

## AMSTERDAM (AMS/EHAM)

Elevation 11ft

### CATEGORY A

AV brief – not required

### GENERAL

- Located 4.9nm SW of the city of Amsterdam.
- No significant terrain in the vicinity.

#### Reduced Versus Low Visibility

- When visibility at AMS is deteriorating below certain limits, the overall ATC capacity is reduced to guarantee safety.
- ATC low visibility procedures at Schiphol are categorised in four phases: A, B, C, and D. These phases are based on Runway Visual Range values – RVR – and ceiling. During all four phases all runway entries and crossings are safeguarded by switchable or fixed stop bars. ATC uses two terms to indicate poor visibility operations:
  - Reduced visibility for Phase A operation;
  - Low visibility for Phase B, C and D operation.

LVNL (Airspace agency) have produced an animation for further information:

<https://en.lvn.nl/about-lvn/information-airmen/reduced-versus-low-visibility> .

### Threats

#### Runway Excursion

- Wide-bodied aircraft landing Rwy 24R should vacate at exit 1 (LDA 2600m) due to a runway width of 45m and no further turning area.

### GROUND

- D31 has a dip in the apron surface and sharp left hand turn onto stand. Please consider its suitability for single engine taxi in.
- Auto frequency change to GND control after vacating the landing runway.

### DEPARTURE

- ATC have reported that Pilots very often call the tower outside their TSAT window. Crews are to request start at TSAT plus or minus 5 minutes. Crews must be ready at TOBT.

### Taxi

- GND will give taxi clearance to the holding point of the runway and a routing to get there.
- However their expectation is that further clearance is required to cross holding points even if they are not lit. If further clearance to cross the holding point is not received before reaching it then the aircraft should be stopped and further clearance requested. Example is aircraft 'cleared to 36L via Twy Z' but further clearance required to proceed beyond Z1.
- When the taxi routing is via an active runway the ground controller always gives a hold short clearance.

## OPERATIONAL INFORMATION

Handling Agent	Aviapartner-CGO-TEL
Handling Agent VHF	131.58
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times (If fixed airport equipment is not available, use APU)
If BOTH electrical power and air conditioning is required:	Use at all times (If airport fixed equipment is not available, use APU)