General Info
Amsterdam, NLD
N 52° 18.5’ E 04° 45.8’ Mag Var: 1.6°W
Elevation: -11’
Public, Control Tower, IFR, Landing Fee, Customs
Pattern Altitude: 1011 feet AGL
Fuel: 100LL, Jet, Jet A-1
Repairs: Major Airframe, Major Engine
Time Zone Info: GMT+1:00 uses DST

Runway Info
Runway 04-22  6608’ x 148’ asphalt
Runway 06-24  11483’ x 148’ asphalt
Runway 09-27  11329’ x 148’ asphalt
Runway 18C-36C  10827’ x 148’ asphalt
Runway 18L-36R  11155’ x 148’ asphalt
Runway 18R-36L  12467’ x 197’ asphalt
Runway 04  (42.0°N) TDZE -13’
  Lights: Edge, ALS
Runway 06  (59.0°N) TDZE -12’
  Lights: Edge, ALS, Centerline, TDZ
  Displaced Threshold Distance 820’
Runway 09  (88.0°N) TDZE -12’
  Lights: Edge, Centerline
  Displaced Threshold Distance 259’
Runway 18C  (184.0°N) TDZE -12’
  Lights: Edge, ALS, Centerline, TDZ
Runway 18L  (184.0°N) TDZE -12’
  Lights: Edge, Centerline
  Displaced Threshold Distance 1866’
Runway 18R  (184.0°N) TDZE -13’
  Lights: Edge, ALS, Centerline, TDZ
  Displaced Threshold Distance 886’
Runway 22  (222.0°N) TDZE -14’
  Lights: Edge, ALS
Runway 24  (239.0°N) TDZE -11’
  Lights: Edge, Centerline
Runway 27  (268.0°N) TDZE -12’
  Lights: Edge, ALS, Centerline, TDZ
Runway 36C  (4.0°N) TDZE -12’
  Lights: Edge, ALS, Centerline, TDZ
  Displaced Threshold Distance 1476’
Runway 36L  (4.0°N) TDZE -12’
  Lights: Edge, Centerline
Runway 36R  (4.0°N) TDZE -11’
  Lights: Edge, ALS, Centerline, TDZ
Communications Info
ATIS 132.975 Arrival Service
ATIS 131.35
ATIS 122.2 Departure Service
ATIS 108.4 Arrival Service
Schiphol Start-Up Tower 121.65
Schiphol Tower 119.9
Schiphol Tower 118.95
Schiphol Tower 362.30 Military
Schiphol Tower 119.225
Schiphol Tower 118.275
Schiphol Tower 118.1
Schiphol Ground Control 121.9
Schiphol Ground Control 121.8
Schiphol Ground Control 121.7
Schiphol Clearance Delivery 121.975
Schiphol Approach Control 126.675
Schiphol Approach Control 118.075 Secondary
Schiphol Approach Control 121.2
Schiphol Approach Control 119.05
Schiphol Approach Control 369.30 Military
Schiphol Approach Control 339.47 Military
Schiphol Arrival Control 131.15
Schiphol Arrival Control 118.4
Schiphol Departure Control 118.075 Secondary
Schiphol Departure Control 121.2
Schiphol Departure Control 119.05
Schiphol Departure Control 369.30 Military
Schiphol Departure Control 339.47 Military
Amsterdam Radar 134.375
Amsterdam Radar 130.95
Amsterdam Radar 120.55
Amsterdam Radar 118.8

Notebook Info
1. GENERAL

1.1. ATIS

D-ATIS Arrival 108.4 132.97
D-ATIS Departure 122.2

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

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

1.2.2. ACFT CLASSIFIED ACCORDING TO ICAO ANNEX 16

Take-off and landing are not allowed for Chapter 2 ACFT. ACFT for which the margin of the sum of the three certification noise levels, relative to the sum of the three applicable ICAO Annex 16 Chapter 3 certification noise limits, is less than 5 EPNdB:
- For ACFT equipped with engines with bypass ratio smaller or equal 3, 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 ACFT equipped with engines with bypass ratio greater than 3, it is not allowed to plan take-off between 2300-0600LT.

1.2.3. PREFERENTIAL RWY SYSTEM

1.2.3.1. GENERAL

The RWYs in use will be selected by ATC according to a preferential RWY system. The preferential sequence is subject to restrictions on the use of RWYs in use as follows:
- When approach facilities on the selected RWY are not suitable for operations in the prevailing weather.
- When crosswind components do not meet the given limits for any RWY combination.
- When braking action on RWYs is below certain standards.
- When heavy showers are observed or wind shear is reported in the vicinity of the APT.
- When operations cannot be carried out due to the weather conditions prevailing at the APT.

The use of a non-preferential RWY for take-off and landing is not permitted unless specifically requested for safety reasons or when weather permits.

1.2.3.2. WIND CRITERIA

In selecting the RWY combination to be used from the preferential RWY system, ATC shall apply the wind speed criteria as have been stated in the table below.

Weather

<table>
<thead>
<tr>
<th>Wind component</th>
<th>Cross</th>
<th>Tail</th>
<th>Cross</th>
<th>Tail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Good</td>
<td>20 KT</td>
<td>10 KT</td>
<td>7 KT</td>
<td>0 KT</td>
</tr>
<tr>
<td>Medium</td>
<td>10 KT</td>
<td>10 KT</td>
<td>5 KT</td>
<td>0 KT</td>
</tr>
<tr>
<td>Poor</td>
<td>10 KT</td>
<td>10 KT</td>
<td>5 KT</td>
<td>0 KT</td>
</tr>
</tbody>
</table>

1.3. LOW VISIBILITY PROCEDURES (LVP)

The ATC low visibility procedures are categorized in four phases (A, B, C, D), that are based on RVR values and cloud base. LVP becomes effective when the TDZ RVR equals or drops below 1500m and/or the cloud base is equal to or less than 300'.

First, the minimum separation for arriving ACFT and the departure interval will be increased. Next, RWY use will be restricted. Ultimately (in phase C & D), only one RWY with ILS CAT III will be available for landing and one for departure.

Taxi guidance based on ground surveillance information will be provided (shared pilot/ATC responsibility for routing and avoiding of inadvertent RWY entry in phase C & D).

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

If a ground surveillance system and/or the RWY stop bars are out of service, additional restrictions apply. If the RVR values drop below 200m and the ground surveillance infrastructure has degraded to an unacceptable level, the APT will be closed for all traffic (ATIS/RTF: 'Schiphol below operational limits').

During LVP all RWY exits, entries and crossings (except RWY 04/22) are safeguarded by switchable (remote controlled) or fixed stop bars. Traffic may proceed only after ATC clearance and when the stop bar lights are switched off.
- Some RWY crossings are safeguarded under all visibility conditions. At these positions crossing of activated stop bars is prohibited. Traffic may proceed only after ATC clearance and when the stop bar lights are switched off.
- From Schiphol-East to Schiphol-Centre taxi via twy E3 or E5.
- From Schiphol-Centre to Schiphol-East taxi via twy E4 or E5.

During LVP, intersection departures are not allowed.

1.4. TAXI PROCEDURES

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

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

For wing span restrictions refer to 10-9 charts.

Weather

RVR 550m or more and cloud base 200' or more
RVR less than 500m and/or cloud base less than 200'

Cross | Tail
- 20 KT | 10 KT
- 10 KT | 10 KT
- 10 KT | 10 KT

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

Flights departing from Schiphol with destination Rotterdam or Lelystad are exempted from flying SIDs within the Schiphol TMA.

1.5. PARKING INFORMATION
1.5.1. GENERAL

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

Self docking procedure (w/o marshaller or visual docking guidance system) on apron B implemented (except stands B31, B32 & B34).

ACFT shall stop at the indicated stop position when the marking is in line with pilots eye view at an angle of 90° to the lead in line.

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

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

1.5.2. PUSH-PULL / PUSH-BACK PROCEDURES

D2, D4: Narrow body ACFT push-back abeam C7, wide body ACFT push-back between C11 & C13 via TWY A5 only.

D8: Wide body ACFT push-back between C11 & C13 via TWY A8 and TWY A5.

D3, D5, E2, E4: Push-back into TWY A10 abeam D47.

D7, D45, E6: B757 and larger push-back into TWY A10 abeam D47.

E8, E18: B757 and larger push-back.


F3: 767-400 and larger push-back on TWY A opposite G8.

F7: Push-back into TWY A17.

F8: Push-back into TWY A16.

H1, H2: Push-back on TWY A19N.

1.5.3. VISUAL DOCKING GUIDANCE SYSTEMS

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

1.5.4. USE OF APU

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

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

1.6.2. JETBLAST HAZARD
CAUTION: Jetblast hazard exists, when the following RWY combinations in use:
- Departure RWY 18L with departure RWY 24.
- Departure RWY 24 with landing RWY 36R.
- Departure RWY 18L [ES] with landing RWY 27 or departure RWY 09.
ATC will time all departures from RWY 18L, from RWY 24 and all heavy departures from RWY 24 (56).

1.6.3. OPERATION OF MODE S TRANSPONDERS
ACFT operators should ensure that the Mode S transponders are able to operate when the ACFT is on the ground according to ICAO specifications.
Pilots shall select the assigned Mode A (squawk) code and activate the Mode S transponder:
- from request of push-back or taxi whichever is earlier.
- after landing, continuously until the ACFT is fully parked on stand.
The transponder shall be deactivated immediately after parking.

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.

Whenever the ACFT is capable of reporting ACFT identification (i.e. call sign used in flight), the ACFTs identification should be entered before the activation of the transponder. To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should not be selected before receiving the clearance to line up. It should then be deselected after vacating the RWY. For ACFT taxiing without flight plan, Mode A code 1000 should be selected.

2. ARRIVAL

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

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

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

2.1.4. RNAV PROCEDURES
2.1.4.1. DURING NIGHT
The RNAV transition procedures for RWY 06 (11-2) or 18R (11-5) must be executed by all ACFT at NIGHT.
The procedures provide lateral guidance only, ATC will issue the clearance for further descent below FL 70 and the instruction to reduce speed below 250 KT.
The descent from transition level or from 4000’ above begins at SOKSI for RWY 06 (11-2) and at NIRSI for RWY 18R (11-5). At ATC initiative a transition for RWY 18R via NARIX (11-5) from FL 60 or above may be available. The descent after SOKSI/NIRSI/NARIX is a low-noise continuous descent and at pilot’s discretion. A published speed should be reached at or before the position where the speed value applies.
The example of ATC instruction “Cleared for SOKSI Approach RWY 06” implies clearance to fly the published route and ILS approach to the relevant RWY.

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

ACFT with a cruising altitude below FL 70 and/or a cruising speed of less than 250 KT are exempted from the procedure. As a rule, these ACFT will be offered an ILS approach beginning at 3000’.
Flights departing from Rotterdam, Leiden (Valkenburg) or Lelystad inbound Schiphol are also exempted from flying transitions.

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

Upon request, operators using ACFT that meet following requirements will receive a temporary exemption allowing their pilots to continue flying the RNAV transitions during NIGHT:
RNAV equipment shall be certified, shall make use of a database, must be capable of applying turn anticipation at fly-by waypoints and must be capable of handling fly-by as well as fly-over waypoints in a mixed sequence.
2. ARRIVAL

2.1.4.2. DURING DAY

Navigation in the initial and intermediate approach segment is primarily based on radar vectors by ATC. The RNAV approaches (at ATC discretion) from LISA for RWY 06 (11-1-11-1A), REGSU for RWY 18C (13-3-3-3A), POBAN for RWY 18R (11-4-11-4A), LONK for RWY 36C (11-8-11-8A) and MONUT for RWY 36R (11-9-11-9A), provide lateral guidance to intercept the ILS for the relevant RWY. Altitude and speed will be instructed by ATC.

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

2.1.4.3. NON-RNAV EQUIPPED ACFT

Pilots shall inform ATC by use of the phrase "UNABLE (designator) TRANSITION (or APPROACH) DUE RNAV TYPE" if instructed to use RNAV type. Operators must hold a temporary exemption for night arrival operations with ACFT that are not equipped for TMA RNAV procedures.

2.1.5. TRANSFER TO SCHIPHOL TOWER

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

2.2. SPEED RESTRICTIONS

- For level and speed restrictions prior to SLPs refer to STARs.
- MAX 250 KT over speed limit point SLP 30 DME (SLP1).
- MAX 220 KT over speed limit point SLP 15 DME (SLP2).
- ACFT with a cruising speed below the required speeds maintain cruising speed until the subsequent speed limit point.
- After holding maintain speed 220 KT until further notice.
- ATC will initiate speed reductions below 220 KT.
- When established on ILS: maintain 160 KT until 4 NM before THR.
- Speed greater than 220 KT accurate within 10 KT.
- Speed smaller than 220 KT accurate within 5 KT.

Additionally, ATC may request specific speeds for accurate spacing. Comply with any level or speed adjustment as promptly as feasible within operational constraints. If level or speed change for ACFT performance reasons or weather conditions is necessary, advise ATC.

2.3. NOISE ABATEMENT PROCEDURES

2.3.1. GENERAL

Between 2300-0600LT for RWY 06 and RWY 18R RNAV low-noise procedures for jet ACFT will be used, otherwise ACFT will be radar vectored towards interception of final leg at 3000'. Using a reduced flaps landing procedure is recommended. However, use of this procedure is subject to captain's decision and safety prevails at all times.

Intercept ILS (or for non-precision approaches follow a descent path after interception of final leg) using minimum flap settings with landing gear retracted which will NOT be lower than 5.2% (3°).

Select gear down after passing 2000'. Postpone the selection of the minimum certified landing flap setting until passing 1200'. ACFT executing a visual approach shall additionally intercept the final leg avoiding populated areas as much as possible.

2.3.2. USE OF RWYS

The most frequently used RWYS are 06, 18R, 36L, 36C & 27. Outside peak hours and during the NIGHT period a combination of 1 departure RWY and 1 landing RWY will be assigned. During outbound peak hours a combination of 2 departure RWYS and 1 landing RWY may be in use. During inbound peak hours a combination of 1 departure RWY and 2 landing RWYS may be in use.

RWYS 18L & 36L are not available for arrivals.

From 2300-0600LT RWYS 04/02, 09/27, 18C, 24 and 36R are not available for arrivals.

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

Assignment of RWYS in use is based on the Preferential RWY System. Propeller driven ACFT may be assigned a different take-off and landing RWY. The attention of pilots on final of RWY 04 or 22 is drawn to the size and texture of the parallel TWA which, under certain weather conditions, is more conspicuous than the RWY.

2.3.3. REVERSE THRUST

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

2.4. CAT II/III OPERATIONS

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

2.5. RWY OPERATIONS

2.5.1. REDUCING RWY OCCUPANCY TIMES (ROT)

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

Available RWY length and indicated ACFT types:

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

* Right angle

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

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

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

Routing instructions via North: Taxi via TWY A and Northside of APT.
Routing instructions via South: Taxi via TWY 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 taxi lines and adhere to the route-indications for the apron and the stand. ACFT may only leave the TWY centerline after visual contact with the marshaller or the activated visual docking guidance system has been established.

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

3. DEPARTURE

3.1. DE-ICING

3.1.1. REMOTE DE-ICING

A de-icing ramp is available:
- between TWYS A and B between TWYS A12 and A13 at positions P1 and P3,
- between holding RWY 36C at positions P1 and P5,
- on TWY VS at positions P6 and P7,
- on TWY A12 at position P8,
- between stands P1 and P7 at position P9,
- on J-Apron at positions P10 thru P13.

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

In case of occupied gates during actual remote de-icing, expect alternative remote holding procedures. During de-icing on the remote position, ACFT shall maintain a listening watch on the last assigned Ground frequency.

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

3.2.1. COMPULSORY READBACK OF CALCULATED TAKE-OFF TIME (CTOT)

ACFT receive the enroute clearance from ATC via datalink or RTF. The CTOT (when applicable) will be an integral part of the enroute clearance issued by the Delivery controller and as such a compulsory part of the pilot's read back. Based on the CTOT, ATC issues enroute and start-up clearances.

3.2.2. CLEARANCE DELIVERY & START-UP PROCEDURES

Enroute clearance shall be requested to SCHIPHOL Delivery max 20 minutes prior to estimated off block time (EOBT) or 35 minutes prior to CTOT. If RWY 36L is used, clearance shall be requested MAX 30 minutes prior to EOBT or 45 minutes prior to CTOT.

The pilot is required to do a full readback of the clearance, including CTOT.

No changes will be made to the procedure regarding enroute clearance via datalink. In order to reduce radio telephony load on SCHIPHOL Delivery, pilots are strongly requested, after having obtained and read back the enroute clearance, to switch without ATC instructions to SCHIPHOL Start-up.

The pilot shall request permission from Schiphol Start-up before starting one or more engines and before executing a cross-bled start. A request for start-up shall be made after all preparations for departure have been made (doors closed, enroute clearance received and if necessary push-back truck connected etc.) and shall include:
- ACFT identification,
- stand position,
- ATIS information,
- request start-up.

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

3.2.3. PUSH-BACK & TAXI PROCEDURES

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

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

Pilots may expect instructions to change ground control frequency.

Pilots shall not change frequency without ATC instructions.

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

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

Routing instructions via North: Taxi via TWY B and Northside of APT.
Routing instructions via South: Taxi via TWY A and Q.
3. DEPARTURE

3.3. SPEED RESTRICTIONS
MAX 250 KT below FL 100.

3.4. NOISE ABATEMENT PROCEDURES

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

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

<table>
<thead>
<tr>
<th>Take-off to 1500'</th>
<th>Take-off power</th>
<th>Speed at V2 + 10 KT to 20 KT [or as limited by body angle]</th>
</tr>
</thead>
<tbody>
<tr>
<td>1500' - 3000'</td>
<td>Climb power</td>
<td>Speed at V2 + 10 KT to 20 KT</td>
</tr>
<tr>
<td>After passing 3000'</td>
<td>Retract flaps on schedule and assume normal enroute climb.</td>
<td></td>
</tr>
<tr>
<td>3000' - FL 100</td>
<td>MAX 250 KT</td>
<td></td>
</tr>
</tbody>
</table>

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

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

3.5. RWY OPERATIONS

3.5.1. REDUCING RWY OCCUPANCY TIMES (ROT)
ATC expect ACFT to enter the RWY at a suitable angle to quickly line-up on the centerline and if necessary continue with a rolling take-off. If unable to comply and particularly if requiring additional time pilots should advise ATC on arrival at the holding point.

ACFT requiring to enter the RWY at right angles to use the full length of a RWY pilots should advise ATC on arrival at the holding point.

ATC may re-order the departure sequence at the holding point or by using intersection take-offs. Pilots unable to accept intersection take-offs should advise ATC when taxiing.

3.5.2. OPERATIONAL USE OF INTERSECTION TAKE-OFFS
In principle all jet ACFT must use the full RWY length available for noise abatement reasons.

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

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

**B-RNAV Equipment Mandatory**

- **Denut 1A** [Denu1A], **HeLEN 1A** [HelE1A], **PesER 2A** [Pese2A], **Putty 1A** [Puty1A]

**Apt Elev**

- N2 39.2 E004 58.6
- N2 32.4 E004 51.2

**Entry Levels Schiphol TMA**

- **JET only** At or below FL100 at or above FL70 280-300 KT

**Entry Limit**

- **Mokere** NS 35.0 E004 58.8
- **Spikerboor** NS 32.4 E004 51.2

**Soksi**

- NS 29.2 E004 58.6

**Holding Over Sugol**

**Holding Point**

- NS 28.1 E005 23.7

**Clearance limit is River.**

**Changes:** Star Putty visible; PesER 1A renumb 2A; crossings.

---

**Arrivals from West**

**B-RNAV Equipment Mandatory**

- **Lams 1A** [Lams1A], **MOLIX 1A** [Moli1A], **REDFA 1A** [Redf1A]

**Apt Elev**

- N5 54.4 E004 45.9

**Entry Levels Schiphol TMA**

- **JET only** At or below FL100 at or above FL70 280-300 KT

**Entry Limit**

- **Nirsi** NS 31.9 E004 31.2
- **Spry** NS 28.1 E005 23.7

**Clearance limit is Sugol.**

**Changes:** Restriction added.
Arrival from Northwest
B-RNAV equipment mandatory

Clearance limit is Sugol

Entry levels Schiphol TMA
A1 or below FL250 280-300 KT

Actual descent clearance will be as directed by ATC.

Con石油 after Andik

Con石油 after Arnem & Pam

Con石油 after Lekko & Lopik

Con石油 after Venlo & Luttelo

Con石油 after Amsterdam FIR

D30 SPL

A1 or below FL100

MOWIL

N2 = 25.5 E05 17.1
N0 = 53.4 E04 6.4

TOPPA 1A [TOPA1A]

Arrival

From Northwest

B-RNAV equipment mandatory

Holding over Sugol

Flights inbound EHAM departing from airports situated in the Amsterdam FIR and intending to operate at or below 3000 ft should obtain an arrival slot from Schiphol APP before departure.
DEPARTURE INSTRUCTIONS

SIDs are minimum noise routings.

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

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

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

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

Intercept radials at an angle of 45°.

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

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

RWY's 18L, 18C, 36L, 36C: Expect additional departure instructions from Tower during independent parallel departure operations.

CHANGES:

1. SID ANDIK 2E (ANDI2E), SID ANDIK 1F (ANDI1F)
2. RWYS 18L, 04 DEPARTURES

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A

REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000', THEN CONTACT SCHIPHOL DEPARTURE FOR ROUTE CONTINUATION AFTER ANDIK

REFER TO CHART 10-3X6

SPEED MAX 250 KT BELOW FL100

This SID requires a minimum climb gradient of 243' per NM (4%) up to FL60.

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

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ANDIK 2E</td>
<td>18L</td>
<td>184° track, at SPL 3.1 DME turn LEFT, 093° track, at PAM R-227 turn LEFT, intercept PAM R-221 inbound to PAM, PAM R-016 to ANDIK, RNAV: THR 18L - EH37 (K229) - EH3924 - PAM - ANDIK (FL60).</td>
</tr>
<tr>
<td>ANDIK 1F</td>
<td>04</td>
<td>042° track, at SPL 0-095 turn RIGHT, intercept PAM R-272 inbound to D5 PAM, turn LEFT, 081° track, intercept PAM R-016 to ANDIK, RNAV: THR 04 - EH4019 - EH4068 - EH4071 - ANDIK (FL60).</td>
</tr>
</tbody>
</table>
ANDIK 1G (ANDI1G), ANDIK 1N (ANDI1N)
RWYS 22, 09 DEPARTURES
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000', THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER ANDIK
REFER TO CHART 10-3X6
SPEED MAX 250 KT BELOW FL100

ANDIK
SID ROUTING
Initial climb clearance FL60, higher level only when cleared by ATC

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ANDIK 1G  22</td>
<td>Climbing on 222° track, at 500’ turn LEFT, 085° track, at PAM R-223 turn LEFT, intercept PAM R-207 inbound to PAM, PAM R-016 to ANDIK.</td>
<td></td>
</tr>
<tr>
<td>ANDIK 1N  09</td>
<td>Climbing on 088° track, at 500’ turn LEFT, intercept PAM R-266 inbound to D7.5, PAM, turn LEFT, 095° track, intercept PAM R-016 to ANDIK.</td>
<td></td>
</tr>
</tbody>
</table>

Changes: Climb gradient.

MAX 220 KT

SCHIPHOL Departure (R) Apt Elev -11'
Trans level: By ATC Trans alt: 3000'
SCHIPHOL Departure (R) Apt Elev 1700'
Trans level: By ATC Trans alt: 3000'

ANDIK 1R (ANDI1R), ANDIK 1T (ANDI1T)
RWY 06 DEPARTURES
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000', THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER ANDIK
REFER TO CHART 10-3X6
SPEED MAX 250 KT BELOW FL100

ANDIK
SID ROUTING
Initial climb clearance FL60, higher level only when cleared by ATC

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ANDIK 1R  06</td>
<td>095° track, at SPL R-103 turn RIGHT, intercept PAM R-272 inbound to DS PAM, turn LEFT, 061° track, intercept PAM R-016 to ANDIK.</td>
<td></td>
</tr>
<tr>
<td>ANDIK 1T  05</td>
<td>095° track, at SPL R-103 turn LEFT, 318° track, at SPY R-229 turn RIGHT, intercept SPY R-243 inbound to SPY, SPY R-063 to ANDIK.</td>
<td></td>
</tr>
</tbody>
</table>

Changes: Reference note added.
**ANDIK 15 [ANDI1S], ANDIK 2X [ANDI2X]
RWYS 24, 18C DEPARTURES**

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER ANDIK
REFER TO CHART 10-3X6

**SPEED:** MAX 250 KT BELOW FL100

**ANDIK**
N02 44.4 E005 16.2
At FL60 (or above, if instructed by ATC)

**NOT TO SCALE**

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

For departure instructions refer to 10-3A. Remain on tower frequency until passing 2000', then contact Schiphol departure for route continuation after Arnem.

Refer to chart 10-3X7.

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

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARNEM 1S</td>
<td>24</td>
<td>230° track, at SPL 4.2 DME turn LEFT, 119° track, at PAM R-226 turn LEFT. Intercept 074° bearing from NV to IVLUT, intercept SPL R-106 to ARNEM. RNAV: THR 24 - EH005 - EH008 (K220-) - EH026 - IVLUT (FL60) - ARNEM.</td>
</tr>
<tr>
<td>ARNEM 2X</td>
<td>18C</td>
<td>184° track, at SPL 5.5 DME turn LEFT, 119° track, at PAM R-226 turn LEFT. Intercept 074° bearing from NV to IVLUT, intercept SPL R-106 to ARNEM. RNAV: THR 18C - EH046 - EH026 - IVLUT (FL60) - ARNEM.</td>
</tr>
</tbody>
</table>

**BERGI 2E [BERG2E], BERGI 1F [BERG1F] RWYS 18L, 04 DEPARTURES**

For departure instructions refer to 10-3A. Remain on tower frequency until passing 2000', then contact Schiphol departure.

Climb on 184° track, at 500' turn LEFT. Intercept SPL R-164, at D6.5 SPL turn RIGHT, intercept 283° bearing towards CH, at RTM R-017 turn RIGHT, intercept 300° bearing from CH, intercept RTM R-356 to BERGI. RNAV: THR 18L - (500') - EH029 (K220-) - EH009 (3000') - EH028 - BERGI (FL60).

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

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>BERGI 2E</td>
<td>18L</td>
<td>Climb on 184° track, at 500' turn LEFT, intercept SPL R-164, at D6.5 SPL turn RIGHT, intercept 283° bearing towards CH, at RTM R-017 turn RIGHT, intercept 300° bearing from CH, intercept RTM R-356 to BERGI. RNAV: THR 18L - (500') - EH029 (K220-) - EH009 (3000') - EH028 - BERGI (FL60).</td>
</tr>
<tr>
<td>BERGI 1F</td>
<td>04</td>
<td>042° track, at SPL R-095 turn LEFT, intercept SPY R-184 inbound to D2 SPY, turn LEFT, intercept SPY R-306 to BERGI. RNAV: THR 04 - EH019 - SPY - BERGI (FL60).</td>
</tr>
</tbody>
</table>

CHANGES: Reference note added.
### Departure Instructions

**BERGI 2V [BERG2V]**, **BERGI 1Z [BERG1Z]**

#### Rwy 36L Departures

**FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A**

**SPEED**: MAX 250 KT BELOW FL100

- **At FL60** (or above, if instructed by ATC)
  - 323° track, intercept PAM R-252, at D19 PAM turn RIGHT, intercept RTM R-356 to BERGI.

**BERGI 2X [BERG2X]**

#### Rwy 18C Departure

**FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A**

**SPEED**: MAX 250 KT BELOW FL100

- **At FL60** (or above, if instructed by ATC)
  - 323° track, intercept PAM R-252, at D19 PAM turn RIGHT, intercept RTM R-356 to BERGI.

---

**INITIAL CLIMB CLEARANCE FL60** higher level only when cleared by ATC

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

**CHANGES**: Reference note.

**SID**

- 121.2

**APR ELEV**

- -11`

**TRANS LEVEL**: By ATC

**TRANS ALT**: 3000'

**NOT TO SCALE**

**REFERENCES**

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Initial climb clearance FL60 higher level only when cleared by ATC

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>GORLO 1F</td>
<td>04</td>
<td>Climb on 268° track, at 500' turn RIGHT, intercept SPL R-268 to VOLLA; 239° track to GORLO. RNAV: THR 04 - EH058 - VOLLA - GORLO (FL60) - GORLO.</td>
</tr>
<tr>
<td>GORLO 1N</td>
<td>06</td>
<td>Climb on 088° track, at 500' turn LEFT, intercept SPL R-243 to VOLLA; 239° track to GORLO. RNAV: THR 06 - EH014 - VOLLA (FL60) - GORLO.</td>
</tr>
</tbody>
</table>

Apt Elev -11'
GORLO 2V [GORL2V], GORLO 1Z [GORL1Z]

RWY 36L DEPARTURES

MAX 250 KT BELOW FL100

Initial climb clearance FL60

Changes: SIDs transferred; chart redrawn.

LEKKO 2E [LEK02E], LEKKO 1F [LEK01F]

RWYS 18L, 04 DEPARTURES

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A

REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000', THEN CONTACT SCHIPHOL DEPARTURE

FOR ROUTE CONTINUATION AFTER LEKKO

REFER TO CHART 10-3X8

MAX 250 KT BELOW FL100

Initial climb clearance FL60

Changes: SID LEKKO 1F climb gradient established.
**LEKKO 1V [LEKO1V], LEKKO 1Z [LEKO1Z]**

For departure instructions refer to 10-3A. Remain on tower frequency until passing 2000', then contact Schiphol departure.

For route continuation after Leukko refer to chart 10-3X8.

**Speed:** MAX 250 KT below FL100.

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

### SID ROUTING

**LEKKO 1V**

004° track, at SPY 11 DME turn RIGHT, 073° track, at SPY 195 turn RIGHT, intercept SPY R-9.2, intercept PAM R-207 to Leukko.

**LEKKO 1Z**

004° track, intercept AMS R-005, at D11 AMS turn RIGHT, intercept SPY R-274 inbound, at D2.5 SPY turn RIGHT, intercept PAM R-207 to Leukko.

**LEKKO 2W**

108.4°, N52° 32.4' E004° 51.5' (FL60).

**LEKKO 2X**

117°, N52° 32.4' E004° 51.5' (FL60).

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

### Reference note added.

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LOPIK 1N [LOPI1N]  
LOPIK 2E [LOPI2E], LOPIK 1F [LOPI1F]  
RWYS 18L, 04 DEPARTURES  
FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY V 33  
AND FOR TRAFFIC WITH DESTINATION EHBK & EHEH  
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A  
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',  
THEN CONTACT SCHIPHOL DEPARTURE  
FOR ROUTE CONTINUATION AFTER LOPIK  
REFER TO CHART 10-3X8  
SPEED: MAX 250 KT BELOW FL100  

LOPIK 1F  
This SID requires a minimum climb gradient of 243' per NM (4%) up to 1000'.  
Gnd speed-KT 75 100 150 200 250 300  
243' per NM 304 405 500 610 720 870  
Initial climb clearance FL60 higher level only when cleared by ATC  

LOPIK 2E 18L  
Climb on 184° track, at 500' turn LEFT, intercept SPL R-184, at D8 SPL turn LEFT, 119° track, intercept SPL R-165 to LOPIK.  
RNAV: THR 18L - (500') - EH036 (K220-) - EH056 - LOPIK [FL60].

LOPIK 1F 04  
Climb on 042° track, at 500' turn RIGHT, 197° track, at SPL R-136 turn LEFT, intercept SPL R-142, at D16 SPL turn RIGHT, intercept SPY R-165 to LOPIK.  
RNAV: THR 04 - (500') - EH061 (K220-) - EH033 - LOPIK [FL60].
LOPIK 1R [LOPI1R], LOPIK 1S [LOPI1S] RWYS 06, 24 DEPARTURES
FOR TRAFFIC VIA AIRWAY UN 852
FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY V 33 AND
FOR TRAFFIC WITH DESTINATION EHBK & EHE
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000’,
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER LOPIK REFER TO CHART 10-3X8
Initial climb clearance FL60 (or above, if instructed by ATC)

LOPIK 1V [LOPI1V], LOPIK 1Z [LOPI1Z] RWY 36L DEPARTURES
FOR TRAFFIC VIA AIRWAY UN 852
FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY V 33 AND
FOR TRAFFIC WITH DESTINATION EHBK & EHE
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000’,
THEN CONTACT SCHIPHOL DEPARTURE
FOR ROUTE CONTINUATION AFTER LOPIK REFER TO CHART 10-3X8
Initial climb clearance FL60 (or above, if instructed by ATC)
LOPIK 2W (LOPI2W), LOPIK 2X (LOPI2X)

**RWYS 36C, 18C DEPARTURES**

- FOR TRAFFIC VIA AIRWAY UN 852
- FOR TRAFFIC WITH DESTINATION EHBK VIA AIRWAY V 33 AND FOR TRAFFIC WITH DESTINATION EHHB & EHEH
- FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A

**SCHIPHOL DEPARTURE**

- THEN CONTACT SCHIPHOL DEPARTURE FOR ROUTE CONTINUATION AFTER LOPIK REFER TO CHART 10-3X8

**SPEED** MAX 250 KT BELOW FL100

---

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

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOPIK 2W</td>
<td>36C</td>
<td>004° track, at SPL 1 DME turn RIGHT, 094° track, at SPY R-193 turn RIGHT, intercept SPY R-182, intercept SPL R-142, intercept SPY R-165 to LOPIK, RNAV: THR 36C - EH007 - EH004 (K220) - EH036 - EH033 - LOPIK (FL60).</td>
</tr>
</tbody>
</table>

**LOPIK 2X**

- 18C
  - 184° track, at SPL 5.5 DME turn LEFT, 119° track, intercept SPL R-151 to LOPIK, RNAV: THR 18C - EH046 - EH050 - LOPIK (FL60).

---

CAUTION

VFR-flights without ATC clearance permitted.

---

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A

**REMIND ON TOWER FREQUENCY UNTIL PASSING 2000', THEN CONTACT SCHIPHOL DEPARTURE FOR ROUTE CONTINUATION AFTER PAM REFER TO CHART 10-3X7

**SPEED** MAX 250 KT BELOW FL100

---

CHANGES: Reference note added.

---

FOR ROUTE CONTINUATION AFTER LOPIK REFER TO CHART 10-3X8

---

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

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAM 1P</td>
<td>27</td>
<td>Climb on 268° track, at 500' turn RIGHT, intercept SPY R-211 inbound to D5 SPY, turn RIGHT, 095° track, intercept PAM R-326 inbound to PAM, RNAV: THR 27 - (E004) - EH027 (K220) - EH036 - EH033 - PAM (FL60).</td>
</tr>
</tbody>
</table>

**PAM 2W**

- 36C
  - 004° track, at SPL 1 DME turn RIGHT, 045° track, at SPL 4.5 DME turn RIGHT, 090° track, intercept PAM R-326 inbound to PAM, RNAV: THR 36C - EH045 - EH046 - PAM 1P - PAM 2W (FL60).
R274^ 005^ PAM 1V
PAM 1Z - EH087 - EH088 - PAM

THR 36L - EH012 - EH013 - EH083 - ANDIK

RNAV: RNAV:
Jet aircraft only between 0600-2300LT. Only jet aircraft between 2300-0600LT.
Initial climb clearance FL60 higher level only when cleared by ATC

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>VALKO IN</td>
<td>09</td>
<td>Climb on 088° track, at 500' turn RIGHT, intercept RMT R-035 inbound, intercept PAM R-240, at D25 PAM turn RIGHT, 266° track to VALKO. RNAV: THR 09 - (500') - EH030 (K220°) - EH025 - EH040 - VALKO (FL60).</td>
</tr>
<tr>
<td>VALKO 15</td>
<td>24</td>
<td>239° track, at SPL 4 DME turn LEFT, 225° track, intercept PAM R-252 to VALKO. RNAV: THR 24 - EH001 - EH051 - EH009 (3000'+) - VALKO (FL60).</td>
</tr>
</tbody>
</table>

VALKO
N52 04.3 E003 50.4

SCHIPHOL
108.4 SPL
N52 19.9 E004 45.0

RNAV: THR 18C - (500') - EH051 - EH009 (3000'+) - VALKO (FL60).
CONTINUATION AFTER LEKKO & LOPIK
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
MAX 250 KT BELOW FL100

Requested FL between FL195 & FL245
Above FL190
Requested FL above FL255
Above FL240
Requested FL between FL195 & FL245
A1 or above FL250

Requested FL above FL255
A1 or above FL250
Requested FL above FL245
A1 or above FL250

requested FL between FL195 & FL245
A1 or above FL250
Requested FL above FL255
A1 or above FL250

2 MAR 07 10-3X8
Eff 10 Mar

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

CONTINUED
Pilot of arriving a/c and vacating the landing rwy shall contact SCHIPHOL Ground immediately.

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

**ATC Operational Information**

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

**RUNWAY INCURSION HOTSPOTS**

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

- Do not enter N3 when instructed to taxi via Twy B at A14 or A15.
- When taxiing to rwy 09, be sure to have a clearance before crossing rwy 09/27.
- Do not cross red lights at displaced rwy end 36R. For normal operating LDA of 9268'/2825m is available. Inform ATC in advance when additional length is required.

**Limited max. wingspan**

Limited max. wingspan for entry apron via Twy G2 171'/52m.
A. SYSTEM DESCRIPTION

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

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

B. ACTIVATED SYSTEM

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

Do not use the system until:
- the green pair of lights at the bottom of the display are blinking (see para A item 4).
- the aircraft type is shown (blinking) on the information area on top of the display (see para A item 3).

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

C. CENTERLINE GUIDANCE

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

D. CLOSING-RATE AND STOP INFORMATION

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

E. DISPLAY INFORMATION TEXT

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

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

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

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
   - The system is operated by an operator; no closing-rate information available. The stoppage is given manually. Taxi very carefully.
5. WAIT
   - The type of aircraft during closing-in is changed. When the correct type is displayed the parking can be continued.
6. 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.
A. SYSTEM DESCRIPTION
The system consists of an Azimuth guidance unit (AGNIS) and the stop information system (PAPA).

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

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

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

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

- **Runway 06**: (SUGOL, RIVER & ARTIP TRANSITIONS to Rwy 06)
- **Start turn at 1 min after Lctr**
- **GS**: 5000'
- **D-ATIS Arrival**: 108.4 132.97
- **SCHIPHOL Arrival (R)**: 119.05 121.2
- **SCHIPHOL Arrival (APP/R)**: 119.22 127.18
- **SCHIPHOL Tower**: 119.22 127.18

**ILS**

- **LOC**: KAG
- **Final Approach Course (APC)**: 055°
- **GS**: No Altitude published
- **Apt Elev - 11'**: RA 100'
- **DA/H**: (100')
- **RB**: (100')

**Transition**

- **FL 70**
- **TCH disp thresh 50°**

**For additional info refer to 10-1P pages.**

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

**Artificially Created**: No additional information provided in the document.
**CHANGES:** Communications, Note, Procedure.

---

**AMSTERDAM, NETHERLANDS**

**ILS DME Rwy 27**

**SCHIPHOL**

**27 MAY 05**

**EHAM/AMS**

**11-7**

---

**LOC**

**BVB**

**GS**

**Final Approach Crs**

**111.55**

**GS Altitude published**

**ILS (DA)(H)**

**430' (224')**

**Apt Elev -11'**

**RWY +12'**

---

**MA SA**

**SPL VOR**

**FL 70**

**Lctr**

---

**27 MAY 05**

**EHAM/AMS**

**11-7A**

---

**LOC**

**BVB**

**GS**

**Final Approach Crs**

**RA 101'**

**GS Altitude published**

**ILS (DA)(H)**

**903' (424')**

**Apt Elev -11'**

**RWY +12'**

---

**MA SA**

**SPL VOR**

**FL 70**

**Lctr**

---

**PANS OPS 4**

---

**EHAM**

**AMS**

**ILS DME Rwy 27**

**SCHIPHOL**

**27 MAY 05**

**EHAM/AMS**

**11-7**

---

**LOC**

**BVB**

**GS**

**Final Approach Crs**

**111.55**

**GS Altitude published**

**ILS (DA)(H)**

**430' (224')**

**Apt Elev -11'**

**RWY +12'**

---

**MA SA**

**SPL VOR**

**FL 70**

**Lctr**

---

**PANS OPS 4**

---

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

---

**CHANGES:** Communications, Note, Procedure.

---

**2000' 268°**

---

**CHANGES:** Communications, Note, Procedure.

---

**JEPPESEN SANDERSON, INC., 2001, 2005. ALL RIGHTS RESERVED.**
Climb on track 004° to 2000'. Inform ATC.

Gnd speed-Kts

ILS LOC (GS out)

RA 100' 

ILS DME reads zero at rwy 36C displaced threshold.

To rwy 1BL during daylight only: CEL 1200', VIS 5.0 km.
Airline: Schiphol (AMS)

- **VOR DME Rwy 09**
- **VOR DME Rwy 18R**

**VOR/DF Frequencies**
- **Schiphol (EHAM)**: 113.95 MHz
- **Schiphol (EH641)**: 108.4 MHz

**APCH CRS**
- **D18.9 PAM (MDP)**
- **D11.6 PAM (EH647)**

**VOR/DF Approach**
- **MAP at D14.2 PAM**: Refer to missed apch above
- **MAP at D10.8 AMS/EH647**: Refer to missed apch above

**Reflections**
- **Schiphol (EH-25)**
- **Leiden (Valkenburg)**

**Final Approach Altitudes**
- **MDA (H)**: 300 ft

**VOR/DF Approach Details**
- **VOR/DF 113.95 MHz**: Final Approach
- **VOR/DF 108.4 MHz**: Initial Approach

**Altitude and Speed**
- **VOR/DF 113.95 MHz**: MDA (H) 300 ft
- **VOR/DF 108.4 MHz**: MDA (H) 300 ft

**Flight Levels**
- **FL 100**: 3000 ft
- **FL 200**: 6000 ft
- **FL 300**: 9000 ft

**Map Source**
- JEPPESEN

---

**ADM TO R-266 PAM to 2000 ft**

- Do not descend below the descent profile.

**MAP at D14.2 PAM**

**CIRCLE-TO-LAND**

---

**JAR-OPS**

**STRAIGHT-IN LANDING RWY 09**

**CIRCLE-TO-LAND**

**JAR-OPS**

**STRAIGHT-IN LANDING RWY 18R**

**CIRCLE-TO-LAND**

---

**Changes**
- Communications, Missed apch, Procedure.
**JEPPESEN**

**JepView 3.5.2.0**

---

**EHAM/AMS**

**JEPPESEN AMSTERDAM, NETHERLANDS VOR DME Rwy 36C**

16 FEB 07

<table>
<thead>
<tr>
<th>D-ATIS Arrival</th>
<th>SCHIPHOL Approach (H)</th>
<th>SCHIPHOL Arrival (APR/F)</th>
<th>SCHIPHOL Tower</th>
</tr>
</thead>
<tbody>
<tr>
<td>108.4 132.97</td>
<td>119.05 121.2</td>
<td>118.4 131.15</td>
<td>119.22 118.1 118.27</td>
</tr>
</tbody>
</table>

**Minimum Alt**

| MDA(H) | Apf Elev | D# | Rwy | Alt.
<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>570'</td>
<td>-11'</td>
<td>12'</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Final Approach Path**

<table>
<thead>
<tr>
<th>VOR</th>
<th>Minimum Alt</th>
<th>Apf Elev</th>
<th>D#</th>
<th>Rwy</th>
<th>Alt.</th>
</tr>
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<td></td>
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</tbody>
</table>

**Mess Apch:** Climb on track 004° to 2000', Inform ATC.

**Alt Set:** Hpa Rad ELEV: 0 Hpa Trans level: By ATC Trans alt: 3000'
1. WARNING: CVFR tfc up to 1500' in the Valkenburg CTR. 2. For additional information refer to 10-1P pages.

**MISSED APCH:**

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

**RIVER (IAF)**

<table>
<thead>
<tr>
<th>FL 70</th>
<th>Start</th>
<th>1 Min</th>
<th>A &amp; B</th>
<th>C &amp; D</th>
<th>3.00'</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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**SUGOL (IAF)**

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<th>A &amp; B</th>
<th>C &amp; D</th>
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**SCHIPHOL Arrival (APP/R) D-ATIS Arrival (R) SCHIPHOL Tower**

<table>
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<th>FL 70</th>
<th>Start</th>
<th>1 Min</th>
<th>A &amp; B</th>
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**Model 4**

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<th>Model 4</th>
<th>Knockdown-gradient</th>
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<tbody>
<tr>
<td>A</td>
<td>1000m</td>
<td>620' (631') 1500m</td>
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<tr>
<td>B</td>
<td>1200m</td>
<td>780' (791') 1600m</td>
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<tr>
<td>C</td>
<td>2000m</td>
<td>880' (891') 2400m</td>
</tr>
<tr>
<td>D</td>
<td>2000m</td>
<td>890' (901') 3600m</td>
</tr>
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---

**EHAM/AMS VOR DME Rwy 06**

16 FEB 07

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<tr>
<th>D-ATIS Arrival</th>
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**Minimum Alt**

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<tr>
<th>MDA(H)</th>
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<th>Alt.</th>
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**Final Approach Path**

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**Mess Apch:** Climb on track 059° to 2000', Inform ATC.

**Alt Set:** Hpa Rad ELEV: 0 Hpa Trans level: By ATC Trans alt: 3000'
1. WARNING: CVFR tfc up to 1500' in the Valkenburg CTR. 2. For additional information refer to 10-1P pages.

**MISSED APCH:**

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

**RIVER (IAF)**

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**WARNING:** CVFR tfc up to 1500' in the Valkenburg CTR.
**EHAM/AMS**

**SCHIPHOL**

**Netherlands**

**D-ATIS Arrival**

**SCHIPHOL Approach (R):**

- 108.4 132.97
- 119.05 121.2
- 119.22 118.1
- 118.4 131.15
- SCHIPHOL Tower
- 119.22 118.1 118.1

**DME Rwy 18C**

- 184°
- 200° (2012')
- 620° (632')
- 200° (2012')
- 570° (581')

**JeppView 3.5.2.0**

**AMSTERDAM, NETHERLANDS**

**MDA(H):**

- 311'<br>
- 1700'
- 1700'
- 1700'
- 1700'

**Apch Crs**

- 311°<br>
- 1700'<br>
- 1700'<br>
- 1700'<br>
- 1700'

**Minimum Alt**

- 1700'<br>
- 1700'<br>
- 1700'<br>
- 1700'<br>
- 1700'

**Apt Elev**

- 311'<br>
- 1700'<br>
- 1700'<br>
- 1700'<br>
- 1700'

**MDA(H):**

- 311'<br>
- 1700'<br>
- 1700'<br>
- 1700'<br>
- 1700'

**Apt Elev**

- 311'<br>
- 1700'<br>
- 1700'<br>
- 1700'<br>
- 1700'

**Final**

- 311°<br>
- 1700'<br>
- 1700'<br>
- 1700'<br>
- 1700'

**Minimum Alt**

- 1700'<br>
- 1700'<br>
- 1700'<br>
- 1700'<br>
- 1700'

**Apt Elev**

- 311'<br>
- 1700'<br>
- 1700'<br>
- 1700'<br>
- 1700'

**Final**

- 311°<br>
- 1700'<br>
- 1700'<br>
- 1700'<br>
- 1700'

**MDA(H):**

- 311'<br>
- 1700'<br>
- 1700'<br>
- 1700'<br>
- 1700'

**Apt Elev**

- 311'<br>
- 1700'<br>
- 1700'<br>
- 1700'<br>
- 1700'

**Final**

- 311°<br>
- 1700'<br>
- 1700'<br>
- 1700'<br>
- 1700'

**Missed Apch**

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

**Chocks**

- Do not descend below descent profile. FL 70
- Start after Lctr
- Do not descend below descent profile.

**ILS VOR**

- Misled zero at rwy 36R.

**CHANGES:**

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