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Revision Letter For Cycle 01-2016

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General Information

Location: AMSTERDAM NLD
ICAO/IATA: EHAM / AMS
Lat/Long: N52° 18.48', E004° 45.85'
Elevation: -11 ft

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

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

Sunrise: 0748 Z
Sunset: 1549 Z

Runway Information

Runway: 04
Length x Width: 6608 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -13 ft
Lighting: Edge, ALS

Runway: 06
Length x Width: 11483 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -11 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 820 ft

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

Runway: 18C
Length x Width: 10827 ft x 148 ft

Surface Type: asphalt
TDZ-Elev: -12 ft
Lighting: Edge, ALS, Centerline, TDZ

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

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

Runway: 22
Length x Width: 6608 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -14 ft
Lighting: Edge, ALS

Runway: 24
Length x Width: 11483 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -12 ft
Lighting: Edge, Centerline

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

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

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

Runway: 36R
Length x Width: 11155 ft x 148 ft
Surface Type: asphalt

TDZ-Elev: -11 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

- ATIS: 132.980 Arrival Service
- ATIS: 131.355
- ATIS: 122.205 Departure Service
- ATIS: 108.400 Arrival Service
- Schiphol Tower: 119.900
- Schiphol Tower: 119.225
- Schiphol Tower: 118.955
- Schiphol Tower: 118.275
- Schiphol Tower: 118.100
- Schiphol Start-Up Tower: 121.655
- Schiphol Tower: 36.230 Military
- Schiphol Start-Up Tower: 122.430 Secondary
- Schiphol Ground: 122.430 Secondary
- Schiphol Ground: 121.900
- Schiphol Ground: 121.800
- Schiphol Ground: 121.700
- Schiphol Clearance Delivery: 122.430 Secondary
- Schiphol Clearance Delivery: 121.980
- Schiphol Approach: 119.050
- Schiphol Approach: 121.200
- Schiphol Approach: 36.930 Military
- Schiphol Approach: 118.075
- Schiphol Approach: 126.675
- Schiphol Arrival: 118.400
- Schiphol Arrival: 131.150
- Schiphol Departure: 119.050
- Schiphol Departure: 118.075
- Schiphol Departure: 36.930 Military
- Schiphol Departure: 121.200
- Amsterdam Radar: 134.375
- Amsterdam Radar: 130.955
- Amsterdam Radar: 120.555
- Amsterdam Radar: 118.805

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AMSTERDAM, NETHERLANDS

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AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS Arrival 108.4 132.980

D-ATIS Departure 122.205

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

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

1.2.2. ACFT CLASSIFIED ACCORDING TO ICAO ANNEX 16

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

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

- New operations are not allowed.
- For ACFT equipped with engines with bypass ratio smaller or equal 3, take-off and landing is not allowed between 1800-0800LT.
- For ACFT equipped with engines with bypass ratio greater than 3, it is not allowed to plan take-off between 2300-0700LT.

1.2.3. PREFERENTIAL RWY SYSTEM

1.2.3.1. GENERAL

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

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

The use of a non-preferential RWY for take-off and landing is not permitted unless specifically requested for safety reasons by the pilot.

However, if a pilot decides that a different landing RWY should be used for safety reasons, ATC will assign that RWY (air traffic or other conditions permitting).

1.2.3.2. WIND CRITERIA

In selecting the RWY combination to be used from the preferential RWY system, ATC shall apply the wind speed criteria as have been stated in the table below.

In applying these wind criteria, gusts below 10 KT shall not be taken into account.

If the actual wind speed values exceed the wind speed criteria, ATC may apply higher crosswind and/or tailwind values in order to assign a RWY combination.

Accepting a RWY is a pilot's decision. If a pilot, prompted by safety concerns, requests another RWY for landing, this request will be granted when possible. In that case, the pilot must submit a written report (the operator is responsible for proper reporting procedures).

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AIRPORT BRIEFING

1. GENERAL

	Weather	RVR 550m or more and ceiling 200' or more		RVR less than 500m and/or ceiling less than 200'		
	Wind component	Cross	Tail	Cross	Tail	
Estimated RWY friction	Good	20 KT	7 KT	15 KT	7 KT	
	Medium to good	10 KT	0 KT	10 KT	0 KT	
	Medium					
	Medium to poor	5 KT		5 KT		
	Poor					

Usually, the estimated surface friction at Schiphol APT is good, even when the RWY is wet. The estimated surface friction will be less than good only in case of e.g. extreme rainfall or snow.

1.3. LOW VISIBILITY PROCEDURES

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

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

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

Phase A, B, C and D:

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

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

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

During reduced and low visibility procedures, the standard taxi routes between Schiphol-Center and Schiphol-East are as follows:

- from Schiphol-Center to Schiphol-East taxi via TWY E4 and G2.
- from Schiphol-East to Schiphol-Center taxi via TWY G5 and E1.

Phase B, C and D:

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

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1. GENERAL

Phase C and D:

Taxi guidance based on ground surveillance information will be provided (shared pilot/ATC responsibility for routing and avoidance of inadvertent RWY entry).
On the taxiways East of RWY 18L/36R (except TWY E4 and TWY N1) ACFT shall be towed or guided by a follow-me car.

Availability of the K-apron for parking and departure operations is limited. Occasional inbound traffic shall, upon receiving clearance from Ground Control, be towed or guided by a follow-me car to the apron entry GL.

Phase D:

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

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

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

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

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

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

- from request of push-back or taxi whichever is earlier;
- after landing, continuously until the ACFT is fully parked on stand.

The transponder shall be deactivated immediately after parking.

Activation of the Mode S transponder means selecting AUTO Mode, ON, XPNDR, or equivalent according to specific installation.

Selection of the STAND-BY Mode will NOT activate the Mode S transponder.

Depending on the hardware configuration, selecting ON could overrule the required suppression of SSR replies and Mode S all-call replies when the transponder is on the ground.

To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should not be selected before receiving the clearance to line up.

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

1.5. TAXI PROCEDURES

1.5.1. GENERAL

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

Oversteering required for ACFT with wingspan of 118'/36m or more when taxiing on:

- TWY E4 to G2 and vice versa,
- TWY G2 RIGHT to G and vice versa,
- TWY G5 LEFT to G and vice versa.

For wingspan restrictions refer to 10-9 charts.

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

Caution: TWY S7W shall only be used for crossing RWY 06/24.

Caution: Access to the Y-apron is limited to towed ACFT only.

1. GENERAL

1.5.2. A380 PROCEDURES

Taxi only with thrust on inner engines.

Use of RWY 04/22 prohibited due to insufficient RWY width.

Take-off on RWY 09/27 MAX allowable take-off weight 450,000kg.

Landings shall be made with coupled Autopilot or Flight Director Mode to ensure MAX track accuracy to RWY CL.

Use of TWY A between TWYs A1 and A3 and TWY R between stands R77 and R85 MAX wingspan 226'/69m, access only under guidance.

Use of TWYs A1 thru A10, A13 past stand E18, A14 thru A17, A19 past stand G9, E3, E5 (East of RWY 18L/36R), G, G1, G2, G3, G4 and G5 prohibited.

Use of TWY Q with thrust on outer engines limited to MAX ground idle power due to bridge over highway.

Designated ACFT stand G9 equipped with double apron drive bridge and four fixed power units.

Alternative ACFT stand E18 is equipped with double apron drive bridge and four fixed power units. Arriving A380 ACFT will be towed from remote holding position P3 onto ACFT stand E18.

Stand J81 suitable for remote handling.

Stands P10, P12, P14 and P16 available for A380 ACFT.

De-icing stands P14 and P16 suitable for A380 ACFT.

Engine run-up area not accessible due to wingspan restriction.

A380 equipped with brake-to-vacate system are advised to select the following exits, unless instructed otherwise.

LANDING RWY	EXIT TWY	LANDING RWY	EXIT TWY
06	S4	24	S1
09	N1	27	N4
18C	W7	36C	W3
18R	V2	36R	E2

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

1.6. PARKING INFORMATION

1.6.1. GENERAL

At all parking stands except B61 thru B95 and G71 nose-in parking and push-back procedures are applicable.

All parking stands are outside of ATC service area.

Self-docking procedure (w/o marshaller or visual docking guidance system) on B-Apron available except stands A32 and A36.

Stand A34 self-docking only for ACFT with a wingspan less than 118'/36m.

Self docking procedure (w/o marshaller or visual docking guidance system) on B-Pier only available for stands B16, B20, B24, B28, B32 and B36.

Stop ACFT when yellow STOP marking is in line with pilots eye view at an angle of 90° to the lead-in line.

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

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

1.6.2. K-APRON PROCEDURES

K-Apron is not controlled by ATC.

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1. GENERAL

1.6.3. PUSH-PULL / PUSH-BACK PROCEDURES

Stands E8, E18, G3, G5, G7, G73 and G76: B757 and larger push-pull.

Stands D2 and D4: B767 and larger push-back between stands C11 and C13 via TWY A5.

Stand D8: B767 and larger push-back between stands C11 and C13 via TWY A8 and TWY A5.

Stands D3, D5, E2 and E4: Push-back into TWY A10.

Stands D7, D43 and E6: B757 and larger push-back into TWY A10.

Stands E3, E5, E7, E9, F2, F4 and F6: B757 and larger push-pull on TWY A16. Other ACFT push-back into TWY A14.

Stands E20, E22 and E24: Push-back on TWY A12.

Stand F3: Push-back on TWY A opposite stand G9.

Stand G3: ACFT with MAX wingspan 118'/36m push-back on TWY A19N.

Stand G4: B767 and larger push-pull.

Stands H1 and H2: Push-back on TWY A19N.

S-apron: push-back direction will be instructed by ATC.

1.6.4. USE OF APU

Stands B13, B15 thru B17, B20, B23, B24, B27, B28, B31, B32, B35, B36, D2 thru D7, D10, D12, D41, D43, D47, D49, D51, D53, D55, D57, all F, G and H stands:

Use of APU und GPU strictly controlled to reduce environmental and noise burden. Where available, (fixed) 400 Hz power units must be used. For cooling and heating purposes, preconditioned air units (PCA) shall be used. APU should be shut down as soon as practicable following arrival (but not later than 5 MIN after parking brakes set) and not restarted until 10 MIN prior to departure in order to start engines.

At all other stands:

Acft are urgently requested not to use APU. External Power supplies, such as 400 Hz power units, GPU and PCA, should be used, where available.

Exceptions without PPR:

- Outside temperature below -5°C or above +25°C (according to METAR).

Exceptions with PPR from Airside Operations office required:

- When it is necessary to use an APU to diagnose and /or rectify ACFT faults.
- When 400 Hz power units and/or PCA units are not operative or not available.

1.7. OTHER INFORMATION

1.7.1. RNAV EQUIPMENT

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

1.7.2. GENERAL

Birds.

RVR reported for RWY in use at TDZ, MID and Rollout, identified by A, B and C.

All RWYs with anti-skid layer.

1.7.3. JETBLAST HAZARD

Caution: Jetblast hazard exists, when the following RWY combinations in use:

- Departure RWY 18L and departure RWY 24; ATC will time departures from RWY 24 to avoid jetblast on RWY 18L.
- Departure RWY 18L (E5) and departure or landing RWY 09 or 27; ATC will time departures from RWY 18L to avoid jetblast on RWY 09 or 27.
- Departure RWY 24 and landing RWY 36R; ATC will time departures from RWY 24 to avoid jetblast on RWY 36R.

To avoid jet blast hazard at adjacent ACFT stands, pilots shall use minimum breakaway thrust/power setting on:

- TWY A when turning left onto TWY S6 for line-up RWY 24 of Code E and F ACFT.
- TWY A when turning left onto TWY S7E for line-up RWY 24, or crossing RWY 24.
- TWY A9C when taxiing out on TWY A9C.
- TWY A10 when turning right onto TWY A13.
- TWY A12 after push-back, when turning right onto TWY A13.

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AIRPORT BRIEFING

1. GENERAL

- TWY A16 when turning right onto TWY A.
- ACFT stands D3, E18, E20 and E22 when docking.
- When taxiing out on TWY A14 to TWY A or B avoid turning LEFT onto TWY A16 due to jet blast on stands E17 and E19.

2. ARRIVAL

2.1. LOST COMMUNICATIONS

2.1.1. INBOUND CLEARANCE NOT RECEIVED

Proceed according the current flight plan to the appropriate holding fix (SUGOL, RIVER, ARTIP).

Maintain the last cleared and acknowledged flight level.

After arrival over the fix, intercept the holding pattern.

Commence descent to FL 70 at or as near as possible to the ETO over the holding fix.

After reaching FL 70 leave the holding fix and carry out instrument approach procedure to the received and acknowledged RWY, or to the main RWY according ATIS.

2.1.2. INBOUND CLEARANCE RECEIVED

2.1.2.1. TRAFFIC VIA STANDARD ARRIVAL ROUTE

Proceed according the current flight plan to the appropriate holding fix (SUGOL, RIVER, ARTIP).

Maintain the last cleared and acknowledged flight level.

After arrival over the fix, intercept the holding pattern.

Commence descent to FL 70 at the EAT last received and acknowledged.

When no EAT has been received and acknowledged, commence descent to FL 70 at or as near as possible to the ETO over the holding fix.

After reaching FL 70 leave the holding fix and carry out instrument approach procedure to the assigned RWY, or to the main landing RWY according ATIS.

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

Proceed to NARSO.

Maintain the last cleared and acknowledged flight level.

After arrival over NARSO, intercept the holding pattern.

Commence descent to FL 70 at the expected further clearance time (EFCT) last received and acknowledged.

When no EFCT has been received and acknowledged, commence descent to FL 70 at or as near as possible to the ETO over NARSO.

After reaching FL 70 leave NARSO and intercept R-070 SPL inbound ARTIP.

Without delay at ARTIP, carry out instrument approach procedure to the assigned RWY, or to the main RWY according ATIS.

2.1.2.3. TRAFFIC OUTSIDE STANDARD ARRIVAL ROUTE

Proceed to VOR 'SPL' along the route specified in the inbound clearance.

Maintain the last cleared and acknowledged flight level.

After arrival over VOR 'SPL' intercept the holding pattern to the received and acknowledged RWY, or to the main landing RWY according ATIS.

In the holding descent to FL 70, if applicable.

After reaching FL 70, leave the holding and carry out instrument approach procedure to the assigned RWY.

2.1.2.4. TRAFFIC ON AN RNAV TRANSITION DURING NIGHT 2300-0630LT

With clearance for approach, execute the cleared approach.

Without clearance for approach:

- Proceed to NARIX (ARTIP 2C transition) or NIRSI (ARTIP/RIVER/SUGOL 3B transition) or SOKSI (ARTIP/RIVER/SUGOL 2A transition) to VOR 'SPL'.
- Maintain the last cleared and acknowledged flight level.
- After arrival over VOR 'SPL', intercept the holding pattern to the received and acknowledged RWY.
- In the holding descend to FL 70.
- After reaching FL 70, carry out instrument approach procedure to the RWY concerned.

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AIRPORT BRIEFING

2. ARRIVAL

2.1.2.5. TRAFFIC ON AN RNAV TRANSITION DURING DAY 0630-2300LT

With clearance for approach execute the cleared approach.

Without clearance for approach:

- Proceed to VOR 'SPL' to cross VOR 'SPL' at FL 70.
- After arrival over VOR SPL intercept the holding pattern, if applicable.
- Carry out an instrument approach procedure to the RWY concerned.

2.1.2.6. TRAFFIC VECTORED TO FINAL APPROACH

Proceed to the final approach beacon or intermediate fix (IF) of the assigned landing RWY.

Maintain last received and acknowledged level.

When arriving over the final approach beacon or intermediate fix (IF) start out-bound turn, descend to 2000' and intercept final approach.

2.1.3. MISSED APPROACH PROCEDURE DURING COMMUNICATION FAILURE

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

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

2.1.3.2. MISSED APPROACH FOR VOR DME RWY 09

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

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

Track 183° and climb to 1500'. When reaching 1500' start a right turn to Lctr 'OA', climb to 3000' and cross Lctr 'OA' at 3000'. After Lctr 'OA' descend to 2000' in the outbound turn and execute the instrument approach procedure again.

2.1.3.4. MISSED APPROACH FOR ILS, LOC AND VOR DME RWY 18R

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

2.1.3.5. MISSED APPROACH FOR SRE RWY 18R

Turn right to intercept R-280 SPL and climb to 3000'. At 2000' start a right climbing turn to VOR 'SPL' so as to cross VOR 'SPL' at 3000' and hold or execute the most suitable instrument approach procedure as published.

2.1.3.6. MISSED APPROACH FOR ILS AND LOC RWY 22

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

2.1.3.7. MISSED APPROACH FOR SRE RWY 22

Turn left to 160° as soon as practicable and climb to 3000'. At 2000' start a left climbing turn to VOR 'SPL' so as to cross VOR 'SPL' at 3000' and hold or execute the most suitable instrument approach procedure.

2.1.3.8. MISSED APPROACH FOR VOR DME RWY 24

Turn left to 240° and climb to 3000'. After passing 2000' start a right turn to VOR 'SPL' so as to cross VOR 'SPL' at 3000' and execute the instrument approach procedure again.

2.1.3.9. MISSED APPROACH FOR ILS AND LOC RWY 27

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

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2. ARRIVAL

2.1.3.10. MISSED APPROACH FOR VOR DME RWY 27

Track 266° and climb to 3000'. When passing 2000' start a right turn to VOR 'PAM' and cross VOR 'PAM' at 3000'. After VOR 'PAM' descend to 2000' in the outbound turn and execute the instrument approach procedure again.

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

Track 004° and climb to 3000', proceed to Lctr 'OA'. Over Lctr 'OA' turn left to VOR 'SPL'. Cross VOR 'SPL' at 3000' and execute the instrument approach procedure again.

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

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

2.1.3.13. MISSED APPROACH FOR SRE APPROACHES (ALL RWYS EXCEPT RWY18R AND RWY 22)

Proceed on RWY track climbing to 3000'; after passing 2000' start the shortest climbing turn to VOR 'SPL' so as to cross VOR 'SPL' at 3000' and hold or execute the most suitable instrument approach procedure as published.

2.1.3.14. MISSED APPROACH DURING VISUAL APPROACH

Execute the published missed approach in case of communication failure for that RWY.

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

Complete the turn to the intended landing RWY. Intercept the track of the intended landing RWY and execute the published missed approach in case of communication failure for that RWY.

2.2. APPROACH PROCEDURES

2.2.1. GENERAL

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

2.2.2. TRANSFER TO SCHIPHOL APPROACH

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

2.2.3. TRANSFER TO SCHIPHOL ARRIVAL

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

2.2.4. MISSED APPROACH PROCEDURE

2.2.4.1. STRAIGHT IN APPROACH

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

2.2.4.2. DURING VISUAL APPROACH

Execute the published missed approach for that RWY.

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

Complete the turn to the intended landing RWY, intercept the RWY track and execute the published missed approach for that RWY.

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AMSTERDAM, NETHERLANDS

Eff 26 Jun

AIRPORT BRIEFING

2. ARRIVAL

2.2.5. RNAV PROCEDURES

2.2.5.1. DURING NIGHT

The RNAV transition procedures to RWY 06 or 18R must be executed by all jet ACFT at NIGHT.

The transitions provide lateral guidance only, ATC will issue the clearance for further descent below FL 70 and the instruction to reduce speed below 250 KT.

For RWY 06 the descent from transition level or from 4000' AMSL or above begins at SOKSI. For RWY 18R the descent from FL 55 or above begins at NIRSI. At ATC initiative a transition for RWY 18R via NARIX from FL 60 or above may be available.

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

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

ACFT with a cruising altitude below FL 70 and/or a cruising speed of less than 250 KT are exempted from the procedure. As a rule, these ACFT will be offered an ILS approach beginning at 3000'.

Flights departing from ROTTERDAM or LELYSTAD inbound SCHIPHOL are also exempted from flying transitions.

2.2.5.2. DURING DAY

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

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

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

Clearances and constraints:

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

2.2.5.3. ACFT REQUIREMENTS FOR TMA RNAV PROCEDURES

In order to enable their pilots to accept the TMA RNAV procedures, operators must hold an RNAV1 or P-RNAV operations approval issued by their state of registry which is compliant with the JAA Temporary Guidance Leaflet No. 10 (TGL-10) or equivalent.

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

2.2.6. TRANSFER TO SCHIPHOL TOWER

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

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2. ARRIVAL

2.3. SPEED RESTRICTIONS (JET ACFT DURING DAY)

- MAX 250 KT below FL100 unless otherwise instructed.
- MAX 220 KT at SPL 15 DME.
- After holding maintain speed 220 KT until further notice.
- ATC will initiate speed reductions below 220 KT.
- When established on ILS: maintain 160 KT until 4 NM before THR.
- Speed greater than 220 KT accurate within 10 KT.
- Speed smaller than 220 KT accurate within 5 KT.

2.4. NOISE ABATEMENT PROCEDURES

2.4.1. GENERAL

Between 2230-0630LT for RWY 06 and RWY 18R RNAV low-noise procedures, continuous descent approach (CDA), for jet ACFT will be used, otherwise ACFT will be radar vectored towards interception of final leg at 3000'.

Executing a CDA implies that after NIRSI, NARIX or SOKSI a continuously descending flight path without level segments is to be flown in a low power and low drag configuration. A flight path is considered continuously descending when there is no level segment. A segment is considered level if the altitude loss is less than 50' over a distance of 2.5 NM.

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

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

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

2.4.2. USE OF RWYS

The most frequently used RWYs are 06, 18R, 36R, 18C, 36C & 27.

Outside peak hours and during the NIGHT period a combination of 1 departure RWY and 1 landing RWY will be assigned. During outbound peak hours a combination of 2 departure RWYs and 1 landing RWY may be in use. During inbound peak hours a combination of 1 departure RWY and 2 landing RWYs may be in use.

RWYs 18L & 36L are not available for arrivals.

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

Deviations from the restrictions for arrivals on RWYs 18C, 36R, 09/27 and 24 shall be made if no other RWY is available or usable or for rescue or relief operations.

Assignment of RWYs in use is based on the Preferential RWY System.

Propeller driven ACFT may be assigned a different take-off and landing RWY.

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

2.4.3. REVERSE THRUST

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

2.5. CAT II/III OPERATIONS

RWYs 06, 18C/R, 27, 36C/R are approved for CAT II/III operations, special air-crew and ACFT certification required.

2. ARRIVAL

2.6. MINIMUM FUEL PROCEDURES

2.6.1. PILOT AND ATC PROCEDURES

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

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

2.7. TAXI PROCEDURES

2.7.1. GENERAL

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

RWYs	Frequency
06/24	121.7
04/22 09/27 18L/36R 18C/36C	121.8
18R	121.9

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

Routing instructions via South: Taxi via TWY Q.

Some RWY crossings are safeguarded under all visibility conditions.

At these positions crossing of activated stop bars is also prohibited. Traffic may proceed only after ATC clearance and when the stop bar lights are switched off. ACFT shall follow the main taxi lines and adhere to the route-indications for the apron and the stand. ACFT may only leave the TWY centerline after visual contact with the marshaller or the activated visual docking guidance system has been established.

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

2.7.2. K-APRON PROCEDURES

ACFT taxiing to K-Apron shall use apron entry GL. At apron entry GL contact SCHIPHOL Amsterdam General Aviation 121.925 to obtain the ACFT stand.

All stands are used nose-in. Self parking on all stands, if assistance is required contact your handler.

ACFT at stands K11 thru K16, K20 thru K27 and K35 thru K39 shall be turned by a tow truck. Under no circumstances shall a 180° turn be carried out using ACFT thrust.

3. DEPARTURE

3.1. DE-ICING

3.1.1. REMOTE HOLDING

Available on P-holding between TWYs A12 and A13 at positions P1 thru P3.
Available on TWY VS East of holding RWY 36L at positions P6 and P7.

3.1.2. DE-ICING

A de-icing ramp is available:

- on central de-icing facility (CDF) on J-Apron between TWYs A20 and A24 at positions P10, P12, P14 and P16.

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

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

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

3.1.2.1. DE-ICING PROCEDURES

- Contact Snowdesk for de-icing request.
- Request ATC clearance from 20 min before ETD or 35 min before CTOT.
- When ready for push-back and during collaborative decision making (CDM) operations within TSAT window (+/- 5 MIN), report ready to Snowdesk.
- When instructed by Snowdesk, contact SCHIPHOL Start-up.
- SCHIPHOL Ground will give taxi instructions to the central de-icing facility (CDF) or the P-holding (P1, P3).
- Padcontrol is responsible for sequencing and spot assignment on the CDF only, pilots shall maintain separation from other ACFT at their own discretion.
- When signboards are available, continue with signboard procedure.
- When signboards are not available or U/S, continue with the voice only procedure.

Note: Monitor SCHIPHOL Ground at all times.

3.1.2.2. COMMUNICATION CHANNELS

Snowdesk	121.3
SCHIPHOL Start-up	121.655
SCHIPHOL Ground	121.8
Padcontrol	121.6

Iceman see electronic signboard.

3.1.2.3. ADDITIONAL REMARKS

- Snowdesk allocates the de-icing position and regulates the outbound flow for KLM de-icing customers only.
- All de-icing request and cancellations must be made by the flight crew to Snowdesk.
- If additional treatment is needed, report this as special requirement to Snowdesk and Iceman.
- Tactile checks must be performed at the gate or on the parking stand.
- Technical de-icing (landing gear, brakes, inside LE- or TE-flaps, under wing, engine inlets, fan blades and sensors/static ports/pilot probes) requires de-icing at the gate or on the parking stand, supervised by an ACFT Maintenance Technician (AMT). The ACFT operator is responsible for providing an AMT. In case regular de-icing is still required, this will be performed at the remote positions.

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AIRPORT BRIEFING

3. DEPARTURE

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

3.2.1. CLEARANCE DELIVERY & START-UP

Enroute clearance shall be requested to SCHIPHOL Delivery MAX 20 MIN prior to estimated off block time (EOBT) or 35 MIN prior to CTOT. If RWY 36L is used, clearance shall be requested MAX 30 MIN prior to EOBT or 45 MIN prior to CTOT.

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

After enroute clearance is obtained and read back via RTF or confirmed via data-link, pilot shall immediately (without ATC instruction) select and monitor SCHIPHOL Start-up.

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

- ACFT identification;
- stand position;
- ATIS information;
- request start-up.

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

When instructed by SCHIPHOL Start-up the pilot shall contact SCHIPHOL Ground and immediately comply with start-up, push-back and taxi permission, since ATC planning of outbound traffic is based on the start-up time. Any delay in this departure sequence shall be reported to ATC immediately.

Note: K-apron is not under ATC ground control. At apron exits GD and GL pilots shall report to SCHIPHOL Ground.

Note: Before ready to push-back the pilot may request on SCHIPHOL Start-up the permission to start one or more engines only. Permission for start-up does not include permission for push-back.

Push-back shall only be initiated after receiving push-back clearance from SCHIPHOL Ground.

3.2.2. PUSH-BACK & TAXIING

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

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

TWY S7W shall only be used for crossing RWY 06/24.

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

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

The flight crew is part of the communication chain between the Ground controller and truck driver.

Therefore the use of a Ground engineer with an intercom connection is recommended. When no intercom connection with a ground engineer is possible, pilot shall inform SCHIPHOL Ground.

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3. DEPARTURE

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

Pilots may expect instructions to change ground control channel.

Pilots shall not change channel without ATC instructions.

Some RWY crossings are safeguarded under all visibility conditions.

At these positions crossing of activated stop bars is also prohibited. Traffic may proceed only after ATC clearance and when the stop bar lights are switched off.

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

Due to blast problems:

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

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

Routing instructions via South: Taxi via TWYs A and Q.

3.2.3. K-APRON PROCEDURES

Taxiing is only allowed after "ALL CLEAR" signal from ground crew.

Taxiing from ACFT stand must commence within 1 minute after given approval from SCHIPHOL General Aviation.

When leaving stands K20 thru K27 and K35 thru K39 use low power settings to avoid possible jet blast on adjacent aprons.

Departing from stands K11 thru K16 and K20 thru K27:

1. Obtain start-up approval from SCHIPHOL Start-up.
2. Contact SCHIPHOL General Aviation on 121.925 to obtain permission to taxi to apron exit GD.
3. Hold at apron exit GD and contact SCHIPHOL Ground 121.8 for further taxi instructions.

Caution: Apron exit GD is located opposite TWY G1.

Departing from stands K35 thru K44 and K71 thru 76:

1. Obtain start-up approval from SCHIPHOL Start-up.
2. Contact SCHIPHOL General Aviation on 121.925 to obtain permission to taxi to apron exit GL.
3. Hold at apron exit GL and contact SCHIPHOL Ground 121.8 for further taxi instructions.

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AIRPORT BRIEFING

3. DEPARTURE

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. GENERAL

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

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

Operators are requested to inform the APT authority on the details of their departure procedure by sending copies of the relevant pages of the ACFT operating manual to:

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

3.3.2. USE OF RWYS

The most frequently used RWYs are 36L, 24, 36C, 18L, 18C & 09.

Outside peak hours and during the NIGHT period a combination of 1 departure RWY and 1 landing RWY will be assigned. During outbound peak hours a combination of 2 departure RWYs and 1 landing RWY may be in use. During inbound peak hours a combination of 1 departure RWY and 2 landing RWYs may be in use.

RWYs 18R & 36R are not available for departures.

From 2230-0630LT RWYs 04/22, 09/27, 18L & 36C are not available for departures.

Assignment of RWYs in use is based on the Preferential RWY System.

Propeller driven ACFT may be assigned a different take-off and landing RWY.

3.4. RWY OPERATIONS

3.4.1. INTERSECTION TAKE-OFFS

In principle all jet ACFT must use the full RWY length available for noise abatement reasons. Flights from S-apron departing from RWY 24 will be assigned intersection take-off TWY S8.

ATC may assign an intersection take-off to any ACFT for operational reasons (e.g. sequencing due to lack of holding area or to avoid jet blast in intersecting RWYs).

3.5. OTHER INFORMATION

Departing flights with destination ROTTERDAM or LELYSTAD are exempted from flying SIDs within the Schiphol TMA.

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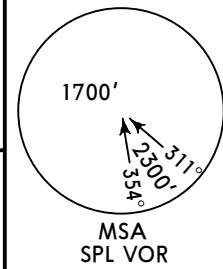
25 DEC 15 **10-2A** Eff 7 Jan

STAR

D-ATIS
108.4 132.960

Apt Elev
-11'

Alt Set: hPa
Trans level: By ATC Trans alt: 3000'
Navigation in the initial and intermediate approach is primarily based on RADAR vectors provided by ATC.



**DENUT 1A [DENU1A], HELEN 1A [HELE1A]
PESER 2A [PESE2A], PUTTY 1A [PUTY1A]**

ARRIVALS

**B-RNAV EQUIPMENT MANDATORY
FOR NIGHT ARRIVALS REFER TO CHART 10-2E**

Clearance limit is RIVER.

LOST COMMS
Refer to 10-1P pages.
LOST COMMS



SPIJKERBOOR
D (H) **113.3 SPY**
N52 32.4 E004 51.2

SCHIPHOL
D (H) **108.4 SPL**
N52 19.9 E004 45.0

(IAF)
RIVER
N51 54.8 E004 08.0
Between
FL100 & FL70
JET only
At or below
FL100
or as instructed
by ATC

SPEED RESTRICTIONS FOR JET AIRCRAFT

MAX 250 KT below FL100 unless otherwise instructed.

MAX 250 KT at IAF,

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

**ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC.**

HAAMSTEDE
(H) **114.15 HSD**
N51 43.4 E003 51.5

STAD
386 STD
N51 44.5 E004 14.6

PESER
N51 36.9 E004 31.6
(EHV D33.3)

JET only
At or below
FL70
260-280 KT

PUTTY
N51 22.0 E004 20.3
JET only
At or below
FL240
260-280 KT

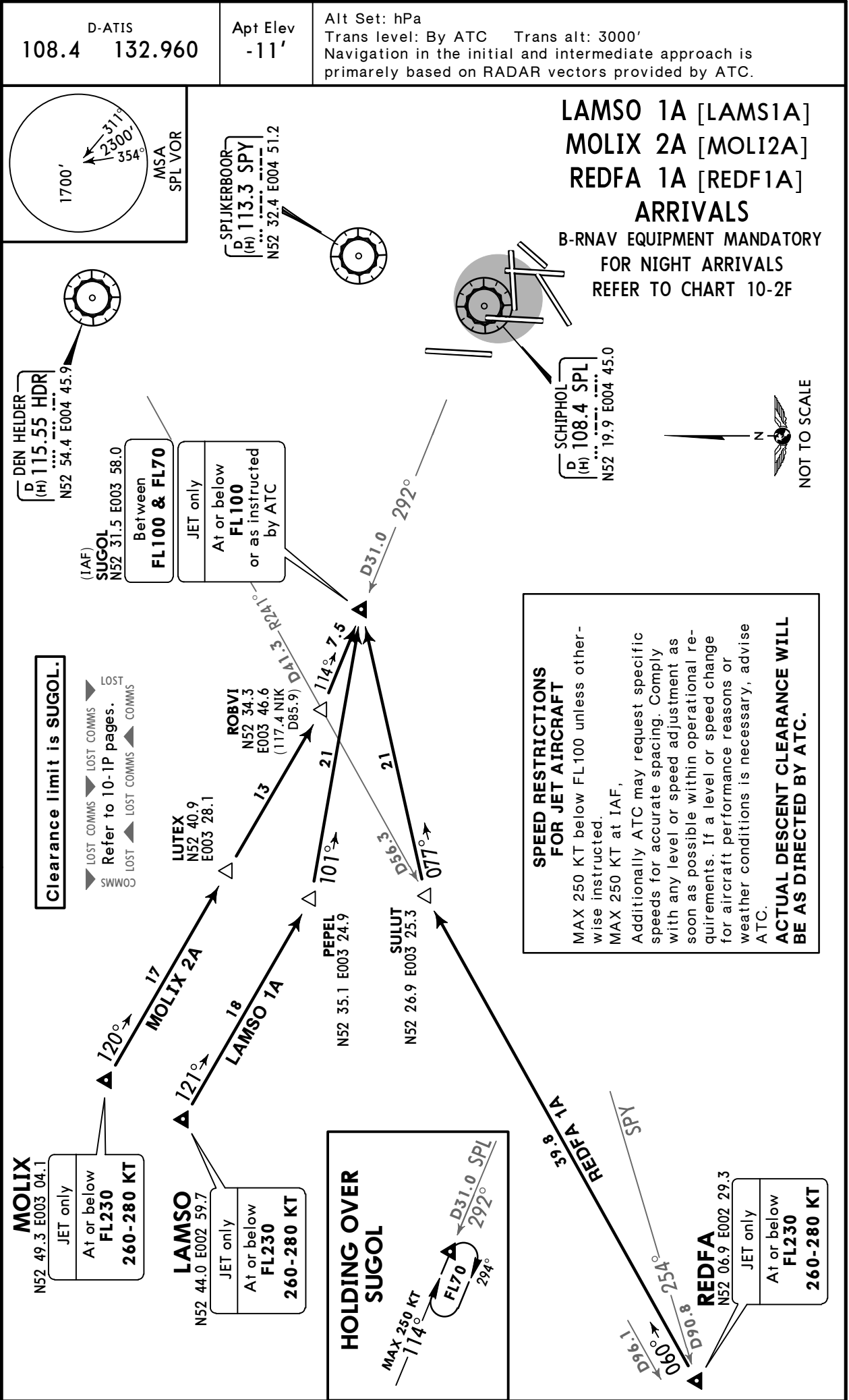
TAC EINDHOVEN
D (H) **117.2 EHV**
N51 26.9 E005 22.5

DENUT
N51 14.2 E003 39.5
JET only
At or below
FL240
260-280 KT

HELEN
N51 14.1 E003 52.2
JET only
At or below
FL240
260-280 KT

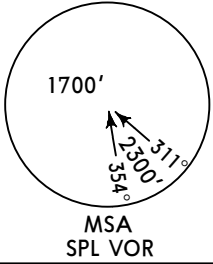
EHAM/AMS
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JEPPESSEN AMSTERDAM, NETHERLANDS
25 DEC 15 10-2B Eff 7 Jan STAR



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SCHIPHOL

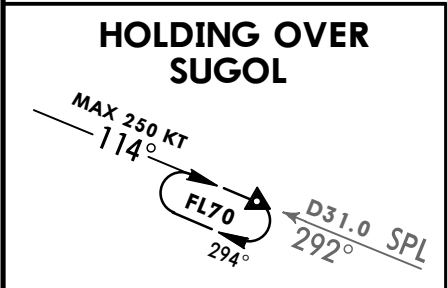
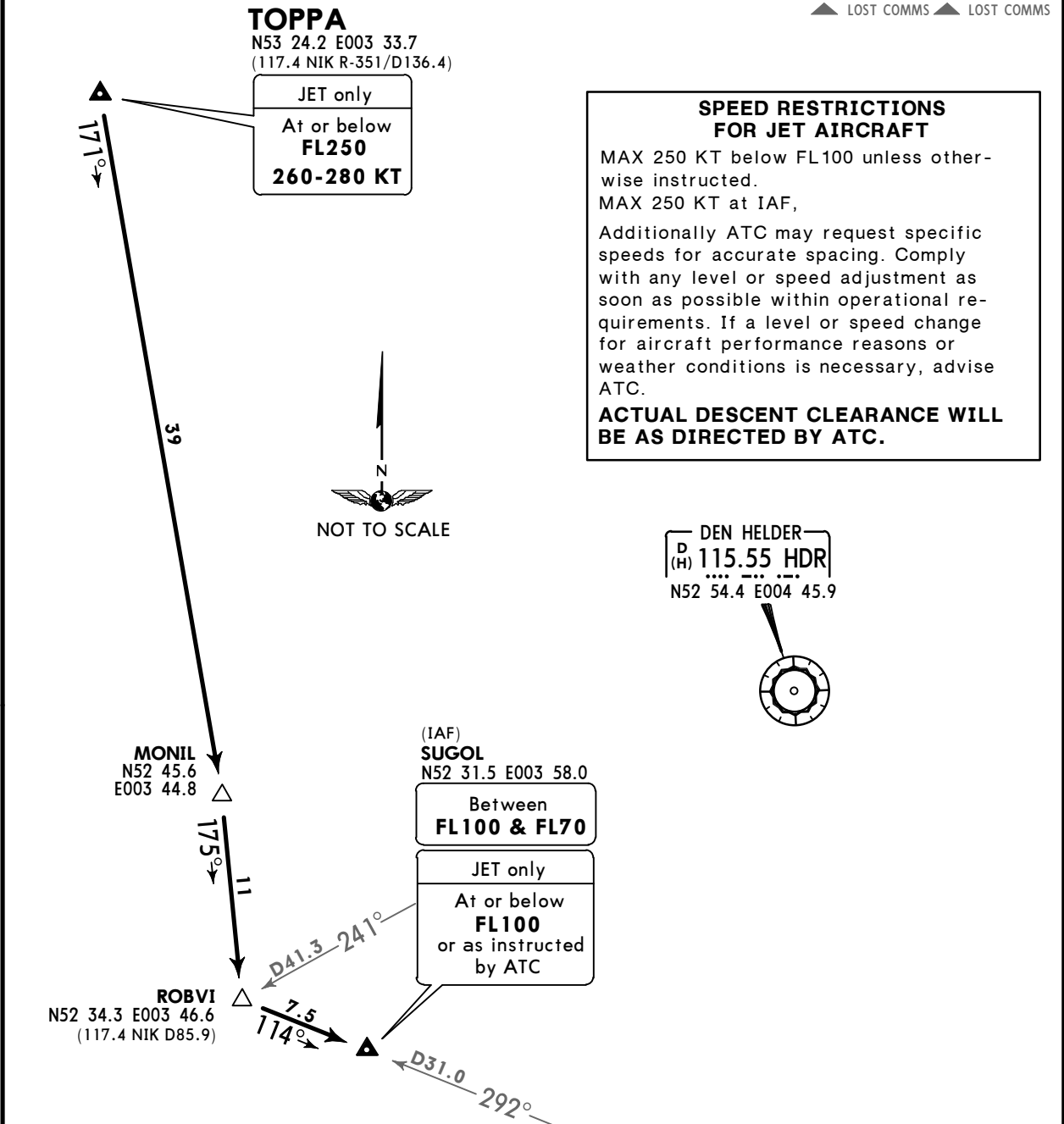
JEPPESSEN AMSTERDAM, NETHERLANDS
25 DEC 15 10-2C Eff 7 Jan STAR

D-ATIS 108.4 132.960	Apt Elev -11'	Alt Set: hPa Trans level: By ATC Trans alt: 3000' Navigation in the initial and intermediate approach is primarily based on RADAR vectors provided by ATC.	
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TOPPA 2A [TOPA2A]
ARRIVAL
B-RNAV EQUIPMENT MANDATORY
FOR NIGHT ARRIVAL REFER TO CHART 10-2G

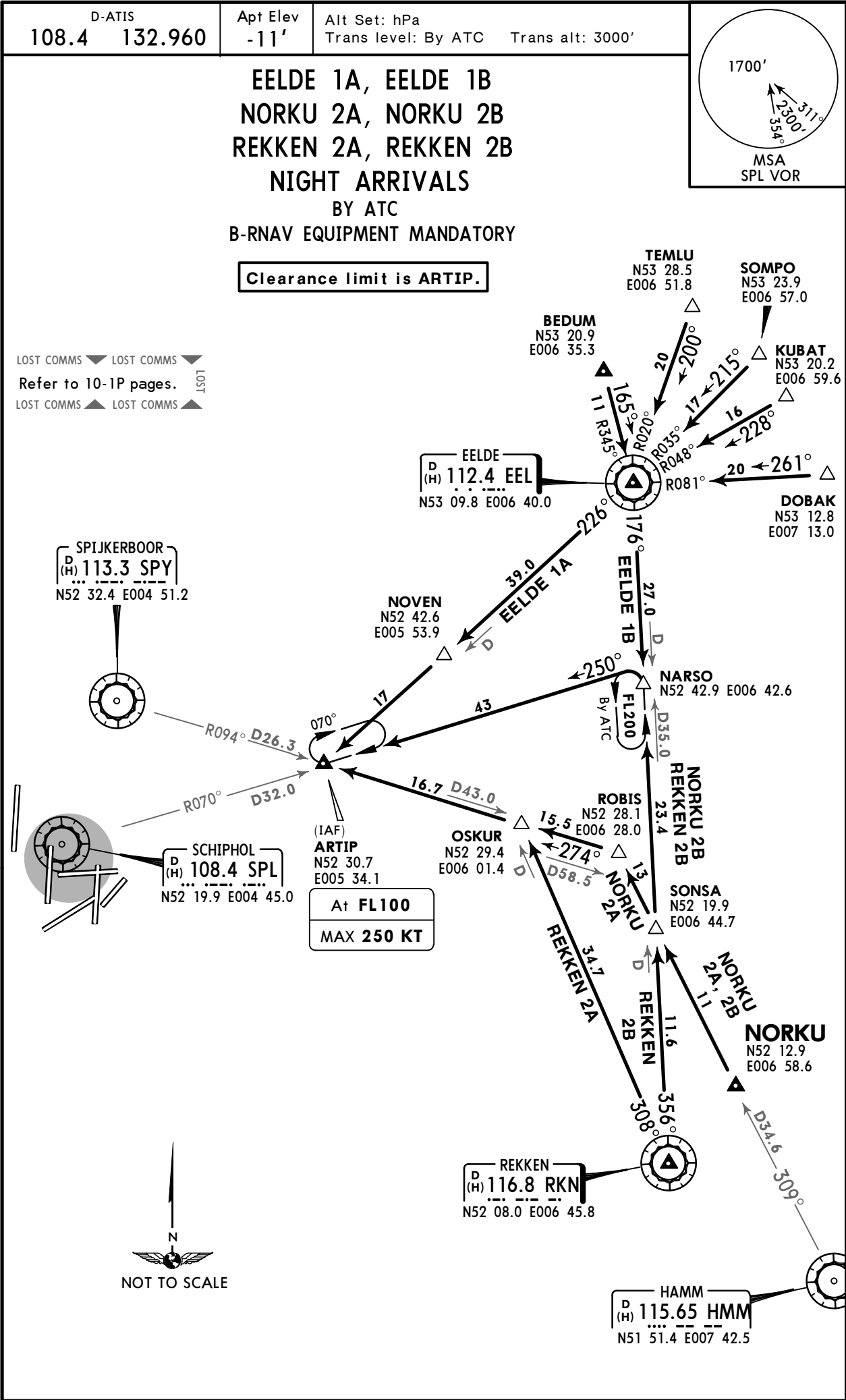
Clearance limit is SUGOL.

LOST COMMS
Refer to 10-1P pages.
LOST COMMS



EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
25 DEC 15 10-2D Eff 7 Jan STAR



1700'

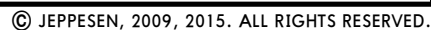
2300'

354°

311°

MSA
SPL VOR

Clearance limit is RIVER.

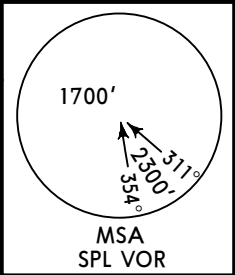


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EHAM/AMS
SCHIPHOL

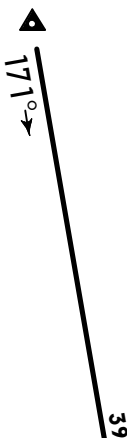
JEPPESSEN AMSTERDAM, NETHERLANDS
25 DEC 15 (10-2G) Eff 7 Jan **STAR**

D-ATIS	Apt Elev	Alt Set: hPa	Trans alt: 3000'
108.4 132.960	-11'	Trans level: By ATC	



TOPPA 2A
NIGHT ARRIVAL
BY ATC
B-RNAV EQUIPMENT MANDATORY

TOPPA
N53 24.2 E003 33.7
(117.4 NIK R-351/D136.4)

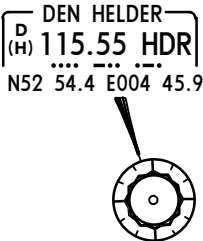
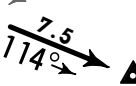


MONIL
N52 45.6 E003 44.8



ROBVI
N52 34.3 E003 46.6
(117.4 NIK D85.9)

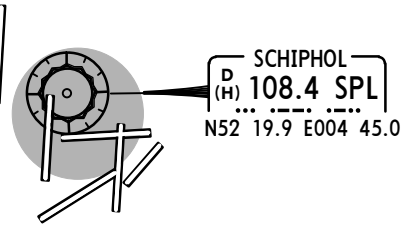
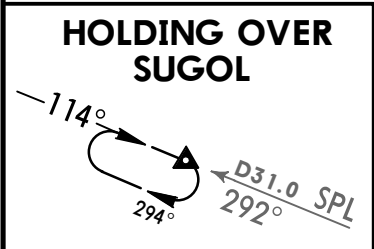
(IAF)
SUGOL
N52 31.5 E003 58.0
At **FL100**
MAX **250 KT**



LOST COMMS
Refer to 10-1P pages.
LOST COMMS



Clearance limit is **SUGOL**.



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

6 NOV 15

10-3

Eff 12 Nov

SID

SID DESIGNATION	REFER TO CHART
ANDIK 2E, 2F	10-3C
ANDIK 2G, 1N	10-3D
ANDIK 2R, 1T	10-3E
ANDIK 1S	10-3F
ARNEM 3E, 2F	10-3G
ARNEM 3G, 2N, 2P	10-3H
ARNEM 2R, 2T	10-3J
ARNEM 2S, 1V, 1Z	10-3K
BERGI 3E, 1F	10-3L
BERGI 1G, 2N, 1P	10-3M
BERGI 2R, 1S	10-3N
BERGI 3V, 1Z	10-3P
BETUS 3Y	10-3Q
DENAG 3X	10-3Q1
EDUPO 2X, ELPAT 2X	10-3Q2
GORLO 2F	10-3Q3
GORLO 2N	10-3Q4
GORLO 1P, 2R	10-3S
GORLO 3V, 1Z	10-3T
IVLUT 2W	10-3T1
LARAS 1X	10-3T2
LEKKO 3E, 1F	10-3T3
LEKKO 1G, 1N, 1P	10-3T4
LEKKO 1R, 1S, 1T	10-3T5
LEKKO 3V, 1Z	10-3T6
LOPIK 3E, 1F	10-3T7
LOPIK 1G, 1N, 1P	10-3T8
LOPIK 1R, 2S	10-3U
LOPIK 3V, 1Z	10-3V
LUNIX 1E, 1F	10-3V1
LUNIX 1G, 1N, 1P	10-3V2
LUNIX 1R, 1T	10-3V3
LUNIX 1S, 1V, 1Z	10-3V4
NOPSU 1W, NYKER 3W	10-3V5
OGINA 2W	10-3V6
ROVEN 2X	10-3V7
SPIJKERBOOR 2K	10-3V8

EHAM/AMS
SCHIPHOL

SID DESIGNATION	REFER TO CHART
SPIJKERBOOR 1P, 2V, TORGA 1X	10-3W
VALKO 3E, 1G	10-3X
VALKO 3M, 1S	10-3X1
WISPA 1X	10-3X2
WOODY 1W	10-3X3
CONTINUATION AFTER BERGI & WISPA	10-3X4
CONTINUATION AFTER ANDIK	10-3X5
CONTINUATION AFTER ARNEM, EDUPO, ELPAT IVLUT, LUNIX & NYKER	10-3X6
CONTINUATION AFTER LARAS, LEKKO & WOODY	10-3X7
CONTINUATION AFTER LOPIK, OGINA & ROVEN	10-3X8

--

EHAM/AMS
SCHIPHOL

 **JEPPESEN AMSTERDAM, NETHERLANDS**
22 MAY 15 **(10-3B)** **Eff 28 May** **SID**

DEPARTURE INSTRUCTIONS

SIDs are minimum noise routings.

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

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

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

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

Intercept radials at an angle of 45°.

If FMS navigation is used pilots should connect FMS as early as possible.

The EH waypoints shall not be used in RTF procedures.

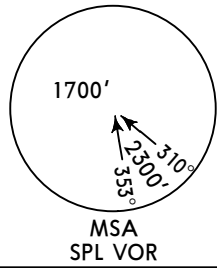
EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
22 MAY 15 **10-3C** **Eff 28 May** **SID**

SCHIPHOL Departure (R)
119.050

Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'



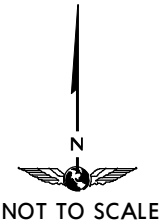
**ANDIK 2E [ANDI2E], ANDIK 2F [ANDI2F]
RWYS 18L, 04 DEPARTURES**

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER ANDIK
REFER TO CHART 10-3X5

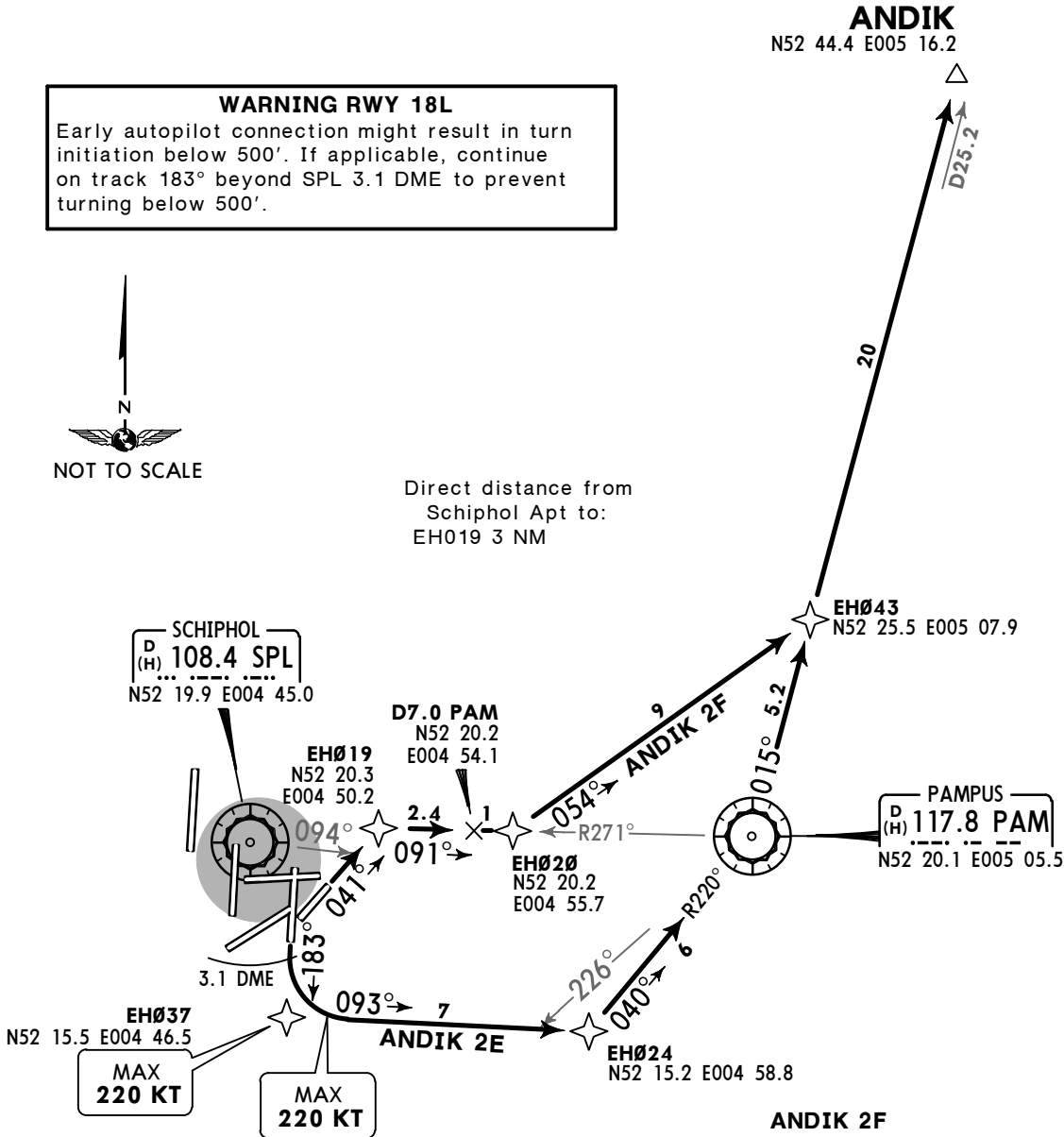
**SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED**

WARNING RWY 18L

Early autopilot connection might result in turn initiation below 500'. If applicable, continue on track 183° beyond SPL 3.1 DME to prevent turning below 500'.



Direct distance from
Schiphol Apt to:
EH019 3 NM



ANDIK 2F

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

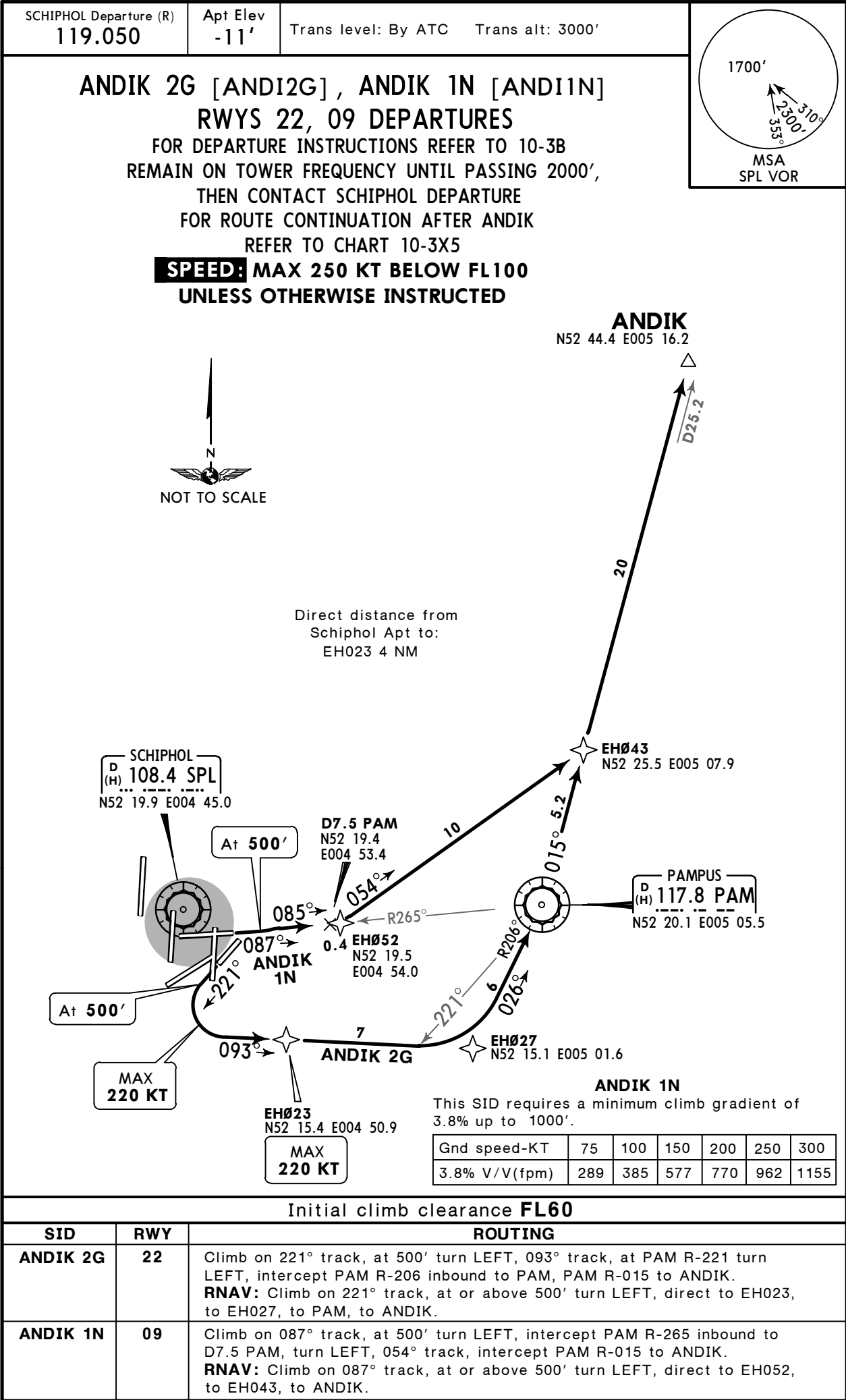
Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

Initial climb clearance FL60

SID	RWY	ROUTING
ANDIK 2E	18L	183° track, at SPL 3.1 DME turn LEFT, 093° track, at PAM R-226 turn LEFT, intercept PAM R-220 inbound to PAM, PAM R-015 to ANDIK. RNAV: On 183° track to EH037, to EH024, to PAM, to ANDIK.
ANDIK 2F	04	041° track, at SPL R-094 turn RIGHT, intercept PAM R-271 inbound to D7.0 PAM, turn LEFT, 054° track, intercept PAM R-015 to ANDIK. RNAV: On 041° track to EH019, to EH020, to EH043, to ANDIK.

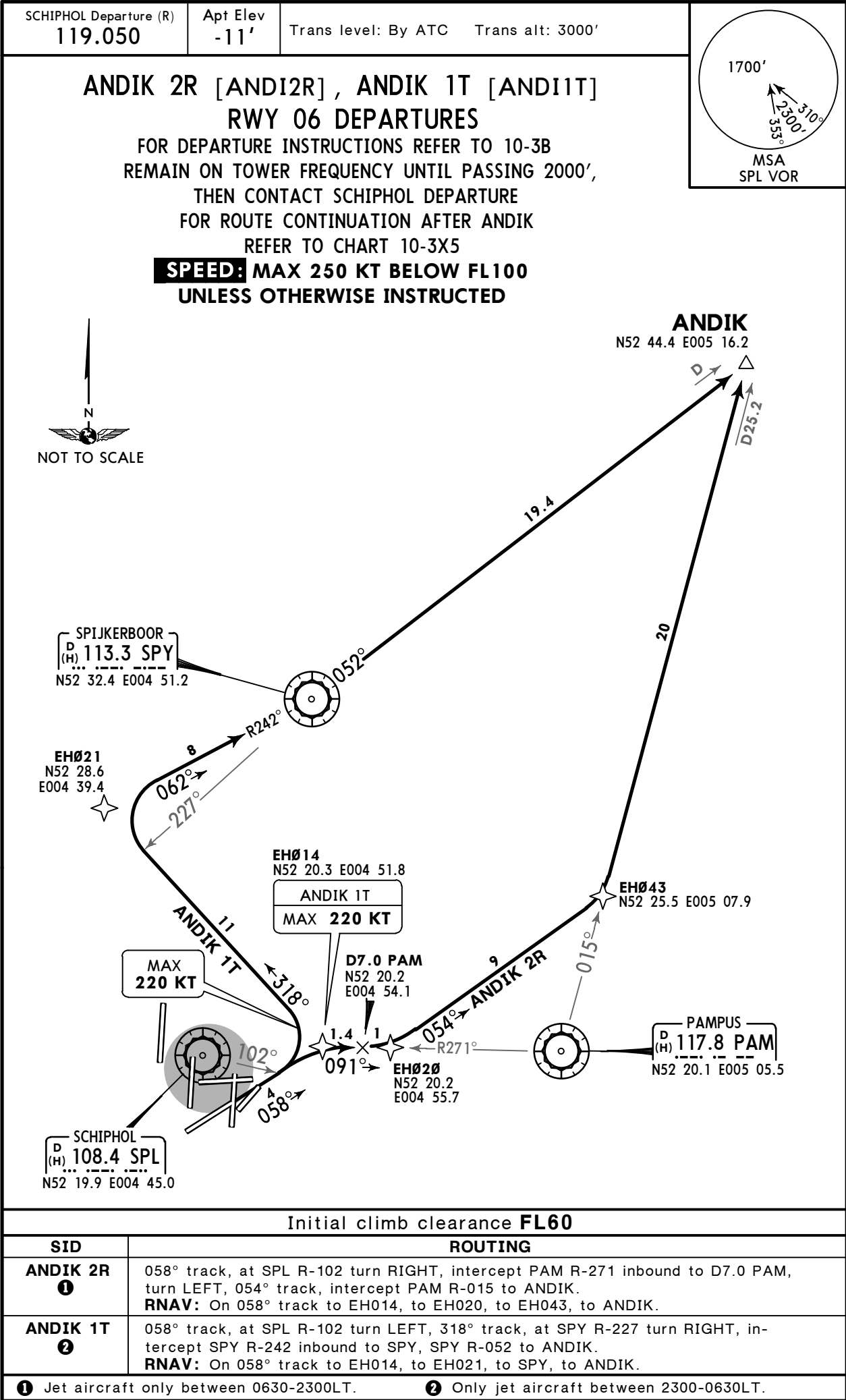
EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
22 MAY 15 10-3D Eff 28 May SID



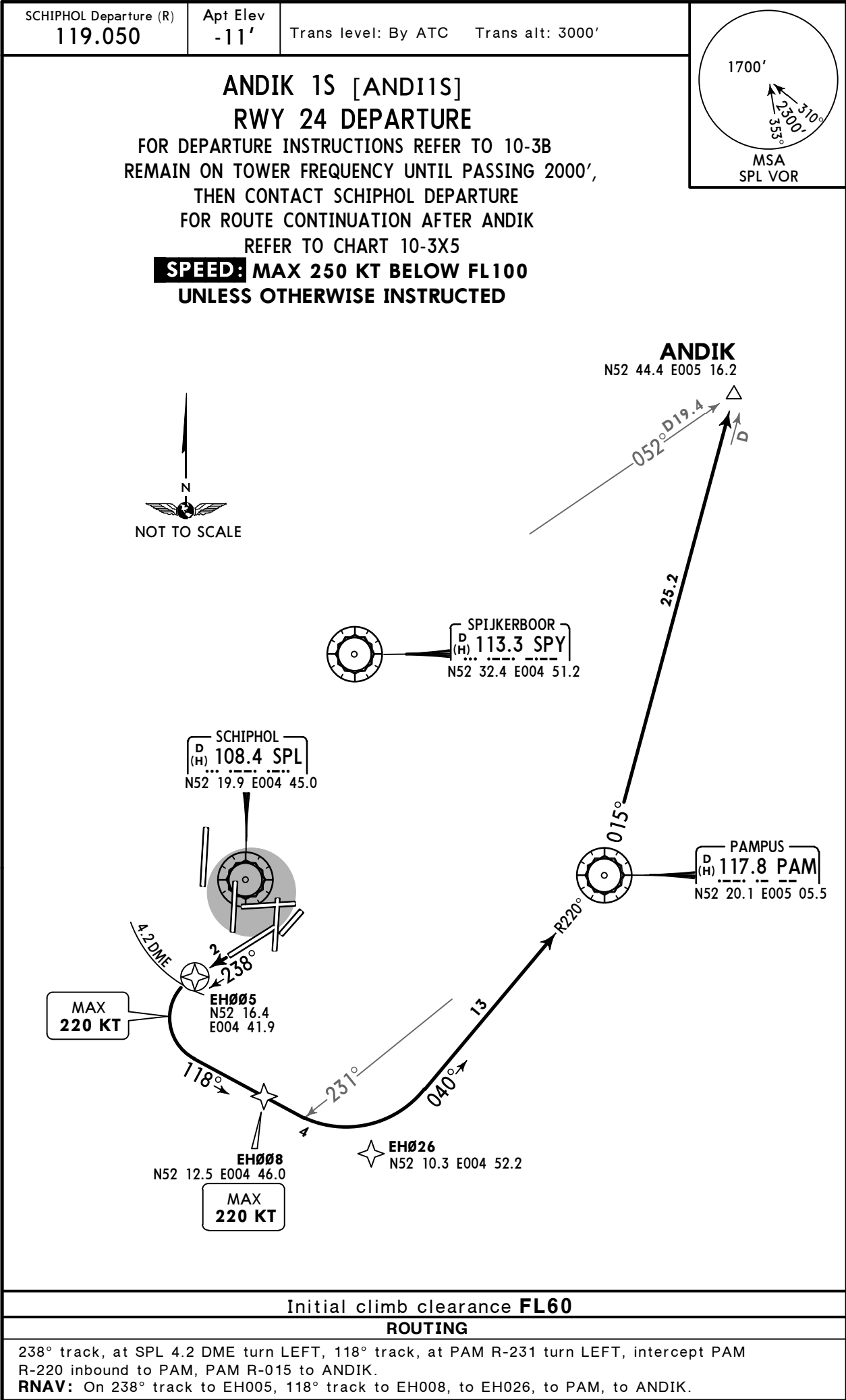
EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
22 MAY 15 10-3E Eff 28 May SID



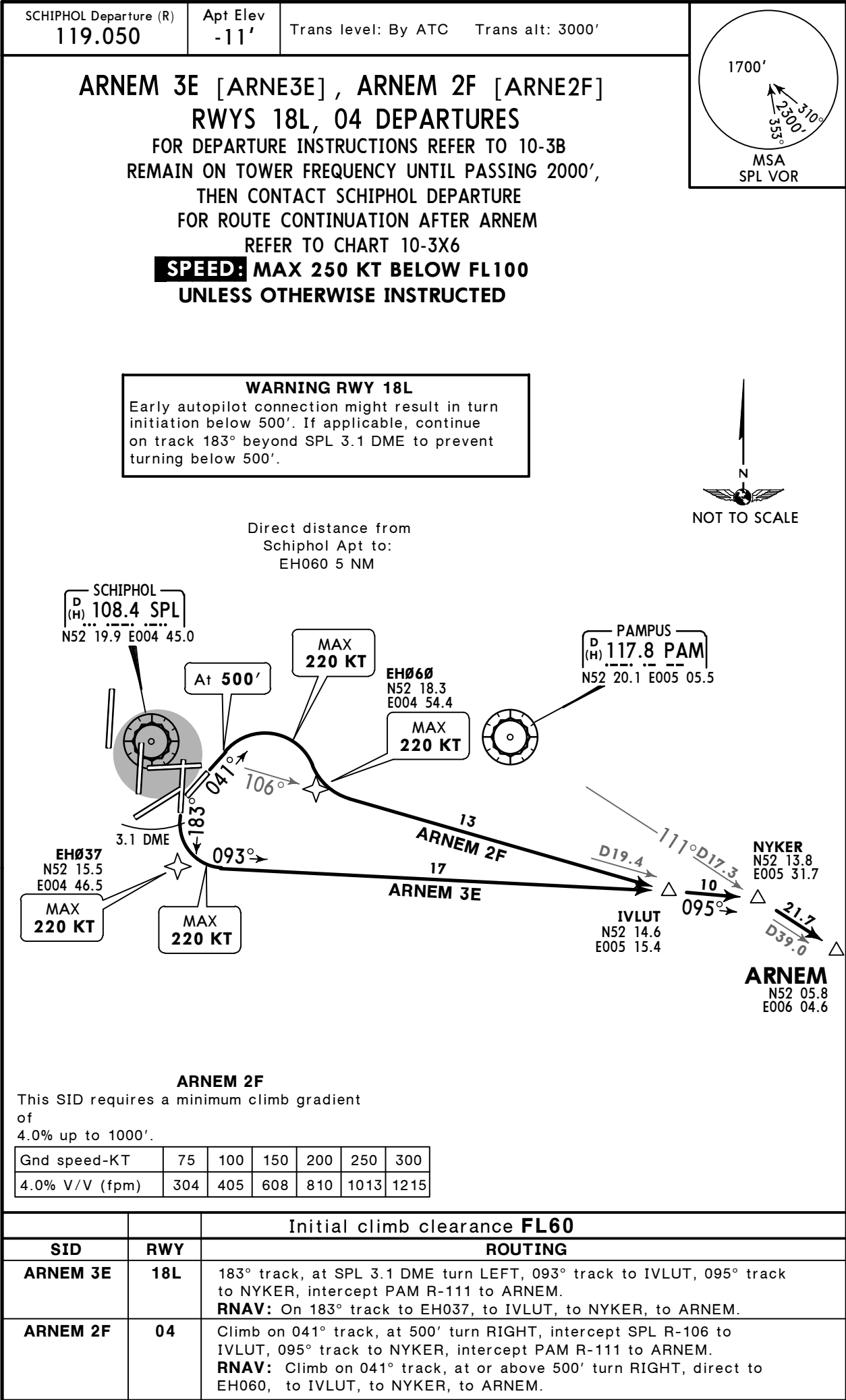
EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
22 MAY 15 10-3F Eff 28 May SID



EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS
22 MAY 15 10-3G Eff 28 May SID



EHAM/AMS
SCHIPHOL

JEPPESSEN

AMSTERDAM, NETHERLANDS

22 MAY 15

10-3H

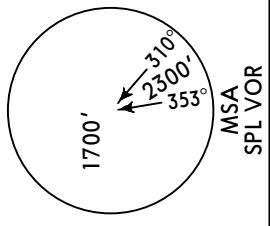
Eff 28 May

SID

SCHIPHOL Departure (R)
119.050

Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'



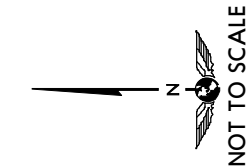
ARNEM 3G [ARNE3G] , ARNEM 2N [ARNE2N]
ARNEM 2P [ARNE2P]

RWYS 22, 09, 27 DEPARTURES

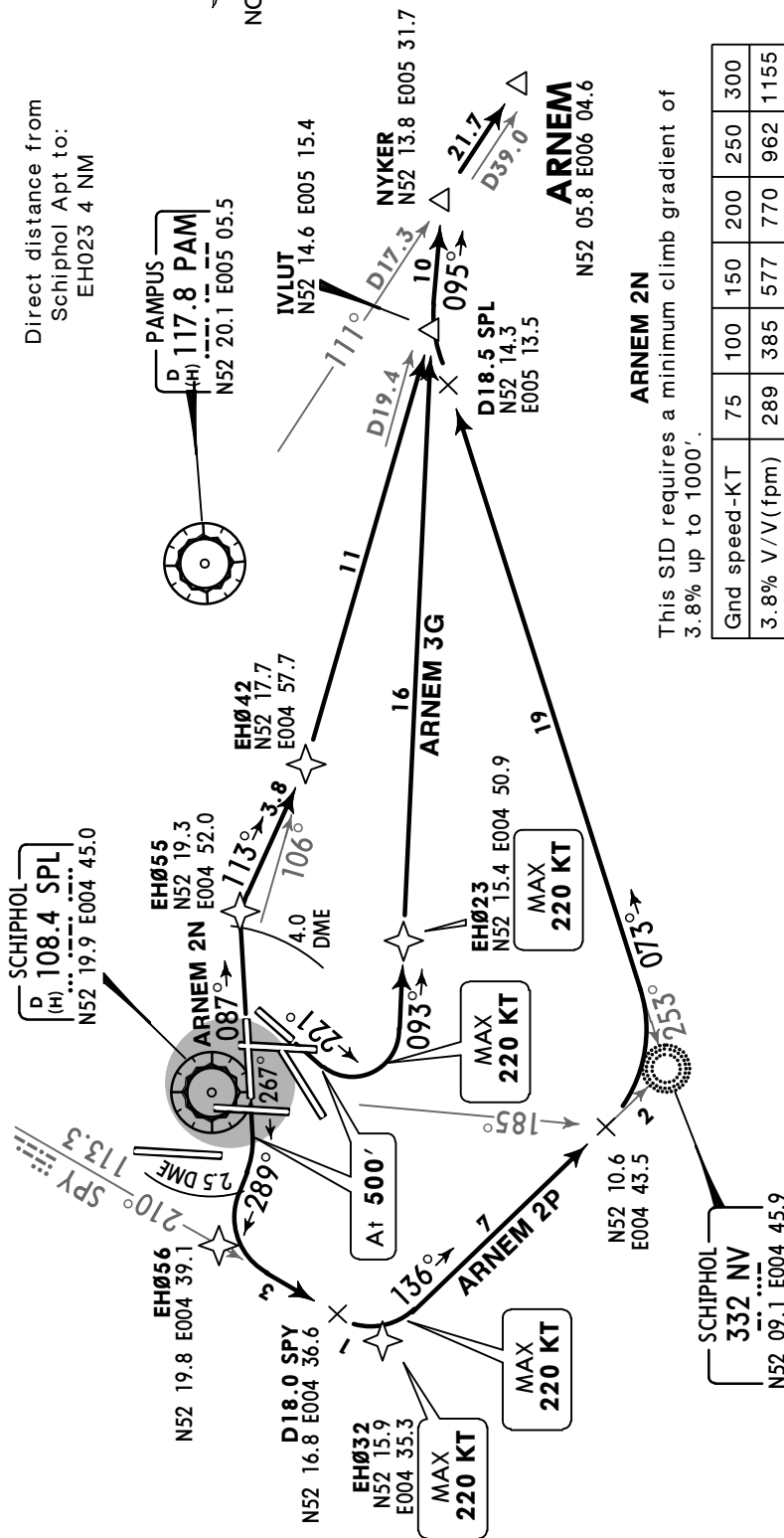
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE

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

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



Direct distance from
Schiphol Apt to:
EH023 4 NM



Initial climb clearance FL60

ROUTING

SID

RWY

ARNEM 3G

22

ARNEM 2N

09

ARNEM 2P

27

Climb on 221° track, at 500' turn LEFT, 093° track to IVLUT, 095° track to NYKER, intercept PAM R-111 to ARNEM.
RNAV: Climb on 221° track, at or above 500' turn LEFT, direct to EH023, to IVLUT, to NYKER, to ARNEM.

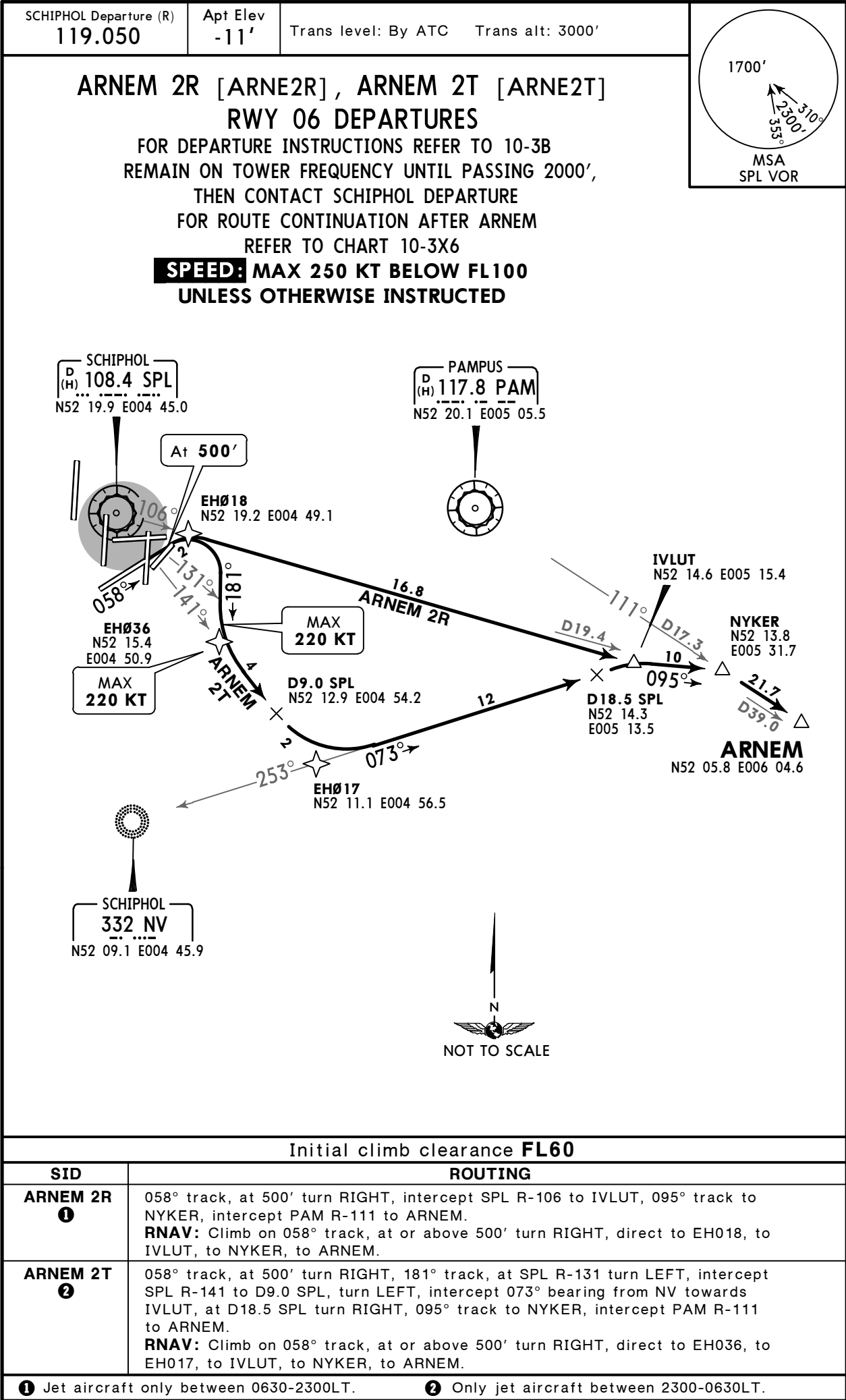
087° track, at SPL 4.0 DME turn RIGHT, 113° track, intercept SPL R-106 to IVLUT, 095° track to NYKER, intercept PAM R-111 to ARNEM.

Climb on 267° track, at 500' turn RIGHT, 289° track, at SPL 2.5 DME turn LEFT, intercept SPY R-210 to D18.0 SPY, turn LEFT, intercept 136° bearing towards NV, at SPL R-185 turn LEFT, intercept 073° bearing from NV towards IVLUT, at D18.5 SPL turn RIGHT, 095° track to NYKER, intercept PAM R-111 to ARNEM.

RNAV: Climb on 267° track, at or above 500' turn RIGHT, direct to EH056, to EH032, to NV, to IVLUT, to NYKER, to ARNEM.

EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
22 MAY 15 10-3J Eff 28 May SID



EHAM/AMS
SCHIPHOL

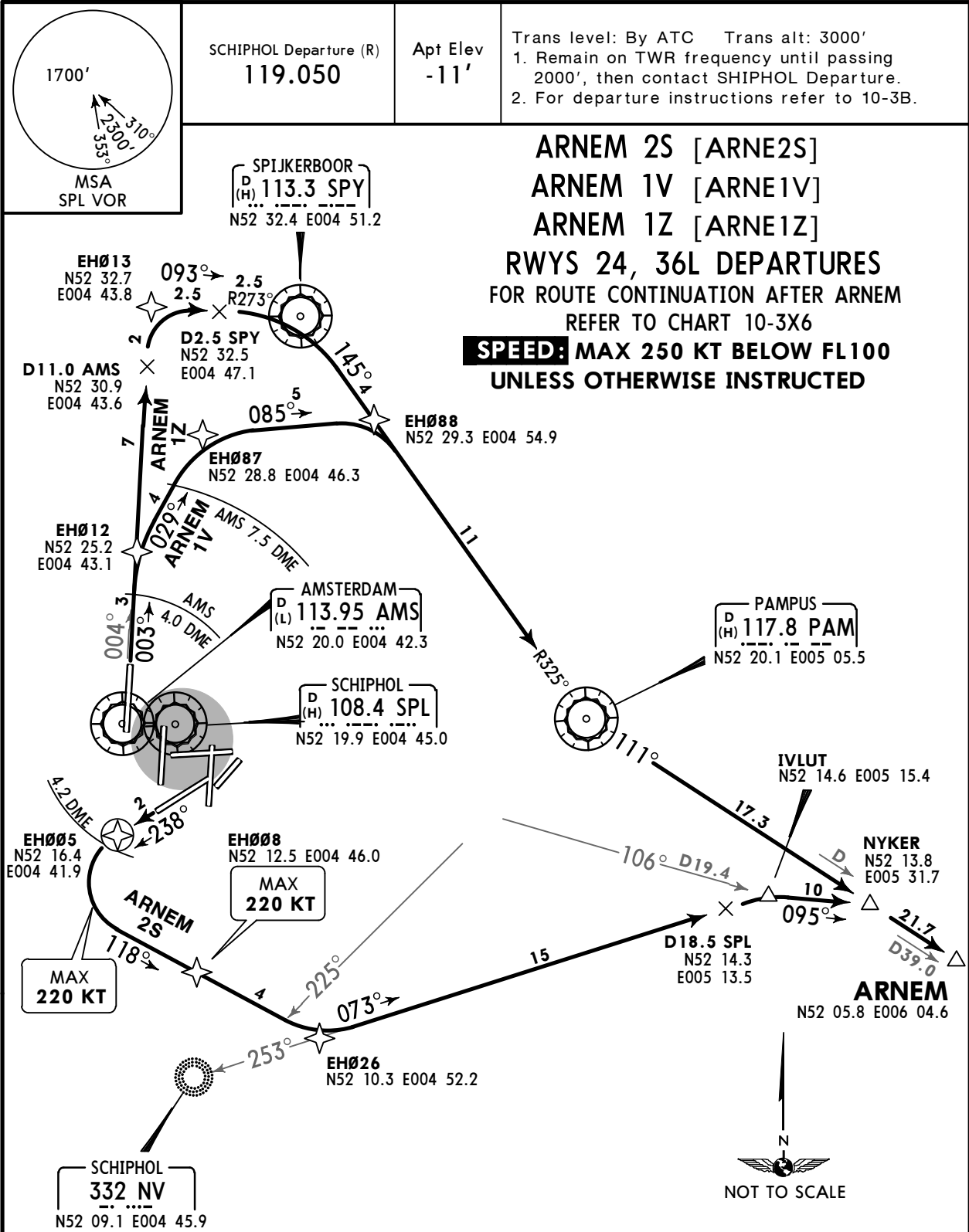
JEPPESSEN

AMSTERDAM, NETHERLANDS

4 SEP 15

10-3K

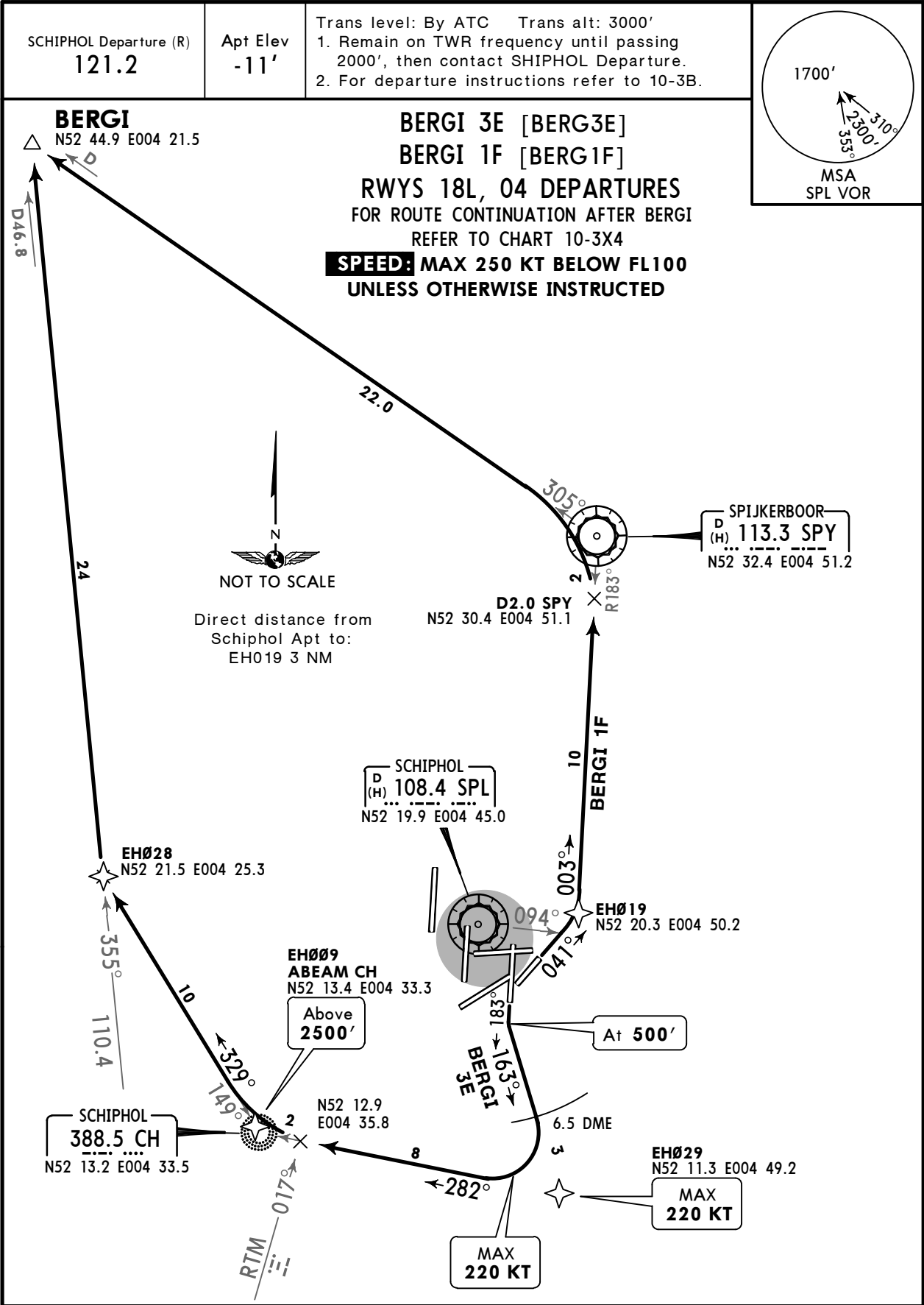
SID



SID	RWY	ROUTING
ARNEM 2S	24	238° track, at SPL 4.2 DME turn LEFT, 118° track, at PAM R-225 turn LEFT, intercept 073° bearing from NV towards IVLUT, at D18.5 SPL turn RIGHT, 095° track to NYKER, intercept PAM R-111 to ARNEM. RNAV: On 238° track to EH005, 118° track to EH008, to EH026, to IVLUT, to NYKER, to ARNEM.
ARNEM 1V	36L	003° track, at AMS 4.0 DME turn RIGHT, 029° track, at AMS 7.5 DME turn RIGHT, 085° track, intercept PAM R-325 inbound to PAM, PAM R-111 to ARNEM. RNAV: On 003° track to EH012, to EH087, to EH088, to PAM, to ARNEM.
ARNEM 1Z	36L	003° track, intercept AMS R-004, at D11.0 AMS turn RIGHT, intercept SPY R-273 inbound to D2.5 SPY, turn RIGHT, intercept PAM R-325 inbound to PAM, PAM R-111 to ARNEM. RNAV: Climb on 003° track, at or above 500' turn RIGHT, 004° track to EH013, to SPY, to PAM, to ARNEM.

EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS
4 SEP 15 10-3L SID



Initial climb clearance FL60		
SID	RWY	ROUTING
BERGI 3E	18L	183° track, at 500' turn LEFT, 163° track, at SPL 6.5 DME turn RIGHT, intercept 282° bearing towards CH, at RTM R-017 turn RIGHT, intercept 329° bearing from CH, intercept RTM R-355 to BERGI. RNAV: Climb on 183° track, at or above 500' turn LEFT, direct to EH029, to EH009, to EH028, to BERGI.
BERGI 1F	04	041° track, at SPL R-094 turn LEFT, intercept SPY R-183 inbound to D2.0 SPY, turn LEFT, intercept SPY R-305 to BERGI. RNAV: On 041° track to EH019, to SPY, to BERGI.

EHAM/AMS
SCHIPHOL

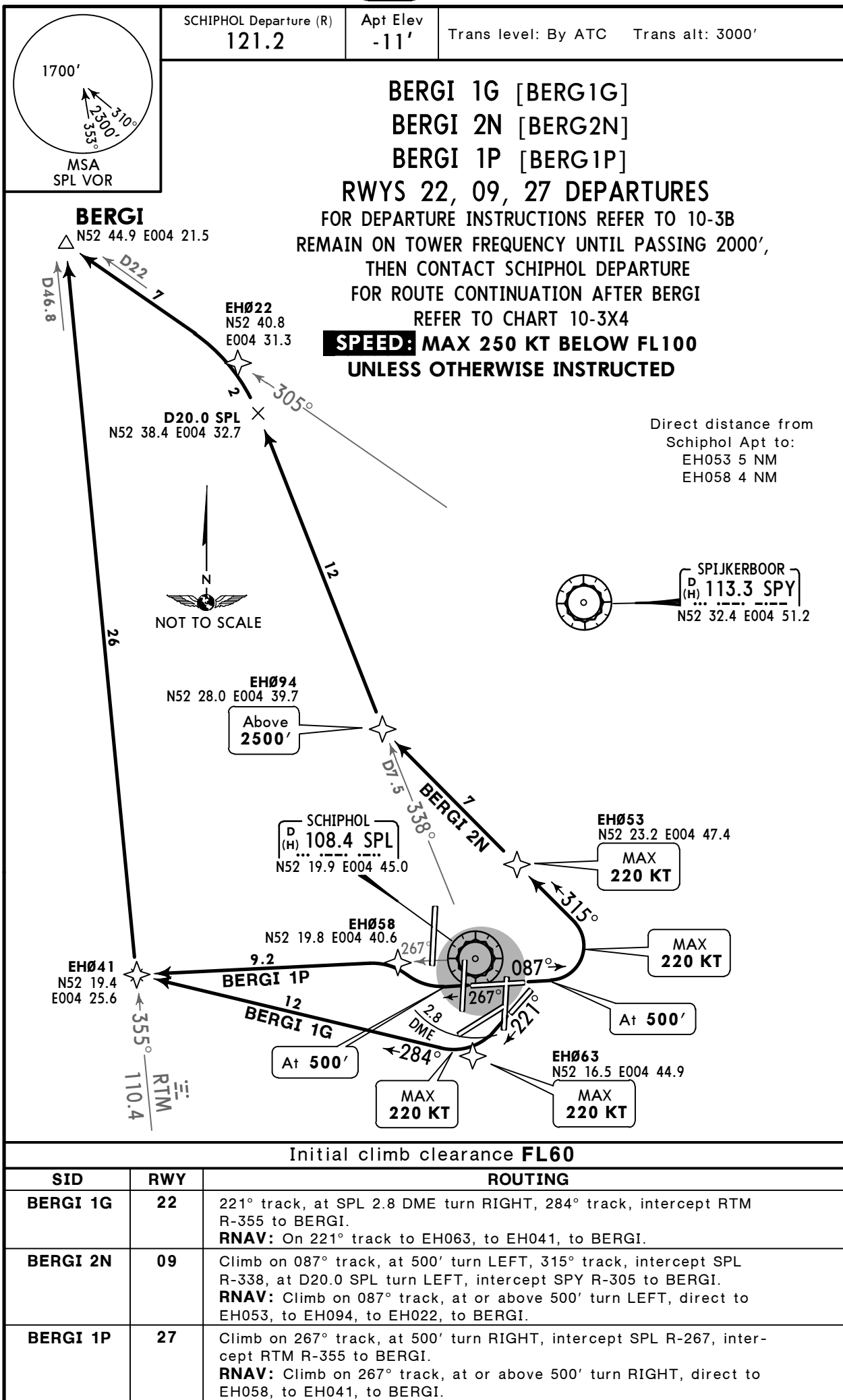
22 MAY 15

10-3M

Eff 28 May

SID

JEPPESSEN AMSTERDAM, NETHERLANDS



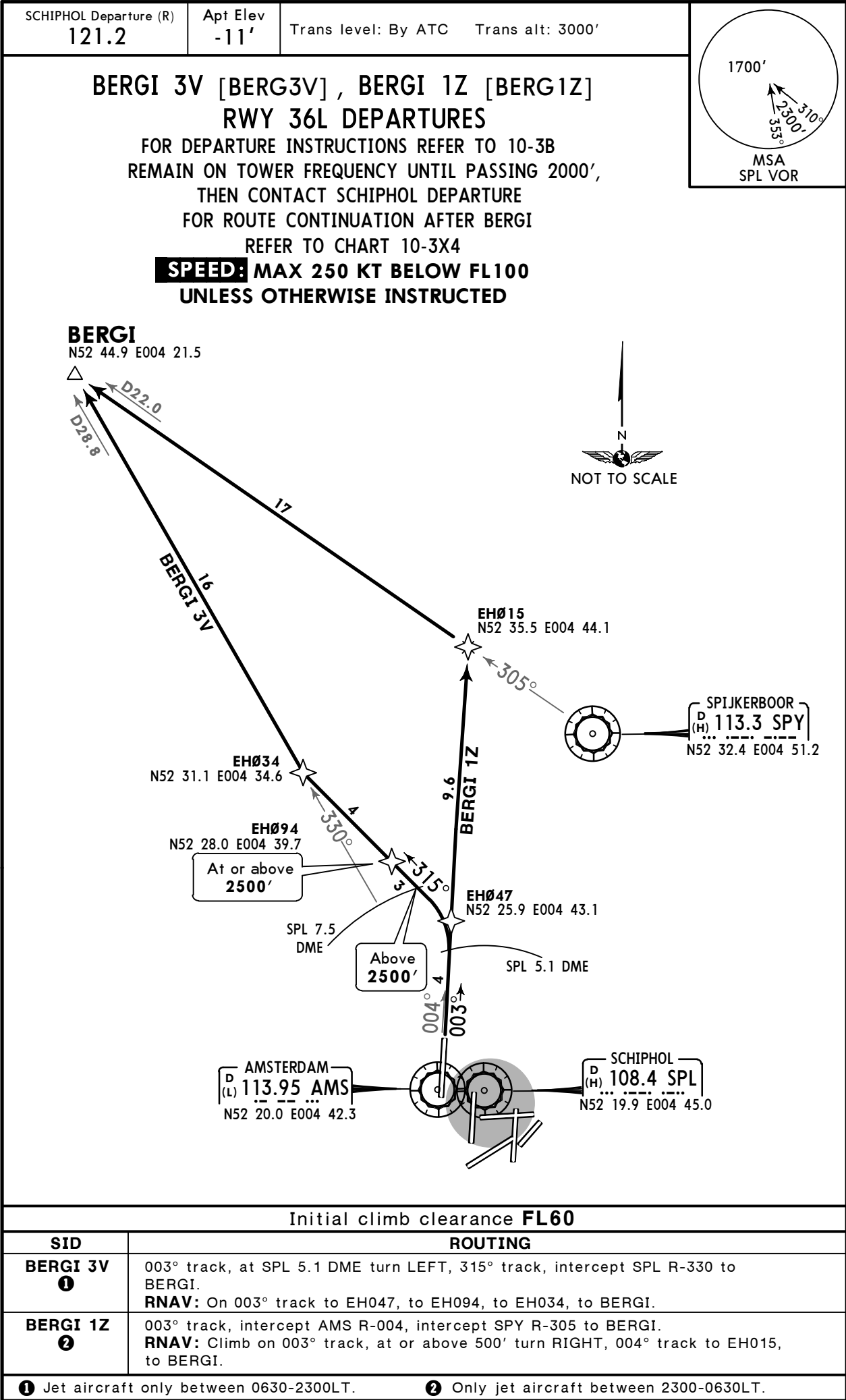
CHANGES: Chart reindexed.

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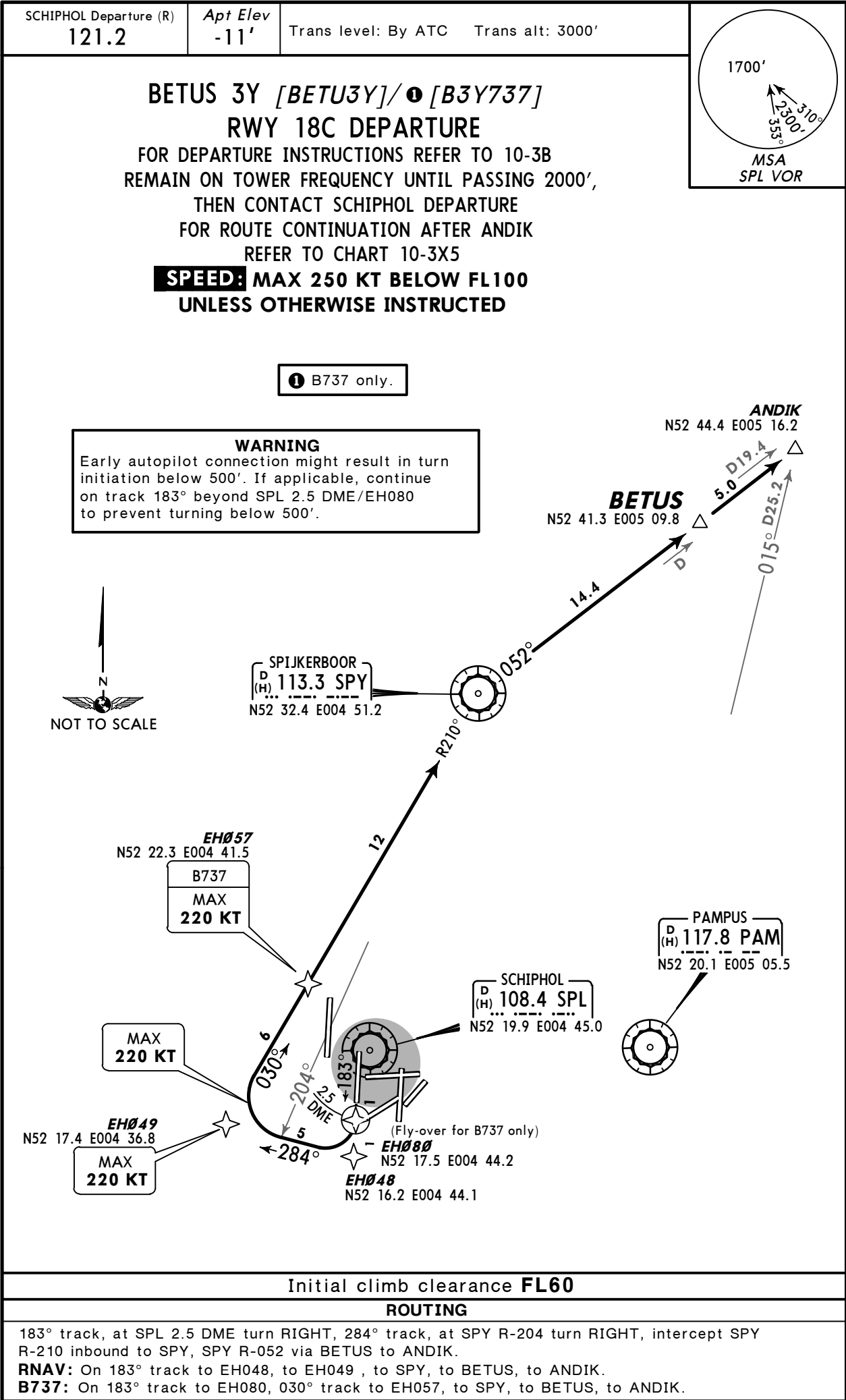
EHAM/AMS
SCHIPHOL

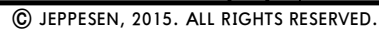
JEPPESSEN AMSTERDAM, NETHERLANDS
22 MAY 15 10-3P Eff 28 May SID



EHAM/AMS
SCHIPHOL

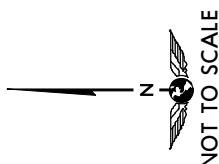
JEPPESSEN AMSTERDAM, NETHERLANDS
22 MAY 15 10-3Q Eff 28 May SID





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Trans level: By ATC Trans alt: 3000'



041° track, at SPL R-094 turn LEFT, 316° track, at SPL 7.0 DME turn LEFT, 271° track, at SPY 11.0 DME turn LEFT, 212° track, intercept SPY R-242 to VOLLA, 238° track to GORLO. **RNAV:** On 041° track to EH059, to EH094, to EH090, to EH091, to VOLLA to GORLO.

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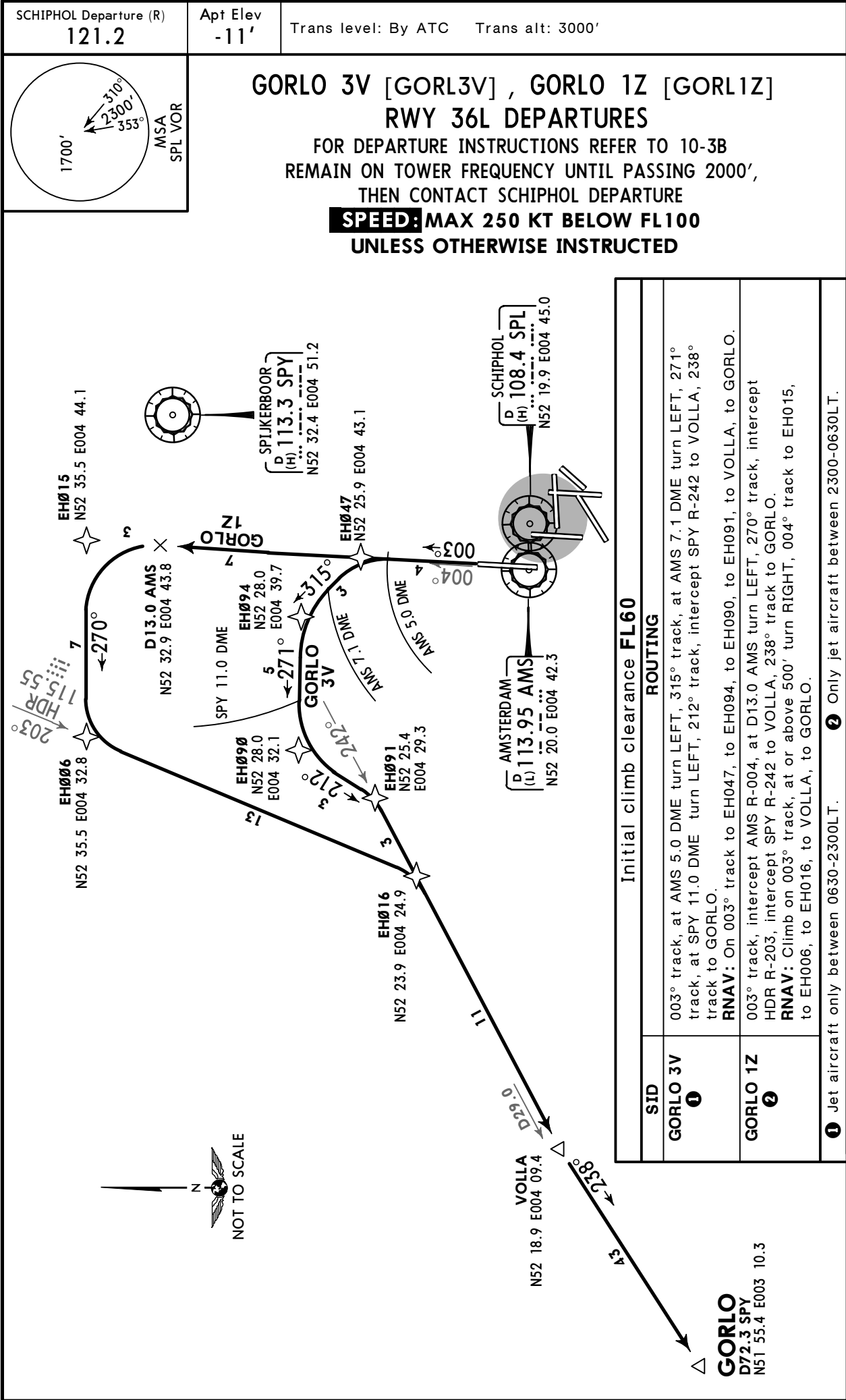
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EHAM/AMS
SCHIPHOL

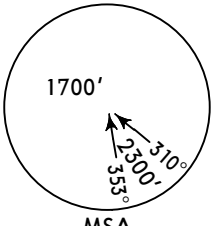
JEPPESSEN AMSTERDAM, NETHERLANDS
22 MAY 15 10-3T Eff 28 May

SID

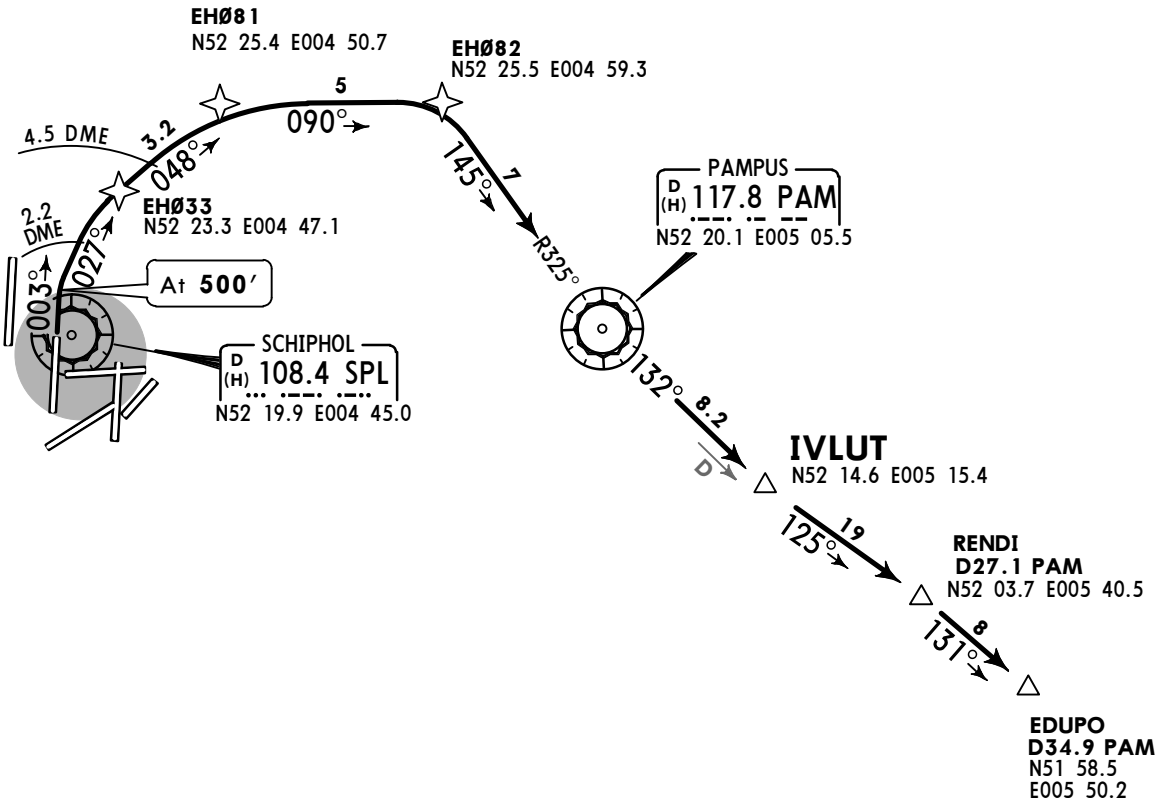


EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
22 MAY 15 10-3T1 Eff 28 May SID

SCHIPHOL Departure (R) 119.050	Apt Elev -11'	Trans level: By ATC Trans alt: 3000'	
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IVLUT 2W [IVLU2W]
RWY 36C DEPARTURE
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER EDUPO
REFER TO CHART 10-3X6
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **FL60**

ROUTING

Climb on 003° track, at 500' turn RIGHT, 027° track, at SPL 2.2 DME turn RIGHT, 048° track, at SPL 4.5 DME turn RIGHT, 090° track, intercept PAM R-325 inbound to PAM, PAM R-132 to IVLUT, 125° track to RENDI, 131° track to EDUPO.
RNAV: Climb on 003° track, at or above 500' turn RIGHT, direct to EH033, to EH081, to EH082, to PAM, to IVLUT, to RENDI, to EDUPO.

EHAM/AMS
SCHIPHOL

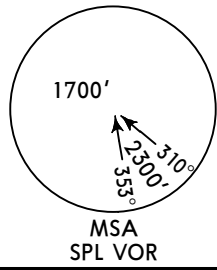
JEPPESENAMSTERDAM, NETHERLANDS
22 MAY 15 10-3T2 Eff 28 May

SID

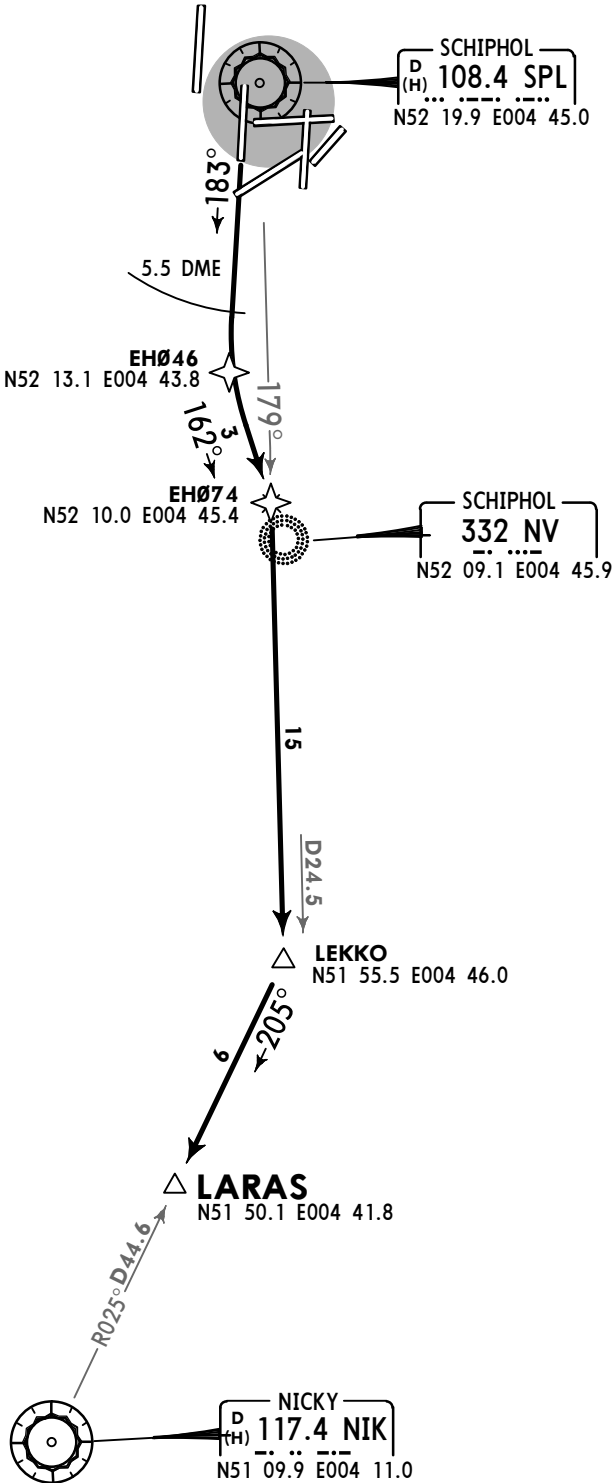
SCHIPHOL Departure (R)
119.050

Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'



LARAS 1X [LARA1X]
RWY 18C DEPARTURE
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER LARAS REFER TO CHART 10-3X7
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **FL60**

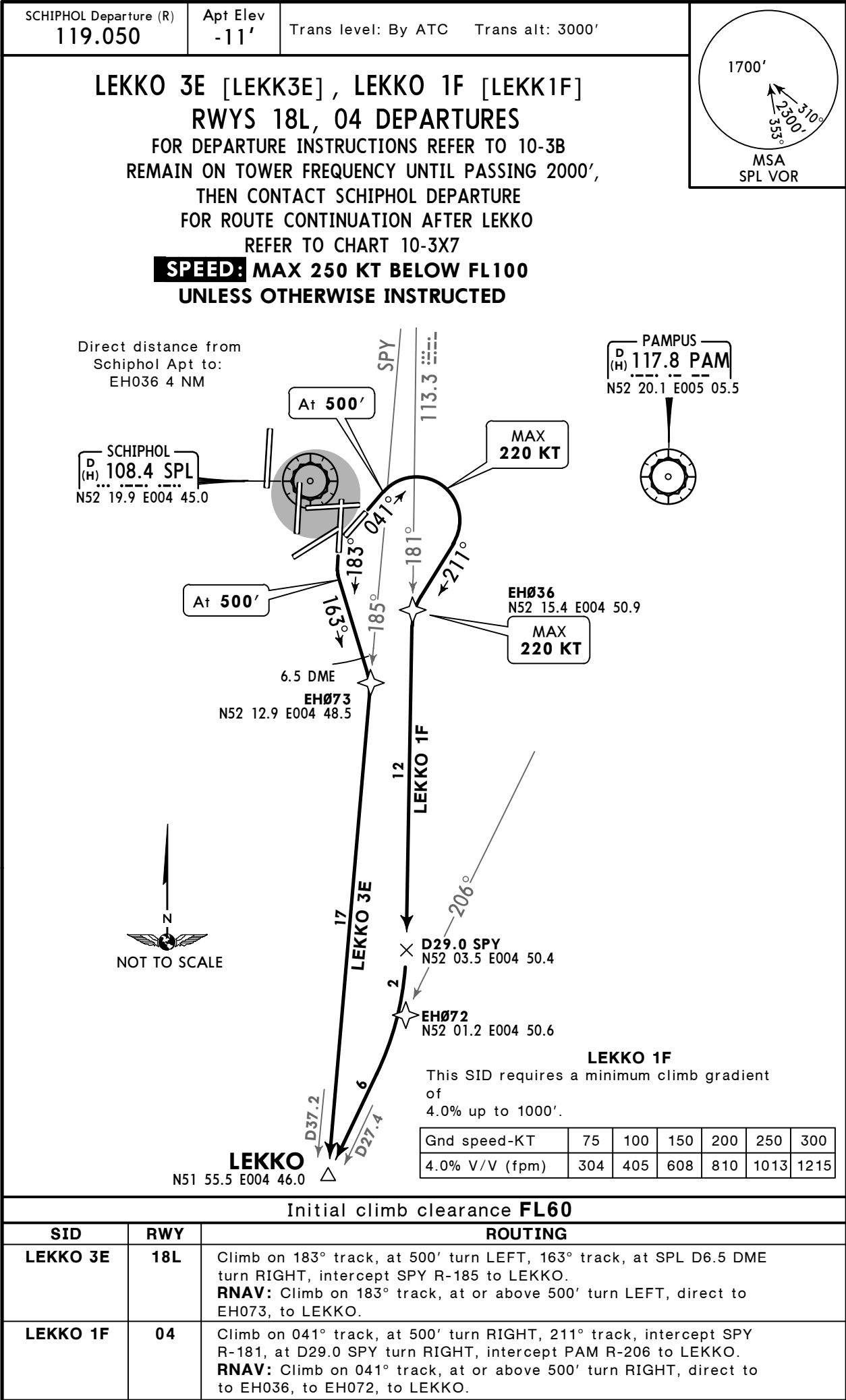
ROUTING

183° track, at SPL 5.5 DME turn LEFT, intercept 162° bearing towards NV, intercept SPL R-179 to LEKKO, intercept NIK R-025 inbound to LARAS.
RNAV: On 183° track to EH046, to EH074, to LEKKO, to LARAS.

EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS
22 MAY 15 10-3T3 Eff 28 May

SID



SID

SCHIPHOL Departure (R)
119.050

Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'

LEKKO 1G [LEKK1G] , LEKKO 1N [LEKK1N]
LEKKO 1P [LEKK1P]
RWYS 22, 09, 27 DEPARTURES
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER LEKKO REFER TO CHART 10-3X7

1700'

310°

2300'

355°

MSA
SPL VOR

SCHIPHOL
D (H) 108.4 SPL
N52 19.9 E004 45.0

At 500'

113.3

181°

SPY

MAX 220 KT

EH036
N52 15.4 E004 50.9
MAX 220 KT

EH064
N52 15.1 E004 47.4
MAX 220 KT

EH072
N52 01.2 E004 50.6

LEKKO 1N
N51 55.5 E004 46.0

206°

D29.0 SPY
N52 03.5 E004 50.4

EH073
N52 12.9 E004 48.5

EH075
N52 09.4 E004 45.5

SCHIPHOL
332 NV
N52 09.1 E004 45.9

LEKKO 1G
N51 55.5 E004 46.0

179°

At 500'

136°

D18.0 SPY
N52 16.8 E004 36.6

EH032
N52 15.9 E004 35.3
MAX 220 KT

EH056
N52 19.8 E004 39.1

SPY

210°

289°

267°

221°

185°

163°

12

14

6

2

1

3

9

2.5 DME

087°

227°

191°

113.3

181°

SPY

MAX 220 KT

EH036
N52 15.4 E004 50.9
MAX 220 KT

EH064
N52 15.1 E004 47.4
MAX 220 KT

EH072
N52 01.2 E004 50.6

LEKKO 1N
N51 55.5 E004 46.0

206°

D29.0 SPY
N52 03.5 E004 50.4

EH073
N52 12.9 E004 48.5

EH075
N52 09.4 E004 45.5

SCHIPHOL
332 NV
N52 09.1 E004 45.9

LEKKO 1G
N51 55.5 E004 46.0

179°

At 500'

136°

D18.0 SPY
N52 16.8 E004 36.6

EH032
N52 15.9 E004 35.3
MAX 220 KT

EH056
N52 19.8 E004 39.1

SPY

210°

289°

267°

221°

185°

163°

12

14

6

2

1

3

9

2.5 DME

087°

227°

191°

113.3

181°

SPY

MAX 220 KT

EH036
N52 15.4 E004 50.9
MAX 220 KT

EH064
N52 15.1 E004 47.4
MAX 220 KT

EH072
N52 01.2 E004 50.6

LEKKO 1N
N51 55.5 E004 46.0

206°

D29.0 SPY
N52 03.5 E004 50.4

EH073
N52 12.9 E004 48.5

EH075
N52 09.4 E004 45.5

SCHIPHOL
332 NV
N52 09.1 E004 45.9

LEKKO 1G
N51 55.5 E004 46.0

179°

At 500'

136°

D18.0 SPY
N52 16.8 E004 36.6

EH032
N52 15.9 E004 35.3
MAX 220 KT

EH056
N52 19.8 E004 39.1

SPY

210°

289°

267°

221°

185°

163°

12

14

6

2

1

3

9

2.5 DME

087°

227°

191°

113.3

181°

SPY

MAX 220 KT

EH036
N52 15.4 E004 50.9
MAX 220 KT

EH064
N52 15.1 E004 47.4
MAX 220 KT

EH072
N52 01.2 E004 50.6

LEKKO 1N
N51 55.5 E004 46.0

206°

D29.0 SPY
N52 03.5 E004 50.4

EH073
N52 12.9 E004 48.5

EH075
N52 09.4 E004 45.5

SCHIPHOL
332 NV
N52 09.1 E004 45.9

LEKKO 1G
N51 55.5 E004 46.0

179°

At 500'

136°

D18.0 SPY
N52 16.8 E004 36.6

EH032
N52 15.9 E004 35.3
MAX 220 KT

EH056
N52 19.8 E004 39.1

SPY

210°

289°

267°

221°

185°

163°

12

14

6

2

1

3

9

2.5 DME

087°

227°

191°

113.3

181°

SPY

MAX 220 KT

EH036
N52 15.4 E004 50.9
MAX 220 KT

EH064
N52 15.1 E004 47.4
MAX 220 KT

EH072
N52 01.2 E004 50.6

LEKKO 1N
N51 55.5 E004 46.0

206°

D29.0 SPY
N52 03.5 E004 50.4

EH073
N52 12.9 E004 48.5

EH075
N52 09.4 E004 45.5

SCHIPHOL
332 NV
N52 09.1 E004 45.9

LEKKO 1G
N51 55.5 E004 46.0

179°

At 500'

136°

D18.0 SPY
N52 16.8 E004 36.6

EH032
N52 15.9 E004 35.3
MAX 220 KT

EH056
N52 19.8 E004 39.1

SPY

210°

289°

267°

221°

185°

163°

12

14

6

2

1

3

9

2.5 DME

087°

227°

191°

113.3

181°

SPY

MAX 220 KT

EH036
N52 15.4 E004 50.9
MAX 220 KT

EH064
N52 15.1 E004 47.4
MAX 220 KT

EH072
N52 01.2 E004 50.6

LEKKO 1N
N51 55.5 E004 46.0

206°

D29.0 SPY
N52 03.5 E004 50.4

EH073
N52 12.9 E004 48.5

EH075
N52 09.4 E004 45.5

SCHIPHOL
332 NV
N52 09.1 E004 45.9

LEKKO 1G
N51 55.5 E004 46.0

179°

At 500'

136°

D18.0 SPY
N52 16.8 E004 36.6

EH032
N52 15.9 E004 35.3
MAX 220 KT

EH056
N52 19.8 E004 39.1

SPY

210°

289°

267°

221°

185°

163°

12

14

6

2

1

3

9

2.5 DME

087°

227°

191°

113.3

181°

SPY

MAX 220 KT

EH036
N52 15.4 E004 50.9
MAX 220 KT

EH064
N52 15.1 E004 47.4
MAX 220 KT

EH072
N52 01.2 E004 50.6

LEKKO 1N
N51 55.5 E004 46.0

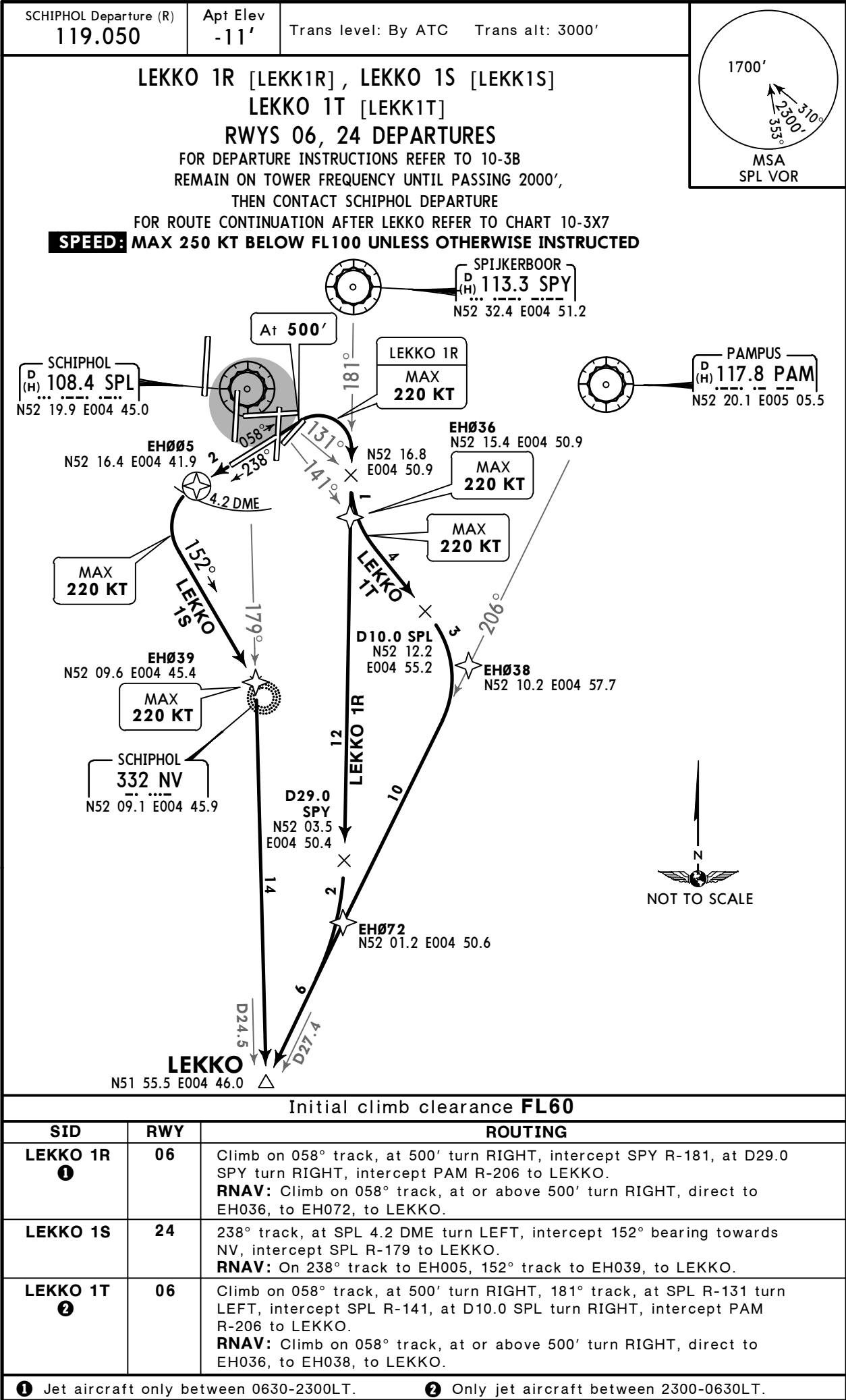
206°

D29.0 SPY
N52 03.5 E004 50.4

EH073
N52 12.9 E004 48

EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS
22 MAY 15 10-3T5 Eff 28 May SID



EHAM/AMS
SCHIPHOL

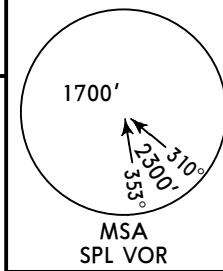
JEPPESEN AMSTERDAM, NETHERLANDS
22 MAY 15 10-3T7 Eff 28 May

SID

SCHIPHOL Departure (R)
119.050

Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'



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

RWYS 18L, 04 DEPARTURES

FOR TRAFFIC VIA AIRWAY UN-852

FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY V-33 AND

FOR TRAFFIC WITH DESTINATION EHBK & EHEH

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B

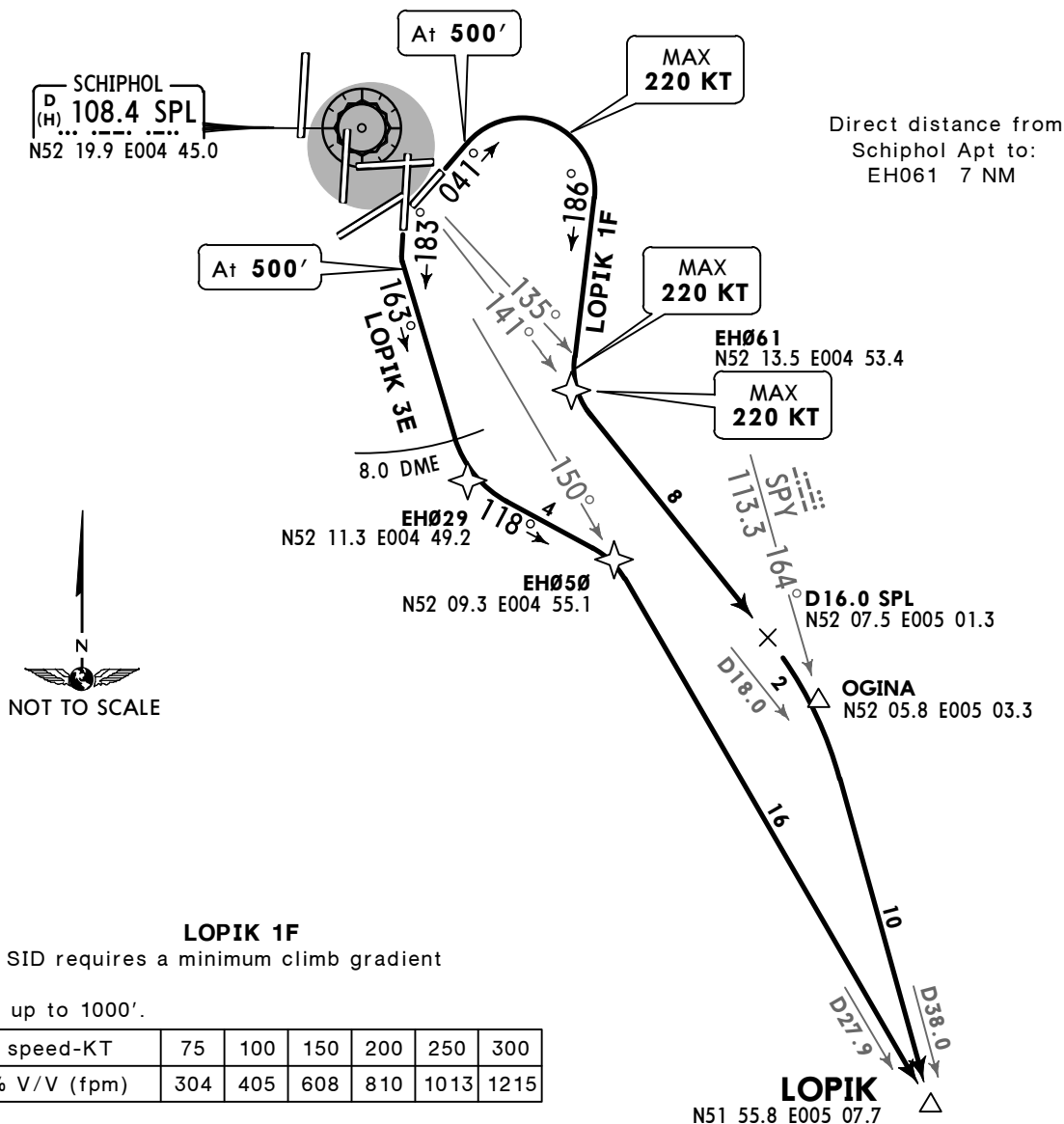
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',

THEN CONTACT SCHIPHOL DEPARTURE

FOR ROUTE CONTINUATION AFTER LOPIK

REFER TO CHART 10-3X8

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



LOPIK 1F

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

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

Initial climb clearance **FL60**

SID	RWY	ROUTING
LOPIK 3E	18L	Climb on 183° track, at 500' turn LEFT, 163° track, at SPL 8.0 DME turn LEFT, 118° track, intercept SPL R-150 to LOPIK. RNAV: Climb on 183° track, at or above 500' turn LEFT, direct to EH029, to EH050, to LOPIK
LOPIK 1F	04	Climb on 041° track, at 500' turn RIGHT, 186° track, at SPL R-135 turn LEFT, intercept SPL R-141, at D16.0 SPL turn RIGHT, intercept SPY R-164 to LOPIK. RNAV: Climb on 041° track, at or above 500' turn RIGHT, direct to EH061, to OGINA, to LOPIK.

SID

SCHIPHOL Departure (R) 119.050	Apt Elev -11'	Trans level: By ATC Trans alt: 3000'
--	------------------	---

**LOPIK 1G [LOPI1G], LOPIK 1N [LOPI1N]
LOPIK 1P [LOPI1P]**

RWYS 22, 09, 27 DEPARTURES

FOR TRAFFIC VIA AIRWAY UN-852
FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY V-33 AND
FOR TRAFFIC WITH DESTINATION EHBD & EHEH
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER LOPIK REFER TO CHART 10-3X8

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

LOPIK 1N

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

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

Initial climb clearance FL60		
SID	RWY	ROUTING
LOPIK 1G	22	Climb on 221° track, at 500' turn LEFT, intercept SPL R-163, at D8.0 SPL turn LEFT, 118° track, intercept SPL R-150 to LOPIK. RNAV: Climb on 221° track, at or above 500' turn LEFT, direct to EH064, to EH029, to EH050, to LOPIK.
LOPIK 1N	09	Climb on 087° track, at 500' turn RIGHT, intercept SPL R-141, at D16.0 SPL turn RIGHT, intercept SPY R-164 to LOPIK. RNAV: Climb on 087° track, at or above 500' turn RIGHT, direct to EH036, to OGINA, to LOPIK.
LOPIK 1P	27	Climb on 267° track, at 500' turn RIGHT, 289° track, at SPL 2.5 DME turn LEFT, intercept SPY R-210, at D18.0 SPY turn LEFT, intercept 136° bearing to NV, 134° bearing to LOPIK. RNAV: Climb on 267° track, at or above 500' turn RIGHT, direct to EH056, to EH032, to NV, to LOPIK.

SID

SCHIPHOL Departure (R)
119.050

Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'

LOPIK 1R [LOPI1R], LOPIK 2S [LOPI2S]
RWYS 06, 24 DEPARTURES
FOR TRAFFIC VIA AIRWAY UN-852
FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY V-33 AND
FOR TRAFFIC WITH DESTINATION EHBD & EHEH
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER LOPIK REFER TO CHART 10-3X8

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

SCHIPHOL
D (H) 108.4 SPL
N52 19.9 E004 45.0

SPIJKERBOOR
D (H) 113.3 SPY
N52 32.4 E004 51.2

At 500'

MAX 220 KT

EH005
N52 16.4 E004 41.9
4.2 DME

MAX 220 KT

EH036
N52 15.4 E004 50.9
MAX 220 KT

EH008
N52 12.5 E004 46.0
MAX 220 KT

EH050
N52 09.3 E004 55.1

D16.0 SPL
N52 07.5 E005 01.3

OGINA
N52 05.8 E005 03.3

LOPIK
N51 55.8 E005 07.7

1700'

MSA
SPL VOR

N

NOT TO SCALE

Initial climb clearance FL60

SID	RWY	ROUTING
LOPIK 1R	06	Climb on 058° track, at 500' turn RIGHT, 181° track, at SPL R-131 turn LEFT, intercept SPL R-141, at D16.0 SPL turn RIGHT, intercept SPY R-164 to LOPIK. RNAV: Climb on 058° track, at or above 500' turn RIGHT, direct to EH036, to OGINA, to LOPIK.
LOPIK 2S	24	238° track, at SPL 4.2 DME turn LEFT, 118° track, intercept SPL R-150 to LOPIK. RNAV: On 238° track to EH005, 118° track to EH008, to EH050, to LOPIK.

SID

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EHAM/AMS
SCHIPHOL

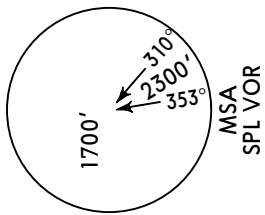
JEPPESSEN AMSTERDAM, NETHERLANDS
22 MAY 15 10-3V2 Eff 28 May

SID

SCHIPHOL Departure (R)
119.050

Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'



LUNIX 1G [LUNI1G] , LUNIX 1N [LUNI1N]
LUNIX 1P [LUNI1P]

RWYS 22, 09, 27 DEPARTURES

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

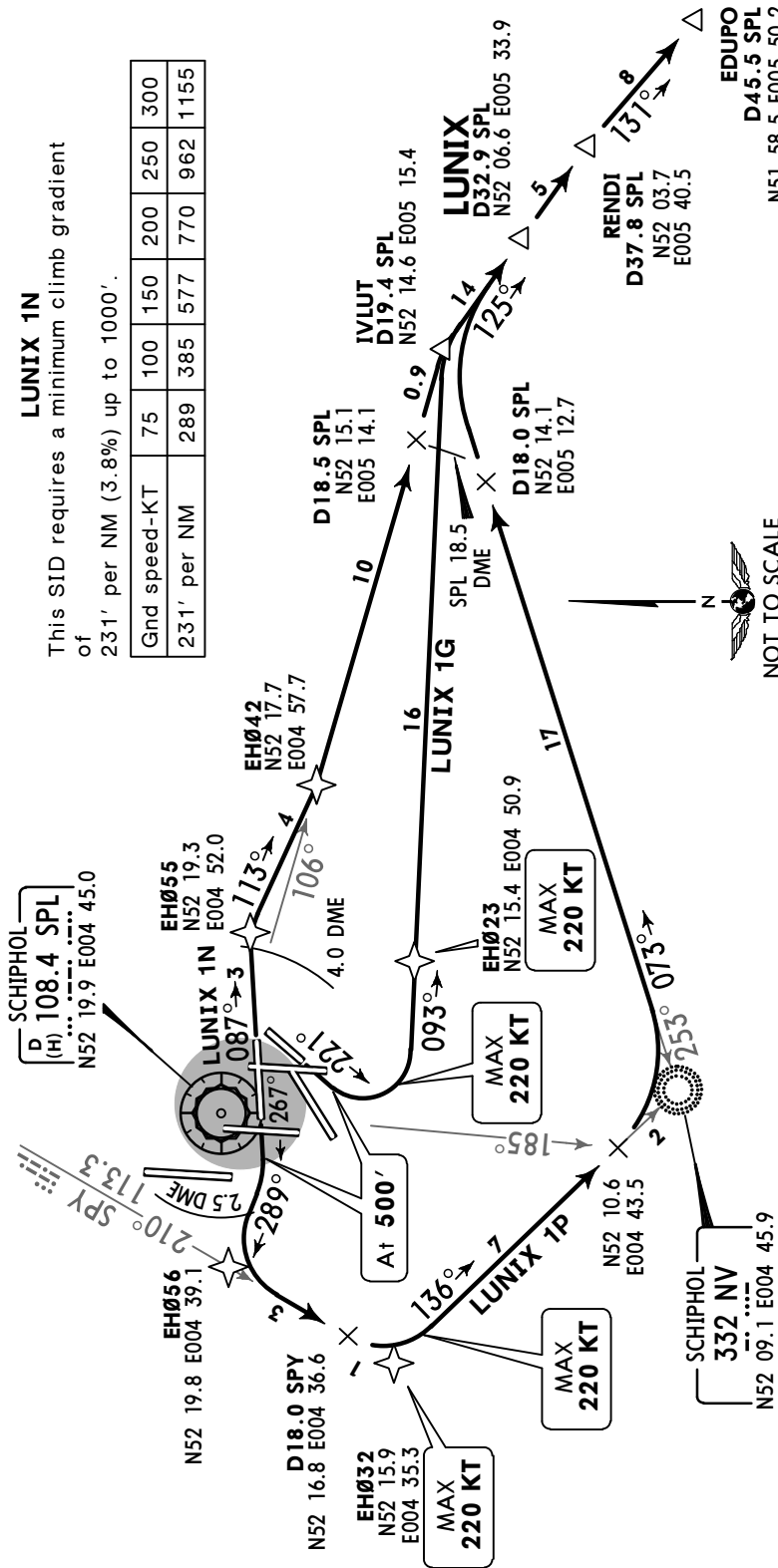
FOR ROUTE CONTINUATION AFTER EDURO REFER TO CHART 10-3X6

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

LUNIX 1N

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

Gnd speed-KT	75	100	150	200	250	300
231' per NM	289	385	577	770	962	1155



Initial climb clearance FL60

ROUTING

Climb on 221° track, at 500' turn LEFT, 093° track towards IVLUT, at SPL 18.5 DME turn RIGHT, 125° track to LUNIX, then to RENDI, 131° track to EDURO.
RNAV: Climb on 221° track, at or above 500' turn LEFT, direct to EH023, to IVLUT, to LUNIX, to RENDI, to EDURO.

087° track, at SPL 4.0 DME turn RIGHT, 113° track, intercept SPL R-106 towards IVLUT, at D18.5 SPL turn RIGHT, 125° track to LUNIX, then to RENDI, 131° track to EDURO.
RNAV: On 087° track to EH055, turn RIGHT, 289° track, at SPL 2.5 DME turn LEFT, intercept SPY R-210 to D18.0 SPY, turn LEFT, intercept 136° bearing towards NV, at SPL R-185 turn LEFT, intercept 073° bearing from NV towards IVLUT, at D18.0 SPL turn RIGHT, 125° track to LUNIX, then to RENDI, 131° track to EDURO.

Climb on 267° track, at 500' turn RIGHT, 289° track, at SPL 2.5 DME turn LEFT, intercept SPY R-210 to D18.0 SPY, turn LEFT, intercept 136° bearing towards NV, at SPL R-185 turn LEFT, intercept 073° bearing from NV towards IVLUT, at D18.0 SPL turn RIGHT, 125° track to LUNIX, then to RENDI, 131° track to EDURO.
RNAV: Climb on 267° track, at or above 500' turn RIGHT, direct to EH056, to EH032, to NV, to IVLUT, to LUNIX, to RENDI, to EDURO.

SID

RWY

22

LUNIX 1G

09

LUNIX 1N

27

LUNIX 1P

EHAM/AMS
SCHIPHOL

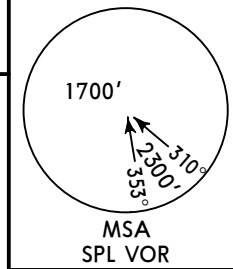
JEPPESSEN AMSTERDAM, NETHERLANDS
22 MAY 15 10-3V3 Eff 28 May

SID

SCHIPHOL Departure (R)
119.050

Apt Elev
-11'

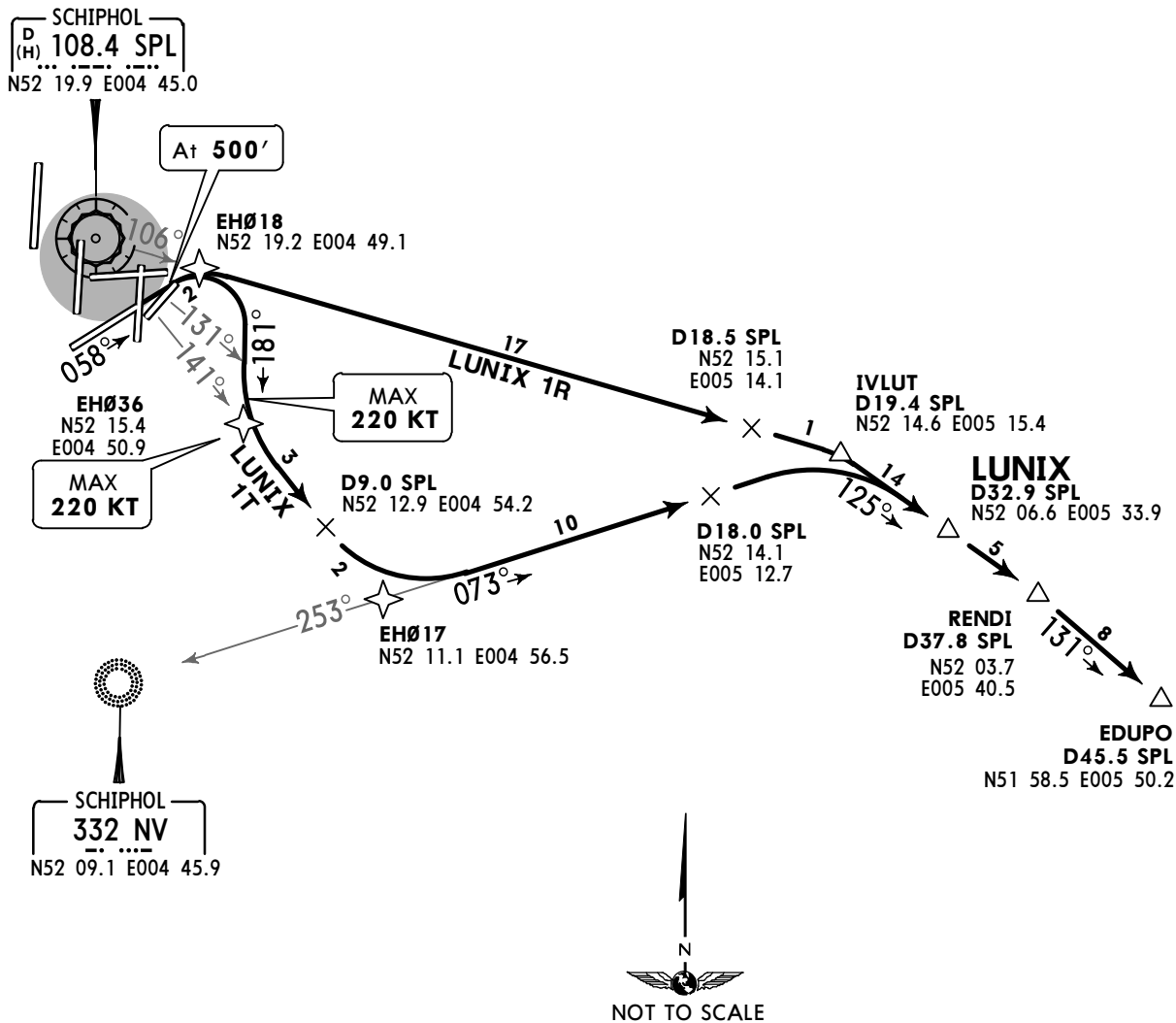
Trans level: By ATC Trans alt: 3000'



LUNIX 1R [LUNI1R] , LUNIX 1T [LUNI1T]
RWY 06 DEPARTURES

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER EDUPO
REFER TO CHART 10-3X6

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

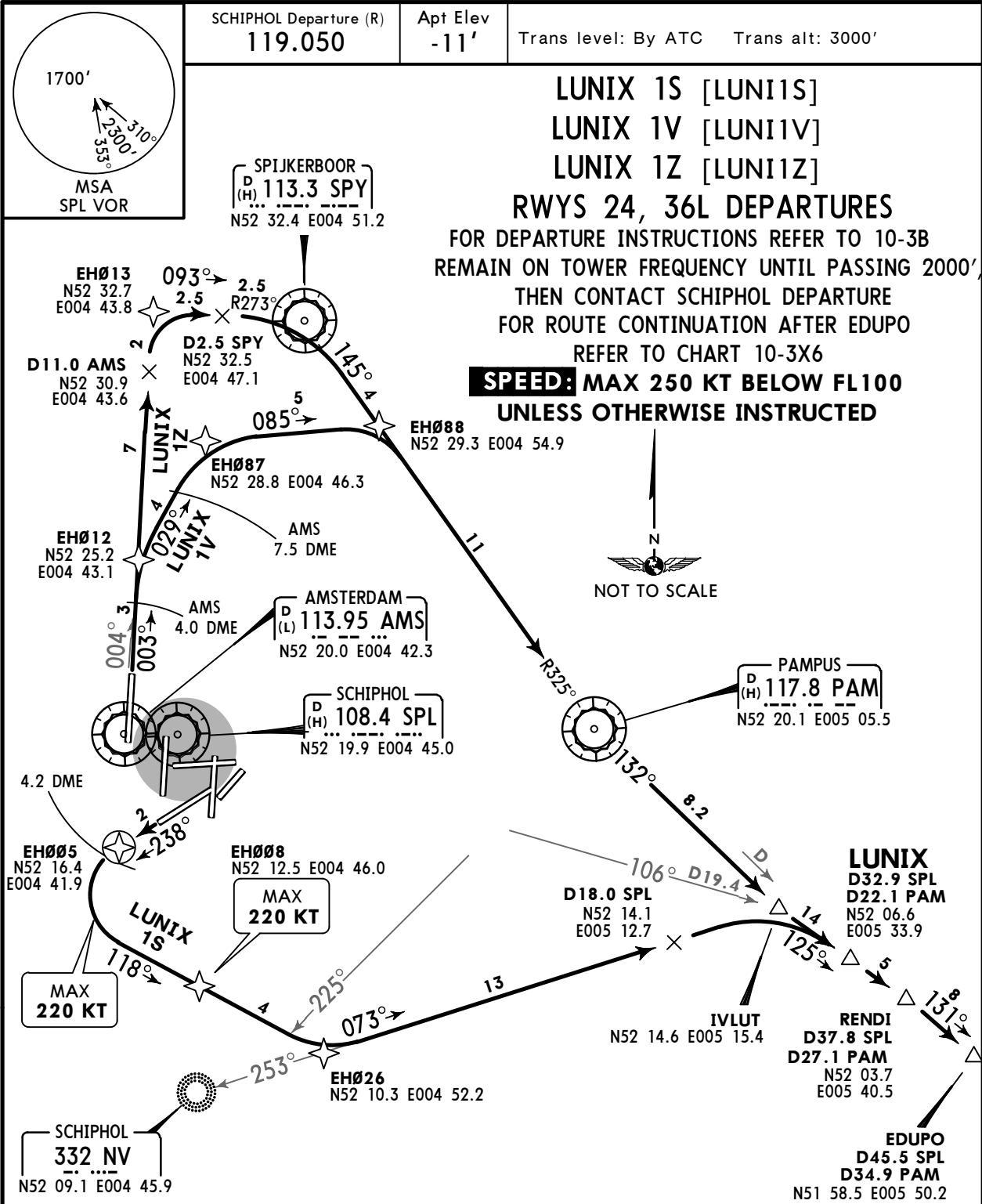


Initial climb clearance **FL60**

SID	ROUTING
LUNIX 1R ①	Climb on 058° track, at 500' turn RIGHT, intercept SPL R-106 towards IVLUT, at D18.5 SPL turn RIGHT, 125° track to LUNIX, then RENDI, 131° track to EDUPO. RNAV: Climb on 058° track, at or above 500' turn RIGHT, direct to EH018, to IVLUT, to LUNIX, to RENDI, to EDUPO.
LUNIX 1T ②	Climb on 058° track, at 500' turn RIGHT, 181° track, at SPL R-131 turn LEFT, intercept SPL R-141 to D9.0 SPL, turn LEFT, intercept 073° bearing from NV to IVLUT, at D18.0 SPL turn RIGHT, 125° track to LUNIX, then RENDI, 131° track to EDUPO. RNAV: Climb on 058° track, at or above 500' turn RIGHT, direct to EH036, to EH017, to IVLUT, to LUNIX, to RENDI, to EDUPO.
① Jet aircraft only between 0630-2300LT.	② Only jet aircraft between 2300-0630LT.

EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
22 MAY 15 10-3V4 Eff 28 May SID

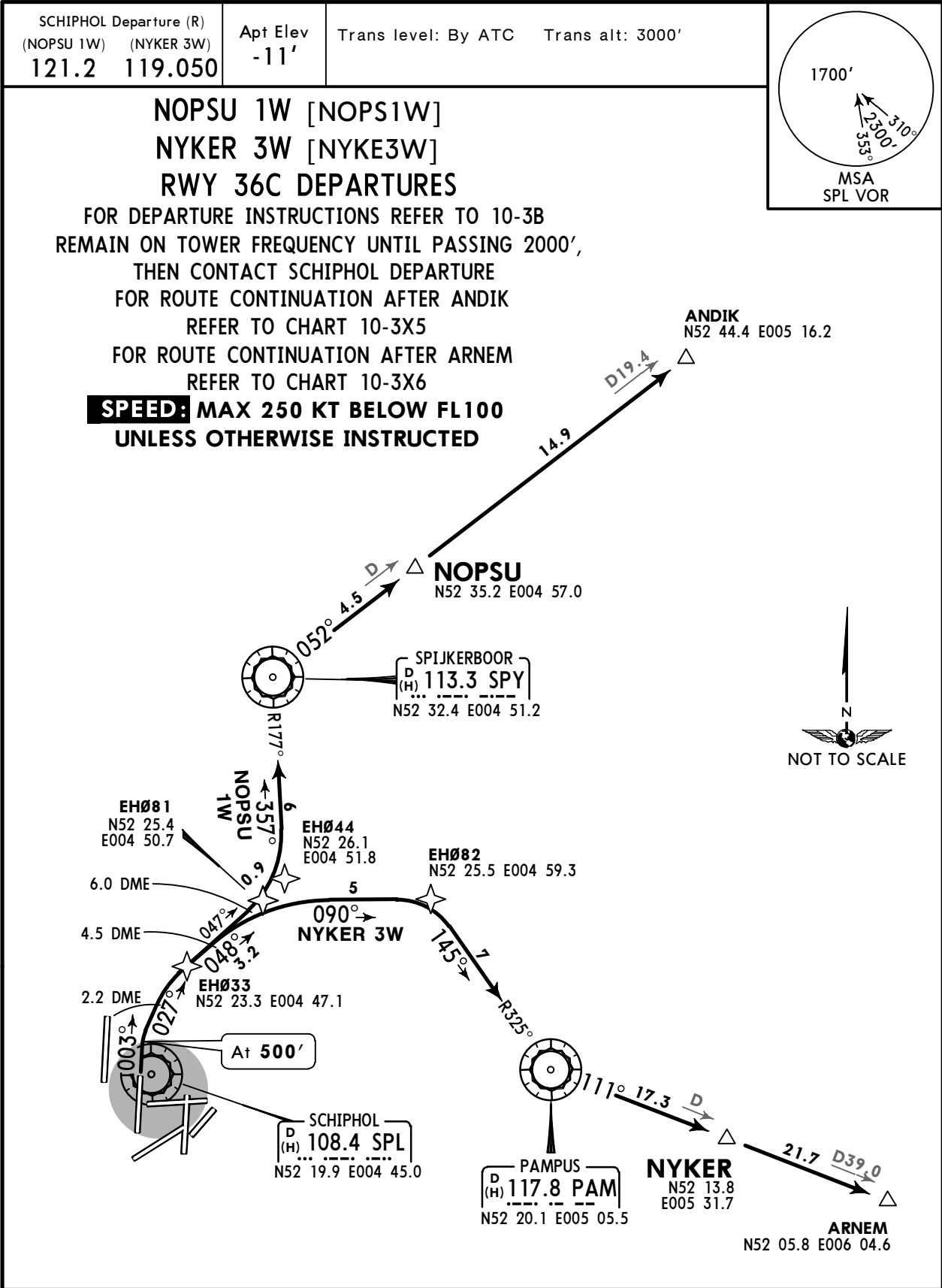


Initial climb clearance FL60		
SID	RWY	ROUTING
LUNIX 1S	24	238° track, at SPL 4.2 DME turn LEFT, 118° track, at PAM R-225 turn LEFT, intercept 073° bearing from NV towards IVLUT, at D18.0 SPL turn RIGHT, 125° track to LUNIX, then to RENDI, 131° track to EDUPO. RNAV: On 238° track to EH005, 118° track to EH008, to EH026, to IVLUT, to LUNIX, to RENDI, to EDUPO.
LUNIX 1V ①	36L	003° track, at AMS 4.0 DME turn RIGHT, 029° track, at AMS 7.5 DME turn RIGHT, 085° track, intercept PAM R-325 inbound to PAM, PAM R-132 to IVLUT, 125° track to LUNIX, then to RENDI, 131° track to EDUPO. RNAV: On 003° track to EH012, to EH087, to EH088, to PAM, to IVLUT, to LUNIX, to RENDI, to EDUPO.
LUNIX 1Z ②		003° track, intercept AMS R-004, at D11.0 AMS turn RIGHT, intercept SPY R-273 inbound to D2.5 SPY, turn RIGHT, intercept PAM R-325 inbound to PAM, PAM R-132 to IVLUT, 125° track to LUNIX, then to RENDI, 131° track to EDUPO. RNAV: Climb on 003° track, at or above 500' turn RIGHT, 004° track to EH013, to SPY, to PAM, to IVLUT, to LUNIX, to RENDI, to EDUPO.
① Jet aircraft only between 0630-2300LT. ② Only jet aircraft between 2300-0630LT.		

EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
22 MAY 15 10-3V5 Eff 28 May

SID



Initial climb clearance FL60	
SID	ROUTING
NOPSU 1W	003° track, at 500' turn RIGHT, 027° track, at SPL 2.2 DME turn RIGHT, 047° track, at SPL 6.0 DME turn LEFT, intercept SPY R-177 inbound to SPY, SPY R-052 via NOPSU to ANDIK. RNAV: Climb on 003° track, at or above 500' turn RIGHT, direct to EH033, to EH044, to SPY, to NOPSU, to ANDIK.
NYKER 3W	003° track, at 500', turn RIGHT, 027° track, at SPL 2.2 DME turn RIGHT, 048° track, at SPL 4.5 DME turn RIGHT, 090° track, intercept PAM R-325 inbound to PAM, PAM R-111 via NYKER to ARNEM. RNAV: Climb on 003° track, at or above 500' turn RIGHT, direct to EH033, to EH081, to EH082, to PAM, to NYKER, to ARNEM.

EHAM/AMS
SCHIPHOL

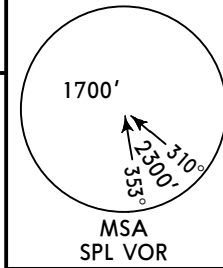
JEPPESSEN AMSTERDAM, NETHERLANDS
22 MAY 15 10-3V6 Eff 28 May

SID

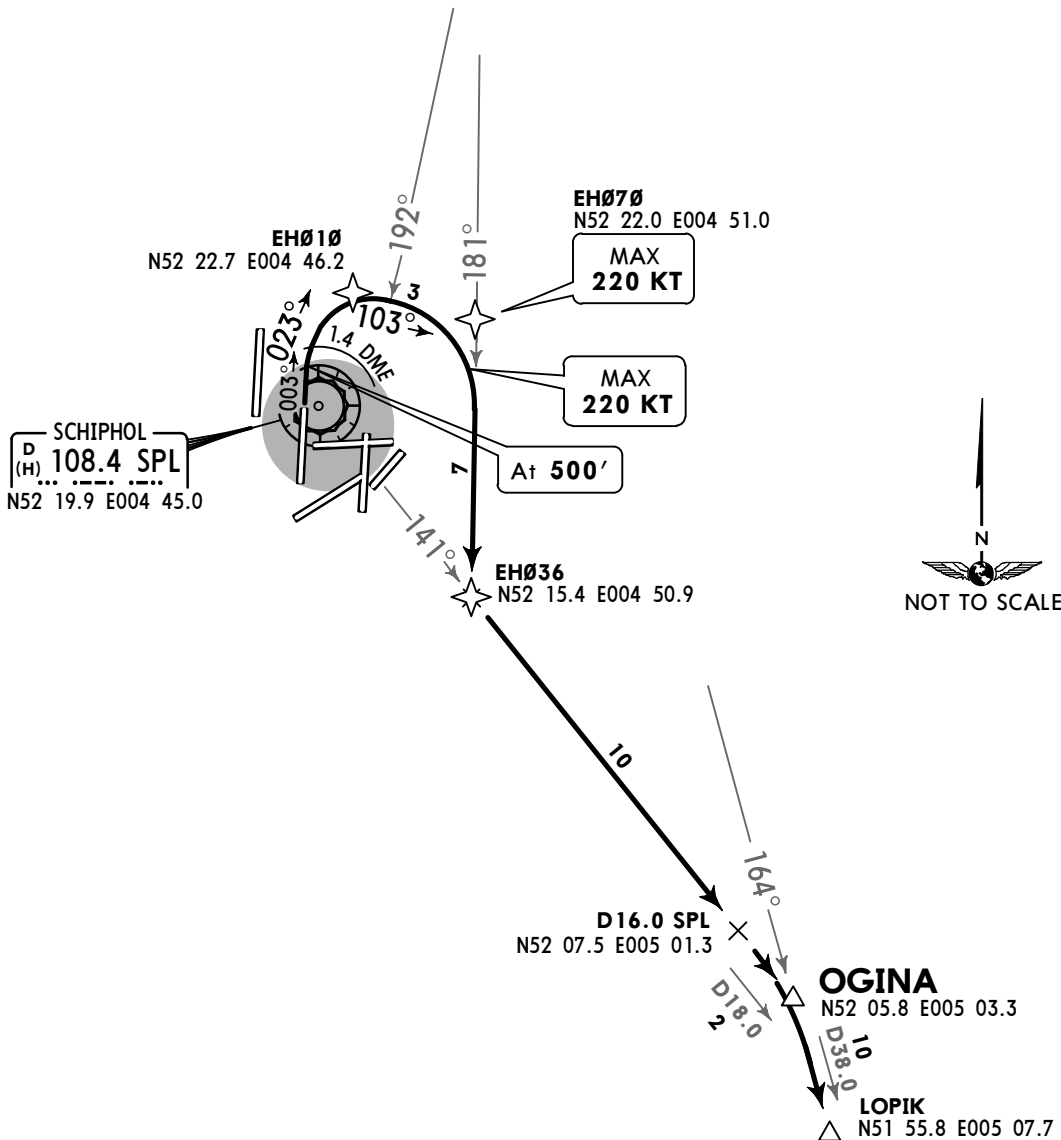
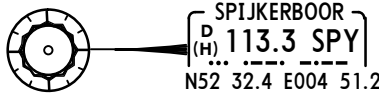
SCHIPHOL Departure (R)
119.050

Apt Elev
-11'

Trans level: By ATC Trans alt: 3000'



OGINA 2W [OGIN2W]
RWY 36C DEPARTURE
FOR TRAFFIC VIA AIRWAY UN-852
FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY V-33 AND
FOR TRAFFIC WITH DESTINATION EHBK & EHEH
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER OGINA REFER TO CHART 10-3X8
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



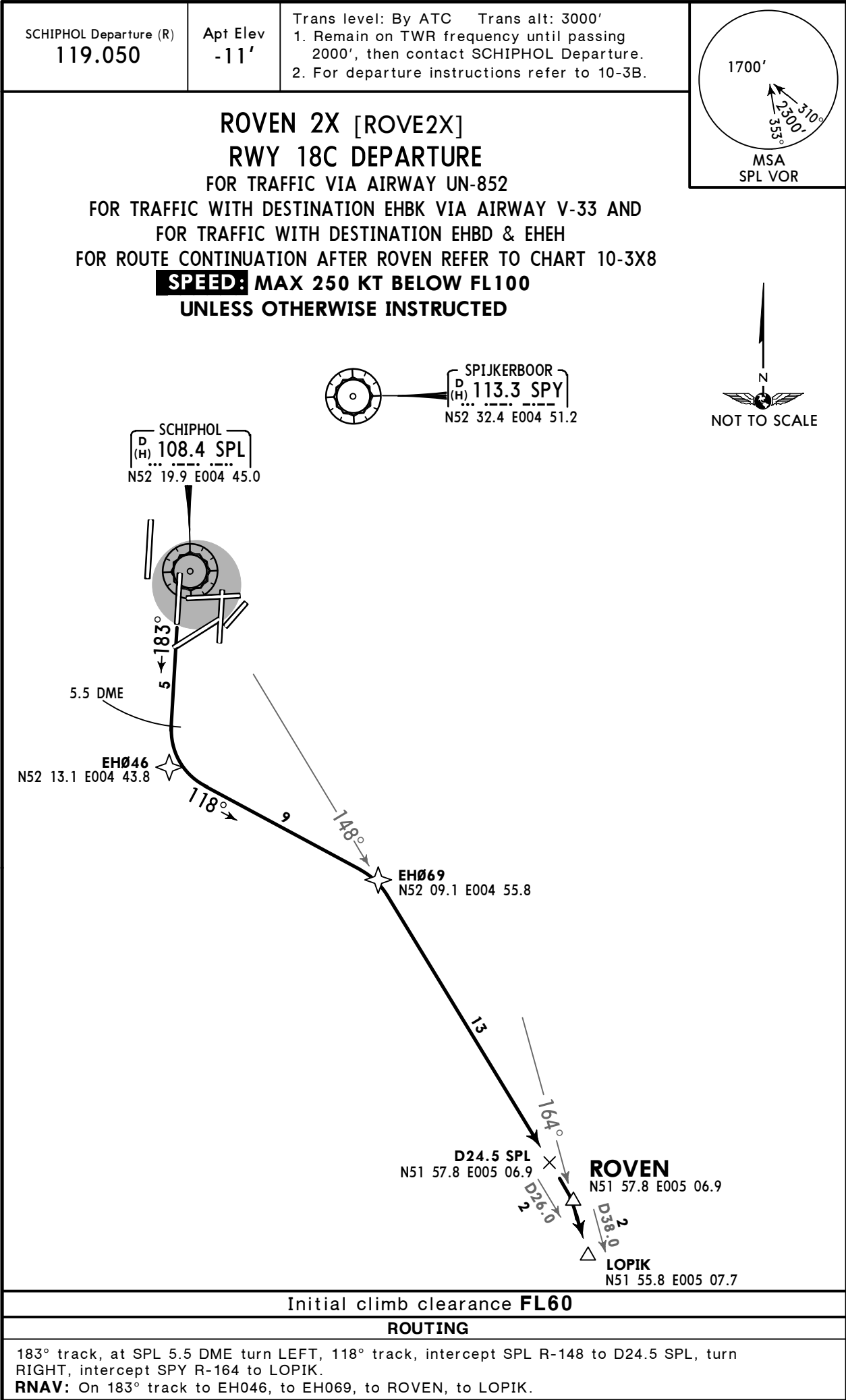
Initial climb clearance **FL60**

ROUTING

Climb on 003° track, at 500' turn RIGHT, 023° track, at SPL 1.4 DME turn RIGHT, 103° track, at SPY R-192 turn RIGHT, intercept SPY R-181, intercept SPL R-141 to D16.0 SPL, turn RIGHT, intercept SPY R-164 to LOPIK.
RNAV: Climb on 003° track, at or above 500' turn RIGHT, direct to EH010, to EH070, to EH036, to OGINA, to LOPIK.

EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS
6 NOV 15 10-3V7 Eff 12 Nov SID



EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
6 NOV 15 **(10-3V8)** Eff 12 Nov **SID**

SCHIPHOL Departure (R)
121.2

Apt Elev
-11'

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

1700'

310°

2300'

333°

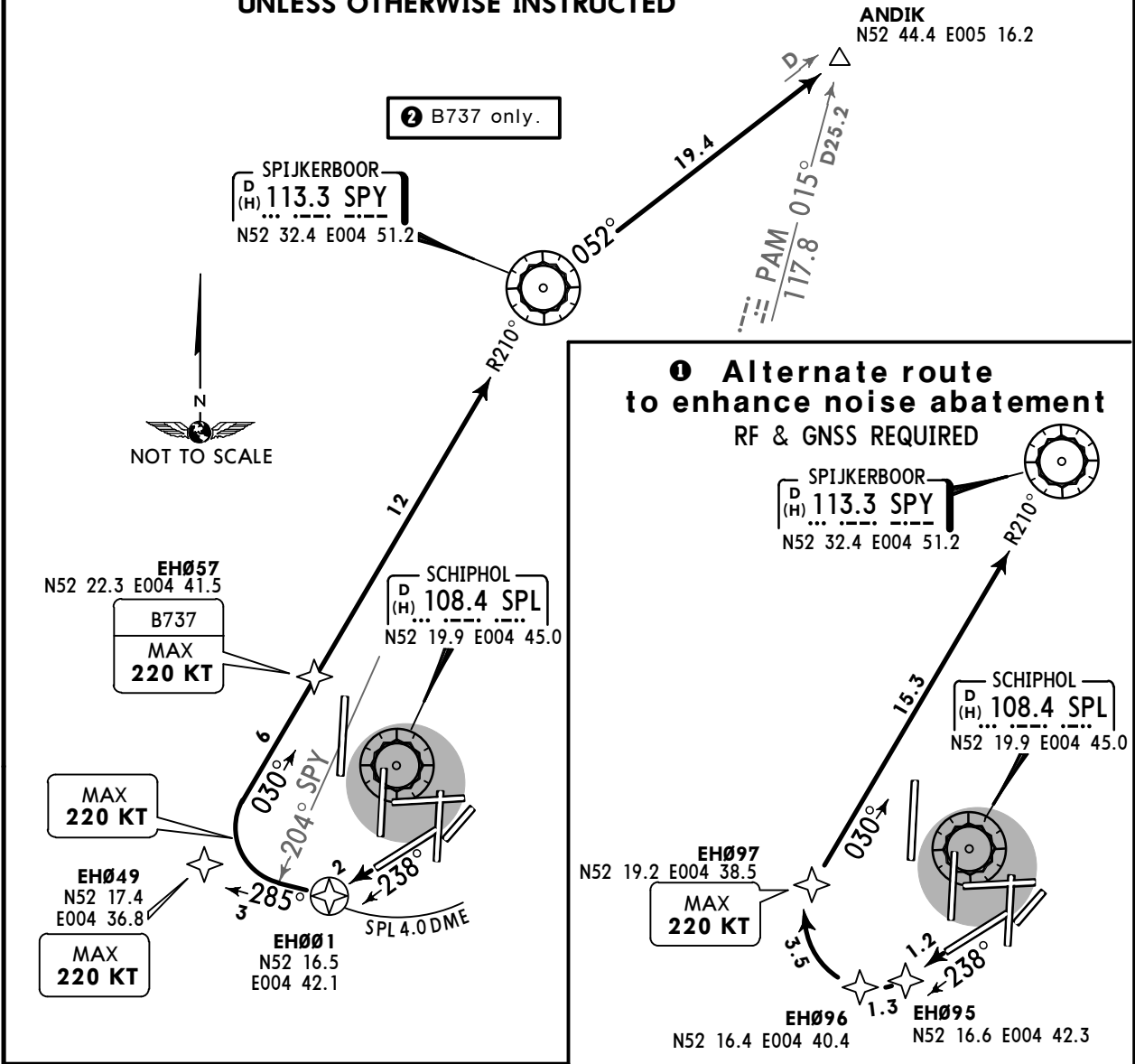
MSA
SPL VOR

SPIJKERBOOR 2K[SPY2K], [SPY2KY] ①
[S2K737] ②

RWY 24 DEPARTURE

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

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



SPY2KY

This SID requires a minimum climb gradient of 7.5% up to 450'.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

For the use of the alternate route with radius to fix (RF) turn, the following requirements are applicable:
The aircraft FMS must be capable of processing the RF path terminator, P-RNAV or RNAV1 operations approval, TGL-10 or equivalent.

Initial climb clearance FL60

ROUTING

238° track, at SPL 4.0 DME turn RIGHT, 285° track, at SPY R-204 turn RIGHT, intercept SPY R-210 inbound to SPY, SPY R-052 to ANDIK.
RNAV [SPY2K]: On 238° track to EH001, to EH049, to SPY, to ANDIK.
RNAV [SPY2KY] ①: On 238° track to EH095, turn RIGHT to EH096, turn RIGHT to EH097, to SPY, to ANDIK.
B737: On 238° track to EH001, 030° track to EH057, to SPY, to ANDIK.

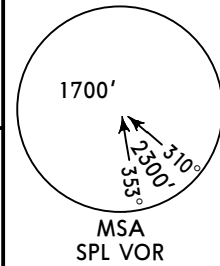
EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
6 NOV 15 10-3W Eff 12 Nov SID

SCHIPHOL Departure (R)
(TORGA 1X) (SPY 1P, 2V)
119.050 121.2

Apt Elev
-11'

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



SPIJKERBOOR 1P[SPY1P] , SPIJKERBOOR 2V[SPY2V]

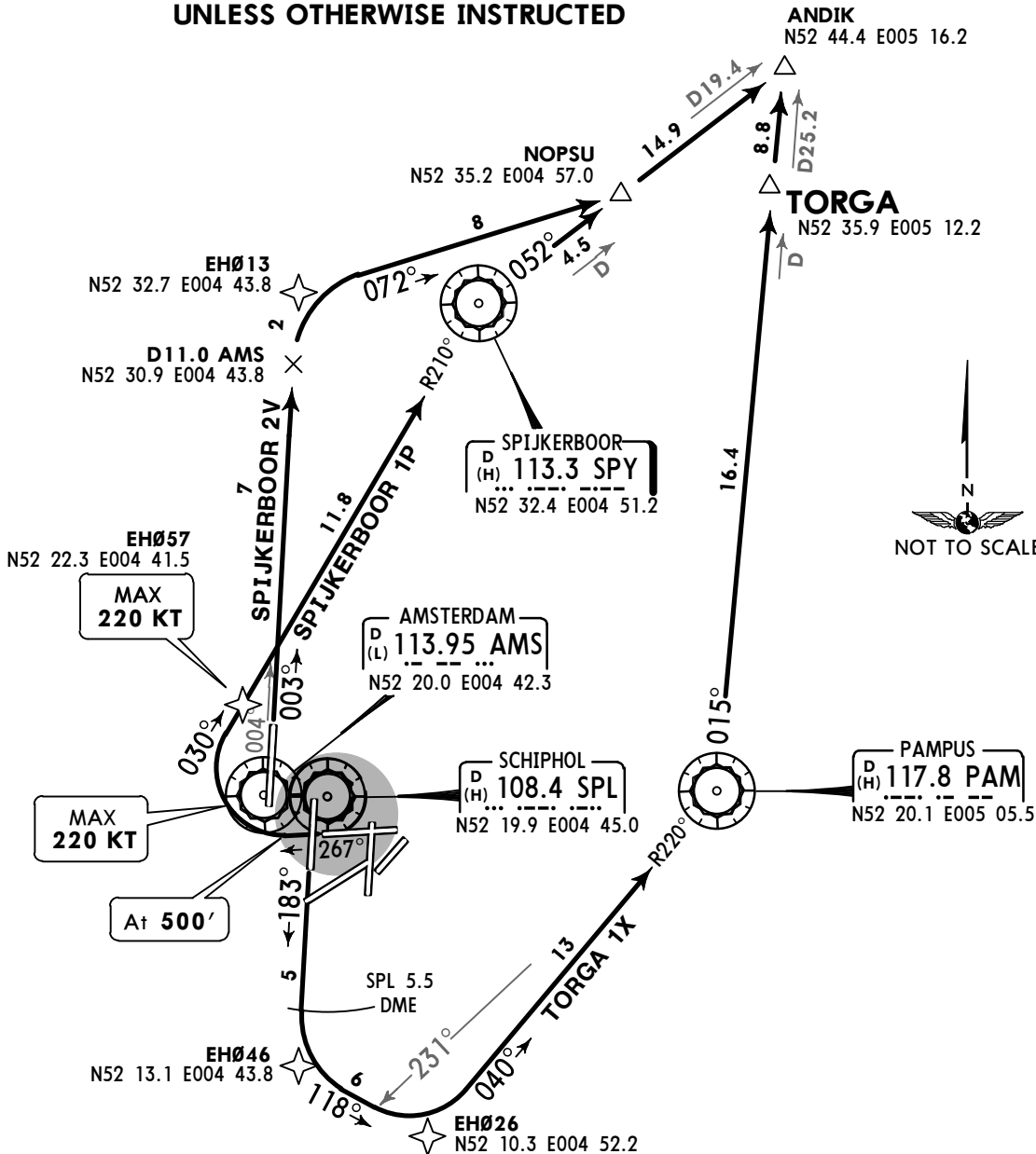
TORGA 1X[TORG1X]

RWYS 27, 36L, 18C DEPARTURES

FOR ROUTE CONTINUATION AFTER ANDIK

REFER TO CHART 10-3X5

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **FL60**

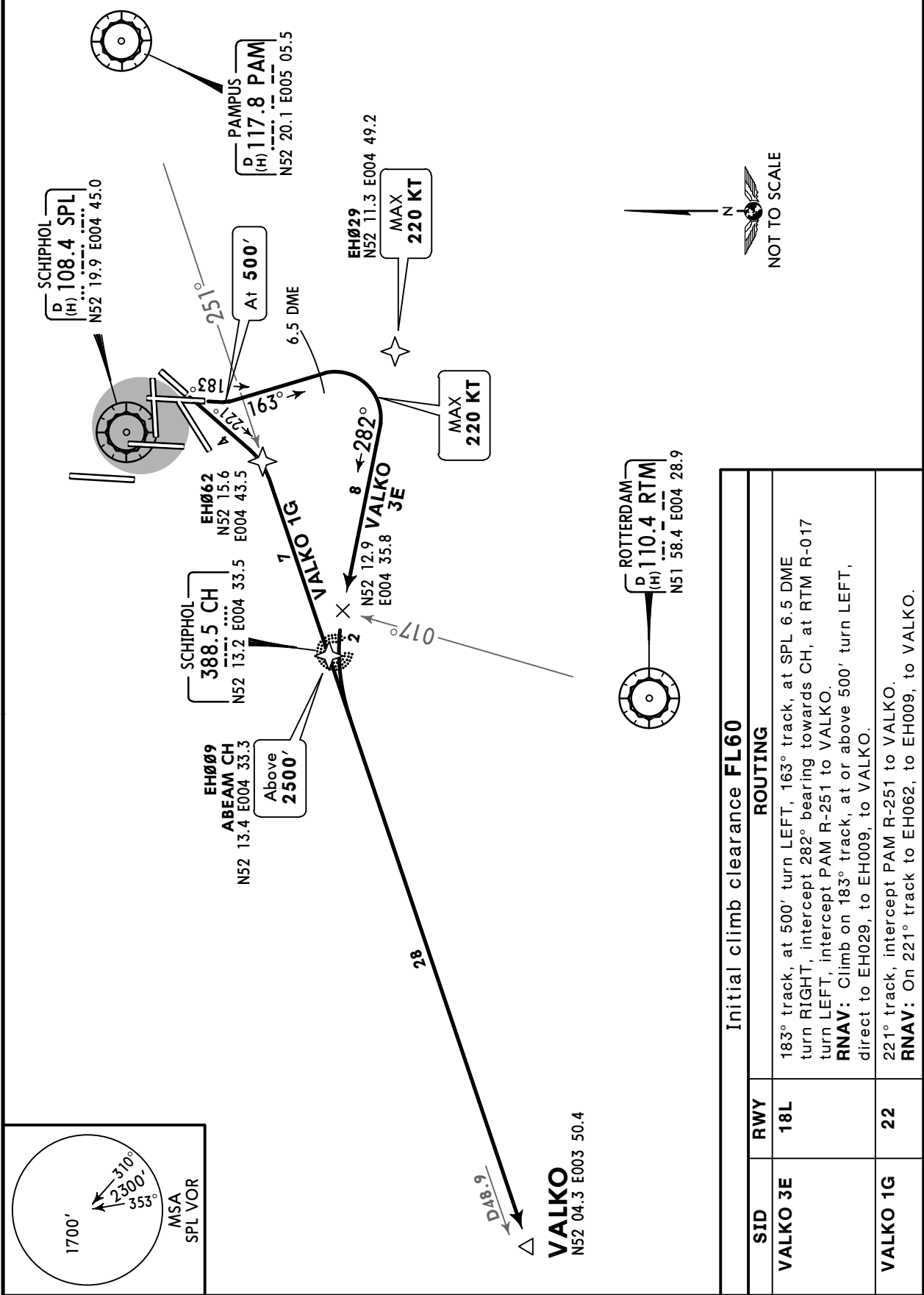
SID	RWY	ROUTING
SPIJKER- BOOR 1P	27	267° track, at 500' turn RIGHT, intercept SPY R-210 inbound to SPY, SPY R-052 to ANDIK. RNAV: Climb on 267° track, at or above 500' turn RIGHT, direct to EH057, to SPY, to ANDIK.
SPIJKER- BOOR 2V	36L	003° track, intercept AMS R-004, at D11.0 AMS turn RIGHT, 072° track, to NOPSU, intercept SPY R-052 to ANDIK. RNAV: Climb on 003° track, at or above 500' turn RIGHT, 004° track to EH013, to NOPSU, to ANDIK.
TORGA 1X	18C	183° track, at SPL 5.5 DME turn LEFT, 118° track, at PAM R-231 turn LEFT, intercept PAM R-220 inbound to PAM, PAM R-015 to TORGA, then to ANDIK. RNAV: On 183° track to EH046, to EH026, to PAM, to TORGA, to ANDIK.

EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
6 NOV 15 10-3X Eff 12 Nov SID

SCHIPHOL Departure (R) 121.2	Apt Elev -11'	Trans level: By ATC Trans alt: 3000' 1. Remain on TWR frequency until passing 2000', then contact SCHIPHOL Departure. 2. For departure instructions refer to 10-3B.
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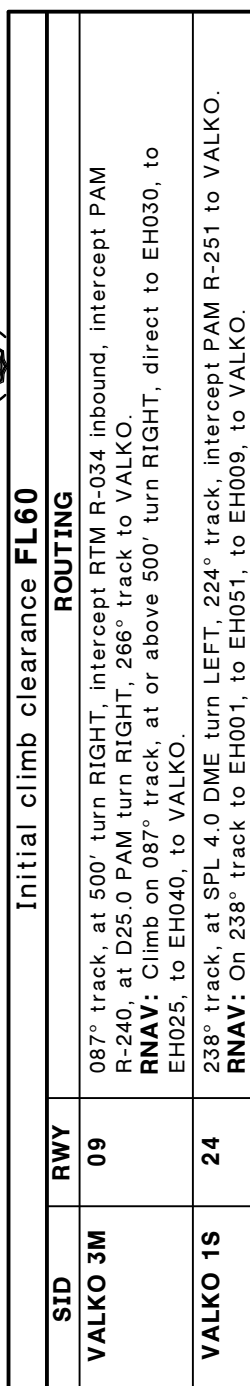
VALKO 3E [VALK3E], VALKO 1G [VALK1G]
RWYS 18L, 22 DEPARTURES
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



Trans level: By ATC Trans alt: 3000'

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

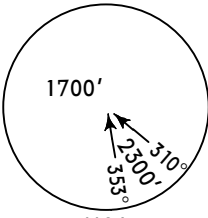
UNLESS OTHERWISE INSTRUCTED



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EHAM/AMS
SCHIPHOL

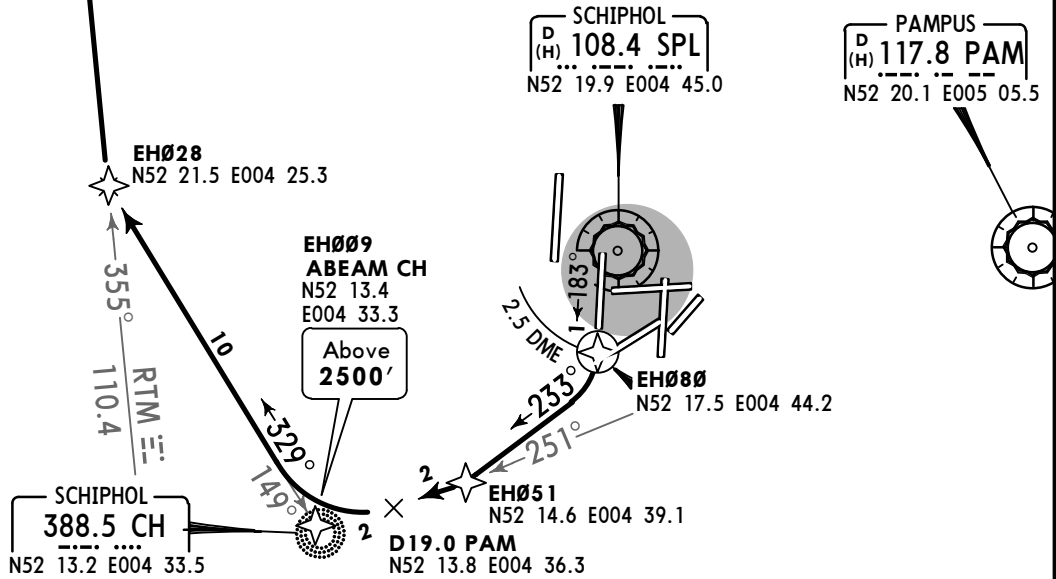
JEPPESEN AMSTERDAM, NETHERLANDS
6 NOV 15 10-3X2 Eff 12 Nov SID

SCHIPHOL Departure (R) 121.2	Apt Elev -11'	Trans level: By ATC Trans alt: 3000' 1. Remain on TWR frequency until passing 2000', then contact SCHIPHOL Departure. 2. For departure instructions refer to 10-3B.	 MSA SPL VOR
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WISPA 1X [WISP1X]
RWY 18C DEPARTURE
FOR ROUTE CONTINUATION AFTER WISPA
REFER TO CHART 10-3X4
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

BERGI
N52 44.9 E004 21.5
D46.8
5
WISPA
N52 40.0 E004 22.3
D41.8

WARNING
Early autopilot connection might result in turn
initiation below 500'. If applicable, continue
on track 183° beyond SPL 2.5 DME/EH080
to prevent turning below 500'.



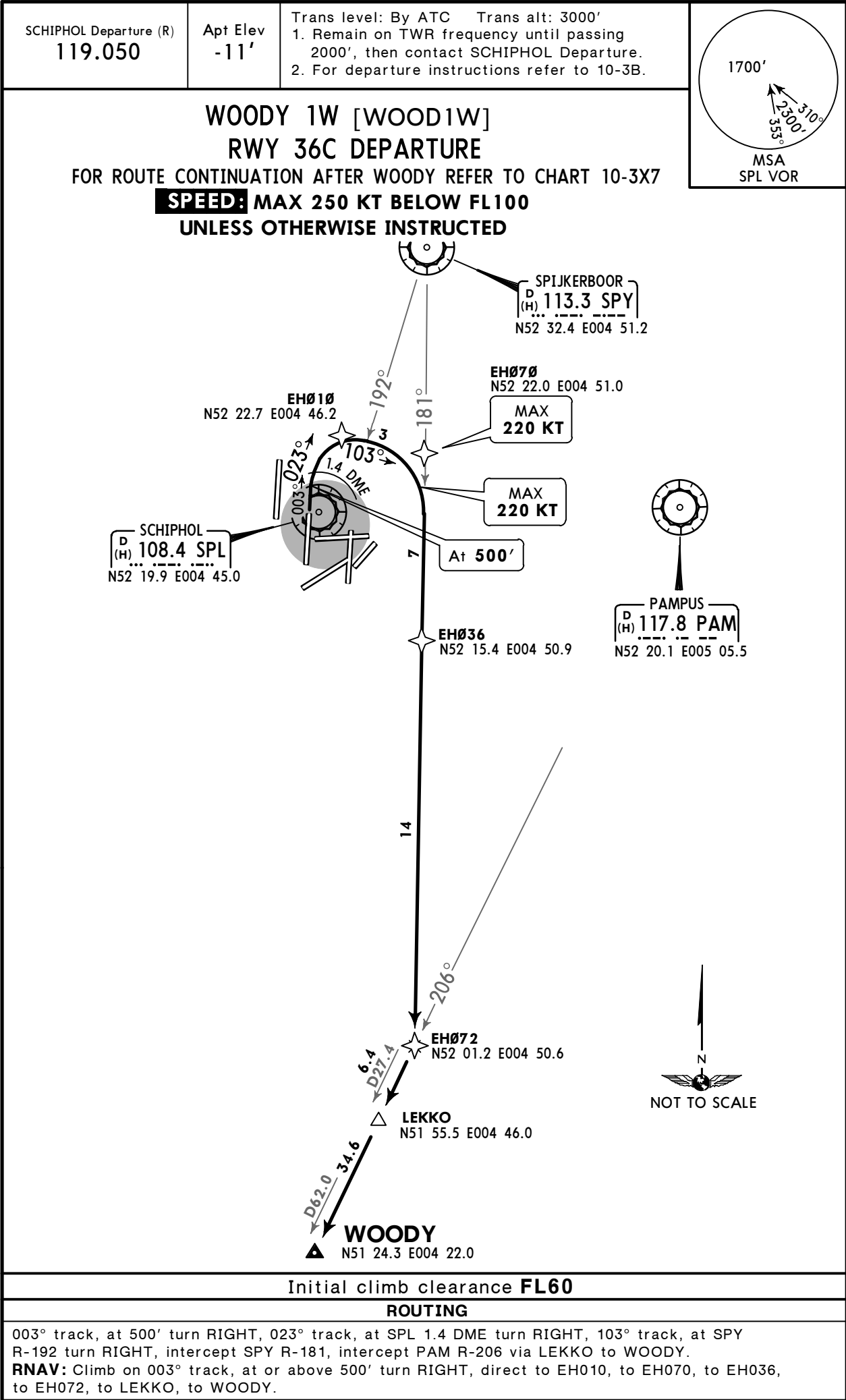
Initial climb clearance **FL60**

ROUTING

183° track, at SPL 2.5 DME turn RIGHT, 233° track, intercept PAM R-251, at D19.0 PAM turn
RIGHT, intercept 329° bearing from CH, intercept RTM R-355 via WISPA to BERGI.
RNAV: On 183° track to EH080, direct to EH051, to EH009, to EH028, to WISPA, to BERGI.

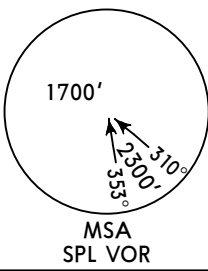
EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
6 NOV 15 10-3X3 Eff 12 Nov SID

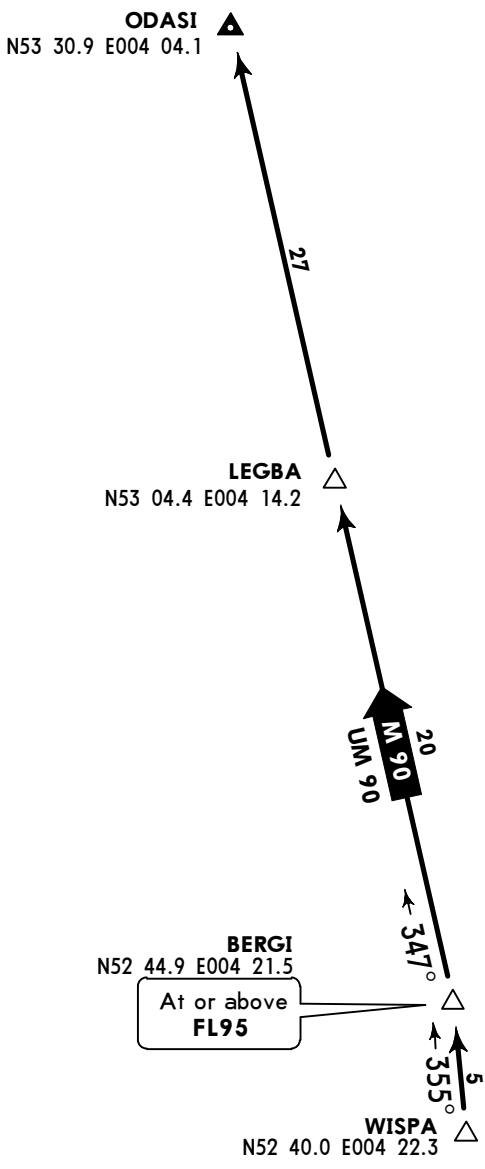


EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS
6 NOV 15 **(10-3X4)** **Eff 12 Nov** **SID**

SCHIPHOL Departure (R) 119.05	Apt Elev -11'	Trans level: By ATC Trans alt: 3000' Continue to climb above FL60 after ATC clearance only.	
---	-------------------------	--	---

CONTINUATION AFTER BERGI & WISPA
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



Direct distance from Schiphol Apt to:
WISPA 24 NM

SCHIPHOL

D

(H)

108.4 SPL

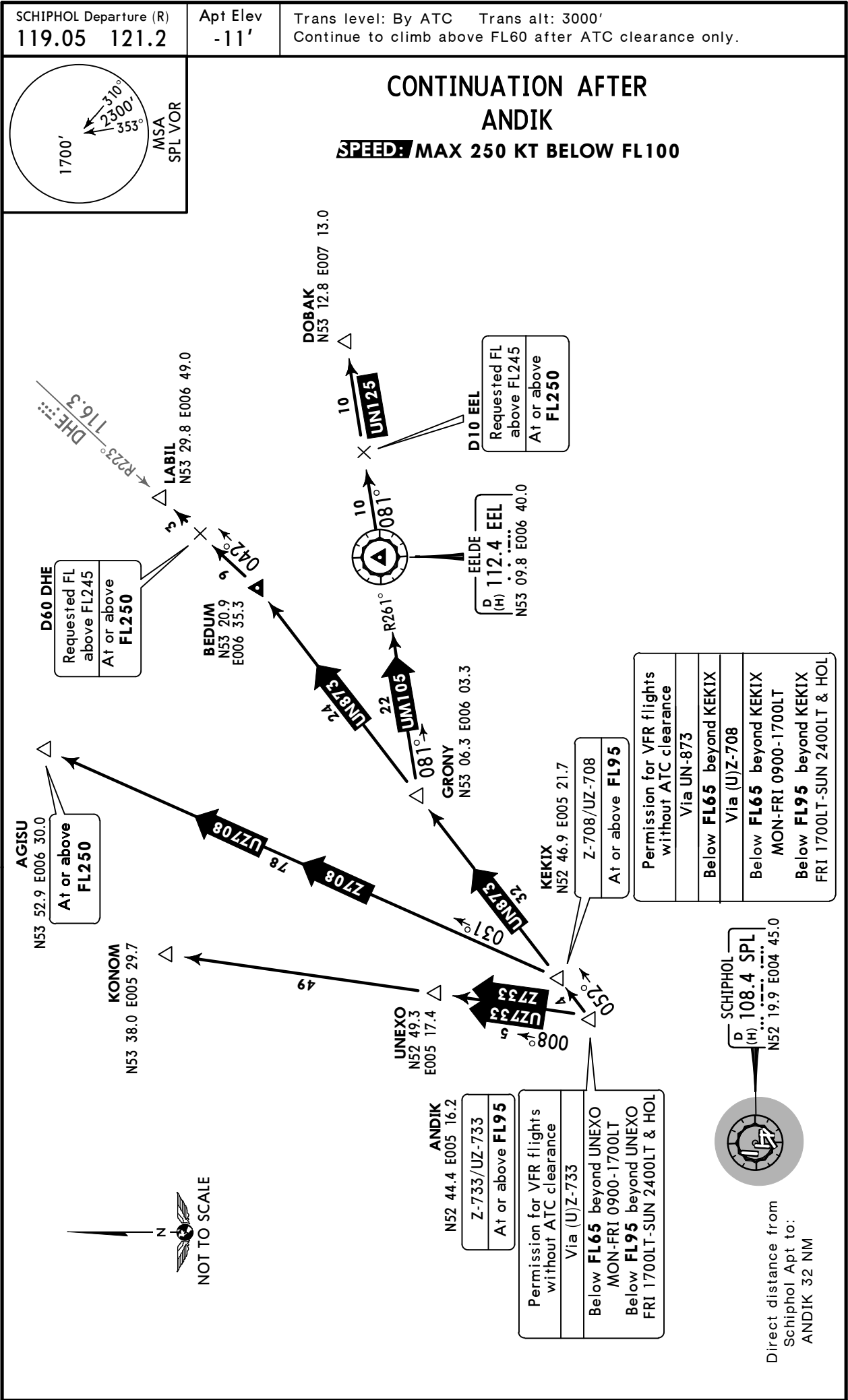
N52 19.9 E004 45.0



EHAM/AMS
SCHIPHOL

JEPPesen AMSTERDAM, NETHERLANDS
22 MAY 15 10-3X5 Eff 28 May

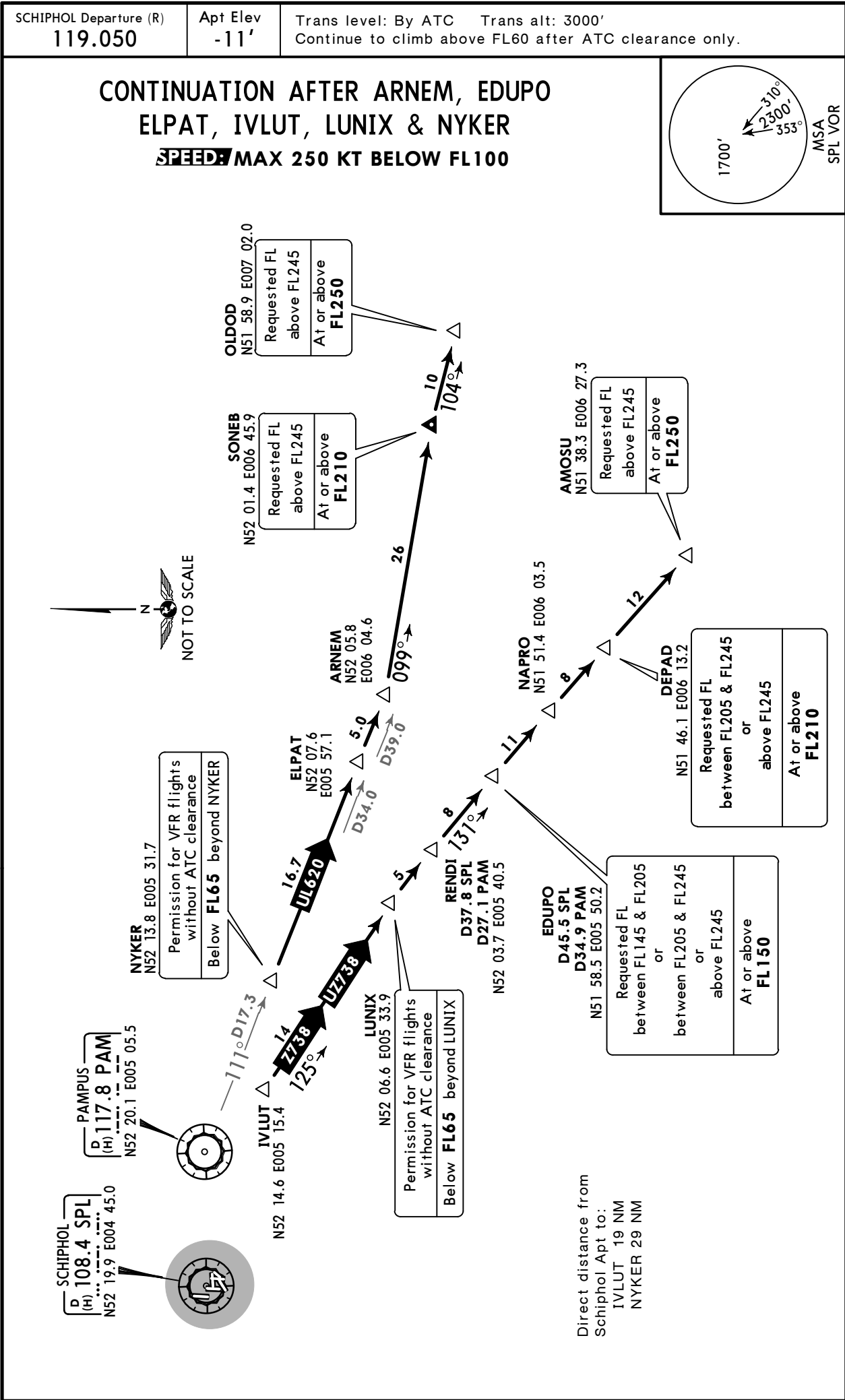
SID



EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
22 MAY 15 10-3X6 Eff 28 May

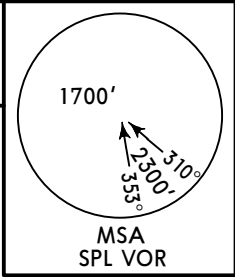
SID



EHAM/AMS
SCHIPHOL

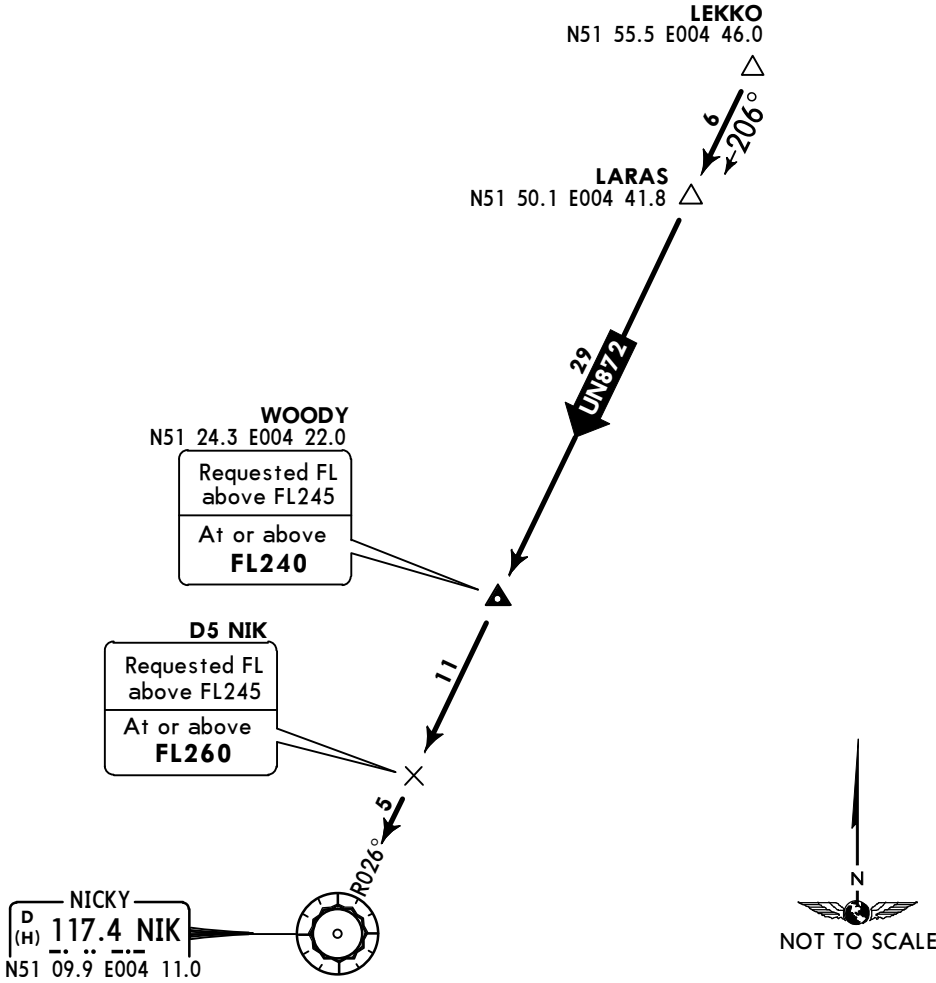
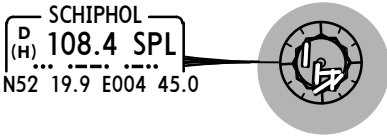
JEPPESEN AMSTERDAM, NETHERLANDS
22 MAY 15 (10-3X7) Eff 28 May SID

SCHIPHOL Departure (R) 119.05	Apt Elev -11'	Trans level: By ATC Trans alt: 3000' Continue to climb above FL60 after ATC clearance only.
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CONTINUATION AFTER LARAS, LEKKO & WOODY
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
SPEED: MAX 250 KT BELOW FL100

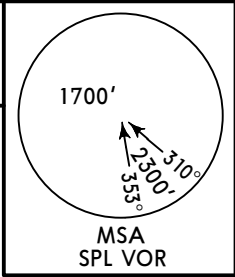
Direct distance from
Schiphol Apt to:
LEKKO 23 NM



EHAM/AMS
SCHIPHOL

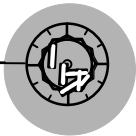
JEPPESEN AMSTERDAM, NETHERLANDS
22 MAY 15 (10-3X8) Eff 28 May SID

SCHIPHOL Departure (R) 119.05	Apt Elev -11'	Trans level: By ATC Trans alt: 3000' Continue to climb above FL60 after ATC clearance only.
----------------------------------	------------------	--

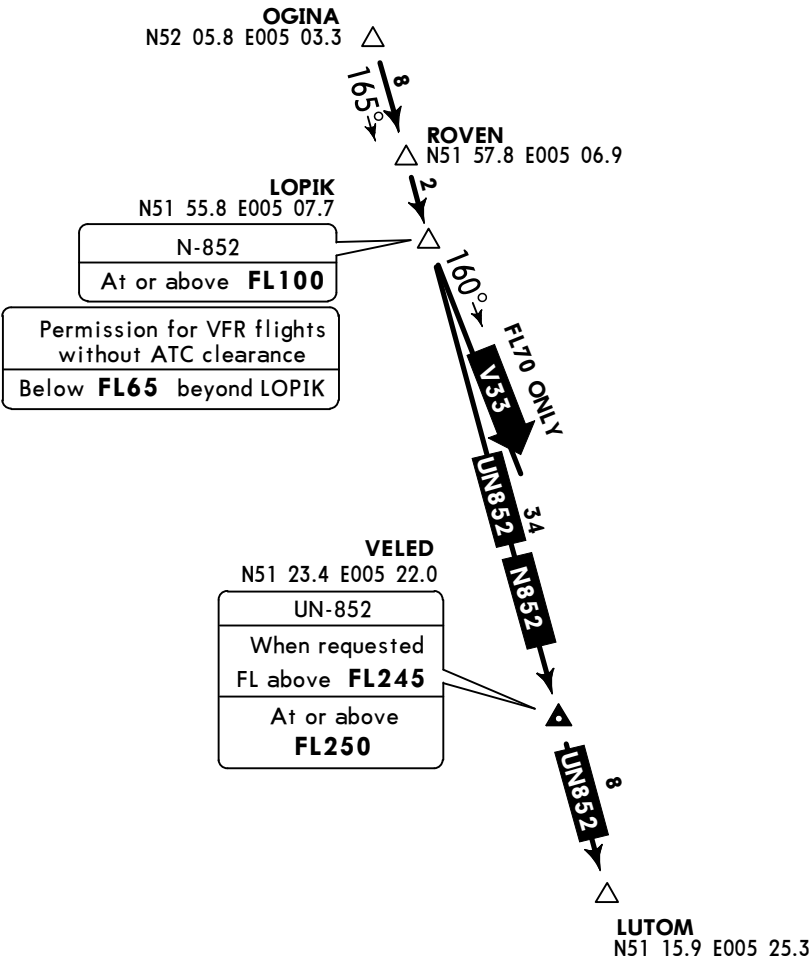


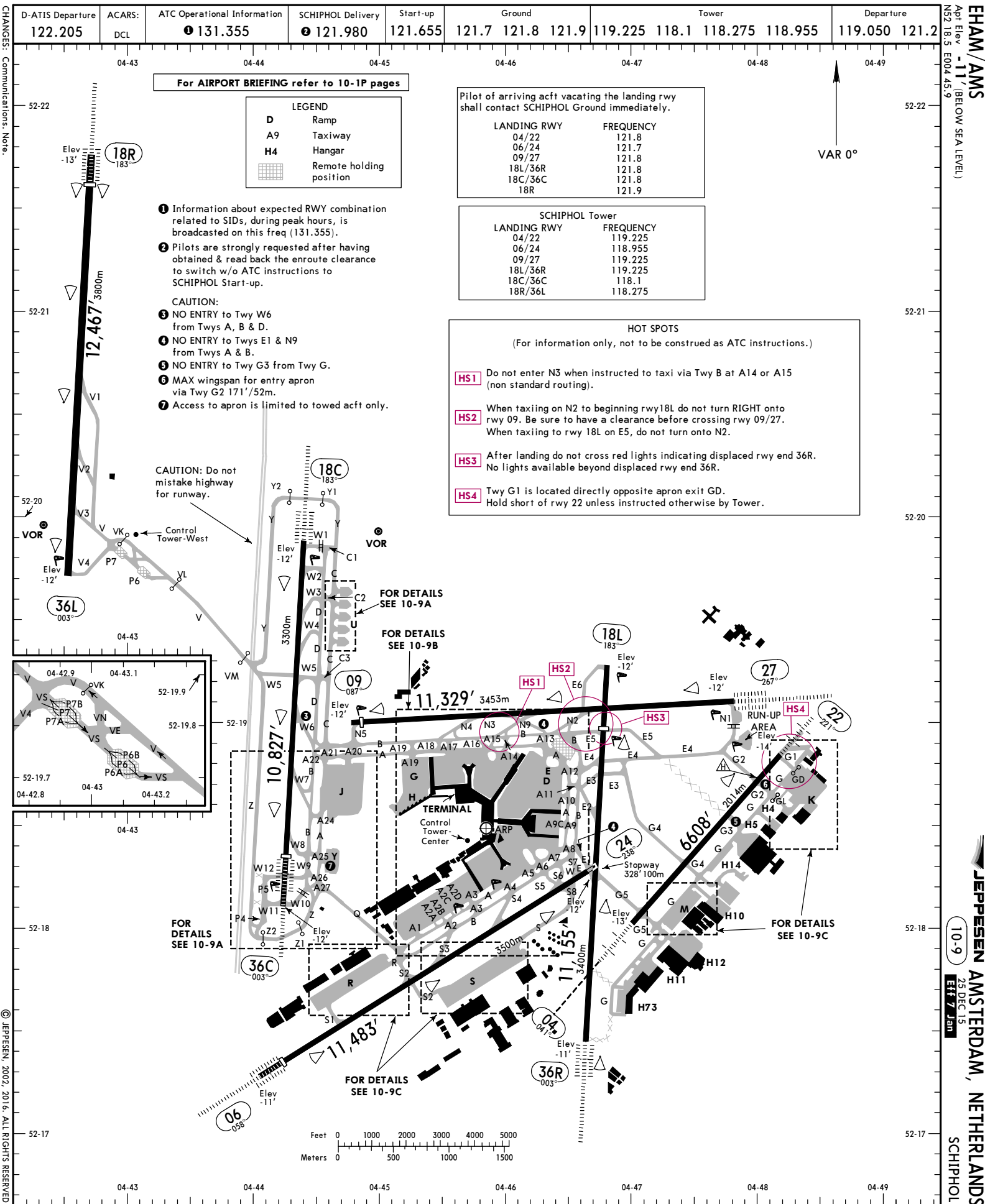
CONTINUATION AFTER LOPIK, OGINA & ROVEN
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3B
SPEED: MAX 250 KT BELOW FL100

SCHIPHOL
D (H) 108.4 SPL
N52 19.9 E004 45.0

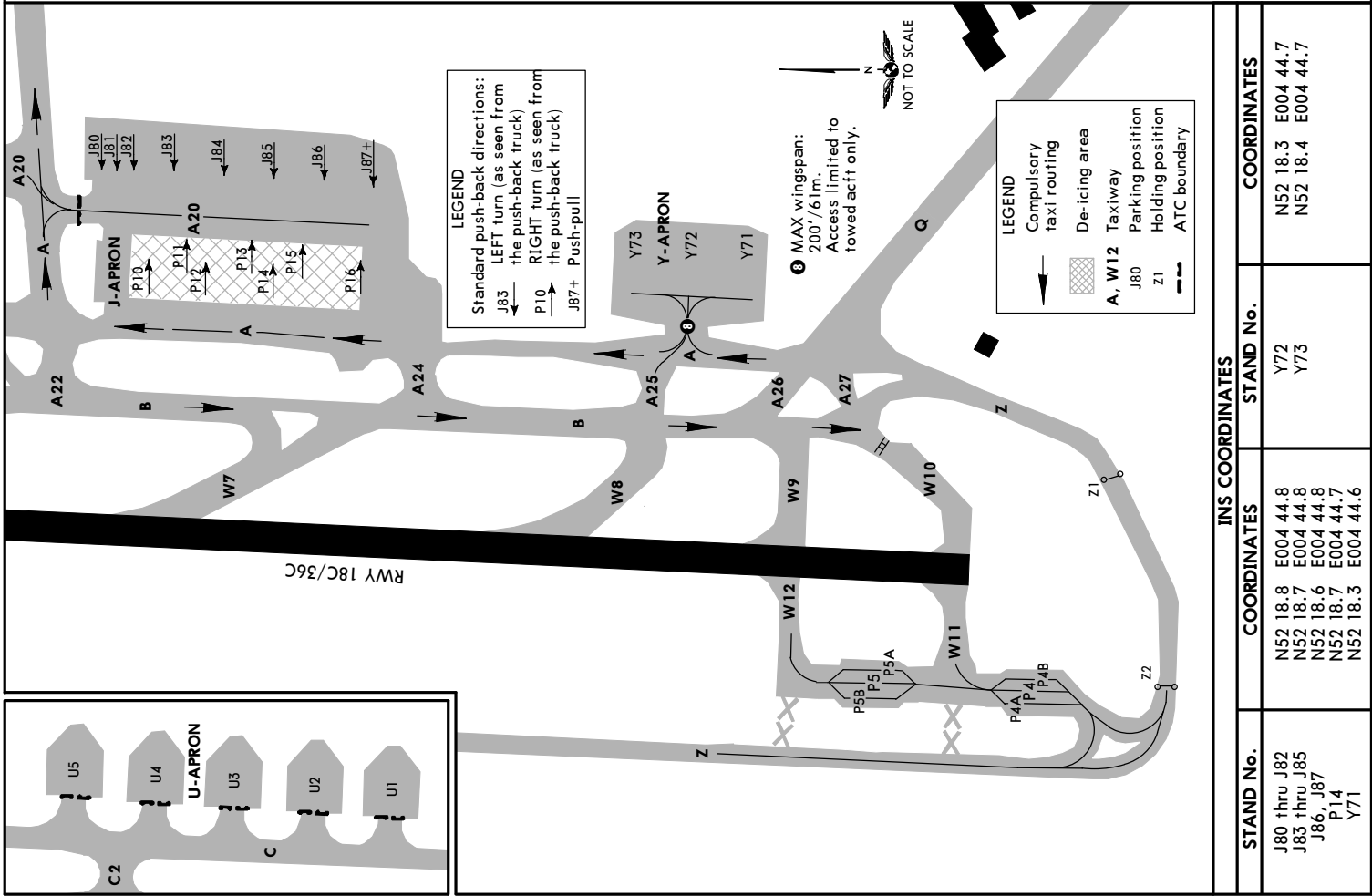


Direct distance from
Schiphol Apt to:
OGINA 17 NM



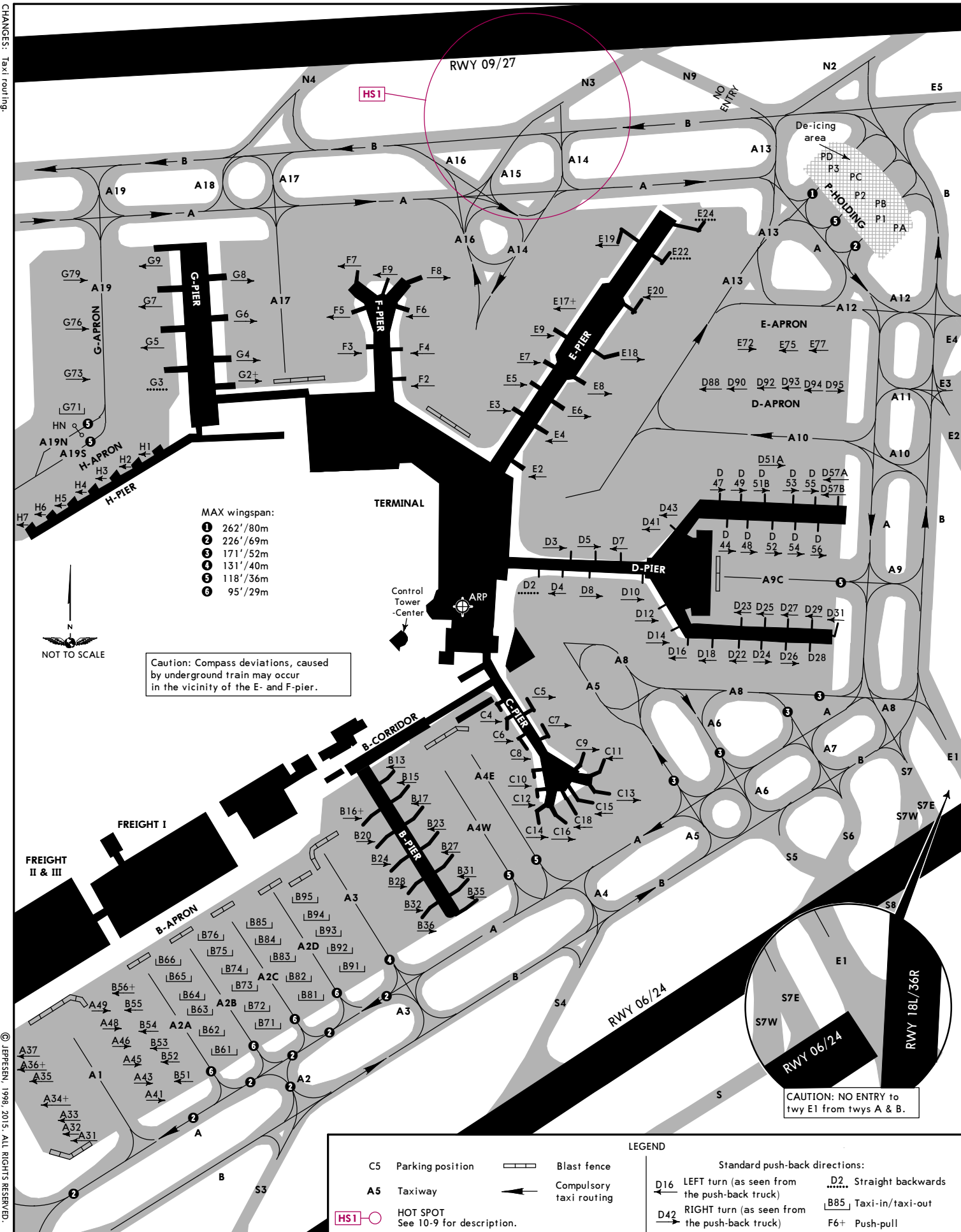


ADDITIONAL RUNWAY INFORMATION									
RWY	USABLE LENGTHS			LANDING BEYOND		TAKE-OFF		WIDTH	
	MIRL(50m)	MIALS	PAPI-L (3.0°)	Threshold	Glide Slope			148'	148'
04	MIRL(50m)	MIALS	PAPI-L (3.0°)	RVR	RVR		5757' 1755m	148'	45m
06	HIRL(30m)	CL(15m) HIALS-II TDZ PAPI-L (3.0°) HSTRVR	0,663' 3250m	9582' 2921m				148'	45m
① TAKE-OFF RUN AVAILABLE									
RWY 06: From rwy head twy S1 int									
RWY 24: From rwy head twy S7E int twy S8 int twy S6 int twy S5 int twy S4 int twy S3 int									
Line-up for take-off rwy 24 via rwy 18L/36R prohibited.									
09	HIRL(30m)	CL(15m) HST	RVR	11,033' 3363m				148'	45m
② TAKE-OFF RUN AVAILABLE									
RWY 09: From rwy head twy N4 int twy N3 int									
18L	HIRL(30m)	CL(15m)	RVR	NA ⑤			8220' 2905m	NA	⑤
③ TAKE-OFF RUN AVAILABLE									
RWY 18L: From rwy head twy E5 int twy E4 int twy E2 int									
18C	HIRL(30m)	CL(15m) HIALS-II TDZ PAPI-L (3.0°) HSTRVR	RVR	9756' 2974m				148'	45m
④ TAKE-OFF RUN AVAILABLE									
RWY 36C: From rwy head twy W2 int twy W12 int twy W9 int twy W8 int twy W7 int									
18R	HIRL(60m)	CL(15m) HIALS-II TDZ PAPI-L (3.0°) HSTRVR	RVR	10,535' 3211m				197'	60m
⑦ Full rwy length available in case of emergency.									
⑧ TAKE-OFF RUN AVAILABLE									
RWY 36L: From rwy head twy V3 int twy V2 int twy V1 int									
⑨ Full rwy length available in case of emergency.									
⑩ TAKE-OFF RUN AVAILABLE									
RWY 36L: From rwy head twy V3 int twy V2 int twy V1 int									
⑪ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.									
Standard									
TAKE-OFF ①									
All Rwys									
LVP must be in Force									
Approved Operators & HIRL, CL & mult. RVR req									
RL, CL & mult. RVR req									
RL & CL									
RCLM (DAY only) or RL									
RCLM (DAY only) or RL									
NIL (DAY only)									
A	125m	150m	200m	250m	300m		400m	500m	
B									
C									
D									
① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.									



CHANGES: Taxi routing.

EHAM/AMS



- MAX wingspan:
- 1 262'/80m
 - 2 226'/69m
 - 3 171'/52m
 - 4 131'/40m
 - 5 118'/36m
 - 6 95'/29m

Caution: Compass deviations, caused by underground train may occur in the vicinity of the E- and F-pier.

LEGEND

C5	Parking position		Blast fence
A5	Taxiway		Compulsory taxi routing
HS1	HOT SPOT See 10-9 for description.		

Standard push-back directions:

D16	LEFT turn (as seen from the push-back truck)	D2...	Straight backwards
D42	RIGHT turn (as seen from the push-back truck)	B85	Taxi-in/taxi-out
		F6+	Push-pull

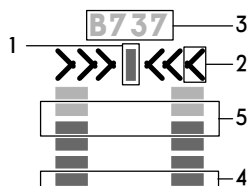
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EHAM/AMS		INS COORDINATES		STAND No.		COORDINATES		STAND No.		COORDINATES	
11 SEP 15 (10-9C) Eff 17 Sep											

VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)

A. SYSTEM DESCRIPTION

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



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

B. ACTIVATED SYSTEM

The system is operated by an employee of a handling company, who also keeps a safety watch during the docking. If not, pilots should not enter the aircraft stand and stop before the red boundary line, until the system is activated or a marshaller has signalled clearance to proceed.

Do not use the system until:

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

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

C. CENTERLINE GUIDANCE

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

D. CLOSING-RATE AND STOP INFORMATION

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

In order to complement the green and yellow bars, a countdown of the distance to the stop line in meters is added in the screen. It will start from 49'/15m and countdown in steps of 3'/1m to 1m. From the last meter, 0.8m and 0.5m will be shown followed by "STOP".

E. DISPLAY INFORMATION TEXT

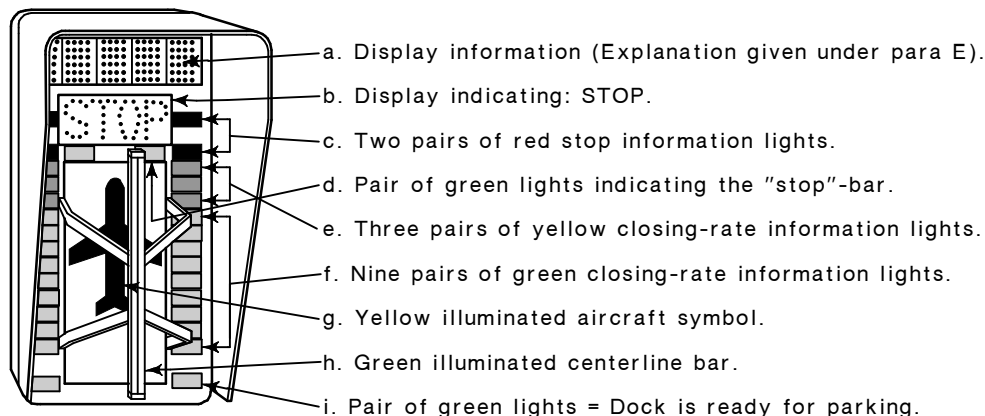
The topline on the display has one or two information line(s). Depending on the number of available information lines, the information will either be shown on both lines or will be shown intermittent in two groups. The following information can be expected:

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

VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

A. SYSTEM DESCRIPTION

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



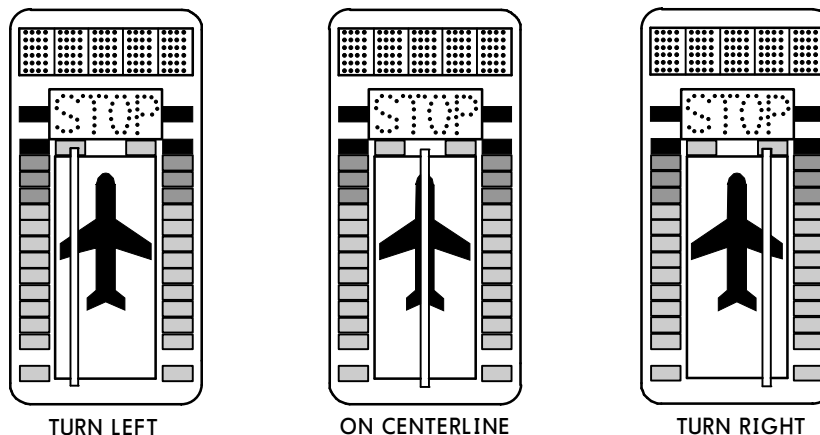
B. ACTIVATED SYSTEM

The system is operated by an employee of a handling company, who also keeps a safety watch during the docking. If not, pilots should not enter the aircraft stand and stop before the red boundary line, until the system is activated or a marshaller has signalled clearance to proceed.

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

C. CENTERLINE GUIDANCE

Centerline guidance is obtained by means of an illuminated bar in front of an aircraft symbol. The aircraft is on center-line when bar and symbol overlap each other. The center line guidance has to be observed from the left seat.



D. CLOSING-RATE AND STOP INFORMATION

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

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

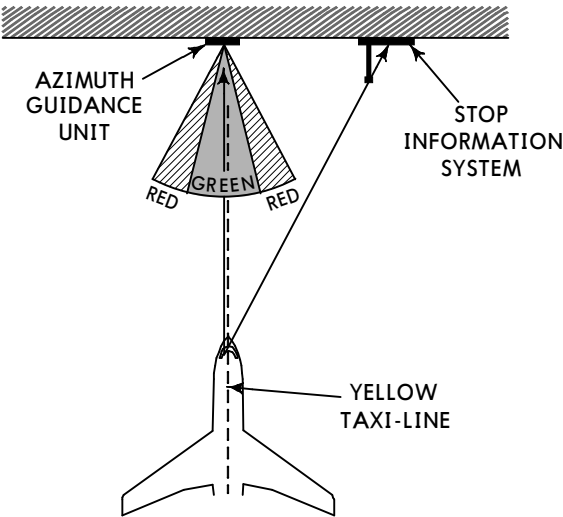
- OK!** Parking is correct
- CHOCK/ON** Chocks are in place.
- TOO/FAR** The stoppoint has been overshoot by more than 3'/1m: ask groundcrew if push-back is necessary.
- STOP/SHORT** The system is operated by an operator; no closing-rate information available. The stopsign is given manually. Taxi very 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 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-signal will be shown as well. The aircraft has to be parked by means of either marshalling or a tractor.



VISUAL DOCKING GUIDANCE SYSTEM (AGNIS/PAPA)

A. SYSTEM DESCRIPTION

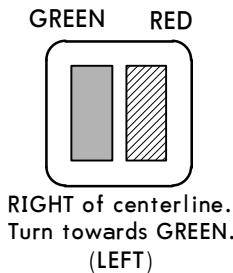
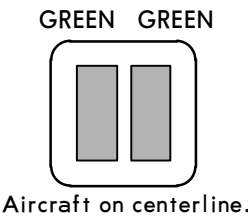
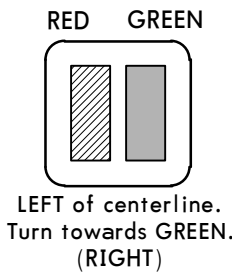
The system consists of an Azimuth guidance unit (AGNIS) and the stop information system (PAPA).



The system is calibrated for use from the left-hand cockpit seat. Be aware that read-out from the right-hand seat may result in incorrect parking.

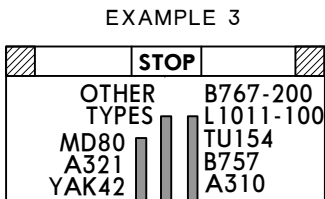
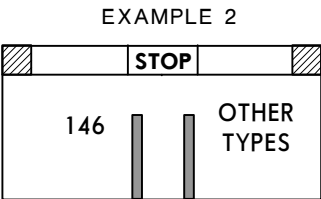
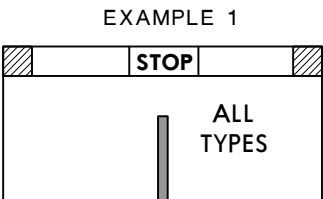
B. AZIMUTH INFORMATION (AGNIS)

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



C. STOP INFORMATION (PAPA)

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



D. EMERGENCY STOP

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

E. ACTIVATED SYSTEM

The system is operated by an employee of a handling company, who also keeps a safety watch during the docking. Pilots should not enter the aircraft stand and stop before the red boundart line, until the system is activated or a marshaller has signalled to proceed.

EHAM/AMS
 **JEPPesen**
22 MAY 15 **(10-9Y)**
JAA COPTER MINIMUMS
AMSTERDAM, NETHERLANDS
SCHIPHOL

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
04	SRE	570' (583')	1000m / 1000m
06	CAT 2 ILS	89' (100')	RA 103' - 300m
	ILS	189' (200')	500m / 1000m
	LOC	410' (421')	800m / 1000m
	NDB	530' (541')	1000m / 1000m
	SRE	570' (581')	1000m / 1000m
09	VOR	510' (522')	- / 1000m
	SRE	570' (582')	- / 1000m
18C	CAT 2 ILS	88' (100')	RA 101' - 300m
	ILS	188' (200')	500m / 1000m
	LOC	690' (702')	1000m / 1000m
	NDB	690' (702')	1000m / 1000m
	SRE	700' (712')	1000m / 1000m
18R	CAT 2 ILS	87' (100')	RA 100' - 300m
	ILS	187' (200')	500m / 1000m
	LOC	690' (703')	1000m / 1000m
	VOR	690' (703')	1000m / 1000m
	SRE	700' (713')	1000m / 1000m
22	ILS	186' (200')	600m / 1000m
	LOC	540' (554')	1000m / 1000m
	SRE	600' (614')	1000m / 1000m
24	SRE	570' (582')	- / 1000m
27	CAT 2 ILS	88' (100')	RA 101' - 300m
	ILS	188' (200')	500m / 1000m
	LOC	440' (452')	1000m / 1000m
	VOR	730' (742')	1000m / 1000m
	SRE	730' (742')	1000m / 1000m
36C	CAT 2 ILS	88' (100')	RA 100' - 300m
	ILS	188' (200')	500m / 1000m
	LOC	320' (332')	800m / 1000m
	VOR	480' (492')	1000m / 1000m
	SRE	570' (582')	1000m / 1000m
36R	CAT 2 ILS	89' (100')	RA 102' - 300m
	ILS	198' (209')	550m / 1000m
	LOC	430' (441')	800m / 1000m
	NDB	510' (521')	1000m / 1000m
	SRE	570' (581')	1000m / 1000m

CIRCLE-TO-LAND ①	MDA(H)	VIS
	620' (631') ② ③	1000m ④
CIRCLING VOR 24	1000' (1011')	6.0km ⑤

① To rwy 22: Do not mistake rwy 24 for rwy 22.

② After LOC 18C, NDB 18C, LOC 18R and VOR 18R: 700' (711').

③ After VOR 27 and SRE 27: 730' (741').

④ To RWY 18L during daylight only: Ceiling 1200', VIS 5.0 km.

⑤ Ceiling 1100'. To RWY 18L during daylight only: Ceiling 1200'.

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

LVP must be in Force ⑥				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ⑦	800m

⑥ Without LVP 400m are stipulated.

⑦ Or rejected take-off distance whichever is the greater.

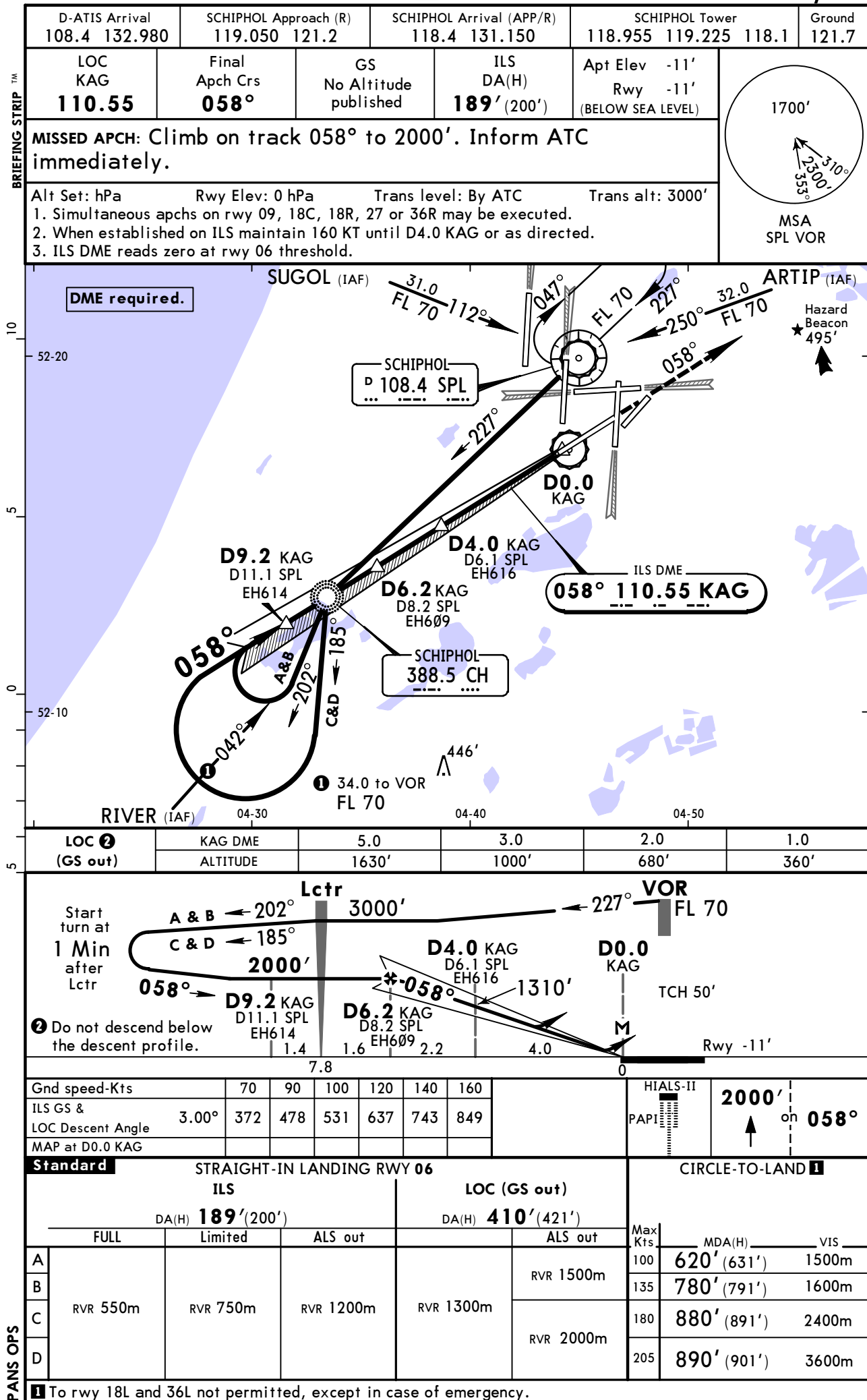
EHAM/AMS SCHIPHOL

25 DEC 15

(11-1)

Eff 7 Jan

JEPPESAMSTERDAM, NETHERLANDS ILS or LOC Rwy 06



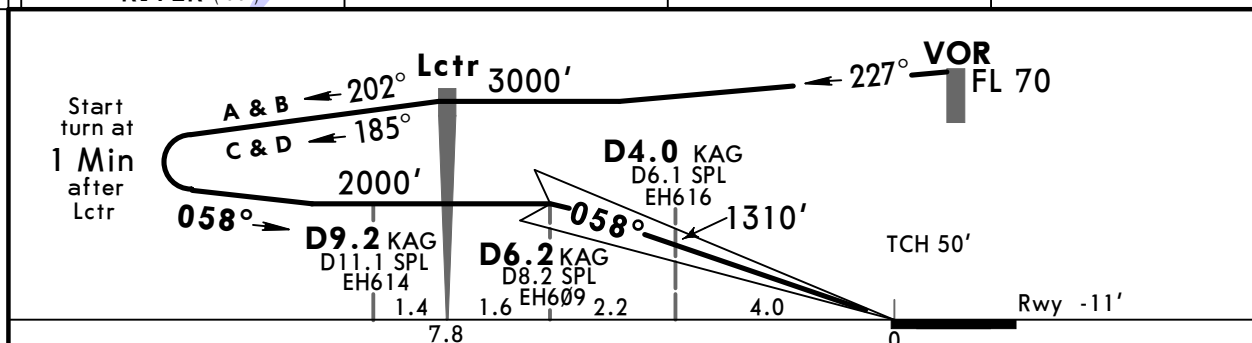
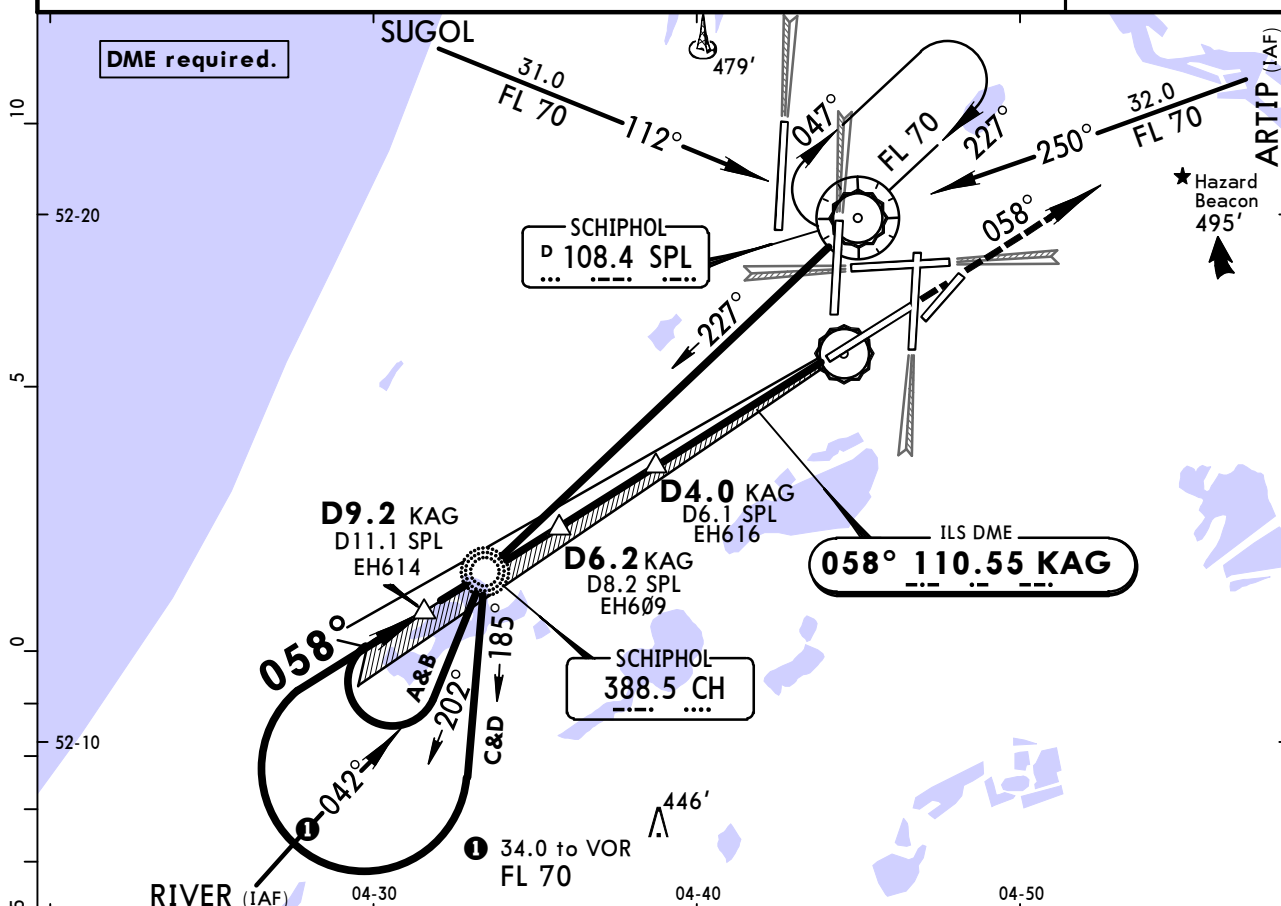
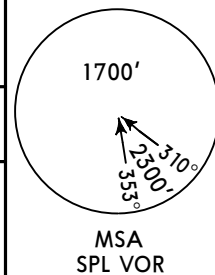
EHAM/AMS
SCHIPHOL

25 DEC 15
Eff 7 Jan

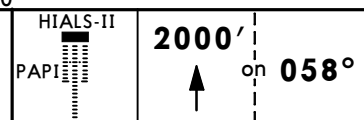
11-1A

JEPPESSEN AMSTERDAM, NETHERLANDS
CAT II/III ILS Rwy 06

D-ATIS Arrival 108.4 132.980	SCHIPHOL Approach (R) 119.050 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.150	SCHIPHOL Tower 118.955 119.225 118.1	Ground 121.7
LOC KAG 110.55	Final Apch Crs 058°	GS No Altitude published	CAT II & IIIA ILS Refer to Minimums	Apt Elev -11' Rwy -11' (BELOW SEA LEVEL)
MISSED APCH: Climb on track 058° to 2000'. Inform ATC immediately.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 3000'	
1. Special Aircrew & Acft Certification Required. 2. Simultaneous apchs on rwy 09, 18C, 18R, 27 or 36R may be executed. 3. When established on ILS maintain 160 KT until D4.0 KAG or as directed. 4. ILS DME reads zero at rwy 06 threshold.				



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



Standard		STRAIGHT-IN LANDING RWY 06	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABCD RA 100' DA(H) 89'(100')	
RVR 200m		RVR 300m I	

I Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

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EHAM/AMS

JEPPesen

AMSTERDAM, NETHERLANDS

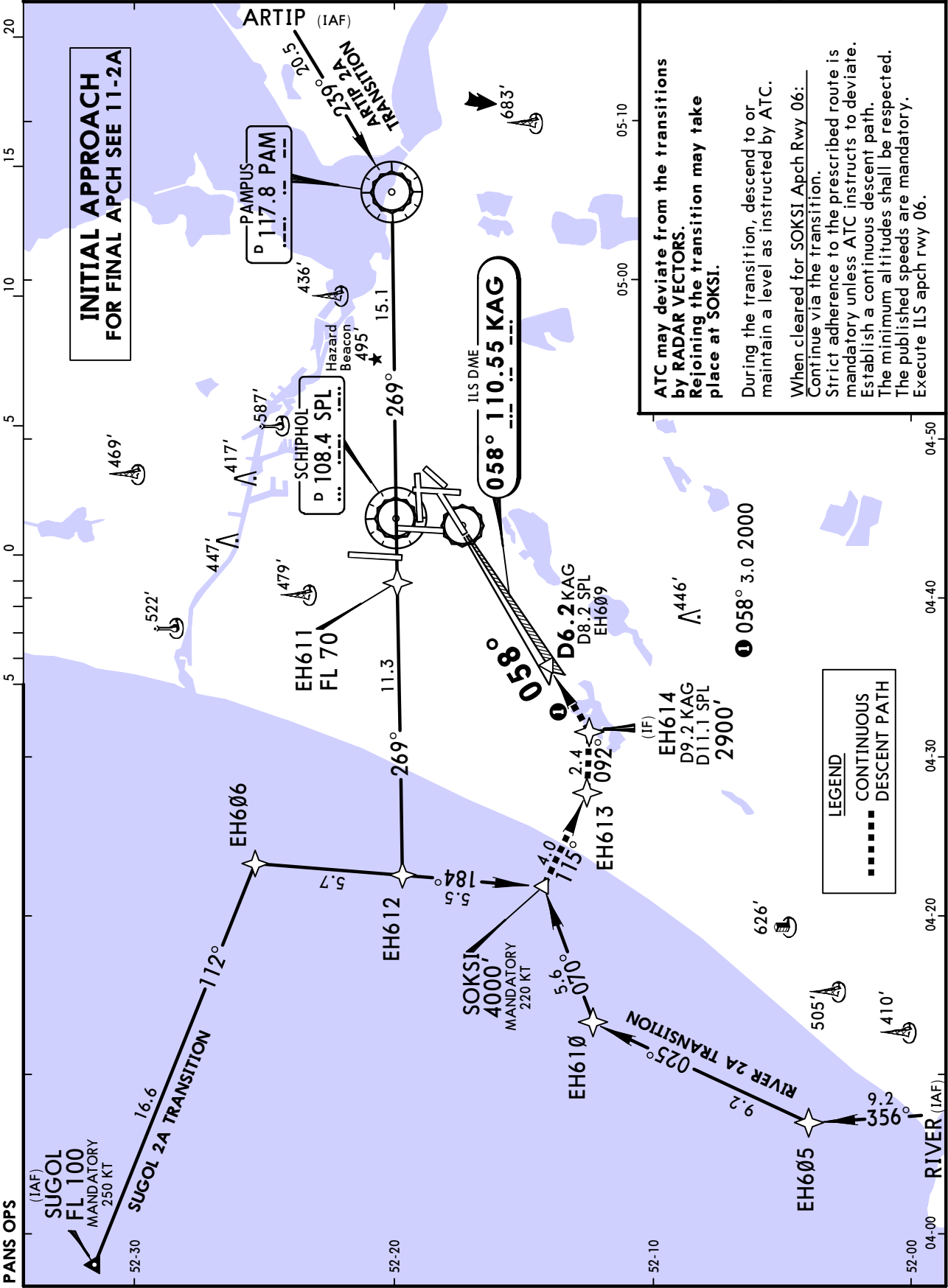
25 DEC 15 11-2 Eff 7 Jan

RNAV NIGHT ILS Rwy 06

SCHIPHOL

(SUGOL, RIVER & ARTIP TRANSITIONS to SOKSI APCH Rwy 06)

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.980	119.050 121.2	118.4 131.150	118.955 119.225 118.1	121.7
LOC KAG 110.55	Final Apch Crs 058°	GS Refer to chart 11-2A	ILS DA(H) Refer to chart 11-2A	Apt Elev -11' Rwy -11' (BELOW SEA LEVEL)
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 3000'	MSA 1700' SPL VOR 355° 20.5° 310°
1. DME required. 2. When established on ILS maintain 160 KT until D4.0 KAG or as directed.				



EHAM/AMS
SCHIPHOL

25 DEC 15
Eff 7 Jan

JEPPESSEN
11-2A

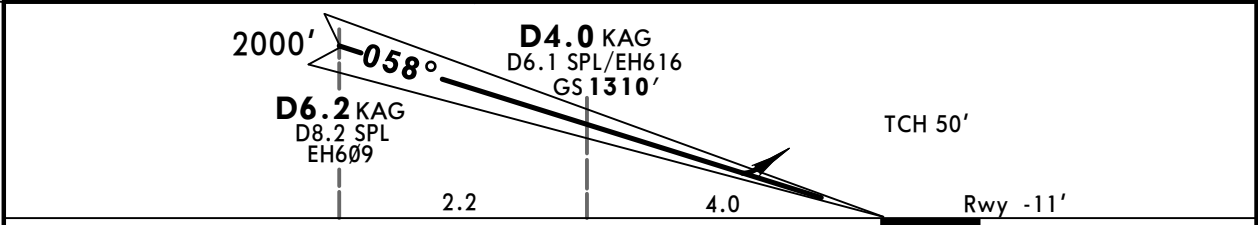
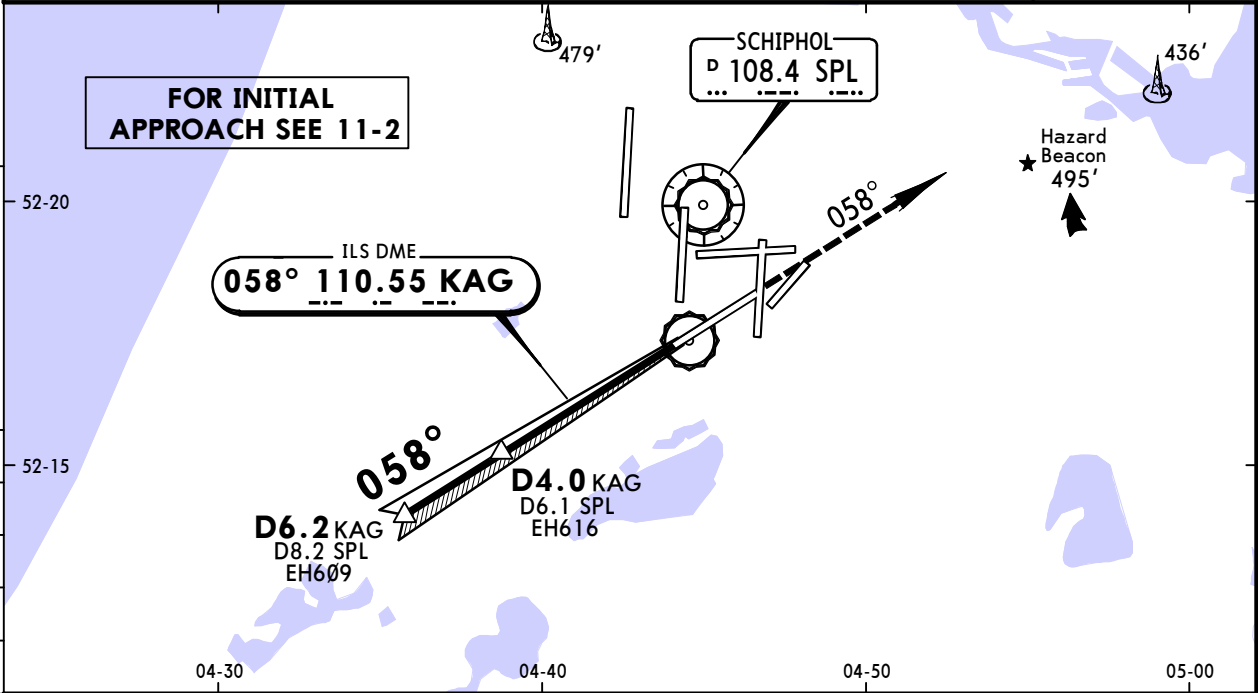
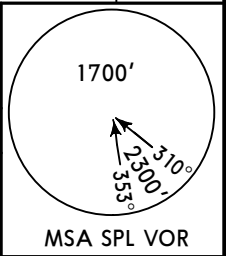
RNAV
NIGHT

AMSTERDAM, NETHERLANDS
CAT I/II/III ILS Rwy 06

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.980	119.050 121.2	118.4 131.150	118.955 119.225 118.1	121.7

LOC KAG 110.55	Final Apch Crs 058°	GS D4.0 KAG 1310' (1321')	CAT II & IIIA ILS Refer to Minimums	ILS DA(H) 189' (200')	Apt Elev -11' Rwy -11' (BELOW SEA LEVEL)
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MISSED APCH: Climb on track 058° to 2000'. Inform ATC immediately.
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'
1. **DME required.** 2. CAT II/III ILS: Special Aircrew & Acft Certification Required.
3. When established on ILS maintain 160 KT until D4.0 KAG or as directed.
4. ILS DME reads zero at rwy 06 threshold.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI
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Standard		STRAIGHT-IN LANDING RWY 06	
CAT IIIA ILS		CAT II ILS ABCD RA 100' DA(H) 89' (100')	
DH 50'		RVR 300m 1	
RVR 200m			

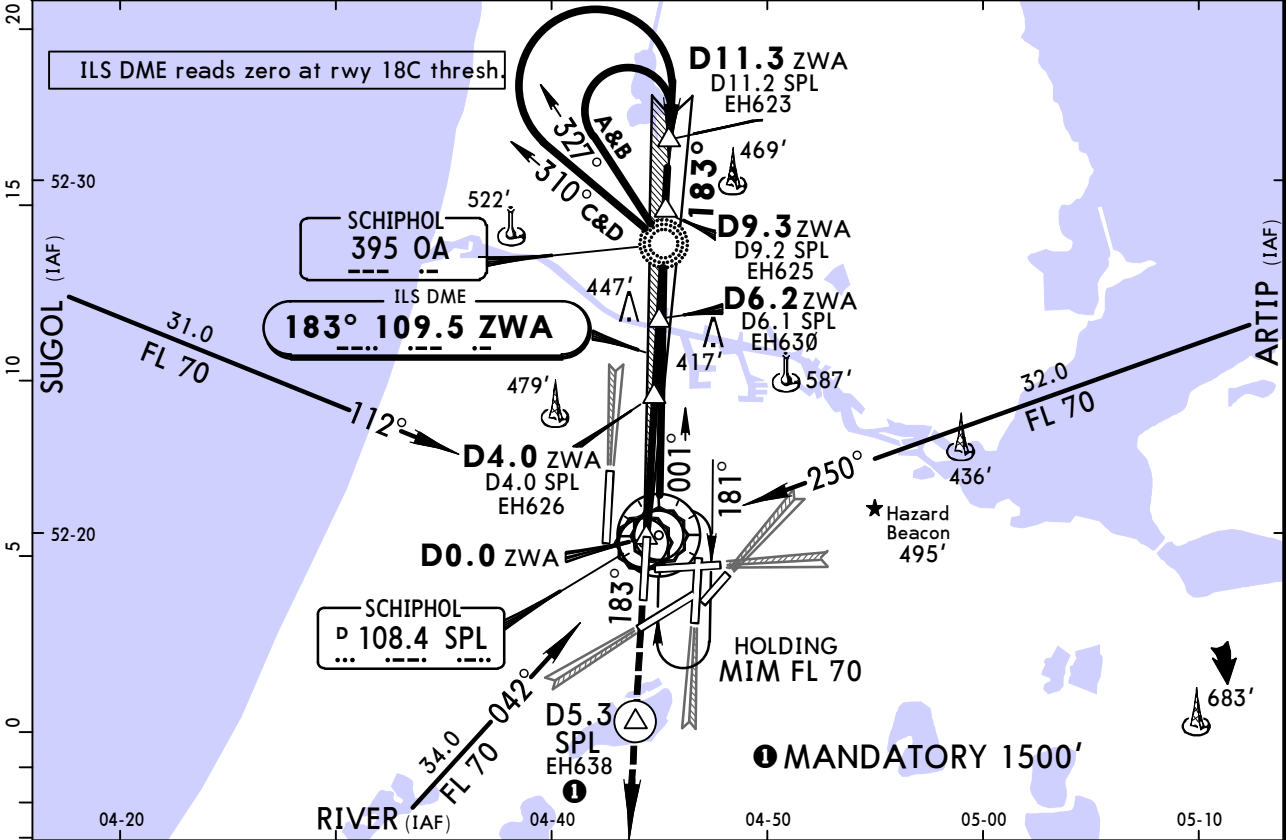
Standard		STRAIGHT-IN LANDING RWY 06		CIRCLE-TO-LAND 2	
ILS		LOC (GS out)			
DA(H) 189' (200')					
FULL Limited ALS out					
A				Max Kts	MDA(H) VIS
B	RVR 550m	RVR 750m	RVR 1200m	100	620' (631') 1500m
C				135	780' (791') 1600m
D				180	880' (891') 2400m
				205	890' (901') 3600m

1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.
2 To rwy 18L and 36L not permitted, except in case of emergency.

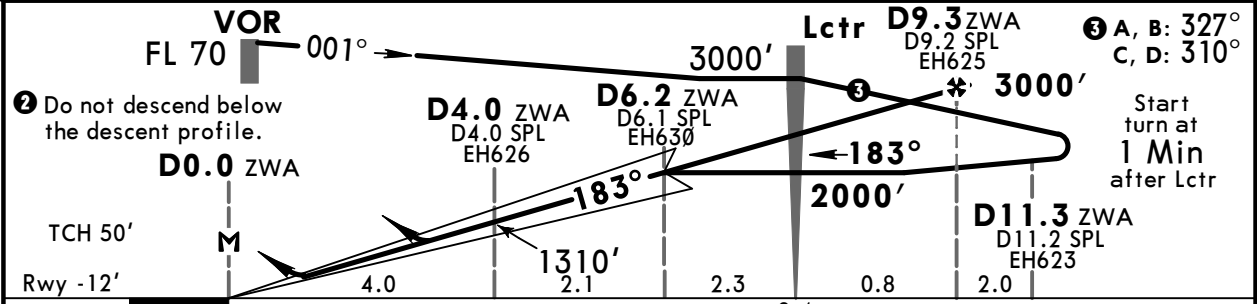
EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
25 DEC 15 11-3 Eff 7 Jan
ILS or LOC Rwy 18C

D-ATIS Arrival 108.4 132.980	SCHIPHOL Approach (R) 119.050 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.150	SCHIPHOL Tower 118.1 119.225 118.955	Ground 121.8
LOC ZWA 109.5	Final Apch Crs 183°	GS No Altitude published	ILS DA(H) 188' (200')	Apt Elev -11' Rwy -12' (BELOW SEA LEVEL)
BRIEFING STRIP MISSED APCH: Climb on track 183° to 1500'. Inform ATC immediately. At D5.3 South of SPL VOR climb to 2000'. Do not overshoot the initial altitude of 1500'. Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000' 1. DME required. 2. Simultaneous apchs on rwy 06, 18R, 22, 27 or 36R may be executed. 3. When established on ILS maintain 160 KT until D4.0 ZWA or as directed.				



LOC ② (GS out)	ZWA DME	1.0	2.0	3.0	5.0
	ALTITUDE	360'	680'	1000'	1630'

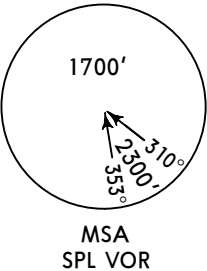


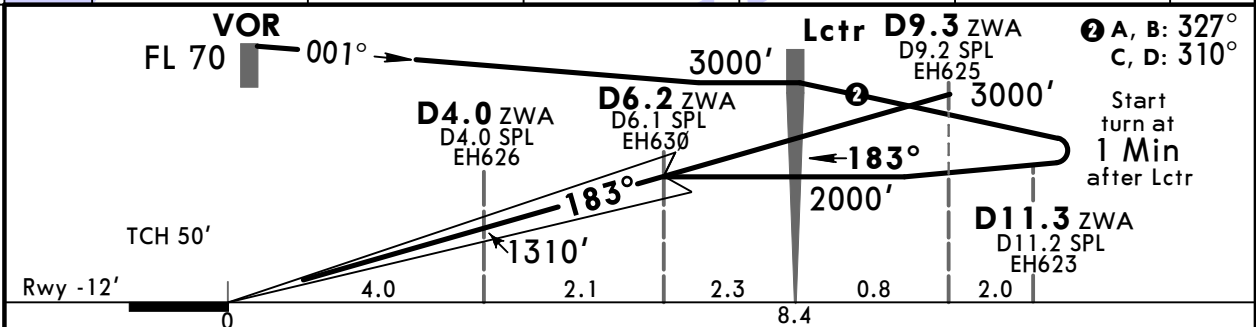
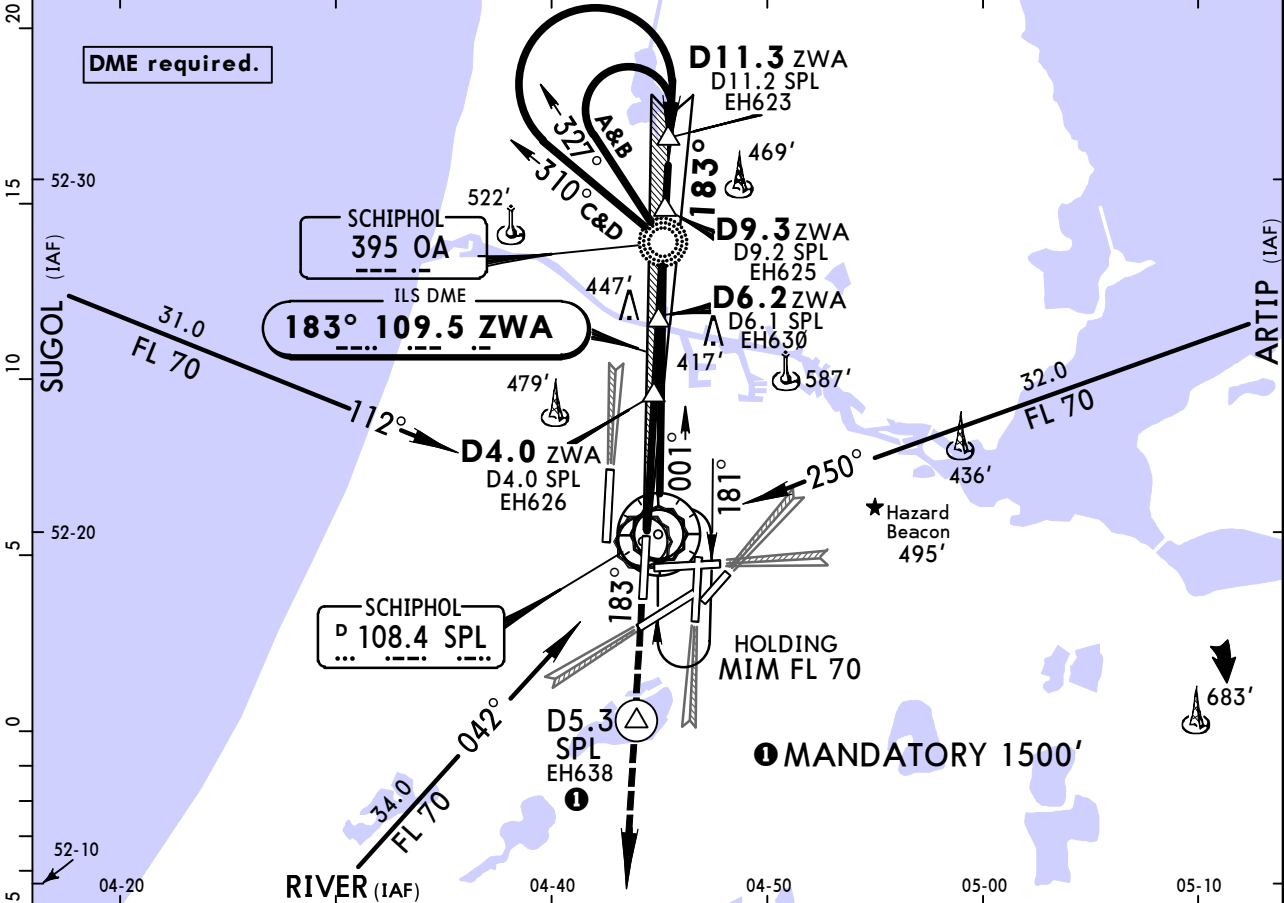
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1500' on 183°	D5.3 SPL
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849		
MAP at D0.0 ZWA									

Standard				STRAIGHT-IN LANDING RWY 18C			CIRCLE-TO-LAND 1		
ILS				LOC (GS out)					
DA(H) 188'(200')				DA(H) 690'(702')					
FULL		Limited	ALS out			ALS out	Max Kts.	MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m		CMV 2400m	100	700' (711')	1500m
B							135	780' (791')	1600m
C				180	880' (891')		2400m		
D				205	890' (901')		3600m		

EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
25 DEC 15 11-3A Eff 7 Jan CAT II/III ILS Rwy 18C

D-ATIS Arrival 108.4 132.980	SCHIPHOL Approach (R) 119.050 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.150	SCHIPHOL Tower 118.1 119.225 118.955	Ground 121.8
LOC ZWA 109.5	Final Apch Crs 183°	GS No Altitude published	CAT II & IIIA ILS Refer to Minimums	Apt Elev -11' Rwy -12' (BELOW SEA LEVEL)
BRIEFING STRIP MISSED APCH: Climb on track 183° to 1500'. Inform ATC immediately. At D5.3 South of SPL VOR climb to 2000'. Do not overshoot the initial altitude of 1500'. Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000' 1. Special Aircrew & Aircraft Certification Required. 2. Simultaneous apchs on rwy 06, 18R, 22, 27 or 36R may be executed. 3. When established on ILS maintain 160 KT until D4.0 ZWA or as directed. 4. ILS DME reads zero at rwy 18C threshold.				
 MSA SPL VOR				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1500' on 183°	D5.3 SPL
GS	3.00°	372	478	531	637	743	849		

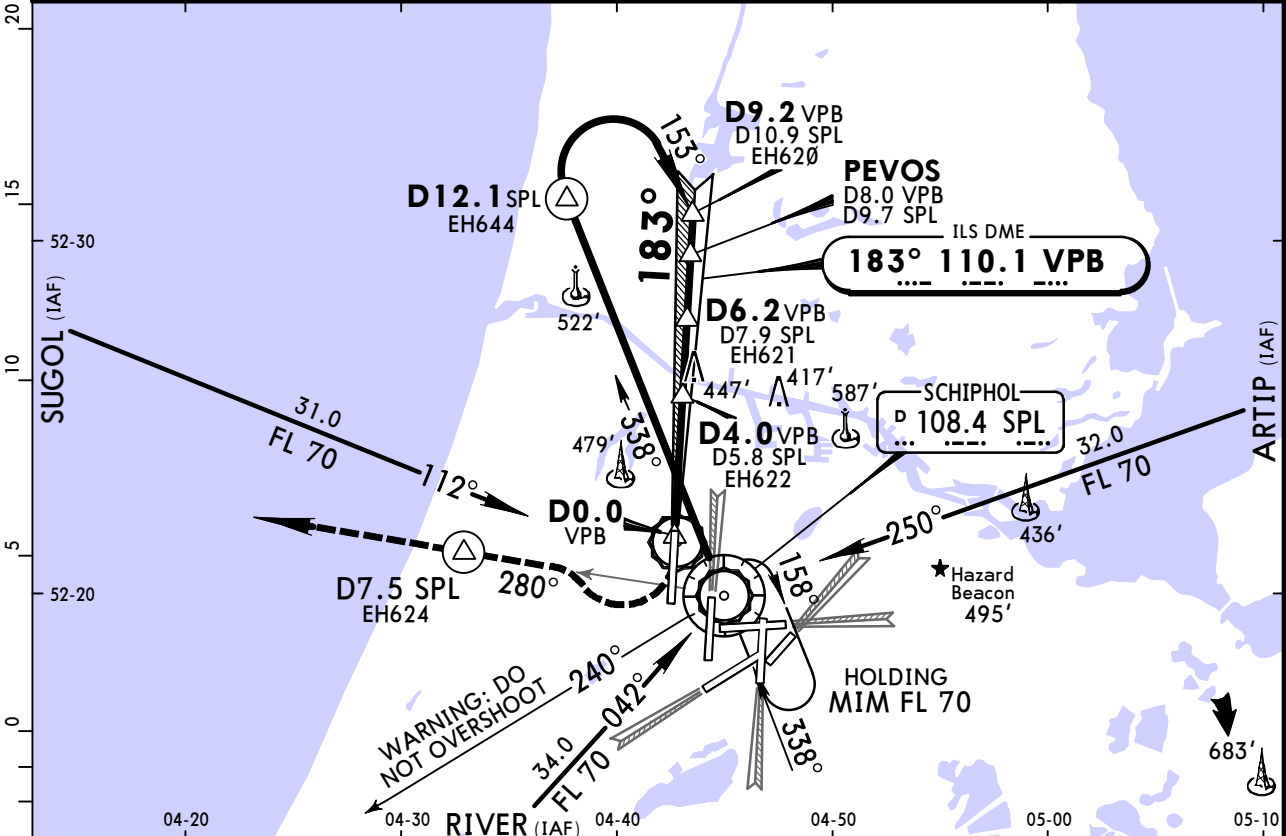
Standard		STRAIGHT-IN LANDING RWY 18C	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABCD RA 101' DA(H) 88' (100')	
RVR 200m		RVR 300m 	

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

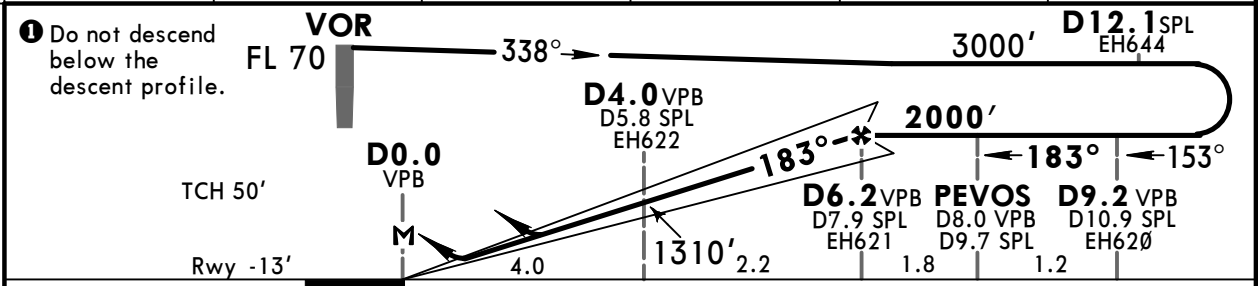
EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
25 DEC 15 11-4 Eff 7 Jan ILS or LOC Rwy 18R

D-ATIS Arrival 108.4 132.980		SCHIPHOL Approach (R) 119.050 121.2		SCHIPHOL Arrival (APP/R) 118.4 131.150		SCHIPHOL Tower 118.275 119.225 118.1			Ground 121.9	
LOC VPB 110.1	Final Apch Crs 183°	GS No Altitude published	ILS DA(H) 187' (200')	Apt Elev -11' Rwy -13' (BELOW SEA LEVEL)			1700' 310° 2300' 355° MSA SPL VOR			
MISSED APCH: Turn RIGHT as soon as practicable to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000', cross D7.5 SPL at 2000'. Inform ATC immediately.										
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 3000'				
1. DME & VOR required. 2. Simultaneous apchs on rwy 06, 18C, 22, 27 or 36R may be executed. 3. When established on ILS maintain 160 KT until D4.0 VPB or as directed. 4. ILS DME reads zero at rwy 18R threshold.										



LOC 1 (GS out)	VPB DME	1.0	2.0	3.0	5.0
	ALTITUDE	360'	670'	990'	1630'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		SPL 108.4 R-280
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	
MAP at D0.0 VPB								RT	

Standard			STRAIGHT-IN LANDING RWY 18R				CIRCLE-TO-LAND 1		
ILS			LOC (GS out)						
DA(H) 187' (200')			DA(H) 690' (703')						
FULL		Limited	ALS out				Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m			100	700' (711')	1500m
B							135	780' (791')	1600m
C				CMV 2400m			180	880' (891')	2400m
D							205	890' (901')	3600m

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

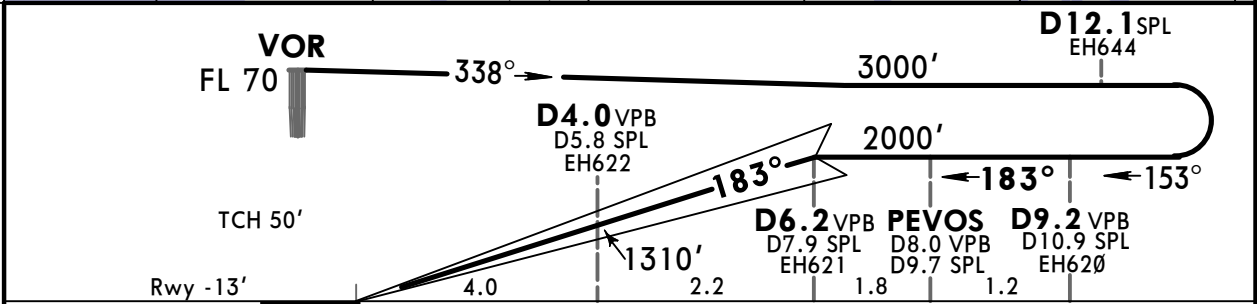
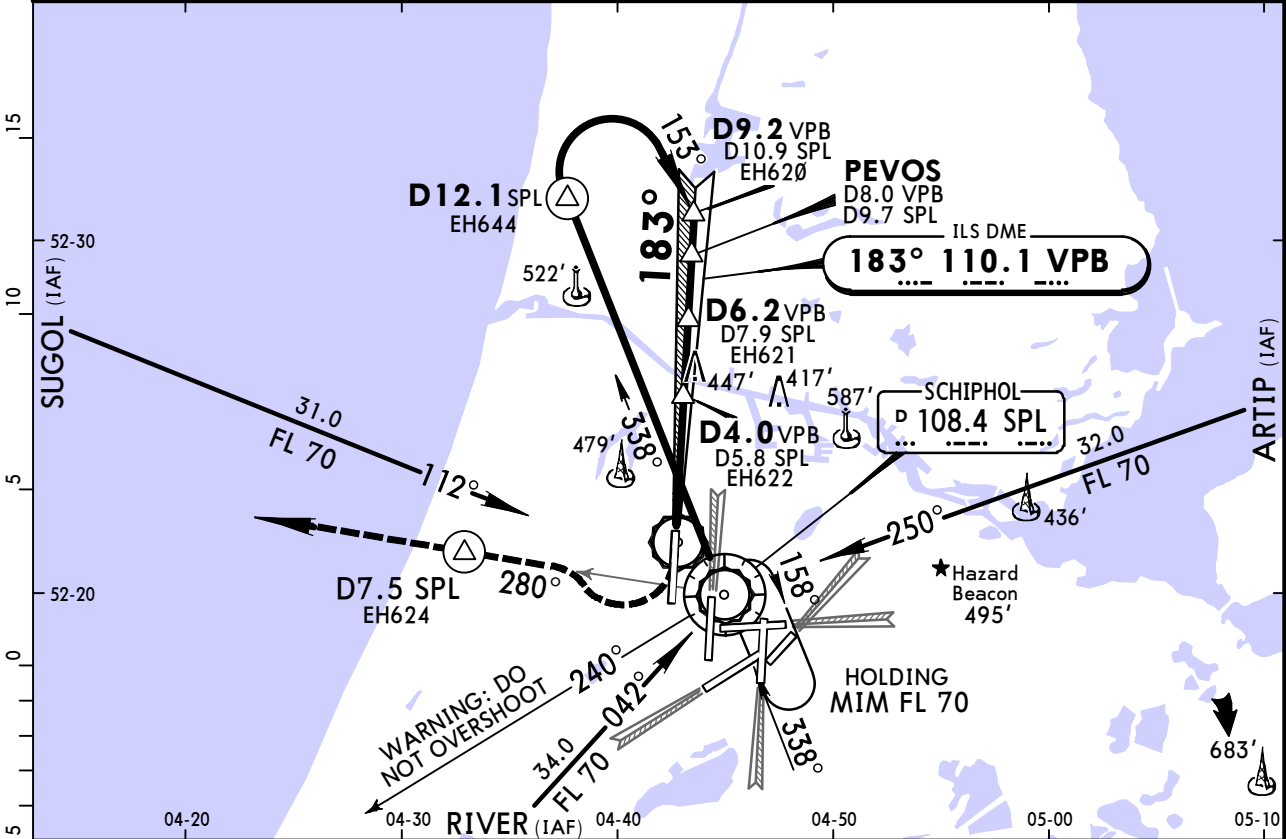
EHAM/AMS
SCHIPHOL

25 DEC 15
Eff 7 Jan

JEPPesenAMSTERDAM, NETHERLANDS
11-4A

CAT II/III ILS Rwy 18R

D-ATIS Arrival		SCHIPHOL Approach (R)		SCHIPHOL Arrival (APP/R)		SCHIPHOL Tower		Ground			
108.4 132.980		119.050 121.2		118.4 131.150		118.275 119.225 118.1		121.9			
LOC VPB 110.1	Final Apch Crs 183°	GS No Altitude published	CAT II & IIIA ILS Refer to Minimums	Apt Elev -11' Rwy -13' (BELOW SEA LEVEL)		1700' 310° 2300' 330° MSA SPL VOR					
MISSED APCH: Turn RIGHT as soon as practicable to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000', cross D7.5 SPL at 2000'. Inform ATC immediately.											
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC						Trans alt: 3000'	
1. DME & VOR required. 2. Special Aircrew & Aircraft Certification Required 3. Simultaneous apchs on rwy 06, 18C, 22, 27 or 36R may be executed. 4. When established on ILS maintain 160 KT until D4.0 VPB or as directed. 5. ILS DME reads zero at rwy 18R threshold.											

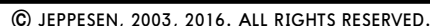


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	SPL
GS	3.00°	372	478	531	637	743	849	108.4
								R-280

Standard		STRAIGHT-IN LANDING RWY 18R	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABCD RA 100' DA(H) 87'(100')	
RVR 200m		RVR 300m I	

I Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

PANS OPS



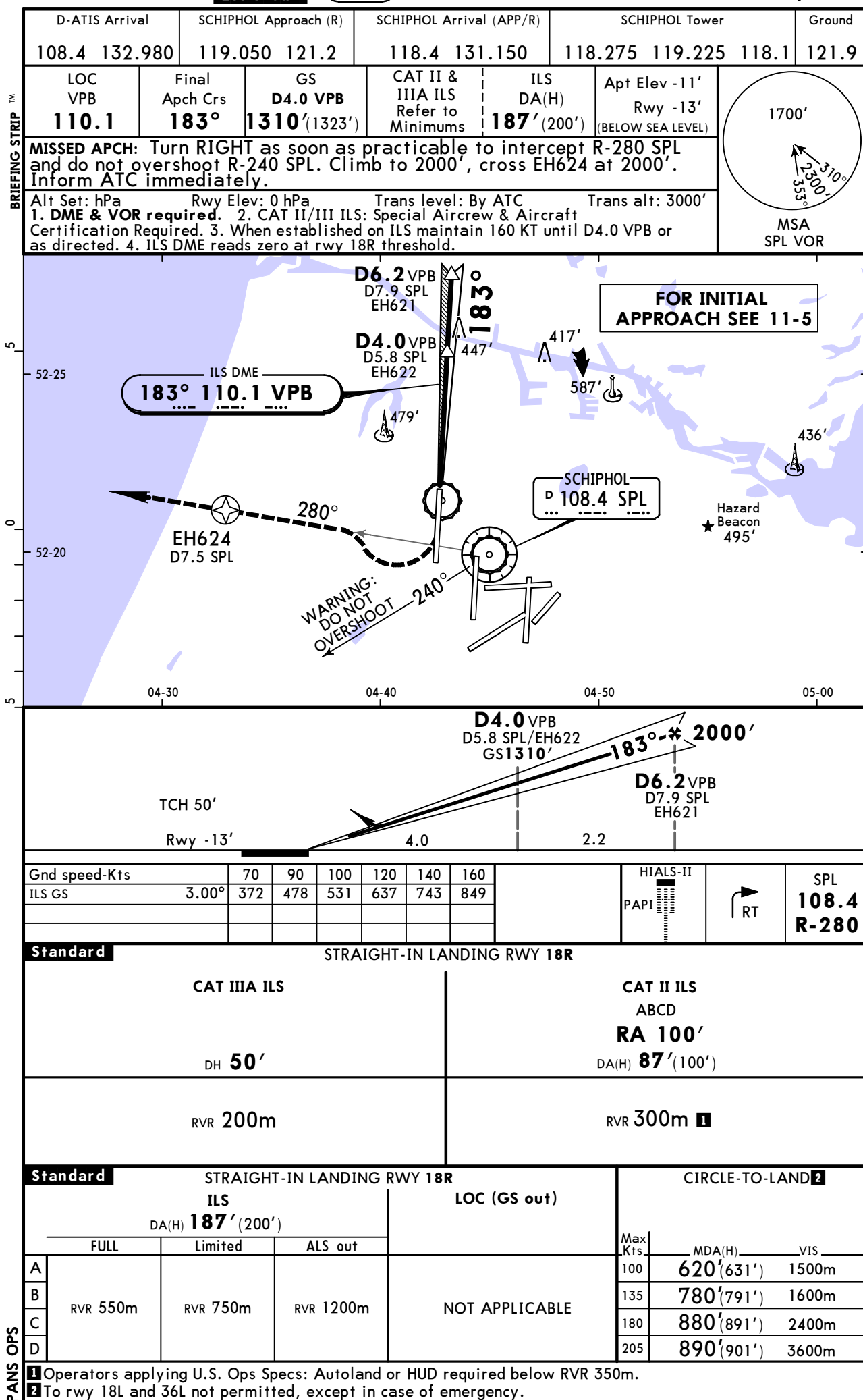
EHAM/AMS
SCHIPHOL

25 DEC 15
Eff 7 Jan

11-5A

RNAV
NIGHT

AMSTERDAM, NETHERLANDS
CAT I/II/III ILS Rwy 18R



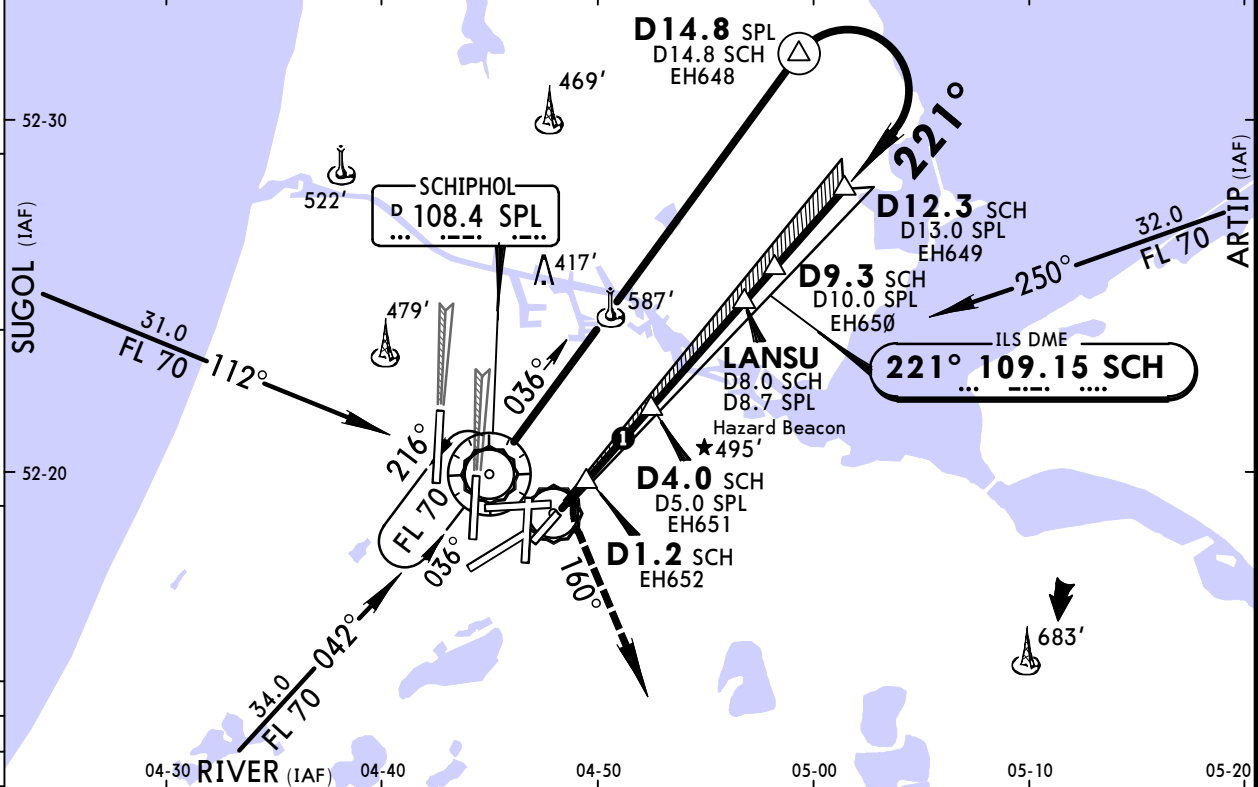
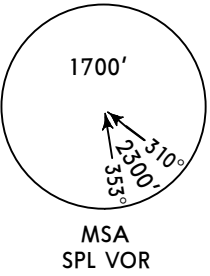
CHANGES: Communications.

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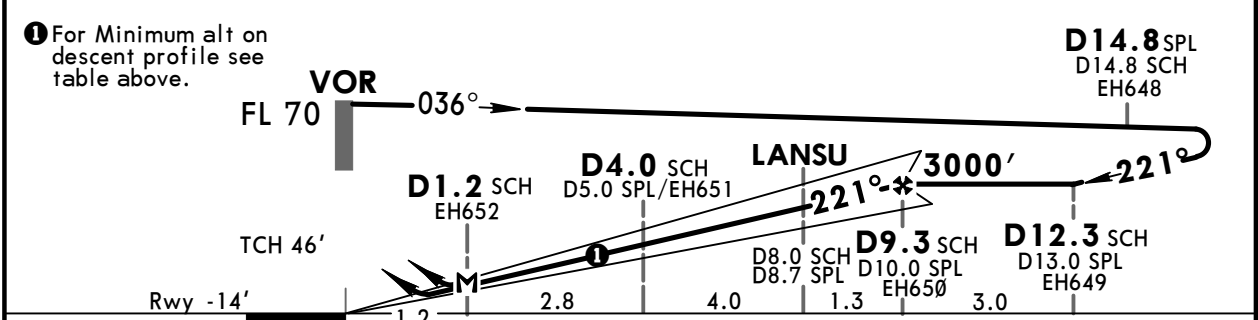
EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
25 DEC 15 11-6 Eff 7 Jan ILS or LOC Rwy 22

D-ATIS Arrival 108.4 132.980	SCHIPHOL Approach (R) 119.050 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.150	SCHIPHOL Tower 119.225 118.1 118.955	Ground 121.8
LOC SCH 109.15	Final Apch Crs 221°	GS No Altitude published	ILS DA(H) Refer to Minimums	Apt Elev -11' Rwy -14' (BELOW SEA LEVEL)
MISSED APCH: Turn LEFT on track 160° as soon as practicable but not below 400' and climb to 2000' . Inform ATC immediately.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'				
1. DME required. 2. CAUTION: Do not confuse rwy 22 with rwy 24 or with twy situated left of rwy 22. 3. Simultaneous apchs on rwy 18C or 18R may be executed. 4. Strict adherence to the missed apch proc is essential. 5. When established on ILS maintain 160 KT until D5.0 SCH or as directed. 6. ILS DME reads zero at rwy 22 threshold.				



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



Gnd speed-Kts	70	90	100	120	140	160	MIALS	400'	160°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	LT
MAP at D1.2 SCH/EH652									

STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND 1			
ILS		LOC (GS out)					
DA(H) ABC: 186' (200') D: 200' (214')		DA(H) 540' (554')		Max Kts		MDA(H) VIS	
FULL/Limited		ALS out					
A	RVR 750m	RVR 1200m	RVR 1500m		100	620' (631')	1500m
B					135	780' (791')	1600m
C	RVR 800m		CMV 2100m	CMV 2400m	180	880' (891')	2400m
D					205	890' (901')	3600m

EHAM/AMS
SCHIPHOL

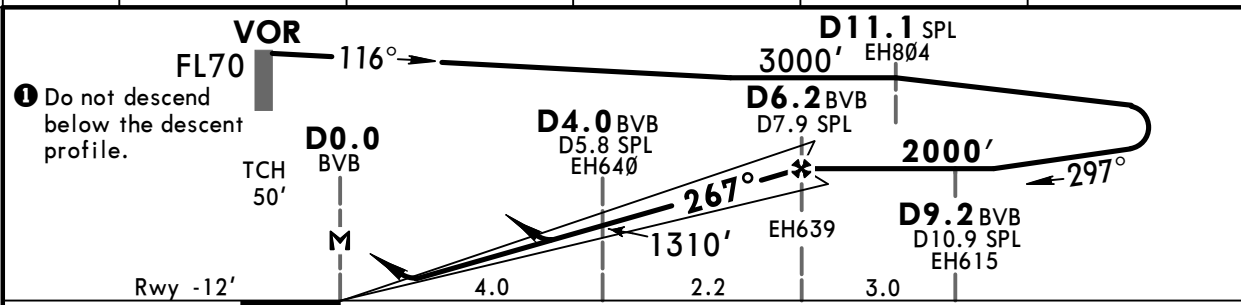
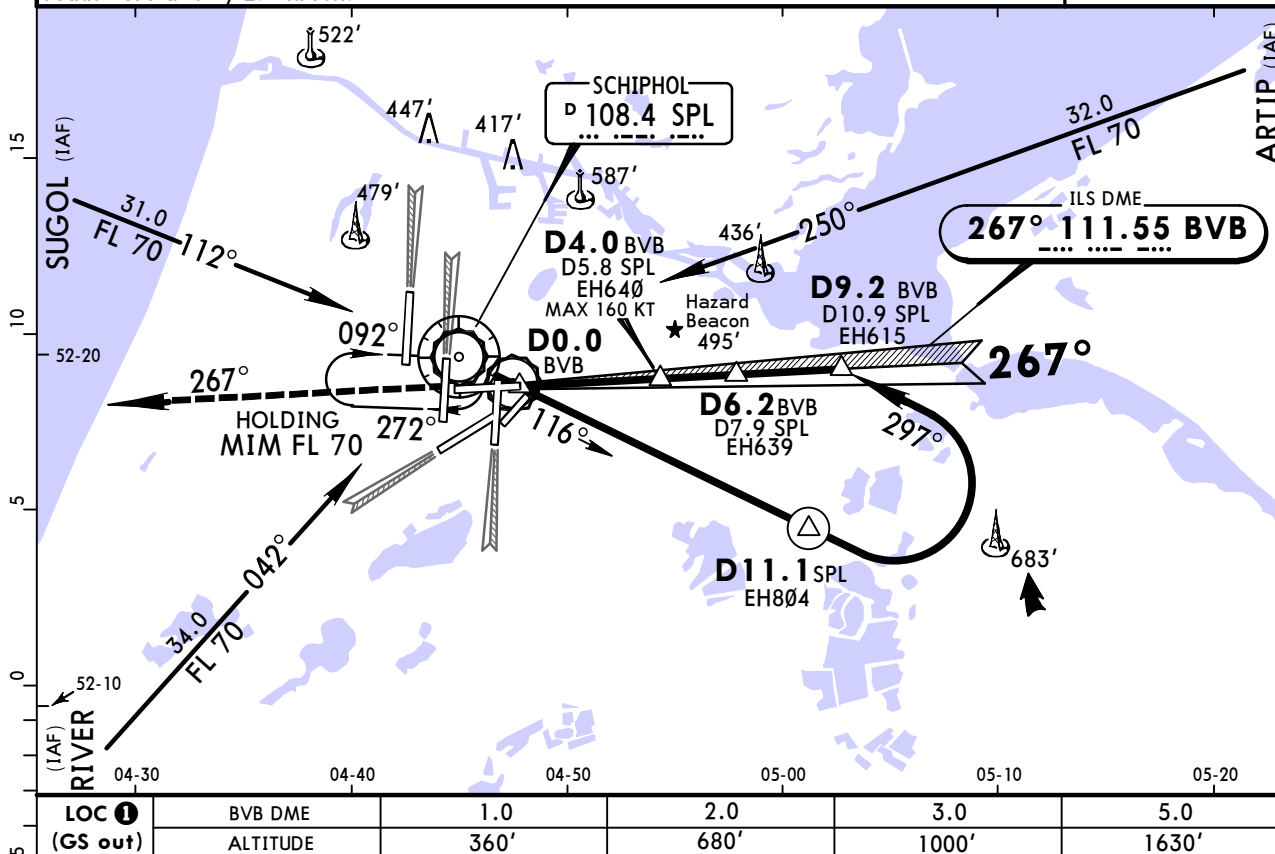
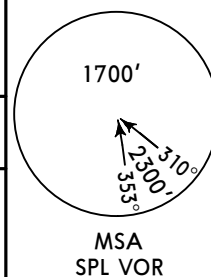
25 DEC 15

11-7 Eff 7 Jan

JEPPESSEN AMSTERDAM, NETHERLANDS

ILS or LOC Rwy 27

D-ATIS Arrival 108.4 132.980	SCHIPHOL Approach (R) 119.050 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.150	SCHIPHOL Tower 119.225 118.1 118.955	Ground 121.8
LOC BVB 111.55	Final Apch Crs 267°	GS No Altitude published	ILS DA(H) 188' (200')	Apt Elev -11' Rwy -12' (BELOW SEA LEVEL)
MISSED APCH: Climb on track 267° to 3000'. Inform ATC immediately.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'				
1. DME required. 2. WARNING: When average surface wind velocity exceeds 30 KT, moderate turbulence can be expected on final approach from approx D3.0 BVB to D1.0 BVB. 3. Simultaneous apchs on rwy 06, 18C, 18R or 36R may be executed. 4. When established on ILS maintain 160 KT until D4.0 BVB or as directed. 5. ILS DME reads zero at rwy 27 thresh.				



Gnd speed-Kts	70	90	100	120	140	160																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND 1	
ILS		LOC (GS out)			
DA(H) 188' (200')		DA(H) 440' (452')			
FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A			RVR 1500m	100	620' (631') 1500m
B				135	780' (791') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	180	880' (891') 2400m
D			CMV 2100m	205	890' (901') 3600m

1 To rwy 18L and 36L not permitted, except in case of emergency.
To rwy 22: Do not mistake rwy 24 for rwy 22.

20.

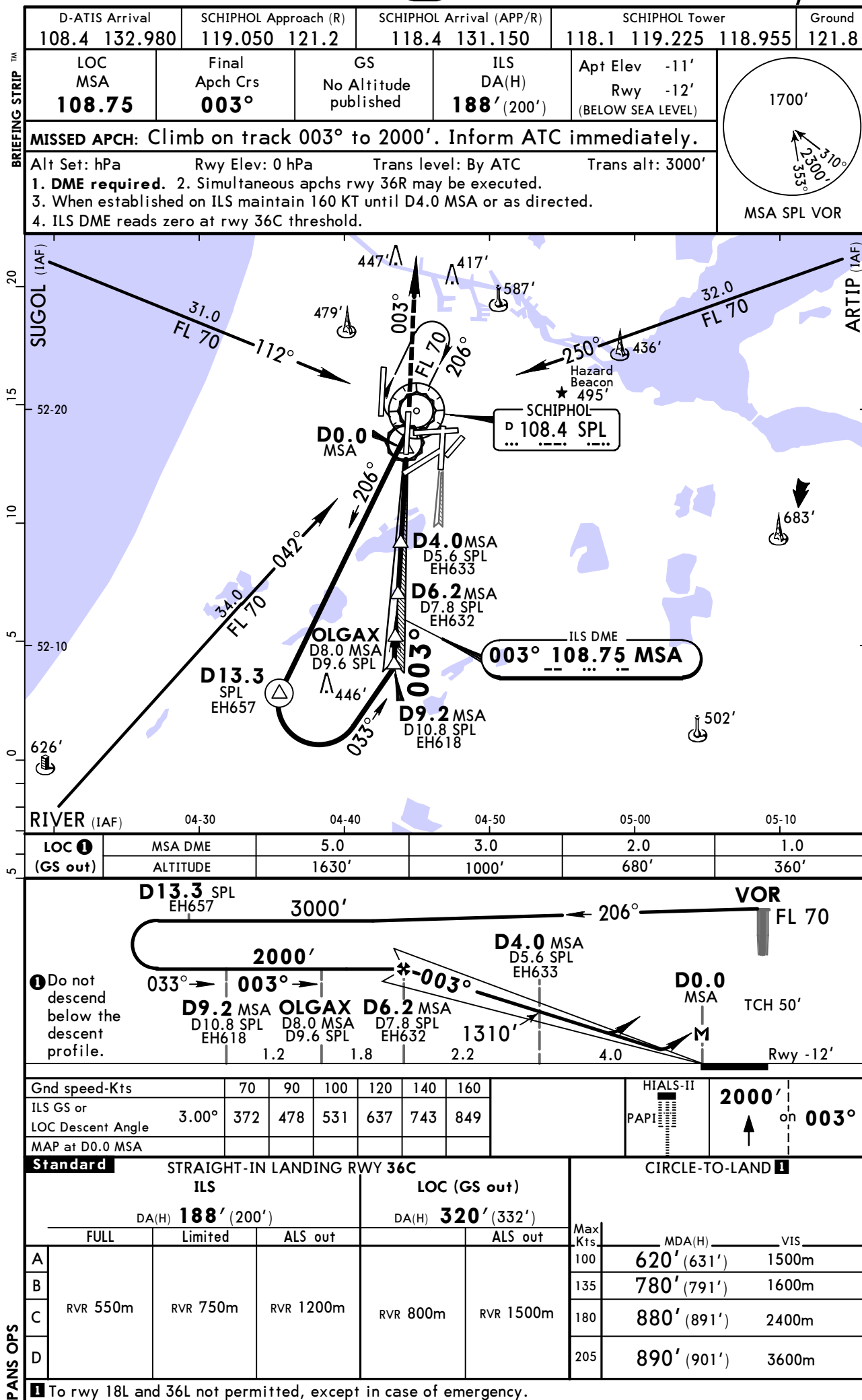
3000' on 267°

PANS OPS

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EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
25 DEC 15 **(11-8)** Eff 7 Jan **ILS or LOC Rwy 36C**

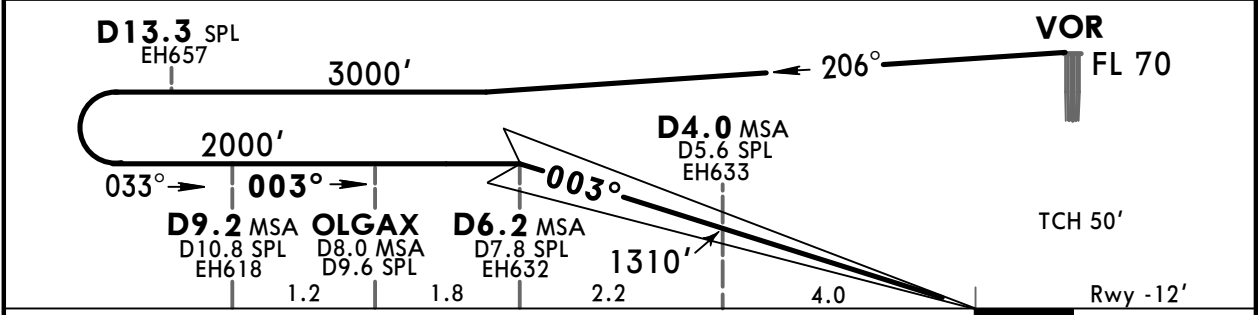
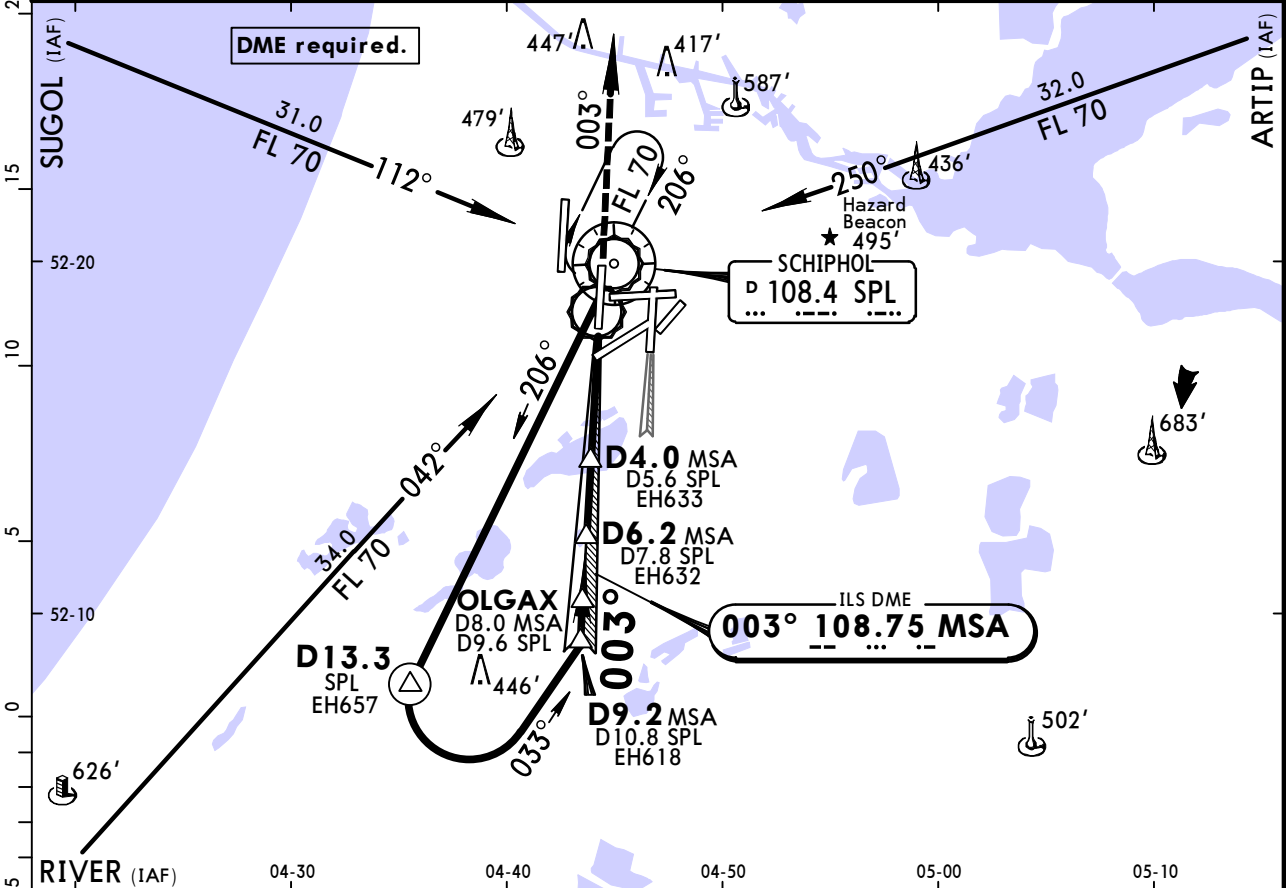


EHAM/AMS
SCHIPHOL

25 DEC 15
Eff 7 Jan 11-8A

AMSTERDAM, NETHERLANDS
CAT II/III ILS Rwy 36C

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.980	119.050 121.2	118.4 131.150	118.1 119.225 118.955	121.8
LOC MSA 108.75	Final Apch Crs 003°	GS No Altitude published	CAT II & IIIA ILS Refer to Minimums	Apt Elev -11' Rwy -12' (BELOW SEA LEVEL)
MISSED APCH: Climb on track 003° to 2000'. Inform ATC immediately.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'				
1. Special Aircrew & Aircraft Certification Required. 2. Simultaneous apchs on rwy 36R may be executed. 3. When established on ILS maintain 160 KT until D4.0 MSA or as directed. 4. ILS DME reads zero at rwy 36C threshold.				
				MSA SPL VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	2000' on 003°
GS	3.00°	372	478	531	637	743		

Standard		STRAIGHT-IN LANDING RWY 36C	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABCD RA 100' DA(H) 88' (100')	
RVR 200m		RVR 300m I	

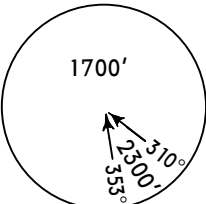
I Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

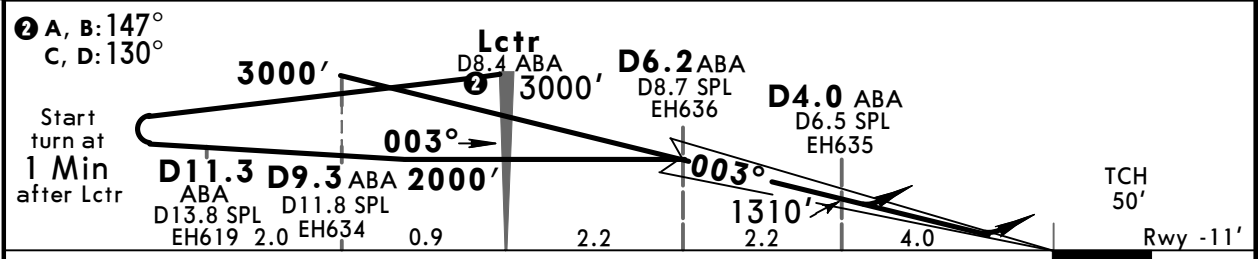
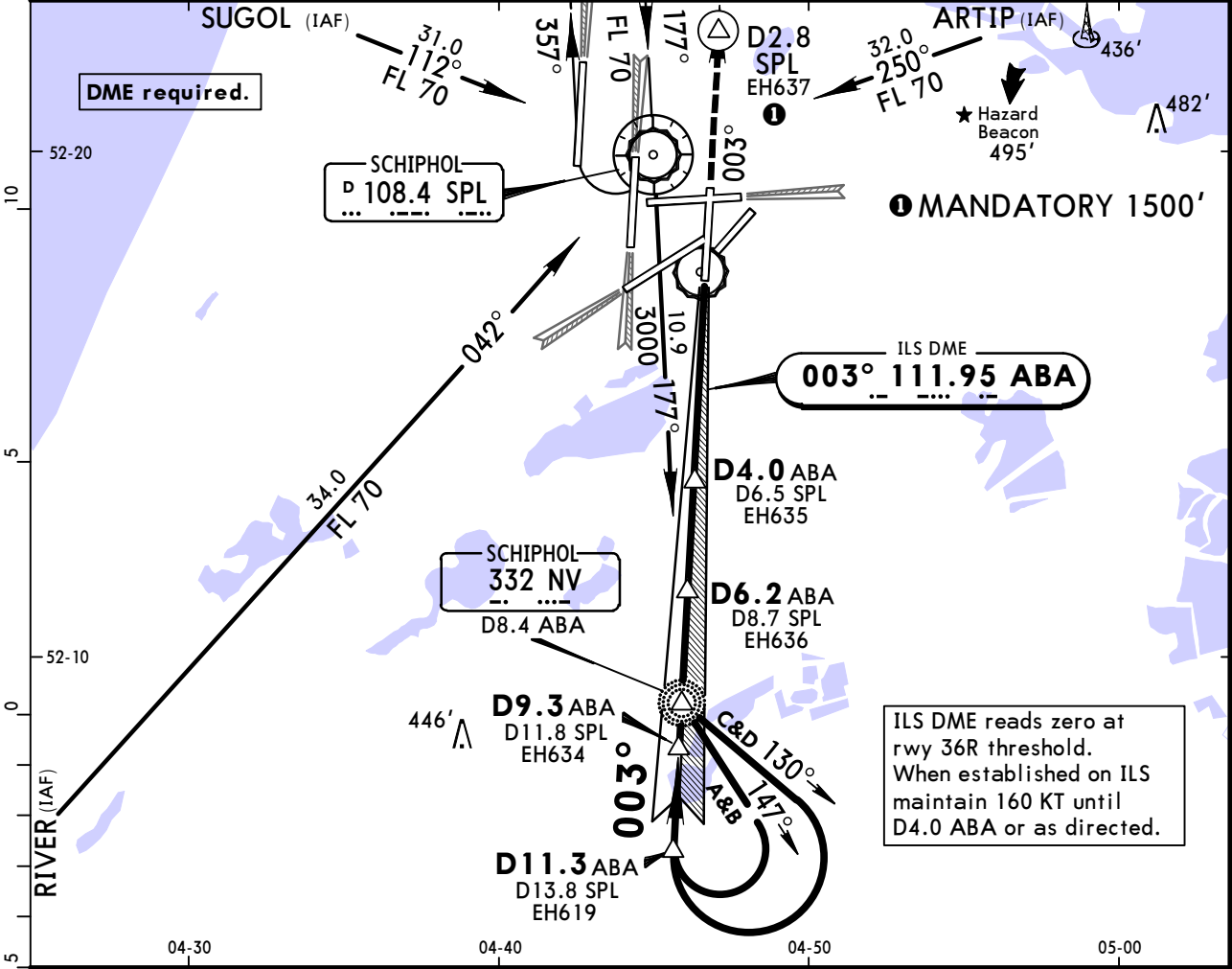
EHAM/AMS
SCHIPHOL

JEPPESSEENAMSTERDAM, NETHERLANDS
CAT II/III ILS Rwy 36R

25 DEC 15
Eff 7 Jan

11-9A

D-ATIS Arrival 108.4 132.980		SCHIPHOL Approach (R) 119.050 121.2		SCHIPHOL Arrival (APP/R) 118.4 131.150		SCHIPHOL Tower 119.225 118.1 118.955			Ground 121.8
LOC ABA 111.95	Final Apch Crs 003°	GS No Altitude published	CAT II & IIIA ILS Refer to Minimums		Apt Elev -11' Rwy -11' (BELOW SEA LEVEL)		 MSA SPL VOR		
MISSED APCH: Climb on track 003° to 1500'. Inform ATC immediately. At D2.8 North of SPL VOR climb to 2000'. Do not overshoot the initial altitude of 1500'.									
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000' 1. Special Aircrew & Aircraft Certification Required. 2. Simultaneous apchs on rwy 06, 18C, 18R, 27 or 36C may be executed.									



Gnd speed-Kts	70	90	100	120	140	160		1500' on 003°	D2.8 SPL North
GS	3.00°	372	478	531	637	743			

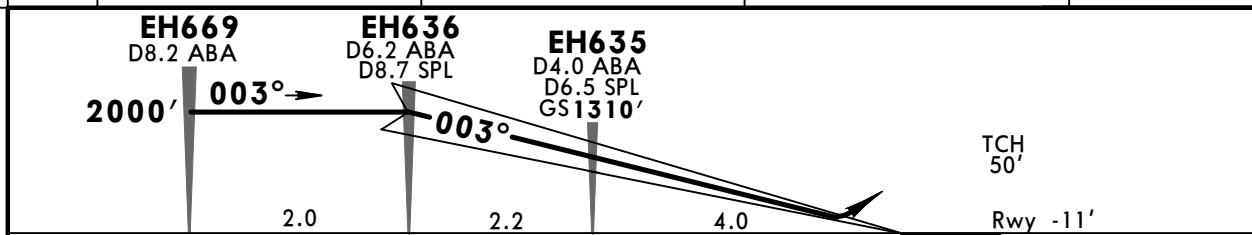
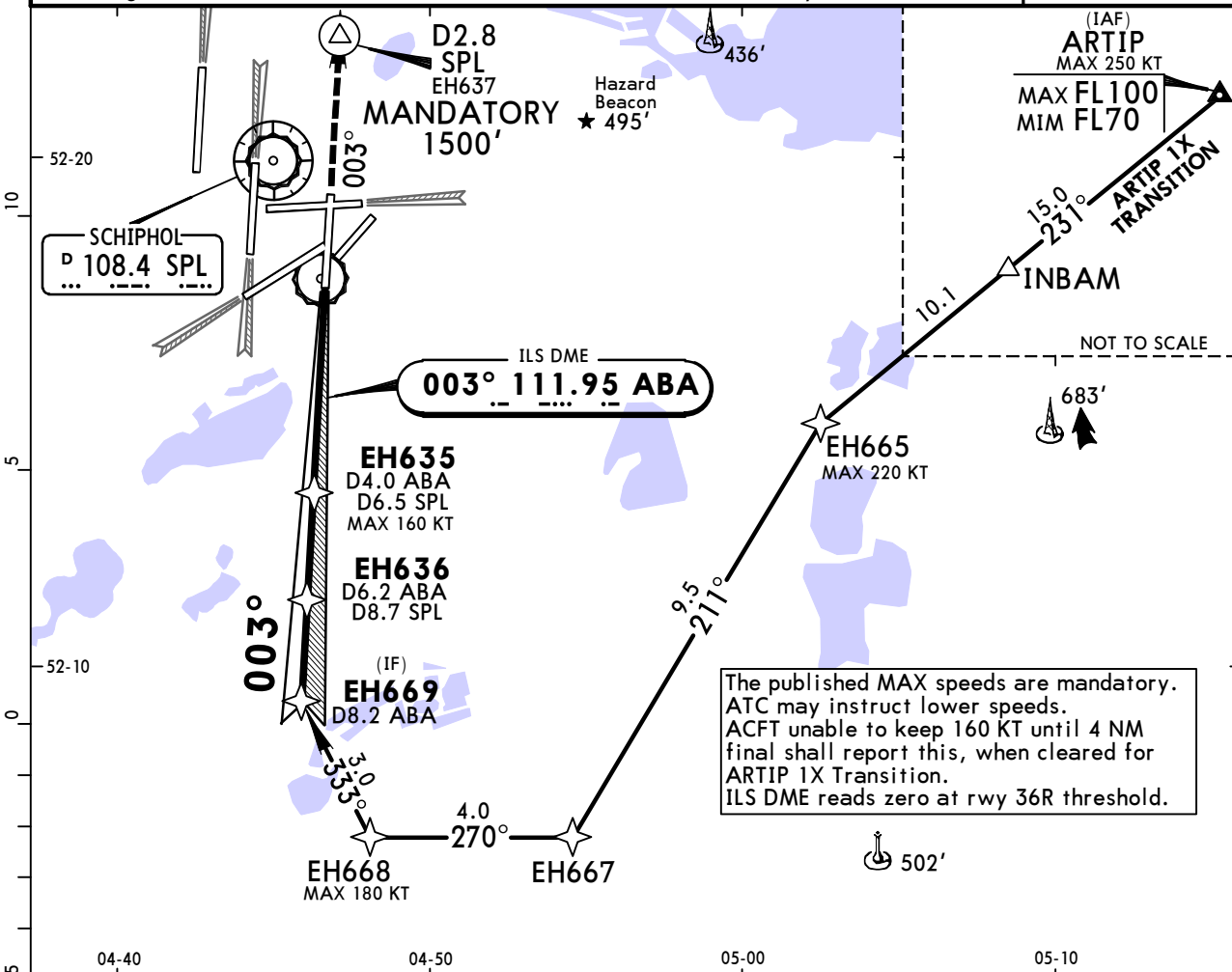
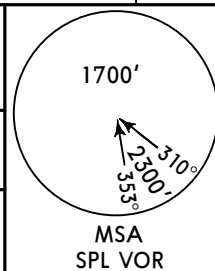
Standard		STRAIGHT-IN LANDING RWY 36R	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABCD RA 102' DA(H) 89'(100')	
RVR 200m		RVR 300m 	

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

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JEPPESSEN AMSTERDAM, NETHERLANDS
25 DEC 15 **11-10** **Eff 7 Jan** **RNAV ILS Rwy 36R**

D-ATIS Arrival 108.4 132.980	SCHIPHOL Approach (R) 119.050 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.150	SCHIPHOL Tower 119.225 118.1 118.955	Ground 121.8
LOC ABA 111.95	Final Apch Crs 003°	GS EH635 1310' (1321')	ILS DA(H) Refer to Minimums	Apt Elev -11' Rwy -11' (BELOW SEA LEVEL)
MISSED APCH: Climb on track 003° to 1500'. Inform ATC immediately. At D2.8 North of SPL VOR climb to 2000'.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000' 1. DME required. 2. For ILS approach Rwy 36R a separate clearance will be issued. 3. During the transition, descend to or maintain a level as instructed by ATC.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1500'	on 003°	D2.8
GS	3.00°	372	478	531	637	743	849			SPL North

Standard STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND I	
ILS				LOC (GS out)	
DA(H)				Max Kts	
A: 198' (209') C: 217' (228')				MDA(H)	
B: 208' (219') D: 227' (238')				VIS	
FULL Limited ALS out					
A				100	620' (631') 1500m
B				135	780' (791') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	180	880' (891') 2400m
D				205	890' (901') 3600m

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

CHANGES: Communications.

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EHAM/AMS
SCHIPHOL

25 DEC 15
Eff 7 Jan

11-10A

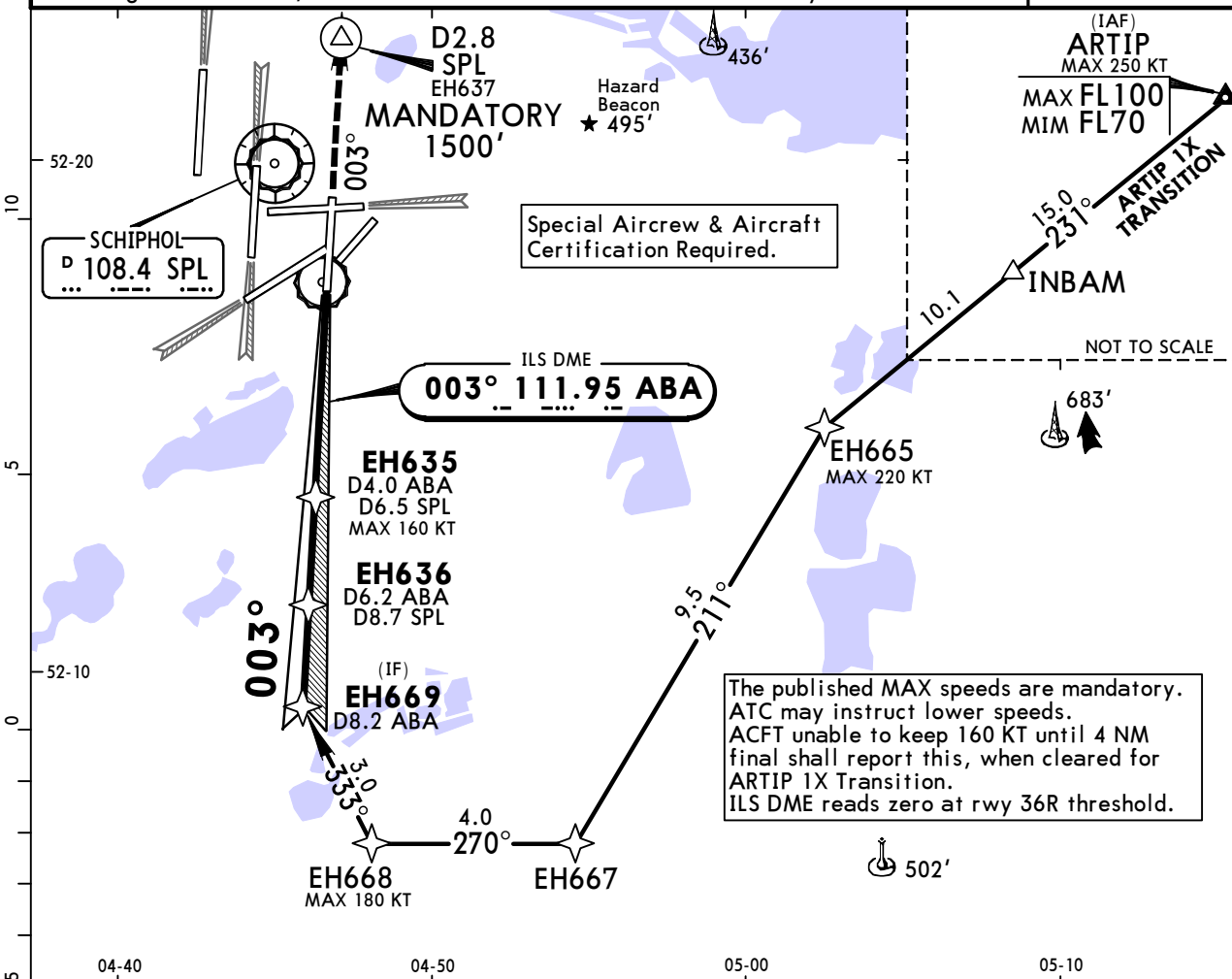
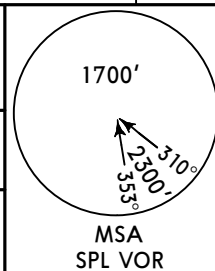
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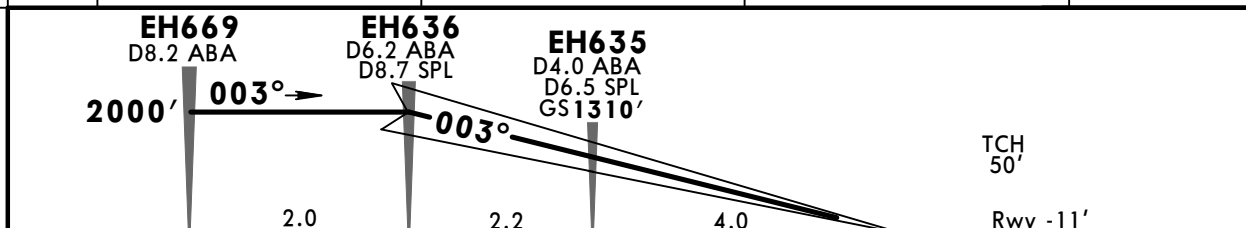
RNAV CAT II/III ILS Rwy 36R

BRIEFING STRIP™

D-ATIS Arrival 108.4 132.980	SCHIPHOL Approach (R) 119.050 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.150	SCHIPHOL Tower 119.225 118.1 118.955	Ground 121.8
LOC ABA 111.95	Final Apch Crs 003°	GS EH635 1310' (1321')	CAT II & IIIA ILS Refer to Minimums	Apt Elev -11' Rwy -11' (BELOW SEA LEVEL)
MISSED APCH: Climb on track 003° to 1500'. Inform ATC immediately. At D2.8 North of SPL VOR climb to 2000'.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'				
1. DME required. 2. For ILS approach Rwy 36R a separate clearance will be issued. 3. During the transition, descend to or maintain a level as instructed by ATC.				



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



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

Standard		STRAIGHT-IN LANDING RWY 36R	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 102' DA(H) 89' (100')	
RVR 200m		RVR 300m I	

I Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Communications.

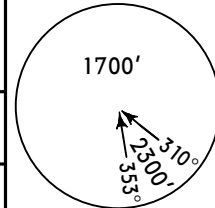
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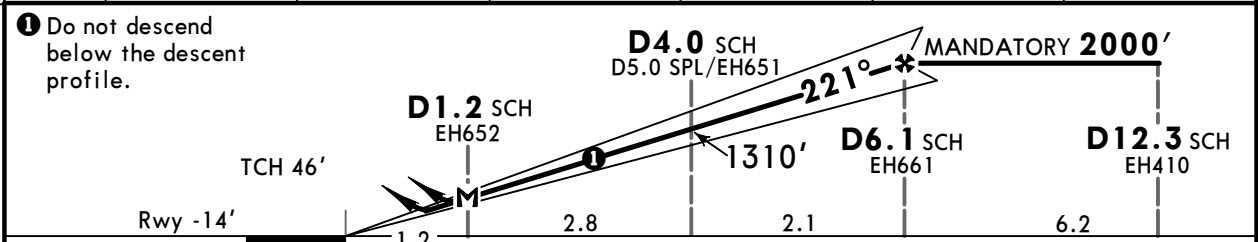
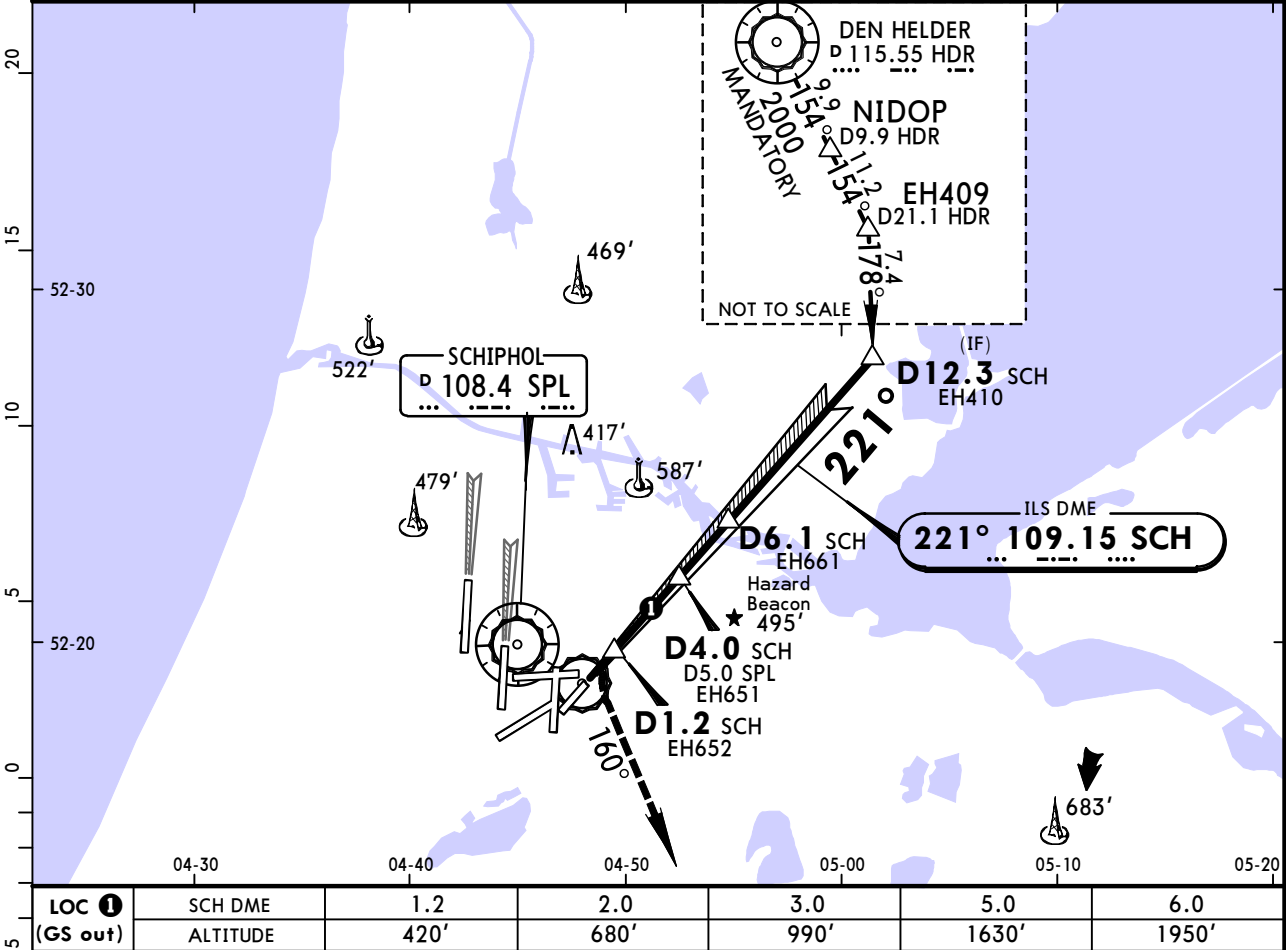
EHAM/AMS
SCHIPHOL

25 DEC 15
Eff 7 Jan

11-11

JEPPESSEN AMSTERDAM, NETHERLANDS
COPTER ILS or LOC Rwy 22

D-ATIS Arrival 108.4 132.980		SCHIPHOL Approach (R) 119.050 121.2		SCHIPHOL Arrival (APP/R) 118.4 131.150		SCHIPHOL Tower 119.225 118.1 118.955			Ground 121.8
LOC SCH 109.15	Final Apch Crs 221°	GS No Altitude published		ILS DA(H) 186' (200')		Apt Elev -11' Rwy -14' (BELOW SEA LEVEL)		 1700' 310° 2500' 355° MSA SPL VOR	
MISSED APCH: Turn LEFT on track 160° as soon as practicable but not below 400' and climb to 2000'. Inform ATC immediately.									
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'									
1. DME required. 2. CAUTION: Do not confuse rwy 22 with rwy 24 or with twy situated left of rwy 22. 3. Simultaneous apchs on rwy 18C or 18R may be executed. Strict adherence to the missed apch proc is essential. 4. When rwy 22 is not available, execute a circling procedure to rwy 27 unless otherwise instructed by ATC. 5. ILS DME reads zero at rwy 22 threshold.									



Gnd speed-Kts	70	90	100	120	140	160	MIALS		400'	160°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	LT
MAP at D1.2 SCH/EH652										

JAR-OPS			STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND 1			
ILS			LOC (GS out)							
DA(H) 186' (200')			MDA(H) 540' (554')							
FULL		ALS out				ALS out		Max Kts	MDA(H)	VIS
C O P T E R	RVR 600m		RVR 1000m		RVR 1000m		C O P T E R	100	620'(631')	1000m

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

EHAM/AMS
SCHIPHOL

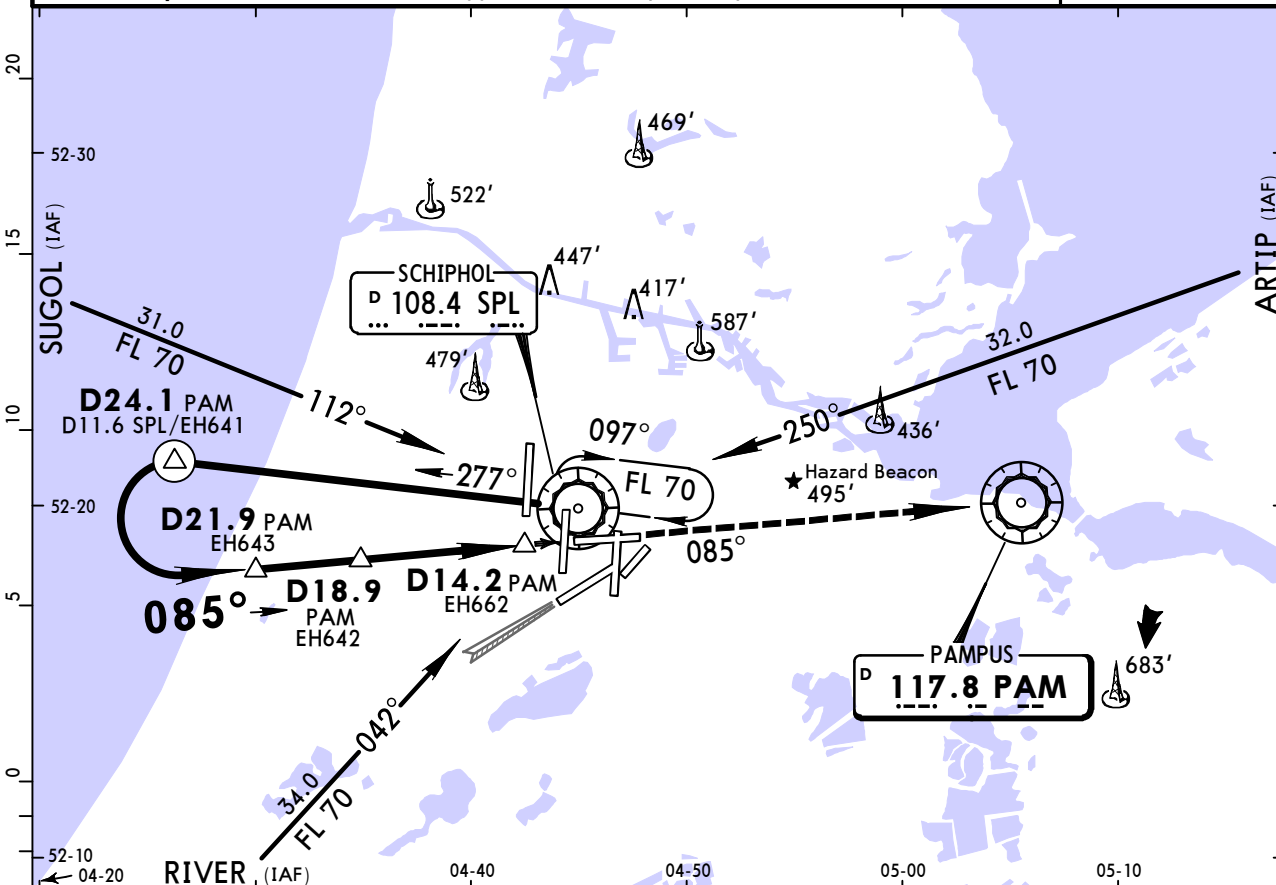
25 DEC 15

(13-1)

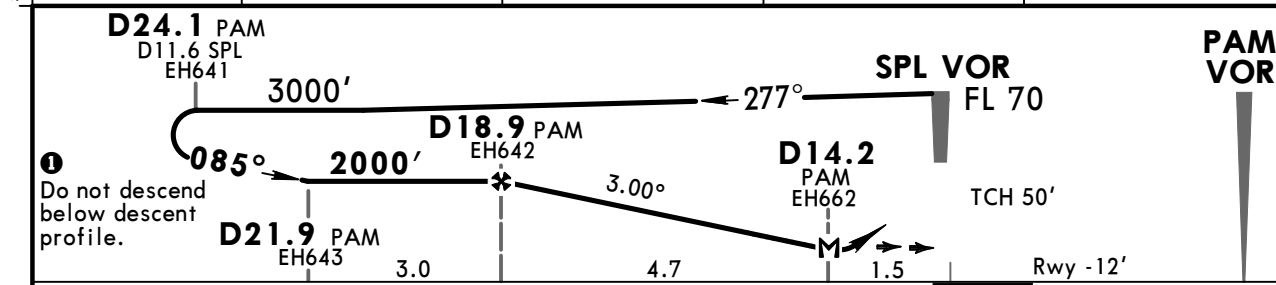
Eff 7 Jan

JEPPESSEN AMSTERDAM, NETHERLANDS
VOR Rwy 09

D-ATIS Arrival 108.4 132.980	SCHIPHOL Approach (R) 119.050 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.150	SCHIPHOL Tower 119.225 118.1 118.955	Ground 121.8
VOR PAM 117.8	Final Apch Crs 085°	Minimum Alt D18.9 PAM 2000' (2012')	DA(H) 510' (522')	Apt Elev -11' Rwy -12' (BELOW SEA LEVEL)
MISSED APCH: Climb inbound on R-265 PAM to 2000'. Inform ATC immediately.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 3000'	MSA SPL VOR
1. DME required. 2. Simultaneous approaches on rwy 06 may be executed.				



PAM DME	18.0	17.0	16.0	15.0
ALTITUDE	1715'	1400'	1080'	760'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743
MAP at D14.2 PAM/EH662						

Standard			CIRCLE-TO-LAND I		
STRAIGHT-IN LANDING RWY 09					
DA(H) 510' (522')					
A	RVR 1500m		Max Kts	MDA(H)	VIS
B			100	620' (631')	1500m
C			135	780' (791')	1600m
D	CMV 2400m		180	880' (891')	2400m
			205	890' (901')	3600m

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

CHANGES: Communications.

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EHAM/AMS
SCHIPHOL

25 DEC 15

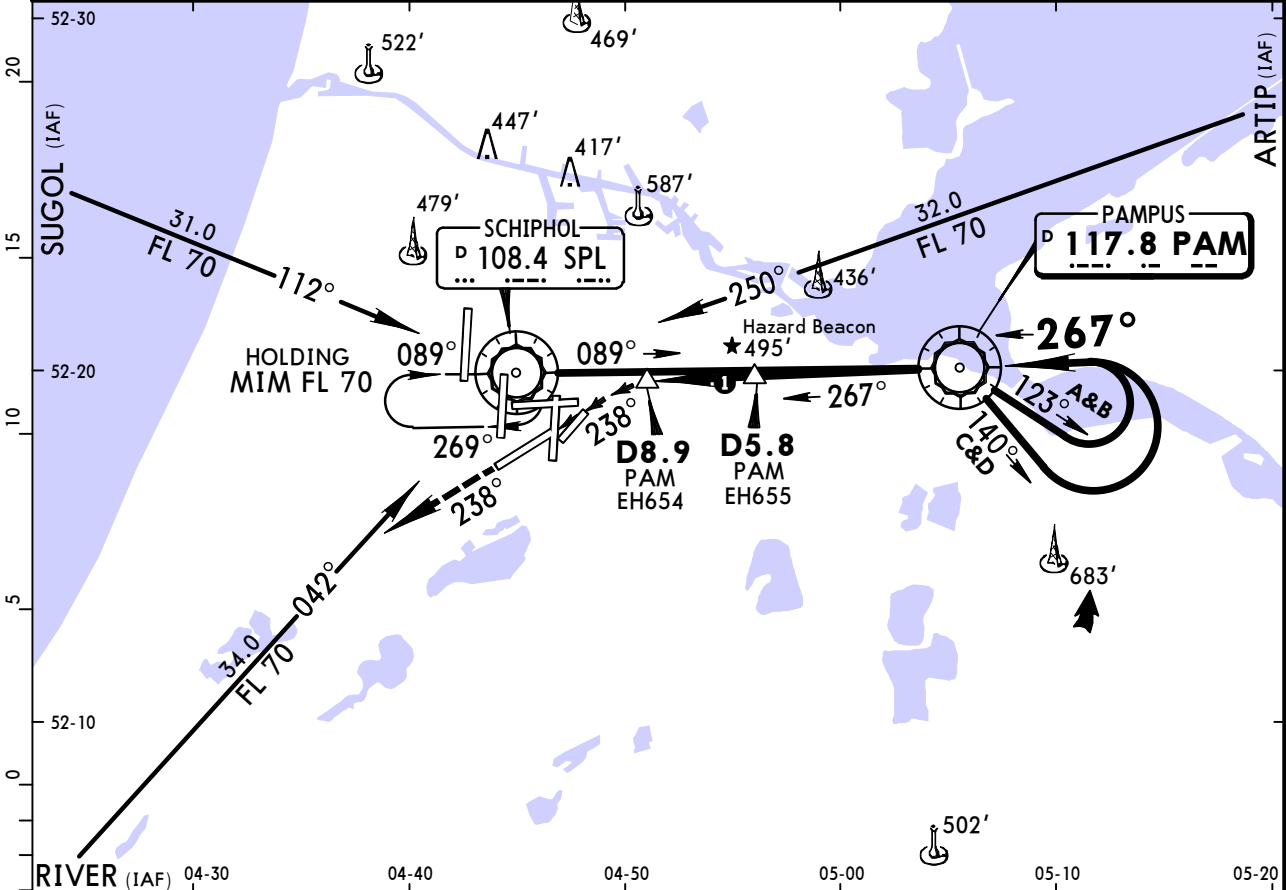
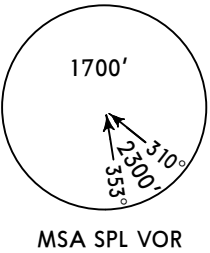
13-3

Eff 7 Jan

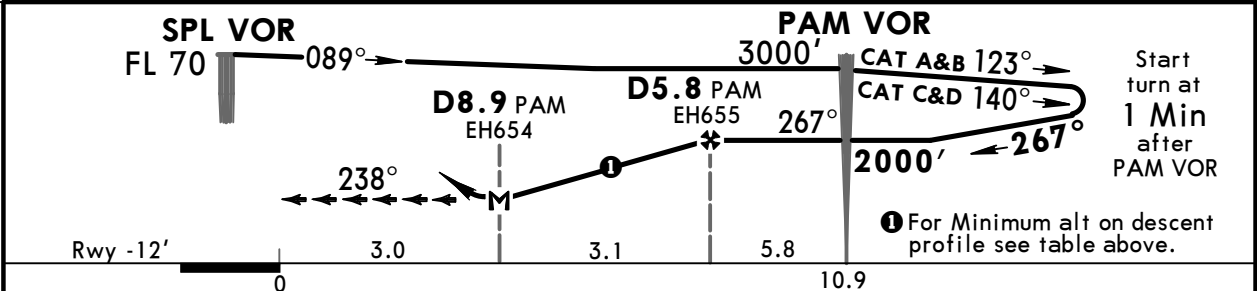
JEPPESSEN AMSTERDAM, NETHERLANDS

CIRCLING VOR Rwy 24

D-ATIS Arrival 108.4 132.980	SCHIPHOL Approach (R) 119.050 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.150	SCHIPHOL Tower 118.955 119.225 118.1	Ground 121.7
VOR PAM 117.8	Final Apch Crs 267°	Minimum Alt D5.8 PAM 2000' (2012')	MDA(H) 1000' (1012')	Apt Elev -11' Rwy -12' (BELOW SEA LEVEL)
MISSED APCH: Turn LEFT onto 238° and climb to 2000'. Inform ATC immediately.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'				
1. DME required. 2. WARNING: After passing D8.0 PAM expect moderate turbulence on final approach when average wind velocity exceeds 30 KT.				



PAM DME	8.0	7.0	6.0
MINIMUM ALT	1310'	1630'	1950'



Gnd speed-Kts	70	90	100	120	140	160		PAPI	238° 	2000' 
Descent angle 3.00°	372	478	531	637	743	849				
MAP at D8.9 PAM/EH654										

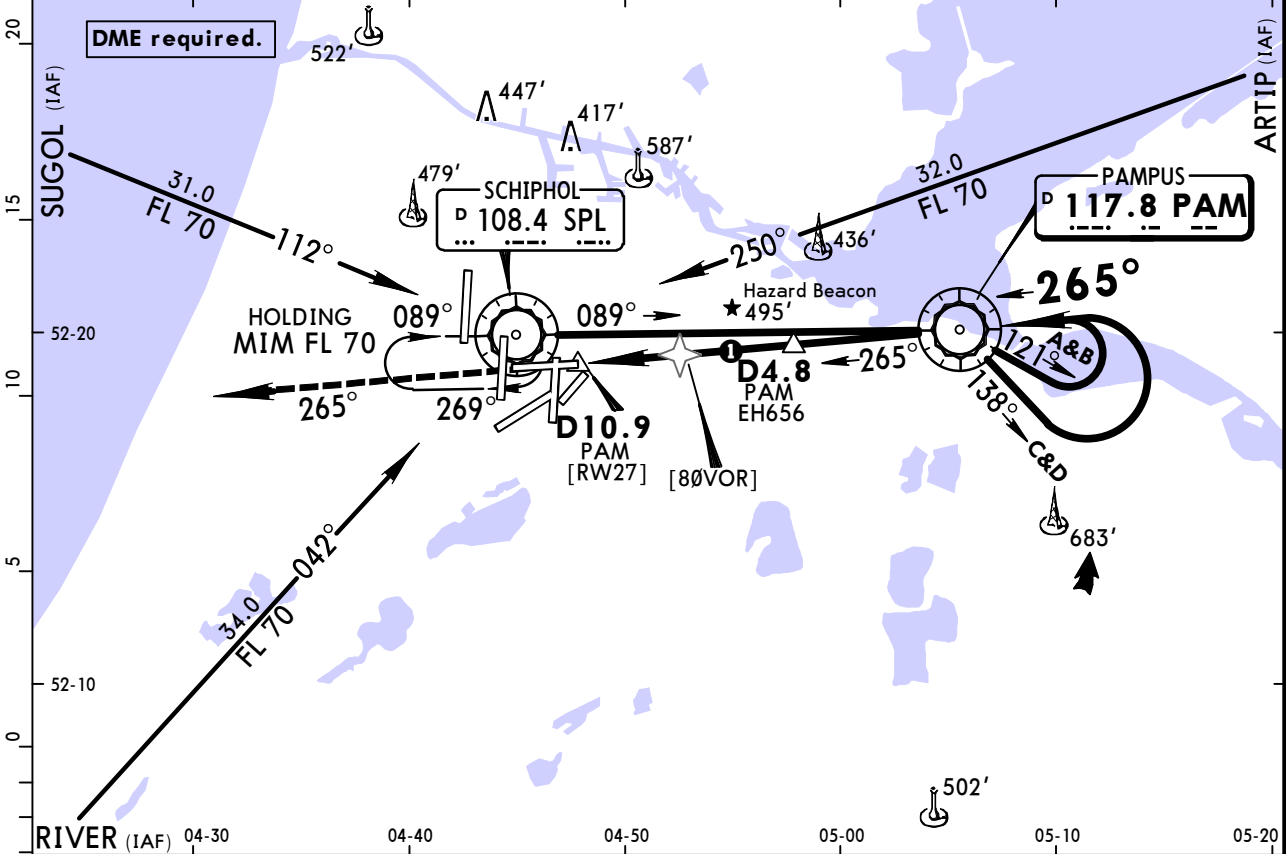
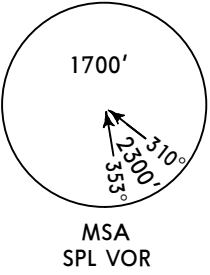
Standard		CEILING REQUIRED		CIRCLE-TO-LAND	
		Max Kts	MDA(H)	CEIL-VIS	
		A 100	1000' (1012')	1100' - 6.0 km	
		B 135			
		C 180			
		D 205			

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

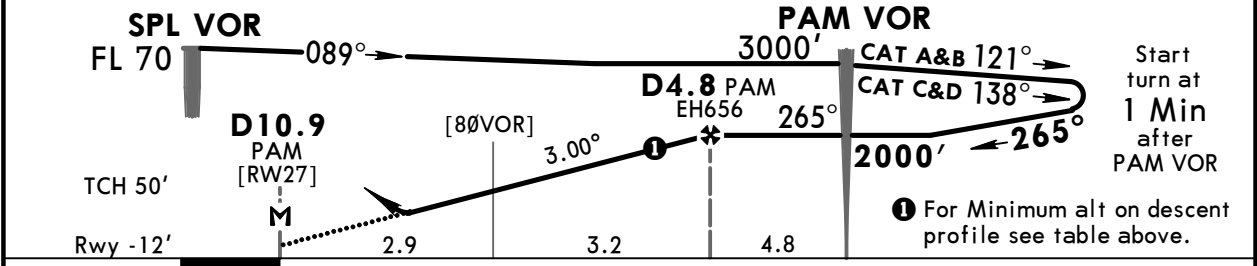
EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
25 DEC 15 13-4 Eff 7 Jan VOR Rwy 27

D-ATIS Arrival 108.4 132.980	SCHIPHOL Approach (R) 119.050 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.150	SCHIPHOL Tower 119.225 118.1 118.955	Ground 121.8
VOR PAM 117.8	Final Apch Crs 265°	Minimum Alt D4.8 PAM 2000' (2012')	DA(H) 730' (742')	Apt Elev -11' Rwy -12' (BELOW SEA LEVEL)
MISSED APCH: Climb on track 265° to 3000'. Inform ATC immediately.				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'				
1. WARNING: When average surface wind velocity exceeds 30 KT, moderate turbulence can be expected on final approach from approx D8.0 PAM to D10.0 PAM. 2. Final approach track offset 2° from runway centerline.				



PAM DME	8.0	7.0	6.0
MINIMUM ALT	970'	1290'	1610'



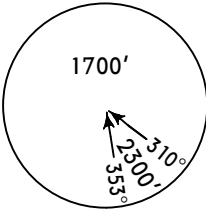
Gnd speed-Kts	70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743
MAP at D10.9 PAM						

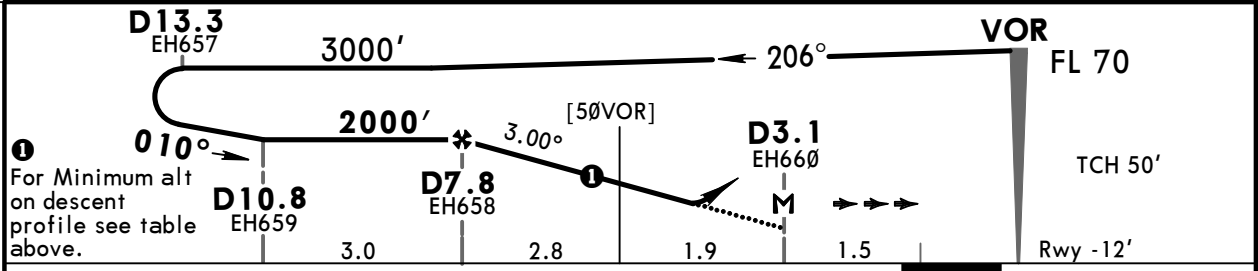
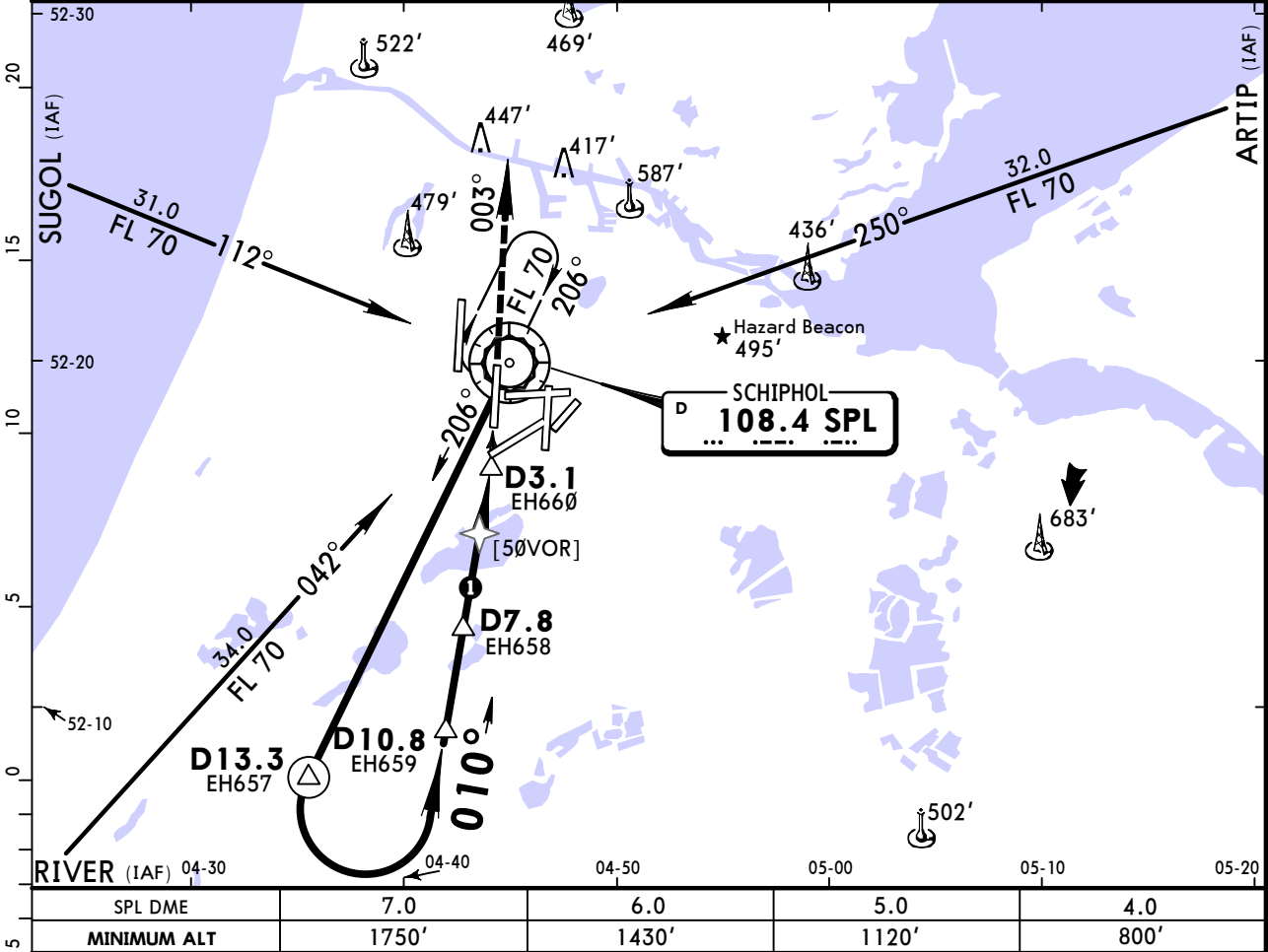
Standard STRAIGHT-IN LANDING RWY 27			CIRCLE-TO-LAND 1		
DA(H) 730' (742')			3000' on 265°		
ALS out			Max Kts	MDA(H)	VIS
A	RVR 1500m		100	740' (751')	1500m
B			135	780' (791')	1600m
C			180	880' (891')	2400m
D	CMV 2400m		205	890' (901')	3600m

1 To rwy 18L and 36L not permitted, except in case of emergency.
To rwy 22: Do not mistake rwy 24 for rwy 22.

EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
25 DEC 15 13-5 Eff 7 Jan VOR Rwy 36C

D-ATIS Arrival 108.4 132.980		SCHIPHOL Approach (R) 119.050 121.2		SCHIPHOL Arrival (APP/R) 118.4 131.150		SCHIPHOL Tower 118.1 119.225 118.955			Ground 121.8
VOR SPL 108.4	Final Apch Crs 010°	Minimum Alt D7.8 2000' (2012')		DA(H) 480' (492')		Apt Elev -11' Rwy -12' (BELOW SEA LEVEL)		 MSA SPL VOR	
MISSED APCH: Climb on track 003° to 2000'. Inform ATC immediately.									
Alt Set: hPa 1. DME required.		Rwy Elev: 0 hPa 2. Final approach track offset 7° from runway centerline.		Trans level: By ATC		Trans alt: 3000'			



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743
MAP at D3.1/EH660						

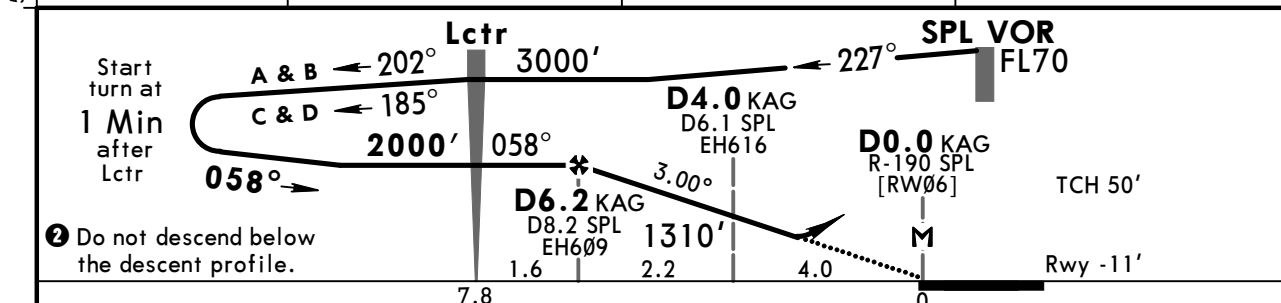
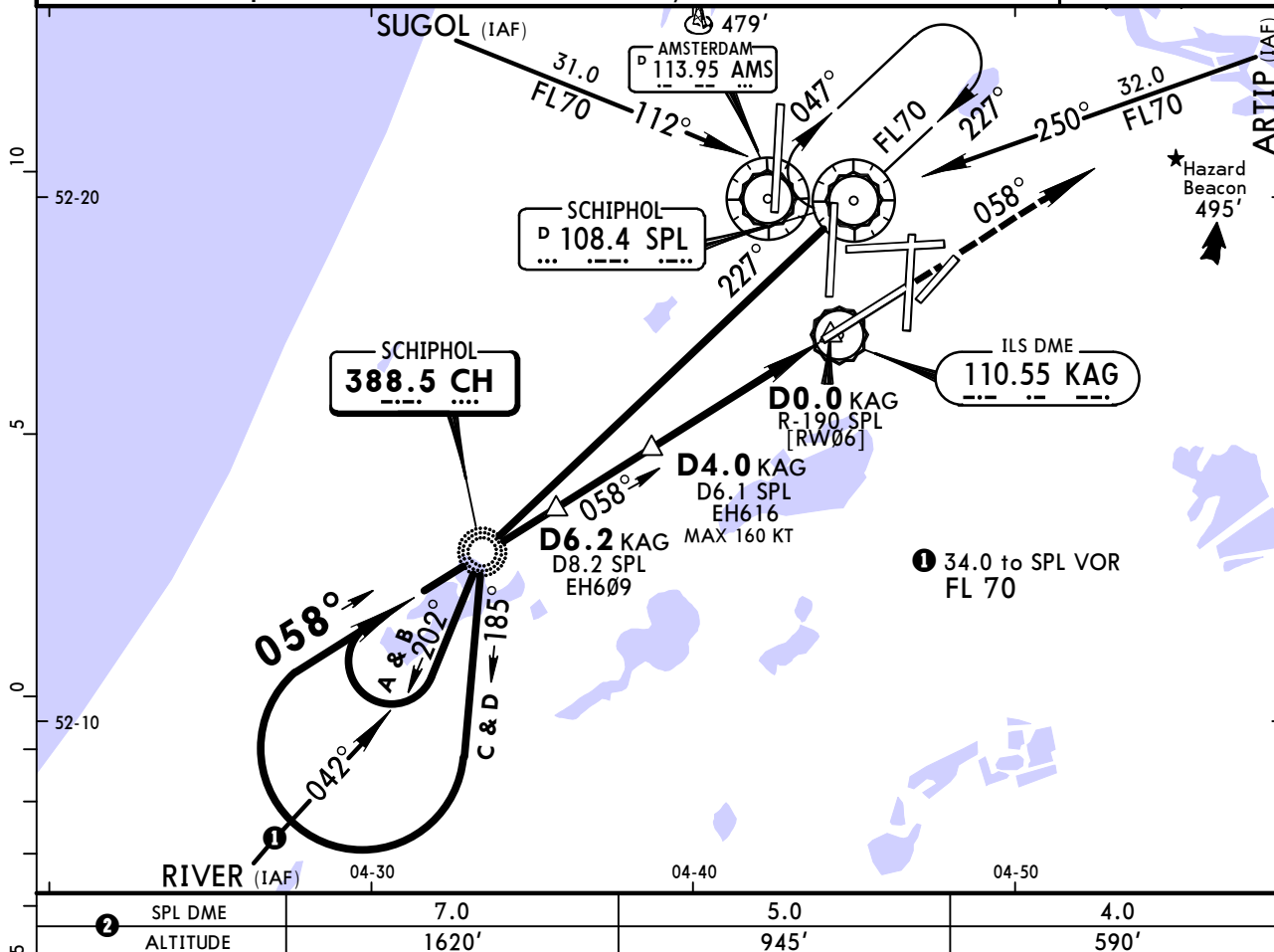
Standard			STRAIGHT-IN LANDING RWY 36C			CIRCLE-TO-LAND I		
DA(H) 480' (492')			ALS out			2000' on 003°		
A	RVR 1500m			Max Kts	MDA(H)	VIS		
B	RVR 1500m			100	620' (631')	1500m		
C	RVR 1500m			135	780' (791')	1600m		
D	RVR 1500m			180	880' (891')	2400m		
				205	890' (901')	3600m		

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

EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
25 DEC 15 **(16-1)** **Eff 7 Jan**
NDB Rwy 06

D-ATIS Arrival 108.4 132.980	SCHIPHOL Approach (R) 119.050 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.150	SCHIPHOL Tower 118.955 119.225 118.1	Ground 121.7
Lctr CH 388.5	Final Apch Crs 058°	Minimum Alt D6.2 KAG 2000' (2011')	DA(H) 530' (541')	Apt Elev -11' Rwy -11' (BELOW SEA LEVEL)
MISSED APCH: Climb on track 058° to 2000'. Inform ATC immediately.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 3000'	MSA SPL VOR
1. DME & VOR required. 2. ILS DME reads zero at rwy 06 thresh.				



MAP at D0.0 KAG/R-190 SPL						
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Standard STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND 1	
DA(H) 530' (541')				Max Kts	MDA(H) VIS
ALS out				100	620' (631') 1500m
RVR 1500m				135	780' (791') 1600m
RVR 1800m CMV 2400m				180	880' (891') 2400m
				205	890' (901') 3600m

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

CHANGES: Communications.

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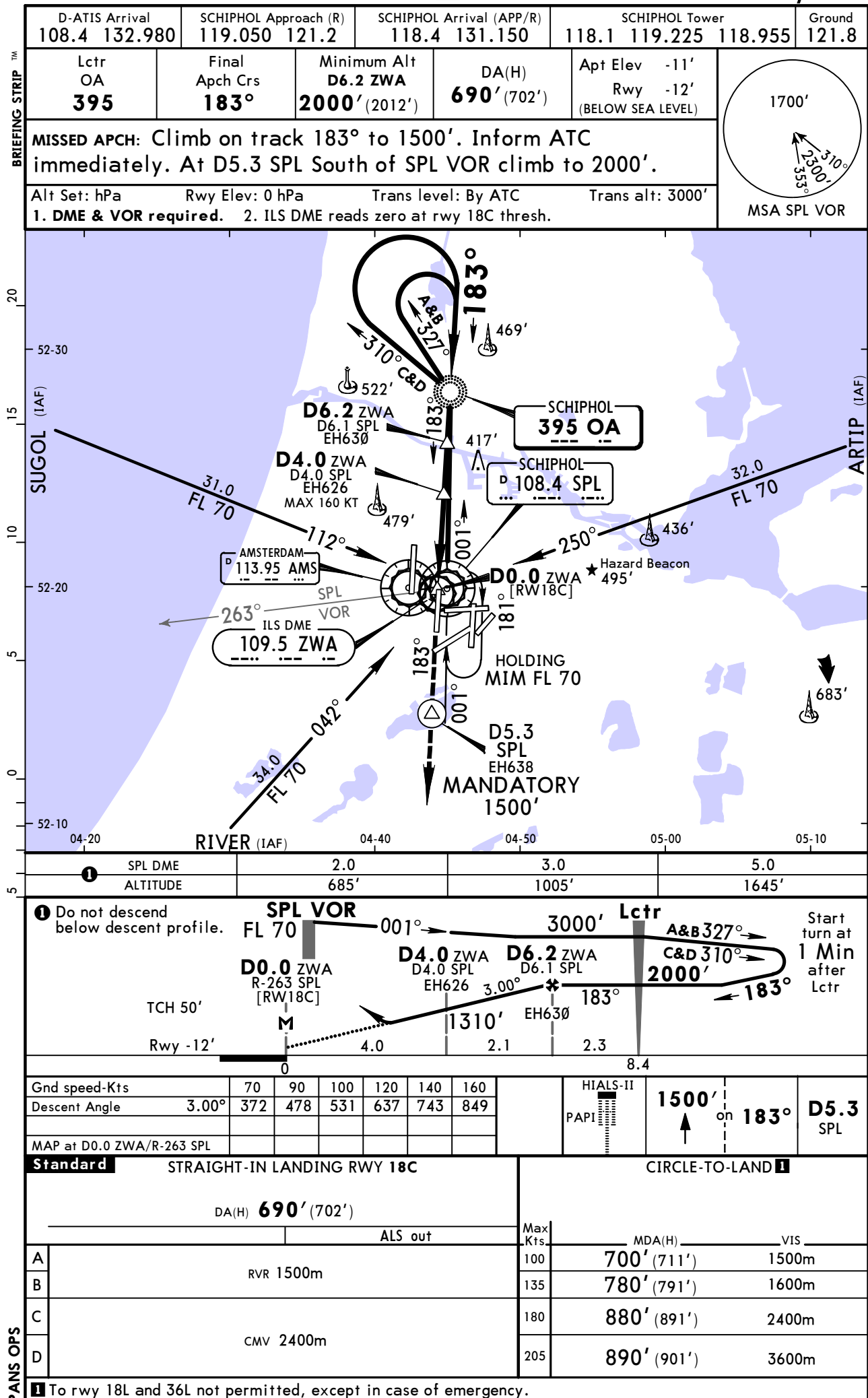
EHAM/AMS
SCHIPHOL

25 DEC 15

16-2

Eff 7 Jan

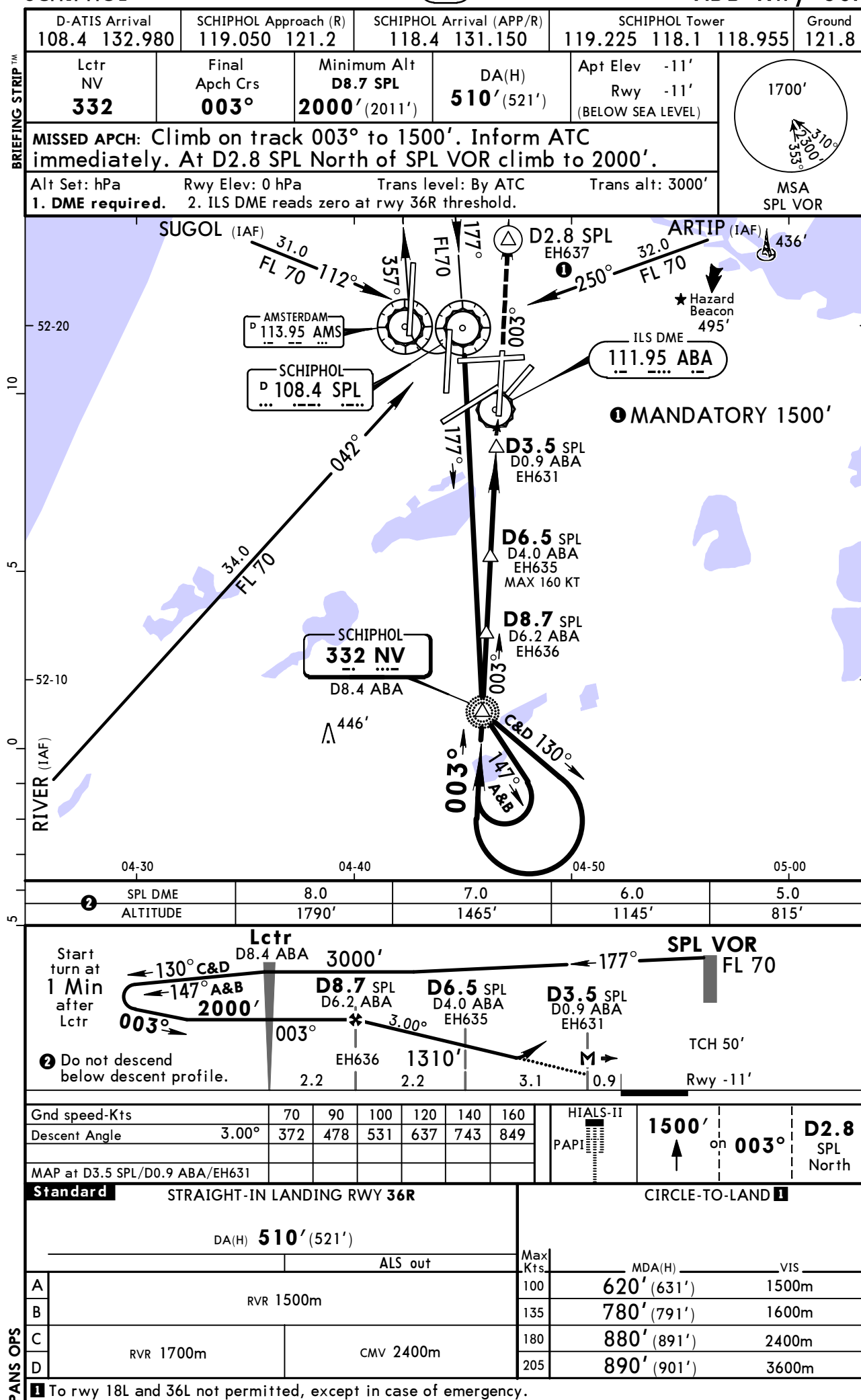
JEPPESSEN AMSTERDAM, NETHERLANDS
NDB Rwy 18C



EHAM/AMS SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS

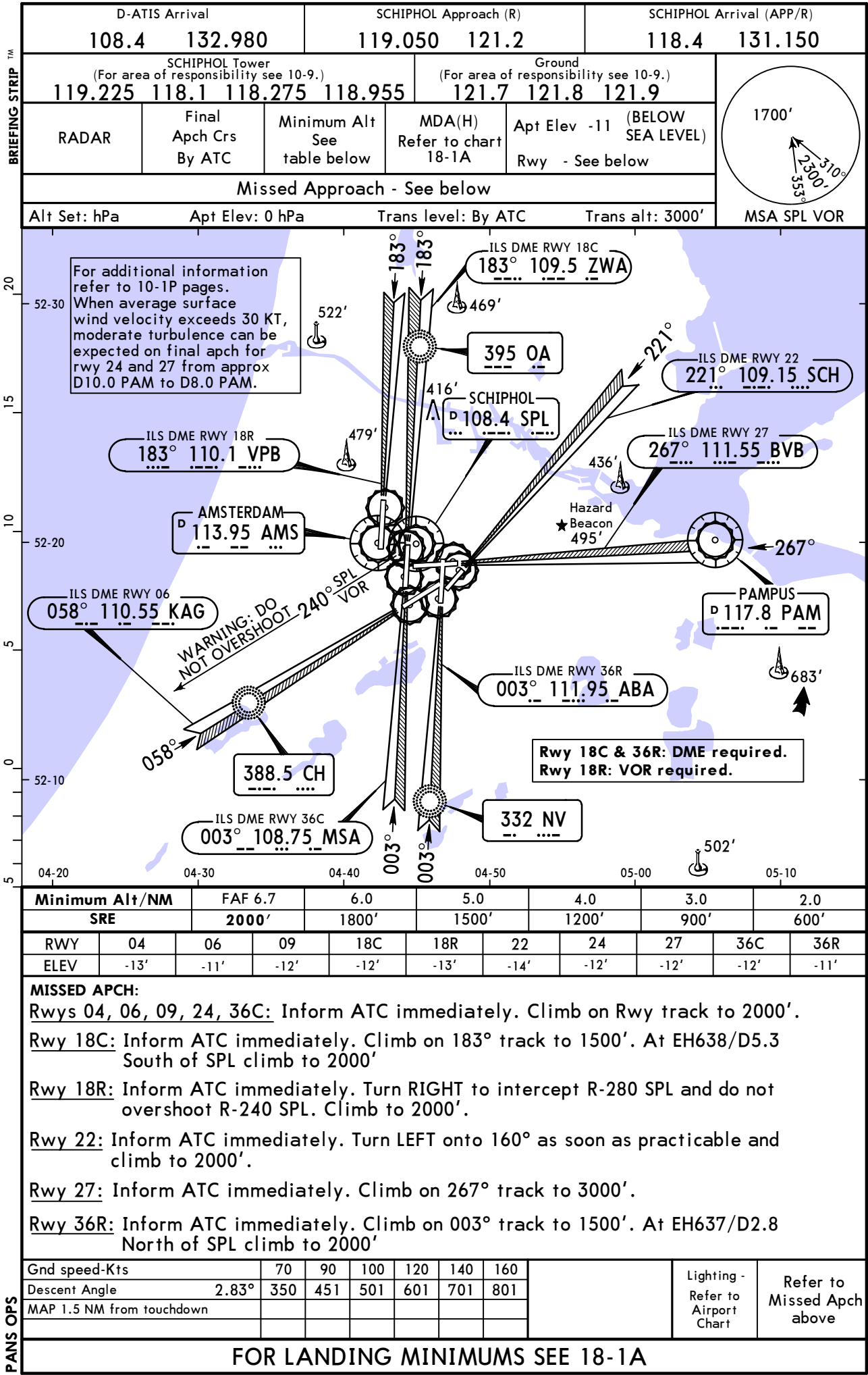
25 DEC 15 **(16-3)** **Eff 7 Jan** **NDB Rwy 36R**



EHAM/AMS
SCHIPHOL

JEPPESSEN
25 DEC 15
Eff 7 Jan (18-1)

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



EHAM/AMS

LANDING MINIMUMS									
Standard STRAIGHT-IN LANDING									
SRE 04		SRE 06		SRE 09		SRE 18C			
MDA(H) 570'(583')		MDA(H) 570'(581')		MDA(H) 570'(582')		MDA(H) 700'(712')			
ALS out		ALS out				ALS out			
A	CMV 2500m	CMV 2900m	CMV 2200m	CMV 2900m	CMV 2900m	CMV 2800m	CMV 3500m		
B									
C	CMV 2700m	CMV 3100m	CMV 2400m	CMV 3100m	CMV 3100m	CMV 3000m	CMV 3700m		
D									
Standard STRAIGHT-IN LANDING									
SRE 18R		SRE 22		SRE 24		SRE 27			
MDA(H) 700'(713')		MDA(H) 570'(584')		MDA(H) 570'(582')		MDA(H) 730'(742')			
ALS out		ALS out				ALS out			
A	CMV 2800m	CMV 3500m	CMV 2500m	CMV 2900m	CMV 2900m	CMV 2900m	CMV 3700m		
B									
C	CMV 3000m	CMV 3700m	CMV 2700m	CMV 3100m	CMV 3100m	CMV 3100m	CMV 3900m		
D									
Standard STRAIGHT-IN LANDING									
SRE 36C				SRE 36R		CIRCLE-TO-LAND ¹			
MDA(H) 570'(582')				MDA(H) 570'(581')		After SRE 18C			
ALS out				ALS out		Max Kts	MDA(H)		VIS
A	CMV 2200m	CMV 2900m	CMV 2200m	CMV 2900m		100	620'(631')	2000m	
B						135	780'(791')	2000m	
C	CMV 2400m	CMV 3100m	CMV 2400m	CMV 3100m		180	880'(891')	2400m	
D						205	890'(901')	3600m	
CIRCLE-TO-LAND ¹									
After SRE 18R			After SRE 04, 06, 09, 22, 24, 36C, 36R			After SRE 27 ²			
Max Kts	MDA(H) VIS		MDA(H) VIS		MDA(H) VIS				
100	620'(631')	2300m	620'(631')	2900m	740'(751')	3700m			
135	780'(791')	2300m	780'(791')	2900m	780'(791')	3700m			
180	880'(891')	2500m	880'(891')	3100m	880'(891')	3900m			
205	890'(901')	3600m	890'(901')	3600m	890'(901')	3900m			
¹ To rwy 18L and 36L not permitted, except in case of emergency.									
² To rwy 22: Do not mistake rwy 24 for rwy 22.									

PANS OPS

Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
AMSTERDAM, (SCHIPHOL - EHAM)				
REV	AIRPORT BRIEFING (GEN)	10-1P	25 Dec 2015	07 Jan 2016
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	25 Dec 2015	07 Jan 2016
REV	AIRPORT BRIEFING (ARR CON...	10-1P10	25 Dec 2015	07 Jan 2016
REV	AIRPORT BRIEFING (DEP)	10-1P11	25 Dec 2015	07 Jan 2016
REV	AIRPORT BRIEFING (GEN CON...	10-1P2	25 Dec 2015	07 Jan 2016
REV	AIRPORT BRIEFING (GEN CON...	10-1P3	25 Dec 2015	07 Jan 2016
REV	AIRPORT BRIEFING (ARR CON...	10-1P6	25 Dec 2015	07 Jan 2016
REV	AIRPORT BRIEFING (ARR CON...	10-1P7	25 Dec 2015	07 Jan 2016
REV	EELDE 1A & 1B, NORKU & RE...	10-2	25 Dec 2015	07 Jan 2016
REV	DENUT, HELEN & PUTTY 1A, ...	10-2A	25 Dec 2015	07 Jan 2016
REV	LAMSO & REDFA 1A, MOLIX 2...	10-2B	25 Dec 2015	07 Jan 2016
REV	TOPPA 2A ARR	10-2C	25 Dec 2015	07 Jan 2016
REV	EELDE 1A & 1B, NORKU & RE...	10-2D	25 Dec 2015	07 Jan 2016
REV	DENUT, HELEN & PUTTY 1A, ...	10-2E	25 Dec 2015	07 Jan 2016
REV	LAMSO & REDFA 1A, MOLIX 2...	10-2F	25 Dec 2015	07 Jan 2016
REV	TOPPA 2A NIGHT ARR	10-2G	25 Dec 2015	07 Jan 2016
REV	AIRPORT, AIRPORT INFO	10-9	25 Dec 2015	07 Jan 2016
REV	AIRPORT INFO (CONTD), TAK...	10-9A	25 Dec 2015	07 Jan 2016
REV	ILS OR LOC RWY 06	11-1	25 Dec 2015	07 Jan 2016
REV	RNAV ILS RWY 36R	11-10	25 Dec 2015	07 Jan 2016
REV	RNAV CAT II/III ILS RWY 3...	11-10A	25 Dec 2015	07 Jan 2016
REV	ILS OR LOC RWY 22 (COPTER...	11-11	25 Dec 2015	07 Jan 2016
REV	CAT II/III ILS RWY 06	11-1A	25 Dec 2015	07 Jan 2016
REV	RNAV NIGHT ILS RWY 06 (IN...	11-2	25 Dec 2015	07 Jan 2016
REV	RNAV NIGHT CAT I/II/III I...	11-2A	25 Dec 2015	07 Jan 2016
REV	ILS OR LOC RWY 18C	11-3	25 Dec 2015	07 Jan 2016
REV	CAT II/III ILS RWY 18C	11-3A	25 Dec 2015	07 Jan 2016
REV	ILS OR LOC RWY 18R	11-4	25 Dec 2015	07 Jan 2016
REV	CAT II/III ILS RWY 18R	11-4A	25 Dec 2015	07 Jan 2016
REV	RNAV NIGHT ILS RWY 18R (I...	11-5	25 Dec 2015	07 Jan 2016
REV	RNAV NIGHT CAT I/II/III I...	11-5A	25 Dec 2015	07 Jan 2016
REV	ILS OR LOC RWY 22	11-6	25 Dec 2015	07 Jan 2016
REV	ILS OR LOC RWY 27	11-7	25 Dec 2015	07 Jan 2016
REV	CAT II/III ILS RWY 27	11-7A	25 Dec 2015	07 Jan 2016
REV	ILS OR LOC RWY 36C	11-8	25 Dec 2015	07 Jan 2016
REV	CAT II/III ILS RWY 36C	11-8A	25 Dec 2015	07 Jan 2016
REV	ILS OR LOC RWY 36R	11-9	25 Dec 2015	07 Jan 2016
REV	CAT II/III ILS RWY 36R	11-9A	25 Dec 2015	07 Jan 2016
REV	VOR RWY 09	13-1	25 Dec 2015	07 Jan 2016
REV	VOR RWY 18R	13-2	25 Dec 2015	07 Jan 2016
REV	VOR RWY 24	13-3	25 Dec 2015	07 Jan 2016
REV	VOR RWY 27	13-4	25 Dec 2015	07 Jan 2016
REV	VOR RWY 36C	13-5	25 Dec 2015	07 Jan 2016
REV	NDB RWY 06	16-1	25 Dec 2015	07 Jan 2016
REV	NDB RWY 18C	16-2	25 Dec 2015	07 Jan 2016
REV	NDB RWY 36R	16-3	25 Dec 2015	07 Jan 2016
REV	SRE RWYS 04, 06, 09, 18C/...	18-1	25 Dec 2015	07 Jan 2016
REV	SRE LANDING MNMS	18-1A	25 Dec 2015	07 Jan 2016

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EHAM