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.

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

1	**Apron surface and strength**	Schiphol-Centre: Surface: CONC. Strength: PCN/109/R/C/W/T. Schiphol-East: Surface: CONC. Strength: restricted; for further information contact Apron Management Service.
2	**Taxiway width, surface and strength**	Width: 23 M; shoulders of 7.5 M on both sides of TWY. Surface: asphalt. Strength: as for accompanying RWYs.
3	**Altimeter checkpoint location and elevation**	Location: apron. Elevation: -13 FT AMSL.
4	**VOR checkpoints**	Information not AVBL.
5	**INS checkpoints**	INS coordinates for aircraft stands reflect the location of the stop line. At aircraft stands with multiple stop lines, the INS coordinates reflect the location amidst the two outermost stop lines. For INS reference see aircraft parking / docking charts.
6	**Remarks**	NIL

EHAM 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** • Aircraft stand identification signs: yellow characters on a black background. **TWY guide lines** • Guide lines on taxiway and aprons. • Aircraft stand identification markings: characters of 2 M in height. • Follow-me service AVBL on request for guidance on aprons and taxiways. • Guidance between taxiway CL and lead-in lines is interrupted over a length of APRX 15 M. • Alignment bars are only provided on aircraft stands at the A-apron and aircraft stands B16 to B36 to assist self-parking. **Visual docking/parking guidance system** • Guidance at aircraft stands by visual docking guidance system (see EHAM AD 2.20 paragraph 3) or marshaller is mandatory, except for self-docking aircraft stands specified in notes on AD 2.EHAM-APDC.1.[1)]

2	**RWY and TWY markings and LGT**	**RWY markings**[2)]
		• RWY 04: THR, designation, TDZ, aiming point, CL, edge.
		• RWY 22: THR, designation, TDZ, aiming point, CL, edge.
		• RWY 06: DTHR, designation, TDZ, aiming point, CL, edge.
		• RWY 24: THR, designation, TDZ, aiming point, CL, edge, turn pad marking.
		• RWY 09: DTHR, designation, aiming point, CL, edge, RWY holding PSN[3)].
		• RWY 27: THR, designation, TDZ, aiming point, CL, edge, RWY holding PSN[3)].
		• RWY 18C: THR, designation, TDZ, aiming point, CL, edge.
		• RWY 36C: DTHR, designation, TDZ, aiming point, CL, edge.
		• RWY 18L: DTHR, designation, CL, edge.
		• RWY 36R: THR, designation, TDZ, aiming point, CL, edge.
		• RWY 18R: DTHR, designation, TDZ, aiming point, CL, edge.
		• RWY 36L: THR, designation, CL, edge, turn pad marking.
		RWY LGT
		• RWY 04: THR, edge, RWY-end.
		• RWY 22: THR, edge, RWY-end.
		• RWY 06: THR, TDZ, CL, edge, RWY-end.
		• RWY 24: THR, CL, edge, RWY-end.[4)]
		• RWY 09: THR, CL, edge, RWY-end.
		• RWY 27: THR, TDZ, CL, edge, RWY-end.
		• RWY 18C: THR, TDZ, CL, edge, RWY-end.
		• RWY 36C: THR, TDZ, CL, edge, RWY-end.
		• RWY 18L: THR, CL, edge, RWY-end.
		• RWY 36R: THR, TDZ, CL, edge, RWY-end.
		• RWY 18R: THR, TDZ, CL, edge, RWY-end.
		• RWY 36L: THR, CL, edge, RWY-end.[4)]
		TWY markings
		• Yellow CL, except:
		  • TWY A19E: orange CL.
		  • TWY A19W: blue CL.
		• TWY N2 - TWY E6: CL continues over the full width of RWY 09/27 to provide additional taxiing guidance.
		• TWY S7W - TWY S8: CL continues over the full width of RWY 06/24 to provide additional taxiing guidance.
		• CL interrupted prior to connecting to TWY[5)]:
		  • TWY N2: when vacating RWY 27.
		  • TWY E10: when vacating RWY 36R.
		  • TWY E1 into TWY A8: after vacating RWY 36R.
		• TWY-RWY intersections: mandatory instruction markings and signs, enhanced TWY CL.
		• MAX SPAN information markings[6)].
		• No-entry locations: single marking reading NO ENTRY centered around CL.
		• Intermediate HLDG PSN.
		TWY LGT
		• Green CL[7)8)], except:
		  • TWY A19E: alternating green/orange CL.
		  • TWY A19W: alternating green/blue CL.
		  • RWY exits and TWYs crossing RWY: alternating green/yellow CL (between RWY CL and perimeter(s) of ILS sensitive area).
		  • take-off intersections not for use during LVP: no CL[9)].
		  • taxiways on Schiphol East: no CL.
		• TWY edge: generally blue LGT in curves; blue retroreflective edge markers on straight sections.
		• Intermediate HLDG PSN.
		• Runway guard lights: provided at hot spots, NO ENTRY locations and standard towing routes.

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3	**Stop bars**	Runway entries and TWY Y and Z where an aircraft may infringe an obstacle limitation surface and/or an ILS critical/sensitive area, are safeguarded by a stop bar (see charts AD 2.EHAM-ADC and AD 2.EHAM-GMC.1). Stop bars will be illuminated: • if associated with an active runway during reduced and low visibility circumstances (TDZ RVR <= 1500 M and/or ceiling <= 300 FT); • H24 at dedicated runway crossings to avoid runway incursion in all visibility conditions; • H24 at the "NO ENTRY" TWY E1, G3, W6 and N9; • on TWY Y (Y1 and Y2) and TWY Z (Z1 and Z2), depending on the use of RWY 18C/36C; • on RWY 09, west of the intersection with RWY 18L/36R, depending on the use of RWY 18L/36R. **Crossing of illuminated stop bars is prohibited. Aircraft and vehicles may cross stop bars only when ATC has given permission to proceed and the stop bar lights are switched off.**
← **4**	**Remarks**	1) For parking guidance on K-apron contact the handler. 2) RWY designation marking: character height of 18 M. 3) RWY holding position marking is applied over the full width of RWY 09/27, west of RWY 18L, to safeguard RWY 18L from taxiing aircraft crossing RWY 09/27 via TWY N2. 4) No RWY turn pad LGT provided at the end of RWY 24 and RWY 36L (see EHAM AD 2.23). 5) To avoid misguidance when taxiing in opposite direction. See EHAM AD 2.23 par. 4. 6) To indicate TWYs where operations are limited to aircraft not exceeding the maximum wingspan specified. 7) Based on the principle of cockpit over centre line for all aircraft types, except A340-600, A350-1000, A380, B777-300 and larger. For those aircraft oversteering is required. 8) For the configuration of CL lights on RWY entries, exits and crossings including when used during low visibility, see EHAM AD 2.23 paragraph 2 and 4. 9) These intersections may however be used at night. Edge LGT, (enhanced) CL marking, runway guard lights and signs normally provide adequate guidance at night.

EHAM 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**
EHAM001[1)]	crane	522127.9N 0044822.4E	240	243	Flag/night R
EHAM002[2)]	crane	522126.5N 0044823.3E	197	201	Flag/night R
EHAM003[3)]	crane	522035.8N 0045049.6E	197	197	Flag/night R
EHAM004[4)]	2 cranes	521743.6N 0044203.0E	230	243	Flag/night R
EHAM006[5)]	2 cranes	521749.6N 0044225.3E	253	266	Flag/night R
EHAM007[6)]	crane	521746.7N 0044208.3E	230	244	Flag/night R
EHAM008[7)]	crane	521705.9N 0044553.5E	119	132	Flag/night R
EHAM009[8)9)]	crane	BTN 521709.3N 0044552.5E and 521705.4N 0044559.7E	125	138	Flag/night R

Remarks
6
1) EHAM001: true bearing from ARP 027 DEG, DIST 6180 M. 2) EHAM002: true bearing from ARP 028 DEG, DIST 6150 M. 3) EHAM003: 4360 M before THR RWY 22 and 80 M left of EXTD RCL. 4) EHAM004: 1774 M before THR 06 and 1838 M left of EXTD RCL. 5) EHAM006: true bearing from ARP 253 DEG, DIST 4080 M. 6) EHAM007: true bearing from ARP 250 DEG, DIST 4390 M. 7) EHAM008: 2075 M beyond TORA RWY 22 and 141 M left of EXTD RCL. 8) EHAM009: 2055 M beyond TORA RWY 22 and 88 M left of EXTD RCL. 9) EHAM009: MON-FRI 0600-1700 (0500-1600). No obstacle data sets AVBL for area 2 and 3.

All obstacles in take-off area are marked and lighted day and night. See:

- AD 2.EHAM-AOC-04-22
- AD 2.EHAM-AOC-06-24

- AD 2.EHAM-AOC-09-27
- AD 2.EHAM-AOC-18C-36C
- AD 2.EHAM-AOC-18L
- AD 2.EHAM-AOC-36L

EHAM 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 Every 30 minutes for international METAR, maximum 30 minutes for local display and broadcast on ATIS.
5	**Briefing/consultation provided**	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**	Amsterdam ACC and FIC, Schiphol TWR, Schiphol APP. [1]
10	**Additional information (limitation of service, etc.)**	TEL: +31 (0)30 220 6721 Staff 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. **Note:** charge for tel. briefings and consultations is € 0,50/MIN. **Note:** due to environmental influences the windreport for RWY 36R is not representative for the wind conditions at TDZ; wind speed from sector 080-120 DEG is underestimated up to 15 percent. [1] Also service to JRCC Den Helder.

EHAM 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**
04	041.25°	2020 x 45[6]	79/F/C/W/T ASPH/PFC[1) 2) 7)]	521801.35N 0044700.55E 521850.51N 0044810.90E 142 FT	-13.1 FT NA
22	221.27°	2020 x 45[6]	79/F/C/W/T ASPH/PFC[1) 2) 7)]	521850.51N 0044810.89E 521801.38N 0044700.60E 142 FT	-13.7 FT NA
06	057.92°	3439 x 45	89/F/C/W/T ASPH/PFC[1) 3) 4) 7)]	521720.78N 0044414.01E 521815.66N 0044636.93E 142 FT	-11.0 FT -11.6 FT
24	237.95°	3439 x 45	89/F/C/W/T ASPH/PFC[1) 3) 5) 7)]	521815.66N 0044636.93E 521716.57N 0044403.07E 142 FT	-11.6 FT NA
09	086.78°	3453 x 45	89/F/C/W/T ASPH/PFC[1) 3) 7)]	521900.09N 0044451.57E 521906.16N 0044748.83E 142 FT	-12.1 FT NA
27	266.82°	3453 x 45	89/F/C/W/T ASPH/PFC[1) 3) 7)]	521906.16N 0044748.88E 521859.92N 0044446.83E 142 FT	-12.0 FT -12.2 FT
18C	183.22°	3300 x 45	89/F/C/W/T ASPH/[1) 3)]	521953.04N 0044424.11E 521806.42N 0044414.32E 142 FT	-12.1 FT -12.0 FT
36C	003.22°	3300 x 45	89/F/C/W/T ASPH/[1) 3)]	521820.99N 0044415.69E 521953.04N 0044424.11E 142 FT	-12.0 FT -12.0 FT

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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
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 dimensions (M)	Strip dimensions (M)	RESA dimensions (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

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- 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 5.

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EHAM AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type, length, INTST	THR LGT colour, WBAR	VASIS (MEHT) PAPI	TDZ LGT length	RWY centre line LGT length, spacing, colour, INTST	RWY edge LGT length, spacing, colour, INTST	RWY end LGT colour, WBAR	SWY LGT length, colour
1	2	3	4	5	6	7	8	9
04	SALS 450 M LIM	G -	PAPI[6)] left/3.0° (50 FT)	NIL	NIL	2020 M 50 M[5)] W/Y LIH	R -	NIL
22	SALS 450 M LIH	G -	PAPI[6)7)] left/3.1° (48 FT)	NIL	NIL	2020 M 50 M[5)] W/Y LIH	R -	NIL
06	CAT III 900 M LIH	G -	PAPI left/3.0° (70 FT)	900 M	3439 M 15 M 1) LIH	3439 M 60 M 2) LIH	R -	NIL
24	NIL	G -	PAPI both/3.0° (70 FT)	NIL	3439 M 15 M 1) LIH	3439 M 60 M 3) LIH	R -	NIL
09	NIL	G -	PAPI left/3.0° (64 FT)	NIL	3453 M 15 M 1) LIH	3453 M 30 M 2) LIH	R -	NIL
27	CAT III 750 M LIH	G -	PAPI left/3.0° (67 FT)	900 M	3453 M 15 M 1) LIH	3453 M 30 M 3) LIH	R -	NIL
18C	CAT III 900 M LIH	G -	PAPI left/3.0° (67 FT)	900 M	3300 M 15 M 1) LIH	3300 M 30 M 3) LIH	R -	NIL
36C	CAT III 900 M LIH	G -	PAPI left/3.0° (67 FT)	900 M	3300 M 15 M 1) LIH	3300 M 30 M 2) LIH	R -	NIL
18L	NIL	G -	NIL	NIL	3400 M 15 M 1) LIH	3400 M 30 M 2) LIH	R -	NIL
36R	CAT III 900 M LIH	G -	PAPI left/3.0° (70 FT)	900 M	2825 M 15 M 1)4) LIH	2825 M 30 M 3)4) LIH	R -	NIL
18R	CAT III 900 M LIH	G -	PAPI left/3.0° (70 FT)	900 M	3800 M 15 M 1) LIH	3800 M 60 M 2) LIH	R -	NIL
36L	NIL	G -	NIL	NIL	3800 M 15 M 1) LIH	3800 M 60 M 3) LIH	R -	NIL

Remarks
10
[1] RCLL white from THR to 900 M before RWY-end; white/red from 900 M before RWY-end to 300 M before RWY-end; red from 300 M before RWY-end to RWY-end. [2] REDL red from beginning of RWY to DTHR; white from DTHR to 600 M before RWY-end; yellow from 600 M before RWY-end to RWY-end. [3] REDL white from THR to 600 M before RWY-end; yellow from 600 M before RWY-end to RWY-end. [4] RWY 36R: no lights beyond displaced RWY-end. [5] RWY 04/22: irregular interval between edge LGT at intersection with TWY G3. [6] RWY 04/22 PAPI: for aircraft with eye-to-wheel height (EWH) of more than 8 M (26.2 FT) minimum wheel height over threshold (WTH) of 6 M is not guaranteed. [7] RWY 22 PAPI not to be used by B747 because of limited MEHT. 1. RWY 06, 18C, 18R, 36C, 36R: LED lights used for APCH, PAPI, THR, TDZ, CL, edge and end lights. RWY 18L, 24, 36L: LED lights used for THR, CL, edge and end lights. RWY 04 and 22: LED lights used for THR and end lights. RWY 04, 09, 24: LED lights used for PAPI.

EHAM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	LDI: NIL. Anemometer: see GEN 3.5 paragraph 3.
3	**TWY edge and centre line lighting**	See EHAM AD 2.9.
4	**Secondary power supply** **Switch-over time**	RWYs: generator and battery. TWYs: generator. RWYs: within 1 second. TWYs: within 15 seconds.
5	**Remarks**	NIL

EHAM AD 2.16 HELICOPTER LANDING AREA

1	**Co-ordinates TLOF or THR of FATO** **Geoid undulation**	Schiphol-East, at intersection RWY 04/22 and TWY G2/G8 521843N 0044800E 142 FT.
2	**TLOF and/or FATO elevation M/FT**	-12.1 FT.
3	**TLOF and FATO area dimensions, surface, strength, marking**	Rectangular 35 x 30 M.
4	**True BRG of FATO**	041.25/221.27°.
5	**Declared distances available**	Information not AVBL.
6	**APCH and FATO lighting**	NIL
7	**Remarks**	TLOF: green omnidirectional lights, interval 5 M; no markings.

1	**Co-ordinates TLOF or THR of FATO** **Geoid undulation**	Schiphol-East, TWY G between TWY G1 and hangar 1. 521849N 0044822E 142 FT
2	**TLOF and/or FATO elevation M/FT**	-13.2 FT.
3	**TLOF and FATO area dimensions, surface, strength, marking**	Square 14 x 14 M.
4	**True BRG of FATO**	Not AVBL
5	**Declared distances available**	NIL
6	**APCH and FATO lighting**	NIL
7	**Remarks**	Only for State police helicopters; at ATC discretion. TLOF not lighted.

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EHAM AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**SCHIPHOL CTR:** 522454N 0043805E - 522821N 0043824E - 522801N 0044812E - 522621N 0044803E - along clockwise arc (radius 8 NM, centre 521829N 0044551E) - 522454N 0043805E.
2	**Vertical limits**	GND to 3000 FT AMSL.
3	**Airspace classification**	C
4	**ATS unit call sign** **Language(s)**	Schiphol Tower English
5	**Transition altitude**	IFR: 3000 FT AMSL; VFR: 3500 FT AMSL.
6	**Hours of applicability**	H24
7	**Remarks**	Restricted to ACFT capable of maintaining two-way radio communication with Schiphol TWR, unless prior permission from Aerodrome Control has been obtained. Such permission will only be given in extraordinary cases.

EHAM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE NR	Logon address	Hours of operation	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
ACC	Amsterdam Radar	118.805	INFO not AVBL	INFO not AVBL	HO	Arrivals via holding SUGOL. At ATC discretion. RSR.
		120.555	INFO not AVBL	INFO not AVBL	HO	Arrivals via holding ARTIP. At ATC discretion. RSR.
		127.780	INFO not AVBL	INFO not AVBL	HO	Arrivals via holding RIVER. At ATC discretion. RSR.
APP	Schiphol Approach/ Departure	119.055	INFO not AVBL	INFO not AVBL	H24	TAR. At ATC discretion. Intermediate approach.
		118.080	INFO not AVBL	INFO not AVBL	HO	
		312.375	INFO not AVBL	INFO not AVBL	HO	
		121.205	INFO not AVBL	INFO not AVBL	H24	TAR. At ATC discretion. Intermediate approach. Departures.
	Schiphol Arrival	118.405	INFO not AVBL	INFO not AVBL	H24	TAR. At ATC discretion. Intermediate and final approach main RWY.
		126.680	INFO not AVBL	INFO not AVBL	H24	
	Schiphol Approach	131.155	INFO not AVBL	INFO not AVBL	HO	At ATC discretion.
TWR	Schiphol Tower	119.230	INFO not AVBL	INFO not AVBL	H24	Primary RWY 04/22 and 18L/36R. SMR. VDF.
		118.105	INFO not AVBL	INFO not AVBL	H24	Primary RWY 18C/36C. SMR. VDF.
		118.280	INFO not AVBL	INFO not AVBL	H24	Primary RWY 18R/36L. SMR. VDF.
		135.110	INFO not AVBL	INFO not AVBL	H24	Primary RWY 06/24. SMR. VDF.
		362.875	INFO not AVBL	INFO not AVBL	HO	At ATC discretion.
	Schiphol Delivery	121.980	INFO not AVBL	INFO not AVBL	H24	Clearance delivery (start-up control VFR only).
	Schiphol Planner	121.655	INFO not AVBL	INFO not AVBL	H24	Outbound planner.
	Schiphol Ground	121.560	INFO not AVBL	INFO not AVBL	H24	Ground control (see EHAM AD 2.20, EHAM AD 2.22 and AD 2.EHAM-GMC.1).
		121.705	INFO not AVBL	INFO not AVBL	H24	
		121.805	INFO not AVBL	INFO not AVBL	H24	
		121.905	INFO not AVBL	INFO not AVBL	H24	
		121.590	INFO not AVBL	INFO not AVBL	HO	At ATC discretion (Delivery, Planner, and Ground).
	ATC Operational Information Schiphol	131.355	INFO not AVBL	INFO not AVBL	H24	Broadcast of information about expected RWY combinations related to SIDs, during peak HR.

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Service designation	Call sign	Channel(s)	SATVOICE NR	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
ATIS	Schiphol Arrival Information	132.980	INFO not AVBL	INFO not AVBL	H24	Also AVBL by ACARS when equipped with ACARS-MU (AEEC 622 and 623 compliant).
	Schiphol Departure Information	122.205	INFO not AVBL	INFO not AVBL	H24	Also AVBL by ACARS when equipped with ACARS-MU (AEEC 622 and 623 compliant).
-	As appropriate	121.500	INFO not AVBL	INFO not AVBL	H24	Emergency.
		243.000	INFO not AVBL	INFO not AVBL	H24	

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EHAM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (VOR/ILS/MLS: declination)	ID	Frequency CH service provider and reference path identifier	Hours of operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna or GBAS: elevation, ellipsoid height of reference point SBAS: ellipsoid height of LTP/FTP	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
DVOR/DME (2°E/2020)	SPL	108.400 MHz CH21X	H24	521955.7N 0044459.6E	0 FT	NA	Designated operational coverage: 60 NM/FL 250.
LOC 06 ILS CAT III/E/4 (2°E/2020)	KAG	110.550 MHz	H24	521826.1N 0044704.2E	NA	NA	529 M from THR RWY 24. Not to be used outside 30° west of RCL 06.
DME 06	KAG	CH42Y	H24	521721.9N 0044432.9E	0 FT	NA	DME reads zero at THR RWY 06. Distance DME antenna/THR is 0.19 NM.
GP 06	-	329.450 MHz	H24	521723.1N 0044431.8E	NA	NA	NIL
LOC 18C ILS CAT III/E/4 (2°E/2020)	ZWA	109.500 MHz	H24	521800.5N 0044413.8E	NA	NA	634 M from displaced THR RWY 36C.
DME 18C	ZWA	CH32X	H24	521942.9N 0044414.8E	0 FT	NA	DME reads zero at THR RWY 18C. Distance DME antenna/THR is 0.20 NM.
GP 18C	-	332.600 MHz	H24	521942.7N 0044416.9E	NA	NA	NIL
LOC 18R ILS CAT III/E/4 (2°E/2020)	VPB	110.100 MHz	H24	521933.2N 0044231.0E	NA	NA	299 M from THR RWY 36L.
DME 18R	VPB	CH38X	H24	522126.3N 0044250.2E	0 FT	NA	DME reads zero at THR RWY 18R. Distance DME antenna/THR is 0.20 NM.
GP 18R	-	334.400 MHz	H24	522126.4N 0044247.6E	NA	NA	NIL
LOC 22 ILS CAT I/C/1 (2°E/2020)	SCH	109.150 MHz	H24	521755.3N 0044651.9E	NA	NA	NIL
DME 22	SCH	CH28Y	H24	521848.0N 0044755.2E	0 FT	NA	DME reads zero at THR RWY 22. Distance DME antenna/THR is 0.17 NM.
GP 22	-	331.250 MHz	H24	521846.8N 0044757.1E	NA	NA	NIL
LOC 27 ILS CAT III/E/4 (2°E/2020)	BVB	111.550 MHz	H24	521859.7N 0044439.7E	NA	NA	NIL
DME 27	BVB	CH52Y	H24	521911.1N 0044731.2E	0 FT	NA	DME reads zero at THR RWY 27. Distance DME antenna/THR is 0.20 NM.
GP 27	-	332.750 MHz	H24	521909.4N 0044731.2E	NA	NA	NIL
LOC 36C ILS CAT III/E/4 (2°E/2020)	MSA	108.750 MHz	H24	522002.4N 0044425.0E	NA	NA	288 M from THR RWY 18C.
DME 36C	MSA	CH24Y	H24	521831.8N 0044408.3E	0 FT	NA	DME reads zero at THR RWY 36C. Distance DME antenna/THR is 0.19 NM.
GP 36C	-	330.350 MHz	H24	521831.7N 0044410.3E	NA	NA	Designated operational range: 15 NM.

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Type of aid, MAG VAR, Type of supported OPS (VOR/ILS/MLS: declination)	ID	Frequency CH service provider and reference path identifier	Hours of operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna or GBAS: elevation, ellipsoid height of reference point SBAS: ellipsoid height of LTP/FTP	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
LOC 36R ILS CAT III/E/4 (2°E/2020)	ABA	111.950 MHz	H24	521924.6N 0044649.4E	NA	NA	821 M from THR RWY 18L.
DME 36R	ABA	CH56Y	H24	521737.4N 0044630.1E	0 FT	NA	DME reads zero at THR RWY 36R. Distance DME antenna/THR is 0.19 NM.
GP 36R	-	330.950 MHz	H24	521737.4N 0044633.1E	NA	NA	NIL
GPS	NA	L1 1575.42 MHz	H24	NA	NA	NA	NIL
EGNOS	NA	L1 1575.42 MHz 1)	H24	NA	1)	NA	1) See EHAM AD 2.22 for FAS data block

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EHAM AD 2.20 LOCAL AERODROME REGULATIONS

1 SLOTS

1.1 Domestic IFR flights

Domestic IFR flights with destination Schiphol Airport shall comply with the CTOT issued by the Network Manager (see ENR 1.9 paragraph 2).

1.2 Airport slot co-ordination

1.2.1 Definitions

1. **Commercial aviation**: flights performed by an air carrier providing scheduled flights, programmed charters or ad hoc flights which are open for individual bookings for passengers, and/or freight, and/or mail, including positioning flights which are directly linked to the operation of these flights.
2. **General aviation**: all aviation except commercial aviation. Business aviation, air taxi operations and technical flights are part of general aviation.
3. **Technical flights**: all positioning and test flights operated for reason of maintenance, repair or overhaul. Flights carrying passengers, mail or cargo will not be considered technical flights.

1.2.2 Slot request

1. Slot requests for commercial aviation must be filed in the slot clearance request (SCR) format according the IATA standard schedule information manual (SSIM) Chapter 6.
2. Slot requests for GA must be filed in the general aviation clearance request (GCR) format according the SSIM Appendix K.
3. The requests must include information about the flight number or registration number and the desired date/time.
4. Requests for exempt or incidental night operations can only be submitted at least one working day before the day of operation.
5. Slot requests shall be submitted to:
   Airport Coordination Netherlands (ACNL)
   Email: scr@slotcoordination.nl
6. Contact information ACNL during office hours:
   Tel: +31 (0)20 405 9730
   URL: https://www.slotcoordination.nl

1.2.3 Slot misuse

Due to environmental constraints Schiphol Airport has a limited number of slots during the night between 2200-0600 (2100-0500). Aircraft are not allowed to land or take-off without a slot applicable to this specific period. In case of violations the competent authority will take legal measures. For more information, see https://english.ilent.nl/themes/s/slot-misuse-enforcement.

1.2.4 Procedures

1.2.4.1 Commercial aviation

1. Commercial aviation must always submit a request for the allocation of available landing and take-off slots to ACNL and receive approval before operating.
2. At the IATA Schedules Conferences, slots for commercial aviation will be allocated for the next winter or summer season.
3. After the slot return date, well before the start of the season, a slot pool as described in Council Regulation (EEC) no 95/93 is being set up.
4. After the slot return date commercial aviation can submit requests for these pool slots to ACNL.

1.2.4.2 General aviation

1. For landing and take-off at Schiphol Airport, general aviation must submit a request for the allocation of available ad hoc slots to ACNL and await approval before operating.
2. General aviation is in principle not allowed to operate during the night between 2200-0600 (2100-0500).
3. The allocation of airport slots for GA will not start before the slot return date, i.e. 31 JAN for the summer season and 31 AUG for the winter season.
4. GA operators or their handlers will receive a slot identifier (ID) from ACNL. They are requested to mention this slot ID in all communications about the slot and to file the slot ID in the flight plan item 18.
5. Requests for ad hoc slots must be submitted after the slot return date in GCR-SSIM format message to the above mentioned email address.
6. Ad hoc slots do not create historic precedence and may not be used for **commercial aviation** as defined above.
7. In close consultation with the Ministry of Infrastructure and Water Management, ACNL may decide to allocate slots during the night for event driven flights with public interest on an incidental basis.

1.2.4.3 Exemptions

The following flights are exempted from having a slot in order to land or take-off at a co-ordinated airport (based on Council Regulation (EEC) no 95/93 as amended):

a. State flights, including aircraft used for public service;
b. Emergency landings;
c. Humanitarian flights, including medical emergencies such as donor flights and flights where safety of life is involved.

1.2.4.4 Force majeure

The following reasons could be considered as being beyond control and unforeseen:

a. technical failures and aircraft defects at previous stations and no alternative available within reasonable time;
b. return to airport because of in-flight failure (such as: bird strike) and the subsequent departure on the same day;

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c. local ATC directives severely disturbing normal operations;
d. unforeseen ATC delays locally and/or en-route (e.g. industrial actions, radar failures, political);
e. severe weather conditions at other stations and/or home stations;
f. limited runway use due to exceptional reasons at departure stations;
g. political instructions (for instance major events with possible effects on safety, state flights).

1.3 Expected severe capacity reduction

In case of an expected temporary severe capacity reduction, e.g. due to extremely adverse weather conditions, a procedure may be invoked to inform airlines and ground handling companies on the expected disruption, which may include an advice to cancel, divert or reschedule flights on a voluntary basis. The advice will be communicated by the flow manager aircraft through the website Airport Operations Online (register on www.schiphol.nl/airportoperations).

2 GROUND CONTROL AT SCHIPHOL AIRPORT

2.1 General

Schiphol Airport is equipped with a mode S surface movement system. Aircraft operators should ensure that the mode S transponders are able to operate when the aircraft is on the ground according to ICAO specifications (Annex 10, volume IV, 3.1.2.8.5.3 and 3.1.2.10.3.10).

The aircraft identification should be entered before the transponder is activated. Pilots must use the ICAO defined format for entry of the aircraft identification. For details about this format see ENR 1.6, section 2.1.1 Normal procedures or ENR 1.10, section 3.2.1 ITEM 7: aircraft identification (maximum 7 characters).

Pilots shall select the assigned mode A (squawk) code and activate the mode S transponder:

- from request of push-back or taxi whichever is earlier;
- after landing, continuously until the aircraft is fully parked on stand. The transponder shall be deactivated immediately after parking.

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

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised; TCAS should not be selected before receiving the clearance to line up. For arriving aircraft, TCAS should be deselected as soon as possible after vacating the runway.

Aircraft shall comply with the standard taxi routings to and from the stands as depicted on AD 2.EHAM-GMC.1. Deviations from the standard taxi routings will be given timely to the pilot by Schiphol Ground.

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

3 TAXITOW OPERATIONS WITH TAXIING AIRCRAFT

To reduce the environmental burden of taxiing aircraft, some aircraft are towed to the runway by a tow truck with the pilot of the connected aircraft in command. These taxiing operations are referred to as taxitow by ATC. Right-of-way in accordance with taxiing aircraft is applicable.

Taxitow operations are identified by a yellow-coloured tow truck operating with anti-collision lights on top, similar like the anti-collision lights of the aircraft.

Tow trucks with an amber coloured flashing light on top, whether or not connected to an aircraft, are regarded towing operations.

4 VISUAL DOCKING GUIDANCE SYSTEMS

4.1 General

Guidance at aircraft stands by visual docking guidance system or marshaller is mandatory. Pilots shall not enter the aircraft stand and stop before the red ATC service boundary, until the visual docking guidance system is activated or a marshaller has signalled to proceed. On proceeding onto the designated aircraft stand, pilots shall be aware not to cause excessive jet blast at adjacent aircraft stands.

Note: a black aircraft livery may cause inaccurate display information on the visual docking guidance system. Therefore, pilots of aircraft with a black livery shall not use the visual docking guidance system and request marshaller assistance at all times when docking.

Information on specific visual docking guidance systems is detailed in the paragraphs hereafter.

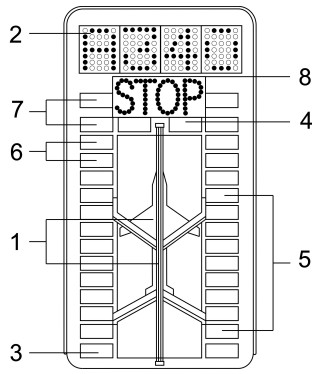
4.2 Safegate

4.2.1 System description

The parking system is of the Safegate type. It consists of a display unit in front of the parking position and a number of sensors in the apron surface. On the display the left-hand pilot gets the right alignment as well as the closing-rate and "stop" information.

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4.2.1.1 Display indications



1. Vertical green illuminated bar and a yellow aircraft symbol for taxi line deviation information.
2. Display information (see paragraph 3.2.5).
3. One pair of green lights indicating "the system is ready for use".
4. One pair of green lights indicating the "stop"-bar.
5. Nine pair of green closing-rate information lights.
6. Three pair of yellow closing-rate information lights.
7. Two pair of red stop information lights.
8. The "STOP" sign.

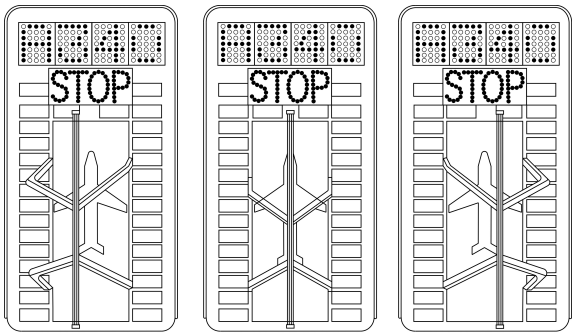
4.2.2 Activated system

The system is operated by an employee of a handling company, who also keeps a safety watch during the docking. The pilot shall check that the correct aircraft type is shown on the systems display and shall not enter the aircraft stand until:

- the bottom pair of green lights are blinking (see paragraph 3.2.1.1 item 3).
- the aircraft type is shown (blinking) on the upper information block (see paragraph 3.2.1.1 item 2).
- the stop bar lights are shown (see paragraph 3.2.1.1 item 4).

4.2.3 Centre line guidance

Centre line guidance is obtained by means of a green illuminated bar in front of a yellow aircraft symbol. The aircraft is on the centre line when bar and symbol overlap each other (see paragraph 3.2.1.1 item 1). The centre line guidance has to be observed from the left seat.



4.2.4 Closing-rate and stop information

For each type of aircraft a stop point has been assigned within the system. Closing-rate information is given over the last 12 m by means of nine pair green (see paragraph 3.2.1.1 item 5) and three pair yellow lights (see paragraph 3.2.1.1 item 6). As soon as the reset loop (14.5 m in front of the stop point) is activated the bottom pair green lights and the type of aircraft indication at the top will show "steady". When the stop-sensor is activated the word "STOP" (see paragraph 3.2.1.1 item 8) and four red lights (see paragraph 3.2.1.1 item 7) will be shown.

4.2.5 Display information text

At the topline the system has an information line. If the information contains more than five characters, it will be shown intermittently in two groups. The following information can be expected:

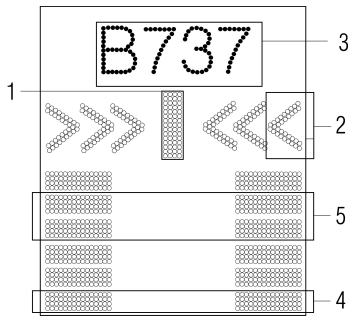
OK !	parking is correct.
CHOCK/ON	chocks are in place.
TOO/FAR	the stop point has been overshot by more than one metre: ask groundcrew if push-back is necessary.
STOP/SHORT	the system is operated by an operator; no closing-rate information available, the stop sign is given manually. Taxi very carefully.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

4.3 Safedock

4.3.1 System description

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

4.3.1.1 Display indications



1. Vertical green bar indicating the centre line.
2. Red arrow(s) pointing towards the centre line bar indicating the deviation from the centre line. When on centre line, two red triangles will appear.
3. Display information (see paragraph 3.3.5).
4. One pair of blinking green lights indicating "the system is ready for use".
5. Green or yellow closing rate information lights.

4.3.2 Activated system

The system is operated by an employee of a handling company, who also keeps a safety watch during the docking. The pilot shall check that the correct aircraft type is shown on the systems display and shall not enter the aircraft stand until:

- the green pair of lights at the bottom of the display are blinking (see paragraph 3.3.1.1 item 4).
- the aircraft type is shown (blinking) on the information area on top of the display (see paragraph 3.3.1.1 item 3).

4.3.3 Centre line guidance

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

4.3.4 Closing rate and stop information

For each type of aircraft a stop point has been assigned within the system. Closing rate information is given over the last 17 m by means of green (first 14 m) and yellow (last 3 m) lights (see paragraph 3.3.1.1 item 5). As soon as the reset area is activated the bottom pair green lights will show "steady". At the same time the green centre line bar appears on the display. The lights will move from the bottom side of the display upwards in the direction of the stopping position. When the stop-area is activated the azimuth-guidance arrows will be replaced by the word "STOP".

In order to complement the green and yellow bars, a countdown of the distance to the stop line in metres is added in the screen. It will start from 15 m and countdown in steps of one metre to 1 m. From the last metre; 0,8 m and 0,5 m will be shown followed by "STOP".

4.3.5 Display information text

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

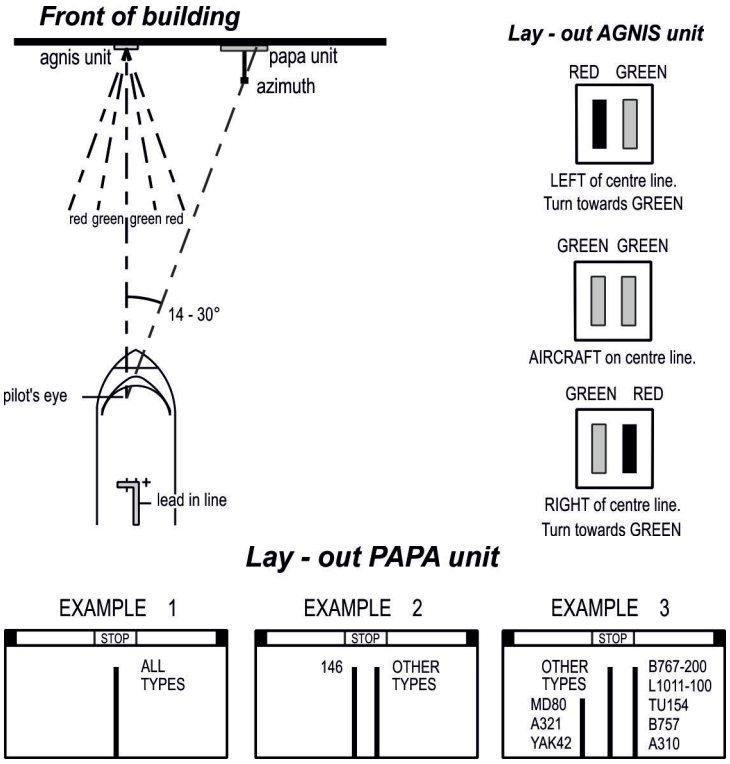
B737 (for example)	the expected type of aircraft is shown.
OK	parking is correct.
HOLD BRAKES	hold brakes until "CHOCK/ON" appears.
CHOCK/ON	chocks are in place.
TOO/FAR	the stop point has been overshot by more than one metre: ask groundcrew if push-back is necessary.
STOP	the aircraft has reached the stopping point or the docking procedure is not carried out correctly.
WAIT	the chosen type of aircraft during the closing-in is changed by the operator. When the correct type is displayed the parking can be continued.
TEST/WAIT	when the system is activated the lasersystem carries out a self-test before the type of aircraft appears on the display.
ERR	if a system fault occurs the display will show "ERR" together with "STOP". The aircraft has to be parked by means of either marshalling or a tractor.
DOWN GRAD	during low visibility, the system scans aircraft from 60 m instead of 90 m.

4.4 AGNIS/PAPA

4.4.1 System description

The system consists of an azimuth guidance unit (AGNIS) and a stop information system (PAPA). The system is calibrated for use from the left-hand cockpit seat. Be aware that read-out from the right-hand seat may result in incorrect parking. For lay-out example see figure below.

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4.4.2 Activated system

The system is operated by an employee of a handling company, who also keeps a safety watch during the docking. Pilots shall not enter the aircraft stand until the system is activated.

4.4.3 Azimuth information (AGNIS)

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

4.4.4 Stop information (PAPA)

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

4.4.5 Emergency stop

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

5 ENVIRONMENTAL BURDEN REDUCTION DURING TAXI

In order to reduce the environmental burden:

- after landing, **all arriving aircraft** shall switch off as many engines as possible before taxiing to the aircraft stand;
- **all departing aircraft** shall use as few engines as possible whilst taxiing to the runway.

Reduced engine taxiing should only be executed when allowed in accordance with company standard operating procedures (SOP) and when deemed safe by the crew.

6 USE OF APU

The use of auxiliary power units (APU) and ground power units (GPU) is strictly controlled at all aircraft stands where (fixed) 400 Hz power units or GPU are available. These power units shall be used to reduce environmental and noise burden.
For cooling and heating purposes (zero emission) pre-conditioned air units (PCA) shall be used.
At all other aircraft stands, flight crew are urgently requested to not use the APU.

The APU should:

- be shut down as soon as practicable following actual in-block time (AIBT), but no later than 5 MIN after parking brakes set;
- not be restarted in order to start the engines until:
  - 5 MIN prior to TOBT for narrow body aircraft;
  - 10 MIN prior to TOBT for wide body aircraft.

Note: if the TOBT is delayed by more than 20 minutes the APU must be turned off again.

Exceptions:

- When it is necessary to use an APU to diagnose and/or rectify aircraft faults (for technical/maintenance reasons). Prior permission required from the Airside Operations office.
- When 400 Hz power units (including GPU) and/or PCA units are not operative or not available. Prior permission required from the Airside Operations office.
- When the outside temperature is below -5°C or above +25°C (according to METAR).

- PCA will not be connected in wind conditions from 36 KT (according to METAR) due to risk of equipment damage and/or injury. For specific PCA hoses with lesser mass a lower limit of 21 KT (according to METAR) applies.
- If a flight is subject to a 100% customs check and connection of a PCA is not allowed by the authorities.
- When it is necessary to use the APU to ensure safety on board (captain responsibility). Report to Airside Operations office as soon as practicable.

For contacting Airside Operations office: TEL +31 (0)20 601 2115.

Note: Groundcontrol, Apron Control and channel 130.480 are not to be used.

Note: the use of aircraft engines for air-conditioning purposes on the apron is not allowed.

7 JET BLAST HAZARD

Pilots are to use the minimum power necessary when manoeuvring on the taxiway system. This is of particular importance at locations where jet blast can affect adjacent aircraft stands such as:

1. TWY A when turning left onto TWY S6 for line-up RWY 24 (ICAO code letter E and F aircraft only).
2. TWY A when turning left onto TWY S7 for line-up RWY 24 or crossing RWY 24.
3. TWY A9C when taxiing out on TWY A9C.
4. TWY A10 when turning right onto TWY A13.
5. TWY A12 when turning right onto TWY A13.
6. TWY A16 when turning right onto TWY A.
7. Aircraft stands D3, E18, E20, and E22 when docking.

Note: when taxiing out on TWY A14 to TWY A or B, avoid turning left towards TWY A16 to avoid jet blast on aircraft stands E17 and E19.

Note: when facing east on TWY A12, avoid turning left onto TWA A to avoid jet blast on aircraft stand E77.

8 TRAINING AND TEST FLIGHT REGULATIONS

8.1 General

Training flights and test flights from/to Schiphol Airport are only permitted MON-FRI daily 0600-2100 (0500-2000), but not on public holidays (see GEN 2.1). However, the following test flights are exempted from these restrictions:

- urgent test flights related to corrective maintenance with the objective to restore airworthiness of aircraft;
- test flights from/to Schiphol Airport that perform tests only outside the Schiphol CTR.

These two exemptions are also permitted on SAT, SUN and public holidays daily 0800-1800 (0700-1700), provided they have permission of the Operational Helpdesk (in conformity with the standard procedure, see ENR 1.3).

All training and test flights must be co-ordinated 24 HR in advance with:

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

Furthermore, all training and test flights must have obtained, in advance, the explicit permission of the Flow Manager Aircraft of Amsterdam Airport Schiphol, TEL: +31 (0)20 601 2115.

8.2 Training flights with military aircraft

It is not allowed to perform training flights with military aircraft.

8.3 Use of a non-preferential runway

The use of RWY 04/22 for training flights is only allowed for single engine propeller aircraft with an MTOM < 5700 KG (JAR-OPS category B). The use of a non-preferential runway for other training flights is not allowed.

9 ILS OPERATIONS BY FOREIGN OPERATORS

No authorisation for carrying out ILS operations at Schiphol is required for foreign operators in possession of a declaration of competency issued by their national administrations.

10 REMOTE HOLDING AND OUTBOUND HOLDING ON AIRCRAFT STAND

10.1 General

Remote holding procedures may be used by ATC or the airport authority if:

- The designated aircraft stand is occupied by another aircraft.
- A departing aircraft must vacate the aircraft stand for an arriving aircraft, but is not yet allowed to depart due to the assigned CTOT by the Network Manager.

A remote holding position must be entered via the standard taxi routing unless instructed otherwise by ATC. Pilots must stop at the indicated STOP position (see paragraph 9.3), to ensure sufficient clearance to adjacent taxiways. A departing aircraft will be towed to the remote holding position (see paragraph 9.4).

After ATC instruction the remote holding position must be vacated without delay, via the standard taxi routing unless instructed otherwise by ATC.

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In order to optimise gate utilisation, aircraft which are ready for start-up may be repositioned onto another aircraft stand (see paragraph 9.5 and 9.6). This can either be initiated by the airport authority or on request of the ground handling company. The flight crew will be notified of the repositioning by the ground handling company, including the estimated holding duration.

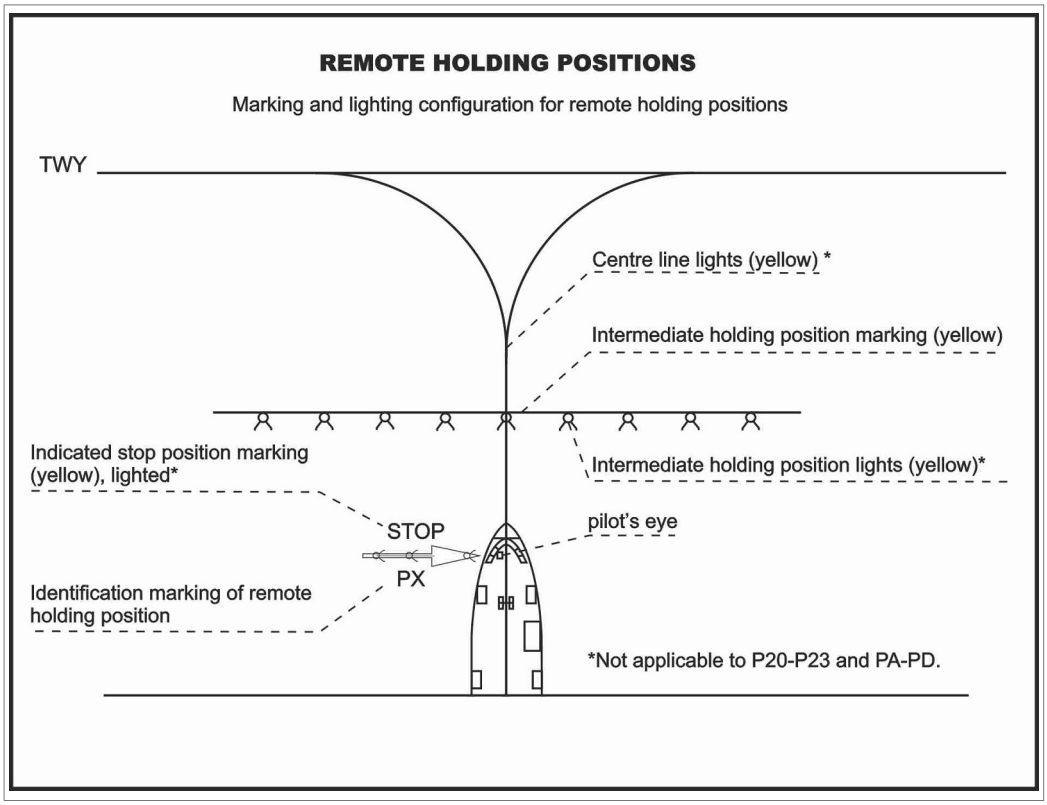
10.2 Remote holding positions

The following apron positions are available for remote holding:

Apron	Location	Positions	Max wingspan	Remarks
P-holding	Between TWY A12 and TWY A13	P1	69 M	Either P1 AVBL or PA and PB AVBL. Either P3 AVBL or PC and PD AVBL.
		P2	36 M	
		P3	Not applicable	
		PA, PB, PC, PD	36 M	
On R-apron	Adjacent to TWY R	P20	36 M	Enter via TWY R. Centre line and designated stop position not lighted[1)].
		P21	36 M	
	Adjacent to TWY Q and TWY R	P22	36 M	Enter via TWY A or TWY Q and P23. Centre line and designated stop position not lighted.
		P23	36 M	Enter via TWY A or TWY Q. Exit via P22. Centre line and designated stop position not lighted.
On TWY VS	East of holding RWY 36L	P6	Not applicable	Either P6 AVBL or P6A and P6B AVBL.
		P6A	36 M	
		P6B	36 M	
		P7	Not applicable	Either P7 AVBL or P7A and P7B AVBL.
		P7A	36 M	
		P7B	36 M	

1) At the end of the combined lead-in line of remote holding position P20 and P21 pilots shall turn 180 degrees left for P20, or 180 degrees right for P21 to hold nose out at the designated stop position.

10.3 Guidance and markings at remote holding positions



10.4 Towing to a remote holding position (outbound aircraft)

10.4.1 Push-back and towing

- Flight crew follows truck driver's instruction and does not contact Schiphol Ground.
- Transponder and engines remain switched off.
- Anti-collision lights switched on.

10.4.2 On remote holding position

- Anti-collision lights remain switched on.
- Flight crew activates the transponder with the transponder code received from Schiphol Delivery.
- Flight crew contacts Schiphol Planner and confirms positioned at the remote holding position.
- Schiphol Planner will confirm transponder on radar and will instruct flight crew to monitor Schiphol Ground (monitor Schiphol Planner on the second communication set for possible reclearances).
- Flight crew instructs the truck driver to disconnect and awaits the "ALL CLEAR" signal from ground crew.
- Engines remain switched off; no prior approval required to use the APU.

Note: no ground power unit available at the remote holding position.

10.4.3 Taxi-out

- Flight crew contacts Schiphol Ground in TSAT window for start-up and taxi instruction.
- Flight crew receives ATC instruction to taxi-out.

10.5 Towing to another aircraft stand (outbound aircraft)

Note: see paragraph 9.6 for towing to aircraft stand G71.

10.5.1 Push-back and towing

- Flight crew follows truck driver's instruction and does not contact Schiphol Ground.
- Transponder and engines remain switched off.
- Anti-collision lights switched on.

10.5.2 On stand

- Anti-collision lights switched off, to be switched on just prior to push-back.
- Tow truck remains connected.
- Flight crew contacts Schiphol Planner and confirms positioned at the new aircraft stand.
- Engines remain switched off; no prior approval required to use the APU.
- Flight crew contacts Schiphol Planner in TSAT window.

Note: no ground power unit available.

10.6 Towing to aircraft stand G71 (outbound aircraft)

10.6.1 Push-back

- Aircraft is pushed onto aircraft stand G71, positioned nose-out.
- Transponder and engines remain switched off.

10.6.2 On stand

- Flight crew holds brakes; no chocks required.
- Anti-collision lights remain switched on to ensure ground crew stays clear of the aircraft stand.
- Flight crew receives "ALL CLEAR" signal from ground crew.
- Engines remain switched off; no prior approval required to use the APU.

10.6.3 Taxi-out

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

11 DE-ICING

11.1 General

Non KLM de-icing customers will be instructed by their specific ground handling company, see EHAM AD 2.23. KLM de-icing customers will be instructed by Snowdesk, see Snowdesk de-icing procedures below.

Note:

- Tactile checks must be performed at the gate/aircraft stand.
- Technical de-icing (landing gear, brakes, inside LE- or TE-flaps, under wing, engine inlets, fan blades, sensors and static ports/pitot probes) requires de-icing at the gate/aircraft stand, supervised by an aircraft maintenance technician (AMT). The aircraft operator is responsible for providing an AMT. If a regular de-icing treatment is still required afterwards, coordinate this with your ground handling company or Snowdesk, whichever is applicable.

11.2 Snowdesk de-icing procedures

1. Contact Snowdesk at earliest opportunity by ACARS (preferential) or voice for de-icing request. Additional requests (e.g. fuselage de-icing) should be made on initial contact. Inform Snowdesk immediately when de-icing is not required anymore.
2. Request ATC clearance from 20 MIN before TOBT or 35 MIN before CTOT.
3. Snowdesk will assign remote de-icing at the J-apron. In case gate/aircraft stand de-icing is assigned, flight crew will specifically be informed as such by Snowdesk via VHF.
4. Monitor Snowdesk as well as Schiphol Planner for any changes in the de-icing planning, until the ready call to Schiphol Planner is made.
5. Report READY:

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- For taxiing to the J-apron:
  Report READY to Schiphol Planner when:
  - fully ready (push-back truck available, if applicable);
  - within TSAT window (TSAT -/+ 5 MIN).
- For de-icing at the gate/aircraft stand:
  When all doors are closed, report READY to Snowdesk regardless of TSAT window.
  Report READY to Schiphol Planner when de-icing is completed and when:
  - fully ready (push-back truck available, if applicable);
  - within TSAT window (TSAT -/+ 5 MIN).

11.3 Remote de-icing

11.3.1 General

The following apron positions are available for remote de-icing:

Apron	Location	Position	Max wingspan	Remarks
J-apron	Between TWY A20 and TWY A24	P10	MAX wingspan 68.5 M	Enter via TWY A20
		P12	MAX wingspan 65 M	
		P14 and P16	MAX wingspan 80 M	

- Taxiway A between TWY A19 and A20 may be used as holding position for de-icing operations at the J-apron. Avoid holding on the upslope between A19 and A20 to prevent unintentional backward movement of the aircraft. High power settings may cause jet blast damage. Advise ATC if unable to comply with taxi clearances.
- On taxiway A20 pilots shall use minimum breakaway thrust when turning right onto P10, P12, P14 and P16 to avoid jet blast hazard at adjacent aircraft stands.
- The J-apron, including adjacent TWY A20, is not controlled by ATC. Pilots shall maintain separation from other aircraft at their own discretion. Padcontrol is responsible for sequencing and spot assignment only.
- Pilots shall monitor Schiphol Ground at all times.

When instructed by Schiphol Ground, contact Padcontrol with call sign. Follow Padcontrol instructions and continue with the signboard procedure below.

11.3.2 Signboard and voice only procedure

When instructed by Schiphol Ground, contact Padcontrol with call sign. Follow Padcontrol instructions and continue with the signboard procedure below. If Padcontrol indicates the signboards to be U/S, continue with the voice only procedure below.

11.3.2.1 Signboard procedure

- When instructed by Padcontrol, contact Iceman with call sign and report additional requests (e.g. fuselage de-icing) if applicable.
- Iceman will instruct: "ENTER (P10, P12, …)".

- Hold position, monitor Iceman COM channel and sign-board for current treatment, start time and anti-icing code.
- Treatment is completed when anti-ice code is displayed on signboard. Cockpit preparations and flight control checks may now be performed.

- Hold position until STOP on sign board is extinguished. Iceman will advise when clear and to contact Schiphol Ground for taxi instructions.

Signboard examples



11.3.2.2 Voice only procedure

- When instructed by Padcontrol, contact Iceman with aircraft registration.
- Iceman will instruct: "ENTER (P10, P12, …)".
- Hold position, monitor Iceman COM channel for current treatment, anti-icing code and start time.
- Hold position until Iceman gives the "ALL CLEAR" signal.
- Cockpit preparations and flight control checks may now be performed.
- Iceman will advise when clear and to contact Schiphol Ground for taxi.

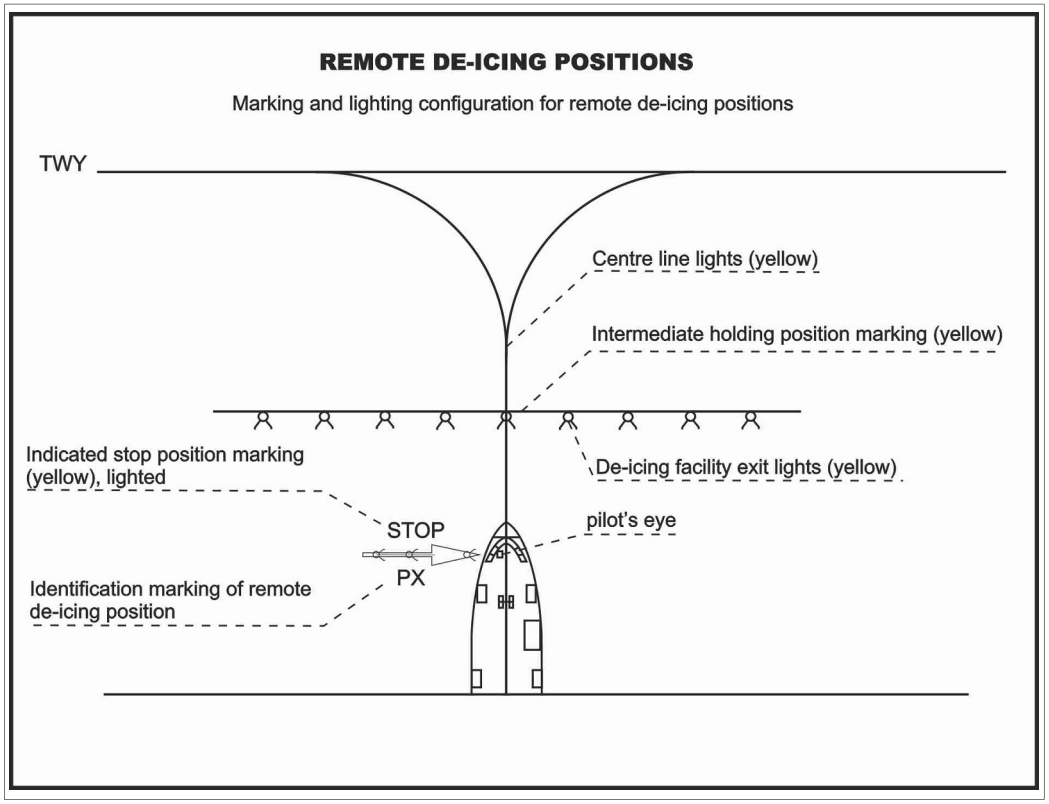
11.4 Communication channels

Snowdesk	121.305
Schiphol Planner	121.655
Schiphol Ground	121.905
Padcontrol	121.605

Iceman	see electronic signboard.

Note: monitor Schiphol Ground at all times.

11.5 Guidance and markings at remote de-icing positions P10-P16



12 J-APRON PROCEDURES

12.1 General

The J-apron, including adjacent TWY A20, is not controlled by ATC. Pilots shall maintain separation from other aircraft at their own discretion. Procedures for entering and leaving the J-apron are detailed below, for de-icing procedures at the J-apron refer to paragraph 10.

12.2 Entering the J-apron

ATC instructs pilots entering the J-apron at TWY A20 to contact Apron Control 121.880 and follow the marshaller to the allocated aircraft stand.

12.3 Leaving the J-apron

1. Contact Schiphol Planner for start-up approval.
2. If parked at aircraft stand P10, P12, P14 or P16 and facing TWY A, contact Schiphol Ground for taxi clearance.
3. In all other situations, including aircraft parked at aircraft stand J80 – J87, contact Apron Control (121.880) to reposition the aircraft near the ATC service boundary on TWY A20.
4. Hold at the ATC service boundary on TWY A20 and contact Schiphol Ground (121.905) for taxi instructions.

Note: taxiing is only allowed after the "ALL CLEAR" signal from the push-back crew and clearance from Schiphol Ground have been obtained.

13 K-APRON PROCEDURES

13.1 General

The K-apron is not controlled by ATC; ground handling companies (see EHAM AD 2.23) handle the aircraft and allocate aircraft stands. The K-apron is open H24, for operating hours ground handling companies see EHAM AD 2.3. For aircraft stands and wingspan restrictions see AD 2.EHAM-APDC.2.

13.2 Entering the K-apron

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

1. At intermediate holding position GL, contact Schiphol Amsterdam General Aviation (121.930) for aircraft stand allocation.
2. Self parking on all aircraft stands; nose in parking is mandatory. Contact ground handler if assistance is required.
3. A 180° turn using aircraft thrust is prohibited on all aircraft stands; aircraft will be turned by tow truck.

13.3 Leaving the K-apron

Pilots shall leave the K-apron via intermediate holding position GD.

1. IFR flights contact Schiphol Planner for start-up approval; VFR flights contact Schiphol Delivery for start-up approval.

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2. Contact Schiphol Amsterdam General Aviation (121.930) to obtain approval to taxi to intermediate holding position GD.
3. Hold at intermediate holding position GD and contact Schiphol Ground (121.805) for further taxi instructions.

Note:

- Taxiing is only allowed after the "ALL CLEAR" signal from the ground crew;
- Taxiing from aircraft stand must commence within one minute after approval by Schiphol Amsterdam General Aviation;
- When leaving aircraft stands K20 - K28 and K35 - K38 low power setting is required to avoid possible jet blast on adjacent aprons and service roads;
- Exiting the K-apron via intermediate holding position GL is prohibited.

14 DEVIATIONS FROM EASA REGULATIONS

14.1 Commission Regulation (EU) No 139/2014 - Certification Specifications

Reference	Deviation	Related AIP section
1	2	3
Runway turn pads		
CS ADR-DSN.B.095	A runway turn pad is not provided at the end of RWY 24. Instead, a turn-around area is provided.	EHAM AD 2.23
Taxiways general		
CS ADR-DSN.D.240 (a)	On several locations, the minimum wheel clearance for aircraft with outer main gear wheel span between 9 and 15 M is not AVBL.	EHAM AD 2.8
Taxiway minimum separation distance		
CS ADR-DSN.D.260 (b)	On several locations, the minimum separation distance between aircraft and obstacles is not AVBL for aircraft with wingspan of 65 M or more.	EHAM AD 2.8
Longitudinal slopes on taxiways		
CS ADR-DSN.D.265 (b)(1)	At TWY A1A the longitudinal slope locally exceeds 1.5%.	EHAM AD 2.8
Sight distance of taxiways		
CS ADR-DSN.D.275 (b)(1)	For some smaller code letter C aircraft a sight distance less than 300 M applies at the taxiway bridge TWY A - Q.	EHAM AD 2.8
Rapid exit taxiway		
CS ADR-DSN.D.295	The radii of the rapid exit taxiways vary between 300 and 550 M.	EHAM AD 2.12
Taxiways on bridges		
CS ADR-DSN.D.300 (c)	No straight TWY section has been provided prior to the TWY bridge connecting TWY V and TWY Y and vice versa, connecting TWY Z to TWY V and connecting TWY W13 to TWY V.	EHAM AD 2.8
Objects on taxiway strips		
CS ADR-DSN.D.320	A frangible object with limited height is present within the taxiway strip of the curve of TWY B - Q.	EHAM AD 2.8
CS ADR-DSN.D.320 (b)(1)	In the curve of TWY A and Q a lateral restraint is placed at the edge of the taxiway pavement.	EHAM AD 2.8
Slopes on taxiway strips		
CS ADR-DSN.D.330 (b)(c)	The maximum allowable slope of 5% is exceeded near taxiway bridges.	EHAM AD 2.8
Runway holding position on a taxiway		
CS ADR-DSN.D.335	Runway holding positions Z1, Z2, Y1 and Y2 are positioned within the obstacle limitation surfaces of RWY 18C/36C.	EHAM AD 2.9
Holding bays, runway holding positions, intermediate holding positions, and road holding positions		
CS ADR-DSN.D.335 (b)(1)	Runway holding positions to protect the obstacle limitation surfaces of RWY 09/27 are not provided on TWY C and D.	EHAM AD 2.9
Location of holding bays, runway holding positions, intermediate holding positions and road holding positions		
CS ADR-DSN.D.340	For code letter F operations, the location of runway holding positions for code letter E operations are used.	EHAM AD 2.9
Clearance distances on aircraft stands		
CS ADR-DSN.E.365	On several aircraft stands, the clearance distance for aircraft with wing-span of 36 M or more is less than 7.5 M.	EHAM AD 2.8
CS ADR-DSN.E.365 (b)	At aircraft stands A41 and A51 the clearance distance between the wingtip and the service road is less than 4.5 M for code letter C aircraft.	EHAM AD 2.9
Wind direction indicator		
CS ADR-DSN.K.490 (b)	On several runways, wind direction indicators are only AVBL at the be-ginning of the runway.	NIL
Markings General – Colour and conspicuity		
CS ADR-DSN.L.520 (b)	For taxiway centre line markings of taxiways A19E and A19W, alternative colours are used.	EHAM AD 2.9
Runway designation marking		
CS ADR-DSN.L.525 (c)(1)(i)	The renumbering of the RWY designator of RWY 09/27 has been formally postponed by the competent authority until 2030.	EHAM AD 2.12
Threshold marking – Displaced threshold		

Reference	Deviation	Related AIP section
1	2	3
CS ADR-DSN.L.535 (c)(3)	The distance between the last arrow marking and the threshold marking of RWY 18L is 27 M instead of 20 M.	EHAM AD 2.9
Taxiway centre line marking		
CS ADR-DSN.L.555 (b)(5)	At two specific locations (prior to TWY-RWY intersection E1 and on TWY N2, prior to connecting to RWY 09/27) the taxiway centre line markings are interrupted in the curves leading towards the respective runways to prevent a runway incursions.	EHAM AD 2.9
Interruption of runway markings		
CS ADR-DSN.L.560 (c)	At two specific locations (N2/E6 across RWY 09/27 and S7W/S8 across RWY 06/24) the taxiway centre line marking continues across the total width of the runway.	EHAM AD 2.9
Aircraft stand markings		
CS ADR-DSN.L.590	Guidance between taxiway CL and lead-in lines is interrupted over a length of APRX 15 M.	EHAM AD 2.9
CS ADR-DSN.L.590 (f)(2)	Stop lines at self-docking aircraft stands are located at equal distance left and right of the lead-in line.	EHAM AD 2.9
CS ADR-DSN.L.590 (f)(3)	Aircraft type markings are not used at Schiphol Airport.	EHAM AD 2.9
Road holding position marking		
CS ADR-DSN.L.600 (b)(2)	Road holding position markings along TWY S, designated for code letter F aircraft, are located at 43.5 M from the TWY centre line although TWY S is used by code letter F aircraft.	NIL
Mandatory instruction marking		
CS ADR-DSN.L.605 (b)(2)	On TWY G3, W6 and N9, no-entry markings are located across the taxiway instead of on both sides of the TWY CL marking.	EHAM AD 2.9
CS ADR-DSN.L.605 (c)(1)	The text of the mandatory instruction markings at Z1, Z2, Y1 and Y2 is not ‘identical’ to the respective signs.	EHAM AD 2.9
Precision approach category II and III lighting system		
CS ADR-DSN.M.635 (a)(1)	The array of the APCH LGT 27 has a reduced length of 750 M.	EHAM AD 2.14
CS ADR-DSN.M.635 (a)(2)	The interval between centre line lights of cat II/III approach lights of RWY 06 and 36R locally exceeds 30 M.	EHAM AD 2.9
Precision approach path indicator and abbreviated precision approach path indicator (PAPI and APAPI)		
CS ADR-DSN.M.645 (b)(4)	All PAPI units, except those serving RWY 09 and RWY 18R, are located further than the required 15 M from the edge of the full strength runway pavement.	EHAM AD 2.14
Runway edge lights		
CS ADR-DSN.M.675 (b)(4)	RWY 04/22: irregular interval between edge LGT at intersection with TWY G3.	EHAM AD 2.9
Taxiway centre line lights		
CS ADR-DSN.M.710 (b)(1)	Lead-in lights to aircraft stands are not AVBL.	EHAM AD 2.9
CS ADR-DSN.M.710 (b)(2)	On runway entries N1 and N5, used during low visibility, green centre line lights are discontinued between runway edge and runway centre line.	EHAM AD 2.9
CS ADR-DSN.M.710 (c)(1)	For taxiway centre line lights of taxiways A19E and A19W, alternative colours are used.	EHAM AD 2.9
Intermediate holding position lights		
CS ADR-DSN.M.735 (b)	At VL and VM intermediate holding position lights are co-located with the respective markings.	EHAM AD 2.9
CS ADR-DSN.M.735 (c)(1)	At VL and VM intermediate holding position lights radiate bi-directional light.	EHAM AD 2.9
Runway guard lights		
CS ADR-DSN.M.745 (b)(1)	Runway guard lights are only provided at hotspots.	EHAM AD 2.9
Road holding position light		
CS ADR-DSN.M.770 (a)	Road holding position lights are not provided.	NIL
Information signs		
CS ADR-DSN.N.785 (a)(11)	On several locations, location signs are not provided in conjuction with direction signs.	EHAM AD 2.9
CS ADR-DSN.M.785 (b)(2)	Information signs are sometimes located within the minimum required 60 M distance from the intersecting taxiway.	EHAM AD 2.9
CS ADR-DSN.M.785 (b)(3)	Runway exit signs are located further than the required 8-15 M from the edge of the full strength runway pavement.	EHAM AD 2.9
CS ADR-DSN.N.785 (c)(9)	Intermediate holding positions VK, VL and VM have a two-letter designator instead of a progressive number.	EHAM AD 2.9
Aircraft stand identification signs		

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Reference	Deviation	Related AIP section
1	2	3
CS ADR-DSN.N.795 (c)	On several aircraft stands, the aircraft stand identification signs consist of a inscription in yellow on a black background.	EHAM AD 2.9
Lighting of fixed objects with a height 45 M to a height less than 150 M above ground level		
CS ADR-DSN.Q.848 (a)	Obstacle lights on the central air traffic control tower are low intensity lights.	EHAM AD 2.10
Electrical systems – monitoring		
CS ADR-DSN.S.890 (d)	Aeronautical ground lights are not monitored fully automatic.	NIL
CS ADR-DSN.S.890 (e)	No full warning of aeronautical ground lights malfunction is sent to ATS unit.	NIL
Siting of equipment and installations on operational areas		
CS ADR-DSN.T.915 (b)(1)	Several objects within the taxiway strips do not serve the purpose of air navigation or aircraft safety.	NIL

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EHAM AD 2.21 NOISE ABATEMENT PROCEDURES

1 GENERAL

The following departure and arrival procedures have proved to be highly efficient in respect of noise abatement in the vicinity of Schiphol Airport. Aircraft may deviate from these procedures for safety reasons or otherwise instructed by ATC.

2 DEPARTURES (JET AIRCRAFT ONLY)

2.1 Take-off and climb procedure

The use of the noise abatement take-off and climb procedure NADP2 as mentioned in ICAO Doc 8168 Volume III is recommended for all jet aircraft departures from Schiphol Airport. If for operational reasons compliance with the recommended procedure is not possible, NADP1 may be used, but it is imperative to inform Schiphol Delivery if unable to comply with NADP2 as soon as possible via RTF. Adherence to this procedure is automatically monitored.

Note: operators are requested to inform the airport authority on the details of their departure procedure by sending copies of the relevant pages of the aircraft operating manual (AOM) to:

Post: Amsterdam Airport Schiphol
Corporate Development
Strategy & Airport Planning
P.O. Box 7501
1118 ZG Schiphol Airport
The Netherlands
Email: flightprocedure@schiphol.nl

2.2 Minimum noise routing

The standard instrument departure routes as contained in EHAM AD 2.22 paragraph 1.5 avoid residential areas as much as possible and must be considered minimum noise routes.

3 ARRIVALS (ALL AIRCRAFT)

For RWY 06 and RWY 18R RNAV low-noise procedures, continuous descent approach (CDA), for jet aircraft will be used between 2130-0530 (2030-0430), otherwise aircraft will be radar vectored towards interception of final leg at 3000 FT AMSL. Executing a CDA implies that after NIRSI, NARIX or SOKSI a continuously descending flight path without level segments is to be flown in a low power and low drag configuration. A flight path is considered continuously descending when there is no level segment. A segment is considered level if the altitude loss is less than 50 FT over a distance of 2.5 NM. For procedures and exemptions see EHAM AD 2.22 paragraph 2.7.2.

3.1 Reduced flaps

For noise abatement using a reduced flaps landing procedure is recommended. However, use of this procedure is subject to captain's decision and safety prevails at all times.

Note: operators / aircraft types, not able to comply with the mentioned landing procedure, are requested to inform the airport authority by sending copies of the landing procedure in use to:

Post: Amsterdam Airport Schiphol
Corporate Development
Strategy & Airport Planning
P.O. Box 7501
1118 ZG Schiphol Airport
The Netherlands
Email: flightprocedure@schiphol.nl

3.2 ILS available

1. Intercept the ILS using a minimum flap setting with landing gear retracted.
2. Select gear down after passing 2000 FT AMSL.
3. Postpone the selection of the minimum certified landing flap setting until passing 1200 FT AMSL.

3.3 Non precision approach

1. Intercept final leg.
2. Follow a descent path using a minimum flap setting with landing gear retracted which will NOT be lower than 5.2% (3.0 degrees).
3. Select gear down after passing 2000 FT AMSL.
4. Postpone the selection of the minimum certified landing flap setting until passing 1200 FT AMSL.

3.4 Visual approach

1. Intercept the final leg, avoiding populated areas as much as possible.
2. Follow a descent path using a minimum flap setting with landing gear retracted which will NOT be lower than 5.2% (3.0 degrees).
3. Select gear down after passing 2000 FT AMSL.
4. Postpone the selection of the minimum certified landing flap setting until passing 1200 FT AMSL.

4 USE OF RUNWAYS

4.1 General

The most frequently used runways are:

a. As landing runway: 06, 18R, 36R, 18C, 36C, 27.

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b. As departure runway: 36L, 24, 36C, 18L, 18C, 09.

In unusual circumstances, such as extreme wind conditions, runways not available and during peak hours other choices may be used. Outside peak hours and during the night period a combination of 1 departure runway and 1 landing runway will be assigned. During outbound peak hours a combination of 2 departure runways and 1 landing runway may be in use. During inbound peak hours a combination of 1 departure runway and 2 landing runways may be in use. Assignment of runways in use is based on the **preferential runway system**, as prescribed in paragraph 4.3. For VFR traffic normally the RWY 04/22 will be assigned.

Note: propeller driven aircraft may be assigned a different departure and landing runway.

Note: the attention of pilots on final of RWY 04 or 22 is drawn to the size and texture of the parallel taxiway which, under certain weather conditions, is more conspicuous than the runway.

4.2 Use of helispot

The helispot can be used by helicopters arriving at or departing from Schiphol-East and is in principle only available during the night hours. A minimum altitude of 150 FT applies in the sectors between 106° - 166° MAG and 246° - 346° MAG.

4.3 Preferential runway system

4.3.1 General

The runways in use at Schiphol Airport will be selected by ATC according to a preferential runway system. This system is based on the following principles:

- traffic safety prevails at all times.
- departure and landing will normally take place on separate runways.
- preferably a runway equipped with ILS will be selected for landing.
- the preferential sequence for selecting runways in use depends on the combination of noise influences and traffic handling.
- the wind and visibility criteria are directives for the selection of the runway combination(s) from the preferential sequence. These directives are in accordance with the guidance material laid down in Annex 16-ICAO (Aircraft noise).
- deviations from an assigned runway in order to obtain a shorter taxi route, departure or approach pattern are not permitted.

Due to noise abatement considerations, the use of a non-preferential runway for take-off and for landing is not permitted unless specifically requested for safety reasons by the pilot.

However, if a pilot decides that a different landing runway should be used for safety reasons, ATC will assign that runway (air traffic and other conditions permitting). Deviations from the preferential sequence for selecting runways in use can be made by ATC:

- when approach facilities on the selected runway are not suitable for operations in the prevailing weather.
- when crosswind components do not meet the given limits for any runway combination.
- when estimated surface friction on runways is below certain standards.
- when heavy showers are observed or wind shear is reported in the vicinity of the airport.

4.3.2 The preferential sequence for selecting runways in use

The preferential sequence for selecting runways in use is being determined by the Airport Authority in close co-operation with ATC. This preferential sequence is subject to noise load developments. Therefore the preferential sequence for selecting runways may change in any given period.

4.3.3 Wind criteria

In selecting the runway combination to be used from the preferential runway system, LVNL also applies wind speed criteria. In applying these wind criteria, gusts below 10 KT shall not be taken into account. Accepting a runway is a pilot's decision. If a pilot, prompted by safety concerns, requests another runway for landing, this request will be granted when possible. In that case, the pilot must submit a written report (the operator is responsible for proper reporting procedures).

5 RESTRICTED USE OF THE AIRPORT

5.1 Runway availability

1. RWY 18R is not available for departures and RWY 36L is not available for arrivals.
2. RWY 36R is not available for departures and RWY 18L is not available for arrivals.
3. From 2130-0530 (2030-0430) RWY 04/22 is not available for departures and arrivals.
4. From 2130-0530 (2030-0430) RWY 09/27 is not available for departures and arrivals.
5. From 2130-0530 (2030-0430) RWY 18C is not available for arrivals and RWY 36C is not available for departures.
6. From 2130-0530 (2030-0430) RWY 18L is not available for departures.
7. From 2130-0530 (2030-0430) RWY 24 is not available for arrivals.
8. From 2130-0530 (2030-0430) RWY 36R is not available for arrivals.

Deviations from the restrictions for arrivals on RWY 09/27, 18C, 24 and 36R shall be made if no other runway is available or usable. Deviations from the restrictions shall be made if necessary for rescue or relief (e.g. emergency) operations.
Under specific conditions, ATC may deviate from the restriction for departures on RWY 36R and arrivals on RWY 18L for slow VFR traffic only. Traffic landing on RWY 18L shall remain south of RWY 09/27.

5.2 Reverse thrust

Between 2030-0530 (1930-0430): After landing, the use of idle reverse thrust is advised on all runways except RWY 04/22, safety permitting. To achieve the highest possible runway capacity, runway occupancy times are to be reduced to a minimum.

6 RESTRICTIONS FOR CHAPTER 2 AND MARGINAL CHAPTER 3 AIRCRAFT

- Take-off and landing is not allowed for aircraft which are certified in accordance with the noise standards of ICAO Annex 16 Chapter 2.

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- For aircraft certified in accordance with the noise standards of ICAO Annex 16 Chapter 3, for which the margin of the sum of the three certification noise levels, relative to the sum of the three applicable ICAO Annex 16 Chapter 3 certification noise limits, is less than 10 EPNdB, the following applies:

  1. New operations are not allowed.
  2. For aircraft equipped with engines with bypass ratio <= 3, take-off and landing is not allowed between 1700-0700 (1600-0600).
  3. For propeller-driven aircraft, and aircraft equipped with engines with bypass ratio > 3, it is not allowed to plan take-off between 2200-0600 (2100-0500).

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EHAM 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). The procedures are developed with a view to make optimum use of the available airspace. It is therefore essential that pilots navigate in compliance with these in-flight procedures with the highest possible accuracy. See GEN 1.5 for required RNAV equipment in the Schiphol TMAs.

Executive control of traffic en-route and in the Schiphol TMAs is exercised by radar controllers. For operational use of radar see ENR 1.6.

1.2 Radar procedures

Executive control of traffic in the Schiphol TMAs is exercised by radar controllers. During the peak hours outbound traffic will be handled by a TMA-west controller (Schiphol Departure 121.205) and a TMA-east controller (Schiphol Departure 119.055). Outside peak hours one radar controller is responsible for the provision of approach/departure control service in the Schiphol TMA on both channels simultaneously.

1.3 Instrument departure procedures

1.3.1 Clearance delivery

En-route clearance shall be requested to Schiphol Delivery MAX 20 minutes prior to EOBT or 35 minutes prior to CTOT. If RWY 36L is used, clearance shall be requested MAX 30 minutes prior to EOBT or 45 minutes prior to CTOT. An en-route clearance contains:

a. Clearance limit: airport of destination.
b. Cleared level: the initial cleared flight level.
c. Standard instrument departure (SID) plus designated departure runway.
d. SSR-code.
e. Additional departure instructions (if applicable).
f. CTOT (if applicable).

Example of an en-route clearance: "KLM3274 cleared to Paris, FL 60, KUDAD 3S Departure, runway 24, squawk 2123, slot 25".

En-route clearance is issued by means of a datalink departure clearance (DCL) service.

Request the clearance from Schiphol Delivery via RTF when:

- unable to receive the clearance via DCL, or
- the planned flight is below FL 060, or
- a SID is not used for departure.

The implementation of the DCL service is based on EUROCAE Document ED-85. The following procedure applies:

a. The pilot sends a request for en-route clearance downlink (RCD) at the above mentioned times.
b. A flight system uplink message (FSM) will be transmitted automatically.
   - If the RCD is accepted; a departure clearance uplink message (CLD) will be issued.
   - If the RCD is rejected; the pilot shall revert to RTF procedures.
c. The pilot shall acknowledge the en-route clearance by means of a departure clearance readback downlink (CDA) within 5 minutes; otherwise a negative FSM will be issued.
d. When the CDA is processed successfully, a positive FSM will be issued to mark the end of the procedure.

When using the DCL service pilots shall maintain a listening watch on the channels published for clearance delivery. Prior to departure, both the pilot and the air traffic controller shall verify that the departure route assigned via the DCL service logically refers to the runway used and to the route indicated in the current ATC flight plan. In the event of any doubts or system related difficulties, RTF procedures shall be resumed. An en-route clearance issued by RTF always supersedes an en-route clearance transmitted via the DCL service.

After en route clearance is obtained and either read back via RTF or confirmed via datalink, pilots shall immediately (without ATC instruction) select and monitor Schiphol Planner.

Note: 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.

Note: if not able to comply with the crossing conditions prescribed in the SIDs, inform Schiphol Delivery as soon as possible.

Note: if not able to comply with the noise abatement take-off and climb procedure NADP2, it is imperative to inform Schiphol Delivery as soon as possible via RTF.

Note: additional departure instructions containing deviations from the SID 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; these additional instructions amend the relevant part of the SID only.

Note: during off-peak hours one clearance delivery/outbound planner may be active. In that case the channels will be combined by ATC.

Note: information about expected runway combinations related to SIDs, during peak hours, is broadcasted on 131.355 (call sign "ATC Operational Information Schiphol").

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1.3.2 Schiphol Planner

1.3.2.1 Airport collaborative decision making (A-CDM)

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

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

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

1.3.2.2 Procedures

The ground handler sets an accurate TOBT. If an earlier departure is anticipated, or the TOBT can no longer be met, the flight crew must contact the ground handler as soon as possible to update the TOBT. TOBT adherence will be monitored and reported to the AO/ground handler.

Flight crew shall ONLY report ready to Schiphol Planner when:

1. all handling processes (doors closed, handling equipment removed, etc.) are finished and (if required) the push-back truck connected, the aircraft lifted and ready for immediate push-back, and
2. within TSAT window (TSAT +/- 5 MIN).

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

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

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

When instructed by Schiphol Planner, the flight crew shall directly contact Schiphol Ground and immediately comply with start-up, push-back and taxi permission. Since ATC planning of outbound traffic (involving en-route clearance and co-ordination with adjacent ACCs) is based on the start-up time, any delay shall be reported to ATC immediately.

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

- the flight has a CTOT;
- clocktime is at or after TOBT and before TSAT window;
- the flight crew is fully ready;
- the ground process is fully completed (including de-icing);
- and, if applicable, a push-back truck is attached and ready for immediate push-back.

Note: In case one or more engines need to be started prior to push-back, flight crew must request permission accordingly with Schiphol Planner. The permission for start-up does not include permission for push-back. Push-back shall only be initiated after receiving the push-back clearance from Schiphol Ground (see paragraph 1.3.3).

Note: VFR flights and flights with status HEAD and HOSP are exempted from reporting ready within TSAT window. Flight crew of these flights shall report ready to Schiphol Planner as soon as they are fully ready.

Note: J-apron and K-apron are not under ATC ground control. At K-apron flight crews shall report to Schiphol Ground at apron exit GD.

1.3.3 Schiphol Ground

1.3.3.1 Start-up, push-back and taxi

Ground control service (start-up, push-back and taxi instructions) is provided by Schiphol Ground (see EHAM AD 2.18 and AD 2.EHAM-GMC.1).

Pilots shall only ask for start-up and push-back permission after having confirmed that the ground crew is ready. The anti-collision light must be switched on just prior to push-back.

Cross bleed engine start at the aircraft stand is prohibited as well as performing a power-back using reverse thrust.

The flight crew is part of the communication chain between ground controller and truck driver. Therefore the use of a ground engineer with an intercom connection is recommended. When intercom connection with a ground engineer is not possible, the pilot shall inform Schiphol Ground.

The flight crew shall read back to ATC all instructions contained in the push-back clearance. The flight crew shall ensure that the complete push-back clearance from ATC is communicated word-for-word to the push-back crew.

Upon receiving start-up and push-back permission from Schiphol Ground, the aircraft shall move within 1 minute in order to ensure conflict free ground operations and maximum usage of ground capacity. If the 1 minute window is expired, the push-back permission will automatically expire and a push-back permission shall be requested again.

Upon completion of the push-back procedure the flight crew must wait for the "ALL CLEAR" signal on the taxiway before requesting a taxi clearance. Schiphol Airport has instructed ground handlers to give the "ALL CLEAR" signal distinctly. During hours of darkness illuminated wands will be used.

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"ALL CLEAR" signal during daylight



"ALL CLEAR" signal during darkness

After taxi instructions have been obtained, departing aircraft shall take the shortest way to the main taxi route (see AD 2.EHAM-GMC.1 and AD 2.EHAM APDC.1).

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

← **Note:** during off-peak hours one ground controller may be responsible for all areas. Ground control service will be provided on the 3 separate channels simultaneously. Therefore these channels will be combined by ATC.

Note: during peak hours (normally when a second departure runway or a second landing runway is in use) 3 ground controllers may be active, each on their own channel.

Note: during peak hours ground control service for traffic to and from RWY 18R/36L will also be provided by TWR-W (see AD 2.EHAM-GMC.1).

Note: some runway crossings are safeguarded under all visibility conditions (see EHAM AD 2.9 item 3 "Stop bars" and AD 2.EHAM-GMC.1). At these positions crossing of activated stop bars is prohibited. Traffic may proceed only after ATC clearance and when the stop bar lights are switched off.

1.3.3.2 Operational use of intersection take-offs

1. In principle all jet aircraft must use the full runway length available for noise abatement reasons.
2. ATC may assign an intersection take-off to any aircraft for operational reasons (e.g. sequencing due to lack of holding area or to avoid jet blast on intersecting runways).
3. Flights from S-apron departing from RWY 24 will be assigned intersection take-off TWY S8.
4. During low visibility procedures intersection take-offs are not allowed. Take-offs from RWY 24 intersection TWY S6 and S8 may be allowed at ATC discretion (see EHAM AD 2.22 paragraph 3). If intersection TWY S6 is in use during low visibility procedures, intersection TWY S7E will not be used.

1.3.3.3 Minimum runway occupancy time

Converging departure and approach procedures may be in progress. To avoid conflicts with possible missed approaches:

- complete all cockpit checks before line-up;
- ← expedite line-up and start the take-off roll within 10 seconds after receiving the take-off clearance;
- in case an engine run-up on the runway is required, pilots shall inform Schiphol Tower at first contact.

When unable to comply with the above, inform ATC as soon as possible. The take-off clearance may be revoked.

1.3.3.4 Transfer to Schiphol Tower

Pilots of departing aircraft will be instructed by Schiphol Ground which channel they shall use. During peak hours air traffic in the vicinity of Schiphol Airport will be controlled by two tower controllers.

1.3.4 Schiphol Tower

Note: in addition to departing and arriving traffic, also aircraft crossing the runway and vehicles on the runway will have contact with the tower controller on the tower channel.

Note: during peak hours air traffic services for departures from RWY 36L will normally be provided from TWR-W.

1.3.4.1 Jet blast hazard

A jet blast hazard exists when the following runway combinations are in use:

1.	Departure RWY 18L and departure RWY 24:	ATC will time departures from RWY 24 to avoid jet blast on RWY 18L.
2.	Departure RWY 18L from intersection TWY E5 and departure or landing RWY 09:	ATC will time departures from RWY 18L to avoid jet blast on RWY 09.
3.	Departure RWY 18L from intersection TWY E5 and departure or landing RWY 27:	ATC will time departures from RWY 18L to avoid jet blast on RWY 27.
4.	Departure RWY 24 and landing RWY 36R:	ATC will time departures from RWY 24 to avoid jet blast on RWY 36R.

1.3.4.2 ATC wind reporting prior to take-off

When the current surface wind speed is 20 KT or more, ATC shall inform pilots about the current surface wind direction and speed (including gusts >= 5 KT). When the current surface wind speed is less than 20 KT, ATC shall report this information only in case of significant changes in relation to the ATIS broadcast.

1.3.4.3 Application of wake turbulence separation

Wake turbulence separation is applied in accordance with the RECAT-EU departure separation, as described in the EUROCONTROL document 'RECAT-EU European Wake Turbulence Categorisation and Separation Minima on Approach and Departure'.

In addition to these separation minima for departures, a minimum of 80 seconds for a lower heavy (CAT C) behind an upper heavy (CAT B) is required at Schiphol Airport for safety reasons. On departure, when receiving line up clearance, the pilot must inform ATC if greater

wake turbulence separation is required than the RECAT-EU minima specified in the table below. The requirements for minimum runway occupancy time apply (see paragraph 1.3.3.3).

RECAT-EU TBS [MIN:SEC]		**Follower**					
		Super heavy (A)	**Upper heavy (B)**	**Lower heavy (C)**	**Upper medium (D)**	**Lower medium (E)**	**Light (F)**
Leader	**Super heavy (A)**	-	01:40	02:00	02:20	02:40	03:00
	Upper heavy (B)	-	-	01:20	01:40	02:00	02:20
	Lower heavy (C)	-	-	-	01:20	01:40	02:00
	Upper medium (D)	-	-	-	-	-	02:00
	Lower medium (E)	-	-	-	-	-	01:40
	Light (F)	-	-	-	-	-	01:20

An additional 60 seconds will be applied to all the wake turbulence time-based separation minima described above when departing from an intermediate part of the same runway.

Note: at Schiphol Approach/Departure, the distance based RECAT-EU separation applies as described in EHAM AD 2.22 paragraph 2.2.

1.3.4.4 Transfer to Schiphol Departure

Pilots of departing aircraft **shall remain on TWR channel until passing 2000 FT AMSL**. Contact Schiphol Departure as indicated below when passing 2000 FT AMSL and report altitude in order to verify SSR mode C (e.g. Schiphol Departure KLM 327, passing 2000 FT climbing FL 060 KUDAD 3S Departure).

Pilots shall select the proper departure channel (based on the SID route to the TMA boundary) as follows:

a. BERGI, BETUS, DENAG, IDRID, SPY, VALKO, VOLLA and WISPA Departures:
contact Schiphol Departure 121.205.
b. ANDIK, ARNEM, EDUPO, ELPAT, IVLUT, KUDAD, LARAS, LOPIK, NOPSU, NYKER, OGINA, RENDI, ROVEN, TORGA and WOODY Departures:
contact Schiphol Departure 119.055.

These channels are also named in the relevant SID description.

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

1.3.5 Transfer to Amsterdam ACC

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

1.4 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).

1.5 SID descriptions

1.5.1 General remarks

1.5.1.1 Procedures and constraints

- Transition altitude: 3000 FT AMSL.
- Pilots of departing aircraft **shall remain on TWR channel until passing 2000 FT AMSL**. When passing 2000 FT AMSL change to the appropriate departure channel for the relevant SID and report altitude in order to verify SSR mode C by ATC.
- Flights with destination Rotterdam or Lelystad are exempted from flying SIDs within the Schiphol TMA.
- SIDs have to be considered as minimum noise routings.
- Initiate turns in due time in order not to overshoot radials.
- Turn radii based on a 25° bank angle.
- MAX 250 KIAS below FL 100 unless otherwise instructed. In case ATC allows/instructs to accelerate beyond 250 KIAS for operational purposes, the speed limitations on early SID turns (MAX 220 KIAS) remain applicable and shall be respected.
- For continuous routings and crossing conditions on ATS routes as applicable see paragraph 1.5.3.

1.5.1.2 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.

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1.5.1.3 Application of RNAV

All SIDs require the use of RNAV routes stored in a pre-programmed navigation database on board of aircraft.
Furthermore:

- Connect FMS as early as possible.
- The AM-waypoints shall not be used in RTF procedures.
- Turn anticipation is mandatory for all waypoints except those which are underlined, these waypoints shall be overflown.
- The navigation aid (e.g. VOR) mentioned in the column "Expected path terminator" is for selection of MAG station declination only.

1.5.1.4 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 aircraft flight path. Thus in order to enhance noise abatement, for relevant SIDs RWY 24 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 ARINC contractions are listed for relevant SIDs. As an example, the ARINC contractions for the SPY 4K SID are given below:

1. [SPY4K] is the standard designator where only fly-over and fly-by turns are applied;
2. [SPY4KY] 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.

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.

1.5.2 Specific remarks

1. For traffic with DEST EHBK via T605 and for traffic with DEST EHBD and EHEH.
2. For traffic via CDR N852.
3. All jet aircraft using indicated SIDs RWY 06 and 36L: during night hours 2130-0530 (2030-0430) supplementary SIDs are effective.
4. RWY 09: both IDRID and VALKO SIDs lead to IDRID, be sure to follow the correct route.
5. RWY 24: both ANDIK and SPY SIDs lead to ANDIK, be sure to follow the correct route.
6. RWY 24: for relevant SIDs, e.g. SPY 4K SID, in addition to the standard coding [SPY4K] an alternative coding [SPY4KY] comprising a radius to fix (RF) turn is available. See paragraph 1.5.1.4 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.
7. RWY 18L ANDIK, ARNEM and RENDI SID: early autopilot connection might result in turn initiation below 500 FT AMSL. If applicable, continue on track 182° MAG beyond 3.1 SPL to prevent turning below 500 FT AMSL.
8. RNAV 1 required.
9. RNP 1 and RF required.

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

Note: REF EHAM AD 2.22 paragraph 1.3.1 "Clearance delivery". If you are not able to comply with the crossing conditions prescribed in the SIDs, inform Schiphol Planner (Schiphol Delivery) before take-off.

Note: Aircraft may only continue to climb above FL 060 after an ATC clearance has been received.

ANDIK, BETUS, NOPSU, SPY and TORGA Departures	
N873	Caution: VFR flights without ATC clearance are permitted beyond KEKIX below FL 065.
Z708	Cross KEKIX at or above FL 095. Caution: VFR flights without ATC clearance are permitted beyond KEKIX below FL 065 MON-FRI 0800-1600 (0700-1500); below FL 095 FRI 1600 to SUN 2300 (FRI 1500 to SUN 2200) and HOL.
Z733	Cross ANDIK at or above FL 095. Caution: VFR flights without ATC clearance are permitted beyond UNEXO below FL 065 MON-FRI 0800-1600 (0700-1500); below FL 095 FRI 1600 to SUN 2300 (FRI 1500 to SUN 2200) and HOL.

ARNEM, ELPAT and NYKER Departures	
L620	If the requested flight level is above FL 245, cross OLDOD at or above FL 250. Caution: VFR flights without ATC clearance are permitted beyond NYKER below FL 065.

BERGI and WISPA Departures	
M90	Cross BERGI at or above FL 095.

EDUPO, IVLUT and RENDI Departures	
Z739	If the requested flight level is above FL 245, cross AMOSU at or above FL 250. Caution: VFR flights without ATC clearance are permitted at RENDI below FL 065.

KUDAD, LARAS and WOODY Departures	
N872	If the requested flight level is above FL 245, cross AMMOF at or above FL 260.

LOPIK, OGINA and ROVEN Departures	
N852	If the requested flight level is above FL 245, cross VELED at or above FL 250.
T605	FL 070 only.
Caution: VFR flights without ATC clearance are permitted beyond LOPIK below FL 065.	

1.5.4 SIDs RWY 04

See chart AD 2.EHAM-SID-04.

ANDIK 3F	See paragraph 1.5.2 specific remark: 8. Minimum climb gradient: 4.0% to 1000 FT AMSL. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ANDI3F]	To AM019 on course 040° MAG	AM019 [M040]	CF (SPL)	N
	To AM020	AM020	TF	N
	To AM043	AM043	TF	N
	To ANDIK	ANDIK	TF	N

ARNEM 3F	See paragraph 1.5.2 specific remark: 8. Minimum climb gradient: 4.0% to 1000 FT AMSL. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ARNE3F]	Climb on course 040° MAG, at or above 500 FT AMSL turn right	[M040; A500+; R]	CA	N
	Direct to AM060, MAX 220 KIAS	=> AM060 [K220-]	DF	N
	To IVLUT	IVLUT	TF	N
	To NYKER	NYKER	TF	N
	To ARNEM	ARNEM	TF	N

BERGI 2F	See paragraph 1.5.2 specific remark: 8. Minimum climb gradient: 5.7% to 1900 FT AMSL. If unable, report to ATC. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[BERG2F]	To AM019 on course 040° MAG	AM019 [M040]	CF (SPL)	N
	To SPY	SPY	TF	N
	To BERGI	BERGI	TF	N

KUDAD 2F	See paragraph 1.5.2 specific remark: 8. Minimum climb gradient: 4.0% to 1000 FT AMSL. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[KUDA2F]	Climb on course 040° MAG, at or above 500 FT AMSL turn right	[M040; A500+; R]	CA	N
	Direct to AM036, MAX 220 KIAS	=> AM036 [K220-]	DF	N
	To AM072	AM072	TF	N
	To LEKKO	LEKKO	TF	N
	To KUDAD	KUDAD	TF	N
	To WOODY	WOODY	TF	N

LOPIK 2F	See paragraph 1.5.2 specific remark: 1, 2, 8. Minimum climb gradient: 4.0% to 1000 FT AMSL. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[LOPI2F]	Climb on course 040° MAG, at or above 500 FT AMSL turn right	[M040; A500+; R]	CA	N
	Direct to AM061, MAX 220 KIAS	=> AM061 [K220-]	DF	N
	To OGINA	OGINA	TF	N
	To LOPIK	LOPIK	TF	N

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RENDI 2F	See paragraph 1.5.2 specific remark: 8. Minimum climb gradient: 4.0% to 1000 FT AMSL. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[REND2F]	Climb on course 040° MAG, at or above 500 FT AMSL turn right	[M040; A500+; R]	CA	N
	Direct to AM060, MAX 220 KIAS	=> AM060 [K220-]	DF	N
	To IVLUT	IVLUT	TF	N
	To LUNIX	LUNIX	TF	N
	To RENDI	RENDI	TF	N
	To EDUPO	EDUPO	TF	N

VOLLA 2F	See paragraph 1.5.2 specific remark: 8. Minimum climb gradient: 5.7% to 1900 FT AMSL. If unable, report to ATC. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[VOLL2F]	To AM059 on course 040° MAG, MAX 220 KIAS	AM059 [M040; K220-]	CF (SPL)	N
	To AM094	AM094	TF	N
	To AM090	AM090	TF	N
	To BAHSI	BAHSI	TF	N
	To VOLLA	VOLLA	TF	N
	To IDRID	IDRID	TF	N

1.5.5 SIDs RWY 06

See chart AD 2.EHAM-SID-06.1.

ANDIK 3R	See paragraph 1.5.2 specific remark: 3, 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ANDI3R]	To AM014 on course 057° MAG	AM014 [M057]	CF (SPL)	N
	To AM020	AM020	TF	N
	To AM043	AM043	TF	N
	To ANDIK	ANDIK	TF	N

ARNEM 3R	See paragraph 1.5.2 specific remark: 3, 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ARNE3R]	Climb on course 057° MAG, at or above 500 FT AMSL turn right	[M057; A500+; R]	CA	N
	Direct to AM018	=> AM018	DF	N
	To IVLUT	IVLUT	TF	N
	To NYKER	NYKER	TF	N
	To ARNEM	ARNEM	TF	N

BERGI 3R	See paragraph 1.5.2 specific remark: 8. Minimum climb gradient: 4.6% to 1900 FT AMSL. If unable, report to ATC. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[BERG3R]	To AM014 on course 057° MAG, MAX 220 KIAS	AM014 [M057; K220-]	CF (SPL)	N
	To AM094	AM094	TF	N
	To AM022	AM022	TF	N
	To BERGI	BERGI	TF	N

KUDAD 2R	See paragraph 1.5.2 specific remark: 3, 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[KUDA2R]	Climb on course 057° MAG, at or above 500 FT AMSL turn right	[M057; A500+; R]	CA	N
	Direct to AM036, MAX 220 KIAS	=> AM036 [K220-]	DF	N
	To AM072	AM072	TF	N
	To LEKKO	LEKKO	TF	N
	To KUDAD	KUDAD	TF	N
	To WOODY	WOODY	TF	N

LOPIK 2R	See paragraph 1.5.2 specific remark: 1, 2, 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[LOPI2R]	Climb on course 057° MAG, at or above 500 FT AMSL turn right	[M057; A500+; R]	CA	N
	Direct to AM036, MAX 220 KIAS	=> AM036 [K220-]	DF	N
	To OGINA	OGINA	TF	N
	To LOPIK	LOPIK	TF	N

RENDI 2R	See paragraph 1.5.2 specific remark: 3, 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[REND2R]	Climb on course 057° MAG, at or above 500 FT AMSL turn right	[M057; A500+; R]	CA	N
	Direct to AM018	=> AM018	DF	N
	To IVLUT	IVLUT	TF	N
	To LUNIX	LUNIX	TF	N
	To RENDI	RENDI	TF	N
	To EDUPO	EDUPO	TF	N

VOLLA 2R	See paragraph 1.5.2 specific remark: 8. Minimum climb gradient: 4.6% to 1900 FT AMSL. If unable, report to ATC. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[VOLL2R]	To AM014 on course 057° MAG, MAX 220 KIAS	AM014 [M057; K220-]	CF (SPL)	N
	To AM094	AM094	TF	N
	To AM090	AM090	TF	N
	To BAHSI	BAHSI	TF	N
	To VOLLA	VOLLA	TF	N
	To IDRID	IDRID	TF	N

1.5.6 Supplementary SIDs RWY 06

See chart AD 2.EHAM-SID-06.2.

ANDIK 2T	See paragraph 1.5.2 specific remark: 8. Minimum climb gradient: 4.6% to 1900 FT AMSL. If unable, report to ATC. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ANDI2T]	To AM014 on course 057° MAG, MAX 220 KIAS	AM014 [M057; K220-]	CF (SPL)	N
	To AM021	AM021	TF	N
	To SPY	SPY	TF	N
	To ANDIK	ANDIK	TF	N

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ARNEM 3T	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ARNE3T]	Climb on course 057° MAG, at or above 500 FT AMSL turn right	[M057; A500+; R]	CA	N
	Direct to AM036, MAX 220 KIAS	=> AM036 [K220-]	DF	N
	To AM017	AM017	TF	N
	To IVLUT	IVLUT	TF	N
	To NYKER	NYKER	TF	N
	To ARNEM	ARNEM	TF	N

KUDAD 2T	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[KUDA2T]	Climb on course 057° MAG, at or above 500 FT AMSL turn right	[M057; A500+; R]	CA	N
	Direct to AM036, MAX 220 KIAS	=> AM036 [K220-]	DF	N
	To AM038	AM038	TF	N
	To LEKKO	LEKKO	TF	N
	To KUDAD	KUDAD	TF	N
	To WOODY	WOODY	TF	N

RENDI 2T	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[REND2T]	Climb on course 057° MAG, at or above 500 FT AMSL turn right	[M057; A500+; R]	CA	N
	Direct to AM036, MAX 220 KIAS	=> AM036 [K220-]	DF	N
	To AM017	AM017	TF	N
	To IVLUT	IVLUT	TF	N
	To LUNIX	LUNIX	TF	N
	To RENDI	RENDI	TF	N
	To EDUPO	EDUPO	TF	N

1.5.7 SIDs RWY 09

See chart AD 2.EHAM-SID-09.

ANDIK 2N	See paragraph 1.5.2 specific remark: 8. Minimum climb gradient: 3.8% to 1000 FT AMSL. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ANDI2N]	Climb on course 085° MAG, at or above 500 FT AMSL turn left	[M085; A500+; L]	CA	N
	Direct to AM052	=> AM052	DF	N
	To AM043	AM043	TF	N
	To ANDIK	ANDIK	TF	N

ARNEM 3N	See paragraph 1.5.2 specific remark: 8. Minimum climb gradient: 3.8% to 1000 FT AMSL. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ARNE3N]	To AM055 on course 085° MAG	AM055 [M085]	CF (SPL)	N
	To AM042	AM042	TF	N
	To IVLUT	IVLUT	TF	N
	To NYKER	NYKER	TF	N
	To ARNEM	ARNEM	TF	N

BERGI 3N	See paragraph 1.5.2 specific remark: 8. Minimum climb gradient: 5.0% to 1900 FT AMSL. If unable, report to ATC. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[BERG3N]	Climb on course 085° MAG, at or above 500 FT AMSL turn left	[M085; A500+; L]	CA	N
	Direct to AM053, MAX 220 KIAS	=> AM053 [K220-]	DF	N
	To AM094, at or above 2500 FT AMSL	AM094 [A2500+]	TF	N
	To AM022	AM022	TF	N
	To BERGI	BERGI	TF	N

IDRID 2N	See paragraph 1.5.2 specific remark: 4, 8. Minimum climb gradient: 5.0% to 1900 FT AMSL. If unable, report to ATC. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[IDRI2N]	Climb on course 085° MAG, at or above 500 FT AMSL turn left	[M085; A500+; L]	CA	N
	Direct to AM053, MAX 220 KIAS	=> AM053 [K220-]	DF	N
	To AM094	AM094	TF	N
	To AM090	AM090	TF	N
	To BAHSI	BAHSI	TF	N
	To VOLLA	VOLLA	TF	N
	To IDRID	IDRID	TF	N

KUDAD 2N	See paragraph 1.5.2 specific remark: 8. Minimum climb gradient: 3.8% to 1000 FT AMSL. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[KUDA2N]	Climb on course 085° MAG, at or above 500 FT AMSL turn right	[M085; A500+; R]	CA	N
	Direct to AM036, MAX 220 KIAS	=> AM036 [K220-]	DF	N
	To AM072	AM072	TF	N
	To LEKKO	LEKKO	TF	N
	To KUDAD	KUDAD	TF	N
	To WOODY	WOODY	TF	N

LOPIK 2N	See paragraph 1.5.2 specific remark: 1, 2, 8. Minimum climb gradient: 3.8% to 1000 FT AMSL. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[LOPI2N]	Climb on course 085° MAG, at or above 500 FT AMSL turn right	[M085; A500+; R]	CA	N
	Direct to AM036, MAX 220 KIAS	=> AM036 [K220-]	DF	N
	To OGINA	OGINA	TF	N
	To LOPIK	LOPIK	TF	N

RENDI 2N	See paragraph 1.5.2 specific remark: 8. Minimum climb gradient: 3.8% to 1000 FT AMSL. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[REND2N]	To AM055 on course 085° MAG	AM055 [M085]	CF (SPL)	N
	To AM042	AM042	TF	N
	To IVLUT	IVLUT	TF	N
	To LUNIX	LUNIX	TF	N
	To RENDI	RENDI	TF	N
	To EDUPO	EDUPO	TF	N

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VALKO 5M	See paragraph 1.5.2 specific remark: 4, 8. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
VALK5M]	Climb on course 085° MAG, at or above 500 FT AMSL turn right	[M085; A500+; R]	CA	N
	Direct to AM030, MAX 220 KIAS	=> AM030 [K220-]	DF	N
	To AM025	AM025	TF	N
	To AM040	AM040	TF	N
	To VALKO	VALKO	TF	N
	To IDRID	IDRID	TF	N

1.5.8 SIDs RWY 18C

See chart AD 2.EHAM-SID-18C.

BETUS 6Y	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[BETU6Y]	To LISOH on course 182° MAG	LISOH [M182]	CF (SPL)	Y
	Climb on course 182° MAG, at or above 500 FT AMSL turn right	[M182; A500+; R]	CA	N
	To AM049 on course 301° MAG, MAX 220 KIAS	AM049 [M301, K220-]	CF (SPL)	N
	To SPY	SPY	TF	N
	To BETUS	BETUS	TF	N
	To ANDIK	ANDIK	TF	N

DENAG 7X	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[DENA7X]	To LISOH on course 182° MAG	LISOH [M182]	CF (SPL)	Y
	Climb on course 182° MAG, at or above 500 FT AMSL turn right	[M182; A500+; R]	CA	N
	Direct to AM051	=> AM051	DF	N
	To AM009, at or above 2500 FT AMSL	AM009 [A2500+]	TF	N
	To DENAG	DENAG	TF	N
	To IDRID	IDRID	TF	N

EDUPO 3X	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[EDUP3X]	To AM046 on course 182° MAG	AM046 [M182]	CF (SPL)	N
	To AM026	AM026	TF	N
	To IVLUT	IVLUT	TF	N
	To LUNIX	LUNIX	TF	N
	To RENDI	RENDI	TF	N
	To EDUPO	EDUPO	TF	N

ELPAT 3X	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ELPA3X]	To AM046 on course 182° MAG	AM046 [M182]	CF (SPL)	N
	To AM026	AM026	TF	N
	To IVLUT	IVLUT	TF	N
	To NYKER	NYKER	TF	N
	To ELPAT	ELPAT	TF	N
	To ARNEM	ARNEM	TF	N

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LARAS 2X	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[LARA2X]	To AM046 on course 182° MAG	AM046 [M182]	CF (SPL)	N
	To AM074	AM074	TF	N
	To LEKKO	LEKKO	TF	N
	To LARAS	LARAS	TF	N
	To WOODY	WOODY	TF	N

ROVEN 3X	See paragraph 1.5.2 specific remark: 1, 2, 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ROVE3X]	To AM046 on course 182° MAG	AM046 [M182]	CF (SPL)	N
	To AM069	AM069	TF	N
	To ROVEN	ROVEN	TF	N
	To LOPIK	LOPIK	TF	N

TORGA 2X	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[TORG2X]	To AM046 on course 182° MAG	AM046 [M182]	CF (SPL)	N
	To AM026	AM026	TF	N
	To PAM	PAM	TF	N
	To TORGA	TORGA	TF	N
	To ANDIK	ANDIK	TF	N

WISPA 4X	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[WISP4X]	To LISOH on course 182° MAG	LISOH [M182]	CF (SPL)	Y
	Climb on course 182° MAG, at or above 500 FT AMSL turn right	[M182; A500+; R]	CA	N
	Direct to AM051	=> AM051	DF	N
	To AM009, at or above 2500 FT AMSL	AM009 [A2500+]	TF	N
	To AM028	AM028	TF	N
	To WISPA	WISPA	TF	N
	To BERGI	BERGI	TF	N

1.5.9 SIDs RWY 18L

See chart AD 2.EHAM-SID-18L.1 and AD 2.EHAM-SID-18L.2.

ANDIK 4E	See paragraph 1.5.2 specific remark: 7, 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ANDI4E]	To OTNES on course 182° MAG	OTNES [M182]	CF (SPL)	N
	To AM047, MAX 220 KIAS	AM047 [K220-]	TF	N
	To AM024	AM024	TF	N
	To PAM	PAM	TF	N
	To ANDIK	ANDIK	TF	N

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ARNEM 5E	See paragraph 1.5.2 specific remark: 7, 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ARNE5E]	To OTNES on course 182° MAG	OTNES [M182]	CF (SPL)	N
	To AM047, MAX 220 KIAS	AM047 [K220-]	TF	N
	To IVLUT	IVLUT	TF	N
	To NYKER	NYKER	TF	N
	To ARNEM	ARNEM	TF	N

BERGI 4E	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[BERG4E]	Climb on course 182° MAG, at or above 500 FT AMSL turn left	[M182; A500+; L]	CA	N
	Direct to AM029, MAX 220 KIAS	=> AM029 [K220-]	DF	N
	To AM009, at or above 2500 FT AMSL	AM009 [A2500+]	TF	N
	To AM028	AM028	TF	N
	To BERGI	BERGI	TF	N

KUDAD 3E	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[KUDA3E]	Climb on course 182° MAG, at or above 500 FT AMSL turn left	[M182; A500+; L]	CA	N
	Direct to OKUDO	=> OKUDO	DF	N
	To LEKKO	LEKKO	TF	N
	To KUDAD	KUDAD	TF	N
	To WOODY	WOODY	TF	N

LOPIK 5E	See paragraph 1.5.2 specific remark: 1, 2, 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[LOPI5E]	Climb on course 182° MAG, at or above 500 FT AMSL turn left	[M182; A500+; L]	CA	N
	Direct to OGOSU	=> OGOSU	DF	N
	To AM050	AM050	TF	N
	To LOPIK	LOPIK	TF	N

RENDI 3E	See paragraph 1.5.2 specific remark: 7, 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[REND3E]	To OTNES on course 182° MAG	OTNES [M182]	CF (SPL)	N
	To AM047, MAX 220 KIAS	AM047 [K220-]	TF	N
	To IVLUT	IVLUT	TF	N
	To LUNIX	LUNIX	TF	N
	To RENDI	RENDI	TF	N
	To EDUPO	EDUPO	TF	N

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VALKO 5E	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[VALK5E]	Climb on course 182° MAG, at or above 500 FT AMSL turn left	[M182; A500+; L]	CA	N
	Direct to AM029, MAX 220 KIAS	=> AM029 [K220-]	DF	N
	To AM009, at or above 2500 FT AMSL	AM009 [A2500+]	TF	N
	To VALKO	VALKO	TF	N
	To IDRID	IDRID	TF	N

1.5.10 SIDs RWY 22

See chart AD 2.EHAM-SID-22.

ANDIK 3G	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ANDI3G]	Climb on course 220° MAG, at or above 500 FT AMSL turn left	[M220; A500+; L]	CA	N
	Direct to AM023, MAX 220 KIAS	=> AM023 [K220-]	DF	N
	To AM027	AM027	TF	N
	To PAM	PAM	TF	N
	To ANDIK	ANDIK	TF	N

ARNEM 4G	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ARNE4G]	Climb on course 220° MAG, at or above 500 FT AMSL turn left	[M220; A500+; L]	CA	N
	Direct to AM023, MAX 220 KIAS	=> AM023 [K220-]	DF	N
	To IVLUT	IVLUT	TF	N
	To NYKER	NYKER	TF	N
	To ARNEM	ARNEM	TF	N

BERGI 2G	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[BERG2G]	To AM063 on course 220° MAG, MAX 220 KIAS	AM063 [M220; K220-]	CF (SPL)	N
	To AM041	AM041	TF	N
	To BERGI	BERGI	TF	N

KUDAD 2G	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[KUDA2G]	Climb on course 220° MAG, at or above 500 FT AMSL turn left	[M220; A500+; L]	CA	N
	Direct to AM064, MAX 220 KIAS	=> AM064 [K220-]	DF	N
	To AM073	AM073	TF	N
	To LEKKO	LEKKO	TF	N
	To KUDAD	KUDAD	TF	N
	To WOODY	WOODY	TF	N

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LOPIK 2G	See paragraph 1.5.2 specific remark: 1, 2, 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[LOPI2G]	Climb on course 220° MAG, at or above 500 FT AMSL turn left	[M220; A500+; L]	CA	N
	Direct to AM064, MAX 220 KIAS	=> AM064 [K220-]	DF	N
	To AM029	AM029	TF	N
	To AM050	AM050	TF	N
	To LOPIK	LOPIK	TF	N

RENDI 2G	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[REND2G]	Climb on course 220° MAG, at or above 500 FT AMSL turn left	[M220; A500+; L]	CA	N
	Direct to AM023, MAX 220 KIAS	=> AM023 [K220-]	DF	N
	To IVLUT	IVLUT	TF	N
	To LUNIX	LUNIX	TF	N
	To RENDI	RENDI	TF	N
	To EDUPO	EDUPO	TF	N

VALKO 3G	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[VALK3G]	To AM062 on course 220° MAG	AM062 [M220]	CF (SPL)	N
	To AM009, at or above 2500 FT AMSL	AM009 [A2500+]	TF	N
	To VALKO	VALKO	TF	N
	To IDRID	IDRID	TF	N

1.5.11 SIDs RWY 24

See chart AD 2.EHAM-SID-24.1 and AD 2.EHAM-SID-24.2.

ANDIK 2S	See paragraph 1.5.2 specific remark: 5, 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ANDI2S]	To AM005 on course 237° MAG	AM005 [M237]	CF (SPL)	Y
	To AM008 on course 117° MAG, MAX 220 KIAS	AM008 [M117; K220-]	CF (SPL)	N
	To AM026	AM026	TF	N
	To PAM	PAM	TF	N
	To ANDIK	ANDIK	TF	N
[AND2SY]	See paragraph 1.5.2 specific remark: 5, 6, 9. Minimum climb gradient 6.7% to 390 FT AMSL.			
	To AM095 on course 237° MAG	AM095 [M237]	CF (SPL)	N
	Turn left with 1.510 NM radius to AM125, arc centre AM158	AM125 [L, 1.510, arc centre AM158]	RF	N
	Turn left with 1.840 NM radius to AM157, arc centre AM159, MAX 220 KIAS	AM157 [L, 1.840, arc centre AM159; K220-]	RF	N
	To AM008	AM008	TF	N
	To AM026	AM026	TF	N
	To PAM	PAM	TF	N
	To ANDIK	ANDIK	TF	N
	Waypoints: AM095 AM125 AM157	Co-ordinates: 521637.11N 0044220.44E 521536.31N 0044113.63E 521341.78N 0044239.95E		
	RF arc centres: AM158 AM159	Co-ordinates: 521520.46N 0044338.79E 521516.99N 0044410.51E		

ARNEM 3S	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ARNE3S]	To AM005 on course 237° MAG	AM005 [M237]	CF (SPL)	Y
	To AM008 on course 117° MAG, MAX 220 KIAS	AM008 [M117; K220-]	CF (SPL)	N
	To AM026	AM026	TF	N
	To IVLUT	IVLUT	TF	N
	To NYKER	NYKER	TF	N
	To ARNEM	ARNEM	TF	N
[ARN3SY]	See paragraph 1.5.2 specific remark: 6, 9. Minimum climb gradient 6.7% to 390 FT AMSL.			
	To AM095 on course 237° MAG	AM095 [M237]	CF (SPL)	N
	Turn left with 1.510 NM radius to AM125, arc centre AM158	AM125 [L, 1.510, arc centre AM158]	RF	N
	Turn left with 1.840 NM radius to AM157, arc centre AM159, MAX 220 KIAS	AM157 [L, 1.840, arc centre AM159; K220-]	RF	N
	To AM008	AM008	TF	N
	To AM026	AM026	TF	N
	To IVLUT	IVLUT	TF	N
	To NYKER	NYKER	TF	N
	To ARNEM	ARNEM	TF	N
	Waypoints: AM095 AM125 AM157	Co-ordinates: 521637.11N 0044220.44E 521536.31N 0044113.63E 521341.78N 0044239.95E		
	RF arc centres: AM158 AM159	Co-ordinates: 521520.46N 00443’38.79E 521516.99N 00444’10.51E		

BERGI 2S	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[BERG2S]	To AM001 on course 237° MAG	AM001 [M237]	CF (SPL)	N
	To AM051	AM051	TF	N
	To AM009 at or above 2500 FT AMSL	AM009 [A2500+]	TF	N
	To AM028	AM028	TF	N
	To BERGI	BERGI	TF	N

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KUDAD 3S	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[KUDA3S]	To AM005 on course 237° MAG	AM005 [M237]	CF (SPL)	Y
	To AM003 on course 152° MAG, MAX 220 KIAS	AM003 [M152; K220-]	CF (SPL)	N
	To AM004	AM004	TF	N
	To LEKKO	LEKKO	TF	N
	To KUDAD	KUDAD	TF	N
	To WOODY	WOODY	TF	N
[KUD3SY]	See paragraph 1.5.2 specific remark: 6, 9. Minimum climb gradient 6.7% to 390 FT AMSL.			
	To AM095 on course 237° MAG	AM095 [M237]	CF (SPL)	N
	Turn left with 1.510 NM radius to AM125, arc centre AM158	AM125 [L, 1.510, arc centre AM158]	RF	N
	Turn left with 1.840 NM radius to AM156, arc centre AM159, MAX 220 KIAS	AM156 [L, 1.840, arc centre AM159; K220-]	RF	N
	To AM003	AM003	TF	N
	To AM004	AM004	TF	N
	To LEKKO	LEKKO	TF	N
	To KUDAD	KUDAD	TF	N
	To WOODY	WOODY	TF	N
	Waypoints: AM003 AM004 AM095 AM125 AM156	Co-ordinates: 521024.55N 0044446.16E 515918.69N 0044904.07E 521637.11N 0044220.44E 521536.31N 0044113.63E 521427.71N 0044129.83E		
	RF arc centres: AM158 AM159	Co-ordinates: 521520.46N 0044338.79E 521516.99N 0044410.51E		

LOPIK 3S	See paragraph 1.5.2 specific remark: 1, 2, 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[LOPI3S]	To AM005 on course 237° MAG	AM005 [M237]	CF (SPL)	Y
	To AM008 on course 117° MAG, MAX 220 KIAS	AM008 [M117; K220-]	CF (SPL)	N
	To AM050	AM050	TF	N
	To LOPIK	LOPIK	TF	N
[LOP3SY]	See paragraph 1.5.2 specific remark: 1, 2, 6, 9. Minimum climb gradient 6.7% to 390 FT AMSL.			
	To AM095 on course 237° MAG	AM095 [M237]	CF (SPL)	N
	Turn left with 1.510 NM radius to AM125, arc centre AM158	AM125 [L, 1.510, arc centre AM158]	RF	N
	Turn left with 1.840 NM radius to AM157, arc centre AM159, MAX 220 KIAS	AM157 [L, 1.840, arc centre AM159; K220-]	RF	N
	To AM008	AM008	TF	N
	To AM050	AM050	TF	N
	To LOPIK	LOPIK	TF	N
	Waypoints: AM095 AM125 AM157	Co-ordinates: 521637.11N 0044220.44E 521536.31N 0044113.63E 521341.78N 0044239.95E		
	RF arc centres: AM158 AM159	Co-ordinates: 521520.46N 0044338.79E 521516.99N 0044410.51E		

RENDI 2S	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[REND2S]	To AM005 on course 237° MAG	AM005 [M237]	CF (SPL)	Y
	To AM008 on course 117° MAG, MAX 220 KIAS	AM008 [M117; K220-]	CF (SPL)	N
	To AM026	AM026	TF	N
	To IVLUT	IVLUT	TF	N
	To LUNIX	LUNIX	TF	N
	To RENDI	RENDI	TF	N
	To EDUPO	EDUPO	TF	N
[REN2SY]	See paragraph 1.5.2 specific remark: 6, 9. Minimum climb gradient 6.7% to 390 FT AMSL.			
	To AM095 on course 237° MAG	AM095 [M237]	CF (SPL)	N
	Turn left with 1.510 NM radius to AM125, arc centre AM158	AM125 [L, 1.510, arc centre AM158]	RF	N
	Turn left with 1.840 NM radius to AM157, arc centre AM159, MAX 220 KIAS	AM157 [L, 1.840, arc centre AM159; K220-]	RF	N
	To AM008	AM008	TF	N
	To AM026	AM026	TF	N
	To IVLUT	IVLUT	TF	N
	To LUNIX	LUNIX	TF	N
	To RENDI	RENDI	TF	N
	To EDUPO	EDUPO	TF	N
	Waypoints: AM095 AM125 AM157	Co-ordinates: 521637.11N 0044220.44E 521536.31N 0044113.63E 521341.78N 0044239.95E		
	RF arc centres: AM158 AM159	Co-ordinates: 521520.46N 0044338.79E 521516.99N 0044410.51E		

SPY 4K	See paragraph 1.5.2 specific remark: 5, 8. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[SPY4K]	To AM001 on course 237° MAG	AM001 [M237]	CF (SPL)	Y
	To AM049 on course 301° MAG, MAX 220 KIAS	AM049 [M301, K220-]	CF (SPL)	N
	To SPY	SPY	TF	N
	To ANDIK	ANDIK	TF	N
[SPY4KY]	See paragraph 1.5.2 specific remark: 5, 6, 9. Minimum climb gradient: 7.5% to 450 FT AMSL.			
	To AM095 on course 237° MAG	AM095 [M237]	CF (SPL)	N
	Turn right with 1.510 NM radius to AM096, arc centre AM098	AM096 [R, 1.510, arc centre AM098]	RF	N
	Turn right with 1.910 NM radius to AM097, arc centre AM099, MAX 220 KIAS	AM097 [R, 1.910, arc centre AM099; K220-]	RF	N
	To SPY	SPY	TF	N
	To ANDIK	ANDIK	TF	N
	Waypoints: AM095 AM096 AM097	Co-ordinates: 52°16'37.11"N 004°42'20.44"E 52°16'26.65"N 004°40'22.06"E 52°19'14.81"N 004°38'31.63"E		
	RF arc centres: AM098 AM099	Co-ordinates: 52°17'53.74"N 004°41'02.01"E 52°18'16.81"N 004°41'12.60"E		

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VALKO 3S	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[VALK3S]	To AM001 on course 237° MAG	AM001 [M237]	CF (SPL)	N
	To AM051	AM051	TF	N
	To AM009 at or above 2500 FT AMSL	AM009 [A2500+]	TF	N
	To VALKO	VALKO	TF	N
	To IDRID	IDRID	TF	N

1.5.12 SIDs RWY 27

See chart AD 2.EHAM-SID-27.

ARNEM 3P	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ARNE3P]	Climb on course 265° MAG, at or above 500 FT AMSL turn right	[M265; A500+; R]	CA	N
	Direct to AM056	=> AM056	DF	N
	To AM032, MAX 220 KIAS	AM032 [K220-]	TF	N
	To AM075	AM075	TF	N
	To IVLUT	IVLUT	TF	N
	To NYKER	NYKER	TF	N
	To ARNEM	ARNEM	TF	N

BERGI 2P	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[BERG2P]	Climb on course 265° MAG, at or above 500 FT AMSL turn right	[M265; A500+; R]	CA	N
	Direct to AM058	=> AM058	DF	N
	To AM041	AM041	TF	N
	To BERGI	BERGI	TF	N

KUDAD 2P	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[KUDA2P]	Climb on course 265° MAG, at or above 500 FT AMSL turn right	[M265; A500+; R]	CA	N
	Direct to AM056	=> AM056	DF	N
	To AM032, MAX 220 KIAS	AM032 [K220-]	TF	N
	To AM075	AM075	TF	N
	To LEKKO	LEKKO	TF	N
	To KUDAD	KUDAD	TF	N
	To WOODY	WOODY	TF	N

LOPIK 2P	See paragraph 1.5.2 specific remark: 1, 2, 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[LOPI2P]	Climb on course 265° MAG, at or above 500 FT AMSL turn right	[M265; A500+; R]	CA	N
	Direct to AM056	=> AM056	DF	N
	To AM032, MAX 220 KIAS	AM032 [K220-]	TF	N
	To AM075	AM075	TF	N
	To LOPIK	LOPIK	TF	N

RENDI 2P	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[REND2P]	Climb on course 265° MAG, at or above 500 FT AMSL turn right	[M265; A500+; R]	CA	N
	Direct to AM056	=> AM056	DF	N
	To AM032, MAX 220 KIAS	AM032 [K220-]	TF	N
	To AM075	AM075	TF	N
	To IVLUT	IVLUT	TF	N
	To LUNIX	LUNIX	TF	N
	To RENDI	RENDI	TF	N
	To EDUPO	EDUPO	TF	N

SPY 2P	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[SPY2P]	Climb on course 265° MAG, at or above 500 FT AMSL turn right	[M265; A500+; R]	CA	N
	Direct to AM057, MAX 220 KIAS	=> AM057 [K220-]	DF	N
	To SPY	SPY	TF	N
	To ANDIK	ANDIK	TF	N

VOLLA 2P	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[VOLL2P]	Climb on course 265° MAG, at or above 500 FT AMSL turn right	[M265; A500+; R]	CA	N
	Direct to AM058	=> AM058	DF	N
	To VOLLA	VOLLA	TF	N
	To IDRID	IDRID	TF	N

1.5.13 SIDs RWY 36C

See chart AD 2.EHAM-SID-36C.

IVLUT 4W	See paragraph 1.5.2 specific remark: 8. Minimum climb gradient: 5.4% to 1900 FT AMSL. If unable, report to ATC. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[IVLU4W]	Climb on course 002° MAG, at or above 500 FT AMSL turn right	[M002; A500+; R]	CA	N
	Direct to RIKOR	=> RIKOR	DF	N
	To AM081	AM081	TF	N
	To AM082	AM082	TF	N
	To PAM	PAM	TF	N
	To IVLUT	IVLUT	TF	N
	To RENDI	RENDI	TF	N
	To EDUPO	EDUPO	TF	N

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NOPSU 3W	See paragraph 1.5.2 specific remark: 8. Minimum climb gradient: 5.4% to 1900 FT AMSL. If unable, report to ATC. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[NOPS3W]	Climb on course 002° MAG, at or above 500 FT AMSL turn right	[M002; A500+; R]	CA	N
	Direct to RIKOR	=> RIKOR	DF	N
	To AM044	AM044	TF	N
	To SPY	SPY	TF	N
	To NOPSU	NOPSU	TF	N
	To ANDIK	ANDIK	TF	N

NYKER 5W	See paragraph 1.5.2 specific remark: 8. Minimum climb gradient: 5.4% to 1900 FT AMSL. If unable, report to ATC. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[NYKE5W]	Climb on course 002° MAG, at or above 500 FT AMSL turn right	[M002; A500+; R]	CA	N
	Direct to RIKOR	=> RIKOR	DF	N
	To AM081	AM081	TF	N
	To AM082	AM082	TF	N
	To PAM	PAM	TF	N
	To NYKER	NYKER	TF	N
	To ARNEM	ARNEM	TF	N

OGINA 4W	See paragraph 1.5.2 specific remark: 1, 2, 8. Minimum climb gradient: 5.4% to 1900 FT AMSL. If unable, report to ATC. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[OGIN4W]	Climb on course 002° MAG, at or above 500 FT AMSL turn right	[M002; A500+; R]	CA	N
	Direct to RIKOR	=> RIKOR	DF	N
	To AM070, MAX 220 KIAS	AM070 [K220-]	TF	N
	To AM036	AM036	TF	N
	To OGINA	OGINA	TF	N
	To LOPIK	LOPIK	TF	N

WOODY 3W	See paragraph 1.5.2 specific remark: 8. Minimum climb gradient: 5.4% to 1900 FT AMSL. If unable, report to ATC. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[WOOD3W]	Climb on course 002° MAG, at or above 500 FT AMSL turn right	[M002; A500+; R]	CA	N
	Direct to RIKOR	=> RIKOR	DF	N
	To AM070, MAX 220 KIAS	AM070 [K220-]	TF	N
	To AM036	AM036	TF	N
	To AM072	AM072	TF	N
	To LEKKO	LEKKO	TF	N
	To WOODY	WOODY	TF	N

1.5.14 SIDs RWY 36L

See chart AD 2.EHAM-SID-36L.1.

ARNEM 2V	See paragraph 1.5.2 specific remark: 3, 8. Minimum climb gradient: 5.0% to 1900 FT AMSL. If unable, report to ATC. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ARNE2V]	To AM012 on course 002° MAG	AM012 [M002]	CF (SPL)	N
	To AM087	AM087	TF	N
	To AM088	AM088	TF	N
	To PAM	PAM	TF	N
	To ARNEM	ARNEM	TF	N

BERGI 5V	See paragraph 1.5.2 specific remark: 3, 8. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[BERG5V]	To LEVKI on course 002° MAG	LEVKI [M002]	CF (SPL)	N
	To AM094, at or above 2500 FT AMSL	AM094 [A2500+]	TF	N
	To AM034	AM034	TF	N
	To BERGI	BERGI	TF	N

KUDAD 2V	See paragraph 1.5.2 specific remark: 3, 8. Minimum climb gradient: 5.0% to 1900 FT AMSL. If unable, report to ATC. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[KUDA2V]	To AM084 on course 002° MAG	AM084 [M002]	CF (SPL)	Y
	To AM045 on course 168° MAG, MAX 220 KIAS	AM045 [M168; K220-]	CF (SPL)	N
	To AM036	AM036	TF	N
	To AM072	AM072	TF	N
	To LEKKO	LEKKO	TF	N
	To KUDAD	KUDAD	TF	N
	To WOODY	WOODY	TF	N

LOPIK 4V	See paragraph 1.5.2 specific remark: 1, 2, 3, 8. Minimum climb gradient: 5.0% to 1900 FT AMSL. If unable, report to ATC. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[LOPI4V]	To AM084 on course 002° MAG	AM084 [M002]	CF (SPL)	Y
	To AM045 on course 168° MAG, MAX 220 KIAS	AM045 [M168; K220-]	CF (SPL)	N
	To AM036	AM036	TF	N
	To OGINA	OGINA	TF	N
	To LOPIK	LOPIK	TF	N

RENDI 2V	See paragraph 1.5.2 specific remark: 3, 8. Minimum climb gradient: 5.0% to 1900 FT AMSL. If unable, report to ATC. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[REND2V]	To AM012 on course 002° MAG	AM012 [M002]	CF (SPL)	N
	To AM087	AM087	TF	N
	To AM088	AM088	TF	N
	To PAM	PAM	TF	N
	To IVLUT	IVLUT	TF	N
	To LUNIX	LUNIX	TF	N
	To RENDI	RENDI	TF	N
	To EDUPO	EDUPO	TF	N

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SPY 4V	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[SPY4V]	To LEVKI on course 002° MAG	LEVKI [M002]	CF (SPL)	N
	To AM013	AM013	TF	N
	To NOPSU	NOPSU	TF	N
	To ANDIK	ANDIK	TF	N

VOLLA 3V	See paragraph 1.5.2 specific remark: 3, 8. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[VOLL3V]	To LEVKI on course 002° MAG	LEVKI [M002]	CF (SPL)	N
	To AM094	AM094	TF	N
	To AM090	AM090	TF	N
	To BAHSI	BAHSI	TF	N
	To VOLLA	VOLLA	TF	N
	To IDRID	IDRID	TF	N

1.5.15 Supplementary SIDs RWY 36L

See chart AD 2.EHAM-SID-36L.2.

ARNEM 2Z	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ARNE2Z]	Climb on course 002° MAG, at or above 500 FT AMSL turn right	[M002; A500+; R]	CA	N
	To AM013 on course 002° MAG	AM013 [M002]	CF (SPL)	N
	To SPY	SPY	TF	N
	To PAM	PAM	TF	N
	To ARNEM	ARNEM	TF	N

BERGI 2Z	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[BERG2Z]	Climb on course 002° MAG, at or above 500 FT AMSL turn right	[M002; A500+; R]	CA	N
	To AM015 on course 002° MAG	AM015 [M002]	CF (SPL)	N
	To BERGI	BERGI	TF	N

KUDAD 2Z	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[KUDA2Z]	Climb on course 002° MAG, at or above 500 FT AMSL turn right	[M002; A500+; R]	CA	N
	To AM013 on course 002° MAG	AM013 [M002]	CF (SPL)	N
	To SPY	SPY	TF	N
	To AM072	AM072	TF	N
	To LEKKO	LEKKO	TF	N
	To KUDAD	KUDAD	TF	N
	To WOODY	WOODY	TF	N

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LOPIK 2Z	See paragraph 1.5.2 specific remark: 1, 2, 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[LOPI2Z]	Climb on course 002° MAG, at or above 500 FT AMSL turn right	[M002; A500+; R]	CA	N
	To AM013 on course 002° MAG	AM013 [M002]	CF (SPL)	N
	To SPY	SPY	TF	N
	To LOPIK	LOPIK	TF	N

RENDI 2Z	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 119.055. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[REND2Z]	Climb on course 002° MAG, at or above 500 FT AMSL turn right	[M002; A500+; R]	CA	N
	To AM013 on course 002° MAG	AM013 [M002]	CF (SPL)	N
	To SPY	SPY	TF	N
	To PAM	PAM	TF	N
	To IVLUT	IVLUT	TF	N
	To LUNIX	LUNIX	TF	N
	To RENDI	RENDI	TF	N
	To EDUPO	EDUPO	TF	N

VOLLA 2Z	See paragraph 1.5.2 specific remark: 8. Passing 2000 FT AMSL contact Schiphol DEP 121.205. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[VOLL2Z]	Climb on course 002° MAG, at or above 500 FT AMSL turn right	[M002; A500+; R]	CA	N
	To AM015 on course 002° MAG	AM015 [M002]	CF (SPL)	N
	To AM006	AM006	TF	N
	To AM016	AM016	TF	N
	To VOLLA	VOLLA	TF	N
	To IDRID	IDRID	TF	N

2 INSTRUMENT APPROACH PROCEDURES

2.1 Introduction

The arrival, instrument approach and holding procedures are based on ICAO Annex 2 and on ICAO Documents 4444-ATM/501 (PANS-ATM), 7030 (SUPPS) and 8168/611 (PANS-OPS). The procedures are developed in order to make optimum use of the available airspace. It is therefore essential that pilots navigate in compliance with these in-flight procedures with the highest possible accuracy. See GEN 1.5 for required RNAV equipment in the Schiphol TMAs.

Executive control of traffic en-route and in the Schiphol TMAs is exercised by radar controllers. For operational use of radar see ENR 1.6.

2.2 Application of wake turbulence separation

Wake turbulence separation in the Schiphol TMAs and CTR is applied in accordance with the RECAT-EU separation. The separation applied is described in EUROCONTROL document 'RECAT-EU European Wake Turbulence Categorisation and Separation Minima on Approach and Departure'.

On arrival, after being transferred from Amsterdam Radar to Schiphol Approach, the pilot must inform ATC if greater wake turbulence separation is required than the RECAT-EU minima specified below.

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RECAT-EU scheme		Follower					
		Super heavy (A)	**Upper heavy (B)**	**Lower heavy (C)**	**Upper medium (D)**	**Lower medium (E)**	**Light (F)**
Leader	**Super heavy (A)**	3 NM	4 NM	5 NM	5 NM	6 NM	8 NM
	Upper heavy (B)	-	3 NM	4 NM	4 NM	5 NM	7 NM
	Lower heavy (C)	-	-	3 NM	3 NM	4 NM	6 NM
	Upper medium (D)	-	-	-	-	-	5 NM
	Lower medium (E)	-	-	-	-	-	4 NM
	Light (F)	-	-	-	-	-	3 NM

2.3 Radar procedures

Executive control of traffic in the Schiphol TMAs is exercised by radar controllers. During the peak hours inbound traffic will be handled by a TMA-west controller (Schiphol Approach 121.205) and a TMA-east controller (Schiphol Approach 119.055). Outside peak hours one radar controller is responsible for the provision of approach/departure control service simultaneously in the Schiphol TMA on both channels.

2.4 ATC sequence planning

2.4.1 Designation landing runway(s)

Schiphol APP designates the landing runway and, during inbound peak hours, a second landing runway in accordance with the rules specified in EHAM AD 2.21 paragraph 4. During the use of dependent landing runways pilots will be informed by ATC about simultaneous approaches.

2.4.2 Runway assignment

When 2 landing runways are in use the assigned landing runway will depend on the TMA entry-point or arrival route (e.g. traffic via ARTIP will be directed to RWY 27 and traffic via SUGOL and RIVER will be directed to RWY 18C). For tactical reasons Schiphol APP may, after consulting the pilot, change the assigned landing runway during the initial approach phase.

2.4.3 Expected approach time (EAT)

The expected approach time (EAT) is determined as soon as possible after FIR entry. The EATs are computer calculated, based on the predicted time over the touchdown point and the required landing interval.

2.4.4 Flow exclusion

During severe (cross)wind conditions the capacity of the secondary landing runway will likely be restricted and ATFCM measures may therefore be applied.
Flights can be excluded from ATFCM measures by means of flow exclusion. Flow exclusion can be applied on request of the aircraft operator when a pilot decides to accept the crosswind for the secondary landing runway prior to departure, and commences the flight knowing that the approach will only be allowed on the secondary runway.
When the excluded flight is not able to land on the secondary runway because of changed crosswind conditions, it will divert to its alternate and not re-enter the normal arrival sequence.
Flow exclusion may only be applied if the aircraft operator has a service level agreement (SLA) with LVNL. The SLA can be obtained from LVNL, for details see ENR 1.9.

2.4.5 Request for delay due to landing slot management

ATC does not allow vectoring, speed reduction and/or holding for purposes of slot management request by the pilot.

2.5 Arrival

2.5.1 Arrival clearance

While being transferred to Amsterdam ACC, initial contact shall be restricted to AMSTERDAM RADAR + CALLSIGN only in order to avoid channel congestion. In specific situations, pilots may be requested to report additional information to Amsterdam ACC in the initial contact.

At, or before, entering the Amsterdam Control Area, an arrival clearance will be issued by Amsterdam ACC containing:

a. Standard arrival route[1)] or direct route.
b. Main landing runway[2)].
c. Level instructions (normally descent instructions).
d. Any other necessary instructions or information.

[1)] when cleared via a standard arrival route (STAR), the clearance limit is the initial approach fix (IAF). A special procedure will be applied for the holding fix NARSO (see paragraph 2.5.3).
[2)] issued by ATIS (see EHAM AD 2.18) or ATC.

Note: if traffic permits profile descents may be executed in order to optimise fuel efficiency. Authorisation may be given by ATC either at the initiative of the controller or after a request by the pilot. Distance to touchdown will be provided by ATC as often as possible.

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2.5.2 Speed and level restrictions

The published level restrictions shall be applied by all aircraft with destination Schiphol Airport, in order to ease the traffic handling. If unable to comply, inform ATC immediately.

Actual descent clearances will be as directed by ATC. Additionally, ATC may request specific speeds for accurate spacing. In the event of a new (non speed related) ATC instruction being issued (e.g. an instruction to descend on ILS), pilots shall continue to maintain the previously allocated speed. Comply with any level or speed adjustment as promptly as feasible within operational constraints. Aircraft unable to conform to these speeds, required level or speed changes due to safety-related reasons shall inform ATC as soon as possible. Furthermore:

1. Cross the IAF (ARTIP, RIVER and SUGOL) at or below FL 100 unless otherwise instructed.
2. Below FL 100 maximum 250 KIAS unless otherwise instructed by ATC.
3. 250 KIAS to 220 KIAS from the IAF or holding facility during the initial approach phase.
4. 180 KIAS on interception heading to final approach.
5. Between 180 KIAS and 160 KIAS when established on final approach or maintain instructed speed until descent on the glidepath.
6. Speed reduction to MNM 160 KIAS is allowed without ATC approval when descending on the glidepath.
7. Maintain MNM 160 KIAS until 4 NM before threshold. WTC super heavy (CAT A, e.g. aircraft type A380) maintain instructed speed/160 KIAS until 5 NM before threshold.
8. Speed > 220 KT accurate within 10 KT; speed < 220 KT accurate within 5 KT.

2.5.3 The use of holding pattern over NARSO

Normally ATC will issue a clearance via the BLUFA 1A Arrival, RKN 2A Arrival or NORKU 2A Arrival to the IAF ARTIP. In case of a high traffic load over the IAF ARTIP, ATC can issue a clearance to the holding fix NARSO. The following procedure has to be executed:

- proceed to NARSO and intercept the holding pattern.
- an EFCT for NARSO will be issued by ATC.
- a clearance has to be received before leaving the NARSO holding pattern to the IAF ARTIP.

2.5.4 Transfer to ACC/stack control

Transfer to the ACC/stack controller takes place after initial descent clearance has been issued and the aircraft is clear of en-route traffic.

2.5.5 Stack control

2.5.5.1 Instructions

The ACC/stack controller will issue additional instructions with respect to:

a. (further) descent.
b. EAT, if delay is effected by holding over the IAF.

Note: an initial approach clearance must be received before leaving the IAFs ARTIP, RIVER and SUGOL.

2.5.5.2 Holding awaiting weather improvement

Aircraft awaiting weather improvement in the holding area will be stacked from FL 070 upward. When approaches are possible again, new EATs will be assigned based on the original sequence of arrival. The sequence may be adjusted in order to provide for differences in landing criteria, e.g. ILS CAT II approaches against ILS CAT I approaches. ATC may initially allocate more favourable (higher) holding levels when the number and types of aircraft involved in holding allows this procedure.

2.5.5.3 Initial approach clearance

After the initial approach clearance (including clearance limit and level instructions) the minimum IFR flight level for all traffic inbound AMSTERDAM/Schiphol airport proceeding via the STAR is FL 070 at the TMA Schiphol boundary. IFR flights inbound AMSTERDAM/Schiphol airport departing from aerodromes situated in the AMSTERDAM FIR and intending to operate at 3000 FT AMSL or below should obtain an EAT from Schiphol Approach before departure. The holding fix shall be left at the time specified in the clearance or, if no time specified, as soon as possible.

2.5.5.4 Transfer to Schiphol Approach

Transfer to the approach controller takes place when the aircraft is clear of the holding area at the IAF. Inbound traffic via ARTIP will be transferred to Schiphol Approach on 119.055. Inbound traffic via SUGOL and RIVER will be transferred to Schiphol Approach on 121.205.

While being transferred from Amsterdam Radar to Schiphol Approach, initial contact shall be restricted to SCHIPHOL APPROACH + CALL SIGN only in order to avoid channel congestion. In specific situations, Amsterdam Radar may request pilots to report additional information to Schiphol Approach in the initial contact.

2.5.6 STAR and holding descriptions

2.5.6.1 STAR descriptions

See chart AD 2.EHAM-STAR.

BLUFA 1A	RNAV 1 required. MAX FL 260 30 NM before BLUFA.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[BLUF1A]	BLUFA, below FL 260	BLUFA [F260-]	IF	N
	To ARTIP, MAX 250 KIAS, between FL 100 and FL 070	ARTIP [K250-, B F100 F070]	TF	N

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DENUT 3A	RNAV 1 required.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[DENU3A]	DENUT, at or below FL 240	DENUT [F240-]	IF	N
	To YENZO	YENZO	TF	N
	To RIVER, MAX 250 KIAS, between FL 100 and FL 070	RIVER [K250-, B F100 F070]	TF	N

HELEN 2A	RNAV 1 required.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[HELE2A]	HELEN, at or below FL 240	HELEN [F240-]	IF	N
	To HAMZA	HAMZA	TF	N
	To RIVER, MAX 250 KIAS, between FL 100 and FL 070	RIVER [K250-, B F100 F070]	TF	N

LAMSO 2A	RNAV 1 required.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[LAMS2A]	LAMSO, at or below FL 230	LAMSO [F230-]	IF	N
	To ETPOS	ETPOS	TF	N
	To SUGOL, MAX 250 KIAS, between FL 100 and FL 070	SUGOL [K250-, B F100 F070]	TF	N

MOLIX 2A	RNAV 1 required.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[MOLI2A]	MOLIX, at or below FL 230	MOLIX [F230-]	IF	N
	To LUTEX	LUTEX	TF	N
	To ROBVI	ROBVI	TF	N
	To SUGOL, MAX 250 KIAS, between FL 100 and FL 070	SUGOL [K250-, B F100 F070]	TF	N

NORKU 2A	RNAV 1 required.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[NORK2A]	NORKU, between FL 280 and FL 200	NORKU [B F280 F200]	IF	N
	To SONSA	SONSA	TF	N
	To ROBIS	ROBIS	TF	N
	To OSKUR	OSKUR	TF	N
	To ARTIP, MAX 250 KIAS, between FL 100 and FL 070	ARTIP [K250-, B F100 F070]	TF	N

PESER 3A	RNAV 1 required.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[PESE3A]	PESER, at or below FL 070	PESER [F070-]	IF	N
	To DOFMU	DOFMU	TF	N
	To RIVER, MAX 250 KIAS, between FL 100 and FL 070	RIVER [K250-, B F100 F070]	TF	N

REDFA 1A	RNAV 1 required.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[REDF1A]	REDFA, at or below FL 230	REDFA [F230-]	IF	N
	To SULUT	SULUT	TF	N
	To SUGOL, MAX 250 KIAS, between FL 100 and FL 070	SUGOL [K250-, B F100 F070]	TF	N

RKN 2A	RNAV 1 required.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[RKN2A]	RKN, at or below FL 180	RKN [F180-]	IF	N
	To OSKUR	OSKUR	TF	N
	To ARTIP, MAX 250 KIAS, between FL 100 and FL 070	ARTIP [K250-, B F100 F070]	TF	N

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TOPPA 2A	RNAV 1 required.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[TOPP2A]	TOPPA, at or below FL 250	TOPPA [F250-]	IF	N
	To MONIL	MONIL	TF	N
	To ROBVI	ROBVI	TF	N
	To SUGOL, MAX 250 KIAS, between FL 100 and FL 070	SUGOL [K250-, B F100 F070]	TF	N

2.5.6.2 Holding descriptions

Holding identification	**Holding fix**	**Inbound track MAG**	**MAX KIAS**	**MNM altitude**	**MAX altitude**	**Time**	**Turn**	**NAV specification**
ARTIP	ARTIP	252°	250	FL 070	-	1 MIN	R	RNAV 1
NARSO	NARSO	355°	220	FL 200	-	1 MIN	L	RNAV 1
RIVER	RIVER	041°	250	FL 070	-	1 MIN	R	RNAV 1
SUGOL	SUGOL	110°	250	FL 070	-	1 MIN	R	RNAV 1

2.6 Initial approach

2.6.1 Additional approach instructions

Additional approach instructions issued by APP/approach controller will contain as applicable:

a. Clearance limit and level instructions.
b. Runway in use[1)].
c. Type of approach.
d. QNH.
e. Transition level[1)].
f. MET information[1)].
g. Runway condition[1)].

[1)] items b, e, f and g will only be given when ATIS (see EHAM AD 2.18) is out of service.

2.6.2 Turn to downwind

Instructions to turn on downwind heading will be issued by the approach radar controller using radar vectors.

2.6.3 Transfer to Schiphol Arrival

Transfer to the arrival controller takes place before the aircraft enters the final approach vector area.

While being transferred from Schiphol Approach to Schiphol Arrival, initial contact shall be restricted to SCHIPHOL ARRIVAL + CALL SIGN only in order to avoid channel congestion.

2.7 Intermediate approach

The arrival controller will issue instructions for descent and interception of final approach. Traffic sequencing will be established and maintained on the basis of pre-planned slots for the final approach gate (see paragraph 2.4).

2.7.1 Independent parallel operations

When parallel approaches to RWY 18R and 18C or RWY 36C and 36R are used, this will be broadcast on ATIS. For safe convergence towards ILS interception different altitudes will be used. Expect to be aligned and level no later than 2 NM before the following fixes:

- RWY 18C: SIDNI at 3000 FT AMSL;
- RWY 18R: PEVOS at 2000 FT AMSL;
- RWY 36C: 12.4 MSA at 4000 FT AMSL;
- RWY 36R: NEWCO at 3000 FT AMSL.

Although the transition altitude is 3000 FT AMSL, for separation purposes, intercepting RWY 36C ILS is at 4000 FT AMSL.

2.7.2 RNAV procedures

2.7.2.1 General

The RNAV operations in the Schiphol TMA are developed in accordance with ICAO PANS-OPS criteria with the following safeguards:

- The RNAV section of the inbound route is situated above the initial segment of the initial approach procedure above MSA/MFA/MRVA.
- The RNAV part is complete on entering the intermediate segment in which ILS-LOC or RNP interception takes place.
- The operations are strictly monitored by ATC.

2.7.2.2 Transitions during night 2130-0530 (2030-0430)

For environmental reasons the night transition procedures to RWY 06, RWY 18C or RWY 18R must be executed by all jet aircraft at night.

Clearances and constraints:

- Between the IAFs (ARTIP, RIVER and SUGOL) and the final approach interception of the relevant runway, aircraft must follow published night transition procedures if so instructed by ATC.
- A clearance for the transition contains only the lateral path of the procedure.

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- A clearance to "descend via" the transition contains the lateral, vertical and speed profiles of the procedure. In this case, the pilot is free to optimise descent and speed within the constraints as laid down in the procedure. The objective is to establish a low noise continuous descent approach.
- When night transitions are active, the altitude over the IAFs is by ATC discretion and the altitude window on the night transition charts are expected altitudes, that may be overruled at ATC discretion.
- For sequence reasons ATC may deviate from the pre-defined routes by giving radar vectors. ATC may instruct to join the approach procedure again at a specified point.
- Strict adherence to the prescribed procedure, including the correct altimeter settings (standard or QNH) is mandatory, unless ATC instructs to deviate. Advise ATC when unable to comply with the procedure constraints.

Further details are published in paragraph 2.11.2 and the relevant instrument approach charts.

Exemptions: aircraft with a cruising altitude below FL 070 and/or a cruising speed less than 250 KIAS are exempted from the procedure. As a rule, these aircraft will be offered an ILS approach beginning at 3000 FT AMSL.

2.7.2.3 Transitions during day 0530-2130 (0430-2030)

On initiative of ATC, aircraft with assigned landing RWY 36R may be instructed to follow an RNAV transition onto the final approach, enabling subsequent interception of ILS RWY 36R. The transition provides a pre-defined lateral RNAV route starting at ARTIP. At ATC discretion aircraft may be instructed to proceed directly to INBAM and start the transition from here.

Clearances and constraints:

- Altitudes will be instructed by ATC.
- The following speed limits must be adhered to:
  a. ARTIP: MAX 250 KIAS;
  b. AM665: MAX 220 KIAS;
  c. AM668: MAX 180 KIAS.
- ATC may instruct additional speed limitations.
- For the ILS approach to RWY 36R a separate clearance will be issued.

Further details are published in paragraph 2.10.2, 2.10.3 and on instrument approach chart AD 2.EHAM-IAC-36R.1.

2.7.2.4 Aircraft requirements for TMA RNAV procedures

In order to enable their pilots to accept the TMA RNAV procedures, operators must be approved for RNAV 1 operations by their state of registry.

Aircraft that are not equipped or approved for TMA RNAV procedures are only allowed inbound Schiphol by exemption. This exemption must be obtained prior to dispatch of the flight. Requests shall be made at pbn@ilent.nl. However, be advised that in accordance with CAA The Netherlands policy only in rare cases exemptions are issued.

Pilots of aircraft that are RNAV unable, e.g. due to in-flight failure or exemption, shall inform ATC by use of the phrase "UNABLE RNAV" if instructed to fly an RNAV procedure. These aircraft will be guided by radar vectors or will be rerouted via conventional navigation aids.

2.8 Final approach

Note: an aircraft vectored to intercept final approach shall report to ATC when established on the final approach track (ICAO Doc 4444-ATM/501 (PANS-ATM) chapter 8.9.4.1).

2.8.1 Final approach procedure

2.8.1.1 ILS approach

During day 0530-2130 (0430-2030), the final approach will normally be conducted on the ILS of the main landing runway. Alternatively, an RNP approach may be used on pilot request or as instructed by ATC. The second landing runway will preferably, but not necessarily, be an ILS runway.

During night 2130-0530 (2030-0430) an RNP approach will be conducted on the main landing runway. If unable, advise ATC and expect an ILS approach. When RVR <= 1500 M and/or the cloud base <= 300 FT, an ILS final approach will be provided at ATC discretion.

2.8.1.2 ILS operations

2.8.1.2.1 Clearances

ATC will apply safeguards and procedures for ILS operations in relation to weather conditions to facilitate CAT I, CAT II and CAT III operations. However, it will be applied irrespective of the actual category of operations flown, which is on pilot's decision. As a consequence the approach clearance provided by ATC is based on traffic only. During the approach pilots will be informed of:

- any known unserviceabilities of aids and/or downgrading when applicable.
- significant changes in surface wind (speed and direction).
- changes in RVR.

2.8.1.2.2 Practice ILS approaches

Pilots who wish to practise ILS CAT II or CAT III approaches have to use the phrase "Request practice CAT II or CAT III approach", on initial contact with Schiphol APP.

Note: when LVP are not in force, protection of the ILS sensitive area cannot be guaranteed; therefore fluctuations in the ILS signal may occur.

2.8.1.3 Visual approach

To minimise noise nuisance, aircraft executing a visual approach shall intercept the final approach leg at an altitude of at least 1000 FT AMSL, unless residential areas can be avoided.

Note: the attention of pilots on finals of RWY 04 or 22 is drawn to the size and appearance of the parallel taxiway which is, under certain weather conditions, more conspicuous than the runway.

2.8.1.4 Circling approach

For each available landing runway at Schiphol a circling approach may be allowed or offered. For OCA (OCH) see relevant instrument approach chart on pages AD 2.EHAM-IAC-xx.x.

2.8.1.5 Time based separation on final approach

Enhanced TBS minima are in use for wake turbulence separation instead of fixed distance based rules. These are based on RECAT-EU wake turbulence minima, and include reduced separation in medium and strong headwind conditions.

No special crew procedures apply, and the importance of speed conformance adherence as described in paragraph 2.5.2 remains.

When in stronger headwind conditions, a moderate reduction in separation distances from lead and follower aircraft may be observed in comparison to RECAT-EU distance based wake turbulence minima.

2.8.2 Transfer to Schiphol Tower

Transfer to Schiphol Tower takes place after the aircraft is established on final approach. Pilots of arriving aircraft will be instructed by Schiphol Approach/Arrival which channel they shall use.

While being transferred from Schiphol Approach/Arrival to Schiphol Tower, initial contact shall consist of SCHIPHOL TOWER, CALL SIGN and RUNWAY.

Note: in addition to departing and arriving traffic, also aircraft crossing the runway and vehicles on the runway will have contact with the tower controller on the tower channel.

Note: during peak hours air traffic services for arrivals on RWY 18R will normally be provided from TWR-W.

2.8.2.1 Jet blast hazard

A jet blast hazard exists when the following runway combinations are in use:

1. Landing RWY 09 and departure RWY 18L from intersection TWY E5: ATC will time departures from RWY 18L to avoid jet blast on RWY 09.
2. Landing RWY 27 and departure RWY 18L from intersection TWY E5: ATC will time departures from RWY 18L to avoid jet blast on RWY 27.
3. Landing RWY 36R and departure RWY 24: ATC will time departures from RWY 24 to avoid jet blast on RWY 36R.

2.8.2.2 ATC wind reporting during final approach

When issuing the landing clearance, ATC shall inform pilots about the current surface wind direction and speed (including gusts >= 5 KT). When the current surface wind speed is 20 KT or more, ATC shall report this information also at 4 NM from touchdown. However, in case RTF load becomes excessive, ATC may not report this information to aircraft facing a crosswind (including gusts) less than 20 KT upon landing.

2.8.2.3 Minimum runway occupancy time

Pilots are reminded that rapid exit from the landing runway enables ATC to apply minimum spacing on final approach that will achieve maximum runway utilisation and will minimise the occurrence of go-arounds. Pilots should therefore vacate via the first practicable exit, or the furthest preferred exit as listed in the table below. When unable to comply, inform ATC as soon as possible.

Furthest preferred exits		RECAT-EU wake turbulence CAT					
		Super heavy (A)	Upper heavy (B)	Lower heavy (C)	Upper medium (D)	Lower medium (E)	Light (F)
Runway	**22**	N/A	G6	G6	G6	G6	G7
	06	S4	S4	S4	S4	S3	S3
	09	N1	N1	N1	N9	N9	N9
	27	N4	N3	N3	N3	N2	N2
	18C	W7	W7	W7	W7	W6	W6
	36C	W3	W3	W4	W4	W5	W5
	36R	E2	E2	E2	E2	E1	E1
	18R	V2	V2	V2	V2	V1	V1

Note: for Airbus A380 specific RWY vacating procedures, see AD 2.23 paragraph 8.2.

2.8.3 Transfer to Schiphol Ground

Pilots shall contact Schiphol Ground (without ATC instructions) immediately after vacating the landing runway on the following channels, depending on the landing runway used as follows (see AD 2.EHAM-GMC.1):

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

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2.8.4 Schiphol Ground

During peak hours (normally when a second departure runway or a second landing runway is in use) 4 ground controllers may be active, each on their own channel. During these hours ground control service for traffic to and from RWY 18R/36L will also be provided from TWR-W. Pilots may expect instructions to change ground control channel (see EHAM AD 2.18 and AD 2.EHAM-GMC.1). Pilots shall not change channel without ATC instructions. During off-peak hours one ground controller may be responsible for all areas, but ground control service will be provided on the 4 separate channels simultaneously. Therefore these channels will be combined by ATC.

Pilots will receive information concerning the stand (entry, pier and number, see aircraft parking / docking charts). Aircraft shall follow the main taxi lines and adhere to the route-indications for the apron and the stand. Aircraft may only leave the taxiway centre line after visual contact with the marshaller or the activated visual docking guidance system has been established (see EHAM AD 2.20 paragraph 3).

2.9 Missed approach procedure

The runways are used according to a preferential runway system (EHAM AD 2.21 paragraph 4). This system allows simultaneous use of several runway combinations, therefore it is important that in case of a missed approach, pilots **inform ATC immediately** and are prepared to receive amended missed approach instructions. When no instructions are received, adhere strictly to the published missed approach procedures.

2.9.1 Missed approach procedure during instrument approach

- Inform ATC immediately.
- Unless otherwise instructed by ATC, see relevant instrument approach chart AD 2.EHAM-IAC-xx.x.

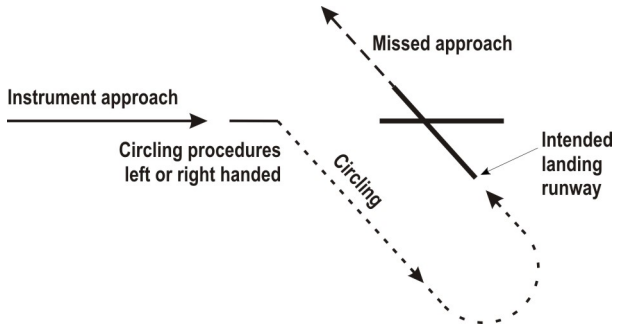
2.9.2 Missed approach procedure during visual approach

- For all runways, except RWY 04, execute the published missed approach for that runway (see relevant IAC).
- For RWY 04: maintain runway track and climb to 2000 FT AMSL.

2.9.3 Missed approach while circling to land

Note: This procedure is different from ICAO Doc 8168 Volume I (PANS-OPS).

- Complete the turn to the intended landing runway (see figure).
- For all runways, except RWY 04, intercept the MAG track of the intended landing runway and execute the published missed approach for that runway (see relevant IAC).
- For RWY 04: maintain runway track and climb to 2000 FT AMSL.



2.10 Communication failure

2.10.1 General

- Select transponder code 7600.
- If possible call Amsterdam ACC Supervisor on telephone number +31 (0)20 406 3999.

  Note: Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded.
- If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure.

For the general procedures for IFR flights see ENR 1.3 paragraph "Communication Failure". In addition, for arriving flights, the following communication failure procedures apply.

2.10.2 Arrival clearance not received

- Proceed according the current flight plan to the appropriate holding fix (ARTIP, RIVER and SUGOL).
- Maintain the last cleared and acknowledged flight level.
- After arrival over the fix, intercept the holding pattern.
- Commence descent to FL 070 at or as near as possible to the ETO over the holding fix.
- After reaching FL 070 leave the holding fix, proceed direct SPL VOR and carry out an instrument approach procedure to the received and acknowledged runway, or to the main landing runway according ATIS (see AD 2.EHAM-IAC-xx.x).

2.10.3 Arrival clearance received

2.10.3.1 Traffic via standard arrival route

- Proceed according the current flight plan to the appropriate holding fix (ARTIP, RIVER and SUGOL).
- Maintain the last cleared and acknowledged flight level.
- After arrival over the fix, intercept the holding pattern.
- Commence descent to FL 070 at the EAT last received and acknowledged.
- When no EAT has been received and acknowledged, commence descent to FL 070 at or as near as possible to the ETO over the holding fix.
- After reaching FL 070 leave the holding fix, proceed direct SPL VOR and carry out an instrument approach procedure to the assigned landing runway, or to the main landing runway according ATIS (see AD 2.EHAM-IAC-xx.x).

2.10.3.2 Traffic cleared to holding fix NARSO

- Proceed to NARSO.
- Maintain the last cleared and acknowledged flight level.
- After arrival over NARSO, intercept the holding pattern.
- Commence descent to FL 070 at the expected further clearance time (EFCT) last received and acknowledged.
- When no EFCT has been received and acknowledged, commence descent to FL 070 at or as near as possible to the ETO over NARSO.
- After reaching FL 070 leave NARSO and intercept SPL R-070 inbound to ARTIP.
- Without delay at ARTIP, proceed direct SPL VOR and carry out an instrument approach procedure to the assigned landing runway, or to the main landing runway according ATIS (see AD 2.EHAM-IAC-xx.x).

2.10.3.3 Traffic outside standard arrival route

- Proceed to the SPL VOR along the route specified in the arrival clearance.
- Maintain the last cleared and acknowledged flight level.
- After arrival over the SPL VOR intercept the holding pattern to the received and acknowledged runway, or to the main landing runway according ATIS.
- In the holding descend to FL 070, if applicable.
- After reaching FL 070, leave the holding and carry out an instrument approach procedure to the assigned landing runway (see AD 2.EHAM-IAC-xx.x).

2.10.3.4 Traffic on a transition during night 2130-0530 (2030-0430)

a. With clearance for a transition, execute the cleared night transition and appropriate final approach procedure.
b. Without clearance for a transition, and the last received and acknowledged runway is 06, 18C or 18R:
   - proceed via the applicable transition to the RNP or ILS approach of the received and acknowledged runway.
c. Without clearance for a transition, and the last received and acknowledged runway being any other runway:
   - proceed to SPL VOR.
   - maintain the last cleared and acknowledged flight level.
   - after arrival over SPL VOR, intercept the holding pattern to the received and acknowledged runway.
   - in the holding descend to FL 070, if applicable.
   - after reaching FL 070, carry out an instrument approach procedure to the runway concerned (see AD 2.EHAM-IAC-xx.x).

2.10.3.5 Traffic on a transition during day 0530-2130 (0430-2030)

a. With clearance for the approach, execute the cleared approach.
b. Without clearance for approach:
   - proceed to SPL VOR to cross SPL at FL 070.
   - after arrival over SPL VOR intercept the holding pattern, if applicable.
   - carry out an instrument approach procedure to RWY 36R in accordance with instrument approach chart AD 2.EHAM-IAC-36R.1.

2.10.3.6 Traffic vectored on an arrival route

Proceed in the most direct manner to the route specified in the arrival clearance and carry out one of the procedures as specified in paragraph 2.10.3.

2.10.3.7 Traffic vectored to final approach

- Proceed to the final approach beacon or intermediate approach fix (IF) of the assigned landing runway.
- Maintain the last received and acknowledged level.
- When arriving over the final approach beacon or IF, start an outbound turn, descend to 2000 FT AMSL and intercept final approach.

2.10.4 Missed approach during communication failure

2.10.4.1 Missed approach procedure during instrument approach

See the relevant instrument approach chart (see AD 2.EHAM-IAC-xx.x).

2.10.4.2 Missed approach procedure during visual approach

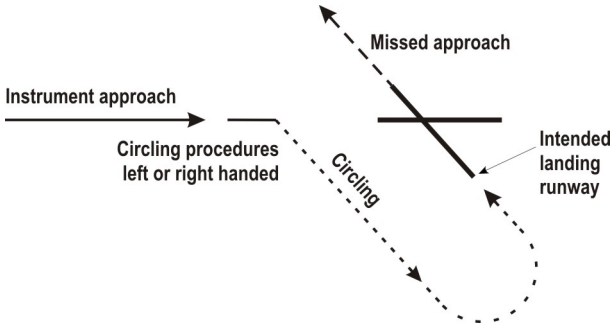
- For all runways, except RWY 04, execute the published missed approach in case of communication failure for that runway (see relevant IAC).
- For RWY 04: maintain runway track and climb to 2000 FT AMSL.

2.10.4.3 Missed approach while circling to land

Note: This procedure is different from ICAO Doc 8168 Volume I (PANS-OPS).

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- Complete the turn to the intended landing runway (see figure).
- For all runways, except RWY 04, intercept the MAG track of the intended landing runway and execute the published missed approach in case of communication failure for that runway (see relevant IAC).
- For RWY 04: maintain runway track and climb to 2000 FT AMSL.



2.11 Instrument approach descriptions

2.11.1 General remarks

- Between IAFs and interception of final approach navigation is based on radar vectors provided by ATC, except in case of an RNAV procedure.
- ILS systems are not equipped with markers.
- Aircraft should monitor the emergency channel 121.500 to the extent possible. In case of failure on the regular channel ATC will use this emergency channel.

2.11.2 RNAV procedures

2.11.2.1 Night procedures 2130-0530 (2030-0430)

Between FIR entry and the IAFs, ATC may use the phrase "at pilot's discretion" in descent or speed instructions. In this case, the pilot is free to optimise the vertical and/or speed profile with the aim to fly a low noise continuous descent operation (CDO). ATC may provide vertical instructions that deviate from the charted altitudes on the STARs, intended to facilitate the CDO.

During night, using night transitions, some containing radius to fix (RF) segments, followed by an RNP final approach is preferred for noise abatement reasons. If unable, advise ATC and expect an ILS final approach. When RVR <= 1500 M and/or the cloud base <= 300 FT, an ILS final approach will be provided at ATC discretion.

The night transition procedures contain the lateral path, vertical- and speed profiles. When cleared for the transition fly the lateral path and adhere to altitude/level instructions by ATC. When cleared to "descend via" the applicable transition, execute a low noise CDO within the constraints as laid down in the procedure description. If unable to comply with the constraints, advise ATC.

Refer to EHAM AD 2.22 paragraph 2.7.2.2 for clearances and constraints.

Example: the ATC instruction "Descend via ARTIP 1A, cleared RNP approach RWY 06" is a clearance to fly the published night transition and RNP final approach to the relevant runway within the constraints of the procedure.

Note: flights departing from Rotterdam or Lelystad inbound Schiphol are exempted from flying night transitions.

2.11.2.2 Day procedures

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

Refer to EHAM AD 2.22 paragraph 2.7.2.3 for clearances and constraints.

For the ILS approach to RWY 36R a separate clearance will be issued.

2.11.3 Instrument approach segments

Note: recommended navaid for selection of MAG station declination only.

Note: for positions of AM-waypoints see relevant instrument approach charts.

2.11.3.1 RWY 04

2.11.3.1.1 RNP approach RWY 04 (day/night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SPL	-	-	-	-	-	+ FL 070	- 220	-	-
002	TF	AM201	-	175 / (176.3)	-	10.3	-	-	-	-	RNAV 1
003	TF	AM202	-	220 / (221.5)	-	4.2	-	-	-	-	RNAV 1
004	TF	AM203	-	310 / (311.2)	-	3.4	-	-	-	-	RNAV 1
005	TF	NELFE	-	350 / (351.2)	-	2.2	-	+ 2000	- 220	-	RNAV 1
001	IF	NELFE	-	-	-	-	-	+ 2000	- 220	-	-
002	TF	AM204	-	040 / (041.2)	-	3.2	-	+ 2000	-	-	RNP APCH
003	TF	THR 04	Y	040 / (041.2)	-	6.2	-	-	-	-3.00 / 50	RNP APCH
004	TF	AM205	-	040 / (041.3)	-	13.1	-	@ 2000	- 220	-	RNP APCH

2.11.3.1.2 FAS data block - RWY 04

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHAM
Runway	04
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E04A
LTP/FTP Latitude	521801.3450N
LTP/FTP Longitude	0044700.5450E
LTP/FTP Ellipsoidal Height (metres)	39.1
FPAP Latitude	521850.5095N
Delta FPAP Latitude (seconds)	49.1645
FPAP Longitude	0044810.8995E
Delta FPAP Longitude (seconds)	70.3545
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 0D 01 08 05 04 00 00 01 34 30 05 02 B4 71 16 82 87 0D 02 87 15 19 80 01 A5 25 02 F4 01 2C 01 64 00 C8 AF 01 DA AE BE
Calculated CRC Value	01DAAEBE

Required Additional Data

ICAO Code	EH
LTP/FTP Orthometric Height (metres)	-4.0

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2.11.3.2 RWY 06

2.11.3.2.1 ILS approach RWY 06 (day)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SPL	-	-	-	-	-	+ FL 070	- 220	-	-
002	TF	AM101	-	282 / (282.9)	-	4.2	-	-	-	-	RNAV 1
003	TF	AM102	-	236 / (237.9)	-	9.6	-	-	-	-	RNAV 1
004	TF	AM103	-	146 / (147.7)	-	3.2	-	-	-	-	RNAV 1
005	TF	OSRON	-	106 / (107.7)	-	2.2	-	+ 2000	- 220	-	RNAV 1
001	IF	OSRON	-	-	-	-	-	+ 2000	- 220	-	-
002	CF	AM110	-	056 / (057.8)	KAG	1.7	-	-	-	-	-
003	CF	AM609	-	056 / (057.8)	KAG	1.5	-	+ 2000	-	-	-
004	CF	THR 06	Y	056 / (057.8)	KAG	6.2	-	-	-	-3.00 / 50	-
005	VA	-	-	056 / (057.8)	-	-	-	@ 2000	- 220	-	-

2.11.3.2.2 RNP approach RWY 06 (day/night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SPL	-	-	-	-	-	+ FL 070	- 220	-	-
002	TF	AM101	-	282 / (282.9)	-	4.2	-	-	-	-	RNAV 1
003	TF	AM102	-	236 / (237.9)	-	9.6	-	-	-	-	RNAV 1
004	TF	AM103	-	146 / (147.7)	-	3.2	-	-	-	-	RNAV 1
005	TF	OSRON	-	106 / (107.7)	-	2.2	-	+ 2000	- 220	-	RNAV 1
001	IF	OSRON	-	-	-	-	-	+ 2000	- 220	-	-
002	TF	AM609	-	056 / (057.8)	-	3.2	-	+ 2000	-	-	RNP APCH
003	TF	THR 06	Y	056 / (057.8)	-	6.2	-	-	-	-3.00 / 50	RNP APCH
004	TF	AM104	Y	056 / (057.9)	-	7.9	-	-	-	-	RNP APCH
005	TF	AM105	-	056 / (058.1)	-	4.5	-	@ 2000	- 220	-	RNP APCH

2.11.3.2.3 ARTIP 1B transition to ILS RWY 06 (night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	ARTIP	-	-	-	-	-	B FL 140 FL 100	-	-	-
002	TF	PAM	-	237 / (239.0)	-	20.5	-	-	-	-	RNAV 1
003	TF	AM617	-	268 / (269.4)	-	6.0	-	+ FL 100	- 250	-	RNAV 1
004	TF	SETWO	-	268 / (269.3)	-	9.0	-	+ FL 070	-	-	RNAV 1
005	TF	AM612	-	268 / (269.1)	-	11.3	-	-	-	-	RNAV 1
006	TF	SOKSI	-	183 / (184.4)	-	5.5	-	+ 4000	- 220	-	RNAV 1
007	TF	AM613	-	114 / (115.1)	-	4.0	-	-	-	-	RNAV 1
008	TF	AM614	-	090 / (091.6)	-	2.4	-	+ 2900	-	-	RNAV 1
009	TF	AM110	-	056 / (057.8)	-	1.5	-	-	-	-	RNAV 1
010	CF	AM609	-	056 / (057.8)	KAG	1.5	-	+ 2000	-	-	-
011	CF	THR 06	Y	056 / (057.8)	KAG	6.2	-	-	-	-3.00 / 50	-
012	FM	THR 06	-	056 / (057.8)	KAG	-	-	@ 2000	-	-	-

2.11.3.2.4 RIVER 1B transition to ILS RWY 06 (night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	RIVER	-	-	-	-	-	B FL 140 FL 100	-	-	-
002	TF	PORWA	-	355 / (356.2)	-	9.2	-	+ FL 070	- 250	-	RNAV 1
003	TF	AM610	-	024 / (025.0)	-	9.2	-	-	-	-	RNAV 1
004	TF	SOKSI	-	069 / (069.9)	-	5.6	-	+ 4000	- 220	-	RNAV 1
005	TF	AM613	-	114 / (115.1)	-	4.0	-	-	-	-	RNAV 1
006	TF	AM614	-	090 / (091.6)	-	2.4	-	+ 2900	-	-	RNAV 1
007	TF	AM110	-	056 / (057.8)	-	1.5	-	-	-	-	RNAV 1

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Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
008	CF	AM609	-	056 / (057.8)	KAG	1.5	-	+ 2000	-	-	-
009	CF	THR 06	Y	056 / (057.8)	KAG	6.2	-	-	-	-3.00 / 50	-
010	FM	THR 06	-	056 / (057.8)	KAG	-	-	@ 2000	-	-	-

2.11.3.2.5 SUGOL 1B transition to ILS RWY 06 (night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SUGOL	-	-	-	-	-	B FL 140 FL 100	-	-	-
002	TF	NETOM	-	111 / (111.7)	-	16.6	-	-	- 250	-	RNAV 1
003	TF	SOKSI	-	183 / (184.4)	-	11.2	-	+ 4000	- 220	-	RNAV 1
004	TF	AM613	-	114 / (115.1)	-	4.0	-	-	-	-	RNAV 1
005	TF	AM614	-	090 / (091.6)	-	2.4	-	+ 2900	-	-	RNAV 1
006	TF	AM110	-	056 / (057.8)	-	1.5	-	-	-	-	RNAV 1
007	CF	AM609	-	056 / (057.8)	KAG	1.5	-	+ 2000	-	-	-
008	CF	THR 06	Y	056 / (057.8)	KAG	6.2	-	-	-	-3.00 / 50	-
009	FM	THR 06	-	056 / (057.8)	KAG	-	-	@ 2000	-	-	-

2.11.3.2.6 ARTIP 1A transition to RNP RWY 06 (night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	ARTIP	-	-	-	-	-	B FL 140 FL 100	-	-	-
002	TF	PAM	-	237 / (239.0)	-	20.5	-	-	-	-	RNP APCH
003	TF	AM617	-	268 / (269.4)	-	6.0	-	+FL 100	- 250	-	RNP APCH
004	TF	SETWO	-	268 / (269.3)	-	9.0	-	+ FL 070	-	-	RNP APCH
005	TF	AM612	-	268 / (269.1)	-	11.3	-	-	-	-	RNP APCH
006	TF	SOKSI	-	183 / (184.4)	-	5.5	-	+ 4000	- 220	-	RNP APCH
007	TF	AM613	-	114 / (115.1)	-	4.0	-	-	-	-	RNP APCH
008	TF	AM614	-	090 / (091.6)	-	2.4	-	+ 2900	-	-	RNP APCH
009	TF	AM110	-	056 / (057.8)	-	1.5	-	-	-	-	RNP APCH
010	TF	AM609	-	056 / (057.8)	-	1.5	-	+ 2000	-	-	RNP APCH
011	TF	THR 06	Y	056 / (057.8)	-	6.2	-	-	-	- 3.00 / 50	RNP APCH
012	TF	AM104	Y	056 / (057.9)	-	7.9	-	-	-	-	RNP APCH
013	TF	AM105	-	056 / (058.1)	-	4.5	-	@ 2000	- 220	-	RNP APCH

2.11.3.2.7 RIVER 1A transition to RNP RWY 06 (night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	RIVER	-	-	-	-	-	B FL 140 FL 100	-	-	-
002	TF	PORWA	-	355 / (356.2)	-	9.2	-	+ FL 070	- 250	-	RNP APCH
003	TF	AM610	-	024 / (025.0)	-	9.2	-	-	-	-	RNP APCH
004	TF	SOKSI	-	069 / (069.9)	-	5.6	-	+ 4000	- 220	-	RNP APCH
005	TF	AM613	-	114 / (115.1)	-	4.0	-	-	-	-	RNP APCH
006	TF	AM614	-	090 / (091.6)	-	2.4	-	+ 2900	-	-	RNP APCH
007	TF	AM110	-	056 / (057.8)	-	1.5	-	-	-	-	RNP APCH
008	TF	AM609	-	056 / (057.8)	-	1.5	-	+ 2000	-	-	RNP APCH
009	TF	THR 06	Y	056 / (057.8)	-	6.2	-	-	-	- 3.00 / 50	RNP APCH
010	TF	AM104	Y	056 / (057.9)	-	7.9	-	-	-	-	RNP APCH
011	TF	AM105	-	056 / (058.1)	-	4.5	-	@ 2000	- 220	-	RNP APCH

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2.11.3.2.8 SUGOL 1A transition to RNP RWY 06 (night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SUGOL	-	-	-	-	-	B FL 140 FL 100	-	-	-
002	TF	NETOM	-	111 / (111.7)	-	16.6	-	-	- 250	-	RNP APCH
003	TF	SOKSI	-	183 / (184.4)	-	11.2	-	+ 4000	- 220	-	RNP APCH
004	TF	AM613	-	114 / (115.1)	-	4.0	-	-	-	-	RNP APCH
005	TF	AM614	-	090 / (091.6)	-	2.4	-	+ 2900	-	-	RNP APCH
006	TF	AM110	-	056 / (057.8)	-	1.5	-	-	-	-	RNP APCH
007	TF	AM609	-	056 / (057.8)	-	1.5	-	+ 2000	-	-	RNP APCH
008	TF	THR 06	Y	056 / (057.8)	-	6.2	-	-	-	- 3.00 / 50	RNP APCH
009	TF	AM104	Y	056 / (057.9)	-	7.9	-	-	-	-	RNP APCH
010	TF	AM105	-	056 / (058.1)	-	4.5	-	@ 2000	- 220	-	RNP APCH

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2.11.3.2.9 FAS data block - RWY 06

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHAM
Runway	06
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E06A
LTP/FTP Latitude	521720.7780N
LTP/FTP Longitude	0044414.0110E
LTP/FTP Ellipsoidal Height (metres)	39.7
FPAP Latitude	521820.4765N
Delta FPAP Latitude (seconds)	59.6985
FPAP Longitude	0044649.4525E
Delta FPAP Longitude (seconds)	155.4415
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	288
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 0D 01 08 05 06 00 00 01 36 30 05 14 A7 70 16 76 72 08 02 8D 15 65 D2 01 63 BE 04 F4 01 2C 01 64 24 C8 AF 25 D4 A7 AF
Calculated CRC Value	25D4A7AF

Required Additional Data

ICAO Code	EH
LTP/FTP Orthometric Height (metres)	-3.4

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2.11.3.3 RWY 09

2.11.3.3.1 RNP approach RWY 09 (day/night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SPL	-	-	-	-	-	+ FL 070	- 220	-	-
002	TF	AM220	-	310 / (311.8)	-	5.8	-	-	-	-	RNAV 1
003	TF	AM221	-	265 / (266.8)	-	6.8	-	-	-	-	RNAV 1
004	TF	AM222	-	175 / (176.8)	-	3.3	-	-	-	-	RNAV 1
005	TF	IFTAZ	-	135 / (136.8)	-	2.3	-	+ 2000	- 220	-	RNAV 1
001	IF	IFTAZ	-	-	-	-	-	+ 2000	- 220	-	-
002	TF	AM223	-	085 / (086.8)	-	3.2	-	+ 2000	-	-	RNP APCH
003	TF	THR 09	Y	085 / (086.8)	-	6.2	-	-	-	-3.00 / 50	RNP APCH
004	TF	AM224	-	085 / (086.8)	-	13.1	-	@ 2000	- 220	-	RNP APCH

2.11.3.3.2 FAS data block - RWY 09

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHAM
Runway	09
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E09A
LTP/FTP Latitude	521900.0800N
LTP/FTP Longitude	0044451.5800E
LTP/FTP Ellipsoidal Height (metres)	39.4
FPAP Latitude	521905.8990N
Delta FPAP Latitude (seconds)	5.8190
FPAP Longitude	0044748.8325E
Delta FPAP Longitude (seconds)	177.2525
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 0D 01 08 05 09 00 00 01 39 30 05 E0 AE 73 16 F8 97 09 02 8A 15 76 2D 00 C9 68 05 F4 01 2C 01 64 00 C8 AF FA 95 F4 16
Calculated CRC Value	FA95F416

Required Additional Data

ICAO Code	EH
LTP/FTP Orthometric Height (metres)	-3.7

2.11.3.4 RWY 18C

2.11.3.4.1 ILS approach RWY 18C (day)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SPL	-	-	-	-	-	+ FL 070	- 220	-	-
002	TF	AM120	-	047 / (048.3)	-	6.5	-	-	-	-	RNAV 1
003	TF	AM121	-	002 / (003.4)	-	6.2	-	-	-	-	RNAV 1
004	TF	AM122	-	272 / (273.3)	-	3.2	-	-	-	-	RNAV 1
005	TF	SIDNI	-	232 / (233.3)	-	2.2	-	+ 3000	- 220	-	RNAV 1
001	IF	ALINA	-	-	-	-	-	-	- 220	-	-
002	CF	SIDNI	-	182 / (183.2)	ZWA	4.6	-	+ 3000	- 220	-	-
001	IF	SIDNI	-	-	-	-	-	+ 3000	- 220	-	-
002	CF	AM630	-	182 / (183.2)	ZWA	3.2	-	+ 2000	-	-	-
003	CF	THR 18C	Y	182 / (183.2)	ZWA	6.2	-	-	-	-3.00 / 50	-
004	VA	-	-	182 / (183.2)	-	-	-	@ 2000	- 220	-	-

2.11.3.4.2 RNP approach RWY 18C (day/night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SPL	-	-	-	-	-	+ FL 070	- 220	-	-
002	TF	AM120	-	047 / (048.3)	-	6.5	-	-	-	-	RNAV 1
003	TF	AM121	-	002 / (003.4)	-	6.2	-	-	-	-	RNAV 1
004	TF	AM122	-	272 / (273.3)	-	3.2	-	-	-	-	RNAV 1
005	TF	SIDNI	-	232 / (233.3)	-	2.2	-	+ 2000	- 220	-	RNAV 1
001	IF	ALINA	-	-	-	-	-	-	- 220	-	-
002	TF	SIDNI	-	182 / (183.2)	-	4.6	-	+ 2000	- 220	-	RNAV 1
001	IF	SIDNI	-	-	-	-	-	+ 2000	- 220	-	-
002	TF	AM630	-	182/ (183.2)	-	3.2	-	+ 2000	-	-	RNP APCH
003	TF	THR 18C	Y	182 / (183.2)	-	6.2	-	-	-	-3.00 / 50	RNP APCH
004	TF	AM123	-	182 / (183.2)	-	13.2	-	@ 2000	- 220	-	RNP APCH

2.11.3.4.3 ARTIP 1H transition to ILS RWY 18C (night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	ARTIP	-	-	-	-	-	B FL 140 FL 100	-	-	-
002	TF	WINJA	-	291 / (292.3)	-	28.4	-	+ FL 100	- 250	-	RNAV 1
003	TF	AM602	-	269 / (270.1)	-	6.2	-	+ FL 070	-	-	RNAV 1
004	TF	AM603	-	269 / (270.0)	-	6.1	L	-	-	-	RNAV 1
005	TF	NIRSI	-	179 / (180.0)	-	6.3	L	+ FL 055	- 220	-	RNAV 1
006	TF	AM607	-	089 / (090.0)	-	4.9	-	-	-	-	RNAV 1
007	TF	AM608	-	131 / (131.9)	-	4.0	-	+ 3400	-	-	RNAV 1
008	TF	SIDNI	-	162 / (163.0)	-	3.3	-	-	-	-	RNAV 1
001	IF	SIDNI	-	-	-	-	-	-	-	-	-
002	CF	AM630	-	182 / (183.2)	ZWA	3.2	-	+ 2000	-	-	-
003	CF	THR 18C	Y	182 / (183.2)	ZWA	6.2	-	-	-	-3.00 / 50	-
004	FM	THR 18C	-	182 / (183.2)	ZWA	-	-	@ 2000	-	-	-

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2.11.3.4.4 RIVER 1H transition to ILS RWY 18C (night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	RIVER	-	-	-	-	-	B FL 140 FL 100	-	-	-
002	TF	PORWA	-	355 / (356.2)	-	9.2	-	-	-	-	RNAV 1
003	TF	AM627	-	024 / (025.0)	-	15.1	-	+ FL 100	- 250	-	RNAV 1
004	TF	NETOM	-	024 / (025.1)	-	8.6	-	+ FL 070	-	-	RNAV 1
005	TF	NIRSI	-	024 / (025.3)	-	10.7	-	+ FL 055	- 220	-	RNAV 1
006	TF	AM607	-	089 / (090.0)	-	4.9	-	-	-	-	RNAV 1
007	TF	AM608	-	131 / (131.9)	-	4.0	-	+ 3400	-	-	RNAV 1
008	TF	SIDNI	-	162 / (163.0)	-	3.3	-	-	-	-	RNAV 1
001	IF	SIDNI	-	-	-	-	-	-	-	-	-
002	CF	AM630	-	182 / (183.2)	ZWA	3.2	-	+ 2000	-	-	-
003	CF	THR 18C	Y	182 / (183.2)	ZWA	6.2	-	-	-	-3.00 / 50	-
004	FM	THR 18C	-	182 / (183.2)	ZWA	-	-	@ 2000	-	-	-

2.11.3.4.5 SUGOL 1H transition to ILS RWY 18C (night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SUGOL	-	-	-	-	-	B FL 140 FL 100	-	-	-
002	TF	NETOM	-	111 / (111.7)	-	16.6	-	+ FL 070	- 250	-	RNAV 1
003	TF	NIRSI	-	024 / (025.3)	-	10.7	-	+ FL 055	- 220	-	RNAV 1
004	TF	AM607	-	089 / (090.0)	-	4.9	-	-	-	-	RNAV 1
005	TF	AM608	-	131 / (131.9)	-	4.0	-	+ 3400	-	-	RNAV 1
006	TF	SIDNI	-	162 / (163.0)	-	3.3	-	-	-	-	RNAV 1
001	IF	SIDNI	-	-	-	-	-	-	-	-	-
002	CF	AM630	-	182 / (183.2)	ZWA	3.2	-	+ 2000	-	-	-
003	CF	THR 18C	Y	182 / (183.2)	ZWA	6.2	-	-	-	-3.00 / 50	-
004	FM	THR 18C	-	182 / (183.2)	ZWA	-	-	@ 2000	-	-	-

2.11.3.4.6 ARTIP 1G transition to RNP RWY 18C (night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	ARTIP	-	-	-	-	-	B FL 140 FL 100	-	-	-
002	TF	WINJA	-	291 / (292.3)	-	28.4	-	+ FL 100	- 250	-	RNP APCH
003	TF	AM602	-	269 / (270.1)	-	6.2	-	+ FL 070	-	-	RNP APCH
004	TF	AM603	-	269 / (270.0)	-	6.1	L	-	-	-	RNP APCH
005	TF	NIRSI	-	179 / (180.0)	-	6.3	L	+ FL 055	- 220	-	RNP APCH
006	TF	AM607	-	089 / (090.0)	-	4.9	-	-	-	-	RNP APCH
007	TF	AM126	-	126 / (127.3)	-	2.8	-	+ 3400	-	-	RNP APCH
008	RF centre: AM127 r=2.50 NM	AM128	-	-	-	3.3	R	-	-	-	RNP APCH
009	RF centre: AM129 r=2.67 NM	AM130	-	-	-	2.7	L	-	-	-	RNP APCH
010	RF centre: AM131 r=2.77 NM	AM630	-	-	-	1.8	R	+ 2000	-	-	RNP APCH
001	IF	AM630	-	-	-	-	-	+ 2000	-	-	-
002	TF	THR 18C	Y	182 / (183.2)	-	6.2	-	-	-	-3.00 / 50	RNP APCH
003	TF	AM123	-	182 / (183.2)	-	13.2	-	@ 2000	-	-	RNP APCH

2.11.3.4.7 RIVER 1G transition to RNP RWY 18C (night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	RIVER	-	-	-	-	-	B FL 140 FL 100	-	-	-
002	TF	PORWA	-	355 / (356.2)	-	9.2	-	-	-	-	RNP APCH
003	TF	AM627	-	024 / (025.0)	-	15.1	-	+ FL 100	- 250	-	RNP APCH
004	TF	NETOM	-	024 / (025.1)	-	8.6	-	+ FL 070	-	-	RNP APCH
005	TF	NIRSI	-	024 / (025.3)	-	10.7	-	+ FL 055	- 220	-	RNP APCH
006	TF	AM607	-	089 / (090.0)	-	4.9	-	-	-	-	RNP APCH
007	TF	AM126	-	126 / (127.3)	-	2.8	-	+ 3400	-	-	RNP APCH
008	RF centre: AM127 r=2.50 NM	AM128	-	-	-	3.3	R	-	-	-	RNP APCH
009	RF centre: AM129 r=2.67 NM	AM130	-	-	-	2.7	L	-	-	-	RNP APCH
010	RF centre: AM131 r=2.77 NM	AM630	-	-	-	1.8	R	+ 2000	-	-	RNP APCH
001	IF	AM630	-	-	-	-	-	+ 2000	-	-	-
002	TF	THR 18C	Y	182 / (183.2)	-	6.2	-	-	-	-3.00 / 50	RNP APCH
003	TF	AM123	-	182 / (183.2)	-	13.2	-	@ 2000	-	-	RNP APCH

2.11.3.4.8 SUGOL 1G transition to RNP RWY 18C (night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SUGOL	-	-	-	-	-	B FL 140 FL 100	-	-	-
002	TF	NETOM	-	111 / (111.7)	-	16.6	-	+ FL 070	- 250	-	RNP APCH
003	TF	NIRSI	-	024 / (025.3)	-	10.7	-	+ FL 055	- 220	-	RNP APCH
004	TF	AM607	-	089 / (090.0)	-	4.9	-	-	-	-	RNP APCH
005	TF	AM126	-	126 / (127.3)	-	2.8	-	+ 3400	-	-	RNP APCH
006	RF centre: AM127 r=2.50 NM	AM128	-	-	-	3.3	R	-	-	-	RNP APCH
007	RF centre: AM129 r=2.67 NM	AM130	-	-	-	2.7	L	-	-	-	RNP APCH
008	RF centre: AM131 r=2.77 NM	AM630	-	-	-	1.8	R	+ 2000	-	-	RNP APCH
001	IF	AM630	-	-	-	-	-	+ 2000	-	-	-
002	TF	THR 18C	Y	182 / (183.2)	-	6.2	-	-	-	-3.00 / 50	RNP APCH
003	TF	AM123	-	182 / (183.2)	-	13.2	-	@ 2000	-	-	RNP APCH

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2.11.3.4.9 FAS data block - RWY 18C

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHAM
Runway	18
Runway Letter	2 (Centre)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E18A
LTP/FTP Latitude	521953.0300N
LTP/FTP Longitude	0044424.1080E
LTP/FTP Ellipsoidal Height (metres)	39.4
FPAP Latitude	521805.4330N
Delta FPAP Latitude (seconds)	-107.5970
FPAP Longitude	0044414.2330E
Delta FPAP Longitude (seconds)	-9.8750
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 0D 01 08 05 92 00 00 01 38 31 05 8C 4C 75 16 58 C1 08 02 8A 15 66 B7 FC DA B2 FF F4 01 2C 01 64 00 C8 AF 57 46 5C 1A
Calculated CRC Value	57465C1A

Required Additional Data

ICAO Code	EH
LTP/FTP Orthometric Height (metres)	-3.7

2.11.3.5 RWY 18R

2.11.3.5.1 ILS approach RWY 18R (day)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SPL	-	-	-	-	-	+ FL 070	- 220	-	-
002	TF	AM240	-	317 / (318.2)	-	9.1	-	-	-	-	RNAV 1
003	TF	AM241	-	002 / (003.1)	-	6.0	-	-	-	-	RNAV 1
004	TF	AM242	-	092 / (093.1)	-	3.2	-	-	-	-	RNAV 1
005	TF	PEVOS	-	132 / (133.1)	-	2.2	-	+ 2000	- 220	-	RNAV 1
001	IF	DIBRU	-	-	-	-	-	-	- 220	-	-
002	CF	PEVOS	-	182 / (183.2)	VPB	3.6	-	+ 2000	- 220	-	-
001	IF	PEVOS	-	-	-	-	-	+ 2000	- 220	-	-
002	CF	AM621	-	182 / (183.2)	VPB	3.2	-	+ 2000	-	-	-

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
003	CF	THR 18R	-	182 / (183.2)	VPB	6.2	-	-	-	-3.00 / 50	-
004	FA	THR 18R	-	182 / (183.2)	VPB	-	-	+ 500	-	-	RNAV 1
005	DF	AM624	-	-	-	-	R	@ 2000	- 220	-	RNAV 1
006	FM	AM624	-	300 / (301.3)	VPB	-	-	@ 2000	-	-	RNAV 1

2.11.3.5.2 RNP approach RWY 18R (day/night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SPL	-	-	-	-	-	+ FL 070	- 220	-	-
002	TF	AM240	-	317 / (318.2)	-	9.1	-	-	-	-	RNAV 1
003	TF	AM241	-	002 / (003.1)	-	6.0	-	-	-	-	RNAV 1
004	TF	AM242	-	092 / (093.1)	-	3.2	-	-	-	-	RNAV 1
005	TF	PEVOS	-	132 / (133.1)	-	2.2	-	+ 2000	- 220	-	RNAV 1
001	IF	DIBRU	-	-	-	-	-	-	- 220	-	-
002	TF	PEVOS	-	182 / (183.2)	-	3.6	-	+ 2000	- 220	-	RNAV 1
001	IF	PEVOS	-	-	-	-	-	+ 2000	- 220	-	-
002	TF	AM621	-	182 / (183.2)	-	3.2	-	+ 2000	-	-	RNP APCH
003	TF	THR 18R	Y	182 / (183.2)	-	6.2	-	-	-	-3.00 / 50	RNP APCH
004	FA	THR 18R	-	182 / (183.2)	SPL	-	-	+ 500	-	-	RNP APCH
005	DF	AM624	-	-	-	-	R	@ 2000	- 220	-	RNP APCH
006	FM	AM624	-	300 / (301.3)	SPL	-	-	@ 2000	-	-	RNP APCH

2.11.3.5.3 ARTIP 1D transition to ILS RWY 18R (night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	ARTIP	-	-	-	-	-	B FL 140 FL 100	-	-	-
002	TF	WINJA	-	291 / (292.3)	-	28.4	-	+ FL 100	- 250	-	RNAV 1
003	TF	AM602	-	269 / (270.1)	-	6.2	-	+ FL 070	-	-	RNAV 1
004	TF	AM603	-	269 / (270.0)	-	6.1	L	-	-	-	RNAV 1
005	TF	NIRSI	-	179 / (180.0)	-	6.3	L	+ FL 055	- 220	-	RNAV 1
006	TF	AM607	-	089 / (089.9)	-	4.9	-	-	-	-	RNAV 1
007	TF	AM608	-	131 / (131.9)	-	4.0	-	+ 3400	-	-	RNAV 1
008	CF	AM621	-	182 / (183.2)	VPB	4.6	-	+ 2000	-	-	-
009	CF	THR 18R	-	182 / (183.2)	VPB	6.2	-	-	-	-3.00 / 50	-
010	FA	THR 18R	-	182 / (183.2)	VPB	-	-	+ 500	-	-	RNAV 1
011	DF	AM624	-	-	-	-	R	@ 2000	- 220	-	RNAV 1
012	FM	AM624	-	300 / (301.3)	VPB	-	-	@ 2000	-	-	RNAV 1

2.11.3.5.4 RIVER 1D transition to ILS RWY 18R (night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	RIVER	-	-	-	-	-	B FL 140 FL 100	-	-	-
002	TF	PORWA	-	355 / (356.2)	-	9.2	-	-	-	-	RNAV 1
003	TF	AM627	-	024 / (025.0)	-	15.1	-	+ FL 100	- 250	-	RNAV 1
004	TF	NETOM	-	024 / (025.1)	-	8.6	-	+ FL 070	-	-	RNAV 1
005	TF	NIRSI	-	024 / (025.3)	-	10.7	-	+ FL 055	- 220	-	RNAV 1
006	TF	AM607	-	089 / (089.9)	-	4.9	-	-	-	-	RNAV 1
007	TF	AM608	-	131 / (131.9)	-	4.0	-	+ 3400	-	-	RNAV 1
008	CF	AM621	-	182 / (183.2)	VPB	4.6	-	+ 2000	-	-	-
009	CF	THR 18R	-	182 / (183.2)	VPB	6.2	-	-	-	-3.00 / 50	-
010	FA	THR 18R	-	182 / (183.2)	VPB	-	-	+ 500	-	-	RNAV 1
011	DF	AM624	-	-	-	-	R	@ 2000	- 220	-	RNAV 1
012	FM	AM624	-	300 / (301.3)	VPB	-	-	@ 2000	-	-	RNAV 1

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2.11.3.5.5 SUGOL 1D transition to ILS RWY 18R (night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SUGOL	-	-	-	-	-	B FL 140 FL 100	-	-	-
002	TF	NETOM	-	111 / (111.7)	-	16.6	-	+ FL 070	- 250	-	RNAV 1
003	TF	NIRSI	-	024 / (025.3)	-	10.7	-	+ FL 055	- 220	-	RNAV 1
004	TF	AM607	-	089 / (089.9)	-	4.9	-	-	-	-	RNAV 1
005	TF	AM608	-	131 / (131.9)	-	4.0	-	+ 3400	-	-	RNAV 1
006	CF	AM621	-	182 / (183.2)	VPB	4.6	-	+ 2000	-	-	-
007	CF	THR 18R	-	182 / (183.2)	VPB	6.2	-	-	-	-3.00 / 50	-
008	FA	THR 18R	-	182 / (183.2)	VPB	-	-	+ 500	-	-	RNAV 1
009	DF	AM624	-	-	-	-	R	@ 2000	- 220	-	RNAV 1
010	FM	AM624	-	300 / (301.3)	VPB	-	-	@ 2000	-	-	RNAV 1

2.11.3.5.6 ARTIP 1C transition to RNP RWY 18R (night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	ARTIP	-	-	-	-	-	B FL 140 FL 100	-	-	-
002	TF	WINJA	-	291 / (292.3)	-	28.4	-	+ FL 100	- 250	-	RNP APCH
003	TF	AM602	-	269 / (270.1)	-	6.2	-	+ FL 070	-	-	RNP APCH
004	TF	AM603	-	269 / (270.0)	-	6.1	L	-	-	-	RNP APCH
005	TF	NIRSI	-	179 / (180.0)	-	6.3	L	+ FL 055	- 220	-	RNP APCH
006	TF	AM607	-	089 / (089.9)	-	4.9	-	-	-	-	RNP APCH
007	TF	AM133	-	131 / (131.9)	-	3.2	-	+ 3400	-	-	RNP APCH
008	RF centre: AM134 r=2.50 NM	AM135	-	-	-	3.1	R	-	-	-	RNP APCH
009	RF centre: AM136 r=2.50 NM	AM137	-	-	-	0.9	L	-	-	-	RNP APCH
010	TF	AM621	-	182 / (183.1)	-	1.4	-	+ 2000	-	-	RNP APCH
001	IF	AM621	-	-	-	-	-	+ 2000	-	-	-
002	TF	THR 18R	Y	182 / (183.2)	-	6.2	-	-	-	-3.00 / 50	RNP APCH
003	FA	THR 18R	-	182 / (183.2)	SPL	-	-	+ 500	-	-	RNP APCH
004	DF	AM624	-	-	-	-	R	@ 2000	- 220	-	RNP APCH
005	FM	AM624	-	300 / (301.3)	SPL	-	-	@ 2000	-	-	RNP APCH

2.11.3.5.7 RIVER 1C transition to RNP RWY 18R (night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	RIVER	-	-	-	-	-	B FL 140 FL 100	-	-	-
002	TF	PORWA	-	355 / (356.2)	-	9.2	-	-	-	-	RNP APCH
003	TF	AM627	-	024 / (025.0)	-	15.1	-	+ FL 100	- 250	-	RNP APCH
004	TF	NETOM	-	024 / (025.1)	-	8.6	-	+ FL 070	-	-	RNP APCH
005	TF	NIRSI	-	024 / (025.3)	-	10.7	-	+ FL 055	- 220	-	RNP APCH
006	TF	AM607	-	089 / (089.9)	-	4.9	-	-	-	-	RNP APCH
007	TF	AM133	-	131 / (131.9)	-	3.2	-	+ 3400	-	-	RNP APCH
008	RF centre: AM134 r=2.50 NM	AM135	-	-	-	3.1	R	-	-	-	RNP APCH
009	RF centre: AM136 r=2.50 NM	AM137	-	-	-	0.9	L	-	-	-	RNP APCH
010	TF	AM621	-	182 / (183.1)	-	1.4	-	+ 2000	-	-	RNP APCH
001	IF	AM621	-	-	-	-	-	+ 2000	-	-	-
002	TF	THR 18R	Y	182 / (183.2)	-	6.2	-	-	-	-3.00 / 50	RNP APCH
003	FA	THR 18R	-	182 / (183.2)	SPL	-	-	+ 500	-	-	RNP APCH
004	DF	AM624	-	-	-	-	R	@ 2000	- 220	-	RNP APCH
005	FM	AM624	-	300 / (301.3)	SPL	-	-	@ 2000	-	-	RNP APCH

2.11.3.5.8 SUGOL 1C transition to RNP RWY 18R (night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SUGOL	-	-	-	-	-	B FL 140 FL 100	-	-	-
002	TF	NETOM	-	111 / (111.7)	-	16.6	-	+ FL 070	- 250	-	RNP APCH
003	TF	NIRSI	-	024 / (025.3)	-	10.7	-	+ FL 055	- 220	-	RNP APCH
004	TF	AM607	-	089 / (089.9)	-	4.9	-	-	-	-	RNP APCH
005	TF	AM133	-	131 / (131.9)	-	3.2	-	+ 3400	-	-	RNP APCH
006	RF centre: AM134 r=2.50 NM	AM135	-	-	-	3.1	R	-	-	-	RNP APCH
007	RF centre: AM136 r=2.50 NM	AM137	-	-	-	0.9	L	-	-	-	RNP APCH
008	TF	AM621	-	182 / (183.1)	-	1.4	-	+ 2000	-	-	RNP APCH
001	IF	AM621	-	-	-	-	-	+ 2000	-	-	-
002	TF	THR 18R	Y	182 / (183.2)	-	6.2	-	-	-	-3.00 / 50	RNP APCH
003	FA	THR 18R	-	182 / (183.2)	SPL	-	-	+ 500	-	-	RNP APCH
004	DF	AM624	-	-	-	-	R	@ 2000	- 220	-	RNP APCH
005	FM	AM624	-	300 / (301.3)	SPL	-	-	@ 2000	-	-	RNP APCH

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2.11.3.5.9 FAS data block - RWY 18R

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHAM
Runway	18
Runway Letter	1 (Right)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E18B
LTP/FTP Latitude	522136.9300N
LTP/FTP Longitude	0044242.2100E
LTP/FTP Ellipsoidal Height (metres)	39.0
FPAP Latitude	521942.8900N
Delta FPAP Latitude (seconds)	-114.0400
FPAP Longitude	0044231.8085E
Delta FPAP Longitude (seconds)	-10.4015
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 0D 01 08 05 52 00 00 02 38 31 05 44 78 78 16 44 A5 05 02 86 15 10 85 FC ED AE FF F4 01 2C 01 64 00 C8 AF 40 3C 52 4A
Calculated CRC Value	403C524A

Required Additional Data

ICAO Code	EH
LTP/FTP Orthometric Height (metres)	-4.0

2.11.3.6 RWY 22

2.11.3.6.1 ILS approach RWY 22 (day)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SPL	-	-	-	-	-	+ FL 070	- 220	-	-
002	TF	PAM	-	088 / (089.2)	-	12.6	-	-	-	-	RNAV 1
003	TF	AM180	-	022 / (023.8)	-	7.1	-	-	-	-	RNAV 1
004	TF	AM181	-	316 / (317.4)	-	3.4	-	-	-	-	RNAV 1
005	TF	AM649	-	251 / (253.0)	-	3.2	-	+ 3000	- 220	-	RNAV 1
001	IF	AM649	-	-	-	-	-	+ 3000	- 220	-	-
002	CF	AM650	-	220 / (221.3)	-	3.0	-	+ 3000	-	-	-
003	CF	AM651	-	220 / (221.3)	SCH	5.3	-	-	-	-3.00 / -	-
004	CF	AM652	Y	220 / (221.3)	SCH	2.8	-	-	-	-3.00 / 46	-
005	VA	-	-	220 / (221.3)	-	-	-	+ 400	-	-	-
006	VA	-	-	159 / (160.4)	-	-	-	@ 2000	-	-	-

2.11.3.6.2 COPTER ILS approach RWY 22 (day)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	HDR	-	-	-	-	-	@ 2000	-	-	RNAV 1
002	TF	NIDOP	-	153 / (154.1)	-	9.9	-	@ 2000	-	-	RNAV 1
003	TF	AM409	-	153 / (154.1)	-	11.2	-	@ 2000	-	-	RNAV 1
004	CF	AM410	-	176 / (178.0)	SCH	7.4	-	@ 2000	-	-	RNAV 1
001	IF	AM410	-	-	-	-	-	@ 2000	-	-	-
002	CF	AM661	-	220 / (221.3)	SCH	6.2	-	@ 2000	-	-	-
003	CF	AM651	-	220 / (221.3)	SCH	2.2	-	-	-	-3.00 / -	-
004	CF	AM652	Y	220 / (221.3)	SCH	2.8	-	-	-	-3.00 / 46	-
005	VA	-	-	220 / (221.3)	-	-	-	+ 400	-	-	-
006	VA	-	-	159 / (160.4)	-	-	-	@ 2000	-	-	-

2.11.3.6.3 RNP approach RWY 22 (day)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SPL	-	-	-	-	-	+ FL 070	- 220	-	-
002	TF	PAM	-	088 / (089.2)	-	12.6	-	-	-	-	RNAV 1
003	TF	AMEGA	-	003 / (004.4)	-	4.6	-	+ 3000	- 220	-	RNAV 1
004	TF	AM672	-	299 / (300.0)	-	3.2	-	-	- 190	-	RNAV 1
005	TF	BLUSY	-	265 / (266.4)	-	1.8	-	+ 2000	- 190	-	RNAV 1
006	IF	AGOGO	-	-	-	-	-	+ 3000	- 220	-	-
007	TF	AM671	-	125 / (126.4)	-	3.2	-	-	- 190	-	RNAV 1
008	TF	BLUSY	-	175 / (176.4)	-	1.8	-	+ 2000	- 190	-	RNAV 1
009	IF	BLUSY	-	-	-	-	-	+ 2000	- 190	-	-
010	TF	AM661	-	220 / (221.4)	-	3.5	-	+ 2000	- 185	-	RNP APCH
011	TF	THR22	Y	220 / (221.4)	-	6.2	-	-	-	-3.00 / 50	RNP APCH
012	CA	-	-	220 / (221.3)	-	-	-	+ 400	-	-	RNP APCH
013	DF	AM675	-	-	-	-	L	@ 2000	- 220	-	RNP APCH

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2.11.3.6.4 FAS data block - RWY 22

Input Data

Parameters	Values
Operation Type	0
SBAS Provider	1
Airport Identifier	EHAM
Runway	22
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E22A
LTP/FTP Latitude	521850.4900N
LTP/FTP Longitude	0044810.8900E
LTP/FTP Ellipsoidal Height (metres)	38.8
FPAP Latitude	521801.3400N
Delta FPAP Latitude (seconds)	-49.1500
FPAP Longitude	0044700.5400E
Delta FPAP Longitude (seconds)	-70.3500
Threshold Crossing Height	50.0
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	50.0

Output Data

Data Block	10 0D 01 08 05 16 00 00 01 32 32 05 F4 63 73 16 14 AD 0F 02 84 15 04 80 FE 64 DA FD F4 01 2C 01 64 00 C8 FA 78 F0 B9 92
Calculated CRC Value	78F0B992

Additional Data	
Parameters	**Values**
ICAO Code	EH
LTP/FTP Orthometric Height (metres)	-4.2

2.11.3.7 RWY 24

2.11.3.7.1 RNP approach RWY 24 (day/night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SPL	-	-	-	-	-	+ FL 070	- 220	-	-
002	TF	AM140	-	012 / (013.0)	-	4.3	-	-	-	-	RNAV 1
003	TF	AM141	-	057 / (058.0)	-	7.7	-	-	-	-	RNAV 1
004	TF	AM142	-	147 / (148.1)	-	3.2	-	-	-	-	RNAV 1
005	TF	ARWIN	-	187 / (188.1)	-	2.2	-	+ 2000	- 220	-	RNAV 1
001	IF	ARWIN	-	-	-	-	-	+ 2000	- 220	-	-
002	TF	AM143	-	237 / (238.1)	-	3.2	-	+ 2000	-	-	RNP APCH
003	TF	THR 24	Y	237 / (238.1)	-	6.2	-	-	-	-3.00 / 50	RNP APCH
004	TF	AM144	-	237 / (238.0)	-	13.0	-	@ 2000	- 220	-	RNP APCH

2.11.3.7.2 FAS data block - RWY 24

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHAM
Runway	24
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E24A
LTP/FTP Latitude	521815.6500N
LTP/FTP Longitude	0044636.8950E
LTP/FTP Ellipsoidal Height (metres)	39.4
FPAP Latitude	521716.5740N
Delta FPAP Latitude (seconds)	-59.0760
FPAP Longitude	0044403.0740E
Delta FPAP Longitude (seconds)	-153.8210
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 0D 01 08 05 18 00 00 01 34 32 05 C4 53 72 16 BE CE 0C 02 8A 15 78 32 FE 46 4E FB F4 01 2C 01 64 00 C8 AF D2 4F FD D0
Calculated CRC Value	D24FFDD0

Required Additional Data

ICAO Code	EH
LTP/FTP Orthometric Height (metres)	-3.6

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2.11.3.8 RWY 27

2.11.3.8.1 ILS approach RWY 27 (day/night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SPL	-	-	-	-	-	+ FL 070	- 220	-	-
002	TF	AM260	-	040 / (041.8)	-	5.7	-	-	-	-	RNAV 1
003	TF	AM261	-	086 / (087.3)	-	8.5	-	-	-	-	RNAV 1
004	TF	AM262	-	176 / (177.5)	-	3.2	-	-	-	-	RNAV 1
005	TF	TIDVO	-	217 / (218.9)	-	2.2	-	+ 2000	- 220	-	RNAV 1
001	IF	TIDVO	-	-	-	-	-	+ 2000	- 220	-	-
002	CF	AM639	-	266 / (267.0)	BVB	3.2	-	+ 2000	-	-	-
003	CF	THR 27	Y	266 / (267.0)	BVB	6.2	-	-	-	-3.00 / 50	-
004	VA	-	-	266 / (267.0)	-	-	-	@ 3000	- 220	-	-

2.11.3.8.2 RNP approach RWY 27 (day/night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SPL	-	-	-	-	-	+ FL 070	- 220	-	-
002	TF	AM260	-	040 / (041.8)	-	5.7	-	-	-	-	RNAV 1
003	TF	AM261	-	086 / (087.3)	-	8.5	-	-	-	-	RNAV 1
004	TF	AM262	-	176 / (177.5)	-	3.2	-	-	-	-	RNAV 1
005	TF	TIDVO	-	217 / (218.9)	-	2.2	-	+ 2000	- 220	-	RNAV 1
001	IF	TIDVO	-	-	-	-	-	+ 2000	- 220	-	-
002	TF	AM639	-	266 / (267.0)	-	3.2	-	+ 2000	-	-	RNP APCH
003	TF	THR 27	Y	266 / (267.0)	-	6.2	-	-	-	-3.00 / 50	RNP APCH
004	TF	AM263	-	266 / (267.3)	-	19.7	-	@ 3000	- 220	-	RNP APCH

2.11.3.8.3 FAS data block - RWY 27

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHAM
Runway	27
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E27A
LTP/FTP Latitude	521906.1500N
LTP/FTP Longitude	0044748.8100E
LTP/FTP Ellipsoidal Height (metres)	39.3
FPAP Latitude	521900.0800N
Delta FPAP Latitude (seconds)	-6.0700
FPAP Longitude	0044451.5800E
Delta FPAP Longitude (seconds)	-177.2300
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 0D 01 08 05 1B 00 00 01 37 32 05 4C DE 73 16 94 00 0F 02 89 15 94 D0 FF 64 97 FA F4 01 2C 01 64 00 C8 AF 69 E0 AE 2B
Calculated CRC Value	69E0AE2B

Required Additional Data

ICAO Code	EH
LTP/FTP Orthometric Height (metres)	-3.7

2.11.3.9 RWY 36C

2.11.3.9.1 ILS approach RWY 36C (day/night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SPL	-	-	-	-	-	+ FL 070	- 220	-	-
002	TF	AM280	-	227 / (228.2)	-	7.6	-	-	-	-	RNAV 1
003	TF	AM281	-	182 / (183.2)	-	7.0	-	-	-	-	RNAV 1
004	TF	AM282	-	092 / (093.2)	-	3.3	-	-	-	-	RNAV 1
005	TF	OLGAX	-	052 / (053.2)	-	2.3	-	+ 2000	- 220	-	RNAV 1
001	IF	BOVCO	-	-	-	-	-	-	- 220	-	-
002	CF	OLGAX	-	002 / (003.2)	MSA	7.6	-	+ 2000	- 220	-	-
001	IF	OLGAX	-	-	-	-	-	+ 2000	- 220	-	-
002	CF	AM632	-	002 / (003.2)	MSA	3.2	-	+ 2000	-	-	-
003	CF	THR 36C	Y	002 / (003.2)	MSA	6.2	-	-	-	-3.00 / 50	-
004	CA	-	-	002 / (003.2)	MSA	-	-	@ 2000	- 220	-	-

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2.11.3.9.2 RNP approach RWY 36C (day/night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SPL	-	-	-	-	-	+ FL 070	- 220	-	-
002	TF	AM280	-	227 / (228.2)	-	7.6	-	-	-	-	RNAV 1
003	TF	AM281	-	182 / (183.2)	-	7.0	-	-	-	-	RNAV 1
004	TF	AM282	-	092 / (093.2)	-	3.3	-	-	-	-	RNAV 1
005	TF	OLGAX	-	052 / (053.2)	-	2.3	-	+ 2000	- 220	-	RNAV 1
001	IF	BOVCO	-	-	-	-	-	-	- 220	-	-
002	TF	OLGAX	-	002 / (003.2)	-	7.6	-	+ 2000	- 220	-	RNAV 1
001	IF	OLGAX	-	-	-	-	-	+ 2000	- 220	-	-
002	TF	AM632	-	002 / (003.2)	-	3.2	-	+ 2000	-	-	RNP APCH
003	TF	THR 36C	Y	002 / (003.2)	-	6.2	-	-	-	-3.00 / 50	RNP APCH
004	TF	AM283	-	002 / (003.2)	-	13.1	-	@ 2000	- 220	-	RNP APCH

2.11.3.9.3 FAS data block - RWY 36C

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHAM
Runway	36
Runway Letter	2 (Centre)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E36B
LTP/FTP Latitude	521820.9900N
LTP/FTP Longitude	0044415.6600E
LTP/FTP Ellipsoidal Height (metres)	39.4
FPAP Latitude	521953.0300N
Delta FPAP Latitude (seconds)	92.0400
FPAP Longitude	0044424.1095E
Delta FPAP Longitude (seconds)	8.4495
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 0D 01 08 05 A4 00 00 02 36 33 05 7C 7D 72 16 58 7F 08 02 8A 15 10 CF 02 03 42 00 F4 01 2C 01 64 00 C8 AF 6C 69 11 7D
Calculated CRC Value	6C69117D

Required Additional Data

ICAO Code	EH
LTP/FTP Orthometric Height (metres)	-3.7

2.11.3.10 RWY 36R

2.11.3.10.1 ILS approach RWY 36R (day/night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SPL	-	-	-	-	-	+ FL 070	- 220	-	-
002	TF	AM160	-	137 / (138.4)	-	8.6	-	-	-	-	RNAV 1
003	TF	AM161	-	182 / (183.3)	-	7.1	-	-	-	-	RNAV 1
004	TF	AM162	-	272 / (273.3)	-	3.2	-	-	-	-	RNAV 1
005	TF	NEWCO	-	312 / (313.3)	-	2.2	-	+ 2000	- 220	-	RNAV 1
001	IF	KAROF	-	-	-	-	-	-	-	-	-
002	CF	NEWCO	-	002 / (003.3)	ABA	7.6	-	+ 2000	- 220	-	-
001	IF	NEWCO	-	-	-	-	-	+ 2000	- 220	-	-
002	CF	AM636	-	002 / (003.3)	ABA	3.2	-	+ 2000	-	-	-
003	CF	THR 36R	Y	002 / (003.3)	ABA	6.2	-	-	-	-3.00 / 50	-
004	TF	AM637	Y	002 / (003.3)	-	5.0	-	- 1500	-	-	RNAV 1
005	TF	AM163	-	002 / (003.3)	-	7.9	-	@ 2000	- 220	-	RNAV 1

2.11.3.10.2 ARTIP 2X transition RWY 36R (day)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	ARTIP	-	-	-	-	-	- FL 100 + FL 070	- 250	-	-
002	TF	INBAM	-	229 / (230.8)	-	15.0	-	-	-	-	RNAV 1
003	TF	AM665	-	229 / (230.6)	-	10.1	-	-	- 220	-	RNAV 1
004	TF	AM667	-	209 / (211.0)	-	9.5	-	-	-	-	RNAV 1
005	TF	AM668	-	269 / (270.1)	-	4.0	-	-	- 180	-	RNAV 1
006	TF	AM669	-	332 / (333.3)	-	3.0	-	+ 2000	-	-	RNAV 1
007	CF	AM636	Y	002 / (003.2)	ABA	2.0	-	+ 2000	-	-	-

2.11.3.10.3 RNP approach RWY 36R (day/night)

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV specification
001	IF	SPL	-	-	-	-	-	+ FL 070	- 220	-	-
002	TF	AM160	-	137 / (138.4)	-	8.6	-	-	-	-	RNAV 1
003	TF	AM161	-	182 / (183.3)	-	7.1	-	-	-	-	RNAV 1
004	TF	AM162	-	272 / (273.3)	-	3.2	-	-	-	-	RNAV 1
005	TF	NEWCO	-	312 / (313.3)	-	2.2	-	+ 2000	- 220	-	RNAV 1
001	IF	KAROF	-	-	-	-	-	-	- 220	-	-
002	TF	NEWCO	-	002 / (003.3)	-	7.6	-	+ 2000	- 220	-	RNAV 1
001	IF	NEWCO	-	-	-	-	-	+ 2000	- 220	-	-
002	TF	AM636	-	002 / (003.2)	-	3.2	-	+ 2000	-	-	RNP APCH
003	TF	THR 36R	Y	002 / (003.2)	-	6.2	-	-	-	-3.00 / 50	RNP APCH
004	TF	AM637	Y	002 / (003.3)	-	5.0	-	- 1500	-	-	RNP APCH
005	TF	AM163	-	002 / (003.3)	-	7.9	-	@ 2000	- 220	-	RNP APCH

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2.11.3.10.4 FAS data block - RWY 36R

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	EHAM
Runway	36
Runway Letter	1 (Right)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E36A
LTP/FTP Latitude	521726.9700N
LTP/FTP Longitude	0044638.4500E
LTP/FTP Ellipsoidal Height (metres)	39.7
FPAP Latitude	521914.7580N
Delta FPAP Latitude (seconds)	107.7880
FPAP Longitude	0044648.4310E
Delta FPAP Longitude (seconds)	9.9810
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	520
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 0D 01 08 05 64 00 00 01 36 33 05 74 D7 70 16 E4 DA 0C 02 8D 15 18 4A 03 FA 4D 00 F4 01 2C 01 64 41 C8 AF A3 3D 6F 98
Calculated CRC Value	A33D6F98

Required Additional Data

ICAO Code	EH
LTP/FTP Orthometric Height (metres)	-3.4

3 LOW VISIBILITY PROCEDURES

3.1 General

During periods of low visibility the overall ATC capacity is reduced. To guarantee aircraft safety and optimal use of ATC capacity, Schiphol Airport uses ATC low visibility procedures. These procedures are based on ICAO Doc 9476/1 (Surface Movement Guidance and Control Manual) and ICAO EUR Doc 013 (European Guidance Material on All Weather Operations at Aerodromes).

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

Phase	Conditions	Procedures
A	RVR <= 1500 M and/or ceiling <= 300 FT	Reduced visibility has only impact on ground operations regarding departing traffic (e.g. stop bars are activated and intersection take-offs are not allowed, except for RWY 24 intersection take-off TWY S6 or S8 at ATC discretion).
B	RVR < 550 M and/or ceiling < 200 FT	Runway use will be restricted.

Phase	Conditions	Procedures
C	RVR < 350 M	Runway use will be restricted.
D	RVR < 200 M	Only one runway with ILS CAT III will be AVBL for landing and one runway for departure.

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

3.2 Phase A, B, C, and D

Reduced visibility has only impact on departing traffic, therefore the announcement is only broadcasted on the Departure ATIS.

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

During reduced and low visibility procedures all runway exits, entries and crossings (except RWY 04/22) are safeguarded by switchable (remote controlled) or fixed stop bars (see AD 2.EHAM-GMC.1). Crossing of activated stop bars is prohibited. Traffic may proceed only after ATC clearance and when the stop bar lights are switched off (ref Annex 2, item 3.2.2.7.3).

Note: during reduced and low visibility procedures, the standard taxi routes between Schiphol-Centre and Schiphol-East are as follows:

- from Schiphol-Centre to Schiphol-East: via TWY E4, E8, N, G8 and G2.
- from Schiphol-East to Schiphol-Centre: via TWY G5, G6, H, E10 and E1.

3.3 Phase B, C, and D

During low visibility procedures additional separation on final is applied to ensure the ILS signal integrity.

3.4 Phase C and D

Taxi guidance based on ground surveillance information will be provided (shared pilot/ATC responsibility for routing and avoidance of inadvertent runway entry).

Incoming aircraft shall be guided by a follow-me car on TWY A1A, A1B, A2, A3 and adjacent aircraft stands.

On the taxiways east of RWY 18L/36R (EXC route via TWY E8, N and N1) aircraft shall be towed or guided by a follow-me car. Therefore the availability of the K-apron for parking and departure operations will depend on the availability of a tow truck or a follow-me car.

3.5 Phase D

If the RVR values drop below 200 M **and** the ground surveillance infrastructure has degraded to an unacceptable level, the airport will ultimately be closed for all traffic (ATIS RTF: "Schiphol below operational limits").

4 VFR FLIGHT PROCEDURES SCHIPHOL AIRPORT

4.1 Introduction

Non-adherence to the procedures mentioned below leads to an unacceptable load for ATC and may result in the flight being refused to enter the CTR or being instructed to leave the CTR. In these cases the pilot is obliged to inform ATC whether he will hold outside the CTR awaiting (re-)entry clearance or will divert to another aerodrome. In the latter case ATC shall be informed to which aerodrome the aircraft will divert.

4.2 General

Schiphol CTR has been designated as controlled airspace (class C). All VFR flights within Schiphol CTR shall submit a flight plan, which may not be sent by radio.

For the following types of VFR flights:

- flights inbound and outbound Schiphol Airport;
- flights in the Amsterdam sector of the Schiphol CTR;
- helicopter flights to Amsterdam Heliport (EHHA),

pilots must obtain (in accordance with the procedures described in paragraph 4.3):

- entry clearance prior to entering the CTR by submitting a request 2 minutes before reaching the CTR boundary, or;
- start-up clearance from ATC before starting engines.

All VFR flights to and from Schiphol airport shall be carried out via the VFR sector (see AD 2.EHAM-VAC.2) unless otherwise instructed by ATC or when approved by ATC on pilot's request. All aircraft performing VFR flights in the Schiphol CTR must show their landing lights.

4.2.1 Local and crossing VFR flights

Due to high intensity traffic in the Schiphol CTR, it is strongly advised to avoid the CTR. See also ENR 1.2 paragraph 7. A clearance is required for all flights in the Schiphol CTR and shall depend on weather conditions, runways in use and traffic density (ATC workload). VFR flights without a mode S transponder will not be admitted to the Schiphol CTR.

4.2.1.1 Initial permission for crossing flights

Initial permission for crossing the Schiphol CTR shall be requested by filling out and emailing the online form "Crossing VFR flights Schiphol CTR". Fill out the form, and indicate the route in the CTR on the provided map. Upon receipt and tactical evaluation by ATC, initial permission may be given.

The online form "Crossing VFR flights Schiphol CTR" is published on the LVNL website:
https://en.lvnl.nl/services/vfr-flights-schiphol-ctr (webpage available in Dutch and English).

The form needs to be submitted at least 6 hours before departure. Especially during peak hours, on MON-FRI between 0500-2300 (0400-2200), a clearance is unlikely to be given. A request may receive initial permission, but clearance to enter the CTR will be given

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upon request via RTF 2 minutes before entry. If initial permission is received, file a flight plan. Clearance shall be based on actual meteorological and operational circumstances. Due to operational circumstances, additional instructions may be given.

4.2.2 IFR areas

VFR flights within the CTR may be instructed by ATC to stay clear of specified IFR areas. These areas are indicated on AD 2.EHAM-VAC.1.

4.2.3 Amsterdam sector

VFR flights with permission to fly over Amsterdam may be instructed by ATC to stay within the Amsterdam sector. This sector is indicated on AD 2.EHAM-VAC.1.

4.2.4 ATC wind reporting during final approach

When issuing the landing clearance, ATC shall inform pilots about the current surface wind direction and speed (including gusts >= 5 KT). When the current surface wind speed is >= 20 KT, ATC shall report this information also on downwind. However, in case RTF load becomes excessive, ATC may not report this information to aircraft facing a crosswind (including gusts) < 20 KT upon landing.

4.2.5 VFR reporting points positions

VFR reporting point	Position
ALPHA	521612N 0045301E
BRAVO	521736N 0045000E
VICTOR	521324N 0045901E

4.3 VFR approach and departure procedures

4.3.1 VFR outbound

1. File a VFR flight plan at least 60 minutes before ETD. Report changes in ETD in excess of 30 minutes to the ATS reporting office (ARO). If ATD is not within 60 minutes after ETD, ATC will consider the flight plan cancelled.
2. Pilots must have obtained start-up clearance from ATC before starting engines. A request for start-up shall be made to Schiphol Delivery. Clearance for start-up will either be issued immediately or at a specified time depending on traffic and/or main runway(s) in use. A request for start-up shall include:
   - aircraft identification and type (e.g. PHGON Cessna 172).
   - position (e.g. hangar 1).
   - ATIS information (e.g. information P).
   - flight rules (e.g. VFR).
   - destination (e.g. Rotterdam).
   - request start-up.

Note: K-apron is not under ATC ground control. At apron exit GD pilots shall report to Schiphol Ground.

4.3.1.1 VICTOR Departure

1. After take-off climb to MAX 1000 FT AMSL.
2. Join the VFR sector within a distance of MAX 4 NM from the airport (ALPHA) and report leaving the CTR over VICTOR.

4.3.2 VFR inbound

1. File a VFR flight plan at aerodrome of departure at least 60 minutes before ETD. Report changes in ETD in excess of 30 minutes to the ATS reporting office (ARO). To prevent unnecessary alerting action, attention is drawn to importance of the ETA to be as accurate as possible and to report changes in ETA in excess of 30 minutes to the relevant FIC.
2. Contact Schiphol TWR 2 minutes before reaching the CTR boundary for permission to enter the CTR (abbreviated phraseology: aircraft identification and type, VFR to Schiphol, estimating VICTOR at ....., ATIS information, for landing).
3. Pilots may be instructed to contact Schiphol Approach, Schiphol Arrival or Schiphol Departure for radar control.

4.3.2.1 VICTOR Arrival

1. Approach the airport via the VFR sector at 1000 FT AMSL or below and report over VICTOR.
2. VICTOR, ALPHA (abeam Nes a/d Amstel) and BRAVO (abeam church Bovenkerk) may be used as visual holding point for orbits (360° turn over left).
3. Execute a normal circuit unless a short VFR approach pattern (threshold base leg or mid runway base leg) is required by ATC or when approved on pilot's request.

4.3.2.2 Short VFR approach patterns

The short VFR approach patterns (threshold base leg and mid runway base leg) are based on a maximum TAS of 120 KT and "rate 2" turns. They are established to avoid traffic operation on other runways, to expedite traffic and for noise abatement purposes. The short VFR circuit procedures shall be carried out as follows:

a. Threshold base leg: an approach pattern, the base leg of which is flown at 90° to the runway centre line exactly opposite to the threshold.
b. Midrunway base leg: an approach pattern, the base leg of which is flown at 90° to the runway centre line and opposite to the approximate middle of the runway.

4.3.2.3 VFR go-around

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

4.4 Communication failure procedures for VFR flights at Schiphol

4.4.1 General

- Select transponder code 7600.
- If possible call Amsterdam ACC Supervisor on telephone number +31 (0)20 406 3999.

  Note: Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded.
- If telephone connection is disconnected prematurely (before read-back), revert to communication failure procedures below.

4.4.2 VFR outbound

In case of communication failure adhere to the departure instructions. If the departure instructions contain a clearance limit in the CTR, act in accordance with paragraph 4.4.4.

4.4.3 VFR inbound

4.4.3.1 Via VICTOR Arrival

a. In case of communication failure before joining the circuit, leave the CTR according to VICTOR Departure and divert to an appropriate aerodrome.
b. In case of communication failure over or after a position from where to join the circuit (this is past the compulsory reporting point BRAVO), execute a circuit as short as practicable for the last received and acknowledged runway (helispot). If the runway appears to be clear, make a full stop landing and vacate as soon as possible, otherwise go around and execute a similar circuit (be aware of the fact that your flight path could interfere with the flight path of other aerodrome traffic).

4.4.3.2 Via a different route to the field

a. In case of communication failure before joining the circuit, act in accordance with paragraph 4.4.4.
b. In case of communication failure after joining the circuit, act in accordance with paragraph 4.4.3.1 item b.
c. In case of communication failure overhead the centre of the aerodrome, maintain altitude, proceed to point BRAVO, act in accordance with paragraph 4.4.3.1 item a.

4.4.3.3 VFR go-around

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

4.4.4 VFR crossing the CTR

In case of communication failure leave the CTR via the shortest route (radial wise), maintain altitude until outside the CTR, do not cross a runway centre line or IFR area and proceed to an appropriate aerodrome.

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EHAM AD 2.23 ADDITIONAL INFORMATION

← 1 GENERAL

1. 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.
2. ← 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.
3. 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.
4. 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.
5. 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 ligths.

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.
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.

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	
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 RWY 04/22 CAUTIONS

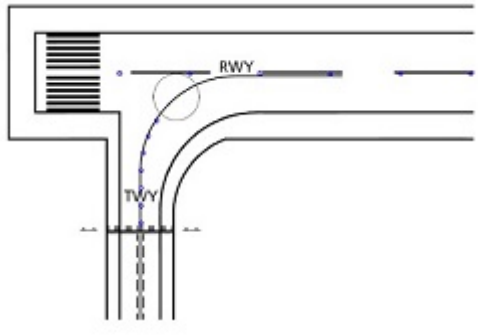
RWY 04/22 primarily serves as a runway for general aviation. In certain circumstances, i.e. southwesterly storm, RWY 22 also serves as secondary or even main landing runway for commercial air transport up to and including code letter E aircraft.
RWY 04/22 has the following specific features:

1. Although equipped with ILS (CAT I), RWY 22 is classified as non-precision approach runway. Because of this runway classification, the minimum DH for all types of approaches (ILS and/or RNP) is 250 FT. EU-law only allows type A instrument approach operations on a non-precision approach runway.
2. The length of the approach lighting system of RWY 04 and RWY 22 is less than those installed on other runways (see AD 2.14).
3. The MEHT of the PAPI of RWY 04 and RWY 22 is less than the MEHT of other PAPIs (see AD 2.14). The reduced MEHT means the minimum required 6 M wheel height over THR for aircraft with an eye-to-wheel height of 8 to 14 M cannot be not guaranteed, depending on the type of aircraft.
4. Runway centre line lights and touchdown zone lights are not provided (see AD 2.14).
5. During approach RWY 04 or RWY 22 pilots must be prepared for turbulence, windshear and change of wind gradient (possibly simultaneously) due to the presence of large buildings and an engine run-up area underneath the circuits.
6. During approach RWY 04 or RWY 22 pilots must not confuse the runway with parallel TWY G situated east of RWY 04/22.
7. Vacating RWY 04 via TWY G1 is restricted to aircraft with a maximum wingspan of 31 M due to wingspan restriction on adjacent taxiways.
8. All runway exits have a 90° angle reference to the runway centre line; larger aircraft are advised to exercise caution when vacating the runway.
9. See AD 2.23 paragraph 2 for more information on runway exits.

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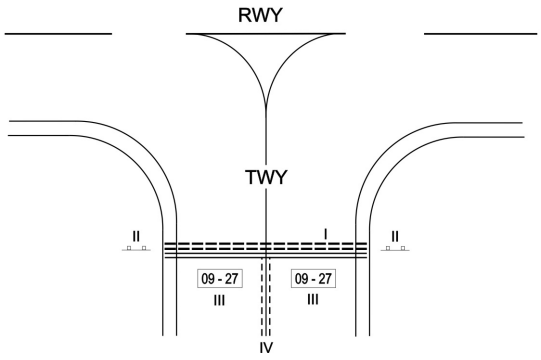
4 TAXIWAY MARKING AND LIGHTING

CENTRE LINE LIGHTING RUNWAY ENTRIES USED DURING LOW VISIBILITY



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

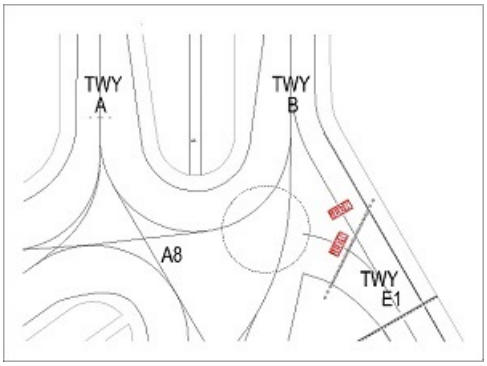
RUNWAY HOLDING POSITION

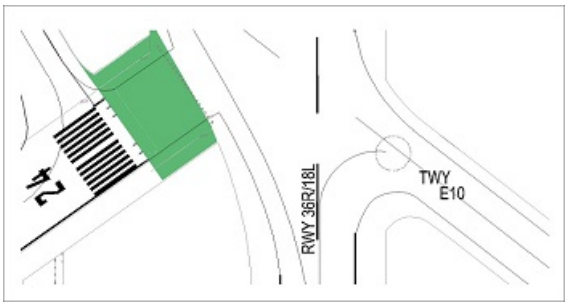


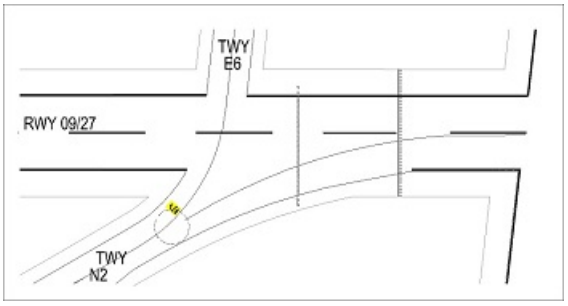
Runway holding positions are safeguarded by:

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

INTERRUPTED CENTRE LINE MARKINGS

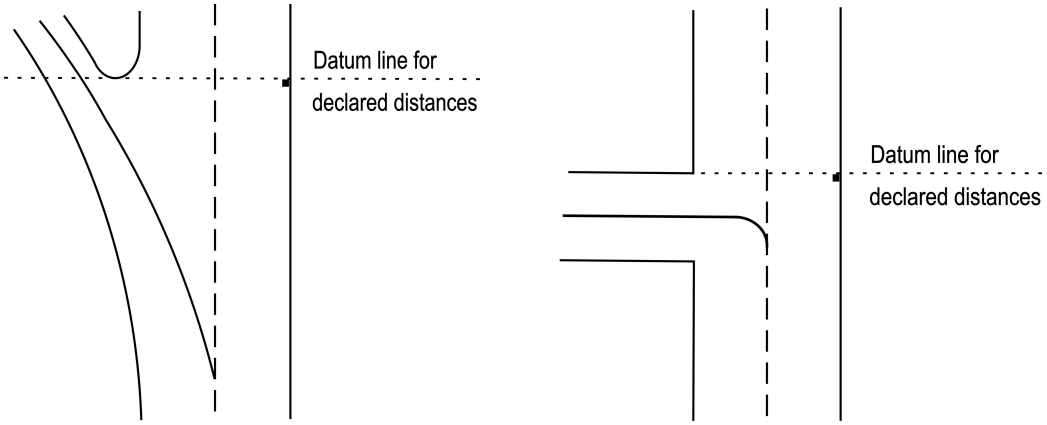






5 DETERMINATION OF DATUM LINE FOR INTERSECTION TAKE-OFF

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.



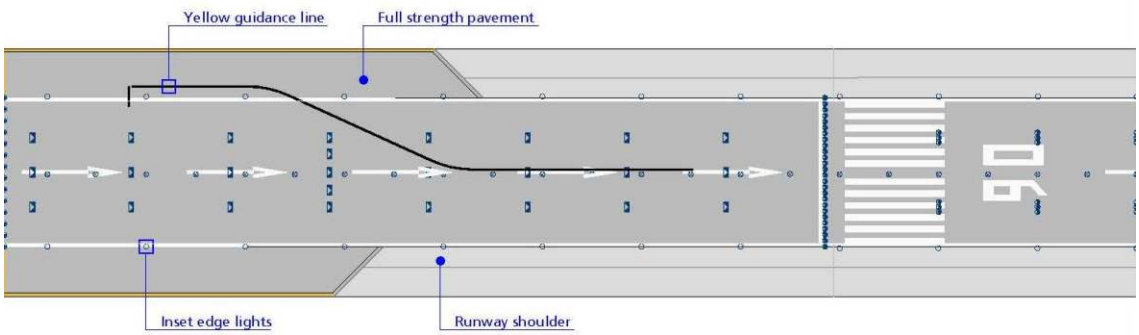
6 TURN-AROUND AREAS

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.

7 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.

8 CODE LETTER F AIRCRAFT RESTRICTIONS AND PROCEDURES

8.1 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

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Restrictions	Airbus A380	Antonov AN124	Boeing 747-8
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
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	-	-

8.2 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	E2
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.

9 MINIMUM FUEL PROCEDURES

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

9.1 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.

9.2 Pilot and ATC procedures

1. 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.
2. 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.
3. 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.
4. 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.

10 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.

11 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
  Anchoragelaan 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.**
  Anchoragelaan 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: **Aviapartner B.V.**
  Pelikaanweg 45
  1118 DT Schiphol
  Tel: +31 (0)20 406 7780
  Fax: +31 (0)20 406 7785
  Email: amsops@aviapartner.aero
  SITA: AMSOVXH

  Note: Aviapartner 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.

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

  Note: Aviapartner 131.605.

- Post: **Jet Aviation Netherlands**
  Thermiekstraat 14
  1117 BC Schiphol-Oost
  Tel: +31 (0)20 226 0150
  Fax: +31 (0)20 648 8180
  Email: AMSfbo@jetaviation.com
  URL: http://www.jetaviation.com

  Note: Jet Aviation Amsterdam 131.630.

EHAM AD 2.24 CHARTS RELATED TO AN AERODROME

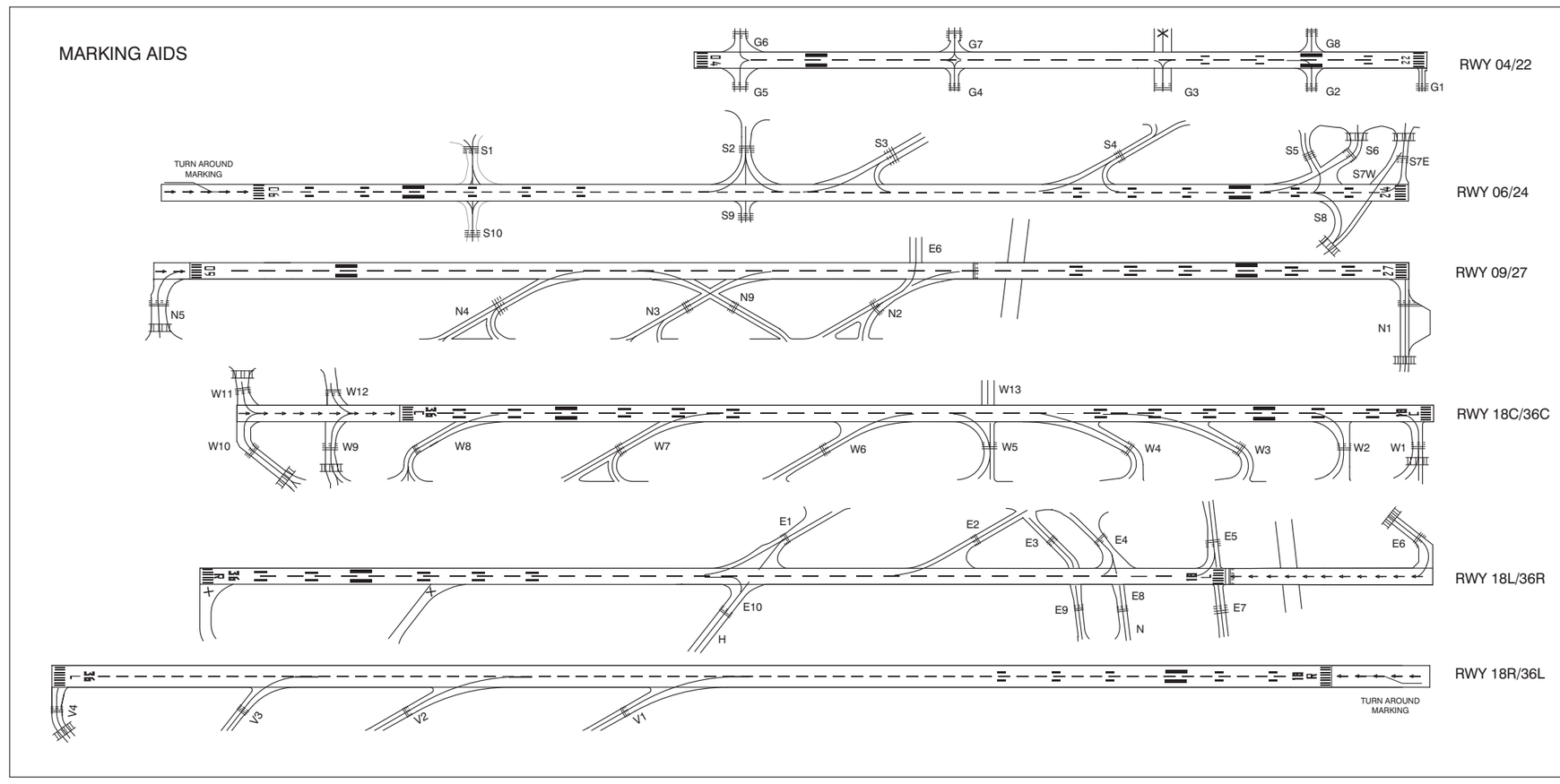
Type of chart	Page
Aerodrome chart	AD 2.EHAM-ADC
Aircraft parking / docking chart Schiphol Centre	AD 2.EHAM-APDC.1
Aircraft parking / docking chart Schiphol East K-apron	AD 2.EHAM-APDC.2
Aircraft parking / docking chart Schiphol East M-apron	AD 2.EHAM-APDC.3
Aircraft parking / docking chart Schiphol Centre U-apron	AD 2.EHAM-APDC.4
Aerodrome ground movement chart	AD 2.EHAM-GMC.1
Aerodrome ground movement chart/code letter F ACFT - A380 restrictions	AD 2.EHAM-GMC.2
Aerodrome ground movement chart/code letter F ACFT - AN124 restrictions	AD 2.EHAM-GMC.3
Aerodrome ground movement chart/code letter F ACFT - B747-8 restrictions	AD 2.EHAM-GMC.4
Aerodrome obstacle chart RWY 04/22	AD 2.EHAM-AOC-04-22
Aerodrome obstacle chart RWY 06/24	AD 2.EHAM-AOC-06-24
Aerodrome obstacle chart RWY 09/27	AD 2.EHAM-AOC-09-27
Aerodrome obstacle chart RWY 18C/36C	AD 2.EHAM-AOC-18C-36C
Aerodrome obstacle chart RWY 18L	AD 2.EHAM-AOC-18L
Aerodrome obstacle chart RWY 36L	AD 2.EHAM-AOC-36L
Precision approach terrain chart RWY 06	AD 2.EHAM-PATC-06
Precision approach terrain chart RWY 18C	AD 2.EHAM-PATC-18C
Precision approach terrain chart RWY 18R	AD 2.EHAM-PATC-18R
Precision approach terrain chart RWY 27	AD 2.EHAM-PATC-27
Precision approach terrain chart RWY 36C	AD 2.EHAM-PATC-36C
Precision approach terrain chart RWY 36R	AD 2.EHAM-PATC-36R
Standard instrument departure chart	AD 2.EHAM-SID-OVERVIEW
Standard instrument departure chart RWY 04	AD 2.EHAM-SID-04
Standard instrument departure chart RWY 06	AD 2.EHAM-SID-06.1
Standard instrument departure chart RWY 06 supplementary	AD 2.EHAM-SID-06.2
Standard instrument departure chart RWY 09	AD 2.EHAM-SID-09
Standard instrument departure chart RWY 18C	AD 2.EHAM-SID-18C
Standard instrument departure chart RWY 18L east	AD 2.EHAM-SID-18L.1
Standard instrument departure chart RWY 18L west	AD 2.EHAM-SID-18L.2
Standard instrument departure chart RWY 22	AD 2.EHAM-SID-22
Standard instrument departure chart RWY 24 east	AD 2.EHAM-SID-24.1
Standard instrument departure chart RWY 24 west	AD 2.EHAM-SID-24.2
Standard instrument departure chart RWY 27	AD 2.EHAM-SID-27
Standard instrument departure chart RWY 36C	AD 2.EHAM-SID-36C
Standard instrument departure chart RWY 36L	AD 2.EHAM-SID-36L.1
Standard instrument departure chart RWY 36L supplementary	AD 2.EHAM-SID-36L.2
Standard arrival chart	AD 2.EHAM-STAR
Night transition chart to ILS RWY 06	AD 2.EHAM-TRAN-06.1
Night transition chart to RNP RWY 06	AD 2.EHAM-TRAN-06.2
Night transition chart to ILS RWY 18C	AD 2.EHAM-TRAN-18C.1
Night transition chart to RNP RWY 18C	AD 2.EHAM-TRAN-18C.2
Night transition chart to ILS RWY 18R	AD 2.EHAM-TRAN-18R.1
Night transition chart to RNP RWY 18R	AD 2.EHAM-TRAN-18R.2
RNAV transition chart RWY 36R	AD 2.EHAM-TRAN-36R
ATC surveillance minimum altitude chart	AD 2.EHAM-SMAC
Instrument approach chart RNP RWY 04	AD 2.EHAM-IAC-04.1
Instrument approach chart ILS CAT II & III or LOC RWY 06	AD 2.EHAM-IAC-06.1
Instrument approach chart RNP RWY 06	AD 2.EHAM-IAC-06.2
Instrument approach chart RNP RWY 09	AD 2.EHAM-IAC-09.1
Instrument approach chart ILS CAT II & III or LOC RWY 18C	AD 2.EHAM-IAC-18C.1
Instrument approach chart RNP RWY 18C	AD 2.EHAM-IAC-18C.2
Instrument approach chart ILS CAT II & III or LOC RWY 18R	AD 2.EHAM-IAC-18R.1
Instrument approach chart RNP RWY 18R	AD 2.EHAM-IAC-18R.2
Instrument approach chart ILS or LOC RWY 22	AD 2.EHAM-IAC-22.1

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Type of chart	Page
Instrument approach chart ILS or LOC RWY 22 CAT H	AD 2.EHAM-IAC-22.2
Instrument approach chart RNP RWY 22	AD 2.EHAM-IAC-22.3
Instrument approach chart RNP RWY 24	AD 2.EHAM-IAC-24.1
Instrument approach chart ILS CAT II & III or LOC RWY 27	AD 2.EHAM-IAC-27.1
Instrument approach chart RNP RWY 27	AD 2.EHAM-IAC-27.2
Instrument approach chart ILS CAT II & III or LOC RWY 36C	AD 2.EHAM-IAC-36C.1
Instrument approach chart RNP RWY 36C	AD 2.EHAM-IAC-36C.2
Instrument approach chart ILS CAT II & III or LOC RWY 36R	AD 2.EHAM-IAC-36R.1
Instrument approach chart RNP RWY 36R	AD 2.EHAM-IAC-36R.2
Visual approach chart / VFR procedures	AD 2.EHAM-VAC.1
Visual approach chart VFR traffic circuits	AD 2.EHAM-VAC.2

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MARKING AIDS



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	521942.9N 0044231.8E

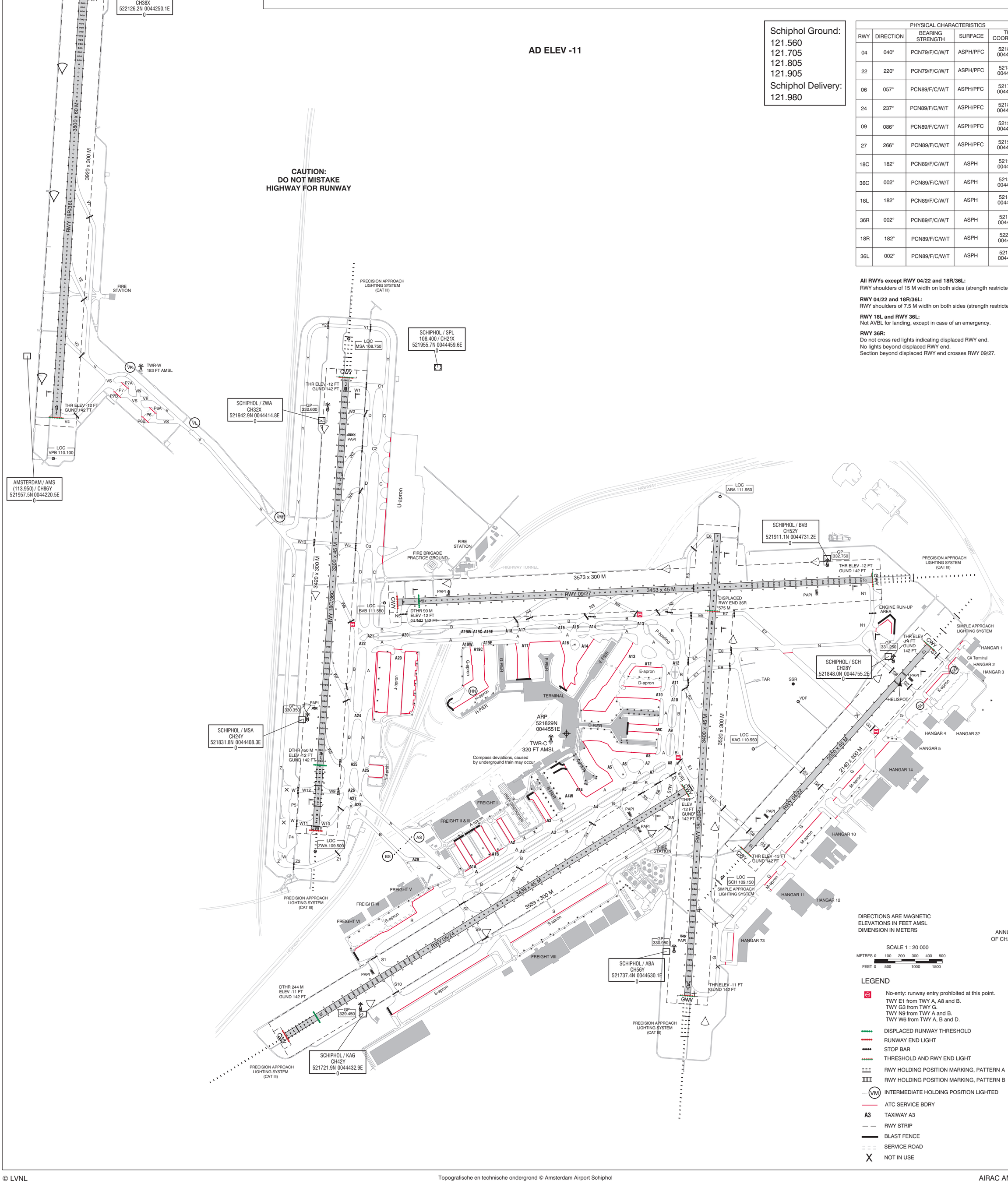
All RWYs except RWY 04/22 and 18R/36L:
RWY shoulders of 15 M width on both sides (strength restricted).

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

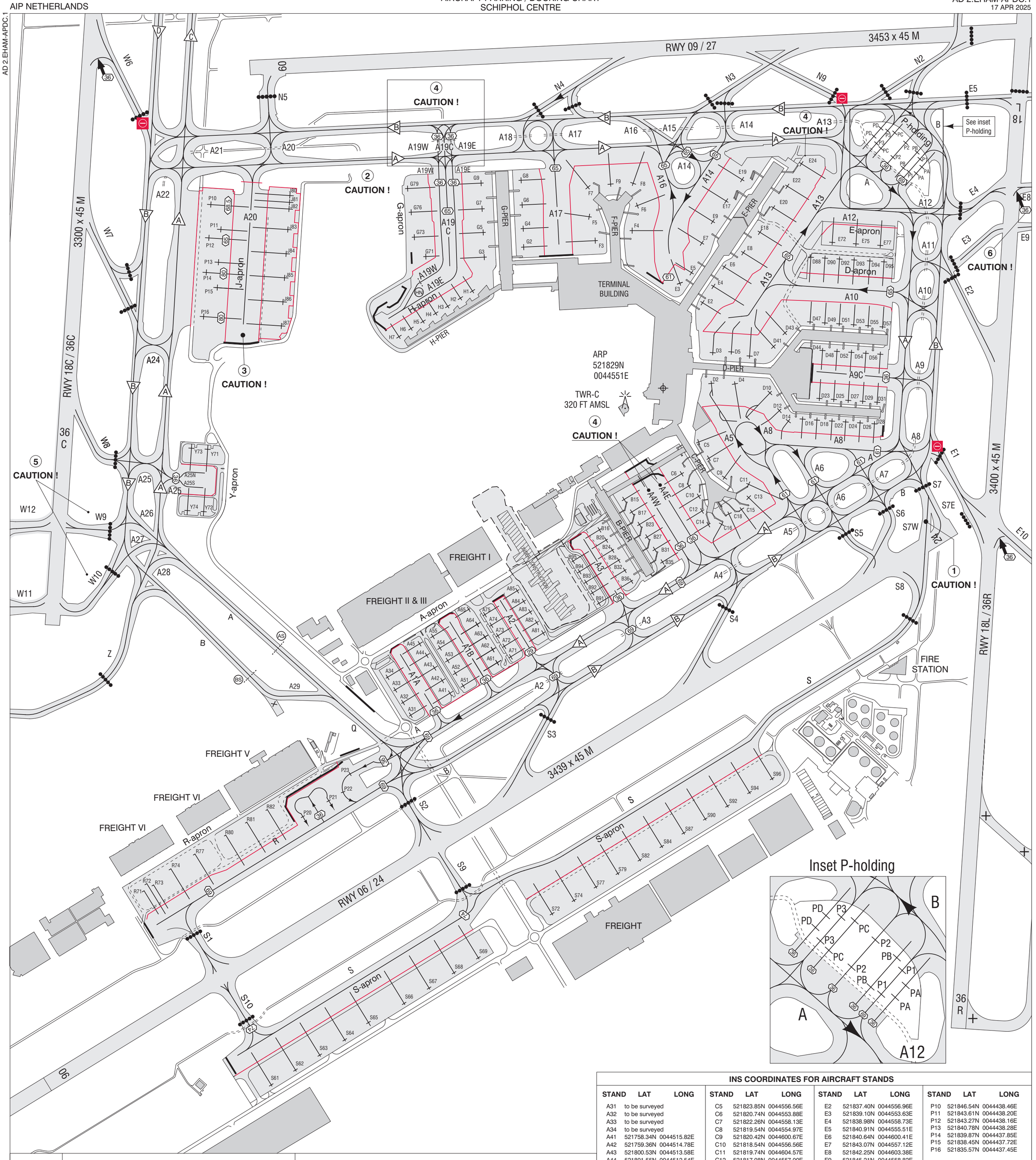
SCALE 1 : 20 000

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

LEGEND

- No-enty: 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
- (VM) INTERMEDIATE HOLDING POSITION LIGHTED
- ATC SERVICE BDRY
- A3 TAXIWAY A3
- RWY STRIP
- BLAST FENCE
- SERVICE ROAD
- X NOT IN USE

CHANGE: S-apron extended; A-apron; editorial.



DIRECTIONS ARE MAGNETIC
ELEVATIONS IN FEET AMSL
DIMENSION IN METERS

VAR 2° E (2020)

SCALE 1 : 8 000

M 100 0 100 200 300 400 500
FT 500 0 500 1000 1500

Schiphol Ground 121.705
121.805
121.905

NOTES

1. 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".

2. 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.

3. 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

4. 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.

CAUTION

(1) TWY S7W is 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) J-apron is not controlled by ATC.

(4) 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.

(5) 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.

(6) 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 N9 from TWY A and B. TWY W6 from TWY A, B and D.
- (35) 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.
- (HN) INTERMEDIATE HOLDING POSITION

INS COORDINATES FOR AIRCRAFT STANDS

STAND	LAT	LONG
A31	to be surveyed	
A32	to be surveyed	
A33	to be surveyed	
A34	to be surveyed	
A41	521758.34N	0044515.82E
A42	521759.36N	0044514.78E
A43	521800.53N	0044513.58E
A44	521801.55N	0044512.54E
A45	521802.57N	0044511.50E
A51	521759.93N	0044519.50E
A52	521801.16N	0044518.25E
A53	521802.37N	0044517.01E
A54	521803.60N	0044515.76E
A55	521804.72N	0044514.62E
A61	521802.21N	0044524.86E
A62	521803.48N	0044524.11E
A63	521804.70N	0044522.87E
A64	521805.92N	0044521.62E
A65	521807.26N	0044520.46E
A71	521802.78N	0044526.98E
A72	521803.80N	0044525.94E
A73	521804.82N	0044524.90E
A74	521805.84N	0044523.85E
A75	521806.86N	0044522.81E
A81	to be surveyed	
A82	521806.17N	0044531.09E
A83	521807.19N	0044530.05E
A84	521808.22N	0044529.00E
A85	to be surveyed	
B15	521818.22N	0044544.87E
B16	521815.20N	0044540.84E
B17	521817.02N	0044546.10E
B20	521814.24N	0044542.01E
B23	521815.81N	0044547.34E
B24	521813.26N	0044543.01E
B27	521814.60N	0044548.58E
B28	521812.28N	0044544.01E
B31	521813.39N	0044549.81E
B32	521811.30N	0044545.01E
B35	521812.18N	0044551.05E
B36	521810.27N	0044546.06E
B91	to be surveyed	
B92	to be surveyed	
B93	to be surveyed	
B94	to be surveyed	
B95	to be surveyed	

STAND	LAT	LONG
C5	521823.85N	0044556.56E
C6	521820.74N	0044553.88E
C7	521822.26N	0044558.13E
C8	521819.54N	0044554.97E
C9	521820.42N	0044600.67E
C10	521818.54N	0044556.56E
C11	521819.74N	0044604.57E
C12	521817.08N	0044557.00E
C13	521818.46N	0044604.54E
C14	521815.82N	0044558.18E
C15	521817.31N	0044603.37E
C16	521815.76N	0044600.19E
C18	521816.84N	0044601.41E
D2	521829.44N	0044558.49E
D3	521832.60N	0044558.63E
D4	521829.48N	0044602.22E
D5	521832.62N	0044601.57E
D7	521832.34N	0044604.48E
D10	521828.62N	0044607.68E
D12	521826.96N	0044609.28E
D14	521826.13N	0044610.81E
D16	521826.12N	0044612.95E
D18	521826.05N	0044615.24E
D22	521825.96N	0044617.63E
D23	521828.16N	0044615.60E
D24	521825.89N	0044619.80E
D25	521828.08N	0044617.90E
D26	521825.81N	0044622.08E
D27	521828.00N	0044620.19E
D28	521825.73N	0044624.36E
D29	521827.92N	0044622.48E
D31	521827.84N	0044624.77E
D41	521833.29N	0044608.11E
D43	521834.71N	0044610.14E
D44	521832.86N	0044616.04E
D47	521835.74N	0044612.71E
D48	521832.78N	0044618.33E
D49	521835.66N	0044616.21E
D51	521835.77N	0044618.40E
D52	521832.70N	0044620.62E
D53	521835.64N	0044620.53E
D54	521832.62N	0044622.92E
D55	521835.48N	0044622.83E
D56	521832.53N	0044625.21E
D57	521835.34N	0044624.97E
D88	521841.81N	0044614.46E
D90	521841.74N	0044616.78E
D92	521841.66N	0044619.10E
D93	521841.58N	0044621.42E
D94	521841.55N	0044623.74E
D95	521841.49N	0044626.07E

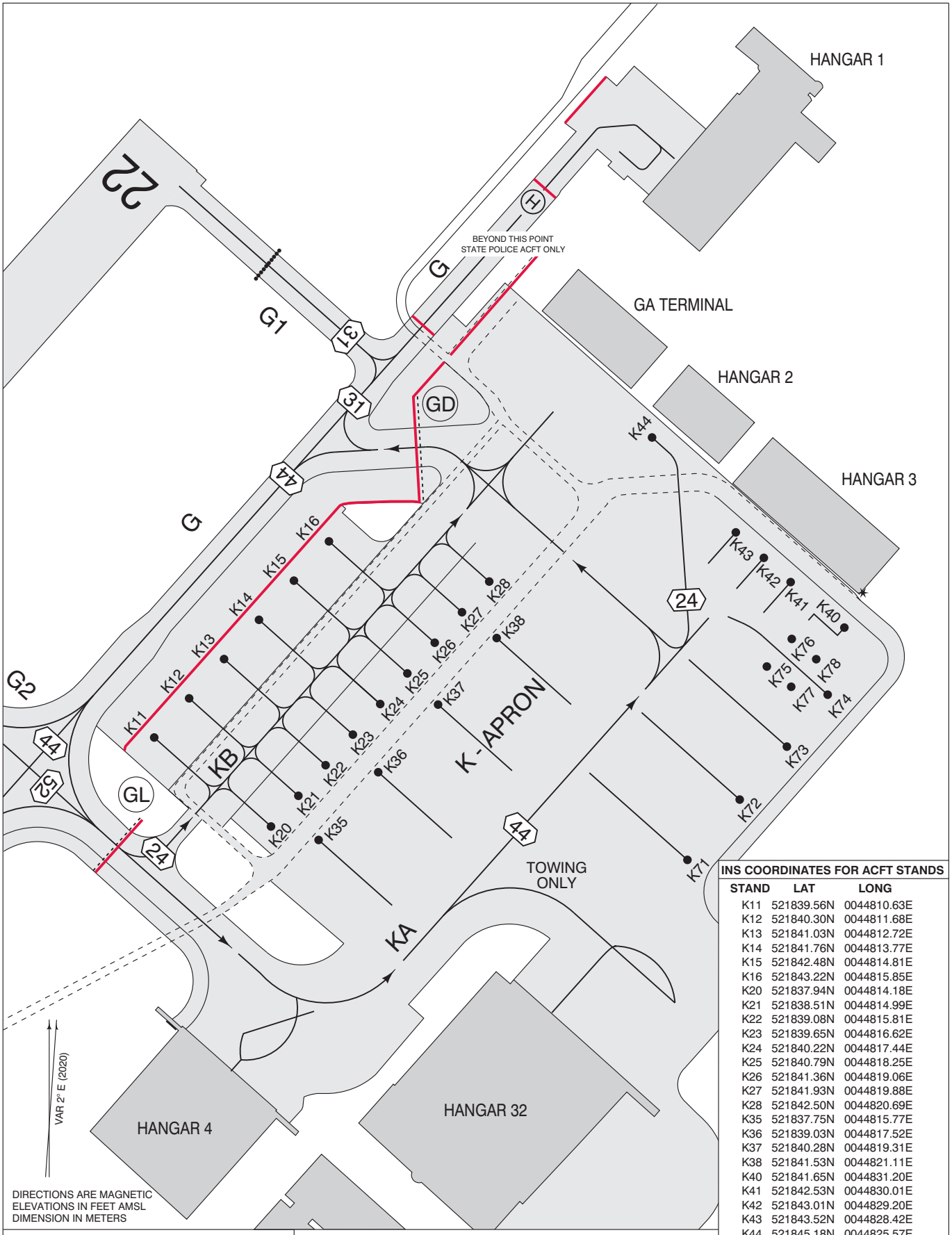
STAND	LAT	LONG
E2	521837.40N	0044556.96E
E3	521839.10N	0044553.63E
E4	521838.98N	0044558.73E
E5	521840.91N	0044555.51E
E6	521840.64N	0044600.41E
E7	521843.07N	0044557.12E
E8	521842.25N	0044603.38E
E9	521845.21N	0044558.82E
E17	521847.18N	0044600.92E
E18	521844.32N	0044606.03E
E19	521849.28N	0044603.43E
E20	521846.73N	0044608.10E
E22	521848.76N	0044610.28E
E24	521851.01N	0044612.50E
E72	521843.14N	0044617.82E
E75	521843.01N	0044621.65E
E77	521842.88N	0044625.47E
F3	521843.33N	0044540.19E
F4	521844.26N	0044545.73E
F5	521845.64N	0044539.22E
F6	521846.70N	0044546.49E
F7	521848.43N	0044538.92E
F8	521848.81N	0044545.86E
F9	521848.72N	0044542.36E
G2	521842.61N	0044528.47E
G3	521841.64N	0044522.63E
G4	521844.39N	0044528.43E
G5	521843.98N	0044522.42E
G6	521846.74N	0044528.22E
G7	521846.33N	0044522.20E
G8	521849.08N	0044528.00E
G9	521848.80N	0044521.95E
G71	521841.57N	0044513.04E
G73	521843.52N	0044510.88E
G76	521845.88N	0044510.55E
G79	521848.22N	0044509.95E
H1	521838.24N	0044520.71E
H2	521837.49N	0044518.76E
H3	521836.74N	0044516.82E
H4	521835.99N	0044514.88E
H5	521835.24N	0044512.94E
H6	521834.49N	0044510.99E
H7	521833.74N	0044509.05E
J80	521847.40N	0044451.48E
J81	521846.74N	0044451.65E
J82	521846.10N	0044451.36E
J83	521844.08N	0044451.41E
J84	521841.74N	0044451.19E
J85	521839.39N	0044450.97E
J86	521837.05N	0044450.76E
J87	521834.71N	0044450.54E

STAND	LAT	LONG
P10	521846.54N	0044438.46E
P11	521843.61N	0044438.20E
P12	521843.27N	0044438.16E
P13	521840.78N	0044438.28E
P14	521839.87N	0044437.85E
P15	521838.45N	0044437.72E
P16	521835.57N	0044437.45E
R71	521739.70N	0044429.11E
R72	521740.40N	0044429.56E
R73	521740.28N	0044430.61E
R74	521741.87N	0044433.36E
R77	521743.32N	0044437.18E
R80	521745.19N	0044442.00E
R81	521746.41N	0044445.37E
R82	521747.65N	0044448.62E
S61	to be surveyed	
S62	to be surveyed	
S63	to be surveyed	
S64	521725.50N	0044501.08E
S65	521727.02N	0044505.02E
S66	521729.10N	0044510.45E
S67	521730.61N	0044514.39E
S68	521732.13N	0044518.33E
S69	521733.60N	0044522.16E
S72	521737.85N	0044533.84E
S74	521739.18N	0044537.30E
S77	521740.51N	0044540.77E
S79	521741.84N	0044544.23E
S82	521743.17N	0044547.70E
S84	521744.50N	0044551.17E
S87	521745.83N	0044554.63E
S90	521747.16N	0044558.10E
S92	521748.49N	0044601.57E
S94	521749.88N	0044604.98E
S96	521751.22N	0044608.43E
Y71	to be surveyed	
Y72	to be surveyed	
Y73	to be surveyed	
Y74	to be surveyed	

CHANGE: S-apron extended; A-apron stand A35 removed; editorial.

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DIRECTIONS ARE MAGNETIC
ELEVATIONS IN FEET AMSL
DIMENSION IN METERS

121.930	Schiphol Amsterdam General Aviation
121.805	Schiphol Ground

LEGEND

- 31 — MAX WINGSPAN 31 M, LIMITED ENTRY
- GD GL — INTERMEDIATE HOLDING POSITION
- STANDARD TAXI ROUTING
- STOP BAR
- SERVICE ROAD
- ATC SERVICE BDRY

NOTES:

1. K-apron is not controlled by ATC.
2. Nose in parking is mandatory, a 180° turn using aircraft thrust is prohibited. Aircraft will be turned by tow truck.
3. MAX wingspan:
   K11 - K16: 24 M; K20 - K28: 18.9 M; K35 - K38: 44 M;
   K41: 16 M; K42: 19.4 M; K43: 17 M; K71: 44 M; K72 and K73: 36 M;
   K74: 29 M; K75 - K78: 11 M.
4. MAX wingspan 31 M for aircraft vacating RWY 04 or entering RWY 22 via TWY G1.

INS COORDINATES FOR ACFT STANDS

STAND	LAT	LONG
K11	521839.56N	0044810.63E
K12	521840.30N	0044811.68E
K13	521841.03N	0044812.72E
K14	521841.76N	0044813.77E
K15	521842.48N	0044814.81E
K16	521843.22N	0044815.85E
K20	521837.94N	0044814.18E
K21	521838.51N	0044814.99E
K22	521839.08N	0044815.81E
K23	521839.65N	0044816.62E
K24	521840.22N	0044817.44E
K25	521840.79N	0044818.25E
K26	521841.36N	0044819.06E
K27	521841.93N	0044819.88E
K28	521842.50N	0044820.69E
K35	521837.75N	0044815.77E
K36	521839.03N	0044817.52E
K37	521840.28N	0044819.31E
K38	521841.53N	0044821.11E
K40	521841.65N	0044831.20E
K41	521842.53N	0044830.01E
K42	521843.01N	0044829.20E
K43	521843.52N	0044828.42E
K44	521845.18N	0044825.57E
K71	521837.38N	0044826.73E
K72	521838.49N	0044828.47E
K73	521839.47N	0044829.88E
K74	521840.41N	0044831.10E
K75	521840.92N	0044829.42E
K76	521841.39N	0044830.10E
K77	521840.60N	0044830.02E
K78	521841.07N	0044830.70E

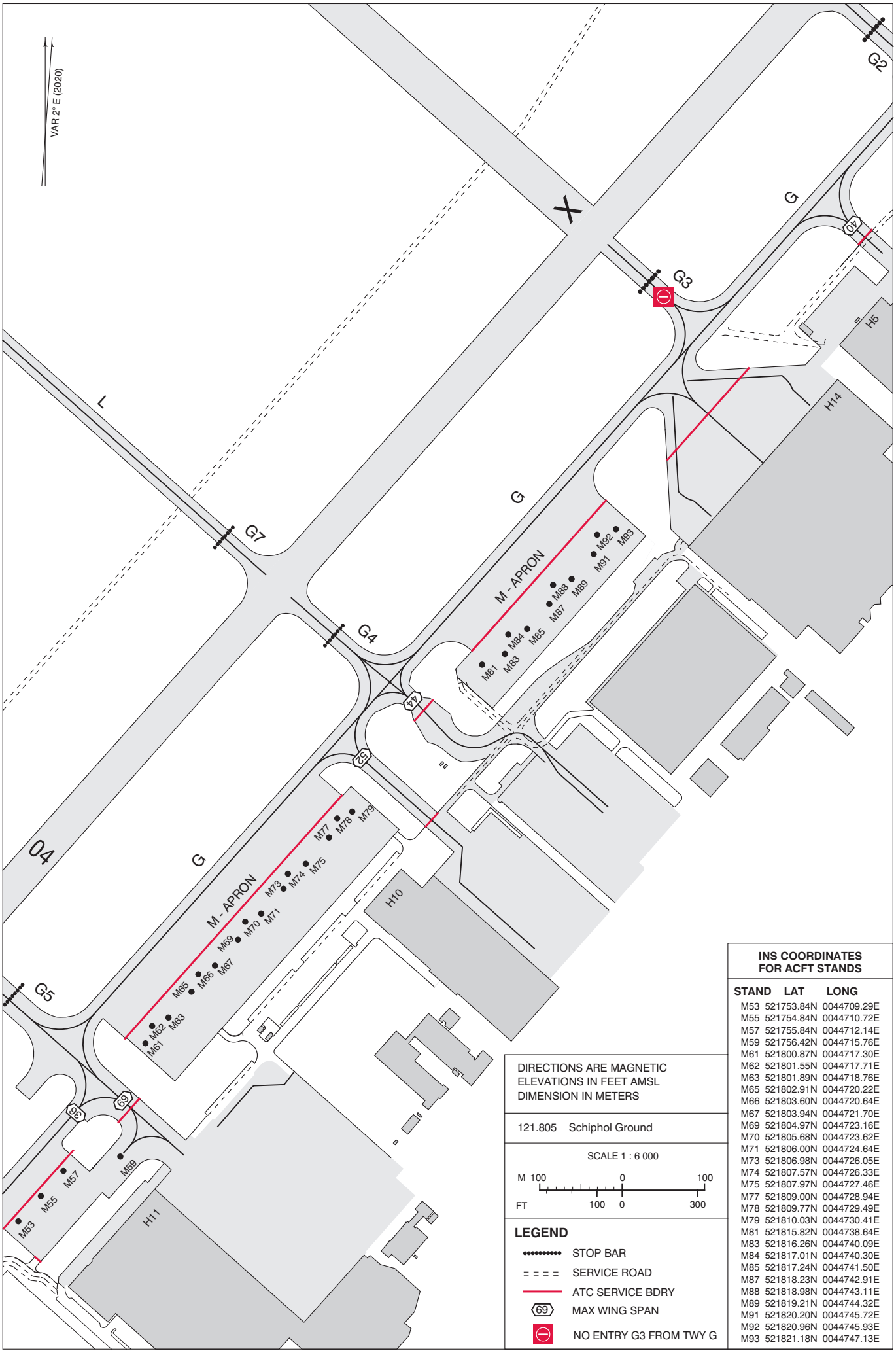
SCALE 1 : 3 000

M 50 0 50
FT 100 0 150

CHANGE: MAG VAR 2020; editorial.

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AMSTERDAM/Schiphol
AIRCRAFT PARKING/DOCKING CHART
SCHIPHOL EAST M-APRON



DIRECTIONS ARE MAGNETIC
ELEVATIONS IN FEET AMSL
DIMENSION IN METERS

121.805 Schiphol Ground

SCALE 1 : 6 000

M 100 0 100
FT 100 0 300

LEGEND

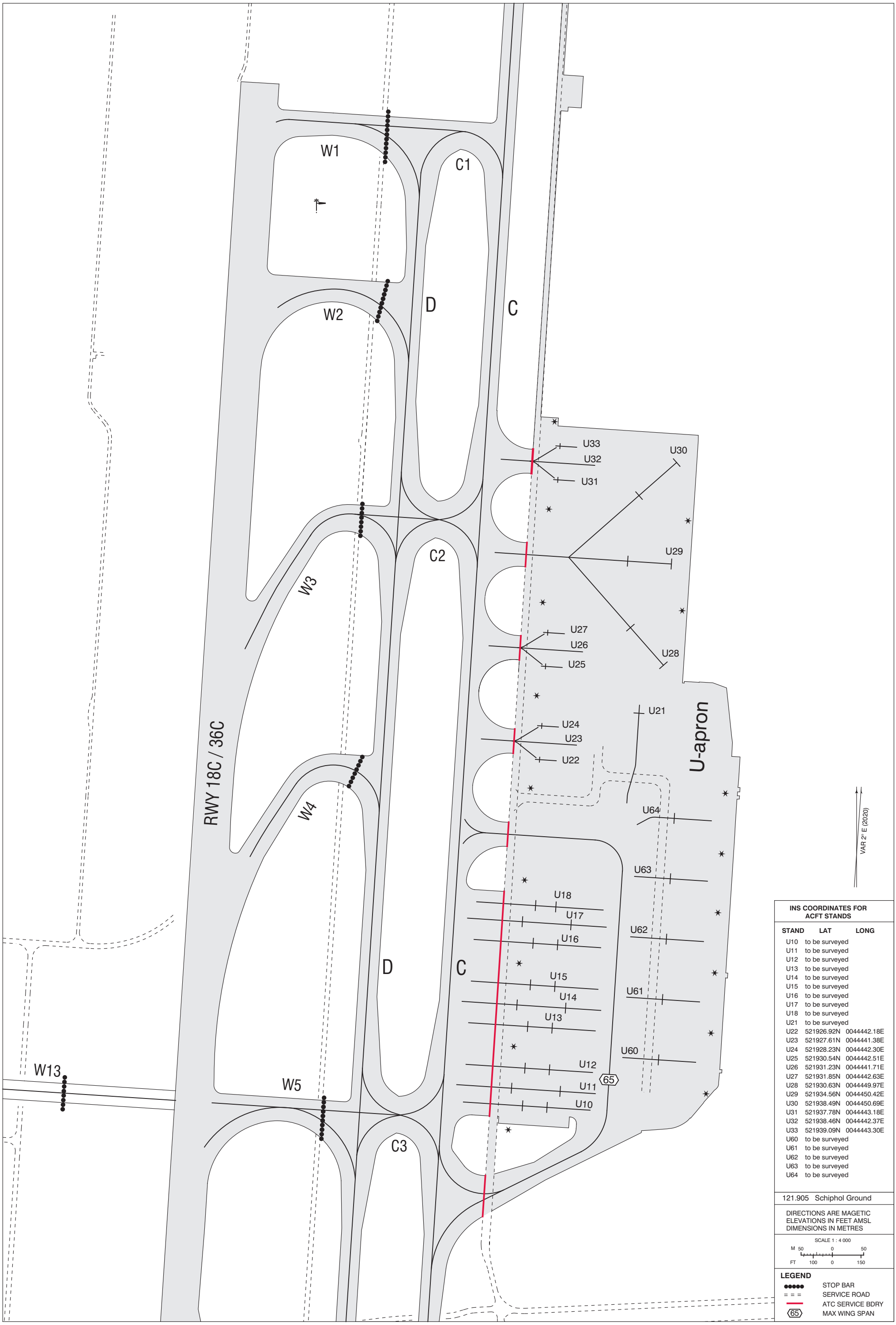
- STOP BAR
- SERVICE ROAD
- ATC SERVICE BDRY
- 69 MAX WING SPAN
- NO ENTRY G3 FROM TWY G

INS COORDINATES FOR ACFT STANDS

STAND	LAT	LONG
M53	521753.84N	0044709.29E
M55	521754.84N	0044710.72E
M57	521755.84N	0044712.14E
M59	521756.42N	0044715.76E
M61	521800.87N	0044717.30E
M62	521801.55N	0044717.71E
M63	521801.89N	0044718.76E
M65	521802.91N	0044720.22E
M66	521803.60N	0044720.64E
M67	521803.94N	0044721.70E
M69	521804.97N	0044723.16E
M70	521805.68N	0044723.62E
M71	521806.00N	0044724.64E
M73	521806.98N	0044726.05E
M74	521807.57N	0044726.33E
M75	521807.97N	0044727.46E
M77	521809.00N	0044728.94E
M78	521809.77N	0044729.49E
M79	521810.03N	0044730.41E
M81	521815.82N	0044738.64E
M83	521816.26N	0044740.09E
M84	521817.01N	0044740.30E
M85	521817.24N	0044741.50E
M87	521818.23N	0044742.91E
M88	521818.98N	0044743.11E
M89	521819.21N	0044744.32E
M91	521820.20N	0044745.72E
M92	521820.96N	0044745.93E
M93	521821.18N	0044747.13E

CHANGE: aircraft stands surveyed; editorial.

© LVNL



INS COORDINATES FOR ACFT STANDS

STAND	LAT	LONG
U10	to be surveyed	
U11	to be surveyed	
U12	to be surveyed	
U13	to be surveyed	
U14	to be surveyed	
U15	to be surveyed	
U16	to be surveyed	
U17	to be surveyed	
U18	to be surveyed	
U21	to be surveyed	
U22	521926.92N	0044442.18E
U23	521927.61N	0044441.38E
U24	521928.23N	0044442.30E
U25	521930.54N	0044442.51E
U26	521931.23N	0044441.71E
U27	521931.85N	0044442.63E
U28	521930.63N	0044449.97E
U29	521934.56N	0044450.42E
U30	521938.49N	0044450.69E
U31	521937.78N	0044443.18E
U32	521938.46N	0044442.37E
U33	521939.09N	0044443.30E
U60	to be surveyed	
U61	to be surveyed	
U62	to be surveyed	
U63	to be surveyed	
U64	to be surveyed	

121.905 Schiphol Ground

DIRECTIONS ARE MAGETIC
ELEVATIONS IN FEET AMSL
DIMENSIONS IN METRES

SCALE 1 : 4 000

M 50 0 50
FT 100 0 150

LEGEND

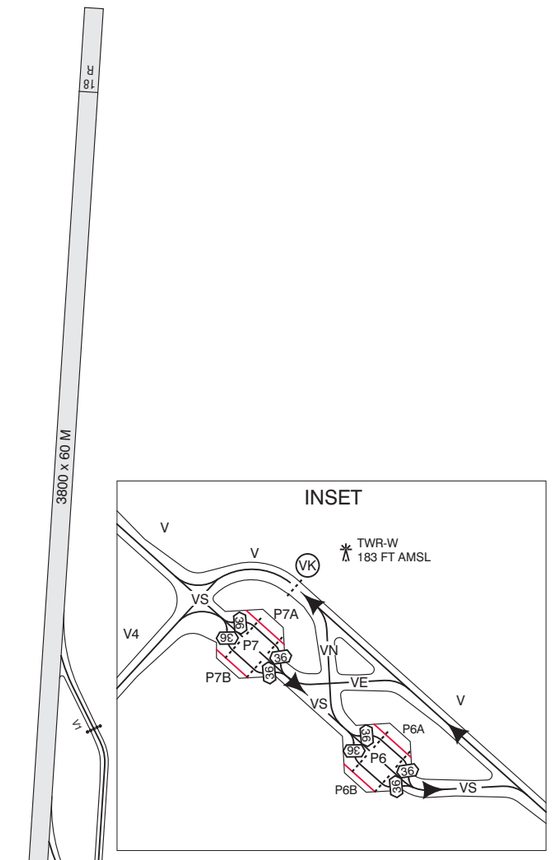
- STOP BAR
- SERVICE ROAD
- ATC SERVICE BDRY
- (65) MAX WING SPAN

CHANGE: editorial.

© LVNL

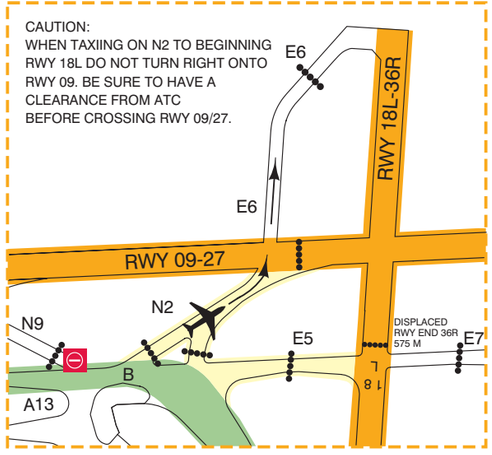
AD ELEV -11

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

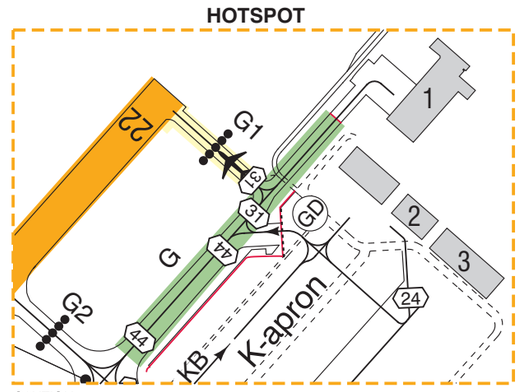


HOTSPOT

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.

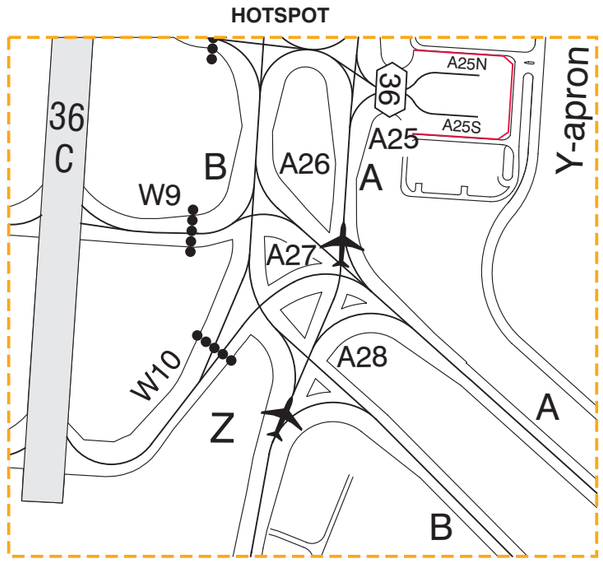


HOTSPOT



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

HOTSPOT



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

SCALE 1 : 20 000

M 500 0 500
FT 1000 0 1000 2000

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.

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.
- STOP BAR
- (VM) INTERMEDIATE HOLDING POSITION LIGHTED
- 29 MAX WINGSPAN 29 M LIMITED ENTRY
- B STANDARD TAXI ROUTING, UNLESS OTHERWISE INSTRUCTED BY ATC. ALL OTHER ROUTES MAY BE USED TWO-WAY ON ATC DISCRETION ONLY.
- ATC SERVICE BDRY
- BLAST FENCE
- 12 HANGAR NO. 12
- III FREIGHT STATION NO. III
- SERVICE ROAD
- NOT IN USE

HOTSPOT

- RUNWAY
- ENTRY / EXIT
- TAXIWAY

VAR 2° E (2020)
ANNUAL RATE OF CHANGE 11' E

CHANGE: HOTSPOT; CAUTION; S-apron extended; A-apron; editorial.

A380

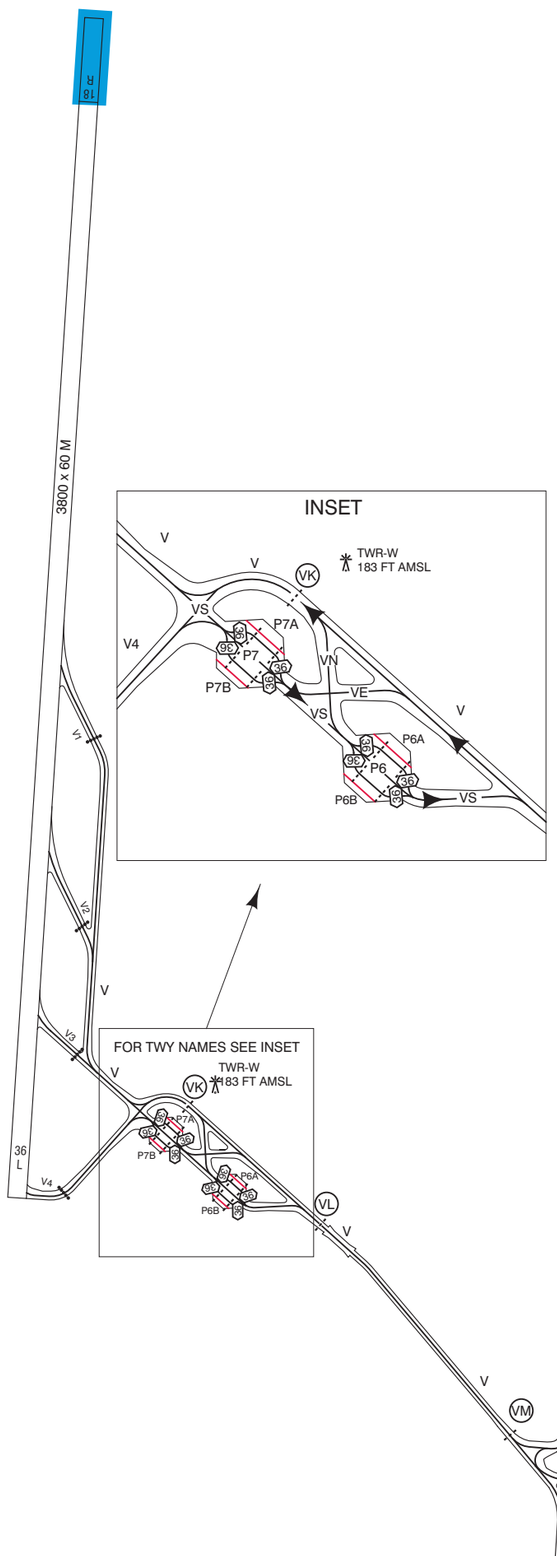
AD ELEV -11

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

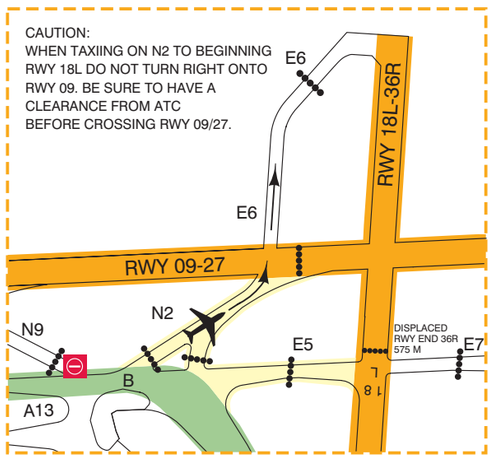
Operational restrictions. For additional information see AD 2.23.

Aircraft stands for parking the A380:

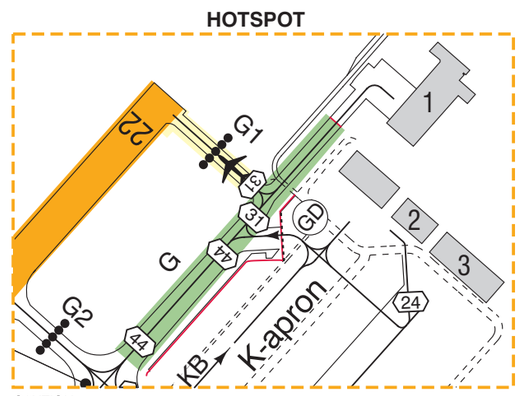
E18, E24
G9
J81
P10, P12, P14, P16



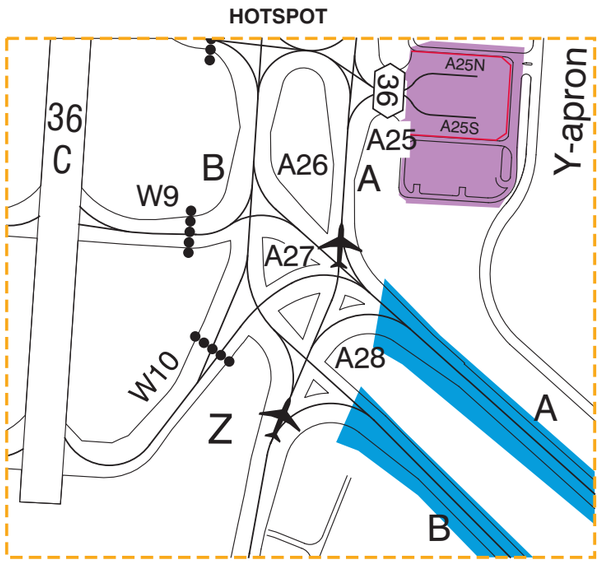
HOTSPOT



HOTSPOT



HOTSPOT



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

SCALE 1 : 20 000

M 500 0 500
FT 1000 0 1000 2000

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.

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.
- STOP BAR
- VM — INTERMEDIATE HOLDING POSITION LIGHTED
- 29 — MAX WINGSPAN 29 M LIMITED ENTRY
- B — STANDARD TAXI ROUTING, UNLESS OTHERWISE INSTRUCTED BY ATC. ALL OTHER ROUTES MAY BE USED TWO-WAY ON ATC DISCRETION ONLY.
- ATC SERVICE BDRY
- BLAST FENCE
- 12 — HANGAR NO. 12
- III — FREIGHT STATION NO. III
- SERVICE ROAD
- NOT IN USE

HOTSPOT
- RUNWAY
- ENTRY / EXIT
- TAXIWAY

CODE LETTER F ACFT
- PROHIBITED
- RESTRICTED

CHANGE: HOTSPOT; CAUTION; S-apron extended; A-apron; editorial.

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Topografische en technische ondergrond © Amsterdam Airport Schiphol

AN124

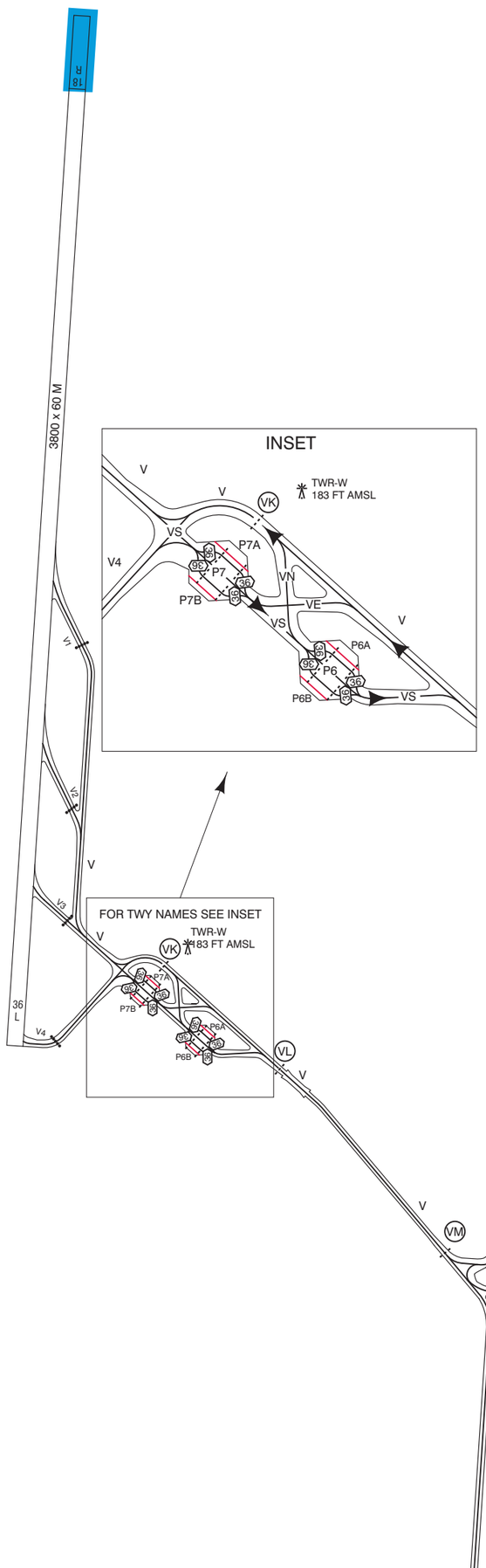
AD ELEV -11

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

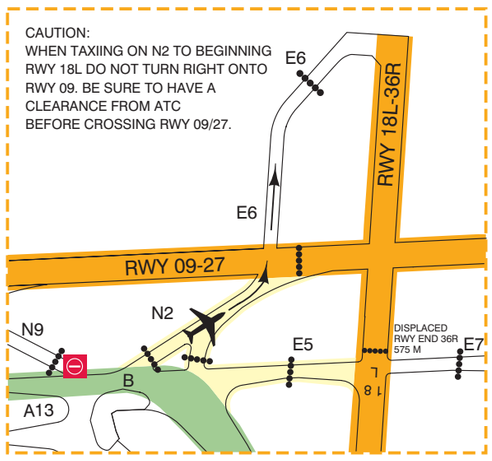
Operational restrictions. For additional information see AD 2.23.

Aircraft stands for parking the AN124:

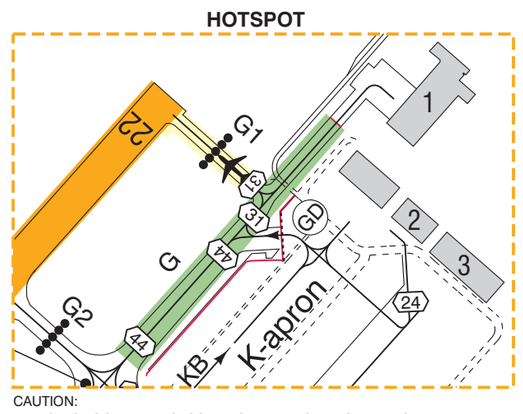
J81
P10, P12, P14, P16
R74
S64, S67, S77-S96



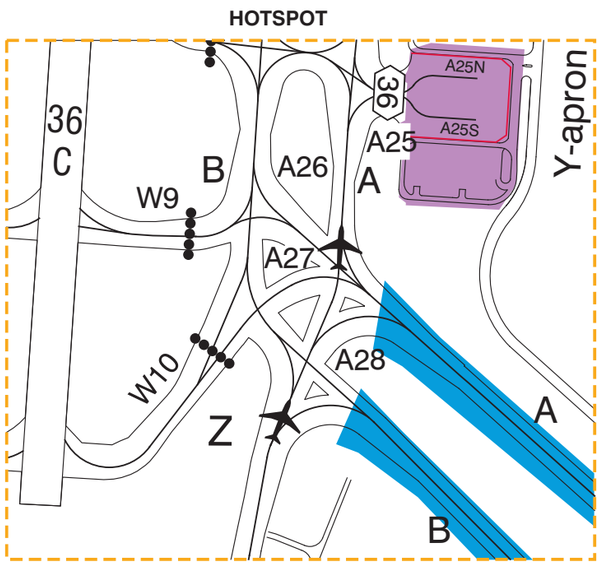
HOTSPOT



HOTSPOT



HOTSPOT



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

SCALE 1 : 20 000

M 500 0 500
FT 1000 0 1000 2000

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.

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.
- 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 BDRY
- 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

VAR 2° E (2020)
ANNUAL RATE OF CHANGE 11' E

CHANGE: HOTSPOT; CAUTION; S-apron extended; A-apron; editorial.

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Topografische en technische ondergrond © Amsterdam Airport Schiphol

B747-8

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

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

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.**

HOTSPOT

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

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

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.

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.
- 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 BDRY
- 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

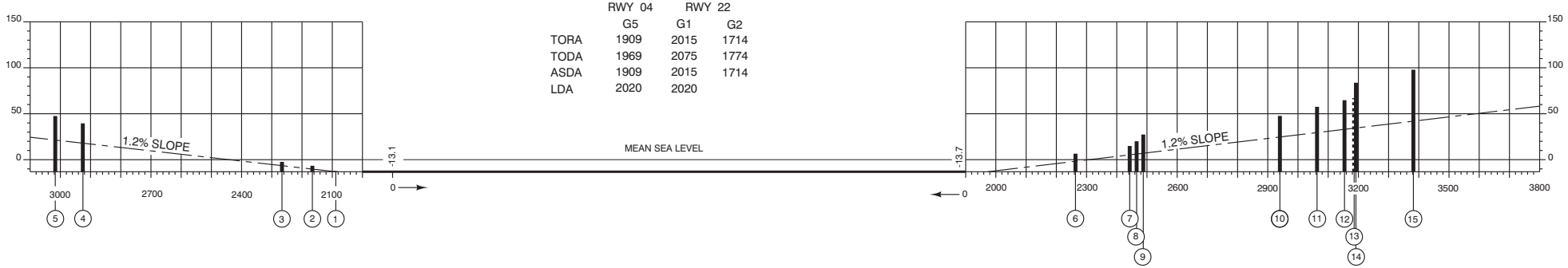
VAR 2° E (2020)
ANNUAL RATE OF CHANGE 11' E

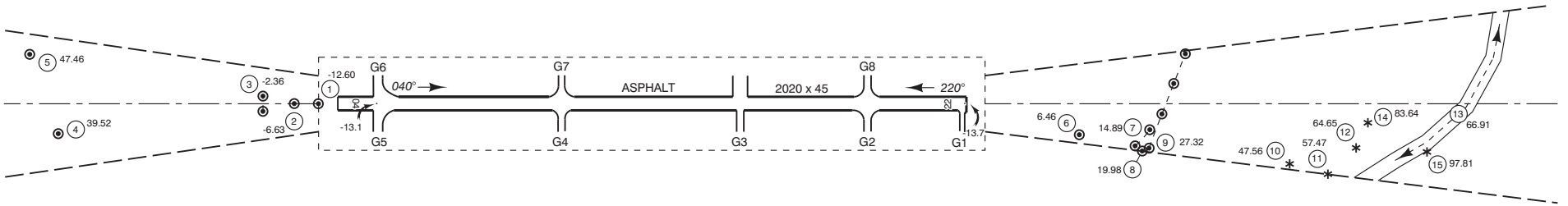
CHANGE: HOTSPOT; CAUTION; S-apron extended; A-apron; editorial.

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	RWY 04	RWY 22	
	G5	G1	G2
TORA	1909	2015	1714
TODA	1969	2075	1774
ASDA	1909	2015	1714
LDA	2020	2020	





MAGNETIC VARIATION : 2° E (2020)
DIMENSIONS IN METRES
ELEVATIONS IN FEET
DIRECTIONS ARE MAGNETIC

(15) IDENTIFICATION NUMBER

TREE

POLE, TOWER, SPIRE, ANTENNA, CHIMNEY

BUILDING OR LARGE STRUCTURE

(17) TRAFFIC (IN PLAN)

TRAFFIC (IN PROFILE)

WINDMILL

SCALE 1 : 20 000

500 0 500 1000 1500 METRES

1000 0 1000 2000 3000 4000 5000 FEET

SCALE 1 : 2 000

FEET METRES

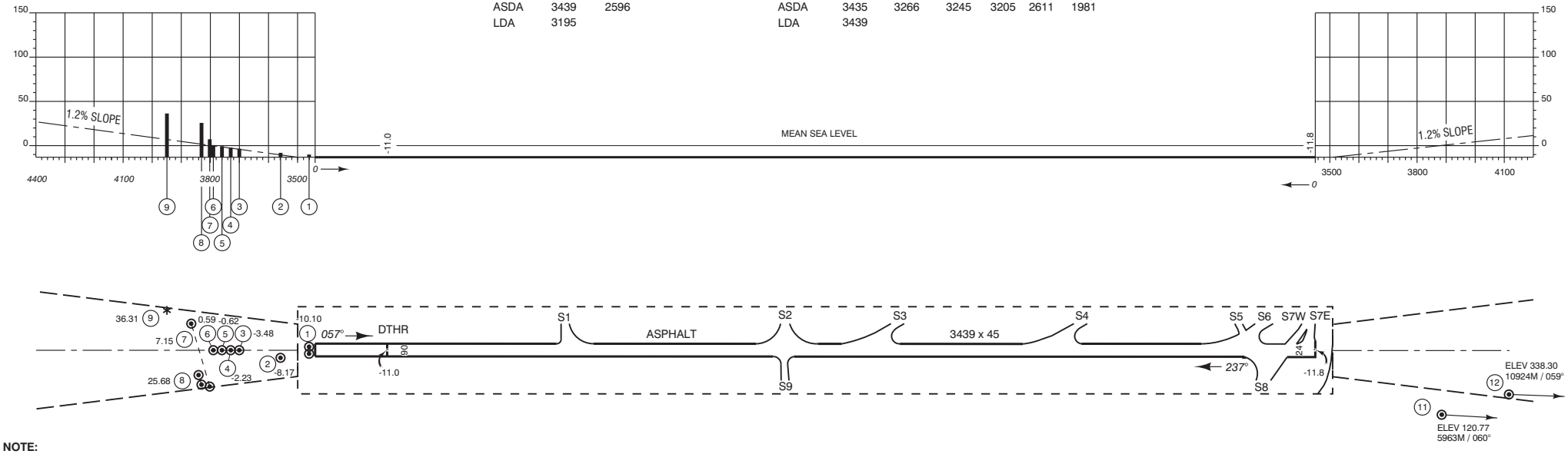
150 50
100 40
50 30
0 20
100 10
50 0
0 10
50

SURVEYING AGENCY : Rijkswaterstaat Centre for Data and ICT
DATE OF SURVEY : JAN 2012

CHANGE: new entry/exit designators west side RWY 04/22; editorial.

RWY 06		
		S1
TORA	3439	2596
TODA	3499	2656
ASDA	3439	2596
LDA	3195	

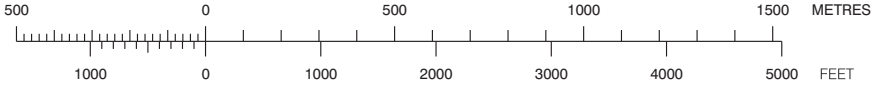
RWY 24						
	S7E	S8	S6	S5	S4	S3
TORA	3435	3266	3245	3205	2611	1981
TODA	3495	3326	3305	3265	2671	2041
ASDA	3435	3266	3245	3205	2611	1981
LDA	3439					



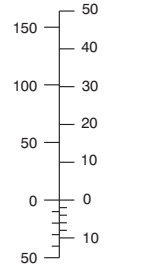
NOTE:
The datum line from which the reduced RWY declared distances for take-off should be determined is defined by the intersection of the downwind edge of the specific TWY with the RWY edge as shown in the diagram in EHAM AD 2.23 paragraph 4.
The loss, if any, of RWY length due to alignment of the ACFT prior to take-off should be taken into account by the operators for the calculation of the ACFT's take-off weight (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 TWY), and the TWY centre line is followed until the RWY centre line, there is a loss of line-up distance of at least 200 M (see EHAM AD 2.23 paragraph 4).

MAGNETIC VARIATION: 2° E (2020)
DIRECTIONS ARE MAGNETIC
ELEVATIONS IN FEET
DIMENSIONS IN METRES
(15) IDENTIFICATION NUMBER
TREE
POLE, TOWER, SPIRE, ANTENNA, CHIMNEY
BUILDING OR LARGE STRUCTURE
(17) TRAFFIC (IN PLAN)
TRAFFIC (IN PROFILE)
WINDMILL

SCALE 1 : 20 000



SCALE 1 : 2 000

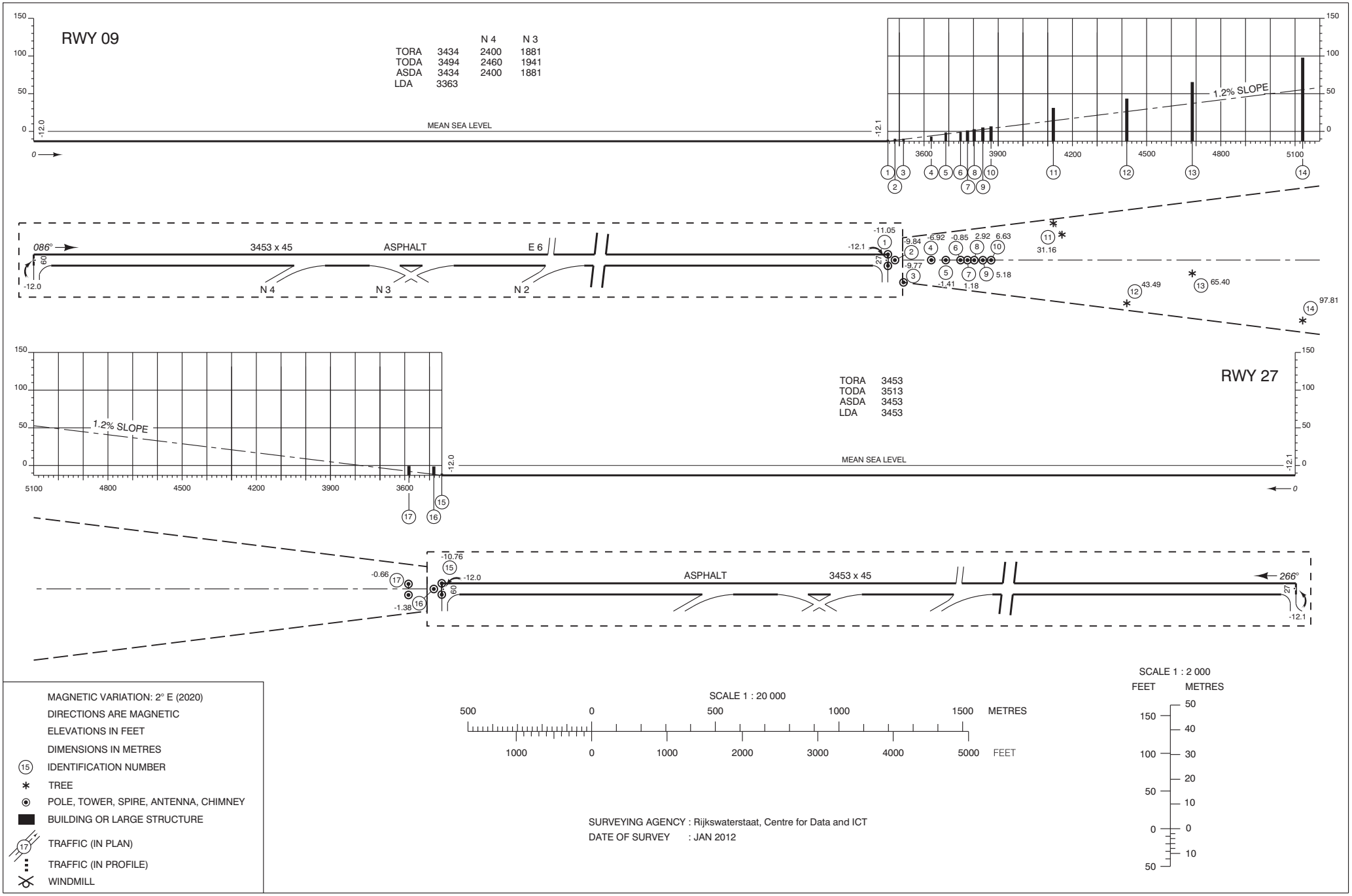


SURVEYING AGENCY : Rijkswaterstaat, Centre for Data and ICT
DATE OF SURVEY : JAN 2012

CHANGE: entry/exit designator south side RWY 06/24; editorial.

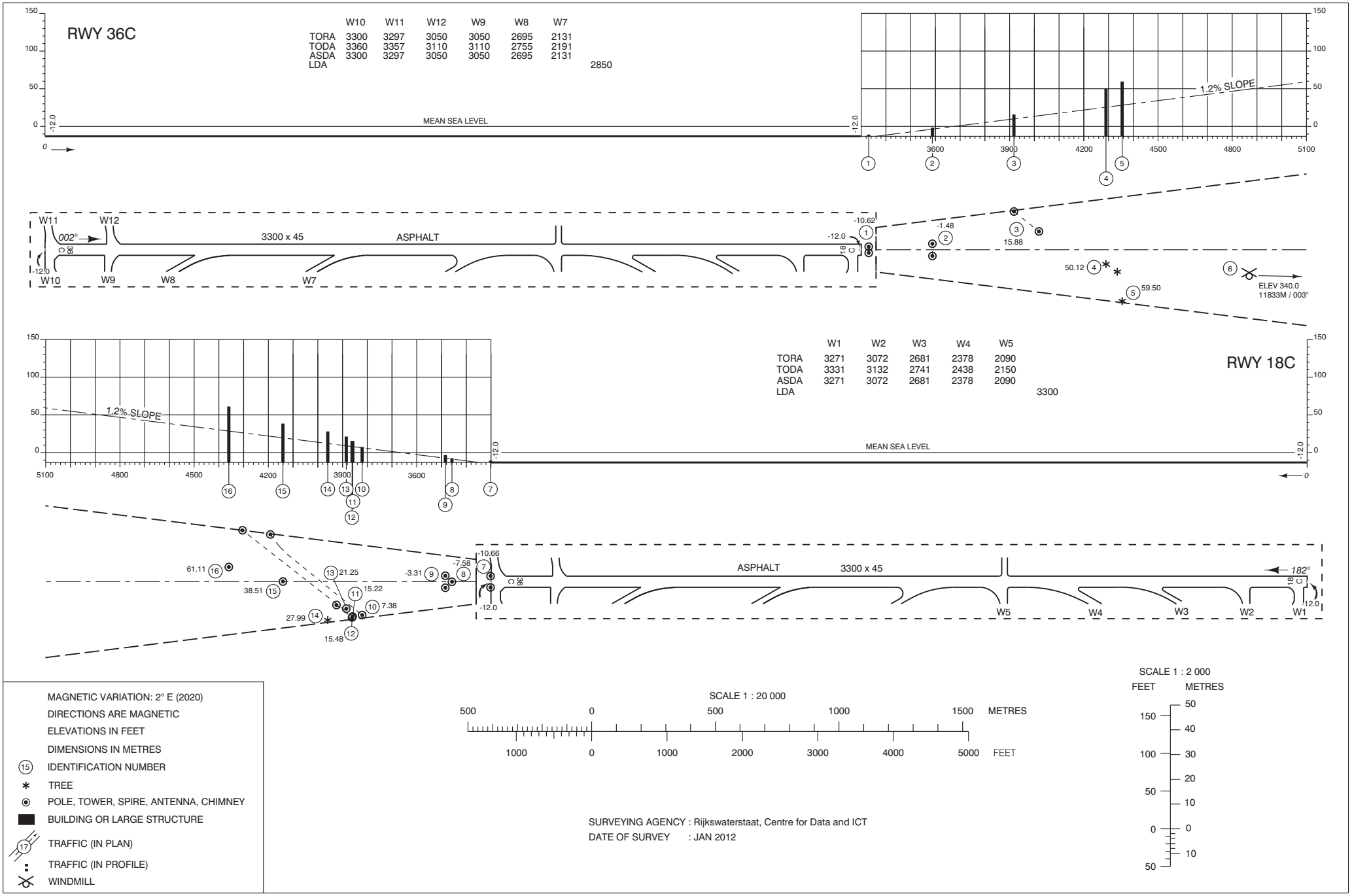
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© LVNL



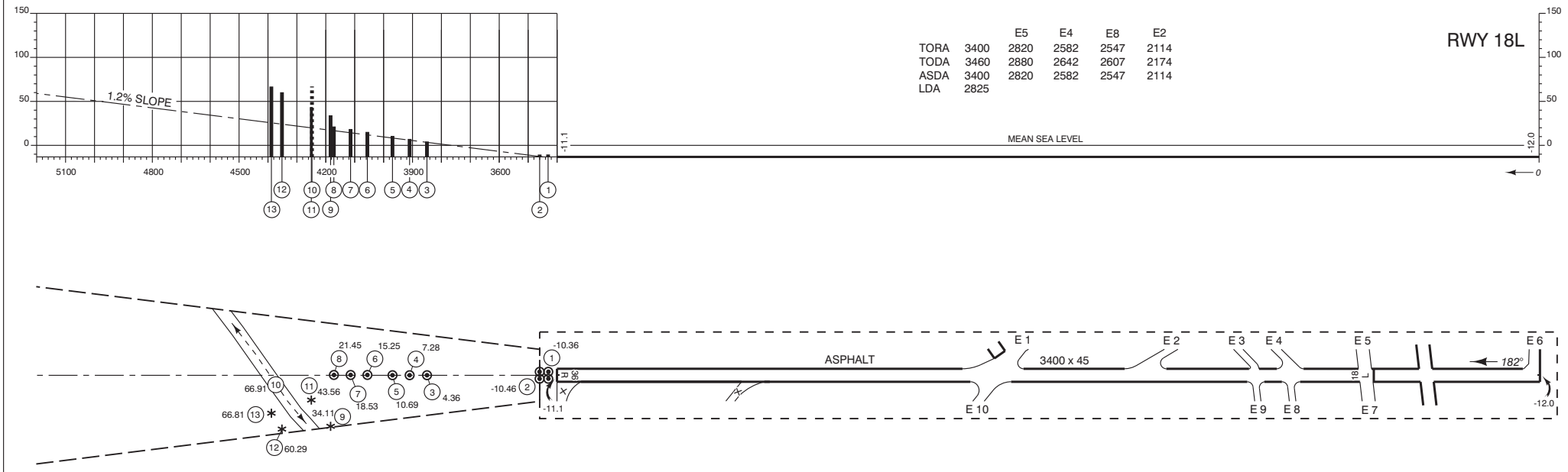
CHANGE: MAG VAR 2020; editorial.

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CHANGE: MAG VAR 2020; editorial.

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		E5	E4	E8	E2
TORA	3400	2820	2582	2547	2114
TODA	3460	2880	2642	2607	2174
ASDA	3400	2820	2582	2547	2114
LDA	2825				

MAGNETIC VARIATION: 2° E (2020)
DIRECTIONS ARE MAGNETIC
ELEVATIONS IN FEET
DIMENSIONS IN METRES
(15) IDENTIFICATION NUMBER
TREE
POLE, TOWER, SPIRE, ANTENNA, CHIMNEY
BUILDING OR LARGE STRUCTURE
TRAFFIC (IN PLAN)
TRAFFIC (IN PROFILE)
WINDMILL

SCALE 1 : 20 000

500 0 500 1000 1500 METRES

1000 0 1000 2000 3000 4000 5000 FEET

SCALE 1 : 2 000

FEET METRES

150 50
100 40
50 30
0 20
10
0
10

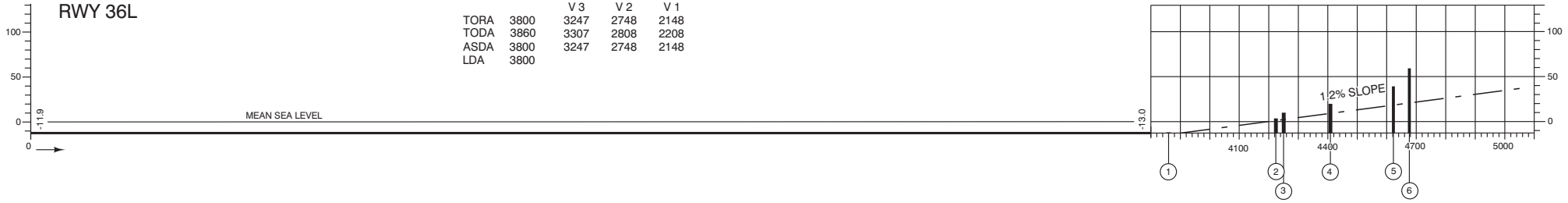
SURVEYING AGENCY : Rijkswaterstaat, Centre for Data and ICT
DATE OF SURVEY : JAN 2012

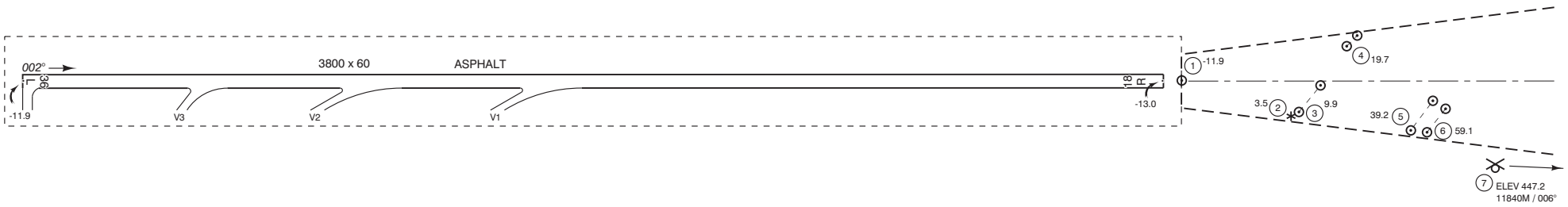
CHANGE: declared distances; editorial.

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RWY 36L

		V 3	V 2	V 1
TORA	3800	3247	2748	2148
TODA	3860	3307	2808	2208
ASDA	3800	3247	2748	2148
LDA	3800			





MAGNETIC VARIATION : 2° E (2020)
DIMENSIONS IN METRES
ELEVATIONS IN FEET
DIRECTIONS ARE MAGNETIC

(15) IDENTIFICATION NUMBER

* TREE

⊙ POLE, TOWER, SPIRE, ANTENNA, CHIMNEY

BUILDING OR LARGE STRUCTURE

(17) TRAFFIC (IN PLAN)

TRAFFIC (IN PROFILE)

WINDMILL

SCALE 1 : 20 000

500 0 500 1000 1500 METRES

1000 0 1000 2000 3000 4000 5000 FEET

SURVEYING AGENCY : Fugro GeoServices BV
DATE OF SURVEY : 2011

SCALE 1 : 2 000

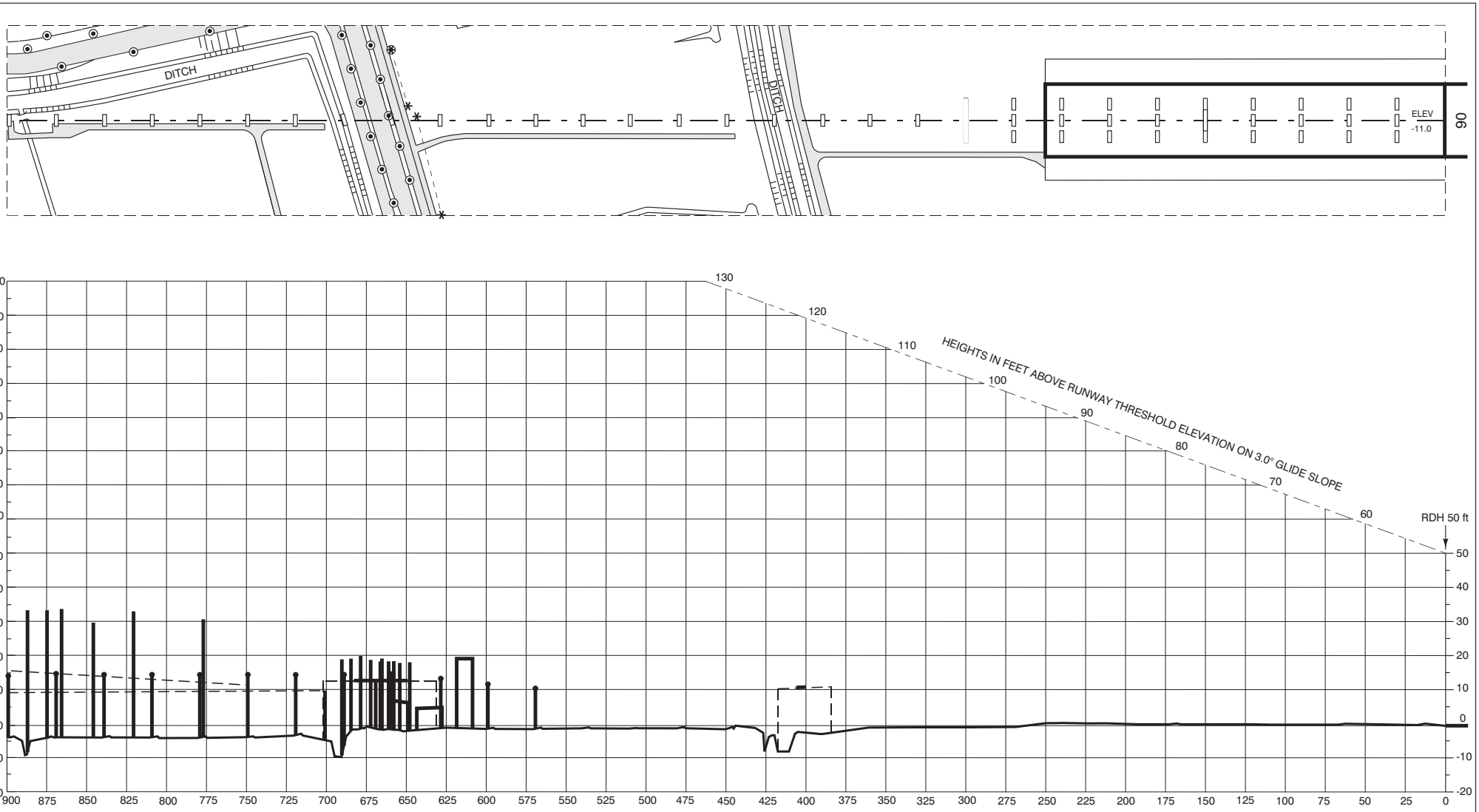
FEET METRES

150 50
100 40
50 30
0 20
10
0
10

CHANGE: MAG VAR 2020; editorial.

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AMSTERDAM/Schiphol RWY 06
PRECISION APPROACH TERRAIN CHART (PATC)



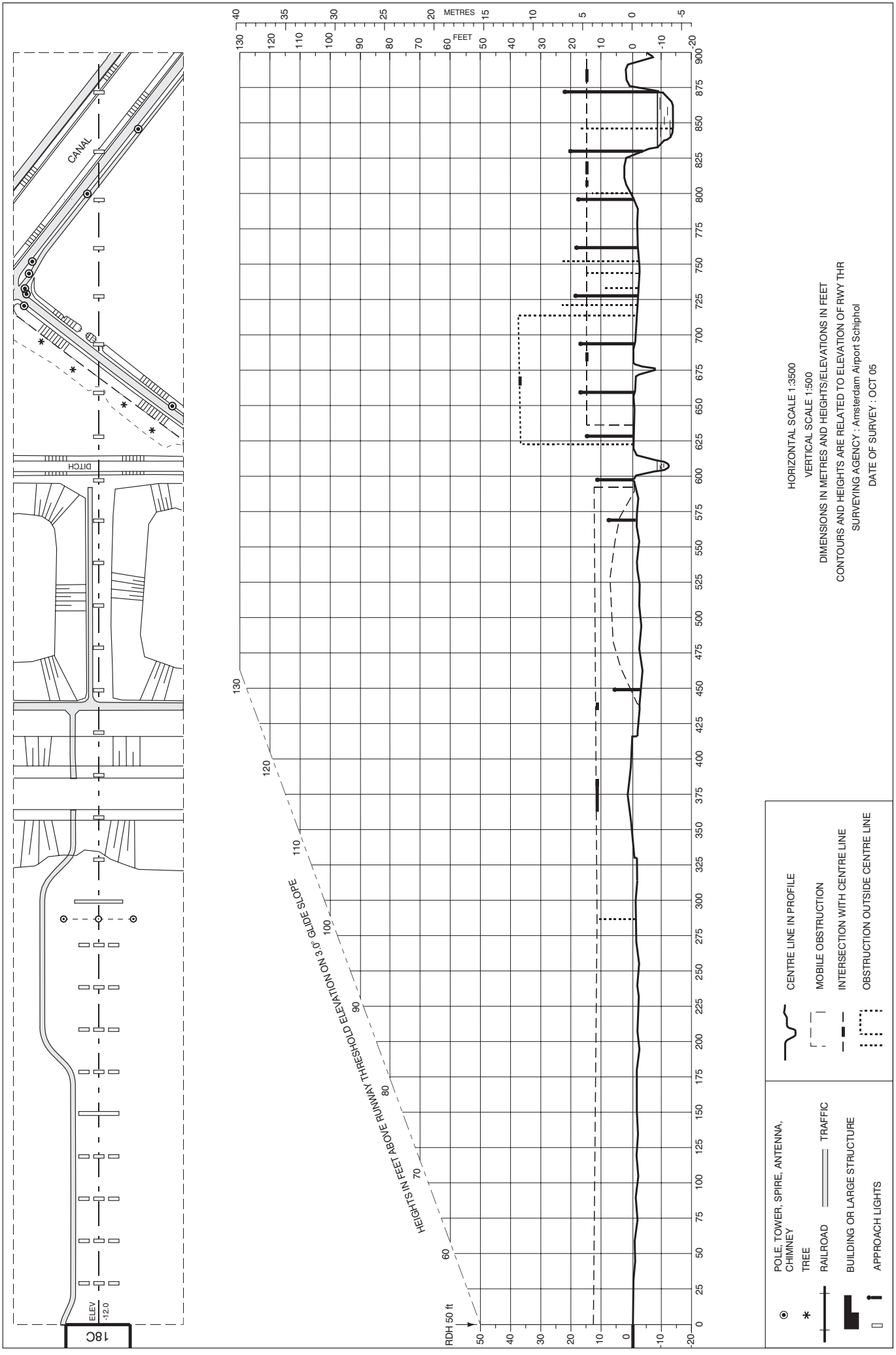
POLE, TOWER, SPIRE, ANTENNA, CHIMNEY
TREE
RAILROAD
TRAFFIC
BUILDING OR LARGE STRUCTURE
APPROACH LIGHTS

CENTRE LINE IN PROFILE
MOBILE OBSTRUCTION
INTERSECTION WITH CENTRE LINE
OBSTRUCTION OUTSIDE CENTRE LINE

HORIZONTAL SCALE 1:3500
VERTICAL SCALE 1:500
DIMENSIONS IN METRES AND HEIGHTS/ELEVATIONS IN FEET
CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR
SURVEYING AGENCY : Rijkswaterstaat Data-ICT-Dienst
DATE OF SURVEY : JAN 2005

CHANGE: THR ELEV; editorial.

AMSTERDAM/Schiphol RWY 18C
PRECISION APPROACH TERRAIN CHART (PATC)

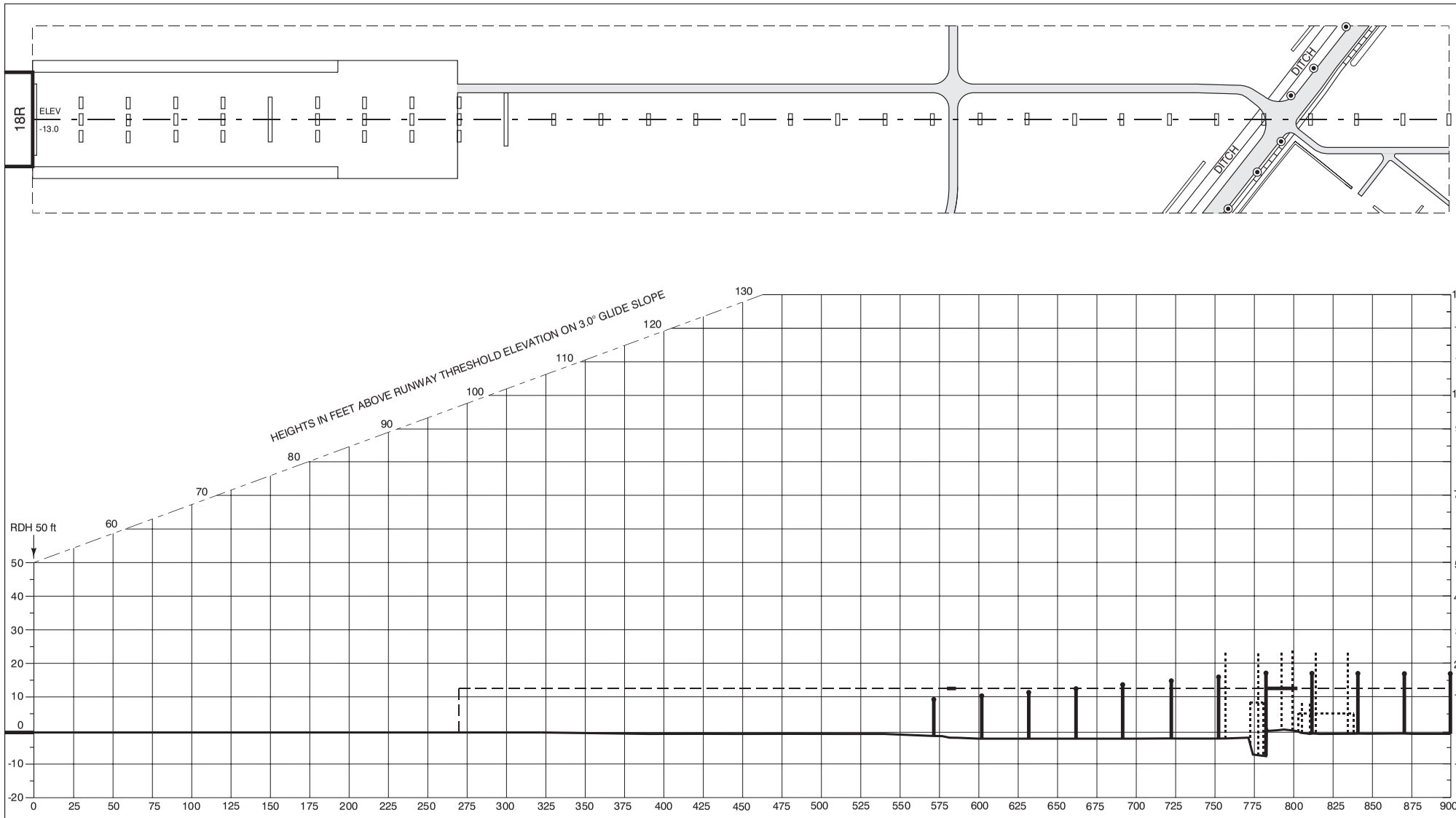


CHANGE: profile grid, editorial.

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AMSTERDAM/Schiphol RWY 18R
PRECISION APPROACH TERRAIN CHART (PATC)



POLE, TOWER, SPIRE, ANTENNA, CHIMNEY
TREE
RAILROAD
TRAFFIC
BUILDING OR LARGE STRUCTURE
APPROACH LIGHTS

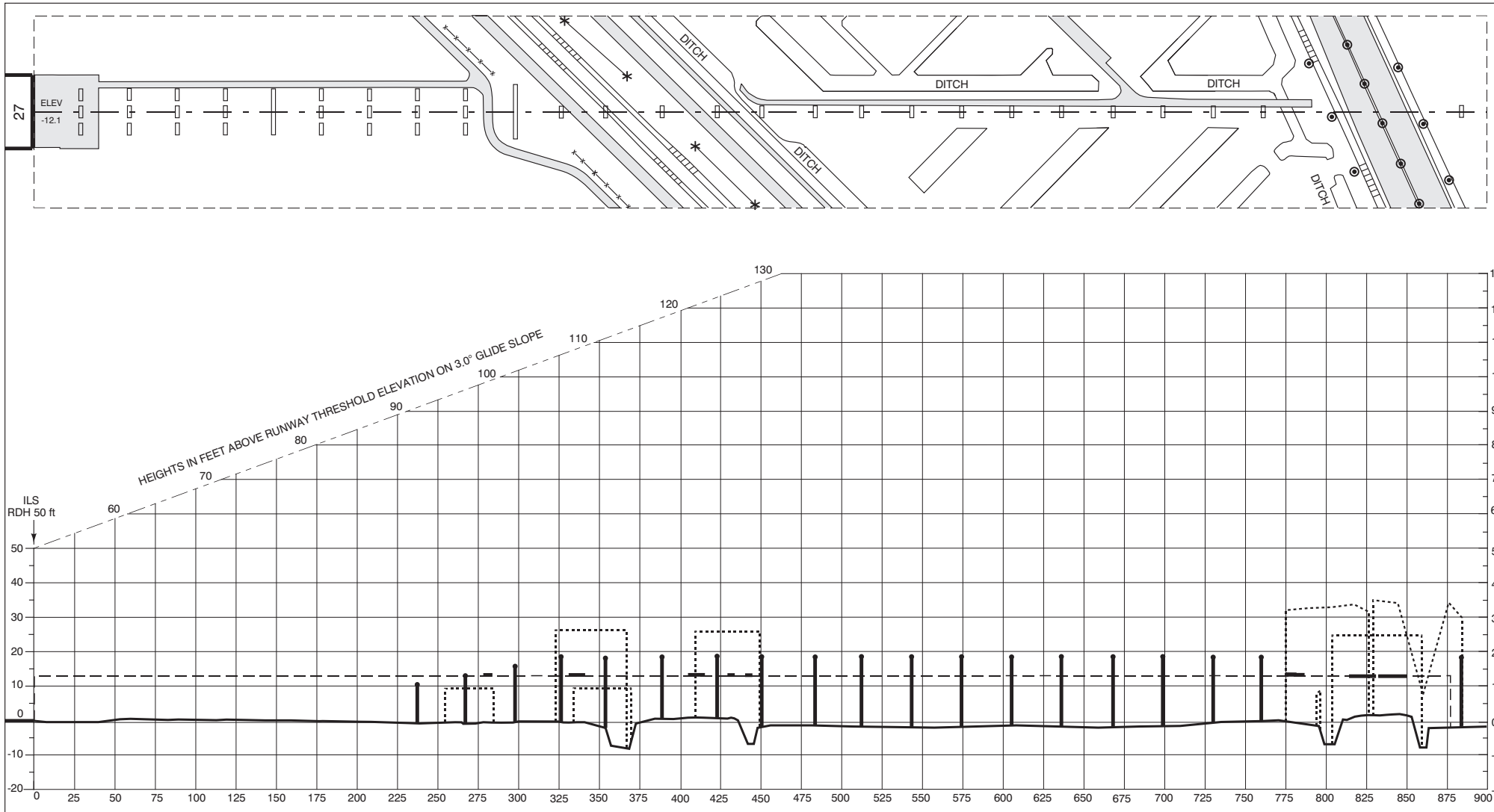
CENTRE LINE IN PROFILE
MOBILE OBSTRUCTION
INTERSECTION WITH CENTRE LINE
OBSTRUCTION OUTSIDE CENTRE LINE

HORIZONTAL SCALE 1:3500
VERTICAL SCALE 1:500
DIMENSIONS IN METRES AND HEIGHTS/ELEVATIONS IN FEET
CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR
SURVEYING AGENCY : Rijkswaterstaat Data-ICT-Dienst
DATE OF SURVEY : JAN 2005

CHANGE: profile grid, editorial.

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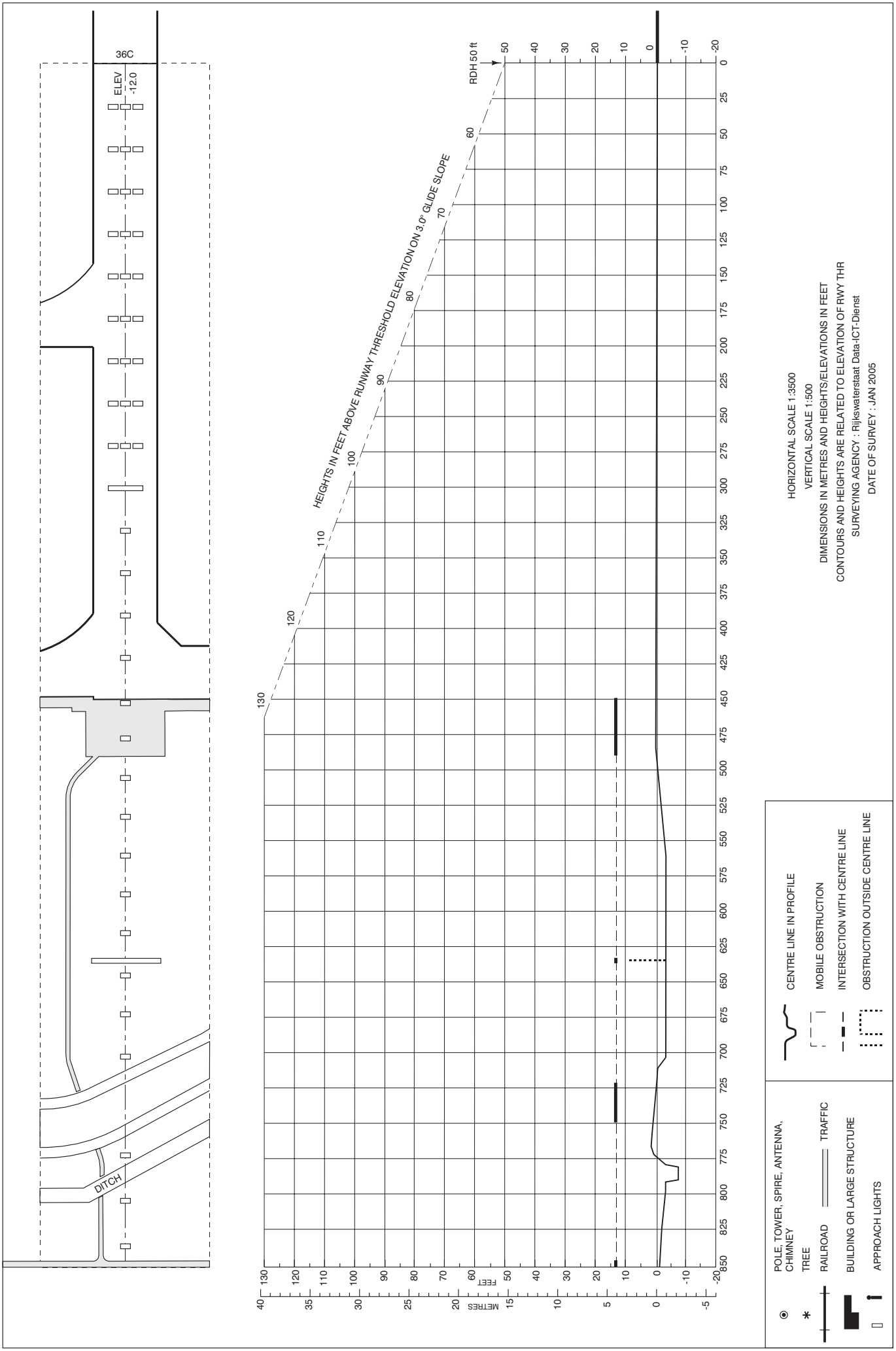
AMSTERDAM/Schiphol RWY 27
PRECISION APPROACH TERRAIN CHART (PATC)



POLE, TOWER, SPIRE, ANTENNA, CHIMNEY	APPROACH LIGHTS
TREE	CENTRE LINE IN PROFILE
TRAFFIC	MOBILE OBSTRUCTION
RAILROAD	INTERSECTION WITH CENTRE LINE
BUILDING OR LARGE STRUCTURE	OBSTRUCTION OUTSIDE CENTRE LINE

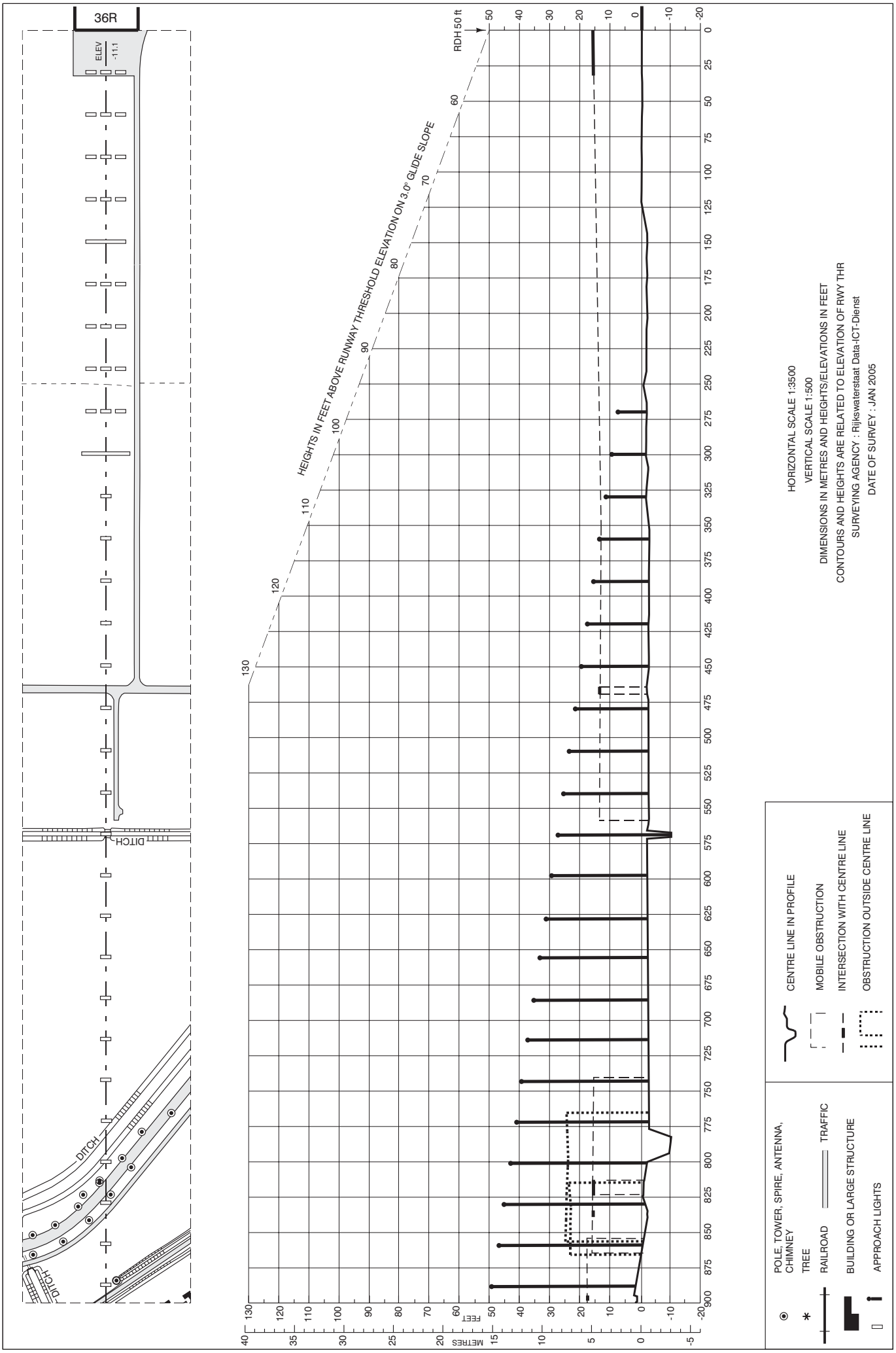
HORIZONTAL SCALE 1 : 3500
VERTICAL SCALE 1 : 500
DIMENSIONS IN METRES AND HEIGHTS/ELEVATIONS IN FEET
CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR
SURVEYING AGENCY : Rijkswaterstaat Data-ICT-Dienst
DATE OF SURVEY : JAN 05

CHANGE: APCH lights removed; editorial.



CHANGE: profile grid, editorial.

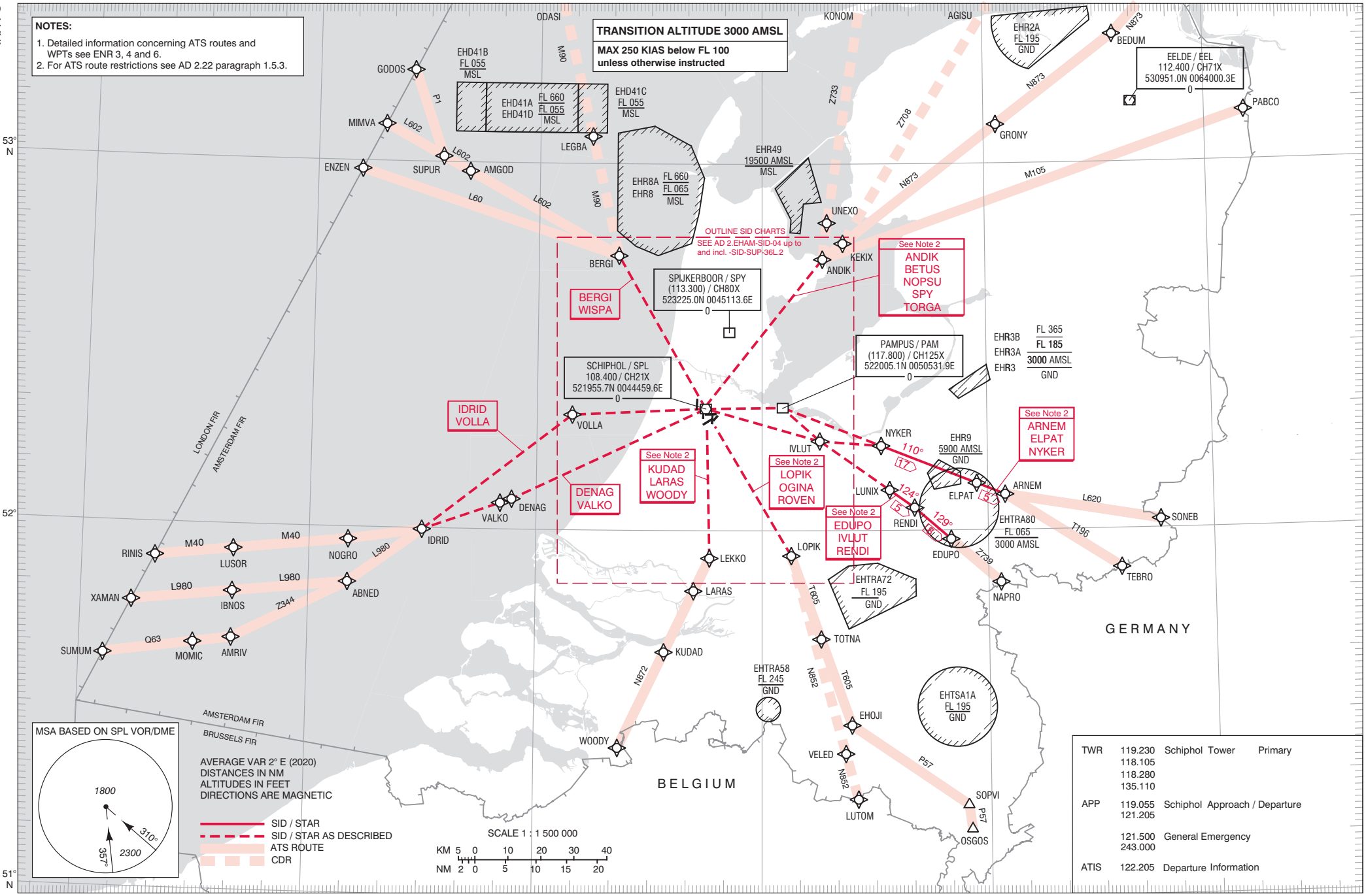
© Air Traffic Control the Netherlands



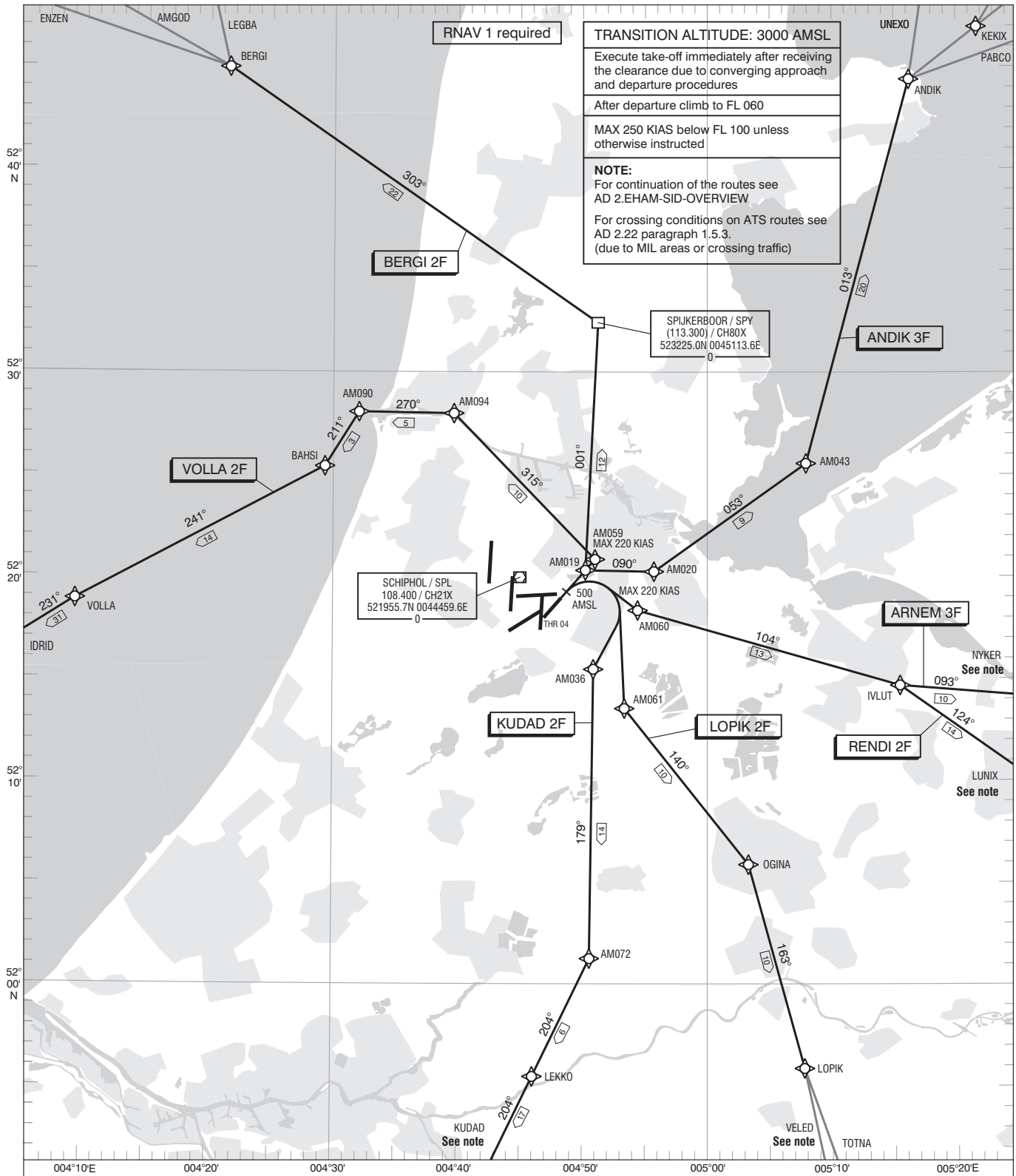
CHANGE: profile grid, editorial.

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CHANGE: L60; WPT ENZEN added; M105; WPT PABCO added; editorial.



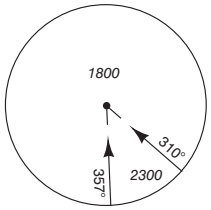
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NM 2 1 0 2 4 6 8 10

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AM020	522012.8N 0045543.6E
AM036	521525.4N 0045052.4E
AM043	522531.4N 0050754.5E
AM059	522048.7N 0045100.4E
AM060	521818.7N 0045425.3E
AM061	521330.2N 0045322.1E
AM072	520114.1N 0045034.8E
AM090	522802.0N 0043203.7E
AM094	522757.9N 0043940.8E

TWR	119.230 118.105 135.110	Schiphol Tower	Primary
APP	119.055 121.205	Schiphol Approach / Departure	
	121.500 243.000	General Emergency	
ATIS	122.205	Departure Information	

MSA BASED ON SPL VOR/DME

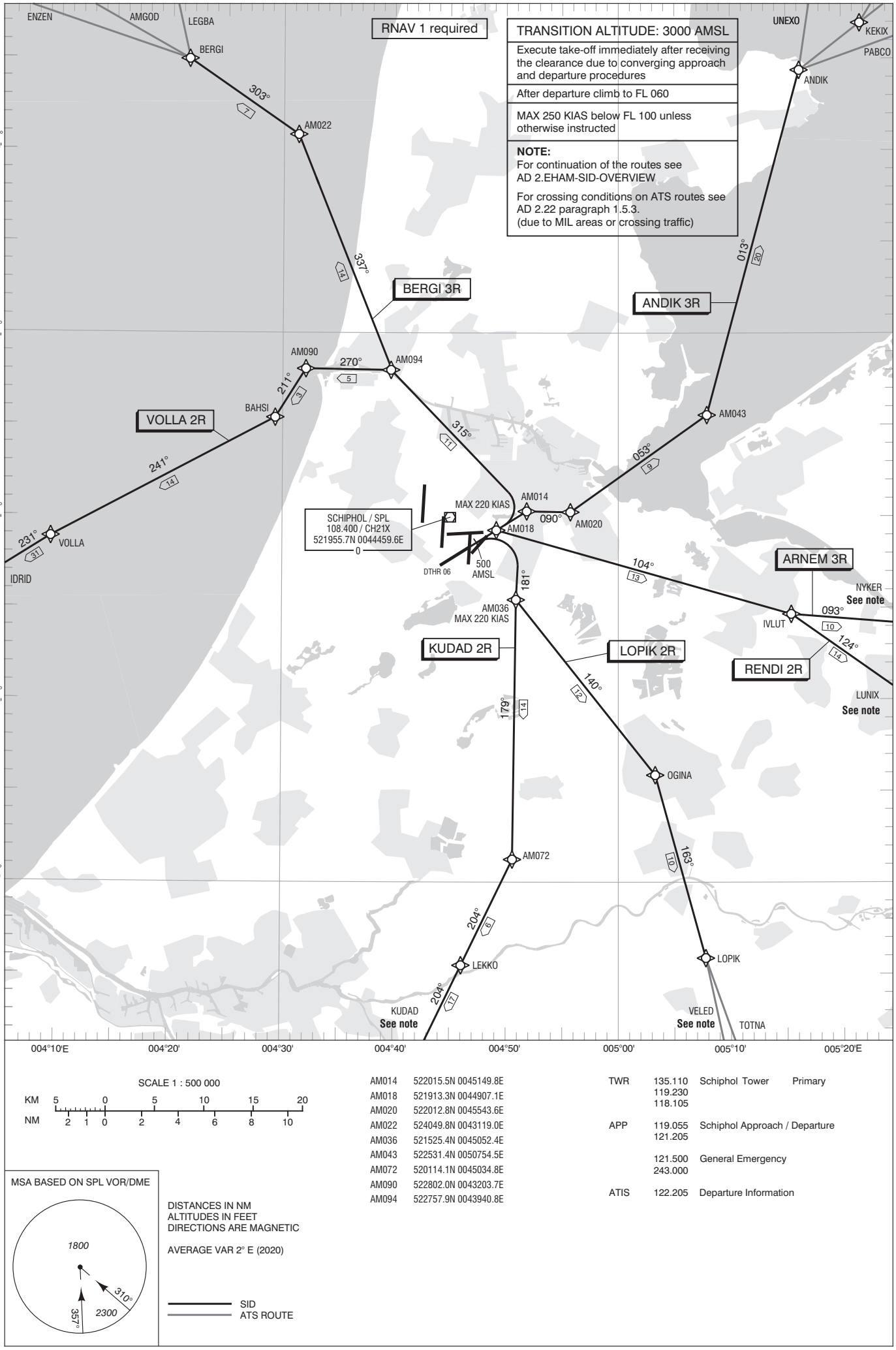


DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

AVERAGE VAR 2° E (2020)

SID
ATS ROUTE

CHANGE: WPTs ENZEN and PABCO added; editorial.



SCALE 1 : 500 000

KM 5 0 5 10 15 20
NM 2 1 0 2 4 6 8 10

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AM020	522012.8N 0045543.6E
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AM036	521525.4N 0045052.4E
AM043	522531.4N 0050754.5E
AM072	520114.1N 0045034.8E
AM090	522802.0N 0043203.7E
AM094	522757.9N 0043940.8E

TWR	135.110 119.230 118.105	Schiphol Tower	Primary
APP	119.055 121.205	Schiphol Approach / Departure	
	121.500 243.000	General Emergency	
ATIS	122.205	Departure Information	

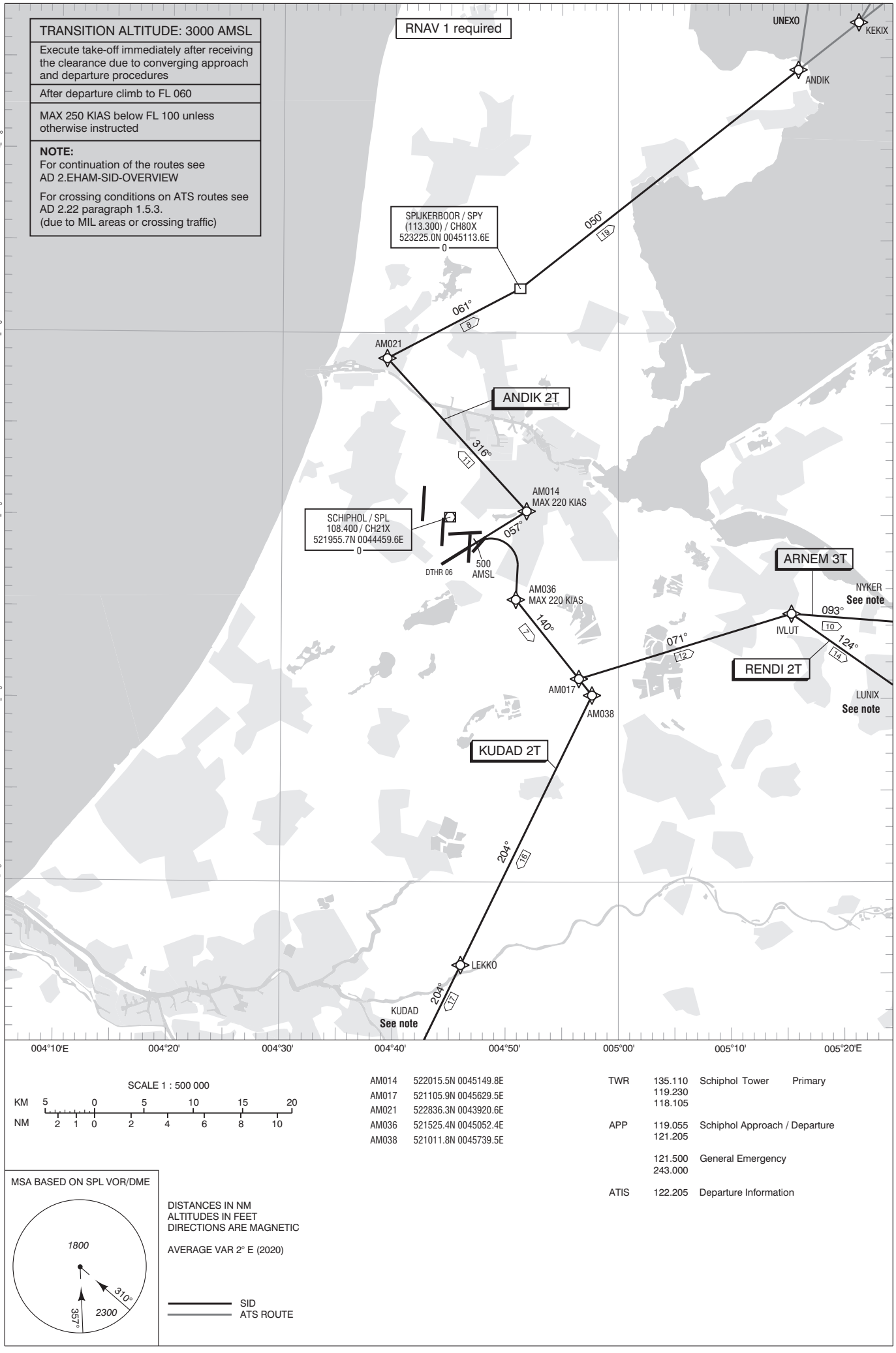
MSA BASED ON SPL VOR/DME

DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

AVERAGE VAR 2° E (2020)

SID
ATS ROUTE

CHANGE: WPTs ENZEN and PABCO added; editorial.



SCALE 1 : 500 000

KM 5 0 5 10 15 20
NM 2 1 0 2 4 6 8 10

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TWR	135.110 119.230 118.105	Schiphol Tower Primary
APP	119.055 121.205	Schiphol Approach / Departure
	121.500 243.000	General Emergency
ATIS	122.205	Departure Information

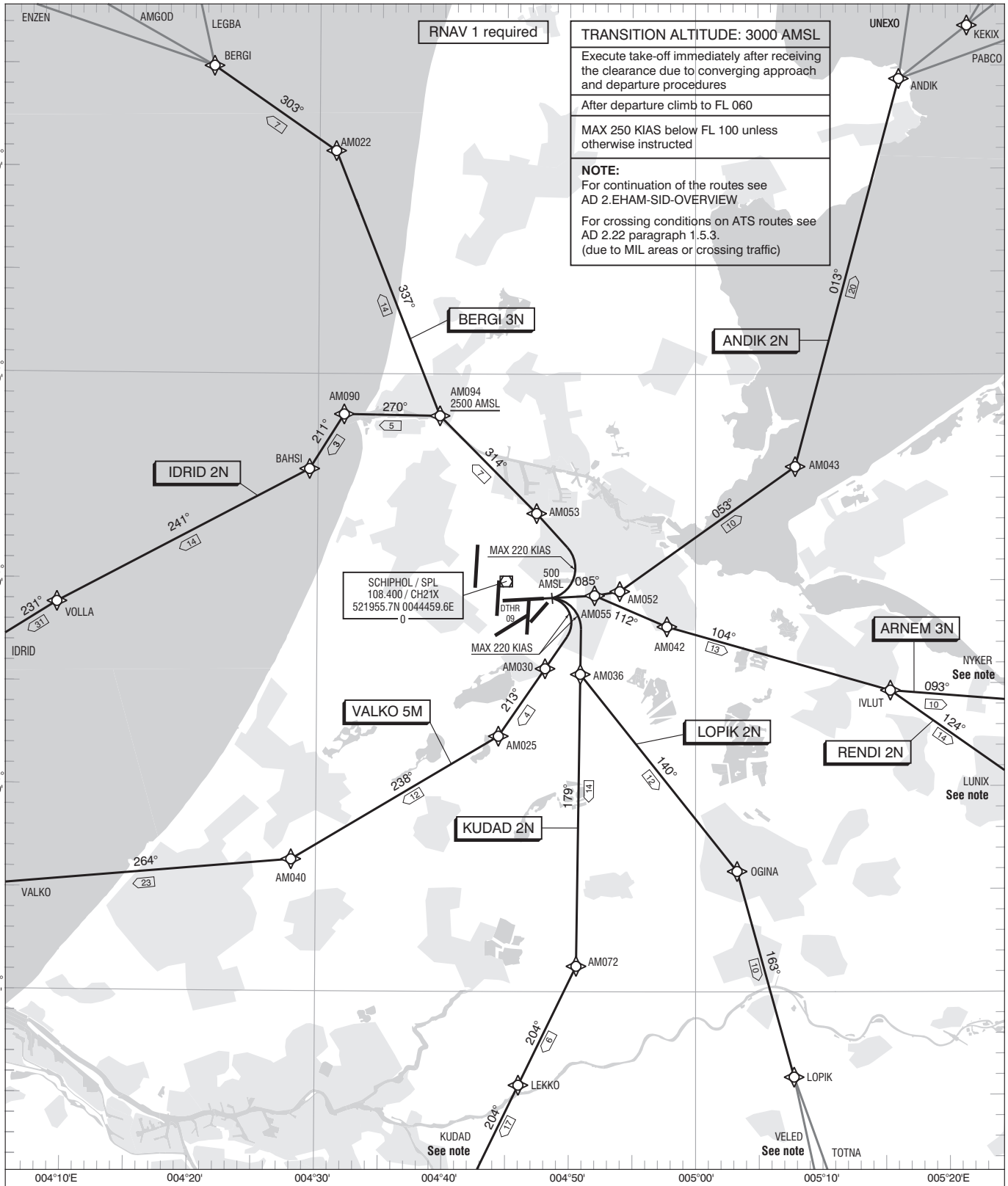
MSA BASED ON SPL VOR/DME

DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

AVERAGE VAR 2° E (2020)

SID
ATS ROUTE

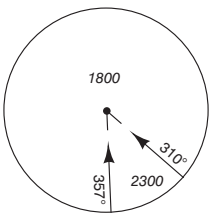
CHANGE: MSA; editorial.



SCALE 1 : 500 000

KM 5 0 5 10 15 20
NM 2 1 0 2 4 6 8 10

MSA BASED ON SPL VOR/DME



DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

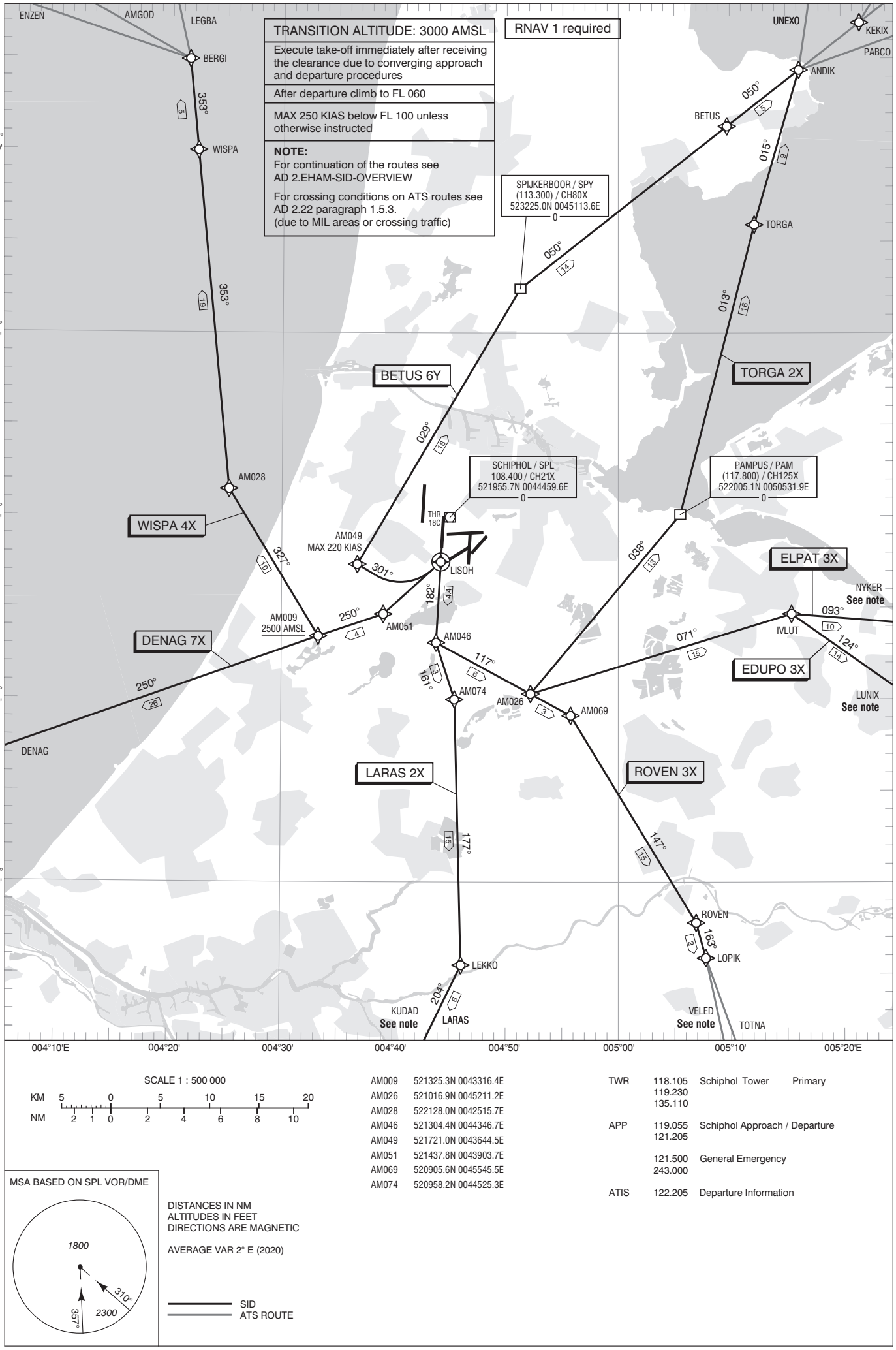
AVERAGE VAR 2° E (2020)

SID
ATS ROUTE

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AM036	521525.4N 0045052.4E
AM040	520623.9N 0042803.3E
AM042	521744.2N 0045743.6E
AM043	522531.4N 0050754.5E
AM052	521927.0N 0045359.2E
AM053	522314.0N 0044723.0E
AM055	521914.7N 0045159.5E
AM072	520114.1N 0045034.8E
AM090	522802.0N 0043203.7E
AM094	522757.9N 0043940.8E

TWR	119.230 118.105 135.110	Schiphol Tower	Primary
APP	119.055 121.205	Schiphol Approach / Departure	
	121.500 243.000	General Emergency	
ATIS	122.205	Departure Information	

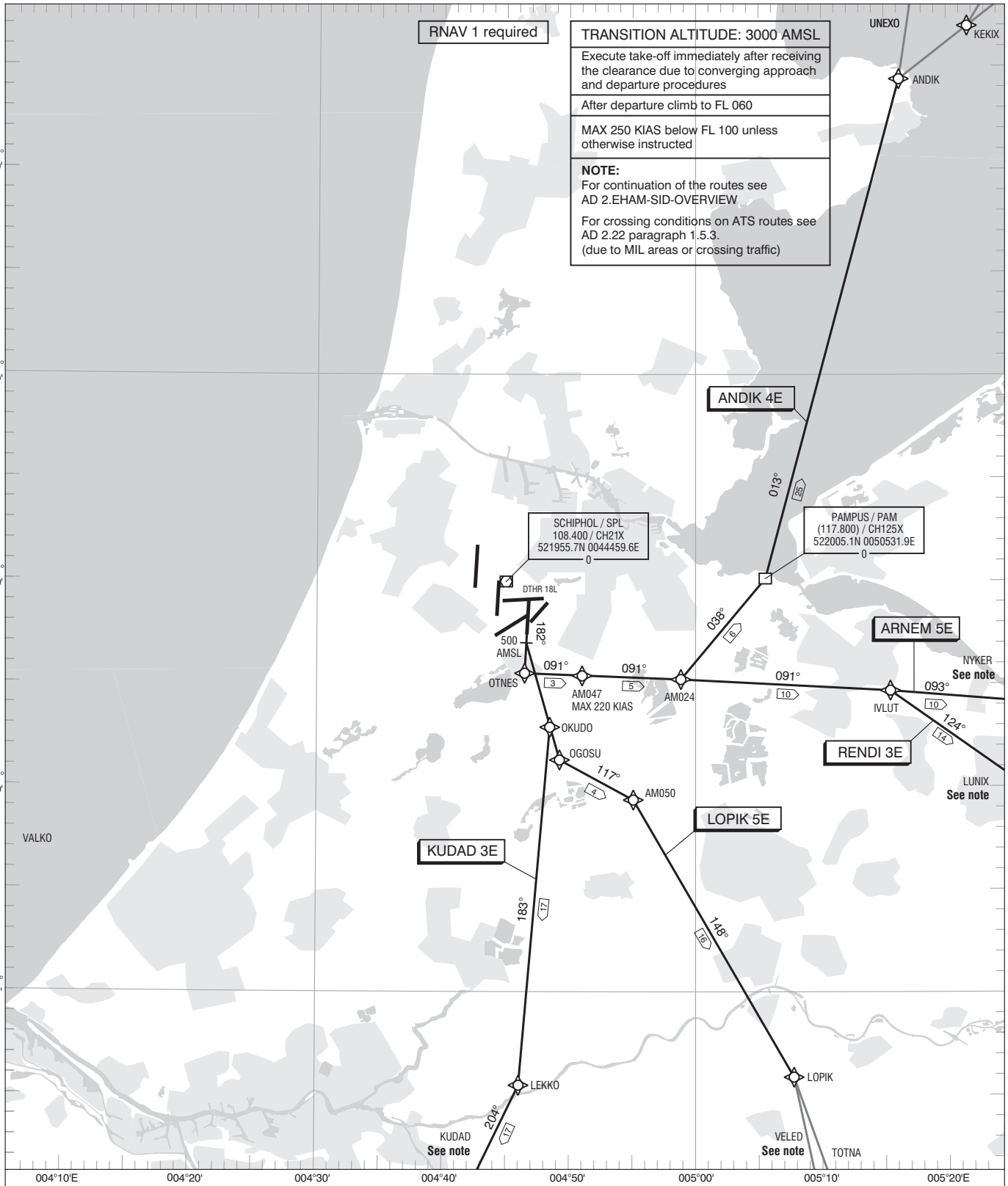
CHANGE: WPTs ENZEN and PABCO added; editorial.



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AM026	521016.9N 0045211.2E	
AM028	522128.0N 0042515.7E	
AM046	521304.4N 0044346.7E	
AM049	521721.0N 0043644.5E	
AM051	521437.8N 0043903.7E	
AM069	520905.6N 0045545.5E	
AM074	520958.2N 0044525.3E	

TWR	118.105 119.230 135.110	Schiphol Tower	Primary
APP	119.055 121.205	Schiphol Approach / Departure	
	121.500 243.000	General Emergency	
ATIS	122.205	Departure Information	

CHANGE: WPTs ENZEN and PABCO added; editorial.



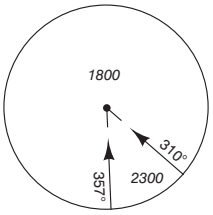
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KM 5 0 5 10 15 20
NM 2 1 0 2 4 6 8 10

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AM047	521521.0N 0045101.1E	
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TWR	119.230 118.105 135.110	Schiphol Tower	Primary
APP	119.055 121.205	Schiphol Approach / Departure	
	121.500 243.000	General Emergency	
ATIS	122.205	Departure Information	

MSA BASED ON SPL VOR/DME

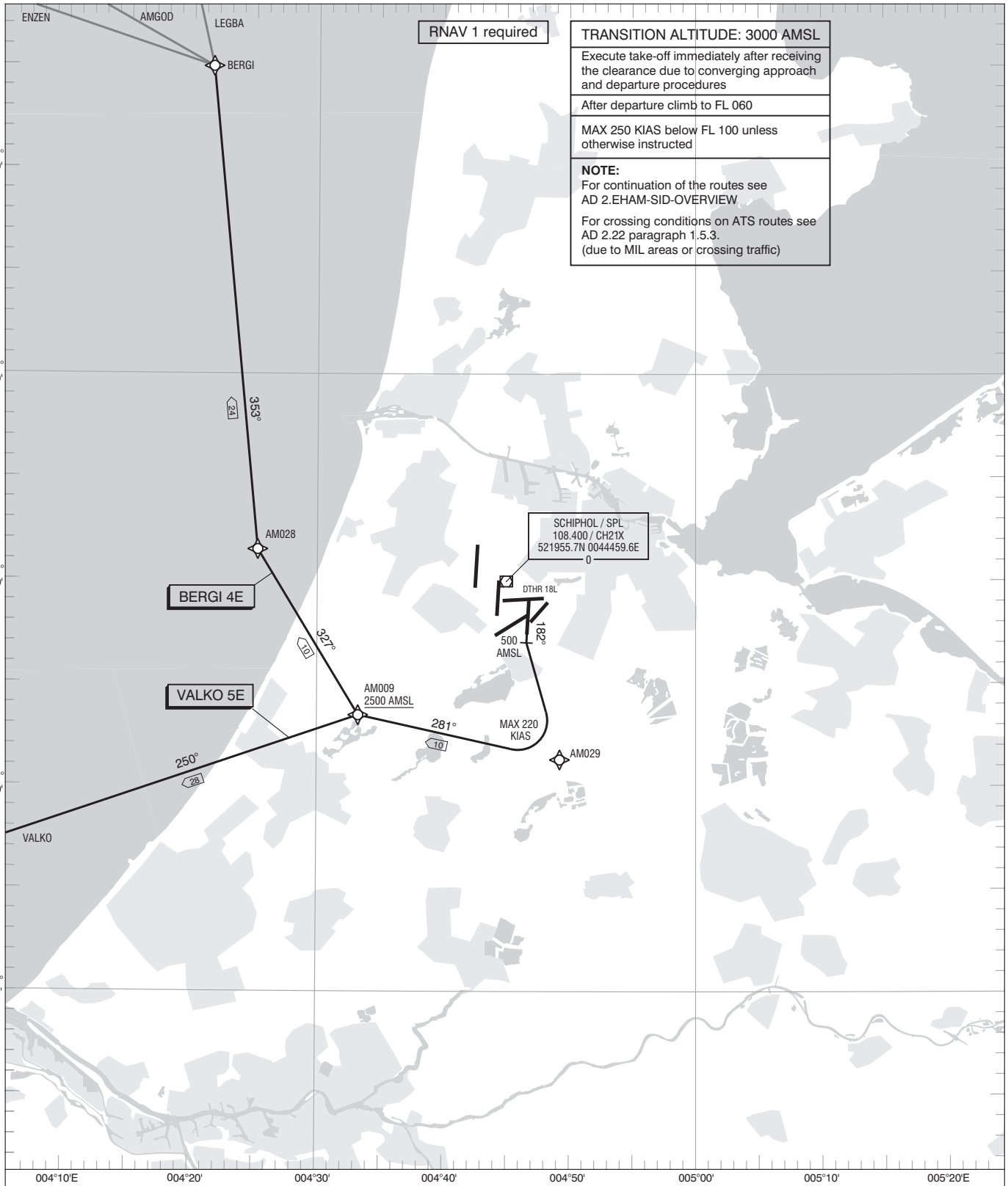


DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

AVERAGE VAR 2° E (2020)

SID
ATS ROUTE

CHANGE: SID designators; editorial.



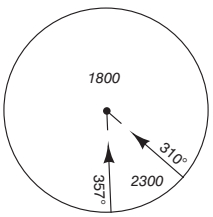
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KM 5 0 5 10 15 20
NM 2 1 0 2 4 6 8 10

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TWR	119.230 118.105 135.110	Schiphol Tower Primary
APP	119.055 121.205	Schiphol Approach / Departure
	121.500 243.000	General Emergency
ATIS	122.205	Departure Information

MSA BASED ON SPL VOR/DME



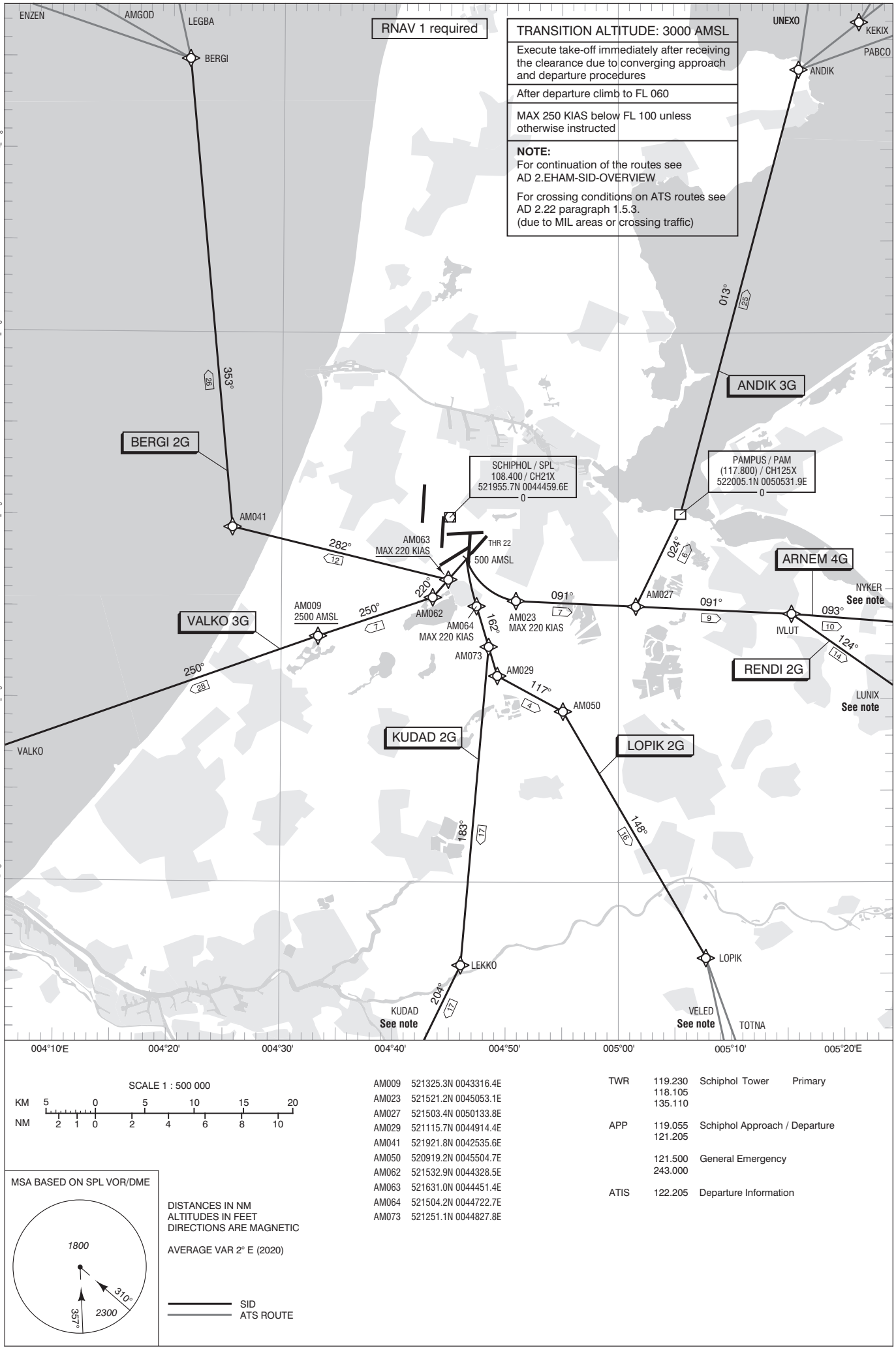
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

AVERAGE VAR 2° E (2020)

SID
ATS ROUTE

CHANGE: WPT ENZEN; editorial.

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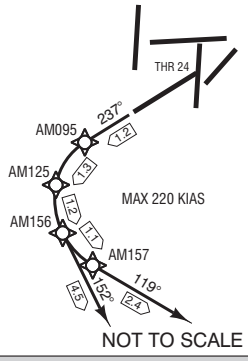
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AM023	521521.2N 0045053.1E	
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AM029	521115.7N 0044914.4E	
AM041	521921.8N 0042535.6E	
AM050	520919.2N 0045504.7E	
AM062	521532.9N 0044328.5E	
AM063	521631.0N 0044451.4E	
AM064	521504.2N 0044722.7E	
AM073	521251.1N 0044827.8E	

TWR	119.230 118.105 135.110	Schiphol Tower	Primary
APP	119.055 121.205	Schiphol Approach / Departure	
	121.500 243.000	General Emergency	
ATIS	122.205	Departure Information	

CHANGE: WPTs ENZEN and PABCO added; editorial.

[AND2SY], [ARN3SY], [LOP3SY], [KUD3SY] or [REN2SY] is the preferred coding with radius to fix (RF) turn.
RNP 1 and RF required.

For additional requirements see AD 2.22 §1.5.1.4 and §1.5.2, specific remark 6.



TRANSITION ALTITUDE: 3000 AMSL
Execute take-off immediately after receiving the clearance due to converging approach and departure procedures
After departure climb to FL 060
MAX 250 KIAS below FL 100 unless otherwise instructed
NOTE: For continuation of the routes see AD 2.EHAM-SID-OVERVIEW For crossing conditions on ATS routes see AD 2.22 paragraph 1.5.3. (due to MIL areas or crossing traffic)

RNAV 1 required

UNEXO
KEKIX
ANDIK
ANDIK 2S
013°
25
SCHIPHOL / SPL
108.400 / CH21X
521955.7N 0044459.6E
0
PAMPUS / PAM
(117.800) / CH125X
522005.1N 0050531.9E
0
THR 24
231°
AM005
MAX 220 KIAS
ARNEM 3S
NYKER
See note
038°
13
093°
10
IVLUT
124°
14
117°
AM008
071°
15
152°
117°
4
RENDI 2S
AM003
AM026
2
AM050
LUNIX
See note
LOPIK 3S
KUDAD 3S
165°
17
148°
16
AM004
204°
4
LEKKO
LOPIK
204°
17
KUDAD
See note
VELED
See note
TOTNA

52° 40' N
52° 30'
52° 20'
52° 10'
52° 00' N

004°10'E 004°20' 004°30' 004°40' 004°50' 005°00' 005°10' 005°20'E

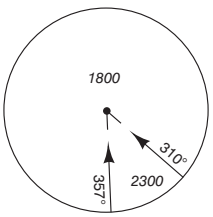
SCALE 1 : 500 000

KM 5 0 5 10 15 20
NM 2 1 0 2 4 6 8 10

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AM008	521230.0N 0044600.0E	
AM026	521016.9N 0045211.2E	
AM050	520919.2N 0045504.7E	
AM095	SEE SID DESCRIPTION	
AM125	SEE SID DESCRIPTION	
AM156	SEE SID DESCRIPTION	
AM157	SEE SID DESCRIPTION	

TWR	135.110 119.230 118.105	Schiphol Tower	Primary
APP	119.055 121.205	Schiphol Approach / Departure	
	121.500 243.000	General Emergency	
ATIS	122.205	Departure Information	

MSA BASED ON SPL VOR/DME

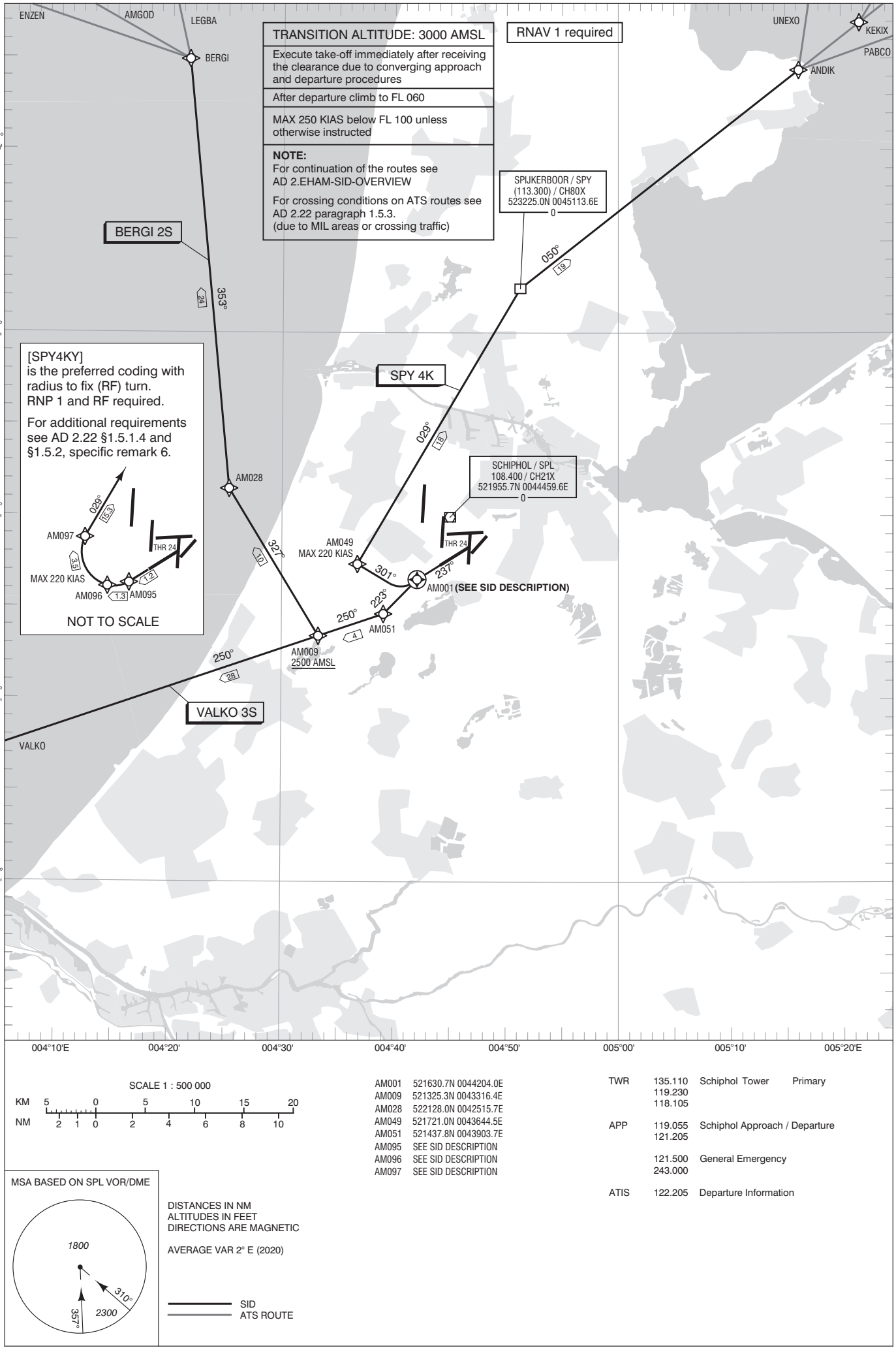


DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

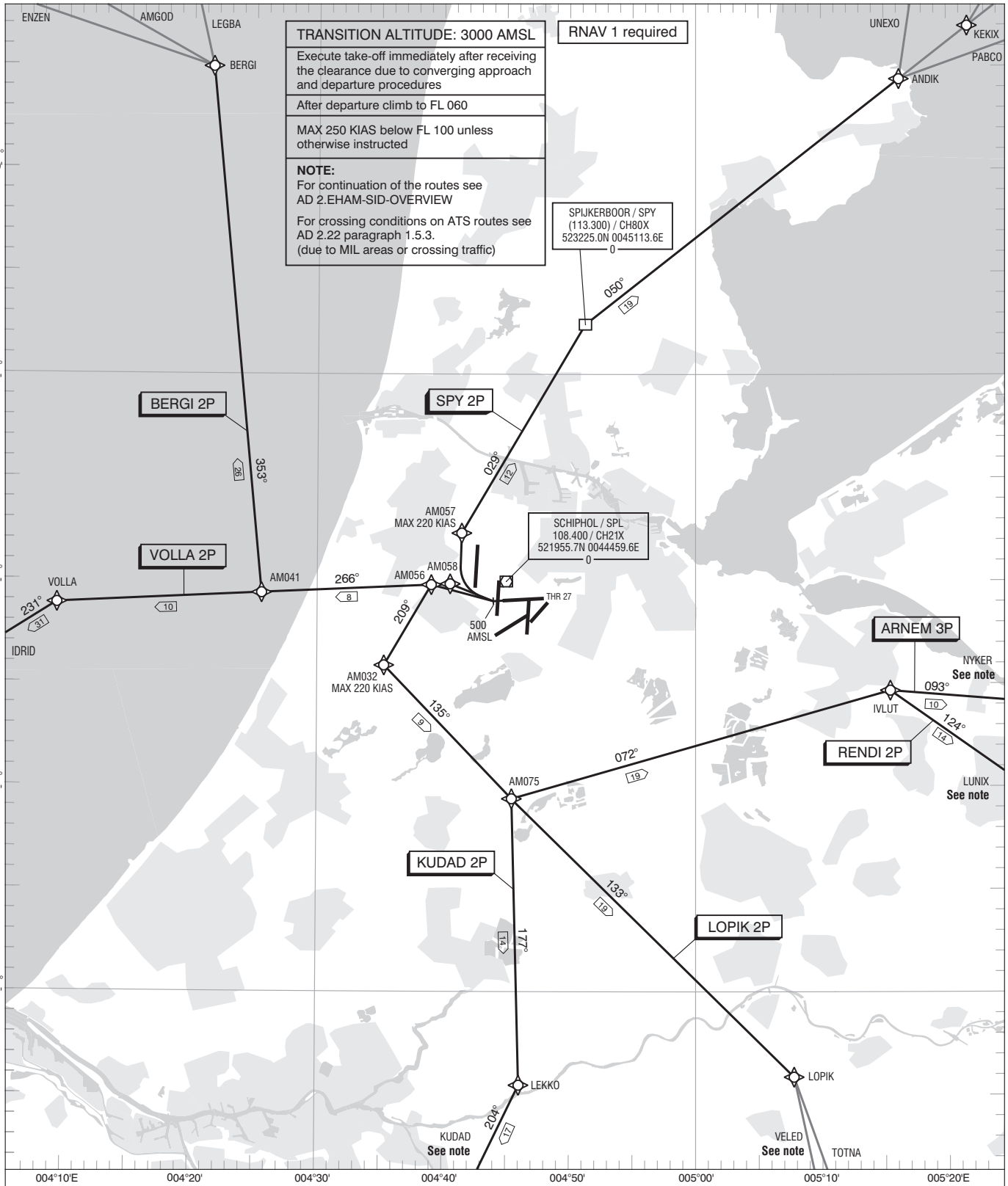
AVERAGE VAR 2° E (2020)

SID
ATS ROUTE

CHANGE: MSA; coordinate DME PAM; editorial.



CHANGE: WPTs ENZEN and PABCO added; editorial.



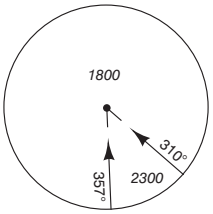
SCALE 1 : 500 000

KM 5 0 5 10 15 20
NM 2 1 0 2 4 6 8 10

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AM041	521921.8N 0042535.6E	
AM056	521945.7N 0043902.8E	
AM057	522216.3N 0044127.1E	
AM058	521948.2N 0044032.5E	
AM075	520922.1N 0044526.8E	

TWR	119.230 118.105 135.110	Schiphol Tower Primary
APP	119.055 121.205	Schiphol Approach / Departure
	121.500 243.000	General Emergency
ATIS	122.205	Departure Information

MSA BASED ON SPL VOR/DME

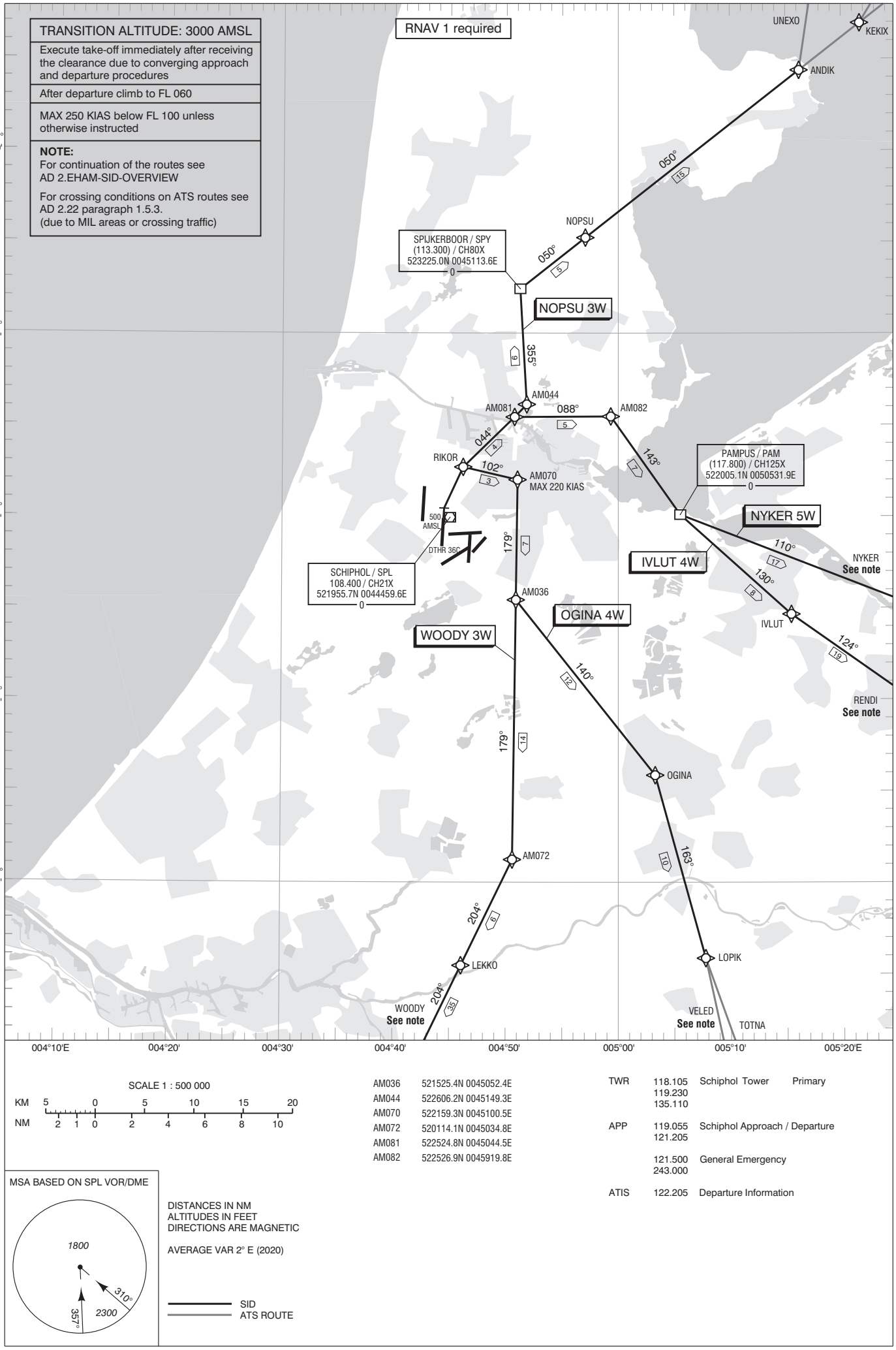


DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

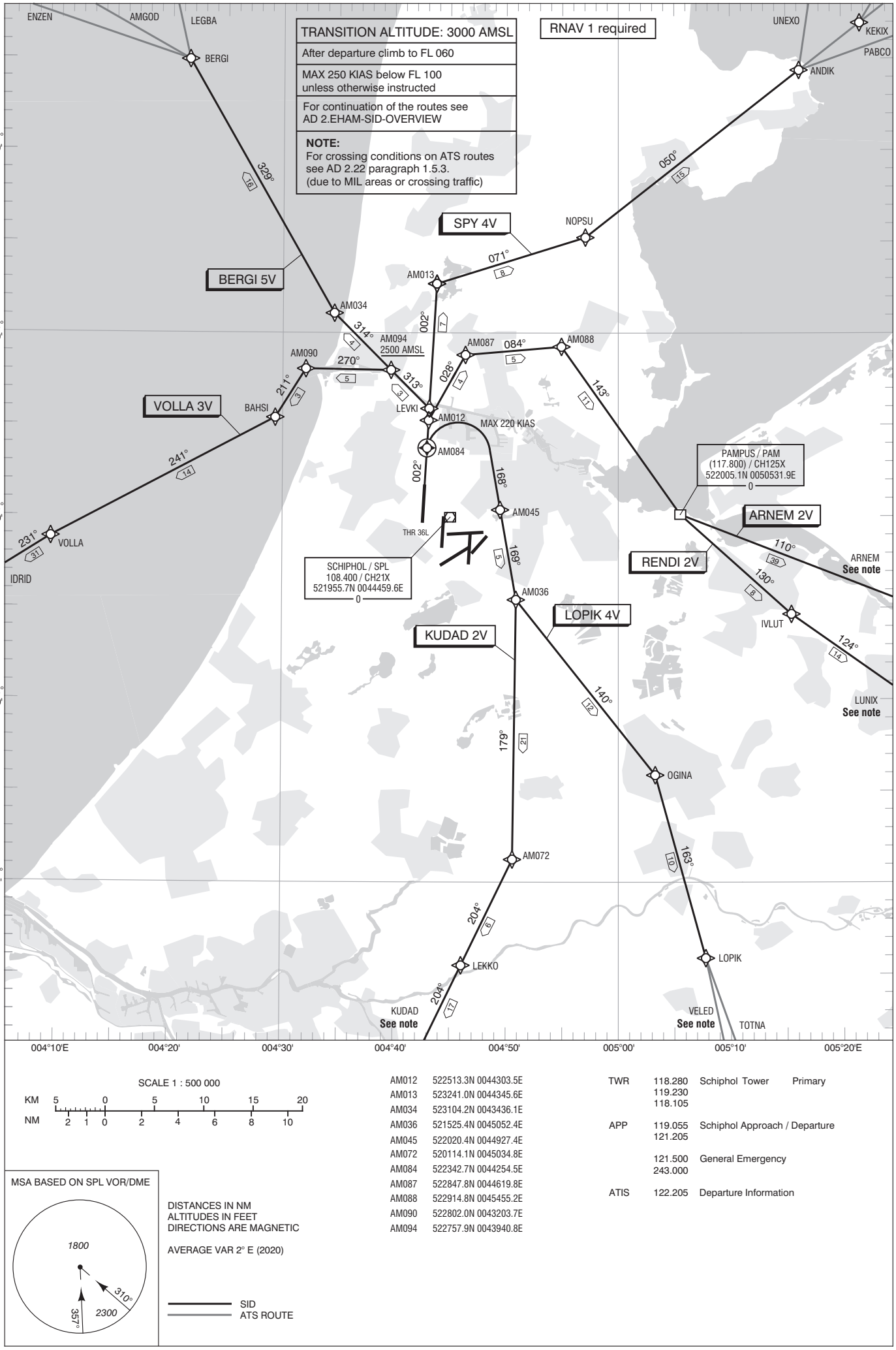
AVERAGE VAR 2° E (2020)

SID
ATS ROUTE

CHANGE: WPTs ENZEN and PABCO added; editorial.



CHANGE: MSA; coordinate DME PAM; editorial.



SCALE 1 : 500 000

KM 5 0 5 10 15 20
NM 2 1 0 2 4 6 8 10

MSA BASED ON SPL VOR/DME

DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

AVERAGE VAR 2° E (2020)

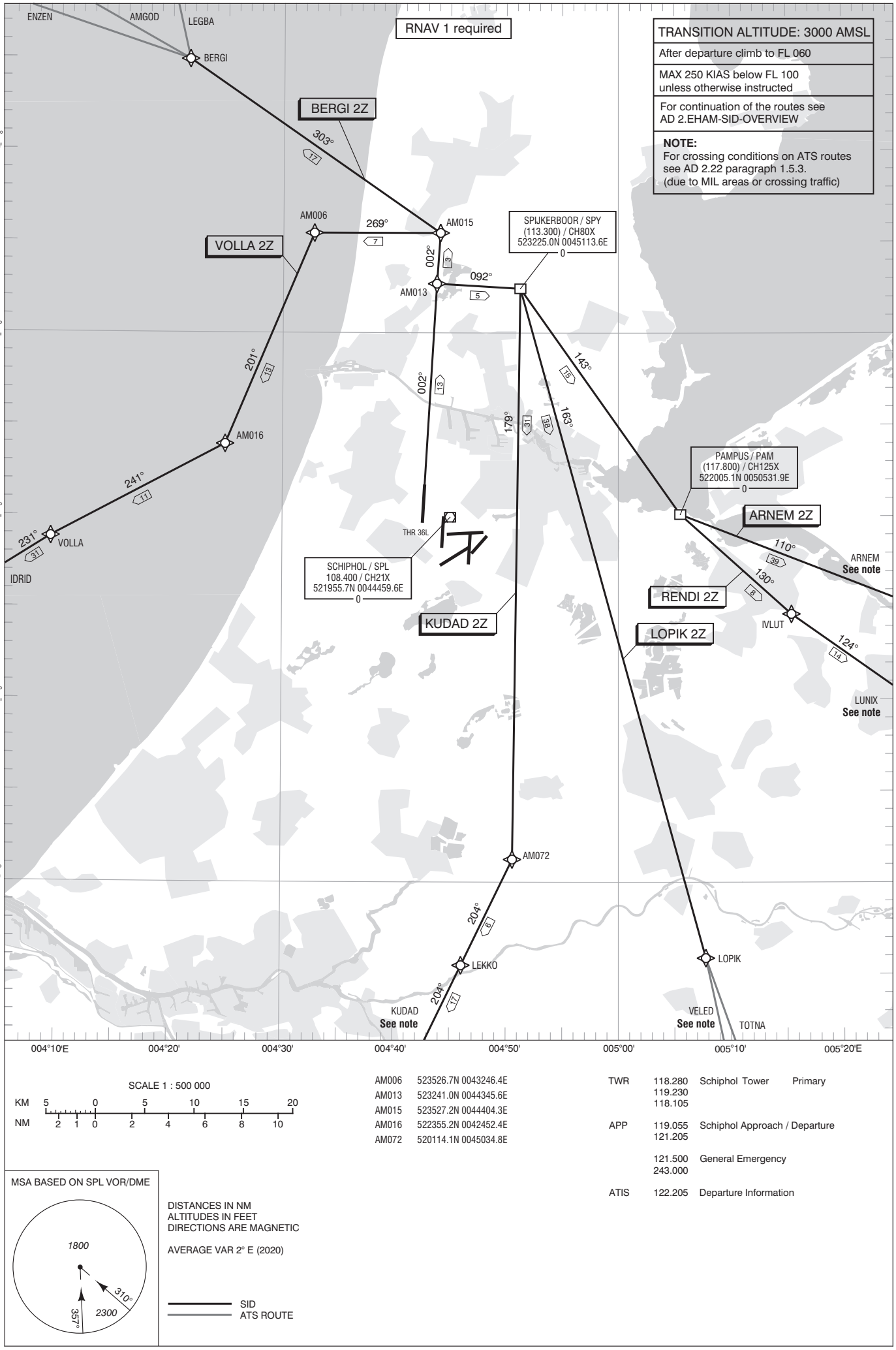
SID
ATS ROUTE

AM012	522513.3N	0044303.5E
AM013	523241.0N	0044345.6E
AM034	523104.2N	0043436.1E
AM036	521525.4N	0045052.4E
AM045	522020.4N	0044927.4E
AM072	520114.1N	0045034.8E
AM084	522342.7N	0044254.5E
AM087	522847.8N	0044619.8E
AM088	522914.8N	0045455.2E
AM090	522802.0N	0043203.7E
AM094	522757.9N	0043940.8E

TWR	118.280 119.230 118.105	Schiphol Tower	Primary
APP	119.055 121.205	Schiphol Approach / Departure	
	121.500 243.000	General Emergency	
ATIS	122.205	Departure Information	

CHANGE: WPTs ENZEN and PABCO added; editorial.

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SCALE 1 : 500 000

KM 5 0 5 10 15 20

NM 2 1 0 2 4 6 8 10

AM006	523526.7N 0043246.4E	
AM013	523241.0N 0044345.6E	
AM015	523527.2N 0044404.3E	
AM016	522355.2N 0042452.4E	
AM072	520114.1N 0045034.8E	

TWR	118.280 119.230 118.105	Schiphol Tower	Primary
APP	119.055 121.205	Schiphol Approach / Departure	
	121.500 243.000	General Emergency	
ATIS	122.205	Departure Information	

MSA BASED ON SPL VOR/DME

DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

AVERAGE VAR 2° E (2020)

SID
ATS ROUTE

CHANGE: WPT ENZEN; editorial.

© LVNL

AMSTERDAM/Schiphol
STANDARD ARRIVAL CHART - INSTRUMENT

NOTES:
1. Detailed information concerning ATS routes and WPTs see ENR 3, 4 and 6.
2. Navigation in the initial and intermediate approach is primarily based on radar vectors provided by ATC.
3. Final approach information: consult the relevant instrument approach chart.
4. **SPEED AND LEVEL RESTRICTIONS:**
   see EHAM AD 2.22.
   Cross IAF at MAX 250 KIAS.
   * FL 100 unless otherwise instructed.
5. **HOLDING PROCEDURES:**
   Entry standard ICAO.
   MAX HLDG speed 250 KIAS (EXC NARSO 220 KIAS).
   MNM HLDG level FL 070 (EXC NARSO FL 200).
6. **COMMUNICATION FAILURE:**
   Act in accordance with EHAM AD 2.22 §2.10 and the information given on the relevant instrument approach chart in EHAM AD 2.24.
7. **NIGHT PROCEDURES 2130-0530 (2030-0430):**
   Altitude at IAF at ATC discretion. See applicable night transition chart. When instructed to descend at pilot's discretion, aim for a continuous descent operation (CDO).

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 AMSL

RNAV 1 required

TOPPA
FL 250
TOPPA 2A
EHD41B FL 055 MSL
EHD41D EHD41A FL 660 FL 055 MSL
EHD41C FL 055 MSL
MOLIX FL 230
MOLIX 2A
LAMSO FL 230
LAMSO 2A
LUTEX
MONIL
ROBVI
ETPOS
SULUT
IAF SUGOL FL 100 * FL 070 MAX 250 KIAS
REDFA FL 230
REDFA 1A
LONDON FIR
AMSTERDAM FIR
169° 39
119° 17
119° 18
119° 13
173° 11
099° 21
110° 7
076° 21
290°
059° 40
1 MIN

EHR2A FL 195 GND
EELDE / EEL 112.400 / CH71X 530951.0N 0064000.3E 0
EHGG
T200
FL 260 30 NM before BLUFA
KUBAT
ONTAZ
N125
BLUFA
BLUFA 1A
233° 34
EHTRA15 FL 195 FL 065
EHTRA15A FL 315 FL 195
AMSTERDAM BREMEN FIR
ATC discretion
1 MIN
FL200
MAX 220 KIAS
NARSO
175°
EHTRA15A
NORKU 2A
072°
1 MIN
273° 17
OSKUR
273° 16
ROBIS
EHTRA15
306° 35
307° 13
SONSA
307° 11
NORKU FL 280 FL 200
FL 180
RKN 2A
REKKEN / RKN (116.800) / CH115X 520759.5N 0064550.0E 100
GERMANY

SCHIPHOL / SPL 108.400 / CH21X 521955.7N 0044459.6E 0
EHAM
EHLE
IAF ARTIP FL 100 *FL 070 MAX 250 KIAS
EHR3B EHR3A EHR3
FL 365 FL 185 3000 AMSL GND
EHR9 5900 AMSL GND
EHTRA80 FL 065 3000 AMSL

ROTTERDAM / RTM 110.400 / CH41X 515825.3N 0042851.5E 0
EHRD
IAF RIVER FL 100 *FL 070 MAX 250 KIAS
056° 22
221° 11
337°
1 MIN
DOFMU
304° 13
PESER 3A
PESER FL 070
See EHBD, EHBK and EHEH SIDs
EHTRA72 FL 195 GND
YENZO
HAMZA
DENUT 3A
358° 29
358° 29
HELEN 2A
DENUT FL 240
HELEN FL 240
EHTRA58 FL 245 GND
EHOJI
EHEH
EHTSA1A FL 195 GND
EINDHOVEN / EHV (117.200) / CH119X 512653.4N 0052229.8E 100
SOPVI
OSGOS
MAASTRICHT VOR / DME
AMSTERDAM FIR
BRUSSELS FIR
LANGEN FIR
BELGIUM

MSA BASED ON SPL VOR/DME
1800
310°
2300
357°

AVERAGE VAR 2° E (2020)
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

SID / STAR
SID / STAR AS DESCRIBED

SCALE 1 : 1 500 000
KM 5 0 10 20 30 40
NM 2 0 5 10 15 20

ACC	118.805	Amsterdam	At ATC discretion	SUGOL
	120.555	Radar	At ATC discretion	ARTIP
	127.780		At ATC discretion	RIVER
APP	119.055	Schiphol	Approach / Departure	
	121.205			
	118.405	Schiphol	Arrival	
	126.680			
TWR	119.230	Schiphol	Tower	Primary
	118.105			
	118.280			
	135.110			
	121.500	General Emergency		
ATIS	132.980	Arrival Information		

53° N
52°
002°E
003°
004°
005°
006°
007° E

CHANGE: N125 and T200 added; WPTs BLUFA, KUBAT and ONTAZ added; STAR designators; EHTRA15A added; editorial.

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NOTES:
1. Levels to be expected over IAF may be changed at ATC discretion.
2. ATC may deviate from the transition by radar vectors.
3. Rejoining the transition may take place before or at SOKSI.

Clearance phraseology:
1. "Cleared XXX transition":
   Fly lateral path and adhere to level instruction by ATC.
2. "Descend via XXX transition":
   execute a continuous descent operation (CDO) within the procedure constraints.

Altitudes / Speeds:
MAX 250 KIAS below FL100 unless otherwise instructed.
Altitude and speed restrictions shall be respected.
If unable to comply, advice ATC.

AM110	521316.6N 0043340.8E
AM609	521404.5N 0043544.7E
AM610	521219.3N 0041317.7E
AM612	521941.4N 0042233.3E
AM613	521232.7N 0042745.2E
AM614	521228.7N 0043137.1E
AM617	522001.1N 0045541.5E

RNAV 1 required

TRANSTION LEVEL BY ATC
TRANSITION ALTITUDE 3000 AMSL

IAF SUGOL FL 140 FL 100 See NOTE

SUGOL 1B TRANSITION 111° 16.6

NETOM MAX 250 KIAS

183° 5.7

AM612

268° 11.3

SCHIPHOL / SPL 108.400 / CH21X 521955.7N 0044459.6E 0

SETWO FL 070

06

268° 9.0

AM617 FL 100 MAX 250 KIAS

6.0

PAMPUS / PAM (117.800) / CH125X 522005.1N 0050531.9E 0

IAF ARTIP FL 140 FL 100 See NOTE

ARTIP 1B TRANSITION 237° 20.5

183° 5.5

AM610 069° 5.6

SOKSI 4000 AMSL MAX 220 KIAS

114° 4.0

AM613 090° 2.4 IF AM614 9.2 KAG (11.1 SPL) 2900 AMSL

AM110 056° 1.5

FAF for ILS 06 AM609 6.2 KAG (8.2 SPL) 056° 1.5

RIVER 1B TRANSITION 024° 9.2

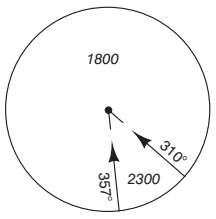
PORWA MAX 250 KIAS FL 070

355° 9.2

IAF RIVER FL 140 FL 100 See NOTE

AVERAGE VAR 2°E (2020)
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

MSA BASED ON SPL VOR/DME



SCALE 1 : 500 000

KM 5 0 5 10 15 20
NM 2 1 0 2 4 6 8 10

APP	119.055 121.205	Schiphol Approach / Departure	
	118.405 126.680	Schiphol Arrival	
TWR	135.110 119.230 118.105	Schiphol Tower	Primary
	121.705	Schiphol Ground	Ground Control
	121.500 243.000	General Emergency	
ATIS	132.980	Arrival Information	

52° 30 N
52° 00 N
004°00'E
004°30'
005°00'
005°30'E

CHANGE: RIVER 1B restriction added; editorial.

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NOTES:
1. Levels to be expected over IAF may be changed at ATC discretion.
2. ATC may deviate from the transition by radar vectors.
3. Rejoining the transitions may take place before or at SOKSI.
4. If unable to comply with PBN requirements, advice ATC and expect ILS approach.

Clearance phraseology:
1. "Cleared XXX transition":
   Fly lateral path and adhere to level instruction by ATC.
2. "Descend via XXX transition":
   execute a continuous descent operation (CDO) within the procedure constraints.

Altitudes / Speeds:
MAX 250 KIAS below FL100 unless otherwise instructed.
Altitude and speed restrictions shall be respected.
If unable to comply, advice ATC.

AM110	521316.6N 0043340.8E
AM609	521404.5N 0043544.7E
AM610	521219.3N 0041317.7E
AM612	521941.4N 0042233.3E
AM613	521232.7N 0042745.2E
AM614	521228.7N 0043137.1E
AM617	522001.1N 0045541.5E

RNP APCH required

TRANSTION LEVEL BY ATC
TRANSITION ALTITUDE 3000 AMSL

IAF SUGOL FL 140 FL 100 See NOTE

SUGOL 1A TRANSITION 111° 16.6

NETOM MAX 250 KIAS

183° 5.7

AM612

183° 5.5

268° 11.3

SCHIPHOL / SPL 108.400 / CH21X 521955.7N 0044459.6E 0

SETWO FL 070

06

268° 9.0

AM617 FL 100 MAX 250 KIAS

6.0

PAMPUS / PAM (117.800) / CH125X 522005.1N 0050531.9E 0

IAF ARTIP FL 140 FL 100 See NOTE

ARTIP 1A TRANSITION 237° 20.5

AM610

069° 5.6

SOKSI 4000 AMSL MAX 220 KIAS

114° 4.0

AM613

090° 2.4

AM110

056° 1.5

IF AM614 2900 AMSL

056° 1.5

FAF for RNP 06 AM609 2000 AMSL

RIVER 1A TRANSITION 024° 9.2

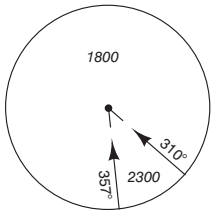
PORWA MAX 250 KIAS FL 070

355° 9.2

IAF RIVER FL 140 FL 100 See NOTE

AVERAGE VAR 2°E (2020)
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

MSA BASED ON SPL VOR/DME



SCALE 1 : 500 000

KM 5 0 5 10 15 20

NM 2 1 0 2 4 6 8 10

APP	119.055 121.205	Schiphol Approach / Departure	
	118.405 126.680	Schiphol Arrival	
TWR	135.110 119.230 118.105	Schiphol Tower	Primary
	121.705	Schiphol Ground	Ground Control
	121.500 243.000	General Emergency	
ATIS	132.980	Arrival Information	

52° 30 N

52° 00 N

004°00'E 004°30' 005°00' 005°30'E

CHANGE: RIVER 1A restriction added; editorial.

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NOTES:
1. Levels to be expected over IAF may be changed at ATC discretion.
2. ATC may deviate from the transition by radar vectors.
3. Rejoining the transition may take place before or at NIRSI.

Clearance phraseology:
1. "Cleared XXX transition":
   Fly lateral path and adhere to level instruction by ATC.
2. "Descend via XXX transition":
   execute a continuous descent operation (CDO) within the procedure constraints.

Altitudes / Speeds:
MAX 250 KIAS below FL100 unless otherwise instructed.
Altitude and speed restrictions shall be respected.
If unable to comply, advice ATC.

AM602 524117.8N 0044048.3E
AM603 524117.3N 0043048.1E
AM607 523502.0N 0043848.8E
AM608 523221.9N 0044341.3E
AM627 521736.2N 0041720.6E
AM630 522601.7N 0044458.0E

RNAV 1 required

TRANSTION LEVEL BY ATC
TRANSITION ALTITUDE 3000 AMSL

AM603
269° 6.1
AM602 FL 070
269° 6.2
WINJA FL 100 MAX 250 KIAS

179° 6.3

089° 4.9
NIRSI FL 055 MAX 220 KIAS

AM607
131° 4.0
AM608 3400 AMSL
162° 3.3
IF SIDNI 9.4 ZWA
182° 3.2
FAF for ILS 18C AM630 6.2 ZWA

ARTIP 1H TRANSITION 291° 28.4
IAF ARTIP FL 140 FL 100 See NOTE

IAF SUGOL FL 140 FL 100 See NOTE
SUGOL 1H TRANSITION 111° 16.6

024° 10.7
NETOM FL 070 MAX 250 KIAS
024° 8.6

AM627 FL 100 MAX 250 KIAS
RIVER 1H TRANSITION 024° 15.1

PORWA
355° 9.2
IAF RIVER FL 140 FL 100 See NOTE

SCHIPHOL / SPL
108.400 / CH21X / ATIS
521955.7N 0044459.6E
0
18C

AVERAGE VAR 2°E (2020)
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

MSA BASED ON SPL VOR/DME
1800
310°
357°
2300

SCALE 1 : 500 000
KM 5 0 5 10 15 20
NM 2 1 0 2 4 6 8 10

APP	119.055 121.205	Schiphol Approach / Departure	
	118.405 131.155	Schiphol Arrival	
TWR	118.280 119.230 118.105	Schiphol Tower	Primary
	121.905	Schiphol Ground	Ground Control
	121.500 243.000	General Emergency	
ATIS	132.980 108.400	Arrival Information SPL VOR	

52° 30 N
52° 00 N
004°00'E
004°30'
005°00'
005°30'E

CHANGE: MSA; editorial.

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NOTES:
1. Levels to be expected over IAF may be changed at ATC discretion.
2. ATC may deviate from the transition by radar vectors.
3. Rejoining the transitions may take place before or at NIRSI.
4. If unable to comply with PBN requirements, advice ATC and expect ILS approach.

Clearance phraseology:
1. "Cleared XXX transition":
   Fly lateral path and adhere to level instruction by ATC.
2. "Descend via XXX transition":
   execute a continuous descent operation (CDO) within the procedure constraints.

Altitudes / Speeds:
MAX 250 KIAS below FL100 unless otherwise instructed.
Altitude and speed restrictions shall be respected.
If unable to comply, advice ATC.

CAUTION:
Do not confuse RWY 18C with RWY 18R. RF segment ends at FAF.

AM126 523319.1N 0044230.2E
AM128 523020.0N 0044346.4E
AM130 522745.2N 0044410.6E
AM602 524117.8N 0044048.3E
AM603 524117.3N 0043048.1E
AM607 523502.0N 0043848.8E
AM627 521736.2N 0041720.6E
AM630 522601.7N 0044458.0E

RF arc centres:
AM127 523119.6N 0044001.1E
AM129 522915.9N 0044746.7E
AM131 522611.0N 0044026.5E

RNP APCH required and RF required

TRANSTION LEVEL BY ATC
TRANSITION ALTITUDE 3000 AMSL

AM603
269°
6.1
AM602
FL 070
269°
6.2
WINJA
FL 100
MAX 250 KIAS
179°
6.3
ARTIP 1G TRANSITION
291°
28.4
IAF
ARTIP
FL 140
FL 100
See NOTE
089°
AM607
4.9
126°
2.8
AM126
3400 AMSL
3.3
IF
AM128
NIRSI
FL 055
MAX 220 KIAS
IAF
SUGOL
FL 140
FL 100
See NOTE
SUGOL 1G TRANSITION
111°
16.6
024°
10.7
2.7
AM130
1.8
FAF for RNP 18C
AM630
2000 AMSL
NETOM
FL 070
MAX 250 KIAS
024°
8.6
SCHIPHOL / SPL
108.400 / CH21X / ATIS
521955.7N 0044459.6E
0
18C
AM627
FL 100
MAX 250 KIAS
RIVER 1G TRANSITION
024°
15.1
AVERAGE VAR 2°E (2020)
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC
MSA BASED ON SPL VOR/DME
1800
310°
357°
2300
PORWA
9.2
355°
IAF
RIVER
FL 140
FL 100
See NOTE
SCALE 1 : 500 000
KM 5 0 5 10 15 20
NM 2 1 0 2 4 6 8 10

APP	119.055	Schiphol Approach / Departure	
	121.205		
	118.405	Schiphol Arrival	
	131.155		
TWR	118.280	Schiphol Tower	Primary
	119.230		
	118.105		
	121.905	Schiphol Ground	Ground Control
	121.500	General Emergency	
	243.000		
ATIS	132.980	Arrival Information	
	108.400	SPL VOR	

52° 30 N
52° 00 N
004°00'E
004°30'
005°00'
005°30'E

CHANGE: MSA; editorial.

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NOTES:
1. Levels to be expected over IAF may be changed at ATC discretion.
2. ATC may deviate from the transition by radar vectors.
3. Rejoining the transition may take place before or at NIRSI.

Clearance phraseology:
1. "Cleared XXX transition":
   Fly lateral path and adhere to level instruction by ATC.
2. "Descend via XXX transition":
   execute a continuous descent operation (CDO) within the procedure constraints.

Altitudes / Speeds:
MAX 250 KIAS below FL100 unless otherwise instructed.
Altitude and speed restrictions shall be respected.
If unable to comply, advice ATC.

AM600	523543.5N 0051048.6E
AM602	524117.8N 0044048.3E
AM603	524117.3N 0043048.1E
AM604	523521.9N 0045014.1E
AM607	523502.0N 0043848.8E
AM608	523221.9N 0044341.3E
AM621	522745.7N 0044316.0E
AM627	521736.2N 0041720.6E

RNAV 1 required

TRANSTION LEVEL BY ATC
TRANSITION ALTITUDE 3000 AMSL

AM603
269° 6.1
AM602 FL 070
269° 6.2
WINJA FL 100 MAX 250 KIAS
ARTIP 1D TRANSITION 291° 28.4
IAF ARTIP FL 140 FL 100 See NOTE

179° 6.3
089° 4.9
AM607
131° 4.0
NIRSI FL 055 MAX 220 KIAS
IF AM608 10.8 VPB 3400 AMSL
182° 4.6
FAF for ILS 18R AM621 6.2 VPB (7.9 SPL)

IAF SUGOL FL 140 FL 100 See NOTE
SUGOL 1D TRANSITION 111° 16.6
024° 10.7
NETOM FL 070 MAX 250 KIAS
024° 8.6
AM627 FL 100 MAX 250 KIAS
RIVER 1D TRANSITION 024° 15.1
PORWA
355° 9.2
IAF RIVER FL 140 FL 100 See NOTE

SCHIPHOL / SPL
108.400 / CH21X
521955.7N 0044459.6E
0
18R

AVERAGE VAR 2° E (2020)
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

MSA BASED ON SPL VOR/DME
1800
310°
357°
2300

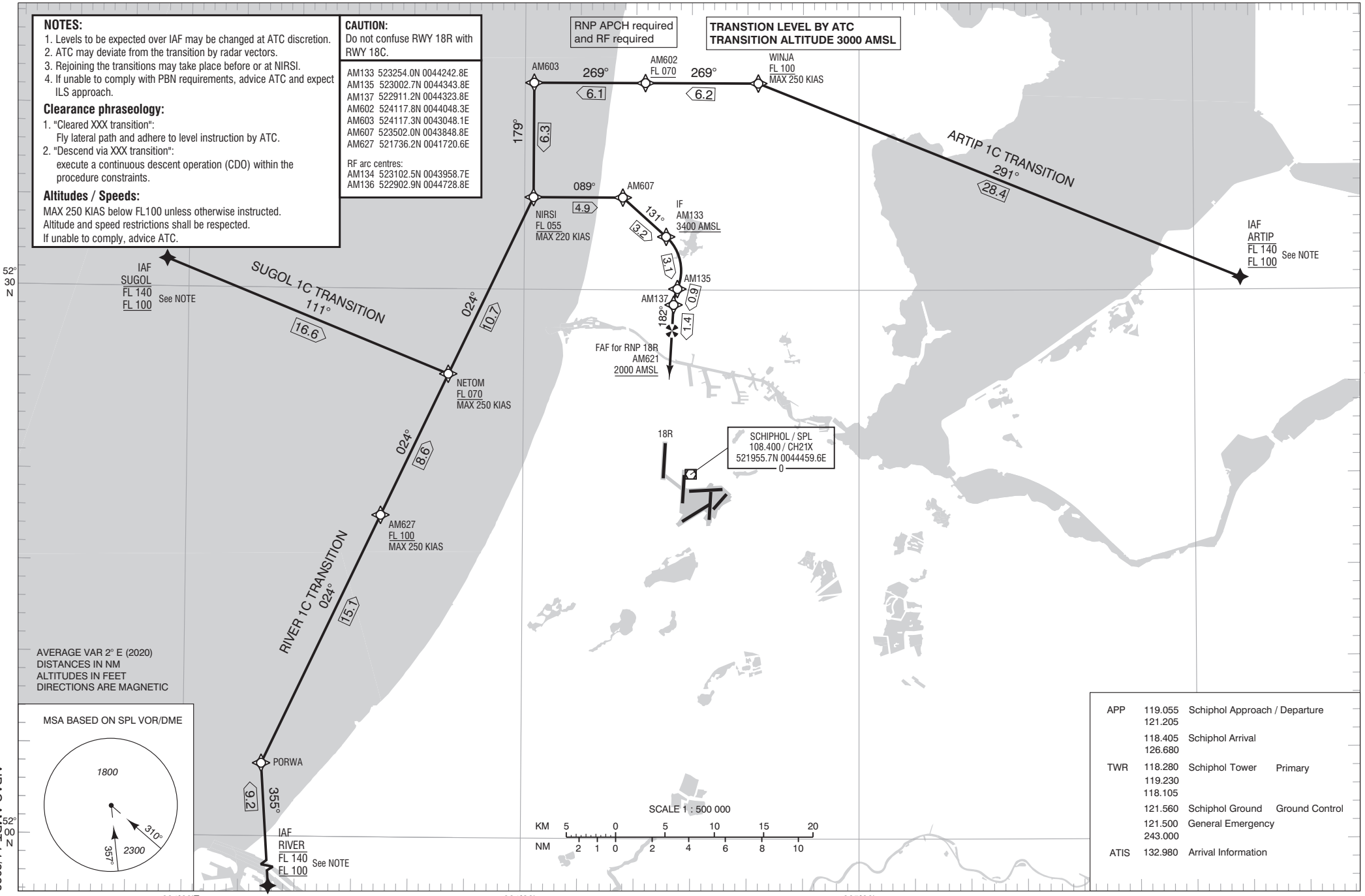
SCALE 1 : 500 000
KM 5 0 5 10 15 20
NM 2 1 0 2 4 6 8 10

APP	119.055 121.205	Schiphol Approach / Departure	
	118.405 126.680	Schiphol Arrival	
TWR	118.280 119.230 118.105	Schiphol Tower	Primary
	121.560	Schiphol Ground	Ground Control
	121.500 243.000	General Emergency	
ATIS	132.980	Arrival Information	

52° 30 N
52° 00 N
004°00'E
004°30'
005°00'
005°30'E

CHANGE: MSA; editorial.

© LVNL



CHANGE: MSA; editorial.

© LVNL

NOTES:

1. ILS must be available.
2. For the ILS approach RWY 36R a separate clearance will be issued.

Altitudes / Speeds:

- Altitude: during the transition, descend to or maintain a level as instructed by ATC.
- Speed: published speeds are mandatory, ATC may instruct lower speeds.
- ACFT unable to keep 160 KIAS until 4 NM final shall report this when cleared for ARTIP 2X TRANSITION.

TRANSITION:

ARTIP 2X

AM665	521446.5N 0050229.7E
AM667	520638.1N 0045434.2E
AM668	520638.3N 0044804.9E
AM669	520918.8N 0044553.4E

RNAV 1 required

TRANSTION LEVEL BY ATC
TRANSITION ALTITUDE 3000 AMSL

IAF
ARTIP
FL 100
FL 070
MAX 250 KIAS

ARTIP 2X TRANSITION
229°
15.0

INBAM

229°
10.1

AM665
MAX 220 KIAS

209°
9.5

AM667

269°
4.0

AM668
MAX 180 KIAS

332°
3.0

IF
AM669
8.2 ABA
2000 AMSL

002°
2.0

FAF
AM636
6.2 ABA (8.7 SPL)

See AD 2.EHAM-IAC-36R.1

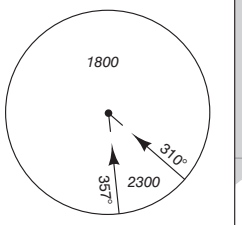
SCHIPHOL / SPL
108.400 / CH21X
521955.7N 0044459.6E
0

SCHIPHOL / ABA
(111.950) / CH56Y
521737.4N 0044630.1E
0

36R

AVERAGE VAR 2° E (2020)
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

MSA BASED ON SPL VOR/DME



SCALE 1 : 500 000

KM 5 0 5 10 15 20

NM 2 1 0 2 4 6 8 10

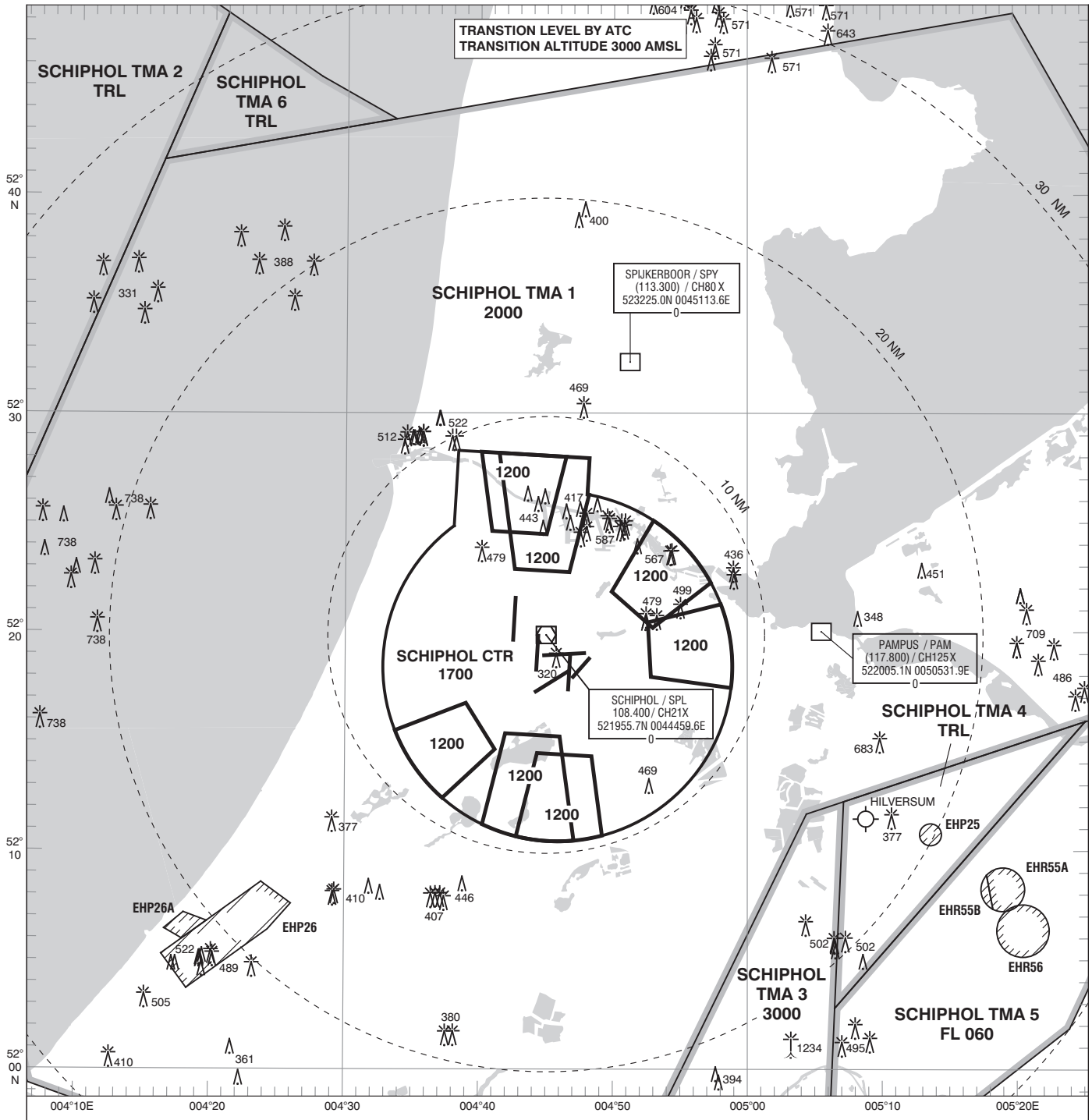
APP	119.055	Schiphol Approach / Departure	
	121.205		
	118.405	Schiphol Arrival	
	126.680		
TWR	119.230	Schiphol Tower	Primary
	118.105		
	135.110		
	121.805	Schiphol Ground	Ground Control
	121.500	General Emergency	
	243.000		
ATIS	132.980	Arrival Information	

52° 30 N

52° 00 N

004°00'E 004°30' 005°00' 005°30'E

CHANGE: MSA; editorial.



SCALE 1 : 500 000

KM 5 0 5 10 15 20
NM 2 1 0 2 4 6 8 10

AVERAGE VAR 2° E (2020)
ALTITUDES IN FEET AMSL
DISTANCES IN NM
DIRECTIONS ARE MAGNETIC

Final approach vectoring area (FAVA)
Minimum vectoring altitude sector (MVA)

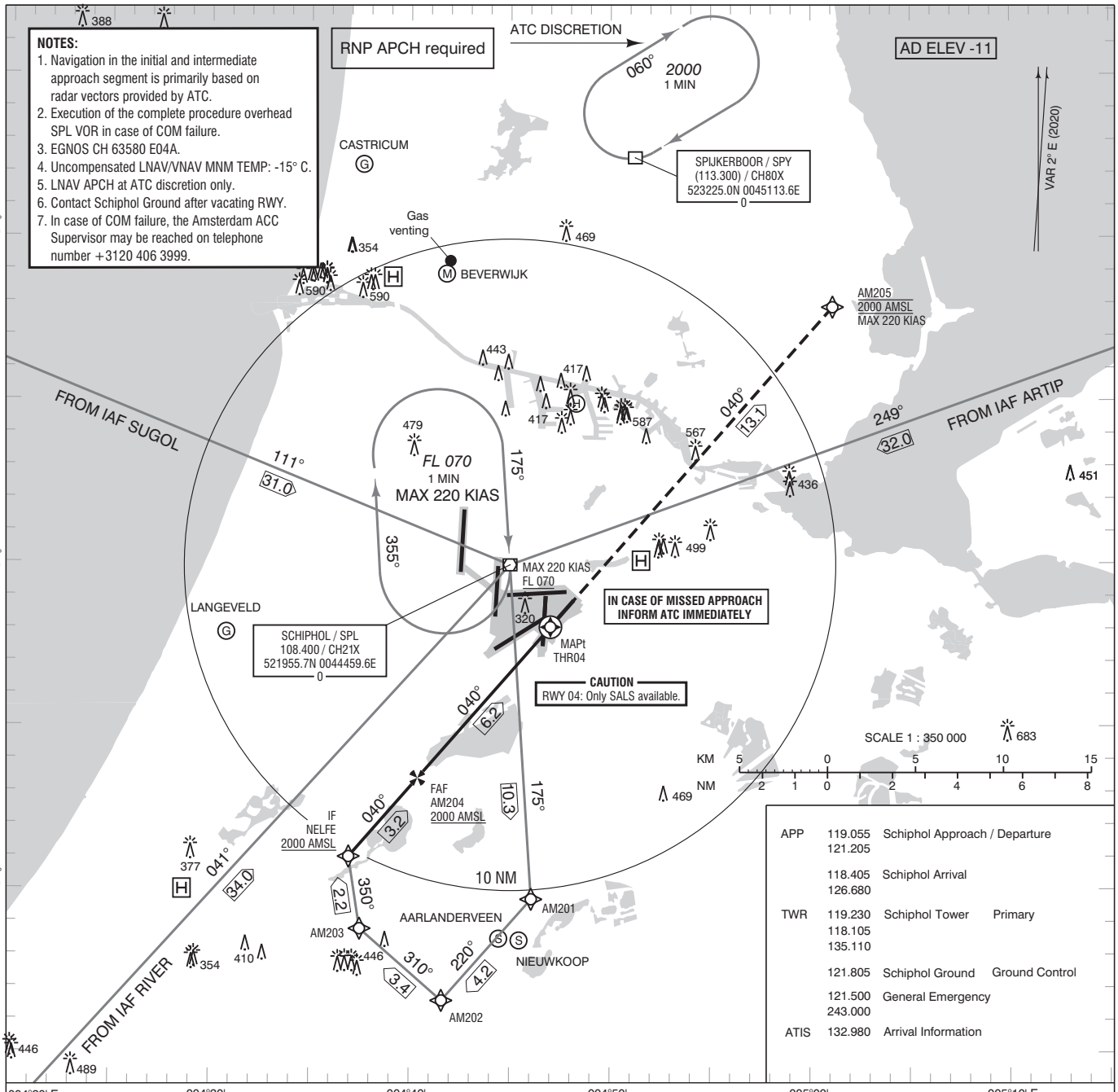
APP	119.055	Schiphol Approach / Departure	
	121.205		
	118.405	Schiphol Arrival	
	126.680		
TWR	119.230	Schiphol Tower	Primary
	118.105		
	118.280		
	135.110		
	121.500	General Emergency	
ATIS	132.980	Arrival Information	

NOTES:

1. This chart may only be used for cross-checking of altitudes, assigned while the aircraft is identified by the responsible ATC unit.
2. Aeronautical data and minimum vectoring altitudes are provided only within the relevant CTR and TMA.
3. Temperature correction CTR : at or below -15°C the MVA should read 1800 FT, at or below -20°C the MVA should read 1900 FT AMSL.
4. A descent clearance to the FAVA will only be issued when the aircraft is established on the ILS final approach track, or on an intercept of 30 degrees or less.
5. In case of a communication failure, execute the COM failure procedure of the last assigned approach.

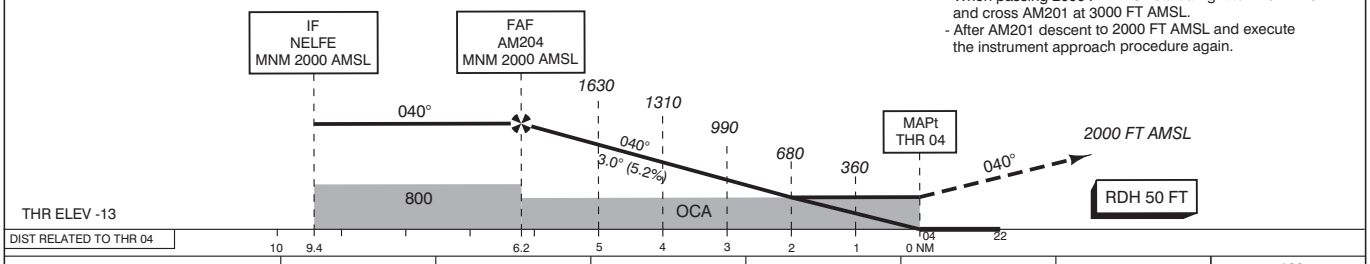
CHANGE: Schiphol CTR1 renamed CTR; editorial.

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TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL

1. Missed approach
   - Inform ATC immediately
   - Track 040° MAG to AM205 and climb to 2000 FT AMSL.
2. Missed approach in case of communication failure:
   - Track 040° MAG and climb to 3000 FT AMSL;
   - When passing 2000 FT AMSL start a right turn to AM201 and cross AM201 at 3000 FT AMSL.
   - After AM201 descent to 2000 FT AMSL and execute the instrument approach procedure again.



GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	320 FT/MIN	425 FT/MIN	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN

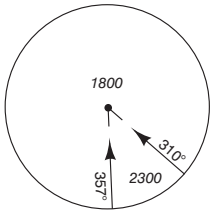
OCA *(OCH)* ELEV THR 04: -13.1 FT

ACFT CAT	LPV DH 250	LNAV/VNAV	LNAV	CIRCLING*
A	200 *(213)*	364 *(377)*	390 *(401)*	630 *(641)*
B	211 *(225)*	376 *(389)*		790 *(801)*
C	219 *(233)*	395 *(409)*		890 *(901)*
D	230 *(244)*	423 *(436)*		900 *(911)*

* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.

THR 04	521801.3N	0044700.5E
AM201	520940.6N	0044604.9E
AM202	520634.0N	0044137.1E
AM203	520846.2N	0043731.6E
AM204	521323.3N	0044023.7E
AM205	522750.6N	0050107.8E

MSA BASED ON SPL VOR/DME



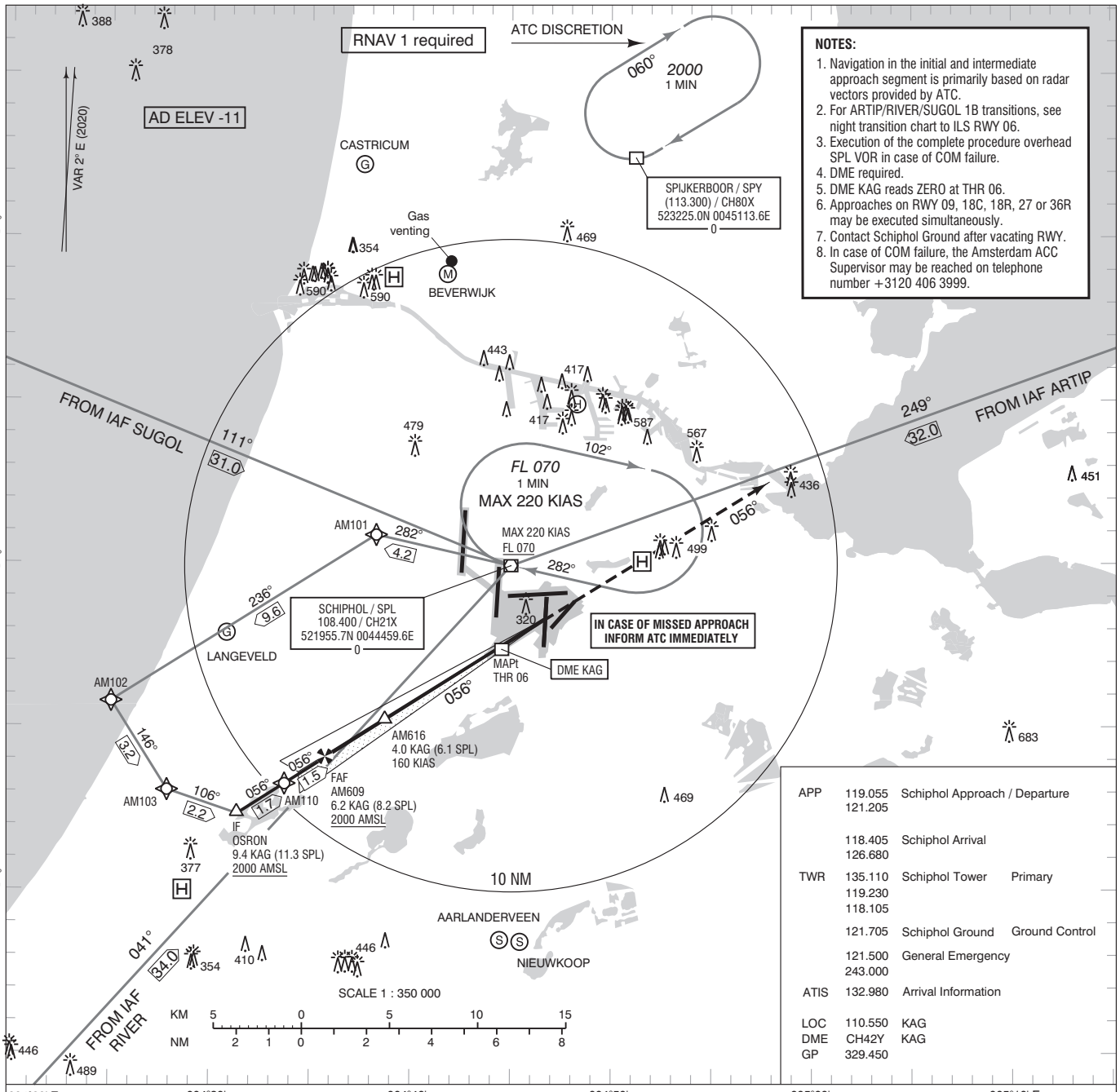
CEILING AND VISIBILITY MINIMA

TAKE-OFF	DAY: NA	NIGHT: NA
LANDING	DAY: 900 FT / 3600 M	NIGHT: 900 FT / 3600 M

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET AMSL

CHANGE: MSA; editorial.

© LVNL



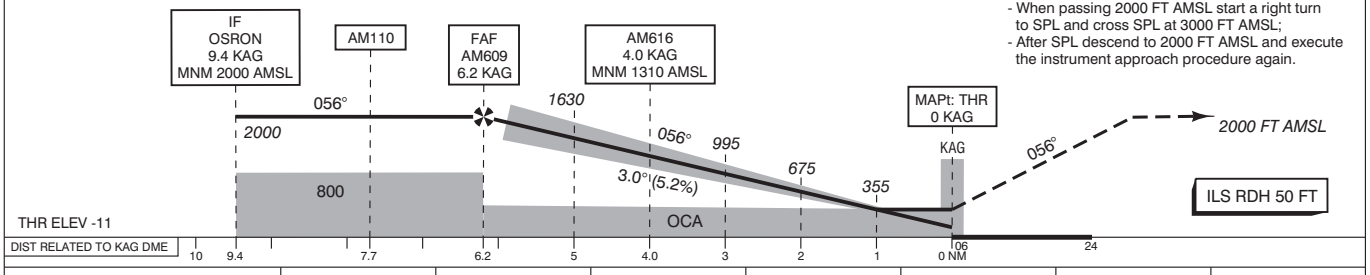
NOTES:

1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
2. For ARTIP/RIVER/SUGOL 1B transitions, see night transition chart to ILS RWY 06.
3. Execution of the complete procedure overhead SPL VOR in case of COM failure.
4. DME required.
5. DME KAG reads ZERO at THR 06.
6. Approaches on RWY 09, 18C, 18R, 27 or 36R may be executed simultaneously.
7. Contact Schiphol Ground after vacating RWY.
8. In case of COM failure, the Amsterdam ACC Supervisor may be reached on telephone number +3120 406 3999.

APP	119.055 121.205	Schiphol Approach / Departure
	118.405 126.680	Schiphol Arrival
TWR	135.110 119.230 118.105	Schiphol Tower Primary
	121.705	Schiphol Ground Ground Control
	121.500 243.000	General Emergency
ATIS	132.980	Arrival Information
LOC	110.550	KAG
DME	CH42Y	KAG
GP	329.450	

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL

1. Missed approach
   - Inform ATC immediately.
   - Track 056° MAG and climb to 2000 FT AMSL.
2. Missed approach in case of communication failure
   - Track 056° MAG and climb to 3000 FT AMSL;
   - When passing 2000 FT AMSL start a right turn to SPL and cross SPL at 3000 FT AMSL;
   - After SPL descend to 2000 FT AMSL and execute the instrument approach procedure again.



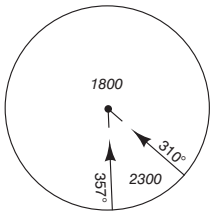
GS IN KT	100	120	140	160	180	200	220
VERTICAL SPEED	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN	1060 FT/MIN	1165 FT/MIN

OCA *(OCH)*ELEV THR 06: -11.0 FT

ACFT CAT	CAT III supported		LOC MAPt: THR	CIRCLING*
	CAT I	CAT II		
A	128 *(138)*	*(50)*	410 *(420)*	630 *(641)*
B	138 *(148)*	*(59)*		790 *(801)*
C	148 *(158)*	*(73)*		890 *(901)*
D	161 *(171)*	*(86)*		900 *(911)*
DL	164 *(174)*	*(86)*		

THR 06	521720.8N	0044414.0E		
AM101	522052.3N	0043816.1E		
AM102	521546.2N	0042504.5E		
AM103	521303.1N	0042752.5E		
AM110	521316.6N	0043340.8E		
AM609	521404.5N	0043544.7E		
AM616	521513.4N	0043843.3E		

MSA BASED ON SPL VOR/DME



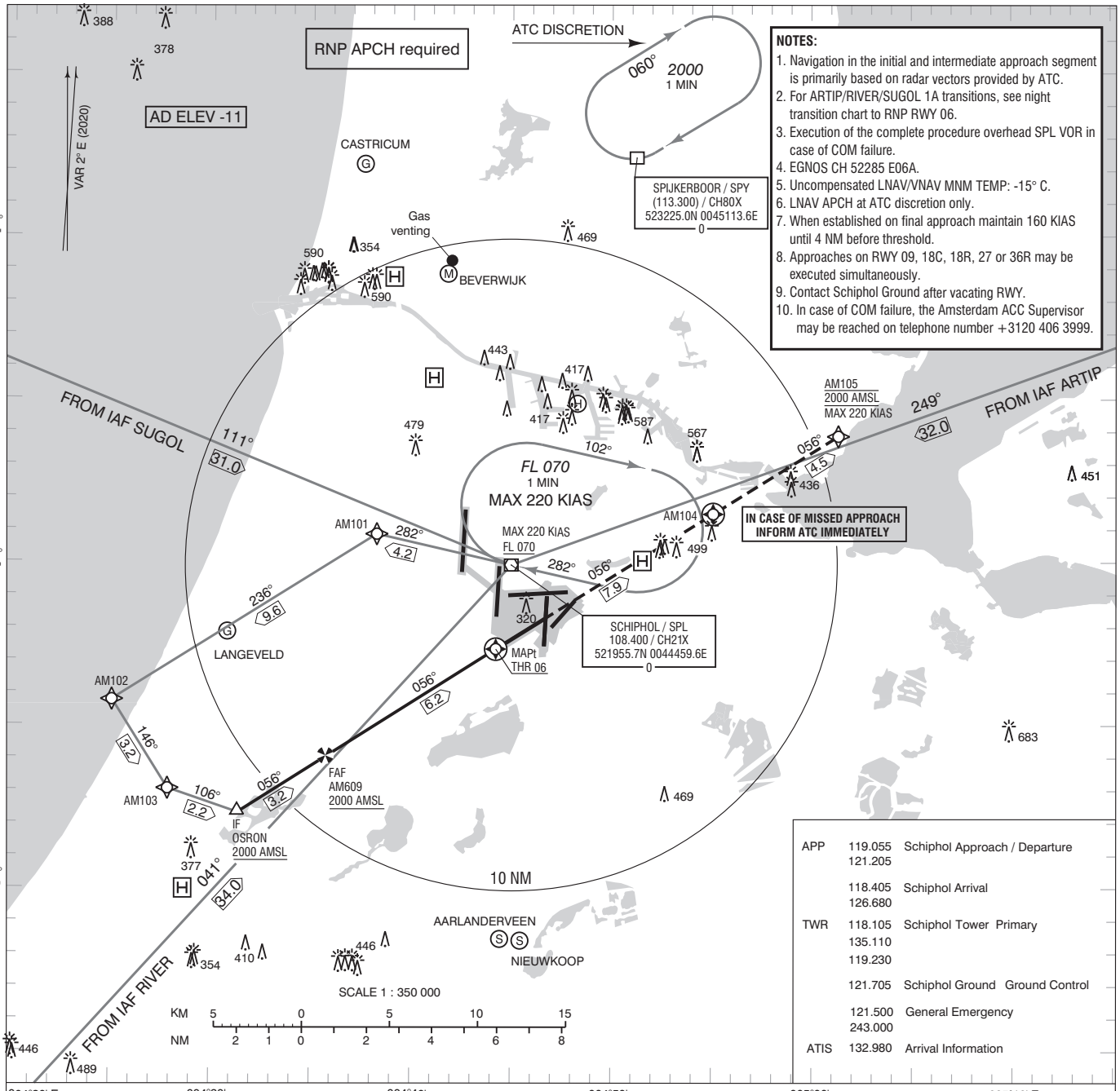
CEILING AND VISIBILITY MINIMA			
TAKE-OFF	DAY:	NIGHT:	NA
LANDING	DAY:	NIGHT:	NA

* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET AMSL

CHANGE: MSA; editorial.

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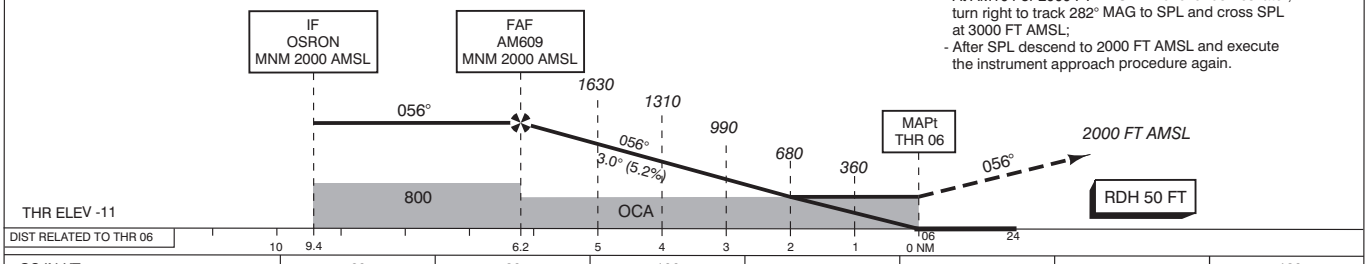
NOTES:

1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
2. For ARTIP/RIVER/SUGOL 1A transitions, see night transition chart to RNP RWY 06.
3. Execution of the complete procedure overhead SPL VOR in case of COM failure.
4. EGNOS CH 52285 E06A.
5. Uncompensated LNAV/VNAV MNM TEMP: -15° C.
6. LNAV APCH at ATC discretion only.
7. When established on final approach maintain 160 KIAS until 4 NM before threshold.
8. Approaches on RWY 09, 18C, 18R, 27 or 36R may be executed simultaneously.
9. Contact Schiphol Ground after vacating RWY.
10. In case of COM failure, the Amsterdam ACC Supervisor may be reached on telephone number +3120 406 3999.

APP	119.055	Schiphol Approach / Departure
	121.205	
	118.405	Schiphol Arrival
	126.680	
TWR	118.105	Schiphol Tower Primary
	135.110	
	119.230	
	121.705	Schiphol Ground Ground Control
	121.500	General Emergency
	243.000	
ATIS	132.980	Arrival Information

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL

1. Missed approach
   - Inform ATC immediately
   - Track 056° MAG to AM105 and climb to 2000 FT AMSL.
2. Missed approach in case of communication failure:
   - Track 056° MAG to AM104 and climb to 3000 FT AMSL;
   - At AM104 or 2000 FT AMSL whichever comes later, turn right to track 282° MAG to SPL and cross SPL at 3000 FT AMSL;
   - After SPL descend to 2000 FT AMSL and execute the instrument approach procedure again.



GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	320 FT/MIN	425 FT/MIN	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN

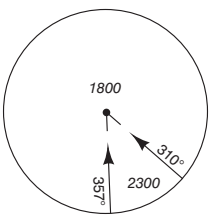
OCA *(OCH)* ELEV THR 06: -11.1 FT

ACFT CAT	LPV	LNAV/VNAV MNM TEMP -15°C	LNAV	CIRCLING*
A	258 *(269)*	289 *(300)*	450 *(461)*	630 *(641)*
B	270 *(281)*	291 *(302)*		790 *(801)*
C	278 *(289)*	293 *(304)*		890 *(901)*
D	289 *(300)*	316 *(327)*		900 *(911)*
DL				

* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.

THR 06	521720.8N	0044414.0E
AM101	522052.3N	0043816.1E
AM102	521546.2N	0042504.5E
AM103	521303.1N	0042752.5E
AM104	522130.2N	0045505.1E
AM105	522353.4N	0050121.3E
AM609	521404.5N	0043544.7E

MSA BASED ON SPL VOR/DME

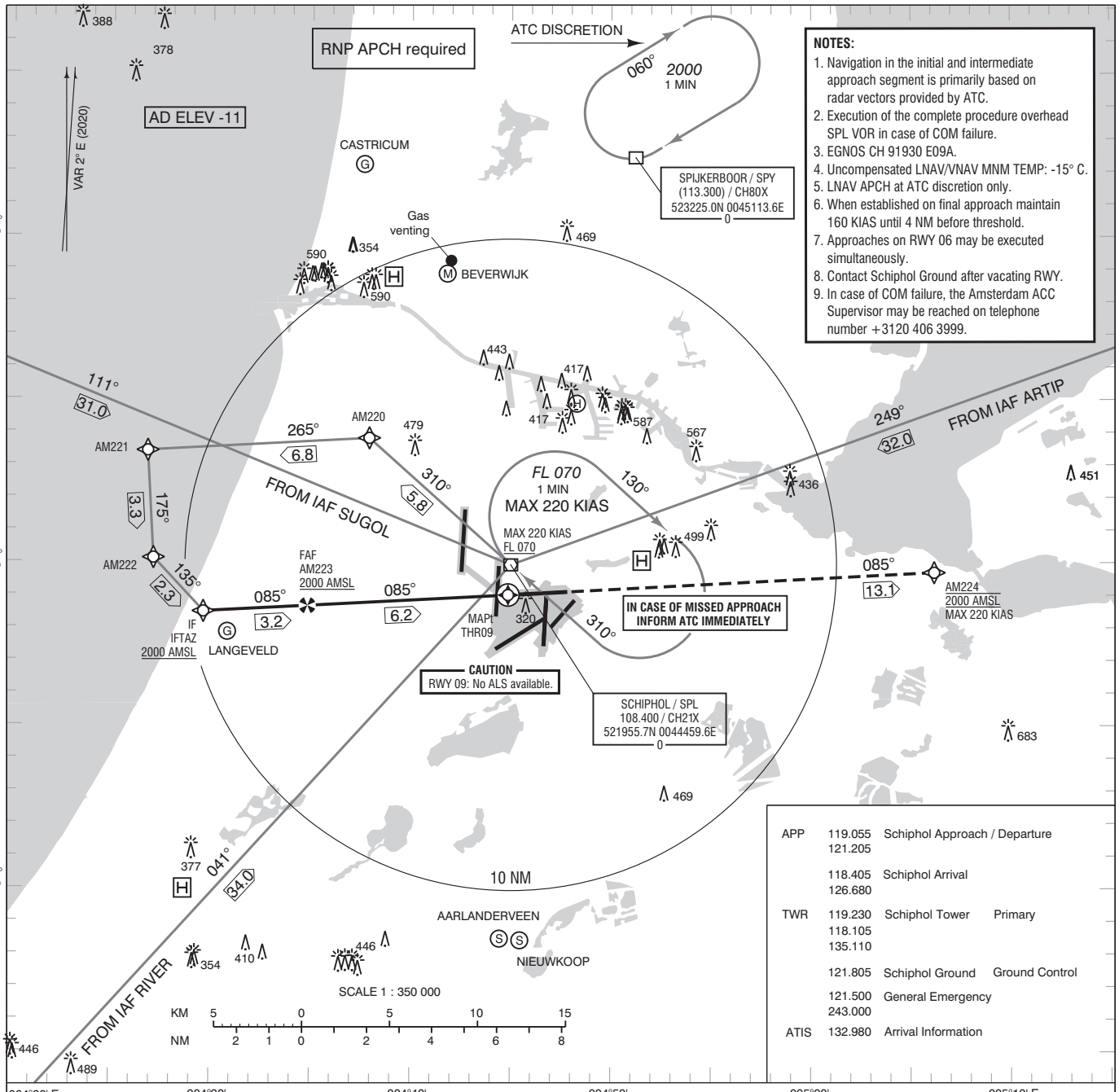


CEILING AND VISIBILITY MINIMA				
TAKE-OFF	DAY:	NA	NIGHT:	NA
LANDING	DAY:		NIGHT:	

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET AMSL

CHANGE: MSA; editorial.

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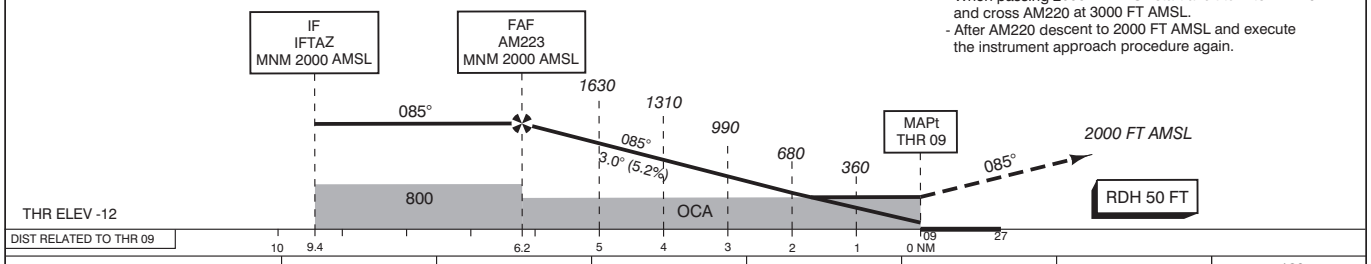
NOTES:

1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
2. Execution of the complete procedure overhead SPL VOR in case of COM failure.
3. EGNOS CH 91930 E09A.
4. Uncompensated LNAV/VNAV MNM TEMP: -15° C.
5. LNAV APCH at ATC discretion only.
6. When established on final approach maintain 160 KIAS until 4 NM before threshold.
7. Approaches on RWY 06 may be executed simultaneously.
8. Contact Schiphol Ground after vacating RWY.
9. In case of COM failure, the Amsterdam ACC Supervisor may be reached on telephone number +3120 406 3999.

APP	119.055	Schiphol Approach / Departure	
	121.205		
	118.405	Schiphol Arrival	
	126.680		
TWR	119.230	Schiphol Tower	Primary
	118.105		
	135.110		
	121.805	Schiphol Ground	Ground Control
	121.500	General Emergency	
	243.000		
ATIS	132.980	Arrival Information	

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL

1. Missed approach
   - Inform ATC immediately
   - Track 085° MAG to AM224 and climb to 2000 FT AMSL.
2. Missed approach in case of communication failure:
   - Track 085° MAG and climb to 3000 FT AMSL;
   - When passing 2000 FT AMSL start a left turn to AM220 and cross AM220 at 3000 FT AMSL.
   - After AM220 descent to 2000 FT AMSL and execute the instrument approach procedure again.



GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	320 FT/MIN	425 FT/MIN	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN

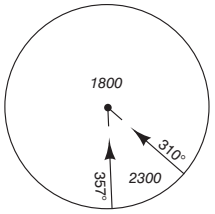
OCA *(OCH)* ELEV THR 09: -12.0 FT

ACFT CAT	LPV DH 250	LNAV/VNAV	LNAV	CIRCLING*
A	201 *(213)*	345 *(357)*	540 *(551)*	630 *(641)*
B	213 *(225)*	357 *(369)*		790 *(801)*
C	221 *(233)*	376 *(388)*		890 *(901)*
D	231 *(244)*	403 *(415)*		900 *(911)*
D_L				

* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.

THR 09	521900.1N	0044451.6E
AM220	522348.2N	0043753.8E
AM221	522324.8N	0042648.2E
AM222	522007.4N	0042706.3E
AM223	521839.8N	0043449.3E
AM224	521942.2N	0050610.7E

MSA BASED ON SPL VOR/DME

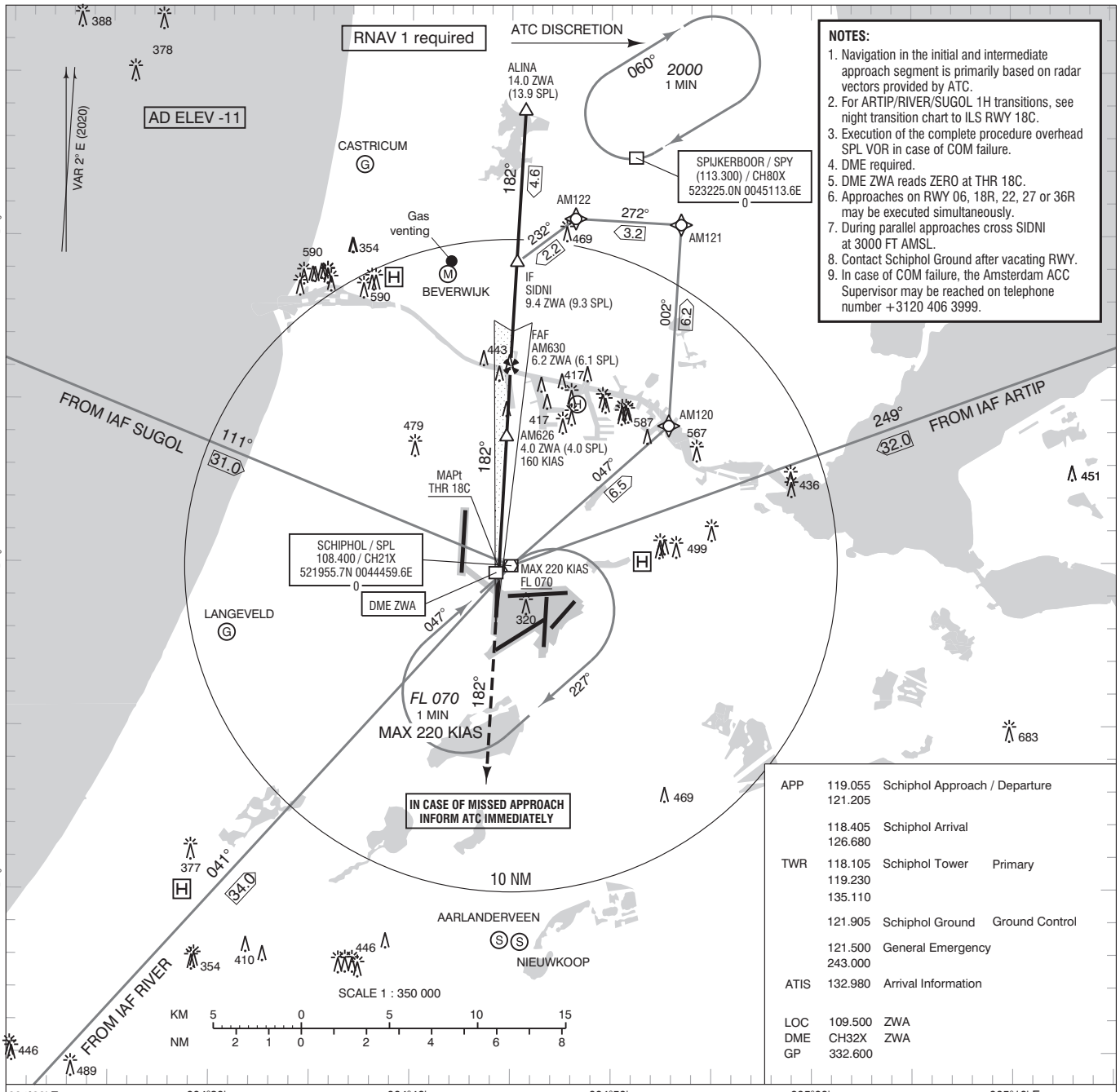


CEILING AND VISIBILITY MINIMA		
TAKE-OFF	DAY: NA	NIGHT: NA
LANDING	DAY: 1000 FT / 3600 M	NIGHT: 1000 FT / 3600 M

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET AMSL

CHANGE: MSA; editorial.

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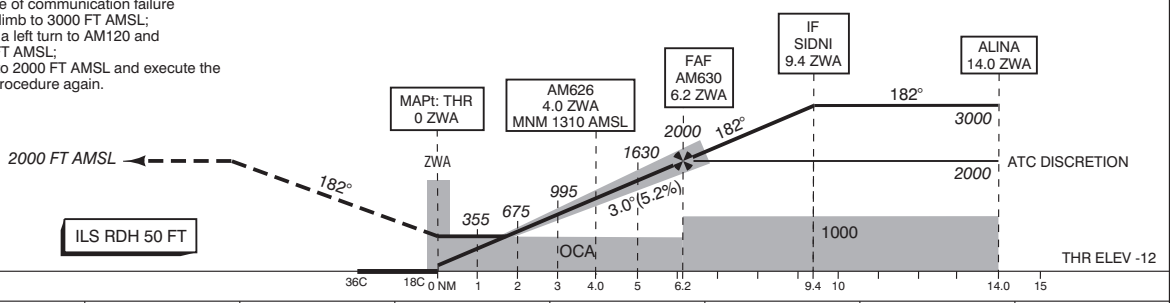
NOTES:

1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
2. For ARTIP/RIVER/SUGOL 1H transitions, see night transition chart to ILS RWY 18C.
3. Execution of the complete procedure overhead SPL VOR in case of COM failure.
4. DME required.
5. DME ZWA reads ZERO at THR 18C.
6. Approaches on RWY 06, 18R, 22, 27 or 36R may be executed simultaneously.
7. During parallel approaches cross SIDNI at 3000 FT AMSL.
8. Contact Schiphol Ground after vacating RWY.
9. In case of COM failure, the Amsterdam ACC Supervisor may be reached on telephone number +3120 406 3999.

APP	119.055	Schiphol Approach / Departure	
	121.205		
	118.405	Schiphol Arrival	
	126.680		
TWR	118.105	Schiphol Tower	Primary
	119.230		
	135.110		
	121.905	Schiphol Ground	Ground Control
	121.500	General Emergency	
	243.000		
ATIS	132.980	Arrival Information	
LOC	109.500	ZWA	
DME	CH32X	ZWA	
GP	332.600		

1. Missed approach
   - Inform ATC immediately.
   - Track 182° MAG and climb to 2000 FT AMSL.
2. Missed approach in case of communication failure
   - Track 182° MAG and climb to 3000 FT AMSL;
   - At 2000 FT AMSL start a left turn to AM120 and cross AM120 at 3000 FT AMSL;
   - After AM120 descend to 2000 FT AMSL and execute the instrument approach procedure again.

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL



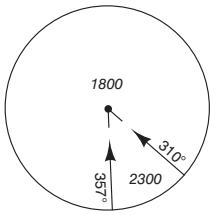
GS IN KT	100	120	140	160	180	200	220
VERTICAL SPEED	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN	1060 FT/MIN	1165 FT/MIN

OCA *(OCH)* ELEV THR 18C: -12.0 FT

ACFT CAT	CAT III supported		LOC MAPt: THR	CIRCLING*
	CAT I	CAT II		
A	133 *(145)*	*(53)*	690 *(700)*	630 *(641)*
B	139 *(151)*	*(63)*		790 *(801)*
C	149 *(161)*	*(76)*		890 *(901)*
D	162 *(174)*	*(89)*		900 *(911)*
DL	162 *(174)*	*(92)*		

THR 18C	521953.0N	0044424.1E		
AM120	522412.8N	0045252.3E		
AM121	523022.2N	0045328.6E		
AM122	523033.3N	0044811.9E		
AM626	522352.6N	0044445.3E		
AM630	522601.7N	0044458.0E		

MSA BASED ON SPL VOR/DME



CEILING AND VISIBILITY MINIMA			
TAKE-OFF	DAY:	NIGHT:	
LANDING	DAY:	NIGHT:	

NA

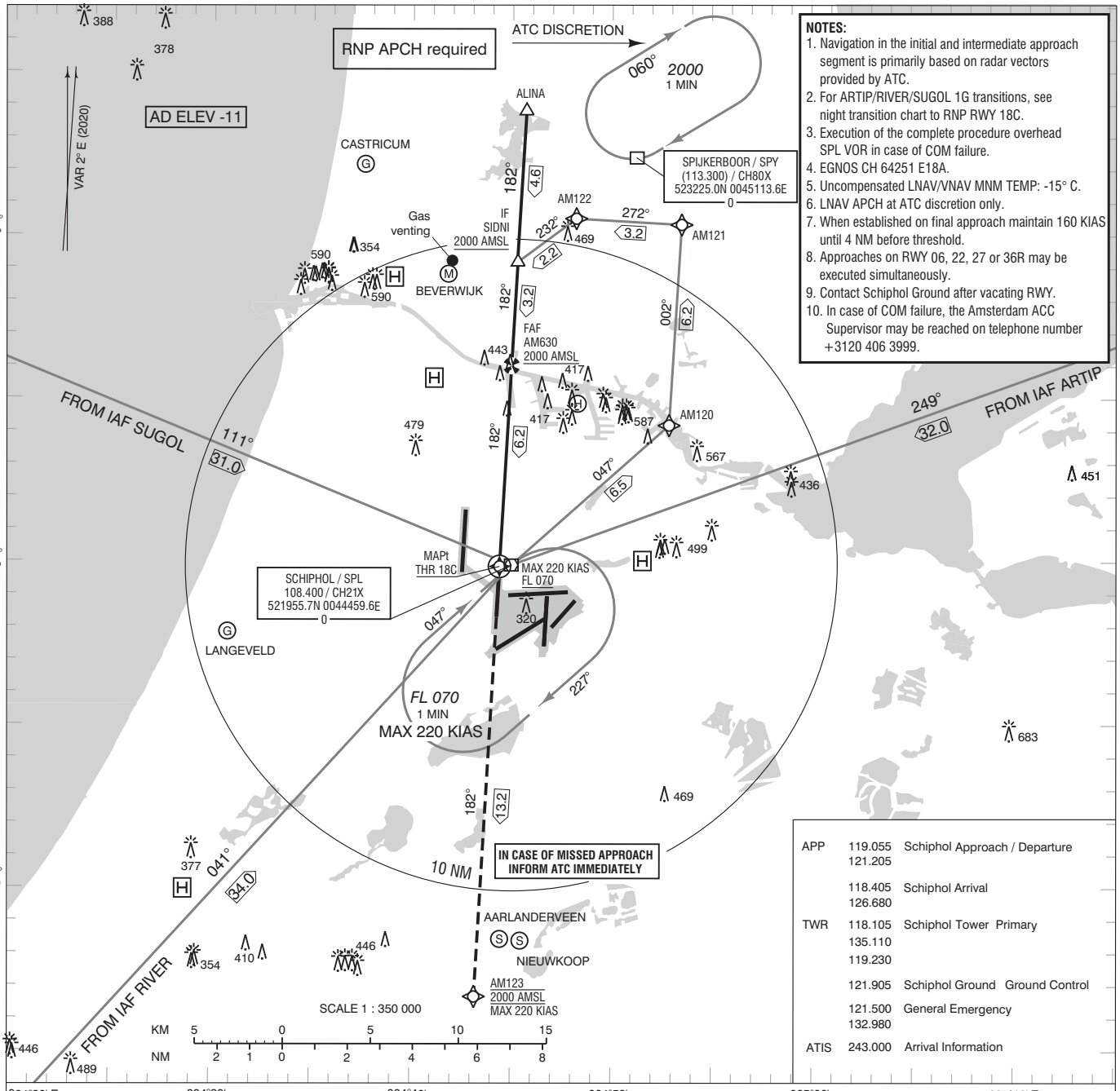
NA

* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET AMSL

CHANGE: notes; editorial.

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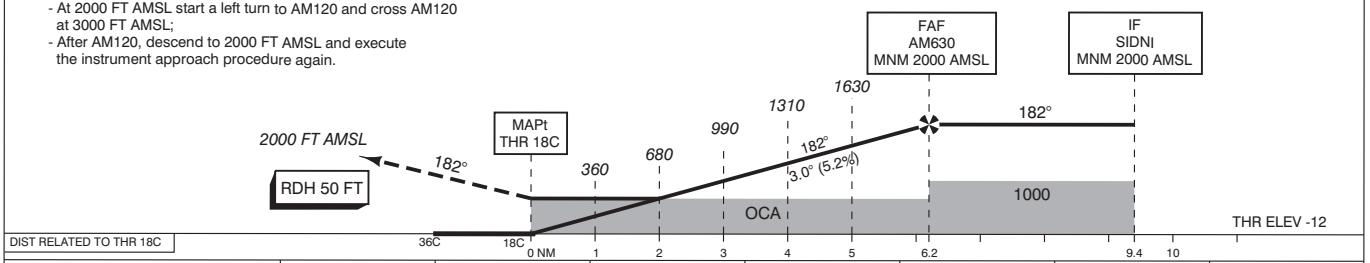
NOTES:

1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
2. For ARTIP/RIVER/SUGOL 1G transitions, see night transition chart to RNP RWY 18C.
3. Execution of the complete procedure overhead SPL VOR in case of COM failure.
4. EGNOS CH 64251 E18A.
5. Uncompensated LNAV/VNAV MNM TEMP: -15° C.
6. LNAV APCH at ATC discretion only.
7. When established on final approach maintain 160 KIAS until 4 NM before threshold.
8. Approaches on RWY 06, 22, 27 or 36R may be executed simultaneously.
9. Contact Schiphol Ground after vacating RWY.
10. In case of COM failure, the Amsterdam ACC Supervisor may be reached on telephone number +3120 406 3999.

APP	119.055 121.205	Schiphol Approach / Departure
	118.405 126.680	Schiphol Arrival
TWR	118.105 135.110 119.230	Schiphol Tower Primary
	121.905	Schiphol Ground Ground Control
	121.500 132.980	General Emergency
ATIS	243.000	Arrival Information

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL

1. Missed approach
   - Inform ATC immediately
   - Track 182° MAG to AM123 and climb to 2000 FT AMSL.
2. Missed approach in case of communication failure:
   - Track 182° MAG and climb to 3000 FT AMSL;
   - At 2000 FT AMSL start a left turn to AM120 and cross AM120 at 3000 FT AMSL;
   - After AM120, descend to 2000 FT AMSL and execute the instrument approach procedure again.



GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	320 FT/MIN	425 FT/MIN	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN

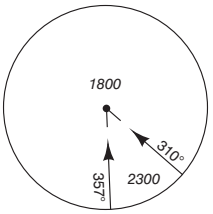
OCA *(OCH)* ELEV THR 18C: -12.0 FT

ACFT CAT	LPV	LNAV/VNAV MNM TEMP -15°C	LNAV	CIRCLING*
A	201 *(213)*	242 *(254)*	670 *(681)*	630 *(641)*
B	213 *(225)*	248 *(260)*		790 *(801)*
C	221 *(233)*	267 *(279)*		890 *(901)*
D	232 *(244)*	293 *(305)*		900 *(911)*
DL				

* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.

THR 18C	521953.0N	0044424.1E
AM120	522412.8N	0045252.3E
AM121	523022.2N	0045328.6E
AM122	523033.3N	0044811.9E
AM123	520641.5N	0044312.4E
AM630	522601.7N	0044458.0E

MSA BASED ON SPL VOR/DME

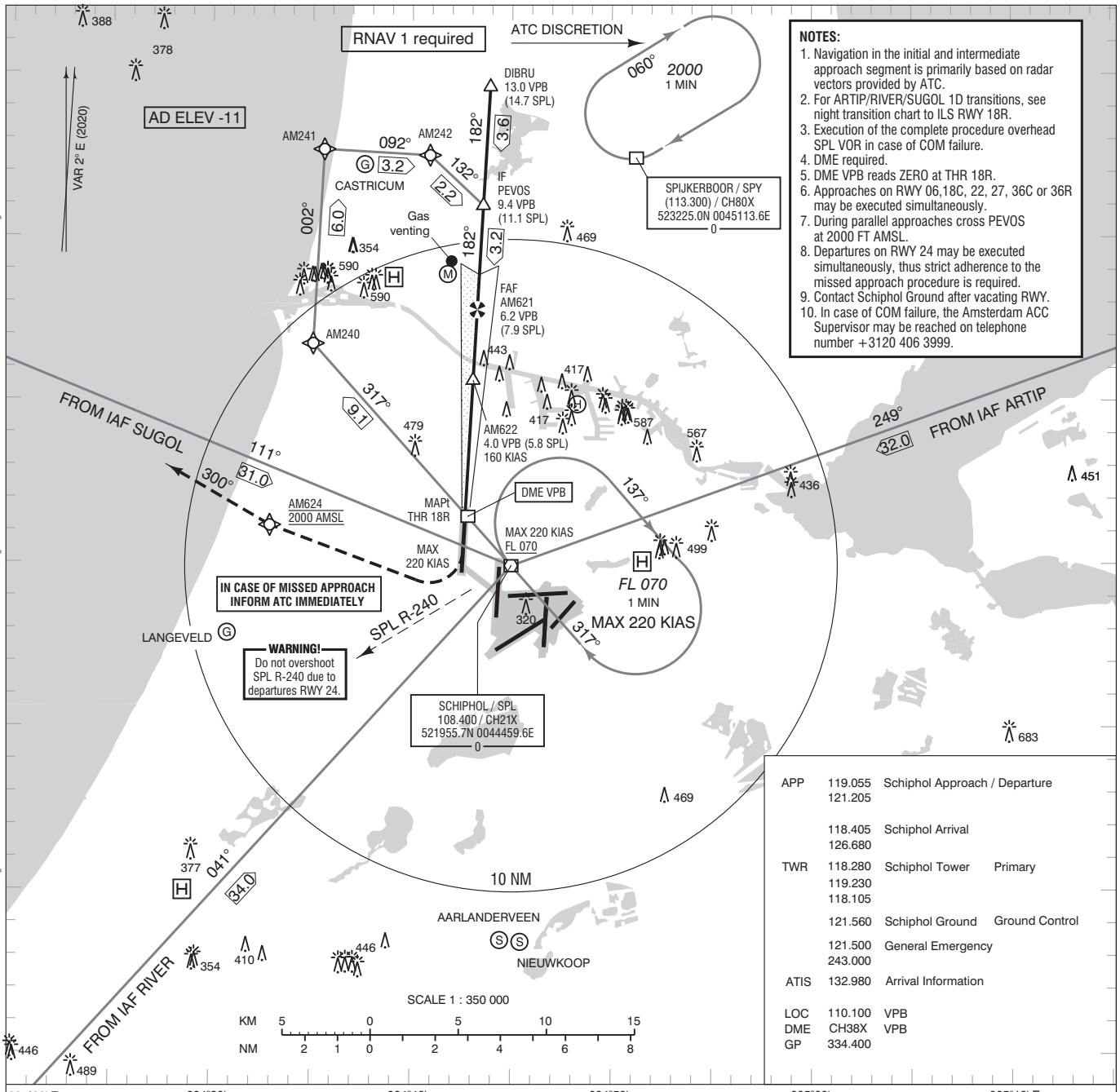


CEILING AND VISIBILITY MINIMA			
TAKE-OFF	DAY: NA	NIGHT: NA	
LANDING	DAY:	NIGHT:	

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET AMSL

CHANGE: MSA; editorial.

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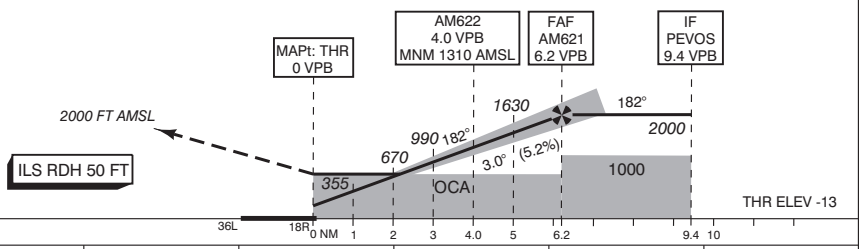
NOTES:

1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
2. For ARTIP/RIVER/SUGOL 1D transitions, see night transition chart to ILS RWY 18R.
3. Execution of the complete procedure overhead SPL VOR in case of COM failure.
4. DME required.
5. DME VPB reads ZERO at THR 18R.
6. Approaches on RWY 06,18C, 22, 27, 36C or 36R may be executed simultaneously.
7. During parallel approaches cross PEVOS at 2000 FT AMSL.
8. Departures on RWY 24 may be executed simultaneously, thus strict adherence to the missed approach procedure is required.
9. Contact Schiphol Ground after vacating RWY.
10. In case of COM failure, the Amsterdam ACC Supervisor may be reached on telephone number +3120 406 3999.

APP	119.055	Schiphol Approach / Departure	
	121.205		
	118.405	Schiphol Arrival	
	126.680		
TWR	118.280	Schiphol Tower	Primary
	119.230		
	118.105		
	121.560	Schiphol Ground	Ground Control
	121.500	General Emergency	
	243.000		
ATIS	132.980	Arrival Information	
LOC	110.100	VPB	
DME	CH38X	VPB	
GP	334.400		

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL

1. Missed approach
   - Inform ATC immediately.
   - Turn right as soon as practicable but not below 500 FT AMSL to AM624, MAX 220 KIAS.
   - Do not overshoot SPL R-240.
   - Climb to and cross AM624 at 2000 FT AMSL.
   - At AM624 track 300° MAG.
2. Missed approach in case of communication failure
   - Turn right as soon as practicable but not below 500 FT AMSL to AM624, MAX 220 KIAS.
   - Do not overshoot SPL R-240.
   - Climb to 3000 FT AMSL. At AM624 continue to AM240 and cross AM240 at 3000 FT AMSL.
   - After AM240, descent to 2000 FT AMSL and execute the instrument approach procedure again.



DIST RELATED TO VPB DME

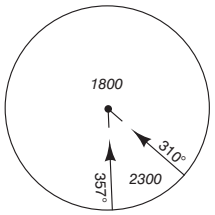
GS IN KT	100	120	140	160	180	200	220
VERTICAL SPEED	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN	1060 FT/MIN	1165 FT/MIN

OCA *(OCH)* ELEV THR 18R: -13.0 FT

ACFT CAT	CAT III supported		LOC MAPt: THR	CIRCLING*
	CAT I	CAT II		
A	128 *(141)*	*(50)*	690 *(710)*	630 *(641)*
B	138 *(151)*	*(59)*		790 *(801)*
C	151 *(164)*	*(73)*		890 *(901)*
D	165 *(178)*	*(89)*		900 *(911)*
DL	168 *(181)*	*(96)*		

THR 18R	522136.9N	0044242.2E
AM240	522643.1N	0043503.5E
AM241	523239.7N	0043535.2E
AM242	523229.0N	0044053.1E
AM621	522745.7N	0044316.0E
AM622	522536.2N	0044304.1E
AM624	522109.6N	0043255.3E

MSA BASED ON SPL VOR/DME



CEILING AND VISIBILITY MINIMA

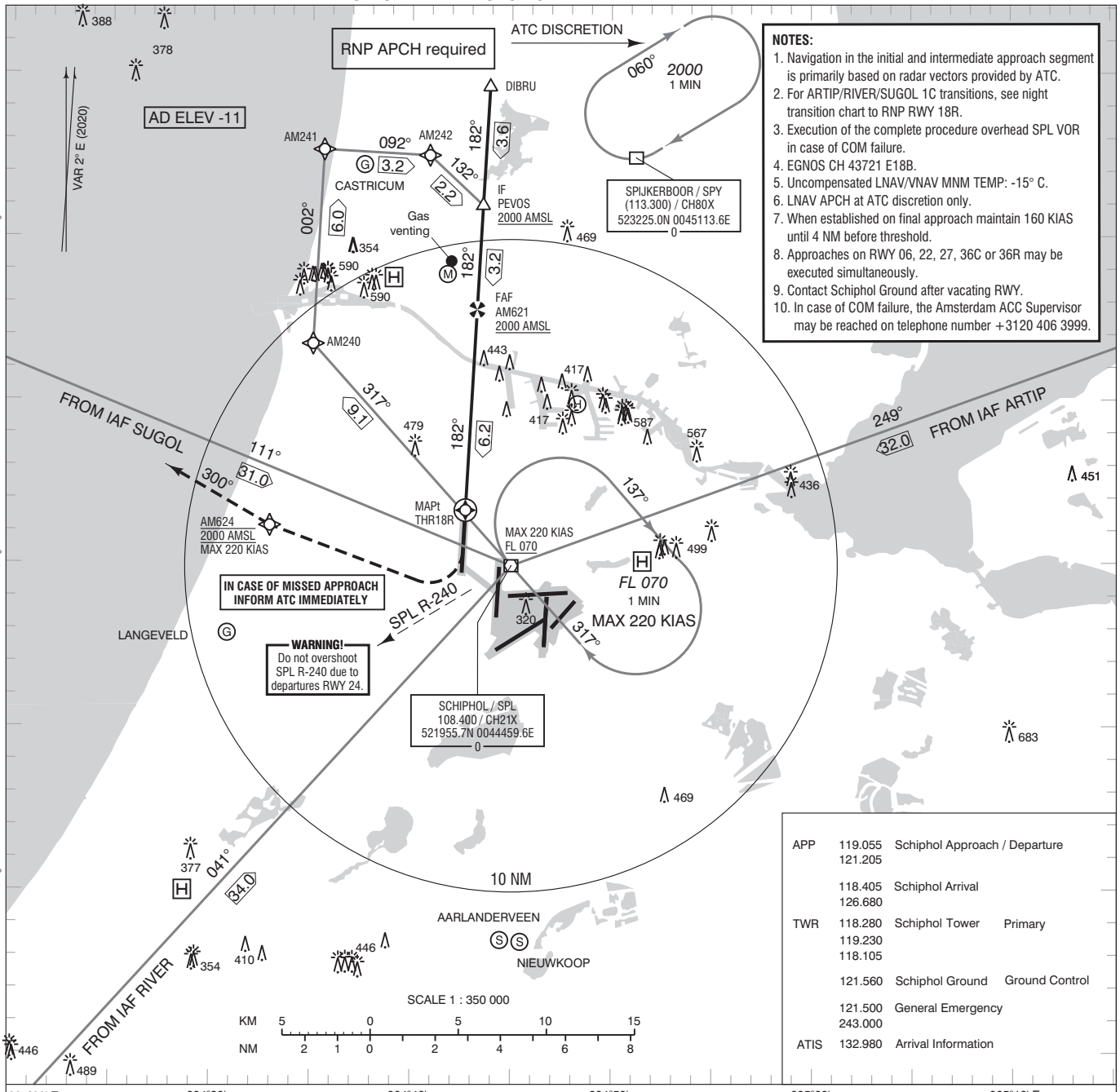
TAKE-OFF	DAY:	NA	NIGHT:	NA
LANDING	DAY:		NIGHT:	

* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET AMSL

CHANGE: notes; editorial.

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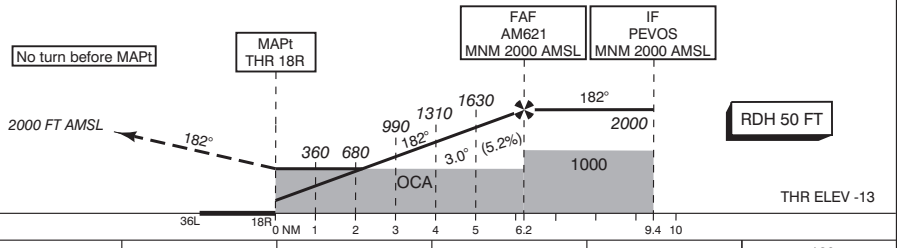
NOTES:

1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
2. For ARTIP/RIVER/SUGOL 1C transitions, see night transition chart to RNP RWY 18R.
3. Execution of the complete procedure overhead SPL VOR in case of COM failure.
4. EGNOS CH 43721 E18B.
5. Uncompensated LNAV/VNAV MNM TEMP: -15° C.
6. LNAV APCH at ATC discretion only.
7. When established on final approach maintain 160 KIAS until 4 NM before threshold.
8. Approaches on RWY 06, 22, 27, 36C or 36R may be executed simultaneously.
9. Contact Schiphol Ground after vacating RWY.
10. In case of COM failure, the Amsterdam ACC Supervisor may be reached on telephone number +3120 406 3999.

APP	119.055 121.205	Schiphol Approach / Departure	
	118.405 126.680	Schiphol Arrival	
TWR	118.280 119.230 118.105	Schiphol Tower	Primary
	121.560	Schiphol Ground	Ground Control
	121.500 243.000	General Emergency	
ATIS	132.980	Arrival Information	

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL

1. Missed approach
   - Inform ATC immediately
   - At MAPt or 500 FT AMSL, whichever comes later, turn right to AM624, MAX 220 KIAS.
   - Do not overshoot SPL R-240.
   - Climb to and cross AM624 at 2000 FT AMSL.
   - At AM624 track 300° MAG.
2. Missed approach in case of communication failure
   - At MAPt or 500 FT AMSL, whichever comes later, turn right to AM624, MAX 220 KIAS.
   - Do not overshoot SPL R-240.
   - Climb to 3000 FT AMSL. At AM624 continue to AM240 and cross AM240 at 3000 FT AMSL.
   - After AM240, descent to 2000 FT AMSL and execute the instrument approach procedure again.



DIST RELATED TO THR 18R

GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	320 FT/MIN	425 FT/MIN	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN

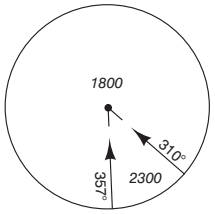
OCA *(OCH)* ELEV THR 18R: -13.0 FT

ACFT CAT	LPV	LNAV/VNAV MNM TEMP -15°C	LNAV	CIRCLING*
A	200 *(213)*	293 *(306)*	700 *(711)*	630 *(641)*
B	212 *(225)*	304 *(317)*		790 *(801)*
C	220 *(233)*	311 *(324)*		890 *(901)*
D DL	231 *(244)*	320 *(333)*		900 *(911)*

* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.

THR 18R	522136.9N	0044242.2E
AM240	522643.1N	0043503.5E
AM241	523239.7N	0043535.2E
AM242	523229.0N	0044053.1E
AM621	522745.7N	0044316.0E
AM624	522109.6N	0043255.3E

MSA BASED ON SPL VOR/DME

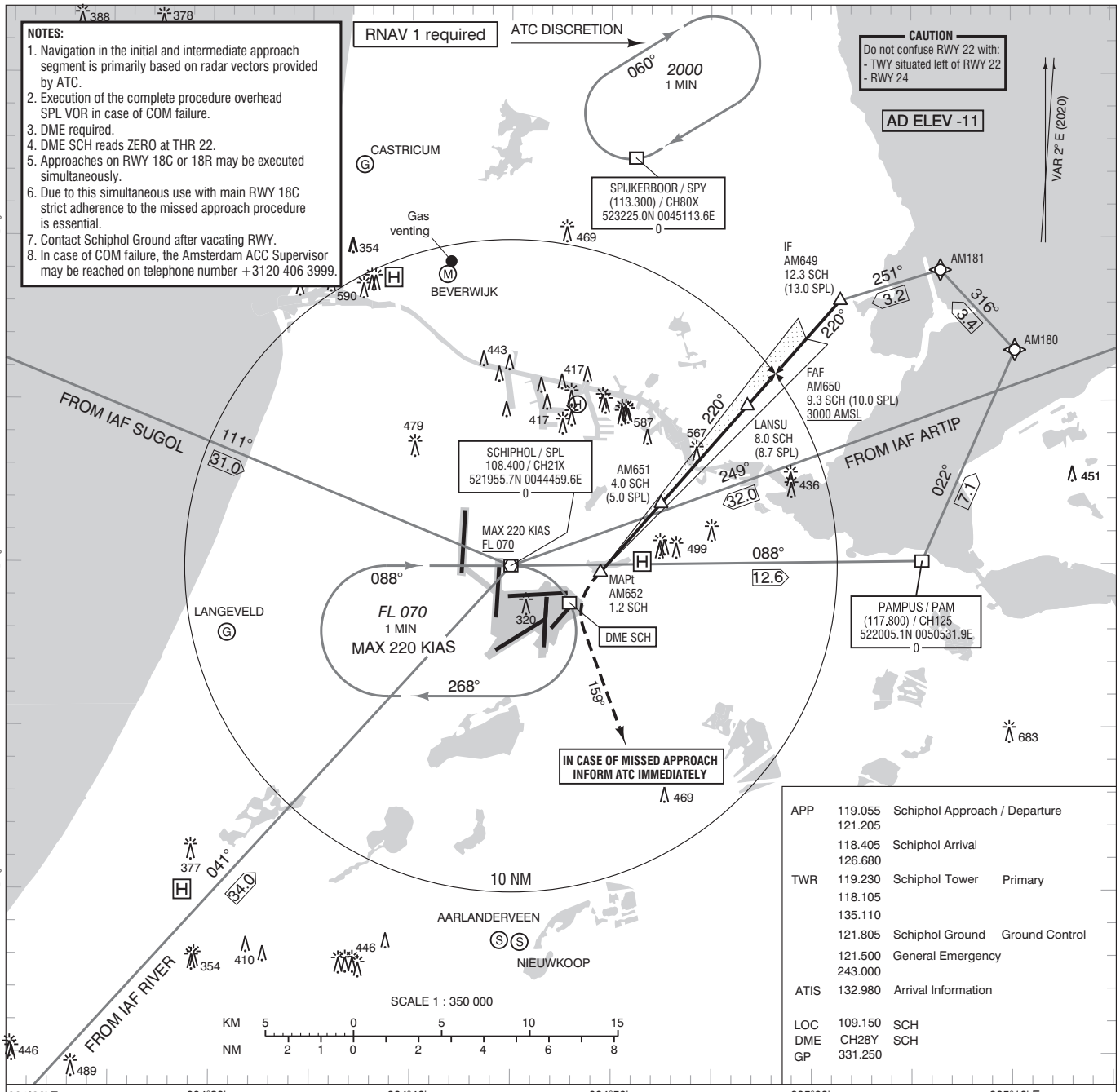


CEILING AND VISIBILITY MINIMA				
TAKE-OFF	DAY:	NA	NIGHT:	NA
LANDING	DAY:		NIGHT:	

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS
IN FEET AMSL

CHANGE: MSA; editorial.

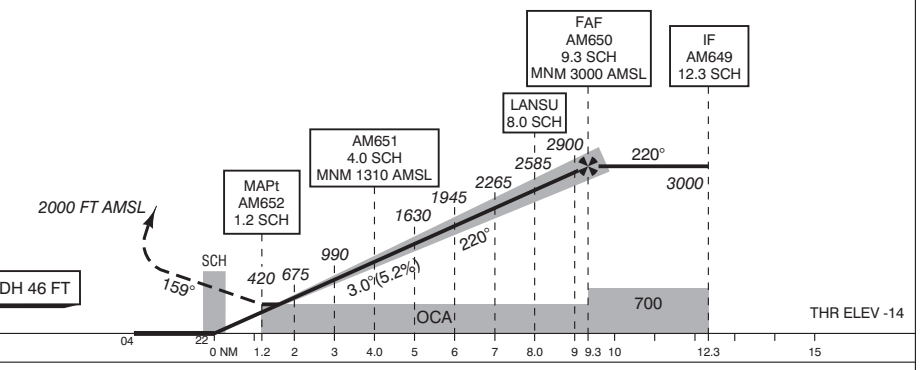
© LVNL



TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL

1. Missed approach:
   - Inform ATC immediately.
   - Turn left to track 159° MAG as soon as practicable but not below 400 FT AMSL and climb to 2000 FT AMSL.
2. Missed approach in case of communication failure:
   - Turn left to track 159° MAG as soon as practicable but not below 400 FT AMSL and climb to 3000 FT AMSL;
   - At 2000 FT AMSL start a left climbing turn to PAM so as to cross PAM at 3000 FT AMSL and proceed with the intrument approach procedure from PAM.

ILS RDH 46 FT



GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	320 FT/MIN	425 FT/MIN	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN

OCA *(OCH)* ELEV THR 22: -13.7 FT

ACFT CAT	CAT I DH 250	LOC MAPt: 1.2 SCH	CIRCLING */**
A	129 *(142)*	540 *(550)*	630 *(641)*
B	141 *(155)*		790 *(801)*
C	151 *(165)*		890 *(901)*
D	164 *(178)*		900 *(911)*

CEILING AND VISIBILITY MINIMA

TAKE-OFF	DAY: NA	NIGHT: NA	
LANDING	DAY:	NIGHT:	

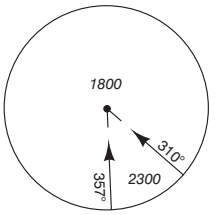
* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.

** Caution: during circling to RWY 24 or RWY 27 identify correct RWY.

THR 22	521850.5N	0044810.9E
AM180	522632.5N	0051011.4E
AM181	522900.3N	0050628.4E
AM649	522804.0N	0050127.3E
AM650	522549.2N	0045812.6E
AM651	522150.6N	0045229.1E
AM652	521944.5N	0044928.3E

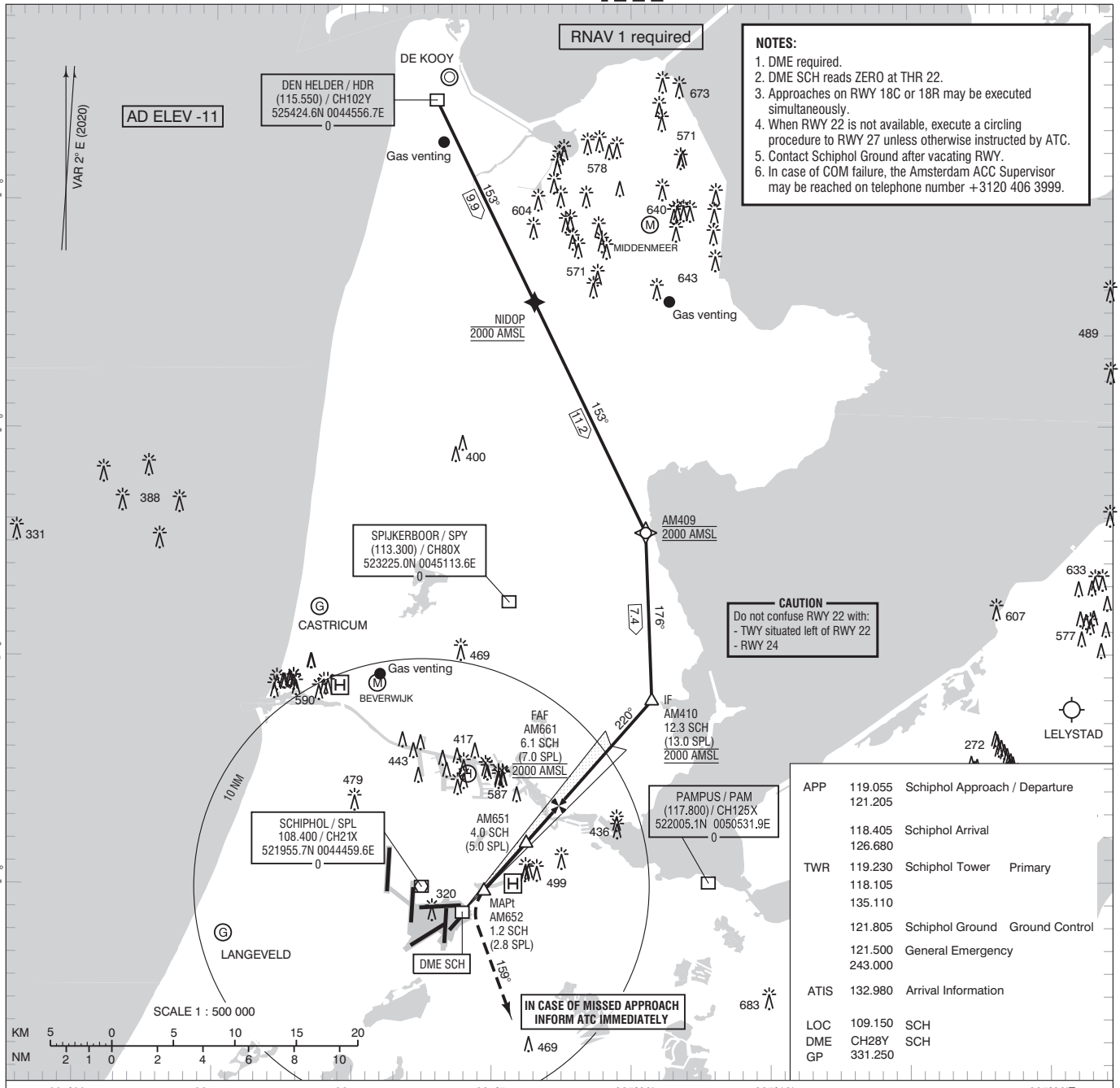
DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET AMSL

MSA BASED ON SPL VOR/DME



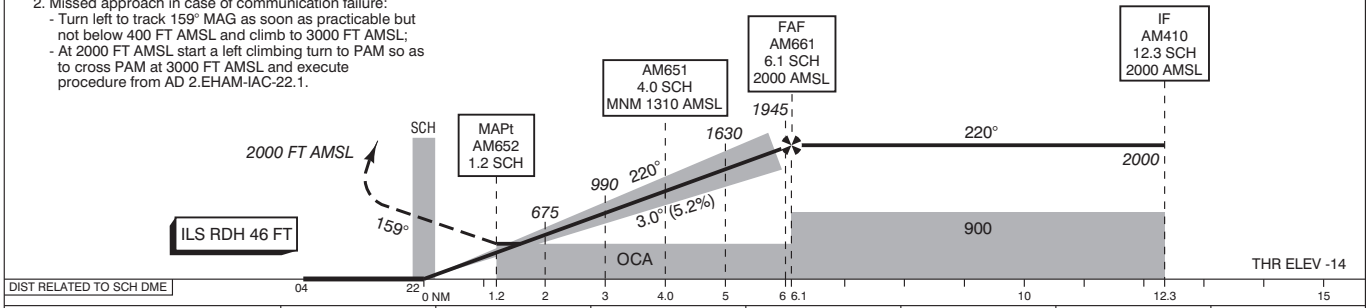
CHANGE: MSA; coordinate DME PAM; editorial.

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1. Missed approach:
   - Inform ATC immediately.
   - Turn left to track 159° MAG as soon as practicable but not below 400 FT AMSL and climb to 2000 FT AMSL.
2. Missed approach in case of communication failure:
   - Turn left to track 159° MAG as soon as practicable but not below 400 FT AMSL and climb to 3000 FT AMSL;
   - At 2000 FT AMSL start a left climbing turn to PAM so as to cross PAM at 3000 FT AMSL and execute procedure from AD 2.EHAM-IAC-22.1.

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL



GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	320 FT/MIN	425 FT/MIN	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN

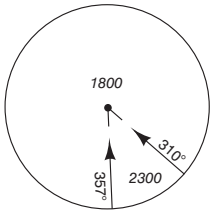
OCA *(OCH)* ELEV THR 22: -13.7 FT

ACFT CAT	CAT I DH 250	LOC MAPt: 1.2 SCH	CIRCLING *
H	129 *(142)*	540 *(550)*	630 *(641)*

* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.

THR 22	521850.5N	0044810.9E
AM409	523526.5N	0050103.3E
AM410	522805.2N	0050129.1E
AM651	522150.5N	0045229.1E
AM652	521944.5N	0044928.3E
AM661	522328.0N	0045449.2E

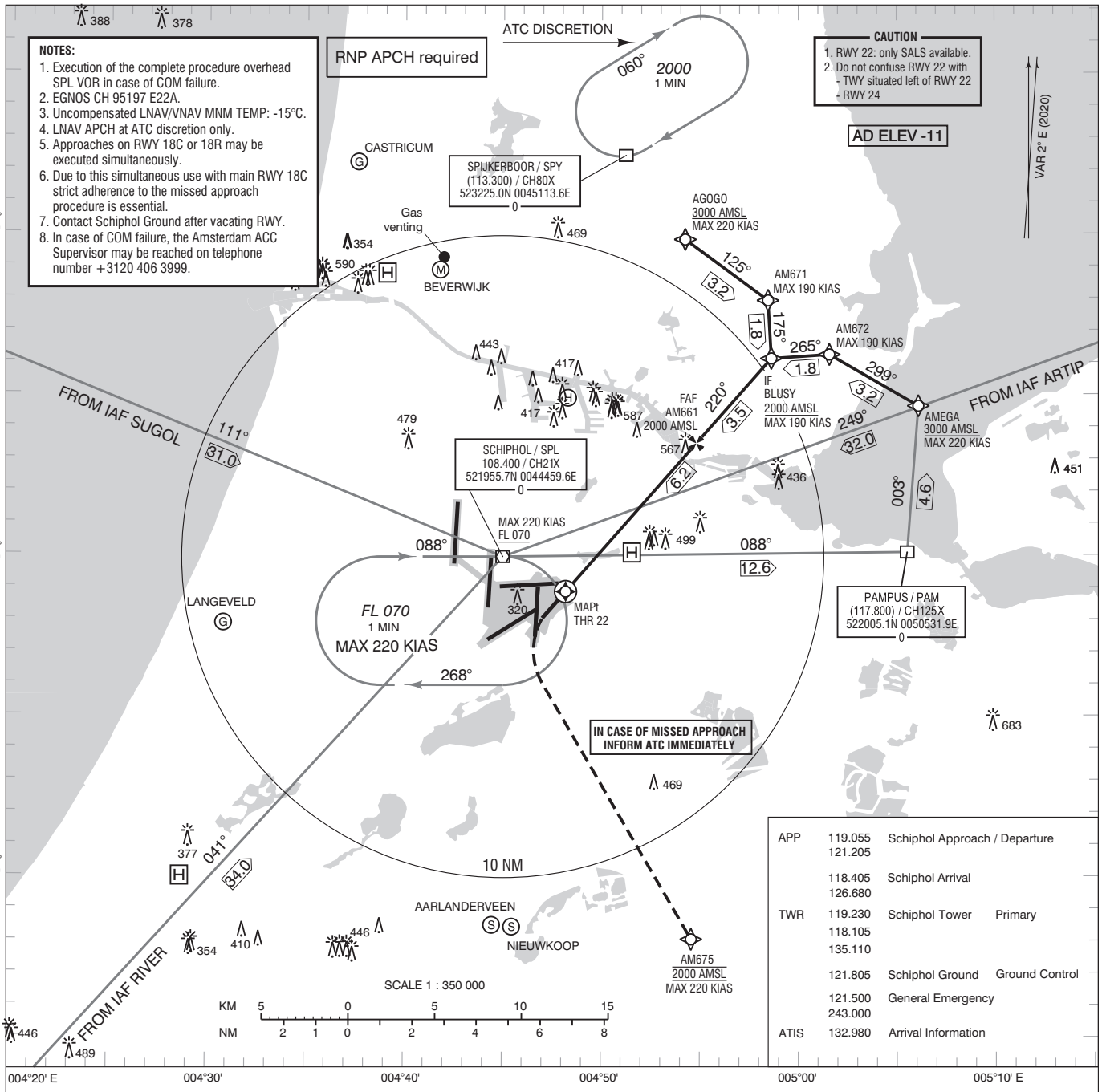
MSA BASED ON SPL VOR/DME



CEILING AND VISIBILITY MINIMA			
TAKE-OFF	DAY:	NIGHT:	NA
LANDING	DAY:	NIGHT:	NA

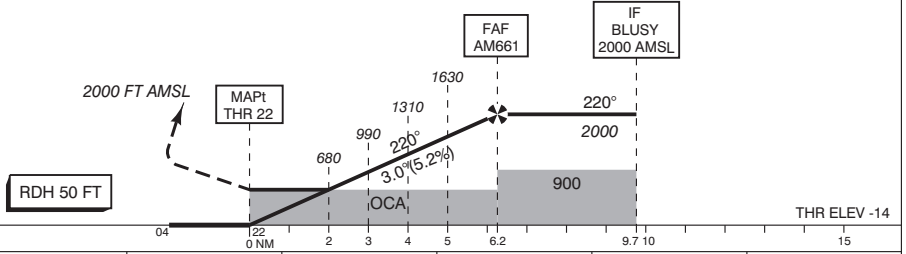
BEARINGS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET

CHANGE: MSA; coordinates DME PAM and DME HDR; editorial.



TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL

1. Missed approach:
   - Inform ATC immediately.
   - Turn left to AM675 as soon as practicable but not below 400 FT AMSL and climb to 2000 FT AMSL.
2. Missed approach in case of communication failure:
   - Turn left to AM675 as soon as practicable but not below 400 FT AMSL and climb to 3000 FT AMSL;
   - At 2000 FT AMSL start a left climbing turn to PAM so as to cross PAM at 3000 FT AMSL and proceed with the intrument approach procedure from PAM.



GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	320 FT/MIN	425 FT/MIN	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN

OCA *(OCH)* ELEV THR 22: -13.7 FT

ACFT CAT	LPV	LNAV/VNAV MNM TEMP -15°	LNAV	CIRCLING*/**
A	503 *(517)*	503 *(517)*	580 *(591)*	630 *(641)*
B				790 *(801)*
C				890 *(901)*
D				900 *(911)*

* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.

** Caution: during circling to RWY 24 or RWY 27 identify correct RWY.

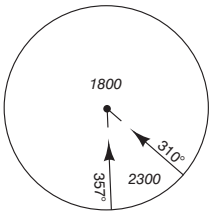
CEILING AND VISIBILITY MINIMA

TAKE-OFF	DAY: NA	NIGHT: NA	
LANDING	DAY:	NIGHT:	

THR 22	521850.5N	0044810.9E
AM661	522328.0N	0045449.2E
AM671	522754.8N	0045827.5E
AM672	522613.9N	0050134.7E
AM675	520802.4N	0045434.1E

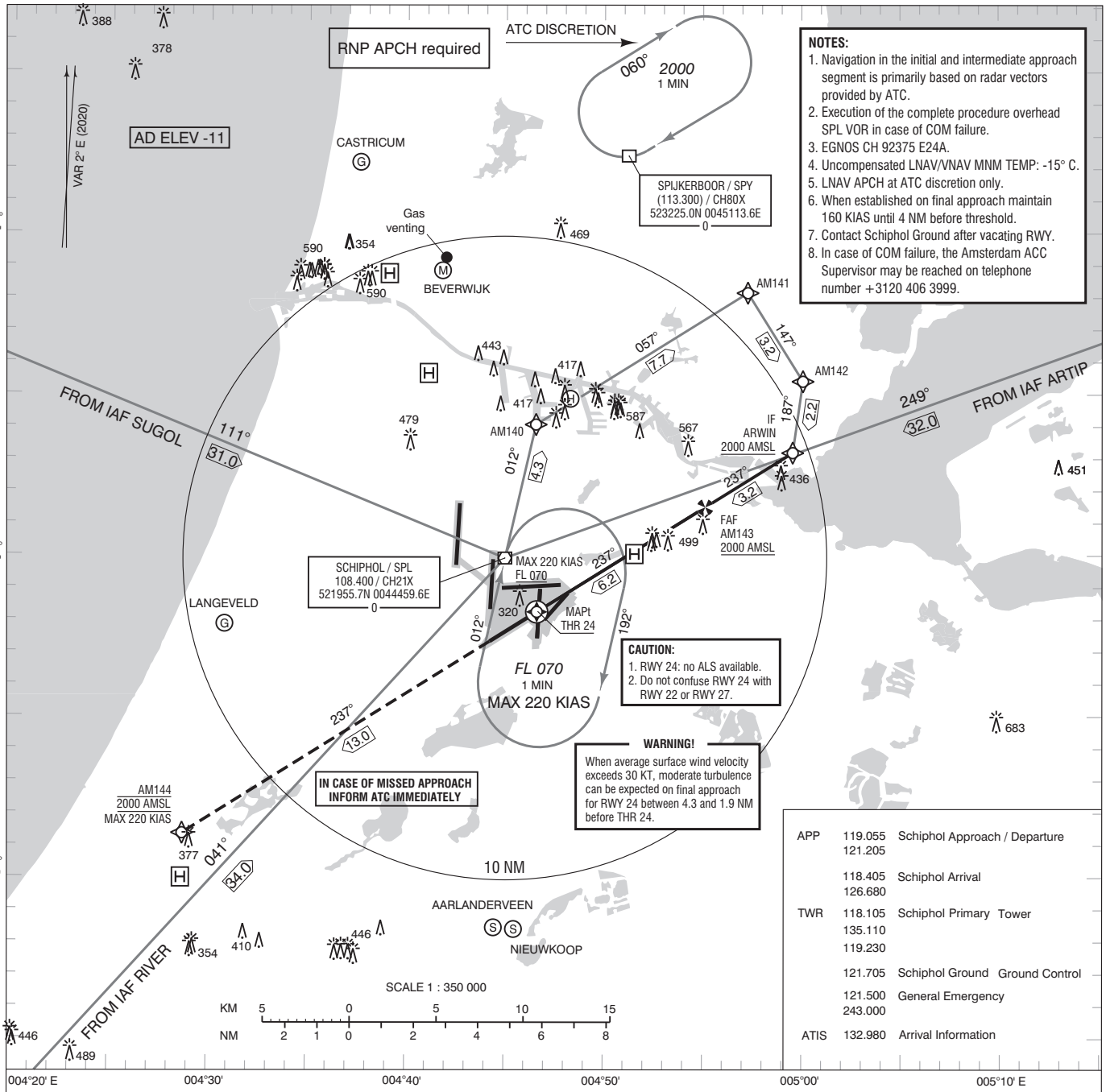
DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET AMSL

MSA BASED ON SPL VOR/DME



CHANGE: MSA; coordinate DME PAM; editorial.

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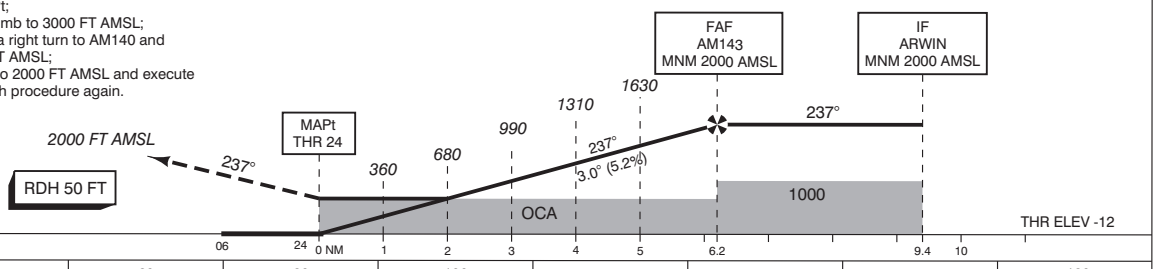
NOTES:

1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
2. Execution of the complete procedure overhead SPL VOR in case of COM failure.
3. EGNOS CH 92375 E24A.
4. Uncompensated LNAV/VNAV MNM TEMP: -15° C.
5. LNAV APCH at ATC discretion only.
6. When established on final approach maintain 160 KIAS until 4 NM before threshold.
7. Contact Schiphol Ground after vacating RWY.
8. In case of COM failure, the Amsterdam ACC Supervisor may be reached on telephone number +3120 406 3999.

APP	119.055 121.205	Schiphol Approach / Departure
	118.405 126.680	Schiphol Arrival
TWR	118.105 135.110 119.230	Schiphol Primary Tower
	121.705	Schiphol Ground Ground Control
	121.500 243.000	General Emergency
ATIS	132.980	Arrival Information

1. Missed approach
   - Inform ATC immediately
   - Track 237° MAG to AM144 and climb to 2000 FT AMSL.
2. Missed approach in case of communication failure:
   - No turn before the MAPt;
   - Track 237° MAG and climb to 3000 FT AMSL;
   - At 2000 FT AMSL start a right turn to AM140 and cross AM140 at 3000 FT AMSL;
   - After AM140, descend to 2000 FT AMSL and execute the instrument approach procedure again.

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL



GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	320 FT/MIN	425 FT/MIN	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN

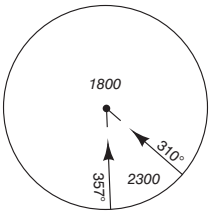
OCA *(OCH)* ELEV THR 24: -11.8 FT

ACFT CAT	LPV DH 250	LNAV/VNAV MNM TEMP -15°C	LNAV	CIRCLING*
A	201 *(213)*	363 *(374)*	720 *(731)*	630 *(641)*
B	213 *(225)*	375 *(386)*		790 *(801)*
C	221 *(233)*	394 *(405)*		890 *(901)*
D	232 *(244)*	421 *(432)*		900 *(911)*
DL	237 *(248)*			

* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.

THR 24	521815.7N	0044636.9E
AM140	522404.5N	0044633.1E
AM141	522810.2N	0045717.0E
AM142	522525.4N	0050004.9E
AM143	522131.2N	0045507.9E
AM144	521121.5N	0042843.9E

MSA BASED ON SPL VOR/DME

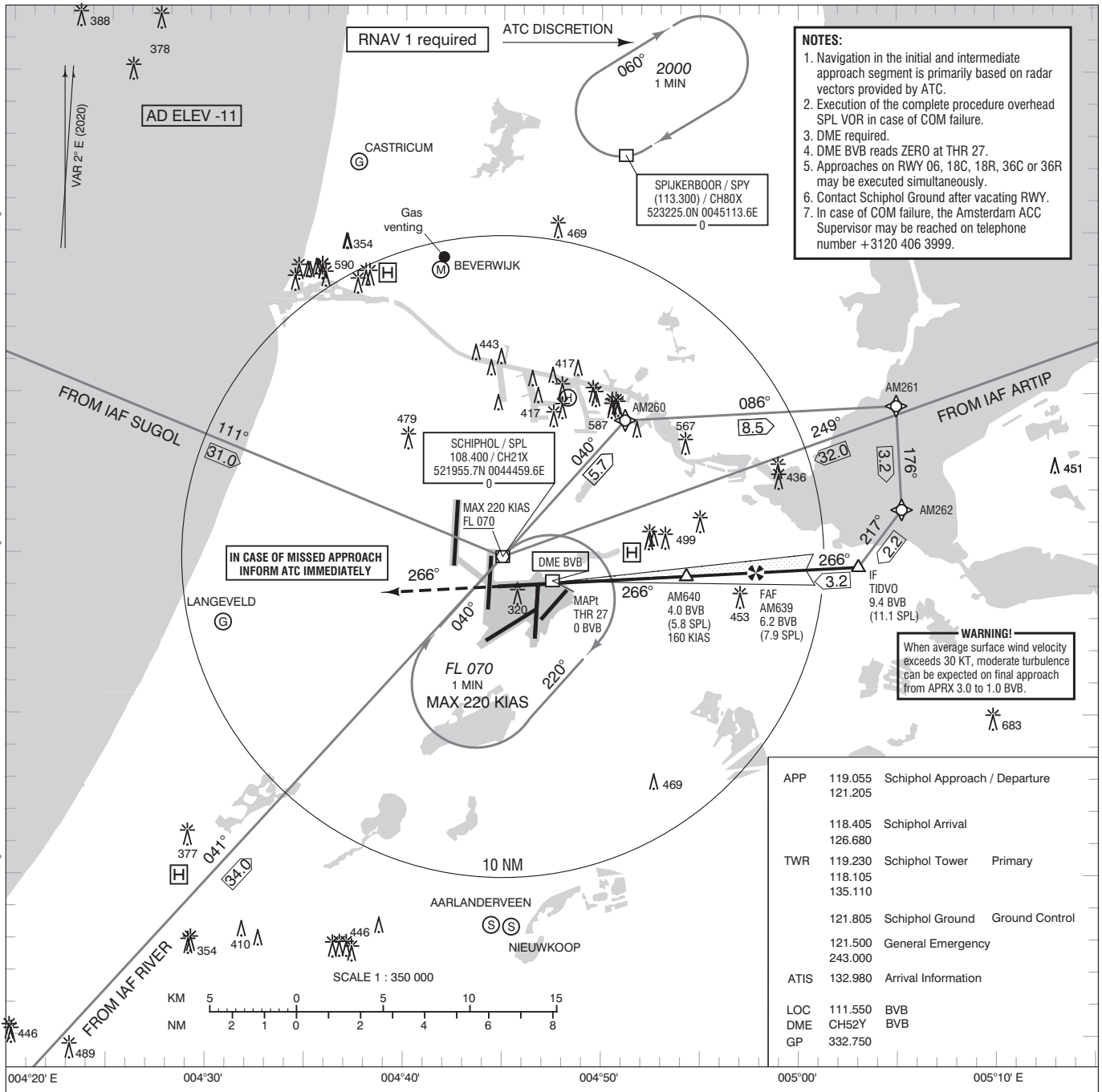


CEILING AND VISIBILITY MINIMA			
TAKE-OFF	DAY: NA	NIGHT: NA	
LANDING	DAY: 1100 FT / 6000 M	NIGHT: 1100 FT / 6000 M	

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET AMSL

CHANGE: MSA; editorial.

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NOTES:

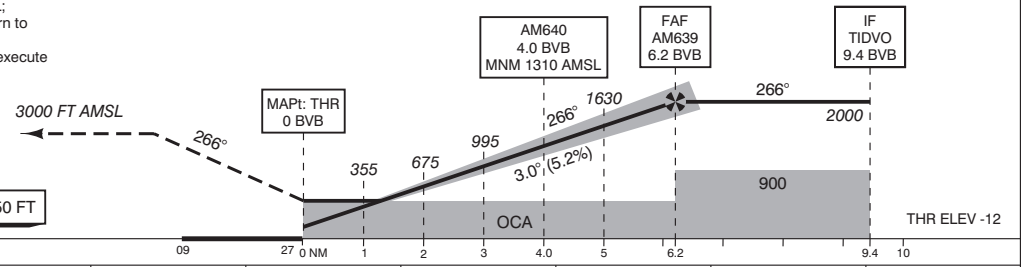
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
2. Execution of the complete procedure overhead SPL VOR in case of COM failure.
3. DME required.
4. DME BVB reads ZERO at THR 27.
5. Approaches on RWY 06, 18C, 18R, 36C or 36R may be executed simultaneously.
6. Contact Schiphol Ground after vacating RWY.
7. In case of COM failure, the Amsterdam ACC Supervisor may be reached on telephone number +3120 406 3999.

WARNING!
When average surface wind velocity exceeds 30 KT, moderate turbulence can be expected on final approach from APRX 3.0 to 1.0 BVB.

APP	119.055 121.205	Schiphol Approach / Departure
	118.405 126.680	Schiphol Arrival
TWR	119.230 118.105 135.110	Schiphol Tower Primary
	121.805	Schiphol Ground Ground Control
	121.500 243.000	General Emergency
ATIS	132.980	Arrival Information
LOC	111.550	BVB
DME	CH52Y	BVB
GP	332.750	

1. Missed approach
   - Inform ATC immediately.
   - Track 266° MAG and climb to 3000 FT AMSL.
2. Missed approach in case of communication failure
   - Track 266° MAG and climb to 3000 FT AMSL;
   - When passing 2000 FT AMSL start a right turn to AM260 and cross AM260 at 3000 FT AMSL;
   - After AM260 descent to 2000 FT AMSL and execute the instrument approach procedure again.

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL



GS IN KT	100	120	140	160	180	200	220
VERTICAL SPEED	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN	1060 FT/MIN	1165 FT/MIN

OCA *(OCH)* ELEV THR 27: -12.1 FT

ACFT CAT	CAT III supported		LOC MAPt: THR	CIRCLING*/**
	CAT I	CAT II		
A	126 *(138)*	*(50)*	440 *(450)*	630 *(641)*
B	133 *(145)*	*(59)*		790 *(801)*
C	146 *(158)*	*(73)*		890 *(901)*
D	159 *(171)*	*(86)*		900 *(911)*
DL	162 *(174)*	*(86)*		

* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.

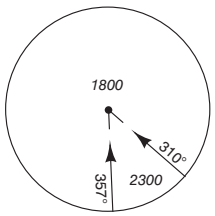
** Caution: during circling to RWY 22 or RWY 24 identify correct RWY.

THR 27	521906.2N	0044748.9E
AM260	522410.4N	0045111.9E
AM261	522437.3N	0050458.5E
AM262	522123.4N	0050514.9E
AM639	521926.2N	0045750.4E
AM640	521919.3N	0045419.3E

CEILING AND VISIBILITY MINIMA				
TAKE-OFF	DAY:	NA	NIGHT:	NA
LANDING	DAY:		NIGHT:	

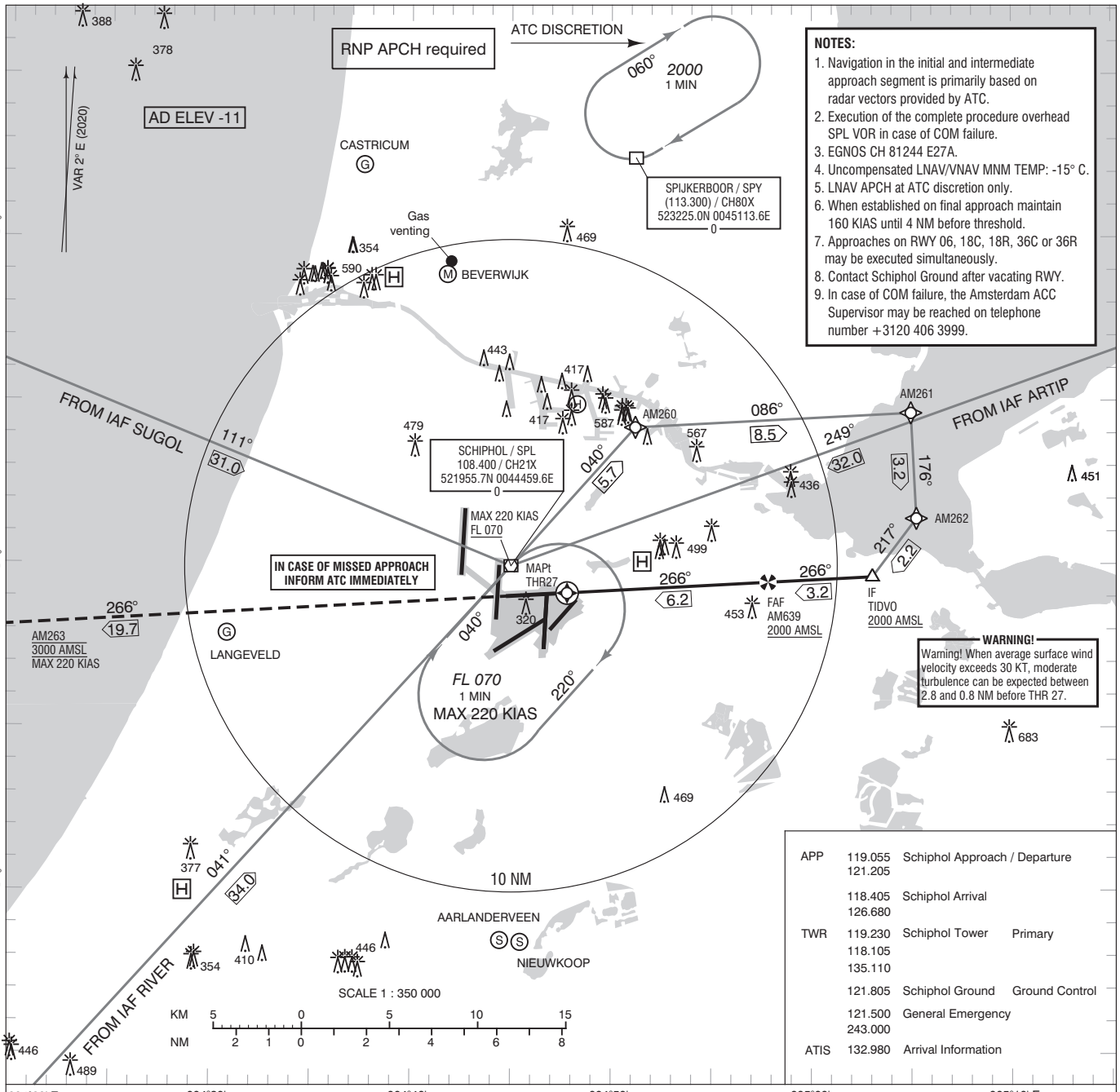
DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET AMSL

MSA BASED ON SPL VOR/DME



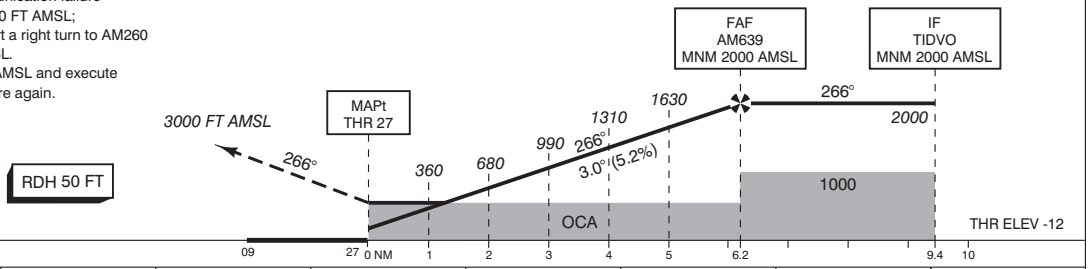
CHANGE: THR coordinate; editorial.

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TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL

1. Missed approach
   - Inform ATC immediately.
   - Track 266° MAG to AM263 and climb to 3000 FT AMSL.
2. Missed approach in case of communication failure
   - Track 266° MAG and climb to 3000 FT AMSL;
   - When passing 2000 FT AMSL start a right turn to AM260 and cross AM260 at 3000 FT AMSL.
   - After AM260 descent to 2000 FT AMSL and execute the instrument approach procedure again.



GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	320 FT/MIN	425 FT/MIN	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN

OCA *(OCH)* ELEV THR 27: -12.1 FT

ACFT CAT	LPV	LNAV/VNAV	LNAV	CIRCLING*/**
A	265 *(277)*	264 *(276)*	520 *(531)*	630 *(641)*
B	277 *(289)*	276 *(288)*		790 *(801)*
C	285 *(297)*	295 *(307)*		890 *(901)*
D	296 *(308)*	323 *(335)*		900 *(911)*
DL				

* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.

** Caution: during circling to RWY 22 or RWY 24 identify correct RWY.

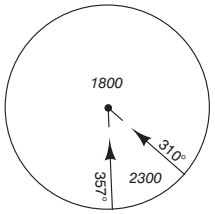
THR 27	521906.2N	0044748.9E
AM260	522410.4N	0045111.9E
AM261	522437.3N	0050458.5E
AM262	522123.4N	0050514.9E
AM263	521807.2N	0041548.3E
AM639	521926.2N	0045750.4E

CEILING AND VISIBILITY MINIMA

TAKE-OFF	DAY:	NA	NIGHT:	NA
LANDING	DAY:		NIGHT:	

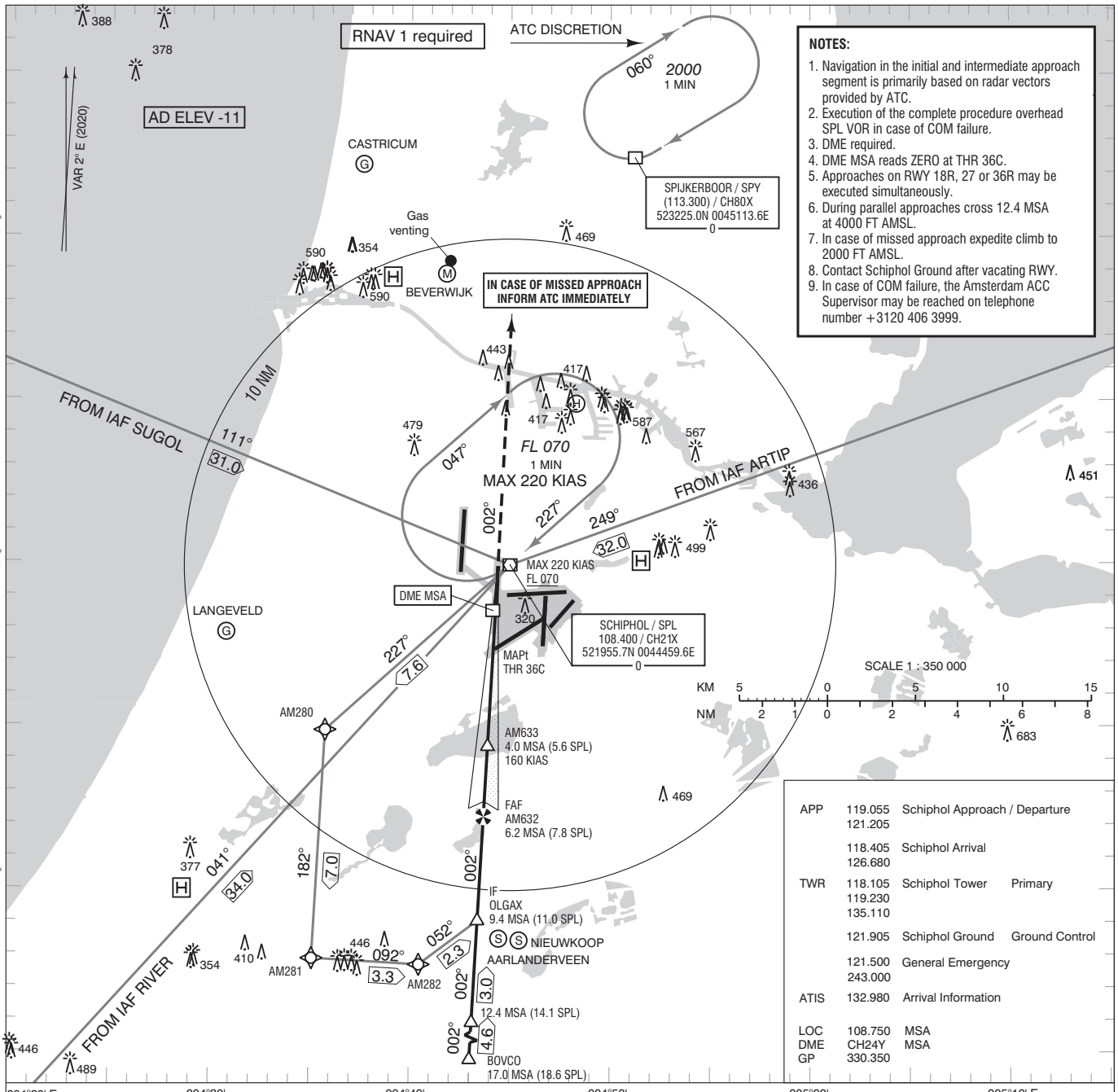
DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET AMSL

MSA BASED ON SPL VOR/DME



CHANGE: THR coordinate; editorial.

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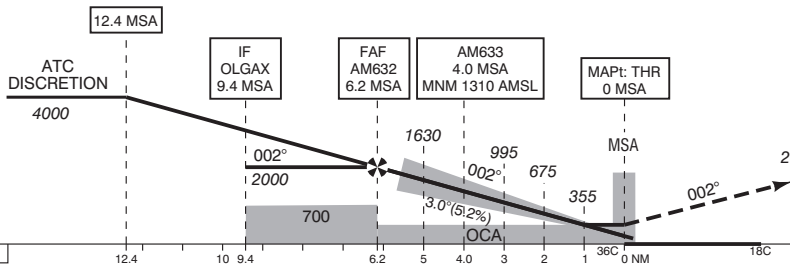


NOTES:

1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
2. Execution of the complete procedure overhead SPL VOR in case of COM failure.
3. DME required.
4. DME MSA reads ZERO at THR 36C.
5. Approaches on RWY 18R, 27 or 36R may be executed simultaneously.
6. During parallel approaches cross 12.4 MSA at 4000 FT AMSL.
7. In case of missed approach expedite climb to 2000 FT AMSL.
8. Contact Schiphol Ground after vacating RWY.
9. In case of COM failure, the Amsterdam ACC Supervisor may be reached on telephone number +3120 406 3999.

APP	119.055 121.205	Schiphol Approach / Departure	
	118.405 126.680	Schiphol Arrival	
TWR	118.105 119.230 135.110	Schiphol Tower	Primary
	121.905	Schiphol Ground	Ground Control
	121.500 243.000	General Emergency	
ATIS	132.980	Arrival Information	
LOC	108.750	MSA	
DME	CH24Y	MSA	
GP	330.350		

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL



1. Missed approach:
   - Inform ATC immediately.
   - Track 002° MAG and climb to 2000 FT AMSL.
2. Missed approach in case of communication failure:
   - Track 002° MAG and climb to 3000 FT AMSL;
   - When passing 2000 FT AMSL start a left turn to AM280 and cross AM280 at 3000 FT AMSL.
   - After AM280 descent to 2000 FT AMSL and execute the instrument approach procedure again.

ILS RDH 50 FT

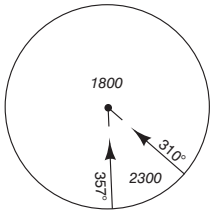
GS IN KT	100	120	140	160	180	200	220
TIME AND VERTICAL SPEED	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN	1060 FT/MIN	1165 FT/MIN

OCA *(OCH)* ELEV THR 36C: -12.0 FT

ACFT CAT	CAT III supported		LOC MAPt: THR	CIRCLING *
	CAT I	CAT II		
A	123 *(135)*	*(50)*	360 *(371)*	630 *(641)*
B	133 *(145)*	*(59)*		790 *(801)*
C	143 *(155)*	*(73)*		890 *(901)*
D	149 *(161)*	*(87)*		900 *(911)*
DL	149 *(161)*	*(87)*		

THR 36C	521821.0N	0044415.7E		
AM280	521451.9N	0043546.5E		
AM281	520751.5N	0043508.1E		
AM282	520740.3N	0044028.9E		
AM632	521212.4N	0044341.9E		
AM633	521421.7N	0044353.7E		

MSA BASED ON SPL VOR/DME



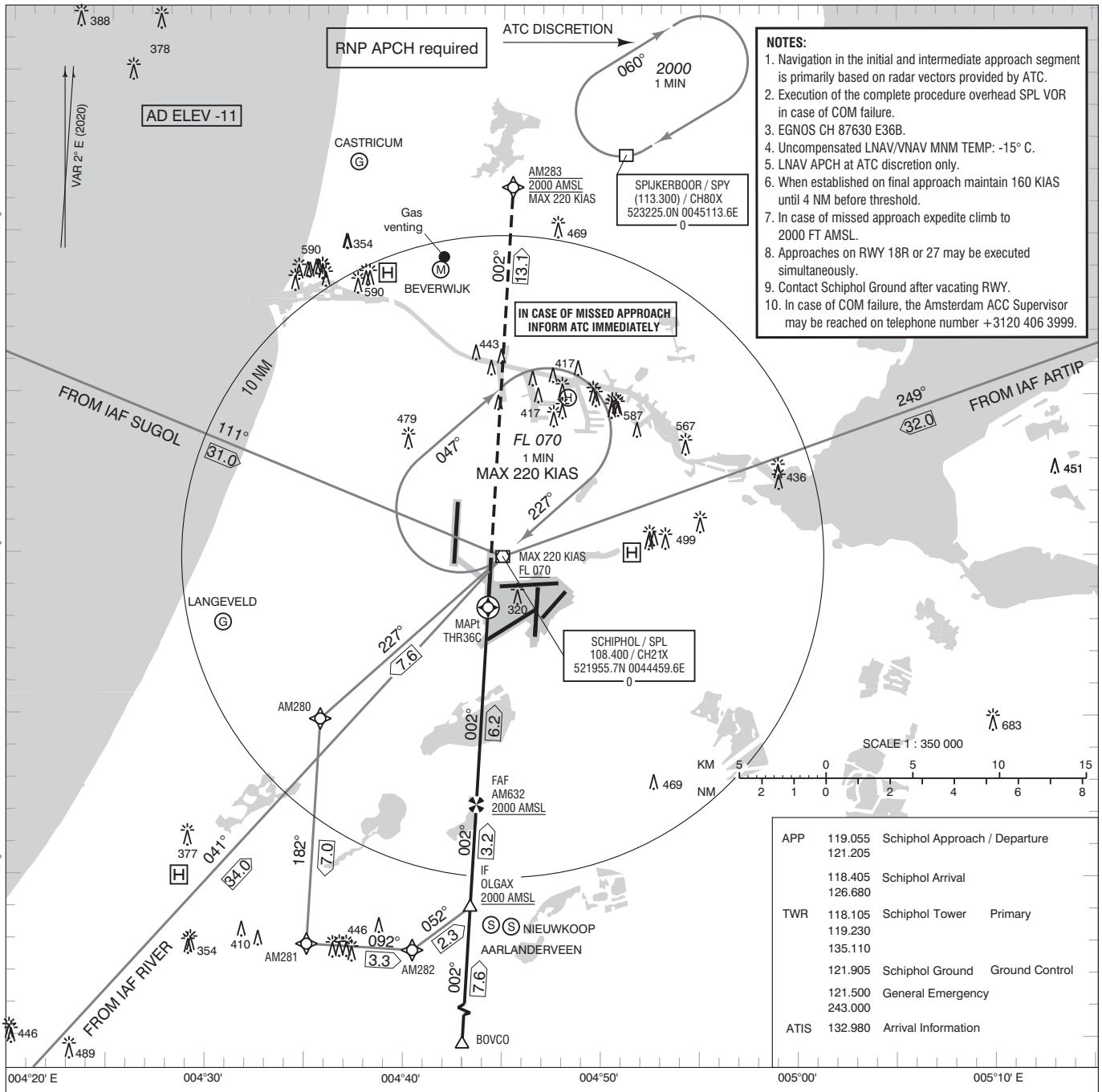
CEILING AND VISIBILITY MINIMA				
TAKE-OFF	DAY :	NA	NIGHT :	NA
LANDING	DAY :		NIGHT :	

* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET AMSL

CHANGE: minima; notes; editorial.

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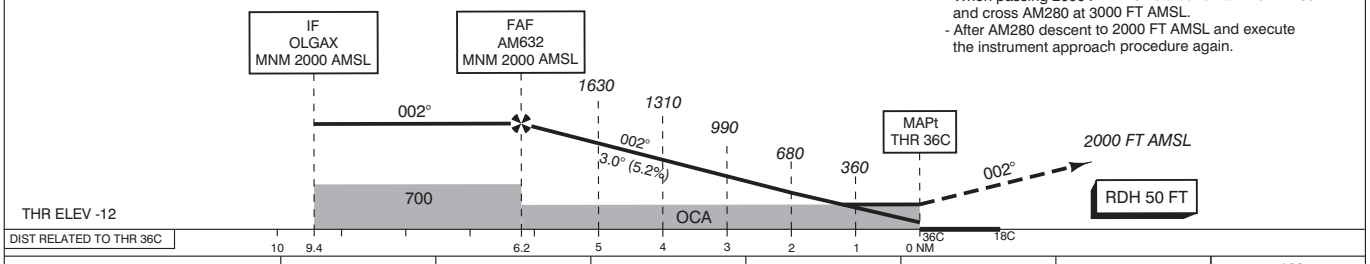
NOTES:

1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
2. Execution of the complete procedure overhead SPL VOR in case of COM failure.
3. EGNOS CH 87630 E36B.
4. Uncompensated LNAV/VNAV MNM TEMP: -15° C.
5. LNAV APCH at ATC discretion only.
6. When established on final approach maintain 160 KIAS until 4 NM before threshold.
7. In case of missed approach expedite climb to 2000 FT AMSL.
8. Approaches on RWY 18R or 27 may be executed simultaneously.
9. Contact Schiphol Ground after vacating RWY.
10. In case of COM failure, the Amsterdam ACC Supervisor may be reached on telephone number +3120 406 3999.

APP	119.055	Schiphol Approach / Departure	
	121.205		
	118.405	Schiphol Arrival	
	126.680		
TWR	118.105	Schiphol Tower	Primary
	119.230		
	135.110		
	121.905	Schiphol Ground	Ground Control
	121.500	General Emergency	
	243.000		
ATIS	132.980	Arrival Information	

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL

1. Missed approach
   - Inform ATC immediately
   - Track 002° MAG to AM283 and climb to 2000 FT AMSL.
2. Missed approach in case of communication failure:
   - Track 002° MAG and climb to 3000 FT AMSL;
   - When passing 2000 FT AMSL start a left turn to AM280 and cross AM280 at 3000 FT AMSL.
   - After AM280 descent to 2000 FT AMSL and execute the instrument approach procedure again.



GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	320 FT/MIN	425 FT/MIN	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN

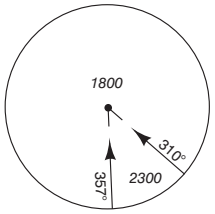
OCA *(OCH)* ELEV THR 36C: -12.0 FT

ACFT CAT	LPV	LNAV/VNAV	LNAV	CIRCLING*
A	201 *(213)*	335 *(347)*	400 *(411)*	630 *(641)*
B	213 *(225)*	347 *(359)*		790 *(801)*
C	221 *(233)*	366 *(378)*		890 *(901)*
D	231 *(244)*	394 *(406)*		900 *(911)*
D_L				

* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.

THR 36C	521821.0N	0044415.7E
AM280	521451.9N	0043546.5E
AM281	520751.5N	0043508.1E
AM282	520740.3N	0044028.9E
AM283	523124.6N	0044527.9E
AM632	521212.4N	0044341.9E

MSA BASED ON SPL VOR/DME

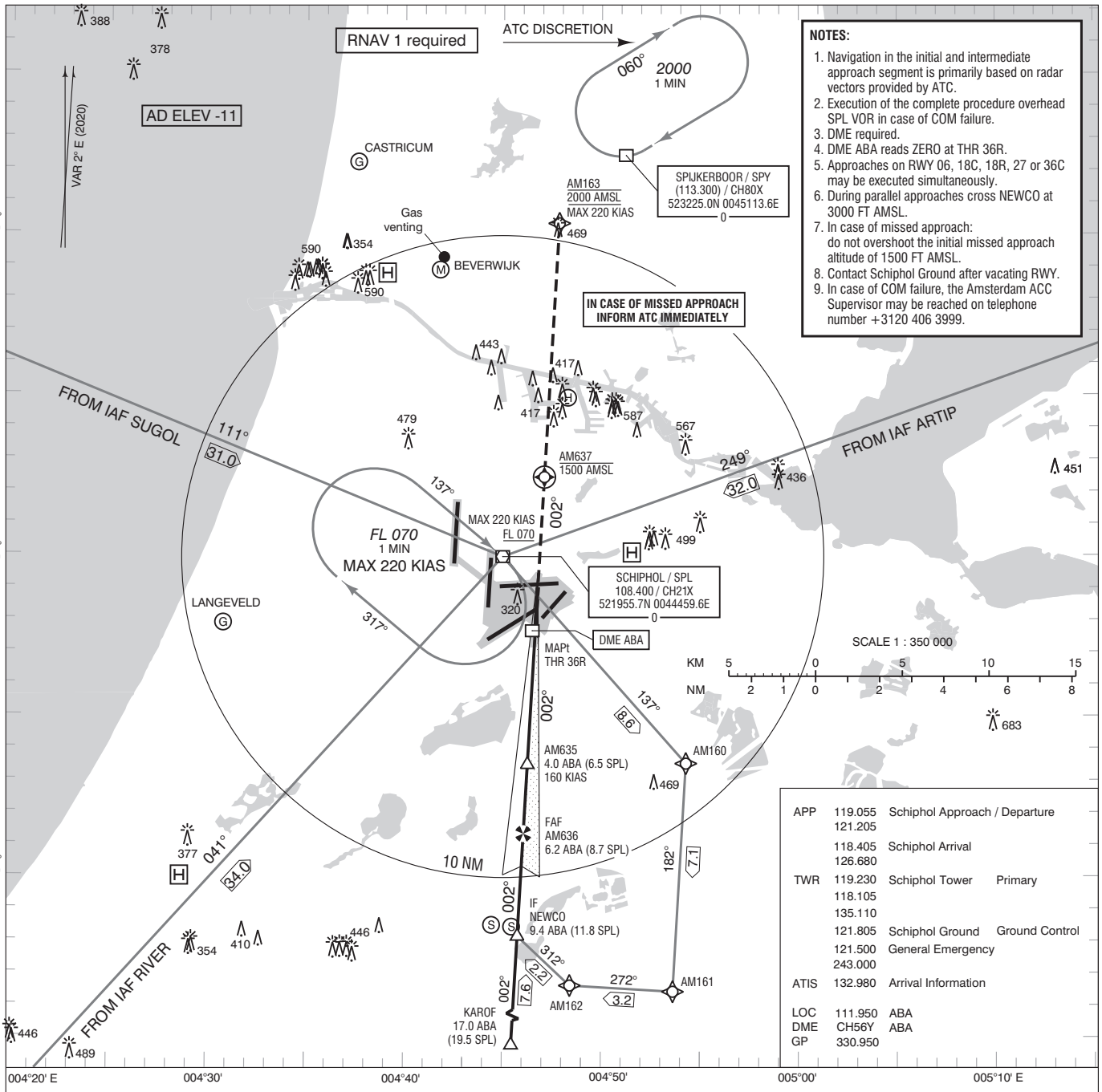


CEILING AND VISIBILITY MINIMA				
TAKE-OFF	DAY:	NA	NIGHT:	NA
LANDING	DAY:		NIGHT:	

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET AMSL

CHANGE: MSA; editorial.

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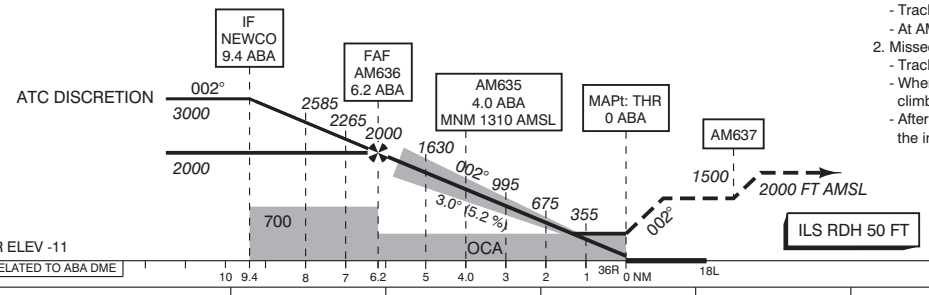


NOTES:

1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
2. Execution of the complete procedure overhead SPL VOR in case of COM failure.
3. DME required.
4. DME ABA reads ZERO at THR 36R.
5. Approaches on RWY 06, 18C, 18R, 27 or 36C may be executed simultaneously.
6. During parallel approaches cross NEWCO at 3000 FT AMSL.
7. In case of missed approach: do not overshoot the initial missed approach altitude of 1500 FT AMSL.
8. Contact Schiphol Ground after vacating RWY.
9. In case of COM failure, the Amsterdam ACC Supervisor may be reached on telephone number +3120 406 3999.

APP	119.055	Schiphol Approach / Departure
	121.205	
	118.405	Schiphol Arrival
	126.680	
TWR	119.230	Schiphol Tower Primary
	118.105	
	135.110	
	121.805	Schiphol Ground Ground Control
	121.500	General Emergency
	243.000	
ATIS	132.980	Arrival Information
LOC	111.950	ABA
DME	CH56Y	ABA
GP	330.950	

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL



1. Missed approach:
   - Inform ATC immediately.
   - Track 002° MAG to AM637 and climb to 1500 FT AMSL.
   - At AM637 continue to AM163 climbing to 2000 FT AMSL.
2. Missed approach in case of communication failure:
   - Track 002° MAG and climb to 1500 FT AMSL;
   - When 1500 FT AMSL is reached start a right turn to AM160, climb to cross AM160 at 3000 FT AMSL;
   - After AM160, descend to 2000 FT AMSL and execute the instrument approach procedure again.

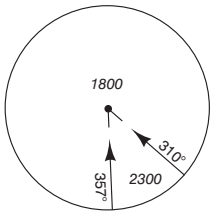
GS IN KT	100	120	140	160	180	200	220
TIME AND VERTICAL SPEED	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN	1060 FT/MIN	1165 FT/MIN

OCA *(OCH)* ELEV THR 36R: -11.1 FT

ACFT CAT	CAT III supported		LOC MAPt: THR	CIRCLING*
	CAT I	CAT II		
A	198 *(209)*	*(59)*	430 *(440)*	630 *(641)*
B	208 *(219)*	*(69)*		790 *(801)*
C	217 *(228)*	*(82)*		890 *(901)*
D	227 *(238)*	*(99)*		900 *(911)*
DL	227 *(238)*	*(99)*		

THR 36R	521727.0N	0044638.5E
AM160	521330.0N	0045418.0E
AM161	520624.0N	0045338.5E
AM162	520635.2N	0044825.7E
AM163	523018.0N	0044750.5E
AM635	521327.7N	0044616.3E
AM636	521118.5N	0044604.4E
AM637	522224.2N	0044706.0E

MSA BASED ON SPL VOR/DME



CEILING AND VISIBILITY MINIMA			
TAKE-OFF	DAY:	NIGHT:	
LANDING	DAY:	NIGHT:	

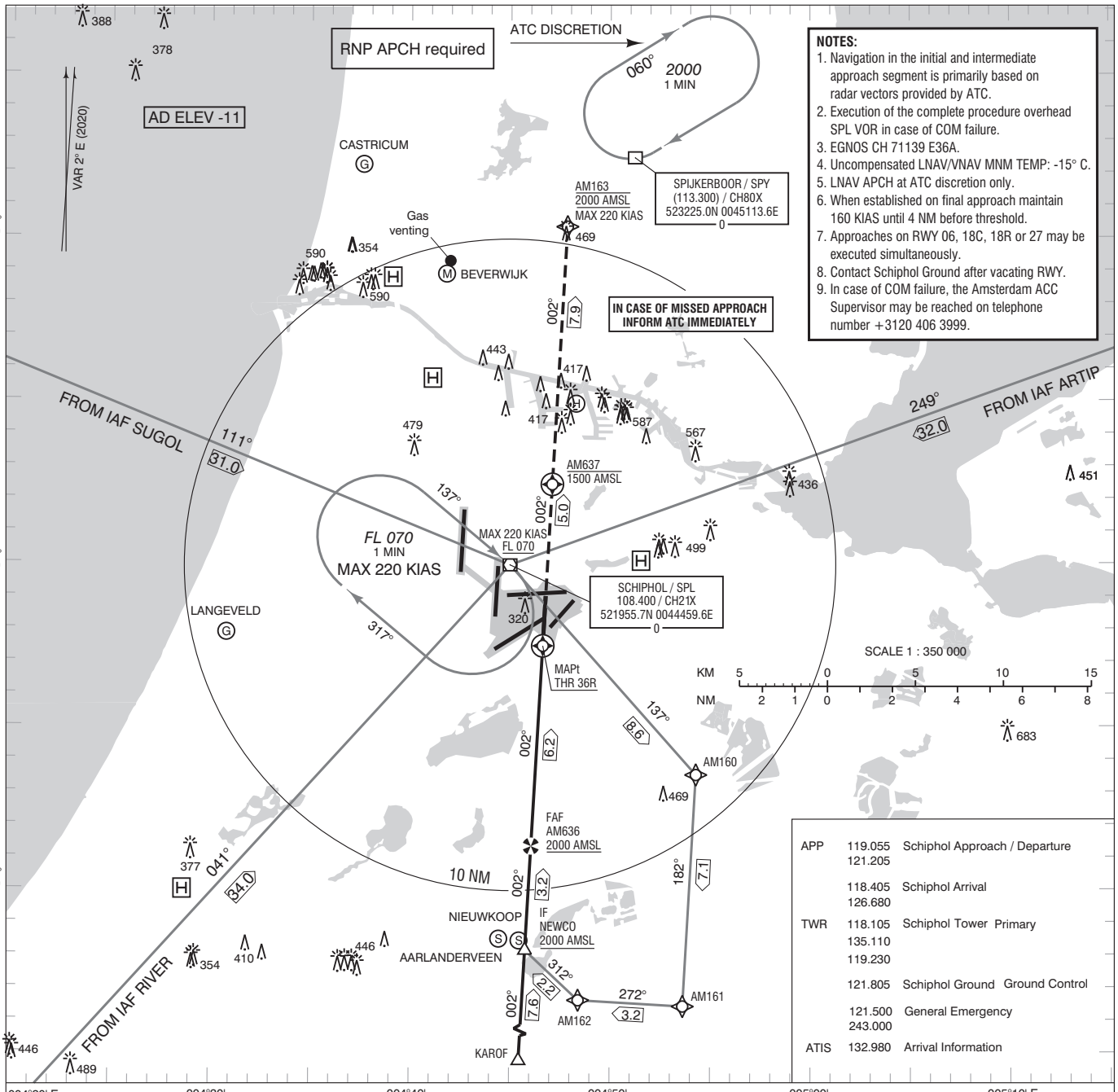
NA NA

* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET AMSL

CHANGE: notes; editorial.

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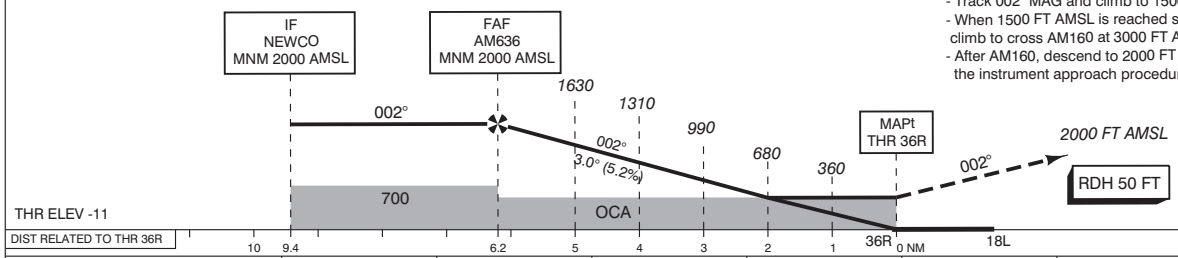
NOTES:

1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
2. Execution of the complete procedure overhead SPL VOR in case of COM failure.
3. EGNOS CH 71139 E36A.
4. Uncompensated LNAV/VNAV MNM TEMP: -15° C.
5. LNAV APCH at ATC discretion only.
6. When established on final approach maintain 160 KIAS until 4 NM before threshold.
7. Approaches on RWY 06, 18C, 18R or 27 may be executed simultaneously.
8. Contact Schiphol Ground after vacating RWY.
9. In case of COM failure, the Amsterdam ACC Supervisor may be reached on telephone number +3120 406 3999.

APP	119.055	Schiphol Approach / Departure
	121.205	
	118.405	Schiphol Arrival
	126.680	
TWR	118.105	Schiphol Tower Primary
	135.110	
	119.230	
	121.805	Schiphol Ground Ground Control
	121.500	General Emergency
	243.000	
ATIS	132.980	Arrival Information

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL

1. Missed approach
   - Inform ATC immediately
   - Track 002° MAG to AM637 and climb to 1500 FT AMSL.
   - At AM637 continue to AM163 climbing to 2000 FT AMSL.
2. Missed approach in case of communication failure:
   - Track 002° MAG and climb to 1500 FT AMSL;
   - When 1500 FT AMSL is reached start a right turn to AM160, climb to cross AM160 at 3000 FT AMSL;
   - After AM160, descend to 2000 FT AMSL and execute the instrument approach procedure again.



GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	320 FT/MIN	425 FT/MIN	530 FT/MIN	635 FT/MIN	745 FT/MIN	850 FT/MIN	955 FT/MIN

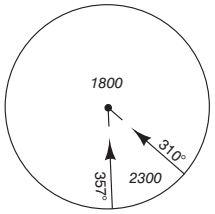
OCA *(OCH)* ELEV THR 36R: -11.1 FT

ACFT CAT	LPV	LNAV/VNAV MNM TEMP -15°C	LNAV	CIRCLING*
A	222 *(233)*	299 *(310)*	470 *(481)*	630 *(641)*
B	234 *(245)*	311 *(322)*		790 *(801)*
C	243 *(254)*	330 *(341)*		890 *(901)*
D	253 *(264)*	357 *(368)*		900 *(911)*
D_L				

* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.

THR 36R	521727.0N	0044638.5E
AM160	521330.0N	0045418.0E
AM161	520624.0N	0045338.5E
AM162	520635.2N	0044825.7E
AM163	523018.0N	0044750.5E
AM636	521118.5N	0044604.4E
AM637	522224.2N	0044706.0E

MSA BASED ON SPL VOR/DME



CEILING AND VISIBILITY MINIMA

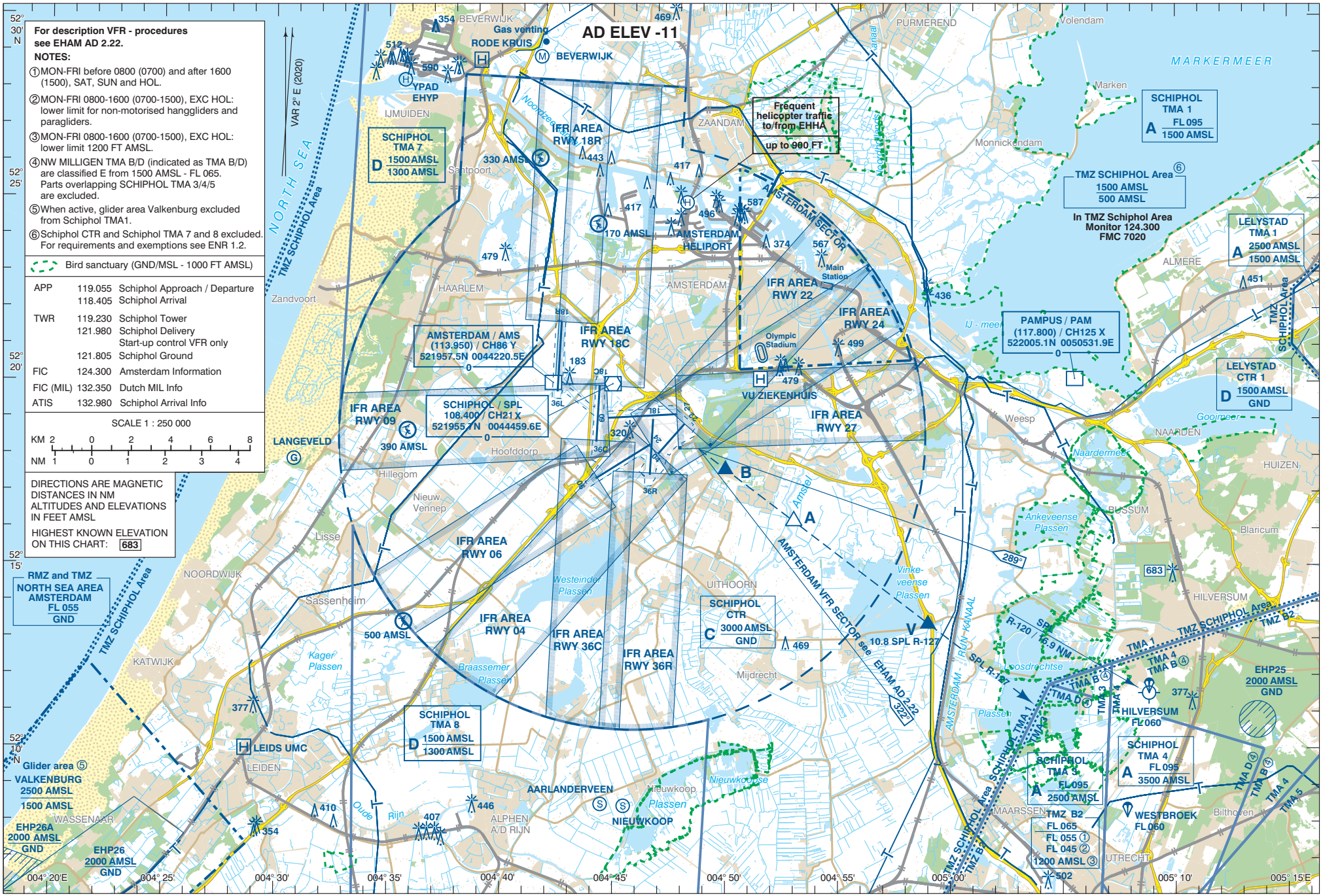
TAKE-OFF	DAY:	NA	NIGHT:	NA
LANDING	DAY:		NIGHT:	

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET AMSL

CHANGE: MSA; editorial.

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AIRAC AMDT 03/2025

CHANGE: TMZ Schiphol Area added; editorial.



For description VFR - procedures see EHAM AD 2.22.

SCALE 1 : 35 000

M	500		0		500		1000
FT	1000		0	1000	2000		3000

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS
IN FEET AMSL

TWR	119.230	Schiphol Tower
	121.980	Schiphol Delivery Start-up control VFR only
	121.805	Schiphol Ground
APP	119.055	Schiphol Approach / Departure
	118.405	Schiphol Arrival
ATIS	132.980	Schiphol Arrival Info

CHANGE: Schiphol CTR 1 renamed CTR; editorial.

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