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UNDETECTED SIMULTANEOUS TRANSMISSIONS

1 INTRODUCTION

This AIC addresses the prevention of undetected simultaneous transmissions (UST). Pilots are reminded of the existing procedure for a call sign only check as described in the AIP in EHAM AD 2.22 FLIGHT PROCEDURES. This procedure is reiterated and emphasized in this AIC due to its critical importance for flight safety. USTs can lead to miscommunication, missed instructions, and reduced situational awareness, significantly increasing the risk of incidents and accidents. This AIC aims to highlight the importance of adhering to proper communication practices.

To further support this initiative, airlines are requested to actively share this information with their flight crews. By reinforcing the call sign only check, we aim to reduce RT load, which in turn decreases the likelihood of UST occurrences.

2 CALL SIGN ONLY CHECK ON DEPARTURES

2.1 Transfer to Schiphol Departure

When changing channel from Schiphol Tower to Schiphol Departure, initial contact shall consist of SCHIPHOL DEPARTURE, CALL SIGN, actual ALTITUDE and SID. If a flight is cleared on a heading for initial departure, the heading shall be used instead of the SID. Additional instructions e.g. altitude restrictions shall also be mentioned on initial contact with Schiphol Departure.

2.2 Transfer to Amsterdam ACC

When changing channel to Amsterdam ACC, initial contact shall consist of AMSTERDAM RADAR + CALL SIGN only. When a speed or heading has been assigned, this information shall be included in the initial call.

3 CALL SIGN ONLY CHECK ON ARRIVALS

3.1 Arrival clearance

When being transferred to Amsterdam ACC, initial contact shall be restricted to AMSTERDAM RADAR + CALL SIGN only. Pilots may be requested to report additional information to Amsterdam ACC in the initial contact.

3.2 Transfer to Schiphol Approach

When being transferred from Amsterdam Radar to Schiphol Approach, initial contact shall be restricted to SCHIPHOL APPROACH + CALL SIGN only. Amsterdam Radar may request pilots to report additional information to Schiphol Approach in the initial contact.

3.3 Transfer to Schiphol Arrival

When being transferred from Schiphol Approach to Schiphol Arrival, initial contact shall be restricted to SCHIPHOL ARRIVAL + CALL SIGN only.

3.4 Transfer to Schiphol Tower

Transfer to Schiphol Tower takes place after the aircraft is established on final approach. Pilots of arriving aircraft will be instructed by Schiphol Approach/Arrival which channel they shall use. When being transferred from Schiphol Approach/Arrival to Schiphol Tower, initial contact shall consist of SCHIPHOL TOWER, CALL SIGN and RUNWAY.

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