

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES**1 ANNEX 1 - PERSONNEL LICENSING, 11TH EDITION**

NIL

2 ANNEX 2 - RULES OF THE AIR, 10TH EDITION**Note:** Where underlined text is included in the table, the underlined text specifies the difference with ICAO.

Reference	Difference	Remarks
Chapter 3		
3.2.2	'(b) An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.'	SERA.3210(b) introduces this new provision.
3.2.2.4	'(i) Sailplanes overtaking. A sailplane overtaking another sailplane may alter its course to the right or to the left.'	SERA.3210(c)(3)(i).
3.2.3.2(b)	'(2) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, as far as practicable.'	SERA.3215(b)(2), specifies (with the addition to ICAO Standard in Annex 2, 3.2.3.2(b) of the underlined text).
3.2.5(c) and (d)	'(c) <u>except for balloons</u> , make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC; (d) <u>except for balloons</u> , land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.'	SERA.3225 differs from ICAO Standard in Annex 2, 3.2.5(c) and 3.2.5(d) in that it specifies that subparagraphs (c) and (d) do not apply to balloons.
3.3.1.2	- With regards to VFR flights planned to operate across international borders, the Union regulation (SERA.4001(b)(5)) differs from the ICAO Standard in Annex 2, 3.3.1.2(e) with the addition of the underlined text, as follows: 'any flight across international borders, unless otherwise prescribed by the States concerned.' - With regard to VFR and IFR flights planned to operate at night, an additional requirement is inserted to Union regulation SERA.4001(b)(6) as follows: '(6) any flight planned to operate at night, if leaving the vicinity of an aerodrome.'	SERA.4001(b).
3.8 and Appendix 2	Interception of aircraft. The words 'in distress' of Chapter 3 Part 3.8, are not included in Union law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore the provisions contained in Appendix 2 Parts 1.1 to 1.3 inclusive as well as those found in Attachment A, are not contained in Union law.	Note to ENR 1.12.
Chapter 4		
4.3	'(c) When so prescribed by the competent authority, VFR flights at night may be permitted under the following conditions: (1) if leaving the vicinity of an aerodrome, a flight plan shall be submitted; (2) flights shall establish and maintain two-way radio communication on the appropriate ATS communication channel, when available; (3) the VMC visibility and distance from cloud minima as specified in Table S5-1 shall apply except that: (i) the ceiling shall not be less than 450 M (1 500 FT); (ii) except as specified in (c)(4), the reduced flight visibility provisions specified in Table S5-1(a) and (b) shall not apply; (iii) in airspace classes B, C, D, E, F and G, at and below 900 M (3 000 FT) above MSL or 300 M (1 000 FT) above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface; (iv) for helicopters in airspace classes F and G, flight visibility shall not be less than 3 KM, provided that the pilot maintains continuous sight of the surface and if manoeuvred at a speed that will give adequate opportunity to observe other traffic or obstacles in time to avoid collision; and (v) for mountainous terrain, higher VMC visibility and distance from cloud minima may be prescribed. (4) ceiling, visibility and distance from cloud minima lower than those specified 4.3(c) above may be permitted for helicopters in special cases, such as medical flights, search and rescue operations and fire-fighting. (5) except when necessary for take-off or landing, or except when specifically authorised by the competent authority, a VFR flight at night shall be flown at a level which is not below the minimum flight altitude established by the State whose territory is overflown, or, where no such minimum flight altitude has been established: (i) over high terrain or in mountainous areas, at a level which is at least 600 M (2 000 FT) above the highest obstacle located within 8 KM of the estimated position of the aircraft; (ii) elsewhere than as specified in (i), at a level which is at least 300 M (1 000 FT) above the highest obstacle located within 8 KM of the estimated position of the aircraft.'	SERA.5005(c) adds requirements under which VFR flights at night may be permitted.

Reference	Difference	Remarks
4.6	<i>'(f) Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown: (1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 M (1 000 FT) above the highest obstacle within a radius of 600 M from the aircraft; (2) elsewhere than as specified in (1), at a height less than 150 M (500 FT) above the ground or water, or 150 M (500 FT) above the highest obstacle within a radius of 150 M (500 FT) from the aircraft.'</i>	SERA.5005, introducing the obstacle clearance criteria in (f).

3 ANNEX 3 - METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION, 17TH EDITION

Reference	Difference	Remarks
Chapter 5		
5.5	(b) Competent authorities shall prescribe as necessary other conditions which shall be reported by all aircraft when encountered or observed.	SERA.12005 introduces a new provision.

4 ANNEX 4 - AERONAUTICAL CHARTS, 11TH EDITION

Reference	Difference	Remarks
Chapter 2		
2.3.1	Different layout.	The standard is considered to be less user friendly.
2.14.1	Frequencies not shown for every airspace. Horizontal limits not always depicted in accordance with Appendix 2.	Reduces clutter. On most charts relevant frequencies are shown in a separate list. Horizontal limits depicted differently to improve clarity.
2.17.2	Chart resolution as specified in Appendix 6 not ensured.	Not all data supplied does conform to the chart resolution requirements of Appendix 6.
2.17.3	Integrity as specified in Appendix 6 not ensured.	The integrity of the data is unknown. Current procedures for data collection do not guarantee the integrity required.
2.17.5	CRC checks not implemented.	Pending developments.
2.18.1.3	Chart resolution as specified in Appendix 6 not ensured. A lower resolution especially applies for TWY centre line/parking guidance line points and aircraft standpoints/INS checkpoints.	Coordinates not supplied.
Chapter 3		
3.4.2	A scale of 1:20 000 used as allowed for in 3.4.3.	A smaller scale is applied to make the charts fit on A4 paper format.
Chapter 7		
7.6.2	Area minimum altitudes not shown.	Low relevance as the area minimum altitudes in Dutch airspace are no limiting factor for aircraft operations.
7.9.1	Aerodromes not shown on the ATS Route chart.	Reduces clutter. Aerodromes are depicted on the Airspace Structure chart.
7.9.2	Prohibited, restricted and danger areas depicted on a separate Enroute chart.	To avoid chart clutter the Netherlands publishes several Enroute Charts with different themes (ATS routes, airspaces, restricted areas, etc).
7.9.3.1.1.a	Names and coordinates of NAVAIDS not provided on the charts.	Reduces clutter. Publishing critical coordinates twice (both in tables and in charts) is not beneficial with respect to high data integrity standards.
7.9.3.1.1.d	The designation of the navigation specification not provided.	Omission.
7.9.3.1.1.e	The geographical coordinates of significant points not provided on the charts.	Reduces clutter. Publishing critical coordinates twice (both in tables and in charts) is not beneficial with respect to high data integrity standards.
7.9.3.1.1.j	Minimum en-route altitudes and minimum obstacle clearances altitudes not provided on the charts.	Reduces clutter.
Chapter 8		

Reference	Difference	Remarks
8.2	Area charts not provided. Instead the Netherlands publishes SID (Overview) charts and Standard Arrival charts.	The Standard Instrument Departure (Overview) charts and Standard Arrival charts include the function of the Area Chart.
Chapter 9		
9.9.4.1.1.a.5	Minimum obstacle clearance altitude not shown on the charts.	No relevant information.
9.9.4.1.1.a.6	Minimum vectoring altitudes not shown on the charts.	Minimum vectoring altitudes are published in AIP ENR 1.6.
Chapter 10		
10.9.4.1.1.a.5	Minimum obstacle clearance altitude not shown on the charts.	No relevant information.
10.9.4.1.1.a.6	Minimum vectoring altitudes not shown on the charts.	Minimum vectoring altitudes are published in AIP ENR 1.6.
Chapter 11		
11.3.1	Some instrument approach segments do not fit within the charts.	A smaller scale or a bigger chart size wouldn't be beneficial for the usability of the chart. Segments that do not fit within the chart area are depicted on the STAR chart.
11.10.4.4	Not all NAVAIDs provided.	Reduces clutter.
11.10.9	Associated instrument approach procedure data not shown.	Co-ordinates for RNAV points are shown in a table on the face of the chart, reporting points in ENR 4.4.
Chapter 13		
13.6.1.i	Co-ordinates of TWY centreline and aircraft stands not shown.	Not all information is provided, or considered essential. Co-ordinates wouldn't fit or reduce the readability of the chart.
13.6.1.k	Boundaries of ATC service not shown.	Not all information is provided, or considered essential.
Chapter 14		
14.6.a	Apron elevations not shown.	Not considered to be essential information.
14.6.b	No specific information on aprons in the charts.	See 13.6.1.b/c
14.6.c	Coordinates of aircraft stands not shown.	See 13.6.1.i
14.6.g	Coordinates of TWY points not shown.	See 13.6.1.i
14.6.h	Boundaries of ATC service not shown.	See 13.6.1.k
14.6.i	Relevant communication facilities not shown.	See 13.6.1.o
Chapter 15		
15.6.a	Apron elevations not shown.	Not considered to be essential information.
15.6.b	No specific information on aprons in the charts.	See 13.6.1.b/c
15.6.c	Coordinates of aircraft stands not shown.	See 13.6.1.i
15.6.f	Coordinates of TWY points not shown.	See 13.6.1.i
15.6.g	Boundaries of ATC service not shown.	See 13.6.1.k
15.6.h	Relevant communication facilities not shown.	See 13.6.1.o
Appendix 2		
symbol 128	Colour of restricted airspace shown red instead of blue.	The colour red increases readability.

5 ANNEX 5 - UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS, 5TH EDITION

NIL

6 ANNEX 6 - OPERATION OF AIRCRAFT

6.1 PART I - INTERNATIONAL COMMERCIAL AIR TRANSPORT - AEROPLANES, 9TH EDITION

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

6.2 PART II - INTERNATIONAL GENERAL AVIATION - AEROPLANES, 7TH EDITION

NIL

6.3 PART III - INTERNATIONAL OPERATIONS - HELICOPTERS, 7TH EDITION

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

7 ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS, 6TH EDITION

Reference	Difference	Remarks
Chapter 4		
4.2.5	Unmanned free balloons are not registered in the Netherlands.	
Chapter 5		
5.1.2	Unmanned free balloons are not registered in the Netherlands.	

8 ANNEX 8 - AIRWORTHINESS OF AIRCRAFT, 11TH EDITION

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

9 ANNEX 9 - FACILITATION, 13TH EDITION

Reference	Difference	Remarks
Chapter 2		
2.7	Civilian air crew members are, in principle, exempted from the visa requirements by the Member States if they hold licenses and certificates within the meaning of Annexes 1 to 9 to the Chicago Convention on International Civil Aviation.	Council Regulation 539/2001 of 15 March 2001, Annex 1.2.1.
Chapter 3		
3.1	The main principles for border checks in the Netherlands are laid down in the Schengen Borders Code.	Schengen Borders Code
3.5	The general principles are laid down in art. 7(2) and 3(a,i) of the Schengen Borders Code.	Schengen Borders Code
3.12	If a non-machine readable passport is issued, the machine readable zone area is not filled with words such as "this passport is not machine readable".	
3.22	Applications shall be decided on within 15 calendar days of the date of lodging of an application, which is admissible [in accordance with article 19]. That period may be extended up to a maximum of 30 calendar days in individual cases, notably when further scrutiny of the application is needed or in cases of representation where the authorities of the represented Member State are consulted. Exceptionally, when additional documentation is needed in specific cases, the period may be extended up to a maximum of 60 calendar days. The Netherlands ensures that these deadlines are observed.	Regulation 810/2009 of the European Parliament and of the Council of 13 July 2009 establishing a Community Code in Visas, art 23.
3.23	Applicants have to appear in person. The requirement of personal appearance may be waived when the applicant is known to the embassy or consulate for his integrity and reliability (at locations where biometric identifiers have to be submitted in relation to visa applications, all applicants have to appear in person for their first application. After that, the biometric identifiers can be copied for future applications within a period of 59 months, so after that, applicants known for their integrity and reliability may be waived again).	Regulation 810/2009 of the European Parliament and of the Council of 13 July 2009 establishing a Community Code on Visas, article 10.
3.24	The period of validity of a visa and the length of the authorized stay, is based on the examination conducted in accordance with Regulation 810/2009 of the European Parliament and of the Council of 13 July 2009 establishing a Community Code on Visas. (A visa may be issued for one, two or multiple entries).	Regulation 810/2009 of the European Parliament and of the Council of 13 July 2009 establishing a Community Code on Visas, article 24.
3.57	According to the Treaty on the Functioning of the European Union, art 77.2, the common visa and short stay policy is a competence of the European Parliament and the Council. For the European Parliament and the Council, abolishing or waiving the visa requirement for a maximum number of States is not an objective in itself. Before such a decision is taken, the consequences in the field of illegal immigration, public order, national security, external relations, public health and economic growth are taken into account.	Treaty on the Functioning of the European Union, art 77.2.
3.63	The special rules are laid down in ANNEX VII of the Schengen Borders Code.	Schengen Borders Code
3.68 3.68.1 3.68.2	Civilian air crew members are, in principle, exempted from the visa requirements by the Member States if they hold licenses and certificates within the meaning of annexes 1 to 9 to the Chicago Convention on International Civil Aviation.	Council Regulation 539/2001 of 15 March 2001, Annex 1.2.1.
Chapter 5		
5.9.1	This is not the case in the Netherlands. According to article 26 of the Schengen Convention and Implementation Guideline 2001/51/EG, and as put in national law in article 5 of the Aliens Act, a carrier is obliged to return a third country national that has been denied entry to the Schengen area. According to EC-directive 2001/51 and art 65 Aliens Act, and 6.2 en 6.3 Aliens Decree, the carrier that transported the third country national is responsible for costs of stay and return in that specific period. No difference is being made between an improperly documented third country national or other categories of inadmissible third country nationals. 6.2 Aliens Decree: Our Minister can require the costs of return of an alien to the alien or carrier. A4/ 9.3 Aliens Act Implementation Guidelines: Our Minister can require the costs of return of an alien, and this includes also the costs of "stay", to the alien or carrier.	Schengen Convention, European Directives and Guidelines and National legislation as mentioned.
5.28	Dutch nationals who need to return to the Netherlands are issued an emergency passport for admission, but not necessarily for readmission. Nationals who are in the Netherlands are not necessarily eligible for this emergency passport. The right to refuse an emergency passport is a prerogative of the State.	

10 ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS

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

11 ANNEX 11 - AIR TRAFFIC SERVICES, 13TH EDITION

Note: Where underlined text is included in the table, the underlined text specifies the difference with ICAO.

Reference	Difference	Remarks
Chapter 2		
2.6.1	Aircraft are allowed to exceed the 250 knot speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.	SERA.6001.
2.25.5	'Time checks shall be given <u>at least to the nearest minute.</u> '	SERA.3401(d)(1) differs from ICAO Annex 11, standard 2.25.5.
Chapter 3		
3.3.4	'(b) Clearances issued by air traffic control units shall provide separation: (1) between all flights in airspace Classes A and B; (2) between IFR flights in airspace Classes C, D and E; (3) between IFR flights and VFR flights in airspace Class C; (4) between IFR flights and special VFR flights; (5) between special VFR flights unless otherwise prescribed by the competent authority; except that, when requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and if so prescribed by the competent authority for the cases listed under (b) above in airspace Classes D and E, a flight may be cleared <u>subject to maintaining own separation in respect of a specific portion of the flight below 3 050 M (10 000 FT) during climb or descent, during day in visual meteorological conditions.</u> '	SERA.8005(b) introduces this new provision.
3.7.3.1	(e) Read-back of clearances and safety-related information (1) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back: (i) ATC route clearances; (ii) clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and (iii) runway-in-use, altimeter settings, SSR codes, <u>newly assigned communication channels</u> , level instructions, heading and speed instructions; and (iv) transition levels, whether issued by the controller or contained in ATIS broadcasts.	SERA.8015(e), specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1 of the underlined text).
3.7.3.1.1	(2) Other clearances or instructions, including conditional clearances <u>and taxi instructions</u> , shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.	SERA.8015(e)(2) specifies (with the addition to ICAO Standard in Annex 11, 3.7.3.1.1 of the underlined text).
3	SERA.5010 Special VFR in control zones Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as medical flights, search and rescue operations and fire-fighting, 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 1 500 M or, for helicopters, not less than 800 M; (3) at speed of 140 KT IAS 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 day only, unless otherwise permitted by the competent authority; (2) the ground visibility is not less than 1 500 M or, for helicopters, not less than 800 M; (3) the ceiling is not less than 180 M (600 FT).	SERA.5010 introduces this new provision.

12 ANNEX 12 - SEARCH AND RESCUE, 8TH EDITION

NIL

13 ANNEX 13 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION, 10TH EDITION

NIL

14 ANNEX 14 - AERODROMES← **14.1 VOLUME I - AERODROME DESIGN AND OPERATIONS, 9TH EDITION**

Reference	Difference	Remarks
Chapter 2		
2.5.3 and 2.5.4	The measuring and reporting of taxiway centre line points is only applicable on aerodromes equipped with an ILS.	Electronic aeronautical maps and electronic NOTAM will only be used on large aerodromes for commercial air transport operations.
Chapter 4		

Reference	Difference	Remarks
4.2.19	A new object or extension of an existing object of the Air Navigation Service Provider can be permitted to penetrate a transitional surface when, in the opinion of the appropriate authority, after aeronautical study it is determined that the object would not significantly affect the safety of operations of aeroplanes.	To accommodate the use of remote tower operations on aerodromes in cases where limited physical space is available at an aerodrome or due to other special conditions, a penetration of the transitional surfaces can be permitted by the appropriate authority.
Chapter 5		
5.4.2.8	For non-instrument or non-precision runways a runway designator sign can be located only at the left side of the runway holding position.	For VFR operations it is considered sufficient if the runway designation sign is located at the side of the pilot of the aircraft.
Chapter 9		
9.2.21 - 9.2.25	The recommendations 9.2.21 up to and including 9.2.24 are not applicable for aerodromes in the aerodrome category for rescue and firefighting 1 to 3.	It is not considered necessary to have reserve supplies of foam concentrate or complementary agent for vehicle replenishment purposes for aerodromes in the aerodrome category for rescue and firefighting 1 to 3.
9.2.45	The provision of respiratory equipment is not necessary at aerodromes in the aerodrome category for rescue and firefighting 1 to 3.	It is not necessary to provide respiratory equipment at aerodromes in the aerodrome category for rescue and firefighting 1 to 3, because personnel at these aerodromes is not trained in the use of this equipment.

← 14.2 VOLUME II - HELIPORTS, 5TH EDITION

Reference	Difference	Remarks
Chapter 2		
-	The requirements of chapter 2 – Heliport data are only applicable to heliports open for public use.	Only heliport data of heliports open for public use are published in the AIP section AD 3. At the other heliports with restricted access, the limited group of users are familiar with the situation and facilities at the heliport.
2.1.2	The Netherlands is not making use of digital data error detection techniques during the transmission of aeronautical data and digital data sets.	The heliports open to public use transfer their sporadic change in aeronautical data via electronic mail. The Cycle Redundancy Check (CRC) is being used for the storage of aeronautical data by the Aeronautical Information Service department of the Air Navigation Service Provider.
2.4.2 – 2.4.4	In the Netherlands geographical coordinates of the geometric centre of the TLOF and/or FATO, appropriate centre line points of helicopter ground taxiways and helicopter air taxiways routes and the coordinates of each helicopter stand are not measured and provided.	This information is not considered necessary, because of the VFR procedures to land and taxi at the heliport.
Chapter 3		
3.1.14	The provision of two protected side slopes is not necessary when there is a lack of physical space to establish two protected side slopes near the heliport.	If possible, two protected side slopes should be provided, but lack of physical space makes this impossible in some cases.
Chapter 6		
6.2.3.6 – 6.2.3.14 and 6.2.4.2	The recommendations of 6.2.3.6 up to and including 6.2.3.14 and 6.2.4.2 are only applicable to new built heliports and helidecks as of the 1st of January 2023.	Exemption due to the existing requirements until 2023.

← 15 ANNEX 15 - AERONAUTICAL INFORMATION SERVICES, 13TH EDITION

Reference	Difference	Remarks
Chapter 5		

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 in stead 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.	
Part I, section 4, chapter 5 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.

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.

