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Airport Information For EHAM
Terminal Charts For EHAM
Revision Letter For Cycle 15-2020
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Notebook

EKBI
General Information

Location: AMSTERDAM NLD
ICAO/IATA: EHAM / AMS
Lat/Long: N52° 18.5', E004° 45.8'
Elevation: -11 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 0.0° E

Fuel Types: Jet, Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Traffic Pattern Altitude: 1000 ft (1011 ft AGL)

Sunrise: 0349 Z
Sunset: 1946 Z

Runway Information

Runway: 09
Length x Width: 11329 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -12 ft
Lighting: Edge, Centerline
Displaced Threshold: 295 ft

Runway: 18C
Length x Width: 10827 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -12 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 18L
Length x Width: 11155 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -12 ft
Lighting: Edge, Centerline
Displaced Threshold: 1887 ft

Runway: 18R
Length x Width: 12467 ft x 197 ft
Surface Type: asphalt
TDZ-Elev.: -13 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 886 ft

Runway: 27
Length x Width: 11329 ft x 148 ft
Surface Type: asphalt
TDZ-Elev.: -12 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1477 ft

Runway: 36C
Length x Width: 10827 ft x 148 ft
Surface Type: asphalt
TDZ-Elev.: -12 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1477 ft

Runway: 36L
Length x Width: 12467 ft x 197 ft
Surface Type: asphalt
TDZ-Elev.: -12 ft
Lighting: Edge, Centerline

Runway: 36R
Length x Width: 11155 ft x 148 ft
Surface Type: asphalt
TDZ-Elev.: -11 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 04
Length x Width: 6627 ft x 148 ft
Surface Type: asphalt
TDZ-Elev.: -13 ft
Lighting: Edge, ALS

Runway: 22
Length x Width: 6627 ft x 148 ft
Surface Type: asphalt
TDZ-Elev.: -14 ft
Lighting: Edge, ALS

Runway: 06
Length x Width: 11283 ft x 148 ft
Surface Type: asphalt
TDZ-Elev.: -11 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 801 ft

Runway: 24
Length x Width: 11283 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -12 ft  
Lighting: Edge, Centerline

**Communication Information**

**ATIS:** 108.400 Arrival Service  
**ATIS:** 122.205 Departure Service  
**ATIS:** 132.980 Arrival Service  
**Schiphol Tower:** 119.230 VHF-DF  
**Schiphol Tower:** 118.105 VHF-DF  
**Schiphol Tower:** 135.110 VHF-DF  
**Schiphol Tower:** 118.280 VHF-DF  
**Schiphol Ground:** 121.560  
**Schiphol Ground:** 121.905  
**Schiphol Ground:** 121.805  
**Schiphol Ground:** 121.705  
**Schiphol Planner Ground:** 121.655  
**Schiphol Ground:** 121.590  
**Schiphol Clearance Delivery:** 121.980  
**Schiphol Approach:** 121.205  
**Schiphol Approach:** 131.155  
**Schiphol Approach:** 119.055  
**Schiphol Approach:** 118.080  
**Schiphol Arrival:** 118.405  
**Schiphol Arrival:** 126.680  
**Schiphol Departure:** 118.080  
**Schiphol Departure:** 119.055  
**Schiphol Departure:** 121.205  
**Atc Operational Information:** 131.355
1. GENERAL

1.1. ATIS
   D-ATIS Arrival  108.4 132.980
   D-ATIS Departure  122.205

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.
   Chapter 3 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 cer-
   tification noise limits, is less than 10 EPNdB the following applies:
   - New operations are not allowed.
   - For ACFT equipped with engines with bypass ratio smaller or equal 3, take-off
     and landing is not allowed between 1800-0800LT.
   - For propeller-driven ACFT and ACFT equipped with engines with bypass ratio
     greater than 3, it is not allowed to plan take-off between 2300-0700LT.

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 there- 
   fore 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 estimated surface friction 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,
   LVNL (Luchtverkeersleiding Nederland) also applies wind speed criteria.
   In applying these wind criteria, gusts below 10 KT shall not be taken into account.
   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).
1. GENERAL

1.3. LOW VISIBILITY PROCEDURES

The ATC low visibility operations are categorised in four phases (A, B, C and D), that are based on RVR values and ceiling. Phase A is a reduced visibility procedure; phases B, C and D are Low Visibility Procedures.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Conditions</th>
<th>Procedures</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>RVR less or equal 1500m and/or ceiling less or equal 300’</td>
<td>Reduced visibility has only impact on ground operations regarding departing traffic (stopbars activated and intersection take-offs are not allowed, except for take-offs from RWY 24 intersection TWY S6 or S8 at ATC discretion).</td>
</tr>
<tr>
<td>B</td>
<td>RVR less 550m and/or ceiling less 200’</td>
<td>RWY use will be restricted.</td>
</tr>
<tr>
<td>C</td>
<td>RVR less 350m</td>
<td>RWY use will be restricted.</td>
</tr>
<tr>
<td>D</td>
<td>RVR less 200m</td>
<td>Only one RWY with ILS CAT III will be available for landing and one RWY for departure.</td>
</tr>
</tbody>
</table>

If a ground surveillance system and/or the RWY stop bars are out of service, additional restrictions apply.

**Phase A, B, C and D:**
Reduced visibility has only impact on departing traffic, therefore the announcement is only broadcasted on the Departure ATIS.

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 minima that apply of their flights, so that they can readily respond to requests about these minima.

During reduced and low visibility procedures all RWY exits, entries and crossings (except RWY 04/22) are safeguarded by switchable 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.

During reduced and Low Visibility Procedures, the standard taxiroutes between Schiphol-Center and Schiphol-East are as follows:
- from Schiphol-Center to Schiphol-East taxi via TWY E4 and G2.
- from Schiphol-East to Schiphol-Center taxi via TWY G5 and E1.

**Phase B, C and D:**
During Low Visibility Procedures additional separation on final is applied to ensure the ILS signal integrity.

**Phase C and D:**
Taxi guidance based on ground surveillance information will be provided (shared pilot/ATC responsibility for routing and avoidance of inadvertent RWY entry).
Incoming ACFT shall be guided by a Follow-me car on TWY A1A, A1B, A1C, A2, A3 and adjacent ACFT stands.
On the TWYs East of RWY 18L/36R (except TWY E4 and TWY N1) ACFT shall be towed or guided by a Follow-me car.
Therefore the availability of the K-apron for parking and departure operations will depend on the availability of a tow truck or a Follow-me car.

**Phase D:**
If the RVR values drop below 200m and the ground surveillance infrastructure has degraded to an unacceptable level, the APT will ultimately be closed for all traffic (ATIS/RTF: “SCHIPHOL below operational limits”).
1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. OPERATION OF MODE S TRANSPONDER WHEN ACFT IS ON GROUND

ACFT operators should ensure that the Mode S transponders are able to operate when the ACFT is on the ground according to ICAO specifications.

The ACFT ident (MAX 7 characters) should be entered before the transponder is activated.

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.

Activation 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.

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.

For arriving ACFT, TCAS should be deselected as soon as possible after vacating the RWY.

1.5. TAXI PROCEDURES

1.5.1. GENERAL

Based on principle of cockpit over centerline for all ACFT types, except B777-300, A340-600 and A380. For those ACFT oversteering is required.

Oversteering required for ACFT with wingspan of 118'/36m or more when taxiing on:
- TWY E4 to G2 and vice versa;
- TWY G2 RIGHT to G and vice versa;
- TWY G5 LEFT to G and vice versa.

For wingspan restrictions refer to 10-9 charts.

Avoid holding on the upslope between TWY A19 and A20 to prevent backward movement of the ACFT.

When facing East on TWY A12, avoid turning LEFT onto TWY A to avoid jet blast on ACFT stand E77.

Caution: TWY S7W shall only be used for crossing RWY 06/24.
1.5.2. A380 PROCEDURES
Taxi only with thrust on inner engines.
Use of RWY 04/22 prohibited due to insufficient RWY width.
Landings shall be made with coupled Autopilot or Flight Director Mode to ensure MAX track accuracy to RWY CL.
Use of TWY A between TWYs A1A and A3 and TWY R between stands R77 and TWYB MAX wingspan 226'/69m, access only under guidance.
Use of TWYs A1 thru A10, A14 thru A17, E3, E5 (East of RWY 18L/36R), G, G1, G2, G3, G4 and G5 prohibited.
Use of TWY A13 abeam ACFT stands numbered lower than E18 and of TWY A19C abeam ACFT stands numbered lower than G9 prohibited.
Use of TWY Q with thrust on outer engines limited to MAX ground idle power due to bridge over highway.
Arriving A380 for ACFT stand E18 will be positioned on remote holding position P3 and towed onto ACFT stand E18.
Remote de-icing spots P14 and P16 only are available for A380 due to required wingspan clearance when exiting the de-icing spot towards TWY A.
Engine run-up area not accessible due to wingspan restriction.
A380 equipped with brake-to-vacate system are advised to select the following exits, unless instructed otherwise.

<table>
<thead>
<tr>
<th>LANDING RWY</th>
<th>EXIT TWY</th>
</tr>
</thead>
<tbody>
<tr>
<td>06</td>
<td>S4</td>
</tr>
<tr>
<td>09</td>
<td>N1</td>
</tr>
<tr>
<td>18C</td>
<td>W7</td>
</tr>
<tr>
<td>18R</td>
<td>V2</td>
</tr>
</tbody>
</table>

Pilots shall vacate the exit TWY completely onto the TWY parallel to the RWY as soon as practicable.

1.6. PARKING INFORMATION
1.6.1. GENERAL
At all parking stands except A41 thru A56 and G71 nose-in parking and push-back procedures are applicable.
All parking stands are outside of ATC service area.
Guidance at ACFT stands by Visual Docking Guidance System or marshaller is mandatory. Pilots shall not enter the ACFT stand and stop before the red ATC service boundary, until the Visual Docking Guidance System is activated or a marshaller has signalled to proceed. On proceeding onto the designated ACFT stand, pilots shall be aware not to cause excessive jet blast at adjacent ACFT stands.
Self-docking procedure (w/o marshaller or Visual Docking Guidance System) available for all ACFT stands on A-apron and ACFT stands B16, B20, B24, B28, B32 and B36, except during low visibility phase C and D.
Stop ACFT when yellow STOP marking is in line with pilots eye view at an angle of 90° to the lead-in line.
Marshaller guidance is required for ACFT docking at the G-apron, J-apron (except P10, P12, P14 and P16 in case of de-icing), R-apron and Y-apron.
Caution: Pilots of ACFT with black livery shall request Marshaller assistance when docking and shall not use the Visual Docking Guidance System due to the risk of inaccurate display information.
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.

1.6.2. J-APRON AND K-APRON PROCEDURES

J-apron and K-apron are not controlled by ATC.

1.6.3. PUSH-PULL / PUSH-BACK PROCEDURES

Stands E8, E18, G3, G5, G7, G73 and G76: B757 and larger push-pull.
Stands D2 and D4: B767 and larger push-back via TWY A5 next to C11.
Stand D8: B767 and larger push-back via TWY A8 onto TWY A5 next to C11.
Stands D7, D43 and E6: B757 and larger push-back into TWY A10.
Stand G3: ACFT with MAX wingspan 118’/36m push-back on TWY A19N.
Stand G4: B767 and larger push-pull.
Stands H1 and H2: Push-back on TWY A19N.
S-apron: Push-back direction will be instructed by ATC.

1.6.4. USE OF APU

The use of Auxiliary Power Units (APU) and Ground Power Units (GPU) is strictly controlled at all ACFT stands where (fixed) 400 Hz power units are available. These 400 Hz power units shall be used to reduce environmental and noise burden. For cooling and heating purposes, Pre-Conditioned Air units (PCA) shall be used. At all other ACFT stands, flight crew are urgently requested not to use the APU. The APU should be shut down as soon as practicable following Actual In-Block Time (AIBT) but not later than 5 minutes after parking brakes set and not restarted until 10 minutes prior to Actual Off-Block Time (AOBT) in order to start the engines.

Exceptions without PPR:
- Outside temperature below -5°C or above +25°C (according to METAR).

Exceptions with PPR from Airside Operations office required:
- When it is necessary to use an APU to diagnose and/or rectify ACFT faults.
- When 400 Hz power units and/or PCA units are not operative or not available.

1.7. OTHER INFORMATION

1.7.1. RNAV EQUIPMENT

For RNAV equipment within Schiphol TMAs refer to ATC pages Netherlands.

1.7.2. GENERAL

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

1.7.3. JETBLAST HAZARD

Caution: Jetblast hazard exists, when the following RWY combinations in use:
- Departure RWY 18L and departure RWY 24; ATC will time departures from RWY 24 to avoid jetblast on RWY 18L.
- Departure RWY 18L (E5) and departure or landing RWY 09 or 27; ATC will time departures from RWY 18L to avoid jetblast on RWY 09 or 27.
- Departure RWY 24 and landing RWY 36R; ATC will time departures from RWY 24 to avoid jetblast on RWY 36R.
1. GENERAL

Pilots are to use the minimum power necessary when maneuvering on the TWY system. This is of particular importance at locations where jet blast can affect adjacent ACFT stands such as:
- TWY A when turning left onto TWY S6 for line-up RWY 24 of code E and F ACFT.
- TWY A when turning left onto TWY S7E for line-up RWY 24, or crossing RWY 24.
- TWY A9C when taxiing out on TWY A9C.
- TWY A10 when turning right onto TWY A13.
- TWY A12 after push-back, when turning right onto TWY A13.
- TWY A16 when turning right onto TWY A.
- ACFT stands D3, E18, E20 and E22 when docking.
- When taxiing out on TWY A14 to TWY A or B avoid turning LEFT onto TWY A16 due to jet blast on stands E17 and E19.

2. ARRIVAL

2.1. LOST COMMUNICATIONS

2.1.1. GENERAL
- Select transponder code 7600.
- If possible call Amsterdam ACC Supervisor on telephone number: +31 (0)20 406 3999.
  Note: Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded.
- If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure (see Emergency pages / State Rules and Procedures - Europe / Netherlands).

In addition, for arriving flights, the following communication failure procedures apply.

2.1.2. INBOUND CLEARANCE NOT RECEIVED

Proceed according the current flight plan to the appropriate holding fix (SUGOL, RIVER, ARTIP).
Maintain the last cleared and acknowledged flight level.
After arrival over the fix, intercept the holding pattern.
Commence descent to FL 70 at or as near as possible to the ETO over the holding fix.
After reaching FL 70 leave the holding fix and carry out instrument approach procedure to the received and acknowledged RWY, or to the main landing RWY according ATIS.

2.1.3. INBOUND CLEARANCE RECEIVED

2.1.3.1. TRAFFIC VIA STANDARD ARRIVAL ROUTE

Proceed according the current flight plan to the appropriate holding fix (SUGOL, RIVER, ARTIP).
Maintain the last cleared and acknowledged flight level.
After arrival over the fix, intercept the holding pattern.
Commence descent to FL 70 at the EAT last received and acknowledged.
When no EAT has been received and acknowledged, commence descent to FL 70 at or as near as possible to the ETO over the holding fix.
After reaching FL 70 leave the holding fix and carry out instrument approach procedure to the assigned RWY, or to the main landing RWY according ATIS.
2. ARRIVAL

2.1.3.2. TRAFFIC VIA EELDE 1B, NORKU 2B AND REKKEN 2B ARRIVAL

Proceed to NARSO.
Maintain the last cleared and acknowledged flight level.
After arrival over NARSO, intercept the holding pattern.
Commence descent to FL 70 at the Expected Further Clearance Time (EFCT) last received and acknowledged.
When no EFCT has been received and acknowledged, commence descent to FL 70 at or as near as possible to the ETO over NARSO.
After reaching FL 70 leave NARSO and intercept R-070 SPL inbound ARTIP.
Without delay at ARTIP, carry out instrument approach procedure to the assigned RWY, or to the main RWY according ATIS.

2.1.3.3. TRAFFIC OUTSIDE STANDARD ARRIVAL ROUTE

Proceed to VOR ‘SPL’ along the route specified in the inbound clearance.
Maintain the last cleared and acknowledged flight level.
After arrival over VOR ‘SPL’ intercept the holding pattern to the received and acknowledged RWY, or to the main landing RWY according ATIS.
In the holding descend to FL 70, if applicable.
After reaching FL 70, leave the holding and carry out instrument approach procedure to the assigned RWY.

2.1.3.4. TRAFFIC ON AN RNAV TRANSITION DURING NIGHT 2230-0630LT

With clearance for approach, execute the cleared approach.
Without clearance for approach:
- Proceed to NARIX (ARTIP 2C transition) or NIRSI (ARTIP/RIVER/SUGOL 4B transition) or SOKSI (ARTIP/RIVER/SUGOL 2A transition) to VOR ‘SPL’.
- Maintain the last cleared and acknowledged flight level.
- After arrival over VOR ‘SPL’, intercept the holding pattern to the received and acknowledged RWY.
- In the holding descend to FL 70.
- After reaching FL 70, carry out instrument approach procedure to the RWY concerned.

2.1.3.5. TRAFFIC ON AN RNAV TRANSITION DURING DAY 0630-2230LT

With clearance for approach execute the cleared approach.
Without clearance for approach:
- Proceed to VOR ‘SPL’ to cross VOR ‘SPL’ at FL 70.
- After arrival over VOR SPL intercept the holding pattern, if applicable.
- Carry out an instrument approach procedure to the RWY concerned.

2.1.3.6. TRAFFIC VECTORED TO FINAL APPROACH

Proceed to the final approach beacon or Intermediate Fix (IF) of the assigned landing RWY.
Maintain last received and acknowledged level.
When arriving over the final approach beacon or IF start outbound turn, descend to 2000’ and intercept final approach.

2.1.4. MISSED APPROACH PROCEDURE DURING COMMUNICATION FAILURE

2.1.4.1. MISSED APPROACH FOR ILS, LOC AND NDB DME RWY 06

Track 058° and climb to 3000’. When passing 2000’ start a right turn to LCTR ‘CH’ and cross LCTR ‘CH’ at 3000’. After LCTR ‘CH’ descend to 2000’ in the outbound turn and execute the instrument approach procedure again.

2.1.4.2. MISSED APPROACH FOR VOR DME RWY 09

Climb on R-265 PAM inbound to 3000’. At 2000’ start a left climbing turn to VOR ‘SPL’ so as to cross VOR ‘SPL’ at 3000’ and execute the instrument approach procedure again.
2. ARRIVAL

2.1.4.3. MISSED APPROACH FOR ILS, LOC AND NDB DME RWY 18C

Track 183° and climb to 3000'. When reaching 2000' start a right turn to LCTR 'OA' and cross LCTR 'OA' at 3000'. After LCTR 'OA' descend to 2000' in the outbound turn and execute the instrument approach procedure again.

MISSED APPROACH FOR RNAV NIGHT ILS RWY 18C

Track 183° and climb to 3000'. At 2000' execute the instrument approach procedure again.

2.1.4.4. MISSED APPROACH FOR ILS AND LOC DME RWY 18R

Turn right as soon as practicable but not below 400' to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 3000'. At D7.5/R-280 SPL (EH 624) turn right to VOR 'SPL'. Cross VOR 'SPL' at 3000' and execute the instrument approach procedure again.

2.1.4.5. MISSED APPROACH FOR VOR DME RWY 18R

Turn right as soon as practicable to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 3000'. At D7.5/R-280 SPL (EH 624) turn right to VOR 'SPL'. Cross VOR 'SPL' at 3000' and execute the instrument approach procedure again.

2.1.4.6. MISSED APPROACH FOR ILS AND LOC RWY 22

Turn left to 160° as soon as practicable but not below 400' and climb to 3000'. At 2000' start a left climbing turn to VOR 'SPL' so as to cross VOR 'SPL' at 3000' and execute the instrument approach procedure again.

2.1.4.7. MISSED APPROACH FOR VOR DME RWY 24

Turn left to 238° and climb to 3000'. After passing 2000' start a right turn to VOR 'SPL' so as to cross VOR 'SPL' at 3000' and execute the instrument approach procedure again.

2.1.4.8. MISSED APPROACH FOR ILS AND LOC RWY 27

Track 267° and climb to 3000'. When passing 2000' start a right turn to VOR 'SPL', cross VOR 'SPL' at 3000' and execute the instrument approach procedure again.

2.1.4.9. MISSED APPROACH FOR VOR DME RWY 27

Track 265° and climb to 3000'. When passing 2000' start a right turn to VOR 'PAM' and cross VOR 'PAM' at 3000'. After VOR 'PAM' descend to 2000' in the outbound turn and execute the instrument approach procedure again.

2.1.4.10. MISSED APPROACH FOR ILS, LOC AND VOR DME RWY 36C

Track 003° and climb to 3000', proceed to LCTR 'OA'. Over LCTR 'OA' turn left to VOR 'SPL'. Cross VOR 'SPL' at 3000' and execute the instrument approach procedure again.

2.1.4.11. MISSED APPROACH FOR ILS, LOC AND NDB DME RWY 36R

Track 003° and climb to 1500'. When 1500' is reached start a right turn to LCTR 'NV', climb and cross LCTR 'NV' at 3000'. After LCTR 'NV' descend to 2000' in the outbound turn and execute the instrument approach procedure again.

2.1.4.12. MISSED APPROACH DURING VISUAL APPROACH

For all RWYs except RWY 04: Execute the published missed approach in case of communication failure for that RWY.

For RWY 04: Maintain RWY track and climb to 2000'.

2.1.4.13. MISSED APPROACH WHILE CIRCLING TO LAND (DIFFERENT FROM ICAO DOC. 8168, PANS-OPS)

For all RWYs except RWY 04: Complete the turn to the intended landing RWY. Intercept the track of the intended landing RWY and execute the published missed approach in case of communication failure for that RWY.

For RWY 04: Maintain RWY track and climb to 2000'.

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2. ARRIVAL

2.2. APPROACH PROCEDURES

2.2.1. GENERAL
Between IAFs and interception of final the navigation is based on RADAR VECTORS provided by ATC, except in case of RNAV approaches.

2.2.2. TRANSFER TO SCHIPHOL APPROACH
While being transferred from AMSTERDAM Radar to SCHIPHOL Approach, initial contact shall be restricted to SCHIPHOL Approach and Callsign only in order to avoid channel congestion. In specific situations, AMSTERDAM Radar may request pilots to report additional information to SCHIPHOL Approach in the initial contact.

2.2.3. TRANSFER TO SCHIPHOL ARRIVAL
While being transferred from SCHIPHOL Approach to SCHIPHOL Arrival, initial contact shall be restricted to SCHIPHOL Arrival and Callsign only in order to avoid frequency congestion.

2.2.4. MISSED APPROACH PROCEDURE

2.2.4.1. STRAIGHT IN APPROACH
The RWYs are used according to a preferential RWY system. This system allows simultaneous use of several RWY combinations, therefore it is important that in case of a missed APCH, pilots inform ATC immediately and are prepared to receive amended missed APCH instructions. When no instructions are received, adhere strictly to the published missed APCH procedures.

2.2.4.2. DURING VISUAL APPROACH
For all RWYs except RWY 04: Execute the published missed approach for that RWY.
For RWY 04: Maintain RWY track and climb to 2000’.

2.2.4.3. WHILE CIRCLING TO LAND (DIFFERENT FROM ICAO DOC. 8168, PANS-OPS)
For all RWYs except RWY 04: Complete the turn to the intended landing RWY, intercept the RWY track and execute the published missed approach for that RWY.
For RWY 04: Maintain RWY track and climb to 2000’.

2.2.5. RNAV PROCEDURES

2.2.5.1. DURING NIGHT
The RNAV transition procedures to RWY 06, 18C or 18R 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.
For RWY 06 the descent from transition level or from 4000’ AMSL or above begins at SOKSI. For RWY 18C or 18R the descent between FL 70 - FL 55 begins at NIRSI.
At ATC initiative a transition for RWY 18R via NARIX from FL 60 or above may be available.

For RWY 18C the NIRSI 1D is the primary approach (RNP 1 + RF leg and RNP APCH required) for noise abatement purposes. If unable, contact ATC and expect NIRSI1E approach to ILS RWY 18C.
The example of ATC instruction “Cleared for SOKSI Approach RWY 06” is clearance to fly the published route and ILS apch 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 or LELYSTAD inbound SCHIPHOL are also exempted from flying transitions.
2.2.5.2. DURING DAY

Navigation in the initial and intermediate approach segment is primarily based on radar vectors by ATC. For RWY 36R an RNAV transition providing a lateral path from ARTIP or INBAM to the FAP is available. The use of the RNAV transition is at ATC discretion.

On initiative of ATC, ACFT with assigned landing RWY 36R may be instructed to follow an RNAV transition onto the final approach, enabling subsequent interception of ILS RWY 36R.

The transition provides a pre-defined lateral RNAV route starting at ARTIP. At ATC discretion, ACFT may be instructed to proceed directly to INBAM and start the transition from here.

Clearances and constraints:
- Altitudes will be instructed by ATC.
- The following speed limits must be adhered to:
  a. ARTIP: MAX 250 KT;
  b. EH665: MAX 220 KT;
  c. EH668: MAX 180 KT.
- ATC may instruct additional speed limitations.
- For the ILS approach to RWY 36R a separate clearance will be issued.

2.2.5.3. ACFT REQUIREMENTS FOR TMA RNAV PROCEDURES

In order to enable their pilots to accept the TMA RNAV procedures, operators must be approved for RNAV1 operations by their State of registry.

ACFT that are not equipped or approved for TMA RNAV procedures are only allowed inbound Schiphol by exemption. Pilots of these ACFT shall inform ATC by use of the phrase “UNABLE RNAV” if instructed to fly an RNAV procedure. These ACFT will be guided by radar vectors or will be rerouted via conventional navigation aids.

2.2.6. TRANSFER TO SCHIPHOL TOWER

While being transferred from SCHIPHOL Approach/Arrival to SCHIPHOL Tower, initial contact shall consist of SCHIPHOL Tower, Callsign and RWY.

2.3. SPEED RESTRICTIONS (JET ACFT DURING DAY)
- MAX 250 KT below FL 100 unless otherwise instructed.
- Cross D15.0 SPL at 220 KT.
- After holding maintain speed 220 KT until further notice.
- ATC will initiate speed reductions below 220 KT.
- When established on final approach: maintain 160 KT until 4NM before THR.
- Speed greater than 220 KT accurate within 10 KT.
- Speed smaller than 220 KT accurate within 5 KT.
2. ARRIVAL

2.4. NOISE ABATEMENT PROCEDURES

2.4.1. GENERAL

Between 2230-0630LT for RWY 06 and RWY 18R RNAV low-noise procedures, Continuous Descent Approach (CDA), for jet ACFT will be used, otherwise ACFT will be radar vectored towards interception of final leg at 3000’. Executing a CDA implies that after NIRSI, NARIX or SOKSI a continuously descending flight path without level segments is to be flown in a low power and low drag configuration. A flight path is considered continuously descending when there is no level segment. A segment is considered level if the altitude loss is less than 50’ over a distance of 2.5NM.

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.

2.4.2. USE OF RWYs

The most frequently used RWYs are 06, 18R, 36R, 18C, 36C and 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 and 36L are not available for arrivals. From 2230-0630LT RWYs 04/22, 09/27, 18C, 24 and 36R are not available for arrivals.

Deviations from the restrictions for arrivals on RWYs 18C, 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 conspicuous than the RWY.

2.4.3. REVERSE THRUST

Between 2130-0630LT: After landing, the use of idle reverse thrust is advised on all RWYs except RWY 04/22, safety permitting. To achieve the highest possible RWY capacity, RWY occupancy times are to be reduced to a minimum.

2.5. CAT II/III OPERATIONS

RWYs 06, 18C/R, 27, 36C/R are approved for CAT II/III operations, special aircrew and ACFT certification required.
2. ARRIVAL

2.6. MINIMUM FUEL PROCEDURES

2.6.1. PILOT AND ATC PROCEDURES
- Pilots shall advise "minimum fuel" to ATC when the ACFT fuel supply has reached a state where the flight is committed to land at a specific APT and no additional delay can be accepted.
- ATC shall use this as advisory information which indicates that an emergency situation is possible, should any undue delay occur. The minimum fuel advisory implies no emergency situation and priority handling will not be provided.
- Amsterdam ACC will provide an Expected Approach Time (EAT) or advise "no delay". No delay means that the anticipated delay before or at the initial approach fix is not more than 2 minutes.
- On request SCHIPHOL Approach can provide the approximate distance to touchdown.

Note: Only when the pilot declares an emergency, radio call prefixed by MAY-DAY (3x) for distress or PAN PAN (3x) for urgency, priority handling will be provided. Calls such as "low on fuel" have no status in the Amsterdam FIR.

2.7. TAXI PROCEDURES

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

<table>
<thead>
<tr>
<th>RWYs</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>06/24</td>
<td>121.705</td>
</tr>
<tr>
<td>04/22, 09/27, 18L/36R</td>
<td>121.805</td>
</tr>
<tr>
<td>18C/36C</td>
<td>121.905</td>
</tr>
<tr>
<td>18R</td>
<td>121.560</td>
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</tbody>
</table>

Routing instructions via North: Taxi via TWY A and Northside of APT.
Routing instructions via South: Taxi via TWY Q.
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.
ACFT shall follow the main taxilines 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.

2.7.2. REMOTE HOLDING POSITION
Pilots of ACFT with a wingspan of 118'/36m or less shall be prepared to hold on remote holding position P20 or P21 after landing. In case of suspected misalignment on P20 or P21 ATC shall be notified immediately.

2.7.3. J-APRON PROCEDURES
ATC instructs pilots entering the J-Apron at TWY A20 to contact Apron Control 121.880 and follow the marshaller to allocated ACFT stand.
2. ARRIVAL

2.7.4. K-APRON PROCEDURES

Entering K-apron
Pilots shall enter K-apron via intermediate holding position GL.

1. At intermediate holding position GL contact Schiphol Amsterdam General Aviation on 121.930 for ACFT stand allocation.

2. Self parking on all ACFT stands, nose in parking is mandatory. Contact ground handler if assistance is required.

3. A 180° turn using ACFT thrust is prohibited on all ACFT stands, ACFT will be turned by tow truck.

2.8. OTHER INFORMATION

While being transferred to Amsterdam ACC, initial contact shall be restricted to AMSTERDAM Radar and Callsign only in order to avoid channel congestion.

3. DEPARTURE

3.1. APT COLLABORATIVE DECISION MAKING (A-CDM)

3.1.1. GENERAL

A-CDM at Schiphol APT is a joint initiative between the ACFT operators, ground handlers, ATC and the APT. The key aims of A-CDM are to facilitate the sharing of operational processes and data to allow better informed decisions to be made. A-CDM facilitates the optimal handling of turn-around processes at the APT.

TOBT represents the time that the ground handler and flight crew estimate an ACFT will be ready, with all ground handling activities finished, all doors closed, the boarding bridge and handling equipment removed.

TSAT represents the time at which flight crew can reasonably expect start-up approval from ATC. It takes into account TOBT, CTOT (if applicable), variable taxi times (including de-icing, if applicable), current local traffic situation, air traffic flow management restrictions, applicable SID, and wake turbulence. Push-back truck availability is based on TSAT.

3.1.2. PROCEDURES

The ground handler sets an accurate TOBT. If an earlier departure is anticipated or TOBT can no longer be met; the flight crew shall contact the ground handler as soon as possible to update TOBT.

Flight crew shall report ready on the SCHIPHOL Planner channel when:

1. all handling processes are finished (doors closed, en route clearance received, etc.), if required the push-back truck connected, the ACFT lifted, the pilot ready for immediate push-back, and

2. within TSAT window (TSAT ± 5 minutes).

This report shall include ACFT identification, parking position, ATIS information and the “READY” message. Failing to comply will result in an inaccurate push-back and RWY planning, which may result in a loss of total usable RWY capacity.

TSAT is displayed on most contact stands via VDGS or should be requested from the ground handler if no display is available. In case TSAT has expired, the flight crew shall contact ground handler to update TOBT. TSAT expiry can result in extensive delay.

At push-back stands SCHIPHOL Planner will give instructions to contact SCHIPHOL Ground for start-up, push-back and taxi instructions.

At taxi-out stands SCHIPHOL Planner will give start-up approval and instructions to contact SCHIPHOL Ground for taxi instructions.

When instructed by SCHIPHOL Planner, the flight crew shall directly contact SCHIPHOL Ground and immediately comply with start-up, push-back and taxi permission, since ATC planning of outbound traffic (involving enroute clearance and co-ordination with adjacent ACCs) is based on the start-up time. Any delay in this departure sequence shall be reported to ATC immediately.
3. DEPARTURE

Before ready to push back, the flight crew must request permission to start one or more engines only. This request shall be made on the SCHIPHOL Planner channel, the permission for start-up does not include permission for push-back. Push-back shall only be initiated after receiving the push-back clearance from SCHIPHOL Ground.

With A-CDM every flight is RFI (Request For Improvement) continuously from EOBT-2 hours until TSAT -10 minutes. In case of a CTOT however, flight crew may additionally request SCHIPHOL Planner to send a "READY" message for a possible CTOT improvement. Flight crew may only request SCHIPHOL Planner to send a "READY" message under the following conditions:

- Flight has CTOT;
- Clocktime is at or after TOBT and before TSAT window;
- Flight crew is fully ready;
- Ground process is fully completed (including de-icing); and if applicable
- Push-back truck is attached and ready for immediate push-back.

VFR flights and flights with status HEAD and HOSP are exempted from reporting ready within TSAT window. The flight crew of these flights shall report ready on the SCHIPHOL Planner channel, as soon as they are fully ready.

J-apron and K-apron are not under ATC ground control.

At K-apron pilots shall report to SCHIPHOL Ground at the apron exits GD.

3.2. LOST COMMUNICATIONS
- Select transponder code 7600.
- If possible call Amsterdam ACC Supervisor on telephone number: +31 (0)20 406 3999.
  Note: Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded.
- If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure (see Emergency pages / State Rules and Procedures - Europe / Netherlands).

3.3. DE-ICING

3.3.1. REMOTE HOLDING
- Available on P-holding between TWYs A12 and A13 at positions P1 thru P3, PA, PB, PC and PD. Either P1 available or PA and PB. Either P3 available or PC and PD.
- Available on R-apron adjacent to TWY R at positions P20 and P21.
- Enter via TWY R.
- Available on R-apron adjacent to TWY Q and TWY R at positions:
  - P22- enter via TWY A or TWY Q and P23;
  - P23- enter via TWY A or TWY Q, exit via P22.
- Available on TWY VS East of holding RWY 36L at positions P6 and P7.
  Note: At the end of the combined lead-in line of remote holding position P20 and P21, pilots shall turn 180 degrees LEFT for P20 and 180 degrees RIGHT for P21 to hold nose out at the designated stop position.

3.3.2. DE-ICING
The Central De-icing Facility (CDF) is located at the J-apron and includes de-icing positions P10, P12, P14 and P16.

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

TWY A between A19 and A20 is used as holding position for de-icing operations on the J-apron. Avoid holding on the upslope between A19 and A20 to prevent unintentional backward movement of the ACFT. High power settings may cause jet blast damage. Advise ATC if unable to comply with taxi clearances.

On TWY A20 pilots shall use minimum breakaway thrust when turning RIGHT onto P10, P12, P14 and P16 to avoid jet blast hazard at adjacent ACFT stands.
3. DEPARTURE

3.3.2.1. DE-ICING PROCEDURES

- Contact Snowdesk for de-icing request. For planning purposes, additional request should be made on initial contact. Snowdesk will assign the CDF or, exceptionally, de-icing at the gate.

- Request ATC clearance from 20 minutes before TOBT or 35 minutes before CTOT.

- Monitor Snowdesk as well as SCHIPHOL Planner for any changes in de-icing planning until the ready call to SCHIPHOL Planner is made.

- For de-icing at the CDF:
  - when fully ready and within TSAT window (TSAT ±5 minutes), report “ready” to SCHIPHOL Planner.

- For de-icing at the gate:
  - when all doors closed, report “ready” to Snowdesk regardless of TSAT window. When de-icing is completed and within TSAT window (TSAT ±5 minutes), report “ready” to SCHIPHOL Planner.

- Contact SCHIPHOL Ground for taxi instructions to the CDF.

- The CDF is not controlled by ATC; pilots at the CDF shall maintain separation from other ACFT at their own discretion. Padcontrol is responsible for sequencing and spot assignment only.

- When signboards are available, continue with signboard procedure.

- When signboards are U/S, continue with the voice only procedure.

Note: Monitor SCHIPHOL Ground at all times.

3.3.2.2. COMMUNICATION CHANNELS

- Snowdesk 121.305
- SCHIPHOL Planner 121.655
- SCHIPHOL Ground 121.905
- Padcontrol 121.605
- Gatedesk 131.775

Iceman see electronic signboard.

3.3.2.3. ADDITIONAL REMARKS

- KLM de-icing customers will be instructed by Snowdesk.

- All de-icing request and cancellations must be made by the flight crew to Snowdesk.

- If additional treatment is needed, report this as special requirement to Snowdesk and Iceman.

- Tactile checks must be performed at the gate or on the parking stand.

- Technical de-icing (landing gear, brakes, inside LE- or TE-flaps, under wing, engine inlets, fan blades and sensors/static ports/pilot probes) requires de-icing at the gate or on the parking stand, supervised by an ACFT Maintenance Technician (AMT). The ACFT operator is responsible for providing an AMT. In case regular de-icing is still required, this will be performed at the remote positions.
3. DEPARTURE

3.4. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.4.1. CLEARANCE DELIVERY AND START-UP

Enroute clearance is issued by means of datalink Departure Clearance (DCL). Only request the clearance from SCHIPHOL Delivery via RTF if the planned flight is below FL 60, or no SID is used for departure or the flight is unable to receive the clearance via datalink.

Enroute clearance shall be requested to SCHIPHOL Delivery MAX 20 minutes prior to Estimated Off-Block Time (EOBT) or 35 minutes prior to CTOT. If RWY 36L is used, clearance shall be requested MAX 30 minutes prior to EOBT or 45 minutes prior to CTOT.

When using the DCL service pilots shall maintain a listening watch on the channels published for clearance delivery.

After enroute clearance is obtained and read back via RTF or confirmed via datalink, pilot shall immediately (without ATC instruction) select and monitor SCHIPHOL Planner.

Pilot shall report ready on SCHIPHOL Planner channel. Ready means all handling processes are finished (doors closed, enroute clearance received, etc.), (if required) push-back truck connected, ACFT lifted, pilot ready for immediate push-back and within TSAT window (TSAT ±5 minutes). Report shall include:
- ACFT identification;
- Stand position;
- ATIS information;
- Report ready.

At push-back stands SCHIPHOL Planner will give instructions to contact SCHIPHOL Ground for start-up, push-back and taxi instructions. At taxi-out stands SCHIPHOL Planner will give start-up approval and instructions to contact SCHIPHOL Ground for taxi instructions.

When instructed by SCHIPHOL Planner the pilot shall contact SCHIPHOL Ground and immediately 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.

Note: J-apron and K-apron are not under ATC ground control. At K-apron exit GD pilots shall report to SCHIPHOL Ground.

Note: Before ready to push-back the pilot may request on SCHIPHOL Planner the permission to start one or more engines only. Permission for start-up does not include permission for push-back. Push-back shall only be initiated after receiving push-back clearance from SCHIPHOL Ground.

3.4.2. PUSH-BACK AND TAXIING

Start-up, push-back and taxi instructions will be provided by SCHIPHOL Ground.

Standard push-back directions from the stands, except on the K- and M-apron, are in force. Standard push-back directions for stands S72 thru S96 are withdrawn, push-back direction will be instructed by ATC. Refer to 10-9 pages.

Flight crew shall read back to ATC complete push-back clearance to ATC as well as to the push-back crew.

To expedite traffic flow, instructions can be given for an “alternative push-back”. ACFT will then be pushed in the direction as directed. Pilots should ask for start-up and push-back permission only after checking that the ground crew is ready. The anti-collision light must be switched ON just before push-back.

Performing a power-back using reverse thrust is not allowed.

The flight crew is part of the communication chain between the ground controller and 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, pilot shall inform SCHIPHOL Ground.
3. DEPARTURE

Upon receiving start-up and push-back clearance from SCHIPHOL Ground, ACFT shall move within 1 minute in order to ensure conflict free ground operations and MAX usage of ground capacity. If the 1 minute window is expired, push-back permission will automatically expire and shall be requested again. Upon completion of push-back procedure, flight crew must wait for the "ALL CLEAR" signal on the TWY before requesting a taxi clearance. Ground handlers are instructed to give "ALL CLEAR" signal distinctly. During hours of darkness, illuminated wands will be used. After taxi instructions have been obtained, departing ACFT shall take the shortest way to the main taxi route.

Pilots may expect instructions to change ground control channel.

Pilots shall not change channel without ATC instructions.

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.

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

3.4.3. J-APRON PROCEDURES

Contact SCHIPHOL Planner for start-up approval.

Contact Apron Control 121.880 to reposition the ACFT near the ATC service boundary on TWY A20, ACFT stand P10 or ACFT stand P16.

Hold at the ATC service boundary and contact SCHIPHOL Ground 121.905 for taxi instructions.

Taxiing only allowed after the "ALL CLEAR" signal from the push-back crew and clearance from SCHIPHOL Ground have been obtained.

3.4.4. K-APRON PROCEDURES

General
- K-apron is not controlled by ATC.
- Taxiing is only allowed after the "ALL CLEAR" signal from the ground crew.
- Taxiing from ACFT stand must commence within one minute after approval by Schiphol Amsterdam General Aviation.
- When leaving ACFT stands K20 thru K28 and K35 thru K38 low power settings is required to avoid possible jet blast on adjacent aprons and service roads.
- Exiting the K-apron via intermediate holding position GL is prohibited.

Leaving K-apron
Pilots shall leave K-apron via intermediate holding position GD.
1. IFR flights contact Schiphol Planner for start-up approval.
2. Contact Schiphol Amsterdam General Aviation on 121.930 to obtain approval to taxi to intermediate holding position GD.
3. Hold at intermediate holding position GD and contact SCHIPHOL Ground on 121.805 for further taxi instructions.
3. DEPARTURE

3.4.5. G-APRON - PUSH AND HOLD PROCEDURE ACFT STAND G71

GENERAL
In order to optimise gate utilization, ACFT with a MAX wingspan of 118’/36m and MAX length of 148’/45m ready for start-up may be pushed onto ACFT stand G71 when available. This can either be initiated by the APT authority or on request of the ground handling company.

PROCEDURE
Push-back:
- ACFT is being pushed onto ACFT stand G71; transponder and engines switched off.

On stand:
- Flight crew holds brakes; no chocks required.
- Red anti-collision lights remain switched on to ensure ground crew stays clear of the ACFT stand.
- Flight crew receives “ALL CLEAR” signal from ground crew.
- Engines remain switched off; no prior approval required to use the APU.

Taxi-out:
- Engine start-up on stand only after start-up approval from ATC.
- Cross-bleed start is prohibited.
- Flight crew receives ATC instruction to taxi-out.

3.5. NOISE ABATEMENT PROCEDURES

3.5.1. 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.

The use of noise abatement take-off and climb procedure NADP 2 is recommended for all jet ACFT. If for operational reasons compliance with NADP 2 is not possible, NADP 1 may be used.

Operators are requested to inform the APT authority on the details of their departure procedure by sending copies of the relevant pages of the ACFT operating manual to:
Amsterdam Airport Schiphol
Corporate Development
Stakeholder Strategy & Development
P.O. Box 7501, 1118 ZG Schiphol Airport;
The Netherlands
Email: flightprocedure@schiphol.nl

3.5.2. USE OF RWYs
The most frequently used RWYs are 36L, 24, 36C, 18L, 18C and 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 and 36R are not available for departures.
From 2230-0630LT RWYs 04/22, 09/27, 18L and 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.
3.6. RWY OPERATIONS

3.6.1. GENERAL
RWY 18C take-off: Do not confuse RWY 18C with TWY D situated East of
RWY 18C.

3.6.2. INTERSECTION TAKE-OFFS
In principle all jet ACFT must use the full RWY length available for noise abate-
ment reasons. Flights from S-apron departing from RWY 24 will be assigned
intersection take-off TWY S8.
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).

3.7. OTHER INFORMATION
Departing flights with destination ROTTERDAM or LELYSTAD are exempted from
flying SIDs within the Schiphol TMA.
Execute communication failure procedure of last assigned approach.

Final Approach vectoring area (FAVA): 1200
Descent clearance to FAVA will only be issued when aircraft is established on final approach track or on an intercept of 30° or less.
2. Navigation in the initial and intermediate approach is primarily based on RADAR vectors provided by ATC.

Additionally ATC may request specific speeds for accurate spacing. Comply with any level or speed adjustment as soon as possible within operational requirements. If a level or speed change for aircraft performance reasons or weather conditions is necessary, advise ATC.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

SPEED: FOR JET AIRCRAFT:
MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED
MAX 250 KT AT IAF

Clearance limit is SUGOL.

UNLESS OTHERWISE INSTRUCTED
MAX 250 KT AT IAF

MAX 250 KT AT IAF

Speed restrictions withdrawn.

CHANGES: Speed restrictions withdrawn.
Navigation in the initial and intermediate approach is primarily based on RADAR vectors provided by ATC. Additionally ATC may request specific speeds for accurate spacing. Comply with any level or speed adjustment as soon as possible within operational requirements. If a level or speed change for aircraft performance reasons or weather conditions is necessary, advise ATC.

For JET AIRCRAFT: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED MAX 250 KT AT IAF

Additionally ATC may request specific speeds for accurate spacing. Comply with any level or speed adjustment as soon as possible within operational requirements. If a level or speed change for aircraft performance reasons or weather conditions is necessary, advise ATC.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.
<table>
<thead>
<tr>
<th>SID DESIGNATION</th>
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<tbody>
<tr>
<td>ANDIK 2E, 2F</td>
<td>10-3C</td>
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<td>LOPIK 1G, 1N, 1P</td>
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<td>LOPIK 1R</td>
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<td>LOPIK 3V, 1Z</td>
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For further SID designation refer to page 10-3A
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<td>RENDI 1E, 1F</td>
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<td>RENDI 1G, 1N, 1P</td>
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<td>CONTINUATION AFTER BERGI &amp; WISPA</td>
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<td>10-3X8</td>
</tr>
</tbody>
</table>
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, actual 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.

When changing channel from SCHIPHOL Departure to Amsterdam ACC, initial contact shall consist of AMSTERDAM Radar and callsign only. When a speed or heading has been assigned, this information shall be included in the initial call.

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 in RTF procedures.
ANDIK 2E [ANDI2E], ANDIK 2F [ANDI2F]

DEPARTURES

FOR ROUTE CONTINUATION AFTER ANDIK
REFER TO CHART 10-3X5

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

WARNING RWY 18L

Early autopilot connection might result in turn initiation below 500. If applicable, continue on track 183° beyond D3.1 SPL to prevent turning below 500.

### SID

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ANDIK 2E</td>
<td>18L</td>
<td>183° track, at D 3.1 SPL turn LEFT, 093° track, at PAM R226 turn LEFT, intercept PAM R220 inbound to PAM, PAM R015 to ANDIK. RNAV: On 183° track to EH037, to EH024, to PAM, to ANDIK.</td>
</tr>
<tr>
<td>ANDIK 2F</td>
<td>04</td>
<td>041° track, at SPL R094 turn RIGHT, intercept PAM R271 inbound to D7.0 PAM, turn LEFT, 054° track, intercept PAM R015 to ANDIK. RNAV: On 041° track to EH019, to EH020, to EH043, to ANDIK.</td>
</tr>
</tbody>
</table>

**Initial climb clearance FL60**

- **Gnd speed-KT**: 75, 100, 150, 200, 250, 300
- **4.0% V/V (fpm)**: 304, 405, 608, 810, 1013, 1215
This SID requires a minimum climb gradient of 3.8% up to 1000.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.8% V/V(fpm)</td>
<td>289</td>
<td>385</td>
<td>577</td>
<td>770</td>
<td>962</td>
<td>1155</td>
</tr>
</tbody>
</table>

**Initial climb clearance FL60**

**SID RWAY ROUTING**

**ANDIK 2G 22**
- Climb on 221° track, at 500 turn LEFT, 093° track, at PAM R206 inbound to PAM, then to ANDIK.
- RNAV: Climb on 221° track, at or above 500 turn LEFT, intercept PAM R265 inbound to D7.5 PAM, turn LEFT, 054° track, intercept PAM R015 to ANDIK.

**ANDIK 1N 09**
- Climb on 087° track, at 500 turn LEFT, intercept PAM R265 inbound to D7.5 PAM, turn LEFT, 054° track, intercept PAM R015 to ANDIK.
- RNAV: Climb on 087° track, at or above 500 turn LEFT, direct to EH052, to ANDIK.

CHANGES: AWY designator at ANDIK.
FOR ROUTE CONTINUATION AFTER ANDIK
REFER TO CHART 10-3X5

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

Initial climb clearance FL60

SIC | ROUTING
---|---
ANDIK 2R | 058° track, at SPL R102 turn RIGHT, intercept PAM R271 inbound to D7.0 PAM, turn LEFT, 054° track, intercept PAM R015 to ANDIK.
| RNAV: On 058° track to EH014, to EH020, to EH043, to ANDIK.

ANDIK 1T | 058° track, at SPL R102 turn LEFT, 318° track, at SPY R227 turn RIGHT, intercept SPY R242 inbound to SPY, SPY R052 to ANDIK.
| RNAV: On 058° track to EH014, to EH020, to SPY, to ANDIK.

1 Jet aircraft only between 0630-2230LT.
2 Only jet aircraft between 2230-0630LT.

CHANGES: AWY designator at ANDIK.

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ANDIK 1S [AND11S], [AND1SY] ○ RWY 24 DEPARTURE
FOR ROUTE CONTINUATION AFTER ANDIK
REFER TO CHART 10-3X5

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

Alternate route to enhance noise abatement
RF & GNSS REQUIRED
APPROVAL FOR RNAV 1 OPERATIONS REQUIRED

This SID requires a minimum climb gradient of 6.7% up to 390.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.7% V/V (fpm)</td>
<td>509</td>
<td>678</td>
<td>1018</td>
<td>1357</td>
<td>1696</td>
<td>2035</td>
</tr>
</tbody>
</table>

Initial climb clearance FL60

ROUTING
238° track, at D4.2 SPL turn LEFT, 118° track to PAM R231 turn LEFT, intercept PAM R220 inbound to PAM, PAM R015 to ANDIK.

RNAV (AND11S): On 238° track to EH005, 118° track to EH008, to EH026, to PAM, to ANDIK.

RNAV (AND1SY): On 238° track to EH095, turn LEFT to EH125, turn LEFT to EH127, to EH098, to EH026, to PAM, to ANDIK.

CHANGES: AVY designator at ANDIK; requirements for alternate route.

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CHANGES: None.

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ARNEM 3G [ARNE3G]
ARNEM 2N [ARNE2N]
ARNEM 2P [ARNE2P]

DEPARTURES
FOR ROUTE CONTINUATION AFTER ARNEM
REFER TO CHART 10-3X6

SPEEDS: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

Permission for VFR Flights
without ATC clearance

FL65 beyond NYKER

Permission for VFR Flights
without ATC clearance

Initial climb clearance FL60

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARNEM 3G</td>
<td>22</td>
<td>Climb on 221° track, at 500 turn LEFT, 093° track to IVLUT, 095° track to NYKER, intercept PAM R111 to ARNEM. RNAV: Climb on 221° track, at or above 500 turn LEFT, direct to EH025, to IVLUT, to NYKER, to ARNEM.</td>
</tr>
<tr>
<td>ARNEM 2N</td>
<td>09</td>
<td>087° track, at D4.0 SPL turn RIGHT, 113° track, intercept SPL R106 to IVLUT, 095° track to NYKER, intercept PAM R111 to ARNEM. RNAV: Climb on 087° track to EH055, to EH042, to IVLUT, to NYKER, to ARNEM.</td>
</tr>
<tr>
<td>ARNEM 2P</td>
<td>27</td>
<td>Climb on 267° track, at 500 turn RIGHT, 289° track, at D2.5 SPL turn LEFT, intercept SPY R210 to D18.0 SPL, turn LEFT, intercept 156° bearing towards NV, at SPL R185 turn LEFT, intercept 073° bearing from NV towards IVLUT, at D18.5 SPL turn RIGHT, 095° track to NYKER, intercept PAM R111 to ARNEM. RNAV: Climb on 267° track, at or above 500 turn RIGHT, direct to EH056, to EH032, to NV, to IVLUT, to NYKER, to ARNEM.</td>
</tr>
</tbody>
</table>

CHANGES: Reissue.
ARNEM 2R [ARNE2R]  
ARNEM 2T [ARNE2T]  
RWY 06 DEPARTURES  
FOR ROUTE CONTINUATION AFTER ARNEM  
REFER TO CHART 10-3X6  
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED  

1. Jet aircraft only between 0630-2230LT.  
2. Only jet aircraft between 2230-0630LT.
This SID requires a minimum climb gradient of 6.7% up to FL60.

- **RNAV (ARN2SY)**: On 238° track to EH005, 118° track to EH008, to IVLUT, to NYKER, then to ARNEM.
- **RNAV (ARN2SY)**: On 238° track to EH005, turn LEFT to EH125, turn LEFT to EH127, to EH008, to IVLUT, to NYKER, then to ARNEM.

**Temp Speeds:**

- Gnd speed-KT
  - 75
  - 100
  - 150
  - 200
  - 250
  - 300

- Max 220 KT in turn

**NOT TO SCALE**

**Permission for VFR flights without ATC clearance**

- Approvals for RNAV 1 operations required
- Approval for VFR flights without ATC clearance

**Altitude:**

- FL60

**Initial climb clearance FL60**

**Routing:**

- 238° track, at D4.2 SPL turn LEFT, 118° track, at PAM R225 turn LEFT, intercept 073° bearing from NV towards IVLUT, at D18.5 SPL turn RIGHT, 095° track to NYKER, intercept PAM R111 to ARNEM.

**Requirements for alternate route to enhance noise abatement:**

- RF & GNSS REQUIRED

**Note:**

- This SID may no longer be valid after 06 Aug 2020, 0000Z.
ARNEM 1V [ARNE1V]  
ARNEM 1Z [ARNE1Z]  
RWY 36L DEPARTURES  
FOR ROUTE CONTINUATION AFTER ARNEM  
REFER TO CHART 10-3X6  

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

Permission for VFR flights without ATC clearance

FL65 beyond NYKER

NOT TO SCALE

CHANGES: None.

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BERGI 3E [BERG3E]  
BERGI 1F [BERG1F]

DEPARTURES
FOR ROUTE CONTINUATION AFTER BERGI
REFER TO CHART 10-3X4

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

1. Initial climb clearance FL60

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>BERGI 3E</td>
<td>18L</td>
<td>183° track, at 500 turn LEFT, 163° track, at D6.5 SPL turn RIGHT, intercept 282° bearing towards CH, at RTM R017 turn RIGHT, intercept 329° bearing from CH, intercept RTM R355 to BERGI. RNA: Climb on 183° track, at or above 500 turn LEFT, direct to EH09, to EH28, to BERGI.</td>
</tr>
<tr>
<td>BERGI 1F</td>
<td>04</td>
<td>041° track, at SPL R904 turn LEFT, intercept SPY R183 inbound to D2.0 SPY, turn LEFT, intercept SPY R305 to BERGI. RNA: On 041° track to EH19, to SPY, to BERGI.</td>
</tr>
</tbody>
</table>

AMSTERDAM, NETHERLANDS

SCHIPHOL

Departure (R)

Apt Elev -11

Trans alt: 3000

Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.

For departure instructions refer to 10-3B.

SCHIPHOL

Departure (R)

Apt Elev -11

Trans alt: 3000

Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.

For departure instructions refer to 10-3B.

SCHIPHOL

Departure (R)

Apt Elev -11

Trans alt: 3000

Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.

For departure instructions refer to 10-3B.

SCHIPHOL

Departure (R)

Apt Elev -11

Trans alt: 3000

Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.

For departure instructions refer to 10-3B.

SCHIPHOL

Departure (R)

Apt Elev -11

Trans alt: 3000

Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.

For departure instructions refer to 10-3B.

SCHIPHOL

Departure (R)

Apt Elev -11

Trans alt: 3000

Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.

For departure instructions refer to 10-3B.

SCHIPHOL

Departure (R)

Apt Elev -11

Trans alt: 3000

Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.

For departure instructions refer to 10-3B.

SCHIPHOL

Departure (R)

Apt Elev -11

Trans alt: 3000

Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.

For departure instructions refer to 10-3B.

SCHIPHOL

Departure (R)

Apt Elev -11

Trans alt: 3000

Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.

For departure instructions refer to 10-3B.

SCHIPHOL

Departure (R)

Apt Elev -11

Trans alt: 3000

Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.

For departure instructions refer to 10-3B.

SCHIPHOL

Departure (R)

Apt Elev -11

Trans alt: 3000

Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.

For departure instructions refer to 10-3B.

SCHIPHOL

Departure (R)

Apt Elev -11

Trans alt: 3000

Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.

For departure instructions refer to 10-3B.

SCHIPHOL

Departure (R)

Apt Elev -11

Trans alt: 3000

Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.

For departure instructions refer to 10-3B.

SCHIPHOL

Departure (R)

Apt Elev -11

Trans alt: 3000

Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.

For departure instructions refer to 10-3B.

SCHIPHOL

Departure (R)

Apt Elev -11

Trans alt: 3000

Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.

For departure instructions refer to 10-3B.
FOR ROUTE CONTINUATION AFTER BERGI
REFER TO CHART 10-3X4

REMAIN ON TWR FREQUENCY
UNTIL PASSING 2000, THEN
CONTACT SCHIPHOL DEPARTURE.

SPEED:
MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

SPEED:
MAX 220 KT

643
BERGI 2R [BERG2R]
BERGI 1S [BERG1S]

DEPARTURES
FOR ROUTE CONTINUATION AFTER BERGI
REFER TO CHART 10-3X4

SPEED:
MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

SCHIPHOL Departure (ft)
121.205

Apt Elev 11

Max Speed:
MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

SCHIPHOL

Initial climb clearance FL60

SID | RWY | ROUTING
--- | --- | ---
BERGI 2R | 06 | 058° track, at SPL R102 turn LEFT, 315° track, intercept SPL R338, at D20.0 SPL turn LEFT, intercept SPY R305 to BERGI.
RNAV: On 058° track to EH014, to EH009, to EH001, to BERGI.

BERGI 1S | 24 | 238° track, at D4.0 SPL turn LEFT, 224° track, intercept PAM R251, at D19.0 PAM turn RIGHT, intercept 339° bearing from CH, intercept RTM R355 to BERGI.
RNAV: On 238° track to EH001, to EH009, to EH001, to EH001, to BERGI.

CHANGES: None.

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BERGI 4V [BERG4V]
BERGI 1Z [BERG1Z]

DEPARTURES
(RWY 36L)

FOR ROUTE CONTINUATION AFTER BERGI
REFER TO CHART 10-3X4
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

Jet aircraft only between 0630-2230LT.
Only jet aircraft between 2230-0630LT.

Trans alt: 3000
1. Remain on TWR frequency until passing 2000,
   then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

On 003° track to LEVKI, to EH094, to EH034, to BERGI.
Climb on 003° track, at or above 500 turn RIGHT, 004° track to EH015,
Apt Elev -11

For departure instructions refer to 10-3B.

1. Rema on TWR frequency until passing 2000,
   then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

On 003° track to LEVKI, to EH094, to EH034, to BERGI.
Climb on 003° track, at or above 500 turn RIGHT, 004° track to EH015,
Apt Elev -11

For departure instructions refer to 10-3B.
SCHIPHOL Departure (R)
Apt Elev: 121.205 -11

Trans alt: 3000
1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

BETUS 4Y [BETU4Y]
RWY 18C DEPARTURE
FOR ROUTE CONTINUATION AFTER ANDIK
REFER TO CHART 10-3X5

SPEED:
MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

FOR ROUTE CONTINUATION AFTER ANDIK
REFER TO CHART 10-3X5

1. 183° track to D2.5 SPL or 500, whichever is later, turn RIGHT, 302° track, at SPY R210 turn RIGHT, intercept SPY R210 inbound to SPY, SPY R052 via BETUS to ANDIK.

2. RNAV: Climb on 183° track via EH080 to at or above 500, turn RIGHT, 302° track to EH049, to SPY, to BETUS, to ANDIK.

CHANGES: AWY designator at ANDIK.
1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

- Trans alt: 3000
- APT Elev: -11
- Appt Elev: 121.205
- SCHIPHOL Departure (R)
- RWY 18C DEPARTURE
- SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED
- PAGE 1 OF 2

**NOT TO SCALE**
For route continuation after EDUPO & ARNEM refer to chart 10-3X6.

- On 183° track to EH046, to EH026, to IVLUT, to LUNIX, to RENDI, to EDUPO.
- On 183° track to EH046, to EH026, to IVLUT, to NYKER, to ELPAT, to ARNEM.

SCHIPHOL Departure (R)

1. Trans alt: 3000 ft. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

Initial climb clearance FL60

183° track, at D5.5 SPL turn LEFT, 118° track, at PAM R225 turn LEFT, intercept 073° bearing from NV towards IVLUT, at D18.5 SPL turn RIGHT, 125° track via LUNIX to RENDI, to ELPAT, to ARNEM.

RNWY 18C DEPARTURES Refer to chart 10-3X6

Permission for VFR flights without ATC clearance.

SCHIPHOL Departure (SPL 108.4)

Initial climb clearance FL60

183° track, at D5.5 SPL turn LEFT, 118° track, at PAM R225 turn LEFT, intercept 073° bearing from NV towards IVLUT, at D18.5 SPL turn RIGHT, 125° track via LUNIX to RENDI, to ELPAT, to ARNEM.

RNWY 18C DEPARTURES Refer to chart 10-3X6

Permission for VFR flights without ATC clearance.

TRANSPONDER:
... 117.8 PAM... 6.36
Climb on 087° track, at 500 turn LEFT, 315° track, at or above 500 turn LEFT direct to IDRID.

RNAV: Climb on 087° track, at or above 500 turn LEFT direct to IDRID.

Maximum speed:
- Max 250 KT below FL100
- Max 220 KT above FL100

NOT TO SCALE

Initial climb clearance FL60
**SCHIPHOL Departure (R)**

1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

**Apt Elev**

-11

**SCHIPHOL Departure (R)**

119.055

**Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.**

**For departure instructions refer to 10-3B.**

**IVLUT 3W [IVLU3W]**

**RWY 36C DEPARTURE**

**FOR ROUTE CONTINUATION AFTER EDUPO**

**REFER TO CHART 10-3X6**

**SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED**

**RUDI (PAM D37.1)**

1. Permission for VFR flights without ATC clearance.
2. Climb on 003° track, at 500 turn RIGHT, 027° track, at 02.2 SPL turn RIGHT, 048° track, at D4.5 SPL turn RIGHT, 090° track, intercept PAM R325 inbound to PAM, PAM R132 to IVLUT, 123° track to EDUPO.

**Initial climb clearance FL60**

**ROUTING**

Climb on 003° track, at 500 turn RIGHT, 027° track, at 02.2 SPL turn RIGHT, 048° track, at D4.5 SPL turn RIGHT, 090° track, intercept PAM R325 inbound to PAM, PAM R132 to IVLUT, 123° track to RENDI, 131° track to EDUPO.

**RNAV:** Climb on 003° track, at or above 500 turn RIGHT, direct to RIKOR, to EH081, to EH082, to PAM, to IVLUT, to RENDI, to EDUPO.

**UNLESS OTHERWISE INSTRUCTED**

**MAX 250 KT BELOW FL100**

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Trans alt: 3000
1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

Climb on 183° track, at 500 turn LEFT, 163° track, at D6.5 SPL turn RIGHT, intercept SPY R185 to LEKKO, intercept PAM R206 via KUDAD to WOODY.

SCHIPHOL Departure (R)
Apt Elev
-11

1. Climb on 183° track, at 500 turn LEFT, direct to EH073, to LEKKO, to KUDAD, to WOODY.
2. For departure instructions refer to 10-3B.

KUDAD 1E [KUDA1E]
RWY 18L DEPARTURE
FOR ROUTE CONTINUATION AFTER KUDAD
REFER TO CHART 10-3X7
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

Initial climb clearance FL60

REQUESTED FL above FL245

Requested FL above FL245

CHANGES: Chart reindexed.
Trans alt: 3000
1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

KUDAD 1F [KUDA1F]
RWY 04 DEPARTURE
FOR ROUTE CONTINUATION AFTER KUDAD
REFER TO CHART 10-3X7

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

Climb on 041° track, at 500 turn RIGHT, direct to to EH036, to EH072, to LEKKO, to KUDAD, to WOODY.

Initially climb to FL240.

This SID requires a minimum climb gradient of 4.0% up to 1000.

Gnd speed-KT
<table>
<thead>
<tr>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>304</td>
<td>405</td>
<td>608</td>
<td>810</td>
<td>1013</td>
<td>1215</td>
</tr>
</tbody>
</table>

4.0% V/V (fpm)

CHANGES: Chart reindexed.
SCHIPHOL Departure (R) 

Apt Elev 

Trans alt: 3000
1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

KUDAD 1G [KUDA1G]
KUDAD 1N [KUDA1N]

DEPARTURES
FOR ROUTE CONTINUATION AFTER KUDAD
REFER TO CHART 10-3X7

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

This SID requires a minimum climb gradient of 231 per NM (3.8%) up to 1000.

Gnd speed-KT 

<table>
<thead>
<tr>
<th>FL240</th>
<th>FL60</th>
</tr>
</thead>
<tbody>
<tr>
<td>22</td>
<td>75</td>
</tr>
<tr>
<td>09</td>
<td>75</td>
</tr>
</tbody>
</table>

Initial climb clearance:

- Climb on 221° track, at 500 turn LEFT, intercept SPL R163, intercept SPY R185 to LEKKO, intercept PAM R206 via KUDAD to WOODY.
- RNAV: Climb on 221° track, at or above 500 turn LEFT, direct to EH064, to EH073, to LEKKO, to KUDAD, to WOODY.

- Climb on 087° track, at 500 turn RIGHT, intercept SPY R181, at D29.0 SPY turn RIGHT, intercept PAM R206 via LEKKO and KUDAD to WOODY.
- RNAV: Climb on 087° track, at or above 500 turn RIGHT, direct to EH036, to EH072, to LEKKO, to KUDAD, to WOODY.

CHANGES: Chart reindexed.
Trans alt: 3000
1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

Climb on 267° track, at 500 turn RIGHT, 289° track, at D2.5 SPL turn LEFT, intercept SPY R210, at D18.0 SPY turn LEFT, intercept 136° bearing towards NV, intercept SPL R179 to LEKKO, intercept PAM R206 via KUDAD to WOODY.

RNAV: Climb on 267° track, at or above 500 turn RIGHT, direct to EH056, to EH032, to EH075, to LEKKO, to KUDAD, to WOODY.
1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

Climb on 058° track, at 500 turn RIGHT, direct to EH036, to EH072, to LEKKO, to KUDAD, to WOODY.
Climb on 058° track, at or above 500 turn RIGHT, direct to EH036, to EH072, to LEKKO, to WOODY.

KUDAD 1R (KUDA1R), KUDAD 1T (KUDA1T)
RWY 06 DEPARTURES
FOR ROUTE CONTINUATION AFTER KUDAD REFER TO CHART 10-3X7

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

Max 220 KT
in turn

Initial climb clearance FL60

CHANGES: Reissue.
1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

MAX 220 KT in turn

This SID requires a minimum climb gradient of 6.7% up to 390.

**CHANGES:** Requirements for alternate route, WOODY downgraded to NCRP.

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SCHIPHOL Departure (R) 119.055
Appt Elev -11

Trans alt: 3000
1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

KUDAD 1V [KUDA1V], KUDAD 1Z [KUDA1Z]
RWY 36L DEPARTURES
FOR ROUTE CONTINUATION AFTER KUDAD REFER TO CHART 10-3X7

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

Initial climb clearance FL60

**KUDAD 1V**: 003° track, at D10.0 SPY turn RIGHT, 169° track, intercept SPY R181, intercept PAM R206 via LEKKO and KUDAD to WOODY.
**KUDAD 1Z**: 003° track, intercept AMS R004, at D11.0 AMS turn RIGHT, intercept SPY R273 inbound, at D2.5 SPY turn RIGHT, intercept SPY R181, intercept PAM R206 via LEKKO and KUDAD to WOODY.

RNAV: On 003° track to EH084, 169° track to EH045, to EH036, to EH072, to LEKKO, to KUDAD, to WOODY.

**EHØ13**: Max 220 KT

**EHØ45**: Max 220 KT

**EHØ36**: Max 220 KT

**EHØ84**: Max 220 KT

**KUDAD 1V**: Climb on 003° track, at or above 500 turn RIGHT, 004° track to EH013, to SPY, to D11.0 AMS turn RIGHT, intercept SPY R273 inbound, at D2.5 SPY turn RIGHT, intercept SPY R181, intercept PAM R206 via LEKKO and KUDAD to WOODY.

**KUDAD 1Z**: Initial climb clearance FL60

**WOODY**: Requested FL above FL245

Jet aircraft only between 0630-2230LT.

Jet aircraft only between 2230-0630LT.

**CHANGES**: WOODY downgraded to NCRP.

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LARAS 1X [LARA1X]
RWY 18C DEPARTURE
FOR ROUTE CONTINUATION AFTER LARAS REFER TO CHART 10-3X7

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

183° track, at D5.5 SPL turn LEFT, intercept 162° bearing towards NV, intercept SPL R179 to LEKKO, intercept NIK R025 inbound via LARAS to WOODY.

RNAV: On 183° track to EHO46, to EHO74, to LEKKO, to LARAS, to WOODY.

ROUTE 18C DEPARTURE
Initial climb clearance FL60

1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

SCHIPHOL Departure (R)
Apt Elev -11

Trans alt: 3000

remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.

For departure instructions refer to 10-3B.

SCHIPHOL Departure (R) Apt Elev -11

Trans alt: 3000
1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.
SCHIPHOL Departure (R)  

| Apt Elev | Trans alt: 3000  
|----------|-----------------  
| -11      | 1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.  
|          | 2. For departure instructions refer to 10-3B.  

LOPIK 3E [LOPI3E], LOPIK 1F [LOPI1F]  

DEPARTURES  

FOR TRAFFIC VIA AIRWAY N-852  

FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY T-605  

AND FOR TRAFFIC WITH DESTINATION EHBD & EHEH  

FOR ROUTE CONTINUATION AFTER LOPIK  

REFER TO CHART 10-3X8  

SPEED: MAX 250 KT BELOW FL100  

UNLESS OTHERWISE INSTRUCTED  

---  

This SID requires a minimum climb gradient of 4.0% up to 1000.  

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.0% V/V (fpm)</td>
<td>304</td>
<td>405</td>
<td>608</td>
<td>810</td>
<td>1013</td>
<td>1215</td>
</tr>
</tbody>
</table>

---  

Initial climb clearance FL60  

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOPIK 3E</td>
<td>18L</td>
<td>Climb on 183° track, at 500 turn LEFT, 163° track, at D8.0 SPL turn LEFT, 118° track, intercept SPL R150 to LOPIK. RNAV: Climb on 183° track, at or above 500 turn LEFT, direct to EH029, to EH050, to LOPIK.</td>
</tr>
<tr>
<td>LOPIK 1F</td>
<td>04</td>
<td>Climb on 041° track, at 500 turn RIGHT, 186° track, at SPL R135 turn LEFT, intercept SPL R141, at D16.0 SPL turn RIGHT, intercept SPY R164 to LOPIK. RNAV: Climb on 041° track, at or above 500 turn RIGHT, direct to EH061, to OGINA, to LOPIK.</td>
</tr>
</tbody>
</table>

---  

Permission for VFR flights without ATC clearance beyond LOPIK.
Permission for VFR flights without ATC clearance beyond LOPIK.

This SID requires a minimum climb gradient of 3.8% up to 1000.

Gnd speed-KT
75 100 150 200 250 300
3.8% V/VI(fpm) 289 385 577 770 962 1155

LOPIK 1G [LOPI1G], LOPIK 1N [LOPI1N]
LOPIK 1P [LOPI1P]
DEPARTURES
FOR TRAFFIC VIA AIRWAY N-852
AND FOR TRAFFIC WITH DESTINATION EHBD & EHEH
FOR ROUTE CONTINUATION AFTER LOPIK
REFER TO CHART 10-3X8

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

CHANGES: Altitude restriction at LOPIK.
SCHIPHOL Departure (R)

Trans alt: 3000
1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

LOPIK 1R [LOPI1R]

RWY 06 DEPARTURE
FOR TRAFFIC VIA AIRWAY N-852
FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY T-605
AND FOR TRAFFIC WITH DESTINATION EHBD & EHEH
FOR ROUTE CONTINUATION AFTER LOPIK
REFER TO CHART 10-3X8

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

SCHIPHOL
108.4 SPL

108.4 SPL
10.55

1.4

EHØ36
MAX 220 KT

MAX 220 KT
in turn

SPL VOR

FL65

Initial climb clearance FL60

ROUTING
Climb on 058° track, at 500 turn RIGHT, 181° track, at SPL R131 turn LEFT, intercept SPL R141, at
D16.0 SPL turn RIGHT, intercept SPY R164 to LOPIK.
RNAV: Climb on 058° track, at or above 500 turn RIGHT, direct to EHØ36, to OGINA, to LOPIK.

Permission for VFR flights without ATC clearance
beyond LOPIK
LOPIK 2S [LOPI2S], [LOP2SY] ①
RWY 24 DEPARTURE
FOR TRAFFIC VIA AIRWAY N-852
FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY T-605
AND FOR TRAFFIC WITH DESTINATION EHD & EHEH
FOR ROUTE CONTINUATION AFTER LOPIK
REFER TO CHART 10-3X8

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

Alternate route to enhance noise abatement
RF & GNSS REQUIRED
APPROVAL FOR RNAV 1 OPERATIONS REQUIRED

① Alternate route to enhance noise abatement
RF & GNSS REQUIRED
APPROVAL FOR RNAV 1 OPERATIONS REQUIRED

This SID requires a minimum climb gradient of
6.7% up to 390.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
</table>
| Altitude restriction FL65 beyond LOPIK

Permission for VFR flights without ATC clearance

Initial climb clearance FL60

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.7% V/V (fpm)</td>
<td>509</td>
<td>678</td>
<td>1018</td>
<td>1357</td>
<td>1696</td>
<td>2035</td>
</tr>
</tbody>
</table>

CHANGES: Altitude restriction at LOPIK.
LOPIK 3V [LOPI3V], LOPIK 1Z [LOPI1Z]

RWY 36L DEPARTURES
FOR TRAFFIC VIA AIRWAY N-852
FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY T-605
AND FOR TRAFFIC WITH DESTINATION EHEB & EHEH
FOR ROUTE CONTINUATION AFTER LOPIK
REFER TO CHART 10-3X8

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

Trans alt: 3000
1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

For departure instructions refer to 10-3B.
SCHIPHOL Departure (R)

NOPSU 2W [NOPS2W]
NYKER 4W [NYKE4W]

1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

Route Continuation After Andik
- Refer to Chart 10-3x5

Route Continuation After Arnem
- Refer to Chart 10-3x6

SPEED Max 250 KT below FL100 unless otherwise instructed

Initial climb clearance FL60

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOPSU 2W</td>
<td>003° track, at 500 turn RIGHT, 027° track, at D2.2 SPL turn RIGHT, 047° track, at D6.0 SPL turn LEFT, intercept SPY R177 inbound to SPY, SPY R052 via NOPSU to ANDIK.</td>
</tr>
<tr>
<td>NYKER 4W</td>
<td>003° track, at 500, turn RIGHT, 027° track, at D2.2 SPL turn RIGHT, 048° track, at D4.5 SPL turn RIGHT, 090° track, intercept PAM R325 inbound to PAM, PAM R111 via NYKER to ARNEM.</td>
</tr>
</tbody>
</table>

Permission for VFR flights without ATC clearance beyond NYKER

Communication revised.

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OGINA 3W [OGIN3W]

RWY 36C DEPARTURE
FOR TRAFFIC VIA AIRWAY N-852
FOR TRAFFIC WITH DESTINATION EHBB VIA AIRWAY T-605 AND
FOR TRAFFIC WITH DESTINATION EHBD & EHEH
FOR ROUTE CONTINUATION AFTER OGINA REFER TO CHART 10-3X8

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

SCHIPHOL Departure (R)
119.055
Apt Elev -11

Trans alt: 3000
1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

Climb on 003° track, at 500 turn RIGHT, 023° track, at D1.4 SPL turn RIGHT, 103° track, at SPY R192 turn RIGHT, intercept SPY R181, intercept SPL R141 to D16.0 SPL, turn RIGHT, intercept SPY R164 to LOPIK, to OGINA, to LOPIK.

Permission for VFR flights without ATC clearance beyond LOPIK

CHANGES: None.

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SCHIPHOL Departure (R)

**Apt Elev:** -11

**Altitude restriction at EDUPO withdrawn.**
Apt Elev -11

1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

Climb on 221° track, at 500 turn LEFT, 093° track towards IVLUT, then to RENDI, 131° track to EDUPO.

Climb on 267° track, at 500 turn RIGHT, 289° track, at D2.5 SPL turn LEFT, intercept SPY, at D2.5 SPL turn RIGHT, 093° track towards IVLUT, then to RENDI, 131° track to EDUPO.

Climb on 221° track, at 500 turn LEFT, 093° track towards IVLUT, at D18.5 SPL turn RIGHT, 125° track to IVLUT, then to RENDI, 131° track to EDUPO.

Climb on 267° track, at 220 KT, 289° track, at D2.5 SPL turn LEFT, intercept SPY, at D2.5 SPL turn RIGHT, 125° track to IVLUT, then to RENDI, 131° track to EDUPO.

Three SID requires a minimum climb gradient of 231 per NM (3.8%) up to 1000.

Permission for VFR flights without ATC clearance.

This SID requires a minimum climb gradient of 231 per NM, 3.9% up to 1000.

Gnd speed-KT

Max 220 KT unless otherwise instructed.

SCHIPHOL

Departure (R)

119.055

FL60

2300

Initial climb clearance

09

22

20

15

10

5

0

Gnd speed-KT

289

385

577

770

962

1155

Permission for VFR flights without ATC clearance.

1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

Climb on 221° track, at 500 turn LEFT, 093° track towards IVLUT, then to RENDI, 131° track to EDUPO.

Climb on 267° track, at 500 turn RIGHT, 289° track, at D2.5 SPL turn LEFT, intercept SPY, at D2.5 SPL turn RIGHT, 125° track to IVLUT, then to RENDI, 131° track to EDUPO.

Climb on 221° track, at 500 turn LEFT, 093° track towards IVLUT, at D18.5 SPL turn RIGHT, 125° track to IVLUT, then to RENDI, 131° track to EDUPO.

Climb on 267° track, at 220 KT, 289° track, at D2.5 SPL turn LEFT, intercept SPY, at D2.5 SPL turn RIGHT, 125° track to IVLUT, then to RENDI, 131° track to EDUPO.
SCHIPHOL Departure (R)

DEPARTURE

1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10:38.

ROUTE: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

SPEED:
- MAX 250 KT BELOW FL100
- MAX 220 KT
- MAX 220 KT

Altitude restriction at EDUPO withdrawn.

AIR ROUTING

1. Climb on 058° track, at 500 turn RIGHT, intercept 058° track to UNIX, then REND171, to EDUPO.
2. Climb on 058° track, at or above 500 turn RIGHT, direct to EH018, to REND1R, to EDUPO.
3. Climb on 058° track, at 500 turn RIGHT, intercept 073° bearing from NV towards IVLUT, at D18.5 SPL turn RIGHT, 125° track to LUNIX, then RENDI, 131° track to EDUPO.

For departure instructions refer to 10-3B.

Jet aircraft only between 0630-2230LT.

Permission for VFR flights without ATC clearance.

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TRANSP. ALT: 3000
1. REMAIN ON TWR FREQUENCY UNTIL PASSING 2000, THEN CONTACT SCHIPHOL DEPARTURE.
2. FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B.

RENDI 1S [REND1S], [RENS1Y]
RWY 24 DEPARTURE
FOR ROUTE CONTINUATION AFTER EDUPO
REFER TO CHART 10-3X6
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

1. ALTERNATE ROUTE TO ENHANCE NOISE ABATEMENT
RF & GNSS REQUIRED
APPROVAL FOR RNAV 1 OPERATIONS REQUIRED

RENS1Y
THIS SID REQUIRES A MINIMUM CLimb GRADIENT
OF 6.7% UP TO 390.

GND SPEED-KT
75 100 150 200 250 300
6.7% V/V (FPM) 509 678 1018 1357 1696 2035

RWY 24 DEPARTURE
JEPPSEN, 2017, 2019. ALL RIGHTS RESERVED.
Jet aircraft only between 0630-2230LT.

**RENDI 1V [REND1V]**

**RENDI 1Z [REND1Z]**

**RWY 36L DEPARTURES**

*For route continuation after EDUPO refer to chart 10-3X6*

**SPEED:** MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

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**Initial climb clearance** FL60

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>RENDI 1V</td>
<td>003° track, at D4.0 AMS turn RIGHT, 029° track, at D7.5 AMS turn RIGHT, 085° track, intercept PAM R325 inbound to PAM, PAM R132 to IVLUT, 125° track to LUNIX, then to RENDI, 131° track to EDUPO. <strong>RNAV:</strong> On 003° track to EH012, to EH087, to EH088, to PAM, to IVLUT, to LUNIX, to RENDI, to EDUPO.</td>
</tr>
<tr>
<td>RENDI 1Z</td>
<td>003° track, intercept AMS R004, at D11.0 AMS turn RIGHT, intercept SPY R273 inbound to D2.5 SPY, turn RIGHT, intercept PAM R325 inbound to PAM, PAM R132 to IVLUT, 125° track to LUNIX, then to RENDI, 131° track to EDUPO. <strong>RNAV:</strong> Climb on 003° track, at or above 500 turn RIGHT, 004° track to EH013, to SPY, to PAM, to IVLUT, to LUNIX, to RENDI, to EDUPO.</td>
</tr>
</tbody>
</table>
ROVEN 2X [ROVE2X]

RWY 18C DEPARTURE
FOR TRAFFIC VIA AIRWAY N-852
FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY T-605 AND
FOR TRAFFIC WITH DESTINATION EHBD & EHEH
FOR ROUTE CONTINUATION AFTER ROVEN REFER TO CHART 10-3X8

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

INITIAL CLimb CLEARANCE FL60

ROUTING
183° track, at D5.5 SPL turn LEFT, 118° track, intercept SPL R148 to D24.5 SPL, turn RIGHT, intercept
SPY R164 to LOPIK.
RNAV: On 183° track to EH046, to EH069, to ROVEN, to LOPIK.

CHANGES: Altitude restriction at LOPIK.

Printed from JeppView for Windows 5.3.0.0 on 23 Jul 2020; Terminal chart data cycle 15-2020; Notice: After 06 Aug 2020, 0000Z, this chart may no longer be valid
This SID requires a minimum climb gradient of 7.5% up to 450.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.5% V/V (fpm)</td>
<td>570</td>
<td>760</td>
<td>1139</td>
<td>1519</td>
<td>1899</td>
<td>2279</td>
</tr>
</tbody>
</table>

**Routing**

- **238° track**, at D4.0 SPL turn RIGHT, 302° track, at SPY R204 turn RIGHT, intercept SPY R210 inbound to SPY, SPY R052 to ANDIK.
- **RNAV (SPY3K)**: On 238° track to EH001, 302° track to EH049, to SPY, to ANDIK.
- **RNAV (SPY3KY)**: On 238° track to EH095, turn RIGHT to EH096, turn RIGHT to EH097, to SPY, to ANDIK.

**Alternate route**

**to enhance noise abatement**

- RF & GNSS REQUIRED
- APPROVAL FOR RNAV 1 OPERATIONS REQUIRED

**Eff. 5 Dec.**

**CHANGES**

- AWY designator at ANDIK; requirements for alternate route.

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Trans alt: 3000
1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPIJKER-BOOR 1P</td>
<td>27</td>
<td>267º track, at 500 turn RIGHT, intercept SPY R210 inbound to SPY, SPY R052 to ANDIK.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RNAV: Climb on 267º track, at or above 500 turn RIGHT, direct to EH057, to SPY, to ANDIK.</td>
</tr>
<tr>
<td>SPIJKER-BOOR 3V</td>
<td>36L</td>
<td>003º track, intercept AMS R004, at D11.0 AMS turn RIGHT, 072º track, to NOPSU,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>intercept SPY R052 to ANDIK.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RNAV: Climb on 003º track to LEVKI, to EH013, to NOPSU, to ANDIK.</td>
</tr>
<tr>
<td>TORGA 1X</td>
<td>18C</td>
<td>183º track, at D5.5 SPL turn LEFT, 118º track, at PAM R231 turn LEFT, intercept PAM R220</td>
</tr>
<tr>
<td></td>
<td></td>
<td>inbound to PAM, PAM R015 to TORGA, then to ANDIK.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>RNAV: On 183º track to EH046, to EH026, to PAM, to TORGA, to ANDIK.</td>
</tr>
</tbody>
</table>
1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

**Speed:**
- MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED
1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

1. On 238° track, at D4.0 SPL turn LEFT, 224° track, intercept PAM R251 via VALKO to IDRID.
2. Climbing on 087° track, at 500 turn RIGHT, intercept RTM R034 inbound, intercept PAM R240, to VALKO, intercept PAM R240, to VALKO, to IDRID.
3. Initial climb clearance FL60.

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED.

CHANGES: New chart (VALKO SIDs renumbered & revised).

MAX 220 KT in turn

Printed from JeppView for Windows 5.3.0.0 on 23 Jul 2020; Terminal chart data cycle 15-2020; Notice: After 06 Aug 2020, 0000Z, this chart may no longer be valid.
On 041° track to EH059, to EH094, to EH090, to EH091, to VOLLA, to IDRID.

**SCHIPHOL Departure (R)**
- Apl Elev -11

**VOLLA 1F [VOLLA1F]**
- **RWY 04 DEPARTURE**
- **SPEED:** MAX 250 KT BELOW FL100
- **SPEED LIMITS:** MAX 220 KT
- **SPEED:** MAX 220 KT
- **UNLESS OTHERWISE INSTRUCTED**

**CHANGES:**
- SID GORLO 2F replaced by VOLLA 1F; chart reindexed.

**ROUTEING**
- Initial climb clearance FL60
- Not to scale

**NAV:** On 041° track to EM09, to EH094, to IDRID.
- On 041° track, at SPL R94 turn LEFT, at D11.0 SPL turn LEFT, 271° track, at SPIJKERBOOR 170° track, at VOLLA 041° track, at 232° track, to IDRID.

**NOT TO SCALE**

**SCHIPHOL Departure (R)**
- Trans alt: 3000
- 1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
- 2. For departure instructions refer to 10-3B.

**Topography**
- Trans alt: 3000
- Max 250 KT below FL100
- Max 220 KT

**NOTES:**
- Printed from JeppView for Windows 5.3.0.0 on 23 Jul 2020; Terminal chart data cycle 15-2020; Notice: After 06 Aug 2020, 0000Z, this chart may no longer be valid.
On 058° track to EH014, to EH094, to EH090, to EH091, to VOLLA, to IDRID.

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

CHANGES: GORLO SIDs replaced by VOLLA SIDs; chart reindexed.
For departure instructions refer to 10-3B.

VOLLA 1Z [VOLLA1Z]

SCHIPHOL Departure (R)

Apt Elev -11

Trans alt: 3000
1. Remain on TWR frequency until passing 2000,
then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

CHANGES: None.
1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

WISPA 2X [WISP2X]
RWY 18C DEPARTURE
FOR ROUTE CONTINUATION AFTER WISPA
REFER TO CHART 10-3X4

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

At D2.5 SPL or 500, whichever is later

183° track to D2.5 SPL or 500, whichever is later, turn RIGHT, 233° track, intercept PAM R251, at D19.0 PAM turn RIGHT, intercept 329° bearing from CH, intercept RTM R355 via WISPA to BERGI.

RNAV: Climb on 183° track via EH080 to at or above 500, turn RIGHT direct to EH051, to EH009, to EH028, to WISPA, to BERGI.

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

Initial climb clearance FL60
WOODY 2W [WOOD2W]

RWY 36C DEPARTURE

FOR ROUTE CONTINUATION AFTER WOODY REFER TO CHART 10-3X7

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
2. For departure instructions refer to 10-3B.

ROUTE

003° track, at 500 turn RIGHT, 023° track, at D1.4 SPL turn RIGHT, 103° track, at SPY R192 turn RIGHT, intercept SPY R181, intercept PAM R206 via LEKKO to WOODY.

RNAV: Climb on 003° track, at or above 500 turn RIGHT, direct to RIKOR, to EH070, to EH036, to EH072, to LEKKO, to WOODY.

CHANGES: WOODY downgraded to NCRP.
Trans alt: 3000
1. Continue to climb above FL60 after ATC clearance only.
2. For departure instructions refer to 10-3B.
Permission for VFR flights without ATC clearance

FL65 beyond UNEXO
MON-FRI 0900-1700LT
FL95 beyond UNEXO
FRI 1700LT-SUN 2400LT & HOL

Permission for VFR flights without ATC clearance

FL65 beyond KEKIX
Via Z-705
FL95 beyond KEKIX
MON-FRI 0900-1700LT
FL95 beyond KEKIX
FRI 1700LT-SUN 2400LT & HOL

SPEEDS: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

Altitude restriction at AGISU withdrawn.
CONTINUATION AFTER ARNEM, EDUPO, ELPAT, IVLUT, NYKER & RENDI UNLESS OTHERWISE INSTRUCTED

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

Permission for VFR flights without ATC clearance beyond NYKER

Altitude restrictions at DEPAD, EDUPO and SONEB withdrawn.

CHANGES: Altitude restrictions at DEPAD, EDUPO and SONEB withdrawn.

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1. Continue to climb above FL60 after ATC clearance only.
2. For departure instructions refer to 10-3B.

CONTINUATION AFTER KUDAD, LARAS & WOODY
SPEEDS: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

SCHIPHOL Departure (R) 119.055 Apt Elev -11

Trans alt: 3000

CHANGES: None.
1. Continue to climb above FL60 after ATC clearance only.
2. For departure instructions refer to 10-3B.

**SPEED:** MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

- **Permission for VFR flights without ATC clearance beyond LOPIK**
  - FL65

**Requested FL above FL245**
- FL250

**Altitude restriction at LOPIK.**
Work in progress takes place for several years on part of the B-apron. This chart shows the intermediate situation expected to be applicable March 2020 when aircraft stands A81 - A85 are available for operational use. The actual time will be promulgated by NOTAM.

On the B-apron following applies:

- Nose-in parking and push-back procedures are applicable at all aircraft stands.
- Self-docking procedures are applicable, except during low visibility phase C and D.

Changes:
- Stands renamed.
CAUTION:
1. MAX wingspan for entry apron via Twy G2 171'/52m.
2. Towing only.
3. Do not confuse RWY 18C with TWY D situated east of RWY 18C.
4. Do not confuse RWY 36C with TWY B situated east of RWY 36C.

OPERATIONAL NOTES:
1. Information about expected Rwy combination related to SIDs, during peak hours, is broadcasted on this freq (131.355).
2. Pilots are strongly requested after having obtained & read back the enroute clearance to switch w/o ATC instructions to SCHIPHOL Planner.
3. NO ENTRY to Twy W6 from Twys A, B & D.
4. NO ENTRY to Twys E1 & N9 from Twys A & B.
5. NO ENTRY to Twy G3 from Twy G.
6. Turn-around area avbl. with a width of 246'/75m and reinforced Rwy shoulders with same strengths related Rwy pavement. Code E & F A/c may use differential braking and asymmetric power to make a 180° turn if necessary.
7. MAX wingspan for vacating Rwy 04 or entering Rwy 22 via Twy G1 102'/31m.

HOT SPOTS
(For information only, not to be construed as ATC instructions.)

HS1 When taxiing on N2 to beginning Rwy 18L do not turn RIGHT onto Rwy 09. Be sure to have a clearance before crossing Rwy 09/27.

HS2 After landing do not cross red lights indicating displaced Rwy end 36R. No lights available beyond displaced Rwy end 36R.

HS3 Twy G1 is located directly opposite apron exit OD. Hold short of Rwy 22 unless instructed otherwise by Tower.

For AIRPORT BRIEFING refer to 10-1P pages
### ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>MIRL (50m)</th>
<th>MIALS</th>
<th>porous friction course overlay</th>
<th>RVR</th>
<th>Usable Lengths Landing Beyond</th>
<th>Glide Slope</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>04</td>
<td></td>
<td></td>
<td>RVR</td>
<td></td>
<td>6263' (1909m)</td>
<td>5776' (1761m)</td>
<td></td>
<td>45m</td>
</tr>
<tr>
<td>22</td>
<td></td>
<td></td>
<td>RVR</td>
<td></td>
<td>148'</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### TAKE-OFF RUN AVAILABLE

**RWY 22:**
- From rwy head 661' (2015m)
- twy G2 int 5623' (1714m)

**RWY 06:**
- From rwy head 11,283' (3439m)
- twy S1 int 8517' (2596m)
- twy S8 int 10,715' (3260m)
- twy S6 int 10,646' (3245m)
- twy S5 int 10,516' (3205m)
- twy S4 int 8566' (2611m)
- twy S3 int 6499' (1981m)

**RWY 09:**
- From rwy head 11,266' (3434m)
- twy N4 int 7874' (2400m)
- twy N3 int 6171' (1881m)

**RWY 18L:**
- From rwy head 11,155' (3400m)
- twy E5 int 9252' (2820m)
- twy E4 int west side 8471' (2582m)
- twy E2 int west side 6936' (2114m)

**RWY 18C:**
- From rwy head 10,827' (3300m)
- twy W1 int 10,732' (3271m)
- twy W2 int 10,079' (3072m)
- twy W3 int 8796' (2681m)
- twy W4 int 7802' (2387m)
- twy W5 int 6857' (2090m)
- twy W7 int 6991' (2131m)

**RWY 36L:**
- From rwy head 12,467' (3800m)
- twy V3 int 10,653' (3247m)
- twy V2 int 9016' (2748m)
- twy V1 int 7047' (2148m)

#### TAKE-OFF RUN AVAILABLE

**RWY 06:**
- Horizontal line available in case of emergency.

**RWY 18L:**
- From rwy head 11,266' (3434m)
- twy N4 int 7874' (2400m)
- twy N3 int 6171' (1881m)

**RWY 18C:**
- Horizontal line available in case of emergency.

**RWY 36L:**
- Horizontal line available in case of emergency.

### TAKE-OFF

**Low Visibility Take-off**

<table>
<thead>
<tr>
<th>Low Visibility Take-off</th>
<th>RL, CL &amp; relevant RVR</th>
<th>RL &amp; CL</th>
<th>Day: RL &amp; RCLM Night: RL or CL</th>
<th>Day: RL or RCLM Night: RL or CL</th>
<th>Adequate vis ref (Day only)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>TDZ, MID, RO</td>
<td>RVR 125</td>
<td></td>
<td></td>
<td>400m</td>
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<tr>
<td>B</td>
<td>TDZ, MID, RO</td>
<td>RVR 150</td>
<td></td>
<td></td>
<td>500m</td>
</tr>
<tr>
<td>C</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>400m</td>
</tr>
<tr>
<td>D</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**RWY 06, 18C, 18R, 27, 36C, 36R:** R75m with approved guidance system or HUD/HUDLS.
Caution: Compass deviations, caused by underground train may occur in the vicinity of the E- and F-pier.
<table>
<thead>
<tr>
<th>STAND No.</th>
<th>COORDINATES</th>
<th>STAND No.</th>
<th>COORDINATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>A31</td>
<td>N52 17.9</td>
<td>D57</td>
<td>N52 18.6</td>
</tr>
<tr>
<td>A32, A33</td>
<td>N52 18.0</td>
<td>D88</td>
<td>N52 18.7</td>
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<tr>
<td>A34, A35</td>
<td>N52 18.0</td>
<td>D90, D92</td>
<td>N52 18.7</td>
</tr>
<tr>
<td>A41</td>
<td>N52 18.0</td>
<td>D93 thru D95</td>
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<tr>
<td>A42 thru 45</td>
<td>N52 18.0</td>
<td>E2</td>
<td>N52 18.6</td>
</tr>
<tr>
<td>A46</td>
<td>N52 18.1</td>
<td>E3</td>
<td>N52 18.7</td>
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<tr>
<td>A51 thru A53</td>
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<td>E4</td>
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<td>A54, A55</td>
<td>N52 18.1</td>
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<tr>
<td>A56</td>
<td>N52 18.1</td>
<td>E6, E7</td>
<td>N52 18.7</td>
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<td>A61</td>
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<td>A62 thru A64</td>
<td>N52 18.1</td>
<td>E9, E17</td>
<td>N52 18.8</td>
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<td>A65</td>
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<td>E18</td>
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<td>A71</td>
<td>N52 18.0</td>
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<td>N52 18.8</td>
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<td>A72 thru A75</td>
<td>N52 18.1</td>
<td>E22</td>
<td>N52 18.8</td>
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<tr>
<td>B15, B16</td>
<td>N52 18.3</td>
<td>E24</td>
<td>N52 18.9</td>
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<tr>
<td>B17</td>
<td>N52 18.3</td>
<td>E72</td>
<td>N52 18.7</td>
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<td>B20</td>
<td>N52 18.2</td>
<td>E75, E77</td>
<td>N52 18.7</td>
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<td>B23</td>
<td>N52 18.3</td>
<td>F3</td>
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<td>B93 thru B95</td>
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<td>G3</td>
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<td>C5</td>
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<td>C11</td>
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<td>C12</td>
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<td>G76, G79</td>
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<td>H1 thru H3</td>
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<tr>
<td>C14</td>
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<td>H4 thru H7</td>
<td>N52 18.6</td>
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<td>C15</td>
<td>N52 18.3</td>
<td>J80 thru J82</td>
<td>N52 18.8</td>
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<td>C16, C18</td>
<td>N52 18.3</td>
<td>J83, J84</td>
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<td>N52 18.5</td>
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<td>D7, D10</td>
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<td>J86, J87</td>
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<td>K11 thru K15</td>
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<td>N52 18.4</td>
<td>K22 thru K28</td>
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<td>D26</td>
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<td>K36, K37</td>
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<td>D27</td>
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<td>D28</td>
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<td>D29, D31</td>
<td>N52 18.5</td>
<td>K44</td>
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<td>D41</td>
<td>N52 18.6</td>
<td>K71</td>
<td>N52 18.6</td>
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<td>D43</td>
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<td>K72</td>
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</tr>
<tr>
<td>D44</td>
<td>N52 18.5</td>
<td>K73 thru K78</td>
<td>N52 18.7</td>
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<tr>
<td>D47</td>
<td>N52 18.6</td>
<td>M61 thru M65</td>
<td>N52 18.7</td>
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<td>D48</td>
<td>N52 18.5</td>
<td>M53 thru M57</td>
<td>N52 17.9</td>
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<tr>
<td>D49 thru D51</td>
<td>N52 18.6</td>
<td>M59</td>
<td>N52 17.9</td>
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<tr>
<td>D52</td>
<td>N52 18.5</td>
<td>M66</td>
<td>N52 18.1</td>
</tr>
<tr>
<td>D53</td>
<td>N52 18.6</td>
<td>M67 thru M74</td>
<td>N52 18.1</td>
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<tr>
<td>D54</td>
<td>N52 18.5</td>
<td>M75</td>
<td>N52 18.1</td>
</tr>
<tr>
<td>D55</td>
<td>N52 18.6</td>
<td>M77 thru M79</td>
<td>N52 18.2</td>
</tr>
<tr>
<td>D56</td>
<td>N52 18.5</td>
<td>M65</td>
<td>N52 18.2</td>
</tr>
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</table>

**Changes:** Stands B13, C4, F2 withdrawn.
<table>
<thead>
<tr>
<th>STAND No.</th>
<th>COORDINATES</th>
<th>STAND No.</th>
<th>COORDINATES</th>
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<tbody>
<tr>
<td>M81</td>
<td>N52 18.3 E004 47.6</td>
<td>S74</td>
<td>N52 17.7 E004 45.6</td>
</tr>
<tr>
<td>M83 thru M89</td>
<td>N52 18.3 E004 47.7</td>
<td>S77, S79</td>
<td>N52 17.7 E004 45.7</td>
</tr>
<tr>
<td>M91, M92</td>
<td>N52 18.3 E004 47.8</td>
<td>S82</td>
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<td>M93</td>
<td>N52 18.4 E004 47.8</td>
<td>S84</td>
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<tr>
<td>P1, PA, PB</td>
<td>N52 18.8 E004 46.5</td>
<td>S87</td>
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<td>P2</td>
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<td>S90, S92</td>
<td>N52 17.8 E004 46.0</td>
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<td>P3, PC, PD</td>
<td>N52 18.9 E004 46.4</td>
<td>S94</td>
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<tr>
<td>P4</td>
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<td>S96</td>
<td>N52 17.9 E004 46.1</td>
</tr>
<tr>
<td>P5</td>
<td>N52 18.2 E004 44.1</td>
<td>U10, U11</td>
<td>N52 19.2 E004 44.7</td>
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<tr>
<td>P6 thru P6B</td>
<td>N52 19.7 E004 43.1</td>
<td>U12 thru U17</td>
<td>N52 19.3 E004 44.7</td>
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<tr>
<td>P7 thru P7B</td>
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<td>U18</td>
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<td>U20</td>
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<td>P11 thru P14</td>
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<td>U21</td>
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<td>P15, P16</td>
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<td>U22</td>
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<td>P20, P21</td>
<td>N52 17.8 E004 45.0</td>
<td>U23 thru U27</td>
<td>N52 19.5 E004 44.7</td>
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<tr>
<td>R71 thru R73</td>
<td>N52 17.7 E004 44.5</td>
<td>U28</td>
<td>N52 19.5 E004 44.8</td>
</tr>
<tr>
<td>R74, R77</td>
<td>N52 17.7 E004 44.6</td>
<td>U29, U30</td>
<td>N52 19.6 E004 44.8</td>
</tr>
<tr>
<td>R80</td>
<td>N52 17.8 E004 44.7</td>
<td>U31, U32</td>
<td>N52 19.6 E004 44.7</td>
</tr>
<tr>
<td>R81, R82</td>
<td>N52 17.8 E004 44.8</td>
<td>U33</td>
<td>N52 19.7 E004 44.7</td>
</tr>
<tr>
<td>S64</td>
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<td>Y71</td>
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<tr>
<td>S65, S66</td>
<td>N52 17.5 E004 45.1</td>
<td>Y73</td>
<td>N52 18.4 E004 44.7</td>
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<tr>
<td>S67</td>
<td>N52 17.5 E004 45.2</td>
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<tr>
<td>S68</td>
<td>N52 17.5 E004 45.3</td>
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<td></td>
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<tr>
<td>S69</td>
<td>N52 17.6 E004 45.4</td>
<td></td>
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</tr>
<tr>
<td>S72</td>
<td>N52 17.6 E004 45.6</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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 shall check that the correct aircraft type is shown on the display and shall not enter the aircraft stand until:

- the green pair of lights at the bottom of the display are blinking.
- the aircraft type is shown (blinking) on the information area on top of the display.

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”.

In order to complement the green and yellow bars, a countdown of the distance to the stop line in meters is added in the screen. It will start from 49'/15m and countdown in steps of 3'/1m to 1m. From the last meter, 0.8m and 0.5m will be shown followed by “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. HOLD BRAKES
   Hold brakes until “CHOCK ON” appears.
4. CHOCK/ON
   Chocks are in place.
5. TOO/FAR
   The stoppoint has been overshot by more than 3'/1m; Ask groundcrew if push-back is necessary.
6. STOP
   The aircraft has reached the stopping point or the docking procedure is not carried out correctly.
7. 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.
8. TEST/WAIT
   When the system is activated the lasersystem carries out a self-test before the type of aircraft appears on the display.
9. ERR
   If a system fault occurs the display will show “ERR” together with “STOP”.
   The aircraft has to be parked by means of either marshalling or a tractor.
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. If not, pilots should not enter the aircraft stand and stop before the red boundary line, until the system is activated or a marshaller has signalled clearance to proceed.

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.
The center line guidance has to be observed from the left seat.

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 stoppoint has been overshot by more than 3'/1m: ask groundcrew if push-back is necessary.

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

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. ACTIVATED SYSTEM
The system is operated by an employee of a handling company, who also keeps a safety watch during the docking.
Pilots shall not enter the aircraft stand until the system is activated.
<table>
<thead>
<tr>
<th>STRAIGHT-IN RWY</th>
<th>DA(H) / MDA(H)</th>
<th>RVR (ALS/ALS out)</th>
</tr>
</thead>
<tbody>
<tr>
<td>06 CAT 2 ILS</td>
<td>89' (100')</td>
<td>RA 100' - 300m</td>
</tr>
<tr>
<td>ILS</td>
<td>189' (200')</td>
<td>500m / 1000m</td>
</tr>
<tr>
<td>LOC</td>
<td>410' (421')</td>
<td>800m / 1000m</td>
</tr>
<tr>
<td>RNP (LPV CAT I)</td>
<td>258' (269')</td>
<td>600m / 1000m</td>
</tr>
<tr>
<td>RNP (LNAV/VNAV)</td>
<td>289' (300')</td>
<td>600m / 1000m</td>
</tr>
<tr>
<td>RNP (LNAV)</td>
<td>450' (461')</td>
<td>1000m / 1000m</td>
</tr>
<tr>
<td>09 VOR</td>
<td>510' (522')</td>
<td>- / 1000m</td>
</tr>
<tr>
<td>18C CAT 2 ILS</td>
<td>88' (100')</td>
<td>RA 101' - 300m</td>
</tr>
<tr>
<td>ILS</td>
<td>188' (200')</td>
<td>500m / 1000m</td>
</tr>
<tr>
<td>LOC</td>
<td>690' (702')</td>
<td>1000m / 1000m</td>
</tr>
<tr>
<td>RNP (LPV CAT I)</td>
<td>201' (213')</td>
<td>550m / 1000m</td>
</tr>
<tr>
<td>RNP (LNAV/VNAV)</td>
<td>242' (254')</td>
<td>600m / 1000m</td>
</tr>
<tr>
<td>RNP (LNAV)</td>
<td>670' (682')</td>
<td>1000m / 1000m</td>
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<tr>
<td>18R CAT 2 ILS</td>
<td>87' (100')</td>
<td>RA 100' - 300m</td>
</tr>
<tr>
<td>ILS</td>
<td>187' (200')</td>
<td>500m / 1000m</td>
</tr>
<tr>
<td>LOC</td>
<td>690' (703')</td>
<td>1000m / 1000m</td>
</tr>
<tr>
<td>VOR</td>
<td>690' (703')</td>
<td>1000m / 1000m</td>
</tr>
<tr>
<td>22 ILS</td>
<td>186' (200')</td>
<td>600m / 1000m</td>
</tr>
<tr>
<td>LOC</td>
<td>540' (554')</td>
<td>1000m / 1000m</td>
</tr>
<tr>
<td>RNP (LPV)</td>
<td>503' (517')</td>
<td>800m / 1000m</td>
</tr>
<tr>
<td>RNP (LNAV/VNAV)</td>
<td>503' (517')</td>
<td>800m / 1000m</td>
</tr>
<tr>
<td>RNP (LNAV)</td>
<td>580' (594')</td>
<td>1000m / 1000m</td>
</tr>
<tr>
<td>24 RNP (LPV CAT I)</td>
<td>201' (213')&lt;i&gt;1&lt;/i&gt;</td>
<td>- / 6.0 km</td>
</tr>
<tr>
<td>RNP (LNAV/VNAV)</td>
<td>362' (374')&lt;i&gt;1&lt;/i&gt;</td>
<td>- / 6.0 km</td>
</tr>
<tr>
<td>RNP (LNAV)</td>
<td>720' (732')&lt;i&gt;1&lt;/i&gt;</td>
<td>- / 6.0 km</td>
</tr>
<tr>
<td>27 CAT 2 ILS</td>
<td>88' (100')</td>
<td>RA 100' - 300m</td>
</tr>
<tr>
<td>ILS</td>
<td>188' (200')</td>
<td>500 / 1000m</td>
</tr>
<tr>
<td>LOC</td>
<td>440' (452')</td>
<td>1000m / 1000m</td>
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<tr>
<td>VOR</td>
<td>730' (742')</td>
<td>1000m / 1000m</td>
</tr>
<tr>
<td>36C CAT 2 ILS</td>
<td>88' (100')</td>
<td>RA 100' - 300m</td>
</tr>
<tr>
<td>ILS</td>
<td>188' (200')</td>
<td>500m / 1000m</td>
</tr>
<tr>
<td>LOC</td>
<td>320' (332')</td>
<td>800m / 1000m</td>
</tr>
<tr>
<td>VOR</td>
<td>480' (492')</td>
<td>1000m / 1000m</td>
</tr>
<tr>
<td>36R CAT 2 ILS</td>
<td>89' (100')</td>
<td>RA 102' - 300m</td>
</tr>
<tr>
<td>ILS</td>
<td>198' (209')</td>
<td>550m / 1000m</td>
</tr>
<tr>
<td>LOC</td>
<td>430' (441')</td>
<td>800m / 1000m</td>
</tr>
<tr>
<td>RNP (LPV CAT I)</td>
<td>222' (233')</td>
<td>550m / 1000m</td>
</tr>
<tr>
<td>RNP (LNAV/VNAV)</td>
<td>299' (310')</td>
<td>750m / 1000m</td>
</tr>
<tr>
<td>RNP (LNAV)</td>
<td>470' (481')</td>
<td>1000m / 1000m</td>
</tr>
</tbody>
</table>

<i>1</i> Ceiling 1100'.
### CIRCLE-TO-LAND

<table>
<thead>
<tr>
<th>MDA(H)</th>
<th>VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>620' (631')</td>
<td>1000m</td>
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</tbody>
</table>

CIRCLING VOR 24

<table>
<thead>
<tr>
<th>MDA(H)</th>
<th>VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000' (1011')</td>
<td>6.0km</td>
</tr>
</tbody>
</table>

1. To rwy 22: Do not mistake rwy 24 for rwy 22.
2. To rwy 24: Do not confuse rwy 24 with rwy 22 or rwy 27.
3. After LOC 18C, LOC 18R and VOR 18R: 700' (711').
4. After RNP (LNAV) 18C: 670' (682').
5. After RNP (LNAV) 24: 720' (732').
6. After VOR 27: 730' (741').
7. To RWY 18L during daylight only: Ceiling 1200', VIS 5.0 km.
8. After RNP 24: Ceiling 1100', VIS 6.0 km.
9. Ceiling 1100'. To rwy 18L during daylight only: Ceiling 1200'.

### TAKE-OFF RWY 04, 06, 09, 18L/C, 22, 24, 27, 36L/C/R

<table>
<thead>
<tr>
<th>RL, FATO LTS, RL/FATO LTS &amp; RCLM</th>
<th>RL/FATO LTS &amp; RCLM</th>
<th>Unlit/unmarked defined RWY/FATO</th>
<th>Nil Facilities DAY</th>
<th>Nil Facilities NIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>150m</td>
<td>200m</td>
<td>200m</td>
<td>250m</td>
<td>800m</td>
</tr>
</tbody>
</table>

1. Without Low Visibility Take-off approval 400m are stipulated.
2. Or rejected take-off distance whichever is the greater.
CHANGES: Arrival and tower frequency.

1. Simultaneous apchs on rwy 09, 18C, 18R, 27 or 36R may be executed.
2. When established on ILS maintain 160 KT until D4.0 KAG or as directed.
3. ILS DME reads zero at rwy 06 threshold.
4. CDFA DA/MDA(H) for rwy 09, 18C, 18R, 27 or 36R.

To rwy 18L and 36L not permitted, except in case of emergency.
BRIEFING STRIP

EHAM/AMS
SCHIPHOL
AMSTERDAM, NETHERLANDS

D-ATIS Arrival
108.4 132.980

SCHIPHOL Approach (R)
SCHIPHOL Arrival (APP/R)
SCHIPHOL Tower

Ground
119.055 121.205
118.405 126.680
135.110 119.230 118.105
121.705

LOC
KAG
110.55

Final
Apch Crs
058°

GS
No Altitude published

CAT IIIA, IIII & II ILS
Refer to Minimums

Apt Elev -11'
Rwy -11'

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

MISSAPCH: Climb on track 058° to 2000'. Inform ATC immediately.

1. Special Aircrew & Acft Certification Required. 2. Simultaneous apchs on rwy 09, 18C, 18R, 27 or 36R may be executed. 3. When established on ILS maintain 160 KT until D4.0 KAG or as directed. 4. ILS DME reads zero at rwy 06 threshold.

DME required.

SUGOL

Start
turn at
1 Min
after Lctr

FL 70

2000'

Lctr

202°

185°

3000'

058°

D9.2 KAG
D11.1 SPL
EH614

D4.0 KAG
D6.1 SPL
EH616

D6.2 KAG
D8.2 SPL
EH609

SCHIPHOL

388.5 CH

RIVER (IAF)

D9.2 KAG
D11.1 SPL
EH614

D4.0 KAG
D6.1 SPL
EH616

D6.2 KAG
D8.2 SPL
EH609

C & D

A & B

227°

FL 70

110.55 KAG

058°

VOR

Rwy -11'

TCH 50'

1310'

058°

7.8

Gnd speed-Kts
70 90 100 120 140 160
GS 3.00° 372 478 531 637 743 849

HIALS-II

PAP

2000'

RA 100'

DA/H 89' (100')

CHANGES: Arrival and tower frequency.
ATC may deviate from the transitions by RADAR VECTORS. Rejoining the transition may take place at SOKSI.

During the transition, descend to or maintain a level as instructed by ATC. When cleared for SOKSI Apch Rwy 06: Continue via the transition. Strict adherence to the prescribed route is mandatory unless ATC instructs to deviate. Establish a continuous descent path. The minimum altitudes shall be respected. The published speeds are mandatory. Execute ILS apch rwy 06.

1. DME required.
2. When established on ILS maintain 160 KT until D4.0 KAG or as directed.

At FL 100

## BRIEFING STRIP

**SCHIPHOL**  
**AMSTERDAM, NETHERLANDS**  
**EHAM/AMS**

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

### LOC

**KAG**  
110.55  
Apch Crs **058°**  
Final **1310’** (1321’)

### ILS

**DA(H)**  
Rwy **189’**(200’)

### Missed APCH:

Climb on track 058° to 2000’. Inform ATC immediately.

---

** landscaped image with JeppView symbols and details: ILS, LOC, GS, MSA SPL VOR, TCH 50’, Rwy -11’**

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### Standard

**CAT IIIA ILS**  
**RVR 75m**  
**CAT IIIIB ILS**  
**RVR 200m**  
**CAT II ILS**  
**RVR 300m**

### FOR INITIAL APPROACH SEE 11-2

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### For Straight-In Landing RWY 06

**ILS DP**

<table>
<thead>
<tr>
<th><strong>LOC</strong></th>
<th><strong>Final</strong></th>
<th><strong>GS</strong></th>
<th><strong>ILS/DA(H)</strong></th>
<th><strong>Apt Elev</strong></th>
</tr>
</thead>
<tbody>
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<td><strong>110.55</strong></td>
<td><strong>058°</strong></td>
<td><strong>1310’</strong></td>
<td><strong>189’</strong>(200’)</td>
<td>-11’ Rwy</td>
</tr>
</tbody>
</table>

### Missed APCH:

Climb on track 058° to 2000’. Inform ATC immediately.

---

### Standard

**CAT III ILS**  
**RVR 75m**  
**CIRCLE-TO-LAND**  
**RVR 1200m**

---

**PANs OPS**

<table>
<thead>
<tr>
<th><strong>FULL -</strong></th>
<th><strong>TDZ or CL out</strong></th>
<th><strong>ALS out</strong></th>
<th><strong>LOC (GS out)</strong></th>
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<td><strong>A</strong></td>
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<td><strong>RVR 1200m</strong></td>
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</tr>
<tr>
<td><strong>B</strong></td>
<td><strong>RVR 550m</strong></td>
<td><strong>RVR 1200m</strong></td>
<td><strong>NOT APPLICABLE</strong></td>
</tr>
<tr>
<td><strong>C</strong></td>
<td><strong>RVR 1200m</strong></td>
<td><strong>RVR 1200m</strong></td>
<td><strong>NOT APPLICABLE</strong></td>
</tr>
<tr>
<td><strong>D</strong></td>
<td><strong>RVR 1200m</strong></td>
<td><strong>RVR 1200m</strong></td>
<td><strong>NOT APPLICABLE</strong></td>
</tr>
</tbody>
</table>

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CHANGES: Arrival and tower frequency.

CHANGES: Arrival and tower frequency.

Do not descend below the descent profile.

To rwy 18L and 36L not permitted, except in case of emergency.

To rwy 18L and 36L not permitted, except in case of emergency.

MSIS APCH: Climb on track 183° to 2000'. Inform ATC immediately.

1. DME required. 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.

ILS DME reads zero at rwy 18C thresh.

Do not descend below the descent profile.

At ATC discretion or comm failure.

To rwy 18L and 36L not permitted, except in case of emergency.

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To rwy 18L and 36L not permitted, except in case of emergency.

To rwy 18L and 36L not permitted, except in case of emergency.
MISSED APCH: Climb on track 183° to 2000’. Inform ATC immediately.

1. Special Aircrew & Aircraft Certification Required. 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. ILS DME reads zero at rwy 18C threshold.
11-4

Refer to chart 11-4A

SCHIPHOL Approach (R)

D-ATIS Arrival
SCHIPHOL Approach (R)
SCHIPHOL Arrival (APP/R)
SCHIPHOL Tower

108.4 132.980
119.055 121.205
118.405 126.680
118.105 119.230 135.110
121.905

LOC
Final
Apch Crs
Refer to chart 11-4A
Refer to chart 11-4A

ZWA
183°

Apt Elev
-11’

Rwy
-12’

Trans level: By ATC

Trans alt: 3000’

Alt Set: hPa
Rwy Elev: 0 hPa

1. DME required. 2. ILS DME reads zero at rwy 18C threshold.
3. When established on ILS maintain 160 KT until D4.0 ZWA or as directed.

ARTIP MANDATORY

FL 100
MAX 250 KT

ARTIP MANDATORY

FL 100
MAX 250 KT

ARTIP MANDATORY

FL 100
MAX 250 KT

ATC may deviate from the transitions by RADAR VECTORS.

When cleared for NIRSI 1E Apch Rwy 18C:

During the transition, descend to or maintain a level as instructed by ATC.

Switch to QNH at NIRSI.

Establish a continuous descending flight path without level segments.

The minimum altitudes shall be respected.

The published speeds are mandatory at the specific waypoint.

CHANGES: Designator 1E added.

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MISSED APCH: Climb on track 183° to 2000’. Inform ATC immediately.

1. DME required. 2. When established on ILS maintain 160 KT until D4.0 ZWA or as directed. 3. ILS DME reads zero at rwy 18C threshold.
Do not descend below the descent profile.

**WARNING:** DO NOT OVERSHOOT 280°.

**BRIEFING STRIP**

**SCHIPHOL**

**AMSTERDAM, NETHERLANDS**

**LOC**

**VPB**

110.1

**Final Approach Course:** 110°

**ILS**

**DA(H)**

187° (200')

**Rwy Elev:** -11'

**Apt Elev:** -13' (below sea level)

**Gnd speed-Kts:**

100 110 120 130 140 150 160 170

**ILS or LOC Rwy 18R**

**CHANGES:**

1. DME & VOR required.
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 VPB or as directed.
4. ILS DME reads zero at rwy 18R threshold.

**MISSING APCH:** Turn RIGHT as soon as practicable but not below 400' to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000', cross D7.5 SPL at 2000'. Inform ATC immediately.

**Alt Set:** hPa

**Rwy Elev:** 0 hPa

**Trans level:** By ATC

**Trans alt:** 3000'

**MISA (SPL) VOR**

**EHAM/AMS**

**MISSED APCH:**

<table>
<thead>
<tr>
<th>Altitude (hPa)</th>
<th>Rwy Elev (hPa)</th>
<th>Trans level</th>
<th>Trans alt</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>0</td>
<td>By ATC</td>
<td>3000'</td>
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<tr>
<td>110</td>
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<td>By ATC</td>
<td>3000'</td>
</tr>
<tr>
<td>120</td>
<td>0</td>
<td>By ATC</td>
<td>3000'</td>
</tr>
</tbody>
</table>

**Final Approach Course:** 110°

**LOC**

**GS out**

**VOR**

**DME**

1.0 2.0 3.0 5.0

**ALTIMETER**

355' 670' 990' 1630'

1. DME & VOR required.
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 VPB or as directed.
4. ILS DME reads zero at rwy 18R threshold.

**RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.**

**Eff. 06 Aug 2020, 0000Z, this chart may no longer be valid.**

**Printed from JeppView for Windows 5.3.0.0 on 23 Jul 2020; Terminal chart data cycle 15-2020; Notice: After 06 Aug 2020, 0000Z, this chart may no longer be valid.**
CHANGES: Chart reindexed.
Refer to chart 11-6A

**Rwy 18R**

- **D-ATIS Arrival**: 111.055 112.205
- **SCHIPHOL Approach (R)**: 118.405 126.680
- **SCHIPHOL Arrival (APP/R)**: 118.280 119.230 118.105
- **SCHIPHOL Tower**: 121.560

**CHANGES:**
- RNAV NIGHT

**Notes:**
1. DME & VOR required.
2. ILS DME reads zero at rwy 18R threshold.
3. When established on ILS maintain 160 KT until D4.0 VPB or as directed.

**Data:**
- **Alt Set**: hPa
- **Rwy Elev**: 0 hPa
- **Trans level**: By ATC
- **Trans alt**: 3000'

**ATC may deviate from the transitions by RADAR VECTORS.**

Rejoining the transition may take place at NIRSI.

When cleared for NIRSI/NARIX Apch Rwy 18R:

- Continue via the transition, descend or maintain a level as instructed by ATC.
- During the transition, descend to or maintain a level as instructed by ATC.
- When cleared for NIRSI/NARIX Apch Rwy 18R:
  - Establish a continuous descending flight path without level segments.
  - The minimum altitudes shall be respected.
  - The published speeds are mandatory at the specific waypoint.
  - Execute ILS apch rwy 18R.

**NOT TO SCALE**

**MANDATORY**

**CONTINUOUS DESCENT PATH**
**WARNING:** DO NOT OVERSHOOT 280° BRIEFING STRIP

**SCHIPHOL Approach (R)**

**SCHIPHOL Tower**

**SCHIPHOL Arrival (APP/R)**

---

**MISSED APCH:** Turn RIGHT as soon as practicable but not below 400' to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000', cross EH624 at 2000'. Inform ATC immediately.

---

1. DME & VOR required. 2. When established on ILS maintain 160 KT until D4.0 VPB or as directed. 3. ILS DME reads zero at rwy 18R threshold.
CHANGES: Chart reindexed.

1. DME required. 2. CAUTION: Do not confuse rwy 22 with rwy 24 or with twy situated left of rwy 22. 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 D4.0 SCH or as directed. 6. ILS DME reads zero at rwy 22 threshold.

Do not descend below the descent profile.

To rwy 18L and 36L not permitted, except in case of emergency.
**MISSED APCH:** Climb on track 267° to 3000'. Inform ATC immediately.

1. DME required.
2. 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.
3. Simultaneous apchs on rwy 06, 18C, 18R or 36L may be executed.
4. When established on ILS maintain 160 KT until D4.0 BVB or as directed.
5. ILS DME reads zero at rwy 27 thresh.
MISSED APCH: Climb on track 267° to 3000'. Inform ATC immediately.

1. DME required. 2. 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.
3. Simultaneous apchs on rwy 06, 18C, 18R or 36R may be executed.
4. When established on ILS maintain 160 KT until D4.0 BVB or as directed. 5. ILS DME reads zero at rwy 27 thresh.
**MISSED APCH:** Climb on track 003° to 2000'. Inform ATC immediately.

1. DME required. 2. Simultaneous apchs rwy 36R may be executed. 3. When established on ILS maintain 160 KT until D4.0 MSA or as directed. 4. ILS DME reads zero at rwy 36C threshold.

**CHANGES:**
- Chart reindexed.
- During parallel approaches to RWY 36C and 36R expect ILS GP intercept to RWY 36C at 4000' (12.4 MSA).
- RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
MISSED APCH: Climb on track 003° to 2000'. Inform ATC immediately.

1. Simultaneous apchs on rwy 36R may be executed.
2. When established on ILS maintain 160 KT until D4.0 MSA or as directed.
3. ILS DME reads zero at rwy 36C threshold.

During parallel approaches to RWY 36C and 36R expect ILS GP intercept to RWY 36C at 4000' (12.4 MSA).
**SCHIPHOL Approach (R)**

**Ground Speed**

- 116.95 Kts

**ILS LOC**

- 108.4 SPL

**ILS Descent Angle**

- 3°

**ILS Manderary 1500'**

**ILS DME Reads Zero at Rwy 36R Threshold.**

**DA (H) / MDA (H)**

- 2000' (2011')

**CDFA**

- 1000' (2011')

**Rwy 18L and 36L**

- Not permitted, except in case of emergency.

**Minimums**

- A: 217' (228')
- B: 227' (238')
- C: 228' (239')
- D: 239' (240')

**Chart Reindexed.**

**CHANGES:**

- Chart reindexed.
- Terminal chart data cycle 15-2020; Notice: After 06 Aug 2020, 0000Z, this chart may no longer be valid.

---

**BRIEFING STRIP™**

**SCHIPHOL AMSTERDAM, NETHERLANDS**

**LOC**

- ABA

**Final Approach Crs**

- 003°

**ILS LOC**

- (GS out)

**ILS DME**

- 003° 111.95 ABA

**MANDATORY 1500’**

**FL 70**

- 250°

**FAA Chart Reference**

- 09-10

**BRIEFING STRIP™**

**SCHIPHOL Approach (R)**

**Ground Speed**

- 116.95 Kts

**ILS LOC**

- 108.4 SPL

**ILS Descent Angle**

- 3°

**ILS Manderary 1500'**

**ILS DME Reads Zero at Rwy 36R Threshold.**

**DA (H) / MDA (H)**

- 2000' (2011')

**CDFA**

- 1000' (2011')

**Rwy 18L and 36L**

- Not permitted, except in case of emergency.

**Minimums**

- A: 217' (228')
- B: 227' (238')
- C: 228' (239')
- D: 239' (240')

**Chart Reindexed.**

**CHANGES:**

- Chart reindexed.
- Terminal chart data cycle 15-2020; Notice: After 06 Aug 2020, 0000Z, this chart may no longer be valid.

---

**BRIEFING STRIP™**

**SCHIPHOL AMSTERDAM, NETHERLANDS**

**LOC**

- ABA

**Final Approach Crs**

- 003°

**ILS LOC**

- (GS out)

**ILS DME**

- 003° 111.95 ABA

**MANDATORY 1500’**

**FL 70**

- 250°

**FAA Chart Reference**

- 09-10
Do not overshoot the initial altitude of 1500'.

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

When established on ILS maintain 160 KT until D4.0 ABA or as directed.

MSA SPL VOR

TCH 50'

Rwy -11'

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

MANDATORY 1500'

CHANGES:
- Chart reindexed.
**EHAM/AMS**

**SCHIPOL**

**22 MAY 20**

**RNAV ILS Rwy 36R**

**D-ATIS Arrival** 108.4 132.980

**SCHIPOL Approach (R)** 119.055 121.205

**SCHIPOL Arrival (APP/R)** 118.405 126.680

**SCHIPOL Tower Ground** 119.230 118.105 135.110 121.805

**BRIEFING STRIP**

**TM**

**SCHIPOL**

**AMSTERDAM, NETHERLANDS**

**LOC**

**ABA**

**111.95**

**Final Apch Crs**

**003°**

**EH636**

**2000’ (2011’)**

**ILLS DA(H)**

**Refer to Minimums**

**Apt Elev: -11’**

**Rwy Elev: -11’**

**Trans level: By ATC**

**Trans alt: 3000’**

**EHAM/AMS**

**MISSED APCH:** Climb on track 003° to 1500’. Inform ATC immediately. At D2.8 North of SPL VOR climb to 2000’.

**Alt Set: hPa**

**Rwy Elev: 0 hPa**

**Trans level: By ATC**

**Trans alt: 3000’**

**1. DME required. 2. For ILS approach Rwy 36R a separate clearance will be issued.**

**3. During the transition, descend to or maintain a level as instructed by ATC.**

**THE PUBLISHED MAX SPEEDS ARE MANDATORY. ATC MAY INSTRUCT LOWERS SPEEDS.**

**ACFT UNABLE TO KEEP 160 KT UNTIL 4 NM FINAL SHALL REPORT THIS, WHEN CLEARED FOR ARTIP 1X TRANSITION.**

**ILS DME reads zero at rwy 36R threshold.**

**CHANGES:**

None.

**PRINTED FROM JEPPESEN FOR WINDOWS 5.3.0.0 ON 23 JUL 2020; TERMINAL CHART DATA CYCLE 15-2020; NOTICE: AFTER 06 AUG 2020, 0000Z, THIS CHART MAY NO LONGER BE VALID.**
CHANGES: Chart reindexed.

The published MAX speeds are mandatory. ATC may instruct lower speeds.
ACFT unable to keep 160 KT until 4 NM final shall report this, when cleared for ARTIP 1X Transition. ILS DME reads zero at rwy 36R threshold.

1. DME required. 2. For ILS approach Rwy 36R a separate clearance will be issued.
3. During the transition, descend to or maintain a level as instructed by ATC.
MISSED APCH: Turn LEFT on track 160° as soon as practicable but not below 400’ and climb to 2000’. Inform ATC immediately.

1. DME required. 2. CAUTION: Do not confuse rwy 22 with rwy 24 or with rwy situated left of rwy 22. 3. Simultaneous apchs on rwy 18C or 18R may be executed. Strict adherence to the missed apch proc is essential. 4. When rwy 22 is not available, execute a circling procedure to rwy 27 unless otherwise instructed by ATC. 5. ILS DME reads zero at rwy 22 threshold.

Do not descend below the descent profile.

To rwy 18L and 36L not permitted, except in case of emergency.
**BRIEFING STRIP**

Inform ATC immediately.

**MISSED APCH:** Climb on track 058° to AM105 and climb to 2000'.

**MISSED APCH WITH COMM FAILURE:** Climb on track 058° to AM104 and climb to 3000'. At AM104 or 2000', whichever comes later, turn RIGHT to track 283° to SPL VOR and cross SPL VOR at 3000'. After SPL VOR descend to 2000' and execute IAP again.

1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC. 2. Execution of the complete procedure via SPL VOR at ATC discretion or in case of COMM failure. 3. LNAV approach at ATC discretion only.

---

**Gnd speed-Kts**

<table>
<thead>
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<th>70</th>
<th>90</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
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<td>7.9</td>
<td>8.4</td>
<td>8.9</td>
<td>9.4</td>
<td>9.9</td>
<td>10.4</td>
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</table>

**Glide Path Angle**

<table>
<thead>
<tr>
<th>3.0°</th>
<th>3.5°</th>
<th>4.0°</th>
<th>4.5°</th>
<th>5.0°</th>
<th>5.5°</th>
</tr>
</thead>
<tbody>
<tr>
<td>372</td>
<td>478</td>
<td>531</td>
<td>637</td>
<td>743</td>
<td>849</td>
</tr>
</tbody>
</table>

**LPV and LNAV/VNAV: MAP at DA**

**LNAV/VNAV: Minimum temperature -15°C.**

**CIRCLE-TO-LAND**

To rwy 18L and 36L not permitted, except in case of emergency.

---

**STD 1.** Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC. 2. Execution of the complete procedure via SPL VOR at ATC discretion or in case of COMM failure. 3. LNAV approach at ATC discretion only.

---

**NOTICE:** After 06 Aug 2020, 0000Z, this chart may no longer be valid.
1. CAUTION: Do not confuse rwy 18C with rwy 18R.
2. CAUTION: RF segment ends at FAF.
3. LNAV/VNAV: Minimum temperature -15°C.
4. LNAV approach at ATC discretion only.
5. When established on final approach maintain 160 KT until 4 NM before threshold.

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

During the transition, descend to or maintain a level as instructed by ATC.

When cleared for NIRSI 1D Apch Rwy 18C:

- Continue via the transition.
- Strict adherence to the prescribed route is mandatory unless ATC directs to deviate.
- Switch to QNH at NIRSI.
- Establish a continuous descending flight path without level segments.
- The minimum altitudes shall be respected.
- The published speeds are mandatory.
- Execute RNP apch rwy 18C. If unable, contact ATC and expect NIRSI 1E approach to ILS Rwy 18C.
MISSED APCH: Climb on track 183° to 2000'. Inform ATC immediately.

MISSED APCH WITH COMM FAILURE: Climb on track 183° to 3000'. At 2000' execute the instrument approach procedure as depicted on RNP Rwy 18C (refer to chart 12-2).

1. RNP Apch. 2. RF required.

1. CAUTION: Do not confuse rwy 18C with rwy 18R.
2. CAUTION: RF segment ends at FAF.
3. LNAV/VNAV: Minimum temperature -15°C.
4. LNAV approach at ATC discretion only.
5. When established o final approach maintain 160 KT until 4 NM before threshold.

6.2

TCH 50'

Do not descend below the descent profile.
**MISSED APCH:** Turn LEFT to EH675 as soon as practicable but not below 400' and climb to 2000'. Inform ATC immediately.

**MISSED APCH WITH COMM FAILURE:** Turn LEFT to EH675 as soon as practicable but not below 400' and climb to 3000'. At 2000' start a LEFT climbing turn to PAM VOR, so as to cross it at 3000' and proceed with IAP from PAM VOR.

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 rwy situated left of rwy 22.
2. Simultaneous apchs on rwy 18C or 18R may be executed. 3. Strict adherence to missed approach procedure is essential. 4. LNAV approach at ATC discretion only.

---

**CHANGES:** Chart reindexed.

1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC. Execution of the complete procedure via SPL VOR at ATC discretion or in case of COMM failure. 2. LNAV approach at ATC discretion only.

**WARNING:** Between 4.3 NM and 1.9 NM before threshold expect moderate turbulence on final approach when average wind velocity exceeds 30 KT.

**CAUTION:** Do not confuse RWY 24 with RWY 22 or RWY 27.

**CAUTION:** Rwy 24 no ALS available.

**WARNING:** No turn before MAP.

**CAUTION:** Do not confuse RWY 24 with RWY 22 or RWY 27.

**CAUTION:** Rwy 24 no ALS available.
CHANGES: Arrival and tower frequency.

To rwy 18L and 36L not permitted, except in case of emergency.
**Do not descend below the descent profile.**

**WARNING: DO NOT OVERSHOOT SPL**

**MISSED APCH:** Turn RIGHT to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000'. Cross D7.5 SPL at 2000'.

Inform ATC immediately.

**Do not descend below the descent profile.**

**DME & VOR required.**
MISSED APCH: Turn LEFT onto 238° and climb to 2000'. Inform ATC immediately.

1. DME required.
2. WARNING: After passing D8.0 PAM expect moderate turbulence on final approach when average wind velocity exceeds 30 KT.

To rwy 18L and 36L not permitted, except in case of emergency.
**MISSAP CH**: Climb on track 265° to 3000'. Inform ATC immediately.

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. Final approach track offset 2° from runway centerline.

- Do not descend below the descent profile.

---

**MIN XSTR**: STRAIGHT-IN LANDING RWY 27

**DA/MDA(H)**: 730’ (742’)

**VIS**: 2700’

**ALS**

- A: RVR 1500m
- B: RVR 2000m
- C: RVR 2200m
- D: RVR 2400m

**MISA**

- 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. Final approach track offset 2° from runway centerline.

---

**PANS-OPS**

- A: RVR 1500m
- B: RVR 2000m
- C: RVR 2200m
- D: RVR 2400m

---

**CHANGES**: Arrival and tower frequency.

---

**MISSED APCH:** Climb on track 003° to 2000'. Inform ATC immediately.

1. DME required. 2. Final approach track offset 7° from runway centerline.
TWYs E1 and N9 from TWYs A and B.
TWY G3 from TWY G.
NO ENTRY to:

For text please refer to 19-3.
ATIS (DEP) 122.205  Start-up control VFR only.

SCHIPOL DELIVERY 121.980  AMSTERDAM INFORMATION 124.300

SCHIPOL AMSTERDAM GA 121.930

GROUND 121.805  RWY 04/22, 09/27, 36R

CHANGES:
- Printed from JeppView for Windows 5.3.0.0 on 23 Jul 2020; Terminal chart data cycle 15-2020; Notice: After 06 Aug 2020, 0000Z, this chart may no longer be valid.
For text please refer to 19-3.
### Intersection TKOF

<table>
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<tr>
<th>RWY</th>
<th>TWY</th>
<th>TORA (m)</th>
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<tbody>
<tr>
<td>06</td>
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<td>2748</td>
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<tr>
<td></td>
<td>V1</td>
<td>2148</td>
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</table>

**CAUTION:** Do not mistake Highway (between RWYs 18R/36L and 18C/36C) for RWY 18C/36C.

TWY S7W is designated for crossing RWY 06/24 only.

Do not confuse RWY 18C with TWY D situated E of RWY 18C.

Do not confuse RWY 36C with TWY B situated E of RWY 36C.

Do not confuse RWY 04/22 with TWY G situated E of RWY 04/22.

**NOTE:** Non-adherence to the procedures mentioned below leads to an unacceptable load for ATC and may result in the flight being refused to enter the CTR or being instructed to leave the CTR.

In these cases the pilot is obliged to inform ATC whether he will hold outside the CTR awaiting (re-)entry clearance or will divert to another aerodrome. In the latter case ATC shall be informed to which aerodrome the ACFT will divert.

NORDO ACFT prohibited.

All VFR flights within Schiphol CTR have to submit a flight plan at least 60 MIN before ETD at Schiphol airport or at aerodrome of departure.

In accordance with the procedures, pilot must obtain:
- entry CLR prior to entering the CTR by submitting a request 2 MIN before reaching the CTR boundary, or
- start-up CLR from ATC before starting engines.

VFR flights to/from Schiphol AD shall be carried out via the VFR Sector, unless otherwise instructed by ATC or when approved by ATC on pilot’s request.

VFR flights within the CTR may be instructed by ATC to stay clear of specified IFR areas as depicted.

When issuing the landing clearance, ATC shall inform pilots about the current surface wind direction and speed (including gusts >=5 KT). When the current surface wind speed is 20 KT or more, ATC shall report this information also on downwind. In case radio communication load becomes excessive, ATC may not report this information to ACFT facing a crosswind (including gusts) less than 20 KT upon landing.

VFR flights with permission to fly over Amsterdam may be instructed by ATC to stay within the Amsterdam Sector as depicted.

All aircraft performing VFR flights in the Schiphol CTR have to switch their landing lights on.

### RWY Incursion Hot Spots

**HS1** - When taxiing on N2 to beginning RWY 18L do not turn RIGHT onto RWY 09. Be sure to have a clearance before crossing RWY 09/27. Do not cross red lights at displaced RWY end 36R. No LGTs AVBL beyond displaced RWY end 36R.

**HS2** - TWY G1 is located directly opposite apron exit GD. Hold short of RWY 22 unless otherwise instructed by TWR.

### VFR Inbound Flights

Contact SCHIPHOL TOWER 2 MIN before reaching the CTR boundary for permission to enter the CTR (abbreviated phraseology: aircraft identification and type, VFR to Schiphol, estimating VICTOR at..., ATIS information, for landing).

**VICTOR Arrival**

Approach the airport via the VFR-sector at MAX 1000’ and report over VICTOR.

The points VICTOR, ALPHA (abeam Nes a/d Amstel) and BRAVO (abeam church Bovenkerk) may be used as visual holding points (360° turn LEFT).

Execute a normal circuit unless a SHORT VFR APPROACH PATTERN (Threshold-baseleg or Midrunway-baseleg) is required by ATC or when approved by ATC on pilot’s request.

**Short VFR Approach Pattern**

The short VFR Approach Pattern (Threshold-baseleg and Midrunway-baseleg) are based on a MAX TAS of 120 KT and “rate 2” turns. They are established to avoid traffic operation on other RWYs, to expedite traffic and for noise abatement purpose.

The short VFR circuit procedures shall be carried out as depicted.

**Threshold Baseleg** - An approach pattern, the baseleg of which is flown at 90° to the runway centre line exactly opposite to the threshold.

**Midrunway Baseleg** - An approach pattern, the baseleg of which is flown at 90° to the runway centre line and opposite to the approximate middle of the runway.

**VFR go around**

- Inform ATC immediately
- Join the circuit as soon as possible and execute another approach to the intended landing RWY.
- In case of a go around during a VFR approach to RWY 22, make sure the flight path remains east of RWY 18L/36R in order to remain clear of other traffic.

**Schiphol Ground Control**

After landing contact SCHIPHOL GROUND.

**K-Apron Procedures**

K-Apron is not under ATC ground control.

**Entering K-Apron**

Pilots shall enter K-Apron via intermediate holding PSN GL.

At intermediate holding PSN GL, contact SCHIPHOL AMSTERDAM GENERAL AVIATION for ACFT stand allocation.

Self PRKG on all ACFT stands, nose in PRKG is mandatory. Contact ground handler if assistance is required.

A 180° turn using ACFT thrust is prohibited on all ACFT stands, ACFT will be turned by tow truck.

MAX wing-span: K41: 16m, K43: 17m, K75 - K78: 11m.

**Leaving K-Apron**

Pilots shall leave K-Apron via intermediate holding PSN GD.

VFR flights contact SCHIPHOL DELIVERY for start-up approval.

Contact SCHIPHOL AMSTERDAM GENERAL AVIATION to obtain approval to taxi to intermediate holding PSN GD.

Hold at intermediate holding PSN GD and contact SCHIPHOL GROUND for further taxi instructions.

**Local and Crossing Flights**

Permission for local VFR flights within the CTR or enroute VFR flights crossing the CTR is subject to:

- weather conditions;
- RWYs in use; and
- traffic density.

Schiphol CTR PPR for ACFT without transponder mode A. Permission to be requested at Amsterdam Flight Service Centre, Tel +31 (0) 2 04 06 23 15.

**VFR Communication Failure Procedures**

Select Transponder Code 7600.

If possible call Amsterdam ACC Supervisor on TEL Nr (020) 406 3999.

**NOTE:** Use TEL connection to mitigate COM failure only. All TEL calls will be automatically recorded.

If TEL connection is disconnected prematurely (before read-back), revert to COM failure procedures below.

**VFR Outbound Flights**

Adhere to departure instructions. If the departure instructions contain a clearance limit in the CTR, follow item “VFR crossing the CTR”.

**VFR Inbound Flights (via VICTOR Arrival)**

a. In case of COM failure before joining the circuit, leave the CTR according to “VICTOR Departure” and divert to an appropriate aerodrome.

b. In case of COM failure over or after a position from where to join the circuit (this is past BRAVO), execute a circuit as short as practicable for the last received and acknowledged RWY/HEL spot.

c. If the RWY appears to be clear, make a full stop and execute a similar circuit (be aware that the flight path could be interfere with the flight path of other traffic).

**VFR Inbound Flights (via different routes to AD)**

a. In case of COM failure before joining the circuit, follow item “VFR crossing the CTR”.

b. In case of COM failure after joining the circuit, follow items “b” & “c” in paragraph “VFR Inbound Flights (via VICTOR Arrival)”.

c. In case of COM failure overhead the AD centre, maintain ALT, proceed to BRAVO and follow “a” in paragraph “VFR Inbound Flights (via VICTOR Arrival)”.

**VFR Inbound Flights (VFR go around)**

- Join the circuit as soon as possible and execute another approach to the intended landing RWY.
- In case of a go around during a VFR approach to RWY 22, make sure the flight path remains east of RWY 18L/36R in order to remain clear of other traffic.

**VFR crossing the CTR**

Leave the CTR via the shortest route (radial wise), maintain ALT until outside CTR, do not cross RWY center-line or IFR areas and proceed to an appropriate aerodrome.
Cautions and Additional Information

Due to approaching IFR traffic the execution of VFR flights in the direct vicinity of the Schiphol CTR shall be avoided as much as possible. Pilots are strongly recommended to use the frequency monitoring code.

During APCH RWYs 04 and 22 pilots must be prepared for turbulence, windshear and windgradient (possibly simultaneously) due to the presence of large buildings and an engine run-up area underneath the circuits. Therefore, during APCH to RWY 04 or TKOF from RWY 22, handling ACFT may become rather difficult in the vicinity of the buildings SE of THR 04.

Pilots are advised to obtain information in the advance concerning ATC instructions to be expected and the resulting flight paths.

Pilots executing flight below Schiphol TMA 1 are requested not to operate at, or just below, an altitude of 1500'.

It is highly recommended to gather information regarding RWY in use at the AD, to stay clear of the IFR traffic on intermediate and final approach.

RWY availability: Under specific conditions, ATC may deviate from the restriction for departures on RWY 36R and arrivals on RWY 18L for slow VFR TFC only. TFC LDG on RWY 18L shall remain south of RWY 09/27.
# Chart changes since cycle 14-2020

ADD = added chart, REV = revised chart, DEL = deleted chart.

<table>
<thead>
<tr>
<th>ACT</th>
<th>PROCEDURE IDENT</th>
<th>INDEX</th>
<th>REV DATE</th>
<th>EFF DATE</th>
</tr>
</thead>
</table>

**AMSTERDAM, (SCHIPOL - EHAM)**
TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EHAM

**Type:** Terminal  
**Effectivity:** Temporary  
**Begin Date:** Immediately  
**End Date:** 20201002

(11-1A) CAT II/III ILS Rwy 06: for CAT C DA(H) changed to 97’ (108’) and RA changed to 108’, for CAT D DA(H) changed to 111’ (122’) and RA changed to 127’.

**Type:** Terminal  
**Effectivity:** Temporary  
**Begin Date:** 20191213  
**End Date:** Until Further Notice

Construction works on apron B (based on SUP 005-19). Refer to temp chart 10-8 and latest NOTAMs.

**Type:** Terminal  
**Effectivity:** Permanent  
**Begin Date:** 20200130  
**End Date:** No end date

(SIDs): For Lost Comms refer to 10-1P pages.

**Type:** Terminal (VFR)  
**Effectivity:** Permanent  
**Begin Date:** Immediately  
**End Date:** No end date

Hotspot TWY W1 estbld: Pls do not confuse RWY 18C with TWY D situated E of RWY 18C.

**Type:** Terminal (VFR)  
**Effectivity:** Temporary  
**Begin Date:** Immediately  
**End Date:** Until Further Notice

Until APRX 16 JUL 20 Crossing FLTs in Schiphol CTR 1, 2 and 3 require coordination at least 6 hr in advance. Contact OHD at www.lvnl-ohd.nl and fill out an online form. Advice to stay CLR of SchipholCTR 1, 2 and 3 due to high TFC density.