

EHAM — AMSTERDAM/Schiphol

EHAM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHAM — AMSTERDAM/Schiphol

EHAM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at AD	52°18'29"N 004°45'51"E 062 DEG GEO 135 m from TWR.
2	Direction and distance from (city)	4.9 NM SW of Amsterdam.
3	Elevation/reference temperature	-11 ft AMSL/20.4°C (JUL).
4	Geoid undulation at AD ELEV PSN	Not AVBL.
5	MAG VAR/annual change	0°E (2010)/8°E.
6	AD administration, postal address, telephone, telefax, telex, AFS	Post: Amsterdam Airport Schiphol P.O. Box 7501 1118 ZG Schiphol-Centre Tel: +31 (0)20 601 9111 (Airport all EXT) +31 (0)20 601 2116 (Airport office/Apron Management Service) +31 (0)20 601 2115 (Airport Authority) Fax: +31 (0)20 604 1475 Telex: - AFS: EHAMYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	1. Airport for use by national and international civil air transport with all types of aircraft. 2. Upon request, contact the airside operations manager (AOM) on 130.475 (call sign 'Airport One'), not monitored H24. 3. Changes in the availability of the runway and taxiway infrastructure at the airport will be promulgated by NOTAM. The NOTAM can refer to the website http://www.eham.aero where visual material relating to this subject will be shown. This material may only be used in combination with the current NOTAM.

EHAM AD 2.3 OPERATIONAL HOURS

1	AD administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS briefing office	H24 self-briefing Tel: +31 (0)20 406 2315 +31 (0)20 406 2316 Fax: +31 (0)20 648 4417
5	ATS reporting office (ARO)	H24 Tel: +31 (0)20 406 2315 +31 (0)20 406 2316 +31 (0)20 406 2323 Fax: +31 (0)20 648 4417 +31 (0)20 406 2308
6	MET briefing office	H24
7	ATS	H24
8	Fuelling	Schiphol-Centre: H24. Schiphol-East: normal operating hours 0530-2230 (0430-2130).
9	Handling	Schiphol-Centre: H24. Schiphol-East: normal operating hours 0530-2230 (0430-2130). Between 2230-0530 (2130-0430) PN required to KLM Jet Center Schiphol-East (see EHAM AD 2.23).
10	Security	H24
11	De-icing	H24
12	Remarks	NIL

EHAM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	All modern facilities. Transport of persons on the aprons of Schiphol-Centre and Schiphol-East may exclusively take place by means of vehicles of the relevant ground handling company. For addresses and other details of ground handling companies see EHAM AD 2.23.
2	Fuel/oil types	Jet A1/All kinds.
3	Fuelling facilities/capacity	Schiphol-Centre: Jet A1 unlimited. Schiphol-East: Jet A1 (by truck).
4	De-icing facilities	De-icing equipment AVBL.
5	Hangar space for visiting aircraft	O/R, limited.
6	Repair facilities for visiting aircraft	Major repairs to all types of aircraft. Spares AVBL.
7	Remarks	Oxygen and related servicing unlimited.

EHAM AD 2.5 PASSENGER FACILITIES

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

EHAM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 10.
2	Rescue equipment	8 foam tenders, 1 snorkel and 1 truck with rescue equipment.
3	Capability for removal of disabled aircraft	Agreement with outside contractors.
4	Remarks	NIL

EHAM AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	14 snowsweep combinations with ploughs, 4 snowblowers, 4 de-icing cars, 6 ramp ploughs, 4 compact-sweepers.												
2	Clearance priorities	RWY, TWY and apron simultaneously.												
3	Remarks	1. Responsible authority: airport authority. 2. Methods of snow removal: snowploughs and sweeping machines. 3. Snow measuring: observation by own experienced staff. 4. Measuring of braking action: Friction Tester and/or using motor craft by the airside operations manager. 5. Method used for the determination of the values of the braking action: a. When using the Friction Tester: <table><tr><th>Friction coefficient</th><th>RWY condition</th></tr><tr><td>0.40 and higher</td><td>Good</td></tr><tr><td>0.39 to 0.36</td><td>Medium to good</td></tr><tr><td>0.35 to 0.30</td><td>Medium</td></tr><tr><td>0.29 to 0.26</td><td>Medium to poor</td></tr><tr><td>0.25 and lower</td><td>Poor</td></tr></table> b. In other cases: decision of the airside operations manager. 6. Information concerning improvement of braking action: at the discretion of the airside operations manager. 7. Details concerning up-to-date information to users: SNOWTAM via the international NOTAM office at Schiphol.	Friction coefficient	RWY condition	0.40 and higher	Good	0.39 to 0.36	Medium to good	0.35 to 0.30	Medium	0.29 to 0.26	Medium to poor	0.25 and lower	Poor
Friction coefficient	RWY condition													
0.40 and higher	Good													
0.39 to 0.36	Medium to good													
0.35 to 0.30	Medium													
0.29 to 0.26	Medium to poor													
0.25 and lower	Poor													

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

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

EHAM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Aircraft stand ID signs: - illuminated gate identification boards; - stand markings. TWY guide lines: - yellow guide lines on TWY and aprons; - follow-me cars are AVBL on request for guidance on aprons and TWYs. Note: for taxi guidance on K-apron contact the handler. Visual docking/parking guidance system: - Guidance at the aircraft stand: - Marshalls; - Visual docking guidance systems at all piers except south side B-pier (see EHAM AD 2.20 paragraph 3); - Self-docking on B-apron and south side of B-pier (see AD 2.EHAM-APDC.1). Note: for parking guidance on K-apron contact the handler.
2	RWY and TWY markings and LGT	RWY: threshold (RWYs 06, 09, 18R, 18L and 36C displaced THR, arrows), touchdown, centre line, runway designations; threshold lights, TDZ lights (RWYs 09, 18L, 24 and 36L, no TDZ lights), centre line lights, edge lights, RWY-end lights. RWY 04/22: threshold lights, edge lights and RWY-end lights only. RWY 06/24 and 36L: turn pad (see EHAM AD 2.23). TWY: holding points, centre line; blue edge lights (on long straight parts these lights will gradually be replaced by blue retroreflective edge markers), alternating green/yellow centre line lights on RWY exits and RWY crossing TWYs between RWY centre line and edge of ILS sensitive area, green centre line lights¹⁾ on all TWYs except at Schiphol East. Red/white mandatory instruction signs supplementing all taxi holding points.
3	Stop bars	Each active runway entry and each taxiway crossing a runway end safety area (RESA) is safeguarded by a stop bar (see charts AD 2.EHAM-ADC and AD 2.EHAM-GMC). Stop bars will be illuminated during: - reduced and low visibility circumstances when TDZ RVR ≤ 1500 m and/or cloud base ≤ 300 ft. - H24 period at intensive runway crossings and/or designated tow routes to avoid runway incursion in all visibility circumstances. Crossing of illuminated stop bars is prohibited. Aircraft and vehicles may proceed further only when ATC gives permission and the stop bar lights are switched off (ref. Annex 2, item 3.2.2.7.3).
4	Remarks	¹⁾ Based on the principle of cockpit over centre line for all aircraft types, except B777-300, A340-600 and A380. For those aircraft oversteering is required.

EHAM AD 2.10 AERODROME OBSTACLES

All obstacles are marked and lighted day and night. For obstacles in approach and take-off area see

- AD 2.EHAM-AOC-04-22
- AD 2.EHAM-AOC-06-24
- AD 2.EHAM-AOC-09-27
- AD 2.EHAM-AOC-18C-36C
- AD 2.EHAM-AOC-18L
- AD 2.EHAM-AOC-36L

EHAM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET office	De Bilt
2	Hours of service MET office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity	De Bilt 30 HR
4	Trend forecast Interval of issuance	TREND Every 30 minutes for international METAR, maximum 30 minutes for local display and broadcast on ATIS.
5	Briefing/consultation provided	Briefing on request from MWO-De Bilt by telephone after self-briefing (see item 10).
6	Flight documentation Language(s) used	Reports, forecasts, charts. English, Dutch.
7	Charts and other information available for briefing or consultation	S, P, W, T
8	Supplementary equipment available for providing information	WXR, APT
9	ATS units provided with information	Amsterdam ACC and FIC, Schiphol TWR, Schiphol APP. ¹⁾
10	Additional information (limitation of service, etc.)	Tel: +31 (0)30 220 6721 Staff Tel: 0900 202 3341 Briefing low level flights (IFR/VFR). Tel: 0900 202 3343 Briefing IFR flights above FL 100. Tel: 0900 202 3340 Briefing balloon flights within Amsterdam FIR. Note: charge for tel. briefings and consultations is € 0,50/min. Note: due to environmental influences the windreport for RWY 36R is not representative for the wind conditions at TDZ; wind speed from sector 080-120 DEG is underestimated up to 15 percent. ¹⁾ Also service to JRCC Den Helder.

EHAM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR co-ordinates RWY end co-ordinates THR GUND	THR elevation and highest elevation of TDZ of precision APCH RWY
1	2	3	4	5	6
04	041.25°	2014 x 45	39/F/D/W/T ASPH ^{1) 2) 3) 4)}	52°18'01.34"N 004°47'00.54"E	-3.98 m Not AVBL
22	221.27°	2014 x 45	39/F/D/W/T ASPH ^{1) 2) 3) 4)}	52°18'50.49"N 004°48'10.89"E	-4.23 m Not AVBL
06	057.92°	3500 x 45	90/F/C/W/T ASPH ^{1) 5)}	52°17'20.87"N 004°44'14.25"E	-3.35 m Not AVBL
24	237.95°	3500 x 45	90/F/C/W/T ASPH ^{1) 5)}	52°18'16.49"N 004°46'39.06"E	-3.56 m Not AVBL
09	086.78°	3453 x 45	90/F/C/W/T ASPH ^{1) 5)}	52°19'00.08"N 004°44'51.58"E	-3.66 m Not AVBL
27	266.82°	3453 x 45	90/F/C/W/T ASPH ^{1) 5)}	52°19'06.15"N 004°47'48.81"E	-3.71 m Not AVBL
18C	183.22°	3300 x 45	90/F/C/W/T ASPH ^{1) 5)}	52°19'53.03"N 004°44'24.11"E	-3.68 m Not AVBL
36C	003.22°	3300 x 45	90/F/C/W/T ASPH ^{1) 5)}	52°18'20.99"N 004°44'15.66"E	-3.64 m Not AVBL
18L	183.25°	3400 x 45	90/F/C/W/T ASPH ^{1) 5)}	52°18'58.14"N 004°46'46.89"E	-3.64 m Not AVBL

Designations RWY NR	True BRG	Dimensions of RWY (m)	Strength (PCN) and sur- face of RWY and SWY	THR co-ordinates RWY end co-ordinates THR GUND	THR elevation and highest elevation of TDZ of precision APCH RWY
1	2	3	4	5	6
36R	003.25°	3400 x 45	90/F/C/W/T ASPH ^{1) 5)}	52°17'26.97"N 004°46'38.45"E	-3.41 m Not AVBL
18R	183.20°	3800 x 60	90/F/C/W/T ASPH ^{1) 4)}	52°21'36.93"N 004°42'42.21"E	-3.98 m Not AVBL
36L	003.20°	3800 x 60	90/F/C/W/T ASPH ^{1) 4)}	52°19'42.89"N 004°42'31.81"E	-3.64 m Not AVBL

Designations RWY NR	Slope of RWY- SWY	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ
1	7	8	9	10	11
04	Not AVBL	Not AVBL	Not AVBL	2134 x 300	NA
22	Not AVBL	Not AVBL	Not AVBL	2134 x 300	AVBL
06	Not AVBL	Not AVBL	Not AVBL	3620 x 300	AVBL
24	Not AVBL	Not AVBL	Not AVBL	3620 x 300	NA
09	Not AVBL	Not AVBL	Not AVBL	3573 x 300	NA
27	Not AVBL	Not AVBL	Not AVBL	3573 x 300	AVBL
18C	Not AVBL	Not AVBL	Not AVBL	3420 x 300	AVBL
36C	Not AVBL	Not AVBL	Not AVBL	3420 x 300	AVBL
18L	Not AVBL	Not AVBL	Not AVBL	3520 x 300	NA
36R	Not AVBL	Not AVBL	Not AVBL	3520 x 300	AVBL
18R	Not AVBL	Not AVBL	Not AVBL	3920 x 300	AVBL
36L	Not AVBL	Not AVBL	Not AVBL	3920 x 300	NA

Remarks
12
¹⁾ Regarding RWY strength, an unlimited use will be permitted for aircraft with an AUW <= 5700 kg. ²⁾ Restricted to aircraft with a MTOW < 90 000 kg and MLW < 76 000 kg. ³⁾ MAX tyre pressure 1,5 MPa. ⁴⁾ RWY shoulders of 7.5 m width on both sides (strength restricted). ⁵⁾ RWY shoulders of 15 m width on both sides (strength restricted).

EHAM AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
04	2014	2074	2014	2014	NIL
22	2014	2074	2014	2014	NIL
06	3500	3600	3600	3250 ¹⁾	¹⁾ DTHR 250 m.
24	3500	3560	3500	3500	NIL
09	3434	3494	3434	3363 ¹⁾	¹⁾ DTHR 90 m.
27	3453	3453	3453	3453	NIL
18C	3300	3360	3300	3300	NIL
36C	3300	3360	3300	2850 ¹⁾	¹⁾ DTHR 450 m.
18L	3400	3460	3400	2825 ^{1) 2)}	¹⁾ DTHR 575 m. ²⁾ Not AVBL for landing, except in case of an emergency.
36R	NU	NU	NU	2825 ¹⁾	¹⁾ The section of 575 m beyond the displaced RWY-end shall not be used.
18R	NU	NU	NU	3530 ¹⁾	¹⁾ DTHR 270 m.
36L	3800	3860	3800	3800 ¹⁾	¹⁾ Not AVBL for landing, except in case of an emergency.

INTERSECTION TAKE-OFF

RWY Designator	TWY (m)	TORA (m)	TODA (m)	ASDA (m)	Remarks
06	S1	2600	2700	2700	For determination of the datum line for intersection take-off, see EHAM AD 2.23 paragraph 4.
24	S7	3450	3510	3450	
	S6	3250	3310	3250	
	S5	3250	3310	3250	
	S4	2600	2660	2600	
	S3	1950	2010	1950	
09	N4	2400	2460	2400	
	N3	1850	1910	1850	
18C	W2	3050	3110	3050	
	W3	2650	2710	2650	
	W4	2350	2410	2350	
	W5	2050	2110	2050	
36C	W12	2985	3045	2985	
	W9	2985	3045	2985	
	W8	2650	2710	2650	
	W7	2100	2160	2100	
18L	E5	2800	2860	2800	
	E4	2550	2610	2550	
	E2	2100	2160	2100	
36L	V3	3255	3315	3255	
	V2	2755	2815	2755	
	V1	2155	2215	2155	

EHAM AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Des-ignator	APCH LGT type, length, INTST	THR LGT colour, WBAR	VASIS (MEHT) PAPI	TDZ LGT length	RWY centre line LGT length, spacing, colour, INTST	RWY edge LGT length, spacing, colour, INTST	RWY end LGT colour, WBAR	SWY LGT length, colour
1	2	3	4	5	6	7	8	9
04	SALS 450 m LIM	G -	NIL	NIL	NIL	2014 m 50 m W/Y LIM	R -	NIL
22	SALS 450 m LIM	G -	PAPI left/3° (62 ft/18 m)	NIL	NIL	2014 m 50 m W/Y LIM	R -	NIL
06	CAT III 900 m LIH	G -	PAPI left/3° (70 ft/21 m)	900 m	3500 m 15 m ¹⁾ LIH	3500 m 30 m ²⁾ LIM	R -	NIL
24	NIL	G -	PAPI both/3° (70 ft/21 m)	NIL	3500 m 15 m ¹⁾ LIH	3500 m 30 m ³⁾ LIH	R -	NIL
09	NIL	G -	NIL	NIL	3453 m 15 m ¹⁾ LIH	3453 m 30 m ²⁾ LIH	R -	NIL
27	CAT III 900 m LIH	G -	PAPI left/3° (67 ft/20.5 m)	900 m	3453 m 15 m ¹⁾ LIH	3453 m 30 m ³⁾ LIH	R -	NIL
18C	CAT III 900 m LIH	G -	PAPI left/3° (70 ft/ 21 m)	900 m	3300 m 15 m ¹⁾ LIH	3300 m 30 m ³⁾ LIH	R -	NIL
36C	CAT III 900 m LIH	G -	PAPI left/3° (70 ft/ 21 m)	900 m	3300 m 15 m ¹⁾ LIH	3300 m 30 m ²⁾ LIH	R -	NIL

RWY Designator	APCH LGT type, length, INTST	THR LGT colour, WBAR	VASIS (MEHT) PAPI	TDZ LGT length	RWY centre line LGT length, spacing, colour, INTST	RWY edge LGT length, spacing, colour, INTST	RWY end LGT colour, WBAR	SWY LGT length, colour
1	2	3	4	5	6	7	8	9
18L	NIL	G -	NIL	NIL	3400 m 15 m ¹⁾ LIH	3400 m 30 m ²⁾ LIH	R -	NIL
36R	CAT III 900 m LIH	G -	PAPI left/3° (70 ft/ 21 m)	900 m	2825 m 15 m ^{1) 4)} LIH	2825 m 30 m ^{3) 4)} LIH	R -	NIL
18R	CAT III 900 m LIH	G -	PAPI left/3° (70 ft/ 21 m)	900 m	3800 m 15 m ¹⁾ LIH	3800 m 60 m ²⁾ LIH	R -	NIL
36L	NIL	G -	NIL	NIL	3800 m 15 m ¹⁾ LIH	3800 m 60 m ³⁾ LIH	R -	NIL

Remarks		
10		
1)	RCLL: white	from THR to 900 m before RWY-end;
	white/red	from 900 m before RWY-end to 300 m before RWY-end;
	red	from 300 m before RWY-end to RWY-end.
2)	REDL: red	from beginning of RWY to DTHR;
	white	from DTHR to 600 m before RWY-end;
	yellow	from 600 m before RWY-end to RWY-end.
3)	REDL: white	from THR to 600 m before RWY-end;
	yellow	from 600 m before RWY-end to RWY-end.
4)	RWY 36R: no lights beyond displaced RWY-end.	

EHAM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL. Anemometer: see GEN 3.5 paragraph 3.
3	TWY edge and centre line lighting	Edge: all taxiways blue edge lights (on long straight parts these lights will be gradually replaced by blue retroreflective edge markers). West of RWY 18C/36C only exits RWY 18R/36L and fly-overs are equipped with edge lights. Centre line: green centre line lights on rapid exit taxiways and taxiways, except at Schiphol-East.
4	Secondary power supply Switch-over time	Emergency light AVBL. Information not AVBL.
5	Remarks	NIL

EHAM AD 2.16 HELICOPTER LANDING AREA

1	Co-ordinates TLOF or THR of FATO Geoid undulation	52°18'43"N 004°48'00"E / Schiphol-East, at intersection RWY 04/22 and TWY G2. Information not AVBL.
2	TLOF and/or FATO elevation m/ft	Information not AVBL.
3	TLOF and FATO area dimensions, surface, strength, marking	Rectangular 36 x 20 m.
4	True BRG of FATO	164°244° and 344°104° GEO.
5	Declared distance available	Information not AVBL.

6	APCH and FATO lighting	Helispot: amber omni-directional lights, intervals 6 m.
7	Remarks	The helispot is not provided with day markings.

EHAM AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	SCHIPHOL CTR 1: 52°24'54.39"N 004°38'05.45"E; 52°28'21.18"N 004°38'24.39"E; 52°28'01.08"N 004°48'12.13"E; 52°26'21.48"N 004°48'03.00"E; along clockwise arc (radius 8 NM, centre 52°18'29.00"N 004°45'51.00"E) to point of origin. SCHIPHOL CTR 2: 52°34'03.30"N 004°36'30.80"E; 52°34'03.51"N 004°48'45.45"E; 52°28'01.08"N 004°48'12.13"E; 52°28'21.18"N 004°38'24.39"E; 52°24'54.39"N 004°38'05.45"E; along anti-clockwise arc (radius 8 NM, centre 52°18'29.00"N 004°45'51.00"E) to 52°18'55.05"N 004°32'50.08"E; 52°25'50.49"N 004°33'28.09"E; 52°29'05.83"N 004°34'39.04"E; to point of origin. SCHIPHOL CTR 3: 52°16'01.34"N 004°33'27.36"E; along anti-clockwise arc (radius 8 NM, centre 52°18'29.00"N 004°45'51.00"E) to 52°10'46.46"N 004°49'15.93"E; 52°04'02.84"N 004°48'38.87"E; along parallel to 52°04'02.84"N 004°33'27.36"E; to point of origin.
2	Vertical limits	- SCHIPHOL CTR 1: GND to 3000 ft AMSL. - SCHIPHOL CTR 2: 1200 ft AMSL to 3000 ft AMSL. - SCHIPHOL CTR 3: 1200 ft AMSL to 3000 ft AMSL.
3	Airspace classification	C
4	ATS unit call sign Language(s)	Schiphol Tower English
5	Transition altitude	IFR: 3000 ft AMSL; VFR: 3500 ft AMSL.
6	Remarks	Restricted to ACFT capable of maintaining two-way radio communication with Schiphol TWR, unless prior permission from Aerodrome Control has been obtained. Such permission will only be given in extraordinary cases.

EHAM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel/ Frequency (MHz)	Hours of operation	Remarks
1	2	3	4	5
ACC: Arrivals via holding ARTIP	Amsterdam Radar	120.550	H24	RSR. At ATC discretion.
ACC: Arrivals via holding NARSO		134.375		
ACC: Arrivals via holding RIVER		130.950		
ACC: Arrivals via holding SUGOL		118.800		
APP	Schiphol Approach/ Departure	119.050	H24	TAR. At ATC discretion. Intermediate approach.
		118.075	HO	
		369.300	HO	
		121.200	H24	TAR. At ATC discretion. Intermediate approach. Departures.
	Schiphol Arrival	118.400	H24	TAR. At ATC discretion. Intermediate and final approach main RWY.
		131.150	H24	
	Schiphol Approach	126.675	HO	At ATC discretion.

Service designation	Call sign	Channel/ Frequency (MHz)	Hours of operation	Remarks
1	2	3	4	5
TWR	Schiphol Tower	119.225	H24	Primary. SMR. VDF.
		118.100	H24	NIL
		118.275	H24	NIL
		118.950	HO	At ATC discretion.
		119.900	HO	At ATC discretion.
		362.300	HO	At ATC discretion.
	Schiphol Delivery	121.975	H24	Clearance delivery (Start-up control VFR only).
	Schiphol Start-up	121.650	H24	Start-up control.
	Schiphol Ground	121.700	H24	Ground control (see EHAM AD 2.20, EHAM AD 2.22 and AD 2.EHAM-GMC).
		121.800	H24	
		121.900	H24	
		122.425	HO	
	ATC Operational Information Schiphol	131.350	H24	Broadcast of information about expected RWY combinations related to SIDs, during peak HR.
ATIS	Schiphol Arrival Information	132.975	H24	ATIS service also AVBL by ACARS for ACFT equipped with ACARS-MU (AEEC 622 and 623 compliant).
		108.400	H24	Schiphol VOR (SPL).
	Schiphol Departure Information	122.200	H24	ATIS service also AVBL by ACARS for ACFT equipped with ACARS-MU (AEEC 622 and 623 compliant).
-	As appropriate for each service.	121.500	H24	Emergency (for all services).
		243.000	H24	

EHAM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (VOR/ILS/MLS: declination)	ID	Frequency	Hours of operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME (0°E/2010)	AMS	113.950 MHz CH86Y	H24	52°19'57.51"N 004°42'20.37"E	0 m	Designated operational coverage: 60 NM/FL 250.
DVOR/DME (0°E/2010)	PAM	117.800 MHz CH125X	H24	52°20'05.14"N 005°05'31.78"E	0 m	Designated operational coverage: BTN 030°-195° MAG 80 NM/FL 500; BTN 195°-285° MAG 120 NM/FL 500; BTN 285°-030° MAG 150 NM/FL 500.
DVOR/DME (0°E/2010)	RTM	110.400 MHz CH41X	H24	51°58'25.31"N 004°28'51.49"E	0 m	Designated operational coverage: BTN 030°-240° MAG 50 NM/FL 250; BTN 240°-030° MAG 100 NM/FL 250.
DVOR/DME (0°E/2010)	SPL	108.400 MHz CH21X	H24	52°19'55.72"N 004°44'59.58"E	0 m	Designated operational coverage: 60 NM/FL 250.
DVOR/DME (0°E/2010)	SPY	113.300 MHz CH80X	H24	52°32'25.01"N 004°51'13.61"E	0 m	Designated operational coverage: BTN 015°-135° MAG 100 NM/FL 500; BTN 135°-240° MAG 120 NM/FL 500; BTN 240°-015° MAG 150 NM/FL 500.
L 06	CH	388.5 kHz	H24	52°13'14.22"N 004°33'27.36"E	NA	14442 m from THR RWY 06. Designated operational range: 15 NM.

Type of aid, MAG VAR, Type of supported OPS (VOR/ILS/MLS: declination)	ID	Frequency	Hours of operation	Position of transmit- ting antenna co-ordin- ates	Elevation of DME transmitting an- tenna	Remarks
1	2	3	4	5	6	7
← LOC 06 ILS CAT III/E/4 (0°E/2010)	KAG	110.550 MHz	H24	52°18'25.71"N 004°47'03.10"E	NA	529 m from THR RWY 24. Not to be used outside 30° west of RCL 06.
DME 06	KAG	CH42Y	H24	52°17'21.94"N 004°44'32.90"E	0 m	DME reading at THR RWY 06: 0 NM.
GP 06	-	329.450 MHz	H24	52°17'23.03"N 004°44'31.80"E	NA	324 m past THR RWY 06.
← AZ 06 MLS 30:40/8ft/E/4 (0°E/2010)	MKAG	CH590	H24	52°18'25.73"N 004°47'03.15"E	NA	Not operational. 530 m from THR RWY 24.
EL 06	-	CH590	H24	52°17'23.00"N 004°44'28.72"E	NA	Not operational. 267 m past THR RWY 06.
← L 18C	OA	395 kHz	H24	52°28'12.87"N 004°45'11.78"E	NA	15473 m from THR RWY 18C. Designated operational range: 15 NM.
← LOC 18C ILS CAT III/E/4 (0°E/2010)	ZWA	109.500 MHz	H24	52°18'00.50"N 004°44'13.78"E	NA	634 m from displaced THR RWY 36C.
← DME 18C	ZWA	CH32X	H24	52°19'42.84"N 004°44'14.76"E	0 m	NIL
GP 18C	-	332.600 MHz	H24	52°19'42.71"N 004°44'16.82"E	NA	295 m past THR RWY 18C.
← LOC 18R ILS CAT III/E/4 (0°E/2010)	VPB	110.100 MHz	H24	52°19'33.22"N 004°42'30.93"E	NA	299 m from THR RWY 36L.
← DME 18R	VPB	CH38X	H24	52°21'26.25"N 004°42'50.10"E	0 m	DME reading at THR RWY 18R: 0 NM.
GP 18R	-	334.400 MHz	H24	52°21'26.39"N 004°42'47.58"E	NA	320 m past THR RWY 18R.
← LOC 22 ILS CAT I/B/1 (0°E/2010)	SCH	109.150 MHz	H24	52°17'55.50"N 004°46'52.19"E	NA	NIL
← DME 22	SCH	CH28Y	H24	52°18'47.92"N 004°47'55.17"E	0 m	NIL
GP 22	-	331.250 MHz	H24	52°18'46.73"N 004°47'57.08"E	NA	NIL
← L 27	WP	376 kHz	H24	52°19'34.24"N 005°01'58.69"E	NA	16119 m from THR RWY 27. Designated operational range: 15 NM.
← LOC 27 ILS CAT III/E/4 (0°E/2010)	BVB	111.550 MHz	H24	52°18'59.67"N 004°44'39.71"E	NA	NIL
← DME 27	BVB	CH52Y	H24	52°19'11.06"N 004°47'31.17"E	0 m	NIL
GP 27	-	332.750 MHz	H24	52°19'09.44"N 004°47'31.23"E	NA	290 m past THR RWY 27.
← LOC 36C ILS CAT III/E/4 (0°E/2010)	MSA	108.750 MHz	H24	52°20'02.33"N 004°44'24.97"E	NA	288 m from THR RWY 18C.
← DME 36C	MSA	CH24Y	H24	52°18'31.74"N 004°44'08.24"E	0 m	DME reading at THR RWY 36C: 0 NM.
GP 36C	-	330.350 MHz	H24	52°18'31.71"N 004°44'10.30"E	NA	NIL
← L 36R	NV	332 kHz	H24	52°09'05.02"N 004°45'53.40"E	NA	15537 m from THR RWY 36R. Designated operational range: 15 NM.
← LOC 36R ILS CAT III/E/4 (0°E/2010)	ABA	111.950 MHz	H24	52°19'24.61"N 004°46'49.34"E	NA	259 m from THR RWY 18L.
← DME 36R	ABA	CH56Y	H24	52°17'37.44"N 004°46'30.09"E	0 m	NIL
GP 36R	-	330.950 MHz	H24	52°17'37.41"N 004°46'33.08"E	NA	299 m past THR RWY 36R.

Type of aid, MAG VAR, Type of supported OPS (VOR/ILS/MLS: declination)	ID	Frequency	Hours of operation	Position of transmit- ting antenna co-ordin- ates	Elevation of DME transmitting an- tenna	Remarks
1	2	3	4	5	6	7
AZ 36R MLS 30:30/8ft/E/4 (0°E/2010)	MMSC	CH548	H24	52°19'25.57"N 004°46'49.43"E	NA	Not operational. 288 m from THR RWY 18L.
EL 36R	-	CH548	H24	52°17'36.09"N 004°46'35.03"E	NA	Not operational. 278 m past THR RWY 36R.

EHAM AD 2.20 LOCAL TRAFFIC REGULATIONS

1 SLOTS

1.1 Domestic IFR flights

Domestic IFR flights with destination Schiphol Airport shall comply with the CTOT issued by the CFMU (see ENR 1.9 paragraph 2.7).

1.2 Airport slot co-ordination

1.2.1 Definitions

Commercial aviation (handelsverkeer): flights performed by an air carrier, providing scheduled flights, programmed charters or ad hoc flights which are open for individual bookings for passengers, and/or freight and/or mail, including positioning flights which are directly linked to the operation of these flights.

General aviation: all aviation except commercial aviation. Business aviation, air taxi operations and technical flights are part of general aviation.

Technical flights: all positioning and test flights operated for reason of maintenance, repair or overhaul. Flights carrying passengers, mail or cargo will not be considered technical flights.

1.2.2 Procedures

1.2.2.1 Commercial aviation

1. Commercial aviation must always submit a request for the allocation of available landing and take-off slots to SACN and receive approval before operating.
2. At the IATA Schedules Conferences, slots for commercial aviation will be allocated for the next winter or summer season.
3. After the slot-return date, well before the start of the season, a slot pool as described in EC slot regulation 95/93 is being set up.
4. After the slot return date commercial aviation can submit requests for these pool slots to SACN.

1.2.2.2 General aviation

1. Based on the slot pool, after the slot return date, time brackets available for general aviation are calculated on an average day basis. These time brackets indicate certain periods during the day in which capacity is still available. Normally, this will be outside peak hours and outside night time.
2. For outbound flights, inbound flights and technical flights, separate sets of time brackets will be issued.
3. The time brackets will be published by NOTAM.
4. If the capacity for general aviation within the brackets decreases because of ad-hoc slotrequests by commercial aviation, the time brackets will be altered and published accordingly.
5. General aviation, operating within the time brackets as published in the latest NOTAM, does not need to apply for a slot for practical reasons.
6. Historical precedence will not be given to any general aviation operation.
7. For landing and take-off outside the published time brackets, general aviation must submit a request for the allocation of available ad hoc slots to SACN and await approval before operating. This request shall be submitted three days or less before operating to SACN or to Airport Operations outside office hours. These ad hoc slots do not create historic precedence and may not be used for commercial aviation as defined under 'Definitions'.

1.2.2.3 Exemptions

The following reasons and operations exempt flights from slot allocation:

- technical failures and aircraft defects at foreign stations and no alternative available within reasonable time.
- return to airport because of in-flight failure (such as: birdstrike).
- local ATC directives severely disturbing 'normal' operations.
- unforeseen ATC delays local and/or en-route (strikes, radar failures, political).
- severe weather conditions at foreign stations and/or home stations (with limitation to 'snowballing').
- limited runway use for exceptional reasons at foreign stations or at home stations (with limitation to 'snowballing').
- major schedule change due to political reason.
- political instructions (for instance major events with possible effects on safety, heads of state on board, military).
- urgent matters (medical, violence on board, technical).
- police and government operations such as, but not limited to, flights that are operated on behalf of the royal family or government, coast guard, pollution control and repatriation flights.
- search and rescue operations.
- the following VFR flights:
 - VFR flights by helicopters.
 - VFR flights by propeller driven aircraft with a MTOW < 5700 kg.

1.2.3 Requests for slots

Requests for slots for commercial aviation must be filed at SACN in standard IATA format. Requests for ad hoc slots for general aviation for landing and take-off outside the published (NOTAM) time brackets shall be submitted three days or less before operating to SACN or to Airport Operations outside office hours. Requests must include information about flight number or registration number, desired time / date, email, fax or telephone number of the contact (person).

During office hours (for commercial and general aviation):

Stichting Airport Coordination Netherlands (SACN)

Tel: +31 (0)20 405 9730
 Fax: +31 (0)20 405 9731
 SITA: SPLACXH
 Email: info@slotcoordination.nl

Outside office hours and at public holidays (only for general aviation):

Duty Manager Amsterdam Airport Schiphol (AAS)

Tel: +31 (0)20 601 2116
 Fax: +31 (0)20 601 3441
 Email: Apron_Office@schiphol.nl

1.2.4 Slot abuse

Due to environmental constraints Amsterdam Airport Schiphol has a limited number of slots during the night period. Airlines are not allowed to operate between 2200-0600 (2100-0500) without a slot applicable to this period. In case of continued violations the airport authorities will be forced to take legal measures.

2 GROUND CONTROL AT SCHIPHOL AIRPORT

2.1 General

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

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

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

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

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

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

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

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

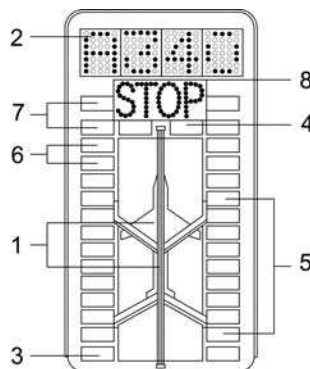
3 VISUAL DOCKING GUIDANCE SYSTEMS

3.1 SAFEGATE

3.1.1 System description

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

3.1.1.1 Display indications



1. Vertical green illuminated bar and a yellow aircraft symbol for taxi line deviation information.
2. Display information (see paragraph 3.1.5).
3. One pair of green lights indicating 'the system is ready for use'.
4. One pair of green lights indicating the 'stop'-bar.
5. Nine pair of green closing-rate information lights.
6. Three pair of yellow closing-rate information lights.
7. Two pair of red stop information lights.
8. The 'STOP' sign.

3.1.2 Activated system

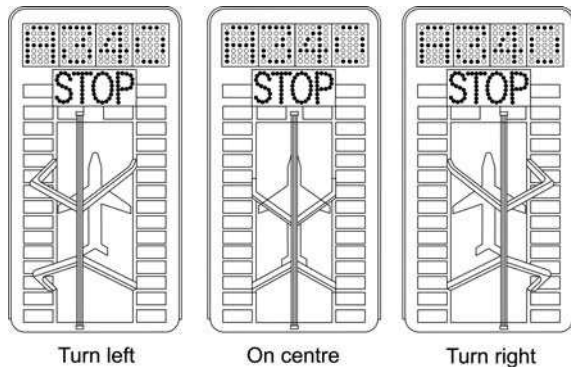
The system is operated by an employee of a handling company, who also keeps a safety watch during the docking. The pilot of an arriving aircraft has to be sure that the system is activated. If not, pilots should not enter the aircraft stand and stop before the red boundary line, until the system is activated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

- the bottom pair of green lights are blinking (see paragraph 3.1.1.1 item 3).
- the aircraft type is shown (blinking) on the upper information block (see paragraph 3.1.1.1 item 2).
- the stop bar lights are shown (see paragraph 3.1.1.1 item 4).

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

3.1.3 Centre line guidance

Centre line guidance is obtained by means of a green illuminated bar in front of a yellow aircraft symbol. The aircraft is on the centre line when bar and symbol overlap each other (see paragraph 3.1.1.1 item 1). The centre line guidance has to be observed from the left seat.



3.1.4 Closing-rate and stop information

For each type of aircraft a stop point has been assigned within the system. Closing-rate information is given over the last 12 m by means of nine pair green (see paragraph 3.1.1.1 item 5) and three pair yellow lights (see paragraph 3.1.1.1 item 6). As soon as the reset loop (14.5 m in front of the stop point) is activated the bottom pair green lights and the type of aircraft indication at the top will show 'steady'. When the stop-sensor is activated the word 'STOP' (see paragraph 3.1.1.1 item 8) and four red lights (see paragraph 3.1.1.1 item 7) will be shown.

3.1.5 Display information text

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

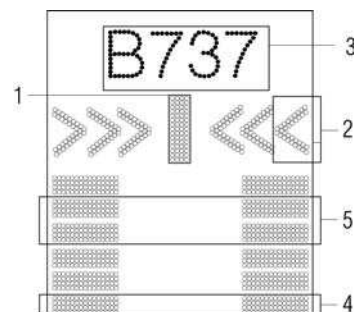
OK !	parking is correct.
CHOCK/ON	chocks are in place.
TOO/FAR	the stop point has been overshoot by more than one metre: ask groundcrew if push-back is necessary.
STOP/SHORT	the system is operated by an operator; no closing-rate information available, the stop sign is given manually. Taxi very carefully.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

3.2 SAFE DOCK

3.2.1 System description

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

3.2.1.1 Display indications



1. Vertical green bar indicating the centre line.
2. Red arrow(s) pointing towards the centre line bar indicating the deviation from the centre line. When on centre line, two red triangles will appear.
3. Display information (see paragraph 3.2.5).
4. One pair of blinking green lights indicating 'the system is ready for use'.
5. Green or yellow closing rate information lights.

3.2.2 Activated system

The system is operated by an employee of a handling company, who also keeps a safety watch during the docking. The pilot of an arriving aircraft has to be sure that the system is activated. 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 (see paragraph 3.2.1.1 item 4).
- the aircraft type is shown (blinking) on the information area on top of the display (see paragraph 3.2.1.1 item 3).

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

3.2.3 Centre line guidance

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

3.2.4 Closing rate and stop information

For each type of aircraft a stop point has been assigned within the system. Closing rate information is given over the last 17 m by means of green (first 14 m) and yellow (last 3 m) lights (see paragraph 3.2.1.1 item 5). As soon as the reset area is activated the bottom pair green lights will show 'steady'. At the same time the green centre line bar appears on the display. The lights will move from the bottom side of the display upwards in the direction of the stopping position. When the stop-area is activated the azimuth-guidance arrows will be replaced by the word 'STOP'.

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

3.2.5 Display information text

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

B737 (for example) the expected type of aircraft is shown.

OK parking is correct.

HOLD BRAKES hold brakes until 'CHOCK/ON' appears.

CHOCK/ON chocks are in place.

TOO/FAR the stop point has been overshoot by more than one metre: ask groundcrew if push-back is necessary.

STOP the aircraft has reached the stopping point or the docking procedure is not carried out correctly.

WAIT the chosen type of aircraft during the closing-in is changed by the operator. When the correct type is displayed the parking can be continued.

TEST/WAIT when the system is activated the lasersystem carries out a self-test before the type of aircraft appears on the display.

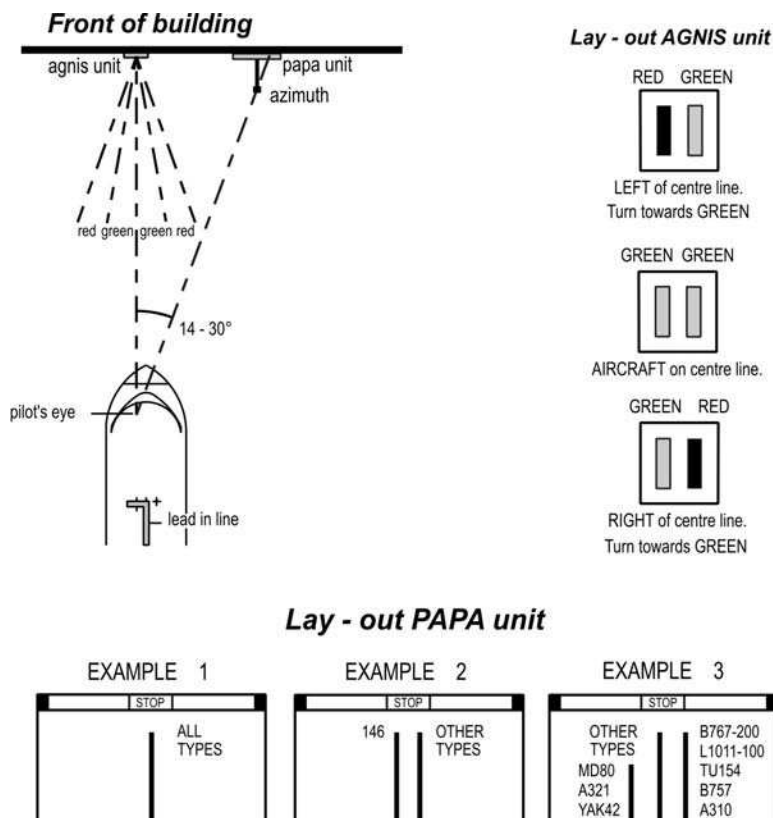
ERR if a system fault occurs the display will show 'ERR' together with 'STOP'. The aircraft has to be parked by means of either marshalling or a tractor.

DOWN GRAD during low visibility, the system scans aircraft from 60 m instead of 90 m.

3.3 AGNIS/PAPA

3.3.1 System description

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



3.3.2 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 boundary line, until the system is activated or a marshaller has signalled clearance to proceed.

3.3.3 Azimuth information (AGNIS)

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

3.3.4 Stop information (PAPA)

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

3.3.5 Emergency stop

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

4 TRAINING AND TEST FLIGHT REGULATIONS

4.1 General

Training and test flights within the Schiphol control zone are allowed to be performed in the period from Monday up to and including Friday, daily between 0600-2100 (0500-2000). It is not allowed to perform training and test flights outside this period. Neither is it allowed to perform training and test flights on public holidays (see GEN 2.1). All training and test flights must be co-ordinated 24 HR in advance with:

Post: Air Traffic Control the Netherlands
Operationele Helpdesk
P.O. Box 75200
1117 ZT Luchthaven Schiphol
Tel: + 31 (0)20 406 2201 (OPR HR: 0600-1600 (0500-1500))
Fax: + 31 (0)20 406 3672
Email: ops_helpdesk@lvnl.nl
URL: <http://www.lvnl-ohd.nl>

These flights also must have obtained, in advance, the explicit permission of the Operations Duty Manager Airside of Amsterdam Airport Schiphol tel: + 31 (0)20 601 2115.

4.2 Training flights with military aircraft

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

4.3 Use of a non-preferential runway

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

5 APU USE

The use of APU and ground power units (GPU) is strictly controlled at all F and G aircraft stands and aircraft stands B16, B20, B24, B28, B32, B36 to reduce the environmental and noise burden. Where available, (fixed) 400 Hz power units must be used. For cooling and heating purposes, pre-conditioned air units (PCA) shall be used. The APU should be shut down as soon as practicable following arrival (but not later than 5 minutes after parking brakes set) and not restarted until 10 minutes prior to departure in order to start the engines. At all other aircraft stands, aircraft are urgently requested not to use APU. External power supplies, such as 400 Hz power units, GPU and PCA, should be used instead, where available.

Exceptions:

- When it is necessary to use an APU to diagnose and/or rectify aircraft faults (for technical/maintenance reasons). Prior permission must be obtained from the Airside Operations office (020 601 2115).
- When 400 Hz power units and/or PCA units are not operative or not available. Prior permission must be obtained from the Airside Operations office (020 601 2115).
- When the outside temperature is below -5°C or above +25°C (according to METAR).

6 REDUCTION ENVIRONMENTAL BURDEN

In order to reduce the environmental burden, arriving aircraft equipped with 3 or 4 engines should taxi from the landing runway 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 aircraft.

7 ILS OPERATIONS BY FOREIGN OPERATORS

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

8 REMOTE HOLDING AND DE-ICING POSITIONS

8.1 Remote holding positions

The following apron positions are available for remote holding:

Apron	Location	Positions
P-holding	between TWY A12 and A13	P1, P2 and P3
Along TWY Z	west of holding RWY 36C	P4 and P5
On TWY VS	east of holding RWY 36L	P6 and P7

Remote holding procedures may be used by ATC in the following cases:

1. Arriving aircraft not being able to proceed to the gate, because it is still occupied by another aircraft.
2. Departing aircraft that have to vacate the gate for arriving aircraft, but are not yet allowed to depart due to the assigned CTOT by the CFMU.

All traffic must be able to leave the remote holding without delay. Unless otherwise instructed by ATC all traffic must enter and leave the remote holding via the standard taxi routing.

8.2 De-icing positions

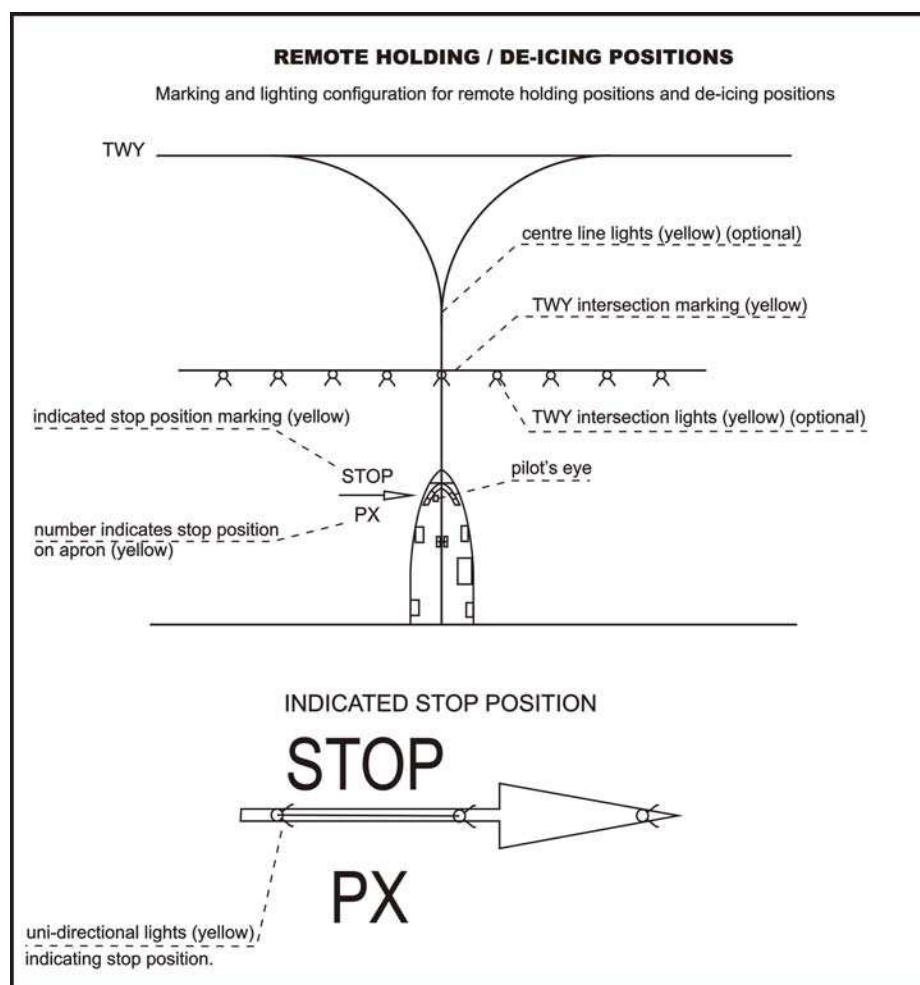
The following apron positions are available for de-icing:

Apron	Location	Positions	Restrictions
P-holding	between TWY A12 and A13	P1 and P3	MAX wingspan 68.5 m
J-apron	between TWY A20 and A24	P10	MAX wingspan 68.5 m
		P12	MAX wingspan 65 m
		P14 and P16	MAX wingspan 80 m

Special communication procedures may be expected during de-icing procedures.

Note: Taxiway 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 aircraft. High power settings may cause jet blast damage. Advise ATC if unable to comply with taxi clearances.

8.3 Guidance and markings



9 K-APRON PROCEDURES

KLM Jet Center handles aircraft at the K-apron and allocates aircraft stands: see AD 2.EHAM-APDC.2. The K-apron is not controlled by ATC. The K-apron is open H24. Operating hours KLM Jet Center: see EHAM AD 2.3.

Entering the K-apron:

On vacating RWY 04/22, contact Schiphol Ground for the K-apron entry that must be used.
On approaching the K-apron, contact KLM Jet Center to obtain the aircraft stand.

Aircraft taxiing to aircraft stands:

- K11 - K16 and K20 - K27 shall use apron entry GK;
- K35 - K39, K40 - K44 and K71 - K76 shall use apron entry GL.

Note:

- All aircraft stands are used nose-in;
- Aircraft at aircraft stands K20 - K27 and K35 - K39 shall be turned by a tow truck. Under no circumstances shall a 180° turn be carried out using aircraft thrust.

Leaving the K-apron:

Aircraft parked at aircraft stands:

- K11 - K16 shall taxi straight out to TWY G;
- K20 - K27 shall leave the K-apron via apron exit GD¹⁾;
- K35 - K39, K40 - K44 and K71 - K76 shall leave the K-apron via apron exit GL.

¹⁾ Caution: apron exit GD is located opposite TWY G1.

Note:

- For push-back procedures see AD 2.EHAM-APDC.2.
- Use low power settings when leaving aircraft stands K20 - K27 and K35 - K39 to avoid possible jet blast on adjacent aprons.
- Taxiing is only allowed after the "ALL CLEAR" signal from the ground crew.

EHAM AD 2.21 NOISE ABATEMENT PROCEDURES**1 GENERAL**

The following departure and arrival procedures have proved to be highly efficient in respect of noise abatement in the vicinity of Schiphol Airport. Except for safety reasons or otherwise instructed by ATC, aircraft shall adhere to these procedures.

2 DEPARTURES (JET AIRCRAFT ONLY)**2.1 Take-off and climb procedure**

1. To 1500 ft AMSL:
 - a. Take-off power.
 - b. Speed: $V_2 + 10$ to 20 KT (or as limited by body angle).
 - c. Appropriate flap setting.
2. 1500 ft to 3000 ft AMSL:
 - a. Climb power.
 - b. Speed: $V_2 + 10$ to 20 KT.
 - c. Maintain previous flap setting.
3. After passing 3000 ft AMSL:
 - a. Retract flaps on schedule.
 - b. En route climb.
4. 3000 ft AMSL to FL 100: MAX 250 KT IAS.

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

Post: Amsterdam Airport Schiphol
 Dep. of Capacity Management
 P.O. Box 7501
 1118 ZG Schiphol Airport
 Fax: +31 (0)20 601 3567

2.2 Minimum noise routing

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

3 ARRIVALS (ALL AIRCRAFT)

For RWY 06 and RWY 18R RNAV low-noise procedures, continuous descent approach (CDA), for jet aircraft will be used between 2200-0530 (2100-0430), otherwise aircraft will be radar vectored towards interception of final leg at 3000 ft AMSL. Executing a CDA implies that after NIRS1, NARIX or SOKSI a continuously descending flight path without level segments is to be flown in a low power and low drag configuration. A flight path is considered continuously descending when there is no level segment. A segment is considered level if the altitude loss is less than 50 ft over a distance of 2.5 NM. For procedures and exemptions see EHAM AD 2.22 paragraph 2.6.1.

3.1 Reduced flaps

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

3.2 ILS available

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

3.3 Non precision approach

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

3.4 Visual approach

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

4 USE OF RUNWAYS**4.1 General**

The most frequently used runways are:

- a. As landing runway: 06, 18R, 36R, 18C, 36C, 27.
- b. As departure runway: 36L, 24, 36C, 18L, 18C, 09.

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

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

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

4.2 Use of helispot

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

4.3 Preferential runway system

4.3.1 General

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

- traffic safety prevails at all times.
- departure and landing will normally take place on separate runways.
- preferably a runway equipped with ILS will be selected for landing.
- the preferential sequence for selecting runways in use depends on the combination of noise influences and traffic handling.
- the wind and visibility criteria mentioned in paragraph 4.3.3 are directives for the selection of the runway combination(s) from the preferential sequence. These directives are in accordance with the guidance material laid down in Annex 16-ICAO (Aircraft noise).
- deviations from an assigned runway in order to obtain a shorter taxi route, departure or approach pattern are not permitted.

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

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

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

4.3.2 The preferential sequence for selecting runways in use

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

4.3.3 Wind criteria

In selecting the runway combination to be used from the preferential runway system, ATC the Netherlands 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 the Netherlands may apply higher crosswind and/or tailwind values in order to assign a runway combination. Accepting a runway is a pilot's decision. If a pilot, prompted by safety concerns, requests another runway for landing, this request will be granted when possible. In that case, the pilot must submit a written report (the operator is responsible for proper reporting procedures).

	Weather	RVR ≥ 550 m and cloud base ≥ 200 ft		RVR < 550 m and/or cloud base < 200 ft	
	Wind component	Cross	Tail	Cross	Tail
BRAKING ACTION	Good	20	7	15	7
	Medium to good	10	0	10	0
	Medium	10	0	10	0
	Medium to poor	5	0	5	0
	Poor	5	0	5	0

Remarks:

1. Wind speed values are presented in knots.
2. Braking action information is based on the measured friction coefficient (see EHAM AD 2.7). Usually, the braking action at Schiphol Airport is good, even when the runway is wet. The braking action will be less than good only in case of e.g. extreme rainfall or snow.

5 RESTRICTED USE OF THE AIRPORT

5.1 Runway availability

1. RWY 18R is not available for departures and RWY 36L is not available for arrivals.
2. RWY 36R is not available for departures and RWY 18L is not available for arrivals.
3. From 2200-0530 (2100-0430) RWY 04/22 is not available for departures and arrivals.
4. From 2200-0530 (2100-0430) RWY 09/27 is not available for departures and arrivals.
5. From 2200-0530 (2100-0430) RWY 18C is not available for arrivals and RWY 36C is not available for departures.
6. From 2200-0530 (2100-0430) RWY 18L is not available for departures.
7. From 2200-0530 (2100-0430) RWY 24 is not available for arrivals.

8. From 2200-0530 (2100-0430) RWY 36R is not available for arrivals.

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

5.2 Reverse thrust

- During daytime 0600-2200 (0500-2100): After landing, the use of idle reverse thrust is advised on all runways except RWY 04/22, safety permitting. To achieve the highest possible runway capacity, runway occupancy times are to be reduced to a minimum.
- During nighttime 2200-0600 (2100-0500): After landing, reverse thrust above idle shall not be used on any runway, safety permitting.

6 RESTRICTIONS FOR CHAPTER 2 AND MARGINAL CHAPTER 3 AIRCRAFT

Take-off and landing is not allowed for aircraft which are certified in accordance with the noise standards of ICAO Annex 16 Chapter 2. Aircraft certified in accordance with the noise standards of ICAO Annex 16 Chapter 3, for which the margin of the sum of the three certification noise levels, relative to the sum of the three applicable ICAO Annex 16 Chapter 3 certification noise limits, is less than 5 EPNdB:

1. For aircraft equipped with engines with bypass ratio ≤ 3 , new operations are not allowed.
2. For aircraft equipped with engines with bypass ratio ≤ 3 , take-off and landing is not allowed between 1700-0700 (1600-0600).
3. For aircraft equipped with engines with bypass ratio > 3 , it is not allowed to plan take-off between 2200-0500 (2100-0400).

EHAM AD 2.22 FLIGHT PROCEDURES

1 INSTRUMENT DEPARTURE PROCEDURES SCHIPHOL AIRPORT

1.1 Introduction

The instrument departure procedures are based on ICAO Annex 2 and on ICAO Documents 4444-ATM/501 (PANS-ATM), 7030 (SUPPS) and 8168-OPS/611 (PANS-OPS). The procedures are developed with a view to make optimum use of the available airspace. It is therefore essential that pilots navigate in compliance with the highest possible accuracy with these in-flight procedures. Executive control of traffic en route and in the Schiphol TMAs is exercised by radar controllers. For 'Operational use of radar' see ENR 1.6.

1.2 Radar procedures

Executive control of traffic in the Schiphol TMAs is exercised by radar controllers. During the peak hours outbound traffic will be handled by a TMA-west controller (Schiphol Departure 121.200) and a TMA-east controller (Schiphol Departure 119.050). Outside peak hours one radar controller is responsible for the provision of approach/departure control service in the Schiphol TMA on both channels simultaneously. For 'Operational use of radar' see ENR 1.6.

1.3 Instrument departure procedures

1.3.1 Clearance delivery

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

- Clearance limit: airport of destination.
- Standard instrument departure (SID) plus designated departure runway.
- SSR-code.
- Additional departure instructions (if applicable).
- CTOT (if applicable).

Example of an en route clearance: 'KLM3274 cleared to Paris, LEKKO 1S Departure, runway 24, squawk 2123, CTOT 25'.

En route clearance may also be requested by means of a datalink departure clearance (DCL) service. The implementation of the DCL service is based on EUROCAE Document ED-85. The complete procedure is described in AIC-A 03/05.

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

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

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

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

Note: additional departure instructions containing deviations from the SID may be added to the en route or take-off clearance. These instructions may comprise an opposite turn after take-off, interception of a different VOR radial, maintaining a specified heading or temporary altitude restrictions; these additional instructions amend the relevant part of the SID only.

Note: VOR radial interception angles: in principle 45°. If the indicated angle exceeds 45° initiate turn in due time in order not to overshoot the radial.

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

Note: information about expected runway combinations related to SIDs, during peak hours, is broadcasted on 131.350 (call sign 'ATC Operational Information Schiphol').

1.3.1.1 Transfer to Schiphol Start-up

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

1.3.2 Start-up

The pilot shall request permission from Schiphol Start-up before starting one or more engines and before executing a cross-bleed start. A request for start-up shall be made after all preparations for departure have been made (doors closed, en route clearance received and if necessary push-back truck connected and so on) and shall include:

- aircraft identification (e.g. KLM121).
- position (e.g. D12).
- ATIS information (e.g. information 'P').
- request start-up (request start-up).

Permission for start-up will either be issued immediately or at a specified time. Propeller (commuter) aircraft may be assigned an intersection take-off at start-up. The pilot shall be able to comply with start-up, push-back and taxi permission, since ATC planning of outbound traffic (involving en route clearance and co-ordination with adjacent ACCs) is based on the start-up time. Any delay in this departure sequence shall be reported to ATC immediately.

1.3.2.1 Transfer to Schiphol Ground

After permission for start-up Schiphol Start-up shall give instructions to contact Schiphol Ground for push-back and taxi instructions. The channel depends on the parking position of the aircraft with respect to the areas assigned to the active ground controllers.

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

1.3.3 Schiphol Ground

1.3.3.1 Push-back and taxi

← Ground control service (push-back and taxi instructions) is provided by Schiphol Ground 121.700, 121.800 and 121.900 (see EHAM AD 2.18 and AD 2.EHAM-GMC).

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

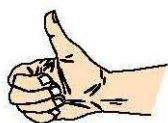
← At Amsterdam Airport Schiphol performing a power-back using reverse thrust is not allowed.

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

Standard push-back directions from the stands are in force (see AD 2.EHAM-APDC.1), except on the K- and M-apron. To expedite traffic flow, instructions can be given for an 'alternative push-back'. The aircraft will then be pushed in the direction instructed by Schiphol Ground. During LVP (phase B, C and D) alternative push-backs are not allowed.

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

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



'ALL CLEAR' signal during daylight



'ALL CLEAR' signal during darkness

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

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

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

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

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

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

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

1.3.3.2 Caution for jet blast

Pilots are advised to keep power setting to a minimum at the following positions:

1. For aircraft ICAO code E and F only: at TWY A when turning left onto TWY S6 for line-up RWY 24.
2. At TWY A when turning left onto TWY S7 for line-up RWY 24.
3. After push-back TWY A10 when turning right onto TWY A13.
4. After push-back TWY A16 when turning right onto TWY A.

1.3.3.3 Operational use of intersection take-offs

1. In principle all jet aircraft must use the full runway length available for noise abatement reasons.

2. ATC may assign an intersection take-off to any aircraft for operational reasons (e.g. sequencing due to lack of holding area or to avoid jet blast on intersecting runways).
3. During low visibility procedures intersection take-offs are not allowed. Take-offs from RWY 24 intersection TWY S6 maybe allowed at ATC discretion (see EHAM AD 2.22 paragraph 3). If intersection TWY S6 is in use during low visibility procedures, intersection TWY S7 will not be used.

1.3.3.4 Transfer to Schiphol Tower

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

1.3.4 Schiphol Tower

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

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

1.3.4.1 Jet blast hazard

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

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

1.3.4.2 ATC wind reporting prior to take-off

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

1.3.4.3 Transfer to Schiphol Departure

Pilots of departing aircraft **shall remain on TWR channel until passing 2000 ft AMSL**. Contact Schiphol Departure as indicated below when passing 2000 ft AMSL and report altitude in order to verify SSR mode C (e.g. Schiphol Departure KLM 327, passing 2000 ft climbing FL 060 LEKKO 1S Departure).

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

- a. AMGOD, BERGI, BETUS, DENAG, GORLO, NOPSU, SPIJKERBOOR and VALKO Departures:
contact Schiphol Departure 121.200.
- b. ANDIK, ARNEM, EDUPO, ELPAT, IVLUT, LARAS, LEKKO, LOPIK, LUNIX, NYKER, OGINA, ROVEN, TORGA and WOODY Departures:
contact Schiphol Departure 119.050.

These channels are also named in the relevant SID description.

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

1.4 Communication failure

See ENR 1.3.

1.5 SID descriptions

1.5.1 General remarks

1.5.1.1 Procedures and constraints

- Transition altitude: 3000 ft AMSL.
- Pilots of departing aircraft **shall remain on TWR channel until passing 2000 ft AMSL**. When passing 2000 ft AMSL change to the appropriate departure channel for the relevant SID and report altitude in order to verify SSR mode C by ATC.
- Flights with destination Rotterdam or Lelystad are exempted from flying SIDs within the Schiphol TMA.
- SIDs have to be considered as minimum noise routings.
- Initiate turns in due time in order not to overshoot radials.
- Turn radii based on a 25° bank angle.
- Radial interception angle: 45°.
- MAX speed below FL 100: 250 KT IAS.
- For continuous routings and crossing conditions on ATS routes as applicable see paragraph 1.5.3.

1.5.1.2 Additional departure instructions

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

1.5.1.3 Application of RNAV

The Netherlands highly recommends the use of preprogrammed (RNAV) routes on board of aircraft. Within the TMAs these RNAV routes shall be considered as overlays of conventional routes. An RNAV route may result in a different flight path (vertically: turn altitudes and/or

laterally: turn anticipation effects) compared to the conventional route. By making use of the FMS route functionalities, a significant part of the noise production is shifted to less sensitive noise areas. Therefore, using RNAV will not result in route violations. The description of the Schiphol SIDs is extended with additional information intended for database coding only. The SIDs are provided with:

1. EH-waypoints: these points define unnamed intersections, turning points, positions, etc.
2. Route definition by means of publishing the sequence of relevant waypoints. It is prohibited to code other waypoints.
3. For some runways a FMS-coding advice for the B737 (SI equipped) is applicable.

Furthermore:

- Connect FMS as early as possible.
- Turn anticipation is mandatory for all waypoints except those which are underlined. These waypoints shall be overflown.
- The EH-waypoints shall not be used in RTF procedures.

1.5.1.4 Application of radius to fix (RF) turns

For some SIDs, differences in the way the coding for these SIDs is processed by the various FMS systems may result in considerable track dispersion during turns. This track dispersion can be reduced by the application of radius to fix turns, which results in concentration of the aircraft flight path. Thus in order to enhance noise abatement, for the RWY 24 SPIJKERBOOR 2K SID an alternative coding comprising a radius to fix turn is introduced.

To distinguish between the standard coding and the coding comprising the RF turn the letter "Z" has been added after the SID identification. Consequently two ARINC contractions are listed for the SPIJKERBOOR 2K SID:

- [SPY2K] is the standard designator where only fly-over and fly-by turns are applied;
- [SPY2KZ] is the designator with the addition "Z" where the RF turn coding is applied.

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

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

- The aircraft must be equipped with an FMS comprising a pre-loaded navigation database and a navigation display.
- The aircraft FMS must be capable of processing the RF path terminator.
- The aircraft FMS must use GNSS as the primary navigation sensor.
- The operator must hold a P-RNAV or RNAV1 operations approval issued by their state of registry which is compliant with the JAA Temporary Guidance Leaflet No. 10 (TGL-10) or equivalent.

1.5.2 Specific remarks

1. For traffic with DEST EHBK via V33 and for traffic with DEST EHBD and EHEH.
2. For traffic via CDR UN852.
3. All jet aircraft using indicated SIDs RWY 06 and 36L: during night hours 2200-0530 (2100-0430) supplementary SIDs are effective.
4. RWY 09: both GORLO and VALKO SIDs lead to GORLO, be sure to follow the correct route.
5. RWY 24: both ANDIK and SPIJKERBOOR SIDs lead to ANDIK, be sure to follow the correct route.
6. RWY 24 SPIJKERBOOR SID: in addition to the standard coding [SPY2K] an alternative coding comprising a radius to fix (RF) turn [SPY2KZ] is available. See paragraph 1.5.1.4 for requirements to use the RF coding version.
Additional requirement: minimum climb gradient 8.1% to 500 ft AMSL.

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

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

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

ANDIK, BETUS, NOPSU, SPIJKERBOOR and TORGA Departures

UM105/UN125	If the requested flight level is above FL 245, cross 10 EEL 081 at or above FL 250.
UN873	If the requested flight level is above FL 245, cross 60 DHE 225 at or above FL 250.
(U)Z708	Cross KEKIX at or above FL 095; cross AGISU at or above FL 250.
(U)Z733	Cross ANDIK at or above FL 095.

ARNEM, ELPAT and NYKER Departures

UL620	If the requested flight level is above FL 245, cross SONEB at or above FL 210; cross SUVOX at or above FL 250.
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EDUPO, IVLUT and LUNIX Departures

(U)Z738	• If the requested flight level is between FL 145 and FL 205, cross EDUPO at or above FL 150. • If the requested flight level is between FL 205 and FL 245, cross EDUPO at or above FL 150; cross DEPAD at or above FL 210. • If the requested flight level is above FL 245, cross EDUPO at or above FL 150; cross DEPAD at or above FL 210; cross AMOSU at or above FL 250.
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LARAS, LEKKO and WOODY Departures

UN872	If the requested flight level is above FL 245, cross WOODY at or above FL 240; cross 5 NIK 027 at or above FL 260.
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LOPIK, OGINA and ROVEN Departures

UN852	If the requested flight level is above FL 245, cross 72 SPY (50 LNO) at or above FL 250.
V33	FL 070 only.

1.5.4 SIDs RWY 04

DESIGNATOR [ARINC code]/ specific remarks ap- plicable (see EHAM AD 2.22 paragraph 1.5.2)	RWY 04 (see chart AD 2.EHAM-SID-04)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHAM AD 2.22 paragraph 1.5.1)	Vertical	Contact	Climb to maintain
ANDIK 2F [ANDI2F] / -	Minimum climb gradient 4.0% to 1000 ft AMSL. Track 042° MAG. At SPL 095 turn right to intercept PAM 272 inbound. At 7 PAM turn left to track 055° MAG to intercept PAM 016 to ANDIK (25.2 PAM). RNAV: THR 04 / EH019 / EH020 / EH043 / ANDIK	ANDIK at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
ARNEM 2F [ARNE2F] / -	Minimum climb gradient 4.0% to 1000 ft AMSL. Track 042° MAG. At 500 ft AMSL turn right (turn MAX 220 KT IAS) to intercept SPL 106 to IVLUT (19.4 SPL). Track 095° MAG to NYKER (17.3 PAM) to intercept PAM 112 to ARNEM (39.0 PAM). RNAV: THR 04 / At 500 ft AMSL turn right / EH060 (MAX 220 KT IAS) / IVLUT / NYKER / ARNEM	IVLUT at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
BERGI 1F [BERG1F] / -	Track 042° MAG. At SPL 095 turn left to intercept SPY 184 inbound. At 2 SPY turn left to intercept SPY 306 to BERGI (22.0 SPY). RNAV: THR 04 / EH019 / SPY / BERGI	BERGI at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)
GORLO 2F [GORL2F] / -	Track 042° MAG. At SPL 095 turn left (turn MAX 220 KT IAS) to track 316° MAG. At 7 SPL turn left to track 272° MAG. At 11 SPY turn left to track 213° MAG to intercept SPY 243 to VOLLA (29.0 SPY). At VOLLA track 239° MAG to GORLO. RNAV: THR 04 / EH059 (MAX 220 KT IAS) / EH094 / EH090 / EH091 / VOLLA / GORLO	VOLLA at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)
LEKKO 1F [LEKO1F] / -	Minimum climb gradient 4.0% to 1000 ft AMSL. Track 042° MAG. At 500 ft AMSL turn right (turn MAX 220 KT IAS) to track 212° MAG to intercept SPY 182. At 29 SPY turn right to intercept PAM 207 to LEKKO (27.4 PAM). RNAV: THR 04 / At 500 ft AMSL turn right / EH036 (MAX 220 KT IAS) / EH072 / LEKKO	LEKKO at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
LOPIK 1F [LOPI1F] / 1, 2	Minimum climb gradient 4.0% to 1000 ft AMSL. Track 042° MAG. At 500 ft AMSL turn right to track 187° MAG. At SPL 136 turn left (turn MAX 220 KT IAS) to intercept SPL 142. At 16 SPL turn right to intercept SPY 165 to LOPIK (38.0 SPY). RNAV: THR 04 / At 500 ft AMSL turn right / EH061 (MAX 220 KT IAS) / OGINA / LOPIK	LOPIK at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
LUNIX 1F [LUNI1F] / -	Minimum climb gradient 4.0% to 1000 ft AMSL. Track 042° MAG. At 500 ft AMSL turn right (turn MAX 220 KT IAS) to intercept SPL 106 to IVLUT (19.4 SPL). At 18.5 SPL turn right to track 125° MAG to LUNIX (32.9 SPL) to RENDI (37.8 SPL). Track 131° MAG to EDUPO (45.5 SPL). RNAV: THR 04 / At 500 ft AMSL turn right / EH060 (MAX 220 KT IAS) / IVLUT / LUNIX / RENDI / EDUPO	IVLUT at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)

1.5.5 SIDs RWY 06

DESIGNATOR [ARINC code]/ specific remarks ap- plicable (see EHAM AD 2.22 paragraph 1.5.2)	RWY 06 (see chart AD 2.EHAM-SID-06)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHAM AD 2.22 paragraph 1.5.1)	Vertical	Contact	Climb to maintain
ANDIK 2R [ANDI2R] / 3	Track 059° MAG. At SPL 103 turn right to intercept PAM 272 inbound. At 7 PAM turn left to track 055° MAG to intercept PAM 016 to ANDIK (25.2 PAM). RNAV: THR 06 / EH014 / EH020 / EH043 / ANDIK	ANDIK at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)

DESIGNATOR [ARINC code]/ specific remarks applicable (see EHAM AD 2.22 paragraph 1.5.2)	RWY 06 (see chart AD 2.EHAM-SID-06)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHAM AD 2.22 paragraph 1.5.1)	Vertical	Contact	Climb to maintain
ARNEM 2R [ARNE2R] / 3	Track 059° MAG. At 500 ft AMSL turn right to intercept SPL 106 to IVLUT (19.4 SPL). Track 095° MAG to NYKER (17.3 PAM) to intercept PAM 112 to ARNEM (39.0 PAM). RNAV: THR 06 / EH018 / IVLUT / NYKER / ARNEM	IVLUT at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
BERGI 2R [BERG2R] / -	Track 059° MAG. At SPL 103 turn left (turn MAX 220 KT IAS) to track 316° MAG to intercept SPL 339. At 20 SPL turn left to intercept SPY 306 to BERGI (22.0 SPY). RNAV: THR 06 / EH014 (MAX 220 KT IAS) / EH094 / EH022 / BERGI	BERGI at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)
GORLO 2R [GORL2R] / -	Track 059° MAG. At SPL 103 turn left (turn MAX 220 KT IAS) to track 316° MAG. At 7 SPL turn left to track 272° MAG. At 11 SPY turn left to track 213° MAG to intercept SPY 243 to VOLLA (29.0 SPY). At VOLLA track 239° MAG to GORLO. RNAV: THR 06 / EH014 (MAX 220 KT IAS) / EH094 / EH090 / EH091 / VOLLA / GORLO	VOLLA at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)
LEKKO 1R [LEKO1R] / 3	Track 059° MAG. At 500 ft AMSL turn right (turn MAX 220 KT IAS) to intercept SPY 182. At 29 SPY turn right to intercept PAM 207 to LEKKO (27.4 PAM). RNAV: THR 06 / At 500 ft AMSL turn right / EH036 (MAX 220 KT IAS) / EH072 / LEKKO	LEKKO at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
LOPIK 1R [LOPI1R] / 1, 2	Track 059° MAG. At 500 ft AMSL turn right to track 182° MAG. At SPL 132 turn left (turn MAX 220 KT IAS) to intercept SPL 142. At 16 SPL turn right to intercept SPY 165 to LOPIK (38.0 SPY). RNAV: THR 06 / At 500 ft AMSL turn right / EH036 (MAX 220 KT IAS) / OGINA / LOPIK	LOPIK at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
LUNIX 1R [LUNI1R] / 3	Track 059° MAG. At 500 ft AMSL turn right to intercept SPL 106 to IVLUT (19.4 SPL). At 18.5 SPL turn right to track 125° MAG to LUNIX (32.9 SPL) to RENDI (37.8 SPL). Track 131° MAG to EDUPO (45.5 SPL). RNAV: THR 06 / EH018 / IVLUT / LUNIX / RENDI / EDUPO	IVLUT at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)

1.5.6 Supplementary SIDs RWY 06

DESIGNATOR [ARINC code]/ specific remarks applicable (see EHAM AD 2.22 paragraph 1.5.2)	RWY 06 supplementary (see chart AD 2.EHAM-SID-SUP-06)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHAM AD 2.22 paragraph 1.5.1)	Vertical	Contact	Climb to maintain
ANDIK 1T [ANDI1T] / -	Track 059° MAG. At SPL 103 turn left (turn MAX 220 KT IAS) to track 318° MAG. At SPY 228 turn right to intercept SPY 243 inbound SPY VOR to intercept SPY 053 to ANDIK (19.4 SPY). RNAV: THR 06 / EH014 (MAX 220 KT IAS) / EH021 / SPY / ANDIK	ANDIK at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
ARNEM 2T [ARNE2T] / -	Track 059° MAG. At 500 ft AMSL turn right to track 182° MAG. At SPL 132 turn left (turn MAX 220 KT IAS) to intercept SPL 142. At 9 SPL turn left to track 074° MAG (QDR NV 074°) to IVLUT (19.4 SPL). At 18.5 SPL turn right to track 095° MAG to NYKER (17.3 PAM) to intercept PAM 112 to ARNEM (39.0 PAM). RNAV: THR 06 / At 500 ft AMSL turn right / EH036 (MAX 220 KT IAS) / EH017 / IVLUT / NYKER / ARNEM	IVLUT at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)

DESIGNATOR [ARINC code]/ specific remarks ap- plicable (see EHAM AD 2.22 paragraph 1.5.2)	RWY 06 supplementary (see chart AD 2.EHAM-SID-SUP-06)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHAM AD 2.22 paragraph 1.5.1)	Vertical	Contact	Climb to maintain
LEKKO 1T [LEKO1T] / -	Track 059° MAG. At 500 ft AMSL turn right to track 182° MAG. At SPL 132 turn left (turn MAX 220 KT IAS) to intercept SPL 142. At 10 SPL turn right to intercept PAM 207 to LEKKO (27.4 PAM). RNAV: THR 06 / At 500 ft AMSL turn right / EH036 (MAX 220 KT IAS) / EH038 / LEKKO	LEKKO at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
LUNIX 1T [LUNI1T] / -	Track 059° MAG. At 500 ft AMSL turn right to track 182° MAG. At SPL 132 turn left (turn MAX 220 KT IAS) to intercept SPL 142. At 9 SPL turn left to track 074° MAG (QDR NV 074°) to IVLUT (19.4 SPL). At 18.0 SPL turn right to track 125° MAG to LUNIX (32.9 SPL) to RENDI (37.8 SPL). Track 131° MAG to EDUPO (45.5 SPL). RNAV: THR 06 / At 500 ft AMSL turn right / EH036 (MAX 220 KT IAS) / EH017 / IVLUT / LUNIX / RENDI / EDUPO	IVLUT at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)

1.5.7 SIDs RWY 09

DESIGNATOR [ARINC code]/ specific remarks ap- plicable (see EHAM AD 2.22 paragraph 1.5.2)	RWY 09 (see chart AD 2.EHAM-SID-09)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHAM AD 2.22 paragraph 1.5.1)	Vertical	Contact	Climb to maintain
ANDIK 1N [ANDI1N] / -	Minimum climb gradient 3.8% to 1000 ft AMSL. Track 088° MAG. At 500 ft AMSL turn left to intercept PAM 266 inbound. At 7.5 PAM turn left to track 055° MAG to intercept PAM 016 to ANDIK (25.2 PAM). RNAV: THR 09 / At 500 ft AMSL turn left / EH052 / EH043 / ANDIK	ANDIK at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
ARNEM 2N [ARNE2N] / -	Minimum climb gradient 3.8% to 1000 ft AMSL. Track 088° MAG. At 4 SPL turn right to track 114° MAG to intercept SPL 106 to IVLUT (19.4 SPL). Track 095° MAG to NYKER (17.3 PAM) to intercept PAM 112 to ARNEM (39.0 PAM). RNAV: THR 09 / EH055 / EH042 / IVLUT / NYKER / ARNEM	IVLUT at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
BERGI 2N [BERG2N] / -	Track 088° MAG. At 500 ft AMSL turn left (turn MAX 220 KT IAS) to track 316° MAG to intercept SPL 339. At 20 SPL turn left to intercept SPY 306 to BERGI (22.0 SPY). RNAV: THR 09 / At 500 ft AMSL turn left / EH053 (MAX 220 KT IAS) / EH094 / EH022 / BERGI	7.5 SPL or EH094 above 3000 ft AMSL BERGI at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)
GORLO 2N [GORL2N] / 4	Track 088° MAG. At 500 ft AMSL turn left (turn MAX 220 KT IAS) to track 316° MAG. At 7 SPL turn left to track 272° MAG. At 11 SPY turn left to track 213° MAG to intercept SPY 243 to VOLLA (29.0 SPY). At VOLLA track 239° MAG to GORLO. RNAV: THR 09 / At 500 ft AMSL turn left / EH053 (MAX 220 KT IAS) / EH094 / EH090 / EH091 / VOLLA / GORLO	VOLLA at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)
LEKKO 1N [LEKO1N] / -	Minimum climb gradient 3.8% to 1000 ft AMSL. Track 088° MAG. At 500 ft AMSL turn right (turn MAX 220 KT IAS) to intercept SPY 182. At 29 SPY turn right to intercept PAM 207 to LEKKO (27.4 PAM). RNAV: THR 09 / At 500 ft AMSL turn right / EH036 (MAX 220 KT IAS) / EH072 / LEKKO Coding advice B737 according to results of PDT trials: RW09 / FA (RW09) G (088°) +500 / DF (EH036) E 220 / TF (EH072) E / TF (LEKKO) EE	LEKKO at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)

DESIGNATOR [ARINC code]/ specific remarks applicable (see EHAM AD 2.22 paragraph 1.5.2)	RWY 09 (see chart AD 2.EHAM-SID-09)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHAM AD 2.22 paragraph 1.5.1)	Vertical	Contact	Climb to maintain
LOPIK 1N [LOPI1N] / 1, 2	Minimum climb gradient 3.8% to 1000 ft AMSL. Track 088° MAG. At 500 ft AMSL turn right (turn MAX 220 KT IAS) to intercept SPL 142. At 16 SPL turn right to intercept SPY 165 to LOPIK (38.0 SPY). RNAV: THR 09 / At 500 ft AMSL turn right / EH036 (MAX 220 KT IAS) / OGINA / LOPIK Coding advice B737 according to results of PDT trials: RW09 / FA (RW09) G (088°) +500 / DF (EH036) E 220 / TF (OGINA) E / TF (LOPIK) EE	LOPIK at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
LUNIX 1N [LUNI1N] / -	Minimum climb gradient 3.8% to 1000 ft AMSL. Track 088° MAG. At 4 SPL turn right to track 114° MAG to intercept SPL 106 to IVLUT (19.4 SPL). At 18.5 SPL turn right to track 125° MAG to LUNIX (32.9 SPL) to RENDI (37.8 SPL). Track 131° MAG to EDUPO (45.5 SPL). RNAV: THR 09 / EH055 / EH042 / IVLUT / LUNIX / RENDI / EDUPO	IVLUT at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
VALKO 3M [VALK3M] / 4	Track 088° MAG. At 500 ft AMSL turn right (turn MAX 220 KT IAS) to intercept RTM 035 inbound to intercept PAM 240. At 25 PAM turn right to track 266° MAG to VALKO (48.9 PAM). RNAV: THR 09 / At 500 ft AMSL turn right / EH030 (MAX 220 KT IAS) / EH025 / EH040 / VALKO	VALKO at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)

1.5.8 SIDs RWY 18C

DESIGNATOR [ARINC code]/ specific remarks applicable (see EHAM AD 2.22 paragraph 1.5.2)	RWY 18C (see chart AD 2.EHAM-SID-18C)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHAM AD 2.22 paragraph 1.5.1)	Vertical	Contact	Climb to maintain
AMGOD 2X [AMGO2X] / -	Track 184° MAG. At 2.5 SPL turn right to track 234° MAG to intercept PAM 252. At 19.0 PAM turn right to track 330° MAG (QDR CH 330°) to intercept RTM 356 to BERGI (46.8 RTM). At 45.0 RTM turn left to track 300° MAG to AMGOD (50.0 SPY). RNAV: THR 18C / <u>EH080</u> / EH051 / EH009 / EH028 / BERGI / AMGOD Coding advice B737 according to results of PDT trials: THR 18C / CF (EH080) EY 184° / DF (EH051) E / TF (EH009) E / TF (EH028) E / TF (BERGI) E / TF (AMGOD) EE	ABM L-CH / EH009 above 3000 ft AMSL BERGI at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)
BETUS 3Y [BETU3Y] / -	Track 184° MAG. At 2.5 SPL turn right to track 285° MAG. At SPY 205 turn right (turn MAX 220 KT IAS) to intercept SPY 211 inbound SPY VOR to intercept SPY 053 to BETUS (14.4 SPY) to ANDIK (19.4 SPY). RNAV: THR 18C / EH048 / EH049 (MAX 220 KT IAS) / SPY / BETUS / ANDIK Coding advice B737 according to results of PDT trials: THR 18C / DF (EH080) EY 184° / CF (EH057) E 031° 220 / TF (SPY) V / TF (BETUS) E / TF (ANDIK) EE	ANDIK at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)
DENAG 2X [DENA2X] / -	Track 184° MAG. At 2.5 SPL turn right to track 234° MAG to intercept PAM 252 to DENAG (46.9 PAM). RNAV: THR 18C / <u>EH080</u> / EH051 / EH009 / DENAG Coding advice B737 according to results of PDT trials: THR 18C / CF (EH080) EY 184° / DF (EH051) E / TF (EH009) E / TF (DENAG) EE	ABM L-CH / EH009 above 3000 ft AMSL DENAG at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)

DESIGNATOR [ARINC code]/ specific remarks ap- plicable (see EHAM AD 2.22 paragraph 1.5.2)	RWY 18C (see chart AD 2.EHAM-SID-18C)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHAM AD 2.22 paragraph 1.5.1)	Vertical	Contact	Climb to maintain
EDUPO 1X [EDUP1X] / -	Track 184° MAG. At 5.5 SPL turn left to track 119° MAG. At PAM 226 turn left to track 074° MAG (QDR NV 074°) to IVLUT (19.4 SPL). At 18.0 SPL turn right to track 125° MAG to RENDI (37.8 SPL). Track 131° MAG to EDUPO (45.5 SPL). RNAV: THR 18C / EH046 / EH026 / IVLUT / RENDI / EDUPO	IVLUT at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
ELPAT 2X [ELPA2X] / -	Track 184° MAG. At 5.5 SPL turn left to track 119° MAG. At PAM 226 turn left to track 074° MAG (QDR NV 074°) to IVLUT (19.4 SPL). At 18.5 SPL turn right to track 095° MAG to NYKER (17.3 PAM) to intercept PAM 112 to ELPAT (34.0 PAM) to ARNEM (39.0 PAM). RNAV: THR 18C / EH046 / EH026 / IVLUT / NYKER / ELPAT / ARNEM	IVLUT at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
LARAS 1X [LARA1X] / -	Track 184° MAG. At 5.5 SPL turn left to track 163° MAG (QDM NV 163°) to intercept SPL 179 to LEKKO (24.5 SPL) to intercept NIK 026 inbound to LARAS (44.6 NIK). RNAV: THR 18C / EH046 / EH074 / LEKKO / LARAS	LEKKO at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
ROVEN 1X [ROVE1X] / 1, 2	Track 184° MAG. At 5.5 SPL turn left to track 119° MAG to intercept SPL 149 to ROVEN (26.0 SPL). RNAV: THR 18C / EH046 / EH069 / ROVEN	ROVEN at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
TORGA 1X [TORG1X] / -	Track 184° MAG. At 5.5 SPL turn left to track 119° MAG. At PAM 232 turn left to intercept PAM 221 inbound PAM VOR to intercept PAM 016 to TORGA (16.4 PAM) to ANDIK (25.2 PAM). RNAV: THR 18C / EH046 / EH026 / PAM / TORGA / ANDIK	ANDIK at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)

1.5.9 SIDs RWY 18L

DESIGNATOR [ARINC code]/ specific remarks ap- plicable (see EHAM AD 2.22 paragraph 1.5.2)	RWY 18L (see chart AD 2.EHAM-SID-18L)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHAM AD 2.22 paragraph 1.5.1)	Vertical	Contact	Climb to maintain
ANDIK 2E [ANDI2E] / -	Track 184° MAG. At 3.1 SPL turn left (turn MAX 220 KT IAS) to track 093° MAG. At PAM 227 turn left to intercept PAM 221 inbound PAM VOR to intercept PAM 016 to ANDIK (25.2 PAM). RNAV: THR 18L / EH037 (MAX 220 KT IAS) / EH024 / PAM / ANDIK Coding advice B737 according to results of PDT trials: RW18L / DF (EH037) E 220 / TF (EH024) E / TF (PAM) V / TF (ANDIK) EE	ANDIK at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
ARNEM 3E [ARNE3E] / -	Track 184° MAG. At 3.1 SPL turn left (turn MAX 220 KT IAS) to track 093° MAG to IVLUT (19.4 SPL). Track 095° MAG to NYKER (17.3 PAM) to intercept PAM 112 to ARNEM (39.0 PAM). RNAV: THR 18L / EH037 (MAX 220 KT IAS) / IVLUT / NYKER / ARNEM Coding advice B737 according to results of PDT trials: RW18L / DF (EH037) E 220 / TF (IVLUT) E / TF (NYKER) E / TF (ARNEM) EE	IVLUT at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
BERGI 2E [BERG2E] / -	Track 184° MAG. At 500 ft AMSL turn left to intercept SPL 164. At 6.5 SPL turn right (turn MAX 220 KT IAS) to track 283° MAG (QDM CH 283°). At RTM 017 turn right to track 330° MAG (QDR CH 330°) to intercept RTM 356 to BERGI (46.8 RTM). RNAV: THR 18L / At 500 ft AMSL turn left / EH029 (MAX 220 KT IAS) / EH009 / EH028 / BERGI	ABM L-CH / EH009 above 3000 ft AMSL BERGI at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)

DESIGNATOR [ARINC code]/ specific remarks applicable (see EHAM AD 2.22 paragraph 1.5.2)	RWY 18L (see chart AD 2.EHAM-SID-18L)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHAM AD 2.22 paragraph 1.5.1)	Vertical	Contact	Climb to maintain
LEKKO 2E [LEKO2E] / -	Track 184° MAG. At 500 ft AMSL turn left to intercept SPL 164. At 6.5 SPL turn right to intercept SPY 186 to LEKKO (37.2 SPY). RNAV: THR 18L / At 500 ft AMSL turn left / EH073 / LEKKO	LEKKO at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
LOPIK 2E [LOPI2E] / 1, 2	Track 184° MAG. At 500 ft AMSL turn left to intercept SPL 164. At 8 SPL turn left to track 119° MAG to intercept SPL 151 to LOPIK (27.9 SPL). RNAV: THR 18L / At 500 ft AMSL turn left / EH029 / EH050 / LOPIK	LOPIK at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
LUNIX 1E [LUNI1E] / -	Track 184° MAG. At 3.1 SPL turn left (turn MAX 220 KT IAS) to track 093° MAG to IVLUT (19.4 SPL). At 18.5 SPL turn right to track 125° MAG to LUNIX (32.9 SPL) to RENDI (37.8 SPL). Track 131° MAG to EDUPO (45.5 SPL). RNAV: THR 18L / EH037 (MAX 220 KT IAS) / IVLUT / LUNIX / RENDI / EDUPO Coding advice B737 according to results of PDT trials: RW18L / DF (EH037) E 220 / TF (IVLUT) E / TF (LUNIX) E / TF (RENDI) E / TF (EDUPO) EE	IVLUT at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
VALKO 2E [VALK2E] / -	Track 184° MAG. At 500 ft AMSL turn left to intercept SPL 164. At 6.5 SPL turn right (turn MAX 220 KT IAS) to track 283° MAG (QDM CH 283°). At RTM 017 turn left to intercept PAM 252 to VALKO (48.9 PAM). RNAV: THR 18L / At 500 ft AMSL turn left / EH029 (MAX 220 KT IAS) / EH009 / VALKO	ABM L-CH / EH009 above 3000 ft AMSL VALKO at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)

1.5.10 SIDs RWY 22

DESIGNATOR [ARINC code]/ specific remarks applicable (see EHAM AD 2.22 paragraph 1.5.2)	RWY 22 (see chart AD 2.EHAM-SID-22)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHAM AD 2.22 paragraph 1.5.1)	Vertical	Contact	Climb to maintain
ANDIK 2G [ANDI2G] / -	Track 222° MAG. At 500 ft AMSL turn left (turn MAX 220 KT IAS) to track 093° MAG. At PAM 222 turn left to intercept PAM 207 inbound PAM VOR to intercept PAM 016 to ANDIK (25.2 PAM). RNAV: THR 22 / At 500 ft AMSL turn left / EH023 (MAX 220 KT IAS) / EH027 / PAM / ANDIK	ANDIK at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
ARNEM 3G [ARNE3G] / -	Track 222° MAG. At 500 ft AMSL turn left (turn MAX 220 KT IAS) to track 093° MAG to IVLUT (19.4 SPL). Track 095° MAG to NYKER (17.3 PAM) to intercept PAM 112 to ARNEM (39.0 PAM). RNAV: THR 22 / At 500 ft AMSL turn left / EH023 (MAX 220 KT IAS) / IVLUT / NYKER / ARNEM	IVLUT at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
BERGI 1G [BERG1G] / -	Track 222° MAG. At 2.8 SPL turn right (turn MAX 220 KT IAS) to track 285° MAG to intercept RTM 356 to BERGI (46.8 RTM). RNAV: THR 22 / EH063 (MAX 220 KT IAS) / EH041 / BERGI	BERGI at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)
LEKKO 1G [LEKO1G] / -	Track 222° MAG. At 500 ft AMSL turn left (turn MAX 220 KT IAS) to intercept SPL 164 to intercept SPY 186 to LEKKO (37.2 SPY). RNAV: THR 22 / At 500 ft AMSL turn left / EH064 (MAX 220 KT IAS) / EH073 / LEKKO	LEKKO at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)

DESIGNATOR [ARINC code]/ specific remarks ap- plicable (see EHAM AD 2.22 paragraph 1.5.2)	RWY 22 (see chart AD 2.EHAM-SID-22)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHAM AD 2.22 paragraph 1.5.1)	Vertical	Contact	Climb to maintain
LOPIK 1G [LOPI1G] / 1, 2	Track 222° MAG. At 500 ft AMSL turn left (turn MAX 220 KT IAS) to intercept SPL 164. At 8 SPL turn left to track 119° MAG to intercept SPL 151 to LOPIK (27.9 SPL). RNAV: THR 22 / At 500 ft AMSL turn left / EH064 (MAX 220 KT IAS) / EH029 / EH050 / LOPIK	LOPIK at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
LUNIX 1G [LUNI1G] / -	Track 222° MAG. At 500 ft AMSL turn left (turn MAX 220 KT IAS) to track 093° MAG to IVLUT (19.4 SPL). At 18.5 SPL turn right to track 125° MAG to LUNIX (32.9 SPL) to RENDI (37.8 SPL). Track 131° MAG to EDUPO (45.5 SPL). RNAV: THR 22 / At 500 ft AMSL turn left / EH023 (MAX 220 KT IAS) / IVLUT / LUNIX / RENDI / EDUPO	IVLUT at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
VALKO 1G [VALK1G] / -	Track 222° MAG to intercept PAM 252 to VALKO (48.9 PAM). RNAV: THR 22 / EH062 / EH009 / VALKO	ABM L-CH / EH009 above 3000 ft AMSL VALKO at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)

1.5.11 SIDs RWY 24

DESIGNATOR [ARINC code]/ specific remarks ap- plicable (see EHAM AD 2.22 paragraph 1.5.2)	RWY 24 (see chart AD 2.EHAM-SID-24)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHAM AD 2.22 paragraph 1.5.1)	Vertical	Contact	Climb to maintain
ANDIK 1S [ANDI1S] / 5	Track 239° MAG. At 4.2 SPL turn left (turn MAX 220 KT IAS) to track 119° MAG. At PAM 232 turn left to intercept PAM 221 inbound PAM VOR to intercept PAM 016 to ANDIK (25.2 PAM). RNAV: THR 24 / EH005 / EH008 (MAX 220 KT IAS) / EH026 / PAM / ANDIK	ANDIK at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
ARNEM 2S [ARNE2S] / -	Track 239° MAG. At 4.2 SPL turn left (turn MAX 220 KT IAS) to track 119° MAG. At PAM 226 turn left to track 074° MAG (QDR NV 074°) to IVLUT (19.4 SPL). At 18.5 SPL turn right to track 095° MAG to NYKER (17.3 PAM) to intercept PAM 112 to ARNEM (39.0 PAM). RNAV: THR 24 / EH005 / EH008 (MAX 220 KT IAS) / EH026 / IVLUT / NYKER / ARNEM	IVLUT at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
BERGI 1S [BERG1S] / -	Track 239° MAG. At 4 SPL turn left to track 225° MAG to intercept PAM 252. At 19 PAM turn right to track 330° MAG (QDR CH 330°) to intercept RTM 356 to BERGI (46.8 RTM). RNAV: THR 24 / EH001 / EH051 / EH009 / EH028 / BERGI	ABM L-CH / EH009 above 3000 ft AMSL BERGI at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)
LEKKO 1S [LEKO1S] / -	Track 239° MAG. At 4.2 SPL turn left (turn MAX 220 KT IAS) to track 153° MAG (QDM NV 153°) to intercept SPL 179 to LEKKO (24.5 SPL). RNAV: THR 24 / EH005 / EH039 / LEKKO	LEKKO at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
LOPIK 1S [LOPI1S] / 1, 2	Track 239° MAG. At 4.2 SPL turn left (turn MAX 220 KT IAS) to track 119° MAG to intercept SPL 151 to LOPIK (27.9 SPL). RNAV: THR 24 / EH005 / EH050 / LOPIK	LOPIK at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
LUNIX 1S [LUNI1S] / -	Track 239° MAG. At 4.2 SPL turn left (turn MAX 220 KT IAS) to track 119° MAG. At PAM 226 turn left to track 074° MAG (QDR NV 074°) to IVLUT (19.4 SPL). At 18.0 SPL turn right to track 125° MAG to LUNIX (32.9 SPL) to RENDI (37.8 SPL). Track 131° MAG to EDUPO (45.5 SPL). RNAV: THR 24 / EH005 / EH008 (MAX 220 KT IAS) / EH026 / IVLUT / LUNIX / RENDI / EDUPO	IVLUT at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)

DESIGNATOR [ARINC code]/ specific remarks applicable (see EHAM AD 2.22 paragraph 1.5.2)	RWY 24 (see chart AD 2.EHAM-SID-24)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHAM AD 2.22 paragraph 1.5.1)	Vertical	Contact	Climb to maintain
SPIJKERBOOR 2K [SPY2K] [SPY2KZ]/ 5, 6	Track 239° MAG. At 4 SPL turn right to track 285° MAG. At SPY 205 turn right (turn MAX 220 KT IAS) to intercept SPY 211 inbound SPY VOR to intercept SPY 053 to ANDIK (19.4 SPY). RNAV [SPY2K]: THR 24 / EH001 / EH049 (MAX 220 KT IAS) / SPY / ANDIK Coding advice B737 according to results of PDT trials: THR 24 / DF (EH001) EY / CF (EH057) E 031° 220 / TF (SPY) V / TF (ANDIK) EE RNAV [SPY2KZ]: THR 24 / EH065 / EH066 ARC CTR EH085 R=1.512 NM / EH067 ARC CTR EH086 R=1.890 NM (MAX 220 KT IAS) / SPY / ANDIK	ANDIK at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)
VALKO 1S [VALK1S] / -	Track 239° MAG. At 4 SPL turn left to track 225° MAG to intercept PAM 252 to VALKO (48.9 PAM). RNAV: THR 24 / EH001 / EH051 / EH009 / VALKO	ABM L-CH / EH009 above 3000 ft AMSL VALKO at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)

1.5.12 SIDs RWY 27

DESIGNATOR [ARINC code]/ specific remarks applicable (see EHAM AD 2.22 paragraph 1.5.2)	RWY 27 (see chart AD 2.EHAM-SID-27)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHAM AD 2.22 paragraph 1.5.1)	Vertical	Contact	Climb to maintain
ARNEM 2P [ARNE2P] / -	Track 268° MAG. At 500 ft AMSL turn right to track 290° MAG. At 2.5 SPL turn left to intercept SPY 211. At 18 SPY turn left (turn MAX 220 KT IAS) to track 137° MAG (QDM NV 137°). At SPL 186 turn left to track 074° MAG (QDR NV 074°) to IVLUT (19.4 SPL). At 18.5 SPL turn right to track 095° MAG to NYKER (17.3 PAM) to intercept PAM 112 to ARNEM (39.0 PAM). RNAV: THR 27 / At 500 ft AMSL turn right / EH056 / EH032 (MAX 220 KT IAS) / NV / IVLUT / NYKER / ARNEM	IVLUT at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
BERGI 1P [BERG1P] / -	Track 268° MAG. At 500 ft AMSL turn right to intercept SPL 268 to intercept RTM 356 to BERGI (46.8 RTM). RNAV: THR 27 / At 500 ft AMSL turn right / EH058 / EH041 / BERGI	BERGI at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)
GORLO 1P [GORL1P] / -	Track 268° MAG. At 500 ft AMSL turn right to intercept SPL 268 to VOLLA (21.9 SPL). At VOLLA track 239° MAG to GORLO. RNAV: THR 27 / At 500 ft AMSL turn right / EH058 / VOLLA / GORLO	VOLLA at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)
LEKKO 1P [LEKO1P] / -	Track 268° MAG. At 500 ft AMSL turn right to track 290° MAG. At 2.5 SPL turn left to intercept SPY 211. At 18 SPY turn left (turn MAX 220 KT IAS) to track 137° MAG (QDM NV 137°) to intercept SPL 179 to LEKKO (24.5 SPL). RNAV: THR 27 / At 500 ft AMSL turn right / EH056 / EH032 (MAX 220 KT IAS) / EH075 / LEKKO	LEKKO at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
LOPIK 1P [LOPI1P] / 1, 2	Track 268° MAG. At 500 ft AMSL turn right to track 290° MAG. At 2.5 SPL turn left to intercept SPY 211. At 18 SPY turn left (turn MAX 220 KT IAS) to track 137° MAG (QDM NV 137°). At L-NV track 135° MAG (QDR NV 135°) to LOPIK (38.0 SPY). RNAV: THR 27 / At 500 ft AMSL turn right / EH056 / EH032 (MAX 220 KT IAS) / NV / LOPIK	LOPIK at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)

DESIGNATOR [ARINC code]/ specific remarks ap- plicable (see EHAM AD 2.22 paragraph 1.5.2)	RWY 27 (see chart AD 2.EHAM-SID-27)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHAM AD 2.22 paragraph 1.5.1)	Vertical	Contact	Climb to maintain
LUNIX 1P [LUNI1P] / -	Track 268° MAG. At 500 ft AMSL turn right to track 290° MAG. At 2.5 SPL turn left to intercept SPY 211. At 18 SPY turn left (turn MAX 220 KT IAS) to track 137° MAG (QDM NV 137°). At SPL 186 turn left to track 074° MAG (QDR NV 074°) to IVLUT (19.4 SPL). At 18.0 SPL turn right to track 125° MAG to LUNIX (32.9 SPL) to RENDI (37.8 SPL). Track 131° MAG to EDUPO (45.5 SPL). RNAV: THR 27 / At 500 ft AMSL turn right / EH056 / EH032 (MAX 220 KT IAS) / NV / IVLUT / LUNIX / RENDI / EDUPO	IVLUT at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
SPIJKERBOOR 1P [SPY1P] / -	Track 268° MAG. At 500 ft AMSL turn right (turn MAX 220 KT IAS) to intercept SPY 211 inbound SPY VOR to intercept SPY 053 to ANDIK (19.4 SPY). RNAV: THR 27 / At 500 ft AMSL turn right / EH057 (MAX 220 KT IAS) / SPY / ANDIK	ANDIK at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)

1.5.13 SIDs RWY 36C

DESIGNATOR [ARINC code]/ specific remarks ap- plicable (see EHAM AD 2.22 paragraph 1.5.2)	RWY 36C (see chart AD 2.EHAM-SID-36C)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHAM AD 2.22 paragraph 1.5.1)	Vertical	Contact	Climb to maintain
IVLUT 2W [IVLU2W] / -	Track 004° MAG. At 500 ft AMSL turn right to track 028° MAG. At 2.2 SPL turn right to track 048° MAG. At 4.5 SPL turn right to track 090° MAG to intercept PAM 326 inbound PAM VOR to intercept PAM 133 to IVLUT (8.2 PAM). Track 125° MAG to RENDI (27.1 PAM). Track 131° MAG to EDUPO (34.9 PAM). RNAV: THR 36C (code CA 004°) / At 500 ft AMSL turn right / EH033 / EH081 / EH082 / PAM / IVLUT / RENDI / EDUPO Coding advice B737 according to results of PDT trials: RW36C CA 004° +500 / DF (EH033) E / TF (EH081) E / TF (EH082) E / TF (PAM) V / TF (IVLUT) E / TF (RENDI) E / TF (EDUPO) EE	PAM VOR at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
NOPSU 1W [NOPS1W] / -	Track 004° MAG. At 500 ft AMSL turn right to track 028° MAG. At 2.2 SPL turn right to track 047° MAG. At 6.0 SPL turn left to intercept SPY 178 inbound SPY VOR to intercept SPY 053 to NOPSU (4.5 SPY) to ANDIK (19.4 SPY). RNAV: THR 36C (code CA 004°) / At 500 ft AMSL turn right / EH033 / EH044 / SPY / NOPSU / ANDIK Coding advice B737 according to results of PDT trials: RW36C CA 004° +500 / DF (EH033) E / TF (EH044) E / TF (SPY) V / TF (NOPSU) E / TF (ANDIK) EE	ANDIK at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)
NYKER 3W [NYKE3W] / -	Track 004° MAG. At 500 ft AMSL turn right to track 028° MAG. At 2.2 SPL turn right to track 048° MAG. At 4.5 SPL turn right to track 090° MAG to intercept PAM 326 inbound PAM VOR to intercept PAM 112 to NYKER (17.3 PAM) to ARNEM (39.0 PAM). RNAV: THR 36C (code CA 004°) / At 500 ft AMSL turn right / EH033 / EH081 / EH082 / PAM / NYKER / ARNEM Coding advice B737 according to results of PDT trials: RW36C CA 004° +500 / DF (EH033) E / TF (EH081) E / TF (EH082) E / TF (PAM) V / TF (NYKER) E / TF (ARNEM) EE	PAM VOR at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)

DESIGNATOR [ARINC code]/ specific remarks applicable (see EHAM AD 2.22 paragraph 1.5.2)	RWY 36C (see chart AD 2.EHAM-SID-36C)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHAM AD 2.22 paragraph 1.5.1)	Vertical	Contact	Climb to maintain
OGINA 1W [OGIN1W] / 1, 2	Track 004° MAG. At 500 ft AMSL turn right to track 024° MAG. At 1.4 SPL turn right to track 104° MAG. At SPY 193 turn right (turn MAX 220 KT IAS) to intercept SPY 182 to intercept SPL 142 to OGINA (18.0 SPL). RNAV: THR 36C (code CA 004°) / At 500 ft AMSL turn right / EH010 / EH070 (MAX 220 KT IAS) / EH036 / OGINA Coding advice B737 according to results of PDT trials: RW36C CA 004° +500 / DF (EH010) E / TF (EH070) E 220 / TF (EH036) E / TF (OGINA) EE	OGINA at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
WOODY 1W [WODY1W] / -	Track 004° MAG. At 500 ft AMSL turn right to track 024° MAG. At 1.4 SPL turn right to track 104° MAG. At SPY 193 turn right (turn MAX 220 KT IAS) to intercept SPY 182 to intercept PAM 207 to LEKKO (27.4 PAM) to WOODY (62.0 PAM). RNAV: THR 36C (code CA 004°) / At 500 ft AMSL turn right / EH010 / EH070 (MAX 220 KT IAS) / EH036 / EH072 / LEKKO / WOODY Coding advice B737 according to results of PDT trials: RW36C CA 004° +500 / DF (EH010) E / TF (EH070) E 220 / TF (EH036) E / TF (EH072) E / TF (LEKKO) E / TF (WOODY) EE	LEKKO at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)

1.5.14 SIDs RWY 36L

DESIGNATOR [ARINC code]/ specific remarks applicable (see EHAM AD 2.22 paragraph 1.5.2)	RWY 36L (see chart AD 2.EHAM-SID-36L)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHAM AD 2.22 paragraph 1.5.1)	Vertical	Contact	Climb to maintain
ARNEM 1V [ARNE1V] / 3	Track 004° MAG. At 4 AMS turn right to track 030° MAG. At 7.5 AMS turn right to track 086° MAG to intercept PAM 326 inbound PAM VOR to intercept PAM 112 to ARNEM (39.0 PAM). RNAV: THR 36L / EH012 / EH087 / EH088 / PAM / ARNEM	PAM VOR at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
BERGI 3V [BERG3V] / 3	Track 004° MAG. At 5.1 SPL turn left to track 316° MAG to intercept SPL 331 to BERGI (28.8 SPL). RNAV: THR 36L / EH047 / EH094 / EH034 / BERGI	7.5 SPL or EH094 above 3000 ft AMSL. BERGI at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)
GORLO 3V [GORL3V] / 3	Track 004° MAG. At 5 AMS turn left to track 316° MAG. At 7.1 AMS turn left to track 272° MAG. At 11 SPY turn left to track 213° MAG to intercept SPY 243 to VOLLA (29.0 SPY). At VOLLA track 239° MAG to GORLO. RNAV: THR 36L / EH047 / EH094 / EH090 / EH091 / VOLLA / GORLO	VOLLA at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)
LEKKO 2V [LEKO2V] / 3	Track 004° MAG. At 10 SPY turn right (turn MAX 220 KT IAS) to track 170° MAG to intercept SPY 182 to intercept PAM 207 to LEKKO (27.4 PAM). RNAV: THR 36L / <u>EH084</u> (MAX 220 KT IAS) / EH036 / EH072 / LEKKO	LEKKO at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
LOPIK 2V [LOPI2V] / 1, 2, 3	Track 004° MAG. At 10 SPY turn right (turn MAX 220 KT IAS) to track 170° MAG to intercept SPL 142 to intercept SPY 165 to LOPIK (38.0 SPY). RNAV: THR 36L / <u>EH084</u> (MAX 220 KT IAS) / EH036 / OGINA / LOPIK	LOPIK at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)

DESIGNATOR [ARINC code]/ specific remarks ap- plicable (see EHAM AD 2.22 paragraph 1.5.2)	RWY 36L (see chart AD 2.EHAM-SID-36L)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHAM AD 2.22 paragraph 1.5.1)	Vertical	Contact	Climb to maintain
LUNIX 1V [LUNI1V] / 3	Track 004° MAG. At 4 AMS turn right to track 030° MAG. At 7.5 AMS turn right to track 086° MAG to intercept PAM 326 inbound PAM VOR to intercept PAM 133 to IVLUT (8.2 PAM). Track 125° MAG to LUNIX (22.1 PAM) to RENDI (27.1 PAM). Track 131° MAG to EDUPO (34.9 PAM). RNAV: THR 36L / EH012 / EH087 / EH088 / PAM / IVLUT / LUNIX / RENDI / EDUPO	PAM VOR at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
SPIJKERBOOR 2V [SPY2V] / -	Track 004° MAG to intercept AMS 005. At 11 AMS turn right to track 073° MAG to NOPSU (4.5 SPY) to intercept SPY 053 to ANDIK (19.4 SPY). RNAV: THR 36L / EH013 / NOPSU / ANDIK	ANDIK at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)

1.5.15 Supplementary SIDs RWY 36L

DESIGNATOR [ARINC code]/ specific remarks ap- plicable (see EHAM AD 2.22 paragraph 1.5.2)	RWY 36L supplementary (see chart AD 2.EHAM-SID-SUP-36L)			
	ROUTE		AFTER DEPARTURE	
	Lateral (RNAV: sequence of relevant waypoints; see general remarks in EHAM AD 2.22 paragraph 1.5.1)	Vertical	Contact	Climb to maintain
ARNEM 1Z [ARNE1Z] / -	Track 004° MAG to intercept AMS 005. At 11 AMS turn right to intercept SPY 274 inbound. At 2.5 SPY turn right to intercept PAM 326 inbound PAM VOR to intercept PAM 112 to ARNEM (39.0 PAM). RNAV: THR 36L / EH013 / SPY / PAM / ARNEM	PAM VOR at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
BERGI 1Z [BERG1Z] / -	Track 004° MAG to intercept AMS 005 to intercept SPY 306 to BERGI (22.0 SPY). RNAV: THR 36L / EH015 / BERGI	BERGI at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)
GORLO 1Z [GORL1Z] / -	Track 004° MAG to intercept AMS 005. At 13 AMS turn left to track 271° MAG to intercept HDR 204 to intercept SPY 243 to VOLLA (29.0 SPY). At VOLLA track 239° MAG to GORLO. RNAV: THR 36L / EH015 / EH006 / EH016 / VOLLA / GORLO	VOLLA at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 121.200	FL 060 (or above if instructed by ATC)
LEKKO 1Z [LEKO1Z] / -	Track 004° MAG to intercept AMS 005. At 11 AMS turn right to intercept SPY 274 inbound. At 2.5 SPY turn right to intercept SPY 182 to intercept PAM 207 to LEKKO (27.4 PAM). RNAV: THR 36L / EH013 / SPY / EH072 / LEKKO	LEKKO at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
LOPIK 1Z [LOPI1Z] / 1, 2	Track 004° MAG to intercept AMS 005. At 11 AMS turn right to intercept SPY 274 inbound. At 2.5 SPY turn right to intercept SPY 165 to LOPIK (38.0 SPY). RNAV: THR 36L / EH013 / SPY / LOPIK	LOPIK at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)
LUNIX 1Z [LUNI1Z] / -	Track 004° MAG to intercept AMS 005. At 11 AMS turn right to intercept SPY 274 inbound. At 2.5 SPY turn right to intercept PAM 326 inbound PAM VOR to intercept PAM 133 to IVLUT (8.2 PAM). Track 125° MAG to LUNIX (22.1 PAM) to RENDI (27.1 PAM). Track 131° MAG to EDUPO (34.9 PAM). RNAV: THR 36L / EH013 / SPY / PAM / IVLUT / LUNIX / RENDI / EDUPO	PAM VOR at FL 060 (or above if instructed by ATC)	Passing 2000 ft AMSL: Schiphol DEP 119.050	FL 060 (or above if instructed by ATC)

2 INSTRUMENT APPROACH PROCEDURES SCHIPHOL AIRPORT

2.1 Introduction

The arrival, instrument approach and holding procedures are based on ICAO Annex 2 and on ICAO Documents 4444-ATM/501 (PANS-ATM), 7030 (SUPPS) and 8168/611 (PANS-OPS). The procedures are developed in order to make optimum use of the available airspace. It is therefore essential that pilots navigate in compliance with these in-flight procedures with the highest possible accuracy. Executive control of traffic en route and in the Schiphol TMAs is exercised by radar controllers. For operational use of radar see ENR 1.6.

2.2 Radar procedures

Executive control of traffic in the Schiphol TMAs is exercised by radar controllers. During the peak hours inbound traffic will be handled by a TMA-west controller (Schiphol Approach 121.200) and a TMA-east controller (Schiphol Approach 119.050). Outside peak hours one radar controller is responsible for the provision of approach/departure control service simultaneously in the Schiphol TMA on both channels.

2.3 ATC sequence planning

2.3.1 Designation landing runway(s)

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

2.3.2 Runway assignment

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

2.3.3 Expected approach time (EAT)

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

2.4 Arrival

2.4.1 Arrival clearance

At or before entering the Amsterdam Control Area an arrival clearance will be issued by the Amsterdam ACC/en route controller containing:

- Standard arrival route¹⁾.
- Main landing runway²⁾.
- Level instructions (normally descent instructions).
- SSR-code, if necessary.

¹⁾ when cleared via a standard arrival route (STAR) the clearance limit is the initial approach fix (IAF). A special procedure will be applied for the holding fix NARSO (see paragraph 2.4.3).

²⁾ item b. will only be given when ATIS (see EHAM AD 2.18) is out of service.

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

2.4.2 Speed and level restrictions

In order to ease the traffic handling for jet aircraft with destination Schiphol AD, the following speed and/or level restrictions should - in principle - be applied.

- Table of speed/level restrictions:

Arrival	Position	Level restriction	Speed restriction
DENUT 1A	DENUT	MAX FL 240	260 - 280 KT IAS
EELDE 1A	BEDUM	MAX FL 260	260 - 280 KT IAS
EELDE 1B ¹⁾ (ATC discretion)	TEMLU SOMPO KUBAT DOBAK		
HELEN 1A	HELEN	MAX FL 240	260 - 280 KT IAS
LAMSO 1A	LAMSO	MAX FL 230	260 - 280 KT IAS
MOLIX 2A	MOLIX	MAX FL 230	260 - 280 KT IAS
NORKU 2A	NORKU	MAX FL 280	260 - 280 KT IAS
NORKU 2B ¹⁾ (ATC discretion)		MNM FL 200	
PESER 2A	PESER	MAX FL 070	260 - 280 KT IAS
PUTTY 1A	PUTTY	MAX FL 240	260 - 280 KT IAS
REDF A 1A	REDF A	MAX FL 230	260 - 280 KT IAS
REKKEN 2A	RKN VOR	MAX FL 180	260 - 280 KT IAS
REKKEN 2B ¹⁾ (ATC discretion)			
TOPPA 2A	TOPPA	MAX FL 250	260 - 280 KT IAS

¹⁾ Further speed and/or level instructions will be issued by ATC, the holding speed over NARSO shall be MAX 220 KT IAS.

- Cross IAF (ARTIP, RIVER and SUGOL) at or below FL 100 unless otherwise instructed.
- Below FL 100 maximum 250 KT IAS unless otherwise instructed.
- Cross 15 DME SPL at 220 KT IAS.
- Aircraft with a cruising speed below the required speeds maintain cruising speed until the subsequent speed limit restriction.
- After holding maintain speed 220 KT IAS until further notice.
- ATC will initiate speed reductions below 220 KT IAS.
- When established on ILS: maintain 160 KT IAS until 4 NM before threshold.
- Speed > 220 KT accurate within 10 KT; speed < 220 KT accurate within 5 KT.

Note: Actual descent clearances will be as directed by ATC. Additionally, ATC may request specific speeds for accurate spacing. Comply with any level or speed adjustment as promptly as feasible within operational constraints. If a level or speed change for aircraft performance reasons or weather conditions is necessary, advise ATC.

2.4.3 The use of holding pattern over NARSO

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

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

2.4.4 Transfer to ACC/stack control

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

2.4.5 Stack control

2.4.5.1 Instructions

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

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

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

2.4.5.2 Holding awaiting weather improvement

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

2.4.5.3 Initial approach clearance

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

2.4.5.4 Transfer to Schiphol Approach

Transfer to the approach controller takes place when the aircraft is clear of the holding area at the IAF. Inbound traffic via ARTIP will be transferred to Schiphol Approach on 119.050. Inbound traffic via SUGOL and RIVER will be transferred to Schiphol Approach on 121.200.

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

2.5 Initial approach

2.5.1 Additional approach instructions

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

- a. Clearance limit and level instructions.
- b. Runway in use¹⁾.
- c. Type of approach.
- d. QNH.
- e. Transition level¹⁾.
- f. MET information¹⁾.
- g. Runway condition¹⁾.

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

2.5.2 Turn to downwind

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

2.5.3 Transfer to Schiphol Arrival

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

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

2.6 Intermediate approach

The arrival controller will issue instructions for descent and interception of final approach. Traffic sequencing will be established and maintained on the basis of pre-planned slots for the final approach gate (see paragraph 2.3).

2.6.1 RNAV approach procedures

Special RNAV transitions followed by a continuous descent approach must be executed during night in order to reduce noise nuisance and fuel consumption.

During daytime, on initiative of ATC, aircraft may be instructed to intercept the ILS via an RNAV initial approach segment in order to provide flexible and efficient ATC dispatch.

2.6.1.1 General

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

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

2.6.1.2 RNAV transitions during night 2200-0530 (2100-0430)

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

Clearances and altitudes:

- Between the IAFs (SUGOL, ARTIP, RIVER) and the ILS-LOC interception of the relevant runway via the waypoints SOKSI or NIRSI/NARIX, aircraft have to follow a so-called RNAV TRANSITION if so instructed by ATC.
- The transitions are pre-defined routes.
- Altitudes and IAS will be instructed by ATC.
- For sequence reasons ATC may deviate from the pre-defined routes by giving radar vectors.
- After receiving an approach clearance the pilot is free to optimise the descent and speed within the constraints as laid down in the procedure description, with the objective to establish a low noise continuous descent approach.
- The approach clearance includes clearance to execute the ILS instrument approach procedure.
- Strict adherence to the prescribed route after passing SOKSI, NIRSI or NARIX is mandatory unless ATC instructs to deviate.

Further details are published in paragraph 2.10.2 and the relevant instrument approach charts.

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

2.6.1.3 Aircraft requirements for RNAV transitions during night 2200-0530 (2100-0430)

Operators of aircraft arriving at Amsterdam Airport Schiphol during night 2200-0530 (2100-0430) must hold:

- a 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, or;
- a temporary exemption only for the extended night period between 0500-0530 (0400-0430) issued by CAA the Netherlands.

A P-RNAV approval is not applicable to aircraft which, according to the original (repetitive) flight plan, should have landed between 0530-2200 (0430-2100) but arrived earlier than 0530 (0430) or later than 2200 (2100), or have a different DEST but diverted to Amsterdam Airport Schiphol due to:

- unexpected circumstances en route that could not have been foreseen at the time of departure;
- an emergency;
- air traffic control / air traffic flow management delay;
- technical failure of the aircraft or ground equipment;
- extreme meteorological conditions justifying a delay or diversion.

2.6.1.4 RNAV approach procedures during day 0530-2200 (0430-2100)

On initiative of ATC, aircraft may be instructed to intercept the ILS via an RNAV initial approach segment.

Clearances and altitudes:

- These approaches start at a RNAV waypoint provided with a pronounceable five-letter designator.
- The RNAV procedures provide a lateral route onto the final approach.
- Altitudes and IAS will be as instructed by ATC.
- The approach clearance includes clearance to execute the ILS approach and intercept the glide path from the last instructed altitude.
- At ATC discretion only.

Further details are published in paragraph 2.10.2 and the relevant instrument approach charts.

2.6.1.5 Aircraft requirements for RNAV approach procedures during day 0530-2200 (0430-2100)

In order to enable their pilots to accept the RNAV approach procedures during day, operators must hold a 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.

2.6.1.6 Non-RNAV equipped aircraft

Pilots of aircraft that are not equipped for TMA RNAV procedures, i.e. not meeting the aircraft requirements mentioned in paragraphs 2.6.1.3 or 2.6.1.5, shall inform ATC by use of the phrase "UNABLE (*designator*) TRANSITION [*or* APPROACH] DUE RNAV TYPE" if instructed to fly an RNAV procedure. These aircraft will be guided by radar vectors or will be rerouted via conventional navigation aids.

2.7 Final approach

2.7.1 Final approach procedure

2.7.1.1 ILS approach

In principle the final approach will be conducted on the ILS of the main landing runway. The second landing runway will preferably, but not necessarily, be an ILS runway.

2.7.1.2 ILS operations

2.7.1.2.1 Clearances

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

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

2.7.1.2.2 Practice ILS approaches

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

2.7.1.3 Visual approach

- A visual approach will only be allowed if the visibility ≥ 5 km and the cloud base ≥ 1200 ft AMSL.
- To minimize noise nuisance aircraft executing a visual approach shall intercept the final approach leg at an altitude of at least 1000 ft AMSL, unless residential areas can be avoided.

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

2.7.1.4 Circling approach

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

2.7.1.5 Surveillance radar approach (SRA)

As a last resort, when, due to weather conditions, no other instrument approach or a visual approach is available, a surveillance radar approach may be offered or allowed. Surveillance radar approaches are conducted conform PANS-ATM, chapter 8, paragraph 8.9.7.1 and PANS-OPS, Volume II, part III, paragraph 24.2 and are terminated at 1.5 NM from touchdown. During surveillance radar approaches a glide path of 300 ft/NM must be maintained.

2.7.2 Transfer to Schiphol Tower

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

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

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

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

2.7.2.1 Caution for jet blast

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

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

2.7.2.2 ATC wind reporting during final approach

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

2.7.3 Transfer to Schiphol Ground

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

RWY	Channel/ Frequency (MHz)
06/24	121.700
04/22	121.800
09/27	
18C/36C	
18L/36R	
18R	
	121.900

During peak hours (normally when a second departure runway or a second landing runway is in use) 3 ground controllers may be active, each on their own channel. During these hours ground control service for traffic to and from RWY 18R/36L will also be provided from TWR-W. Pilots may expect instructions to change ground control channel (see EHAM AD 2.18 and AD 2.EHAM-GMC). Pilots shall not change channel without ATC instructions. During off-peak hours one ground controller may be responsible for all areas but ground control service will be provided on the 3 separate channels simultaneously. Therefore these channels will be combined by ATC.

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

2.8 Missed approach procedure

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

2.8.1 Missed approach procedure during instrument approach

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

2.8.2 Missed approach procedure during visual approach

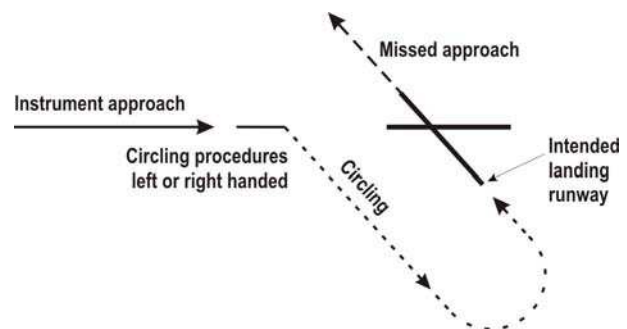
Turn to the intended landing runway, intercept the runway track MAG of that runway while:

- When visual:
 - inform ATC immediately and remain visual or
- When unable to remain visual:
 - inform ATC immediately and climb to 2000 ft AMSL.

2.8.3 Missed approach while circling to land

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

- Inform ATC immediately.
- Start climbing and complete the turn to the intended landing runway (see figure).
- Intercept the MAG track of the intended landing runway and execute the published missed approach for that runway (see relevant IAC, except when circling to RWY 04 or RWY 24: see AD 2.EHAM-IAC-MISC).



2.9 Communication failure

2.9.1 General

The pilot of an IFR flight shall follow the general procedures for IFR flights (see ENR 1.3 paragraph "Communication Failure"). In addition, for arriving flights, the following communication failure procedures apply.

2.9.2 Inbound clearance not received

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

2.9.3 Inbound clearance received

2.9.3.1 Traffic via standard arrival route

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

2.9.3.2 Traffic via EELDE 1B Arrival, NORKU 2B Arrival 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 070 at the expected further clearance time (EFCT) last received and acknowledged.
- When no EFCT has been received and acknowledged, commence descent to FL 070 at or as near as possible to the ETO over NARSO.
- After reaching FL 070 leave NARSO and intercept SPL 072 inbound to ARTIP.
- Without delay at ARTIP, carry out an instrument approach procedure to the assigned landing runway, or to the main landing runway according ATIS (see AD 2.EHAM-IAC-xx.x).

2.9.3.3 Traffic outside standard arrival route

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

2.9.3.4 Traffic on a transition

- a. With clearance for approach, execute the cleared approach.
- b. Without clearance for approach:
 - proceed via NARIX (ARTIP 2C transition) or NIRSI (ARTIP / RIVER / SUGOL 3B transition) or SOKSI (ARTIP / RIVER / SUGOL 2A transition) to SPL VOR.
 - maintain the last cleared and acknowledged flight level.
 - after arrival over SPL VOR, intercept the holding pattern to the received and acknowledged runway.
 - in the holding descend to FL 070, if applicable.
 - after reaching FL 070, carry out an instrument approach procedure to the runway concerned (see AD 2.EHAM-IAC-xx.x).

2.9.3.5 Traffic vectored on an arrival route

Proceed in the most direct manner to the route specified in the inbound clearance and carry out one of the procedures as specified in paragraph 2.9.3.

2.9.3.6 Traffic vectored to final approach

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

2.9.3.7 RNAV approach during day 0530-2200 (0430-2100)

Carry out the procedure in accordance with paragraph 2.9.3.6.

2.9.4 Missed approach during communication failure

2.9.4.1 Missed approach procedure during instrument approach

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

2.9.4.2 Missed approach procedure during visual approach

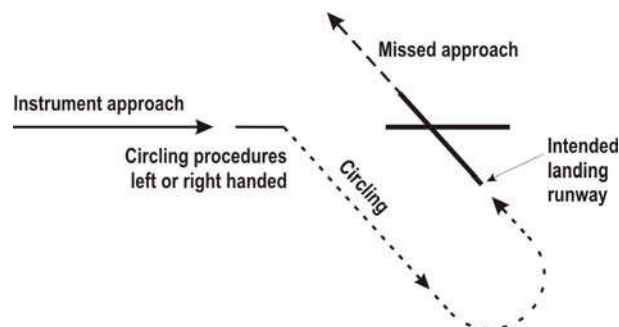
Turn to the intended landing runway, intercept the runway track MAG of that runway while:

- a. When visual:
 - remain visual and execute another circuit for that runway, or
- b. When unable to remain visual:
 - climb to 3000 ft AMSL.
 - after passing 2000 ft AMSL start the shortest climbing turn to SPL VOR so as to cross SPL VOR at 3000 ft AMSL and hold or execute the most suitable instrument approach procedure as depicted on the relevant instrument approach chart (see AD 2.EHAM-IAC-xx.x).

2.9.4.3 Missed approach while circling to land

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

- Start climbing and complete the turn to the intended landing runway (see figure).
- Intercept the MAG track of that runway while climbing to 3000 ft AMSL.
- After passing 2000 ft AMSL start the shortest climbing turn to SPL VOR so as to cross SPL VOR at 3000 ft AMSL and hold or execute the instrument approach procedure again.



2.10 Instrument approach descriptions

2.10.1 General remarks

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

2.10.2 RNAV procedures

(see also EHAM AD 2.22 paragraph 2.6.1)

2.10.2.1 During the night

The transitions provide lateral guidance only, ATC will issue the clearance for further descent below FL 070 and the instruction to reduce speed below 250 KT IAS. For RWY 06 the descent from transition level or from 4000 ft AMSL or above begins at SOKSI. For RWY 18R the descent from FL 055 or above begins at NIRSI. At ATC initiative a transition for RWY 18R via NARIX from FL 060 or above may be available. The descent after SOKSI/NIRSI/NARIX is a low-noise continuous descent.

The example of ATC instruction 'Cleared for SOKSI approach RWY 06' implies clearance to fly the published route and ILS approach to the relevant runway.

The vertical profile over and after SOKSI/NIRSI/NARIX (see relevant RNAV night instrument approach chart) is a low noise continuous descent approach.

Note: 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.

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

2.10.2.2 During the day

Navigation in the initial and intermediate approach segment is primarily based on radar vectors by ATC. Also RNAV approaches to all main landing runways, except RWY 27 are available. The use of RNAV approaches is at ATC discretion. The RNAV approaches from REGSU for RWY 18C, MONUT for RWY 36R, LOMKO for RWY 36C, LISDA for RWY 06 and POBAN for RWY 18R, provide lateral guidance to intercept the ILS for the relevant runway. Altitude and speed will be as instructed by ATC.

The example of ATC instruction 'Cleared for MONUT 1 approach RWY 36R' implies clearance to fly the published route including the ILS approach. The ILS glide path must be intercepted from the last instructed altitude.

2.10.3 Instrument approach segments

2.10.3.1 During the night

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

2.10.3.1.1 ARTIP 2A transition RWY 06

Designator	WPT	Function in approach	Path terminator	Fly over	Turn	Altitude (ft AMSL)	Speed (KT IAS)	Track (MAG)/Distance (NM) to next WPT
ARTIP	ARTIP	IAF	IF			FL 100	250	239° / 20.5
	PAM		TF		R			270° / 15.1
	EH611		TF			+FL 070		270° / 11.3
	EH612		TF		L			186° / 5.5
	SOKSI		IF		L	+4000	220	116° / 4.0
	EH613		TF		L			093° / 2.4
	EH614	IF	TF		L	+2900		059° / 3.0
	EH609	FAP	TF			2000		059° / 2.2
	Additional information final approach and initial missed approach non-precision procedure							
	EH616		TF (CF) ¹⁾²⁾			1310	160	059° / 4.0
	THR 06		TF (CF) ¹⁾	Y		ELEV -11.9		059°
		Initial missed approach	FM			2000		

- ¹⁾ Depends upon the RNAV system. Final segment is the only place in the procedure where a CF coding may be used.
²⁾ The use of this EH waypoint depends on the RNAV system used.

2.10.3.1.2 RIVER 2A transition RWY 06

Designator	WPT	Function in approach	Path terminator	Fly over	Turn	Altitude (ft AMSL)	Speed (KT IAS)	Track (MAG)/Distance (NM) to next WPT
RIVER	RIVER	IAF	IF			FL 100	250	357° / 9.2
	EH605		TF		R			026° / 9.2
	EH610		TF		R			071° / 5.6
	SOKSI		IF		R	+4000	220	116° / 4.0
	EH613		TF		L			093° / 2.4
	EH614	IF	TF		L	+2900		059° / 3.0
	EH609	FAP	TF			2000		059° / 2.2
	Additional information final approach and initial missed approach non-precision procedure							
	EH616		TF (CF) ¹⁾²⁾			1310	160	059° / 4.0
	THR 06		TF (CF) ¹⁾	Y		ELEV -11.9		059°
		Initial missed approach	FM			2000		

- ¹⁾ Depends upon the RNAV system. Final segment is the only place in the procedure where a CF coding may be used.
²⁾ The use of this EH waypoint depends on the RNAV system used.

2.10.3.1.3 SUGOL 2A transition RWY 06

Designator	WPT	Function in approach	Path terminator	Fly over	Turn	Altitude (ft AMSL)	Speed (KT IAS)	Track (MAG)/Distance (NM) to next WPT
SUGOL	SUGOL	IAF	IF			FL 100	250	113° / 16.6
	EH606		TF		R			186° / 11.2
	SOKSI		IF		L	+4000	220	116° / 4.0
	EH613		TF		L			093° / 2.4
	EH614	IF	TF		L	+2900		059° / 3.0
	EH609	FAP	TF			2000		059° / 2.2
	Additional information final approach and initial missed approach non-precision procedure							
	EH616		TF (CF) ¹⁾²⁾			1310	160	059° / 4.0
	THR 06		TF (CF) ¹⁾	Y		ELEV -11.9		059°
		Initial missed approach	FM			2000		

- ¹⁾ Depends upon the RNAV system. Final segment is the only place in the procedure where a CF coding may be used.
²⁾ The use of this EH waypoint depends on the RNAV system used.

2.10.3.1.4 ARTIP 3B transition RWY 18R

Designator	WPT	Function in approach	Path terminator	Fly over	Turn	Altitude (ft AMSL)	Speed (KT IAS)	Track (MAG)/Distance (NM) to next WPT
ARTIP	ARTIP	IAF	IF			FL 100	250	293° / 28.4
	EH601		TF		L	+FL 070		271° / 6.2
	EH602		TF			+FL 070		271° / 6.1
	EH603		TF		L			181° / 6.3
	NIRSI		IF		L	+FL 055	220	091° / 4.9
	EH607		TF		R			133° / 4.0
	EH608	IF	TF		R	+3400		184° / 4.6
	EH621	FAP	TF			2000		184° / 2.2
	Additional information final approach and initial missed approach non-precision procedure							
	EH622		TF (CF) ¹⁾²⁾			1310	160	184° / 4.0
	THR 18R		TF (CF) ¹⁾	Y		ELEV -13.1		184°
		Initial missed approach	FA			500		
	EH624		DF	Y	R	2000		
			FM			2000		280°

- ¹⁾ Depends upon the RNAV system. Final segment is the only place in the procedure where a CF coding may be used.
²⁾ The use of this EH waypoint depends on the RNAV system used.

2.10.3.1.5 ARTIP 2C transition RWY 18R

Designator	WPT	Function in approach	Path terminator	Fly over	Turn	Altitude (ft AMSL)	Speed (KT IAS)	Track (MAG)/Distance (NM) to next WPT
ARTIP	ARTIP	IAF	IF			FL 100	250	290° / 15.1
	EH600		TF			+FL 070		296° / 8.2
	NARIX		IF		L	+FL 060	250	234° / 6.3
	EH604		TF			+4000	220	234° / 5.0
	EH608	IF	TF		L	+3400		184° / 4.6
	EH621	FAP	TF			2000		184° / 2.2
	Additional information final approach and initial missed approach non-precision procedure							
	EH622		TF (CF) ¹⁾²⁾			1310	160	184° / 4.0
	THR 18R		TF (CF) ¹⁾	Y		ELEV -13.1		184°
		Initial missed approach	FA			500		
	EH624		DF	Y	R	2000		
			FM			2000		280°

¹⁾ Depends upon the RNAV system. Final segment is the only place in the procedure where a CF coding may be used.

²⁾ The use of this EH waypoint depends on the RNAV system used.

2.10.3.1.6 RIVER 3B transition RWY 18R

Designator	WPT	Function in approach	Path terminator	Fly over	Turn	Altitude (ft AMSL)	Speed (KT IAS)	Track (MAG)/Distance (NM) to next WPT
RIVER	RIVER	IAF	IF			FL 100	250	357° / 9.2
	EH605		TF		R			026° / 34.3
	NIRSI		TF		R	+FL 055	220	091° / 4.9
	EH607		TF		R			133° / 4.0
	EH608	IF	TF		R	+3400		184° / 4.6
	EH621	FAP	TF			2000		184° / 2.2
	Additional information final approach and initial missed approach non-precision procedure							
	EH622		TF (CF) ¹⁾²⁾			1310	160	184° / 4.0
	THR 18R		TF (CF) ¹⁾	Y		ELEV -13.1		184°
		Initial missed approach	FA			500		
	EH624		DF	Y	R	2000		
			FM			2000		280°

¹⁾ Depends upon the RNAV system. Final segment is the only place in the procedure where a CF coding may be used.

²⁾ The use of this EH waypoint depends on the RNAV system used.

2.10.3.1.7 SUGOL 3B transition RWY 18R

Designator	WPT	Function in approach	Path terminator	Fly over	Turn	Altitude (ft AMSL)	Speed (KT IAS)	Track (MAG)/Distance (NM) to next WPT
SUGOL	SUGOL	IAF	IF			FL 100	250	113° / 16.6
	EH606		TF		L			026° / 10.7
	NIRSI		TF		R	+FL 055	220	091° / 4.9
	EH607		TF		R			133° / 4.0
	EH608	IF	TF		R	+3400		184° / 4.6
	EH621	FAP	TF			2000		184° / 2.2
	Additional information final approach and initial missed approach non-precision procedure							
	EH622		TF (CF) ¹⁾²⁾			1310	160	184° / 4.0
	THR 18R		TF (CF) ¹⁾	Y		ELEV -13.1		184°
		Initial missed approach	FA			500		
	EH624		DF	Y	R	2000		
			FM			2000		280°

¹⁾ Depends upon the RNAV system. Final segment is the only place in the procedure where a CF coding may be used.

²⁾ The use of this EH waypoint depends on the RNAV system used.

2.10.3.2 During the day**2.10.3.2.1 LISDA 1 approach RWY 06**

Designator	WPT	Function in approach	Path terminator	Fly over	Turn	Altitude (ft AMSL)	Speed (KT IAS)	Track (MAG)/Distance (NM) to next WPT
LISDA	LISDA		IF			+2000		116° / 3.5
	EH613		TF		L			093° / 2.4
	EH614	IF	TF		L			059° / 3.0
	EH609	FAF	TF			2000		059° / 2.2
	Additional information final approach and initial missed approach non-precision procedure							
	EH616		TF (CF) ¹⁾²⁾			1310	160	059° / 4.0
	THR 06	MAPt	TF (CF) ¹⁾	Y		ELEV -11.9		059°
		Initial missed approach	FM			2000		

¹⁾ Depends upon the RNAV system. Final segment is the only place in the procedure where a CF coding may be used.

²⁾ The use of this EH waypoint depends on the RNAV system used.

2.10.3.2.2 REGSU 1 approach RWY 18C

Designator	WPT	Function in approach	Path terminator	Fly over	Turn	Altitude (ft AMSL)	Speed (KT IAS)	Track (MAG)/Distance (NM) to next WPT
REGSU	REGSU		IF			+3000		277° / 3.0
	EH628		TF		L			229° / 4.0
	EH629	IF	TF		L			184° / 2.0
	EH625	FAF	TF			3000		184° / 3.1
	Additional information final approach and initial missed approach non-precision procedure							
	EH630		TF (CF) ¹⁾²⁾					184° / 2.2
	EH626		TF (CF) ¹⁾²⁾			1310	160	184° / 4.0
	THR 18C	MAPt	TF (CF) ¹⁾	Y		ELEV -12.6		184° / 5.2
	EH638	Initial missed approach	TF	Y		1500		184°
			FM			2000		

¹⁾ Depends upon the RNAV system. Final segment is the only place in the procedure where a CF coding may be used.

²⁾ The use of this EH waypoint depends on the RNAV system used.

2.10.3.2.3 POBAN 1 approach RWY 18R

Designator	WPT	Function in approach	Path terminator	Fly over	Turn	Altitude (ft AMSL)	Speed (KT IAS)	Track (MAG)/Distance (NM) to next WPT
POBAN	POBAN		IF			+2000		091° / 3.5
	EH607		TF		R			133° / 4.0
	EH608	IF	TF		R			184° / 2.8
	PEVOS		TF					184° / 1.8
	EH621	FAF	TF			2000		184° / 2.2
	Additional information final approach and initial missed approach non-precision procedure							
	EH622		TF (CF) ¹⁾²⁾			1310	160	184° / 4.0
	THR 18R	MAPt	TF (CF) ¹⁾	Y		ELEV -13.1		184°
		Initial missed approach	FA			500		
	EH624		DF	Y	R	2000		
			FM			2000		280°

¹⁾ Depends upon the RNAV system. Final segment is the only place in the procedure where a CF coding may be used.

²⁾ The use of this EH waypoint depends on the RNAV system used.

2.10.3.2.4 LOMKO 1 approach RWY 36C

Designator	WPT	Function in approach	Path terminator	Fly over	Turn	Altitude (ft AMSL)	Speed (KT IAS)	Track (MAG)/Distance (NM) to next WPT
LOMKO	LOMKO		IF			+2000		094° / 3.0
	EH620		TF		L			049° / 2.0
	EH619	IF	TF		L			004° / 5.2
	OLGAX		TF					004° / 1.8
	EH632	FAF	TF			2000		004° / 2.2
	Additional information final approach and initial missed approach non-precision procedure							
	EH633		TF (CF) ¹⁾²⁾			1310	160	004° / 4.0
	THR 36C	MAPt	TF (CF) ¹⁾	Y		ELEV -12.0		004°
		Initial missed approach	FM			2000		

¹⁾ Depends upon the RNAV system. Final segment is the only place in the procedure where a CF coding may be used.

²⁾ The use of this EH waypoint depends on the RNAV system used.

2.10.3.2.5 MONUT 1 approach RWY 36R

Designator	WPT	Function in approach	Path terminator	Fly over	Turn	Altitude (ft AMSL)	Speed (KT IAS)	Track (MAG)/Distance (NM) to next WPT
MONUT	MONUT		IF			+3000		274° / 3.0
	EH617		TF		R			319° / 2.0
	EH615	IF	TF		R			004° / 2.0
	EH634	FAF	TF			3000		004° / 3.1
	Additional information final approach and initial missed approach non-precision procedure							
	EH636		TF (CF) ¹⁾²⁾					004° / 2.2
	EH635		TF (CF) ¹⁾²⁾			1315	160	004° / 4.0
	THR 36R	MAPt	TF (CF) ¹⁾	Y		ELEV -11.5		004° / 5.0
	EH637	Initial missed approach	TF	Y		1500		004°
			FM			2000		

¹⁾ Depends upon the RNAV system. Final segment is the only place in the procedure where a CF coding may be used.

²⁾ The use of this EH waypoint depends on the RNAV system used.

3 LOW VISIBILITY PROCEDURES**3.1 General**

During periods of low visibility the overall ATC capacity is reduced. To guarantee aircraft safety and optimal use of ATC capacity, Schiphol Airport uses ATC low visibility procedures. These procedures are based on ICAO Doc 9476/1 (Surface Movement Guidance and Control Manual) and ECAC Doc 17 (Ground operations in limited visibility conditions).

The ATC low visibility operations are categorised in four phases (A, B, C, and D) that are based on RVR values and cloud base.

Phase A is a reduced visibility procedure; phases B, C, and D are low visibility procedures.

Phase	Conditions	Procedures
A	TDZ RVR ≤ 1500 m and/or cloud base ≤ 300 ft	Reduced visibility has only impact on ground operations regarding departing traffic (e.g. stop bars are activated and intersection take-offs are not allowed, except for take-offs from RWY 24 intersection TWY S6 at ATC discretion).
B	TDZ RVR < 550 m and/or cloud base < 200 ft	CAT II separations will be provided. Runway use will be restricted.
C	TDZ and/or midpoint RVR < 350 m	CAT III separations will be provided. Runway use will be restricted.
D	any RVR < 200 m	CAT III separations will be provided. Only one runway with ILS CAT III will be AVBL for landing and one runway for departure.

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

3.2 Phase A, B, C, and D

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

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

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

Note: during reduced and low visibility procedures, taxiing between Schiphol-Centre and Schiphol-East crossing RWY 18L/36R is only possible as follows:

- from Schiphol-East to Schiphol-Centre taxi via TWY E3 or G5.
- from Schiphol-Centre to Schiphol-East taxi via TWY E4 or E5.

3.3 Phase B, C, and D

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

3.4 Phase C and D

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

K-apron will be closed during visibility conditions with RVR < 350 m; all parking and departure operations will be stopped. Arriving aircraft will only in exceptional cases be cleared to the apron entries GL and GK. At GL and GK aircraft will shut down engines and will be towed to the parking position by the handler.

3.5 Phase D

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

4 VFR FLIGHT PROCEDURES SCHIPHOL AIRPORT

4.1 Introduction

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

4.2 General

Schiphol CTR has been designated as controlled airspace (class C). All VFR flights within Schiphol CTR shall submit a flight plan. Permission for VFR flights in the Schiphol CTR must be obtained:

- a. Prior to penetration of the CTR by submitting a request at least 10 minutes before ETA Schiphol, and
- b. Prior to departure from Schiphol by a request for start-up clearance, in accordance with the following procedures:
 1. Inbound flights. Contact Schiphol TWR at least 10 minutes before ETA Schiphol for entry clearance (abbreviated phraseology: aircraft identification and type, VFR to Schiphol, estimating VICTOR at, ATIS information, for landing).
 2. Outbound flights. Pilots must have obtained a start-up clearance from ATC before starting engines (see paragraph 4.3.1).

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

4.2.1 Local and crossing flights

Permission for local flights within the CTR and en route VFR flights crossing the CTR is subject to: weather conditions, runways in use and traffic density. Schiphol CTR PPR for aircraft without transponder mode A. Permission to be requested at Amsterdam Flight Service Centre, tel: +31 (0)20 406 2315.

4.2.2 ILS areas

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

4.2.3 Amsterdam sector

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

4.2.4 ATC wind reporting during final approach

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

4.3 VFR approach and departure procedures

4.3.1 VFR outbound

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

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

4.3.1.1 VICTOR Departure

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

4.3.2 VFR inbound

1. File a VFR flight plan at aerodrome of departure at least 60 minutes before ETD. Report changes in ETD in excess of 30 minutes to the ATS reporting office (ARO). *To prevent unnecessary alerting action, attention is drawn to importance of the ETA to be as accurate as possible and to report changes in ETA in excess of 30 minutes to the relevant FIC.*
2. Prior to penetration of the CTR contact Schiphol TWR at least 10 minutes before ETA Schiphol for entry clearance (abbreviated phraseology: aircraft identification and type, VFR to Schiphol, estimating VICTOR at, ATIS information, for landing), see paragraph 4.2 item a.
3. Pilots may be instructed to contact Schiphol Approach, Schiphol Arrival or Schiphol Departure for radar control.

4.3.2.1 VICTOR Arrival

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

4.3.2.2 Short VFR approach patterns

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

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

4.4 Communication failure procedures for VFR flights at Schiphol

4.4.1 General

Select SSR code 7600.

4.4.2 VFR outbound

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

4.4.3 VFR inbound

4.4.3.1 Via VICTOR Arrival

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

4.4.3.2 Via a different route to the field

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

4.4.4 VFR crossing the CTR

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

EHAM AD 2.23 ADDITIONAL INFORMATION**1 CAUTIONS AND ADDITIONAL INFORMATION**

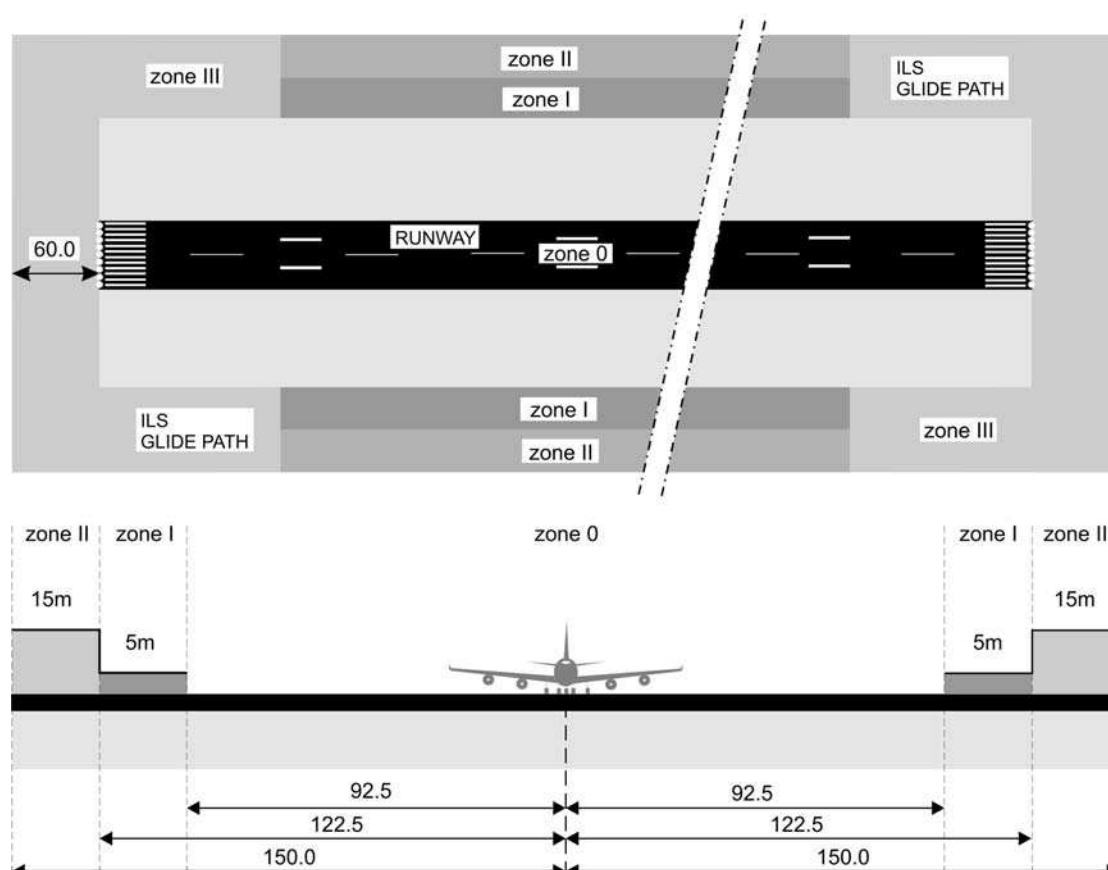
1. Due to approaching IFR traffic the execution of VFR flights in the direct vicinity of the Schiphol CTR shall be avoided as much as possible (see ENR 1.2 paragraph 7.1).
2. During approaches to the RWYs 04 and 22 pilots must be prepared for turbulence, windshear and windgradient, whether or not in combination due to the presence of large buildings and a jet testing station underneath the circuits. Due to these circumstances it may happen that during the approaches to RWY 04 or take-off from RWY 22 in the vicinity of the buildings SE of THR RWY 04 handling of the aircraft becomes rather difficult. Pilots are advised to obtain information in advance concerning ATC instructions to be expected and the resulting flight paths such in relation to obstacles such as buildings and hangars.
3. Bird-scare patrols are active 24 hours a day and use various equipment, including flare shellcrackers, alternating bird dispersal guns and amplified cries of distress.
A bird deterring green laser system is located abeam RWY 18L/36R. The system will switch on automatically during cloudy days, twilight, and outside UDP. It will scan the runway surface using a downward green laser beam. Laser emissions towards RWY 06/24 are blocked out. The emissions are harmless for the human eye and are not visible under normal circumstances. However, surface reflections might be seen from the taxiway west of RWY 18L/36R.
4. When lightning discharges are observed in the vicinity of the airport, the airside operations manager (AOM) will announce that all ground handling and re-fuelling operations are prohibited until further notice. When it is safe to do so, the AOM will declare that ground handling and re-fuelling operations can be resumed.

2 TEMPORARY OBSTACLES DURING CONSTRUCTION OR MAINTENANCE WORK

The term "temporary obstacles" refers to materials used during construction or maintenance work at the sides of a runway. This work may take place in zones I and II (see figure below). All obstacles are temporary and mobile, such as:

- cranes
- trucks
- bulldozers
- shovels
- lawnmowers.

Work in the runway strips will only take place during good visibility conditions (visibility $\geq$ 1500 m and cloud base $\geq$ 350 ft) and UDP. NOTAM will be issued when heavy machinery will be used.



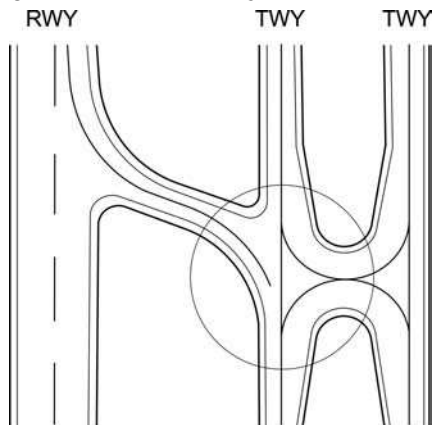
Mobile obstacles can be expected in zones I and II during maintenance alongside the runway.

Mobile obstacles are not allowed in zone III.

The temporary obstacles do not conflict with international regulations ICAO annex 14 and PANS/OPS document 8168 and are in compliance with the regulations of CAA The Netherlands.

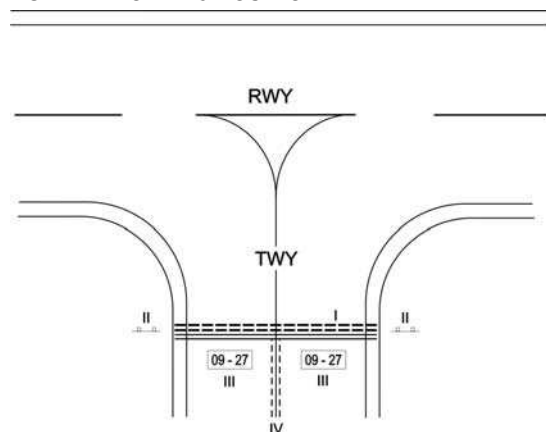
3 TAXIWAY MARKING

CENTRE LINE MARKING



To avoid runway incursions, the centre line marking of the taxiway links between runways and main taxi routes is disconnected from the centre line marking of the main taxi routes.

RUNWAY HOLDING POSITION



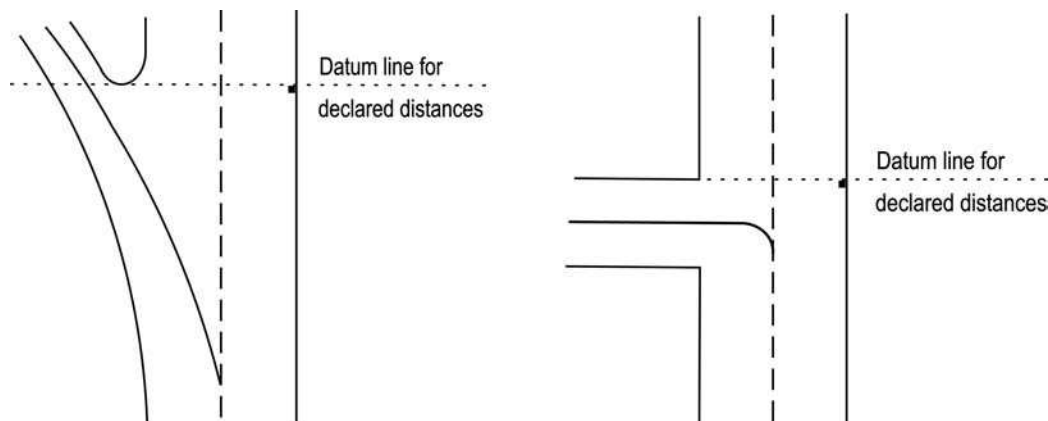
Runway holding positions are safeguarded by:

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

4 DETERMINATION OF DATUM LINE FOR INTERSECTION TAKE-OFF

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

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



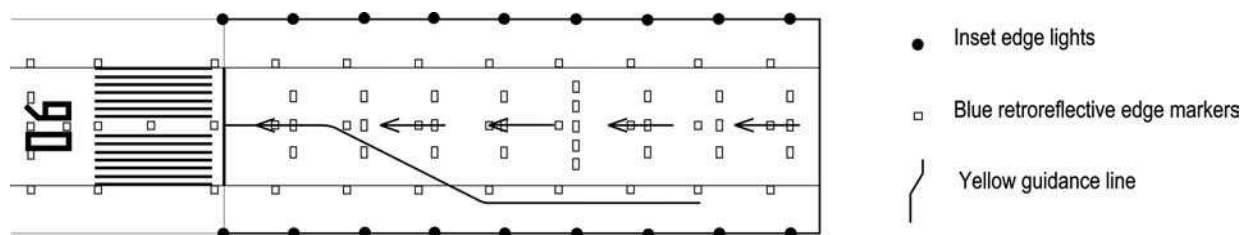
5 RUNWAY TURNPAD

A runway turnpad is situated at the end of RWY 24. This turnpad shall be used in case of:

- rejected take-off RWY 24 and missing exit S1.
- landing RWY 24 and missing exit S1.
- take-off RWY 06 full-length.

The turnpad is marked by a yellow guidance line and blue retroreflective edge markers outside the edge of the runway. In the area of the turnpad, the edge of the runway is equipped with inset edge lights. The procedure shall only be executed with guidance of a follow-me car.

A similar runway turnpad is situated at the end of RWY 36L, which shall be used in case of a rejected take-off.



6 ATIS (ARR AND DEP) VIA DATALINK

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

7 AIRBUS A380 PROCEDURES

Schiphol Airport is on request AVBL as an alternate aerodrome for the Airbus A380. However, Schiphol Airport has limited facilities to accommodate the Airbus A380:

- Designated runways: RWY 18C/36C and RWY 18R/36L. RWY 27 AVBL for landing only.
- Designated parking positions: P10, P12, P14, P16 and J81.

8 GROUND HANDLING COMPANIES

1. Cargo Handling Schiphol

- Post: **Aero Groundservices B.V.** (Cargo & full freighter ramp handling)
Cargo Terminal 5
Pelikaanweg 1
1118 DT Schiphol-South
Tel: +31 (0)20 603 2222
Fax: +31 (0)20 603 2441
SITA: HDQAGXH
AFS: EHAMYIAG
Email: aeroinfo@aeroground.nl
Note: Aero Ground Dispatch 131.850.
- Post: **Airport Cargo Handling B.V.** (second line cargo handling)
Snipweg 101
1118 DP Schiphol-South
Tel: +31 (0)20 316 5396
Fax: +31 (0)20 316 5461
SITA: SPLFLXH
Email: operations@airport-cargo.nl
- Post: **Fr8** (Cargo & full freighter ramp handling by Menzies Aviation Group (Netherlands) B.V.)
Cargo Terminal 8
Anchoragelaan 50
1118 LE Schiphol-Southeast
Tel: +31 (0)20 405 7333
Fax: +31 (0)20 405 7444
SITA: SPLAEXH
Email: info@Fr8.nl
- Post: **Skylink Handling Services B.V.**
Anchoragelaan 36
1118 LD Schiphol-Southeast
Tel: +31 (0)20 405 9725
Fax: +31 (0)20 405 9720
SITA: SPLCXXH
Email: operations@skylinkhandling.nl

2. Ground Handling Schiphol-Centre

- Post: **Aviapartner Nederland B.V.**
P.O. Box 75629
1118 ZG Schiphol-Centre
Tel: +31 (0)20 406 7780
Fax: +31 (0)20 406 7785
SITA: AMSOVXH
Note: Aviapartner Amsterdam 131.575.
- Post: **Servisair Amsterdam**
P.O. Box 75724
1118 ZT Schiphol-Centre
Tel: +31 (0)20 795 2480
Fax: +31 (0)20 795 2492
SITA: SPLAPXH
AFS: EHAMYIGG
Email: AMS-OperationsControl@servisair.com
Note: Servisair Amsterdam 131.400.
- Post: **Menzies Aviation B.V.**
P.O. Box 75625
1118 ZR Schiphol-Centre
Tel: +31 (0)20 446 6411
Fax: +31 (0)20 446 6496
SITA: AMSOOXH
AFS: EHAMYIOA
Note: Menzies Ops 131.800.

3. Ground Handling Schiphol-East (General Aviation)

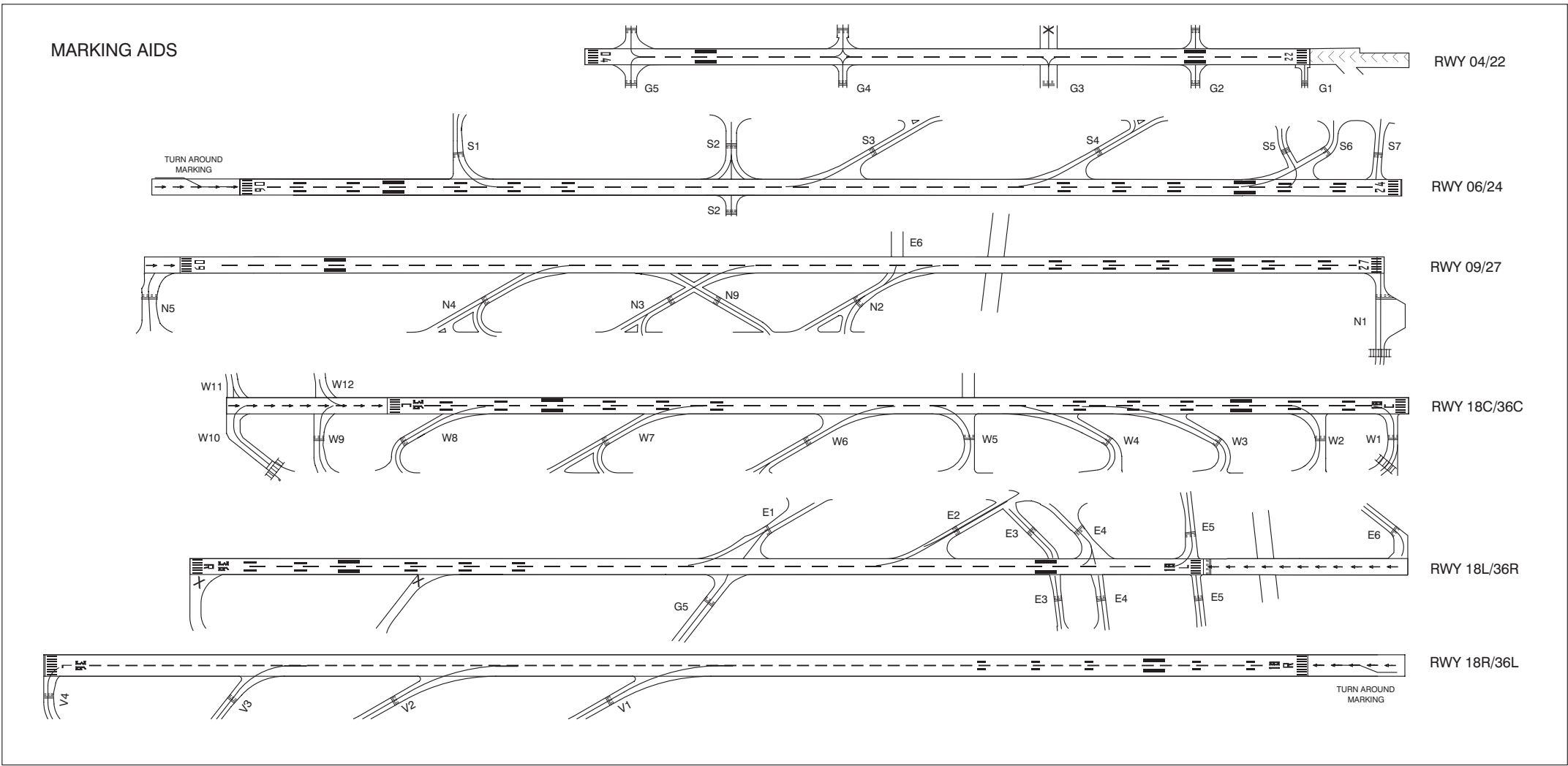
- Post: **KLM Jet Center**
P.O. Box 7700
1117 ZL Schiphol-Oost
- Tel: +31 (0)20 649 2455
- Fax: +31 (0)20 648 8180
- SITA: SPLWHL
- Email: amsterdamOPS@jetcenter.nl
- URL: <http://www.jetcenter.nl>
- Note:** KLM Jet Center Amsterdam 131.625.

EHAM AD 2.24 CHARTS RELATED TO AN AERODROME

Type of chart	Page
Aerodrome chart	AD 2.EHAM-ADC
Aircraft parking / docking chart Schiphol-Centre	AD 2.EHAM-APDC.1
Aircraft parking / docking chart Schiphol-East K-apron	AD 2.EHAM-APDC.2
Aircraft parking / docking chart Schiphol-East M-apron	AD 2.EHAM-APDC.3
Ground movement chart	AD 2.EHAM-GMC
Aerodrome obstacle chart RWY 04/22	AD 2.EHAM-AOC-04-22
Aerodrome obstacle chart RWY 06/24	AD 2.EHAM-AOC-06-24
Aerodrome obstacle chart RWY 09/27	AD 2.EHAM-AOC-09-27
Aerodrome obstacle chart RWY 18C/36C	AD 2.EHAM-AOC-18C-36C
Aerodrome obstacle chart RWY 18L	AD 2.EHAM-AOC-18L
Aerodrome obstacle chart RWY 36L	AD 2.EHAM-AOC-36L
Precision approach terrain chart RWY 06	AD 2.EHAM-PATC-06
Precision approach terrain chart RWY 18C	AD 2.EHAM-PATC-18C
Precision approach terrain chart RWY 18R	AD 2.EHAM-PATC-18R
Precision approach terrain chart RWY 27	AD 2.EHAM-PATC-27
Precision approach terrain chart RWY 36C	AD 2.EHAM-PATC-36C
Precision approach terrain chart RWY 36R	AD 2.EHAM-PATC-36R
Standard instrument departure chart	AD 2.EHAM-SID-OVERVIEW
Standard instrument departure chart RWY 04	AD 2.EHAM-SID-04
Standard instrument departure chart RWY 06	AD 2.EHAM-SID-06
Standard instrument departure chart RWY 06 supplementary	AD 2.EHAM-SID-SUP-06
Standard instrument departure chart RWY 09	AD 2.EHAM-SID-09
Standard instrument departure chart RWY 18C	AD 2.EHAM-SID-18C
Standard instrument departure chart RWY 18L	AD 2.EHAM-SID-18L
Standard instrument departure chart RWY 22	AD 2.EHAM-SID-22
← Standard instrument departure chart RWY 24	AD 2.EHAM-SID-24
Standard instrument departure chart RWY 27	AD 2.EHAM-SID-27
Standard instrument departure chart RWY 36C	AD 2.EHAM-SID-36C
Standard instrument departure chart RWY 36L	AD 2.EHAM-SID-36L
Standard instrument departure chart RWY 36L supplementary	AD 2.EHAM-SID-SUP-36L
Standard arrival chart	AD 2.EHAM-STAR.1
Standard arrival chart	AD 2.EHAM-STAR.2
Instrument approach chart RWY 06 ILS and LISDA APCH	AD 2.EHAM-IAC-06.1
Instrument approach chart RWY 06 RNAV night transitions	AD 2.EHAM-IAC-06.2
Instrument approach chart RWY 06 NDB/DME	AD 2.EHAM-IAC-06.3
Instrument approach chart RWY 09 VOR/DME	AD 2.EHAM-IAC-09.1
Instrument approach chart RWY 18C ILS and REGSU APCH	AD 2.EHAM-IAC-18C.1
Instrument approach chart RWY 18C NDB/DME	AD 2.EHAM-IAC-18C.2
Instrument approach chart RWY 18C SRE	AD 2.EHAM-IAC-18C.3
← Instrument approach chart RWY 18R ILS and POBAN APCH	AD 2.EHAM-IAC-18R.1
Instrument approach chart RWY 18R RNAV night transitions	AD 2.EHAM-IAC-18R.2
← Instrument approach chart RWY 18R VOR/DME AMS	AD 2.EHAM-IAC-18R.3
Instrument approach chart RWY 18R SRE	AD 2.EHAM-IAC-18R.4
Instrument approach chart RWY 22 ILS	AD 2.EHAM-IAC-22.1
Instrument approach chart RWY 22 SRE	AD 2.EHAM-IAC-22.2
Instrument approach chart RWY 24 VOR/DME PAM	AD 2.EHAM-IAC-24.1
Instrument approach chart RWY 27 ILS	AD 2.EHAM-IAC-27.1

Type of chart	Page
Instrument approach chart RWY 27 VOR/DME	AD 2.EHAM-IAC-27.2
Instrument approach chart RWY 27 SRE	AD 2.EHAM-IAC-27.3
Instrument approach chart RWY 36C ILS and LOMKO APCH	AD 2.EHAM-IAC-36C.1
Instrument approach chart RWY 36C VOR/DME	AD 2.EHAM-IAC-36C.2
Instrument approach chart RWY 36R ILS and MONUT APCH	AD 2.EHAM-IAC-36R.1
Instrument approach chart RWY 36R NDB/DME	AD 2.EHAM-IAC-36R.2
Instrument approach chart RWY 36R SRE	AD 2.EHAM-IAC-36R.3
Instrument approach chart SRE	AD 2.EHAM-IAC-MISC
Visual approach chart	AD 2.EHAM-VAC.1
Visual approach chart VFR traffic circuits	AD 2.EHAM-VAC.2

AD 2.EHAM-ADC



AD ELEV -11 ft AMSL

PHYSICAL CHARACTERISTICS				
RWY	DIRECTION GEO	SURFACE	THR COORDINATES	BEARING STRENGTH
04	041.25°	ASPH	52°18'01.34"N 004°47'00.54"E	PCN39/F/D/W/T
22	221.27°	ASPH	52°18'50.49"N 004°46'10.89"E	PCN39/F/D/W/T
06	057.92°	ASPH	52°17'20.87"N 004°44'14.25"E	PCN90/F/C/W/T
24	237.95°	ASPH	52°18'16.49"N 004°46'39.06"E	PCN90/F/C/W/T
09	086.78°	ASPH	52°19'00.08"N 004°44'51.58"E	PCN90/F/C/W/T
27	266.82°	ASPH	52°19'06.15"N 004°47'48.81"E	PCN90/F/C/W/T
18C	183.22°	ASPH	52°19'53.03"N 004°44'24.11"E	PCN90/F/C/W/T
36C	003.22°	ASPH	52°18'20.99"N 004°44'15.66"E	PCN90/F/C/W/T
18L	183.25°	ASPH	52°18'58.14"N 004°46'46.89"E	PCN90/F/C/W/T
36R	003.25°	ASPH	52°17'26.97"N 004°46'38.45"E	PCN90/F/C/W/T
18R	183.20°	ASPH	52°21'36.93"N 004°42'42.21"E	PCN90/F/C/W/T
36L	003.20°	ASPH	52°19'42.89"N 004°42'31.81"E	PCN90/F/C/W/T

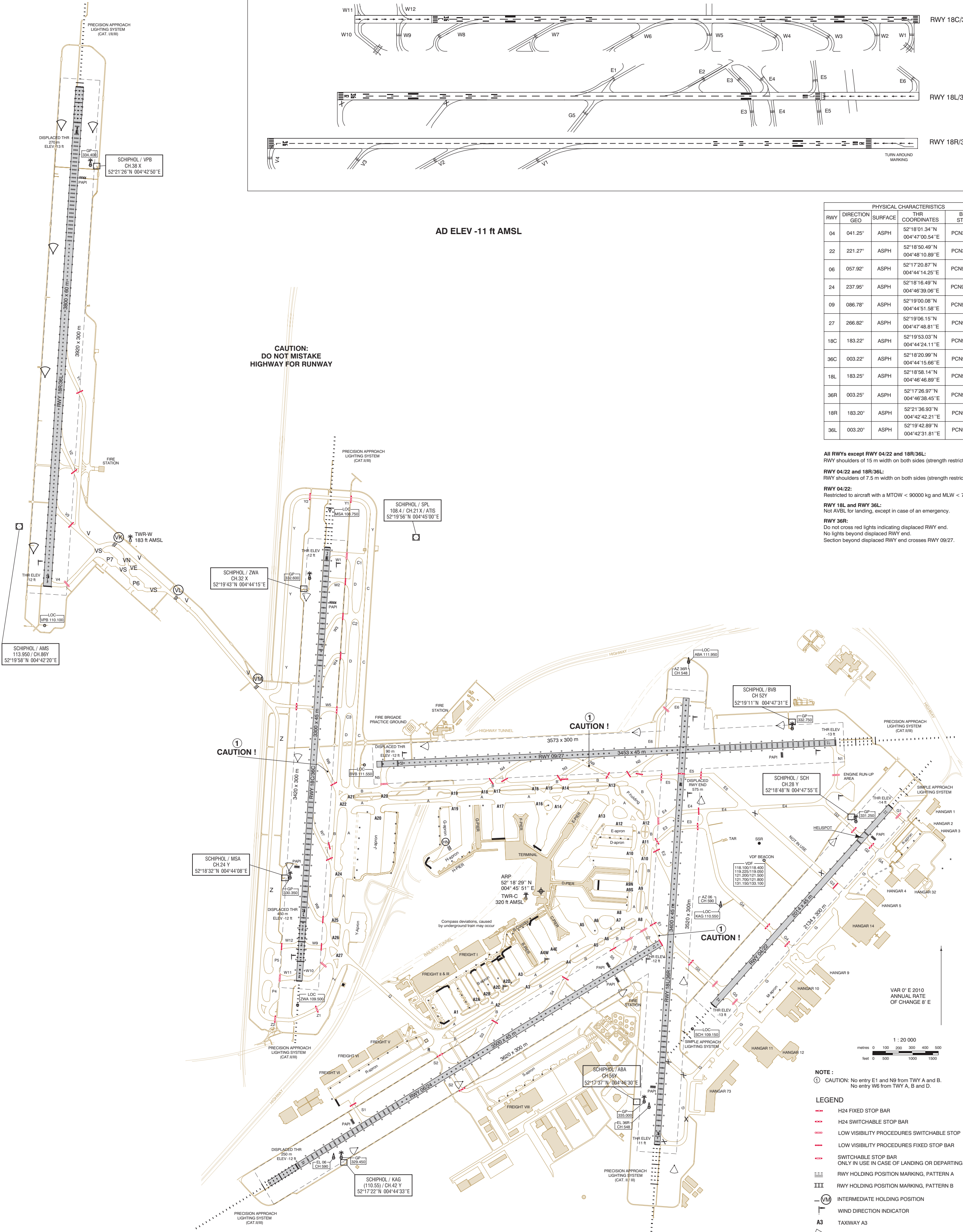
All RWY's except RWY 04/22 and 18R/36L:
RWY shoulders of 15 m width on both sides (strength restricted).

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

RWY 04/22:
Restricted to aircraft with a MTOW < 90000 kg and MLW < 76000 kg.

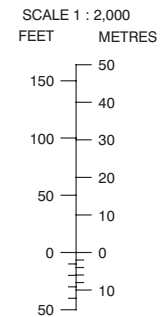
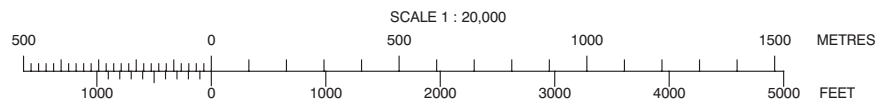
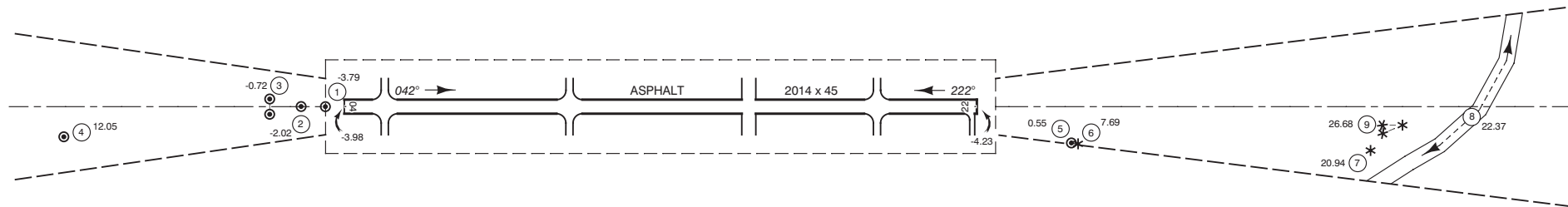
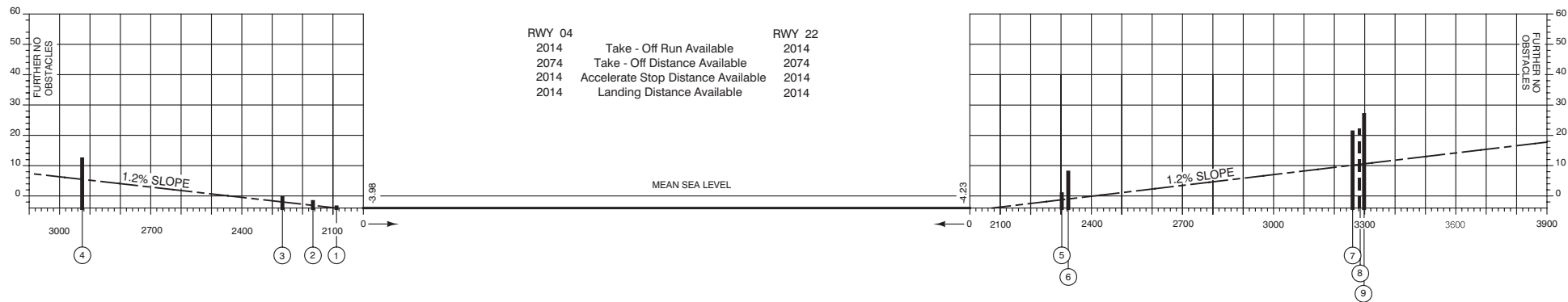
RWY 18L and RWY 36L:
Not AVBL for landing, except in case of an emergency.

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



NOTE:
① CAUTION: No entry E1 and N9 from TWY A and B.
No entry W6 from TWY A, B and D.

- LEGEND
- H24 FIXED STOP BAR
 - H24 SWITCHABLE STOP BAR
 - LOW VISIBILITY PROCEDURES SWITCHABLE STOP BAR
 - LOW VISIBILITY PROCEDURES FIXED STOP BAR
 - SWITCHABLE STOP BAR
ONLY IN USE IN CASE OF LANDING OR DEPARTING 18C/36C
 - RWY HOLDING POSITION MARKING, PATTERN A
 - RWY HOLDING POSITION MARKING, PATTERN B
 - INTERMEDIATE HOLDING POSITION
 - WIND DIRECTION INDICATOR
 - TAXIWAY A3
 - RVR
 - APRON LIGHT
 - RWY STRIP
 - BLAST FENCE
 - CROSSING VEHICLES
 - NOT IN USE



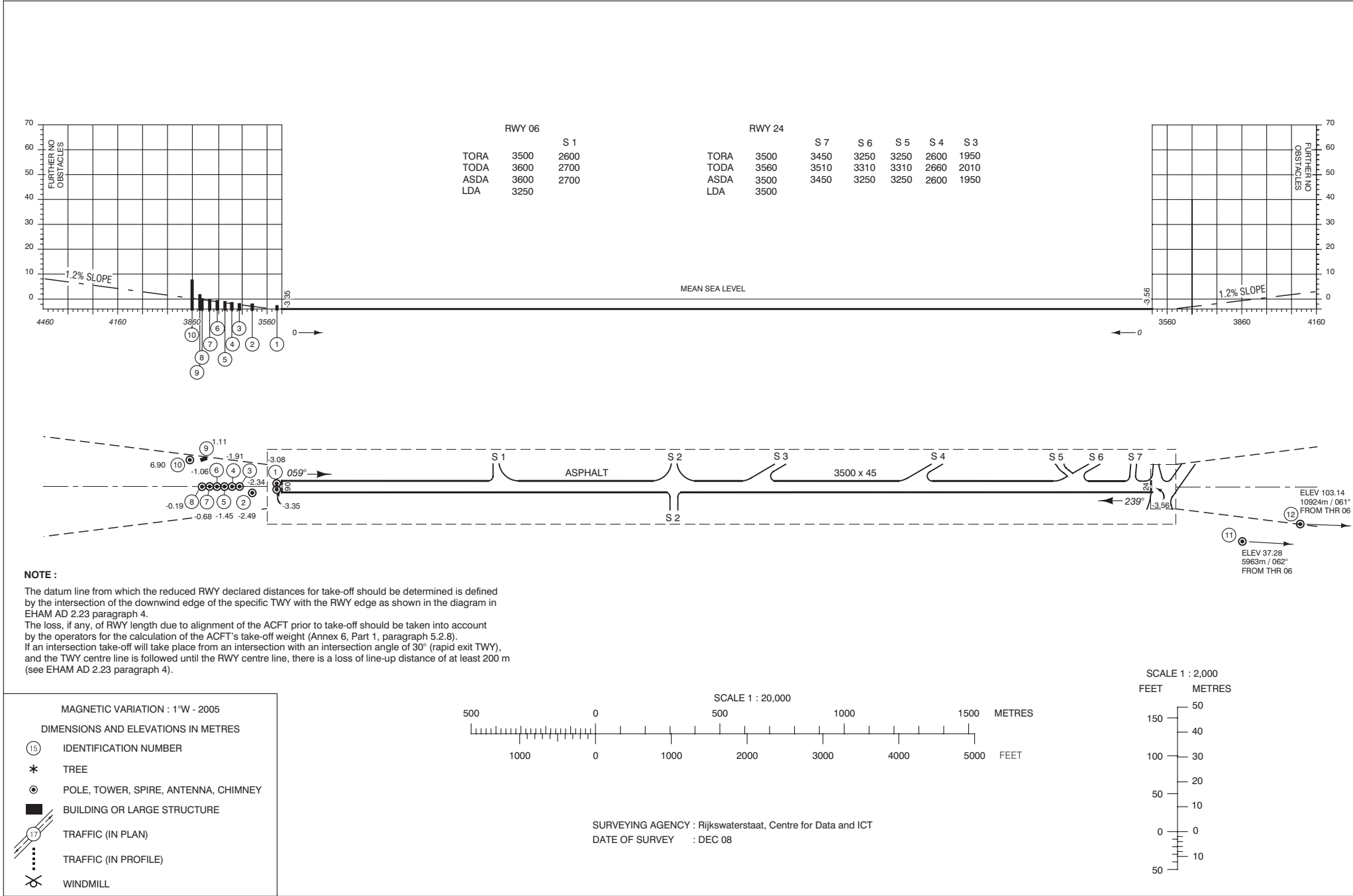
SURVEYING AGENCY : Rijkswaterstaat Centre for Data and ICT
DATE OF SURVEY : AUG / SEP 2006

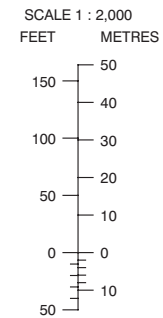
MAGNETIC VARIATION: 1°W - 2005

DIMENSIONS AND ELEVATIONS IN METRES

- (15) IDENTIFICATION NUMBER
- * TREE
- POLE, TOWER, SPIRE, ANTENNA, CHIMNEY
- BUILDING OR LARGE STRUCTURE
- TRAFFIC (IN PLAN)
- TRAFFIC (IN PROFILE)
- ✕ WINDMILL

CHANGE: Due to new survey, editorial.



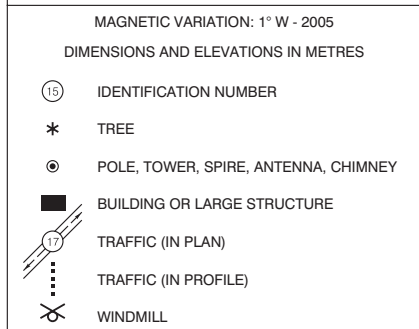


MAGNETIC VARIATION : 1°W - 2005

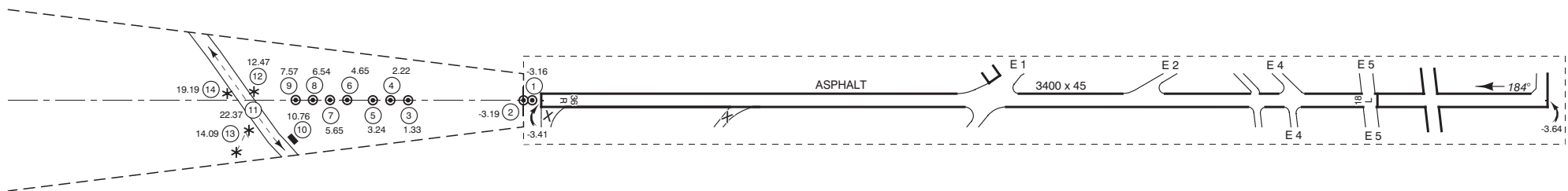
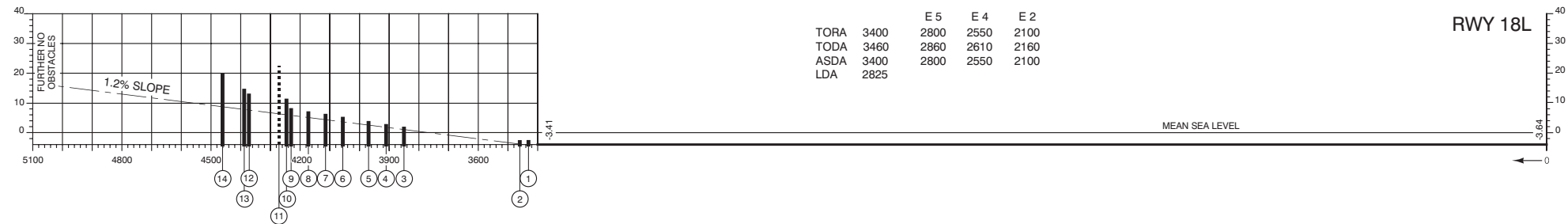
DIMENSIONS AND ELEVATIONS IN METRES

(15)	IDENTIFICATION NUMBER
*	TREE
◎	POLE, TOWER, SPIRE, ANTENNA, CHIMNEY
■	BUILDING OR LARGE STRUCTURE
	TRAFFIC (IN PLAN)
⋮	TRAFFIC (IN PROFILE)
✕	WINDMILL

CHANGE: RWY 27 declared distances, editorial.



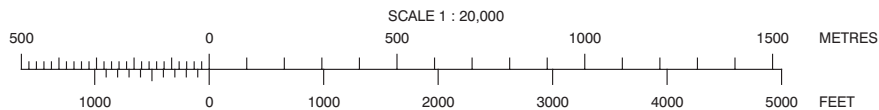
CHANGE: THR ELEV RWY 18C and -36C, editorial.



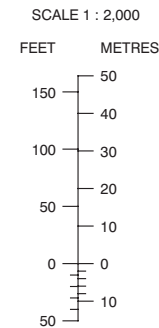
MAGNETIC VARIATION: 1° W - 2005

DIMENSIONS AND ELEVATIONS IN METRES

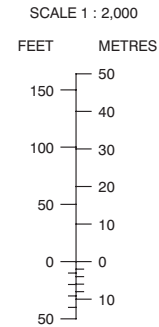
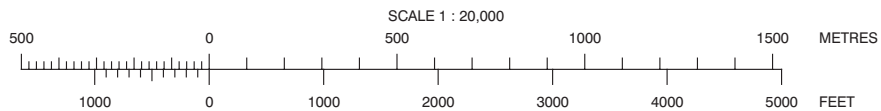
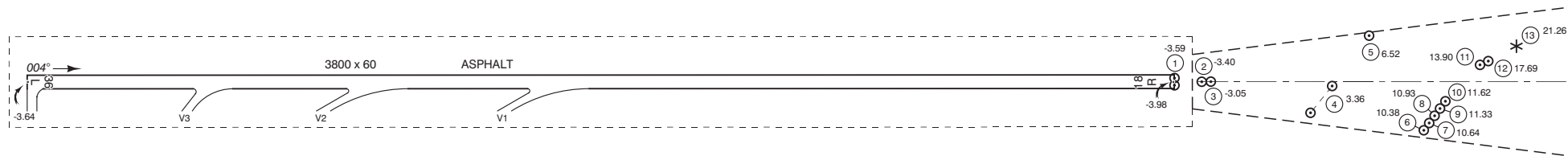
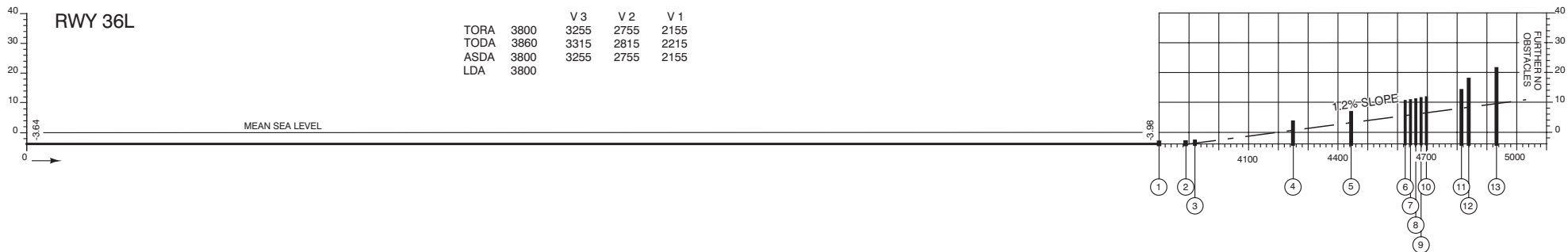
- (15) IDENTIFICATION NUMBER
- * TREE
- POLE, TOWER, SPIRE, ANTENNA, CHIMNEY
- BUILDING OR LARGE STRUCTURE
- (17) TRAFFIC (IN PLAN)
- ⋯ TRAFFIC (IN PROFILE)
- ✕ WINDMILL
- X NOT IN USE



SURVEYING AGENCY : Rijkswaterstaat Centre for Data and ICT
DATE OF SURVEY : AUG / SEP 2006



CHANGE: THR ELEV RWY 36R, editorial.



SURVEYING AGENCY : Rijkswaterstaat Centre for Data and ICT
DATE OF SURVEY : AUG / SEP 2006

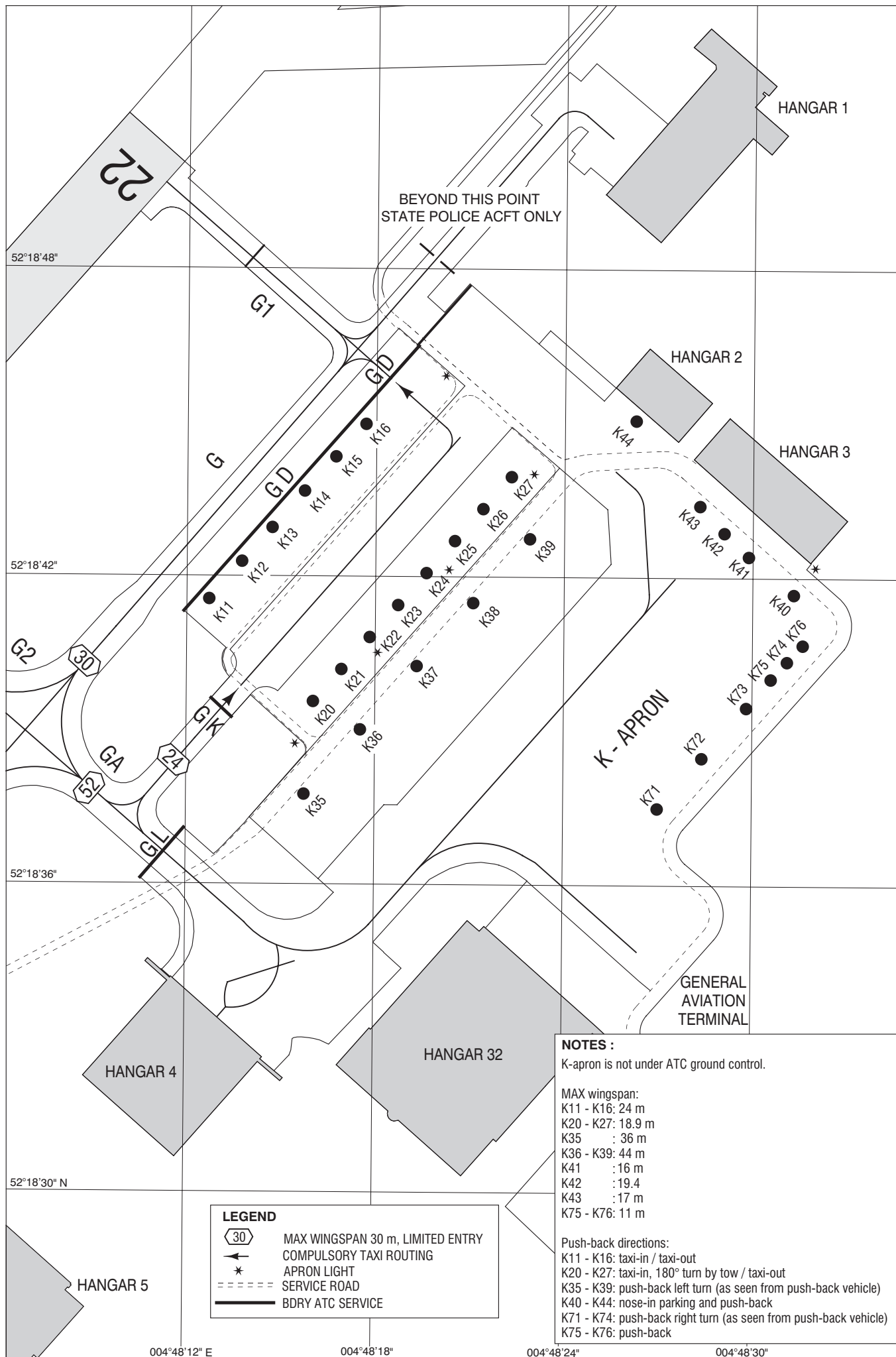
MAGNETIC VARIATION : 1°W - 2005

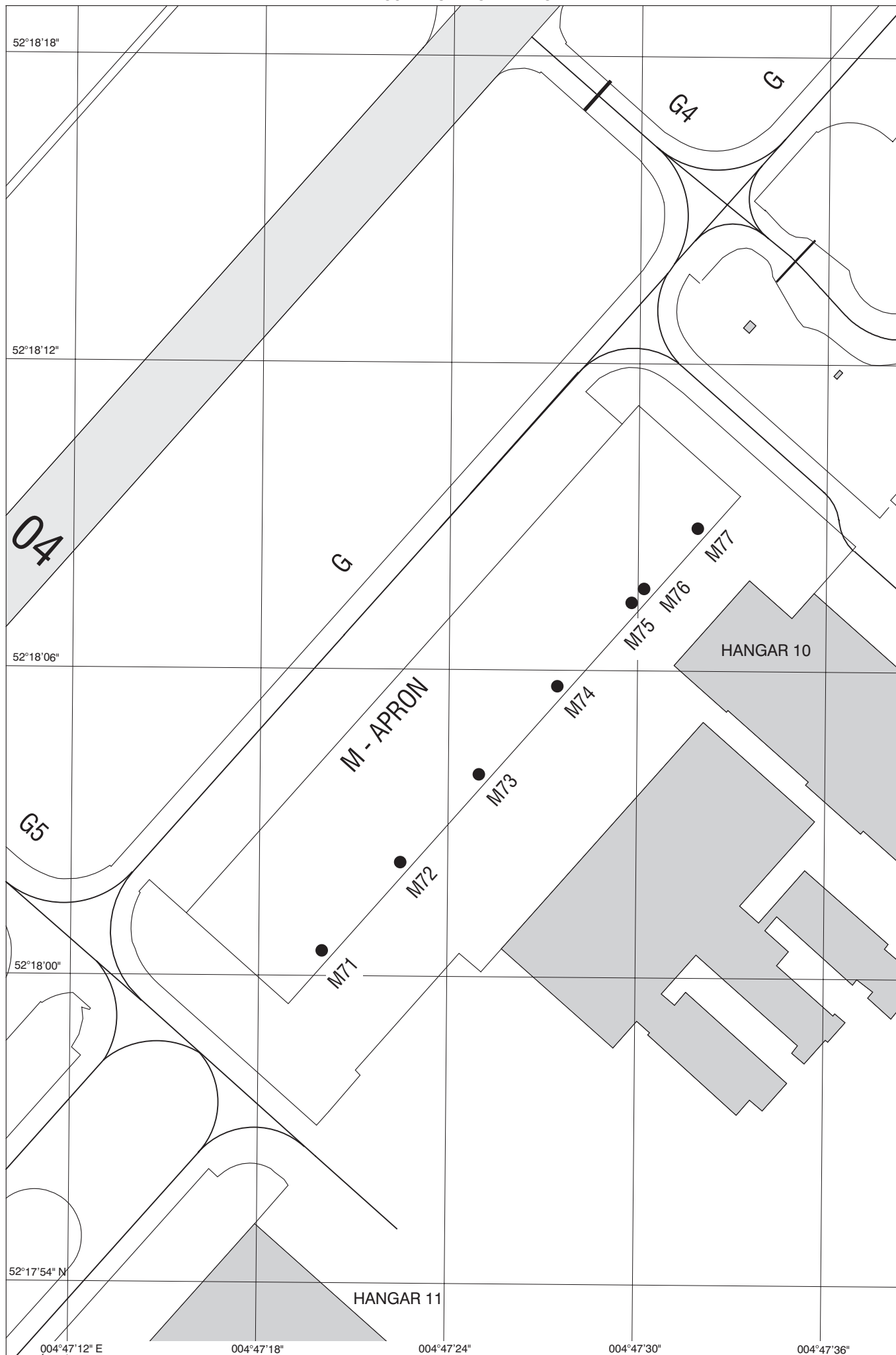
DIMENSIONS AND ELEVATIONS IN METRES

- 15 IDENTIFICATION NUMBER
- * TREE
- POLE, TOWER, SPIRE, ANTENNA, CHIMNEY
- BUILDING OR LARGE STRUCTURE
- 17 TRAFFIC (IN PLAN)
- ... TRAFFIC (IN PROFILE)
- ✕ WINDMILL

CHANGE: LDA added, editorial.





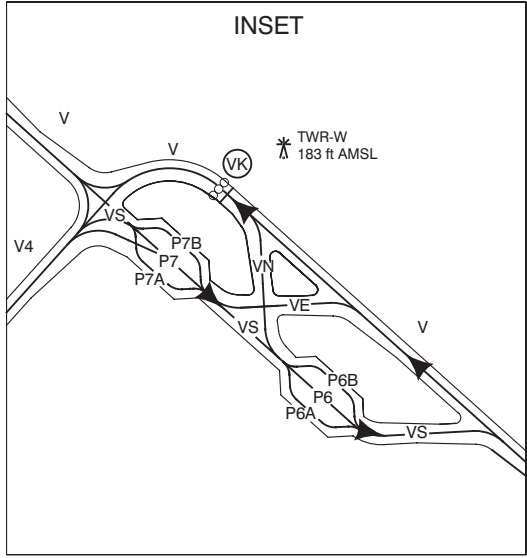


Aerodrome elevation
-11 ft AMSL

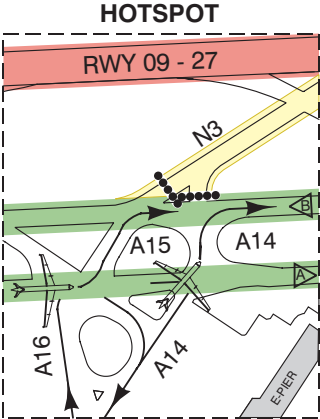
TAXI RULES

1. All aircraft give way to aircraft vacating runways.
2. All aircraft give way to aircraft on TWY A and TWY B (except if rule 1 is applicable).
3. After landing contact Ground Control on the following frequency:

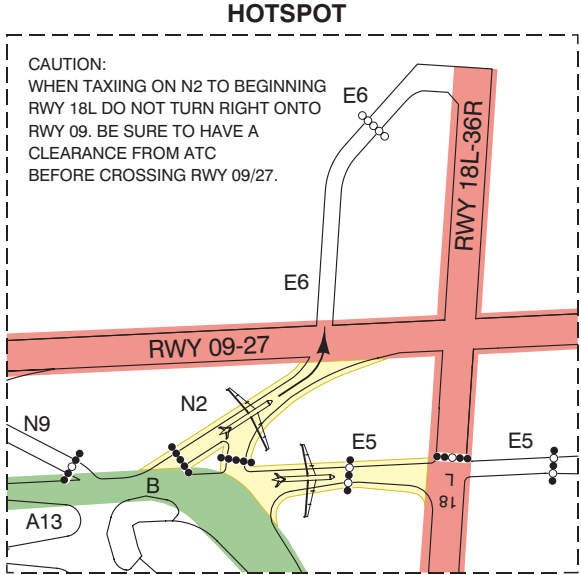
RWY	FREQ
06/24	121.700 MHz
04/22	121.800 MHz
09/27	121.800 MHz
18C/36C	121.800 MHz
18L/36R	121.800 MHz
18R	121.900 MHz



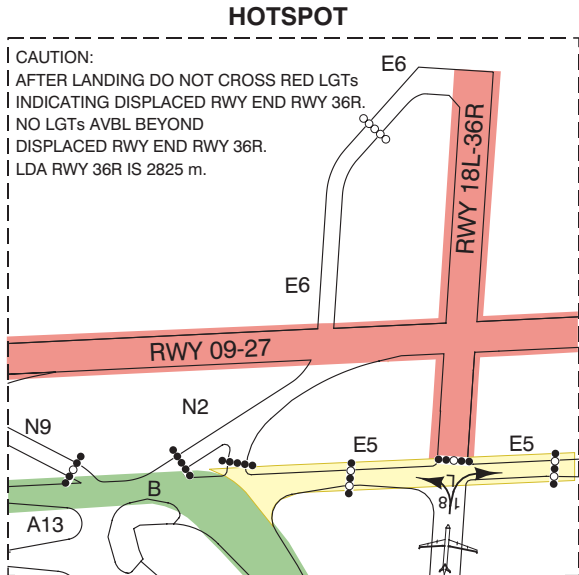
FOR TWY NAMES SEE INSET



CAUTION:
DO NOT ENTER N3 WHEN INSTRUCTED TO
TAXI VIA TWY B AT A14 OR A15 (NON STANDARD ROUTING).

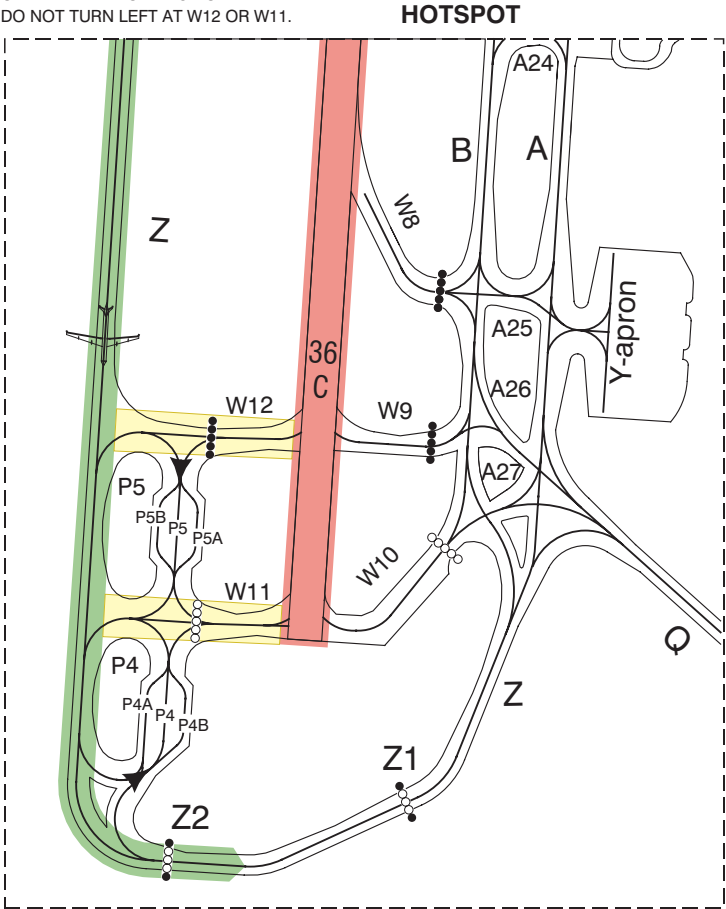


CAUTION:
WHEN TAXIING TO RWY 18L E5
DO NOT TURN ONTO N2.

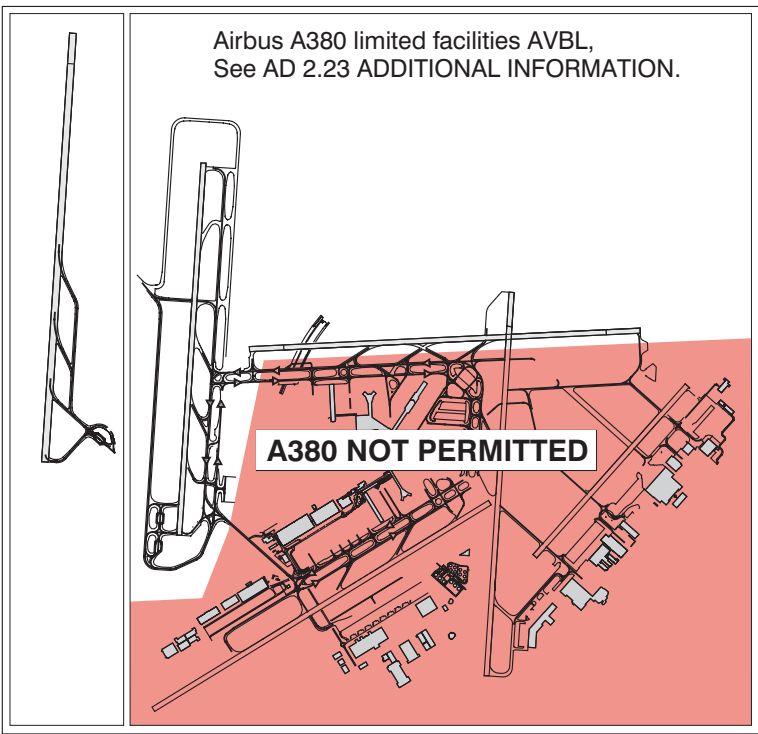


CAUTION:
AFTER LANDING DO NOT CROSS RED LGTs
INDICATING DISPLACED RWY END RWY 36R.
NO LGTs AVBL BEYOND
DISPLACED RWY END RWY 36R.
LDA RWY 36R IS 2825 m.

CAUTION:
WHEN TAXIING FROM THE NORTH
ON TWY Z VIA HOLDING POINT Z2
DO NOT TURN LEFT AT W12 OR W11.



Airbus A380 limited facilities AVBL,
See AD 2.23 ADDITIONAL INFORMATION.



NOTES :

- 1 CAUTION: No entry E1 and N9 from TWY A and B.
No entry W6 from TWY A, B and D.
- 2 R/T instruction inbound 'VIA NORTH': taxi via TWY A and Northside of airport.
R/T instruction outbound 'VIA NORTH': taxi via TWY B and Northside of airport.
R/T instruction inbound 'VIA SOUTH': taxi via TWY Q.
R/T instruction outbound 'VIA SOUTH': taxi via TWY A and Q.
- 3 Maximum wingspan TWY A between A1 and A3 limited to 65 metres.
- 4 Oversteering required for aircraft with wingspan >= 36 m.
- 5 No ATC ground control service on K-apron.
- 6 Avoid holding on the upslope between A19 and A20 to prevent backward movement of the aircraft.

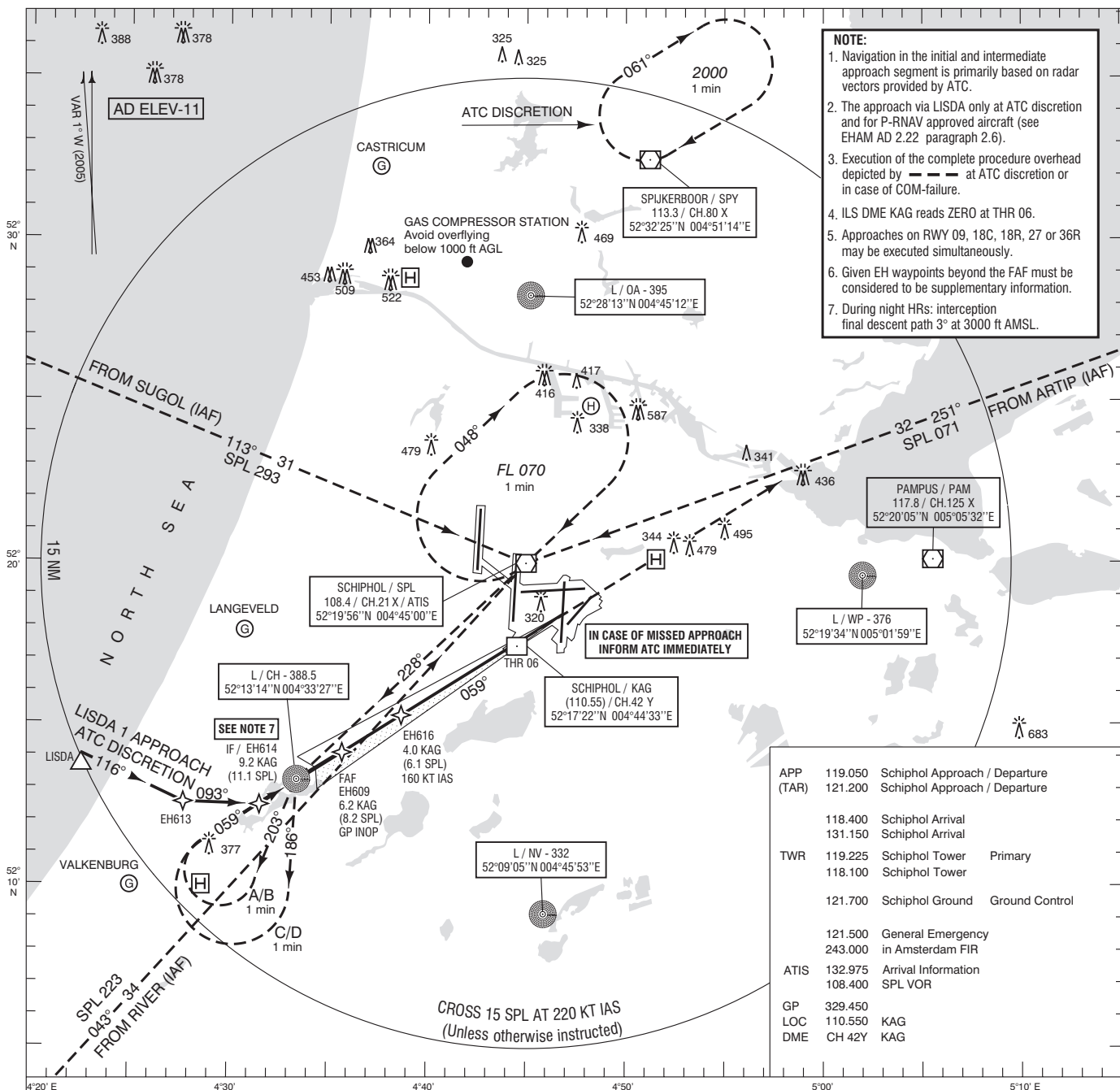
LEGEND

- H24 FIXED STOP BAR
- H24 SWITCHABLE STOP BAR
- LOW VISIBILITY PROCEDURES SWITCHABLE STOP BAR
- LOW VISIBILITY PROCEDURES FIXED STOP BAR
- SWITCHABLE STOP BAR
ONLY IN USE IN CASE OF LANDING OR DEPARTING 18C/36C
- INTERMEDIATE HOLDING POSITION
- MAX WINGSPAN 29 m
LIMITED ENTRY
- COMPULSORY TAXI ROUTING.
ALL OTHER ROUTES MAY BE USED TWO-WAY
DEPENDING ON RUNWAY COMBINATION
- HANGAR NO. 12
- FREIGHT STATION NO. III
- CROSSING VEHICLES
- NOT IN USE

HOTSPOT

- RUNWAY
- ENTRY / EXIT
- TAXIWAY

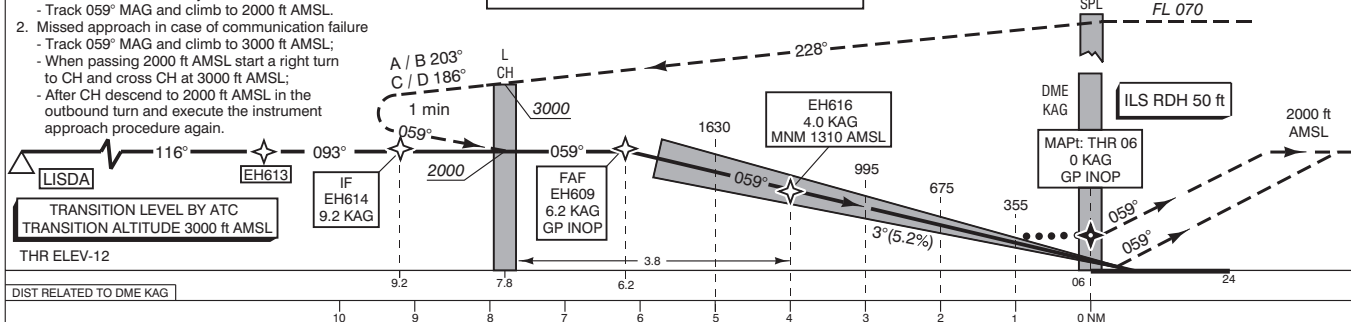
- NOTE:**
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
 2. The approach via LISDA only at ATC discretion and for P-RNAV approved aircraft (see EHAM AD 2.22 paragraph 2.6).
 3. Execution of the complete procedure overhead depicted by --- at ATC discretion or in case of COM-failure.
 4. ILS DME KAG reads ZERO at THR 06.
 5. Approaches on RWY 09, 18C, 18R, 27 or 36R may be executed simultaneously.
 6. Given EH waypoints beyond the FAF must be considered to be supplementary information.
 7. During night HRS: interception final descent path 3° at 3000 ft AMSL.



APP	119.050	Schiphol Approach / Departure
(TAR)	121.200	Schiphol Approach / Departure
	118.400	Schiphol Arrival
	131.150	Schiphol Arrival
TWR	119.225	Schiphol Tower Primary
	118.100	Schiphol Tower
	121.700	Schiphol Ground Ground Control
	121.500	General Emergency in Amsterdam FIR
ATIS	243.000	Arrival Information SPL VOR
	132.975	SPL VOR
GP	108.400	
LOC	329.450	
DME	110.550	KAG
	CH 42Y	KAG

1. Missed approach
 - Inform ATC immediately.
 - Track 059° MAG and climb to 2000 ft AMSL.
2. Missed approach in case of communication failure
 - Track 059° MAG and climb to 3000 ft AMSL;
 - When passing 2000 ft AMSL start a right turn to CH and cross CH at 3000 ft AMSL;
 - After CH descend to 2000 ft AMSL in the outbound turn and execute the instrument approach procedure again.

DO NOT DESCEND BELOW THE DESCENT PROFILE

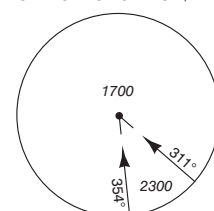


GS IN KT	100	120	140	160	180	200	220
VERTICAL SPEED	530 ft/min	635 ft/min	745 ft/min	850 ft/min	955 ft/min	1060 ft/min	1165 ft/min

OCA (OCH) ELEV THR 06 : -11.9 ft

ACFT CAT	CAT I Press Alt	CAT II Radio Alt	GP INOP MAPt: (THR)	CIRCLING*	THR 06 52°17'21"N 004°44'14"E
A	129 (141)	50		620 (630)	EH609 52°14'04"N 004°35'45"E
B	139 (151)	59		780 (790)	EH613 52°12'33"N 004°27'45"E
C	151 (163)	72		880 (890)	EH614 52°12'28"N 004°31'35"E
D	165 (177)	86		890 (900)	EH616 52°15'13"N 004°38'43"E

MSA BASED ON SPL VOR / DME



CEILING AND VISIBILITY MINIMA			* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.	BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET
TAKE-OFF	DAY:	NIGHT:		
LANDING	DAY:	NIGHT:		

- ATC may deviate from the transitions by radar vectors.
- Rejoining the transition may take place at SOKSI.
- ILS must be available.
- Given EH waypoints beyond the FAP must be considered to be supplementary information.

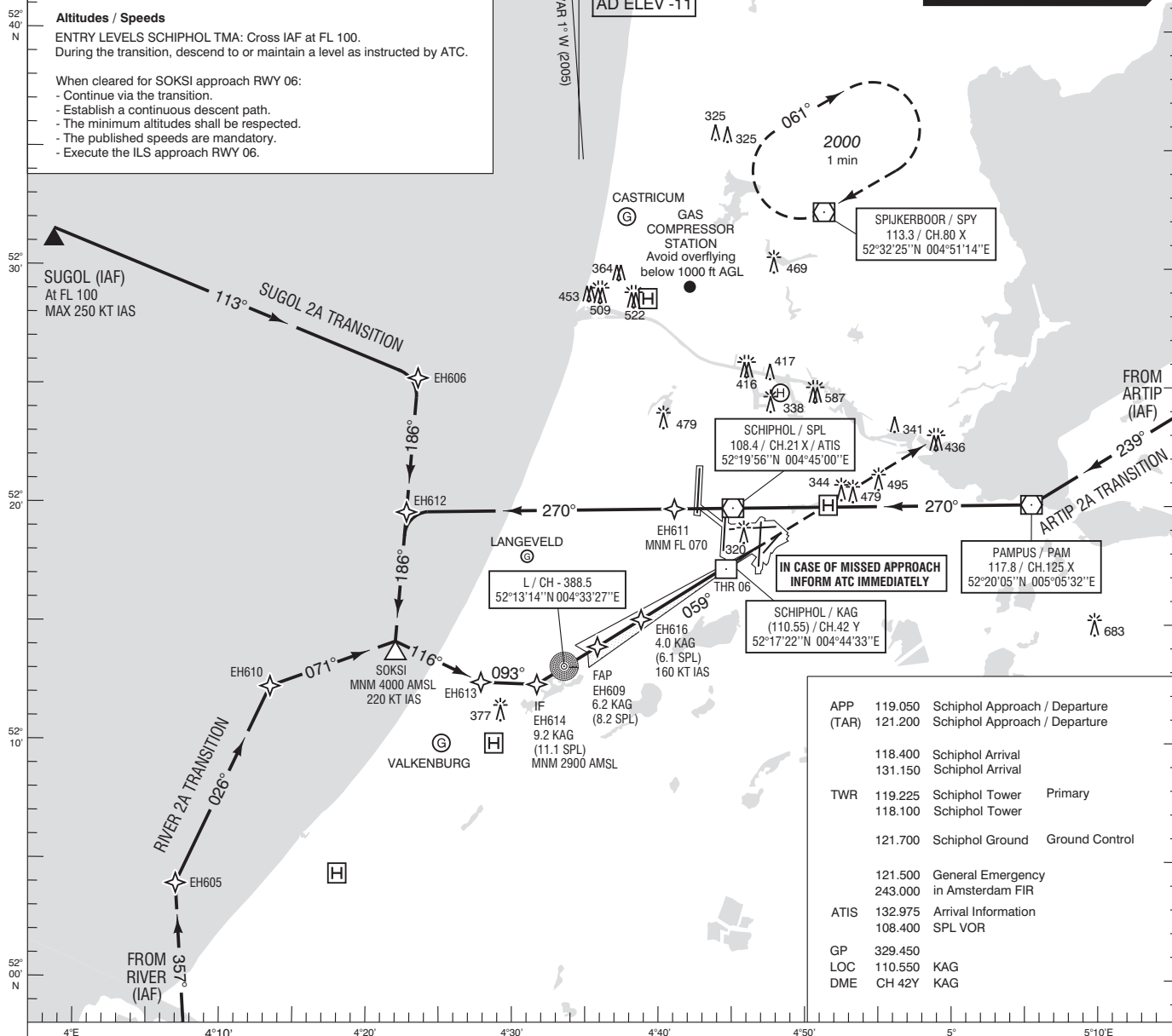
Altitudes / Speeds

ENTRY LEVELS SCHIPHOL TMA: Cross IAF at FL 100.
During the transition, descend to or maintain a level as instructed by ATC.

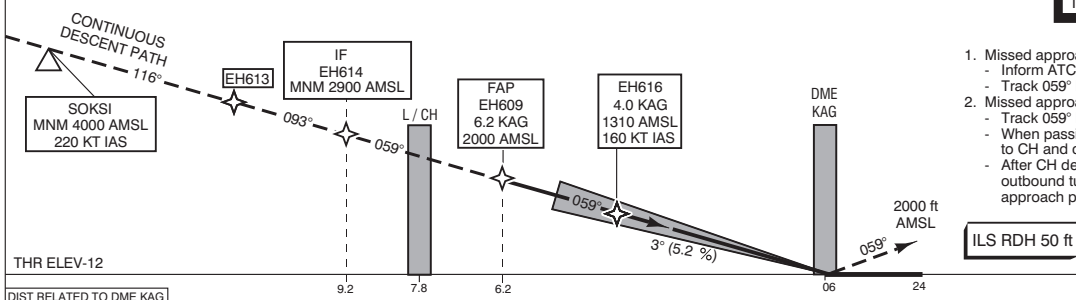
When cleared for SOKSI approach RWY 06:

- Continue via the transition.
- Establish a continuous descent path.
- The minimum altitudes shall be respected.
- The published speeds are mandatory.
- Execute the ILS approach RWY 06.

P-RNAV approval required
(see EHAM AD 2.22
paragraph 2.6)



TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 ft AMSL



1. Missed approach:
 - Inform ATC immediately.
 - Track 059° MAG and climb to 2000 ft AMSL.
2. Missed approach in case of communication failure:
 - Track 059° MAG and climb to 3000 ft AMSL;
 - When passing 2000 ft AMSL start a right turn to CH and cross CH at 3000 ft AMSL;
 - After CH descend to 2000 ft AMSL in the outbound turn and execute the instrument approach procedure again.

DIST RELATED TO DME KAG		10	9	8	7	6	5	4	3	2	1	0 NM	180	200	220
GS IN KT		100	120	140	160	180	200	220							
VERTICAL SPEED		530 ft/min	635 ft/min	745 ft/min	850 ft/min	955 ft/min	1060 ft/min	1165 ft/min							

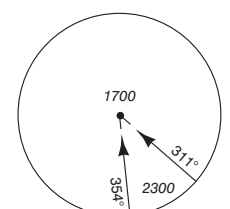
OCA(OCH) ELEV THR 06: -11.9 ft

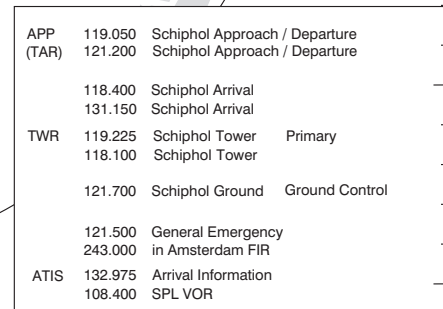
ACFT CAT	CAT I Press Alt	CAT II Radio Alt	CIRCLING*
A	129 (141)	50	620 (630)
B	139 (151)	59	780 (790)
C	151 (163)	72	880 (890)
D	165 (177)	86	890 (900)

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

THR 06 52°17'21"N 004°44'14"E
EH605 52°03'59"N 004°06'58"E
EH606 52°25'21"N 004°23'16"E
EH609 52°14'04"N 004°35'45"E
EH610 52°12'19"N 004°13'18"E
EH611 52°19'53"N 004°40'58"E
EH612 52°19'41"N 004°22'33"E
EH613 52°12'33"N 004°27'45"E
EH614 52°12'28"N 004°31'35"E
EH616 52°15'13"N 004°38'43"E

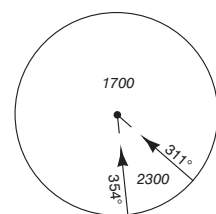
MSA BASED ON SPL VOR/DME



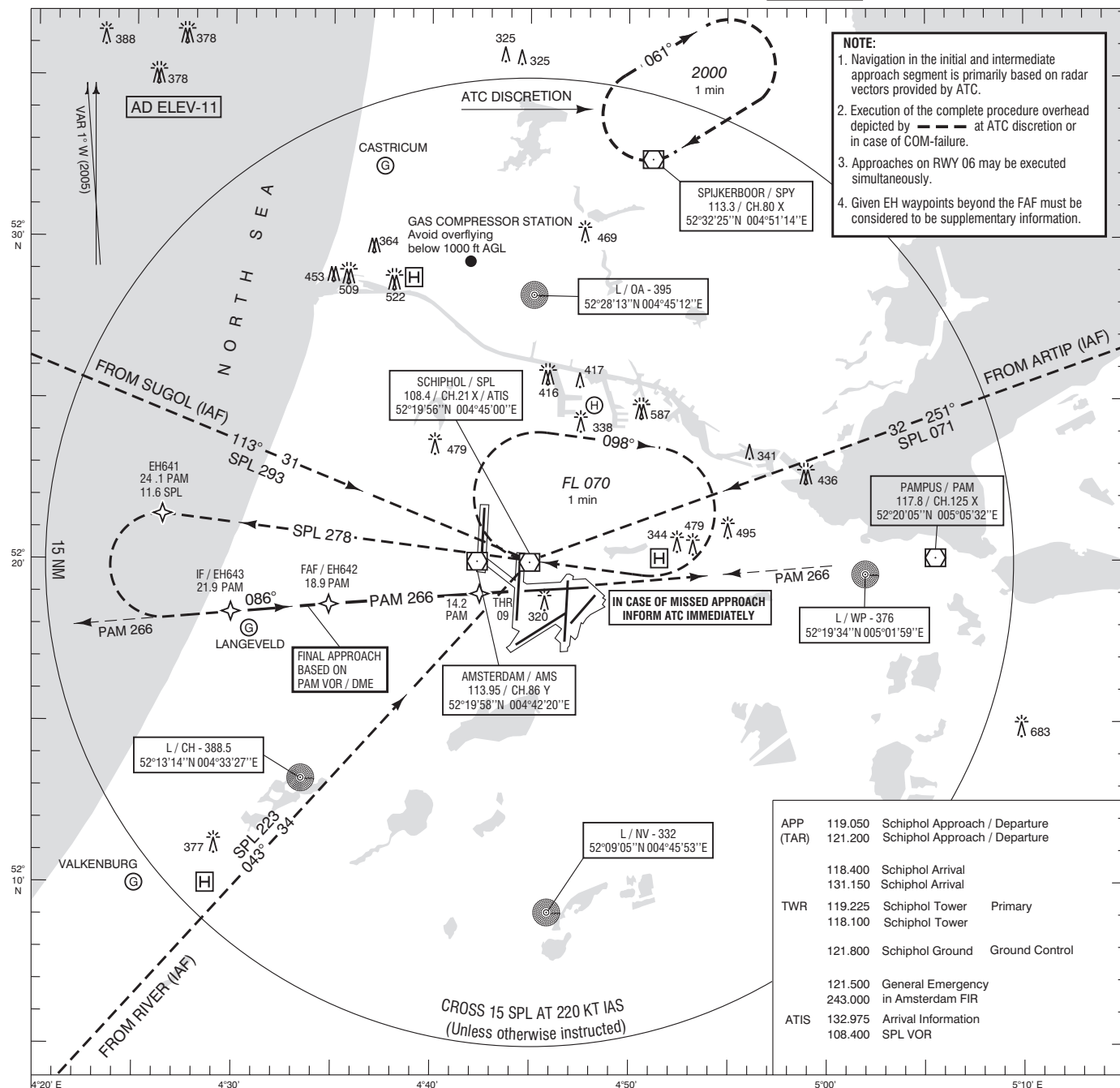


OCA (OCH) ELEV THR 06 : -11.9 ft					MSA BASED ON SPL VOR/DME
ACFT CAT	NDB / DME MAPt : THR	CIRCLING*	* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.	THR 06 52°17'21"N 004°44'14"E EH609 52°14'04"N 004°35'45"E EH614 52°12'28"N 004°31'35"E EH616 52°15'13"N 004°38'43"E	
A	570 (580)	620 (630)			
B		780 (790)			
C		880 (890)			
D		890 (900)			

CEILING AND VISIBILITY MINIMA			BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET
TAKE-OFF	DAY: NA	NIGHT: NA	
LANDING	DAY:	NIGHT:	

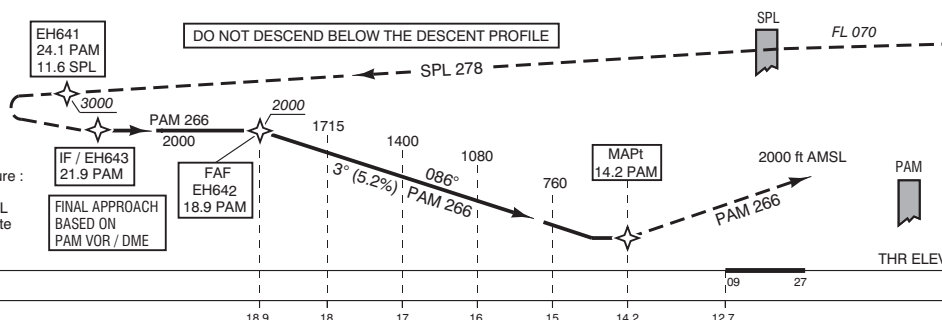


CHANGE: missed approach procedure, editorial.



TRANSITION LEVEL BY ATC TRANSITION ALTITUDE 3000 ft AMSL

- Missed approach :
- Inform ATC immediately.
- PAM 266 inbound and climb to 2000 ft AMSL.
- Missed approach in case of communication failure :
- PAM 266 inbound and climb to 3000 ft AMSL;
- At 2000 ft AMSL start a left climbing turn to SPL so as to cross SPL at 3000 ft AMSL and execute the instrument approach procedure again.



DIST RELATED TO PAM VOR / DME

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

OCA (OCH) ELEV THR 09 : -12 ft

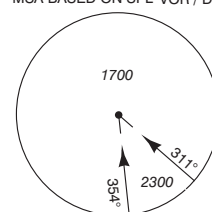
ACFT CAT	VOR / DME MAPt : 14.2 PAM	CIRCLING *	* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.
A	570 (580)	620 (630)	
B		780 (790)	
C		880 (890)	
D		890 (900)	

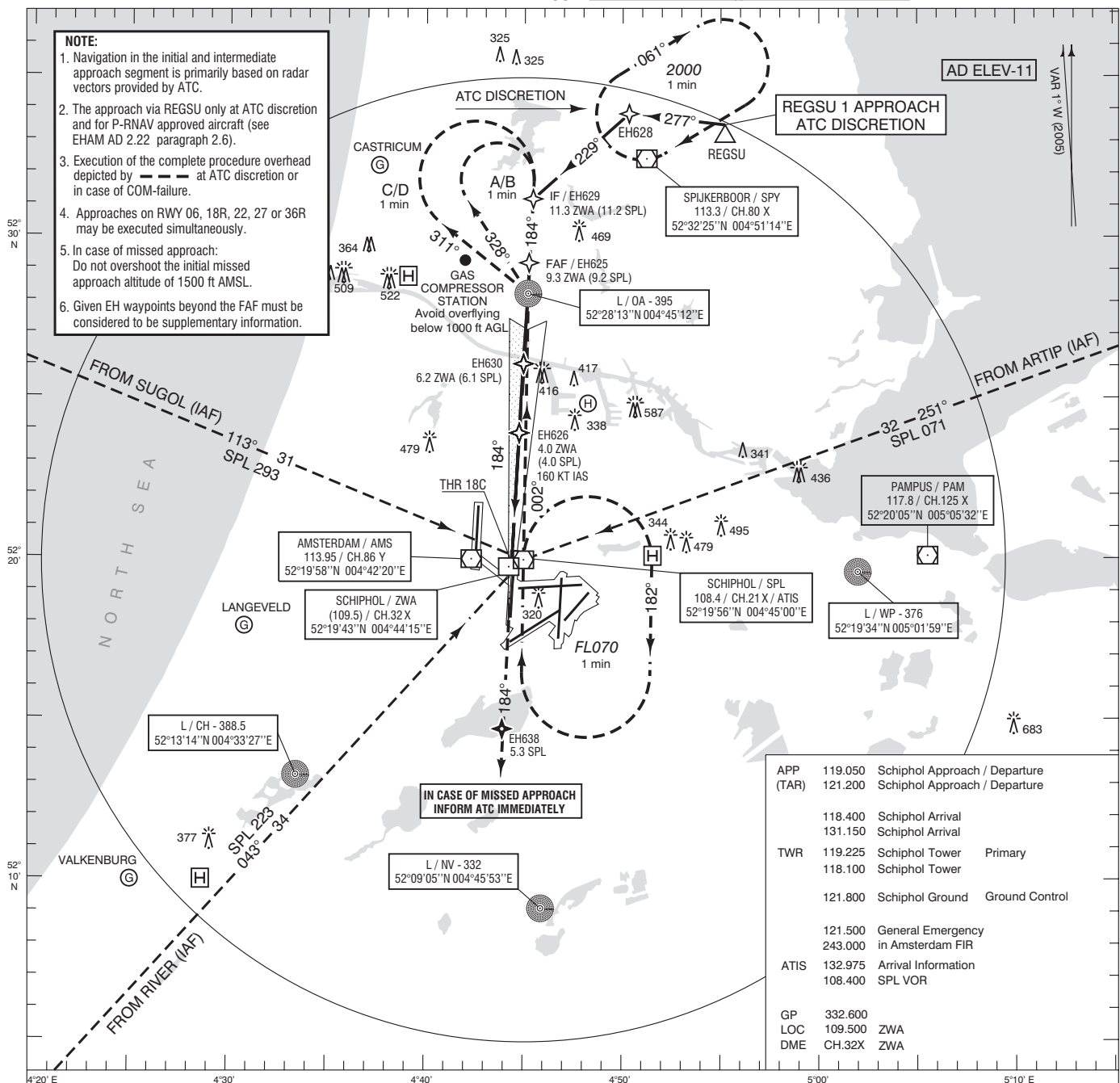
CEILING AND VISIBILITY MINIMA

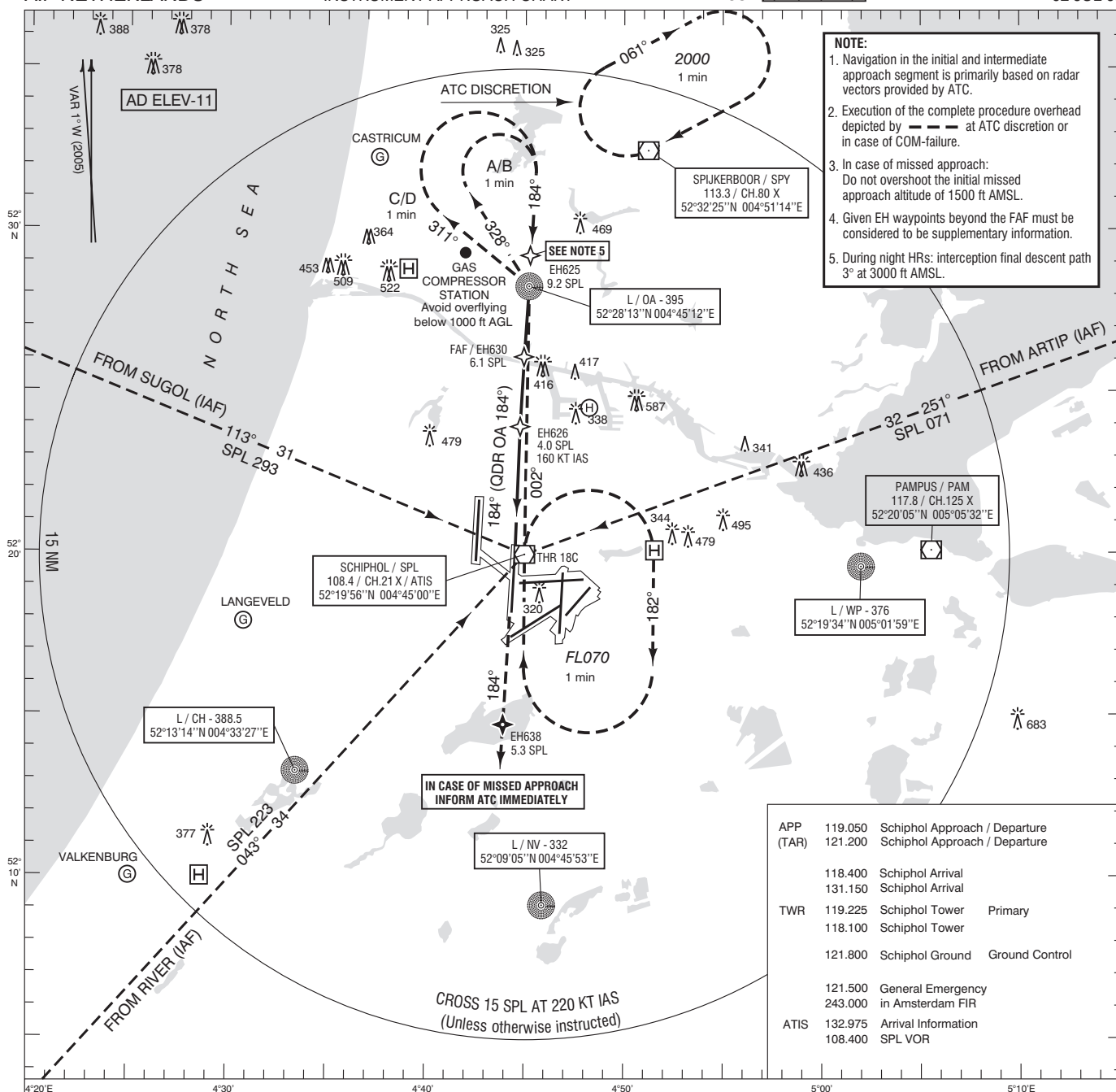
TAKE-OFF	DAY:	NA	NIGHT:	NA
LANDING	DAY:	NA	NIGHT:	NA

BEARINGS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS
IN FEET

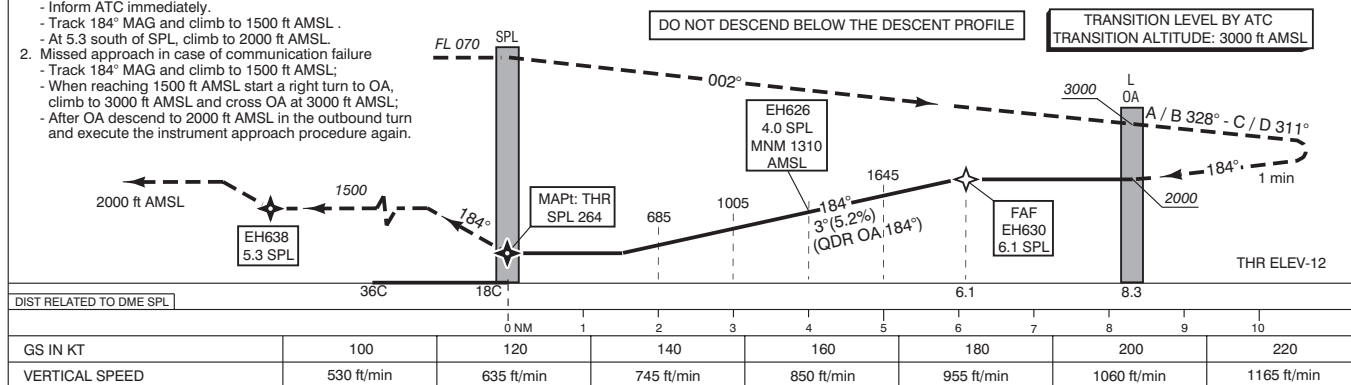
MSA BASED ON SPL VOR / DME







- Missed approach
 - Inform ATC immediately.
 - Track 184° MAG and climb to 1500 ft AMSL.
 - At 5.3 south of SPL, climb to 2000 ft AMSL.
- Missed approach in case of communication failure
 - Track 184° MAG and climb to 1500 ft AMSL.
 - When reaching 1500 ft AMSL start a right turn to OA, climb to 3000 ft AMSL and cross OA at 3000 ft AMSL.
 - After OA descend to 2000 ft AMSL in the outbound turn and execute the instrument approach procedure again.



OCA (OCH) ELEV THR 18C: -12.6 ft

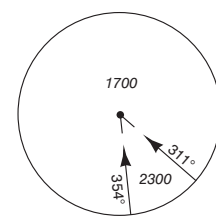
ACFT CAT	NDB / DME MAPt :THR	CIRCLING *
A	620 (630)	620 (630)
B		780 (790)
C		880 (890)
D		890 (900)
CEILING AND VISIBILITY MINIMA		
TAKE-OFF	DAY: NA	NIGHT: NA
LANDING	DAY: NA	NIGHT: NA

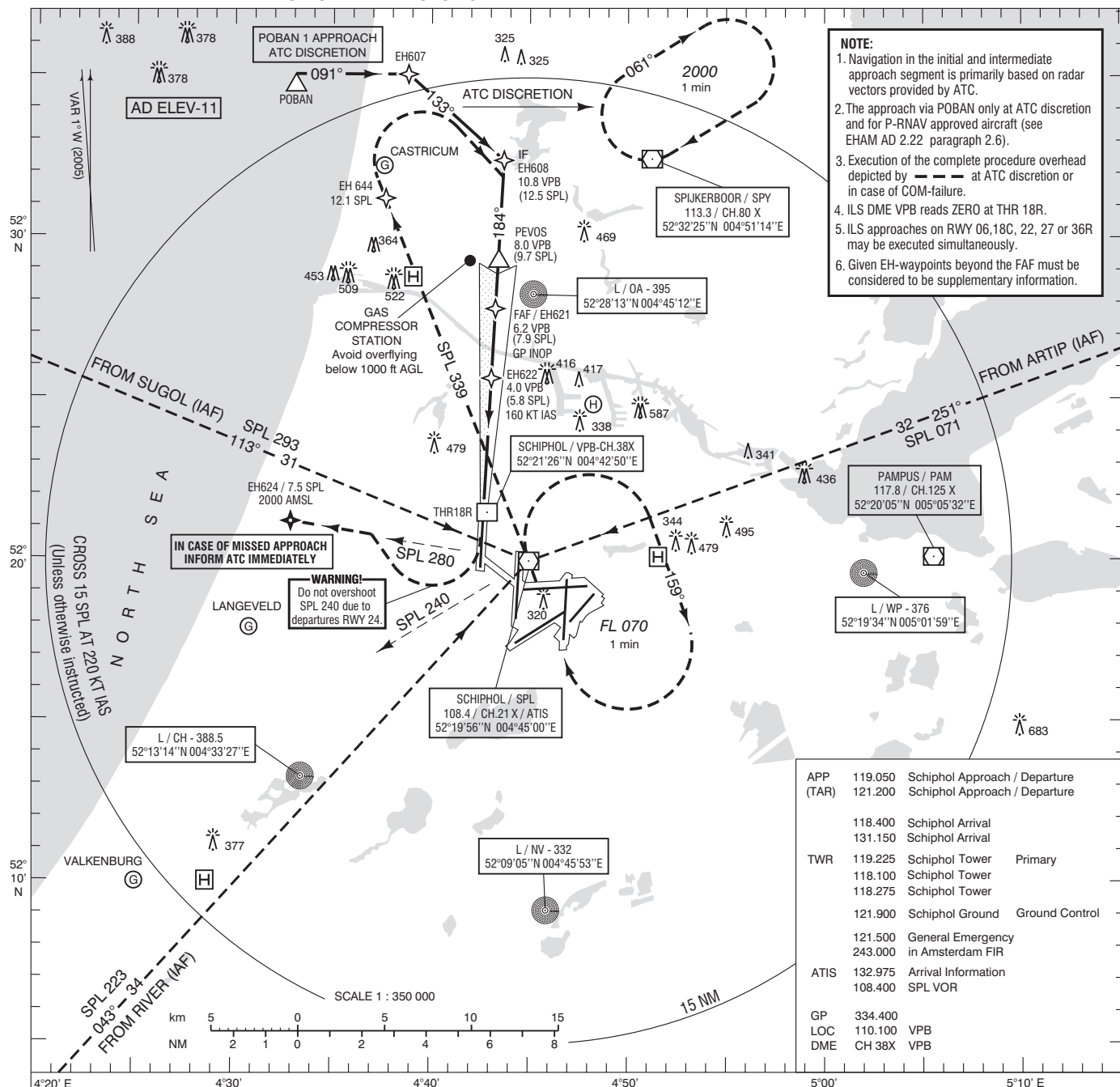
* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.

BEARINGS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS
IN FEET

THR 18C 52°19'53"N 004°44'24"E
EH625 52°29'10"N 004°45'15"E
EH626 52°23'53"N 004°44'45"E
EH630 52°26'02"N 004°44'58"E
EH638 52°14'40"N 004°43'55"E

MSA BASED ON SPL VOR / DME





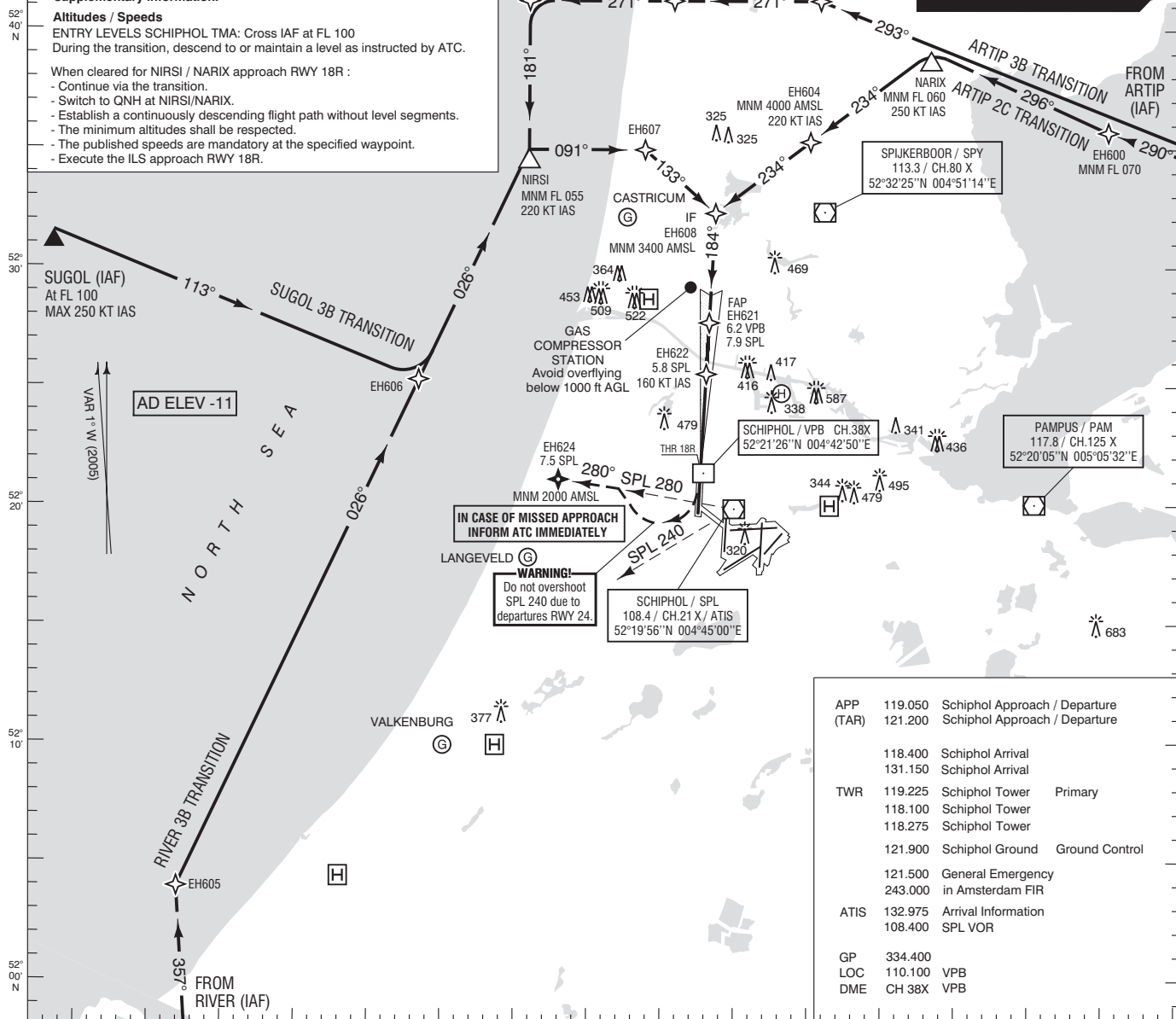
- ATC may deviate from the transitions by radar vectors.
- Rejoining the transition may take place at NIRSI.
- ILS must be available.
- ILS not equipped with markers.
- Given EH waypoints beyond the FAP must be considered to be supplementary information.

Altitudes / Speeds

ENTRY LEVELS SCHIPHOL TMA: Cross IAF at FL 100
During the transition, descend to or maintain a level as instructed by ATC.

When cleared for NIRSI / NARIX approach RWY 18R :

- Continue via the transition.
- Switch to QNH at NIRSI/NARIX.
- Establish a continuously descending flight path without level segments.
- The minimum altitudes shall be respected.
- The published speeds are mandatory at the specified waypoint.
- Execute the ILS approach RWY 18R.

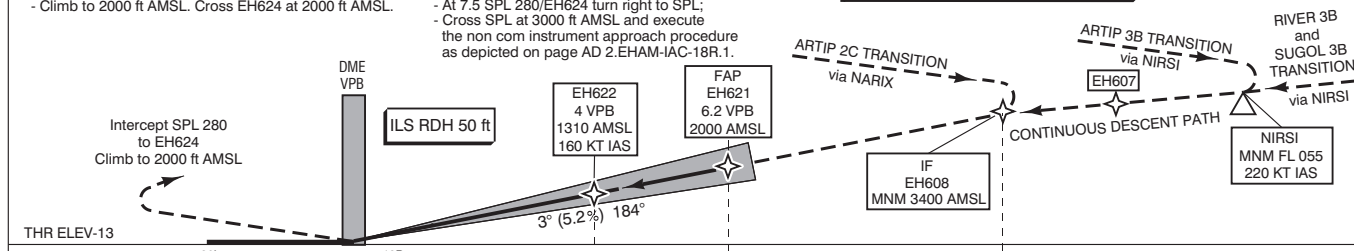


1. Missed approach:
 - Inform ATC immediately.
 - Turn right as soon as practicable to intercept SPL 280 and do not overshoot SPL 240;
 - Climb to 2000 ft AMSL. Cross EH624 at 2000 ft AMSL.

2. Missed approach in case of communication failure:
 - Turn right as soon as practicable to intercept SPL 280 and do not overshoot SPL 240;
 - Climb to 3000 ft AMSL;
 - At 7.5 SPL 280/EH624 turn right to SPL;
 - Cross SPL at 3000 ft AMSL and execute the non com instrument approach procedure as depicted on page AD 2.EHAM-IAC-18R.1.

TRANSITION LEVEL BY ATC

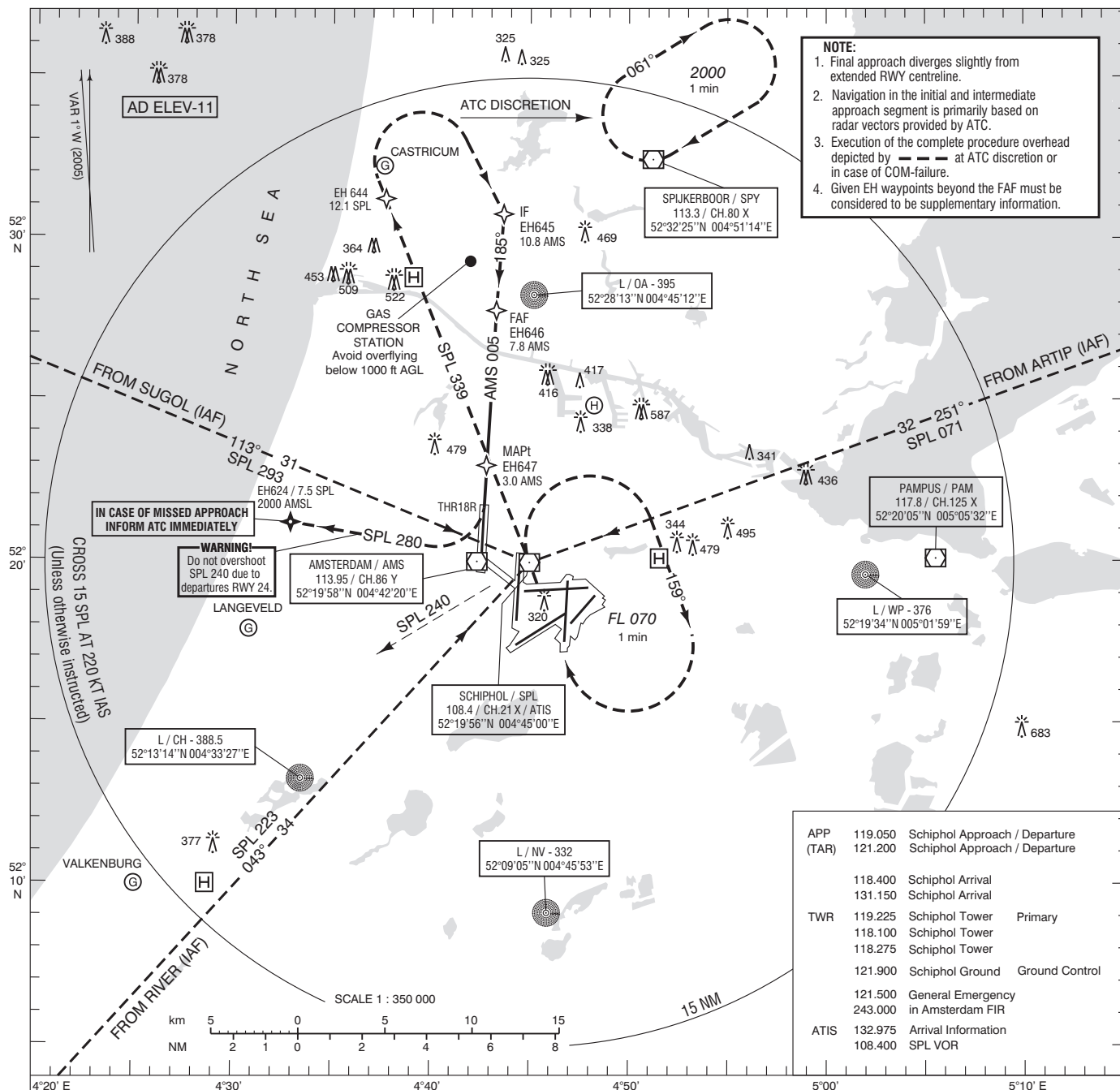
TRANSITION ALTITUDE 3000 ft AMSL



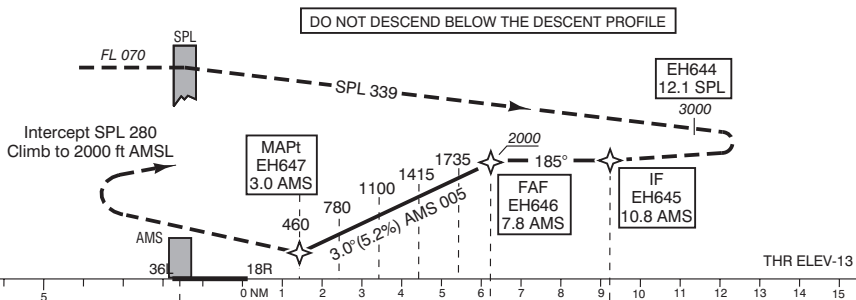
DIST RELATED TO DME VPB	36L	18R	3	4	5	6	7	8	9	10	11
GS IN KT	100	120	140	160	180	200	220				
VERTICAL SPEED	530 ft/min	635 ft/min	745 ft/min	850 ft/min	955 ft/min	1060 ft/min	1165 ft/min				

OCA (OCH) ELEV THR 18R: -13.1 ft

ACFT CAT	CAT I Press Alt	CAT II Radio Alt	CIRCLING*	* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.	THR 18R 52°21'37"N 004°42'42"E EH600 52°35'44"N 005°10'49"E EH601 52°41'17"N 004°50'57"E EH602 52°41'18"N 004°40'48"E EH603 52°41'17"N 004°30'48"E EH604 52°35'22"N 004°50'14"E EH605 52°03'59"N 004°06'58"E EH606 52°25'21"N 004°23'16"E EH607 52°35'02"N 004°38'49"E EH608 52°32'22"N 004°43'41"E EH621 52°27'46"N 004°43'16"E EH622 52°25'36"N 004°43'04"E EH624 52°21'10"N 004°32'55"E	MSA BASED ON SPL VOR/DME 
A	129 (142)	50	620 (630)			
B	138 (151)	60	780 (790)			
C	152 (165)	73	880 (890)			
D	165 (178)	89	890 (900)			
DL	168 (181)	96				
CEILING AND VISIBILITY MINIMA				BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET		
TAKE-OFF	DAY:	NA	NIGHT:			NA
LANDING	DAY:		NIGHT:			



- Missed approach
 - Inform ATC immediately.
 - At MAPt turn right to intercept SPL 280 and do not overshoot SPL 240.
 - Climb to 2000 ft AMSL. Cross 7.5 SPL at 2000 ft AMSL.
- Missed approach in case of communication failure
 - Turn right as soon as practicable to intercept SPL 280 and do not overshoot SPL 240.
 - Climb to 3000 ft AMSL.
 - At 7.5 SPL 280/EH624 turn right to SPL.
 - Cross SPL at 3000 ft and execute the instrument approach procedure again.



DIST RELATED TO AMS VOR/DME	100	120	140	160	180	200	220
GS IN KT	530 ft/min	635 ft/min	745 ft/min	850 ft/min	955 ft/min	1060 ft/min	1165 ft/min
VERTICAL SPEED							

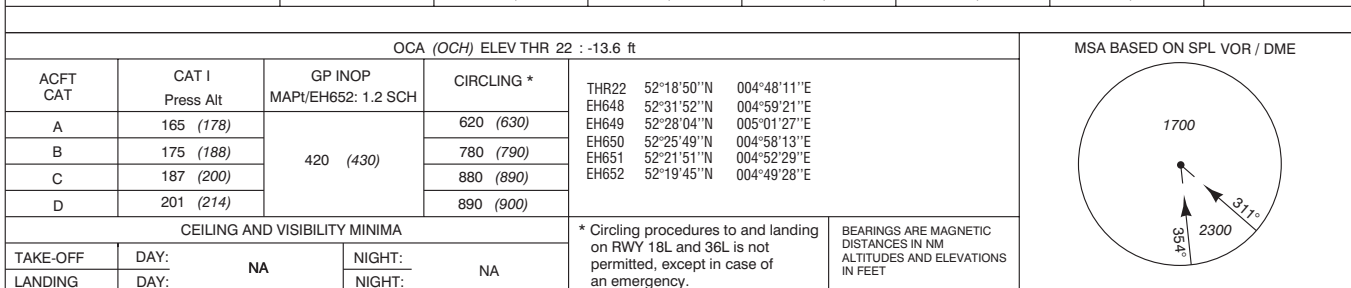
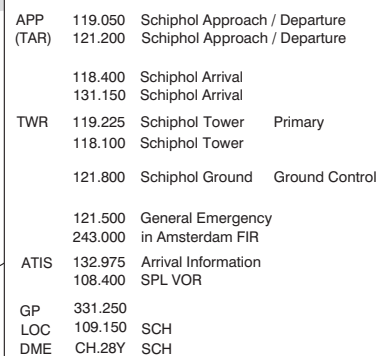
OCA (OCH) ELEV THR 18R:-13.1 ft

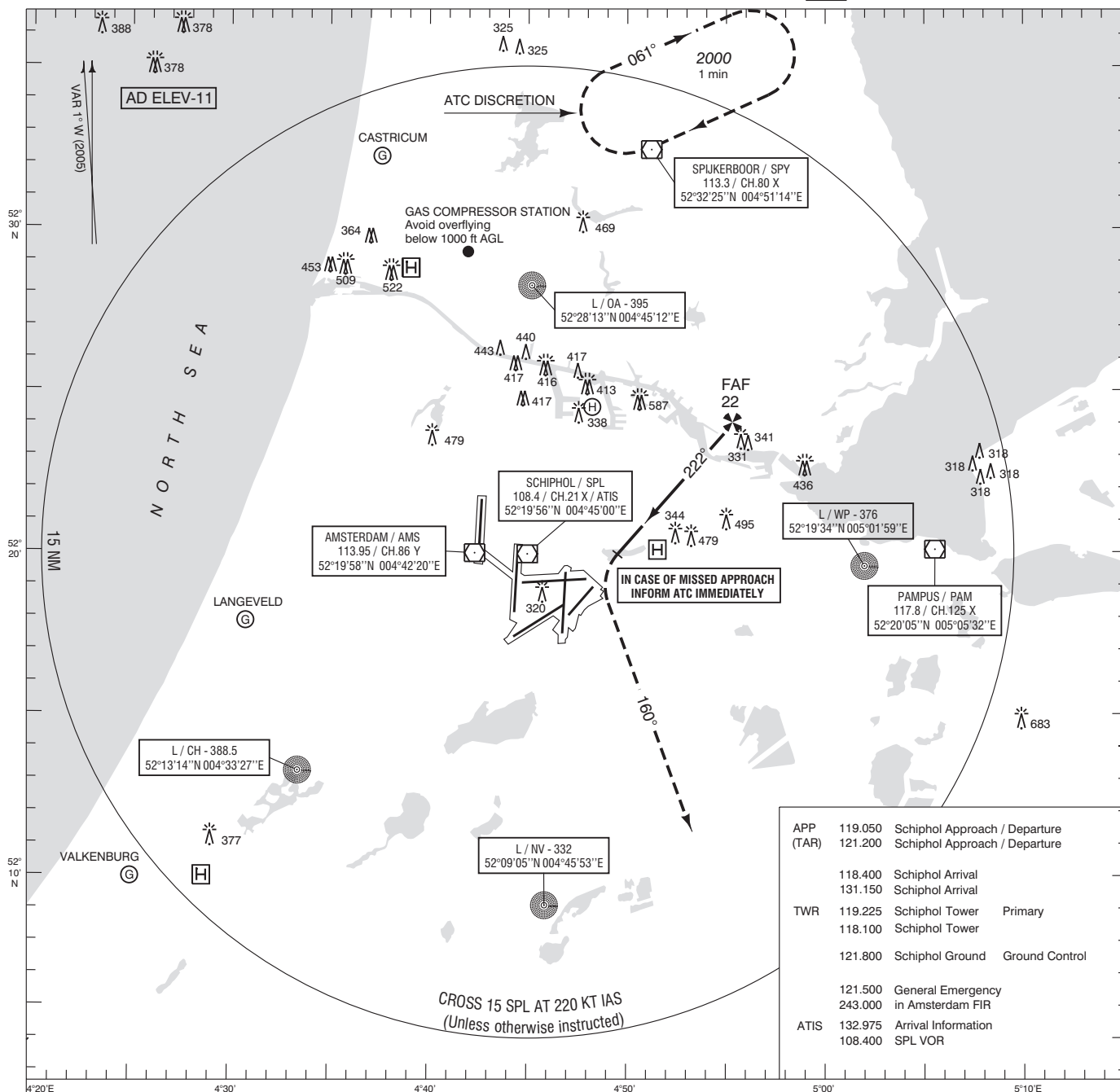
ACFT CAT	VOR / DME MAPt: 3.0 AMS	CIRCLING*	* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.	THR18R 52°21'37"N 004°42'42"E EH624 52°21'10"N 004°32'55"E EH644 52°31'11"N 004°37'41"E EH645 52°30'45"N 004°43'41"E EH646 52°27'46"N 004°43'19"E EH647 52°22'57"N 004°42'43"E	MSA BASED ON SPL VOR / DME 
A	690 (710)	620 (630)			
B		780 (790)			
C		880 (890)			
D		890 (900)			
CEILING AND VISIBILITY MINIMA				BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET	
TAKE-OFF	DAY:	NA	NIGHT:		NA
LANDING	DAY:		NIGHT:		



-
- Intercept SPL 280
Climb to 2000 ft AMSL
- DO NOT DESCEND BELOW THE DESCENT PROFILE
GIVEN ALTITUDES TO BE CONSIDERED AS MNM ALT
- TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 ft AMSL
- TERMINATING
1.5 NM FROM
TOUCHDOWN
- MAPt 450 600 900 1200 1500 1800 2000 FAF
- TOUCHDOWN
- DESCENT GRADIENT
300 ft / NM -2.83° -4.9%
- THR ELEV: 1000

OCA (OCH) ELEV THR 18R : -13.1 ft				MSA BASED ON SPL VOR / DME
RWY	18R			
ELEV	-13			
OCA	450			
OCH	460			
MAPt	1.5 NM FROM TOUCHDOWN			
CIRCLING *	A : 620 (630)	B : 780 (790)	C : 880 (890)	D : 890 (900)
CEILING AND VISIBILITY MINIMA				* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency. BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET
TAKE-OFF	DAY:	NA		
LANDING	NIGHT:	NA		



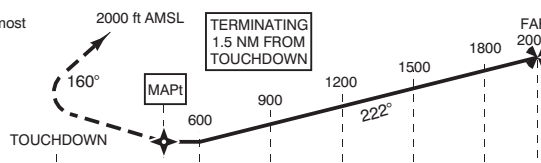


- Missed approach:
 - Inform ATC immediately.
 - At MAPt turn left to track 160° MAG as soon as practicable and climb to 2000 ft AMSL.
- Missed approach in case of communication failure:
 - At MAPt turn left to track 160° MAG as soon as practicable and climb to 3000 ft AMSL.
 - At 2000 ft AMSL start a left climbing turn to SPL so as to cross SPL at 3000 ft AMSL and hold or execute the most suitable instrument approach procedure.

DO NOT DESCEND BELOW THE DESCENT PROFILE
GIVEN ALTITUDES TO BE CONSIDERED AS MNM ALT

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 ft AMSL

THR ELEV - 14



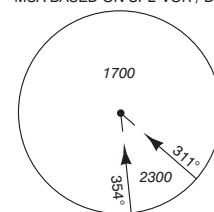
DESCENT GRADIENT
300 ft / NM - 2.83° - 4.9%

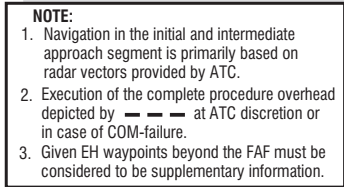
DIST RELATED TO : TOUCHDOWN	04	22	1.5	2	3	4	5	6	7	8	9	10	11	12
GS IN KT	60	80	100	120	140	160	180							
VERTICAL SPEED	300 ft/min	400 ft/min	500 ft/min	600 ft/min	700 ft/min	800 ft/min	900 ft/min							

OCA (OCH) ELEV THR 22 : -13.6 ft

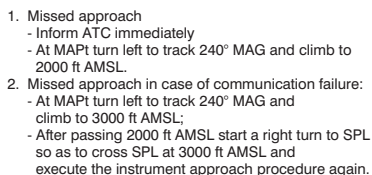
RWY	22	* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.			
ELEV	- 14				
OCA	570				
OCH	580				
MAPt	1.5 NM FROM TOUCHDOWN				
CIRCLING *	A : 620 (630)	B : 780 (790)	C : 880 (890)	D : 890 (900)	
CEILING AND VISIBILITY MINIMA					BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET
TAKE-OFF	DAY:	NA	NIGHT:	NA	
LANDING	DAY:	NA	NIGHT:	NA	

MSA BASED ON SPL VOR / DME



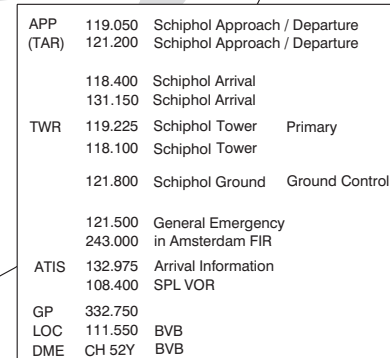


APP (TAR)	119.050	Schiphol Approach / Departure	
	121.200	Schiphol Approach / Departure	
TWR	118.400	Schiphol Arrival	
	131.150	Schiphol Arrival	
	119.225	Schiphol Tower	Primary
	118.100	Schiphol Tower	
	121.700	Schiphol Ground	Ground Control
ATIS	121.500	General Emergency	
	243.000	in Amsterdam FIR	
	132.975	Arrival Information	
	108.400	SPL VOR	



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

OCA (OCH) ELEV THR 24 : -11 ft				MSA BASED ON SPL VOR / DME	
ACFT CAT	VOR / DME - CIRCLING 24* MAPt / EH654: 8.9 PAM	* For circling to other RWYs mentioned OCA/H must be respected. * Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.	THR 24	52°18'16"N	004°46'39"E
A	1000 (1010)		EH654	52°19'42"N	004°51'02"E
B			EH655	52°19'50"N	004°56'01"E
C					
D					
CEILING AND VISIBILITY MINIMA			BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET		
TAKE-OFF	DAY: NA	NIGHT: NA			
LANDING	DAY: 1100 ft / 6000m	NIGHT: 1100 ft / 6000m			

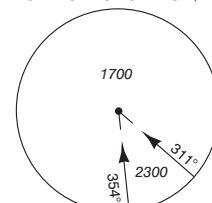


DO NOT DESCEND BELOW THE DESCENT PROFILE

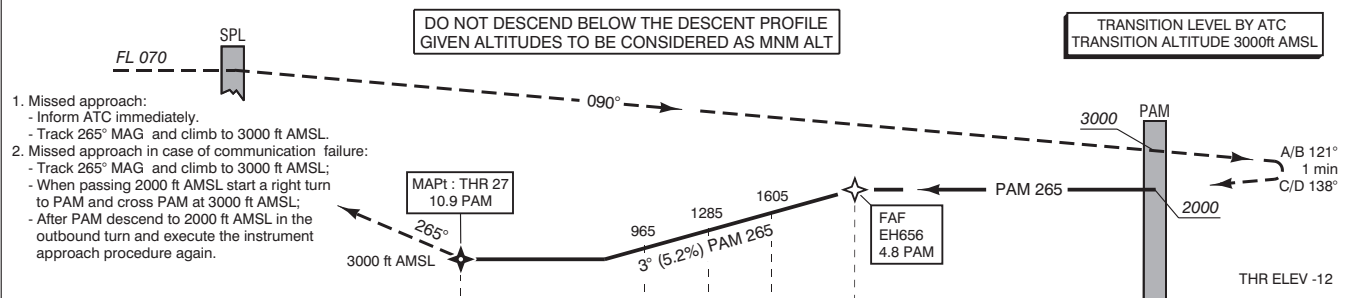
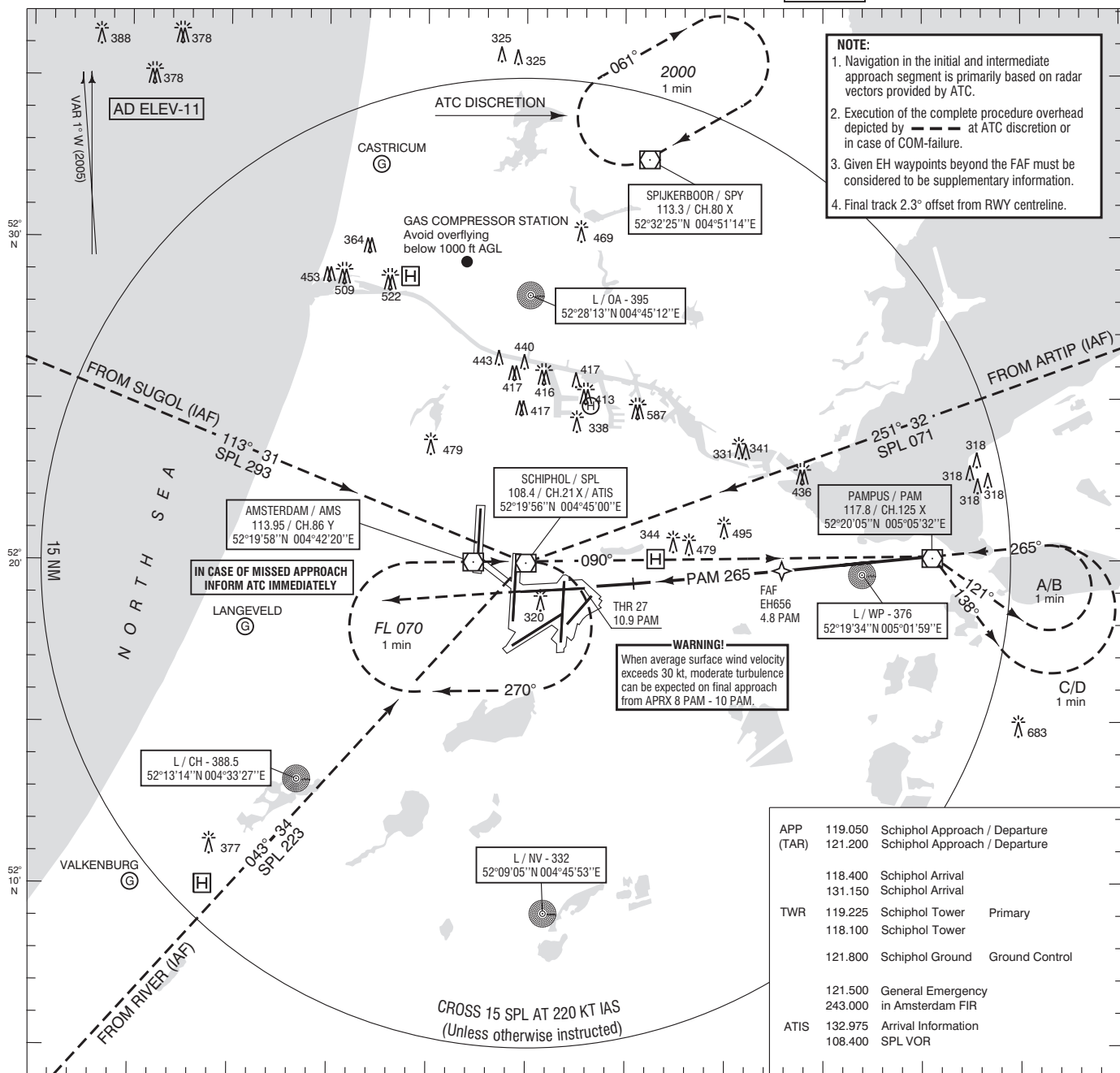
-
- The profile view diagram illustrates the approach path for THR ELEV-12. Key features include:
- FL070**: Initial altitude at the start of the profile.
 - SPL**: Start of Profile point.
 - ILS RDH 50 ft**: Instrument Landing System Reference Height.
 - 3000 ft AMSL**: Altitude Above Mean Sea Level at the start of the descent.
 - MAPt: THR 27**: Map Point at the threshold, showing **0 BVB GP INOP**.
 - E640 4.0 BVB MNM 1310 AMSL**: Enroute fix with Minimum Navigation Capability.
 - 995**: Altitude at the enroute fix.
 - 3° (5.2%)**: Descent gradient from the enroute fix to the MAPt.
 - 1630**: Altitude at the FAF.
 - FAF E639 6.2 BVB GP INOP**: Final Approach Fix with Barometric Vertical Guidance.
 - L WP**: Landing Waypoint.
 - 093°**: Heading from SPL to L WP.
 - 268°**: Heading from MAPt to FAF.
 - 268°**: Heading from FAF to L WP.
 - A/B 124° 1 min C/D 141°**: Arrival and Departure headings and times.
 - 3000** and **2000**: Altitudes relative to the L WP.
 - d turn again.**: Instruction to turn again after the initial turn.

DIST RELATED TO DME BVB

OCA (OCH) ELEV THR 27: -12.1 ft

MSA BASED ON SPL VOR / DME

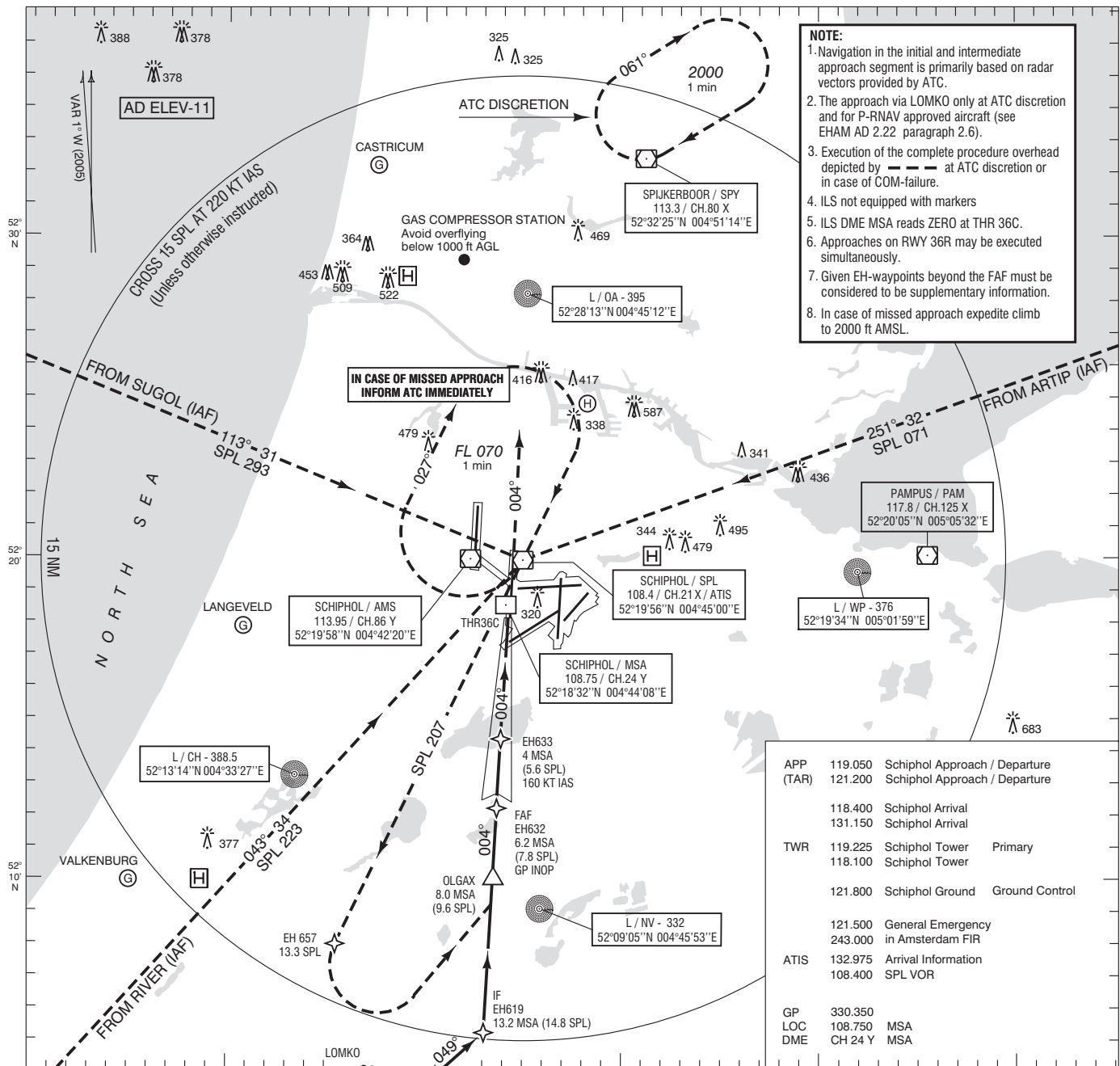
BEARINGS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS
IN FEET



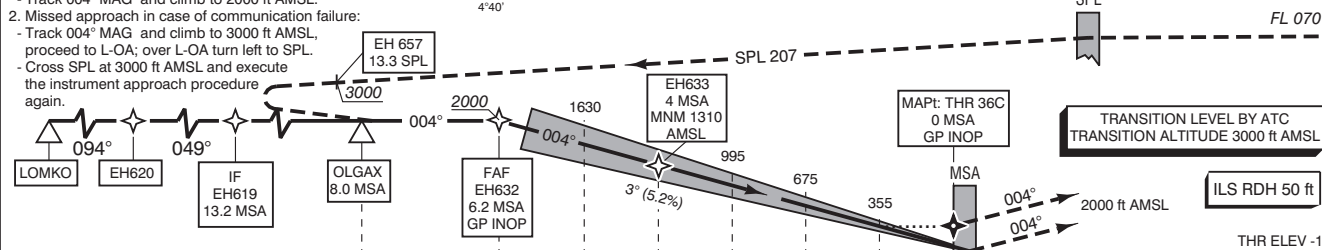
DIST RELATED TO PAM VOR/DME	13	12	11	10	9	8	7	6	5	4	3	2	1	0 NM
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GS IN KT	100	120	140	160	180	200	220
VERTICAL SPEED	530 ft/min	635 ft/min	745 ft/min	850 ft/min	955 ft/min	1060 ft/min	1165 ft/min

OCA (OCH) ELEV THR 27: -12.1 ft					MSA BASED ON SPL VOR/DME		
	VOR/DME MAPt (THR)	CIRCLING *	* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.	THR 27	52°19'06"N	004°47'49"E	
A	730 (740)	620 (630)		EH656	52°19'38"N	004°57'49"E	
B		780 (790)					
C		880 (890)					
D		890 (900)					
CEILING AND VISIBILITY MINIMA				BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET			
TAKE-OFF	DAY:	NA	NIGHT:				NA
LANDING	DAY:		NIGHT:				



- Missed approach:
 - Inform ATC immediately.
 - Track 004° MAG and climb to 2000 ft AMSL.
- Missed approach in case of communication failure:
 - Track 004° MAG and climb to 3000 ft AMSL, proceed to L-0A; over L-0A turn left to SPL.
 - Cross SPL at 3000 ft AMSL and execute the instrument approach procedure again.



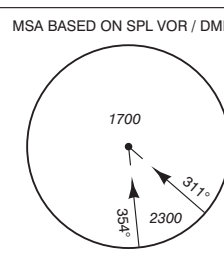
DIST RELATED TO ILS DME MSA	8	7	6	5	4	3	2	1	0	18C
-----------------------------	---	---	---	---	---	---	---	---	---	-----

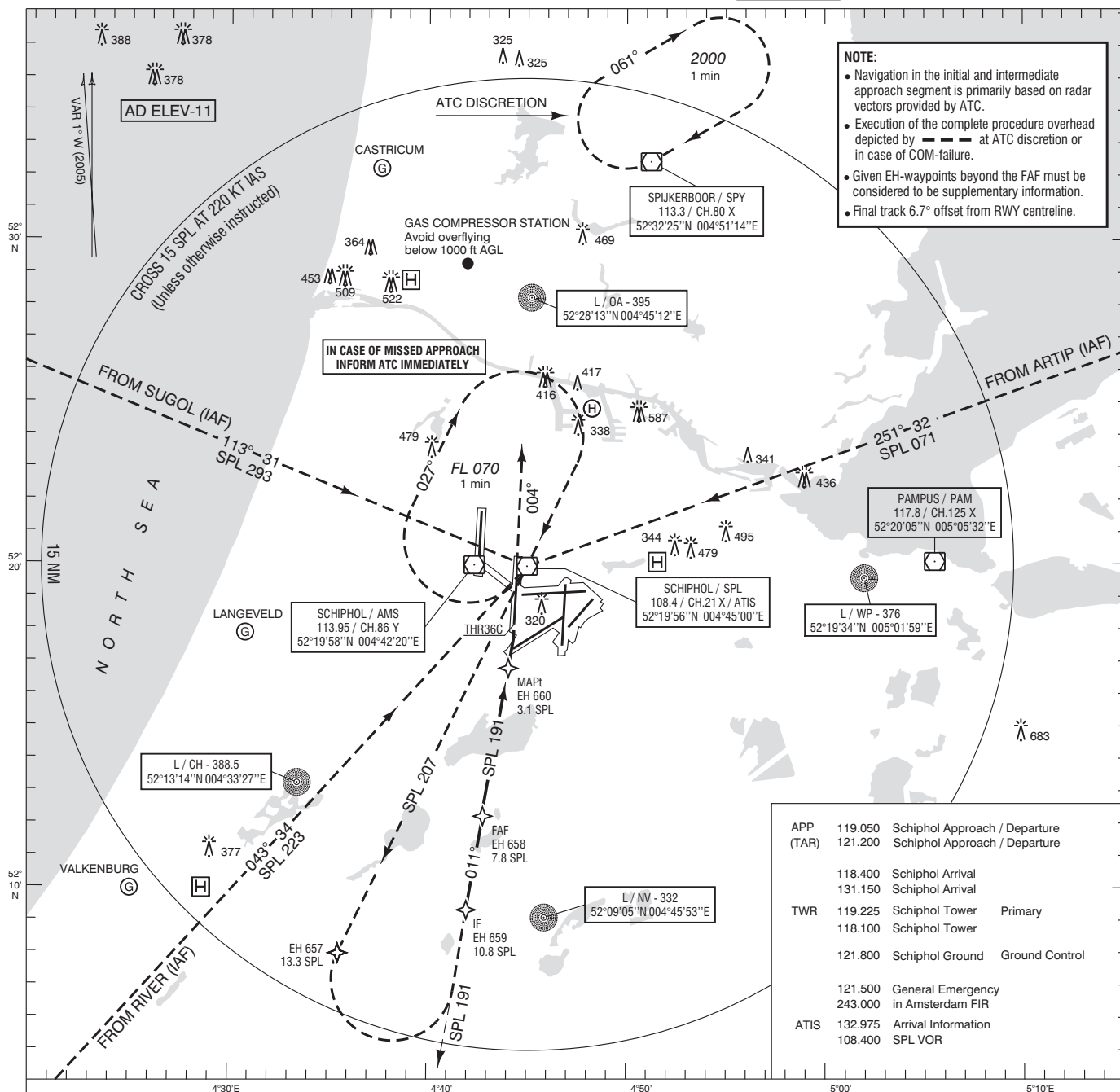
GS IN KT	100	120	140	160	180	200	220
TIME AND VERTICAL SPEED	530 ft/min	635 ft/min	745 ft/min	850 ft/min	955 ft/min	1060 ft/min	1165 ft/min

OCA (OCH) ELEV THR 36C: - 12 ft

ACFT CAT	CAT I Press Alt	CAT II Radio Alt	GP INOP MAPt: THR 36C	CIRCLING *	THR36C	EH619	EH620	EH632	EH633	EH657
A	130 (142)	53		620 (630)	52°18'21"N	004°44'16"E	52°05'14"N	004°43'04"E	52°03'54"N	004°40'39"E
B	139 (151)	63		780 (790)	52°12'12"N	004°43'42"E	52°07'59"N	004°35'32"E		
C	153 (165)	76		880 (890)						
D	166 (178)	89		890 (900)						
DL	169 (181)	96								

CEILING AND VISIBILITY MINIMA			* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.		BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET	
TAKE-OFF	DAY:	NA	NIGHT:	NA		
LANDING	DAY:	NA	NIGHT:	NA		

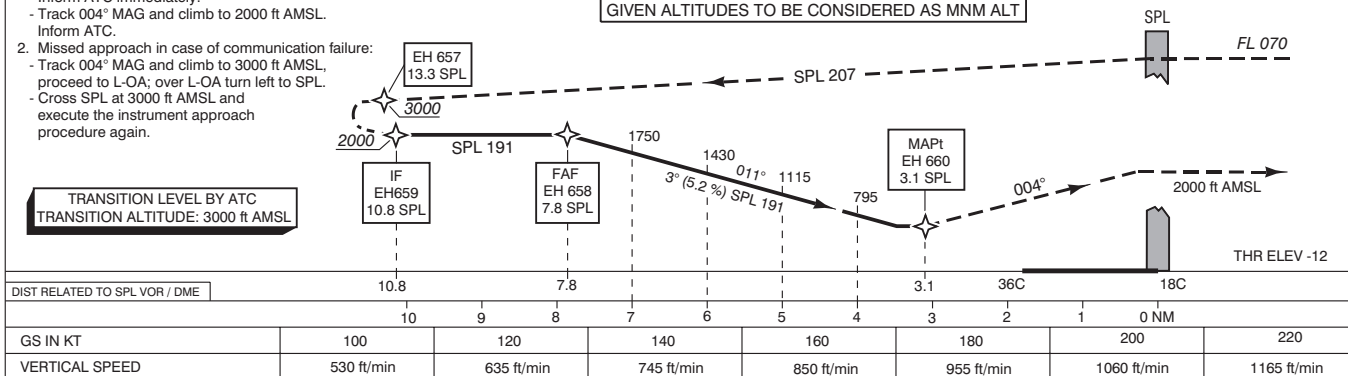




1. Missed approach:
 - Inform ATC immediately.
 - Track 004° MAG and climb to 2000 ft AMSL. Inform ATC.
2. Missed approach in case of communication failure:
 - Track 004° MAG and climb to 3000 ft AMSL, proceed to L-OA; over L-OA turn left to SPL.
 - Cross SPL at 3000 ft AMSL and execute the instrument approach procedure again.

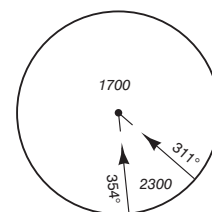
DO NOT DESCEND BELOW THE DESCENT PROFILE
GIVEN ALTITUDES TO BE CONSIDERED AS MNM ALT

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE: 3000 ft AMSL



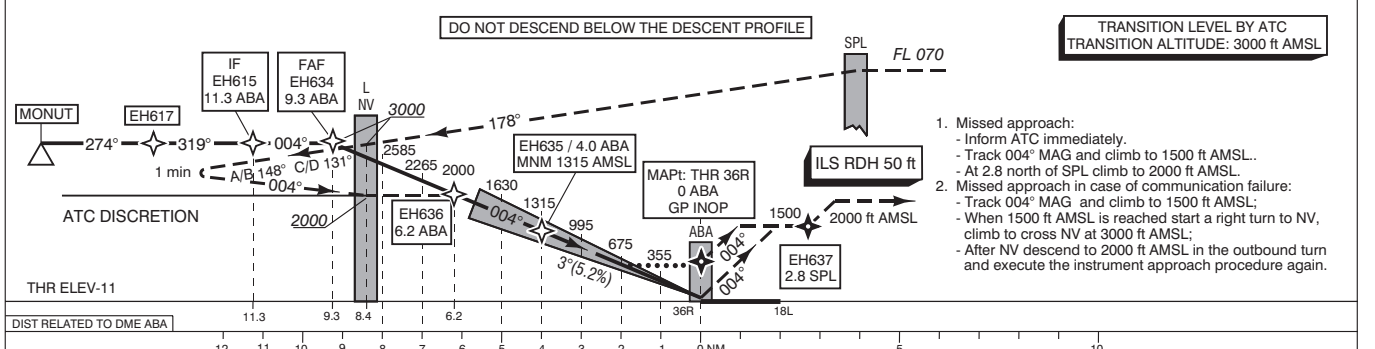
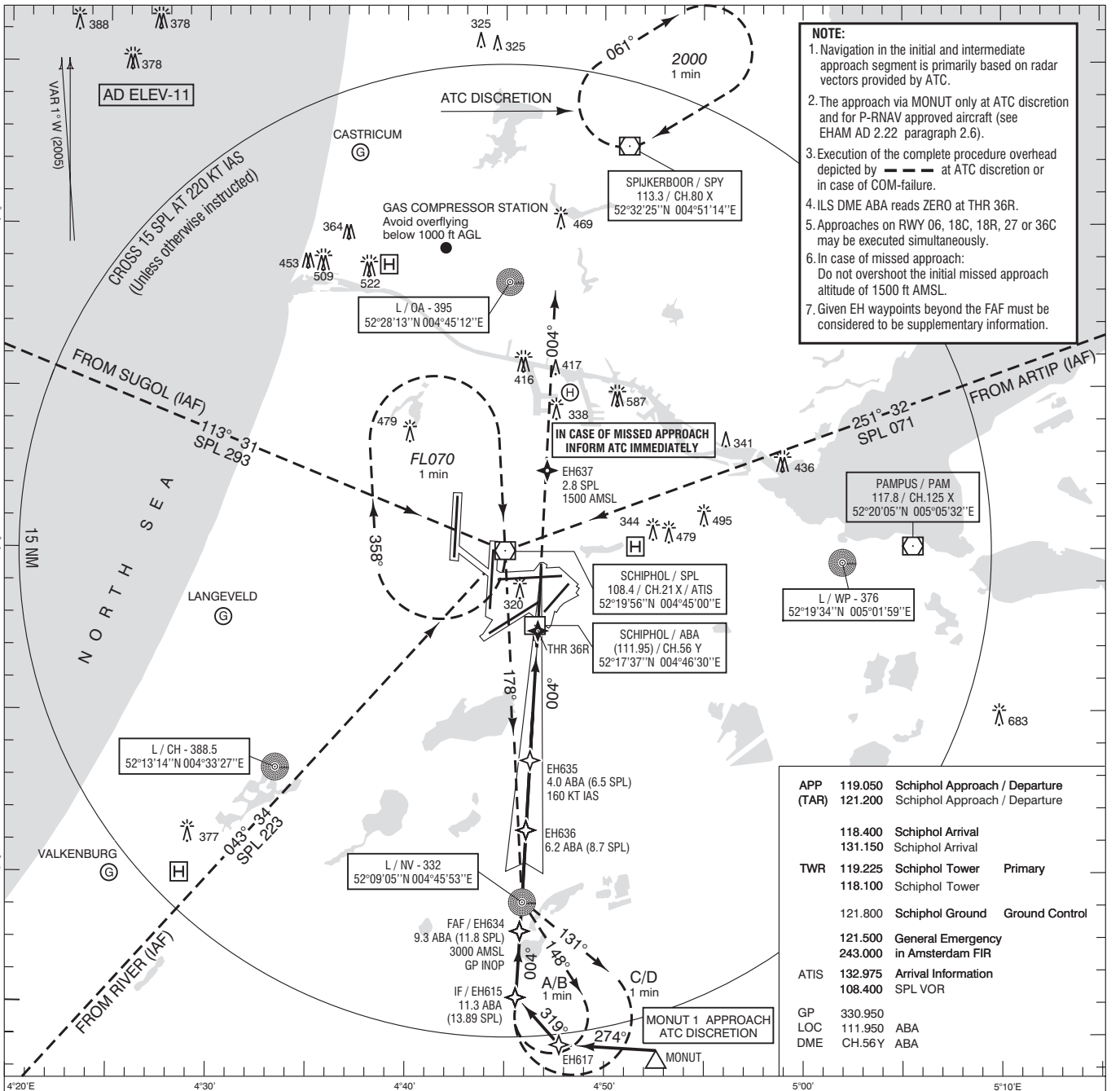
OCA (OCH) ELEV THR 36C :- 12 ft					MSA BASED ON SPL VOR / DME 	
ACFT CAT	VOR / DME MAPt : 3.1 SPL	CIRCLING *	* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.	THR36C 52°18'21"N 004°44'16"E EH657 52°07'59"N 004°35'32"E EH658 52°12'16"N 004°42'48"E EH659 52°09'19"N 004°41'58"E EH660 52°16'54"N 004°44'07"E		
A	570 (580)	620 (630)				
B		780 (790)				
C		880 (890)				
D		890 (900)				
CEILING AND VISIBILITY MINIMA			BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET			
TAKE-OFF	DAY : NA	NIGHT : NA				
LANDING	DAY : NA	NIGHT : NA				

MSA BASED ON SPL VOR / DME



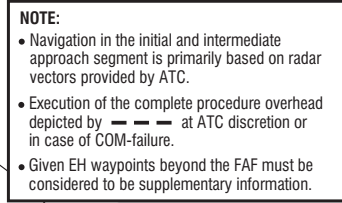
- NOTE:**
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
 2. The approach via MONUT only at ATC discretion and for P-RNAV approved aircraft (see EHAM AD 2.22 paragraph 2.6).
 3. Execution of the complete procedure overhead depicted by - - - at ATC discretion or in case of COM-failure.
 4. ILS DME ABA reads ZERO at THR 36R.
 5. Approaches on RWY 06, 18C, 18R, 27 or 36C may be executed simultaneously.
 6. In case of missed approach: Do not overshoot the initial missed approach altitude of 1500 ft AMSL.
 7. Given EH waypoints beyond the FAF must be considered to be supplementary information.

APP (TAR)	119.050	Schiphol Approach / Departure
	121.200	Schiphol Approach / Departure
	118.400	Schiphol Arrival
	131.150	Schiphol Arrival
TWR	119.225	Schiphol Tower Primary
	118.100	Schiphol Tower
	121.800	Schiphol Ground Ground Control
	121.500	General Emergency in Amsterdam FIR
	243.000	General Emergency in Amsterdam FIR
ATIS	132.975	Arrival Information
	108.400	SPL VOR
GP	330.950	
LOC	111.950	ABA
DME	CH.56 Y	ABA

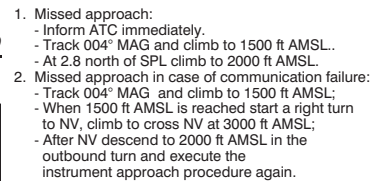


GS IN KT	100	120	140	160	180	200	220
TIME AND VERTICAL SPEED	530 ft/min	635 ft/min	745 ft/min	850 ft/min	955 ft/min	1060 ft/min	1165 ft/min

OCA (OCH) ELEV THR 36R : -11.5 ft						MSA BASED ON SPL VOR / DME
ACFT CAT	CAT I Press Alt	CAT II Radio Alt	GP INOP MAPt (THR)	CIRCLING *	THR 36R 52°17'27"N 004°46'38"E EH615 52°06'11"N 004°45'36"E EH617 52°04'42"N 004°47'46"E EH634 52°08'11"N 004°45'47"E EH635 52°13'28"N 004°46'16"E EH636 52°11'18"N 004°46'04"E EH637 52°22'24"N 004°47'06"E	
A	134 (145)	56	430 (440)	620 (630)		
B	144 (155)	67		780 (790)		
C	155 (166)	81		880 (890)		
D	168 (179)	94		890 (900)		
CEILING AND VISIBILITY MINIMA				* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.	BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET	
TAKE-OFF	DAY:	NIGHT:	NA			
LANDING	DAY:	NIGHT:				



APP (TAR)	119.050	Schiphol Approach / Departure	
	121.200	Schiphol Approach / Departure	
TWR	118.400	Schiphol Arrival	
	131.150	Schiphol Arrival	
	119.225	Schiphol Tower	Primary
	118.100	Schiphol Tower	
ATIS	121.800	Schiphol Ground	Ground Control
	121.500	General Emergency	
	243.000	in Amsterdam FIR	
	132.975	Arrival Information	
	108.400	SPL VOR	
LOC DME	111.950	ABA	
	CH.56Y	ABA	



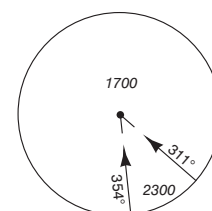
OCA (OCH) ELEV THR 36R: -11.5 ft

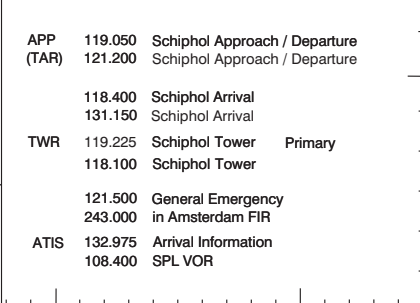
THR 36R	52°17'27"N	004°46'38"E
EH635	52°13'28"N	004°46'16"E
EH636	52°11'18"N	004°46'04"E
EH637	52°22'24"N	004°47'06"E

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

BEARINGS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS
IN FEET

MSA BASED ON SPL VOR/DME





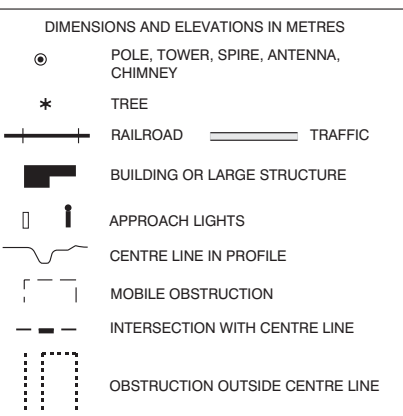
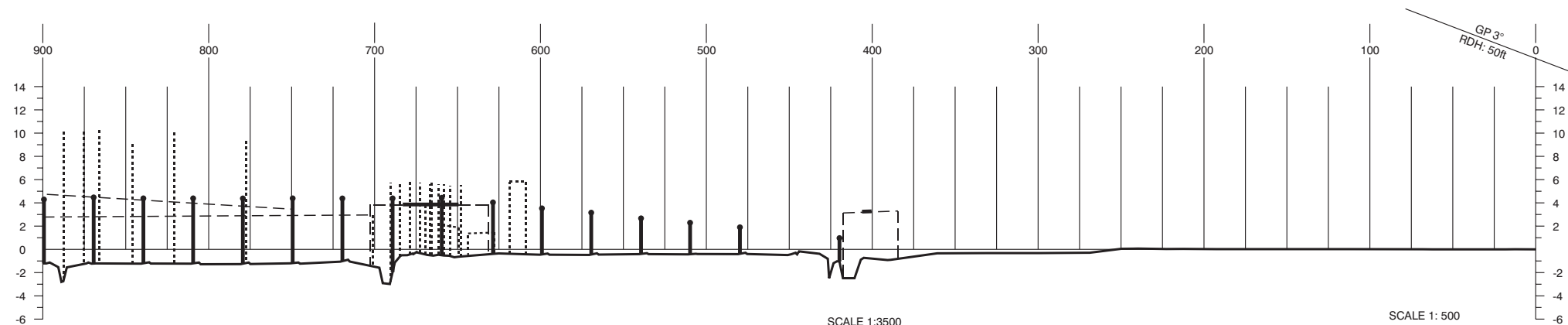
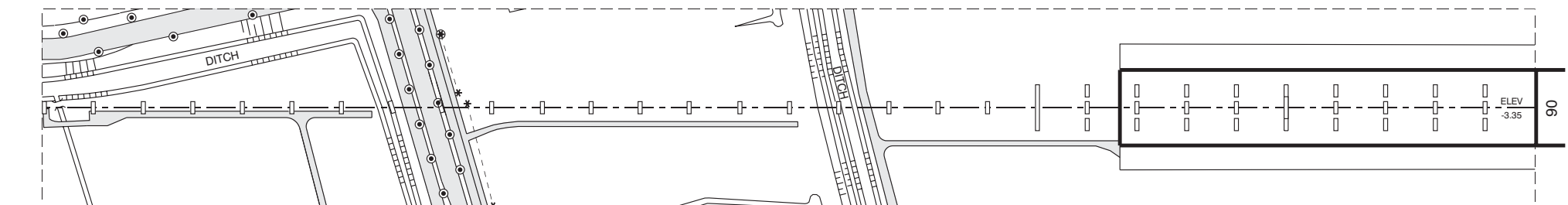
GENERAL PROFILE

- TERMINATING
1.5 NM FROM
TOUCHDOWN



TOUCHDOWN

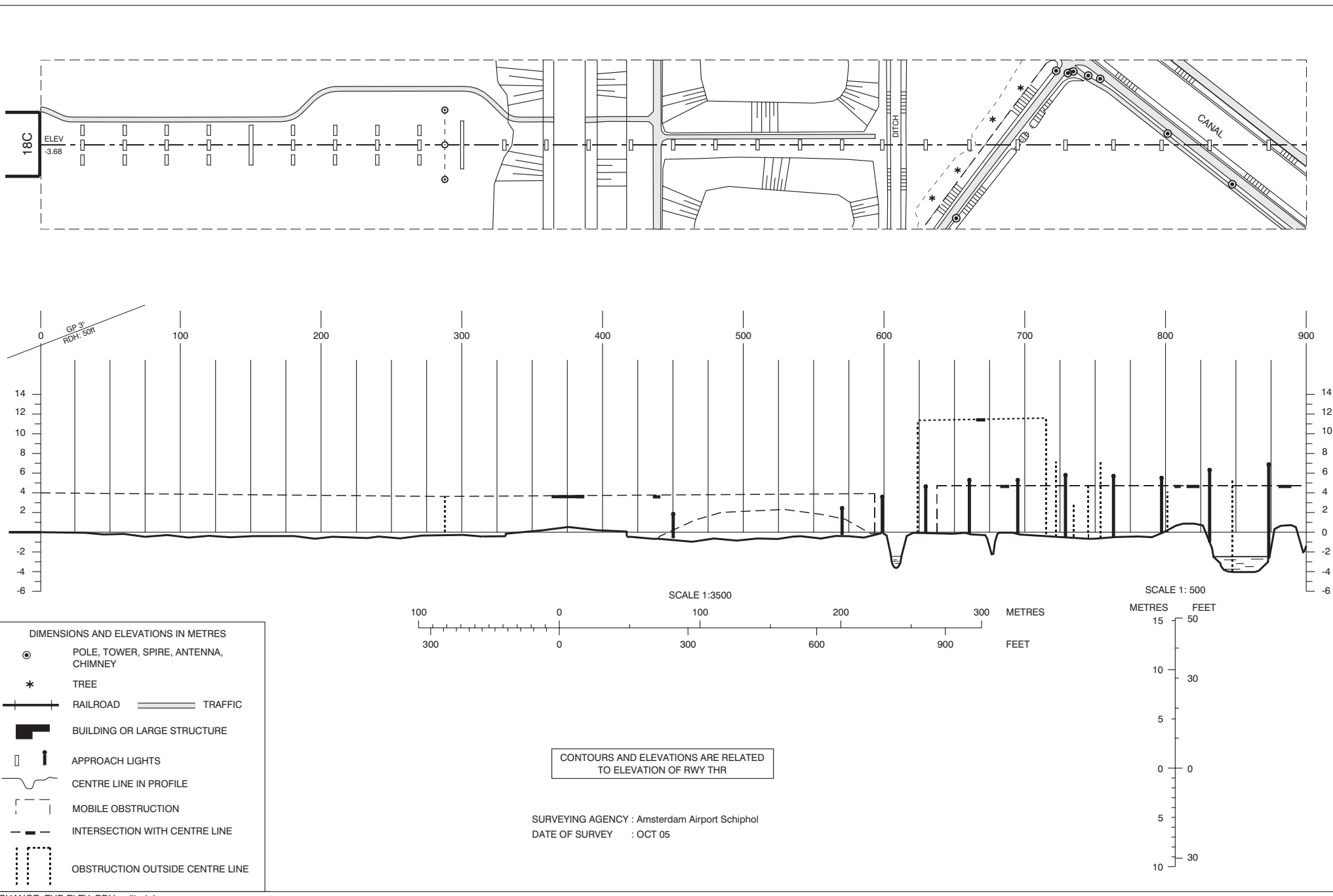
OCA (OCH)							
RWY	04	06	09	24	36C	* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.	
ELEV	-13	-12	-12	-11	-12		
OCA	570	570	570	570	570		
OCH	580	580	580	580	580		
MAPt	1.5 NM FROM TOUCHDOWN						
CIRCLING *	A : 620 (630)			B : 780 (790)		C : 880 (890)	D : 890 (900)
CEILING AND VISIBILITY MINIMA						BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET	
TAKE-OFF	DAY:		NIGHT:		NA		
LANDING	DAY:		NIGHT:				



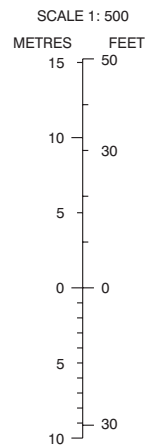
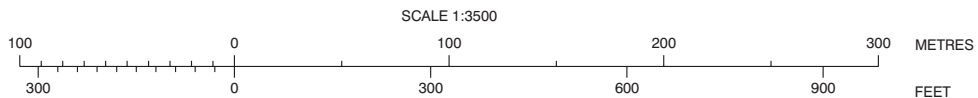
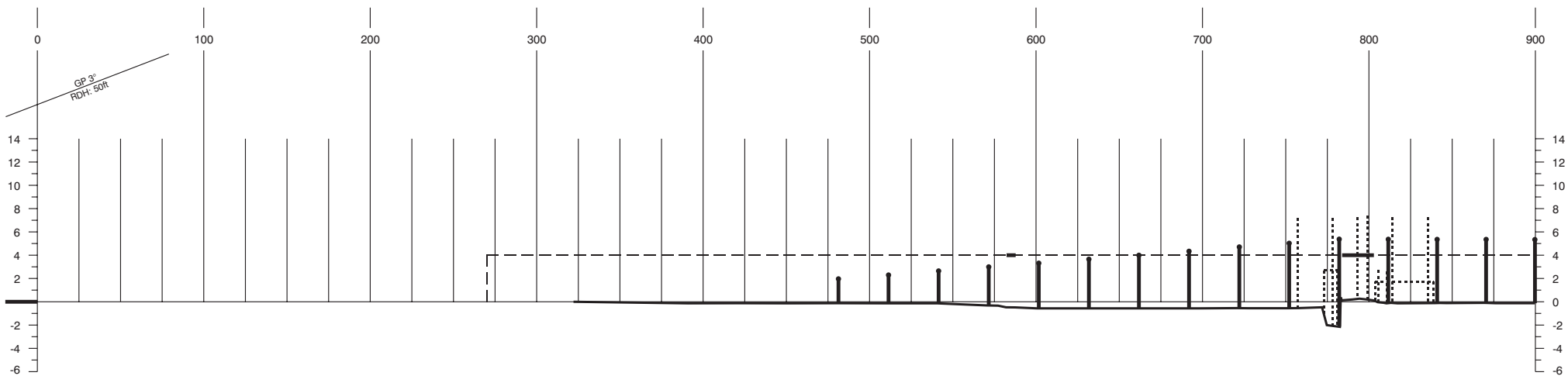
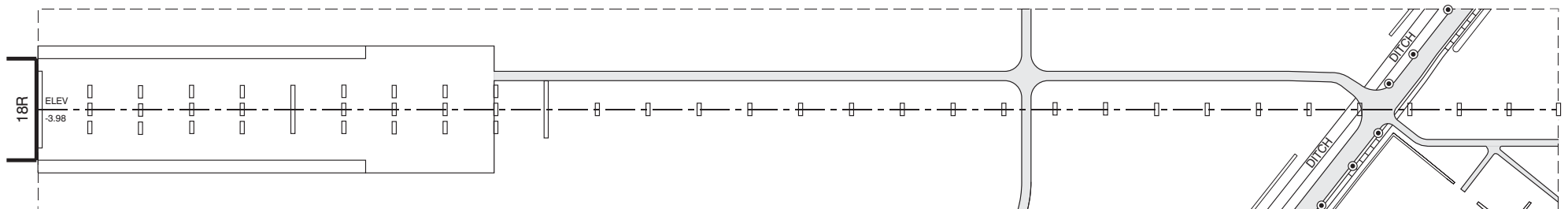
CONTOURS AND ELEVATIONS ARE RELATED
TO ELEVATION OF RWY THR

SURVEYING AGENCY : Rijkswaterstaat Data-ICT-Dienst
DATE OF SURVEY : JAN 2005

CHANGE: revised.



CHANGE: THR ELEV, RDH, editorial.



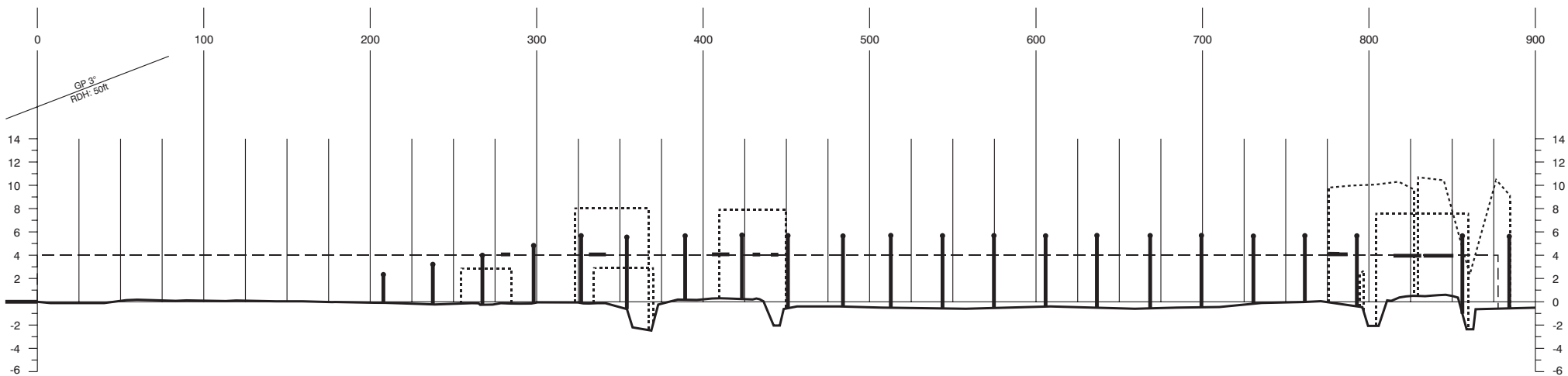
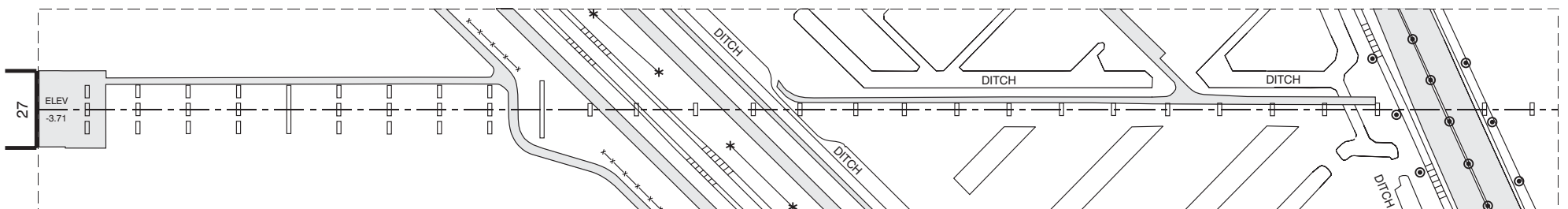
DIMENSIONS AND ELEVATIONS IN METRES

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

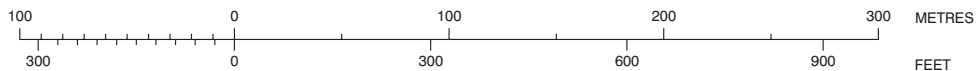
CONTOURS AND ELEVATIONS ARE RELATED
TO ELEVATION OF RWY THR

SURVEYING AGENCY : Rijkswaterstaat Data-ICT-Dienst
DATE OF SURVEY : JAN 2005

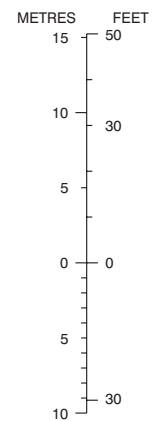
CHANGE: revised.



SCALE 1:3500



SCALE 1: 500

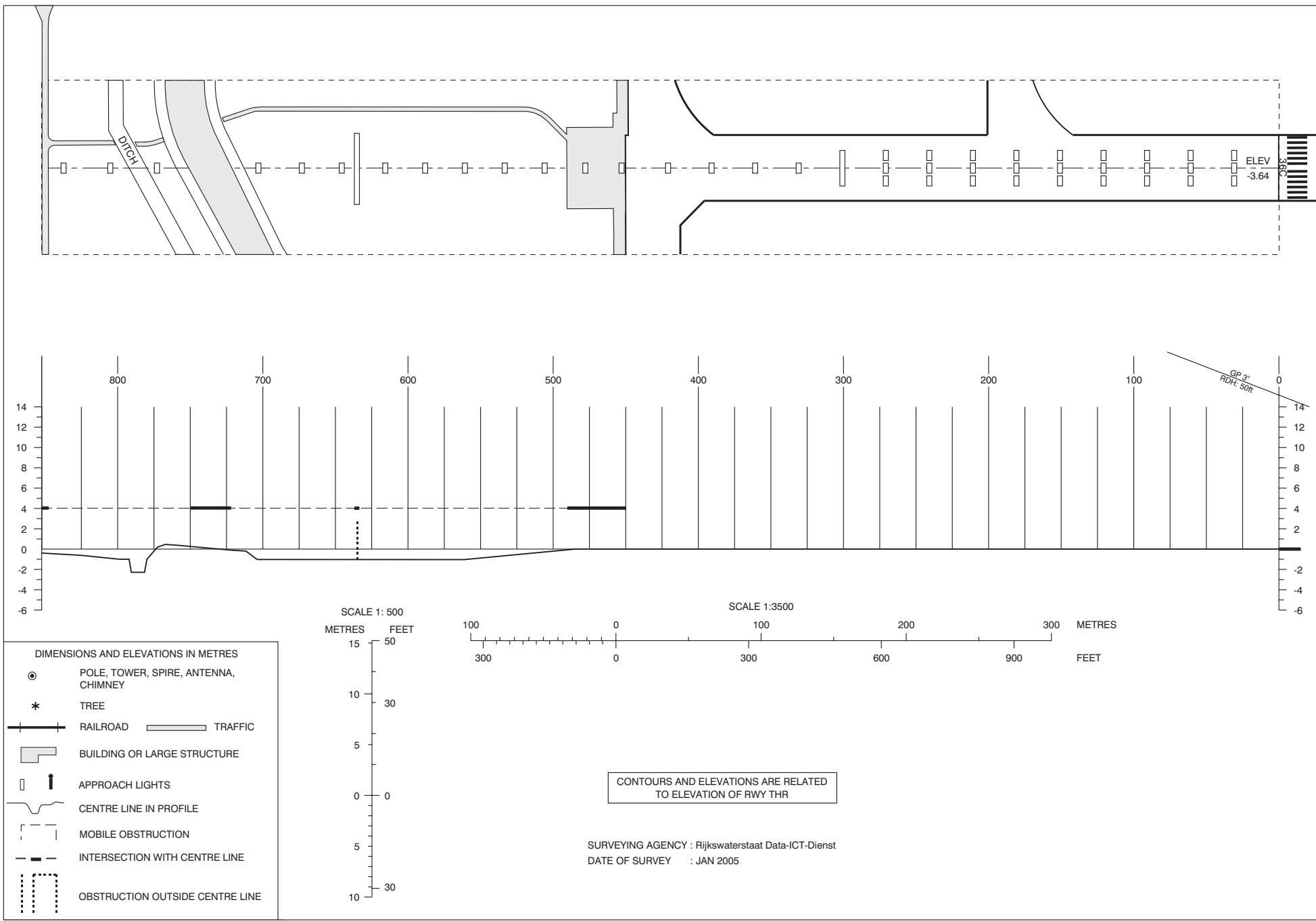


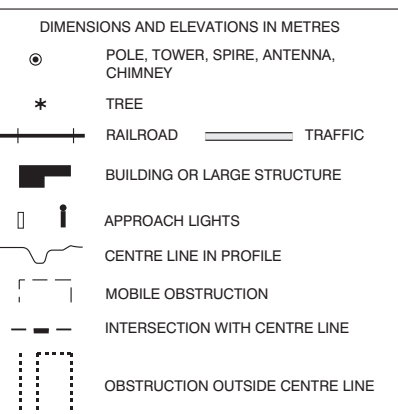
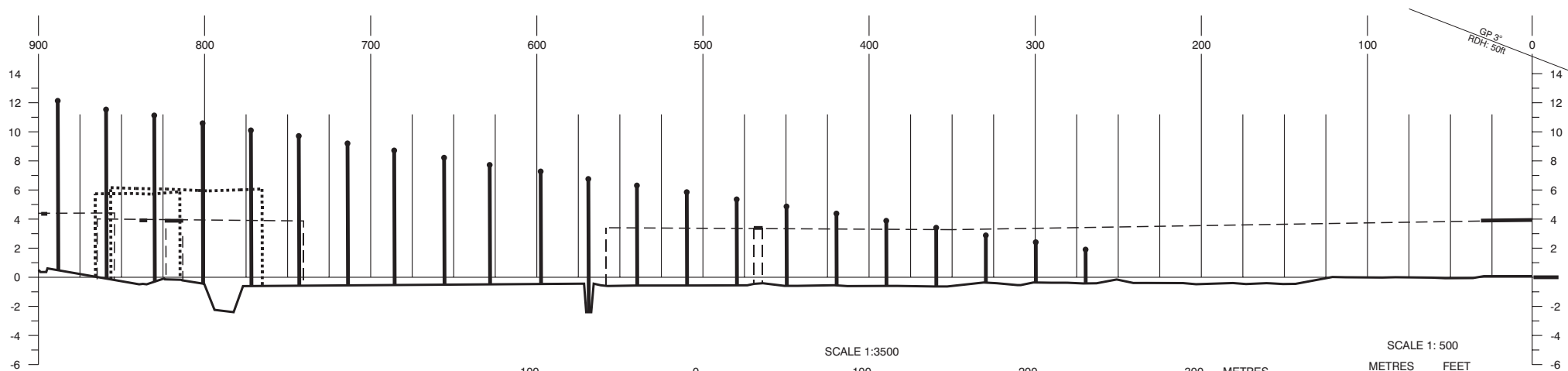
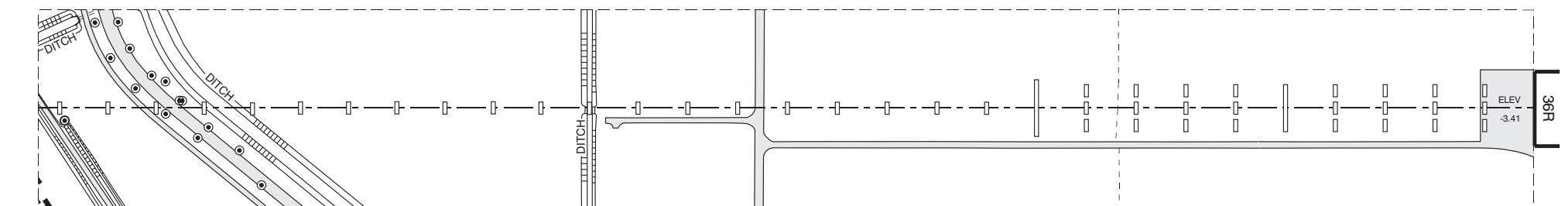
DIMENSIONS AND ELEVATIONS IN METRES

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

CONTOURS AND ELEVATIONS ARE RELATED
TO ELEVATION OF RWY THRSURVEYING AGENCY : Rijkswaterstaat Data-ICT-Dienst
DATE OF SURVEY : JAN 2005

CHANGE: revised.

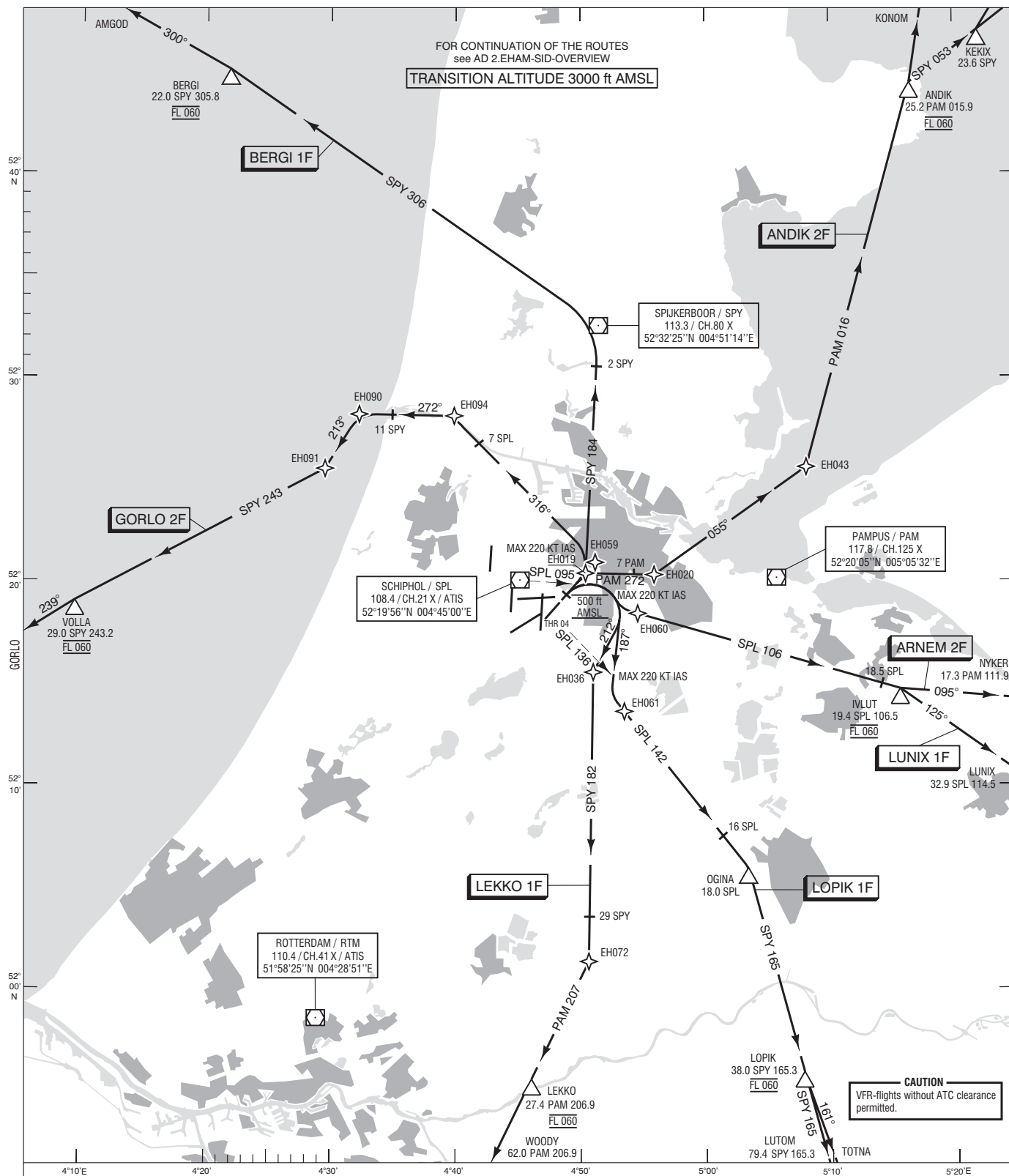




CONTOURS AND ELEVATIONS ARE RELATED
TO ELEVATION OF RWY THR

SURVEYING AGENCY : Rijkswaterstaat Data-ICT-Dienst
DATE OF SURVEY : JAN 2005

CHANGE: revised.



DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

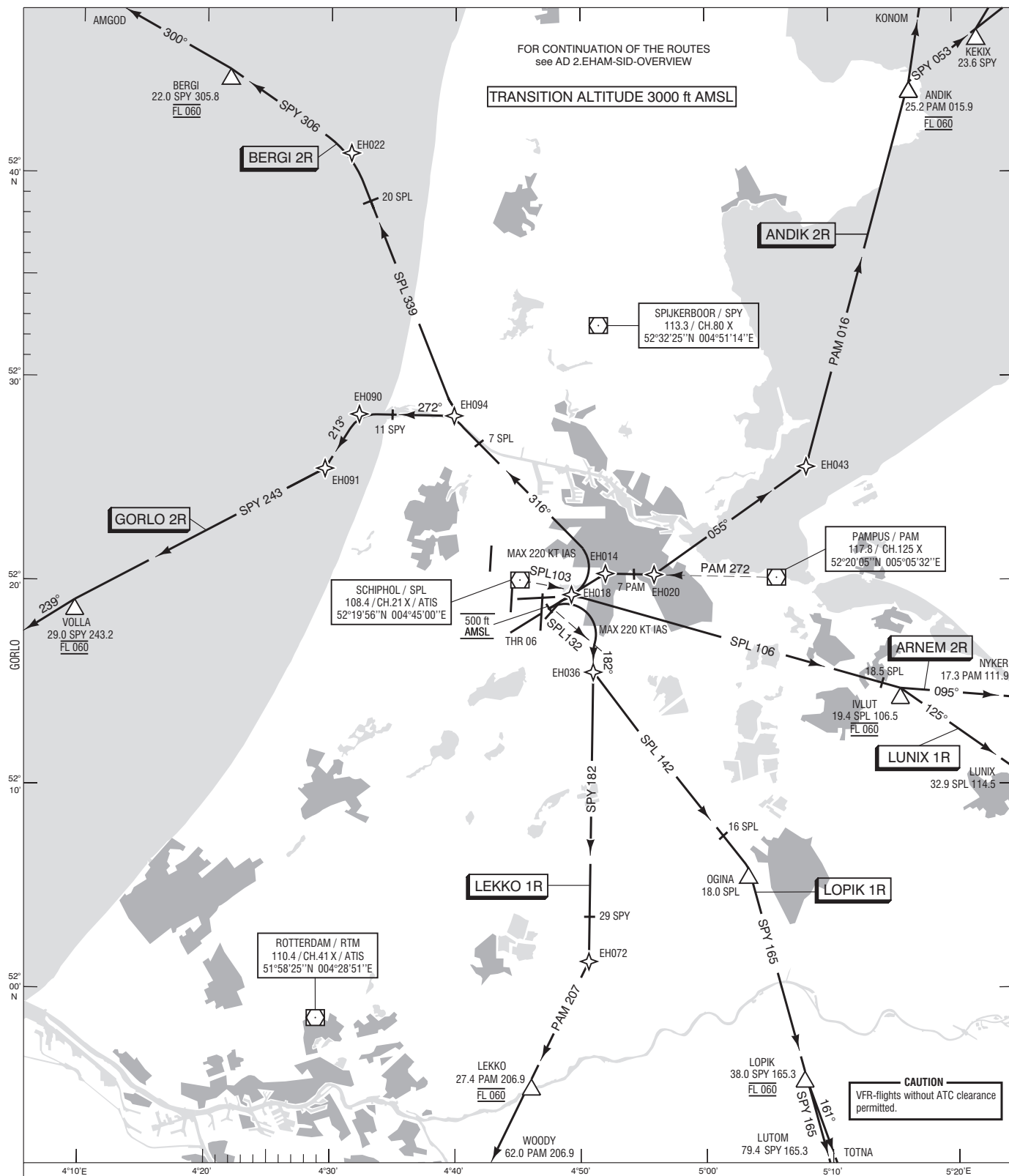
23 SPY 304 DME SPY 23 NM
VOR SPY RADIAL 304

AVERAGE VAR 1° W (2005)

— SID
— SID ATC DISCRETION
- - - VOR RADIAL
- - - BEARING

THR 04	52°18'01"N	004°47'01"E
EH019	52°20'17"N	004°50'14"E
EH020	52°20'13"N	004°55'44"E
EH036	52°15'25"N	004°50'52"E
EH043	52°25'31"N	005°07'54"E
EH059	52°20'49"N	004°51'00"E
EH060	52°18'19"N	004°54'25"E
EH061	52°13'30"N	004°53'22"E
EH072	52°01'14"N	004°50'35"E
EH090	52°28'02"N	004°32'04"E
EH091	52°25'22"N	004°29'20"E
EH094	52°27'58"N	004°39'41"E

TWR	119.225	Schiphol Tower	Primary
	118.100	Schiphol Tower	
	121.975	Schiphol Delivery	Clearance delivery
	121.650	Schiphol Start-up	Start-up Control
	121.700	Schiphol Ground	Ground Control
	121.800	Schiphol Ground	Ground Control
APP (TAR)	119.050	Schiphol Approach / Departure	
	121.200	Schiphol Approach / Departure	
	121.500	General Emergency	
	243.000	in Amsterdam FIR	
ATIS	122.200	Departure Information	



DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

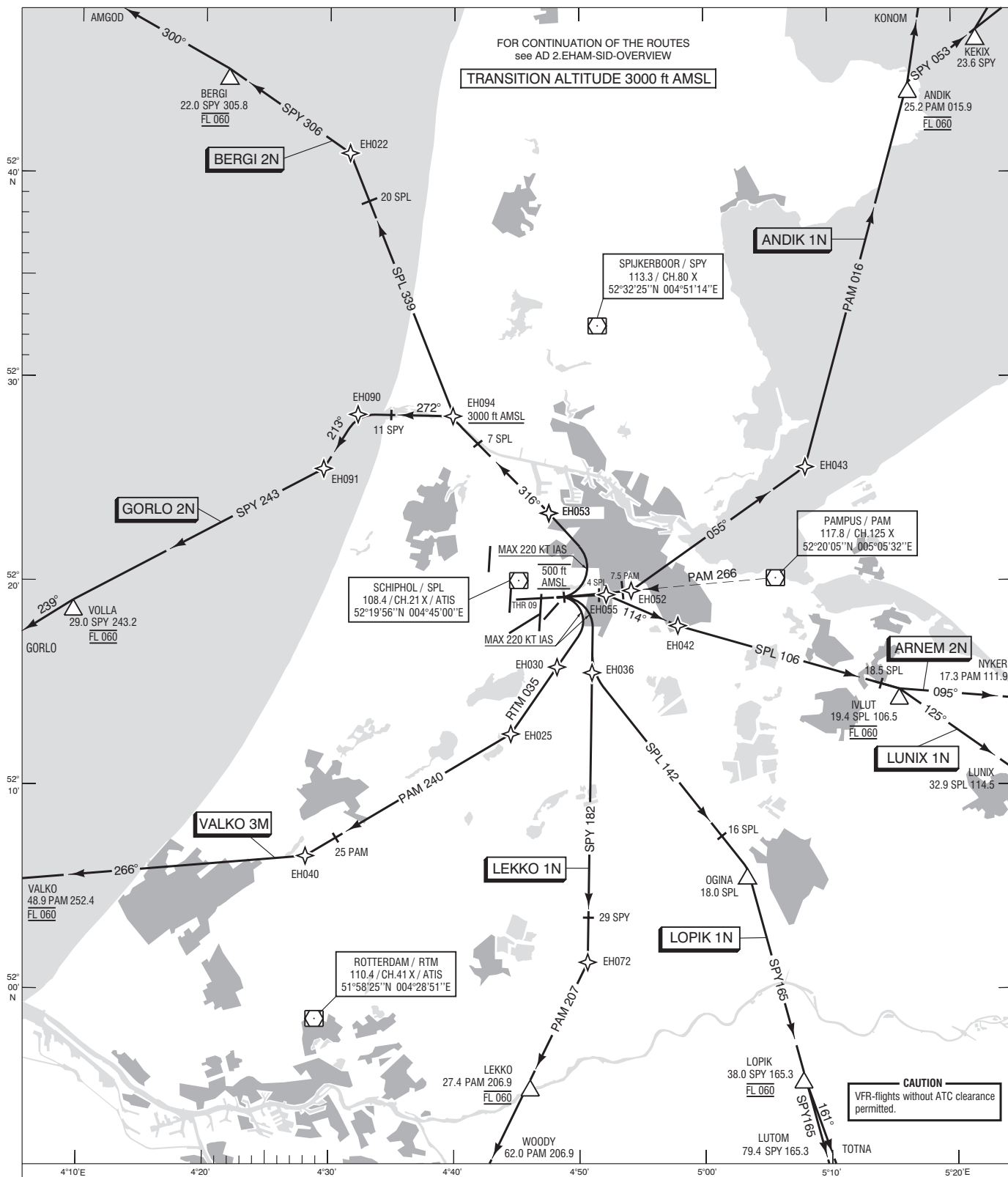
23 SPY 304 DME SPY 23 NM
VOR SPY RADIAL 304

AVERAGE VAR 1° W (2005)

— SID
- - - SID ATC DISCRETION
- - - VOR RADIAL
- - - BEARING

DTHR 06 52°17'21"N 004°44'14"E
EH014 52°20'16"N 004°51'50"E
EH018 52°19'13"N 004°49'07"E
EH020 52°20'13"N 004°55'44"E
EH022 52°40'50"N 004°31'19"E
EH036 52°15'25"N 004°50'52"E
EH043 52°25'31"N 005°07'54"E
EH072 52°01'14"N 004°50'35"E
EH090 52°28'02"N 004°32'04"E
EH091 52°25'22"N 004°29'20"E
EH094 52°27'58"N 004°39'41"E

TWR	119.225	Schiphol Tower	Primary
	118.100	Schiphol Tower	
	121.975	Schiphol Delivery	Clearance delivery
	121.650	Schiphol Start-up	Start-up Control
	121.700	Schiphol Ground	Ground Control
	121.800	Schiphol Ground	Ground Control
APP (TAR)	119.050	Schiphol Approach / Departure	
	121.200	Schiphol Approach / Departure	
	121.500	General Emergency	
	243.000	in Amsterdam FIR	
ATIS	122.200	Departure Information	



DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

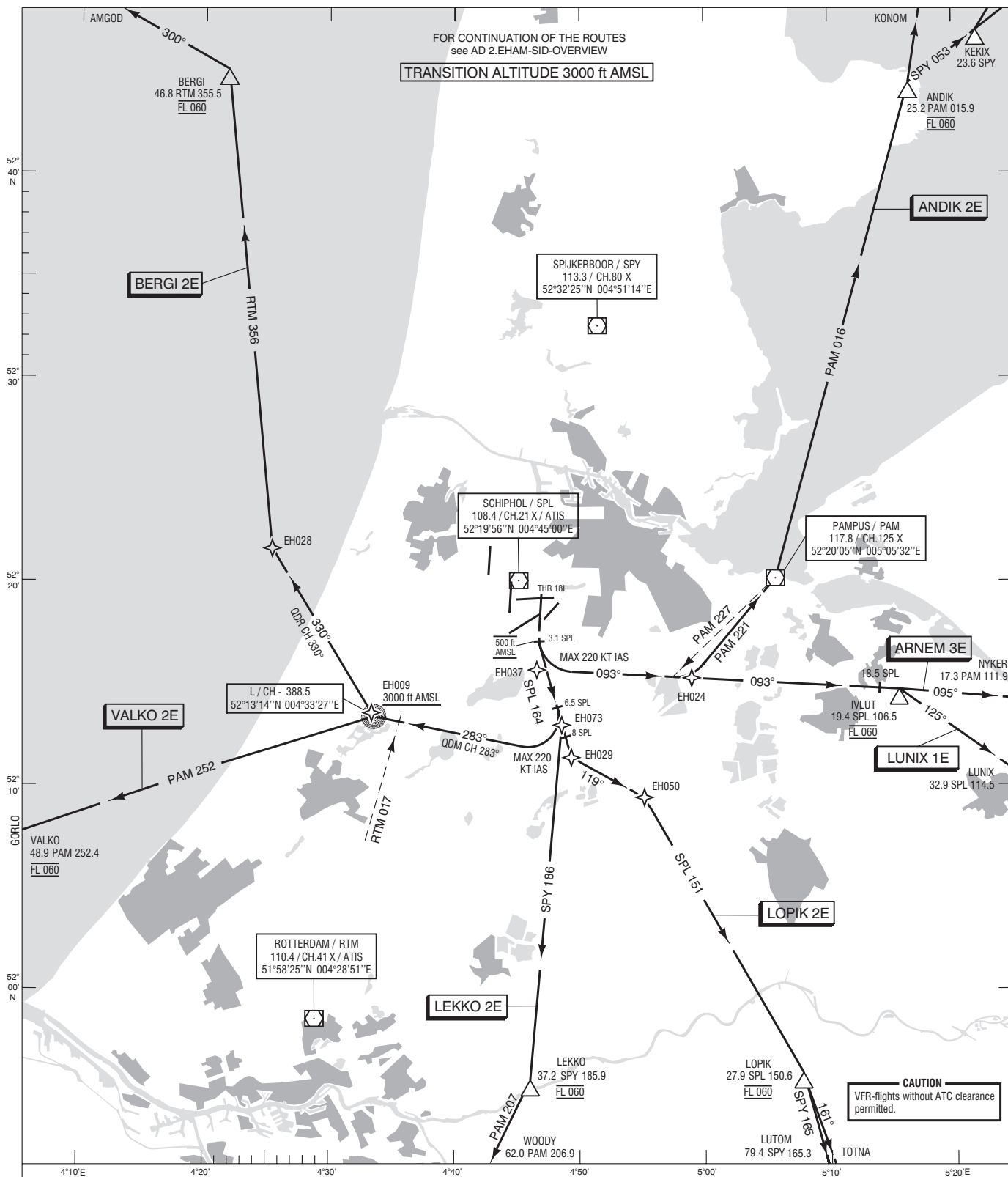
23 SPY 304 DME SPY 23 NM
VOR SPY RADIAL 304

AVERAGE VAR 1° W (2005)

— SID
- - - SID ATC DISCRETION
- - - VOR RADIAL
- - - BEARING

DTHR09	52°19'00"N	004°44'52"E
EH022	52°40'50"N	004°31'19"E
EH025	52°12'25"N	004°44'24"E
EH030	52°15'42"N	004°48'05"E
EH036	52°15'25"N	004°50'52"E
EH040	52°06'24"N	004°28'03"E
EH042	52°17'44"N	004°57'44"E
EH043	52°25'31"N	005°07'54"E
EH052	52°19'27"N	004°53'59"E
EH053	52°23'14"N	004°47'23"E
EH055	52°19'15"N	004°52'00"E
EH072	52°01'14"N	004°50'35"E
EH090	52°28'02"N	004°32'04"E
EH091	52°25'22"N	004°29'20"E
EH094	52°27'58"N	004°39'41"E

TWR	119.225	Schiphol Tower	Primary
	118.100	Schiphol Tower	
	121.975	Schiphol Delivery	Clearance delivery
	121.650	Schiphol Start-up	Start-up Control
	121.700	Schiphol Ground	Ground Control
	121.800	Schiphol Ground	Ground Control
APP (TAR)	119.050	Schiphol Approach / Departure	
	121.200	Schiphol Approach / Departure	
	121.500	General Emergency	
	243.000	in Amsterdam FIR	
ATIS	122.200	Departure Information	



DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

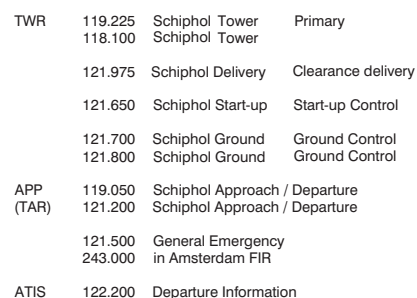
23 SPY 304 DME SPY 23 NM
VOR SPY RADIAL 304

AVERAGE VAR 1° W (2005)

— SID
— SID ATC DISCRETION
- - - VOR RADIAL
- - - BEARING

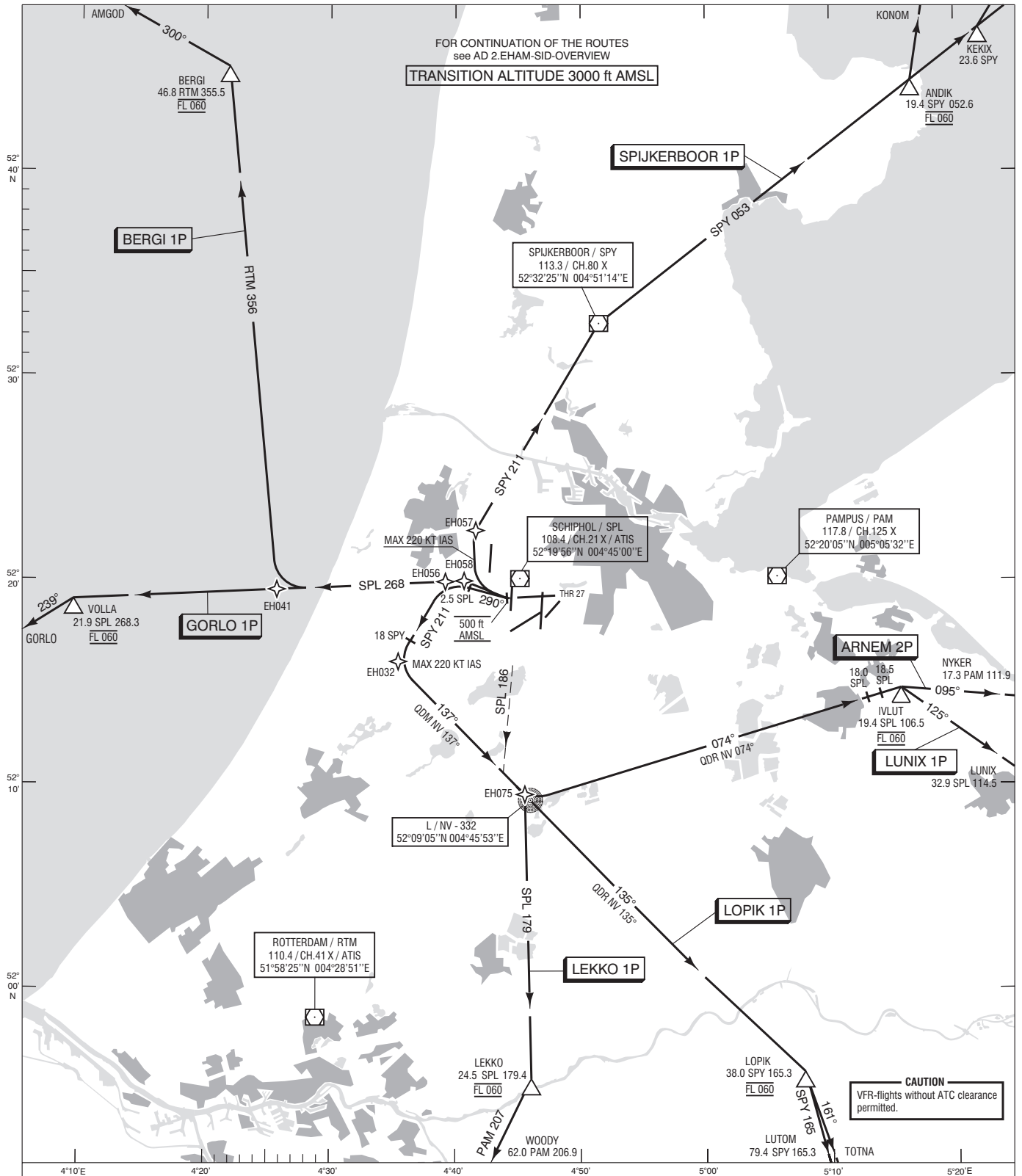
DTHR 18L	52°18'58"N	004°46'47"E
EH009	52°13'25"N	004°33'16"E
EH024	52°15'11"N	004°58'50"E
EH028	52°21'28"N	004°25'16"E
EH029	52°11'16"N	004°49'14"E
EH037	52°15'28"N	004°46'28"E
EH050	52°09'19"N	004°55'05"E
EH073	52°12'51"N	004°48'28"E

TWR	119.225	Schiphol Tower	Primary
	118.100	Schiphol Tower	
	121.975	Schiphol Delivery	Clearance delivery
	121.650	Schiphol Start-up	Start-up Control
	121.700	Schiphol Ground	Ground Control
	121.800	Schiphol Ground	Ground Control
APP (TAR)	119.050	Schiphol Approach / Departure	
	121.200	Schiphol Approach / Departure	
	121.500	General Emergency	
	243.000	in Amsterdam FIR	
ATIS	122.200	Departure Information	



CHANGE : Routes north of ANDIK, editorial.





DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

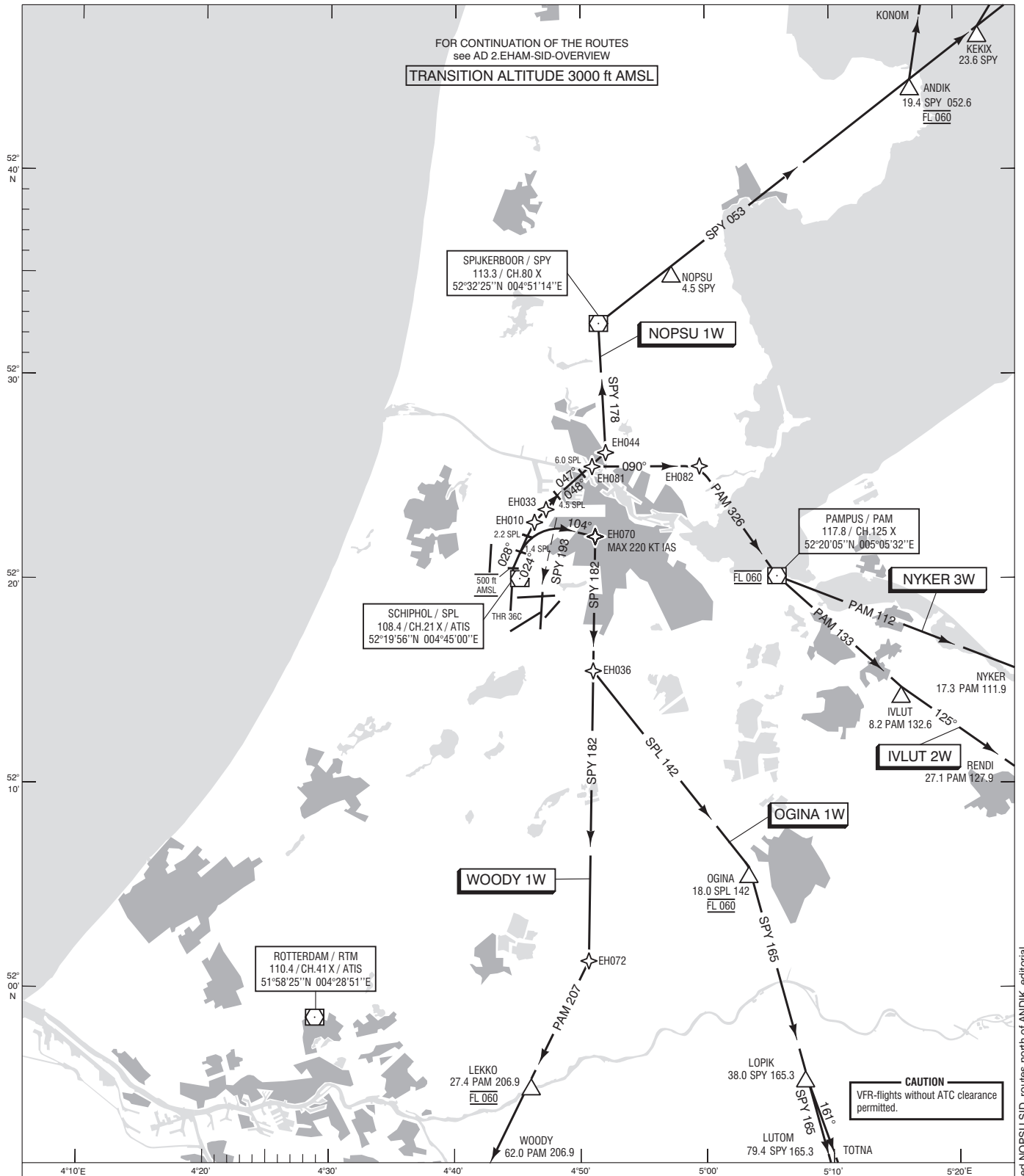
23 SPY 304 DME SPY 23 NM
VOR SPY RADIAL 304

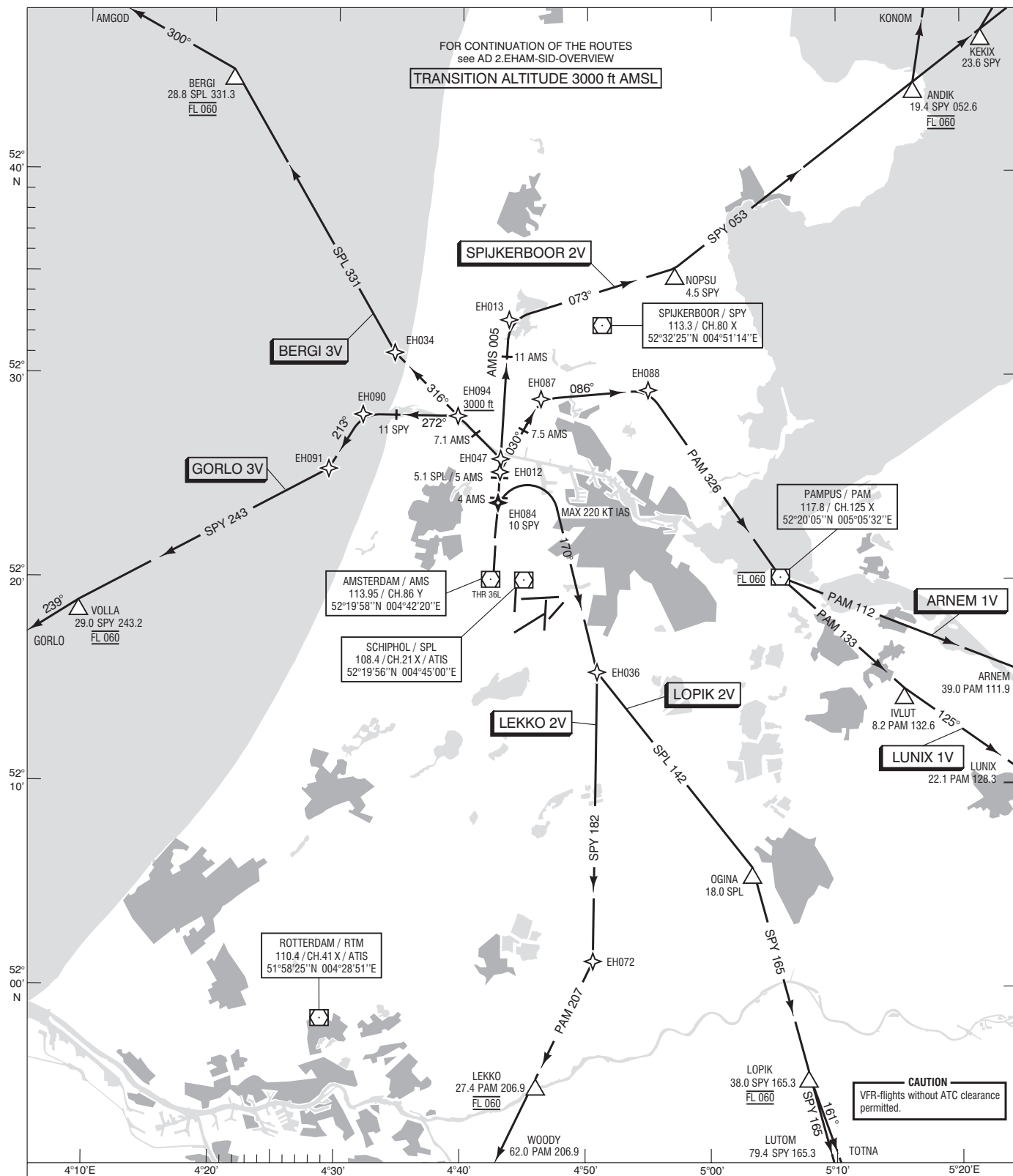
AVERAGE VAR 1° W (2005)

— SID
— SID ATC DISCRETION
— VOR RADIAL
— BEARING

THR 27	52°19'06"N	004°47'49"E
EH032	52°15'51"N	004°35'19"E
EH041	52°19'22"N	004°25'36"E
EH056	52°19'46"N	004°39'03"E
EH057	52°22'16"N	004°41'27"E
EH058	52°19'48"N	004°40'33"E
EH075	52°09'22"N	004°45'27"E

TWR	119.225	Schiphol Tower	Primary
	118.100	Schiphol Tower	
	121.975	Schiphol Delivery	Clearance delivery
	121.650	Schiphol Start-up	Start-up Control
	121.700	Schiphol Ground	Ground Control
	121.800	Schiphol Ground	Ground Control
APP (TAR)	119.050	Schiphol Approach / Departure	
	121.200	Schiphol Approach / Departure	
	121.500	General Emergency	
	243.000	in Amsterdam FIR	
ATIS	122.200	Departure Information	





DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

23 SPY 304 DME SPY 23 NM
VOR SPY RADIAL 304

AVERAGE VAR 1° W (2005)

— SID
— SID ATC DISCRETION
- - - VOR RADIAL
- - - BEARING

THR 36L	52°19'43"N	004°42'32"E
EH012	52°25'13"N	004°43'03"E
EH013	52°32'41"N	004°43'46"E
EH034	52°31'04"N	004°34'36"E
EH036	52°15'25"N	004°50'52"E
EH047	52°25'52"N	004°43'06"E
EH072	52°01'14"N	004°50'35"E
EH084	52°23'43"N	004°42'55"E
EH087	52°28'48"N	004°46'20"E
EH088	52°29'15"N	004°54'55"E
EH090	52°28'02"N	004°32'04"E
EH091	52°25'22"N	004°29'20"E
EH094	52°27'58"N	004°39'41"E

TWR	119.225	Schiphol Tower	Primary
	118.100	Schiphol Tower	
	118.275	Schiphol Tower	
	121.975	Schiphol Delivery	Clearance delivery
	121.650	Schiphol Start-up	Start-up Control
	121.700	Schiphol Ground	Ground Control
	121.800	Schiphol Ground	Ground Control
	121.900	Schiphol Ground	Ground Control
APP (TAR)	119.050	Schiphol Approach / Departure	
	121.200	Schiphol Approach / Departure	
	121.500	General Emergency	
	243.000	in Amsterdam FIR	
ATIS	122.200	Departure Information	

CAUTION
VFR-flights without ATC clearance
permitted.

Detailed information concerning ATS-ROUTES and WPTs see ENR 3, 4 and 6.
For ATS-ROUTE restrictions see AD 2.22 paragraph 1.5.3.

TRANSITION ALTITUDE : 3000 ft AMSL
Below FL 100 : MAX 250 KT IAS

Gunfiring up to 48000 ft AMSL

OUTLINE SID CHARTS
SEE AD 2.EHAM-SID-04 up to and incl. -SID-SUP-3

AMGOD
BERGI

SPIJKERBOOR / SPY
113.3 / CH.80 X
52°32'25"N 004°51'14"E

ANDIK
BETUS
NOPSU
SPIJKERBOOR
TORGA

SCHIPHOL / SPL
108.4 / CH.21 X / ATIS
52°19'56"N 004°45'00"E

PAMPUS / PAM
117.8 / CH.125 X
52°20'05"N 005°05'32"E

GORLO

DENAG
VALKO

LARAS
LEKKO
WOODY

LOPIK
OGINA
ROVEN

ARNEM
ELPAT
NYKER

EDUPO
IVLUT
LUNIX

RENDI
37.8 SPL

ELPAT
34.0 PAM

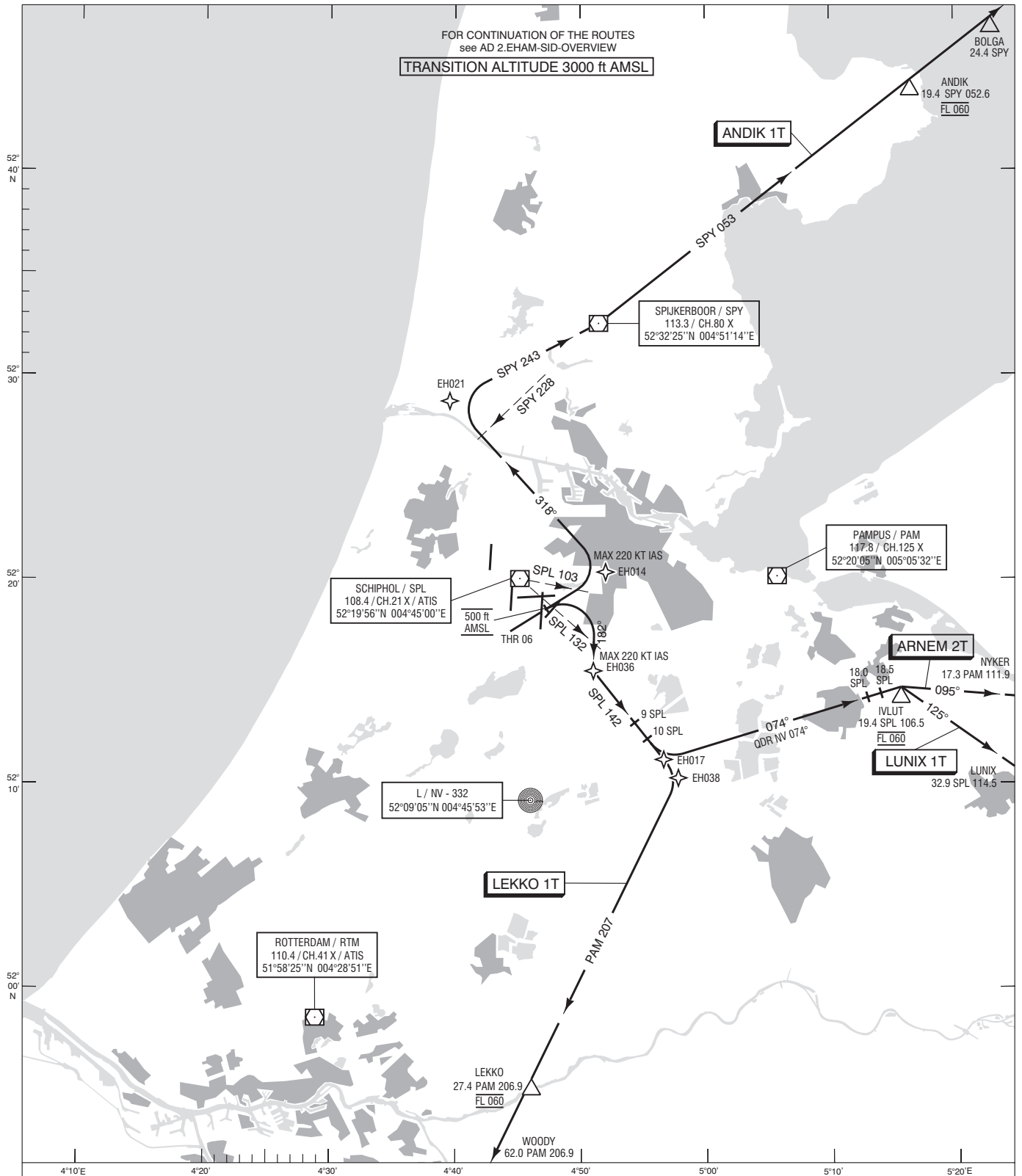
ARNEM
39.0 PAM

EDUPO
45.5 SPL

EINDHOVEN / EHN - 397
51°28'04"N 005°23'42"E

TWR	119.225	Schiphol Tower	Primary
	118.100	Schiphol Tower	
	118.275	Schiphol Tower	
	121.975	Schiphol Delivery	Clearance Delivery
	121.650	Schiphol Start-up	Start-up Control
	121.700	Schiphol Ground	Ground Control
	121.800	Schiphol Ground	Ground Control
	121.900	Schiphol Ground	Ground Control
APP (TAR)	119.050	Schiphol Approach / Departure	
	121.200	Schiphol Approach / Departure	
	121.500	General Emergency	
ATIS	122.200	Departure Information	

CHANGE : ATS RTEs north of ANDIK, BOLGA SID renamed TORGA and GRONY SID renamed NOPSU, editorial.



DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

23 SPY 304 DME SPY 23 NM
VOR SPY RADIAL 304

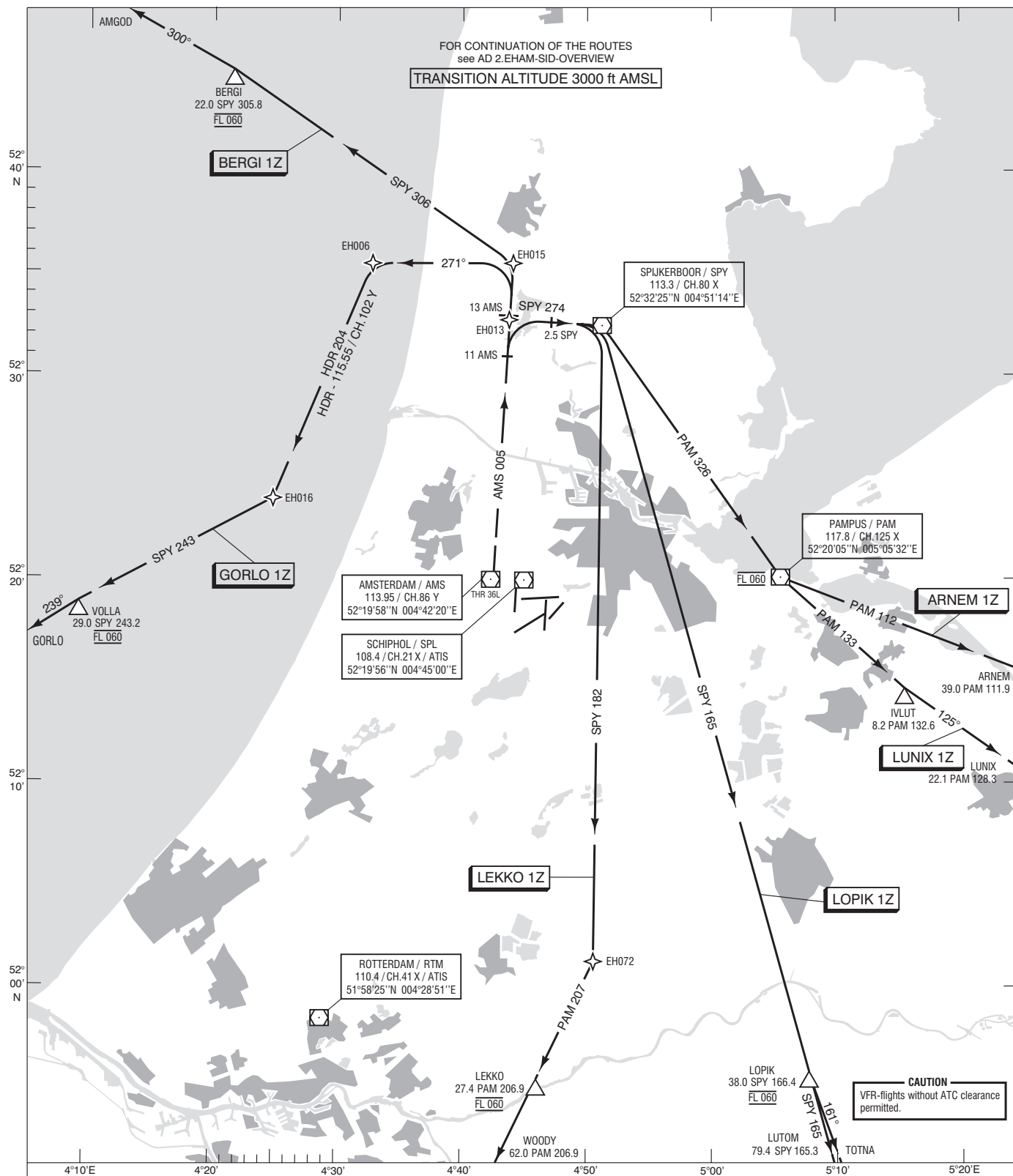
AVERAGE VAR 1° W (2005)

— SID
— SID ATC DISCRETION
- - - VOR RADIAL
- - - BEARING

DTHR 06 52°17'21"N 004°44'14"E
EH014 52°20'16"N 004°51'50"E
EH017 52°11'06"N 004°56'29"E
EH021 52°28'36"N 004°39'21"E
EH036 52°15'25"N 004°50'52"E
EH038 52°10'12"N 004°57'39"E

TWR	119.225	Schiphol Tower	Primary
	118.100	Schiphol Tower	
	121.975	Schiphol Delivery	Clearance delivery
	121.650	Schiphol Start-up	Start-up Control
	121.700	Schiphol Ground	Ground Control
	121.800	Schiphol Ground	Ground Control
APP (TAR)	119.050	Schiphol Approach / Departure	
	121.200	Schiphol Approach / Departure	
	121.500	General Emergency	
	243.000	in Amsterdam FIR	
ATIS	122.200	Departure Information	

CHANGE : ARNEW SID, LUNIX SID added, editorial.



DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

23 SPY 304 DME SPY 23 NM
VOR SPY RADIAL 304

AVERAGE VAR 1° W (2005)

— SID
— SID ATC DISCRETION
- - - VOR RADIAL
- - - BEARING

THR 36L 52°19'43"N 004°42'32"E
EH006 52°35'27"N 004°32'46"E
EH013 52°32'41"N 004°43'46"E
EH015 52°35'27"N 004°44'04"E
EH016 52°23'55"N 004°24'52"E
EH072 52°01'14"N 004°50'35"E

TWR	119.225	Schiphol Tower	Primary
	118.100	Schiphol Tower	
	118.275	Schiphol Tower	
	121.975	Schiphol Delivery	Clearance delivery
	121.650	Schiphol Start-up	Start-up Control
	121.700	Schiphol Ground	Ground Control
	121.800	Schiphol Ground	Ground Control
	121.900	Schiphol Ground	Ground Control
APP (TAR)	119.050	Schiphol Approach / Departure	
	121.200	Schiphol Approach / Departure	
	121.500	General Emergency	
	243.000	in Amsterdam FIR	
ATIS	122.200	Departure Information	

CHANGE : PAMPUS SID renamed ARNEM , LUNIX SID added, editorial.

ICAO STAR DESIGNATORS AND CORRESPONDING ARINC 424 CODES

DENUT 1A	[DENU1A]	NORKU 2B	[NORK2B]
EELDE 1A	[EEL1A]	PESER 2A	[PESE2A]
EELDE 1B	[EEL1B]	PUTTY 1A	[PUTY1A]
HELEN 1A	[HELE1A]	REDFA 1A	[REDF1A]
LAMSO 1A	[LAMS1A]	REKKEN 2A	[RKN2A]
MOLIX 2A	[MOLI2A]	REKKEN 2B	[RKN2B]
NORKU 2A	[NORK2A]	TOPPA 2A	[TOPA2A]

TRANSITION LEVEL BY ATC TRANSITION ALTITUDE : 3000 ft AMSL

AVERAGE VAR 1°W (2005)

DISTANCES IN NM

ALTITUDES IN FEET

DIRECTIONS ARE MAGNETIC

23 SPY 304

DME SPY 23 NM

VOR SPY RADIAL 304

ATS ROUTE

CDR

--- SID ROUTE AS DESCRIBED

→ STAR

Detailed information
concerning ATS-routes
see ENR 6-3.1

HOLDING PROCEDURES :

Entry Standard ICAO

MAX Holding Speed : 250 KT IAS

MNM Holding Level : FL 070

(EXC NARSO : FL 200)

SPEED AND LEVEL RESTRICTIONS :

see EHAM AD 2.22.

Cross IAF at MAX 250 KT IAS

Cross 15 SPL at 220 KT IAS

* (unless otherwise instructed)

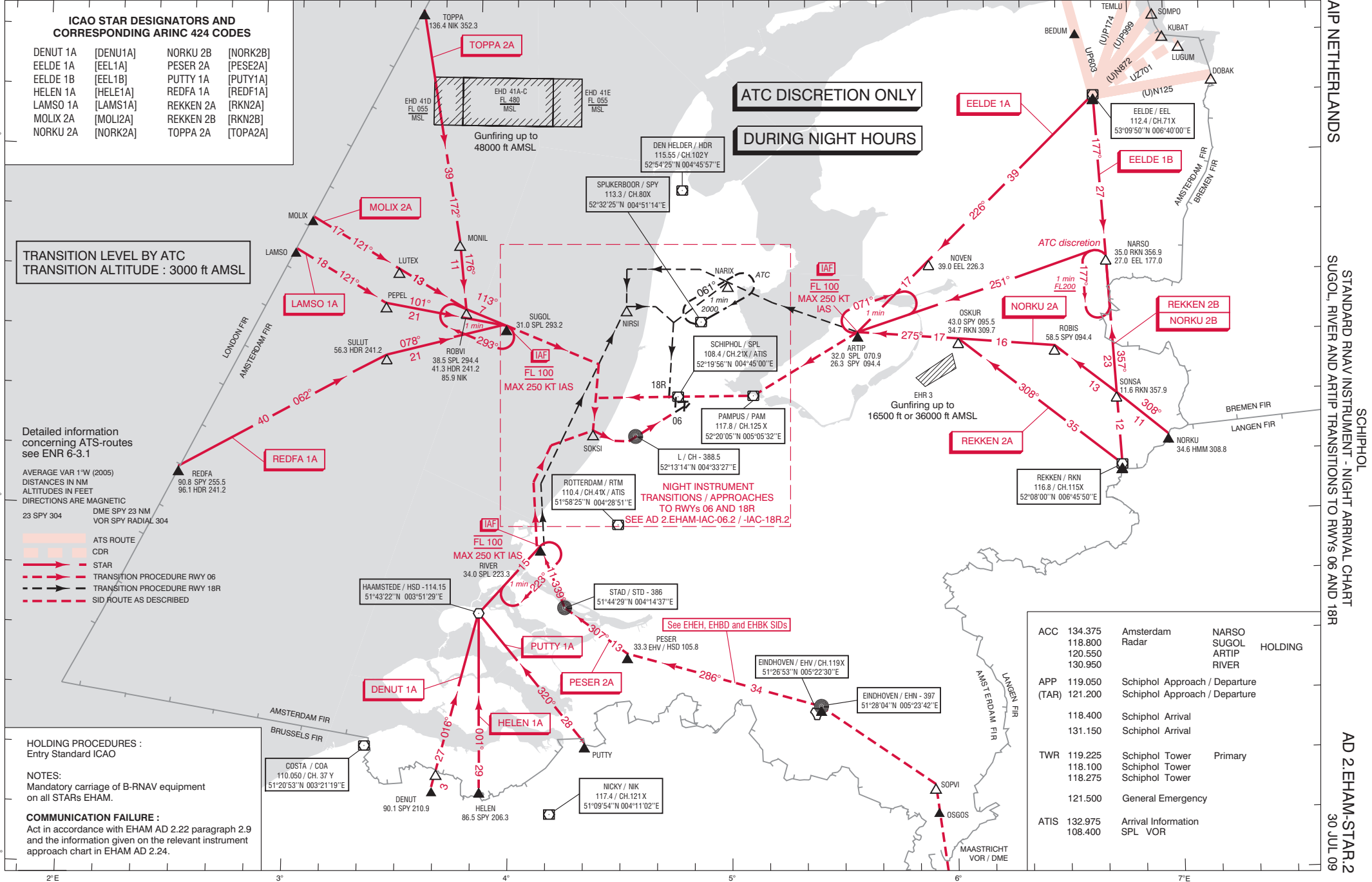
NOTES :

- Navigation in the initial and intermediate approach is primarily based on radar vectors provided by ATC.
- Final approach information: consult the relevant instrument approach chart.
- Only the main landing RWY's equipped with an ILS approach procedure are indicated on this chart.
- Mandatory carriage of B-RNAV equipment on all STARs EHAM.

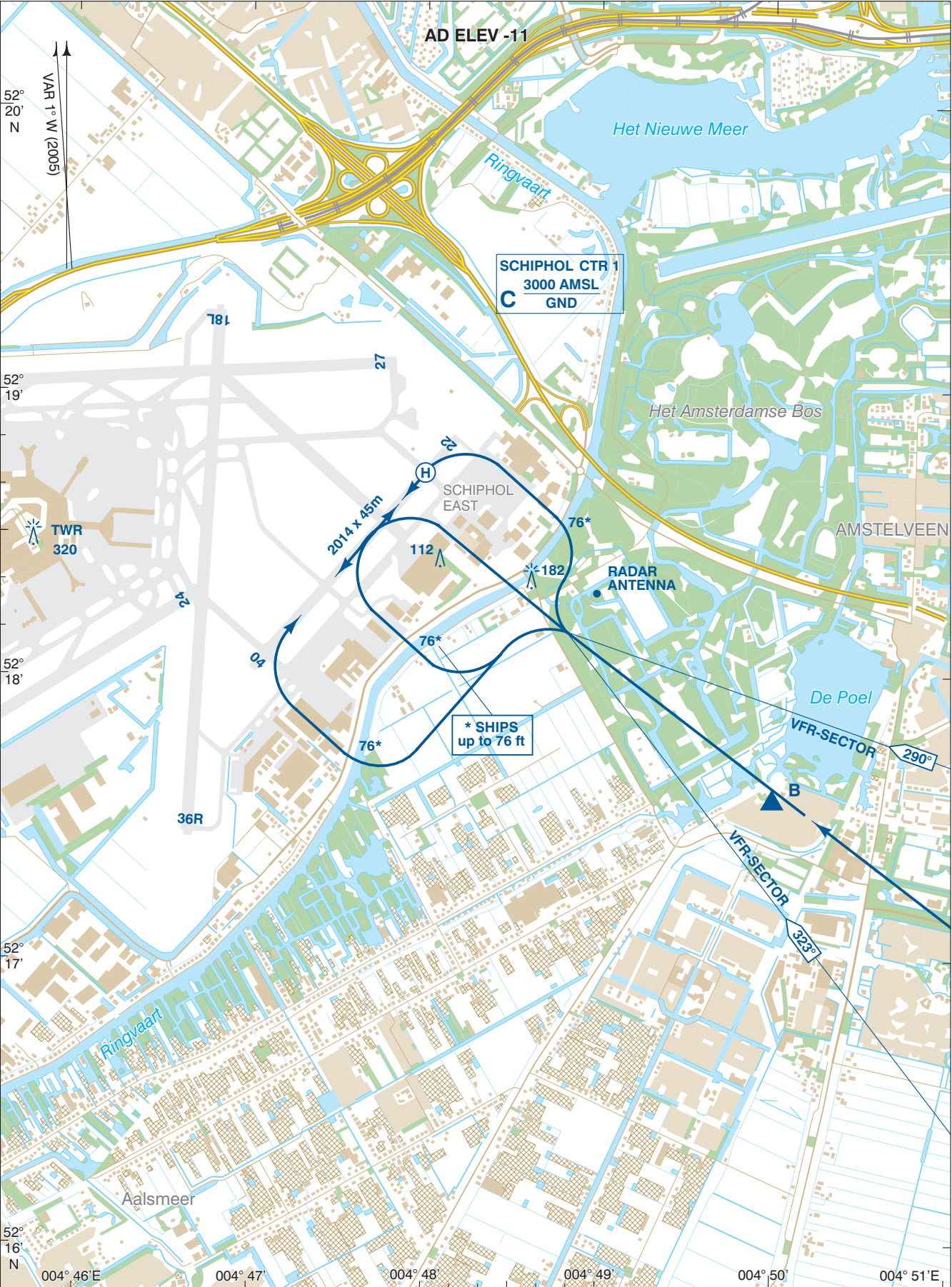
COMMUNICATION FAILURE :

Act in accordance with EHAM AD 2.22 §2.9 and the information given on the relevant instrument approach chart in EHAM AD 2.24.

CHANGE : designated point VEREL renamed ROBVI, related STAR designators, editorial.







m 500 0 500 1000 ft 1000 0 1000 2000 3000		For description VFR - procedures see EHAM AD 2.22.		TWR 119.225 Schiphol Tower
BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET AMSL				121.975 Schiphol Delivery
				Start-up control VFR only
				121.800 Schiphol Ground
				APP 119.050 Schiphol Approach / Departure
				118.400 Schiphol Arrival
				ATIS 108.400 SPL - VOR Schiphol Arrival Info