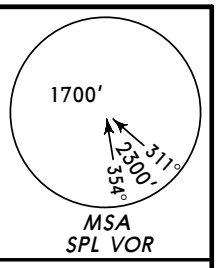
| D-ATIS | Apt Elev | |
|---|---|---|
| 108.4<br>132.97 | -11′ | Alt Set: hPa Trans level: By ATC Trans alt: 3000′<br>Flights inbound EHAM departing from airports situated in the AMSTERDAM FIR and intending to operate at or below 3000′ should obtain an arrival slot from SCHIPHOL APP before departure. |




# EELDE 1A *[EEL1A]*
# NORKU 1A *[NORK1A]*
# REKKEN 1A *[RKN1A]*
# EELDE 1B *[EEL1B]*
# NORKU 1B *[NORK1B]*
# REKKEN 1B *[RKN1B]*
BY ATC

## ARRIVALS
FROM NORTHEAST & EAST

JET only
At or below
**FL260**
**280-300 KT**

**TEMLU**
N53 28.5
E006 51.8

**SOMPO**
N53 23.9
E006 57.0

**BEDUM**
N53 20.9
E006 35.3

**KUBAT**
N53 20.2
E006 59.6

**DOBAK**
N53 12.8 E007 13.0

EELDE
D 112.4 EEL
N53 09.8 E006 40.0

SPIJKERBOOR
D 113.3 SPY
N52 32.4 E004 51.2

**NOVEN**
N52 42.6
E005 53.9

At or above
**FL70**

**NARSO**
N52 42.9 E006 42.6

**D30 SPL**

At or below
**FL100**

**ARTIP**
N52 30.7
E005 34.2

**OSKUR**
N52 29.4
E006 01.4

**ROBIS**
N52 28.1
E006 28.0

**SONSA**
N52 20.1
E006 44.7

SCHIPHOL
D 108.4 SPL
N52 19.9 E004 45.0

At or above
**FL70**

**NORKU**
N52 12.9 E006 58.6

JET only
At or below
**FL280**
**280-300 KT**

REKKEN
D 116.8 RKN
N52 08.0 E006 45.8

JET only
At or below
**FL240**
**280-300 KT**

HAMM
D 115.65 HMM
N51 51.4 E007 42.5

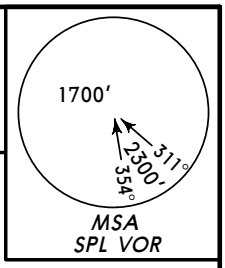
NOT TO SCALE

**Clearance limit is ARTIP.**

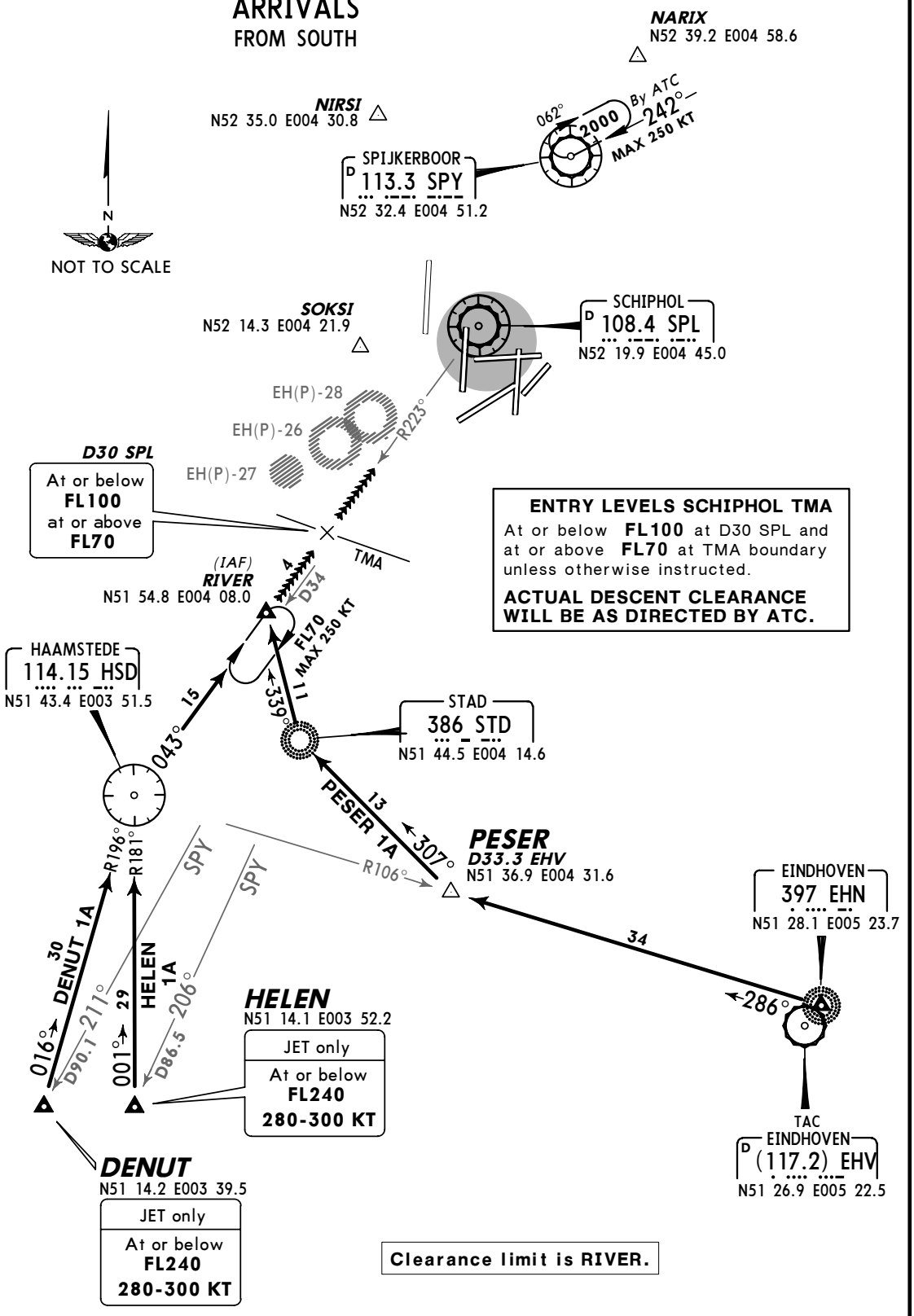
**ENTRY LEVELS SCHIPHOL TMA**
At or below **FL100** at D30 SPL and at or above **FL70** at TMA boundary unless otherwise instructed.
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

*CHANGES:* STARs reindexed.

| D-ATIS | Apt Elev | |
|---|---|---|
| 108.4<br>132.97 | -11′ | Alt Set: hPa Trans level: By ATC Trans alt: 3000′<br>Flights inbound EHAM departing from airports situated in the AMSTERDAM FIR and intending to operate at or below 3000′ should obtain an arrival slot from SCHIPHOL APP before departure. |




# DENUT 1A *[DENU1A]*, HELEN 1A *[HELE1A]* PESER 1A *[PESE1A]* ARRIVALS FROM SOUTH




*CHANGES:* STARs reindexed.

| D-ATIS | Apt Elev | Alt Set: hPa Trans level: By ATC Trans alt: 3000′ |
|---|---|---|
| 108.4<br>132.97 | -11′ | Flights inbound EHAM departing from airports situated in the AMSTERDAM FIR and intending to operate at or below 3000′ should obtain an arrival slot from SCHIPHOL APP before departure. |

# LAMSO 1A *[LAMS1A]*
# MOLIX 1A *[MOLI1A]*
# REDFA 1A *[REDF1A]*
# ARRIVALS
## FROM WEST

MSA SPL VOR
311° 2300′ 354°
1700′

NARIX N52 39.2 E004 58.6

SPIJKERBOOR 113.3 SPY N52 32.4 E004 51.2

DEN HELDER 115.55 HDR N52 54.4 E004 45.9

NIRSI N52 35.0 E004 30.8

SCHIPHOL 108.4 SPL N52 19.9 E004 45.0

SOKSI N52 14.3 E004 21.9

SUGOL N52 31.5 E003 58.0 (IAF)

D30 SPL

At or above FL70

At or below FL100

At or above FL70

VEREL N52 34.3 E003 46.6 (SPL D38.5) (117.4 NIK D85.9)

LUTEX N52 40.9 E003 28.1

PEPEL N52 35.1 E003 24.9

SULUT N52 26.9 E003 25.3

MOLIX N52 49.3 E003 04.1
JET only
At or below FL230
280-300 KT

LAMSO N52 44.0 E002 59.7
JET only
At or below FL230
280-300 KT

REDFA N52 06.9 E002 29.3
JET only
At or below FL230
280-300 KT

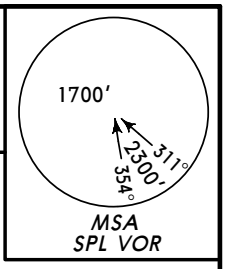
HOLDING OVER SUGOL
D31 SPL R293°
FL70 MAX 250 KT
113°

Clearance limit is SUGOL.

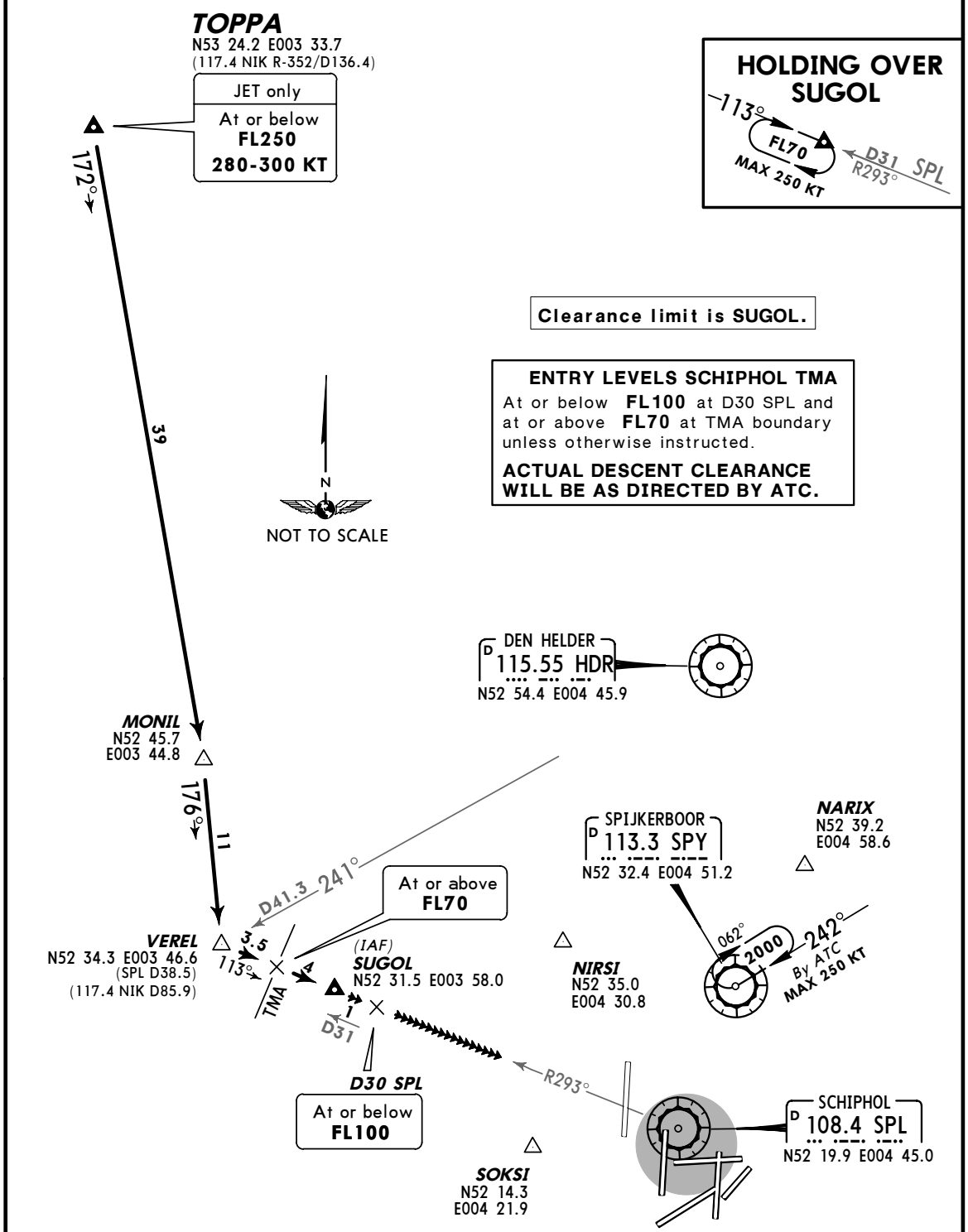
**ENTRY LEVELS SCHIPHOL TMA**
At or below **FL100** at D30 SPL and at or above **FL70** at TMA boundary unless otherwise instructed.
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

NOT TO SCALE

| D-ATIS | Apt Elev | |
|---|---|---|
| 108.4<br>132.97 | -11′ | Alt Set: hPa Trans level: By ATC Trans alt: 3000′<br>Flights inbound EHAM departing from airports situated in the AMSTERDAM FIR and intending to operate at or below 3000′ should obtain an arrival slot from SCHIPHOL APP before departure. |




# TOPPA 1A *[TOPA1A]*
## ARRIVAL
### FROM NORTHWEST




*CHANGES:* STAR reindexed.

| SID DESIGNATION | REFER TO CHART |
|---|---|
| ANDIK 2E, 1F | 10-3B |
| ANDIK 1G, 1N | 10-3C |
| ANDIK 1R, 1T | 10-3D |
| ANDIK 1S, 2X | 10-3E |
| ARNEM 2E, 1F | 10-3F |
| ARNEM 1G, 1N, 1P | 10-3G |
| ARNEM 1R, 1T | 10-3H |
| ARNEM 1S, 2X | 10-3J |
| BERGI 2E, 1F | 10-3K |
| BERGI 1G, 1N, 1P | 10-3L |
| BERGI 1R, 1S | 10-3M |
| BERGI 2V, 1Z | 10-3N |
| BERGI 2X | 10-3P |
| GORLO 1F, 1N | 10-3Q |
| GORLO 1P, 1R | 10-3S |
| GORLO 2V, 1Z | 10-3T |
| LEKKO 2E, 1F | 10-3U |
| LEKKO 1G, 1N, 1P | 10-3V |
| LEKKO 1R, 1S, 1T | 10-3V1 |
| LEKKO 1V, 1Z | 10-3V2 |
| LEKKO 2W, 2X | 10-3V3 |
| LOPIK 2E, 1F | 10-3V4 |
| LOPIK 1G, 1N, 1P | 10-3V5 |
| LOPIK 1R, 1S | 10-3V6 |
| LOPIK 1V, 1Z | 10-3V7 |
| LOPIK 2W, 2X | 10-3V8 |
| PAM 1P, 2W | 10-3W |
| PAM 1V, 1Z | 10-3X |
| SPY 1P, 1S, 1V | 10-3X1 |
| SPY 2W, 2X | 10-3X2 |
| VALKO 2E, 1G | 10-3X3 |
| VALKO 1N, 1S | 10-3X4 |
| VALKO 2X | 10-3X5 |
| CONTINUATION AFTER ANDIK | 10-3X6 |
| CONTINUATION AFTER ARNEM & PAM | 10-3X7 |
| CONTINUATION AFTER LEKKO & LOPIK | 10-3X8 |

*CHANGES:* None.

# DEPARTURE INSTRUCTIONS

SIDs are minimum noise routings.

Remain on Tower frequency until passing 2000', then contact SCHIPHOL Departure and report altitude in order to verify SSR mode C by ATC. When changing frequency from SCHIPHOL Tower to SCHIPHOL Departure, initial contact shall consist of SCHIPHOL Departure, callsign, current altitude, SID and additional instructions, e.g. altitude restrictions. If a flight is cleared on a heading for initial departure, the heading shall be used instead of the SID.

Instructions containing deviations from SIDs (e.g. a specific heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft.

If unable to comply with crossing conditions inform SCHIPHOL Delivery before take-off.

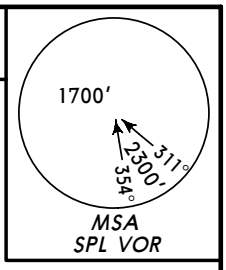
Perform turns in due time and at 25° bank angle.

Intercept radials at an angle of 45°.

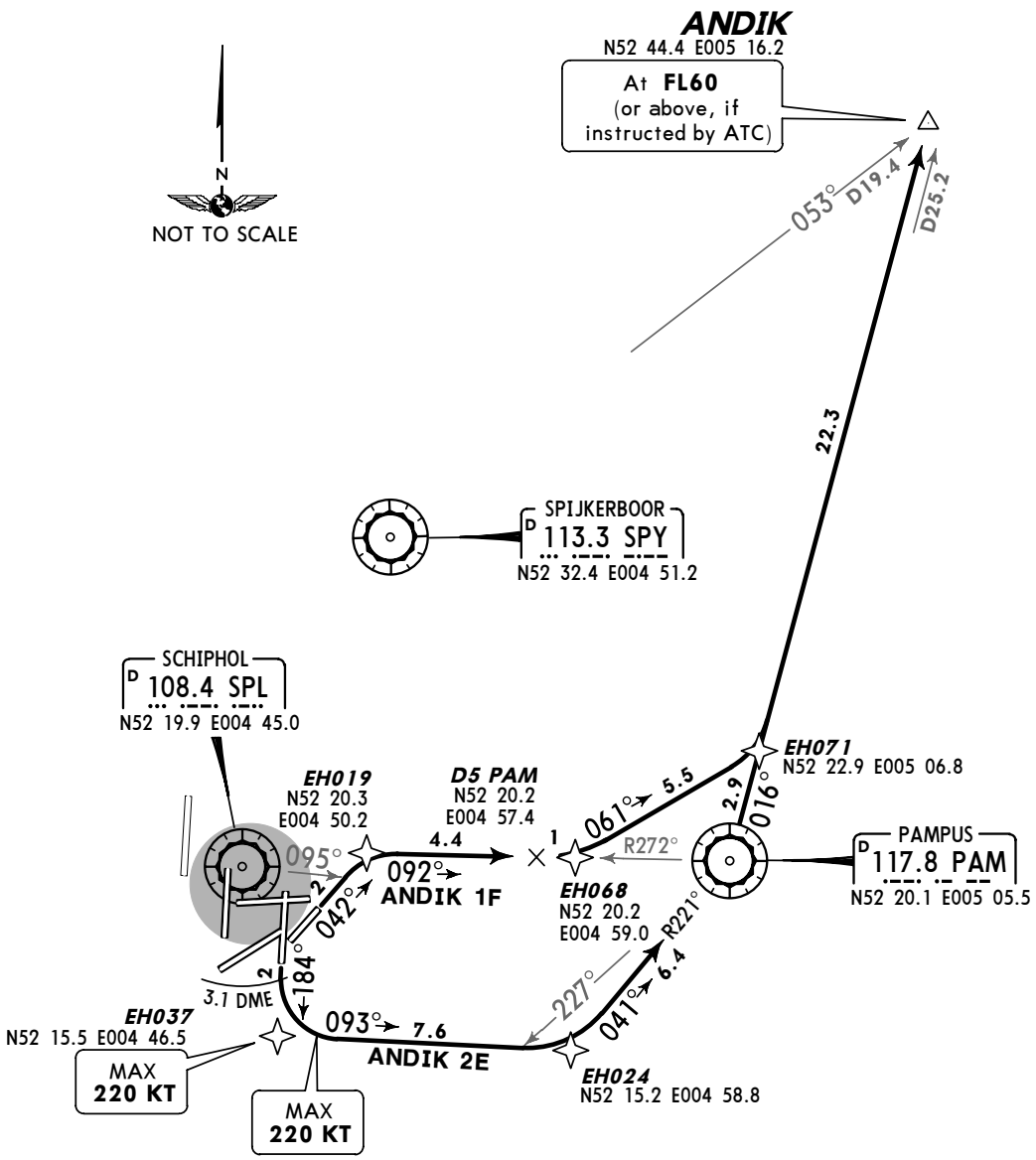
If FMS navigation is used pilots should connect FMS as early as possible.
The EH waypoints shall not be used when communicating with ATC.

RWYs 18L, 18C, 36L, 36C:
Expect additional departure instructions from Tower during independent parallel departure operations.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC  Trans alt: 3000′ |
|---|---|---|
| 119.05 | -11′ | For departure instructions refer to 10-3A. |




# ANDIK 2E *[ANDI2E]*, ANDIK 1F *[ANDI1F]*
## RWYS 18L, 04 DEPARTURES
***SPEED: MAX 250 KT BELOW FL100***

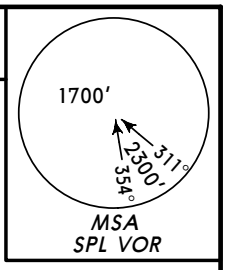



Initial climb clearance **FL60** higher level only when cleared by ATC

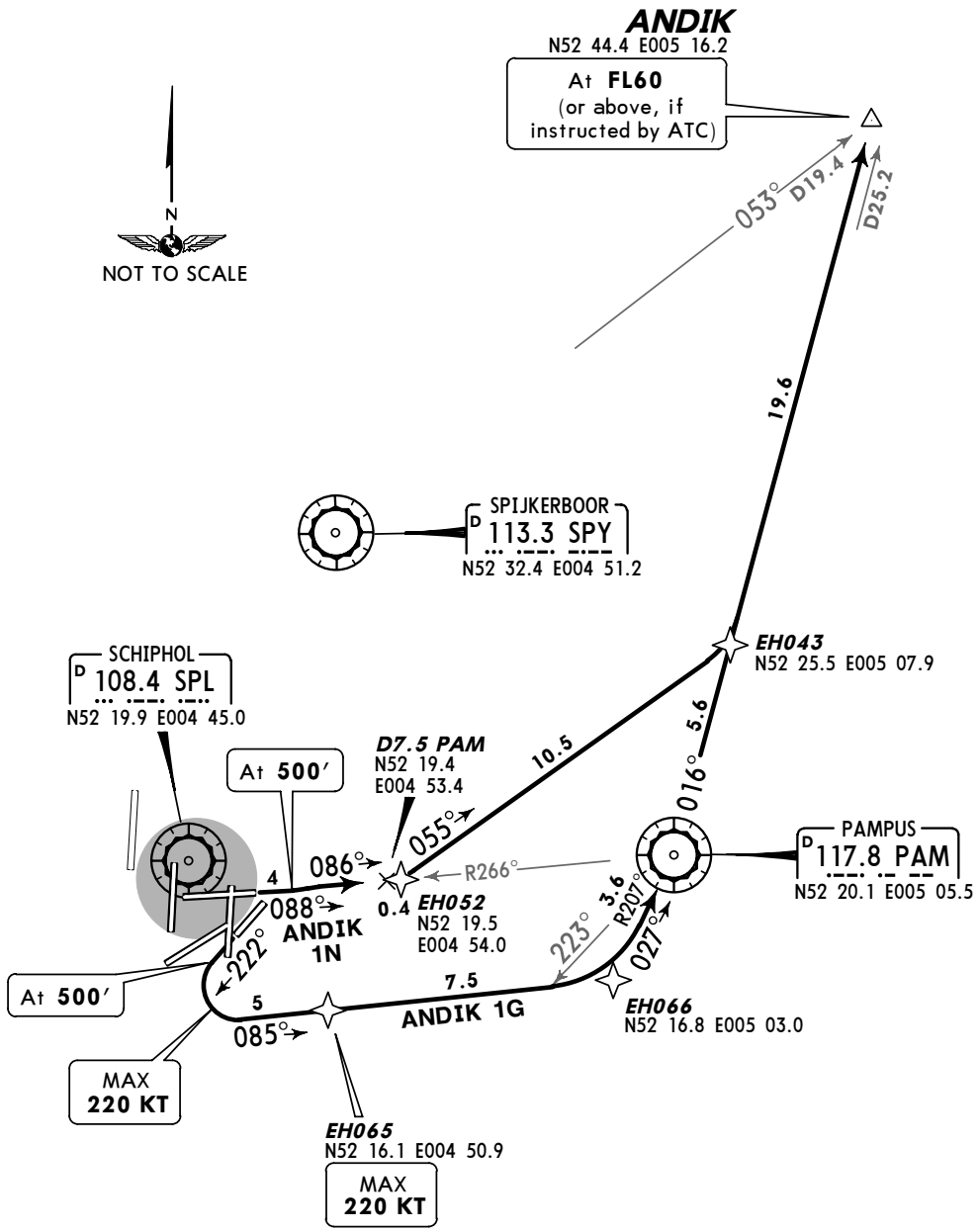
| SID | RWY | ROUTING |
|---|---|---|
| **ANDIK 2E** | **18L** | 184° track, at SPL 3.1 DME turn LEFT, 093° track, at PAM R-227 turn LEFT, intercept PAM R-221 inbound to PAM, PAM R-016 to ANDIK. **RNAV:** THR 18L - EH037 (K220-) - EH024 - PAM - ANDIK **(FL60).** |
| **ANDIK 1F** | **04** | 042° track, at SPL R-095 turn RIGHT, intercept PAM R-272 inbound to D5 PAM, turn LEFT, 061° track, intercept PAM R-016 to ANDIK. **RNAV:** THR 04 - EH019 - EH068 - EH071 - ANDIK **(FL60).** |

*CHANGES:* SIDs transferred; chart redrawn.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC  Trans alt: 3000′ |
|---|---|---|
| 119.05 | -11′ | For departure instructions refer to 10-3A. |




# ANDIK 1G *[ANDI1G]*, ANDIK 1N *[ANDI1N]*
## RWYS 22, 09 DEPARTURES
***SPEED: MAX 250 KT BELOW FL100***

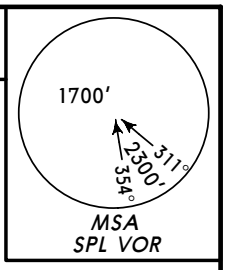



Initial climb clearance **FL60** higher level only when cleared by ATC

| SID | RWY | ROUTING |
|---|---|---|
| **ANDIK 1G** | **22** | Climb on 222° track, at **500′** turn LEFT, 085° track, at PAM R-223 turn LEFT, intercept PAM R-207 inbound to PAM, PAM R-016 to ANDIK. **RNAV:** THR 22 - **(500′)** - EH065 (K220-) - EH066 - PAM - ANDIK **(FL60).** |
| **ANDIK 1N** | **09** | Climb on 088° track, at **500′** turn LEFT, intercept PAM R-266 inbound to D7.5 PAM, turn LEFT, 055° track, intercept PAM R-016 to ANDIK. **RNAV:** THR 09 - **(500′)** - EH052 - EH043 - ANDIK **(FL60).** |

*CHANGES:* SIDs transferred; chart redrawn.

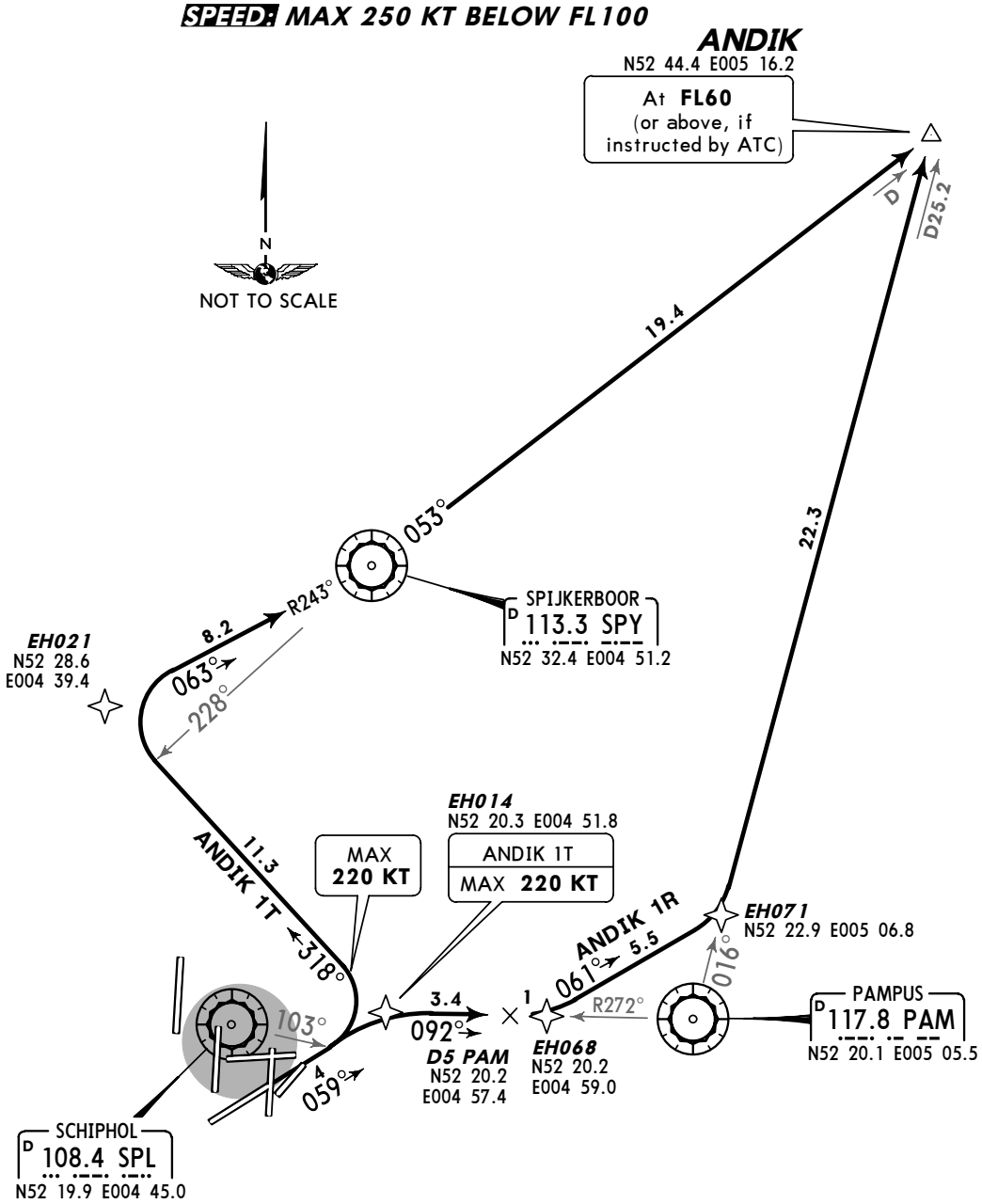
| SCHIPHOL Departure (R) | *Apt Elev* | Trans level: By ATC Trans alt: 3000′ |
|---|---|---|
| 119.05 | -11′ | |




# ANDIK 1R *[ANDI1R]*, ANDIK 1T *[ANDI1T]*
## RWY 06 DEPARTURES

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000′,
THEN CONTACT SCHIPHOL DEPARTURE

***SPEED: MAX 250 KT BELOW FL100***



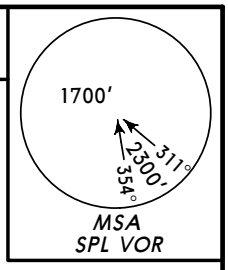

Initial climb clearance **FL60** higher level only when cleared by ATC

| SID | ROUTING |
|---|---|
| **ANDIK 1R** ❶ | 059° track, at SPL R-103 turn RIGHT, intercept PAM R-272 inbound to D5 PAM, turn LEFT, 061° track, intercept PAM R-016 to ANDIK. **RNAV:** THR 06 - EH014 - EH068 - EH071 - ANDIK **(FL60).** |
| **ANDIK 1T** ❷ | 059° track, at SPL R-103 turn LEFT, 318° track, at SPY R-228 turn RIGHT, intercept SPY R-243 inbound to SPY, SPY R-053 to ANDIK. **RNAV:** THR 06 - EH014 (K220-) - EH021 - SPY - ANDIK **(FL60).** |

❶ Jet aircraft only between 0600-2300LT. ❷ Only jet aircraft between 2300-0600LT.

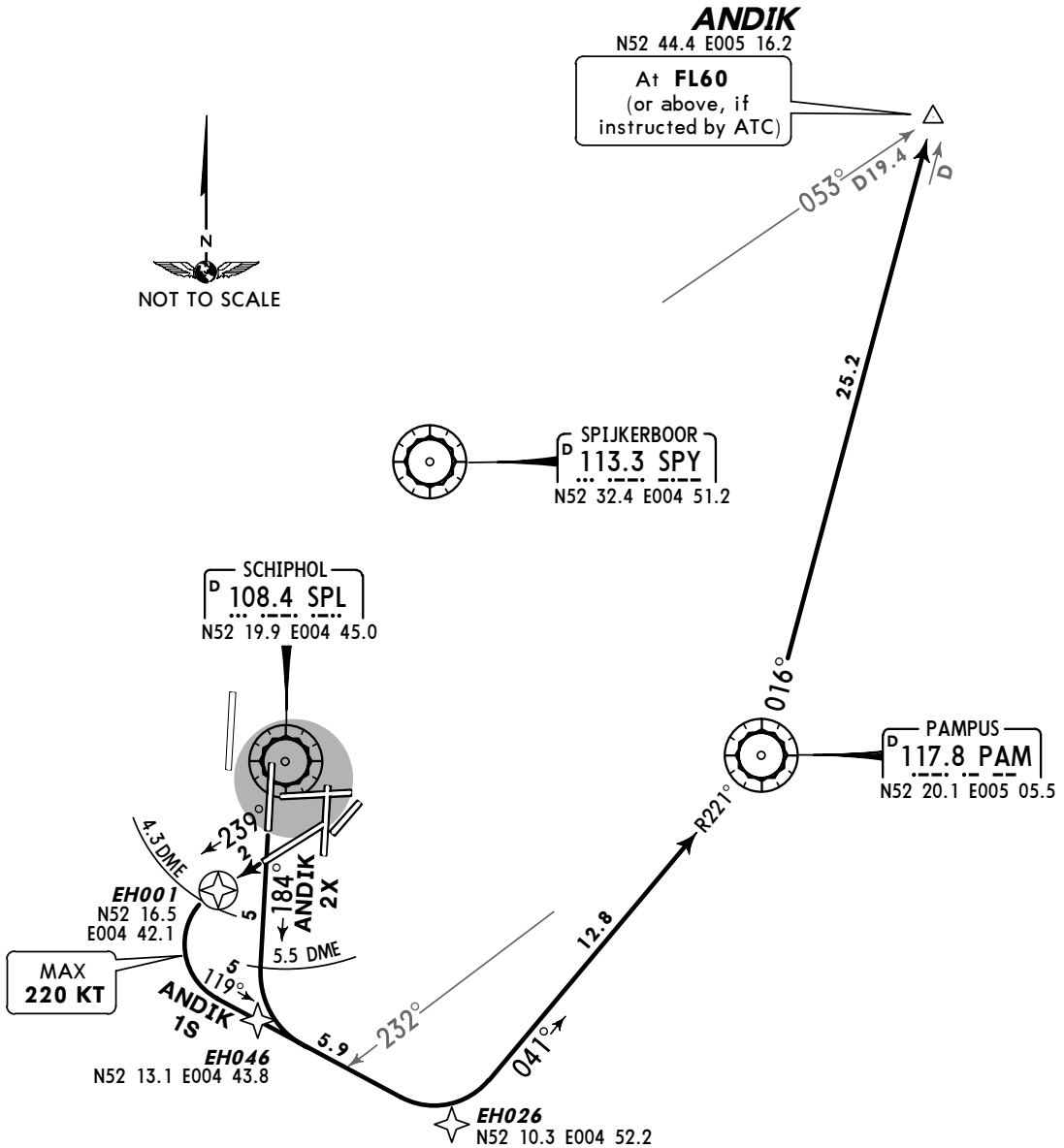
*CHANGES:* Reference note.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC Trans alt: 3000′ |
|---|---|---|
| 119.05 | -11′ | |




# ANDIK 1S *[ANDI1S]*, ANDIK 2X *[ANDI2X]*
## RWYS 24, 18C DEPARTURES

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000′,
THEN CONTACT SCHIPHOL DEPARTURE
***SPEED: MAX 250 KT BELOW FL100***

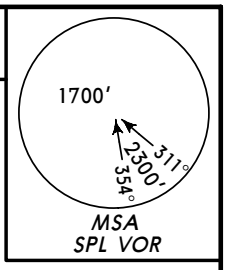



Initial climb clearance **FL60** higher level only when cleared by ATC

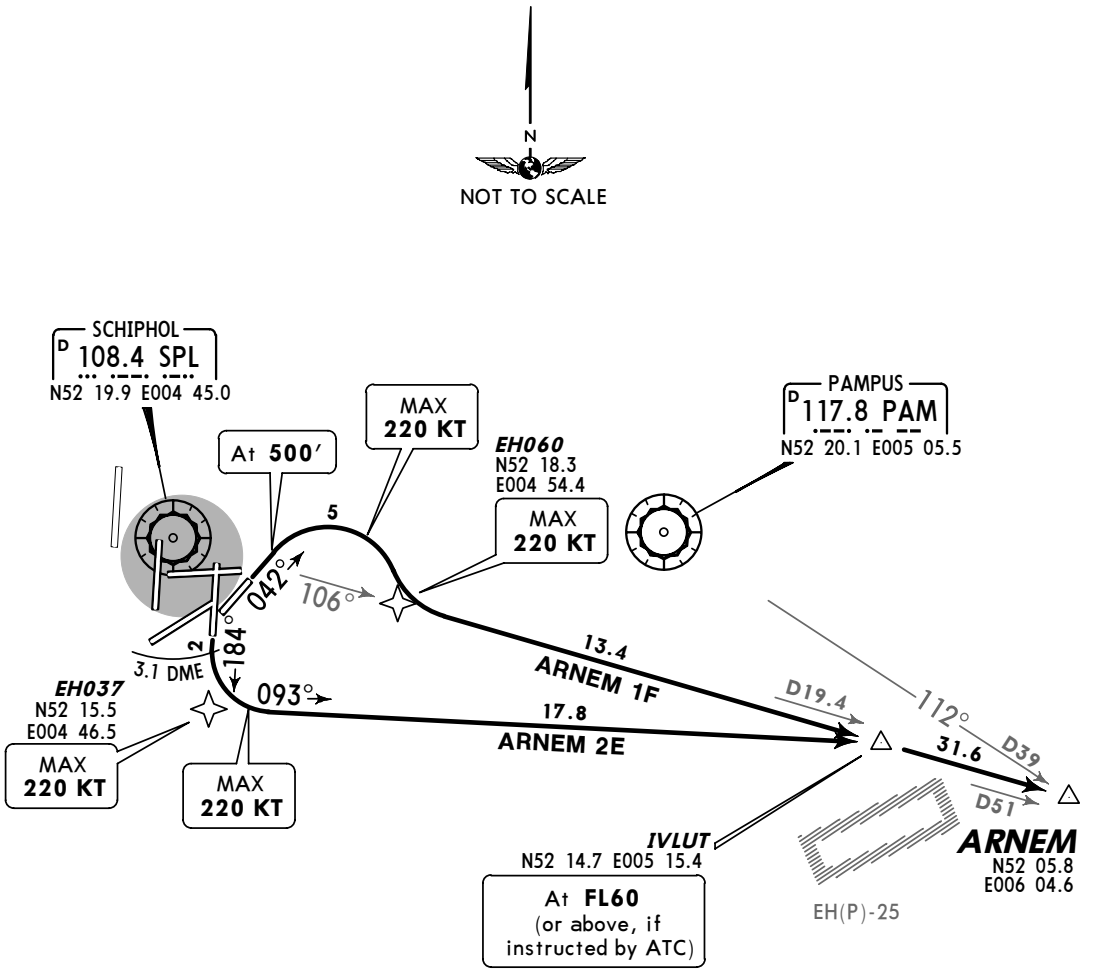
| SID | RWY | ROUTING |
|---|---|---|
| **ANDIK 1S** | **24** | 239° track, at SPL 4.3 DME turn LEFT, 119° track, at PAM R-232 turn LEFT, intercept PAM R-221 inbound to PAM, PAM R-016 to ANDIK. **RNAV:** THR 24 - EH001 - EH026 - PAM - ANDIK **(FL60).** |
| **ANDIK 2X** | **18C** | 184° track, at SPL 5.5 DME turn LEFT, 119° track, at PAM R-232 turn LEFT, intercept PAM R-221 inbound to PAM, PAM R-016 to ANDIK. **RNAV:** THR 18C - EH046 - EH026 - PAM - ANDIK **(FL60).** |

*CHANGES:* Reference note; turning point RWY 24.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC  Trans alt: 3000′ |
|---|---|---|
| 119.05 | -11′ | For departure instructions refer to 10-3A. |




# ARNEM 2E *[ARNE2E]*, ARNEM 1F *[ARNE1F]*
## RWYS 18L, 04 DEPARTURES
***SPEED: MAX 250 KT BELOW FL100***




Initial climb clearance **FL60** higher level only when cleared by ATC

| SID | RWY | ROUTING |
|---|---|---|
| **ARNEM 2E** | **18L** | 184° track, at SPL 3.1 DME turn LEFT, 093° track to IVLUT, intercept SPL R-106 to ARNEM.<br>**RNAV:** THR 18L - EH037 (K220-) - IVLUT **(FL60) -** ARNEM. |
| **ARNEM 1F** | **04** | Climb on 042° track, at **500′** turn RIGHT, intercept SPL R-106 via IVLUT to ARNEM.<br>**RNAV:** THR 04 - **(500′) -** EH060 (K220-) - IVLUT **(FL60) -** ARNEM. |

*CHANGES:* SIDs transferred; chart redrawn.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC Trans alt: 3000′ |
|---|---|---|
| 119.05 | -11′ | For departure instructions refer to 10-3A. |

# ARNEM 1G *[ARNE1G]*, ARNEM 1N *[ARNE1N]*
# ARNEM 1P *[ARNE1P]*
## RWYS 22, 09, 27 DEPARTURES
**SPEED: MAX 250 KT BELOW FL100**

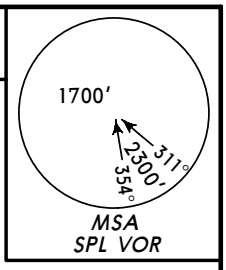



Initial climb clearance **FL60** higher level only when cleared by ATC

| SID | RWY | ROUTING |
|---|---|---|
| ARNEM 1G | 22 | Climb on 222° track, at **500′** turn LEFT, 085° track, intercept SPL R-106 via IVLUT to ARNEM. **RNAV:** THR 22 - **(500′)** - EH065 (K220-) - EH066 - IVLUT **(FL60) -** ARNEM. |
| ARNEM 1N | 09 | 088° track, at SPL 4 DME turn RIGHT, 114° track, intercept SPL R-106 via IVLUT to ARNEM. **RNAV:** THR 09 - EH055 - EH042 - IVLUT **(FL60) -** ARNEM. |
| ARNEM 1P | 27 | Climb on 268° track, at **500′** turn RIGHT, 290° track, at SPL 2.5 DME turn LEFT, intercept SPY R-211 to D18 SPY, turn LEFT, intercept 137° bearing towards NV, at SPL R-186 turn LEFT, intercept 074° bearing from NV to IVLUT, intercept SPL R-106 to ARNEM. **RNAV:** THR 27 - **(500′)** - EH056 - EH032 (K220-) - NV - IVLUT **(FL60) -** ARNEM. |

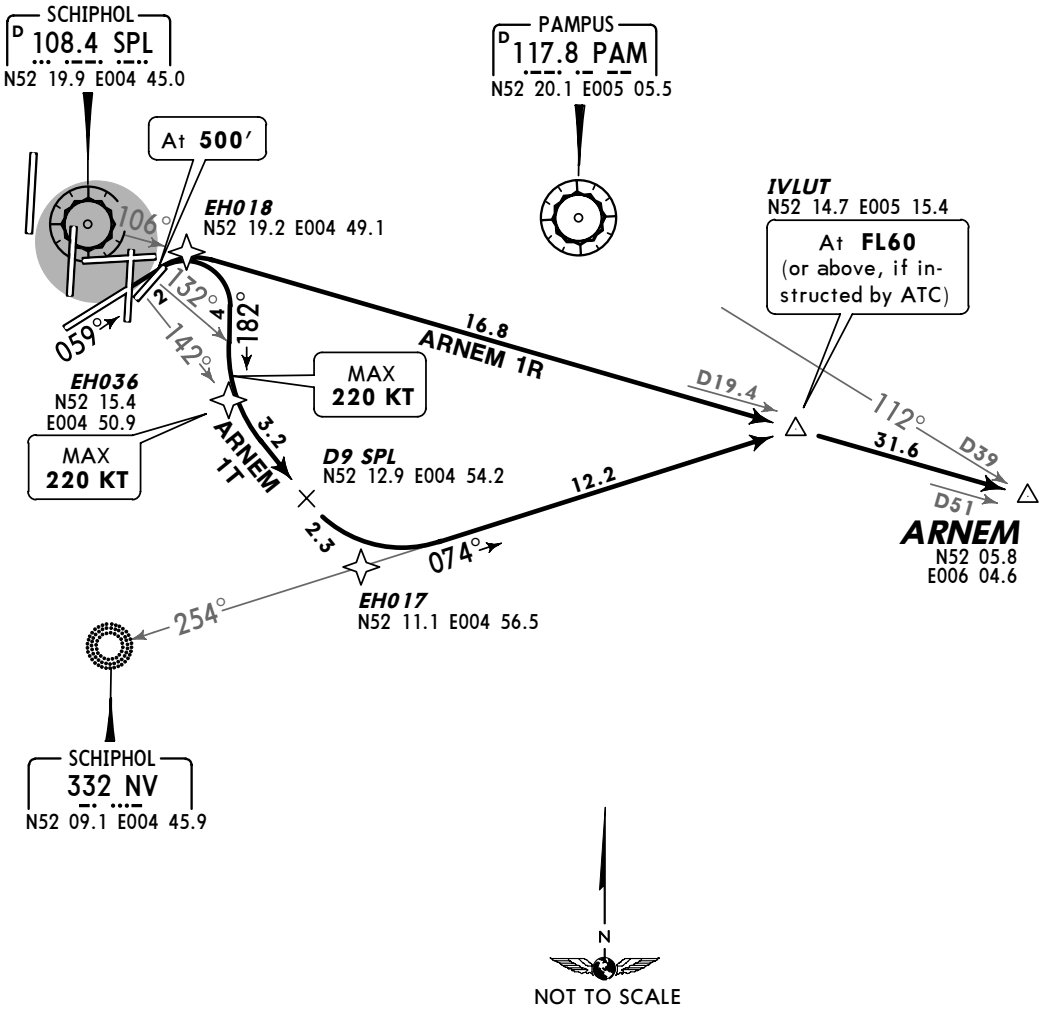
*CHANGES:* SIDs transferred; chart redrawn.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC Trans alt: 3000′ |
|---|---|---|
| 119.05 | -11′ | |




# ARNEM 1R *[ARNE1R]*, ARNEM 1T *[ARNE1T]*
## RWY 06 DEPARTURES

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000′,
THEN CONTACT SCHIPHOL DEPARTURE
***SPEED: MAX 250 KT BELOW FL100***



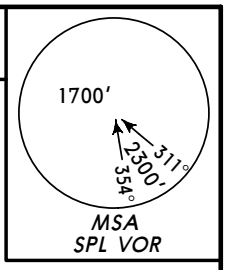

Initial climb clearance **FL60** higher level only when cleared by ATC

| SID | ROUTING |
|---|---|
| **ARNEM 1R** ❶ | Climb on 059° track, at **500′** turn RIGHT, intercept SPL R-106 via IVLUT to ARNEM.<br>**RNAV:** THR 06 - EH018 - IVLUT **(FL60) -** ARNEM. |
| **ARNEM 1T** ❷ | Climb on 059° track, at **500′** turn RIGHT, 182° track, at SPL R-132 turn LEFT, intercept SPL R-142 to D9 SPL, turn LEFT, intercept 074° bearing from NV to IVLUT, intercept SPL R-106 to ARNEM.<br>**RNAV:** THR 06 - **(500′) -** EH036 (K220-) - EH017 - IVLUT **(FL60) -** ARNEM. |

❶ Jet aircraft only between 0600-2300LT. ❷ Only jet aircraft between 2300-0600LT.

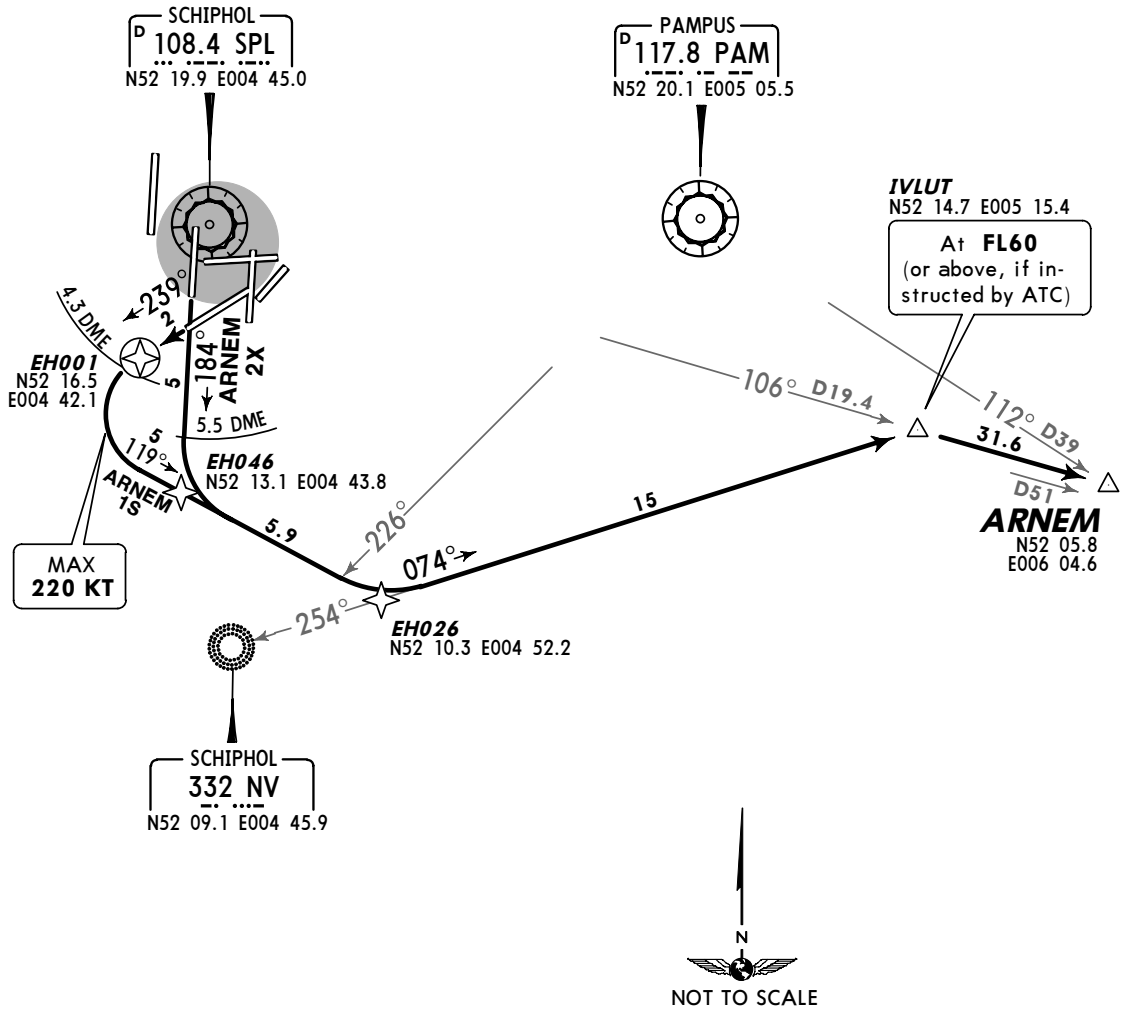
*CHANGES:* Reference note.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC Trans alt: 3000′ |
|---|---|---|
| 119.05 | -11′ | |




# ARNEM 1S *[ARNE1S]*, ARNEM 2X *[ARNE2X]*
## RWYS 24, 18C DEPARTURES

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000′,
THEN CONTACT SCHIPHOL DEPARTURE
***SPEED: MAX 250 KT BELOW FL100***

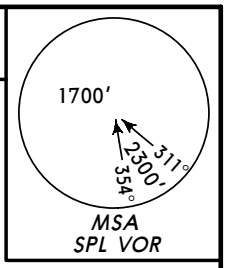



Initial climb clearance **FL60** higher level only when cleared by ATC

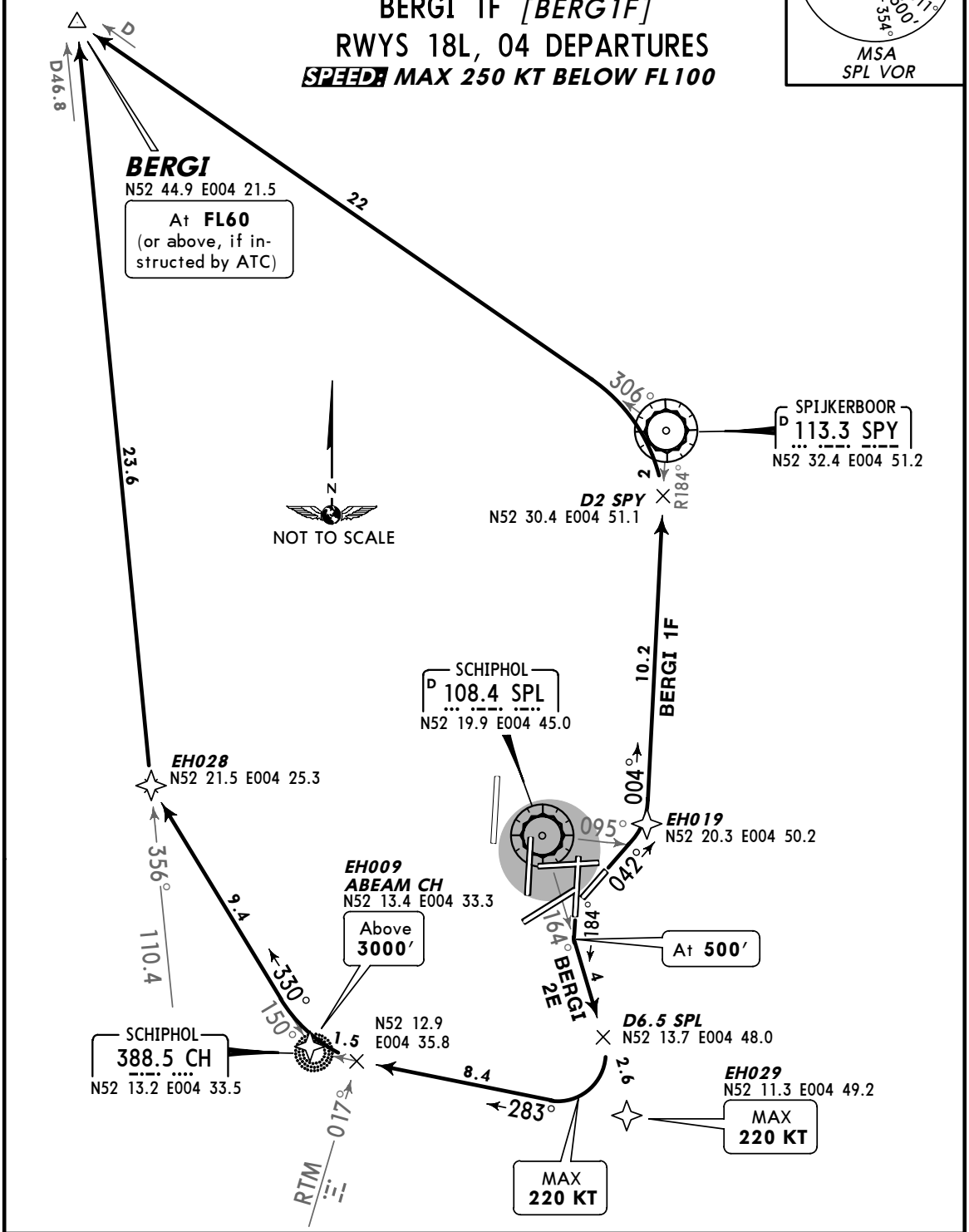
| SID | RWY | ROUTING |
|---|---|---|
| **ARNEM 1S** | **24** | 239° track, at SPL 4.3 DME turn LEFT, 119° track, at PAM R-226 turn LEFT, intercept 074° bearing from NV to IVLUT, intercept SPL R-106 to ARNEM.<br>**RNAV:** THR 24 - EH001 - EH026 - IVLUT **(FL60) -** ARNEM. |
| **ARNEM 2X** | **18C** | 184° track, at SPL 5.5 DME turn LEFT, 119° track, at PAM R-226 turn LEFT, intercept 074° bearing from NV to IVLUT, intercept SPL R-106 to ARNEM.<br>**RNAV:** THR 18C - EH046 - EH026 - IVLUT **(FL60) -** ARNEM. |

*CHANGES:* Reference note; turning point RWY 24.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC  Trans alt: 3000′ |
|---|---|---|
| 121.2 | -11′ | For departure instructions refer to 10-3A. |




# BERGI 2E *[BERG2E]*
# BERGI 1F *[BERG1F]*
## RWYS 18L, 04 DEPARTURES
**SPEED: MAX 250 KT BELOW FL100**

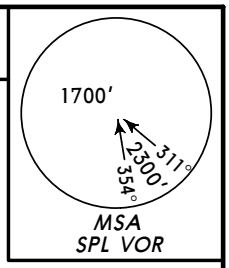



Initial climb clearance **FL60**  higher level only when cleared by ATC

| SID | RWY | ROUTING |
|---|---|---|
| **BERGI 2E** | **18L** | Climb on 184° track, at **500′** turn LEFT, intercept SPL R-164, at D6.5 SPL turn RIGHT, intercept 283° bearing towards CH, at RTM R-017 turn RIGHT, intercept 330° bearing from CH, intercept RTM R-356 to BERGI. **RNAV:** THR 18L - **(500′) -** EH029 (K220-) - EH009 **(3000′+) -** EH028 - BERGI **(FL60).** |
| **BERGI 1F** | **04** | 042° track, at SPL R-095 turn LEFT, intercept SPY R-184 inbound to D2 SPY, turn LEFT, intercept SPY R-306 to BERGI. **RNAV:** THR 04 - EH019 - SPY - BERGI **(FL60).** |

*CHANGES:* SIDs transferred; chart redrawn.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC  Trans alt: 3000′ |
|---|---|---|
| 121.2 | -11′ | For departure instructions refer to 10-3A. |




# BERGI 1G *[BERG1G]*
# BERGI 1N *[BERG1N]*
# BERGI 1P *[BERG1P]*
## RWYS 22, 09, 27 DEPARTURES
***SPEED: MAX 250 KT BELOW FL100***

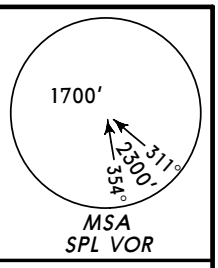



Initial climb clearance **FL60** higher level only when cleared by ATC

| SID | RWY | ROUTING |
|---|---|---|
| **BERGI 1G** | **22** | 222° track, at SPL 2.8 DME turn RIGHT, 285° track, intercept RTM R-356 to BERGI.<br>**RNAV:** THR 22 - EH063 (K220-) - EH041 - BERGI **(FL60).** |
| **BERGI 1N** | **09** | Climb on 088° track, at **500′** turn LEFT, 318° track, intercept SPL R-339, at D20 SPL turn LEFT, intercept SPY R-306 to BERGI.<br>**RNAV:** THR 09 - **(500′) -** EH053 - EH021 **(3000′+) -** EH022 - BERGI **(FL60).** |
| **BERGI 1P** | **27** | Climb on 268° track, at **500′** turn RIGHT, intercept SPL R-268, intercept RTM R-356 to BERGI.<br>**RNAV:** THR 27 - **(500′) -** EH058 - EH041 - BERGI **(FL60).** |

*CHANGES:* SIDs transferred; chart redrawn.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC Trans alt: 3000′ |
|---|---|---|
| 121.2 | -11′ | |




# BERGI 1R *[BERG1R]*
# BERGI 1S *[BERG1S]*
## RWYS 06, 24 DEPARTURES

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000′,
THEN CONTACT SCHIPHOL DEPARTURE
***SPEED: MAX 250 KT BELOW FL100***

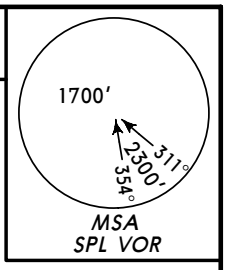



Initial climb clearance **FL60** higher level only when cleared by ATC

| SID | RWY | ROUTING |
|---|---|---|
| **BERGI 1R** | **06** | 059° track, at SPL R-103 turn LEFT, 318° track, intercept SPL R-339, at D20 SPL turn LEFT, intercept SPY R-306 to BERGI.<br>**RNAV:** THR 06 - EH014 (K220-) - EH021 - EH022 - BERGI **(FL60).** |
| **BERGI 1S** | **24** | 239° track, at SPL 4 DME turn LEFT, 225° track, intercept PAM R-252, at D19 PAM turn RIGHT, intercept 330° bearing from CH, intercept RTM R-356 to BERGI.<br>**RNAV:** THR 24 - EH001 - EH051 - EH009 **(3000′+) -** EH028 - BERGI **(FL60).** |

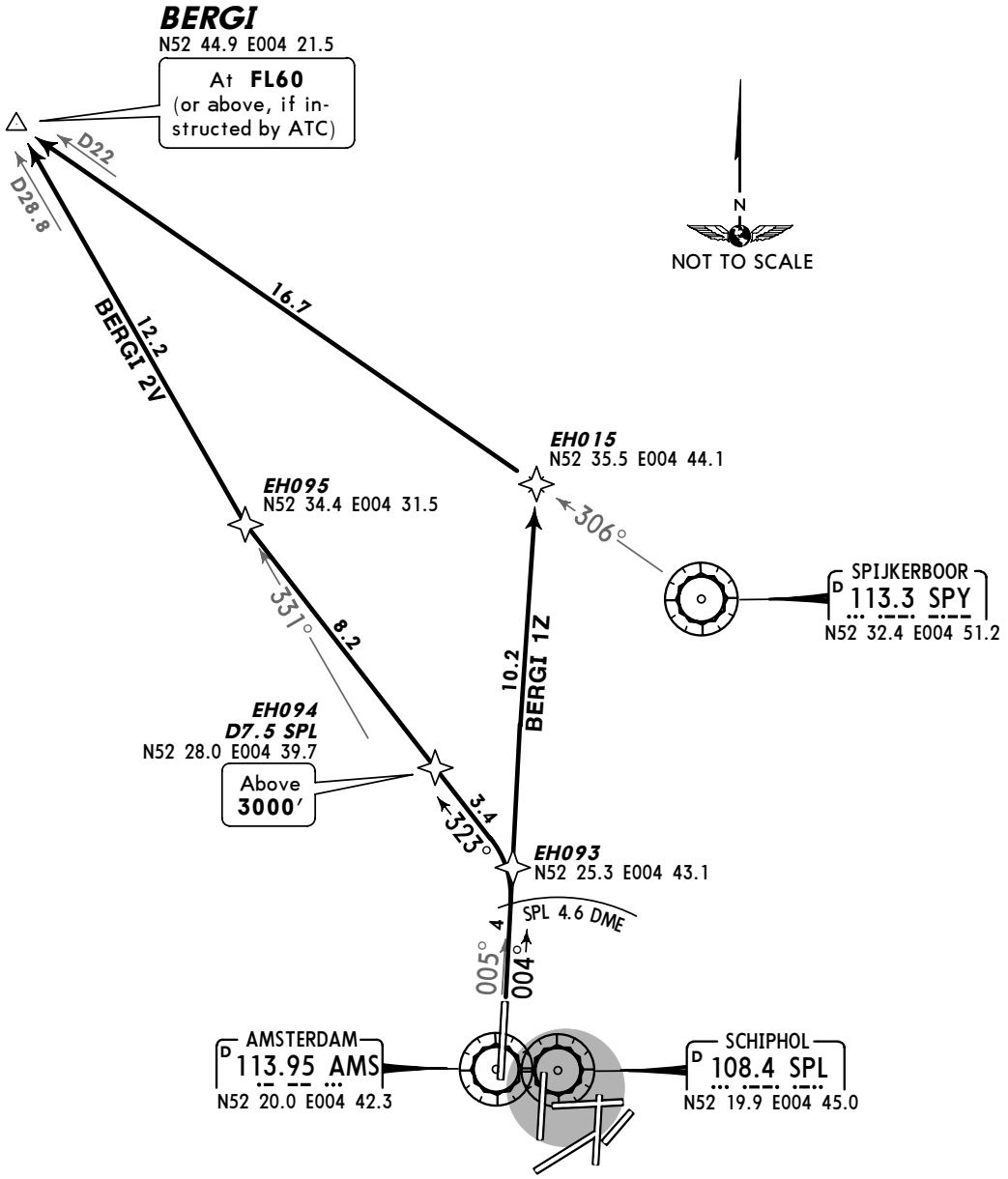
*CHANGES:* Reference note.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC Trans alt: 3000′ |
|---|---|---|
| 121.2 | -11′ | |




# BERGI 2V *[BERG2V]*, BERGI 1Z *[BERG1Z]*
## RWY 36L DEPARTURES

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000′,
THEN CONTACT SCHIPHOL DEPARTURE
***SPEED: MAX 250 KT BELOW FL100***



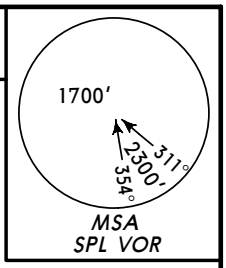

Initial climb clearance **FL60** higher level only when cleared by ATC

| SID | ROUTING |
|---|---|
| **BERGI 2V** ❶ | 004° track, at SPL 4.6 DME turn LEFT, 323° track, intercept SPL R-331 to BERGI.<br>**RNAV:** THR 36L - EH093 - EH094 **(3000′+) -** EH095 - BERGI **(FL60).** |
| **BERGI 1Z** ❷ | 004° track, intercept AMS R-005, intercept SPY R-306 to BERGI.<br>**RNAV:** THR 36L - EH015 - BERGI **(FL60).** |

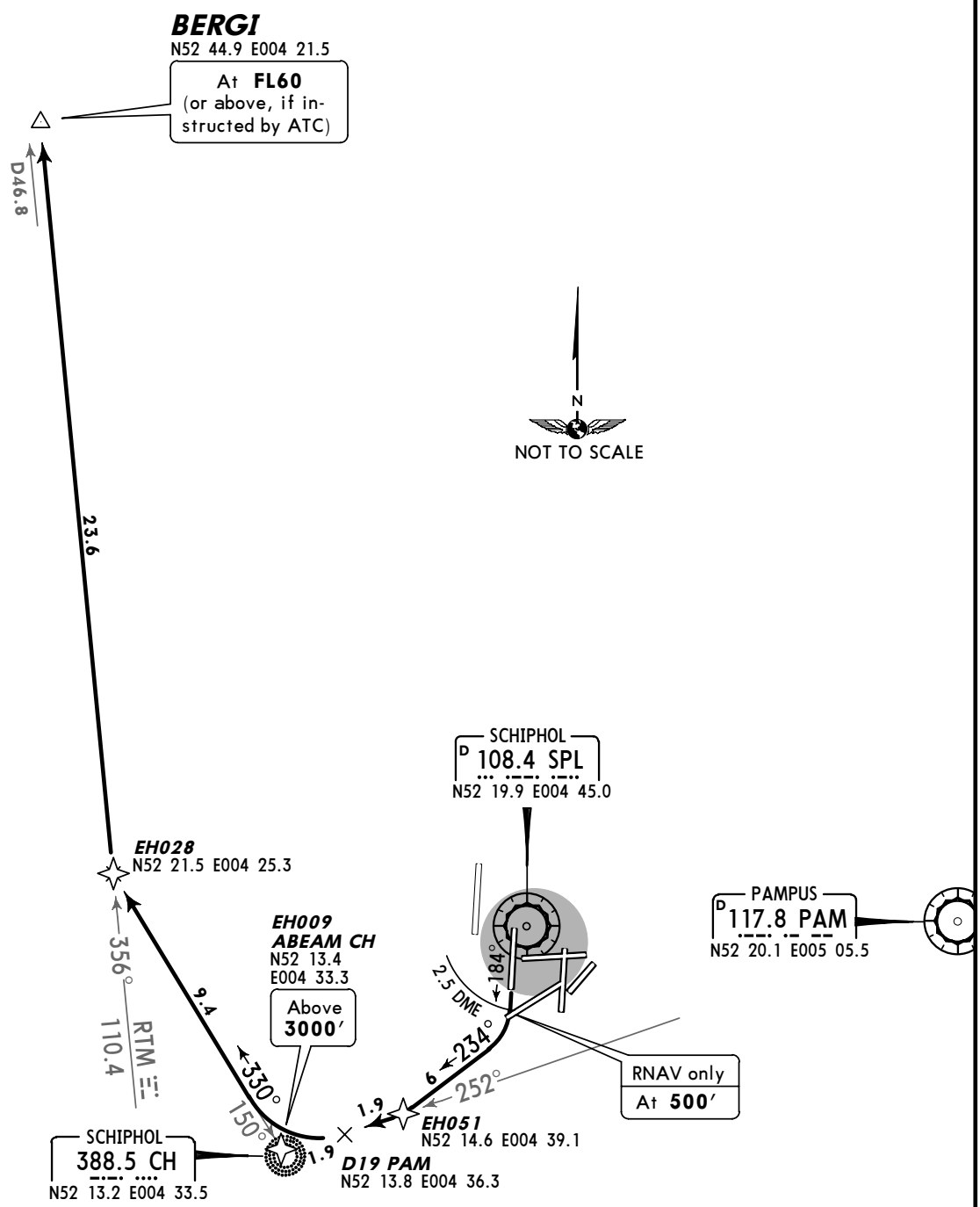
❶ Jet aircraft only between 0600-2300LT. ❷ Only jet aircraft between 2300-0600LT.

*CHANGES:* Reference note.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC  Trans alt: 3000′ |
|---|---|---|
| 121.2 | -11′ | For departure instructions refer to 10-3A. |




# BERGI 2X *[BERG2X]*
## RWY 18C DEPARTURE
***SPEED: MAX 250 KT BELOW FL100***




Initial climb clearance **FL60** higher level only when cleared by ATC

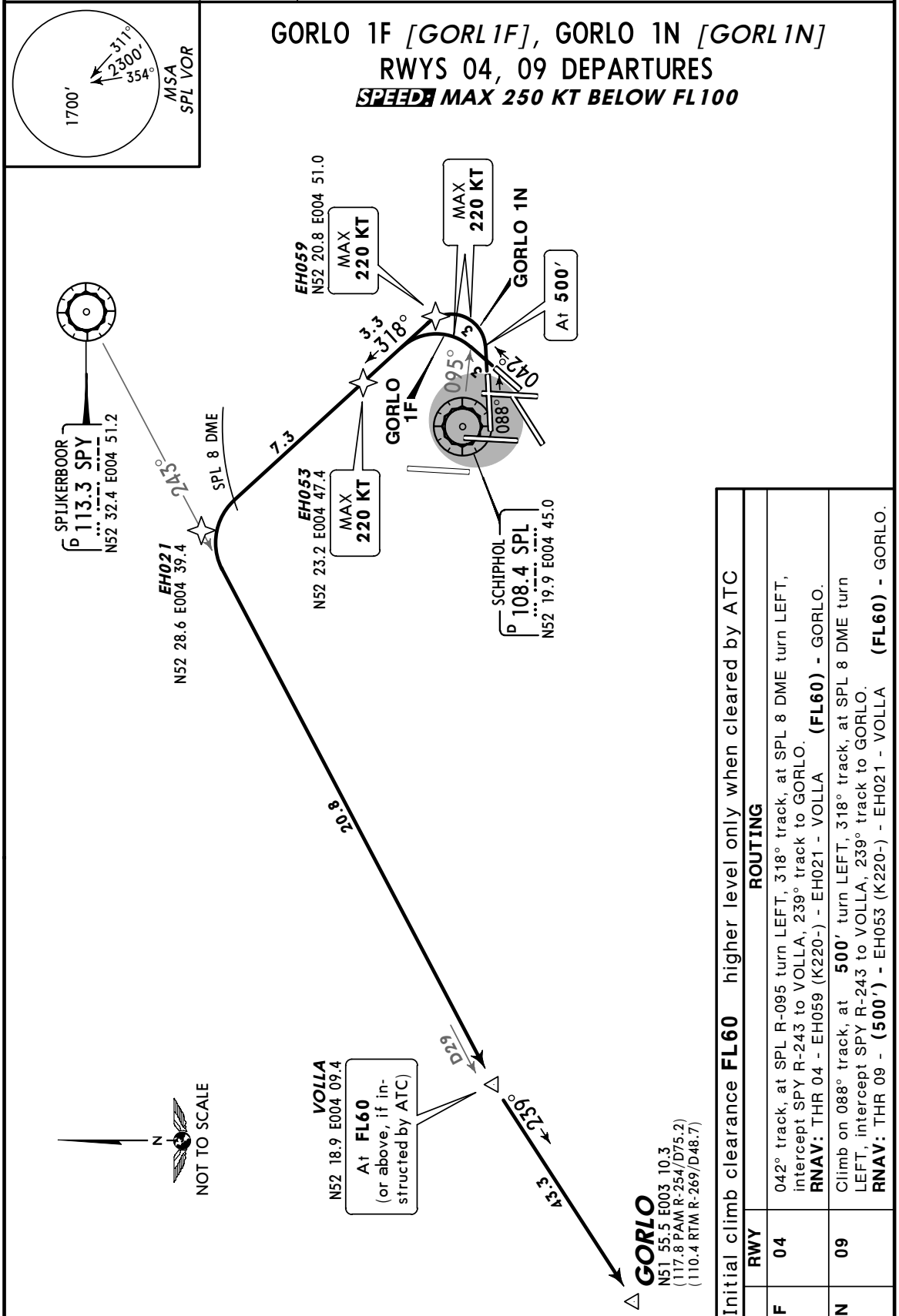
**ROUTING**

184° track, at SPL 2.5 DME turn RIGHT, 234° track, intercept PAM R-252, at D19 PAM turn RIGHT, intercept 330° bearing from CH, intercept RTM R-356 to BERGI.
**RNAV:** THR 18C - **(500′) -** EH051 - EH009 **(3000′+) -** EH028 - BERGI **(FL60).**

*CHANGES:* SIDs transferred; chart redrawn.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC  Trans alt: 3000′ |
|---|---|---|
| 121.2 | -11′ | For departure instructions refer to 10-3A. |

# GORLO 1F *[GORL1F]*, GORLO 1N *[GORL1N]*
## RWYS 04, 09 DEPARTURES
***SPEED:* MAX 250 KT BELOW FL100**

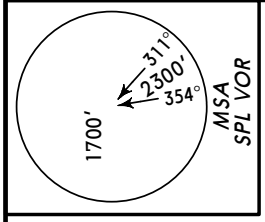



Initial climb clearance **FL60** higher level only when cleared by ATC

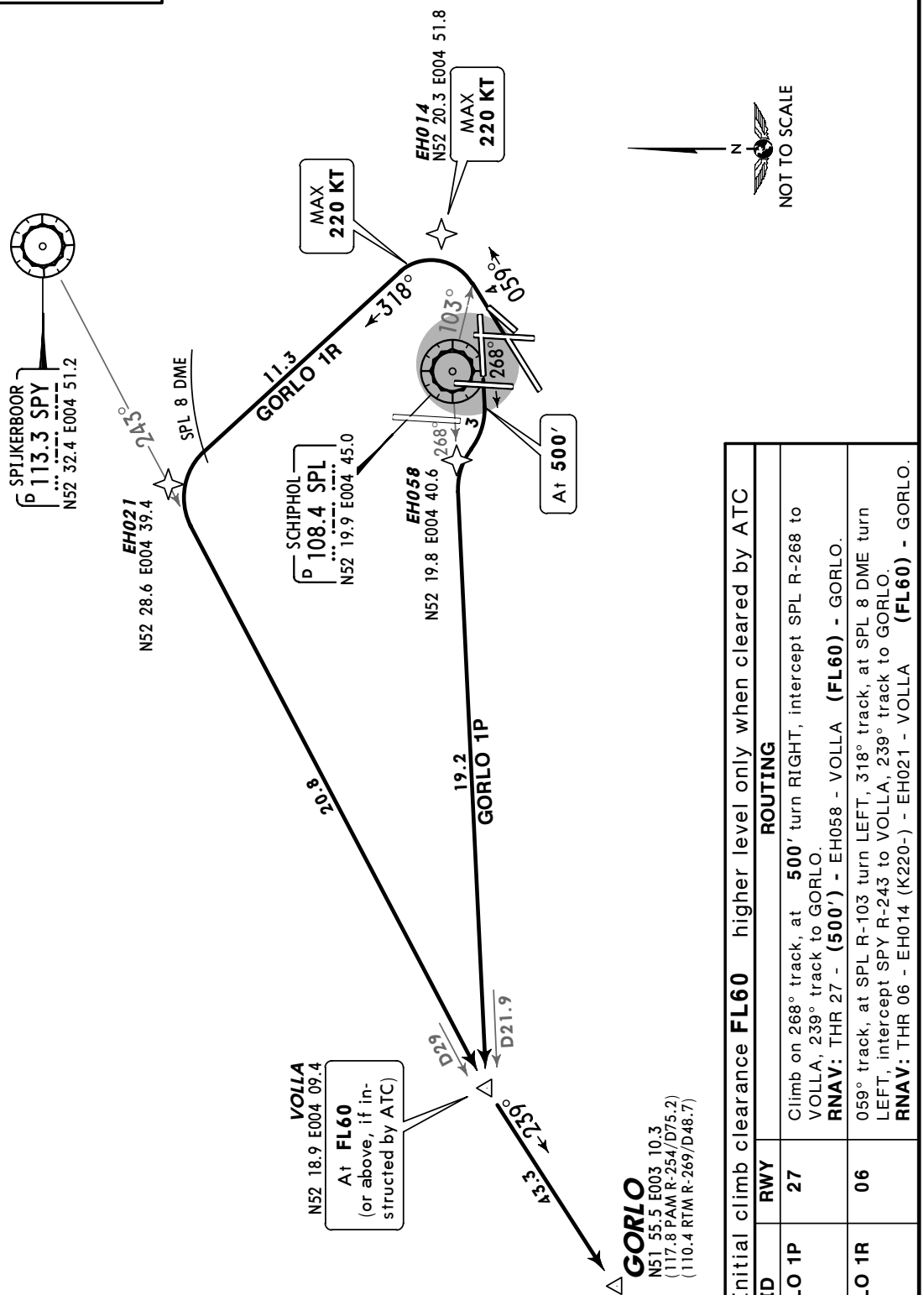
| SID | RWY | ROUTING |
|---|---|---|
| GORLO 1F | 04 | 042° track, at SPL R-095 turn LEFT, 318° track, at SPL 8 DME turn LEFT, intercept SPY R-243 to VOLLA, 239° track to GORLO. **RNAV:** THR 04 - EH059 (K220-) - EH021 - VOLLA **(FL60) -** GORLO. |
| GORLO 1N | 09 | Climb on 088° track, at **500′** turn LEFT, 318° track, at SPL 8 DME turn LEFT, intercept SPY R-243 to VOLLA, 239° track to GORLO. **RNAV:** THR 09 - **(500′) -** EH053 (K220-) - EH021 - VOLLA **(FL60) -** GORLO. |

*CHANGES:* SIDs transferred; chart redrawn.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC Trans alt: 3000′ |
|---|---|---|
| 121.2 | -11′ | For departure instructions refer to 10-3A. |




# GORLO 1P *[GORL1P]*, GORLO 1R *[GORL1R]*
## RWYS 27, 06 DEPARTURES
**SPEED: MAX 250 KT BELOW FL100**

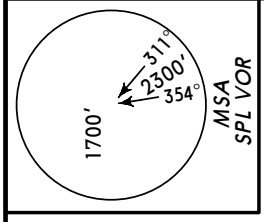



Initial climb clearance **FL60** higher level only when cleared by ATC

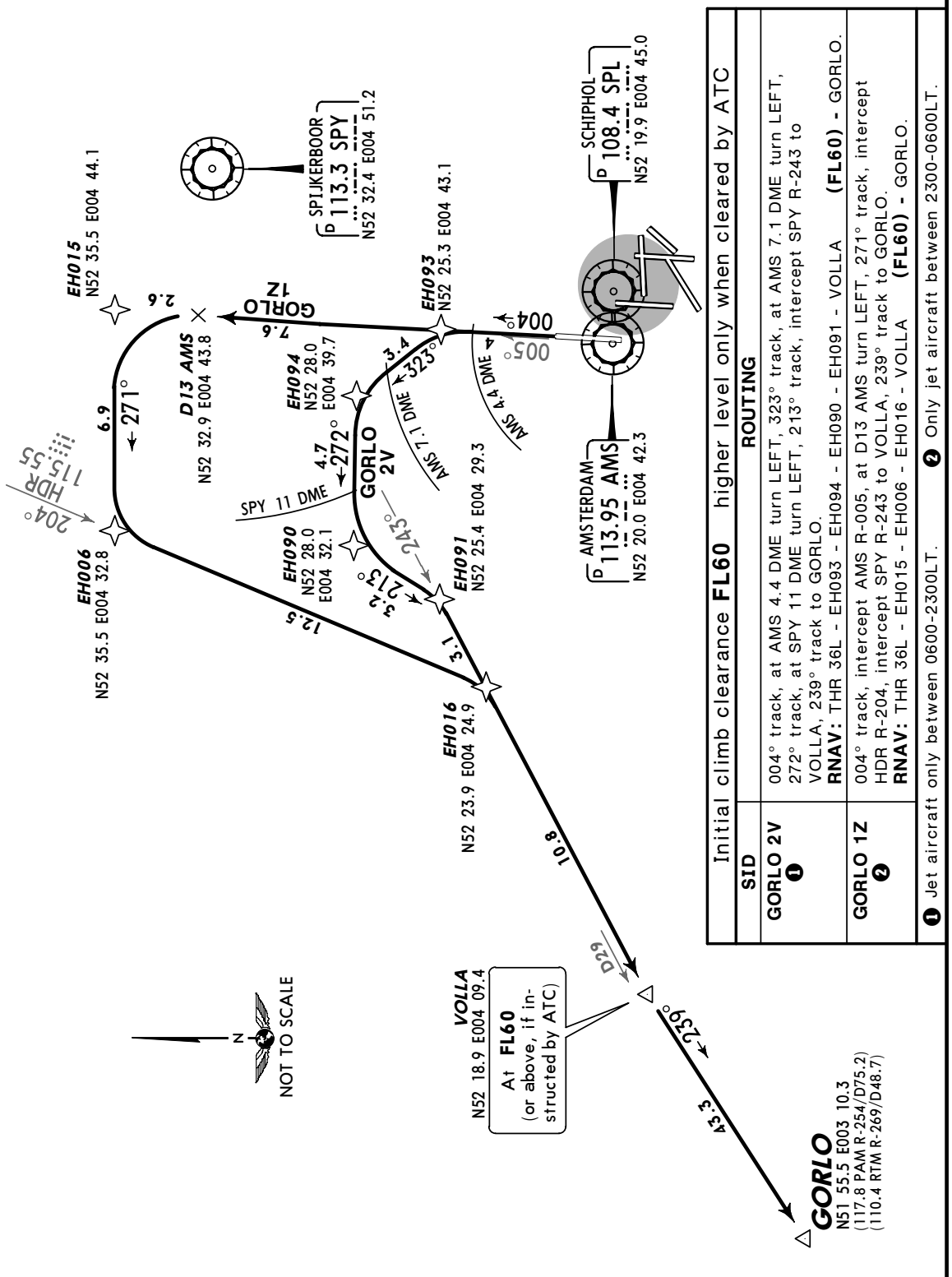
| SID | RWY | ROUTING |
|---|---|---|
| GORLO 1P | 27 | Climb on 268° track, at **500′** turn RIGHT, intercept SPL R-268 to VOLLA, 239° track to GORLO. **RNAV:** THR 27 - **(500′)** - EH058 - VOLLA **(FL60)** - GORLO. |
| GORLO 1R | 06 | 059° track, at SPL R-103 turn LEFT, 318° track, at SPL 8 DME turn LEFT, intercept SPY R-243 to VOLLA, 239° track to GORLO. **RNAV:** THR 06 - EH014 (K220-) - EH021 - VOLLA **(FL60)** - GORLO. |

*CHANGES:* SIDs transferred; chart redrawn.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC  Trans alt: 3000′ |
|---|---|---|
| 121.2 | -11′ | For departure instructions refer to 10-3A. |




# GORLO 2V *[GORL2V]*, GORLO 1Z *[GORL1Z]*
## RWY 36L DEPARTURES
***SPEED: MAX 250 KT BELOW FL100***



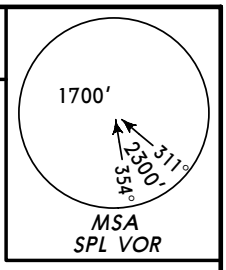

Initial climb clearance **FL60** higher level only when cleared by ATC

| SID | ROUTING |
|---|---|
| **GORLO 2V** ❶ | 004° track, at AMS 4.4 DME turn LEFT, 323° track, at AMS 7.1 DME turn LEFT, 272° track, at SPY 11 DME turn LEFT, 213° track, intercept SPY R-243 to VOLLA, 239° track to GORLO.<br>**RNAV:** THR 36L - EH093 - EH094 - EH090 - EH091 - VOLLA **(FL60) -** GORLO. |
| **GORLO 1Z** ❷ | 004° track, intercept AMS R-005, at D13 AMS turn LEFT, 271° track, intercept HDR R-204, intercept SPY R-243 to VOLLA, 239° track to GORLO.<br>**RNAV:** THR 36L - EH015 - EH006 - EH016 - VOLLA **(FL60) -** GORLO. |

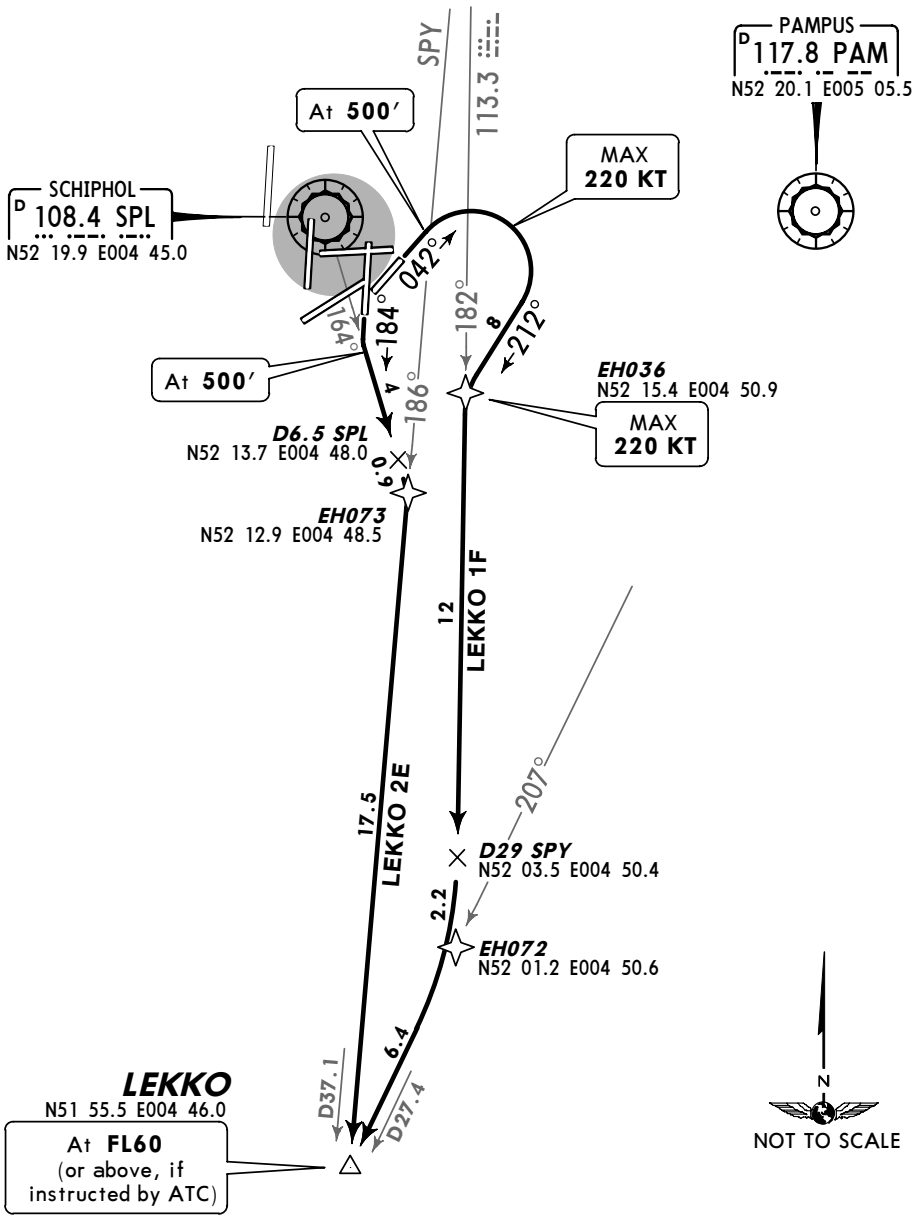
❶ Jet aircraft only between 0600-2300LT. ❷ Only jet aircraft between 2300-0600LT.

*CHANGES:* SIDs transferred; chart redrawn.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC  Trans alt: 3000′ |
|---|---|---|
| 119.05 | -11′ | For departure instructions refer to 10-3A. |




# LEKKO 2E *[LEKO2E]*, LEKKO 1F *[LEKO1F]*
## RWYS 18L, 04 DEPARTURES
***SPEED: MAX 250 KT BELOW FL100***

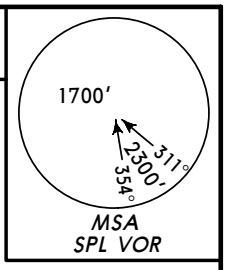



Initial climb clearance **FL60**  higher level only when cleared by ATC

| SID | RWY | ROUTING |
|---|---|---|
| **LEKKO 2E** | **18L** | Climb on 184° track, at **500′** turn LEFT, intercept SPL R-164, at D6.5 SPL turn RIGHT, intercept SPY R-186 to LEKKO. **RNAV:** THR 18L - **(500′) -** EH073 - LEKKO **(FL60).** |
| **LEKKO 1F** | **04** | Climb on 042° track, at **500′** turn RIGHT, 212° track, intercept SPY R-182, at D29 SPY turn RIGHT, intercept PAM R-207 to LEKKO. **RNAV:** THR 04 - **(500′) -** EH036 (K220-) - EH072 - LEKKO **(FL60).** |

*CHANGES:* SIDs transferred; chart redrawn.

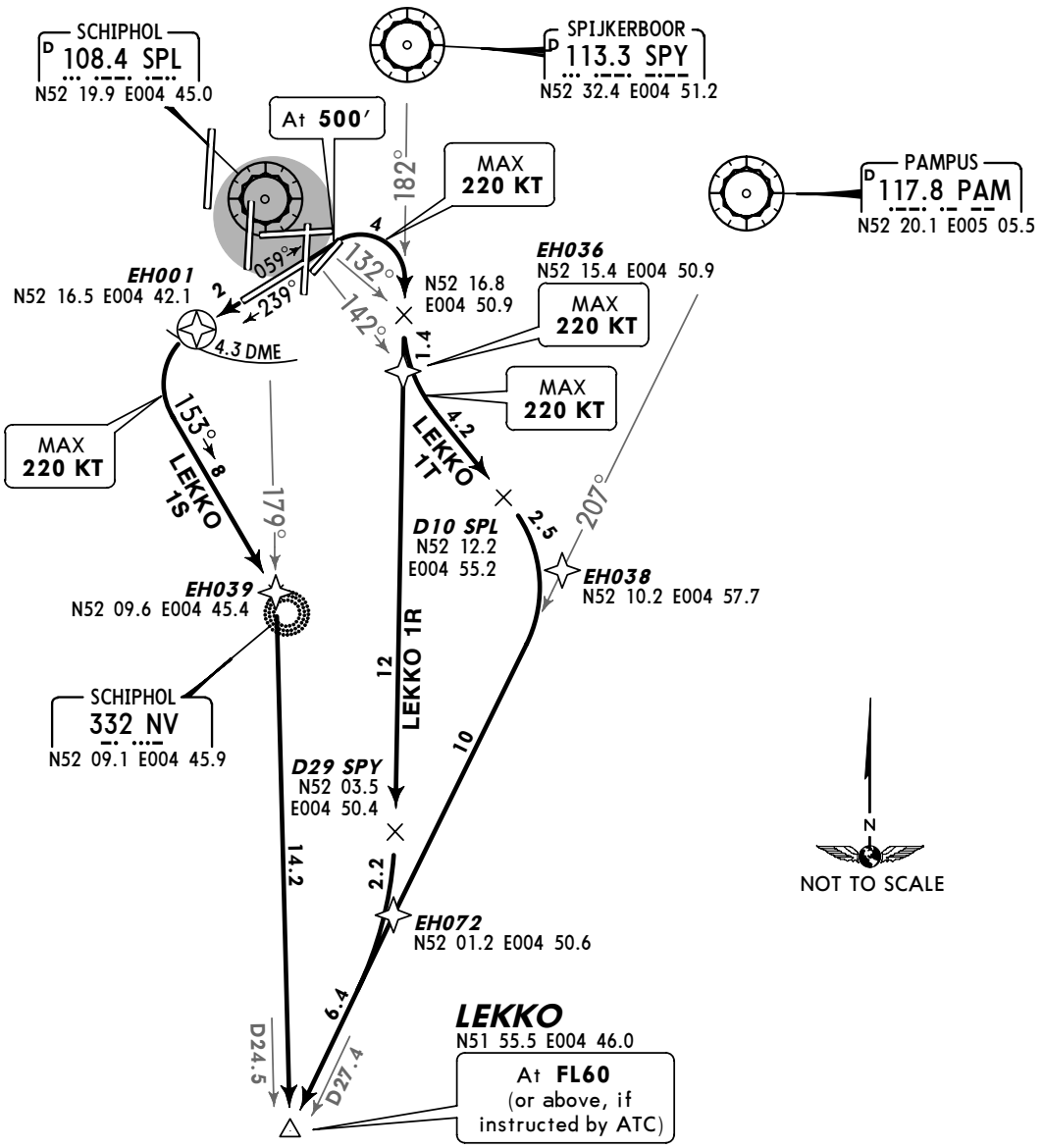
| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC Trans alt: 3000′ |
|---|---|---|
| 119.05 | -11′ | |




# LEKKO 1R *[LEKO1R]*, LEKKO 1S *[LEKO1S]*
# LEKKO 1T *[LEKO1T]*
## RWYS 06, 24 DEPARTURES

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000′,
THEN CONTACT SCHIPHOL DEPARTURE

***SPEED: MAX 250 KT BELOW FL100***



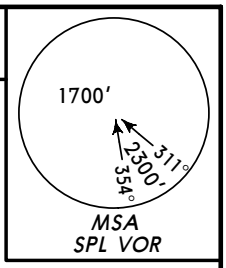

Initial climb clearance **FL60** higher level only when cleared by ATC

| SID | RWY | ROUTING |
|---|---|---|
| **LEKKO 1R** ❶ | **06** | Climb on 059° track, at **500′** turn RIGHT, intercept SPY R-182, at D29 SPY turn RIGHT, intercept PAM R-207 to LEKKO. **RNAV:** THR 06 - **(500′) -** EH036 (K220-) - EH072 - LEKKO **(FL60).** |
| **LEKKO 1S** | **24** | 239° track, at SPL 4.3 DME turn LEFT, intercept 153° bearing towards NV, intercept SPL R-179 to LEKKO. **RNAV:** THR 24 - EH001 - EH039 - LEKKO **(FL60).** |
| **LEKKO 1T** ❷ | **06** | Climb on 059° track, at **500′** turn RIGHT, 182° track, at SPL R-132 turn LEFT, intercept SPL R-142, at D10 SPL turn RIGHT, intercept PAM R-207 to LEKKO. **RNAV:** THR 06 - **(500′) -** EH036 (K220-) - EH038 - LEKKO **(FL60).** |

❶ Jet aircraft only between 0600-2300LT. ❷ Only jet aircraft between 2300-0600LT.

*CHANGES:* Reference note; turning point RWY 24.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC Trans alt: 3000′ |
|---|---|---|
| 119.05 | -11′ | |

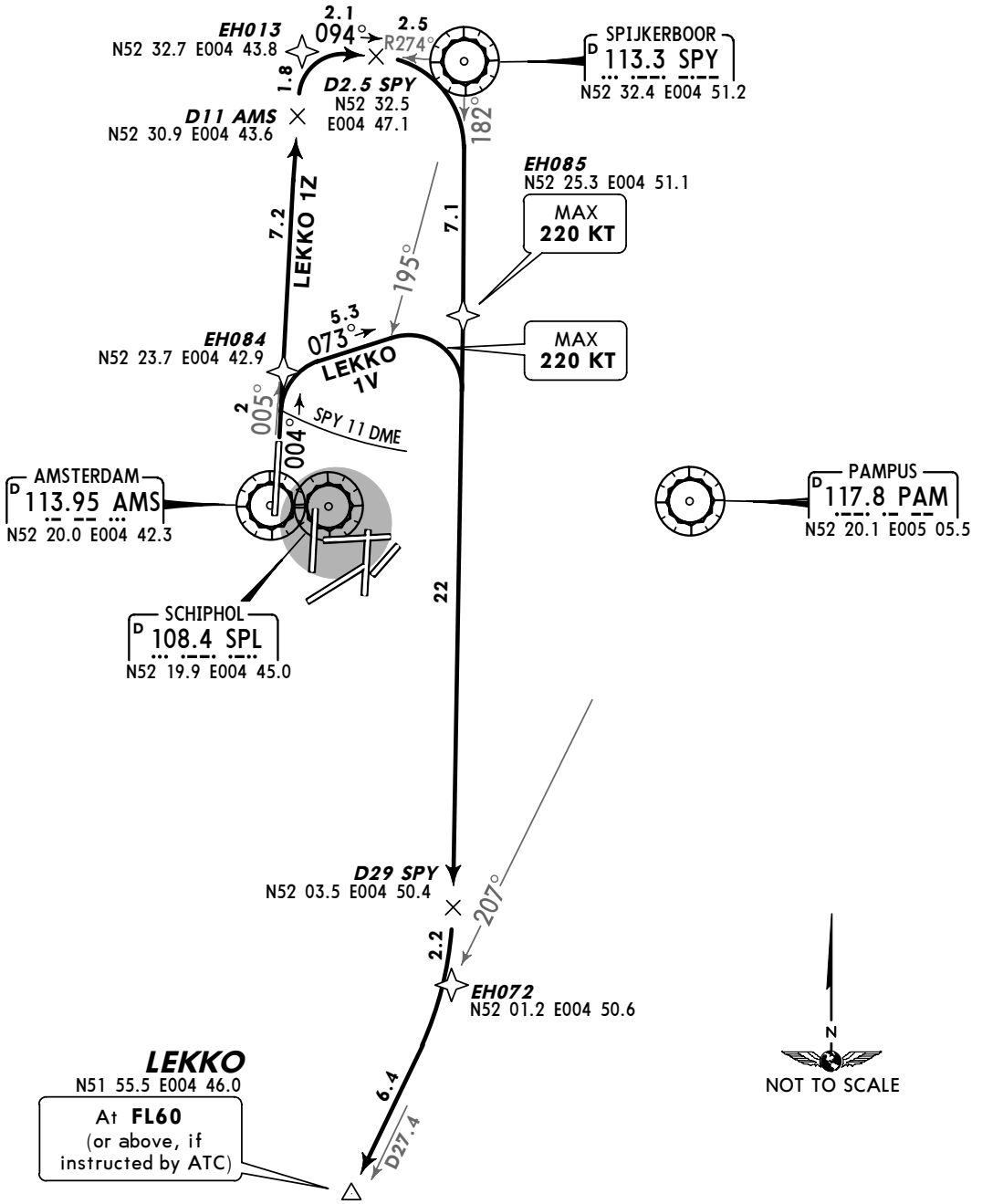



# LEKKO 1V *[LEKO1V]*, LEKKO 1Z *[LEKO1Z]*

## RWY 36L DEPARTURES

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000′,
THEN CONTACT SCHIPHOL DEPARTURE

***SPEED: MAX 250 KT BELOW FL100***



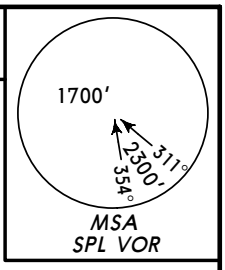

Initial climb clearance **FL60** higher level only when cleared by ATC

| SID | ROUTING |
|---|---|
| **LEKKO 1V** ❶ | 004° track, at SPY 11 DME turn RIGHT, 073° track, at SPY R-195 turn RIGHT, intercept SPY R-182, intercept PAM R-207 to LEKKO. **RNAV:** THR 36L - EH084 - EH085 (K220-) - EH072 - LEKKO **(FL60).** |
| **LEKKO 1Z** ❷ | 004° track, intercept AMS R-005, at D11 AMS turn RIGHT, intercept SPY R-274 inbound, at D2.5 SPY turn RIGHT, intercept SPY R-182, intercept PAM R-207 to LEKKO. **RNAV:** THR 36L - EH013 - SPY - EH072 - LEKKO **(FL60).** |

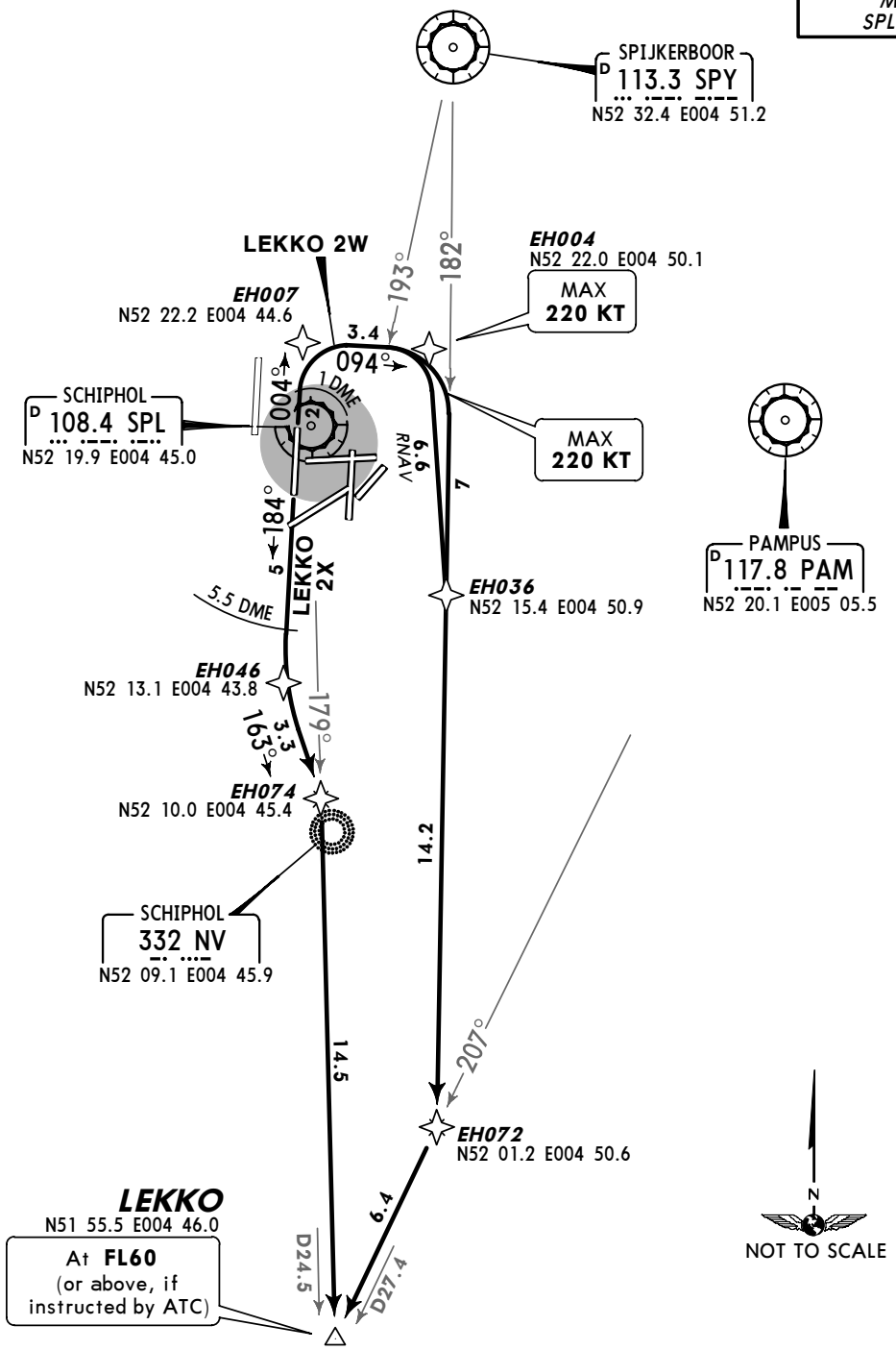
❶ Jet aircraft only between 0600-2300LT. ❷ Only jet aircraft between 2300-0600LT.

*CHANGES:* Reference note.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC  Trans alt: 3000′ |
|---|---|---|
| 119.05 | -11′ | For departure instructions refer to 10-3A. |




# LEKKO 2W *[LEKO2W]*, LEKKO 2X *[LEKO2X]*
## RWYS 36C, 18C DEPARTURES
***SPEED: MAX 250 KT BELOW FL100***

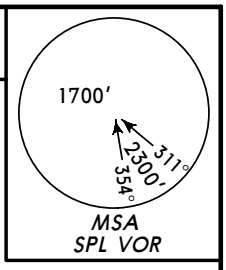



Initial climb clearance **FL60** higher level only when cleared by ATC

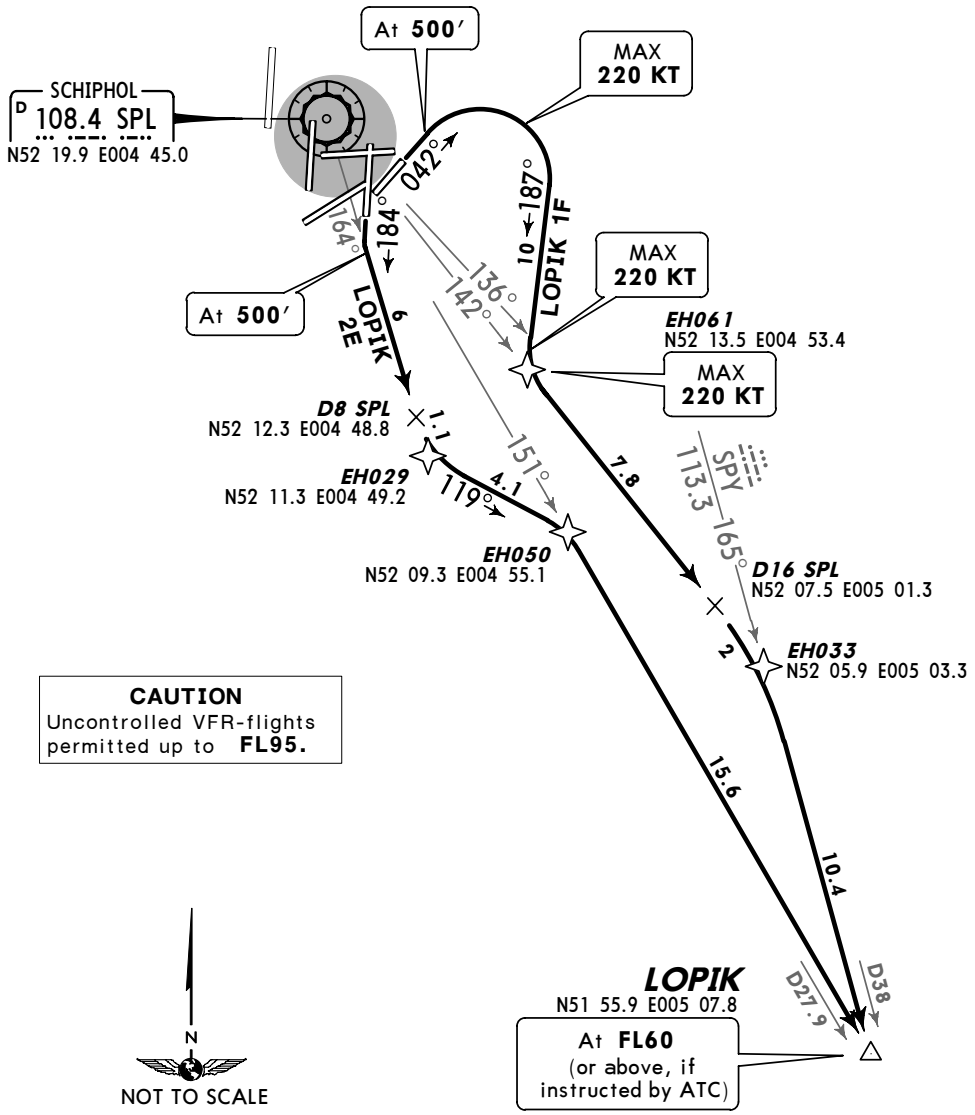
| SID | RWY | ROUTING |
|---|---|---|
| **LEKKO 2W** | **36C** | 004° track, at SPL 1 DME turn RIGHT, 094° track, at SPY R-193 turn RIGHT, intercept SPY R-182, intercept PAM R-207 to LEKKO. **RNAV:** THR 36C - EH007 - EH004 (K220-) - EH036 - EH072 - LEKKO **(FL60).** |
| **LEKKO 2X** | **18C** | 184° track, at SPL 5.5 DME turn LEFT, intercept 163° bearing towards NV, intercept SPL R-179 to LEKKO. **RNAV:** THR 18C - EH046 - EH074 - LEKKO **(FL60).** |

*CHANGES:* New chart.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC  Trans alt: 3000′ |
|---|---|---|
| 119.05 | -11′ | For departure instructions refer to 10-3A. |




# LOPIK 2E *[LOPI2E]*, LOPIK 1F *[LOPI1F]*
## RWYS 18L, 04 DEPARTURES
FOR TRAFFIC VIA UR 7/UN 852
FOR TRAFFIC VIA V 33 WITH DESTINATION EHEH, EHBD & EHBK
***SPEED: MAX 250 KT BELOW FL100***

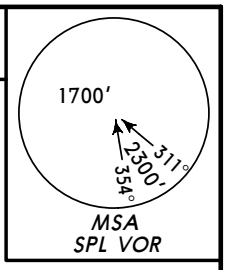



Initial climb clearance **FL60** higher level only when cleared by ATC

| SID | RWY | ROUTING |
|---|---|---|
| **LOPIK 2E** | **18L** | Climb on 184° track, at **500′** turn LEFT, intercept SPL R-164, at D8 SPL turn LEFT, 119° track, intercept SPL R-151 to LOPIK. **RNAV:** THR 18L - **(500′) -** EH029 - EH050 - LOPIK **(FL60).** |
| **LOPIK 1F** | **04** | Climb on 042° track, at **500′** turn RIGHT, 187° track, at SPL R-136 turn LEFT, intercept SPL R-142, at D16 SPL turn RIGHT, intercept SPY R-165 to LOPIK. **RNAV:** THR 04 - **(500′) -** EH061 (K220-) - EH033 - LOPIK **(FL60).** |

*CHANGES:* New chart.

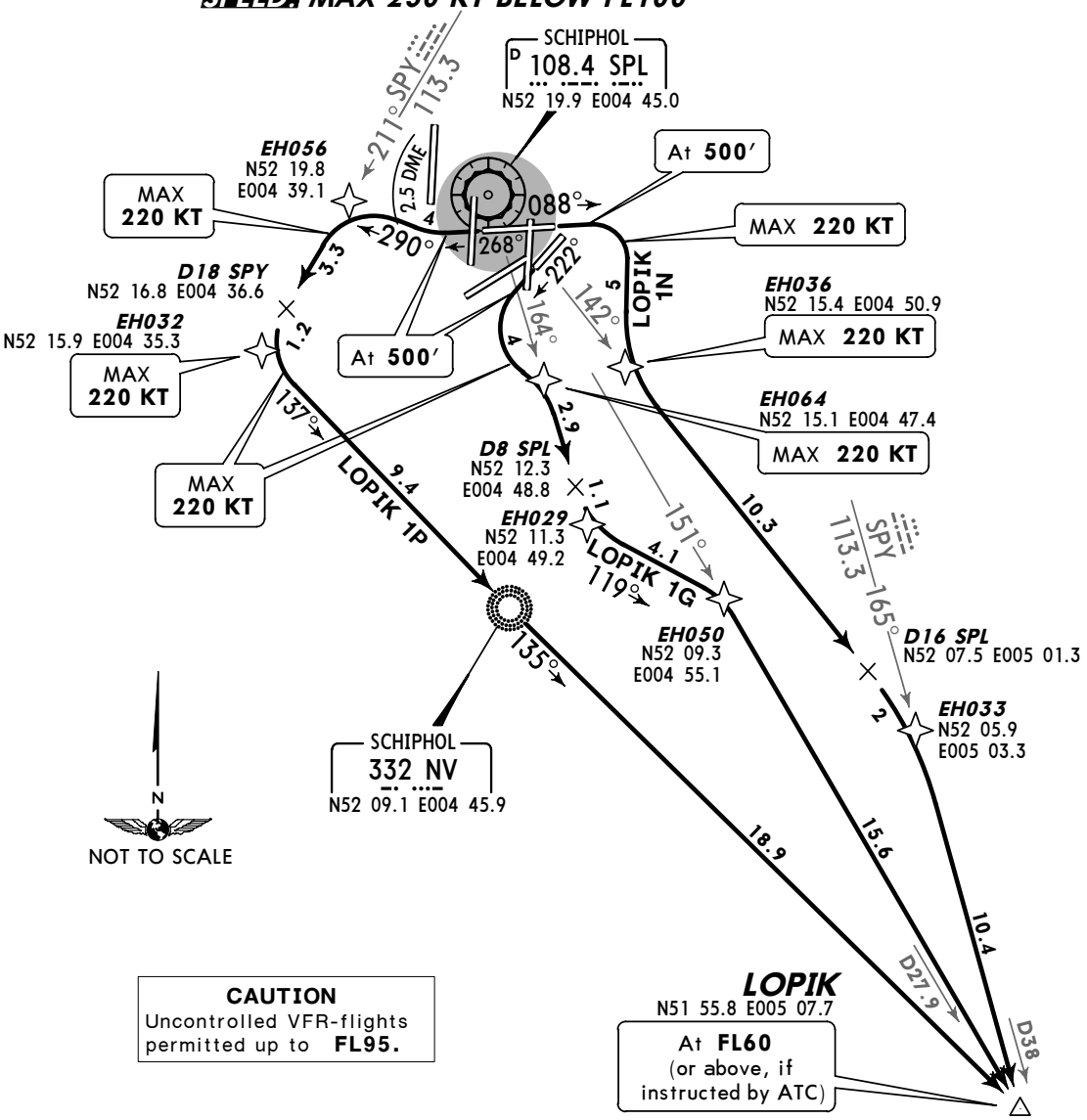
| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC Trans alt: 3000′ |
|---|---|---|
| 119.05 | -11′ | |




# LOPIK 1G *[LOPI1G]*, LOPIK 1N *[LOPI1N]*
# LOPIK 1P *[LOPI1P]*
## RWYS 22, 09, 27 DEPARTURES

FOR TRAFFIC VIA UR 7/UN 852
FOR TRAFFIC VIA V 33 WITH DESTINATION EHEH, EHBD & EHBK
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000′,
THEN CONTACT SCHIPHOL DEPARTURE

**SPEED: MAX 250 KT BELOW FL100**

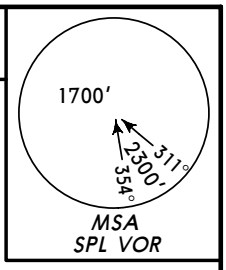



Initial climb clearance **FL60** higher level only when cleared by ATC

| SID | RWY | ROUTING |
|---|---|---|
| **LOPIK 1G** | **22** | Climb on 222° track, at **500′** turn LEFT, intercept SPL R-164, at D8 SPL turn LEFT, 119° track, intercept SPL R-151 to LOPIK. **RNAV:** THR 22 - **(500′)** - EH064 (K220-) - EH029 - EH050 - LOPIK **(FL60).** |
| **LOPIK 1N** | **09** | Climb on 088° track, at **500′** turn RIGHT, intercept SPL R-142, at D16 SPL turn RIGHT, intercept SPY R-165 to LOPIK. **RNAV:** THR 09 - **(500′)** - EH036 (K220-) - EH033 - LOPIK **(FL60).** |
| **LOPIK 1P** | **27** | Climb on 268° track, at **500′** turn RIGHT, 290° track, at SPL 2.5 DME turn LEFT, intercept SPY R-211, at D18 SPY turn LEFT, intercept 137° bearing to NV, 135° bearing to LOPIK. **RNAV:** THR 27 - **(500′) -** EH056 - EH032 (K220-) - NV - LOPIK **(FL60).** |

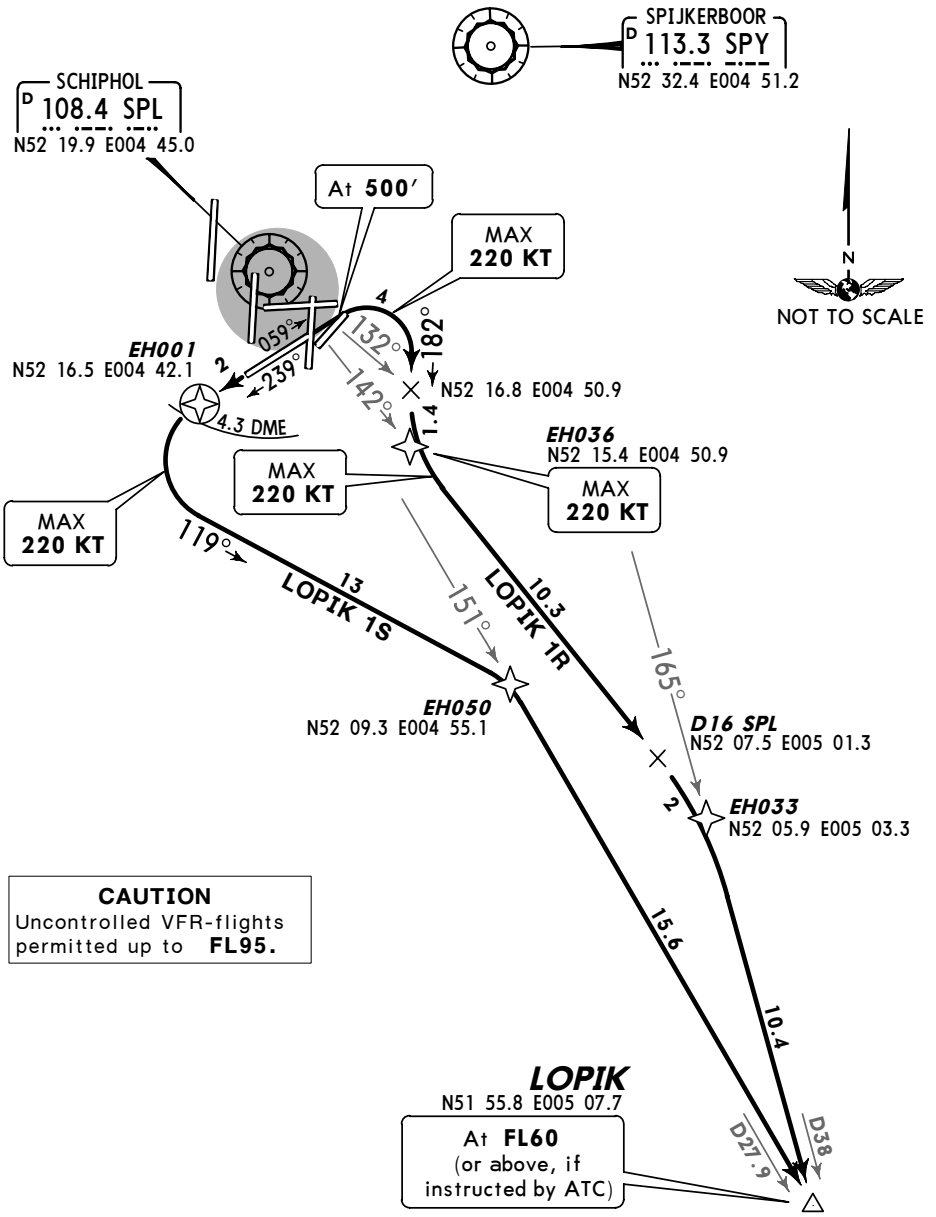
*CHANGES:* Reference note.

| SCHIPHOL Departure (R) 119.05 | *Apt Elev* -11′ | Trans level: By ATC Trans alt: 3000′ |
|---|---|---|




# LOPIK 1R *[LOPI1R]*, LOPIK 1S *[LOPI1S]*
## RWYS 06, 24 DEPARTURES

FOR TRAFFIC VIA UR 7/UN 852
FOR TRAFFIC VIA V 33 WITH DESTINATION EHEH, EHBD & EHBK
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000′,
THEN CONTACT SCHIPHOL DEPARTURE
***SPEED: MAX 250 KT BELOW FL100***

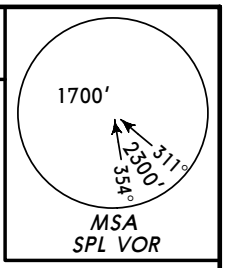



Initial climb clearance **FL60** higher level only when cleared by ATC

| SID | RWY | ROUTING |
|---|---|---|
| **LOPIK 1R** | **06** | Climb on 059° track, at **500′** turn RIGHT, 182° track, at SPL R-132 turn LEFT, intercept SPL R-142, at D16 SPL turn RIGHT, intercept SPY R-165 to LOPIK.<br>**RNAV:** THR 06 - **(500′) -** EH036 (K220-) - EH033 - LOPIK **(FL60).** |
| **LOPIK 1S** | **24** | 239° track, at SPL 4.3 DME turn LEFT, 119° track, intercept SPL R-151 to LOPIK.<br>**RNAV:** THR 24 - EH001 - EH050 - LOPIK **(FL60).** |

*CHANGES:* Reference note; turning point RWY 24.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC  Trans alt: 3000′ |
|---|---|---|
| 119.05 | -11′ | For departure instructions refer to 10-3A. |



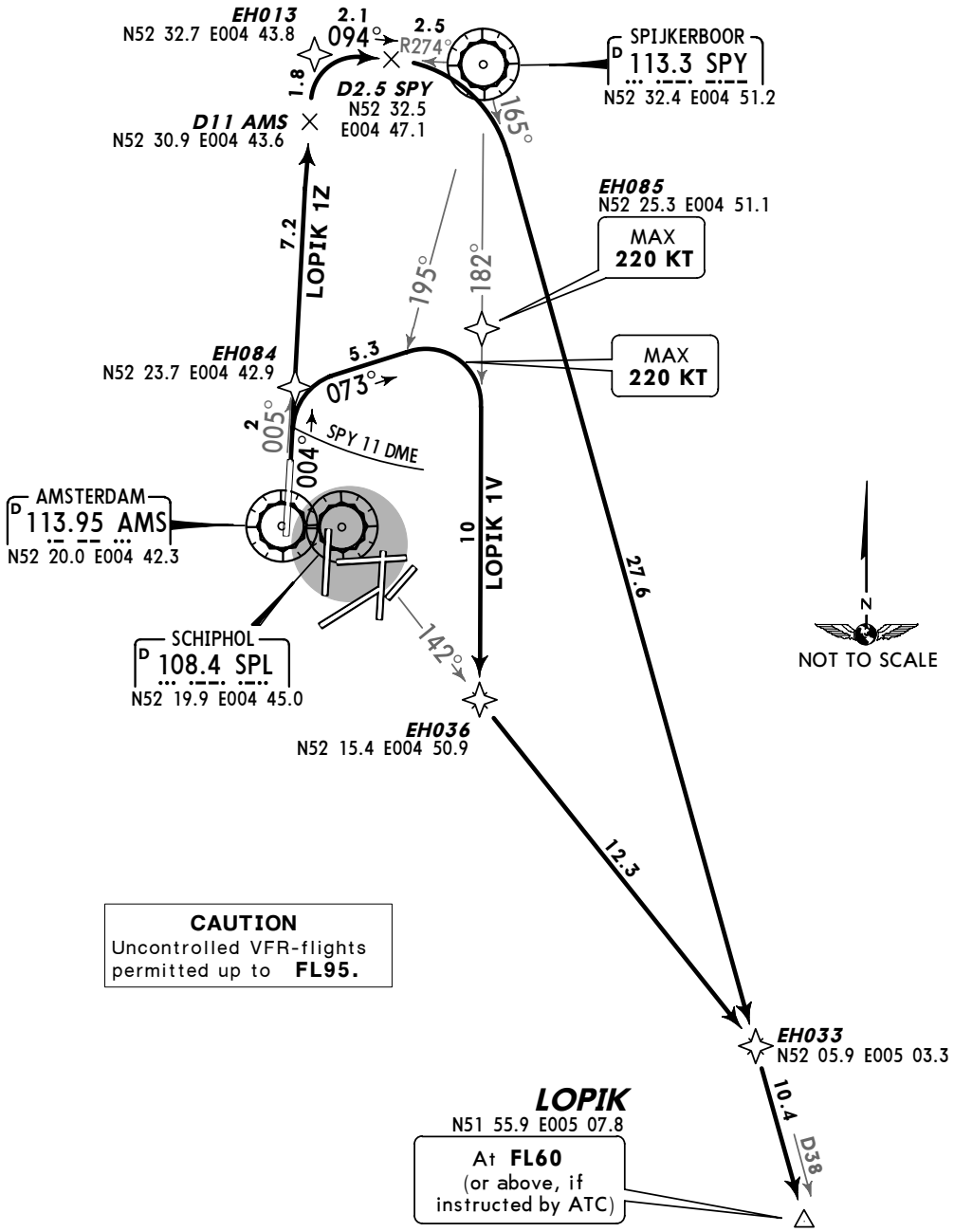

# LOPIK 1V *[LOPI1V]*, LOPIK 1Z *[LOPI1Z]*

## RWY 36L DEPARTURES

FOR TRAFFIC VIA UR 7/UN 852

FOR TRAFFIC VIA V 33 WITH DESTINATION EHEH, EHBD & EHBK

***SPEED: MAX 250 KT BELOW FL100***



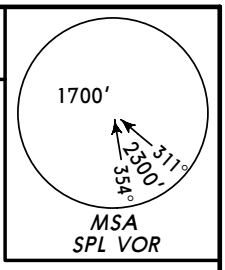

Initial climb clearance **FL60** higher level only when cleared by ATC

| SID | ROUTING |
|---|---|
| **LOPIK 1V** ❶ | 004° track, at SPY 11 DME turn RIGHT, 073° track, at SPY R-195 turn RIGHT, intercept SPY R-182, intercept SPL R-142, intercept SPY R-165 to LOPIK. **RNAV:** THR 36L - EH084 - EH085 (K220-) - EH036 - EH033 - LOPIK **(FL60).** |
| **LOPIK 1Z** ❷ | 004° track, intercept AMS R-005, at D11 AMS turn RIGHT, intercept SPY R-274 inbound, at D2.5 SPY turn RIGHT, intercept SPY R-165 to LOPIK. **RNAV:** THR 36L - EH013 - SPY - LOPIK **(FL60).** |

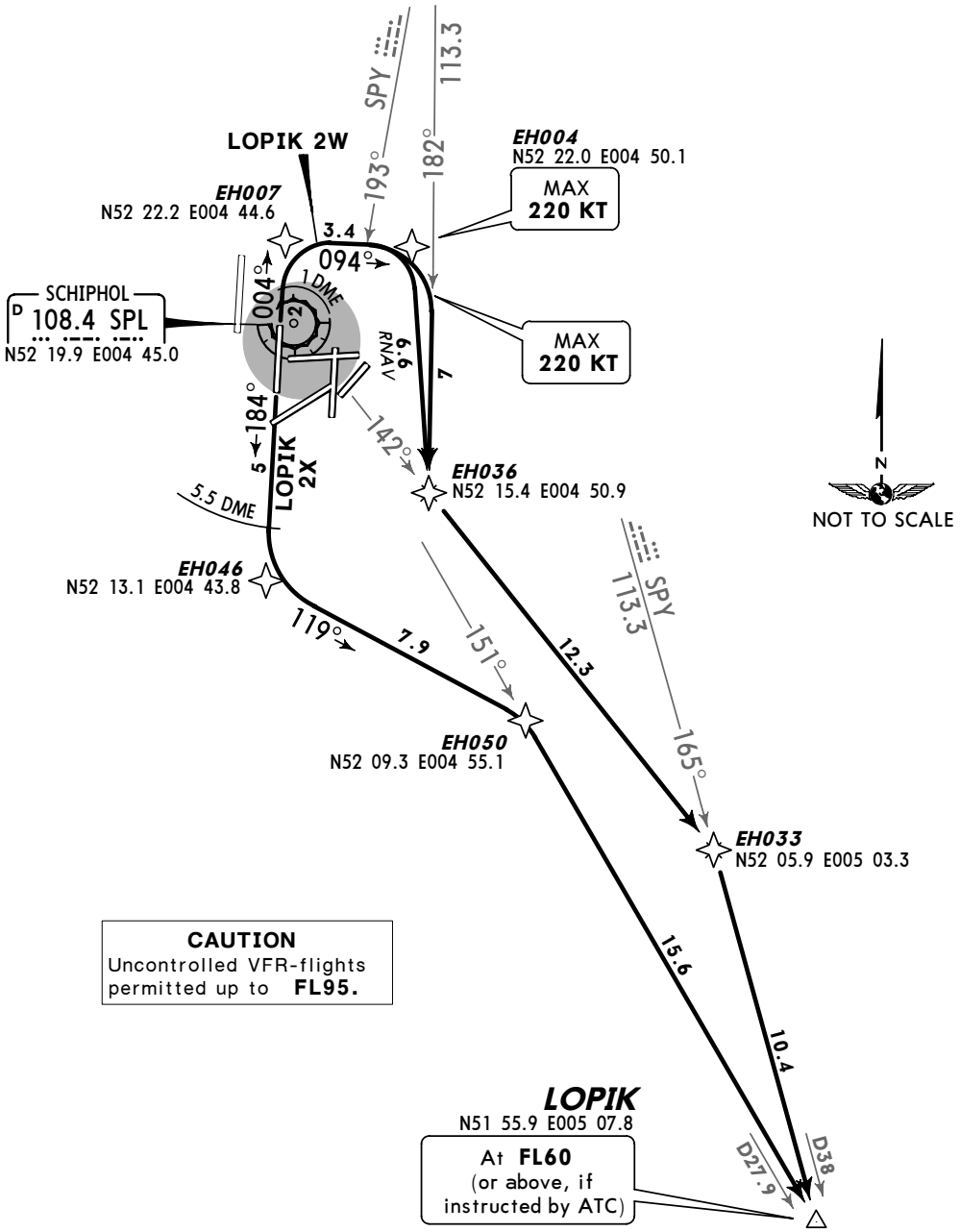
❶ Jet aircraft only between 0600-2300LT.  ❷ Only jet aircraft between 2300-0600LT.

*CHANGES:* New chart.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC  Trans alt: 3000′ |
|---|---|---|
| 119.05 | -11′ | For departure instructions refer to 10-3A. |




# LOPIK 2W *[LOPI2W]*, LOPIK 2X *[LOPI2X]*
## RWYS 36C, 18C DEPARTURES
FOR TRAFFIC VIA UR 7/UN 852
FOR TRAFFIC VIA V 33 WITH DESTINATION EHEH, EHBD & EHBK
***SPEED: MAX 250 KT BELOW FL100***

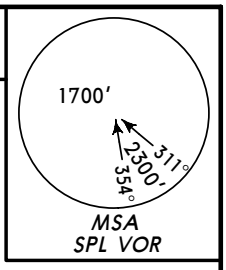



Initial climb clearance **FL60** higher level only when cleared by ATC

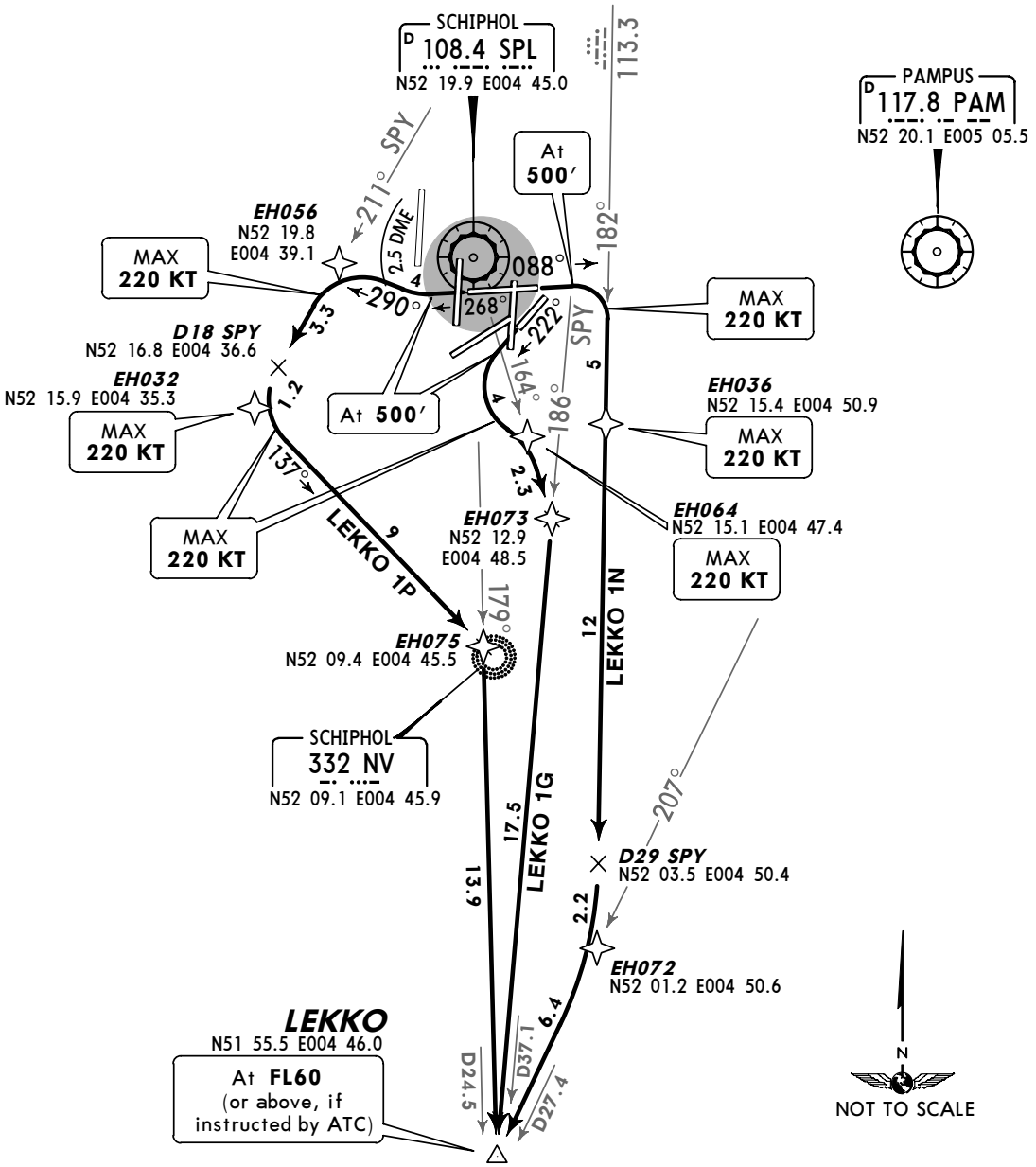
| SID | RWY | ROUTING |
|---|---|---|
| **LOPIK 2W** | **36C** | 004° track, at SPL 1 DME turn RIGHT, 094° track, at SPY R-193 turn RIGHT, intercept SPY R-182, intercept SPL R-142, intercept SPY R-165 to LOPIK.<br>**RNAV:** THR 36C - EH007 - EH004 (K220-) - EH036 - EH033 - LOPIK **(FL60).** |
| **LOPIK 2X** | **18C** | 184° track, at SPL 5.5 DME turn LEFT, 119° track, intercept SPL R-151 to LOPIK.<br>**RNAV:** THR 18C - EH046 - EH050 - LOPIK **(FL60).** |

*CHANGES:* New chart.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC Trans alt: 3000′ |
|---|---|---|
| 119.05 | -11′ | For departure instructions refer to 10-3A. |




# LEKKO 1G *[LEKO1G]*, LEKKO 1N *[LEKO1N]*
# LEKKO 1P *[LEKO1P]*
## RWYS 22, 09, 27 DEPARTURES
***SPEED: MAX 250 KT BELOW FL100***

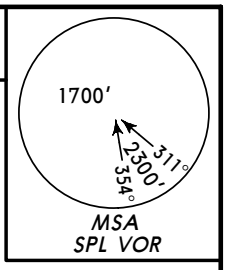



Initial climb clearance **FL60** higher level only when cleared by ATC

| SID | RWY | ROUTING |
|---|---|---|
| **LEKKO 1G** | **22** | Climb on 222° track, at **500′** turn LEFT, intercept SPL R-164, intercept SPY R-186 to LEKKO. **RNAV:** THR 22 - **(500′)** - EH064 (K220-) - EH073 - LEKKO **(FL60).** |
| **LEKKO 1N** | **09** | Climb on 088° track, at **500′** turn RIGHT, intercept SPY R-182, at D29 SPY turn RIGHT, intercept PAM R-207 to LEKKO. **RNAV:** THR 09 - **(500′)** - EH036 (K220-) - EH072 - LEKKO **(FL60).** |
| **LEKKO 1P** | **27** | Climb on 268° track, at **500′** turn RIGHT, 290° track, at SPL 2.5 DME turn LEFT, intercept SPY R-211, at D18 SPY turn LEFT, intercept 137° bearing towards NV, intercept SPL R-179 to LEKKO. **RNAV:** THR 27 - **(500′) -** EH056 - EH032 (K220-) - EH075 - LEKKO **(FL60).** |

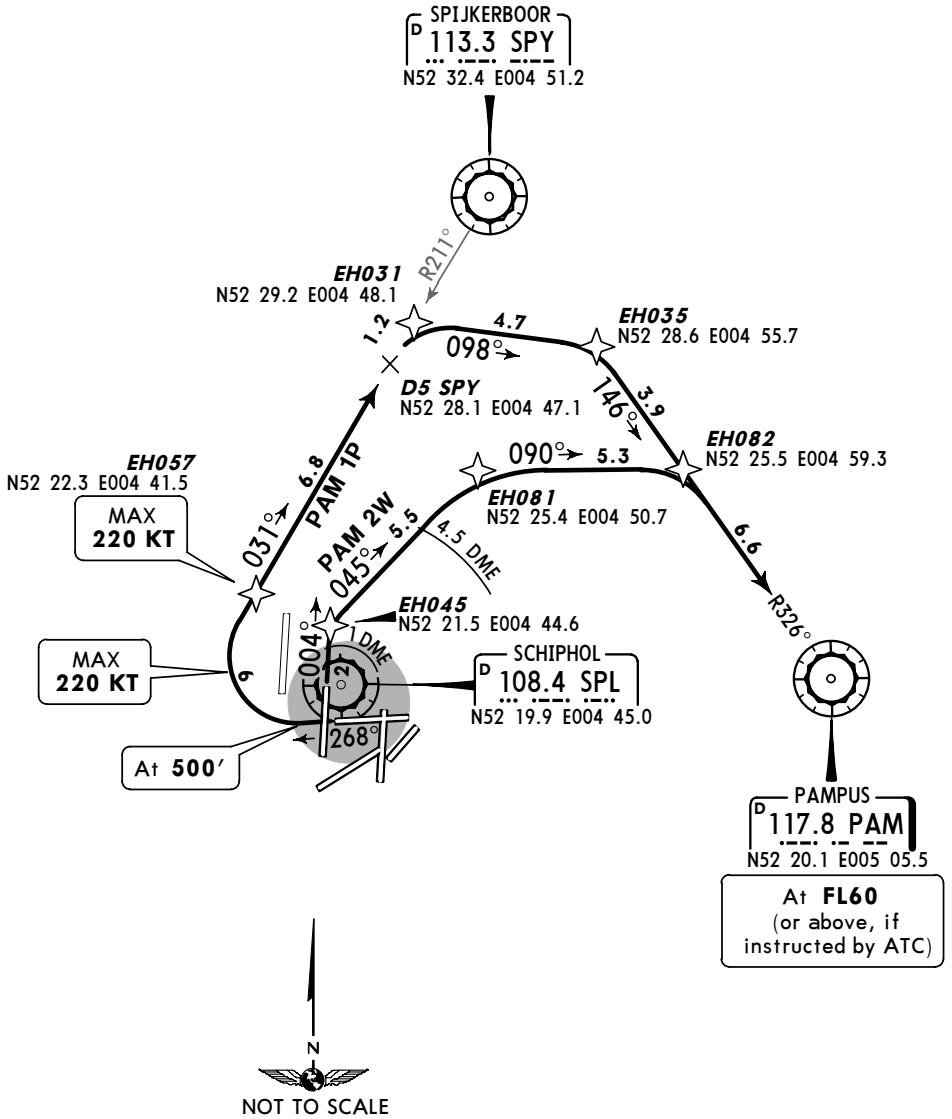
*CHANGES:* New chart.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC  Trans alt: 3000′ |
|---|---|---|
| 119.05 | -11′ | For departure instructions refer to 10-3A. |




# PAMPUS 1P (PAM 1P)
# PAMPUS 2W (PAM 2W)
# RWYS 27, 36C DEPARTURES

***SPEED: MAX 250 KT BELOW FL100***

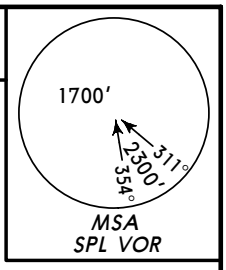



Initial climb clearance **FL60** higher level only when cleared by ATC

| SID | RWY | ROUTING |
|---|---|---|
| **PAM 1P** | **27** | Climb on 268° track, at **500′** turn RIGHT, intercept SPY R-211 inbound to D5 SPY, turn RIGHT, 098° track, intercept PAM R-326 inbound to PAM.<br>**RNAV:** THR 27 - **(500′) -** EH057 (K220-) - EH031 - EH035 - PAM **(FL60).** |
| **PAM 2W** | **36C** | 004° track, at SPL 1 DME turn RIGHT, 045° track, at SPL 4.5 DME turn RIGHT, 090° track, intercept PAM R-326 inbound to PAM.<br>**RNAV:** THR 36C - EH045 - EH081 - EH082 - PAM **(FL60).** |

*CHANGES:* New chart.

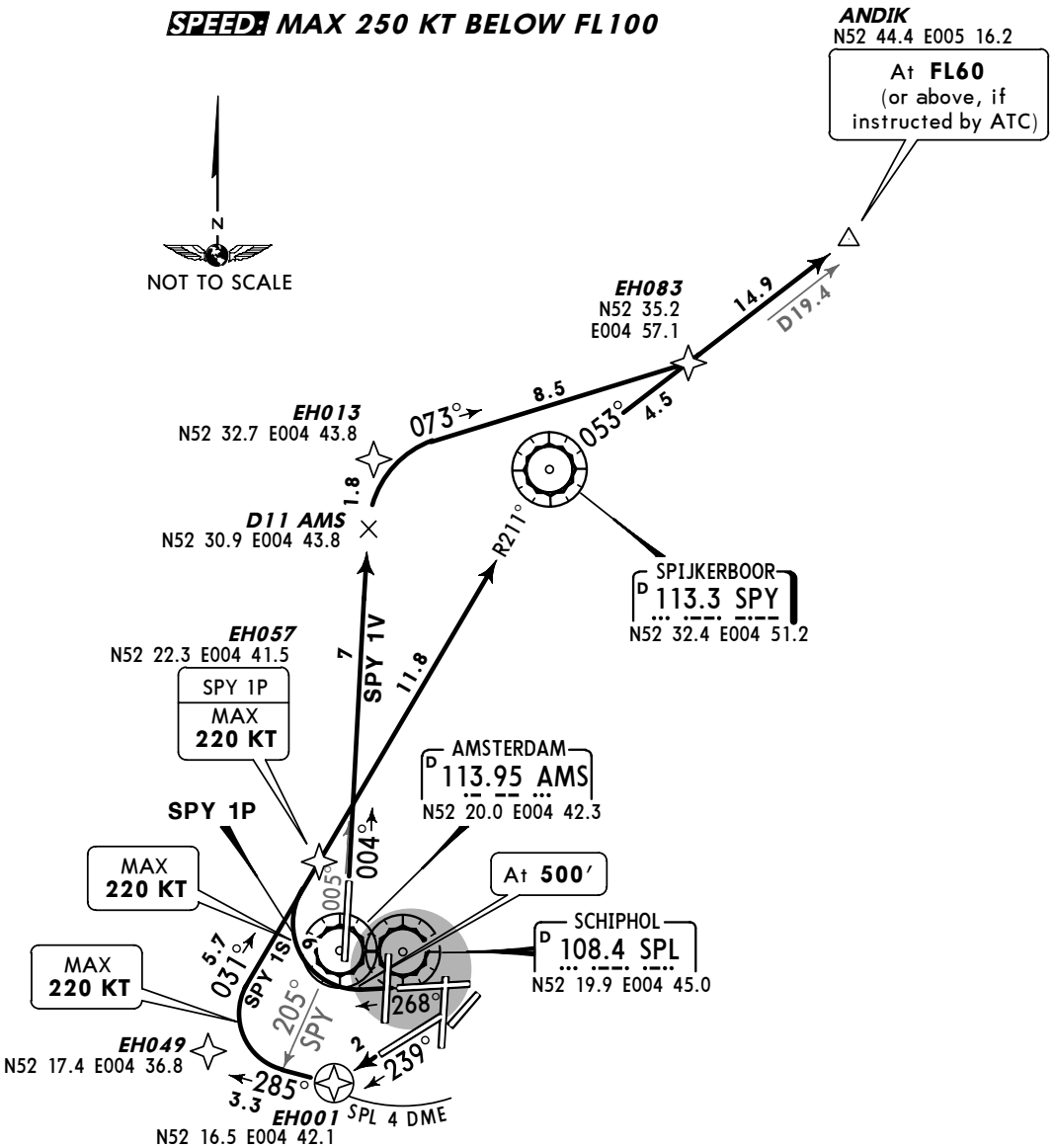
| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC Trans alt: 3000′ |
|---|---|---|
| 121.2 | -11′ | |




# SPIJKERBOOR 1P (SPY 1P)
# SPIJKERBOOR 1S (SPY 1S)
# SPIJKERBOOR 1V (SPY 1V)
# RWYS 27, 24, 36L DEPARTURES

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000′,
THEN CONTACT SCHIPHOL DEPARTURE

***SPEED: MAX 250 KT BELOW FL100***

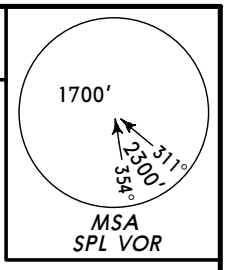



Initial climb clearance **FL60** higher level only when cleared by ATC

| SID | RWY | ROUTING |
|---|---|---|
| **SPY 1P** | **27** | Climb on 268° track, at **500′** turn RIGHT, intercept SPY R-211 inbound to SPY, SPY R-053 to ANDIK.<br>**RNAV:** THR 27 - **(500′) -** EH057 (K220-) - SPY - ANDIK **(FL60).** |
| **SPY 1S** | **24** | 239° track, at SPL 4 DME turn RIGHT, 285° track, at SPY R-205 turn RIGHT, intercept SPY R-211 inbound to SPY, SPY R-053 to ANDIK.<br>**RNAV:** THR 24 - EH001 - EH049 - SPY - ANDIK **(FL60).**<br>**B737:** THR 24 - EH001 - EH057 - SPY - ANDIK **(FL60).** |
| **SPY 1V** | **36L** | 004° track, intercept AMS R-005, at D11 AMS turn RIGHT, 073° track, intercept SPY R-053 to ANDIK.<br>**RNAV:** THR 36L - EH013 - EH083 - ANDIK **(FL60).** |

*CHANGES:* Reference note.

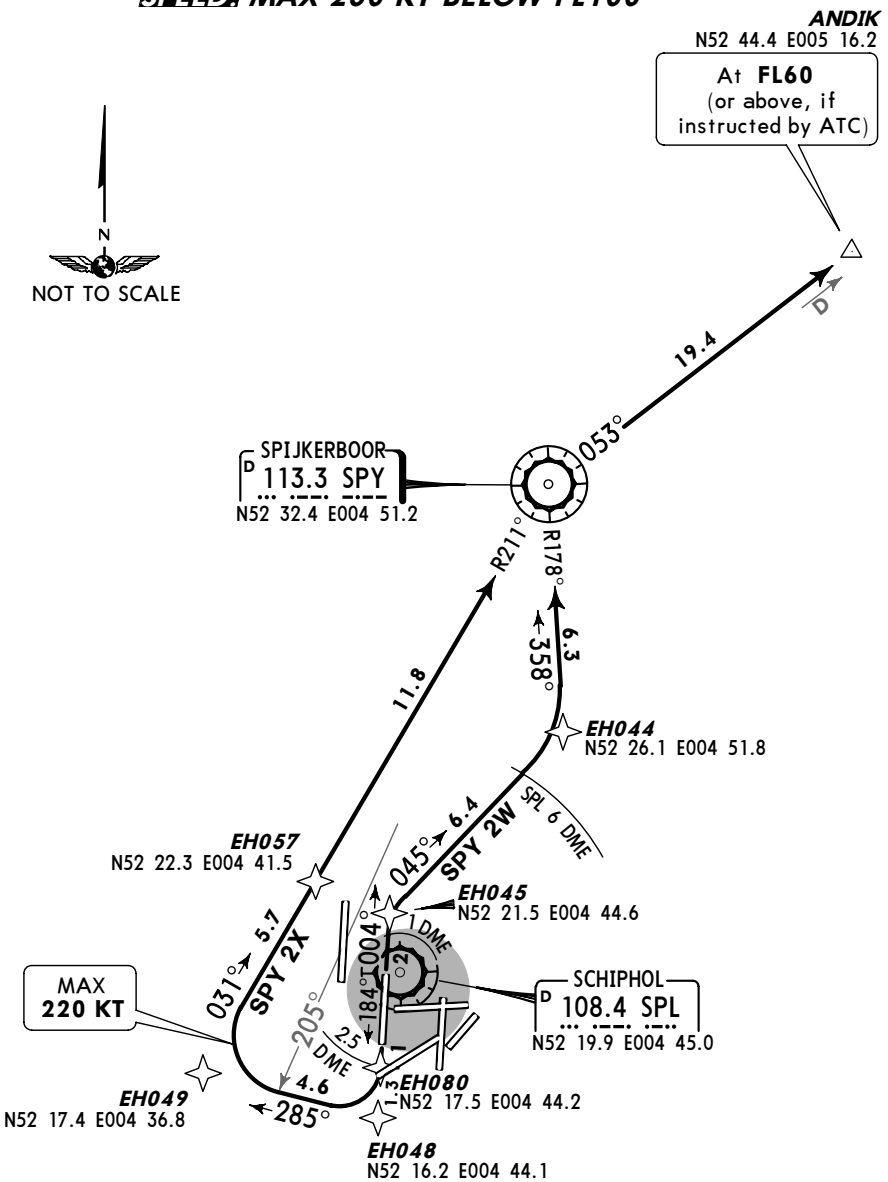
| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC Trans alt: 3000′ |
|---|---|---|
| 121.2 | -11′ | |




# SPIJKERBOOR 2W (SPY 2W)
# SPIJKERBOOR 2X (SPY 2X)
# RWYS 36C, 18C DEPARTURES

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000′,
THEN CONTACT SCHIPHOL DEPARTURE

***SPEED: MAX 250 KT BELOW FL100***

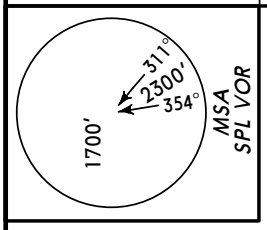



Initial climb clearance **FL60** higher level only when cleared by ATC

| SID | RWY | ROUTING |
|---|---|---|
| **SPY 2W** | **36C** | 004° track, at SPL 1 DME turn RIGHT, 045° track, at SPL 6 DME turn LEFT, intercept SPY R-178 inbound to SPY, SPY R-053 to ANDIK.<br>**RNAV:** THR 36C - EH045 - EH044 - SPY - ANDIK **(FL60).** |
| **SPY 2X** | **18C** | 184° track, at SPL 2.5 DME turn RIGHT, 285° track, at SPY R-205 turn RIGHT, intercept SPY R-211 inbound to SPY, SPY R-053 to ANDIK.<br>**RNAV:** THR 18C - EH048 - EH049 - SPY - ANDIK **(FL60).**<br>**B737:** THR 18C - EH080 - EH057 - SPY - ANDIK **(FL60).** |

*CHANGES:* Reference note.

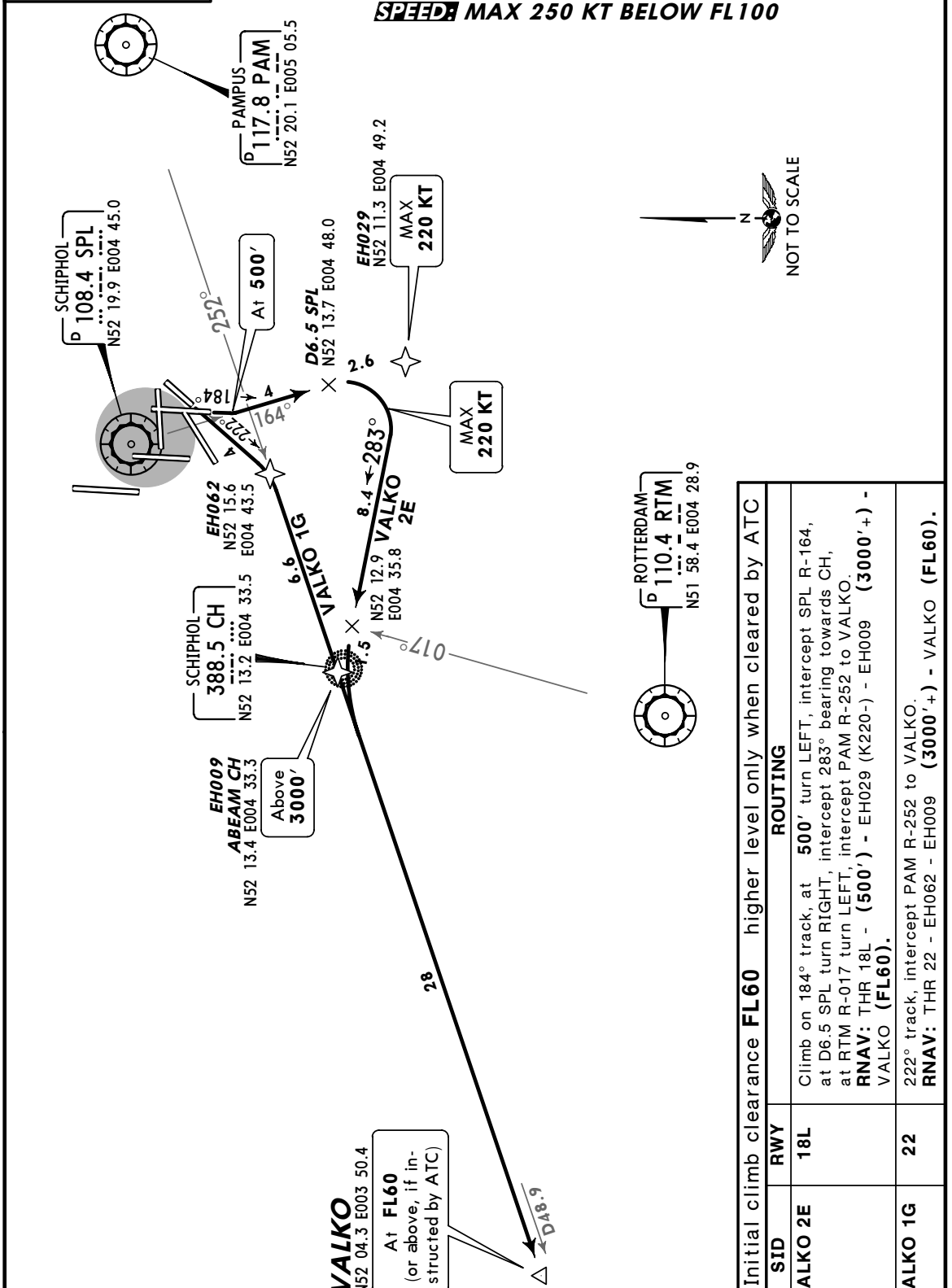
| SCHIPHOL Departure (R) 121.2 | Apt Elev -11′ | Trans level: By ATC Trans alt: 3000′ |
|---|---|---|




# VALKO 2E *[VALK2E]*, VALKO 1G *[VALK1G]*
## RWYS 18L, 22 DEPARTURES

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000′,
THEN CONTACT SCHIPHOL DEPARTURE

***SPEED: MAX 250 KT BELOW FL100***

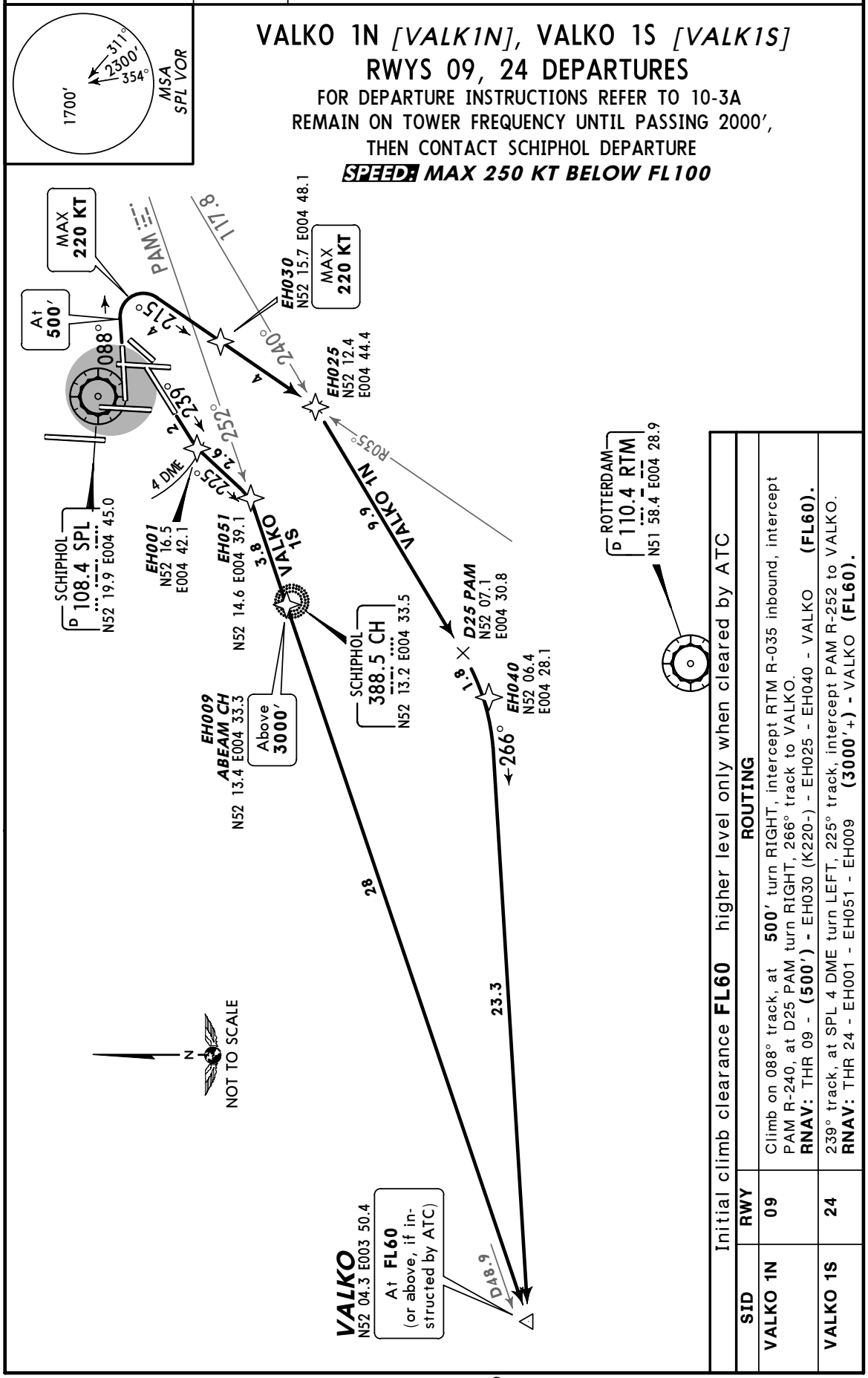



Initial climb clearance **FL60** higher level only when cleared by ATC

| SID | RWY | ROUTING |
|---|---|---|
| **VALKO 2E** | **18L** | Climb on 184° track, at **500′** turn LEFT, intercept SPL R-164, at D6.5 SPL turn RIGHT, intercept 283° bearing towards CH, at RTM R-017 turn LEFT, intercept PAM R-252 to VALKO. **RNAV:** THR 18L - **(500′)** - EH029 (K220-) - EH009 **(3000′+)** - VALKO **(FL60).** |
| **VALKO 1G** | **22** | 222° track, intercept PAM R-252 to VALKO. **RNAV:** THR 22 - EH062 - EH009 **(3000′+)** - VALKO **(FL60).** |

*CHANGES:* Reference note.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC  Trans alt: 3000′ |
|---|---|---|
| 121.2 | -11′ | |

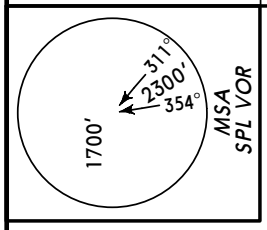



Initial climb clearance **FL60** higher level only when cleared by ATC

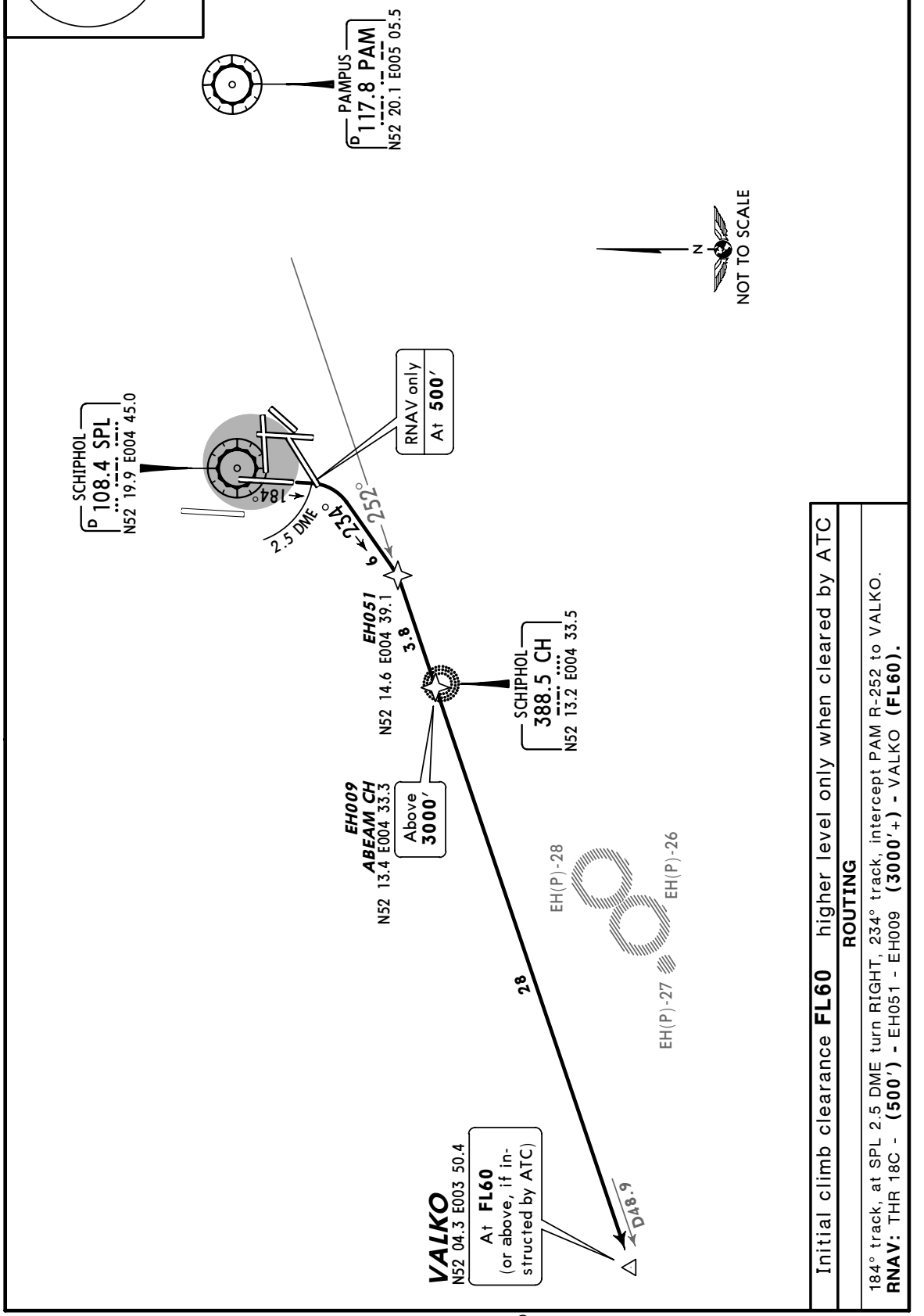
| SID | RWY | ROUTING |
|---|---|---|
| VALKO 1N | 09 | Climb on 088° track, at **500′** turn RIGHT, intercept RTM R-035 inbound, intercept PAM R-240, at D25 PAM turn RIGHT, 266° track to VALKO.<br>**RNAV:** THR 09 - **(500′)** - EH030 (K220-) - EH025 - EH040 - VALKO **(FL60).** |
| VALKO 1S | 24 | 239° track, at SPL 4 DME turn LEFT, 225° track, intercept PAM R-252 to VALKO.<br>**RNAV:** THR 24 - EH001 - EH051 - EH009 **(3000′+)** - VALKO **(FL60).** |

*CHANGES:* Reference note.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC  Trans alt: 3000′ |
|---|---|---|
| 121.2 | -11′ | For departure instructions refer to 10-3A. |




# VALKO 2X *[VALK2X]*
## RWY 18C DEPARTURE
**SPEED: MAX 250 KT BELOW FL100**



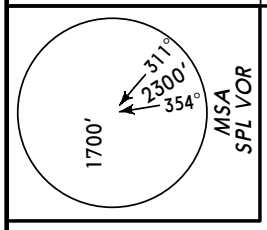

Initial climb clearance **FL60** higher level only when cleared by ATC

**ROUTING**

184° track, at SPL 2.5 DME turn RIGHT, 234° track, intercept PAM R-252 to VALKO.
**RNAV:** THR 18C - **(500′)** - EH051 - EH009 **(3000′+)** - VALKO **(FL60).**

*CHANGES:* New chart.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC  Trans alt: 3000′ |
|---|---|---|
| 119.05  121.2 | -11′ | For departure instructions refer to 10-3A. |



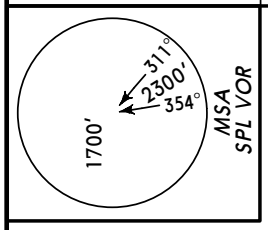

# CONTINUATION AFTER ANDIK

**SPEED: MAX 250 KT BELOW FL100**




*CHANGES:* New chart.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC  Trans alt: 3000′ |
|---|---|---|
| 119.05 | -11′ | For departure instructions refer to 10-3A. |




# CONTINUATION AFTER ARNEM & PAM

**SPEED: MAX 250 KT BELOW FL100**

PAMPUS
117.8 PAM
N52 20.1 E005 05.5

At **FL60**
(or above, if instructed by ATC)

112° 17.3 D

EH(P)-25

SCHIPHOL
108.4 SPL
N52 19.9 E004 45.0

NYKER
N52 13.8 E005 31.7
At **FL60**

21.7 L 620 B 1 UB 1 D39

ARNEM
N52 05.8 E006 04.6

100° 10

DIDAM
N52 02.1 E006 19.6

26 UL 620

UL 603 131° 13

TEBRO
N51 53.7 E006 35.3
Requested FL above FL245
Above **FL210**

12 132°

12 NM after TEBRO
Requested FL above FL245
At or above **FL250**

12

KOMOT
N51 37.7
E007 04.5

SONEB
N52 01.4 E006 45.9
Requested FL above FL245
Above **FL210**

13 105°

SUVOX
N51 58.2 E007 06.5
Requested FL above FL245
At or above **FL250**

23 107°

R287°

HAMM
115.65 HMM
N51 51.4 E007 42.5

N

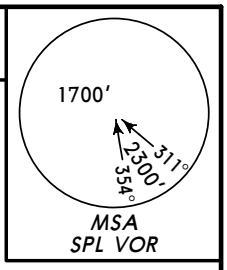
NOT TO SCALE

**CONTINUATION**

At PAM on PAM R-112 via NYKER to ARNEM (airways **B 1/UB 1/L 620**).

*CHANGES:* New chart.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC  Trans alt: 3000′ |
|---|---|---|
| 119.05 | -11′ | For departure instructions refer to 10-3A. |




# CONTINUATION AFTER LEKKO & LOPIK

**SPEED: MAX 250 KT BELOW FL100**

SCHIPHOL
D 108.4 SPL
N52 19.9 E004 45.0

PAMPUS
D 117.8 PAM
N52 20.1 E005 05.5

**LEKKO**
N51 55.5 E004 46.0
At **FL60**
(or above, if instructed by ATC)

ROTTERDAM
D 110.4 RTM
N51 58.4 E004 28.9

**LOPIK**
N51 55.9 E005 07.8
At **FL60**
(or above, if instructed by ATC)

179° D24.5
207° D27.4
113.3 SPY
165° D38
151° D27.9
132° D14.4
D31.1 6.6

**INKET**
N51 48.9 E004 46.3

FL70 ONLY
V 33
UR 7
34
UN 852
34.6
UB 31
31
R 57

**WOODY**
N51 24.3 E004 22.0
Requested FL between FL195 & FL245
Above **FL190**
Requested FL above FL255
Above **FL240**

EINDHOVEN
397 EHN
N51 28.1 E005 23.7

N
NOT TO SCALE

**D72 SPY**
**D50 LNO**
Requested FL above FL245
At or above **FL250**

D62
UN 872
6
D16

**D10 NIK**
Requested FL between FL195 & FL245
At or above **FL200**

5
5
R027°

**D5 NIK**
Requested FL above FL255
At or above **FL260**

7.4
D79.4

**LUTOM**
N51 15.9 E005 25.3

NICKY
D 117.4 NIK
N51 09.9 E004 11.0

OLNO
D 112.8 LNO
N50 35.2 E005 42.6

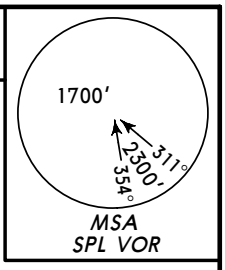
**CONTINUATION**

Via **UB 31** or **UN 872.**

Via **R 57:** At LEKKO intercept SPL R-179 to INKET, intercept RTM R-132 to EHN.

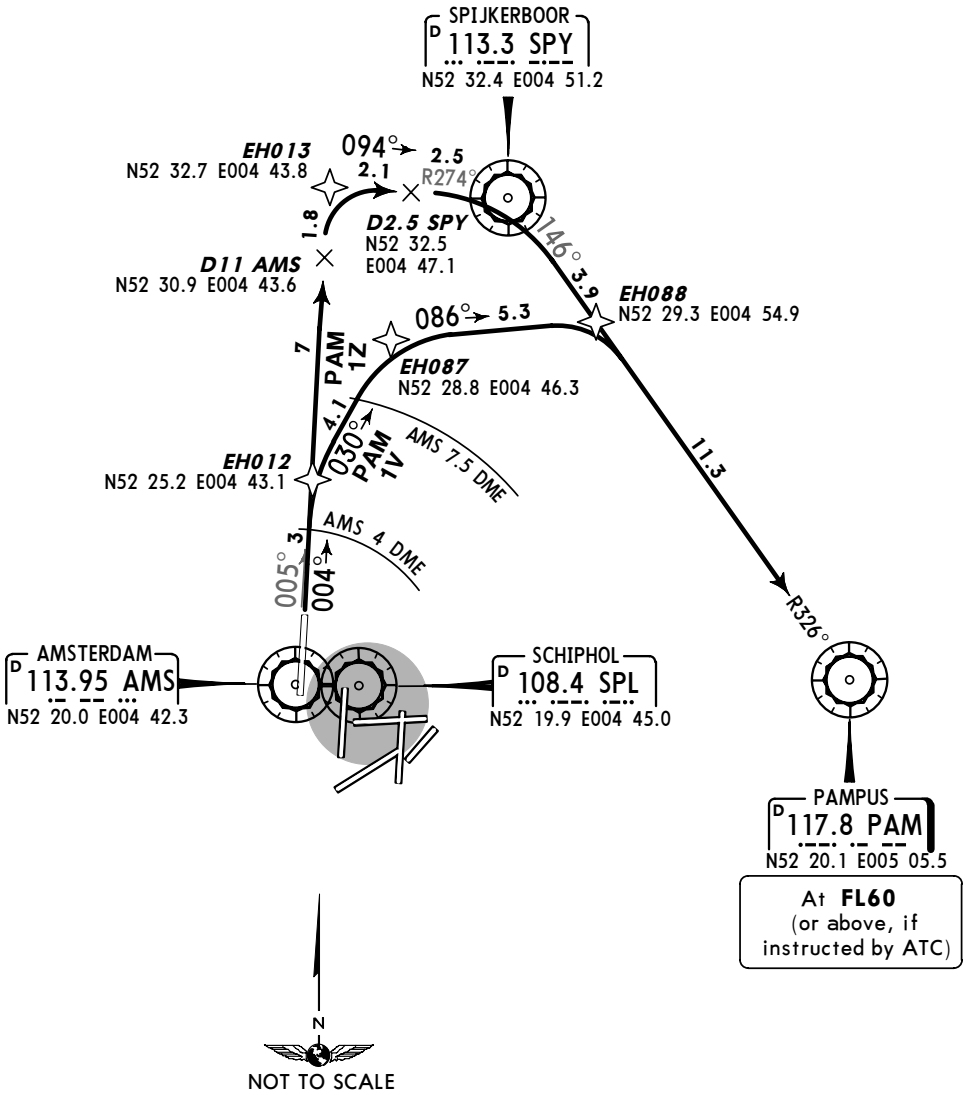
*CHANGES:* New chart.

| SCHIPHOL Departure (R) | Apt Elev | Trans level: By ATC  Trans alt: 3000′ |
|---|---|---|
| 119.05 | -11′ | For departure instructions refer to 10-3A. |




# PAMPUS 1V (PAM 1V)
# PAMPUS 1Z (PAM 1Z)
# RWY 36L DEPARTURES

**SPEED: MAX 250 KT BELOW FL100**




Initial climb clearance **FL60** higher level only when cleared by ATC

| SID | ROUTING |
|---|---|
| **PAM 1V** ❶ | 004° track, at AMS 4 DME turn RIGHT, 030° track, at AMS 7.5 DME turn RIGHT, 086° track, intercept PAM R-326 inbound to PAM. **RNAV:** THR 36L - EH012 - EH087 - EH088 - PAM **(FL60).** |
| **PAM 1Z** ❷ | 004° track, intercept AMS R-005, at D11 AMS turn RIGHT, intercept SPY R-274 inbound to D2.5 SPY, turn RIGHT, intercept PAM R-326 inbound to PAM. **RNAV:** THR 36L - EH013 - SPY - PAM **(FL60).** |

❶ Jet aircraft only between 0600-2300LT.  ❷ Only jet aircraft between 2300-0600LT.

*CHANGES:* New chart.

# EHAM/AMS SCHIPHOL

JEPPESEN 6 OCT 06 (11-1)

# AMSTERDAM, NETHERLANDS
## LISDA 1 Apch & ILS Rwy 06

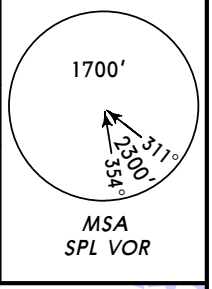
| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.7 |

| LOC | Final Apch Crs | GS | ILS DA(H) | Apt Elev / RWY |
|---|---|---|---|---|
| KAG 110.55 | 059° | No Altitude published | 188′ (200′) | Apt Elev -11′ RWY -12′ (BELOW SEA LEVEL) |

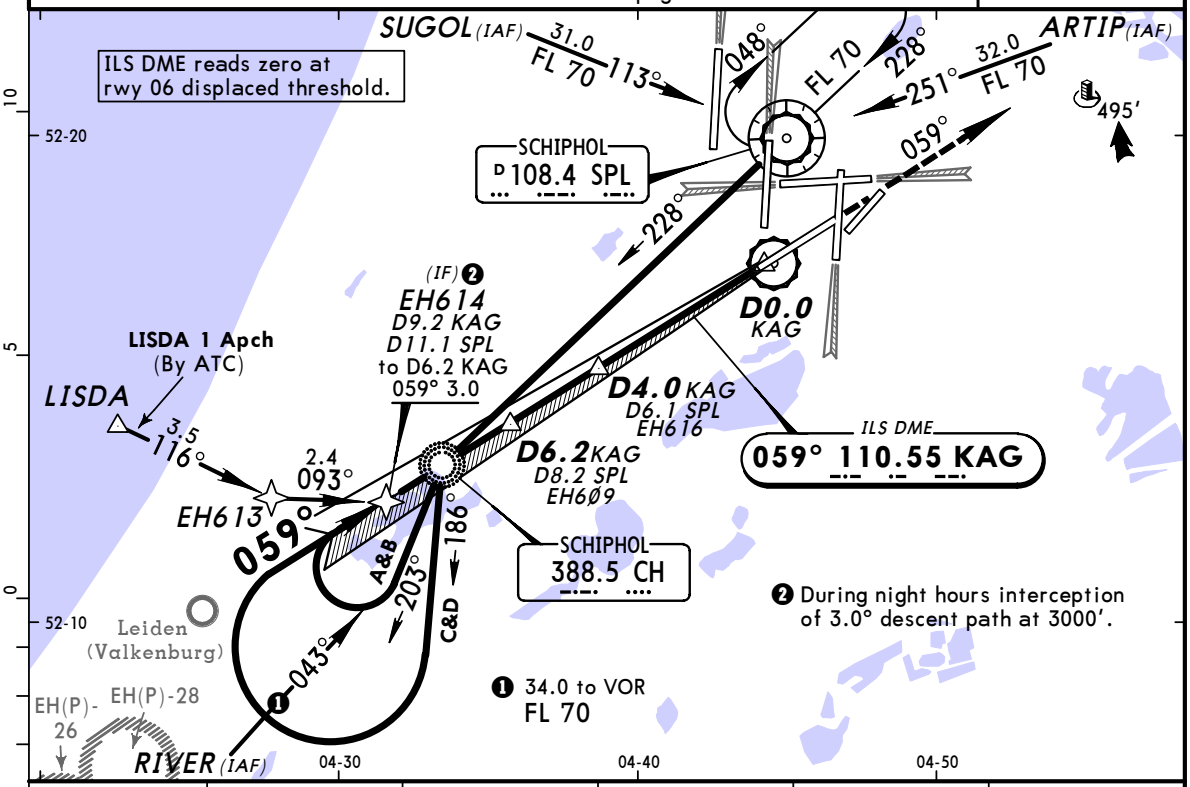
**MISSED APCH:** Climb on track 059° to 2000′. Inform ATC.
Expedite climb to 2000′.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

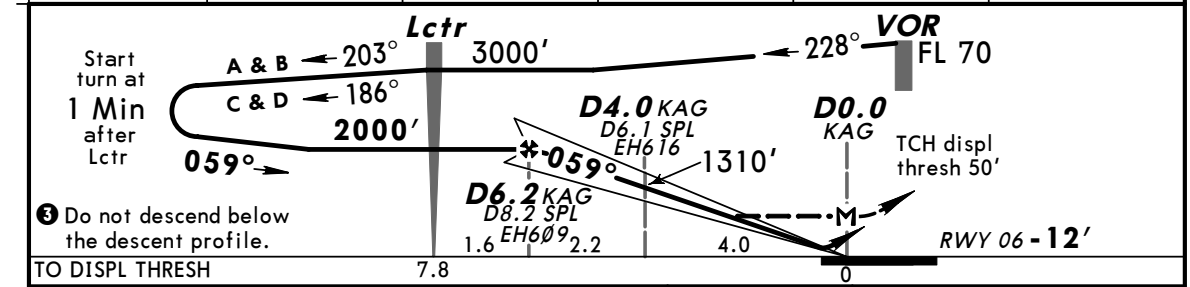
1. WARNING: CVFR tfc up to 1500′ in the Valkenburg CTR. 2. Simultaneous apchs on rwy 09, 18C, 18R, 27 or 36R may be executed. 3. LOC course not to be used outside 30° West of rwy centerline. 4. When established on ILS maintain 160 KT until D4.0 KAG or as directed. 5. For additional information refer to 10-1P pages.




BRIEFING STRIP ™




| LOC ❸ (GS out) | KAG DME | 5.0 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|---|---|
| | ALTITUDE | 1630′ | 1000′ | 680′ | 360′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS 3.00° or LOC Descent Gradient 5.2% | 377 | 485 | 539 | 647 | 755 | 862 |
| MAP at D0.0 KAG | | | | | | |

HIALS-II
PAPI
2000′ on 059°

PANS OPS 4

**JAR-OPS** STRAIGHT-IN LANDING RWY 06

| | ILS DA(H) 188′(200′) FULL | ILS DA(H) 188′(200′) ALS out | LOC (GS out) MDA(H) 400′(412′) | LOC (GS out) MDA(H) 400′(412′) ALS out |
|---|---|---|---|---|
| A | RVR 550m | RVR 1000m | RVR 900m | RVR 1500m |
| B | | | RVR 1000m | |
| C | | | | RVR 1800m |
| D | | | RVR 1400m | RVR 2000m |

CIRCLE-TO-LAND ❶

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 620′ (631′) | 1500m |
| 135 | 780′ (791′) | 1600m |
| 180 | 880′ (891′) | 2400m |
| 205 | 890′ (901′) | 3600m |

❶ To rwy 18L during daylight only: CEIL 1200′, VIS 5.0 km.

CHANGES: LISDA.

# EHAM/AMS SCHIPHOL

6 OCT 06 | JEPPESEN 11-1A

# AMSTERDAM, NETHERLANDS
## LISDA 1 Apch & CAT II ILS Rwy 06

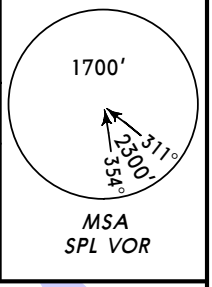
| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.7 |

| LOC | Final Apch Crs | GS | CAT II ILS | Apt Elev -11′ |
|---|---|---|---|---|
| KAG 110.55 | 059° | No Altitude published | RA 100′ DA(H) 88′ (100′) | RWY -12′ (BELOW SEA LEVEL) |

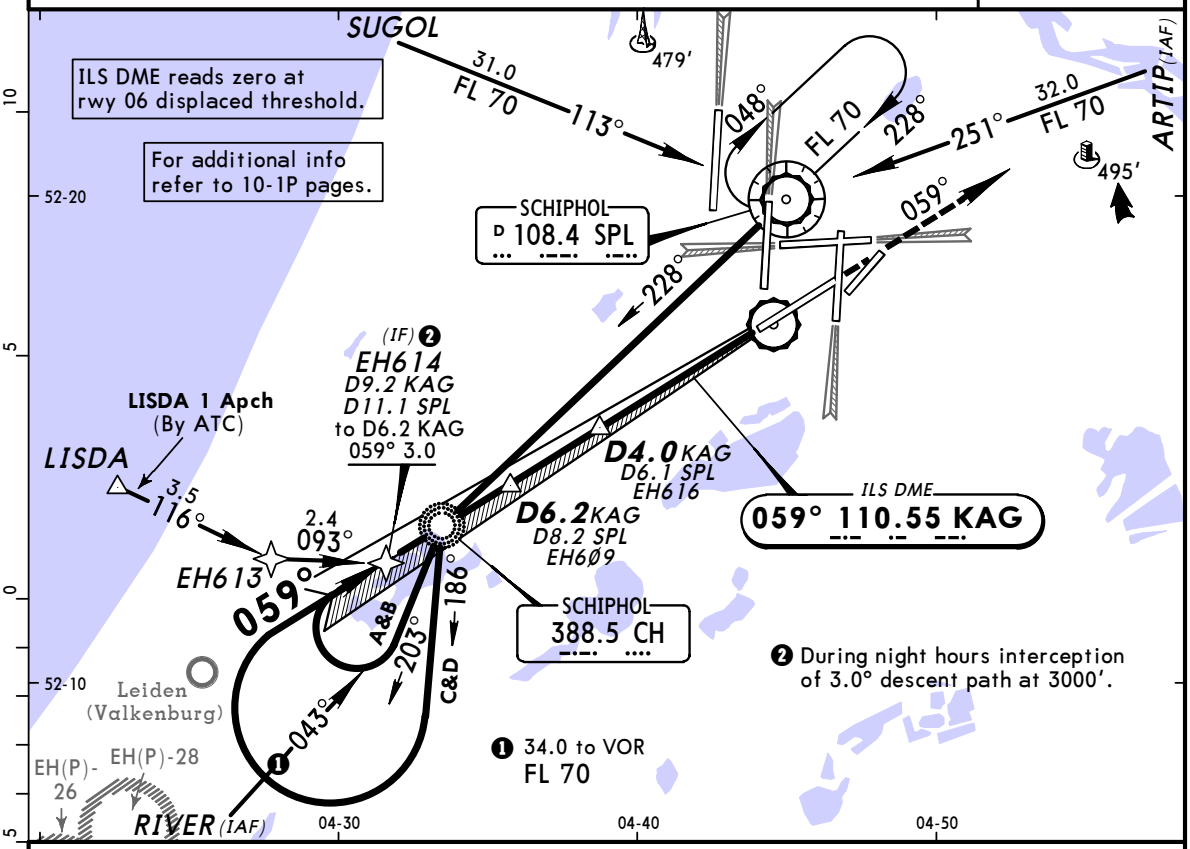
**MISSED APCH:** Climb on track 059° to 2000′. Inform ATC.
Expedite climb to 2000′.

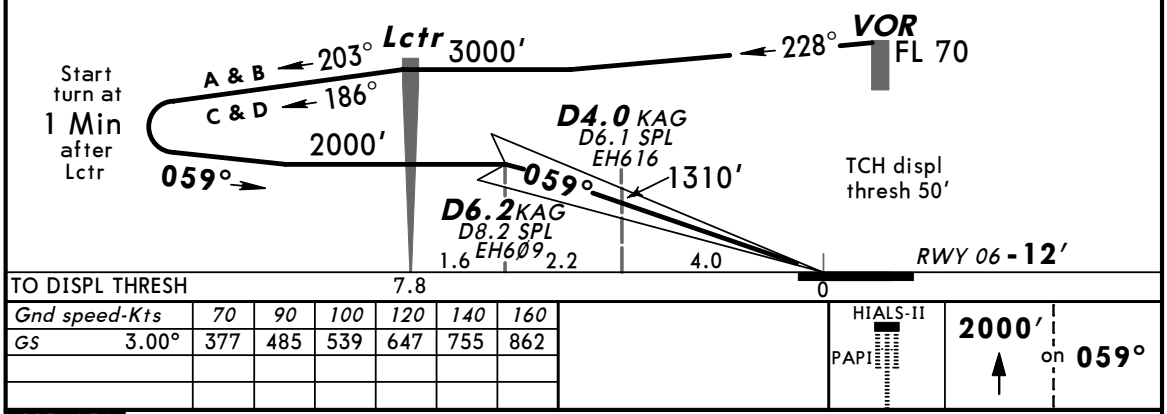
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

1. Special Aircrew & Acft Certification Required. 2. WARNING: CVFR tfc up to 1500′ in the Valkenburg CTR. 3. Simultaneous apchs on rwy 09, 18C, 18R, 27 or 36R may be executed. 4. LOC course not to be used outside 30° West of RCL. 5. When established on ILS maintain 160 KT until D4.0 KAG or as directed.




BRIEFING STRIP ™




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00° | 377 | 485 | 539 | 647 | 755 | 862 |

HIALS-II
PAPI
2000′ on 059°

PANS OPS 4

**JAR-OPS**

STRAIGHT-IN LANDING RWY **06**
**CAT II ILS**

ABCD
**RA 100′**
DA(H) **88′** (100′)

RVR 300m ❶

❶ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

*CHANGES:* LISDA.

# EHAM/AMS
SCHIPHOL

JEPPESEN
22 SEP 06 (11-2)

# AMSTERDAM, NETHERLANDS
## RNAV NIGHT ILS DME Rwy 06
**(SUGOL, RIVER & ARTIP TRANSITIONS to Rwy 06 during night hours (2300-0600 LT) or by ATC)**

| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.7 |

| LOC | Final Apch Crs | Minimum Alt | ILS DA(H) | Apt Elev -11′ |
|---|---|---|---|---|
| KAG 110.55 | 059° | Refer to chart 11-2A | Refer to chart 11-2A | RWY -12′ (BELOW SEA LEVEL) |

MSA: 1700′ SPL VOR 000°-090° 090°-180° 180°-270° 270°-311° 311°-354°

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

1. LOC course not to be used outside 30° West of rwy centerline. 2. When established on ILS maintain 160 KT until D4.0 KAG or as directed. 3. For additional information refer to 10-1P pages.

BRIEFING STRIP™

PANS OPS 4

**INITIAL APPROACH**
**FOR FINAL APCH SEE 11-2A**

ARTIP (IAF) 20.5 239° ARTIP 2A TRANSITION

PAMPUS D 117.8 PAM

SCHIPHOL D 108.4 SPL

ILS DME 059° 110.55 KAG

D4.0 KAG

D6.2 KAG D8.2 SPL EH6Ø9

SCHIPHOL 388.5 CH

059° 3.0 2000

EH611 At or above FL 70 11.3 270°

EH614 D9.2 KAG D11.1 SPL At or above 2900′ (IF) 2.4 093°

EH613 4.0 116°

EH612 5.5 186° 270°

EH6Ø6 5.7 113°

SUGOL (IAF) SUGOL 2A TRANSITION 16.6

SOKSI At or above 4000′ MANDATORY 220 KT 5.6 011°

EH61Ø 026° RIVER 2A TRANSITION 9.2

EH6Ø5 9.2 357°

RIVER (IAF)

Leiden (Valkenburg)

EH(P)-26 EH(P)-27 EH(P)-28

LEGEND
CONTINUOUS DESCENT PATH

**ATC may deviate from the transitions by RADAR VECTORS. Rejoining the transition may take place at SOKSI.**

**ALTITUDES / SPEEDS**
During the transition, descend to or maintain a level as instructed by ATC.
250 KT below FL 100.
The speed limit points (SLP 1 & 2) are not applicable.

When cleared for SOKSI Apch Rwy 06:
Continue via the transition.
Strict adherence to the prescribed route is mandatory unless ATC instructs to deviate.
The descent path is at pilot's discretion.
The minimum altitudes shall be respected.
The published speeds are mandatory.
Execute ILS DME Apch Rwy 06 (See 11-2A).

*CHANGES:* Waypoint designation.

# EHAM/AMS SCHIPHOL

JEPPESEN 22 SEP 06 (11-2A)

# AMSTERDAM, NETHERLANDS

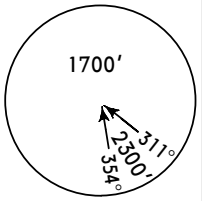
## RNAV NIGHT CAT I/II ILS DME Rwy 06

**(During night hours (2300-0600 LT) or by ATC)**

| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.7 |

BRIEFING STRIP™

| LOC | Final Apch Crs | GS | CAT II ILS | ILS | |
|---|---|---|---|---|---|
| KAG 110.55 | 059° | No Altitude published | RA 100′ DA(H) 88′ (100′) | DA(H) 188′ (200′) | Apt Elev -11′ RWY-12′ (BELOW SEA LEVEL) |

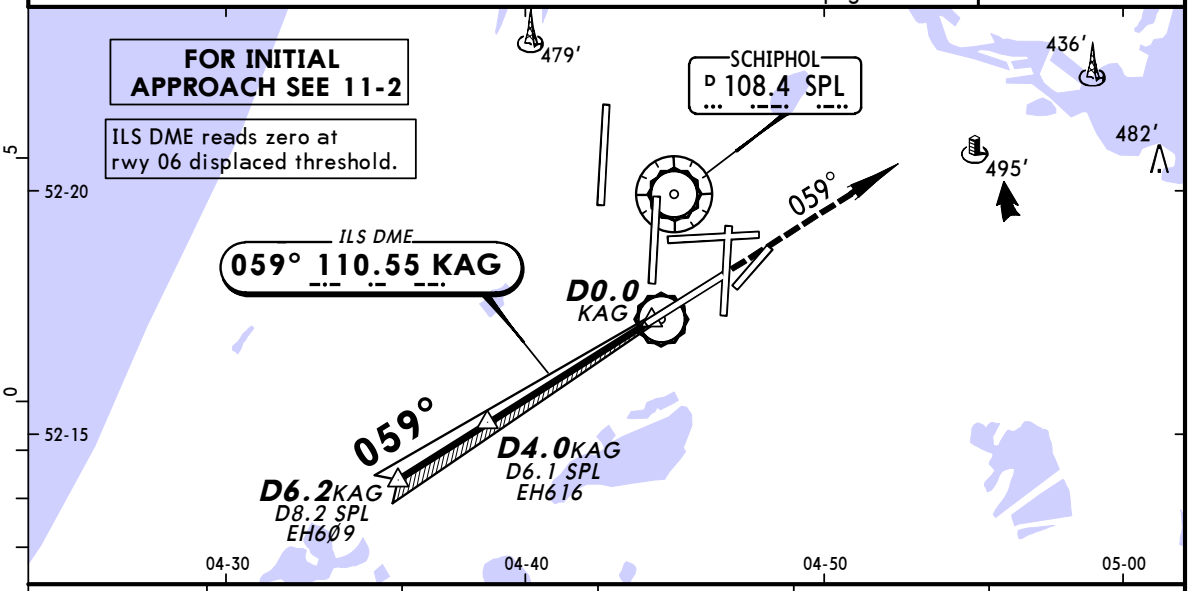



MSA SPL VOR

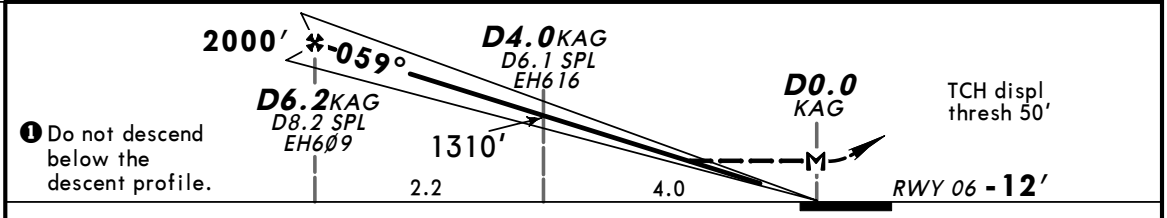
**MISSED APCH:** Climb on track 059° to 2000′. Inform ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

1. CAT II ILS: Special Aircrew & Aircraft Certification Required. 2. LOC course not to be used outside 30° West of rwy centerline. 3. When established on ILS maintain 160 KT until D4.0 KAG or as directed. 4. For additional info refer to 10-1P pages.




| LOC ❶ (GS out) | KAG DME | 5.0 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|---|---|
| | ALTITUDE | 1630′ | 1000′ | 680′ | 360′ |




❶ Do not descend below the descent profile.

| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS 3.00° or LOC Descent Gradient 5.2% | 377 | 485 | 539 | 647 | 755 | 862 |
| MAP at D0.0 KAG | | | | | | |

HIALS-II PAPI

2000′ on 059°

**JAR-OPS** STRAIGHT-IN LANDING RWY **06**

**CAT II ILS**

ABCD

**RA 100′**

DA(H) **88′ (100′)**

RVR 300m ❶

**JAR-OPS** STRAIGHT-IN LANDING RWY **06**

| | ILS DA(H) 188′ (200′) FULL | ILS DA(H) 188′ (200′) ALS out | LOC (GS out) MDA(H) 400′ (412′) | LOC (GS out) MDA(H) 400′ (412′) ALS out |
|---|---|---|---|---|
| A | RVR 550m | RVR 1000m | RVR 900m | RVR 1500m |
| B | | | RVR 1000m | |
| C | | | | RVR 1800m |
| D | | | RVR 1400m | RVR 2000m |

CIRCLE-TO-LAND ❷

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 620′ (631′) | 1500m |
| 135 | 780′ (791′) | 1600m |
| 180 | 880′ (891′) | 2400m |
| 205 | 890′ (901′) | 3600m |

PANS OPS 4

❶ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
❷ To rwy 18L during daylight only: CEIL 1200′, VIS 5.0 km.

*CHANGES:* None.

# EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

21 OCT 05 **Eff 27 Oct** (11-3)

## REGSU 1 Apch & ILS Rwy 18C

| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.8 |

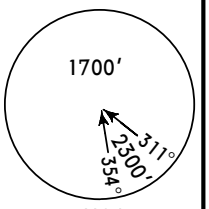
BRIEFING STRIP ™

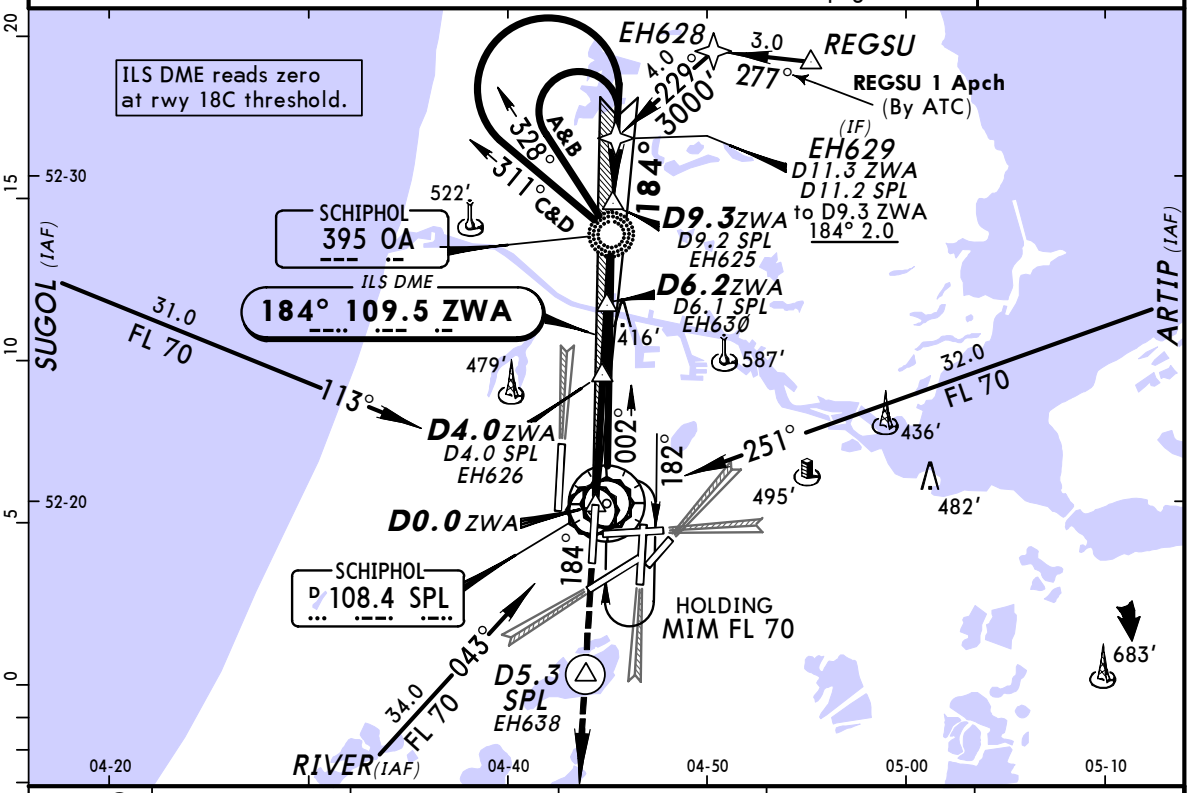
| LOC | Final | GS | ILS | Apt Elev -11′ |
|---|---|---|---|---|
| ZWA | Apch Crs | D4.0 ZWA | DA(H) | RWY -12′ |
| 109.5 | 184° | 1310′ (1322′) | 188′ (200′) | (BELOW SEA LEVEL) |

**MISSED APCH:** Climb on track 184° to MAX 1500′. Inform ATC. At D5.3 South of SPL VOR climb to 2000′. Do not overshoot the initial altitude of 1500′.

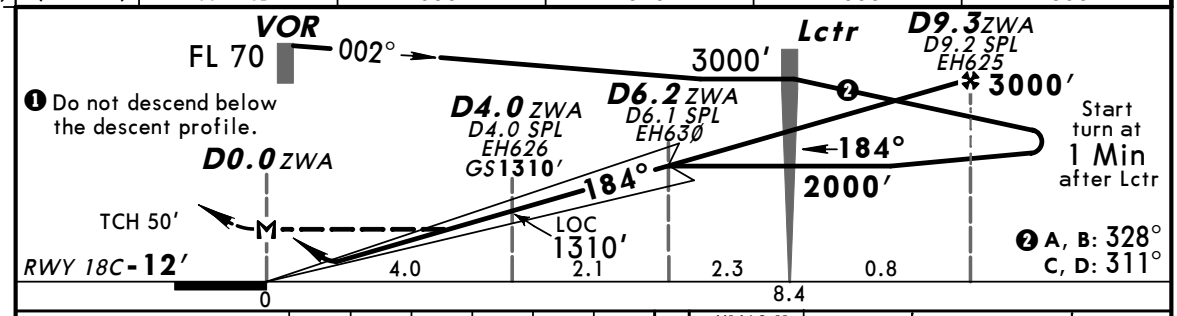
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

1. WARNING: CVFR tfc up to 1500′ in the Valkenburg CTR. 2. Simultaneous apchs on rwy 06, 18R, 22, 27 or 36R may be executed. 3. When established on ILS maintain 160 KT until D4.0 ZWA or as directed. 4. For additional info refer to 10-1P pages.




| LOC ❶ (GS out) | ZWA DME | 1.0 | 2.0 | 3.0 | 5.0 |
|---|---|---|---|---|---|
| | ALTITUDE | 360′ | 680′ | 1000′ | 1630′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS 3.00° or LOC Descent Gradient 5.2% | 377 | 485 | 539 | 647 | 755 | 862 |
| MAP at D0.0 ZWA | | | | | | |

HIALS-II PAPI

MAX 1500′ at D5.3 SPL South of SPL VOR on 184°

PANS OPS 4

**JAR-OPS** STRAIGHT-IN LANDING RWY 18C

| | ILS DA(H) 188′ (200′) FULL | ILS DA(H) 188′ (200′) ALS out | LOC (GS out) MDA(H) 370′ (382′) | LOC (GS out) MDA(H) 370′ (382′) ALS out |
|---|---|---|---|---|
| A | RVR 550m | RVR 1000m | RVR 900m | RVR 1500m |
| B | | | RVR 1000m | |
| C | | | | RVR 1800m |
| D | | | RVR 1400m | RVR 2000m |

CIRCLE-TO-LAND ❶

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 620′ (631′) | 1500m |
| 135 | 780′ (791′) | 1600m |
| 180 | 880′ (891′) | 2400m |
| 205 | 890′ (901′) | 3600m |

❶ To rwy 18L during daylight only: CEIL 1200′, VIS 5.0 km.

*CHANGES:* ILS ident. OM withdrawn.

# EHAM/AMS SCHIPHOL

21 OCT 05 **Eff 27 Oct**

JEPPESEN 11-3A

# AMSTERDAM, NETHERLANDS
## REGSU 1 Apch & CAT II ILS Rwy 18C

| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.8 |

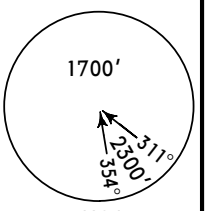
BRIEFING STRIP ™

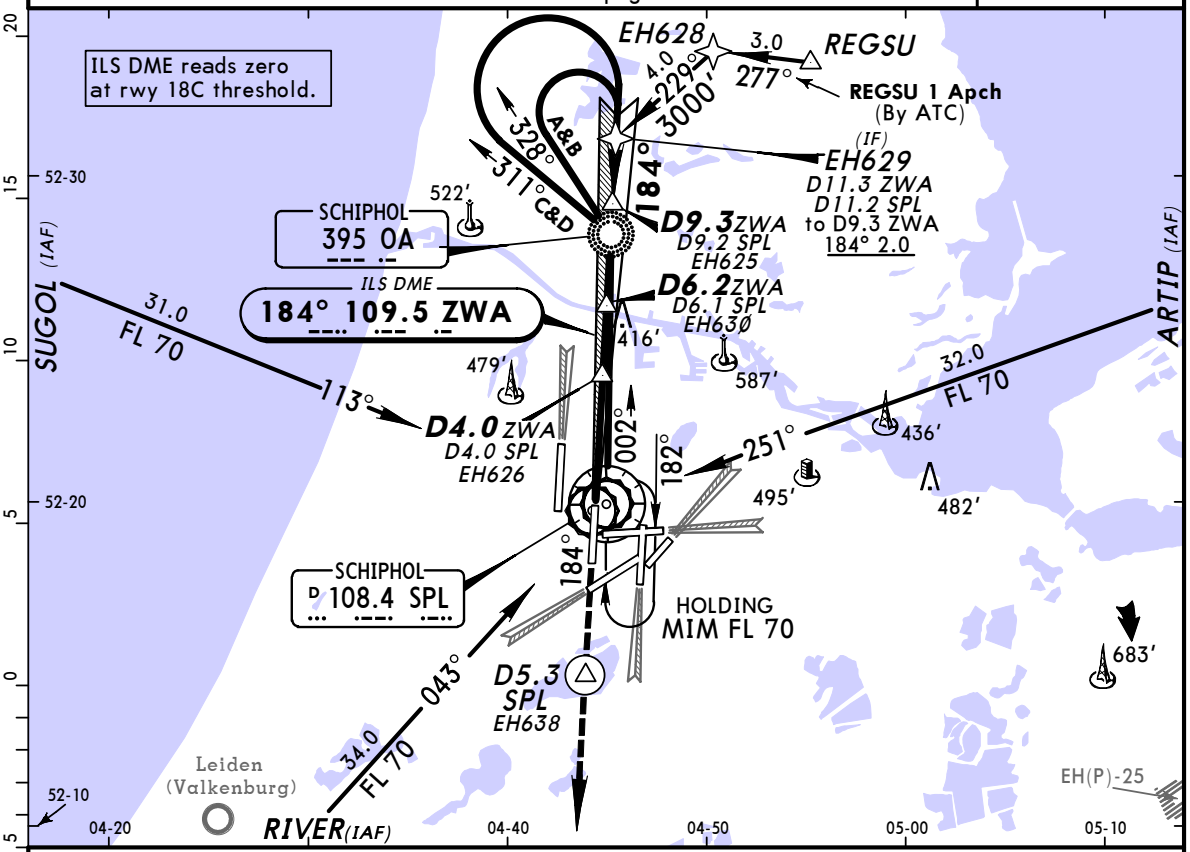
| LOC | Final | GS | CAT II ILS | Apt Elev -11′ |
|---|---|---|---|---|
| ZWA | Apch Crs | D4.0 ZWA | RA 101′ | RWY -12′ |
| 109.5 | 184° | 1310′ (1322′) | DA(H) 88′ (100′) | (BELOW SEA LEVEL) |

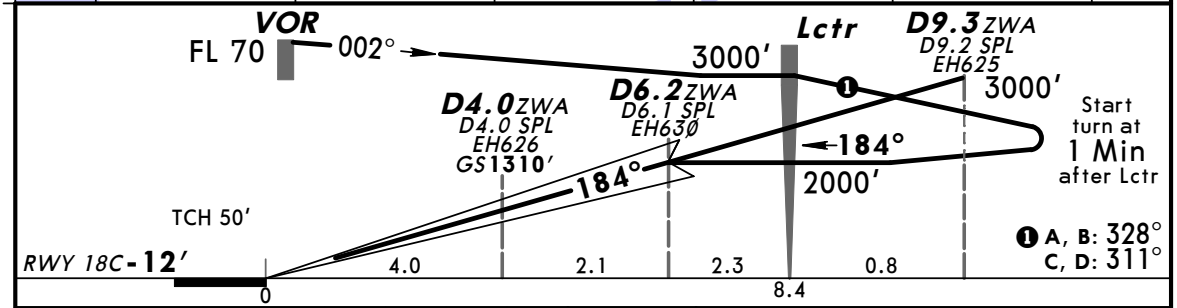
**MISSED APCH:** Climb on track 184° to MAX 1500′. Inform ATC. At D5.3 South of SPL VOR climb to 2000′. Do not overshoot the initial altitude of 1500′.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

1. Special Aircrew & Aircraft Certification Required. 2. WARNING: CVFR tfc up to 1500′ in the Valkenburg CTR. 3. Simultaneous apchs on rwy 06, 18R, 22, 27 or 36R may be executed. 4. When established on ILS maintain 160 KT until D4.0 ZWA or as directed. 5. For additional information refer to 10-1P pages.




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00° | 377 | 485 | 539 | 647 | 755 | 862 |

HIALS-II
PAPI

MAX 1500′ at D5.3 SPL South of SPL VOR on 184°

PANS OPS 4

**JAR-OPS**

STRAIGHT-IN LANDING RWY **18C**
**CAT II ILS**

ABCD
**RA 101′**
DA(H) **88′** (100′)

RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

*CHANGES:* ILS ident. OM withdrawn.

# EHAM/AMS SCHIPHOL

JEPPESEN 6 OCT 06 (11-4) RNAV

# AMSTERDAM, NETHERLANDS
## POBAN 1 Apch & ILS Rwy 18R

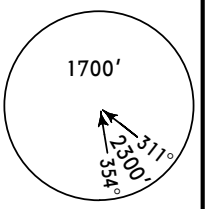
| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.9 |

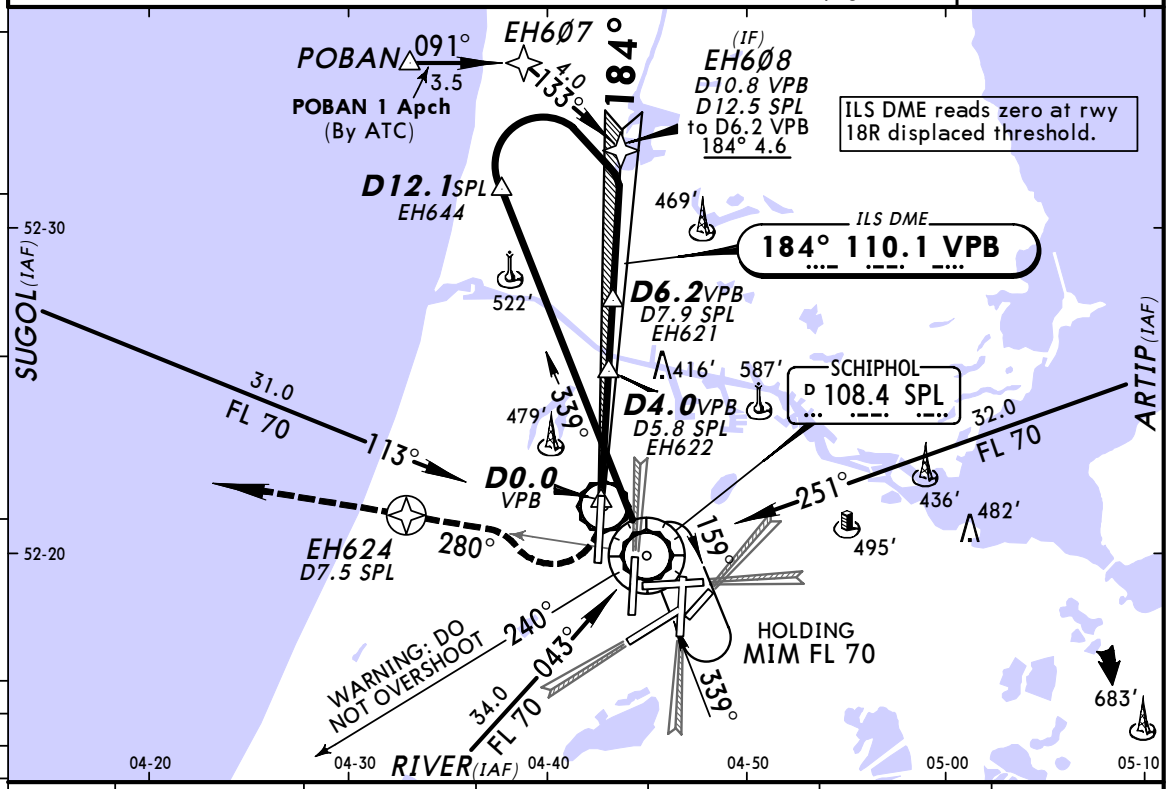
| LOC | Final | GS | ILS | Apt Elev -11′ |
|---|---|---|---|---|
| VPB | Apch Crs | No Altitude published | DA(H) | RWY -13′ |
| 110.1 | 184° | | 187′ (200′) | (BELOW SEA LEVEL) |

**MISSED APCH:** Turn RIGHT as soon as practicable to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000′, cross EH624 at 2000′. Inform ATC.

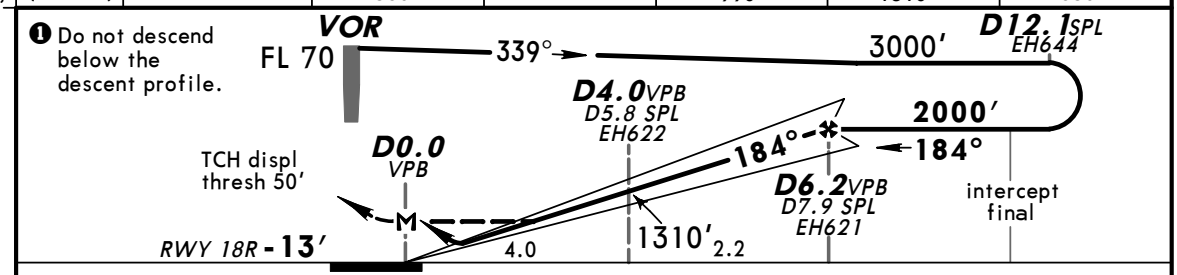
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

1. WARNING: CVFR tfc up to 1500′ in the Valkenburg CTR. 2. Simultaneous apchs on rwy 06, 18C, 22, 27 or 36R may be executed. 3. When established on ILS maintain 160 KT until D4.0 VBP or as directed. 4. For additional information refer to 10-1P pages.




| LOC ❶ (GS out) | VPB DME | 1.0 | 2.0 | 3.0 | 4.0 | 5.0 |
|---|---|---|---|---|---|---|
| | ALTITUDE | 360′ | 670′ | 990′ | 1310′ | 1630′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS 3.00° or LOC Descent Gradient 5.2% | 377 | 485 | 539 | 647 | 755 | 862 |
| MAP at D0.0 VPB | | | | | | |

HIALS-II
PAPI

Refer to Missed Apch above

**JAR-OPS** STRAIGHT-IN LANDING RWY **18R**

| | ILS DA(H) 187′ (200′) | | LOC (GS out) MDA(H) 340′ (353′) | | CIRCLE-TO-LAND ❶ | | |
|---|---|---|---|---|---|---|---|
| | FULL | ALS out | | ALS out | Max Kts | MDA(H) | VIS |
| A | RVR 550m | RVR 1000m | RVR 900m | RVR 1500m | 100 | 620′ (631′) | 1500m |
| B | | | RVR 1000m | | 135 | 780′ (791′) | 1600m |
| C | | | | RVR 1800m | 180 | 880′ (891′) | 2400m |
| D | | | RVR 1400m | RVR 2000m | 205 | 890′ (901′) | 3600m |

❶ To rwy 18L during daylight only: CEIL 1200′, VIS 5.0 km.

PANS OPS 4

*CHANGES:* POBAN.

# EHAM/AMS
SCHIPHOL

JEPPESEN
6 OCT 06 (11-4A)

# AMSTERDAM, NETHERLANDS
## RNAV POBAN 1 Apch & CAT II ILS Rwy 18R

| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.9 |

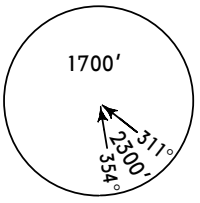
| LOC | Final | GS | CAT II ILS | Apt Elev -11′ |
|---|---|---|---|---|
| VPB | Apch Crs | No Altitude published | RA 100′ DA(H) 87′(100′) | RWY -13′ (BELOW SEA LEVEL) |
| 110.1 | 184° | | | |

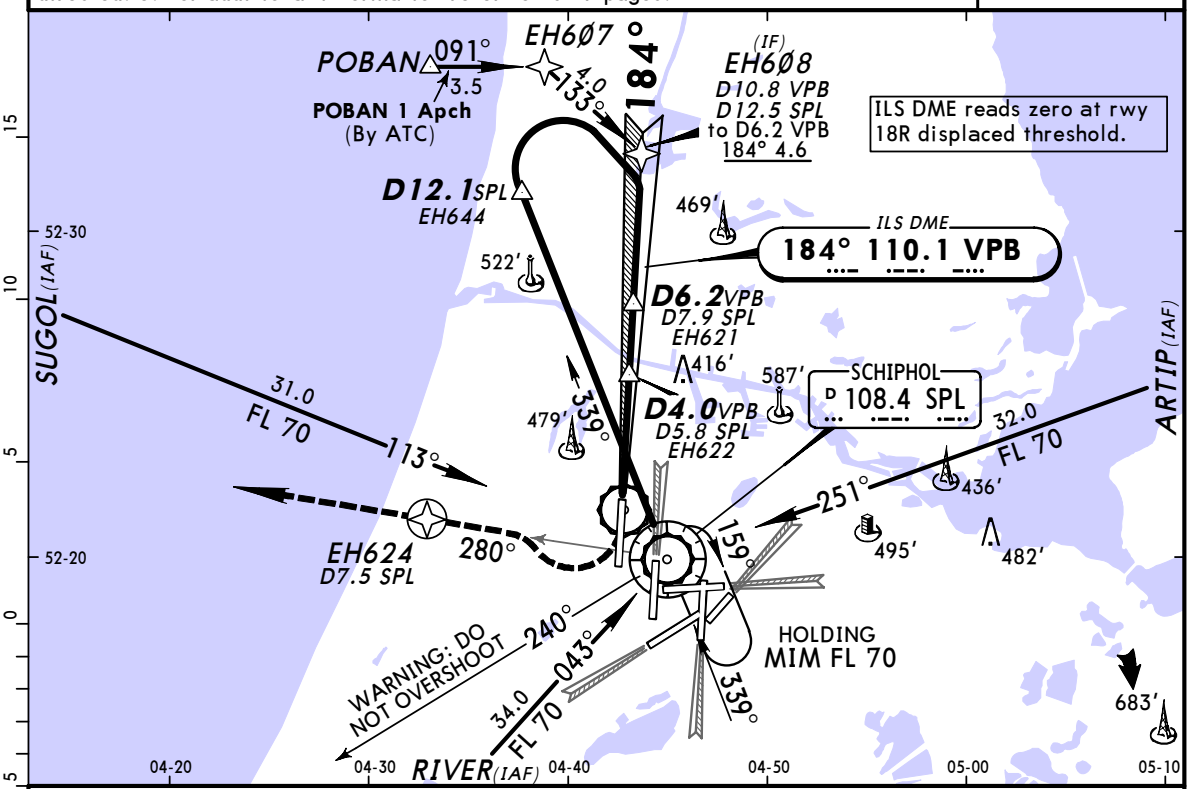
BRIEFING STRIP™

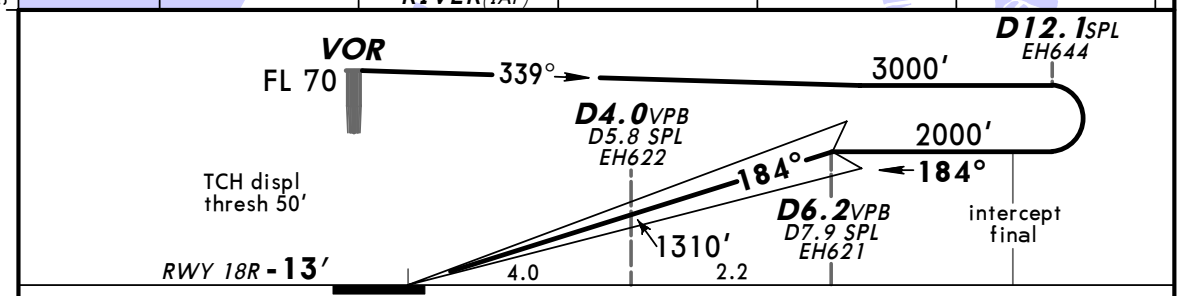
**MISSED APCH:** Turn RIGHT as soon as practicable to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000′, cross EH624 at 2000′. Inform ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

1. Special Aircrew & Aircraft Certification Required. 2. WARNING: CVFR tfc up to 1500′ in the Valkenburg CTR. 3. Simultaneous apchs on rwy 06, 18C, 22, 27 or 36R may be executed. 4. When established on ILS maintain 160 KT until D4.0 VBP or as directed. 5. For additional information refer to 10-1P pages.




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00° | 377 | 485 | 539 | 647 | 755 | 862 |
| | | | | | | |
| | | | | | | |

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS 4

**JAR-OPS**

STRAIGHT-IN LANDING RWY **18R**
**CAT II ILS**

ABCD
**RA 100′**
DA(H) **87′(100′)**

RVR 300m 1

1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

*CHANGES:* POBAN.

# EHAM/AMS
SCHIPHOL

JEPPESEN
27 MAY 05 (11-5)

# AMSTERDAM, NETHERLANDS
## RNAV NIGHT ILS DME Rwy 18R
**(SUGOL, RIVER & ARTIP TRANSITIONS to Rwy 18R during night hours (2300-0600 LT) or by ATC)**

| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.9 |

| LOC VPB | Final Apch Crs | GS | ILS DA(H) | Apt Elev -11′ RWY -13′ (BELOW SEA LEVEL) |
|---|---|---|---|---|
| 110.1 | 184° | Refer to chart 11-5A | Refer to chart 11-5A | |

MSA: 1700′ SPL VOR 000°-090° 090°-180° 180°-270° 270°-360°

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

1. ILS DME reads zero at rwy 18R displaced threshold. 2. When established on ILS maintain 160 KT IAS until D4.0 VBP or as directed. 3. For additional information refer to 11-0.

BRIEFING STRIP™

**ATC may deviate from the transitions by RADAR VECTORS. Rejoining the transition may take place at NIRSI.**

**ALTITUDES / SPEEDS**
During the transition, descend to or maintain a level as instructed by ATC. 250 KT IAS below FL 100. The speed limit points (SLP 1 & 2) are not applicable.

When cleared for NIRSI/NARIX Apch Rwy 18R: Continue via the transition. Strict adherence to the prescribed routes is mandatory unless ATC instructs to deviate. The descent path is at pilot's discretion. The minimum altitudes shall be respected. The published speeds are mandatory. Execute ILS DME Apch Rwy 18R (See 11-5A).

ARTIP (IAF) 28.4 290° 15.1 EH60Ø At or above FL 70
ARTIP 2B TRANSITION
296° ARTIP 2C TRANSITION 8.2
NARIX At or above FL 60 MANDATORY IAS 250 KT
293° EH60Ø1 3.9 EH60Ø4 At or above 4000′ MANDATORY IAS 220 KT
6.2 EH60Ø2 At or above FL 70
6.1 271° EH60Ø3
6.3 181°
NIRSI At or above 4000′ MANDATORY IAS 220 KT
4.9 091° (IF) EH60Ø8 At or above 3400′
4.0 133° EH60Ø7
5.4 054°
4.6 2000
184° D6.2 VPB EH621
D4.0 VPB EH622
ILS DME 184° 110.1 VPB
SCHIPHOL D 108.4 SPL
026° 10.7 EH60Ø6
RIVER 2B TRANSITION 23.6
9.2 357° (IAF) RIVER
EH60Ø5
113° 16.6 SUGOL 2B TRANSITION
(IAF) SUGOL

INITIAL APPROACH
FOR FINAL APCH SEE 11-5A

Leiden (Valkenburg)

LEGEND
CONTINUOUS DESCENT PATH

NOT TO SCALE

PANS OPS 4

*CHANGES:* Procedure.

# EHAM/AMS SCHIPHOL

JEPPESEN 27 MAY 05 (11-5A) RNAV NIGHT

# AMSTERDAM, NETHERLANDS CAT I/II ILS DME Rwy 18R

**(During night hours (2300-0600 LT) or by ATC)**

| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.9 |

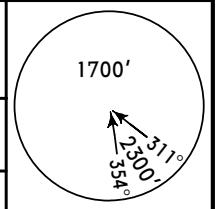
BRIEFING STRIP™

| LOC | Final | GS | CAT II ILS | ILS | Apt Elev -11′ |
|---|---|---|---|---|---|
| VPB | Apch Crs | D4.0 VPB | RA 100′ DA(H) | DA(H) | RWY-13′ |
| 110.1 | 184° | 1310′(1323′) | 87′(100′) | 187′(200′) | (BELOW SEA LEVEL) |

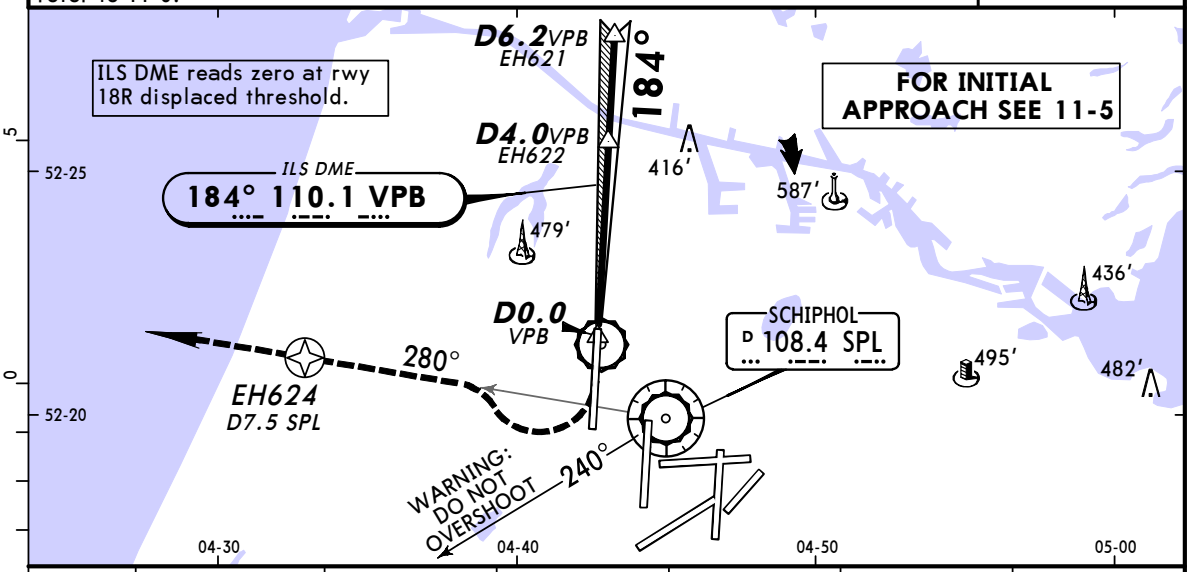
**MISSED APCH:** Turn RIGHT as soon as practicable to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000′, cross EH624 at 2000′. Inform ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

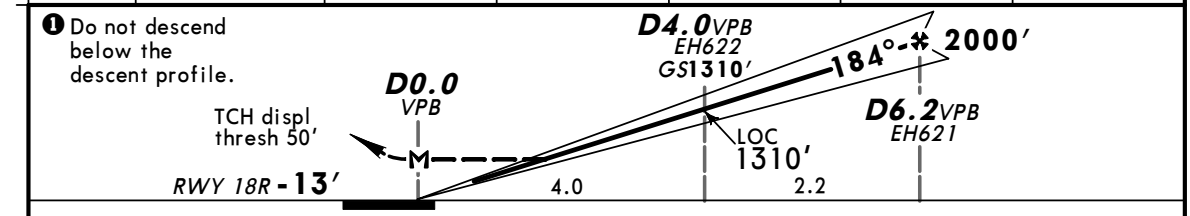
1. CAT II ILS: Special Aircrew & Aircraft Certification Required. 2. When established on ILS maintain 160 KT IAS until D4.0 VBP or as directed. 3. For additional information refer to 11-0.




MSA SPL VOR




| LOC ❶ (GS out) | VPB DME | 1.0 | 2.0 | 3.0 | 4.0 | 5.0 |
|---|---|---|---|---|---|---|
| | ALTITUDE | 360′ | 670′ | 990′ | 1310′ | 1630′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS 3.00° or LOC Descent Gradient 5.2% | 377 | 485 | 539 | 647 | 755 | 862 |
| MAP at D0.0 VPB | | | | | | |

HIALS-II PAPI

Refer to Missed Apch above

**JAR-OPS** STRAIGHT-IN LANDING RWY **18R**

**CAT II ILS**

ABCD

**RA 100′**

DA(H) **87′(100′)**

RVR 300m ❶

**JAR-OPS** STRAIGHT-IN LANDING RWY **18R**

| | ILS DA(H) 187′(200′) FULL | ILS DA(H) 187′(200′) ALS out | LOC (GS out) MDA(H) 340′(353′) | LOC (GS out) MDA(H) 340′(353′) ALS out |
|---|---|---|---|---|
| A | RVR 550m | RVR 1000m | RVR 900m | RVR 1500m |
| B | | | RVR 1000m | |
| C | | | | RVR 1800m |
| D | | | RVR 1400m | RVR 2000m |

CIRCLE-TO-LAND ❷

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 620′(631′) | 1500m |
| 135 | 780′(791′) | 1600m |
| 180 | 880′(891′) | 2400m |
| 205 | 890′(901′) | 3600m |

PANS OPS 4

❶ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
❷ To rwy 18L during daylight only: CEIL 1200′, VIS 5.0 km.

*CHANGES:* Procedure.

# EHAM/AMS
SCHIPHOL

25 AUG 06
Eff 31 Aug

11-6

# JEPPESEN AMSTERDAM, NETHERLANDS
# ILS DME Rwy 22

| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.8 |

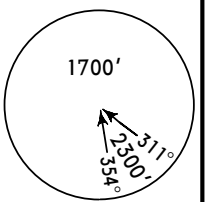
BRIEFING STRIP ™

| LOC | Final Apch Crs | GS | ILS DA(H) | Apt Elev -11′ / RWY -14′ (BELOW SEA LEVEL) |
|---|---|---|---|---|
| SCH 109.15 | 222° | No Altitude published | 186′ (200′) | |

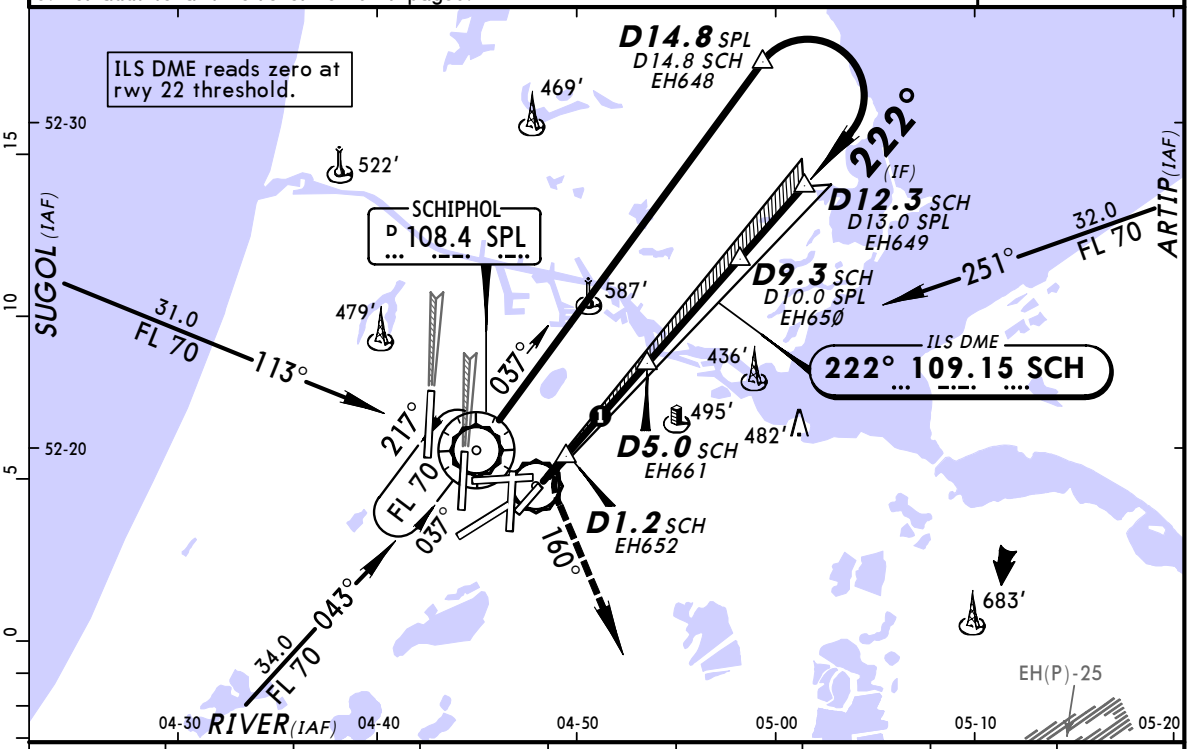
**MISSED APCH:** Turn LEFT on track 160° as soon as practicable and climb to 2000′. Inform ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

1. CAUTION: Do not confuse rwy 22 with rwy 24 or with twy situated left of rwy 22.
2. WARNING: CVFR tfc up to 1500′ in the Valkenburg CTR. 3. Simultaneous apchs on rwy 18C or 18R may be executed. 4. Strict adherence to the missed apch proc is essential. 5. When established on ILS maintain 160 KT until D5.0 SCH or as directed.
6. For additional info refer to 10-1P pages.

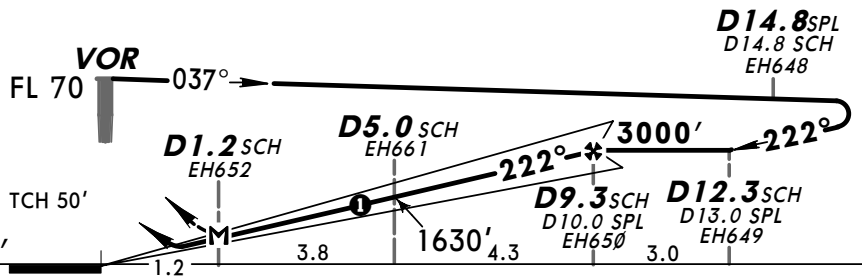



MSA
SPL VOR




| SCH DME | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 |
|---|---|---|---|---|---|---|---|---|
| MINIMUM ALT | 680′ | 990′ | 1310′ | 1630′ | 1950′ | 2270′ | 2590′ | 2900′ |

❶ For Minimum alt on descent profile see table above.




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS 3.00° or LOC Descent Gradient 5.2% | 377 | 485 | 539 | 647 | 755 | 862 |
| MAP at D1.2 SCH/EH652 | | | | | | |

MIALS
PAPI

As soon as practicable

160° LT

2000′

PANS OPS 4

**JAR-OPS** STRAIGHT-IN LANDING RWY 22

| | ILS DA(H) 186′ (200′) FULL | ILS DA(H) 186′ (200′) ALS out | LOC (GS out) MDA(H) 420′ (434′) | LOC (GS out) MDA(H) 420′ (434′) ALS out |
|---|---|---|---|---|
| A | RVR 700m | RVR 1000m | RVR 1200m | RVR 1500m |
| B | | | RVR 1300m | |
| C | | | RVR 1400m | RVR 1800m |
| D | | | RVR 1600m | RVR 2000m |

CIRCLE-TO-LAND ❶

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 620′ (631′) | 1500m |
| 135 | 780′ (791′) | 1600m |
| 180 | 880′ (891′) | 2400m |
| 205 | 890′ (901′) | 3600m |

❶ To rwy 18L during daylight only: CEIL 1200′, VIS 5.0 km.

*CHANGES:* Procedure.

# EHAM/AMS SCHIPHOL

JEPPESEN **AMSTERDAM, NETHERLANDS**

27 MAY 05 (11-7)

## ILS DME Rwy 27

| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.8 |

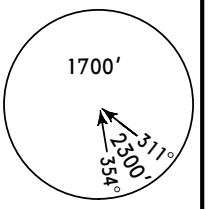
BRIEFING STRIP ™

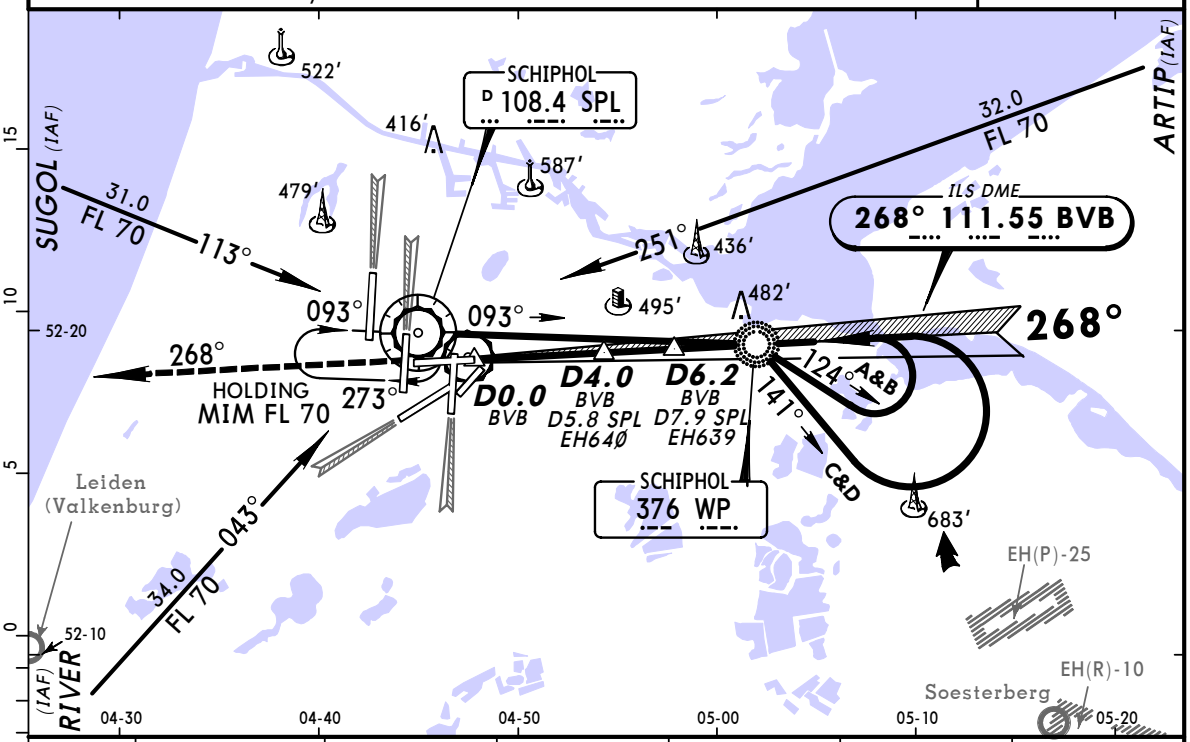
| LOC | Final Apch Crs | GS | ILS DA(H) | Apt Elev -11′ |
|---|---|---|---|---|
| BVB | | No Altitude published | | RWY -12′ |
| 111.55 | 268° | | 188′ (200′) | (BELOW SEA LEVEL) |

**MISSED APCH:** Climb on track 268° to 2000′. Inform ATC.
Expedite climb to 2000′.

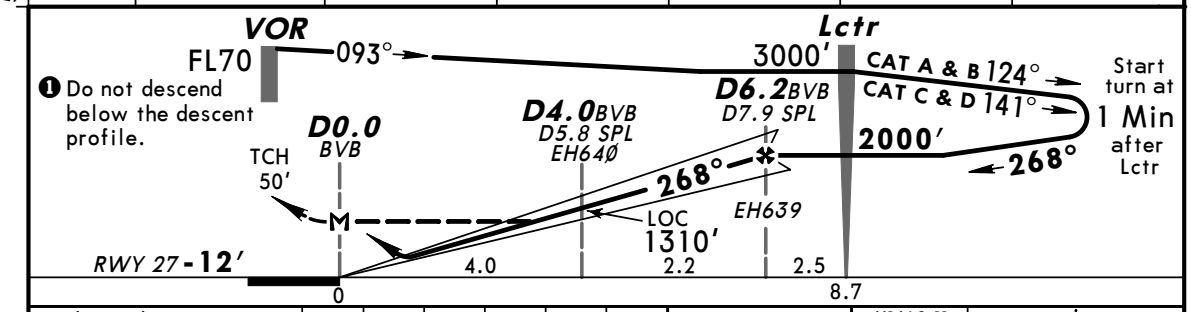
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

1. WARNING: When average surface wind velocity exceeds 30 KT, moderate turbulence can be expected on final approach from approx D3.0 BVB to D1.0 BVB. 2. CVFR tfc up to 1500′ in the Valkenburg CTR. 3. Simultaneous apchs on rwy 06, 18C, 18R or 36R may be executed. 4. When established on ILS maintain 160 KT IAS until D4.0 BVB or as directed. 5. ILS DME reads zero at rwy 27 thresh. 6. For additional information refer to 11-0.




| LOC ❶ (GS out) | BVB DME | 1.0 | 2.0 | 3.0 | 4.0 | 5.0 |
|---|---|---|---|---|---|---|
| | ALTITUDE | 360′ | 680′ | 1000′ | 1310′ | 1630′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS 3.00° or LOC Descent Gradient 5.2% | 377 | 485 | 539 | 647 | 755 | 862 |
| MAP at D0.0 BVB | | | | | | |

HIALS-II
PAPI
2000′ on 268°

PANS OPS 4

**JAR-OPS** STRAIGHT-IN LANDING RWY **27**

| | ILS DA(H) 188′(200′) FULL | ILS DA(H) 188′(200′) ALS out | LOC (GS out) MDA(H) 430′(442′) | LOC (GS out) MDA(H) 430′(442′) ALS out |
|---|---|---|---|---|
| A | RVR 550m | RVR 1000m | RVR 900m | RVR 1500m |
| B | | | RVR 1000m | |
| C | | | | RVR 1800m |
| D | | | RVR 1400m | RVR 2000m |

CIRCLE-TO-LAND ❶

| Max Kts. | MDA(H) | VIS |
|---|---|---|
| 100 | 620′ (631′) | 1500m |
| 135 | 780′ (791′) | 1600m |
| 180 | 880′ (891′) | 2400m |
| 205 | 890′ (901′) | 3600m |

❶ To rwy 18L during daylight only: CEIL 1200′, VIS 5.0 km.

*CHANGES:* Communications. Note. Procedure.

# EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS
27 MAY 05 (11-7A)
CAT II ILS DME Rwy 27

| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.8 |

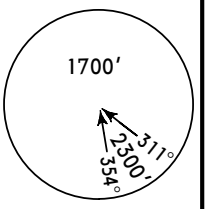
BRIEFING STRIP™

| LOC | Final | GS | CAT II ILS | Apt Elev -11′ |
|---|---|---|---|---|
| BVB | Apch Crs | No Altitude published | RA 101′ DA(H) 88′(100′) | RWY -12′ (BELOW SEA LEVEL) |
| 111.55 | 268° | | | |

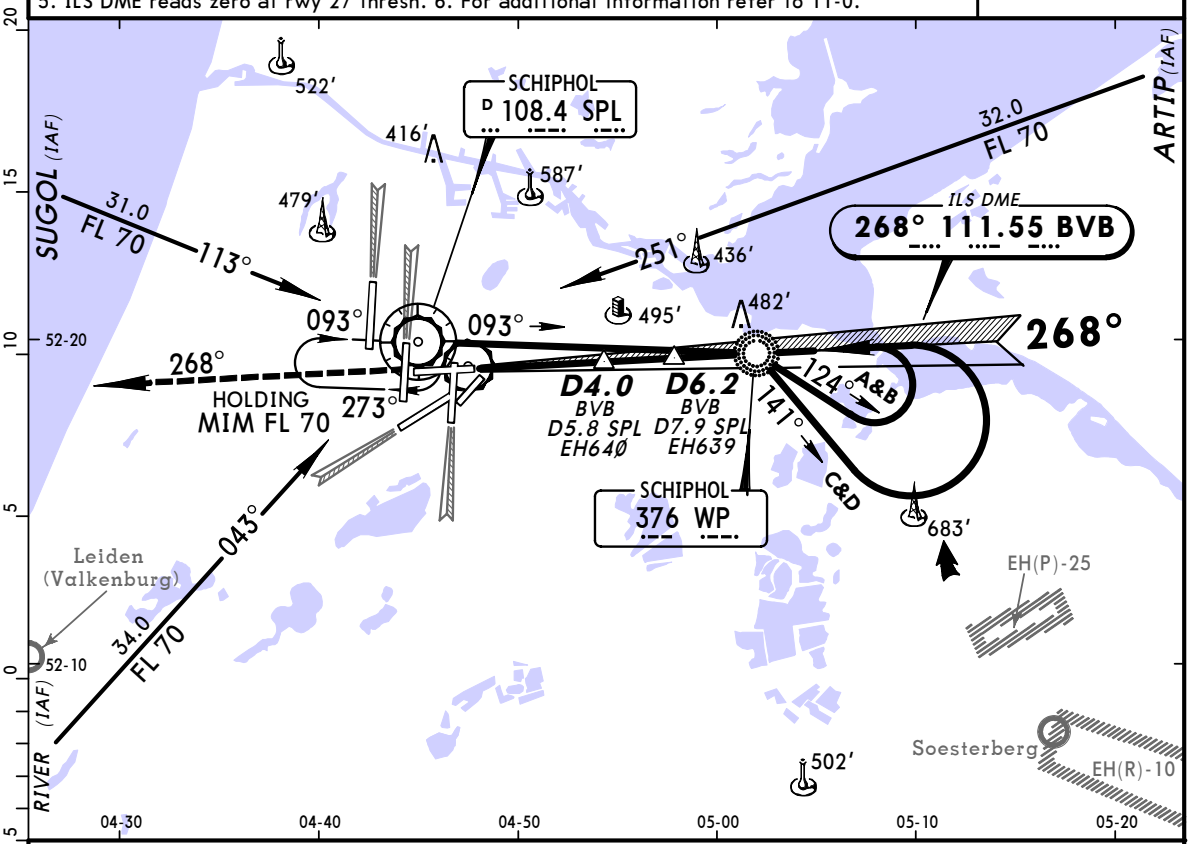
**MISSED APCH:** Climb on track 268° to 2000′. Inform ATC.
Expedite climb to 2000′.

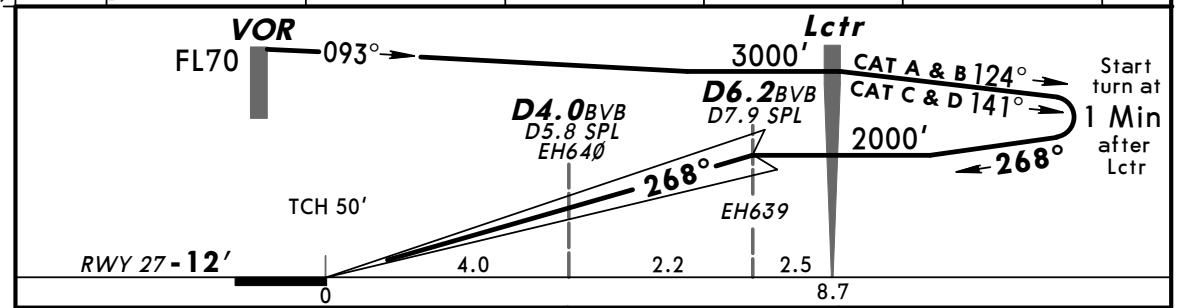
Alt Set: hPa  Rwy Elev: 0 hPa  Trans level: By ATC  Trans alt: 3000′

1. WARNING: When average surface wind velocity exceeds 30 KT, moderate turbulence can be expected on final approach from approx D3.0 BVB to D1.0 BVB. 2. CVFR tfc up to 1500′ in the Valkenburg CTR. 3. Simultaneous apchs on rwy 06, 18C, 18R or 36R may be executed. 4. When established on ILS maintain 160 KT IAS until D4.0 BVB or as directed. 5. ILS DME reads zero at rwy 27 thresh. 6. For additional information refer to 11-0.




MSA
SPL VOR




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00° | 377 | 485 | 539 | 647 | 755 | 862 |

HIALS-II
PAPI
2000′ on 268°

PANS OPS 4

**JAR-OPS**

STRAIGHT-IN LANDING RWY **27**
**CAT II ILS**

ABCD
**RA 101′**
DA(H) **88′**(100′)

RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

*CHANGES:* Communications. Note. Procedure.

# EHAM/AMS SCHIPHOL

JEPPESEN 24 MAR 06 (11-8)

# AMSTERDAM, NETHERLANDS
## LOMKO 1 Apch & ILS DME Rwy 36C

| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.8 |

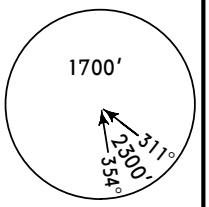
BRIEFING STRIP ™

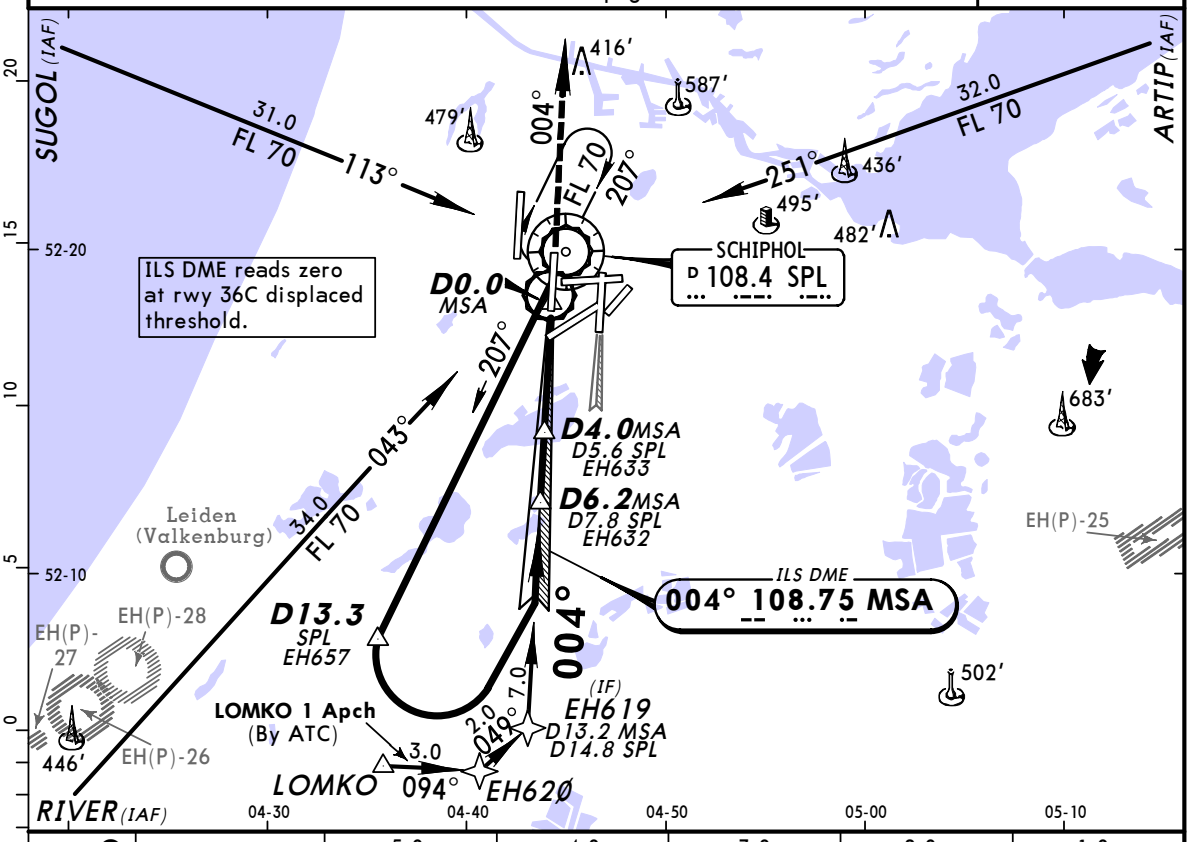
| LOC MSA | Final Apch Crs | GS | ILS DA(H) | Apt Elev -11′ RWY -12′ (BELOW SEA LEVEL) |
|---|---|---|---|---|
| 108.75 | 004° | No Altitude published | 188′ (200′) | |

**MISSED APCH:** Climb on track 004° to 2000′. Inform ATC.

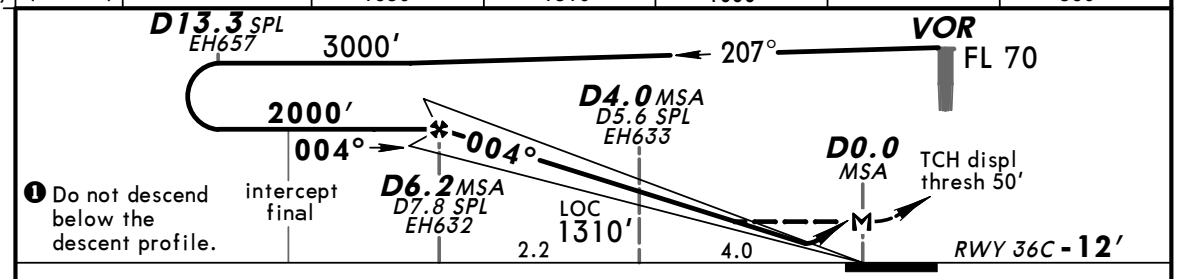
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

1. WARNING: CVFR tfc up to 1500′ in the Valkenburg CTR. 2. Simultaneous apchs rwy 36R may be executed. 3. When established on ILS maintain 160 KT until D4.0 MSA or as directed. 4. For additional information refer to 10-1P pages.




| LOC ❶ (GS out) | MSA DME | 5.0 | 4.0 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|---|---|---|
| | ALTITUDE | 1630′ | 1310′ | 1000′ | 680′ | 360′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS 3.00° or LOC Descent Gradient 5.2% | 377 | 485 | 539 | 647 | 755 | 862 |
| MAP at D0.0 MSA | | | | | | |

HIALS-II
PAPI
2000′ on 004°

**JAR-OPS** STRAIGHT-IN LANDING RWY 36C

| | ILS DA(H) 188′(200′) FULL | ILS DA(H) 188′(200′) ALS out | LOC (GS out) MDA(H) 340′(352′) | LOC (GS out) MDA(H) 340′(352′) ALS out |
|---|---|---|---|---|
| A | RVR 550m | RVR 1000m | RVR 900m | RVR 1500m |
| B | | | RVR 1000m | |
| C | | | | RVR 1800m |
| D | | | RVR 1400m | RVR 2000m |

CIRCLE-TO-LAND ❶

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 620′ (631′) | 1500m |
| 135 | 780′ (791′) | 1600m |
| 180 | 880′ (891′) | 2400m |
| 205 | 890′ (901′) | 3600m |

❶ To rwy 18L during daylight only: CEIL 1200′, VIS 5.0 km.

PANS OPS 4

*CHANGES:* ILS ident.

# EHAM/AMS
SCHIPHOL

JEPPESEN
24 MAR 06 (11-8A)

# AMSTERDAM, NETHERLANDS
## LOMKO 1 Apch &
## CAT II ILS DME Rwy 36C

| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.8 |

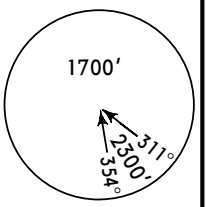
BRIEFING STRIP ™

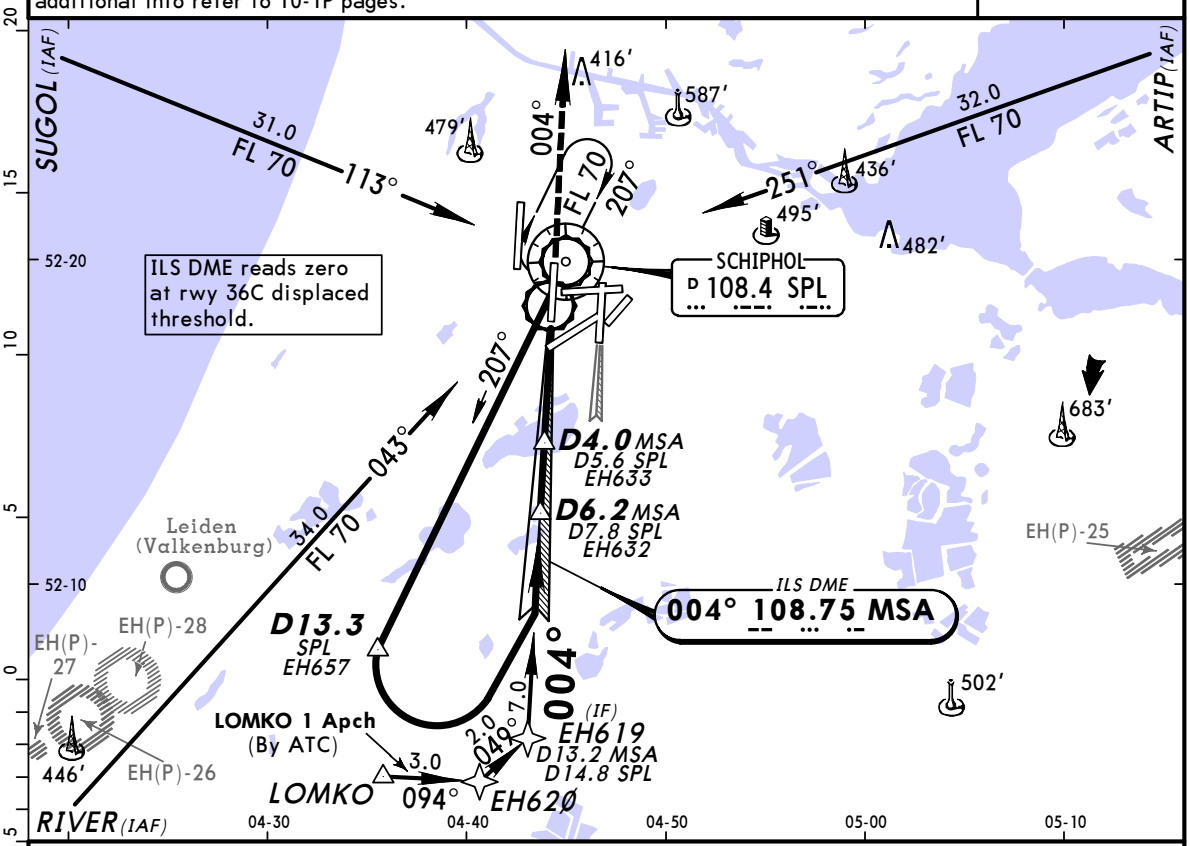
| LOC MSA 108.75 | Final Apch Crs 004° | GS No Altitude published | CAT II ILS RA 100′ DA(H) 88′(100′) | Apt Elev -11′ RWY -12′ (BELOW SEA LEVEL) |
|---|---|---|---|---|

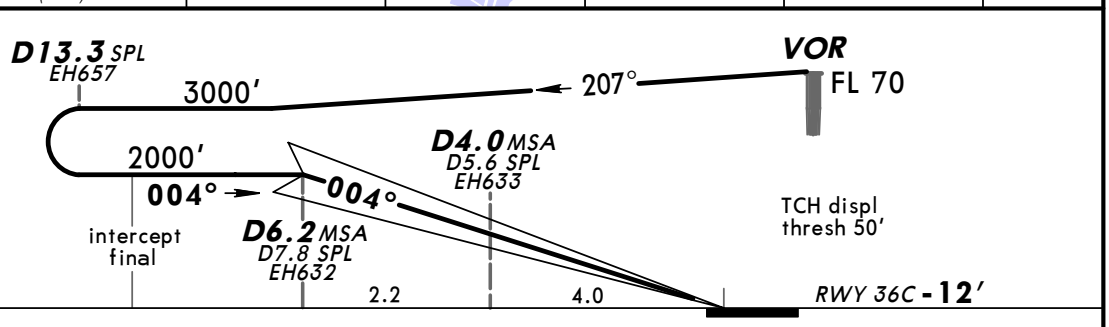
**MISSED APCH:** Climb on track 004° to 2000′. Inform ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

1. Special Aircrew & Aircraft Certification Required. 2. WARNING: CVFR tfc up to 1500′ in the Valkenburg CTR. 3. Simultaneoous apchs on rwy 36R may be executed . When established on ILS maintain 160 KT until D4.0 MSA or as directed. 4. For additional info refer to 10-1P pages.




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00° | 377 | 485 | 539 | 647 | 755 | 862 |

HIALS-II
PAPI

2000′ on 004°

**JAR-OPS**

STRAIGHT-IN LANDING RWY **36C**
**CAT II ILS**

ABCD
**RA 100′**
DA(H) **88′(100′)**

RVR 300m 1

PANS OPS 4

1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

*CHANGES:* ILS ident.

# EHAM/AMS SCHIPHOL

JEPPESEN 25 AUG 06 **Eff 31 Aug** (11-9)

# AMSTERDAM, NETHERLANDS
# MONUT 1 Apch & ILS Rwy 36R

| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.8 |

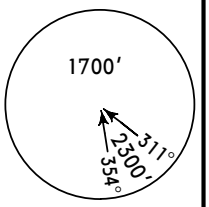
BRIEFING STRIP™

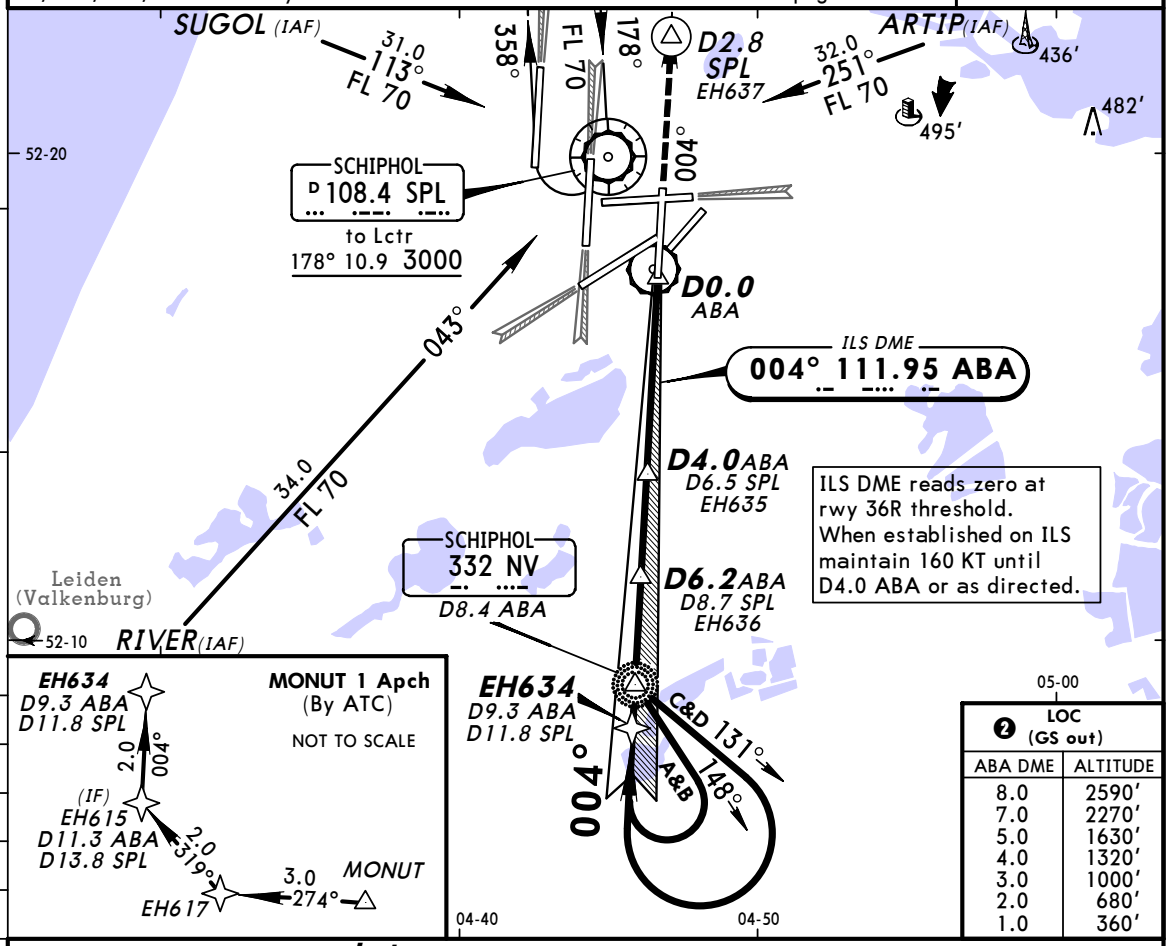
| LOC | Final | GS | ILS | Apt Elev -11′ |
|---|---|---|---|---|
| ABA | Apch Crs | No Altitude published | DA(H) | RWY -11′ |
| 111.95 | 004° | | 189′ (200′) | (BELOW SEA LEVEL) |

**MISSED APCH:** Climb on track 004° to MAX 1500′. Inform ATC. At D2.8 North of SPL VOR climb to 2000′. Do not overshoot the initial altitude of 1500′.

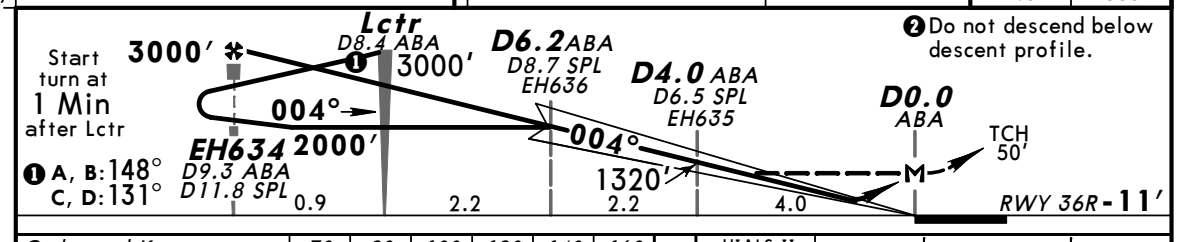
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

1. WARNING: CVFR tfc up to 1500′ in the Valkenburg CTR. 2. Simultaneous apchs on rwy 06, 18C, 18R, 27 or 36C may be executed. 3. For additional info refer to 10-1P pages.




| LOC (GS out) | |
|---|---|
| ABA DME | ALTITUDE |
| 8.0 | 2590′ |
| 7.0 | 2270′ |
| 5.0 | 1630′ |
| 4.0 | 1320′ |
| 3.0 | 1000′ |
| 2.0 | 680′ |
| 1.0 | 360′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS 3.00° or LOC Descent Gradient 5.2% | 377 | 485 | 539 | 647 | 755 | 862 |
| MAP at D0.0 ABA | | | | | | |

HIALS-II PAPI

MAX 1500′ at D2.8 SPL North of on SPL VOR 004°

PANS OPS 4

**JAR-OPS** STRAIGHT-IN LANDING RWY **36R**

| | ILS DA(H) 189′ (200′) | | LOC (GS out) MDA(H) 430′ (441′) | | CIRCLE-TO-LAND 1 | | |
|---|---|---|---|---|---|---|---|
| | FULL | ALS out | | ALS out | Max Kts | MDA(H) | VIS |
| A | RVR 550m | RVR 1000m | RVR 900m | RVR 1500m | 100 | 620′ (631′) | 1500m |
| B | | | RVR 1000m | | 135 | 780′ (791′) | 1600m |
| C | | | | RVR 1800m | 180 | 880′ (891′) | 2400m |
| D | | | RVR 1400m | RVR 2000m | 205 | 890′ (901′) | 3600m |

1 To rwy 18L during daylight only: CEIL 1200′, VIS 5.0 km.

*CHANGES:* Procedure.

# EHAM/AMS SCHIPHOL

JEPPESEN

25 AUG 06
**Eff 31 Aug**

(11-9A)

# AMSTERDAM, NETHERLANDS
## MONUT 1 Apch & CAT II ILS Rwy 36R

| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.8 |

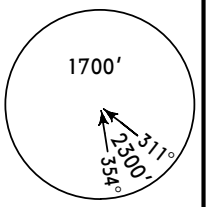
BRIEFING STRIP™

| LOC | Final | GS | CAT II ILS | Apt Elev -11′ |
|---|---|---|---|---|
| ABA | Apch Crs | No Altitude published | **RA 102′** DA(H) 89′(100′) | RWY **-11′** (BELOW SEA LEVEL) |
| **111.95** | **004°** | | | |

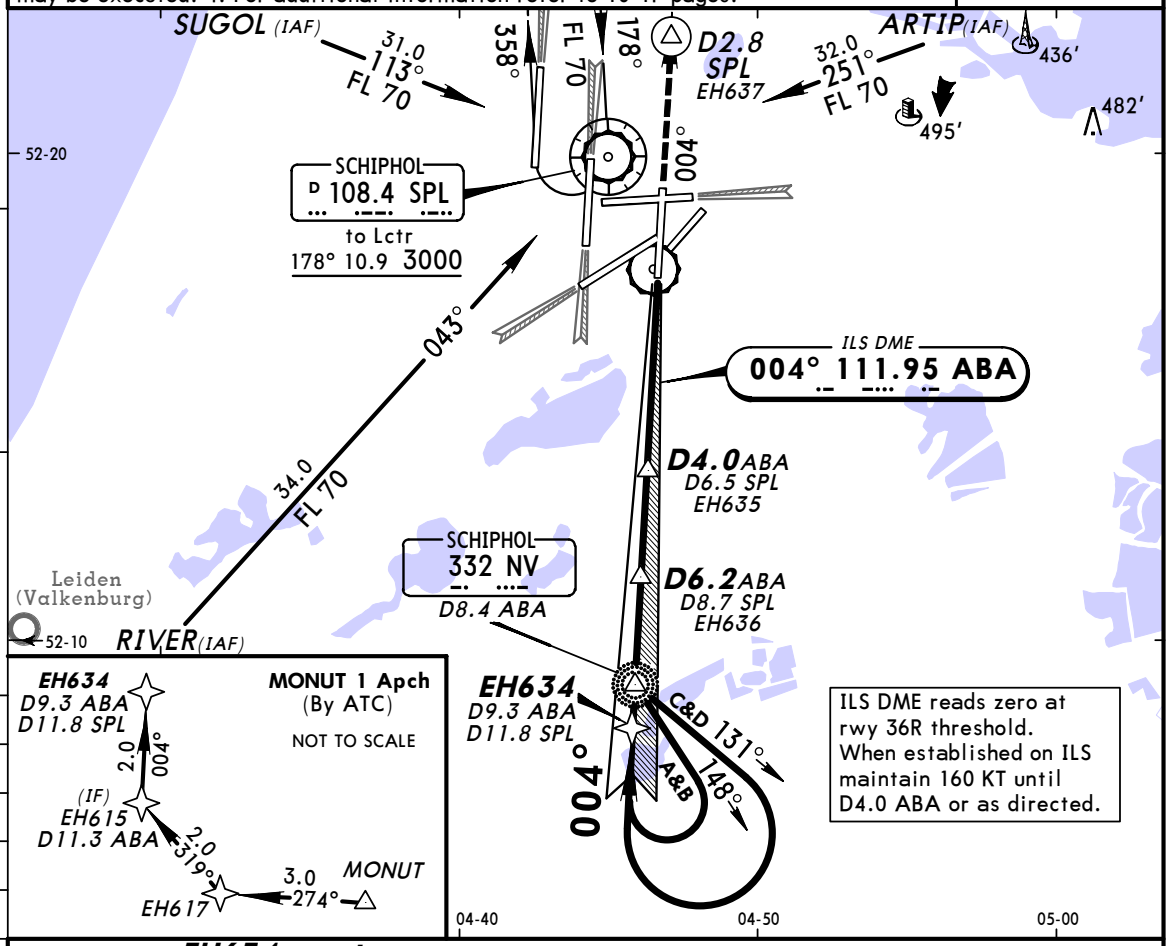
**MISSED APCH:** Climb on track 004° to MAX 1500′. Inform ATC. At D2.8 North of SPL VOR climb to 2000′. Do not overshoot the initial altitude of 1500′.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

1. Special Aircrew & Aircraft Certification Required. 2. WARNING: CVFR tfc up to 1500′ in the Valkenburg CTR. 3. Simultaneous apchs on rwy 06, 18C, 18R, 27 or 36C may be executed. 4. For additional information refer to 10-1P pages.



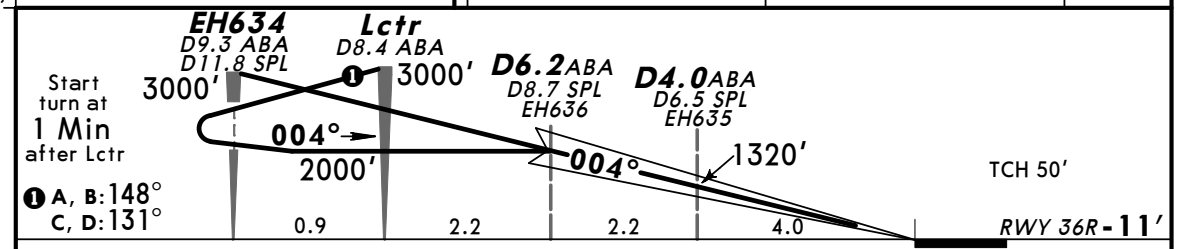

MSA SPL VOR







ILS DME reads zero at rwy 36R threshold. When established on ILS maintain 160 KT until D4.0 ABA or as directed.




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| GS 3.00° | 377 | 485 | 539 | 647 | 755 | 862 |

HIALS-II
PAPI

MAX **1500′** at **D2.8** SPL North of SPL VOR on **004°**

PANS OPS 4

**JAR-OPS**

STRAIGHT-IN LANDING RWY **36R**
**CAT II ILS**

ABCD
**RA 102′**
DA(H) **89′**(100′)

RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

*CHANGES:* Procedure.

# EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS
27 MAY 05 (13-1)
VOR DME Rwy 09

| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.8 |

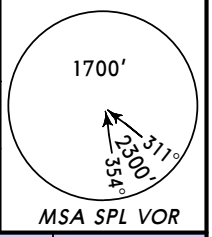
BRIEFING STRIP ™

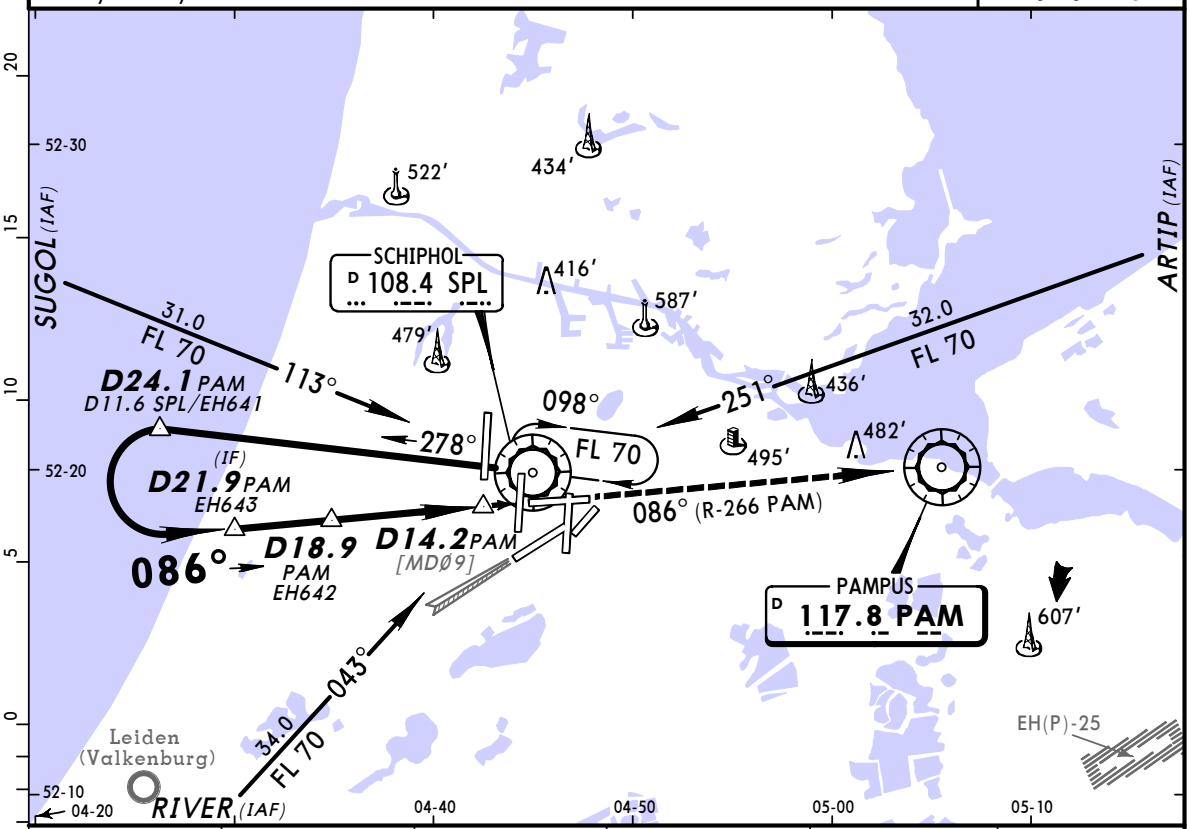
| VOR PAM 117.8 | Final Apch Crs 086° | Minimum Alt D18.9 PAM 2000′ (2012′) | MDA(H) 570′ (582′) | Apt Elev -11′ RWY -12′ (BELOW SEA LEVEL) |
|---|---|---|---|---|

**MISSED APCH:** Climb inbound on R-266 PAM to 2000′. Inform ATC.

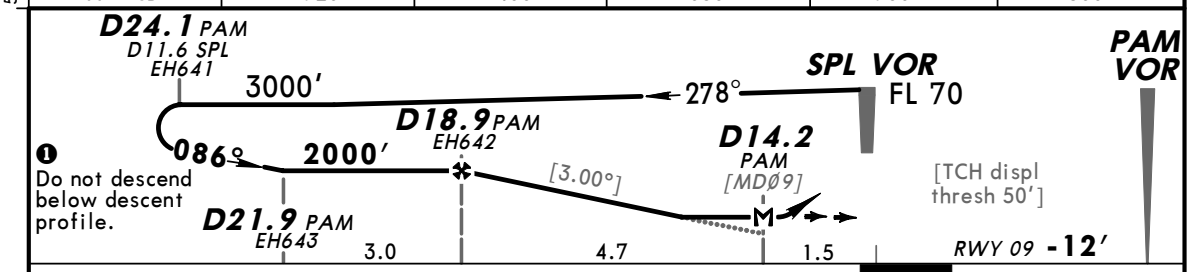
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

1. WARNING: CVFR tfc up to 1500′ in the Valkenburg CTR. 2. Simultaneous approaches on rwy 06 may be executed. 3. For additional information refer to 11-0.




| ❶ PAM DME | 18.0 | 17.0 | 16.0 | 15.0 | 14.2 |
|---|---|---|---|---|---|
| ALTITUDE | 1720′ | 1400′ | 1080′ | 760′ | 500′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Gradient 5.24% or Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D14.2 PAM | | | | | | |

2000′ PAM on 117.8 R-266

**JAR-OPS** STRAIGHT-IN LANDING RWY **09**

MDA(H) **570′** (582′)

| | | Max Kts. | MDA(H) | VIS |
|---|---|---|---|---|
| A | RVR 1500m | 100 | 620′ (631′) | 1500m |
| B | | 135 | 780′ (791′) | 1600m |
| C | RVR 2000m | 180 | 880′ (891′) | 2400m |
| D | | 205 | 890′ (901′) | 3600m |

CIRCLE-TO-LAND ❶

❶ To rwy 18L during daylight only: CEIL 1200′, VIS 5.0 km.

PANS OPS 4

*CHANGES:* Communications. Note. Procedure.

# EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS
27 MAY 05 (13-2)
VOR DME Rwy 18R

| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.9 |

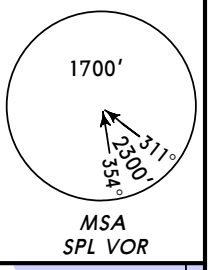
BRIEFING STRIP ™

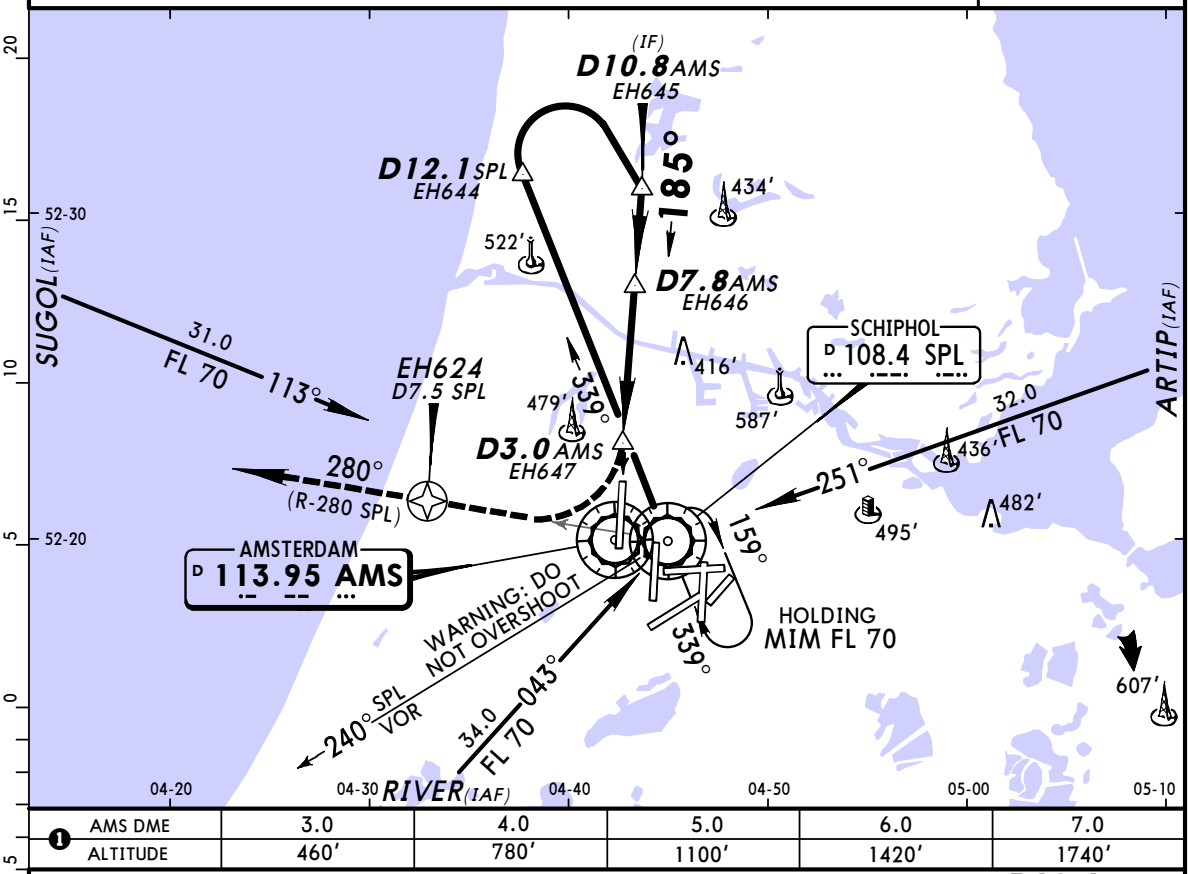
| VOR | Final | Minimum Alt | MDA(H) | Apt Elev -11′ |
|---|---|---|---|---|
| AMS | Apch Crs | D7.8 AMS | 460′ (473′) | RWY -13′ |
| 113.95 | 185° | 2000′ (2013′) | | (BELOW SEA LEVEL) |

**MISSED APCH:** Turn RIGHT to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000′. Cross EH624 at 2000′. Inform ATC.

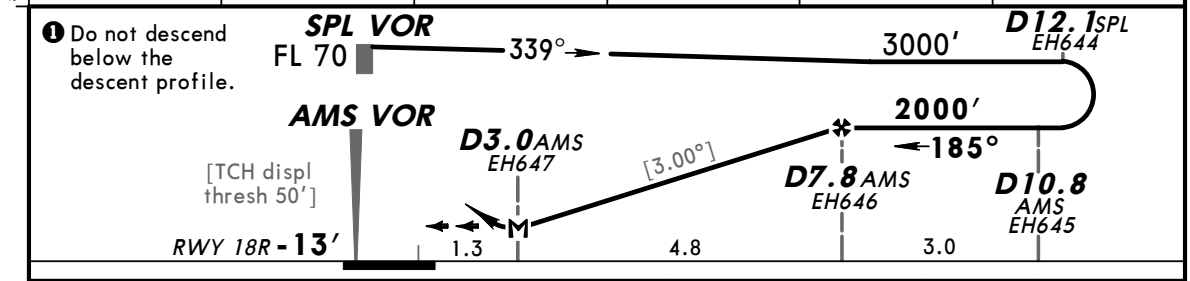
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

1. WARNING: CVFR tfc up to 1500′ in the Valkenburg CTR.
2. For additional information refer to 11-0.




| ❶ AMS DME | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 |
|---|---|---|---|---|---|
| ALTITUDE | 460′ | 780′ | 1100′ | 1420′ | 1740′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Gradient 5.24% or Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D3.0 AMS/EH647 | | | | | | |

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS 4

**JAR-OPS** STRAIGHT-IN LANDING RWY **18R**

MDA(H) **460′ (473′)**

| | | ALS out |
|---|---|---|
| A | RVR 1000m | RVR 1500m |
| B | RVR 1200m | |
| C | | RVR 2000m |
| D | RVR 1600m | |

CIRCLE-TO-LAND ❶

| Max Kts. | MDA(H) | VIS |
|---|---|---|
| 100 | 620′ (631′) | 1500m |
| 135 | 780′ (791′) | 1600m |
| 180 | 880′ (891′) | 2400m |
| 205 | 890′ (901′) | 3600m |

❶ To rwy 18L during daylight only: CEIL 1200′, VIS 5.0 km.

*CHANGES:* Communications. Missed apch. Procedure.

# EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

27 MAY 05 (13-3)

CIRCLING VOR DME Rwy 24

| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.7 |

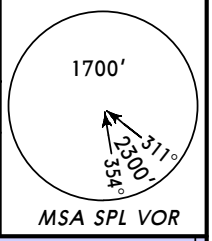
BRIEFING STRIP ™

| VOR | Final | Minimum Alt | MDA(H) | Apt Elev -11′ |
|---|---|---|---|---|
| PAM | Apch Crs | D5.8 PAM | 1000′ (1011′) | RWY -11′ |
| 117.8 | 268° | 2000′ (2011′) | | (BELOW SEA LEVEL) |

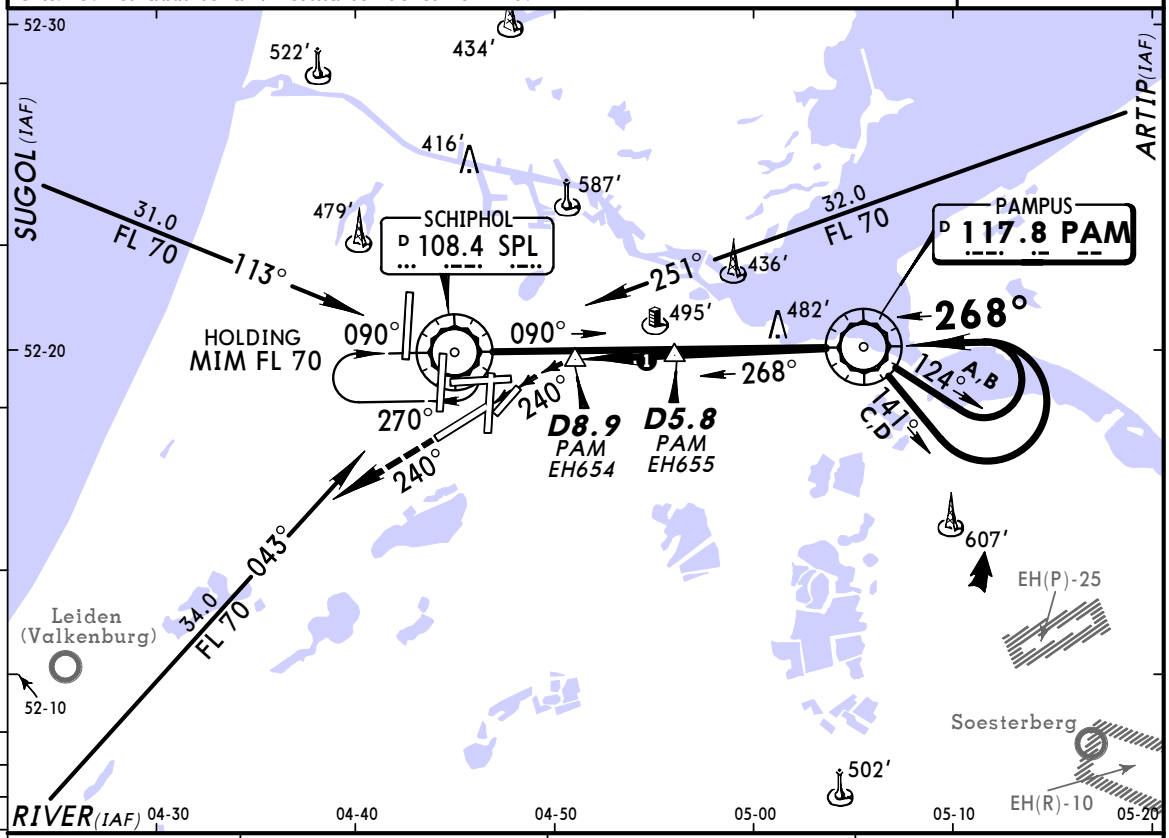
**MISSED APCH:** Turn LEFT onto 240° and climb to 2000′. Inform ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

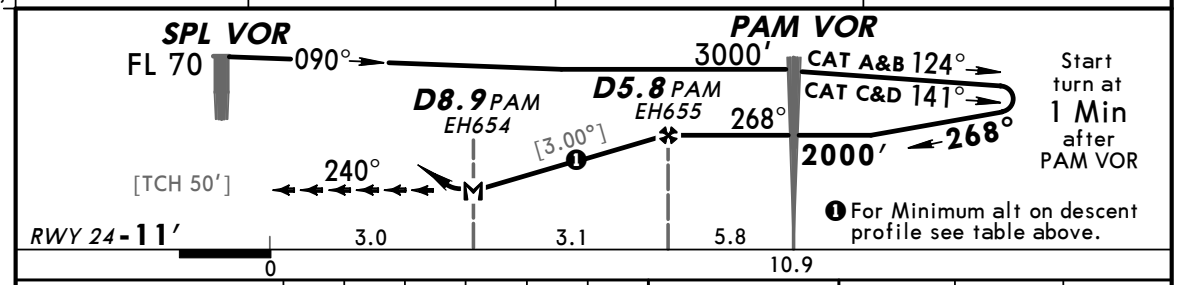
1. WARNING: After passing D8.0 PAM expect moderate turbulence on final approach when average wind velocity exceeds 30 KT. 2. CVFR tfc up to1500′ in the Valkenburg CTR. 3. For additional information refer to 11-0.




MSA SPL VOR




| PAM DME | 8.0 | 7.0 | 6.0 |
|---|---|---|---|
| MINIMUM ALT | 1310′ | 1630′ | 1950′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Gradient 5.24% or Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D8.9 PAM/EH654 | | | | | | |

PAPI 240° LT 2000′

**JAR-OPS** **CEILING REQUIRED** CIRCLE-TO-LAND 1

| | Max Kts. | MDA(H) | CEIL-VIS |
|---|---|---|---|
| A | 100 | 1000′ (1011′) | 1100′ - 6.0 km |
| B | 135 | | |
| C | 180 | | |
| D | 205 | | |

PANS OPS 4

1 To rwy 18L during daylight only: CEIL 1200′.

*CHANGES:* Communications. Note. Procedure. Minimums.

# EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS
27 MAY 05 (13-4)
VOR DME Rwy 27

| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.8 |

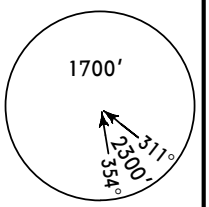
BRIEFING STRIP™

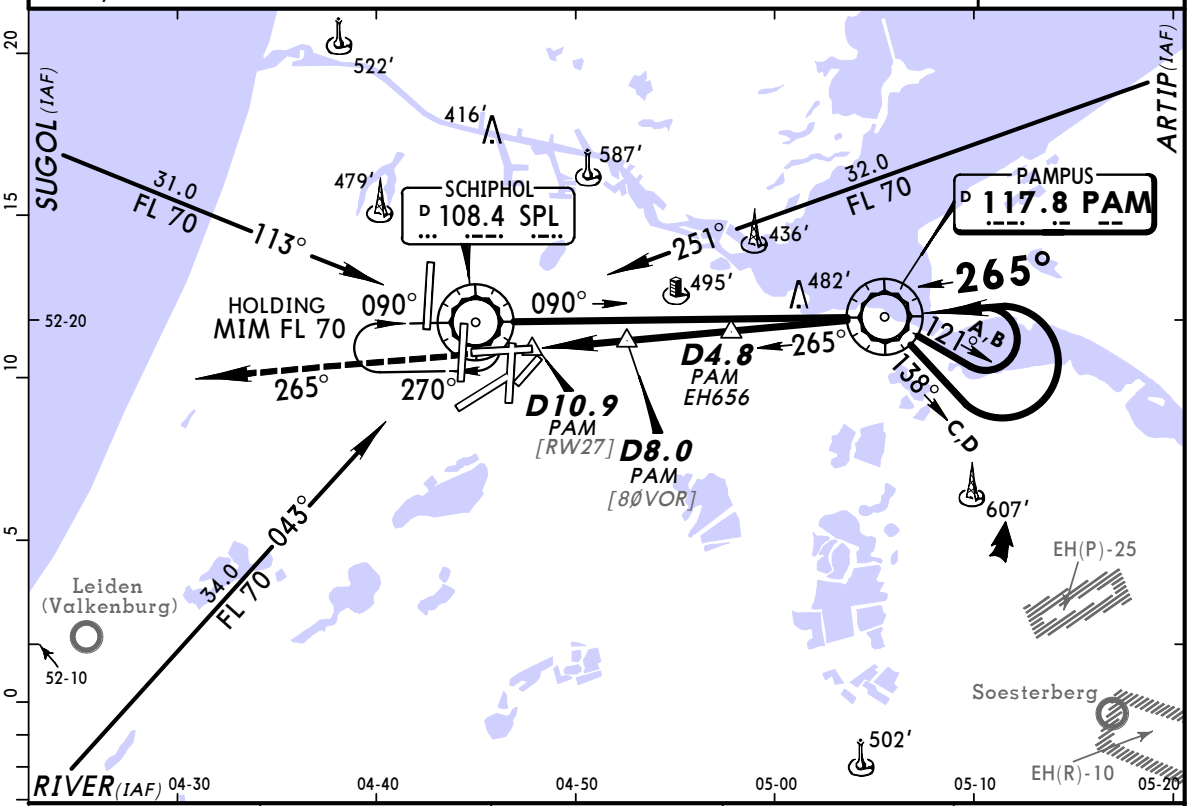
| VOR PAM | Final Apch Crs | Minimum Alt D4.8 PAM | MDA(H) | Apt Elev -11′ RWY -12′ (BELOW SEA LEVEL) |
|---|---|---|---|---|
| 117.8 | 265° | 2000′ (2012′) | 670′ (682′) | |

**MISSED APCH:** Climb on track 265° to 2000′. Inform ATC.

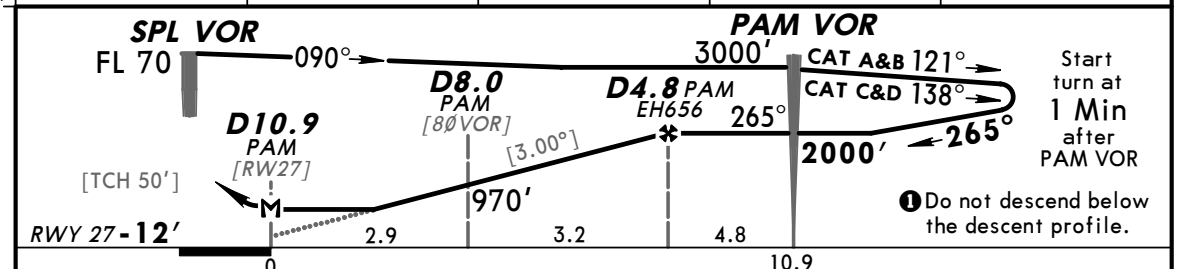
Alt Set: hPa  Rwy Elev: 0 hPa  Trans level: By ATC  Trans alt: 3000′

1. WARNING: When average surface wind velocity exceeds 30 KT, moderate turbulence can be expected on final approach from approx D8.0 PAM to D10.0 PAM. 2. CVFR tfc up to 1500′ in the Valkenburg CTR. 3. Final approach track offset 2° from runway centerline. 4. For additional information refer to 11-0.




| ❶ | 9.0 | 8.0 | 7.0 | 6.0 |
|---|---|---|---|---|
| PAM DME | | | | |
| ALTITUDE | 650′ | 970′ | 1290′ | 1610′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Gradient 5.24% or Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D10.9 PAM | | | | | | |

HIALS-II
PAPI
2000′ on 265°

**JAR-OPS** STRAIGHT-IN LANDING RWY 27

MDA(H) 670′ (682′)

| | | ALS out |
|---|---|---|
| A | RVR 1200m | RVR 1500m |
| B | RVR 1400m | |
| C | | RVR 2000m |
| D | RVR 1800m | |

CIRCLE-TO-LAND ❶

| Max Kts. | MDA(H) | VIS |
|---|---|---|
| 100 | 670′ (681′) | 1500m |
| 135 | 780′ (791′) | 1600m |
| 180 | 880′ (891′) | 2400m |
| 205 | 890′ (901′) | 3600m |

❶ To rwy 18L during daylight only: CEIL 1200′, VIS 5.0 km.

PANS OPS 4

*CHANGES:* Communications. Note. Procedure.

# EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS
27 MAY 05 (13-5)
VOR DME Rwy 36C

| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.8 |

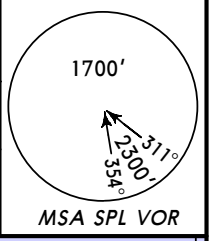
BRIEFING STRIP™

| VOR | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev -11′ |
|---|---|---|---|---|
| SPL 108.4 | 011° | D7.8 2000′ (2012′) | 570′ (582′) | RWY -12′ (BELOW SEA LEVEL) |

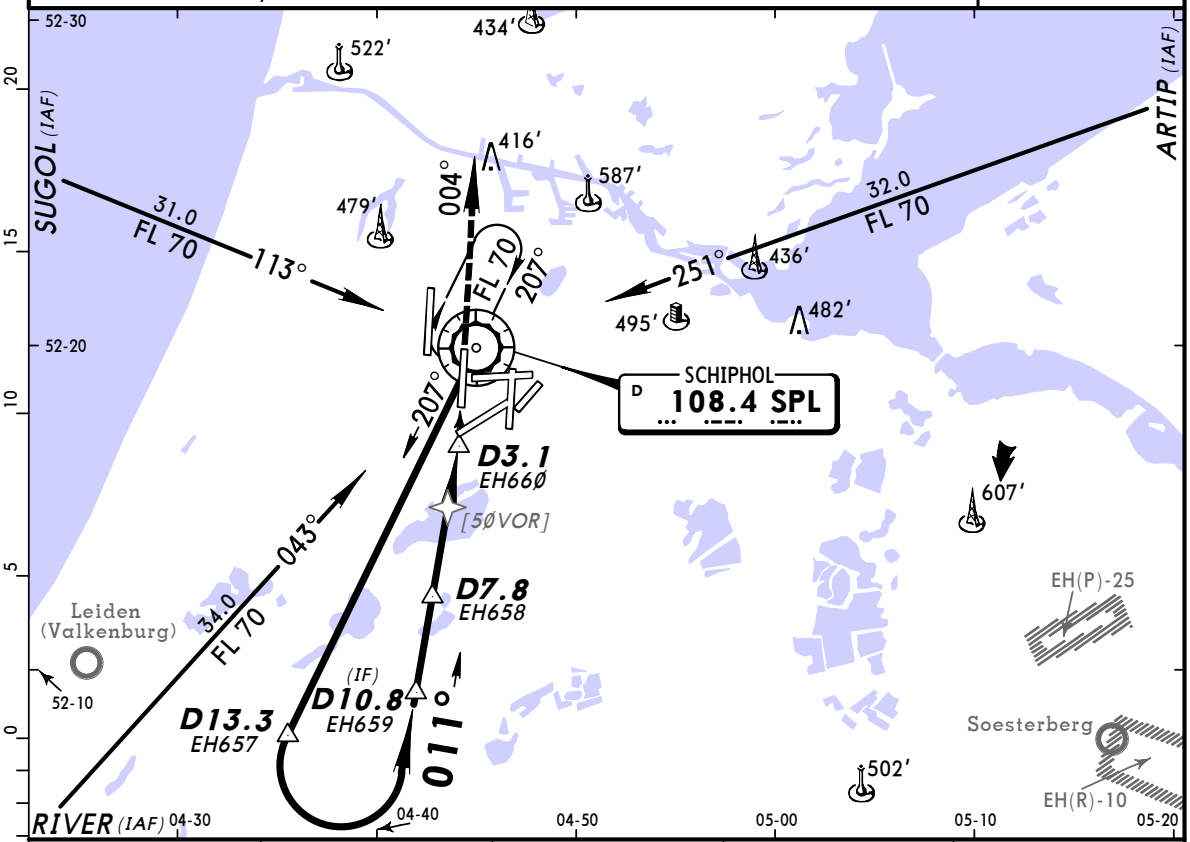
**MISSED APCH:** Climb on track 004° to 2000′. Inform ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

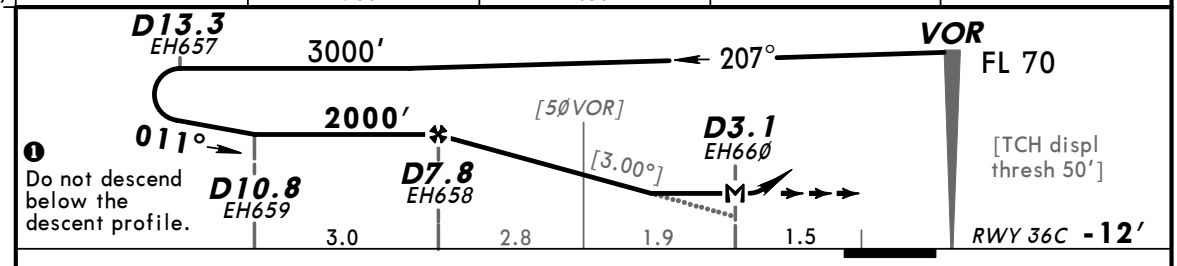
1. WARNING: CVFR tfc up to 1500′ in the Valkenburg CTR. 2. Final approach track offset 7° from runway centerline. 3. For additional information refer to 11-0.



MSA SPL VOR




| ❶ SPL DME | 7.0 | 6.0 | 5.0 | 4.0 |
|---|---|---|---|---|
| ALTITUDE | 1760′ | 1430′ | 1120′ | 800′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Gradient 5.24% or Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D3.1/EH66Ø | | | | | | |

HIALS-II
PAPI
004°
2000′

PANS OPS 4

**JAR-OPS** STRAIGHT-IN LANDING RWY **36C**

MDA(H) **570′** (582′)

| | | ALS out |
|---|---|---|
| A | RVR 1000m | RVR 1500m |
| B | RVR 1200m | |
| C | | RVR 2000m |
| D | RVR 1600m | |

CIRCLE-TO-LAND ❶

| Max Kts. | MDA(H) | VIS |
|---|---|---|
| 100 | 620′ (631′) | 1500m |
| 135 | 780′ (791′) | 1600m |
| 180 | 880′ (891′) | 2400m |
| 205 | 890′ (901′) | 3600m |

❶ To rwy 18L during daylight only: CEIL 1200′, VIS 5.0 km.

*CHANGES:* Communications. Procedure.

# EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS
27 MAY 05 (16-1)
NDB DME Rwy 06

| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.7 |

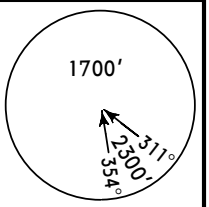
BRIEFING STRIP™

| Lctr | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev -11′ |
|---|---|---|---|---|
| CH 388.5 | 059° | D8.2 SPL 2000′ (2012′) | 570′ (582′) | RWY -12′ (BELOW SEA LEVEL) |

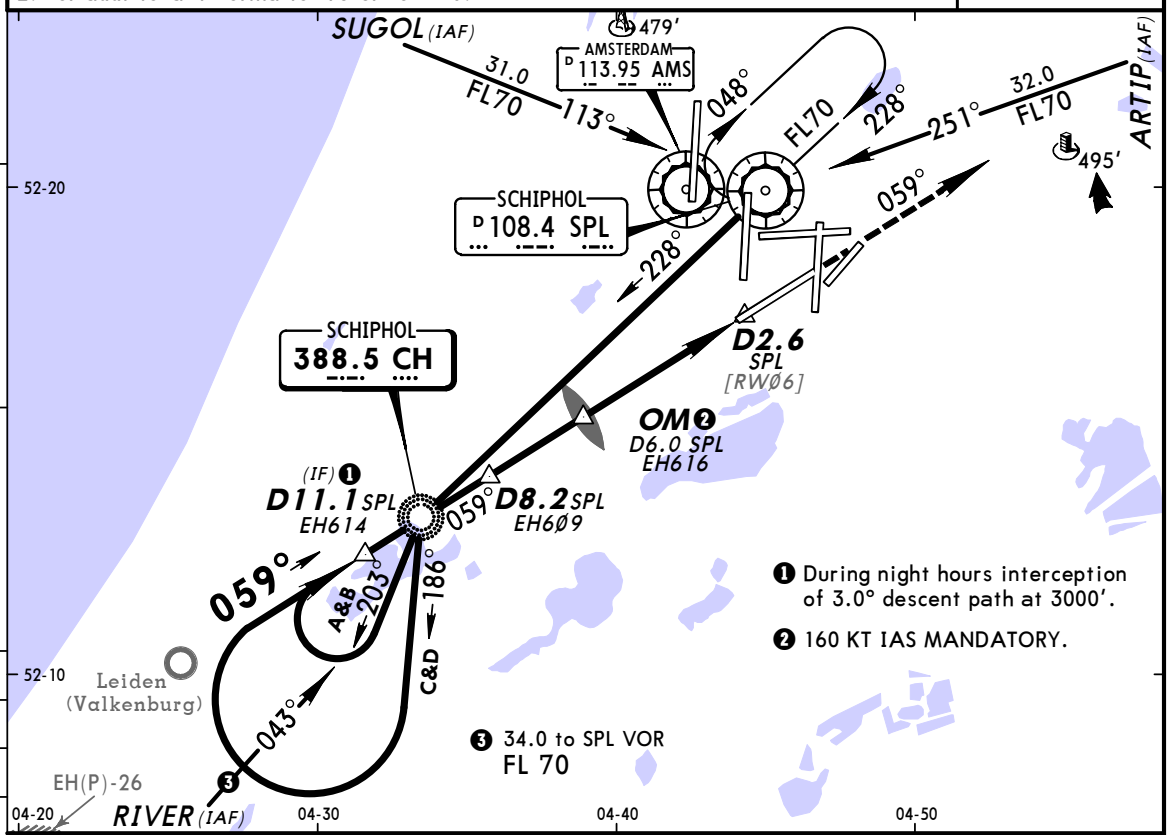
**MISSED APCH:** Climb on track 059° to 2000′. Inform ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

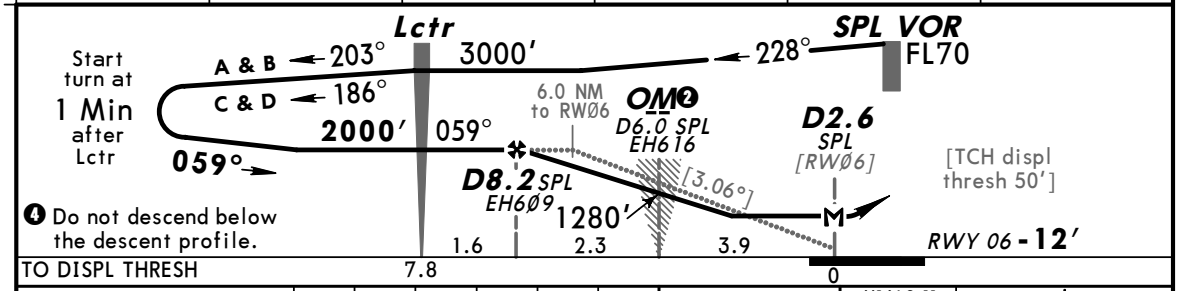
1. WARNING: CVFR tfc up to 1500′ in the Valkenburg CTR.
2. For additional information refer to 11-0.



MSA SPL VOR




| ❹ SPL DME | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 |
|---|---|---|---|---|---|
| ALTITUDE | 1950′ | 1620′ | 1280′ | 950′ | 590′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Gradient 5.34% or Descent angle [3.06°] | 379 | 487 | 541 | 650 | 758 | 866 |
| MAP at D2.6 SPL | | | | | | |

HIALS-II
PAPI
2000′ on 059°

**JAR-OPS** STRAIGHT-IN LANDING RWY **06**

MDA(H) **570′** (582′)

| | | ALS out |
|---|---|---|
| A | RVR 1000m | RVR 1500m |
| B | RVR 1200m | |
| C | | RVR 2000m |
| D | RVR 1600m | |

CIRCLE-TO-LAND ❶

| Max Kts. | MDA(H) | VIS |
|---|---|---|
| 100 | 620′ (631′) | 1500m |
| 135 | 780′ (791′) | 1600m |
| 180 | 880′ (891′) | 2400m |
| 205 | 890′ (901′) | 3600m |

❶ To rwy 18L during daylight only: CEIL 1200′, VIS 5.0 km.

PANS OPS 4

*CHANGES:* Communications. Procedure.

# EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS
27 MAY 05 (16-2)
NDB DME Rwy 18C

| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.8 |

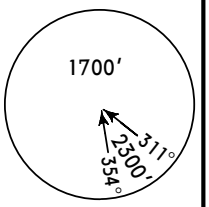
BRIEFING STRIP ™

| Lctr | Final | Minimum Alt | MDA(H) | Apt Elev -11′ |
|---|---|---|---|---|
| OA | Apch Crs | D6.1 SPL | 620′ (632′) | RWY -12′ |
| 395 | 184° | 2000′ (2012′) | | (BELOW SEA LEVEL) |

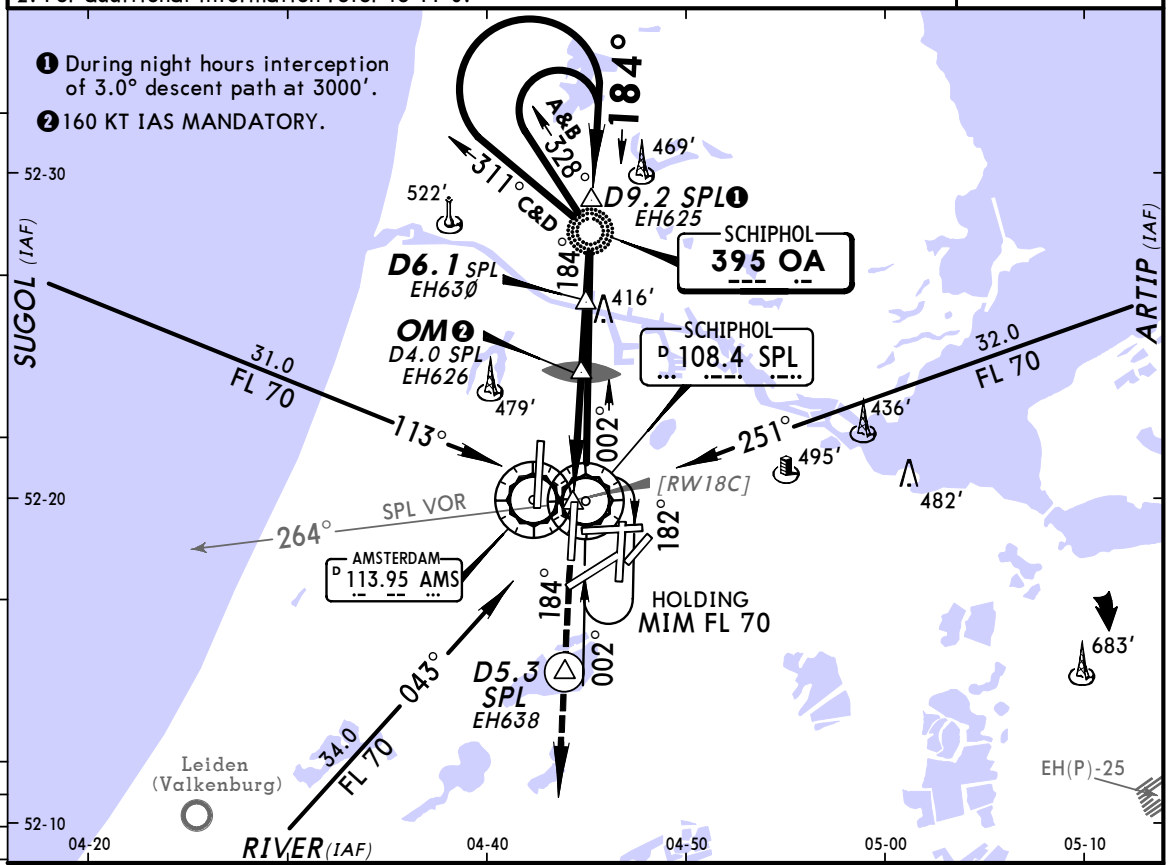
**MISSED APCH:** Climb on track 184° to MAX 1500′. Inform ATC. At D5.3 SPL South of SPL VOR climb to 2000′.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

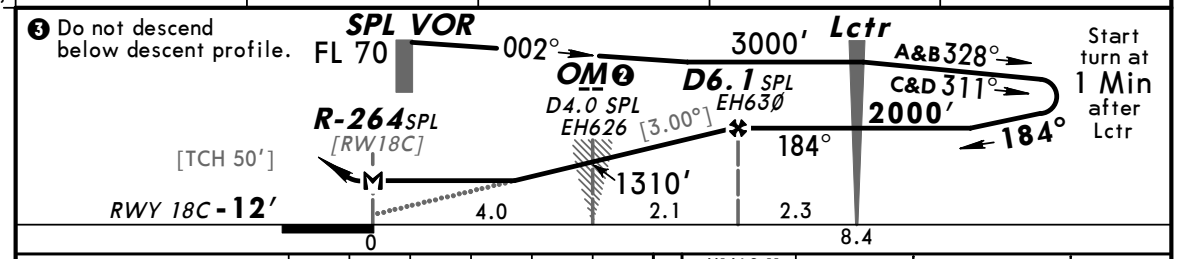
1. WARNING: CVFR tfc up to 1500′ in the Valkenburg CTR.
2. For additional information refer to 11-0.



MSA SPL VOR




| ❸ SPL DME | 2.0 | 3.0 | 4.0 | 5.0 |
|---|---|---|---|---|
| ALTITUDE | 690′ | 1010′ | 1310′ | 1650′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Gradient 5.24% or Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at R-264 SPL | | | | | | |

HIALS-II
PAPI

MAX 1500′ at D5.3 SPL South of SPL VOR on 184°

**JAR-OPS** STRAIGHT-IN LANDING RWY 18C

MDA(H) 620′ (632′)

| | | ALS out |
|---|---|---|
| A | RVR 1000m | RVR 1500m |
| B | RVR 1200m | |
| C | | RVR 2000m |
| D | RVR 1600m | |

CIRCLE-TO-LAND ❶

| Max Kts. | MDA(H) | VIS |
|---|---|---|
| 100 | 620′ (631′) | 1500m |
| 135 | 780′ (791′) | 1600m |
| 180 | 880′ (891′) | 2400m |
| 205 | 890′ (901′) | 3600m |

❶ To rwy 18L during daylight only: CEIL 1200′, VIS 5.0 km.

PANS OPS 4

*CHANGES:* Communications. Procedure.

# EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS
27 MAY 05 (16-3)
NDB DME Rwy 36R

| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) | SCHIPHOL Tower | Ground |
|---|---|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 | 119.22 118.1 118.27 | 121.8 |

BRIEFING STRIP™

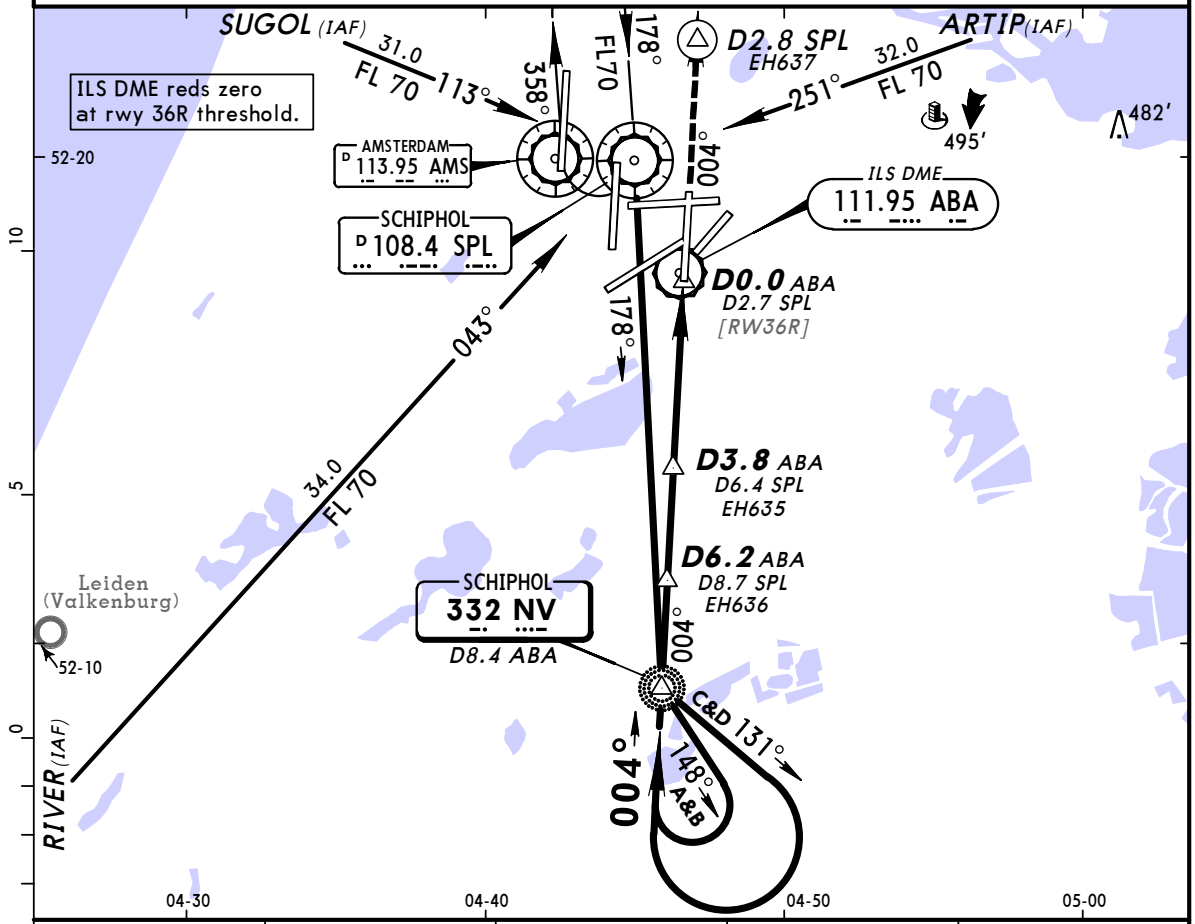
| Lctr | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev -11′ |
|---|---|---|---|---|
| NV | 004° | D6.2 ABA | 570′ (581′) | RWY -11′ |
| 332 | | 2000′ (2011′) | | (BELOW SEA LEVEL) |

MSA: 1700′ SPL VOR 311°–354° 2300′

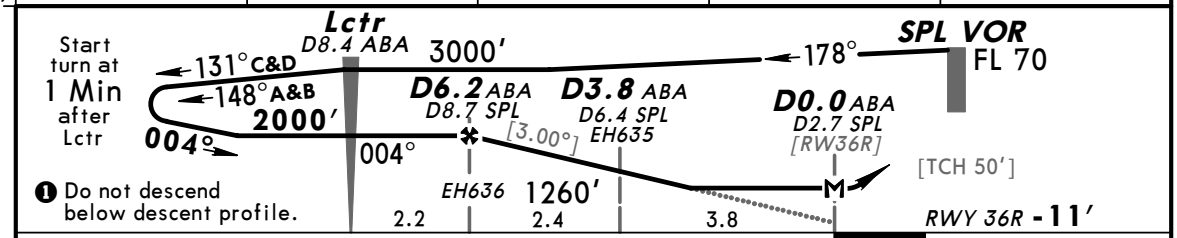
**MISSED APCH:** Climb on track 004° to MAX 1500′. Inform ATC. At D2.8 SPL North of SPL VOR climb to 2000′.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 3000′

1. WARNING: CVFR tfc up to 1500′ in the Valkenburg CTR. 2. For additional information refer to 11-0.




| ❶ | ABA DME | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|
| | ALTITUDE | 1630′ | 1310′ | 1000′ | 680′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| Descent Gradient 5.24% or Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D0.0 ABA/D2.7 SPL | | | | | | |

HIALS-II
PAPI

MAX 1500′ at D2.8 SPL North of SPL VOR on 004°

PANS OPS 4

**JAR-OPS** STRAIGHT-IN LANDING RWY **36R**

MDA(H) **570′** (581′)

| | | ALS out |
|---|---|---|
| A | RVR 1000m | RVR 1500m |
| B | RVR 1200m | |
| C | | RVR 2000m |
| D | RVR 1600m | |

CIRCLE-TO-LAND ❶

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 620′ (631′) | 1500m |
| 135 | 780′ (791′) | 1600m |
| 180 | 880′ (891′) | 2400m |
| 205 | 890′ (901′) | 3600m |

❶ To rwy 18L during daylight only: CEIL 1200′, VIS 5.0 km.

*CHANGES:* Communications. Procedure.

# EHAM/AMS
SCHIPHOL

JEPPESEN
24 MAR 06 (18-1)

# AMSTERDAM, NETHERLANDS
SRE Rwys 04, 06, 09, 18C, 18R, 22, 24, 27, 36C, 36R

BRIEFING STRIP™

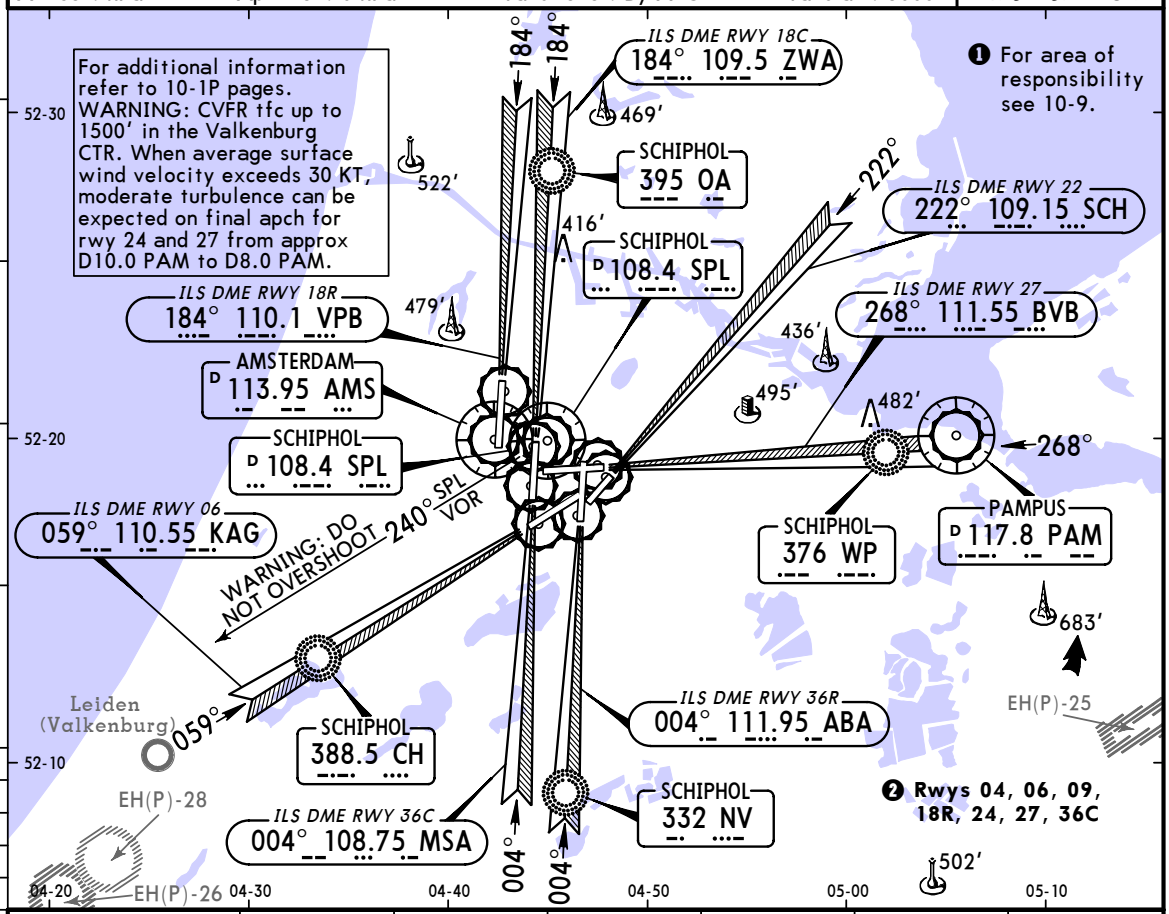
| D-ATIS Arrival | SCHIPHOL Approach (R) | SCHIPHOL Arrival (APP/R) |
|---|---|---|
| 108.4 132.97 | 119.05 121.2 | 118.4 131.15 |

| SCHIPHOL Tower | Ground ❶ |
|---|---|
| 119.22 118.1 118.27 | 121.7 121.8 121.9 |

| RADAR | Final Apch Crs By ATC | Minimum Alt See table below | MDA(H) Refer to chart 18-1A | Apt Elev -11′ (BELOW SEE LEVEL) RWY - See below |
|---|---|---|---|---|

Missed Approach - See below

Alt Set: hPa | Apt Elev: 0 hPa | Trans level: By ATC | Trans alt: 3000′




| Minimum Alt/NM | FAF 6.7 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|---|
| SRE ❷ | 2000′ | 1800′ | 1500′ | 1200′ | 900′ | 600′ |

| Minimum Alt/NM | FAF 10.0 | 9.0 | 8.0 | 7.0 | 6.0 | 5.0 | 4.0 | 3.0 | 2.0 |
|---|---|---|---|---|---|---|---|---|---|
| SRE Rwys 18C, 22, 36R | 3000′ | 2700′ | 2400′ | 2100′ | 1800′ | 1500′ | 1200′ | 900′ | 600′ |

| RWY | 04 | 06 | 09 | 18C | 18R | 22 | 24 | 27 | 36C | 36R |
|---|---|---|---|---|---|---|---|---|---|---|
| ELEV | -13′ | -12′ | -12′ | -12′ | -13′ | -14′ | -11′ | -12′ | -12′ | -11′ |

**MISSED APCH:**

Rwys 04, 06, 09, 18C, 24, 27, 36C, 36R: Climb on Rwy track to 2000′ and inform ATC.

Rwy 18R: Turn RIGHT to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000′. Inform ATC.

Rwy 22: Turn LEFT onto 160° as soon as practicable and climb to 2000′. Inform ATC.

PANS OPS 4

| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent Gradient | 4.9% | 347 | 447 | 496 | 595 | 695 | 794 |
| MAP 1.5 NM from touchdown | | | | | | | |

Lighting - Refer to Airport Chart

Refer to Missed Apch above

FOR LANDING MINIMUMS REFER TO 18-1A

*CHANGES:* ILS ident rwy 36C.

## LANDING MINIMUMS

**JAR-OPS** STRAIGHT-IN LANDING

| | SRE 04 MDA(H) 570′ (583′) | | SRE 06 MDA(H) 570′ (582′) | | SRE 09 MDA(H) 570′ (582′) | SRE 18C MDA(H) 440′ (452′) | |
|---|---|---|---|---|---|---|---|
| | | ALS out | | ALS out | | | ALS out |
| A | RVR 1400m | RVR 1500m | RVR 1000m | RVR 1500m | RVR 1500m | RVR 1000m | RVR 1500m |
| B | RVR 1500m | | RVR 1200m | | | RVR 1200m | |
| C | RVR 1600m | RVR 2000m | | RVR 2000m | RVR 2000m | | RVR 2000m |
| D | RVR 1800m | | RVR 1600m | | | RVR 1600m | |

**JAR-OPS** STRAIGHT-IN LANDING

| | SRE 18R MDA(H) 450′ (463′) | | SRE 22 MDA(H) 600′ (614′) | | SRE 24 MDA(H) 570′ (581′) | SRE 27 MDA(H) 570′ (582′) | |
|---|---|---|---|---|---|---|---|
| | | ALS out | | ALS out | | | ALS out |
| A | RVR 1000m | RVR 1500m | RVR 1400m | RVR 1500m | RVR 1500m | RVR 1000m | RVR 1500m |
| B | RVR 1200m | | RVR 1500m | | | RVR 1200m | |
| C | | RVR 2000m | RVR 1600m | RVR 2000m | RVR 2000m | | RVR 2000m |
| D | RVR 1600m | | RVR 1800m | | | RVR 1600m | |

**JAR-OPS** STRAIGHT-IN LANDING

| | SRE 36C MDA(H) 570′ (582′) | | SRE 36R MDA(H) 570′ (581′) | |
|---|---|---|---|---|
| | | ALS out | | ALS out |
| A | RVR 1000m | RVR 1500m | RVR 1000m | RVR 1500m |
| B | RVR 1200m | | RVR 1200m | |
| C | | RVR 2000m | | RVR 2000m |
| D | RVR 1600m | | RVR 1600m | |

CIRCLE-TO-LAND [1]

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 620′ (631′) | 1500m |
| 135 | 780′ (791′) | 1600m |
| 180 | 880′ (891′) | 2400m |
| 205 | 890′ (901′) | 3600m |

[1] To rwy 18L during daylight only: CEIL 1200′, VIS 5.0 km.

PANS OPS 4

*CHANGES:* None.

## 1. GENERAL

| | Weather | RVR 550m or more and cloud base 200' or more | | RVR less than 550m and/or cloud base less than 200' | |
|---|---|---|---|---|---|
| | **Wind component** | Cross | Tail | Cross | Tail |
| **Braking action** | Good | 20 KT | 7 KT | 15 KT | 7 KT |
| | Medium to good | 10 KT | 0 KT | 10 KT | 0 KT |
| | Medium | | | | |
| | Medium to poor | 5 KT | | 5 KT | |
| | Poor | | | | |

Usually, the braking action at Shiphol APT is good, even when the RWY is wet. The braking action will be less than good only in case of e.g. extreme rainfall or snow.

## 1.3. LOW VISIBILITY PROCEDURES (LVP)

The ATC low visibility procedures are categorized in four phases (A, B, C, D), that are based on RVR values and cloud base. LVP become effective when the TDZ RVR equals or drops below 1500m and/or the cloud base is equal to or less than 300'. First, the minimum separation for arriving ACFT and the departure interval will be increased. Next, RWY use will be restricted. Ultimately (in phase C and D), only one RWY with ILS CAT III will be available for landing and one for departure.

Taxi guidance based on surface movement radar (SMR) information will be provided (shared pilot/ATC responsibility for routing and avoidance of inadvertent RWY entry in phase C & D).

Pilots should not request start-up permission unless the RVR values for the take-off RWY are above the take-off limits for the flight. Pilots should be informed about the RVR minimums that apply to their flights, so that they can readily respond to requests about these minimums.

If the SMR and /or the RWY stop bars are out of sevice, additional restrictions apply. If the RVR values drop below 200m and the SMR is out of service, the APT will ultimately be closed for all traffic (ATIS/RTF: "Schiphol below operational limits").

During LVP all RWY exits, entries and crossings (except RWY 04/22) are safeguarded by switchable (remote controlled) or fixed stop bars. Crossing of activated stop bars is prohibited. Traffic may proceed only after ATC clearance **and** when the stop bar lights are switched off.

- Some RWY crossings are safeguarded under all visibility conditions. At these positions crossing of activated stop bars is also prohibited. Traffic may proceed only after ATC clearance **and** when the stop bar lights are switched off.
- During LVP taxi between Schiphol-Centre & Schiphol-East via RWY 18L/36R is only possible as follows:
  - from Schiphol-East to Schiphol-Centre taxi via twy E3 or G5.
  - from Schiphol-Centre to Schiphol-East taxi via twy E4 or E5.
- During LVP, intersection departures are not allowed.

## 1.4. TAXI PROCEDURES

TAXI RULES:
- All ACFT give way to ACFT vacating RWYs.
- All ACFT give way to ACFT on TWY A & B (except if first rule is applicable).

For wing span restrictions refer to 10-9 charts.

# 1. GENERAL

## 1.5. PARKING INFORMATION

### 1.5.1. GENERAL

At all parking positions except GA, GA1, J72 thru J80 and M71 thru M77 nose-in parking and push-back procedures are applicable.

Self docking procedure (w/o marshaller or visual docking guidance system) on apron B implemented (except stands B31, B32 & B34).
ACFT shall stop at the indicated stop position when the marking is in line with pilots eye view at an angle of 90° to the lead in line.

Push-pull for B757-200 and larger from stands E8, E18, H2, H4, on TWY A16 from stands E3, E5, E7, E9, F2, F4 and F6. On TWY A14 push-pull from stands E17 and E19. Push-pull for B757-200 and larger and MD11, but not for B747, B777, A300, A330 and A340 from stands E2, E4 and E6. Push-back on TWY A14 for ACFT up to including B737-900 from stand E3. Push-back on TWY A for B747, B777, A330, A340 and MD11 from stand F3.

CAUTION: Compass deviations, caused by underground train may occur when an ACFT is parked at the stands of the E-pier, in the area between the E- and F-pier, or when following the TWYs in the vicinity of the E-pier.

In order to prevent dazzling the marshaller or the push-back crew, pilots are requested when reaching or leaving the parking position on the apron, to switch-off their landing lights and, when equipped with both a conventional red anti-collision light and a sequenced white strobe light system, to switch-off the latter system as well.

### 1.5.2. VISUAL DOCKING GUIDANCE SYSTEMS

| System | Operational on gates |
|---|---|
| SAFEDOCK | B9 thru B15, B17, B18, B19, D3, D4, D5, D7, D8, D10, D12, D14, D16, D18, D22, D24, D26, D28, D41A/B, D43A/B, D88, D90, D92 thru D95, E2 thru E9, E17 thru E20, E22, E24, E72, E75, E77, F3, F4, F5, F8, F9 and G2 thru G9. |
| SAFEGATE | D19, D21, D23, D25, D27, D29, D31. |
| SAFEGATE display, in combination with SAFEDOCK laser system | C18, D42, D44, D46 thru D49, D51A/B thru D57A/B, F2, F6 and F7. |
| AGNIS/PAPA | B51, B52, B53, B61, B62, B63, C4 thru C10, C12, H1 thru H7, S72, S74, S77, S79, S82, S84 and S87. |

For stand graphic of visual docking guidance systems refer to 10-9 charts.

### 1.5.3. USE OF APU

Instead of using the APU it is urgently requested to use external power supplies, i.e. 400Hz or GPU. If absolutely necessary, APU may be used during the period needed to cool or heat the cabin. Where necessary, it may also be used for ACFT systems.

## 1.6. OTHER INFORMATION

### 1.6.1. GENERAL

Birds in vicinity of airport.
RVR reported for RWY in use at TDZ, MID and Rollout, identified by A, B and C.
All RWYs have an anti-skid layer.

### 1.6.2. JETBLAST HAZARD

CAUTION: Jetblast hazard exists, when the following RWY combinations in use:
- Departure RWY 18L with departure RWY 24.
- Departure RWY 24 with landing RWY 36R.
- Departure RWY 18L (E5) with landing RWY 27 or departure RWY 09.

ATC will time all departures from RWY 18L, from RWY 24 and all heavy departures from RWY 24 (S6).

*CHANGES:* Parking information. Visual docking.

# 1. GENERAL

## 1.6.3. OPERATION OF MODE S TRANSPONDERS

ACFT operators should ensure that the Mode S transponders are able to operate when the ACFT is on the ground according to ICAO specifications.
Pilots shall select the assigned Mode A (squawk) code and activate the Mode S transponder:
- from request of push-back or taxi whichever is earlier.
- after landing, continuously until the ACFT is fully parked on stand.
  The transponder shall be deactivated immediately after parking.

Aviation of the Mode S transponder means selecting AUTO Mode, ON, XPNDR, or equivalent according to specific installation.
Selection of the STAND-BY Mode will NOT activate the Mode S transponder.
Depending on the hardware configuration, selecting ON could overrule the required suppression of SSR replies and Mode S all-call replies when the transponder is on the ground.

Whenever the ACFT is capable of reporting ACFT identification (i.e. call sign used in flight), the ACFTs identification should be entered before the activation of the transponder. To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should not be selected before receiving the clearance to line up. It should then be deselected after vacating the RWY. For ACFT taxiing without flight plan, Mode A code 1000 should be selected.

# 2. ARRIVAL

## 2.1. APPROACH PROCEDURES

### 2.1.1. GENERAL

Between IAFs and interception of final approach the navigation is based on RADAR VECTORS provided by ATC, **except in case of RNAV approaches.** The routes between IAFs ARTIP/SUGOL/RIVER and interception of final approach are used in case of com-failure, **except in case of RNAV approaches during NIGHT.**

### 2.1.2. TRANSFER TO SCHIPHOL APPROACH

While being transferred from AMSTERDAM Radar to SCHIPHOL Approach, initial contact shall be restricted to **SCHIPHOL APPROACH & CALLSIGN** only in order to avoid frequency congestion. In specific situations, AMSTERDAM Radar may request pilots on report additional information to SCHIPHOL Approach in the initial contact.

### 2.1.3. TRANSFER TO SCHIPHOL ARRIVAL

While being transferred from SCHIPHOL Approach to SCHIPHOL Arrival, initial contact shall be restricted to **SCHIPHOL ARRIVAL & CALLSIGN** only in order to avoid frequency congestion.

### 2.1.4. RNAV PROCEDURES

### 2.1.4.1. DURING NIGHT

The RNAV transition procedures for RWY 06 (11-2) or 18R (11-5) must be executed by all jet ACFT at NIGHT.

The transitions provide lateral guidance only, ATC will issue the clearance for further descent below FL 70 and the instruction to reduce speed below 250 KT. The descent from transition level or from 4000' or above begins at SOKSI for RWY 06 (11-2) and at NIRSI for RWY 18R (11-5). At ATC initiative a transition for RWY 18R via NARIX (11-5) from FL 60 or above may be available. The descent after SOKSI/NIRSI/NARIX is a low-noise continuous descent and at pilot's discretion. A published speed shall be reached at or before the position where the speed value applies.

The example of ATC instruction "Cleared for SOKSI Approach RWY 06" implies clearance to fly the published route and ILS approach to the relevant RWY.

In case separation from other traffic is no issue ATC may use the words "at pilot's discretion" in their descent or speed instructions. In this case the pilot is free to optimise the vertical and/or speed profile.

ACFT with a cruising altitude below FL 70 and/or a cruising speed of less than 250 KT are exempted from the procedure. As a rule, these ACFT will be offered an ILS approach beginning at 3000'.
Flights departing from Rotterdam, Leiden (Valkenburg) or Lelystad inbound Schiphol are also exempted from flying transitions.

In order to enable their pilots to accept the RNAV transitions, operators of ACFT arriving during NIGHT must hold a P-RNAV operations approval issued by their state, or a temporary exemption issued by CAA Netherlands.

Upon request, operators using ACFT that meet following requirements will receive a temporary exemption allowing their pilots to continue flying the RNAV transitions during NIGHT:
RNAV equipment shall be certified, shall make use of a database, must be capable of applying turn anticipation at fly-by waypoints and must be capable of handling fly-by as well as fly-over waypoints in a mixed sequence.

## 2. ARRIVAL

**2.1.4.2. DURING DAY**

Navigation in the initial and intermediate approach segment is primarily based on radar vectors by ATC.
The RNAV approaches (at ATC discretion) from
LISDA for RWY 06 (11-1/11-1A),
REGSU for RWY 18C (11-3/11-3A),
POBAN for RWY 18R (11-4/11-4A),
LOMKO for RWY 36C (11-8/11-8A) and
MONUT for RWY 36R (11-9/11-9A),
provide lateral guidance to intercept the ILS for the relevant RWY.
Altitude and speed will be instructed by ATC.

The example of ATC instruction "Cleared for MONUT 1 Approach RWY 36R" implies clearance to fly the published route including the ILS approach. The ILS GS must be intercepted from the last instructed altitude.

**2.1.4.3. NON-RNAV EQUIPPED ACFT**

Pilots shall inform ATC by use of the phrase "UNABLE (designator) TRANSITION (or APPROACH) DUE RNAV TYPE" if instructed to fly RNAV approach procedures. These ACFT will be guided by radar vectors or rerouted via conventional navigational aids.
For NIGHT arrival operations with ACFT that are not equipped for TMA RNAV procedures, operators must hold a temporary exemption.

**2.1.5. TRANSFER TO SCHIPHOL TOWER**

While being transferred from SCHIPHOL Approach/Arrival to SCHIPHOL TOWER, initial contact shall consist of **SCHIPHOL TOWER**, **CALLSIGN & RWY**.

## 2.2. SPEED RESTRICTIONS

- For level and speed restrictions prior to SLPs refer to STARs.
- MAX 250 KT over speed limit point SPL 30 DME (SLP1)
- MAX 220 KT over speed limit point SPL 15 DME (SLP2).
- ACFT with a cruising speed below the required speeds maintain cruising speed until the subsequent speed limit point.
- After holding maintain speed 220 KT until further notice.
- ATC will initiate speed reductions below 220 KT.
- When established on ILS: maintain 160 KT until OM.
- Speeds accurate within 10 KT, and below 220 KT speeds accurate within 5 KT.

Additionally, ATC may request specific speeds for accurate spacing.
Comply with any level or speed adjustment as promptly as feasible within operational constraints.
If level or speed change for ACFT performance reasons or weather conditions is necessary, advise ATC.

## 2.3. NOISE ABATEMENT PROCEDURES

**2.3.1. GENERAL**

Between 2300-0600LT for RWY 06 and RWY 18R RNAV low-noise procedures for jet ACFT will be used, otherwise ACFT will be radar vectored towards interception of final leg at 3000'.
Using a reduced flaps landing procedure is recommended. However, use of this procedure is subject to captain's decision and safety prevails at all times.

- Intercept ILS (or for non-precision approaches follow a descent path after interception of final leg) using minimum flap settings with landing gear retracted which will NOT be lower than 5.2% (3°).
- Select gear down after passing 2000'.
- Postpone the selection of the minimum certified landing flap setting until passing 1200'.

ACFT executing a visual approach shall additionally intercept the final leg avoiding populated areas as much as possible.

## 2. ARRIVAL

### 2.3.2. USE OF RWYS

The most frequently used RWYs are 06, 18R, 36R, 18C, 36C & 27.
Outside peak hours and during the NIGHT period a combination of 1 departure RWY and 1 landing RWY will be assigned. During outbound peak hours a combination of 2 departure RWYs and 1 landing RWY may be in use. During inbound peak hours a combination of 1 departure RWY and 2 landing RWYs may be in use.
RWYs 18L & 36L are not available for arrivals.
From 2300-0600LT RWYs 04/22, 09/27, 18C, 24 and 36R are not available for arrivals.
Deviations from the restrictions for arrivals on RWYs 18C 18L/36R, 09/27 and 24 shall be made if no other RWY is available or usable or for rescue or relief operations.
Assignment of RWYs in use is based on the Preferential RWY System.
Propeller driven ACFT may be assigned a different take-off and landing RWY.
The attention of pilots on final of RWY 04 or 22 is drawn to the size and texture of the parallel TWY which, under certain weather conditions, is more conspicious than the RWY.

### 2.3.3. REVERSE THRUST

After landing reverse thrust above idle shall not be used between 2300-0700LT on all RWYs, safety permitting.

## 2.4. CAT II/III OPERATIONS

RWYs 06, 18C/R, 27, 36C are approved for CAT II/III operations, RWY 36R is approved for CAT II operations, special aircrew & ACFT certification required.

## 2.5. RWY OPERATIONS

### 2.5.1. REDUCING RWY OCCUPANCY TIMES (ROT)

The expected RWY exit point to achieve minimum RWY occupancy should be nominated during the approach briefing. It is better, in terms of ROT, to aim for an exit which can be made, rather than to aim for an earlier one, just to miss it and then to roll slowly to the next.
Upon landing pilots should exit the RWY without delay.
Taxi speed is to be reached after having vacated the RWY clearance area.
High speed turn offs have been designed for vacating speeds of 30 KT.

Available RWY length and indicated ACFT types:

| | LIGHT ACFT | | MEDIUM ACFT | | HEAVY ACFT | | |
|---|---|---|---|---|---|---|---|
| RWY | Exit TWY | avail RWY length | Exit TWY | avail RWY length | Exit TWY | avail RWY length | Total RWY length |
| 06 | S3 | 4921'/1500m | S4 | 7054'/2150m | S4 | 7054'/2150m | 10,663'/3250m |
| | | | | | S6 | 9022'/2750m | |
| | | | | | S7* | 10,171'/3100m | |
| 18C | W6 | 4593'/1400m | W7 | 6398'/1950m | W8 | 8202'/2500m | 10,827'/3300m |
| 27 | N2 | 3927'/1200m | N3 | 5577'/1700m | N4 | 7382'/2250m | 11,319'/3450m |
| 36C | W5* | 4921'/1500m | W3 | 6562'/2000m | - | - | 9350'/2850m |
| 36R | E1 | 4429'/1350m | E2 | 6070'/1850m | E4* | 8038'/2450m | 9268'/2825m |
| | | | | | E5* | 8858'/2700m | |

* Right angle

The available RWY length is **not equal** to the common known Landing Distance Available (LDA). The LDA is based on a complete standstill of the ACFT at the end of the LDA.

## 2. ARRIVAL

### 2.6. TAXI PROCEDURES

Pilot of arriving ACFT vacating the landing RWY shall contact SCHIPHOL Ground immediately.

| RWYs | Frequency |
|---|---|
| 06/24 | 121.7 |
| 04/22<br>09/27<br>18L/36R<br>18C/36C | 121.8 |
| 18R | 121.9 |

Routing instructions via North: Taxi via TWY A and Northside of APT.
Routing instructions via South: Taxi via TWY S.

ACFT shall follow the main taxi lines and adhere to the route-indications for the apron and the stand. ACFT may only leave the TWY centerline after visual contact with the marshaller or the activated visual docking guidance system has been established.

In order to reduce the environmental burden, arriving ACFT equipped with 3 or 4 engines should taxi from the landing RWY to the gate with one engine switched-off. Pilots may deviate from this restriction, if the procedure is considered an unsafe operation or would hinder the normal operation of the ACFT.

## 3. DEPARTURE

### 3.1. DE-ICING

#### 3.1.1. REMOTE DE-ICING

A de-icing ramp is available:
- between TWYs A and B between TWYs A12 and A13 at positions P1, P2 and P3,
- West from holding RWY 36C at positions P4 and P5,
- on TWY VS at positions P6 and P7.
- on TWY A12 at position P8.
- between stands B71 and B72 at position P9,
- on J-Apron at positions P10 and P11.

Special communication procedure will be used during de-icing procedure.

### 3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

#### 3.2.1. CLEARANCE DELIVERY AND START-UP PROCEDURES

Enroute clearance shall be requested to SCHIPHOL Delivery max 20 minutes prior to estimated off block time (EOBT) or 35 minutes prior to calculated take-off time (CTOT).
In order to reduce radio telephony load on SCHIPHOL Delivery, pilots are strongly requested, after having obtained and read back the enroute clearance, to switch without ATC instructions to SCHIPHOL Start-up.

A request for start-up shall be made to SCHIPHOL Start-up after all preparations for departure have been made (doors closed, enroute clearance received and if necessary push-back truck connected etc.) and shall include:
- ACFT identification,
- stand position,
- ATIS information,
- request start-up.

Permission for start-up will either be issued immediately or at a specified time. Propeller (commuter) ACFT may be assigned an intersection take-off at start-up. The pilot shall be able to comply with start-up, push-back and taxi permission, since ATC planning of outbound traffic is based on the start-up time. Any delay in this departure sequence shall be reported to ATC immediately.

# 3. DEPARTURE

### 3.2.2. PUSH-BACK AND TAXI PROCEDURES

Push-back and taxi instructions will be provided by SCHIPHOL Ground. Standard push-back directions from the stands, except the M-Apron and the GA Terminal, are in force. Refer to 10-9 pages.

To expedite, traffic instructions can be given for an "alternative push-back". The ACFT will be pushed in the opposite direction. Pilots should ask for push-back permission only after checking that the ground crew is ready. The pilot is part in the communication chain between the ground controller and the truck driver. Therefore the use of a ground engineer with an intercom connection is recommended. When no intercom connection with a ground engineer is possible, the pilot shall inform SCHIPHOL Ground. Upon receiving the push-back clearance from SCHIPHOL Ground, the ACFT shall move within 1 minute in order to ensure conflict free ground operations and maximum usage of ground capacity. If there is no backward movement within 1 minute, the push-back clearance will automatically expire and shall be requested again. After instructions have been obtained departing ACFT shall take the shortest way to the main taxi route and adhere to the published route-system for the assigned RWY.

Pilots may expect instructions to change ground control frequency.
Pilots shall not change frequency without ATC instructions.

ATC will consider every ACFT at the holding position as able to commence the line-up and take-off roll immediately after the clearance is issued. Pilots not able to comply shall advise SCHIPHOL Ground as early as possible but ultimately before transfer SCHIPHOL Tower.

Due to blast problems:
If engine ground clearance is more than 16'/5m engine number 2 must not be used at breakaway power at the gate and shall run idle until normal taxi speed has been reached.

Routing instructions via North: Taxi via TWY B and Northside of APT.
Routing instructions via South: Taxi via TWY A and S.

## 3.3. SPEED RESTRICTIONS

MAX 250 KT below FL 100.

## 3.4. NOISE ABATEMENT PROCEDURES

### 3.4.1. GENERAL

The Standard Instrument Departure routes as shown on Amsterdam SID charts avoid residential areas as much as possible and must be considered as minimum noise routes.

Take-off and climb procedure (jet ACFT only):

| | |
|---|---|
| Take-off to 1500' | Take-off power<br>Speed at $V_2$ + 10 KT to 20 KT (or as limited by body angle)<br>Flaps - set as appropriate |
| 1500' - 3000' | Climb power<br>Speed at $V_2$ + 10 KT to 20 KT<br>Flaps - maintain previous setting |
| After passing 3000' | Retract flaps on schedule and assume normal enroute climb. |
| 3000' - FL 100 | MAX 250 KT |

Operators/ACFT types unable to comply with the mentioned take-off procedure are requested to inform the APT authority by sending copies of the take-off procedure in use to: Amsterdam Airport Schiphol, Dep. of Capacity Management, P.O. Box 7501, 1118 ZG Schiphol Airport; Fax: +31 (0)20 601 3567.

## 3. DEPARTURE

### 3.4.2. USE OF RWYS

The most frequently used RWYs are 36L, 24, 36C, 18L, 18C & 09.
Outside peak hours and during the NIGHT period a combination of 1 departure RWY and 1 landing RWY will be assigned. During outbound peak hours a combination of 2 departure RWYs and 1 landing RWY may be in use. During inbound peak hours a combination of 1 departure RWY and 2 landing RWYs may be in use.
RWYs 18R & 36R are not available for departures.
From 2300-0600LT RWYs 04/22, 09/27, 18L & 36C are not available for departures.
Assignment of RWYs in use is based on the Preferential RWY System.
Propeller driven ACFT may be assigned a different take-off and landing RWY.

## 3.5. RWY OPERATIONS

### 3.5.1. REDUCING RWY OCCUPANCY TIMES (ROT)

ATC expect ACFT to enter the RWY at a suitable angle to quickly line-up on the centerline and if necessary continue with a rolling take-off. If unable to comply and particulary if requiring additional time pilots should advise ATC on arrival at the holding point.
ACFT requiring to enter the RWY at right angles to use the full length of a RWY pilots should advise ATC on arrival at the holding point.
ATC may re-order the departure sequence at the holding point or by using intersection take-offs. Pilots unable to accept intersection take-offs should advise ATC when taxiing.

### 3.5.2. OPERATIONAL USE OF INTERSECTION TAKE-OFFS

In principle all jet ACFT must use the full RWY length available for noise abatement reasons.
ATC may assign an intersection take-off to any ACFT for operational reasons (e.g. sequencing due to lack of holding area or to avoid jet blast in intersecting RWYs).

If an intersection take-off will take place from an intersection with an intersection angle of 30° (HST), and the TWY centerline is followed until the RWY centerline, there is a loss of line-up distance of at least 656'/200m.

# 1. GENERAL

## 1.1. ATIS

D-ATIS Arrival 108.4 132.97
D-ATIS Departure 122.2

## 1.2. NOISE ABATEMENT PROCEDURES

### 1.2.1. GENERAL

All procedures have proved to be highly efficient in respect of noise abatement and ACFT shall adhere to these, except for safety reasons or when otherwise instructed by ATC.

### 1.2.2. ACFT CLASSIFIED ACCORDING TO ICAO ANNEX 16

Take-off and landing are not allowed for Chapter 2 ACFT.

ACFT for which the margin of the sum of the three certification noise levels, relative to the sum of the three applicable ICAO Annex 16 Chapter 3 certification noise limits, is less than 5 EPNdB:

- For ACFT equipped with engines with bypass ratio $\leq$ 3, new operations are not allowed.
- For ACFT equipped with engines with bypass ratio $\leq$ 3, take-off and landing is not allowed between 1800-0800LT.
- For ACFT equipped with engines with bypass ratio $>$ 3, it is not allowed to plan take-off between 2300-0600LT.

### 1.2.3. PREFERENTIAL RWY SYSTEM

#### 1.2.3.1. GENERAL

The RWYs in use will be selected by ATC according to a preferential RWY system.
The preferential sequence is subject to noise load developments and may therefore change in any given period. Deviations from the preferential sequence for selecting RWYs in use can be made by ATC:

- When approach facilities on the selected RWY are not suitable for operations in the prevailing weather.
- When crosswind components do not meet the given limits for any RWY combination.
- When braking action on RWYs is below certain standards.
- When heavy showers are observed or wind shear is reported in the vicinity of the APT.

The use of a non-preferential RWY for take-off and landing is not permitted unless specifically requested for safety reasons by the pilot.
However, if a pilot decides that a different landing RWY should be used for safety reasons, ATC will assign that RWY (air traffic or other conditions permitting).

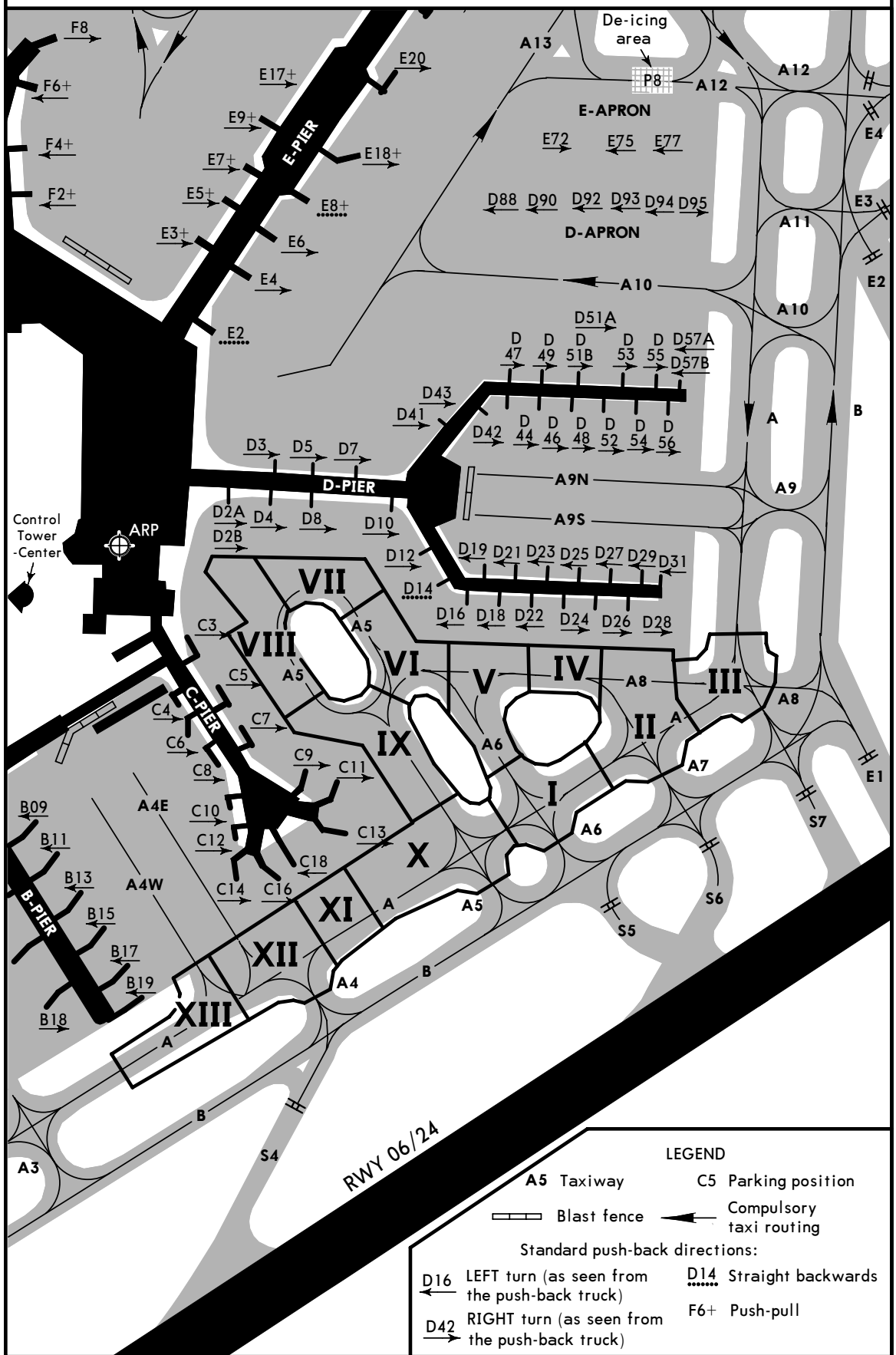
#### 1.2.3.2. WIND CRITERIA

In selecting the RWY combination to be used from the preferential RWY system, ATC shall apply the wind speed criteria as have been stated in the table below.
In applying these wind criteria, gusts below 10 KT shall not be taken into account.
If the actual wind speed values exceed the wind speed criteria, ATC may apply higher crosswind and/or tailwind values in order to assign a RWY combination.
Accepting a RWY is a pilot's decision. If a pilot, prompted by safety concerns, requests another RWY for landing, this request will be granted when possible. In that case, the pilot must submit a written report (the operator is responsible for proper reporting procedures).

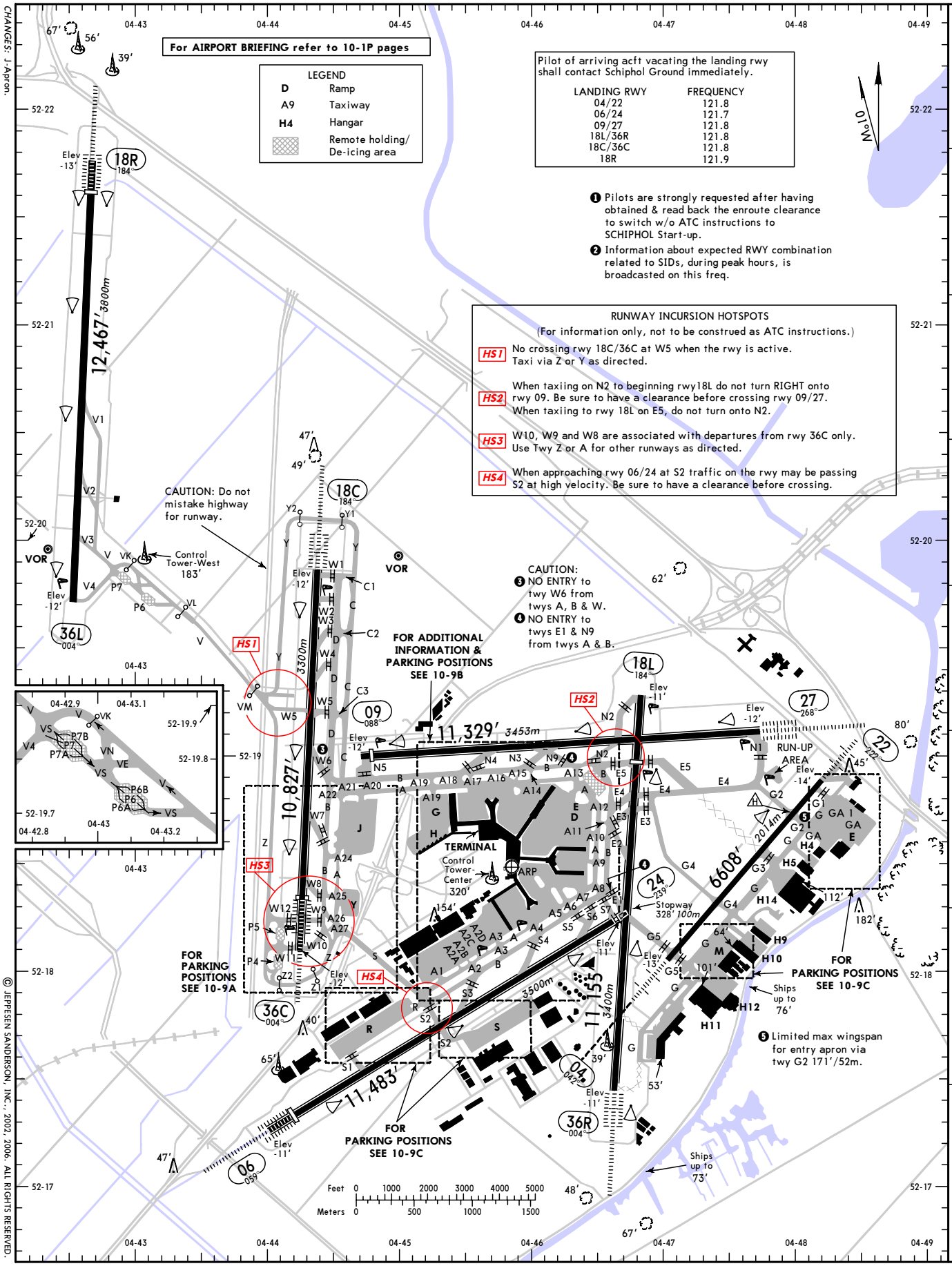
## WORK IN PROGRESS ON APRON CD AND TWY A

**REFER ALSO TO LATEST NOTAMS**

The work is organised into thirteen sequential phases, represented by Roman numerals in the figure below.




*CHANGES:* New temporary chart.




# EHAM/AMS

Apt Elev -11' (BELOW SEA LEVEL)
N52 18.5 E004 45.9

# AMSTERDAM, NETHERLANDS

SCHIPHOL

JEPPESEN

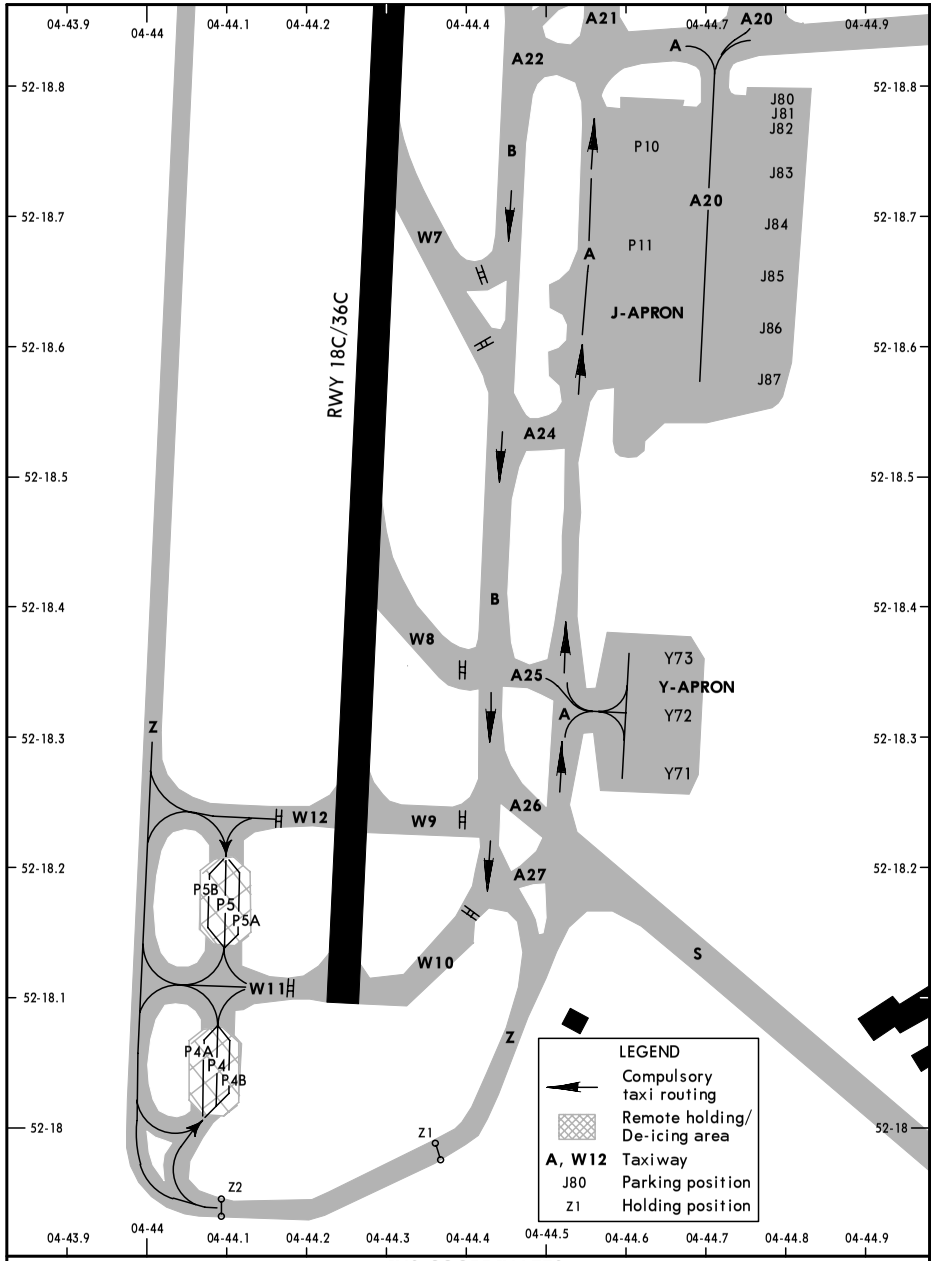
10-9

20 OCT 06

Eff 26 Oct

# JEPPESEN AMSTERDAM, NETHERLANDS
SCHIPHOL

20 OCT 06 (10-9A) Eff 26 Oct




## INS COORDINATES

| STAND No. | COORDINATES | STAND No. | COORDINATES |
|---|---|---|---|
| J80 thru J82 | N52 18.8 E004 44.9 | Y71, Y72 | N52 18.3 E004 44.7 |
| J83 thru J85 | N52 18.7 E004 44.9 | Y73 | N52 18.4 E004 44.7 |
| J86, J87 | N52 18.6 E004 44.8 | | |
| P10 | N52 18.8 E004 44.6 | | |
| P11 | N52 18.7 E004 44.6 | | |

## ADDITIONAL RUNWAY INFORMATION

| RWY | | | USABLE LENGTHS LANDING BEYOND Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|---|
| 04 | MIRL(50m) MIALS | RVR | | | | 148′ 45m |
| ❶ 22 | MIRL(50m) MIALS PAPI-L (3.0°) | RVR | | 5757′ 1755m | | |

❶ Restricted to landing acft with AUW 76 tons and departing acft with AUW 90 tons.

| | | | | | | |
|---|---|---|---|---|---|---|
| 06 | HIRL(30m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) HSTRVR | | 10,663′ 3250m | 9582′ 2920m | ❷ | 148′ 45m |
| 24 | HIRL(30m) CL(15m) PAPI (3.0°) | RVR | | | | |

❷ TAKE-OFF RUN AVAILABLE

RWY 06:

| | |
|---|---|
| From rwy head | 11,483′ (3500m) |
| twy S1 int | 8530′ (2600m) |

RWY 24:

| | |
|---|---|
| From rwy head | 11,483′ (3500m) |
| twy S7 int | 11,319′ (3450m) |
| twy S6 int | 10,663′ (3250m) |
| twy S5 int | 10,663′ (3250m) |
| twy S4 int | 8530′ (2600m) |
| twy S3 int | 6398′ (1950m) |

Line-up for take-off rwy 24 via rwy 18L/36R prohibited.

| | | | | | | |
|---|---|---|---|---|---|---|
| 09 | HIRL(30m) CL(15m) | RVR | 11,033′ 3363m | | ❸ | 148′ 45m |
| 27 | HIRL(30m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) HSTRVR | | | 10,378′ 3163m | 11,230′ 3423m | |

❸ TAKE-OFF RUN AVAILABLE

RWY 09:

| | |
|---|---|
| From rwy head | 11,266′ (3434m) |
| twy N4 int | 7874′ (2400m) |
| twy N3 int | 6070′ (1850m) |
| twy N2 int | 4429′ (1350m) |

| | | | | | | |
|---|---|---|---|---|---|---|
| 18L | HIRL(30m) CL(15m) | RVR | 9268′ 2825m | | ❺ | 148′ 45m |
| 36R | HIRL(30m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) HSTRVR | | ❹ | 8220′ 2505m | 9268′ 2825m | |

❹ For normal operations LDA 9268′/2825m. In exceptional cases the additional pavement of sufficient strength of 1887′/575m beyond the red rwy lights is available on request.

❺ TAKE-OFF RUN AVAILABLE

RWY 18L:

| | |
|---|---|
| From rwy head | 11,155′ (3400m) |
| twy E5 int | 9186′ (2800m) |
| twy E4 int | 8366′ (2550m) |
| twy E2 int | 6890′ (2100m) |

| | | | | | | |
|---|---|---|---|---|---|---|
| 18C | HIRL(30m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) HSTRVR | | | 9756′ 2973m | ❻ | 148′ 45m |
| 36C | HIRL(30m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) | RVR | 9350′ 2850m | 8280′ 2524m | | |

❻ TAKE-OFF RUN AVAILABLE

RWY 18C:

| | |
|---|---|
| From rwy head | 10,827′ (3300m) |
| twy W2 int | 10,007′ (3050m) |
| twy W3 int | 8694′ (2650m) |
| twy W4 int | 7710′ (2350m) |
| twy W5 int | 6726′ (2050m) |

RWY 36C:

| | |
|---|---|
| From rwy head | 10,827′ (3300m) |
| twy W12 int | 9793′ (2985m) |
| twy W9 int | 9793′ (2985m) |
| twy W8 int | 8694′ (2650m) |
| twy W7 int | 6890′ (2100m) |

| | | | | | | |
|---|---|---|---|---|---|---|
| 18R | HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) | RVR | 11,581′ 3530m | 10,535′ 3211m | NA | 197′ 60m |
| 36L | HIRL(60m) CL(15m) | RVR | NA | | ❼ | |

❼ TAKE-OFF RUN AVAILABLE

RWY 36L:

| | |
|---|---|
| From rwy head | 12,467′ (3800m) |
| twy V3 int | 10,679′ (3255m) |
| twy V2 int | 9039′ (2755m) |
| twy V1 int | 7070′ (2155m) |

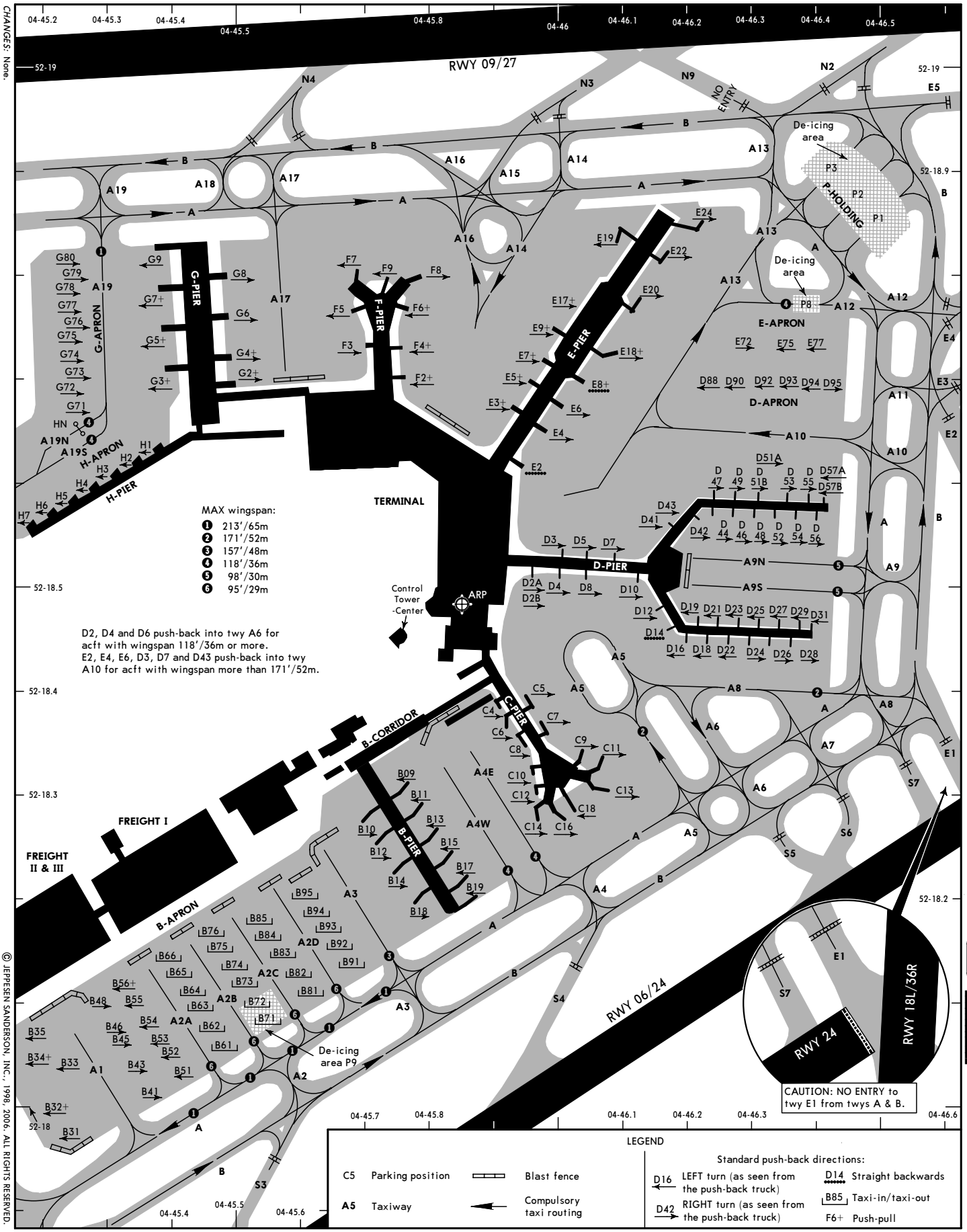
**JAR-OPS** TAKE-OFF ❶

| | Rwys 06, 09, 18L/C, 24, 27, 36L/C/R LVP must be in Force: Approved Operators HIRL, CL & mult. RVR req | RL, CL & mult. RVR req | RL & CL | All Rwys (except Rwy 18R) LVP must be in Force: RCLM (DAY only) or RL | RCLM (DAY only) or RL | NIL (DAY only) |
|---|---|---|---|---|---|---|
| A | 125m | 150m | 200m | 250m | 400m | 500m |
| B | | | | | | |
| C | | | | | | |
| D | 150m | 200m | 250m | 300m | | |

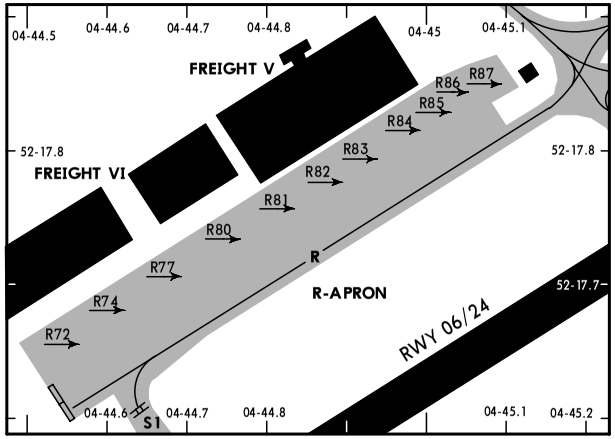
❶ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.
Rwy 36R: Net climb grad mim 5% until reaching 150′.

*CHANGES:* Stands. Coordinates.

CHANGES: None.




JEPPESEN AMSTERDAM, NETHERLANDS
SCHIPHOL
10-9B
20 OCT 06
Eff 26 Oct

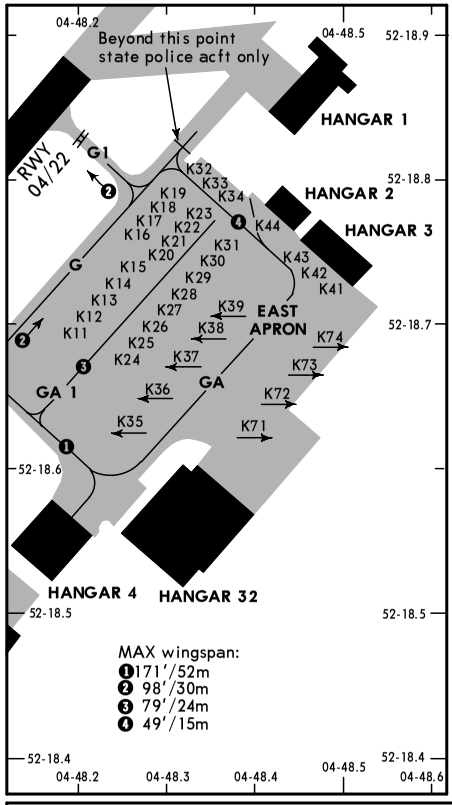


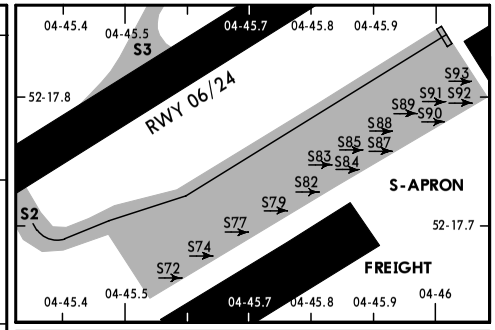

LEGEND

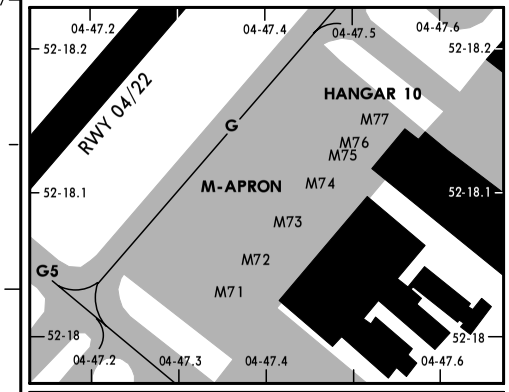
Blast fence
G, S2 Taxiway
K38 Parking position

Standard push-back direction:

K38 LEFT turn (as seen from the push-back truck)
R86 RIGHT turn (as seen from the push-back truck)




## INS COORDINATES

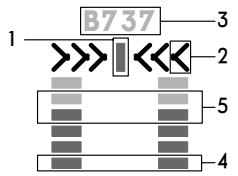
| STAND No. | COORDINATES | STAND No. | COORDINATES |
|---|---|---|---|
| B09 | N52 18.3 E004 45.8 | E9 | N52 18.7 E004 46.0 |
| B10 | N52 18.3 E004 45.7 | E17 | N52 18.8 E004 46.0 |
| B11 | N52 18.3 E004 45.8 | E18 | N52 18.7 E004 46.1 |
| B12 | N52 18.2 E004 45.7 | E19, E20 | N52 18.8 E004 46.1 |
| B13 | N52 18.3 E004 45.8 | E22 | N52 18.8 E004 46.2 |
| B14 | N52 18.2 E004 45.7 | E24 | N52 18.9 E004 46.2 |
| B15 | N52 18.3 E004 45.8 | E72 | N52 18.7 E004 46.3 |
| B17 | N52 18.2 E004 45.9 | E75, E77 | N52 18.7 E004 46.4 |
| B18 | N52 18.2 E004 45.8 | F2 | N52 18.7 E004 45.8 |
| B19 | N52 18.2 E004 45.9 | F3 | N52 18.7 E004 45.7 |
| B31 thru B35 | N52 18.0 E004 45.2 | F4 | N52 18.7 E004 45.8 |
| B41 | N52 18.0 E004 45.4 | F5 | N52 18.8 E004 45.7 |
| B43 | N52 18.0 E004 45.3 | F6 | N52 18.8 E004 45.8 |
| B45, B46, B48 | N52 18.1 E004 45.3 | F7 | N52 18.8 E004 45.7 |
| B51 | N52 18.0 E004 45.4 | F8 | N52 18.8 E004 45.8 |
| B52 thru B54 | N52 18.1 E004 45.4 | F9 | N52 18.8 E004 45.7 |
| B55, B56 | N52 18.1 E004 45.3 | G2 | N52 18.7 E004 45.5 |
| B61, B62 | N52 18.1 E004 45.5 | G3 | N52 18.7 E004 45.4 |
| B63 thru B66 | N52 18.1 E004 45.4 | G4 | N52 18.7 E004 45.5 |
| B71 | N52 18.1 E004 45.6 | G5 | N52 18.7 E004 45.4 |
| B72 thru B74 | N52 18.1 E004 45.5 | G6 | N52 18.8 E004 45.5 |
| B75, B76 | N52 18.2 E004 45.5 | G7 | N52 18.8 E004 45.4 |
| B81 thru B83 | N52 18.1 E004 45.6 | G8 | N52 18.8 E004 45.5 |
| B84, B85 | N52 18.2 E004 45.5 | G9 | N52 18.8 E004 45.4 |
| B91 | N52 18.1 E004 45.7 | G71 thru G75 | N52 18.7 E004 45.2 |
| B92 | N52 18.1 E004 45.6 | G76 thru G80 | N52 18.8 E004 45.2 |
| B93 thru B95 | N52 18.2 E004 45.6 | H1 | N52 18.6 E004 45.4 |
| C3, C4 | N52 18.4 E004 45.9 | H2 thru H4 | N52 18.6 E004 45.3 |
| C5 | N52 18.4 E004 46.0 | H5 thru H7 | N52 18.6 E004 45.2 |
| C6 | N52 18.4 E004 45.9 | K11 thru K13 | N52 18.7 E004 48.2 |
| C7 | N52 18.4 E004 46.0 | K14, K15 | N52 18.7 E004 48.3 |
| C8 | N52 18.3 E004 45.9 | K16 thru K23 | N52 18.8 E004 48.3 |
| C9 | N52 18.4 E004 46.0 | K24 thru K29 | N52 18.7 E004 48.3 |
| C10 | N52 18.3 E004 45.9 | K30 | N52 18.7 E004 48.4 |
| C11 | N52 18.3 E004 46.1 | K31 | N52 18.8 E004 48.4 |
| C12 | N52 18.3 E004 45.9 | K32 | N52 18.8 E004 48.3 |
| C13 | N52 18.3 E004 46.1 | K33, K34 | N52 18.8 E004 48.4 |
| C14, C16, C18 | N52 18.3 E004 46.0 | K35 | N52 18.6 E004 48.3 |
| D2A thru D5 | N52 18.5 E004 46.0 | K36, K37 | N52 18.7 E004 48.3 |
| D7 | N52 18.5 E004 46.1 | K38, K39 | N52 18.7 E004 48.4 |
| D8 | N52 18.5 E004 46.0 | K41 thru K43 | N52 18.7 E004 48.5 |
| D10, D12 | N52 18.5 E004 46.1 | K44 | N52 18.8 E004 48.4 |
| D14 | N52 18.5 E004 46.2 | K71 | N52 18.6 E004 48.4 |
| D16, D18 | N52 18.4 E004 46.2 | K72 | N52 18.7 E004 48.4 |
| D19, D21 | N52 18.5 E004 46.2 | K73, K74 | N52 18.7 E004 48.5 |
| D22 | N52 18.4 E004 46.3 | M71 | N52 18.0 E004 47.4 |
| D23 | N52 18.5 E004 46.3 | M72, M73 | N52 18.1 E004 47.4 |
| D24 | N52 18.4 E004 46.3 | M74 thru M76 | N52 18.1 E004 47.5 |
| D25 | N52 18.5 E004 46.3 | M77 | N52 18.2 E004 47.5 |
| D26 | N52 18.4 E004 46.4 | R72 | N52 17.7 E004 44.5 |
| D27 | N52 18.5 E004 46.4 | R74 | N52 17.7 E004 44.6 |
| D28 | N52 18.4 E004 46.4 | R77, R80 | N52 17.7 E004 44.7 |
| D29, D31 | N52 18.5 E004 46.4 | R81 | N52 17.8 E004 44.8 |
| D41 thru D43 | N52 18.6 E004 46.2 | R82, R83 | N52 17.8 E004 44.9 |
| D44 thru D52 | N52 18.6 E004 46.3 | R84 thru R86 | N52 17.8 E004 45.0 |
| D53 thru D57B | N52 18.6 E004 46.4 | R87 | N52 17.9 E004 45.1 |
| D88 | N52 18.7 E004 46.2 | S72, S74 | N52 17.7 E004 45.6 |
| D90, D92 | N52 18.7 E004 46.3 | S77, S79 | N52 17.7 E004 45.7 |
| D93 thru D95 | N52 18.7 E004 46.4 | S82, S83 | N52 17.7 E004 45.8 |
| E2 | N52 18.6 E004 46.0 | S84 thru S88 | N52 17.8 E004 45.9 |
| E3 | N52 18.7 E004 45.9 | S89 thru S93 | N52 17.8 E004 46.0 |
| E4 | N52 18.6 E004 46.0 | | |
| E5 | N52 18.7 E004 45.9 | | |
| E6, E7 | N52 18.7 E004 46.0 | | |
| E8 | N52 18.7 E004 46.1 | | |

*CHANGES:* Insets moved to 10-9A.

# VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)

## A. SYSTEM DESCRIPTION

The system consists of a display unit in front of the parking position and a laser unit underneath it. Due to the digital display presentation, both pilots get the correct alignment information as well as the closing-rate and stop information.




1. Vertical green bar indicating the centerline.
2. Red arrow(s) pointing towards the centerline bar indicating the deviation from the centerline. When on centerline, two red triangles will appear.
3. Display information (see para E).
4. One pair of blinking green lights indicating "the system is ready for use".
5. Green or yellow closing rate information lights.

## B. ACTIVATED SYSTEM

The system is operated by an employee of a handling company, who also keeps a safety watch during the docking. The pilot of an arriving aircraft has to be sure that the system is activated. If not, the aircraft has to stop short and wait until the system is switched on, or signals are given by a marshaller.

Do not use the system until:

- the green pair of lights at the bottom of the display are blinking (see para A item 4).
- the aircraft type is shown (blinking) on the information area on top of the display (see para A item 3).

The pilot should be aware that the correct type of aircraft is shown before using the system.

## C. CENTERLINE GUIDANCE

Centerline guidance is obtained by means of (a) red arrow(s) pointing at the vertical green centerline bar. The aircraft is on the centerline when at the same time on both the left and the right side of the centerline bar a red arrow appears. If the position of nose gear is on the left (or right) side of the centerline the arrow appears on the left (or right) side of the centerline. If the deviation gets extreme a double arrow will appear.

## D. CLOSING-RATE AND STOP INFORMATION

For each type of aircraft a stoppoint has been assigned within the system. Closing rate information is given over the last 56'/17m by means of green (first 46'/14m) and yellow (last 10'/3m) lights. As soon as the reset area is activated the bottom pair of green lights will show "steady". At the same time the green centerline bar appears on the display. The lights will move from the bottom side of the display upwards in the direction of the stopping position. When the stop-area is activated the azimuth-guidance arrows will be replaced by the word **"STOP"**.

## E. DISPLAY INFORMATION TEXT

The topline on the display has one or two information line(s). Depending on the number of available information lines, the information will either be shown on both lines or will be shown intermittent in two groups. The following information can be expected:

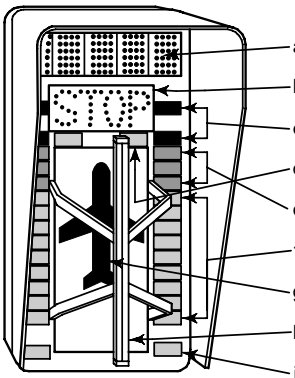
1. **B737** (as an example)
   The expected type of aircraft is shown.
2. **OK**
   Parking is correct.
3. **CHOCK/ON**
   Chocks are in place.
4. **TOO/FAR**
   The stoppoint has been overshot by more than 3'/1m: Ask groundcrew if push-back is necessary.
5. **STOP**
   The aircraft has reached the stopping point or the docking procedure is not carried out correctly.
6. **WAIT**
   The chosen type of aircraft during the closing-in is changed by the operator. When the correct type is displayed the parking can be continued.
7. **TEST/WAIT**
   When the system is activated the lasersystem carries out a self-test before the type of aircraft appears on the display.
8. **ERR**
   If a system fault occurs the display will show "ERR". The "STOP"-sign will be shown as well. The aircraft has to be parked by means of either marshalling or a tractor.

*CHANGES:* Chart reindexed.

# VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

## A. SYSTEM DESCRIPTION

The system consists of a display unit in front of the parking position and a number of sensors in the apron surface. **On the display the left-hand pilot gets the correct alignment as well as the closing-rate and stop information.**




a. Display information (Explanation given under para E).
b. Display indicating: STOP.
c. Two pairs of red stop information lights.
d. Pair of green lights indicating the "stop"-bar.
e. Three pairs of yellow closing-rate information lights.
f. Nine pairs of green closing-rate information lights.
g. Yellow illuminated aircraft symbol.
h. Green illuminated centerline bar.
i. Pair of green lights = Dock is ready for parking.

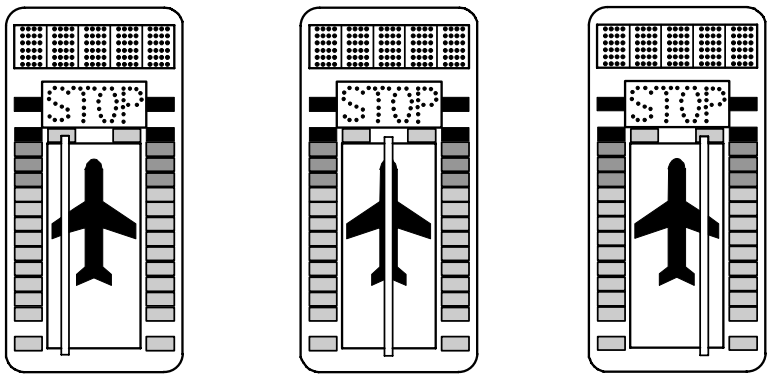
## B. ACTIVATED SYSTEM

The system is operated by an employee of a handling company, who also keeps a safety watch during the docking. The pilot of an arriving aircraft has to be sure that the system is activated. If not, the aircraft has to stop short and has to wait until the system is switched on, or signals are given by a marshaller.

1. Do not use the system until:
- the bottom pair of green lights are blinking
- the aircraft type is shown (blinking) on the upper information block
- the stopbarlights are shown
2. The pilot should be aware that the correct type of aircraft is shown before using the system.

## C. CENTERLINE GUIDANCE

Centerline guidance is obtained by means of an illuminated bar in front of an aircraft symbol. The aircraft is on centerline when bar and symbol overlap each other.




TURN LEFT ON CENTERLINE TURN RIGHT

## D. CLOSING-RATE AND STOP INFORMATION

For each type of aircraft a stoppoint has been assigned within the system. Closing-rate information is given over the last 40'/12m by means of nine pairs of green and three pairs of yellow lights. As soon as the reset loop (48'/14.5m in front of the stoppoint) is activated the bottom pair of green lights and the type of aircraft indication at the top will show "steady". When the stop-sensor is activated the word **"STOP"** and four red lights will be shown.

## E. DISPLAY INFORMATION TEXT (following information can be expected)

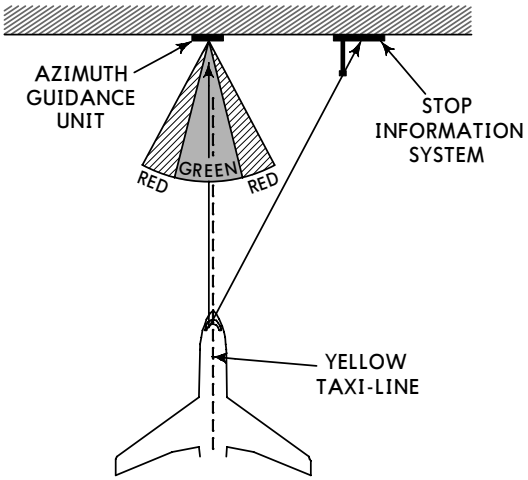
1. **OK !** Parking is correct
2. **CHOCK/ON** Chocks are in place.
3. **TOO/FAR** The stoppoint has been overshot by more than 3'/1m: ask groundcrew if push-back is necessary.
4. **STOP/SHORT** The system is operated by an operator; no closing-rate information available. The stopsign is given manually. Taxi very carefully.
5. **SBU** If one or more sensors are missed during taxi-in, this information is given together with the normal STOP-signal as soon as the chosen stop-sensor is activated.
6. **WAIT** The type of aircraft during closing-in is changed. When the correct type is displayed the parking can be continued.
7. **ERR** If a system fault occurs the display will show this together with a number between 0 and 9. The STOP-sign will be shown as well. The aircraft has to be parked by means of either marshalling or a tractor.

*CHANGES:* Chart reindexed.

# VISUAL DOCKING GUIDANCE SYSTEM (AGNIS/PAPA)

## A. SYSTEM DESCRIPTION

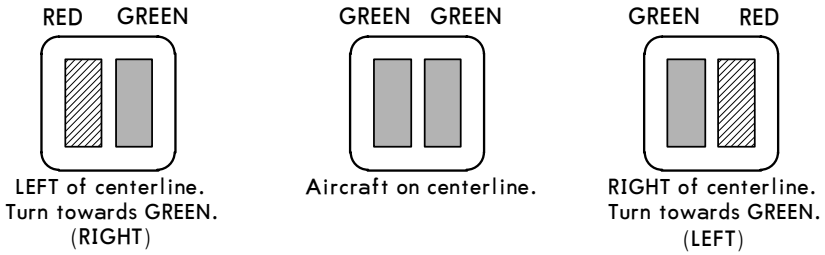
The system consists of an Azimuth guidance unit (AGNIS) and the stop information system (PAPA).




The system is calibrated for use from the left-hand cockpit seat.

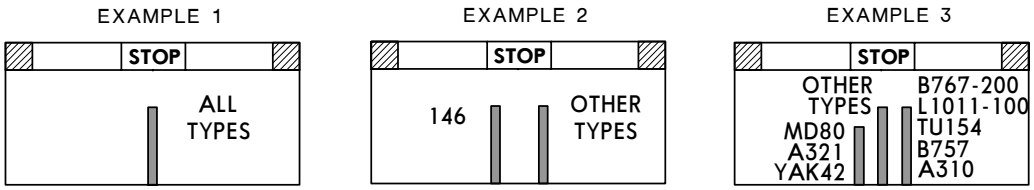
## B. AZIMUTH INFORMATION (AGNIS)

The azimuth guidance information is given by means of green and red bars shown on the unit in front of the yellow aircraft stand taxi-line.




## C. STOP INFORMATION (PAPA)

Stop information is given by the PAPA-board positioned on the right or left side of the AGNIS unit.




## D. EMERGENCY STOP

The Docking guidance system installed has an emergency stop-sign and two red lights placed on top in the center and on the upper corners of the PAPA-board. When the word "**STOP**" is shown and the red lights are lit intermittent, the aircraft has to stop immediately. The emergency stop-sign is activated by the supervising operator.

## E. OPERATION

The system is operated by an employee of a handling company, who also keeps a safety watch during the docking. The pilot of an arriving aircraft has to be sure that the system is activated. If not, the aircraft has to stop short and has to wait until the system is switched on, or signals are given by a marshaller.

*CHANGES:* Chart reindexed. Text.