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
Braking action	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 Shiphol 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 sevice, 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.

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1. GENERAL

1.5. PARKING INFORMATION

1.5.1. GENERAL

At all parking positions except B61 thru B95 , GA, GA1, J72 thru J80 and M71 thru M77 nose-in parking and push-back procedures are applicable.

Push-pull for B757-200 and larger from stands E8, E18, H72, H74, 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, H71 thru H76, 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.

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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. RNAV PROCEDURES

2.1.2.1. 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.

2.1.2.2. 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
SOKSI for RWY 06 (11-1/11-1A),
REGSU for RWY 18C (11-3/11-3A),
NIRSI 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.

2.1.2.3. NON-RNAV EQUIPPED ACFT

These ACFT shall react with the phraseology "UNABLE RNAV" if instructed to fly RNAV approach procedures. These ACFT will be guided by radar vectors or rerouted via conventional navigational aids.

2. ARRIVAL

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.

2.3.2. 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 conspicious than the RWY.

2.3.3. REVERSE THRUST

After landing reverse thrust above idle shall not be used between 2200-0600LT 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.

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2. ARRIVAL

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:

	LIGHT ACFT		MEDIUM ACFT		HEAVY ACFT		
RWY	Exit TWY	avail RWY length	Exit TWY	avail RWY length	Exit TWY	avail RWY length	Total RWY length
06	S3	4921'/1500m	S4	7054'/2150m	S4	7054'/2150m	10,663'/3250m
					S6	9022'/2750m	
					S7*	10,171'/3100m	
18C	W4	4593'/1400m	W5	6398'/1950m	W6	8202'/2500m	10,827'/3300m
27	N2	3927'/1200m	N3	5577'/1700m	N4	7382'/2250m	11,319'/3450m
36C	W3*	4921'/1500m	W2	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.

2.6. 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.

During de-icing conditions these aprons will be used as REMOTE DE-ICING RAMPS.

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 (refer to 10-9 charts for area of responsibility). 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. The push-back procedure has to start within 2 minutes after having obtained push-back clearance from SCHIPHOL Ground. If push-back is not in progress by then, the push-back clearance expires 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 when crossing the virtual division line between the three areas of SCHIPHOL Ground. Pilots shall not change frequency without ATC instructions.

In case of short taxi times and due to limited holding space (especially RWY 24) pilots are requested to inform SCHIPHOL Ground before transfer to SCHIPHOL Tower if not yet ready for departure. Expect extended taxi routing (dynamic delays).

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3. DEPARTURE

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:

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.

3.4.2. 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 2200-0500LT 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 particulary 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. DEPARTURE

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.

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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 ≤ 3, new operations are not allowed.
- For ACFT equipped with engines with bypass ratio ≤ 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).

EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

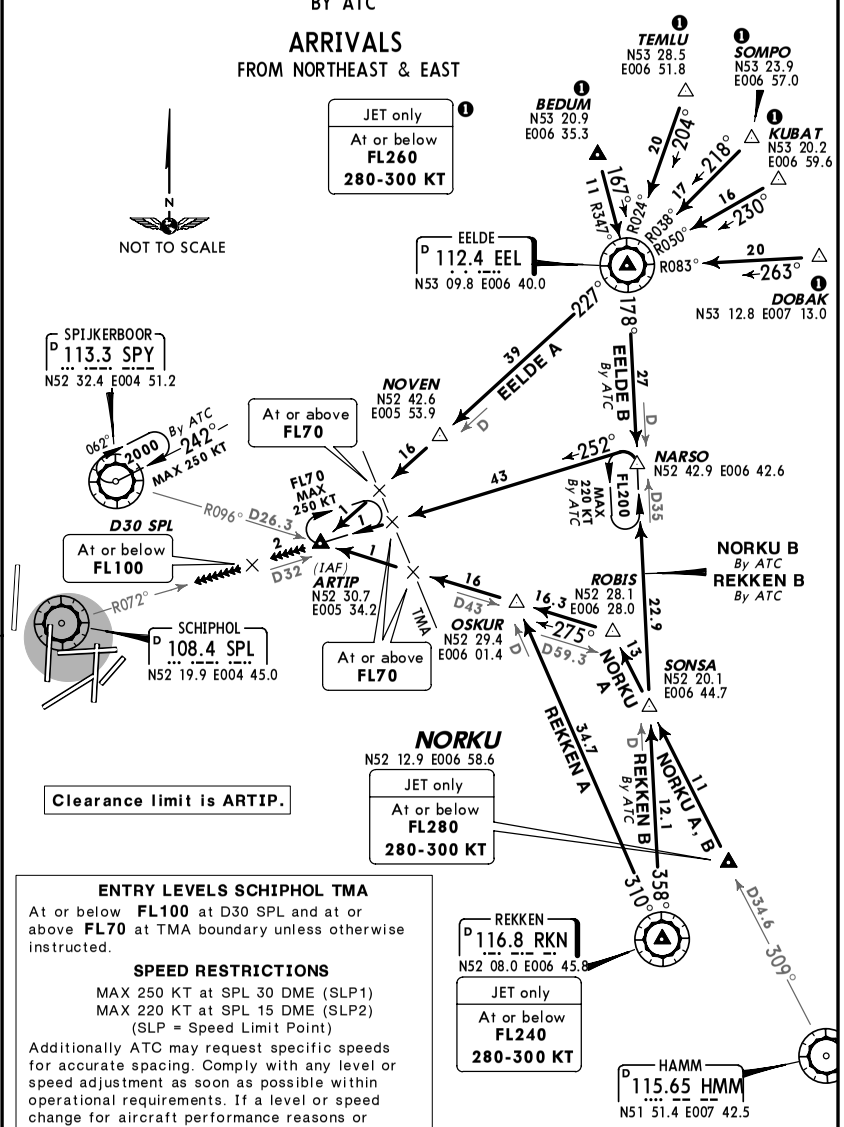
7 MAR 03 (10-2) Eff 20 Mar STAR

ATIS	Apt Elev	
108.4 132.97	-11′	Alt Set: hPa Trans level: By ATC Trans alt: 3000′ **1.** Flights 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.

1700′ 311° 2300′ 354° MSA SPL VOR

EELDE A, NORKU A, REKKEN A
EELDE B, NORKU B, REKKEN B
BY ATC

ARRIVALS
FROM NORTHEAST & EAST



ENTRY LEVELS SCHIPHOL TMA

At or below **FL100** at D30 SPL and at or above **FL70** at TMA boundary unless otherwise instructed.

SPEED RESTRICTIONS

MAX 250 KT at SPL 30 DME (SLP1)
MAX 220 KT at SPL 15 DME (SLP2)
(SLP = Speed Limit Point)

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

CHANGES: NORKU STARs revised.

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EHAM/AMS SCHIPHOL

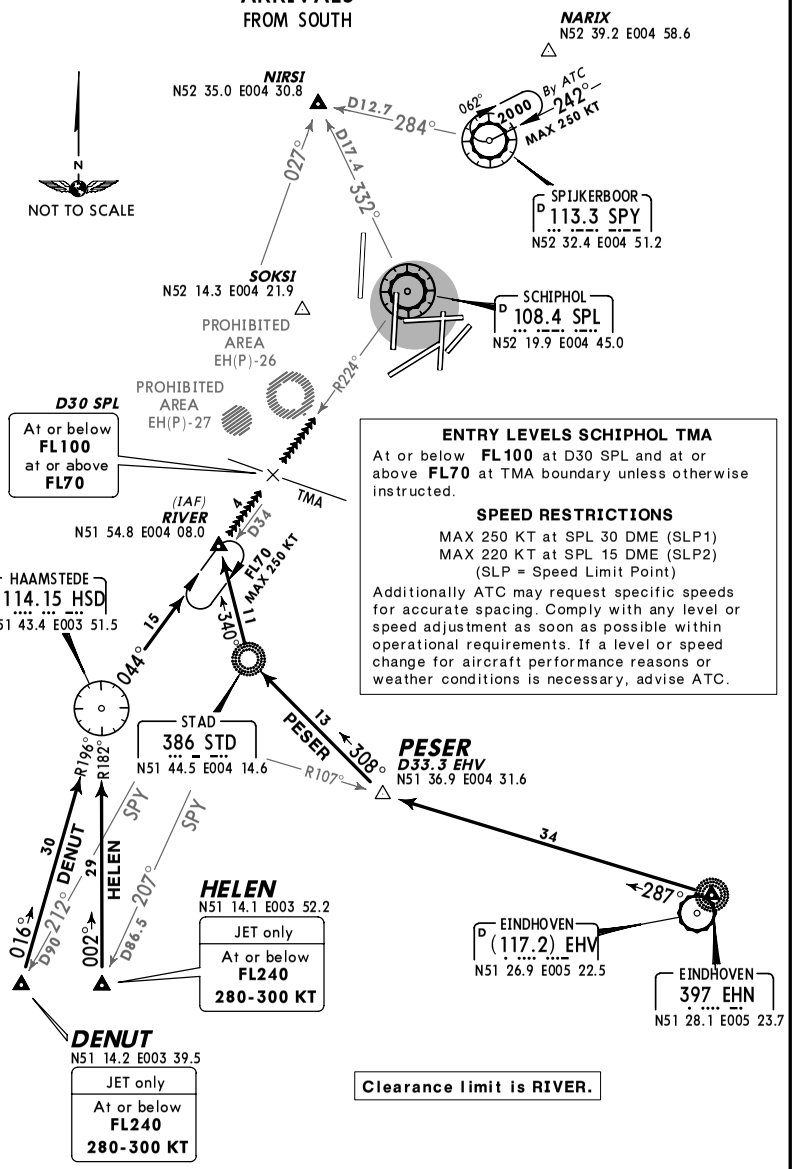
JEPPESEN AMSTERDAM, NETHERLANDS

7 MAR 03 (10-2A) Eff 20 Mar STAR

ATIS	Apt Elev	
108.4 132.97	-11′	Alt Set: hPa Trans level: By ATC Trans alt: 3000′ **1.** Flights 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.

1700′ 311° 2300′ 354° MSA SPL VOR

DENUT, HELEN, PESER
ARRIVALS
FROM SOUTH



ENTRY LEVELS SCHIPHOL TMA

At or below **FL100** at D30 SPL and at or above **FL70** at TMA boundary unless otherwise instructed.

SPEED RESTRICTIONS

MAX 250 KT at SPL 30 DME (SLP1)
MAX 220 KT at SPL 15 DME (SLP2)
(SLP = Speed Limit Point)

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

CHANGES: See other side.

EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

25 APR 03 (10-2B)

STAR

ATIS 108.4 132.97

Apt Elev -11′

Alt Set: hPa
Trans level: By ATC Trans alt: 3000′
Flights 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.

MSA
SPL VOR
1700′
2300′
311°
354°

LAMSO, MOLIX REDFA ARRIVALS FROM WEST

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

SPEED RESTRICTIONS
MAX 250 KT at SPL 30 DME (SLP1)
MAX 220 KT at SPL 15 DME (SLP2)
(SLP = Speed Limit Point)
Additionally ATC may request specific speeds for accurate spacing. Comply with any level or speed adjustment as soon as possible within operational requirements. If a level or speed change for aircraft performance reasons or weather conditions is necessary, advise ATC.

NOT TO SCALE

DEN HELDER 115.55 HDR N52 54.4 E004 45.9

SPIJKERBOOR 113.3 SPY N52 32.4 E004 51.2

NARIX N52 39.2 E004 58.6

NIRSI N52 35.0 E004 30.8

SCHIPHOL 108.4 SPL N52 19.9 E004 45.0

SOKSI N52 14.3 E004 21.9

VEREL N52 34.3 E003 46.6 (SPL D38.5)

LUTEX N52 40.9 E003 28.1

PEPEL N52 35.1 E003 24.9

SULUT N52 26.9 E003 25.3

(IAF) SUGOL N52 31.5 E003 58.0

D30 SPL

MOLIX N52 49.3 E003 04.1
JET only
At or below FL230
280-300 KT

LAMSO N52 44.0 E002 59.7
JET only
At or below FL230
280-300 KT

REDFA N52 06.9 E002 29.3
JET only
At or below FL230
280-300 KT

At or above FL70

At or above FL70

At or below FL100

Clearance limit is SUGOL.

HOLDING OVER SUGOL
114°
FL70
MAX 250 KT
D31
R294°
SCHIPHOL 108.4 SPL N52 19.9 E004 45.0

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Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

25 APR 03 (10-2C)

STAR

ATIS 108.4 132.97

Apt Elev -11′

Alt Set: hPa
Trans level: By ATC Trans alt: 3000′
Flights 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.

MSA
SPL VOR
1700′
2300′
311°
354°

TOPPA ARRIVAL FROM NORTHWEST

Clearance limit is SUGOL.

HOLDING OVER SUGOL
114°
FL70
MAX 250 KT
D31
R294°
SCHIPHOL 108.4 SPL N52 19.9 E004 45.0

TOPPA N53 24.2 E003 33.7 (117.4 NIK R-353/D136.4)
JET only
At or below FL250
280-300 KT

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

SPEED RESTRICTIONS
MAX 250 KT at SPL 30 DME (SLP1)
MAX 220 KT at SPL 15 DME (SLP2)
(SLP = Speed Limit Point)
Additionally ATC may request specific speeds for accurate spacing. Comply with any level or speed adjustment as soon as possible within operational requirements. If a level or speed change for aircraft performance reasons or weather conditions is necessary, advise ATC.

NOT TO SCALE

DEN HELDER 115.55 HDR N52 54.4 E004 45.9

MONIL N52 45.7 E003 44.8

SPIJKERBOOR 113.3 SPY N52 32.4 E004 51.2

NARIX N52 39.2 E004 58.6

NIRSI N52 35.0 E004 30.8

VEREL N52 34.3 E003 46.6 (SPL D38.5)

(IAF) SUGOL N52 31.5 E003 58.0

D30 SPL

SOKSI N52 14.3 E004 21.9

SCHIPHOL 108.4 SPL N52 19.9 E004 45.0

At or above FL70

At or below FL100

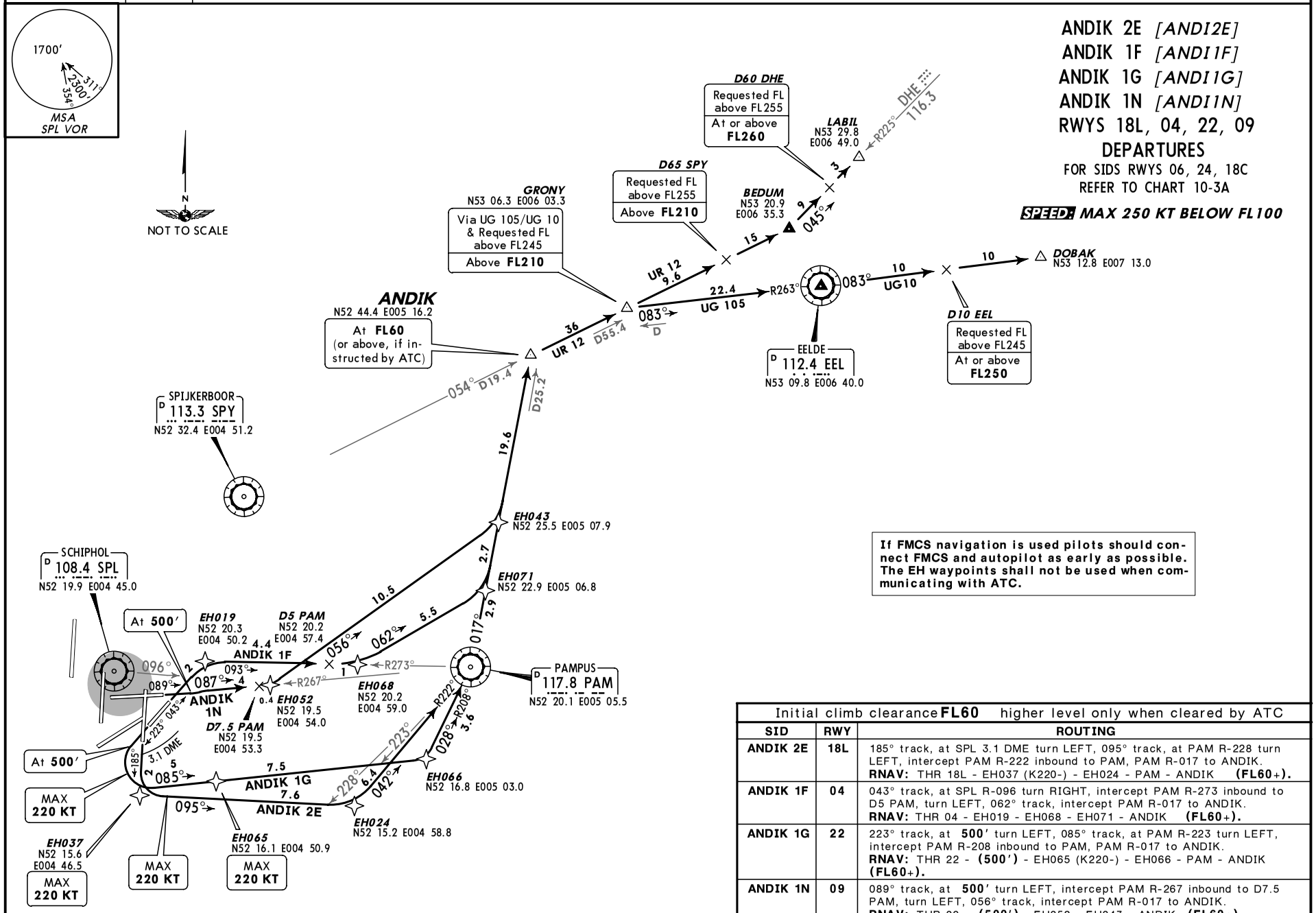
SCHIPHOL Departure (R)	Apt Elev
119.05	-11′

Trans level: By ATC Trans alt: 3000′ **1.** Remain on Tower frequency until passing 2000′, then contact SCHIPHOL Departure and report altitude in order to verify SSR mode C by ATC. **2.** SIDs are minimum noise routings. **3.** If unable to comply with crossing conditions inform SCHIPHOL Delivery before take-off. **4.** Perform turns in due time and at 25° bank angle. **5.** Intercept radials at an angle of 45°. **6.** 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.

ANDIK 2E *[ANDI2E]*
ANDIK 1F *[ANDI1F]*
ANDIK 1G *[ANDI1G]*
ANDIK 1N *[ANDI1N]*
RWYS 18L, 04, 22, 09
DEPARTURES

FOR SIDS RWYS 06, 24, 18C
REFER TO CHART 10-3A

SPEED: MAX 250 KT BELOW FL100



If FMCS navigation is used pilots should connect FMCS and autopilot as early as possible. The EH waypoints shall not be used when communicating with ATC.

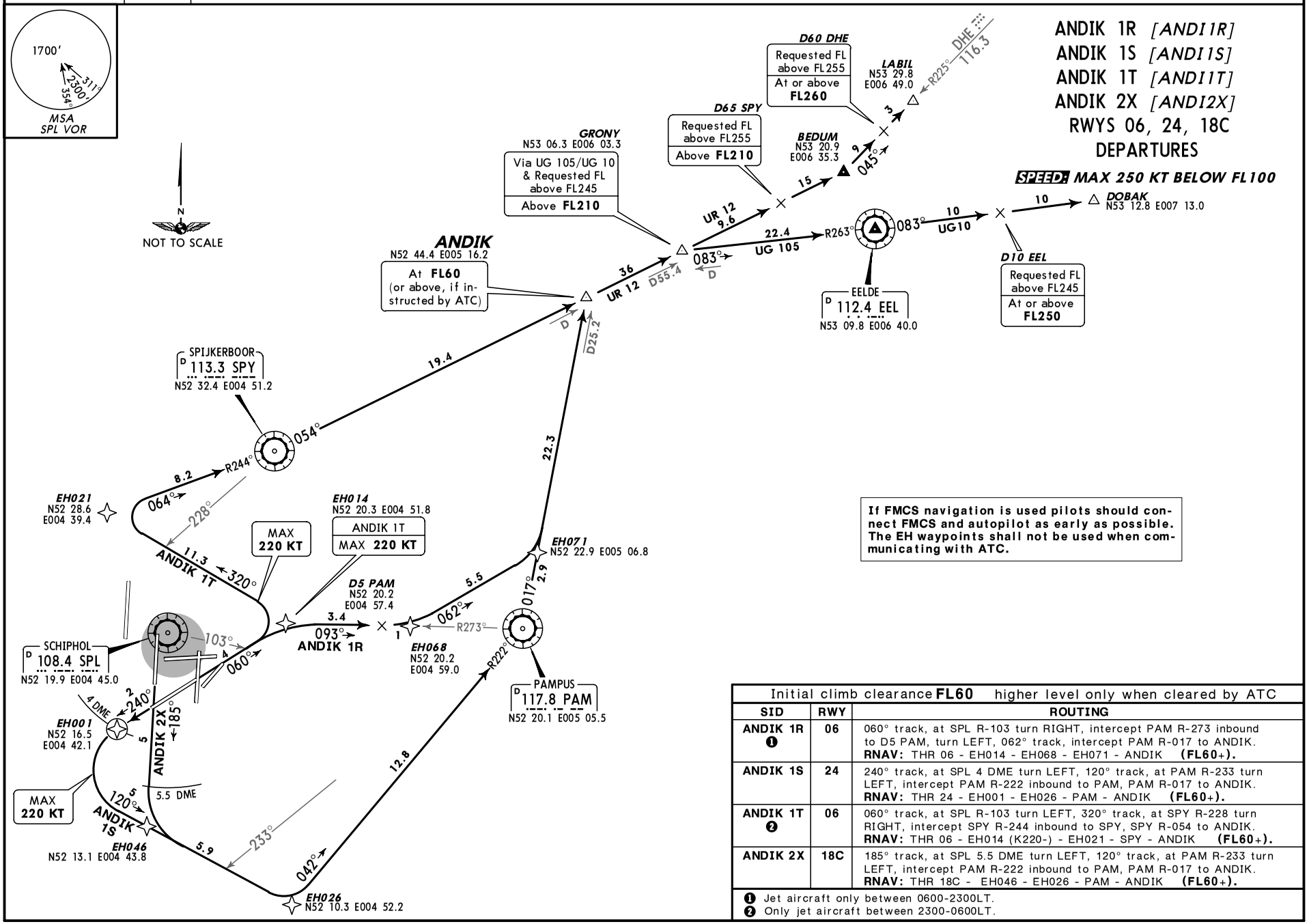
Initial climb clearance **FL60** higher level only when cleared by ATC

SID	RWY	ROUTING
ANDIK 2E	18L	185° track, at SPL 3.1 DME turn LEFT, 095° track, at PAM R-228 turn LEFT, intercept PAM R-222 inbound to PAM, PAM R-017 to ANDIK. **RNAV:** THR 18L - EH037 (K220-) - EH024 - PAM - ANDIK **(FL60+).**
ANDIK 1F	04	043° track, at SPL R-096 turn RIGHT, intercept PAM R-273 inbound to D5 PAM, turn LEFT, 062° track, intercept PAM R-017 to ANDIK. **RNAV:** THR 04 - EH019 - EH068 - EH071 - ANDIK **(FL60+).**
ANDIK 1G	22	223° track, at **500′** turn LEFT, 085° track, at PAM R-223 turn LEFT, intercept PAM R-208 inbound to PAM, PAM R-017 to ANDIK. **RNAV:** THR 22 - **(500′)** - EH065 (K220-) - EH066 - PAM - ANDIK **(FL60+).**
ANDIK 1N	09	089° track, at **500′** turn LEFT, intercept PAM R-267 inbound to D7.5 PAM, turn LEFT, 056° track, intercept PAM R-017 to ANDIK. **RNAV:** THR 09 - **(500′)** - EH052 - EH043 - ANDIK **(FL60+).**

CHANGES: SIDs revised.

SCHIPHOL Departure (R)	Apt Elev
119.05	-11′

Trans level: By ATC Trans alt: 3000′ **1.** Remain on Tower frequency until passing 2000′, then contact SCHIPHOL Departure and report altitude in order to verify SSR mode C by ATC. **2.** SIDs are minimum noise routings. **3.** If unable to comply with crossing conditions inform SCHIPHOL Delivery before take-off. **4.** Perform turns in due time and at 25° bank angle. **5.** Intercept radials at an angle of 45°. **6.** 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.



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

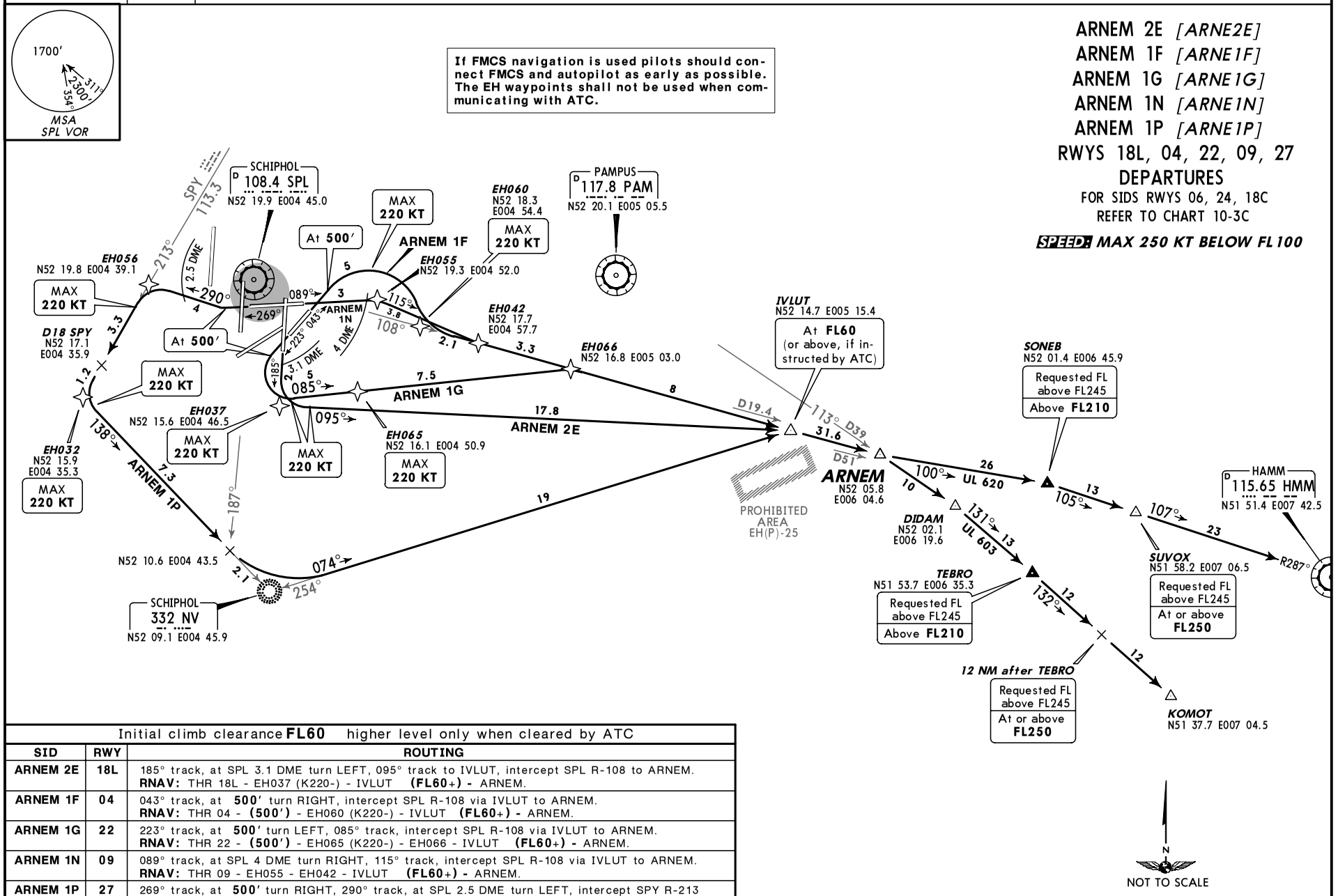
SID	RWY	ROUTING
ANDIK 1R ❶	06	060° track, at SPL R-103 turn RIGHT, intercept PAM R-273 inbound to D5 PAM, turn LEFT, 062° track, intercept PAM R-017 to ANDIK. **RNAV:** THR 06 - EH014 - EH068 - EH071 - ANDIK **(FL60+).**
ANDIK 1S	24	240° track, at SPL 4 DME turn LEFT, 120° track, at PAM R-233 turn LEFT, intercept PAM R-222 inbound to PAM, PAM R-017 to ANDIK. **RNAV:** THR 24 - EH001 - EH026 - PAM - ANDIK **(FL60+).**
ANDIK 1T ❷	06	060° track, at SPL R-103 turn LEFT, 320° track, at SPY R-228 turn RIGHT, intercept SPY R-244 inbound to SPY, SPY R-054 to ANDIK. **RNAV:** THR 06 - EH014 (K220-) - EH021 - SPY - ANDIK **(FL60+).**
ANDIK 2X	18C	185° track, at SPL 5.5 DME turn LEFT, 120° track, at PAM R-233 turn LEFT, intercept PAM R-222 inbound to PAM, PAM R-017 to ANDIK. **RNAV:** THR 18C - EH046 - EH026 - PAM - ANDIK **(FL60+).**

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

CHANGES: SIDs revised.

SCHIPHOL Departure (R)	Apt Elev
119.05	-11′

Trans level: By ATC Trans alt: 3000′ **1.** Remain on Tower frequency until passing 2000′, then contact SCHIPHOL Departure and report altitude in order to verify SSR mode C by ATC. **2.** SIDs are minimum noise routings. **3.** If unable to comply with crossing conditions inform SCHIPHOL Delivery before take-off. **4.** Perform turns in due time and at 25° bank angle. **5.** Intercept radials at an angle of 45°. **6.** 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.



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

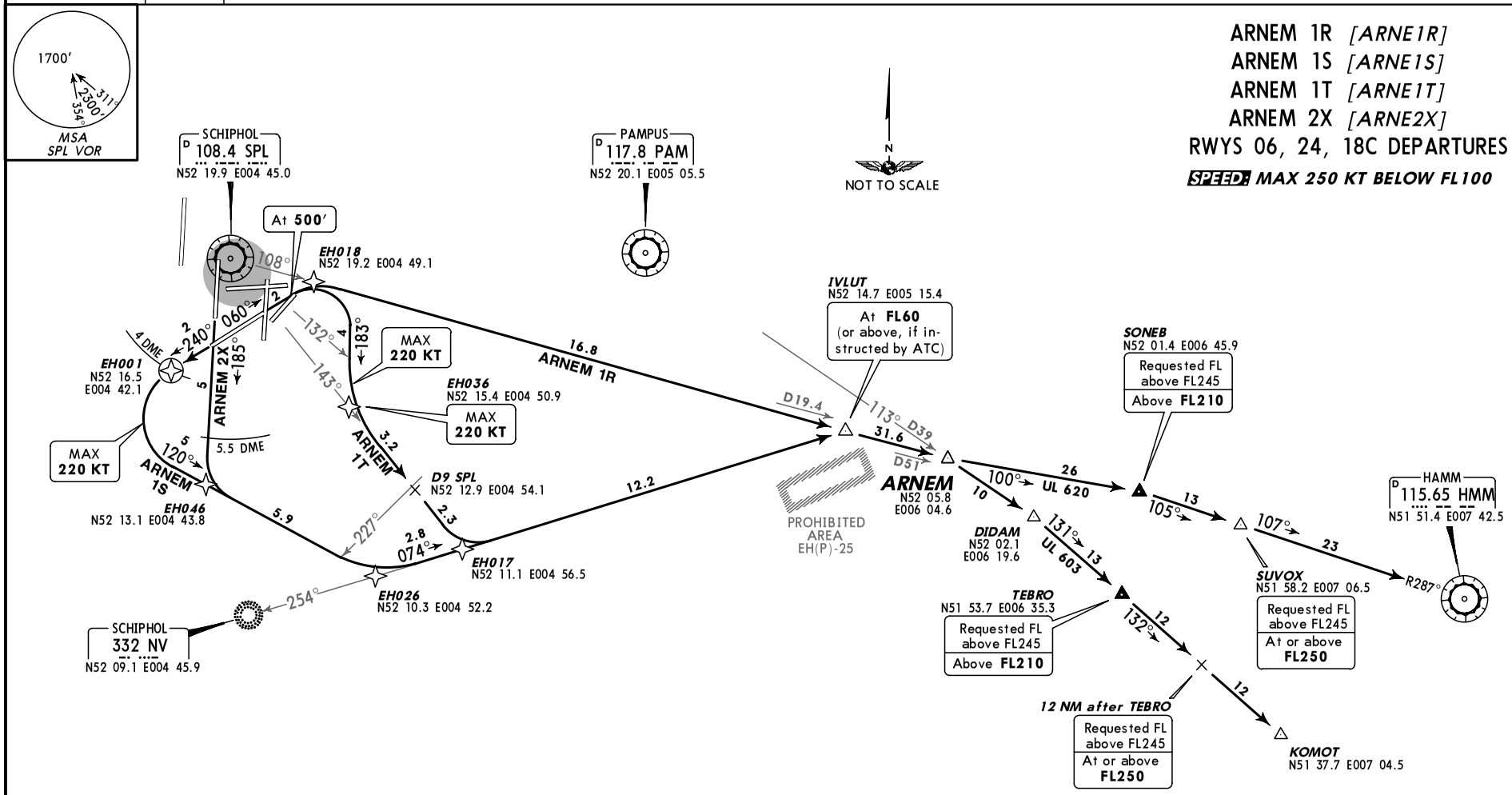
SID	RWY	ROUTING
ARNEM 2E	18L	185° track, at SPL 3.1 DME turn LEFT, 095° track to IVLUT, intercept SPL R-108 to ARNEM. **RNAV:** THR 18L - EH037 (K220-) - IVLUT **(FL60+) -** ARNEM.
ARNEM 1F	04	043° track, at **500′** turn RIGHT, intercept SPL R-108 via IVLUT to ARNEM. **RNAV:** THR 04 - **(500′)** - EH060 (K220-) - IVLUT **(FL60+) -** ARNEM.
ARNEM 1G	22	223° track, at **500′** turn LEFT, 085° track, intercept SPL R-108 via IVLUT to ARNEM. **RNAV:** THR 22 - **(500′)** - EH065 (K220-) - EH066 - IVLUT **(FL60+) -** ARNEM.
ARNEM 1N	09	089° track, at SPL 4 DME turn RIGHT, 115° track, intercept SPL R-108 via IVLUT to ARNEM. **RNAV:** THR 09 - EH055 - EH042 - IVLUT **(FL60+) -** ARNEM.
ARNEM 1P	27	269° track, at **500′** turn RIGHT, 290° track, at SPL 2.5 DME turn LEFT, intercept SPY R-213 to D18 SPY, turn LEFT, intercept 138° bearing towards NV, at SPL R-187 turn LEFT, intercept 074° bearing from NV to IVLUT, intercept SPL R-108 to ARNEM. **RNAV:** THR 27 - **(500′)** - EH056 - EH032 (K220-) - NV - IVLUT **(FL60+) -** ARNEM.

CHANGES: SIDs revised.

AMSTERDAM, NETHERLANDS

SID

SCHIPHOL Departure (R) 119.05	Apt Elev -11′	Trans level: By ATC Trans alt: 3000′ **1.** Remain on Tower frequency until passing 2000′, then contact SCHIPHOL Departure and report altitude in order to verify SSR mode C by ATC. **2.** SIDs are minimum noise routings. **3.** If unable to comply with crossing conditions inform SCHIPHOL Delivery before take-off. **4.** Perform turns in due time and at 25° bank angle. **5.** Intercept radials at an angle of 45°. **6.** 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.



Initial climb clearance **FL60** higher level only when cleared by ATC		
SID	**RWY**	**ROUTING**
ARNEM 1R ❶	**06**	060° track, at **500′** turn RIGHT, intercept SPL R-108 via IVLUT to ARNEM. **RNAV:** THR 06 - EH018 - IVLUT **(FL60+) -** ARNEM.
ARNEM 1S	**24**	240° track, at SPL 4 DME turn LEFT, 120° track, at PAM R-227 turn LEFT, intercept 074° bearing from NV to IVLUT, intercept SPL R-108 to ARNEM. **RNAV:** THR 24 - EH001 - EH026 - IVLUT **(FL60+) -** ARNEM.
ARNEM 1T ❷	**06**	060° track, at **500′** turn RIGHT, 183° track, at SPL R-132 turn LEFT, intercept SPL R-143 to D9 SPL, turn LEFT, intercept 074° bearing from NV to IVLUT, intercept SPL R-108 to ARNEM. **RNAV:** THR 06 - **(500′)** - EH036 (K220-) - EH017 - IVLUT **(FL60+) -** ARNEM.
ARNEM 2X	**18C**	185° track, at SPL 5.5 DME turn LEFT, 120° track, at PAM R-227 turn LEFT, intercept 074° bearing from NV to IVLUT, intercept SPL R-108 to ARNEM. **RNAV:** THR 18C - EH046 - EH026 - IVLUT **(FL60+) -** ARNEM.

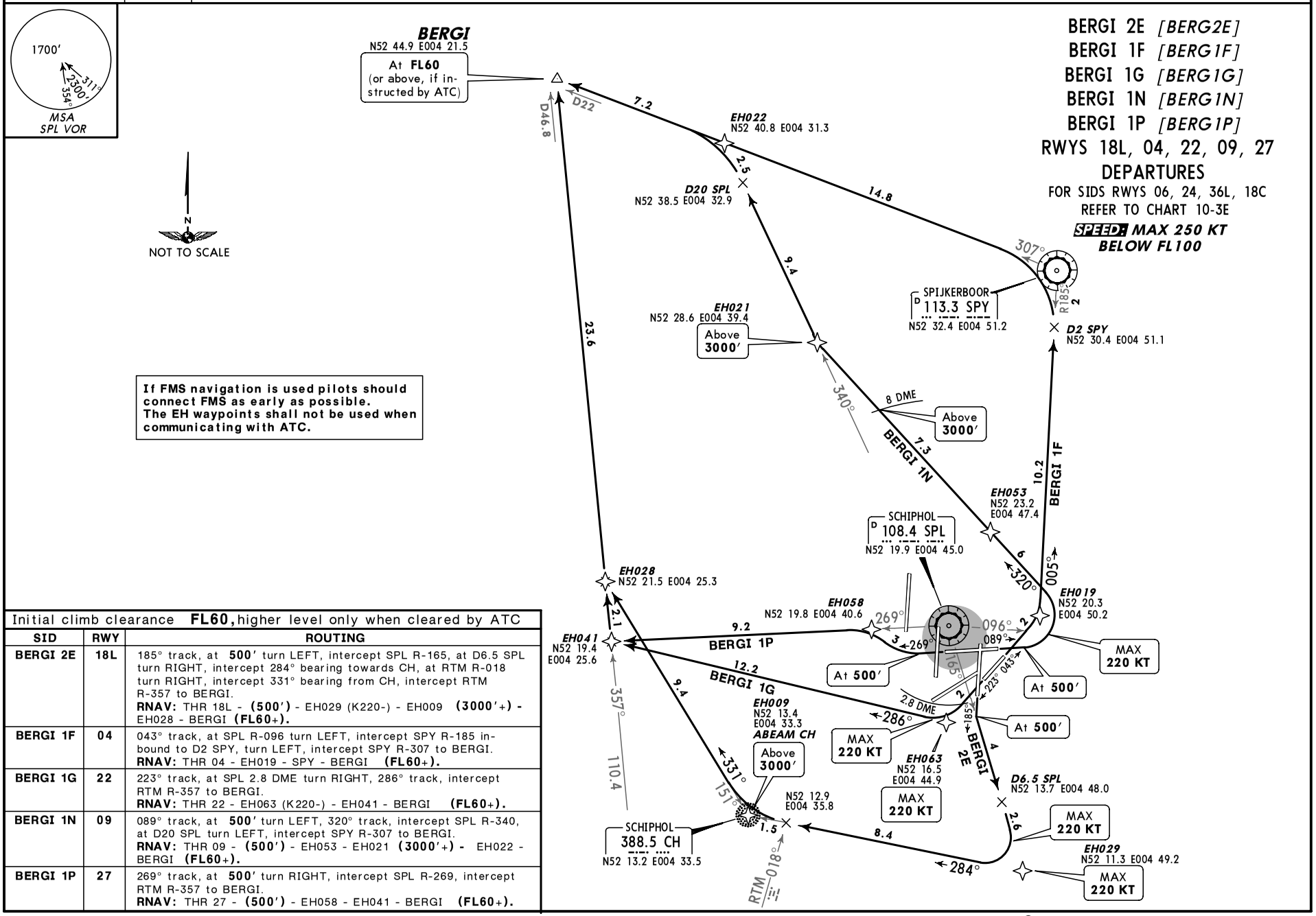
❶ Jet aircraft only between 0600-2300LT.
❷ Only jet aircraft between 2300-0600LT.

If FMCS navigation is used pilots should connect FMCS and autopilot as early as possible. The EH waypoints shall not be used when communicating with ATC.

CHANGES: SIDs revised.

SCHIPHOL Departure (R)	Apt Elev
121.2	-11′

Trans level: By ATC Trans alt: 3000′ **1.** Remain on Tower frequency until passing 2000′, then contact SCHIPHOL Departure and report altitude in order to verify SSR mode C by ATC. **2.** SIDs are minimum noise routings. **3.** If unable to comply with crossing conditions inform SCHIPHOL Delivery before take-off. **4.** Perform turns in due time and at 25° bank angle. **5.** Intercept radials at an angle of 45°. **6.** 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. **7.** Rwy 18L: Expect additional departure instructions from Tower during independent parallel departure operations.



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

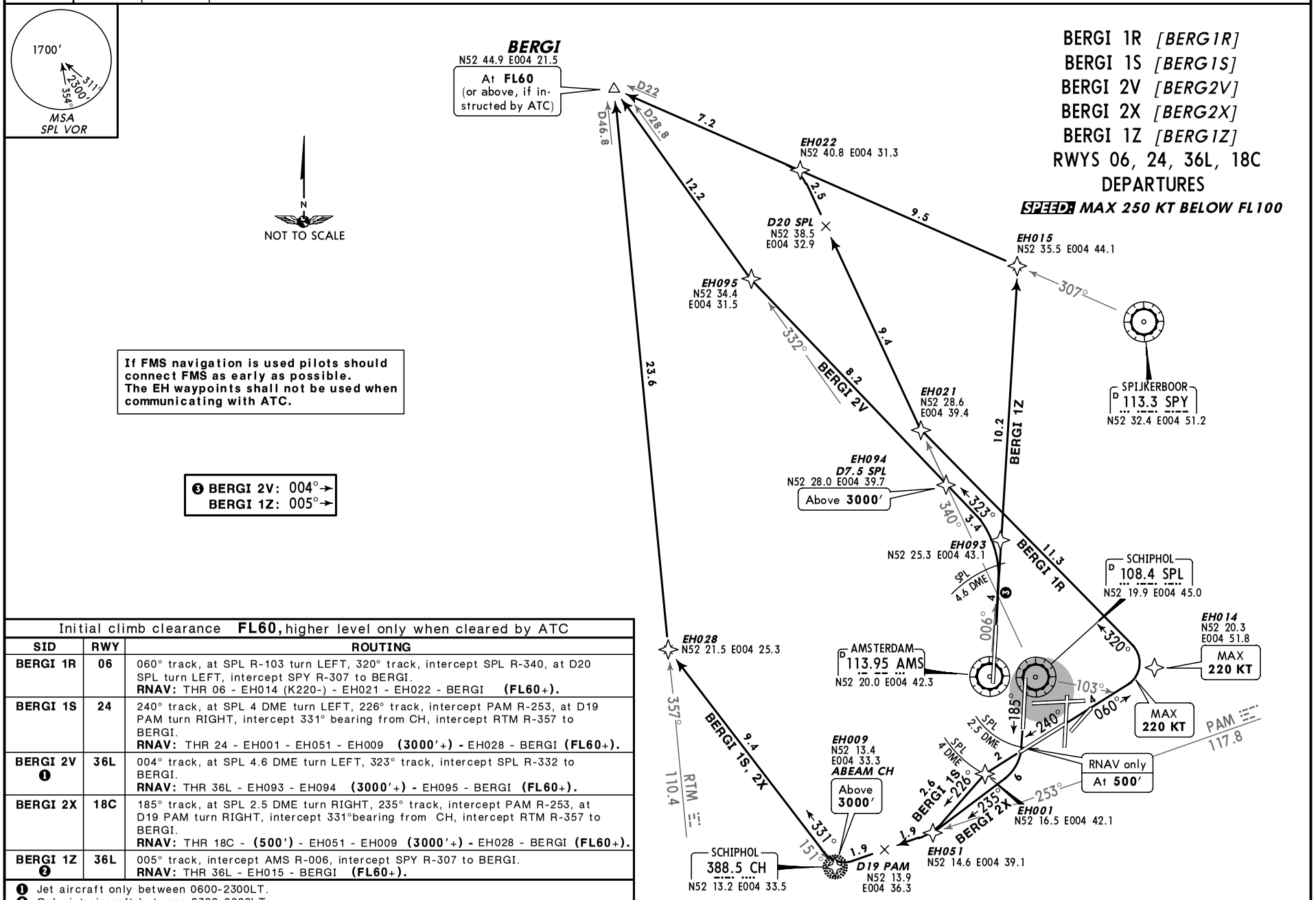
SID	RWY	ROUTING
BERGI 2E	18L	185° track, at **500′** turn LEFT, intercept SPL R-165, at D6.5 SPL turn RIGHT, intercept 284° bearing towards CH, at RTM R-018 turn RIGHT, intercept 331° bearing from CH, intercept RTM R-357 to BERGI. **RNAV:** THR 18L - **(500′)** - EH029 (K220-) - EH009 **(3000′+)** - EH028 - BERGI **(FL60+).**
BERGI 1F	04	043° track, at SPL R-096 turn LEFT, intercept SPY R-185 inbound to D2 SPY, turn LEFT, intercept SPY R-307 to BERGI. **RNAV:** THR 04 - EH019 - SPY - BERGI **(FL60+).**
BERGI 1G	22	223° track, at SPL 2.8 DME turn RIGHT, 286° track, intercept RTM R-357 to BERGI. **RNAV:** THR 22 - EH063 (K220-) - EH041 - BERGI **(FL60+).**
BERGI 1N	09	089° track, at **500′** turn LEFT, 320° track, intercept SPL R-340, at D20 SPL turn LEFT, intercept SPY R-307 to BERGI. **RNAV:** THR 09 - **(500′)** - EH053 - EH021 **(3000′+)** - EH022 - BERGI **(FL60+).**
BERGI 1P	27	269° track, at **500′** turn RIGHT, intercept SPL R-269, intercept RTM R-357 to BERGI. **RNAV:** THR 27 - **(500′)** - EH058 - EH041 - BERGI **(FL60+).**

CHANGES: Restrictions added & revised.

SCHIPHOL Departure (R) BERGI 1R, 1S, 2X, 1Z: 121.2	BERGI 2V: 119.05	Apt Elev -11′

Trans level: By ATC Trans alt: 3000′

1. Remain on Tower frequency until passing 2000′, then contact SCHIPHOL Departure and report altitude in order to verify SSR mode C by ATC. **2.** SIDs are minimum noise routings. **3.** If unable to comply with crossing conditions inform SCHIPHOL Delivery before take-off. **4.** Perform turns in due time and at 25° bank angle. **5.** Intercept radials at an angle of 45°. **6.** 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. **7.** Rwys 18C, 36L: Expect additional departure instructions from Tower during independent parallel departure operations.



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

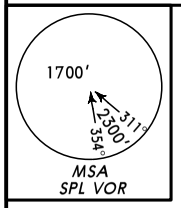
SID	RWY	ROUTING
BERGI 1R	06	060° track, at SPL R-103 turn LEFT, 320° track, intercept SPL R-340, at D20 SPL turn LEFT, intercept SPY R-307 to BERGI. **RNAV:** THR 06 - EH014 (K220-) - EH021 - EH022 - BERGI **(FL60+).**
BERGI 1S	24	240° track, at SPL 4 DME turn LEFT, 226° track, intercept PAM R-253, at D19 PAM turn RIGHT, intercept 331° bearing from CH, intercept RTM R-357 to BERGI. **RNAV:** THR 24 - EH001 - EH051 - EH009 **(3000′+) -** EH028 - BERGI **(FL60+).**
BERGI 2V ❶	36L	004° track, at SPL 4.6 DME turn LEFT, 323° track, intercept SPL R-332 to BERGI. **RNAV:** THR 36L - EH093 - EH094 **(3000′+) -** EH095 - BERGI **(FL60+).**
BERGI 2X	18C	185° track, at SPL 2.5 DME turn RIGHT, 235° track, intercept PAM R-253, at D19 PAM turn RIGHT, intercept 331°bearing from CH, intercept RTM R-357 to BERGI. **RNAV:** THR 18C - **(500′)** - EH051 - EH009 **(3000′+) -** EH028 - BERGI **(FL60+).**
BERGI 1Z ❷	36L	005° track, intercept AMS R-006, intercept SPY R-307 to BERGI. **RNAV:** THR 36L - EH015 - BERGI **(FL60+).**

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

CHANGES: SID BERGI 1V renumbered 2V & revised; restrictions added & revised.

SCHIPHOL Departure (R)	Apt Elev
121.2	-11′

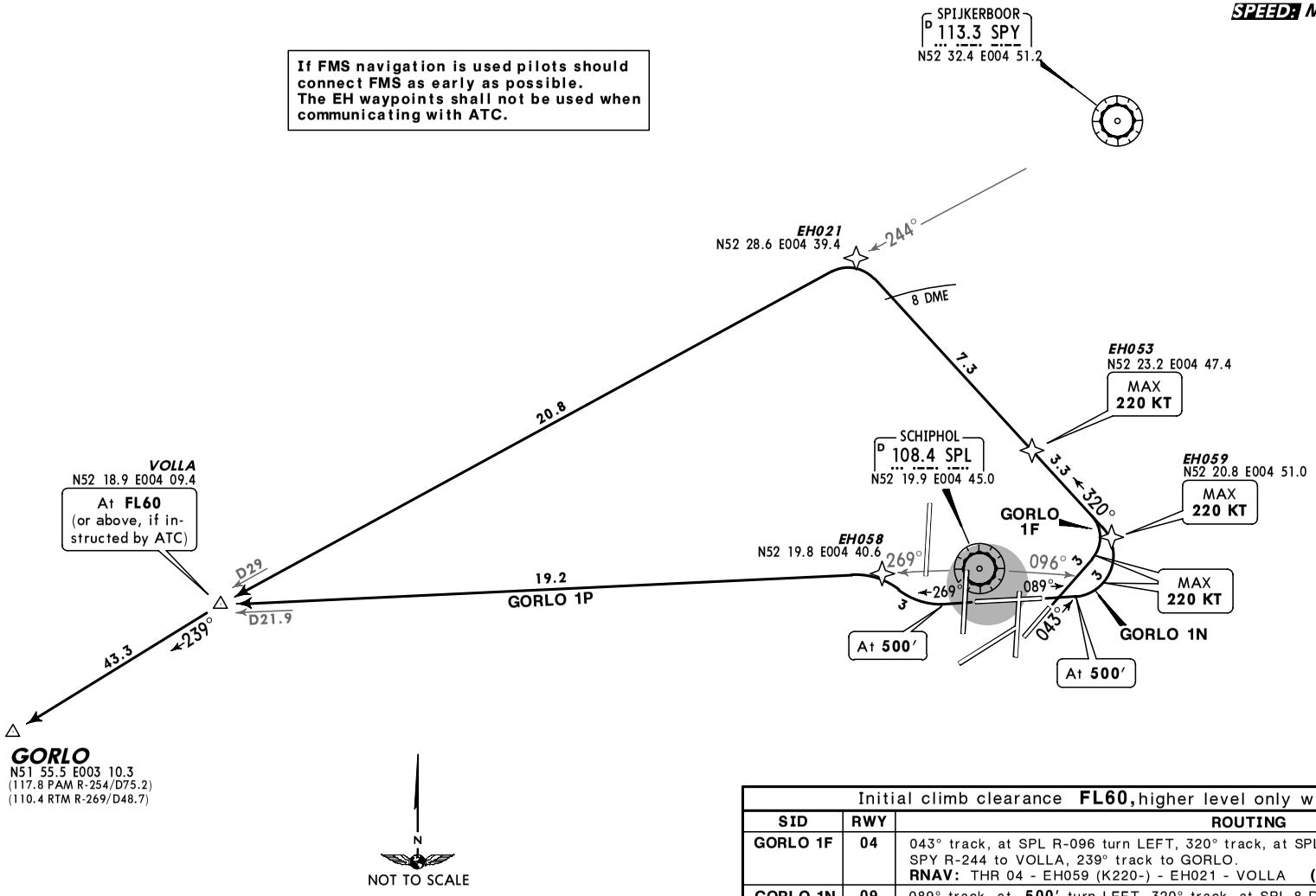
Trans level: By ATC Trans alt: 3000′ **1.** Remain on Tower frequency until passing 2000′, then contact SCHIPHOL Departure and report altitude in order to verify SSR mode C by ATC. **2.** SIDs are minimum noise routings. **3.** If unable to comply with crossing conditions inform SCHIPHOL Delivery before take-off. **4.** Perform turns in due time and at 25° bank angle. **5.** Intercept radials at an angle of 45°. **6.** 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.



GORLO 1F *[GORL1F]*
GORLO 1N *[GORL1N]*
GORLO 1P *[GORL1P]*
RWYS 04, 09, 27 DEPARTURES

FOR SIDS RWYS 06, 36L
REFER CHART 10-3G

SPEED: MAX 250 KT BELOW FL100

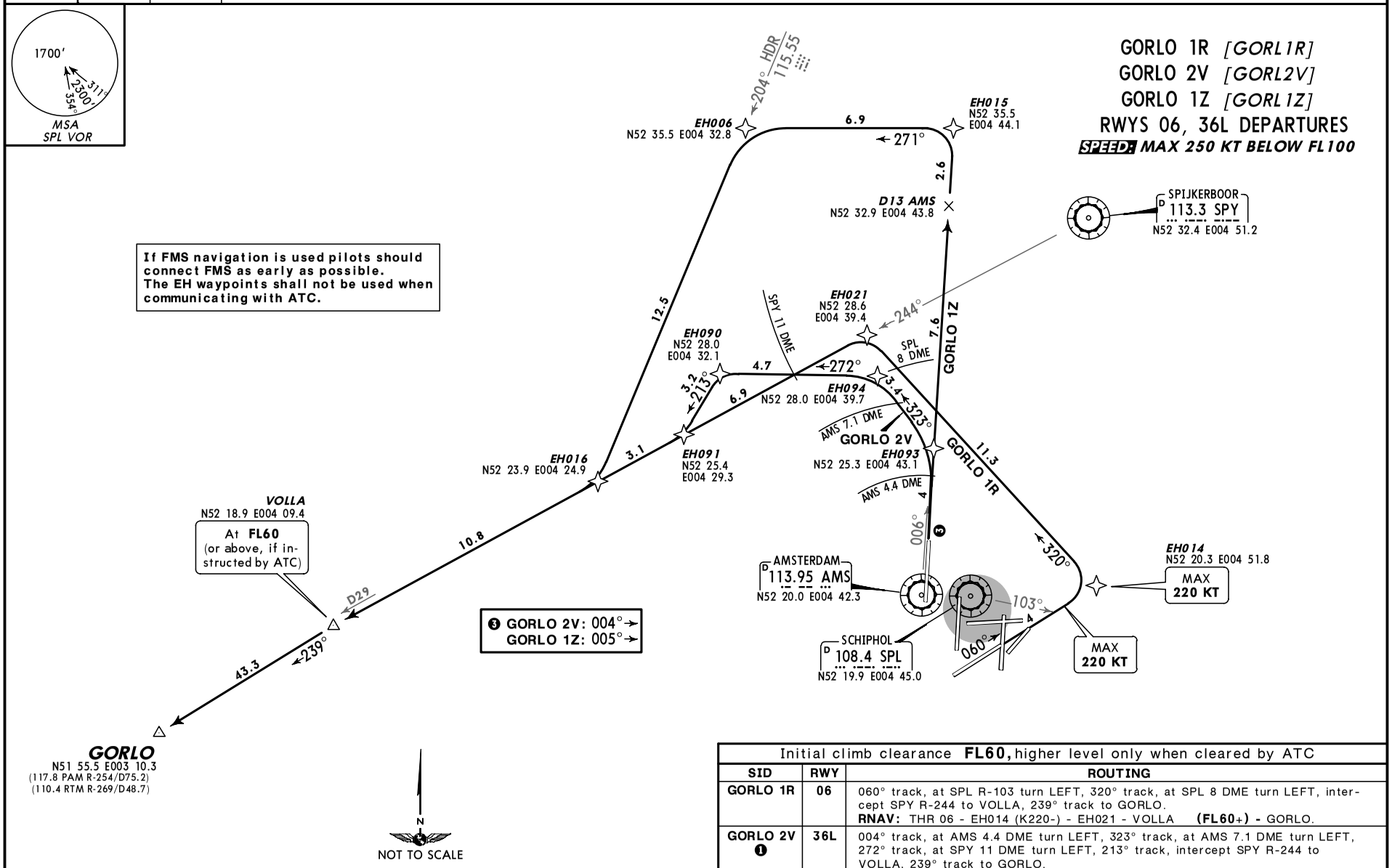


Initial climb clearance **FL60,** higher level only when cleared by ATC

SID	RWY	ROUTING
GORLO 1F	04	043° track, at SPL R-096 turn LEFT, 320° track, at SPL 8 DME turn LEFT, intercept SPY R-244 to VOLLA, 239° track to GORLO. **RNAV:** THR 04 - EH059 (K220-) - EH021 - VOLLA **(FL60+) -** GORLO.
GORLO 1N	09	089° track, at **500′** turn LEFT, 320° track, at SPL 8 DME turn LEFT, intercept SPY R-244 to VOLLA, 239° track to GORLO. **RNAV:** THR 09 - **(500′)** - EH053 (K220-) - EH021 - VOLLA **(FL60+) -** GORLO.
GORLO 1P	27	269° track, at **500′** turn RIGHT, intercept SPL R-269 to VOLLA, 239° track to GORLO. **RNAV:** THR 27 - **(500′)** - EH058 - VOLLA **(FL60+) -** GORLO.

CHANGES: FMS restriction revised.

SCHIPHOL Departure (R) GORLO 1R, 1Z:	GORLO 2V:	Apt Elev	Trans level: By ATC Trans alt: 3000'
121.2	119.05	-11'	**1.** Remain on Tower frequency until passing 2000', then contact SCHIPHOL Departure and report altitude in order to verify SSR mode C by ATC. **2.** SIDs are minimum noise routings. **3.** If unable to comply with crossing conditions inform SCHIPHOL Delivery before take-off. **4.** Perform turns in due time and at 25° bank angle. **5.** Intercept radials at an angle of 45°. **6.** 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. **7.** Rwy 36L: Expect additional departure instructions from Tower during independent parallel departure operations.



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

SID	RWY	ROUTING
GORLO 1R	06	060° track, at SPL R-103 turn LEFT, 320° track, at SPL 8 DME turn LEFT, intercept SPY R-244 to VOLLA, 239° track to GORLO. **RNAV:** THR 06 - EH014 (K220-) - EH021 - VOLLA **(FL60+) -** GORLO.
GORLO 2V ❶	36L	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-244 to VOLLA, 239° track to GORLO. **RNAV:** THR 36L - EH093 - EH094 - EH090 - EH091 - VOLLA **(FL60+) -** GORLO.
GORLO 1Z ❷		005° track, intercept AMS R-006, at D13 AMS turn LEFT, 271° track, intercept HDR R-204, intercept SPY R-244 to VOLLA, 239° track to GORLO. **RNAV:** THR 36L - EH015 - EH006 - EH016 - VOLLA **(FL60+) -** GORLO.

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

CHANGES: SID GORLO 1V renumbered 2V & revised; restrictions added & revised.

SCHIPHOL Departure (R)	Apt Elev	
119.05	-11'	Trans level: By ATC Trans alt: 3000' **1.** Remain on Tower frequency until passing 2000', then contact SCHIPHOL Departure and report altitude in order to verify SSR mode C by ATC. **2.** SIDs are minimum noise routings. **3.** If unable to comply with crossing conditions inform SCHIPHOL Delivery before take-off. **4.** Perform turns in due time and at 25° bank angle. **5.** Intercept radials at an angle of 45°. **6.** 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.

LEKKO 2E [LEKO2E]
LEKKO 1F [LEKO1F]
LEKKO 1G [LEKO1G]
LEKKO 1N [LEKO1N]
LEKKO 1P [LEKO1P]
RWYS 18L, 04, 22, 09, 27
DEPARTURES

FOR SIDS RWYS 06, 24, 36L REFER TO CHART 10-3J
FOR SIDS RWYS 36C, 18C REFER TO CHART 10-3K

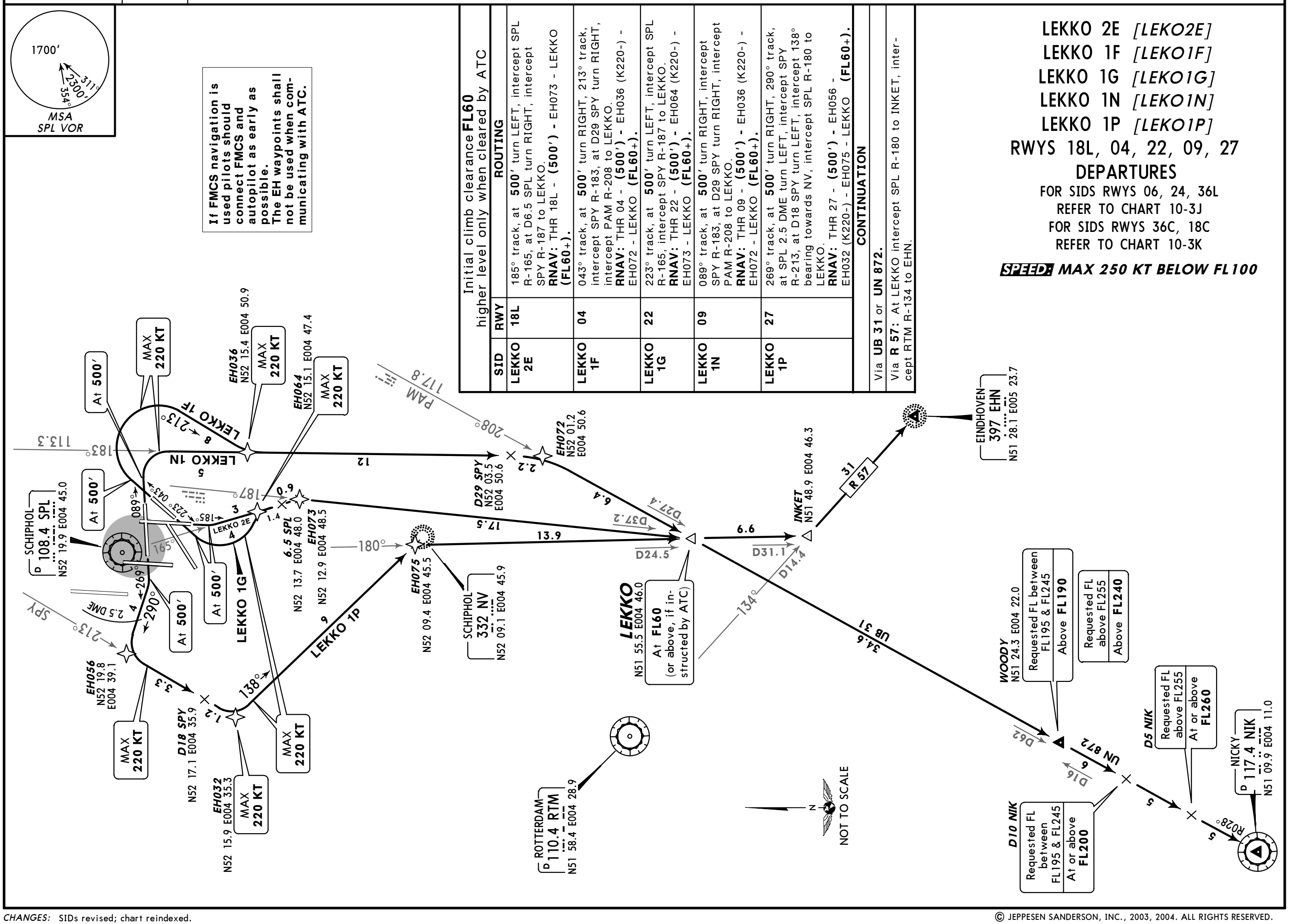
SPEED: MAX 250 KT BELOW FL100

If FMCS navigation is used pilots should connect FMCS and autopilot as early as possible. The EH waypoints shall not be used when communicating with ATC.

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

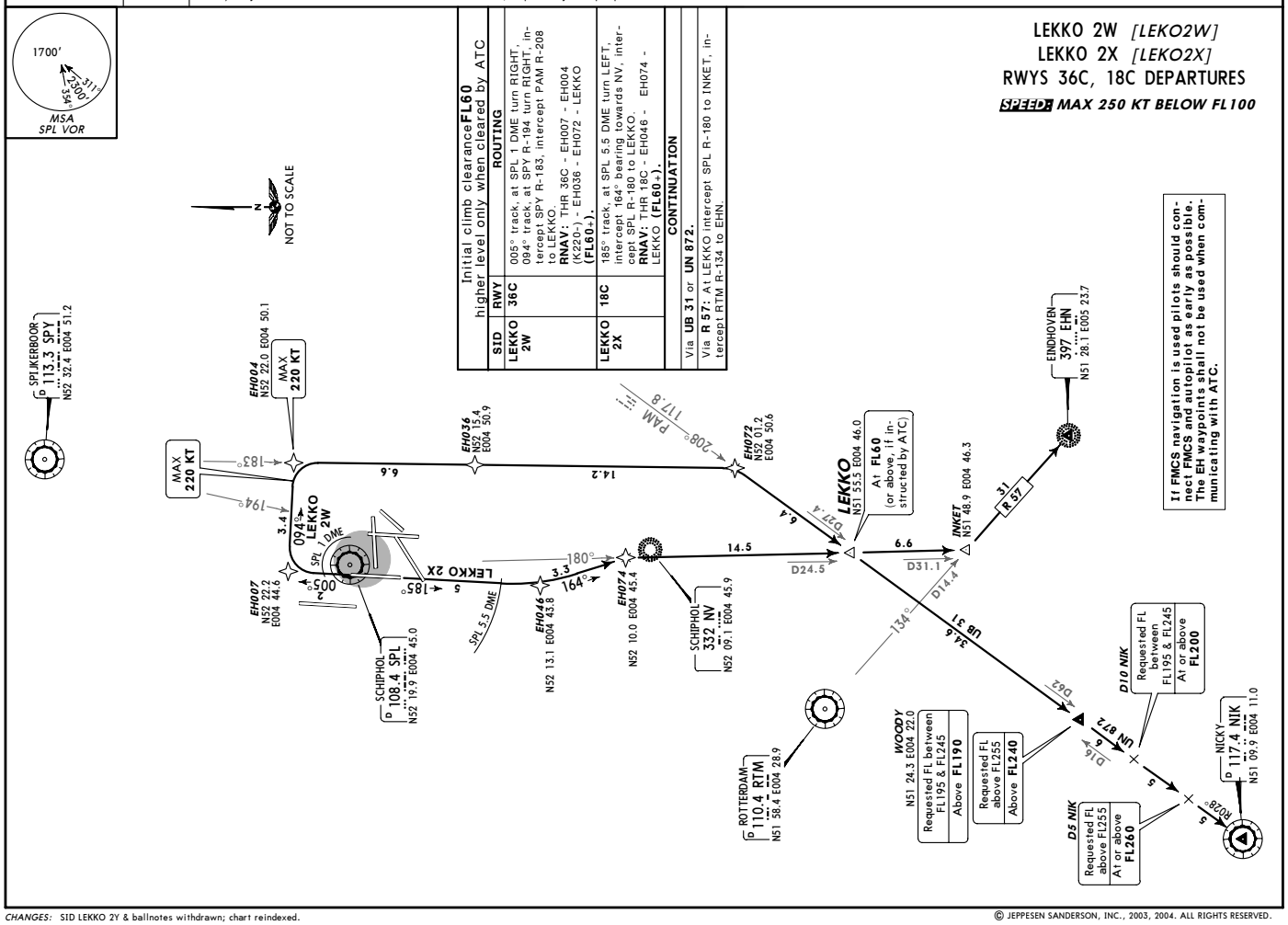
SID	RWY	ROUTING
LEKKO 2E	18L	185° track, at **500'** turn LEFT, intercept SPL R-165, at D6.5 SPL turn RIGHT, intercept SPY R-187 to LEKKO. **RNAV:** THR 18L - **(500')** - EH073 - LEKKO **(FL60+).**
LEKKO 1F	04	043° track, at **500'** turn RIGHT, 213° track, intercept SPY R-183, at D29 SPY turn RIGHT, intercept PAM R-208 to LEKKO. **RNAV:** THR 04 - **(500')** - EH036 (K220-) - EH072 - LEKKO **(FL60+).**
LEKKO 1G	22	223° track, at **500'** turn LEFT, intercept SPL R-165, intercept SPY R-187 to LEKKO. **RNAV:** THR 22 - **(500')** - EH064 (K220-) - EH073 - LEKKO **(FL60+).**
LEKKO 1N	09	089° track, at **500'** turn RIGHT, intercept SPY R-183, at D29 SPY turn RIGHT, intercept PAM R-208 to LEKKO. **RNAV:** THR 09 - **(500')** - EH036 (K220-) - EH072 - LEKKO **(FL60+).**
LEKKO 1P	27	269° track, at **500'** turn RIGHT, 290° track, at SPL 2.5 DME turn LEFT, intercept SPY R-213, at D18 SPY turn LEFT, intercept 138° bearing towards NV, intercept SPL R-180 to LEKKO. **RNAV:** THR 27 - **(500')** - EH056 - EH032 (K220-) - EH075 - LEKKO **(FL60+).**

CONTINUATION
Via **UB 31** or **UN 872.**
Via **R 57:** At LEKKO intercept SPL R-180 to INKET, intercept RTM R-134 to EHN.



SCHIPHOL Departure (R)	Apt Elev
119.05	-11′

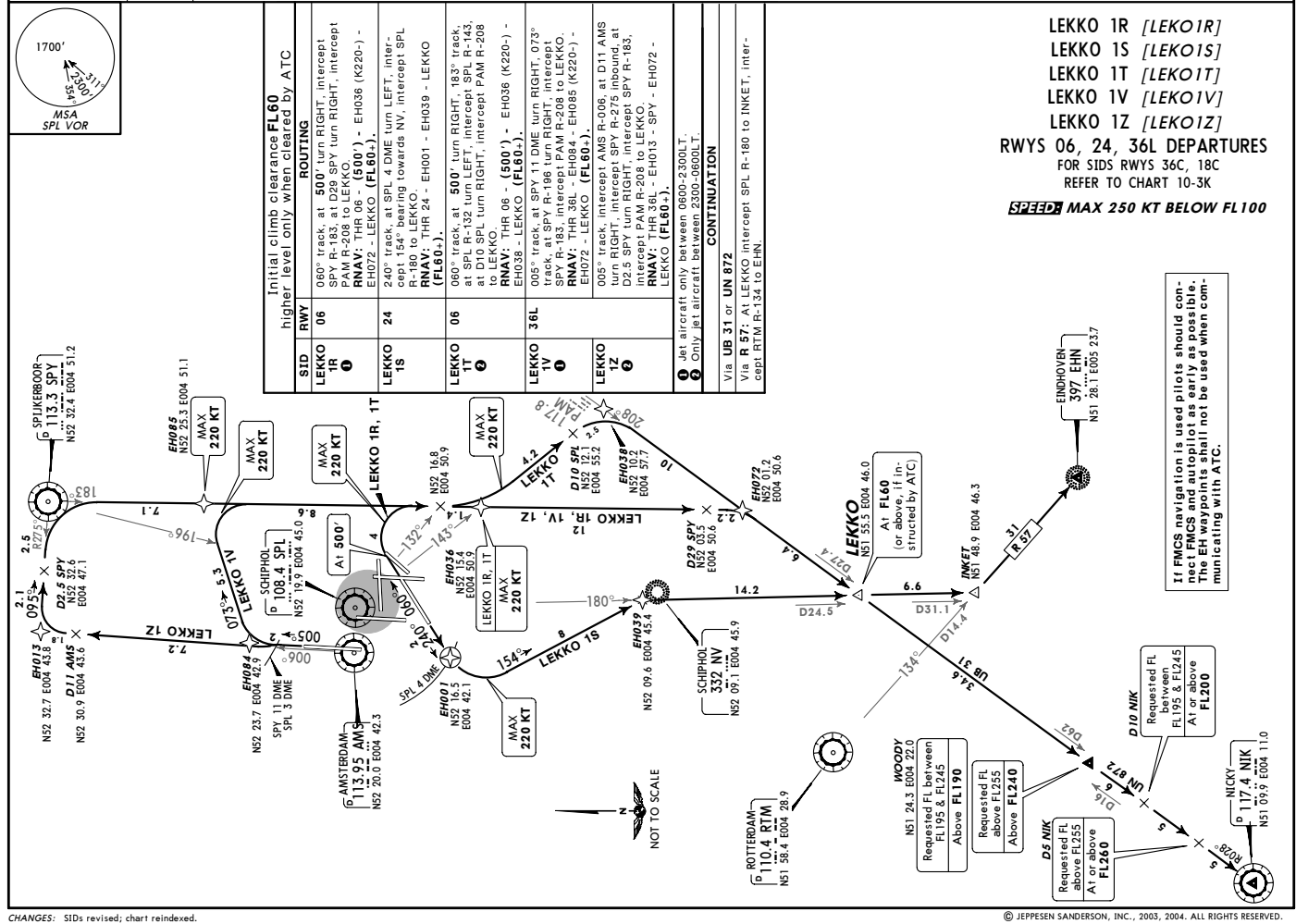
Trans level: By ATC Trans alt: 3000′ **1.** Remain on Tower frequency until passing 2000′, then contact SCHIPHOL Departure and report altitude in order to verify SSR mode C by ATC. **2.** SIDs are minimum noise routings. **3.** If unable to comply with crossing conditions inform SCHIPHOL Delivery before take-off. **4.** Perform turns in due time and at 25° bank angle. **5.** Intercept radials at an angle of 45°. **6.** 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.



CHANGES: SID LEKKO 2Y & ballnotes withdrawn; chart reindexed.

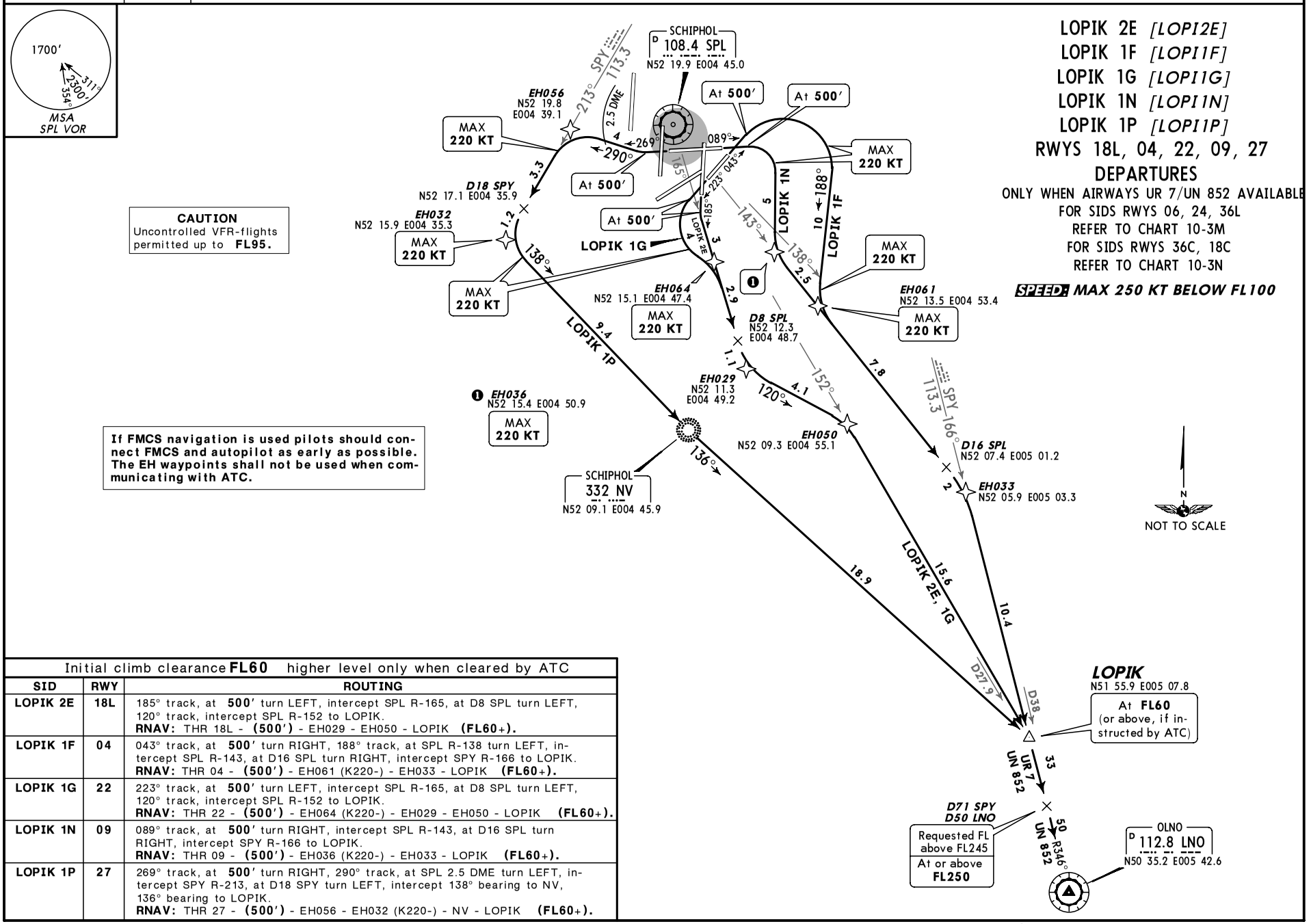
SCHIPHOL Departure (R)	Apt Elev
119.05	-11′

Trans level: By ATC Trans alt: 3000′ **1.** Remain on Tower frequency until passing 2000′, then contact SCHIPHOL Departure and report altitude in order to verify SSR mode C by ATC. **2.** SIDs are minimum noise routings. **3.** If unable to comply with crossing conditions inform SCHIPHOL Delivery before take-off. **4.** Perform turns in due time and at 25° bank angle. **5.** Intercept radials at an angle of 45°. **6.** 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.



CHANGES: SIDs revised; chart reindexed.

SCHIPHOL Departure (R) 119.05	Apt Elev -11′	Trans level: By ATC Trans alt: 3000′ **1.** Remain on Tower frequency until passing 2000′, then contact SCHIPHOL Departure and report altitude in order to verify SSR mode C by ATC. **2.** SIDs are minimum noise routings. **3.** If unable to comply with crossing conditions inform SCHIPHOL Delivery before take-off. **4.** Perform turns in due time and at 25° bank angle. **5.** Intercept radials at an angle of 45°. **6.** 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.



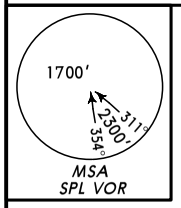
Initial climb clearance **FL60** higher level only when cleared by ATC

SID	RWY	ROUTING
LOPIK 2E	18L	185° track, at **500′** turn LEFT, intercept SPL R-165, at D8 SPL turn LEFT, 120° track, intercept SPL R-152 to LOPIK. **RNAV:** THR 18L - **(500′)** - EH029 - EH050 - LOPIK **(FL60+).**
LOPIK 1F	04	043° track, at **500′** turn RIGHT, 188° track, at SPL R-138 turn LEFT, intercept SPL R-143, at D16 SPL turn RIGHT, intercept SPY R-166 to LOPIK. **RNAV:** THR 04 - **(500′)** - EH061 (K220-) - EH033 - LOPIK **(FL60+).**
LOPIK 1G	22	223° track, at **500′** turn LEFT, intercept SPL R-165, at D8 SPL turn LEFT, 120° track, intercept SPL R-152 to LOPIK. **RNAV:** THR 22 - **(500′)** - EH064 (K220-) - EH029 - EH050 - LOPIK **(FL60+).**
LOPIK 1N	09	089° track, at **500′** turn RIGHT, intercept SPL R-143, at D16 SPL turn RIGHT, intercept SPY R-166 to LOPIK. **RNAV:** THR 09 - **(500′)** - EH036 (K220-) - EH033 - LOPIK **(FL60+).**
LOPIK 1P	27	269° track, at **500′** turn RIGHT, 290° track, at SPL 2.5 DME turn LEFT, intercept SPY R-213, at D18 SPY turn LEFT, intercept 138° bearing to NV, 136° bearing to LOPIK. **RNAV:** THR 27 - **(500′)** - EH056 - EH032 (K220-) - NV - LOPIK **(FL60+).**

CHANGES: SIDs revised; chart reindexed.

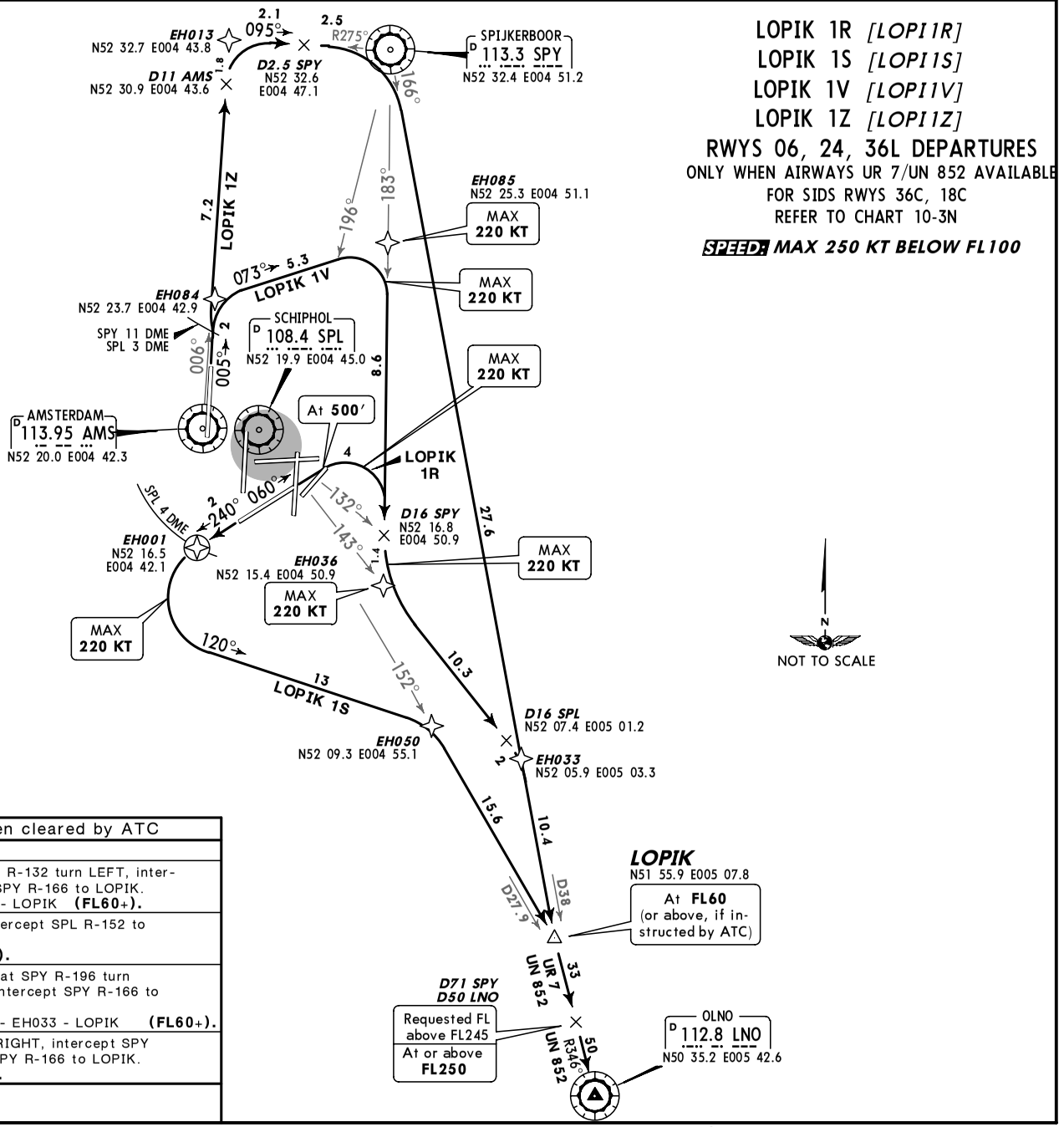
SCHIPHOL Departure (R)	Apt Elev
119.05	-11′

Trans level: By ATC Trans alt: 3000′ **1.** Remain on Tower frequency until passing 2000′, then contact SCHIPHOL Departure and report altitude in order to verify SSR mode C by ATC. **2.** SIDs are minimum noise routings. **3.** If unable to comply with crossing conditions inform SCHIPHOL Delivery before take-off. **4.** Perform turns in due time and at 25° bank angle. **5.** Intercept radials at an angle of 45°. **6.** 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.



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

If FMCS navigation is used pilots should connect FMCS and autopilot as early as possible. The EH waypoints shall not be used when communicating with ATC.

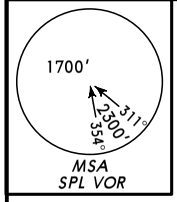


Initial climb clearance **FL60** higher level only when cleared by ATC		
SID	**RWY**	**ROUTING**
LOPIK 1R	**06**	060° track, at **500′** turn RIGHT, 183° track, at SPL R-132 turn LEFT, intercept SPL R-143, at D16 SPL turn RIGHT, intercept SPY R-166 to LOPIK. **RNAV:** THR 06 - **(500′)** - EH036 (K220-) - EH033 - LOPIK **(FL60+).**
LOPIK 1S	**24**	240° track, at SPL 4 DME turn LEFT, 120° track, intercept SPL R-152 to LOPIK. **RNAV:** THR 24 - EH001 - EH050 - LOPIK **(FL60+).**
LOPIK 1V ❶	**36L**	005° track, at SPY 11 DME turn RIGHT, 073° track, at SPY R-196 turn RIGHT, intercept SPY R-183, intercept SPL R-143, intercept SPY R-166 to LOPIK. **RNAV:** THR 36L - EH084 - EH085 (K220-) - EH036 - EH033 - LOPIK **(FL60+).**
LOPIK 1Z ❷		005° track, intercept AMS R-006, at D11 AMS turn RIGHT, intercept SPY R-275 inbound to D2.5 SPY, turn RIGHT, intercept SPY R-166 to LOPIK. **RNAV:** THR 36L - EH013 - SPY - LOPIK **(FL60+).**

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

CHANGES: SIDs revised; chart reindexed.

SCHIPHOL Departure (R) 119.05	Apt Elev -11′	Trans level: By ATC Trans alt: 3000′ **1.** Remain on Tower frequency until passing 2000′, then contact SCHIPHOL Departure and report altitude in order to verify SSR mode C by ATC. **2.** SIDs are minimum noise routings. **3.** If unable to comply with crossing conditions inform SCHIPHOL Delivery before take-off. **4.** Perform turns in due time and at 25° bank angle. **5.** Intercept radials at an angle of 45°. **6.** 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.

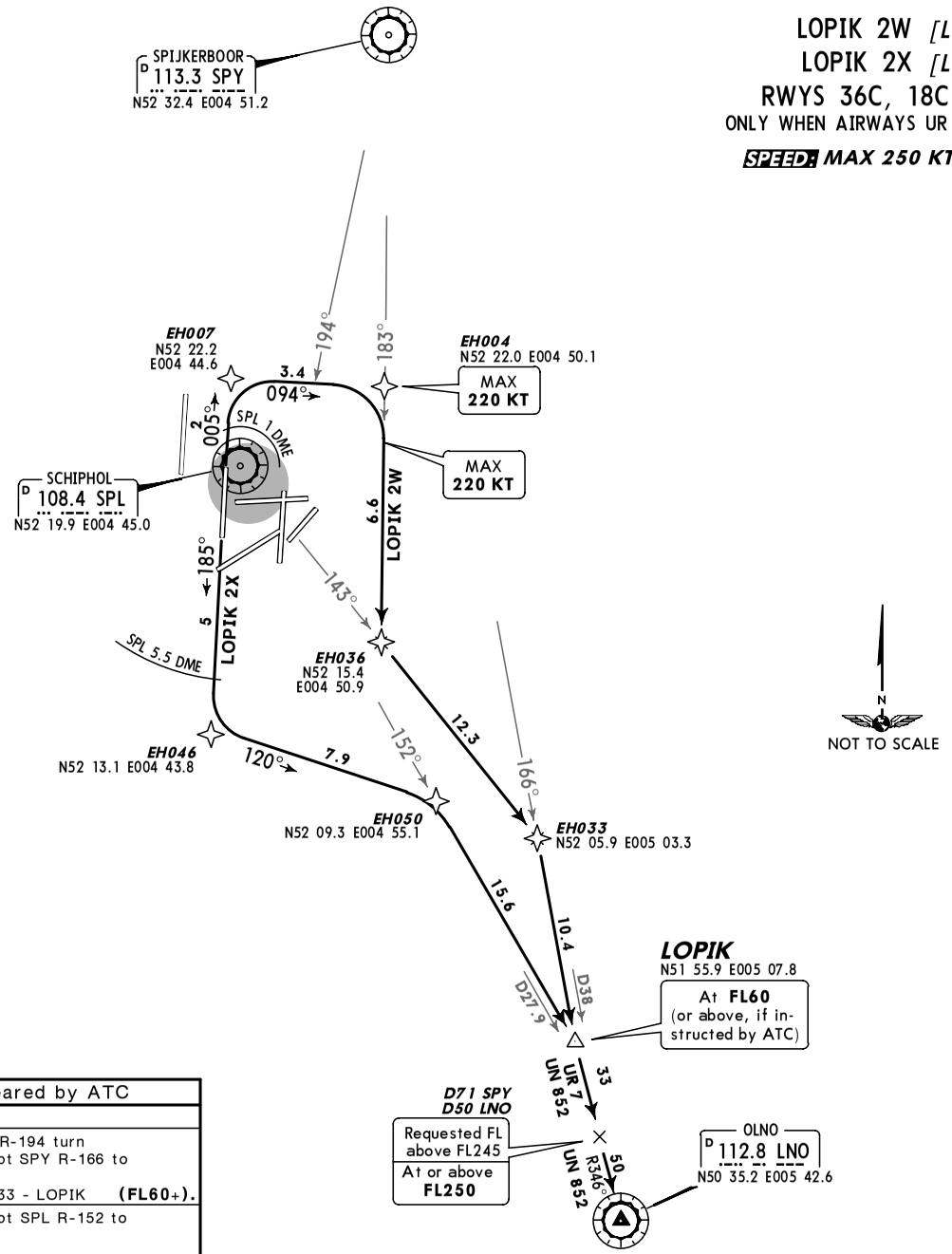


LOPIK 2W [LOPI2W]
LOPIK 2X [LOPI2X]
RWYS 36C, 18C DEPARTURES
ONLY WHEN AIRWAYS UR 7/UN 852 AVAILABLE

SPEED: MAX 250 KT BELOW FL100

If FMCS navigation is used pilots should connect FMCS and autopilot as early as possible. The EH waypoints shall not be used when communicating with ATC.

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



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

SID	RWY	ROUTING
LOPIK 2W	**36C**	005° track, at SPL 1 DME turn RIGHT, 094° track, at SPY R-194 turn RIGHT, intercept SPY R-183, intercept SPL R-143, intercept SPY R-166 to LOPIK. **RNAV:** THR 36C - EH007 - EH004 (K220-) - EH036 - EH033 - LOPIK **(FL60+).**
LOPIK 2X	**18C**	185° track, at SPL 5.5 DME turn LEFT, 120° track, intercept SPL R-152 to LOPIK. **RNAV:** THR 18C - EH046 - EH050 - LOPIK **(FL60+).**

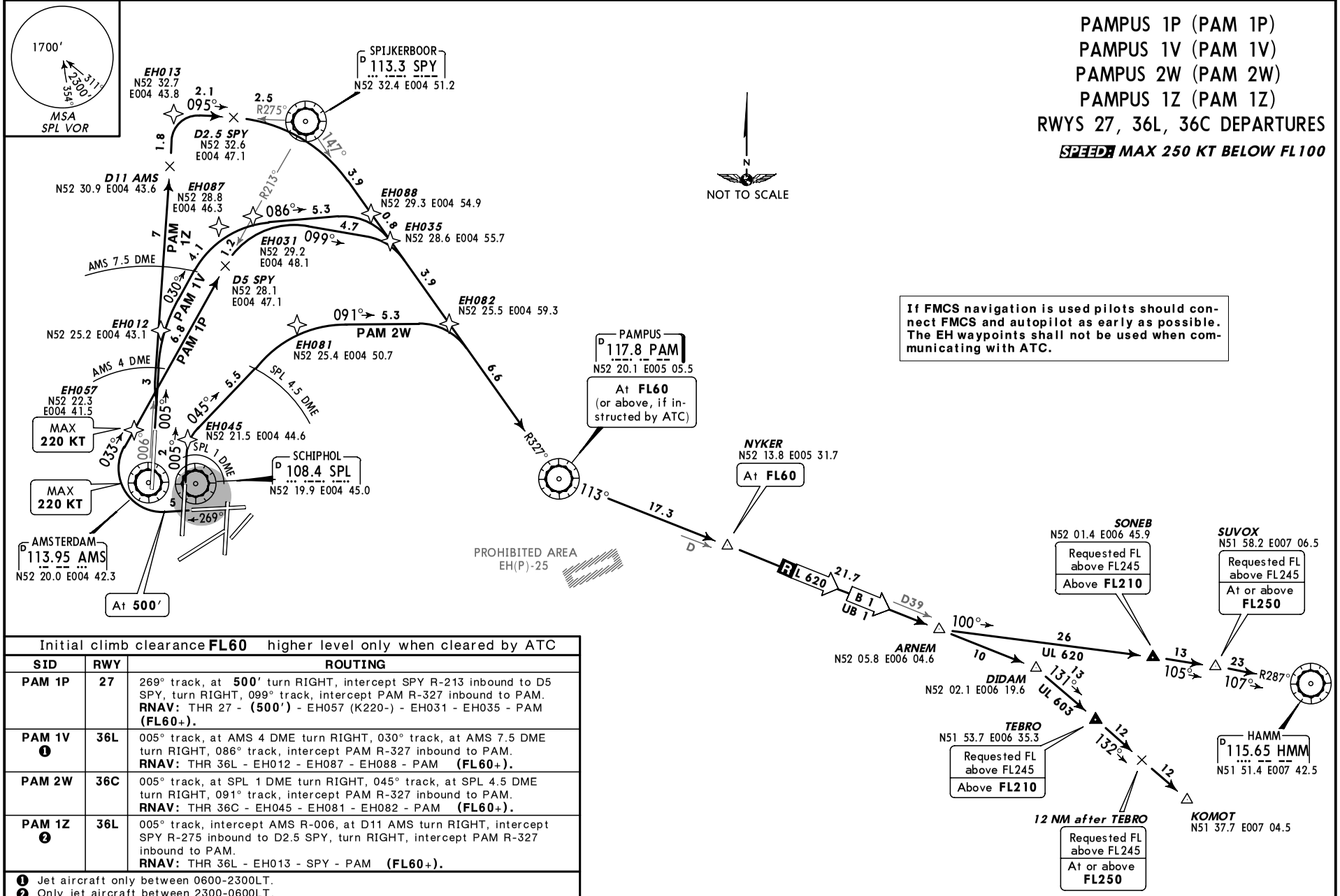
CHANGES: SID LOPIK 2Y & ballnotes withdrawn; chart reindexed.

SCHIPHOL Departure (R)	Apt Elev
119.05	-11′

Trans level: By ATC Trans alt: 3000′ **1.** Remain on Tower frequency until passing 2000′, then contact SCHIPHOL Departure and report altitude in order to verify SSR mode C by ATC. **2.** SIDs are minimum noise routings. **3.** If unable to comply with crossing conditions inform SCHIPHOL Delivery before take-off. **4.** Perform turns in due time and at 25° bank angle. **5.** Intercept radials at an angle of 45°. **6.** 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.

PAMPUS 1P (PAM 1P)
PAMPUS 1V (PAM 1V)
PAMPUS 2W (PAM 2W)
PAMPUS 1Z (PAM 1Z)
RWYS 27, 36L, 36C DEPARTURES

SPEED: MAX 250 KT BELOW FL100



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

SID	RWY	ROUTING
PAM 1P	27	269° track, at **500′** turn RIGHT, intercept SPY R-213 inbound to D5 SPY, turn RIGHT, 099° track, intercept PAM R-327 inbound to PAM. **RNAV:** THR 27 - **(500′)** - EH057 (K220-) - EH031 - EH035 - PAM **(FL60+).**
PAM 1V ❶	36L	005° track, at AMS 4 DME turn RIGHT, 030° track, at AMS 7.5 DME turn RIGHT, 086° track, intercept PAM R-327 inbound to PAM. **RNAV:** THR 36L - EH012 - EH087 - EH088 - PAM **(FL60+).**
PAM 2W	36C	005° track, at SPL 1 DME turn RIGHT, 045° track, at SPL 4.5 DME turn RIGHT, 091° track, intercept PAM R-327 inbound to PAM. **RNAV:** THR 36C - EH045 - EH081 - EH082 - PAM **(FL60+).**
PAM 1Z ❷	36L	005° track, intercept AMS R-006, at D11 AMS turn RIGHT, intercept SPY R-275 inbound to D2.5 SPY, turn RIGHT, intercept PAM R-327 inbound to PAM. **RNAV:** THR 36L - EH013 - SPY - PAM **(FL60+).**

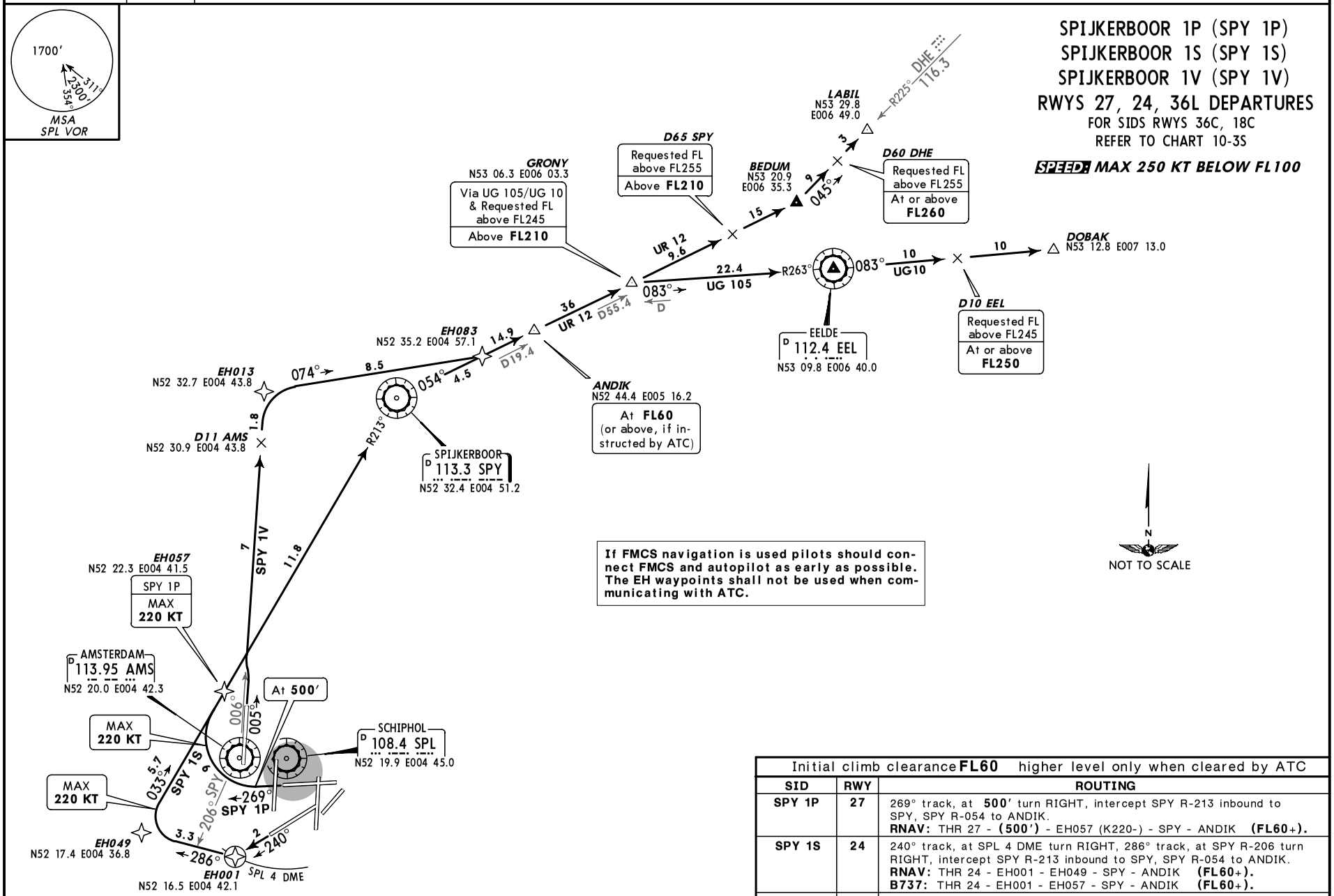
❶ Jet aircraft only between 0600-2300LT.
❷ Only jet aircraft between 2300-0600LT.

CONTINUATION

At PAM on PAM R-113 via NYKER to ARNEM (airways **B 1/UB 1/L 620).**

CHANGES: SID PAM 2W transferred; SIDs revised; chart reindexed.

SCHIPHOL Departure (R) 121.2	Apt Elev -11′	Trans level: By ATC Trans alt: 3000′ **1.** Remain on Tower frequency until passing 2000′, then contact SCHIPHOL Departure and report altitude in order to verify SSR mode C by ATC. **2.** SIDs are minimum noise routings. **3.** If unable to comply with crossing conditions inform SCHIPHOL Delivery before take-off. **4.** Perform turns in due time and at 25° bank angle. **5.** Intercept radials at an angle of 45°. **6.** 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.



Initial climb clearance **FL60** higher level only when cleared by ATC		
SID	**RWY**	**ROUTING**
SPY 1P	**27**	269° track, at **500′** turn RIGHT, intercept SPY R-213 inbound to SPY, SPY R-054 to ANDIK. **RNAV:** THR 27 - **(500′)** - EH057 (K220-) - SPY - ANDIK **(FL60+).**
SPY 1S	**24**	240° track, at SPL 4 DME turn RIGHT, 286° track, at SPY R-206 turn RIGHT, intercept SPY R-213 inbound to SPY, SPY R-054 to ANDIK. **RNAV:** THR 24 - EH001 - EH049 - SPY - ANDIK **(FL60+).** **B737:** THR 24 - EH001 - EH057 - SPY - ANDIK **(FL60+).**
SPY 1V	**36L**	005° track, intercept AMS R-006, at D11 AMS turn RIGHT, 074° track, intercept SPY R-054 to ANDIK. **RNAV:** THR 36L - EH013 - EH083 - ANDIK **(FL60+).**

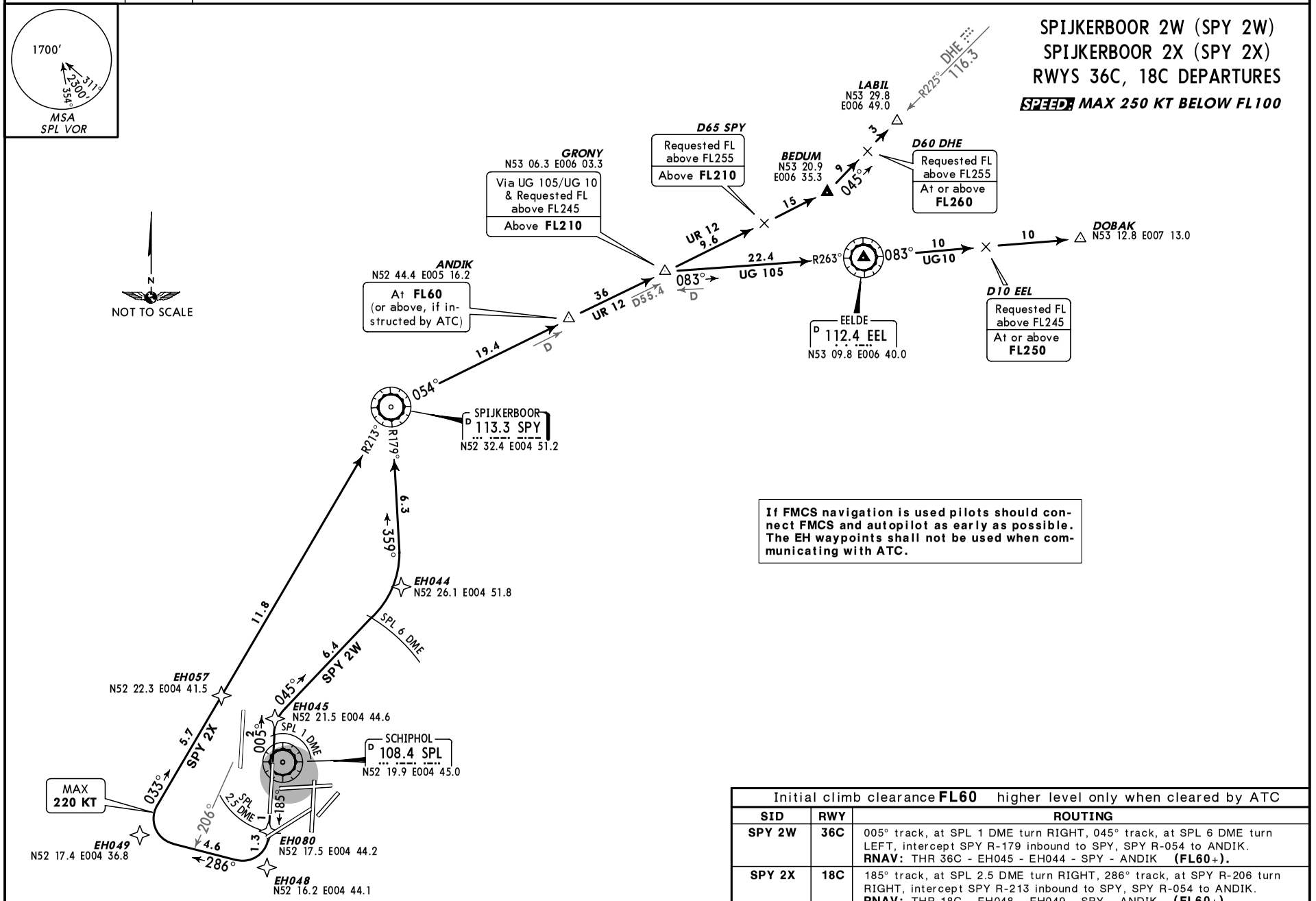
CHANGES: SIDs revised; chart reindexed.

SCHIPHOL Departure (R)	Apt Elev
121.2	-11′

Trans level: By ATC Trans alt: 3000′ **1.** Remain on Tower frequency until passing 2000′, then contact SCHIPHOL Departure and report altitude in order to verify SSR mode C by ATC. **2.** SIDs are minimum noise routings. **3.** If unable to comply with crossing conditions inform SCHIPHOL Delivery before take-off. **4.** Perform turns in due time and at 25° bank angle. **5.** Intercept radials at an angle of 45°. **6.** 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.

SPIJKERBOOR 2W (SPY 2W)
SPIJKERBOOR 2X (SPY 2X)
RWYS 36C, 18C DEPARTURES

SPEED: MAX 250 KT BELOW FL100



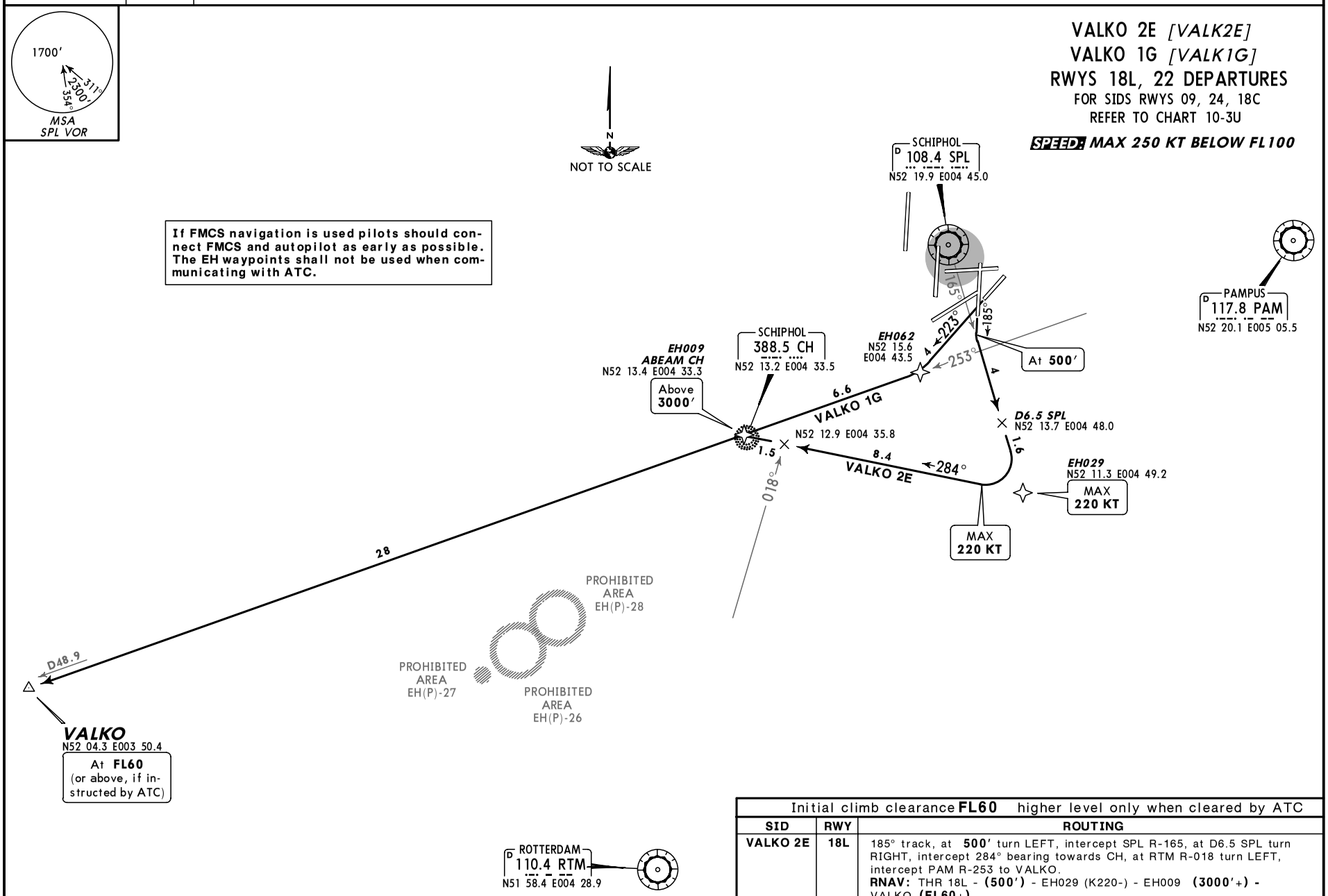
If FMCS navigation is used pilots should connect FMCS and autopilot as early as possible. The EH waypoints shall not be used when communicating with ATC.

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

SID	RWY	ROUTING
SPY 2W	36C	005° track, at SPL 1 DME turn RIGHT, 045° track, at SPL 6 DME turn LEFT, intercept SPY R-179 inbound to SPY, SPY R-054 to ANDIK. **RNAV:** THR 36C - EH045 - EH044 - SPY - ANDIK **(FL60+).**
SPY 2X	18C	185° track, at SPL 2.5 DME turn RIGHT, 286° track, at SPY R-206 turn RIGHT, intercept SPY R-213 inbound to SPY, SPY R-054 to ANDIK. **RNAV:** THR 18C - EH048 - EH049 - SPY - ANDIK **(FL60+).** **B737:** THR 18C - EH080 - EH057 - SPY - ANDIK **(FL60+).**

CHANGES: SID SPY 2Y & ballnotes withdrawn; chart reindexed.

SCHIPHOL Departure (R) 121.2	Apt Elev -11′	Trans level: By ATC Trans alt: 3000′ **1.** Remain on Tower frequency until passing 2000′, then contact SCHIPHOL Departure and report altitude in order to verify SSR mode C by ATC. **2.** SIDs are minimum noise routings. **3.** If unable to comply with crossing conditions inform SCHIPHOL Delivery before take-off. **4.** Perform turns in due time and at 25° bank angle. **5.** Intercept radials at an angle of 45°. **6.** 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.

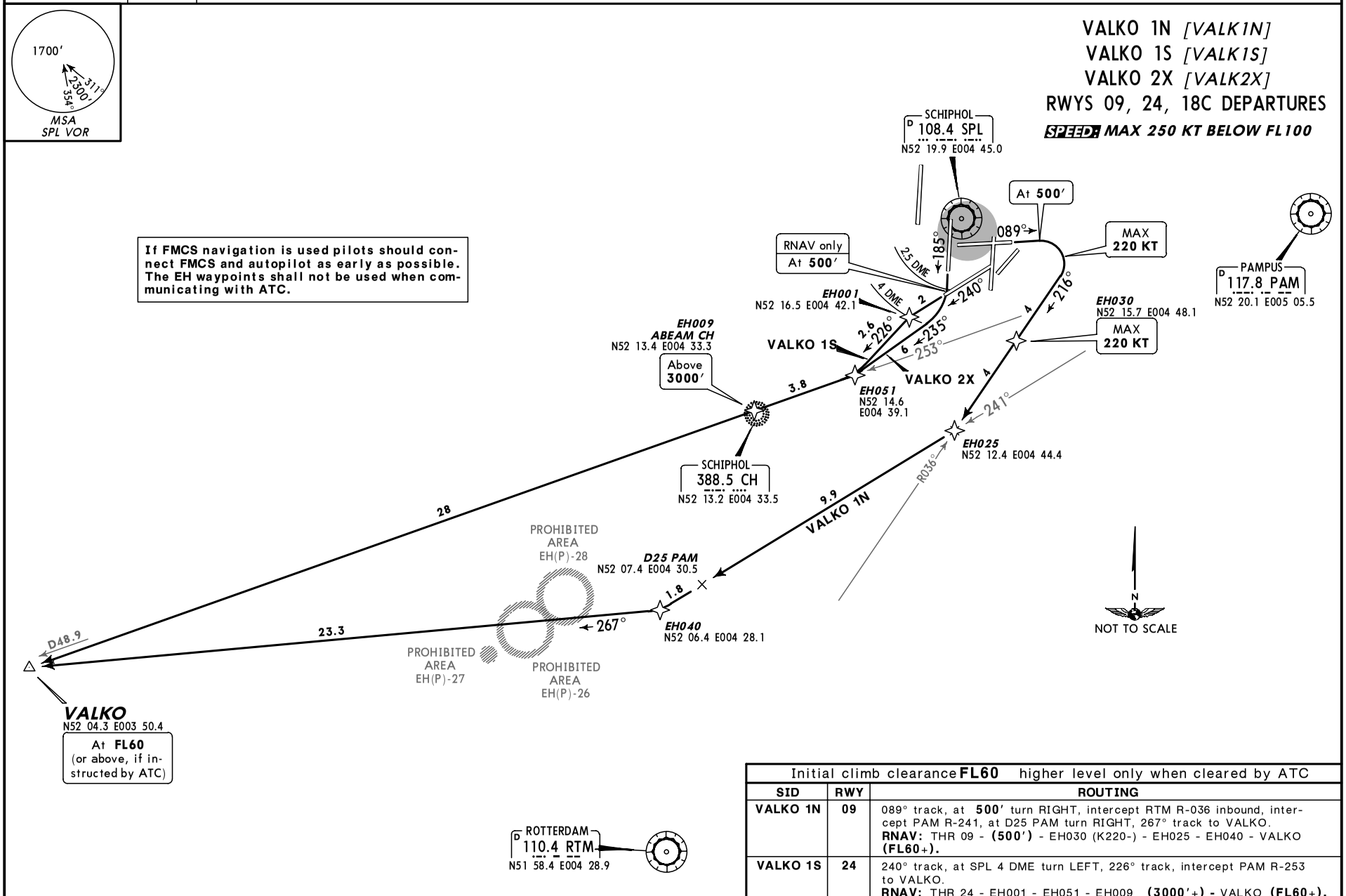


Initial climb clearance **FL60** higher level only when cleared by ATC

SID	RWY	ROUTING
VALKO 2E	18L	185° track, at **500′** turn LEFT, intercept SPL R-165, at D6.5 SPL turn RIGHT, intercept 284° bearing towards CH, at RTM R-018 turn LEFT, intercept PAM R-253 to VALKO. **RNAV:** THR 18L - **(500′)** - EH029 (K220-) - EH009 **(3000′+) -** VALKO **(FL60+).**
VALKO 1G	22	223° track, intercept PAM R-253 to VALKO. **RNAV:** THR 22 - EH062 - EH009 **(3000′+) -** VALKO **(FL60+).**

CHANGES: Prohibited areas added; chart reindexed.

SCHIPHOL Departure (R) 121.2	Apt Elev -11′	Trans level: By ATC Trans alt: 3000′ **1.** Remain on Tower frequency until passing 2000′, then contact SCHIPHOL Departure and report altitude in order to verify SSR mode C by ATC. **2.** SIDs are minimum noise routings. **3.** If unable to comply with crossing conditions inform SCHIPHOL Delivery before take-off. **4.** Perform turns in due time and at 25° bank angle. **5.** Intercept radials at an angle of 45°. **6.** 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.



Initial climb clearance **FL60** higher level only when cleared by ATC		
SID	**RWY**	**ROUTING**
VALKO 1N	**09**	089° track, at **500′** turn RIGHT, intercept RTM R-036 inbound, intercept PAM R-241, at D25 PAM turn RIGHT, 267° track to VALKO. **RNAV:** THR 09 - **(500′)** - EH030 (K220-) - EH025 - EH040 - VALKO **(FL60+).**
VALKO 1S	**24**	240° track, at SPL 4 DME turn LEFT, 226° track, intercept PAM R-253 to VALKO. **RNAV:** THR 24 - EH001 - EH051 - EH009 **(3000′+)** - VALKO **(FL60+).**
VALKO 2X	**18C**	185° track, at SPL 2.5 DME turn RIGHT, 235° track, intercept PAM R-253 to VALKO. **RNAV:** THR 18C - **(500′)** - EH051 - VALKO **(FL60+).**

CHANGES: Prohibited area EH(P)-28 added; chart reindexed.

EHAM/AMS

Apt Elev -11' (BELOW SEA LEVEL)
N52 18.5 E004 45.9

AMSTERDAM, NETHERLANDS

SCHIPHOL

JEPPESEN 10-9 24 JUN 05 EFF 7 JUL

D-ATIS Departure 122.2
ACARS: DCL
SCHIPHOL Delivery ❶121.97
Start-up 121.65
Channel 9 ❶131.35
Ground 121.7 121.8 121.9
Tower 119.22 118.1 118.27
Departure 119.05 121.2 118.07X

LEGEND
D Ramp
A9 Taxiway
H4 Hangar
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

For AIRPORT BRIEFING refer to 10-1P pages

❶ Pilots are strongly requested after having obtained & read back the enroute clearance to switch w/o ATC instructions to SCHIPHOL Start-up.

❷ Information about expected RWY combination related to SIDs, during peak hours, is broadcasted on this freq.

❸ Pilots may expect instructions to change frequency when crossing the boundary between the three areas of responsibility of SCHIPHOL Ground. Pilots shall not change frequency without ATC instructions.

❹ NO ENTRY to twy W4 from twys A, B & W.

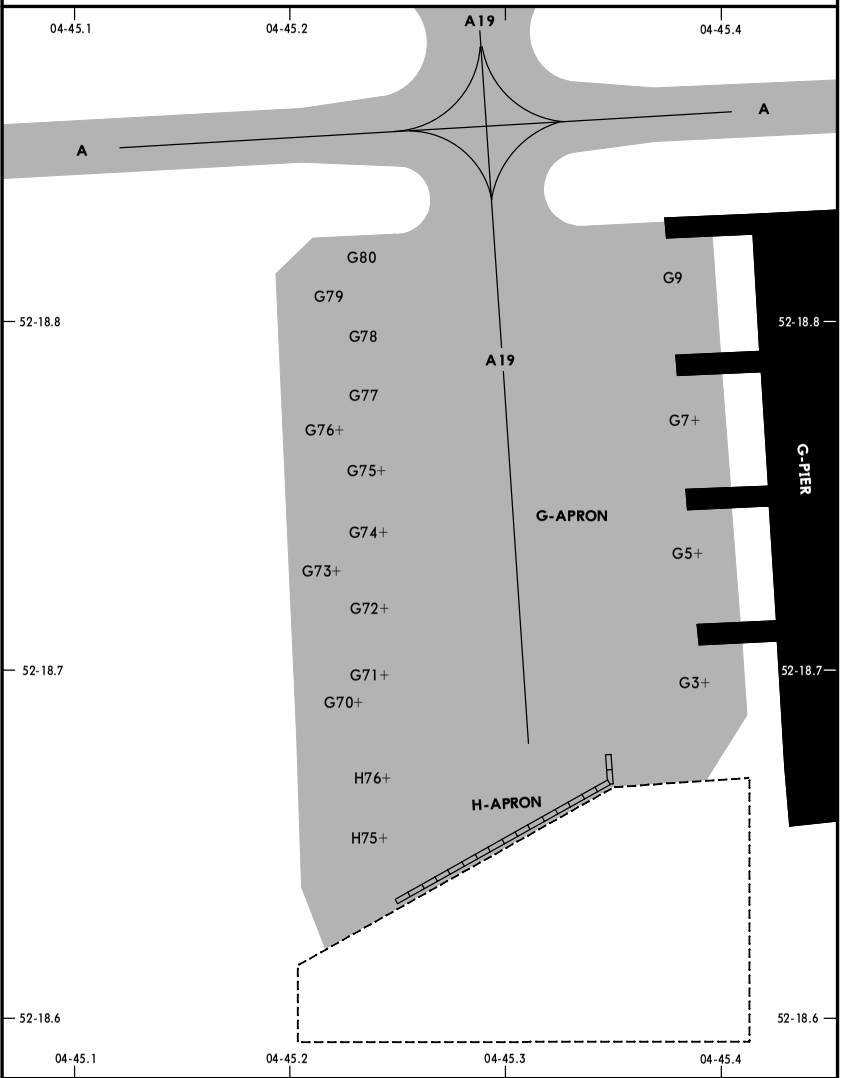
❺ NO ENTRY to twys E1 & N9 from twys A & B.

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

Ground 121.9 ❸
CAUTION: Do not mistake highway for runway.
Ground 121.8 ❸
Ground 121.7 ❸
FOR ADDITIONAL INFORMATION & PARKING POSITIONS SEE 10-9B
FOR PARKING POSITIONS SEE 10-9C
FOR TERMINAL
Control Tower-Center 320'
ARP
Control Tower-West 183'
VOR
RUN-UP AREA
Stopway 328' 100m
Ships up to 73'
Trees up to 49'
Trees up to 62'
Trees up to 48'
Trees up to 67'
RWY 18C/36C
12,467' 3800m
11,329' 3453m
10,827' 3300m
11,155' 3400m
11,483' 3500m
6608' 2014m
Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

WORK IN PROGRESS ON H-APRON

REFER ALSO TO CHART NOTAMS



INS COORDINATES

STAND No.	COORDINATES
G3, G5	N52 18.7 E004 45.4
G7, G9	N52 18.8 E004 45.4
G70 thru G74	N52 18.7 E004 45.2
G75 thru G80	N52 18.8 E004 45.2
H75, H76	N52 18.7 E004 45.2

LEGEND

G9	Parking stand
G3+	Push-pull stand
A	Taxiway
	Blast fence
	Working area

CHANGES: New temporary chart.

JEPPESEN 24 JUN 05 (10-9A) Eff 7 Jul

AMSTERDAM, NETHERLANDS
SCHIPHOL

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
04	MIRL(50m) MIALS RVR				148′ 45m
❶ 22	MIRL(50m) MIALS PAPI-L (3.0°) RVR		5757′ 1755m		

❶ Restricted to landing acft with AUW 76 tons and departing acft with AUW 90 tons.

06	HIRL(30m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) HSTRVR	10,663′3250m	9582′ 2920m	❷	148′ 45m
24	HIRL(30m) CL(15m) PAPI (3.0°) RVR				

❷ 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 10,663′ (3250m)
twy S5 int 10,663′ (3250m)
twy S4 int 8530′ (2600m)
twy S3 int 6398′ (1950m)
Line-up for take-off rwy 24 via rwy 18L/36R prohibited.

09	HIRL(30m) CL(15m) RVR	11,033′3363m		❸	148′ 45m
27	HIRL(30m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) HSTRVR		10,378′3163m	11,230′3423m	

❸ 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)

18L	HIRL(30m) CL(15m) RVR	9268′2825m		❺	148′ 45m
36R	HIRL(30m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) HSTRVR	❹	8220′2505m	9268′2825m	

❹ For normal operations LDA 9268′ (2825m). In exceptional cases the additional pavement of sufficient strength of 1887′ (575m) beyond the red rwy lights is available on request.

❺ 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)

18C	HIRL(30m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) HSTRVR		9756′2973m	❻	148′ 45m
36C	HIRL(30m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) RVR	9350′2850m	8280′2524m		

❻ TAKE-OFF RUN AVAILABLE
RWY 18C:
From rwy head 10,827′ (3300m)
twy W2 int 8694′ (2650m)
twy W3 int 6726′ (2050m)

RWY 36C:
From rwy head 10,827′ (3300m)
twy W9 int 9793′ (2985m)
twy W6 int 8694′ (2650m)
twy W5 int 6890′ (2100m)

18R	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) RVR	11,581′3530m	10,535′3211m	NA	197′ 60m
36L	HIRL(60m) CL(15m) RVR	NA		❼	

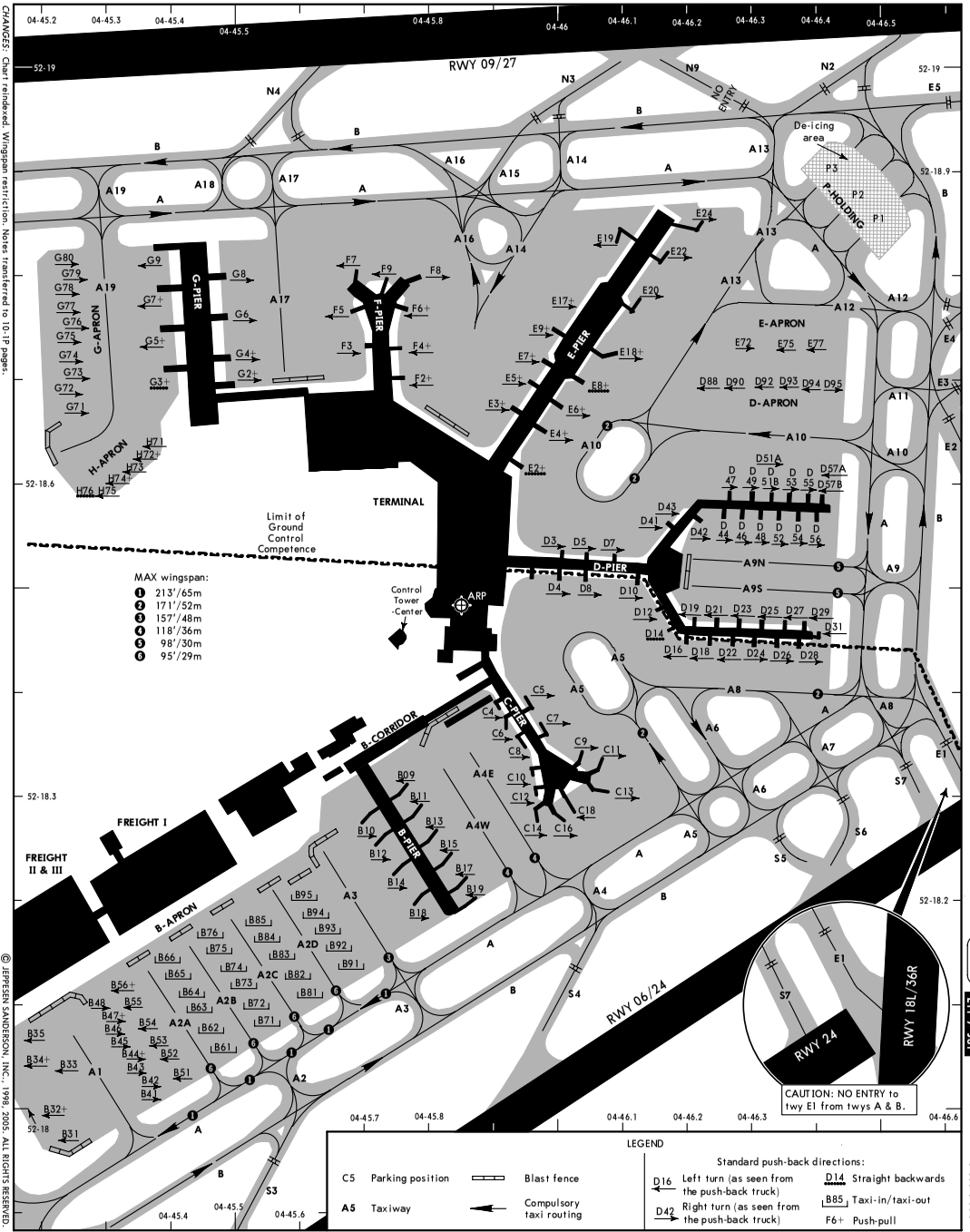
❼ TAKE-OFF RUN AVAILABLE
RWY 36L:
From rwy head 12,467′ (3800m)
twy V3 int 10,679′ (3255m)
twy V2 int 9039′ (2755m)
twy V1 int 7070′ (2155m)

JAR-OPS TAKE-OFF ❶

	Rwys 06, 09, 18L/C, 24, 27, 36L/C/R LVP must be in Force			All Rwys (except Rwy 18R) LVP must be in Force		
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

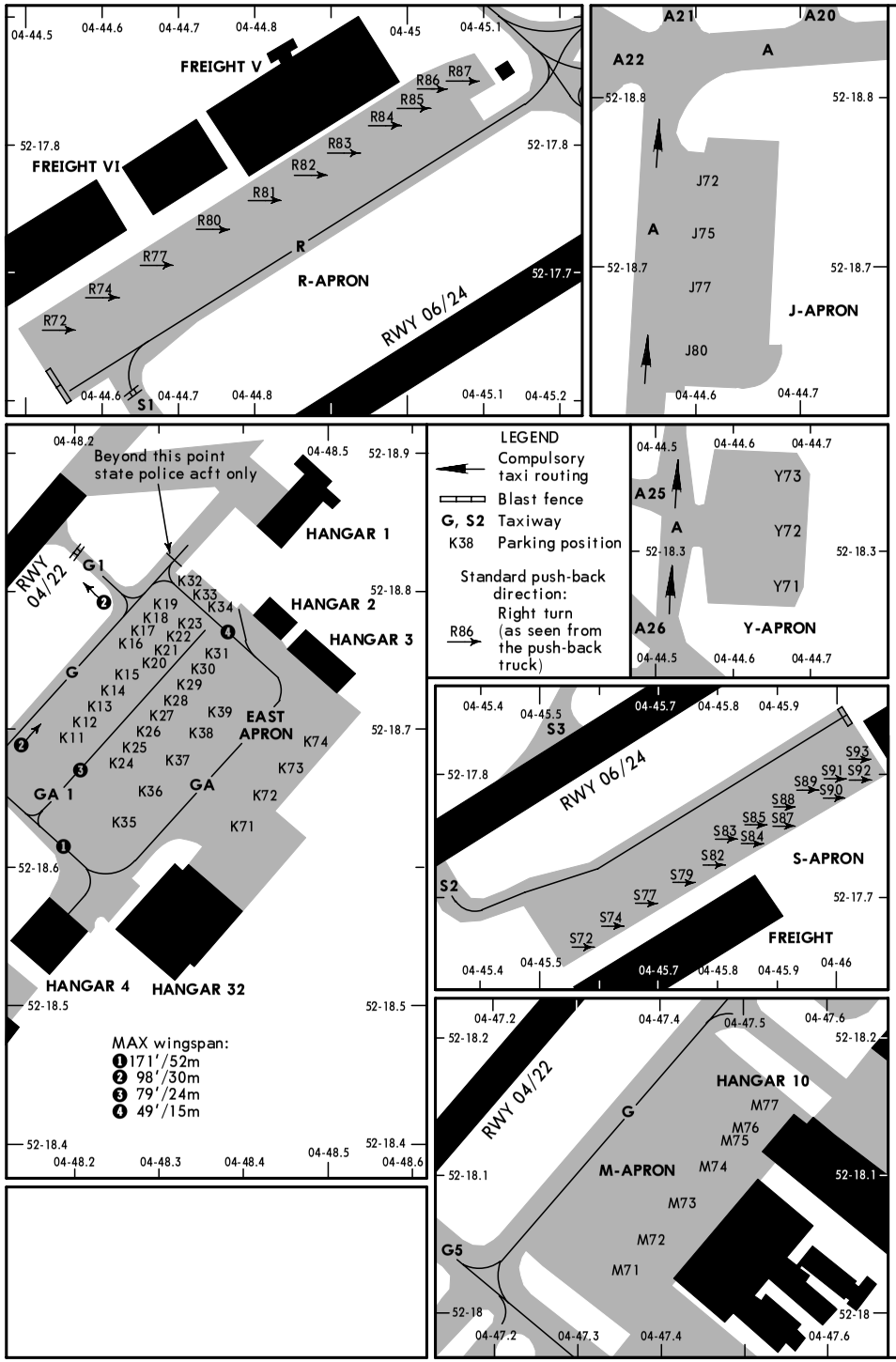
❶ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.
Rwy 36R: Net climb grad mim 5% until reaching 150′.

CHANGES: Notes transferred to 10-1P pages. Usable lengths rwy 04/22.



EHAM/AMS

JEPPESEN AMSTERDAM, NETHERLANDS (10-9B)
24 JUN 05
EFF 7 JUL
SCHIPHOL



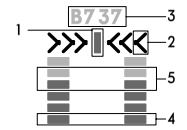
INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
B09	N52 18.3 E004 45.8	E8	N52 18.7 E004 46.1
B10	N52 18.3 E004 45.7	E9	N52 18.7 E004 46.0
B11	N52 18.3 E004 45.8	E17	N52 18.8 E004 46.0
B12	N52 18.2 E004 45.7	E18	N52 18.7 E004 46.1
B13	N52 18.3 E004 45.8	E19, E20	N52 18.8 E004 46.1
B14	N52 18.2 E004 45.7	E22	N52 18.8 E004 46.2
B15	N52 18.3 E004 45.8	E24	N52 18.9 E004 46.2
B17	N52 18.2 E004 45.9	E72	N52 18.7 E004 46.3
B18	N52 18.2 E004 45.8	E75, E77	N52 18.7 E004 46.4
B19	N52 18.2 E004 45.9	F2	N52 18.7 E004 45.8
B31 thru B35	N52 18.0 E004 45.2	F3	N52 18.7 E004 45.7
B41, B42	N52 18.0 E004 45.4	F4	N52 18.7 E004 45.8
B43	N52 18.0 E004 45.3	F5	N52 18.8 E004 45.7
B44 thru B48	N52 18.1 E004 45.3	F6	N52 18.8 E004 45.8
B51	N52 18.0 E004 45.4	F7	N52 18.8 E004 45.7
B52 thru B54	N52 18.1 E004 45.4	F8	N52 18.8 E004 45.8
B55, B56	N52 18.1 E004 45.3	F9	N52 18.8 E004 45.7
B61, B62	N52 18.1 E004 45.5	G2	N52 18.7 E004 45.5
B63 thru B66	N52 18.1 E004 45.4	G3	N52 18.7 E004 45.4
B71	N52 18.1 E004 45.6	G4	N52 18.7 E004 45.5
B72 thru B74	N52 18.1 E004 45.5	G5	N52 18.7 E004 45.4
B75, B76	N52 18.2 E004 45.5	G6	N52 18.8 E004 45.5
B81 thru B83	N52 18.1 E004 45.6	G7	N52 18.8 E004 45.4
B84, B85	N52 18.2 E004 45.5	G8	N52 18.8 E004 45.5
B91	N52 18.1 E004 45.7	G9	N52 18.8 E004 45.4
B92	N52 18.1 E004 45.6	G71 thru G75	N52 18.7 E004 45.2
B93 thru B95	N52 18.2 E004 45.6	G76 thru G80	N52 18.8 E004 45.2
C3, C4	N52 18.4 E004 45.9	H71, H72	N52 18.6 E004 45.4
C5	N52 18.4 E004 46.0	H73 thru H76	N52 18.6 E004 45.3
C6	N52 18.4 E004 45.9	J72, J75, J77	N52 18.7 E004 44.6
C7	N52 18.4 E004 46.0	J80	N52 18.6 E004 44.6
C8	N52 18.3 E004 45.9	K11 thru K13	N52 18.7 E004 48.2
C9	N52 18.4 E004 46.0	K14, K15	N52 18.7 E004 48.3
C10	N52 18.3 E004 45.9	K16 thru K23	N52 18.8 E004 48.3
C11	N52 18.3 E004 46.1	K24 thru K29	N52 18.7 E004 48.3
C12	N52 18.3 E004 45.9	K30	N52 18.7 E004 48.4
C13	N52 18.3 E004 46.1	K31	N52 18.8 E004 48.4
C14, C16, C18	N52 18.3 E004 46.0	K32	N52 18.8 E004 48.3
D3 thru D5	N52 18.5 E004 46.0	K33, K34	N52 18.8 E004 48.4
D7	N52 18.5 E004 46.1	K35	N52 18.6 E004 48.3
D8	N52 18.5 E004 46.0	K36, K37	N52 18.7 E004 48.3
D10, D12	N52 18.5 E004 46.1	K38, K39	N52 18.7 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 46.2	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	Y71, Y72	N52 18.3 E004 44.7
E5	N52 18.7 E004 45.9	Y73	N52 18.4 E004 44.7
E6, E7	N52 18.7 E004 46.0		

CHANGES: Chart reindexed. Notes transferred to 10-1P pages.

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 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.

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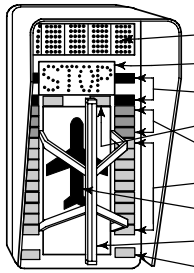
Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

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.**



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

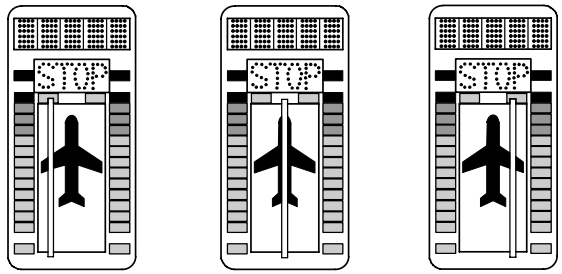
The system is operated by an employee of a handling company, who also keeps a safety watch during the docking. The pilot of an arriving aircraft has to be sure that the system is activated. If not, the aircraft has to stop short and has to wait until the system is switched on, or signals are given by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



TURN LEFT ON CENTERLINE TURN RIGHT

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.

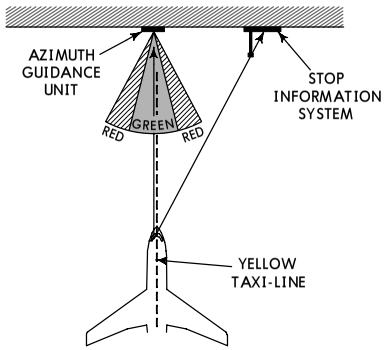
E. DISPLAY INFORMATION TEXT (following information can be expected)

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

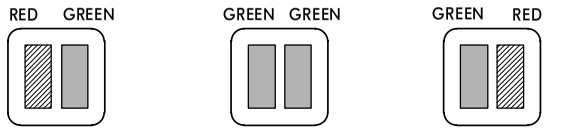
The system consists of an Azimuth guidance unit (AGNIS) and the stop information system (PAPA).



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

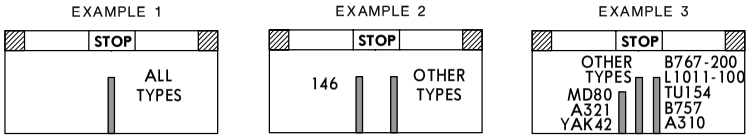
B. AZIMUTH INFORMATION (AGNIS)

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 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.

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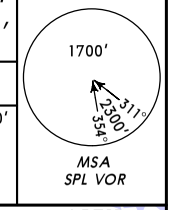
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.97	119.05 121.2	118.4 131.15	119.22 118.1 118.27	121.7

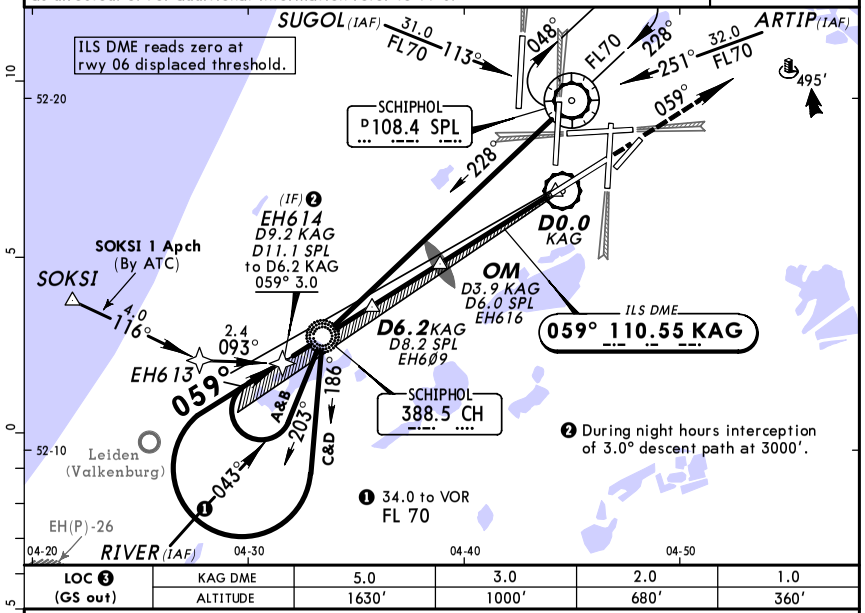
LOC KAG	Final Apch Crs	GS	ILS DA(H)	Apt Elev -11′ RWY -12′ (BELOW SEA LEVEL)
110.55	059°	No Altitude published	188′ (200′)	

BRIEFING STRIP ™

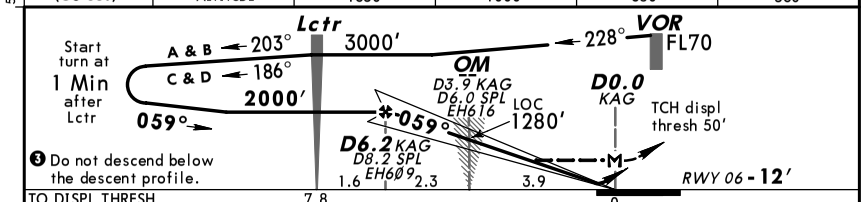
MISSED APCH: Climb on track 059° to 2000′. Inform ATC.
Expedite climb to 2000′.

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 IAS until OM or as directed. 5. For additional information refer to 11-0.





LOC ❸ (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
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at D0.0 KAG						

HIALS-II
PAPI
2000′ on 059°

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY 06

	ILS DA(H) 188′(200′) FULL	ILS DA(H) 188′(200′) ALS out	LOC (GS out) MDA(H) 400′(412′)	LOC (GS out) MDA(H) 400′(412′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	RVR 1800m
C				
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❶

Max Kts	MDA(H)	VIS
100	620′ (631′)	1500m
135	780′ (791′)	1600m
180	880′ (891′)	2400m
205	890′ (901′)	3600m

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

EHAM/AMS SCHIPHOL — AMSTERDAM, NETHERLANDS — SOKSI 1 Apch & CAT II ILS Rwy 06

JEPPESEN — 27 MAY 05 — Eff 9 Jun — (11-1A)

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

LOC	Final	GS	CAT II ILS	Apt Elev -11′
KAG	Apch Crs	No Altitude published	RA 100′ DA(H) 88′(100′)	RWY -12′ (BELOW SEA LEVEL)
110.55	059°			

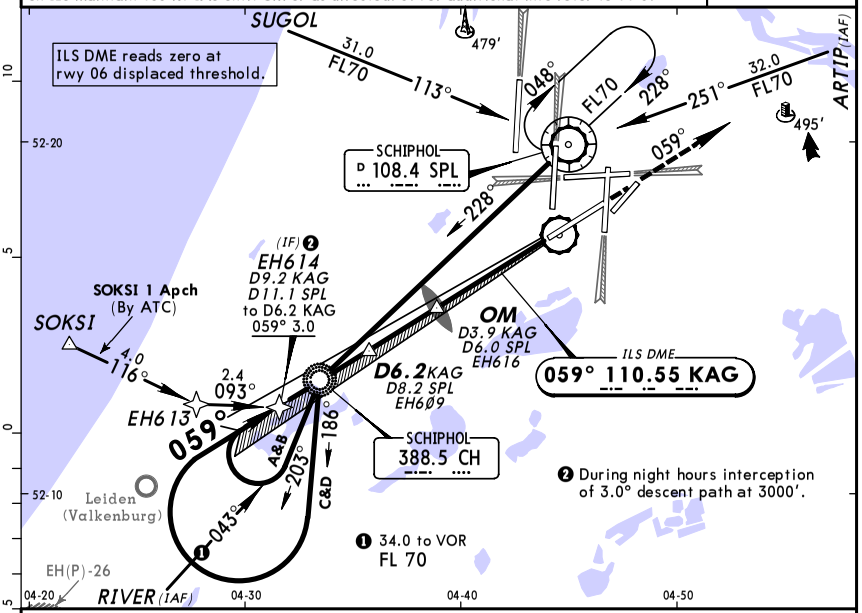
MISSED APCH: Climb on track 059° to 2000′. Inform ATC.
Expedite climb to 2000′.

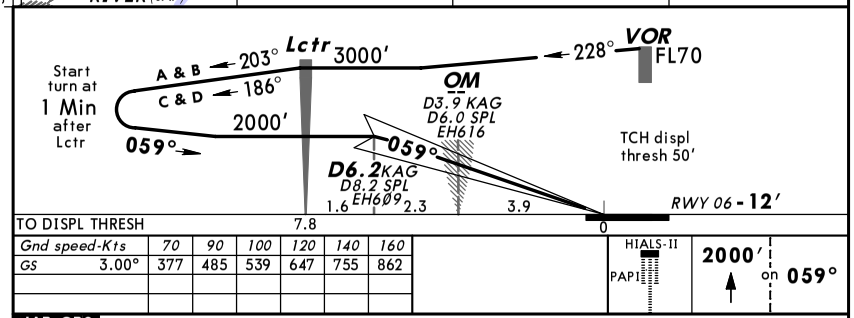
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

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 IAS until OM or as directed. 6. For additional info refer to 11-0.

MSA SPL VOR: 1700′ (2300′ 311°–354°)

BRIEFING STRIP™





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

HIALS-II PAPI — 2000′ on 059°

JAR-OPS

STRAIGHT-IN LANDING RWY **06**
CAT II ILS

ABCD
RA 100′
DA(H) **88′**(100′)

RVR 300m ❶

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

PANS OPS 4

CHANGES: Communications. Notes. Procedure. RA.

EHAM/AMS SCHIPHOL — AMSTERDAM, NETHERLANDS — RNAV NIGHT ILS DME Rwy 06

JEPPESEN — 27 MAY 05 — Eff 9 Jun — (11-2)

(SUGOL, RIVER & ARTIP TRANSITIONS to Rwy 06 during night hours (2300-0600 LT) or by ATC)

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

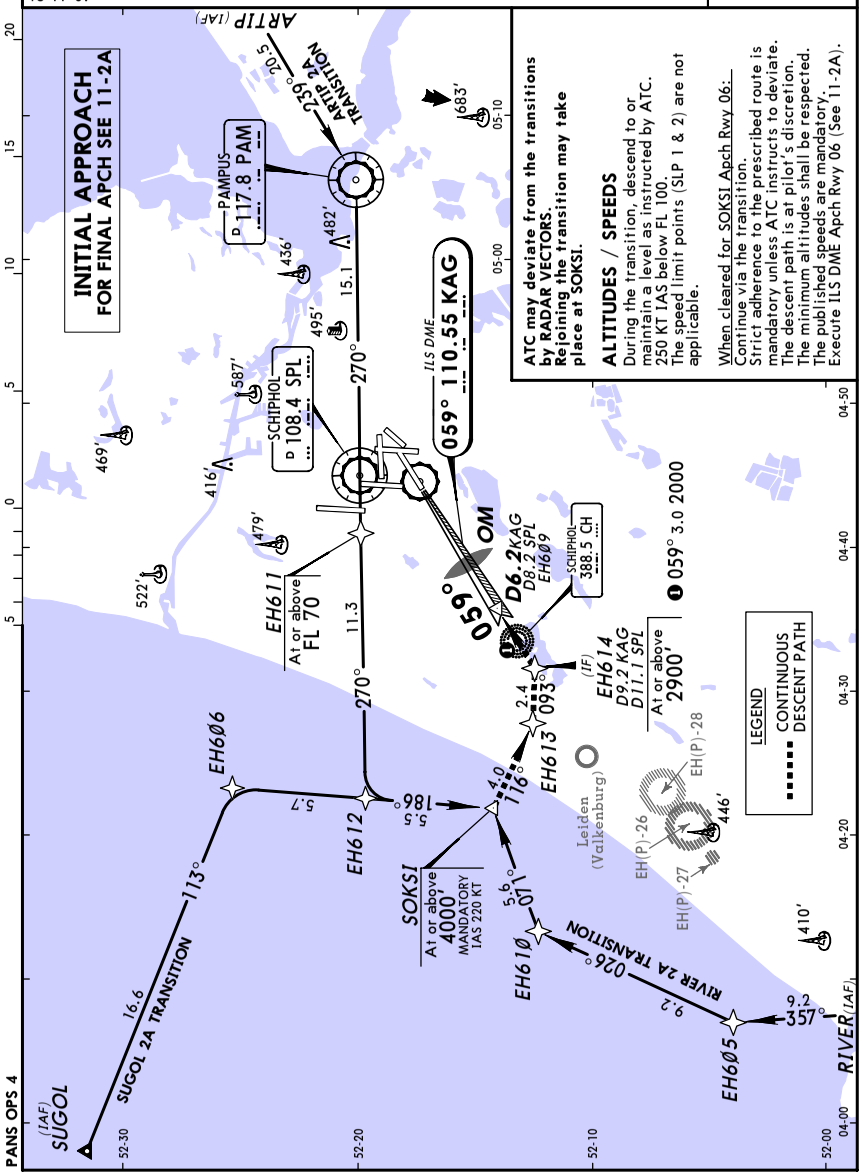
LOC	Final	Minimum Alt	ILS DA(H)	Apt Elev -11′
KAG	Apch Crs	Refer to chart 11-2A	Refer to chart 11-2A	RWY -12′ (BELOW SEA LEVEL)
110.55	059°			

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

1. LOC course not to be used outside 30° West of rwy centerline. 2. When established on ILS maintain 160 KT IAS until OM or as directed. 3. For additional information refer to 11-0.

MSA: 1700′ SPL VOR (2300′ 311°–354°)

BRIEFING STRIP™



PANS OPS 4

CHANGES: Communications. Procedure.

EHAM/AMS SCHIPHOL

JEPPESEN

27 MAY 05 **Eff 9 Jun** (11-2A) RNAV NIGHT

AMSTERDAM, NETHERLANDS CAT I/II ILS DME Rwy 06

(During night hours (2300-0600 LT) or by ATC)

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

BRIEFING STRIP™

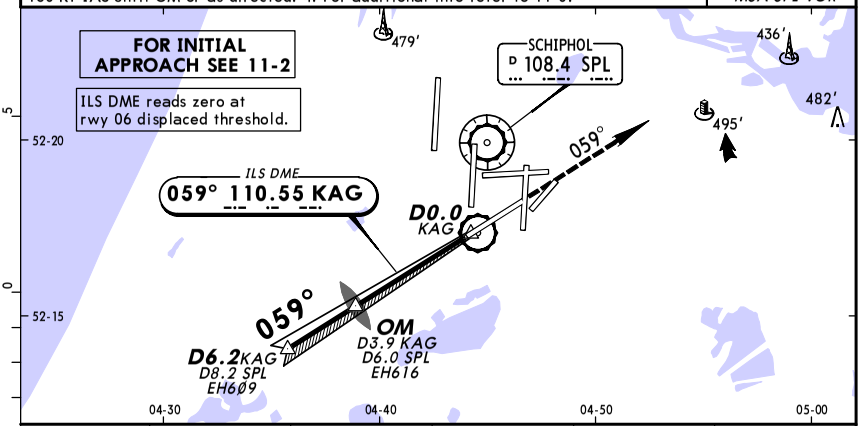
LOC	Final Apch Crs	GS	CAT II ILS DA(H)	ILS DA(H)	Apt Elev -11′
KAG 110.55	059°	OM 1275′ (1287′)	RA 100′ 88′ (100′)	188′ (200′)	RWY-12′ (BELOW SEA LEVEL)

MISSED APCH: Climb on track 059° to 2000′. Inform ATC.

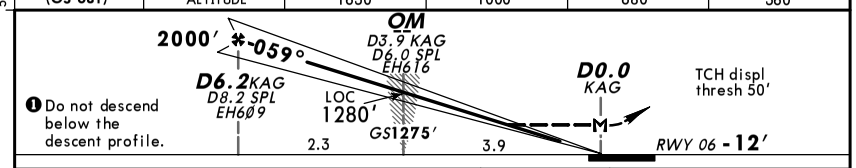
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

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 IAS until OM or as directed. 4. For additional info refer to 11-0.

1700′ 311° 2300′ 354° MSA SPL VOR



LOC ❶ (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
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at D0.0 KAG						

HIALS-II PAPI 2000′ on 059°

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

CAT II ILS

ABCD

RA 100′

DA(H) **88′** (100′)

RVR 300m ❶

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

	ILS DA(H) 188′ (200′) FULL	ILS DA(H) 188′ (200′) ALS out	LOC (GS out) MDA(H) 400′ (412′)	LOC (GS out) MDA(H) 400′ (412′) ALS out	CIRCLE-TO-LAND ❷ Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m	100	620′ (631′)	1500m
B					135	780′ (791′)	1600m
C			RVR 1000m	RVR 1800m	180	880′ (891′)	2400m
D			RVR 1400m	RVR 2000m	205	890′ (901′)	3600m

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

PANS OPS 4

CHANGES: Communications. Procedure. RA.

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Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EHAM/AMS SCHIPHOL

JEPPESEN

27 MAY 05 (11-3)

AMSTERDAM, NETHERLANDS REGSU 1 Apch & ILS Rwy 18C

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

BRIEFING STRIP™

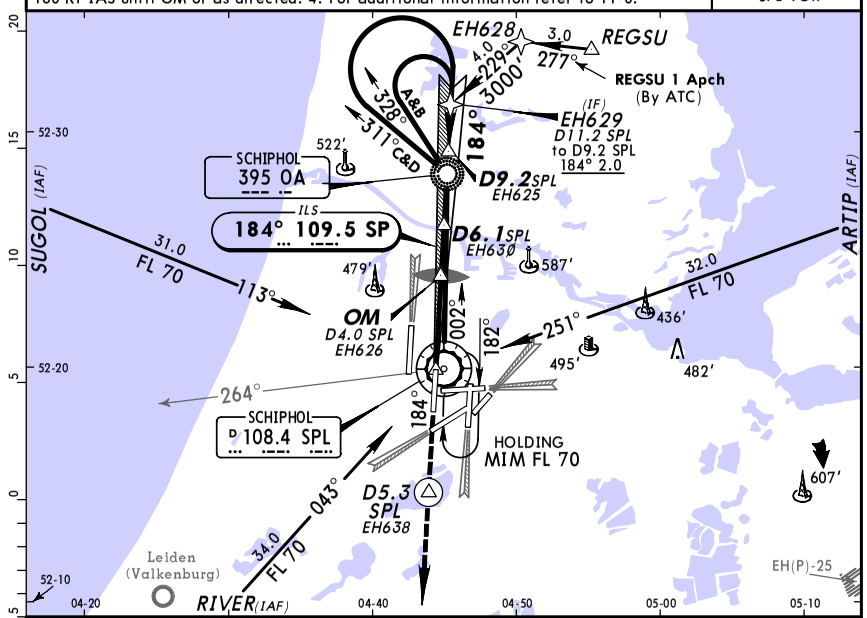
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev -11′
SP 109.5	184°	OM 1310′ (1322′)	188′ (200′)	RWY-12′ (BELOW SEA LEVEL)

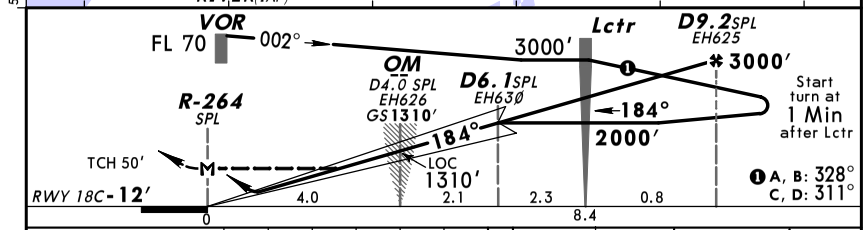
MISSED APCH: Climb on track 184° to MAX 1500′. Inform ATC. At D5.3 South of SPL VOR climb to 2000′. Do not overshoot the initial altitude of 1500′.

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

1. 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 IAS until OM or as directed. 4. For additional information refer to 11-0.

1700′ 311° 2300′ 354° MSA SPL VOR





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 R-264 SPL						

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

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

	ILS DA(H) 188′ (200′) FULL	ILS DA(H) 188′ (200′) ALS out	LOC (GS out) MDA(H) 370′ (382′)	LOC (GS out) MDA(H) 370′ (382′) ALS out	CIRCLE-TO-LAND ❶ Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m	100	620′ (631′)	1500m
B					135	780′ (791′)	1600m
C			RVR 1000m	RVR 1800m	180	880′ (891′)	2400m
D			RVR 1400m	RVR 2000m	205	890′ (901′)	3600m

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

PANS OPS 4

CHANGES: Communications. Notes. Procedure.

EHAM/AMS SCHIPHOL — AMSTERDAM, NETHERLANDS

JEPPESEN 27 MAY 05 (11-3A)

REGSU 1 Apch & CAT II ILS Rwy 18C

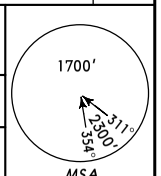
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.97	119.05 121.2	118.4 131.15	119.22 118.1 118.27	121.7

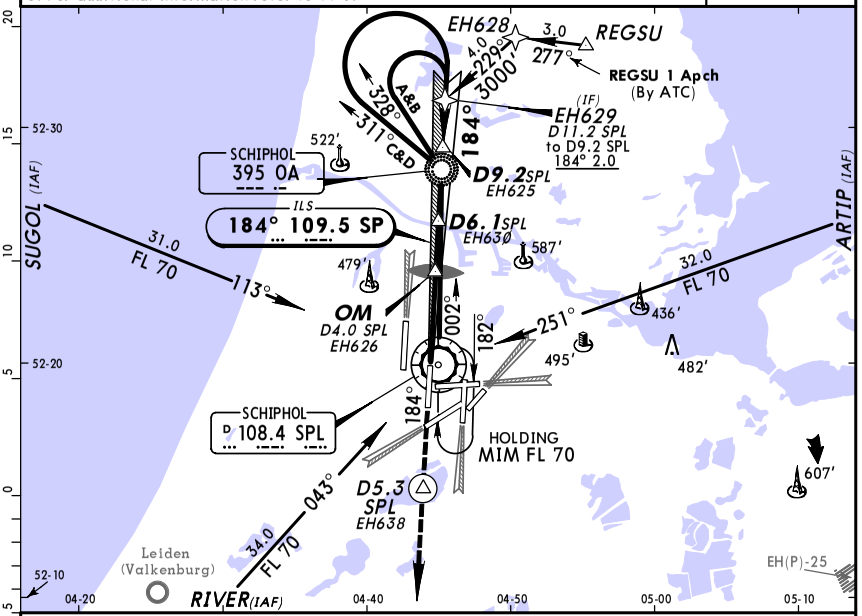
LOC	Final	GS	CAT II ILS	Apt Elev -11′
SP	Apch Crs	OM	RA 101′	RWY -12′
109.5	184°	1310′ (1322′)	DA(H) 88′ (100′)	(BELOW SEA LEVEL)

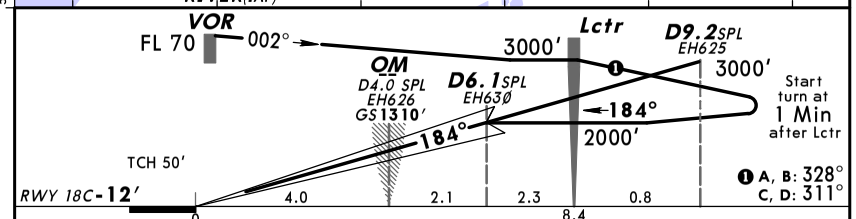
MISSED APCH: Climb on track 184° to MAX 1500′. Inform ATC. At D5.3 South of SPL VOR climb to 2000′. Do not overshoot the initial altitude of 1500′.

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

1. Special Aircrew & Aircraft Certification Required. 2. WARNING: CVFR 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 IAS until OM or as directed. 5. For additional information refer to 11-0.







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 South of SPL VOR | on 184°

JAR-OPS STRAIGHT-IN LANDING RWY 18C

CAT II ILS

ABCD

RA 101′

DA(H) 88′ (100′)

RVR 300m 1

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

BRIEFING STRIP™ PANS OPS 4

CHANGES: Communications. Notes. Procedure.

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Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EHAM/AMS SCHIPHOL — AMSTERDAM, NETHERLANDS

JEPPESEN 27 MAY 05 (11-4) RNAV

NIRSI 1 Apch & ILS Rwy 18R

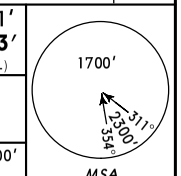
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.97	119.05 121.2	118.4 131.15	119.22 118.1 118.27	121.9

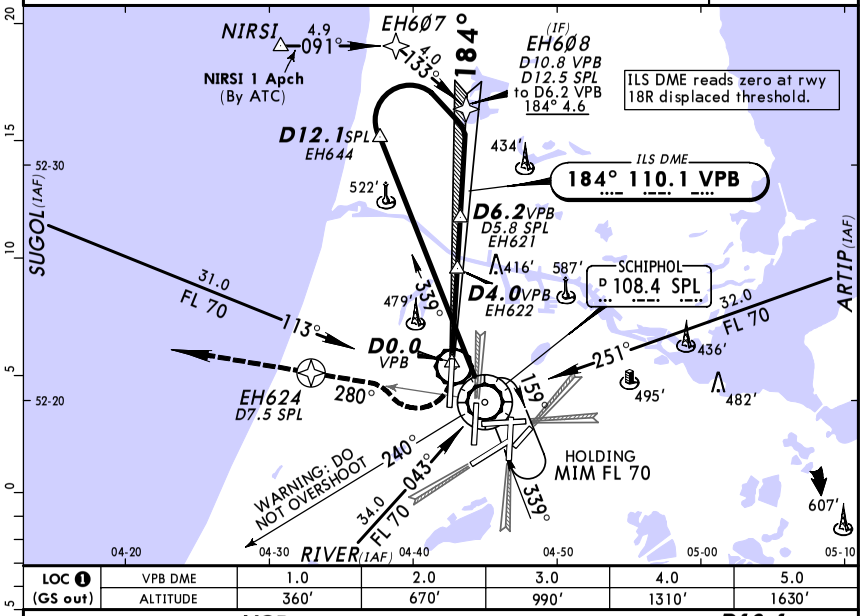
LOC	Final	GS	ILS	Apt Elev -11′
VPB	Apch Crs	No Altitude	DA(H)	RWY -13′
110.1	184°	published	187′ (200′)	(BELOW SEA LEVEL)

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.

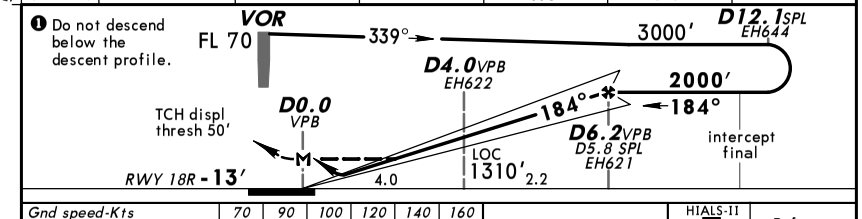
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

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 IAS until D4.0 VBP or as directed. 4. For additional information refer to 11-0.





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
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at D0.0 VPB						

HIALS-II PAPI | Refer to Missed Apch above

JAR-OPS STRAIGHT-IN LANDING RWY 18R

	ILS DA(H) 187′ (200′) FULL	ILS DA(H) 187′ (200′) ALS out	LOC (GS out) MDA(H) 340′ (353′)	LOC (GS out) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND 1 Max Kts	MDA(H)	VIS
100	620′ (631′)	1500m
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.

BRIEFING STRIP™ PANS OPS 4

CHANGES: Communications. Notes. Procedure.

EHAM/AMS
SCHIPHOL

JEPPESEN
27 MAY 05 (11-4A)

AMSTERDAM, NETHERLANDS
RNAV NIRSI 1 Apch & CAT II ILS Rwy 18R

BRIEFING STRIP ™

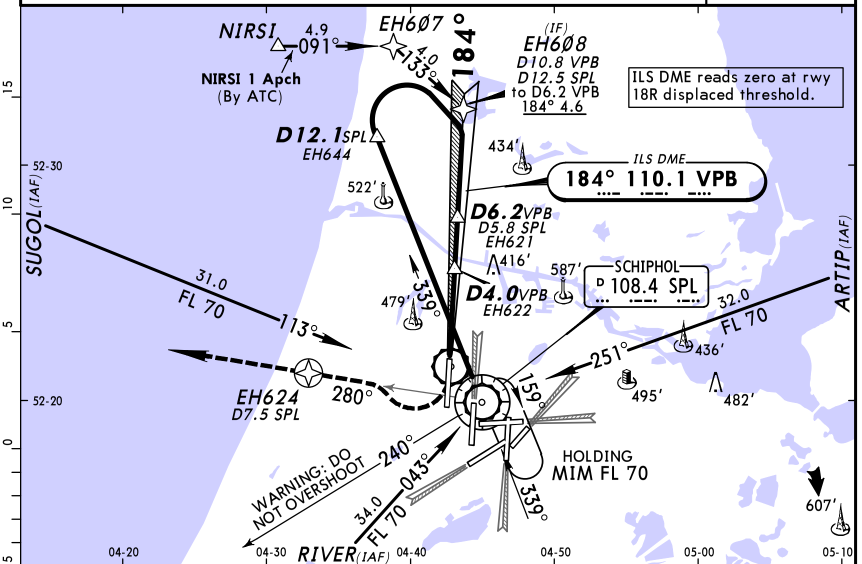
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.97	119.05 121.2	118.4 131.15	119.22 118.1 118.27	121.9

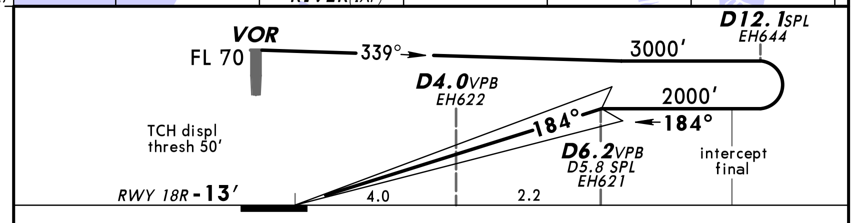
LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev / RWY
VPB 110.1	184°	No Altitude published	RA 100′ DA(H) 87′(100′)	Apt Elev -11′, RWY -13′ (BELOW SEA LEVEL)

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′
1. Special Aircrew & Aircraft Certification Required. 2. WARNING: CVFR tfc 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 IAS until D4.0 VBP or as directed. 5. For additional information refer to 11-0.

MSA SPL VOR: 1700′ (311°–354°, 2300′)





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

HIALS-II
PAPI

Refer to Missed Apch above

JAR-OPS

STRAIGHT-IN LANDING RWY 18R
CAT II ILS

ABCD
RA 100′
DA(H) **87′**(100′)

RVR 300m [1]

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

PANS OPS 4

CHANGES: Communications. Note. Procedure.

EHAM/AMS
SCHIPHOL

JEPPESEN
27 MAY 05 (11-5)

AMSTERDAM, NETHERLANDS
RNAV NIGHT ILS DME Rwy 18R
(SUGOL, RIVER & ARTIP TRANSITIONS to Rwy 18R during night hours (2300-0600 LT) or by ATC)

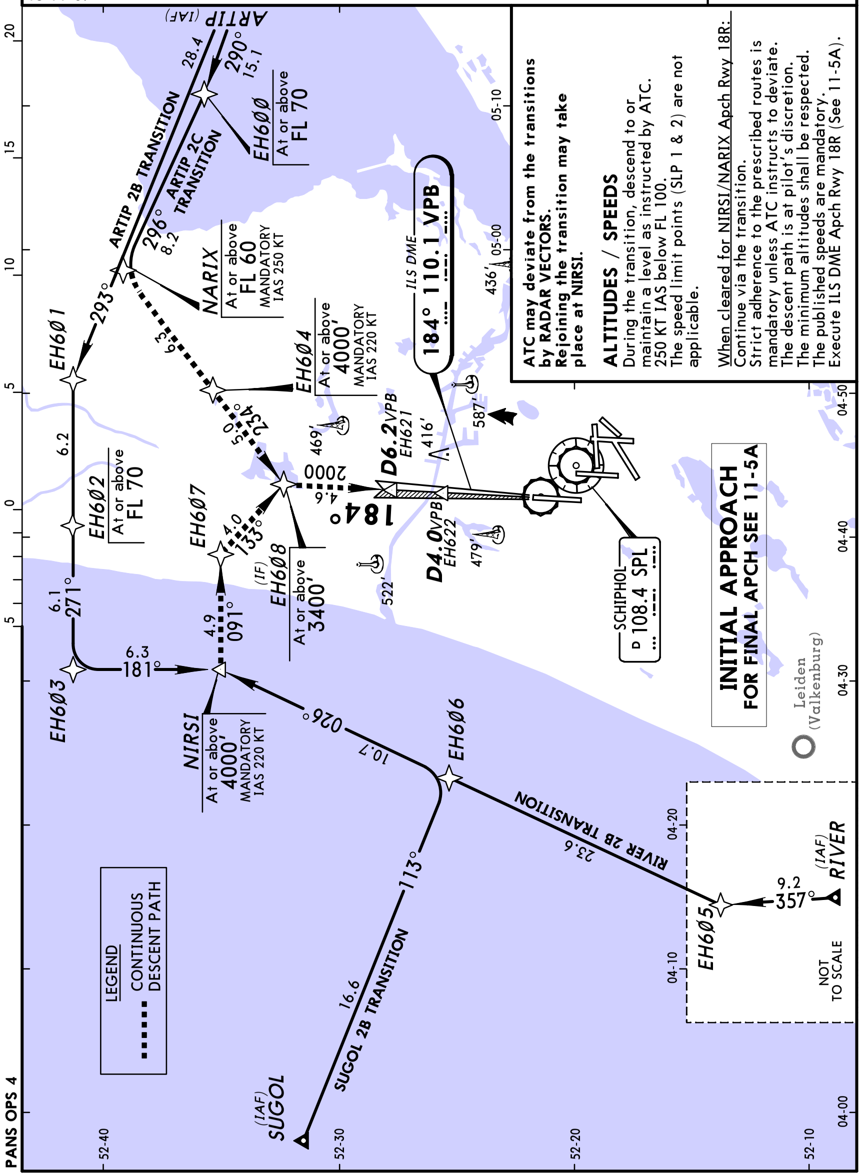
BRIEFING STRIP™

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.97	119.05 121.2	118.4 131.15	119.22 118.1 118.27	121.9

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
VPB 110.1	184°	Refer to chart 11-5A	Refer to chart 11-5A	Apt Elev -11′, RWY -13′ (BELOW SEA LEVEL)

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 VBP or as directed. 3. For additional information refer to 11-0.

MSA SPL VOR: 1700′ (311°–354°, 2300′)



ATC may deviate from the transitions by RADAR VECTORS. Rejoining the transition may take place at NIRSI.

ALTITUDES / SPEEDS
During the transition, descend to or maintain a level as instructed by ATC.
250 KT IAS below FL 100.
The speed limit points (SLP 1 & 2) are not applicable.

When cleared for NIRSI/NARIX Apch Rwy 18R:
Continue via the transition.
Strict adherence to the prescribed routes is mandatory unless ATC instructs to deviate.
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).

PANS OPS 4

CHANGES: Procedure.

EHAM/AMS SCHIPHOL

JEPPESEN

27 MAY 05 (11-5A) RNAV NIGHT

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

(During night hours (2300-0600 LT) or by ATC)

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.97	119.05 121.2	118.4 131.15	119.22 118.1 118.27	121.9

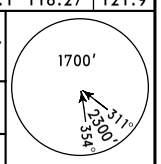
BRIEFING STRIP™

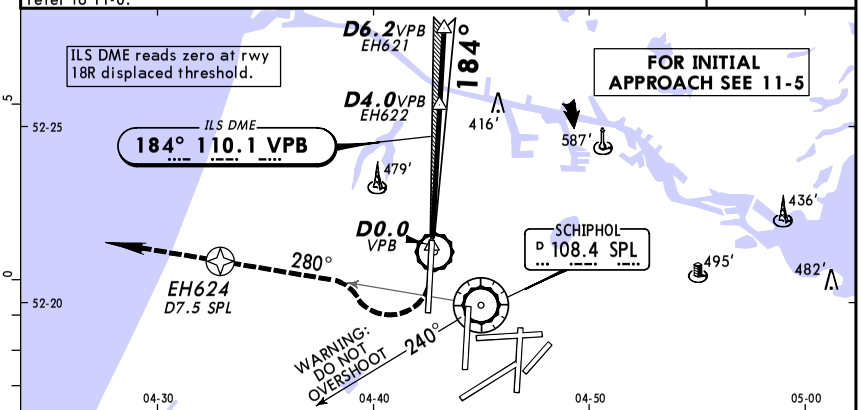
LOC VPB	Final Apch Crs	GS	CAT II ILS	ILS DA(H)	Apt Elev -11′
110.1	184°	D4.0 VPB 1310′(1323′)	RA 100′ DA(H) 87′(100′)	187′(200′)	RWY-13′ (BELOW SEA LEVEL)

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.

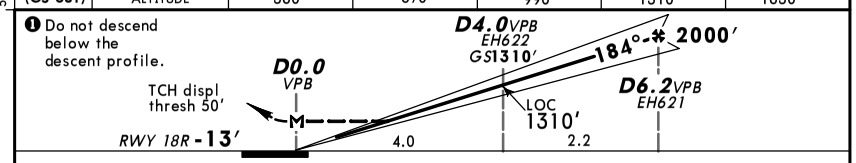
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

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.





LOC ❶ (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
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at D0.0 VPB						

HIALS-II PAPI

Refer to Missed Apch above

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

CAT II ILS

ABCD

RA 100′

DA(H) **87′**(100′)

RVR 300m ❶

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

	ILS DA(H) 187′(200′) FULL	ILS DA(H) 187′(200′) ALS out	LOC (GS out) MDA(H) 340′(353′)	LOC (GS out) MDA(H) 340′(353′) ALS out	CIRCLE-TO-LAND ❷ Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m	100	620′(631′)	1500m
B			RVR 1000m		135	780′(791′)	1600m
C				RVR 1800m	180	880′(891′)	2400m
D			RVR 1400m	RVR 2000m	205	890′(901′)	3600m

PANS OPS 4

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

CHANGES: Procedure.

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Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EHAM/AMS SCHIPHOL

JEPPESEN

27 MAY 05 (11-6)

AMSTERDAM, NETHERLANDS
ILS DME Rwy 22

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

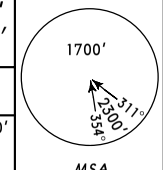
BRIEFING STRIP™

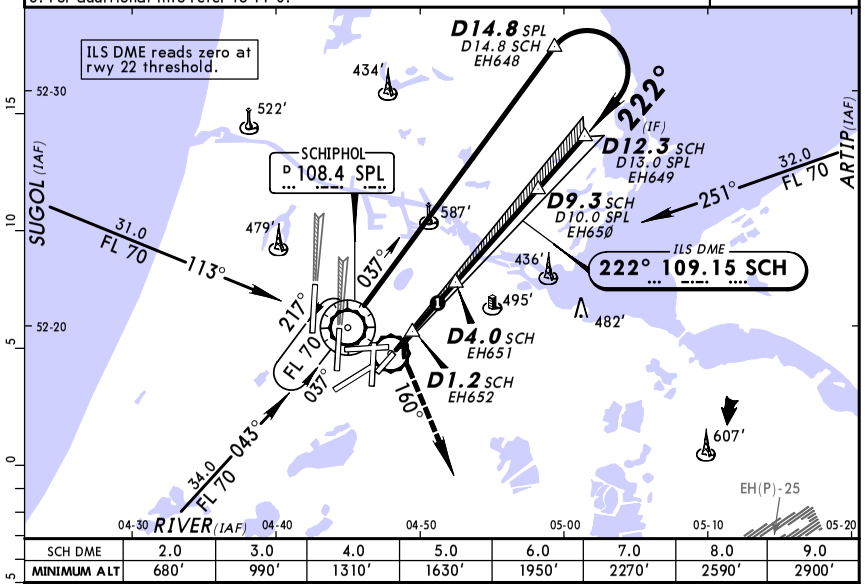
LOC SCH	Final Apch Crs	GS	ILS DA(H)	Apt Elev -11′
109.15	222°	No Altitude published	186′(200′)	RWY -14′ (BELOW SEA LEVEL)

MISSED APCH: Turn LEFT on track 160° as soon as practicable and climb to 2000′. Inform ATC.

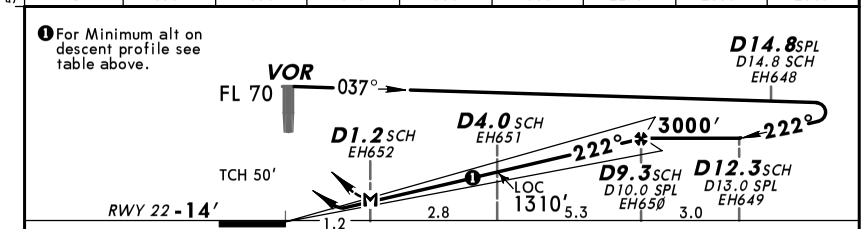
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

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 IAS until D4.0 SCH or as directed. 6. For additional info refer to 11-0.





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



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862
MAP at D1.2 SCH/EH652						

MIALS PAPI

As soon as practicable

160° LT

2000′

JAR-OPS STRAIGHT-IN LANDING RWY **22**

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

PANS OPS 4

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

CHANGES: Communications. Note. Procedure. Minimums.

EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

27 MAY 05 (11-7)

ILS DME Rwy 27

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

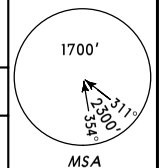
BRIEFING STRIP™

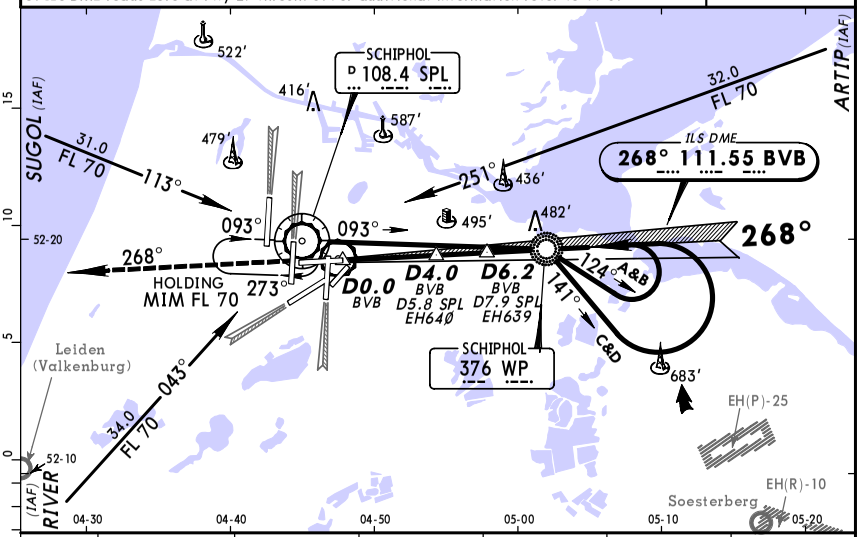
LOC BVB 111.55	Final Apch Crs 268°	GS No Altitude published	ILS DA(H) 188′ (200′)	Apt Elev -11′ RWY -12′ (BELOW SEA LEVEL)

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

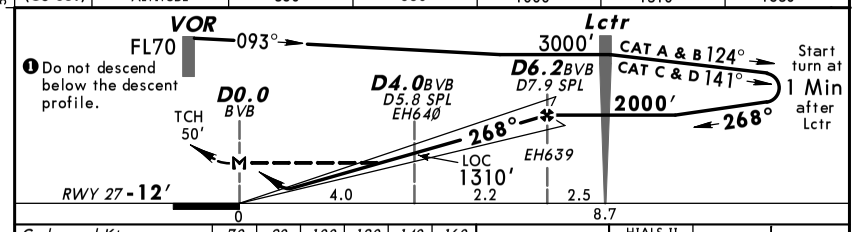
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

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 ❶	BVB DME	1.0	2.0	3.0	4.0	5.0
(GS out)	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						

HIALS-II PAPI 2000′ on 268°

JAR-OPS STRAIGHT-IN LANDING RWY 27

	ILS DA(H) 188′ (200′) FULL	ILS DA(H) 188′ (200′) ALS out	LOC (GS out) MDA(H) 430′ (442′)	LOC (GS out) MDA(H) 430′ (442′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❶

Max Kts	MDA(H)	VIS
100	620′ (631′)	1500m
135	780′ (791′)	1600m
180	880′ (891′)	2400m
205	890′ (901′)	3600m

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

PANS OPS 4

CHANGES: Communications. Note. Procedure.

EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

27 MAY 05 (11-7A)

CAT II ILS DME Rwy 27

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

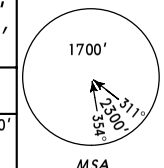
BRIEFING STRIP™

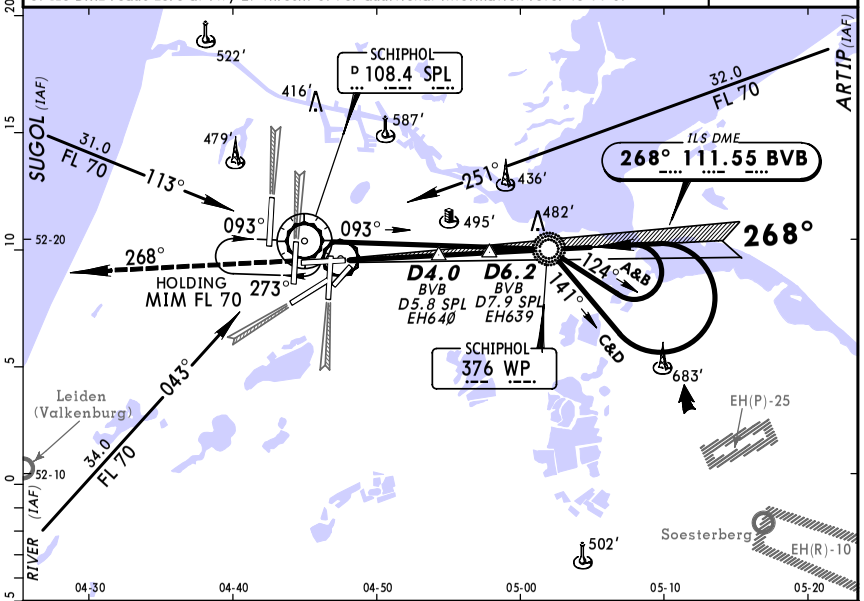
LOC BVB 111.55	Final Apch Crs 268°	GS No Altitude published	CAT II ILS RA 101′ DA(H) 88′ (100′)	Apt Elev -11′ RWY -12′ (BELOW SEA LEVEL)

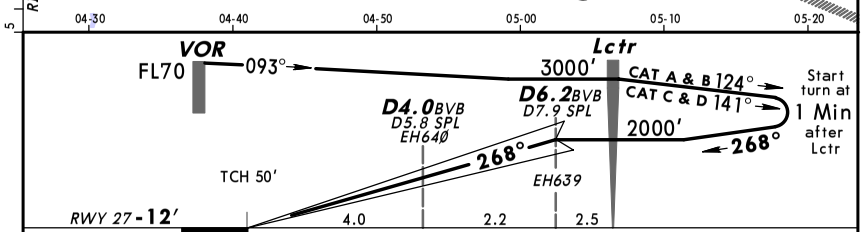
MISSED APCH: Climb on track 268° to 2000′. Inform ATC.
Expedite climb to 2000′.

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.







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

HIALS-II PAPI 2000′ on 268°

JAR-OPS STRAIGHT-IN LANDING RWY 27
CAT II ILS

ABCD
RA 101′
DA(H) 88′ (100′)

RVR 300m ❶

PANS OPS 4

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

CHANGES: Communications. Note. Procedure.

EHAM/AMS SCHIPHOL

JEPPESEN

27 MAY 05 (11-8)

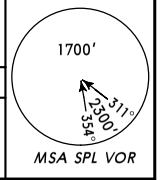
AMSTERDAM, NETHERLANDS
LOMKO 1 Apch & ILS DME Rwy 36C

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

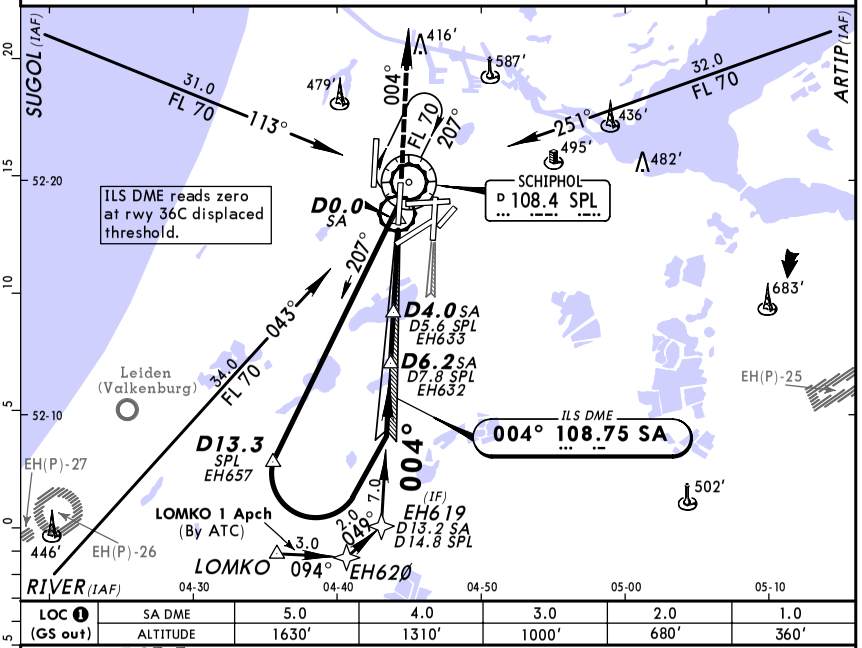
LOC	Final	GS	ILS	Apt Elev -11′
SA	Apch Crs	No Altitude	DA(H)	RWY -12′
108.75	004°	published	188′ (200′)	(BELOW SEA LEVEL)

MISSED APCH: Climb on track 004° to 2000′. Inform ATC.

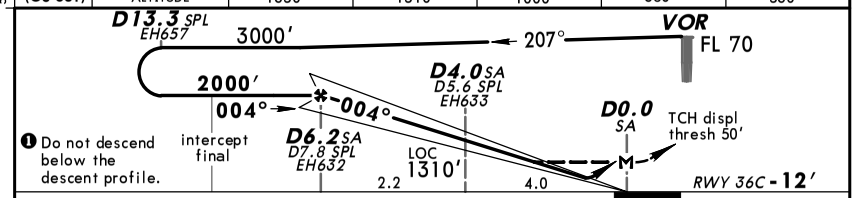
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′
1. WARNING: CVFR tfc up to 1500′ in the Valkenburg CTR. 2. Simultaneous apchs rwy 36R may be executed. 3. When established on ILS maintain 160 KT IAS until D4.0 SA or as directed. 4. For additional information refer to 11-0.



BRIEFING STRIP ™

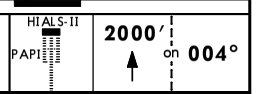


LOC ❶ (GS out)	SA DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1630′	1310′	1000′	680′	360′



❶ Do not descend below the descent profile.

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 SA						



JAR-OPS STRAIGHT-IN LANDING RWY 36C

	ILS DA(H) 188′(200′) FULL	ILS DA(H) 188′(200′) ALS out	LOC (GS out) MDA(H) 340′(352′)	LOC (GS out) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❶

Max Kts	MDA(H)	VIS
100	620′ (631′)	1500m
135	780′ (791′)	1600m
180	880′ (891′)	2400m
205	890′ (901′)	3600m

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

PANS OPS 4

CHANGES: Communications. Procedure.

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Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EHAM/AMS SCHIPHOL

JEPPESEN

27 MAY 05 (11-8A)

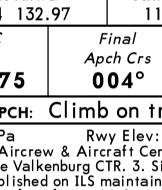
AMSTERDAM, NETHERLANDS
LOMKO 1 Apch & CAT II ILS DME Rwy 36C

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

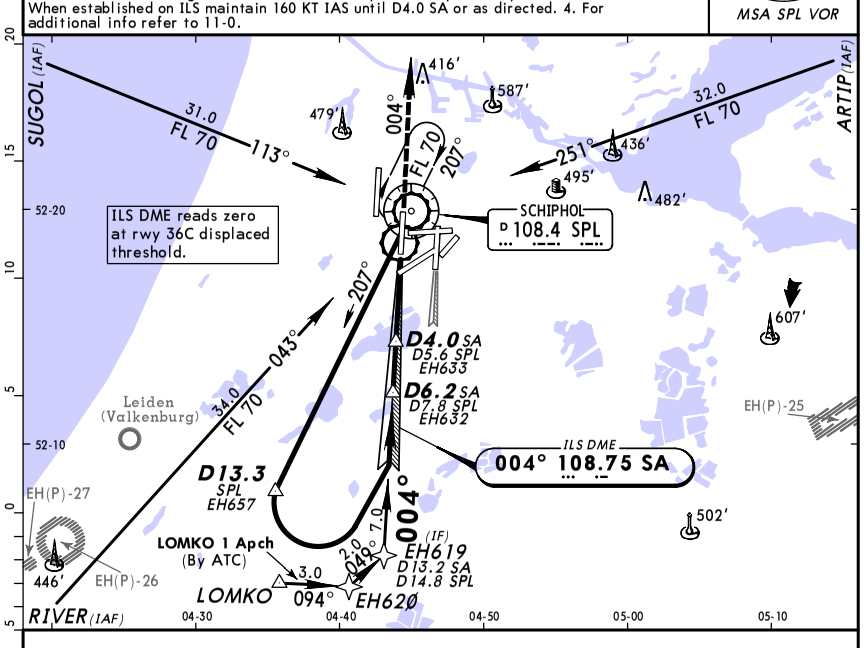
LOC	Final	GS	CAT II ILS	Apt Elev -11′
SA	Apch Crs	No Altitude	RA 100′ DA(H)	RWY -12′
108.75	004°	published	88′ (100′)	(BELOW SEA LEVEL)

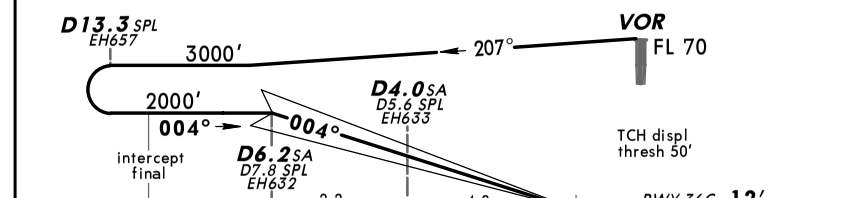
MISSED APCH: Climb on track 004° to 2000′. Inform ATC.

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. Simultaneoous apchs on rwy 36R may be executed . When established on ILS maintain 160 KT IAS until D4.0 SA or as directed. 4. For additional info refer to 11-0.

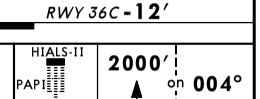


BRIEFING STRIP ™





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



JAR-OPS STRAIGHT-IN LANDING RWY 36C
CAT II ILS

ABCD
RA 100′
DA(H) 88′(100′)

RVR 300m ❶

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

PANS OPS 4

CHANGES: Communications. Procedure.

EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

27 MAY 05 (11-9) MONUT 1 Apch & ILS Rwy 36R

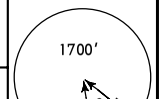
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.97	119.05 121.2	118.4 131.15	119.22 118.1 118.27	121.8

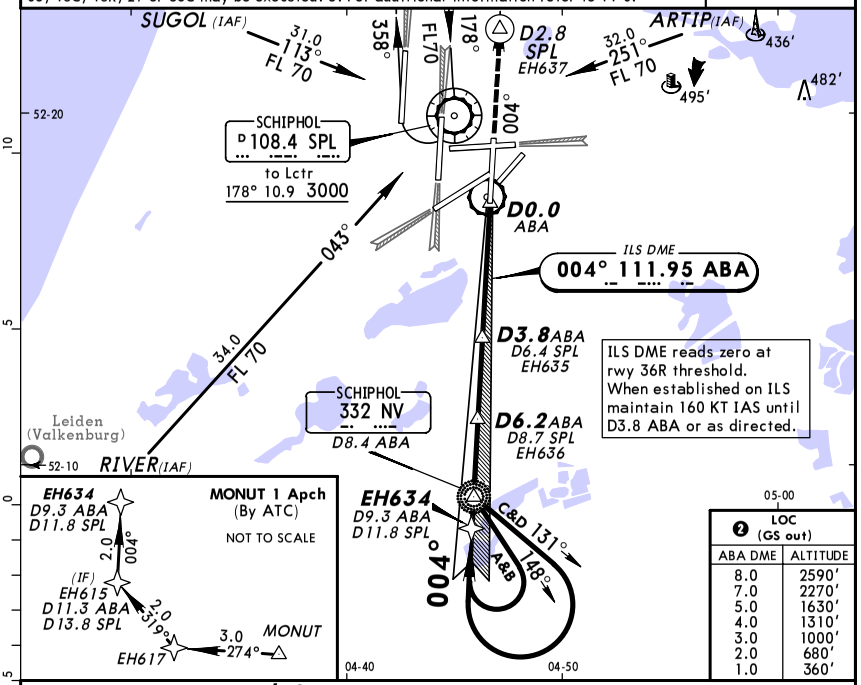
LOC	Final	GS	ILS	
ABA	Apch Crs	No Altitude published	DA(H)	Apt Elev -11′
111.95	004°		189′ (200′)	RWY -11′ (BELOW SEA LEVEL)

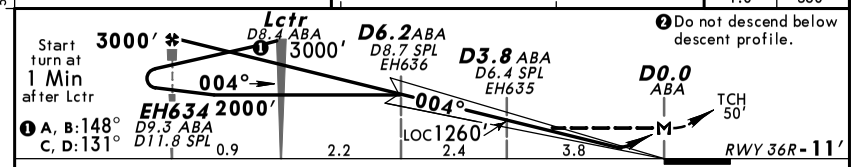
MISSED APCH: Climb on track 004° to MAX 1500′. Inform ATC. At D2.8 North of SPL VOR climb to 2000′. Do not overshoot the initial altitude of 1500′.

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

1. WARNING: CVFR tfc up to 1500′ in the Valkenburg CTR. 2. Simultaneous apchs on rwy 06, 18C, 18R, 27 or 36C may be executed. 3. For additional information refer to 11-0.







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 ABA						

HIALS-II PAPI

MAX 1500′ at D2.8 SPL North of SPL VOR on 004°

JAR-OPS STRAIGHT-IN LANDING RWY 36R

	ILS DA(H) 189′ (200′) FULL	ILS DA(H) 189′ (200′) ALS out	LOC (GS out) MDA(H) 430′ (441′)	LOC (GS out) MDA(H) 430′ (441′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND [1]

Max Kts.	MDA(H)	VIS
100	620′ (631′)	1500m
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.

PANS OPS 4

CHANGES: Communications. Procedure.

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Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

27 MAY 05 (11-9A) MONUT 1 Apch & CAT II ILS Rwy 36R

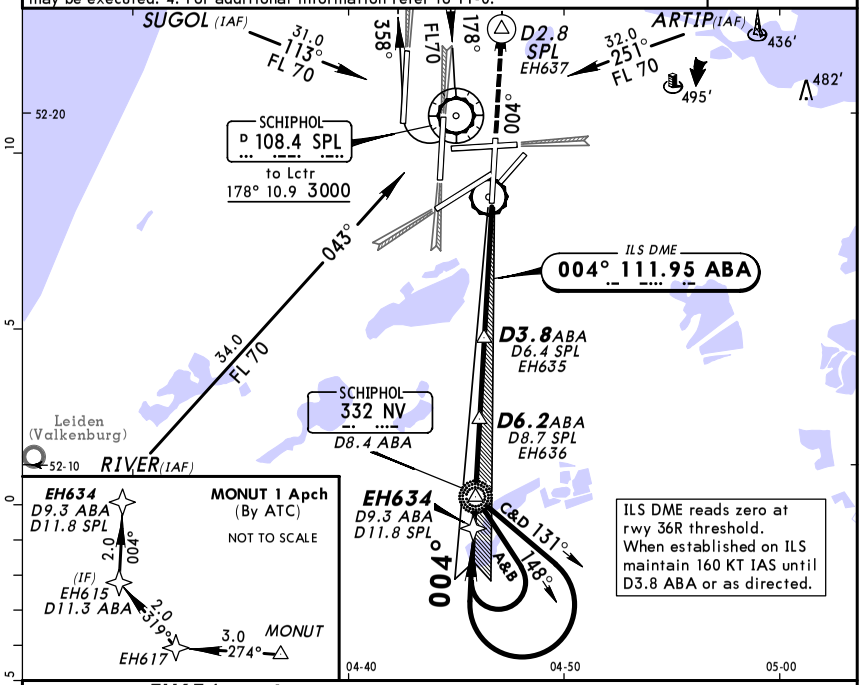
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.97	119.05 121.2	118.4 131.15	119.22 118.1 118.27	121.8

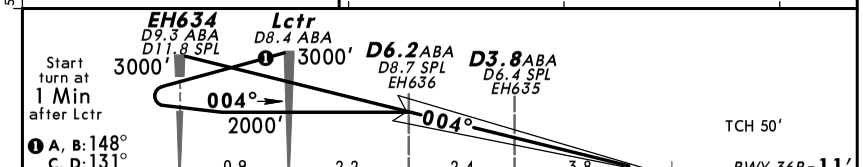
LOC	Final	GS	CAT II ILS	
ABA	Apch Crs	No Altitude published	RA 102′ DA(H)	Apt Elev -11′
111.95	004°		89′ (100′)	RWY -11′ (BELOW SEA LEVEL)

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 11-0.





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

HIALS-II PAPI

MAX 1500′ at D2.8 SPL North of SPL VOR on 004°

JAR-OPS STRAIGHT-IN LANDING RWY 36R

CAT II ILS

ABCD

RA 102′

DA(H) 89′ (100′)

RVR 300m [1]

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

PANS OPS 4

CHANGES: Communications. Procedure.

EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS
27 MAY 05 (13-1)
VOR DME Rwy 09

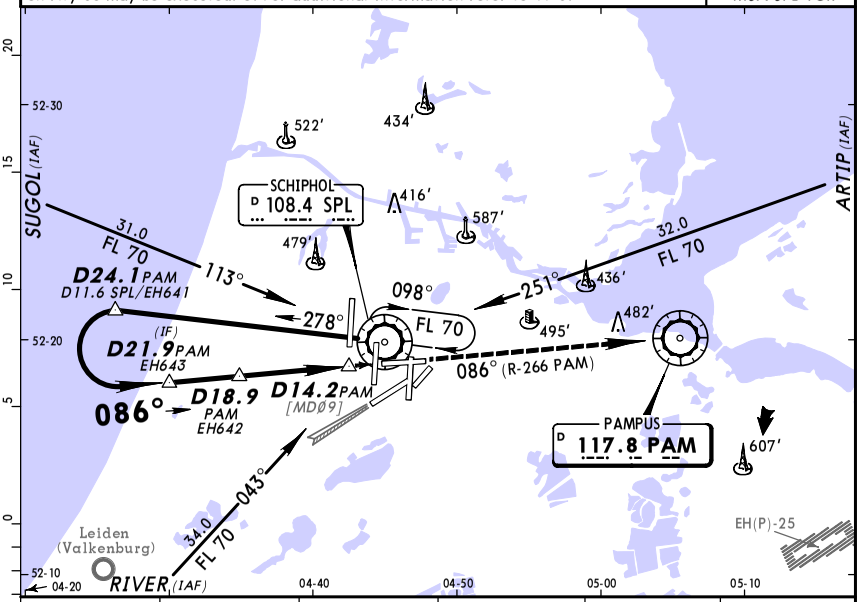
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.97	119.05 121.2	118.4 131.15	119.22 118.1 118.27	121.8

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev -11′
PAM 117.8	086°	D18.9 PAM 2000′ (2012′)	570′ (582′)	RWY -12′ (BELOW SEA LEVEL)

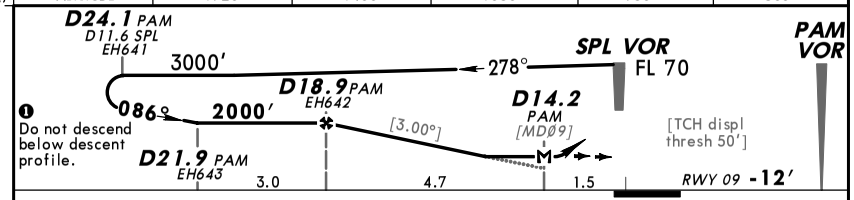
MISSED APCH: Climb inbound on R-266 PAM to 2000′. Inform ATC.

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.

MSA SPL VOR



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
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D14.2 PAM						

2000′ PAM on 117.8 R-266

JAR-OPS STRAIGHT-IN LANDING RWY 09

MDA(H) 570′ (582′)

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	620′ (631′)	1500m
B		135	780′ (791′)	1600m
C	RVR 2000m	180	880′ (891′)	2400m
D		205	890′ (901′)	3600m

CIRCLE-TO-LAND 1

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

PANS OPS 4

CHANGES: Communications. Note. Procedure.

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Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS
27 MAY 05 (13-2)
VOR DME Rwy 18R

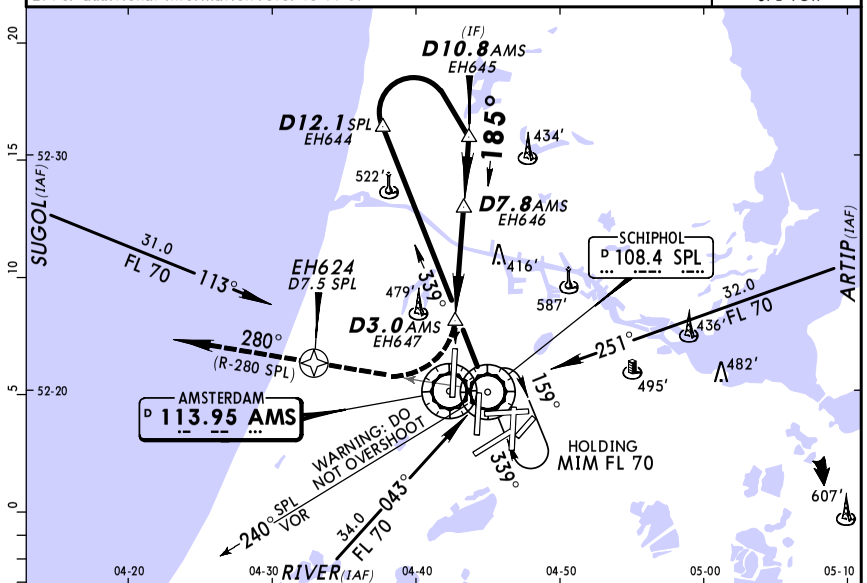
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.97	119.05 121.2	118.4 131.15	119.22 118.1 118.27	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev -11′
AMS 113.95	185°	D7.8 AMS 2000′ (2013′)	460′ (473′)	RWY -13′ (BELOW SEA LEVEL)

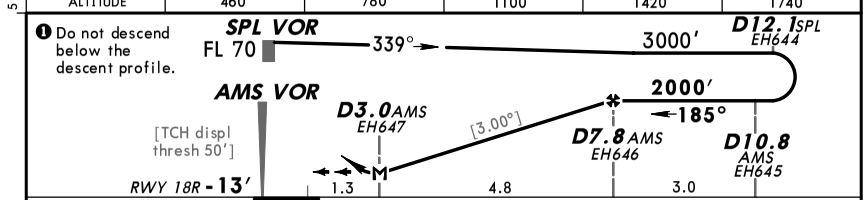
MISSED APCH: Turn RIGHT to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000′. Cross EH624 at 2000′. Inform ATC.

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.

MSA SPL VOR



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
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D3.0 AMS/EH647						

HIALS-II PAPI

Refer to Missed Apch above

JAR-OPS STRAIGHT-IN LANDING RWY 18R

MDA(H) 460′ (473′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1000m	RVR 1500m	100	620′ (631′)	1500m
B	RVR 1200m		135	780′ (791′)	1600m
C		RVR 2000m	180	880′ (891′)	2400m
D	RVR 1600m		205	890′ (901′)	3600m

CIRCLE-TO-LAND 1

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

PANS OPS 4

CHANGES: Communications. Missed apch. Procedure.

EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

27 MAY 05 (13-3)

CIRCLING VOR DME Rwy 24

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

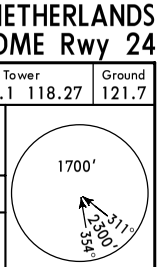
BRIEFING STRIP™

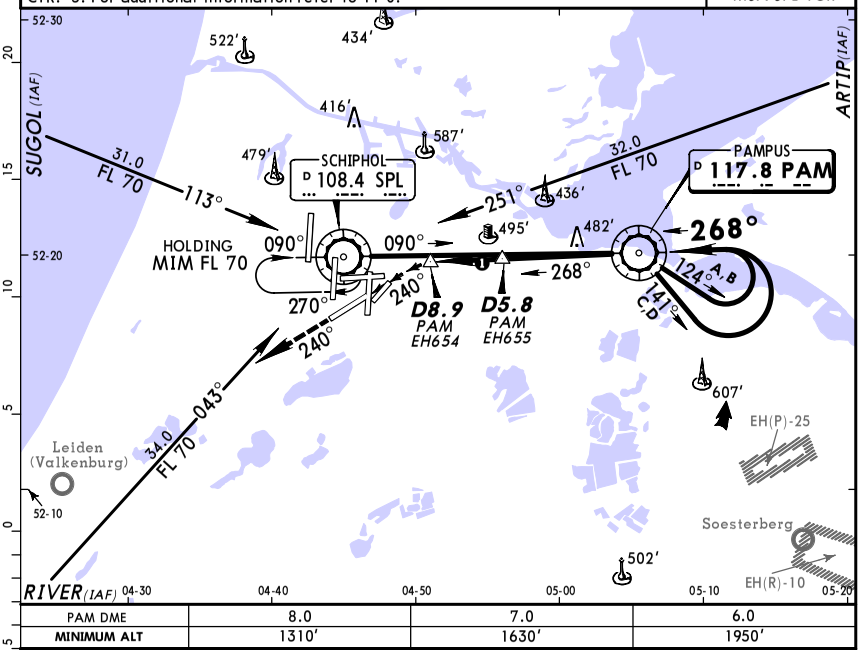
VOR	Final	Minimum Alt	MDA(H)	Apt Elev -11′
PAM	Apch Crs	D5.8 PAM	1000′ (1011′)	RWY -11′
117.8	268°	2000′ (2011′)		(BELOW SEA LEVEL)

MISSED APCH: Turn LEFT onto 240° and climb to 2000′. Inform ATC.

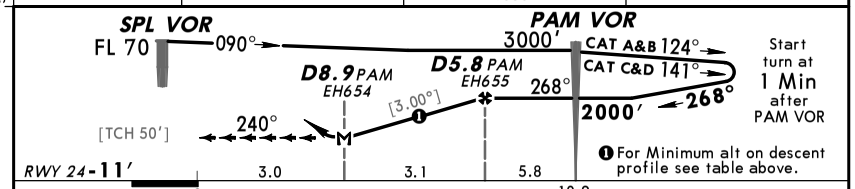
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

1. WARNING: After passing D8.0 PAM expect moderate turbulence on final approach when average wind velocity exceeds 30 KT. 2. CVFR tfc up to1500′ 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
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D8.9 PAM/EH654						

PAPI 240° LT 2000′

JAR-OPS **CEILING REQUIRED** CIRCLE-TO-LAND ❶

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

❶ To rwy 18L during daylight only: CEIL 1200′.

PANS OPS 4

CHANGES: Communications. Note. Procedure. Minimums.

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Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

27 MAY 05 (13-4)

VOR DME Rwy 27

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

BRIEFING STRIP™

VOR	Final	Minimum Alt	MDA(H)	Apt Elev -11′
PAM	Apch Crs	D4.8 PAM	670′ (682′)	RWY -12′
117.8	265°	2000′ (2012′)		(BELOW SEA LEVEL)

MISSED APCH: Climb on track 265° to 2000′. Inform ATC.

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 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.

PAM DME	9.0	8.0	7.0	6.0
❶ 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						

HIALS-II PAPI 2000′ on 265°

JAR-OPS STRAIGHT-IN LANDING RWY 27 CIRCLE-TO-LAND ❶

MDA(H) 670′ (682′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1200m	RVR 1500m	100	670′ (681′)	1500m
B	RVR 1400m		135	780′ (791′)	1600m
C		RVR 2000m	180	880′ (891′)	2400m
D	RVR 1800m		205	890′ (901′)	3600m

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

PANS OPS 4

CHANGES: Communications. Note. Procedure.

EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS
VOR DME Rwy 36C

27 MAY 05 (13-5)

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

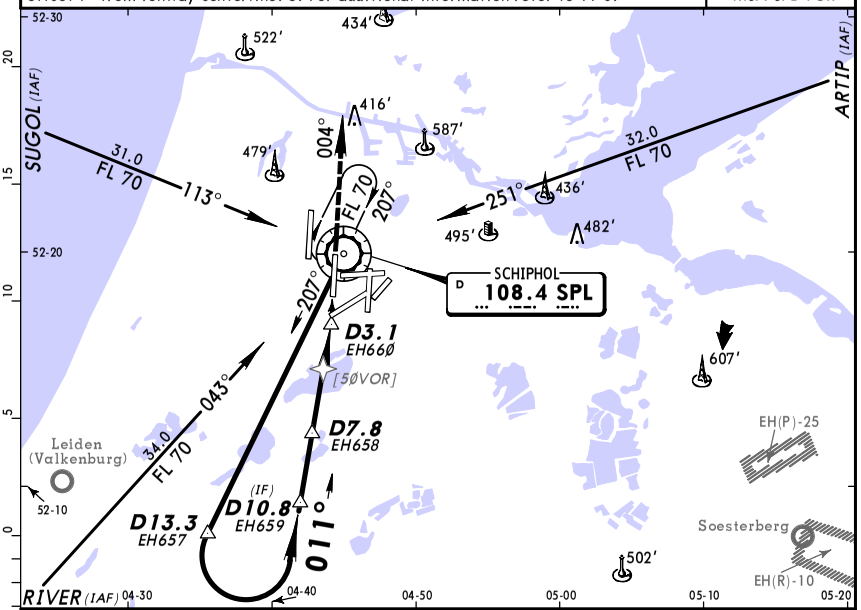
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev -11′
SPL 108.4	011°	D7.8 2000′ (2012′)	570′ (582′)	RWY -12′ (BELOW SEA LEVEL)

MISSED APCH: Climb on track 004° to 2000′. Inform ATC.

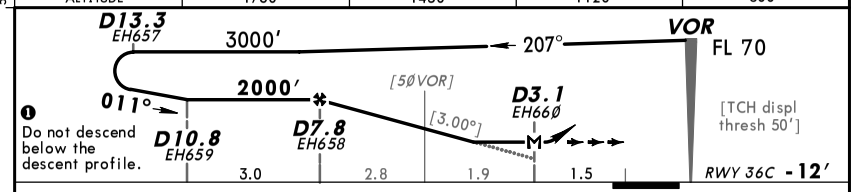
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′
1. WARNING: CVFR tfc up to 1500′ in the Valkenburg CTR. 2. Final approach track offset 7° from runway centerline. 3. For additional information refer to 11-0.

MSA SPL VOR
1700′
311°–354°
2300′

BRIEFING STRIP ™



SPL DME	7.0	6.0	5.0	4.0
ALTITUDE	1760′	1430′	1120′	800′



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 D3.1/EH66Ø						

HIALS-II PAPI 004° 2000′

JAR-OPS STRAIGHT-IN LANDING RWY 36C

MDA(H) 570′ (582′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1000m	RVR 1500m	100	620′ (631′)	1500m
B	RVR 1200m		135	780′ (791′)	1600m
C		RVR 2000m	180	880′ (891′)	2400m
D	RVR 1600m		205	890′ (901′)	3600m

CIRCLE-TO-LAND 1

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

PANS OPS 4

CHANGES: Communications. Procedure.

EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS
NDB DME Rwy 06

27 MAY 05 (16-1)

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

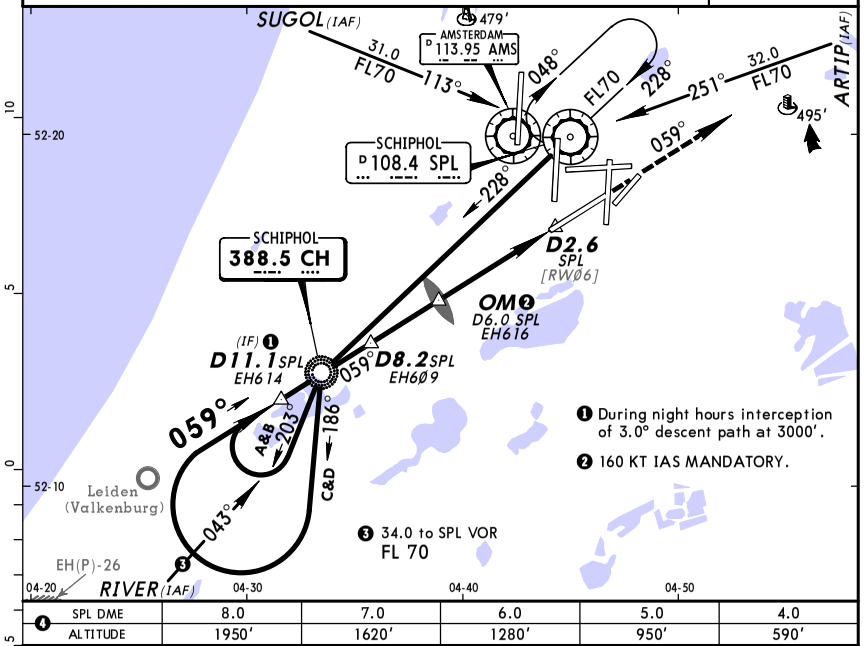
Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev -11′
CH 388.5	059°	D8.2 SPL 2000′ (2012′)	570′ (582′)	RWY -12′ (BELOW SEA LEVEL)

MISSED APCH: Climb on track 059° to 2000′. Inform ATC.

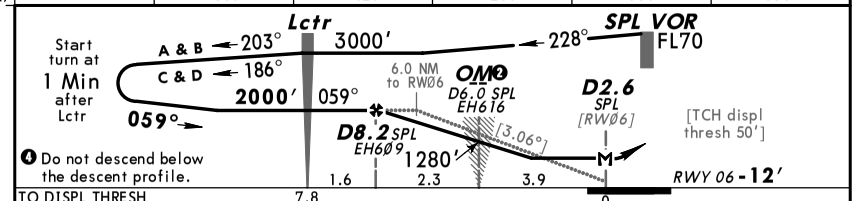
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′
1. WARNING: CVFR tfc up to 1500′ in the Valkenburg CTR.
2. For additional information refer to 11-0.

MSA SPL VOR
1700′
311°–354°
2300′

BRIEFING STRIP ™



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.34% or Descent angle [3.06°]	379	487	541	650	758	866
MAP at D2.6 SPL						

HIALS-II PAPI 2000′ on 059°

JAR-OPS STRAIGHT-IN LANDING RWY 06

MDA(H) 570′ (582′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1000m	RVR 1500m	100	620′ (631′)	1500m
B	RVR 1200m		135	780′ (791′)	1600m
C		RVR 2000m	180	880′ (891′)	2400m
D	RVR 1600m		205	890′ (901′)	3600m

CIRCLE-TO-LAND 1

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

PANS OPS 4

CHANGES: Communications. Procedure.

EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS
27 MAY 05 (16-2)
NDB DME Rwy 18C

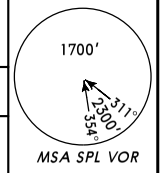
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.97	119.05 121.2	118.4 131.15	119.22 118.1 118.27	121.8

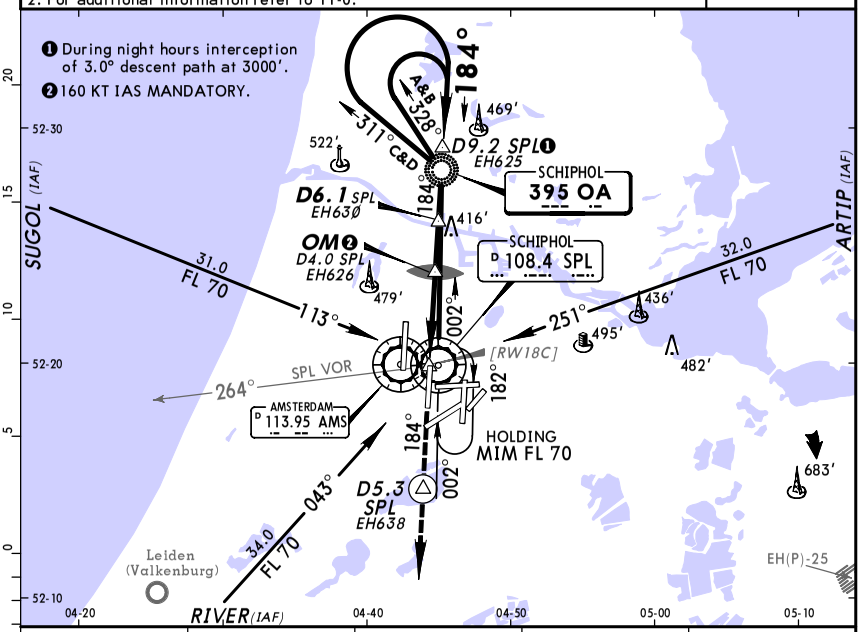
BRIEFING STRIP™

Lctr	Final	Minimum Alt	MDA(H)	Apt Elev -11′
OA	Apch Crs	D6.1 SPL		RWY -12′
395	184°	2000′ (2012′)	620′ (632′)	(BELOW SEA LEVEL)

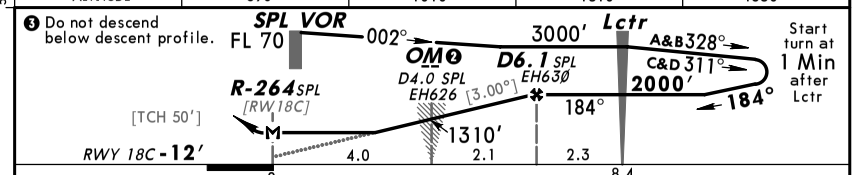
MISSED APCH: Climb on track 184° to MAX 1500′. Inform ATC. At D5.3 SPL South of SPL VOR climb to 2000′.

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.





❸ SPL DME	2.0	3.0	4.0	5.0
ALTITUDE	690′	1010′	1310′	1650′



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 R-264 SPL						

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

JAR-OPS STRAIGHT-IN LANDING RWY 18C

MDA(H) 620′ (632′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

CIRCLE-TO-LAND❶

Max Kts	MDA(H)	VIS
100	620′ (631′)	1500m
135	780′ (791′)	1600m
180	880′ (891′)	2400m
205	890′ (901′)	3600m

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

PANS OPS 4

CHANGES: Communications. Procedure.

EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS
27 MAY 05 (16-3)
NDB DME Rwy 36R

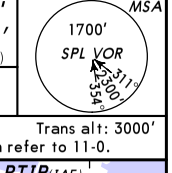
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.97	119.05 121.2	118.4 131.15	119.22 118.1 118.27	121.8

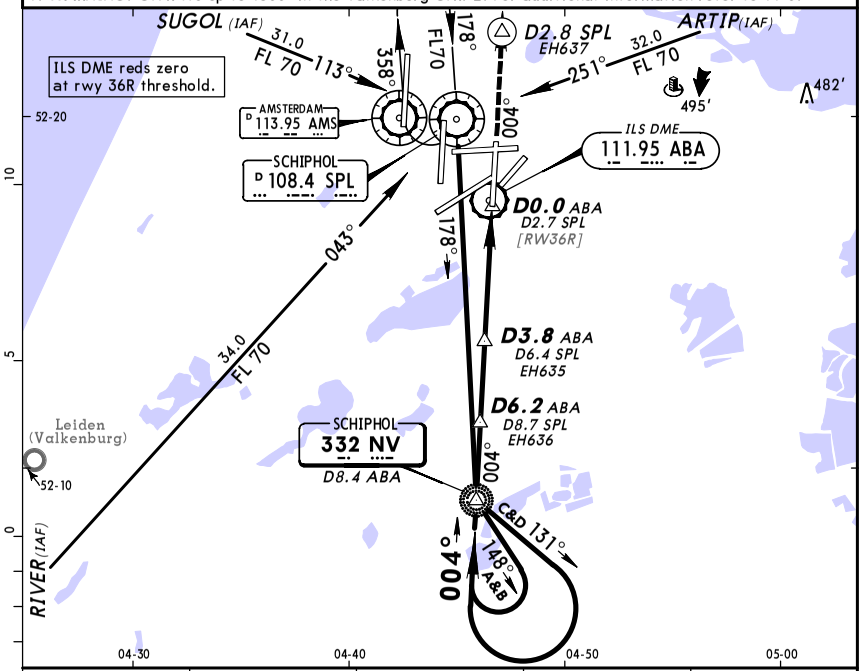
BRIEFING STRIP™

Lctr	Final	Minimum Alt	MDA(H)	Apt Elev -11′
NV	Apch Crs	D6.2 ABA		RWY -11′
332	004°	2000′ (2011′)	570′ (581′)	(BELOW SEA LEVEL)

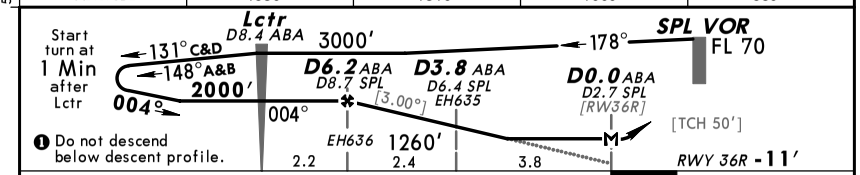
MISSED APCH: Climb on track 004° to MAX 1500′. Inform ATC. At D2.8 SPL North of SPL VOR climb to 2000′.

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.





❶ ABA DME	5.0	4.0	3.0	2.0
ALTITUDE	1630′	1310′	1000′	680′



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 D0.0 ABA/D2.7 SPL						

HIALS-II PAPI | MAX 1500′ at D2.8 SPL North of SPL VOR on 004°

JAR-OPS STRAIGHT-IN LANDING RWY 36R

MDA(H) 570′ (581′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1200m	
C		RVR 2000m
D	RVR 1600m	

CIRCLE-TO-LAND❶

Max Kts	MDA(H)	VIS
100	620′ (631′)	1500m
135	780′ (791′)	1600m
180	880′ (891′)	2400m
205	890′ (901′)	3600m

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

PANS OPS 4

CHANGES: Communications. Procedure.

EHAM/AMS
SCHIPHOL

JEPPESEN
27 MAY 05 **Eff 9 Jun** (18-1)

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

BRIEFING STRIP™

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)
108.4 132.97	119.05 121.2	118.4 131.15

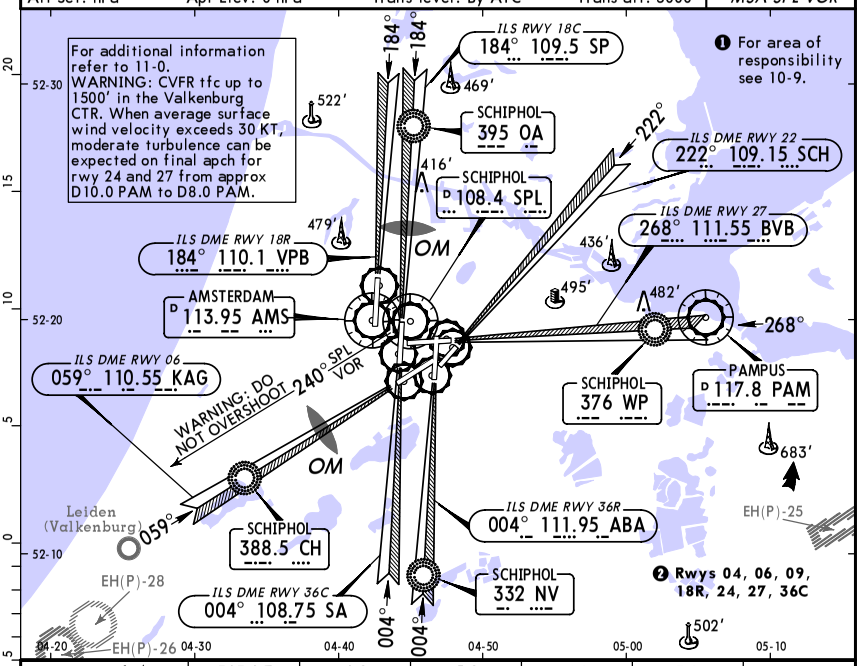
SCHIPHOL Tower	Ground ❶
119.22 118.1 118.27	121.7 121.8 121.9

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′

1700′ 311° 2300′ 354° MSA SPL VOR



Minimum Alt/NM	FAF 6.7	6.0	5.0	4.0	3.0	2.0
SRE ❷	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 Rwys 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:

Rwys 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
Descent Gradient	4.9%	347	447	496	595	695	794
MAP 1.5 NM from touchdown							

Lighting - Refer to Airport Chart

Refer to Missed Apch above

FOR LANDING MINIMUMS REFER TO 18-1A

PANS OPS 4

CHANGES: Notes. Procedure.

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Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EHAM/AMS
SCHIPHOL

JEPPESEN
27 MAY 05 **Eff 9 Jun** (18-1A)

AMSTERDAM, NETHERLANDS
SCHIPHOL

LANDING MINIMUMS

JAR-OPS — STRAIGHT-IN LANDING

	SRE 04 MDA(H) 570′ (583′)		SRE 06 MDA(H) 570′ (582′)		SRE 09 MDA(H) 570′ (582′)	SRE 18C MDA(H) 400′ (412′)	
		ALS out		ALS out			ALS out
A	RVR 1400m	RVR 1500m	RVR 1000m	RVR 1500m	RVR 1500m	RVR 900m	RVR 1500m
B	RVR 1500m		RVR 1200m			RVR 1000m	
C	RVR 1600m	RVR 2000m		RVR 2000m	RVR 2000m		RVR 1800m
D	RVR 1800m		RVR 1600m			RVR 1400m	RVR 2000m

JAR-OPS — STRAIGHT-IN LANDING

	SRE 18R MDA(H) 450′ (463′)		SRE 22 MDA(H) 600′ (614′)		SRE 24 MDA(H) 570′ (581′)	SRE 27 MDA(H) 570′ (582′)	
		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 2000m	RVR 1600m	RVR 2000m	RVR 2000m		RVR 2000m
D	RVR 1600m		RVR 1800m			RVR 1600m	

JAR-OPS — STRAIGHT-IN LANDING

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

CIRCLE-TO-LAND ❶

Max Kts	MDA(H)	VIS
100	620′ (631′)	1500m
135	780′ (791′)	1600m
180	880′ (891′)	2400m
205	890′ (901′)	3600m

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

PANS OPS 4

CHANGES: Minimums SRE 18R.

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