

1. Introduction

This document describes the Schengen and non-Schengen gate allocations in use at Schiphol (EHAM). The gate allocations described in this document are for informational usage only and each controller may decide to follow them or not, pilots MAY request a gate regarding the allocation as described but SHALL follow the controllers instructions if the controller chooses not to follow the Schengen/non-Schengen principle.

The division for Schengen and non-Schengen is implemented for an optimization of the airport efficiency, especially for passengers that will transfer to another flight at Schiphol. Obviously, this is not simulated on IVAO. However, to ensure a as high enough level of the principle of “as real as it gets” as possible, it is highly recommended to use the procedures described in this document.

2. Schengen members

The following ICAO country codes are part of the Schengen area:

BI, EB, ED, EE, EF, EH, EK, EL, EN, EP, ES, EV, EY, GC

LB, LD, LE, LF, LG, LH, LI, LJ, LK, LM, LO, LP, LR, LS, LZ

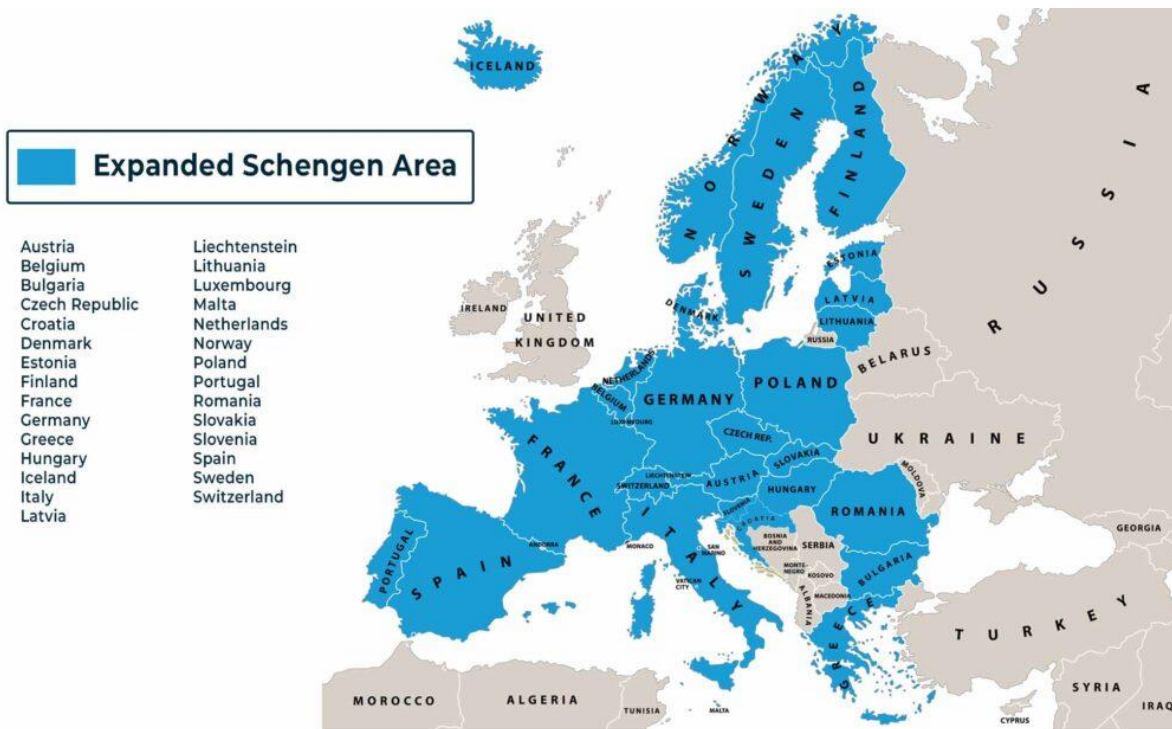


Figure 1 shows all Schengen member states graphically.

Figure 1. Schengen member states (Source: Immigration and Naturalization Service the Netherlands).

3. Gate allocation

Table 1 shows the division of the gate allocation for Schengen and non-Schengen.

Table 1. Gate allocation for Schengen and non-Schengen EHAM

Schengen countries	Non-Schengen countries
A, B, C and H: all gates D 2-12 and 41-57	D, E, F, G and H: all gates

Note that all D gates may be used by non-Schengen traffic. However, not all gates at the D pier may be used by Schengen traffic. This means that there are “non-Schengen only” gates at the D pier.

All H gates may be used by Schengen either as non-Schengen traffic.

Figure 2 shows an overview of the Schengen and non-Schengen gates at Schiphol.



Figure 2. Schengen and non-Schengen gates overview at Schiphol.