IVAO
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Handling Procedures

Schiphol and Rotterdam Airport

1. Introduction

This document must provide enough information for ATCO's at Schiphol (EHAM) and Rotterdam (EHRD) for the coordination between these two airports. Because EHAM and EHRD are relatively close to each other, additional procedures are made to ensure that the coordination between the ATC stations will run smoothly.

The procedures in this document must be known by controllers at the following ATC positions:

- Rotterdam Tower;
- Rotterdam Approach;
- Schiphol Approach;
- Rapcon South;
- Amsterdam Radar.

This document is applicable from AIRAC 2013 (December 3rd 2020) until further specified.

2. Airspace description and delegation

The Rotterdam TMA 1 and Schiphol TMA 1 border each other as a crossing line through the Rotterdam CTR. Both of these TMA's start from 1500 ft AMSL. On the east of the Rotterdam TMA, the Military TMA D (controlled by RAPCON South until FL095). Departures and arrivals between Eindhoven and Rotterdam are coordinated between Rotterdam Approach and RAPCON South or the available higher controller. Within Schiphol TMA1, a delegated area is defined between 1500 ft AMSL and 3500 ft AMSL with classification A. Figure 1 shows a graphical view of the airspace situation around Rotterdam.

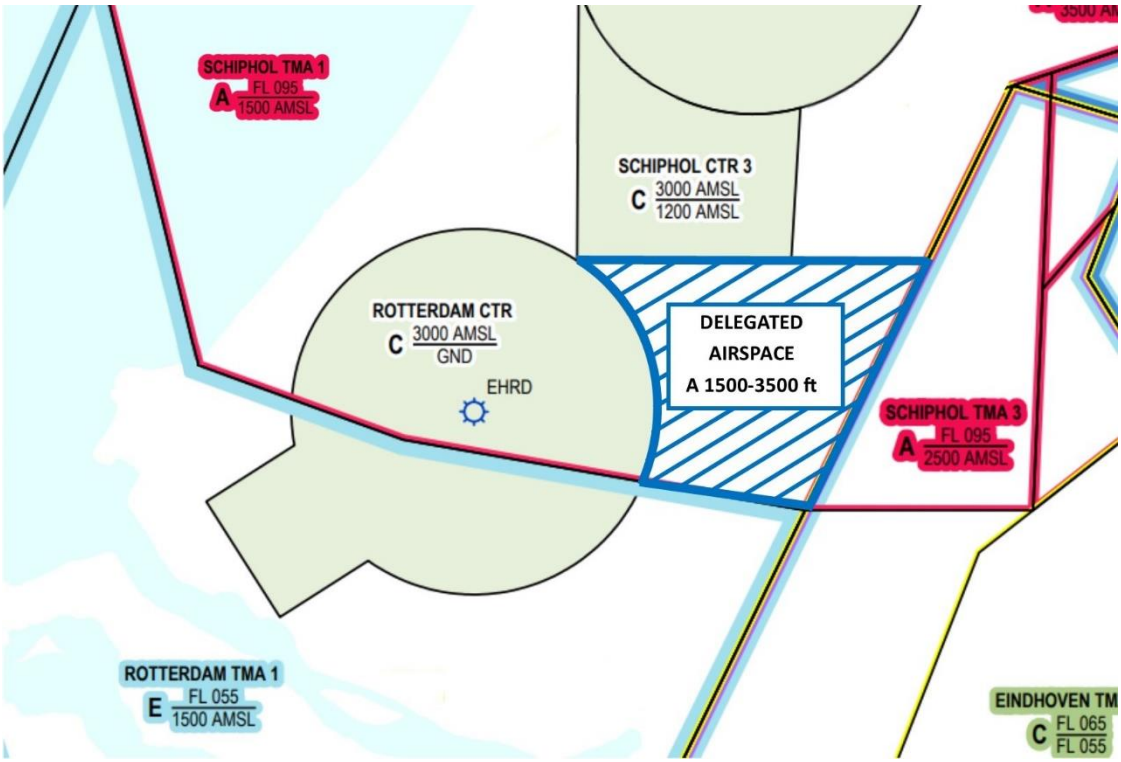

Figure 1. Airspace allocation around Rotterdam the Hague Airport (Source: LVNL)

In case Rotterdam Approach is **NOT** online, Schiphol Approach is responsible for:

- The Schiphol TMA's;
- The delegated airspace;
- The area within the Rotterdam TMA 1 which is required for vectoring runway 06 EHRD (further specified in section 3);
- The Rotterdam CTR.

In case Rotterdam Approach is **NOT** online and Schiphol Approach **is** online, Amsterdam Radar is responsible for:

- The Rotterdam TMA's until the handover points as described in section 3.1.1 and 3.2.1.

In case Rotterdam Approach **is** online, Schiphol Approach is responsible for:

- The Schiphol TMA's except the delegated airspace.

In case Rotterdam Approach **is** online, Rotterdam Approach is responsible for:

- The Rotterdam TMA's;
- The delegated airspace within Schiphol TMA 1;
- The Rotterdam CTR.

Note that the airspace classification of the delegated area (A) differs from that of the Rotterdam TMA's (E). This means that **NO** VFR traffic is allowed within the delegated airspace.

3. Routing and handover procedures

This chapter focusses on the agreed routing and handover procedures between the ATC Stations which are involved in the operation of Rotterdam the Hague Airport.

3.1 Runway 24 in use at Rotterdam

3.1.1 Handover procedures

In case Rotterdam Approach is **NOT** online, arriving traffic for runway 24 must be transferred to Schiphol Approach according to table 1.

Table 1. Handover procedures Rotterdam runway 24 in case EHRD_APP is not online.

STAR Entry point	Handover point	Handover by
HELEN, DENUT, COA	5 Nm before KAKKO	Amsterdam Radar
TOPPA, MOLIX, REDFA, LAMSO	5 Nm before KAKKO or 5 Nm before RTM	Amsterdam Radar
INKET	5 Nm before KAKKO	Rapcon South
EEL, ENKOS, RKN, SONEB	When entering the Schiphol TMA's	Amsterdam Radar

For departing traffic from runway 24 the following handover procedures apply:

- All traffic to ANDIK, ARNEM and LUNIX must be transferred to Schiphol Approach at 1500 ft AMSL. Transfer to Amsterdam Radar is required when the traffic is leaving the Schiphol TMA;
- All other published departure routings must be sent to Amsterdam Radar at 1500 ft AMSL;
- All traffic that plans to do practice approaches at Rotterdam must stay under control of Schiphol Approach;
- All traffic that flies from Rotterdam to Schiphol must be controlled by Schiphol Approach, which is responsible for the vectoring to Schiphol.

In case Rotterdam Approach **is** online, arriving traffic from all STAR entry points (except for EEL, ENKOS, RKN and SONEB) must be sent to Rotterdam Approach according to the lateral and vertical limits of the Rotterdam TMA's.

Arrivals from EEL, ENKOS, RKN and SONEB must be sent 5 Nm before the lateral boundary of the delegated airspace (Section 2) at the applicable transition level.

For departing traffic from runway 24 the following handover procedures apply:

- All traffic to ANDIK, ARNEM and LUNIX must be transferred from Rotterdam Tower (Rotterdam Approach in case Tower is offline) to Schiphol Approach at 1500 ft AMSL. When leaving the Schiphol TMA, transfer to Amsterdam Radar is required;
- All other published departure routings must be sent by Rotterdam Approach to Amsterdam Radar when leaving the Rotterdam TMA;
- All traffic that plans to do practice approaches at Rotterdam must stay under control of Rotterdam Approach;
- All traffic that flies from Rotterdam to Schiphol must be controlled by Rotterdam Approach via an agreed route with Schiphol Approach. Before the traffic enters the Schiphol TMA (exclusive the delegated airspace), transfer to Schiphol Approach is required.

3.1.2 Routing

Arriving traffic for runway 24 is preferably routed from:

- HELEN, DENUT and COA to KAKKO via the published STARS;
- TOPPA, MOLIX, REDFA and LAMSO via the published STARS to MASOS, and after MASOS direct to RTM or KAKKO;
- INKET via the published STAR to KAKKO;
- EEL, ENKOS, RKN and SONEB via the published STARS to KAKKO.

Within the Rotterdam TMA and delegated airspace, the final approach routing is preferably:

- A ILS Y transition or vectored circuit (east of EHRD) for all traffic except for traffic from EEL, ENKOS, SONEB and RKN;

- The procedure as shown in figure 2 for traffic from EEL, ENKOS, SONEB and RKN.

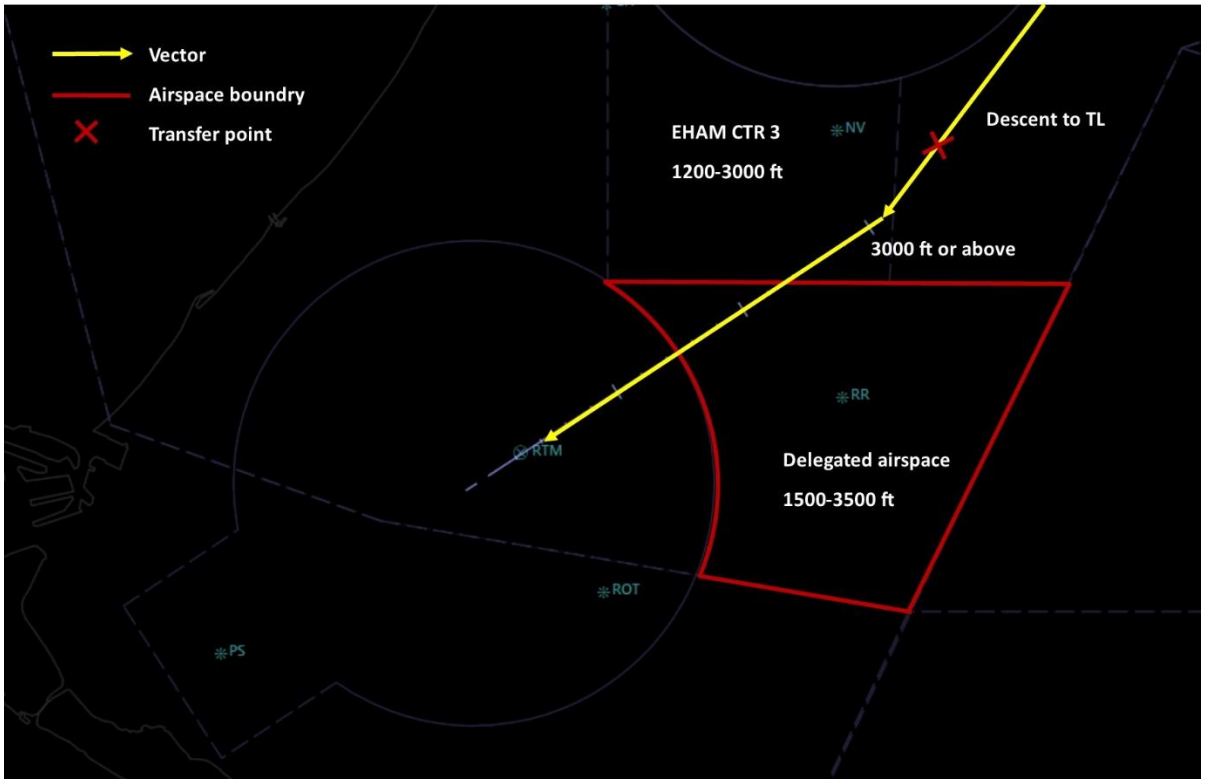

Figure 2. Arrival procedure runway 24 from EEL, ENKOS, SONEB and RKN

The procedure in figure 2 has a few things to mention. Traffic via this route will fly from PAM to REWIK according to the STAR and will be cleared for the ILS Approach by Rotterdam Approach only (in case EHRD_APP is **not** online, Schiphol Approach takes care of this procedure fully).

Traffic from this direction may never enter the Schiphol CTR which has an upper limit of 3000 ft AMSL. The ILS Approach clearance will therefore **ONLY** be given at the transition level or 3000 ft AMSL. Schiphol Approach may descend the traffic to the transition level before the handover to Rotterdam Approach.

The transfer point indicated is 5 Nm before the boundry of the delegated airspace.

If Rotterdam Approach is **not** online, Schiphol Approach is allowed to vector traffic to the approach again after a missed approach.

3.2 Runway 06 in use at Rotterdam

3.2.1 Handover procedures

In case Rotterdam Approach is **NOT** online, arriving traffic for runway 06 must be transferred to Schiphol Approach according to table 2.

Table 2. Handover procedures Rotterdam runway 06 in case EHRD_APP is not online.

STAR Entry point	Handover point	Handover by
HELEN, DENUT, COA	At DOFMU	Amsterdam Radar
TOPPA, MOLIX, REDFA, LAMSO	5 Nm before HELHO	Amsterdam Radar
INKET	5 Nm before KAKKO	Rapcon South
EEL, ENKOS, RKN, SONEB	When entering the Schiphol TMA's	Amsterdam Radar

For departing traffic from runway 06 the following handover procedures apply:

- All traffic to ANDIK, ARNEM and LUNIX must be transferred to Schiphol Approach at 1500 ft AMSL. When this traffic is leaving the Schiphol TMA, transfer to Amsterdam Radar is required;
- All other published routings must be sent to Amsterdam Radar at 1500 ft AMSL;
- All traffic that plans to do practice approaches at Rotterdam must stay under control of Schiphol Approach;
- All traffic that flies from Rotterdam to Schiphol must be controlled by Schiphol Approach, which is responsible for the vectoring to Schiphol.

In case Rotterdam Approach **is** online, arriving traffic from all STAR entry points (except for EEL, ENKOS, RKN and SONEB) must be sent to Rotterdam Approach according to the lateral and vertical limits of the Rotterdam TMA's.

Arrivals from EEL, ENKOS, RKN and SONEB must be sent 5 Nm before the lateral boundary of the delegated airspace (Section 2) at the applicable transition level.

For departing traffic from runway 24 the following handover procedures apply:

- All traffic to ANDIK, ARNEM and LUNIX must be transferred from Rotterdam Tower (Rotterdam Approach in case Tower is offline) to Schiphol Approach at 1500 ft AMSL. When leaving the Schiphol TMA, transfer to Amsterdam Radar is required;
- All other published routings must be sent by Rotterdam Approach to Amsterdam Radar when leaving the Rotterdam TMA;
- All traffic that plans to do practice approaches at Rotterdam must stay under control of Rotterdam Approach. Rotterdam Approach have to make sure that this traffic will not leave the delegated area;
- All traffic that flies from Rotterdam to Schiphol must be controlled by Rotterdam Approach via an agreed route with Schiphol Approach. Before the traffic enters the Schiphol TMA (exclusive the delegated airspace), transfer to Schiphol Approach is required.

3.2.2 Routing

Arriving traffic for runway 06 is preferably routed from:

- HELEN, DENUT and COA to STD via the published STARS;
- TOPPA, MOLIX, REDFA and LAMSO via the published STARS to MASOS, and after MASOS direct to HELHO or a comparable track;
- INKET via the published STAR to KAKKO;
- EEL, ENKOS, RKN and SONEB via the published STARS to KAKKO.

Within the Rotterdam TMA and delegated airspace, the final approach routing is preferably:

- A routing from MASOS to HELHO from TOPPA, MOLIX, REDFA and LAMSO;
- A routing from DOFMU to HELHO for traffic from HELEN, DENUT and COA;
- A appropriate circuit after KAKKO for traffic from INKET;
- The procedure as shown in figure 3 for traffic from EEL, ENKOS, SONEB and RKN.

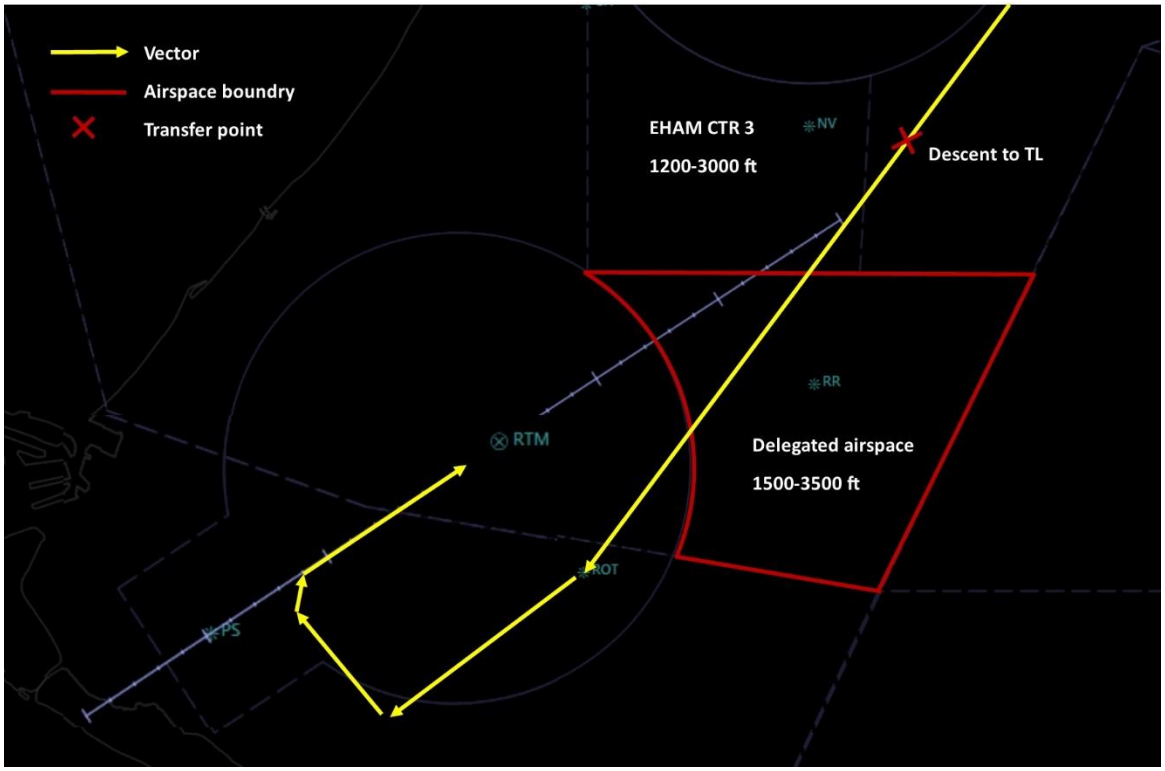

Figure 3. Arrival procedure runway 06 from EEL, ENKOS, SONEB and RKN

The procedure in figure 3 has a few things to mention. Traffic via this route will fly from PAM to KAKKO according to the STAR. Traffic from this direction may never enter the Schiphol CTR which has an upper limit of 3000 ft AMSL. Schiphol Approach may descend the traffic to the transition level before the handover to Rotterdam Approach.

The transfer point indicated is 5 Nm before the boundary of the delegated airspace.

The entire procedure must be controlled by Schiphol Approach if Rotterdam Approach is **not** online.

If Rotterdam Approach is **not** online, Schiphol Approach is allowed to vector traffic to the approach again after a missed approach.