JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

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

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

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

Sunrise: 0345 Z
Sunset: 1930 Z

Runway Information

Runway: 04
Length x Width: 6627 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -13 ft
Lighting: Edge, ALS

Runway: 06
Length x Width: 11283 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -12 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 801 ft

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

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

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

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

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

Runway: 22
Length x Width: 6627 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -14 ft
Lighting: Edge, ALS

Runway: 24
Length x Width: 11283 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -12 ft
Lighting: Edge, Centerline

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

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

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

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

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

Communication Information

ATIS: 132.980 Arrival Service
ATIS: 122.205 Departure Service
Schiphol Tower: 118.105 VHF-DF
Schiphol Tower: 118.280 VHF-DF
Schiphol Tower: 119.230 VHF-DF
Schiphol Tower: 135.110 VHF-DF
Schiphol Ground: 121.805
Schiphol Ground: 121.590
Schiphol Planner Ground: 121.655
Schiphol Ground: 121.560
Schiphol Ground: 121.705
Schiphol Ground: 121.905
Schiphol Clearance Delivery: 121.980
Schiphol Approach: 118.080
Schiphol Approach: 131.155
Schiphol Approach: 121.205
Schiphol Approach: 119.055
Schiphol Arrival: 126.680
Schiphol Arrival: 118.405
Schiphol Departure: 121.205
Schiphol Departure: 119.055
Schiphol Departure: 118.080
Atc Operational Information: 131.355

1. GENERAL

1.1. ATIS

D-ATIS Arrival 132.980

D-ATIS Departure 122.205

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

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

1.2.2. ACFT CLASSIFIED ACCORDING TO ICAO ANNEX 16

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

Chapter 3 ACFT for which the margin of the sum of the three certification noise levels, relative to the sum of the three applicable ICAO Annex 16 Chapter 3 certification noise limits, is less than 10 EPNdB the following applies:

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

1.2.3. PREFERENTIAL RWY SYSTEM

1.2.3.1. GENERAL

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

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

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

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

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

1.2.3.2. WIND CRITERIA

In selecting the RWY combination to be used from the preferential RWY system, LVNL (Luchtverkeersleiding Nederland) also applies wind speed criteria.

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

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).

1. GENERAL

1.3. LOW VISIBILITY PROCEDURES (LVP)

Take-off intersections not for use during LVP: no centerline lights. These intersections may however be used at night. Edge light, (enhanced) centerline marking, RWY guard lights and signs normally provide adequate guidance at NIGHT.

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

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

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

Phase A, B, C and D:

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

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

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

During reduced and Low Visibility Procedures, the standard taxiroutes between Schiphol-Center and Schiphol-East are as follows:

- from Schiphol-Center to Schiphol-East taxi via TWY E4, E8, N, G8 and G2.
- from Schiphol-East to Schiphol-Center taxi via TWY G5, G6, H, E10 and E1.

Phase B, C and D:

During Low Visibility Procedures additional separation on final is applied to ensure the ILS signal integrity.

During Low Visibility Procedures only standard push-backs are allowed.

Phase C and D:

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

Incoming ACFT shall be guided by a Follow-me car on TWY A1A, A1B, A2, A3 and adjacent ACFT stands.

On the TWYs East of RWY 18L/36R (except route via TWY E8, N and TWY N1) ACFT shall be towed or guided by a Follow-me car.

Therefore the availability of the K-apron for parking and departure operations will depend on the availability of a tow truck or a Follow-me car.

Phase D:

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

1. GENERAL

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

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

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

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

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

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

The transponder shall be deactivated immediately after parking.

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

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

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

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

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

1.5. RWY OPERATIONS

1.5.1. APPLICATION OF WAKE TURBULENCE SEPARATION

On arrival, after being transferred from AMSTERDAM Radar to SCHIPHOL Approach, the pilot must inform ATC if greater wake turbulence separation is required than the RECAT-EU minima. Refer to ATC pages for table details.

Wake turbulence separation in the Schiphol TMAs and CTRs is applied in accordance with the RECAT-EU separation. The separation applied is described in EUROCONTROL document 'RECAT-EU European Wake Turbulence Categorisation and Separation Minima on Approach and Departure'.

In addition to these separation minima for departures, a minimum of 80 seconds for a lower heavy (CAT C) behind an upper heavy (CAT B) is required at Schiphol APT for safety reasons. On departure, when receiving line-up clearance, the pilot must inform ATC if greater wake turbulence separation is required than the RECAT-EU minima specified in the table. Refer to ATC pages for table details.

1.5.2. TIME BASED SEPARATION (TBS) ON FINAL APPROACH

Enhanced TBS minima are in use for wake turbulence separation instead of fixed distance based rules. These are based on RECAT-EU wake turbulence minima, and include reduced separation in medium and strong headwind conditions.

When in stronger headwind conditions, a moderate reduction in separation distances from lead and follower ACFT may be observed in comparison to RECAT-EU distance based wake turbulence minima.

1.5.3. MINIMUM RWY OCCUPANCY TIME

Converging departure and approach procedures may be in progress. To avoid conflicts with possible missed approaches:

- complete all cockpit checks before line-up;
- expedite line-up and start the take-off roll within 10 seconds after receiving the take-off clearance.

When unable to comply with the above, inform ATC as soon as possible. The take-off clearance may be revoked.

1. GENERAL

To ensure minimum RWY occupancy time, pilots should vacate the RWY via the first practicable (rapid) exit TWY corresponding to operational requirements, or as instructed by ATC. ATC anticipates that ACFT will exit according to the table below. The indicated RWY exits per RECAT-EU wake turbulence category in the table are anticipated to be used after landing during nominal conditions.

Anticipated RWY Exits after Landing		RECAT-EU Wake Turbulence CAT					
		Super Heavy (A)	Upper Heavy (B)	Lower Heavy (C)	Upper Medium (D)	Lower Medium (E)	Light (F)
RWY	22	G6	G6	G6	G6	G6	G7
	06	S4	S4	S4	S4	S3	S3
	09	N1	N1	N1	N9	N9	N9
	27	N4	N3	N3	N3	N2	N2
	18C	W7	W7	W7	W7	W6	W6
	36C	W3	W3	W4	W4	W5	W5
	36R	E5	E2	E2	E2	E1	E1
	18R	V2	V2	V2	V2	V1	V1

1.6. TAXI PROCEDURES

1.6.1. GENERAL

Based on principle of cockpit over centerline for all ACFT types, except A340-600, A350-1000, A380, B777-300 and larger. For those ACFT oversteering is required.

Oversteering required for ACFT with wingspan of 118'/36m or more. On Twy N turning towards Twy G8 v.v, between Twy G2 and Twy G and between Twy G and Twy G5.

For wingspan restrictions refer to 10-9 charts.

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

When facing East on TWY A12, avoid turning LEFT onto TWY A to avoid jet blast on ACFT stand E77.

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

In order to reduce the environmental burden:

- after landing, all arriving ACFT shall switch off as many engines as possible before taxiing to the ACFT stand;
- all departing ACFT shall use as few engines as possible whilst taxiing to the RWY.

Reduced engine taxiing should only be executed when allowed in accordance with company Standard Operating Procedures (SOP) and when deemed safe by the crew.

Operational restrictions on code F ACFT are shown on charts A380 TAXI RESTRICTIONS, AN124 TAXI RESTRICTIONS, B747-8 TAXI RESTRICTIONS.

Additional details are shown in paragraphs below.

1.6.2. A380 RESTRICTIONS AND PROCEDURES

ILS Landings

All RWYs: ILS landings shall be made with coupled autopilot or flight director mode to ensure maximum track-accuracy to the RWY centerline.

1. GENERAL

RWYs

RWY 04/22: use of RWY prohibited due to insufficient RWY width.

RWY 06/24: use of turn around area RWY end 24 under marshaller guidance only.

RWY 18R/36L: use of turn around area RWY end 36L under marshaller guidance only.

RWY 18L/36R: turn around on RWY end 18L not possible, towing required.

TWYs and Aprons

TWY R between ACFT stand R77 and TWY B: access only under marshaller guidance.

TWY A and TWY B between A28 and AS/BS: thrust on outer engines limited to MAX ground idle power due to highway bridge.

Apron TWY A13 abeam ACFT stands numbered lower than E18: access prohibited due to wingspan restrictions.

Apron TWY A19C abeam ACFT stands numbered lower than G9: access prohibited due to wingspan restrictions.

ACFT Stands (related to parking purposes only)

E18: arriving ACFT will be parked on P3 and towed to E18.

Remote De-icing Facilities

Access prohibited on remote de-icing spots P10 and P12 due to wingspan restrictions.

Engine Run-up Facilities

Engine run-up area (towing only): no access due to wingspan restrictions.

Remote Holding Positions

Access prohibited on remote holding positions P1, P2, PA, PB, PC, PD, P6A, P6B, P7A, P7B, P20, P21, P22 and P23 due to wingspan restrictions.

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

LANDING RWY	EXIT TWY
06	S4
09	N1
18C	W7
18R	V2

LANDING RWY	EXIT TWY
24	S1
27	N4
36C	W3
36R	E5

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

1.6.3. ANTONOV AN124 RESTRICTIONS AND PROCEDURES

RWYs

RWY 04/22: use of RWY prohibited due to insufficient RWY width.

RWY 06/24: use of turn around area RWY end 24 under marshaller guidance only.

RWY 18R/36L: use of turn around area RWY end 36L under marshaller guidance only.

RWY 18L/36R: turn around on RWY end 18L not possible, towing required.

TWYs and Aprons

TWY R between ACFT stand R77 and TWY B: access only under marshaller guidance.

TWY A and TWY B between A28 and AS/BS: thrust on outer engines limited to MAX ground idle power due to highway bridge.

Apron TWY A13 abeam ACFT stands numbered lower than E18: access prohibited due to wingspan restrictions.

Apron TWY A19C abeam ACFT stands numbered lower than G9: access prohibited due to wingspan restrictions.

ACFT Stands (related to parking purposes only)

E18: prohibited.

Remote De-icing Facilities

Access prohibited on remote de-icing spots P10 and P12 due to wingspan restrictions.

Remote De-icing Facilities

Access prohibited on remote holding positions P1, P2, PA, PB, PC, PD, P6A, P6B, P7A, P7B, P20, P21, P22 and P23 due to wingspan restrictions.

1.6.4. BOEING 747-8 RESTRICTIONS AND PROCEDURES

RWYs

RWY 04/22: use of RWY 04/22 prohibited due to insufficient RWY width.

RWY 06/24: use of turn around area RWY end 24 under marshaller guidance only.

RWY 18R/36L: use of turn around area RWY end 36L under marshaller guidance only.

RWY 18L/36R: turn around on RWY end 18L not possible, towing required.

TWYs and Aprons

Apron TWY A13 abeam ACFT stands numbered lower than E18: access prohibited due to wingspan restrictions.

Apron TWY A19C abeam ACFT stands numbered lower than G9: access prohibited due to wingspan restrictions.

Remote De-icing Facilities

Remote de-icing spot P12: access prohibited due to wingspan restrictions.

Remote Holding Positions

Access prohibited on remote holding positions P2, PA, PB, PC, PD, P6A, P6B, P7A, P7B, P20, P21, P22 and P23 due to wingspan restrictions.

1.7. PARKING INFORMATION

1.7.1. GENERAL

Follow-me service available on request for guidance on aprons and TWYs.

All parking stands are outside of ATC service area.

Guidance at ACFT stands by Visual Docking Guidance System or marshaller is mandatory. Pilots shall not enter the ACFT stand and stop before the red ATC service boundary, until the Visual Docking Guidance System is activated or a marshaller has signalled to proceed. On proceeding onto the designated ACFT stand, pilots shall be aware not to cause excessive jet blast at adjacent ACFT stands.

For parking guidance on K-apron contact the handler.

Self-parking procedure (w/o marshaller or Visual Docking Guidance System) available for all ACFT stands on A-apron and ACFT stands B16, B20, B24, B28, B32, B36, B91 thru B95 and Y-apron except during low visibility phase C and D.

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

Marshaller guidance is required for ACFT docking at the C-apron ACFT stands C11, C13, C14 and C16, G-apron, J-apron (except P10, P12, P14 and P16 in case of de-icing) and R-apron.

Caution: Pilots of ACFT with black livery shall request Marshaller assistance when docking and shall not use the Visual Docking Guidance System due to the risk of inaccurate display information.

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. GENERAL

1.7.2. J-APRON AND K-APRON PROCEDURES

J-apron, including adjacent TWY A20, and K-apron are not controlled by ATC.

|1.7.3. USE OF APU

The use of Auxiliary Power Units (APU) and Ground Power Units (GPU) is strictly controlled at all ACFT stands where (fixed) 400 Hz power units are available. These power units shall be used to reduce environmental and noise burden.

For cooling and heating purposes (zero emission), Pre-Conditioned Air units (PCA) shall be used.

At all other ACFT stands, flight crew are urgently requested not to use the APU.

The APU should be shut down as soon as practicable following Actual In-Block Time (AIBT) but not later than 5 minutes after parking brakes set and not be restarted in order to start the engines until: 5 minutes prior to Target Off-Block Time (TOBT) for narrow body ACFT and 10 minutes prior to TOBT for wide body ACFT.

Note: If the TOBT is delayed by more than 20 minutes the APU must be turned off again.

Exceptions without PPR:

- Outside temperature below -5°C or above +25°C (according to METAR).
- PCA will not be connected to wind conditions from 36 KT (according to METAR) due to risk of equipment damage and/or injury. For specific PCA hoses with lesser mass or a lower limit of 21 KT (according to METAR) applies.
- If a flight is subject to a 100% customs check and connection of a PCA is not allowed by the authorities.
- When it is necessary to use the APU to ensure safety on board (captain responsibility). Report to Airside Operations office as soon as possible.

Exceptions with PPR from Airside Operations office required:

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

Note: Ground control, Apron control and channel 130.480 are not to be used.

Note: The use of ACFT engines for air-conditioning purposes on the apron is not allowed.

1.8. OTHER INFORMATION

1.8.1. RNAV EQUIPMENT

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

1. GENERAL

1.8.2. GENERAL

Birds.

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

RWY guard lights: provided at hotspots, NO ENTRY locations and standard towing routes.

1.8.3. JETBLAST HAZARD

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

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

Pilots are to use the minimum power necessary when maneuvering on the TWY system. This is of particular importance at locations where jet blast can affect adjacent ACFT stands such as:

- TWY A when turning left onto TWY S6 for line-up RWY 24 of code E and F ACFT.
- TWY A when turning left onto TWY S7E for line-up RWY 24, or crossing RWY 24.
- TWY A9C when taxiing out on TWY A9C.
- TWY A10 when turning right onto TWY A13.
- TWY A12 after push-back, when turning right onto TWY A13.
- TWY A16 when turning right onto TWY A.
- ACFT stands D3, E18, E20 and E22 when docking.
- When taxiing out on TWY A14 to TWY A or B avoid turning LEFT onto TWY A16 due to jet blast on stands E17 and E19.

2. ARRIVAL

2.1. LOST COMMUNICATIONS

2.1.1. GENERAL

- Select transponder code 7600.
- If possible call Amsterdam ACC Supervisor on telephone number: +31 (0)20 406 3999.

  Note: Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded.
- If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure (see Emergency pages / State Rules and Procedures - Europe / Netherlands).

In addition, for arriving flights, the following communication failure procedures apply.

2.1.2. INBOUND CLEARANCE NOT RECEIVED

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

Maintain the last cleared and acknowledged flight level.

After arrival over the fix, intercept the holding pattern.

Commence descent to FL070 at or as near as possible to the ETO over the holding fix.

After reaching FL070 leave the holding fix, proceed direct to SPL VOR and carry out instrument approach procedure to the received and acknowledged RWY, or to the main RWY according ATIS.

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2.1.3. INBOUND CLEARANCE RECEIVED

2.1.3.1. TRAFFIC VIA STANDARD ARRIVAL ROUTE

Proceed according the current flight plan to the appropriate holding fix (SUGOL, RIVER, ARTIP).
Maintain the last cleared and acknowledged flight level.
After arrival over the fix, intercept the holding pattern.
Commence descent to FL070 at the EAT last received and acknowledged.
When no EAT has been received and acknowledged, commence descent to FL070 at or as near as possible to the ETO over the holding fix.
After reaching FL070 leave the holding fix, proceed direct to SPL VOR and carry out instrument approach procedure to the assigned RWY, or to the main landing RWY according ATIS.

2.1.3.2. TRAFFIC VIA EEL 1B, NORKU 2B AND RKN 2B ARRIVAL

Proceed to NARSO.
Maintain the last cleared and acknowledged flight level.
After arrival over NARSO, intercept the holding pattern.
Commence descent to FL070 at the Expected Further Clearance Time (EFCT) last received and acknowledged.
When no EFCT has been received and acknowledged, commence descent to FL070 at or as near as possible to the ETO over NARSO.
After reaching FL070 leave NARSO and intercept R-070 SPL inbound ARTIP.
Without delay at ARTIP, proceed direct to SPL VOR, carry out instrument approach procedure to the assigned RWY, or to the main RWY according ATIS.

2.1.3.3. TRAFFIC OUTSIDE STANDARD ARRIVAL ROUTE

Proceed to VOR 'SPL' along the route specified in the inbound clearance.
Maintain the last cleared and acknowledged flight level.
After arrival over VOR 'SPL' intercept the holding pattern to the received and acknowledged RWY, or to the main landing RWY according ATIS.
In the holding descent to FL070, if applicable.
After reaching FL070, leave the holding and carry out instrument approach procedure to the assigned RWY.

2.1.3.4. TRAFFIC ON A TRANSITION DURING NIGHT 2230-0630LT

With clearance for a transition, execute the cleared NIGHT transition and appropriate final approach procedure.
Without clearance for transition, and the last received and acknowledged RWY is 06, 18C or 18R:

- proceed via the applicable transition to the RNP or ILS approach of the received and acknowledged RWY.

Without clearance for a transition, and the last received and acknowledged RWY being any other RWY:

- Proceed to VOR 'SPL'.
- Maintain the last cleared and acknowledged flight level.
- After arrival over VOR 'SPL', intercept the holding pattern to the received and acknowledged RWY.
- In the holding descend to FL070.
- After reaching FL070, carry out instrument approach procedure to the RWY concerned.

2.1.3.5. TRAFFIC ON A TRANSITION DURING DAY 0630-2230LT

With clearance for approach execute the cleared approach.

Without clearance for approach:

- Proceed to VOR 'SPL' to cross VOR 'SPL' at FL070.
- After arrival over VOR SPL intercept the holding pattern, if applicable.
- Carry out an instrument approach procedure to the RWY concerned.

2. ARRIVAL

2.1.3.6. TRAFFIC VECTORED TO FINAL APPROACH

Proceed to the final approach beacon or Intermediate Fix (IF) of the assigned landing RWY.

Maintain last received and acknowledged level.

When arriving over the final approach beacon or IF start outbound turn, descend to 2000′ and intercept final approach.

2.1.4. MISSED APPROACH PROCEDURE DURING COMMUNICATION FAILURE

2.1.4.1. MISSED APPROACH FOR ILS AND LOC RWY 06

Track 056° and climb to 3000′. When passing 2000′ start a right turn to VOR ‘SPL’ and cross VOR ‘SPL’ at 3000′. After VOR ‘SPL’ descend to 2000′ and execute the IAP again.

2.1.4.2. MISSED APPROACH FOR ILS AND LOC RWY 18C

Track 182° and climb to 3000′. At 2000′ start a left turn to AM12Ø and cross AM12Ø at 3000′. After AM12Ø descend to 2000′ and execute the IAP again.

2.1.4.3. MISSED APPROACH FOR ILS AND LOC RWY 18R

Turn right (MAX 220 KT) as soon as practicable but not below 500′ to AM624. Do not overshoot R-240 SPL. Climb to 3000′. At AM624 continue to AM24Ø and cross AM24Ø at 3000′. After AM24Ø, descend to 2000′ and execute the IAP again.

2.1.4.4. MISSED APPROACH FOR ILS AND LOC RWY 22

Turn left to 159° as soon as practicable but not below 400′ and climb to 3000′. At 2000′ start a left climbing turn to DME ‘PAM’ so as to cross DME ‘PAM’ at 3000′ and proceed with the IAP from DME ‘PAM’.

2.1.4.5. MISSED APPROACH FOR COPTER ILS AND COPTER LOC RWY 22

Turn left to 159° as soon as practicable but not below 400′ and climb to 3000′. At 2000′ start a left climbing turn to DME ‘PAM’ so as to cross DME ‘PAM’ at 3000′ and execute procedure ILS or LOC RWY 22 (refer to chart 11-7).

2.1.4.6. MISSED APPROACH FOR ILS AND LOC RWY 27

Track 266° and climb to 3000′. When passing 2000′ start a right turn to AM26Ø and cross AM26Ø at 3000′. After AM26Ø descend to 2000′ and execute the IAP again.

2.1.4.7. MISSED APPROACH FOR ILS AND LOC RWY 36C

Track 002° and climb to 3000′. When passing 2000′ start a left turn to AM28Ø and cross AM28Ø at 3000′. After AM28Ø descend to 2000′ and execute the IAP again.

2.1.4.8. MISSED APPROACH FOR ILS AND LOC RWY 36R

Track 002° and climb to 1500′. When 1500′ is reached start a right turn to AM16Ø, climb to cross AM16Ø at 3000′. After AM16Ø descend to 2000′ and execute the IAP again.

2.1.4.9. MISSED APPROACH DURING VISUAL APPROACH

For all RWYs except RWY 04: Execute the published missed approach in case of communication failure for that RWY.

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

For all RWYs except RWY 04: Complete the turn to the intended landing RWY. Intercept the track of the intended landing RWY and execute the published missed approach in case of communication failure for that RWY.

For RWY 04: Maintain RWY track and climb to 2000′.

2.2. APPROACH PROCEDURES

2.2.1. GENERAL

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

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2.2.2. TRANSFER TO SCHIPHOL APPROACH

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

2.2.3. TRANSFER TO SCHIPHOL ARRIVAL

While being transferred from SCHIPHOL Approach to SCHIPHOL Arrival, initial contact shall be restricted to SCHIPHOL Arrival and Callsign only in order to avoid frequency congestion.

2.2.4. MISSED APPROACH PROCEDURE

2.2.4.1. STRAIGHT IN APPROACH

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

2.2.4.2. DURING VISUAL APPROACH

For all RWYs except RWY 04: Execute the published missed approach for that RWY.

For RWY 04: Maintain RWY track and climb to 2000'.

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

For all RWYs except RWY 04: Complete the turn to the intended landing RWY, intercept the RWY track and execute the published missed approach for that RWY.

For RWY 04: Maintain RWY track and climb to 2000'.

2.2.5. RNAV TRANSITIONS/PROCEDURES

2.2.5.1. DURING NIGHT 2230-0630LT

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

Between FIR entry and the IAFs, ATC may use the phrase "at pilot's discretion" in descent or speed instructions. In this case, the pilot is free to optimise the vertical and/or speed profile with the aim to fly a low noise Continuous Descent Operation (CDO). ATC may provide vertical instructions that deviate from the charted altitudes on the STARs, intended to facilitate the CDO.

During NIGHT, using night transitions, some containing Radius to Fix (RF) segments, followed by an RNP final approach is preferred for noise abatement reasons. If unable, advise ATC and expect an ILS final approach. When RVR is 1500m or less and/or the cloud base is 300' or less, an ILS final approach will be provided at ATC discretion.

The NIGHT transition procedures contain the lateral path, vertical and speed profiles. When cleared for the transition fly the lateral path and adhere to altitude/level instructions by ATC. When cleared to "descend via" the applicable transition, execute a low noise CDO within the constraints as laid down in the procedure description. If unable to comply with the constraints, advise ATC.

Example: The ATC instruction "Descend via ARTIP 1A, cleared RNP approach RWY 06" is a clearance to fly the published NIGHT transition and RNP final approach to the relevant RWY within the constraints of the procedure.

ACFT with a cruising altitude below FL070 and/or a cruising speed of less than 250 KT are exempted from the procedure. As a rule, these ACFT will be offered an ILS approach beginning at 3000'.

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

2. ARRIVAL

2.2.5.2. DURING DAY 0630-2230LT

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

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

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

Clearances and constraints:

- Altitudes will be instructed by ATC.
- The following speed limits must be adhered to:
  a. ARTIP: MAX 250 KT;
  b. AM665: MAX 220 KT;
  c. AM668: MAX 180 KT.
- ATC may instruct additional speed limitations.
- For the ILS approach to RWY 36R a separate clearance will be issued.

2.2.5.3. ACFT REQUIREMENTS FOR TMA RNAV PROCEDURES

In order to enable their pilots to accept the TMA RNAV procedures, operators must be approved for RNAV1 operations by their State of registry.

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

2.2.6. FINAL APPROACH PROCEDURE - ILS APPROACH

2.2.6.1. DURING DAY 0630-2230LT

The final approach will normally be conducted on the ILS of the main landing RWY. Alternatively, an RNP approach may be used on pilots request or as instructed by ATC. The second landing RWY will be preferably, but not necessarily, be an ILS RWY.

2.2.6.2. DURING NIGHT 2230-0630LT

RNP approach will be conducted on the main landing RWY. If unable, advise ATC and expect an ILS approach. When RVR is 1500m or less and/or the cloud base is 300' or less, an ILS final approach will be provided at ATC discretion.

2.2.7. TRANSFER TO SCHIPHOL TOWER

While being transferred from SCHIPHOL Approach/Arrival to SCHIPHOL Tower, initial contact shall consist of SCHIPHOL Tower, Callsign and RWY.

2.3. SPEED AND LEVEL RESTRICTIONS

Actual descent clearances will be as directed by ATC. Additionally, ATC may request specific speeds for accurate spacing. In the event of a new (non speed related) ATC instruction being issued (e.g. an instruction to descend on ILS), pilots shall continue to maintain the previously allocated speed. Comply with any level or speed adjustment as promptly as feasible within operational constraints.

ACFT unable to conform to these speeds, required level or speed changes due to safety-related reasons shall inform ATC as soon as possible. Furthermore:

- Cross the IAF (ARTIP, RIVER and SUGOL) at or below FL100 unless otherwise instructed;
- MAX 250 KT below FL100 unless otherwise instructed by ATC;
- Speed 250 KT to 220 KT from the IAF or holding facility during the initial approach phase;
- Speed 180 KT on interception heading to final approach;

2. ARRIVAL

- Between 180 KT and 160 KT when established on final approach or maintain instructed speed until descent on the GP;
- Speed reduction to MIN 160 KT is allowed without ATC approval when descending on the GP;
- Maintain MIN 160 KT until 4NM before THR. Wake Turbulence Category (WTC) super heavy maintain instructed speed 160 KT until 5NM before THR;
- Speed higher than 220 KT accurate within 10 KT;
- Speed lower than 220 KT accurate within 5 KT.

2.4. NOISE ABATEMENT PROCEDURES

2.4.1. GENERAL

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

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

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

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

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

2.4.2. USE OF RWYs

The most frequently used RWYs are 06, 18R, 36R, 18C, 36C and 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 and 36L are not available for arrivals.

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

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

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

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

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

2.4.3. REVERSE THRUST

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

2.5. CAT II/III OPERATIONS

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

2. ARRIVAL

2.6. MINIMUM FUEL PROCEDURES

2.6.1. PILOT AND ATC PROCEDURES

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

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

2.7. TAXI PROCEDURES

2.7.1. GENERAL

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

RWYs	Frequency
06/24	121.705
04/22, 09/27, 18L/36R	121.805
18C/36C	121.905
18R	121.560

Radiotelephone instructions via North: Taxi via TWY A and North side of APT.

Radiotelephone instructions via South: Taxi via TWYs B and Q.

Some RWY crossings are safeguarded under all visibility conditions.

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

ACFT shall follow the main taxilines 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.

2.7.2. J-APRON PROCEDURES

ATC instructs pilots entering the J-Apron at TWY A20 to contact Apron Control 121.880 and follow the marshaller to allocated ACFT stand.

2.7.3. K-APRON PROCEDURES

Entering K-apron

Pilots shall enter K-apron via intermediate holding position GL.

1. At intermediate holding position GL contact Schiphol Amsterdam General Aviation on 121.930 for ACFT stand allocation.
2. Self parking on all ACFT stands, nose in parking is mandatory. Contact ground handler if assistance is required.
3. A 180° turn using ACFT thrust is prohibited on all ACFT stands, ACFT will be turned by tow truck.

2. ARRIVAL

2.8. OTHER INFORMATION

While being transferred to Amsterdam ACC, initial contact shall be restricted to AMSTERDAM Radar and Callsign only in order to avoid channel congestion.

2.8.1. REQUEST FOR DELAY DUE TO LANDING SLOT MANAGEMENT

ATC does not allow vectoring, speed reduction and/or holding for purposes of slot management request by the pilot.

3. DEPARTURE

3.1. APT COLLABORATIVE DECISION MAKING (A-CDM)

3.1.1. GENERAL

A-CDM at Schiphol APT is a joint initiative between the ACFT operators, ground handlers, ATC and the APT. The key aims of A-CDM are to facilitate the sharing of operational processes and data to allow better informed decisions to be made. A-CDM facilitates the optimal handling of turn-around processes at the APT.

TOBT represents the time that the ground handler and flight crew estimate an ACFT will be ready, with all ground handling activities finished, all doors closed, the boarding bridge and handling equipment removed.

TSAT represents the time at which flight crew can reasonably expect start-up approval from ATC. It takes into account TOBT, CTOT (if applicable), variable taxi times (including de-icing, if applicable), current local traffic situation, air traffic flow management restrictions, applicable SID, and wake turbulence. Push-back truck availability is based on TSAT.

3.1.2. PROCEDURES

The ground handler sets an accurate TOBT. If an earlier departure is anticipated or TOBT can no longer be met; the flight crew shall contact the ground handler as soon as possible to update TOBT.

Flight crew shall report ready on the SCHIPHOL Planner channel when:

1. all handling processes are finished (doors closed, en route clearance received, etc.), if required the push-back truck connected, the ACFT lifted, the pilot ready for immediate push-back, and
2. within TSAT window (TSAT ±5 minutes).

This report shall include ACFT identification, parking position, ATIS information and the "READY" message. Failing to comply will result in an inaccurate push-back and RWY planning, which may result in a loss of total usable RWY capacity.

TSAT is displayed on most contact stands via VDGS or should be requested from the ground handler if no display is available. In case TSAT has expired, the flight crew shall contact ground handler to update TOBT. TSAT expiry can result in extensive delay.

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

At taxi-out stands SCHIPHOL Planner will give start-up approval and instructions to contact SCHIPHOL Ground for taxi instructions.

When instructed by SCHIPHOL Planner, the flight crew shall directly contact SCHIPHOL Ground and immediately comply with start-up, push-back and taxi permission, since ATC planning of outbound traffic (involving enroute clearance and co-ordination with adjacent ACCs) is based on the start-up time. Any delay in this departure sequence shall be reported to ATC immediately.

Before ready to push back, the flight crew must request permission to start one or more engines only. This request shall be made on the SCHIPHOL Planner channel, the permission for start-up does not include permission for push-back. Push-back shall only be initiated after receiving the push-back clearance from SCHIPHOL Ground.

3. DEPARTURE

With A-CDM every flight is RFI (Request For Improvement) continuously from EOBT-2 hours until TSAT -10 minutes. In case of a CTOT however, flight crew may additionally request SCHIPHOL Planner to send a ″READY″ message for a possible CTOT improvement. Flight crew may only request SCHIPHOL Planner to send a ″READY″ message under the following conditions:

- Flight has CTOT;
- Clocktime is at or after TOBT and before TSAT window;
- Flight crew is fully ready;
- Ground process is fully completed (including de-icing); and if applicable
- Push-back truck is attached and ready for immediate push-back.

VFR flights and flights with status HEAD and HOSP are exempted from reporting ready within TSAT window. The flight crew of these flights shall report ready on the SCHIPHOL Planner channel, as soon as they are fully ready.

J-apron and K-apron are not under ATC ground control.

At K-apron pilots shall report to SCHIPHOL Ground at the apron exits GD.

3.2. LOST COMMUNICATIONS

- Select transponder code 7600.
- If possible call Amsterdam ACC Supervisor on telephone number: +31 (0)20 406 3999.

Note: Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded.

- If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure (see Emergency pages / State Rules and Procedures - Europe / Netherlands).

3.3. REMOTE HOLDING

Remote holding procedures may be used by ATC or the APT authority if

- the designated ACFT stand is occupied by another ACFT;
- a departing ACFT must vacate the ACFT stand for an arriving ACFT, but is not yet allowed to depart due to the assigned CTOT by the Network Manager.

A remote holding position must be entered via the standard taxi routing unless instructed otherwise by ATC. Pilots must stop at the indicated STOP position, to ensure sufficient clearance to adjacent TWYs. A departing ACFT will be towed to the remote holding position.

After ATC instruction the remote holding position must be vacated without delay, via the standard taxi routing unless instructed otherwise by ATC.

3.3.1. REMOTE HOLDING POSITIONS

- Available on P-holding between TWYs A12 and A13 at positions P1 thru P3, PA, PB, PC and PD. Either P1 available or PA and PB. Either P3 available or PC and PD.
- Available on R-apron adjacent to TWY R at positions P20 and P21 - enter via TWY R.
- Available on R-apron adjacent to TWY Q and TWY R at positions:
  - P22- enter via TWY A or TWY Q and P23;
  - P23- enter via TWY A or TWY Q, exit via P22;
- Available on TWY VS East of holding RWY 36L at positions P6, P6A, P6B, P7, P7A and P7B. Either P6 available or P6A and P6B. Either P7 available or P7A and P7B.

Note: At the end of the combined lead-in line of remote holding position P20 and P21, pilots shall turn 180 degrees LEFT for P20 and 180 degrees RIGHT for P21 to hold nose out at the designated stop position.

3.4. DE-ICING

- Tactile checks must be performed at the gate or on the parking stand;
- Technical de-icing (landing gear, brakes, inside LE- or TE-flaps, under wing, engine inlets, fan blades and sensors/static ports/pilot probes) requires de-icing at the gate or on the parking stand, supervised by an ACFT Maintenance Technician (AMT). The ACFT operator is responsible for providing an AMT. If a regular de-icing treatment is still required afterwards, coordinate this with your ground handling company or Snowdesk, whichever is applicable.

3.4.1. SNOWDESK DE-ICING PROCEDURES

- Contact Snowdesk at earliest opportunity by ACARS (preferential) or voice for de-icing request. Additional requests (e.g. fuselage de-icing) should be made on initial contact. Inform Snowdesk immediately when de-icing is not required anymore.
- Request ATC clearance from 20 minutes before TOBT or 35 minutes before CTOT.
- Snowdesk will assign remote de-icing at the J-apron. In case gate/ACFT stand de-icing is assigned, flight crew will specifically be informed as such by Snowdesk via VHF.
- Monitor Snowdesk as well as SCHIPHOL Planner for any changes in de-icing planning, until the ready call to SCHIPHOL Planner is made.
- Report ready to SCHIPHOL Planner:

  For taxiing to the J-apron:
  - when fully ready (push-back truck available, if applicable), within TSAT window (TSAT ±5 minutes).

  For de-icing at the gate/ACFT stand:
  - when all doors closed, report "ready" to Snowdesk regardless of TSAT window;
  - when de-icing is completed and when: fully ready (push back truck available, if applicable), within TSAT window (TSAT ±5 minutes).

3.4.2. REMOTE DE-ICING

Available on J-apron between TWY A20 and TWY A24 at positions P10, P12, P14 and P16 - enter via TWY A20.

- TWY A between TWY A19 and A20 may be used as holding position for de-icing operations at the J-apron. Avoid holding on the upslope between A19 and A20 to prevent unintentional backward movement of the ACFT. High power settings may cause jet blast damage. Advise ATC if unable to comply with taxi clearances.
- On TWY A20 pilots shall use minimum breakaway thrust when turning right onto P10, P12, P14 and P16 to avoid jet blast hazard at adjacent ACFT stands.
- The J-apron, including adjacent TWY A20, is not controlled by ATC. Pilots shall maintain separation from other ACFT at their own discretion. Padcontrol is responsible for sequencing and spot assignment only.
- Pilots shall monitor SCHIPHOL Ground at all times.

When instructed by SCHIPHOL Ground, contact Padcontrol with call sign.

3.4.2.1. COMMUNICATION CHANNELS

Snowdesk	121.305
SCHIPHOL Planner	121.655
SCHIPHOL Ground	121.905
Padcontrol	121.605
Gatedesk	131.775

Iceman see electronic signboard.

Note: Monitor SCHIPHOL Ground at all times.

3. DEPARTURE

3.4.3. ADDITIONAL REMARKS

KLM de-icing customers will be instructed by Snowdesk.

3.5. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.5.1. CLEARANCE DELIVERY AND START-UP

Enroute clearance is issued by means of datalink Departure Clearance (DCL). Only request the clearance from SCHIPHOL Delivery via RTF if the planned flight is below FL 60, or no SID is used for departure or the flight is unable to receive the clearance via datalink.

Enroute clearance shall be requested to SCHIPHOL Delivery MAX 20 minutes prior to Estimated Off-Block Time (EOBT) or 35 minutes prior to CTOT. If RWY 36L is used, clearance shall be requested MAX 30 minutes prior to EOBT or 45 minutes prior to CTOT.

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

After enroute clearance is obtained and read back via RTF or confirmed via datalink, pilot shall immediately (without ATC instruction) select and monitor SCHIPHOL Planner.

Pilot shall report ready on SCHIPHOL Planner channel. Ready means all handling processes are finished (doors closed, enroute clearance received, etc.), (if required) push-back truck connected, ACFT lifted, pilot ready for immediate push-back and within TSAT window (TSAT ±5 minutes). Report shall include:

- ACFT identification;
- Stand position;
- ATIS information;
- Report ready.

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

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

Note: J-apron and K-apron are not under ATC ground control. At K-apron exit GD pilots shall report to SCHIPHOL Ground.

Note: Before ready to push-back the pilot may request on SCHIPHOL Planner the permission to start one or more engines only. Permission for start-up does not include permission for push-back.
Push-back shall only be initiated after receiving push-back clearance from SCHIPHOL Ground.

3.5.2. PUSH-BACK AND TAXIING

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

Flight crew shall read back to ATC complete push-back clearance to ATC as well as to the push-back crew.

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

Cross bleed engine start at the ACFT stand is prohibited as well as performing a power-back using reverse thrust.

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

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

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

Pilots may expect instructions to change ground control channel.

Pilots shall not change channel without ATC instructions.

Some RWY crossings are safeguarded under all visibility conditions.

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

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

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

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

3.5.3. TOWING TO A REMOTE HOLDING POSITION (OUTBOUND ACFT)

Push-back and Towing

Flight crew follows truck driver's instruction and does not contact SCHIPHOL Ground.

Transponder and engines remain switched off.

Anti-collision lights switched on.

On Remote Holding Position

Anti-collision lights remain switched on.

Flight crew activates the transponder with the transponder code received from SCHIPHOL Delivery, contacts SCHIPHOL Planner and confirms positioned at the remote holding position.

SCHIPHOL Planner will confirm transponder on radar and will instruct flight crew to monitor SCHIPHOL Ground (monitor SCHIPHOL Planner on the second communication set for possible reclearances).

Flight crew instructs the truck driver to disconnect and awaits the "ALL CLEAR" signal from ground crew.

Engines remain switched off; no prior approval required to use the APU.

No ground power unit available at the remote holding position.

Taxi-out

Flight crew contacts SCHIPHOL Ground in TSAT window for start-up and taxi instruction and receives ATC instruction to taxi-out.

3. DEPARTURE

3.5.4. TOWING TO ANOTHER ACFT STAND (OUTBOUND ACFT)

General

In order to optimize gate utilization, ACFT which are ready for start-up may be repositioned onto another ACFT stand. This can either be initiated by the APT authority or on request of the ground handling company. The flight crew will be notified of the repositioning by the ground handling company, including the estimated holding duration.

Push-back and Towing

- Flight crew follows truck driver's instruction and does not contact SCHIPHOL Ground.
- Transponder and engines remain switched off.
- Anti-collision lights switched on.

On Stand

- Anti-collision lights switched off, to be switched on just prior to push-back.
- Tow truck remains connected.
- Flight crew contacts SCHIPHOL Planner and confirms positioned at the new ACFT stand.
- Engines remain switched off; no prior approval required to use the APU.
- Flight crew contacts SCHIPHOL Planner in TSAT window.
- No ground power unit available.

3.5.4.1 TOWING TO ACFT STAND G71 (OUTBOUND ACFT)

Push-back

- ACFT is being pushed onto ACFT stand G71, positioned nose-out; transponder and engines switched off.

On Stand

- Flight crew holds brakes; no chocks required.
- Anti-collision lights remain switched on to ensure ground crew stays clear of the ACFT stand.
- Flight crew receives "ALL CLEAR" signal from ground crew.
- Engines remain switched off; no prior approval required to use the APU.

Taxi-out

- Engine start-up on stand only after start-up approval from ATC.
- Cross-bleed start is prohibited.
- Flight crew receives ATC instruction to taxi-out.

3.5.5. J-APRON PROCEDURES

Contact SCHIPHOL Planner for start-up approval.

If parked at ACFT stand P10, P12, P14 or P16 and facing TWY A, contact SCHIPHOL Ground for taxi clearance. In all other situations, including ACFT parked at ACFT stand J80 thru J87, contact Apron Control 121.880 to reposition the ACFT near the ATC service boundary on TWY A20.

Hold at the ATC service boundary on TWY A20 and contact SCHIPHOL Ground 121.905 for taxi instructions.

Taxiing only allowed after the "ALL CLEAR" signal from the push-back crew and clearance from SCHIPHOL Ground have been obtained.

3.5.6. K-APRON PROCEDURES

General

- K-apron is not controlled by ATC.
- Taxiing is only allowed after the "ALL CLEAR" signal from the ground crew.
- Taxiing from ACFT stand must commence within one minute after approval by Schiphol Amsterdam General Aviation.
- When leaving ACFT stands K20 thru K28 and K35 thru K38 low power settings is required to avoid possible jet blast on adjacent aprons and service roads.
- Exiting the K-apron via intermediate holding position GL is prohibited.

Leaving K-apron

Pilots shall leave K-apron via intermediate holding position GD.

1. IFR flights contact SCHIPHOL Planner for start-up approval.
2. Contact Schiphol Amsterdam General Aviation on 121.930 to obtain approval to taxi to intermediate holding position GD.
3. Hold at intermediate holding position GD and contact SCHIPHOL Ground on 121.805 for further taxi instructions.

3.6. NOISE ABATEMENT PROCEDURES

3.6.1. GENERAL

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

The use of noise abatement take-off and climb procedure NADP 2 is recommended for all jet ACFT. If for operational reasons compliance with NADP 2 is not possible, NADP 1 may be used. It is imperative to inform Schiphol Delivery if unable to comply with NADP2 as soon as possible via RTF. Adherence to this procedure is automatically monitored.

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

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

3.6.2. USE OF RWYs

The most frequently used RWYs are 36L, 24, 36C, 18L, 18C and 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 and 36R are not available for departures.

From 2230-0630LT RWYs 04/22, 09/27, 18L and 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.

3.7. RWY OPERATIONS

3.7.1. INTERSECTION TAKE-OFFS

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

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

3.8. OTHER INFORMATION

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

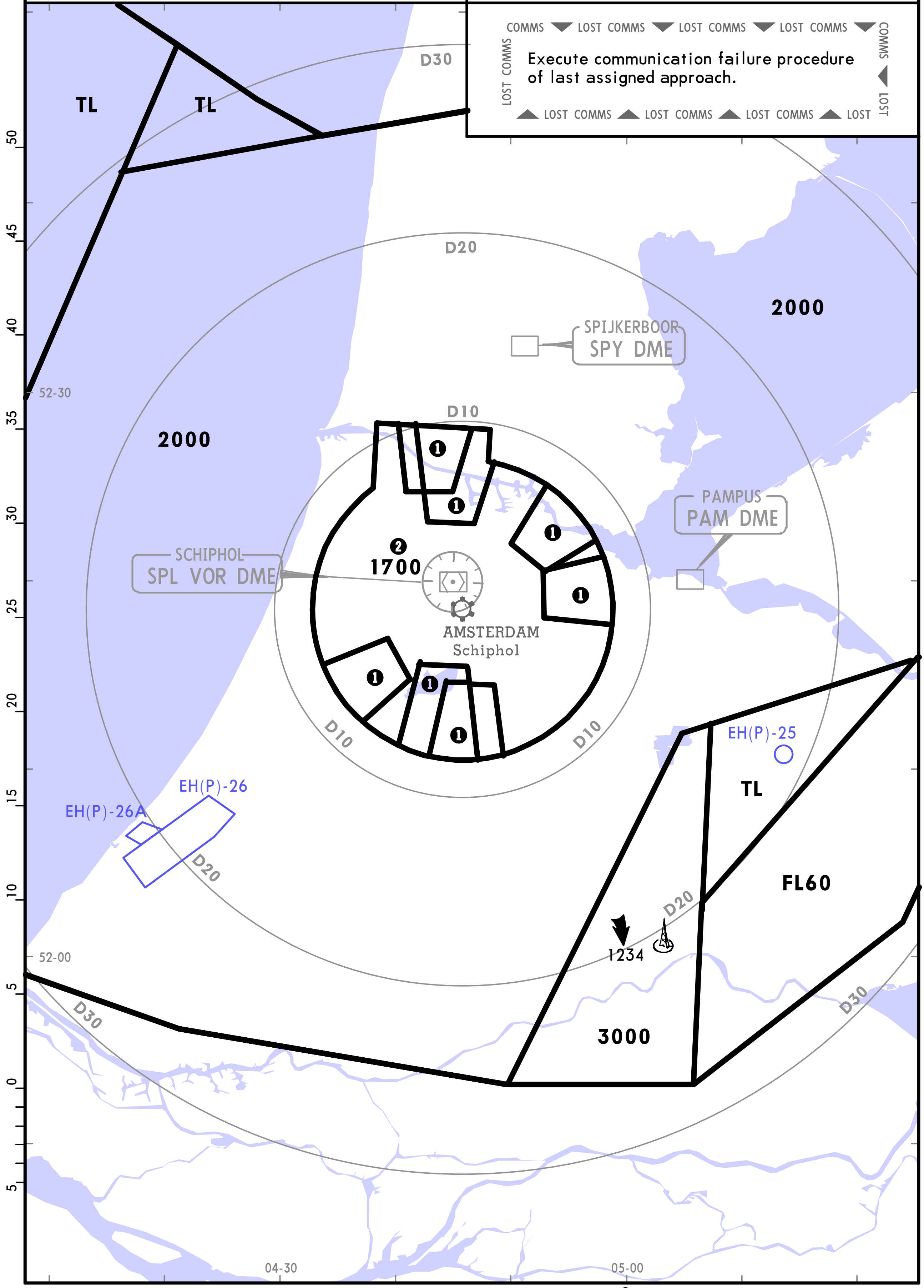
*AMSTERDAM Radar	Apt Elev	
118.805 120.555 127.780	-11	Alt Set: hPa Trans level: By ATC Trans alt: 3000 1. Chart only to be used for cross-checking of altitudes while under RADAR control. 2. Aeronautical data and Minimum vectoring altitudes only within relevant CTR and TMA.

❶ Final Approach vectoring area (FAVA): **1200**
Descent clearance to FAVA will only be issued when aircraft is established on final approach track or on an intercept of 30° or less.

❷ Temperature correction CTR: at or below -15°C the Minimum vectoring altitude should read 1800, at or below -20°C the Minimum vectoring altitude should read 1900.

LOST COMMS

Execute communication failure procedure of last assigned approach.



CHANGES: Sectors withdrawn & renamed.

D-ATIS 132.980	Alt Set: hPa Trans level: By ATC
	RNAV 1 required
Apt Elev -11 (BELOW SEA LEVEL)	1. Navigation in the initial and intermediate approach is primarily based on RADAR vectors provided by ATC. 2. Night procedures 2230-0630LT: Altitude at IAF at ATC discretion. See applicable NIGHT TRANSITION (11-0) chart. When instructed to descend at pilot's discretion, aim for a continuous descent operation (CDO). 3. For additional speed and level restrictions information refer to AIRPORT BRIEFING (10-1P) pages.

EEL 1A [EEL1A]
EEL 1B [EEL1B]
NORKU 2A [NORK2A]
NORKU 2B [NORK2B]
RKN 2A [RKN2A]
RKN 2B [RKN2B]
RNAV ARRIVALS

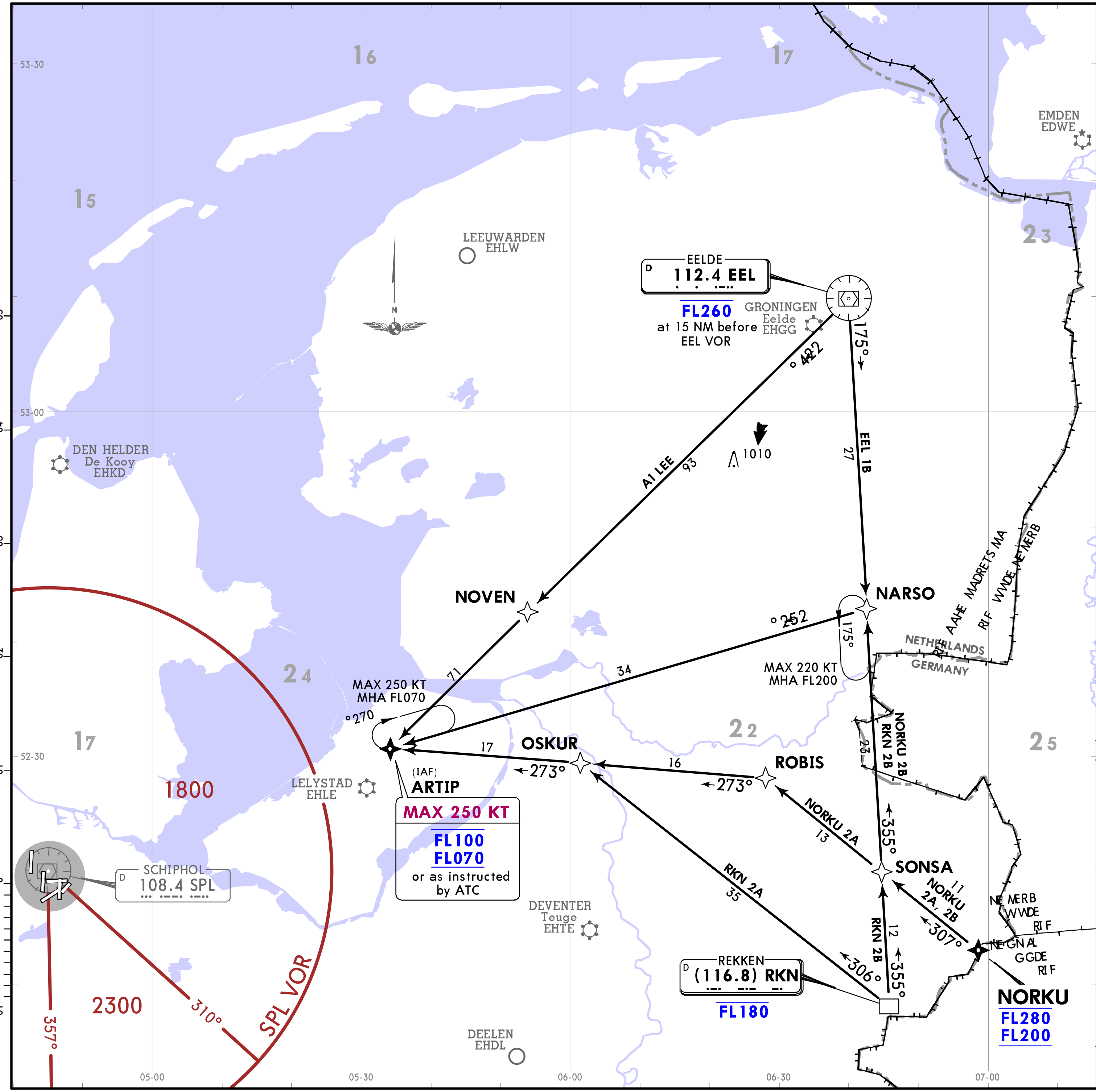
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

Clearance limit is ARTIP.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

STAR	ROUTING
EEL 1A	EEL VOR, at or below FL260 at 15 NM before EEL VOR, to NOVEN, to ARTIP, MAX 250 KT, between FL100 and FL070.
EEL 1B BY ATC ❶	EEL VOR, at or below FL260 at 15 NM before EEL VOR, to NARSO, to ARTIP, MAX 250 KT, between FL100 and FL070.
NORKU 2A	NORKU, between FL280 and FL200, to SONSA, to ROBIS, to OSKUR, to ARTIP, MAX 250 KT, between FL100 and FL070.
NORKU 2B BY ATC ❶	NORKU, between FL280 and FL200, to SONSA, to NARSO, to ARTIP, MAX 250 KT, between FL100 and FL070.
RKN 2A	RKN DME, at or below FL180, to OSKUR, to ARTIP, MAX 250 KT, between FL100 and FL070.
RKN 2B BY ATC ❶	RKN DME, at or below FL180, to SONSA, to NARSO, to ARTIP, MAX 250 KT, between FL100 and FL070.

❶ Further speed and/or level instructions will be issued by ATC.



D-ATIS	Alt Set: hPa Trans level: By ATC
132.980	RNAV 1 required
Apt Elev -11 (BELOW SEA LEVEL)	1. Navigation in the initial and intermediate approach is primarily based on RADAR vectors provided by ATC. 2. Night procedures 2230-0630LT: Altitude at IAF at ATC discretion. See applicable NIGHT TRANSITION (11-0) chart. When instructed to descend at pilot's discretion, aim for a continuous descent operation (CDO). 3. For additional speed and level restrictions information refer to AIRPORT BRIEFING (10-1P) pages.

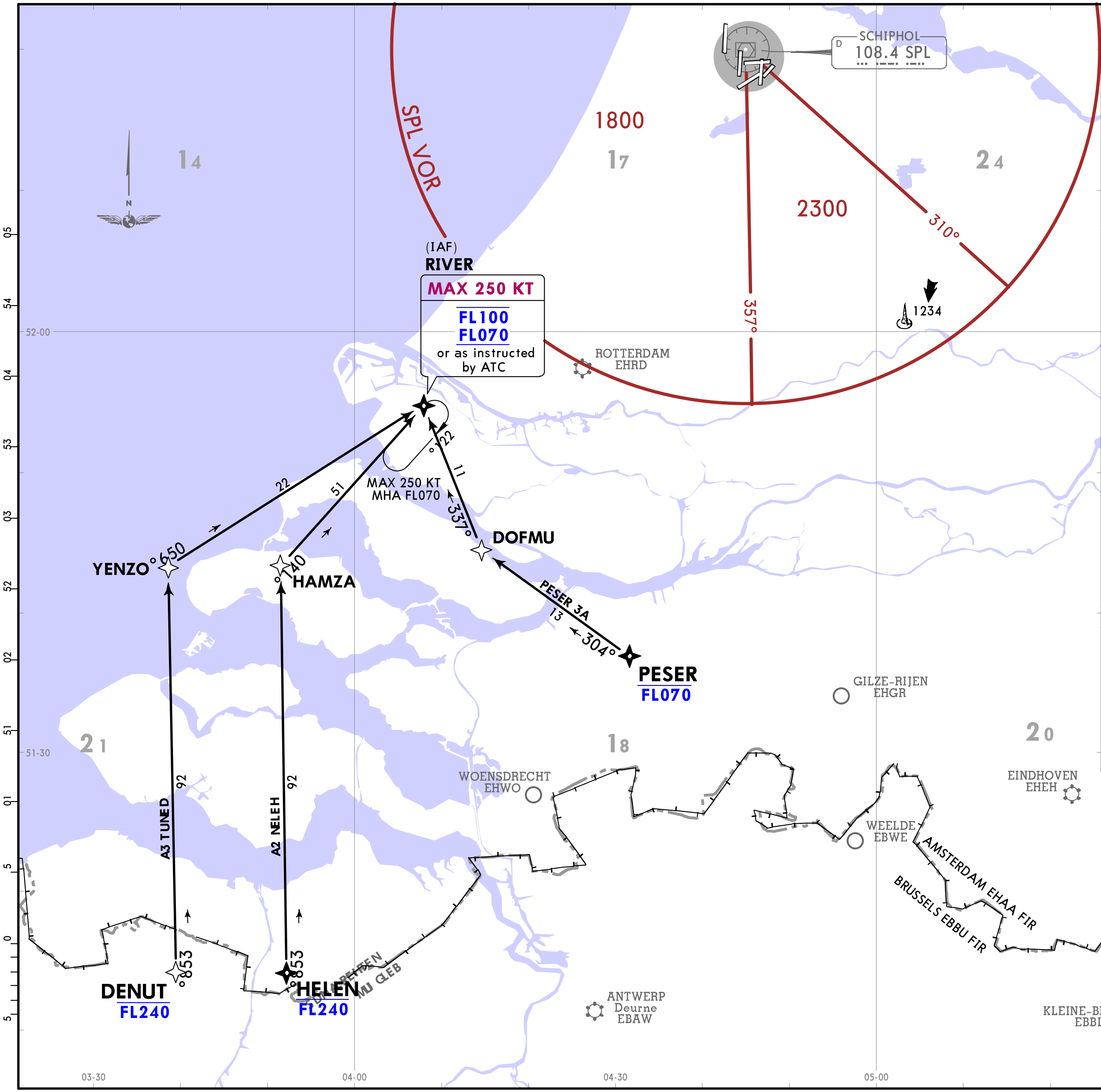
DENUT 3A [DENU3A]
HELEN 2A [HELE2A]
PESER 3A [PESE3A]
RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

Clearance limit is RIVER

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

STAR	ROUTING
DENUT 3A	DENUT, at or below FL240, to YENZO, to RIVER, MAX 250 KT, between FL100 and FL070.
HELEN 2A	HELEN, at or below FL240, to HAMZA, to RIVER, MAX 250 KT, between FL100 and FL070.
PESER 3A	PESER, at or below FL070, to DOFMU, to RIVER, MAX 250 KT, between FL100 and FL070.



CHANGES: None.

	Alt Set: hPa Trans level: By ATC
	RNAV 1 required
D-ATIS 132.980	1. Navigation in the initial and intermediate approach is primarily based on RADAR vectors provided by ATC. 2. Night procedures 2230-0630LT: Altitude at IAF at ATC discretion. See applicable NIGHT TRANSITION (11-0) chart. When instructed to descend at pilot's discretion, aim for a continuous descent operation (CDO). 3. For additional speed and level restrictions information refer to AIRPORT BRIEFING (10-1P) pages.
Apt Elev -11 (BELOW SEA LEVEL)	

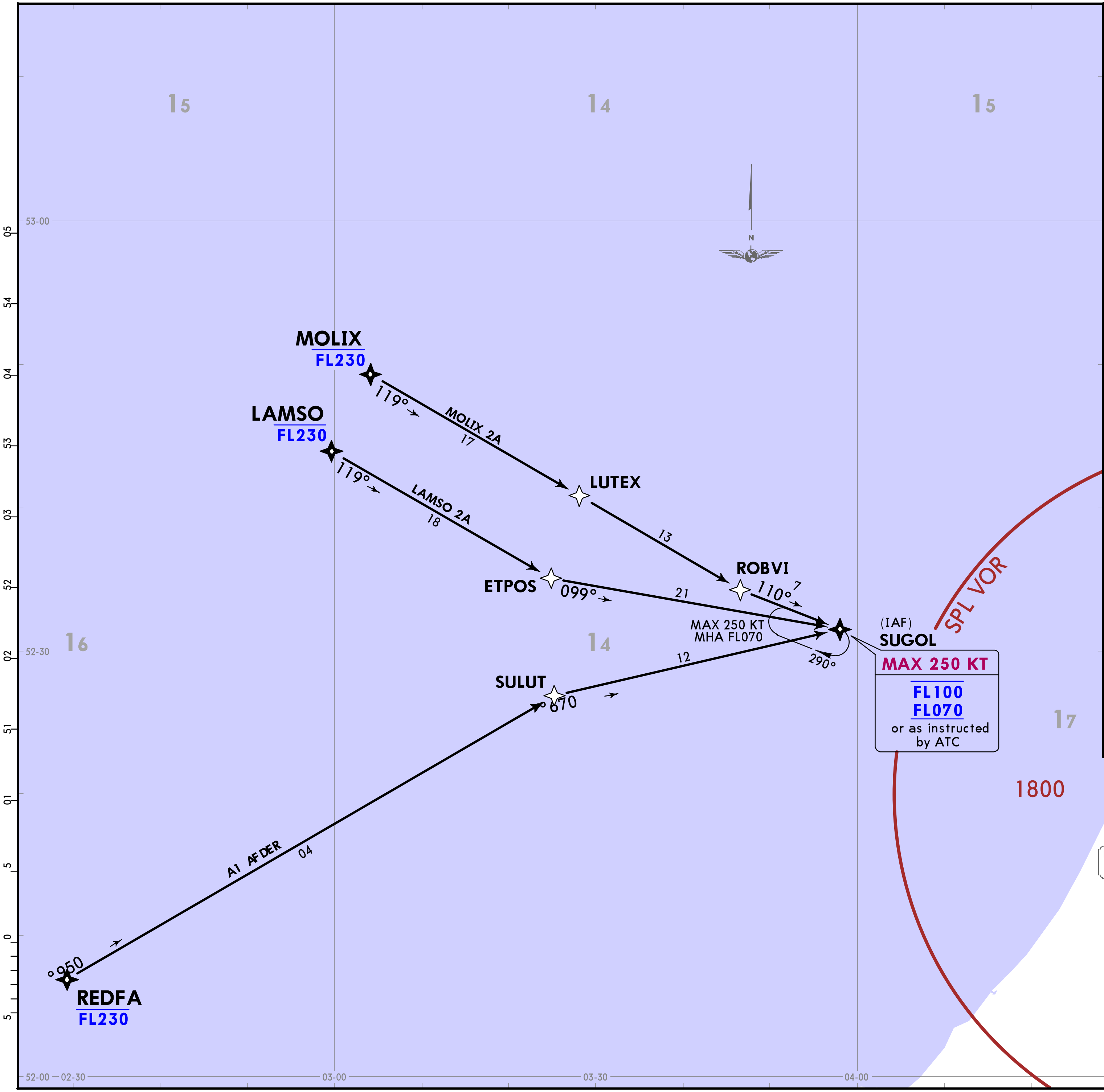
LAMSO 2A [LAMS2A]
MOLIX 2A [MOLI2A]
REDFA 1A [REDF1A]
RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

Clearance limit is SUGOL.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

STAR	ROUTING
LAMSO 2A	LAMSO, at or below FL230, to ETPOS, to SUGOL, MAX 250 KT, between FL100 and FL070.
MOLIX 2A	MOLIX, at or below FL230, to LUTEX, to ROBVI, to SUGOL, MAX 250 KT, between FL100 and FL070.
REDFA 1A	REDFA, at or below FL230, to SULUT, to SUGOL, MAX 250 KT, between FL100 and FL070.

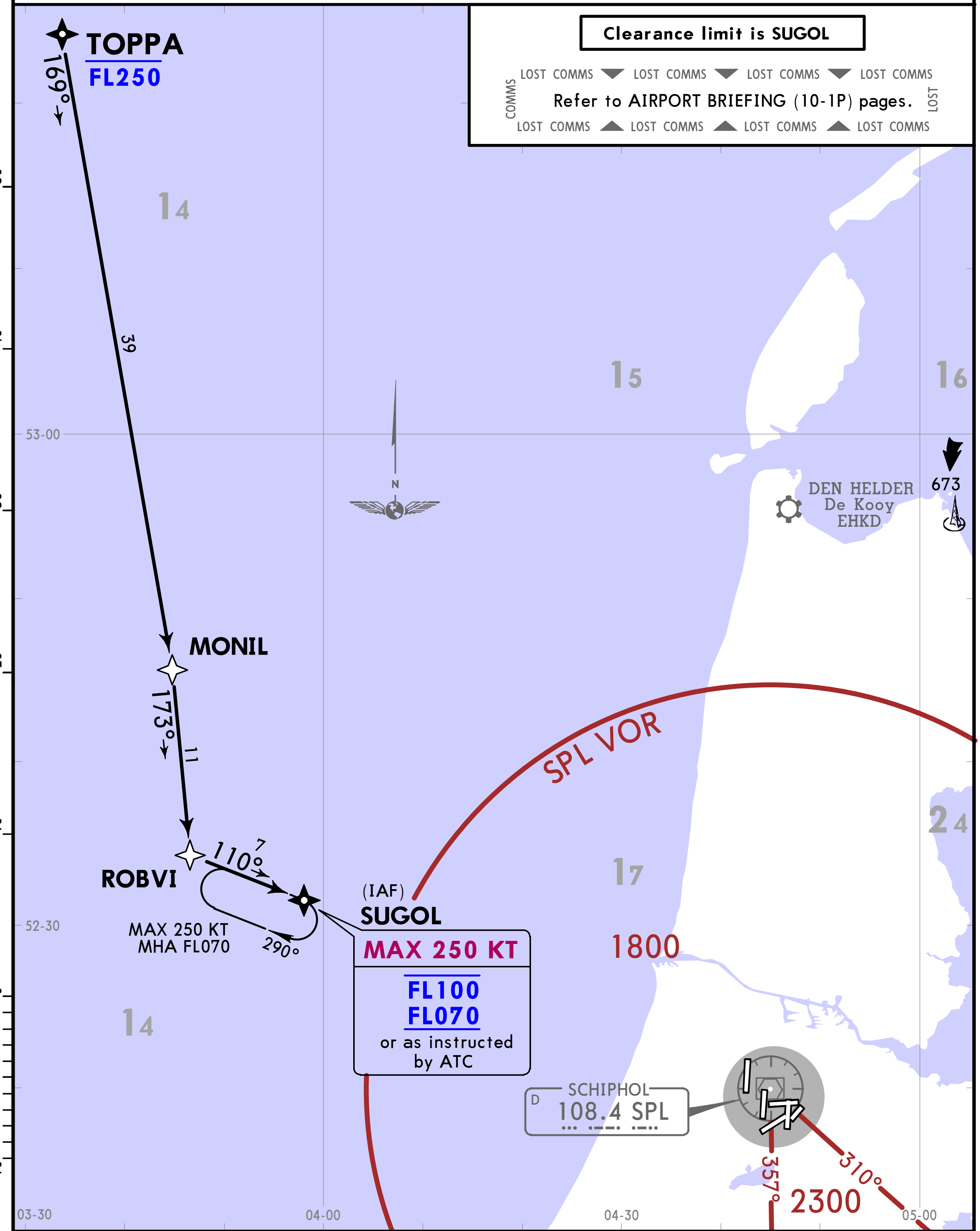


CHANGES: MSA value.

D-ATIS	Apt Elev	RNAV 1 required / Alt Set: hPa / Trans level: By ATC
132.980	-11 (BELOW SEA LEVEL)	1. Navigation in the initial and intermediate approach is primarily based on RADAR vectors provided by ATC. 2. Night procedures 2230-0630LT: Altitude at IAF at ATC discretion. See applicable NIGHT TRANSITION (11-0) chart. When instructed to descend at pilot's discretion, aim for a continuous descent operation (CDO). 3. For additional speed and level restrictions information refer to AIRPORT BRIEFING (10-1P) pages.

TOPPA 2A RNAV ARRIVAL
[TOPP2A]

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



ROUTING

TOPPA, at or below FL250, to MONIL, to ROBVI, to SUGOL, MAX 250 KT, between FL100 and FL070.

CHANGES: MSA value.

DEPARTURE INSTRUCTIONS

SIDs are minimum noise routings.

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

When changing channel from SCHIPHOL Departure to Amsterdam ACC, initial contact shall consist of AMSTERDAM Radar and callsign only. When a speed or heading has been assigned, this information shall be included in the initial call.

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

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

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

If FMS navigation is used pilots should connect FMS as early as possible.
The AM waypoints shall not be used in RTF procedures.

SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000

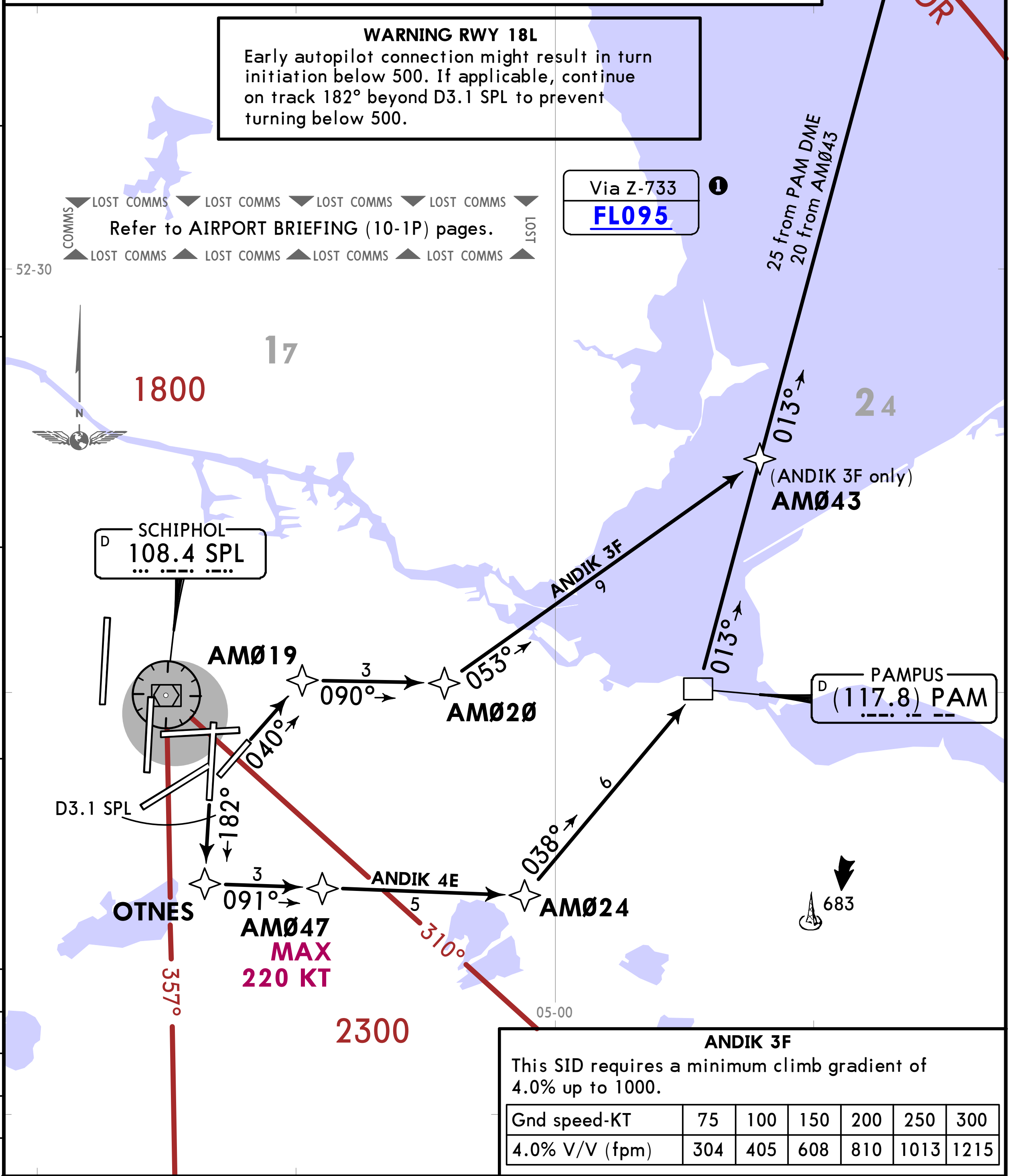
1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures.
2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
3. For departure instructions refer to 10-3.

ANDIK 4E [ANDI4E], ANDIK 3F [ANDI3F] RNAV DEPARTURES (RWYS 04, 18L)

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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

WARNING RWY 18L
Early autopilot connection might result in turn initiation below 500. If applicable, continue on track 182° beyond D3.1 SPL to prevent turning below 500.



ANDIK 3F
This SID requires a minimum climb gradient of 4.0% up to 1000.

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

Initial climb clearance **FL060**

SID	RWY	ROUTING
ANDIK 4E	18L	On 182° track to OTNES, to AM047, MAX 220 KT, to AM024, to PAM DME, to ANDIK.
ANDIK 3F	04	On 040° track to AM019, to AM020, to AM043, to ANDIK.

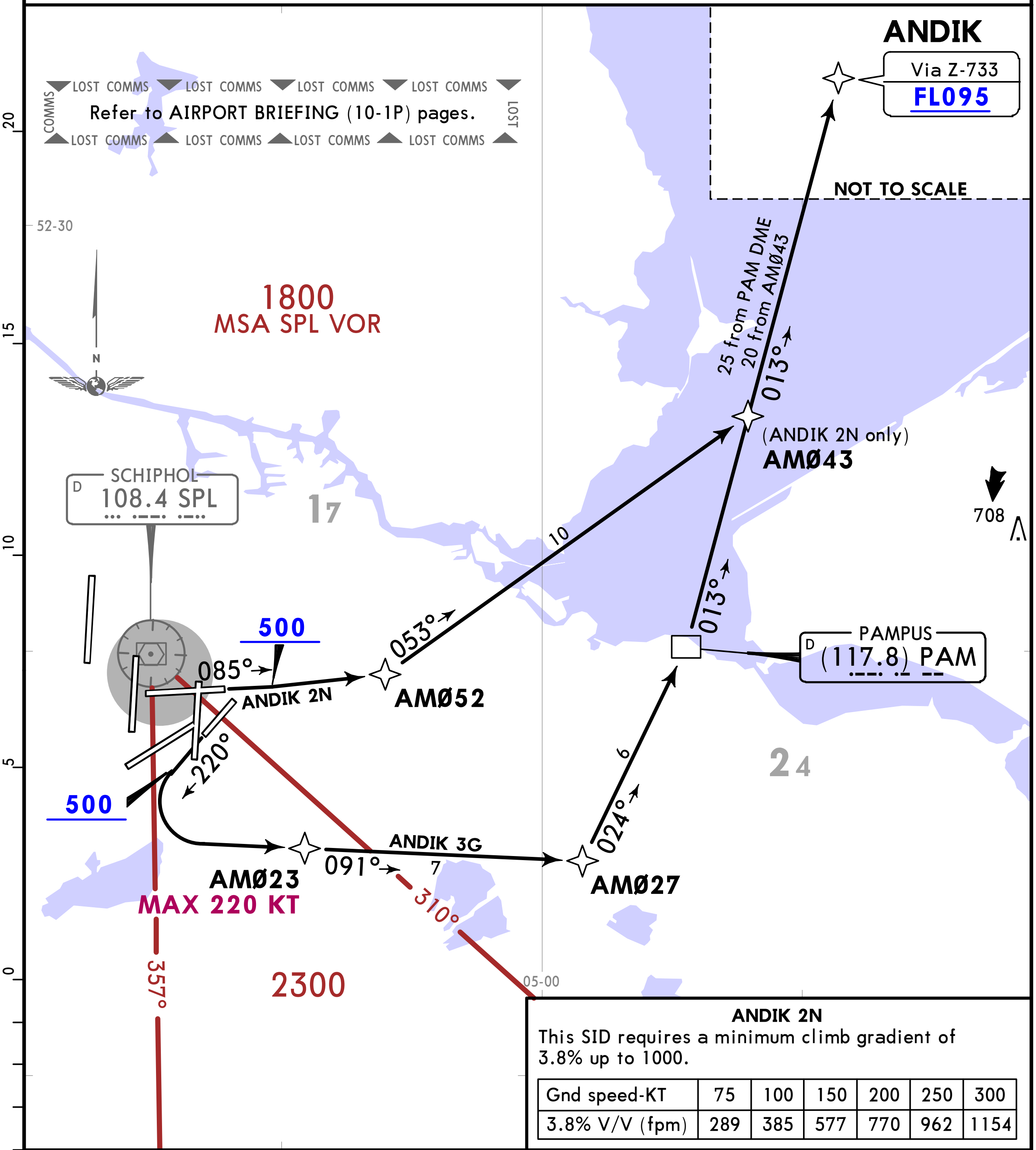
CHANGES: SID ANDIK 3E renumbered 4E, waypoint AM037 renamed OTNES.

SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required / Trans alt: 3000
		1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.

ANDIK 3G [ANDI3G], ANDIK 2N [ANDI2N] RNAV DEPARTURES (RWYS 09, 22)

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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



ANDIK 2N
This SID requires a minimum climb gradient of 3.8% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

Initial climb clearance **FL060**

SID	RWY	ROUTING
ANDIK 3G	22	Climb on 220° track, at or above 500 turn LEFT, direct to AMØ23, MAX 220 KT, to AMØ27, to PAM DME, to ANDIK.
ANDIK 2N	09	Climb on 085° track, at or above 500 turn LEFT, direct to AMØ52, to AMØ43, to ANDIK.

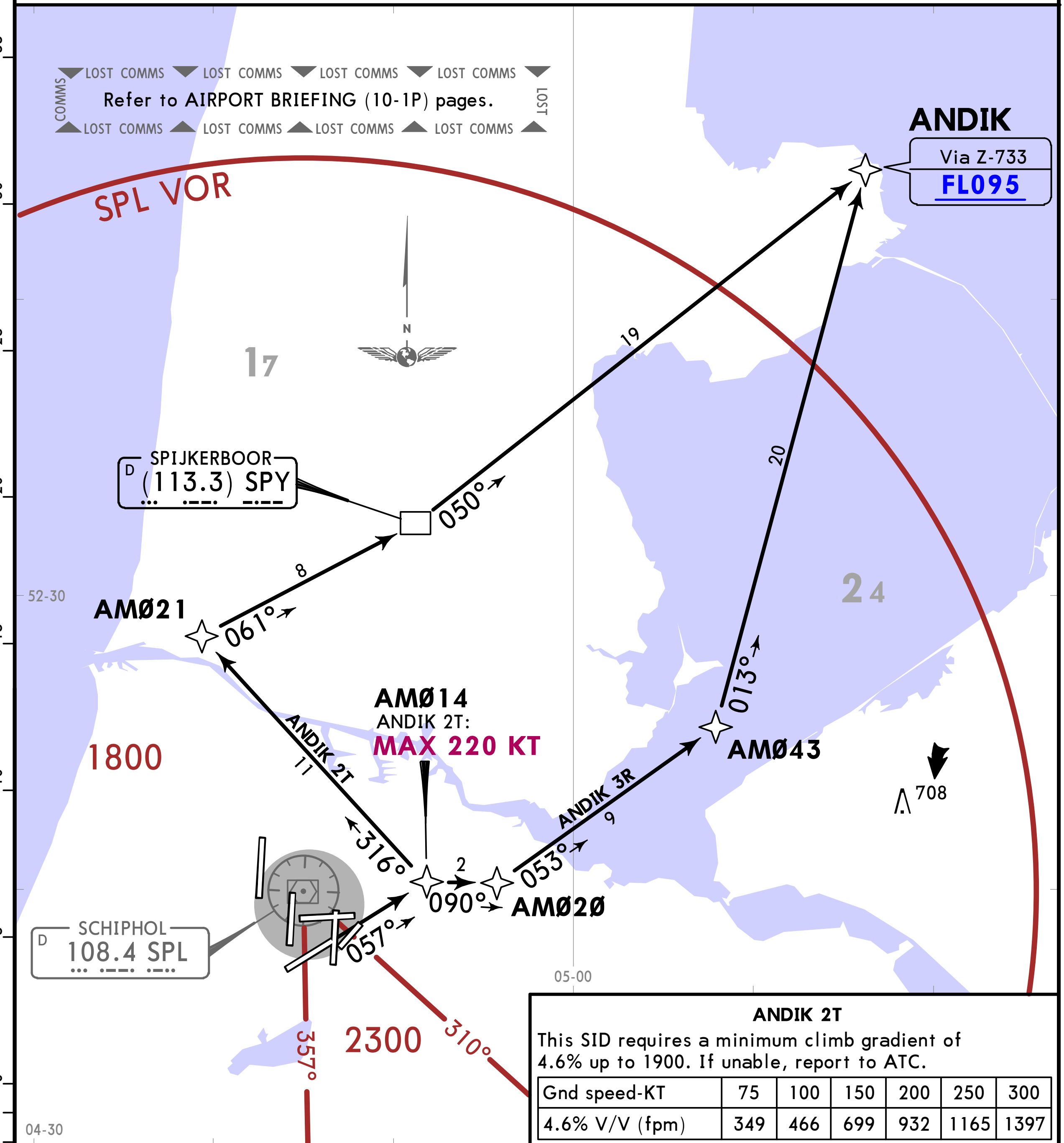
CHANGES: ANDIK 2N climb gradient revised.

SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required / Trans alt: 3000
		1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.

ANDIK 3R [ANDI3R], ANDIK 2T [ANDI2T]
RNAV DEPARTURES
(RWY 06)

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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



ANDIK 2T
This SID requires a minimum climb gradient of 4.6% up to 1900. If unable, report to ATC.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397

Initial climb clearance **FL060**

SID	ROUTING
ANDIK 3R ❶	On 057° track to AM014, to AM020, to AM043, to ANDIK.
ANDIK 2T ❷	On 057° track to AM014, MAX 220 KT, to AM021, to SPY DME, to ANDIK.

❶ Jet aircraft only between 0630-2230LT. ❷ Only jet aircraft between 2230-0630LT.

CHANGES: None.

SCHIPHOL Departure (R) 119.055	RNAV 1 required	Trans alt: 3000
Apt Elev -11 (BELOW SEA LEVEL)	1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.	

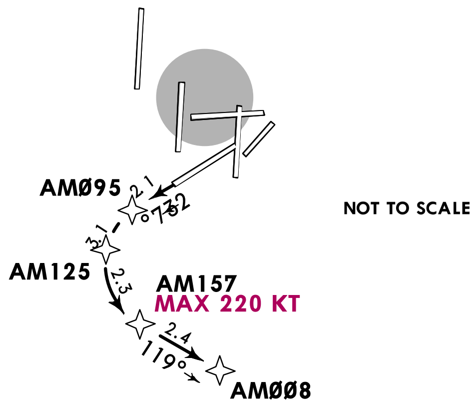
ANDIK 2S RNAV DEPARTURE [ANDI2S], [AND2SY] ❶ (RWY 24)

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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

LOST COMMS — Refer to AIRPORT BRIEFING (10-1P) pages.

❶ **Alternate route to enhance noise abatement**
RNP 1, RF & GNSS REQUIRED
APPROVAL FOR RNP 1 OPERATIONS REQUIRED



This SID requires a minimum climb gradient of [AND2SY]: 6.7% up to 390.

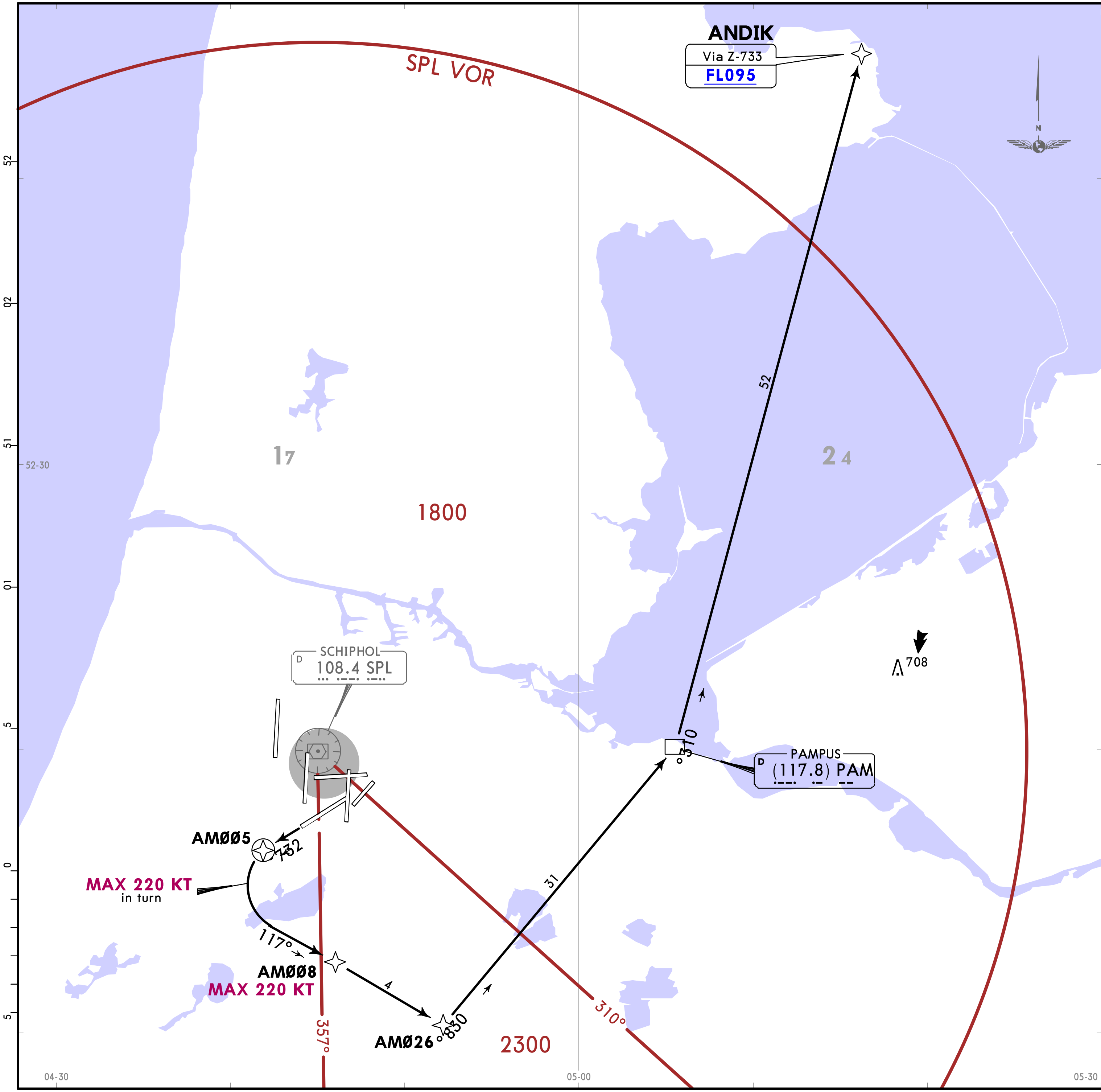
Gnd speed-KT	75	100	150	200	250	300
6.7% V/V (fpm)	509	678	1018	1357	1696	2035

Initial climb clearance **FL060**

ROUTING

[ANDI2S]: On 237° track to AM005, 117° track to AM008, MAX 220 KT, to AM026, to PAM DME, to ANDIK.

[AND2SY]❶: On 237° track to AM095, turn LEFT to AM125, turn LEFT to AM157, MAX 220 KT, to AM008, to AM026, to PAM DME, to ANDIK.



CHANGES: None.

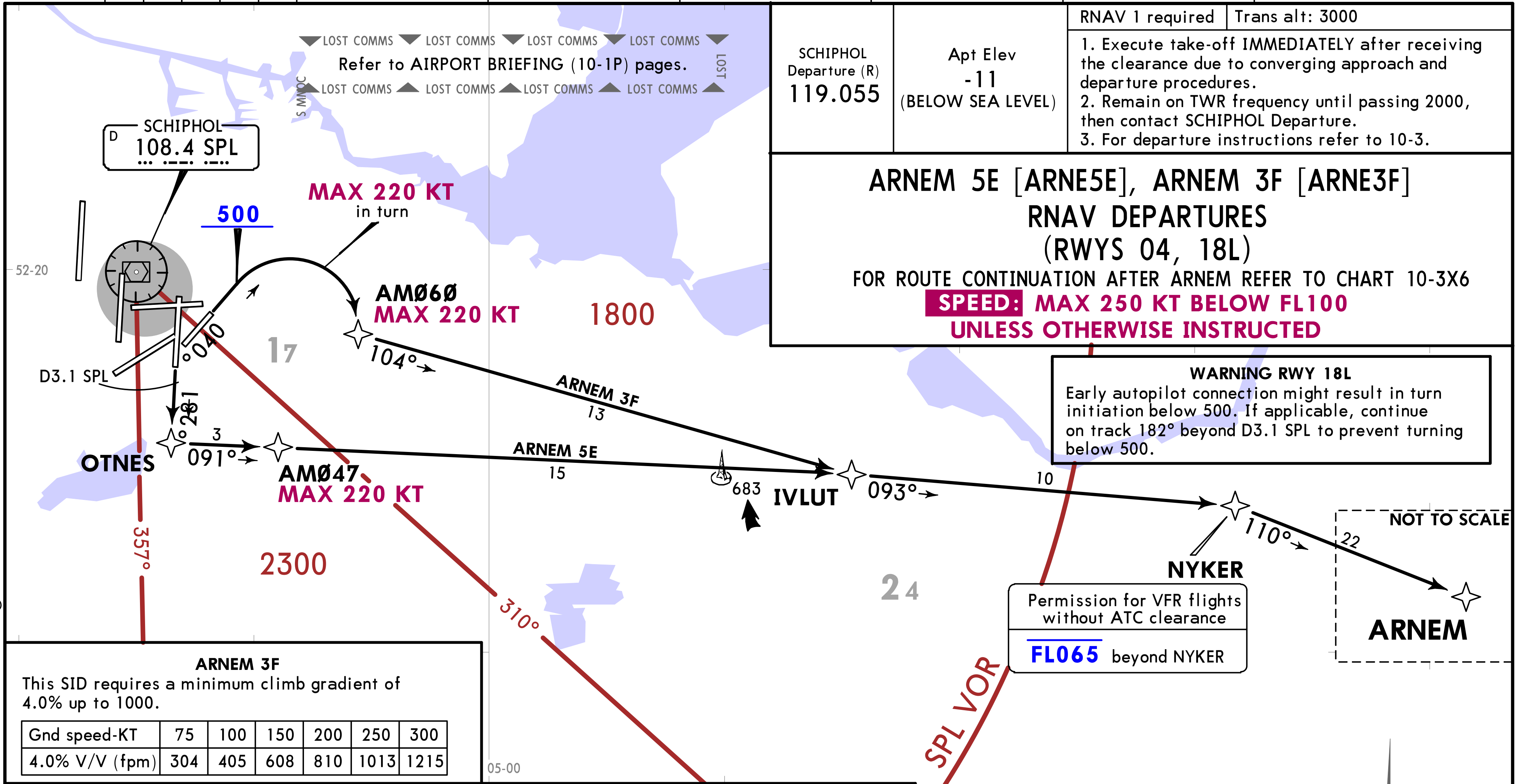
SCHIPHOL Departure (R)	Apt Elev	RNAV 1 required	Trans alt: 3000
119.055	-11 (BELOW SEA LEVEL)	1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.	

ARNEM 5E [ARNE5E], ARNEM 3F [ARNE3F]
RNAV DEPARTURES
(RWYS 04, 18L)

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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

WARNING RWY 18L
Early autopilot connection might result in turn initiation below 500. If applicable, continue on track 182° beyond D3.1 SPL to prevent turning below 500.



ARNEM 3F
This SID requires a minimum climb gradient of 4.0% up to 1000.

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

Initial climb clearance **FL060**

SID	RWY	ROUTING
ARNEM 5E	18L	On 182° track to OTNES, to AMØ47, MAX 220 KT, to IVLUT, to NYKER, to ARNEM.
ARNEM 3F	04	Climb on 040° track, at or above 500 turn RIGHT, direct to AMØ6Ø, MAX 220 KT, to IVLUT, to NYKER, to ARNEM.

CHANGES: ARNEM 3F climb gradient revised.

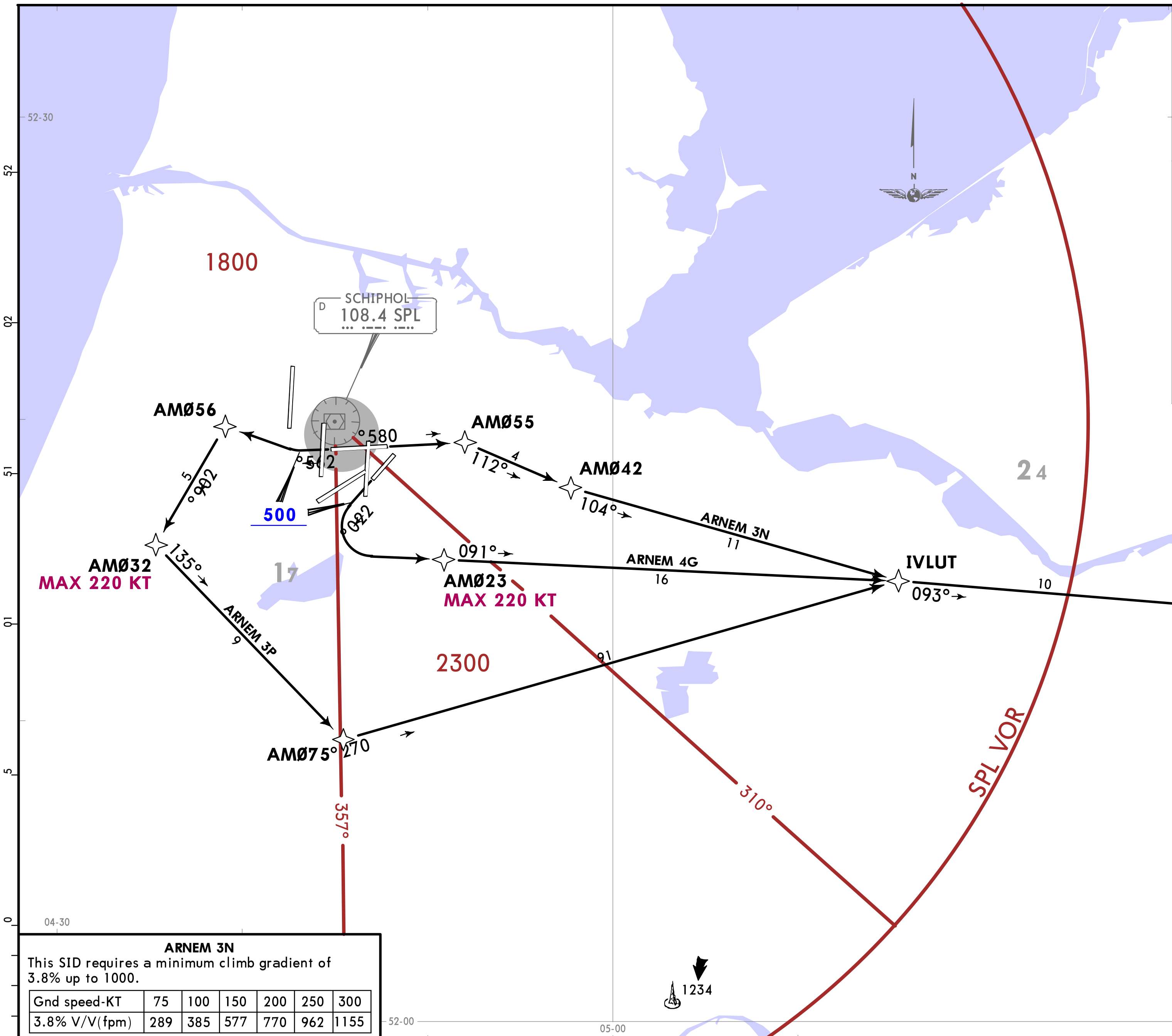
SCHIPHOL Departure (R) 119.055	RNAV 1 required	Trans alt: 3000
Apt Elev -11 (BELOW SEA LEVEL)	1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.	

ARNEM 4G [ARNE4G]
ARNEM 3N [ARNE3N]
ARNEM 3P [ARNE3P]
RNAV DEPARTURES (RWYS 09, 22, 27)

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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.



ARNEM 3N
This SID requires a minimum climb gradient of 3.8% up to 1000.

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

Initial climb clearance FL060

SID	RWY	ROUTING
ARNEM 4G	22	Climb on 220° track, at or above 500 turn LEFT, direct to AMØ23, MAX 220 KT, to IVLUT, to NYKER, to ARNEM.
ARNEM 3N	09	On 085° track to AMØ55, to AMØ42, to IVLUT, to NYKER, to ARNEM.
ARNEM 3P	27	Climb on 265° track, at or above 500 turn RIGHT, direct to AMØ56, to AMØ32, MAX 220 KT, to AMØ75, to IVLUT, to NYKER, to ARNEM.

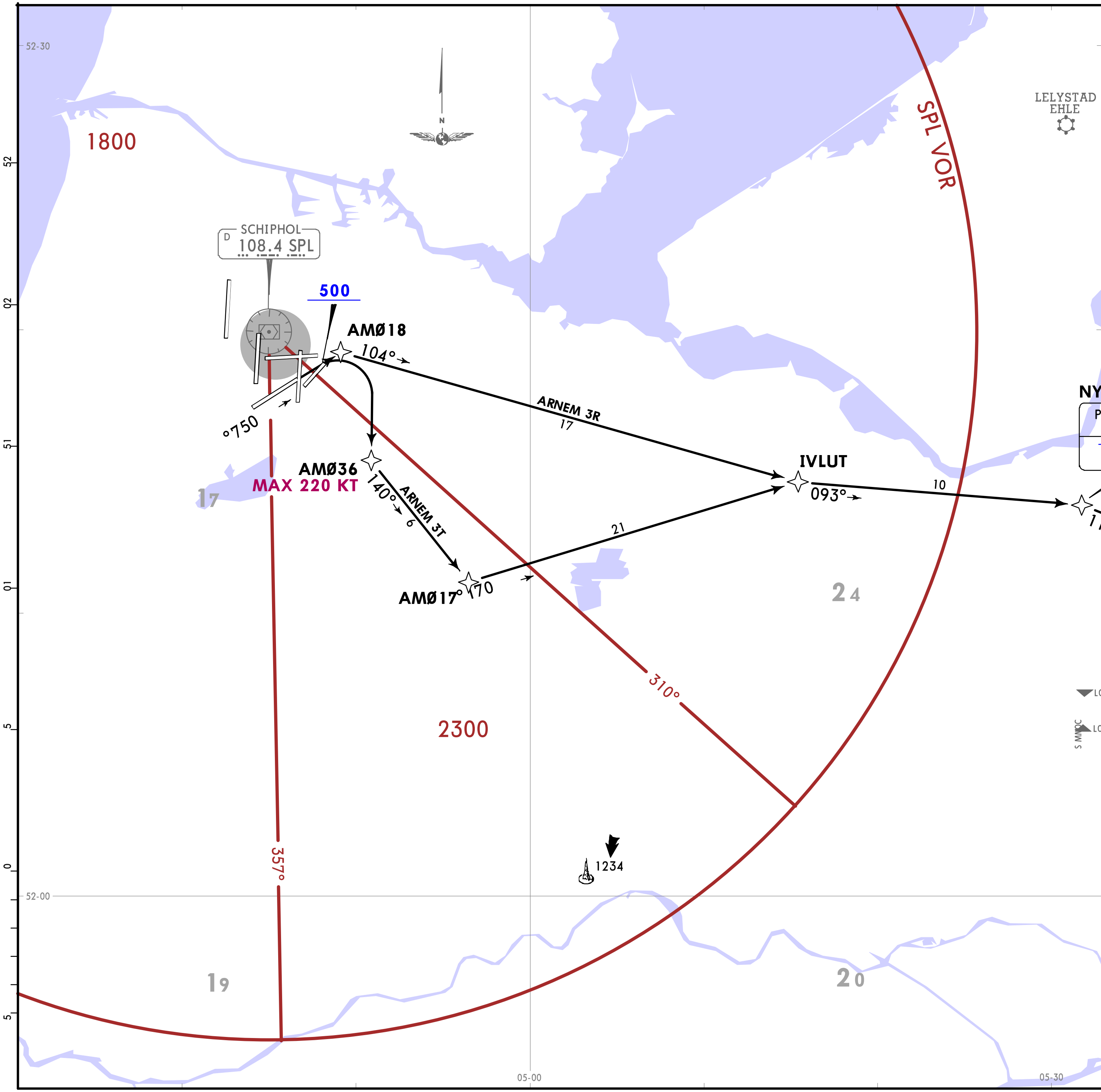
CHANGES: MSA value.

SCHIPHOL Departure (R) 119.055	RNAV 1 required	Trans alt: 3000
Apt Elev -11 (BELOW SEA LEVEL)	1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.	

ARNEM 3R [ARNE3R]
ARNEM 3T [ARNE3T]
RNAV DEPARTURES
(RWY 06)

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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **FL060**

SID	ROUTING
ARNEM 3R ❶	Climb on 057° track, at or above 500 turn RIGHT, direct to AMØ18, to IVLUT, to NYKER, to ARNEM.
ARNEM 3T ❷	Climb on 057° track, at or above 500 turn RIGHT, direct to AMØ36, MAX 220 KT, to AMØ17, to IVLUT, to NYKER, to ARNEM.

❶ Jet aircraft only between 0630-2230LT.
❷ Only jet aircraft between 2230-0630LT.

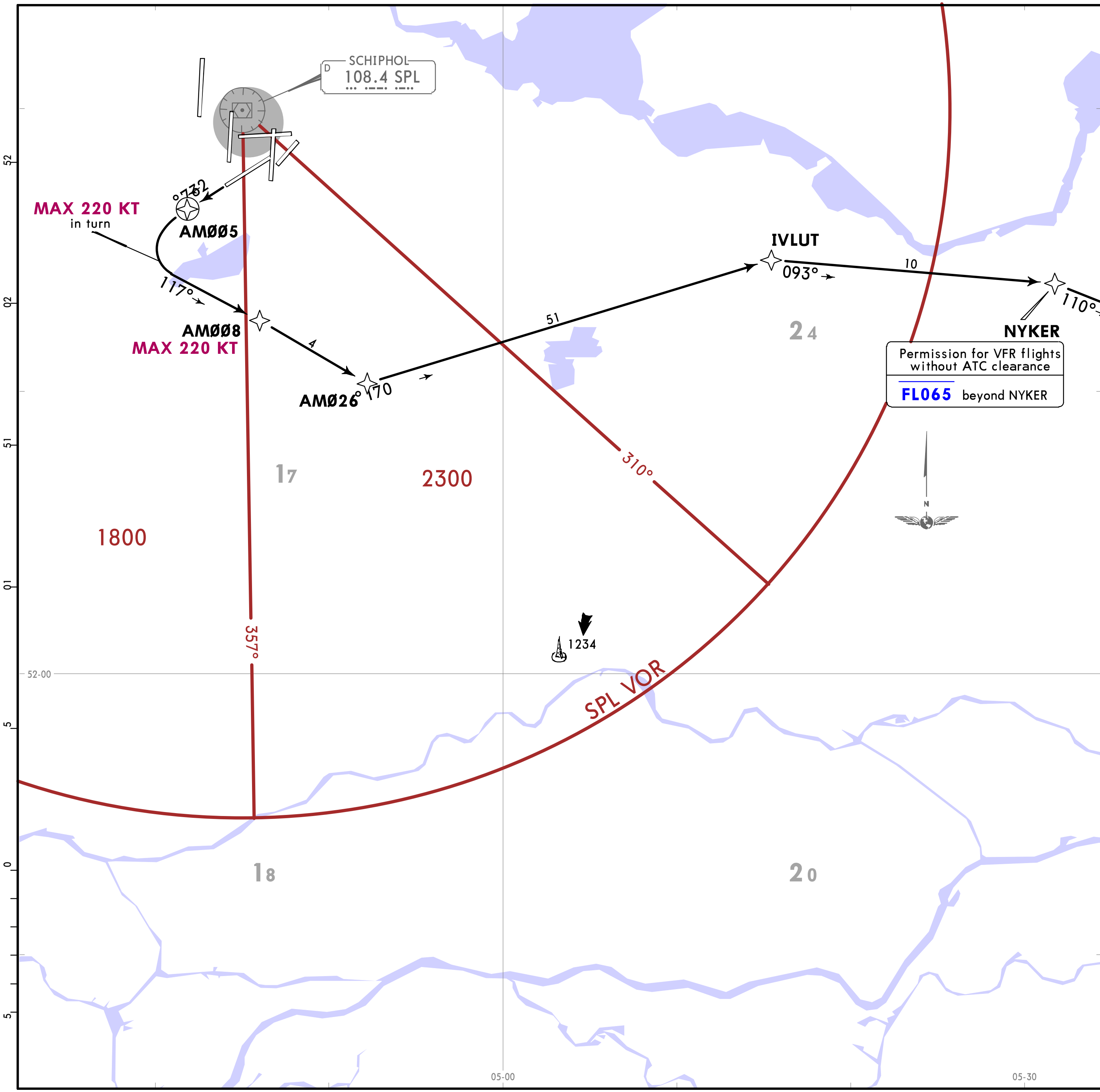
CHANGES: MSA value.

SCHIPHOL Departure (R) 119.055	RNAV 1 required | Trans alt: 3000
	1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures.
Apt Elev -11 (BELOW SEA LEVEL)	2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
	3. For departure instructions refer to 10-3.

ARNEM 3S RNAV DEPARTURE
[ARNE3S], [ARN3SY]❶
(RWY 24)

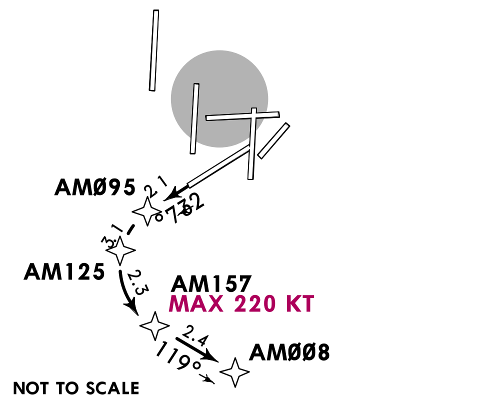
FOR ROUTE CONTINUATION AFTER ARNEM REFER TO CHART 10-3X6

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



LOST COMMS — Refer to AIRPORT BRIEFING (10-1P) pages.

❶ Alternate route to enhance noise abatement
RNP 1, RF & GNSS REQUIRED
APPROVAL FOR RNP 1 OPERATIONS REQUIRED



This SID requires a minimum climb gradient of [ARN3SY]: 6.7% up to 390.

Gnd speed-KT	75	100	150	200	250	300
6.7% V/V (fpm)	509	678	1018	1357	1696	2035

Initial climb clearance **FL060**

ROUTING

[ARNE3S]: On 237° track to AMØØ5, 117° track to AMØØ8, MAX 220 KT, to AMØ26, to IVLUT, to NYKER, to ARNEM.

[ARN3SY] ❶: On 237° track to AMØ95, turn LEFT to AM125, turn LEFT to AM157, MAX 220 KT, to AMØØ8, to AMØ26, to IVLUT, to NYKER, to ARNEM.

CHANGES: None.

SCHIPHOL Departure (R)	Apt Elev	RNAV 1 required	Trans alt: 3000
119.055	-11 (BELOW SEA LEVEL)	1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 2. For departure instructions refer to 10-3.	

ARNEM 2V [ARNE2V], ARNEM 2Z [ARNE2Z] RNAV DEPARTURES (RWY 36L)

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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.

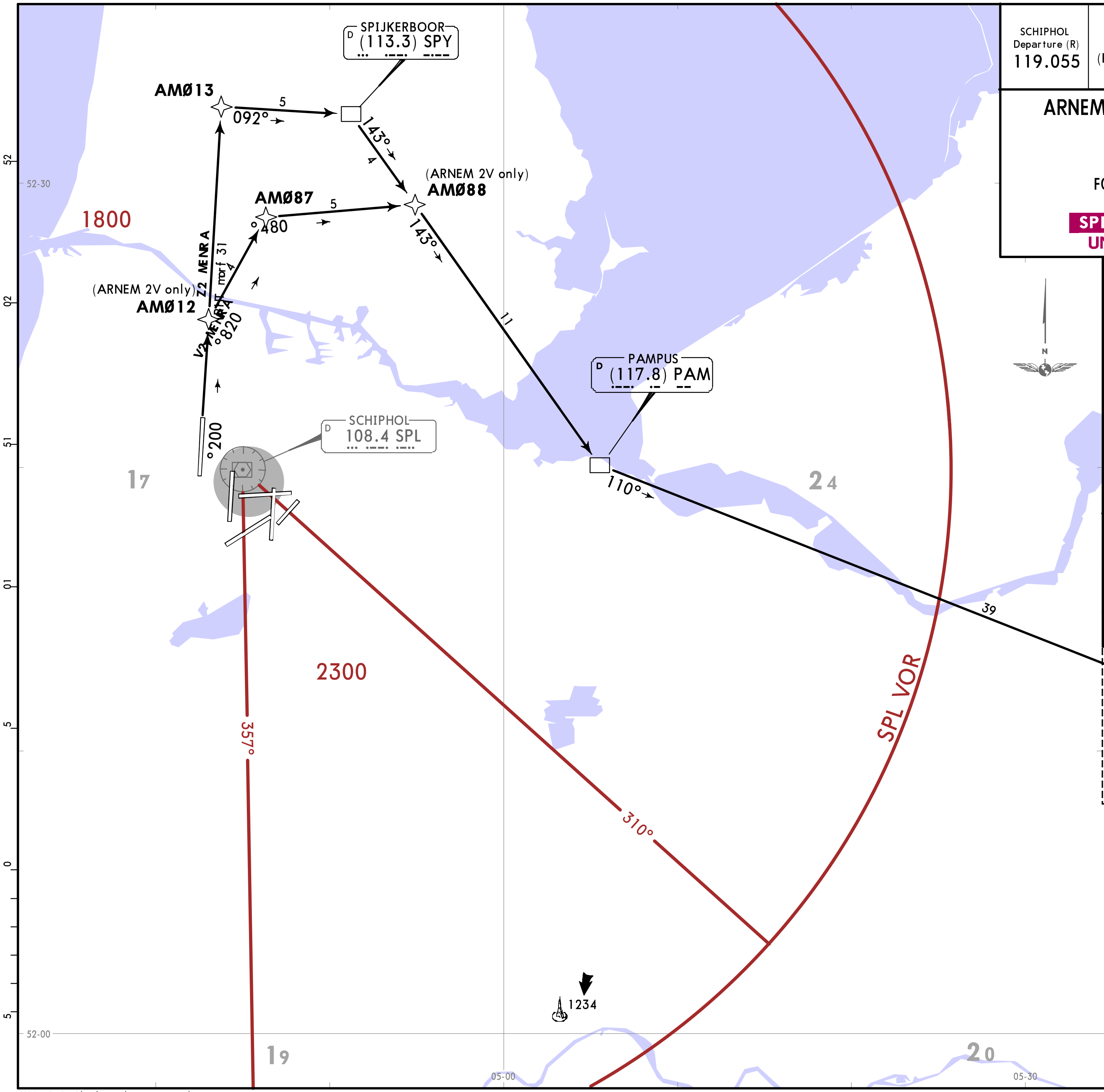
These SIDs require minimum climb gradients of
ARNEM 2V: 3.8% up to 600.
5.0% up to 1900 due to airspace or ATC reasons.
If unable, report to ATC.
ARNEM 2Z: 3.4% up to 700.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
3.8% V/V (fpm)	289	385	577	770	962	1154
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **FL060**

SID	ROUTING
ARNEM 2V ❶	On 002° track to AMØ12, to AMØ87, to AMØ88, to PAM DME, to ARNEM.
ARNEM 2Z ❷	Climb on 002° track to at or above 500, 002° track to AMØ13, to SPY DME, to PAM DME, to ARNEM.

❶ Jet aircraft only between 0630-2230LT.
❷ Only jet aircraft between 2230-0630LT.



CHANGES: Climb gradients revised.

SCHIPHOL Departure (R) 121.205	RNAV 1 required	Trans alt: 3000
Apt Elev -11 (BELOW SEA LEVEL)	1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.	

BERGI 4E [BERG4E]
BERGI 2F [BERG2F]
RNAV DEPARTURES
(RWYS 04, 18L)

FOR ROUTE CONTINUATION AFTER BERGI REFER TO CHART 10-3X4

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

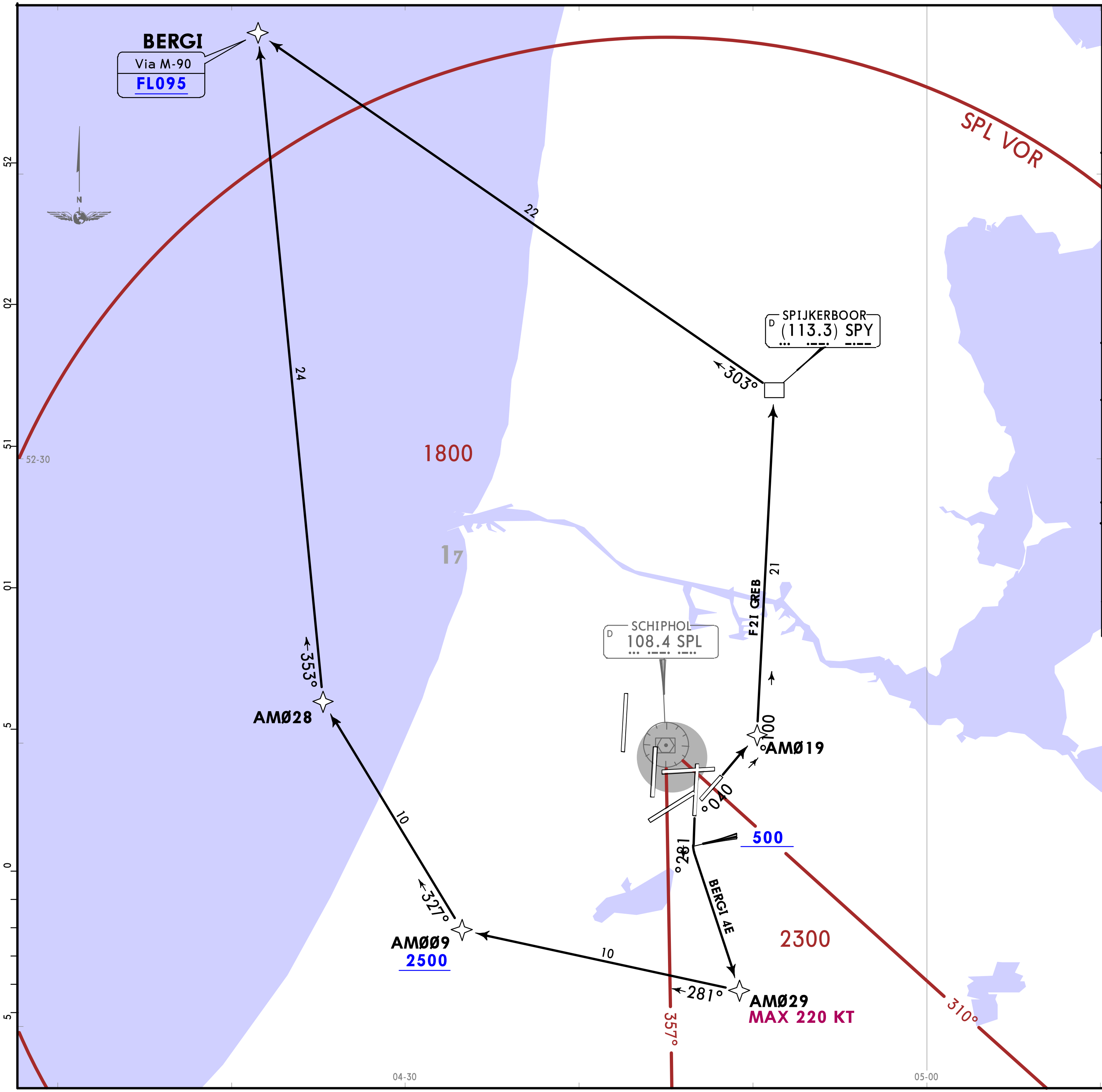
LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

BERGI 2F
This SID requires a minimum climb gradient of 5.7% up to 1900. If unable, report to ATC.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732

Initial climb clearance **FL060**

SID	RWY	ROUTING
BERGI 4E	18L	Climb on 182° track, at or above 500 turn LEFT, direct to AMØ29, MAX 220 KT, to AMØ09, at or above 2500, to AMØ28, to BERGI.
BERGI 2F	04	On 040° track to AMØ19, to SPY DME, to BERGI.



CHANGES: MSA value.

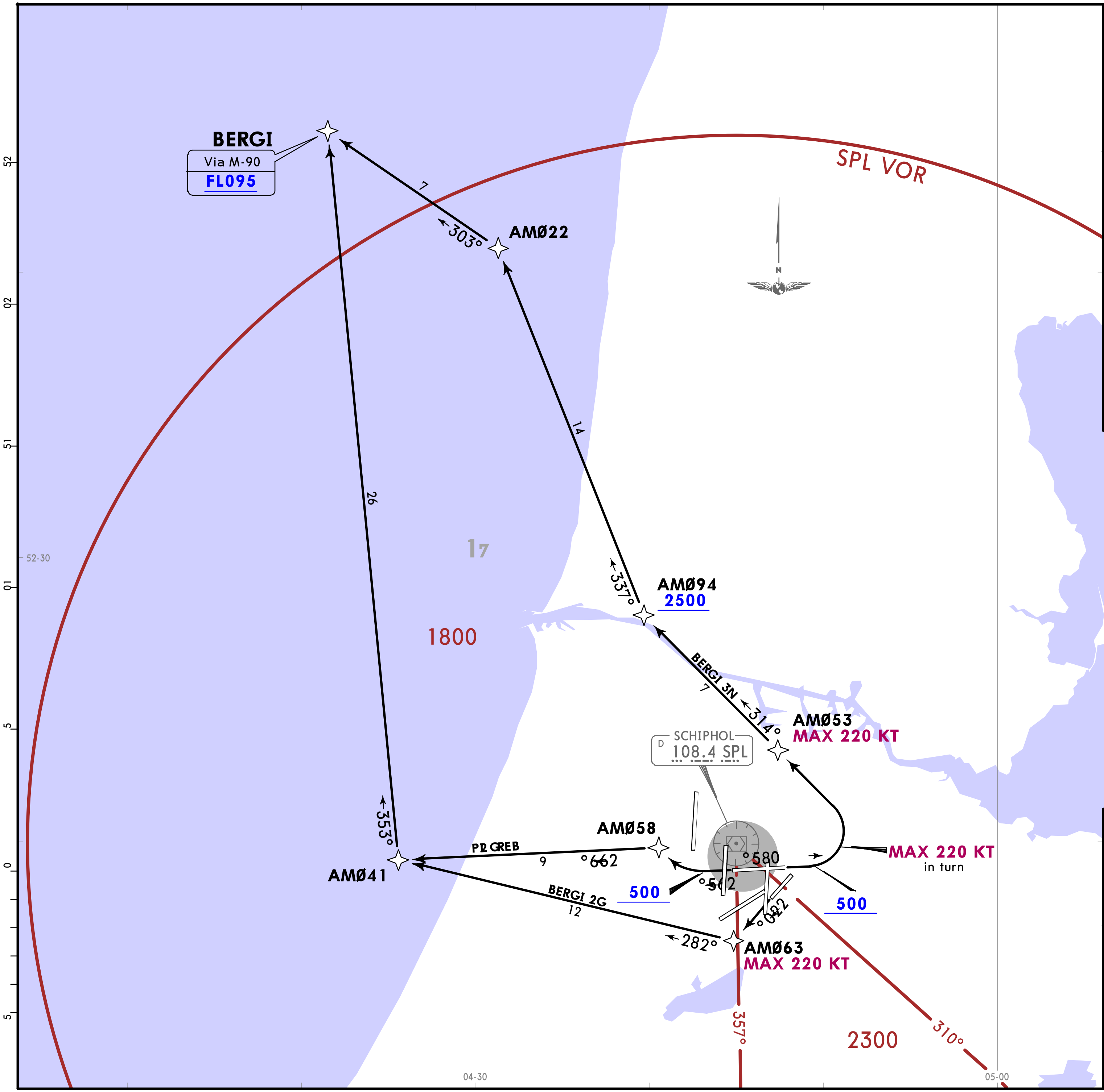
SCHIPHOL Departure (R) 121.205	RNAV 1 required	Trans alt: 3000
Apt Elev -11 (BELOW SEA LEVEL)	1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.	

BERGI 2G [BERG2G]
BERGI 3N [BERG3N]
BERGI 2P [BERG2P]
RNAV DEPARTURES (RWYS 09, 22, 27)

FOR ROUTE CONTINUATION AFTER BERGI REFER TO CHART 10-3X4

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS



BERGI 3N

This SID requires a minimum climb gradient of 5.0% up to 1900. If unable, report to ATC.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance FL060

SID	RWY	ROUTING
BERGI 2G	22	On 220° track to AM063, MAX 220 KT, to AM041, to BERGI.
BERGI 3N	09	Climb on 085° track, at or above 500 turn LEFT, direct to AM053, MAX 220 KT, to AM094, at or above 2500, to AM022, to BERGI.
BERGI 2P	27	Climb on 265° track, at or above 500 turn RIGHT, direct to AM058, to AM041, to BERGI.

CHANGES: MSA value.

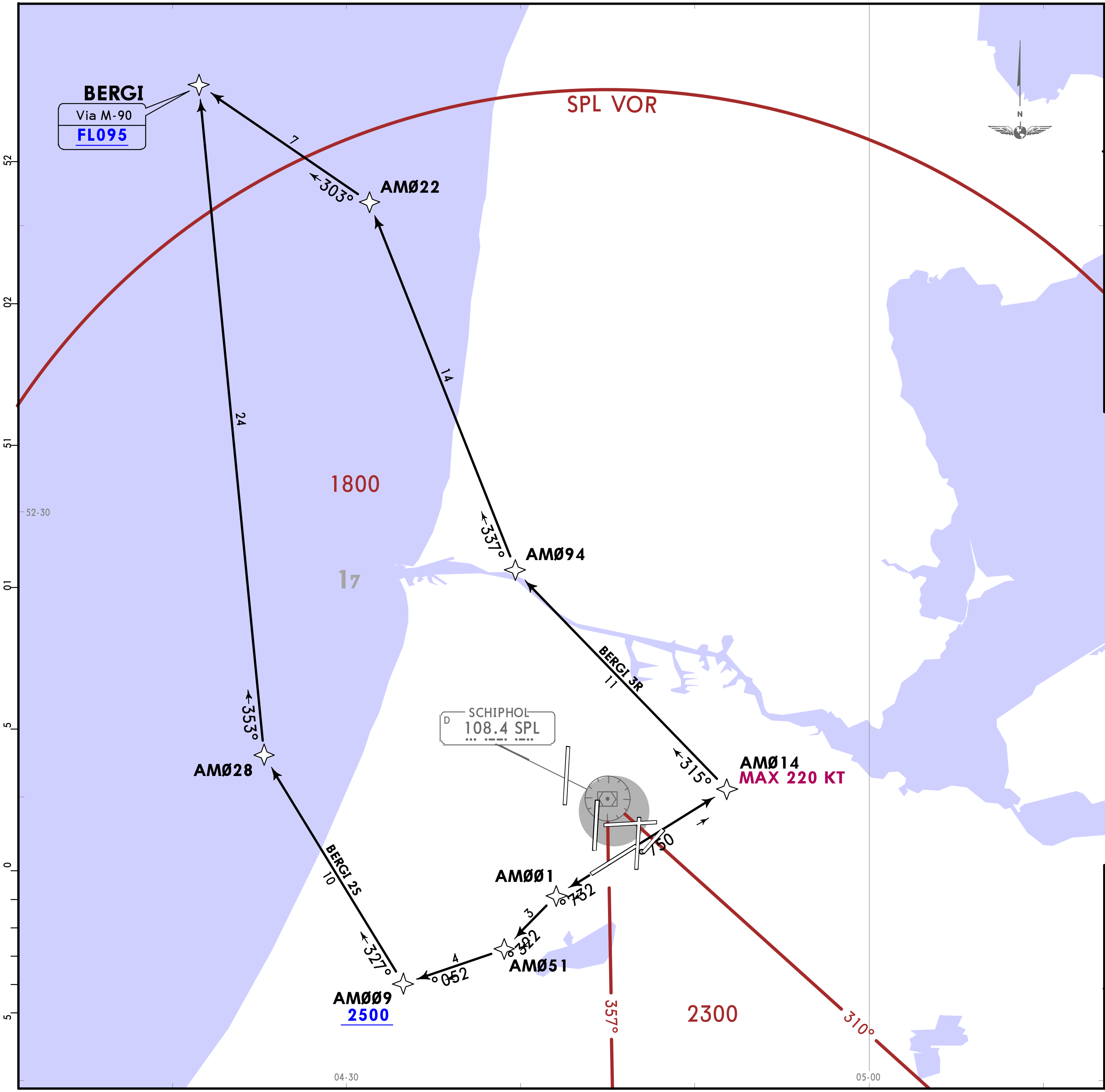
SCHIPHOL Departure (R) 121.205	RNAV 1 required	Trans alt: 3000
Apt Elev -11 (BELOW SEA LEVEL)	1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.	

BERGI 3R [BERG3R]
BERGI 2S [BERG2S]
RNAV DEPARTURES
(RWYS 06, 24)

FOR ROUTE CONTINUATION AFTER BERGI REFER TO CHART 10-3X4

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.



BERGI 3R

This SID requires a minimum climb gradient of 4.6% up to 1900. If unable, report to ATC.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397

Initial climb clearance **FL060**

SID	RWY	ROUTING
BERGI 3R	06	On 057° track to AMØ14, MAX 220 KT, to AMØ94, to AMØ22, to BERGI.
BERGI 2S	24	On 237° track to AMØØ1, to AMØ51, to AMØØ9, at or above 2500, to AMØ28, to BERGI.

CHANGES: MSA value.

EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

22 NOV 24 (10-3P) Eff 28 Nov

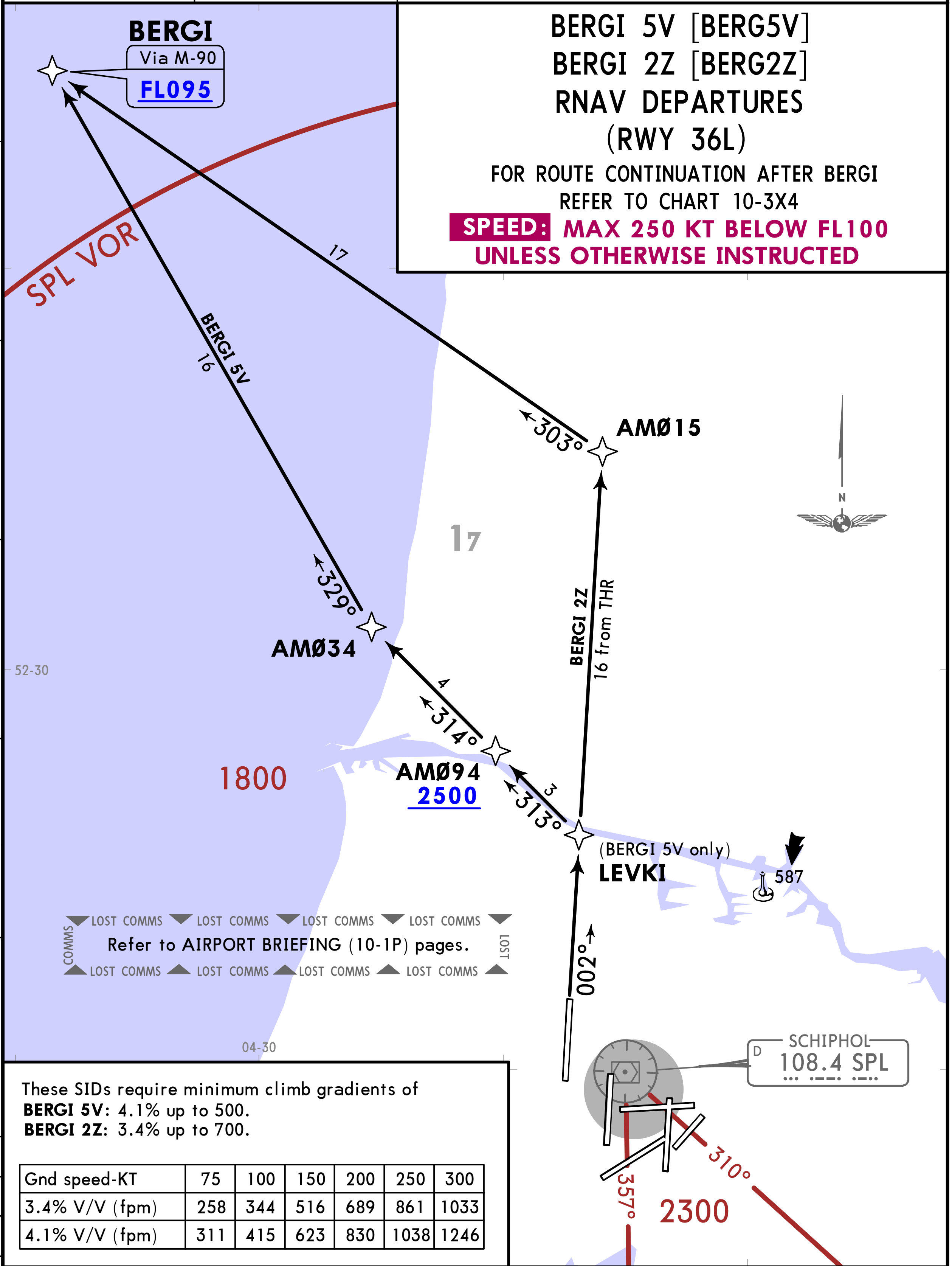
RNAV SID

SCHIPHOL Departure (R) 121.205	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required / Trans alt: 3000 1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 2. For departure instructions refer to 10-3.

BERGI 5V [BERG5V]
BERGI 2Z [BERG2Z]
RNAV DEPARTURES
(RWY 36L)

FOR ROUTE CONTINUATION AFTER BERGI REFER TO CHART 10-3X4

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
BERGI 5V: 4.1% up to 500.
BERGI 2Z: 3.4% up to 700.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
4.1% V/V (fpm)	311	415	623	830	1038	1246

Initial climb clearance **FL060**

SID	ROUTING
BERGI 5V ❶	On 002° track to LEVKI, to AMØ94, at or above 2500, to AMØ34, to BERGI.
BERGI 2Z ❷	Climb on 002° track to at or above 500, 002° track to AMØ15, to BERGI.

❶ Jet aircraft only between 0630-2230LT. ❷ Only jet aircraft between 2230-0630LT.

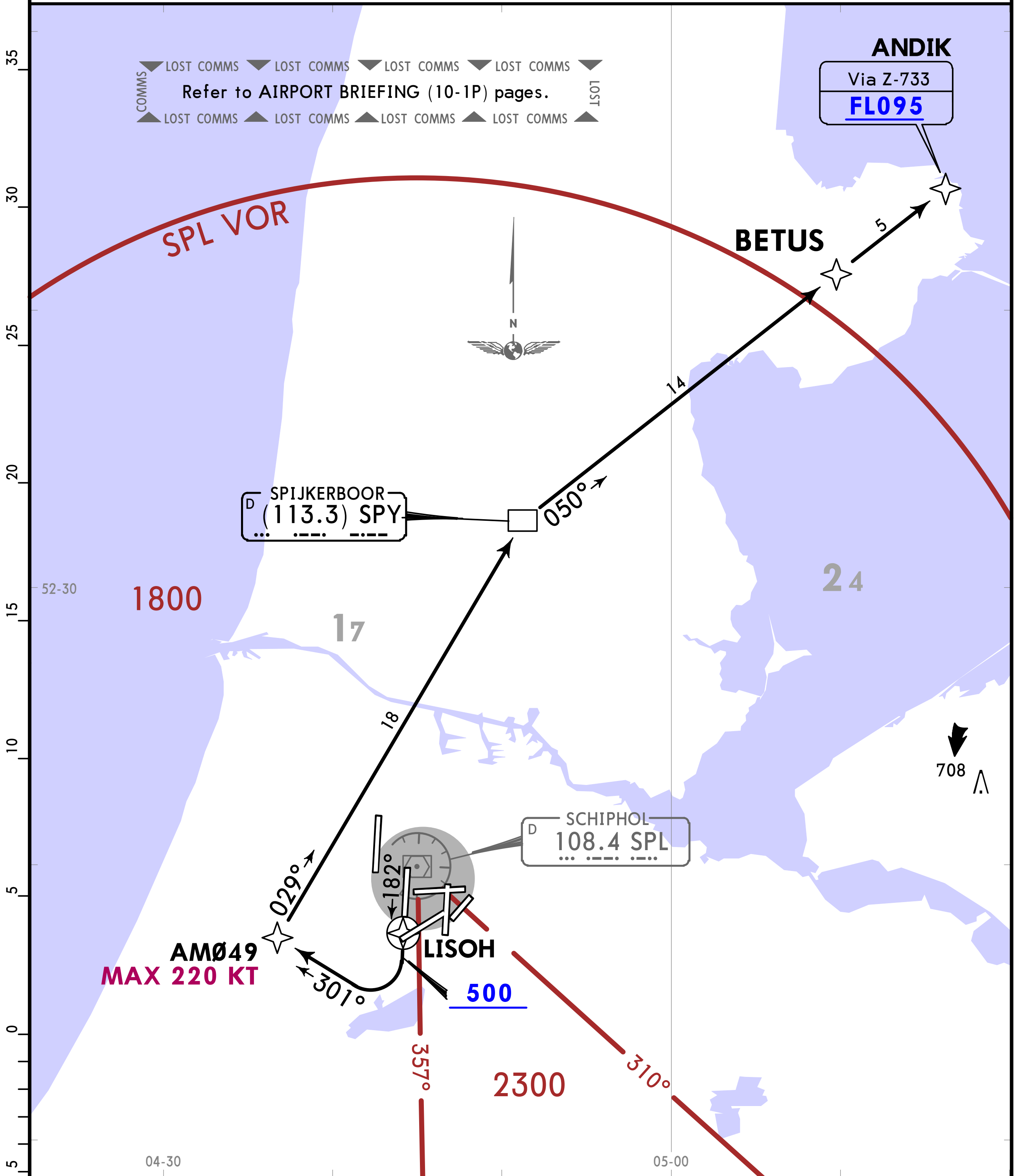
CHANGES: None.

SCHIPHOL Departure (R) 121.205	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000
		1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.	

BETUS 6Y RNAV DEPARTURE
[BETU6Y]
(RWY 18C)

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

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **FL060**

ROUTING

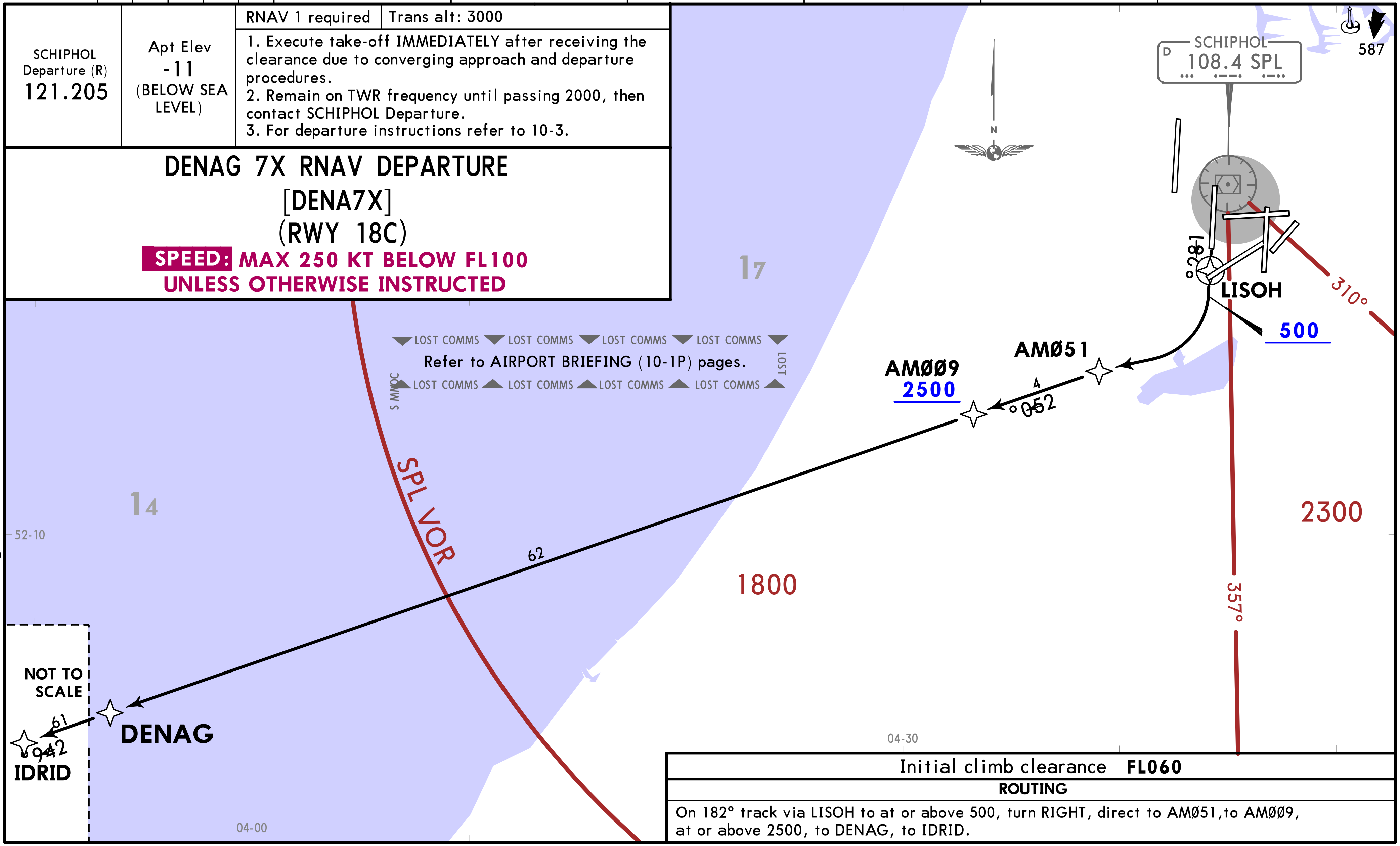
Climb on 182° track via LISOH to at or above 500, turn RIGHT, 301° track to AMØ49, MAX 220 KT, to SPY DME, to BETUS, to ANDIK.

CHANGES: SID renumbered, waypoint AMØ8Ø renamed LISOH.

SCHIPHOL Departure (R)	Apt Elev	RNAV 1 required	Trans alt: 3000
121.205	-11 (BELOW SEA LEVEL)	1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.	

DENAG 7X RNAV DEPARTURE
[DENA7X]
(RWY 18C)

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



Initial climb clearance FL060
ROUTING
On 182° track via LISOH to at or above 500, turn RIGHT, direct to AMØ51, to AMØØ9, at or above 2500, to DENAG, to IDRID.

CHANGES: SID renumbered, waypoint AMØ8Ø renamed LISOH.

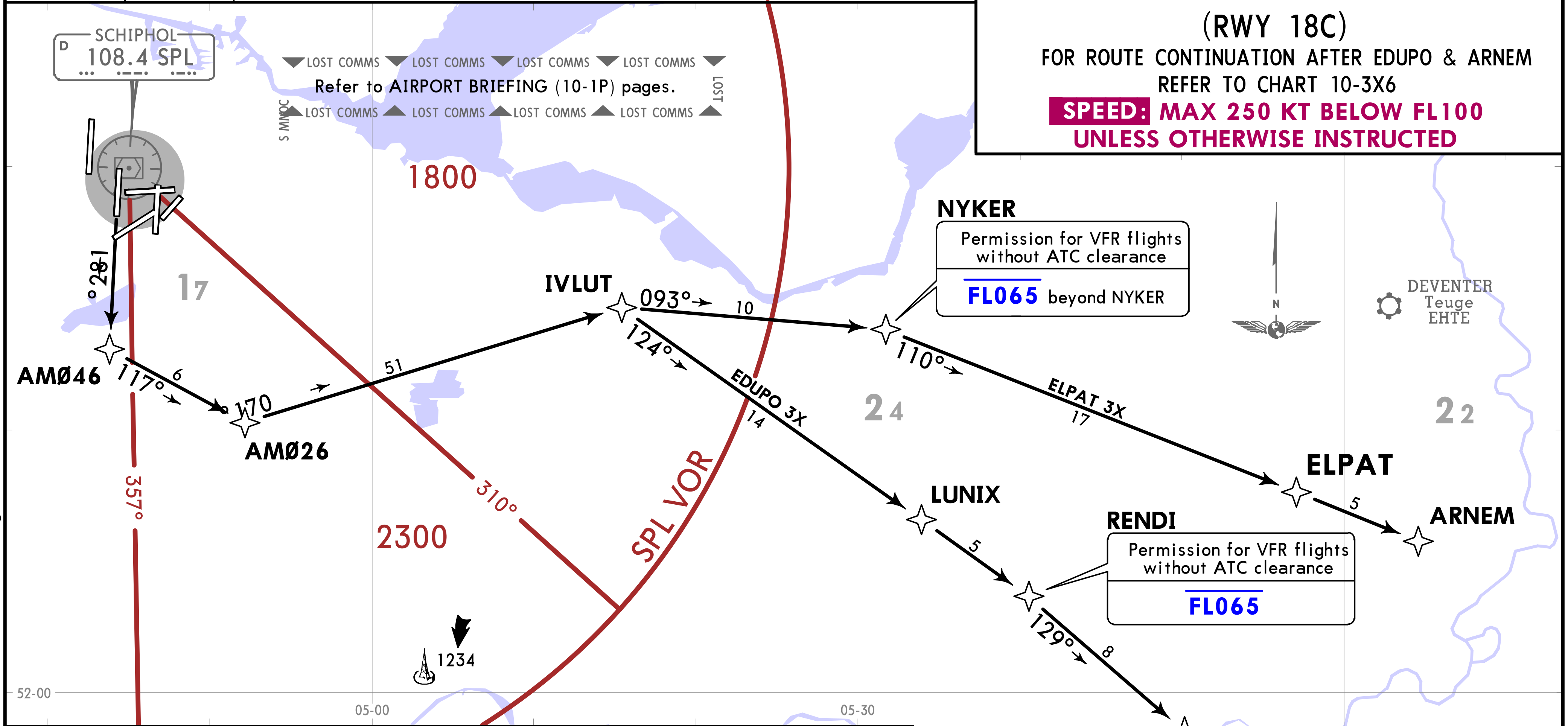
SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000

1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures.
2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
3. For departure instructions refer to 10-3.

EDUPO 3X [EDUP3X]
ELPAT 3X [ELPA3X]
RNAV DEPARTURES
(RWY 18C)

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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **FL060**

SID	ROUTING
EDUPO 3X	On 182° track to AMØ46, to AMØ26, to IVLUT, to LUNIX, to RENDI, to EDUPO.
ELPAT 3X	On 182° track to AMØ46, to AMØ26, to IVLUT, to NYKER, to ELPAT, to ARNEM.

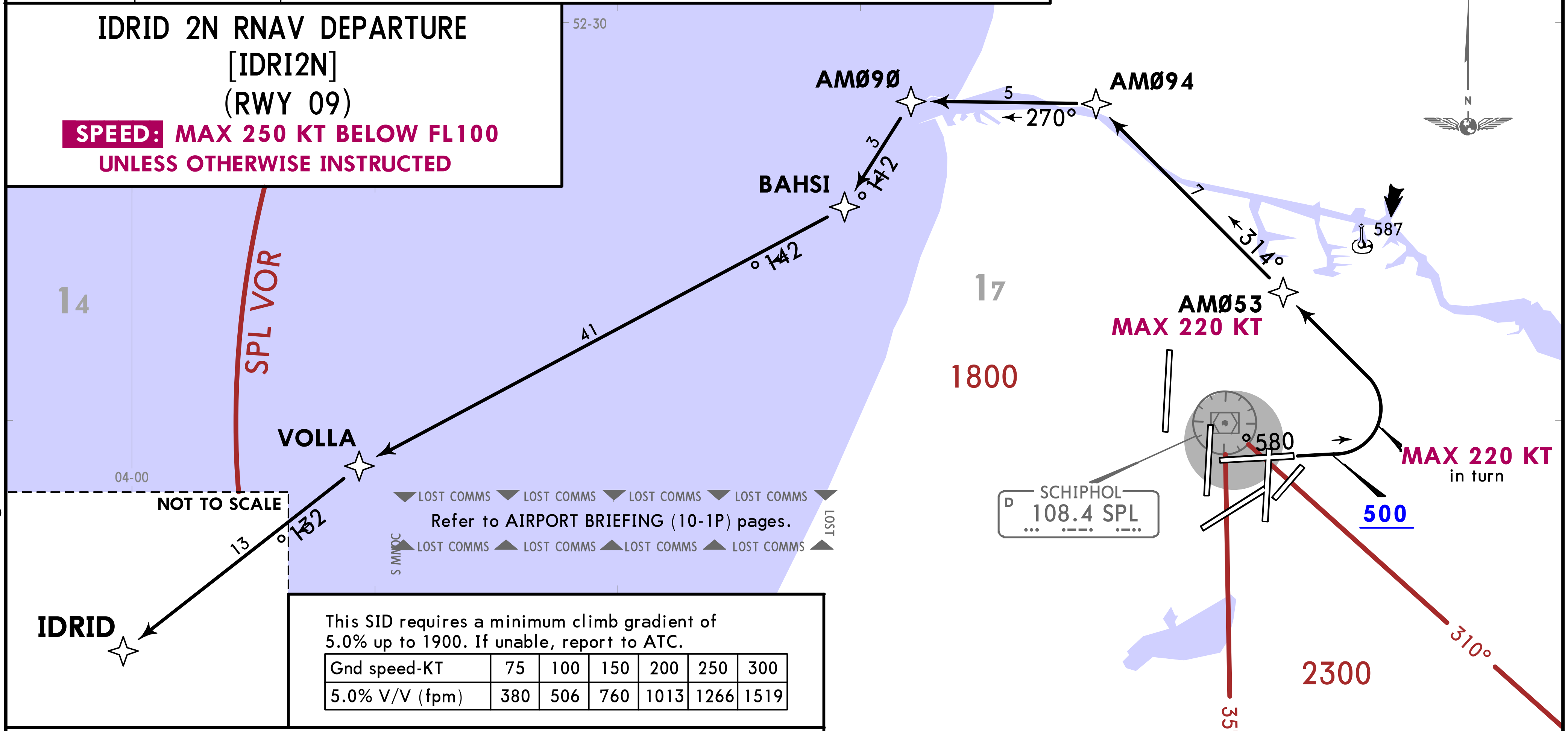
CHANGES: None.

SCHIPHOL Departure (R) 121.205	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000

1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures.
2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
3. For departure instructions refer to 10-3.

IDRID 2N RNAV DEPARTURE
[IDRI2N]
(RWY 09)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



This SID requires a minimum climb gradient of 5.0% up to 1900. If unable, report to ATC.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **FL060**

ROUTING

Climb on 085° track, at or above 500 turn LEFT, direct to AMØ53, MAX 220 KT, to AMØ94, to AMØ9Ø, to BAHSI, to VOLLA, to IDRID.

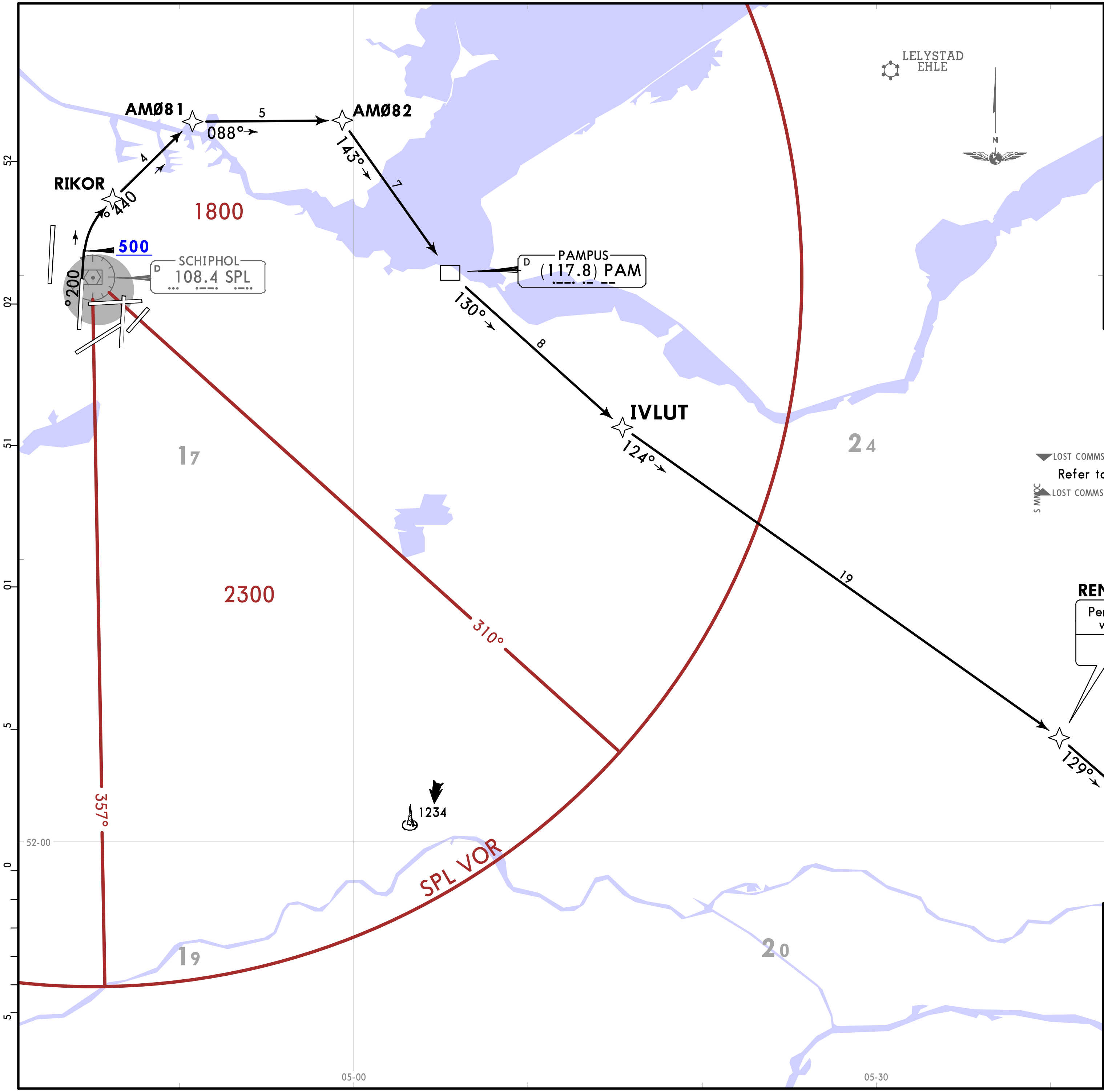
CHANGES: MSA value.

SCHIPHOL Departure (R) 119.055	RNAV 1 required	Trans alt: 3000
Apt Elev -11 (BELOW SEA LEVEL)	1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.	

IVLUT 4W RNAV DEPARTURE
[IVLU4W]
(RWY 36C)

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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



This SID requires a minimum climb gradient of 5.4% up to 1900.

Gnd speed-KT	75	100	150	200	250	300
5.4% V/V (fpm)	410	547	820	1094	1367	1641

If unable, report to ATC.

Initial climb clearance **FL060**

ROUTING

Climb on 002° track, at or above 500 turn RIGHT, direct to RIKOR, to AMØ81, to AMØ82, to PAM DME, to IVLUT, to RENDI, to EDUPO.

CHANGES: MSA value.

EHAM/AMS
SCHIPHOL

JEPPESEN
13 DEC 24 (10-3Q5) Eff 26 Dec

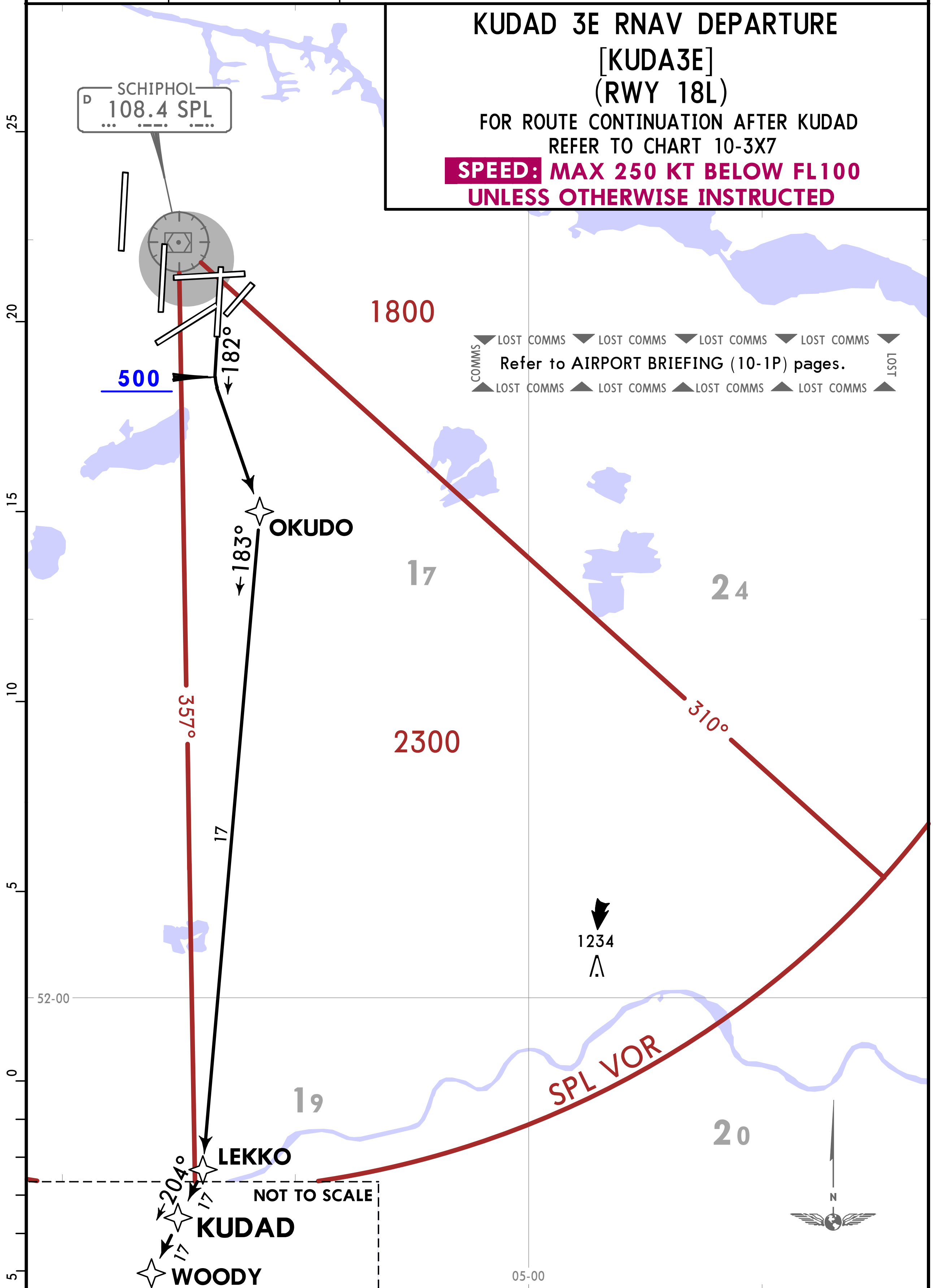
AMSTERDAM, NETHERLANDS
RNAV SID

SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required / Trans alt: 3000
		1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.

KUDAD 3E RNAV DEPARTURE
[KUDA3E]
(RWY 18L)

FOR ROUTE CONTINUATION AFTER KUDAD REFER TO CHART 10-3X7

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **FL060**

ROUTING

Climb on 182° track, at or above 500 turn LEFT, direct to OKUDO, to LEKKO, to KUDAD, to WOODY.

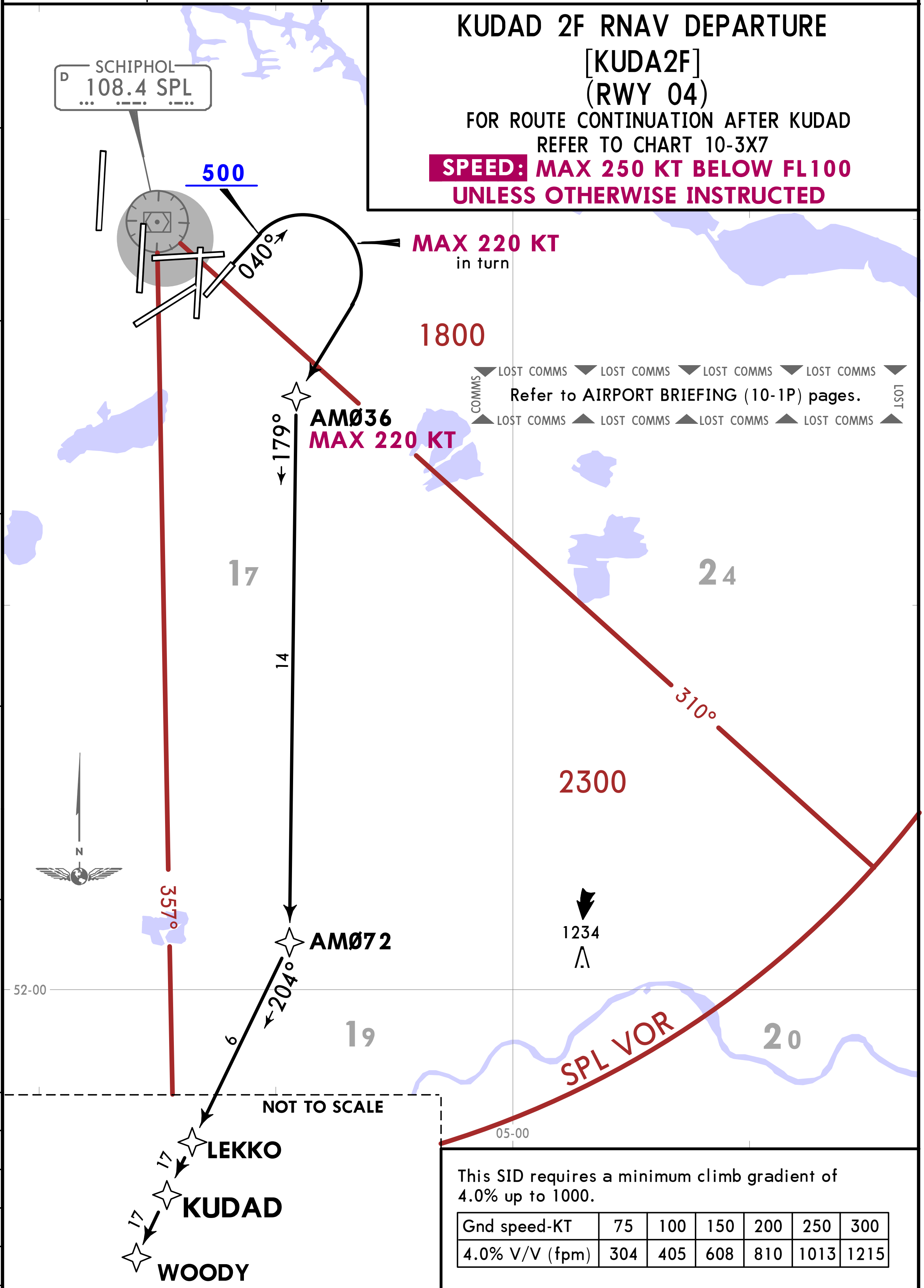
CHANGES: None.

SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required — Trans alt: 3000 1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.

KUDAD 2F RNAV DEPARTURE
[KUDA2F]
(RWY 04)

FOR ROUTE CONTINUATION AFTER KUDAD REFER TO CHART 10-3X7

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



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

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

Initial climb clearance **FL060**

ROUTING

Climb on 040° track, at or above 500 turn RIGHT, direct to AMØ36, MAX 220 KT, to AMØ72, to LEKKO, to KUDAD, to WOODY.

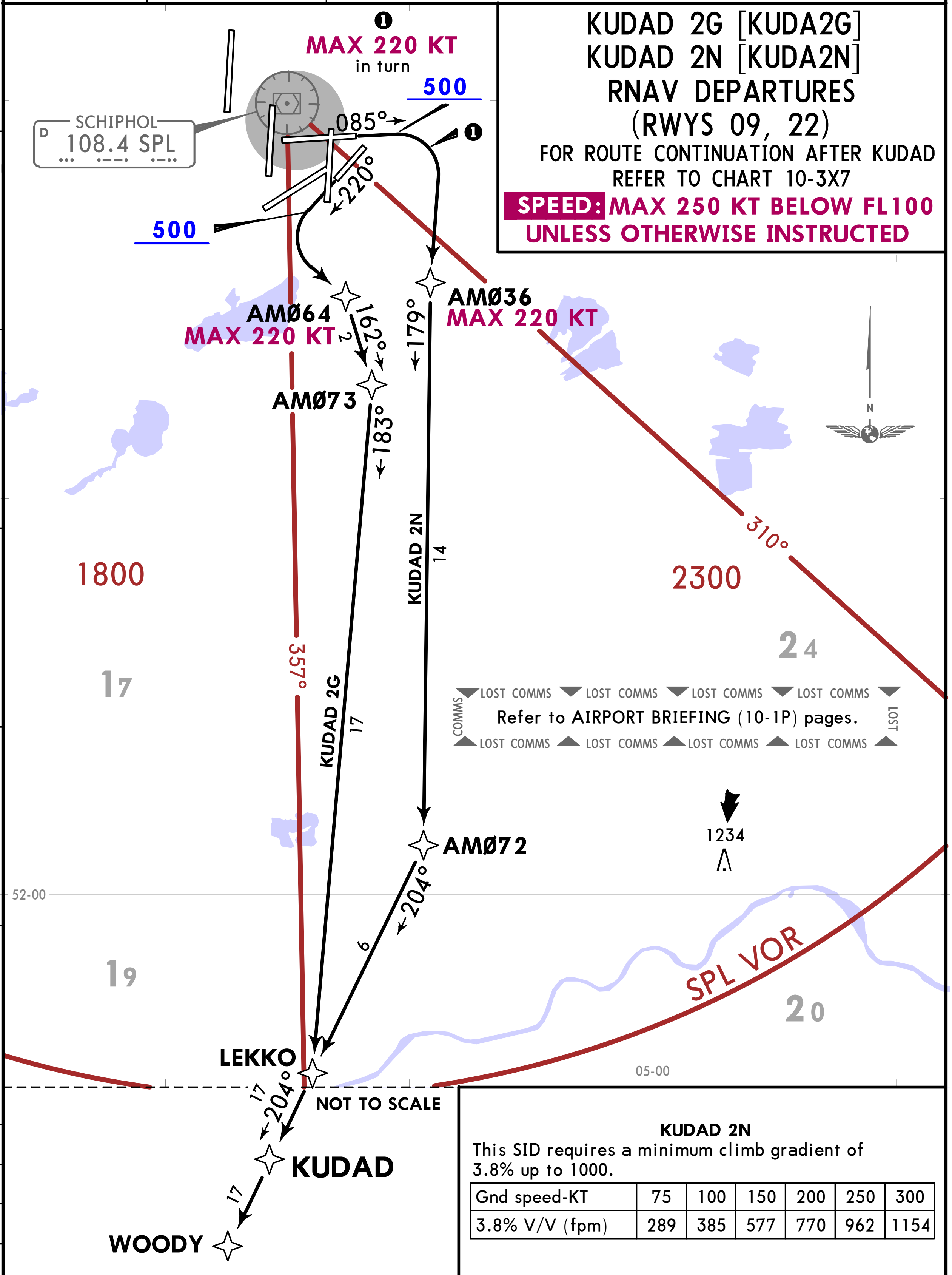
CHANGES: Climb gradient revised.

SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000
		1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.	

KUDAD 2G [KUDA2G]
KUDAD 2N [KUDA2N]
RNAV DEPARTURES (RWYS 09, 22)

FOR ROUTE CONTINUATION AFTER KUDAD REFER TO CHART 10-3X7

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



KUDAD 2N

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

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

Initial climb clearance **FL060**

SID	RWY	ROUTING
KUDAD 2G	22	Climb on 220° track, at or above 500 turn LEFT, direct to AMØ64, MAX 220 KT, to AMØ73, to LEKKO, to KUDAD, to WOODY.
KUDAD 2N	09	Climb on 085° track, at or above 500 turn RIGHT, direct to AMØ36, MAX 220 KT, to AMØ72, to LEKKO, to KUDAD, to WOODY.

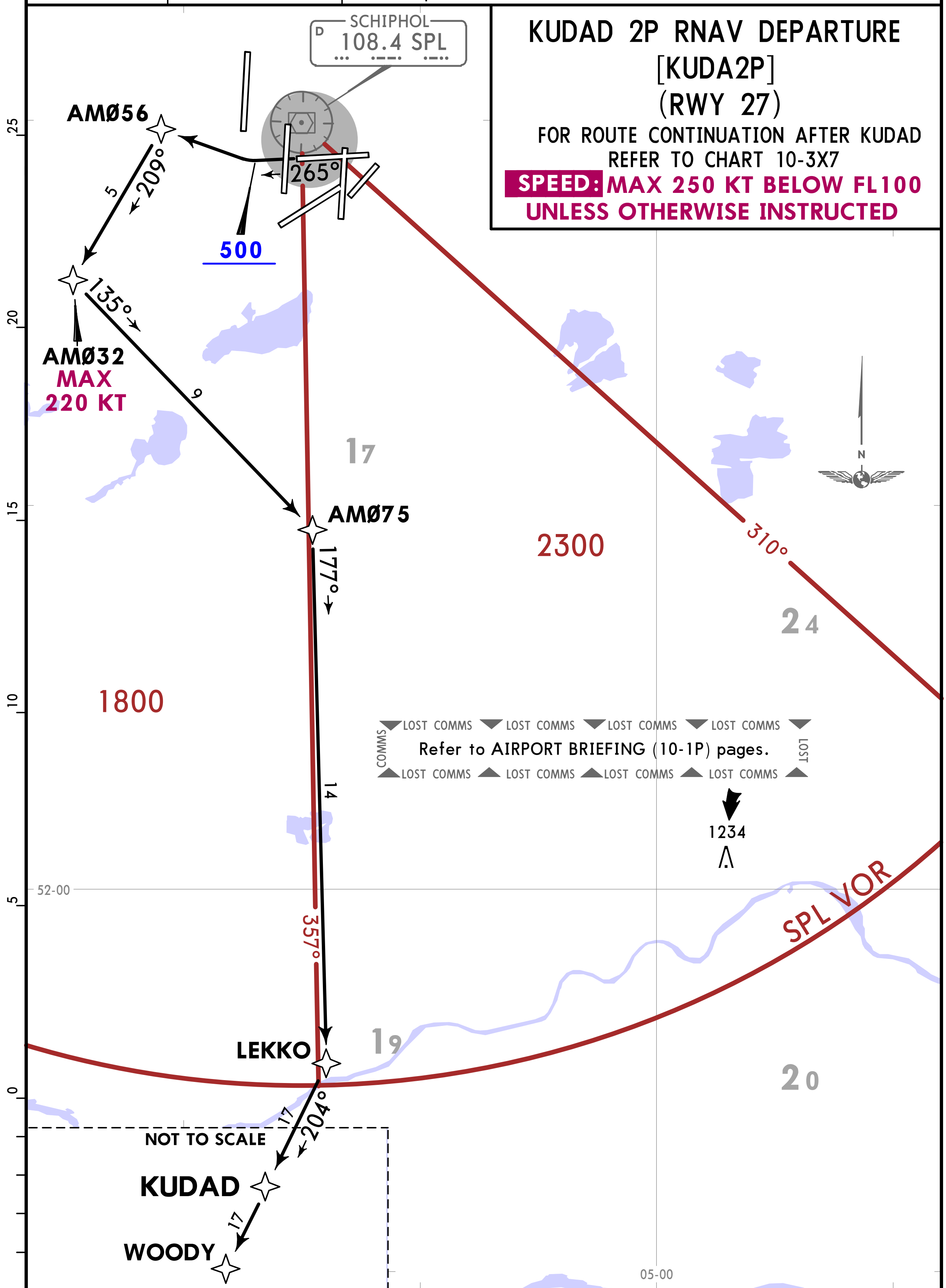
CHANGES: MSA value.

SCHIPHOL Departure (R)	Apt Elev	RNAV 1 required	Trans alt: 3000
119.055	-11 (BELOW SEA LEVEL)	1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.	

KUDAD 2P RNAV DEPARTURE [KUDA2P] (RWY 27)

FOR ROUTE CONTINUATION AFTER KUDAD REFER TO CHART 10-3X7

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **FL060**

ROUTING

Climb on 265° track, at or above 500 turn RIGHT, direct to AMØ56, to AMØ32, MAX 220 KT, to AMØ75, to LEKKO, to KUDAD, to WOODY.

CHANGES: MSA value.

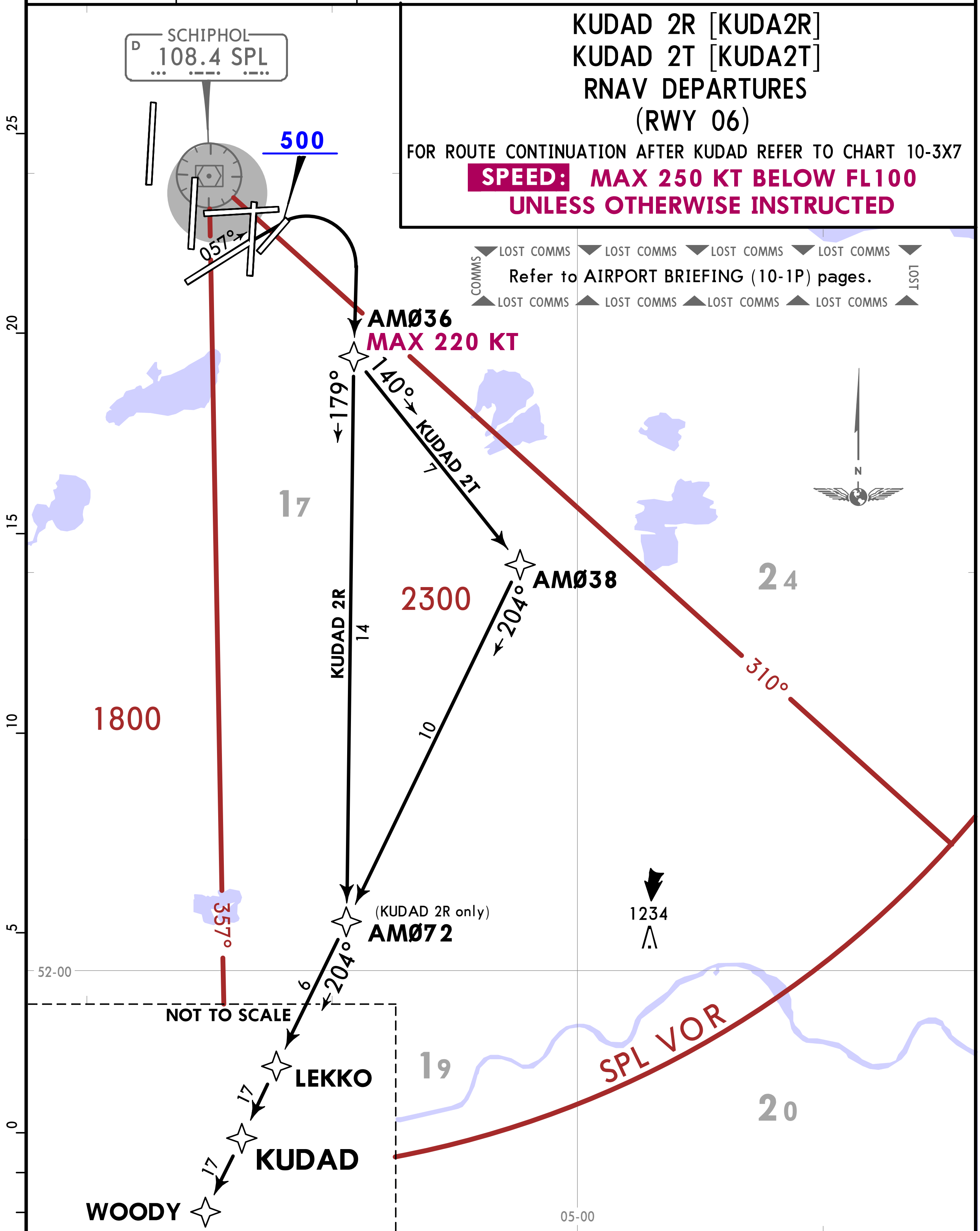
SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required / Trans alt: 3000
		1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.

KUDAD 2R [KUDA2R]
KUDAD 2T [KUDA2T]
RNAV DEPARTURES (RWY 06)

FOR ROUTE CONTINUATION AFTER KUDAD REFER TO CHART 10-3X7

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

LOST COMMS Refer to AIRPORT BRIEFING (10-1P) pages.



Initial climb clearance **FL060**

SID	ROUTING
KUDAD 2R ❶	Climb on 057° track, at or above 500 turn RIGHT, direct to AM036, MAX 220 KT, to AM072, to LEKKO, to KUDAD, to WOODY.
KUDAD 2T ❷	Climb on 057° track, at or above 500 turn RIGHT, direct to AM036, MAX 220 KT, to AM038, to LEKKO, to KUDAD, to WOODY.

❶ Jet aircraft only between 0630-2230LT.
❷ Only jet aircraft between 2230-0630LT.

CHANGES: MSA value.

SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000

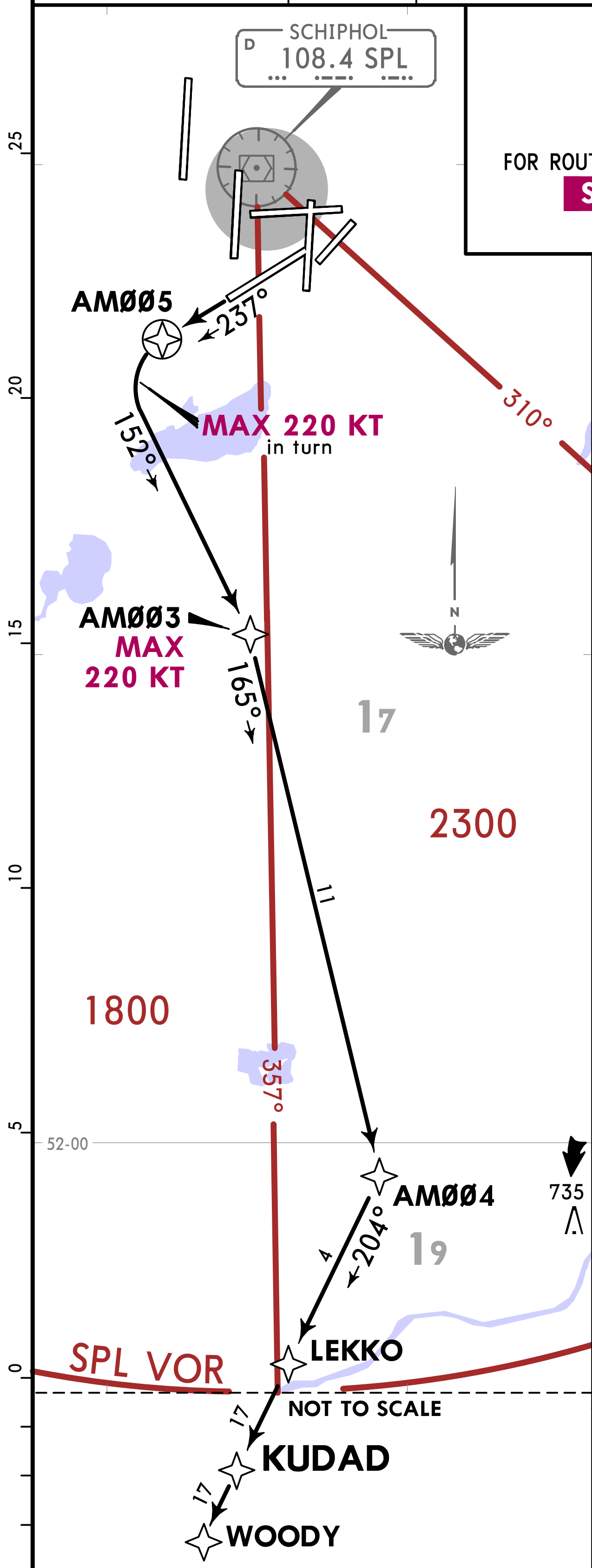
1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures.
2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
3. For departure instructions refer to 10-3.

KUDAD 3S RNAV DEPARTURE
[KUDA3S], [KUD3SY] ❶
(RWY 24)

FOR ROUTE CONTINUATION AFTER KUDAD REFER TO CHART 10-3X7

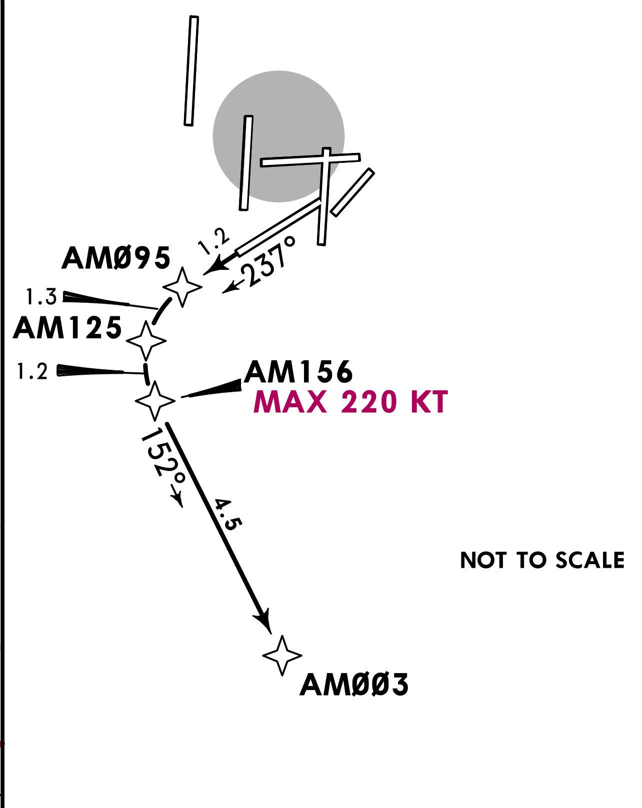
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS



❶ **Alternate route to enhance noise abatement**

RNP 1, RF & GNSS REQUIRED
APPROVAL FOR RNP 1 OPERATIONS REQUIRED



This SID requires a minimum climb gradient of [KUD3SY]: 6.7% up to 390.

Gnd speed-KT	75	100	150	200	250	300
6.7% V/V (fpm)	509	678	1018	1357	1696	2035

Initial climb clearance **FL060**

ROUTING

[KUDA3S]: On 237° track to AM005, 152° track to AM003, MAX 220 KT, to AM004, to LEKKO, to KUDAD, to WOODY.

[KUD3SY]: On 237° track to AM095, turn LEFT to AM125, turn LEFT to AM156, MAX 220 KT, to AM003, to AM004, to LEKKO, to KUDAD, to WOODY.
❶

CHANGES: None.

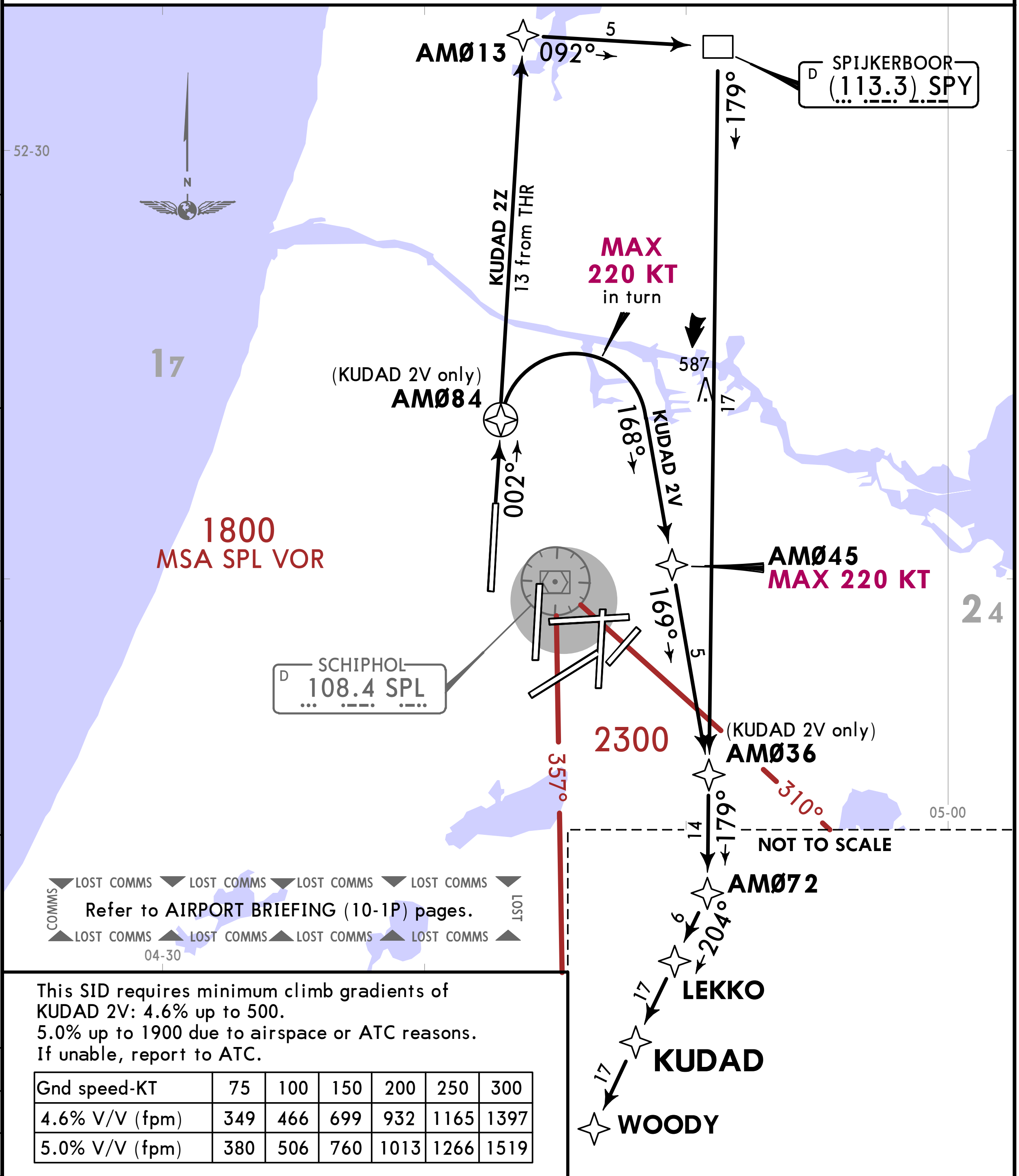
SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000

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

KUDAD 2V [KUDA2V], KUDAD 2Z [KUDA2Z]
RNAV DEPARTURES
(RWY 36L)

FOR ROUTE CONTINUATION AFTER KUDAD REFER TO CHART 10-3X7

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



This SID requires minimum climb gradients of
KUDAD 2V: 4.6% up to 500.
5.0% up to 1900 due to airspace or ATC reasons.
If unable, report to ATC.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **FL060**

SID	ROUTING
KUDAD 2V ❶	On 002° track to AMØ84, 168° track to AMØ45, MAX 220 KT, to AMØ36, to AMØ72, to LEKKO, to KUDAD, to WOODY.
KUDAD 2Z ❷	Climb on 002° track to at or above 500, 002° track to AMØ13, to SPY DME, to AMØ72, to LEKKO, to KUDAD, to WOODY.

❶ Jet aircraft only between 0630-2230LT. ❷ Only jet aircraft between 2230-0630LT.

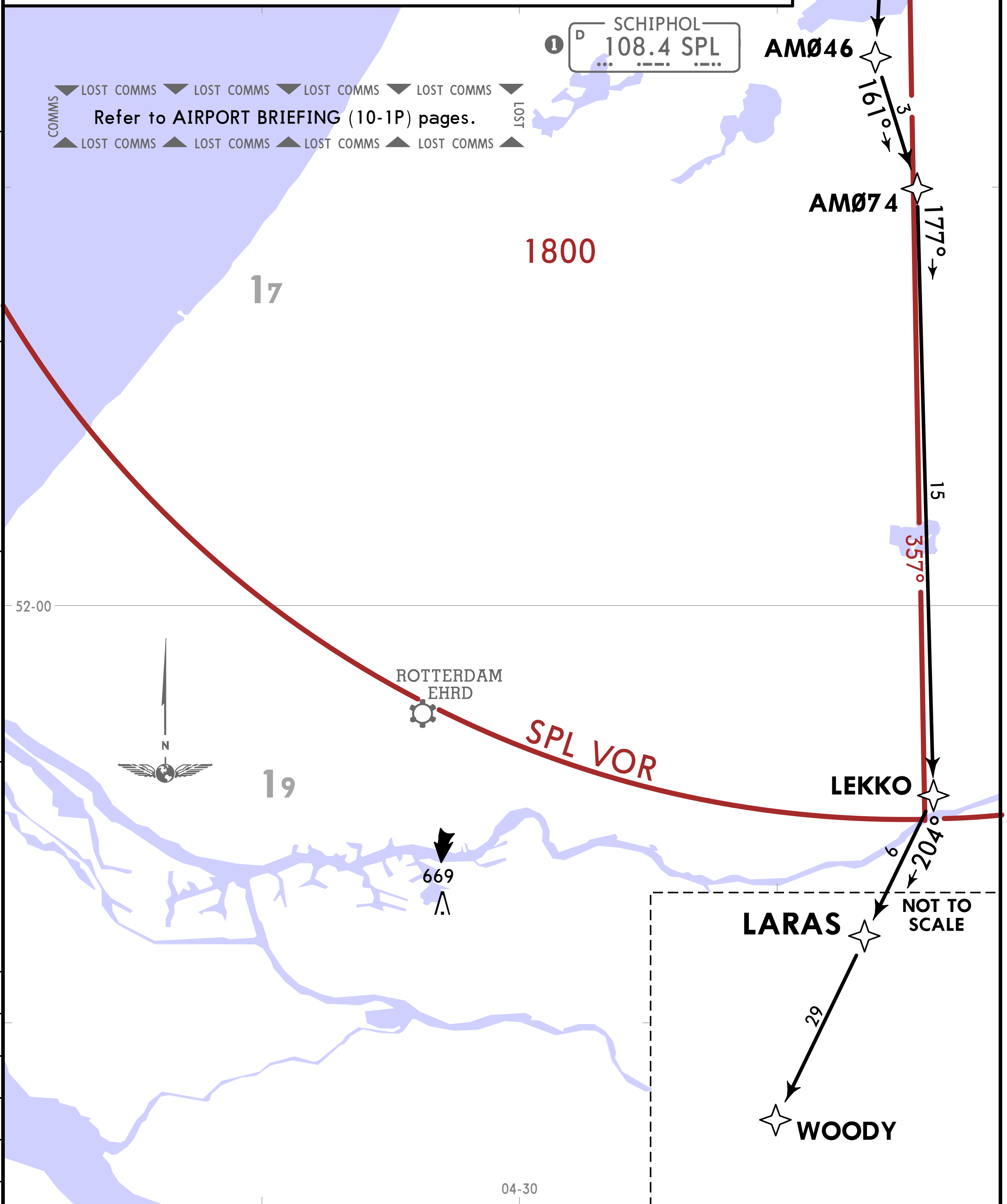
CHANGES: Climb gradient revised.

SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required / Trans alt: 3000 1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.

LARAS 2X RNAV DEPARTURE
[LARA2X]
(RWY 18C)

FOR ROUTE CONTINUATION AFTER LARAS REFER TO CHART 10-3X7

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **FL060**

ROUTING

On 182° track to AMØ46, to AMØ74, to LEKKO, to LARAS, to WOODY.

CHANGES: None.

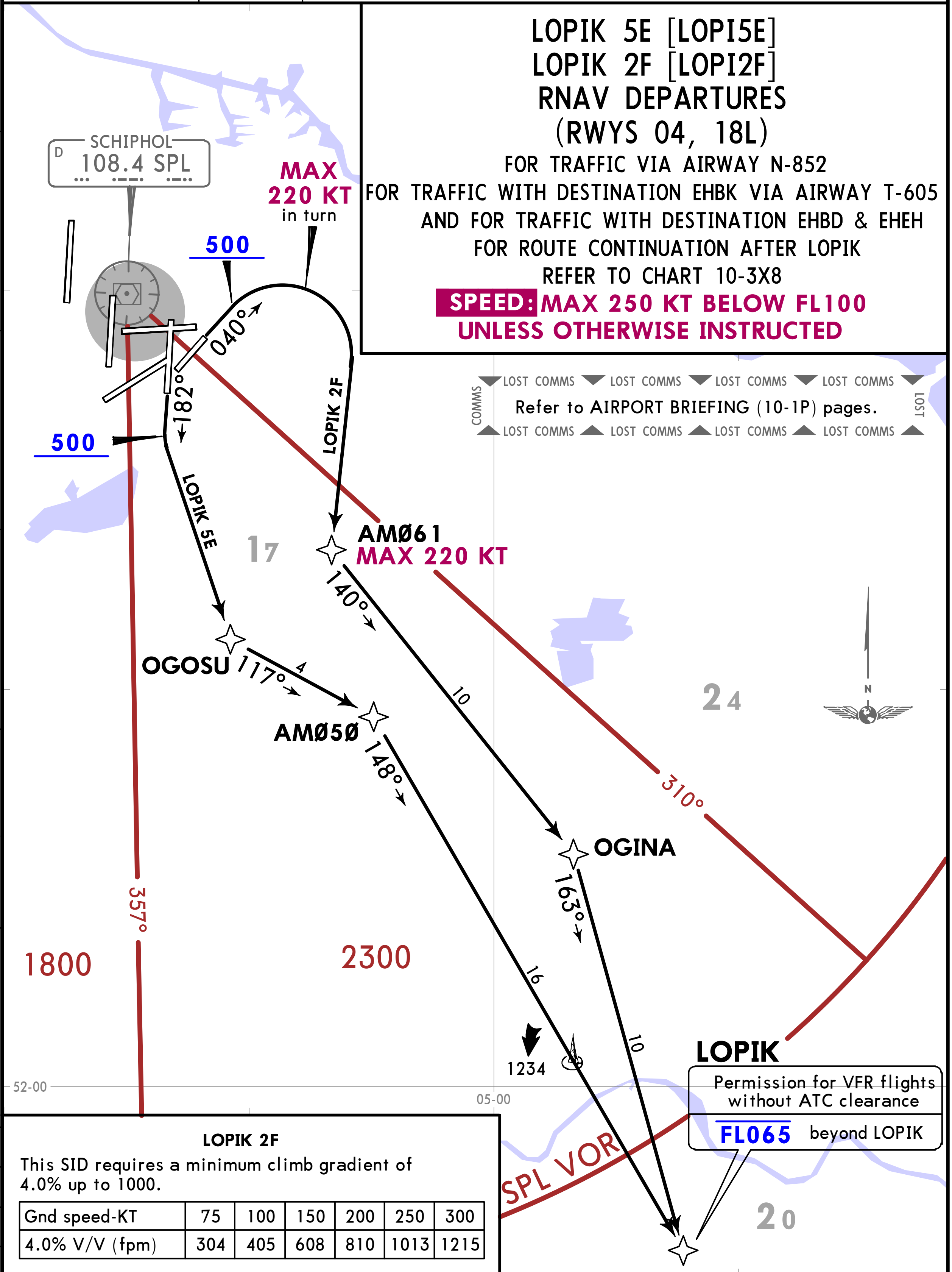
SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required / Trans alt: 3000
		1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.

LOPIK 5E [LOPI5E]
LOPIK 2F [LOPI2F]
RNAV DEPARTURES
(RWYS 04, 18L)

FOR TRAFFIC VIA AIRWAY N-852
FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY T-605
AND FOR TRAFFIC WITH DESTINATION EHBD & EHEH
FOR ROUTE CONTINUATION AFTER LOPIK
REFER TO CHART 10-3X8

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

LOST COMMS LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS



LOPIK 2F

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

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

Initial climb clearance **FL060**

SID	RWY	ROUTING
LOPIK 5E	18L	Climb on 182° track, at or above 500 turn LEFT, direct to OGOSU, to AM050, to LOPIK.
LOPIK 2F	04	Climb on 040° track, at or above 500 turn RIGHT, direct to AM061, MAX 220 KT, to OGINA, to LOPIK.

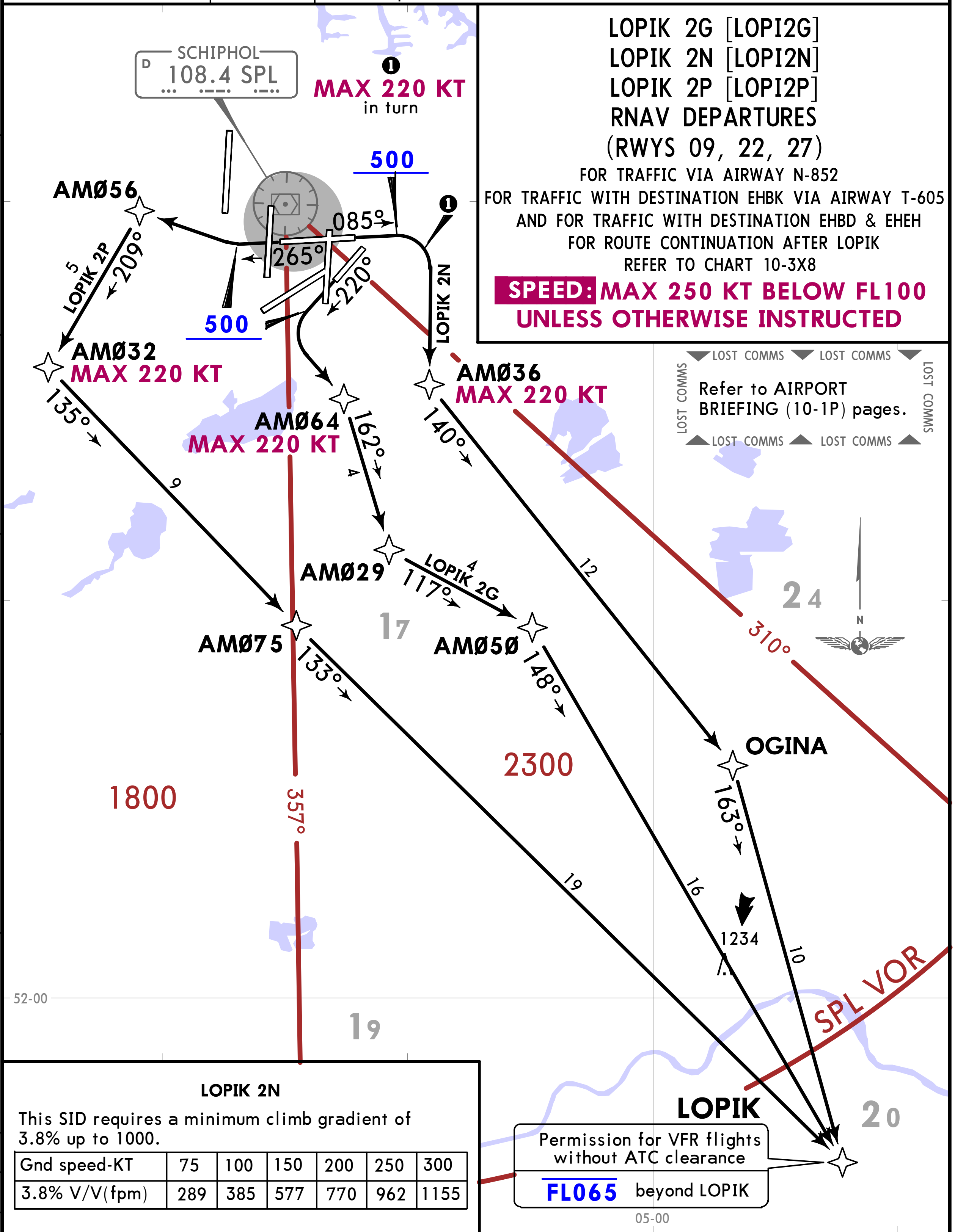
CHANGES: LOPIK 2F climb gradient revised.

SCHIPHOL Departure (R)	Apt Elev	RNAV 1 required	Trans alt: 3000
119.055	-11 (BELOW SEA LEVEL)	1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.	

LOPIK 2G [LOPI2G]
LOPIK 2N [LOPI2N]
LOPIK 2P [LOPI2P]
RNAV DEPARTURES
(RWYS 09, 22, 27)

FOR TRAFFIC VIA AIRWAY N-852
FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY T-605
AND FOR TRAFFIC WITH DESTINATION EHBD & EHEH
FOR ROUTE CONTINUATION AFTER LOPIK
REFER TO CHART 10-3X8

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



LOPIK 2N

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

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

Initial climb clearance **FL060**

SID	RWY	ROUTING
LOPIK 2G	22	Climb on 220° track, at or above 500 turn LEFT, direct to AMØ64, MAX 220 KT, to AMØ29, to AMØ5Ø, to LOPIK.
LOPIK 2N	09	Climb on 085° track, at or above 500 turn RIGHT, direct to AMØ36, MAX 220 KT, to OGINA, to LOPIK.
LOPIK 2P	27	Climb on 265° track, at or above 500 turn RIGHT, direct to AMØ56, to AMØ32, MAX 220 KT, to AMØ75, to LOPIK.

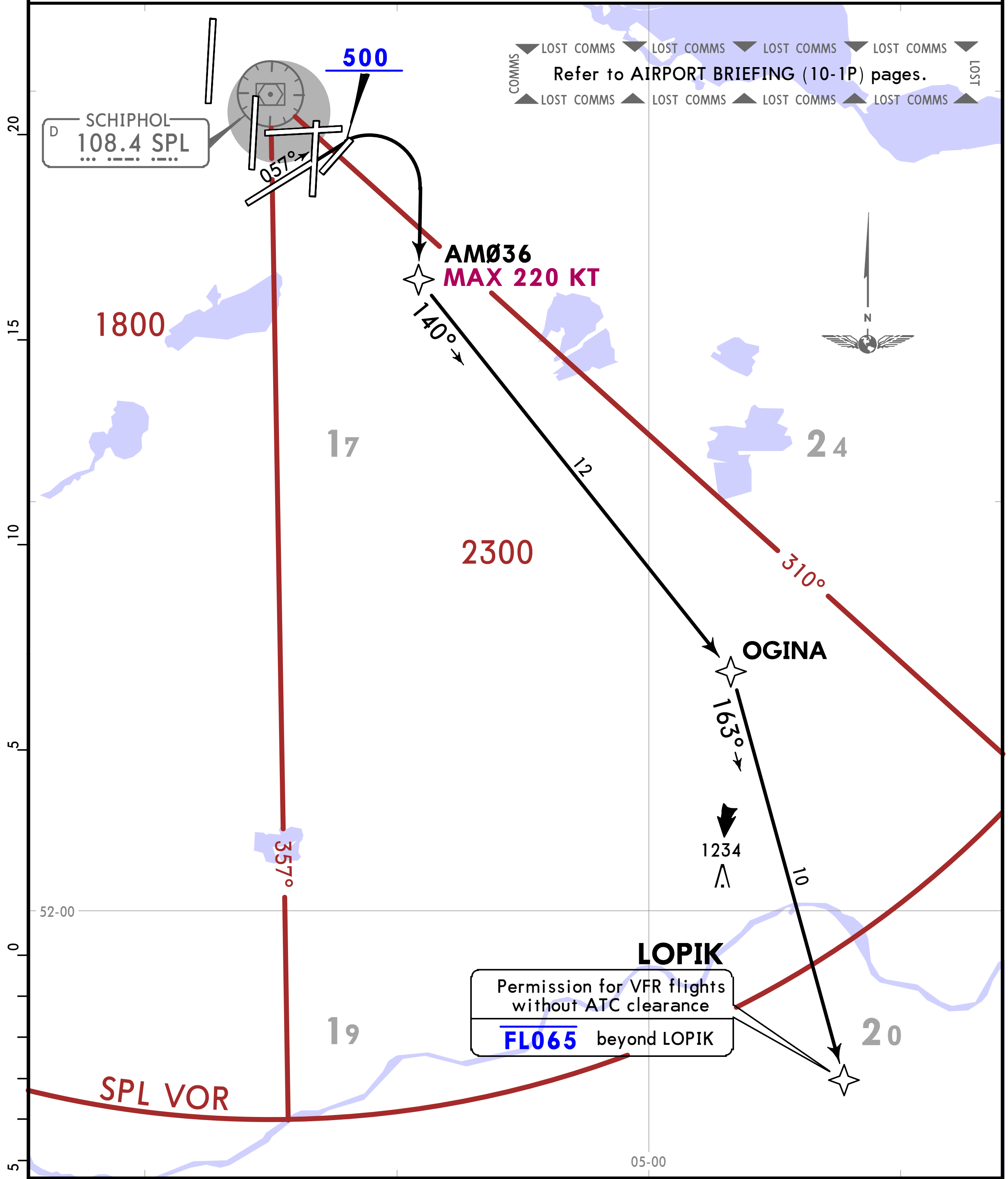
CHANGES: MSA value.

SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required / Trans alt: 3000
		1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.

LOPIK 2R RNAV DEPARTURE [LOPI2R] (RWY 06)

FOR TRAFFIC VIA AIRWAY N-852
FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY T-605
AND FOR TRAFFIC WITH DESTINATION EHBD & EHEH
FOR ROUTE CONTINUATION AFTER LOPIK REFER TO CHART 10-3X8

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **FL060**

ROUTING

Climb on 057° track, at or above 500 turn RIGHT, direct to AMØ36, MAX 220 KT, to OGINA, to LOPIK.

CHANGES: MSA value.

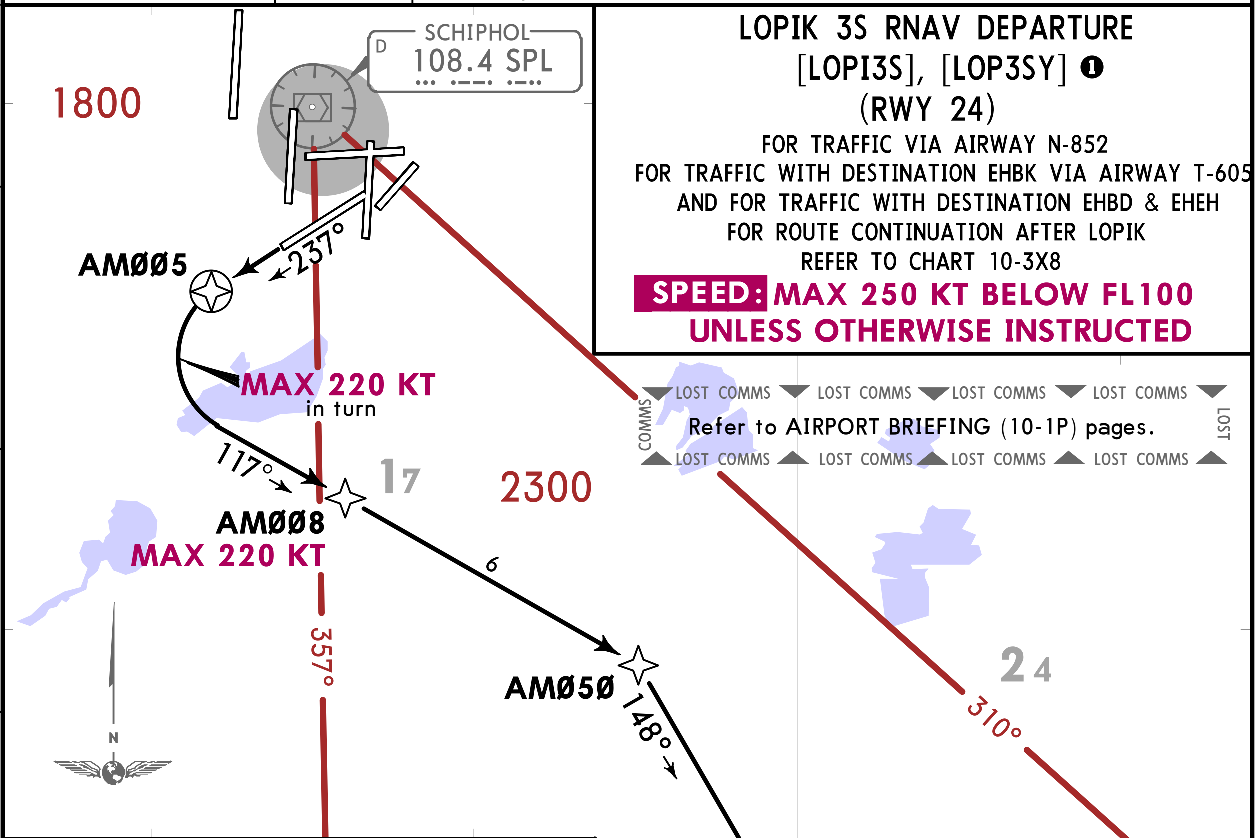
SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required / Trans alt: 3000 1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.

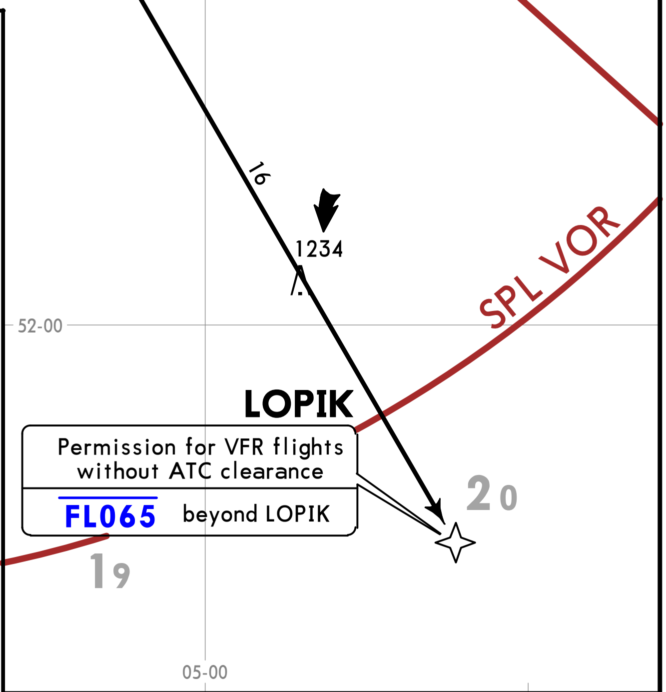
LOPIK 3S RNAV DEPARTURE
[LOPI3S], [LOP3SY] ❶
(RWY 24)

FOR TRAFFIC VIA AIRWAY N-852
FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY T-605
AND FOR TRAFFIC WITH DESTINATION EHBD & EHEH
FOR ROUTE CONTINUATION AFTER LOPIK
REFER TO CHART 10-3X8

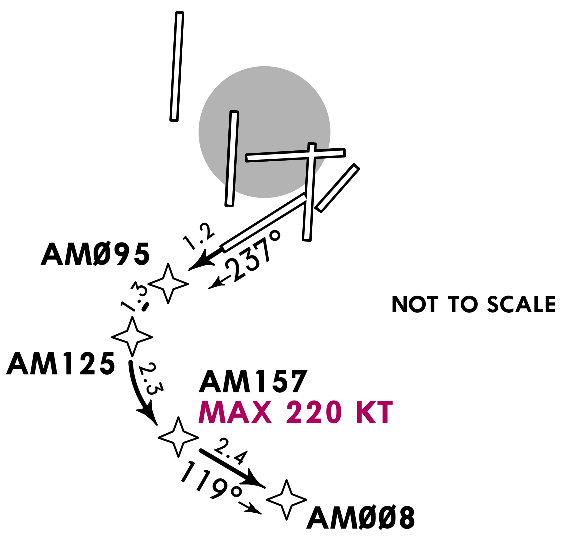
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.





❶ **Alternate route to enhance noise abatement**
RNP 1, RF & GNSS REQUIRED
APPROVAL FOR RNP 1 OPERATIONS REQUIRED



This SID requires a minimum climb gradient of [LOP3SY]: 6.7% up to 390.

Gnd speed-KT	75	100	150	200	250	300
6.7% V/V (fpm)	509	678	1018	1357	1696	2035

Initial climb clearance **FL060**

ROUTING

[LOPI3S]: On 237° track to AM005, 117° track to AM008, MAX 220 KT, to AM050, to LOPIK.
[LOP3SY]: On 237° track to AM095, turn LEFT to AM125, turn LEFT to AM157, MAX 220 KT, to AM008,
❶ to AM050, to LOPIK.

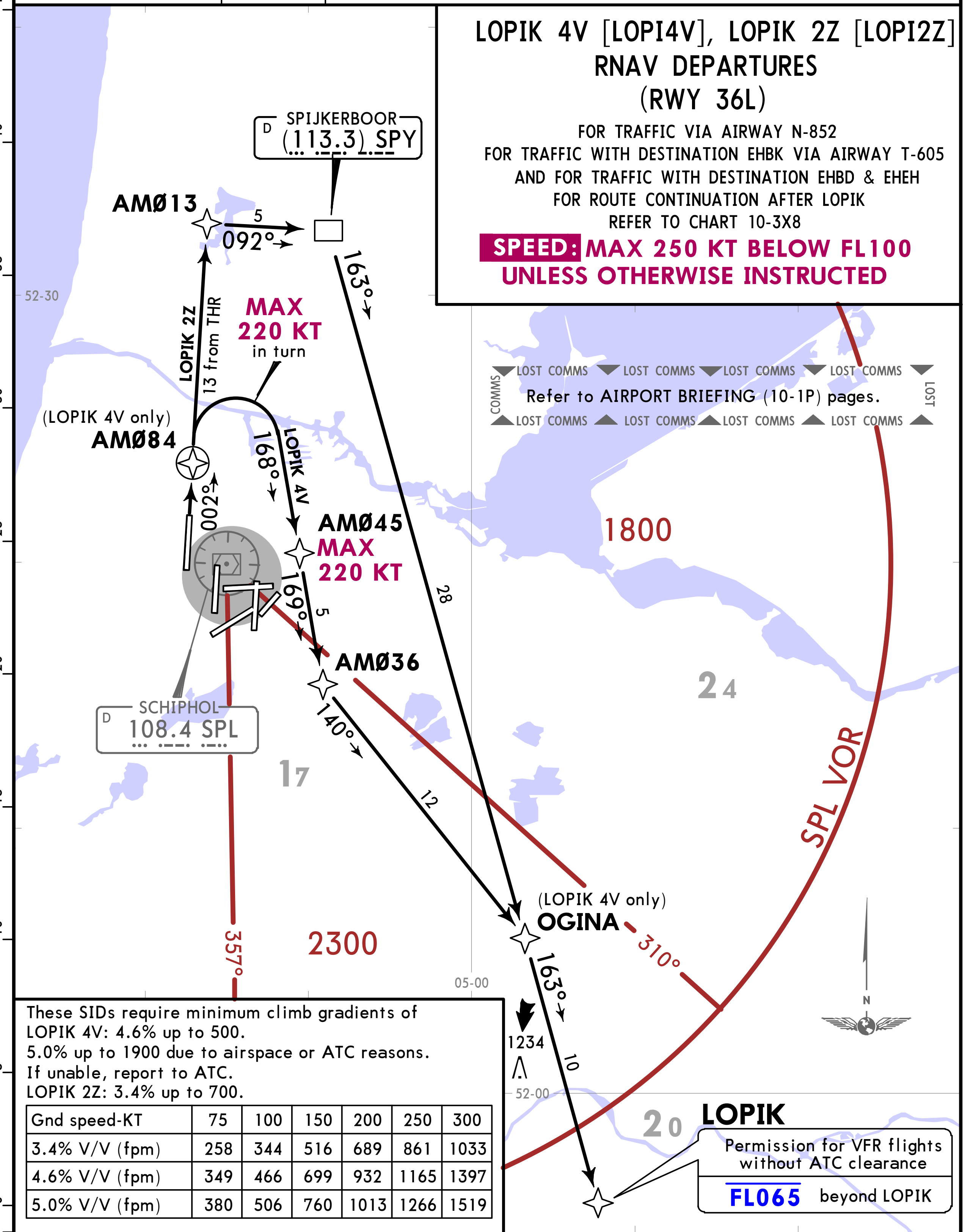
CHANGES: None.

SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000
		1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 2. For departure instructions refer to 10-3.	

LOPIK 4V [LOPI4V], LOPIK 2Z [LOPI2Z] RNAV DEPARTURES (RWY 36L)

FOR TRAFFIC VIA AIRWAY N-852
FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY T-605
AND FOR TRAFFIC WITH DESTINATION EHBD & EHEH
FOR ROUTE CONTINUATION AFTER LOPIK
REFER TO CHART 10-3X8

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
LOPIK 4V: 4.6% up to 500.
5.0% up to 1900 due to airspace or ATC reasons.
If unable, report to ATC.
LOPIK 2Z: 3.4% up to 700.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
4.6% V/V (fpm)	349	466	699	932	1165	1397
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **FL060**

SID	ROUTING
LOPIK 4V ❶	On 002° track to AMØ84, 168° track to AMØ45, MAX 220 KT, to AMØ36, to OGINA, to LOPIK.
LOPIK 2Z ❷	Climb on 002° track to at or above 500, 002° track to AMØ13, to SPY DME, to LOPIK.

❶ Jet aircraft only between 0630-2230LT.
❷ Only jet aircraft between 2230-0630LT.

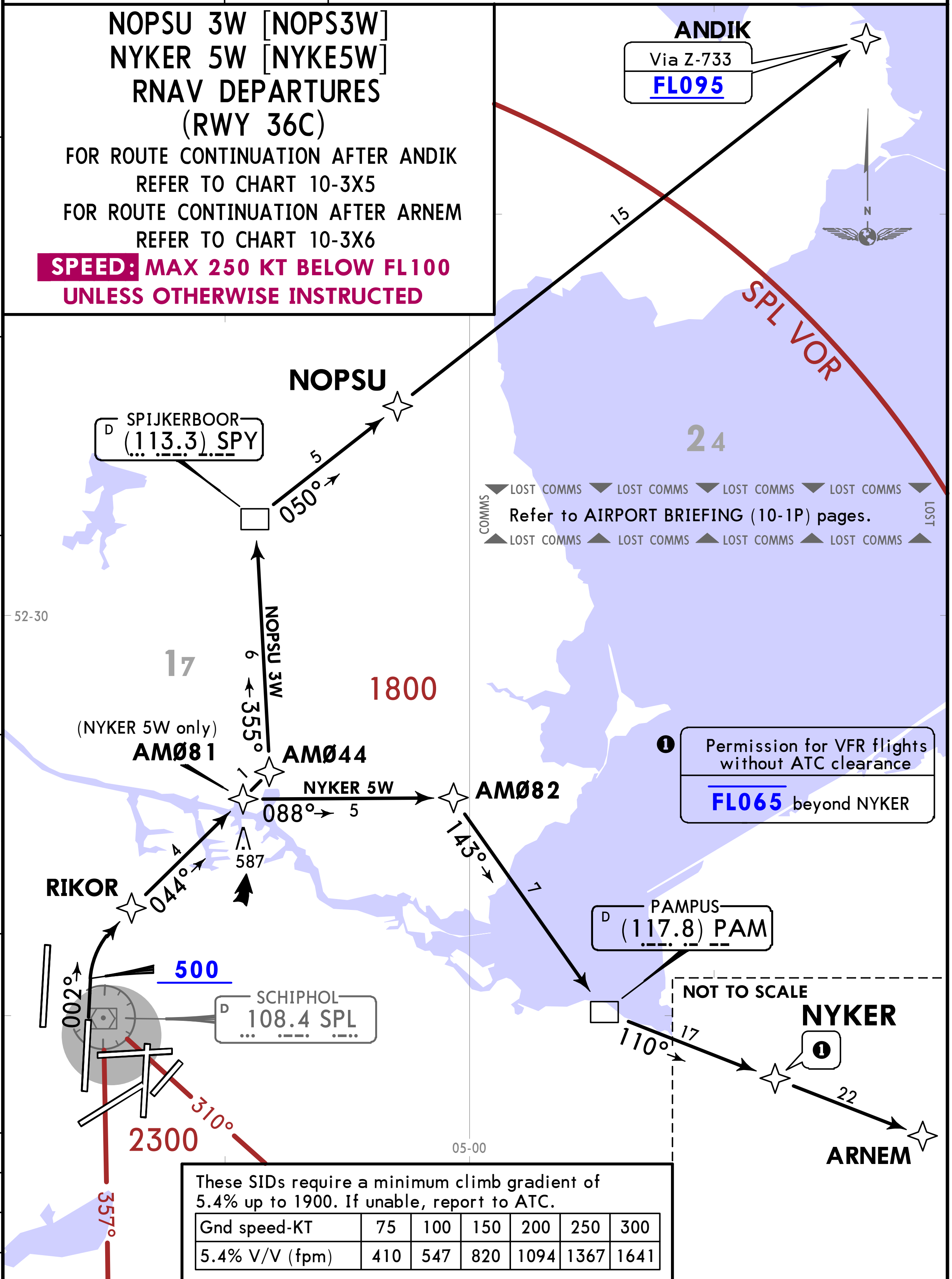
CHANGES: Climb gradients revised.

SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required · Trans alt: 3000
		1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.

NOPSU 3W [NOPS3W]
NYKER 5W [NYKE5W]
RNAV DEPARTURES
(RWY 36C)

FOR ROUTE CONTINUATION AFTER ANDIK REFER TO CHART 10-3X5
FOR ROUTE CONTINUATION AFTER ARNEM REFER TO CHART 10-3X6

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



These SIDs require a minimum climb gradient of 5.4% up to 1900. If unable, report to ATC.

Gnd speed-KT	75	100	150	200	250	300
5.4% V/V (fpm)	410	547	820	1094	1367	1641

Initial climb clearance **FL060**

SID	ROUTING
NOPSU 3W	Climb on 002° track, at or above 500 turn RIGHT, direct to RIKOR, to AM044, to SPY DME, to NOPSU, to ANDIK.
NYKER 5W	Climb on 002° track, at or above 500 turn RIGHT, direct to RIKOR, to AM081, to AM082, to PAM DME, to NYKER, to ARNEM.

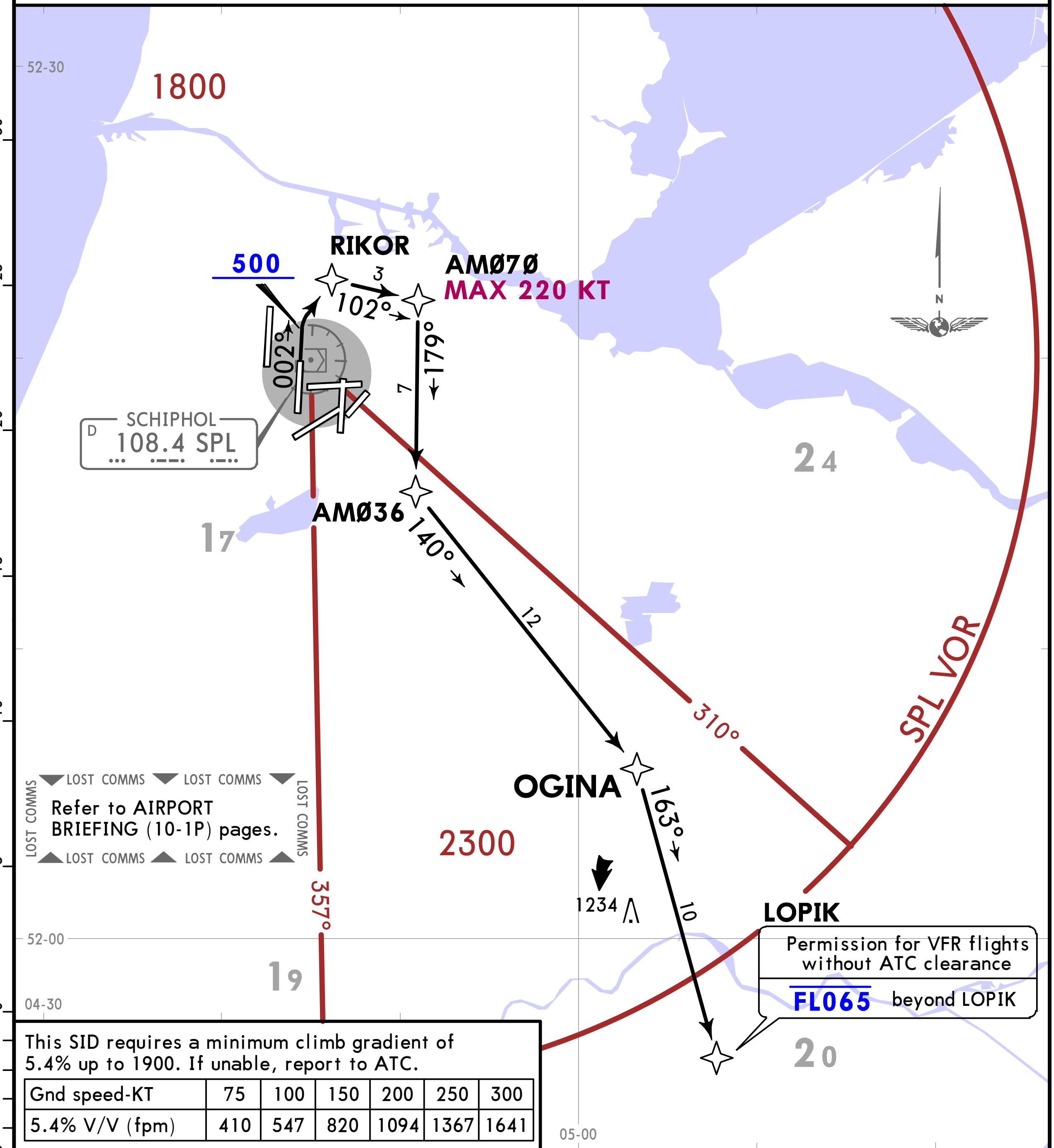
CHANGES: MSA value.

SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required / Trans alt: 3000
		1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.

OGINA 4W RNAV DEPARTURE
[OGIN4W]
(RWY 36C)

FOR TRAFFIC VIA AIRWAY N-852
FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY T-605 AND
FOR TRAFFIC WITH DESTINATION EHBD & EHEH
FOR ROUTE CONTINUATION AFTER LOPIK REFER TO CHART 10-3X8

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



This SID requires a minimum climb gradient of 5.4% up to 1900. If unable, report to ATC.

Gnd speed-KT	75	100	150	200	250	300
5.4% V/V (fpm)	410	547	820	1094	1367	1641

Initial climb clearance **FL060**

ROUTING

Climb on 002° track, at or above 500 turn RIGHT, direct to RIKOR, to AM070, MAX 220 KT, to AM036, to OGINA, to LOPIK.

CHANGES: MSA value.

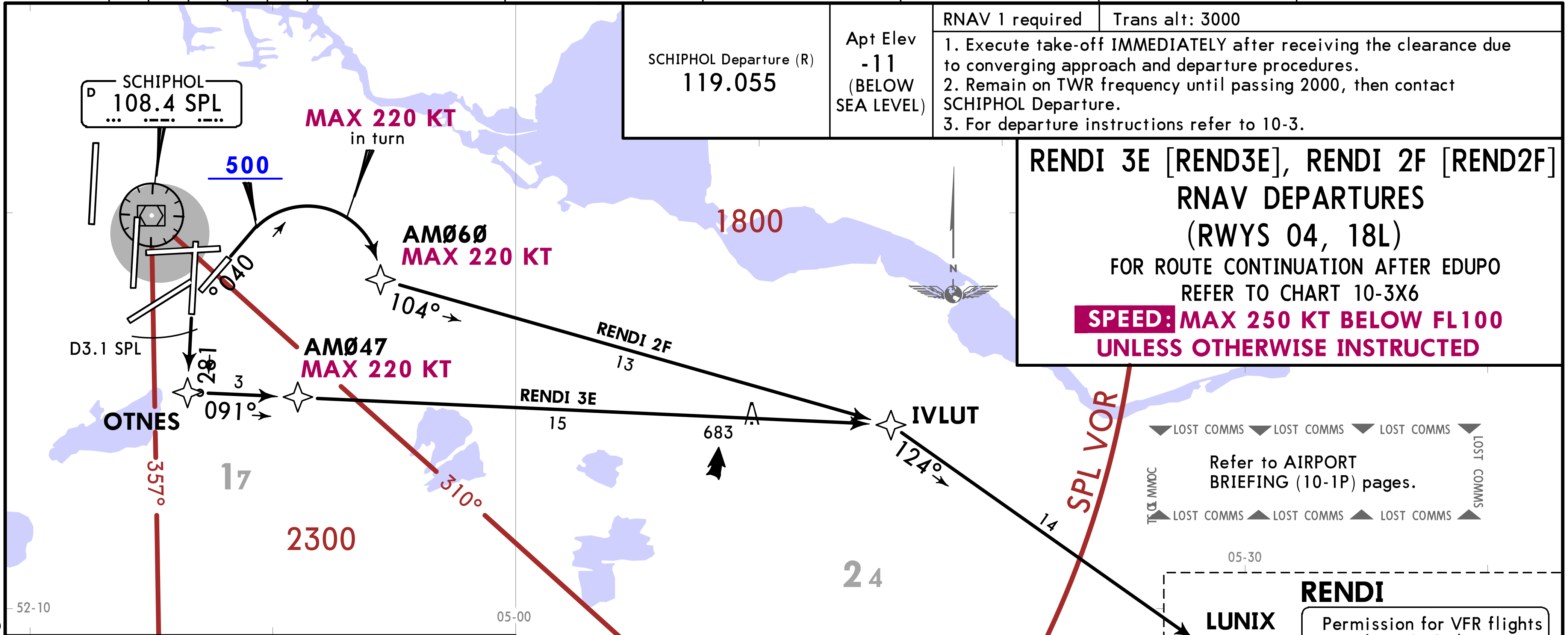
SCHIPHOL Departure (R)	Apt Elev	RNAV 1 required	Trans alt: 3000
119.055	-11 (BELOW SEA LEVEL)		

1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures.
2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
3. For departure instructions refer to 10-3.

RENDI 3E [REND3E], RENDI 2F [REND2F]
RNAV DEPARTURES
(RWYS 04, 18L)

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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



RENDI 2F

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

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

WARNING RWY 18L

Early autopilot connection might result in turn initiation below 500. If applicable, continue on track 182° beyond D3.1 SPL to prevent turning below 500.

Initial climb clearance **FL060**

SID	RWY	ROUTING
RENDI 3E	18L	On 182° track to OTNES, to AM047, MAX 220 KT, to IVLUT, to LUNIX, to RENDI, to EDUPO.
RENDI 2F	04	Climb on 040° track, at or above 500 turn RIGHT, direct to AM060, MAX 220 KT, to IVLUT, to LUNIX, to RENDI, to EDUPO.

CHANGES: RENDI 2F climb gradient revised.

EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

13 DEC 24 (10-3V2) Eff 26 Dec

RNAV SID

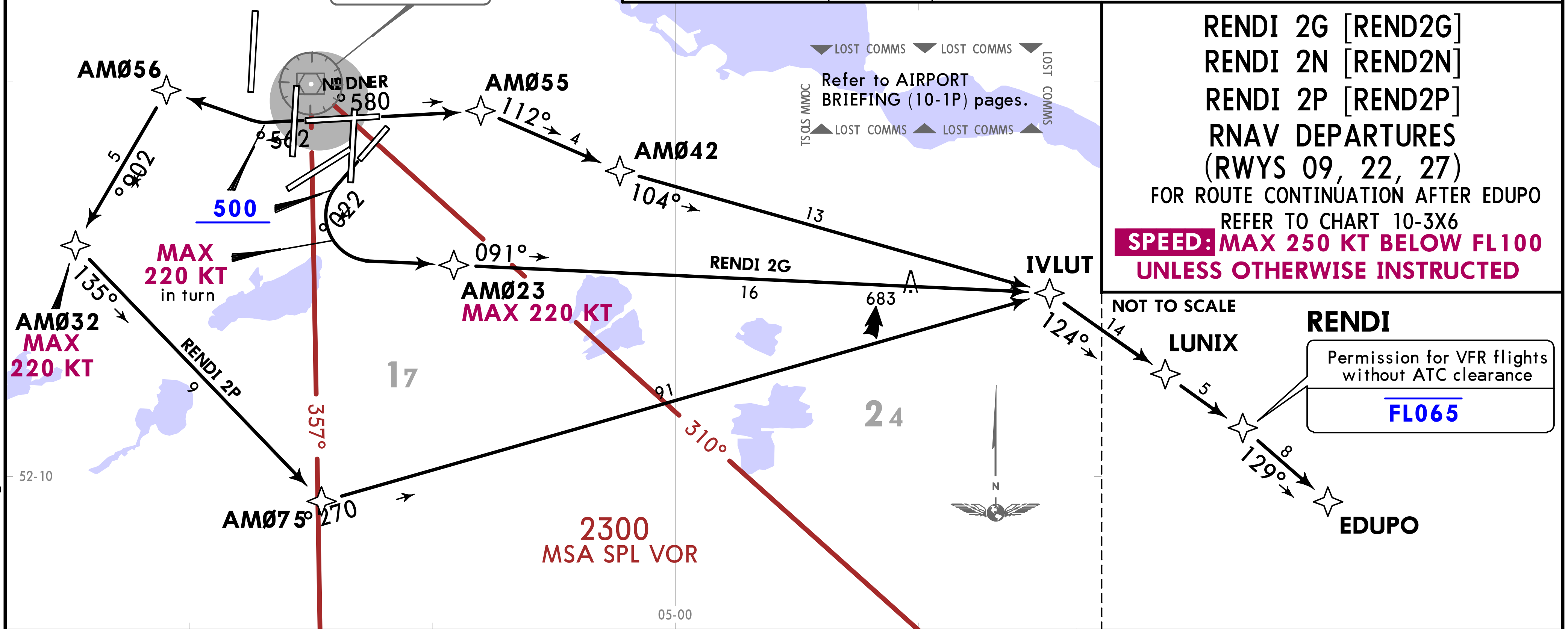
SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000

1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures.
2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
3. For departure instructions refer to 10-3.

RENDI 2G [REND2G]
RENDI 2N [REND2N]
RENDI 2P [REND2P]
RNAV DEPARTURES (RWYS 09, 22, 27)

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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **FL060**

SID	RWY	ROUTING
RENDI 2G	22	Climb on 220° track, at or above 500 turn LEFT, direct to AMØ23, MAX 220 KT, to IVLUT, to LUNIX, to RENDI, to EDUPO.
RENDI 2N	09	On 085° track to AMØ55, to AMØ42, to IVLUT, to LUNIX, to RENDI, to EDUPO.
RENDI 2P	27	Climb on 265° track, at or above 500 turn RIGHT, direct to AMØ56, to AMØ32, MAX 220 KT, to AMØ75, to IVLUT, to LUNIX, to RENDI, to EDUPO.

RENDI 2N

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

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154

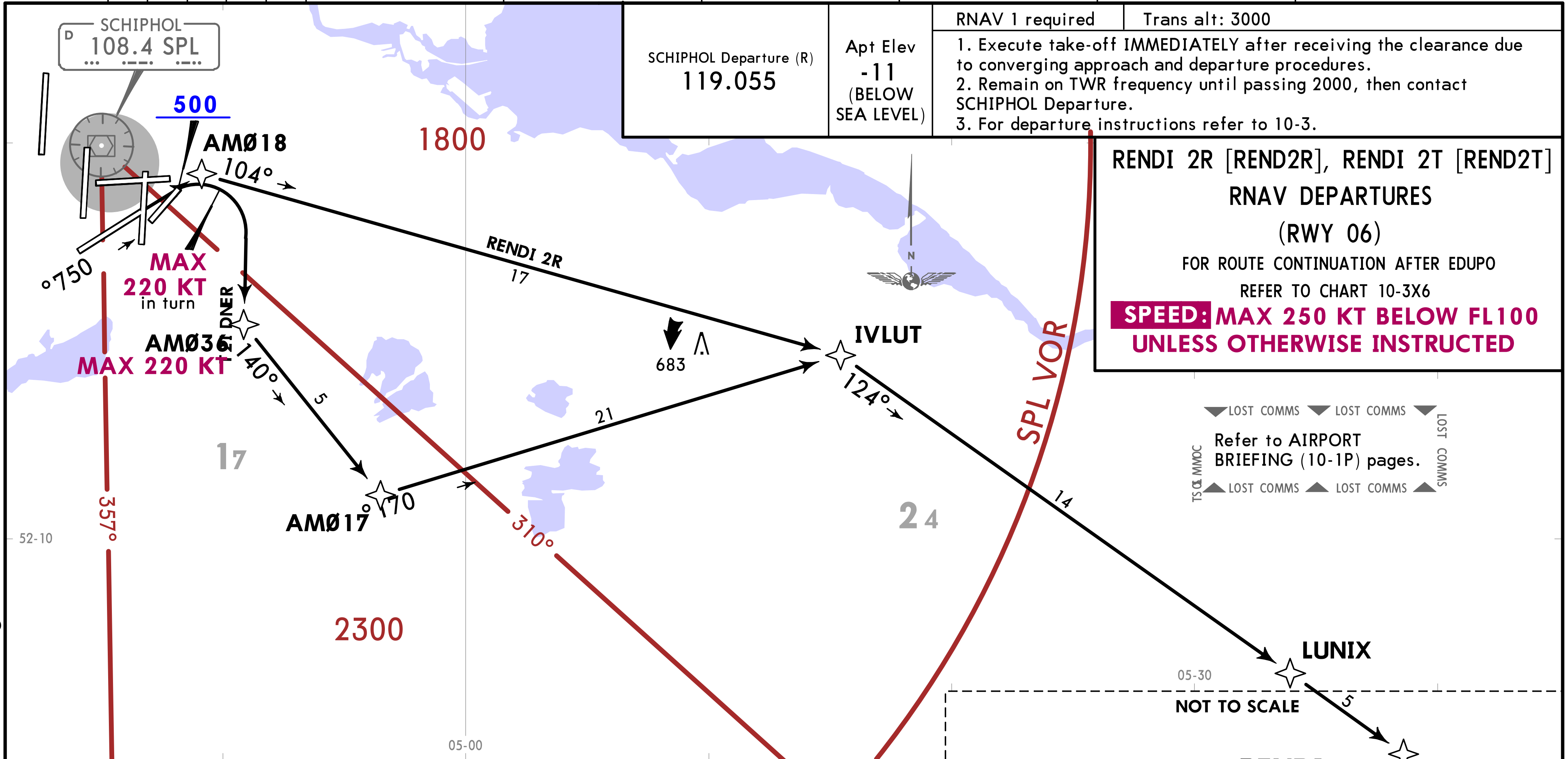
CHANGES: None.

SCHIPHOL Departure (R)	Apt Elev	RNAV 1 required	Trans alt: 3000
119.055	-11 (BELOW SEA LEVEL)	1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.	

RENDI 2R [REND2R], RENDI 2T [REND2T]
RNAV DEPARTURES
(RWY 06)

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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **FL060**

SID	ROUTING
RENDI 2R ❶	Climb on 057° track, at or above 500 turn RIGHT, direct to AMØ18, to IVLUT, to LUNIX, to RENDI, to EDUPO.
RENDI 2T ❷	Climb on 057° track, at or above 500 turn RIGHT, direct to AMØ36, MAX 220 KT, to AMØ17, to IVLUT, to LUNIX, to RENDI, to EDUPO.

❶ Jet aircraft only between 0630-2230LT. ❷ Only jet aircraft between 2230-0630LT.

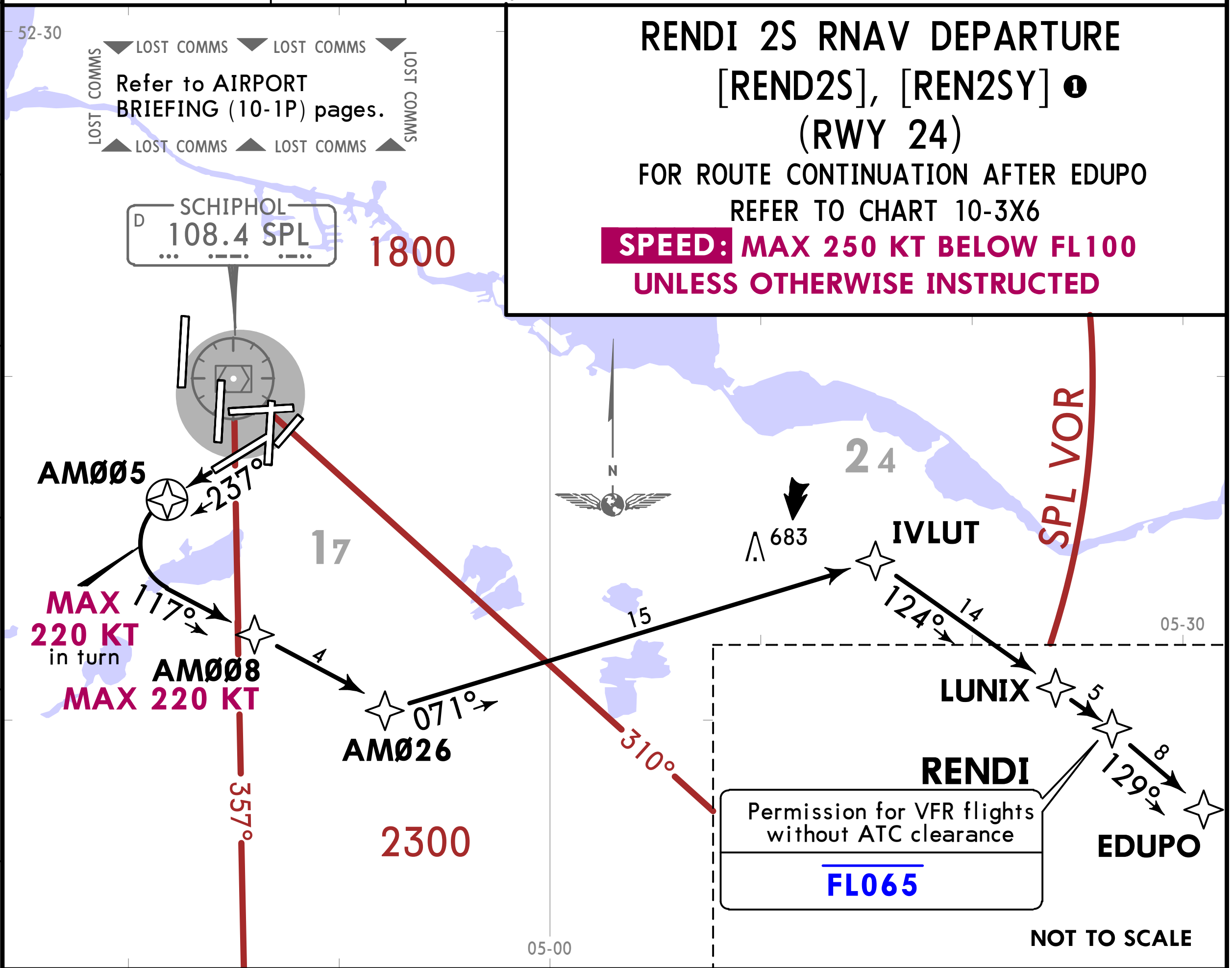
CHANGES: MSA value.

SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required · Trans alt: 3000 1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.

RENDI 2S RNAV DEPARTURE
[REND2S], [REN2SY] ❶
(RWY 24)

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

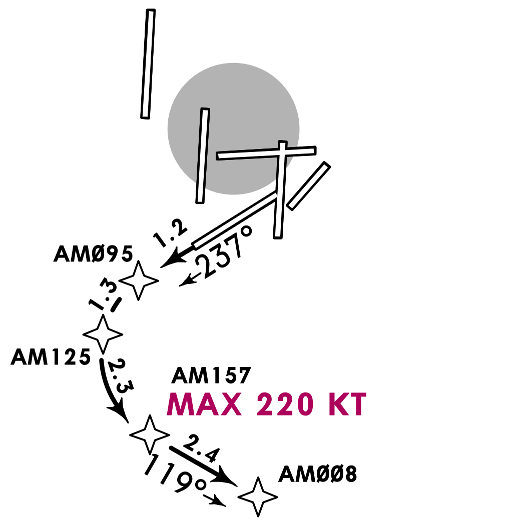
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



❶ **Alternate route to enhance noise abatement**
RNP1, RF & GNSS REQUIRED
APPROVAL FOR RNP 1 OPERATIONS REQUIRED

REN2SY
This SID requires a minimum climb gradient of
6.7% up to 390.

Gnd speed-KT	75	100	150	200	250	300
6.7% V/V (fpm)	509	678	1018	1357	1696	2035



Initial climb clearance **FL060**

ROUTING

[REND2S]: On 237° track to AMØØ5, 117° track to AMØØ8, MAX 220 KT, to AMØ26, to IVLUT, to LUNIX, to RENDI, to EDUPO.

[REN2SY] ❶: On 237° track to AMØ95, turn LEFT to AM125, turn LEFT to AM157, MAX 220 KT, to AMØØ8, to AMØ26, to IVLUT, to LUNIX, to RENDI, to EDUPO.

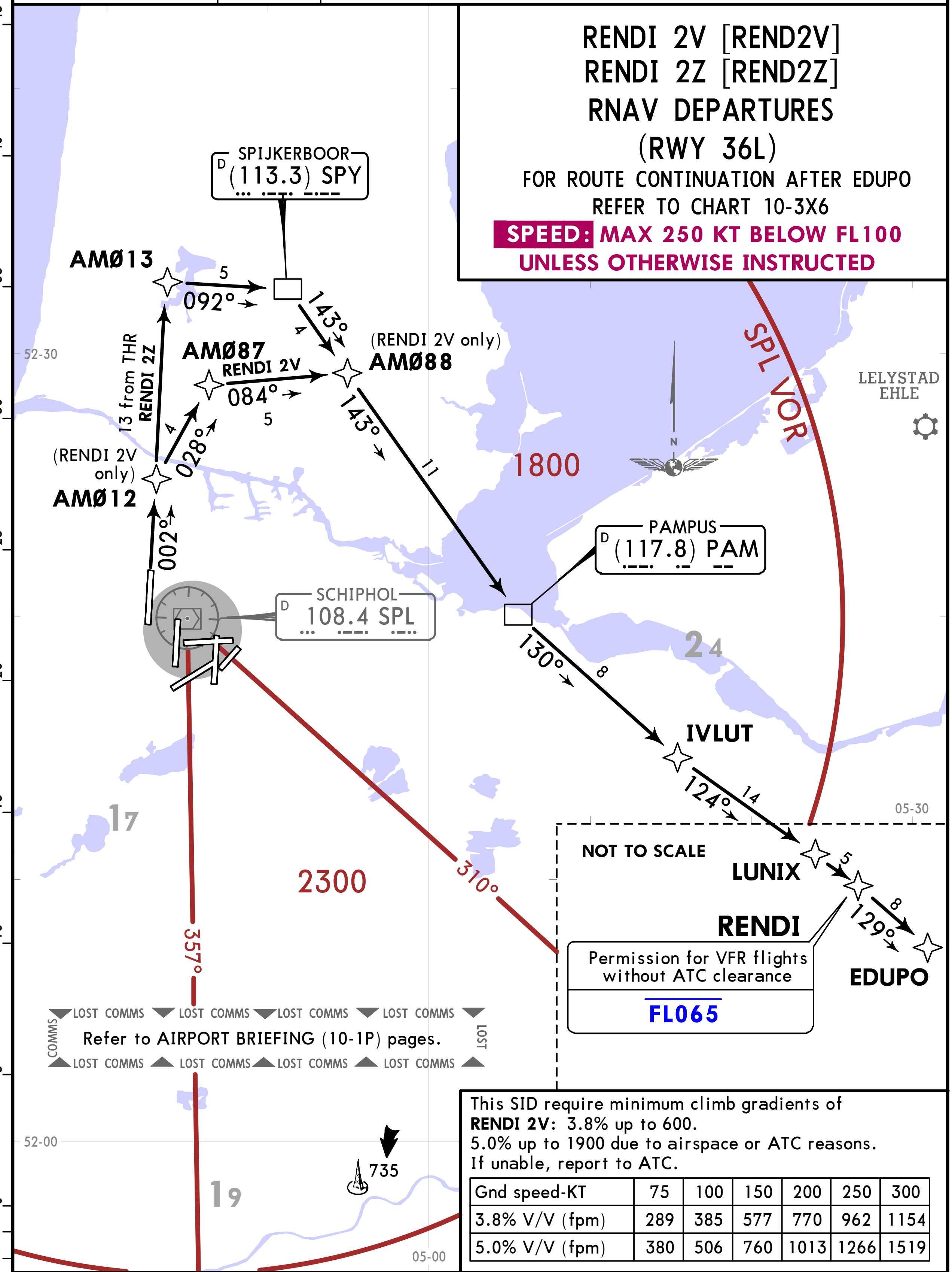
CHANGES: MSA value.

SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000
		1. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 2. For departure instructions refer to 10-3.	

RENDI 2V [REND2V]
RENDI 2Z [REND2Z]
RNAV DEPARTURES
(RWY 36L)

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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



This SID require minimum climb gradients of
RENDI 2V: 3.8% up to 600.
5.0% up to 1900 due to airspace or ATC reasons.
If unable, report to ATC.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **FL060**

SID	ROUTING
RENDI 2V ❶	On 002° track to AMØ12, to AMØ87, to AMØ88, to PAM DME, to IVLUT, to LUNIX, to RENDI, to EDUPO.
RENDI 2Z ❷	Climb on 002° track to at or above 500, 002° track to AMØ13, to SPY DME, to PAM DME, to IVLUT, to LUNIX, to RENDI, to EDUPO.

❶ Jet aircraft only between 0630-2230LT. ❷ Only jet aircraft between 2230-0630LT.

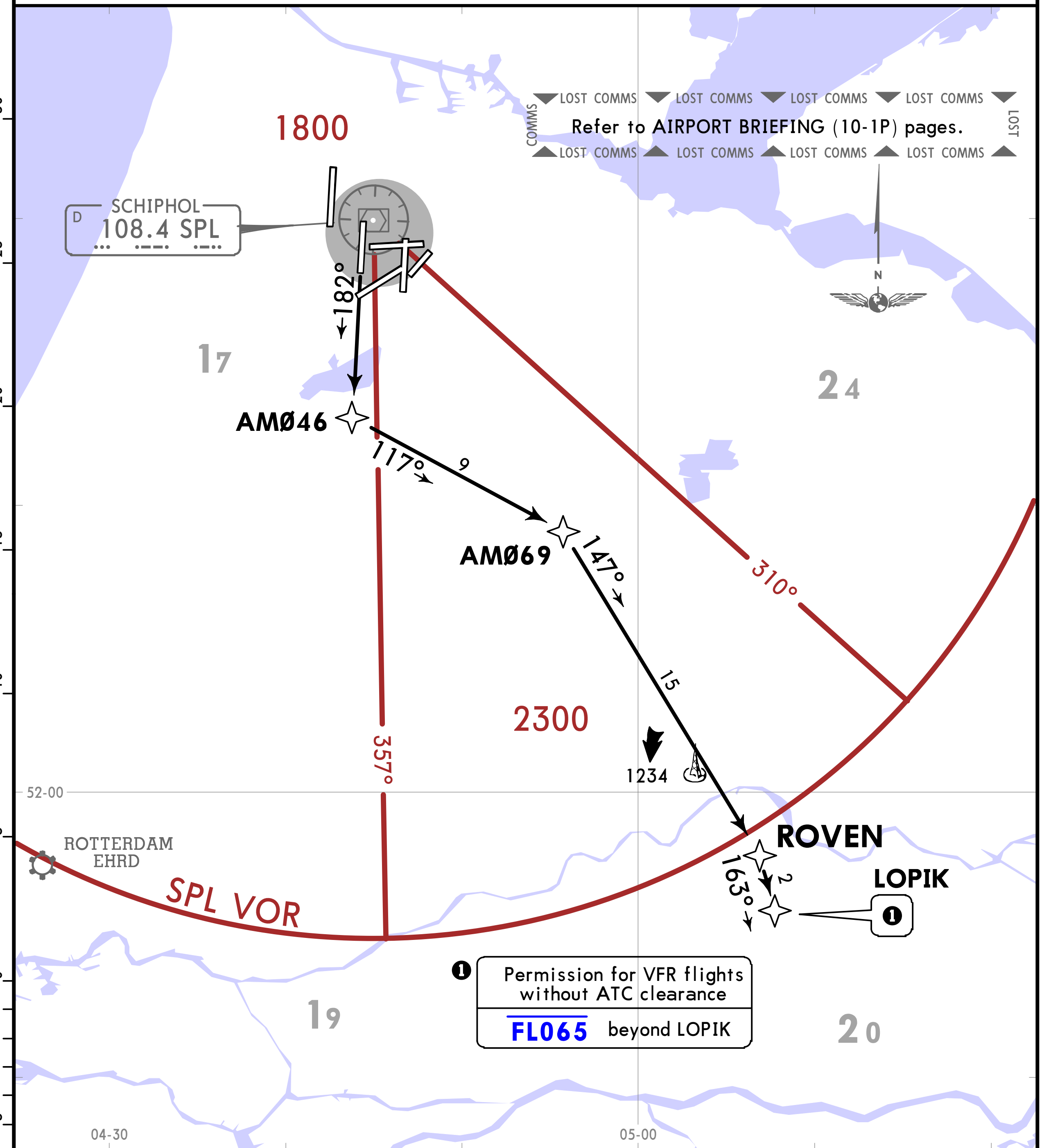
CHANGES: Climb gradient revised.

SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required / Trans alt: 3000 1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.

ROVEN 3X RNAV DEPARTURE
[ROVE3X]
(RWY 18C)

FOR TRAFFIC VIA AIRWAY N-852
FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY T-605 AND
FOR TRAFFIC WITH DESTINATION EHBD & EHEH
FOR ROUTE CONTINUATION AFTER LOPIK REFER TO CHART 10-3X8

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **FL060**

ROUTING

On 182° track to AMØ46, to AMØ69, to ROVEN, to LOPIK.

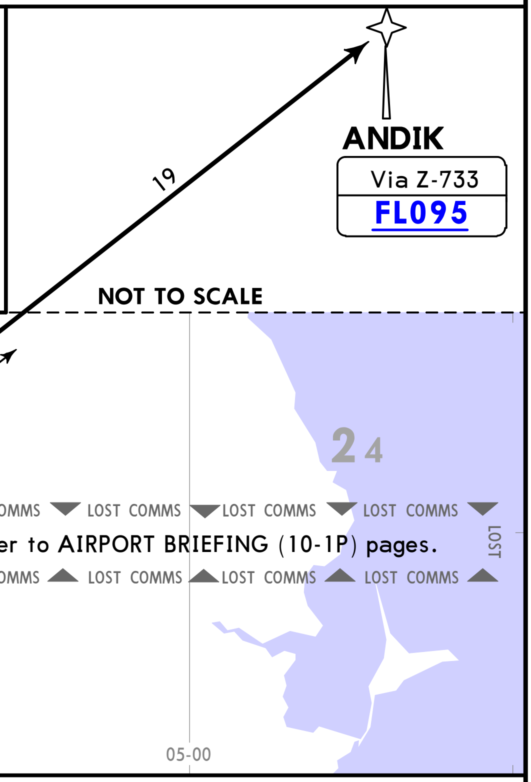
CHANGES: None.

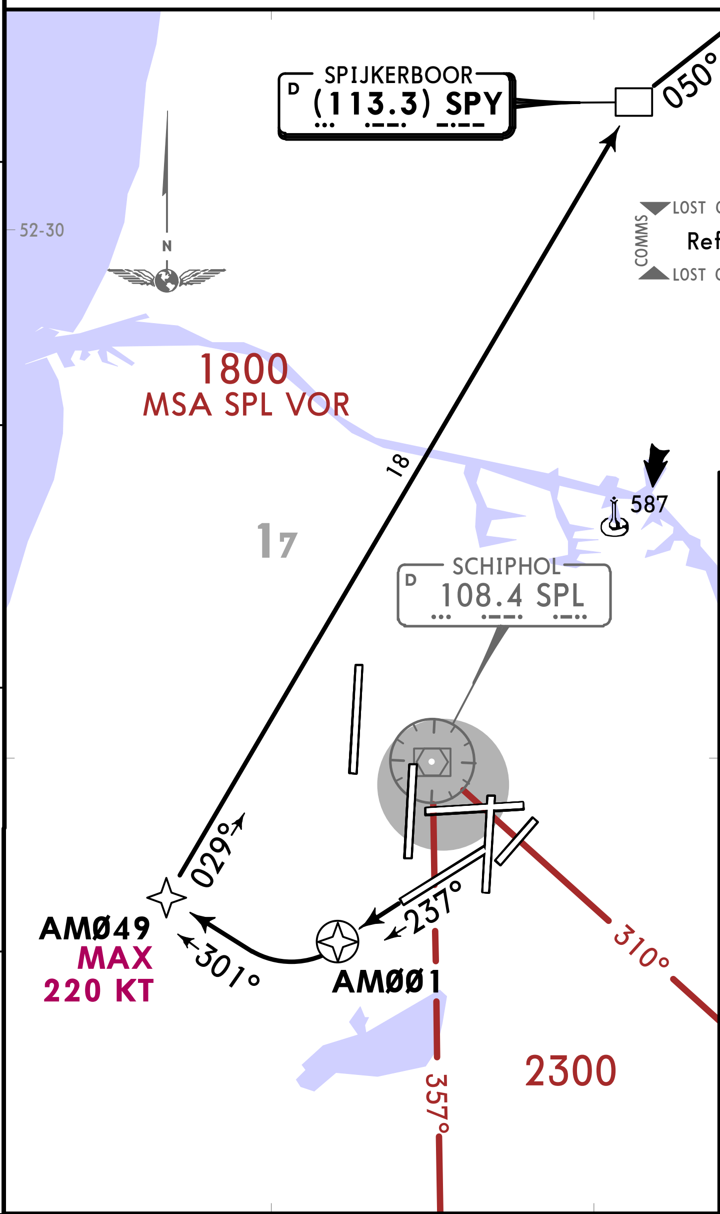
SCHIPHOL Departure (R) 121.205	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required / Trans alt: 3000 1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.

SPY 4K RNAV DEPARTURE
[SPY4K], [SPY4KY] ❶
(RWY 24)

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

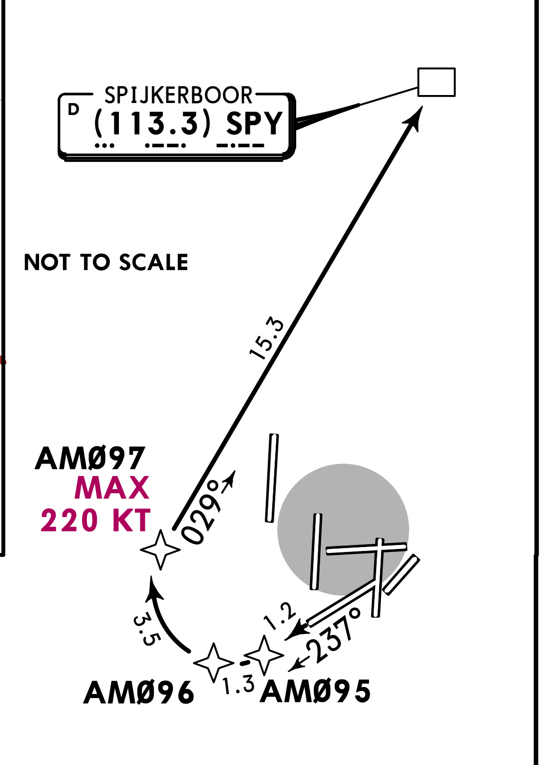
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED





❶ Alternate route to enhance noise abatement

RNP 1, RF & GNSS REQUIRED
APPROVAL FOR RNP 1 OPERATIONS REQUIRED



SPY4KY

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

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

Initial climb clearance **FL060**

ROUTING

[SPY4K]: On 237° track to AMØØ1, 301° track to AMØ49, MAX 220 KT, to SPY DME, to ANDIK.

[SPY4KY]: ❶ On 237° track to AMØ95, turn RIGHT to AMØ96, turn RIGHT to AMØ97, MAX 220 KT, to SPY DME, to ANDIK.

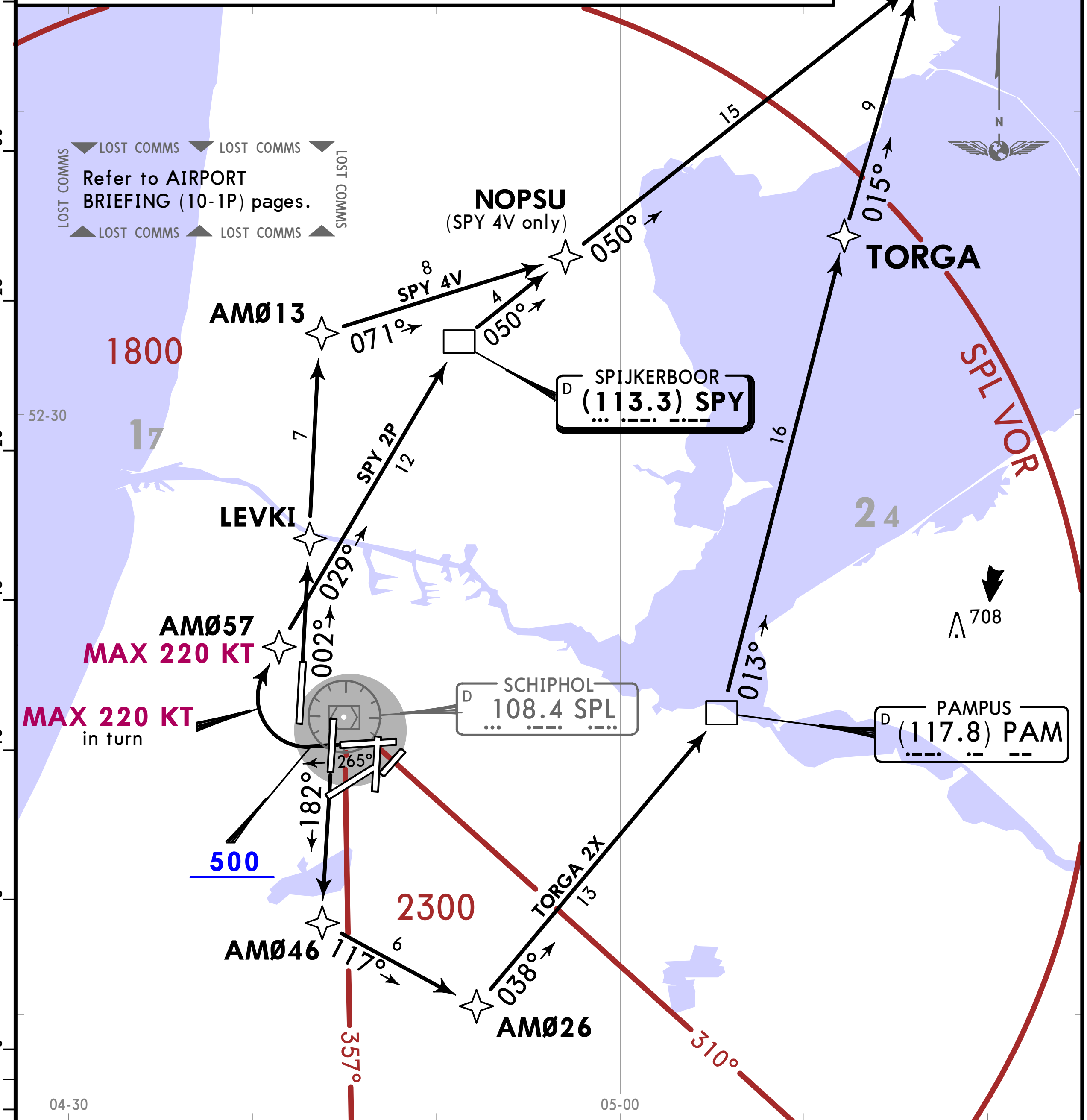
CHANGES: MSA value.

SCHIPHOL Departure (R)		Apt Elev	RNAV 1 required	Trans alt: 3000
(TORGA 2X) 119.055	(SPY 2P, 4V) 121.205	-11 (BELOW SEA LEVEL)	1. SPY 2P, TORGA 2X: Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.	

SPY 2P [SPY2P], SPY 4V [SPY4V]
TORGA 2X [TORG2X]
RNAV DEPARTURES
(RWYS 18C, 27, 36L)

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

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



Initial climb clearance **FL060**

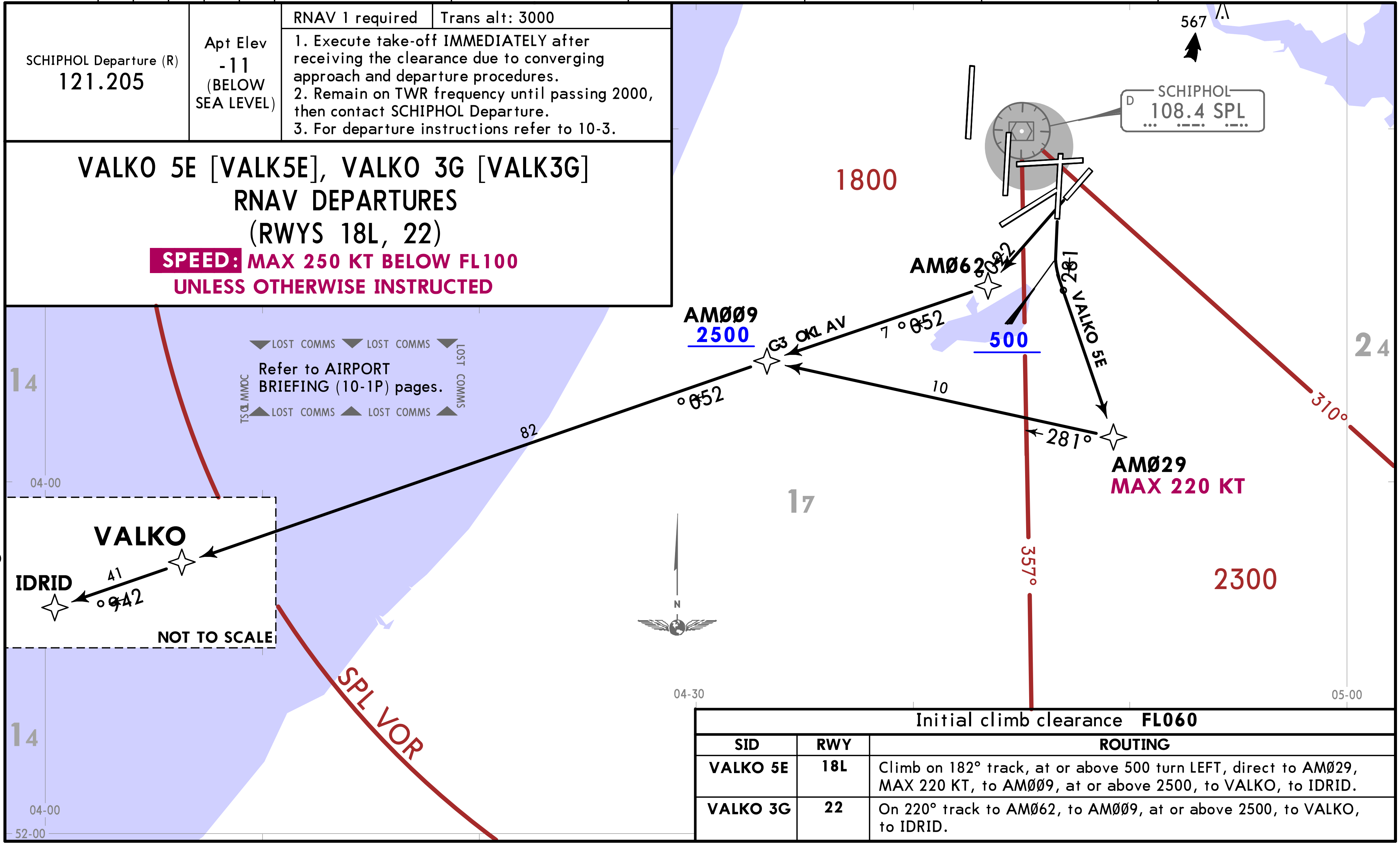
SID	RWY	ROUTING
SPY 2P	27	Climb on 265° track, at or above 500 turn RIGHT, direct to AMØ57, MAX 220 KT, to SPY DME, to ANDIK.
SPY 4V	36L	Climb on 002° track to LEVKI, to AMØ13, to NOPSU, to ANDIK.
TORGA 2X	18C	On 182° track to AMØ46, to AMØ26, to PAM DME, to TORGA, to ANDIK.

CHANGES: MSA value.

SCHIPHOL Departure (R)	Apt Elev	RNAV 1 required	Trans alt: 3000
121.205	-11 (BELOW SEA LEVEL)	1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.	

VALKO 5E [VALK5E], VALKO 3G [VALK3G]
RNAV DEPARTURES
(RWYS 18L, 22)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



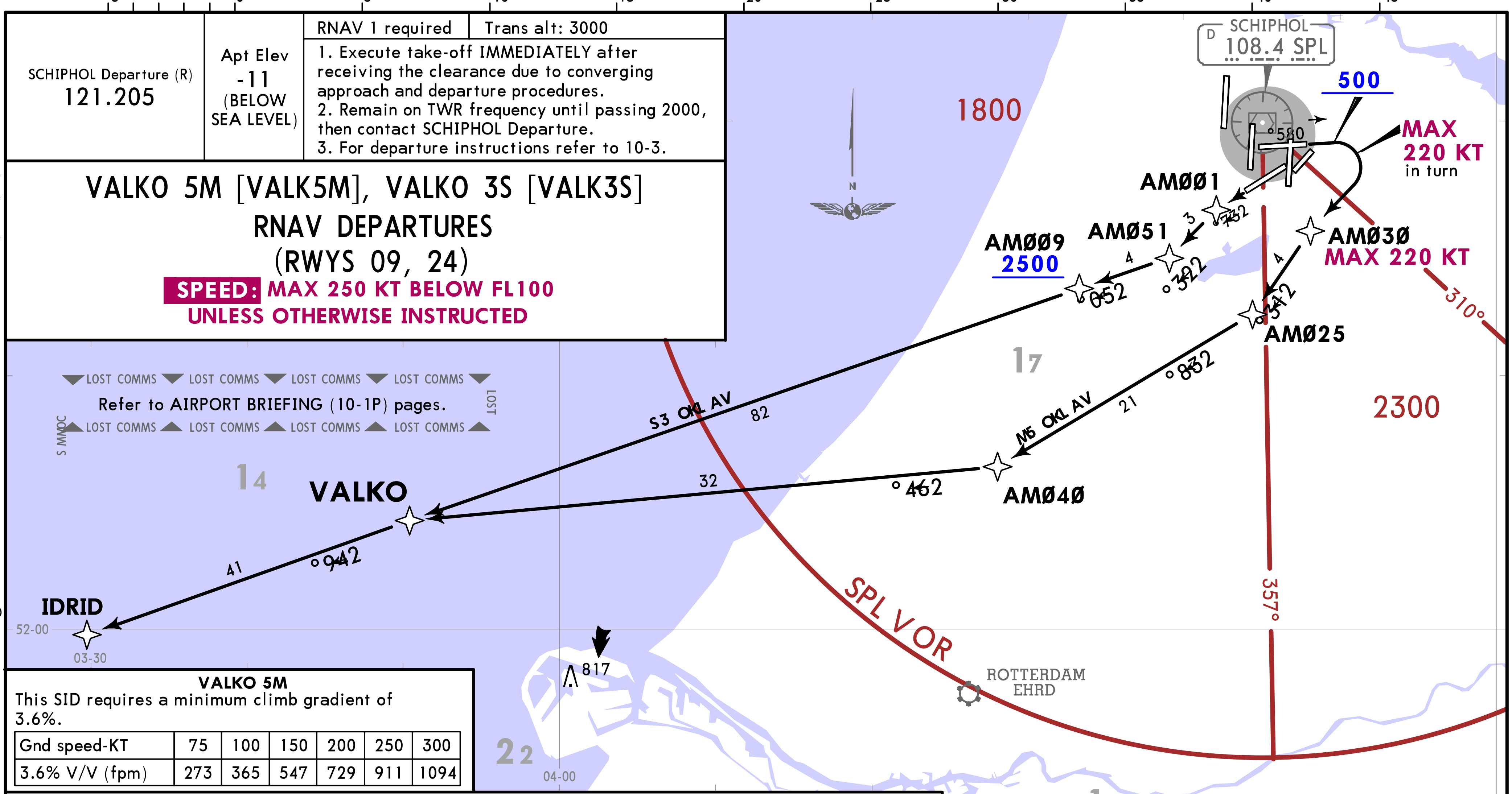
Initial climb clearance FL060		
SID	RWY	ROUTING
VALKO 5E	18L	Climb on 182° track, at or above 500 turn LEFT, direct to AM029, MAX 220 KT, to AM009, at or above 2500, to VALKO, to IDRID.
VALKO 3G	22	On 220° track to AM062, to AM009, at or above 2500, to VALKO, to IDRID.

CHANGES: None.

SCHIPHOL Departure (R)	Apt Elev	RNAV 1 required	Trans alt: 3000
121.205	-11 (BELOW SEA LEVEL)	1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.	

VALKO 5M [VALK5M], VALKO 3S [VALK3S] RNAV DEPARTURES (RWYS 09, 24)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



VALKO 5M
This SID requires a minimum climb gradient of 3.6%.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094

Initial climb clearance **FL060**

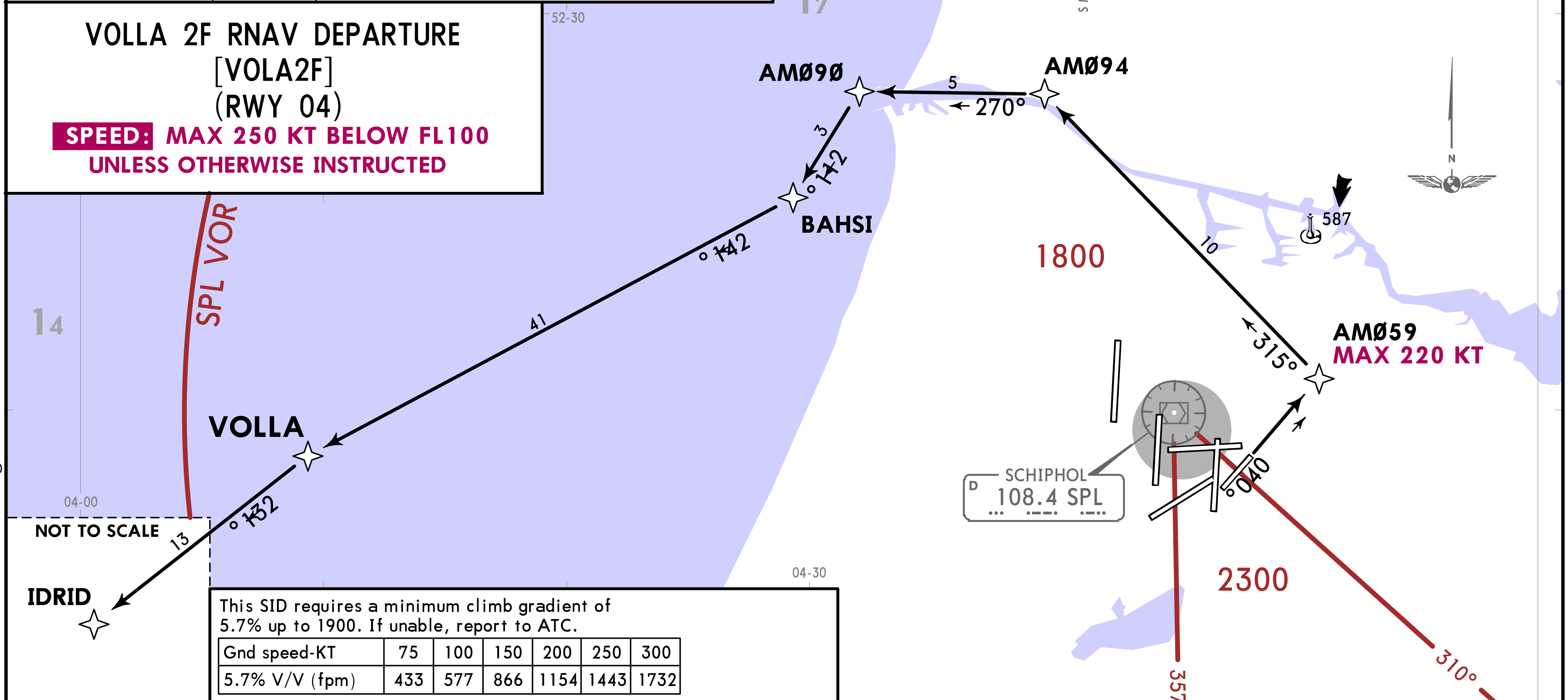
SID	RWY	ROUTING
VALKO 5M	09	Climb on 085° track, at or above 500 turn RIGHT, direct to AMØ3Ø, MAX 220 KT, to AMØ25, to AMØ4Ø, to VALKO, to IDRID.
VALKO 3S	24	On 237° track to AMØØ1, to AMØ51, to AMØØ9, at or above 2500, to VALKO, to IDRID.

CHANGES: VALKO 5M climb gradient.

SCHIPHOL Departure (R)	Apt Elev	RNAV 1 required	Trans alt: 3000
121.205	-11 (BELOW SEA LEVEL)	1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.	

VOLLA 2F RNAV DEPARTURE
[VOLA2F]
(RWY 04)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED



This SID requires a minimum climb gradient of 5.7% up to 1900. If unable, report to ATC.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732

Initial climb clearance **FL060**

ROUTING

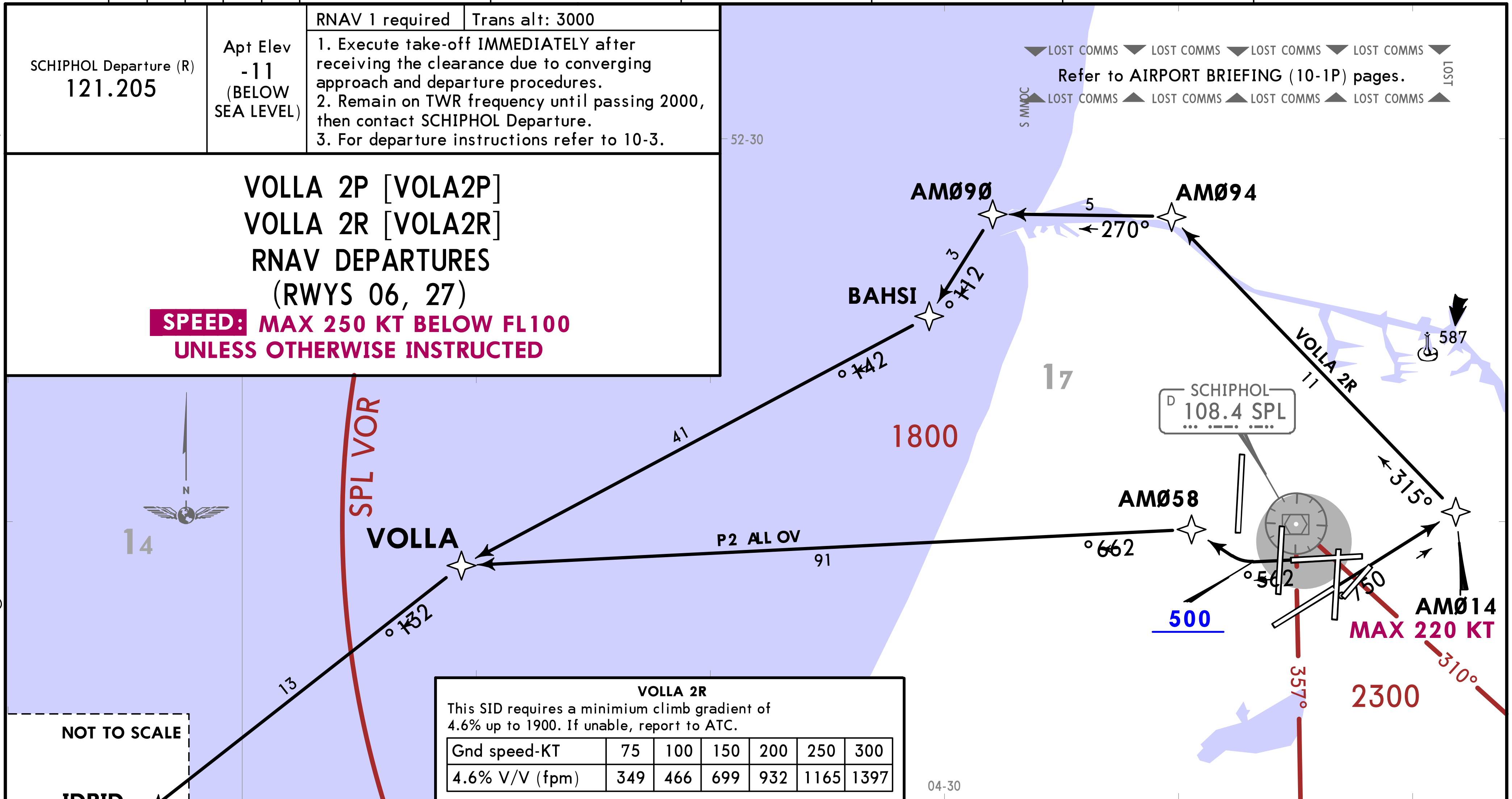
On 040° track to AMØ59, MAX 220 KT, to AMØ94, to AMØ9Ø, to BAHSI, to VOLLA, to IDRID.

CHANGES: MSA value.

SCHIPHOL Departure (R)	Apt Elev	RNAV 1 required	Trans alt: 3000
121.205	-11 (BELOW SEA LEVEL)	1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.	

VOLLA 2P [VOLA2P]
VOLLA 2R [VOLA2R]
RNAV DEPARTURES
(RWYS 06, 27)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



VOLLA 2R

This SID requires a minimium climb gradient of 4.6% up to 1900. If unable, report to ATC.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397

Initial climb clearance **FL060**

SID	RWY	ROUTING
VOLLA 2P	27	Climb on 265° track, at or above 500 turn RIGHT, direct to AMØ58, to VOLLA, to IDRID.
VOLLA 2R	06	On 057° track to AMØ14, MAX 220 KT, to AMØ94, to AMØ90, to BAHSI, to VOLLA, to IDRID.

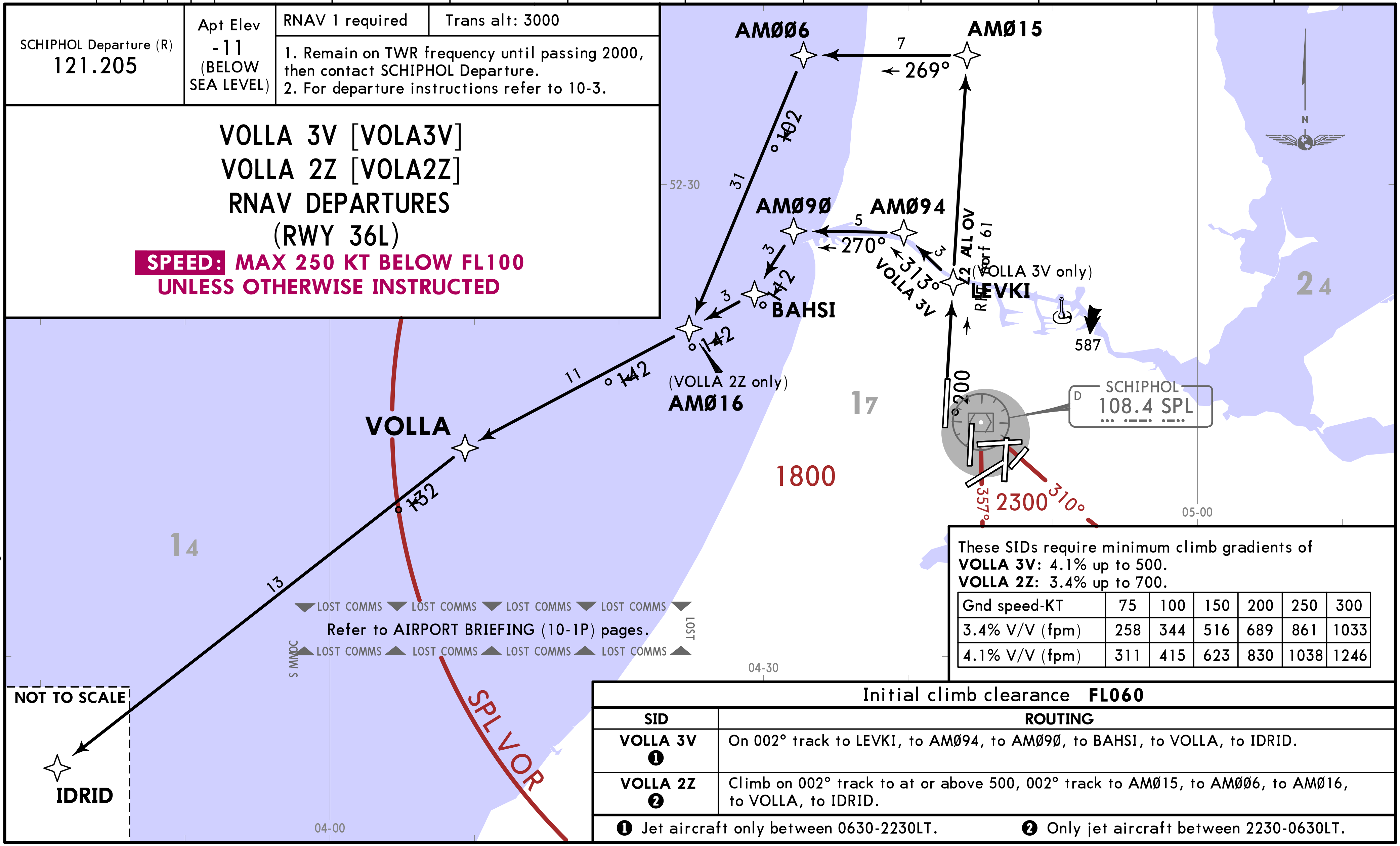
CHANGES: MSA value.

SCHIPHOL Departure (R) 121.205	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000

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

VOLLA 3V [VOLA3V]
VOLLA 2Z [VOLA2Z]
RNAV DEPARTURES
(RWY 36L)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



These SIDs require minimum climb gradients of
VOLLA 3V: 4.1% up to 500.
VOLLA 2Z: 3.4% up to 700.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
4.1% V/V (fpm)	311	415	623	830	1038	1246

Initial climb clearance FL060

SID	ROUTING
VOLLA 3V ❶	On 002° track to LEVKI, to AM094, to AM090, to BAHSI, to VOLLA, to IDRID.
VOLLA 2Z ❷	Climb on 002° track to at or above 500, 002° track to AM015, to AM006, to AM016, to VOLLA, to IDRID.

❶ Jet aircraft only between 0630-2230LT.
❷ Only jet aircraft between 2230-0630LT.

CHANGES: None.

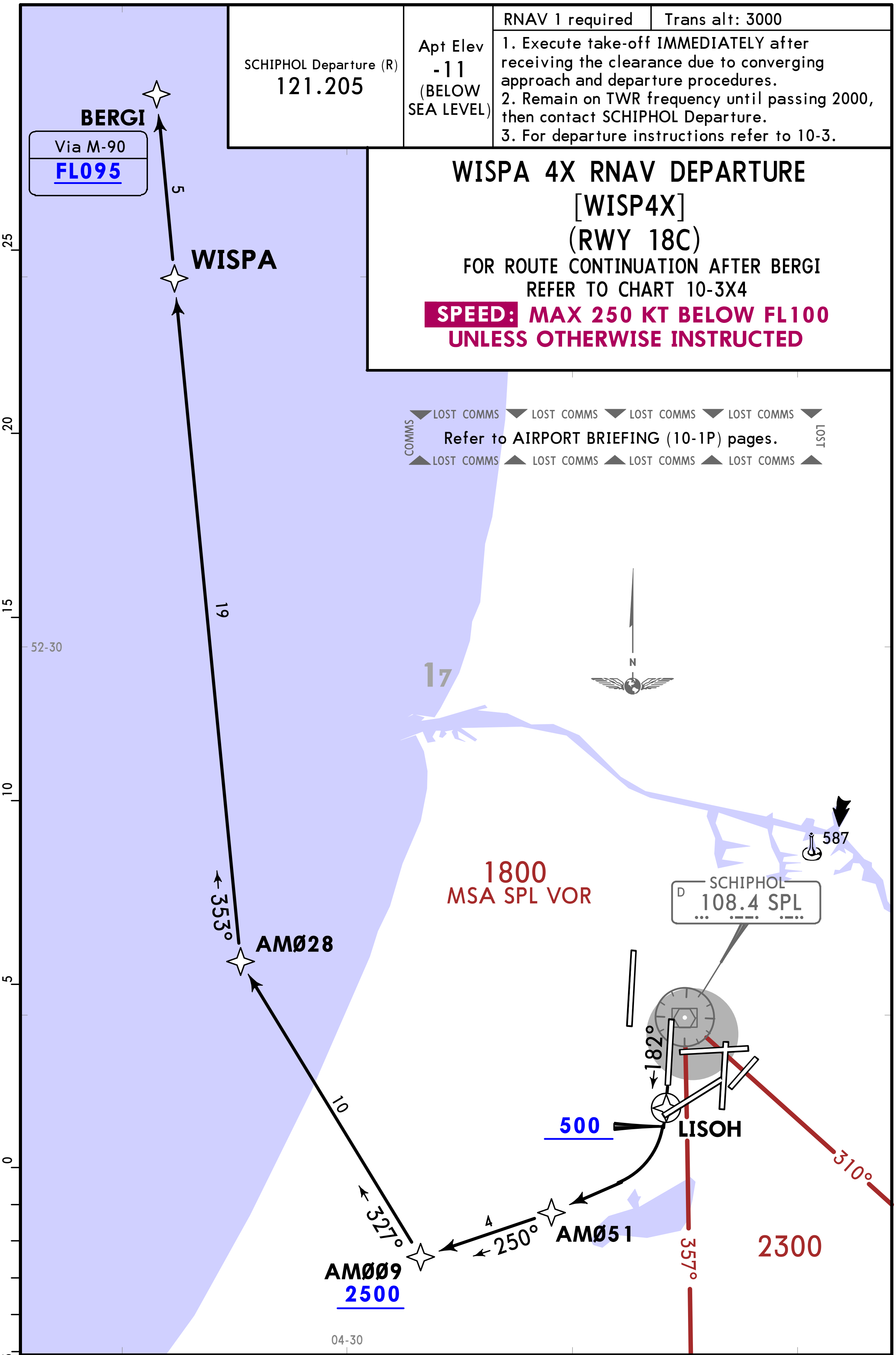
SCHIPHOL Departure (R)	Apt Elev	RNAV 1 required	Trans alt: 3000
121.205	-11 (BELOW SEA LEVEL)	1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.	

WISPA 4X RNAV DEPARTURE [WISP4X] (RWY 18C)

FOR ROUTE CONTINUATION AFTER BERGI REFER TO CHART 10-3X4

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

LOST COMMS Refer to AIRPORT BRIEFING (10-1P) pages.



Initial climb clearance **FL060**

ROUTING

Climb on 182° track to LISOH, 182° track, at or above 500 turn RIGHT, direct to AMØ51, to AMØØ9, at or above 2500, to AMØ28, to WISPA, to BERGI.

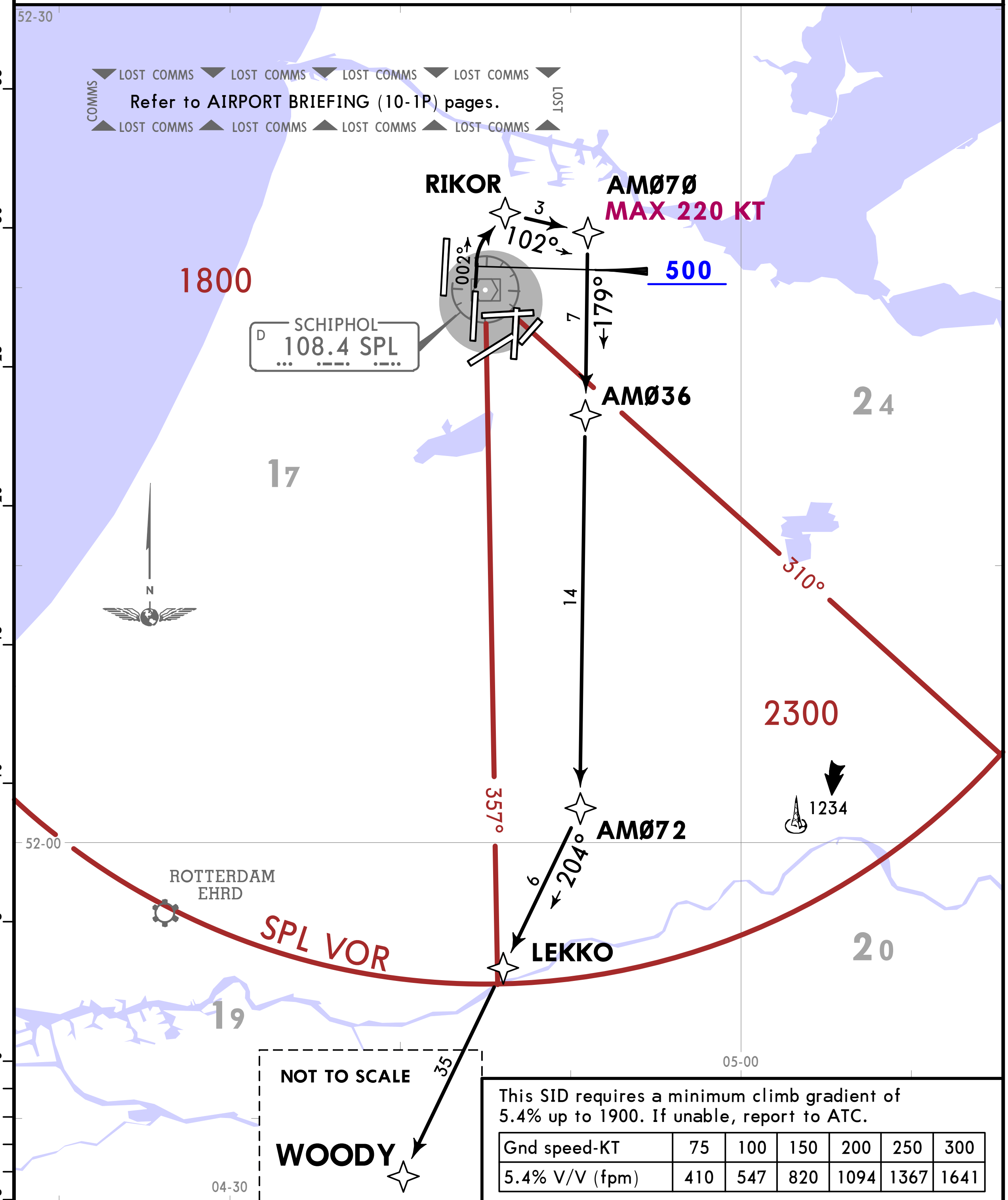
CHANGES: SID renumbered, waypoint AMØ8Ø renamed LISOH.

SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000
		1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure instructions refer to 10-3.	

WOODY 3W RNAV DEPARTURE
[WOOD3W]
(RWY 36C)

FOR ROUTE CONTINUATION AFTER WOODY REFER TO CHART 10-3X7

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



This SID requires a minimum climb gradient of 5.4% up to 1900. If unable, report to ATC.

Gnd speed-KT	75	100	150	200	250	300
5.4% V/V (fpm)	410	547	820	1094	1367	1641

Initial climb clearance **FL060**

ROUTING

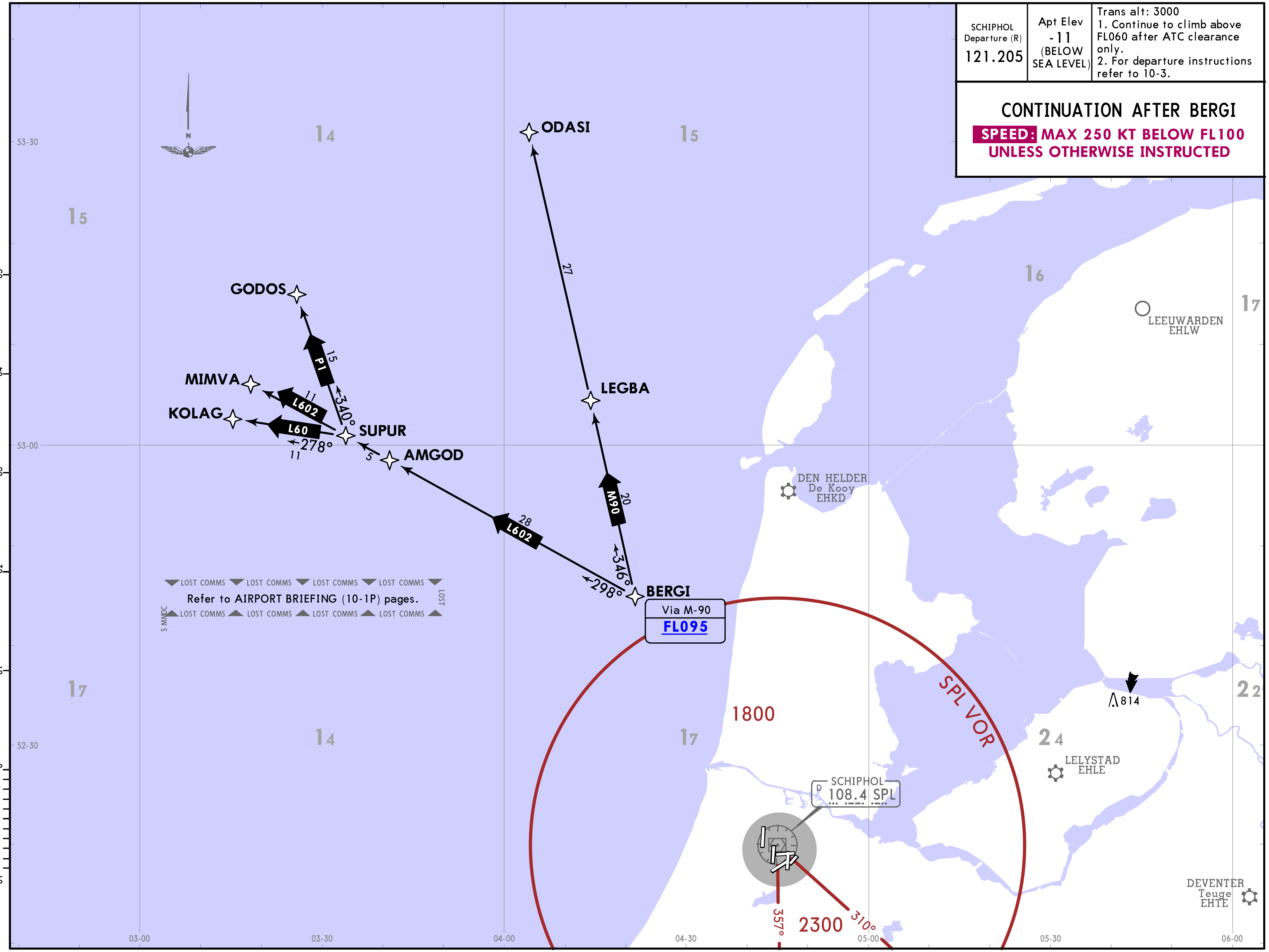
Climb on 002° track, at or above 500 turn RIGHT, direct to RIKOR, to AMØ7Ø, MAX 220 KT, to AMØ36, to AMØ72, to LEKKO, to WOODY.

CHANGES: None.

SCHIPHOL Departure (R)	Apt Elev	
121.205	-11 (BELOW SEA LEVEL)	Trans alt: 3000 1. Continue to climb above FL060 after ATC clearance only. 2. For departure instructions refer to 10-3.

CONTINUATION AFTER BERGI

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

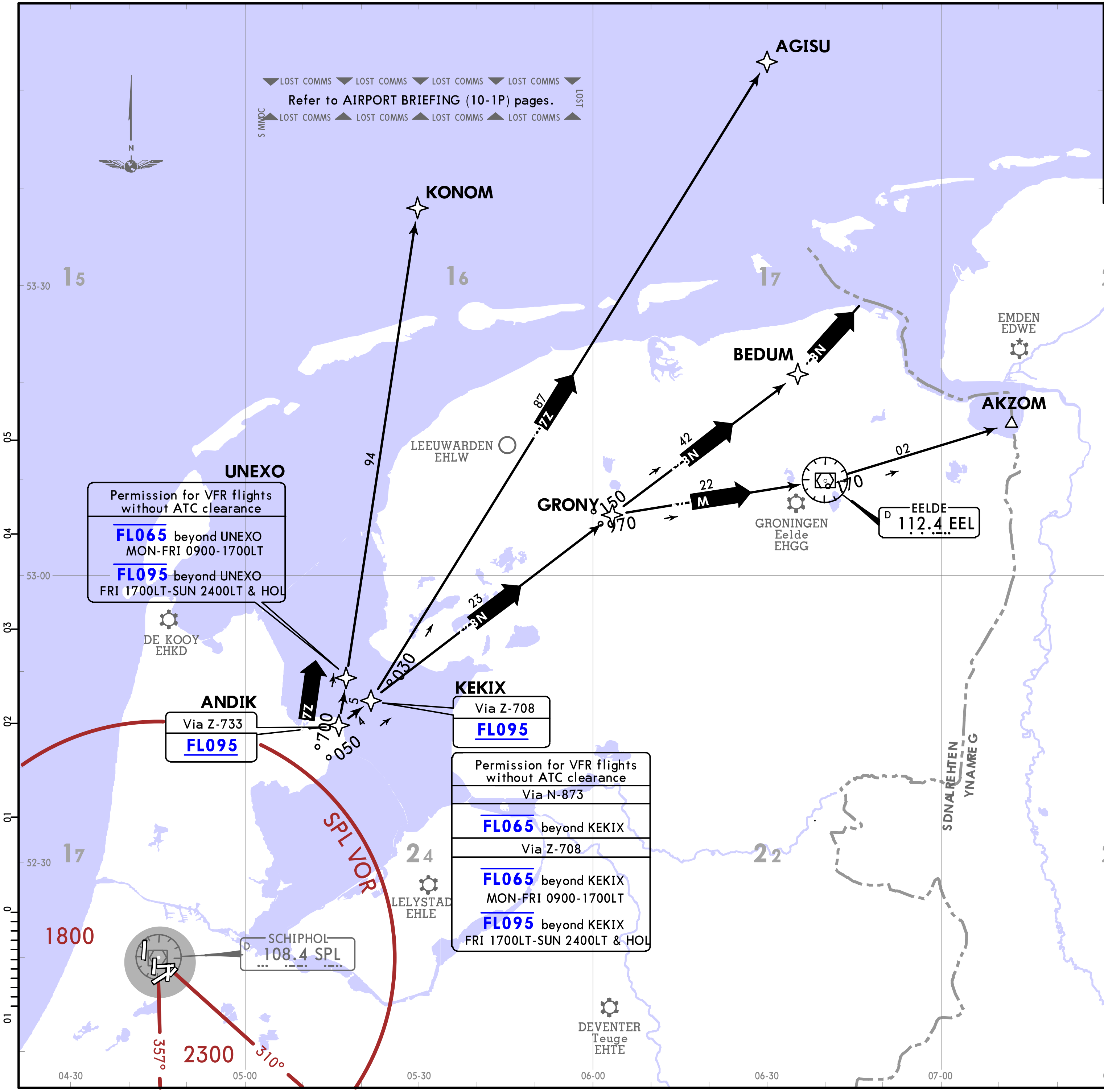


CHANGES: Chart title, continuation via L-602 added, chart redrawn.

SCHIPHOL Departure (R)	Apt Elev	Trans alt: 3000
119.055 121.205	-11 (BELOW SEA LEVEL)	1. Continue to climb above FL060 after ATC clearance only. 2. For departure instructions refer to 10-3.

CONTINUATION AFTER ANDIK

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

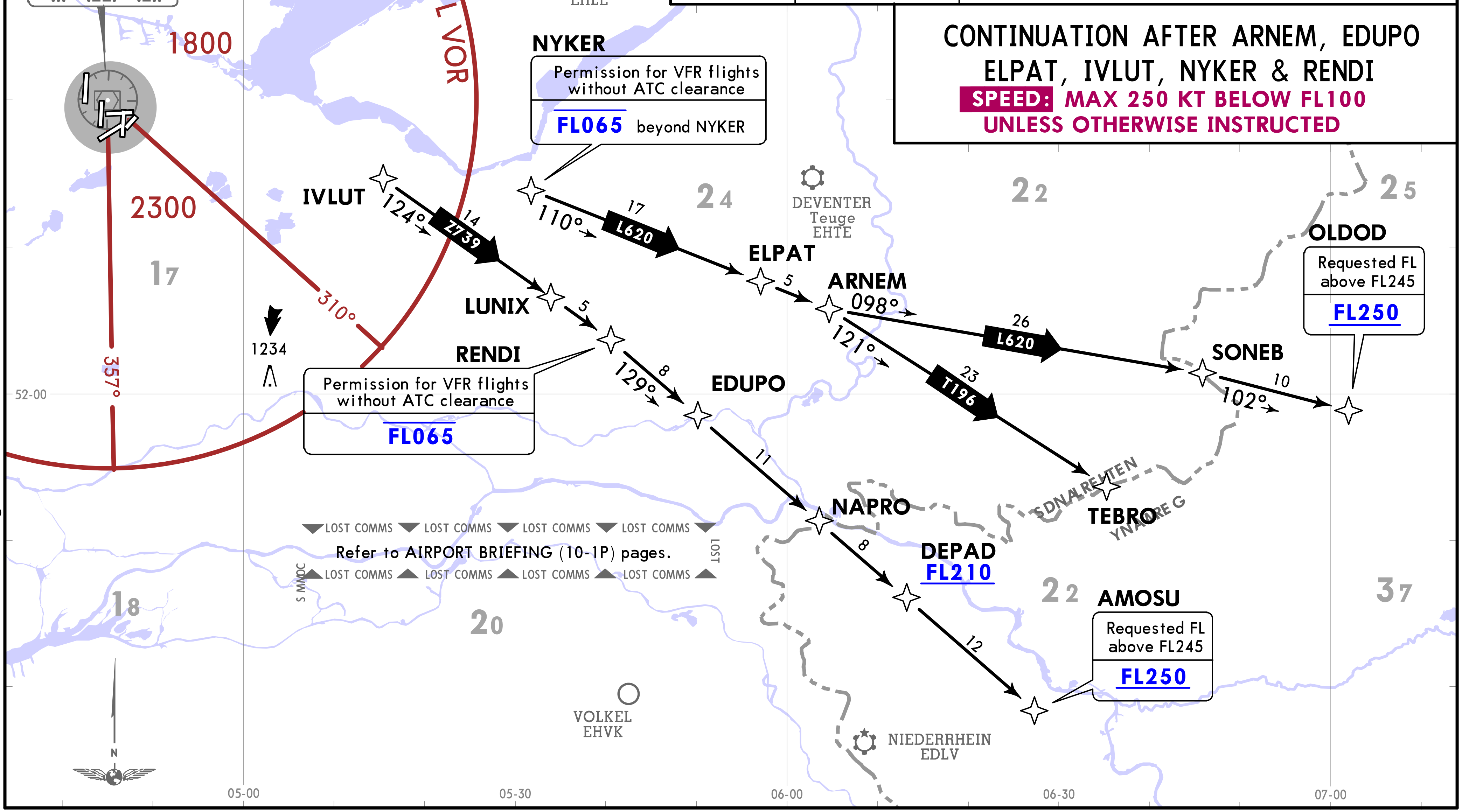


CHANGES: Reissue.

SCHIPHOL Departure (R)	Apt Elev	
119.055	-11 (BELOW SEA LEVEL)	Trans alt: 3000 1. Continue to climb above FL060 after ATC clearance only. 2. For departure instructions refer to 10-3.

CONTINUATION AFTER ARNEM, EDUPO ELPAT, IVLUT, NYKER & RENDI

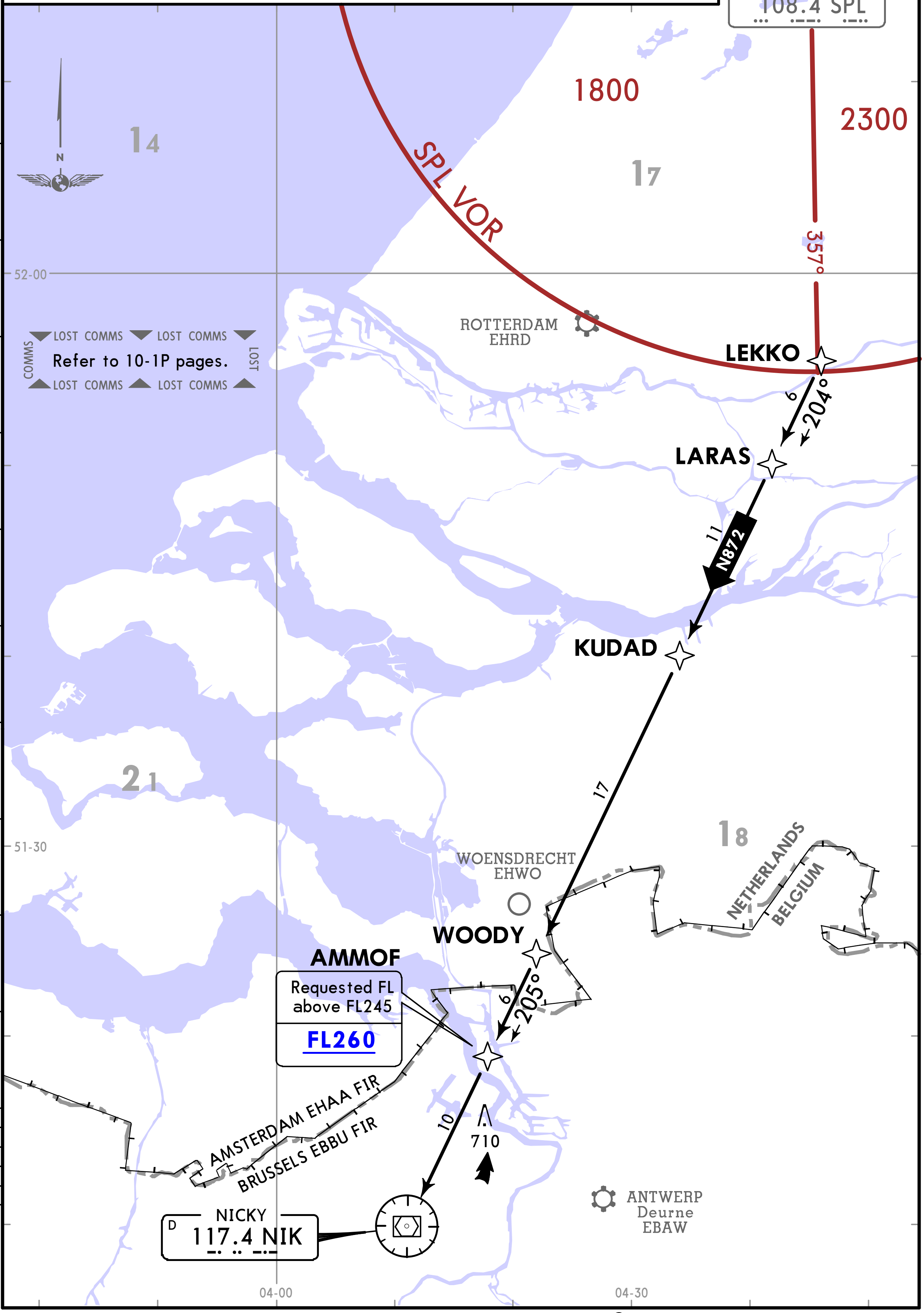
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	Trans alt: 3000 1. Continue to climb above FL060 after ATC clearance only. 2. For departure instructions refer to 10-3.

CONTINUATION AFTER KUDAD, LARAS & WOODY

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

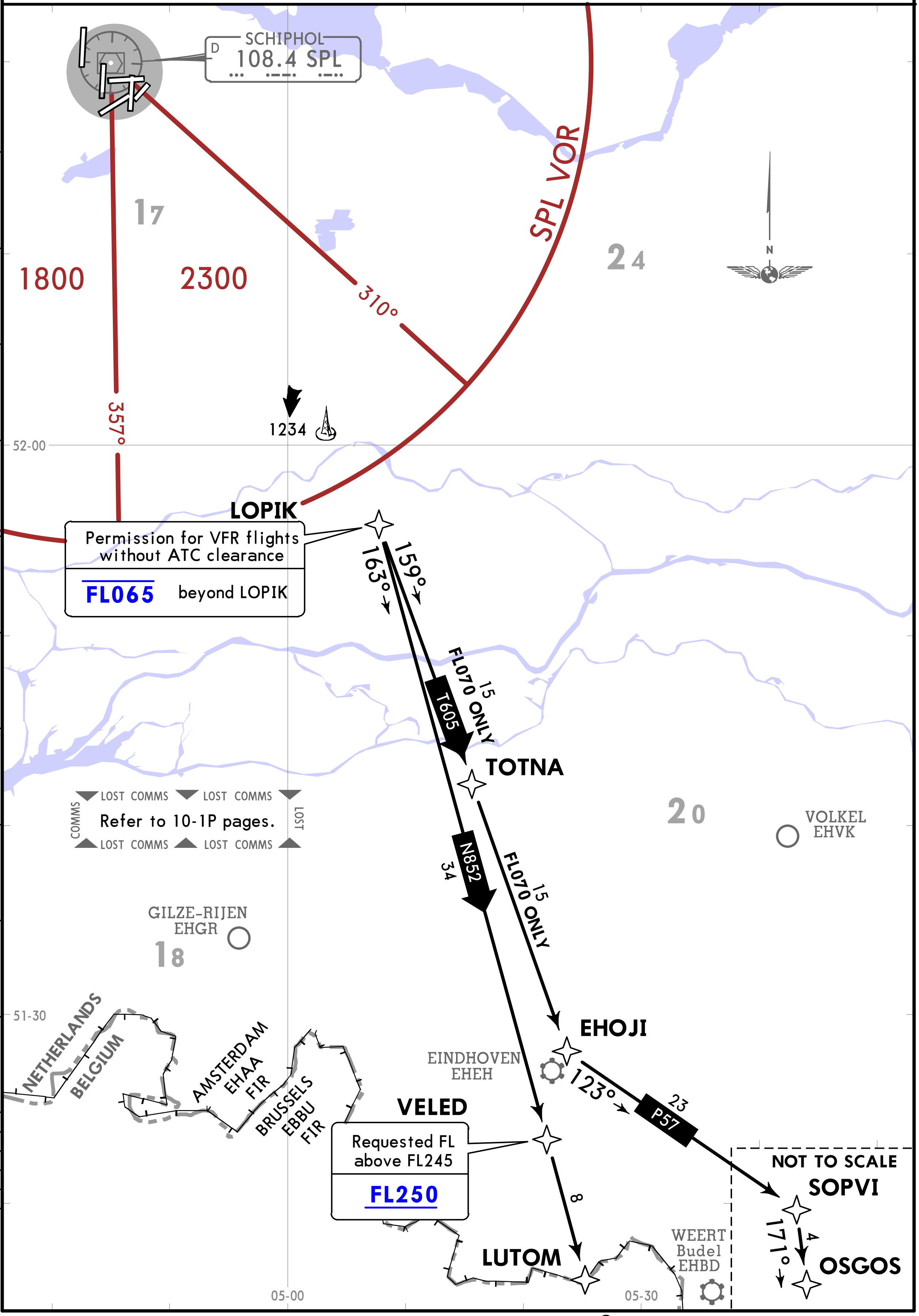


CHANGES: MSA value.

SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	Trans alt: 3000 1. Continue to climb above FL060 after ATC clearance only. 2. For departure instructions refer to 10-3.

CONTINUATION AFTER LOPIK

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



CHANGES: MSA value.

REDUCED LENGTH RWY 18L/36R
(SUP 004/25)
REFER ALSO TO LATEST NOTAMS

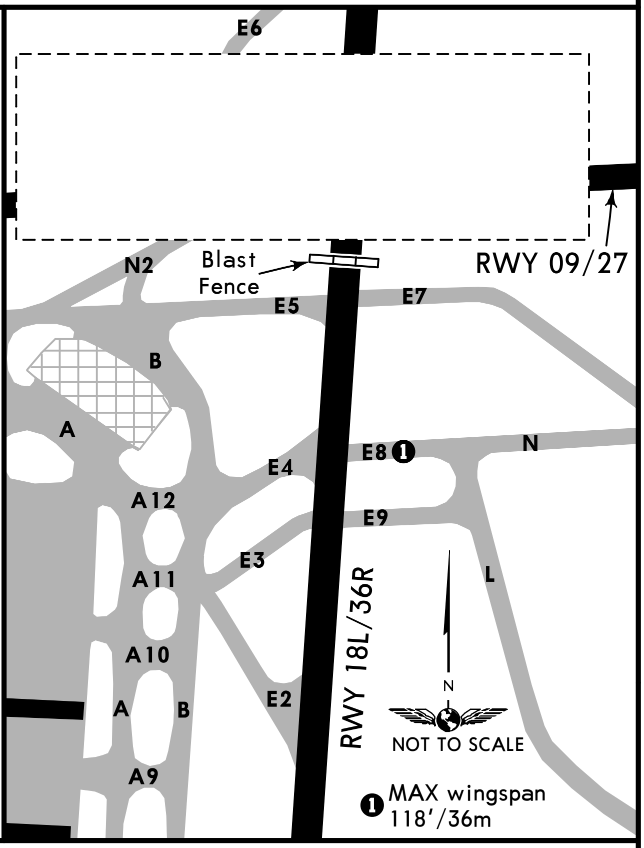
During the second quarter of 2025 work in progress on Rwy 09/27 effects the operational usability of Rwy 18L/36R as both runways are intersecting. Part of Rwy 18L is designated construction area, therefore Rwy 18L full length (Twy E6) is not available for take-off. The LDA of Rwy 36R is reduced in order to retain a runway end safety area. The actual time/day will be promulgated by NOTAM.

Take-off Rwy 18L

Take-off from the full length (Twy E6) is not available.

Declared distances for take-off from the intersection with Twy E5 remain unchanged:
- TORA 9252' (2820m),
- TODA 9449' (2880m),
- ASDA 9252' (2820m).

Landing Rwy 18L is prohibited.



Landing Rwy 36R

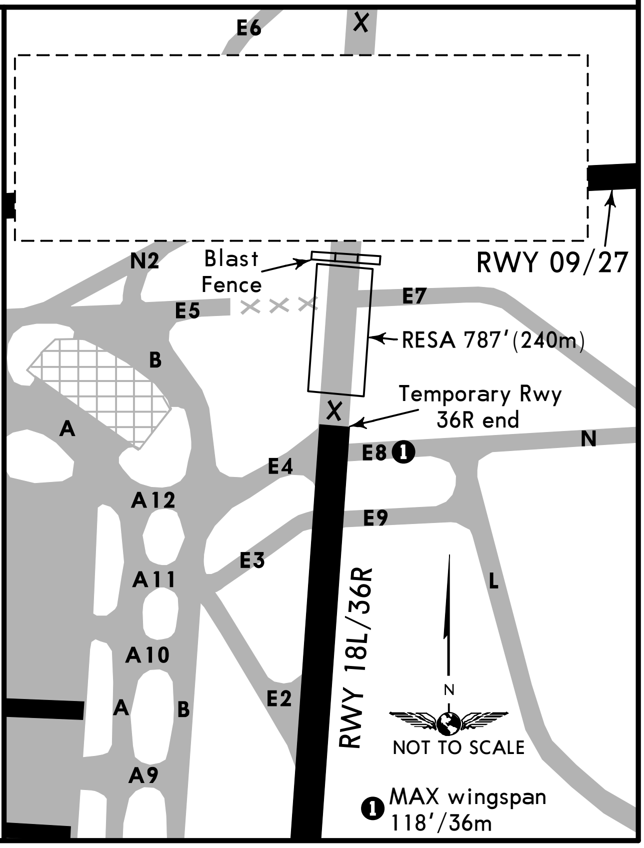
Rwy end is relocated, reduced LDA:
- LDA 8471' (2582m).

Twy E5 is not available for vacating Acft (situated beyond the relocated Rwy end).

The last available Rwy exits are E4 and E8 (not equipped with runway exit center line lights).

Rwy end coordinates: N52 18.8 E004 46.8.

Check NOTAM for current ILS status.



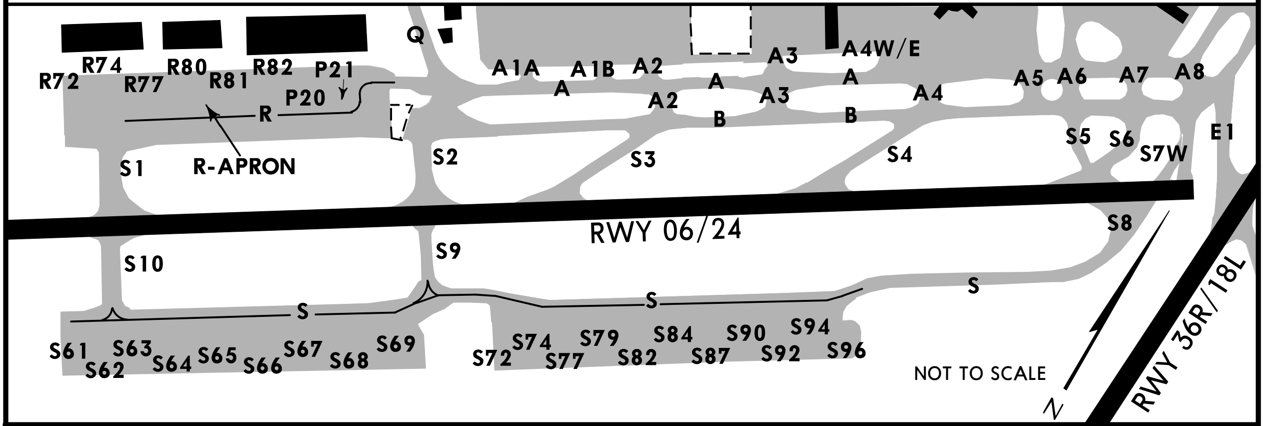
CHANGES: New temporary chart.

RECONSTRUCTION ENTRY/EXIT R-APRON
(SUP 002/25)
REFER ALSO TO LATEST NOTAMS

Due to the creation of a dual TWY at the South-West side of the APT, major reconstruction works are carried out. This includes the R-Apron, TWY exits S1, S2 and the TWYs in that area.
Work will be carried out into the year 2027; in the period JUN-DEC 2025 the works are carried out in phases as described below.

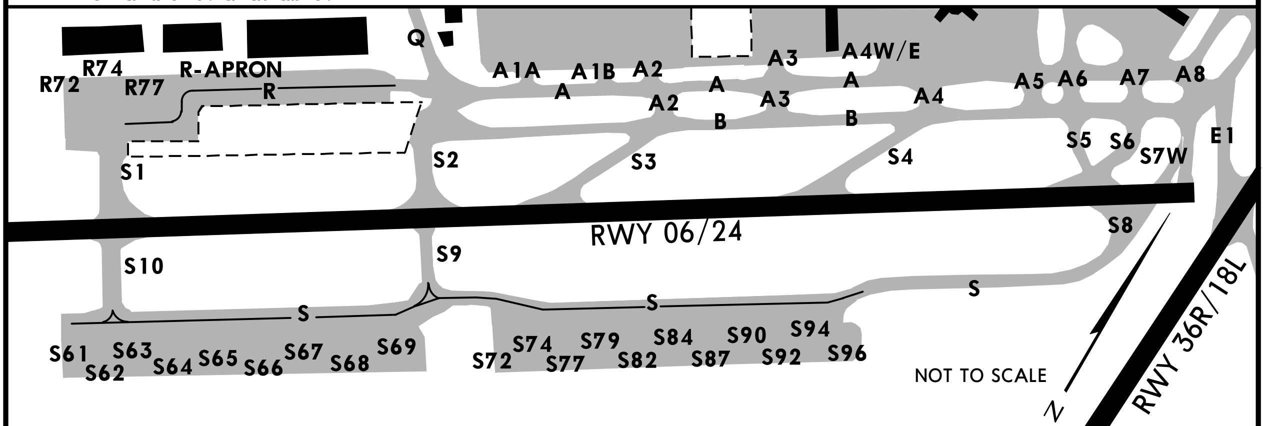
PHASE 25.0 (JAN-FEB 2025):

No work and no operational consequences. The availablility is as follows:
- Remote holding positions P22 and P23 unserviceable,
- Entry/exit R-Apron on TWY R moved to location P23,
- TWY S1 and S10 available.



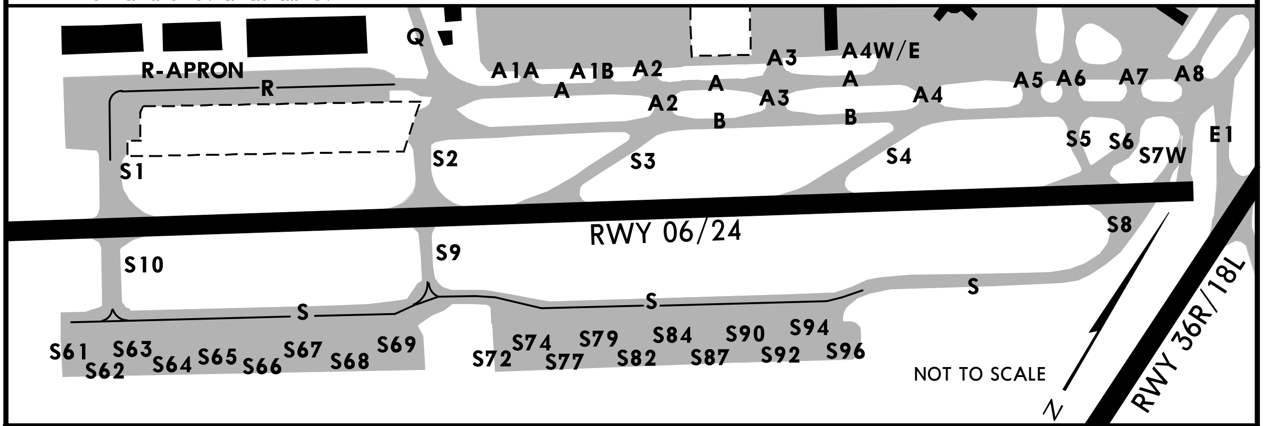
PHASE 25.1 (FEB-JUL 2025):

Work is carried out on former location TWY R. The availability is as follows:
- Remote holding positions P20 thru P23 unserviceable,
- ACFT stands R80, R81 and R82: unservicable (withdrawn),
- TWY R replaced to former ACFT stands R80 thru R82 and remote holding positions P20 thru P23,
- Entry/exit R-Apron on TWY R moved to location P23,
- TWY R MAX wingspan higher than 226'/69m guided by marshaller,
- TWY R no CL lights, if RVR 350m or less marshaller guidance required,
- TWY S1 and S10: available.

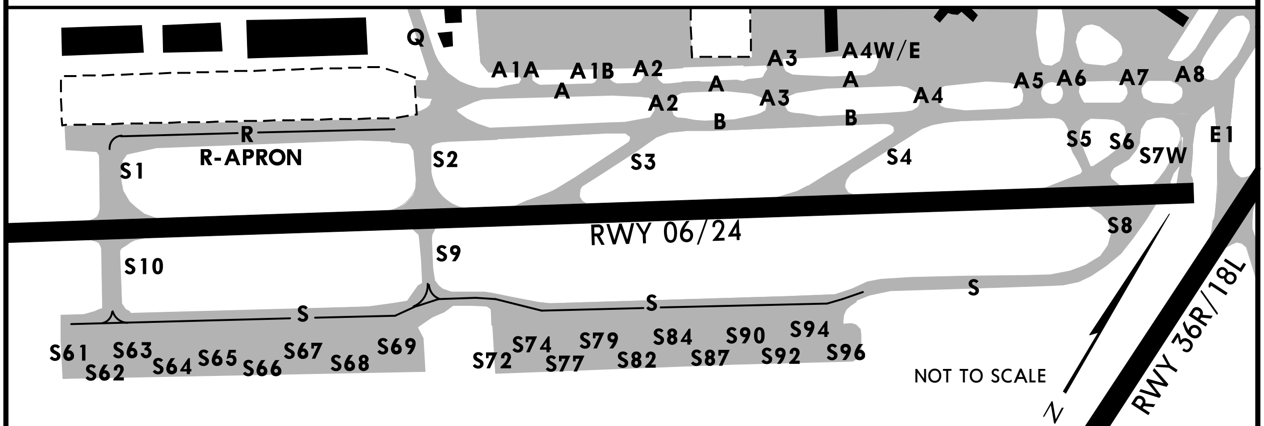


RECONSTRUCTION ENTRY/EXIT R-APRON (CONTD)
(SUP 002/25)
REFER ALSO TO LATEST NOTAMS

PHASE 25.2 (JUL-NOV 2025):
Work is carried out on former location TWY R. The availability is as follows:
- Remote holding positions P20 thru P23 unserviceable,
- ACFT stands R71 thru R74, R77, R80 thru R82: unservicable (withdrawn),
- TWY R replaced to former ACFT stands R71 thru R82 and remote holding positions P20 thru P23,
- Entry/exit R-Apron on TWY R moved to location P23,
- TWY R MAX wingspan higher than 226'/69m guided by marshaller,
- TWY R no CL lights, if RVR 350m or less marshaller guidance required,
- TWY S1 and S10: available.



PHASE 25.3 (NOV 2025 - JAN 2026):
Work is carried out on former ACFT stands R71 thru R82 and remote holding positions P20 thru P23.
The availability is as follows:
- Remote holding positions P20 thru P23 unserviceable,
- ACFT stands R71 thru R74, R77, R80 thru R82: unservicable (withdrawn),
- TWY R restored to former location,
- TWY R MAX wingspan higher than 226'/69m guided by marshaller,
- TWY S1 and S10: available.



CHANGES: New temporary chart.

RWY 06/24 NEW EXIT/ENTRY S10, S-APRON EXTENDED, NEW AIRCRAFT STANDS
(SUP 021/24)
REFER ALSO TO LATEST NOTAMS

During the third quarter of 2024 a new taxi routing to and from the S-APRON will be introduced.
The S-APRON will be extended with new aircraft stands S61-S63.
Twy S will be extended accordingly and connected to new Twy S10 to access Rwy 06/24.
The actual date and time will be promulgated by NOTAM.

New taxi routing to and from the S-APRON/Twy S

A new taxi routing to and from the S-APRON is introduced via Twy R, the crossing of Rwy 06/24 via Twy S1 and new Twy S10, connecting to the extended Twy S.

Rwy 06/24 - Twy S10: new take-off intersection Rwy 06 and exit Rwy 24

Declared distances for take-off from intersection Rwy 06 with Twy S10:

- TORA 8517'/2596m;

Twy S10 is also available as exit Rwy 24 to the S-APRON.

Twy S1 and S10 centre line lights and stop bar

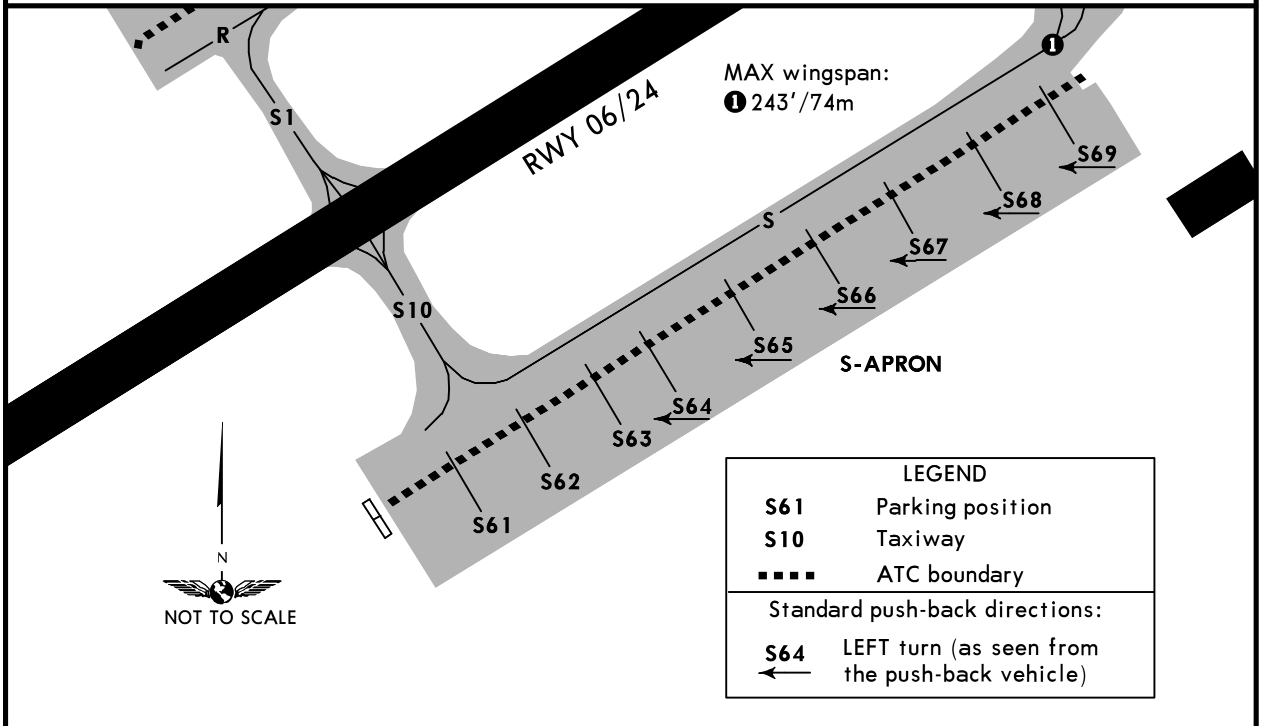
Twy S10 will be equipped with a stop bar for the protection of Rwy 06/24, similar to Twy S1.
Availability of Twy centre line lights on Twy S1 and S10 is according to the table below:

	Crossing Rwy 06/24	Entering Rwy 06/24	Vacating Rwy 06/24	Entering Rwy 06/24
S1	X	-	X	-
S10	X	-	X	-

X = available
- = not available

New aircraft stands S61, S62 and S63

The new aircraft stands are accessible via extended Twy S. Nose-in parking and push-back procedures are applicable.



INS COORDINATES

STAND No.	COORDINATES
S61	N52 17.4 E004 44.8
S62, S63	N52 17.4 E004 44.9

CHANGES: New temporary chart.

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

JEPPESEN
18 OCT 24 10-9 Eff 31 Oct
AMSTERDAM, NETHERLANDS
SCHIPHOL

D-ATIS Departure	ACARS:	ATC Operational Information	SCHIPHOL Delivery	Planner	Ground		Tower		Departure
122.205	DCL	❻ 131.355	❼ 121.980	121.655	121.560 121.705	121.805 121.905	119.230 118.105	118.280 135.110	119.055 121.205

CAUTION:

❶ Max wingspan for entry apron via Twy G2 171'/52m.
❷ Towing only.
❸ To Twy A: diverge left on N3, enter Twy A14, turn left onto Twy A.
❹ Displaced Rwy 36R end is indicated by red lights across the Rwy. Do not cross displaced Rwy 36R end.
❺ Twy E8 max wingspan 118'/36m only applicable to Acft vacating Rwy 36R or Acft entering Rwy 18L.

OPERATIONAL NOTES:

❻ Information about expected Rwy combination related to SIDs, during peak hours, is broadcasted on this freq (131.355).
❼ Pilots are strongly requested after having obtained & read back the enroute clearance to switch w/o ATC instructions to SCHIPHOL Planner.
❽ NO ENTRY to Twy W6 from Twys A, B & D.
❾ NO ENTRY to Twy E1 from Twys A, A8 & B.
❿ NO ENTRY to Twy N9 from Twys A & B.
⓫ NO ENTRY to Twy G3 from Twy G.
⓬ Both turn-around areas are designed using a nose wheel steering angle of more than 45°. Turn-around area avbl. with a width of 246'/75m and reinforced Rwy shoulders with same strengthas related Rwy pavement. Code E & F Acft may use differential braking and asymmetric power to make a 180° turn if necessary. Marshaller guidance is required for Acft with wingspan 118'/36m, or greater, or at ATC discretion, and available on pilot's request.
⓭ Max wingspan for vacating Rwy 04 or entering Rwy 22 via Twy G1 102'/31m .
⓮ After vacating Rwy 18C via Twy W9 or Twy W10, taxiing is only possible in non-standard taxi routing either to Twy A southbound or Twy B northbound.

OPERATIONAL NOTES:

⓯ No turn-around area is provided at the end of Rwy 18L. Marshaller guidance is required for Acft with wingspan 118'/36m, or greater and available on pilot's request. A tow truck is required for Code F Acft, or at ATC discretion.
⓰ Max wingspan 118'/36m.

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS ⓱ CAUTION: When taxiing on N2 to beginning Rwy 18L do not turn RIGHT onto Rwy 09. Be sure to have a clearance before crossing Rwy 09/27.

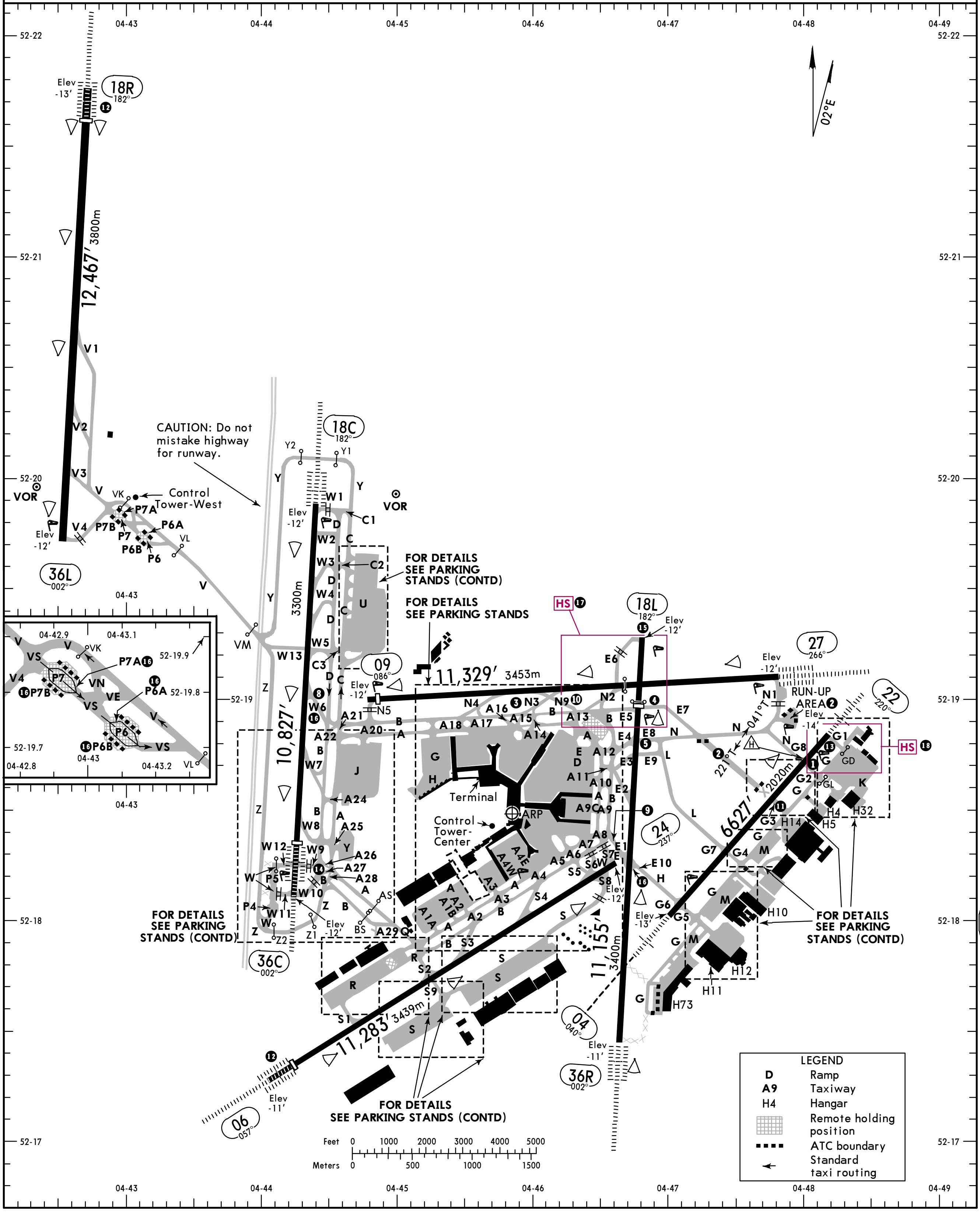
HS ⓲ CAUTION: Twy G1 is located directly opposite apron exit GD. Hold short of Rwy 22 unless instructed otherwise by Tower.

Pilot of arriving Acft vacating the landing Rwy shall contact SCHIPHOL Ground immediately.

LANDING RWY	FREQUENCY
04/22	121.805
06/24	121.705
09/27	121.805
18L/36R	121.805
18C/36C	121.905
18R	121.560

SCHIPHOL Tower

LANDING RWY	FREQUENCY
04/22	119.230
06/24	135.110
09/27	119.230
18L/36R	119.230
18C/36C	118.105
18R/36L	118.280



CHANGES: Note and construction works withdrawn, remote holding positions added, apron shapes.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
04	HIRL (50m) (1) MIALS PAPI-L (3.0°) (2)(3)(21) RVR			6263' 1909m	148' 45m
22	HIRL (50m) (1) HIALS PAPI-L (3.1°) RVR		5776' 1761m	(4)	

(1) length 450m
(2) porous friction course overlay
(3) Prohibited for Code F Acft.
(4) TAKE-OFF RUN AVAILABLE
RWY 22:
From rwy head 6611' (2015m)
twy G2 int 5623' (1714m)

RWY		Threshold	Glide Slope	TAKE-OFF	WIDTH
06	(5)HIRL (60m) (5)CL (15m) (5)(6)HIALS-II (5)TDZ (5)PAPI-L(3.0°) (7) OFZ RVR	10,490' 3195m	9449' 2880m	(9)	148' 45m
24	(5)HIRL (60m) (5)CL (15m) (5)PAPI (3.0°) (8)(21) RVR				

(5) LED lights (6) length 900m (7) HST-S3, S4, S6 (8) porous friction course overlay
(9) TAKE-OFF RUN AVAILABLE
RWY 06:
From rwy head 11,283' (3439m)
twy S1 int 8517' (2596m)
RWY 24:
From rwy head 11,270' (3435m)
twy S8 int 10,715' (3266m)
twy S6 int 10,646' (3245m)
twy S5 int 10,516' (3205m)
twy S4 int 8566' (2611m)
twy S3 int 6499' (1981m)
Line-up for take-off rwy 24 via Rwy 18L/36R prohibited.

RWY		Threshold	Glide Slope	TAKE-OFF	WIDTH
09	HIRL (30m) CL (15m) (10)PAPI-L(3.0°) (11) (14)(21) RVR	11,033' 3363m		(15)	148' 45m
27	HIRL (30m) CL (15m) (12)HIALS-II TDZ (13) PAPI-L(3.0°) OFZ RVR		10,378' 3163m		

(10) LED lights
(11) HST-N9
(12) length 750m
(13) HST-N2, N3, N4
(14) porous friction course overlay
(15) TAKE-OFF RUN AVAILABLE
RWY 09:
From rwy head 11,266' (3434m)
twy N4 int 7874' (2400m)
twy N3 int 6171' (1881m)

RWY		Threshold	Glide Slope	TAKE-OFF	WIDTH
18L	(16)HIRL (30m) (16)CL (15m) (21) RVR	NA (19)		(22)	148' 45m
36R	(16)HIRL (30m) (16)CL (15m) (16)(17) HIALS-II (16)TDZ (16)PAPI-L(3.0°) (18) OFZ RVR	(20)	8220' 2505m	NA	

(16) LED lights (17) length 900m (18) HST-E1, E2
(19) 9268'/2825m available in case of emergency.
(20) For normal operations LDA 9268'/2825m. Do not cross red lights indicating displaced Rwy end.
(21) Prohibited (landing and take-off) for Acft with a MTOM exceeding 600.000 kg due to insufficient load bearing capacity of related runway and taxiway bridges.
(22) TAKE-OFF RUN AVAILABLE RWY 18L:
From rwy head 11,155' (3400m)
twy E5 int 9252' (2820m)
twy E4 int 8471' (2582m)
twy E8 int 8356' (2547m)
twy E2 int 6936' (2114m)

RWY		Threshold	Glide Slope	TAKE-OFF	WIDTH
18C	(23)HIRL (30m) (23)CL (15m) (23)(24) HIALS-II (23)TDZ (23)PAPI-L (3.0°) (25) OFZ RVR		9756' 2974m	(27)	148' 45m
36C	(23)HIRL (30m) (23)CL (15m) (23)(24) HIALS-II (23)TDZ (23)PAPI-L (3.0°) (26) OFZ RVR	9350' 2850m	8280' 2524m		

(23) LED lights
(24) length 900m
(25) HST- W6, W7, W8
(26) HST- W3, W4
(27) TAKE-OFF RUN AVAILABLE
RWY 18C:
From twy W1 int 10,732' (3271m)
twy W2 int 10,079' (3072m)
twy W3 int 8796' (2681m)
twy W4 int 7802' (2378m)
twy W5 int 6857' (2090m)
RWY 36C:
From rwy head 10,827' (3300m)
twy W11 int 10,817' (3297m)
twy W12 int 10,007' (3050m)
twy W9 int 10,007' (3050m)
twy W8 int 8842' (2695m)
twy W7 int 6991' (2131m)

RWY		Threshold	Glide Slope	TAKE-OFF	WIDTH
18R	(28)HIRL (30m) (28)CL (15m) (28)(29) HIALS-II (28)TDZ (28)PAPI-L (3.0°) (30) OFZ RVR	11,581' 3530m	10,535' 3211m	NA	197' 60m
36L	(28)HIRL (30m) (28)CL (15m) RVR	NA (31)		(32)	

(28) LED lights
(29) length 900m
(30) HST-V1, V2 (CAUTION: V3 is not a HST)
(31) Full Rwy length available in case of emergency.
(32) TAKE-OFF RUN AVAILABLE
RWY 36L:
From rwy head 12,467' (3800m)
twy V3 int 10,653' (3247m)
twy V2 int 9016' (2748m)
twy V1 int 7047' (2148m)

Std/State TAKE-OFF

Low Visibility Procedures required							
Approval for Low Visibility Take-off required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL				
		DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
(1)R125m	R150m	R300m		R/V400m		R/V500m	NA

(1) RWY 06, 18C, 18R, 27, 36C, 36R: R75m with approved lateral guidance system.

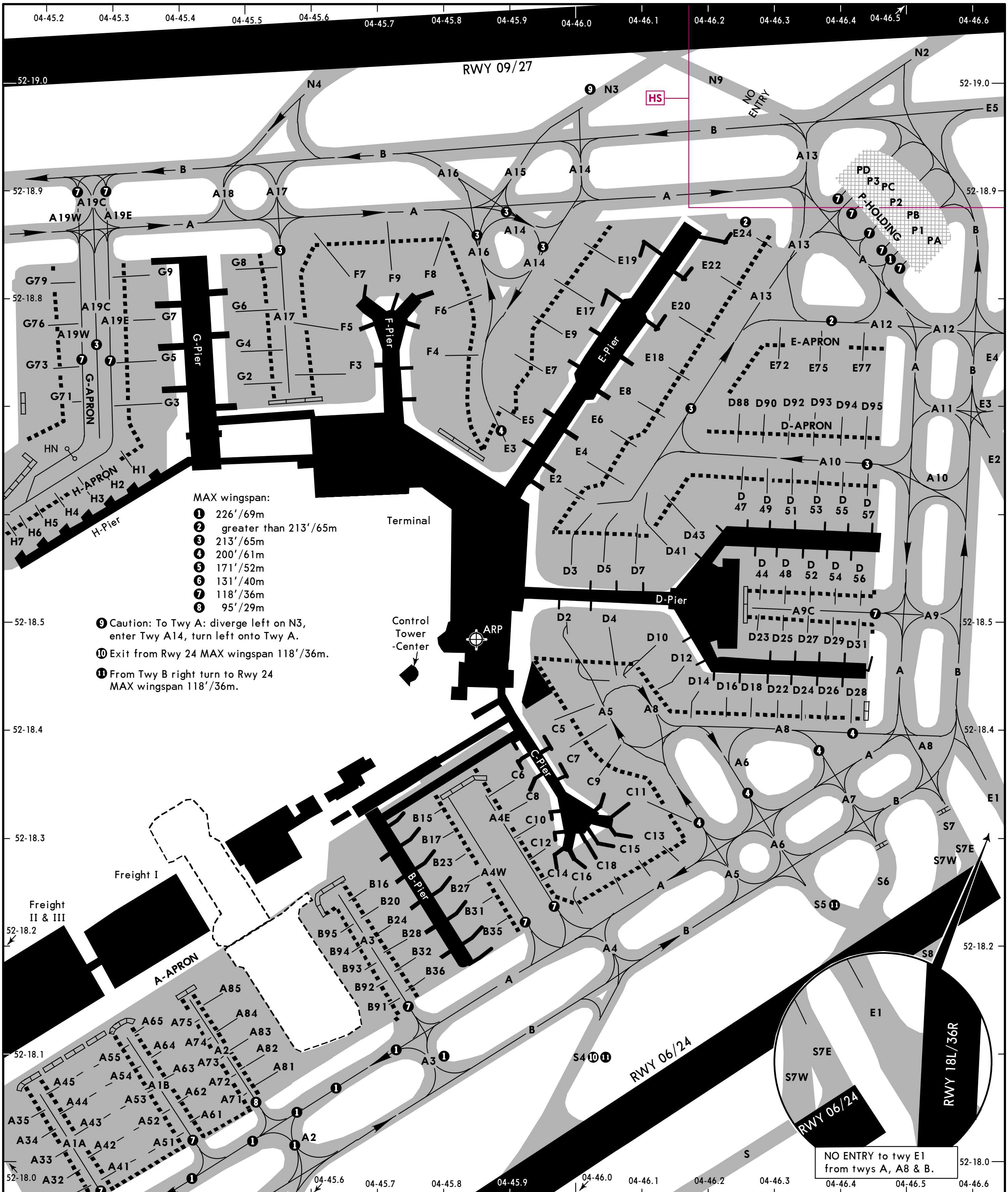
CHANGES: None.

JEPPESEN

20 DEC 24 10-9B

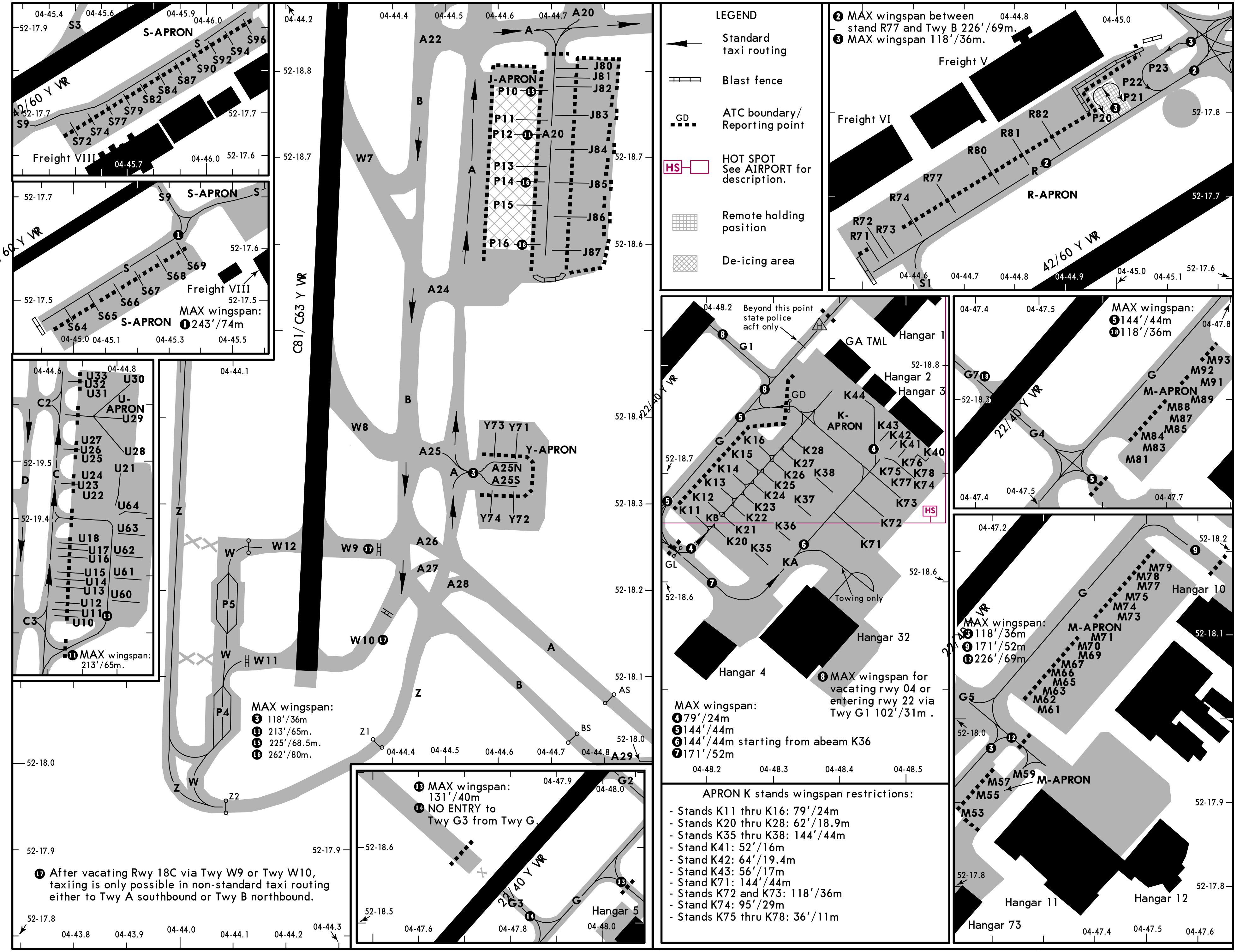
AMSTERDAM, NETHERLANDS
SCHIPHOL

CHANGES: MAX wingspan 95'/29m note on Twy A3 withdrawn.



LEGEND

C5 Parking position	HS HOT SPOT See AIRPORT for description.	Standard taxi routing	ATC boundary
A5 Taxiway	Blast fence	Remote holding position	



CHANGES: None.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A25N, A25S	N52 18.3 E004 44.6	D56	N52 18.5 E004 46.4
A31	N52 17.9 E004 45.2	D57	N52 18.6 E004 46.4
A32, A33	N52 18.0 E004 45.2	D88	N52 18.7 E004 46.2
A34, A35	N52 18.0 E004 45.1	D90, D92	N52 18.7 E004 46.3
A41	N52 18.0 E004 45.3	D93 thru D95	N52 18.7 E004 46.4
A42 thru A45	N52 18.0 E004 45.2	E2	N52 18.6 E004 45.9
A51 thru A53	N52 18.0 E004 45.3	E3	N52 18.7 E004 45.9
A54	N52 18.1 E004 45.3	E4	N52 18.6 E004 46.0
A55	N52 18.1 E004 45.2	E5	N52 18.7 E004 45.9
A61	N52 18.0 E004 45.4	E6, E7	N52 18.7 E004 46.0
A62 thru A64	N52 18.1 E004 45.4	E8	N52 18.7 E004 46.1
A65	N52 18.1 E004 45.3	E9, E17	N52 18.8 E004 46.0
A71	N52 18.0 E004 45.4	E18	N52 18.7 E004 46.1
A72 thru A75	N52 18.1 E004 45.4	E19, E20	N52 18.8 E004 46.1
A81 thru A85	N52 18.1 E004 45.5	E22	N52 18.8 E004 46.2
B15, B16	N52 18.3 E004 45.7	E24	N52 18.9 E004 46.2
B17	N52 18.3 E004 45.8	E72	N52 18.7 E004 46.3
B20	N52 18.2 E004 45.7	E75, E77	N52 18.7 E004 45.4
B23	N52 18.3 E004 45.8	F3	N52 18.7 E004 45.7
B24	N52 18.2 E004 45.7	F4	N52 18.7 E004 45.8
B27	N52 18.2 E004 45.8	F5	N52 18.8 E004 45.7
B28	N52 18.2 E004 45.7	F6	N52 18.8 E004 45.8
B31, B32	N52 18.2 E004 45.8	F7	N52 18.8 E004 45.6
B35	N52 18.2 E004 45.9	F8	N52 18.8 E004 45.8
B36	N52 18.2 E004 45.8	F9	N52 18.8 E004 45.7
B91, B92	N52 18.1 E004 45.7	G2	N52 18.7 E004 45.5
B93 thru N95	N52 18.2 E004 45.6	G3	N52 18.7 E004 45.4
C5	N52 18.4 E004 45.9	G4	N52 18.7 E004 45.5
C6	N52 18.3 E004 45.9	G5	N52 18.7 E004 45.4
C7	N52 18.4 E004 46.0	G6	N52 18.8 E004 45.5
C8	N52 18.3 E004 45.9	G7	N52 18.8 E004 45.4
C9	N52 18.3 E004 46.0	G8	N52 18.8 E004 45.5
C10	N52 18.3 E004 45.9	G9	N52 18.8 E004 45.4
C11	N52 18.3 E004 46.1	G71, G73	N52 18.7 E004 45.2
C12	N52 18.3 E004 46.0	G76, G79	N52 18.8 E004 45.2
C13	N52 18.3 E004 46.1	H1 thru H3	N52 18.6 E004 45.3
C14	N52 18.3 E004 46.0	H4 thru H7	N52 18.6 E004 45.2
C15	N52 18.3 E004 46.1	J80 thru J82	N52 18.8 E004 44.9
C16, C18	N52 18.3 E004 46.0	J83, J84	N52 18.7 E004 44.9
D2 thru D5	N52 18.5 E004 46.0	J85	N52 18.7 E004 44.8
D7, D10	N52 18.5 E004 46.1	J86, J87	N52 18.6 E004 44.8
D12 thru D16	N52 18.4 E004 46.2	K11 thru K15	N52 18.7 E004 48.2
D18, D22	N52 18.4 E004 46.3	K16	N52 18.7 E004 48.3
D23	N52 18.5 E004 46.3	K20, K21	N52 18.6 E004 48.2
D24	N52 18.4 E004 46.3	K22 thru K28	N52 18.7 E004 48.3
D25	N52 18.5 E004 46.3	K35	N52 18.6 E004 48.3
D26	N52 18.4 E004 46.4	K36, K37	N52 18.7 E004 48.3
D27	N52 18.5 E004 46.3	K38	N52 18.7 E004 48.4
D28	N52 18.4 E004 46.4	K40 thru K43	N52 18.7 E004 48.5
D29, D31	N52 18.5 E004 46.4	K44	N52 18.8 E004 48.4
D41	N52 18.6 E004 46.1	K71	N52 18.6 E004 48.4
D43	N52 18.6 E004 46.2	K72	N52 18.6 E004 48.5
D44	N52 18.5 E004 46.3	K73 thru K78	N52 18.7 E004 48.5
D47	N52 18.6 E004 46.2	M61 thru M65	N52 18.0 E004 47.3
D48	N52 18.5 E004 46.3	M53 thru M57	N52 17.9 E004 47.2
D49 thru D51	N52 18.6 E004 46.3	M59	N52 17.9 E004 47.3
D52	N52 18.5 E004 46.3	M66	N52 18.1 E004 47.3
D53	N52 18.6 E004 46.3	M67 thru M74	N52 18.1 E004 47.4
D54	N52 18.5 E004 46.4	M75	N52 18.1 E004 47.5
D55	N52 18.6 E004 46.4	M77 thru M79	N52 18.2 E004 47.5

CHANGES: Stand F2 withdrawn, stands A25N and 25S added.

INS COORDINATES

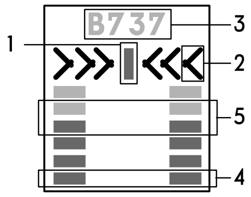
STAND No.	COORDINATES	STAND No.	COORDINATES
M81	N52 18.3 E004 47.6	S74	N52 17.7 E004 45.6
M83 thru M89	N52 18.3 E004 47.7	S77, S79	N52 17.7 E004 45.7
M91, M92	N52 18.3 E004 47.8	S82	N52 17.7 E004 45.8
M93	N52 18.4 E004 47.8	S84	N52 17.7 E004 45.9
P1, PA, PB	N52 18.8 E004 46.5	S87	N52 17.8 E004 45.9
P2	N52 18.9 E004 46.5	S90, S92	N52 17.8 E004 46.0
P3, PC, PD	N52 18.9 E004 46.4	S94	N52 17.8 E004 46.1
P4	N52 18.1 E004 44.1	S96	N52 17.9 E004 46.1
P5	N52 18.2 E004 44.1	U10, U11	N52 19.2 E004 44.7
P6 thru P6B	N52 19.7 E004 43.1	U12 thru U17	N52 19.3 E004 44.7
P7 thru P7B	N52 19.8 E004 43.0	U18	N52 19.4 E004 44.7
P10	N52 18.8 E004.44.6	U21	N52 19.5 E004 44.8
P11 thru P14	N52 18.7 E004 44.6	U22	N52 19.4 E004 44.7
P15, P16	N52 18.6 E004 44.6	U23 thru U27	N52 19.5 E004 44.7
P20, P21	N52 17.8 E004 45.0	U28	N52 19.5 E004 44.8
R71 thru R73	N52 17.7 E004 44.5	U29, U30	N52 19.6 E004 44.8
R74, R77	N52 17.7 E004 44.6	U31, U32	N52 19.6 E004 44.7
R80	N52 17.8 E004 44.7	U33	N52 19.7 E004 44.7
R81, R82	N52 17.8 E004 44.8	U60 thru U62	N52 19.3 E004 44.9
S64	N52 17.4 E004 45.0	U63, U64	N52 19.4 E004 44.9
S65	N52 17.5 E004 45.1	Y71	N52 18.4 E004 44.6
S66, S67	N52 17.5 E004 45.2	Y72	N52 18.3 E004 44.6
S68	N52 17.5 E004 45.3	Y73	N52 18.4 E004 44.6
S69	N52 17.6 E004 45.4	Y74	N52 18.3 E004 44.6
S72	N52 17.6 E004 45.6		

CHANGES: Stands Y71 and Y73, stands Y72 and Y74 added.

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 shall check that the correct aircraft type is shown on the system display and shall not enter the aircraft stand until:

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

C. CENTERLINE GUIDANCE

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

D. CLOSING-RATE AND STOP INFORMATION

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

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

E. DISPLAY INFORMATION TEXT

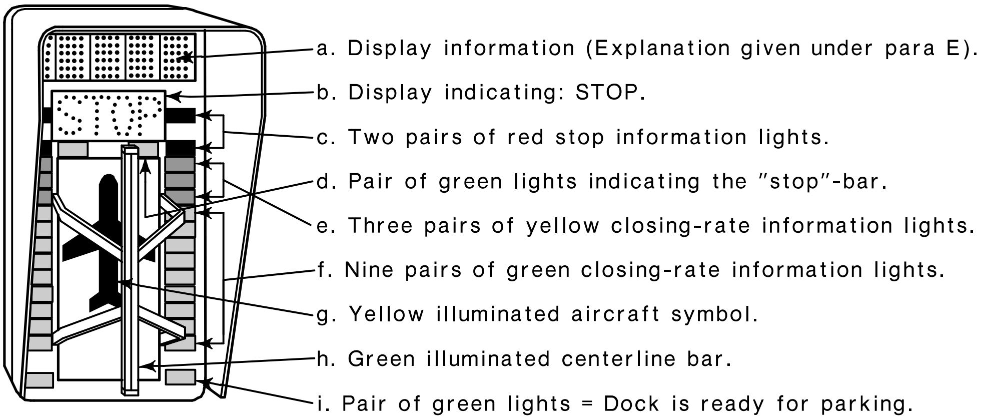
The topline on the display has one or two information line(s). Depending on the number of available information lines, the information will either be shown on both lines or will be shown intermittent in two groups. The following information can be expected:

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

VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

A. SYSTEM DESCRIPTION

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



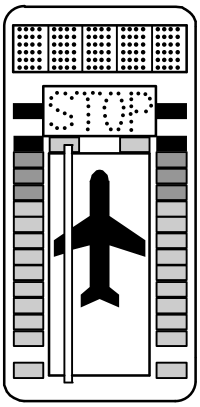
B. ACTIVATED SYSTEM

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

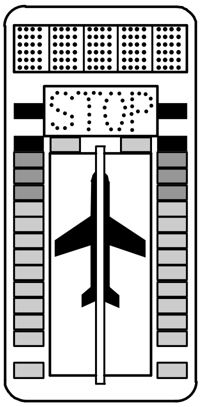
1. Do not use the system until:
- the bottom pair of green lights are blinking
- the aircraft type is shown (blinking) on the upper information block
- the stopbarlights are shown
2. The pilot should be aware that the correct type of aircraft is shown before using the system.

C. CENTERLINE GUIDANCE

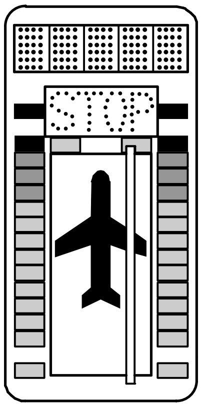
Centerline guidance is obtained by means of an illuminated bar in front of an aircraft symbol. The aircraft is on center-line when bar and symbol overlap each other. The center line guidance has to be observed from the left seat.



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.

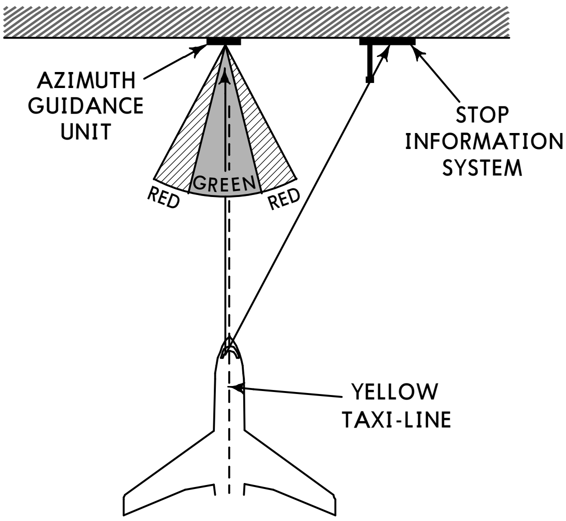
E. DISPLAY INFORMATION TEXT (following information can be expected)

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

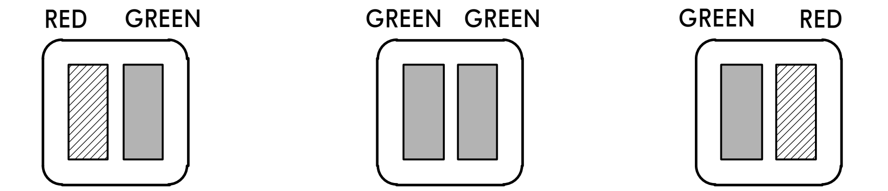
The system consists of an Azimuth guidance unit (AGNIS) and the stop information system (PAPA).



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

B. AZIMUTH INFORMATION (AGNIS)

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



LEFT of centerline. Turn towards GREEN. (RIGHT)

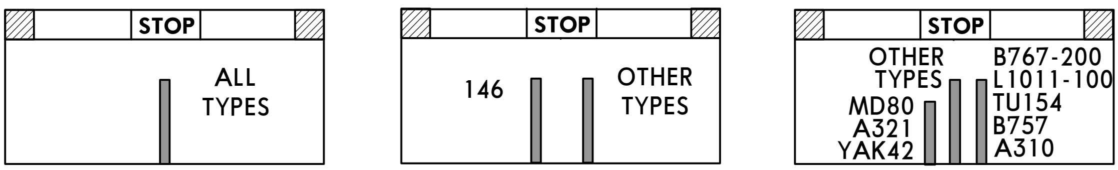
Aircraft on centerline.

RIGHT of centerline. Turn towards GREEN. (LEFT)

C. STOP INFORMATION (PAPA)

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

EXAMPLE 1 EXAMPLE 2 EXAMPLE 3



D. EMERGENCY STOP

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

E. ACTIVATED SYSTEM

The system is operated by an employee of a handling company, who also keeps a safety watch during the docking.

Pilots shall not enter the aircraft stand until the system is activated.

		COPTER	
STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
04	RNP (LPV)	237' (250')	❶ - / 3600m
	RNP (LNAV/VNAV)	364' (377')	❶ - / 3600m
	RNP (LNAV)	390' (403')	❶ - / 3600m
06	CAT 2 ILS	RA 100' 89' (100')	R300m
	❷ILS	189' (200')	R550m / R1000m
	LOC	410' (421')	R800m / R1000m
	❷RNP (LPV)	258' (269')	R600m / R1000m
	RNP (LNAV/VNAV)	289' (300')	R800m / R1000m
	RNP (LNAV)	450' (461')	R800m / R1000m
09	RNP (LPV)	238' (250')	❸ - / 3600m
	RNP (LNAV/VNAV)	345' (357')	❸ - / 3600m
	RNP (LNAV)	540' (552')	❸ - / 3600m
18C	CAT 2 ILS	RA 101' 88' (100')	R300m
	❷ILS	188' (200')	R550m / R1000m
	LOC	690' (702')	R800m / R1000m
	❷RNP (LPV)	201' (213')	R550m / R1000m
	RNP (LNAV/VNAV)	242' (254')	R800m / R1000m
	RNP (LNAV)	670' (682')	R800m / R1000m
18R	CAT 2 ILS	RA 100' 87' (100')	R300m
	❷ILS	187' (200')	R550m / R1000m
	LOC	690' (703')	R800m / R1000m
	❷RNP (LPV)	200' (213')	R550m / R1000m
	RNP (LNAV/VNAV)	293' (306')	R800m / R1000m
	RNP (LNAV)	700' (713')	R800m / R1000m
22	❷ILS	236' (250')	R700m / R1000m
	LOC	540' (554')	R800m / R1000m
	RNP (LPV)	503' (517')	R800m / R1000m
	RNP (LNAV/VNAV)	503' (517')	R800m / R1000m
	RNP (LNAV)	580' (594')	R800m / R1000m
24	RNP (LPV)	238' (250')	❹- / 6.0 km
	RNP (LNAV/VNAV)	362' (374')	❹- / 6.0 km
	RNP (LNAV)	720' (732')	❹- / 6.0 km
27	CAT 2 ILS	RA 100' 88' (100')	R300m
	❷ILS	188' (200')	R550m / R1000m
	LOC	440' (452')	R800m / R1000m
	❷RNP (LPV)	265' (277')	R600m / R1000m
	RNP (LNAV/VNAV)	264' (276')	R800m / R1000m
	RNP (LNAV)	520' (532')	R800m / R1000m
36C	CAT 2 ILS	RA 100' 88' (100')	R300m
	❷ILS	188' (200')	R550m / R1000m
	LOC	360' (372')	R800m / R1000m
	❷RNP (LPV)	201' (213')	R550m / R1000m
	RNP (LNAV/VNAV)	335' (347')	R800m / R1000m
	RNP (LNAV)	400' (412')	R800m / R1000m
36R	CAT 2 ILS	RA 102' 89' (100')	R300m
	❷ILS	198' (209')	R550m / R1000m
	LOC	430' (441')	R800m / R1000m
	❷RNP (LPV)	222' (233')	R550m / R1000m
	RNP (LNAV/VNAV)	299' (310')	R800m / R1000m
	RNP (LNAV)	470' (481')	R800m / R1000m

❶ Ceiling 900'.
❷ With coupled autopilot, otherwise: R800m.
❸ Ceiling 1000'.
❹ Ceiling 1100'.

CHANGES: Rwy 18R LNAV/VNAV minimums.

COPTER

CIRCLE-TO-LAND ❶❷	MDA(H)	VIS
	❸❹❺❻❼ 630'(641')	❽ V800m

❶ CAUTION: During circling to Rwy 22 or Rwy 24 or Rwy 27 identify correct Rwy.
❷ To Rwy 18L and 36L not permitted except in case of emergency.
❸ After LOC 18C: 690'(702').
❹ After LOC 18R: 690'(703').
❺ After RNP (LNAV) 18R: 700'(713').
❻ After RNP (LNAV) 18C: 670'(682').
❼ After RNP (LNAV) 24: 720'(732').
❽ After RNP 04: Ceiling 900', VIS 3600m,
after RNP 09: Ceiling 1000', VIS 3600m
and after RNP 24: Ceiling 1100', VIS 6.0 km.

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

❾ Low Visibility Procedures required			No markings (NIGHT)
❾ Approval for Low Visibility Take-off required			
RL or FATO lights & RCLM & RVR	RL or FATO lights & RCLM	No lights & no markings (DAY)	
R150m	R200m	❿ R250m	V800m

❾ Otherwise: R/V400m.
❿ Or rejected take-off distance whichever is the greater.

NIGHT TRANSITION ILS Rwy 06

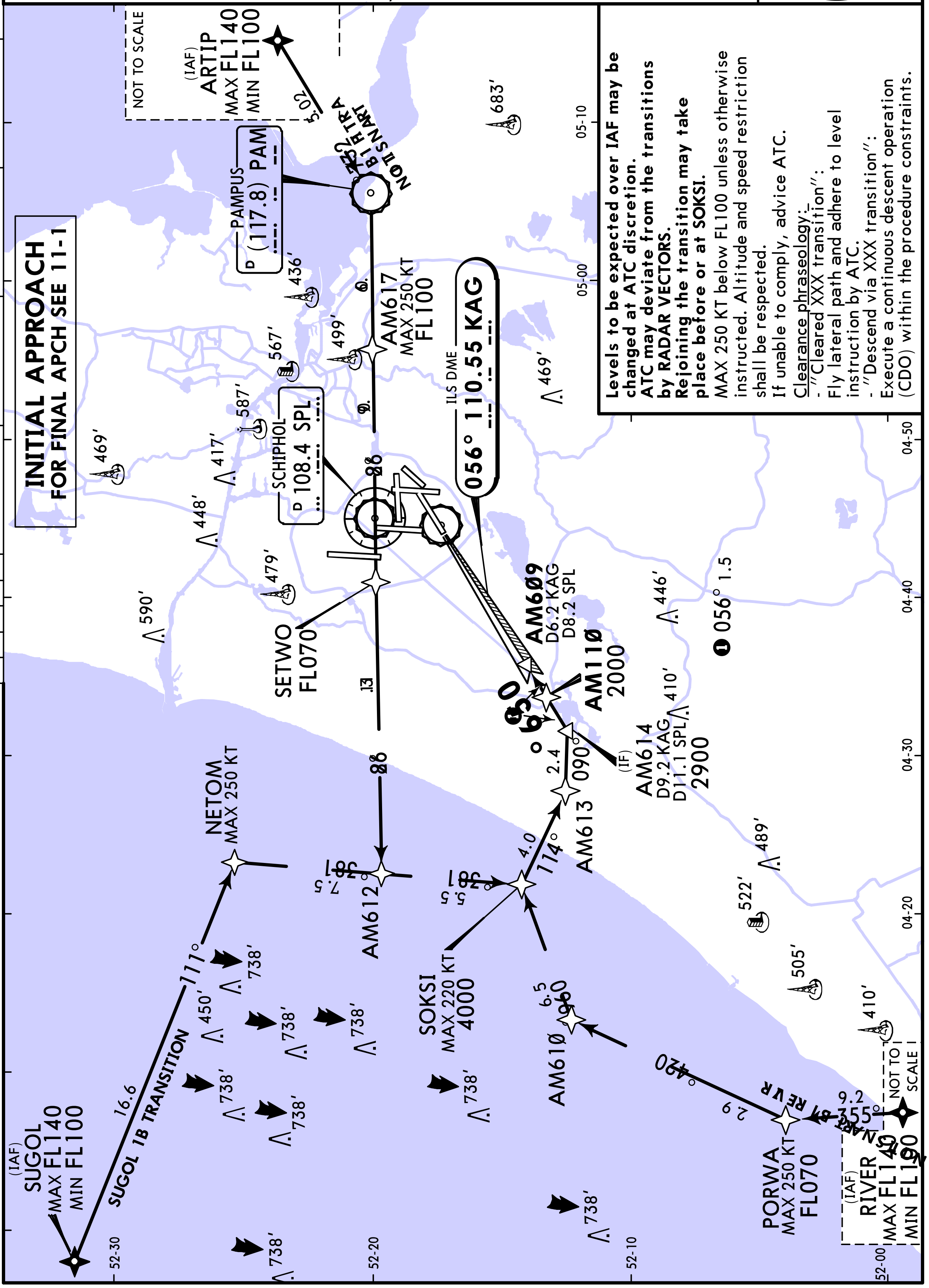
BRIEFING STRIP™

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	135.110 119.230 118.105	121.705

LOC	Final Apch Crs		ILS DA(H)	Apt Elev / Rwy	MSA
KAG 110.55	056°	Refer to chart 11-1	Refer to chart 11-1	Apt Elev -11′ Rwy -11′ (BELOW SEA LEVEL)	1800 SPL VOR; 310° 2300 357°

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

1. DME and RNAV 1 required. 2. Simultaneous apchs on rwy 09, 18C, 18R, 27 or 36R may be executed. 3. When established on final approach maintain 160 KT until 4 NM before threshold. 4. ILS DME reads zero at rwy 06 threshold.



PANS OPS

CHANGES: Altitude restriction added on PORWA.

NIGHT TRANSITION RNP Rwy 06

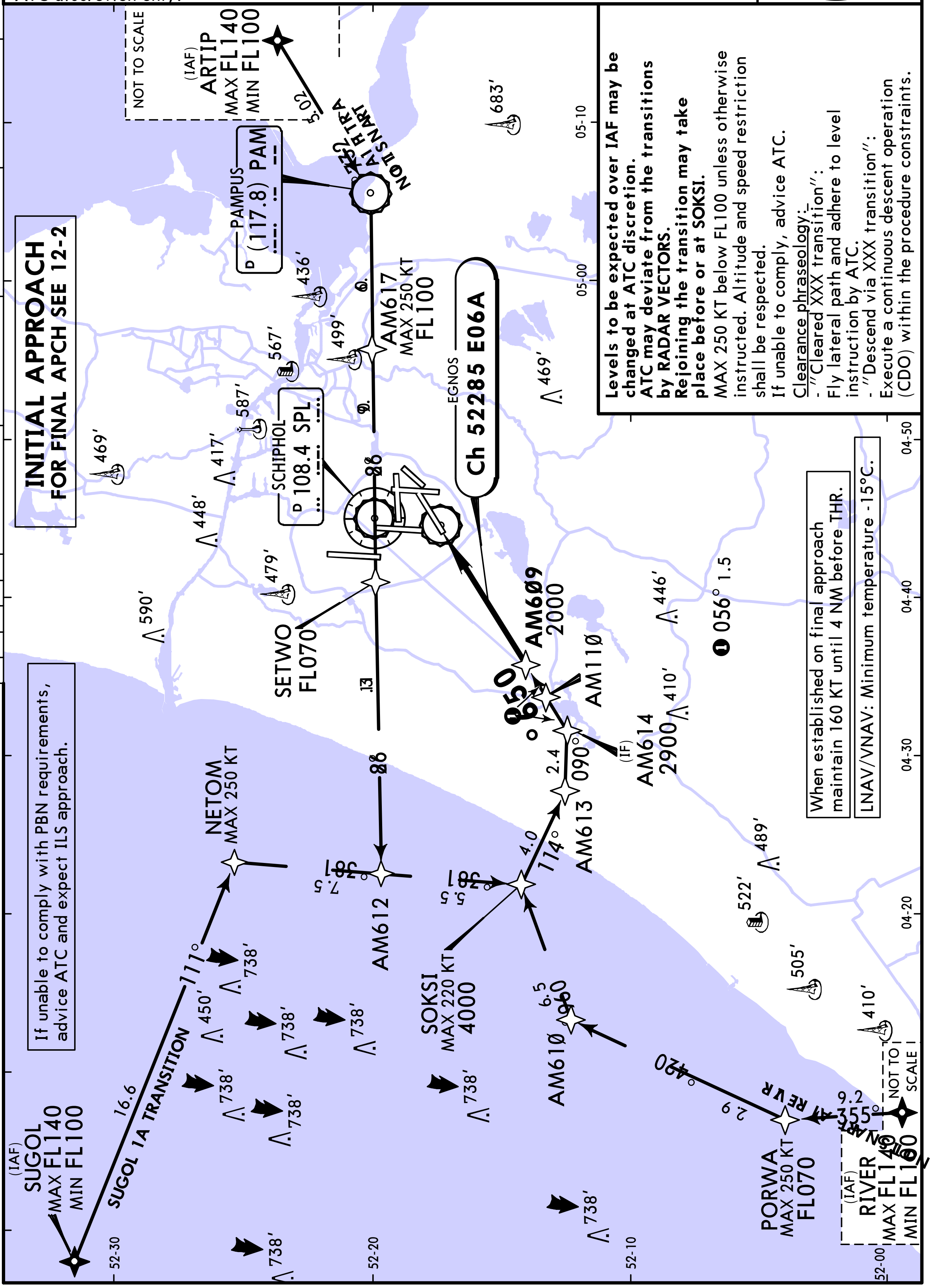
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	135.110 119.230 118.105	121.705

BRIEFING STRIP ™

EGNOS	Final Apch Crs		LPV DA(H)	Apt Elev	MSA
Ch 52285 E06A	056°	Refer to chart 12-2	Refer to chart 12-2	Apt Elev -11' Rwy -11' (BELOW SEA LEVEL)	1800 SPL VOR 310° 2300 357°

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

1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC. 2. Execution of the complete procedure overhead SPL VOR at ATC discretion or in case of COMM failure. 3. LNAV approach at ATC discretion only.



CHANGES: Altitude restriction added on PORWA.

EHAM/AMS
SCHIPHOL

JEPPESEN
11 AUG 23 (11-0C)

AMSTERDAM, NETHERLANDS
NIGHT TRANSITION ILS Rwy 18C

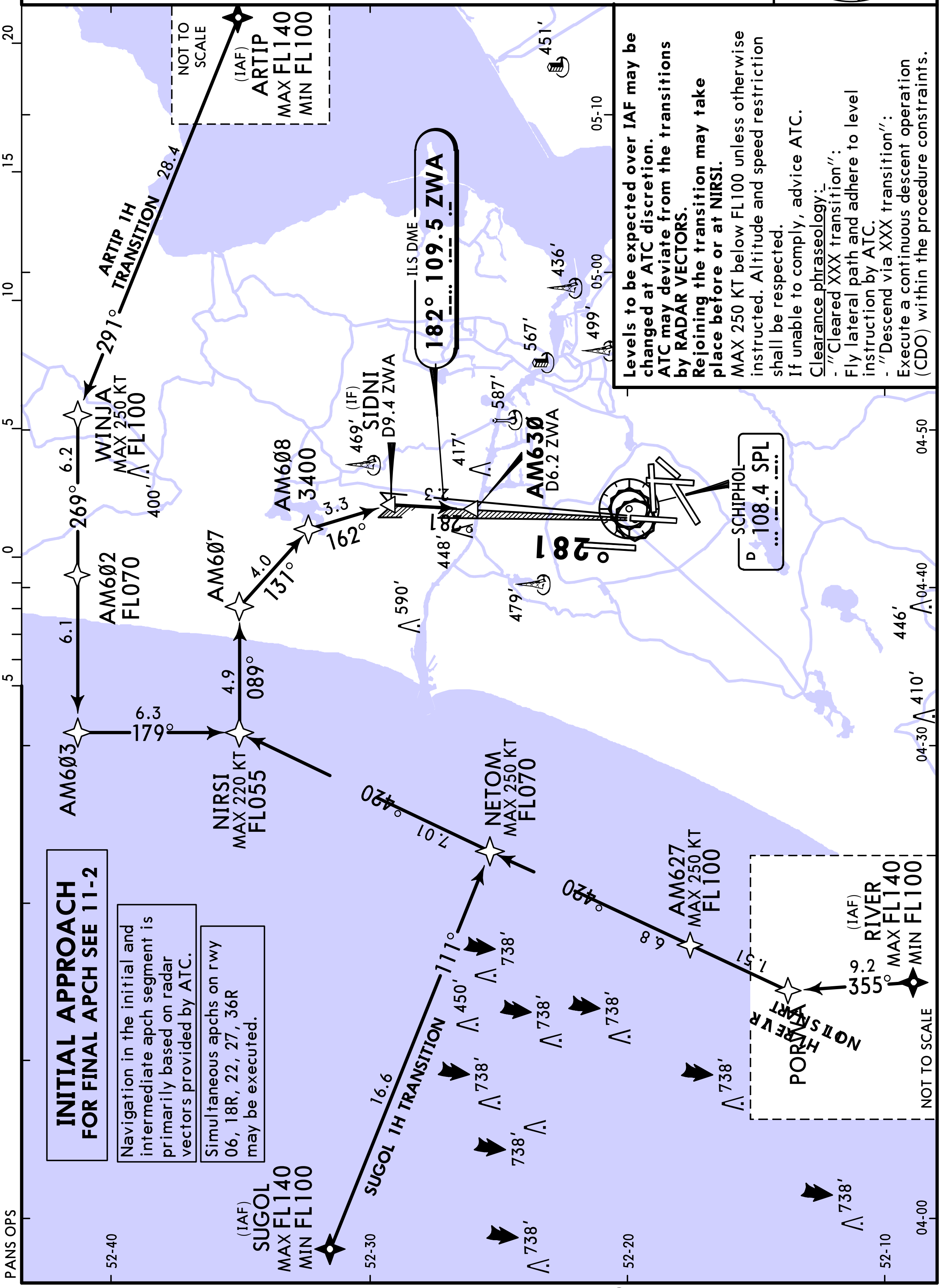
BRIEFING STRIP™

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	118.105 119.230 135.110	121.905

LOC ZWA	Final Apch Crs		ILS DA(H)		MSA
109.5	182°	Refer to chart 11-2	Refer to chart 11-2	Apt Elev -11′ Rwy -12′ (BELOW SEA LEVEL)	1800 SPL VOR 310° 2300 357°

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

1. DME and RNAV 1 required. 2. ILS DME reads zero at rwy 18C threshold.
3. When established on final apch maintain 160 KT until 4 NM before threshold.



PANS OPS

CHANGES: MSA.

EHAM/AMS
SCHIPHOL

JEPPESEN
11 AUG 23 (11-0D)

AMSTERDAM, NETHERLANDS
NIGHT TRANSITION **RNP Rwy 18C**

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	118.105 135.110 119.230	121.905

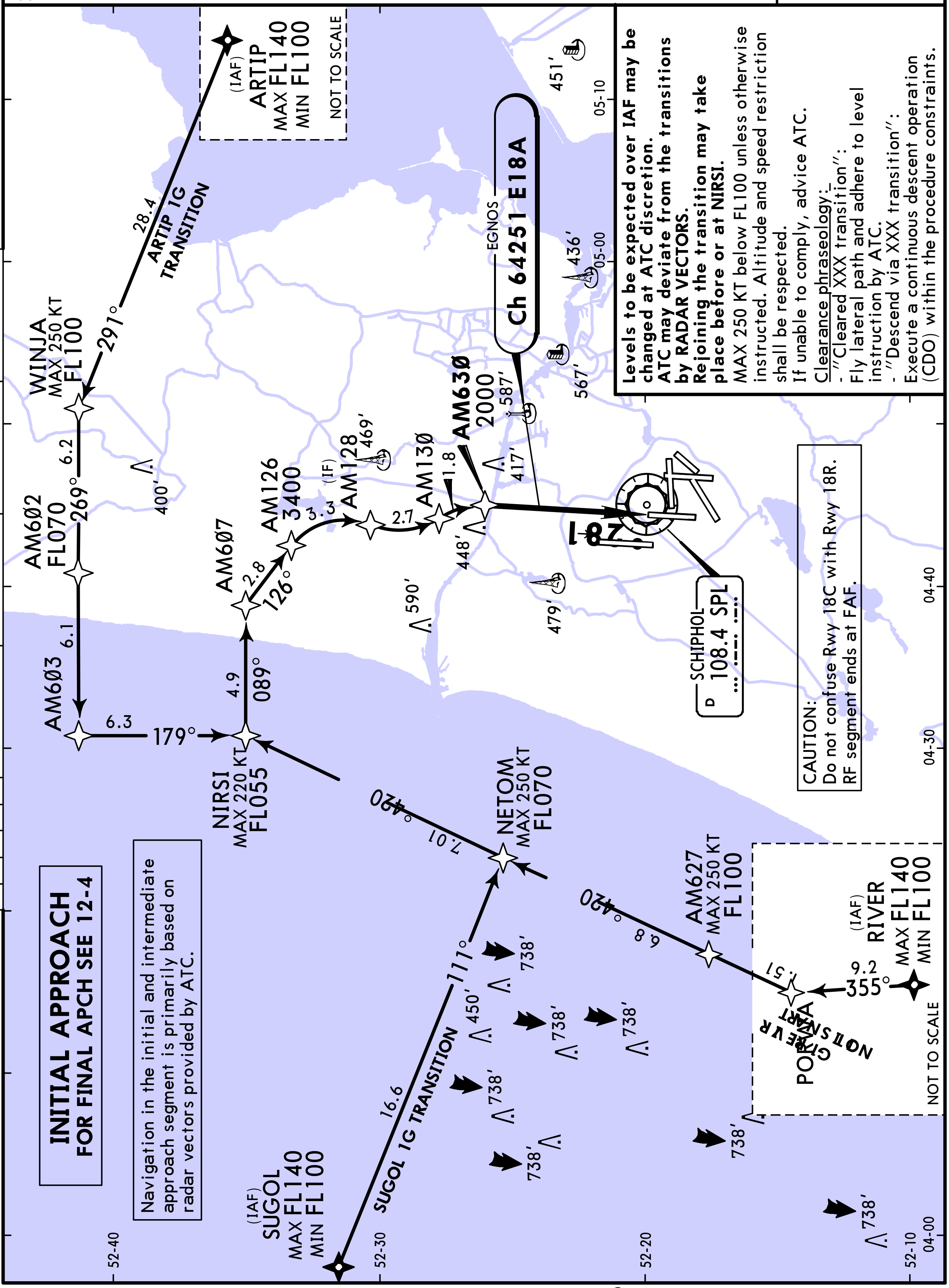
BRIEFING STRIP™

EGNOS	Final Apch Crs	AM63Ø	LPV CAT I DA(H)	Apt Elev / Rwy
Ch 64251 E18A	**182°**	**2000'** (2012')	Refer to chart 12-4	Apt Elev -11' Rwy -12' (BELOW SEA LEVEL)

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

1. RF required. 2. Execution of the complete procedure overhead SPL VOR in case of COMM failure. 3. LNAV/VNAV: Minimum temperature -15°C. 4. LNAV approach at ATC discretion only. 5. When established on final approach maintain 160 KT until 4 NM before THR.6. If unable to comply with PBN requirements, advice ATC and expect ILS approach.

MSA SPL VOR: 1800, 2300, 310°, 357°



CHANGES: MSA.

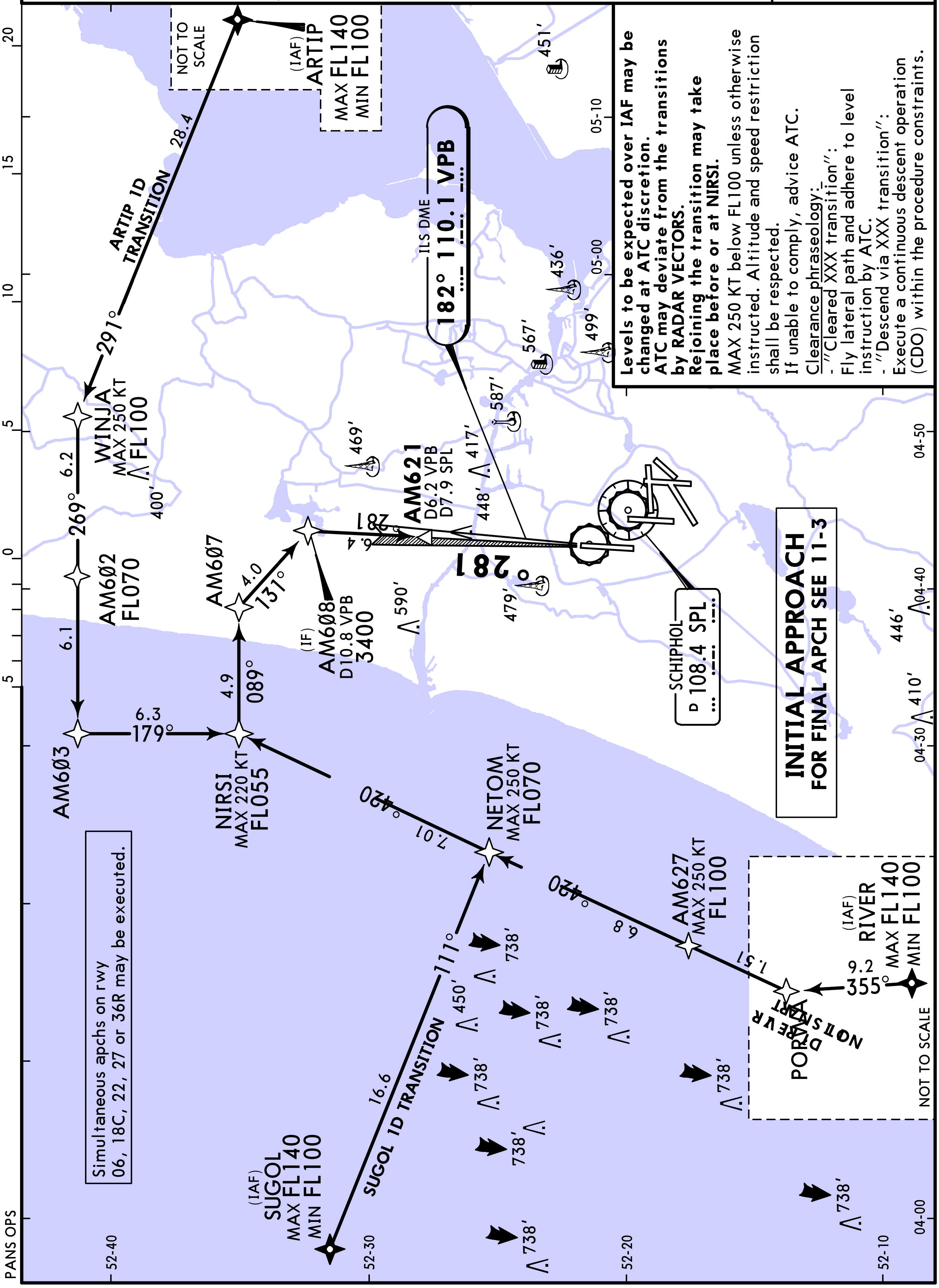
BRIEFING STRIP™

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	118.280 119.230 118.105	121.560

LOC VPB	Final Apch Crs		ILS DA(H)		MSA
110.1	182°	Refer to chart 11-3	Refer to chart 11-3	Apt Elev -11′ Rwy -13′ (BELOW SEA LEVEL)	1800 SPL VOR 310° 2300 357°

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

1. DME and RNAV 1 required. 2. ILS DME reads zero at rwy 18R threshold.
3. When established on final apch maintain 160 KT until 4 NM before threshold.



EHAM/AMS
SCHIPHOL

JEPPESEN

31 JAN 25 (11-0F)

AMSTERDAM, NETHERLANDS

NIGHT TRANSITION **RNP Rwy 18R**

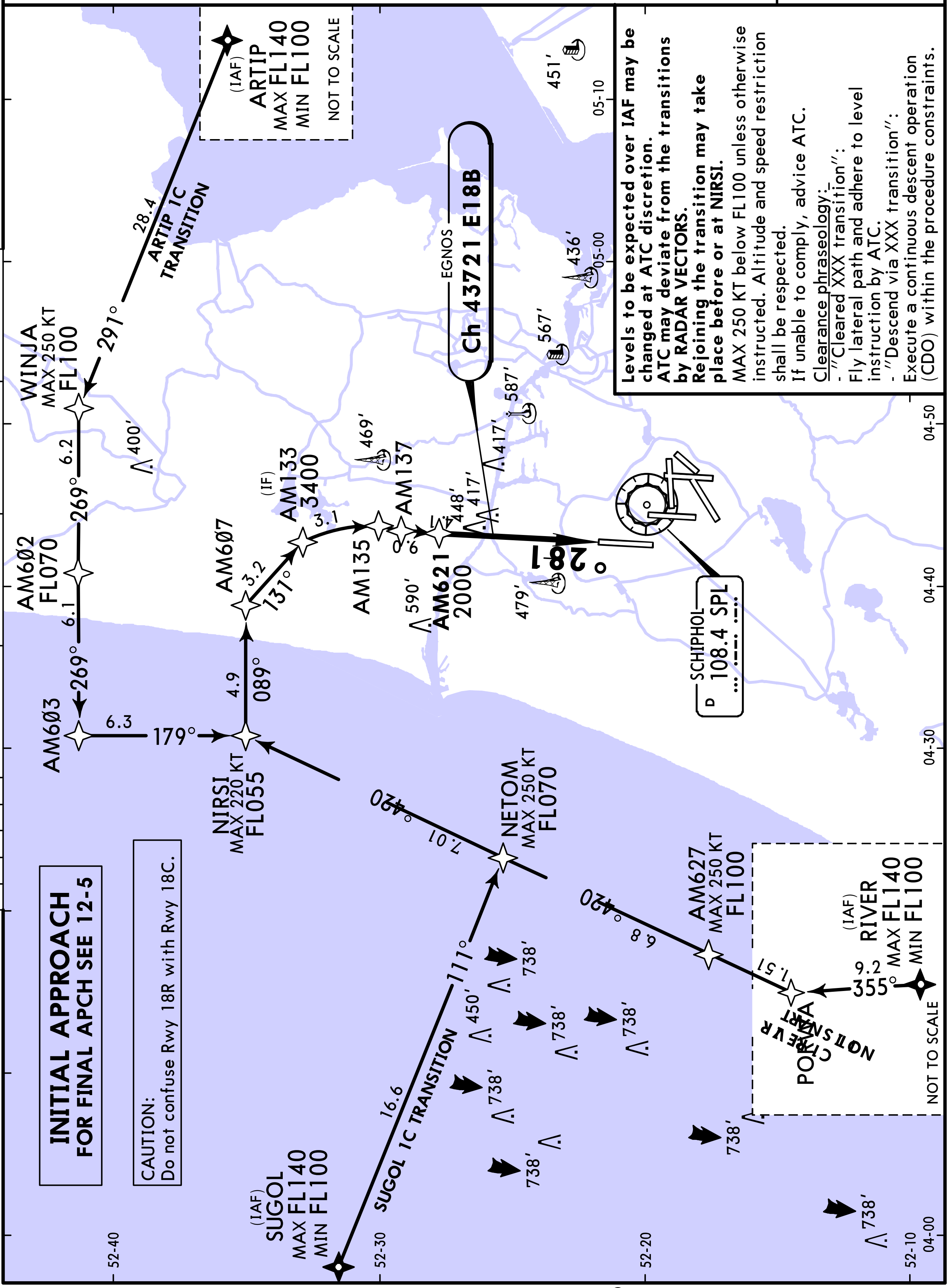
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	118.105 135.110 119.230	121.560

BRIEFING STRIP™

EGNOS	Final Apch Crs	AM621	LPV CAT I DA(H)	Apt Elev	MSA SPL VOR
Ch 43721 E18B	**182°**	**2000′** (2013′)	Refer to chart 12-5	-11′ Rwy -13′ (BELOW SEA LEVEL)	1800 / 2300 / 310° / 357°

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

1. RF required. 2. LNAV/VNAV: Minimum temperature -15°C. 3. LNAV approach at ATC discretion only. 4. When established on final approach maintain 160 KT until 4 NM before Thr. 5. If unable to comply with PBN requirements, advice ATC and expect ILS approach.



CHANGES: Ground frequency.

AMSTERDAM, NETHERLANDS
via AM669 RNAV TRANSITION TO Rwy 36R

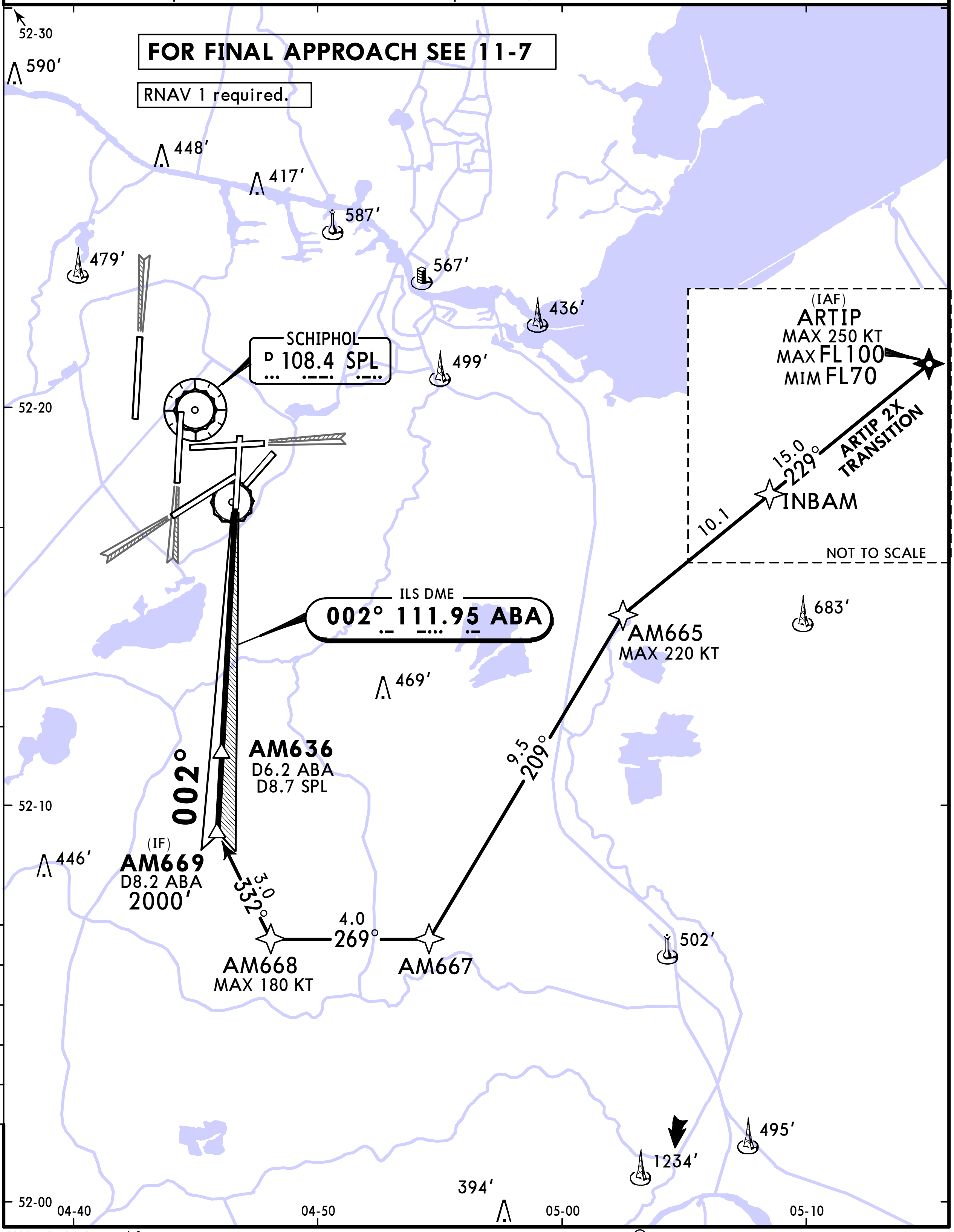
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	119.230 118.105 135.110	121.805

BRIEFING STRIP ™

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPROACH CHARTS

1800
310°
2300
357°
MSA SPL VOR

For ILS approach Rwy 36R a separate clearance will be issued.
During the transition, descend to or maintain a level as instructed by ATC.
The published MAX speeds are mandatory ATC may instruct lower speeds.
ACFT unable to keep 160 KT until 4 NM final shall report this, when cleared for ARTIP 2X Transition.



CHANGES: Ground frequency.

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	135.110 119.230 118.105	121.705

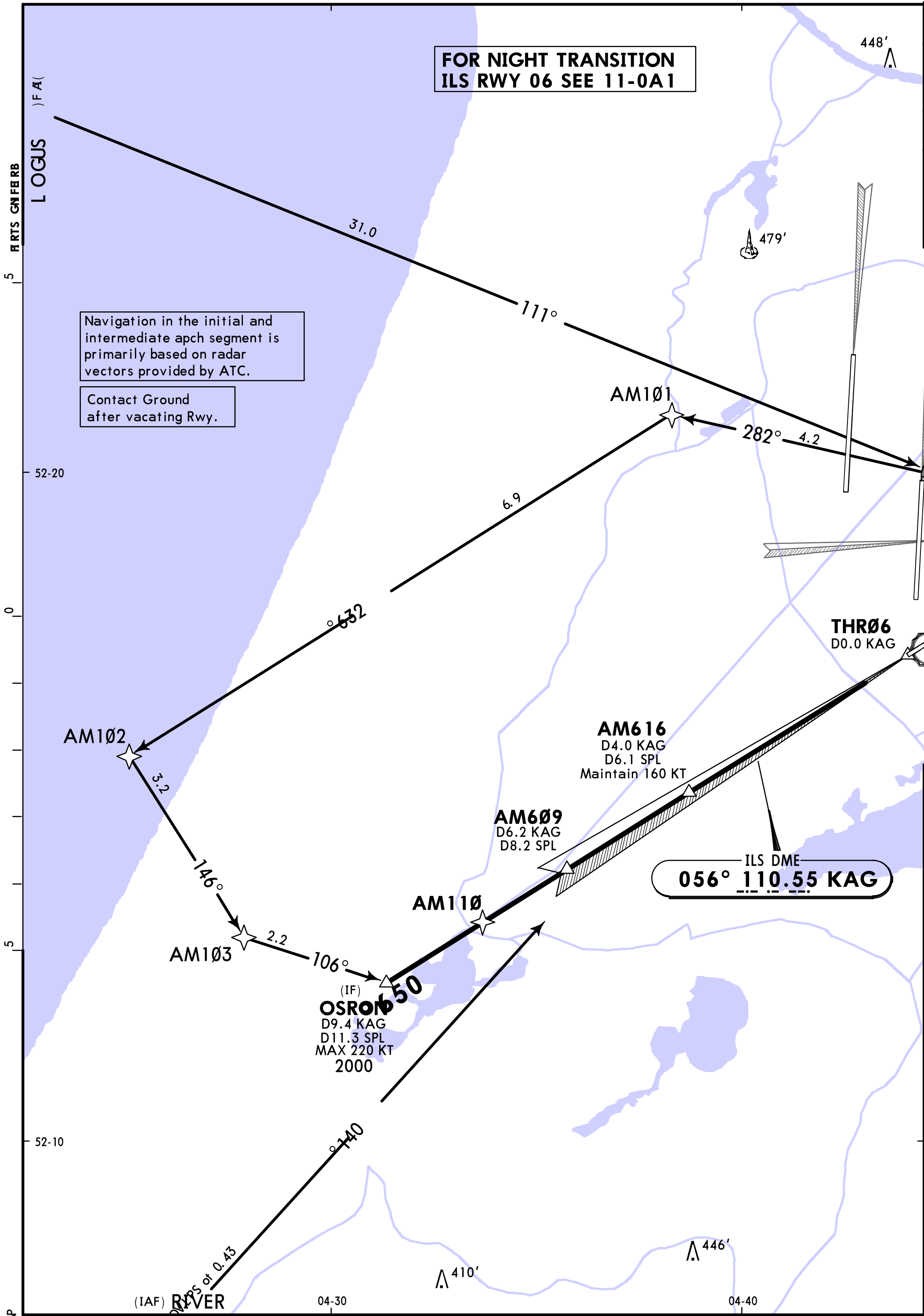
LOC KAG	Final Apch Crs	AM609	ILS DA(H)	Apt Elev -11' Rwy -11' (BELOW SEA LEVEL)
110.55	056°	2000' (2011')	189' (200')	

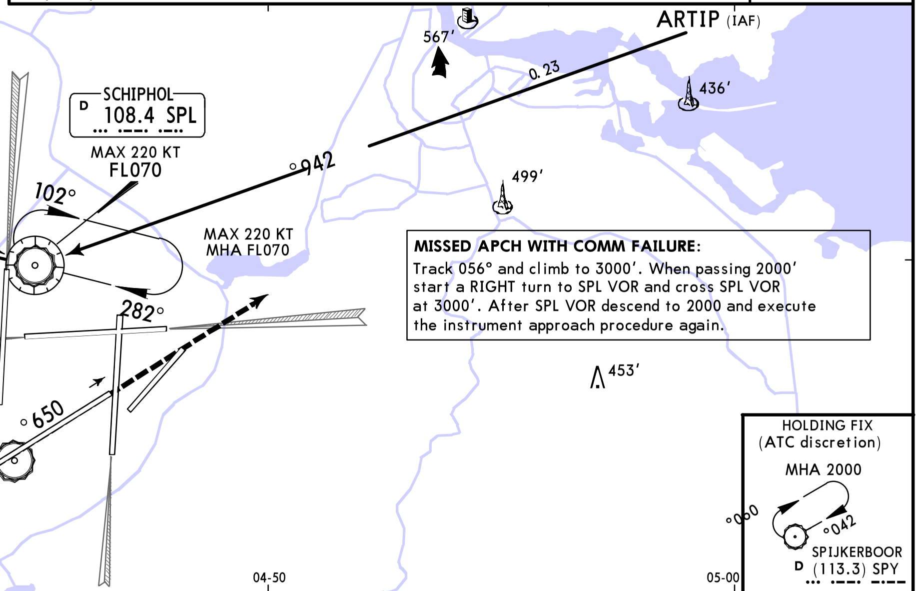
MSA SPL VOR: 1800, 2300, 310°, 357°

MISSED APCH: Track 056° and climb to 2000'. Inform ATC immediately.

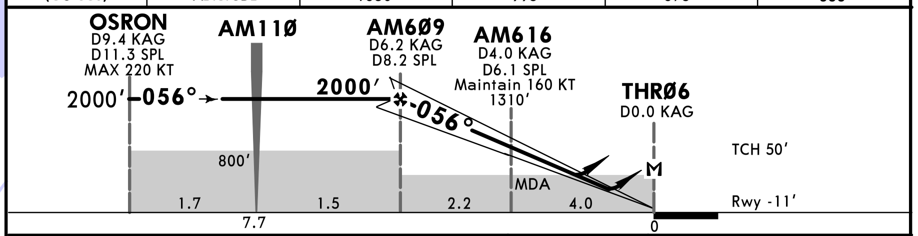
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 3000'

1. DME and RNAV 1 required. 2. Simultaneous apchs on rwy 09, 18C, 18R, 27 or 36R may be executed. 3. When established on final approach maintain 160 KT until 4 NM before threshold. 4. ILS DME reads zero at rwy 06 threshold. 5. Execution of the complete procedure overhead SPL VOR in case of COMM failure.





LOC (GS out)	KAG DME	5.0	3.0	2.0	1.0
	ALTITUDE	1630'	995'	675'	355'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at THR06/D0.0 KAG							

HIALS-II PAPI — 2000' on 056°

Std/State — STRAIGHT-IN LANDING

	ILS DA(H) 189' (200')			LOC (GS out) CDFA [2] DA/MDA(H) 410' (421')	
		TDZ or CL out	ALS out	TDZ or CL out	ALS out
A	R550m	[1] R550m	R1200m	R1300m	R1500m
B	R550m	[1] R550m	R1200m	R1300m	R1500m
C	R550m	[1] R550m	R1200m	R1300m	R1500m
D	R550m	[1] R550m	R1200m	R1300m	R2000m
DL	R550m	[1] R550m	R1200m	R1300m	R2000m

CIRCLE-TO-LAND [3]

	Max Kts	MDA(H)	
A	100	630' (641')	V1500m
B	135	790' (801')	V1600m
C	180	890' (901')	V2400m
D	205	900' (911')	V3600m
DL		900' (911')	V3600m

[1] R750m when a Flight Director or Autopilot or HUDLS to DA is not used. MDA(H) depends on operator policy.
[2] VNAV DA(H) in lieu of
[3] To rwy 18L and 36L not permitted, except in case of emergency.

CHANGES: Chart layout.

EHAM/AMS
SCHIPHOL

JEPPESEN
28 FEB 25 (11-1A)

AMSTERDAM, NETHERLANDS
CAT II/III ILS Rwy 06

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	135.110 119.230 118.105	121.705

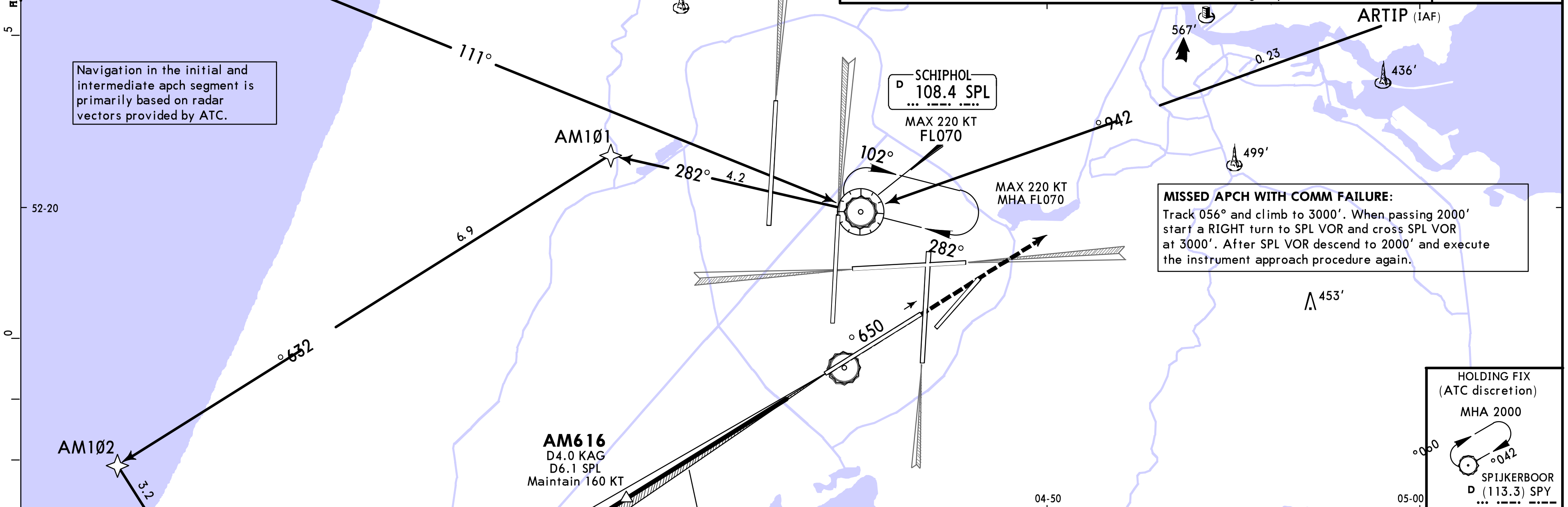
LOC	Final Apch Crs	AM609	CAT III	CAT II ILS	Apt Elev -11′
KAG 110.55	056°	2000′(2011′)	Refer to Minimums	RA 100′ DA(H) 89′(100′)	Rwy -11′ (BELOW SEA LEVEL)

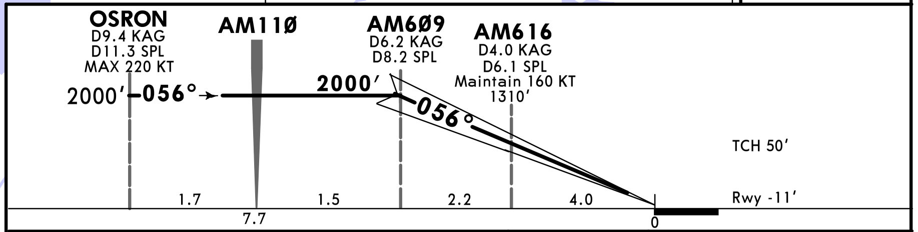
MISSED APCH: Track 056° and climb to 2000′. Inform ATC immediately.

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

1. DME and RNAV 1 required. 2. Special Aircrew & Acft Certification Required. 3. Simultaneous apchs on rwy 09, 18C, 18R, 27 or 36R may be executed. 4. When established on final approach maintain 160 KT until 4 NM before threshold. 5. ILS DME reads zero at rwy 06 threshold. 6. Execution of the complete procedure overhead SPL VOR in case of COMM failure. 7. Contact Ground after vacating Rwy.

MSA SPL VOR: 1800, 2300 (310°–357°)





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

HIALS-II
PAPI

2000′ on 056°

Std/State — STRAIGHT-IN LANDING

CAT III ILS	1 CAT II ILS RA 100′ DA(H) 89′(100′)
R75m	2 R300m

1 D_L: DA(H) 89′(100′), RA 100′.   2 CAT D/D $_L$ requires autoland or HUDLS, otherwise: R350m.

CHANGES: Chart layout.

EHAM/AMS
SCHIPHOL

JEPPESEN
28 FEB 25 (11-2)

AMSTERDAM, NETHERLANDS
ILS or LOC Rwy 18C

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	118.105 119.230 135.110	121.905

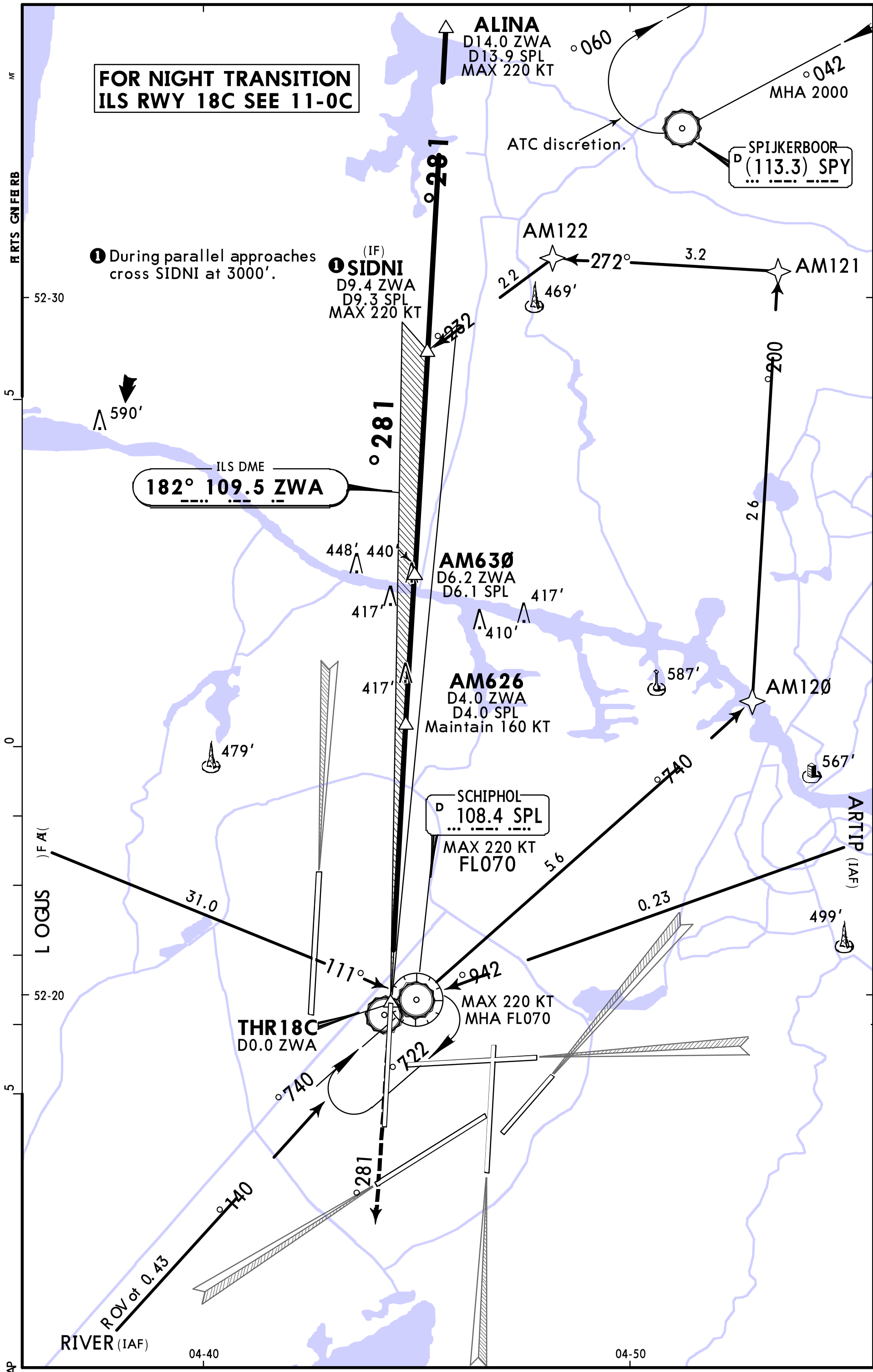
LOC ZWA	Final Apch Crs	AM63Ø	ILS DA(H)	Apt Elev / Rwy
109.5	182°	2000′ (2012′)	188′ (200′)	Apt Elev -11′ Rwy -12′ (BELOW SEA LEVEL)

MSA SPL VOR: 1800, 2300 (310°–357°)

MISSED APCH: Climb on track 182° to 2000′. Inform ATC immediately.
MISSED APCH WITH COMM FAILURE: Track on 182° and climb to 3000′. At 2000′ start a left turn to AM12Ø and cross AM12Ø at 3000′. After AM12Ø descend to 2000′ and exceute the IAP again.

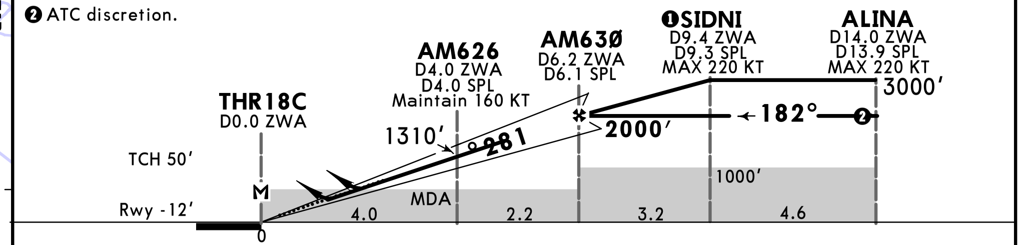
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 3000′

1. DME and RNAV 1 required.
2. ILS DME reads zero at rwy 18C thresh.
3. Simultaneous apchs on rwy 06, 18R, 22, 27 or 36R may be executed.
4. When established on final apch maintain 160 KT until 4 NM before THR.
5. Execution of the complete procedure overhead SPL VOR in case of COMM failure.
6. Navigation in the initial and intermediate apch segment is primarily based on radar vectors provided by ATC.
7. Contact Ground after vacating Rwy.



LOC (GS out)	ZWA DME	1.0	2.0	3.0	5.0
	ALTITUDE	355′	675′	995′	1630′

❷ ATC discretion.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at THR18C/D0.0 ZWA						

HIALS-II PAPI — 2000′ on 182°

Std/State

	STRAIGHT-IN LANDING: ILS DA(H) 188′ (200′)			LOC (GS out) CDFA ❷ DA/MDA(H) 690′ (702′)	
		TDZ or CL out	ALS out	TDZ or CL out	ALS out
A	R550m	❶ R550m	R1200m	R1500m	
B	R550m	❶ R550m	R1200m	R1500m	
C	R550m	❶ R550m	R1200m	R1500m	
D	R550m	❶ R550m	R1200m	R2400m	
D_L	R550m	❶ R550m	R1200m	R2400m	

CIRCLE-TO-LAND ❸

	Max Kts	MDA(H)	
A	100	630′ (641′)	V1500m
B	135	790′ (801′)	V1600m
C	180	890′ (901′)	V2400m
D	205	900′ (911′)	V3600m
D_L		900′ (911′)	V3600m

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used. ❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❸ To rwy 18L and 36L not permitted, except in case of emergency.

CHANGES: Chart size.

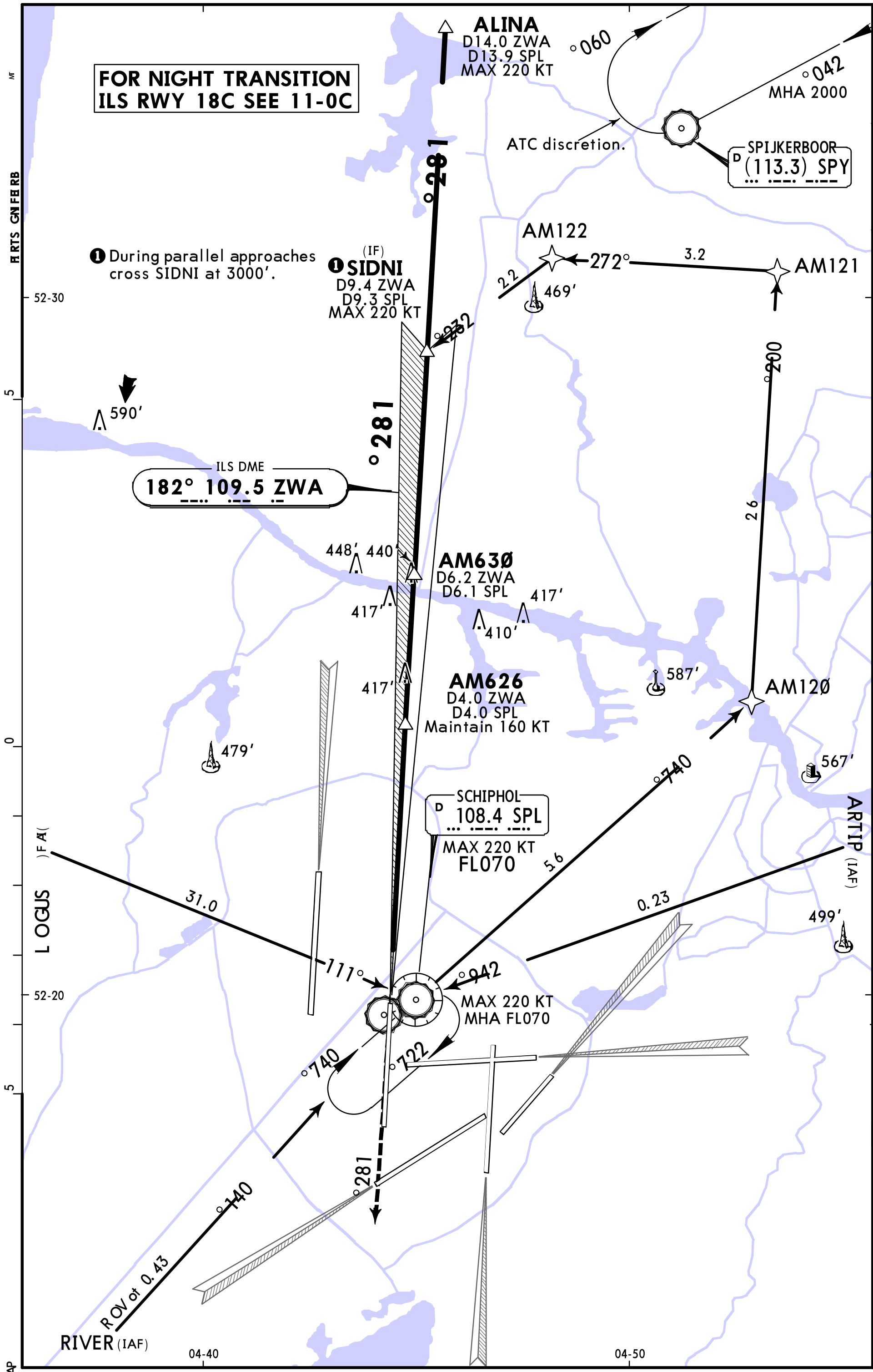
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	118.105 119.230 135.110	121.905

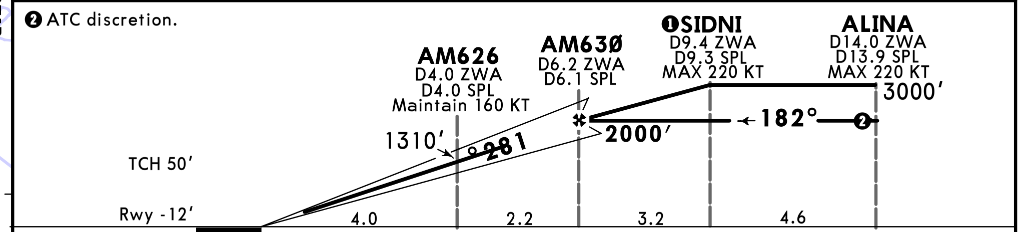
LOC	Final Apch Crs	AM63Ø	CAT III	CAT II ILS	Apt Elev	MSA SPL VOR
ZWA 109.5	182°	2000′(2012′)	Refer to Minimums	RA 101′ DA(H) 88′(100′)	-11′ Rwy -12′ (BELOW SEA LEVEL)	1800 / 310° 2300 357°

MISSED APCH: Climb on track 182° to 2000′. Inform ATC immediately.
MISSED APCH WITH COMM FAILURE: Track on 182° and climb to 3000′. At 2000′ start a left turn to AM12Ø and cross AM12Ø at 3000′. After AM12Ø descend to 2000′ and exceute the IAP again.

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

1. Special Aircrew & Aircraft Certification Required.
2. DME and RNAV 1 required.
3. ILS DME reads zero at rwy 18C thresh.
4. Simultaneous apchs on rwy 06, 18R, 22, 27 or 36R may be executed.
5. When established on final apch maintain 160 KT until 4 NM before THR.
6. Execution of the complete procedure overhead SPL VOR in case of COMM failure.
7. Navigation in the initial and intermediate apch segment is primarily based on radar vectors provided by ATC.
8. Contact Ground after vacating Rwy.





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

HIALS-II PAPI | 2000′ on 182°

Std/State STRAIGHT-IN LANDING

CAT III ILS	1 CAT II ILS RA 101′ DA(H) 88′(100′)
R75m	2 R300m

1 D_L: DA(H) 88′(100′), RA 101′. 2 CAT D/D_L requires autoland or HUDLS, otherwise: R350m.

CHANGES: Chart size.

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	118.280 119.230 118.105	121.560

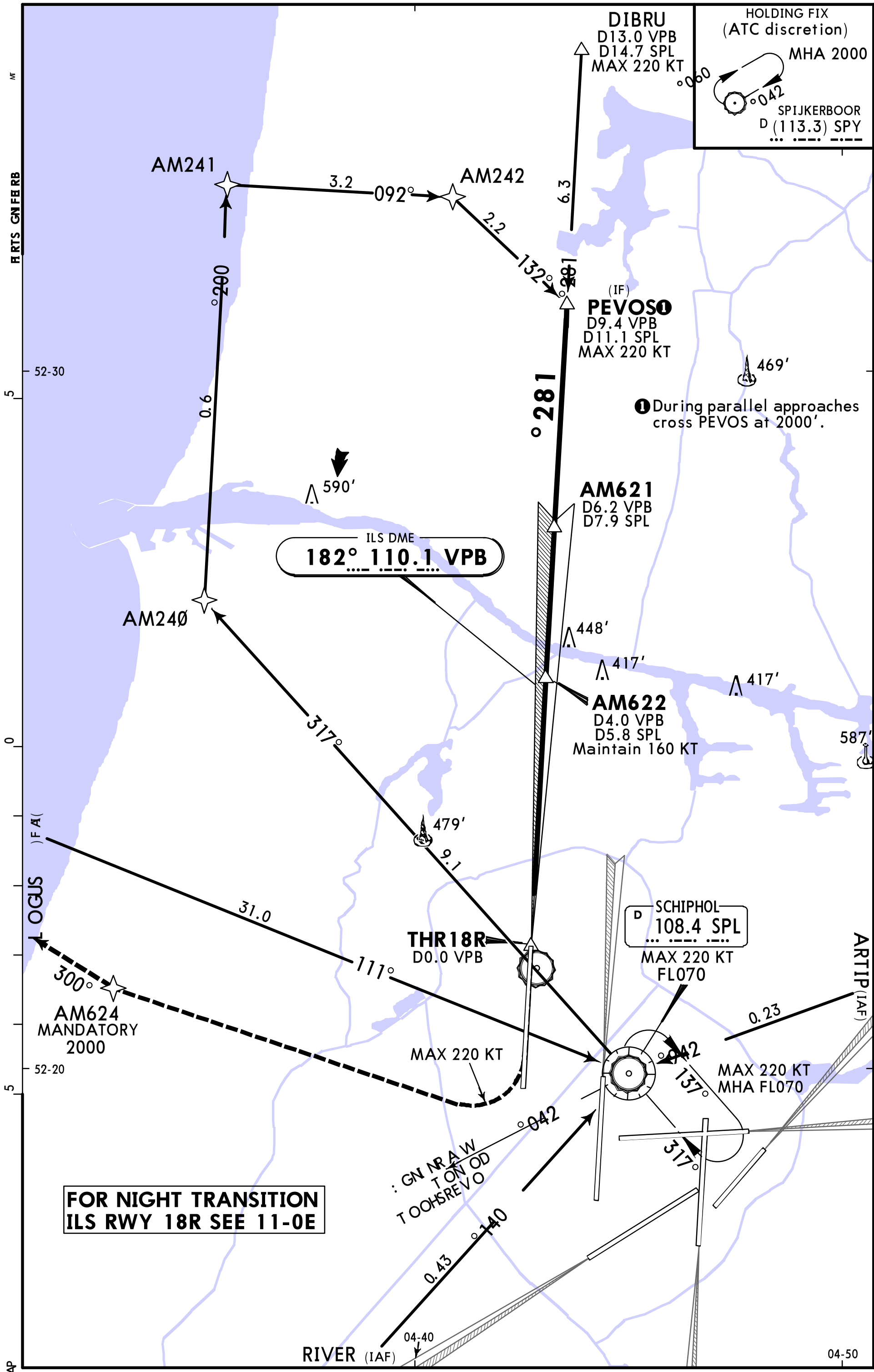
LOC VPB	Final Apch Crs	AM621	ILS DA(H)	Apt Elev / Rwy
110.1	182°	2000′ (2013′)	187′ (200′)	Apt Elev -11′ Rwy -13′ (BELOW SEA LEVEL)

MISSED APCH: Turn RIGHT (MAX 220 KT) as soon as practicable but not below 500′ to AM624 and do not overshoot R-240 SPL. Climb to and cross AM624 at 2000′. At AM624 track 300°. Inform ATC immediately.
MISSED APCH WITH COMM FAILURE: Turn RIGHT (MAX 220 KT) as soon as practicable but not below 500′ to AM624 and do not overshoot R-240 SPL. Climb to 3000′. At AM624 continue to AM24Ø and cross AM24Ø at 3000′. After AM24Ø, descent to 2000′ and execute the instrument approach procedure again.

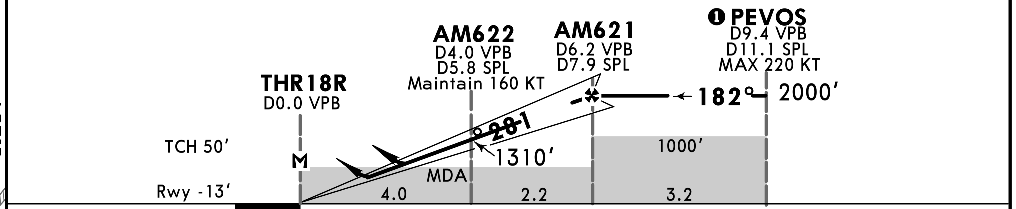
MSA SPL VOR: 1800 / 2300 (310°–357°)

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

1. DME & RNAV 1 required.
2. Simultaneous approaches on Rwy 06, 18C, 22, 27 or 36R may be executed.
3. Departures on Rwy 24 may be executed simultaneously, thus strict adherence to the missed approach procedure is required.
4. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
5. Execution of the complete procedure overhead SPL VOR in case of COMM failure.
6. When established on final approach maintain 160 KT until 4 NM before threshold.
7. ILS DME reads zero at Rwy 18R threshold.
8. Contact Ground after vacating Rwy.



LOC (GS out)	VPB DME	1.0	2.0	3.0	5.0
	ALTITUDE	355′	670′	990′	1630′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at THR18R/D0.0 VPB							

HIALS-II PAPI | 220 KT MAX | MIN 500′ RT | AM624

Std/State

STRAIGHT-IN LANDING

	ILS DA(H) 187′ (200′)			LOC (GS out) CDFA 2 DA/MDA(H) 690′ (703′)	
		TDZ or CL out	ALS out	TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m	R1500m	
B	R550m	1 R550m	R1200m	R1500m	
C	R550m	1 R550m	R1200m	R2400m	
D	R550m	1 R550m	R1200m	R2400m	
DL	R550m	1 R550m	R1200m	R2400m	

CIRCLE-TO-LAND 3

Max Kts	MDA(H)	
100	630′ (641′)	V1500m
135	790′ (801′)	V1600m
180	890′ (901′)	V2400m
205	900′ (911′)	V3600m
DL	900′ (911′)	V3600m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used. 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 3 To Rwy 18L and 36L not permitted, except in case of emergency.

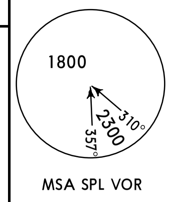
CHANGES: Chart size.

AMSTERDAM, NETHERLANDS
CAT II/III ILS Rwy 18R

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	118.280 119.230 118.105	121.560

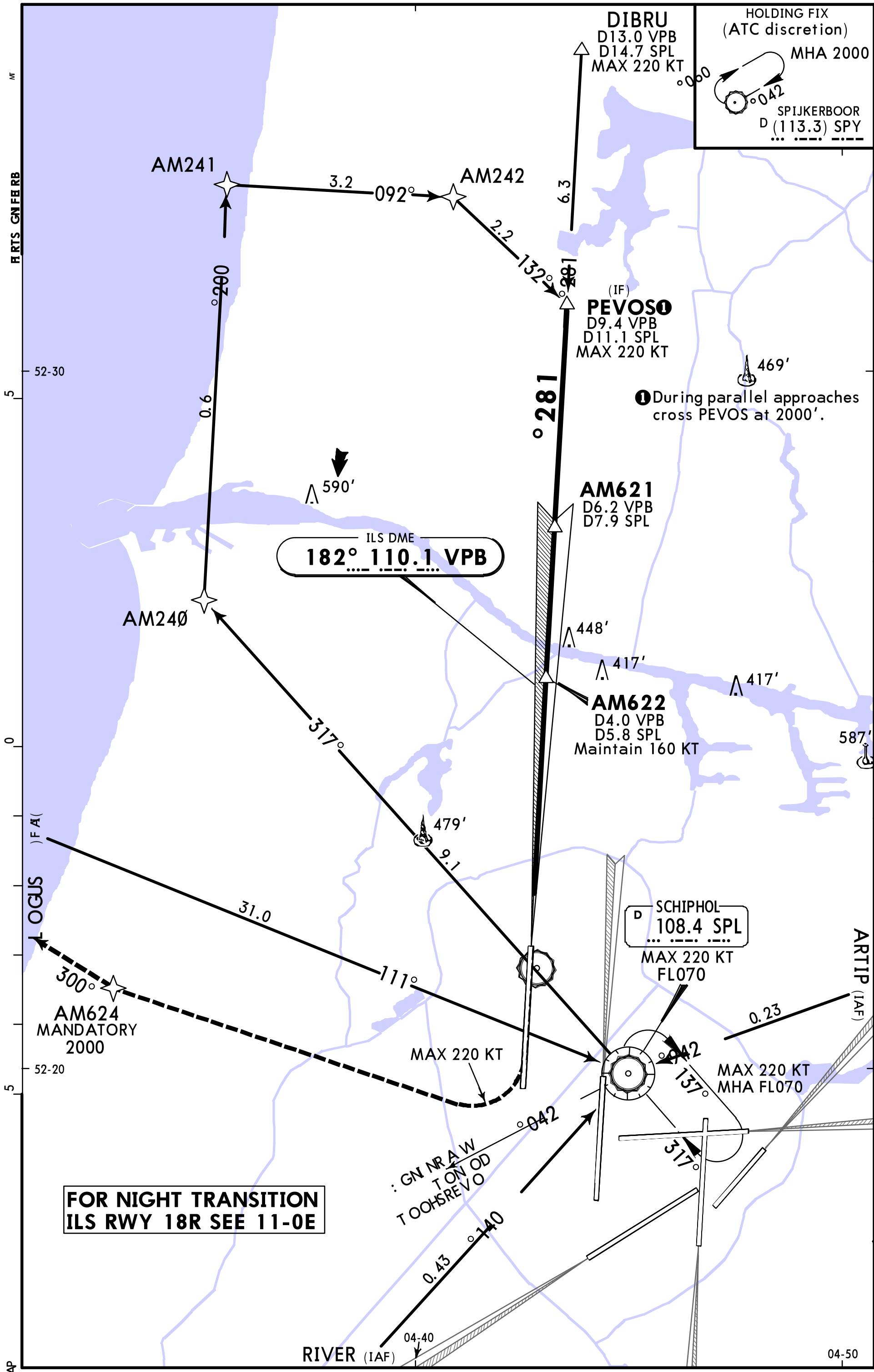
LOC VPB	Final Apch Crs	AM621	CAT III	CAT II ILS	Apt Elev
110.1	182°	2000′(2013′)	Refer to Minimums	RA 100′ DA(H) 87′(100′)	-11′ Rwy -13′ (BELOW SEA LEVEL)

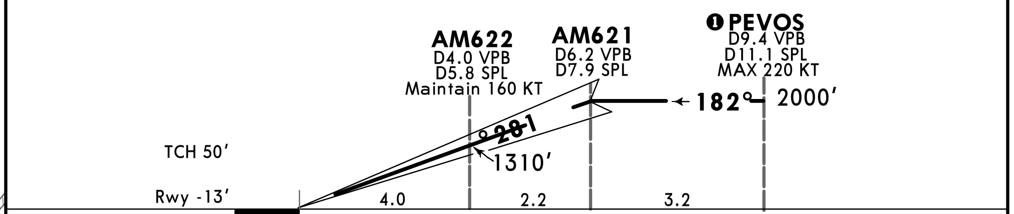
MISSED APCH: Turn RIGHT (MAX 220 KT) as soon as practicable but not below 500′ to AM624 and do not overshoot R-240 SPL. Climb to and cross AM624 at 2000′. At AM624 track 300°. Inform ATC immediately.
MISSED APCH WITH COMM FAILURE: Turn RIGHT (MAX 220 KT) as soon as practicable but not below 500′ to AM624 and do not overshoot R-240 SPL. Climb to 3000′. At AM624 continue to AM24Ø and cross AM24Ø at 3000′. After AM24Ø, descent to 2000′ and execute the instrument approach procedure again.



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

1. DME & RNAV 1 required.
2. Simultaneous approaches on Rwy 06, 18C, 22, 27 or 36R may be executed.
3. Departures on Rwy 24 may be executed simultaneously, thus strict adherence to the missed approach procedure is required.
4. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
5. Execution of the complete procedure overhead SPL VOR in case of COMM failure.
6. When established on final approach maintain 160 KT until 4 NM before threshold.
7. ILS DME reads zero at Rwy 18R threshold.
8. Contact Ground after vacating Rwy.





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

HIALS-II PAPI | 220 KT MAX | MIN 500′ RT | AM624

Std/State STRAIGHT-IN LANDING

CAT III ILS	❶ CAT II ILS RA 100′ DA(H) 87′(100′)
R75m	❷ R300m

❶ D_L: DA(H) 87′(100′), RA 100′. ❷ CAT D/D_L requires autoland or HUDLS, otherwise: R350m.

CHANGES: Chart size.

EHAM/AMS
SCHIPHOL

JEPPESEN 11 AUG 23 (11-4)

AMSTERDAM, NETHERLANDS
ILS or LOC Rwy 22

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	119.230 118.105 135.110	121.805

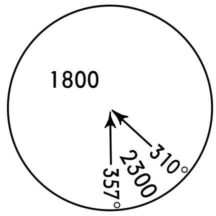
BRIEFING STRIP ™

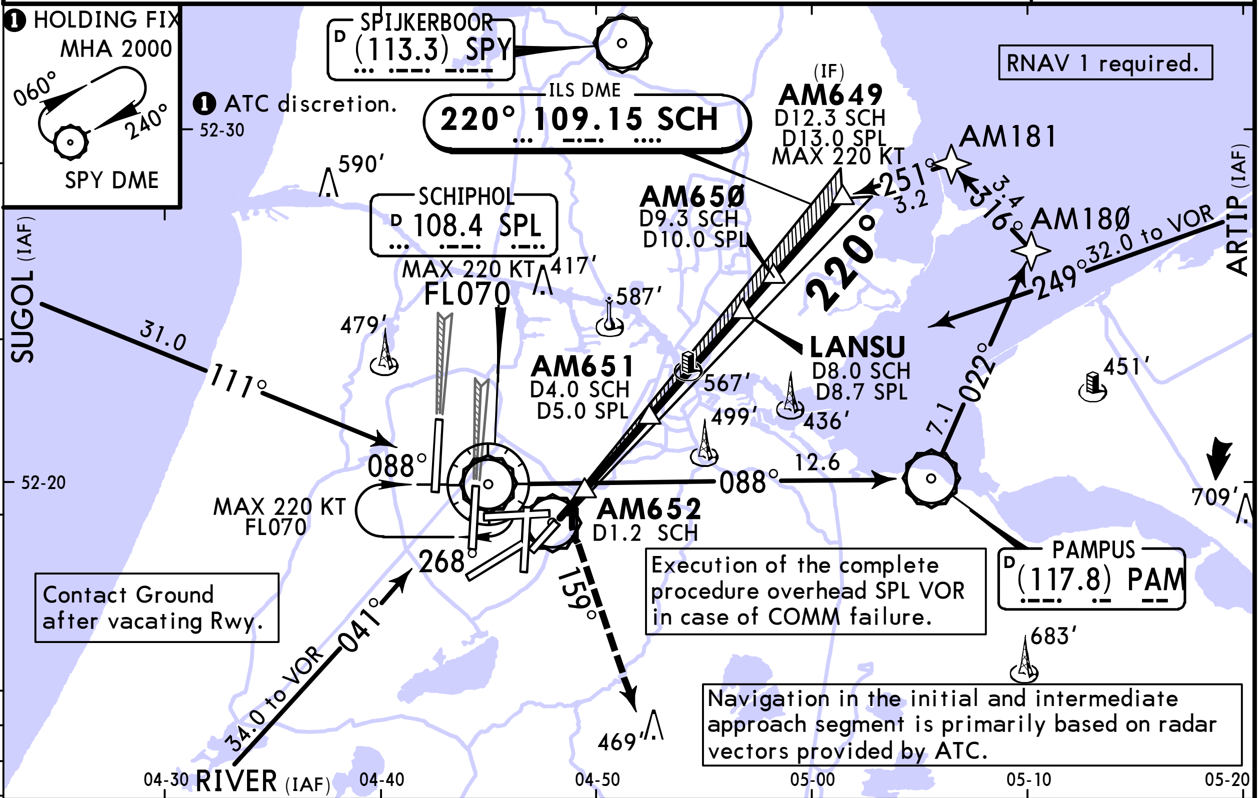
LOC SCH	Final Apch Crs	AM65Ø	ILS DA(H)	Apt Elev -11′ Rwy -14′ (BELOW SEA LEVEL)
109.15	220°	3000′(3014′)	236′(250′)	

MISSED APCH: Turn LEFT on track 159° as soon as practicable but not below 400′ and climb to 2000′. Inform ATC immediately.

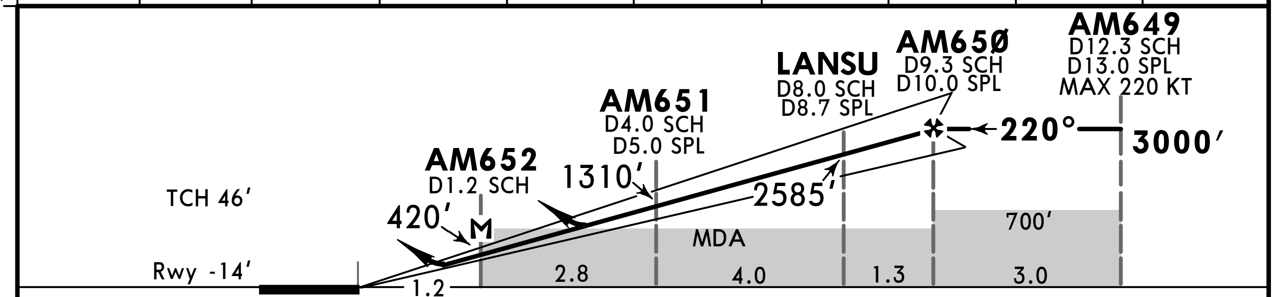
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000′

1. DME required. 2. CAUTION: Do not confuse rwy 22 with rwy 24 or with twy situated left of rwy 22. 3. Simultaneous apchs on rwy 18C or 18R may be executed. 4. Strict adherence to the missed apch proc is essential. 5. When established on final approach maintain 160 KT until 4 NM before THR. 6. ILS DME reads zero at rwy 22 threshold.





LOC (GS out)	SCH DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	675′	990′	1310′	1630′	1945′	2265′	2585′	2900′



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at AM652/D1.2 SCH						

HIALS
PAPI
400′
159° LT

Std/State

STRAIGHT-IN LANDING

	ILS DA(H) 236′(250′)		LOC (GS out) CDFA 1 DA/MDA(H) 540′(554′)	
		ALS out		ALS out
A	R800m	R1300m	R1500m	
B				
C			R2100m	R2400m
D				

2 CIRCLE-TO-LAND

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

Max Kts	MDA(H)	
100	630′(641′)	V1500m
135	790′(801′)	V1600m
180	890′(901′)	V2400m
205	900′(911′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 CAUTION: during circling to rwy 24 or rwy 27 identify correct rwy.

PANS OPS

CHANGES: MSA, new EASA.

BRIEFING STRIP ™

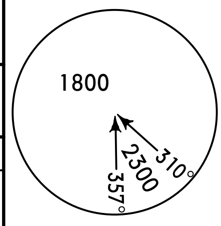
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	119.230 118.105 135.110	121.805

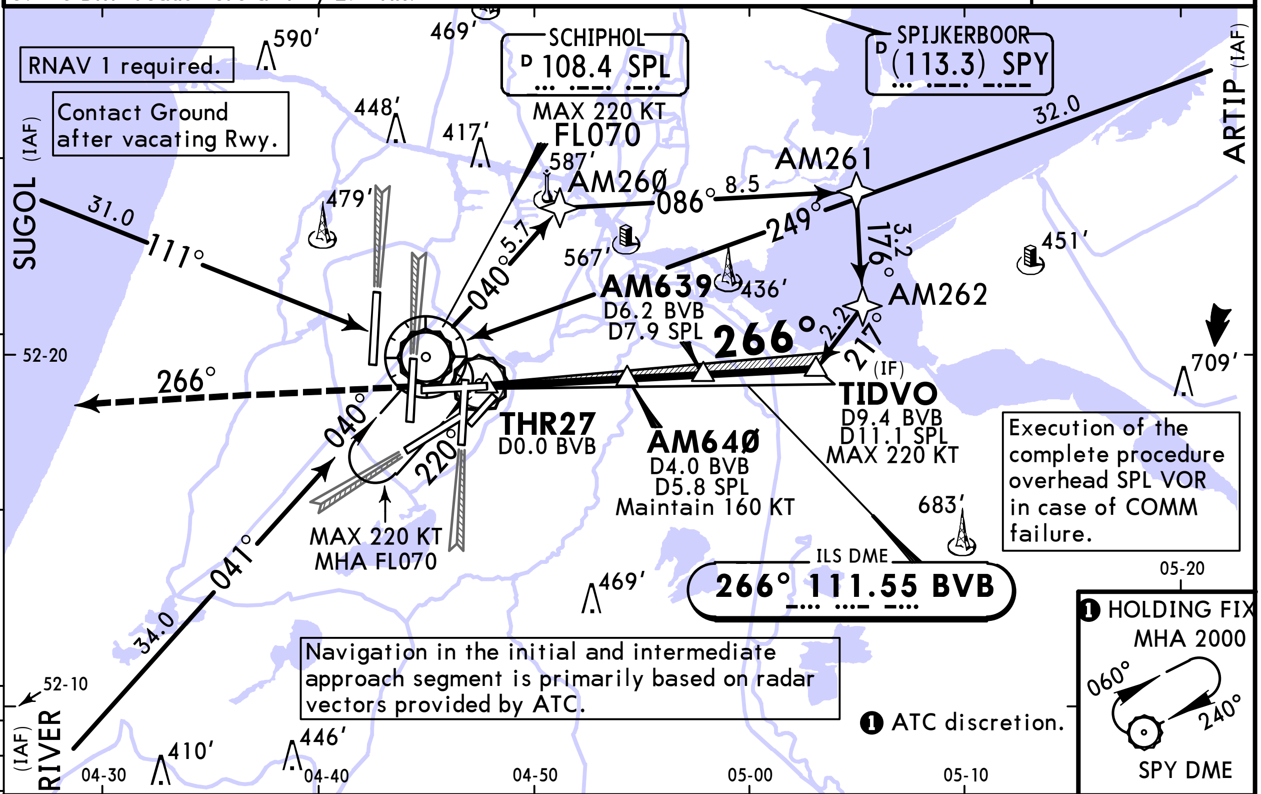
LOC BVB	Final Apch Crs	AM639	ILS DA(H)	Apt Elev -11′ Rwy -12′ (BELOW SEA LEVEL)
111.55	266°	2000′(2012′)	188′(200′)	

MISSED APCH: Climb on track 266° to 3000′. Inform ATC immediately. MAX 220 KT.

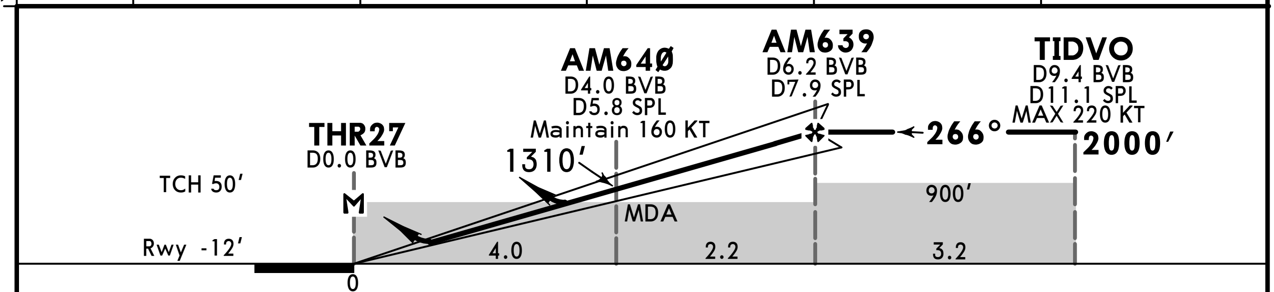
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 3000′

1. DME required. 2. WARNING: When average surface wind velocity exceeds 30 KT, moderate turbulence can be expected on final approach from approx D3.0 BVB to D1.0 BVB. 3. Simultaneous apchs on rwy 06, 18C, 18R or 36R may be executed.
4. When established on final approach maintain 160 KT until 4 NM before THR.
5. ILS DME reads zero at rwy 27 THR.





LOC (GS out)	BVB DME	1.0	2.0	3.0	5.0
	ALTITUDE	355′	675′	995′	1630′



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at THR27/D0.0 BVB						

HIALS-II
PAPI

3000′ on 266°

Std/State

STRAIGHT-IN LANDING

	ILS DA(H) 188′(200′)			LOC (GS out) CDFA 2 DA/MDA(H) 440′(452′)	
		TDZ or CL out	ALS out	TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m	R1400m	R1500m
B	R550m	1 R550m	R1200m	R1400m	R1500m
C	R550m	1 R550m	R1200m	R1400m	R2100m
D	R550m	1 R550m	R1200m	R1400m	R2100m
DL	R550m	1 R550m	R1200m	R1400m	R2100m

3 CIRCLE-TO-LAND

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

	Max Kts	MDA(H)	
A	100	630′(641′)	V1500m
B	135	790′(801′)	V1600m
C	180	890′(901′)	V2400m
D	205	900′(911′)	V3600m
DL	DL	900′(911′)	V3600m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used. 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 3 CAUTION: during circling to rwy 22 or rwy 24 identify correct rwy.

PANS OPS

CHANGES: Cat D large ACFT minimums added.

EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

7 JUN 24 (11-5A)

CAT II/III ILS Rwy 27

BRIEFING STRIP™

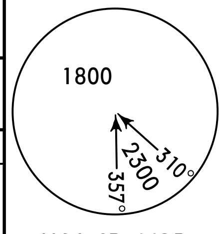
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	119.230 118.105 135.110	121.805

LOC BVB	Final Apch Crs	AM639	CAT III	CAT II ILS	Apt Elev
111.55	266°	2000′(2012′)	Refer to Minimums	RA 100′ DA(H) 88′(100′)	-11′ Rwy -12′ (BELOW SEA LEVEL)

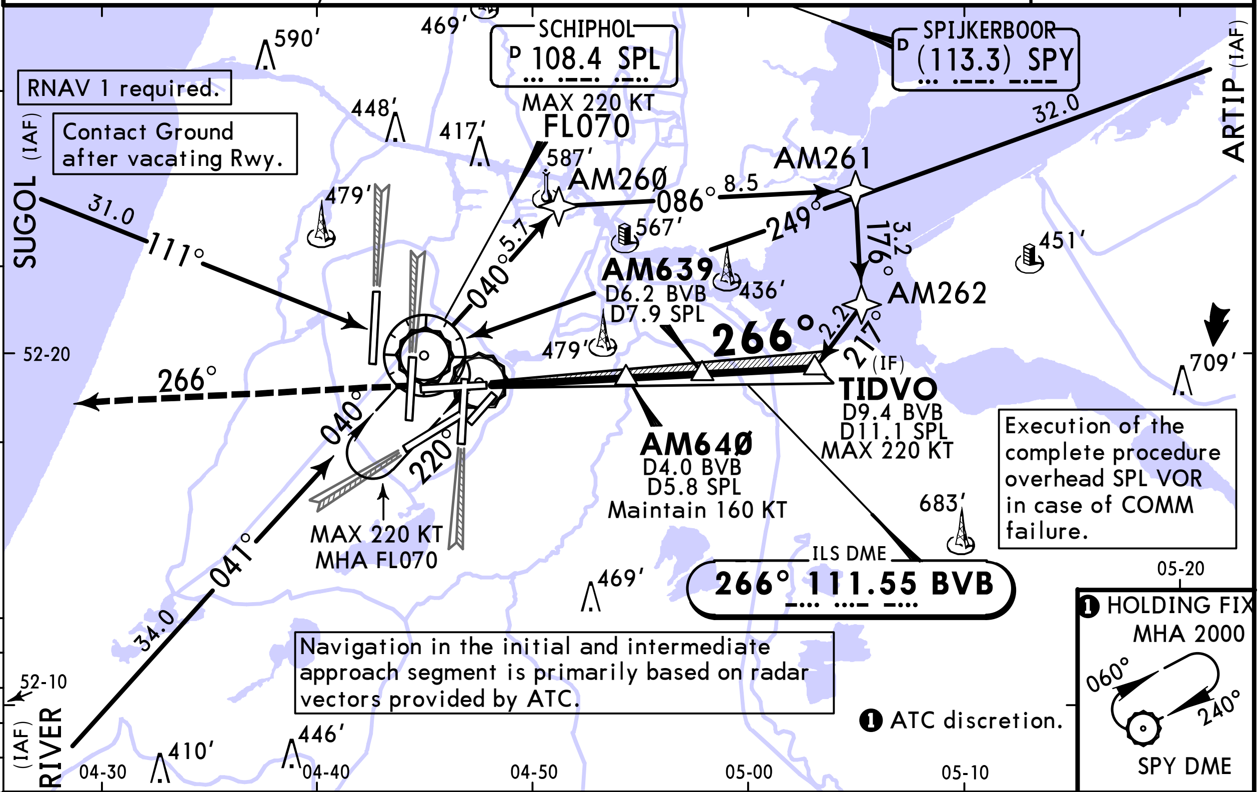
MISSED APCH: Climb on track 266° to 3000′. Inform ATC immediately. MAX 220 KT.

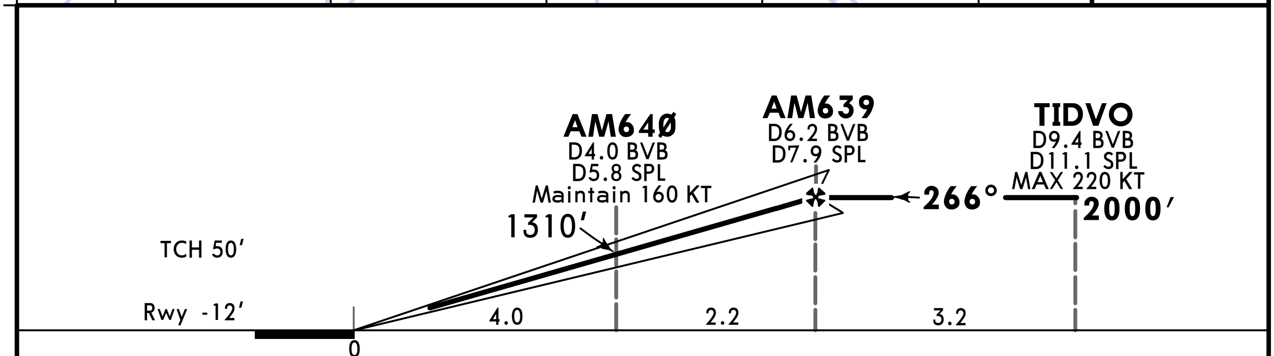
Alt Set: hPa   Rwy Elev: 0 hPa   Trans level: By ATC   Trans alt: 3000′

1. DME required. 2. WARNING: When average surface wind velocity exceeds 30 KT, moderate turbulence can be expected on final approach from approx D3.0 BVB to D1.0 BVB. 3. Simultaneous apchs on rwy 06, 18C, 18R or 36R may be executed.
4. When established on final approach maintain 160 KT until 4 NM before THR.
5. ILS DME reads zero at rwy 27 THR.



MSA SPL VOR





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

HIALS-II PAPI

3000′ on 266°

Std/State

STRAIGHT-IN LANDING

CAT III ILS	1 CAT II ILS RA 100′ DA(H) 88′(100′)
R75m	2 R300m

PANS OPS

1 D_L: DA(H) 88′(100′), RA 100′. 2 CAT D/D_L requires autoland or HUDLS, otherwise: R350m.

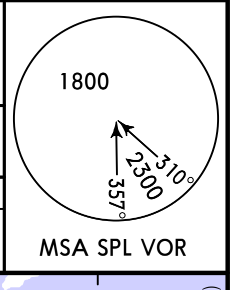
CHANGES: Cat D large ACFT minimums added.

ILS or LOC Rwy 36C

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	118.105 119.230 135.110	121.905

BRIEFING STRIP ™

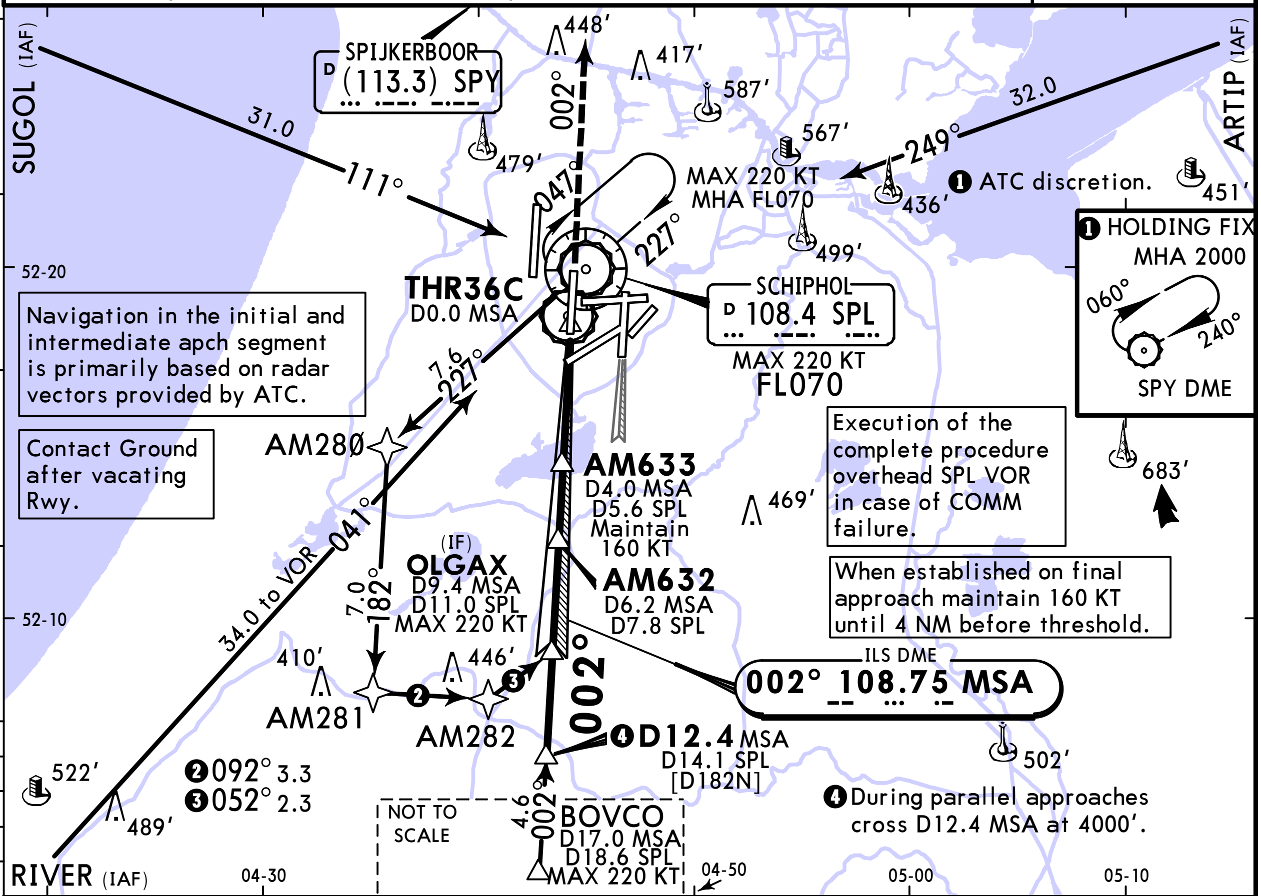
LOC	Final Apch Crs	AM632	ILS DA(H)	Apt Elev / Rwy
108.75	002°	2000′ (2012′)	188′ (200′)	Apt Elev -11′ Rwy -12′ (BELOW SEA LEVEL)



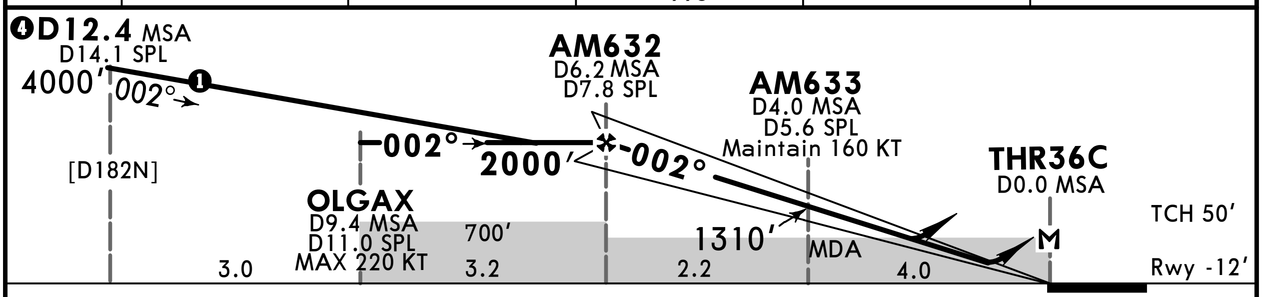
MISSED APCH: Climb on track 002° to 2000′. Inform ATC immediately. MAX 220 KT.

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

1. DME and RNAV 1 required. 2. Approaches on Rwy 18R, 27 or 36R may be executed simultaneously. 3. ILS DME reads zero at rwy 36C threshold.



LOC (GS out)	MSA DME	5.0	3.0	2.0	1.0
	ALTITUDE	1630′	995′	675′	355′



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at THR36C/D0.0 MSA						

HIALS-II
PAPI

2000′ on 002°

Std/State

STRAIGHT-IN LANDING

	ILS DA(H) 188′ (200′)			LOC (GS out) CDFA 2 DA/MDA(H) 360′ (372′)	
		TDZ or CL out	ALS out	TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m	R1000m	R1500m
B	R550m	1 R550m	R1200m	R1000m	R1500m
C	R550m	1 R550m	R1200m	R1000m	R1700m
D	R550m	1 R550m	R1200m	R1000m	R1700m
DL	R550m	1 R550m	R1200m	R1000m	R1700m

CIRCLE-TO-LAND

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

	Max Kts	MDA(H)	
A	100	630′ (641′)	V1500m
B	135	790′ (801′)	V1600m
C	180	890′ (901′)	V2400m
D	205	900′ (911′)	V3600m
DL		900′ (911′)	V3600m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

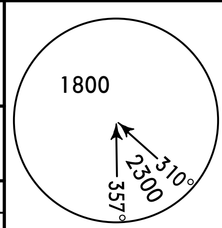
CHANGES: Cat D large ACFT minimums added.

AMSTERDAM, NETHERLANDS
CAT II/III ILS Rwy 36C

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	118.105 119.230 135.110	121.905

BRIEFING STRIP ™

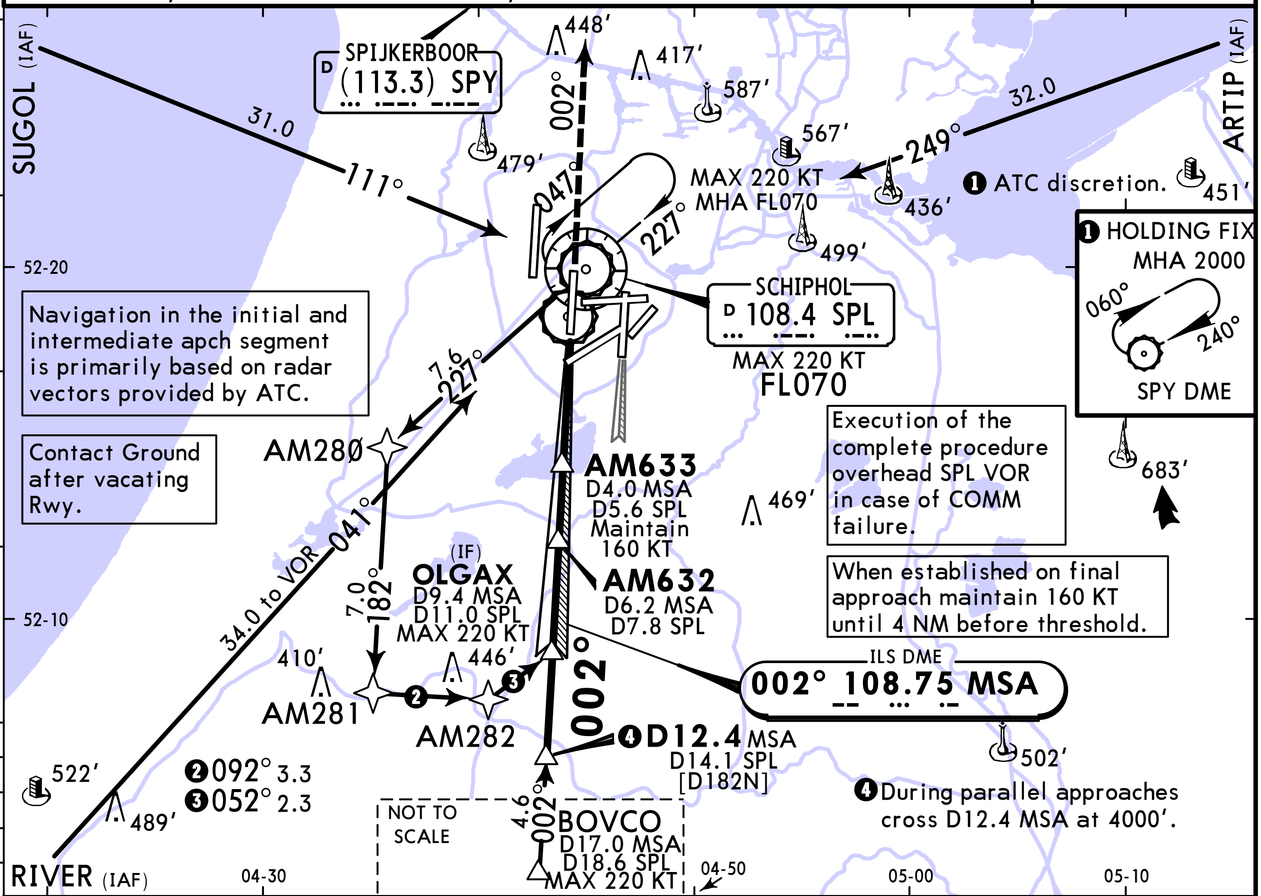
LOC MSA	Final Apch Crs	AM632	CAT III	CAT II ILS	Apt Elev
108.75	002°	2000′(2012′)	Refer to Minimums	RA 100′ DA(H) 88′(100′)	Apt Elev -11′ Rwy -12′ (BELOW SEA LEVEL)

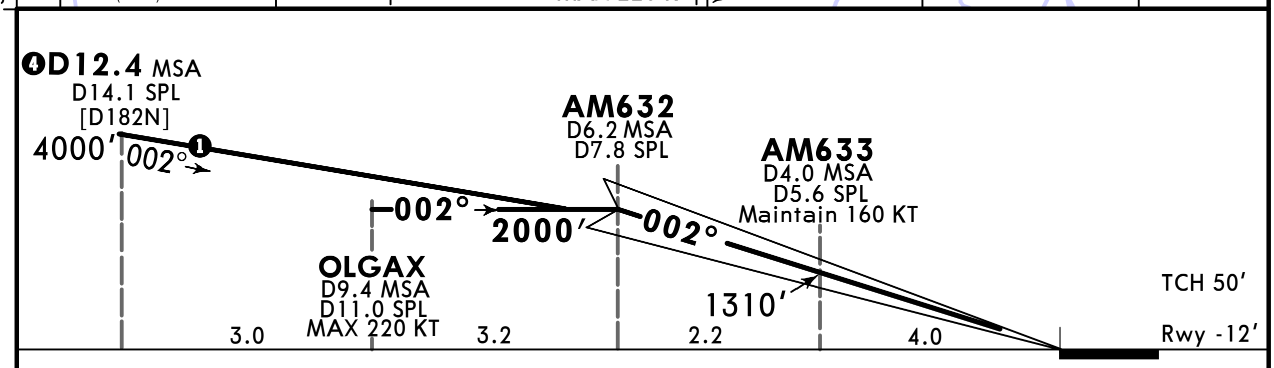


MISSED APCH: Climb on track 002° to 2000′. Inform ATC immediately. MAX 220 KT.

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

1. DME and RNAV 1 required. 2. Approaches on Rwy 18R, 27 or 36R may be executed simultaneously. 3. ILS DME reads zero at rwy 36C threshold.





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

HIALS-II
PAPI

2000′ on 002°

Std/State

STRAIGHT-IN LANDING

CAT III ILS	1 CAT II ILS RA 100′ DA(H) 88′(100′)
R75m	2 R300m

PANS OPS

1 D_L: DA(H) 88′(100′), RA 100′. 2 CAT D/D_L requires autoland or HUDLS, otherwise: R350m.

CHANGES: Cat D large ACFT minimums added.

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	119.230 118.105 135.110	121.805

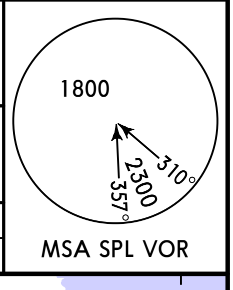
BRIEFING STRIP ™

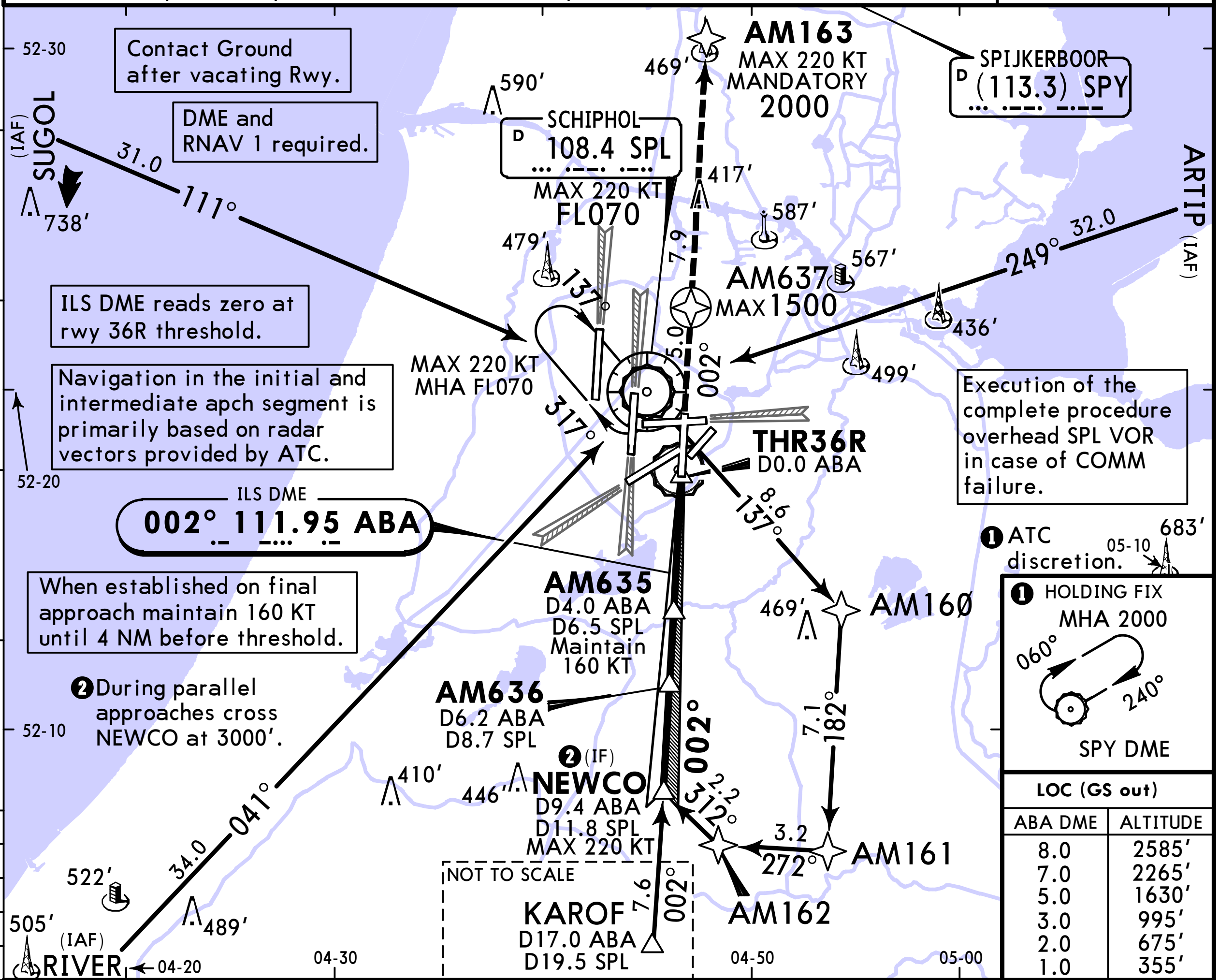
LOC	Final Apch Crs	AM636	ILS DA(H)	Apt Elev / Rwy
ABA 111.95	002°	2000′ (2011′)	Refer to Minimums	Apt Elev -11′ Rwy -11′ (BELOW SEA LEVEL)

MISSED APCH: Climb on track 002° to AM637 to 1500′. At AM637 continue to AM163 climbing to 2000′. Inform ATC immediately. Do not overshoot the initial altitude of 1500′.

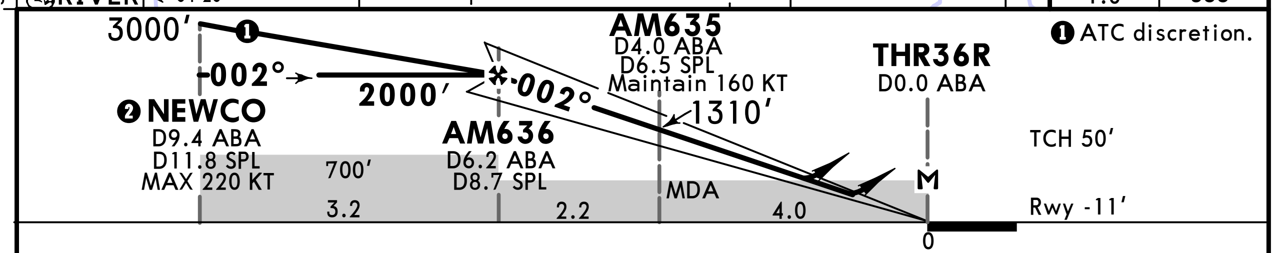
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 3000′

Simultaneous apchs on rwy 06, 18C, 18R, 27 or 36C may be executed.





LOC (GS out)	
ABA DME	ALTITUDE
8.0	2585′
7.0	2265′
5.0	1630′
3.0	995′
2.0	675′
1.0	355′



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at THR36R/D0.0 ABA						

HIALS-II
PAPI

1500′ on 002° AM637

Std/State

STRAIGHT-IN LANDING

ILS
DA(H) A: **198′**(209′) C: **217′**(228′)
B: **208′**(219′) D/DL: **227′**(238′)

LOC (GS out)
CDFA
2 DA/MDA(H) **430′**(441′)

	ILS	ILS TDZ or CL out	ILS ALS out	LOC	LOC TDZ or CL out	LOC ALS out
A	R550m	1 R550m	R1200m	R1400m		R1500m
B	R550m	1 R550m	R1200m	R1400m		R1500m
C	R550m	1 R550m	R1200m	R1400m		R2100m
D	R550m	1 R550m	R1200m	R1400m		R2100m
DL	R550m	1 R550m	R1200m	R1400m		R2100m

CIRCLE-TO-LAND 3

Max Kts	MDA(H)	
100	630′(641′)	V1500m
135	790′(801′)	V1600m
180	890′(901′)	V2400m
205	900′(911′)	V3600m
DL	900′(911′)	V3600m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used. 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 3 To rwy 18L and 36L not permitted, except in case of emergency.

PANS OPS

CHANGES: Cat D large ACFT minimums added.

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	119.230 118.105 135.110	121.805

BRIEFING STRIP ™

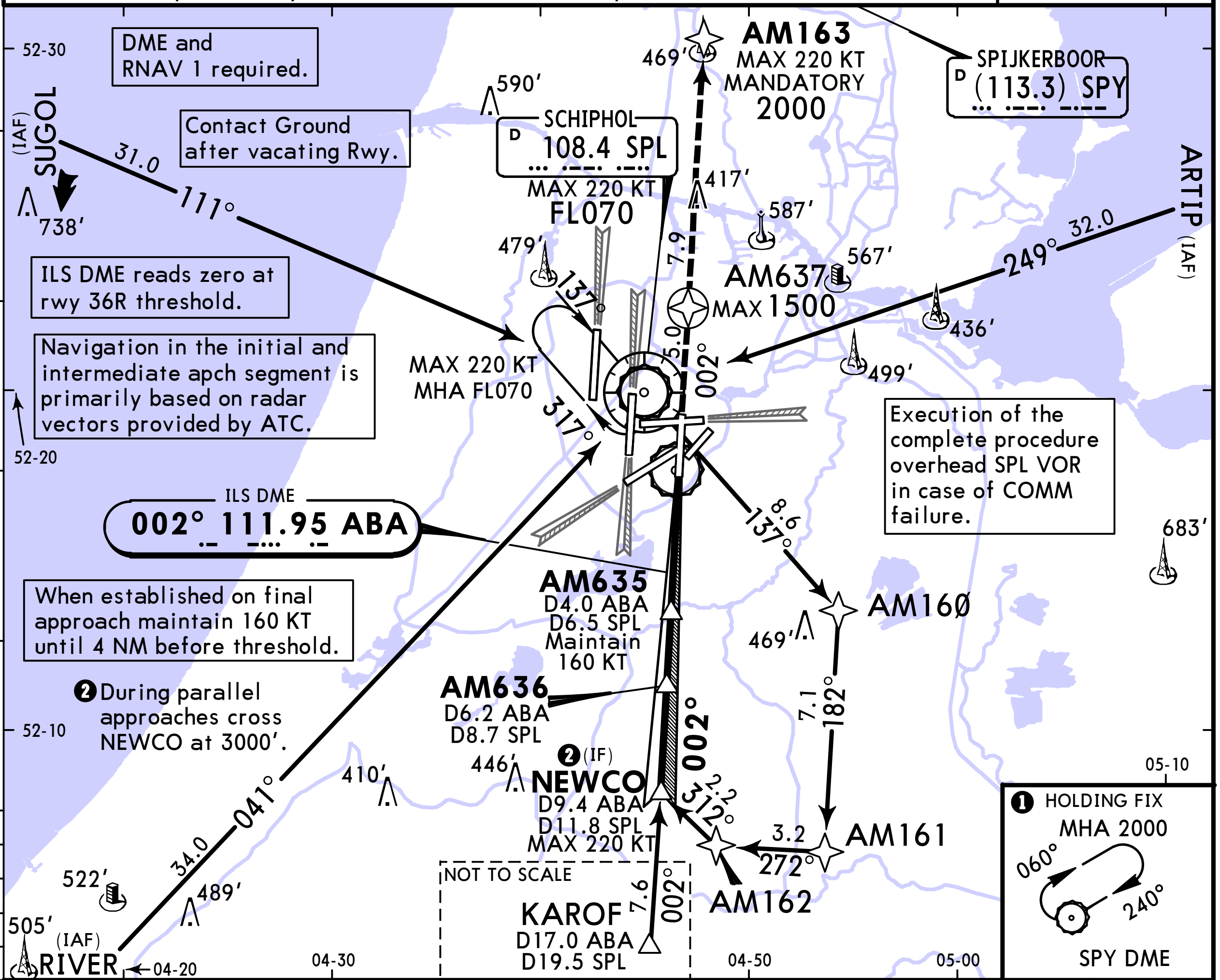
LOC ABA	Final Apch Crs	AM636	CAT III	CAT II ILS	Apt Elev
111.95	002°	2000′(2011′)	Refer to Minimums	RA 102′ DA(H) 89′(100′)	Apt Elev -11′ Rwy -11′ (BELOW SEA LEVEL)

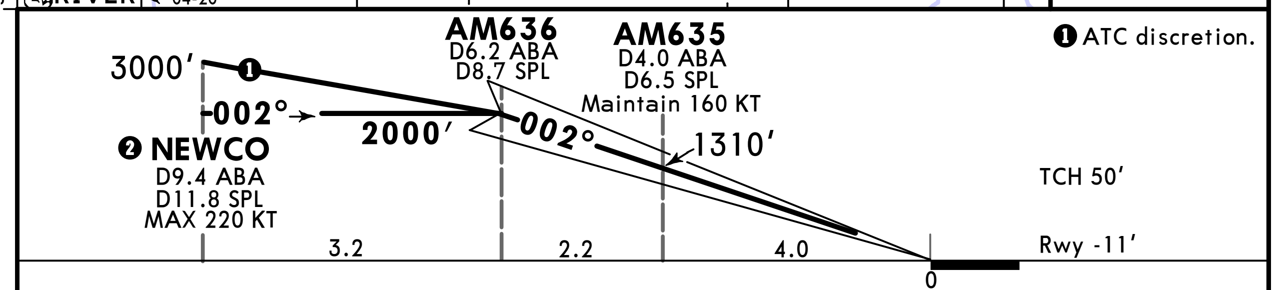
MISSED APCH: Climb on track 002° to AM637 to 1500′. At AM637 continue to AM163 climbing to 2000′. Inform ATC immediately. Do not overshoot the initial altitude of 1500′

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

Simultaneous apchs on rwy 06, 18C, 18R, 27 or 36C may be executed.

MSA SPL VOR: 1800 / 2300 (310°–357°)





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

HIALS-II PAPI

1500′ on 002° AM637

Std/State

STRAIGHT-IN LANDING

CAT III ILS	1 CAT II ILS RA 102′ DA(H) 89′(100′)
R75m	2 R300m

1 D_L: DA(H) 89′(100′), RA 102′. 2 CAT D/D_L requires autoland or HUDLS, otherwise: R350m.

PANS OPS

CHANGES: Cat D large ACFT minimums added.

EHAM/AMS SCHIPHOL

11 AUG 23 (11-8)

JEPPESEN AMSTERDAM, NETHERLANDS

COPTER ILS or LOC Rwy 22

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	119.230 118.105 135.110	121.805

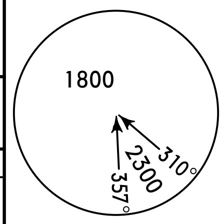
BRIEFING STRIP ™

LOC SCH	Final Apch Crs	AM661 MANDATORY	ILS DA(H)	Apt Elev Rwy
109.15	220°	2000′ (2014′)	236′ (250′)	Apt Elev -11′, Rwy -14′ (BELOW SEA LEVEL)

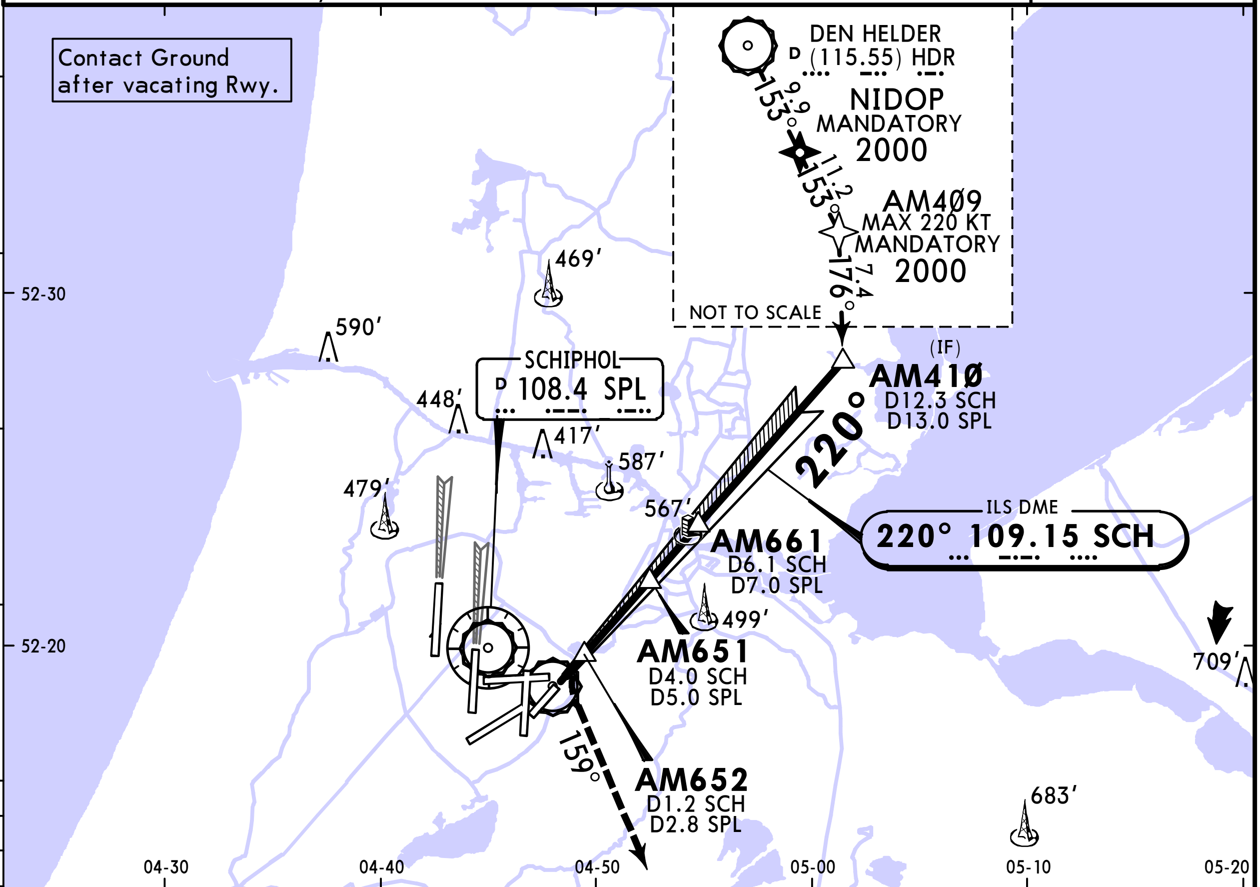
MISSED APCH: Turn LEFT on track 159° as soon as practicable but not below 400′ and climb to 2000′. Inform ATC immediately.

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

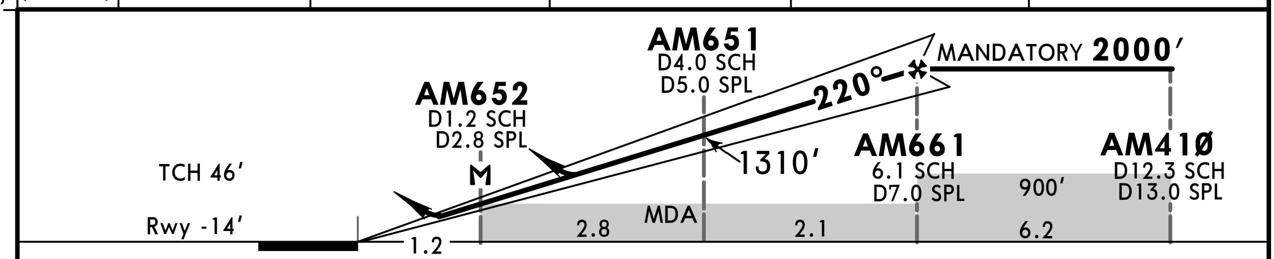
1. DME and RNAV 1 required. 2. CAUTION: Do not confuse rwy 22 with rwy 24 or with twy situated left of rwy 22. 3. Simultaneous apchs on rwy 18C or 18R may be executed. Strict adherence to the missed apch proc is essential. 4. When rwy 22 is not available, execute a circling procedure to rwy 27 unless otherwise instructed by ATC. 5. ILS DME reads zero at rwy 22 threshold.



MSA SPL VOR



LOC (GS out)	SCH DME	2.0	3.0	5.0	6.0
	ALTITUDE	675′	990′	1630′	1945′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.2 SCH/D2.8 SPL/AM652							

HIALS PAPI | 400′ | 159° LT

Std/State

	STRAIGHT-IN LANDING ILS DA(H) 236′ (250′)		LOC (GS out) MDA(H) 540′ (554′)		CIRCLE-TO-LAND [2] Max Kts	MDA(H)	
		ALS out		ALS out			
COPTER	[1] R700m	R1000m	R800m	R1000m	100	630′ (641′)	V800m

[1] With coupled autopilot, otherwise: R800m.
[2] To rwy 18L and 36L not permitted, except in case of emergency.

PANS OPS

CHANGES: MSA, new EASA.

EHAM/AMS SCHIPHOL

JEPPESEN 7 JUN 24 (12-1)

AMSTERDAM, NETHERLANDS
RNP Rwy 04

BRIEFING STRIP ™

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	119.230 118.105 135.110	121.805

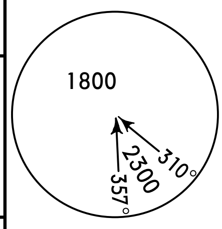
EGNOS	Final Apch Crs	AM204	LPV DA(H)	Apt Elev -11'
Ch 63580 E04A	**040°**	**2000'**(2013')	**237'**(250')	Rwy -13' (BELOW SEA LEVEL)

MISSED APCH: Track 040° to AM205 and climb to 2000'. Inform ATC immediately.

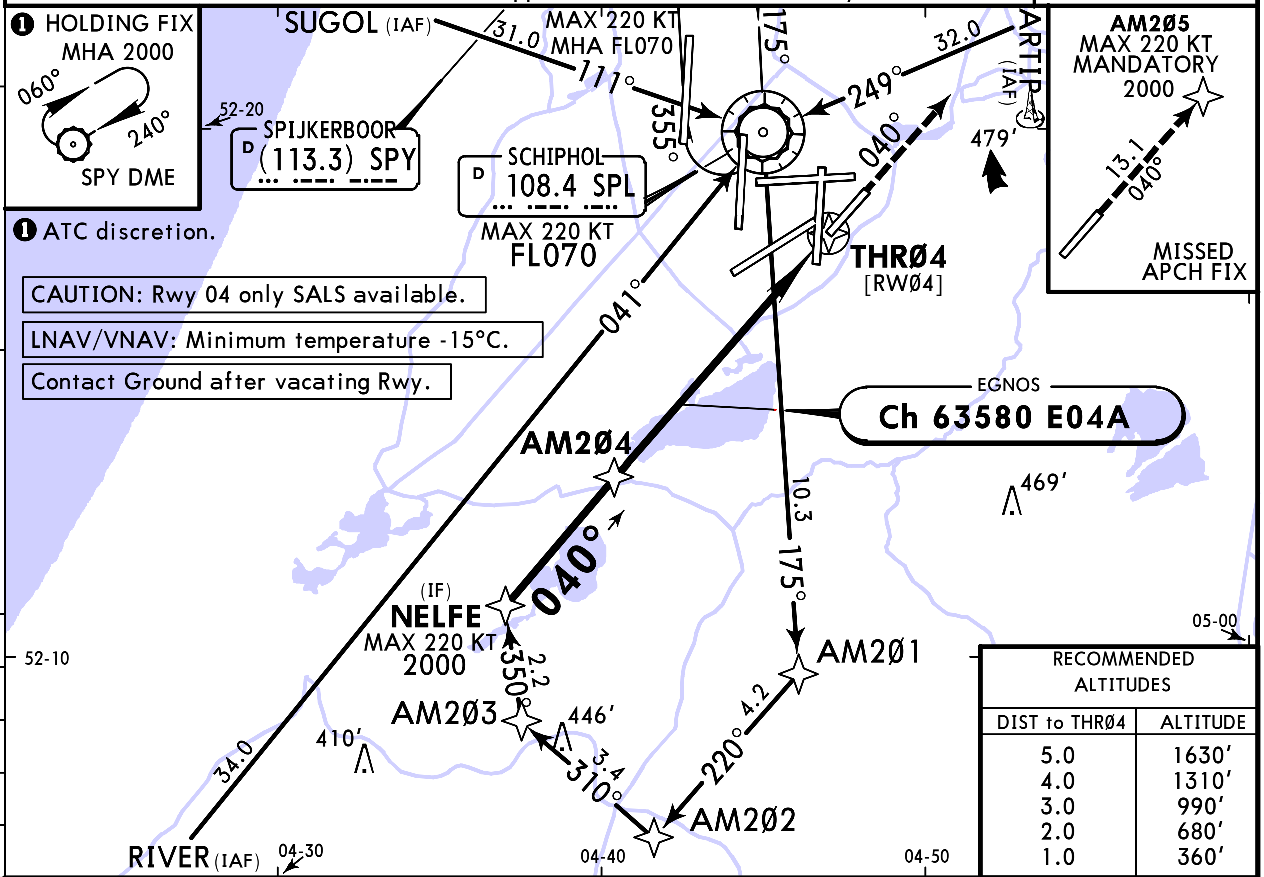
MISSED APCH WITH COMM FAILURE: Track 040° and climb to 3000'. When passing 2000' start a RIGHT turn to AM201 and cross AM201 at 3000'. After AM201 descent to 2000' and execute the IAP again.

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

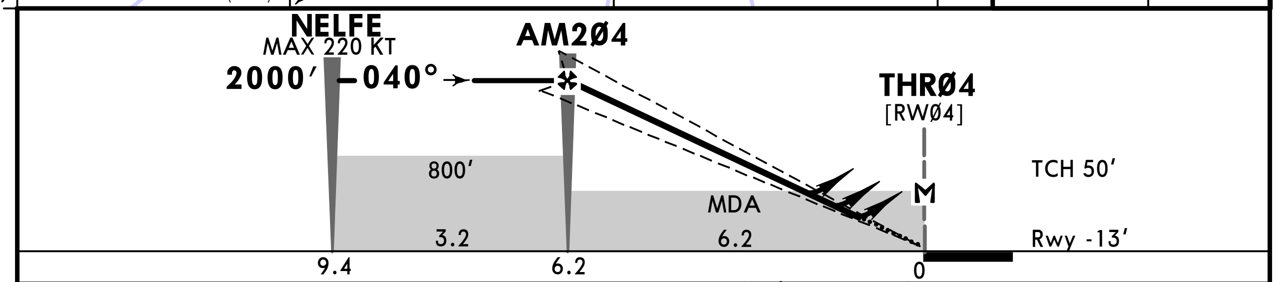
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC. 2. Execution of the complete procedure overhead SPL VOR in case of COMM failure. 3. LNAV approach at ATC discretion only.



MSA SPL VOR



RECOMMENDED ALTITUDES	
DIST to THR04	ALTITUDE
5.0	1630'
4.0	1310'
3.0	990'
2.0	680'
1.0	360'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at THR04						

SALS PAPI

AM205 ↑ on **040°** **2000'** ↑

Std/State STRAIGHT-IN LANDING — **CEILING REQUIRED** — CIRCLE-TO-LAND

	1 LPV	LNAV/VNAV	2 LNAV CDFA
	DA(H) **237'**(250')	DA(H) A:**364'**(377') C:**396'**(409') B:**376'**(389') D:**423'**(436')	DA/MDA(H) **390'**(403')
	ALS out	ALS out	ALS out
A B C D	900'- V3600m	900'- V3600m	900'- V3600m

CIRCLE-TO-LAND: To rwy 18L and 36L not permitted, except in case of emergency.

Max Kts	MDA(H)
100	630'(641')900'-V3600m
135	790'(801')900'-V3600m
180	890'(901')900'-V3600m
205	900'(911')900'-V3600m

1 LPV (VAL 35m) 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: None.

Printed from JeppView for Windows 5.3.0.0 on 16 May 2025; Terminal chart data cycle 05-2025 (Expired); Notice: After 13 Mar 2025, 0000Z, this chart may no longer be valid

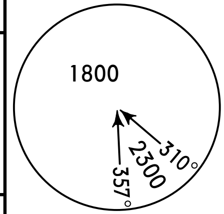
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	118.105 135.110 119.230	121.705

EGNOS	Final Apch Crs	AM609	LPV DA(H)	Apt Elev
Ch 52285 E06A	056°	2000′(2011′)	Refer to Minimums	-11′ Rwy -11′ (BELOW SEA LEVEL)

BRIEFING STRIP™

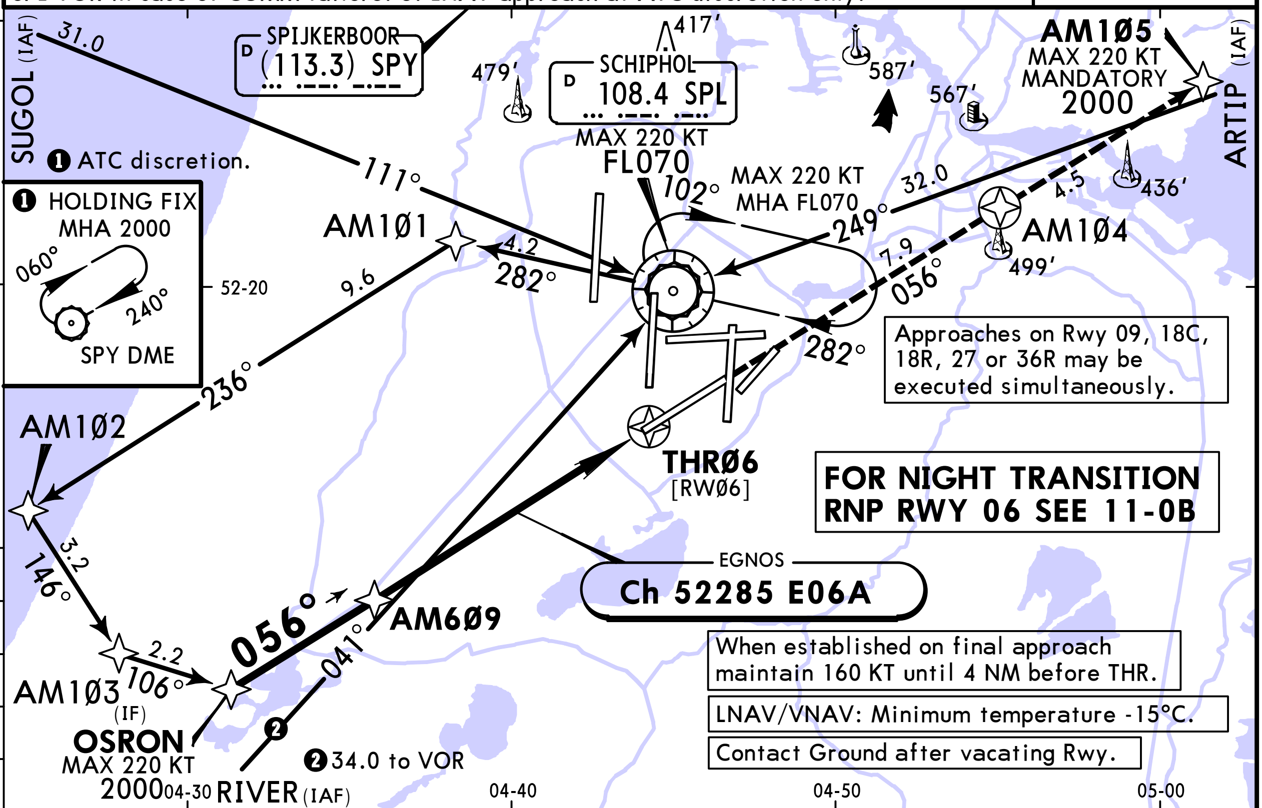
MISSED APCH: Climb on track 056° to AM105 and climb to 2000′. Inform ATC immediately.

MISSED APCH WITH COMM FAILURE: Climb on track 056° to AM104 and climb to 3000′. At AM104 or 2000′, whichever comes later, turn RIGHT to track 282° to SPL VOR and cross SPL VOR at 3000′. After SPL VOR descend to 2000′ and execute IAP again.

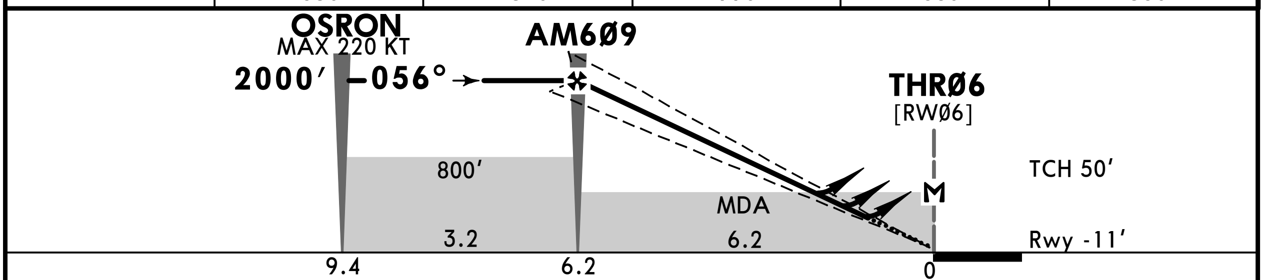


RNP Apch | Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 3000′

1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC. 2. Execution of the complete procedure overhead SPL VOR in case of COMM failure. 3. LNAV approach at ATC discretion only.



DIST to THR06	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1630′	1310′	990′	680′	360′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at THR06							

HIALS-II
PAPI

AM105 on 056° 2000′

Std/State

STRAIGHT-IN LANDING

	1 LPV DA(H) A:258′(269′) C:278′(289′) B:270′(281′) D/DL:289′(300′)			LNAV/VNAV DA(H) A:289′(300′) C: 293′(304′) B:291′(302′) D/DL:316′(327′)			LNAV CDFA 3 DA/MDA(H) 450′(461′)	
		TDZ or CL out	ALS out		TDZ or CL out	ALS out		ALS out
A	R600m	2 R600m	R1300m	R650m	2 R650m	R1400m	4 R1500m	R1500m
B	R650m	2 R650m	R1400m	R700m	2 R700m	R1400m	4 R1500m	R1500m
C	R650m	2 R650m	R1400m	R700m	2 R700m	R1400m	4 R1500m	R2200m
D	R650m	2 R650m	R1400m	R800m	R800m	R1500m	4 R1500m	R2200m
DL	R650m	2 R650m	R1400m	R800m	R800m	R1500m	4 R1500m	R2200m

CIRCLE-TO-LAND

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

Max Kts	MDA(H)
100	630′(641′)V1500m
135	790′(801′)V1600m
180	890′(901′)V2400m
205	900′(911′)V3600m
DL	900′(911′)V3600m

PANS OPS

1 LVP (VAL 35m) 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 4 TDZ or CL out: R1500m.

CHANGES: Cat D large ACFT minimums added.

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	119.230 118.105 135.110	121.805

BRIEFING STRIP™

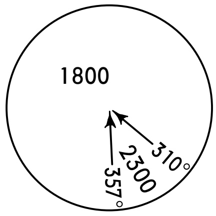
EGNOS	Final Apch Crs	AM223	LPV DA(H)	
Ch 91930 E09A	085°	2000′(2012′)	238′(250′)	Apt Elev -11′ Rwy -12′ (BELOW SEA LEVEL)

MISSED APCH: Track 085° to AM224 and climb to 2000′. Inform ATC immediately.

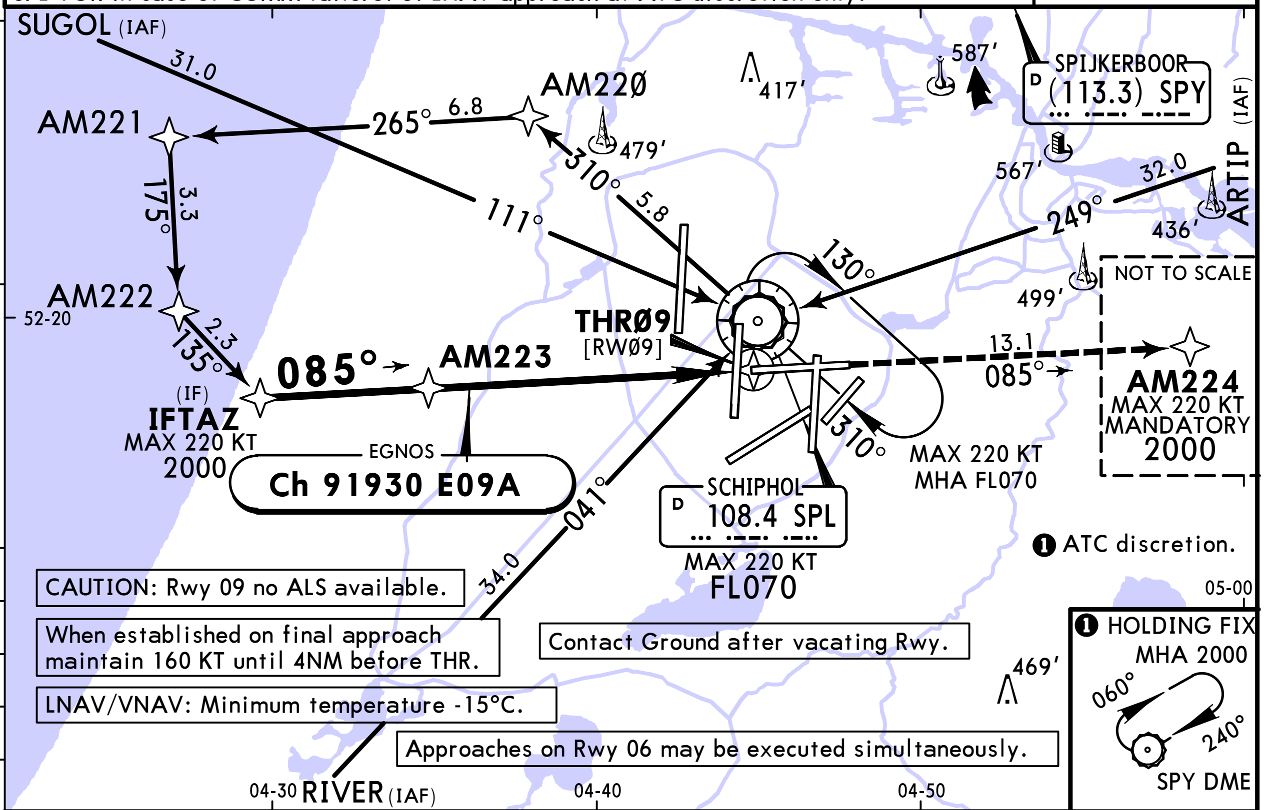
MISSED APCH WITH COMM FAILURE: Track 085° and climb to 3000′. Reaching 2000′ start a LEFT turn to AM22Ø and cross AM22Ø at 3000′. After AM22Ø descent to 2000′ and execute the IAP again.

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

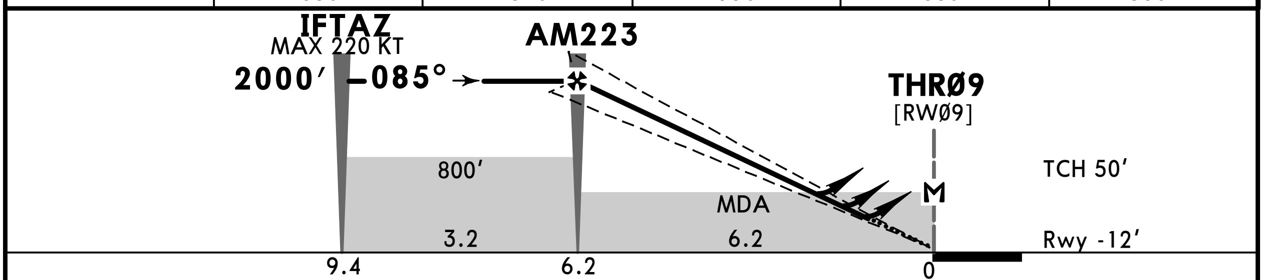
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC. 2. Execution of the complete procedure overhead SPL VOR in case of COMM failure. 3. LNAV approach at ATC discretion only.



MSA SPL VOR



DIST to THRØ9	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1630′	1310′	990′	680′	360′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at THRØ9						

PAPI-L | AM224 on 085° | 2000′

Std/State STRAIGHT-IN LANDING — CEILING REQUIRED

	1 LPV DA(H) 238′(250′)	LNAV/VNAV DA(H) A: 345′(357′) B: 357′(369′) C: 376′(388′) D/DL: 403′(415′)	2 LNAV CDFA DA/MDA(H) 540′(552′)
A	1000′-V3600m	1000′-V3600m	1000′-V3600m
B	1000′-V3600m	1000′-V3600m	1000′-V3600m
C	1000′-V3600m	1000′-V3600m	1000′-V3600m
D	1000′-V3600m	1000′-V3600m	1000′-V3600m
DL	1000′-V3600m	1000′-V3600m	1000′-V3600m

CIRCLE-TO-LAND
To rwy 18L and 36L not permitted, except in case of emergency.

	Max Kts	MDA(H)
A	100	630′(641′) 1000′-V3600m
B	135	790′(801′) 1000′-V3600m
C	180	890′(901′) 1000′-V3600m
D	205	900′(911′) 1000′-V3600m
DL		900′(911′) 1000′-V3600m

PANS OPS

1 LPV (VAL 35m) 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Cat D large ACFT minimums added.

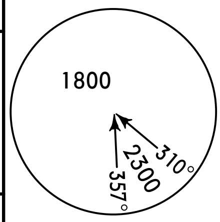
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	118.105 135.110 119.230	121.905

EGNOS	Final Apch Crs	AM63Ø	LPV DA(H)	Apt Elev
Ch 64251 E18A	182°	2000′ (2012′)	Refer to Minimums	Apt Elev -11′ Rwy -12′ (BELOW SEA LEVEL)

BRIEFING STRIP™

MISSED APCH: Track 182° to AM123 and climb to 2000′. Inform ATC immediately.

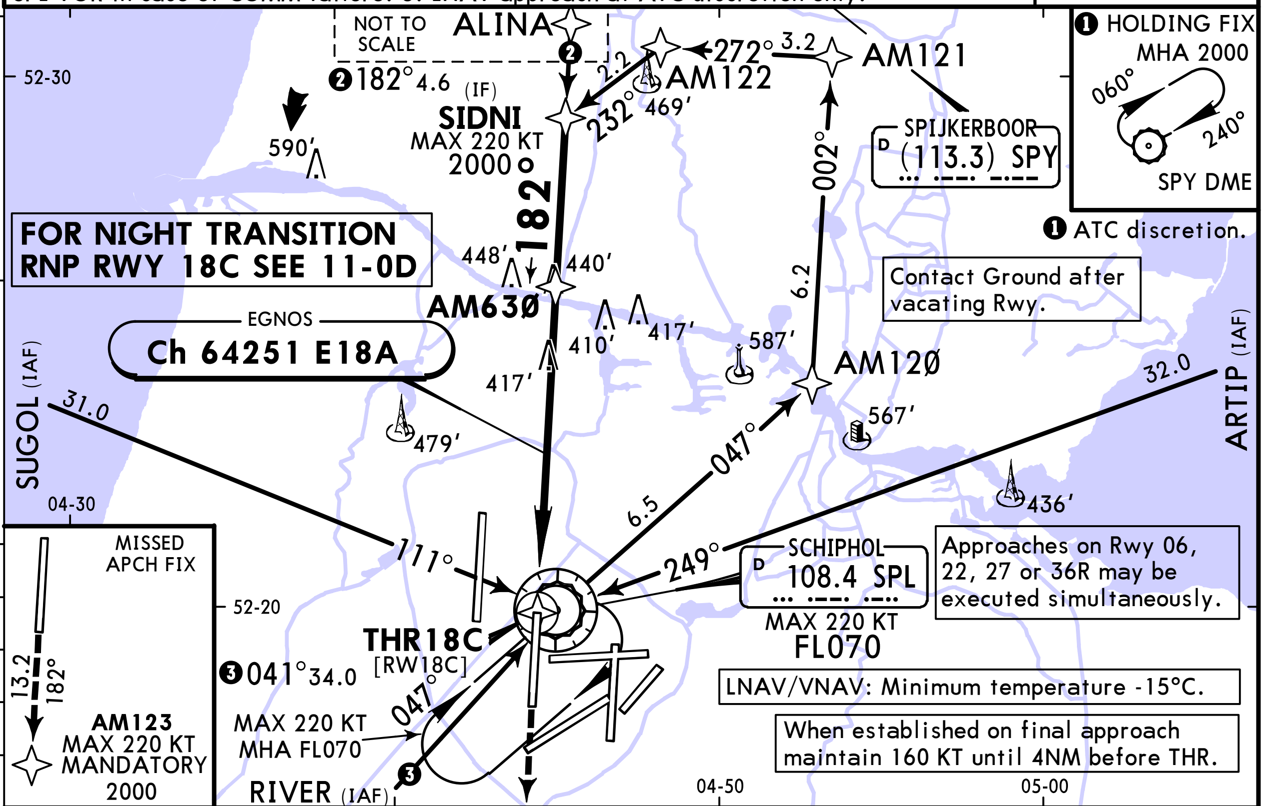
MISSED APCH WITH COMM FAILURE: Track 182° and climb to 3000′. At 2000′ start a LEFT turn to AM12Ø and cross AM12Ø at 3000′. After AM12Ø descend to 2000′ and execute the IAP again.



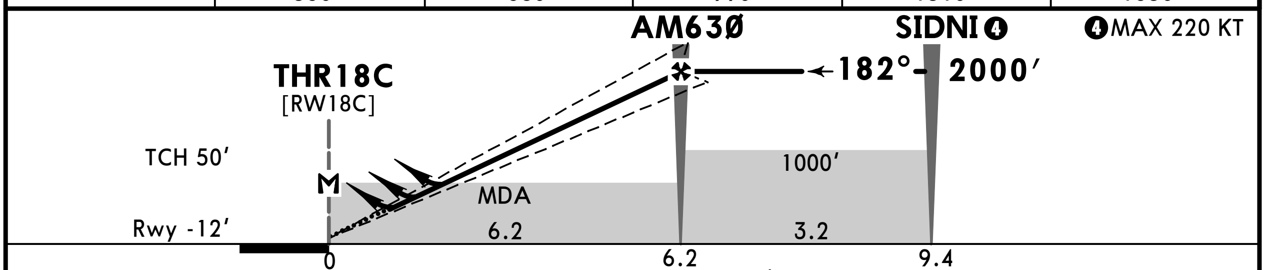
MSA SPL VOR

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

1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC. 2. Execution of the complete procedure overhead SPL VOR in case of COMM failure. 3. LNAV approach at ATC discretion only.



DIST to THR18C	1.0	2.0	3.0	4.0	5.0
ALTITUDE	360′	680′	990′	1310′	1630′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at THR18C							

HIALS-II
PAPI

AM123 on 182° 2000′

Std/State

STRAIGHT-IN LANDING

	1 LPV DA(H) A: 201′(213′) C: 221′(233′) B: 213′(225′) D/DL: 232′(244′)			LNAV/VNAV DA(H) A: 242′(254′) C: 267′(279′) B: 248′(260′) D/DL: 293′(305′)			LNAV CDFA 3 DA/MDA(H) 670′(682′)
		TDZ or CL out	ALS out		TDZ or CL out	ALS out	ALS out
A	R550m	2 R550m	R1200m	R600m	2 R600m	R1300m	4 R1500m
B	R550m	2 R550m	R1200m	R600m	2 R600m	R1300m	4 R1500m
C	R550m	2 R550m	R1300m	R700m	2 R700m	R1400m	4 R2400m
D	R550m	2 R550m	R1300m	R700m	2 R700m	R1400m	4 R2400m
DL	R550m	2 R550m	R1300m	R700m	2 R700m	R1400m	4 R2400m

CIRCLE-TO-LAND

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

Max Kts	MDA(H)	
100	630′(641′)	5 V1500m
135	790′(801′)	V1600m
180	890′(901′)	V2400m
205	900′(911′)	V3600m
DL	900′(911′)	V3600m

1 LPV (VAL 35m) 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
4 TDZ or CL out: CAT AB R1500m, CAT CD DL R2400m. 5 or higher straight-in minimums.

PANS OPS

CHANGES: Cat D large ACFT minimums added.

EHAM/AMS SCHIPHOL

JEPPESEN 4 OCT 24 (12-5)

AMSTERDAM, NETHERLANDS RNP Rwy 18R

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	118.280 119.230 118.105	121.560

BRIEFING STRIP™

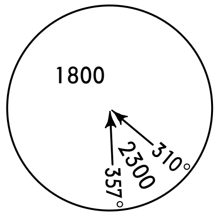
EGNOS	Final Apch Crs	AM621	LPV DA(H)	Apt Elev
Ch 43721 E18B	182°	2000′(2013′)	Refer to Minimums	Apt Elev -11′ Rwy -13′ (BELOW SEA LEVEL)

MISSED APCH: At MAP or 500′, whichever comes later, turn RIGHT to AM624 (MAX 220 KT. Do not overshoot SPL R-240.). Climb to and cross AM624 at 2000′. At AM624 track 300°. Inform ATC immediately. ❶

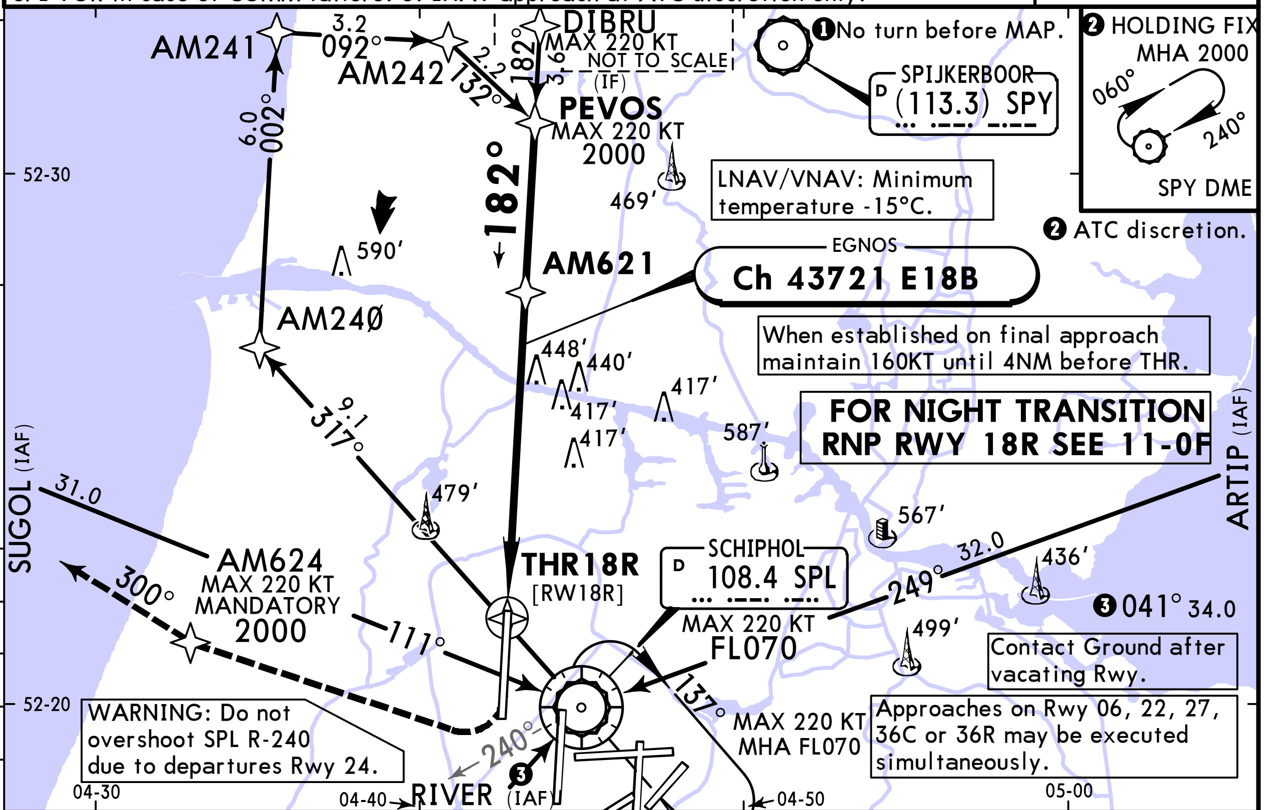
MISSED APCH WITH COMM FAILURE: At MAP or 500′, whichever comes later, turn RIGHT to AM624 (MAX 220KT. Do not overshoot SPL R-240.). Climb to 3000′. At AM624 continue to AM240 and cross AM240 at 3000′. After AM240 descent to 2000′ and execute the IAP again. ❶

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

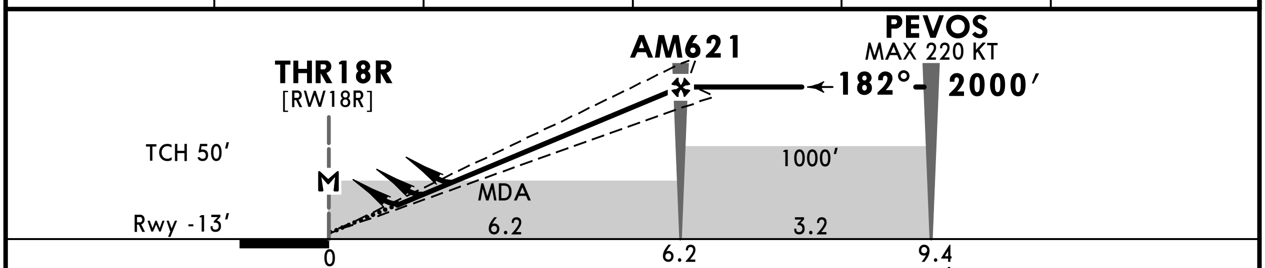
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC. 2. Execution of the complete procedure overhead SPL VOR in case of COMM failure. 3. LNAV approach at ATC discretion only.



MSA SPL VOR



DIST to THR18R	1.0	2.0	3.0	4.0	5.0
ALTITUDE	360′	680′	990′	1310′	1630′



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Refer to Missed Apch above
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at THR18R								

Std/State STRAIGHT-IN LANDING

	❶ LPV DA(H) A: 200′(213′) C: 220′(233′) B: 212′(225′) D/D_L: 231′(244′)			LNAV/VNAV DA(H) A: 293′(306′) C: 311′(324′) B: 304′(317′) D/D_L: 320′(333′)			LNAV CDFA ❸ DA/MDA(H) 700′(713′)
		TDZ or CL out	ALS out		TDZ or CL out	ALS out	ALS out
A	R550m	❷R550m	R1200m	R700m	❷R700m	R1400m	❹R1500m
B	R550m	❷R550m	R1200m	R700m	❷R700m	R1400m	❹R1500m
C	R550m	❷R550m	R1200m	R800m	R800m	R1500m	❹R2400m
D	R550m	❷R550m	R1300m	R800m	R800m	R1500m	❹R2400m
D_L	R550m	❷R550m	R1300m	R800m	R800m	R1500m	❹R2400m

CIRCLE-TO-LAND

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

Max Kts	MDA(H)	
100	630′(641′)	❺V1500m
135	790′(801′)	V1600m
180	890′(901′)	V2400m
205	900′(911′)	V3600m
D_L	900′(911′)	V3600m

PANS OPS

❶ LPV (VAL 35m) ❷ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❸ VNAV DA(H) in lieu of MDA(H) depends on operator policy.
❹ TDZ or CL out: CAT AB R1500m, CAT CD D_L R2400m. ❺ or higher straight-in minimums.

CHANGES: LNAV/VNAV minimums.

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	119.230 118.105 135.110	121.805

BRIEFING STRIP ™

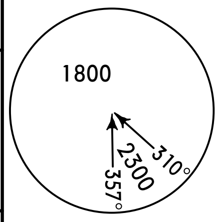
EGNOS	Final Apch Crs	AM661	LPV DA(H)	Apt Elev / Rwy
Ch 95197 E22A	220°	2000′(2014′)	503′(517′)	Apt Elev -11′; Rwy -14′ (BELOW SEA LEVEL)

MISSED APCH: Turn LEFT to AM675 as soon as practicable but not below 400′ and climb to 2000′. Inform ATC immediately.

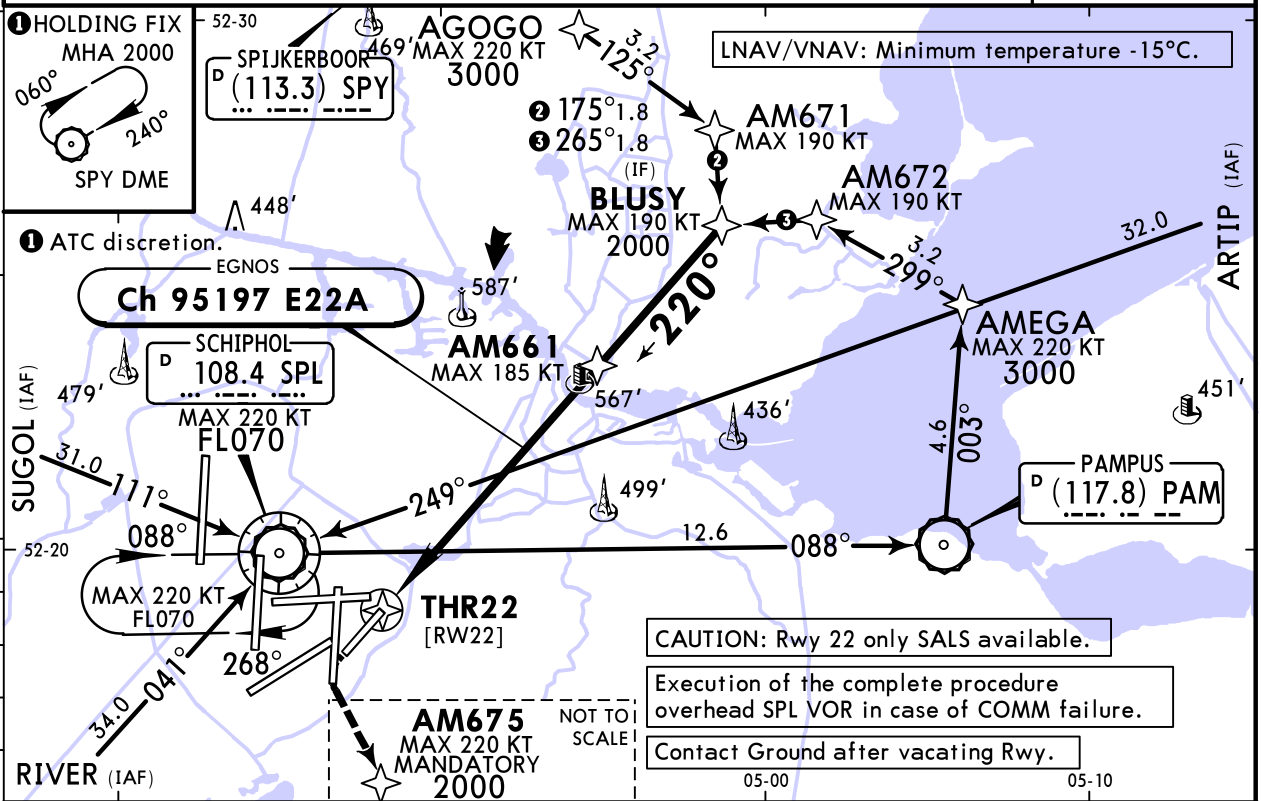
MISSED APCH WITH COMM FAILURE: Turn LEFT to AM675 as soon as practicable but not below 400′ and climb to 3000′. At 2000′ start a LEFT climbing turn to PAM VOR, so as to cross it at 3000′ and proceed with IAP from PAM VOR.

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

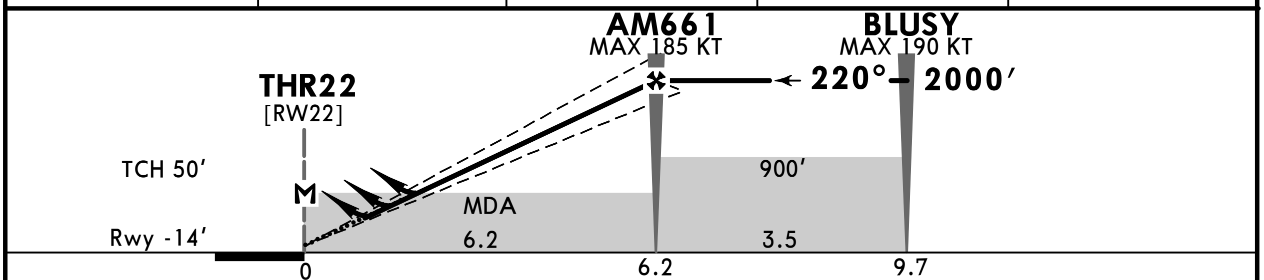
1. CAUTION: Do not confuse Rwy 22 with Rwy 24 or with Twy situated left of Rwy 22. 2. Simultaneous apchs on Rwy 18C or 18R may be executed. 3. Strict adherence to missed approach procedure is essential. 4. LNAV approach at ATC discretion only.



MSA SPL VOR



DIST to THR22	2.0	3.0	4.0	5.0
ALTITUDE	680′	990′	1310′	1630′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at THR22							

HIALS PAPI | MIN 400′ LT | AM675 | 2000′

Std/State

STRAIGHT-IN LANDING

	LPV DA(H) 503′(517′)	ALS out	LNAV/VNAV DA(H) 503′(517′)	ALS out	1 LNAV CDFA DA/MDA(H) 580′(594′)	ALS out
A	R1500m		R1500m		R1500m	
B						
C	R1900m	R2400m	R1900m	R2400m	R2300m	R2400m
D						

2 CIRCLE-TO-LAND
To Rwy 18L and 36L not permitted, except in case of emergency.

Max Kts	MDA(H)	
100	630′(641′)	V1500m
135	790′(801′)	V1600m
180	890′(901′)	V2400m
205	900′(911′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
2 CAUTION: during circling to Rwy 24 or Rwy 27 identify correct Rwy.

PANS OPS

CHANGES: None.

EHAM/AMS
SCHIPHOL

JEPPESEN 7 JUN 24 (12-7)

AMSTERDAM, NETHERLANDS
RNP Rwy 24

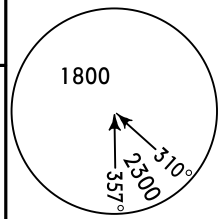
BRIEFING STRIP™

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	118.105 135.110 119.230	121.705

EGNOS	Final Apch Crs	AM143	LPV DA(H)	Apt Elev
Ch 92375 E24A	237°	2000′(2012′)	238′(250′)	Apt Elev -11′ Rwy -12′ (BELOW SEA LEVEL)

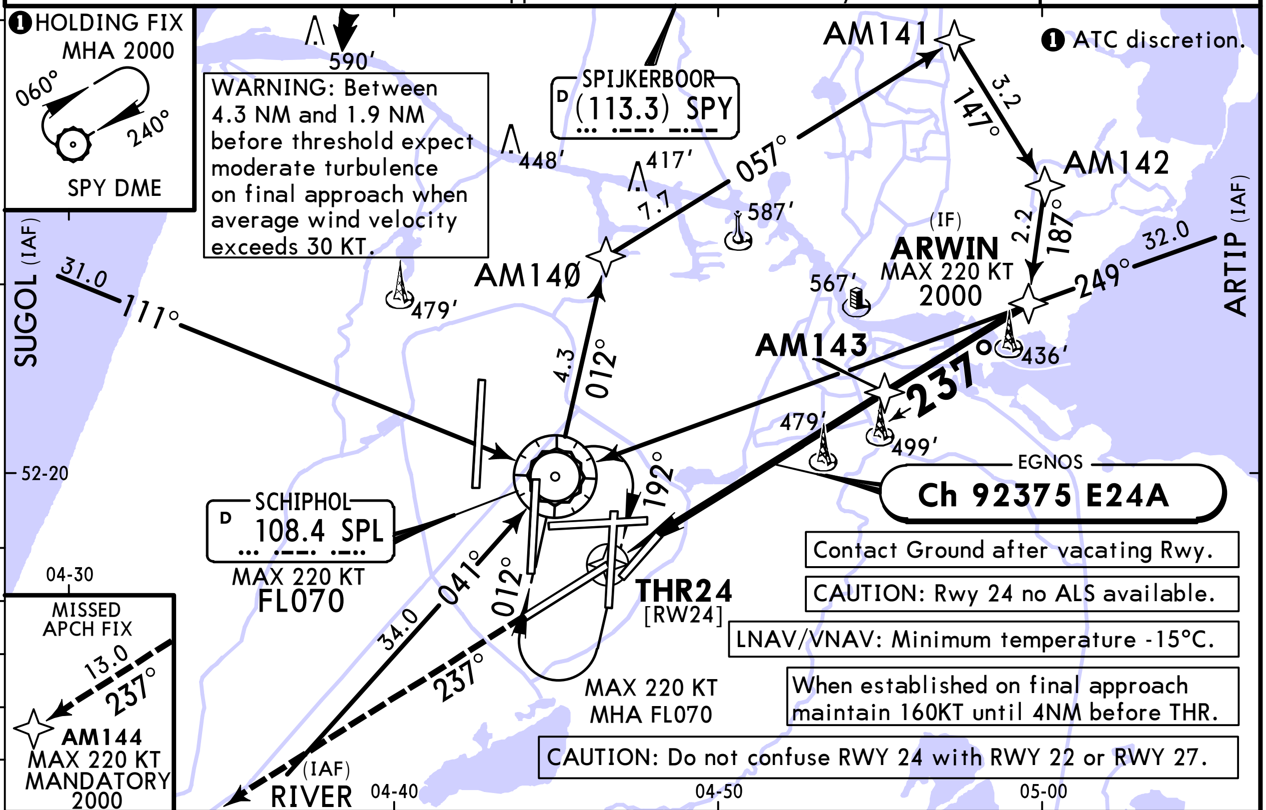
MISSED APCH: Track 237° to AM144 and climb to 2000′. Inform ATC immediately.

MISSED APCH WITH COMM FAILURE: Track 237° and climb to 3000′. At 2000′ start a RIGHT turn to AM14Ø and cross AM14Ø at 3000′. After AM14Ø descend to 2000′ and execute the IAP again. No turn before MAP.

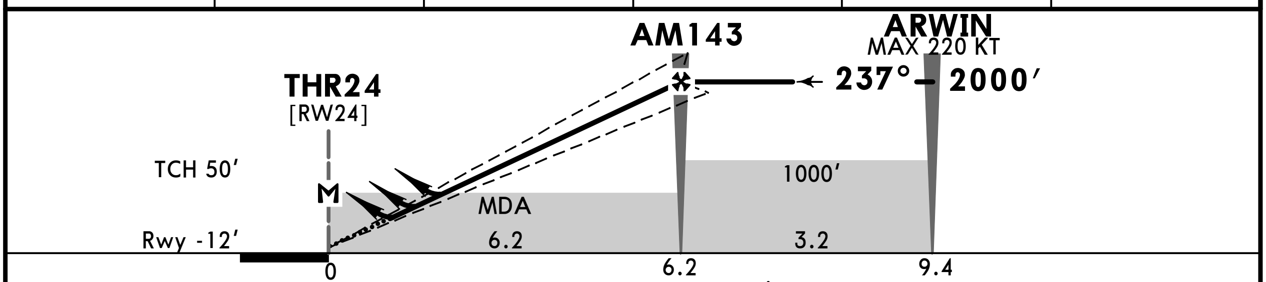


RNP Apch	Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 3000′

1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC. 2. Execution of the complete procedure overhead SPL VOR in case of COMM failure. 3. LNAV approach at ATC discretion only.



DIST to THR24	1.0	2.0	3.0	4.0	5.0
ALTITUDE	360′	680′	990′	1310′	1630′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at THR24							

PAPI

AM144 on 237° → 2000′

Std/State STRAIGHT-IN LANDING **CEILING REQUIRED** CIRCLE-TO-LAND

	1 LPV DA(H) 238′(250′)	LNAV/VNAV DA(H) A:362′(374′) C:393′(405′) B:374′(386′) D/DL:420′(432′)	2 LNAV CDFA DA/MDA(H) 720′(732′)	Max Kts	MDA(H)	
A	1100′- V6000m	1100′- V6000m	1100′- V6000m	100	630′(641′) 3	1100′- V6000m
B				135	790′(801′)	1100′- V6000m
C				180	890′(901′)	1100′- V6000m
D				205	900′(911′)	1100′- V6000m
DL				DL	900′(911′)	1100′- V6000m

CIRCLE-TO-LAND: To rwy 18L and 36L not permitted, except in case of emergency.

PANS OPS

1 LPV (VAL 35m) 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
3 or higher straight-in minimums.

CHANGES: Cat D large ACFT minimums added.

EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

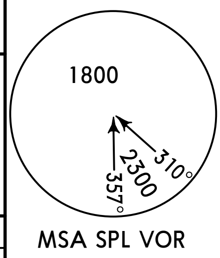
7 JUN 24 (12-8)

RNP Rwy 27

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	119.230 118.105 135.110	121.805

BRIEFING STRIP ™

EGNOS	Final Apch Crs	AM639	LPV DA(H)	Apt Elev
Ch 81244 E27A	266°	2000′(2012′)	Refer to Minimums	Apt Elev -11′ Rwy -12′ (BELOW SEA LEVEL)

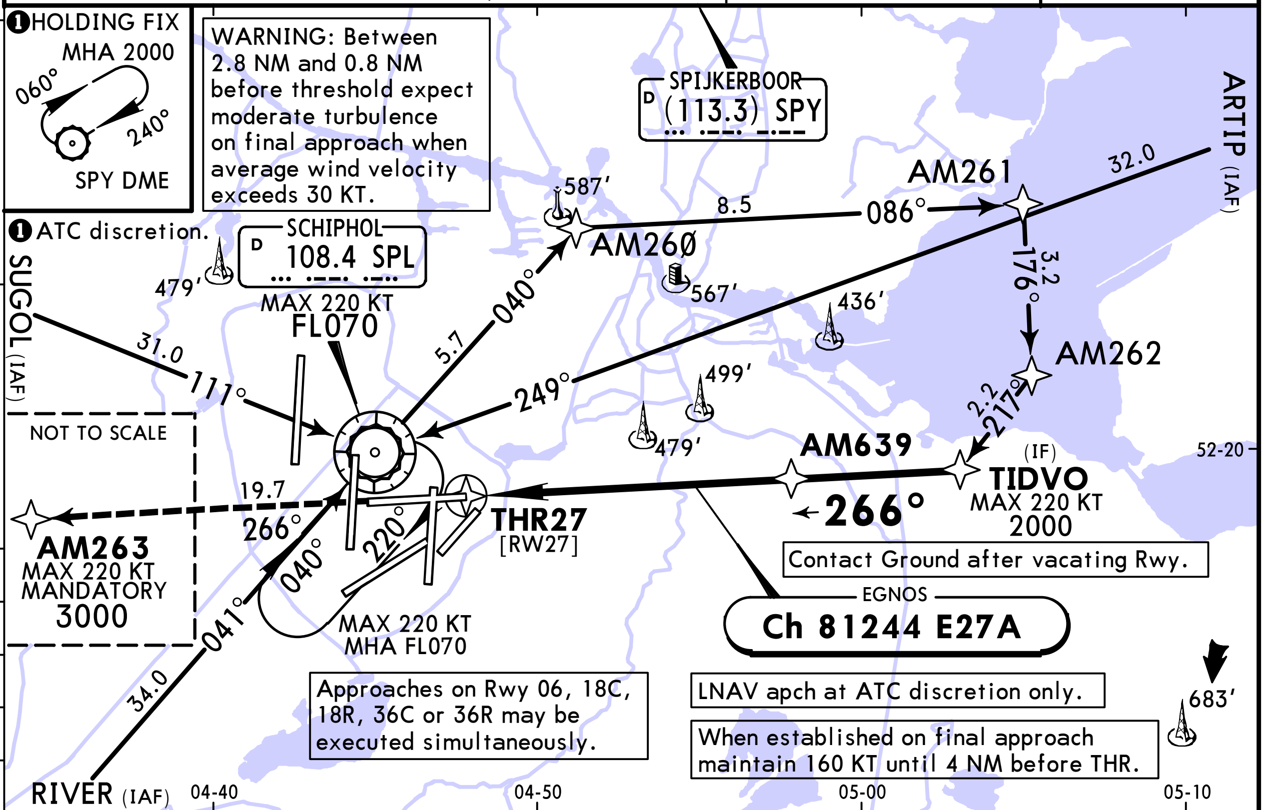


MISSED APCH: Track 266° to AM263 and climb to 3000′. Inform ATC immediately.

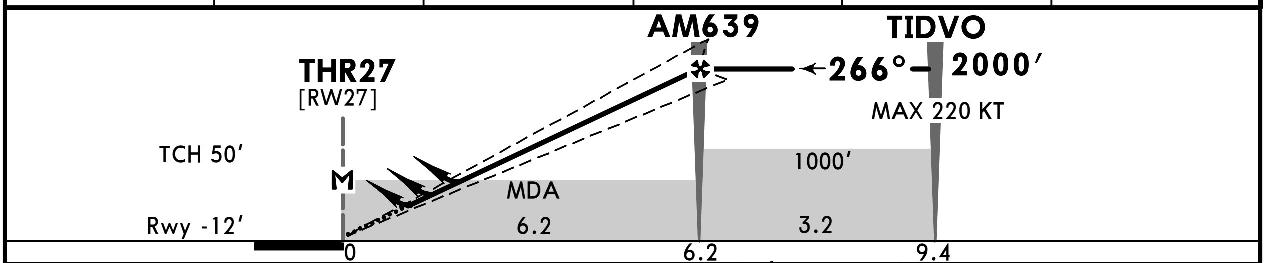
MISSED APCH WITH COMM FAILURE: Track 266° and climb to 3000′. When passing 2000′ start a RIGHT turn to AM26Ø and cross AM26Ø at 3000′. After AM26Ø descent to 2000′ and execute the IAP again.

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

1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC. 2. Execution of the complete procedure overhead SPL VOR in case of COMM failure. 3. LNAV/VNAV:Minimum temperature -15°C.



DIST to THR27	1.0	2.0	3.0	4.0	5.0
ALTITUDE	360′	680′	990′	1310′	1630′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at THR27						

HIALS-II
PAPI

AM263 on 266° 3000′

Std/State

STRAIGHT-IN LANDING

	LPV [1] DA(H) A:265′(277′) C:285′(297′) B:277′(289′) D/DL:296′(308′)	TDZ or CL out	ALS out	LNAV/VNAV DA(H) A:264′(276′) C:295′(307′) B:276′(288′) D/DL:323′(335′)	TDZ or CL out	ALS out	LNAV CDFA [3] DA/MDA(H) 520′(532′)	ALS out
A	R600m	[2] R600m	R1300m	R600m	[2] R600m	R1300m	[4] R1500m	
B	R650m	[2] R650m	R1400m	R650m	[2] R650m	R1400m	[4] R1500m	
C	R650m	[2] R650m	R1400m	R700m	[2] R700m	R1400m	[4] R1700m	R2400m
D	R700m	[2] R700m	R1400m	R800m	R800m	R1500m	[4] R1700m	R2400m
DL	R700m	[2] R700m	R1400m	R800m	R800m	R1500m	[4] R1700m	R2400m

[5] CIRCLE-TO-LAND

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

Max Kts	MDA(H)
100	630′(641′)V1500m
135	790′(801′)V1600m
180	890′(901′)V2400m
205	900′(911′)V3600m
DL	900′(911′)V3600m

PANS OPS

[1] LPV (VAL 35m) [2] R750m when a Flight Director or Autopilot or HUDLS to DA is not used. [3] VNAV DA(H) in lieu of MDA(H) depends on operator policy. [4] TDZ or CL out: CAT AB R1500m, CAT CD DL R1700m.
[5] CAUTION: during circling to rwy 22 or rwy 24 identify correct rwy.

CHANGES: Cat D large ACFT minimums added.

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	118.105 119.230 135.110	121.905

BRIEFING STRIP ™

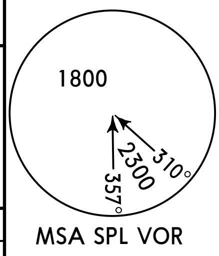
EGNOS	Final Apch Crs	AM632	LPV DA(H)	Apt Elev
Ch 87630 E36B	002°	2000′(2012′)	Refer to Minimums	Apt Elev -11′ Rwy -12′ (BELOW SEA LEVEL)

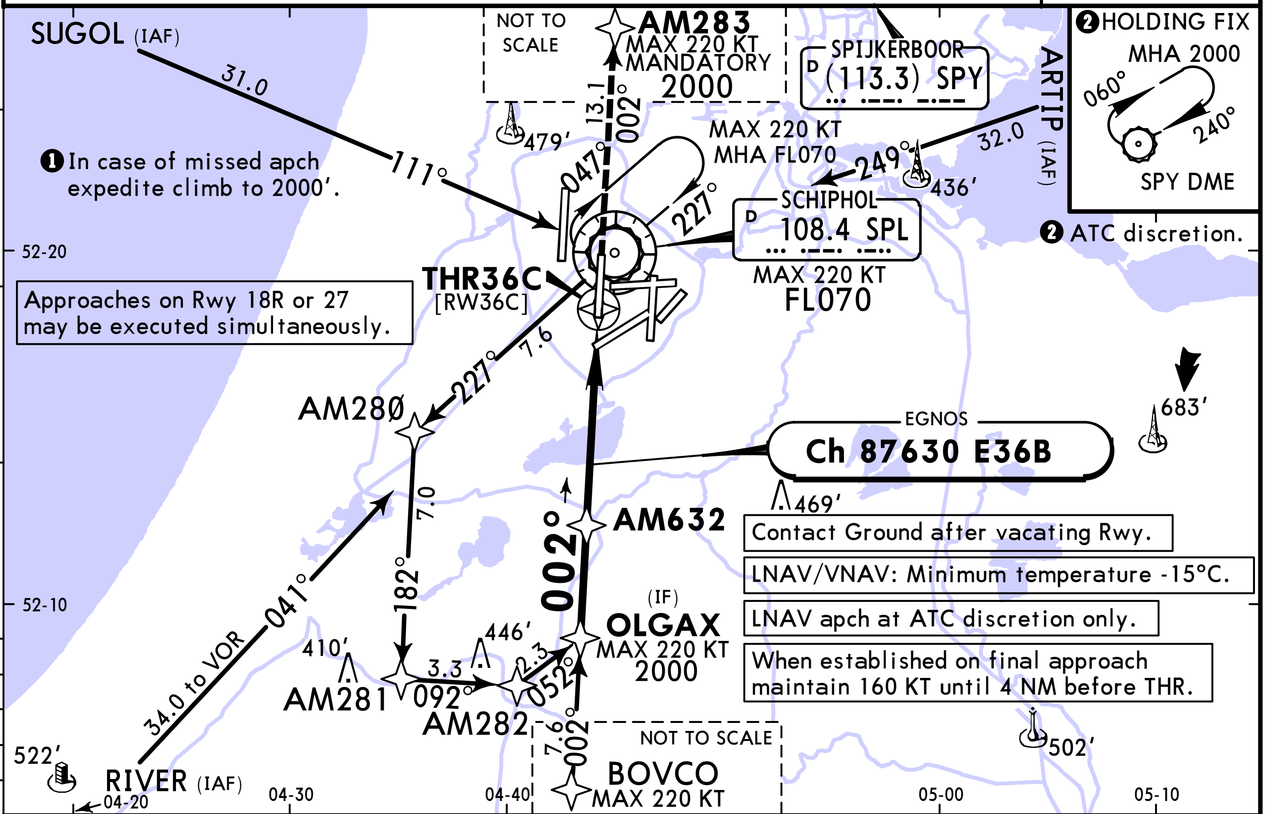
MISSED APCH: Track 002° to AM283 and climb to 2000′. Inform ATC immediately. ❶

MISSED APCH WITH COMM FAILURE: Track 002° and climb to 3000′. When passing 2000′ start a LEFT turn to AM28Ø and cross AM28Ø at 3000′. After AM28Ø descent to 2000′ and execute the IAP again. ❶

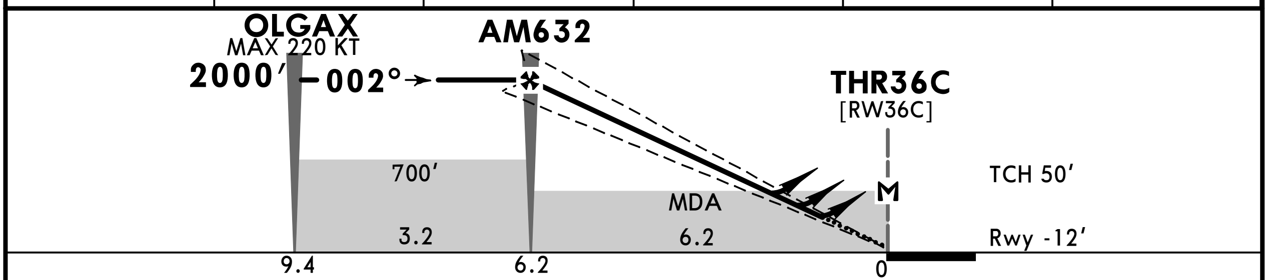
RNP Apch	Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 3000′

1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC. 2. Execution of the complete procedure overhead SPL VOR in case of COMM failure.

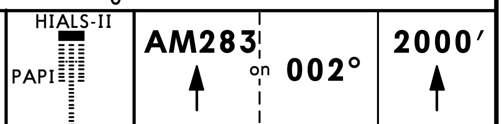




DIST to THR36C	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1630′	1310′	990′	680′	360′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at THR36C						



Std/State

STRAIGHT-IN LANDING

	❶ LPV DA(H)			LNAV/VNAV DA(H)		LNAV CDFA ❸ DA/MDA(H)	CIRCLE-TO-LAND		
	A: 201′(213′) C: 221′(233′) B: 213′(225′) D/DL: 232′(244′)			A: 335′(347′) C: 366′(378′) B: 347′(359′) D/DL: 394′(406′)		400′(412′)	To rwy 18L and 36L not permitted, except in case of emergency.		
		TDZ or CL out	ALS out	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H)	
A	R550m	❷ R550m	R1200m	R900m	R1500m	❹ R1200m / R1500m	100	630′(641′)	V1500m
B	R550m	❷ R550m	R1200m	R900m	R1500m	❹ R1200m / R1500m	135	790′(801′)	V1600m
C	R550m	❷ R550m	R1200m	R1000m	R1700m	❹ R1200m / R1900m	180	890′(901′)	V2400m
D	R550m	❷ R550m	R1300m	R1200m	R1900m	❹ R1200m / R1900m	205	900′(911′)	V3600m
DL	R550m	❷ R550m	R1300m	R1200m	R1900m	❹ R1200m / R1900m	DL	900′(911′)	V3600m

❶ LPV (VAL 35m) ❷ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❸ VNAV DA(H) in lieu of MDA(H) depends on operator policy. ❹ TDZ or CL out: R1200m.

PANS OPS

CHANGES: Cat D large ACFT minimums added.

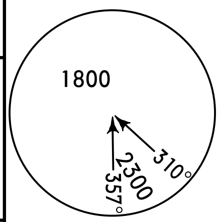
BRIEFING STRIP™

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	118.105 135.110 119.230	121.805

EGNOS	Final Apch Crs	AM636	LPV DA(H)	Apt Elev
Ch 71139 E36A	002°	2000′(2011′)	Refer to Minimums	Apt Elev -11′ Rwy -11′ (BELOW SEA LEVEL)

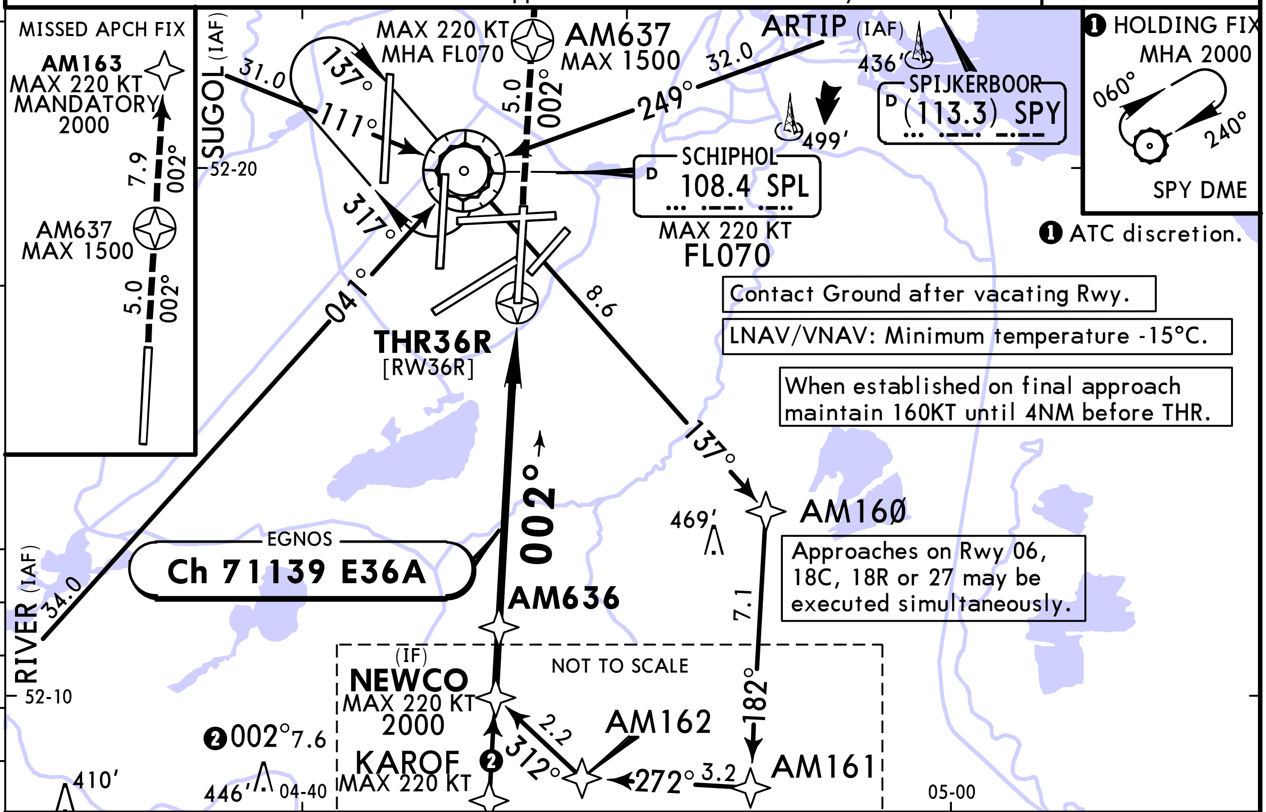
MISSED APCH: Track 002° to AM637 and climb to 1500′. At AM637 continue to AM163 climbing to 2000′. Inform ATC immediately.

MISSED APCH WITH COMM FAILURE: Climb on track 002° to 1500′. When 1500′ is reached start a RIGHT turn to AM16Ø, climb to cross AM16Ø at 3000′. After AM16Ø descend to 2000′ and execute IAP again.

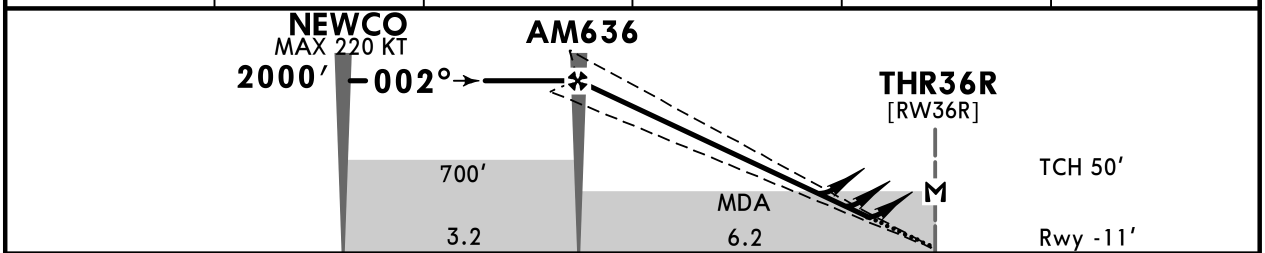


RNP Apch | Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 3000′

1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC. 2. Execution of the complete procedure overhead SPL VOR in case of COMM failure. 3. LNAV approach at ATC discretion only.



DIST to THR36R	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1630′	1310′	990′	680′	360′



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at THR36R						

HIALS-II PAPI

AM637 on 002° 1500′

Std/State

STRAIGHT-IN LANDING

	1 LPV DA(H) A:222′(233′) C:243′(254′) B:234′(245′) D/DL:253′(264′)			LNAV/VNAV DA(H) A:299′(310′) C:330′(341′) B:311′(322′) D/DL:357′(368′)			LNAV CDFA 3 DA/MDA(H) 470′(481′)	
		TDZ or CL out	ALS out		TDZ or CL out	ALS out		ALS out
A	R550m	2 R550m	R1200m	R700m	2 R700m	R1400m	4 R1500m	R2300m
B	R550m	2 R550m	R1300m	R800m	R800m	R1500m	4 R1500m	R2300m
C	R600m	2 R600m	R1300m	R900m	R900m	R1600m	4 R1500m	R2300m
D	R600m	2 R600m	R1300m	R1000m	R1000m	R1700m	4 R1500m	R2300m
DL	R600m	2 R600m	R1300m	R1000m	R1000m	R1700m	4 R1500m	R2300m

CIRCLE-TO-LAND

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

Max Kts	MDA(H)
100	630′(641′)V1500m
135	790′(801′)V1600m
180	890′(901′)V2400m
205	900′(911′)V3600m
DL	900′(911′)V3600m

PANS OPS

1 LPV (VAL 35m) 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 4 TDZ or CL out: R1500m.

CHANGES: Cat D large ACFT minimums added.

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
AMSTERDAM, (SCHIPHOL - EHAM)				
ADD	REDUCED LENGTH RWY 18L/36...	10-8	21 Feb 2025	
REV	ILS OR LOC RWY 06	11-1	28 Feb 2025	
REV	CAT II/III ILS RWY 06	11-1A	28 Feb 2025	
REV	ILS OR LOC RWY 18C	11-2	28 Feb 2025	
REV	CAT II/III ILS RWY 18C	11-2A	28 Feb 2025	
REV	ILS OR LOC RWY 18R	11-3	28 Feb 2025	
REV	CAT II/III ILS RWY 18R	11-3A	28 Feb 2025	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EHAM

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20250329

MON-SAT 0500-1800 (11-6) ILS or LOC Rwy 36C - LOC (GS out) minimums should read: DA/MDA(H) 400'(412') with ALS R1200m, TDZ or CL out R1200m, ALS out for CAT A, B R1500m, for CAT C, D/DL R1900m. (12-1) RNP Rwy 04 - LNAV DA/MDA(H) should read 400'(412').

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20250328

(11-7) ILS OR LOC RWY 36R - MON-FRI 0500-1700 - CAT I minimums changed as follows: For CAT A DA(H) 263(274) - with ALS R600m, TDZ or CL out (1)R600m, ALS out R1300m, CAT B DA(H) 273(284) - with ALS R650m, TDZ or CL out (1)R650m, ALS out R1400m, CAT C DA(H) 283(294) - with ALS R650m, TDZ or CL out (1)R650m, ALS out R1400m, CAT D/DL DA(H) 292 (303) - with ALS R700m, TDZ or CL out (1)R700m, ALS out R1400m. (1) R750m when a Flight Director or Autopilot or HUDLS to DA is not used. When RVR 1500m or less and/or cloudbase 300' or less, then minimums values in accordance with values published on (11-7) ILS OR LOC RWY 36R chart apply. (11-7A) CAT II/III ILS RWY 36R - MON-FRI 0500-1700 - ILS CAT II approach procedure only to be used during LVP.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20250328

(12-10) RNP RWY 36R - MON-FRI 0500-1700 - LPV minimums changed: CAT A DA(H) 263(274) - with ALS R600m, TDZ or CL out (1)R600m, ALS out R1300m, CAT B DA(H) 273(284) - with ALS R650m, TDZ or CL out (1)R650m, ALS out R1400m, CAT C DA(H) 283(294) - with ALS R650m, TDZ or CL out (1)R650m, ALS out R1400m, CAT D/DL DA(H) 292(303) - with ALS R700m, TDZ or CL out (1)R700m, ALS out R1400m. (1) R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

Type: Terminal
Effectivity: Temporary
Begin Date: 20240902
End Date: 20250630

(11-6) ILS or LOC Rwy 36C - LOC (GS out) minimums should read: DA/MDA(H) 430'(442') with ALS R1400m, TDZ or CL out R1400m, ALS out for CAT A, B R1500m, for CAT C, D/DL R2100m. (12-9) RNP RWY 36C - LNAV minimums should read: DA/MDA(H) 440'(452') with ALS R1400m, TDZ or CL out R1400m, ALS out for CAT A, B R1500m, for CAT C, D/DL R2100m.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20251028

To mark the 750-year anniversary of Amsterdam, a multi-coloured stationary light object is erected at location 522205N 0045401E. The light shines straight up and is visible during approach and departure. The light object is activated daily 0500-Sunrise (0400-Sunrise), Sunset-2200 (Sunset-2100).

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20250630

(12-1) RNP Rwy 04 - LNAV DA/MDA(H) should read 440'(453'). (12-2) RNP Rwy 06 - LNAV/VNAV minimums should read: CAT A DA(H) 319' (330'), with ALS R800m, TDZ or CL out R800m, ALS out R1500m; CAT B DA(H) 329' (340'), with ALS R800m, TDZ or CL out R800m, ALS out R1500m; CAT C DA(H) 337' (348'), with ALS R900m, TDZ or CL out R900m, ALS out R1600m; CAT D/DL DA(H) 348' (359'), with ALS R900m, TDZ or CLout R900m, ALS out R1600m.

Type: Terminal

Effectivity: Temporary
Begin Date: 20250701
End Date: 20250831

(11-6) ILS OR LOC RWY 36C, (12-9) RNP RWY 36C - LOC (GS out) and LNAV minimums should read: DA/MDA(H) 420'(432') with ALS CAT A,B,C,D,DL 1300m, TDZ or CL out R1300m, ALS out CAT C,D,DL R2000m. (12-1) RNP RWY 04 - LNAV minimums should read: DA/MDA(H) 420'(433'). Based on SUP 030-24.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20250630

(10-3Q2, 10-3T3, 10-3V6, 10-3V8) Rwy 18C SIDs EDUPO 3X, ELPAT 3X, LARAS 2X, ROVEN 3X and TORGA 2X: minimum climb gradient of 3.9% required up to 500'. No turns allowed until 500'. (10-3M) Rwy 22 SID BERGI 2G amended: No turns allowed until 500'. Based on SUP 028-24 and SUP030-24. Consult NOTAMs for the latest information.