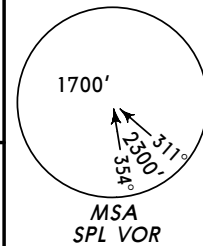


D-ATIS  
108.4  
132.97

Apt Elev  
-11'

Alt Set: hPa Trans level: By ATC Trans alt: 3000'  
Flights inbound EHAM departing from airports situated  
in the AMSTERDAM FIR and intending to operate at or  
below 3000' should obtain an arrival slot from  
SCHIPHOL APP before departure.



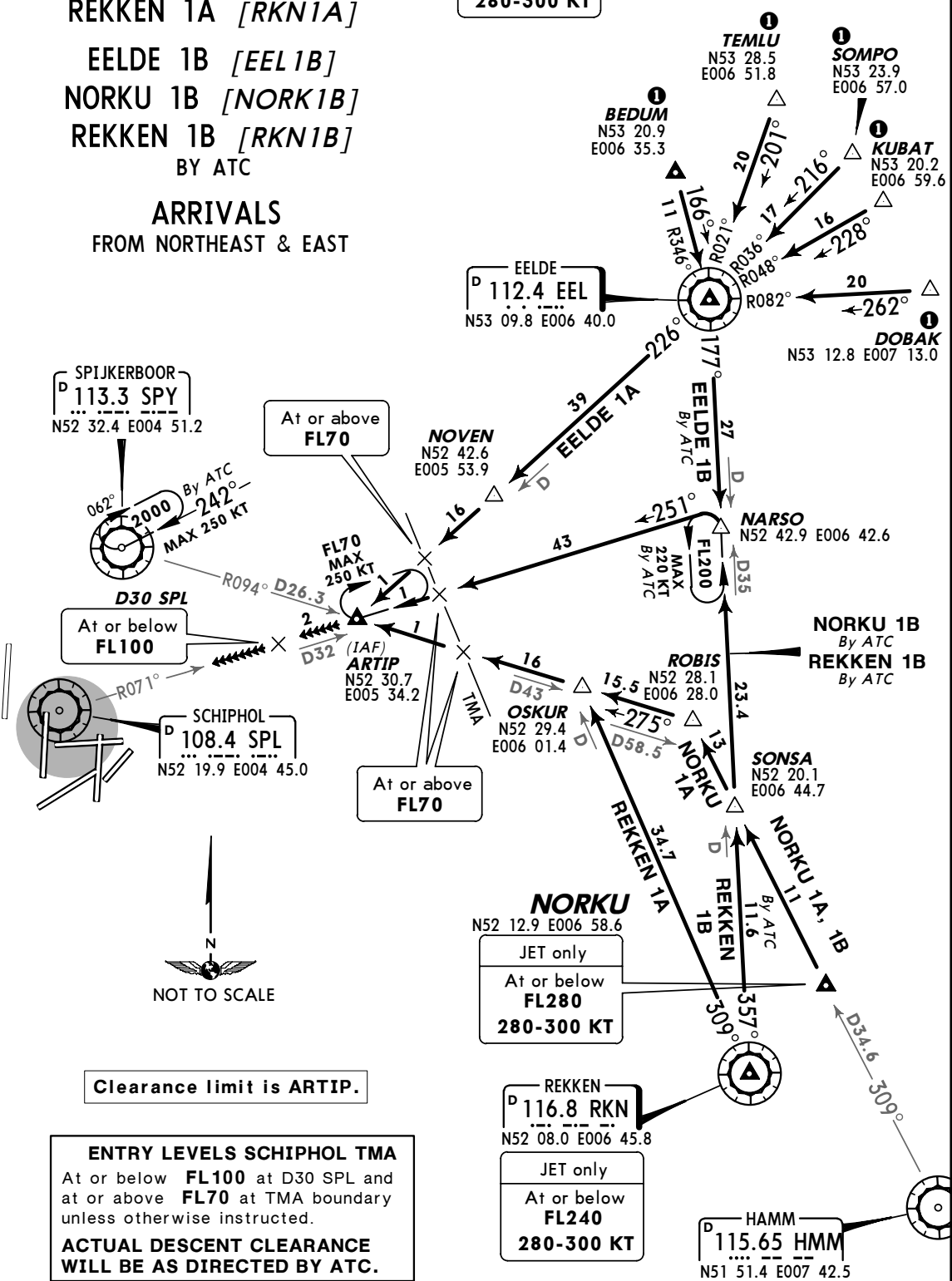
EELDE 1A [EEL1A]  
NORKU 1A [NORK1A]  
REKKEN 1A [RKN1A]

EELDE 1B [EEL1B]  
NORKU 1B [NORK1B]  
REKKEN 1B [RKN1B]

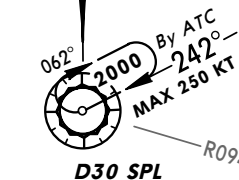
BY ATC

ARRIVALS  
FROM NORTHEAST & EAST

JET only  
At or below  
FL260  
280-300 KT



SPIJKERBOOR  
113.3 SPY  
N52 32.4 E004 51.2



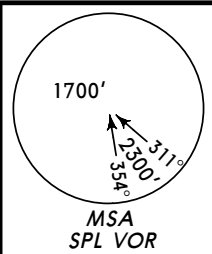
Clearance limit is ARTIP.

**ENTRY LEVELS SCHIPHOL TMA**  
At or below FL100 at D30 SPL and  
at or above FL70 at TMA boundary  
unless otherwise instructed.  
**ACTUAL DESCENT CLEARANCE  
WILL BE AS DIRECTED BY ATC.**

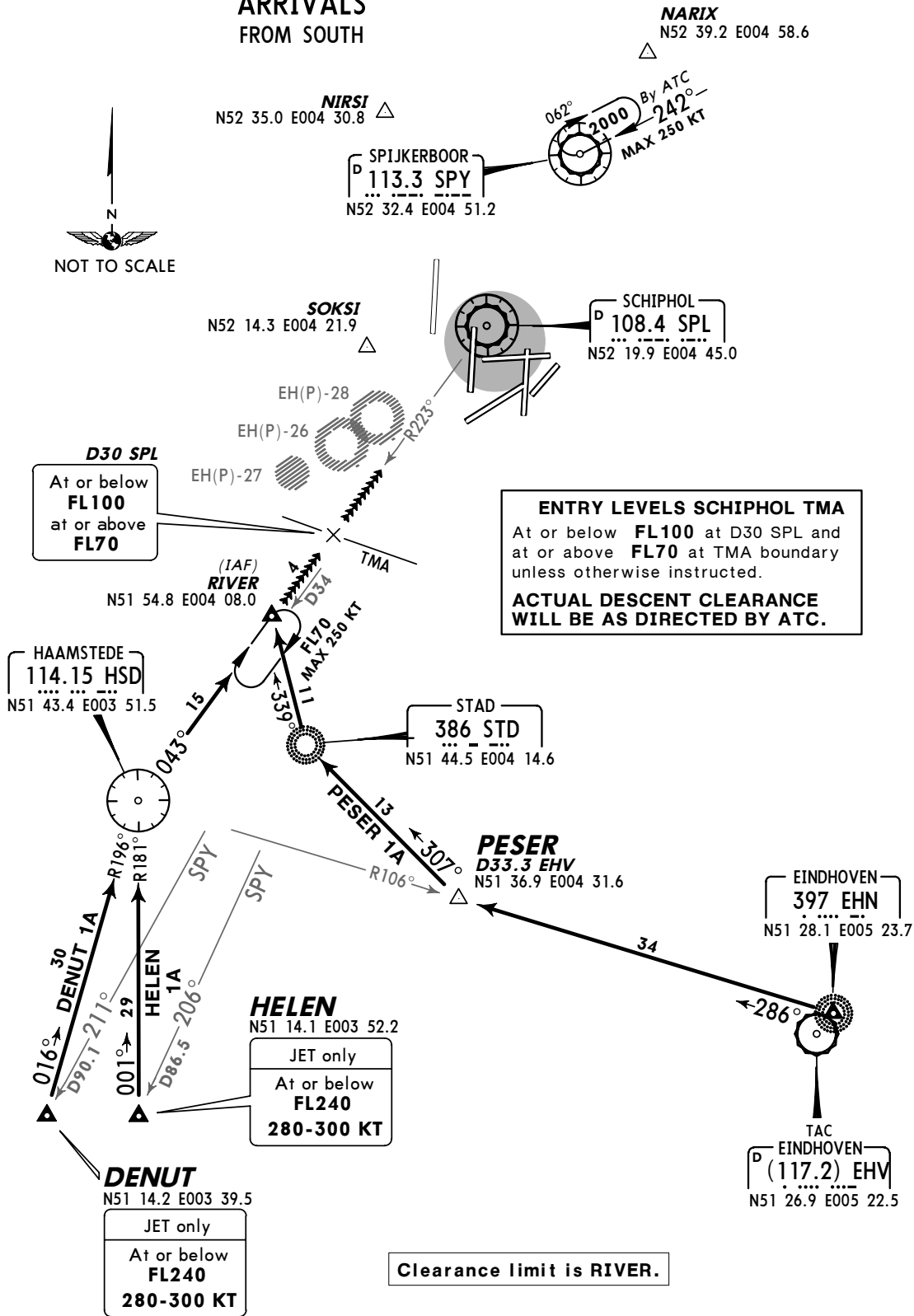
D-ATIS  
108.4  
132.97

Apt Elev  
-11'

Alt Set: hPa Trans level: By ATC Trans alt: 3000'  
Flights inbound EHAM departing from airports situated  
in the AMSTERDAM FIR and intending to operate at or  
below 3000' should obtain an arrival slot from  
SCHIPHOL APP before departure.



DENUT 1A [DENU1A], HELEN 1A [HELE1A]  
PESER 1A [PESE1A]  
ARRIVALS  
FROM SOUTH

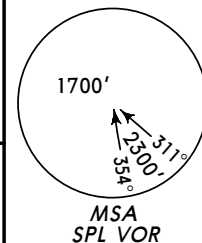




D-ATIS  
108.4  
132.97

Apt Elev  
-11'

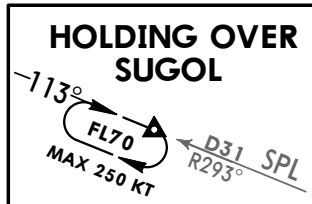
Alt Set: hPa Trans level: By ATC Trans alt: 3000'  
Flights inbound EHAM departing from airports situated  
in the AMSTERDAM FIR and intending to operate at or  
below 3000' should obtain an arrival slot from  
SCHIPHOL APP before departure.



**TOPPA 1A [TOPA1A]**  
**ARRIVAL**  
FROM NORTHWEST

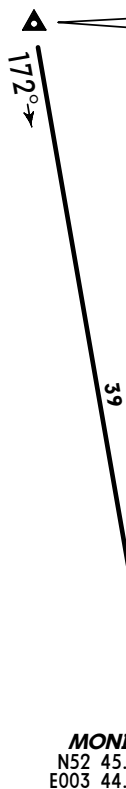
**TOPPA**  
N53 24.2 E003 33.7  
(117.4 NIK R-352/D136.4)

JET only  
At or below  
**FL250**  
**280-300 KT**



Clearance limit is SUGOL.

**ENTRY LEVELS SCHIPHOL TMA**  
At or below **FL100** at D30 SPL and  
at or above **FL70** at TMA boundary  
unless otherwise instructed.  
**ACTUAL DESCENT CLEARANCE**  
**WILL BE AS DIRECTED BY ATC.**



**MONIL**  
N52 45.7  
E003 44.8

**VEREL**  
N52 34.3 E003 46.6  
(SPL D38.5)  
(117.4 NIK D85.9)

DEN HELDER  
P 115.55 HDR  
N52 54.4 E004 45.9

SPIJKERBOOR  
P 113.3 SPY  
N52 32.4 E004 51.2

**NARIX**  
N52 39.2  
E004 58.6

At or above  
**FL70**

(IAF)  
**SUGOL**  
N52 31.5 E003 58.0

**NIRSI**  
N52 35.0  
E004 30.8

**D30 SPL**  
At or below  
**FL100**

**SOKSI**  
N52 14.3  
E004 21.9

SCHIPHOL  
P 108.4 SPL  
N52 19.9 E004 45.0

SID DESIGNATION	REFER TO CHART
ANDIK 2E, 1F	10-3B
ANDIK 1G, 1N	10-3C
ANDIK 1R, 1T	10-3D
ANDIK 1S, 2X	10-3E
ARNEM 2E, 1F	10-3F
ARNEM 1G, 1N, 1P	10-3G
ARNEM 1R, 1T	10-3H
ARNEM 1S, 2X	10-3J
BERGI 2E, 1F	10-3K
BERGI 1G, 1N, 1P	10-3L
BERGI 1R, 1S	10-3M
BERGI 2V, 1Z	10-3N
BERGI 2X	10-3P
GORLO 1F, 1N	10-3Q
GORLO 1P, 1R	10-3S
GORLO 2V, 1Z	10-3T
LEKKO 2E, 1F	10-3U
LEKKO 1G, 1N, 1P	10-3V
LEKKO 1R, 1S, 1T	10-3V1
LEKKO 1V, 1Z	10-3V2
LEKKO 2W, 2X	10-3V3
LOPIK 2E, 1F	10-3V4
LOPIK 1G, 1N, 1P	10-3V5
LOPIK 1R, 1S	10-3V6
LOPIK 1V, 1Z	10-3V7
LOPIK 2W, 2X	10-3V8
PAM 1P, 2W	10-3W
PAM 1V, 1Z	10-3X
SPY 1P, 1S, 1V	10-3X1
SPY 2W, 2X	10-3X2
VALKO 2E, 1G	10-3X3
VALKO 1N, 1S	10-3X4
VALKO 2X	10-3X5
CONTINUATION AFTER ANDIK	10-3X6
CONTINUATION AFTER ARNEM & PAM	10-3X7
CONTINUATION AFTER LEKKO & LOPIK	10-3X8

## DEPARTURE INSTRUCTIONS

SIDs are minimum noise routings.

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

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

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

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

Intercept radials at an angle of 45°.

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

The EH waypoints shall not be used when communicating with ATC.

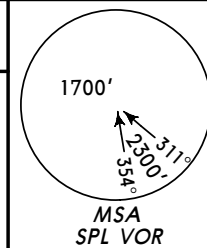
RWYs 18L, 18C, 36L, 36C:

Expect additional departure instructions from Tower during independent parallel departure operations.

SCHIPHOL Departure (R)  
119.05

Apt Elev  
-11'

Trans level: By ATC Trans alt: 3000'  
For departure instructions refer to 10-3A.



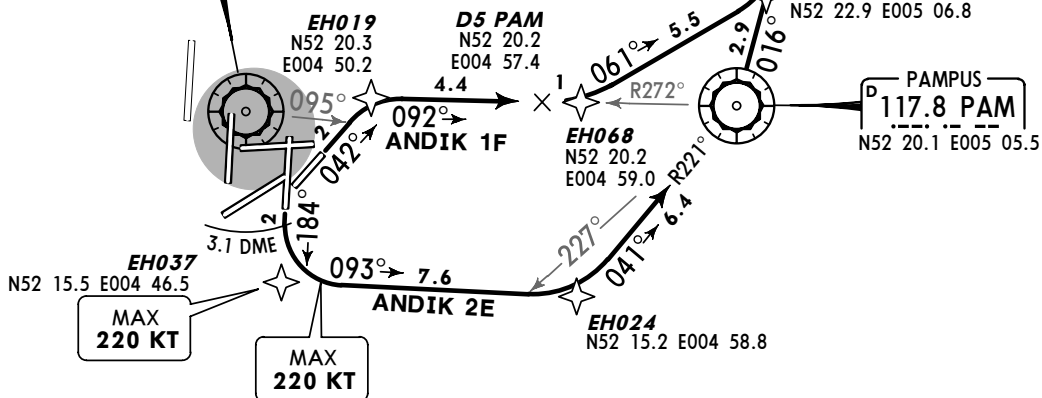
**ANDIK 2E [ANDI2E], ANDIK 1F [ANDI1F]**  
**RWYS 18L, 04 DEPARTURES**  
**~~SPEEDS~~ MAX 250 KT BELOW FL100**



**ANDIK**  
N52 44.4 E005 16.2  
At **FL60**  
(or above, if instructed by ATC)

**SPIJKERBOOR**  
D 113.3 SPY  
N52 32.4 E004 51.2

**SCHIPHOL**  
D 108.4 SPL  
N52 19.9 E004 45.0



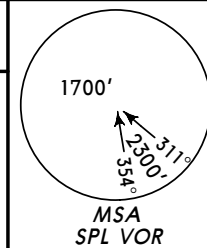
Initial climb clearance **FL60** higher level only when cleared by ATC

SID	RWY	ROUTING
ANDIK 2E	18L	184° track, at SPL 3.1 DME turn LEFT, 093° track, at PAM R-227 turn LEFT, intercept PAM R-221 inbound to PAM, PAM R-016 to ANDIK. <b>RNAV: THR 18L - EH037 (K220) - EH024 - PAM - ANDIK (FL60).</b>
ANDIK 1F	04	042° track, at SPL R-095 turn RIGHT, intercept PAM R-272 inbound to D5 PAM, turn LEFT, 061° track, intercept PAM R-016 to ANDIK. <b>RNAV: THR 04 - EH019 - EH068 - EH071 - ANDIK (FL60).</b>

SCHIPHOL Departure (R)  
119.05

Apt Elev  
-11'

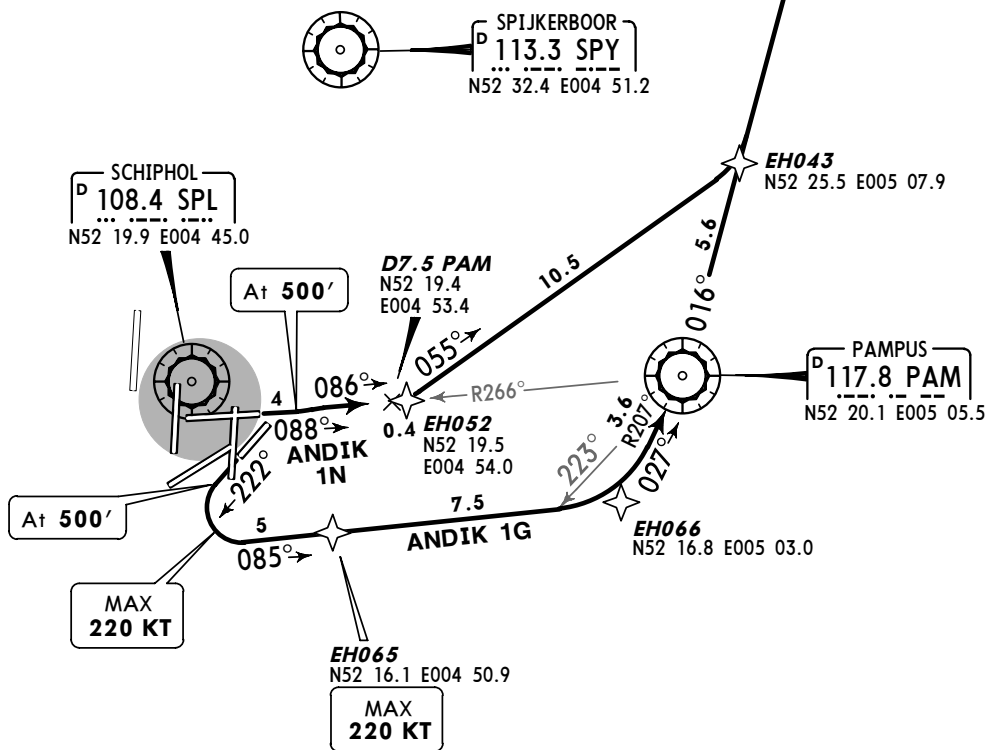
Trans level: By ATC Trans alt: 3000'  
For departure instructions refer to 10-3A.



**ANDIK 1G [ANDI1G], ANDIK 1N [ANDI1N]**  
**RWYS 22, 09 DEPARTURES**  
**~~SPEEDS~~ MAX 250 KT BELOW FL100**



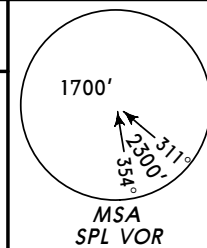
**ANDIK**  
N52 44.4 E005 16.2  
At **FL60**  
(or above, if instructed by ATC)



Initial climb clearance **FL60** higher level only when cleared by ATC

SID	RWY	ROUTING
ANDIK 1G	22	Climb on 222° track, at 500' turn LEFT, 085° track, at PAM R-223 turn LEFT, intercept PAM R-207 inbound to PAM, PAM R-016 to ANDIK. <b>RNAV: THR 22 - (500') - EH065 (K220-) - EH066 - PAM - ANDIK (FL60).</b>
ANDIK 1N	09	Climb on 088° track, at 500' turn LEFT, intercept PAM R-266 inbound to D7.5 PAM, turn LEFT, 055° track, intercept PAM R-016 to ANDIK. <b>RNAV: THR 09 - (500') - EH052 - EH043 - ANDIK (FL60).</b>

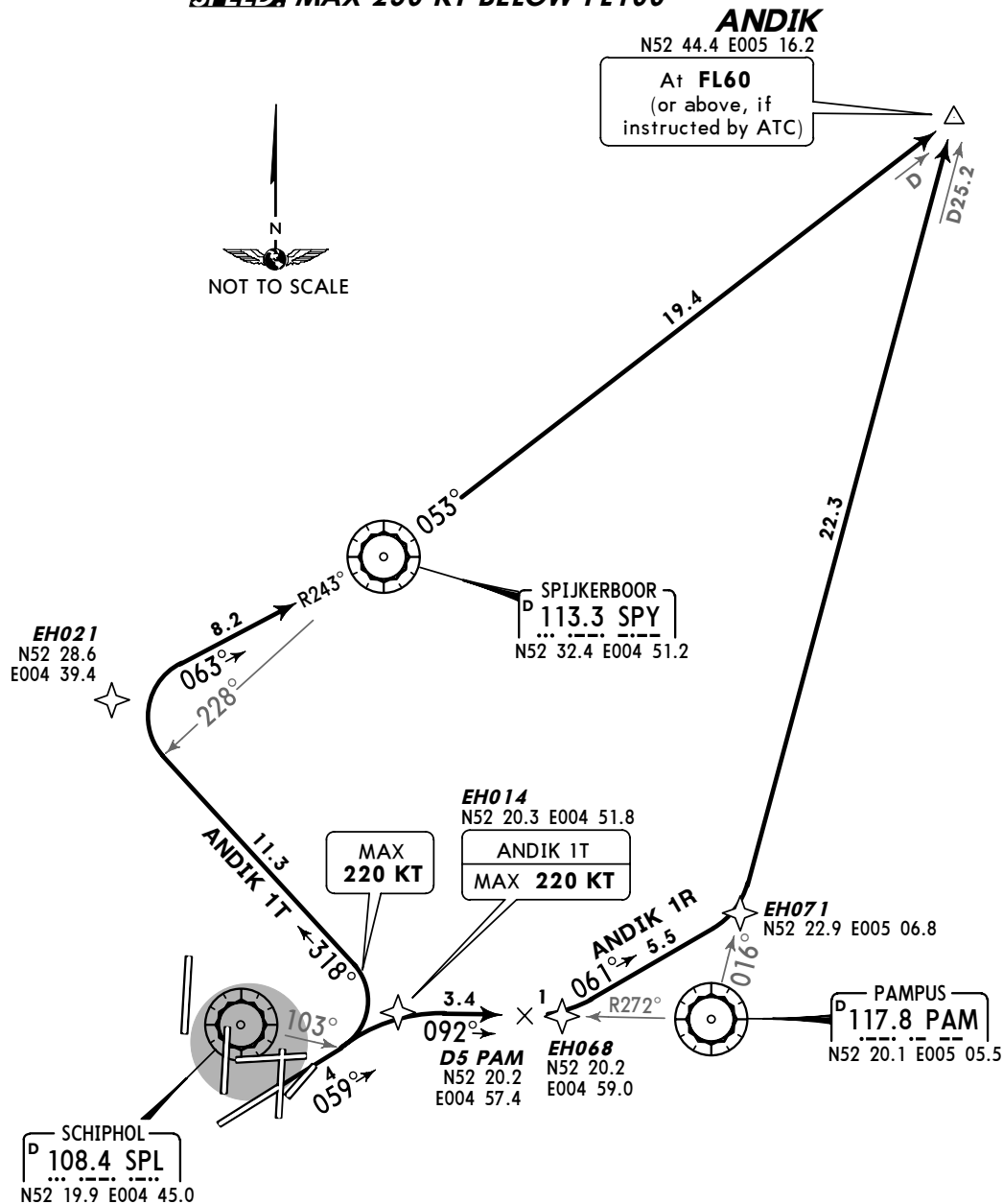
SCHIPHOL Departure (R) 119.05  
Apt Elev -11'  
Trans level: By ATC Trans alt: 3000'



**ANDIK 1R [ANDI1R], ANDIK 1T [ANDI1T]  
RWY 06 DEPARTURES**

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

**SPEED MAX 250 KT BELOW FL100**



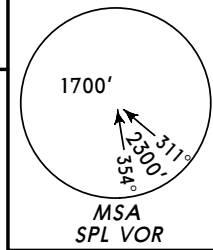
Initial climb clearance **FL60** higher level only when cleared by ATC

SID	ROUTING
<b>ANDIK 1R</b> ①	059° track, at SPL R-103 turn RIGHT, intercept PAM R-272 inbound to D5 PAM, turn LEFT, 061° track, intercept PAM R-016 to ANDIK. <b>RNAV: THR 06 - EH014 - EH068 - EH071 - ANDIK (FL60).</b>
<b>ANDIK 1T</b> ②	059° track, at SPL R-103 turn LEFT, 318° track, at SPY R-228 turn RIGHT, intercept SPY R-243 inbound to SPY, SPY R-053 to ANDIK. <b>RNAV: THR 06 - EH014 (K220-) - EH021 - SPY - ANDIK (FL60).</b>

① Jet aircraft only between 0600-2300LT.

② Only jet aircraft between 2300-0600LT.

SCHIPHOL Departure (R) 119.05 Apt Elev -11' Trans level: By ATC Trans alt: 3000'



**ANDIK 1S [ANDI1S], ANDIK 2X [ANDI2X]**  
**RWYS 24, 18C DEPARTURES**  
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A  
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',  
THEN CONTACT SCHIPHOL DEPARTURE  
**~~SPEED~~ MAX 250 KT BELOW FL100**



**ANDIK**

N52 44.4 E005 16.2

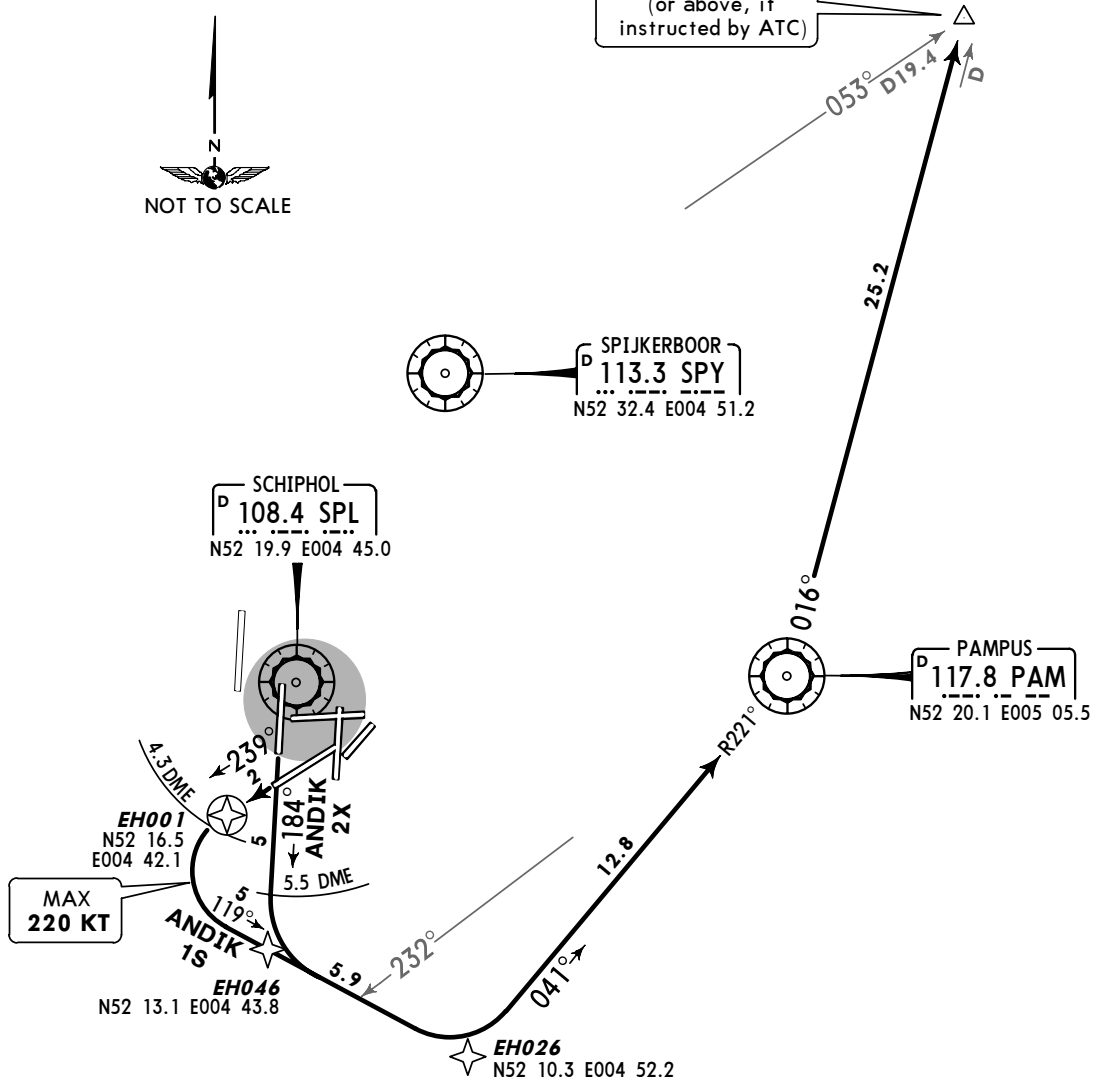
At **FL60**  
(or above, if  
instructed by ATC)



SPIJKERBOOR  
P 113.3 SPY  
N52 32.4 E004 51.2

SCHIPHOL  
P 108.4 SPL  
N52 19.9 E004 45.0

PAMPUS  
P 117.8 PAM  
N52 20.1 E005 05.5



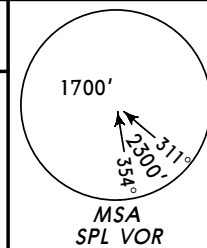
Initial climb clearance **FL60** higher level only when cleared by ATC

SID	RWY	ROUTING
ANDIK 1S	24	239° track, at SPL 4.3 DME turn LEFT, 119° track, at PAM R-232 turn LEFT, intercept PAM R-221 inbound to PAM, PAM R-016 to ANDIK. <b>RNAV: THR 24 - EH001 - EH026 - PAM - ANDIK (FL60).</b>
ANDIK 2X	18C	184° track, at SPL 5.5 DME turn LEFT, 119° track, at PAM R-232 turn LEFT, intercept PAM R-221 inbound to PAM, PAM R-016 to ANDIK. <b>RNAV: THR 18C - EH046 - EH026 - PAM - ANDIK (FL60).</b>

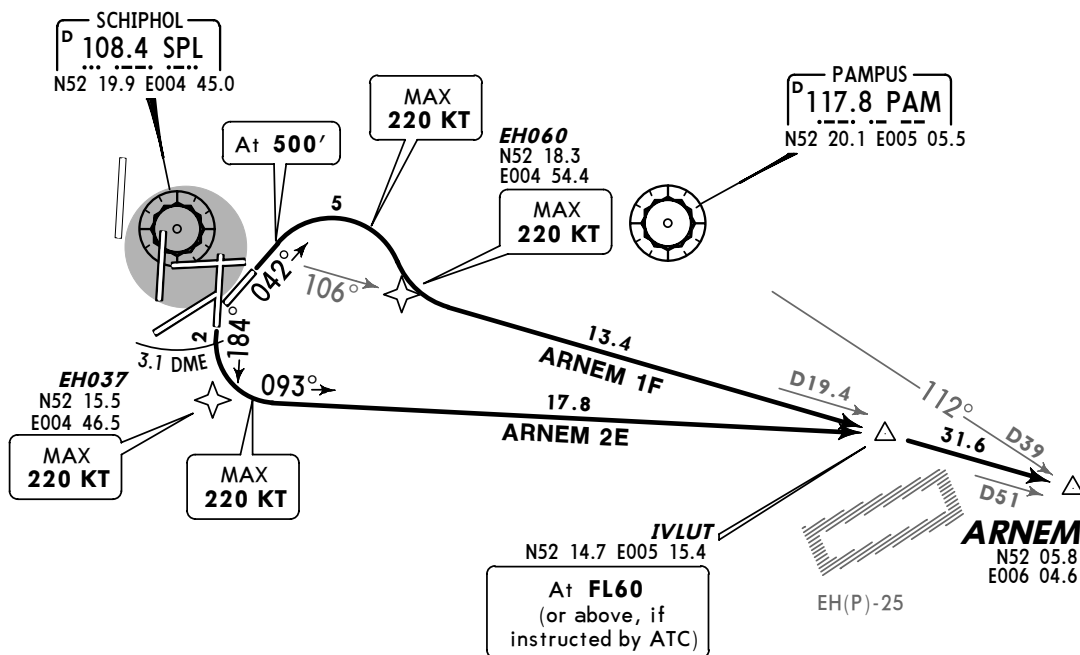
SCHIPHOL Departure (R)  
119.05

Apt Elev  
-11'

Trans level: By ATC Trans alt: 3000'  
For departure instructions refer to 10-3A.

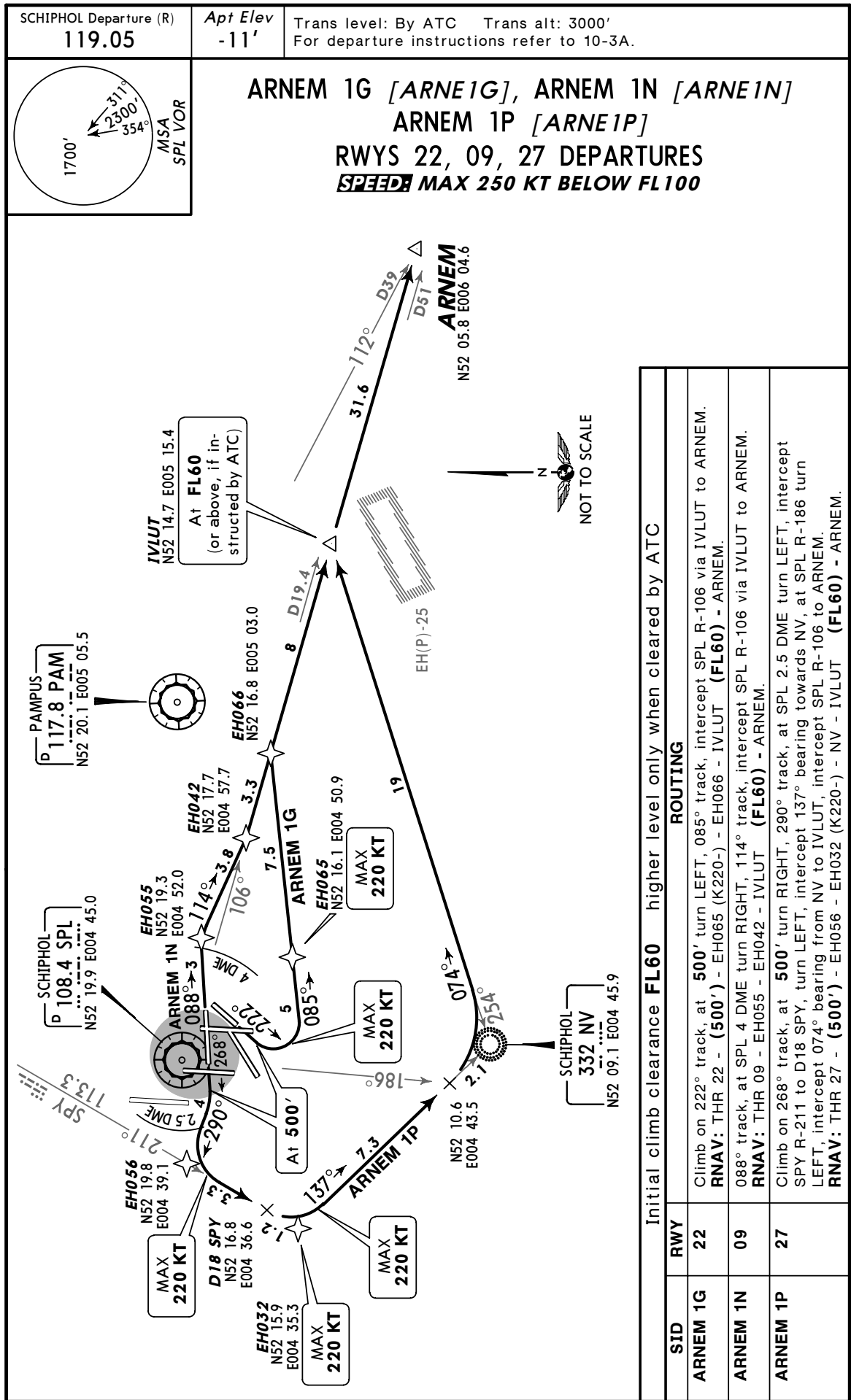


**ARNEM 2E [ARNE2E], ARNEM 1F [ARNE1F]**  
**RWYS 18L, 04 DEPARTURES**  
**~~SPEED~~ MAX 250 KT BELOW FL100**



Initial climb clearance **FL60** higher level only when cleared by ATC

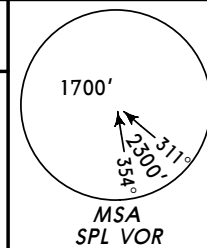
SID	RWY	ROUTING
ARNEM 2E	18L	184° track, at SPL 3.1 DME turn LEFT, 093° track to IVLUT, intercept SPL R-106 to ARNEM. <b>RNAV: THR 18L - EH037 (K220-) - IVLUT (FL60) - ARNEM.</b>
ARNEM 1F	04	Climb on 042° track, at 500' turn RIGHT, intercept SPL R-106 via IVLUT to ARNEM. <b>RNAV: THR 04 - (500') - EH060 (K220-) - IVLUT (FL60) - ARNEM.</b>



CHANGES: SIDs transferred; chart redrawn.

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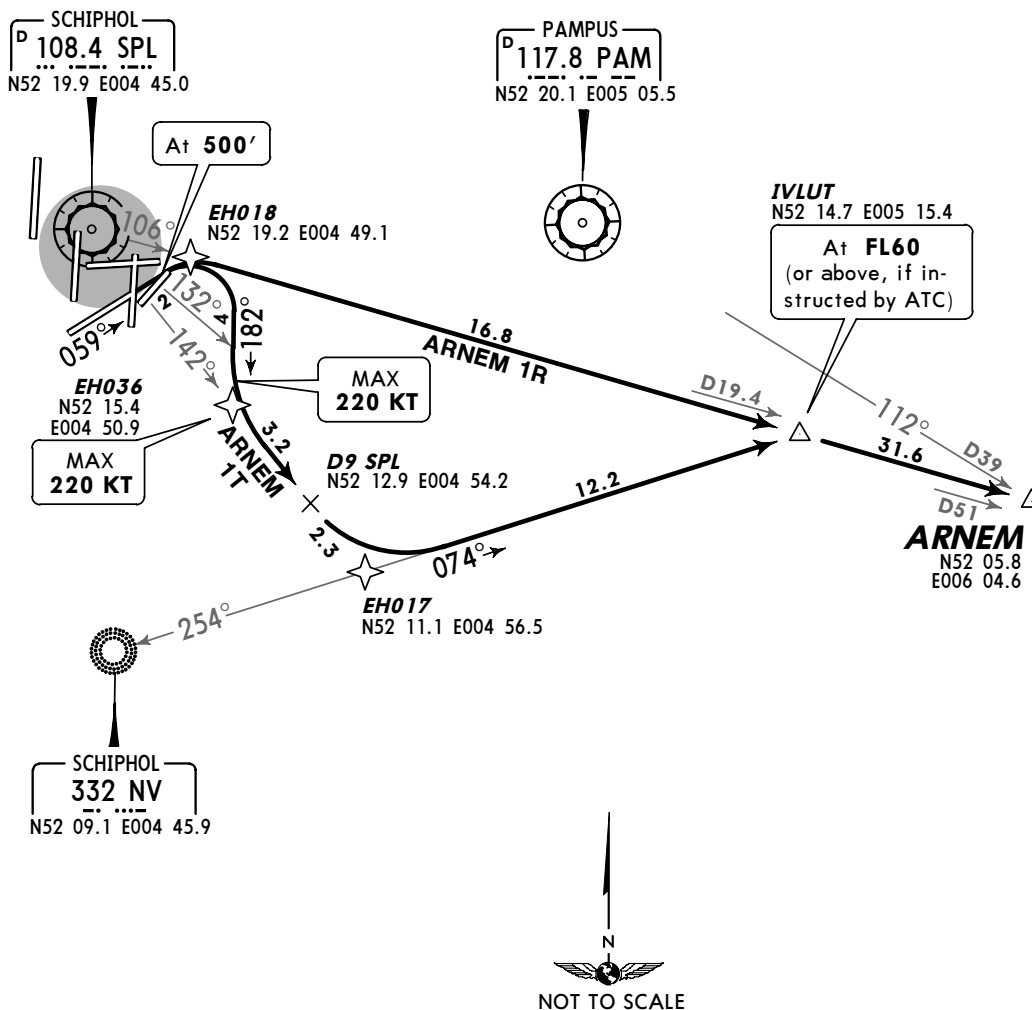
SCHIPHOL Departure (R) 119.05  
Apt Elev -11'  
Trans level: By ATC Trans alt: 3000'



**ARNEM 1R [ARNE1R], ARNEM 1T [ARNE1T]  
RWY 06 DEPARTURES**

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

**~~SPEED~~ MAX 250 KT BELOW FL100**



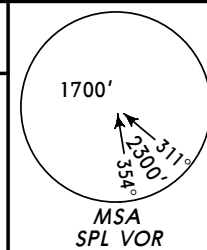
Initial climb clearance **FL60** higher level only when cleared by ATC

SID	ROUTING
<b>ARNEM 1R</b> ①	Climb on 059° track, at <b>500'</b> turn RIGHT, intercept SPL R-106 via IVLUT to ARNEM. <b>RNAV:</b> THR 06 - EH018 - IVLUT ( <b>FL60</b> ) - ARNEM.
<b>ARNEM 1T</b> ②	Climb on 059° track, at <b>500'</b> turn RIGHT, 182° track, at SPL R-132 turn LEFT, intercept SPL R-142 to D9 SPL, turn LEFT, intercept 074° bearing from NV to IVLUT, intercept SPL R-106 to ARNEM. <b>RNAV:</b> THR 06 - ( <b>500'</b> ) - EH036 (K220-) - EH017 - IVLUT ( <b>FL60</b> ) - ARNEM.

① Jet aircraft only between 0600-2300LT.

② Only jet aircraft between 2300-0600LT.

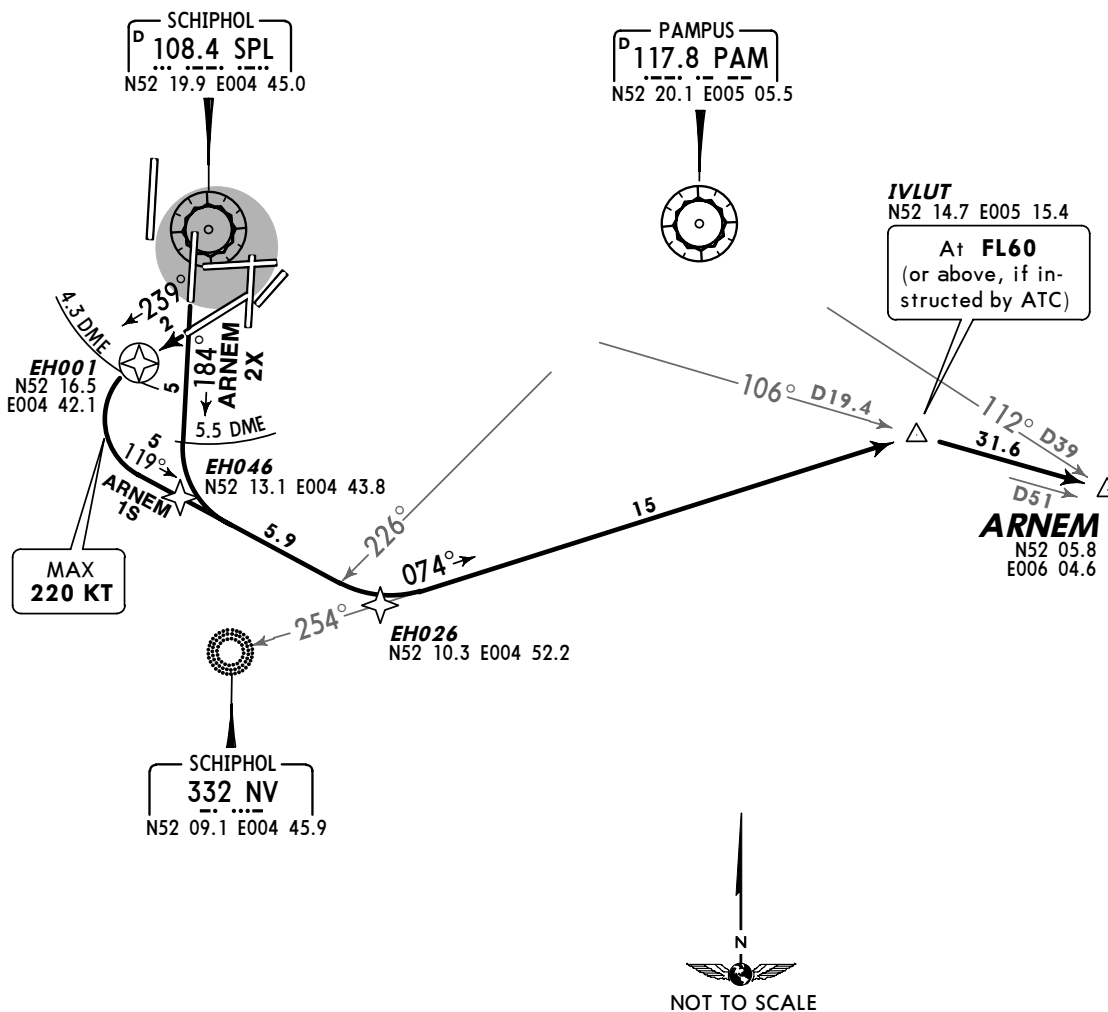
SCHIPHOL Departure (R) 119.05  
Apt Elev -11'  
Trans level: By ATC Trans alt: 3000'



**ARNEM 1S [ARNE1S], ARNEM 2X [ARNE2X]  
RWYS 24, 18C DEPARTURES**

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

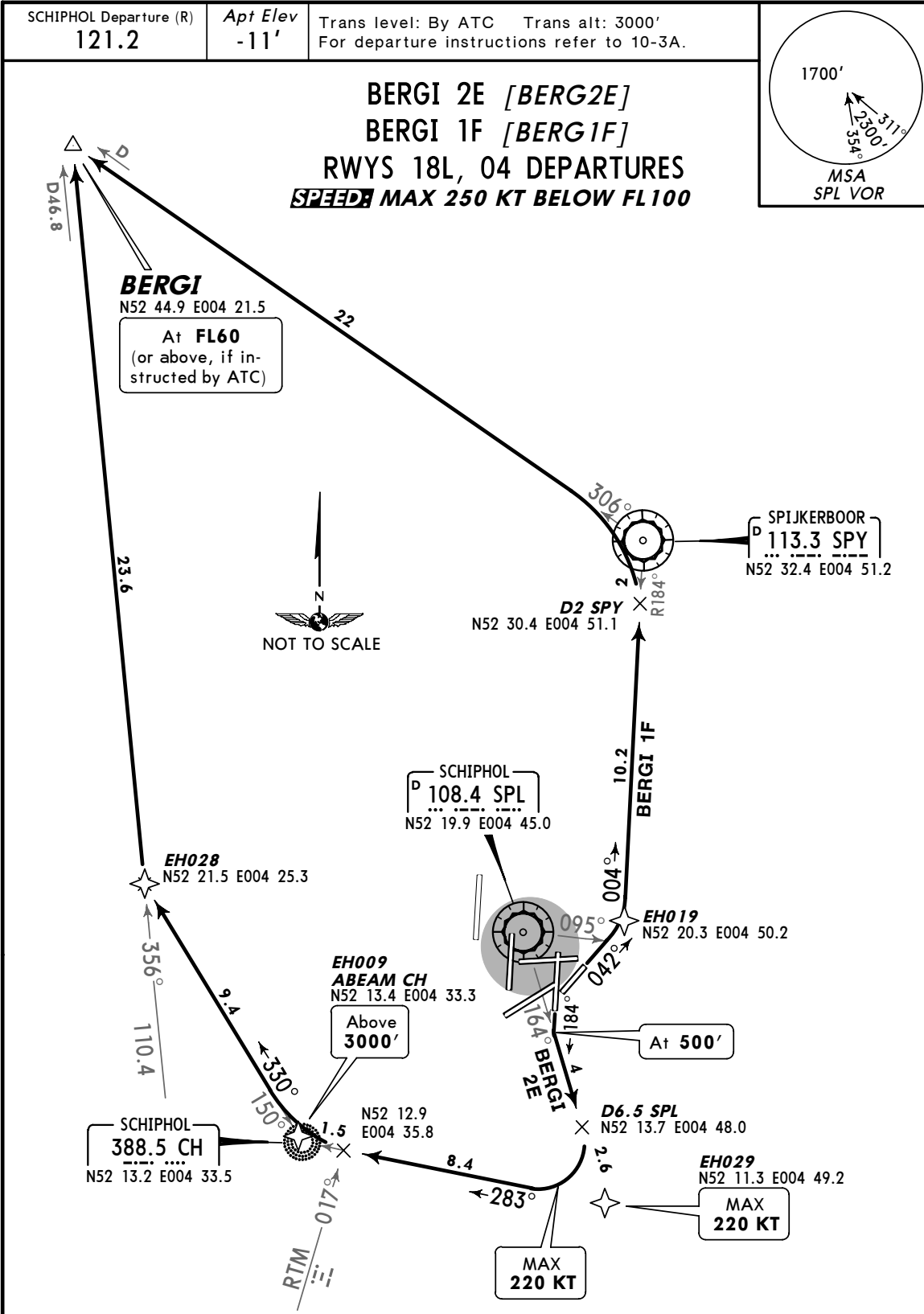
**~~SPEED~~ MAX 250 KT BELOW FL100**



Initial climb clearance **FL60** higher level only when cleared by ATC

SID	RWY	ROUTING
ARNEM 1S	24	239° track, at SPL 4.3 DME turn LEFT, 119° track, at PAM R-226 turn LEFT, intercept 074° bearing from NV to IVLUT, intercept SPL R-106 to ARNEM. <b>RNAV: THR 24 - EH001 - EH026 - IVLUT (FL60) - ARNEM.</b>
ARNEM 2X	18C	184° track, at SPL 5.5 DME turn LEFT, 119° track, at PAM R-226 turn LEFT, intercept 074° bearing from NV to IVLUT, intercept SPL R-106 to ARNEM. <b>RNAV: THR 18C - EH046 - EH026 - IVLUT (FL60) - ARNEM.</b>

CHANGES: Reference note; turning point RWY 24.

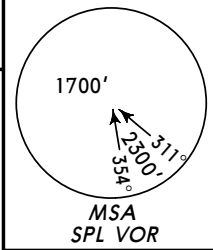


SID	RWY	ROUTING
<b>BERGI 2E</b>	<b>18L</b>	Climb on 184° track, at 500' turn LEFT, intercept SPL R-164, at D6.5 SPL turn RIGHT, intercept 283° bearing towards CH, at RTM R-017 turn RIGHT, intercept 330° bearing from CH, intercept RTM R-356 to BERGI. <b>RNAV: THR 18L - (500') - EH029 (K220-) - EH009 (3000'+) - EH028 - BERGI (FL60).</b>
<b>BERGI 1F</b>	<b>04</b>	042° track, at SPL R-095 turn LEFT, intercept SPY R-184 inbound to D2 SPY, turn LEFT, intercept SPY R-306 to BERGI. <b>RNAV: THR 04 - EH019 - SPY - BERGI (FL60).</b>

CHANGES: SIDs transferred; chart redrawn.

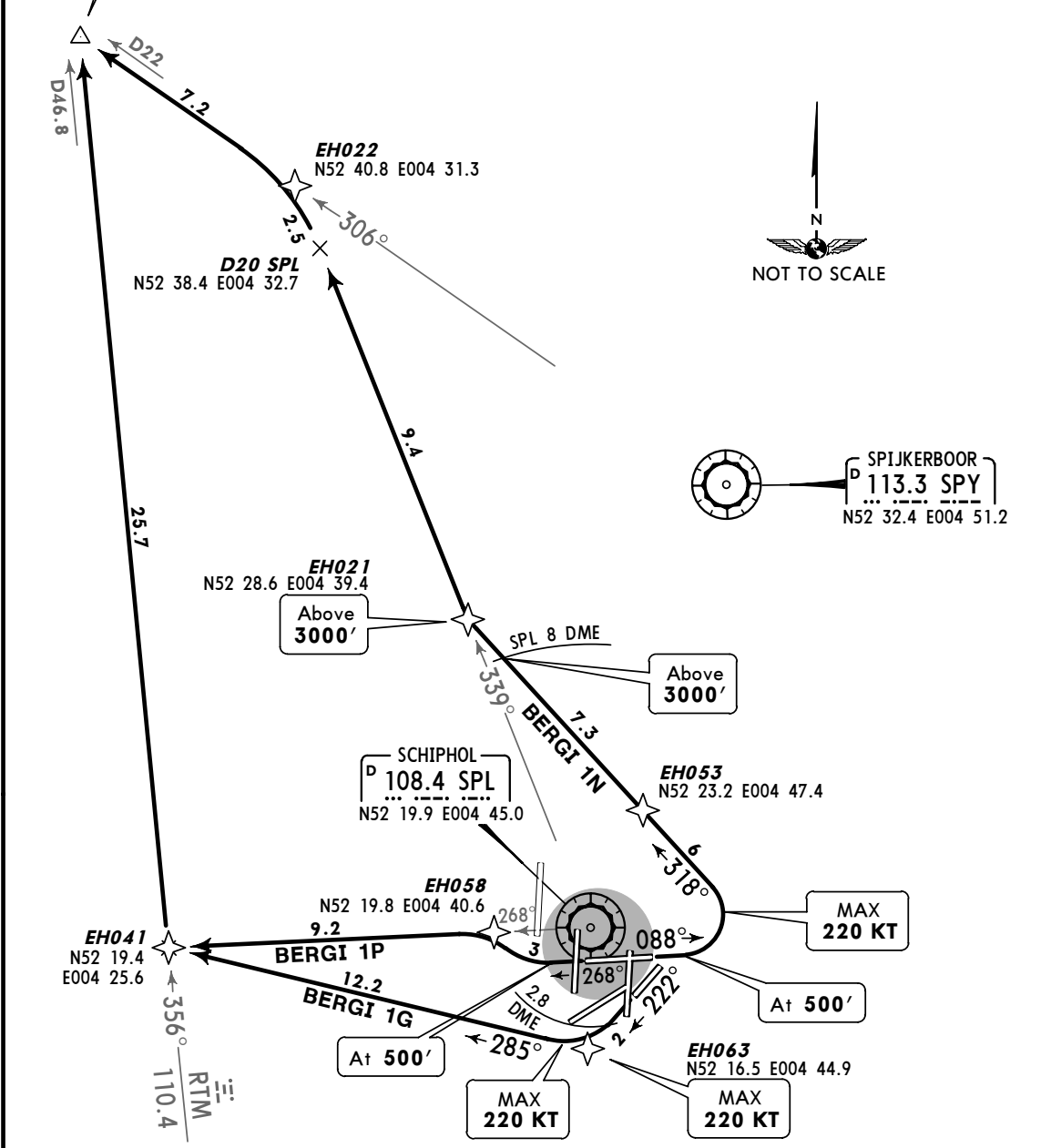
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SCHIPHOL Departure (R) 121.2	Apt Elev -11'	Trans level: By ATC Trans alt: 3000' For departure instructions refer to 10-3A.
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**BERGI**  
N52 44.9 E004 21.5  
At **FL60**  
(or above, if instructed by ATC)

**BERGI 1G [BERG1G]**  
**BERGI 1N [BERG1N]**  
**BERGI 1P [BERG1P]**  
**RWYS 22, 09, 27 DEPARTURES**  
**~~SPEED~~ MAX 250 KT BELOW FL100**



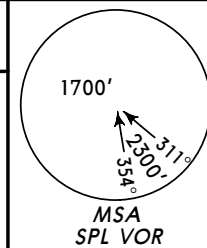
Initial climb clearance **FL60** higher level only when cleared by ATC

SID	RWY	ROUTING
<b>BERGI 1G</b>	<b>22</b>	222° track, at SPL 2.8 DME turn RIGHT, 285° track, intercept RTM R-356 to BERGI. <b>RNAV: THR 22 - EH063 (K220-) - EH041 - BERGI (FL60).</b>
<b>BERGI 1N</b>	<b>09</b>	Climb on 088° track, at <b>500'</b> turn LEFT, 318° track, intercept SPL R-339, at D20 SPL turn LEFT, intercept SPY R-306 to BERGI. <b>RNAV: THR 09 - (500') - EH053 - EH021 (3000'+) - EH022 - BERGI (FL60).</b>
<b>BERGI 1P</b>	<b>27</b>	Climb on 268° track, at <b>500'</b> turn RIGHT, intercept SPL R-268, intercept RTM R-356 to BERGI. <b>RNAV: THR 27 - (500') - EH058 - EH041 - BERGI (FL60).</b>

CHANGES: SIDs transferred; chart redrawn.

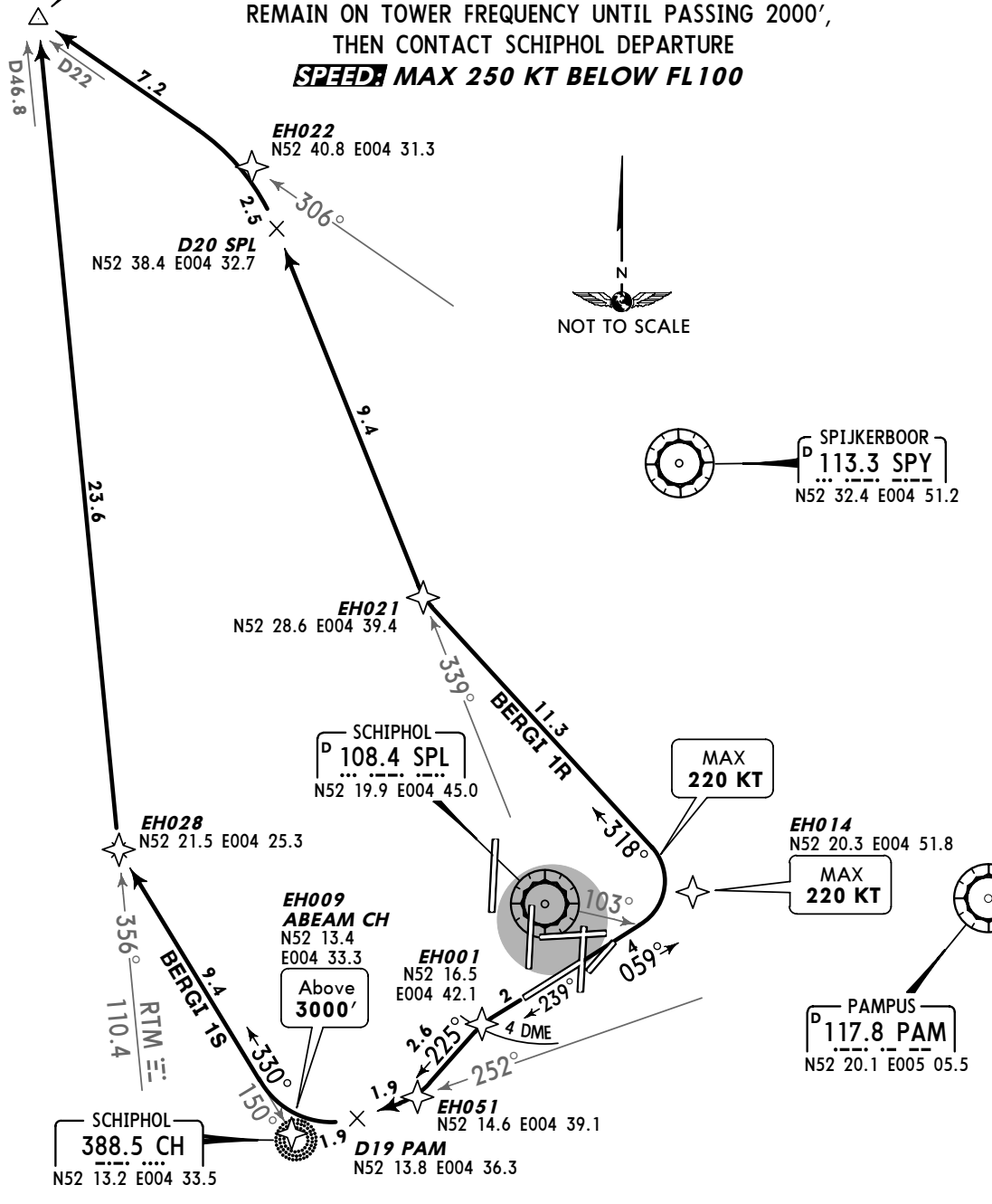
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SCHIPHOL Departure (R) 121.2 Apt Elev -11' Trans level: By ATC Trans alt: 3000'



**BERGI**  
N52 44.9 E004 21.5  
At **FL60**  
(or above, if instructed by ATC)

**BERGI 1R [BERG1R]**  
**BERGI 1S [BERG1S]**  
**RWYS 06, 24 DEPARTURES**  
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A  
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',  
THEN CONTACT SCHIPHOL DEPARTURE  
**SPEED: MAX 250 KT BELOW FL100**

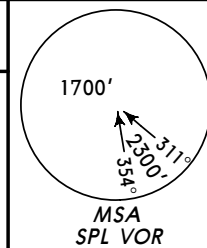


Initial climb clearance **FL60** higher level only when cleared by ATC

SID	RWY	ROUTING
<b>BERGI 1R</b>	<b>06</b>	059° track, at SPL R-103 turn LEFT, 318° track, intercept SPL R-339, at D20 SPL turn LEFT, intercept SPY R-306 to BERGI. <b>RNAV: THR 06 - EH014 (K220-) - EH021 - EH022 - BERGI (FL60).</b>
<b>BERGI 1S</b>	<b>24</b>	239° track, at SPL 4 DME turn LEFT, 225° track, intercept PAM R-252, at D19 PAM turn RIGHT, intercept 330° bearing from CH, intercept RTM R-356 to BERGI. <b>RNAV: THR 24 - EH001 - EH051 - EH009 (3000'+) - EH028 - BERGI (FL60).</b>

CHANGES: Reference note.

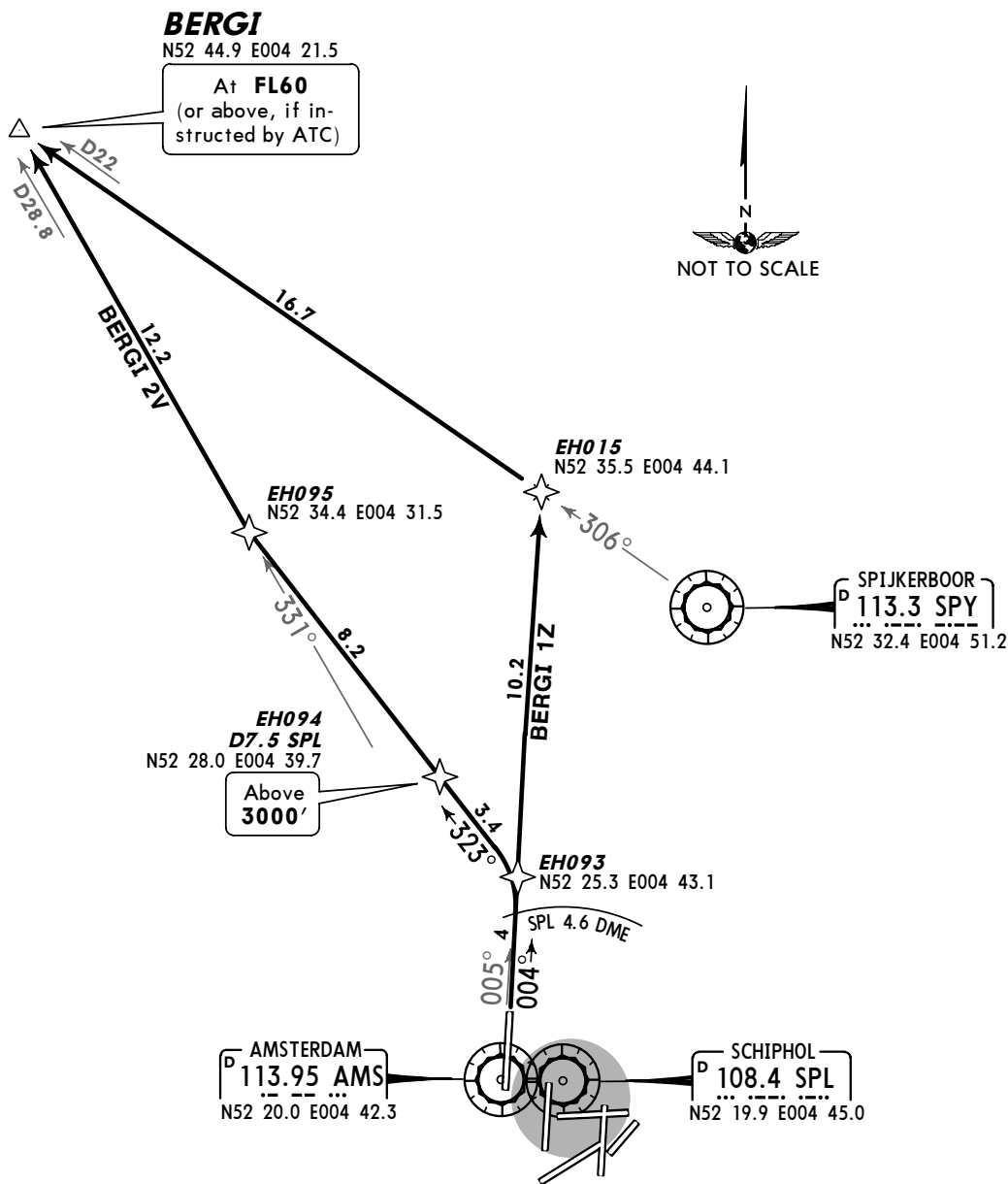
SCHIPHOL Departure (R) **121.2** Apt Elev **-11'** Trans level: By ATC Trans alt: 3000'



**BERGI 2V [BERG2V], BERGI 1Z [BERG1Z]  
RWY 36L DEPARTURES**

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

**~~SPEED~~ MAX 250 KT BELOW FL100**



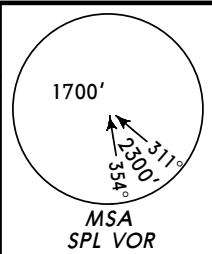
Initial climb clearance **FL60** higher level only when cleared by ATC

SID	ROUTING
<b>BERGI 2V</b> ①	004° track, at SPL 4.6 DME turn LEFT, 323° track, intercept SPL R-331 to BERGI. <b>RNAV: THR 36L - EH093 - EH094 (3000'+) - EH095 - BERGI (FL60).</b>
<b>BERGI 1Z</b> ②	004° track, intercept AMS R-005, intercept SPY R-306 to BERGI. <b>RNAV: THR 36L - EH015 - BERGI (FL60).</b>

① Jet aircraft only between 0600-2300LT.

② Only jet aircraft between 2300-0600LT.

SCHIPHOL Departure (R) 121.2	Apt Elev -11'	Trans level: By ATC For departure instructions refer to 10-3A.	Trans alt: 3000'
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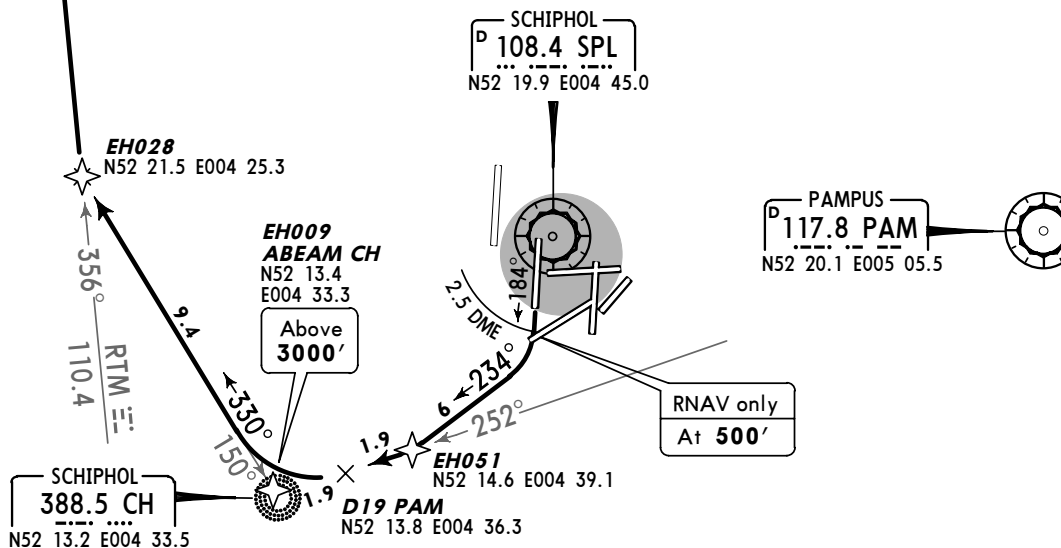


**BERGI 2X [BERG2X]**  
**RWY 18C DEPARTURE**  
**~~SPEED~~ MAX 250 KT BELOW FL100**

**BERGI**

N52 44.9 E004 21.5

At **FL60**  
(or above, if instructed by ATC)

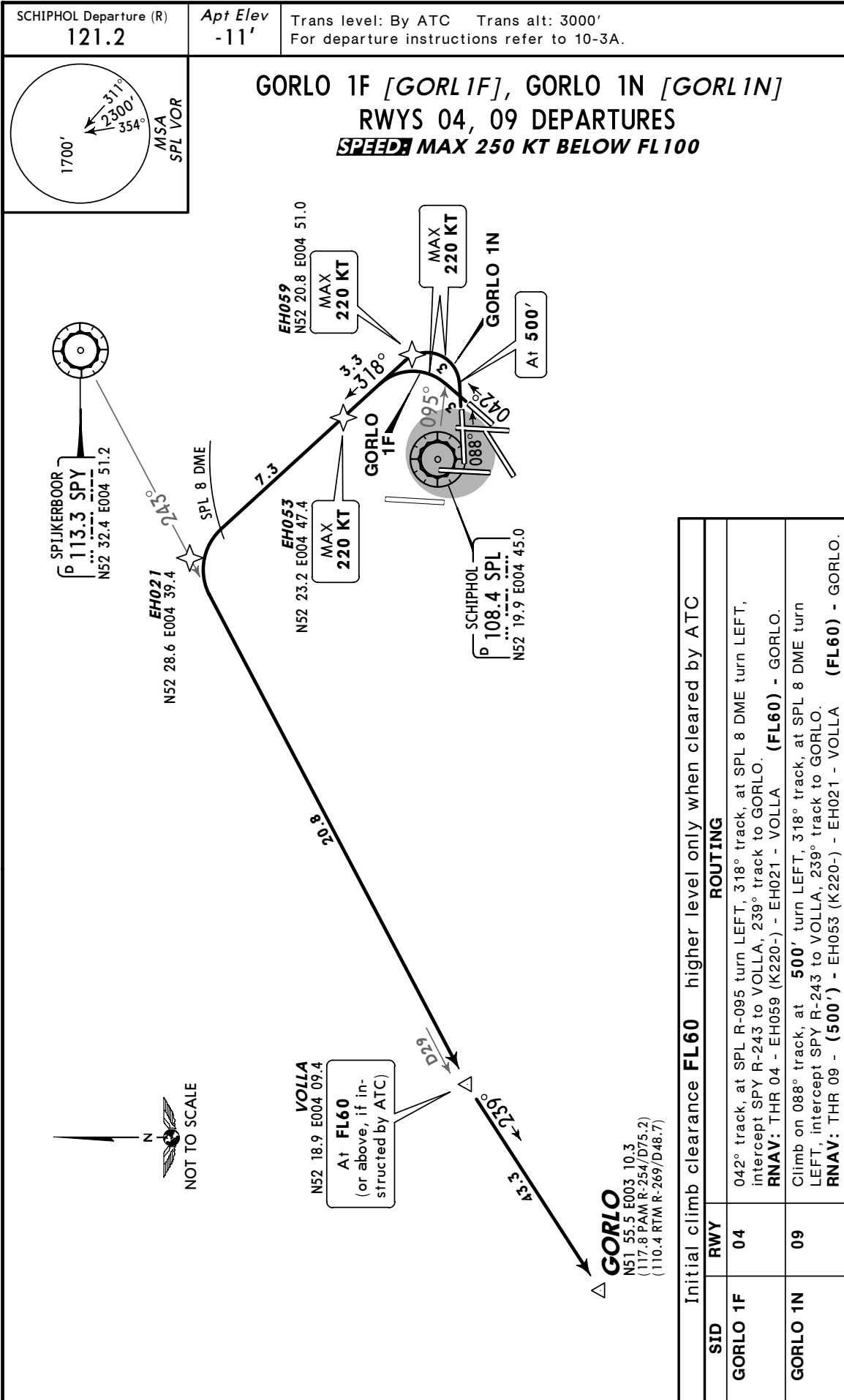


Initial climb clearance **FL60** higher level only when cleared by ATC

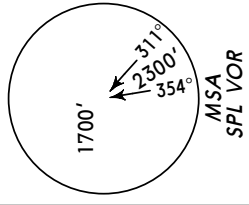
**ROUTING**

184° track, at SPL 2.5 DME turn RIGHT, 234° track, intercept PAM R-252, at D19 PAM turn RIGHT, intercept 330° bearing from CH, intercept RTM R-356 to BERGI.

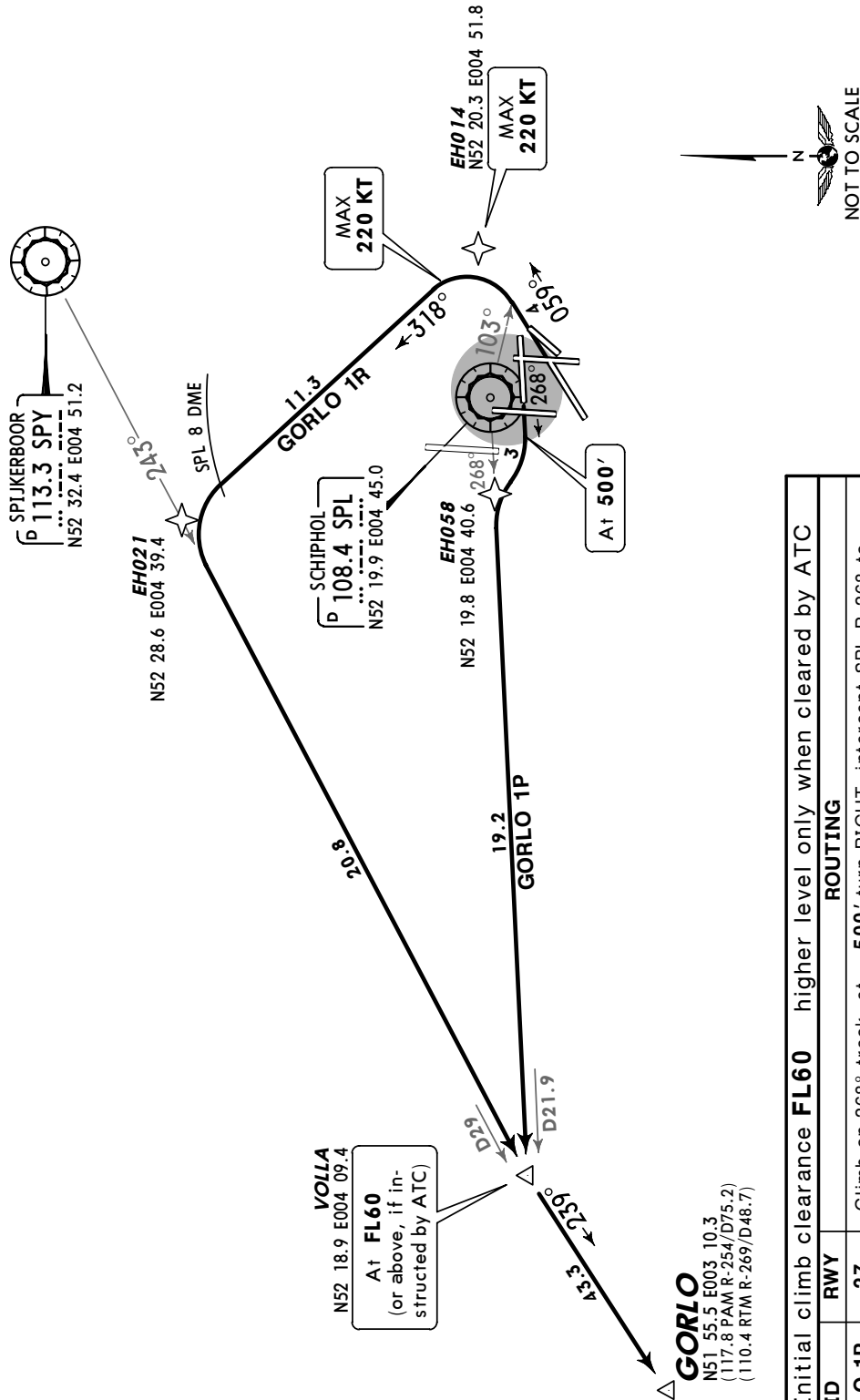
**RNAV: THR 18C - (500') - EH051 - EH009 (3000'+) - EH028 - BERGI (FL60).**



SCHIPHOL Departure (R) <b>121.2</b>	Apt Elev <b>-11'</b>	Trans level: By ATC Trans alt: 3000' For departure instructions refer to 10-3A.
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**GORLO 1P [GORL1P], GORLO 1R [GORL1R]  
RWYS 27, 06 DEPARTURES**  
**~~SPEED~~ MAX 250 KT BELOW FL100**

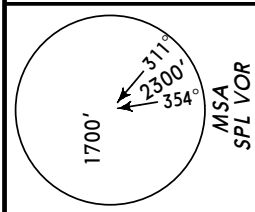


Initial climb clearance <b>FL60</b> higher level only when cleared by ATC		ROUTING
SID	RWY	
GORLO 1P	27	Climb on 268° track, at <b>500'</b> turn RIGHT, intercept SPL R-268 to VOLLA, 239° track to GORLO. <b>RNAV:</b> THR 27 - <b>(500')</b> - EHO58 - VOLLA <b>(FL60)</b> - GORLO.
GORLO 1R	06	059° track, at SPL R-103 turn LEFT, 318° track, at SPL 8 DME turn LEFT, intercept SPY R-243 to VOLLA, 239° track to GORLO. <b>RNAV:</b> THR 06 - EHO14 (K220-) - EHO21 - VOLLA <b>(FL60)</b> - GORLO.

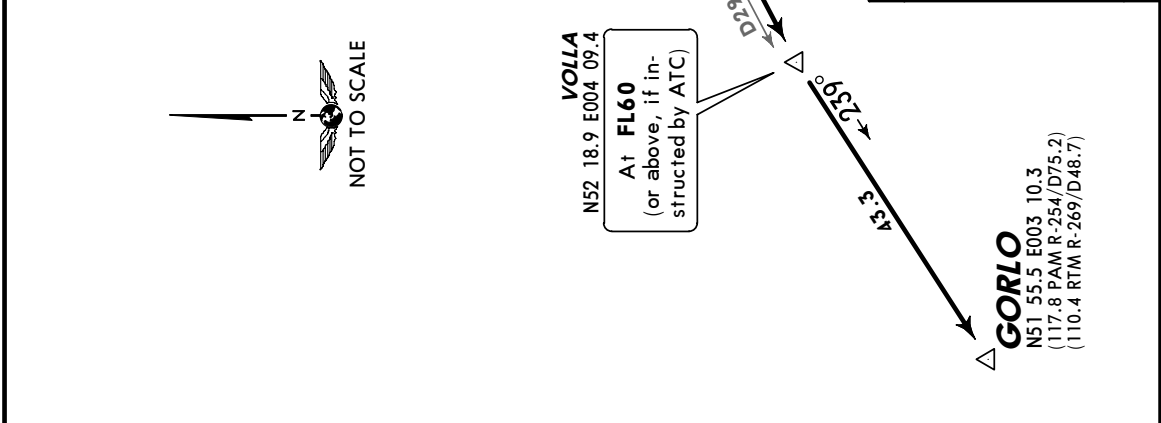
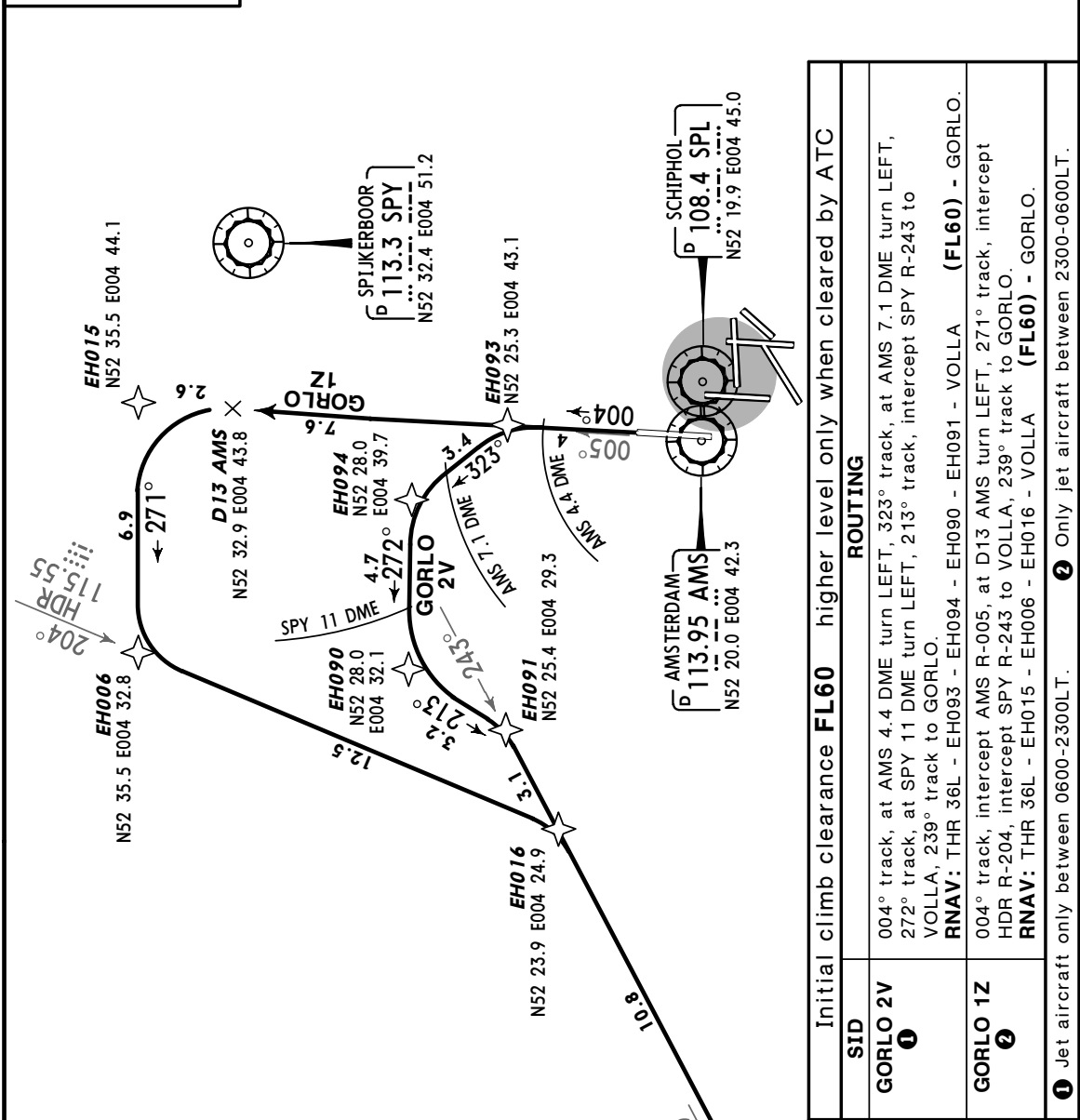
CHANGES: SIDs transferred; chart redrawn.

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SCHIPHOL Departure (R) <b>121.2</b>	Apt Elev <b>-11'</b>	Trans level: By ATC Trans alt: 3000' For departure instructions refer to 10-3A.
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**GORLO 2V [GORL2V], GORLO 1Z [GORL1Z]  
RWY 36L DEPARTURES**  
**~~SPEED~~ MAX 250 KT BELOW FL100**

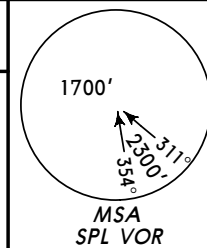


SID	ROUTING
<b>GORLO 2V</b> ①	Initial climb clearance <b>FL60</b> higher level only when cleared by ATC 004° track, at AMS 4.4 DME turn LEFT, 323° track, at AMS 7.1 DME turn LEFT, 272° track, at SPY 11 DME turn LEFT, 213° track, intercept SPY R-243 to VOLLA, 239° track to GORLO. <b>RNAV: THR 36L - EH093 - EH094 - EH090 - EH091 - VOLLA (FL60) - GORLO.</b>
<b>GORLO 1Z</b> ②	004° track, intercept AMS R-005, at D13 AMS turn LEFT, 271° track, intercept HDR R-204, intercept SPY R-243 to VOLLA, 239° track to GORLO. <b>RNAV: THR 36L - EH015 - EH006 - EH016 - VOLLA (FL60) - GORLO.</b>

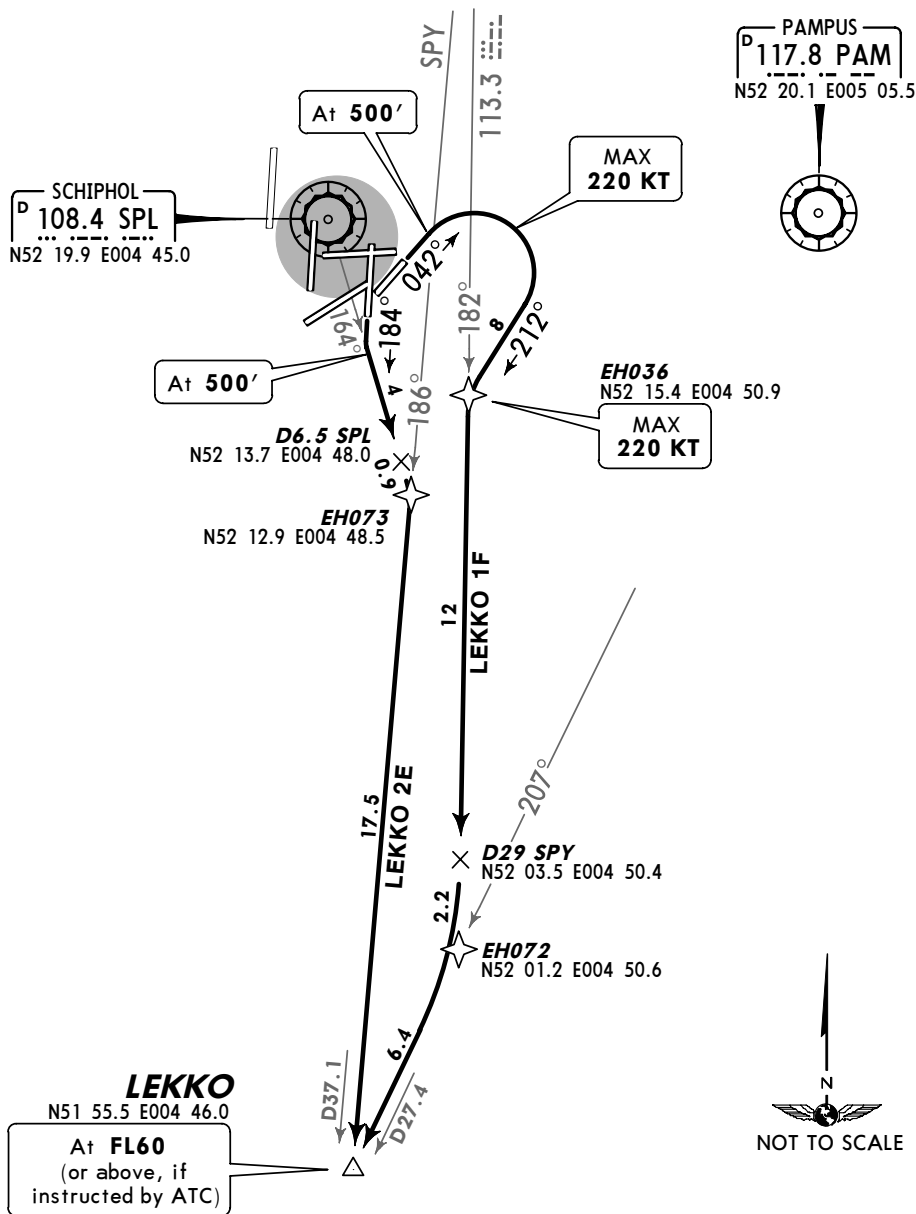
SCHIPHOL Departure (R)  
119.05

Apt Elev  
-11'

Trans level: By ATC Trans alt: 3000'  
For departure instructions refer to 10-3A.



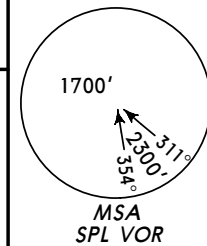
**LEKKO 2E [LEKO2E], LEKKO 1F [LEKO1F]  
RWYS 18L, 04 DEPARTURES**  
**DEPART MAX 250 KT BELOW FL100**



Initial climb clearance **FL60** higher level only when cleared by ATC

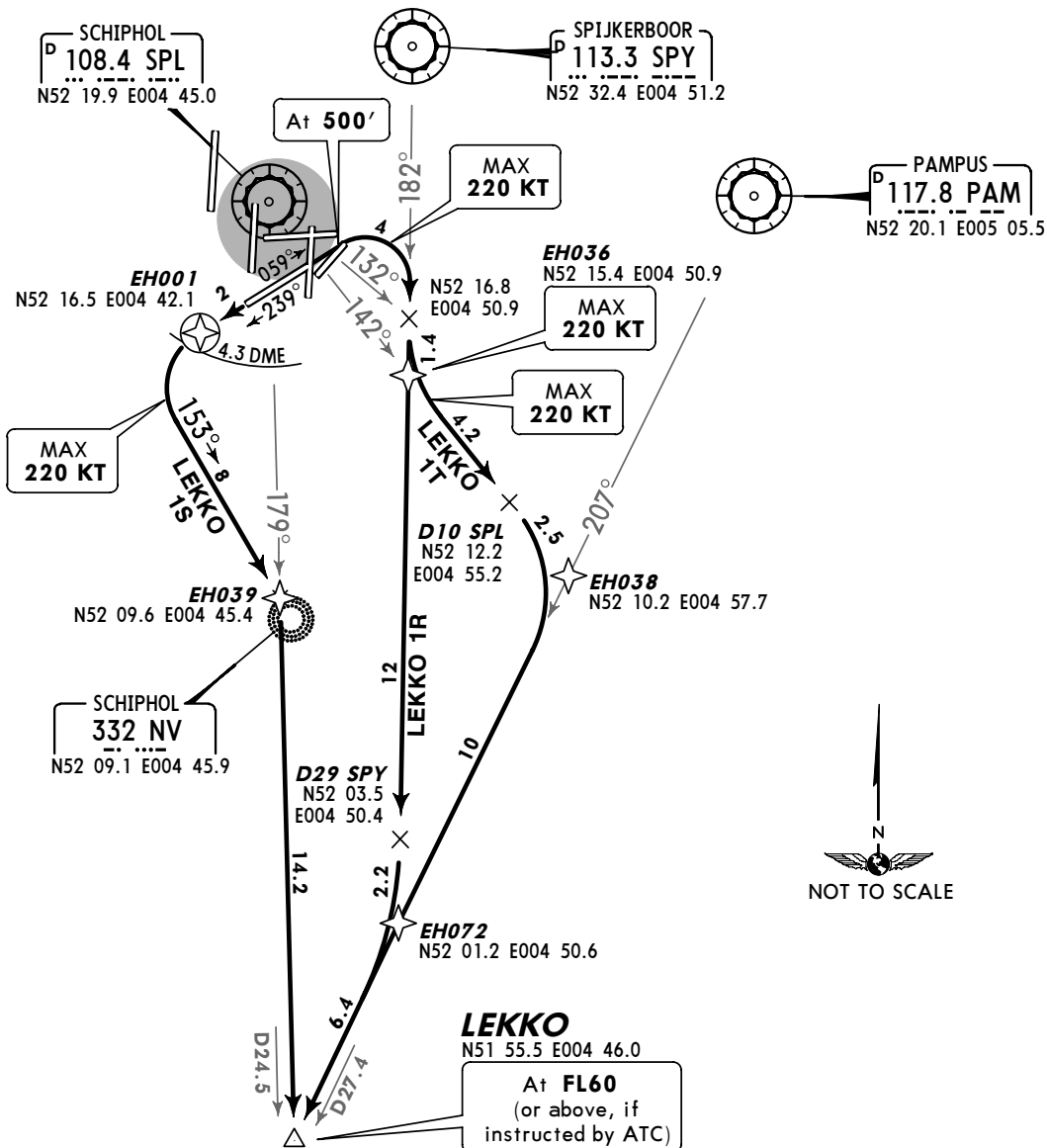
SID	RWY	ROUTING
LEKKO 2E	18L	Climb on 184° track, at 500' turn LEFT, intercept SPL R-164, at D6.5 SPL turn RIGHT, intercept SPY R-186 to LEKKO. <b>RNAV: THR 18L - (500') - EH073 - LEKKO (FL60).</b>
LEKKO 1F	04	Climb on 042° track, at 500' turn RIGHT, 212° track, intercept SPY R-182, at D29 SPY turn RIGHT, intercept PAM R-207 to LEKKO. <b>RNAV: THR 04 - (500') - EH036 (K220-) - EH072 - LEKKO (FL60).</b>

SCHIPHOL Departure (R) **119.05** Apt Elev **-11'** Trans level: By ATC Trans alt: 3000'



**LEKKO 1R [LEKO1R], LEKKO 1S [LEKO1S]  
LEKKO 1T [LEKO1T]**

**RWYS 06, 24 DEPARTURES**  
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A  
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',  
THEN CONTACT SCHIPHOL DEPARTURE  
**SPEED MAX 250 KT BELOW FL100**



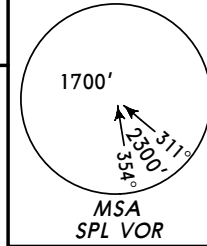
Initial climb clearance **FL60** higher level only when cleared by ATC

SID	RWY	ROUTING
<b>LEKKO 1R</b> ①	<b>06</b>	Climb on 059° track, at <b>500'</b> turn RIGHT, intercept SPY R-182, at D29 SPY turn RIGHT, intercept PAM R-207 to LEKKO. <b>RNAV: THR 06 - (500') - EH036 (K220-) - EH072 - LEKKO (FL60).</b>
<b>LEKKO 1S</b>	<b>24</b>	239° track, at SPL 4.3 DME turn LEFT, intercept 153° bearing towards NV, intercept SPL R-179 to LEKKO. <b>RNAV: THR 24 - EH001 - EH039 - LEKKO (FL60).</b>
<b>LEKKO 1T</b> ②	<b>06</b>	Climb on 059° track, at <b>500'</b> turn RIGHT, 182° track, at SPL R-132 turn LEFT, intercept SPL R-142, at D10 SPL turn RIGHT, intercept PAM R-207 to LEKKO. <b>RNAV: THR 06 - (500') - EH036 (K220-) - EH038 - LEKKO (FL60).</b>

① Jet aircraft only between 0600-2300LT.

② Only jet aircraft between 2300-0600LT.

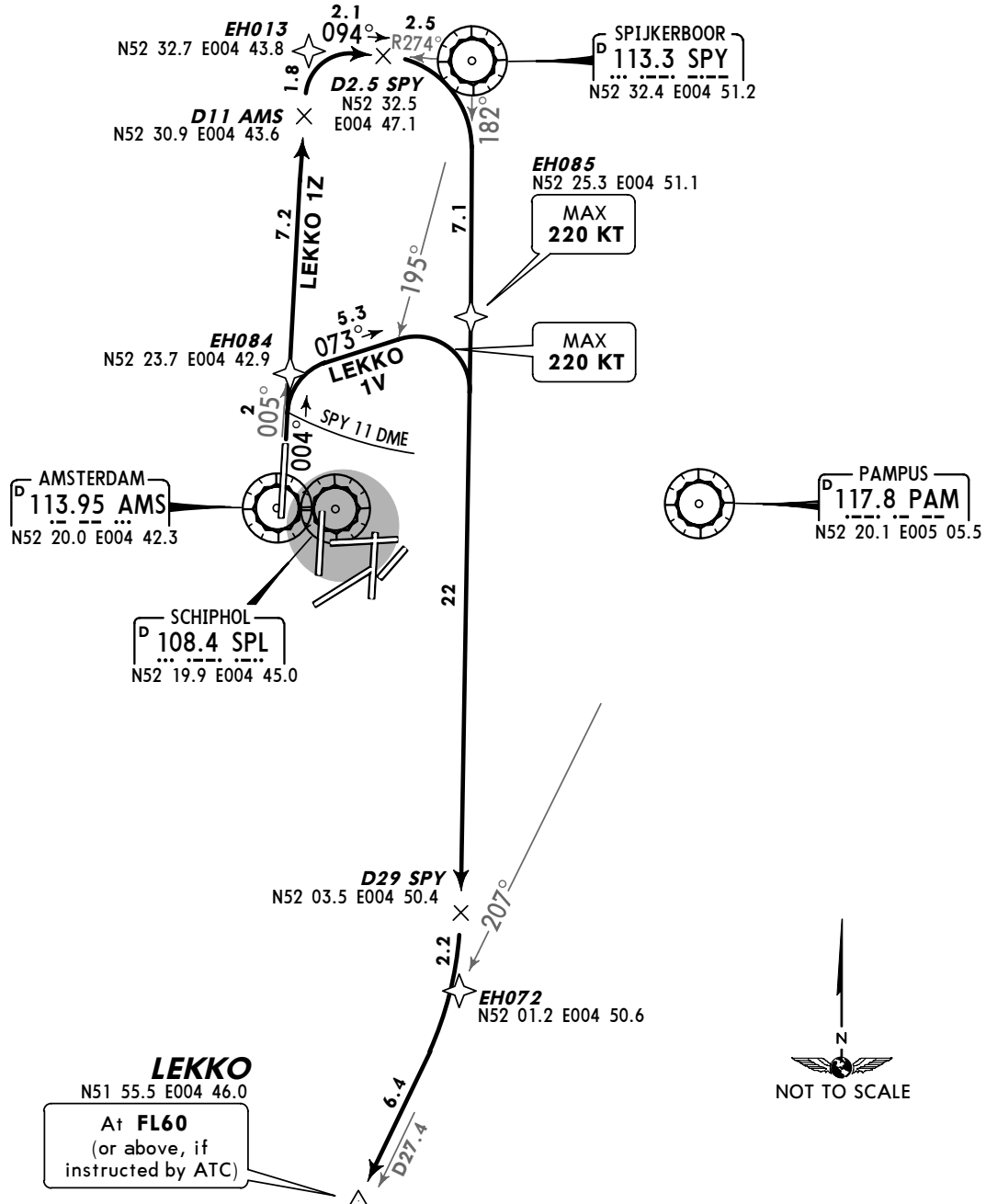
SCHIPHOL Departure (R) *Apt Elev* Trans level: By ATC Trans alt: 3000'  
119.05 -11'



**LEKKO 1V [LEKO1V], LEKKO 1Z [LEKO1Z]  
RWY 36L DEPARTURES**

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

**~~SPEED~~ MAX 250 KT BELOW FL100**



Initial climb clearance **FL60** higher level only when cleared by ATC

SID	ROUTING
<b>LEKKO 1V</b> ①	004° track, at SPY 11 DME turn RIGHT, 073° track, at SPY R-195 turn RIGHT, intercept SPY R-182, intercept PAM R-207 to LEKKO. <b>RNAV: THR 36L - EH084 - EH085 (K220-) - EH072 - LEKKO (FL60).</b>
<b>LEKKO 1Z</b> ②	004° track, intercept AMS R-005, at D11 AMS turn RIGHT, intercept SPY R-274 inbound, at D2.5 SPY turn RIGHT, intercept SPY R-182, intercept PAM R-207 to LEKKO. <b>RNAV: THR 36L - EH013 - SPY - EH072 - LEKKO (FL60).</b>

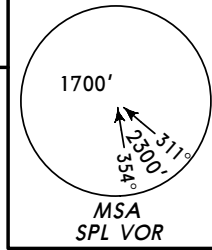
① Jet aircraft only between 0600-2300LT.

② Only jet aircraft between 2300-0600LT.

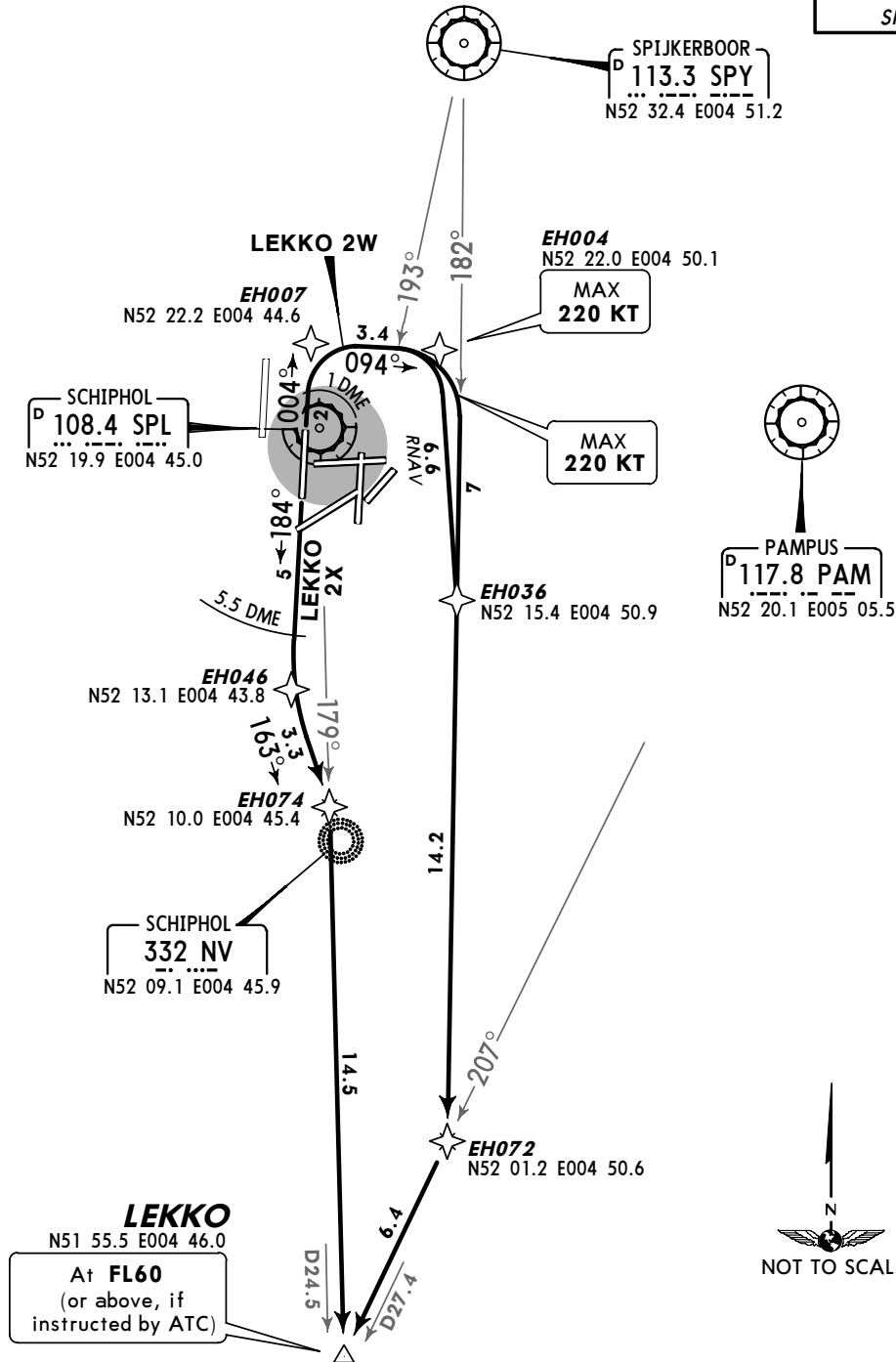
SCHIPHOL Departure (R)  
119.05

Apt Elev  
-11'

Trans level: By ATC Trans alt: 3000'  
For departure instructions refer to 10-3A.



**LEKKO 2W [LEKO2W], LEKKO 2X [LEKO2X]**  
**RWYS 36C, 18C DEPARTURES**  
**~~DEFS~~ MAX 250 KT BELOW FL100**



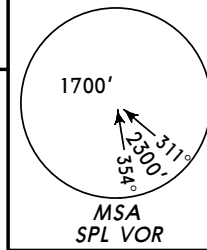
Initial climb clearance **FL60** higher level only when cleared by ATC

SID	RWY	ROUTING
LEKKO 2W	36C	004° track, at SPL 1 DME turn RIGHT, 094° track, at SPY R-193 turn RIGHT, intercept SPY R-182, intercept PAM R-207 to LEKKO. RNAV: THR 36C - EH007 - EH004 (K220-) - EH036 - EH072 - LEKKO (FL60).
LEKKO 2X	18C	184° track, at SPL 5.5 DME turn LEFT, intercept 163° bearing towards NV, intercept SPL R-179 to LEKKO. RNAV: THR 18C - EH046 - EH074 - LEKKO (FL60).

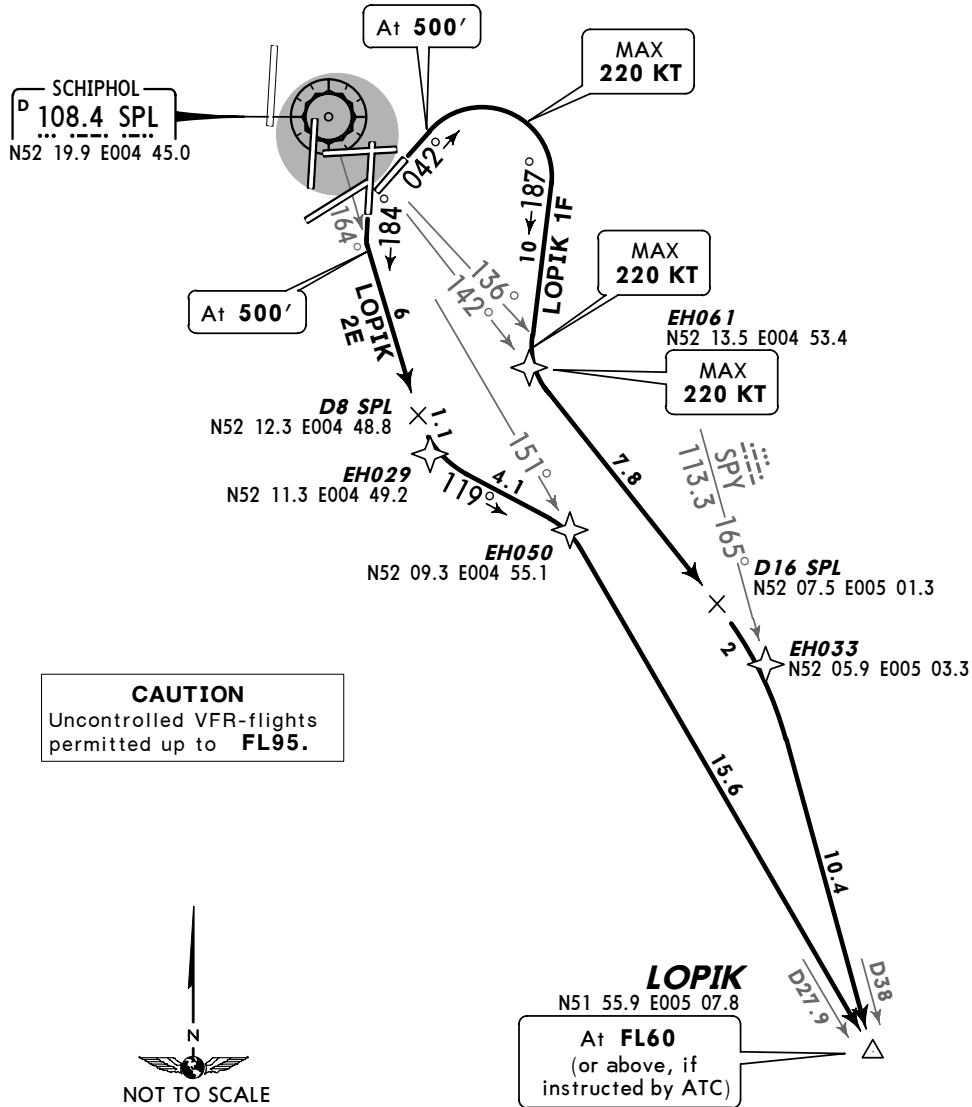
SCHIPHOL Departure (R)  
119.05

Apt Elev  
-11'

Trans level: By ATC Trans alt: 3000'  
For departure instructions refer to 10-3A.



**LOPIK 2E [LOPI2E], LOPIK 1F [LOPI1F]**  
**RWYS 18L, 04 DEPARTURES**  
FOR TRAFFIC VIA UR 7/UN 852  
FOR TRAFFIC VIA V 33 WITH DESTINATION EHEH, EHBD & EHBK  
**~~SPEED~~ MAX 250 KT BELOW FL100**

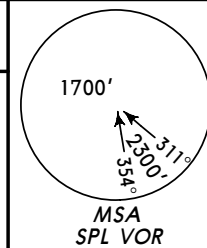


**CAUTION**  
Uncontrolled VFR-flights  
permitted up to **FL95**.

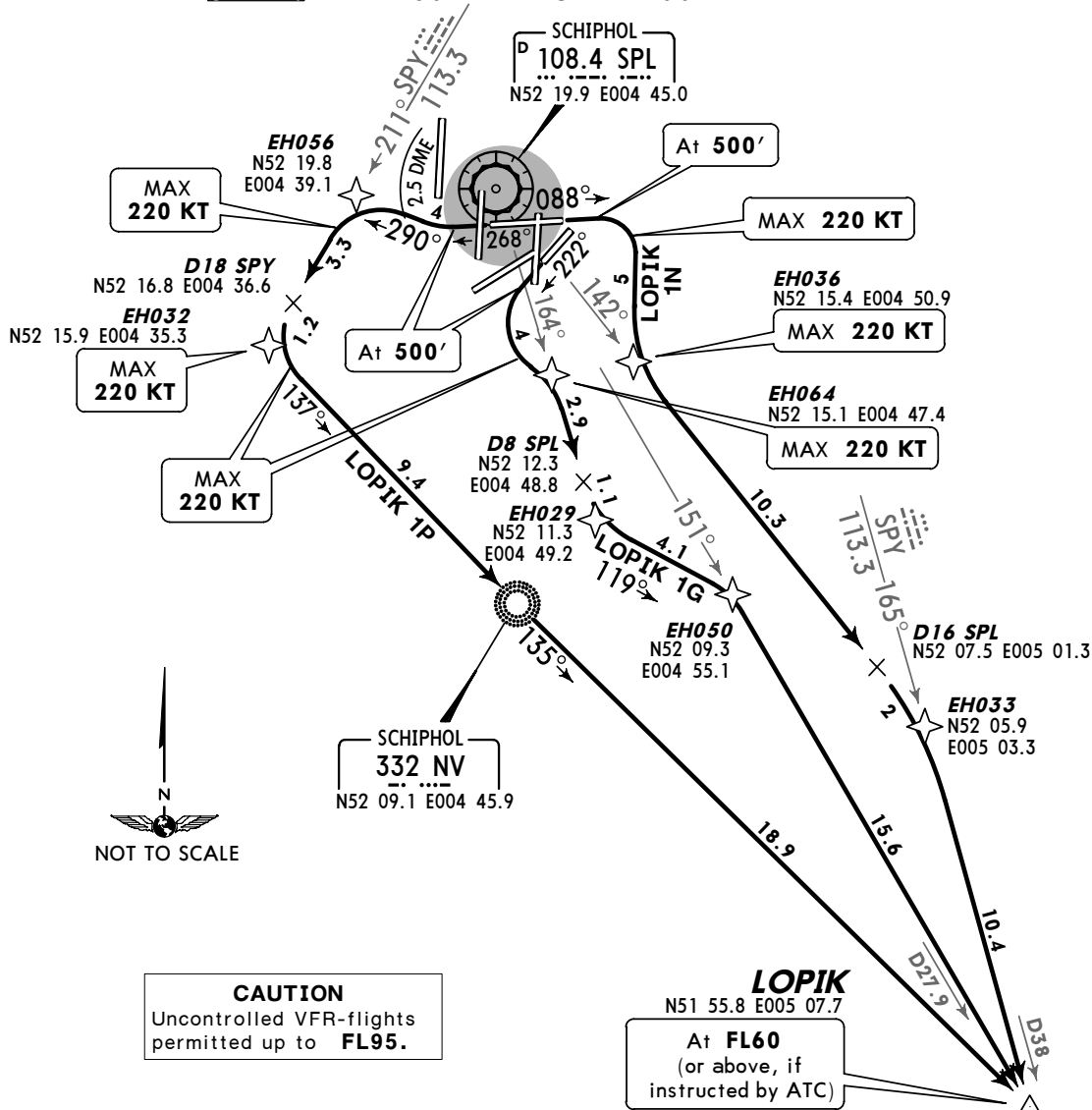
Initial climb clearance **FL60** higher level only when cleared by ATC

SID	RWY	ROUTING
LOPIK 2E	18L	Climb on 184° track, at 500' turn LEFT, intercept SPL R-164, at D8 SPL turn LEFT, 119° track, intercept SPL R-151 to LOPIK. <b>RNAV: THR 18L - (500') - EH029 - EH050 - LOPIK (FL60).</b>
LOPIK 1F	04	Climb on 042° track, at 500' turn RIGHT, 187° track, at SPL R-136 turn LEFT, intercept SPL R-142, at D16 SPL turn RIGHT, intercept SPY R-165 to LOPIK. <b>RNAV: THR 04 - (500') - EH061 (K220-) - EH033 - LOPIK (FL60).</b>

SCHIPHOL Departure (R) 119.05 Apt Elev -11' Trans level: By ATC Trans alt: 3000'



**LOPIK 1G [LOPI1G], LOPIK 1N [LOPI1N]  
LOPIK 1P [LOPI1P]  
RWYS 22, 09, 27 DEPARTURES**  
FOR TRAFFIC VIA UR 7/UN 852  
FOR TRAFFIC VIA V 33 WITH DESTINATION EHEH, EHBD & EHBK  
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A  
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',  
THEN CONTACT SCHIPHOL DEPARTURE  
**SPEEDS MAX 250 KT BELOW FL100**



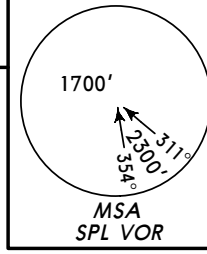
**CAUTION**  
Uncontrolled VFR-flights  
permitted up to **FL95**.

**LOPIK**  
N51 55.8 E005 07.7  
At **FL60**  
(or above, if  
instructed by ATC)

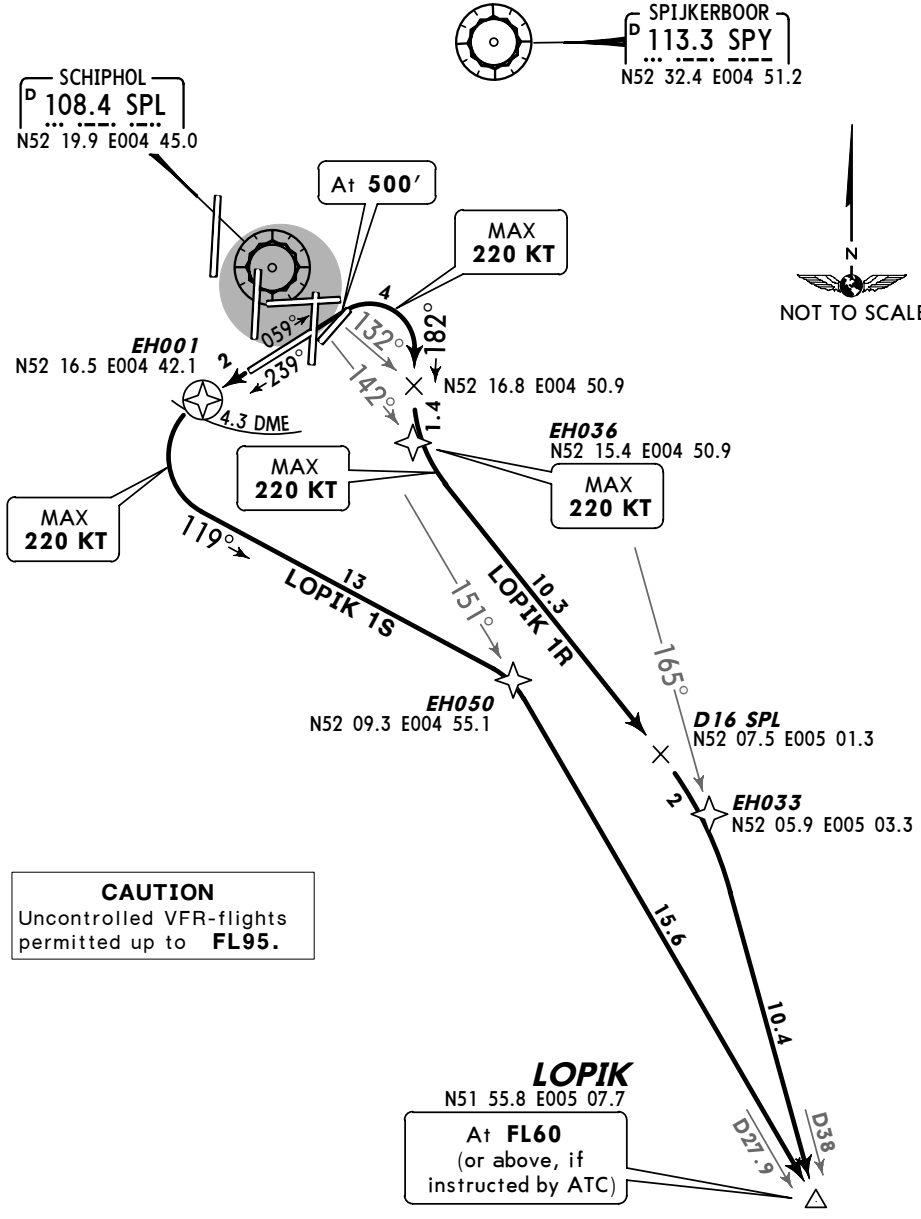
Initial climb clearance **FL60** higher level only when cleared by ATC

SID	RWY	ROUTING
LOPIK 1G	22	Climb on 222° track, at 500' turn LEFT, intercept SPL R-164, at D8 SPL turn LEFT, 119° track, intercept SPL R-151 to LOPIK. <b>RNAV: THR 22 - (500') - EH064 (K220-) - EH029 - EH050 - LOPIK (FL60).</b>
LOPIK 1N	09	Climb on 088° track, at 500' turn RIGHT, intercept SPL R-142, at D16 SPL turn RIGHT, intercept SPY R-165 to LOPIK. <b>RNAV: THR 09 - (500') - EH036 (K220-) - EH033 - LOPIK (FL60).</b>
LOPIK 1P	27	Climb on 268° track, at 500' turn RIGHT, 290° track, at SPL 2.5 DME turn LEFT, intercept SPY R-211, at D18 SPY turn LEFT, intercept 137° bearing to NV, 135° bearing to LOPIK. <b>RNAV: THR 27 - (500') - EH056 - EH032 (K220-) - NV - LOPIK (FL60).</b>

SCHIPHOL Departure (R) **119.05** Apt Elev **-11'** Trans level: By ATC Trans alt: 3000'



**LOPIK 1R [LOPI1R], LOPIK 1S [LOPI1S]**  
**RWYS 06, 24 DEPARTURES**  
FOR TRAFFIC VIA UR 7/UN 852  
FOR TRAFFIC VIA V 33 WITH DESTINATION EHEH, EHBD & EHBK  
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A  
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',  
THEN CONTACT SCHIPHOL DEPARTURE  
**SPEED MAX 250 KT BELOW FL100**



**CAUTION**  
Uncontrolled VFR-flights  
permitted up to **FL95**.

**LOPIK**  
N51 55.8 E005 07.7  
At **FL60**  
(or above, if  
instructed by ATC)

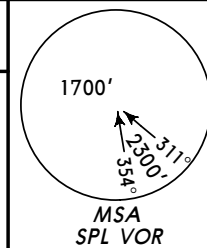
Initial climb clearance **FL60** higher level only when cleared by ATC

SID	RWY	ROUTING
<b>LOPIK 1R</b>	<b>06</b>	Climb on 059° track, at <b>500'</b> turn RIGHT, 182° track, at SPL R-132 turn LEFT, intercept SPL R-142, at D16 SPL turn RIGHT, intercept SPY R-165 to LOPIK. <b>RNAV: THR 06 - (500') - EH036 (K220-) - EH033 - LOPIK (FL60).</b>
<b>LOPIK 1S</b>	<b>24</b>	239° track, at SPL 4.3 DME turn LEFT, 119° track, intercept SPL R-151 to LOPIK. <b>RNAV: THR 24 - EH001 - EH050 - LOPIK (FL60).</b>

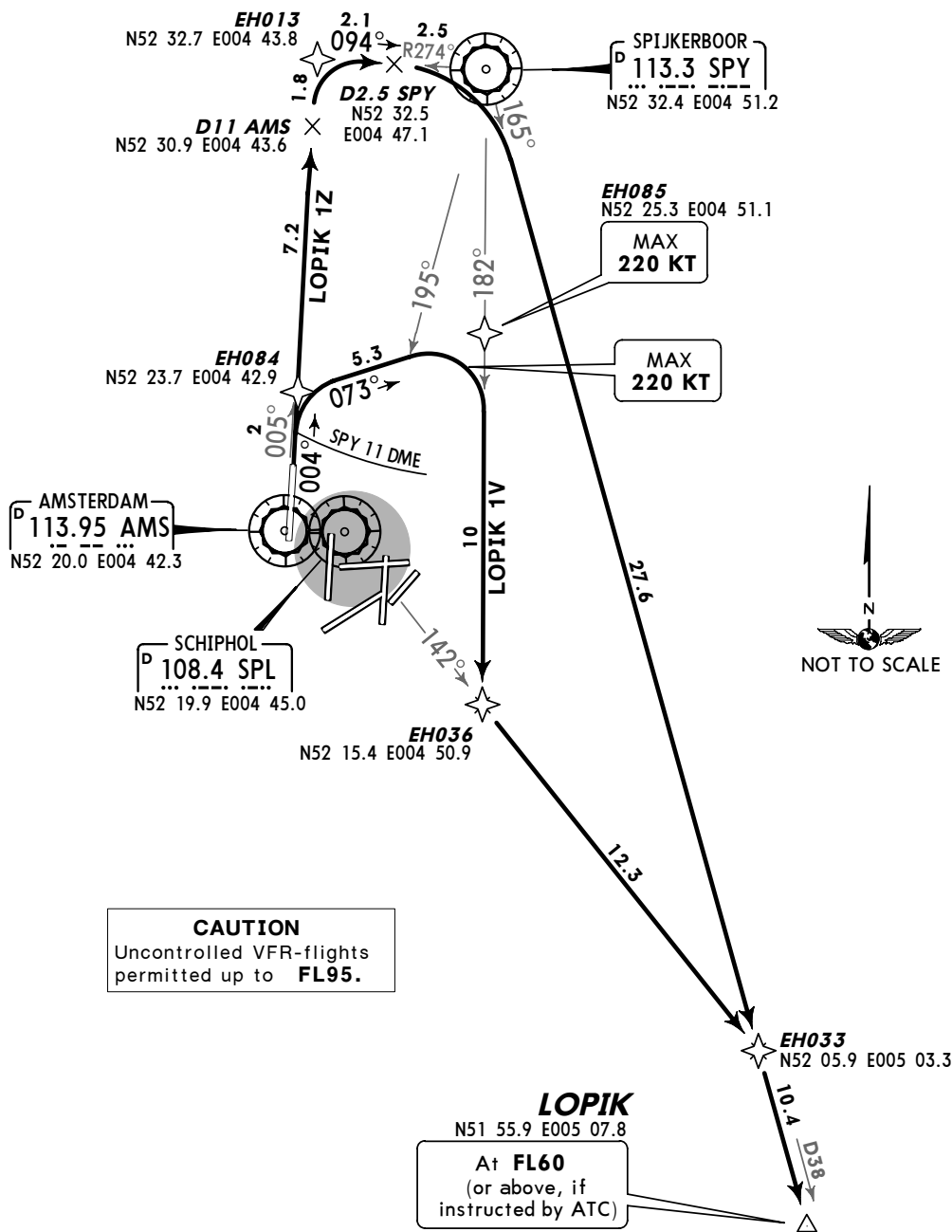
SCHIPHOL Departure (R)  
119.05

Apt Elev  
-11'

Trans level: By ATC Trans alt: 3000'  
For departure instructions refer to 10-3A.



**LOPIK 1V [LOPI1V], LOPIK 1Z [LOPI1Z]**  
**RWY 36L DEPARTURES**  
FOR TRAFFIC VIA UR 7/UN 852  
FOR TRAFFIC VIA V 33 WITH DESTINATION EHEH, EHBD & EHBK  
**SPEED MAX 250 KT BELOW FL100**



Initial climb clearance **FL60** higher level only when cleared by ATC

SID	ROUTING
<b>LOPIK 1V</b> ①	004° track, at SPY 11 DME turn RIGHT, 073° track, at SPY R-195 turn RIGHT, intercept SPY R-182, intercept SPL R-142, intercept SPY R-165 to LOPIK. <b>RNAV: THR 36L - EH084 - EH085 (K220-) - EH036 - EH033 - LOPIK (FL60).</b>
<b>LOPIK 1Z</b> ②	004° track, intercept AMS R-005, at D11 AMS turn RIGHT, intercept SPY R-274 inbound, at D2.5 SPY turn RIGHT, intercept SPY R-165 to LOPIK. <b>RNAV: THR 36L - EH013 - SPY - LOPIK (FL60).</b>

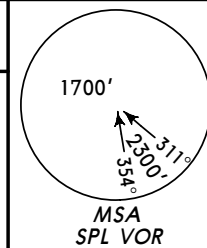
① Jet aircraft only between 0600-2300LT.

② Only jet aircraft between 2300-0600LT.

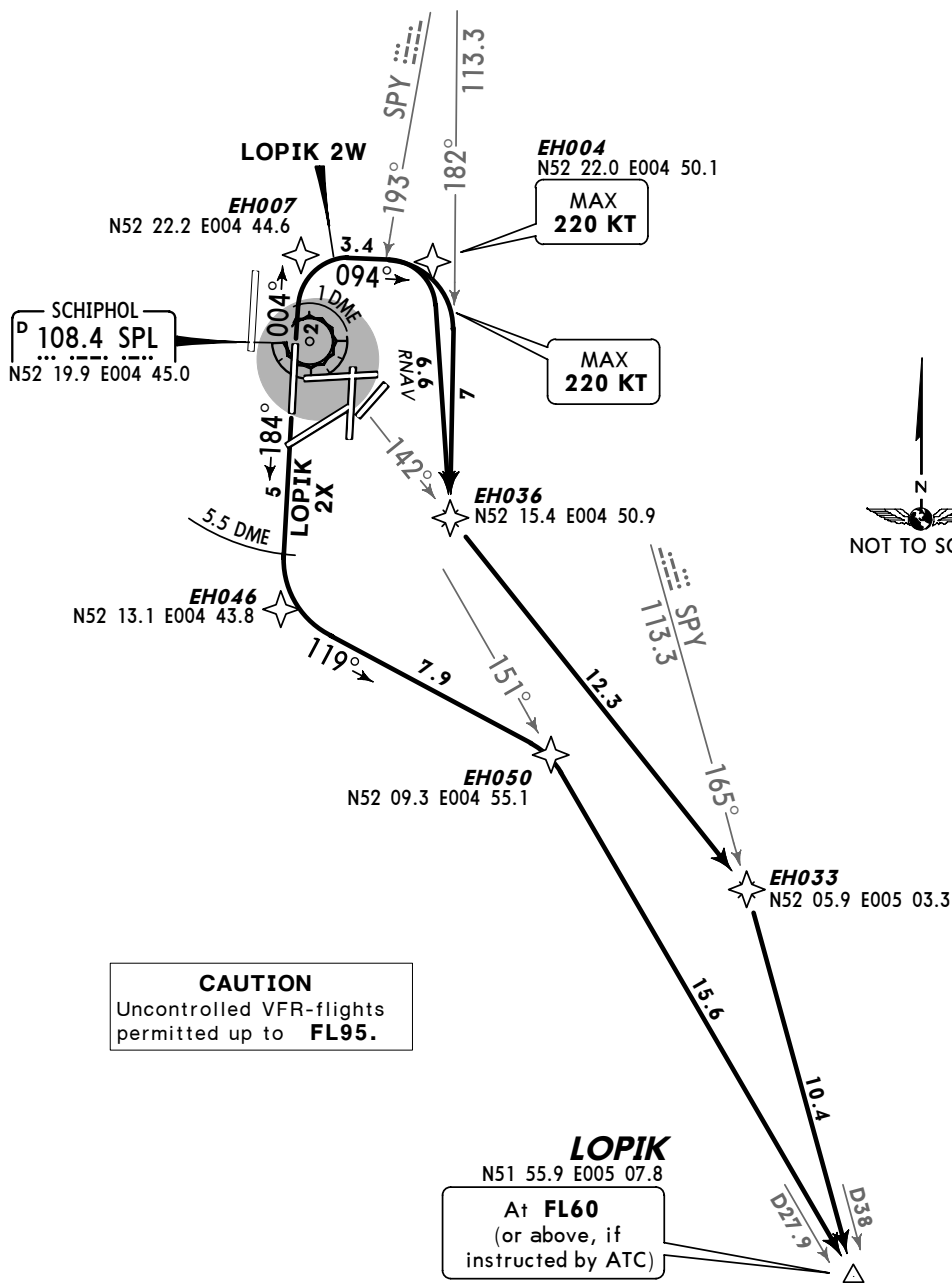
SCHIPHOL Departure (R)  
119.05

Apt Elev  
-11'

Trans level: By ATC Trans alt: 3000'  
For departure instructions refer to 10-3A.



**LOPIK 2W [LOPI2W], LOPIK 2X [LOPI2X]**  
**RWYS 36C, 18C DEPARTURES**  
 FOR TRAFFIC VIA UR 7/UN 852  
 FOR TRAFFIC VIA V 33 WITH DESTINATION EHEH, EHBD & EHBK  
**~~SPEED~~ MAX 250 KT BELOW FL100**



**CAUTION**  
Uncontrolled VFR-flights permitted up to **FL95**.

**LOPIK**  
N51 55.9 E005 07.8  
At **FL60**  
(or above, if instructed by ATC)

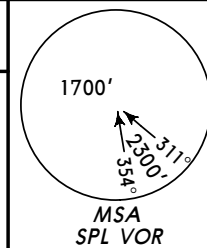
Initial climb clearance **FL60** higher level only when cleared by ATC

SID	RWY	ROUTING
LOPIK 2W	36C	004° track, at SPL 1 DME turn RIGHT, 094° track, at SPY R-193 turn RIGHT, intercept SPY R-182, intercept SPL R-142, intercept SPY R-165 to LOPIK. RNAV: THR 36C - EH007 - EH004 (K220-) - EH036 - EH033 - LOPIK (FL60).
LOPIK 2X	18C	184° track, at SPL 5.5 DME turn LEFT, 119° track, intercept SPL R-151 to LOPIK. RNAV: THR 18C - EH046 - EH050 - LOPIK (FL60).

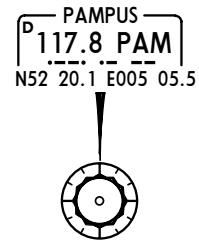
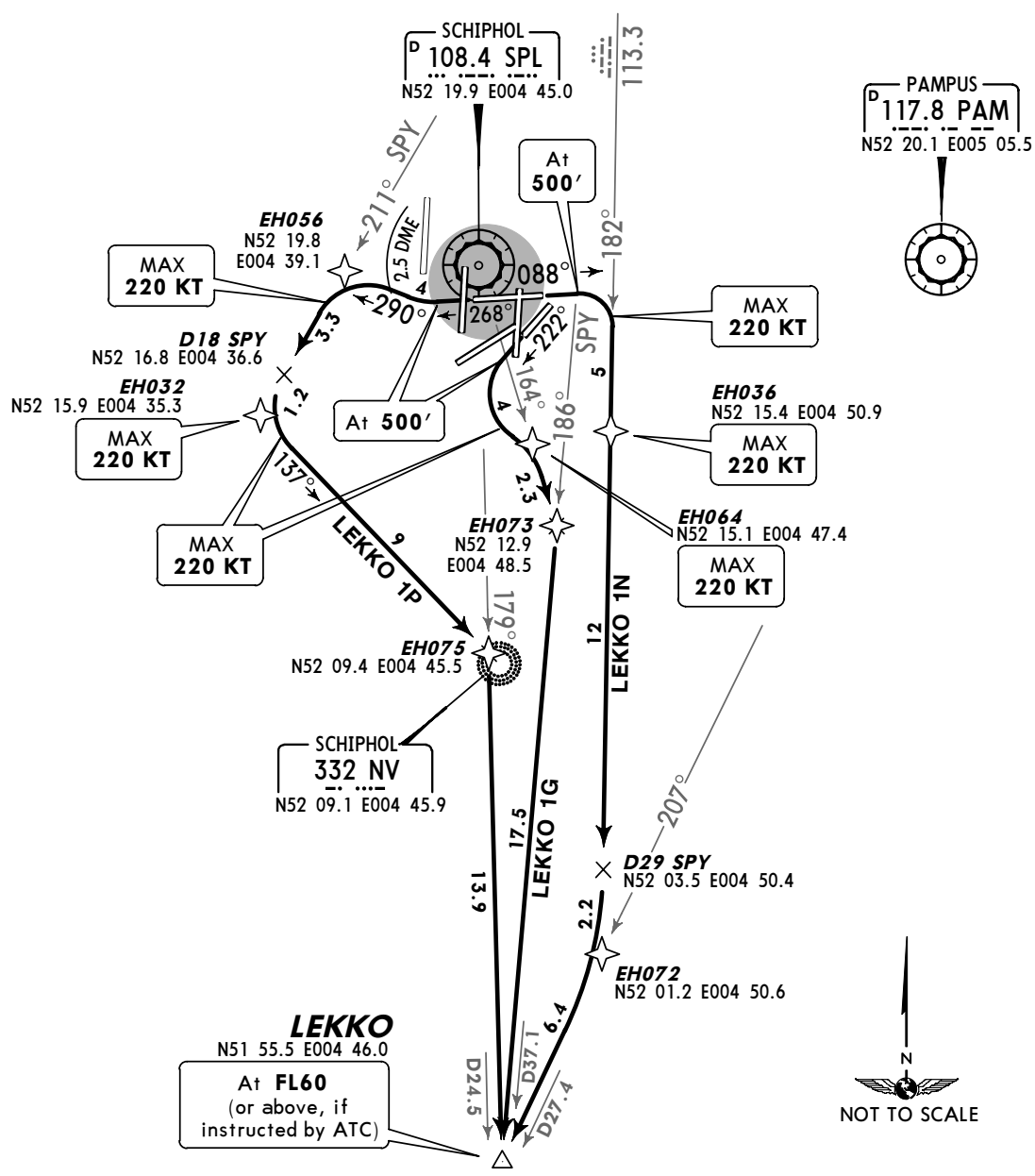
SCHIPHOL Departure (R)  
119.05

Apt Elev  
-11'

Trans level: By ATC Trans alt: 3000'  
For departure instructions refer to 10-3A.



**LEKKO 1G [LEKO1G], LEKKO 1N [LEKO1N]  
LEKKO 1P [LEKO1P]  
RWYS 22, 09, 27 DEPARTURES**  
**~~SPEED~~ MAX 250 KT BELOW FL100**



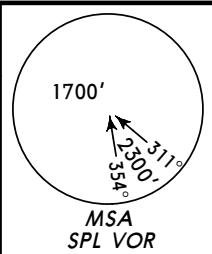
Initial climb clearance **FL60** higher level only when cleared by ATC

SID	RWY	ROUTING
LEKKO 1G	22	Climb on 222° track, at 500' turn LEFT, intercept SPL R-164, intercept SPY R-186 to LEKKO. <b>RNAV: THR 22 - (500') - EH064 (K220-) - EH073 - LEKKO (FL60).</b>
LEKKO 1N	09	Climb on 088° track, at 500' turn RIGHT, intercept SPY R-182, at D29 SPY turn RIGHT, intercept PAM R-207 to LEKKO. <b>RNAV: THR 09 - (500') - EH036 (K220-) - EH072 - LEKKO (FL60).</b>
LEKKO 1P	27	Climb on 268° track, at 500' turn RIGHT, 290° track, at SPL 2.5 DME turn LEFT, intercept SPY R-211, at D18 SPY turn LEFT, intercept 137° bearing towards NV, intercept SPL R-179 to LEKKO. <b>RNAV: THR 27 - (500') - EH056 - EH032 (K220-) - EH075 - LEKKO (FL60).</b>

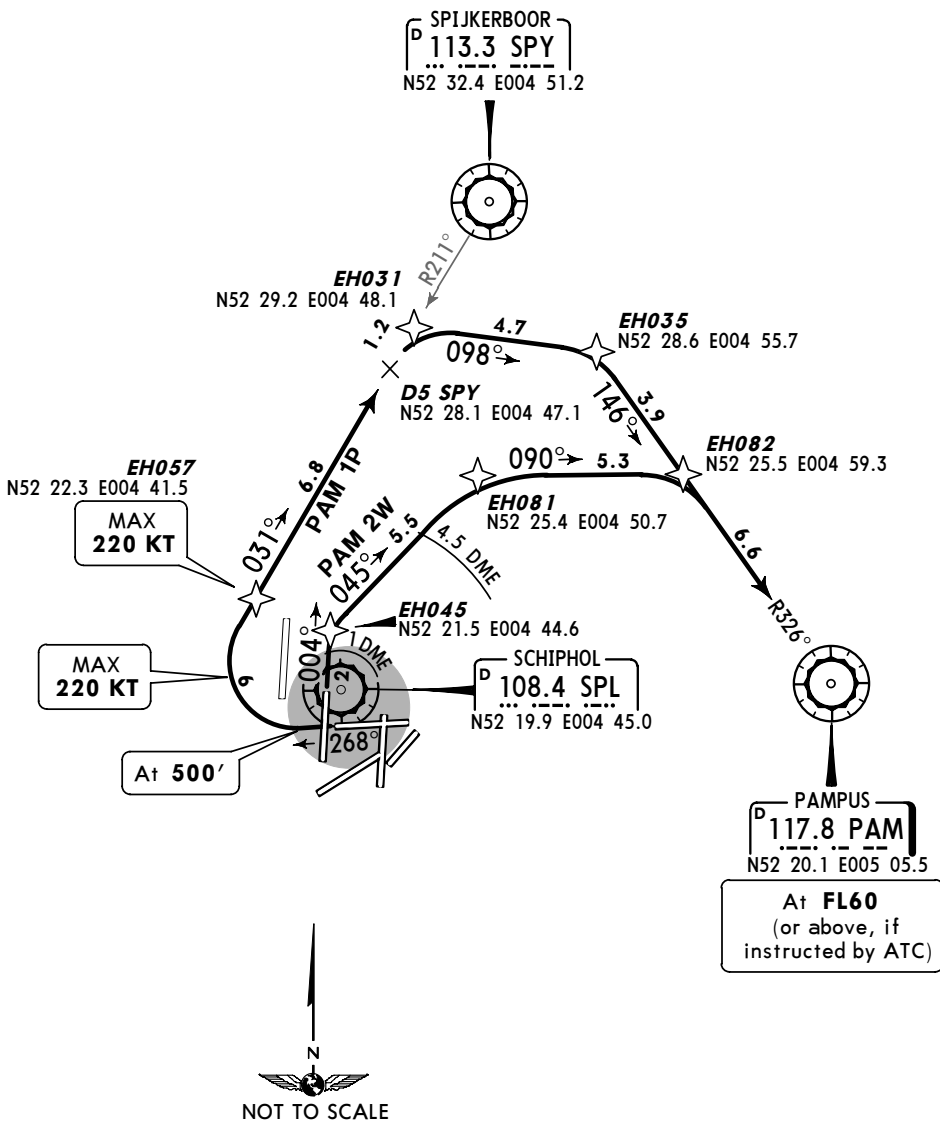
CHANGES: New chart.

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SCHIPHOL Departure (R) <b>119.05</b>	Apt Elev <b>-11'</b>	Trans level: By ATC Trans alt: 3000' For departure instructions refer to 10-3A.
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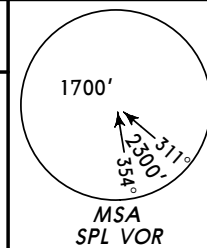
**PAMPUS 1P (PAM 1P)**  
**PAMPUS 2W (PAM 2W)**  
**RWYS 27, 36C DEPARTURES**  
**~~SPEEDS~~ MAX 250 KT BELOW FL100**



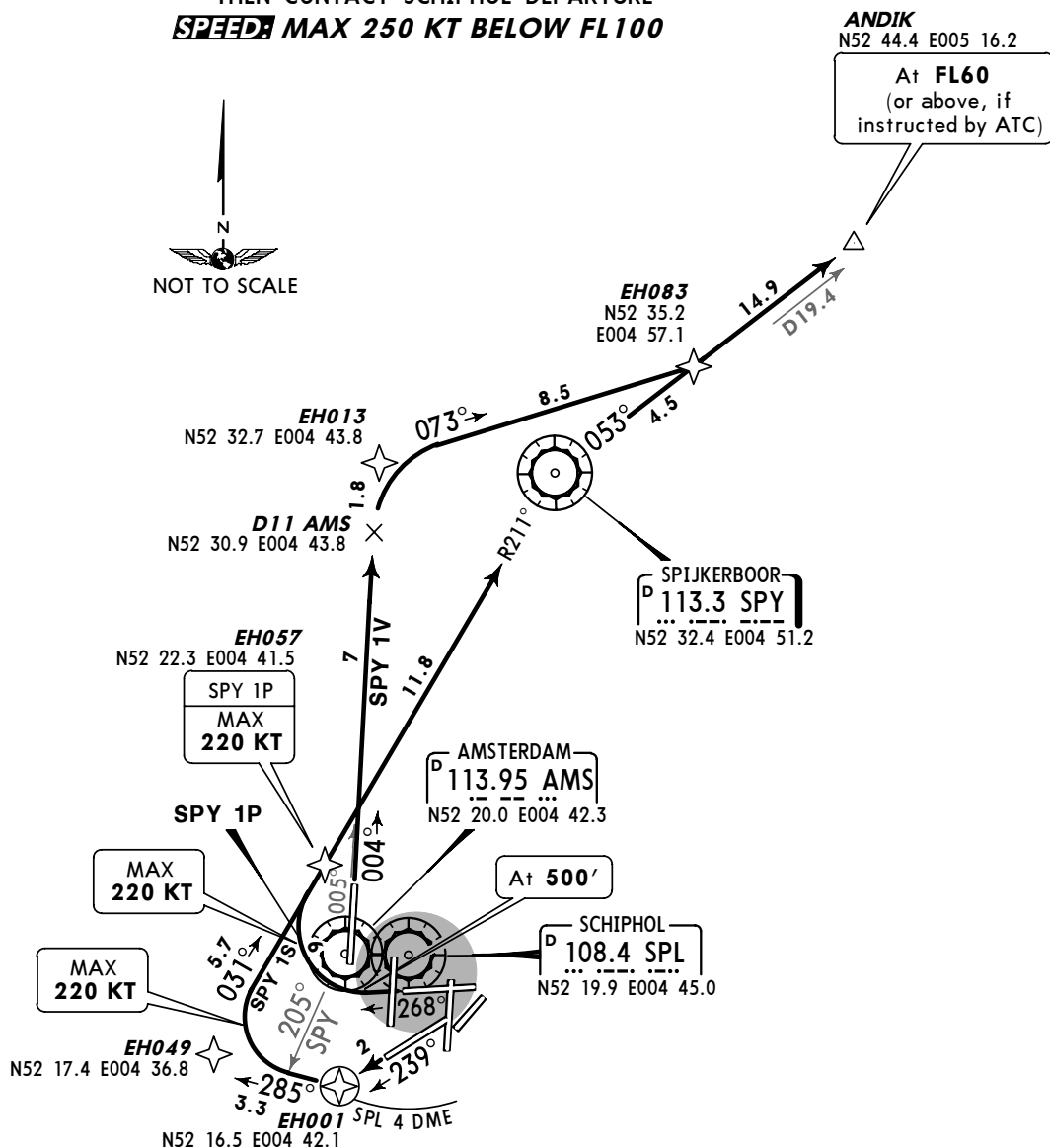
Initial climb clearance **FL60** higher level only when cleared by ATC

SID	RWY	ROUTING
<b>PAM 1P</b>	<b>27</b>	Climb on 268° track, at <b>500'</b> turn RIGHT, intercept SPY R-211 inbound to D5 SPY, turn RIGHT, 098° track, intercept PAM R-326 inbound to PAM. <b>RNAV: THR 27 - (500') - EH057 (K220-) - EH031 - EH035 - PAM (FL60).</b>
<b>PAM 2W</b>	<b>36C</b>	004° track, at SPL 1 DME turn RIGHT, 045° track, at SPL 4.5 DME turn RIGHT, 090° track, intercept PAM R-326 inbound to PAM. <b>RNAV: THR 36C - EH045 - EH081 - EH082 - PAM (FL60).</b>

SCHIPHOL Departure (R) Apt Elev Trans level: By ATC Trans alt: 3000'  
121.2 -11'



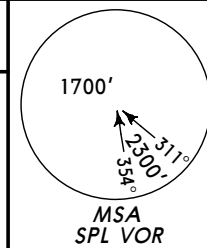
**SPIJKERBOOR 1P (SPY 1P)**  
**SPIJKERBOOR 1S (SPY 1S)**  
**SPIJKERBOOR 1V (SPY 1V)**  
**RWYS 27, 24, 36L DEPARTURES**  
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A  
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',  
THEN CONTACT SCHIPHOL DEPARTURE  
**~~SPEED~~ MAX 250 KT BELOW FL100**



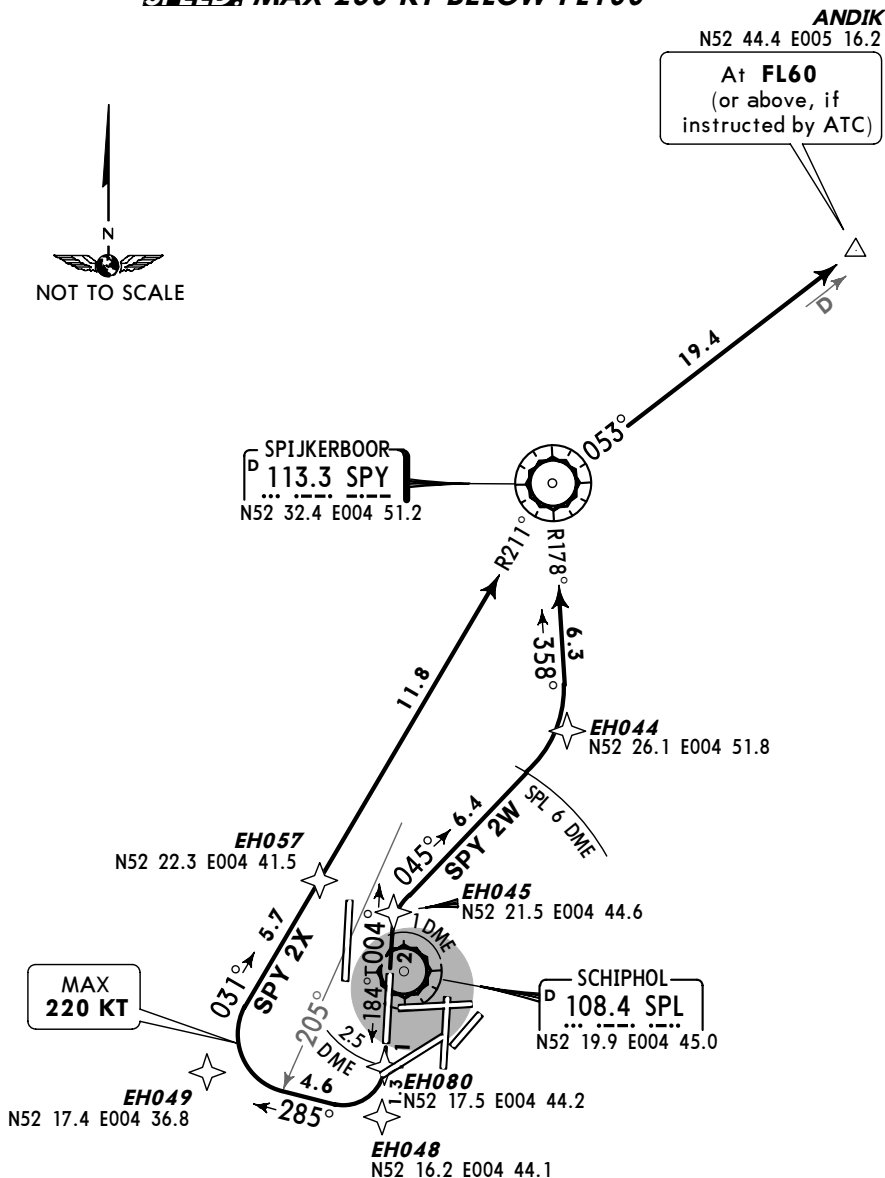
Initial climb clearance **FL60** higher level only when cleared by ATC

SID	RWY	ROUTING
SPY 1P	27	Climb on 268° track, at 500' turn RIGHT, intercept SPY R-211 inbound to SPY, SPY R-053 to ANDIK. <b>RNAV: THR 27 - (500') - EH057 (K220-) - SPY - ANDIK (FL60).</b>
SPY 1S	24	239° track, at SPL 4 DME turn RIGHT, 285° track, at SPY R-205 turn RIGHT, intercept SPY R-211 inbound to SPY, SPY R-053 to ANDIK. <b>RNAV: THR 24 - EH001 - EH049 - SPY - ANDIK (FL60).</b> <b>B737: THR 24 - EH001 - EH057 - SPY - ANDIK (FL60).</b>
SPY 1V	36L	004° track, intercept AMS R-005, at D11 AMS turn RIGHT, 073° track, intercept SPY R-053 to ANDIK. <b>RNAV: THR 36L - EH013 - EH083 - ANDIK (FL60).</b>

SCHIPHOL Departure (R) 121.2  
Apt Elev -11'  
Trans level: By ATC Trans alt: 3000'



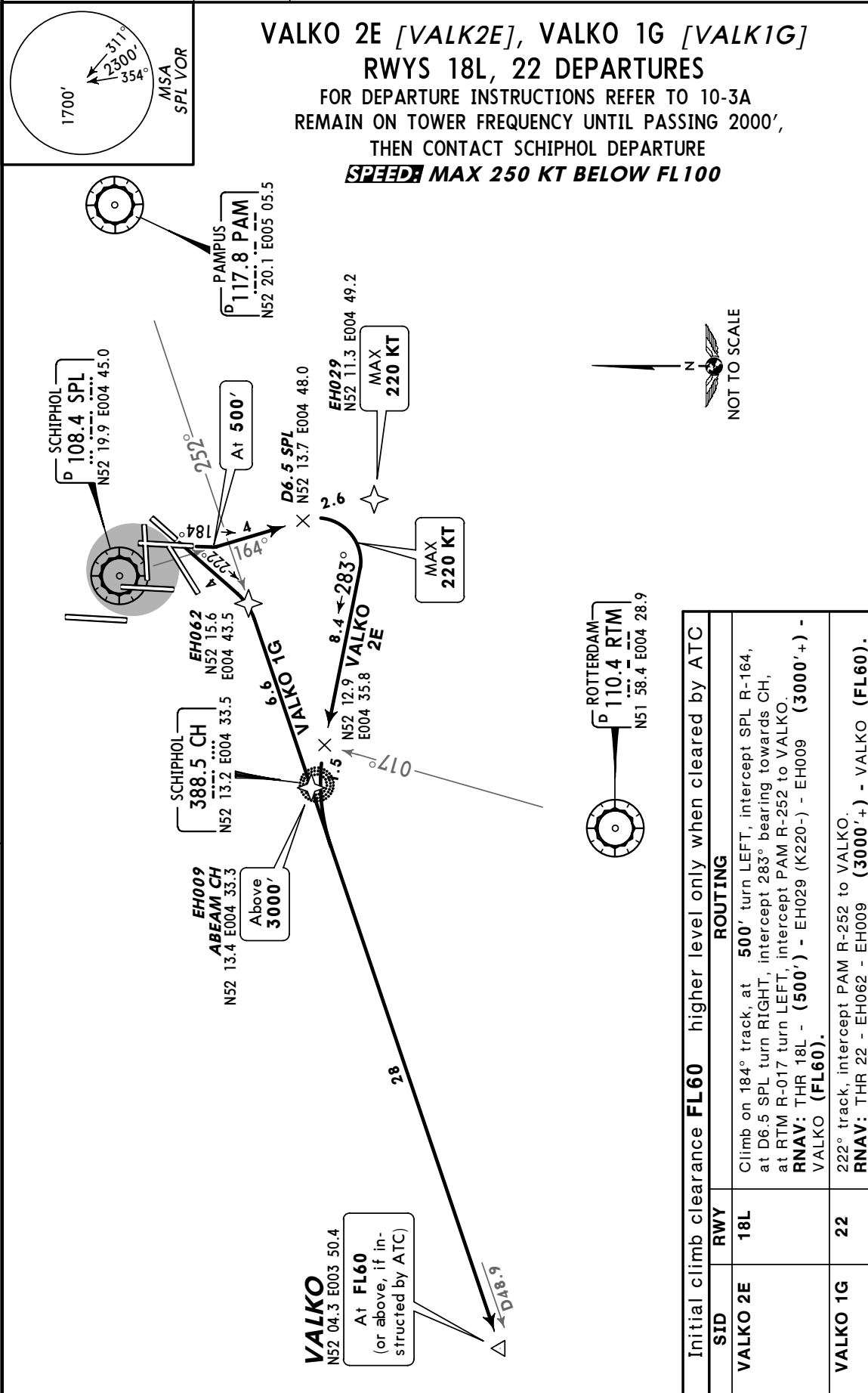
**SPIJKERBOOR 2W (SPY 2W)**  
**SPIJKERBOOR 2X (SPY 2X)**  
**RWYS 36C, 18C DEPARTURES**  
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A  
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',  
THEN CONTACT SCHIPHOL DEPARTURE  
**~~SPEED~~ MAX 250 KT BELOW FL100**



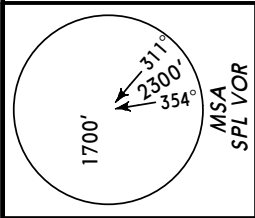
Initial climb clearance **FL60** higher level only when cleared by ATC

SID	RWY	ROUTING
SPY 2W	36C	004° track, at SPL 1 DME turn RIGHT, 045° track, at SPL 6 DME turn LEFT, intercept SPY R-178 inbound to SPY, SPY R-053 to ANDIK. <b>RNAV: THR 36C - EH045 - EH044 - SPY - ANDIK (FL60).</b>
SPY 2X	18C	184° track, at SPL 2.5 DME turn RIGHT, 285° track, at SPY R-205 turn RIGHT, intercept SPY R-211 inbound to SPY, SPY R-053 to ANDIK. <b>RNAV: THR 18C - EH048 - EH049 - SPY - ANDIK (FL60).</b> <b>B737: THR 18C - EH080 - EH057 - SPY - ANDIK (FL60).</b>

SCHIPHOL Departure (R) <b>121.2</b>	Apt Elev <b>-11'</b>	Trans level: By ATC    Trans alt: 3000'
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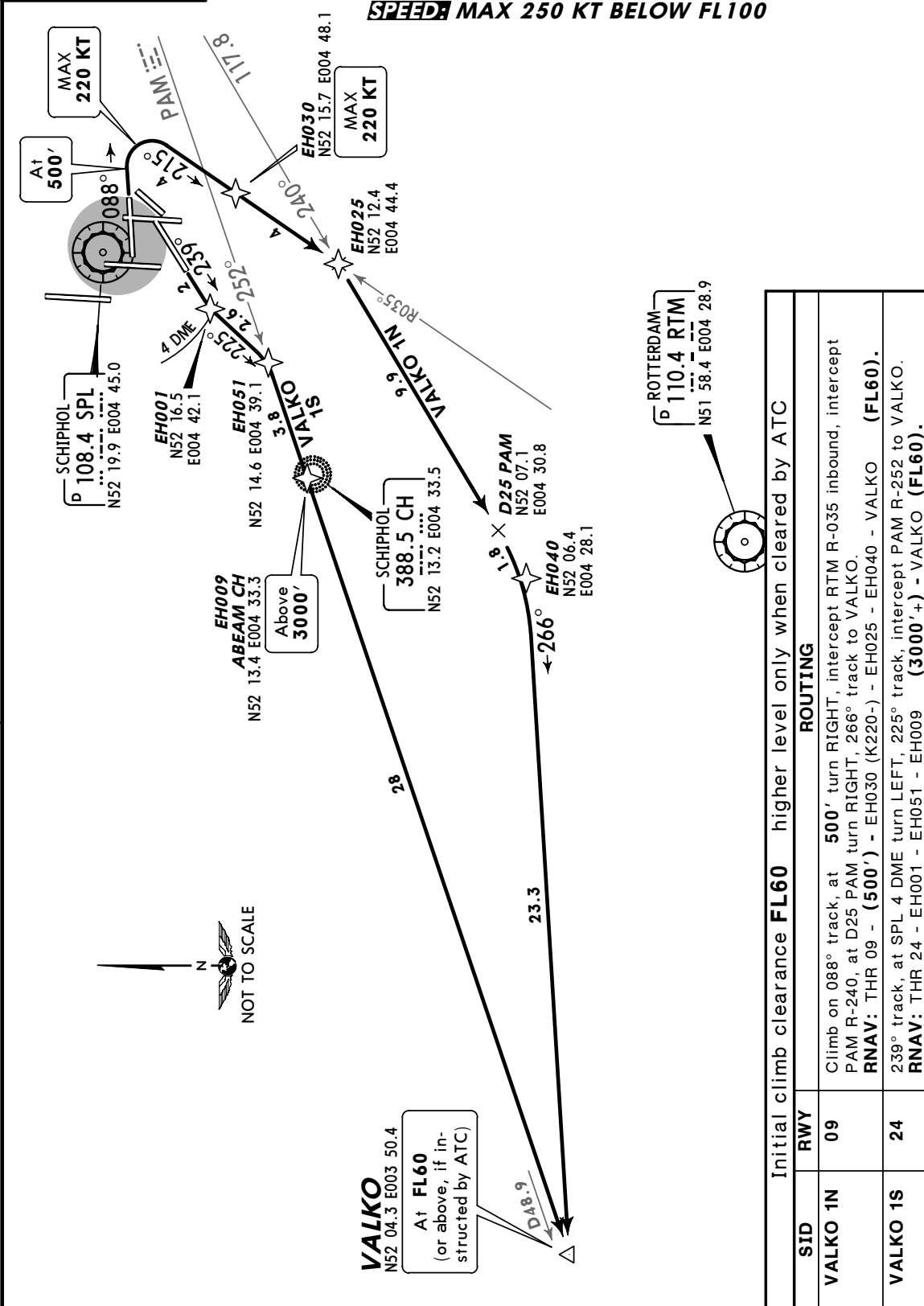
SCHIPHOL Departure (R) <b>121.2</b>	Apt Elev <b>-11'</b>	Trans level: By ATC    Trans alt: 3000'
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**VALKO 1N [VALK1N], VALKO 1S [VALK1S]  
RWYS 09, 24 DEPARTURES**

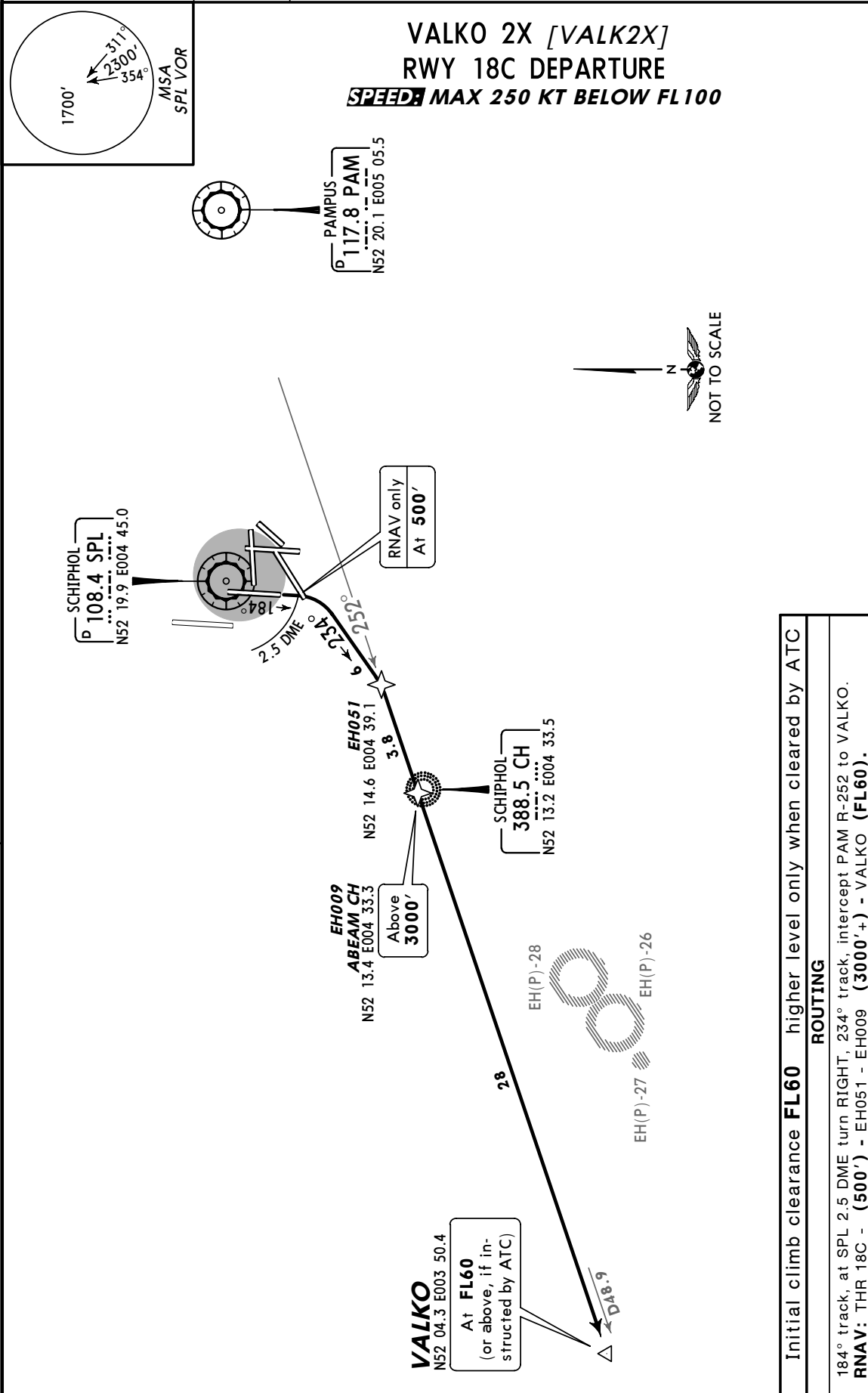
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A  
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',  
THEN CONTACT SCHIPHOL DEPARTURE

**~~SPEED~~ MAX 250 KT BELOW FL100**



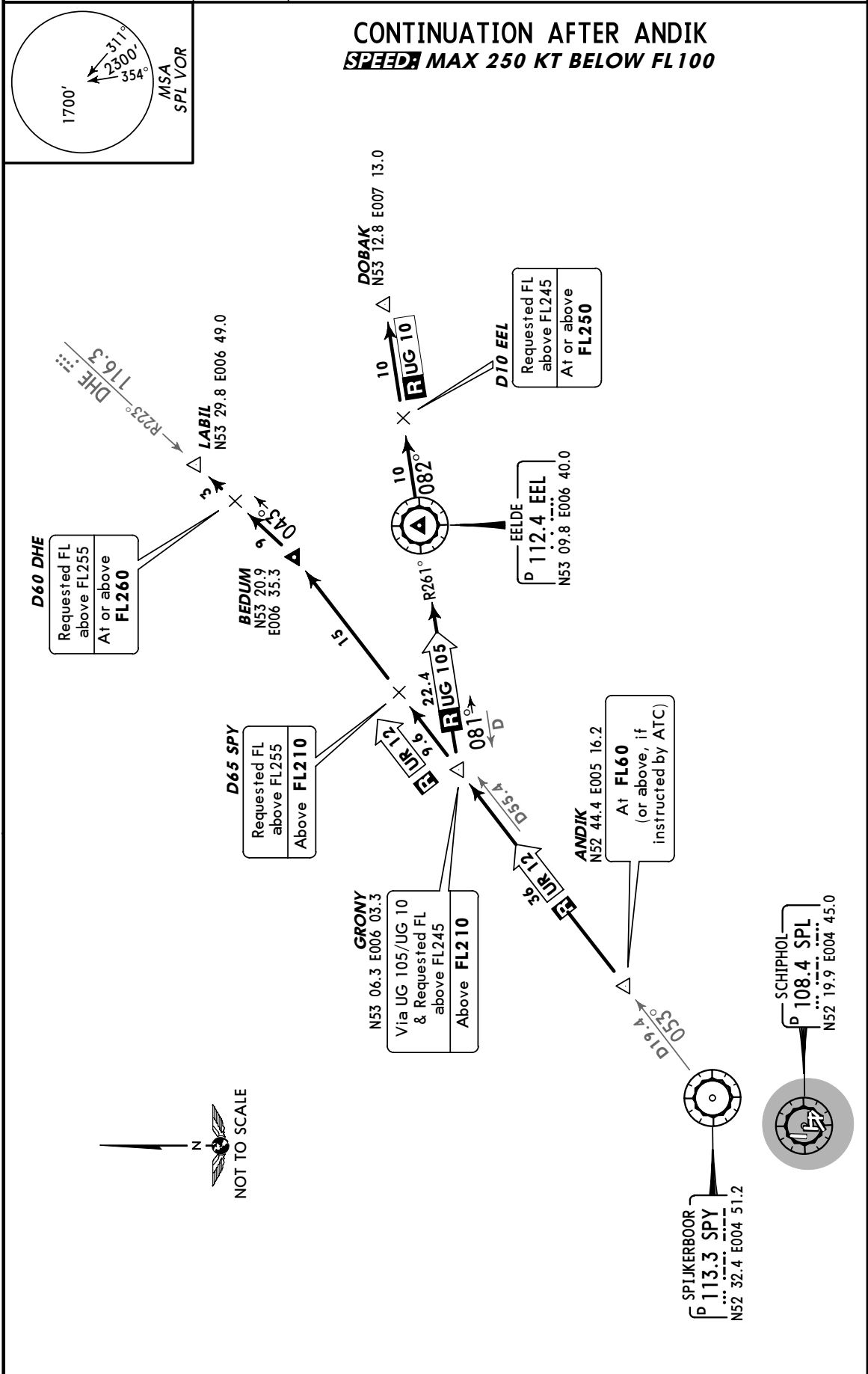
Initial climb clearance <b>FL60</b> higher level only when cleared by ATC		ROUTING
SID	RWY	
VALKO 1N	09	Climb on 088° track, at <b>500'</b> turn RIGHT, intercept RTM R-035 inbound, intercept PAM R-240, at D25 PAM turn RIGHT, 266° track to VALKO <b>RNAV: THR 09 - (500') - EH030 (K220-) - EH025 - EH040 - VALKO (FL60).</b>
VALKO 1S	24	239° track, at SPL 4 DME turn LEFT, 225° track, intercept PAM R-252 to VALKO. <b>RNAV: THR 24 - EH001 - EH051 - EH009 (3000'+) - VALKO (FL60).</b>

SCHIPHOL Departure (R) <b>121.2</b>	Apt Elev <b>-11'</b>	Trans level: By ATC Trans alt: 3000' For departure instructions refer to 10-3A.
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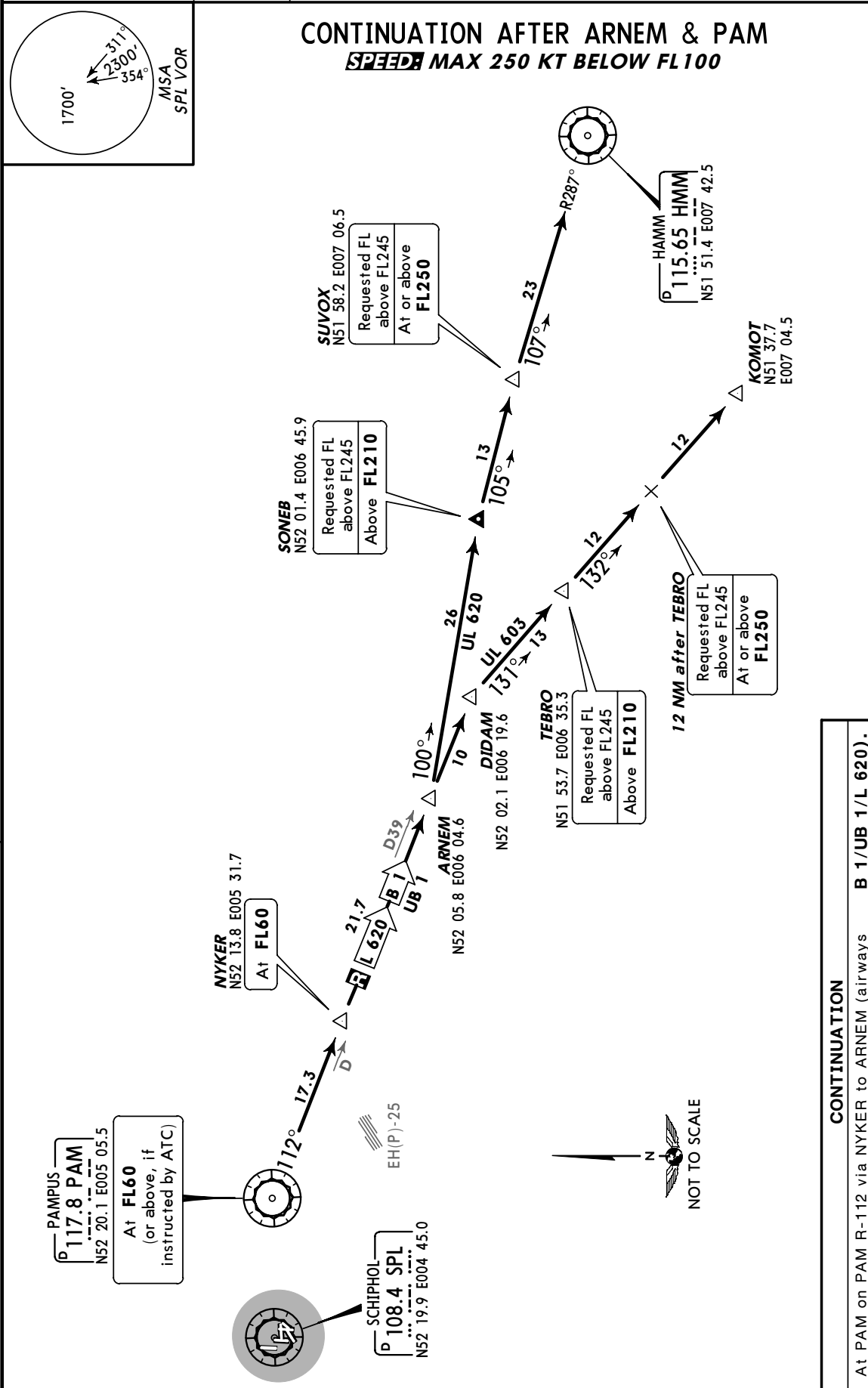


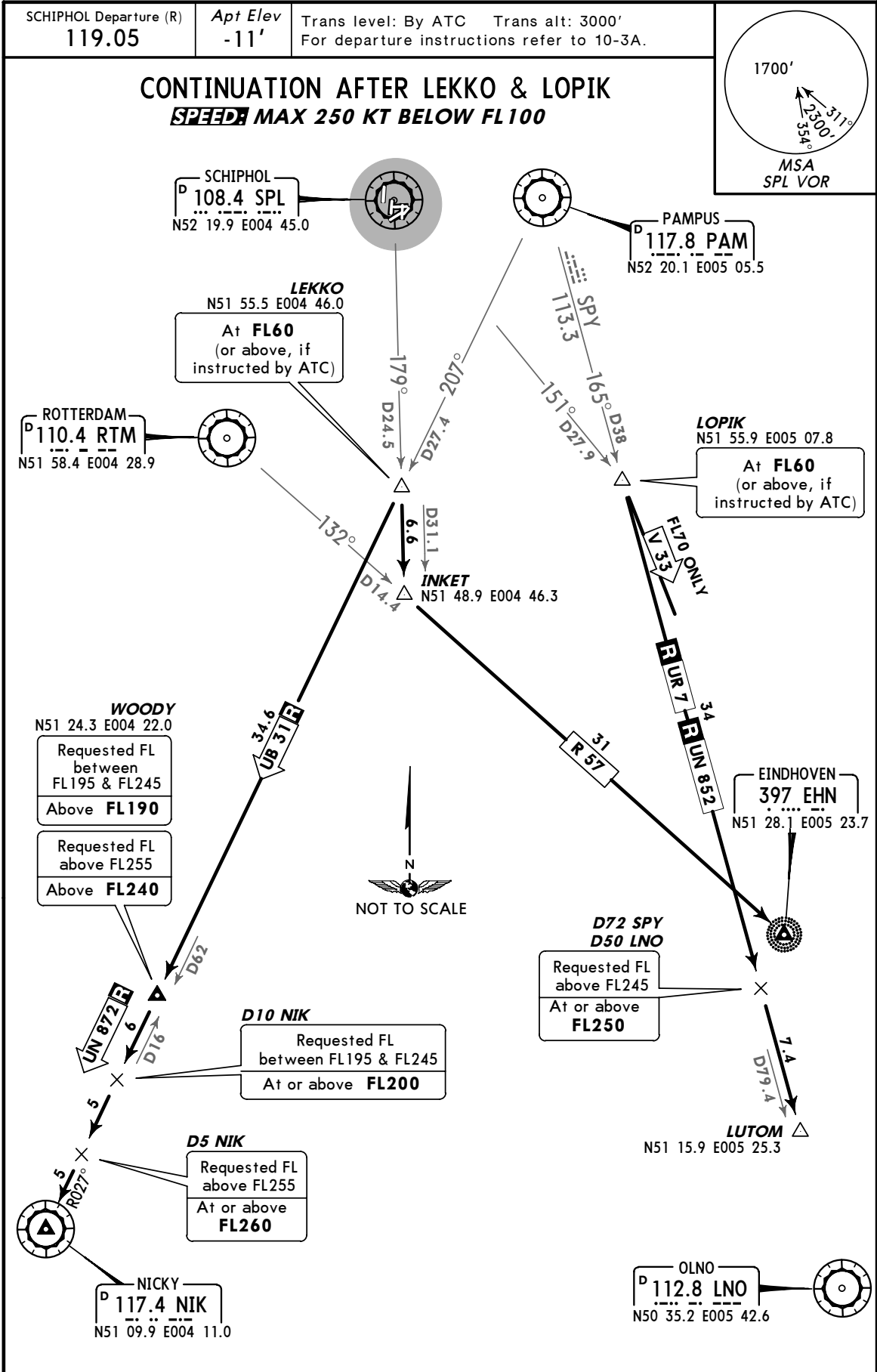
Initial climb clearance <b>FL60</b> higher level only when cleared by ATC
<b>ROUTING</b>
184° track, at SPL 2.5 DME turn RIGHT, 234° track, intercept PAM R-252 to VALKO. <b>RNAV: THR 18C - (500') - EH051 - EH009 (3000'+) - VALKO (FL60).</b>

SCHIPHOL Departure (R) <b>119.05 121.2</b>	Apt Elev <b>-11'</b>	Trans level: By ATC Trans alt: 3000' For departure instructions refer to 10-3A.
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SCHIPHOL Departure (R) <b>119.05</b>	Apt Elev <b>-11'</b>	Trans level: By ATC Trans alt: 3000' For departure instructions refer to 10-3A.
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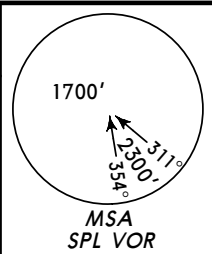


**CONTINUATION**

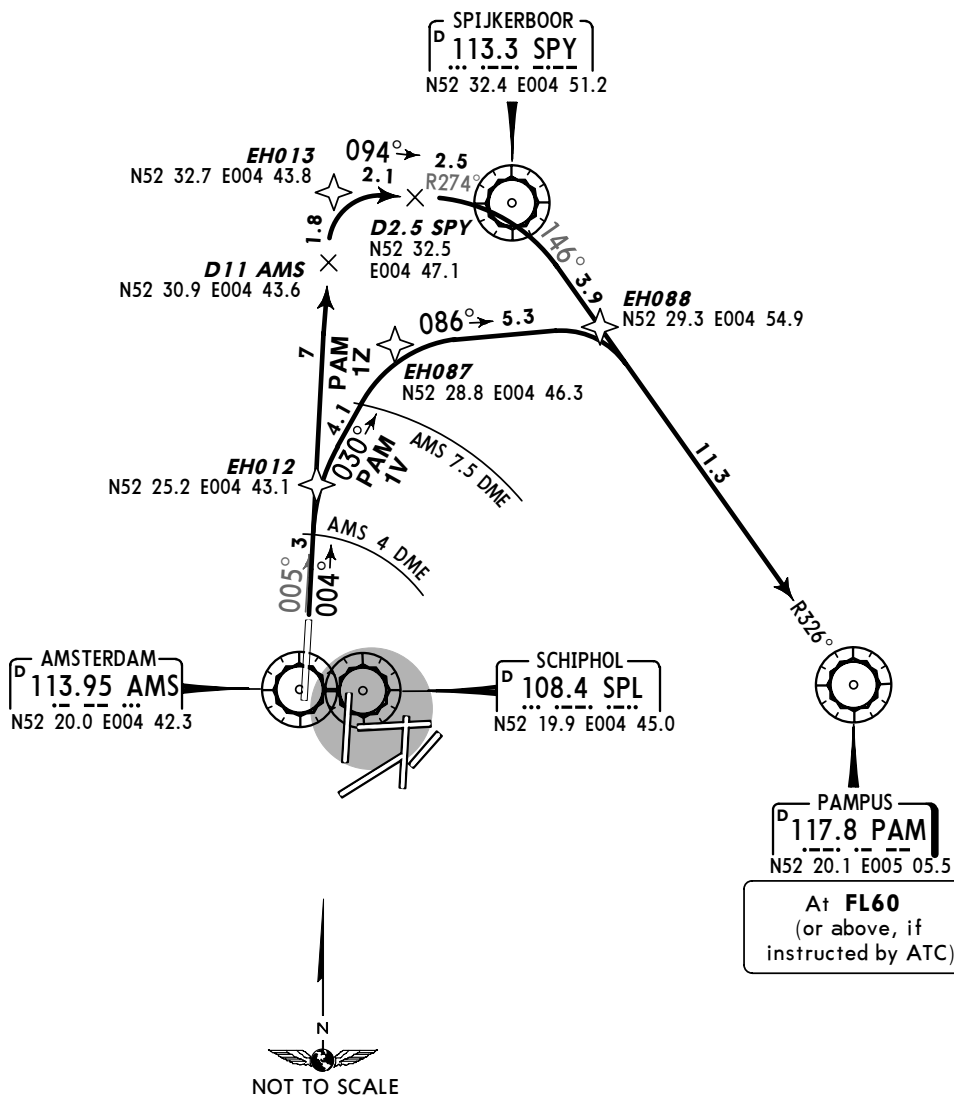
Via **UB 31** or **UN 872**.

Via **R 57**: At LEKKO intercept SPL R-179 to INKET, intercept RTM R-132 to EHN.

SCHIPHOL Departure (R) <b>119.05</b>	Apt Elev <b>-11'</b>	Trans level: By ATC Trans alt: 3000' For departure instructions refer to 10-3A.
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**PAMPUS 1V (PAM 1V)**  
**PAMPUS 1Z (PAM 1Z)**  
**RWY 36L DEPARTURES**  
**~~SPEED~~ MAX 250 KT BELOW FL100**



Initial climb clearance **FL60** higher level only when cleared by ATC

SID	ROUTING
<b>PAM 1V</b> ①	004° track, at AMS 4 DME turn RIGHT, 030° track, at AMS 7.5 DME turn RIGHT, 086° track, intercept PAM R-326 inbound to PAM. <b>RNAV: THR 36L - EH012 - EH087 - EH088 - PAM (FL60).</b>
<b>PAM 1Z</b> ②	004° track, intercept AMS R-005, at D11 AMS turn RIGHT, intercept SPY R-274 inbound to D2.5 SPY, turn RIGHT, intercept PAM R-326 inbound to PAM. <b>RNAV: THR 36L - EH013 - SPY - PAM (FL60).</b>

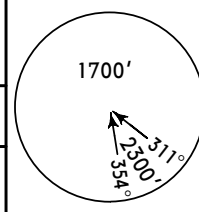
① Jet aircraft only between 0600-2300LT.

② Only jet aircraft between 2300-0600LT.

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22 118.1 118.27	Ground 121.7
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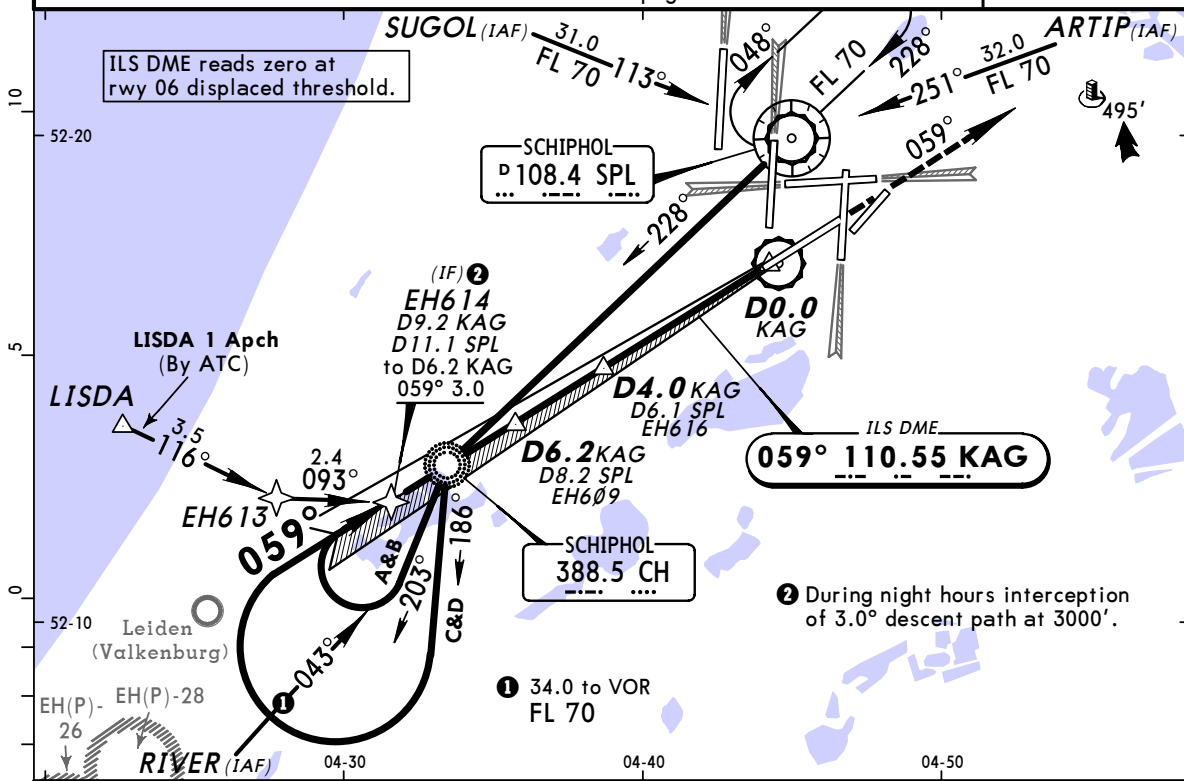
BRIEFING STRIP™

LOC KAG <b>110.55</b>	Final Apch Crs <b>059°</b>	GS No Altitude published	ILS DA(H) <b>188' (200')</b>	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)
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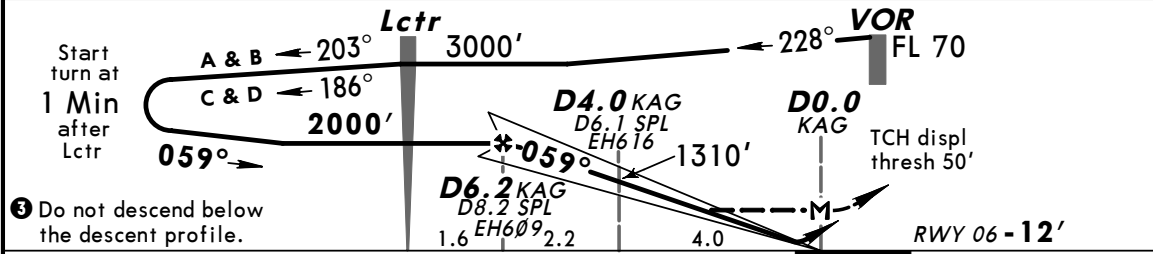


**MISSED APCH: Climb on track 059° to 2000'. Inform ATC.**  
Expedite climb to 2000'.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'  
1. WARNING: CVFR tfc up to 1500' in the Valkenburg CTR. 2. Simultaneous apchs on rwy 09, 18C, 18R, 27 or 36R may be executed. 3. LOC course not to be used outside 30° West of rwy centerline. 4. When established on ILS maintain 160 KT until D4.0 KAG or as directed. 5. For additional information refer to 10-1P pages.



LOC ③ (GS out)	KAG DME	5.0	3.0	2.0	1.0
	ALTITUDE	1630'	1000'	680'	360'



TO DISPL THRESH		7.8					0	
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	2000' on 059°
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862		
MAP at D0.0 KAG								

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND ①		
ILS		LOC (GS out)				
DA(H) 188' (200')		MDA(H) 400' (412')				
FULL		ALS out		Max Kts	MDA(H)	VIS
A		RVR 900m		100	620' (631')	1500m
B				135	780' (791')	1600m
C	RVR 550m	RVR 1000m	RVR 1000m	180	880' (891')	2400m
D			RVR 1400m	205	890' (901')	3600m

① To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km.

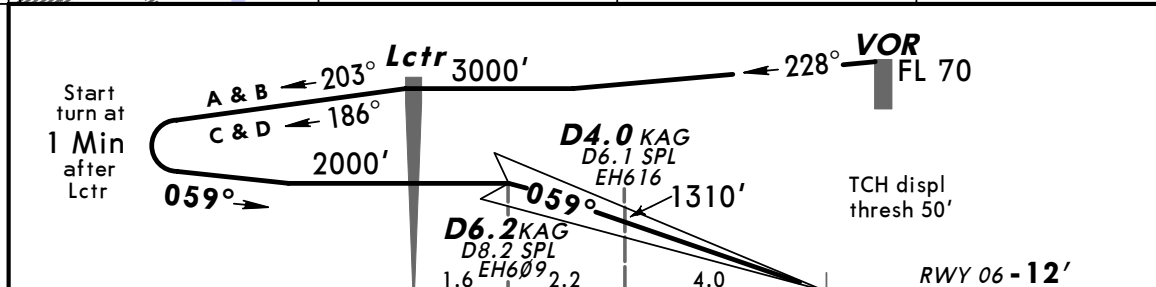
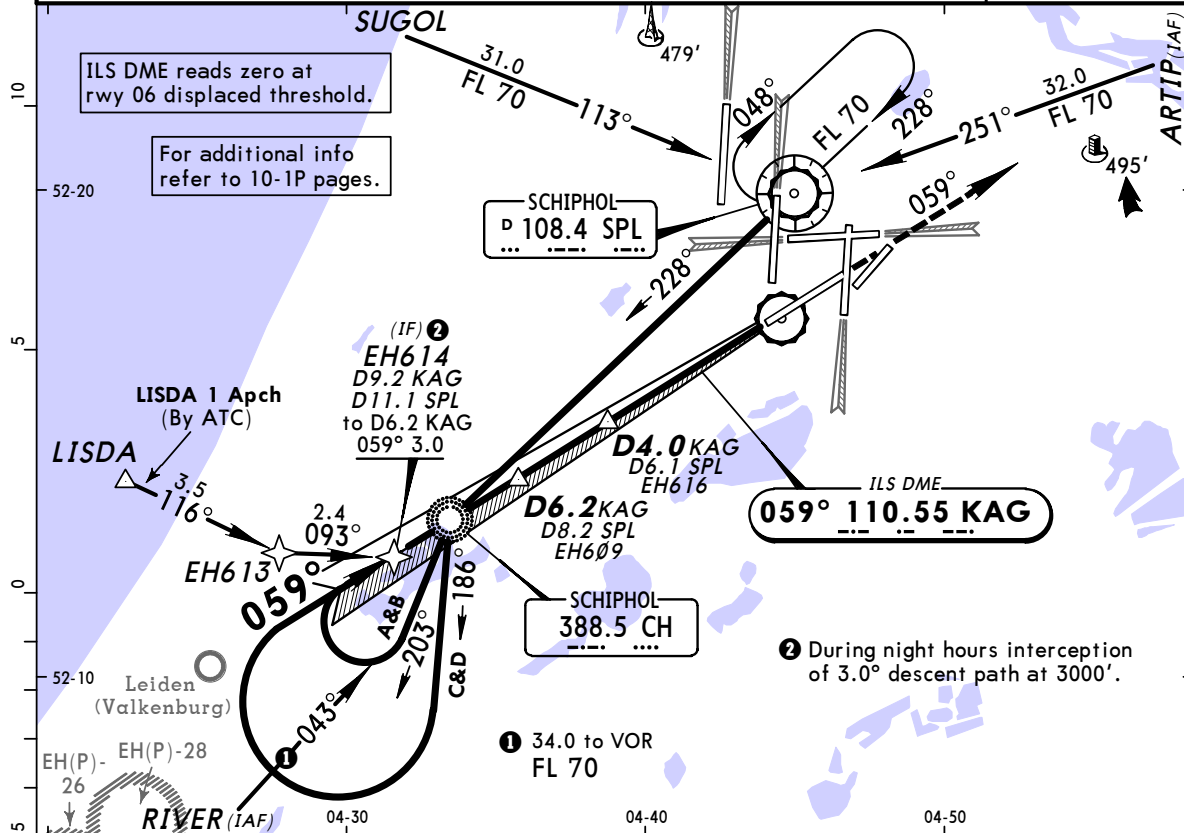
D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22 118.1 118.27	Ground 121.7
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BRIEFING STRIP™

LOC KAG <b>110.55</b>	Final Apch Crs <b>059°</b>	GS No Altitude published	CAT II ILS <b>RA 100'</b> DA(H) 88'(100')	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)	<p>1700' 311° 354° 200' MSA SPL VOR</p>
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**MISSED APCH: Climb on track 059° to 2000'. Inform ATC.**  
Expedite climb to 2000'.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'  
1. Special Aircrew & Acft Certification Required. 2. WARNING: CVFR tfc up to 1500' in the Valkenburg CTR. 3. Simultaneous apchs on rwy 09, 18C, 18R, 27 or 36R may be executed. 4. LOC course not to be used outside 30° West of RCL. 5. When established on ILS maintain 160 KT until D4.0 KAG or as directed.



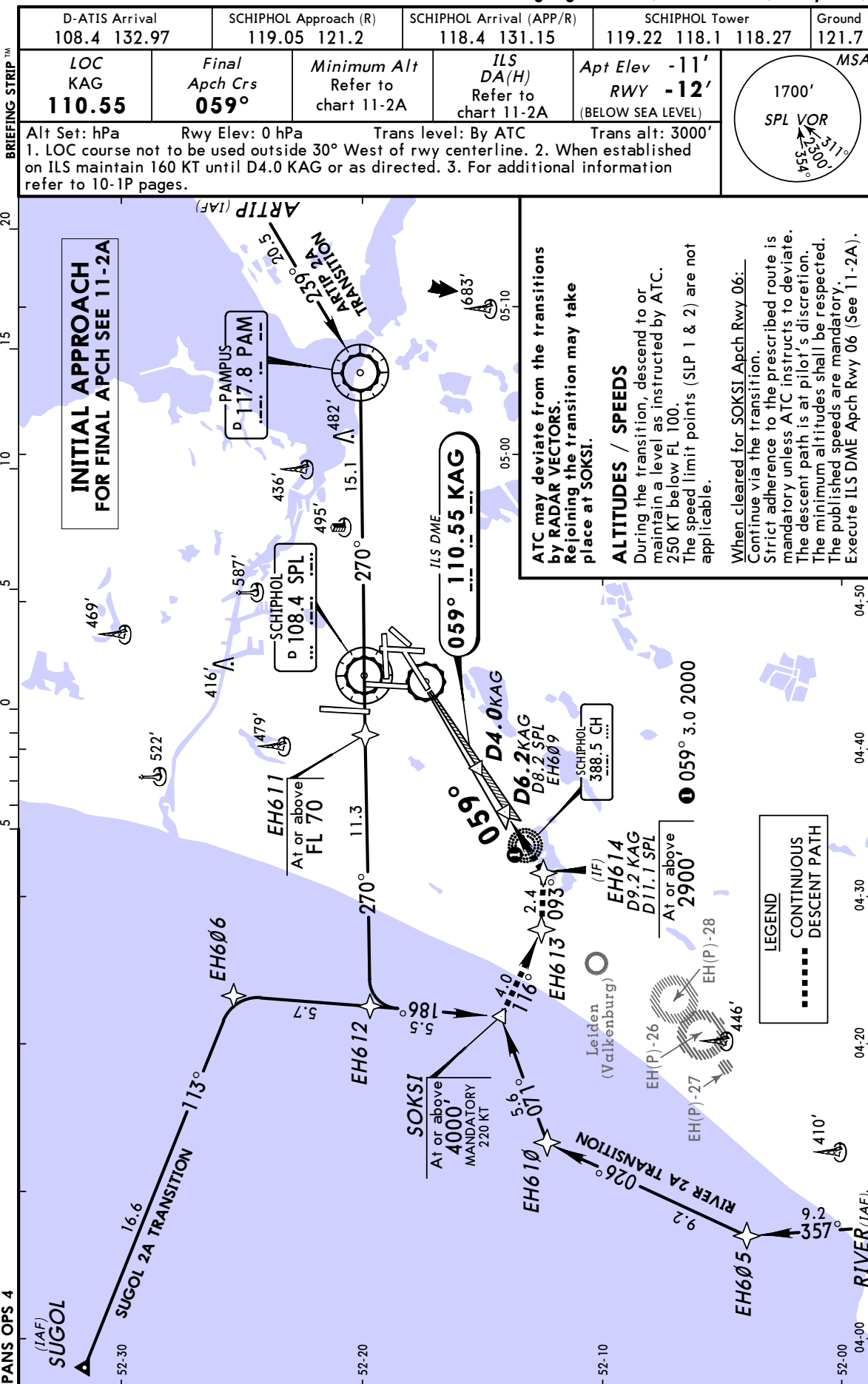
TO DISPL THRESH	7.8						0
Gnd speed-Kts	70	90	100	120	140	160	<p>2000' on 059°</p>
GS	3.00°	377	485	539	647	755	

**JAR-OPS** STRAIGHT-IN LANDING RWY 06  
CAT II ILS  
ABCD  
**RA 100'**  
DA(H) 88'(100')

RVR 300m

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

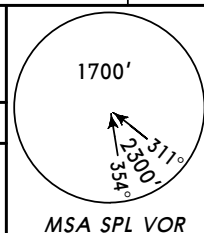
PANS OPS 4



D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22 118.1 118.27	Ground 121.7
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BRIEFING STRIP™

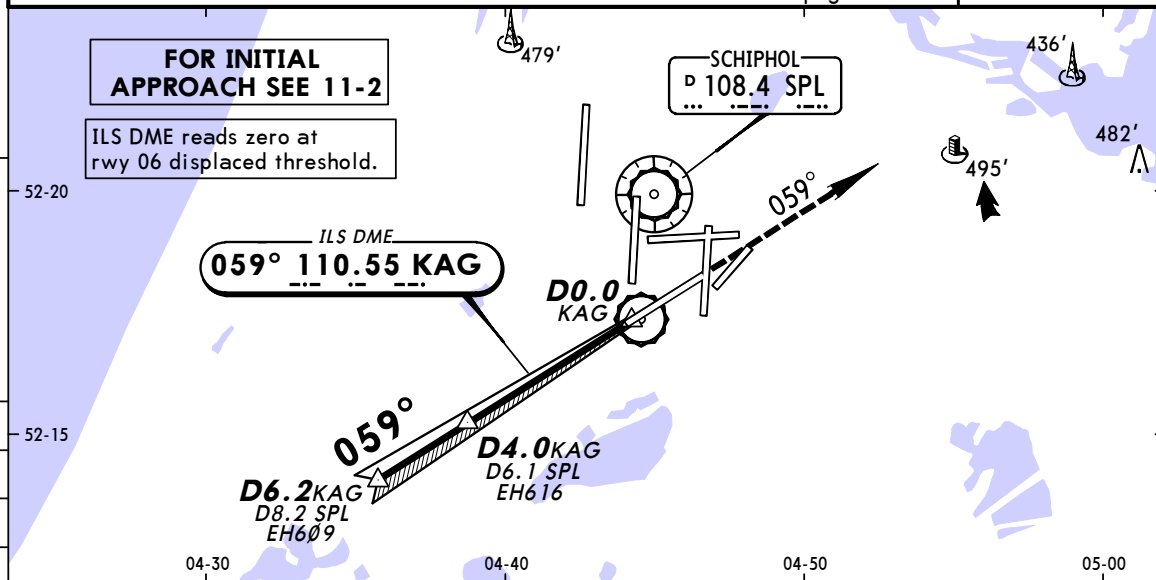
LOC KAG <b>110.55</b>	Final Apch Crs <b>059°</b>	GS No Altitude published	CAT II ILS <b>RA 100'</b> DA(H) 88' (100')	ILS DA(H) <b>188' (200')</b>	Apt Elev - 11' <b>RWY - 12'</b> (BELOW SEA LEVEL)
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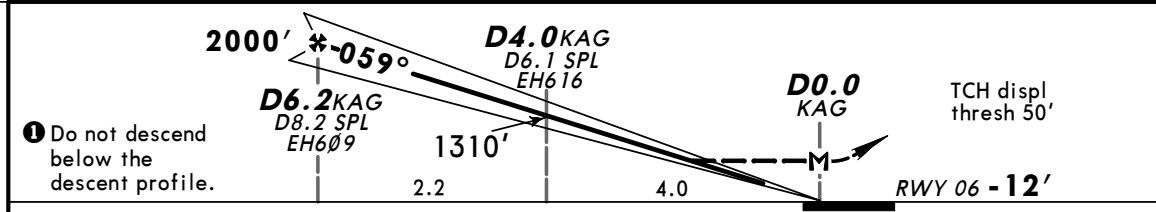
**MISSED APCH: Climb on track 059° to 2000'. Inform ATC.**

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'

1. CAT II ILS: Special Aircrew & Aircraft Certification Required. 2. LOC course not to be used outside 30° West of rwy centerline. 3. When established on ILS maintain 160 KT until D4.0 KAG or as directed. 4. For additional info refer to 10-1P pages.



LOC ① (GS out)	KAG DME	5.0	3.0	2.0	1.0
	ALTITUDE	1630'	1000'	680'	360'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2000' on 059°
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	
MAP at D0.0 KAG							

**JAR-OPS** STRAIGHT-IN LANDING RWY 06

CAT II ILS  
ABCD  
**RA 100'**  
DA(H) **88' (100')**

RVR **300m** ①

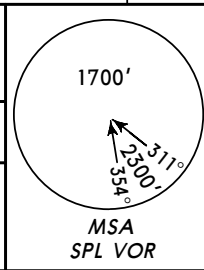
PANS OPS 4	JAR-OPS STRAIGHT-IN LANDING RWY 06				Max Kts.	CIRCLE-TO-LAND ②	
	ILS DA(H) <b>188' (200')</b>		LOC (GS out) MDA(H) <b>400' (412')</b>			MDA(H)	VIS
	FULL	ALS out	ALS out				
A			RVR 900m	RVR 1500m	100	620' (631')	1500m
B					135	780' (791')	1600m
C	RVR 550m	RVR 1000m	RVR 1000m	RVR 1800m	180	880' (891')	2400m
D			RVR 1400m	RVR 2000m	205	890' (901')	3600m

① Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.  
② To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km.

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22 118.1 118.27	Ground 121.8
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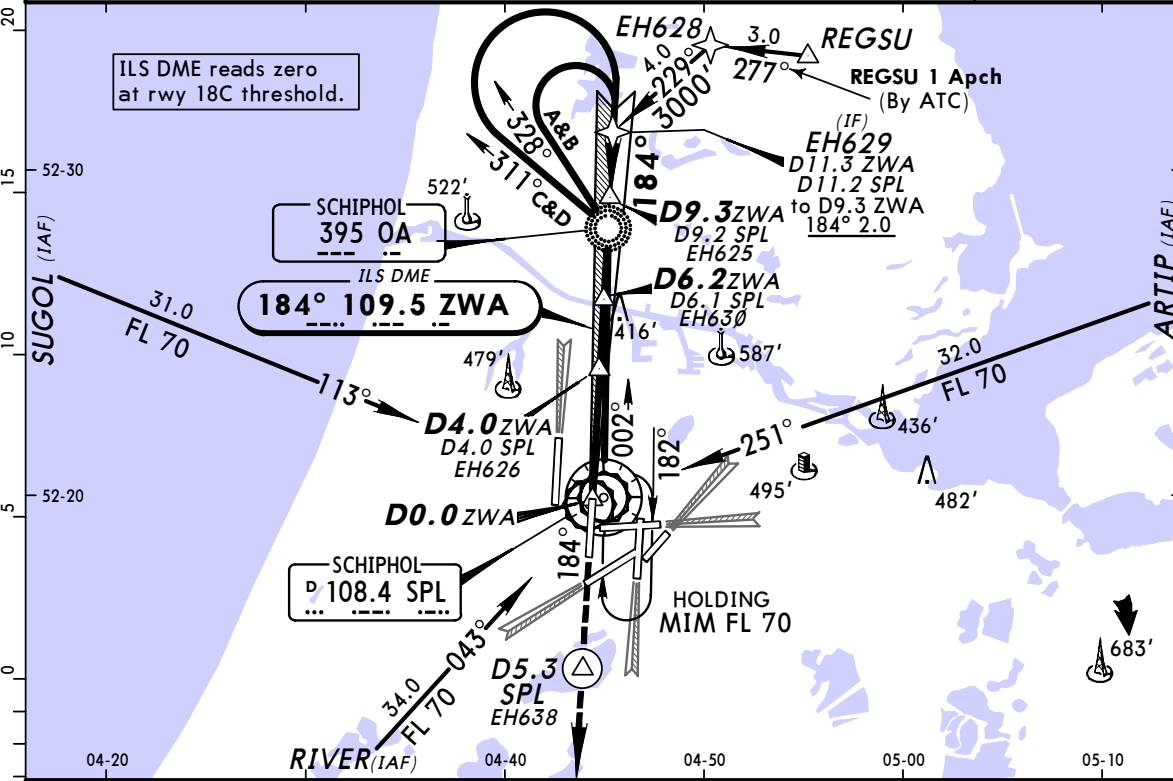
BRIEFING STRIP™

LOC ZWA <b>109.5</b>	Final Apch Crs <b>184°</b>	GS <b>D4.0 ZWA</b> 1310' (1322')	ILS DA(H) <b>188' (200')</b>	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)
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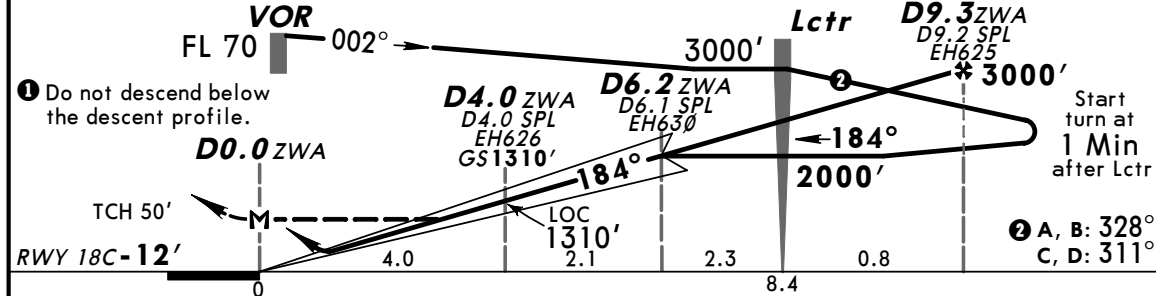


**MISSED APCH:** Climb on track 184° to MAX 1500'. Inform ATC. At D5.3 South of SPL VOR climb to 2000'. Do not overshoot the initial altitude of 1500'.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'  
1. WARNING: CVFR tfc up to 1500' in the Valkenburg CTR. 2. Simultaneous apchs on rwy 06, 18R, 22, 27 or 36R may be executed. 3. When established on ILS maintain 160 KT until D4.0 ZWA or as directed. 4. For additional info refer to 10-1P pages.



LOC 1 (GS out)	ZWA DME	1.0	2.0	3.0	5.0
	ALTITUDE	360'	680'	1000'	1630'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	MAX 1500'	at	D5.3 SPL	184°
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	PAPI	↑		South of	↑
MAP at D0.0 ZWA										SPL VOR	

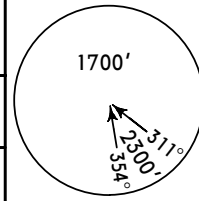
PANS OPS 4	JAR-OPS STRAIGHT-IN LANDING RWY 18C				CIRCLE-TO-LAND 1		
	ILS		LOC (GS out)		Max Kts	MDA(H) VIS	
	DA(H) 188' (200')		MDA(H) 370' (382')			100	620' (631')
	FULL		ALS out		135	780' (791')	1600m
	A			RVR 900m			
B			RVR 1500m				
C	RVR 550m	RVR 1000m	RVR 1000m	RVR 1800m	180	880' (891')	2400m
D			RVR 1400m	RVR 2000m	205	890' (901')	3600m

1 To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km.

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22 118.1 118.27	Ground 121.8
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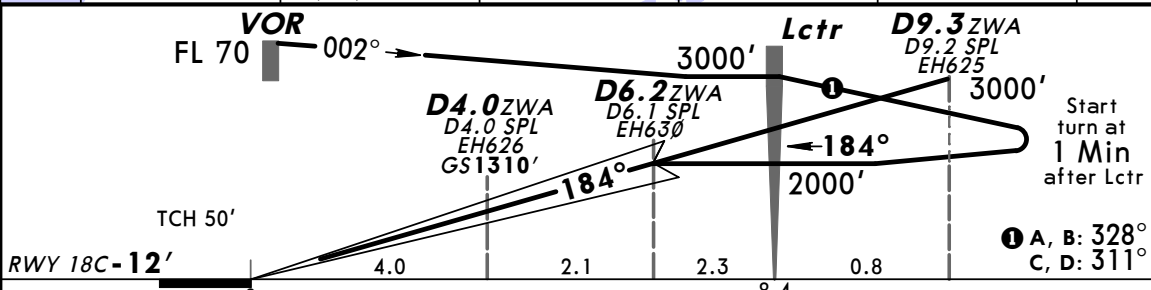
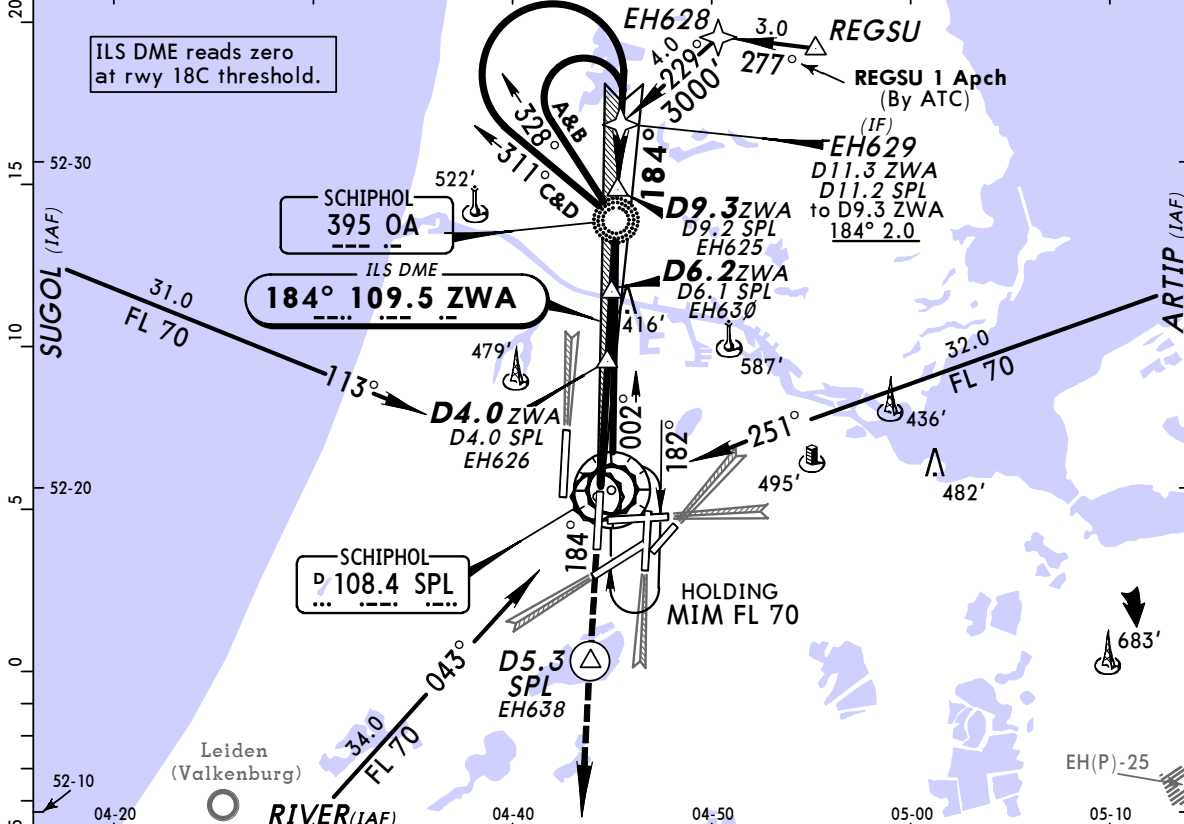
BRIEFING STRIP™

LOC ZWA <b>109.5</b>	Final Apch Crs <b>184°</b>	GS D4.0 ZWA <b>1310'</b> (1322')	CAT II ILS RA 101' DA(H) 88'(100')	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)
----------------------------	----------------------------------	--	---	--



**MISSED APCH:** Climb on track 184° to MAX 1500'. Inform ATC. At D5.3 South of SPL VOR climb to 2000'. Do not overshoot the initial altitude of 1500'.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'  
 1. Special Aircrew & Aircraft Certification Required. 2. WARNING: CVFR t/c up to 1500' in the Valkenburg CTR. 3. Simultaneous apchs on rwy 06, 18R, 22, 27 or 36R may be executed. 4. When established on ILS maintain 160 KT until D4.0 ZWA or as directed. 5. For additional information refer to 10-1P pages.



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	377	485	539	647	755	862

HIALS-II  
PAPI  
MAX 1500' at D5.3 SPL on 184° South of SPL VOR

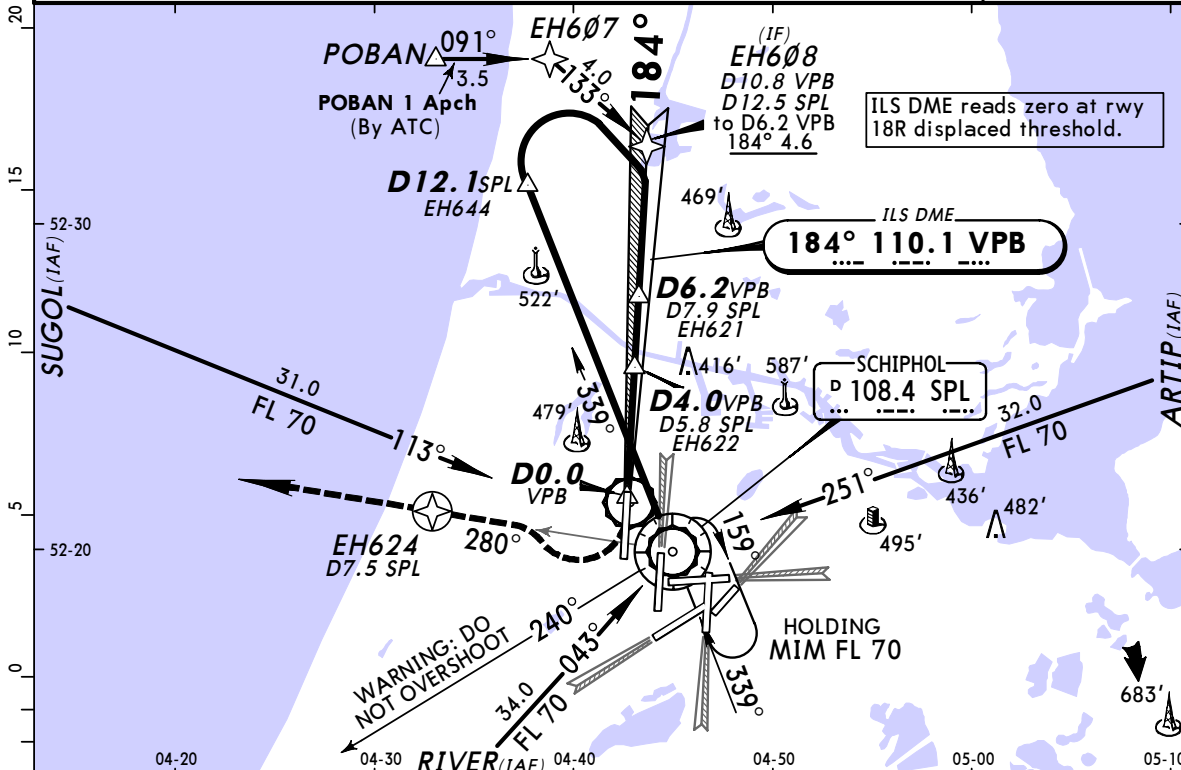
JAR-OPS STRAIGHT-IN LANDING RWY 18C  
 CAT II ILS  
 ABCD  
**RA 101'**  
 DA(H) **88'(100')**

RVR **300m**

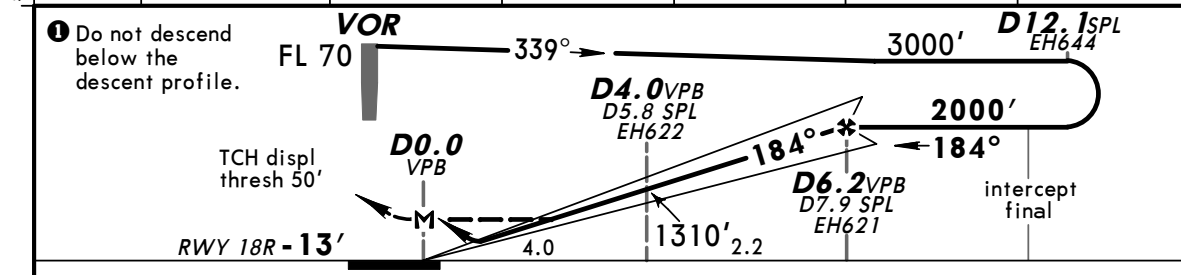
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

PANS OPS 4

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22 118.1 118.27	Ground 121.9
LOC VPB <b>110.1</b>	Final Apch Crs <b>184°</b>	GS No Altitude published	ILS DA(H) <b>187' (200')</b>	Apt Elev -11' RWY -13' (BELOW SEA LEVEL)
<b>MISSED APCH:</b> Turn RIGHT as soon as practicable to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000', cross EH624 at 2000'. Inform ATC.				<p>MSA SPL VOR</p>
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000' 1. WARNING: CVFR tfc up to 1500' in the Valkenburg CTR. 2. Simultaneous apchs on rwy 06, 18C, 22, 27 or 36R may be executed. 3. When established on ILS maintain 160 KT until D4.0 VBP or as directed. 4. For additional information refer to 10-1P pages.				



LOC 1 (GS out)	VPB DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	360'	670'	990'	1310'	1630'

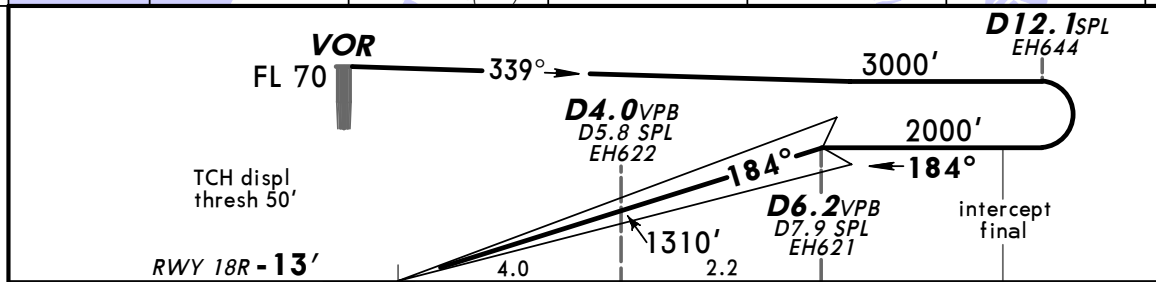
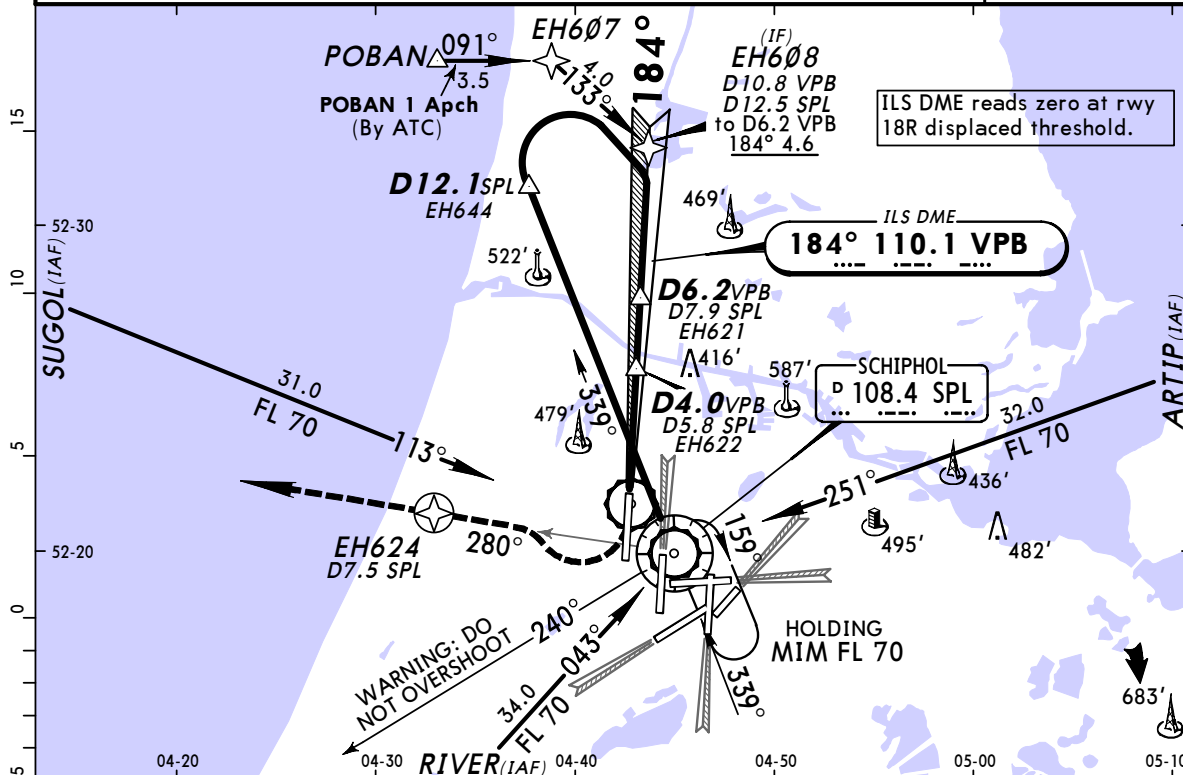


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI Refer to Missed Apch above
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	
MAP at D0.0 VPB							

PANS OPS 4	<b>JAR-OPS STRAIGHT-IN LANDING RWY 18R</b>				<b>CIRCLE-TO-LAND 1</b>		
	ILS		LOC (GS out)		Max Kts	MDA(H)	VIS
	DA(H) <b>187' (200')</b>		MDA(H) <b>340' (353')</b>				
	FULL	ALS out	ALS out	ALS out			
	A		RVR 900m	RVR 1500m	100	620' (631')	1500m
B				135	780' (791')	1600m	
C	RVR 550m	RVR 1000m	RVR 1000m	RVR 1800m	180	880' (891')	2400m
D			RVR 1400m	RVR 2000m	205	890' (901')	3600m

1 To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km.

D-ATIS Arrival 108.4 132.97		SCHIPHOL Approach (R) 119.05 121.2		SCHIPHOL Arrival (APP/R) 118.4 131.15		SCHIPHOL Tower 119.22 118.1 118.27		Ground 121.9
LOC VPB <b>110.1</b>	Final Apch Crs <b>184°</b>	GS No Altitude published	CAT II ILS <b>RA 100'</b> DA(H) 87'(100')		Apt Elev -11' RWY -13' (BELOW SEA LEVEL)		<p>1700' MSA SPL VOR</p>	
<p><b>MISSED APCH:</b> Turn RIGHT as soon as practicable to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000', cross EH624 at 2000'. Inform ATC.</p> <p>Alt Set: hPa    Rwy Elev: 0 hPa    Trans level: By ATC    Trans alt: 3000'</p> <p>1. Special Aircrew &amp; Aircraft Certification Required. 2. WARNING: CVFR t/c up to 1500' in the Valkenburg CTR. 3. Simultaneous apchs on rwy 06, 18C, 22, 27 or 36R may be executed. 4. When established on ILS maintain 160 KT until D4.0 VBP or as directed. 5. For additional information refer to 10-1P pages.</p>								



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Refer to Missed Apch above
GS	3.00°	377	485	539	647	755		

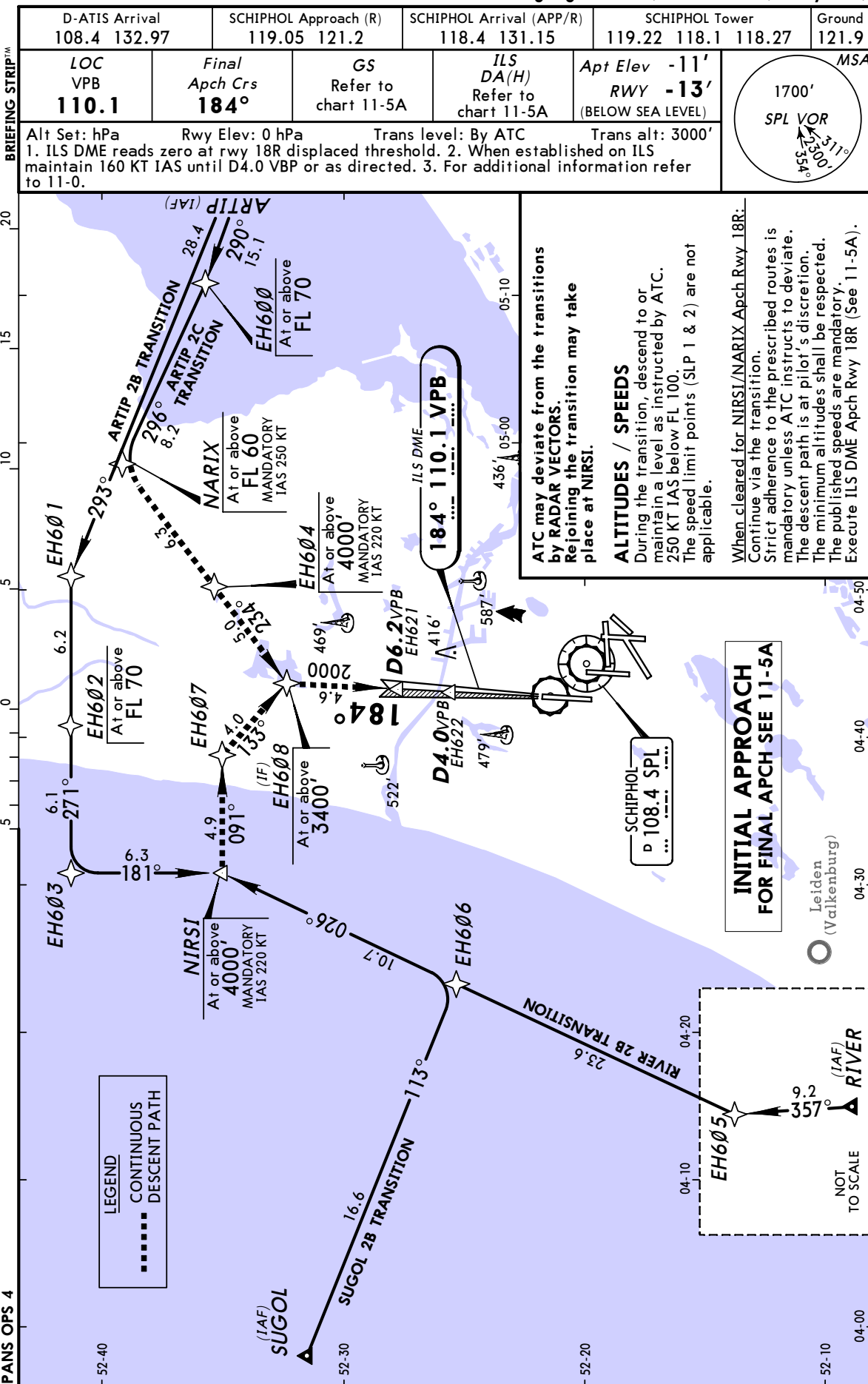
**JAR-OPS** STRAIGHT-IN LANDING RWY 18R  
CAT II ILS  
ABCD  
**RA 100'**  
DA(H) 87'(100')

RVR 300m

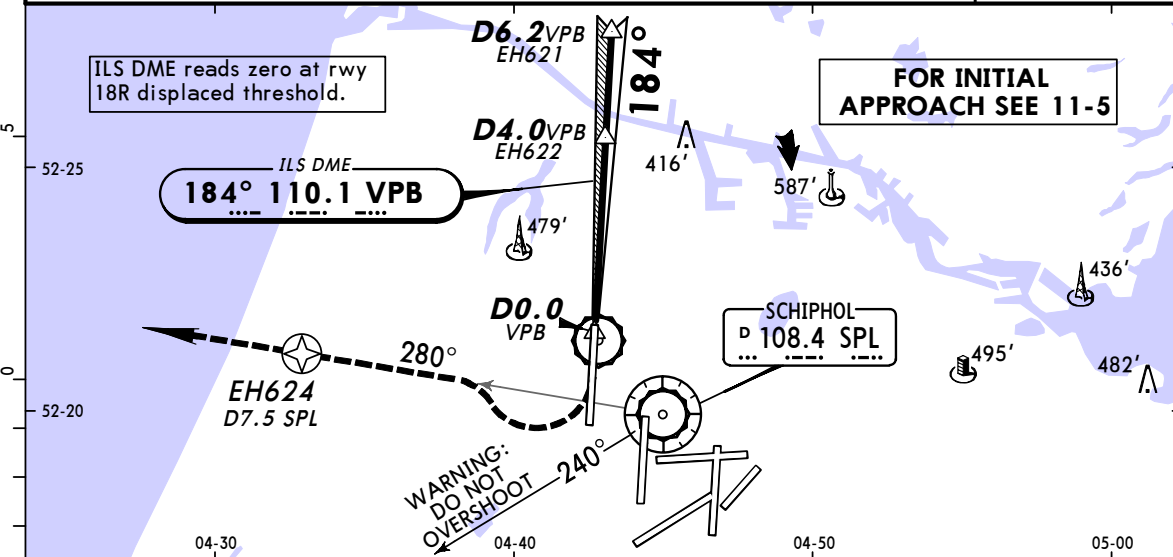
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

BRIEFING STRIP™

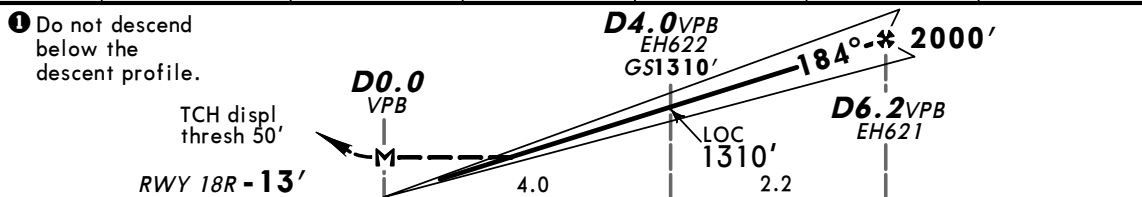
PANS OPS 4



D-ATIS Arrival 108.4 132.97		SCHIPHOL Approach (R) 119.05 121.2		SCHIPHOL Arrival (APP/R) 118.4 131.15		SCHIPHOL Tower 119.22 118.1 118.27		Ground 121.9
LOC VPB <b>110.1</b>	Final Apch Crs <b>184°</b>	GS <b>D4.0 VPB</b> 1310' (1323')	CAT II ILS <b>RA 100'</b> DA(H) 87' (100')	ILS DA(H) <b>187' (200')</b>	Apt Elev -11' RWY-13' (BELOW SEA LEVEL)			<b>MISSED APCH:</b> Turn RIGHT as soon as practicable to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000', cross EH624 at 2000'. Inform ATC. Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000' 1. CAT II ILS: Special Aircrew & Aircraft Certification Required. 2. When established on ILS maintain 160 KT IAS until D4.0 VBP or as directed. 3. For additional information refer to 11-0.
MSA SPL VOR								



LOC 1 (GS out)	VPB DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	360'	670'	990'	1310'	1630'



Grnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI Refer to Missed Apch above
ILS GS 3.00° or	377	485	539	647	755	862	
LOC Descent Gradient 5.2%							
MAP at D0.0 VPB							

**JAR-OPS** STRAIGHT-IN LANDING RWY 18R

CAT II ILS  
ABCD  
**RA 100'**  
DA(H) 87' (100')

RVR 300m 1

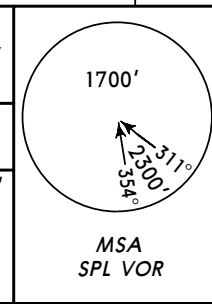
PANS OPS 4	<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 18R				<b>CIRCLE-TO-LAND 2</b>	
	ILS DA(H) 187' (200')		LOC (GS out) MDA(H) 340' (353')		Max Kts	MDA(H) VIS
	FULL	ALS out	ALS out			
	A		RVR 900m	RVR 1500m	100	620' (631') 1500m
	B		RVR 1000m	RVR 1800m	135	780' (791') 1600m
C	RVR 550m	RVR 1000m	RVR 2000m	180	880' (891') 2400m	
D		RVR 1400m		205	890' (901') 3600m	

1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.  
 2 To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km.

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22 118.1 118.27	Ground 121.8
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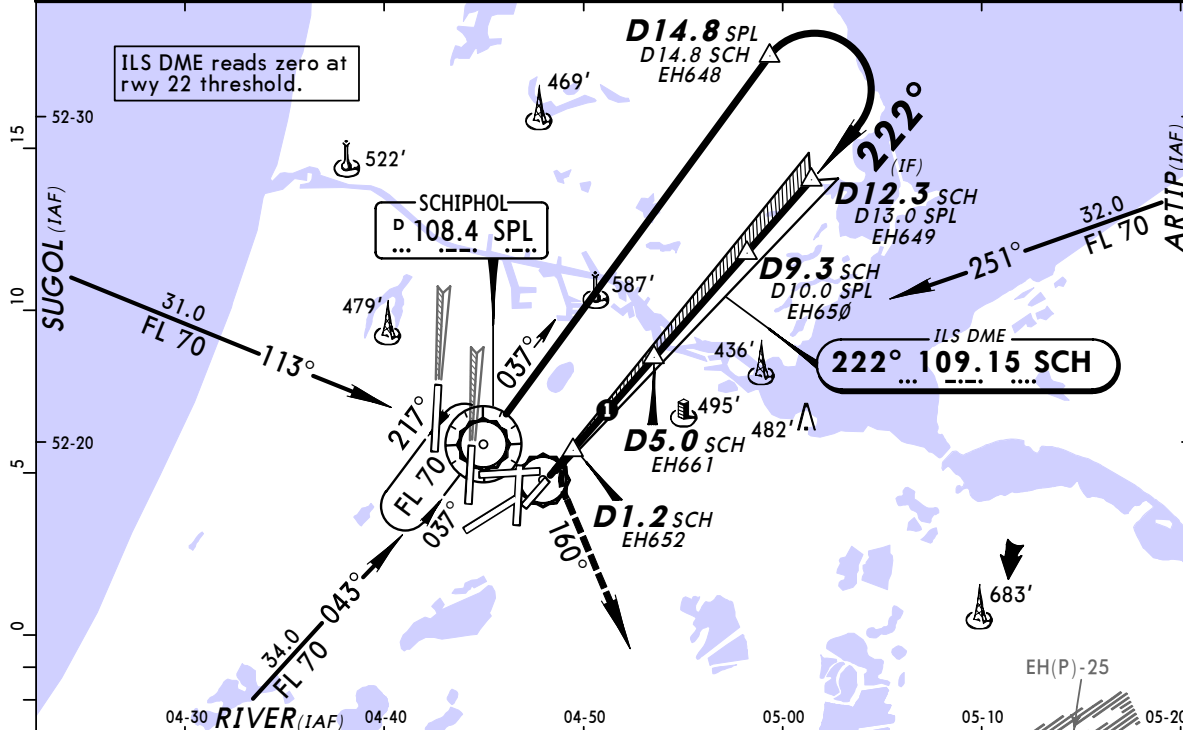
BRIEFING STRIP™

LOC SCH <b>109.15</b>	Final Apch Crs <b>222°</b>	GS No Altitude published	ILS DA(H) <b>186' (200')</b>	Apt Elev -11' RWY -14' (BELOW SEA LEVEL)
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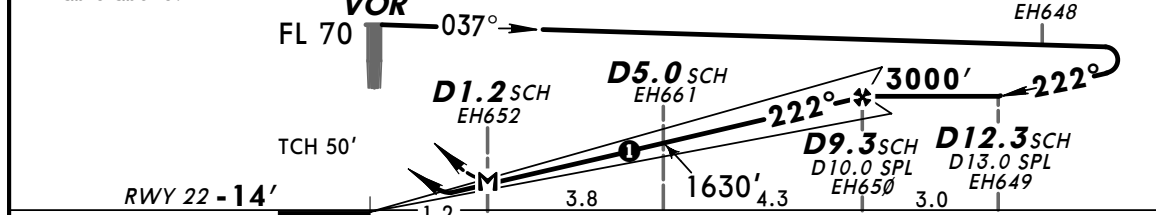
**MISSED APCH: Turn LEFT on track 160° as soon as practicable and climb to 2000'. Inform ATC.**

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'  
 1. CAUTION: Do not confuse rwy 22 with rwy 24 or with twy situated left of rwy 22.  
 2. WARNING: CVFR tfc up to 1500' in the Valkenburg CTR. 3. Simultaneous apchs on rwy 18C or 18R may be executed. 4. Strict adherence to the missed apch proc is essential. 5. When established on ILS maintain 160 KT until D5.0 SCH or as directed. 6. For additional info refer to 10-1P pages.



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

For Minimum alt on descent profile see table above.



Gnd speed-Kts	70	90	100	120	140	160	MIALS	As soon as practicable	160°	2000'
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	PAPI		LT	↑
MAP at D1.2 SCH/EH652										

PANS OPS 4	STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND 1		
	ILS		LOC (GS out)		Max Kts	MDA(H) VIS	
	DA(H) 186' (200')		MDA(H) 420' (434')				
	FULL	ALS out	ALS out	ALS out			
	A		RVR 1200m	RVR 1500m	100	620' (631')	1500m
B		RVR 1300m	RVR 1800m	135	780' (791')	1600m	
C	RVR 700m	RVR 1000m	RVR 1400m	RVR 1800m	180	880' (891')	2400m
D			RVR 1600m	RVR 2000m	205	890' (901')	3600m

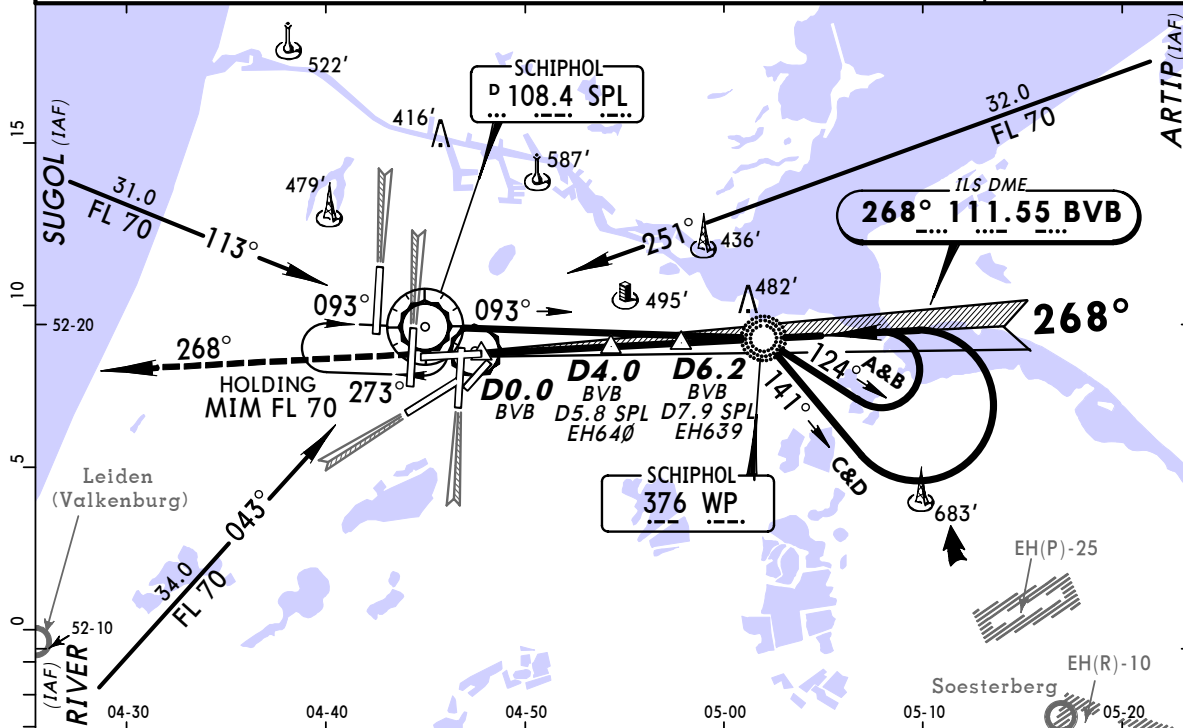
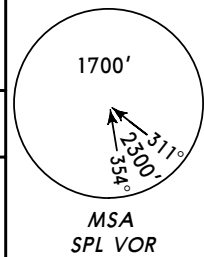
1 To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km.

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22 118.1 118.27	Ground 121.8
LOC BVB <b>111.55</b>	Final Apch Crs <b>268°</b>	GS No Altitude published	ILS DA(H) <b>188' (200')</b>	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)

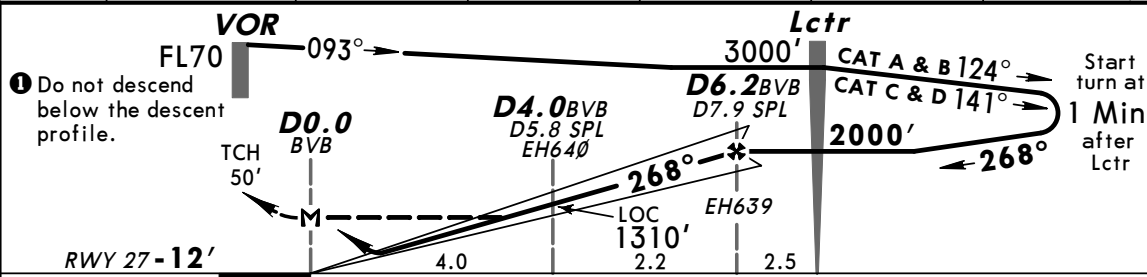
BRIEFING STRIP™

**MISSED APCH: Climb on track 268° to 2000'. Inform ATC.**  
Expedite climb to 2000'.

Alt Set: hPa      Rwy Elev: 0 hPa      Trans level: By ATC      Trans alt: 3000'  
1. WARNING: When average surface wind velocity exceeds 30 KT, moderate turbulence can be expected on final approach from approx D3.0 BVB to D1.0 BVB. 2. CVFR tfc up to 1500' in the Valkenburg CTR. 3. Simultaneous apchs on rwy 06, 18C, 18R or 36R may be executed. 4. When established on ILS maintain 160 KT IAS until D4.0 BVB or as directed. 5. ILS DME reads zero at rwy 27 thresh. 6. For additional information refer to 11-0.



LOC 1 (GS out)	BVB DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	360'	680'	1000'	1310'	1630'



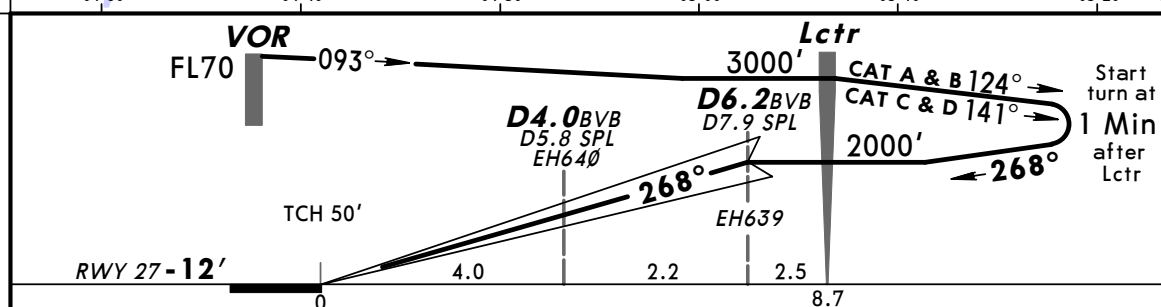
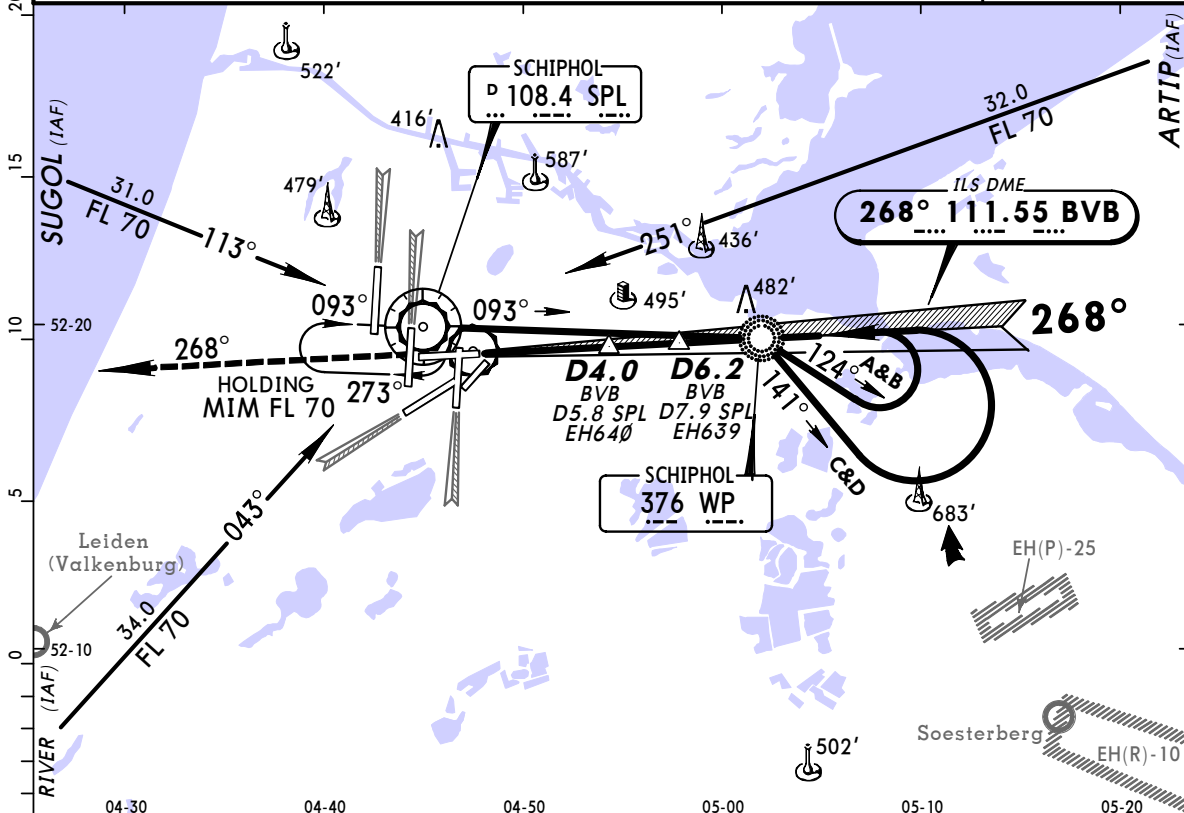
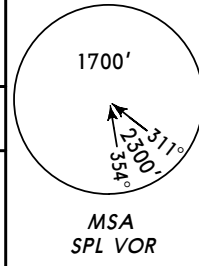
Gnd speed-Kts	70	90	100	120	140	160		
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862		
MAP at D0.0 BVB								

<b>JAR-OPS</b>				STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND 1			
ILS				LOC (GS out)							
DA(H) <b>188' (200')</b>				MDA(H) <b>430' (442')</b>							
FULL		ALS out		ALS out		ALS out		MDA(H)		VIS	
A			RVR 900m		RVR 1500m	100	620' (631')	1500m			
B			RVR 1000m		RVR 1800m	135	780' (791')	1600m			
C	RVR 550m	RVR 1000m	RVR 1000m		RVR 2000m	180	880' (891')	2400m			
D			RVR 1400m		RVR 2000m	205	890' (901')	3600m			

1 To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km.

PANS OPS 4

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22 118.1 118.27	Ground 121.8
LOC BVB <b>111.55</b>	Final Apch Crs <b>268°</b>	GS No Altitude published	CAT II ILS <b>RA 101'</b> DA(H) 88'(100')	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)
<b>MISSED APCH: Climb on track 268° to 2000'. Inform ATC.</b> Expedite climb to 2000'.				
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 3000'
1. WARNING: When average surface wind velocity exceeds 30 KT, moderate turbulence can be expected on final approach from approx D3.0 BVB to D1.0 BVB. 2. CVFR t/c up to 1500' in the Valkenburg CTR. 3. Simultaneous apchs on rwy 06, 18C, 18R or 36R may be executed. 4. When established on ILS maintain 160 KT IAS until D4.0 BVB or as directed. 5. ILS DME reads zero at rwy 27 thresh. 6. For additional information refer to 11-0.				



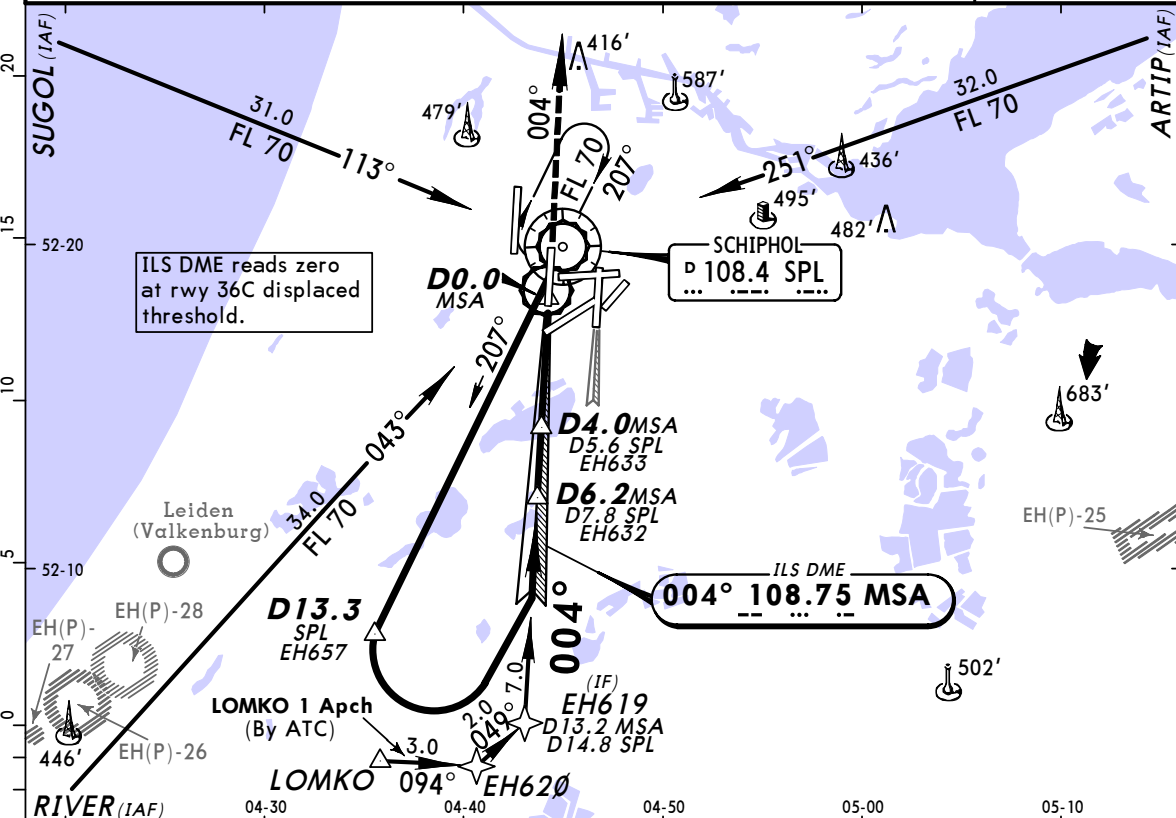
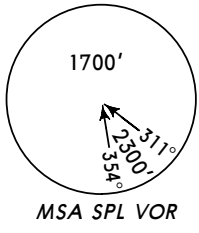
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	2000' on 268°
Gs	3.00°	377	485	539	647	755		

**JAR-OPS** STRAIGHT-IN LANDING RWY 27  
CAT II ILS  
ABCD  
**RA 101'**  
DA(H) 88'(100')

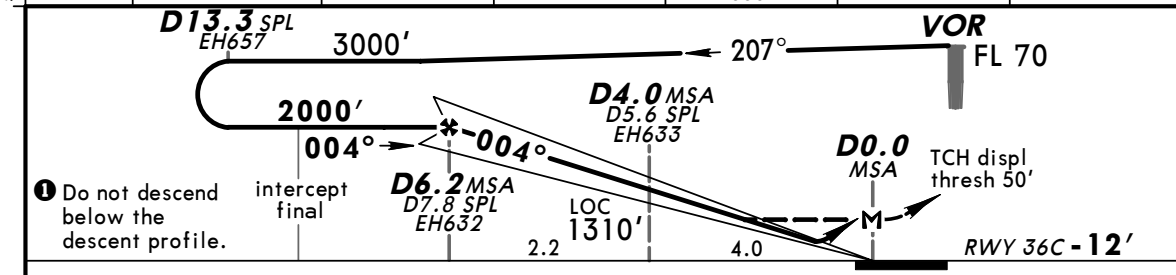
RVR 300m

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.  
CHANGES: Communications. Note. Procedure. © JEPPESEN SANDERSON, INC., 2001, 2005. ALL RIGHTS RESERVED.

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22 118.1 118.27	Ground 121.8
LOC MSA <b>108.75</b>	Final Apch Crs <b>004°</b>	GS No Altitude published	ILS DA(H) <b>188' (200')</b>	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)
<b>MISSED APCH: Climb on track 004° to 2000'. Inform ATC.</b>				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'				
1. WARNING: CVFR tfc up to 1500' in the Valkenburg CTR. 2. Simultaneous apchs rwy 36R may be executed. 3. When established on ILS maintain 160 KT until D4.0 MSA or as directed. 4. For additional information refer to 10-1P pages.				



LOC 1 (GS out)	MSA DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1630'	1310'	1000'	680'	360'

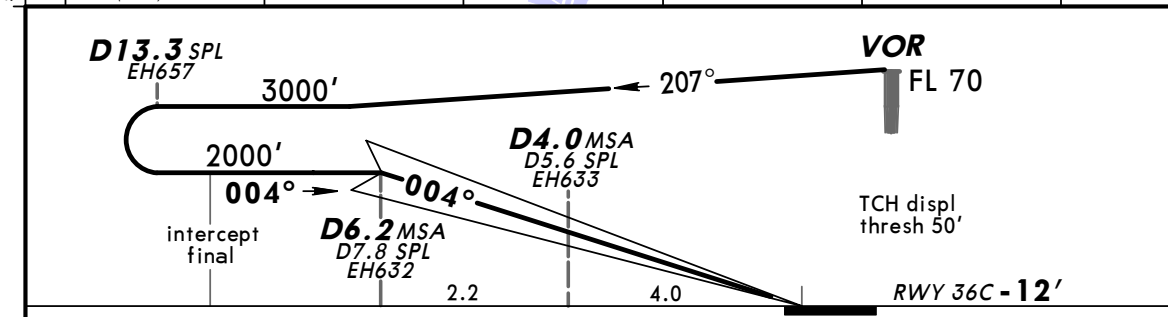
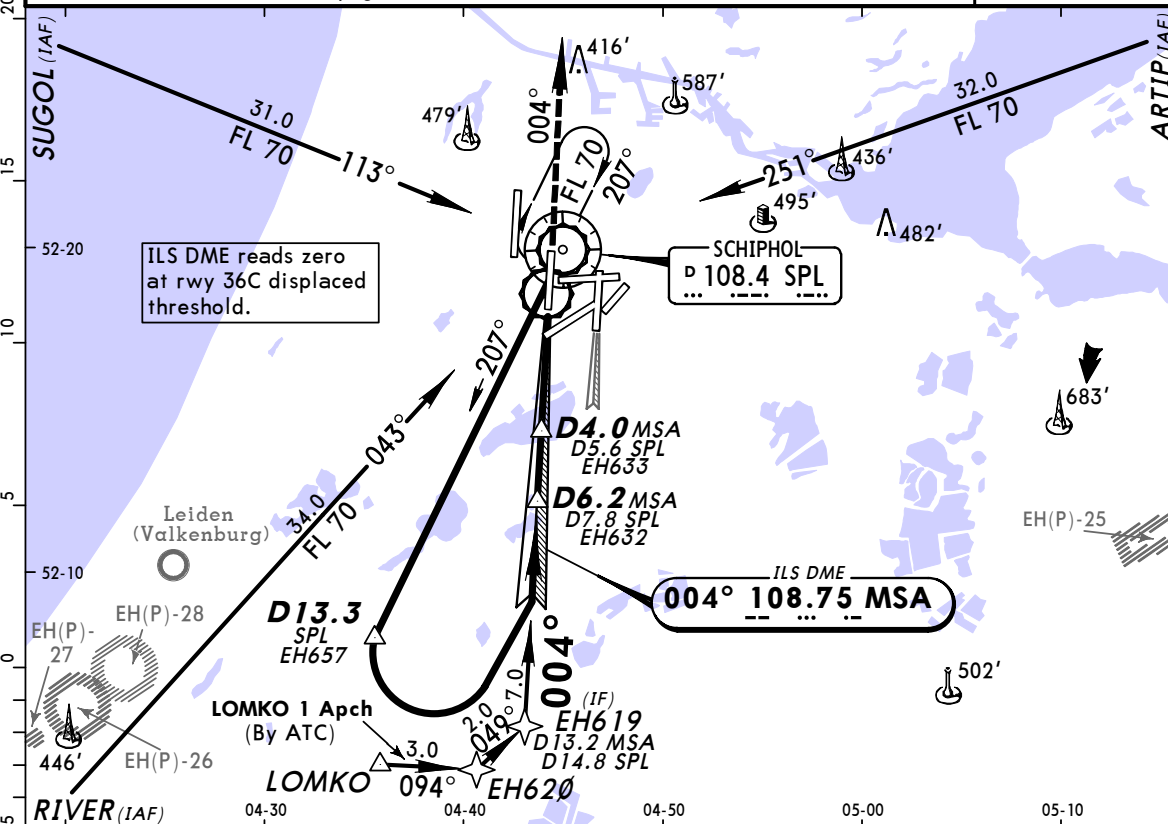
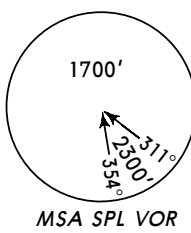


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2000' on 004°
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	
MAP at D0.0 MSA							

PANS OPS 4	<b>JAR-OPS STRAIGHT-IN LANDING RWY 36C</b>				<b>CIRCLE-TO-LAND 1</b>		
	ILS		LOC (GS out)		Max Kts	MDA(H) VIS	
	DA(H) <b>188' (200')</b>		MDA(H) <b>340' (352')</b>				
	FULL		ALS out		100	620' (631') 1500m	
	RVR 550m		RVR 1000m			135	780' (791') 1600m
				180	880' (891') 2400m		
					205	890' (901') 3600m	

1 To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km.

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22 118.1 118.27	Ground 121.8
LOC MSA <b>108.75</b>	Final Apch Crs <b>004°</b>	GS No Altitude published	CAT II ILS <b>RA 100'</b> DA(H) 88' (100')	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2000' on 004°
GS	3.00°	377	485	539	647	755	

**JAR-OPS** STRAIGHT-IN LANDING RWY 36C  
CAT II ILS  
ABCD  
**RA 100'**  
DA(H) 88' (100')  
RVR 300m

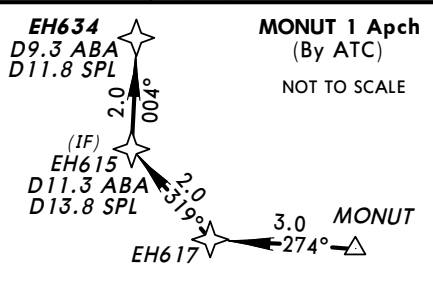
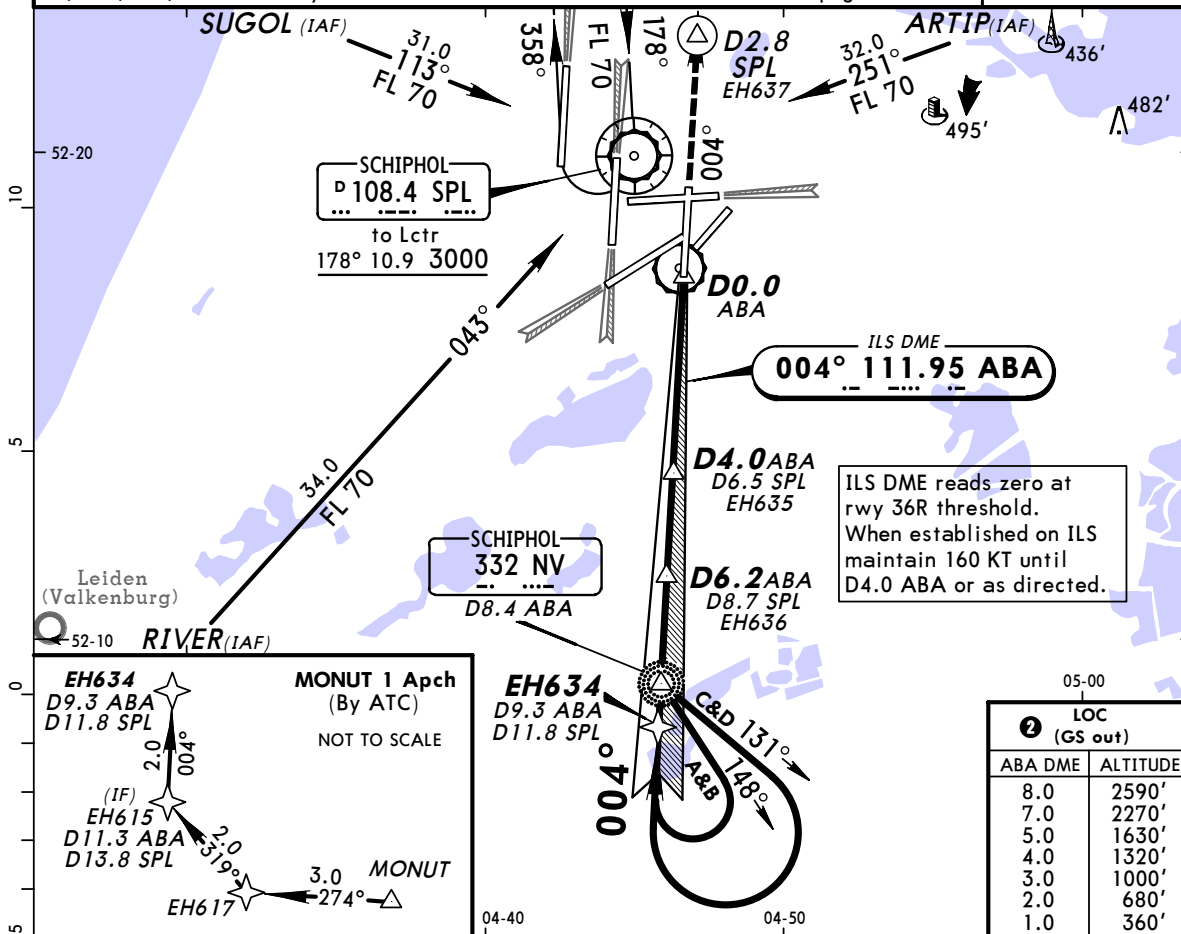
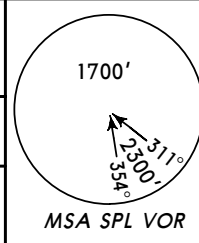
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.  
CHANGES: ILS ident. © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22 118.1 118.27	Ground 121.8
LOC ABA <b>111.95</b>	Final Apch Crs <b>004°</b>	GS No Altitude published	ILS DA(H) <b>189' (200')</b>	Apt Elev -11' RWY -11' (BELOW SEA LEVEL)

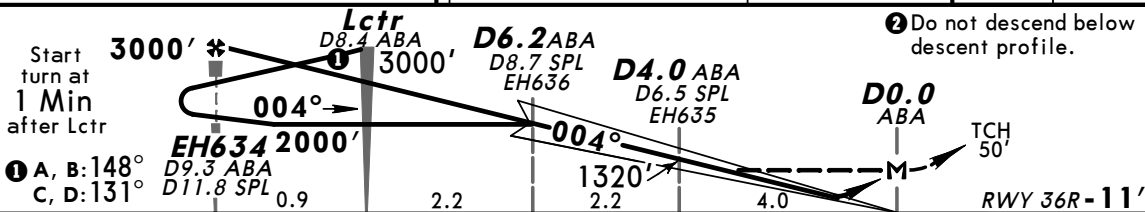
BRIEFING STRIP™

**MISSED APCH:** Climb on track 004° to MAX 1500'. Inform ATC. At D2.8 North of SPL VOR climb to 2000'. Do not overshoot the initial altitude of 1500'.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'  
1. WARNING: CVFR ttc up to 1500' in the Valkenburg CTR. 2. Simultaneous apchs on rwy 06, 18C, 18R, 27 or 36C may be executed. 3. For additional info refer to 10-1P pages.



05-00	
② LOC (GS out)	
ABA DME	ALTITUDE
8.0	2590'
7.0	2270'
5.0	1630'
4.0	1320'
3.0	1000'
2.0	680'
1.0	360'



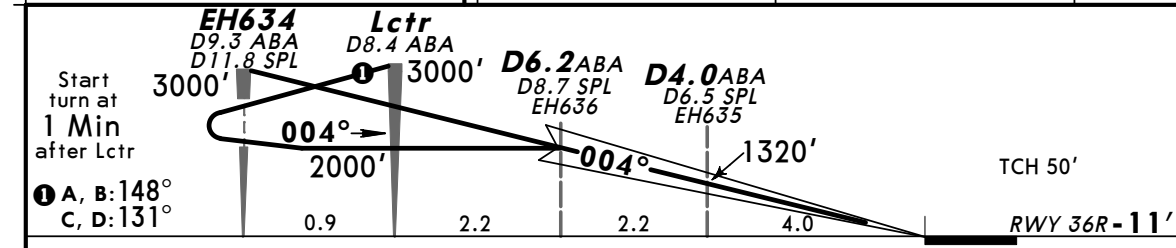
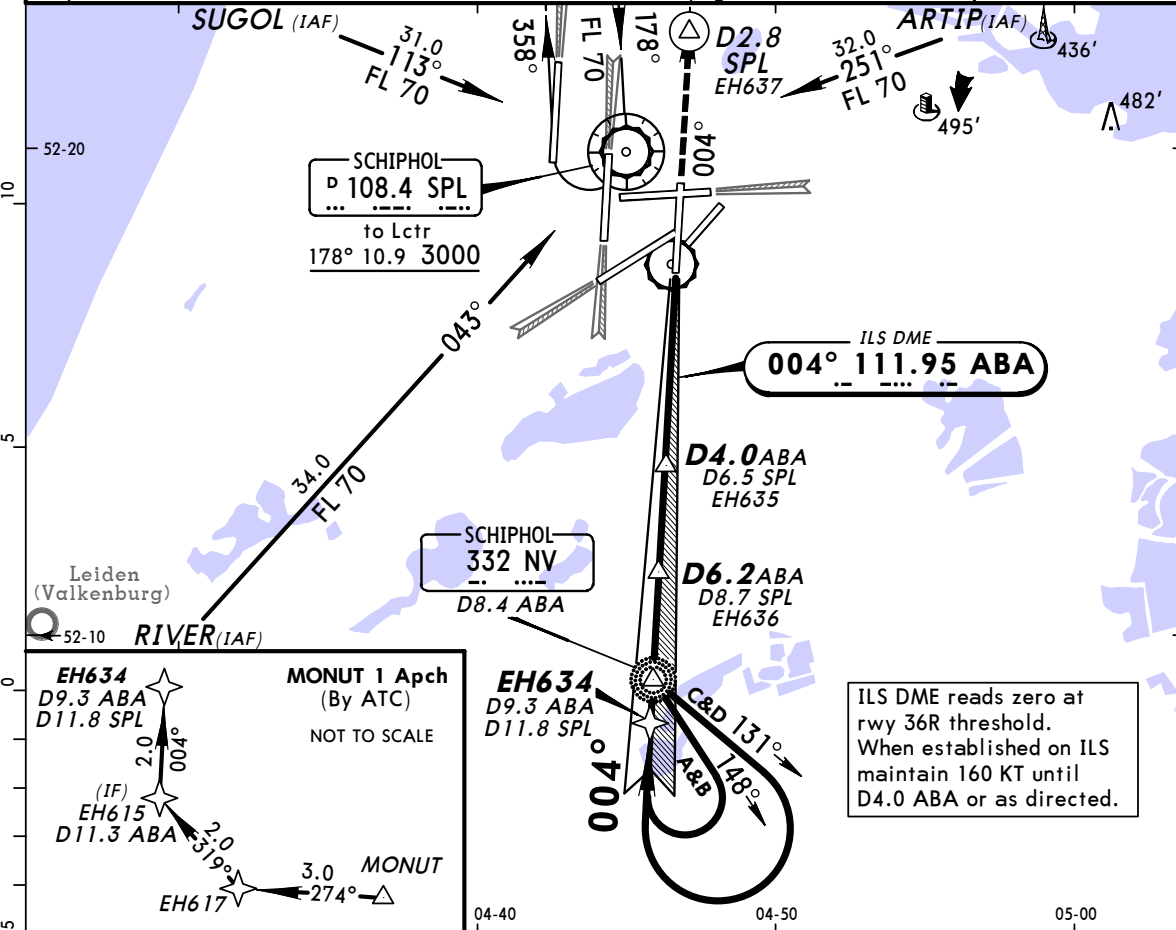
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	MAX 1500' at 1500'	D2.8 SPL North of SPL VOR	004° on
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	PAPI			
MAP at D0.0 ABA										

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND ①		
ILS		LOC (GS out)		Max Kts	MDA(H) VIS	
FULL	ALS out	ALS out	ALS out		MDA(H)	VIS
A			RVR 900m	100	620' (631')	1500m
B				135	780' (791')	1600m
C	RVR 550m	RVR 1000m	RVR 1000m	180	880' (891')	2400m
D			RVR 1400m	205	890' (901')	3600m

① To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km.

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22 118.1 118.27	Ground 121.8
LOC ABA <b>111.95</b>	Final Apch Crs <b>004°</b>	GS No Altitude published	CAT II ILS <b>RA 102'</b> DA(H) 89'(100')	Apt Elev -11' RWY -11' (BELOW SEA LEVEL)
<b>MISSED APCH:</b> Climb on track 004° to MAX 1500'. Inform ATC. At D2.8 North of SPL VOR climb to 2000'. Do not overshoot the initial altitude of 1500'.				
Alt Set: hPa    Rwy Elev: 0 hPa    Trans level: By ATC    Trans alt: 3000' 1. Special Aircrew & Aircraft Certification Required. 2. WARNING: CVFR tfc up to 1500' in the Valkenburg CTR. 3. Simultaneous apchs on rwy 06, 18C, 18R, 27 or 36C may be executed. 4. For additional information refer to 10-1P pages.				



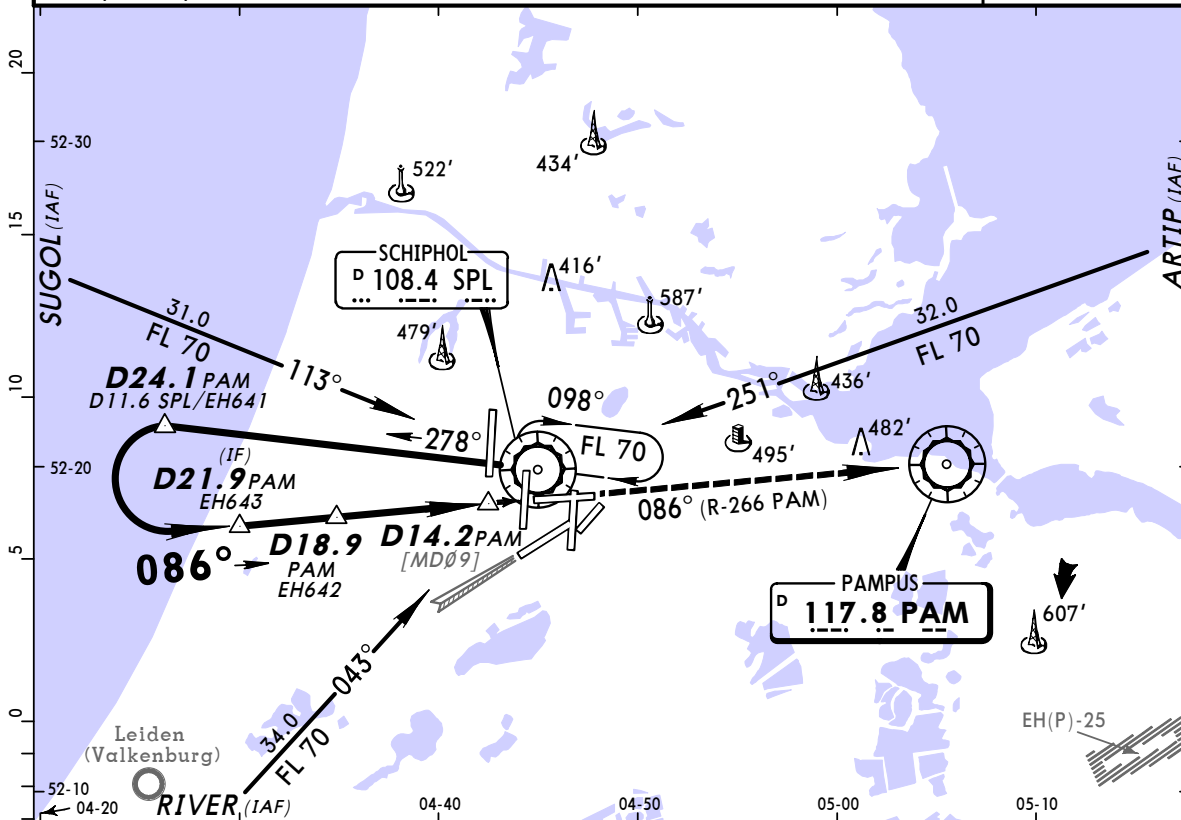
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	MAX 1500' at	D2.8 SPL North of SPL VOR	004°
Gs	3.00°	377	485	539	647	755				

**JAR-OPS** STRAIGHT-IN LANDING RWY 36R  
**CAT II ILS**  
 ABCD  
**RA 102'**  
 DA(H) 89'(100')

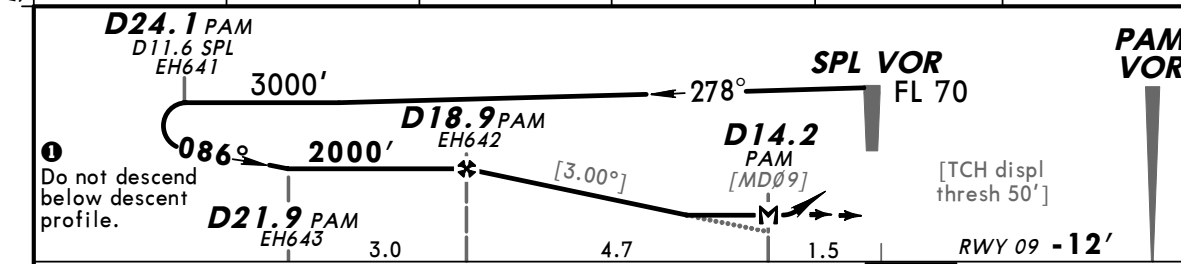
RVR **300m**

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

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22 118.1 118.27	Ground 121.8
VOR PAM <b>117.8</b>	Final Apch Crs <b>086°</b>	Minimum Alt <b>D18.9 PAM</b> 2000' (2012')	MDA(H) <b>570' (582')</b>	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)
<b>MISSED APCH: Climb inbound on R-266 PAM to 2000'. Inform ATC.</b>				
Alt Set: hPa      Rwy Elev: 0 hPa      Trans level: By ATC      Trans alt: 3000'				
1. WARNING: CVFR t/c up to 1500' in the Valkenburg CTR. 2. Simultaneous approaches on rwy 06 may be executed. 3. For additional information refer to 11-0.				



PAM DME	18.0	17.0	16.0	15.0	14.2
ALTITUDE	1720'	1400'	1080'	760'	500'

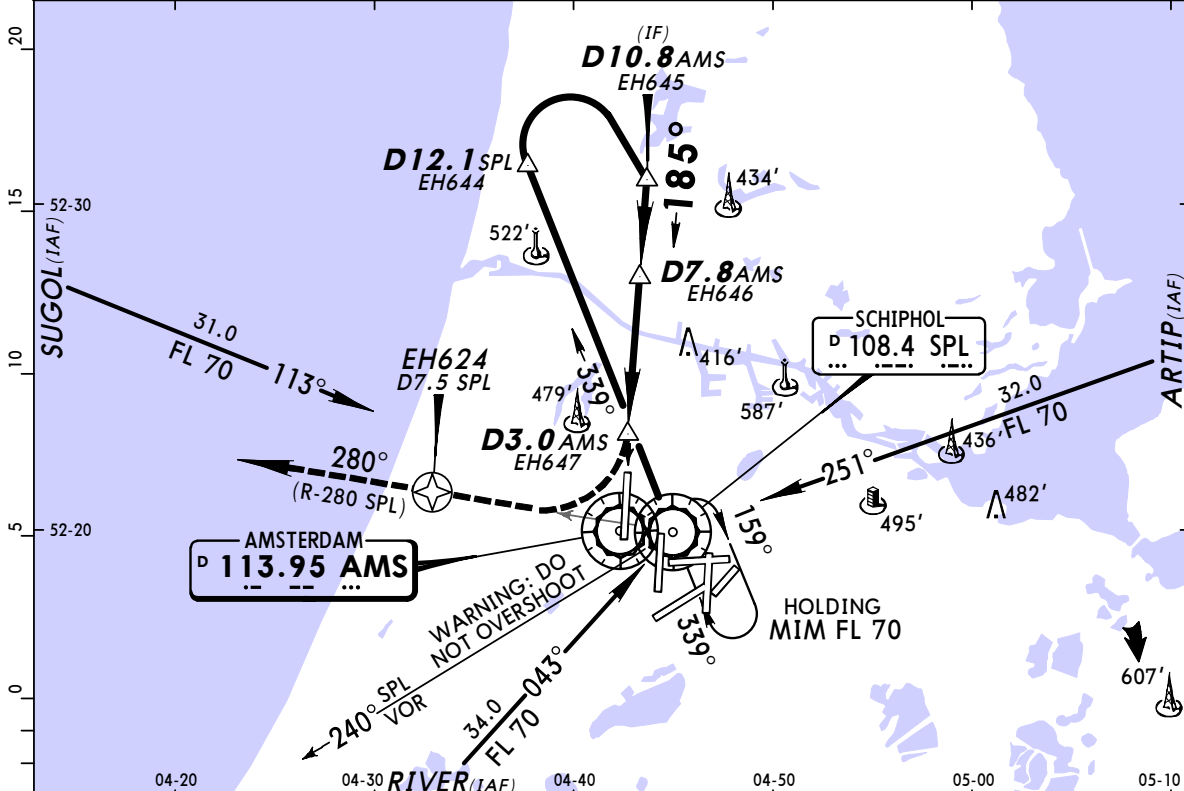
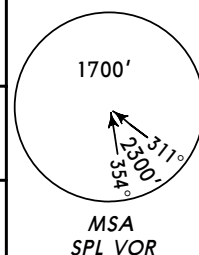


Gnd speed-Kts	70	90	100	120	140	160	<b>2000'</b> PAM on <b>117.8</b> R-266
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849	
MAP at D14.2 PAM							

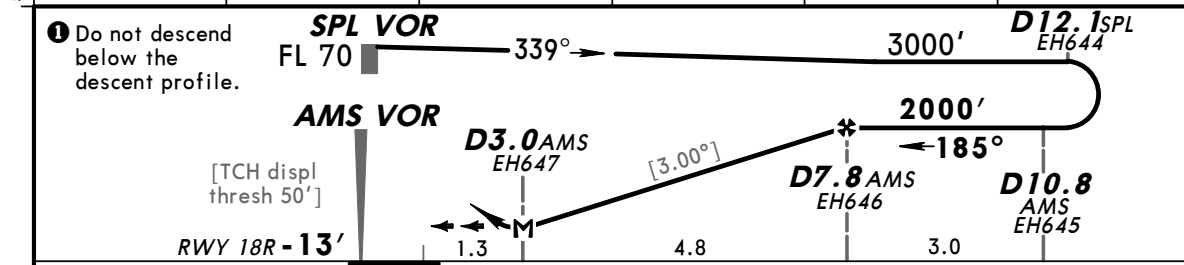
PANS OPS 4	<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 09		<b>CIRCLE-TO-LAND I</b>	
	MDA(H) <b>570' (582')</b>		Max Kts	MDA(H) VIS
	A	RVR 1500m	100	<b>620' (631')</b> 1500m
	B		135	<b>780' (791')</b> 1600m
	C		180	<b>880' (891')</b> 2400m
D	RVR 2000m	205	<b>890' (901')</b> 3600m	

**I** To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km.

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22 118.1 118.27	Ground 121.9
VOR AMS <b>113.95</b>	Final Apch Crs <b>185°</b>	Minimum Alt <b>D7.8 AMS</b> 2000' (2013')	MDA(H) <b>460' (473')</b>	Apt Elev -11' RWY -13' (BELOW SEA LEVEL)
<b>MISSED APCH:</b> Turn RIGHT to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000'. Cross EH624 at 2000'. Inform ATC.				
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 3000'
1. WARNING: CVFR tfc up to 1500' in the Valkenburg CTR. 2. For additional information refer to 11-0.				



AMS DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	460'	780'	1100'	1420'	1740'

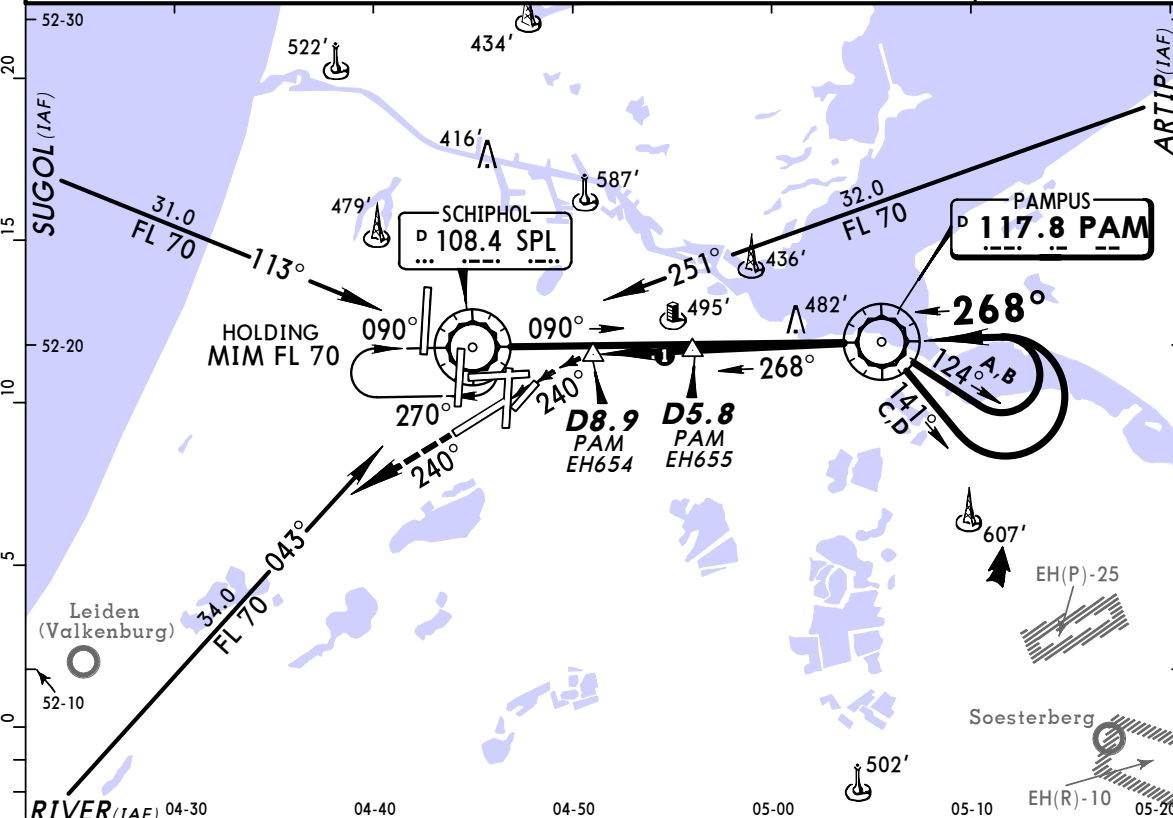
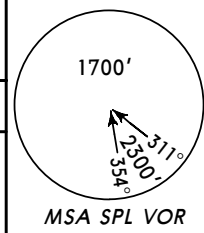


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Refer to Missed Apch above
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849		
MAP at D3.0 AMS/EH647								

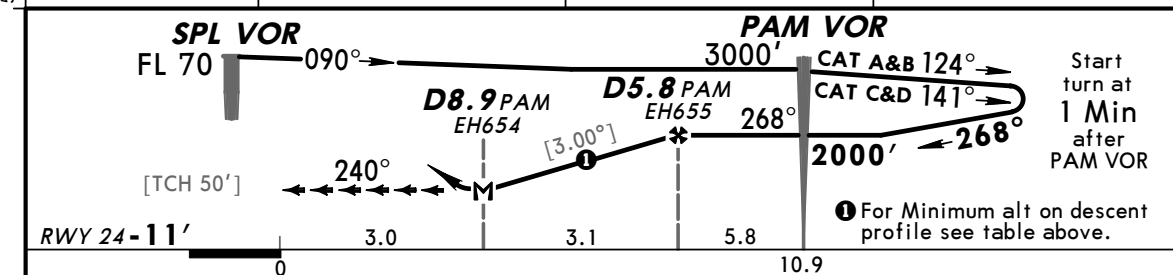
PANS OPS 4	<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 18R			<b>CIRCLE-TO-LAND I</b>		
	MDA(H) <b>460' (473')</b>					
				Max Kts.		
	A	RVR 1000m	ALS out	100	MDA(H) <b>620' (631')</b>	VIS <b>1500m</b>
	B	RVR 1200m	RVR 1500m	135	<b>780' (791')</b>	<b>1600m</b>
C	RVR 1600m	RVR 2000m	180	<b>880' (891')</b>	<b>2400m</b>	
D	RVR 1600m		205	<b>890' (901')</b>	<b>3600m</b>	

**I** To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km.  
CHANGES: Communications. Missed apch. Procedure. © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22 118.1 118.27	Ground 121.7
VOR PAM <b>117.8</b>	Final Apch Crs <b>268°</b>	Minimum Alt <b>D5.8 PAM</b> <b>2000' (2011')</b>	MDA(H) <b>1000' (1011')</b>	Apt Elev -11' RWY -11' (BELOW SEA LEVEL)
<b>MISSED APCH: Turn LEFT onto 240° and climb to 2000'. Inform ATC.</b>				
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'				
1. WARNING: After passing D8.0 PAM expect moderate turbulence on final approach when average wind velocity exceeds 30 KT. 2. CVFR tfc up to 1500' in the Valkenburg CTR. 3. For additional information refer to 11-0.				



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



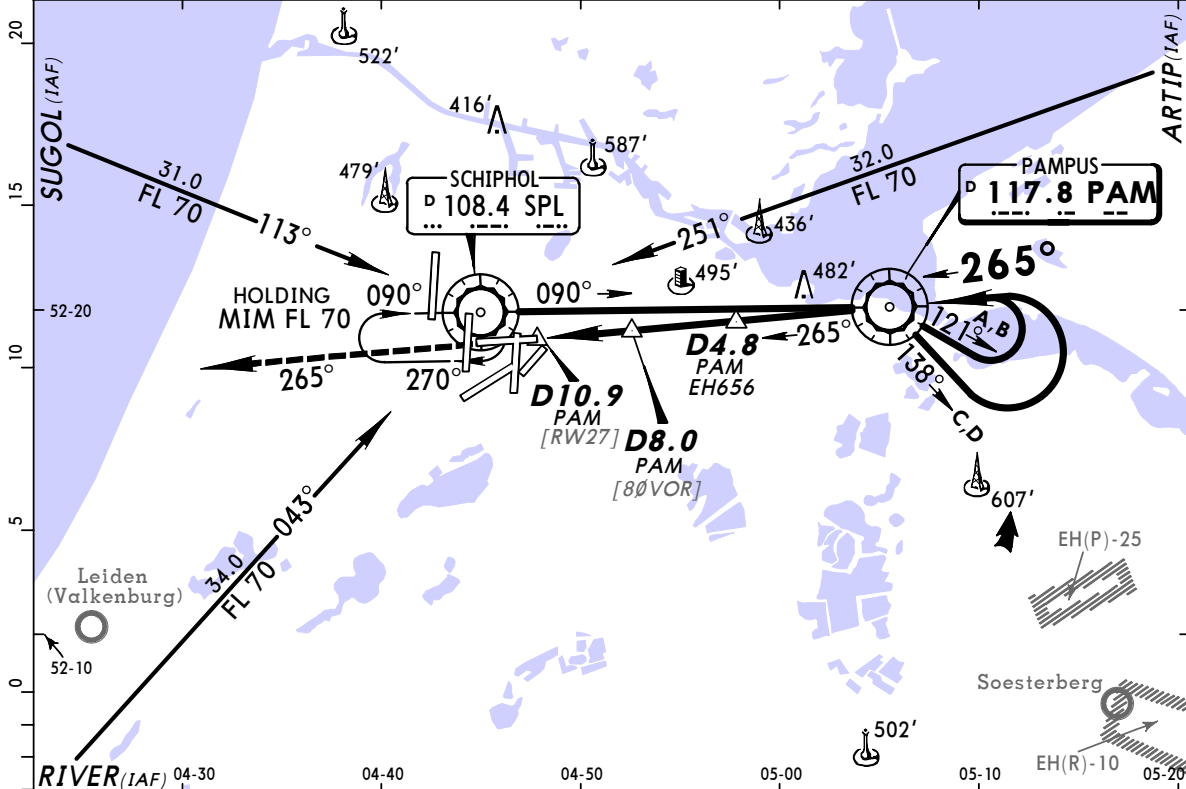
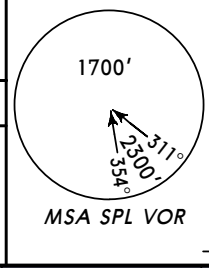
Gnd speed-Kts	70	90	100	120	140	160	PAPI	240° LT	2000' ↑
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849			
MAP at D8.9 PAM/EH654									

JAR-OPS CEILING REQUIRED CIRCLE-TO-LAND

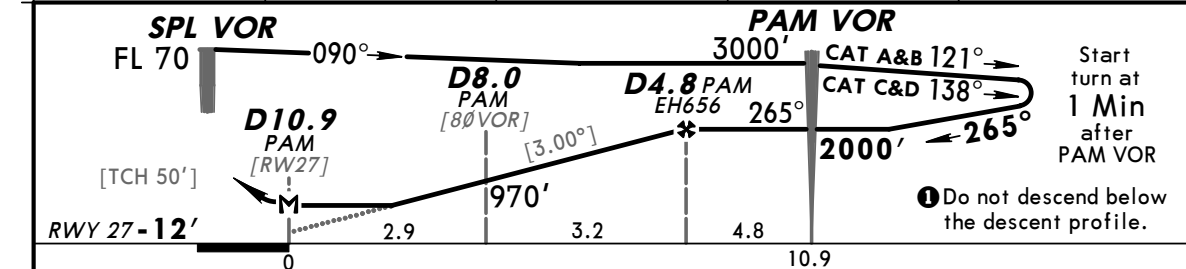
PANS OPS 4	Max Kts	MDA(H)	CEIL-VIS
	A 100	1000' (1011')	1100' - 6.0 km
	B 135		
	C 180		
D 205			

To rwy 18L during daylight only: CEIL 1200'.  
CHANGES: Communications. Note. Procedure. Minimums. © JEPPESEN SANDERSON, INC., 2001, 2005. ALL RIGHTS RESERVED.

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22 118.1 118.27	Ground 121.8
VOR PAM <b>117.8</b>	Final Apch Crs <b>265°</b>	Minimum Alt <b>D4.8 PAM</b> 2000' (2012')	MDA(H) <b>670' (682')</b>	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)
<b>MISSED APCH: Climb on track 265° to 2000'. Inform ATC.</b>				
Alt Set: hPa    Rwy Elev: 0 hPa    Trans level: By ATC    Trans alt: 3000'				
1. WARNING: When average surface wind velocity exceeds 30 KT, moderate turbulence can be expected on final approach from approx D8.0 PAM to D10.0 PAM. 2. CVFR ttc up to 1500' in the Valkenburg CTR. 3. Final approach track offset 2° from runway centerline. 4. For additional information refer to 11-0.				



PAM DME	9.0	8.0	7.0	6.0
ALTITUDE	650'	970'	1290'	1610'

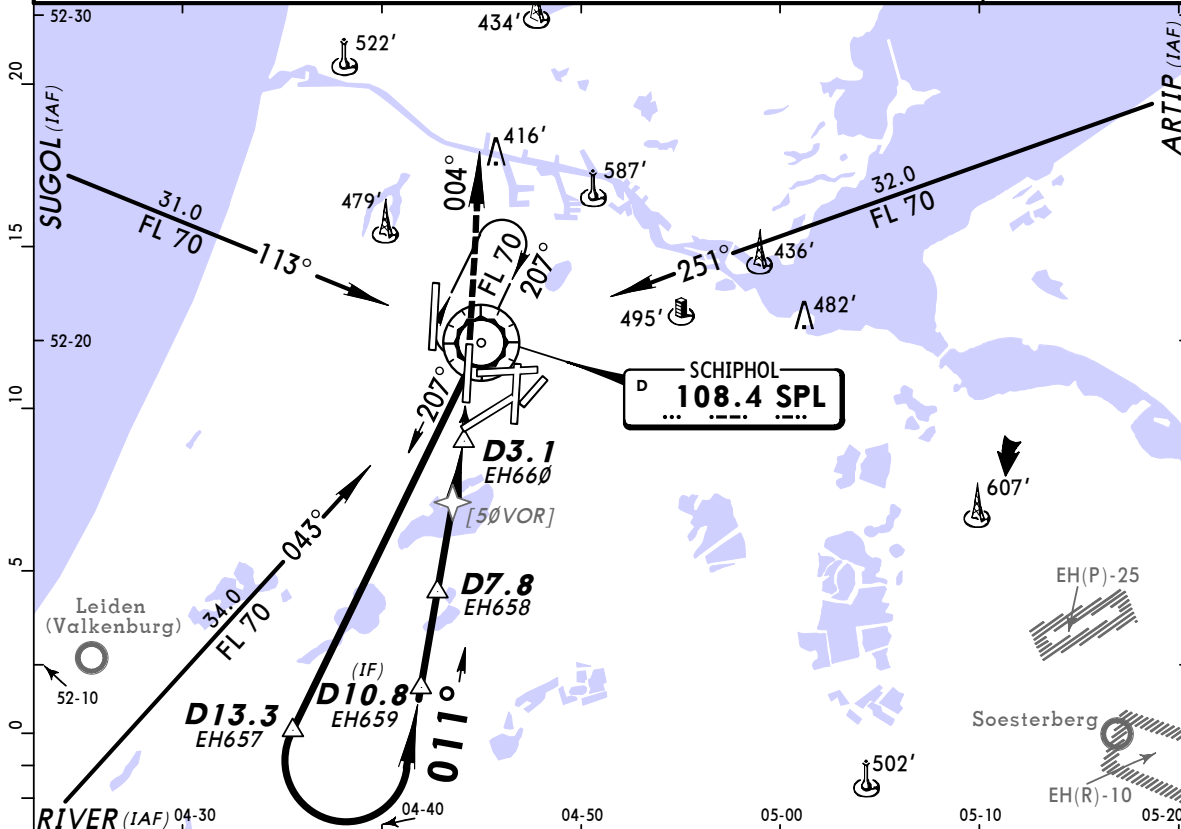


Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D10.9 PAM						

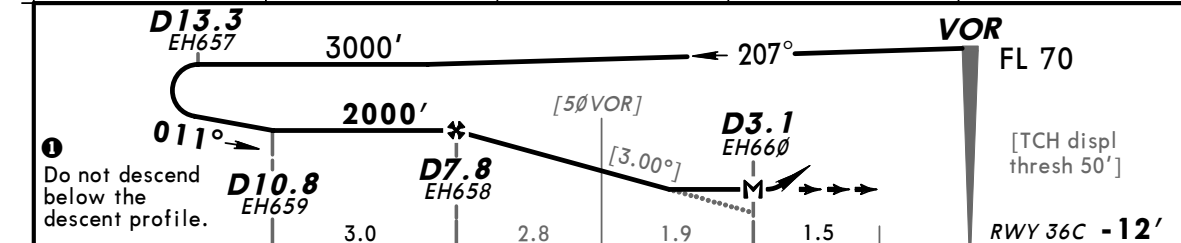
<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 27			<b>CIRCLE-TO-LAND I</b>	
MDA(H) <b>670' (682')</b>				
		Max Kts	MDA(H)	VIS
A	RVR 1200m	100	670' (681')	1500m
B	RVR 1400m	135	780' (791')	1600m
C	RVR 1800m	180	880' (891')	2400m
D	RVR 1800m	205	890' (901')	3600m

**I** To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km.

D-ATIS Arrival 108.4 132.97		SCHIPHOL Approach (R) 119.05 121.2		SCHIPHOL Arrival (APP/R) 118.4 131.15		SCHIPHOL Tower 119.22 118.1 118.27		Ground 121.8
VOR SPL <b>108.4</b>	Final Apch Crs <b>011°</b>	Minimum Alt <b>D7.8</b> 2000' (2012')	MDA(H) <b>570' (582')</b>	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)				
<b>MISSED APCH: Climb on track 004° to 2000'. Inform ATC.</b>								
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 3000'		
1. WARNING: CVFR tfc up to 1500' in the Valkenburg CTR. 2. Final approach track offset 7° from runway centerline. 3. For additional information refer to 11-0.								



① SPL DME	7.0	6.0	5.0	4.0
ALTITUDE	1760'	1430'	1120'	800'

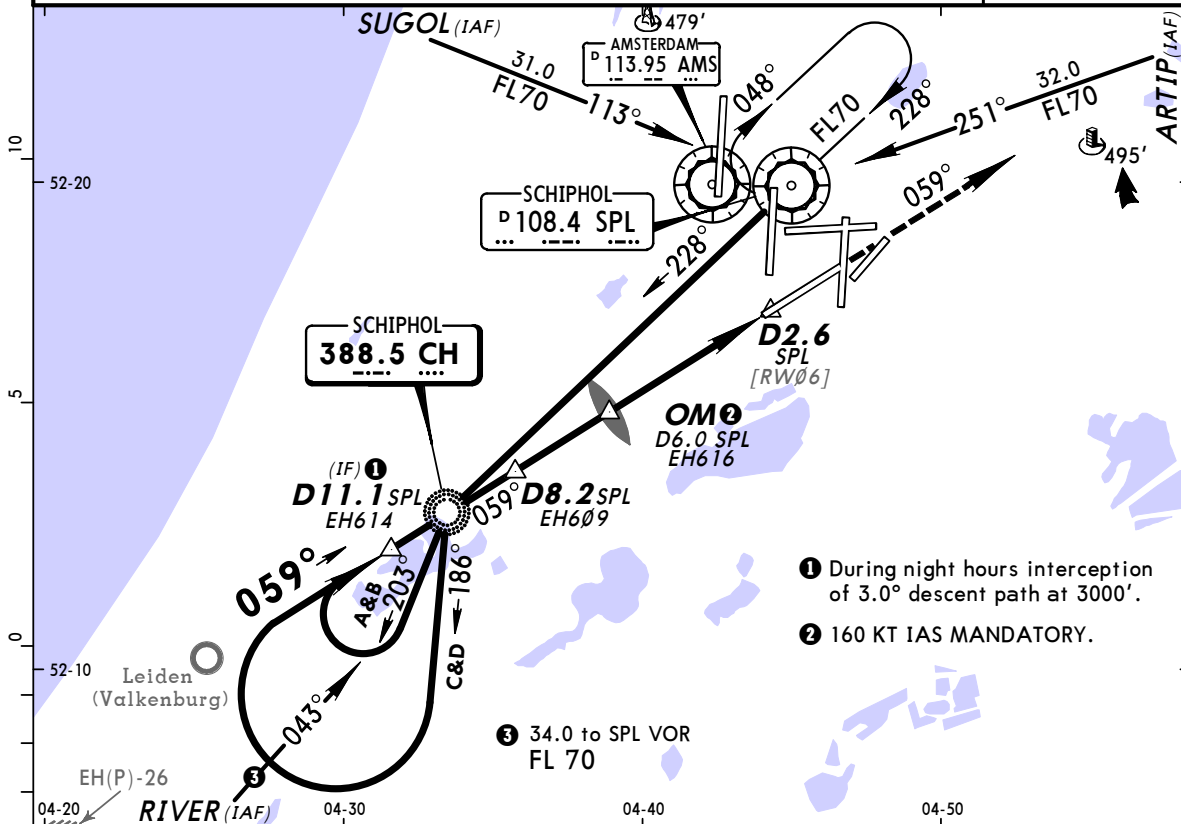


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 	004° ↑ 2000' ↑
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849		
MAP at D3.1/EH660								

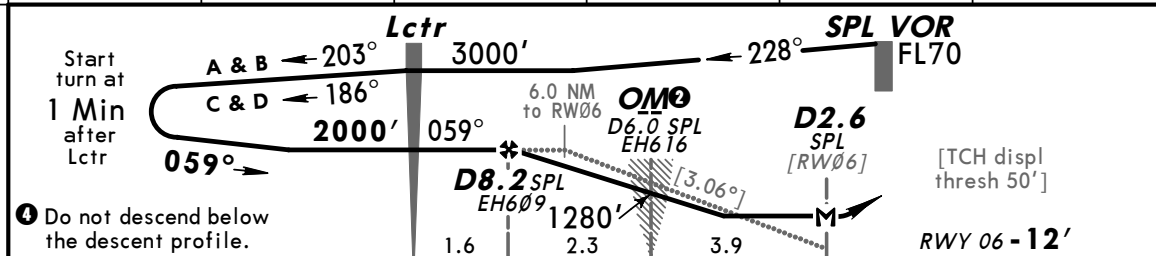
<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 36C			<b>CIRCLE-TO-LAND</b> ①		
MDA(H) <b>570' (582')</b>			Max Kts	MDA(H)	VIS
A	RVR 1000m	ALS out	100	620' (631')	1500m
B	RVR 1200m	RVR 1500m	135	780' (791')	1600m
C	RVR 1600m	RVR 2000m	180	880' (891')	2400m
D	RVR 1600m		205	890' (901')	3600m

① To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km.

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22 118.1 118.27	Ground 121.7
Lctr CH <b>388.5</b>	Final Apch Crs <b>059°</b>	Minimum Alt <b>D8.2 SPL</b> 2000' (2012')	MDA(H) <b>570' (582')</b>	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)
<b>MISSED APCH: Climb on track 059° to 2000'. Inform ATC.</b>				<p>MSA SPL VOR</p>
Alt Set: hPa    Rwy Elev: 0 hPa    Trans level: By ATC    Trans alt: 3000' 1. WARNING: CVFR tfc up to 1500' in the Valkenburg CTR. 2. For additional information refer to 11-0.				



④ SPL DME	8.0	7.0	6.0	5.0	4.0
ALTITUDE	1950'	1620'	1280'	950'	590'

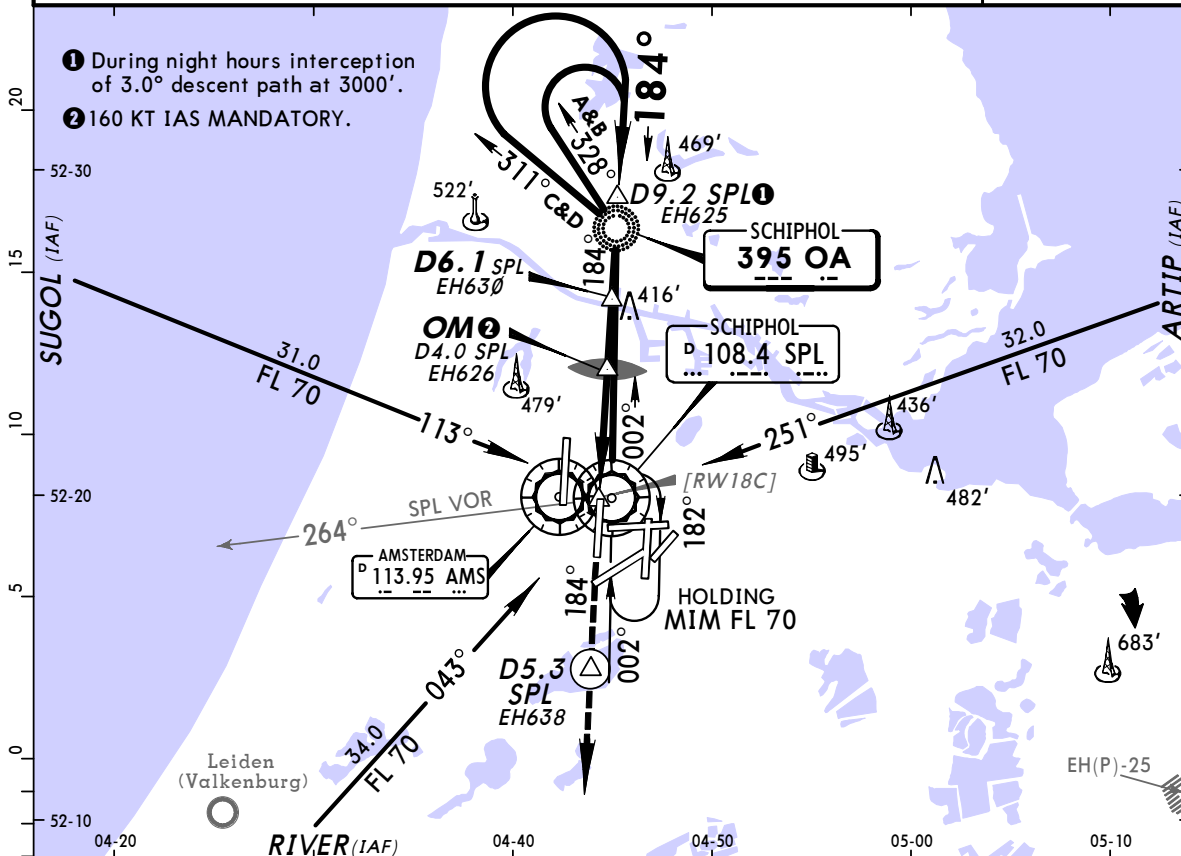


TO DISPL THRESH	7.8						0
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2000' on 059°
Descent Gradient 5.34% or Descent angle [3.06°]	379	487	541	650	758	866	
MAP at D2.6 SPL							

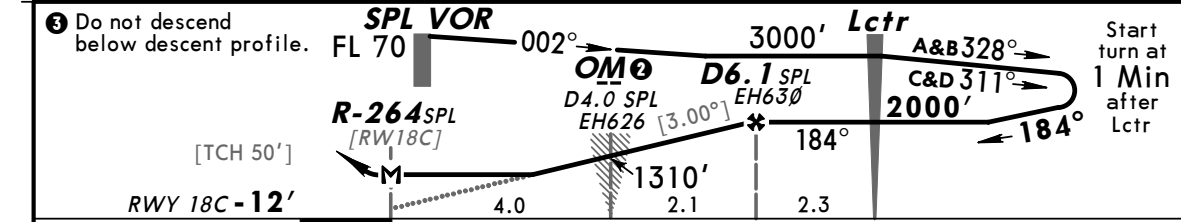
<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 06			<b>CIRCLE-TO-LAND I</b>	
MDA(H) <b>570' (582')</b>			Max Kts	MDA(H)    VIS
A	RVR 1000m	ALS out	100	620' (631')    1500m
B		RVR 1500m	135	780' (791')    1600m
C	RVR 1200m		180	880' (891')    2400m
D	RVR 1600m	RVR 2000m	205	890' (901')    3600m

1 To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km.

D-ATIS Arrival 108.4 132.97		SCHIPHOL Approach (R) 119.05 121.2		SCHIPHOL Arrival (APP/R) 118.4 131.15		SCHIPHOL Tower 119.22 118.1 118.27		Ground 121.8
Lctr OA <b>395</b>	Final Apch Crs <b>184°</b>	Minimum Alt <b>D6.1 SPL</b> 2000' (2012')	MDA(H) <b>620' (632')</b>	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)				
<b>MISSED APCH: Climb on track 184° to MAX 1500'. Inform ATC. At D5.3 SPL South of SPL VOR climb to 2000'.</b>								
Alt Set: hPa			Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 3000'	
1. WARNING: CVFR tfc up to 1500' in the Valkenburg CTR. 2. For additional information refer to 11-0.								



3	SPL DME	2.0	3.0	4.0	5.0
	ALTITUDE	690'	1010'	1310'	1650'

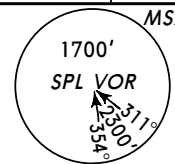


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	MAX	D5.3 SPL	184°
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849	PAPI	1500'	at South of SPL VOR	on
MAP at R-264 SPL										

PANS OPS 4	<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 18C				<b>CIRCLE-TO-LAND 1</b>			
	MDA(H) <b>620' (632')</b>				Max Kts			
	ALS out				MDA(H)			
	RVR 1000m				VIS			
	A	RVR 1000m	RVR 1500m		100	620' (631')	1500m	
B	RVR 1200m	RVR 2000m		135	780' (791')	1600m		
C	RVR 1200m			180	880' (891')	2400m		
D	RVR 1600m			205	890' (901')	3600m		

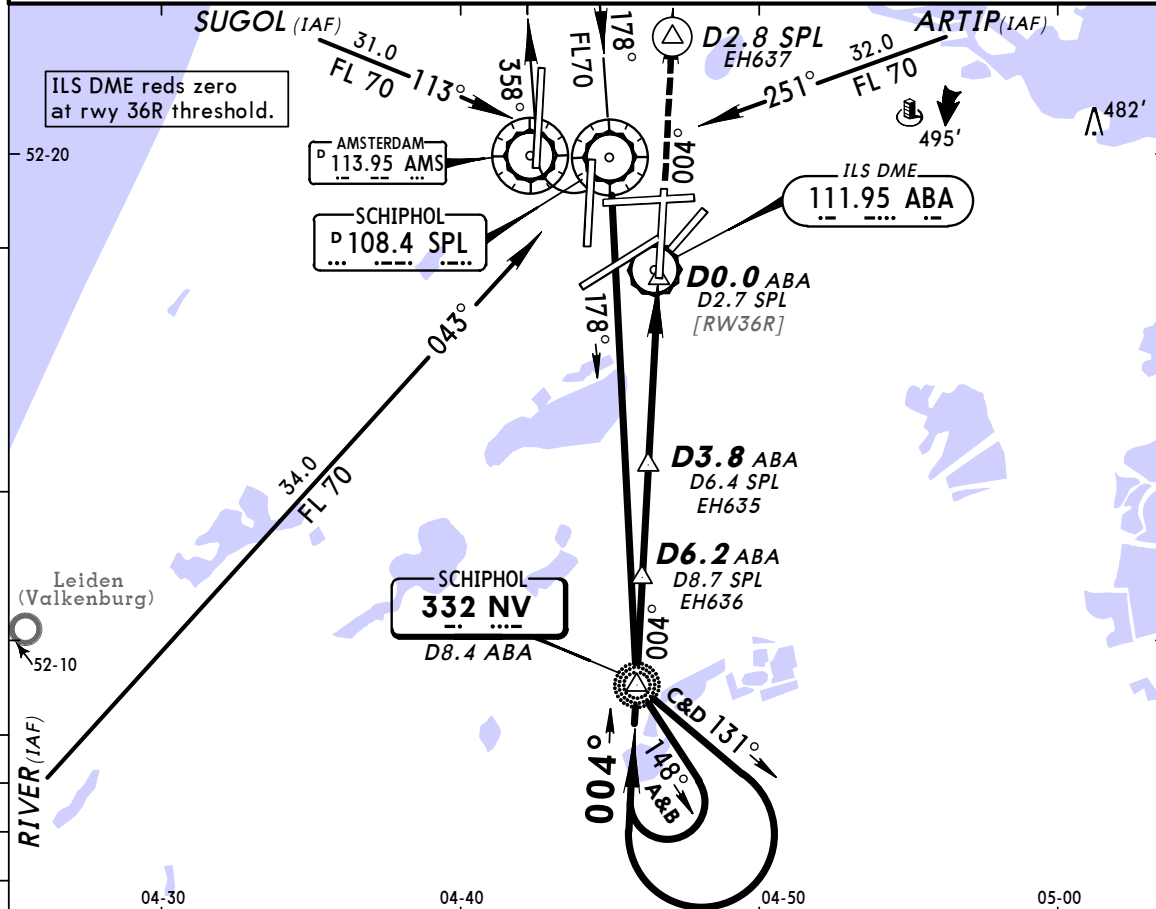
1 To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km.

D-ATIS Arrival 108.4 132.97	SCHIPHOL Approach (R) 119.05 121.2	SCHIPHOL Arrival (APP/R) 118.4 131.15	SCHIPHOL Tower 119.22 118.1 118.27	Ground 121.8
Lctr NV <b>332</b>	Final Apch Crs <b>004°</b>	Minimum Alt <b>D6.2 ABA</b> 2000' (2011')	MDA(H) <b>570' (581')</b>	Apt Elev -11' RWY -11' (BELOW SEA LEVEL)

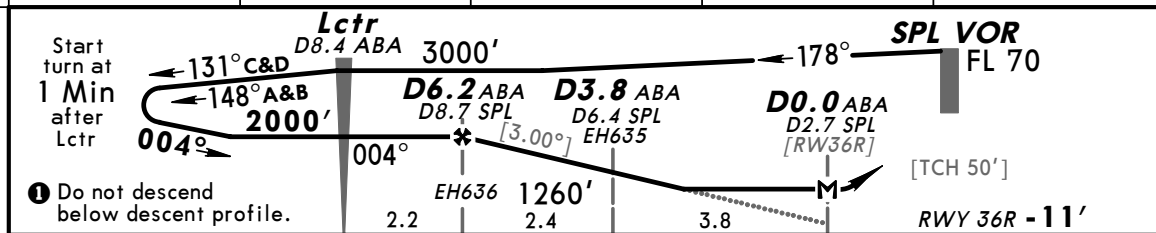


**MISSED APCH:** Climb on track 004° to MAX 1500'. Inform ATC. At D2.8 SPL North of SPL VOR climb to 2000'.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'  
1. WARNING: CVFR tfc up to 1500' in the Valkenburg CTR. 2. For additional information refer to 11-0.



ABA DME	5.0	4.0	3.0	2.0
ALTITUDE	1630'	1310'	1000'	680'

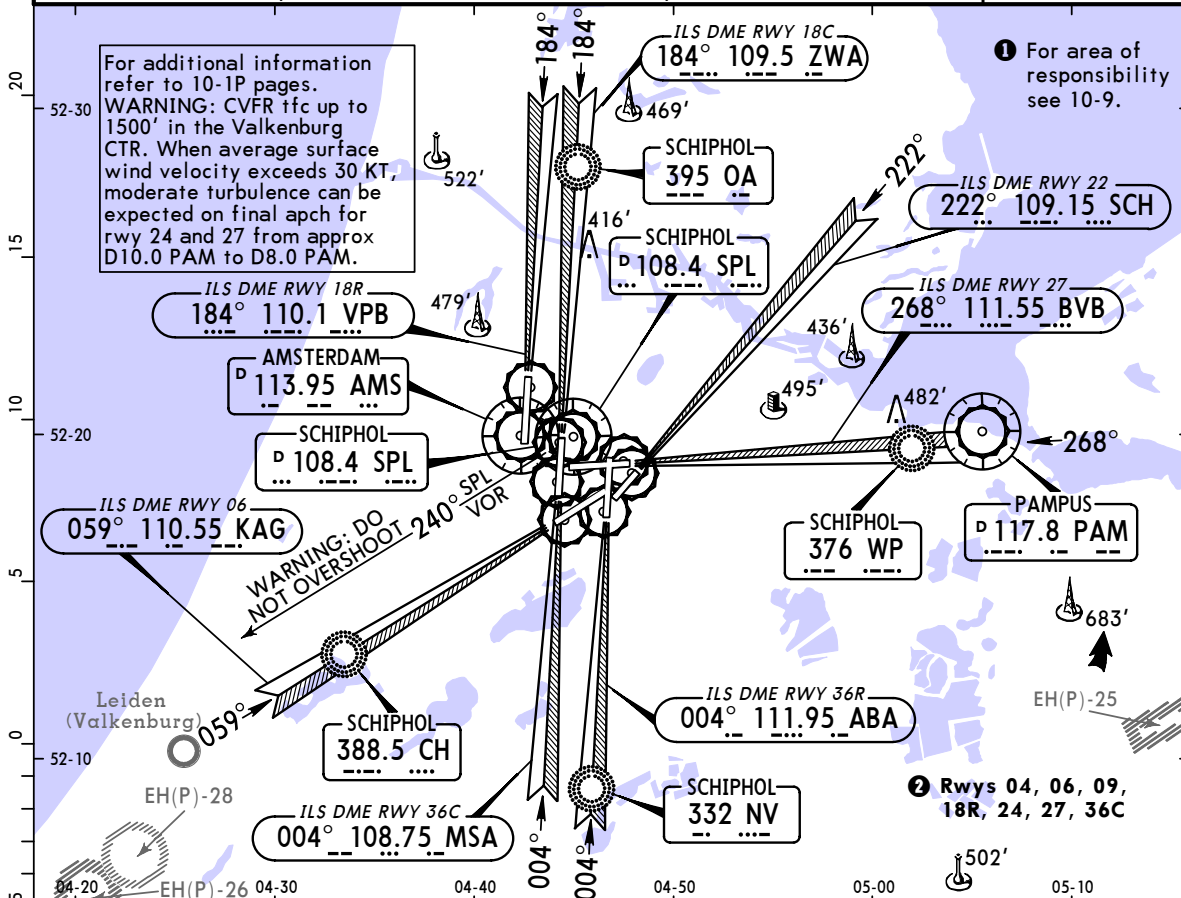


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	MAX 1500'	D2.8 SPL	004°
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849	PAPI	at	North of	on
MAP at D0.0 ABA/D2.7 SPL									SPL VOR	

<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 36R			<b>CIRCLE-TO-LAND I</b>		
MDA(H) <b>570' (581')</b>			Max Kts		
ALS out			MDA(H)		
A	RVR 1000m	RVR 1500m	100	620' (631')	1500m
B	RVR 1200m	RVR 2000m	135	780' (791')	1600m
C	RVR 1200m		180	880' (891')	2400m
D	RVR 1600m		205	890' (901')	3600m

**I** To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km.

D-ATIS Arrival 108.4 132.97			SCHIPHOL Approach (R) 119.05 121.2			SCHIPHOL Arrival (APP/R) 118.4 131.15		
SCHIPHOL Tower 119.22 118.1 118.27				Ground ① 121.7 121.8 121.9				
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to chart 18-1A	Apt Elev - 11' (BELOW SEE LEVEL) RWY - See below				
Missed Approach - See below								
Alt Set: hPa		Apt Elev: 0 hPa		Trans level: By ATC		Trans alt: 3000'		MSA SPL VOR



Minimum Alt/NM	FAF 6.7	6.0	5.0	4.0	3.0	2.0				
SRE ②	2000'	1800'	1500'	1200'	900'	600'				
Minimum Alt/NM	FAF 10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	
SRE Rwy 18C, 22, 36R	3000'	2700'	2400'	2100'	1800'	1500'	1200'	900'	600'	
RWY	04	06	09	18C	18R	22	24	27	36C	36R
ELEV	-13'	-12'	-12'	-12'	-13'	-14'	-11'	-12'	-12'	-11'

**MISSED APCH:**  
Rwy 04, 06, 09, 18C, 24, 27, 36C, 36R: Climb on Rwy track to 2000' and inform ATC.  
Rwy 18R: Turn RIGHT to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000'. Inform ATC.  
Rwy 22: Turn LEFT onto 160° as soon as practicable and climb to 2000'. Inform ATC.

Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	Refer to Missed Apch above	
Descent Gradient	4.9%	347	447	496	595	695			794
MAP 1.5 NM from touchdown									

**FOR LANDING MINIMUMS REFER TO 18-1A**

**LANDING MINIMUMS**

JAR-OPS		STRAIGHT-IN LANDING					
SRE 04 MDA(H) <b>570'</b> (583')		SRE 06 MDA(H) <b>570'</b> (582')		SRE 09 MDA(H) <b>570'</b> (582')		SRE 18C MDA(H) <b>440'</b> (452')	
ALS out		ALS out		ALS out		ALS out	
A	RVR 1400m	RVR 1500m	RVR 1000m	RVR 1500m	RVR 1500m	RVR 1000m	RVR 1500m
B	RVR 1500m		RVR 1200m			RVR 1200m	
C	RVR 1600m	RVR 2000m	RVR 1600m	RVR 2000m	RVR 2000m	RVR 1600m	RVR 2000m
D	RVR 1800m		RVR 1600m			RVR 1600m	

JAR-OPS		STRAIGHT-IN LANDING					
SRE 18R MDA(H) <b>450'</b> (463')		SRE 22 MDA(H) <b>600'</b> (614')		SRE 24 MDA(H) <b>570'</b> (581')		SRE 27 MDA(H) <b>570'</b> (582')	
ALS out		ALS out		ALS out		ALS out	
A	RVR 1000m	RVR 1500m	RVR 1400m	RVR 1500m	RVR 1500m	RVR 1000m	RVR 1500m
B	RVR 1200m		RVR 1500m			RVR 1200m	
C	RVR 1600m	RVR 2000m	RVR 1600m	RVR 2000m	RVR 2000m	RVR 1600m	RVR 2000m
D	RVR 1600m		RVR 1800m			RVR 1600m	

JAR-OPS		STRAIGHT-IN LANDING				CIRCLE-TO-LAND <sup>1</sup>	
SRE 36C MDA(H) <b>570'</b> (582')		SRE 36R MDA(H) <b>570'</b> (581')		Max Kts	MDA(H)	VIS	
ALS out		ALS out					
A	RVR 1000m	RVR 1500m	RVR 1000m	RVR 1500m	100	<b>620'</b> (631')	1500m
B	RVR 1200m		RVR 1200m		135	<b>780'</b> (791')	1600m
C	RVR 1600m	RVR 2000m	RVR 1600m	RVR 2000m	180	<b>880'</b> (891')	2400m
D	RVR 1600m		RVR 1600m		205	<b>890'</b> (901')	3600m

<sup>1</sup> To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km.

PANS OPS 4

**1. GENERAL**

	Weather	RVR 550m or more and cloud base 200' or more		RVR less than 550m and/or cloud base less than 200'	
	Wind component	Cross	Tail	Cross	Tail
<b>Braking action</b>	Good	20 KT	7 KT	15 KT	7 KT
	Medium to good	10 KT	0 KT	10 KT	0 KT
	Medium				
	Medium to poor	5 KT	5 KT		
	Poor				

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

**1.3. LOW VISIBILITY PROCEDURES (LVP)**

The ATC low visibility procedures are categorized in four phases (A, B, C, D), that are based on RVR values and cloud base. LVP become effective when the TDZ RVR equals or drops below 1500m and/or the cloud base is equal to or less than 300'. First, the minimum separation for arriving ACFT and the departure interval will be increased. Next, RWY use will be restricted. Ultimately (in phase C and D), only one RWY with ILS CAT III will be available for landing and one for departure.

Taxi guidance based on surface movement radar (SMR) information will be provided (shared pilot/ATC responsibility for routing and avoidance of inadvertent RWY entry in phase C & D).

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

If the SMR and /or the RWY stop bars are out of service, additional restrictions apply. If the RVR values drop below 200m and the SMR is out of service, the APT will ultimately be closed for all traffic (ATIS/RTF: "Schiphol below operational limits").

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

- Some RWY crossings are safeguarded under all visibility conditions. At these positions crossing of activated stop bars is also prohibited. Traffic may proceed only after ATC clearance **and** when the stop bar lights are switched off.
- During LVP taxi between Schiphol-Centre & Schiphol-East via 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.
- During LVP, intersection departures are not allowed.

**1.4. TAXI PROCEDURES**

TAXI RULES:

- All ACFT give way to ACFT vacating RWYs.
- All ACFT give way to ACFT on TWY A & B (except if first rule is applicable).

For wing span restrictions refer to 10-9 charts.

**1. GENERAL**

**1.5. PARKING INFORMATION**

**1.5.1. GENERAL**

At all parking positions except GA, GA1, J72 thru J80 and M71 thru M77 nose-in parking and push-back procedures are applicable.

Self docking procedure (w/o marshaller or visual docking guidance system) on apron B implemented (except stands B31, B32 & B34).  
ACFT shall stop at the indicated stop position when the marking is in line with pilots eye view at an angle of 90° to the lead in line.

Push-pull for B757-200 and larger from stands E8, E18, H2, H4, on TWY A16 from stands E3, E5, E7, E9, F2, F4 and F6. On TWY A14 push-pull from stands E17 and E19. Push-pull for B757-200 and larger and MD11, but not for B747, B777, A300, A330 and A340 from stands E2, E4 and E6. Push-back on TWY A14 for ACFT up to including B737-900 from stand E3. Push-back on TWY A for B747, B777, A330, A340 and MD11 from stand F3.

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

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

**1.5.2. VISUAL DOCKING GUIDANCE SYSTEMS**

System	Operational on gates
SAFEDOCK	B9 thru B15, B17, B18, B19, D3, D4, D5, D7, D8, D10, D12, D14, D16, D18, D22, D24, D26, D28, D41A/B, D43A/B, D88, D90, D92 thru D95, E2 thru E9, E17 thru E20, E22, E24, E72, E75, E77, F3, F4, F5, F8, F9 and G2 thru G9.
SAFEGATE	D19, D21, D23, D25, D27, D29, D31.
SAFEGATE display, in combination with SAFEDOCK laser system	C18, D42, D44, D46 thru D49, D51A/B thru D57A/B, F2, F6 and F7.
AGNIS/PAPA	B51, B52, B53, B61, B62, B63, C4 thru C10, C12, H1 thru H7, S72, S74, S77, S79, S82, S84 and S87.

For stand graphic of visual docking guidance systems refer to 10-9 charts.

**1.5.3. USE OF APU**

Instead of using the APU it is urgently requested to use external power supplies, i.e. 400Hz or GPU. If absolutely necessary, APU may be used during the period needed to cool or heat the cabin. Where necessary, it may also be used for ACFT systems.

**1.6. OTHER INFORMATION**

**1.6.1. GENERAL**

Birds in vicinity of airport.  
RVR reported for RWY in use at TDZ, MID and Rollout, identified by A, B and C.  
All RWYs have an anti-skid layer.

**1.6.2. JETBLAST HAZARD**

CAUTION: Jetblast hazard exists, when the following RWY combinations in use:  
- Departure RWY 18L with departure RWY 24.  
- Departure RWY 24 with landing RWY 36R.  
- Departure RWY 18L (E5) with landing RWY 27 or departure RWY 09.  
ATC will time all departures from RWY 18L, from RWY 24 and all heavy departures from RWY 24 (S6).

## 1. GENERAL

### 1.6.3. OPERATION OF MODE S TRANSPONDERS

ACFT operators should ensure that the Mode S transponders are able to operate when the ACFT is on the ground according to ICAO specifications. Pilots shall select the assigned Mode A (squawk) code and activate the Mode S transponder:

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

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

Whenever the ACFT is capable of reporting ACFT identification (i.e. call sign used in flight), the ACFTs identification should be entered before the activation of the transponder. 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. It should then be deselected after vacating the RWY. For ACFT taxiing without flight plan, Mode A code 1000 should be selected.

**2. ARRIVAL****2.1. APPROACH PROCEDURES****2.1.1. GENERAL**

Between IAFs and interception of final approach the navigation is based on RADAR VECTORS provided by ATC, **except in case of RNAV approaches**. The routes between IAFs ARTIP/SUGOL/RIVER and interception of final approach are used in case of com-failure, **except in case of RNAV approaches during NIGHT**.

**2.1.2. TRANSFER TO SCHIPHOL APPROACH**

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

**2.1.3. TRANSFER TO SCHIPHOL ARRIVAL**

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

**2.1.4. RNAV PROCEDURES****2.1.4.1. DURING NIGHT**

The RNAV transition procedures for RWY 06 (11-2) or 18R (11-5) must be executed by all jet ACFT at NIGHT.

The transitions provide lateral guidance only, ATC will issue the clearance for further descent below FL 70 and the instruction to reduce speed below 250 KT. The descent from transition level or from 4000' or above begins at SOKSI for RWY 06 (11-2) and at NIRSI for RWY 18R (11-5). At ATC initiative a transition for RWY 18R via NARIX (11-5) from FL 60 or above may be available. The descent after SOKSI/NIRSI/NARIX is a low-noise continuous descent and at pilot's discretion. A published speed shall be reached at or before the position where the speed value applies.

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

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

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

Flights departing from Rotterdam, Leiden (Valkenburg) or Lelystad inbound Schiphol are also exempted from flying transitions.

In order to enable their pilots to accept the RNAV transitions, operators of ACFT arriving during NIGHT must hold a P-RNAV operations approval issued by their state, or a temporary exemption issued by CAA Netherlands.

Upon request, operators using ACFT that meet following requirements will receive a temporary exemption allowing their pilots to continue flying the RNAV transitions during NIGHT:

RNAV equipment shall be certified, shall make use of a database, must be capable of applying turn anticipation at fly-by waypoints and must be capable of handling fly-by as well as fly-over waypoints in a mixed sequence.

**2. ARRIVAL****2.1.4.2. DURING DAY**

Navigation in the initial and intermediate approach segment is primarily based on radar vectors by ATC.

The RNAV approaches (at ATC discretion) from

LISDA for RWY 06 (11-1/11-1A),

REGSU for RWY 18C (11-3/11-3A),

POBAN for RWY 18R (11-4/11-4A),

LOMKO for RWY 36C (11-8/11-8A) and

MONUT for RWY 36R (11-9/11-9A),

provide lateral guidance to intercept the ILS for the relevant RWY.

Altitude and speed will be 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 GS must be intercepted from the last instructed altitude.

**2.1.4.3. NON-RNAV EQUIPPED ACFT**

Pilots shall inform ATC by use of the phrase "UNABLE (designator) TRANSITION (or APPROACH) DUE RNAV TYPE" if instructed to fly RNAV approach procedures. These ACFT will be guided by radar vectors or rerouted via conventional navigational aids.

For NIGHT arrival operations with ACFT that are not equipped for TMA RNAV procedures, operators must hold a temporary exemption.

**2.1.5. TRANSFER TO SCHIPHOL TOWER**

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

**2.2. SPEED RESTRICTIONS**

- For level and speed restrictions prior to SLPs refer to STARs.
- MAX 250 KT over speed limit point SPL 30 DME (SLP1)
- MAX 220 KT over speed limit point SPL 15 DME (SLP2).
- ACFT with a cruising speed below the required speeds maintain cruising speed until the subsequent speed limit point.
- After holding maintain speed 220 KT until further notice.
- ATC will initiate speed reductions below 220 KT.
- When established on ILS: maintain 160 KT until OM.
- Speeds accurate within 10 KT, and below 220 KT speeds accurate within 5 KT.

Additionally, ATC may request specific speeds for accurate spacing.

Comply with any level or speed adjustment as promptly as feasible within operational constraints.

If level or speed change for ACFT performance reasons or weather conditions is necessary, advise ATC.

**2.3. NOISE ABATEMENT PROCEDURES****2.3.1. GENERAL**

Between 2300-0600LT for RWY 06 and RWY 18R RNAV low-noise procedures for jet ACFT will be used, otherwise ACFT will be radar vectored towards interception of final leg at 3000'.

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

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

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

**2. ARRIVAL**

**2.3.2. USE OF RWYS**

The most frequently used RWYs are 06, 18R, 36R, 18C, 36C & 27.  
 Outside peak hours and during the NIGHT period a combination of 1 departure RWY and 1 landing RWY will be assigned. During outbound peak hours a combination of 2 departure RWYs and 1 landing RWY may be in use. During inbound peak hours a combination of 1 departure RWY and 2 landing RWYs may be in use.  
 RWYs 18L & 36L are not available for arrivals.  
 From 2300-0600LT RWYs 04/22, 09/27, 18C, 24 and 36R are not available for arrivals.  
 Deviations from the restrictions for arrivals on RWYs 18C 18L/36R, 09/27 and 24 shall be made if no other RWY is available or usable or for rescue or relief operations.  
 Assignment of RWYs in use is based on the Preferential RWY System.  
 Propeller driven ACFT may be assigned a different take-off and landing RWY.  
 The attention of pilots on final of RWY 04 or 22 is drawn to the size and texture of the parallel TWY which, under certain weather conditions, is more conspicuous than the RWY.

**2.3.3. REVERSE THRUST**

After landing reverse thrust above idle shall not be used between 2300-0700LT on all RWYs, safety permitting.

**2.4. CAT II/III OPERATIONS**

RWYs 06, 18C/R, 27, 36C are approved for CAT II/III operations, RWY 36R is approved for CAT II operations, special aircrew & ACFT certification required.

**2.5. RWY OPERATIONS**

**2.5.1. REDUCING RWY OCCUPANCY TIMES (ROT)**

The expected RWY exit point to achieve minimum RWY occupancy should be nominated during the approach briefing. It is better, in terms of ROT, to aim for an exit which can be made, rather than to aim for an earlier one, just to miss it and then to roll slowly to the next.  
 Upon landing pilots should exit the RWY without delay.  
 Taxi speed is to be reached after having vacated the RWY clearance area.  
 High speed turn offs have been designed for vacating speeds of 30 KT.

Available RWY length and indicated ACFT types:

RWY	LIGHT ACFT		MEDIUM ACFT		HEAVY ACFT		Total RWY length
	Exit TWY	avail RWY length	Exit TWY	avail RWY length	Exit TWY	avail RWY length	
06	S3	4921'/1500m	S4	7054'/2150m	S4	7054'/2150m	10,663'/3250m
					S6	9022'/2750m	
					S7*	10,171'/3100m	
18C	W6	4593'/1400m	W7	6398'/1950m	W8	8202'/2500m	10,827'/3300m
27	N2	3927'/1200m	N3	5577'/1700m	N4	7382'/2250m	11,319'/3450m
36C	W5*	4921'/1500m	W3	6562'/2000m	-	-	9350'/2850m
36R	E1	4429'/1350m	E2	6070'/1850m	E4*	8038'/2450m	9268'/2825m
					E5*	8858'/2700m	

\* Right angle

The available RWY length is **not equal** to the common known Landing Distance Available (LDA). The LDA is based on a complete standstill of the ACFT at the end of the LDA.

**2. ARRIVAL**

**2.6. TAXI PROCEDURES**

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

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

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

ACFT shall follow the main taxi lines and adhere to the route-indications for the apron and the stand. ACFT may only leave the TWY centerline after visual contact with the marshaller or the activated visual docking guidance system has been established.

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

**3. DEPARTURE**

**3.1. DE-ICING**

**3.1.1. REMOTE DE-ICING**

A de-icing ramp is available:

- between TWYs A and B between TWYs A12 and A13 at positions P1, P2 and P3,
- West from holding RWY 36C at positions P4 and P5,
- on TWY VS at positions P6 and P7.
- on TWY A12 at position P8.
- between stands B71 and B72 at position P9,
- on J-Apron at positions P10 and P11.

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

**3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES**

**3.2.1. CLEARANCE DELIVERY AND START-UP PROCEDURES**

Enroute clearance shall be requested to SCHIPHOL Delivery max 20 minutes prior to estimated off block time (EOBT) or 35 minutes prior to calculated take-off time (CTOT).

In order to reduce radio telephony load on SCHIPHOL Delivery, pilots are strongly requested, after having obtained and read back the enroute clearance, to switch without ATC instructions to SCHIPHOL Start-up.

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

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

Permission for start-up will either be issued immediately or at a specified time. Propeller (commuter) ACFT 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 is based on the start-up time. Any delay in this departure sequence shall be reported to ATC immediately.

**3. DEPARTURE**

**3.2.2. PUSH-BACK AND TAXI PROCEDURES**

Push-back and taxi instructions will be provided by SCHIPHOL Ground. Standard push-back directions from the stands, except the M-Apron and the GA Terminal, are in force. Refer to 10-9 pages.

To expedite, traffic instructions can be given for an "alternative push-back". The ACFT will be pushed in the opposite direction. Pilots should ask for push-back permission only after checking that the ground crew is ready. The pilot is part in the communication chain between the ground controller and the truck driver. Therefore the use of a ground engineer with an intercom connection is recommended. When no intercom connection with a ground engineer is possible, the pilot shall inform SCHIPHOL Ground. Upon receiving the push-back clearance from SCHIPHOL Ground, the ACFT shall move within 1 minute in order to ensure conflict free ground operations and maximum usage of ground capacity. If there is no backward movement within 1 minute, the push-back clearance will automatically expire and shall be requested again. After instructions have been obtained departing ACFT shall take the shortest way to the main taxi route and adhere to the published route-system for the assigned RWY.

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

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

Due to blast problems:

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

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

**3.3. SPEED RESTRICTIONS**

MAX 250 KT below FL 100.

**3.4. NOISE ABATEMENT PROCEDURES**

**3.4.1. GENERAL**

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

Take-off and climb procedure (jet ACFT only):

Take-off to 1500'	Take-off power Speed at $V_2 + 10$ KT to 20 KT (or as limited by body angle) Flaps - set as appropriate
1500' - 3000'	Climb power Speed at $V_2 + 10$ KT to 20 KT Flaps - maintain previous setting
After passing 3000'	Retract flaps on schedule and assume normal enroute climb.
3000' - FL 100	MAX 250 KT

Operators/ACFT types unable to comply with the mentioned take-off procedure are requested to inform the APT authority by sending copies of the take-off procedure in use to: Amsterdam Airport Schiphol, Dep. of Capacity Management, P.O. Box 7501, 1118 ZG Schiphol Airport; Fax: +31 (0)20 601 3567.

### 3. DEPARTURE

#### 3.4.2. USE OF RWYS

The most frequently used RWYs are 36L, 24, 36C, 18L, 18C & 09.  
Outside peak hours and during the NIGHT period a combination of 1 departure RWY and 1 landing RWY will be assigned. During outbound peak hours a combination of 2 departure RWYs and 1 landing RWY may be in use. During inbound peak hours a combination of 1 departure RWY and 2 landing RWYs may be in use.  
RWYs 18R & 36R are not available for departures.  
From 2300-0600LT RWYs 04/22, 09/27, 18L & 36C are not available for departures.  
Assignment of RWYs in use is based on the Preferential RWY System.  
Propeller driven ACFT may be assigned a different take-off and landing RWY.

#### 3.5. RWY OPERATIONS

##### 3.5.1. REDUCING RWY OCCUPANCY TIMES (ROT)

ATC expect ACFT to enter the RWY at a suitable angle to quickly line-up on the centerline and if necessary continue with a rolling take-off. If unable to comply and particularly if requiring additional time pilots should advise ATC on arrival at the holding point.  
ACFT requiring to enter the RWY at right angles to use the full length of a RWY pilots should advise ATC on arrival at the holding point.  
ATC may re-order the departure sequence at the holding point or by using intersection take-offs. Pilots unable to accept intersection take-offs should advise ATC when taxiing.

##### 3.5.2. OPERATIONAL USE OF INTERSECTION TAKE-OFFS

In principle all jet ACFT must use the full RWY length available for noise abatement reasons.  
ATC may assign an intersection take-off to any ACFT for operational reasons (e.g. sequencing due to lack of holding area or to avoid jet blast in intersecting RWYs).

If an intersection take-off will take place from an intersection with an intersection angle of 30° (HST), and the TWY centerline is followed until the RWY centerline, there is a loss of line-up distance of at least 656'/200m.

## 1. GENERAL

### 1.1. ATIS

D-ATIS Arrival 108.4 132.97  
D-ATIS Departure 122.2

### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. GENERAL

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

#### 1.2.2. ACFT CLASSIFIED ACCORDING TO ICAO ANNEX 16

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

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

- For ACFT equipped with engines with bypass ratio  $\leq 3$ , new operations are not allowed.
- For ACFT equipped with engines with bypass ratio  $\leq 3$ , take-off and landing is not allowed between 1800-0800LT.
- For ACFT equipped with engines with bypass ratio  $> 3$ , it is not allowed to plan take-off between 2300-0600LT.

#### 1.2.3. PREFERENTIAL RWY SYSTEM

##### 1.2.3.1. GENERAL

The RWYs in use will be selected by ATC according to a preferential RWY system.

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

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

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

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

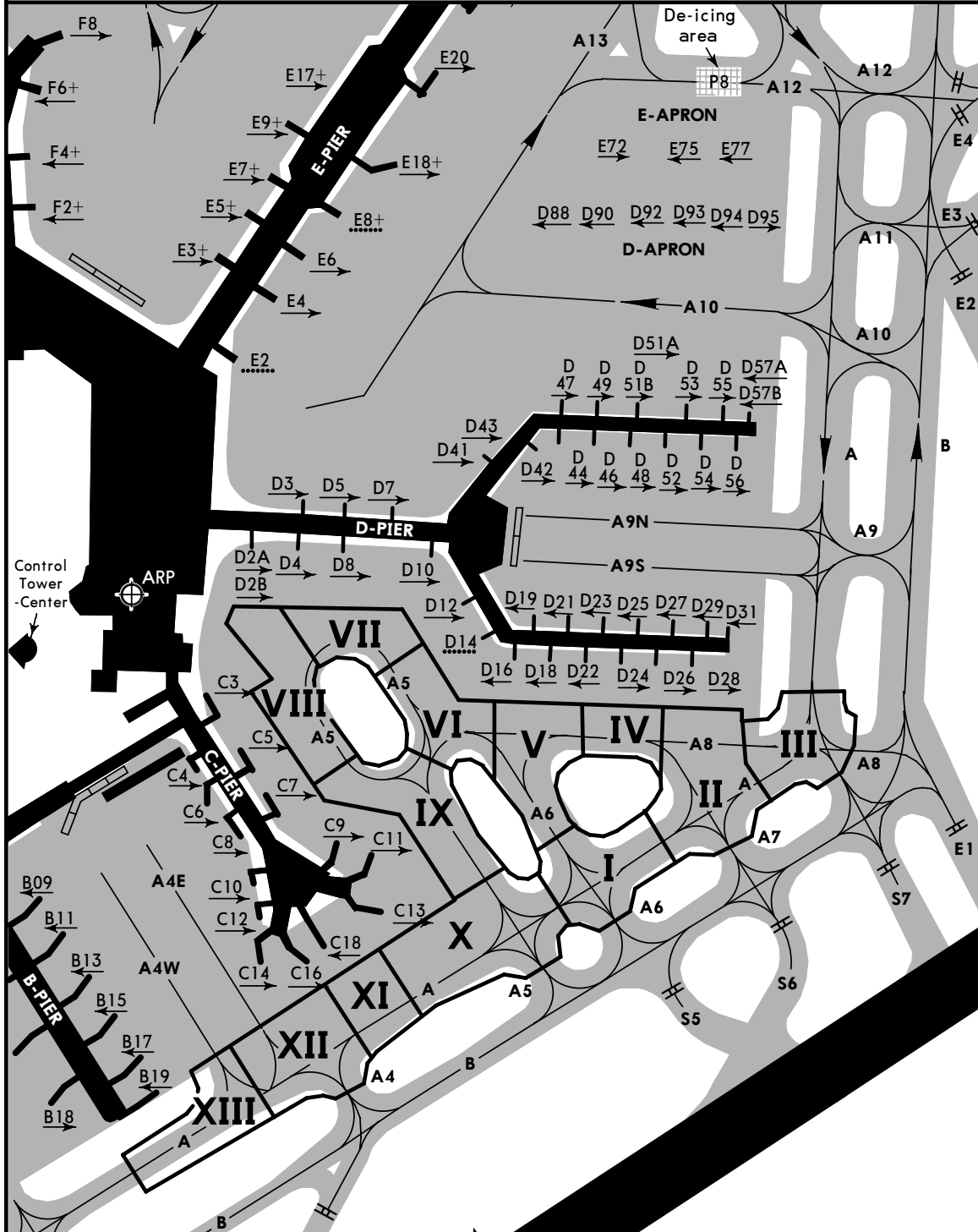
##### 1.2.3.2. WIND CRITERIA

In selecting the RWY combination to be used from the preferential RWY system, ATC shall apply the wind speed criteria as have been stated in the table below. In applying these wind criteria, gusts below 10 KT shall not be taken into account. If the actual wind speed values exceed the wind speed criteria, ATC may apply higher crosswind and/or tailwind values in order to assign a RWY combination. Accepting a RWY is a pilot's decision. If a pilot, prompted by safety concerns, requests another RWY for landing, this request will be granted when possible. In that case, the pilot must submit a written report (the operator is responsible for proper reporting procedures).

**WORK IN PROGRESS ON APRON CD AND TWY A**

REFER ALSO TO LATEST NOTAMS

The work is organised into thirteen sequential phases, represented by Roman numerals in the figure below.



**LEGEND**

- A5 Taxiway
- C5 Parking position
- Blast fence
- ← Compulsory taxi routing

Standard push-back directions:

- D16 LEFT turn (as seen from the push-back truck)
- D14 Straight backwards
- D42 RIGHT turn (as seen from the push-back truck)
- F6+ Push-pull

For AIRPORT BRIEFING refer to 10-1P pages

**LEGEND**

- D Ramp
- A9 Taxiway
- H4 Hangar
- Remote holding/De-icing area

Pilot of arriving acft vacating the landing rwy shall contact Schiphol Ground immediately.

LANDING RWY	FREQUENCY
04/22	121.8
06/24	121.7
09/27	121.8
18L/36R	121.8
18C/36C	121.8
18R	121.9

- Pilots are strongly requested after having obtained & read back the enroute clearance to switch w/o ATC instructions to SCHIPHOL Start-up.
- Information about expected RWY combination related to SIDs, during peak hours, is broadcasted on this freq.

**RUNWAY INCURSION HOTSPOTS**  
 (For information only, not to be construed as ATC instructions.)

- HS1** No crossing rwy 18C/36C at W5 when the rwy is active. Taxi via Z or Y as directed.
- HS2** When taxiing on N2 to beginning rwy 18L do not turn RIGHT onto rwy 09. Be sure to have a clearance before crossing rwy 09/27. When taxiing to rwy 18L on E5, do not turn onto N2.
- HS3** W10, W9 and W8 are associated with departures from rwy 36C only. Use Twy Z or A for other runways as directed.
- HS4** When approaching rwy 06/24 at S2 traffic on the rwy may be passing S2 at high velocity. Be sure to have a clearance before crossing.

- CAUTION:**
- NO ENTRY to twy W6 from twys A, B & W.
  - NO ENTRY to twys E1 & N9 from twys A & B.

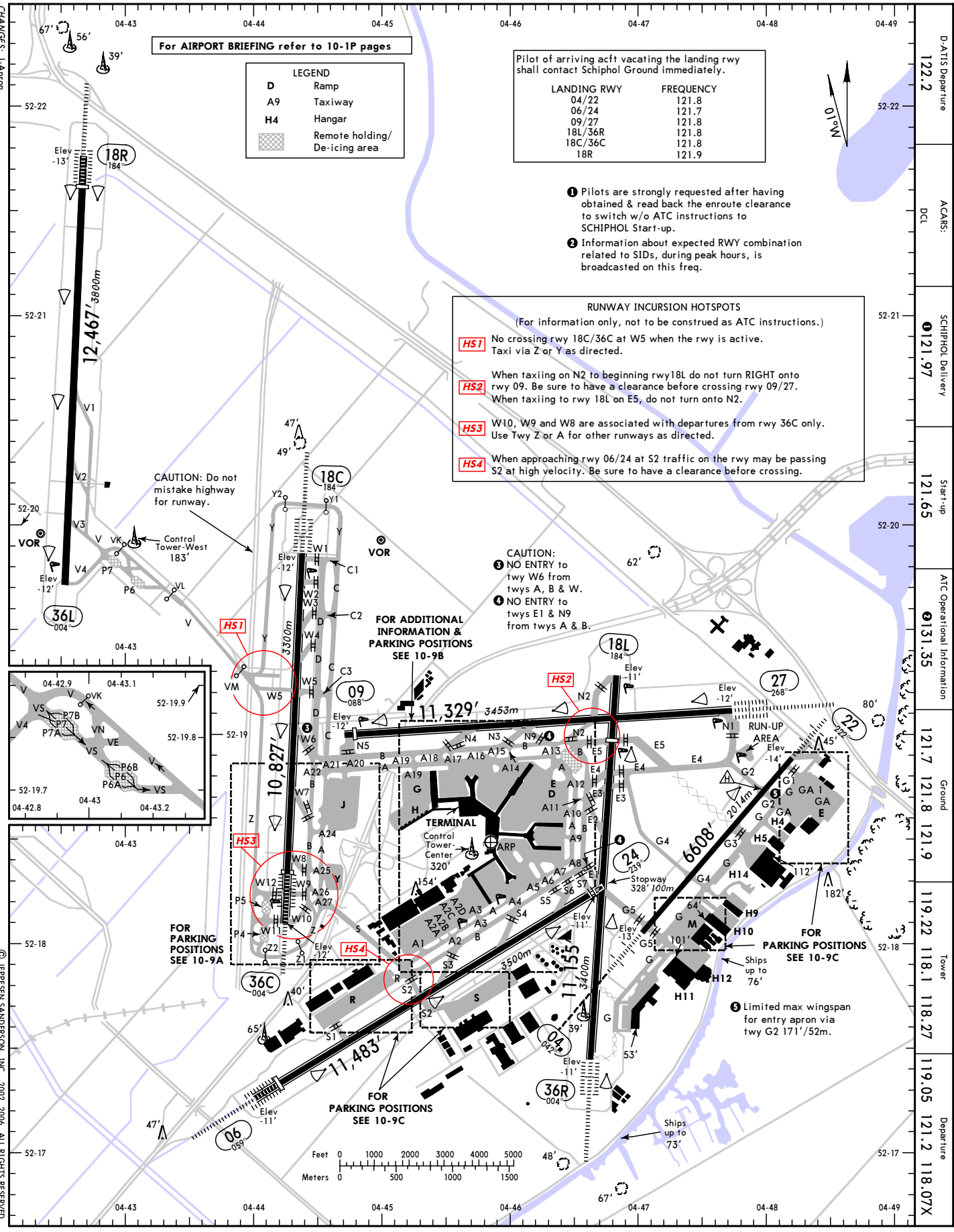
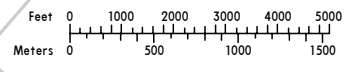
FOR ADDITIONAL INFORMATION & PARKING POSITIONS SEE 10-9B

FOR PARKING POSITIONS SEE 10-9C

FOR PARKING POSITIONS SEE 10-9C

FOR PARKING POSITIONS SEE 10-9A

Limited max wingspan for entry apron via twy G2 171'/52m.



CHANCES: J-Apron. © JEFFERSEN SANDERSON, INC., 2002, 2006. ALL RIGHTS RESERVED.

D-ATIS Departure	122.2
ACARS: DCI	121.97
SCHIPHOL Delivery	121.65
Start-up	121.35
ATIS Operational Information	121.7
Ground	121.8
Tower	119.22
Departure	118.1
	118.27
	119.05
	121.2
	118.07X

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS		TAKE-OFF	WIDTH
	LANDING BEYOND THRESHOLD	GLIDE SLOPE		
04	MIRL(50m) MIALS	PAP1-L (3.0°)		148'
04	MIRL(50m) MIALS	PAP1-L (3.0°)	5757' / 1755m	45m
<p>① Restricted to landing act with AUW 76 tons and departing act with AUW 90 tons.</p>				
06	HIRL(30m) CL(15m)/HIALS-II TDZ PAP1-L(3.0°)HSTRVR	0.653/3250m	9382' / 2920m	148'
06	24 HIRL(30m) CL(15m) PAP1 (3.0°)	RVR		45m

② TAKE-OFF RUN AVAILABLE

RWY 06:

From rwy head	11,483' (3500m)
twy S1 Int	8530' (2600m)

RWY 24:

From rwy head	11,483' (3500m)
twy S7 Int	11,319' (3450m)
twy S6 Int	10,665' (3250m)
twy S5 Int	10,653' (3250m)
twy S4 Int	8530' (2600m)
twy S3 Int	6398' (1950m)

Line-up for take-off rwy 24 via rwy 18L/36R prohibited.

③ TAKE-OFF RUN AVAILABLE

RWY 09:

From rwy head	11,266' (3434m)
twy N4 Int	7874' (2400m)
twy N3 Int	6070' (1850m)
twy N2 Int	4429' (1350m)

④ TAKE-OFF RUN AVAILABLE

RWY 09:

From rwy head	11,266' (3434m)
twy N4 Int	7874' (2400m)
twy N3 Int	6070' (1850m)
twy N2 Int	4429' (1350m)

⑤ TAKE-OFF RUN AVAILABLE

RWY 18L:

From rwy head	11,155' (3400m)
twy E5 Int	9186' (2800m)
twy E4 Int	8366' (2550m)
twy E2 Int	6890' (2100m)

⑥ TAKE-OFF RUN AVAILABLE

RWY 18L:

From rwy head	11,155' (3400m)
twy E5 Int	9186' (2800m)
twy E4 Int	8366' (2550m)
twy E2 Int	6890' (2100m)

⑦ TAKE-OFF RUN AVAILABLE

RWY 18C:

From rwy head	10,827' (3300m)
twy W2 Int	10,007' (3050m)
twy W3 Int	8694' (2650m)
twy W4 Int	7710' (2350m)
twy W5 Int	6726' (2050m)

⑧ TAKE-OFF RUN AVAILABLE

RWY 36C:

From rwy head	10,827' (3300m)
twy W12 Int	9793' (2983m)
twy W9 Int	9793' (2983m)
twy W8 Int	8694' (2650m)
twy W7 Int	6890' (2100m)

⑨ TAKE-OFF RUN AVAILABLE

RWY 36L:

From rwy head	12,467' (3800m)
twy V3 Int	10,679' (3255m)
twy V2 Int	9039' (2755m)
twy V1 Int	7070' (2155m)

⑩ TAKE-OFF RUN AVAILABLE

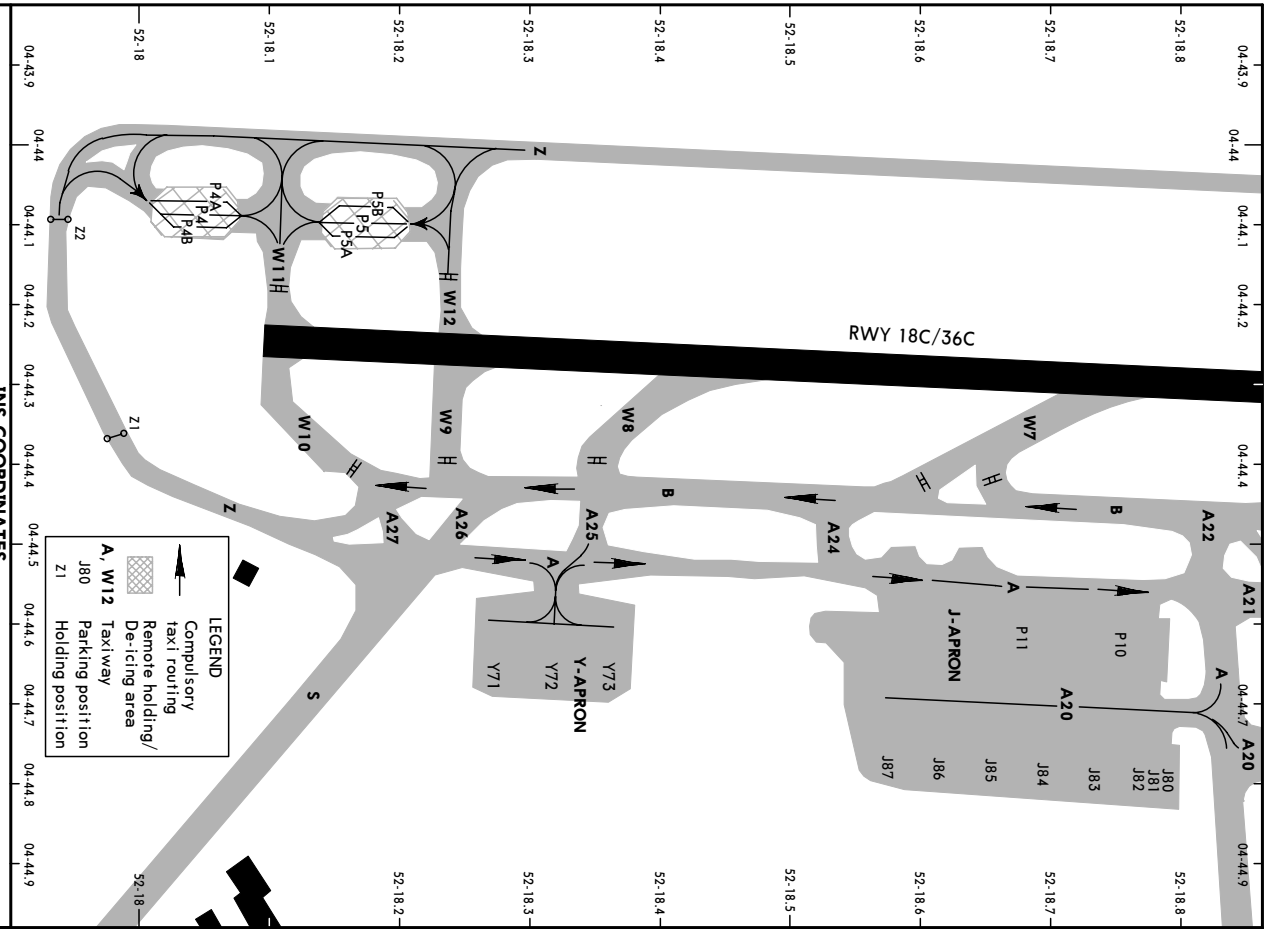
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⑪ TAKE-OFF RUN AVAILABLE

RWY 36L:

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twy V3 Int	10,679' (3255m)
twy V2 Int	9039' (2755m)
twy V1 Int	7070' (2155m)

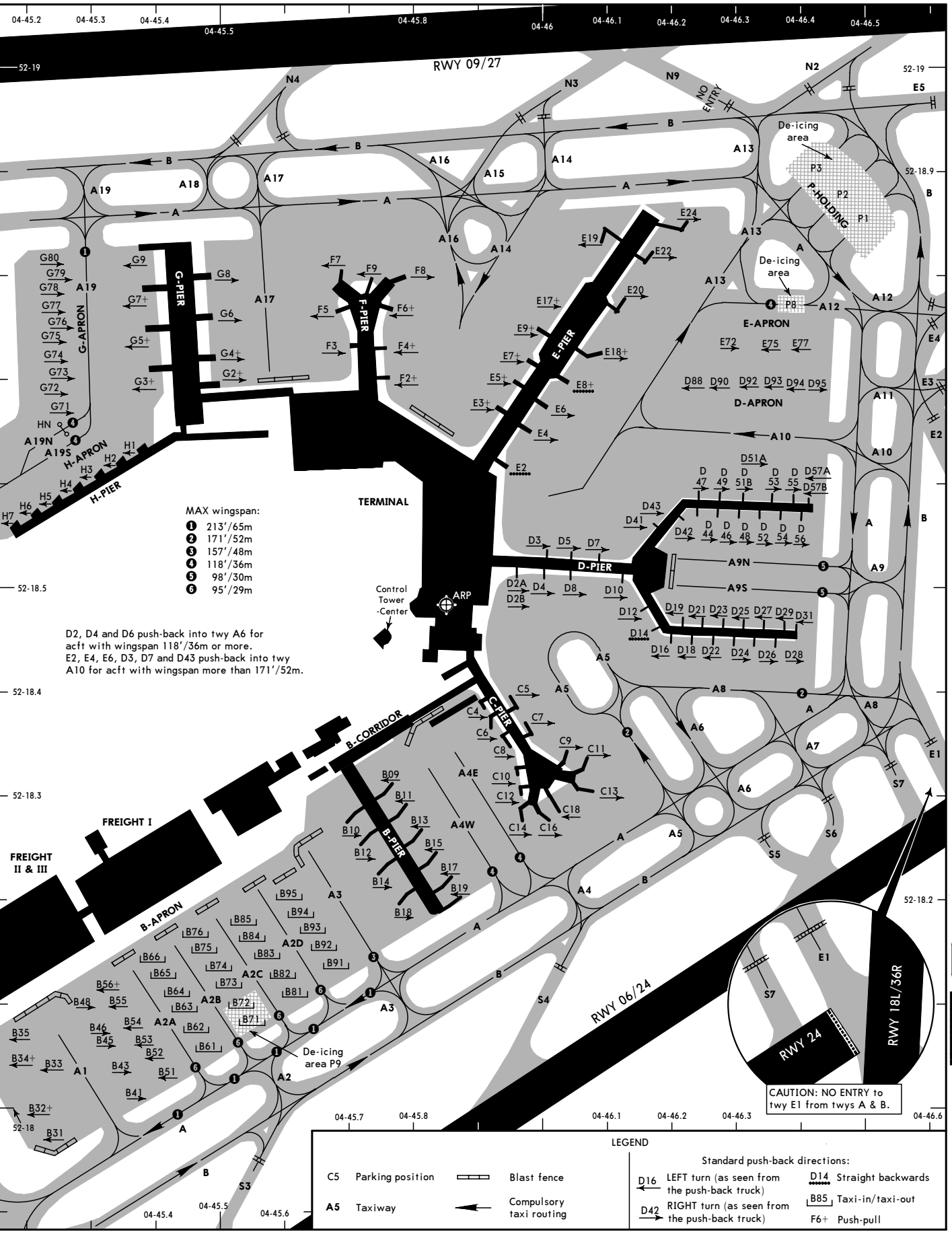


STAND No.	COORDINATES	STAND No.	COORDINATES
J80 thru J82	E004 44.9	Y71 Y72	N52 18.3 E004 44.7
J83 thru J85	E004 44.9	Y73	N52 18.4 E004 44.7
J86, J87	E004 44.8		
P10	E004 44.6		
P11	E004 44.6		

RWY	USABLE LENGTHS		TAKE-OFF	WIDTH																
	LANDING BEYOND THRESHOLD	GLIDE SLOPE																		
04	MIRL(50m) MIALS	PAP1-L (3.0°)		148'																
04	MIRL(50m) MIALS	PAP1-L (3.0°)	5757' / 1755m	45m																
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06	24 HIRL(30m) CL(15m) PAP1 (3.0°)	RVR		45m																
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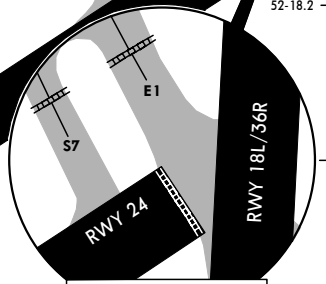
CHANGES: Stand Coordinates. © JEPPERSEN SANDERSON, INC., 1998, 2006. ALL RIGHTS RESERVED.

CHANCES: None.



- MAX wingspan:
- 1 213'/65m
  - 2 171'/52m
  - 3 157'/48m
  - 4 118'/36m
  - 5 98'/30m
  - 6 95'/29m

D2, D4 and D6 push-back into twy A6 for acft with wingspan 118'/36m or more.  
 E2, E4, E6, D3, D7 and D43 push-back into twy A10 for acft with wingspan more than 171'/52m.



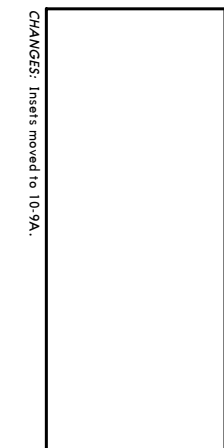
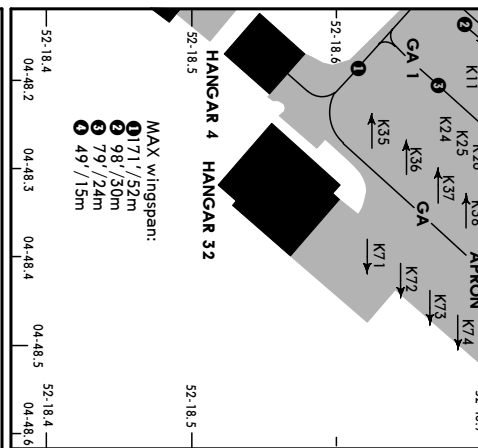
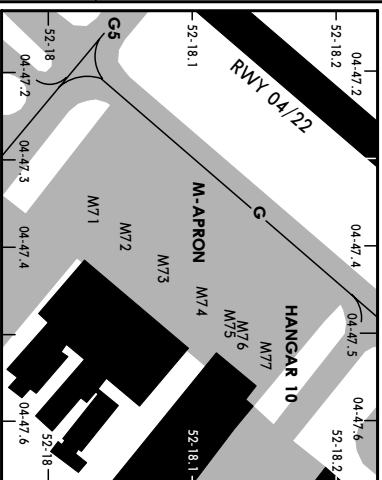
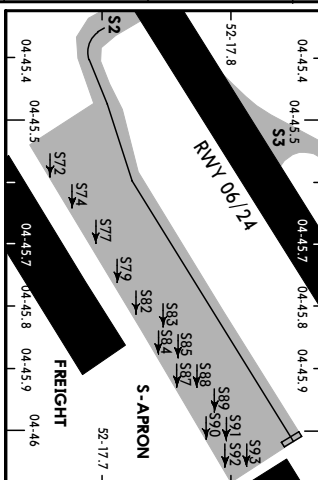
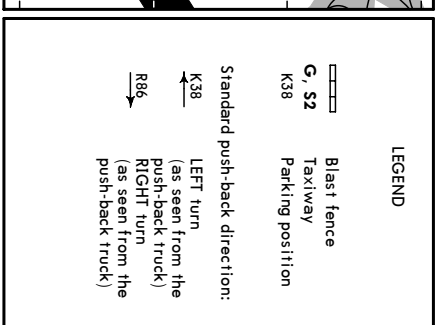
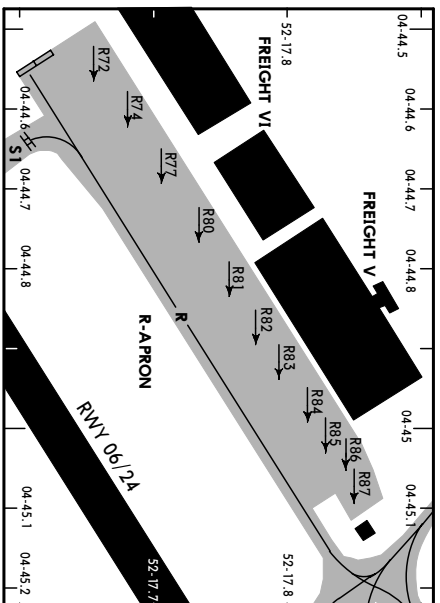
LEGEND

C5 Parking position		Blast fence	
A5 Taxiway		Compulsory taxi routing	

Standard push-back directions:

D16 LEFT turn (as seen from the push-back truck)	D14 Straight backwards
D42 RIGHT turn (as seen from the push-back truck)	B85 Taxi-in/taxi-out
	F6+ Push-pull

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LEGEND

- Blast fence
- Taxiway
- Parking position

Standard push-back direction:  
 LEFT turn  
 (as seen from the push-back truck)  
 RIGHT turn  
 (as seen from the push-back truck)

STAND No.

COORDINATES

STAND No.

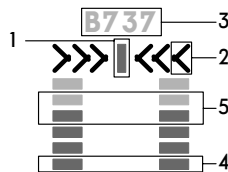
COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
B09	N52 18.3 E004 45.8	E9	N52 18.7 E004 46.0
B10	N52 18.3 E004 45.7	E17	N52 18.6 E004 46.0
B11	N52 18.3 E004 45.8	E18	N52 18.7 E004 46.1
B12	N52 18.3 E004 45.7	E19, E20	N52 18.6 E004 46.1
B13	N52 18.3 E004 45.8	E22	N52 18.8 E004 46.2
B14	N52 18.2 E004 45.7	E24	N52 18.9 E004 46.2
B15	N52 18.3 E004 45.8	E72	N52 18.7 E004 46.3
B17	N52 18.2 E004 45.9	E75, E77	N52 18.7 E004 46.4
B18	N52 18.2 E004 45.8	F2	N52 18.7 E004 45.8
B19	N52 18.2 E004 45.9	F3	N52 18.7 E004 45.7
B31 thru B35	N52 18.0 E004 45.2	F4	N52 18.7 E004 45.8
B41	N52 18.0 E004 45.4	F5	N52 18.6 E004 45.7
B43	N52 18.0 E004 45.3	F6	N52 18.8 E004 45.8
B45, B46, B48	N52 18.1 E004 45.3	F7	N52 18.8 E004 45.7
B51	N52 18.0 E004 45.4	F8	N52 18.8 E004 45.8
B52 thru B54	N52 18.1 E004 45.4	F9	N52 18.8 E004 45.7
B55, B56	N52 18.1 E004 45.5	G2	N52 18.7 E004 45.5
B61, B62	N52 18.1 E004 45.5	G3	N52 18.7 E004 45.4
B63 thru B66	N52 18.1 E004 45.4	G4	N52 18.7 E004 45.5
B71	N52 18.1 E004 45.6	G5	N52 18.7 E004 45.4
B72 thru B74	N52 18.1 E004 45.5	G6	N52 18.8 E004 45.5
B75, B76	N52 18.2 E004 45.5	G7	N52 18.8 E004 45.4
B81 thru B83	N52 18.1 E004 45.5	G8	N52 18.8 E004 45.5
B84, B85	N52 18.2 E004 45.5	G9	N52 18.8 E004 45.4
B91	N52 18.1 E004 45.7	G71 thru G75	N52 18.7 E004 45.2
B92	N52 18.1 E004 45.6	G76 thru G80	N52 18.8 E004 45.2
B93 thru B95	N52 18.2 E004 45.6	H1	N52 18.6 E004 45.4
C3, C4	N52 18.4 E004 45.9	H2 thru H4	N52 18.6 E004 45.3
C5	N52 18.4 E004 46.0	H5 thru H7	N52 18.6 E004 45.2
C6	N52 18.4 E004 45.9	K11 thru K13	N52 18.7 E004 48.2
C7	N52 18.4 E004 46.0	K14, K15	N52 18.7 E004 48.3
C8	N52 18.3 E004 46.0	K16 thru K23	N52 18.7 E004 48.3
C9	N52 18.4 E004 46.0	K24 thru K29	N52 18.7 E004 48.4
C10	N52 18.3 E004 45.9	K30	N52 18.6 E004 48.4
C11	N52 18.3 E004 46.1	K31	N52 18.8 E004 48.4
C12	N52 18.3 E004 45.9	K32	N52 18.8 E004 48.3
C13	N52 18.3 E004 46.1	K33, K34	N52 18.8 E004 48.4
C14, C16, C18	N52 18.3 E004 46.0	K35	N52 18.8 E004 48.3
D2A thru D5	N52 18.5 E004 46.0	K36, K37	N52 18.7 E004 48.3
D7	N52 18.5 E004 46.1	K38, K39	N52 18.7 E004 48.4
D8	N52 18.5 E004 46.0	K41 thru K43	N52 18.7 E004 48.5
D10, D12	N52 18.5 E004 46.1	K44	N52 18.6 E004 48.4
D14	N52 18.5 E004 46.2	K71	N52 18.6 E004 48.4
D16, D18	N52 18.4 E004 46.2	K72	N52 18.7 E004 48.4
D19, D21	N52 18.5 E004 46.2	K73, K74	N52 18.7 E004 48.5
D22	N52 18.4 E004 46.3	M71	N52 18.0 E004 47.4
D23	N52 18.5 E004 46.3	M72, M73	N52 18.1 E004 47.4
D24	N52 18.4 E004 46.3	M74 thru M76	N52 18.1 E004 47.5
D25	N52 18.5 E004 46.3	M77	N52 18.2 E004 47.5
D26	N52 18.4 E004 46.4	R72	N52 17.7 E004 44.5
D27	N52 18.5 E004 46.4	R74	N52 17.7 E004 44.6
D28	N52 18.4 E004 46.4	R77, R80	N52 17.7 E004 44.7
D29, D31	N52 18.5 E004 46.4	R81	N52 17.8 E004 44.8
D41 thru D43	N52 18.6 E004 46.2	R82, R83	N52 17.8 E004 44.9
D44 thru D52	N52 18.6 E004 46.3	R84 thru R86	N52 17.8 E004 45.0
D53 thru D57B	N52 18.6 E004 46.4	R87	N52 17.9 E004 45.1
D88	N52 18.7 E004 46.3	S72, S74	N52 17.7 E004 45.6
D90, D92	N52 18.7 E004 46.3	S77, S79	N52 17.7 E004 45.7
D93 thru D95	N52 18.7 E004 46.4	S82, S83	N52 17.7 E004 45.8
E2	N52 18.6 E004 46.0	S84 thru S88	N52 17.8 E004 45.9
E3	N52 18.7 E004 45.9	S89 thru S93	N52 17.8 E004 46.0
E4	N52 18.6 E004 46.0		
E5	N52 18.7 E004 45.9		
E6, E7	N52 18.7 E004 46.0		
E8	N52 18.7 E004 46.1		

## VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)

### A. SYSTEM DESCRIPTION

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



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

### B. ACTIVATED SYSTEM

The system is operated by an employee of a handling company, who also keeps a safety watch during the docking. The pilot of an arriving aircraft has to be sure that the system is activated. If not, the aircraft has to stop short and wait until the system is switched on, or signals are given by a marshaller.

Do not use the system until:

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

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

### C. CENTERLINE GUIDANCE

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

### D. CLOSING-RATE AND STOP INFORMATION

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

### E. DISPLAY INFORMATION TEXT

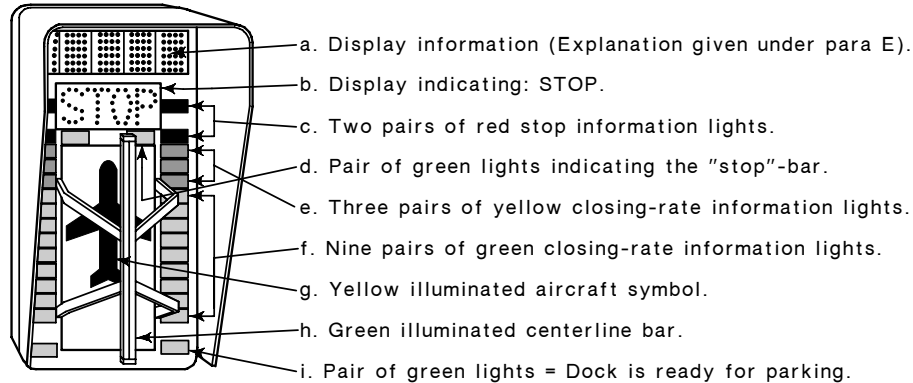
The topline on the display has one or two information line(s). Depending on the number of available information lines, the information will either be shown on both lines or will be shown intermittent in two groups. The following information can be expected:

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

## VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

### A. SYSTEM DESCRIPTION

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



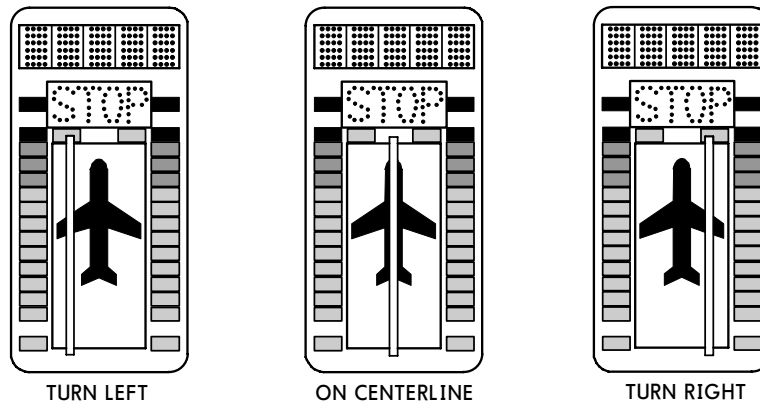
### B. ACTIVATED SYSTEM

The system is operated by an employee of a handling company, who also keeps a safety watch during the docking. The pilot of an arriving aircraft has to be sure that the system is activated. If not, the aircraft has to stop short and has to wait until the system is switched on, or signals are given by a marshaller.

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

### C. CENTERLINE GUIDANCE

Centerline guidance is obtained by means of an illuminated bar in front of an aircraft symbol. The aircraft is on centerline when bar and symbol overlap each other.



### D. CLOSING-RATE AND STOP INFORMATION

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

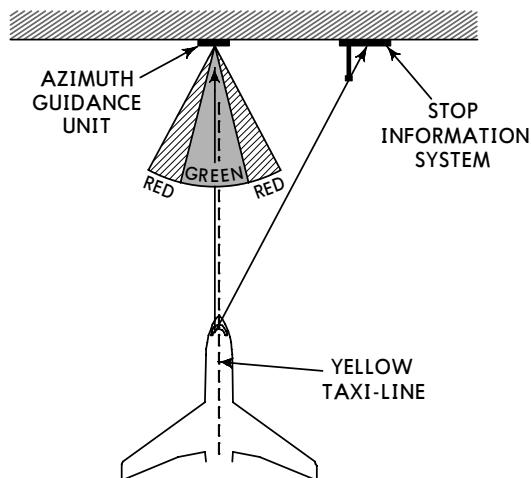
### E. DISPLAY INFORMATION TEXT (following information can be expected)

1. **OK!** Parking is correct
2. **CHOCK/ON** Chocks are in place.
3. **TOO/FAR** The stoppoint has been overshoot by more than 3'/1m: ask groundcrew if push-back is necessary.
4. **STOP/SHORT** The system is operated by an operator; no closing-rate information available. The stopsign is given manually. Taxi very carefully.
5. **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.
6. **WAIT** The type of aircraft during closing-in is changed. When the correct type is displayed the parking can be continued.
7. **ERR** If a system fault occurs the display will show this together with a number between 0 and 9. The STOP-signal will be shown as well. The aircraft has to be parked by means of either marshalling or a tractor.

**VISUAL DOCKING GUIDANCE SYSTEM (AGNIS/PAPA)**

**A. SYSTEM DESCRIPTION**

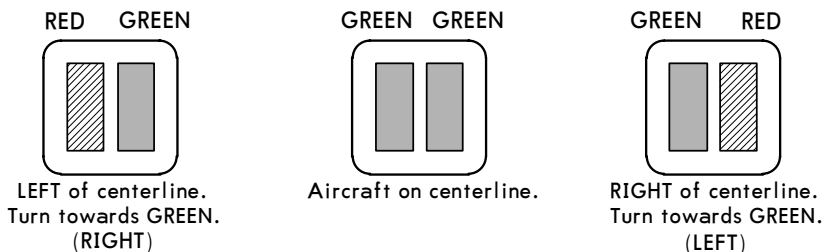
The system consists of an Azimuth guidance unit (AGNIS) and the stop information system (PAPA).



The system is calibrated for use from the left-hand cockpit seat.

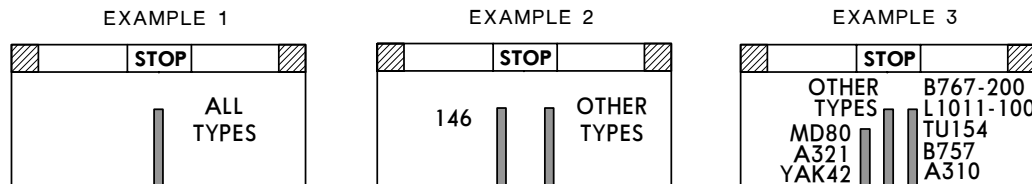
**B. AZIMUTH INFORMATION (AGNIS)**

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



**C. STOP INFORMATION (PAPA)**

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



**D. EMERGENCY STOP**

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

**E. OPERATION**

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, the aircraft has to stop short and has to wait until the system is switched on, or signals are given by a marshaller.