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.

**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.**

**FL100**
At or below FL100 at 108.4 SPL N52 19.9 E004 45.0

**FL280**
At or below FL280 at 116.8 RKN N52 08.0 E004 45.8

**FL240**
At or below FL240 at 115.65 HMM N51 51.4 E007 42.5

**D-ATIS**
Alt Set: hPa

**Trans Level:** By ATC

**Trans Alt:** 3000'

**FL70**
At or above FL70

**NOT TO SCALE**

**JET only**

**Arrivals from Northeast & East**

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

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

**By ATC**
Clearance limit is RIVER.
Flights inbound EHAM departing from airports situated in the AMSTER-DAM FIR and intending to operate at or below 3000’ should obtain an arrival slot from SCHIPHOL APP before departure.

**Arrivals from West**

**LAMSO 1A (LAMS1A)**
**MOLIX 1A (MOLI1A)**
**REDFA 1A (REDF1A)**

**Clearance limit is SUGOL.**

**ENTRY LEVELS SCHIPHOL TMA**
At or above FL100, at D30 SPL and at or above FL70 at TMA boundary, unless otherwise instructed.

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

**FLIGHT LEVELS**
- FL230
- FL70
- FL100

**Alts:**
- FL230: hPa
- FL70: By ATC
- FL100: 3000'

**Max:**
- FL230: 250 KT
- FL70: 280-300 KT

**Apt Elev:**
- FL70: -11’
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.

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.
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<thead>
<tr>
<th>SID DESIGNATION</th>
<th>REFER TO CHART</th>
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<td>ANDIK 1G, 1N</td>
<td>10-3C</td>
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<tr>
<td>ANDIK 1R, 1T</td>
<td>10-3D</td>
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<td>ANDIK 1S, 2X</td>
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<td>ARNEM 2E, 1F</td>
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<td>ARNEM 1R, 1T</td>
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<td>ARNEM 1S, 2X</td>
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<tr>
<td>BERGI 2E, 1F</td>
<td>10-3K</td>
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<td>BERGI 1G, 1N, 1P</td>
<td>10-3L</td>
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<td>BERGI 1R, 1S</td>
<td>10-3M</td>
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<tr>
<td>BERGI 2V, 1Z</td>
<td>10-3N</td>
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<td>BERGI 2X</td>
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<tr>
<td>GORLO 1F, 1N</td>
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<tr>
<td>GORLO 1P, 1R</td>
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<tr>
<td>GORLO 2V, 1Z</td>
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<td>LEKKO 2E, 1F</td>
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<tr>
<td>LEKKO 1G, 1N, 1P</td>
<td>10-3V</td>
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<td>LEKKO 1R, 1S, 1T</td>
<td>10-3V1</td>
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<td>LEKKO 1V, 1Z</td>
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<td>LEKKO 2W, 2X</td>
<td>10-3V3</td>
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<td>LOPIK 2E, 1F</td>
<td>10-3V4</td>
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<tr>
<td>LOPIK 1G, 1N, 1P</td>
<td>10-3V5</td>
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<tr>
<td>LOPIK 1R, 1S</td>
<td>10-3V6</td>
</tr>
<tr>
<td>LOPIK 1V, 1Z</td>
<td>10-3V7</td>
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<tr>
<td>LOPIK 2W, 2X</td>
<td>10-3V8</td>
</tr>
<tr>
<td>PAM 1P, 2W</td>
<td>10-3W</td>
</tr>
<tr>
<td>PAM 1V, 1Z</td>
<td>10-3X</td>
</tr>
<tr>
<td>SPY 1P, 1S, 1V</td>
<td>10-3X1</td>
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<tr>
<td>SPY 2W, 2X</td>
<td>10-3X2</td>
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<tr>
<td>VALKO 2E, 1G</td>
<td>10-3X3</td>
</tr>
<tr>
<td>VALKO 1N, 1S</td>
<td>10-3X4</td>
</tr>
<tr>
<td>VALKO 2X</td>
<td>10-3X5</td>
</tr>
</tbody>
</table>

CONTINUATION AFTER ANDIK 10-3X6
CONTINUATION AFTER ARNEM & PAM 10-3X7
CONTINUATION AFTER LEKKO & LOPIK 10-3X8
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.
**RNAV:** THR 18L - EH037 (K220-) - EH024 - PAM - ANDIK

<table>
<thead>
<tr>
<th>Sid</th>
<th>Rwy</th>
<th>Routing</th>
</tr>
</thead>
<tbody>
<tr>
<td>ANDIK 2E</td>
<td>18L</td>
<td>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.</td>
</tr>
<tr>
<td>ANDIK 1F</td>
<td>04</td>
<td>042° track, at SPL R-005 turn RIGHT, intercept PAM R-272 inbound to D5 PAM, turn LEFT, 061° track, intercept PAM R-016 to ANDIK.</td>
</tr>
</tbody>
</table>

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

**CHANGES:** SIDs transferred; chart redrawn. © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.
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.
**RNNAV:** THR 22 - (500') - EH065 (K220) - EH066 - PAM - ANDIK (FL60).
**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.
**RNNAV:** THR 09 - (500') - EH052 - EH043 - ANDIK (FL60).
ANDIK 1R [ANDI1R], ANDIK 1T [ANDI1T]

RWY 06 DEPARTURES

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A,
THEN CONTACT SCHIPHOL DEPARTURE

SPEED: MAX 250 KT BELOW FL100

Initial climb clearance FL60 higher level only when cleared by ATC

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ANDIK 1R 1</td>
<td>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. RNNAV: THR 06 - EH014 - EH068 - EH071 - ANDIK (FL60).</td>
</tr>
<tr>
<td>ANDIK 1T 2</td>
<td>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. RNNAV: THR 06 - EH014 (K220-) - EH021 - SPY - ANDIK (FL60).</td>
</tr>
</tbody>
</table>

1 Jet aircraft only between 0600-2300LT.
2 Only jet aircraft between 2300-0600LT.
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

Initial climb clearance FL60 higher level only when cleared by ATC

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ANDIK 1S</td>
<td>24</td>
<td>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.</td>
</tr>
<tr>
<td>ANDIK 2X</td>
<td>18C</td>
<td>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.</td>
</tr>
</tbody>
</table>

Changes: Reference note; turning point RWY 24.
### 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

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARNEM 2E</td>
<td>18L</td>
<td>184° track, at SPL 3.1 DME turn LEFT, 093° track to IVLUT, intercept SPL R-106 to ARNEM.</td>
</tr>
<tr>
<td>ARNEM 1F</td>
<td>04</td>
<td>Climb on 042° track, at 500' turn RIGHT, intercept SPL R-106 via IVLUT to ARNEM.</td>
</tr>
</tbody>
</table>
ARNEM 1G [ARNE1G], ARNEM 1N [ARNE1N]  
ARNEM 1P [ARNE1P]  
RWYS 22, 09, 27 DEPARTURES  

**Sidewall Route**  
**Initial climb clearance FL60 higher level only when cleared by ATC**  
**Climb on 222° track, at FL60, turn LEFT, intercept SPL R-106 via IVLUT to ARNEM.**  
**Climb on 268° track, at 088° track, at FL60, turn RIGHT, intercept SPL R-106 via IVLUT to ARNEM.**  
**Climb on 298° track, at FL60, turn RIGHT, 200° track, at FL60, turn LEFT, intercept SPL R-106 via IVLUT to ARNEM.**  
**Climb on 298° track, at FL60, turn LEFT, intercept SPL R-106 via IVLUT to ARNEM.**  
**Climb on 222° track, at FL60, turn LEFT, intercept SPL R-106 via IVLUT to ARNEM.**  

**Max Speed:**  
- Max 250 KT below FL100  
- RWY 22, 09, 27 DEPARTURES  
- Max 220 KT  

**CHANGES:**  
- SIDs transferred; chart redrawn.  
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- Licensed to BRITISH AIRWAYS PLC. Printed from JeppView disc 23-06.  
- Notice: After 07.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
ARLEM 1R [ARNE1R], ARLEM 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

<table>
<thead>
<tr>
<th>SID</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARLEM 1R</td>
<td>Climb on 059° track, at 500' turn RIGHT, intercept SPL R-106 via IVLUT to ARLEM. RNAV: THR 06 - EH018 - IVLUT (FL60) - ARLEM.</td>
</tr>
<tr>
<td>ARLEM 1T</td>
<td>Climb on 059° track, at 500' 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 ARLEM. RNAV: THR 06 - (500') - EH036 (K220-) - EH017 - IVLUT (FL60) - ARLEM.</td>
</tr>
</tbody>
</table>

1 Jet aircraft only between 0600-2300LT.
2 Only jet aircraft between 2300-0600LT.

Changes: Reference note.
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

<table>
<thead>
<tr>
<th>SID</th>
<th>Rwy</th>
<th>ROUTING</th>
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</thead>
<tbody>
<tr>
<td>ARNEM 1S</td>
<td>24</td>
<td>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. RNAV: THR 24 - EH001 - EH026 - IVLUT (FL60) - ARNEM.</td>
</tr>
<tr>
<td>ARNEM 2X</td>
<td>18C</td>
<td>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. RNAV: THR 18C - EH046 - EH026 - IVLUT (FL60) - ARNEM.</td>
</tr>
</tbody>
</table>
BERGI 2E [BERG2E]
BERGI 1F [BERG1F]


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.

RNAV: THR 18L - (500’) - EH029 (K220-) - EH009 (3000’+) - EH028 - BERGI (FL60).

RNPA: THR 04 - EH019 - SPY - BERGI (FL60).
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

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<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
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<tbody>
<tr>
<td>BERGI 1R</td>
<td>06</td>
<td>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. RNAV: THR 06 - EH014 (K220-) - EH021 - EH022 - BERGI (FL60).</td>
</tr>
<tr>
<td>BERGI 1S</td>
<td>24</td>
<td>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. RNAV: THR 24 - EH001 - EH051 - EH009 (3000' +) - EH028 - BERGI (FL60).</td>
</tr>
</tbody>
</table>
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

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

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

Jet aircraft only between 0600-2300LT. Only jet aircraft between 2300-0600LT.

CHANGES: Reference note.
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).

**CHANGES:** SIDs transferred; chart redrawn.
GORLO 1F [GORL1F], GORLO 1N [GORL1N]  
RWYS 04, 09 DEPARTURES  
SPEED MAX 250 KT BELOW FL100

Initial climb clearance FL60 higher level only when cleared by ATC

ROUTEING

04° turn LEFT, then track at SPL R-095 until FL60, then track at SPL R-243 to VOLLA, 239° turn LEFT, then track to GORLO. 
09° turn LEFT, then track at SPL R-243 to VOLLA, 239° turn LEFT, then track to GORLO. 

CHANGES: SIDs transferred; chart redrawn.
GORLO 1P [GORL1P], GORLO 1R [GORL1R]
RWYS 27, 06 DEPARTURES

SPEED MAX 250 KT BELOW FL100
GORLO 2V [GORL2V], GORLO 1Z [GORL1Z]
RWY 36L DEPARTURES
SPEED: MAX 250 KT BELOW FL100

For departure instructions refer to 10-3A.

CHANGES: SIDs transferred; chart redrawn. © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.
LEKKO 2E [LEKO2E], LEKKO 1F [LEKO1F]

RWYS 18L, 04 DEPARTURES

Initial climb clearance FL60 higher level only when cleared by ATC

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
</table>
| LEEKO 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.
| LEEKO 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.

CHANGES: SIDs transferred; chart redrawn. © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.
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 (or above, if instructed by ATC) higher level only when cleared by ATC

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>LEKKO 1R 1</td>
<td>06</td>
<td>Climb on 059° track, at 500’ turn RIGHT, intercept SPY R-182, at D29 SPY turn RIGHT, intercept PAM R-207 to LEKKO. RNAV: THR 06 - (500’) - EH036 (K220) - EH072 - LEKKO (FL60).</td>
</tr>
<tr>
<td>LEKKO 1S 2</td>
<td>24</td>
<td>239° track, at SPL 4.3 DME turn LEFT, intercept 153° bearing towards NV, intercept SPL R-179 to LEKKO. RNAV: THR 24 - EH001 - EH039 - LEKKO (FL60).</td>
</tr>
<tr>
<td>LEKKO 1T 3</td>
<td>06</td>
<td>Climb on 059° track, at 500’ 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. RNAV: THR 06 - (500’) - EH036 (K220) - EH038 - LEKKO (FL60).</td>
</tr>
</tbody>
</table>

Jet aircraft only between 0600-2300LT. Only jet aircraft between 2300-0600LT.

CHANGES: Reference note; turning point RWY 24.
LEKKO 1V, LEKKO 1Z

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

CHANGES: Reference note.

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LEKKO 2W [LEKO2W], LEKKO 2X [LEKO2X]
RWYS 36C, 18C DEPARTURES

Initial climb clearance FL60 higher level only when cleared by ATC

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>LEKKO 2W</td>
<td>36C</td>
<td>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).</td>
</tr>
<tr>
<td>LEKKO 2X</td>
<td>18C</td>
<td>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).</td>
</tr>
</tbody>
</table>

CHANGES: New chart.
LORIK 2E [LOPI2E], LORIK 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

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
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</thead>
<tbody>
<tr>
<td>LORIK 2E</td>
<td>18L</td>
<td>Climb on 184° track, at 500' turn LEFT, intercept SPL R-164, at D8 SPL turn LEFT, 119° track, intercept SPL R-151 to LORIK. RNNAV: THR 18L - (500') - EH029 - EH050 - LORIK (FL60).</td>
</tr>
<tr>
<td>LORIK 1F</td>
<td>04</td>
<td>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 SPL R-165 to LORIK. RNNAV: THR 04 - (500') - EH061 (K220) - EH033 - LORIK (FL60).</td>
</tr>
</tbody>
</table>

CHANGES: New chart. © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.
**SID ROUTING CHANGES:**

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

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOPIK 1G</td>
<td>22</td>
<td>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. RNAV: THR 22 - (500’) - EH036 (K220-) - EH029 - EH050 - LOPIK (FL60).</td>
</tr>
<tr>
<td>LOPIK 1N</td>
<td>09</td>
<td>Climb on 088° track, at 500’ turn RIGHT, intercept SPL R-142, at D16 SPL turn RIGHT, intercept SPY R-165 to LOPIK. RNAV: THR 09 - (500’) - EH036 (K220-) - EH033 - LOPIK (FL60).</td>
</tr>
<tr>
<td>LOPIK 1P</td>
<td>27</td>
<td>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. RNAV: THR 27 - (500’) - EH056 - EH032 (K220-) - NV - LOPIK (FL60).</td>
</tr>
</tbody>
</table>

**CAUTION**

Uncontrolled VFR-flights permitted up to **FL95**.
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, EHBK & EHKK
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 1V [LOPI1V], LOPIK 1Z [LOPI1Z]

RWY 36L DEPARTURES
FOR TRAFFIC VIA V 33 WITH DESTINATION EHEH, EBHD & EBHK

SPEED: MAX 250 KT BELOW FL100

Initial climb clearance FL60 higher level only when cleared by ATC

LOPIK 1V
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.

LOPIK 1Z
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.

CAUTION
Uncontrolled VFR-flights permitted up to FL95.

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Notice: After 07.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
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.

Initial climb clearance FL60 (or above, if instructed by ATC)

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOPIK 2W</td>
<td>36C</td>
<td>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).</td>
</tr>
<tr>
<td>LOPIK 2X</td>
<td>18C</td>
<td>184° track, at SPL 5.5 DME turn LEFT, 119° track, intercept SPL R-151 to LOPIK. RNAV: THR 18C - EH046 - EH050 - LOPIK (FL60).</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>LEKKO 1G</td>
<td>22</td>
<td>Climb on 222° track, at 500' turn LEFT, intercept SPL R-164, intercept SPY R-186 to LEKKO. RNAV: THR 22 - (500') - EH064 (K220) - EH073 - LEKKO (FL60).</td>
</tr>
<tr>
<td>LEKKO 1N</td>
<td>09</td>
<td>Climb on 088° track, at 500' turn RIGHT, intercept SPY R-182, at D29 SPY turn RIGHT, intercept PAM R-207 to LEKKO. RNAV: THR 09 - (500') - EH036 (K220) - EH072 - LEKKO (FL60).</td>
</tr>
<tr>
<td>LEKKO 1P</td>
<td>27</td>
<td>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. RNAV: THR 27 - (500') - EH056 - EH032 (K220) - EH075 - LEKKO (FL60).</td>
</tr>
</tbody>
</table>

CHANGES: New chart.
**SID ROUTING CHANGES:**

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

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAM 1P</td>
<td>27</td>
<td>Climb on 268° track, at 500' turn RIGHT, intercept SPY R-211 inbound to DS SPY, turn RIGHT, 098° track, intercept PAM R-326 inbound to PAM. <strong>RNAV:</strong> THR 27 - (500') - EH057 (K220) - EH031 - EH035 - PAM (FL60).</td>
</tr>
<tr>
<td>PAM 2W</td>
<td>36C</td>
<td>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. <strong>RNAV:</strong> THR 36C - EH045 - EH081 - EH082 - PAM (FL60).</td>
</tr>
</tbody>
</table>

**Notice:** After 07.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
**Initial climb clearance FL60** higher level only when cleared by ATC

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPY 1P</td>
<td>27</td>
<td>Climb on 268° track, at 500’ turn RIGHT, intercept SPY R-211 inbound to SPY, SPY R-053 to ANDIK. <strong>RNAV:</strong> THR 27 - (500’) - EH057 (K220) - SPY - ANDIK (FL60).</td>
</tr>
<tr>
<td>SPY 1S</td>
<td>24</td>
<td>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. <strong>RNAV:</strong> THR 24 - EH001 - EH049 - SPY - ANDIK (FL60). B737: THR 24 - EH001 - EH057 - SPY - ANDIK (FL60).</td>
</tr>
<tr>
<td>SPY 1V</td>
<td>36L</td>
<td>004° track, intercept AMS R-005, at D11 AMS turn RIGHT, 073° track, intercept SPY R-053 to ANDIK. <strong>RNAV:</strong> THR 36L - EH013 - EH083 - ANDIK (FL60).</td>
</tr>
</tbody>
</table>
**SCHIPHOL Departure (R)**

**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 36C

- **SPY 2W**
  - 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.  
  - **RNAV:** THR 36C - EH045 - EH044 - SPY - ANDIK (FL60).  

- **SPY 2X**
  - 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.  
  - **RNAV:** THR 18C - EH048 - EH049 - SPY - ANDIK (FL60).  
  - **B737:** THR 18C - EH080 - EH057 - SPY - ANDIK (FL60).
VALKO 2E [VALK2E], VALKO 1G [VALK1G]  
RWYS 18L, 22 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  

**SCHIPHOL Departure (R)**  
**121.2**  

**Apt Elev**  
-11'  

**Trans level:** By ATC  
**Trans alt:** 3000'  

**Initial climb clearance FL 60 higher level only when cleared by ATC**  
**RWY:**  
**18L:**  
**A1 FL60**  
**(or above, if instructed by ATC)**  

**RWY:**  
**22:**  
**A1 FL60**  
**(or above, if instructed by ATC)**  

**CHANGES:** Reference note.  
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VALKO 1N [VALKIN], VALKO 1S [VALKIS]
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

CHANGES: Reference note. © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.
SCHIPHOL Departure (R)  121.2  
Apt Elev  -11'  

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

VALKO 2X [VALK2X]  
RWY 18C DEPARTURE  
SPEED  MAX 250 KT BELOW FL100

CHANGES:
- Initial climb clearance FL60 higher level only when cleared by ATC.
New chart.

CONTINUATION AFTER ANDIK

SPEED: MAX 250 KT BELOW FL100

CHANGES: New chart.
### SCHIPHOL Departure (R)

<table>
<thead>
<tr>
<th>Apt Elev</th>
<th>Trans level: By ATC</th>
<th>Trans alt: 3000'</th>
</tr>
</thead>
<tbody>
<tr>
<td>-11'</td>
<td>For departure instructions refer to 10-3A.</td>
<td></td>
</tr>
</tbody>
</table>

#### CONTINUATION AFTER ARNEM & PAM

**SPEED MAX 250 KT BELOW FL100**

- **At PAM on PAM R-112 via NYKER to ARNEM (airways)**
- **Requested FL above FL245**
- **Above FL210**
- **FL250 At or above Requested FL above FL245**
- **At FL60 (or above, if instructed by ATC)**

**CONTINUATION AFTER ARNEM & PAM**

**At PAM on PAM R-112 via NYKER to ARNEM (airways)**

**CHANGES:** New chart.

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CONTINUATION AFTER LEKKO & LOPIK

Speed: Max 250 KT below FL100

At FL60 (or above, if instructed by ATC)

Requested FL between FL195 & FL245
Above FL190

Requested FL above FL255
Above FL240

Requested FL between FL195 & FL245
At or above FL200

At or above FL250

At FL60 (or above, if instructed by ATC)

Via UB 31 or UN 872.

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

Changes: New chart.
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**

**PAM 1V**

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.
RN: THR 36L - EH012 - EH087 - EH088 - PAM (FL60).

**PAM 1Z**

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.
RN: THR 36L - EH013 - SPY - PAM (FL60).

Jet aircraft only between 0600-2300LT. Only jet aircraft between 2300-0600LT.
Leiden (Valkenburg)

EH(P)-28EH(P)-26

MSA SPL VOR

Do not descend below the descent profile.

No Altitude published D0.0

D0.0

D6.2

34.0 to VOR FL 70

1

KAG

SCHIPHOL

108.4 SPL

D0.0

TO DISPL THRESH KAG

D6.2

KAG

Expedite climb to 2000'.

3

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

CHANGES: LISDA.
**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.

During night hours interception of 3.0° descent path at 3000'.

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
Leiden
(Valkenburg)
EH(P)-26
EH(P)-27
EH(P)-28
(SUGOL, RIVER & ARTIP TRANSITIONS to Rwy 06
during night hours (2300-0600 LT) or by ATC)
ATC may deviate from the transitions by RADAR VECTORS.
Rejoining the transition may take place at SOKSI.

ARTIP 2A
TRANSITION
11-2SCHIPHOL
LOC
110.55
Final
Apch Crs
059°
Minimum Alt
Refer to chart 11-2A
Intercept DA/H
Refer to chart 11-2A
Apt Elev
-11'
RWY -12'
Trans level: By ATC

During the transition, descend to or maintain a level as instructed by ATC.
250 KT below FL 100.
The speed limit points (SLP 1 & 2) are not applicable.
When cleared for SOKSI Apch Rwy 06:
Continue via the transition.
Strict adherence to the prescribed route is mandatory unless ATC instructs to deviate.
The minimum altitudes shall be respected.
The published speeds are mandatory.
Execute ILS DME Apch Rwy 06 (See 11-2A).

MANDATORY
220 KT

Changes:
Waypoint designation.

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AMSTERDAM, NETHERLANDS
Rwy 06
(During night hours (2300-0600 LT) or by ATC)

MISSAPED 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.

Do not descend below the descent profile.

FTS: 11-2A
RNAV NIGHT
CAT I/II ILS DME Rwy 06

FOR INITIAL APPROACH SEE 11-2

JAR-OPS
STRAIGHT-IN LANDING RWY 06
CAT II ILS
A-B-C-D
RA 100'
DA/H 88'/100'

RVR 300m

JAR-OPS
STRAIGHT-IN LANDING RWY 06

CHANGES: None.
EHAM/AMS
SCHIPHOL
AMSTERDAM, NETHERLANDS
REGSU 1 Apch & ILS Rwy 18C

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'.

1. WARNING: CVF rfc 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.

CHANGES: ILS ident. OM withdrawn.

Notice: After 07.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
ILS DME reads zero at rwy 18C threshold.

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 tfc 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.

JEPPESEN PANS-OPS 4
MISSED APCH: 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.

Do not descend below the descent profile.
MISSED APCH: 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'
\textbf{AMSTERDAM, NETHERLANDS}\n
\textbf{RNAV NIGHT ILS DME Rwy 18R}

(SUGOL, RIVER & ARTIP TRANSITIONS to Rwy 18R during night hours (2300-0600 LT) or by ATC)

**BRIEFING STRIP**

<table>
<thead>
<tr>
<th>D-ATIS Arrival</th>
<th>SCHIPHOL Approach (R)</th>
<th>SCHIPHOL Arrival (AP/R)</th>
<th>SCHIPHOL Tower</th>
<th>Ground</th>
</tr>
</thead>
<tbody>
<tr>
<td>0108.4</td>
<td>132.9</td>
<td>132.9</td>
<td>119.2</td>
<td>118.1</td>
</tr>
</tbody>
</table>

- **LOC VPB**: 110.1
- **Final Apch Crs**: 184°
- **GS**: Refer to chart 11-5A
- **ILS DA/H**: Refer to chart 11-5A
- **Apt Elev**: -11°
- **RWY**: -13°
- **Trans level**: By ATC
- **Trans alt**: 3000'
- **MSA**: 1700'

**NOTE**

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

1. ILS DME reads zero at rwy 18R displaced threshold.
2. When established on ILS maintain 160 KT IAS until D4.0 VPB or as directed.
3. For additional information refer to 11-0.

**ALTITUDES / SPEEDS**

- FL 4000' at or above 3400'
- FL 4000' at or above FL 70
- The speed limit points (SLP 1 & 2) are not applicable.

**PROCEDURE**

- ATC may deviate from the transitions by RADAR VECTORS.
- Rejoining the transition may take place at NIRSI.
- During the transition, descend to or maintain a level as instructed by ATC.
- 250 KT IAS below FL 100.
- The descent path is at pilot's discretion.
- The minimum altitudes shall be respected.
- The published speeds are mandatory.
- Execute ILS DME Apch Rwy 18R (See 11-5A).

**CHANGES**

- Procedure.
- Notice: After 07.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
WARNING: DO NOT OVERSHOOT 280°.

MISSED APCH: 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.

JAR-OPS

STRAIGHT-IN LANDING RWY 18R

CAT II ILS

ABCD

RA 100’

DA(H) 87° (100°)

RVR 300m

JAR-OPS

STRAIGHT-IN LANDING RWY 18R

CIRCLE-TO-LAND

PANS OPS 4

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

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

Changes: Procedure.

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Notice: After 07.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
MISSAPCH: Turn LEFT on track 160° as soon as practicable and climb to 2000'. Inform ATC.

CAUTION: Do not confuse rwy 22 with rwy 24 or with twy situated left of rwy 22.

WARNING: CVFR tfc up to 1500' in the Valkenburg CTR.

Simultaneous apchs on rwy 18C or 18R may be executed.

Strict adherence to the missed apch proc is essential.

When established on ILS maintain 160 KT until D5.0 SCH or as directed.

For additional info refer to 10-1P pages.
MISSAPCH: Climb on track 268° to 2000’. Inform ATC.

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. CVFR tfc up to 1500’ in the Valkenburg CTR.

1. Simultaneous apchs on rwy 06, 18C, 18R or 36R may be executed.
2. When established on ILS maintain 160 KT IAS until D4.0 BVB or as directed.
3. ILS DME reads zero at rwy 27 thresh.
4. For additional information refer to 11-0.

CHANGES: Communications. Note. Procedure.
MISSED APCH: Climb on track 268° to 2000’. Inform ATC.

Expedite climb to 2000’.

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.

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

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

CHANGES: Communications. Note. Procedure.
**MISSED APCH:** Climb on track 004° to 2000'. Inform ATC.

Alt Set: hPa
Rwy Elev: 0 hPa
Trans level: By ATC
Trans alt: 3000' (BELOW SEA LEVEL)

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.

**CHANGES:**
- ILS DME reads zero at rwy 36C displaced threshold.
- MAP at D0.0 MSA.
- ILS LOC (GS out)

**RVR**

- 1000m
- 1400m
- 2000m

**RVR**

- 900m
- 1500m
- 2000m

**ILS COORDINATES**

- LOC: 108.4 SPL
- MSA: 108.75
- Apch Crs: 004°

**APCH & ILS DME RWY 36C**

- MSA: 108.4 SPL
- D0.0:
- D4.0:
- D6.2:

**ILS DME**

- FL 70
- 2000'
- 004°

**ILS GS**

- 3.00° or LOC Descent Gradient 5.2%
- MSA DME
- ALTS out

**JEPPESEN**

- JAR-OPS
- PANS OPS 4

**AMSTERDAM, NETHERLANDS**

**SCHIPHOL**

- Approach (R)
- Arrival (APP/R)
- Tower
- Arrival (APP/R) D-ATIS

**SCHIPHOL**

- Ground
- Loc
- Final
- Gnd speed-Kts
- 70 90 100 120 140 160
- GS ILS 3.00° or LOC Descent Gradient 5.2%
- MAP at D0.0 MSA

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Notice: After 07.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
No Altitude published

D13.3 SPL
EH637

ILS DME reads zero at rwy 36C displaced threshold.

Gnd speed-Kts

<table>
<thead>
<tr>
<th>Speed (Kts)</th>
<th>70</th>
<th>90</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
</tr>
</thead>
<tbody>
<tr>
<td>GS</td>
<td>3.00</td>
<td>377</td>
<td>485</td>
<td>539</td>
<td>647</td>
<td>755</td>
</tr>
</tbody>
</table>

**MISSAP APCH:** Climb on track 004° to 2000’. Inform ATC.

Alt Set: hPa
Rwy Elev: 0 hPa

1. Special Aircrew & Aircraft Certification Required. 2. WARNING: CVFR tfc up to 1500’ in the Valkenburg CTR. 3. Simultaneous apchs on rwy 36R may be executed.

When established on ILS maintain 160 KT until D4.0 MSA or as directed. 4. For additional info refer to 10-1P pages.

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

Do not descend below descent profile.

To rwy 18L during daylight only: CEIL 1200’, VIS 5.0 km.
**AMSTERDAM, NETHERLANDS**

**SCHIPHOL APP & CAT II ILS Rwy 36R**

**Leiden (Valkenburg)**

**No Altitude published**

**LOC**

**ABA**

111.95

**Final Apch Crs** 004°

**GS**

No Altitude published

**CAT II ILS**

RA 102'

DA (H) 89° (100')

**Apt Elev** -11'

**RWY** -11'

**MSA SPL VOR**

111.95

436'

495'

482'

52-10

52-20

**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. 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.

**CHANGES:**

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

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MISSED APCH: Climb inbound on R-266 PAM to 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. Simultaneous approaches on rwy 06 may be executed. 3. For additional information refer to 11-0.

Do not descend below descent profile.
**WARNING:** DO NOT OVERSHOOT

1. WARNING: CVFR tfc up to 1500' in the Valkenburg CTR.
2. For additional information refer to 11-0.
**EHAM/AMS**

**SCHIPHOL**

**AMSTERDAM, NETHERLANDS**

**CIRCLING VOR DME Rwy 24**

---

**VOR**

**PAM**

**117.8**

**Final Apch Crs**

**268°**

**Minimum Alt**

**D5.8 PAM**

**2000'**

(2011')

**MDA(H)**

**1000'**

(1011')

**Apt Elev**

-11'

**RWY**

-11'

(1011')

**MSA SPL VOR**

---

**MISSING APCH:** Turn LEFT onto 240° and climb to 2000'. Inform ATC.

---

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.

---

**Gnd speed-Kts**

- 70
- 90
- 100
- 120
- 140
- 160

**Descent Gradient (5.24%) or Descent angle (3.00%)**

- 70
- 90
- 100
- 120
- 140
- 160

**MAP at D8.9 PAM/EH654**

---

For Minimum alt on descent profile see table above.

---

**JAR-OPS**

**Minimum Ceil**

- **A**
  - MDA/H
  - CEIL-VIS
  - 1000' (1011')
  - 1100' - 6.0 km

**PANS OPS 4**

---

**To rwy 18L during daylight only:** CEIL 1200'.

---

**CHANGES:**

Leiden
(Valkenburg)
EH(R)-10
EH(P)-25
Soesterberg

[MISSED APCH: Climbing on track 265° to 2000'. Inform ATC.

1. WARNING: When average surface wind velocity exceeds 30 KT, moderate turbulence can be expected on final approach from approximately D8.0 PAM to D10.0 PAM.
2. CVFR tfc up to 1500' in the Valkenburg CTR. 3. Final approach track offset 2° from runway centerline. 4. For additional information refer to 11-0.]

CHANGES: Communications. Note. Procedure.

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**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.
### EHAM/AMS

#### SCHIPHOL

**NDB DME Rwy 06**

<table>
<thead>
<tr>
<th>D-ATIS Arrival</th>
<th>SCHIPHOL Approach (R)</th>
<th>SCHIPHOL Arrival (APP/R)</th>
<th>SCHIPHOL Tower</th>
<th>Ground</th>
</tr>
</thead>
<tbody>
<tr>
<td>108.4</td>
<td>119.05</td>
<td>119.22</td>
<td>119.27</td>
<td>121.7</td>
</tr>
</tbody>
</table>

### Lctr

**CH** 388.5

Minimum Alt: **D8.2 SPL** 2000’ (2012’)

MDA(H): **570’ (582’)**

Apt Elev: -11’

RWY -12’

**TCH displ thresh 50’**

6.0 NM to RW~6

Do not descend below the descent profile.

1. **WARNING:** CVFR tfc up to 1500’ in the Valkenburg CTR.
2. For additional information refer to 11-0.

### MISSED APCH

Climb on track 059° to 2000’. Inform ATC.

1. **WARNING:** CVFR tfc up to 1500’ in the Valkenburg CTR.
2. For additional information refer to 11-0.

### Alt Set: hPa

Rwy Elev: 0 hPa

Trans level: By ATC

Trans alt: 3000’

MSA SPL VOR

### Start turn at 1 Min. after Lctr

- **3000’**
- **228°**
- **SPL VOR FL 70**

### MDA(H) 570’ (582’)

### CIRCLE-TO-LAND

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

### JAR-OPS

STRAIGHT-IN LANDING RWY 06

### PANS OPS 4

<table>
<thead>
<tr>
<th></th>
<th>Max Kts</th>
<th>MDA/H</th>
<th>VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A RVR 1000m</td>
<td>100</td>
<td>620’ (631’)</td>
<td>1500m</td>
</tr>
<tr>
<td>B RVR 1200m</td>
<td>135</td>
<td>780’ (791’)</td>
<td>1600m</td>
</tr>
<tr>
<td>C RVR 1600m</td>
<td>180</td>
<td>880’ (891’)</td>
<td>2400m</td>
</tr>
<tr>
<td>D RVR 2000m</td>
<td>205</td>
<td>890’ (901’)</td>
<td>3600m</td>
</tr>
</tbody>
</table>

### CHANGES

Communications. Procedure.

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1. WARNING: CVFR tfc up to 1500' in the Valkenburg CTR.
2. For additional information refer to 11-0.

MISSED APCH: Climb on track 184° to MAX 1500'. Inform ATC. At D5.3 SPL South of SPL VOR climb to 2000'.

1. During night hours interception of 3.0° descent path at 3000'.
2. 160 KT IAS MANDATORY.

Do not descend below descent profile.

Gnd speed-Kts: 70 90 100 120 140 160
Descent Gradient: 5.24% or [3.0°]

Map at R-264 SPL

JAR-OPS

SPL VOR

9002' 1310'

Start turn at 1 Min after Lctr

FL 70

RWY 18C - 12'

RIVER (IAF)

RVR 18C

CIRCLE-TO-LAND

MDA(H) 620' (632')

A B C D

RVR 1000m RVR 1200m RVR 1600m

To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km.
Refer to Airport Chart

Refer to Missed Apch above

WARNING: DO NOT OVERSHOOT SPL VOR

MISSED APCH:
Rwy 22: Turn LEFT onto 160° as soon as practicable and climb to 2000'. Inform ATC.

For area of responsibility see 10-9.

For additional information refer to 10-1P pages.

WARNING: CVFR tfc up to 1500' in the Valkenburg CTR. When average surface wind velocity exceeds 30 KT, moderate turbulence can be expected on final apch for rwy 24 and 27 from approx D10.0 PAM to D8.0 PAM.

Ground Speed - KT

Descent Gradient

MAP 1.5 NM from touchdown

FOR LANDING MINIMUMS REFER TO 18-1A

MAP 1.5 NM from touchdown

CHANGES: ILS ident rwy 36C.
### SCHIPHOL

#### AMSTERDAM, NETHERLANDS

#### 24 MAR 06  (18-1A)

**LANDING MINIMUMS**

<table>
<thead>
<tr>
<th>JAR-OPS</th>
<th>STRAIGHT-IN LANDING</th>
<th>STRAIGHT-IN LANDING</th>
<th>STRAIGHT-IN LANDING</th>
<th>STRAIGHT-IN LANDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>SRE 04</td>
<td>MDA(H) 570' (583')</td>
<td>MDA(H) 570' (582')</td>
<td>MDA(H) 570' (582')</td>
<td>MDA(H) 440' (452')</td>
</tr>
<tr>
<td>ALS out</td>
<td>RVR 1400m RVR 1000m</td>
<td>ALS out</td>
<td>ALS out</td>
<td>ALS out</td>
</tr>
<tr>
<td>B</td>
<td>RVR 1500m RVR 1500m</td>
<td>RVR 1500m RVR 1500m</td>
<td>RVR 1500m RVR 1500m</td>
<td>RVR 2000m RVR 1600m</td>
</tr>
<tr>
<td>C</td>
<td>RVR 1600m RVR 2000m</td>
<td>RVR 2000m RVR 2000m</td>
<td>RVR 2000m RVR 2000m</td>
<td>RVR 2000m RVR 2000m</td>
</tr>
<tr>
<td>D</td>
<td>RVR 1800m RVR 1600m</td>
<td>RVR 2000m RVR 1600m</td>
<td>RVR 2000m RVR 1600m</td>
<td>RVR 2000m RVR 1600m</td>
</tr>
</tbody>
</table>

| SRE 18R | MDA(H) 450' (463')  | MDA(H) 600' (614')  | MDA(H) 570' (581')  | MDA(H) 570' (582')  |
| ALS out | RVR 1000m RVR 1400m | ALS out             | ALS out             | ALS out             |
| B       | RVR 1500m RVR 1500m | RVR 1500m RVR 1500m | RVR 1500m RVR 1500m | RVR 1500m RVR 1500m |
| C       | RVR 1200m RVR 1600m | RVR 2000m RVR 2000m | RVR 2000m RVR 2000m | RVR 2000m RVR 2000m |
| D       | RVR 1600m RVR 1800m | RVR 2000m RVR 1600m | RVR 2000m RVR 1600m | RVR 2000m RVR 1600m |

| SRE 36C | MDA(H) 570' (582')  | MDA(H) 570' (581')  |
| ALS out | RVR 1000m RVR 1500m | RVR 1000m RVR 1500m |
| B       | RVR 1200m RVR 1200m | RVR 1200m RVR 1200m |
| C       | RVR 1600m RVR 2000m | RVR 2000m RVR 2000m |
| D       | RVR 1600m RVR 1600m | RVR 1600m RVR 1600m |

| SRE 36R | MDA(H) 570' (581')  |
| ALS out | RVR 1000m RVR 1500m |
| B       | RVR 1200m RVR 1200m |
| C       | RVR 1600m RVR 2000m |
| D       | RVR 1600m RVR 2000m |

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

---

**CHANGES:** None.  
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1. GENERAL

<table>
<thead>
<tr>
<th>Weather</th>
<th>RVR 550m or more and cloud base 200' or more</th>
<th>RVR less than 550m and/or cloud base less than 200'</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wind component</td>
<td>Cross</td>
<td>Tail</td>
</tr>
<tr>
<td></td>
<td>Cross</td>
<td>Tail</td>
</tr>
<tr>
<td>Braking action</td>
<td>Good</td>
<td>20 KT</td>
</tr>
<tr>
<td></td>
<td>Medium to good</td>
<td>10 KT</td>
</tr>
<tr>
<td></td>
<td>Medium</td>
<td>0 KT</td>
</tr>
<tr>
<td></td>
<td>Medium to poor</td>
<td>5 KT</td>
</tr>
<tr>
<td></td>
<td>Poor</td>
<td>0 KT</td>
</tr>
</tbody>
</table>

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 90⁰ 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.


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

<table>
<thead>
<tr>
<th>System</th>
<th>Operational on gates</th>
</tr>
</thead>
<tbody>
<tr>
<td>SAFEGATE display, in combination with SAFEDOCK laser system</td>
<td>C18, D42, D44, D46 thru D49, D51A/B thru D57A/B, F2, F6 and F7.</td>
</tr>
<tr>
<td>AGNIS/PAPA</td>
<td>B51, B52, B53, B61, B62, B63, C4 thru C10, C12, H1 thru H7, S72, S74, S77, S79, S82, S84 and S87.</td>
</tr>
</tbody>
</table>

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
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.

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:

<table>
<thead>
<tr>
<th>RWY</th>
<th>LIGHT ACFT</th>
<th>MEDIUM ACFT</th>
<th>HEAVY ACFT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Exit TWY</td>
<td>Available RWY length</td>
<td>Exit TWY</td>
</tr>
<tr>
<td>06</td>
<td>S3</td>
<td>4921'/1500m</td>
<td>S4</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>S6</td>
</tr>
<tr>
<td>18C</td>
<td>W6</td>
<td>4593'/1400m</td>
<td>W7</td>
</tr>
<tr>
<td>27</td>
<td>N2</td>
<td>3927'/1200m</td>
<td>N3</td>
</tr>
<tr>
<td>36C</td>
<td>W5*</td>
<td>4921'/1500m</td>
<td>W3</td>
</tr>
<tr>
<td>36R</td>
<td>E1</td>
<td>4429'/1350m</td>
<td>E2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* 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.

<table>
<thead>
<tr>
<th>RWYs</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>06/24</td>
<td>121.7</td>
</tr>
<tr>
<td>04/22</td>
<td>121.8</td>
</tr>
<tr>
<td>09/27</td>
<td></td>
</tr>
<tr>
<td>18L/36R</td>
<td></td>
</tr>
<tr>
<td>18C/36C</td>
<td></td>
</tr>
<tr>
<td>18R</td>
<td>121.9</td>
</tr>
</tbody>
</table>

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.
3.2.2. 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):

<table>
<thead>
<tr>
<th>Take-off to 1500'</th>
<th>Take-off power: Speed at $V_2 + 10$ KT to 20 KT (or as limited by body angle) Flaps - set as appropriate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1500' - 3000'</td>
<td>Climb power: Speed at $V_2 + 10$ KT to 20 KT Flaps - maintain previous setting</td>
</tr>
<tr>
<td>After passing 3000'</td>
<td>Refract flaps on schedule and assume normal enroute climb.</td>
</tr>
<tr>
<td>3000' - FL 100</td>
<td>MAX 250 KT</td>
</tr>
</tbody>
</table>

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
- for ACFT equipped with engines with bypass ratio
- for ACFT equipped with engines with bypass ratio

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

**LEGEND**
- A5: Taxiway
- C5: Compulsory parking position
- Blast fence
- Standard push-back directions:
  - D16: LEFT turn (as seen from the push-back truck)
  - D42: RIGHT turn (as seen from the push-back truck)
- F6+: Push-pull

**Work in Progress on Apron CD and TWY A**
Refer also to latest NOTAMs.

Changes: New temporary chart.
CAUTION: NO ENTRY to twy E1 from twys A & B.

MAX wingspan:
1. 215'/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 actf with wingspan 118'/36m or more.
E2, E4, E6, D3, D7 and D43 push-back into twy A10 for actf with wingspan more than 171'/52m.

None.

Notice: After 07.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
Notice: After 07.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
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. **CHECK/ON**
   - Chocks are in place.
4. **TOO/FAR**
   - The stoppoint has been overshot 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.
**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.*

- a. Display information (Explanation given under para E).
- b. Display indicating: STOP.
- c. Two pairs of red stop information lights.
- d. Pair of green lights indicating the “stop”-bar.
- e. Three pairs of yellow closing-rate information lights.
- f. Nine pairs of green closing-rate information lights.
- g. Yellow illuminated aircraft symbol.
- h. Green illuminated centerline bar.
- i. Pair of green lights = Dock is ready for parking.

**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 overshot 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-sign 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).

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

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

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

E. 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.