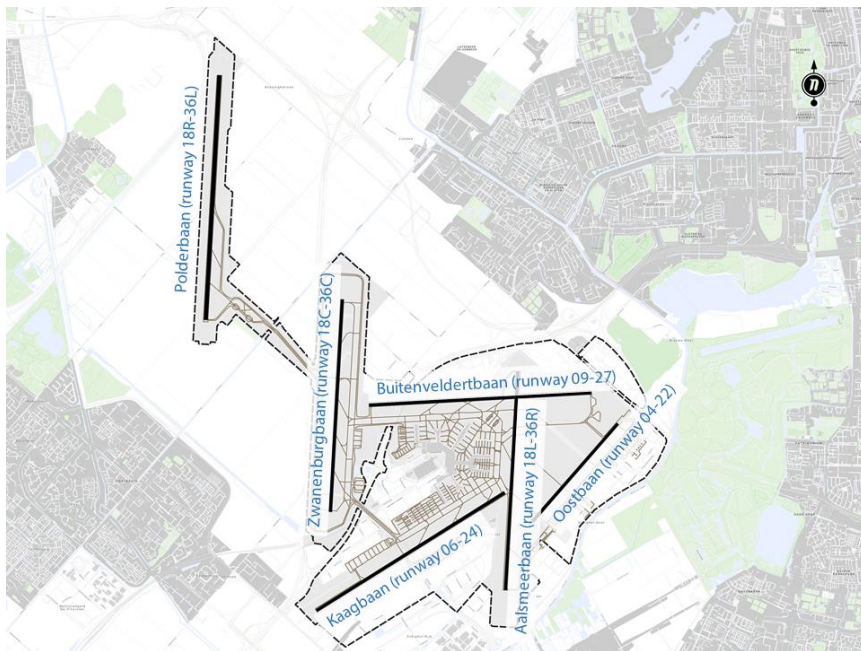


Figure 1 Layout of Schiphol Airport. (Haiyun Huang/top70.com)

As can be seen from figure 1, Schiphol is a large and complex airport. Even taxiing around the airport can be quite challenging. So, be sure to have read this briefing and collected all required charts when flying to and from Schiphol!

Many taxiways and apron entries at Schiphol have a published standard taxi routing. See AD 2.EHAM-GMC and AD 2.EHAM-APDC.1-4 (AIP Netherlands) for these standard routes. Follow these routings strictly to avoid jams and blockages unless **specifically** instructed differently by ATC.

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3. Departing Traffic

3.1. IFR Traffic

On a daily basis, 1300 air transport movements take place at Schiphol Airport. In order to facilitate this large amount of, mostly IFR, traffic, some specific procedures are maintained to ensure smooth operation.

3.1.1. Obtaining IFR Clearance

At Schiphol airport, IFR-clearance is obtained first from Schiphol delivery (EHAM_DEL). An IFR-clearance will contain: destination airport, SID, cleared level, runway and squawk code. After a correct readback, delivery will transfer you to the appropriate next controller.

If Schiphol Delivery is not online, contact either EHAM_N_GND or EHAM_S_GND depending on your current location, see figure 2.

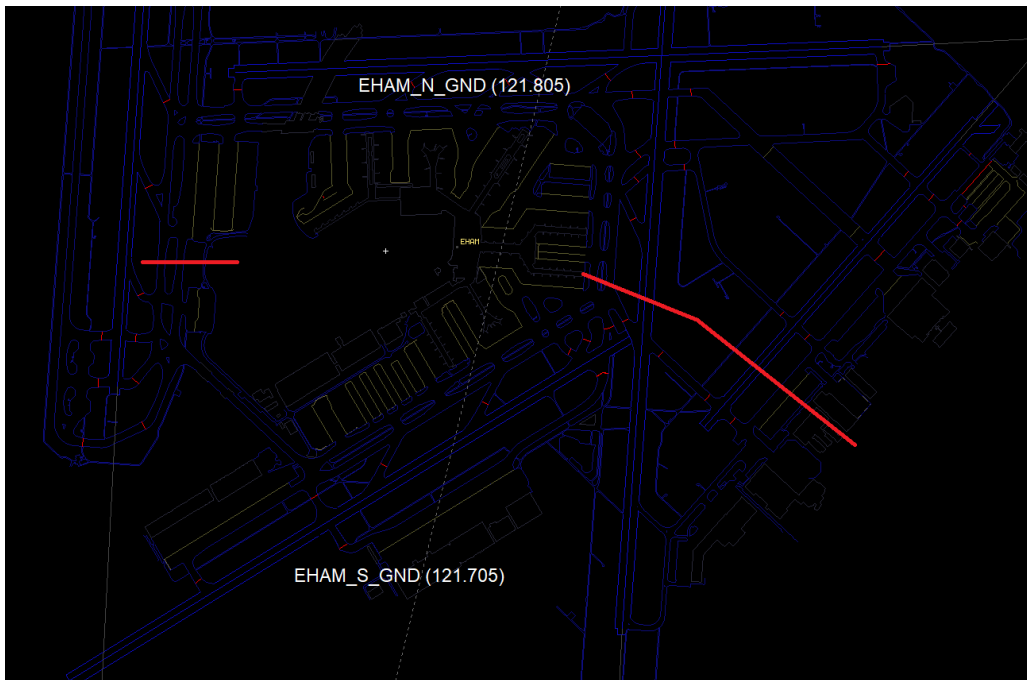


Figure 2 Division of North and South ground control.



3.1.2. Start-Up

During times of high traffic load, and when online, delivery will transfer all traffic to Schiphol Planner (EHAM_P_DEL). *This controller will only clear traffic for start-up.* This means starting the APU, pressurizing hydraulics etc. Only report to Schiphol Planner when ready for **immediate** push-back.

This report shall be: [callsign], [parking position], [ATIS] and ["Ready"].

Schiphol Planner will transfer traffic to the appropriate ground controller for push-back and (engine) start-up.

3.1.3. Engine Start-Up, Push-Back and Taxi

Schiphol Ground is responsible for all traffic moving on the aprons and taxiways. Thus, after being transferred from Schiphol Planner, a request for "push and start" must be made. Only request push and start when able to push-back within one (1) minute. After this minute, the push-back clearance expires and a new one has to be obtained.

Most gates at Schiphol have published push-back procedures which can be found on AD 2.EHAM-APDC.1-4 (AIP Netherlands). These are **mandatory** to follow at all times.

After push-back and start-up is completed taxi clearance should be obtained from Schiphol Ground. These instructions will most likely be rather shortened to reduce occupancy on frequency. More information on taxi procedures will be provided in its dedicated chapter.

Reaching the assigned holding point, the ground controller will transfer traffic to the appropriate tower controller.

3.1.4. Take-Off and Departure

After being transferred to Schiphol Tower, and having reached the assigned holding point, traffic is most likely to be given a line-up instruction. Comply with this instruction as quickly as possible to ensure a smooth traffic flow. If possible all cockpit checks should be completed prior to line-up to reduce unnecessary time on the runway.

Also, after receiving take-off clearance from Schiphol Tower, start the take-off roll immediately.

Pilots of departing aircraft shall remain on TWR frequency until passing 2000 ft.

Contact Schiphol Departure **by yourself** at 2000 ft AMSL and report altitude and SID.

An example of a suitable radio call is:

Schiphol Departure KLM 327, passing 2000 ft climbing FL 060 KUDAD 1S Departure.



Tower controllers will not consider departing traffic above 2000ft. So do **not** expect a handover if you forget to switch on your own. If you forget to switch, try to contact the appropriate next controller as soon as possible.

Which departure frequency to select is based on the name flown standard instrument departure. The following division has been selected:

- BERGI, BETUS, DENAG, IDRID, SPIJKERBOOR, VALKO, VOLLA and WISPA
Departures: contact Schiphol Departure 121.205.
- ANDIK, ARNEM, EDUPO, ELPAT, IVLUT, KUDAD, LARAS, LOPIK, NOPSU, NYKER, OGINA, RENDI, ROVEN, TORGA and WOODY
Departures: contact Schiphol Departure 119.055.

If the, according to the division above, responsible controller is offline; contact the other, online, departure controller.

3.1.5. Transfer to Amsterdam ACC

When changing channel from Schiphol Departure to Amsterdam Radar, only report your callsign.

Initial call: Amsterdam Radar, [callsign].

If Schiphol Departure/Approach has issued a specific **heading** or **speed**, report this on initial contact.



3.2. VFR Traffic

VFR traffic will be allowed from Schiphol Airport, at the controller's discretion. If traffic loads are high, expect delays or even a cancellation of the flight. This decision cannot be discussed on frequency.

VFR-circuit flights are not allowed during the event unless specified in the event description

3.2.1. Obtaining VFR Start-Up

Start-up clearance must be received from Schiphol Delivery (EHAM_DEL). This clearance will be given immediately or at a specific time, depending on traffic, runway usage etc. A request for start-up shall contain:

- aircraft identification and type.
- position.
- ATIS information.
- flight rules.
- destination.
- request start-up.

General aviation is parked at the K-apron, which is uncontrolled. After receiving start-up clearance, taxi to apron exit GD. Upon reaching GD, contact Schiphol Ground (EHAM_N_GND) for taxi instructions.

3.2.2. VFR Departure

VFR-departures from Schiphol must adhere strictly to the published procedures to avoid interference with other, larger, traffic.

One departure procedure is published for Schiphol, the VICTOR-departure. Pilots flying this departure should join the Amsterdam VFR Sector as soon as possible, but within 4 NM of the airport. Be sure to stay at 1000 ft or below. As guidance, pilots can use the 127 outbound radial SPL (108.400 MHz) as guidance to navigate to VICTOR (10.8 SPL 127). Report leaving the CTR over VICTOR. See AD 2.EHAM-VAC.1 (AIP Netherlands) for the appropriate chart.

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4. Arriving Traffic

4.1. IFR Traffic

This event is likely to see a lot of traffic moving through the various, busy, airspaces. For this reason it is important that you follow several procedures when flying into Amsterdam during the event.

4.1.1. Initial Contact with Amsterdam ACC

If you are arriving on the Unicom frequency (122.800MHz) please contact Amsterdam Radar 20 NM prior to the FIR boundary. When arriving under control by one of the adjacent Area Control Centres, expect a handoff to Amsterdam Radar.

When switching to Amsterdam Radar, only report your callsign.

Initial call: Amsterdam Radar, [callsign].

In specific situations, pilots may be requested to report additional information to Amsterdam Radar.

Upon entry, or before, entering Dutch airspace, Amsterdam Radar will issue an arrival clearance containing:

- Standard arrival route (STAR) or direct route.
- Main landing runway (given by ATIS).
- Level instructions (expect descent instructions).
- Any other necessary instructions or information.

Several altitude speed restrictions have been established for arriving traffic. These are **mandatory** to follow unless ATC instructs otherwise. See section 5 for these restrictions.

4.1.2. Contacting Schiphol Approach

Amsterdam Radar will transfer arriving traffic to Schiphol Approach just prior to reaching one of the IAF's; ARTIP, RIVER or SUGOL.

When changing channel from Amsterdam Radar to Schiphol Approach, only report your callsign.

Initial call: Schiphol Approach, [callsign].

In specific cases, Amsterdam Radar might request pilots to report additional information to Schiphol Approach on initial contact.

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Expect additional approach instructions from Schiphol Approach after initial contact which contain:

- Clearance limit (heading or direct) and level instructions.
- Runway in use.
- Type of approach.
- QNH.

Several altitude speed restrictions have been established for arriving traffic. These are **mandatory** to follow unless ATC instructs otherwise. See section 5 for these restrictions.

During times of high traffic loads, Schiphol Arrival may be opened. This controller will vector aircraft onto the ILS or FAC . Pilots should follow the same contacting procedures as for Schiphol Approach.

4.1.3. Transfer to Schiphol Tower

Schiphol Approach will transfer arriving traffic to the appropriate Tower Controller when the aircraft is established on final approach.

When contacting from Schiphol Tower, only report your call sign and runway approaching

Initial call: Schiphol Approach, [callsign], [runway].

Make sure to vacate the runway **as soon as practicable**. Pilots should plan to take the first rapid exit they can **safely** take.

4.1.4. Contacting Schiphol Ground

Schiphol Tower will transfer traffic to the appropriate ground controller after the pilot has vacated.

Pilots are requested to continue taxiing on the adjacent taxiway. Be sure to follow the published standard taxi routing as can be found on AD 2.EHAM-GMC (AIP Netherlands).

Never, under normal circumstances, come to a stop on a runway exit or the adjacent taxiway.

Schiphol Ground will issue a gate or stand based on aircraft type and availability together with taxi instructions. Ensure that you understand these instructions and are able to comply accurately with these, to prevent conflicts and jams.



4.1.5. General IFR Procedures

Due to the nature of the event there are several important things to note when arriving. As there is a possibility of a significant traffic flow, make sure you carry plenty of fuel, as holdings might be required to manage the amount of traffic. Plan approximately **30 minutes** of extra fuel.

To ensure proper traffic flow, execute all ATC instruction as soon as possible.

4.1. VFR Traffic

VFR traffic will be allowed from Schiphol Airport, at the controller's discretion. If traffic loads are high, expect delays or even a cancellation of the flight. This decision cannot be discussed on frequency.

VFR-circuit flights are not allowed during the event unless specified in the event description

4.1.1. Contacting Schiphol Tower

Contact Amsterdam Tower at least 10 minutes prior ETA Schiphol with the following radio call:

Schiphol Tower, [callsign], [aircraft type], VFR to Schiphol, [ETA Victor], [ATIS], for landing.

Do not at any point enter the Amsterdam CTR without specific clearance to do so, if no clearance has been sent hold outside of the CTR until cleared to enter.

4.1.2. VFR Arrival

VFR-arrivals inbound to Schiphol must adhere strictly to the published procedures to avoid interference with other, larger, traffic.

One arrival procedure is published for Schiphol, the VICTOR-arrival. Pilots flying this arrival should approach the airport via the Amsterdam VFR Sector and report overhead VICTOR. Be sure to stay at 1000 ft or below. As guidance, pilots can use the 127 outbound radial SPL (108.400 MHz) as guidance to navigate to VICTOR (10.8 SPL 127).

All VFR-reporting points; VICTOR, ALPHA and BRAVO may be used as visual holding points for orbits (**360°, left turns**).

After passing BRAVO, execute a normal circuit for landing.

When executing this circuit, do not cross the extended centreline of runway 27 and 36R!



Short VFR approach patterns may be required by ATC or requested by pilots. These procedures can be found on AD 2.EHAM-VAC.2 (AIP Netherlands). Be sure to adhere strictly to the published flight paths and fly at a speed of 120 KIAS or below.

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5. Arrival and Approach Information

When flying IFR, expect the following STAR and IAF, according to your final fix. Also, comply with the published level restrictions.

Final Fix	STAR	IAF	Level Restriction
DENUT	DENUT1A	RIVER	MAX FL240 at DENUT
EELDE (EEL)	EEL1A	ARTIP	MAX FL260 at 15 DME EEL
HELEN	HELEN1A	RIVER	MAX FL240 at HELEN
LAMSO	LAMSO2A	SUGOL	MAX F230 at LAMSO
MOLIX	MOLIX2A	SUGOL	MAX F230 at MOLIX
NORKU	NORKU2A	ARTIP	MNM FL200 at NORKU MAX FL280 at NORKU
PESER	PESER2A	RIVER	MAX FL070 at PESER
PUTTY	PUTTY1A	RIVER	MAX FL240 at PUTTY
REDFA	REDFA1A	SUGOL	MAX FL230 at REDFA
REKKEN (RKN)	RKN2A	ARTIP	MAX FL180 at RKN
TOPPA	TOPPA2A	SUGOL	MAX FL250 at TOPPA

Additionally, several speed and altitude restrictions are published that are **mandatory** to follow unless instructed otherwise by ATC:

- Cross the IAF (ARTIP, RIVER, SUGOL) below FL100 and above FL070, unless instructed differently by ATC.
- MAX 250 KIAS below FL100.
- Cross 15 DME SPL at 220 KIAS.
- When leaving a hold, maintain 220 KIAS until further notice by ATC.
- ATC will initiate speed reductions below 220 KIAS.
- Maintain 160 KIAS until 4 NM before the threshold when established on the final approach.

At no point is it permitted to descend below your cleared altitude or flight level.



6. Holdings

Four main holdings are published for arriving traffic into Schiphol. In cases of high traffic load, expect to hold over ARTIP, RIVER or SUGOL. The holding over NARSO will only be used in extreme amounts of traffic.

Waypoint	Inbound Course	Turns	Leg Time	MNM FL	MAX speed
ARTIP	250	Right Hand	1 minute	FL070	250 KIAS
NARSO	356	Left Hand	1 minute	FL200	220 KIAS
RIVER	042	Right Hand	1 minute	FL070	250 KIAS
SUGOL	114	Right Hand	1 minute	FL070	250 KIAS



7. Frequency List

Below, a complete list of frequencies assigned to Amsterdam Radar and Schiphol Airport can be found.

Not all positions will be opened at any given time. So listen carefully to the assigned frequency by ATC.

Station	Callsign	Frequency
Amsterdam Radar	EHAA_W_CTR	125.750
	EHAA_E_CTR	124.880
	EHAA_S_CTR	123.850
Schiphol Approach/Departure	EHAM_W_APP	121.205
	EHAM_E_APP	119.055
Schiphol Arrival	EHAM_A1_APP	118.405
	EHAM_A2_APP	126.680
Schiphol Tower	EHAM_A_TWR	119.230
	EHAM_D_TWR	118.105
	EHAM_W_TWR	118.280
	EHAM_C_TWR	135.110
Schiphol Ground	EHAM_N_GND	121.805
	EHAM_S_GND	121.705
	EHAM_C_GND	121.905
	EHAM_W_GND	121.560
Schiphol Planner	EHAM_P_DEL	121.655
Schiphol Delivery	EHAM_DEL	121.980



8. 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 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.

If you have **any** questions regarding these **pilot procedures**, please direct them at: nl-foc@ivao.aero **and** nl-foac@ivao.aero .

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

For questions regarding specific events, contact nl-ec@ivao.aero **and** nl-eac@ivao.aero .

Do not hesitate to contact us, we have a saying in Dutch: "stupid questions don't exist".

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Changelog

Version	Date	Change	By
V1.0	13-05-2020	First release	Vince Maas
V1.1	25-06-2020	Changed introduction to be more general	Vince Maas
V1.1.5	24-08-2020	Minor alterations	Tim de Martines



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