

Contact

Post: LVNL
Aeronautical Information
Service
P.O. Box 75200
1117 ZT Schiphol Airport
The Netherlands.
Email: ais@lvnl.nl

Integrated Aeronautical Information Package

AIRAC AMDT
04/2025
Effective date
17 APR 2025
Publication date
06 MAR 2025

MUAC sector boundaries

ENR 6-2.5: MUAC sector boundary between Special Operations North and South Sectors amended.

EHAM - AMSTERDAM/Schiphol: hotspot, aprons

Hotspot TWY A-B-Z;
S-apron extended;
new TWY S10;
stand A35 removed.
NOTAM incorporated: A0003/25.

Editorial

GEN 0.3: SUP 07/2022, 09/2023, 21/2024 deleted;
GEN 2.4: location indicators EHJM, EHKK and EHKP added;
GEN 3.2: corrections to ANC 1:500 000 edition 2025 added;
GEN 3.3: MILATCC Schiphol TEL removed;
ENR 1.5: MILATCC Schiphol TEL removed;
ENR 2.2: helideck added for platforms K8-FA-1, K9-AB-B and K12-B;
ENR 3.3: N125, airspace class corrected;
ENR 5.5: (para)gliding sites times of activity, contact information changed, location updated;
EHRD AD 2: OPR HR of fuel for GA, markings specified, ground handling, ground crew for start-up.
NOTAM incorporated: B0111/25, B0112/25, B0114/25.

Obstacles

New obstacles 633 (Maasvlakte) and 634 (Den Haag) added.

Page Shuffle

GEN 0.2-5:	Replace:
GEN 0.3-1:	Replace:
GEN 0.4-1/2:	Replace:
GEN 0.4-3/4:	Replace:
GEN 0.6-1/2:	Replace:
GEN 1.1-1/2:	Replace:
GEN 1.7-7/8:	Replace:
GEN 1.7-9:	Replace:
GEN 2.4-1/2:	Replace:
GEN 2.4-3:	Replace:
GEN 3.2-3/4:	Replace:
GEN 3.3-3:	Replace:
ENR 1.2-1/2:	Replace:
ENR 1.5-1:	Replace:
ENR 2.2-13/14:	Replace:
ENR 3.3-15/16:	Replace:
ENR 5.4-3/4:	Replace:
ENR 5.4-7/8:	Replace:
ENR 5.5-1/2:	Replace:
ENR 5.5-3/4:	Replace:
ENR 5.5-5/6:	Replace:
ENR 5.5-7/8:	Replace:

ENR 6-2.5:	Replace:
AD 2.EHAM-1/2:	Replace:
AD 2.EHAM-7/8:	Replace:
AD 2.EHAM-89/90:	Replace:
AD 2.EHAM-91/92:	Replace:
AD 2.EHAM-93/94:	Replace:
AD 2.EHAM-ADC:	Replace:
AD 2.EHAM-APDC.1:	Replace:
AD 2.EHAM-GMC.1:	Replace:
AD 2.EHAM-GMC.2:	Replace:
AD 2.EHAM-GMC.3:	Replace:
AD 2.EHAM-GMC.4:	Replace:
AD 2.EHBK-1/2:	Replace:
AD 2.EHRD-1/2:	Replace:
AD 2.EHRD-3/4:	Replace:
AD 2.EHRD-9/10:	Replace:
AD 2.EHRD-11/12:	Replace:
AD 2.EHRD-29/30:	Replace:

AIRAC AMENDMENT

NR/Year	Publication date	Effective date	Inserted by
01/2025	12 DEC 2024	23 JAN 2025	
02/2025	09 JAN 2025	20 FEB 2025	
03/2025	06 FEB 2025	20 MAR 2025	
04/2025	06 MAR 2025	17 APR 2025	

GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
03/2022	TIME-DEPENDENT AIRSPACE CLASSIFICATION TMA _s	ENR 2.1, ENR 3.3, ENR 6-3.1, AD 2.EHDR-VAC, AD 2.EHLE-VAC.1, AD 2.EHTE-VAC, AD 2.EHTL-VAC, AD 2.EHTW-VAC.1, 2.	From 07 APR 2022 UFN	
06/2023	SECURITY SITUATION IN UKRAINE, RUSSIAN FEDERATION AND BELARUS	GEN 1.	From 21 SEP 2023 UFN	
10/2024	NEW OBSTACLE IN VLISSINGEN	ENR 5.4	From 02 MAY 2024 UFN	
27/2024	AMSTERDAM/SCHIPHOL (EHAM): OBSTACLE	EHAM AD 2.10	From 22 AUG 2024 UFN	
28/2024	AMSTERDAM/SCHIPHOL (EHAM): DEPARTURE PROCEDURES RWY 18C AND 22 AND OPERATING MINIMA RWY 04, 06 AND 36C CHANGED DUE TO CRANE	AD 2.EHAM-SID-22, AD 2.EHAM-SID-18C, AD 2.EHAM-IAC-04C.1, AD 2.EHAM-IAC-06.2, AD 2.EHAM-IAC-36C.1, AD 2.EHAM-IAC-36C.2.	From 17 OCT 2024 UFN	
29/2024	AMSTERDAM/SCHIPHOL (EHAM): OBSTACLES NEAR RWY 22	EHAM	From 14 NOV 2024 UFN	
30/2024	AMSTERDAM/SCHIPHOL (EHAM): DEPARTURE PROCEDURES RWY 18C AND OPERATING MINIMA RWY 04 AND 36C CHANGED DUE TO CRANES	EHAM AD 2.10, AD 2.EHAM-AOC-18C-36C, AD 2.EHAM-IAC-04.1, AD 2.EHAM-IAC-36C.1 and AD 2.EHAM-IAC-36C.2.	From 14 NOV 2024 UFN	
31/2024	AMSTERDAM/SCHIPHOL (EHAM): DEPARTURE PROCEDURE RWY 09 CHANGED DUE TO CRANE	EHAM AD 2.22 and AD 2.EHAM-SID-09.	From 12 DEC 2024 UFN	
32/2024	AMSTERDAM/SCHIPHOL (EHAM): NEW OBSTACLE EXTENDED CENTRE LINE RWY 06	AD 2.EHAM-AOC-06-24.	From 12 DEC 2024 UFN	
33/2024	LELYSTAD/LELYSTAD (EHLE): DEPARTURE PROCEDURES CHANGED DUE TO OBSTACLE	AIP ENR 5.4, EHLE AD 2.10, AD 2.EHLE-SID-05.	From 12 DEC 2024 UFN	
01/2025	TEMPORARY OBSTACLES VLISSINGEN	ENR 5.4	From 09 JAN 2025 UFN	
02/2025	AMSTERDAM/SCHIPHOL (EHAM): RECONSTRUCTION ENTRY/EXIT R-APRON	EHAM	From 09 JAN 2025 UFN	
03/2025	AMSTERDAM/SCHIPHOL (EHAM): LIGHT OBJECT AMSTERDAM	EHAM	From 09 JAN 2025 to 28 OCT 2025	
04/2025	AMSTERDAM/SCHIPHOL (EHAM): REDUCED LENGTH RWY 18L/36R	EHAM	From 06 FEB 2025 UFN	
05/2025	AMSTERDAM/SCHIPHOL (EHAM): OBSTACLE EXTENDED CL RWY 18R	EHAM	From 06 MAR 2025 UFN	

GEN 0.4 CHECKLIST OF AIP PAGES

Part 1 – GENERAL (GEN)					
GEN 0					
GEN 0.1-1	02 NOV 2023	GEN 3.5-1	02 NOV 2023	ENR 2.2-1	21 MAR 2024
GEN 0.1-2	02 NOV 2023	GEN 3.5-2	02 NOV 2023	ENR 2.2-2	18 APR 2024
GEN 0.2-1	10 JAN 2013	GEN 3.5-3	02 NOV 2023	ENR 2.2-3	23 JAN 2025
GEN 0.2-2	08 JAN 2015	GEN 3.5-4	02 NOV 2023	ENR 2.2-4	23 JAN 2025
GEN 0.2-3	02 JAN 2020	GEN 3.5-5	02 NOV 2023	ENR 2.2-5	23 JAN 2025
GEN 0.2-4	26 DEC 2024	GEN 3.5-6	02 NOV 2023	ENR 2.2-6	20 MAR 2025
GEN 0.2-5	17 APR 2025	GEN 3.5-7	02 NOV 2023	ENR 2.2-7	20 MAR 2025
GEN 0.3-1	17 APR 2025	GEN 3.6-1	23 FEB 2023	ENR 2.2-8	20 MAR 2025
GEN 0.4-1	17 APR 2025	GEN 3.6-2	10 SEP 2020	ENR 2.2-9	20 MAR 2025
GEN 0.4-2	17 APR 2025	GEN 3.6-3	30 DEC 2021	ENR 2.2-10	20 MAR 2025
GEN 0.4-3	17 APR 2025	GEN 4		ENR 2.2-11	20 MAR 2025
GEN 0.4-4	17 APR 2025	GEN 4.1-1	07 MAR 2013	ENR 2.2-12	20 MAR 2025
GEN 0.6-1	17 APR 2025	GEN 4.2-1	20 MAR 2025	ENR 2.2-13	17 APR 2025
GEN 0.6-2	03 OCT 2024	GEN 4.2-2	20 MAR 2025	ENR 2.2-14	20 MAR 2025
GEN 1		Part 2 – EN ROUTE (ENR)		ENR 2.2-15	20 MAR 2025
GEN 1.1-1	17 APR 2025	ENR 0		ENR 2.2-16	20 MAR 2025
GEN 1.1-2	17 APR 2025	ENR 0.6-1	20 MAR 2025	ENR 2.2-17	20 MAR 2025
GEN 1.2-1	20 FEB 2025	ENR 0.6-2	20 MAR 2025	ENR 2.2-18	20 MAR 2025
GEN 1.2-2	20 FEB 2025	ENR 1		ENR 2.2-19	20 MAR 2025
GEN 1.2-3	20 FEB 2025	ENR 1.1-1	08 JAN 2015	ENR 2.2-20	20 MAR 2025
GEN 1.3-1	12 MAY 2005	ENR 1.2-1	17 APR 2025	ENR 2.2-21	20 MAR 2025
GEN 1.3-2	16 DEC 2010	ENR 1.2-2	30 NOV 2023	ENR 2.2-22	20 MAR 2025
GEN 1.4-1	27 JUN 2013	ENR 1.2-3	30 NOV 2023	ENR 2.2-23	20 MAR 2025
GEN 1.4-2	23 MAR 2023	ENR 1.2-4	20 MAR 2025	ENR 2.2-24	20 MAR 2025
GEN 1.5-1	05 DEC 2019	ENR 1.2-5	20 MAR 2025	ENR 2.2-25	20 MAR 2025
GEN 1.5-2	18 MAY 2023	ENR 1.2-6	20 MAR 2025	ENR 2.2-26	20 MAR 2025
GEN 1.6-1	13 JUN 2024	ENR 1.3-1	13 JUN 2024	ENR 3	
GEN 1.7-1	25 MAR 2021	ENR 1.3-2	26 JAN 2023	ENR 3.3-1	08 SEP 2022
GEN 1.7-2	25 MAR 2021	ENR 1.3-3	21 MAR 2024	ENR 3.3-2	20 MAR 2025
GEN 1.7-3	11 DEC 2014	ENR 1.3-4	21 MAR 2024	ENR 3.3-3	08 SEP 2022
GEN 1.7-4	11 DEC 2014	ENR 1.4-1	28 JAN 2021	ENR 3.3-4	08 SEP 2022
GEN 1.7-5	20 FEB 2025	ENR 1.4-2	13 JUN 2024	ENR 3.3-5	08 SEP 2022
GEN 1.7-6	20 FEB 2025	ENR 1.4-3	13 JUN 2024	ENR 3.3-6	20 MAR 2025
GEN 1.7-7	03 OCT 2024	ENR 1.4-4	13 JUL 2023	ENR 3.3-7	08 SEP 2022
GEN 1.7-8	17 APR 2025	ENR 1.4-5	28 JAN 2021	ENR 3.3-8	08 SEP 2022
GEN 1.7-9	17 APR 2025	ENR 1.5-1	17 APR 2025	ENR 3.3-9	08 SEP 2022
GEN 2		ENR 1.6-1	13 JUN 2024	ENR 3.3-10	08 SEP 2022
GEN 2.1-1	29 DEC 2022	ENR 1.6-2	07 NOV 2019	ENR 3.3-11	08 SEP 2022
GEN 2.1-2	28 NOV 2024	ENR 1.6-3	12 MAR 2009	ENR 3.3-12	08 SEP 2022
GEN 2.2-1	02 NOV 2023	ENR 1.6-4	29 DEC 2022	ENR 3.3-13	20 MAR 2025
GEN 2.2-2	12 AUG 2021	ENR 1.7-1	25 FEB 2021	ENR 3.3-14	08 SEP 2022
GEN 2.2-3	28 NOV 2024	ENR 1.7-2	30 JUN 2011	ENR 3.3-15	17 APR 2025
GEN 2.2-4	28 NOV 2024	ENR 1.7-3	15 JUN 2023	ENR 3.3-16	08 SEP 2022
GEN 2.2-5	28 NOV 2024	ENR 1.7-4	15 JUN 2023	ENR 3.3-17	20 MAR 2025
GEN 2.2-6	28 NOV 2024	ENR 1.8-1	08 SEP 2022	ENR 3.3-18	08 SEP 2022
GEN 2.2-7	28 NOV 2024	ENR 1.9-1	08 SEP 2022	ENR 3.3-19	08 SEP 2022
GEN 2.2-8	28 NOV 2024	ENR 1.9-2	15 AUG 2019	ENR 3.3-20	08 SEP 2022
GEN 2.3-1	31 JAN 2019	ENR 1.9-3	20 MAY 2021	ENR 3.3-21	08 SEP 2022
GEN 2.3-2	31 JAN 2019	ENR 1.10-1	08 AUG 2024	ENR 3.3-22	08 SEP 2022
GEN 2.3-3	31 JAN 2019	ENR 1.10-2	02 NOV 2023	ENR 3.3-23	08 SEP 2022
GEN 2.3-4	31 JAN 2019	ENR 1.10-3	16 JUN 2022	ENR 3.3-24	20 MAR 2025
GEN 2.4-1	23 JAN 2025	ENR 1.10-4	30 NOV 2023	ENR 3.3-25	20 MAR 2025
GEN 2.4-2	17 APR 2025	ENR 1.10-5	16 JUN 2022	ENR 3.3-26	20 MAR 2025
GEN 2.4-3	17 APR 2025	ENR 1.10-6	16 JUN 2022	ENR 3.3-27	20 MAR 2025
GEN 2.5-1	13 JUN 2024	ENR 1.10-7	30 NOV 2023	ENR 3.3-28	20 MAR 2025
GEN 2.5-2	13 JUN 2024	ENR 1.10-8	16 JUN 2022	ENR 3.3-29	20 MAR 2025
GEN 2.6-1	06 OCT 2022	ENR 1.10-9	16 JUN 2022	ENR 3.3-30	20 MAR 2025
GEN 2.6-2	10 JAN 2013	ENR 1.10-10	16 JUN 2022	ENR 3.3-31	20 MAR 2025
GEN 2.6-3	10 JAN 2013	ENR 1.10-11	30 NOV 2023	ENR 3.3-32	20 MAR 2025
GEN 2.7-1	26 DEC 2024	ENR 1.10-12	31 OCT 2024	ENR 3.3-33	20 MAR 2025
GEN 2.7-2	26 DEC 2024	ENR 1.10-13	15 NOV 2012	ENR 3.3-34	20 MAR 2025
GEN 2.7-3	26 DEC 2024	ENR 1.11-1	16 JUL 2020	ENR 3.3-35	20 MAR 2025
GEN 2.7-4	26 DEC 2024	ENR 1.12-1	08 JAN 2015	ENR 3.3-36	20 MAR 2025
GEN 3		ENR 1.12-2	11 DEC 2014	ENR 3.3-37	20 MAR 2025
GEN 3.1-1	02 NOV 2023	ENR 1.13-1	11 DEC 2014	ENR 3.3-38	20 MAR 2025
GEN 3.1-2	02 NOV 2023	ENR 1.14-1	16 MAY 2024	ENR 3.3-39	20 MAR 2025
GEN 3.1-3	29 DEC 2022	ENR 2		ENR 3.3-40	20 MAR 2025
GEN 3.1-4	02 NOV 2023	ENR 2.1-1	30 NOV 2023	ENR 3.3-41	20 MAR 2025
GEN 3.1-5	28 NOV 2024	ENR 2.1-2	08 OCT 2020	ENR 3.3-42	20 MAR 2025
GEN 3.2-1	02 NOV 2023	ENR 2.1-3	08 OCT 2020	ENR 3.3-43	20 MAR 2025
GEN 3.2-2	02 NOV 2023	ENR 2.1-4	30 NOV 2023	ENR 3.3-44	20 MAR 2025
GEN 3.2-3	03 OCT 2024	ENR 2.1-5	30 NOV 2023	ENR 3.3-45	20 MAR 2025
GEN 3.2-4	17 APR 2025	ENR 2.1-6	30 NOV 2023	ENR 3.3-46	20 MAR 2025
GEN 3.3-1	08 SEP 2022	ENR 2.1-7	30 NOV 2023	ENR 3.3-47	20 MAR 2025
GEN 3.3-2	13 JUN 2024	ENR 2.1-8	30 NOV 2023	ENR 3.3-48	20 MAR 2025
GEN 3.3-3	17 APR 2025	ENR 2.1-9	30 NOV 2023	ENR 3.4-1	20 MAR 2025
GEN 3.4-1	02 NOV 2023	ENR 2.1-10	30 NOV 2023	ENR 3.4-2	20 MAR 2025
GEN 3.4-2	09 SEP 2021	ENR 2.1-11	30 NOV 2023	ENR 3.4-3	20 MAR 2025
GEN 3.4-3	14 JUL 2022	ENR 2.1-12	30 NOV 2023	ENR 3.4-4	20 MAR 2025
GEN 3.4-4	09 SEP 2021	ENR 2.1-13	13 JUN 2024	ENR 3.4-5	20 MAR 2025
GEN 3.4-5	23 MAR 2023	ENR 2.1-14	13 JUN 2024	ENR 3.4-6	20 MAR 2025
		ENR 2.1-15	13 JUN 2024	ENR 3.4-7	20 MAR 2025
		ENR 2.1-16	13 JUN 2024	ENR 3.4-8	20 MAR 2025
				ENR 3.4-9	20 MAR 2025
				ENR 3.4-10	20 MAR 2025
				ENR 3.4-11	20 MAR 2025
				ENR 3.4-12	20 MAR 2025
				ENR 3.4-13	20 MAR 2025

ENR 3.4-14	20 MAR 2025	ENR 5.6-2	03 OCT 2024	AD 2.EHAM-44	26 DEC 2024
ENR 3.4-15	20 MAR 2025	ENR 5.6-3	13 JUN 2024	AD 2.EHAM-45	26 DEC 2024
ENR 3.4-16	20 MAR 2025	ENR 6			26 DEC 2024
ENR 3.4-17	20 MAR 2025				26 DEC 2024
ENR 3.4-18	20 MAR 2025	ENR 6-1	13 JUN 2024	AD 2.EHAM-47	26 DEC 2024
ENR 3.4-19	20 MAR 2025	ENR 6-2.1	13 JUN 2024	AD 2.EHAM-48	26 DEC 2024
ENR 3.4-20	20 MAR 2025	ENR 6-2.2	08 AUG 2024	AD 2.EHAM-49	26 DEC 2024
ENR 3.4-21	20 MAR 2025	ENR 6-2.3	30 NOV 2023	AD 2.EHAM-50	26 DEC 2024
ENR 3.4-22	20 MAR 2025	ENR 6-2.4	28 NOV 2024	AD 2.EHAM-51	26 DEC 2024
ENR 3.4-23	20 MAR 2025	ENR 6-2.5	17 APR 2025	AD 2.EHAM-52	26 DEC 2024
ENR 3.4-24	20 MAR 2025	ENR 6-2.6	20 MAR 2025	AD 2.EHAM-53	26 DEC 2024
ENR 3.4-25	20 MAR 2025	ENR 6-3.1	20 MAR 2025	AD 2.EHAM-54	26 DEC 2024
ENR 3.4-26	20 MAR 2025	ENR 6-5.2	13 JUN 2024	AD 2.EHAM-55	26 DEC 2024
ENR 3.4-27	20 MAR 2025	ENR 6-5.3	13 JUN 2024	AD 2.EHAM-56	20 MAR 2025
ENR 3.4-28	20 MAR 2025	Part 3 – AERODROMES (AD)			20 MAR 2025
ENR 3.4-29	20 MAR 2025				20 MAR 2025
ENR 3.5-1	30 NOV 2023	AD 0			20 MAR 2025
ENR 4					20 MAR 2025
ENR 4.1-1	20 MAR 2025	AD 0.6-1	11 JUL 2024	AD 2.EHAM-61	20 MAR 2025
ENR 4.3-1	24 MAR 2022	AD 0.6-2	20 MAR 2025	AD 2.EHAM-62	20 MAR 2025
ENR 4.4-1	20 MAR 2025	AD 0.6-3	20 FEB 2025	AD 2.EHAM-63	20 MAR 2025
ENR 4.4-2	20 MAR 2025	AD 0.6-4	20 MAR 2025	AD 2.EHAM-64	20 MAR 2025
ENR 4.4-3	20 MAR 2025	AD 0.6-5	03 OCT 2024	AD 2.EHAM-65	20 MAR 2025
ENR 4.4-4	20 MAR 2025	AD 0.6-6	03 OCT 2024	AD 2.EHAM-66	20 MAR 2025
ENR 4.4-5	20 MAR 2025	AD 0.6-7	03 OCT 2024	AD 2.EHAM-67	20 MAR 2025
ENR 4.4-6	20 MAR 2025	AD 0.6-8	03 OCT 2024	AD 2.EHAM-68	20 MAR 2025
ENR 4.4-7	20 MAR 2025	AD 0.6-9	23 JAN 2025	AD 2.EHAM-69	20 MAR 2025
ENR 5		AD 1			20 MAR 2025
ENR 5.1-1	30 NOV 2023	AD 1.1-1	24 MAR 2022	AD 2.EHAM-70	20 MAR 2025
ENR 5.1-2	18 JUN 2020	AD 1.1-2	24 MAR 2022	AD 2.EHAM-71	20 MAR 2025
ENR 5.1-3	18 APR 2024	AD 1.1-3	24 MAR 2022	AD 2.EHAM-72	20 MAR 2025
ENR 5.1-4	18 APR 2024	AD 1.1-4	24 MAR 2022	AD 2.EHAM-73	20 MAR 2025
ENR 5.1-5	28 NOV 2024	AD 1.1-5	05 SEP 2024	AD 2.EHAM-74	20 MAR 2025
ENR 5.1-6	18 APR 2024	AD 1.1-6	05 SEP 2024	AD 2.EHAM-75	20 MAR 2025
ENR 5.1-7	11 JUL 2024	AD 1.1-7	03 NOV 2022	AD 2.EHAM-76	20 MAR 2025
ENR 5.1-8	18 APR 2024	AD 1.2-1	08 SEP 2022	AD 2.EHAM-77	20 MAR 2025
ENR 5.1-9	18 APR 2024	AD 1.2-2	12 AUG 2021	AD 2.EHAM-78	20 MAR 2025
ENR 5.1-10	18 APR 2024	AD 1.3-1	03 OCT 2024	AD 2.EHAM-79	20 MAR 2025
ENR 5.1-11	03 OCT 2024	AD 1.3-2	03 OCT 2024	AD 2.EHAM-80	20 MAR 2025
ENR 5.1-12	18 APR 2024	AD 1.5-1	31 OCT 2024	AD 2.EHAM-81	20 MAR 2025
ENR 5.1-13	20 MAR 2025	AD 2			20 MAR 2025
ENR 5.1-14	07 OCT 2021	AD 2.EHAL-1	16 MAY 2024	AD 2.EHAM-82	20 MAR 2025
ENR 5.1-15	18 APR 2024	AD 2.EHAL-2	16 MAY 2024	AD 2.EHAM-83	20 MAR 2025
ENR 5.1-16	31 OCT 2024	AD 2.EHAL-3	28 JAN 2021	AD 2.EHAM-84	20 MAR 2025
ENR 5.1-17	24 MAR 2022	AD 2.EHAL-4	13 JUN 2024	AD 2.EHAM-85	20 MAR 2025
ENR 5.1-18	20 MAR 2025	AD 2.EHAL-ADC	28 JAN 2021	AD 2.EHAM-86	20 MAR 2025
ENR 5.1-19	20 MAR 2025	AD 2.EHAL-VAC	24 FEB 2022	AD 2.EHAM-87	20 MAR 2025
ENR 5.1-20	20 MAR 2025	AD 2.EHAM-1	17 APR 2025	AD 2.EHAM-88	20 MAR 2025
ENR 5.1-21	20 MAR 2025	AD 2.EHAM-2	03 OCT 2024	AD 2.EHAM-89	17 APR 2025
ENR 5.2-1	08 SEP 2022	AD 2.EHAM-3	18 MAY 2023	AD 2.EHAM-90	17 APR 2025
ENR 5.2-2	23 JUN 2016	AD 2.EHAM-4	13 JUN 2024	AD 2.EHAM-91	17 APR 2025
ENR 5.2-3	23 JUN 2016	AD 2.EHAM-5	03 OCT 2024	AD 2.EHAM-92	17 APR 2025
ENR 5.2-4	23 JUN 2016	AD 2.EHAM-6	03 OCT 2024	AD 2.EHAM-93	17 APR 2025
ENR 5.2-5	23 JUN 2016	AD 2.EHAM-7	03 OCT 2024	AD 2.EHAM-94	20 MAR 2025
ENR 5.2-6	23 JUN 2016	AD 2.EHAM-8	17 APR 2025	AD 2.EHAM-95	20 MAR 2025
ENR 5.2-7	05 NOV 2020	AD 2.EHAM-9	03 OCT 2024	AD 2.EHAM-96	20 MAR 2025
ENR 5.3-1	26 MAR 2020	AD 2.EHAM-10	03 OCT 2024	AD 2.EHAM-97	20 MAR 2025
ENR 5.3-2	03 NOV 2022	AD 2.EHAM-11	13 JUN 2024	AD 2.EHAM-ADC	17 APR 2025
ENR 5.3-3	11 JUL 2024	AD 2.EHAM-12	13 JUN 2024	AD 2.EHAM-APDC.1	17 APR 2025
ENR 5.3-4	03 NOV 2022	AD 2.EHAM-13	23 JAN 2025	AD 2.EHAM-APDC.2	12 AUG 2021
ENR 5.3-5	11 JUL 2024	AD 2.EHAM-14	18 APR 2024	AD 2.EHAM-APDC.3	18 APR 2024
ENR 5.3-6	28 DEC 2023	AD 2.EHAM-15	18 APR 2024	AD 2.EHAM-APDC.4	26 DEC 2024
ENR 5.3-7	11 JUL 2024	AD 2.EHAM-16	18 APR 2024	AD 2.EHAM-GMC.1	17 APR 2025
ENR 5.3-8	11 JUL 2024	AD 2.EHAM-17	18 APR 2024	AD 2.EHAM-GMC.2	17 APR 2025
ENR 5.4-1	20 FEB 2025	AD 2.EHAM-18	18 APR 2024	AD 2.EHAM-GMC.3	17 APR 2025
ENR 5.4-2	20 FEB 2025	AD 2.EHAM-19	31 OCT 2024	AD 2.EHAM-GMC.4	17 APR 2025
ENR 5.4-3	17 APR 2025	AD 2.EHAM-20	11 JUL 2024	AD 2.EHAM-AOC-04-22	05 OCT 2023
ENR 5.4-4	20 FEB 2025	AD 2.EHAM-21	31 OCT 2024	AD 2.EHAM-AOC-06-24	05 OCT 2023
ENR 5.4-5	20 FEB 2025	AD 2.EHAM-22	31 OCT 2024	AD 2.EHAM-AOC-09-27	12 AUG 2021
ENR 5.4-6	20 FEB 2025	AD 2.EHAM-23	31 OCT 2024	AD 2.EHAM-AOC-18C-36C	12 AUG 2021
ENR 5.4-7	17 APR 2025	AD 2.EHAM-24	18 APR 2024	AD 2.EHAM-AOC-18L	05 OCT 2023
ENR 5.4-8	20 MAR 2025	AD 2.EHAM-25	05 SEP 2024	AD 2.EHAM-AOC-36L	12 AUG 2021
ENR 5.4-9	20 MAR 2025	AD 2.EHAM-26	03 OCT 2024	AD 2.EHAM-PATC-06	22 JUN 2017
ENR 5.4-10	20 FEB 2025	AD 2.EHAM-27	03 OCT 2024	AD 2.EHAM-PATC-18C	22 AUG 2013
ENR 5.4-11	20 FEB 2025	AD 2.EHAM-28	26 DEC 2024	AD 2.EHAM-PATC-18R	22 AUG 2013
ENR 5.4-12	20 FEB 2025	AD 2.EHAM-29	26 DEC 2024	AD 2.EHAM-PATC-27	15 AUG 2019
ENR 5.4-13	20 FEB 2025	AD 2.EHAM-30	26 DEC 2024	AD 2.EHAM-PATC-36C	22 AUG 2013
ENR 5.4-14	20 FEB 2025	AD 2.EHAM-31	26 DEC 2024	AD 2.EHAM-PATC-36R	22 AUG 2013
ENR 5.4-15	20 FEB 2025	AD 2.EHAM-32	26 DEC 2024	AD 2.EHAM-SID-OVERVIEW	20 MAR 2025
ENR 5.5-1	17 APR 2025	AD 2.EHAM-33	26 DEC 2024	AD 2.EHAM-SID-04	20 MAR 2025
ENR 5.5-2	17 APR 2025	AD 2.EHAM-34	26 DEC 2024	AD 2.EHAM-SID-06.1	20 MAR 2025
ENR 5.5-3	17 APR 2025	AD 2.EHAM-35	26 DEC 2024	AD 2.EHAM-SID-06.2	02 NOV 2023
ENR 5.5-4	17 APR 2025	AD 2.EHAM-36	26 DEC 2024	AD 2.EHAM-SID-09	20 MAR 2025
ENR 5.5-5	17 APR 2025	AD 2.EHAM-37	26 DEC 2024	AD 2.EHAM-SID-18C	20 MAR 2025
ENR 5.5-6	17 APR 2025	AD 2.EHAM-38	26 DEC 2024	AD 2.EHAM-SID-18L.1	28 NOV 2024
ENR 5.5-7	17 APR 2025	AD 2.EHAM-39	26 DEC 2024	AD 2.EHAM-SID-18L.2	20 MAR 2025
ENR 5.5-8	20 MAR 2025	AD 2.EHAM-40	26 DEC 2024	AD 2.EHAM-SID-22	20 MAR 2025
ENR 5.5-9	20 MAR 2025	AD 2.EHAM-41	26 DEC 2024	AD 2.EHAM-SID-24.1	02 NOV 2023
ENR 5.5-10	20 MAR 2025	AD 2.EHAM-42	26 DEC 2024	AD 2.EHAM-SID-24.2	20 MAR 2025
ENR 5.5-11	20 MAR 2025	AD 2.EHAM-43	26 DEC 2024	AD 2.EHAM-SID-27	20 MAR 2025
ENR 5.6-1	13 JUN 2024				02 NOV 2023
					20 MAR 2025
					20 MAR 2025
					20 MAR 2025
					13 JUN 2024
					13 JUN 2024

AD 2.EHAM-TRAN-18C.1	02 NOV 2023	AD 2.EHBK-IAC-21.2	16 MAY 2024	AD 2.EHGG-VAC.2	23 MAR 2023
AD 2.EHAM-TRAN-18C.2	02 NOV 2023	AD 2.EHBK-VAC.1	14 JUL 2022	AD 2.EHHO-1	23 JAN 2025
AD 2.EHAM-TRAN-18R.1	02 NOV 2023	AD 2.EHBK-VAC.2	30 DEC 2021	AD 2.EHHO-2	23 JAN 2025
AD 2.EHAM-TRAN-18R.2	02 NOV 2023	AD 2.EHDR-1	21 MAR 2024	AD 2.EHHO-3	23 JAN 2025
AD 2.EHAM-TRAN-36R	02 NOV 2023	AD 2.EHDR-2	20 MAR 2025	AD 2.EHHO-4	02 DEC 2021
AD 2.EHAM-SMAC	13 JUN 2024	AD 2.EHDR-3	21 MAR 2024	AD 2.EHHO-ADC	13 JUL 2023
AD 2.EHAM-IAC-04.1	02 NOV 2023	AD 2.EHDR-4	21 MAR 2024	AD 2.EHHO-VAC	25 JAN 2024
AD 2.EHAM-IAC-06.1	02 NOV 2023	AD 2.EHDR-ADC	21 MAR 2024	AD 2.EHHV-1	02 NOV 2023
AD 2.EHAM-IAC-06.2	02 NOV 2023	AD 2.EHDR-VAC	21 MAR 2024	AD 2.EHHV-2	02 NOV 2023
AD 2.EHAM-IAC-09.1	02 NOV 2023	AD 2.EHEH-1	02 NOV 2023	AD 2.EHHV-3	02 NOV 2023
AD 2.EHAM-IAC-18C.1	28 DEC 2023	AD 2.EHEH-2	20 MAR 2025	AD 2.EHHV-4	16 JUL 2020
AD 2.EHAM-IAC-18C.2	02 NOV 2023	AD 2.EHEH-3	31 OCT 2024	AD 2.EHHV-5	11 AUG 2022
AD 2.EHAM-IAC-18R.1	28 DEC 2023	AD 2.EHEH-4	31 OCT 2024	AD 2.EHHV-ADC	11 AUG 2022
AD 2.EHAM-IAC-18R.2	02 NOV 2023	AD 2.EHEH-5	20 MAR 2025	AD 2.EHHV-GMC	18 APR 2024
AD 2.EHAM-IAC-22.1	02 NOV 2023	AD 2.EHEH-6	03 NOV 2022	AD 2.EHHV-VAC.1	20 MAR 2025
AD 2.EHAM-IAC-22.2	02 NOV 2023	AD 2.EHEH-7	28 NOV 2024	AD 2.EHHV-VAC.2	20 MAR 2025
AD 2.EHAM-IAC-22.3	02 NOV 2023	AD 2.EHEH-8	28 NOV 2024	AD 2.EHKD-1	20 FEB 2025
AD 2.EHAM-IAC-24.1	02 NOV 2023	AD 2.EHEH-9	02 NOV 2023	AD 2.EHKD-2	05 SEP 2024
AD 2.EHAM-IAC-27.1	13 JUN 2024	AD 2.EHEH-10	21 APR 2022	AD 2.EHKD-3	28 DEC 2023
AD 2.EHAM-IAC-27.2	13 JUN 2024	AD 2.EHEH-11	12 AUG 2021	AD 2.EHKD-4	28 DEC 2023
AD 2.EHAM-IAC-36C.1	28 DEC 2023	AD 2.EHEH-12	12 AUG 2021	AD 2.EHKD-5	18 APR 2024
AD 2.EHAM-IAC-36C.2	02 NOV 2023	AD 2.EHEH-13	21 APR 2022	AD 2.EHKD-6	28 DEC 2023
AD 2.EHAM-IAC-36R.1	28 DEC 2023	AD 2.EHEH-14	31 OCT 2024	AD 2.EHKD-7	28 DEC 2023
AD 2.EHAM-IAC-36R.2	02 NOV 2023	AD 2.EHEH-15	31 OCT 2024	AD 2.EHKD-8	28 DEC 2023
AD 2.EHAM-VAC.1	20 MAR 2025	AD 2.EHEH-16	31 OCT 2024	AD 2.EHKD-9	28 DEC 2023
AD 2.EHAM-VAC.2	13 JUN 2024	AD 2.EHEH-17	31 OCT 2024	AD 2.EHKD-10	28 DEC 2023
AD 2.EHBD-1	28 DEC 2023	AD 2.EHEH-18	31 OCT 2024	AD 2.EHKD-11	28 DEC 2023
AD 2.EHBD-2	28 DEC 2023	AD 2.EHEH-19	31 OCT 2024	AD 2.EHKD-12	28 DEC 2023
AD 2.EHBD-3	28 DEC 2023	AD 2.EHEH-20	31 OCT 2024	AD 2.EHKD-13	28 DEC 2023
AD 2.EHBD-4	28 DEC 2023	AD 2.EHEH-21	31 OCT 2024	AD 2.EHKD-14	28 DEC 2023
AD 2.EHBD-5	28 DEC 2023	AD 2.EHEH-22	31 OCT 2024	AD 2.EHKD-15	28 DEC 2023
AD 2.EHBD-6	28 DEC 2023	AD 2.EHEH-23	31 OCT 2024	AD 2.EHKD-16	28 DEC 2023
AD 2.EHBD-7	28 DEC 2023	AD 2.EHEH-24	18 MAY 2023	AD 2.EHKD-17	28 DEC 2023
AD 2.EHBD-8	21 APR 2022	AD 2.EHEH-25	18 MAY 2023	AD 2.EHKD-18	05 SEP 2024
AD 2.EHBD-9	24 MAR 2022	AD 2.EHEH-26	20 MAR 2025	AD 2.EHKD-19	18 APR 2024
AD 2.EHBD-10	21 APR 2022	AD 2.EHEH-27	20 MAR 2025	AD 2.EHKD-ADC	24 MAR 2022
AD 2.EHBD-11	24 MAR 2022	AD 2.EHEH-28	20 MAR 2025	AD 2.EHKD-APDC	24 MAR 2022
AD 2.EHBD-12	21 APR 2022	AD 2.EHEH-ADC	31 OCT 2024	AD 2.EHKD-AOC-03-21	12 AUG 2021
AD 2.EHBD-13	21 APR 2022	AD 2.EHEH-APDC	02 NOV 2023	AD 2.EHKD-SID-03.1	26 JAN 2023
AD 2.EHBD-14	24 MAR 2022	AD 2.EHEH-AOC-03-21	12 AUG 2021	AD 2.EHKD-SID-03.2	26 JAN 2023
AD 2.EHBD-15	24 MAR 2022	AD 2.EHEH-SID-OVERVIEW	20 MAR 2025	AD 2.EHKD-SID-21.1	26 JAN 2023
AD 2.EHBD-16	24 MAR 2022	AD 2.EHEH-SID-03	21 APR 2022	AD 2.EHKD-SID-21.2	26 JAN 2023
AD 2.EHBD-17	24 MAR 2022	AD 2.EHEH-SID-21.1	21 APR 2022	AD 2.EHKD-STAR	10 AUG 2023
AD 2.EHBD-ADC	28 DEC 2023	AD 2.EHEH-SID-21.2	31 OCT 2024	AD 2.EHKD-IAC-03.1	02 NOV 2023
AD 2.EHBD-SID-OVERVIEW	20 MAR 2025	AD 2.EHEH-STAR.1	05 OCT 2023	AD 2.EHKD-IAC-03.2	10 AUG 2023
AD 2.EHBD-SID-03	21 APR 2022	AD 2.EHEH-STAR.2	21 APR 2022	AD 2.EHKD-IAC-21.1	10 AUG 2023
AD 2.EHBD-SID-21	21 APR 2022	AD 2.EHEH-IAC-03.1	07 OCT 2021	AD 2.EHKD-IAC-21.2	10 AUG 2023
AD 2.EHBD-STAR	21 APR 2022	AD 2.EHEH-IAC-03.2	06 OCT 2022	AD 2.EHKD-IAC-21.3	10 AUG 2023
AD 2.EHBD-IAC-21	12 AUG 2021	AD 2.EHEH-IAC-03.3	06 OCT 2022	AD 2.EHKD-VAC	20 MAR 2025
AD 2.EHBD-VAC.1	07 OCT 2021	AD 2.EHEH-IAC-21.1	07 OCT 2021	AD 2.EHLE-1	20 MAR 2025
AD 2.EHBD-VAC.2	12 AUG 2021	AD 2.EHEH-IAC-21.2	06 OCT 2022	AD 2.EHLE-2	20 MAR 2025
AD 2.EHBK-1	17 APR 2025	AD 2.EHEH-IAC-21.3	06 OCT 2022	AD 2.EHLE-3	23 JAN 2025
AD 2.EHBK-2	17 APR 2025	AD 2.EHEH-VAC.1	12 AUG 2021	AD 2.EHLE-4	20 APR 2023
AD 2.EHBK-3	28 NOV 2024	AD 2.EHEH-VAC.2	12 AUG 2021	AD 2.EHLE-5	23 MAR 2023
AD 2.EHBK-4	28 NOV 2024	AD 2.EHGG-1	05 SEP 2024	AD 2.EHLE-6	28 DEC 2023
AD 2.EHBK-5	23 JAN 2025	AD 2.EHGG-2	05 SEP 2024	AD 2.EHLE-7	26 JAN 2023
AD 2.EHBK-6	28 NOV 2024	AD 2.EHGG-3	11 JUL 2024	AD 2.EHLE-8	20 MAR 2025
AD 2.EHBK-7	28 NOV 2024	AD 2.EHGG-4	11 JUL 2024	AD 2.EHLE-9	02 NOV 2023
AD 2.EHBK-8	28 NOV 2024	AD 2.EHGG-5	11 JUL 2024	AD 2.EHLE-10	02 NOV 2023
AD 2.EHBK-9	20 FEB 2025	AD 2.EHGG-6	11 JUL 2024	AD 2.EHLE-11	19 MAY 2022
AD 2.EHBK-10	20 FEB 2025	AD 2.EHGG-7	05 SEP 2024	AD 2.EHLE-12	19 MAY 2022
AD 2.EHBK-11	20 FEB 2025	AD 2.EHGG-8	05 SEP 2024	AD 2.EHLE-13	19 MAY 2022
AD 2.EHBK-12	20 FEB 2025	AD 2.EHGG-9	05 SEP 2024	AD 2.EHLE-14	19 MAY 2022
AD 2.EHBK-13	20 FEB 2025	AD 2.EHGG-10	05 SEP 2024	AD 2.EHLE-15	19 MAY 2022
AD 2.EHBK-14	20 FEB 2025	AD 2.EHGG-11	08 SEP 2022	AD 2.EHLE-16	19 MAY 2022
AD 2.EHBK-15	20 FEB 2025	AD 2.EHGG-12	08 SEP 2022	AD 2.EHLE-17	19 MAY 2022
AD 2.EHBK-16	20 FEB 2025	AD 2.EHGG-13	08 SEP 2022	AD 2.EHLE-18	19 MAY 2022
AD 2.EHBK-17	20 FEB 2025	AD 2.EHGG-14	08 SEP 2022	AD 2.EHLE-19	19 MAY 2022
AD 2.EHBK-18	20 FEB 2025	AD 2.EHGG-15	08 SEP 2022	AD 2.EHLE-20	19 MAY 2022
AD 2.EHBK-19	20 FEB 2025	AD 2.EHGG-16	08 SEP 2022	AD 2.EHLE-21	18 MAY 2023
AD 2.EHBK-20	20 FEB 2025	AD 2.EHGG-17	08 SEP 2022	AD 2.EHLE-22	05 SEP 2024
AD 2.EHBK-21	20 FEB 2025	AD 2.EHGG-18	06 OCT 2022	AD 2.EHLE-23	23 MAR 2023
AD 2.EHBK-22	20 FEB 2025	AD 2.EHGG-19	06 OCT 2022	AD 2.EHLE-24	20 APR 2023
AD 2.EHBK-23	20 FEB 2025	AD 2.EHGG-20	15 JUN 2023	AD 2.EHLE-25	20 APR 2023
AD 2.EHBK-24	20 FEB 2025	AD 2.EHGG-21	15 JUN 2023	AD 2.EHLE-ADC	23 JAN 2025
AD 2.EHBK-25	20 FEB 2025	AD 2.EHGG-22	15 JUN 2023	AD 2.EHLE-AOC-05-23	22 FEB 2024
AD 2.EHBK-26	20 FEB 2025	AD 2.EHGG-23	03 OCT 2024	AD 2.EHLE-AREA	20 MAR 2025
AD 2.EHBK-27	20 FEB 2025	AD 2.EHGG-24	08 SEP 2022	AD 2.EHLE-SID-05	20 MAR 2025
AD 2.EHBK-ADC	28 NOV 2024	AD 2.EHGG-ADC	03 OCT 2024	AD 2.EHLE-SID-23	20 MAR 2025
AD 2.EHBK-APDC	22 FEB 2024	AD 2.EHGG-APDC	03 OCT 2024	AD 2.EHLE-SMAC	26 JAN 2023
AD 2.EHBK-AOC-03-21	15 JUN 2023	AD 2.EHGG-AOC-05-23	24 FEB 2022	AD 2.EHLE-IAC-05.1	20 MAR 2025
AD 2.EHBK-PATC-21	22 AUG 2013	AD 2.EHGG-SID-OVERVIEW	02 NOV 2023	AD 2.EHLE-IAC-05.2	20 MAR 2025
AD 2.EHBK-SID-OVERVIEW	29 DEC 2022	AD 2.EHGG-SID-05	19 MAY 2022	AD 2.EHLE-IAC-23.1	20 MAR 2025
AD 2.EHBK-SID-03	29 DEC 2022	AD 2.EHGG-SID-23	19 MAY 2022	AD 2.EHLE-VAC.1	20 MAR 2025
AD 2.EHBK-SID-21	29 DEC 2022	AD 2.EHGG-STAR	20 MAR 2025	AD 2.EHLE-VAC.2	20 MAR 2025
AD 2.EHBK-STAR.1	16 MAY 2024	AD 2.EHGG-SMAC	20 MAR 2025	AD 2.EHMM-1	23 JAN 2025
AD 2.EHBK-STAR.2	16 MAY 2024	AD 2.EHGG-IAC-05.1	23 FEB 2023	AD 2.EHMM-2	03 OCT 2024
AD 2.EHBK-SMAC	29 DEC 2022	AD 2.EHGG-IAC-05.2	23 FEB 2023	AD 2.EHMM-3	03 OCT 2024
AD 2.EHBK-IAC-03.1	29 DEC 2022	AD 2.EHGG-IAC-23.1	23 FEB 2023	AD 2.EHMM-4	28 NOV 2024
AD 2.EHBK-IAC-03.2	29 DEC 2022	AD 2.EHGG-IAC-23.2	23 FEB 2023	AD 2.EHMM-ADC	20 FEB 2025
AD 2.EHBK-IAC-03.3	16 MAY 2024	AD 2.EHGG-IAC-23.3	23 FEB 2023	AD 2.EHMM-VAC	20 MAR 2025
AD 2.EHBK-IAC-03.4	29 DEC 2022	AD 2.EHGG-IAC-23.4	23 FEB 2023	AD 2.EHMM-1	02 NOV 2023
AD 2.EHBK-IAC-21.1	16 MAY 2024	AD 2.EHGG-VAC.1	15 JUL 2021	AD 2.EHMM-2	02 NOV 2023

AD 2.EHMZ-3	02 NOV 2023	AD 2.EHTL-2	02 NOV 2023
AD 2.EHMZ-4	15 JUN 2023	AD 2.EHTL-ADC	28 NOV 2024
AD 2.EHMZ-5	15 JUN 2023	AD 2.EHTL-VAC	28 NOV 2024
AD 2.EHMZ-ADC	15 JUN 2023	AD 2.EHTW-1	03 OCT 2024
AD 2.EHMZ-VAC.1	15 JUN 2023	AD 2.EHTW-2	03 OCT 2024
AD 2.EHMZ-VAC.2	15 JUN 2023	AD 2.EHTW-3	03 OCT 2024
AD 2.EHOW-1	02 NOV 2023	AD 2.EHTW-4	03 OCT 2024
AD 2.EHOW-2	20 APR 2023	AD 2.EHTW-5	02 NOV 2023
AD 2.EHOW-3	23 JAN 2025	AD 2.EHTW-6	03 OCT 2024
AD 2.EHOW-4	20 APR 2023	AD 2.EHTW-7	03 OCT 2024
AD 2.EHOW-ADC	18 APR 2024	AD 2.EHTW-ADC	28 NOV 2024
AD 2.EHOW-VAC	15 JUN 2023	AD 2.EHTW-APDC	03 OCT 2024
AD 2.EHRD-1	17 APR 2025	AD 2.EHTW-VAC.1	13 AUG 2020
AD 2.EHRD-2	11 JUL 2024	AD 2.EHTW-VAC.2	13 AUG 2020
AD 2.EHRD-3	17 APR 2025	AD 2.EHTX-1	11 JUL 2024
AD 2.EHRD-4	02 NOV 2023	AD 2.EHTX-2	11 JUL 2024
AD 2.EHRD-5	02 NOV 2023	AD 2.EHTX-3	11 JUL 2024
AD 2.EHRD-6	20 MAR 2025	AD 2.EHTX-4	11 JUL 2024
AD 2.EHRD-7	02 NOV 2023	AD 2.EHTX-5	11 JUL 2024
AD 2.EHRD-8	26 DEC 2024	AD 2.EHTX-6	11 JUL 2024
AD 2.EHRD-9	17 APR 2025	AD 2.EHTX-ADC	11 JUL 2024
AD 2.EHRD-10	17 APR 2025	AD 2.EHTX-VAC.1	24 FEB 2022
AD 2.EHRD-11	17 APR 2025	AD 2.EHTX-VAC.2	11 AUG 2022
AD 2.EHRD-12	20 APR 2023	AD 2.EHTX-VAC.3	24 FEB 2022
AD 2.EHRD-13	20 APR 2023		
AD 2.EHRD-14	20 APR 2023	AD 3	
AD 2.EHRD-15	20 APR 2023	AD 3.EHHA-1	02 NOV 2023
AD 2.EHRD-16	20 APR 2023	AD 3.EHHA-2	02 NOV 2023
AD 2.EHRD-17	20 MAR 2025	AD 3.EHHA-3	02 NOV 2023
AD 2.EHRD-18	20 MAR 2025	AD 3.EHHA-4	13 JUN 2024
AD 2.EHRD-19	20 MAR 2025	AD 3.EHHA-5	02 NOV 2023
AD 2.EHRD-20	20 MAR 2025	AD 3.EHHA-VAC	20 MAR 2025
AD 2.EHRD-21	20 MAR 2025	AD 3.EHHE-1	23 JAN 2025
AD 2.EHRD-22	20 MAR 2025	AD 3.EHHE-2	23 JAN 2025
AD 2.EHRD-23	20 MAR 2025	AD 3.EHHE-3	16 MAY 2024
AD 2.EHRD-24	18 MAY 2023	AD 3.EHHE-4	23 JAN 2025
AD 2.EHRD-25	18 MAY 2023	AD 3.EHHE-5	23 JAN 2025
AD 2.EHRD-26	20 APR 2023	AD 3.EHHE-ADC	16 MAY 2024
AD 2.EHRD-27	20 APR 2023	AD 3.EHHE-VAC	16 MAY 2024
AD 2.EHRD-28	20 MAR 2025		
AD 2.EHRD-29	17 APR 2025		
AD 2.EHRD-30	18 APR 2024		
AD 2.EHRD-31	20 APR 2023		
AD 2.EHRD-ADC	02 NOV 2023		
AD 2.EHRD-APDC	26 DEC 2024		
AD 2.EHRD-GMC.1	02 NOV 2023		
AD 2.EHRD-GMC.2	02 NOV 2023		
AD 2.EHRD-AOC-06-24	12 AUG 2021		
AD 2.EHRD-SID-OVERVIEW	20 MAR 2025		
AD 2.EHRD-SID-06.1	19 MAY 2022		
AD 2.EHRD-SID-06.2	19 MAY 2022		
AD 2.EHRD-SID-24.1	12 AUG 2021		
AD 2.EHRD-SID-24.2	19 MAY 2022		
AD 2.EHRD-STAR	20 MAR 2025		
AD 2.EHRD-SMAC	28 DEC 2023		
AD 2.EHRD-IAC-06.1	04 NOV 2021		
AD 2.EHRD-IAC-06.2	30 DEC 2021		
AD 2.EHRD-IAC-06.3	04 NOV 2021		
AD 2.EHRD-IAC-24.1	12 AUG 2021		
AD 2.EHRD-IAC-24.2	12 AUG 2021		
AD 2.EHRD-IAC-24.3	12 AUG 2021		
AD 2.EHRD-IAC-24.4	12 AUG 2021		
AD 2.EHRD-VAC.1	20 MAR 2025		
AD 2.EHRD-VAC.2	20 APR 2023		
AD 2.EHRD-VAC.3	20 APR 2023		
AD 2.EHSE-1	08 AUG 2024		
AD 2.EHSE-2	08 AUG 2024		
AD 2.EHSE-3	27 JAN 2022		
AD 2.EHSE-4	27 JAN 2022		
AD 2.EHSE-5	20 MAR 2025		
AD 2.EHSE-ADC	25 JAN 2024		
AD 2.EHSE-VAC	20 MAR 2025		
AD 2.EHST-1	02 NOV 2023		
AD 2.EHST-2	02 NOV 2023		
AD 2.EHST-3	10 AUG 2023		
AD 2.EHST-ADC	10 AUG 2023		
AD 2.EHST-VAC	10 AUG 2023		
AD 2.EHTE-1	20 FEB 2025		
AD 2.EHTE-2	20 MAR 2025		
AD 2.EHTE-3	28 DEC 2023		
AD 2.EHTE-4	28 DEC 2023		
AD 2.EHTE-5	28 DEC 2023		
AD 2.EHTE-6	28 DEC 2023		
AD 2.EHTE-7	28 DEC 2023		
AD 2.EHTE-8	28 DEC 2023		
AD 2.EHTE-9	30 JAN 2020		
AD 2.EHTE-10	30 JAN 2020		
AD 2.EHTE-ADC	28 DEC 2023		
AD 2.EHTE-GMC	28 DEC 2023		
AD 2.EHTE-AOC-08-26	18 JUN 2020		
AD 2.EHTE-IAC-26	10 SEP 2020		
AD 2.EHTE-VAC	28 DEC 2023		
AD 2.EHTL-1	02 NOV 2023		

GEN 0.6 TABLE OF CONTENTS TO PART 1**GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS**

GEN 1.1 DESIGNATED AUTHORITIES	GEN 1.1-1
1 CIVIL AVIATION	GEN 1.1-1
2 METEOROLOGY	GEN 1.1-1
3 CUSTOMS	GEN 1.1-1
4 IMMIGRATION	GEN 1.1-1
5 HEALTH	GEN 1.1-1
6 EN-ROUTE AND AERODROME CHARGES	GEN 1.1-2
7 AGRICULTURAL QUARANTINE	GEN 1.1-2
8 AIRCRAFT ACCIDENT INVESTIGATION	GEN 1.1-2
GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT	GEN 1.2-1
1 GENERAL	GEN 1.2-1
2 SCHEDULED FLIGHTS	GEN 1.2-1
3 NON-SCHEDULED (COMMERCIAL) FLIGHTS	GEN 1.2-1
4 PRIVATE FLIGHTS	GEN 1.2-2
5 PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT	GEN 1.2-3
GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW	GEN 1.3-1
1 CUSTOMS REQUIREMENTS	GEN 1.3-1
2 IMMIGRATION REQUIREMENTS	GEN 1.3-1
3 PUBLIC HEALTH REQUIREMENTS	GEN 1.3-2
4 JAR-FCL	GEN 1.3-2
GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO	GEN 1.4-1
1 CUSTOMS REQUIREMENTS CONCERNING CARGO AND OTHER ARTICLES	GEN 1.4-1
2 AGRICULTURAL QUARANTINE REQUIREMENTS	GEN 1.4-1
3 TRANSPORT OF DANGEROUS GOODS	GEN 1.4-1
GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS	GEN 1.5-1
1 RADIO EQUIPMENT	GEN 1.5-1
2 NAVIGATION EQUIPMENT	GEN 1.5-1
3 RVSM	GEN 1.5-1
4 SSR TRANSPONDER	GEN 1.5-2
GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS	GEN 1.6-1
1 GENERAL	GEN 1.6-1
GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES	GEN 1.7-1
1 ANNEX 1 - PERSONNEL LICENSING, 11TH EDITION	GEN 1.7-1
2 ANNEX 2 - RULES OF THE AIR, 10TH EDITION	GEN 1.7-1
3 ANNEX 3 - METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION, 17TH EDITION	GEN 1.7-2
4 ANNEX 4 - AERONAUTICAL CHARTS, 11TH EDITION	GEN 1.7-2
5 ANNEX 5 - UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS, 5TH EDITION	GEN 1.7-3
6 ANNEX 6 - OPERATION OF AIRCRAFT	GEN 1.7-3
7 ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS, 6TH EDITION	GEN 1.7-4
8 ANNEX 8 - AIRWORTHINESS OF AIRCRAFT, 11TH EDITION	GEN 1.7-4
9 ANNEX 9 - FACILITATION, 13TH EDITION	GEN 1.7-4
10 ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS	GEN 1.7-4
11 ANNEX 11 - AIR TRAFFIC SERVICES, 13TH EDITION	GEN 1.7-5
12 ANNEX 12 - SEARCH AND RESCUE, 8TH EDITION	GEN 1.7-5
13 ANNEX 13 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION, 10TH EDITION	GEN 1.7-5
14 ANNEX 14 - AERODROMES	GEN 1.7-5
15 ANNEX 15 - AERONAUTICAL INFORMATION SERVICES, 13TH EDITION	GEN 1.7-6
16 ANNEX 16 - ENVIRONMENTAL PROTECTION	GEN 1.7-7
17 ANNEX 17 - SECURITY - SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE, 9TH EDITION	GEN 1.7-7
18 ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR, 4TH EDITION	GEN 1.7-7
19 DOC 4444 - PROCEDURES FOR AIR NAVIGATION SERVICES - AIR TRAFFIC MANAGEMENT	GEN 1.7-7
20 DOC 8168 - PROCEDURES FOR AIR NAVIGATION SERVICES - AIRCRAFT OPERATIONS	GEN 1.7-8
21 DOC 8400 - PROCEDURES FOR AIR NAVIGATION SERVICES - ICAO ABBREVIATIONS AND CODES	GEN 1.7-9
22 DOC 9868 - PROCEDURES FOR AIR NAVIGATION SERVICES - TRAINING	GEN 1.7-9
23 COMMISSION REGULATION (EU) 2017/373 - LAYING DOWN COMMON REQUIREMENTS FOR PROVIDERS OF AIR TRAFFIC MANAGEMENT/AIR NAVIGATION SERVICES AND OTHER AIR TRAFFIC MANAGEMENT NETWORK FUNCTIONS AND THEIR OVERSIGHT	GEN 1.7-9

GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS	GEN 2.1-1
1 UNITS OF MEASUREMENT	GEN 2.1-1
2 TEMPORAL REFERENCE SYSTEM	GEN 2.1-1
3 HORIZONTAL REFERENCE SYSTEM	GEN 2.1-1
4 VERTICAL REFERENCE SYSTEM	GEN 2.1-2
5 AIRCRAFT NATIONALITY AND REGISTRATION MARKS	GEN 2.1-2
6 PUBLIC HOLIDAYS	GEN 2.1-2
GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS	GEN 2.2-1
GEN 2.3 CHART SYMBOLS	GEN 2.3-1

GEN 2.4 LOCATION INDICATORS	GEN 2.4-1
GEN 2.5 LIST OF RADIO NAVIGATION AIDS	GEN 2.5-1
GEN 2.6 CONVERSION OF UNITS OF MEASUREMENT	GEN 2.6-1
GEN 2.7 SUNRISE/SUNSET	GEN 2.7-1
1 UNIFORM DAYLIGHT PERIOD	GEN 2.7-1
2 SUNRISE AND SUNSET	GEN 2.7-2

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES	GEN 3.1-1
1 RESPONSIBLE SERVICE	GEN 3.1-1
2 AREA OF RESPONSIBILITY	GEN 3.1-1
3 AERONAUTICAL PUBLICATIONS	GEN 3.1-1
4 AIRAC SYSTEM	GEN 3.1-4
5 PRE-FLIGHT INFORMATION	GEN 3.1-5
6 DIGITAL DATA SETS	GEN 3.1-5
GEN 3.2 AERONAUTICAL CHARTS	GEN 3.2-1
1 RESPONSIBLE SERVICES	GEN 3.2-1
2 MAINTENANCE OF CHARTS	GEN 3.2-1
3 PURCHASE ARRANGEMENTS	GEN 3.2-1
4 AERONAUTICAL CHART SERIES AVAILABLE	GEN 3.2-1
5 LIST OF AERONAUTICAL CHARTS AVAILABLE	GEN 3.2-2
6 INDEX TO ADJOINING SHEETS OF THE AERONAUTICAL CHART - ICAO 1:500 000	GEN 3.2-3
7 TOPOGRAPHICAL CHARTS	GEN 3.2-3
8 CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP	GEN 3.2-3
GEN 3.3 AIR TRAFFIC SERVICES (ATS)	GEN 3.3-1
1 RESPONSIBLE SERVICE	GEN 3.3-1
2 AREA OF RESPONSIBILITY	GEN 3.3-1
3 TYPES OF SERVICE	GEN 3.3-1
4 COORDINATION BETWEEN THE OPERATOR AND ATS	GEN 3.3-2
5 MINIMUM FLIGHT ALTITUDES	GEN 3.3-2
6 ATS UNITS ADDRESS LIST	GEN 3.3-2
GEN 3.4 COMMUNICATION AND NAVIGATION SERVICES	GEN 3.4-1
1 RESPONSIBLE SERVICE	GEN 3.4-1
2 AREA OF RESPONSIBILITY	GEN 3.4-1
3 TYPES OF SERVICE	GEN 3.4-1
4 ADDITIONAL INFORMATION TO ENR 2.1, ENR 4.1, AD 2.18 and AD 2.19	GEN 3.4-4
GEN 3.5 METEOROLOGICAL SERVICES	GEN 3.5-1
1 RESPONSIBLE SERVICE	GEN 3.5-1
2 AREA OF RESPONSIBILITY	GEN 3.5-1
3 METEOROLOGICAL OBSERVATIONS AND REPORTS	GEN 3.5-2
4 TYPES OF SERVICE	GEN 3.5-4
5 NOTIFICATION REQUIRED FROM OPERATORS	GEN 3.5-5
6 AIRCRAFT REPORTS	GEN 3.5-6
7 VOLMET SERVICE	GEN 3.5-6
8 SIGMET AND AIRMET SERVICE	GEN 3.5-6
9 OTHER AUTOMATED METEOROLOGICAL SERVICES	GEN 3.5-6
GEN 3.6 SEARCH AND RESCUE (SAR)	GEN 3.6-1
1 RESPONSIBLE SERVICE(S)	GEN 3.6-1
2 AREA OF RESPONSIBILITY	GEN 3.6-1
3 TYPES OF SERVICE	GEN 3.6-1
4 SAR AGREEMENTS	GEN 3.6-3
5 CONDITIONS OF AVAILABILITY	GEN 3.6-3
6 PROCEDURES AND SIGNALS USED	GEN 3.6-3

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME/HELIPORT CHARGES	GEN 4.1-1
1 AERODROME CHARGES	GEN 4.1-1
GEN 4.2 AIR NAVIGATION SERVICES CHARGES	GEN 4.2-1
1 COLLECTION OF CHARGES FOR AIR TRAFFIC CONTROL OF EN ROUTE TRAFFIC	GEN 4.2-1
2 CHARGES FOR SERVICES RENDERED BY ATC UNITS	GEN 4.2-1

Note: the following sections in this chapter are intentionally left blank:
GEN 0.5.

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

1 CIVIL AVIATION

Post: Ministry of Infrastructure and Water Management
Directorate General for Civil Aviation and Maritime Affairs
P.O. Box 20904
2500 EX The Hague
The Netherlands
Tel: +31 (0)70 456 6480
Email: aviationdirectorate@minienw.nl
← URL: <https://www.rijksoverheid.nl/ministeries/ministerie-van-infrastructuur-en-waterstaat>

2 METEOROLOGY

Post: Royal Netherlands Meteorological Institute (KNMI)
KNMI Aviation Services
P.O. Box 201
3730 AE De Bilt
The Netherlands
Tel: +31 (0)30 220 6721
Fax: +31 (0)30 221 1371
Email: aviation@knmi.nl
AFS: EHDBYZYX
← URL: <https://www.knmi.nl>

3 CUSTOMS

Post: Ministry of Finance
Customs Affairs
P.O. Box 20201
2500 EE The Hague
The Netherlands
Tel: -
Fax: -
Email: -
AFS: -
URL: -

4 IMMIGRATION

Post: Ministry of Security and Justice
Immigration and Naturalization Service
P.O. Box 20301
2500 EH The Hague
The Netherlands
Tel: -
Fax: -
Email: -
AFS: -
URL: -

5 HEALTH

Post: Health Care Inspectorate
P.O. Box 5850
2280 HW Rijswijk
The Netherlands
Tel: -
Fax: +31 (0)70 340 5394
Email: -
AFS: -
URL: -

← 6 EN-ROUTE AND AERODROME CHARGES

← 6.1 En-route charges

Post: LVNL
P.O. Box 75200
1117 ZT Schiphol Airport
The Netherlands
Tel: +31 (0)20 406 2386
Email: RCO@lvnl.nl
AFS: -
URL: <https://www.lvnl.nl>

←

6.2 Aerodrome charges

Post: Ministry of Infrastructure and Water Management
Directorate General for Civil Aviation and Maritime Affairs
P.O. Box 20904
2500 EX The Hague
The Netherlands
Tel: +31 (0)70 456 7138
Fax: +31 (0)70 456 6213
Email: -
URL: -

7 AGRICULTURAL QUARANTINE

Post: Health Care Inspectorate
P.O. Box 5850
2280 HW Rijswijk
The Netherlands
Tel: -
Fax: +31 (0)70 340 5394
Email: -
AFS: -
URL: -

8 AIRCRAFT ACCIDENT INVESTIGATION

Post: The Dutch Safety Board
Division Aviation
P.O. Box 95404
2509 CK The Hague
The Netherlands
Tel: +31 (0)70 333 7000
Fax: +31 (0)70 333 7077
Email: info@onderzoeksraad.nl
AFS: -
URL: <https://onderzoeksraad.nl/en>
Reporting of occurrences (24 hours):
Tel: +31 (0)800 635 3688
+31 (0)800 MELDOVV

Reference	Difference	Remarks
5.2.13.3	A NOTAM summary including an indication of the latest AIP amendments, AIC issued and a checklist of AIP supplements is no longer published.	A monthly NOTAM summary may contain expired NOTAM by the time the summary is read. For flight preparation actual NOTAM should be used.
Appendix 1		
AD 2.8.5	No INS checkpoints AVBL. If applicable, INS checkpoints can be derived from AD.2 EH** APDC charts.	To be investigated.
Appendix 7		
THR crossing height precision approaches.	THR crossing height is AVBL on approach charts as RDH. Publication resolution is less than SARP requirement; to 1 FT instead of 1/10 FT.	To be developed.

16 ANNEX 16 - ENVIRONMENTAL PROTECTION

16.1 VOLUME I - AIRCRAFT NOISE, 6TH EDITION

NIL

16.2 VOLUME II - AIRCRAFT ENGINE EMISSIONS, 3RD EDITION

NIL

17 ANNEX 17 - SECURITY - SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE, 9TH EDITION

NIL

18 ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR, 4TH EDITION

NIL

19 DOC 4444 - PROCEDURES FOR AIR NAVIGATION SERVICES - AIR TRAFFIC MANAGEMENT

Reference	Difference	Remarks
Chapter 4		
4.9.1.1	The wake turbulence separation minima applied in the Schiphol TMAs and CTR are based on the six RECAT-EU wake turbulence categories as endorsed by EASA. ¹⁾	See ENR 1.3 and EHAM AD 2.22.
4.9.2	SERA.14090(c)(2) does not contain reference to the SUPER category.	Amendment of SERA.14090(c)(2) will be considered in RMT.0476. According to EPAS 2020-2024 the next Opinion is planned for Q3 2022.
4.11.3	SERA.14065(a)(2) is inconsistent with the reference to the SUPER category in this point.	Amendment of SERA.14065(a)(2) will be considered in RMT.0476. According to EPAS 2020-2024 the next Opinion is planned for Q3 2022.
Chapter 5		
5.8	The time-based turbulence longitudinal separation minima as described in section 5.8.3, 5.8.4 and 5.8.5 do not apply in the Schiphol TMAs and CTR. Instead the separation minima are based on the RECAT-EU time and distance based separation minima.	See ENR 1.3 and EHAM AD 2.22.
Chapter 6		
6.7.3.2.1.c	The nominal tracks of the missed approach procedures of the independent parallel approaches to AMSTERDAM/Schiphol airport RWY 36C/36R do not diverge by at least 30 degrees. The initial divergence is realised through heading instructions by the TWR.	Diverging missed approach procedures could not be determined without creating conflicts with other combined runway operations. See also the Netherlands Alt-Moc for AMC2 ATS.TR.255.
6.7.3.2.1.j	During independent parallel approaches to AMSTERDAM/Schiphol airport, no dedicated radio channels are available for the controllers to control the aircraft until landing, and also no capability to override transmissions of aerodrome control on the respective radio channels for each arrival flow. Instead approach control and aerodrome control have been equipped with a direct speech inter-communication system to ensure a quick response when necessary.	See also the Netherlands Alt-Moc for AMC2 ATS.TR.255.
6.7.3.2.7.a	During independent parallel approaches to AMSTERDAM/Schiphol airport, the position relative to a fix on the final approach course or track is not provided when assigning the final heading to intercept the final approach course or track.	Due to increased situational awareness of the pilots. See also the Netherlands Alt-Moc for AMC2 ATS.TR.255.

¹⁾ The RECAT-EU categories are available on the EASA website.

Reference	Difference	Remarks
6.7.3.4.1.f	During (opposite) parallel approaches to AMSTERDAM/Schiphol airport, the nominal tracks of the missed approach procedures do not always diverge by at least 30 degrees. In these cases, the initial divergence is realised through heading instructions by the TWR.	Diverging missed approach procedures could not be determined without creating conflicts with other combined runway operations. See also the Netherlands Alt-Moc for AMC2 ATS.TR.255.
6.7.3.4.1.g	During (opposite) parallel approaches to AMSTERDAM/Schiphol airport, approach control has no frequency override capability to aerodrome control. Instead approach control and aerodrome control have been equipped with a direct speech inter-communication system to ensure a quick response when necessary.	See also the Netherlands Alt-Moc for AMC2 ATS.TR.255.
6.7.3.6.1.b	During segregated parallel operations at AMSTERDAM/Schiphol airport, the nominal departure track not always diverges immediately after take-off by at least 30 degrees from the missed approach track of the adjacent approach. In these cases, the initial divergence is realised through heading instructions by the TWR.	Diverging missed approach procedures could not be determined without creating conflicts with other combined runway operations. See also the Netherlands Alt-Moc for AMC4 ATS.TR.255.
Chapter 7		
7.3.b	SERA.14065(c)(2) is inconsistent with the reference to the SUPER category in this point.	Amendment of SERA.14065(c)(2) will be considered in RMT.0476. According to EPAS 2020-2024 the next Opinion is planned for Q3 2022.
7.9.2	Runway separation between departing aircraft using the same runway will not be provided to aircraft which take part in a formation flight, unless the flightleader requests otherwise.	Only applicable after formal agreement with the ATC provider in accordance to SERA.3135 and article 14 of Besluit luchtverkeer 2014. See also the Netherlands Alt-Moc for AMC7 ATS.TR.210(c)(2)(i).
7.10.1	Runway separation between landing aircraft using the same runway will not be provided to aircraft which take part in a formation flight, unless the flightleader requests otherwise.	Only applicable after formal agreement with the ATC provider in accordance to SERA.3135 and article 14 of Besluit luchtverkeer 2014. See also the Netherlands Alt-Moc for AMC8 ATS.TR.210(c)(2)(i).
Chapter 8		
8.7.3.4	In the Schiphol TMAs and CTRs, different distance based wake turbulence separation minima apply based on the RECAT-EU separation minima. In addition for traffic on final approach to AMSTERDAM/Schiphol airport, enhanced time based separation minima are in use for wake turbulence separation instead of fixed distance based rules, and include reduced separation in medium and strong headwind conditions.	See ENR 1.3 and EHAM AD 2.22.
Appendix 2		
Item 8	In addition to military operations, operators of customs or police aircraft shall insert the letter M in item 8 of the ICAO flight plan form.	
1) The RECAT-EU categories are available on the EASA website.		

20 DOC 8168 - PROCEDURES FOR AIR NAVIGATION SERVICES - AIRCRAFT OPERATIONS

20.1 VOLUME I - FLIGHT PROCEDURES

Reference	Difference	Remarks
Part I, Section 4		
Chapter 7, paragraph 7.4	Missed approach procedures while circling are different. See EHAM AD 2, EHBD AD 2, EHBK AD 2, EHGG AD 2, EHRD AD 2.	
Chapter 5, paragraph 5.4.4.b	When precision and non-precision approaches are published on the same chart, the published circling minima are not increased to match the highest straight-in minima. If the minima of the instrument approach procedure that precedes the circling manoeuvre are higher than the circling minima, the higher minima are applicable.	

20.2 VOLUME II - CONSTRUCTION OF VISUAL AND INSTRUMENT FLIGHT PROCEDURES

Reference	Difference	Remarks
Part I, Section 3		

Reference	Difference	Remarks
Chapter 6, paragraph 6.2	As of 4 November 2021, when it is intended to use an instrument departure procedure and an instrument approach procedure in the same direction on parallel runways simultaneously, the nominal tracks of the departure procedure and of the missed approach procedure shall diverge by at least 30 degrees as soon as practicable (see Section 4, Chapter 10).	Diverging missed approach procedures could not be determined without creating conflicts with other combined runway operations. See also the Netherlands Alt-Moc for AMC4 ATS.TR.255.
Part I, Section 4		
Chapter 10, paragraph 10.1.2	When it is intended to use approach procedures to parallel runways simultaneously, the following additional criteria shall be applied in the design of both procedures: a) when the final approach course or track is intercepted by a published arrival and approach procedure that intercepts the initial approach fix (IAF) or intermediate fix (IF), the minimum altitudes of the intermediate approach segments of the two procedures shall differ by at least 300 M (1 000 FT) unless an RNP AR approach is used in accordance with 10.3 or vectoring is exclusively used to intercept the final approach tracks; and b) the nominal tracks of the two missed approach procedures shall diverge by at least 30 degrees. Associated missed approach turns shall be specified "as soon as practicable".	Diverging missed approach procedures could not be determined without creating conflicts with other combined runway operations. See also the Netherlands Alt-Moc for AMC2 ATS.TR.255.
Part III, Section 3		
Chapter 2, paragraph 2.2.2	MSA based on GNSS should be omnidirectional and centered on ARP.	When unable to establish relative position a pilot should use the highest MSA value of the published sectorization.
Part III, Section 5		
Chapter 1, paragraph 1.6.1.b.4	Flights conducting a performance based terminal flight procedure (SID/STAR/IAP) may be directed to an intermediate waypoint with a five-alphanumeric name-code (5ANNC). So, waypoints used for ATC purposes are not always designated with a five-letter, pronounceable name-code (5LNC).	In line with AltMoC for AMC1 SECTION IV, part (c)(1), of EU 373/2017, Part-FPD, AP-PENDIX 1.

21 DOC 8400 - PROCEDURES FOR AIR NAVIGATION SERVICES - ICAO ABBREVIATIONS AND CODES

NIL

22 DOC 9868 - PROCEDURES FOR AIR NAVIGATION SERVICES - TRAINING

Document implementation under review; differences and significant differences to be determined.

23 COMMISSION REGULATION (EU) 2017/373 - LAYING DOWN COMMON REQUIREMENTS FOR PROVIDERS OF AIR TRAFFIC MANAGEMENT/AIR NAVIGATION SERVICES AND OTHER AIR TRAFFIC MANAGEMENT NETWORK FUNCTIONS AND THEIR OVERSIGHT

Commission Regulation (EU) 2017/373 annex VI subpart A section 2 AIS.OR.240 requires that 'An AIS provider shall identify, in the aeronautical information products, except for NOTAM, the aeronautical data and aeronautical information that do not meet the DQRs'.

The aeronautical data for the Amsterdam FIR in the AIP Netherlands and the European AIS data base (EAD) that is not compliant with Commission Regulation (EU) 2017/373 is identified in an annotation file. This file is available on request. For more information, contact ais@lvnl.nl.

GEN 2.4 LOCATION INDICATORS

The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.

1. ENCODE		2. DECODE	
Location	Indicator	Indicator	Location
A12-CPP (oil platform)	EHAK	EHAA	AMSTERDAM ACC/FIC
A18-A (oil platform)	EHAX	EHAD	AMELAND HELIPORT
AMELAND HELIPORT	EHAD	EHAK	A12-CPP (oil platform)
AMELAND/Ameland	EHAL	EHAL	AMELAND/Ameland
AMSTERDAM ACC/FIC	EHAA	EHAM	AMSTERDAM/Schiphol
AMSTERDAM HELIPORT	EHHA	EHAX	A18-A (oil platform)
AMSTERDAM/Schiphol	EHAM	EHBD	WEERT/Budel
ARNHEM/Deelen	EHDH	EBHK	MAASTRICHT/Maastricht Aachen
AWG-1 (oil platform)	EHMA	EHBL	B13-A (oil platform)
B13-A (oil platform)	EHBL	EHCB*	CABAUW
BARD 1 (converter platform)	EHHL	EHDB	DE BILT
BERGEN OP ZOOM/Woensdrecht	EHWO	EHDH	DEN HELDER
BKR02-Z02 (converter platform)	EHHZ	EHDH	ARNHEM/Deelen
Borssele Alpha (BSA) (converter platform)	EHSG	EHDP	VENRAY/De Peel
Borssele Beta (BSB) (converter platform)	EHSE	EHDR	DRACHTEN/Drachten
BORWIN BETA (converter platform)	EHHK	EHDS	D12-B (oil platform)
BORWIN GAMMA (converter platform)	EHHM	EHDV	D15-FA-1 (oil platform)
BREDA/Gilze-Rijen	EHGR	EHEH	EINDHOVEN/Eindhoven
BREDA/Seppe	EHSE	EHFR	E17a-A (oil platform)
Buitengaats / BG-OHVS2	EHHW	EHFB	F2-A (oil platform)
BW0 (converter platform)	EHHX	EHFC	F3-OLT (oil platform)
CABAUW	EHCB*	EHFD	F3-FB-1 (oil platform)
Collective address for distribution within the Netherlands	EHZZ	EHFO	F15-A (oil platform)
D12-B (oil platform)	EHDS	EHFQ	L2-FA-1 (oil platform)
D15-FA-1 (oil platform)	EHDV	EHFR	L5-FA-1 (oil platform)
DE BILT	EHDB	EHFS*	VLISSINGEN
DEN HAAG (city-dept. of Civil Aviation)	EHGV	EHFT	L5-D (oil platform)
DEN HELDER	EHDH	EHGG	GRONINGEN/Eelde
DEN HELDER/De Kooy	EHKD	EHGL	Veja Mate (converter platform)
Deutsche Bucht (DBU OSS) (converter platform)	EHGM	EHGM	Deutsche Bucht (DBU OSS) (converter platform)
DEVENTER/Teuge	EHTE	EHGN	G14-A (oil platform)
DOLWIN A (converter platform)	EHHY	EHGP	G16A-A (oil platform)
DRACHTEN/Drachten	EHDR	EHGQ	G17D-A (oil platform)
E17a-A (oil platform)	EHER	EHGR	BREDA/Gilze-Rijen
EEMSHAVEN HELIPORT	EHHE	EHGS	G16a-B (oil platform)
EINDHOVEN/Eindhoven	EHEH	EHGV	DEN HAAG (city-dept. of Civil Aviation)
ENSCHDEDE/Twente	EHTW	EHHA	AMSTERDAM HELIPORT
EUROPLATFORM	EHSA	EHHE	EEMSHAVEN HELIPORT
F15-A (oil platform)	EHFO	EHHL	Hohe See (converter platform)
F2-A (oil platform)	EHFB	EHHI	Global Tech I (converter platform)
F3-FB-1 (oil platform)	EHFD	EHHK	BORWIN BETA (converter platform)
F3-OLT (oil platform)	EHFC	EHHL	BARD 1 (converter platform)
G14-A (oil platform)	EHGN	EHHM	BORWIN GAMMA (converter platform)
G16A-A (oil platform)	EHGP	EHHO	HOOGVEEEN/Hoogeveen
G16a-B (oil platform)	EHGS	EHHV	HILVERSUM/Hilversum
G17D-A (oil platform)	EHGQ	EHHW	Buitengaats / BG-OHVS2
Global Tech I (converter platform)	EHHI	EHHX	BW0 (converter platform)
GOEREE	EHSC	EHHY	DOLWIN A (converter platform)
GRONINGEN/Eelde	EHGG	EHHZ	BKR02-Z02 (converter platform)
HILVERSUM/Hilversum	EHHV	EHII	SITA-Gateway
Hohe See (converter platform)	EHHL	EHJA	J6-A (oil platform)
Hollandse Kust Noord (HKN) (converter platform)	EHHL	EHJB	K1-A (oil platform)
Hollandse Kust West Alpha (HKWA) (converter platform)	EHQN	EHJC	K2B-A (oil platform)
Hollandse Kust Zuid Alpha (HKZA) (converter platform)	EHQW	EHJD	K4-BE (oil platform)
HOOGVEEEN/Hoogeveen	EHQS	EHJE	K4-A (oil platform)
J6-A (oil platform)	EHHO	EHJF	K5-ACP (oil platform)
K1-A (oil platform)	EHJA	EHJG	K5-B (oil platform)
	EHJB	EHJH	K5-EN/C (oil platform)
		EHJI	K5-D (oil platform)

1. ENCODE		2. DECODE	
Location	Indicator	Indicator	Location
K12-B (oil platform)	EHKP	EHJJ	K5-CU (oil platform)
K12-D (oil platform)	EHKO	EHJM	K8-FA-1 (oil platform)
K12-G (oil platform)	EHKQ	EHJO	K8-FA-2 (oil platform)
K12-K (oil platform)	EHKX	EHJR	K13-A (oil platform)
K13-A (oil platform)	EHJR	EHKA	L4-PN (oil platform)
K14-FA-1A (oil platform)	EHKW	EHKB	K6-GT (oil platform)
K14-FA-1C (oil platform)	EHKV	EHKC	K6-DN (oil platform)
K15-FA-1 (oil platform)	EHKT	EHKD	DEN HELDER/De Kooy
K15-FB-1 (oil platform)	EHKS	EHKE	K6-PC (oil platform)
K2B-A (oil platform)	EHJC	EHKG	K6-D (oil platform)
K4-A (oil platform)	EHJE	EHKJ	L4-A (oil platform)
K4-BE (oil platform)	EHJD	EHKK	K9-AB-B (oil platform)
K5-ACP (oil platform)	EHJF	EHKO	K12-D (oil platform)
K5-B (oil platform)	EHJG	EHKP	K12-B (oil platform)
K5-CU (oil platform)	EHJJ	EHKQ	K12-G (oil platform)
K5-D (oil platform)	EHJI	EHKS	K15-FB-1 (oil platform)
K5-EN/C (oil platform)	EHJH	EHKT	K15-FA-1 (oil platform)
K6-D (oil platform)	EHKG	EHKV	K14-FA-1C (oil platform)
K6-DN (oil platform)	EHKC	EHKW	K14-FA-1A (oil platform)
K6-GT (oil platform)	EHKB	EHKX	K12-K (oil platform)
K6-PC (oil platform)	EHKE	EHLE	LELYSTAD/Lelystad
K8-FA-1 (oil platform)	EHJM	EHLH	L10-B (oil platform)
K8-FA-2 (oil platform)	EHJO	EHLI	L10-E (oil platform)
K9-AB-B (oil platform)	EHKK	EHLJ	L10-L (oil platform)
L10-A (oil platform)	EHLI	EHLJ	L10-A (oil platform)
L10-B (oil platform)	EHLH	EHLM	L10-M (oil platform)
L10-E (oil platform)	EHLI	EHLO	L10-F (oil platform)
L10-F (oil platform)	EHLO	EHLP	L13-FE-1 (oil platform)
L10-L (oil platform)	EHLJ	EHLQ	L13-FC-1 (oil platform)
L10-M (oil platform)	EHLM	EHLT	L8-P4 (oil platform)
L11-B (oil platform)	EHLX	EHLW	LEEWARDEN/Leeuwarden
L13-FC-1 (oil platform)	EHLQ	EHLX	L11-B (oil platform)
L13-FE-1 (oil platform)	EHPJ	EHMA	AWG-1 (oil platform)
L15-FA-1 (oil platform)	EHMR	EHMC	MILATCC SCHIPHOL (Military Control)
L2-FA-1 (oil platform)	EHFQ	EHMF	L5-C (oil platform)
L4-A (oil platform)	EHKJ	EHMG	L9-FF-1 (oil platform)
L4-PN (oil platform)	EHKA	EHML	NIEUW MILLIGEN (MIL Control and Reporting Centre/Sector Operations Centre)
L5-C (oil platform)	EHMF	EHMM	MIDDENMEER/Middenmeer
L5-D (oil platform)	EHFT	EHMR	L15-FA-1 (oil platform)
L5-FA-1 (oil platform)	EHFR	EHMZ	MIDDELBURG/Midden-Zeeland
L8-P4 (oil platform)	EHLT	EHNH	Riffgat (converter platform)
L9-FF-1 (oil platform)	EHMG	EHOW	OOSTWOLD/Oostwold
LEEWARDEN/Leeuwarden	EHLW	EHPG	P11-B (DE RUYTER) (oil platform)
LELYSTAD/Lelystad	EHLE	EHPJ	P15-F (oil platform)
Local Routeing	EHXX	EHPK	P15-ACD (RIJN-C) (oil platform)
MAASTRICHT/Maastricht Aachen	EHBK	EHPN	P18-A (oil platform)
MIDDELBURG/Midden-Zeeland	EHMZ	EHQH	Q4-C (oil platform)
MIDDENMEER/Middenmeer	EHMM	EHQM	Q1-D (oil platform)
MILATCC SCHIPHOL (Military Control)	EHMC	EHQN	Hollandse Kust Noord (HKN) (converter platform)
NIEUW MILLIGEN (MIL Control and Reporting Centre/Sector Operations Centre)	EHML	EHQS	Hollandse Kust Zuid Alpha (HKZA) (converter platform)
OOSTWOLD/Oostwold	EHOW	EHQT	Q13-A (oil platform)
OSY-OS1ST (converter platform)	EHRH	EHQW	Hollandse Kust West Alpha (HKWA) (converter platform)
P11-B (DE RUYTER) (oil platform)	EHPG	EHRD	ROTTERDAM/Rotterdam
P15-ACD (RIJN-C) (oil platform)	EHPK	EHRH	OSY-OS1ST (converter platform)
P15-F (oil platform)	EHPJ	EHSA	EUROPLATFORM
P18-A (oil platform)	EHPN	EHSC	GOEREE
PISTOOLHAVEN	EHTP	EHSE	BREDA/Seppe
Q1-D (oil platform)	EHQM	EHSF	Borssele Beta (BSB) (converter platform)
Q13-A (oil platform)	EHQT	EHSF	Borssele Alpha (BSA) (converter platform)
Q4-C (oil platform)	EHQH	EHSO	SCHIERMONNIKOOG HELIPORT
Riffgat (converter platform)	EHNH	EHST	STADSKANAAL
ROTTERDAM/Rotterdam	EHRD		
SCHIERMONNIKOOG HELIPORT	EHSO		

1. ENCODE		2. DECODE	
Location	Indicator	Indicator	Location
SITA-Gateway	EHII	EHTE	DEVENTER/Teuge
STADSKANAAL	EHST	EHTL	TERLET
TERLET	EHTL	EHTP	PISTOOLHAVEN
TERSCHELLING HELIPORT	EHTS	EHTS	TERSCHELLING HELIPORT
TEXEL/Texel	EHTX	EHTW	ENSCHDEDE/Twente
UDEN/Volkel	EHVK	EHTX	TEXEL/Texel
Veja Mate (converter platform)	EHGL	EHVD	VLIELAND HELIPORT
VENRAY/De Peel	EHDP	EHVK	UDEN/Volkel
VLIEHORS	EHVL	EHVL	VLIEHORS
VLIELAND HELIPORT	EHVD	EHWO	BERGEN OP ZOOM/Woensdrecht
VLISSINGEN	EHFS*	EHXX	Local Routeing
WEERT/Budel	EHBD	EHYP	YPAD
YPAD	EHYP	EHZZ	Collective address for distribution within the Netherlands

5.1.12 En-route charts

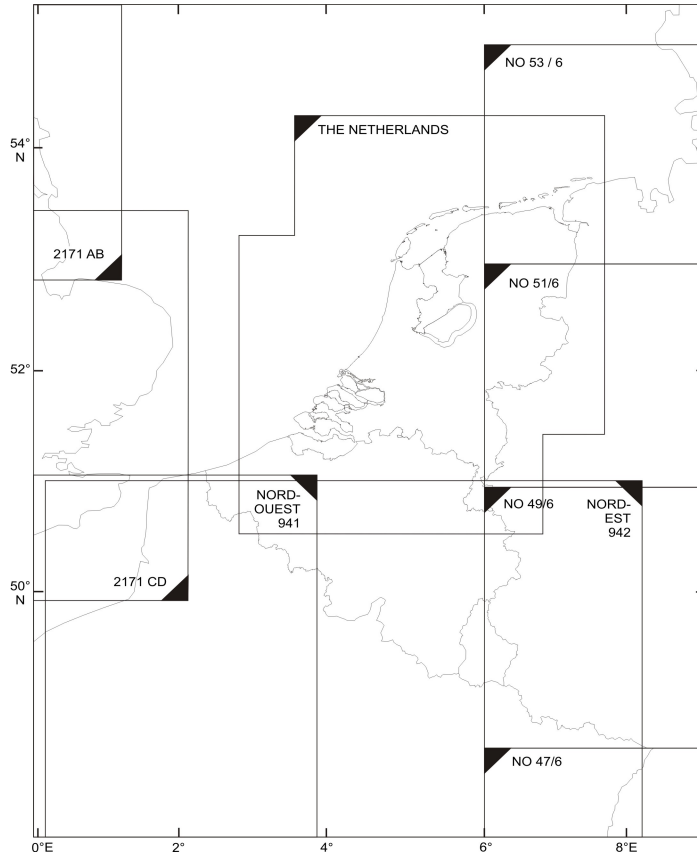
See ENR 6.

5.2 Other charts

5.2.1 Aeronautical chart - ICAO 1:500 000

Available in print (see also paragraph 3) and online via <https://www.lvnl.nl/aip>.

6 INDEX TO ADJOINING SHEETS OF THE AERONAUTICAL CHART - ICAO 1:500 000



7 TOPOGRAPHICAL CHARTS

Topographical charts and information are available from:

Post: Kadaster
Klantcontactcenter
P.O. Box 9046
7300 GH Apeldoorn
The Netherlands
Tel: +31 (0)88 183 2200
Fax: +31 (0)88 183 2050
URL: <https://www.kadaster.nl>
Email: kcc@kadaster.nl

8 CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

Aeronautical information on the Aeronautical Chart ICAO 1:500.000 outside the Amsterdam FIR is published under reservation. For latest information on the adjacent FIRs consult appropriate AIPs and NOTAM.

Charts	Location	Corrections
Aeronautical chart ICAO 1:500 000 Edition 2024 (13 JUN 2024)	512633N 0033459E	Vlissingen, insert symbol heliport.
	524114N 0062949E	Alteveer, insert symbol hangglidersite, MAX cable HGT 15.
	532730N 0035416E	Delete heliport K12-C.
	532335N 0041203E	Delete heliport L10-C.
	532833N 0034714E	Delete heliport K12-A
	523614N 0062119E	Balkbrug, insert symbol hangglidersite, MAX cable HGT 15.
	534215N 0043608E	Delete heliport L5-B.
	533824N 0043345E	Delete heliport L8-P.
	524643N 0041600E	Delete heliport Q4-A.
	524259N 0041759E	Delete heliport Q4-B.
	APRX 5135N 00535E	EHTRA12, amend lower limit FL 095 to read FL 115.
	BTN 5111N 00558E and 5105N 00600E	Maastricht TMA, remove line airspace class B, C, D.
	APRX 513902N 0042131E	Add 4 wind turbines (area), ELEV 672 FT AMSL, lighted.
	APRX 523641N 0053803E	Add 24 wind turbines (area), ELEV 621 FT AMSL, lighted.
	APRX 513538N 0035208E	3 wind turbine (line), change ELEV into 656 FT AMSL.
	APRX 515744N 0035754E	Add 22 wind turbines (area), ELEV 614 FT AMSL, lighted.
	521402N 0062555E	Add symbol hangglider site (S15).
	APRX 524854N 0050116E	Delete microlight aircraft site symbol. Add aerodrome information box for EHMM. See AD 2.EHMM.
	524701N 0061217E	Add EHR68, radius 300 M, upper limit 700 FT AMSL, lower limit GND.
	531009N 0055230E	Warstiens, insert symbol microlight aircraft site.
	APRX 514311N 0043611E	Add 4 wind turbines (area), ELEV 676 FT AMSL, lighted.
	515517N 0042842E	Add obstacle, ELEV 380 FT AMSL, lighted.
	515818N 0040014E	Add obstacle, ELEV 381 FT AMSL, lighted.
	541010N 0052605E	Delete heliport G14-B.
	532027N 0035337E	Delete heliport K12-B.
	APRX 523846N 0064325E	Add symbol wind turbine ELEV 567 FT AMSL, lighted.
	APRX 523414N 0061340E	Add symbol wind turbine ELEV 666 FT AMSL, lighted.
	APRX 525532N 0063106E	Delete symbol hangglidersite.
	515807N 0035935E	Add obstacle, ELEV 466 FT AMSL, lighted.
	APRX 522857N 0054652E	Change obstacle (line) ELEV into 777 FT AMSL, lighted.
	APRX 522849N 0054125E	Change obstacle (line) ELEV into 787 FT AMSL, lighted.
	APRX 522840N 0053811E	Change obstacle (line) ELEV into 695 FT AMSL, lighted.
	522026N 0045249E	Add obstacle, ELEV 341 FT AMSL, lighted.
	APRX 522723N 0054409E	Add obstacle, ELEV 804 FT AMSL, lighted.

Chart	Location	Corrections
Aeronautical chart ICAO 1:500 000 Edition 2025 (20 MAR 2025)	520358N 0042020E	Add obstacle, ELEV 512 FT AMSL, lighted.
	532027N 0035337E	Add heliport K12-B.
	533303N 0034646E	Add heliport K9-AB-B.

Unit name	Postal address	Telephone	Telefax	Email	AFS address
1	2	3	4	5	6
Eelde TWR	LVNL Machlaan 16a 9761 TK Eelde	+31 (0)50 309 9229	-	-	EHGGZPZX
Eindhoven TWR	Vliegbasis Eindhoven MPC 87A P.O. Box 8762 4820 BB Breda	+31 (0)40 289 6450	+31 (0)40 289 6466	-	EHEHZTZX
Gilze-Rijen TWR	DHC Vliegbasis Gilze-Rijen MPC 89A P.O. Box 8762 4820 BB Breda	+31 (0)161 296 523	+31 (0)161 296 436	-	EHGRZTZX
Leeuwarden TWR	Vliegbasis Leeuwarden MPC 80A P.O. Box 8762 4820 BB Breda	+31 (0)58 234 6611	+31 (0)58 234 6982	-	EHLWZTZX
← MILATCC Schiphol	MILATCC Schiphol MPC 38B P.O. Box 8762 4820 BB Breda	+31 (0)88 747 5700	-	aocs.mil.sup@mindef.nl	EHMCZRZX
Maastricht UAC	EUROCONTROL Maastricht UAC Horsterweg 11 6199 AC Maastricht Airport	+31 (0)43 366 1234 008 717 6161 9227 (INMARSAT)	+31 (0)43 366 1300	-	EBURZQZX EDYYZQZX
Rotterdam TWR	LVNL Airportplein 60 Stationsgebouw - 1e etage 3045 AP Rotterdam	+31 (0)10 446 0800	-	-	EHRDZPZX
Schiphol TWR	LVNL TWR/APP P.O. Box 75200 1117 ZT Schiphol Airport	+31 (0)20 406 2540	-	-	EHAMZPZX
Volkel TWR	Vliegbasis Volkel MPC 86A P.O. Box 8762 4820 BB Breda	+31 (0)413 278 270	+31 (0)413 276 450	-	EHVKZTZX
Woensdrecht TWR	Vliegbasis Woensdrecht MPC 91A P.O. Box 8762 4820 BB Breda	+31 (0)164 692 765	+31 (0)164 692 940	-	EHWOZTZX

ENR 1.2 VISUAL FLIGHT RULES**1 VFR CRITERIA (SERA.5001 TABLE S5-1)**

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

Altitude band	Airspace class	Flight visibility	Distance from cloud
At and above FL 100	A ¹⁾ B C D E F G	8 KM	1500 M horizontally 300 M (1000 FT) vertically
Below FL 100 and above 3000 FT (900 M) AMSL, or 1000 FT (300 M) above terrain, whichever is the higher	A ¹⁾ B C D E F G	5 KM	1500 M horizontally 300 M (1000 FT) vertically
At and below 3000 FT (900 M) AMSL, or 1000 FT (300 M) above terrain, whichever is the higher	A ¹⁾ B C D E	5 KM	1500 M horizontally 300 M (1000 FT) vertically ³⁾
	F G	5 KM ²⁾	Clear of cloud and with the surface in sight

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

²⁾ In class G airspace at and below 3000 FT AMSL applies a flight visibility reduced to not less than:

a. 1500 M for flights operating:

- at speeds of 140 KIAS or less to give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
- in circumstances in which the probability of encounters with other traffic would normally be low.

b. 800 M for military helicopters and helicopter flights on behalf of HEMS, SAR and coastguard, at speeds that will give adequate opportunity to observe other traffic or any obstacle in time to avoid collision.

³⁾ For MIL aircraft considered to be OAT flying in a Nieuw Milligen TMA below 3000 FT (915 M) AMSL or in a MIL CTR, the following deviation applies: distance from clouds 150 M (500 FT) vertically.

1.1 Controlled VFR flights

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

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

1.2 VFR flights at night (SERA.5005c)

VFR flights outside UDP may be permitted for aeroplanes, helicopters, airships and touring motor gliders under the following conditions (for restrictions see paragraph 3.1):

- if leaving the vicinity of an aerodrome, a flight plan shall be submitted in accordance with SERA.4001(b)(6);
- flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available;
- the VMC visibility minimum flight altitude restrictions as specified in SERA.5005 shall apply. This means that in addition to the daylight VFR restrictions the ceiling should always be at least 1500 FT and the pilot should at all times have the surface in sight. Except when necessary for take-off or landing, a VFR flight outside UDP shall maintain a level at least 300 M (1000 FT) above the highest obstacle located within 8 KM of the estimated position of the aircraft.

Note: VFR flights outside UDP shall activate mode S transponder.

2 SPECIAL VFR FLIGHTS (SERA.5010)

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

2.1 Minimum values for flight visibility and cloud base**2.1.1 All aircraft**

A clearance for a special VFR flight may be granted to pilots of aircraft whereby the following additional conditions shall be applied:

- a. by the pilot:
 1. clear of cloud and with the surface in sight;
 2. the flight visibility is not less than 1500 M or, for helicopters, not less than 800 M;
 3. at speed of 140 KIAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and
- b. by ATC:
 1. during UDP only, unless permitted by the Ministry of Infrastructure and Water Management;
 2. the ground visibility is not less than 1500 M or, for helicopters, not less than 800 M;
 3. the ceiling is not less than 600 FT.

2.2 Separation with other traffic

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

3 RESTRICTIONS ON THE EXECUTION OF VFR FLIGHTS (SERA.5005)

3.1 Restrictions

VFR flights shall not be operated:

- Outside UDP (see GEN 2.7) by MLA, MLH and gliders.
- In airspace class A.
- In Amsterdam UTA, unless the conditions set by regulation are fulfilled.
- At transonic and supersonic speeds.

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

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

3.2 Authorisation

3.2.1 General

VFR flights may be authorised to operate within airspace class A or outside UDP according the rules specified in this paragraph and the limitations set by Regulation (EU) No 923/2012 (SERA 5005(c)). Authorisation may be granted for incidental flights or in the form of a general exemption.

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

3.2.2 Authorisation by agreement

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

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

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

Requests for exemptions shall be submitted in writing **6 weeks** in advance. A request can be submitted via email to the following address:

Email: ilt-loket-dm@ilent.nl

3.2.3 Authorisation for incidental flights

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

Requests for exemptions shall be submitted in writing **6 weeks** in advance. A request can be submitted via email to the address in paragraph 3.2.2.

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

3.2.4 Co-ordination of flights with a specific character

3.2.4.1 General

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

Post: LVNL
Operational Helpdesk (OHD)
P.O. Box 75200
1117 ZT Schiphol Airport
Tel: +31 (0)20 406 2201, OPR HR: 0600-1600 (0500-1500)
Email: ops_helpdesk@lvnl.nl
URL: <https://en.lvnl.nl/services>

3.2.4.2 Test flights

Test flights shall strictly adhere to the flight plan times provided by LVNL Operational Helpdesk.

In case of delay of more than 10 minutes the pilot shall call LVNL Operational Helpdesk in order to obtain new permission and a new start-up time for the test flight.

Note: delay in startup may result in a reduced timeframe for the test flight or cancellation of the flight.

3.2.5 Authorisation for VFR flights in CTR

3.2.5.1 General

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

Note: for VFR flights in or near the Schiphol CTR, see also paragraph 7.1.

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

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES**1 GENERAL**

To be developed.

2 ARRIVING FLIGHTS

To be developed.

3 DEPARTING FLIGHTS**3.1 IFR flights departing from aerodromes without ATC****3.1.1 IFR joining procedures**

For an IFR flight intending to depart from an aerodrome without ATC and join controlled airspace, IFR joining instructions shall be requested by telephone from the appropriate ATS unit approximately 15 minutes prior to departure by reporting eventual CTOT.

Aircraft shall maintain VMC and establish radio contact in order to obtain ATC clearance before entering controlled airspace.

3.1.2 Appropriate ATS units

Flights departing from an aerodrome without ATC should request IFR joining instructions from the following ATS units:

	Aerodrome of departure	Appropriate ATS unit	Telephone
←	All military AD outside operating hours of the local ATC, see AD 1.1 paragraph 2.	MILATCC Schiphol	+31 (0)88 747 5704
←	Ameland (EHAL)	MILATCC Schiphol	+31 (0)88 747 5704
←	Budel (EHBD)	MILATCC Schiphol	+31 (0)88 747 5704
←	Drachten (EHDR)	MILATCC Schiphol	+31 (0)88 747 5704
	Hilversum (EHHV)	Schiphol APP	+31 (0)20 406 2199
←	Hoogeveen (EHHO)	MILATCC Schiphol	+31 (0)88 747 5704
←	Midden-Zeeland (EHMZ)	MILATCC Schiphol	+31 (0)88 747 5704
	Oostwold (EHOW)	Eelde APP	+31 (0)50 309 9229
←	Seppe (EHSE)	MILATCC Schiphol	+31 (0)88 747 5704
←	Teuge (EHTE)	MILATCC Schiphol	+31 (0)88 747 5704
←	Twente (EHTW)	MILATCC Schiphol	+31 (0)88 747 5704
←	Texel (EHTX)	MILATCC Schiphol	+31 (0)88 747 5704

3.1.3 Communication

Radio communication shall be established with the appropriate ATC unit as soon as possible after take-off and before encountering instrument meteorological conditions. If radio communication is not established the aircraft shall return to the aerodrome of departure maintaining VMC and report its arrival as soon as possible to the ATS unit from which the IFR joining instructions were obtained.

4 OTHER RELEVANT INFORMATION AND PROCEDURES

To be developed.

	Platform	Location indicator	Co-ordinates	Within HPZ
	K4-BE	EHJD	53°45'54"N 003°11'43"E*	Markham B
	K5-ACP	EHJF	53°41'44"N 003°20'20"E*	Markham B
	K5-B	EHJG	53°42'50"N 003°25'38"E*	Markham B
	K5-CU	EHJJ	53°48'54"N 003°26'58"E	Markham B
	K5-D	EHJI	53°41'27"N 003°29'14"E*	Markham B
	K5-EN/C	EHJH	53°42'38"N 003°30'40"E*	Markham B
	K6-D	EHKG	53°40'30"N 003°49'42"E*	Pentacon F
	K6-DN	EHKC	53°43'32"N 003°48'16"E*	Pentacon F
	K6-GT	EHKB	53°45'09"N 003°54'53"E*	Pentacon F
	K6-PC	EHKE	53°41'54"N 003°52'08"E*	Pentacon F
	K6-PN ¹⁾	NIL	53°41'55"N 003°44'52"E*	Pentacon F
	K7-FB-1 ¹⁾	NIL	53°37'45"N 003°04'03"E	Markham A
←	K8-FA-1	EHJM	53°29'58"N 003°22'08"E*	Markham A
	K8-FA-2	EHJO	53°30'52"N 003°25'03"E*	Markham A
	K8-FA-3 ¹⁾	NIL	53°32'29"N 003°25'20"E*	Markham A
	K9-AB-A	NIL	533112N 0035933E*	Pentacon C
←	K9-AB-B	EHKK	53°33'03"N 003°46'46"E*	Pentacon C
	K9C-A ¹⁾	NIL	533909N 0035222E*	Pentacon C
←	K12-B	EHKP	53°20'27"N 003°53'37"E*	Pentacon C
	K12-C	NIL	53°27'30"N 003°54'16"E*	Pentacon C
	K12-D	EHKO	53°25'18"N 003°53'06"E*	Pentacon C
	K12-G	EHKQ	53°21'19"N 003°58'56"E*	Pentacon C
	K12-K	EHKX	53°25'22"N 003°57'37"E	Pentacon C
	K13-A	EHJR	53°13'02"N 003°13'08"E*	-
	K14-FA-1A	EHKW	53°16'07"N 003°37'35"E*	Pentacon A
	K14-FA-1C	EHKV	53°16'07"N 003°37'35"E*	Pentacon A
	K15-FA-1	EHKT	53°14'50"N 003°59'10"E*	Pentacon A
	K15-FB-1	EHKS	53°16'32"N 003°52'18"E*	Pentacon A
	K17-FA-1 ¹⁾	NIL	53°03'46"N 003°32'15"E*	-
	L2-FA-1	EHFQ	53°57'38"N 004°29'46"E*	Pentacon L
	L4-A	EHKJ	53°43'28"N 004°05'51"E*	Pentacon F
	L4-PN	EHKA	53°49'24"N 004°02'59"E*	Pentacon F
	L5-B ¹⁾	NIL	53°42'15"N 004°36'08"E*	Pentacon G
	L5-C	EHMF	53°41'45"N 004°38'43"E*	Pentacon G
	L5-D	EHFT	53°49'05"N 004°30'46"E	Pentacon L
	L5-FA-1	EHFR	53°48'39"N 004°21'04"E*	Pentacon L
	L8-G ¹⁾	NIL	53°34'52"N 004°36'10"E*	Pentacon G
	L8-P ¹⁾	NIL	53°38'24"N 004°33'45"E*	Pentacon G
	L8-P4	EHLT	53°39'38"N 004°32'22"E*	Pentacon G
	L9-FA-1 ¹⁾	NIL	53°33'00"N 004°43'46"E	-
	L9-FB-1 ¹⁾	NIL	53°33'59"N 004°52'13"E	-
	L9-FF-1	EHMG	53°36'52"N 004°57'37"E*	-
	L10-A	EHLL	532412N 0041202E*	Pentacon C
	L10-B	EHLH	53°27'24"N 004°13'54"E*	Pentacon C
	L10-E	EHLI	53°25'54"N 004°14'08"E*	Pentacon C
	L10-F	EHLO	53°23'11"N 004°15'34"E*	Pentacon C
	L10-L	EHLJ	53°25'06"N 004°11'01"E*	Pentacon C
	L10-M	EHLM	53°24'19"N 004°01'21"E*	Pentacon C
	L11-B	EHLX	53°28'20"N 004°29'22"E*	Pentacon D
	L13-FC-1	EHLQ	53°17'00"N 004°12'30"E*	Pentacon A
	L13-FE-1	EHLP	53°18'47"N 004°14'48"E*	Pentacon A
	L15-FA-1	EHMR	53°19'46"N 004°49'51"E*	-
	OSY-OS1ST	EHRs	51°34'57"N 002°52'07"E	-
	P11-B (DE RUYTER)	EHPG	52°21'36"N 003°20'31"E	-
	P15-ACD (RIJN-C)	EHPK	52°17'25"N 003°48'58"E*	Rynveld
	P15-F	EHPJ	52°18'21"N 003°41'06"E*	Rynveld
	P18-A	EHPN	52°07'37"N 003°56'16"E*	Rynveld
	Q1-D	EHQM	52°52'20"N 004°10'17"E	Unicorn B

Platform	Location indicator	Co-ordinates	Within HPZ
Q4-C	EHQH	52°49'32"N 004°17'00"E*	Unicorn A
Q10-A ¹⁾	NIL	522947N 0041257E	-
Q13-A ³⁾	EHQT	52°11'28"N 004°08'11"E	-
Riffgat ⁴⁾	EHNR	53°41'27"N 006°29'01"E	-
Veja Mate	EHGL	54°19'19"N 005°52'55"E	-
ZUIDWAL ¹⁾	NIL	53°11'09"N 005°09'55"E*	-

¹⁾ No helideck available.

²⁾ Lateral limits HTZ Global Tech I:
54°32'46.34"N 006°30'00.00"E;
54°28'51.34"N 006°30'00.00"E;
along clockwise arc (radius 5 NM, centre 54°30'48.60"N 006°22'06.60"E) to
to point of origin.

³⁾ Lateral limits HTZ Q13-A:
52°13'49.99"N 004°01'01.92"E;
along clockwise arc (radius 5 NM, centre 52°11'27.53"N 004°08'10.92"E) to
52°07'03.79"N 004°04'19.91"E;
along anticlockwise arc (radius 5 NM, centre 52°07'37.14"N 003°56'16.23"E) to
52°09'26.42"N 004°03'49.62"E;
to point of origin.

⁴⁾ Lateral limits HTZ Riffgat:
53°46'24.34"N 006°30'00.00"E;
53°40'00.00"N 006°30'00.00"E;
along Dutch-German border to
53°37'02.74"N 006°32'58.49"E;
along clockwise arc (radius 5 NM, centre 53°41'26.90"N 006°29'00.90"E) to
to point of origin.

⁵⁾ Lateral limits HTZ BKR02-Z02:
540220N 0063000E;
535231N 0063000E;
along clockwise arc (radius 5 NM, centre 535725N 0062827E) to
540220N 0063000E.

⁶⁾ Lateral limits HTZ BORWIN GAMMA:
542601N 0063000E;
542032N 0063000E;
along clockwise arc (radius 5 NM, centre 542316N 0062251E) to
542601N 0063000E.

⁷⁾ Lateral limits HTZ BW0:
540739N 0063000E;
535756N 0063000E;
along clockwise arc (radius 5 NM, centre 540247N 0062801E) to
540739N 0063000E.

⁸⁾ Lateral limits HTZ DOLWIN A:
540358N 0063000E;
535541N 0063000E;
along clockwise arc (radius 5 NM, centre 535949N 0062516E) to
540358N 0063000E.

⁹⁾ Lateral limits HTZ Hollandse Kust Zuid Alpha (HKZA):
522158N 0035550E -
along clockwise arc (radius 5 NM, centre 521910N 0040235E) -
521419N 0040044E -
522158N 0035550E.

3.2.4 Helicopter protection zones (HPZ)

Identification name and lateral limits	Upper limit Lower limit	Remarks (time of activity, type of restriction)
DERMAR 542431N 0024641E - along clockwise arc (radius 5 NM, centre 542032N 0025152E) - 542508N 0025514E - 542404N 0025926E - along clockwise arc (radius 5 NM, centre 541929N 0025603E) - 541454N 0025241E - 541615N 0024721E - 542245N 0024543E - 542431N 0024641E.	<u>2000 ft AMSL</u> MSL	H24

Route designator (RNP type)		[Route usage notes]				
	Significant point name	Significant point coordinates				Remarks
{RNP type}		Initial Track MAG ↓ / ↑	Geodesic Dist (NM)	Upper limit / Lower limit	FL series	Controlling unit [Airspace class] Remarks
					↓	
N125 (-)		Route availability: (1) H24				
Δ	PREXA	524206N 0042818E				
(RNAV 1)		- / 267	49.4	FL 660 / FL 065		Even ⁽¹⁾ Maastricht UAC above FL 245 Amsterdam ACC below FL 245 [Class C above FL 195 Class A below FL 195]
Δ	SILQI	524340N 0054932E				
(RNAV 1)		- / 249	7.9	FL 660 / FL 065		Even ⁽¹⁾ Maastricht UAC above FL 245 Amsterdam ACC below FL 245 [Class C above FL 195 Class A below FL 195]
Δ	EKNON	524618.2N 0060148.9E				
(RNAV 1)		- / 249	11.7	FL 660 / FL 065		Even ⁽¹⁾ Maastricht UAC above FL 245 Amsterdam ACC below FL 245 [Class C above FL 195 Class A below FL 195]
Δ	BLUFA	525010N 0062000E				
(RNAV 1)		- / 249	33.7	FL 660 / FL 095		Even ⁽¹⁾ Maastricht UAC above FL 245 Amsterdam ACC below FL 245 [Class C above FL 195 Class A/B below FL 195]
Δ	ONTAZ (FIR BDRY)	530104N 0071242E				⁽²⁾
<u>Point/Segment remarks:</u> (2) For continuation see AIP Germany.						

Route designator {RNP type}		[Route usage notes]					
	Significant point name	Significant point coordinates					Remarks
{RNP type}		Initial Track MAG ↓ / ↑	Geodesic Dist (NM)	Upper limit / Lower limit	FL series		Controlling unit [Airspace class] Remarks
					↓	↑	
N852 (-)		Route availability: (1) CDR: H24. The non-availability is published in the EAUP/EUUP.					
Δ	LUTOM (FIR BDRY)	51°15'56.00"N 005°25'15.65"E					(3)
(RNAV 5)		343 / 163	7.8	FL 660 / FL 195	Even ⁽¹⁾	Odd ⁽¹⁾	Maastricht UAC above FL 245 Amsterdam ACC below FL 245 [Class C above FL 195 Class B below FL 195] (2)
Δ	VELED	51°23'24.47"N 005°22'01.35"E					
(RNAV 5)		- / 163	33.7	FL 660 / FL 095		Odd ⁽¹⁾	Maastricht UAC above FL 245 Amsterdam ACC below FL 245 [Class C above FL 195 Class B below FL 195]
Δ	LOPIK	51°55'50.98"N 005°07'44.96"E					
Point/Segment remarks:							
(2) Westbound flights from LUTOM to VELED not available below FL 245.							
(3) For continuation see AIP Belgium.							

Designation		Type of obstacle	Co-ordinates	HGT/ELEV in FT		OBST LGT
ID	Location			AGL	AMSL	Type/Colour
1		2	3	4		5
623	Den Haag	crane	520455N 0041924E	433	436	OBST/R
634	Den Haag	Under construction building	520358N 0042020E	508	512	OBST/R
458	Deventer	2 wind turbines (line)	521409N 0061103E - 521409N 0061152E	430	459	OBST/day FLG W, night FLG R
616	Dinteloord	Under construction 4 wind turbines (area)	513902N 0042132E - 513901N 0042152E - 513847N 0042129E - 513851N 0042108E - 513902N 0042132E	672	672	OBST/day FLG W, night R
311	Doetinchem	antenna mast	515642N 0061753E	348	390	OBST/R
034	Dordrecht	2 high tension masts joined by cables (line)	514551N 0043745E - 514547N 0043722E	358	358	-
624	Dordrecht	4 wind turbines (line)	514536N 0043750E - 514511N 0043801E	394	403	OBST/day W, night R
199	Dronten	8 wind turbines (line)	523011N 0054736E - 523122N 0054800E	328	318	-
200	Dronten	8 wind turbines (line)	522806N 0054544E - 522911N 0054711E - 522946N 0054729E	787	777	OBST/day W, night R
201	Dronten	5 wind turbines (line)	522836N 0054211E - 522902N 0054037E	800	787	OBST/day W, night R
202	Dronten	7 wind turbines (line)	523201N 0053809E - 523208N 0054011E	361	348	-
203	Dronten	7 wind turbines (line)	523158N 0053525E - 523204N 0053746E	341	328	-
357	Dronten	7 wind turbines (line)	522809N 0053650E - 522913N 0053926E	709	695	OBST/day W, night R
508	Dronten	6 wind turbines (line)	522735N 0053721E - 522624N 0053850E	797	810	OBST/day W, night R
512	Dronten	6 wind turbines (line)	522809N 0053835E - 522659N 0054003E	797	810	OBST/day W, night R
525	Dronten	mast	523359N 0054219E	394	381	-
537	Dronten	mast	523102N 0054612E	525	515	OBST/day FLG W, night R
599	Dronten	15 wind turbines (line)	523132N 0054629E - 522924N 0054534E - 522803N 0054254E	790	804	OBST/day W, night R
609	Dronten	6 wind turbines (line)	523258N 0054748E - 523227N 0054803E - 523137N 0054802E	813	800	OBST/day FLG W, night R
610	Dronten	5 wind turbines (line)	523005N 0054734E - 523118N 0054757E	804	797	OBST/day FLG W, night R
445	Duiven	4 wind turbines (area)	515839N 0060115E - 515829N 0060122E - 515819N 0060110E - 515831N 0060101E - 515839N 0060115E	496	525	OBST/day FLG W, night FLG R
605	Duiven	Under construction 2 wind turbines (line)	515825N 0060006E - 515820N 0060025E	656	699	OBST/day W, night R
441	Echteld	4 wind turbines (line)	515510N 0053028E - 515514N 0053112E	394	410	OBST/day FLG W, night FLG R
453	Ede	2 wind turbines (line)	520201N 0053648E - 520149N 0053643E	492	519	OBST/day FLG W, night FLG R
037	Eemshaven	chimney	532612N 0065251E	470	479	OBST/R
320	Eemshaven	67 wind turbines (area)	532745N 0064850E - 532702N 0065141E - 532616N 0065256E - 532519N 0065226E - 532611N 0065120E - 532640N 0064709E - 532745N 0064850E	459	476	-
462	Eemshaven	wind turbine	532718N 0064803E	574	589	OBST/day FLG W, night FLG R

Designation		Type of obstacle	Co-ordinates	HGT/ELEV in FT		OBST LGT
ID	Location			AGL	AMSL	Type/Colour
1	2	3	4	5		
321	Eemshaven, Emmapolder	20 wind turbines (area)	532736N 0064448E - 532704N 0064721E - 532656N 0064645E - 532720N 0064440E - 532736N 0064448E	476	485	-
486	Eemshaven	mast	532724N 0064815E	344	360	-
589	Eemshaven, Oostpolder	21 wind turbines (area)	532638N 0064719E - 532632N 0064901E - 532612N 0065032E - 532553N 0065122E - 532540N 0065136E - 532516N 0065032E - 532543N 0065052E - 532625N 0064703E - 532638N 0064719E	734	738	OBST/day FLG W, night R
573	Egchel	5 wind turbines (line)	511917N 0055423E - 511839N 0055638E	656	757	OBST/day FLG W, night R
039	Emmen	flare stack ²⁾	524516N 0065642E	328	397	OBST/R
602	Emmen	14 wind turbines (area)	524947N 0065923E - 524921N 0065946E - 524902N 0065912E - 524856N 0065744E - 524923N 0065753E - 524943N 0065859E - 524947N 0065923E	488	531	-
312	Enschede	building	521258N 0065404E	331	472	OBST/R
434	Etten-Leur	5 wind turbines (line)	513745N 0043914E - 513656N 0043927E	492	491	OBST/day FLG W, night FLG R
436	Etten-Leur	5 wind turbines (line)	513714N 0043620E - 513633N 0043651E	459	459	-
437	Etten-Leur	5 wind turbines (line)	513719N 0043728E - 513658N 0043802E	328	364	-
041	Europoort	3 chimneys	515633N 0040625E	397	417	-
042	Europoort	chimney	515602N 0041016E	505	522	OBST/R
044	Europoort	chimney	515642N 0040628E	495	516	OBST/R
326	Europoort	9 wind turbines (line)	515604N 0040910E - 515545N 0041007E - 515516N 0041032E	394	410	-
528	Europoort	4 wind turbines (line)	515608N 0040731E - 515602N 0040821E	456	473	OBST/day FLG W, night FLG R
530	Europoort	6 wind turbines (line)	515707N 0041035E - 515627N 0041209E	574	591	OBST/day FLG W, night R
556	Exloërmond	7 wind turbines (line)	525624N 0065502E - 525729N 0065745E	692	718	OBST/day FLG W, night R
557	Exloërmond	7 wind turbines (line)	525559N 0065533E - 525703N 0065813E	692	722	OBST/day FLG W, night R
558	Exloërmond	9 wind turbines (line)	525334N 0065629E - 525529N 0065929E	692	722	OBST/day FLG W, night R
553	Gasselternijveen	9 wind turbines (line)	530228N 0065045E - 530056N 0065321E	692	705	OBST/day FLG W, night R
597	Galder	3 wind turbines (area)	513142N 0044513E - 513154N 0044459E - 513142N 0044448E - 513142N 0044513E	685	705	OBST/day W, night R
554	Gasselternijveen	7 wind turbines (line)	525948N 0065101E - 530027N 0065420E	692	705	OBST/day FLG W, night R
555	Gasselternijveen	6 wind turbines (line)	525845N 0065204E - 525924N 0065513E	692	705	OBST/day FLG W, night R
046	Geertruidenberg	chimney	514240N 0045036E	577	594	OBST/R
047	Geertruidenberg	3 high tension masts joined by cables (line)	514255N 0045031E - 514239N 0045022E - 514229N 0045016E	344	344	-
048	Geertruidenberg	2 chimneys	514231N 0045040E	577	594	OBST/R
049	Geertruidenberg	cooling tower	514220N 0045029E	430	443	OBST/R
535	Geldermalsen	3 wind turbines (line)	515206N 0051956E - 515201N 0051922E	607	617	OBST/day FLG W, night FLG R

Designation		Type of obstacle	Co-ordinates	HGT/ELEV in FT		OBST LGT
ID	Location			AGL	AMSL	Type/Colour
1		2	3	4		5
348	Lelystad	3 wind turbines (line)	523157N 0053415E - 523158N 0053501E	328	341	-
349	Lelystad	6 wind turbines (line)	522347N 0053237E - 522424N 0053335E	344	331	-
350	Lelystad	8 wind turbines (line)	523024N 0053223E - 523048N 0053408E	328	315	-
351	Lelystad	10 wind turbines (line)	523116N 0053218E - 523236N 0053212E	328	315	-
352	Lelystad	wind turbine	523053N 0053522E	453	440	-
353	Lelystad	wind turbine	523056N 0053301E	590	577	OBST/day FLG W, night R
432	Lelystad	2 wind turbines (line)	523249N 0053323E - 523250N 0053355E	647	633	OBST/day FLG W, night R
510	Lelystad	antenna mast	523109N 0053243E	443	430	-
442	Lienden	4 wind turbines (line)	515523N 0053203E - 515525N 0053253E	410	430	-
099	Loon op Zand	concrete tower with tube mast	513626N 0050438E	443	479	OBST/R
100	Lopik	concrete tower with tube mast	520036N 0050313E	1230	1234	OBST/R
431	Lopik	3 wind turbines (line)	515932N 0045738E - 515909N 0045752E	394	394	-
103	Maasbracht	2 chimneys	510916N 0055426E	492	574	OBST/R
104	Maasbracht	2 cooling towers	510924N 0055425E	394	466	-
105	Maasbracht	2 high tension masts joined by cables (line)	511017N 0055443E - 510958N 0055451E	329	400	-
107	Maastricht	chimney	504905N 0054121E	493	657	-
109	Maasvlakte	2 chimneys	515733N 0040135E	561	577	-
111	Maasvlakte	moveable harbour cranes (line)	515725N 0040203E - 515736N 0040419E	352	358	OBST/R
112	Maasvlakte	moveable harbour cranes (line)	515647N 0040220E - 515705N 0040436E	377	384	OBST/R
189	Maasvlakte	flare stack	515814N 0040108E	543	559	OBST/R
301	Maasvlakte	5 wind turbines (line)	515645N 0040716E - 515619N 0040804E	492	511	OBST/R
460	Maasvlakte	8 wind turbines (line)	515900N 0040226E - 515837N 0040409E	410	436	OBST/day FLG W, night FLG R
522	Maasvlakte	14 wind turbines (line)	515603N 0040003E - 515529N 0035928E - 515517N 0035928E - 515504N 0040005E - 515519N 0040121E	512	577	OBST/day FLG W, night FLG R
546	Maasvlakte	wind turbine	515745N 0040043E	804	817	-
563	Maasvlakte	flare stack	515638N 0040414E	361	371	OBST/R
633	Maasvlakte	2 cranes	515755N 0040014E	417	433	OBST/R
618	Maasvlakte 2	Under construction 22 wind turbines (line)	515855N 0035832E - 515744N 0035754E - 515613N 0035833E	604	614	OBST/night R
621	Maasvlakte 2	chimney	515818N 0040014E	361	381	OBST/day FLG R
629	Maasvlakte 2	rig	515807N 0035935E	-	466	OBST/day W, night R
113	Markelo	concrete tower with tube mast	521413N 0062630E	485	528	OBST/R
345	Medemblik	wind turbine	524655N 0050606E	653	643	OBST/day FLG W, night FLG R
559	Meeden	27 wind turbines (area)	531018N 0065537E - 530909N 0065622E - 530845N 0065333E - 530958N 0065323E - 531018N 0065537E	656	656	OBST/day FLG W, night R
114	Megen	concrete tower with tube mast	514838N 0053542E	440	459	OBST/R
446	Middelharnis	4 wind turbines (line)	514508N 0041327E - 514454N 0041357E	410	413	-

Designation		Type of obstacle	Co-ordinates	HGT/ELEV in FT		OBST LGT
ID	Location			AGL	AMSL	Type/Colour
1		2	3	4		5
447	Middelharnis	7 wind turbines (line)	514605N 0041153E - 514527N 0041252E	328	335	-
115	Mierlo	concrete tower with mast	512617N 0053617E	400	472	OBST/R
425	Mijdrecht	wind turbine	521243N 0045241E	489	469	-
116	Moerdijk	flare stack ⁵⁾	514011N 0043432E	394	411	OBST/R OBST lights partly U/S.
117	Moerdijk	chimney	514056N 0043335E	328	345	-
118	Moerdijk	flare stack ⁶⁾	514052N 0043244E	394	410	OBST/R
119	Moerdijk	chimney	514101N 0043347E	426	443	OBST/R
476	Moerdijk	5 wind turbines (line)	513839N 0042357E - 513804N 0042453E	473	476	OBST/day FLG W, night FLG R
120	Naaldwijk	antenna mast	520005N 0041238E	407	410	OBST/R
340	Neer	4 wind turbines (line)	511825N 0055534E - 511759N 0055709E	456	554	-
574	Neer	3 wind turbines (line)	511706N 0055851E - 511646N 0055950E	659	751	OBST/day FLG W, night R
632	Netterden	9 wind turbines (area)	515205N 0061920E - 515159N 0062046E - 515124N 0062031E - 515115N 0061944E - 515205N 0061920E	603	653	OBST/day W, night R
440	Nieuwegein	5 wind turbines (line)	520123N 0050737E - 520039N 0050701E	492	495	OBST/day FLG W, night FLG R
625	Nieuwleusen	2 wind turbines (line)	523415N 0061329E - 523414N 0061354E	656	666	OBST/day W, night R
121	Nieuw Milligen	antenna mast	521329N 0054617E	329	427	OBST/R
520	Nijmegen	4 wind turbines (line)	515334N 0054953E - 515337N 0055057E	492	551	OBST/day FLG W, night FLG R
584	Nijmegen	2 wind turbines (line)	515137N 0054946E - 515129N 0054955E	560	606	OBST/day FLG W, night R
464	Noord-Beveland, Jacobahaven	3 wind turbines (area)	513559N 0034059E - 513559N 0034121E - 513549N 0034057E - 513559N 0034059E	410	426	-
463	Noord-Beveland, Jacoba Rippolder	5 wind turbines (area)	513530N 0034055E - 513530N 0034130E - 513521N 0034142E - 513518N 0034050E - 513530N 0034055E	410	413	-
455	Noordoostpolder	17 wind turbines (line)	524527N 0053549E - 524101N 0053543E	663	653	OBST/day FLG W, night FLG R
456	Noordoostpolder	8 wind turbines (line)	523833N 0053738E - 523705N 0053910E	663	653	OBST/day FLG W, night FLG R
457	Noordoostpolder	13 wind turbines (line)	524902N 0053905E - 524611N 0053609E	663	653	OBST/day FLG W, night FLG R
489	Noordoostpolder	13 wind turbines (line)	524629N 0053523E - 524920N 0053818E	-	489	OBST/day FLG W, night FLG R
490	Noordoostpolder	17 wind turbines (line)	524154N 0053437E - 524529N 0053438E	-	489	OBST/day FLG W, night FLG R
491	Noordoostpolder	18 wind turbines (line)	524141N 0053509E - 524529N 0053514E	-	489	OBST/day FLG W, night FLG R
195	Noordzee	mast	523623N 0042323E	-	388	OBST/R
206	Noordzee, Egmond aan Zee	36 wind turbines (area)	523444N 0042604E - 523738N 0042200E - 523755N 0042516E - 523620N 0042729E - 523444N 0042604E	-	378	OBST/R
454	Noordzee, Luchterduinen	43 wind turbines (area)	522551N 0041218E - 522239N 0040953E - 522327N 0040730E - 522500N 0040854E - 522551N 0041218E	-	450	-

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES**1 MLA ACTIVITIES**

MLA ACTIVITIES			
Designation and lateral limits	Vertical limits	Operator/User TEL NR	Remarks and time of ACT
1	2	3	4
Beverwijk 522851N 0044147E*	1000 FT AMSL	Moonair Sint Aagtendijk 10 1947 PH Beverwijk TEL: +31 (0)6 2276 1416 TEL: +31 (0)6 4454 4647	Also (powered) paragliding ¹⁾ . Daily UDP
Middenmeer 524857N 0050122E	INFO not AVBL	See EHMM AD 2.2	See EHMM AD 2.3
OOSTWOLD/Oostwold 531231N 0070158E	INFO not AVBL	See EHOW AD 2.2	See EHOW AD 2.3
Stadskanaal 525955N 0070122E	INFO not AVBL	See EHST AD 2.2	See EHST AD 2.3
WEERT/Budel 511516N 0053603E	INFO not AVBL	INFO not AVBL	INFO not AVBL
¹⁾ Paragliders may be launched up to the height in column 2 before releasing the winch cable. The winch cable forms an almost invisible obstacle APRX 1 NM around the geographical position.			

2 GLIDER ACTIVITIES

GLIDER ACTIVITIES			
Designation and lateral limits	Vertical limits	Operator/User TEL NR	Remarks and time of ACT
1	2	3	4
AMELAND/Ameland 532706N 0054038E	2000 FT AAL	TEL: +31 (0)519 554 030	Ameland Radio: 118.355 Daily UDP
ARNHEM/Deelen 520335N 0055219E	2300 FT AAL	Zweefvliegclub Deelen/Rotterdam TEL: +31 (0)6 8156 7589	COM CH: 123.355 Outside AD OPR HR, during UDP.
Axel 511520N 0035329E	2300 FT AAL	Eerste Zeeuws Vlaamse Aero Club TEL: +31 (0)115 562 066	COM CH: 123.355 Daily UDP
BERGEN OP ZOOM/Woensdrecht 512656N 0042032E	2000 FT AAL	West Brabantse Aero Club TEL: +31 (0)6 4386 0664	COM CH: 122.480 Daily UDP
Biddinghuizen 522545N 0054027E	1500 FT AMSL	Zweefvliegclub Flevo TEL: +31 (0)321 332 424	COM CH: 130.130 Daily UDP
BREDA/Gilze-Rijen 513403N 0045555E	2300 FT AAL	GLC Illustrious TEL: +31 (0)6 5759 7339	COM CH: 123.380 Daily UDP, outside AD OPR HR
Castricum 523212N 0043736E	1500 FT AAL	Eerste Zaanse Zweefvlieg Club TEL: +31 (0)251 651 626	COM CH: 123.505 Daily UDP
<ul style="list-style-type: none"> Glider area Castricum 1 523800N 0043546E - 523742N 0044441E - 523404N 0044244E - 523119N 0044033E - along clockwise arc (radius 2 NM, centre 523212N 0043736E) - 523154N 0043422E - 523511N 0043507E - 523800N 0043546E. 	1500 FT AMSL 1300 FT AMSL	NA	When active, glider area Castricum 1 is airspace class G. All aircraft not participating in the glider activities are strongly recommended to stay clear of the glider area.
<ul style="list-style-type: none"> Glider area Castricum 2 523403N 0043631E - 523511N 0043507E - 524352N 0043708E - 524506N 0044839E - 523404N 0044244E - 523403N 0043631E. 	2500 FT AMSL 1500 FT AMSL	NA	When active, glider area Castricum 2 is airspace class G. All aircraft not participating in the glider activities are strongly recommended to stay clear of the glider area.
DEVENTER/Teuge 521438N 0060257E	1700 FT AAL	ZVC Teuge TEL: +31 (0)6 2844 5845	Teuge Radio: 121.005 Daily UDP
<ul style="list-style-type: none"> Glider pilots who are not familiar with the local soaring and/or landing procedures shall contact the residential gliding club. Glider may be launched up to the height in column 2 before releasing the winch cable. The winch cable forms an almost invisible obstacle APRX 1 NM around the geographical position. 			

GLIDER ACTIVITIES			
Designation and lateral limits	Vertical limits	Operator/User TEL NR	Remarks and time of ACT
1	2	3	4
De Voorst 524105N 0055438E	1700 FT AAL	Zweefvliegclub Noordoostpolder TEL: +31 (0)527 201 364	COM CH: 122.480 Daily UDP
← ENSCHEDE/Twente 521633N 0065321E	2200 FT AMSL	Twentsche Zweefvlieg Club TEL: +31 (0)6 1332 6286	Twente Radio: 119.955 Daily UDP
Haamstede 514232N 0034244E	2300 FT AAL	ZC Haamstede TEL: +31 (0)6 2808 2295	COM CH: 122.505 Daily UDP
HILVERSUM/Hilversum 521131N 0050849E	2300 FT AAL	Gooise Zweefvliegclub TEL: +31 (0)35 577 1353	COM CH: 122.480 Daily UDP
HOOGEVEEN/Hoogeveen 524351N 0063058E	2300 FT AAL	Vliegclub Hoogeveen TEL: +31 (0)6 5496 2669	COM CH: 122.505 Hoogeveen Radio: 127.355 Daily UDP
← Langeveld 521752N 0043049E	1500 FT AAL	Kennemer Zweefvlieg Club TEL: +31 (0)6 1091 4989	COM CH: 123.355 Daily UDP
LEEWARDEN/Leeuwarden 531331N 0054509E	2000 FT AAL	Friese Aero Club TEL: +31 (0)6 5193 6199	COM CH: 123.355 Daily UDP, outside AD OPR HR
Lemelerveld 522804N 0061958E	2300 FT AAL	Aero Club Salland TEL: +31 (0)527 371 543	COM CH: 122.505 Daily UDP
← Malden 514709N 0055248E	2300 FT AAL	Nijmeegse Aeroclub TEL: +31 (0)6 5068 2705	COM CH: 123.355 Daily UDP
MIDDELBURG/Midden Zeeland 513044N 0034352E	2000 FT AAL	Stichting Samenwerkende Zweefvliegers Midden Zeeland TEL: +31 (0)113 612 528 Vliegclub Midden Zeeland TEL: +31 (0)6 1687 8652	Midden-Zeeland Radio: 119.255 Daily UDP
Nistelrode 514100N 0053258E	2000 FT AAL	Aeroclub Nistelrode TEL: +31 (0)41 261 1897	COM CH: 129.980 Daily UDP
Noordkop 525343N 0050018E	2300 FT AAL	Zweefvliegcentrum Noordkop Hippolytushoeve 15a 1774 MK Sloodorp TEL: +31 (0)6 2253 7070	COM CH: 123.380 Daily UDP
OOSTWOLD/Oostwold 531231N 0070158E	NA	See EHOW AD 2.2.	No winch launching Oostwold Radio: 118.330 Daily UDP
Schinveld 505855N 0060009E	2000 FT AAL	Eerste Limburgse Zweefvliegclub TEL: +31 (0)45 525 1886	COM CH: 123.505 Daily UDP
Soesterberg 520802N 0051551E	2300 FT AAL	Amsterdamsche Club voor Zweefvliegen TEL: +31 (0)6 4824 2258	COM CH: 129.980 Daily UDP
Terlet 520326N 0055528E	2300 FT AAL	See EHTL AD 2.2.	Terlet Radio: 130.130 Daily UDP
TEXEL/Texel 530655N 0045001E	NA	Zweefvliegclub Texel TEL: +31 (0)222 311 267	No winch launching Texel Radio: 119.305 Daily UDP
UDEN/Volkel 513926N 0054228E	2300 FT AAL	ZVC Volkel TEL: +31 (0)6 2265 3764	COM CH: 122.505 Daily UDP
<ul style="list-style-type: none"> Glider area Hoek van Holland 520617N 0041345E; 520327N 0041745E; along anticlockwise arc (radius 8 NM, centre 515725N 0042614E) to 515840N 0041327E; 515920N 0040640E; 520049N 0040603E; to point of origin. 	2500 FT AMSL 1500 FT AMSL	NA	When active, glider area Hoek van Hol- land is airspace class G. All aircraft not participating in the glider activities are strongly recommended to stay clear of the glider area.
<ul style="list-style-type: none"> Glider pilots who are not familiar with the local soaring and/or landing procedures shall contact the residential gliding club. Gliders may be launched up to the height in column 2 before releasing the winch cable. The winch cable forms an almost invisible obstacle APRX 1 NM around the geographical position. 			

GLIDER ACTIVITIES			
Designation and lateral limits	Vertical limits	Operator/User TEL NR	Remarks and time of ACT
1	2	3	4
<ul style="list-style-type: none"> Glider area Valkenburg 521223N 0042138E; 520722N 0042847E; 520523N 0042517E; along anticlockwise arc (radius 8 NM, centre 515725N 0042614E) to 520327N 0041745E; 520617N 0041345E; to point of origin. 	2500 FT AMSL 1500 FT AMSL	NA	When active, glider area Valkenburg is airspace class G. All aircraft not participating in the glider activities are strongly recommended to stay clear of the glider area.
Veendam 530504N 0064925E	1500 FT AAL	Noord Nederlandse Zweefvliegclub TEL: +31 (0)6 1218 0948	COM CH: 122.505 Daily UDP
Venlo 512147N 0061258E	2000 FT AAL	Venlo Eindhoven Zweefvliegclub Bloemartsweg 1 Groote Heide Venlo TEL: +31 (0)77 351 4050 TEL: +31 (0)6 1092 4733	Venlo Grond: 122.480 Daily UDP
VENRAY/De Peel 513102N 0055120E	2300 FT AAL	Zweefvliegclub Eindhovense Studenten / KLu Zweefvlieg- centrum De Peel TEL: +31 (0)6 1362 2879 TEL: +31 (0)6 1257 1994	COM CH: 123.355 Daily UDP
<ul style="list-style-type: none"> Glider pilots who are not familiar with the local soaring and/or landing procedures shall contact the residential gliding club. Gliders may be launched up to the height in column 2 before releasing the winch cable. The winch cable forms an almost invisible obstacle APRX 1 NM around the geographical position. 			

3 HANG- OR PARAGLIDER ACTIVITIES

HANG- OR PARAGLIDER ACTIVITIES			
Designation and lateral limits	Vertical limits	Operator/User TEL NR	Remarks and time of ACT
1	2	3	4
Aalten 515750N 0063457E*	1500 FT AMSL	Skyclub Holland Nijhofweg 3 7122 PZ Aalten TEL: +31 (0)6 5334 0488	Daily UDP
Aalten 515712N 0064643E*	1500 FT AMSL	Skyclub Holland Hoeninkdijk 4 7122 LL Aalten TEL: +31 (0)6 5334 0488	Daily UDP
Aarlanderveen 520828N 0044428E*	1200 FT AMSL	SkyGliders Aarlanderveenseweg 2 2445 AR Aarlanderveen TEL: +31 (0)6 2453 2026	Daily UDP
Ambt Delden 521415N 0064215E*	1500 FT AMSL	Plus 4 Platenkampsweg 7 7495 RA Ambt Delden TEL: +31 (0)6 4664 7234	Daily UDP
Alteveer 524114N 0062949E*	1500 FT AMSL	1-2fly paragliding Kreemersdijkje Alteveer TEL: +31 (0)6 5127 6272	01 APR - 31 OCT: Daily UDP
Ameide 515629N 0045703E*	1500 FT AMSL	Maurik Paragliding Aaksterveldsesteeg Ameide TEL: +31 (0)85 049 5569	Daily UDP
America 512630N 0055748E*	700 FT AMSL	Falcon Air Wouterstraat 21 5986 PP America TEL: +31 (0)6 5348 0059	Daily UDP
Balkbrug 523614N 0062119E*	1500 FT AMSL	1-2fly paragliding De Poele 3 7707 PJ Balkbrug TEL: +31 (0)6 5127 6272	Daily UDP
Hang- or paragliders may be launched up to the height in column 2 before releasing the winch cable. The winch cable forms an almost invisible obstacle APRX 1 NM around the geographical position.			

HANG- OR PARAGLIDER ACTIVITIES			
Designation and lateral limits	Vertical limits	Operator/User TEL NR	Remarks and time of ACT
1	2	3	4
Bronkhorst 515949N 0062549E*	1500 FT AMSL	Skyclub Holland Zanddijk 2 7025 CH Halle TEL: +31 (0)6 1385 7632	Daily UDP
Bronkhorst 515856N 0062558E*	1500 FT AMSL	Skyclub Holland Molenweg 4 7025 EB Halle TEL: +31 (0)6 1385 7632	Daily UDP
Bruinehaar 522800N 0064200E	1500 FT AMSL	Twentse Paragliding en Delta Club Skyline 's Gravenlandweg 35 7675 TB Bruinehaar TEL: +31 (0)6 2377 8926	Daily UDP
Doorn 520108N 0052112E*	1500 FT AMSL	Verbon Paragliding Gooyerdijk 19 3947 NB Langbroek TEL: +31 (0)6 5380 3713	Daily UDP
Drogeropslagen 523746N 0062956E*	1500 FT AMSL	1-2fly paragliding Drogeropslagen 1 7705 PB Drogeropslagen TEL: +31 (0)6 5127 6272	SAT, SUN and HOL during UDP.
Eesergroen 525318N 0064448E*	1500 FT AMSL	Parapente Noord-Nederland Dorpstraat 18 9537 TC Eesergroen TEL: +31 (0)6 1318 2565	MON-FRI: 1100-1600 (1000-1500) during UDP; SAT, SUN, HOL: 0900-1800 (0800-1700) during UDP.
Eesergroen 525259N 0064601E*	1500 FT AMSL	Parapente Noord-Nederland Dorpstraat 18 9537 TC Eesergroen TEL: +31 (0)6 1318 2565	MON-FRI: 1100-1600 (1000-1500) during UDP; SAT, SUN, HOL: 0900-1800 (0800-1700) during UDP.
Eesergroen 525252N 0064756E*	1500 FT AMSL	Parapente Noord-Nederland Dorpstraat 18 9537 TC Eesergroen TEL: +31 (0)6 1318 2565	MON-FRI: 1100-1600 (1000-1500) during UDP; SAT, SUN, HOL: 0900-1800 (0800-1700) during UDP.
Eil 511159N 0054555E*	1500 FT AMSL	Paraglidingclub GGLV Laagstraat 10A 6011 SJ Eil TEL: +31 (0)6 2209 5860	Daily UDP.
Feanwalden 531541N 0055720E*	1500 FT AMSL	AA Paragliding Holland Buitenfild 40 9296 TV Feanwalden TEL: +31 (0)6 2237 8430	Daily UDP
Gendt 515342N 0055627E*	1500 FT AMSL	Zeilvliegvereniging PLUS 5 Broeksestraat 6691 EX Gendt TEL: +31 (0)6 5108 5116	Daily UDP
Giethoorn 524511N 0060417E*	1500 FT AMSL	AA Paragliding Holland Kanaaldijk 7 8355 VH Giethoorn TEL: +31 (0)6 2237 8430	Daily UDP
Griendtsveen 512630N 0055530E*	700 FT AMSL	Falcon Air Grauwveenweg 5766 PT Griendtsveen TEL: +31 (0)6 5348 0059	Daily UDP
Groesbeek 514759N 0055704E*	1500 FT AMSL	De Wolkenkrabbers Address INFO not AVBL. TEL: +31 (0)6 2165 9799	Daily UDP
Hoek 511937N 0034550E*	3000 FT AMSL	Vliegende Hollander Lovenweg 1 4542 NZ Hoek TEL: +31 (0)6 2180 5849	Daily UDP
Kronenberg 512526N 0055917E*	1500 FT AMSL	Paraglidingclub GGLV Americaanseweg 64 5976 NE Kronenberg TEL: +31 (0)85 049 5569	Daily UDP
Hang- or paragliders may be launched up to the height in column 2 before releasing the winch cable. The winch cable forms an almost invisible obstacle APRX 1 NM around the geographical position.			

HANG- OR PARAGLIDER ACTIVITIES			
Designation and lateral limits	Vertical limits	Operator/User TEL NR	Remarks and time of ACT
1	2	3	4
Manderveen 522726N 0064840E*	1500 FT AGL	Cloud to Cloud Paragliding Holterplasweg Manderveen TEL: +31 (0)6 2906 0701	Daily UDP
Markelo 521402N 0062555E*	1500 FT AMSL	Plus 4 Platenkampsweg 7 7495 RA Ambt Delden TEL: +31 (0)6 4664 7234	Daily UDP
Meerkerk 515522N 0045827E	1500 FT AMSL	Action Pilots Paragliding Address INFO not AVBL TEL: +31 (0)6 4970 8528	01 MAR - 30 NOV: FRI, SAT, SUN: during UDP.
Nieuwkoop 520825N 0044529E*	1200 FT AMSL	SkyGliders Aarlanderveenseweg 1 2421 LH Nieuwkoop TEL: +31 (0)6 2453 2026	Daily UDP
Nieuw-Schoonebeek 523828N 0070049E*	1500 FT AMSL	Deltavliegschool Randonaero Adventures Europaweg 233 7766 AH Nieuw-Schoonebeek TEL: +31 (0)6 4128 0091	Daily UDP
Nieuwvliet 512203N 0032720E*	3000 FT AMSL	Vliegerterrein Nieuwvliet St. Jansdijk 1 4504 PB Nieuwvliet TEL: +31 (0)6 5132 6550	Daily UDP
Noordeloos 515454N 0045638E*	1500 FT AMSL	Maurik Paragliding Tiendweg 5b 4225 PN Noordeloos TEL: +31 (0)85 049 5569	Daily UDP
Numansdorp 514511N 0042720E*	1500 FT AMSL	Vereniging Paragliding Club Sky Rebels Lange Biesakkersweg 1-3 3281 NA Numansdorp TEL: +31 (0)6 5475 7845 TEL: +31 (0)6 5314 0864	Daily UDP
Rinsemageest 531815N 0055626E*	1500 FT AMSL	AA Paragliding Holland Wiereweg 30 9105 AW Rinsemageest TEL: +31 (0)6 2237 8430	Daily UDP
Sas van Gent 511702N 0034710E*	3500 FT AMSL	Paragliding Team Zeeland Vissen 1 4501 HW Oostburg TEL: +31 (0)6 5158 7606	Daily UDP
Schalkwijk (Houten) 515855N 0051106E*	1500 FT AMSL	AA Paragliding Holland Achterdijk 9 3998 NE Schalkwijk (Houten) TEL: +31 (0)6 5380 3713 TEL: +31 (0)6 2713 6933	Daily UDP
Sibculo 522952N 0063841E*	1500 FT AMSL	Paragliding school Inferno Kloosterstraat 16 7693 TB Sibculo TEL: +31 (0)6 2040 5019	Daily UDP
Stegeren 523333N 0062936E*	1500 FT AMSL	Eurofly Paragliding Ondersloot Noord 1 7737 PX Stegeren TEL: +31 (0)6 5466 3893 Vechtdal Paragliding TEL: +31 (0)6 1613 7237	FRI, SAT, SUN: during UDP.
Sterksel 512044N 0053813E*	1500 FT AMSL	Action Paragliding Pandijk 14 6029 PA Sterksel TEL: +31 (0)6 4686 6936	Daily UDP
Terheijden 513849N 0044719E*	1500 FT AMSL	Sky Rebels / De Wolkenkrab- bers Zicht 10 4822 AN Breda TEL: +31 (0)6 3872 6222	Daily UDP

Hang- or paragliders may be launched up to the height in column 2 before releasing the winch cable. The winch cable forms an almost invisible obstacle APRX 1 NM around the geographical position.

HANG- OR PARAGLIDER ACTIVITIES			
Designation and lateral limits	Vertical limits	Operator/User TEL NR	Remarks and time of ACT
1	2	3	4
Toldijk 520200N 0061327E*	1500 FT AMSL	Gelderse Schermvliegers Muizengat 5-3 7227 DN Toldijk TEL: +31 (0)6 1730 6644	Daily UDP
Veldhoek 520220N 0062510E*	1500 FT AMSL	Achterhoekse Vliegers XCC Klaverdijk 7025 CH Halle TEL: +31 (0)6 2044 5215	Daily UDP
Vlijmen 514033N 0051239E*	1500 FT AMSL	Zuidnederlandse Zeil- vliegvereniging De Buizerd Vendreef 4 5251 KL Vlijmen TEL: +31 (0)6 5129 1625	FRI 1600 - MON 0600 (FRI 1500 - MON 0500) and HOL during UDP.
Wânswert 531853N 0055039E*	1200 FT AMSL	Vliegterrein Wânswert Patroanswei 3 9178 GV Wânswert TEL: +31 (0)6 2237 8430 TEL: +31 (0)6 1507 6253	Daily UDP
Winterswijk 515837N 0064658E*	1500 FT AMSL	Skyclub Holland Ratumseweg 26 7106 CH Winterswijk TEL: +31 (0)6 5334 0488	Daily UDP
Winterswijk 515706N 0064636E*	1500 FT AMSL	Skyclub Holland Vosseveldseweg 8 7107 AD Winterswijk TEL: +31 (0)6 5334 0488	Daily UDP
Zeddam 515453N 0061630E*	1500 FT AMSL	Maurik Paragliding Vinkeboeksestraat 12 7038 EK Zeddam TEL: +31 (0)85 049 5569	Daily UDP
Zelhem 520109N 0061906E*	1500 FT AMSL	Maurik Paragliding Velswijkweg 5a 7021 LM Zelhem TEL: +31 (0)85 049 5569	Daily UDP
Zweeloo 524844N 0064510E*	1500 FT AMSL	Deltavliegschool Randonaero Adventures Broekstukkenweg 4 7841 TE Zweeloo TEL: +31 (0)6 4128 0091	Daily UDP

Hang- or paragliders may be launched up to the height in column 2 before releasing the winch cable. The winch cable forms an almost invisible obstacle APRX 1 NM around the geographical position.

4 OCCASIONAL ACTIVITIES

OCCASIONAL ACTIVITIES			
Designation and lateral limits	Vertical limits	Operator/User TEL NR	Remarks and time of ACT
1	2	3	4
Akkrum 530315N 0054741E*	NIL	INFO not AVBL	MLA and powered paragliding ¹⁾ Daily UDP
Akkrum 530303N 0054828E*	NIL	INFO not AVBL	MLA and powered paragliding ¹⁾ Daily UDP
Akkrum 530326N 0054937E*	NIL	INFO not AVBL	MLA and powered paragliding ¹⁾ Daily UDP
Arum 530817N 0053050E*	NIL	INFO not AVBL	MLA Daily UDP
Arum 530802N 0052954E*	NIL	INFO not AVBL	Powered paragliding Daily UDP
Cabauw 515816N 0045317E*	NIL	INFO not AVBL	Gyrocopters Daily UDP
Ede 520346N 0053845E*	NIL	INFO not AVBL	MLA Daily UDP

Listed aerodromes and sites are for private use by the operator and guests only, with a limited number of users at the same time and a limited number of take-offs and landings each year. This list of occasional activities may not be complete.

¹⁾ Not used simultaneously with another site in Akkrum.

²⁾ Not used simultaneously with another site in Ypecolsga.

³⁾ Not used simultaneously with another site in Tirns.

OCCASIONAL ACTIVITIES			
Designation and lateral limits	Vertical limits	Operator/User TEL NR	Remarks and time of ACT
1	2	3	4
Eibergen 520631N 0063714E*	NIL	INFO not AVBL	Powered paragliding Daily UDP
Emmer-Compascuum 524853N 0070013E*	NIL	INFO not AVBL	MLA Daily UDP
Empe 520830N 0060618E*	NIL	INFO not AVBL	Powered paragliding Daily UDP
Groot-Ammers 515501N 0044825E*	NIL	INFO not AVBL	Powered paragliding Daily UDP
Grootevast 531130N 0061706E*	NIL	INFO not AVBL	MLA 0700 (0600) - end UDP
Jirnsum 530329N 0054511E*	NIL	INFO not AVBL	MLA and powered paragliding Daily UDP
Kollumerzwaag 531608N 0060323E*	NIL	INFO not AVBL	MLA and powered paragliding Daily UDP
Langezwaag 525818N 0060004E*	NIL	INFO not AVBL	MLA Daily UDP
Loenen 521343N 0050048E*	NIL	INFO not AVBL	MLA Daily UDP
Lunteren 520608N 0053341E*	NIL	INFO not AVBL	Powered paragliding Daily UDP
Molenaarsgraaf 515146N 0044950E*	NIL	INFO not AVBL	Powered paragliding 01 JUN - 01 MAR: during UDP
Nieuwehorne 525629N 0060446E*	NIL	INFO not AVBL	MLA Daily UDP
Nieuwerbrug 520506N 0044848E*	NIL	INFO not AVBL	Powered paragliding Daily UDP
Obdam 524040N 0045559E*	NIL	INFO not AVBL	MLA Daily UDP
Polsbroek 515816N 0045204E*	NIL	INFO not AVBL	MLA Daily UDP
Reeuwijk 520334N 0043959E*	NIL	INFO not AVBL	Powered paragliding Daily UDP
Swolgen 513023N 0060705E*	NIL	INFO not AVBL	Powered paragliding Daily UDP
Terwolde 521530N 0060533E*	NIL	INFO not AVBL	Powered paragliding Daily UDP
Tirns 530321N 0053818E*	NIL	INFO not AVBL	Powered paragliding ³⁾ Daily UDP
Tirns 530318N 0053803E*	NIL	INFO not AVBL	Powered paragliding ³⁾ Daily UDP
Veulen 512832N 0055802E*	NIL	INFO not AVBL	Powered paragliding Daily UDP
Voorst 515227N 0062501E*	NIL	INFO not AVBL	MLA Daily UDP
Warstiens 531009N 0055230E*	NIL	INFO not AVBL	MLA Daily UDP
Wijchen 514951N 0054422E*	NIL	INFO not AVBL	Powered paragliding Daily UDP
Witmarsum 530646N 0052823E*	NIL	INFO not AVBL	Powered paragliding Daily UDP
Ypecolsga 525602N 0053618E*	NIL	INFO not AVBL	MLA ²⁾ Daily UDP
Ypecolsga 525537N 0053608E*	NIL	INFO not AVBL	MLA ²⁾ Daily UDP
Listed aerodromes and sites are for private use by the operator and guests only, with a limited number of users at the same time and a limited number of take-offs and landings each year. This list of occasional activities may not be complete.			
1) Not used simultaneously with another site in Akkrum.			
2) Not used simultaneously with another site in Ypecolsga.			
3) Not used simultaneously with another site in Tirns.			

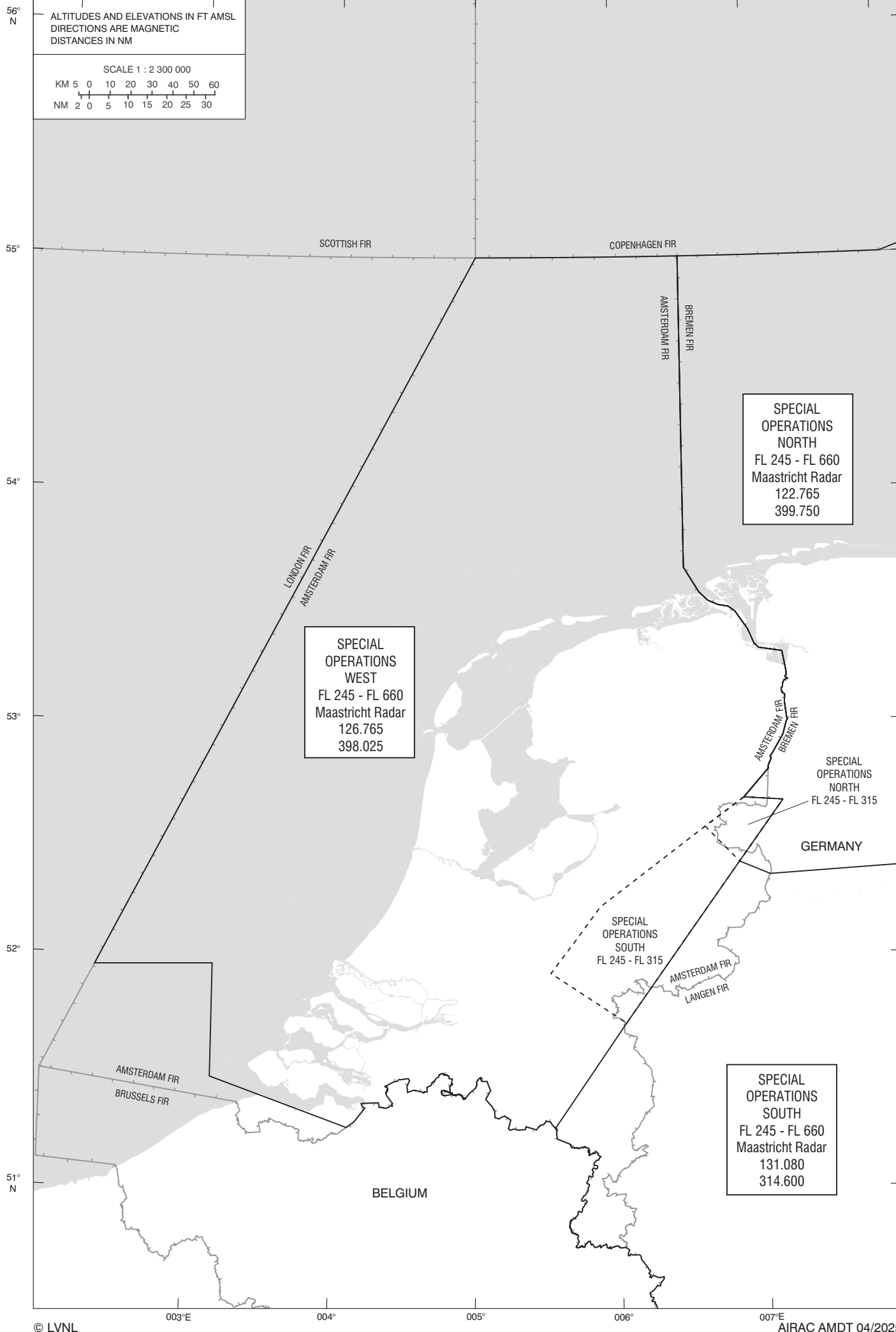
5 PARACHUTE JUMPING EXERCISE AREAS

PARACHUTE JUMPING EXERCISE AREAS			
Designation and lateral limits	Vertical limits	Operator/User TEL NR	Remarks and time of ACT
1	2	3	4
Ameland Circle, radius 2 NM, centre 532706N 0054038E.	FL 150	Paracentrum Ameland TEL: +31 (0)519 554 880	Daily UDP
Echten Circle, radius 2 NM, centre 524356N 0062557E.	FL 150	Paracentrum Eelde-Hoogeveen TEL: +31 (0)528 271 150	Daily UDP
Hoogeveen Circle, radius 2 NM, centre 524351N 0063058E.	FL 150	Paracentrum Eelde-Hoogeveen TEL: +31 (0)528 271 150	Daily UDP
Oostwold Circle, radius 2 NM, centre 531236N 0070204E.	FL 150	See EHOW AD 2.2.	Daily UDP
Rhoon Circle, radius 2 NM, centre 515107N 0042802E.	FL 120	Skydive Rotterdam TEL: +31 (0)10 415 9450	Daily UDP
Spier Circle, radius 2 NM, centre 524801N 0062819E.	FL 150	Paracentrum Eelde-Hoogeveen TEL: +31 (0)528 271 150	Daily UDP
Teuge Circle, radius 2 NM, centre 521441N 0060248E.	FL 130	Nationaal Paracentrum Teuge TEL: +31 (0)55 323 1604	Daily UDP
Texel Circle, radius 2 NM, centre 530655N 0045001E.	FL 150	Paracentrum Texel TEL: +31 (0)222 311 464	Daily UDP Dimensions climb-out area see EHTX AD 2.23.
Winde Circle, radius 2 NM, centre 530738N 0063151E.	FL 130	Paracentrum Eelde-Hoogeveen TEL: +31 (0)528 271 150	Daily UDP
<ul style="list-style-type: none"> Listed aerodromes and sites are for regular parachute jumping (including free fall parachuting). Listing a site or aerodrome does not imply any right to use that site or aerodrome. Parachute jumping exercise climb-out areas: a radius of 5 NM around the centre point and vertical limits as the exercise area, unless otherwise specified. 			

6 PARACHUTE JUMPING EXERCISE AREAS IN CLUSTERS

PARACHUTE JUMPING EXERCISE AREAS			
Designation and lateral limits	Vertical limits	Operator/User TEL NR	Remarks and time of ACT
1	2	3	4
CLUSTER NOORD-BRABANT			
Bosschenhoofd Circle, radius 2 NM, centre 513331N 0043140E.	FL 100	Skydive ENPC TEL: +31 (0)165 320 955	Daily UDP
Oudenbosch Noord Circle, radius 2 NM, centre 513410N 0043149E.	FL 100	Skydive ENPC TEL: +31 (0)165 320 955	Daily UDP
Oudenbosch Zuid Circle, radius 2 NM, centre 513403N 0043146E.	FL 100	Skydive ENPC TEL: +31 (0)165 320 955	Daily UDP
Rijsbergen Circle, radius 2 NM, centre 5131N 00441E.	FL 100	Skydive ENPC TEL: +31 (0)165 320 955	Daily UDP
Schijf Circle, radius 2 NM, centre 5129N 00435E.	FL 100	Skydive ENPC TEL: +31 (0)165 320 955	Daily UDP
Seppe Airport Circle, radius 2 NM, centre 513315N 0043257E.	FL 100	Skydive ENPC TEL: +31 (0)165 320 955	Daily UDP
CLUSTER UTRECHT			
<ul style="list-style-type: none"> In each cluster only one parachute jumping area (location) can be used at the same time. Listed aerodromes and sites are for regular parachute jumping (including free fall parachuting). Listing a site or aerodrome does not imply any right to use that site or aerodrome. Parachute jumping exercise climb-out areas: a radius of 5 NM around the centre point and vertical limits as the exercise area, unless otherwise specified. 			

AIP NETHERLANDS



EHAM — AMSTERDAM/Schiphol

EHAM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHAM — AMSTERDAM/Schiphol

EHAM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at AD	521829N 0044551E 062 DEG GEO 135 M from TWR.
2	Direction and distance from (city)	4.9 NM SW of Amsterdam.
3	Elevation/reference temperature	-11 FT AMSL/20.4(JUL).
4	Geoid undulation at AD ELEV PSN	142 FT.
5	MAG VAR/annual change	2° E (2020)/11'E.
← 6	AD operator, postal address, telephone, telefax, email, AFS, website	Post: Amsterdam Airport Schiphol P.O. Box 7501 1118 ZG Schiphol Tel: +31 (0)20 601 9111 (Airport all EXT) +31 (0)20 601 2116 (Airport office/Apron Management Service) +31 (0)20 601 2115 (Airport Authority) Email: apron_office@schiphol.nl URL: https://www.schiphol.nl
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	1. Airport for use by national and international civil air transport with all types of aircraft. 2. Upon request, contact the flow manager aircraft on channel 130.480 call sign "Airport One" (not monitored H24). 3. Changes in the availability of the runway and taxiway infrastructure at the airport will be promulgated by NOTAM. The NOTAM can refer to the website https://www.eham.aero where visual material relating to this subject will be shown. This material may only be used in combination with the current NOTAM.

EHAM AD 2.3 OPERATIONAL HOURS

1	AD operator	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS briefing office	H24 Tel: +31 (0)20 406 2315 URL: https://www.homebriefing.nl
5	ATS reporting office (ARO)	H24 Tel: +31 (0)20 406 2315 URL: https://www.homebriefing.nl
6	MET briefing office	H24
7	ATS	H24
8	Fuelling	Schiphol-Centre: H24. Schiphol-East: normal operating hours 0530-2230 (0430-2130).
9	Handling	Schiphol-Centre: H24. Schiphol-East: normal operating hours 0530-2230 (0430-2130). Between 2230-0530 (2130-0430) PN required from ground handling companies (see EHAM AD 2.23).
10	Security	H24
11	De-icing	H24
12	Remarks	For information regarding slot requests and restrictions on the use of the aerodrome between 2200-0600 (2100-0500) refer to EHAM AD 2.20 paragraph 1.

EHAM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	All modern facilities. Transport of persons on the aprons of Schiphol-Centre and Schiphol-East may exclusively take place by means of vehicles of the relevant ground handling company. For addresses and other details of ground handling companies see EHAM AD 2.23.
2	Fuel/oil types	Jet A-1/All kinds.
3	Fuelling facilities/capacity	Schiphol-Centre: Jet A-1 unlimited. Schiphol-East: Jet A-1 (by truck).
4	De-icing facilities	De-icing equipment AVBL.
5	Hangar space for visiting aircraft	O/R, limited.
6	Repair facilities for visiting aircraft	Major repairs to all types of aircraft. Spares AVBL.
7	Remarks	Oxygen and related servicing unlimited.

EHAM AD 2.5 PASSENGER FACILITIES

1	Hotels	At AD: 2 hotels (322 beds). In the close vicinity of the airport: 3 hotels (1274 beds). At Amsterdam: unlimited.
2	Restaurants	At AD, near vicinity and in the city: unlimited.
3	Transportation	Train, buses, taxis and rental cars.
4	Medical facilities	First aid treatment. Two motor ambulances. Hospitals at Amsterdam (12 KM distance).
5	Bank and post office	AVBL
6	Tourist office	AVBL
7	Remarks	NIL

EHAM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 10.
2	Rescue equipment	9 crash trucks equipped with 13.300 liters of water, 1.600 liters of foam (level C) and 250 KG of dry chemical powder, 1 rescue-pumper vehicle, 1 truck with rescue equipment, 1 all-terrain vehicle and 1 rescue stair; allocated to 3 fire stations.
3	Capability for removal of disabled aircraft	Coordinated by airport authority in consultation with outside partners.
4	Remarks	Airport Fire Officer, callsign Fire Rescue 1 or Fire Rescue 2, available via 130.480 when fire fighting vehicles are attending an aircraft on ground in case of an emergency.

EHAM AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	16 snowsweep combinations with ploughs, 5 snowblowers, 8 spray vehicles, 16 ramp ploughs, 5 compact-sweepers.
2	Clearance priorities	RWY, TWY and apron simultaneously.
3	Remarks	1. Responsible authority: airport authority. 2. No specially prepared winter runways AVBL. 3. Methods of snow removal: snowploughs and sweeping machines. 4. Chemical treatment of runway surface by KFOR. SAND only locally used at aprons. 5. Assessment and measuring of contamination: observation by own experienced staff. 6. Runway condition is determined and reported according to the global reporting format and broadcast via ATIS. 7. Information on the runway condition is published by: a. SNOWTAM via the international NOTAM office at Schiphol. b. RCR (only mandatory items) via ATIS. c. RCR (only RWYCC) via RTF on TWR frequency.

Designations RWY NR	True BRG	Dimensions of RWY (M)	Strength (PCN) and sur- face of RWY and SWY	THR co-ordinates RWY end co-ordinates THR GUND	THR elevation and highest elevation of TDZ of precision APCH RWY
1	2	3	4	5	6
18L	183.25°	3400 x 45	89/F/C/W/T ASPH ^(1) 3) 7)	521858.19N 0044646.89E 521726.96N 0044638.45E 142 FT	-12.0 FT NA
36R	003.25°	3400 x 45	89/F/C/W/T ASPH ^(1) 3) 7)	521726.97N 0044638.45E 521858.19N 0044646.89E 142 FT	-11.3 FT -11.1 FT
18R	183.20°	3800 x 60	89/F/C/W/T ASPH ^(1) 2)	522136.93N 0044242.21E 521942.89N 0044231.81E 142 FT	-13.2 FT -13.2 FT
36L	003.20°	3800 x 60	89/F/C/W/T ASPH ^(1) 2) 5)	521942.88N 0044231.81E 522145.65N 0044243.01E 142 FT	-11.9 FT NA

Designations RWY NR	Slope of RWY- SWY	SWY dimensions (M)	CWY dimen- sions (M)	Strip dimen- sions (M)	RESA dimen- sions (M)	Location and type of arresting system	OFZ
1	7	8	9	10	11	12	13
04	< -0.01%	NIL	60 x 150	2140 x 300	220 x 90	NIL	NA
22	< 0.01%	NIL	60 x 150	2140 x 300	180 x 90	NIL	NA
06	< -0.01%	NIL	60 x 150	3559 x 300	240 x 90	NIL	AVBL
24	< 0.01%	NIL	60 x 150	3559 x 300	90 x 90	NIL	NA
09	< -0.01%	NIL	60 x 150	3573 x 300	150 x 90	NIL	NA
27	< 0.01%	NIL	60 x 150	3573 x 300	95 x 90	NIL	AVBL
18C	< 0.01%	NIL	60 x 150	3420 x 300	120 x 90	NIL	AVBL
36C	< -0.01%	NIL	60 x 150	3420 x 300	230 x 90	NIL	AVBL
18L	< 0.01%	NIL	60 x 150	3520 x 300	240 x 90	NIL	NA
36R	< -0.01%	NA	NA	3520 x 300	240 x 90	NIL	AVBL
18R	0.01%	NA	NA	3920 x 300	240 x 120	NIL	AVBL
36L	-0.01%	NIL	60 x 150	3920 x 300	240 x 120	NIL	NA

Remarks

14

- The following runway exits are rapid exit taxiways:

RWY	Rapid exit TWY	Intersection angle (°)	Radius of turn-off (M)	Remarks
06	S3	30	320	-
	S4	30	315	-
	S6	30	350	-
09	N9	30	310	-
18C	W6	30	350	-
	W7	30	350	-
	W8	30	350	-
18R	V1	30	550	Caution: V3 is no rapid exit taxiway.
	V2	30	550	
27	N2	30	330	-
	N3	30	310	-
	N4	30	325	-
36C	W4	30	550	-
	W3	30	550	-
36R	E1	30	310	-
	E2	30	300	-

¹⁾ Regarding RWY strength, an unlimited use will be permitted for aircraft with an AUW <= 5700 KG.

²⁾ RWY shoulders of 7.5 M width on both sides (strength restricted).

³⁾ RWY shoulders of 15 M width on both sides (strength restricted).

⁴⁾ A turn-around area is AVBL at the beginning of the RWY.

⁵⁾ A turn-around area is AVBL at the end of the RWY.

⁶⁾ RWY 04/22 prohibited for ICAO/EASA code letter F aircraft.

⁷⁾ RWY 04/22, 06/24, 09/27 and 18L/36R prohibited (landing and take-off) for aircraft with a MTOM exceeding 600 000 KG due to insufficient load bearing capacity of related runway and taxiway bridges.

EHAM AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04	1909	1969	1909	2020	Take-off from intersection with TWY G5.
22	2015	2075	2015	2020	Take-off from intersection with TWY G1.
	1714	1774	1714	NA	Take-off from intersection with TWY G2.
06	3439	3499	3439	3195	DTHR 244 M.
	2596	2656	2596	NA	Take-off from intersection with TWY S1.
	2596	2656	2596	NA	Take-off from intersection with TWY S10.
24	3435	3495	3435	3439	Take-off from intersection with TWY S7E.
	3266	3326	3266	NA	Take-off from intersection with TWY S8.
	3245	3305	3245	NA	Take-off from intersection with TWY S6.
	3205	3265	3205	NA	Take-off from intersection with TWY S5.
	2611	2671	2611	NA	Take-off from intersection with TWY S4.
	1981	2041	1981	NA	Take-off from intersection with TWY S3.
09	3434	3494	3434	3363	Take-off from intersection with TWY N5. DTHR 90 M.
	2400	2460	2400	NA	Take-off from intersection with TWY N4.
	1881	1941	1881	NA	Take-off from intersection with TWY N3.
27	3453	3513	3453	3453	Take-off from intersection with TWY N1.
18C	3271	3331	3271	3300	Take-off from intersection with TWY W1.
	3072	3132	3072	NA	Take-off from intersection with TWY W2.
	2681	2741	2681	NA	Take-off from intersection with TWY W3.
	2378	2438	2378	NA	Take-off from intersection with TWY W4.
	2090	2150	2090	NA	Take-off from intersection with TWY W5.
36C	3300	3360	3300	2850	Take-off from intersection with TWY W10. DTHR 450 M.
	3297	3357	3297	NA	Take-off from intersection with TWY W11.
	3050	3110	3050	NA	Take-off from intersection with TWY W9 and W12.
	2695	2755	2695	NA	Take-off from intersection with TWY W8.
	2131	2191	2131	NA	Take-off from intersection with TWY W7.
18L	3400	3460	3400	2825	Take-off from intersection with TWY E6. DTHR 575 M. Not AVBL for landing, except in case of an emergency.
	2820	2880	2820	NA	Take-off from intersection with TWY E5.
	2582	2642	2582	NA	Take-off from intersection with TWY E4.
	2547	2607	2547	NA	Take-off from intersection with TWY E8.
	2114	2174	2114	NA	Take-off from intersection with TWY E2.
36R	NU	NU	NU	2825	The section of 575 M beyond the displaced RWY-end shall not be used.
18R	NU	NU	NU	3530	DTHR 270 M.
36L	3800	3860	3800	3800	Take-off from intersection with TWY V4. Not AVBL for landing, except in case of an emergency.
	3247	3307	3247	NA	Take-off from intersection with TWY V3.
	2748	2808	2748	NA	Take-off from intersection with TWY V2.
	2148	2208	2148	NA	Take-off from intersection with TWY V1.

For determination of the datum line for an intersection take-off, see EHAM AD 2.23 paragraph 4.

EHAM AD 2.23 ADDITIONAL INFORMATION

1 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 (see ENR 1.2). Pilots are strongly recommended to use the frequency monitoring code as outlined in ENR 1.2.
- During approach RWY 04 or RWY 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 approach to RWY 04 or take-off from RWY 22, handling the aircraft may become rather difficult in the vicinity of the buildings SE of THR RWY 04. Pilots are advised to obtain information in advance concerning ATC instructions to be expected and the resulting flight paths.
- During approach RWY 04 or RWY 22 pilots must not confuse the runway with TWY G situated east of RWY 04/22.
- Vacating RWY 04 via TWY G1 is restricted to aircraft with a maximum wingspan of 31 meter due to wingspan restriction on adjacent taxiways.
- Pilots shall be aware that in the vicinity of the aerodrome, ATC gives priority to:
 - aircraft in state of an emergency;
 - hospital and police aircraft with the status priority or scramble;
 - aircraft engaged in SAR operations.
- Bird-scare patrols are active 24 hours a day and use various equipment, including flare shellcrackers, alternating bird dispersal guns and amplified cries of distress.
- When lightning discharges are observed in the vicinity of the airport, the flow manager aircraft will announce that all ground handling and re-fuelling operations are prohibited until further notice. When it is safe to do so, the flow manager aircraft will declare that ground handling and re-fuelling operations can be resumed.
- Before taxiing to RWY 18L or RWY 22 check hotspot information, see AD 2.EHAM-GMC.1.

2 RUNWAY EXITS AND ENTRIES, FUNCTIONS AND LIGHTS

In the table below the functions of all taxiways connected to a runway are indicated when present and marked with "L" or "U" depending on the availability of centre line lights.

Runway	Taxiway	Function				Remarks
		Rapid exit taxiway	Exit taxiway	Take-off intersection	Runway crossing	
04/22	G1	-	U	U	-	TWY width 15 M. MAX wingspan 31 M.
	G2	-	U	U	U	-
	G3	-	U	-	-	No-entry from TWY G.
	G4	-	U	-	U	-
	G5	-	U	U	U	-
	G6	-	U	-	U	-
	G7	-	U	-	U	TWY L width 20 M. MAX wingspan 36 M.
	G8	-	-	-	U	-
06/24	S1	-	L	L ¹⁾	L	¹⁾ TWY CL LGT interrupted when diverging from the straight section of TWY S1 towards the RWY CL.
	S2	-	L	-	L	-
	S3	L	U ¹⁾	U ²⁾	-	¹⁾ Exit from RWY 24 MAX wingspan 36 M. ²⁾ From TWY B right turn to RWY 24 MAX wingspan 36 M.
	S4	L	U ¹⁾	U ²⁾	-	¹⁾ Exit from RWY 24 MAX wingspan 36 M. ²⁾ From TWY B right turn to RWY 24 MAX wingspan 36 M.
	S5	-	-	U	-	From TWY B right turn to RWY 24 MAX wingspan 36 M.
	S6	L	-	L	-	-
	S7E	-	L	L	-	-
	S7W	-	-	-	L	-
	S8	-	L	L	L	-
	S9	-	-	-	L	-
	S10	-	L	L ¹⁾	L	¹⁾ TWY CL LGT interrupted when diverging from the straight section of TWY S10 towards the RWY CL.

L = taxiway centre line lights
U = no taxiway centre line lights

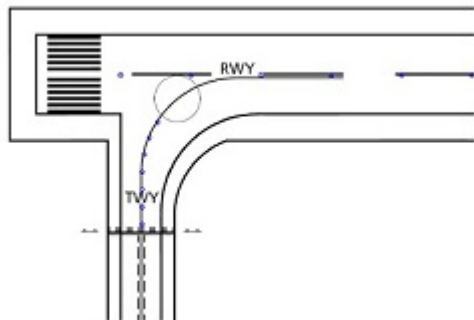
Runway	Taxiway	Function				Remarks
		Rapid exit taxiway	Exit taxiway	Take-off intersection	Runway crossing	
09/27	N1	-	U	L ¹⁾	-	¹⁾ TWY CL LGT interrupted BTN edge of RWY and RWY CL.
	N2	L	-	-	L	-
	N3	L	-	U	-	-
	N4	L	-	U	-	-
	N5	-	L	L ¹⁾	-	¹⁾ TWY CL LGT interrupted BTN edge of RWY and RWY CL.
	N9	U	-	-	-	No-entry from TWY B.
18C/36C	W1	-	L	L	-	-
	W2	-	L	U	-	-
	W3	L	-	U	-	-
	W4	L	-	U	-	-
	W5	-	L ¹⁾	U ²⁾	L	¹⁾ Exit RWY 36C. ²⁾ Take-off entry RWY 18C.
	W6	L ²⁾	U ¹⁾²⁾	-	-	¹⁾ Exit from RWY 36C MAX wingspan 36 M. ²⁾ No-entry from TWY B.
	W7	L	-	U	-	-
	W8	L	-	U	-	-
	W9	-	U	U	-	-
	W10	-	L	L	-	-
	W11	-	U	L	-	-
	W12	-	U	U	-	-
	W13	-	-	-	L	-
18L/36R	E1	L	-	-	-	No-entry from TWY B.
	E2	L	-	U	-	-
	E3	-	-	-	U	-
	E4	-	U	U	L	-
	E5	-	L	U	U	-
	E6	-	-	L	-	-
	E7	-	-	-	U	-
	E8	-	U ¹⁾	U ¹⁾	L	¹⁾ MAX wingspan 36 M due to TWY curve.
	E9	-	-	-	U	-
	E10	-	U ¹⁾	-	U	¹⁾ MAX wingspan 36 M due to TWY curve.
18R/36L	V1	L	-	U	-	-
	V2	L	-	U	-	-
	V3	-	L	U	-	-
	V4	-	L	L	-	-

L = taxiway centre line lights

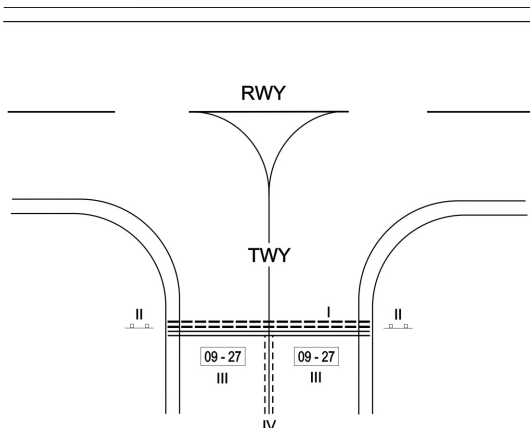
U = no taxiway centre line lights

3 TAXIWAY MARKING AND LIGHTING

CENTRE LINE LIGHTING RUNWAY ENTRIES USED DURING LOW VISIBILITY



RUNWAY HOLDING POSITION

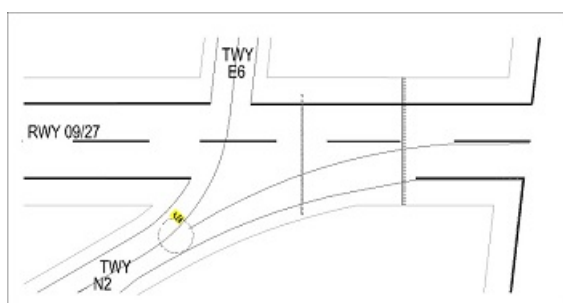
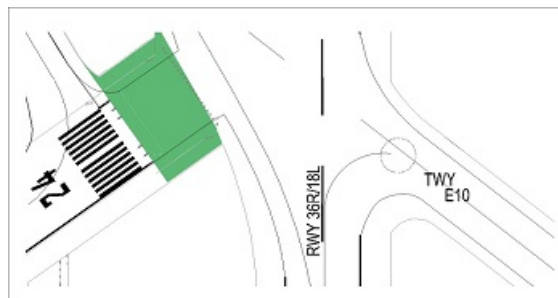
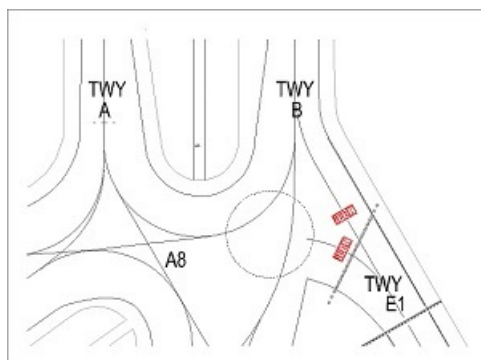


On runway entries N1 and N5, used during low visibility, green centre line lights are discontinued between runway edge and runway centre line.

Runway holding positions are safeguarded by:

- I: runway holding position marking
- II: mandatory instruction sign
- III: mandatory instruction marking
- IV: enhanced taxiway centre line marking.

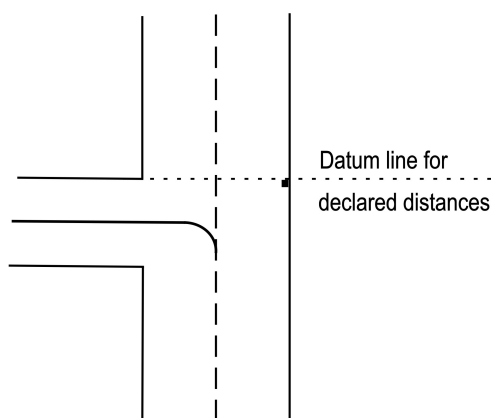
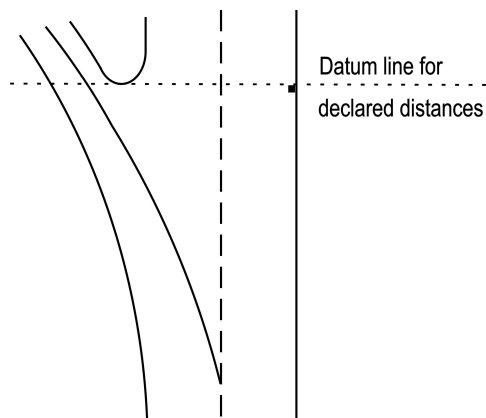
INTERRUPTED CENTRE LINE MARKINGS



4 DETERMINATION OF DATUM LINE FOR INTERSECTION TAKE-OFF

The datum line from which the reduced runway declared distances for take-off should be determined is defined by the intersection of the downwind edge of the specific taxiway with the runway edge as shown in the diagram below. The loss of runway length due to alignment of the aircraft prior to take-off should be taken into account by the operators for the calculation of the aircraft's take-off mass (ICAO Annex 6, Part 1, paragraph 5.2.8).

If an intersection take-off will take place from an intersection with an intersection angle of 30° (rapid exit taxiway), and the taxiway centre line is followed until the runway centre line, there is a loss of line-up distance of at least 200 M.



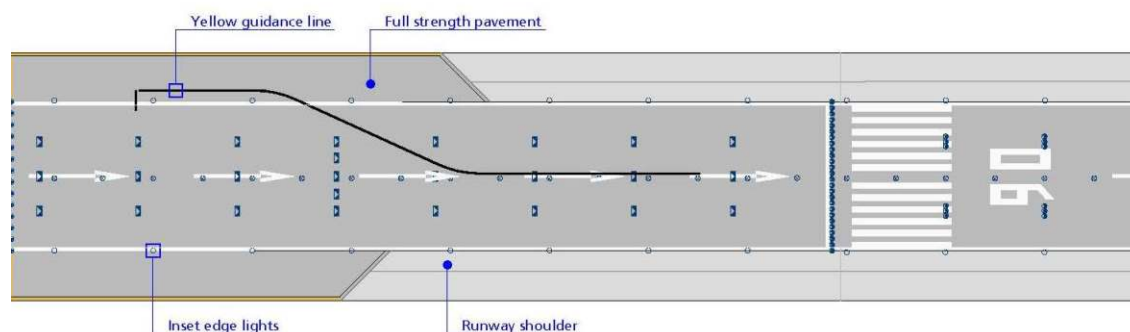
5 TURN-AROUND AREAS

Normal operations at Schiphol Airport do not require a turn pad, therefore runway turn pads, designed according to international requirements are not provided. Instead turn-around areas are provided at the end of RWY 24 and RWY 36L.

Both turn-around areas are designed using a nose wheel steering angle of more than 45 degrees. Guidance for the use of both turn-around areas is provided by a yellow guidance line. Inset edge lights are provided at the boundary of the runway and the full strength shoulder within the turn-around area. No additional guidance lights are provided. Marshaller guidance is required for aircraft with wingspan 36 M, or greater, or at ATC discretion, and available on pilot's request.

Runway shoulders within the turn-around area are reinforced and provide the same strength as the related runway pavement. Width of the runway turn-around area including runway shoulders is 75 M.

Note: For code letter E and F aircraft the use of differential braking and asymmetric power to make a 180 degree turn within the turn-around area may be necessary.



No turn-around area is provided at the end of RWY 18L. Marshaller guidance is required for aircraft with wingspan 36 M or greater and available on pilot's request. A tow truck is required for EASA code letter F aircraft, or at ATC discretion.

6 ATIS (ARR AND DEP) VIA DATALINK

ATIS (ARR and DEP) via datalink (ARINC / SITA) is available. Aircraft equipped with ACARS compliant with ARINC 622 and 623 specifications will be able to use the datalink service. If unsuccessful revert to ATIS voice broadcast and inform the SITA or ARINC provider. In case of system failure, contact the appropriate SITA or ARINC helpdesk or your customer support account team.

7 CODE LETTER F AIRCRAFT RESTRICTIONS AND PROCEDURES

7.1 Restrictions

Operational restrictions on code letter F aircraft are shown on charts AD 2.EHAM-GMC.2 (A380), AD 2.EHAM-GMC.3 (AN124) and AD 2.EHAM-GMC.4 (B747-8); see EHAM AD 2.24.

Additional details are shown in the table below. The restrictions per aircraft type are marked with an X. A dash indicates no restrictions.

Restrictions	Airbus A380	Antonov AN124	Boeing 747-8
ILS landings			
All RWYs: ILS landings shall be made with coupled autopilot or flight director mode to ensure maximum track-accuracy to the runway centre line (see ICAO Circular 301).	X	-	-
Runways			
RWY 04/22: use of RWY prohibited due to insufficient runway width.	X	X	X
RWY 06/24: use of turn around area RWY end 24 under marshaller guidance only.	X	X	X
RWY 18R/36L: use of turn around area RWY end 36L under marshaller guidance only.	X	X	X
RWY 18L/36R: turn around on RWY end 18L not possible, towing required.	X	X	X
Taxiways and aprons			
TWY R between aircraft stand R77 and TWY B: access only under marshaller guidance.	X	X	-
TWY A and TWY B between A28 and AS/BS: thrust on outer engines limited to MAX ground idle power due to highway bridge.	X	X	-
TWY S: access only under marshaller guidance. Prohibited for use by Airbus A380.	X	X	-
Apron TWY A13 abeam aircraft stands numbered lower than E18: access prohibited due to wingspan restrictions.	X	X	X
Apron TWY A19C abeam aircraft stands numbered lower than G9: access prohibited due to wingspan restrictions.	X	X	X
Aircraft stands (related to parking purposes only)			
E18: arriving A380 will be parked on P3 and towed to E18. Prohibited for use by AN124.	X	X	-
Remote de-icing facilities			
Remote de-icing spot P10 access prohibited due to wingspan restrictions.	X	X	-
Remote de-icing spot P12 access prohibited due to wingspan restrictions.	X	X	X
Remote holding positions			
Remote holding position P1: access prohibited due to wingspan restrictions.	X	X	-
Remote holding position P2: access prohibited due to wingspan restrictions.	X	X	X
Remote holding positions PA, PB, PC and PD: access prohibited due to wingspan restrictions.	X	X	X

Restrictions	Airbus A380	Antonov AN124	Boeing 747-8
Remote holding positions P20, P21, P22 and P23: access prohibited due to wingspan restrictions.	X	X	X
Remote holding positions P6A, P6B, P7A and P7B: access prohibited due to wingspan restrictions.	X	X	X
Engine run-up facilities			
Engine run-up area (towing only): no access due to wingspan restrictions.	X	-	-

7.2 Procedures

To minimise taxi times and to protect the ILS LOC critical area, pilots of Airbus A380 equipped with a brake-to-vacate system are advised to select the following exits, unless instructed otherwise:

Landing RWY	Exit TWY	Landing RWY	Exit TWY
06	S4	24	S1
09	N1	27	N4
18C	W7	36C	W3
-	-	36R	E5
18R	V2	-	-

To protect the ILS LOC sensitive area, pilots shall vacate the exit taxiway completely onto the taxiway parallel to the runway as soon as practicable.

8 MINIMUM FUEL PROCEDURES

This procedure is developed in order to provide clarity about conditions and service provision in case of a "minimum fuel" call.

8.1 Aircraft operator procedures

Operators with aircraft in a (potential) minimum fuel situation may contact Amsterdam FMP to obtain information whether delay can be expected additional to available information (for address see ENR 1.9 paragraph 2.2).

Note: Mentioning a minimum fuel situation to the FMP has no status. Requests for priority handling will not be accepted by the FMP.

8.2 Pilot and ATC procedures

- Pilots shall advise "minimum fuel" to ATC when the aircraft's fuel supply has reached a state where the flight is committed to land at a specific aerodrome 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 APP can provide the approximate distance to touchdown.

Note: Only when the pilot declares an emergency, radio call prefixed by MAYDAY (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.

9 MEDICAL EMERGENCY PROCEDURES

Pilots shall declare a medical emergency to ATC only in case of a patient on board suffering from a life-threatening condition. A patient's medical condition is categorised and should be handled as follows:

- Medical emergency (life-threatening): pilots shall contact ATC to declare a medical emergency by radio call prefixed by PAN PAN (3X) for urgency. Priority handling will be provided. Airport authority and medical crew will board the aircraft before passengers disembark.
- Medical care at the gate (non-life-threatening): flight crew shall contact ground handler only to arrange medical crew at the gate.
- Medical meet and assist (non-life-threatening, medical check at first-aid post): flight crew shall contact ground handler only to arrange medical assistance at the gate.

10 GROUND HANDLING COMPANIES

1. Cargo Handling Schiphol

- Post: **Airport Cargo Handling B.V.** (second line cargo handling)
Snipweg 101
1118 DP Schiphol-South
Tel: +31 (0)20 316 5396
Fax: +31 (0)20 316 5461
Email: operations@airport-cargo.nl
SITA: SPLFLXH
 - Post: **dnata B.V.** (Cargo & full freighter handling)
Pelikaanweg 1
1118 DT Schiphol
Tel: +31 (0)20 603 2569
Fax: +31 (0)20 603 2329
Email: aero.ops@dnata.nl
AFS: EHAMYIAG
SITA: AMSAFXH
- Note:** dnata cargo Amsterdam channel 131.855.

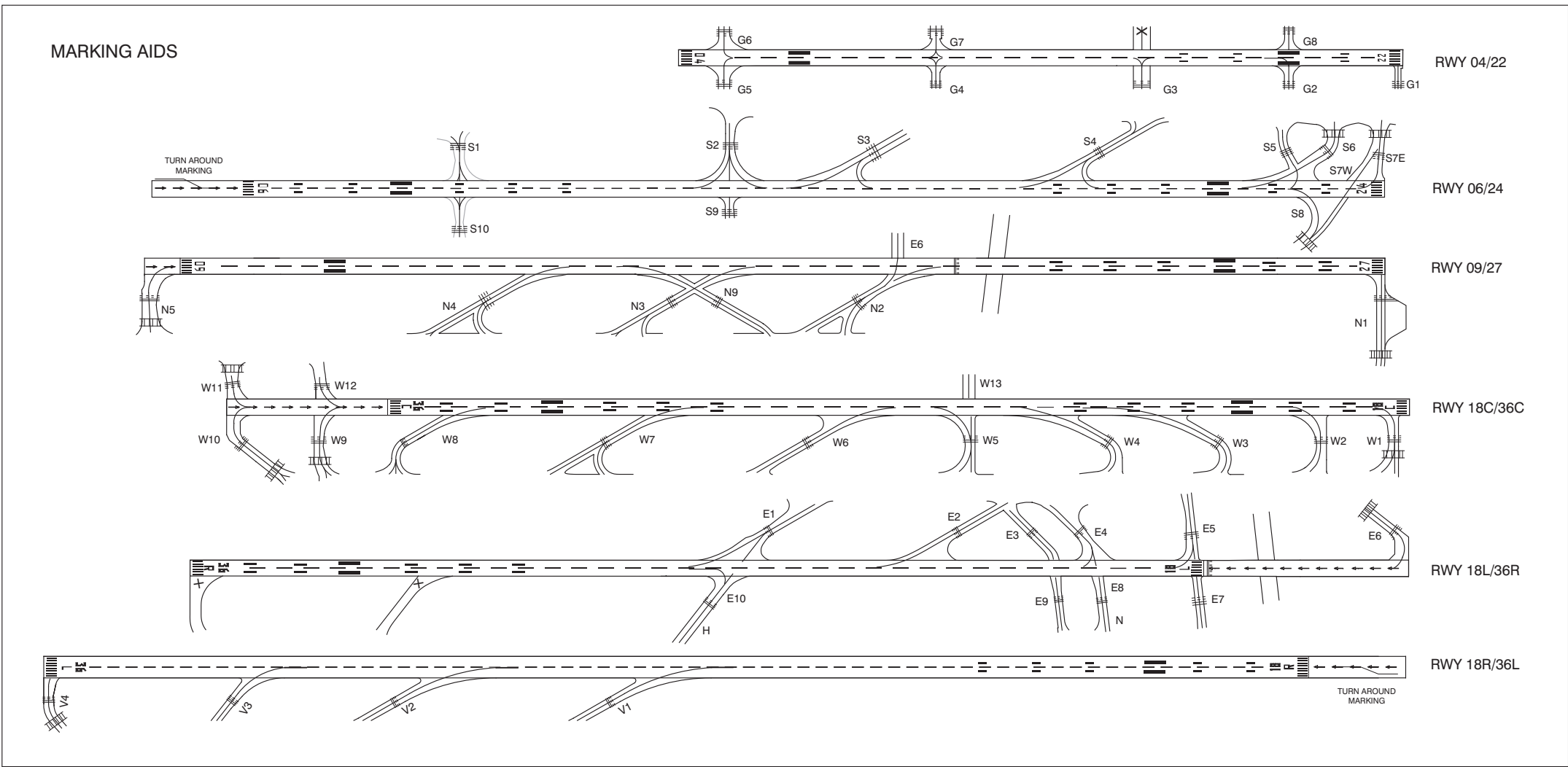
- Post: **Fr8** (Cargo & full freighter ramp handling by Menzies Aviation Group (Netherlands) B.V.)
Cargo Terminal 8
Anchorageaan 50
1118 LE Schiphol-Southeast
Tel: +31 (0)20 405 7333
Fax: +31 (0)20 405 7444
Email: info@Fr8.nl
SITA: SPLAEXH
- Post: **Skylink Handling Services B.V.**
Anchorageaan 36
1118 LD Schiphol-Southeast
Tel: +31 (0)20 405 9725
Fax: +31 (0)20 405 9720
Email: operations@skylinkhandling.nl
SITA: SPLCXXH

2. Ground Handling Schiphol-Centre

- Post: **Aviartner B.V.**
Pelikaanweg 45
1118 DT Schiphol
Tel: +31 (0)20 406 7780
Fax: +31 (0)20 406 7785
Email: amsops@aviartner.aero
SITA: AMSOVXH
Note: Aviartner Amsterdam 131.580.
- Post: **dnata B.V.** (Passenger services & aircraft handling)
Pelikaanweg 1
1118 DT Schiphol
Tel: +31 (0)20 603 2370
URL: www.dnata.com
Email: ams.ops@dnata.nl
SITA: AMSDOXH
Note: dnata Amsterdam channel 131.410.
- Post: **Menzies Aviation B.V.**
P.O. Box 75625
1118 ZR Schiphol-Centre
Tel: +31 (0)20 446 6411
Fax: +31 (0)20 446 6496
AFS: EHAMYIOA
SITA: AMSOOXH
Note: Menzies Ops 131.805.
- Post: **Swissport Amsterdam**
P.O. Box 75724
1118 ZT Schiphol-Centre
Tel: +31 (0)20 795 2480
Fax: +31 (0)20 795 2492
Email: ams.airsideoperations@swissport.com
AFS: EHAMYIGG
SITA: SPLAPXH
Note: Swissport Amsterdam 131.560.
- Post: **Viggo Schiphol B.V.**
Jan Hilgersweg 2
5657 ES Eindhoven
Tel: +31 (0) 20 211 7510
URL: https://www.viggo.eu
Email: info@viggo.eu
SITA: AMSVSXH
Note: Viggo Amsterdam channel 131.590.

3. Ground Handling Schiphol-East (General Aviation)

- Post: **Aviartner Executive**
Thermiekstraat 16
1117 BC Schiphol
Tel: +31 (0)20 206 6780
Fax: +31 (0)20 206 6790
Email: ams.executive@aviartner.aero
URL: http://www.aviartner.aero
Note: Aviartner 131.605.



AD ELEV -11

Schiphol Ground:
121.560
121.705
121.805
121.905
Schiphol Delivery:
121.980

PHYSICAL CHARACTERISTICS				
RWY	DIRECTION	BEARING STRENGTH	SURFACE	THR COORDINATES
04	040°	PCN79/F/C/W/T	ASPH/PFC	521801.3N 0044700.5E
22	220°	PCN79/F/C/W/T	ASPH/PFC	521850.5N 0044810.9E
06	057°	PCN89/F/C/W/T	ASPH/PFC	521720.8N 0044414.0E
24	237°	PCN89/F/C/W/T	ASPH/PFC	521815.7N 0044636.9E
09	086°	PCN89/F/C/W/T	ASPH/PFC	521900.1N 0044451.6E
27	266°	PCN89/F/C/W/T	ASPH/PFC	521906.2N 0044748.8E
18C	182°	PCN89/F/C/W/T	ASPH	521953.0N 0044424.1E
36C	002°	PCN89/F/C/W/T	ASPH	521821.0N 0044415.7E
18L	182°	PCN89/F/C/W/T	ASPH	521858.1N 0044646.9E
36R	002°	PCN89/F/C/W/T	ASPH	521727.0N 0044638.5E
18R	182°	PCN89/F/C/W/T	ASPH	522136.9N 0044242.2E
36L	002°	PCN89/F/C/W/T	ASPH	521842.9N 0044231.8E

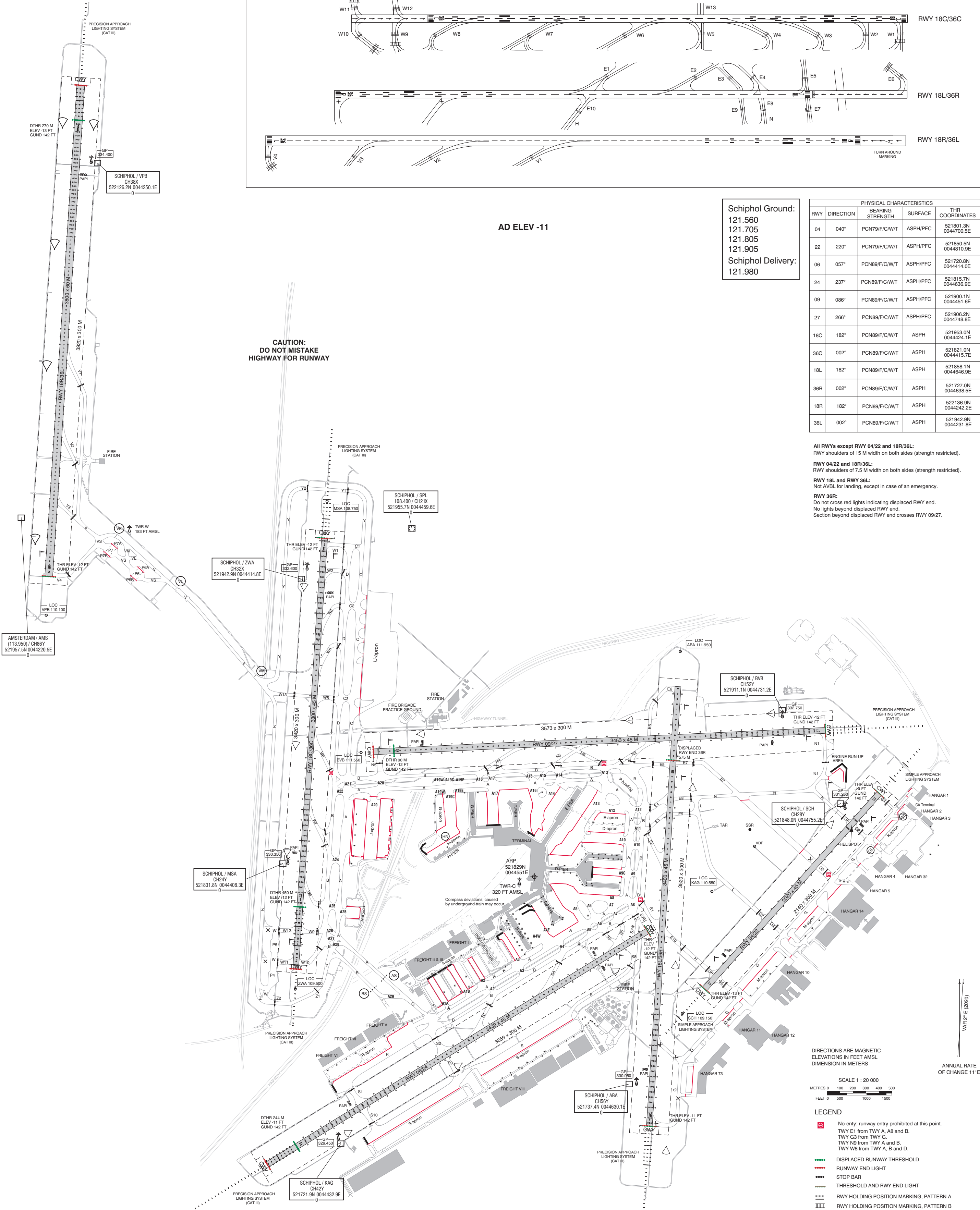
All RWYs except RWY 04/22 and 18R/36L:
RWY shoulders of 15 M width on both sides (strength restricted).

RWY 04/22 and 18R/36L:
RWY shoulders of 7.5 M width on both sides (strength restricted).

RWY 18L and RWY 36L:
Not AVBL for landing, except in case of an emergency.

RWY 36R:
Do not cross red lights indicating displaced RWY end.
No lights beyond displaced RWY end.
Section beyond displaced RWY end crosses RWY 09/27.

CAUTION:
DO NOT MISTAKE
HIGHWAY FOR RUNWAY



DIRECTIONS ARE MAGNETIC
ELEVATIONS IN FEET AMSL
DIMENSION IN METERS

SCALE 1 : 20 000

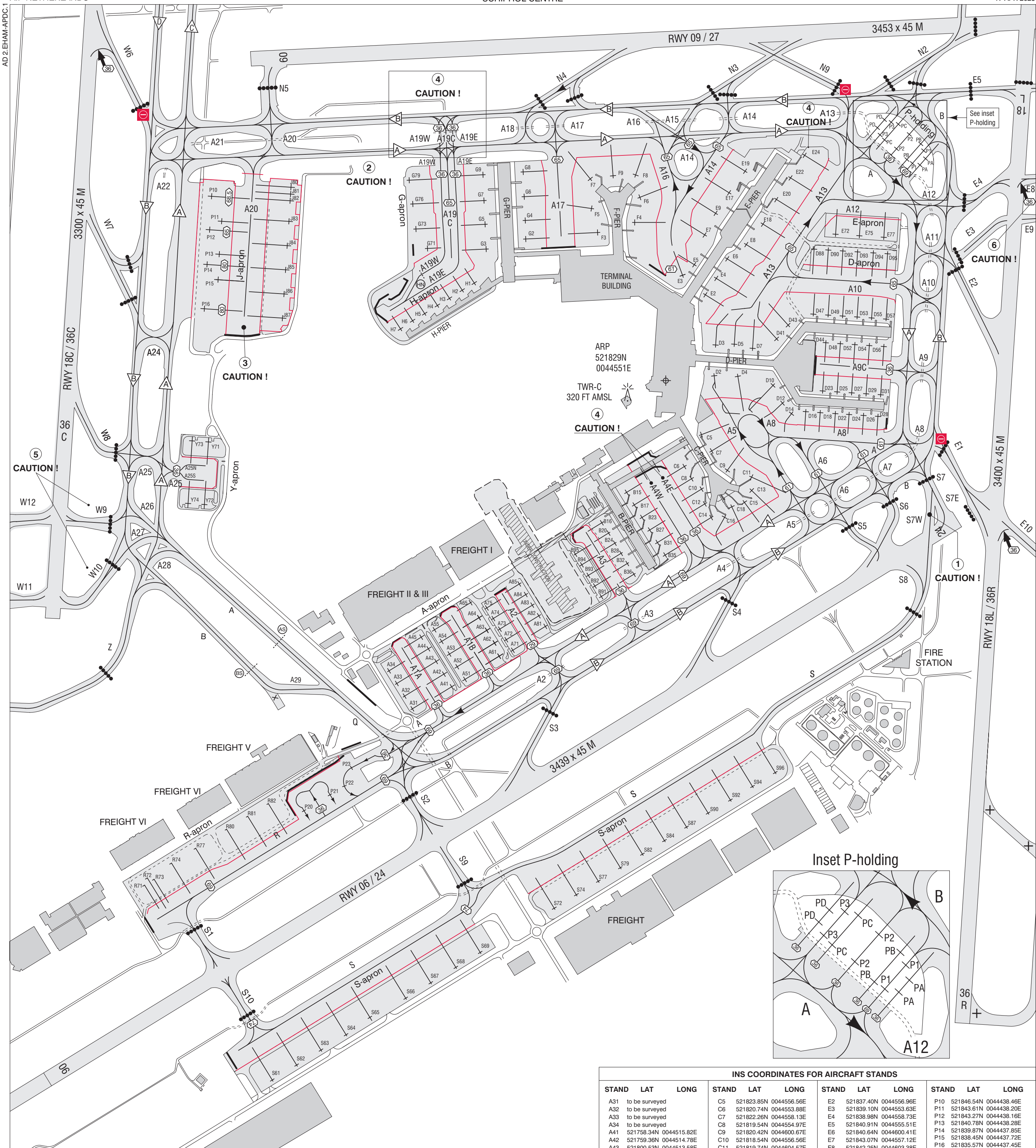
METRES 0 100 200 300 400 500
FEET 0 500 1000 1500

LEGEND

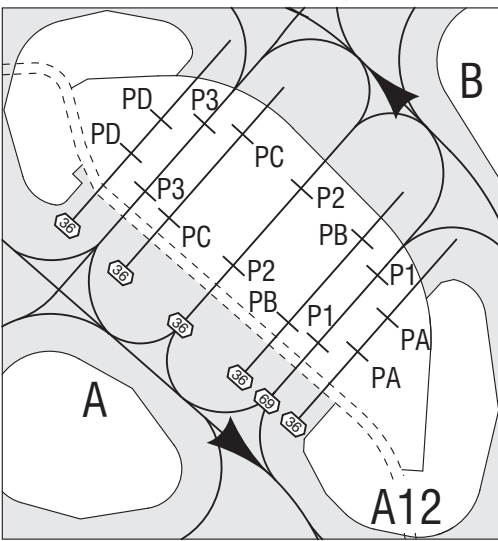
- No entry: runway entry prohibited at this point.
- TWY E1 from TWY A, A8 and B.
- TWY G3 from TWY G.
- TWY N9 from TWY A and B.
- TWY W6 from TWY A, B and D.
- DISPLACED RUNWAY THRESHOLD
- RUNWAY END LIGHT
- STOP BAR
- THRESHOLD AND RWY END LIGHT
- RWY HOLDING POSITION MARKING, PATTERN A
- RWY HOLDING POSITION MARKING, PATTERN B
- INTERMEDIATE HOLDING POSITION LIGHTED
- ATC SERVICE BDY
- TAXIWAY A3
- RWY STRIP
- BLAST FENCE
- SERVICE ROAD
- NOT IN USE

ANNUAL RATE
OF CHANGE 11° E

VAR 2° E (2020)



Inset P-holding



DIRECTIONS ARE MAGNETIC
ELEVATIONS IN FEET AMSL
DIMENSION IN METERS

NOTES

- Self-parking procedures apply to:
All aircraft stands on the A-apron,
aircraft stands B16, B20, B24, B28, B32, B36, B91-B95 and Y-apron,
except during low visibility phase C and D.
REF EHAM AD 2.22 paragraph 3.4 "Phase C and D".
- Self-parking procedure at aircraft stands:
Stop aircraft when yellow STOP marking is in line
with pilot's eye view at an angle of 90 DEG to the lead-in line.
- Marshaller guidance is required for aircraft docking at the:
C-apron aircraft stands C11, C13, C14 and C16.
G-apron
J-apron(except P10, P12, P14 and P16 in case of de-icing, see EHAM AD 2.20 par. 9)
R-apron
- P-holding:
Either P1 available or PA and PB available.
Either P3 available or PC and PD available.
PA, PB, PC and PD: max wingspan 36M.

Schiphol Ground 121.705
121.805
121.905

CAUTION

- TWY S7W is designated for crossing RWY 06/24 only.
- Avoid holding on the upslope between A19 and A20 to prevent backward movement of the aircraft.
- J-apron is not controlled by ATC.
- Standard taxi routing, unless otherwise instructed by ATC, for ACFT docking at ACFT stands specified below:
ACFT stands B15 - B35: TWY A4W.
ACFT stands C6 - C14: TWY A4E.
ACFT stand E24: aircraft with wingspan greater than 65 M: TWY A12.
ACFT stands G3 - G9 and H1 - H7: aircraft with wingspan 36 M or less: from TWY A/B via TWY A19E (orange line).
ACFT stands G71 - G79: aircraft with wingspan 36 M or less: from TWY A/B via TWY A19W (blue line).
ACFT stands G3 - G9 and G73 - G79: aircraft with wingspan greater than 36 M: from TWY A/B via TWY A19C.
ACFT stands G3 - G9 and G73 - G79: aircraft with wingspan greater than 36 M: from TWY A/B via TWY A19C.
- After vacating RWY 18C via TWY W9 or TWY W10, taxiing is only possible in non-standard taxi routing either
to TWY A southbound or TWY B northbound.
- TWY E8 MAX wingspan 36 M only applicable to aircraft vacating runway 36R or aircraft entering runway 18L.

LEGEND

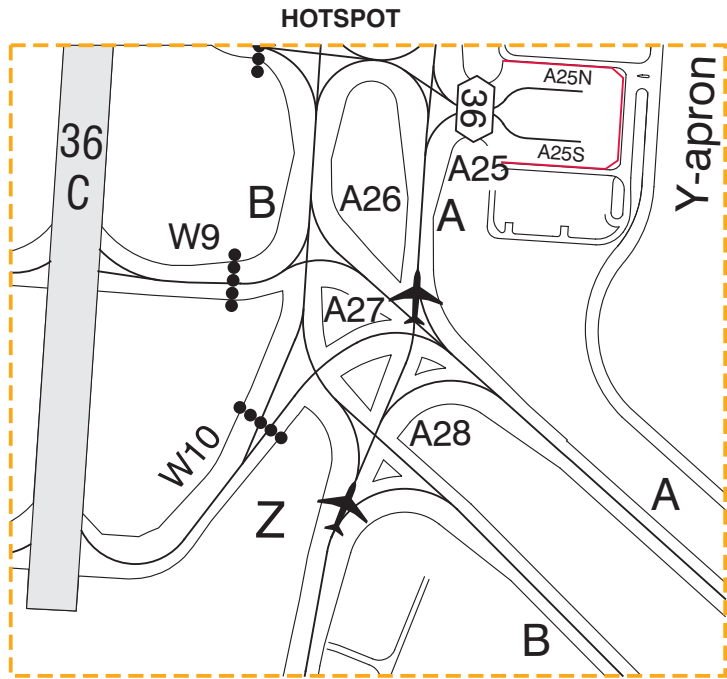
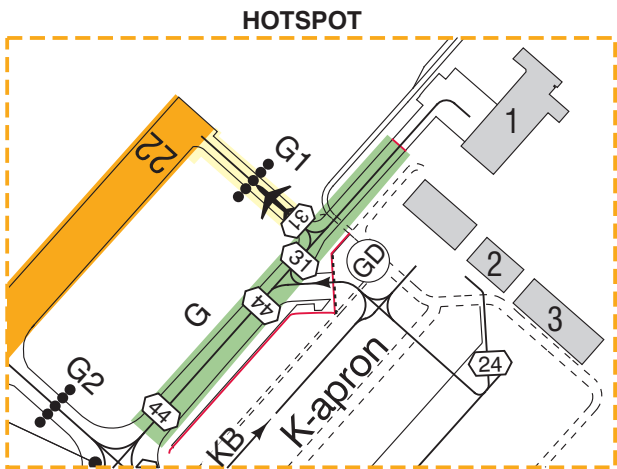
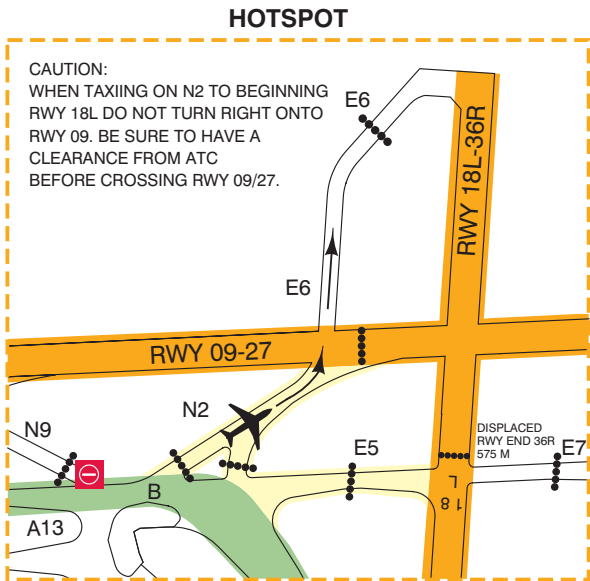
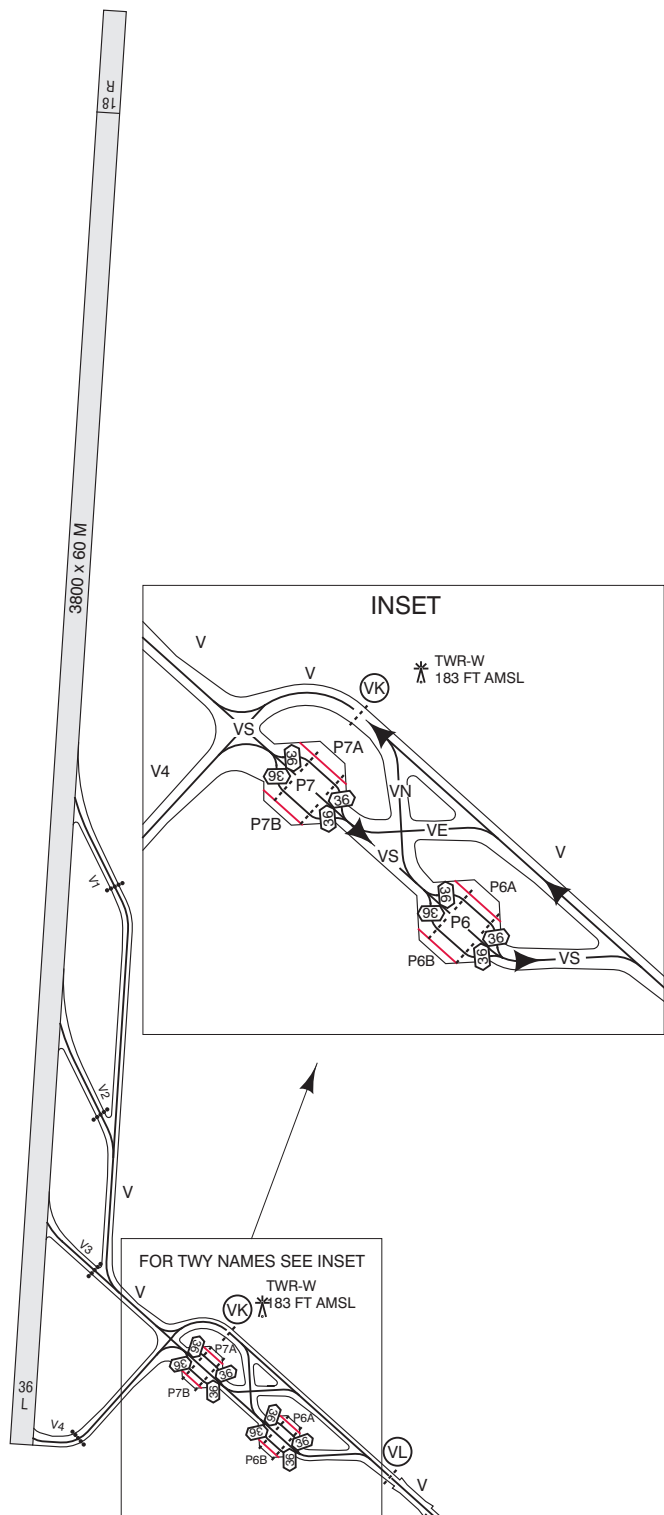
- No-entry: runway entry prohibited at this point.
TWY E1 from TWY A, A8 and B.
TWY N8 from TWY A and B.
TWY W6 from TWY A, B and D.
- MAX WINGSPAN 35 M, LIMITED ENTRY
CROSSING VEHICLES
STOP BAR
BLAST FENCE
ATC SERVICE BDRY
STANDARD TAXI ROUTING.
UNLESS OTHERWISE INSTRUCTED BY ATC.
ALL OTHER ROUTES MAY BE USED
TWO-WAY AT ATC DISCRETION ONLY.
INTERMEDIATE HOLDING POSITION

INS COORDINATES FOR AIRCRAFT STANDS

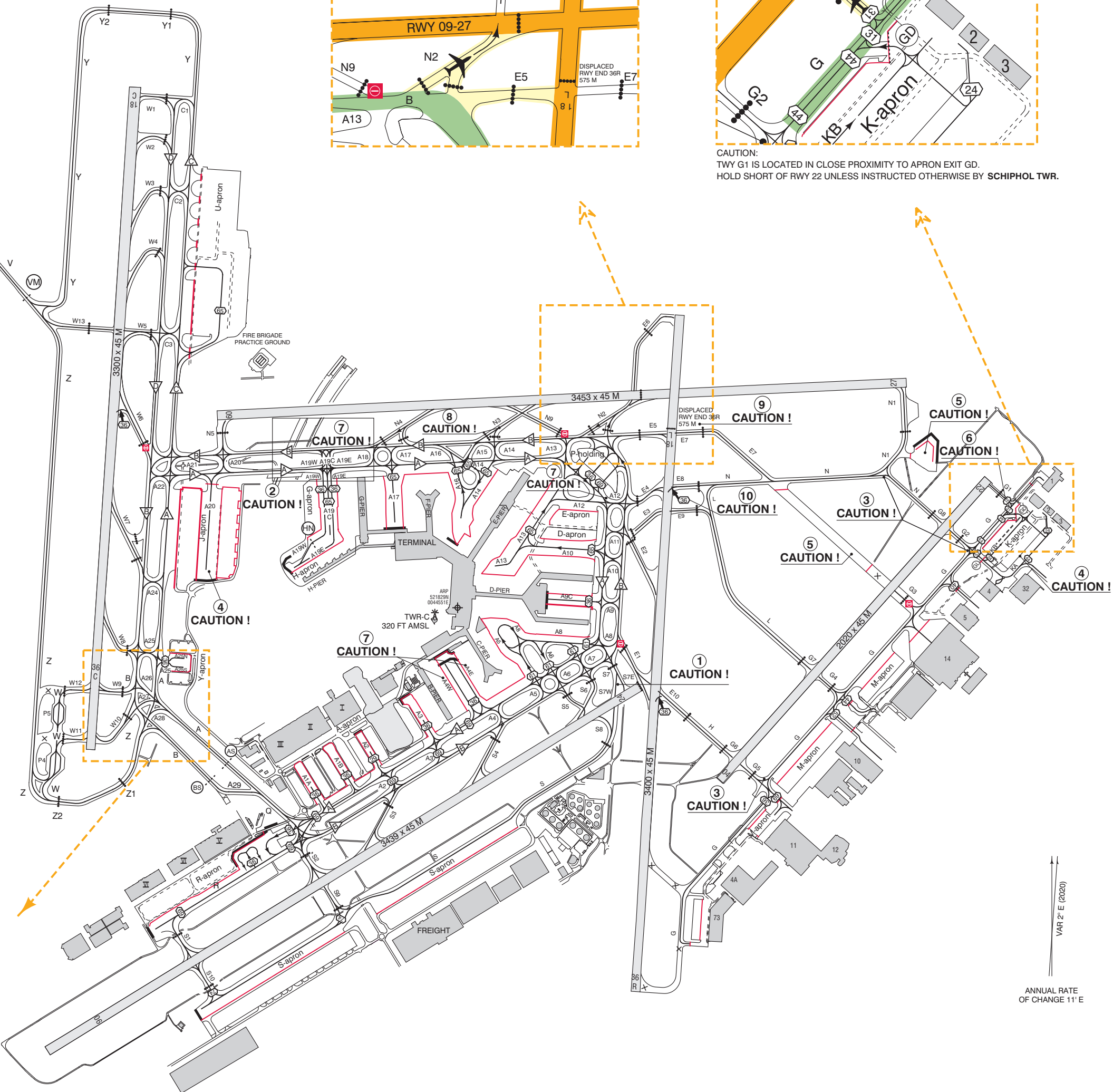
STAND	LAT	LONG	STAND	LAT	LONG	STAND	LAT	LONG	STAND	LAT	LONG
A31	to be surveyed		C5	521823.85N	0044556.56E	E2	521837.40N	0044556.96E	P10	521846.54N	0044438.46E
A32	to be surveyed		C6	521820.74N	0044553.88E	E3	521839.10N	0044553.63E	P11	521843.61N	0044438.20E
A33	to be surveyed		C7	521822.26N	0044558.13E	E4	521838.98N	0044558.73E	P12	521843.27N	0044438.16E
A34	to be surveyed		C8	521819.54N	0044554.97E	E5	521840.91N	0044555.51E	P13	521840.78N	0044438.28E
A41	521758.34N	0044515.82E	C9	521820.42N	0044600.67E	E6	521840.64N	0044600.41E	P14	521839.87N	0044437.85E
A42	521759.36N	0044514.78E	C10	521818.54N	0044556.56E	E7	521843.07N	0044557.12E	P15	521838.48N	0044437.72E
A43	521800.53N	0044513.58E	C11	521819.74N	0044604.57E	E8	521842.25N	0044603.38E	P16	521835.57N	0044437.45E
A44	521801.55N	0044512.54E	C12	521817.08N	0044557.00E	E9	521845.21N	0044558.82E	R71	521739.70N	0044429.11E
A45	521802.57N	0044511.50E	C13	521818.48N	0044604.54E	E10	521847.18N	0044600.92E	R72	521740.40N	0044429.56E
A51	521759.93N	0044519.90E	C14	521815.82N	0044558.19E	E11	521844.32N	0044606.03E	R73	521740.28N	0044430.61E
A52	521801.16N	0044518.25E	C15	521817.31N	0044603.37E	E18	521849.28N	0044603.43E	R74	521741.87N	0044433.36E
A53	521802.37N	0044517.01E	C16	521815.76N	0044600.19E	E20	521846.73N	0044608.10E	R77	521743.32N	0044437.19E
A54	521803.60N	0044515.76E	C18	521816.84N	0044601.41E	E22	521848.76N	0044610.28E	R80	521745.19N	0044442.06E
A55	521804.72N	0044514.62E	D2	521829.44N	0044558.49E	E24	521851.01N	0044612.50E	R81	521746.41N	0044445.37E
A61	521802.21N	0044524.86E	D3	521832.60N	0044558.63E	E72	521843.14N	0044617.82E	R82	521747.65N	0044448.62E
A62	521803.48N	0044524.11E	D4	521829.48N	0044602.22E	E75	521843.01N	0044621.82E	S61	to be surveyed	
A63	521804.70N	0044522.87E	D5	521832.62N	0044601.57E	E77	521842.88N	0044625.47E	S62	to be surveyed	
A64	521805.92N	0044521.62E	D6	521832.62N	0044601.57E	F3	521843.33N	0044540.19E	S63	to be surveyed	
A65	521807.26N	0044520.46E	D7	521832.34N	0044604.48E	F4	521844.26N	0044545.73E	S64	521725.50N	0044501.08E
A71	521802.78N	0044526.98E	D10	521828.62N	0044607.68E	F5	521845.64N	0044539.22E	S65	521727.02N	0044505.02E
A72	521803.80N	0044525.94E	D12	521826.96N	0044609.28E	F6	521846.70N	0044546.49E	S66	521728.10N	0044510.45E
A73	521804.82N	0044524.90E	D14	521826.13N	0044610.81E	F7	521848.43N	0044538.92E	S67	521730.61N	0044514.39E
A74	521805.84N	0044523.85E	D16	521826.12N	0044612.95E	F8	521848.81N	0044545.86E	S68	521732.13N	0044518.33E
A75	521806.86N	0044522.81E	D18	521826.05N	0044615.24E	G2	521848.72N	0044542.36E	S69	521733.60N	0044522.16E
A81	to be surveyed		D22	521825.96N	0044617.63E	G9	521842.61N	0044528.47E	S72	521737.85N	0044533.84E
A82	521806.17N	0044531.09E	D23	521828.16N	0044615.60E	G3	521841.64N	0044522.63E	S74	521743.18N	0044537.30E
A83	521807.19N	0044530.05E	D24	521825.89N	0044619.80E	G4	521844.39N	0044528.43E	S77	521740.51N	0044540.77E
A84	521808.22N	0044529.00E	D25	521828.08N	0044617.90E	G5	521843.98N	0044522.42E	S79	521741.84N	0044544.23E
A85	to be surveyed		D26	521825.81N	0044622.09E	G6	521843.98N	0044522.42E	S82	521743.17N	0044547.70E
B15	521818.22N	0044544.87E	D27	521828.00N	0044620.19E	G6	521846.74N	0044522.22E	S84	521744.50N	0044551.17E
B16	521815.20N	0044540.84E	D28	521825.73N	0044624.36E	G7	521846.33N	0044522.20E	S87	521745.83N	0044554.63E
B17	521817.02N	0044546.10E	D29	521827.92N	0044622.48E	G8	521849.08N	0044528.00E	S90	521747.16N	0044558.10E
B20	521814.24N	0044542.01E	D31	521827.84N	0044624.77E	G9	521848.80N	0044521.95E	S92	521748.49N	0044601.57E
B23	521815.81N	0044547.34E	D41	521833.29N	0044608.11E	G3	521841.57N	0044513.04E	S94	521749.88N	0044604.98E
B24	521813.26N	0044543.01E	D43	521834.71N	0044610.14E	G76	521845.88N	0044510.55E	S96	521751.22N	0044608.43E
B27	521814.60N	0044548.58E	D44	521832.86N	0044616.04E	G79	521848.22N	0044509.95E	Y71	to be surveyed	
B28	521812.28N	0044544.01E	D47	521835.74N	0044612.71E	H1	521838.24N	0044520.71E	Y72	to be surveyed	
B31	521813.39N	0044549.81E	D48	521832.78N	0044618.33E	H2	521837.49N	0044518.76E	Y73	to be surveyed	
B32	521811.30N	0044545.01E	D49	521835.66N	0044616.21E	H3	521836.74N	0044516.82E	Y74	to be surveyed	
B35	521812.18N	0044551.05E	D51	521835.77N	0044618.40E	H4	521835.99N	0044514.98E			
B36	521810.27N	0044546.06E	D52	521832.70N	0044620.62E	H5	521835.24N	0044512.94E			
B91	to be surveyed		D53	521835.64N	0044620.53E	H6	521834.49N	0044510.99E			
B92	to be surveyed		D54	521832.62N	0044622.92E	H7	521833.74N	0044509.05E			
B93	to be surveyed		D55	521835.48N	0044622.83E	J80	521847.40N	0044451.48E			
B94	to be surveyed		D56	521832.53N	0044625.21E	J81	521846.74N	0044451.65E			
B95	to be surveyed		D57	521835.34N	0044624.97E	J82	521846.10N	0044451.36E			
			D88	521841.81N	0044614.46E	J83	521844.08N	0044451.41E			
			D90	521841.74N	0044616.78E	J84	521841.74N	0044451.19E			
			D92	521841.66N	0044619.10E	J85	521839.39N	0044451.97E			
			D93	521841.58N	0044621.42E	J86	521837.05N	0044450.76E			
			D94	521841.55N	0044623.14E	J87	521834.71N	0044450.54E			
			D95	521841.49N	0044626.07E						

AD ELEV -11

After landing contact Schiphol Ground:	
RWY	CHANNEL
04/22	121.805
06/24	121.705
09/27	121.805
18C/36C	121.905
18R	121.560
36R	121.805



CAUTION:
1. PILOTS MUST CONTINUE ON TWY A OR B UNLESS INSTRUCTED OTHERWISE BY ATC.
2. PILOTS ON TWY Z THAT ARE INSTRUCTED BY ATC TO FOLLOW TWY A TO THE NORTH SHALL CONTINUE NORTHBOUND ON TWY A.
3. TURNING AT TWY A28 FROM TWY A TO TWY B AND VICE VERSA IS PROHIBITED.
4. AFTER VACATING RWY 18C VIA TWY W9 OR TWY W10, TAXIING IS ONLY POSSIBLE IN NON-STANDARD TAXI ROUTING EITHER TO TWY A SOUTHBOUND OR TWY B NORTHBOUND.



DIRECTIONS ARE MAGNETIC
ELEVATIONS IN FEET AMSL
DIMENSION IN METERS

General taxi instructions

RTF instruction inbound:
VIA NORTH: taxi via TWY A and north side of airport.
VIA SOUTH: taxi via TWY B and TWY Q.

RTF instruction outbound:
VIA NORTH: taxi via TWY B and north side of airport.
VIA SOUTH: taxi via TWY A and TWY Q.

CAUTION:

- 1 TWY S7W designated for crossing RWY 06/24 only.
- 2 Avoid holding on the upslope between A19 and A20 to prevent backward movement of the aircraft.
- 3 Oversteering required for aircraft with wingspan >= 36 M. On TWY N turning towards TWY G8 v.v., between TWY G2 and TWY G and between TWY G and TWY G5.
- 4 J-apron and K-apron is not controlled by ATC.
- 5 Towing only.
- 6 Vacating RWY 04 via TWY G1 is restricted to aircraft with a maximum wingspan of 31 M due to wingspan restriction on adjacent taxiways.
- 7 Standard taxi routing, unless otherwise instructed by ATC, for ACFT docking at ACFT stands specified below:
ACFT stands B15 - B35: TWY A4W.
ACFT stands C6 - C14: TWY A4E.
ACFT stand E24: aircraft with wingspan greater than 65 M: TWY A12.
ACFT stands G3 - G9 and H1 - H7, aircraft with wingspan 36 M or less: from TWY A/B via TWY A19E (orange line).
ACFT stands G71 - G79, aircraft with wingspan 36 M or less: from TWY A/B via TWY A19W (blue line).
ACFT stands G3 - G9 and G73 - G79, aircraft with wingspan greater than 36 M: from TWY A/B via TWY A19C.
8 To TWY A: diverge left on N3, enter TWY A14, turn left onto TWY A.
9 Displaced runway end RWY 36R is indicated by red lights across the runway. Do not cross displaced runway end RWY 36R.
10 TWY E8 MAX wingspan 36 M only applicable to aircraft vacating runway 36R or aircraft entering runway 18L.

SCALE 1 : 20 000

M 500 0 500
FT 1000 0 1000 2000

LEGEND

- No-entry: runway entry prohibited at this point.
- TWY E1 from TWY A, A8 and B.
- TWY G3 from TWY G.
- TWY N8 from TWY A and B.
- TWY W6 from TWY A, B and D.
- STOP BAR
- INTERMEDIATE HOLDING POSITION LIGHTED
- MAX WINGSPAN 29 M
- LIMITED ENTRY
- STANDARD TAXI ROUTING, UNLESS OTHERWISE INSTRUCTED BY ATC. ALL OTHER ROUTES MAY BE USED TWO-WAY ON ATC DISCRETION ONLY.
- ATC SERVICE BDY
- BLAST FENCE
- HANGAR NO. 12
- FREIGHT STATION NO. III
- SERVICE ROAD
- NOT IN USE
- HOTSPOT**
- RUNWAY
- ENTRY / EXIT
- TAXIWAY

AD ELEV -11

A380

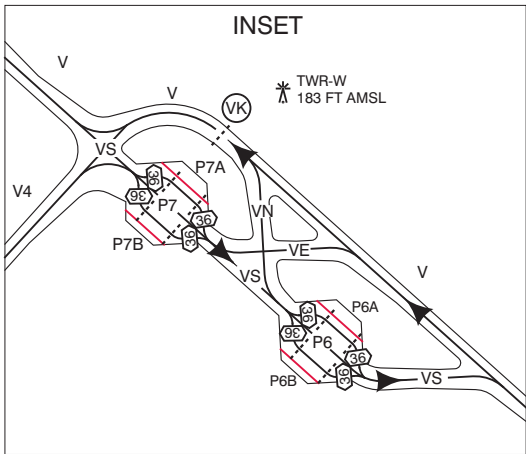
Operational restrictions.
For additional information
see AD 2.23.

Aircraft stands for parking the A380:

E18, E24
G9
J81
P10, P12, P14, P16

After landing contact Schiphol Ground:

RWY	CHANNEL
04/22	121.805
06/24	121.705
09/27	121.805
18C/36C	121.905
18R	121.560
36R	121.805

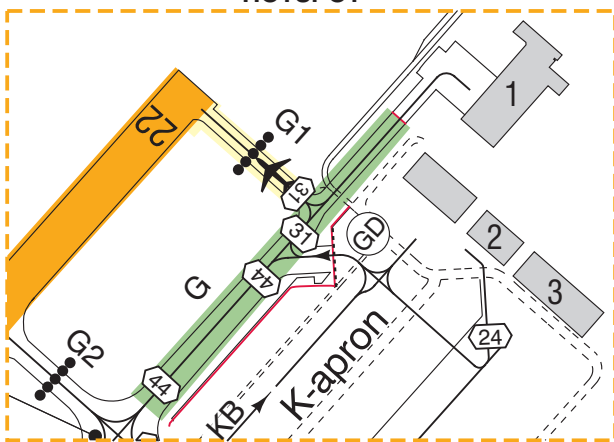


FOR TWY NAMES SEE INSET

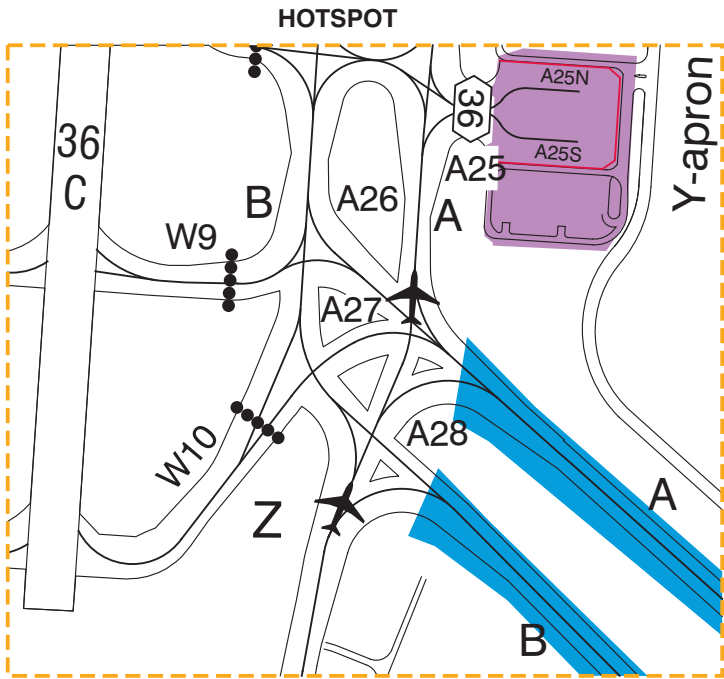
HOTSPOT

CAUTION:
WHEN TAXIING ON N2 TO BEGINNING
RWY 18L DO NOT TURN RIGHT ONTO
RWY 09. BE SURE TO HAVE A
CLEARANCE FROM ATC
BEFORE CROSSING RWY 09/27.

HOTSPOT



CAUTION:
TWY G1 IS LOCATED IN CLOSE PROXIMITY TO APRON EXIT GD.
HOLD SHORT OF RWY 22 UNLESS INSTRUCTED OTHERWISE BY SCHIPHOL TWR.



CAUTION:
1. PILOTS MUST CONTINUE ON TWY A OR B UNLESS INSTRUCTED OTHERWISE BY ATC.
2. PILOTS ON TWY Z THAT ARE INSTRUCTED BY ATC TO FOLLOW TWY A TO THE NORTH
SHALL CONTINUE NORTHBOUND ON TWY A.
3. TURNING AT TWY A28 FROM TWY A TO TWY B AND VICE VERSA IS PROHIBITED.
4. AFTER VACATING RWY 18C VIA TWY W9 OR TWY W10, TAXIING IS ONLY POSSIBLE
IN NON-STANDARD TAXI ROUTING EITHER TO TWY A SOUTHBOUND OR TWY B NORTHBOUND.

DIRECTIONS ARE MAGNETIC
ELEVATIONS IN FEET AMSL
DIMENSION IN METERS

General taxi instructions

RTF instruction inbound:
VIA NORTH: taxi via TWY A and north side of airport.
VIA SOUTH: taxi via TWY B and TWY Q.

RTF instruction outbound:
VIA NORTH: taxi via TWY B and north side of airport.
VIA SOUTH: taxi via TWY A and TWY Q.

CAUTION:

- 1 TWY S7W designated for crossing RWY 06/24 only.
- 2 Avoid holding on the upslope between A19 and A20 to prevent backward movement of the aircraft.
- 3 Oversteering required for aircraft with wingspan >= 36 M. On TWY N turning towards TWY G8 v.v., between TWY G2 and TWY G and between TWY G and TWY G5.
- 4 J-apron and K-apron is not controlled by ATC.
- 5 Towing only.
- 6 Vacating RWY 04 via TWY G1 is restricted to aircraft with a maximum wingspan of 31 M due to wingspan restriction on adjacent taxiways.
- 7 Standard taxi routing, unless otherwise instructed by ATC, for ACFT docking at ACFT stands specified below:
ACFT stands B15 - B35: TWY A4W.
ACFT stands C6 - C14: TWY A4E.
ACFT stand E24: aircraft with wingspan greater than 65 M: TWY A12.
ACFT stands G3 - G9 and H1 - H7, aircraft with wingspan 36 M or less: from TWY A/B via TWY A19E (orange line).
ACFT stands G71 - G79, aircraft with wingspan 36 M or less: from TWY A/B via TWY A19W (blue line).
ACFT stands G3 - G9 and G73 - G79, aircraft with wingspan greater than 36 M: from TWY A/B via TWY A19C.
8 To TWY A: diverge left on N3, enter TWY A14, turn left onto TWY A.
9 Displaced runway end RWY 36R is indicated by red lights across the runway. Do not cross displaced runway end RWY 36R.
10 TWY E8 MAX wingspan 36 M only applicable to aircraft vacating runway 36R or aircraft entering runway 18L.

SCALE 1 : 20 000
M 500 0 500
FT 1000 0 1000 2000

LEGEND

- No entry: runway entry prohibited at this point.
TWY E1 from TWY A, A8 and B.
TWY G3 from TWY G.
TWY N8 from TWY A and B.
TWY W6 from TWY A, B and D.
- STOP BAR
- INTERMEDIATE HOLDING POSITION LIGHTED
MAX WINGSPAN 29 M
LIMITED ENTRY
- STANDARD TAXI ROUTING, UNLESS OTHERWISE INSTRUCTED BY ATC.
ALL OTHER ROUTES MAY BE USED TWO-WAY ON ATC DISCRETION ONLY.
- ATC SERVICE BDY
- BLAST FENCE
- HANGAR NO. 12
- FREIGHT STATION NO. III
- SERVICE ROAD
- NOT IN USE

HOTSPOT

- RUNWAY
- ENTRY / EXIT
- TAXIWAY

CODE LETTER F ACFT

- PROHIBITED
- RESTRICTED

AD ELEV -11

After landing contact Schiphol Ground:

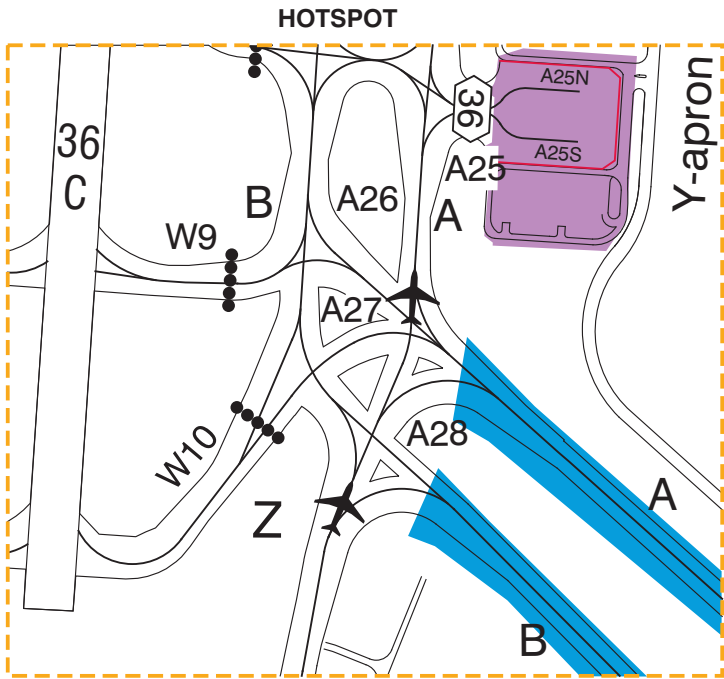
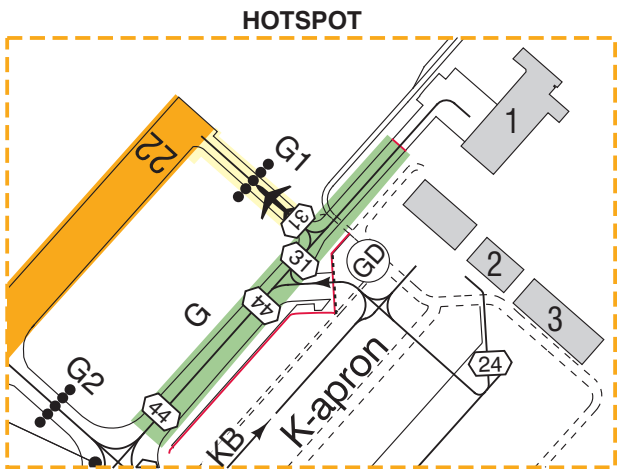
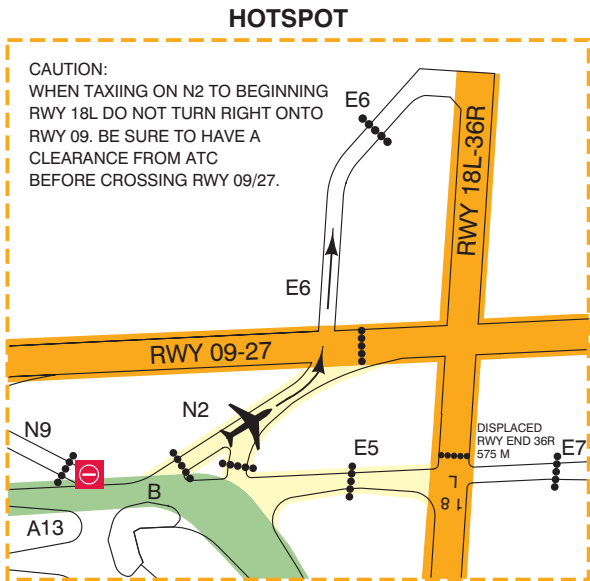
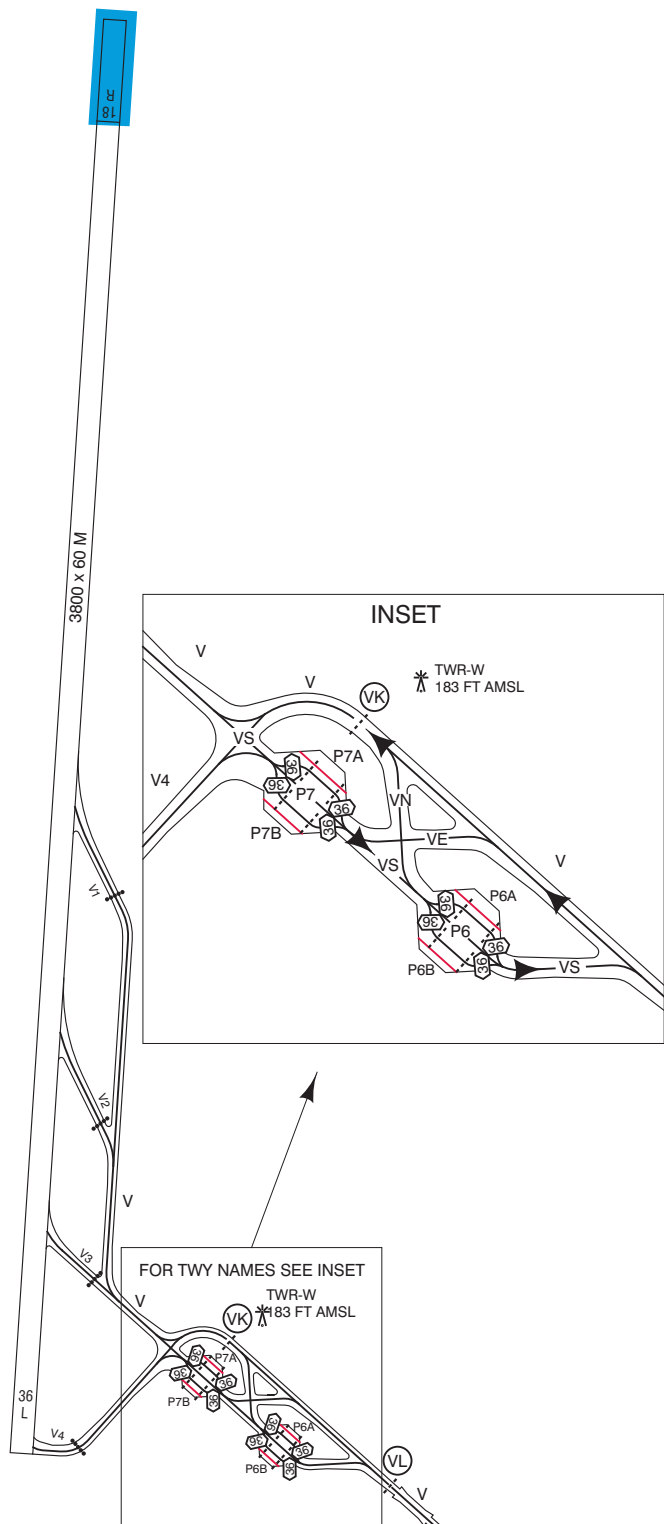
RWY	CHANNEL
04/22	121.805
06/24	121.705
09/27	121.805
18C/36C	121.905
18R	121.560
36R	121.805

AN124

Operational restrictions.
For additional information
see AD 2.23.

Aircraft stands for parking the AN124:

J81
P10, P12, P14, P16
R74
S64, S67, S77-S96



CAUTION:
1. PILOTS MUST CONTINUE ON TWY A OR B UNLESS INSTRUCTED OTHERWISE BY ATC.
2. PILOTS ON TWY Z THAT ARE INSTRUCTED BY ATC TO FOLLOW TWY A TO THE NORTH
SHALL CONTINUE NORTHBOUND ON TWY A.
3. TURNING AT TWY A28 FROM TWY A TO TWY B AND VICE VERSA IS PROHIBITED.
4. AFTER VACATING RWY 18C VIA TWY W9 OR TWY W10, TAXIING IS ONLY POSSIBLE
IN NON-STANDARD TAXI ROUTING EITHER TO TWY A SOUTHBOUND OR TWY B NORTHBOUND.

DIRECTIONS ARE MAGNETIC
ELEVATIONS IN FEET AMSL
DIMENSION IN METERS

General taxi instructions

RTF instruction inbound:
VIA NORTH: taxi via TWY A and north side of airport.
VIA SOUTH: taxi via TWY B and TWY Q.

RTF instruction outbound:
VIA NORTH: taxi via TWY B and north side of airport.
VIA SOUTH: taxi via TWY A and TWY Q.

CAUTION:

- 1 TWY S7W designated for crossing RWY 06/24 only.
- 2 Avoid holding on the upslope between A19 and A20 to prevent backward movement of the aircraft.
- 3 Oversteering required for aircraft with wingspan >= 36 M. On TWY N turning towards TWY G8 v.v., between TWY G2 and TWY G and between TWY G and TWY G5.
- 4 J-apron and K-apron is not controlled by ATC.
- 5 Towing only.
- 6 Vacating RWY 04 via TWY G1 is restricted to aircraft with a maximum wingspan of 31 M due to wingspan restriction on adjacent taxiways.
- 7 Standard taxi routing, unless otherwise instructed by ATC, for ACFT docking at ACFT stands specified below:
ACFT stands B15 - B35: TWY A4W.
ACFT stands C6 - C14: TWY A4E.
ACFT stand E24: aircraft with wingspan greater than 65 M: TWY A12.
ACFT stands G3 - G9 and H1 - H7, aircraft with wingspan 36 M or less: from TWY A/B via TWY A19E (orange line).
ACFT stands G71 - G79, aircraft with wingspan 36 M or less: from TWY A/B via TWY A19W (blue line).
ACFT stands G3 - G9 and G73 - G79, aircraft with wingspan greater than 36 M: from TWY A/B via TWY A19C.
8 To TWY A: diverge left on N3, enter TWY A14, turn left onto TWY A.
9 Displaced runway end RWY 36R is indicated by red lights across the runway. Do not cross displaced runway end RWY 36R.
10 TWY E8 MAX wingspan 36 M only applicable to aircraft vacating runway 36R or aircraft entering runway 18L.

SCALE 1 : 20 000

M 500 0 500
FT 1000 0 1000 2000

LEGEND

- No-entry: runway entry prohibited at this point.
TWY E1 from TWY A, A8 and B.
TWY G3 from TWY G.
TWY N8 from TWY A and B.
TWY W6 from TWY A, B and D.
- STOP BAR
- INTERMEDIATE HOLDING POSITION LIGHTED
MAX WINGSPAN 29 M
LIMITED ENTRY
- STANDARD TAXI ROUTING, UNLESS OTHERWISE INSTRUCTED BY ATC.
ALL OTHER ROUTES MAY BE USED TWO-WAY ON ATC DISCRETION ONLY.
- ATC SERVICE BDY
- BLAST FENCE
- HANGAR NO. 12
- FREIGHT STATION NO. III
- SERVICE ROAD
- NOT IN USE

HOTSPOT

- RUNWAY
- ENTRY / EXIT
- TAXIWAY

CODE LETTER F ACFT

- PROHIBITED
- RESTRICTED

AD ELEV -11

After landing contact Schiphol Ground:

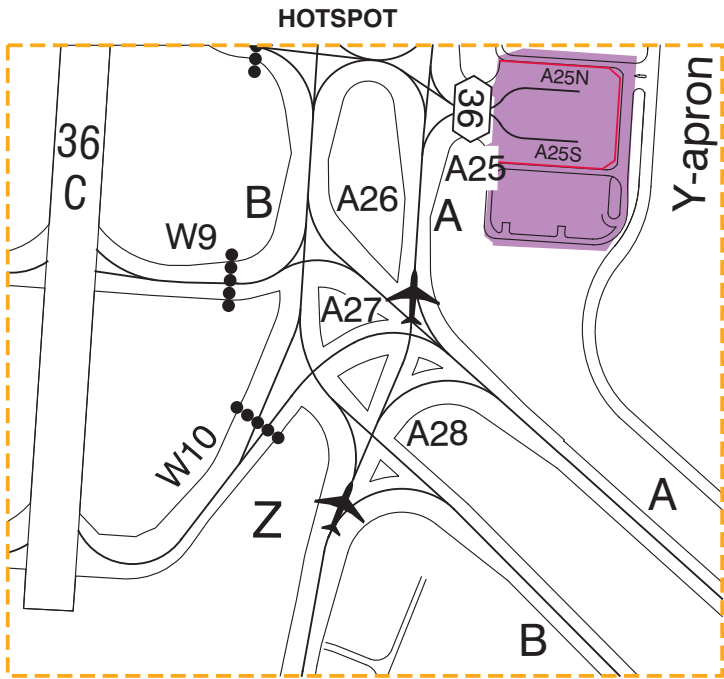
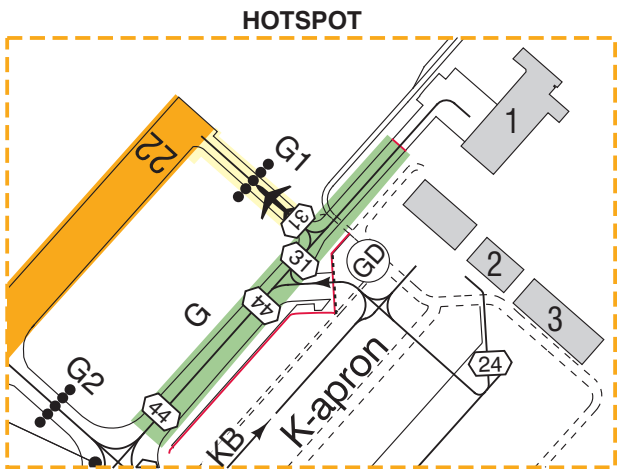
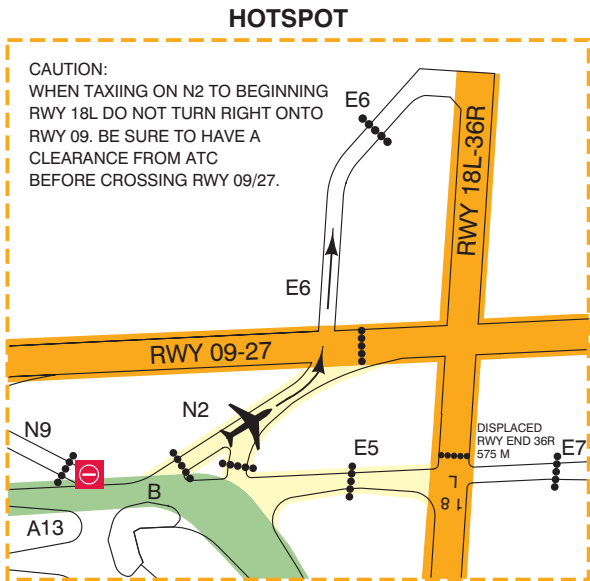
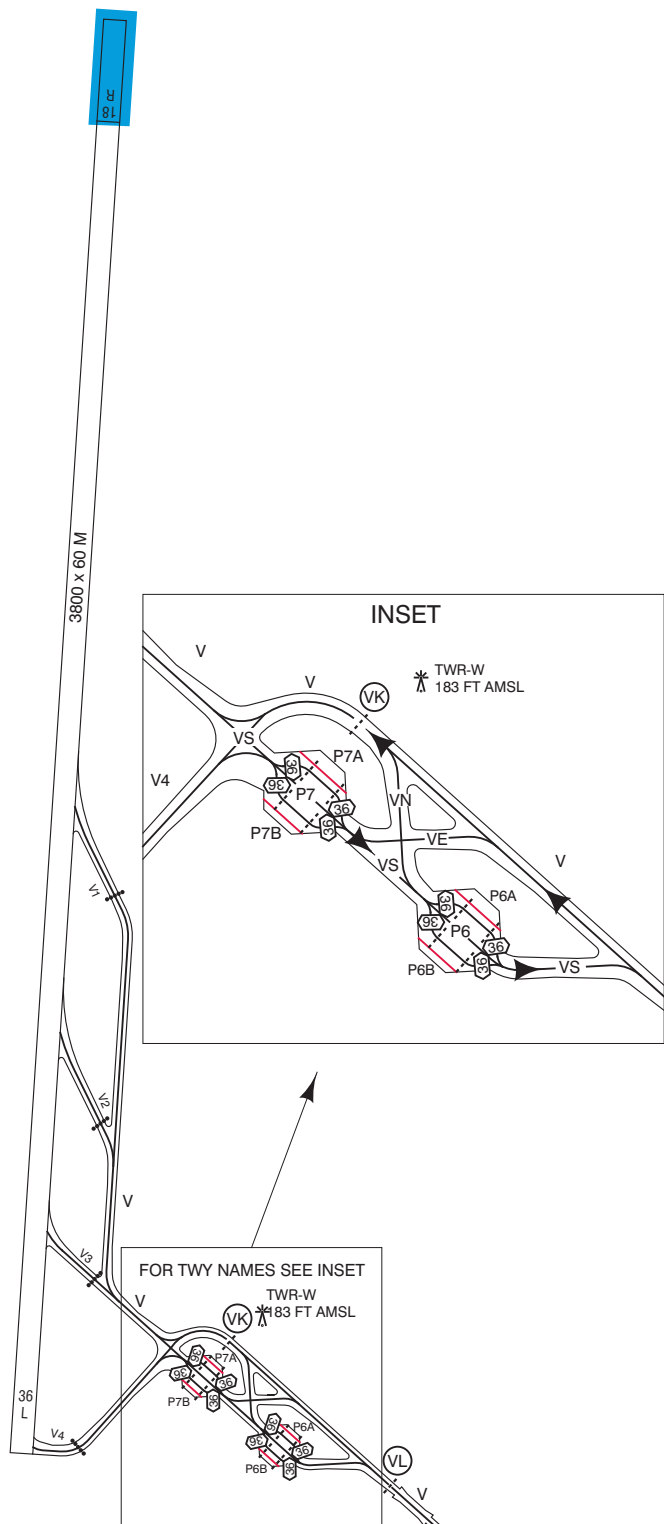
RWY	CHANNEL
04/22	121.805
06/24	121.705
09/27	121.805
18C/36C	121.905
18R	121.560
36R	121.805

B747-8

Operational restrictions.
For additional information
see AD 2.23.

Aircraft stands for parking the B747-8:

E18, E24
G9
J81
P10, P12, P14, P16
R72, R74, R77, R80
S64-S69, S77-S96



CAUTION:
1. PILOTS MUST CONTINUE ON TWY A OR B UNLESS INSTRUCTED OTHERWISE BY ATC.
2. PILOTS ON TWY Z THAT ARE INSTRUCTED BY ATC TO FOLLOW TWY A TO THE NORTH SHALL CONTINUE NORTHBOUND ON TWY A.
3. TURNING AT TWY A28 FROM TWY A TO TWY B AND VICE VERSA IS PROHIBITED.
4. AFTER VACATING RWY 18C VIA TWY W9 OR TWY W10, TAXIING IS ONLY POSSIBLE IN NON-STANDARD TAXI ROUTING EITHER TO TWY A SOUTHBOUND OR TWY B NORTHBOUND.

DIRECTIONS ARE MAGNETIC
ELEVATIONS IN FEET AMSL
DIMENSION IN METERS

General taxi instructions

RTF instruction inbound:
VIA NORTH: taxi via TWY A and north side of airport.
VIA SOUTH: taxi via TWY B and TWY Q.

RTF instruction outbound:
VIA NORTH: taxi via TWY B and north side of airport.
VIA SOUTH: taxi via TWY A and TWY Q.

CAUTION:

- 1 TWY S7W designated for crossing RWY 06/24 only.
- 2 Avoid holding on the upslope between A19 and A20 to prevent backward movement of the aircraft.
- 3 Oversteering required for aircraft with wingspan >= 36 M. On TWY N turning towards TWY G8 v.v., between TWY G2 and TWY G and between TWY G and TWY G5.
- 4 J-apron and K-apron is not controlled by ATC.
- 5 Towing only.
- 6 Vacating RWY 04 via TWY G1 is restricted to aircraft with a maximum wingspan of 31 M due to wingspan restriction on adjacent taxiways.
- 7 Standard taxi routing, unless otherwise instructed by ATC, for ACFT docking at ACFT stands specified below:
ACFT stands B15 - B35: TWY A4W.
ACFT stands C6 - C14: TWY A4E.
ACFT stand E24: aircraft with wingspan greater than 65 M: TWY A12.
ACFT stands G3 - G9 and H1 - H7, aircraft with wingspan 36 M or less: from TWY A/B via TWY A19E (orange line).
ACFT stands G71 - G79, aircraft with wingspan 36 M or less: from TWY A/B via TWY A19W (blue line).
ACFT stands G3 - G9 and G73 - G79, aircraft with wingspan greater than 36 M: from TWY A/B via TWY A19C.
8 To TWY A: diverge left on N3, enter TWY A14, turn left onto TWY A.
9 Displaced runway end RWY 36R is indicated by red lights across the runway. Do not cross displaced runway end RWY 36R.
10 TWY E8 MAX wingspan 36 M only applicable to aircraft vacating runway 36R or aircraft entering runway 18L.

SCALE 1 : 20 000
M 500 0 500
FT 1000 0 1000 2000

LEGEND

- No-entry: runway entry prohibited at this point.
TWY E1 from TWY A, A8 and B.
TWY G3 from TWY G.
TWY N8 from TWY A and B.
TWY W6 from TWY A, B and D.
- STOP BAR
- INTERMEDIATE HOLDING POSITION LIGHTED
MAX WINGSPAN 29 M
LIMITED ENTRY
- STANDARD TAXI ROUTING, UNLESS OTHERWISE INSTRUCTED BY ATC.
ALL OTHER ROUTES MAY BE USED TWO-WAY ON ATC DISCRETION ONLY.
- ATC SERVICE BDY
- BLAST FENCE
- HANGAR NO. 12
- FREIGHT STATION NO. III
- SERVICE ROAD
- NOT IN USE
- HOTSPOT
RUNWAY
ENTRY / EXIT
TAXIWAY
- CODE LETTER F ACFT
PROHIBITED
RESTRICTED

EHBK — MAASTRICHT/Maastricht Aachen

Note: the following sections in this chapter are intentionally left blank:
AD 2.16.

EHBK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHBK — MAASTRICHT/Maastricht Aachen

EHBK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at AD	505457N 0054637E 081° GEO 599 M from TWR.
2	Direction and distance from (city)	5 NM NE from Maastricht.
3	Elevation/reference temperature	375 FT AMSL/21.7°C (JUL).
4	Geoid undulation at AD ELEV PSN	150 FT.
5	MAG VAR/annual change	2°E (2020)/9°E.
← 6	AD operator, postal address, telephone, telefax, email, AFS, website	Post: Maastricht Aachen Airport P.O. Box 1 6199 ZG Maastricht Airport The Netherlands Tel: +31 (0)43 358 9999 +31 (0)43 358 9750 (airport authority) Fax: +31 (0)43 358 9977 (airport authority) Email: airportauthority@maa.nl URL: https://www.maa.nl
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	1. Airport for use by national and international civil air transport with all types of aircraft. 2. Upon request, contact airport authority on channel 131.505.

EHBK AD 2.3 OPERATIONAL HOURS

1	AD operator	MON-SUN: 0500-2200 (0400-2100) ¹⁾²⁾³⁾ . Daily 2200-2300 (2100-2200) for traffic in extension only.
2	Customs and immigration	Customs: H24. Immigration: AD OPR HR.
3	Health and sanitation	AD OPR HR; 1 HR PN ⁴⁾ .
4	AIS briefing office	H24 Tel: +31 (0)20 406 2315 URL: https://www.homebriefing.nl
5	ATS reporting office (ARO)	Competent ATS unit: ARO Schiphol, see EHAM AD 2.3.
6	MET briefing office	OPR HR, outside OPR HR: MWO De Bilt (see EHBK AD 2.11).
7	ATS	AD OPR HR
8	Fuelling	AD OPR HR
9	Handling	AVBL, for details see EHBK AD 2.20 and EHBK AD 2.23.
10	Security	AVBL
11	De-icing	AVBL O/R
12	Remarks	¹⁾ Cargo flights MON-SUN: 0600-2200 (0500-2100). ²⁾ MIL flights PPR from airport authority. ³⁾ ACFT requiring maintenance need 6 HR PPR from airport authority. ⁴⁾ PN means permission from and/or in case of customs etc. notification other than by (VFR) flight plan to aerodrome authority as appropriate.

EHBK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	All modern facilities.
2	Fuel/oil types	AVGAS 100LL, Jet A-1/80, W80, W100, 15W50.

3	Fuelling facilities/capacity	Unlimited during OPR HR.
4	De-icing facilities	AVBL
5	Hangar space for visiting aircraft	O/R via contractors.
	Repair facilities for visiting aircraft	Limited O/R.
7	Remarks	For addresses and other details of ground handling companies see EHBK AD 2.23 paragraph 4.

EHBK AD 2.5 PASSENGER FACILITIES

1	Hotels	Accommodation unlimited in Maastricht and vicinity.
2	Restaurants	At the airport, in vicinity of the airport and in Maastricht.
3	Transportation	Bus and taxi.
4	Medical facilities	First aid treatment, hospitals in Maastricht (7 NM) and Sittard (8 NM).
5	Bank and post office	Cashpoint AVBL.
6	Tourist office	AVBL
7	Remarks	NIL

EHBK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7 passenger flights and CAT 8-9 cargo flights AVBL. CAT 8-9 passenger flights after 48 HR prior request on email: airportauthority@maa.nl.
2	Rescue equipment	4 crash-tenders equipped with 700 litres of foam (AFFF) and 250 KG of dry chemical powder, 1 light truck (4x4) with rescue equipment and 1 all-terrain vehicle (on scene commander).
3	Capability for removal of disabled aircraft	Mobile jack for ACFT up to MTOM 2000 KG. Other equipment via contractors.
4	Remarks	NIL

EHBK AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	5 snow sweep combinations with plough, 2 snow blowers, 2 de-icing trucks.
2	Clearance priorities	RWY, TWY and apron simultaneously if possible.
3	Remarks	1. Responsible authority: Airport Authority. 2. No specially prepared winter runways AVBL. 3. Methods of snow removal: snowploughs and sweeping machines. 4. Chemical treatment of runway surface by KAC. 5. Assessment and measuring of contamination: observation by own experienced staff. 6. Runway condition is determined and reported according to the global reporting format and broadcast via ATIS. 7. Information of the runway condition is published by: a. SNOWTAM via the international NOTAM office at Schiphol; b. RCR via ATIS and RTF on TWR COM channel.

EHRD — ROTTERDAM/Rotterdam

Note: the following sections in this chapter are intentionally left blank:
AD 2.16, AD 2.21.

EHRD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHRD — ROTTERDAM/Rotterdam

EHRD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at AD	515725N 0042614E 013 DEG GEO 921 M from TWR.
2	Direction and distance from (city)	3 NM NNW from Rotterdam.
3	Elevation/reference temperature	-14 FT AMSL/20.8(AUG).
4	Geoid undulation at AD ELEV PSN	143 FT.
5	MAG VAR/annual change	1° E (2020)/9'E
← 6	AD operator, postal address, telephone, telefax, email, AFS, website	Post: Rotterdam The Hague Airport P.O. Box 12025 3004 GA Rotterdam The Netherlands Tel: +31 (0)10 446 3444 (GEN) +31 (0)10 446 3450 (OPS) +31 (0)10 446 3453 (OPS) +31 (0)10 446 3456 (Duty Manager Operations) Email: info@rtha.com (GEN) operations@rtha.com (OPS) URL: https://www.rotterdamthehagueairport.nl
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	1. AD is slot-coordinated, for details see EHRD AD 2.20. 2. Upon request, contact airport authority (OPS) on channel 121.950.

EHRD AD 2.3 OPERATIONAL HOURS

1	AD operator	Daily 0600-2200 (0500-2100). For exemptions see remarks.
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS briefing office	H24 Tel: +31 (0)20 406 2315 URL: https://www.homebriefing.nl
5	ATS reporting office (ARO)	Competent ATS unit: ARO Schiphol, see EHAM AD 2.3.
6	MET briefing office	H24
7	ATS	H24
← 8	Fuelling	<ul style="list-style-type: none"> Jet A-1 AVBL 0500-2230 (0400-2130). Outside these hours 3 HR PN, TEL: +31 (0)10 437 7341. Jet A-1 for general aviation AVBL 0500-2200 (0400-2100). Outside these hours TEL: +31 (0)10 298 4949. AVGAS 100LL AVBL H24.
9	Handling	H24. Handling is compulsory, see EHRD AD 2.20 and AD 2.23.
10	Security	H24
11	De-icing	H24

12	Remarks	<ul style="list-style-type: none">• H24 for emergency, rescue, police, coastguard, military, government and ambulance flights.• H24 for executive flights with aircraft certificated for MAX 19 seats and MTOM of 45 000 KG.• H24 for diverting aircraft due to meteorological or technical reasons (AD may be filed as alternate).• Landing of positioning flights between 0500-0600 (0400-0500).• In case of delay, permission can be granted by airport authority for landing till 2400 (2300).• Chapter 2 aircraft and noisy Chapter 3 aircraft are not allowed.
----	---------	---

EHRD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	For addresses and other details of ground handling companies see EHRD AD 2.23 paragraph 4.
2	Fuel/oil types	AVGAS 100LL, Jet A-1/All kinds.
3	Fuelling facilities/capacity	AVGAS 100LL: self service, Air BP Sterling card only/ capacity 120 litres/MIN. Jet A-1: unlimited.
4	De-icing facilities	AVBL
5	Hangar space for visiting aircraft	O/R, limited.
6	Repair facilities for visiting aircraft	Major repair to light aircraft and O/R to other aircraft.
7	Remarks	NIL

EHRD AD 2.5 PASSENGER FACILITIES

1	Hotels	At AD: 4 hotels (430 rooms) In Rotterdam: unlimited.
2	Restaurants	AVBL 0500-2200 (0400-2100).
3	Transportation	Buses and taxis.
4	Medical facilities	First aid treatment, hospitals in Rotterdam 3 NM.
5	Bank and post office	Bank AVBL; post office not AVBL.
6	Tourist office	AVBL at information desk.
7	Remarks	NIL

EHRD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7 ¹⁾²⁾ .
2	Rescue equipment	3 crash trucks equipped with 10 000 litres of water, 1300 litres of foam (level C), 250 KG of dry chemical powder and hydraulic rescue equipment; 1 rapid intervention vehicle with foam, 500 KG dry chemical powder, hydraulic rescue equipment and mobile lighting; 1 command vehicle.
3	Capability for removal of disabled aircraft	Airbags and cranes AVBL via contractors.
4	Remarks	¹⁾ CAT 8 or 9 AVBL on request (24 HR PN). ²⁾ During snow clearing and anti/de-icing operations CAT may be temporarily CAT 5, only in case of no active CAT 6/7 traffic.

EHRD AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	3 snowsweep combinations with ploughs, 1 snowblower, 2 de-icing cars.
2	Clearance priorities	RWY, TWY, apron; simultaneously if possible.
3	Remarks	<ol style="list-style-type: none">1. Responsible authority: airport authority.2. No specially prepared winter runways AVBL.3. Methods of snow removal: snowploughs and sweeping machines.4. Chemical treatment of runway surface by KAC.5. Assessment and measuring of contamination: observation by own experienced staff.6. Runway condition is determined and reported according to the global reporting format and broadcast via ATIS.7. Information on the runway condition is published by:<ol style="list-style-type: none">a. SNOWTAM via the international NOTAM office at Schiphol.b. RCR (only mandatory items) via ATIS.c. RCR (only RWYCC) via RTF on TWR channel.

EHRD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Surface: CONC. Strength: PCN 66/R ¹⁾ /A/W/T.			
2	Taxiway width, surface and strength	TWY	Width (M)	Surface	Strength (PCN)
		V1	23	ASPH	70/R ¹⁾ /D/X/T
		V2 ²⁾	22	ASPH	70/R ¹⁾ /D/X/T
		V3 ²⁾	22	ASPH	70/R ¹⁾ /D/X/T
		V4 ²⁾	15	ASPH	40/R ¹⁾ /D/X/T
		V5 ²⁾	22	ASPH	70/R ¹⁾ /D/X/T
		V6	23	ASPH	70/R ¹⁾ /D/X/T
3	Altimeter checkpoint location and elevation	Location: apron. Elevation: -15 FT AMSL.			
4	VOR checkpoints	Not AVBL			
5	INS checkpoints	See AD 2.EHRD-APDC.			
6	Remarks	¹⁾ Composite construction. ²⁾ Maximum wingspan 36 M (limited outer main gear wheel span up to but not including 9 M).			

EHRD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Aircraft stand ID signs <ul style="list-style-type: none"> Stands A, B, C and D: stand identification markings. TWY guide lines <ul style="list-style-type: none"> Boundary lines; Aircraft stand identification markings; One way arrows; Illuminated guidance sign boards. Visual docking/parking guidance system <ul style="list-style-type: none"> Marshaller (except home-based general aviation); Follow-me car AVBL.
2	RWY and TWY markings and LGT	RWY markings <ul style="list-style-type: none"> RWY 06: DTHR, designation, TDZ, aiming point, CL, edge. RWY 24: DTHR, designation, TDZ, aiming point, CL, edge. RWY LGT <ul style="list-style-type: none"> RWY 06: THR, CL, edge, RWY end. RWY 24: THR, CL, edge, RWY end. TWY markings <ul style="list-style-type: none"> CL. holding points. TWY LGT <ul style="list-style-type: none"> Retroreflective CL markers (except TWY V4). Edge (except TWY V4). RWY guard LGT at holding positions (except TWY V3).
3	Stop bars	No-entry bar TWY V3.
4	Remarks	NIL

EHRD AD 2.10 AERODROME OBSTACLES

Area 2					
OBST ID/ Designation	OBST Type	OBST Position	ELEV/HGT in FT		Markings/ LGT Type, Colour
			AMSL	AGL	
1	2	3	4		5
-	-	-	-	-	-

Remarks
6
<ul style="list-style-type: none"> All obstacles are marked and lighted day and night. For obstacles in take-off area see AD 2.EHRD-AOC-06-24. A list of close-in obstacles associated with the departure procedures is available on request. No obstacle data sets AVBL.

EHRD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	De Bilt
2	Hours of service MET office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity	De Bilt 30 HR
4	Trend forecast Interval of issuance	TREND H24
5	Briefing/consultation provided	Self-briefing; briefing on request from MWO-De Bilt by telephone after self-briefing (see item 10).
6	Flight documentation Language(s) used	Reports, forecasts, charts. English, Dutch.
7	Charts and other information available for briefing or consultation	S, P, W, T
8	Supplementary equipment available for providing information	WXR, APT
9	ATS units provided with information	Rotterdam TWR, Rotterdam APP.
10	Additional information (limitation of service, etc.)	<p>Tel: 0900 202 3341 Briefing low level flights (IFR/VFR). Tel: 0900 202 3343 Briefing IFR flights above FL 100. Tel: 0900 202 3340 Briefing balloon flights within Amsterdam FIR.</p> <p>Note: charge for TEL briefings and consultations is €0,50/MIN. Note: due to environmental influences the windreport for RWY 24 is not representative for the wind conditions at TDZ; 1. Windspeed from sector 290-010 DEG is underestimated up to 17 percent. 2. Windspeed from sector 130-170 DEG overestimated up to 12 percent.</p> <p>¹⁾ Weather bulletin (Dutch language) and METARs via Dutch public TV 'Teletekst' page 707.</p>

EHRD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR co-ordinates RWY end co-ordinates THR GUND	THR elevation and highest elevation of TDZ of precision APCH RWY
1	2	3	4	5	6
06	057.10°	2199 x 45	70/F/D/W/T ASPH ¹⁾²⁾	515711.03N 0042550.45E INFO not AVBL 143 FT	-14.4 FT INFO not AVBL
24	237.12°	2199 x 45	70/F/D/W/T ASPH ¹⁾²⁾	515742.69N 0042709.69E INFO not AVBL 143 FT	-14.6 FT INFO not AVBL

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and type of arresting system	OFZ
1	7	8	9	10	11	12	13
06	0%	NIL	60 x 300	2319 x 300	240 x 150	NIL	NA
24	0%	NIL	60 x 300	2319 x 300	240 x 150	NIL	NA

Remarks
14
¹⁾ Regarding RWY strength, an unlimited use will be permitted for aircraft with an AUW <= 5700 KG. ²⁾ A 180° turn is allowed for aircraft up to and including aerodrome reference code C only.

Ground handling companies may need to tow aircraft due to limited parking space.

For contact information see EHRD AD 2.23.

6 RESTRICTIONS ON TRAINING FLIGHTS

Rotterdam The Hague Airport is PPR for training flights with aircraft with MTOM > 2000 KG. For permission contact operations@rtha.com at least 24 HR in advance. Further restrictions apply:

1. The execution of training flights is prohibited daily from 2200-0600 (2100-0500).
2. Training flights prohibited for aircraft with MTOM >= 6000 KG due to environmental reasons (noise capacity).
3. For aircraft with MTOM < 6000 KG circuit flights in the course of training flights are prohibited during the following periods:
 - MON-FRI: before 0700 and after 1700 (before 0600 and after 1600).
 - SAT before 0800 and after 1200 (SAT before 0700 and after 1100).
 - SAT for aircraft equipped with turbojet engines.
 - SUN and HOL during the entire day: H24.
4. IFR training flights and IFR examination flights must obtain a slot time. Slot times can be obtained from the Flight Service Centre, which is located at Schiphol East. The Flight Service Centre can be reached by telephone H24:
Tel: +31 (0)20 406 2315
Slot times must be obtained at least one day before the flight. It is also possible to obtain a slot time longer in advance. If a flight cannot take place, the slot time must always be cancelled, even if cancellation occurs on the day of the flight. To cancel a slot time, the Flight Service Centre should be contacted.

7 FORMATION TAKE-OFFS AND LANDINGS

Formation take-offs and landings are not allowed except with a pre-arranged operational agreement with ATC. Contact atmprocedureservices@lvnl.nl for such an agreement.

EHRD AD 2.22 FLIGHT PROCEDURES

1 INSTRUMENT DEPARTURE PROCEDURES

1.1 Introduction

The instrument departure procedures are based on ICAO Annex 2 and on ICAO Documents 4444-ATM/501 (PANS-ATM), 7030 (SUPPS) and 8168-OPS/611 (PANS-OPS).

Note: in the Rotterdam TMAs VFR flights without ATC clearance are permitted. For such flights radio communications is not compulsory.

1.2 Instrument departure procedures

1.2.1 Start-up permission

Pilots shall request permission from ATC before starting engines and when applicable report a cross-bleed start. The request for start-up shall be made to Rotterdam Delivery after all preparations for departure have been made (doors closed etc.) and shall include:

- aircraft identification (e.g. KL101).
- position (e.g. D3).
- ATIS information (e.g. information R).
- flight rules (e.g. IFR).
- destination (e.g. London).
- request start-up.

If unable RNAV, inform ATC prior to start-up.

Permission for start-up will be issued either immediately or at a specified time. Since ATC planning of outbound traffic (involving en-route clearance and co-ordination with adjacent ACCs) is based on the start-up time, the pilot shall be able to comply with start-up and taxi permission. Any delay in start-up or taxiing shall be reported to ATC immediately. In case of indefinite delay the probable duration of delay will be given.

Apart from the ATIS broadcast no MET information will be provided to departing aircraft except RVR (see EHRD AD 2.18).

Note: for commercial flights ground start-up crew is mandatory for engine start.

Note: performing a cross-bleed start at aircraft stand or apron is not permitted. Towing or taxi-out on one engine to an assigned location for cross-bleed start is necessary.

1.2.2 En-route clearance

1.2.2.1 Contents

The en-route clearance will be issued after start-up clearance has been given by Rotterdam Delivery. An en-route clearance contains:

- a. Clearance limit: airport of destination.
- b. Standard instrument departure (SID).
- c. SSR code.
- d. Departure instructions if applicable.
- e. CTOT if applicable.

Example of an en-route clearance: "KLM345 cleared to London, SOMEL 2A Departure, squawk 2123, slot 25".

1.2.2.2 Standard instrument departures

The instrument departure procedures are laid down in standard instrument departures (SIDs). SIDs are designated in accordance with ICAO Annex 11. SID designation is composed of the following elements:

- a basic indicator, i.e. a significant point.
- a validity indicator, i.e. a number from 1 to 9 indicating the valid version of a specific SID.
- a route indicator, i.e. a letter representing the runway where the SID begins.

SIDs are published for RWY 06 and 24.

Note: if not able to comply with the crossing conditions prescribed in the SIDs, inform Rotterdam Delivery.

1.2.2.3 Departure instructions (Contents item d.)

Instructions containing deviations from the standard instrument departure may be added to the en-route or take-off clearance. These instructions may comprise an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions; this additional instructions amend the relevant part of the SID only.

1.2.2.4 General instructions

Climb as rapidly as practicable to at least 2000 FT AMSL.

1.2.3 Taxi procedures

Aircraft shall request taxi clearance from Rotterdam Tower.

1.2.4 Transfer of control to Schiphol APP

Aircraft proceeding via the Schiphol TMAs will normally be transferred to Schiphol APP during crossing.

1.3 Communication failure

- 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 ENR 1.3).

1.4 SID descriptions

1.4.1 General remarks

1.4.1.1 Procedures and constraints

- Transition altitude: 3000 FT AMSL.
- SIDs have to be considered as minimum noise routings which shall be strictly adhered to.
- Turn radii based on a 25° bank angle.
- MAX 250 KIAS below FL 100 unless otherwise instructed.
- For continuous routings and crossing conditions on ATS routes as applicable see paragraph 1.4.3.

1.4.1.2 Additional departure instructions

Especially propeller-driven aircraft can expect additional departure instructions. These instructions may be added to the en route or take-off clearance and may comprise a specific heading or temporary altitude restriction. Such additives amend the relevant part of the SID only.

1.4.1.3 Application of RNAV

All SIDs shall be flown according to the RNAV 1 specification. For SIDs with RF legs, RNP 1 is required. Furthermore:

- Engage FMS lateral guidance as early as possible.
- The RD-waypoints shall not be used in RTF procedures.
- The navigation aid (e.g. VOR) mentioned in the column "Expected path terminator" is for selection of MAG station declination only.

1.4.1.4 Application of radius to fix (RF) turns

For some SIDs, differences in the way the coding for these SIDs is processed by the various FMS systems may result in considerable track dispersion during turns. This track dispersion can be reduced by the application of radius to fix turns, which results in concentration of the flight paths. Thus, in order to enhance noise abatement, for the RWY 06 SOMEL and TULIP SIDs an alternative coding comprising a radius to fix turn is introduced.

To distinguish between the standard coding and the coding comprising the RF turn the letter "Y" has been added after the SID identification. Consequently, two coding tables are listed for the SOMEL 2A and TULIP 4A SIDs:

1. [SOME2A] or [TULI4A] is the standard designator where only fly-over and fly-by turns are applied;
2. [SOM2AY] or [TUL4AY] is the designator with the addition "Y" where the RF turn coding is applied.

In the ATC clearance, only the standard (unchanged) designator will be used without changes in the ATC clearance phraseology. This clearance allows for selection of either coding version as the resulting flight paths are considered identical by ATC.

Note that for RWY 24 also alternative SIDs with a "Y" addition to the designator are available, though exclusively for WTC L and M aircraft. In analogy to the relevant SIDs RWY 06, these SIDs RWY 24 are alternative coding variants to enhance noise abatement. However, for RWY 24 the SID coding does not comprise the RF path terminator.

For the use of the RF coding version the following requirements are applicable:

- The aircraft must be equipped with an FMS comprising a pre-loaded navigation database and a navigation display.
- The aircraft FMS must be capable of processing the RF path terminator.
- The aircraft FMS must use GNSS as the primary navigation sensor.
- The operator must be approved for RNP 1 operations by their state of registry.

1.4.2 Specific remarks

1. RWY 06 SOMEL or TULIP SID: in addition to the standard coding [SOME2A] or [TULI4A], an alternative coding [SOM2AY] and [TUL4AY] comprising radius to fix (RF) turns is available. See paragraph 1.4.1.4 for requirements to use the RF coding version. Due to noise abatement aircraft with the appropriate equipment and approval are encouraged to fly the RF procedure.
2. RWY 24: for relevant SIDs, e.g. COA 2B SID, in addition to the standard coding [COA2B] an alternative coding [COA2BY] is available for exclusive use by WTC L and M aircraft. As resulting flight paths of standard and alternative coding are considered identical by ATC, only the standard (unchanged) designator will be used in the ATC clearance (see also paragraph 1.4.1.4). Due to noise abatement considerations, pilots of WTC L and M aircraft are encouraged to select the alternative coding version.
3. RNAV 1 required.
4. Close-in obstacles up to 110 FT shortly after RWY end (see EHRD AD 2.10).

1.4.3 Continuous routings for SIDs with crossing conditions on ATS routes as applicable

Note: aircraft may only continue to climb above 3000 FT AMSL after an ATC clearance has been received.

Note: REF EHRD AD 2.22 paragraph 1.2.2 "En-route clearance": if not able to comply with the crossing conditions prescribed in the SIDs, inform Rotterdam Delivery before take-off.

ARNEM Departures

L620 If the requested flight level is above FL 245, cross OLDOD at or above FL 250.

INKET Departures

Q21 IFR flights to EHLE with requested flight level below FL 055 shall file ATS route Q21 when available at 2000 FT AMSL.

LUNIX Departures

Z739 If the requested flight level is above FL 245, cross AMOSU at or above FL 250.

NEPTU Departures

T604 IFR flights to EHLE with requested flight level above FL 055 shall file ATS route T604 to BADEX.

1.4.4 SIDs RWY 06

See charts AD 2.EHRD-SID-06.1 and AD 2.EHRD-SID-06.2.

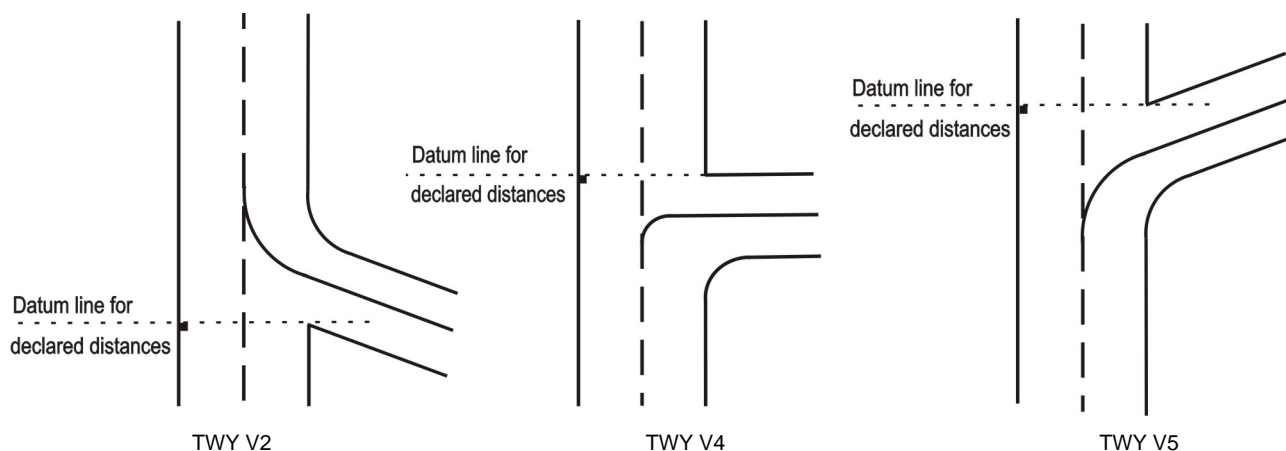
ANDIK 2A	See paragraph 1.4.2 specific remark: 3, 4. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[ANDI2A]	Climb on course 056° MAG, at or above 500 FT AMSL turn right	[M056; A500+; R]	CA (RTM)	N
	To RD153 on course 063° MAG	RD153 [M063]	CF (RTM)	N
	To RD151	RD151	TF	N
	To RD150	RD150	TF	N
	To PAM	PAM	TF	N
	To ANDIK	ANDIK	TF	N
ARNEM 3A	See paragraph 1.4.2 specific remark: 3, 4. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[ARNE3A]	Climb on course 056° MAG, at or above 500 FT AMSL turn right	[M056; A500+; R]	CA (RTM)	N
	To RD153 on course 063° MAG	RD153 [M063]	CF (RTM)	N
	To RD151	RD151	TF	N
	To RD150	RD150	TF	N
	To IVLUT	IVLUT	TF	N
	To NYKER	NYKER	TF	N
	To ARNEM	ARNEM	TF	N
COA 2A	See paragraph 1.4.2 specific remark: 3, 4. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[COA2A]	Climb on course 056° MAG, at or above 500 FT AMSL turn right	[M056; A500+; R]	CA (RTM)	N
	To RD157 on course 063° MAG	RD157 [M063]	CF (RTM)	N
	To RD161	RD161	TF	N
	To RD154	RD154	TF	N
	To COA at or below FL 050	COA [F050-]	TF	N
INKET 2A	See paragraph 1.4.2 specific remark: 3, 4. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[INKE2A]	Climb on course 056° MAG, at or above 500 FT AMSL turn right	[M056; A500+; R]	CA (RTM)	N
	To RD157 on course 063° MAG	RD157 [M063]	CF (RTM)	N
	To INKET	INKET	TF	N
LUNIX 2A	See paragraph 1.4.2 specific remark: 3, 4. After departure climb to 3000 FT AMSL.			
ARINC designator	Formal description	Abbreviated description	Expected path terminator	Fly-over required
[LUNI2A]	Climb on course 056° MAG, at or above 500 FT AMSL turn right	[M056; A500+; R]	CA (RTM)	N
	To RD153 on course 063° MAG	RD153 [M063]	CF (RTM)	N
	To RD151	RD151	TF	N
	To RD150	RD150	TF	N
	To IVLUT	IVLUT	TF	N
	To LUNIX	LUNIX	TF	N

5. Caution during approach to RWY 06 with south-eastern (light, moderate or strong) wind, pilots should be aware and must be prepared for the possibility of building-induced turbulence, wind shear and wind gradient effects over the THR and TDZ of RWY 06. During these circumstances, while landing at RWY 06, pilots should be aware of suddenly increased turbulence.
6. Pilots shall be aware that in the vicinity of the aerodrome ATC gives priority to:
 - aircraft in state of an emergency;
 - hospital and police aircraft with the status priority or scramble;
 - aircraft engaged in SAR operations.
7. Bird-scare activities 24 hours a day available/active with the use of various equipment/means including flare shellcrackers, bird dispersal guns and amplified cries of distress.
8. When lightning discharges are observed in the vicinity of the airport, the Duty Manager Operations (DMO) will announce that all ground handling and re-fuelling operations are prohibited until further notice. When it is safe to do so, the DMO will declare that ground handling and re-fuelling operations can be resumed. Handling stop will be indicated by special light/sound signals or by ATC.

2 DETERMINATION OF DATUM LINE FOR INTERSECTION TAKE-OFF

The datum line from which the reduced runway declared distances for take-off should be determined is defined by the intersection of the downwind edge of the specific taxiway with the runway edge as shown in the diagram below. The loss of runway length due to alignment of the aircraft prior to take-off should be taken into account by the operators for the calculation of the aircraft's take-off mass (ICAO Annex 6, Part 1, paragraph 5.2.8).

If an intersection take-off will take place from a taxiway with an intersection angle of 55°, and the taxiway centre line is followed until the runway centre line, there is a loss of line-up distance of APRX 100 M.



3 MEDICAL EMERGENCY PROCEDURES

Pilots shall declare a medical emergency to ATC only in case of a patient on board suffering from a life-threatening condition. A patient's medical condition is categorised and should be handled as follows:

- Medical emergency (life-threatening): pilots shall contact ATC to declare a medical emergency by radio call prefixed by PAN PAN (3X) for urgency. Priority handling will be provided. Medical crew will board the aircraft before passengers disembark.
- Medical care at the stand (non-life-threatening): flight crew shall contact ground handler only to arrange medical crew at the stand.

4 GROUND HANDLING COMPANIES

- ← 1. **Commercial passengers and cargo**
 Post: Aviapartner B.V.
 P.O. Box 12036
 3004 GA Rotterdam
 Tel: +31 (0)10 238 2704
 Fax: +31 (0)10 238 2707
 Email: rtm.handling.ops@aviapartner.aero
 SITA: RTMAOXH
Note: Aviapartner Rotterdam 131.755
2. **Ground handling (business and general aviation)**
 Post: Jet Aviation Netherlands
 Fornebubaan 19
 3045 AV Rotterdam
 Tel: +31 (0)10 298 4949
 Fax: +31 (0)10 298 4948
 Email: RTMfbo@jetaviation.com
 URL: <http://www.jetaviation.com>
Note: Jet Aviation Rotterdam 131.980
3. **Ground handling (recreational general aviation only)**
 Post: Vliegclub Rotterdam (Flying Club Rotterdam)
 Zaventembaan 1
 3045 AR Rotterdam
 Tel: +31 (0)10 415 3353
 Fax: +31 (0)10 415 8063
 Email: OPS@vliegclubrotterdam.nl
 URL: <https://www.vliegclubrotterdam.nl>

Note: request handling Vliegclub Rotterdam via website 24 HR before ETA.