

ENR 1.2 VISUAL FLIGHT RULES**1 VFR CRITERIA (ANNEX 2, 4.1 TABLE)**

A VFR flight may only be carried out when flight visibility and distance of aircraft from clouds are equal to or greater than the values specified in the following table:

Airspace class	A ¹⁾	B	C	D	E	G	
						above	at or below
						900 m (3000 ft) AMSL	
Distance from cloud	1500 m horizontally, 300 m (1000 ft) vertically					Clear of cloud with the surface in sight	
Flight visibility	8 km	8 km	5 km ⁴⁾	8 km	8 km ²⁾	8 km	1,5 km ³⁾

¹⁾ The VMC minima in class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in class A airspace.

²⁾ From FRI 1600 to SUN 2300 (FRI 1500 to SUN 2200) and during legal holidays 5 km in Nieuw Milligen TMAs.

³⁾ At speeds that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

⁴⁾ In Amsterdam UTA \geq 8 km.

1.1 Controlled VFR flights

VFR flights shall be executed in accordance with the general flight rules for controlled flights when the flight is:

- Forming part of aerodrome traffic at controlled aerodromes.
- Operated as a special VFR flight.
- Operated within ATC airspace class B, C and D.

2 SPECIAL VFR FLIGHTS (ANNEX 2, 4.2)

ATC may, under certain conditions, authorise special VFR flights within a control zone, when the flight visibility is not less than the value specified in paragraph 2.1.1.

2.1 Minimum values for flight visibility and cloud base**2.1.1 Aeroplanes**

A clearance for a special VFR flight may be granted to pilots of aeroplanes when:

- The flight visibility is not less than 3 km.
- The clouds - rags included - are not below 600 ft.
- The VFR flight can be executed clear of clouds and in continuous sight of ground or water.

Note: at GRONINGEN/Eelde and MAASTRICHT/Maastricht Aachen Airport, special VFR flights may be authorised for flights in the aerodrome traffic circuit, provided flight visibility is not less than 1500 m. Such authorisation will not be granted to more than two aeroplanes at the same time.

Note: at ENSCHEDE/Twenthe, special VFR flights may be authorised for flights in the aerodrome traffic circuit, provided flight visibility is not less than 1500 m. Such authorisation will not be granted to more than one aeroplane at the same time.

2.1.2 Helicopters

A clearance for a special VFR flight may be granted to pilots of helicopters when:

- The flight visibility is not less than:
 - 1500 m when entering or leaving the control zone via an established or agreed route.
 - 3 km if item 1 is not applicable.
- The clouds - rags included - are not below 200 ft.
- The VFR flight can be executed clear of clouds and in continuous sight of ground or water.

2.2 Separation with other traffic

The local ATC-unit will apply the ICAO minima for separation between IFR and special VFR flights and between special VFR flights, except that between special VFR flights a 500 ft vertical separation will be applied instead of 1000 ft.

3 RESTRICTIONS ON THE EXECUTION OF VFR FLIGHTS (ANNEX 2, 4.3)**3.1 Restriction**

VFR flights shall not be operated:

- Outside the uniform daylight period for VFR flights (see GEN 2.7).
- Airspace classified A.

Exemptions may be authorised by the ATS authority (see paragraph 3.2).

Note: military flights may be exempted from the restrictions under conditions prescribed in the Military AIP Netherlands and the relevant military regulations.

3.2 Authorisation

3.2.1 General

VFR flights may be authorised to operate within class A airspace within the rules specified in this paragraph. Authorisation may be granted for incidental flights or in the form of a general exemption.

Specific conditions may be imposed requiring e.g. controlled VFR flight, the carriage of communication and/or navigation equipment depending on the nature of the intended flight and the interference with the ATS route structure or other IFR procedures. Non compliance with such conditions constitutes a violation of the rules of the air.

3.2.2 Authorisation by agreement

Exemptions from the restrictions in Schiphol TMAs and CTA East, South 1, South 2 and West may be granted:

- a. For certain areas.
- b. For certain types of aircraft (e.g. gliders).

Such exemption shall be laid down in an agreement between the applicant(s) and the appropriate ATC unit, containing the conditions under which the exemption is granted.

Requests for exemptions shall be directed in writing **5 working days** in advance to:

Post: Inspectie Verkeer & Waterstaat
Toezicht Beheereenheid, Unit Objectvergunningen
P.O. Box 90653
2509 LR Den Haag
The Netherlands
Tel: +31 (0)70 456 2260
Fax: +31 (0)70 456 2413
Email: aviation-approvals@ivw.nl

3.2.3 General exemption VFR area Lelystad

The prohibition for VFR flights in the Schiphol TMA 1 (class A) does not apply in the VFR area Lelystad (when flight visibility is 5 km or more and clear of cloud) to VFR flights operating to and from Lelystad Aerodrome, including local flights.

Name and lateral limits	Upper limit Lower limit	Remarks
1	2	3
VFR area Lelystad 52°34'52.74"N 005°32'28.90"E; 52°25'45.00"N 005°40'52.00"E; 52°22'41.00"N 005°40'05.00"E; 52°20'51.90"N 005°38'39.41"E; 52°22'00.14"N 005°36'27.66"E; 52°21'46.58"N 005°35'07.08"E; 52°22'03.77"N 005°33'50.57"E; 52°24'07.34"N 005°30'11.37"E; 52°26'35.32"N 005°26'17.41"E; 52°27'34.70"N 005°25'04.04"E; 52°28'24.98"N 005°25'01.68"E; 52°29'37.13"N 005°23'58.46"E; 52°30'52.37"N 005°26'15.20"E; 52°31'50.07"N 005°26'06.20"E; 52°32'05.19"N 005°26'50.08"E; 52°33'07.12"N 005°27'33.84"E; 52°33'13.67"N 005°29'45.72"E; to point of origin.	<u>3500 ft AMSL</u> 1500 ft AMSL	IFR clearance for flights departing EHLE, see EHLE AD 2.23.

3.2.4 Authorisation for incidental flights

Flights of a specific character, requiring special handling by ATC, such as photo flights, calibration flights etc. may be exempted from the restrictions specified for airspace class A, provided that prior permission has been obtained.

Requests for exemptions shall be mailed so as to be received at least **5 working days** before the intended day of operation at:

Post: Inspectie Verkeer & Waterstaat
Toezicht Beheereenheid, Unit Objectvergunningen
P.O. Box 90653
2509 LR Den Haag
The Netherlands
Tel: +31 (0)70 456 2260
Fax: +31 (0)70 456 2413
Email: aviation-approvals@ivw.nl

Incidental flights other than those mentioned in this paragraph may be exempted from the restrictions in Nieuw Milligen CTA North by obtaining an air traffic control clearance from AOCN Nieuw Milligen.

3.2.5 Co-ordination of flights with a specific character

Flights with a specific character, requiring special handling by ATC, such as photo flights, calibration flights, test flights, pipeline control flights etc. must be coordinated at least 24 HR in advance with:

Post: Air Traffic Control the Netherlands
 Operationele Helpdesk
 P.O. Box 75200
 1117 ZT Schiphol Airport
 Tel: +31 (0)20 406 2201 (OPR HR: 0600-1600 (0500-1500))
 Fax: +31 (0)20 406 3672
 Email: ops_helpdesk@lvnl.nl
 URL: http://www.lvnl-ohd.nl

3.2.6 Authorisation for VFR flights in CTRs

3.2.6.1 General

For VFR flights in any civil or military CTR prior permission from the local ATC unit is required (for special procedures in civil CTRs see AD 2.22 of the relevant aerodrome).

Detailed balloon flight procedures are published in ENR 5.5 paragraph 6.

3.2.6.2 Permissions

Permissions to enter military CTRs can be obtained as follows:

- a. En route by radio (for the appropriate FREQ see EHEH AD 2.18 /EHKD AD 2.18 /EHTW AD 2.18 or MIL CTRs ENR 2.1).
- b. Prior to operating the flight:
 - 1. Within the operational hours of the MIL aerodrome (see AD 1.1): telephone MIL aerodrome concerned.
 - 2. Outside the operational hours of the MIL aerodrome: telephone as indicated below.

CTR	Outside operational hours
Dutch military CTRs	AOCS Nieuw Milligen, tel: +31 (0)577 458 705.
Belgian CTR Kleine-Brogel	See paragraph 3.2.6.1 and Belgian AIP.

Note: aerodrome traffic zones (ATZ) shall be avoided.

Note: on SAT, SUN and legal holidays and MON-FRI daily outside operational hours flying activities on or in the vicinity of the military aerodromes have to be taken into account.

Note: to facilitate glider flying within Deelen CTR at the glider site Terlet the following areas may be activated daily during UDP:

Name and lateral limits	Upper limit Lower limit	Remarks
1	2	3
Terlet-A¹⁾ 52°05'18.00"N 005°56'03.00"E; 52°04'47.00"N 005°58'54.00"E; 52°02'22.62"N 005°58'20.14"E; 52°02'16.67"N 005°55'05.35"E; 52°02'57.94"N 005°55'13.66"E; 52°03'41.40"N 005°53'53.77"E; 52°04'07.26"N 005°54'09.39"E; to point of origin.	<u>3000 ft AMSL</u> GND	Terlet-A is extended with Terlet-B.
Terlet-B¹⁾ 52°05'18.00"N 005°56'03.00"E; 52°05'30.91"N 006°02'22.42"E; along clockwise arc (radius 6.5 NM, centre 52°03'35.02"N 005°52'18.97"E) to 51°59'53.30"N 006°00'58.09"E; 52°02'19.35"N 005°56'32.65"E; 52°02'22.62"N 005°58'20.14"E; 52°04'47.00"N 005°58'54.00"E; to point of origin.	<u>3000 ft AMSL</u> GND	NIL

Name and lateral limits	Upper limit Lower limit	Remarks
1	2	3
<p>Terlet-C¹⁾</p> <ul style="list-style-type: none"> • North part: 52°08'41.78"N 005°59'56.65"E; 52°08'12.82"N 005°59'42.21"E; along clockwise arc (radius 6.5 NM, centre 52°03'35.02"N 005°52'18.97"E) to 52°05'30.91"N 006°02'22.42"E; 52°05'19.82"N 005°56'55.86"E; 52°05'49.47"N 005°57'04.60"E; 52°06'09.86"N 005°57'17.26"E; 52°06'22.49"N 005°57'18.45"E; 52°06'51.38"N 005°57'06.19"E; 52°07'06.67"N 005°57'08.95"E; 52°07'22.94"N 005°57'22.80"E; 52°08'30.19"N 005°59'36.87"E; to point of origin. • South part: 52°02'18.08"N 005°55'51.25"E; 52°02'19.35"N 005°56'32.65"E; 51°59'53.30"N 006°00'58.09"E; along clockwise arc (radius 6.5 NM, centre 52°03'35.02"N 005°52'18.97"E) to 51°58'39.18"N 005°59'09.56"E; 51°58'50.06"N 005°58'55.74"E; 51°59'14.83"N 005°57'43.76"E; 51°59'34.25"N 005°57'16.47"E; 52°00'25.48"N 005°56'48.78"E; 52°00'46.84"N 005°56'15.56"E; 52°00'59.22"N 005°55'17.42"E; to point of origin. 	<p>3000 ft AMSL 1500 ft AMSL</p>	<p>NIL</p>
<p>Terlet-D¹⁾</p> <p>52°03'41.40"N 005°53'53.77"E; 52°02'58.67"N 005°53'58.52"E; 52°02'14.48"N 005°54'24.62"E; 52°02'15.70"N 005°54'32.13"E; 52°02'16.67"N 005°55'05.35"E; 52°02'57.94"N 005°55'13.66"E; to point of origin.</p>	<p>3000 ft AMSL GND</p>	<p>NIL</p>

¹⁾ Intensive glider flying can be expected when the area is activated.

3.2.6.3 ATC clearances

ATC clearances shall be requested by radio as follows:

3.2.6.3.1 Inbound traffic

Inbound traffic shall request ATC clearance by radio well in advance of entering the CTR, by means of a 'request for landing'.

Note: for Schiphol airport this request shall be made at least 10 minutes before ETA Schiphol, according to the procedure mentioned below.

A request for entry clearance for arriving aircraft shall contain:

- aircraft identification and type
- position
- altitude
- flight rules
- ATIS information (if applicable)
- request for landing instructions

Note: A request for entry clearance for arriving aircraft at Schiphol airport shall contain:

- aircraft identification and type
- flight rules
- destination
- ETA 'VICTOR'
- ATIS information
- request for landing instructions

3.2.6.3.2 Outbound traffic:

Outbound traffic shall request ATC clearance by radio:

- before starting the engines, by means of 'request start-up'
- before leaving the parking position, by means of 'request taxi'

A request for start-up/taxi permission for departing aircraft shall contain:

- aircraft identification and type
- position
- flight rules
- destination
- ATIS information (if applicable)
- request for start-up/taxi permission

3.2.6.3.3 Crossing traffic

Crossing traffic shall request ATC clearance well in advance of entering of the CTR, by means of 'request crossing'.

A request for crossing clearance for a CTR shall contain:

- aircraft identification and type
- flight rules
- departure- and destination aerodrome
- position
- request for crossing clearance including route¹⁾ and altitude.

¹⁾ VFR crossing of a CTR shall preferably take place along a route where visual navigation is possible by conspicuous land marks or by continuous route guidance such as: railroads, canals and highways. If such route will be used, it shall be mentioned in the request for crossing clearance.

VFR flights within a CTR may be instructed by ATC to stay clear of specified ILS areas. These areas are indicated on the appropriate charts.

3.2.6.4 VFR flights with radar assistance

Pilots may be instructed by TWR to contact APP for radar assistance. It is however the responsibility of the pilot to maintain at all times visual reference to the ground and keep clear of obstacles. Pilots shall inform the radar controllers if compliance with the above entails a change of heading or altitude.

3.2.6.5 Short approach patterns

For air traffic control purposes or on request TWR may instruct to execute a short VFR approach pattern. These patterns, threshold base leg and midrunway base leg, are established to avoid traffic operation on other runways to expedite traffic and for noise abatement purposes.

3.2.6.5.1 Threshold base leg

An approach pattern of which the base leg is flown at 90° to the runway centre line exactly opposite to the threshold.

3.2.6.5.2 Midrunway base leg

An approach pattern of which the base leg is flown at 90° to the runway centre line and opposite to the approximate middle of the runway.

3.2.6.5.3 VFR missed approach procedure

In case of a missed approach the pilot shall inform ATC immediately while climbing to circuit altitude.

4 VFR FLIGHTS IN THE NSAA AND NORTH SEA AREA V (SEE ENR 2.2 paragraph 3)

For VFR flights in the NSAA and North Sea Area V, radio communication with Amsterdam Information is required.

5 VFR FLIGHT LEVELS (ANNEX 2, 4.5)

VFR flights operated in level cruising flight above 3500 ft AMSL shall be conducted at a flight level appropriate to the track as specified in the Table of Cruising Levels (see ENR 1.7), except when otherwise indicated in ATC clearances.

6 FLIGHT PLANNING FOR VFR FLIGHTS

Flight plans for VFR flight shall be filed and submitted in accordance with the General Rules in ENR 1.10.

7 RECOMMENDATIONS

7.1 VFR flights in the vicinity of Schiphol CTR

One of the reasons for the concentration of VFR flights near the boundary of Schiphol CTR is probably the availability of radio navigation aids in the vicinity of Schiphol airport.

Pilots should realise that almost all IFR flights are approaching Schiphol airport at an altitude of 2000 ft AMSL via the locators CH, NV, OA and WP which are situated outside Schiphol CTR 1 and that such flights are leaving that altitude practically at the boundary of CTR 1. Furthermore IFR traffic may be anywhere within the CTR at altitudes below 2000 ft AMSL during radar-vectoring for line up for final approach to one of the runways at AMSTERDAM/Schiphol; these routes may be situated very close to the CTR boundary.

As the CTR boundary is not marked by visual reference it may not ruled out that VFR flights executed in the vicinity will accidentally cross this boundary. For that reason, and in the interest of one own's safety and that of others the execution of VFR flights in the vicinity of Schiphol CTR should be avoided.

Finally it is recommended to avoid the VFR entry point (VICTOR) for the Schiphol CTR as much as possible, since VFR traffic will be holding in the vicinity of this point whenever there is a large volume of traffic.

7.2 VFR flights in the vicinity of military CTRs

Pilots of aircraft executing VFR flights in the immediate vicinity of the military CTRs should be aware that intensive military VFR operations may be expected. The majority of these VFR operations is executed at a minimum altitude of 1000 ft AMSL. Consequently pilots of aircraft,

executing a VFR flight in the vicinity of the military CTRs, are advised to choose an altitude below 1000 ft AMSL and to contact the aerodrome control of the military aerodrome concerned for traffic information (see MIL ATS airspace).

7.3 VFR flights in TMAs

In those TMAs where VFR flights without an ATC clearance are permitted, pilots are encouraged to establish two-way radio communication with the appropriate APP/TWR unit. This will enable ATC to be better informed on all traffic, and, in turn, for pilots to receive more complete information on essential traffic.

Pilots are urgently requested not to execute VFR flights in the vicinity of the published instrument arrival and departure routes within the TMAs of Eelde, Maastricht and Rotterdam which are published in Part 3, AD 2: Aerodromes.

7.4 Reporting position at first radio contact AOCs Nieuw Milligen

← Pilots executing VFR flights are requested to report their position at first radio contact with AOCs Nieuw Milligen (flight information service call sign: Dutch MIL Info), in order to enable the air traffic controller to establish an optimum air/ground communication. The position may be given as a bearing and distance from common known landmarks such as cities.

7.5 Conspicuity code

Use of the conspicuity code is stated in ENR 1.6.

8 CIRCUIT PROCEDURES FOR AERODROME TRAFFIC

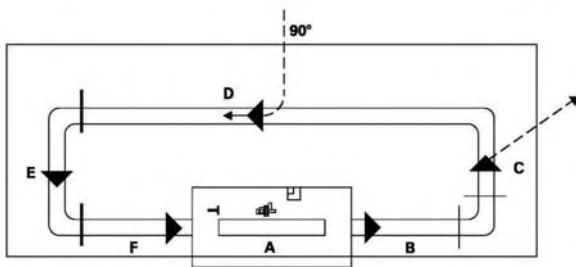
8.1 Introduction

With regard to a safe, orderly and expeditious aerodrome traffic at uncontrolled aerodromes, rules are laid down for the standard aerodrome traffic circuit and circuit areas.

Approaching, joining and leaving the standard circuit, as well as the missed approach, has to be done in accordance with the following rules.

Due to local circumstances procedures could be deviating from the procedure for the standard circuit.

8.2 Standard aerodrome traffic circuit



8.3 Names of the components

- A. Runway
- B. Take-off leg
- C. Crosswind leg
- D. Downwind leg
- E. Base leg
- F. Final leg

8.4 Circuit area

The aerodrome circuit area is established for each runway. The lateral dimensions are also dependent on the local circumstances. The standard aerodrome traffic circuit as depicted above is situated within the aerodrome circuit area. The vertical dimensions extend from aerodrome level up to 1000 ft / 300 m AAL.

8.5 Circuit height

The standard aerodrome traffic circuit height is 700 ft / 210 m AAL.

8.6 Procedures (see figure)

1. Climb to 700 ft / 210 m AAL. A climbing turn to crosswind leg is allowed, if necessary to stay within the aerodrome traffic circuit area.
2. Fly horizontally at 700 ft / 210 m AAL.
3. Maintain 700 ft / 210 m AAL at downwind leg.
4. Make a descending turn at base leg so as to start the final approach from at least 300 ft / 91 m AAL.
5. Make the final approach.

Note: within the aerodrome traffic circuit it is not allowed to overtake other aircraft.

8.7 Overshoot

In case of an overshoot the pilot has to climb and join safely the aerodrome traffic circuit.

Note: a shortened aerodrome traffic circuit is no longer prescribed, but may be flown if safety is guaranteed.

8.8 Joining the aerodrome traffic circuit

1. Before executing the joining of the aerodrome traffic circuit, pilots have to take notice of the signals displayed in the signal area or of the information given by radio. Overflying the circuit area for observing the signal area shall be done at a height of at least 1000 ft / 300 m AAL.
2. Descending or climbing to circuit height must be executed outside the lateral limits of the circuit area.
3. The joining of the standard aerodrome traffic circuit shall take place half-way downwind leg at an interception angle of 90°.

8.9 Leaving the aerodrome traffic circuit

1. Leaving of the aerodrome traffic circuit shall take place at an angle of 45° half-way crosswind leg unless local circumstances force to establish an other route which will be promulgated separately.
2. Climbing or descending to cruising level must take place outside the lateral limits of the aerodrome circuit area.

8.10 Exceptions

When other aerodrome traffic is not hindered, the above mentioned rules do not apply:

- when other rules are determined, due to local circumstances.
- to banner-flights, specifically to this part of the flight regarding the hooking on, respectively disengaging of the towing banner.
- to crop-dusting flights with loaded crop-dusting aircraft, during take-off and leaving the circuit, and while sprinkling areas in the circuit area.
- to (simulated) forced landings.