JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: AMSTERDAM NLD
ICAO/IATA: EHAM / AMS
Lat/Long: N52° 18.5', E004° 45.8'
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: 0521 Z
Sunset: 1749 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: 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: 36R
Length x Width: 11155 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -11 ft

Lighting: Edge, ALS, Centerline, TDZ

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: 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

Communication Information

ATIS: 132.980 Arrival Service
ATIS: 122.205 Departure Service
Schiphol Tower: 119.230 VHF-DF
Schiphol Tower: 118.280 VHF-DF
Schiphol Tower: 118.105 VHF-DF
Schiphol Tower: 135.110 VHF-DF
Schiphol Ground: 121.590
Schiphol Planner Ground: 121.655
Schiphol Ground: 121.705
Schiphol Ground: 121.805
Schiphol Ground: 121.905
Schiphol Ground: 121.560
Schiphol Clearance Delivery: 121.980
Schiphol Approach: 119.055
Schiphol Approach: 118.080
Schiphol Approach: 131.155
Schiphol Approach: 121.205
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 when taxiing on:

- TWY N intersection with TWY N1 while continuing to taxi on TWY N;
- TWY G2 RIGHT to G and vice versa;
- TWY G5 LEFT to G and vice versa.

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:

- all arriving ACFT shall switch off as many engines as possible after landing and taxi 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, 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.

1. GENERAL

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

Remote Holding Positions
Access prohibited on remote holding positions P1, P2, PA, PB, PC, PD, 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, 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.

At all parking stands except G71 nose-in parking and push-back procedures are applicable.

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-docking 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 and B36, 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 G-apron, J-apron (except P10, P12, P14 and P16 in case of de-icing), R-apron and Y-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.

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

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

1. 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. PUSH-PULL / PUSH-BACK PROCEDURES

Stand A75: Push-pull abeam stand A74 required.

Stand C13: Push-back into TWY A5.

Stands E8, E18, G3, G5, G7, G73 and G76: B757 and larger push-pull.

Stands D2 and D4: B767 and larger push-back via TWY A5 next to C11.

Stands D3, D5, E2 and E4: Push-back into TWY A10.

Stands D7, D43 and E6: B757 and larger push-back into TWY A10.

Stands E3, E5, E7, E9, F2, F4 and F6: B757 and larger push-pull on TWY A16. Other ACFT push-back into TWY A14.

Stands E20, E22 and E24: Push-back on TWY A12.

Stand F3: Push-back on TWY A opposite stand G9.

Stand G3: ACFT with MAX wingspan 118'/36m push-back on TWY A19N.

Stand G4: B767 and larger push-pull.

Stands H1 and H2: Push-back on TWY A19E.

S-apron: Push-back direction will be instructed by ATC.

1.7.4. 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; AT C 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.

2. ARRIVAL

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.

2. ARRIVAL

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 t o 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;

- 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 MAYDAY (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 and P7.

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. DEPARTURE

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.), (ifrequired) 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.

Standard push-back directions from the stands, except on the K-, M- and S-apron, are in force.

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.

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.

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. DEPARTURE

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.

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. DEPARTURE

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.

EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

31 MAY 24 (10-1R) Eff 13 Jun **RADAR MINIMUM ALTITUDES**

*AMSTERDAM Radar	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 3000
118.805 120.555 127.780	-11	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.

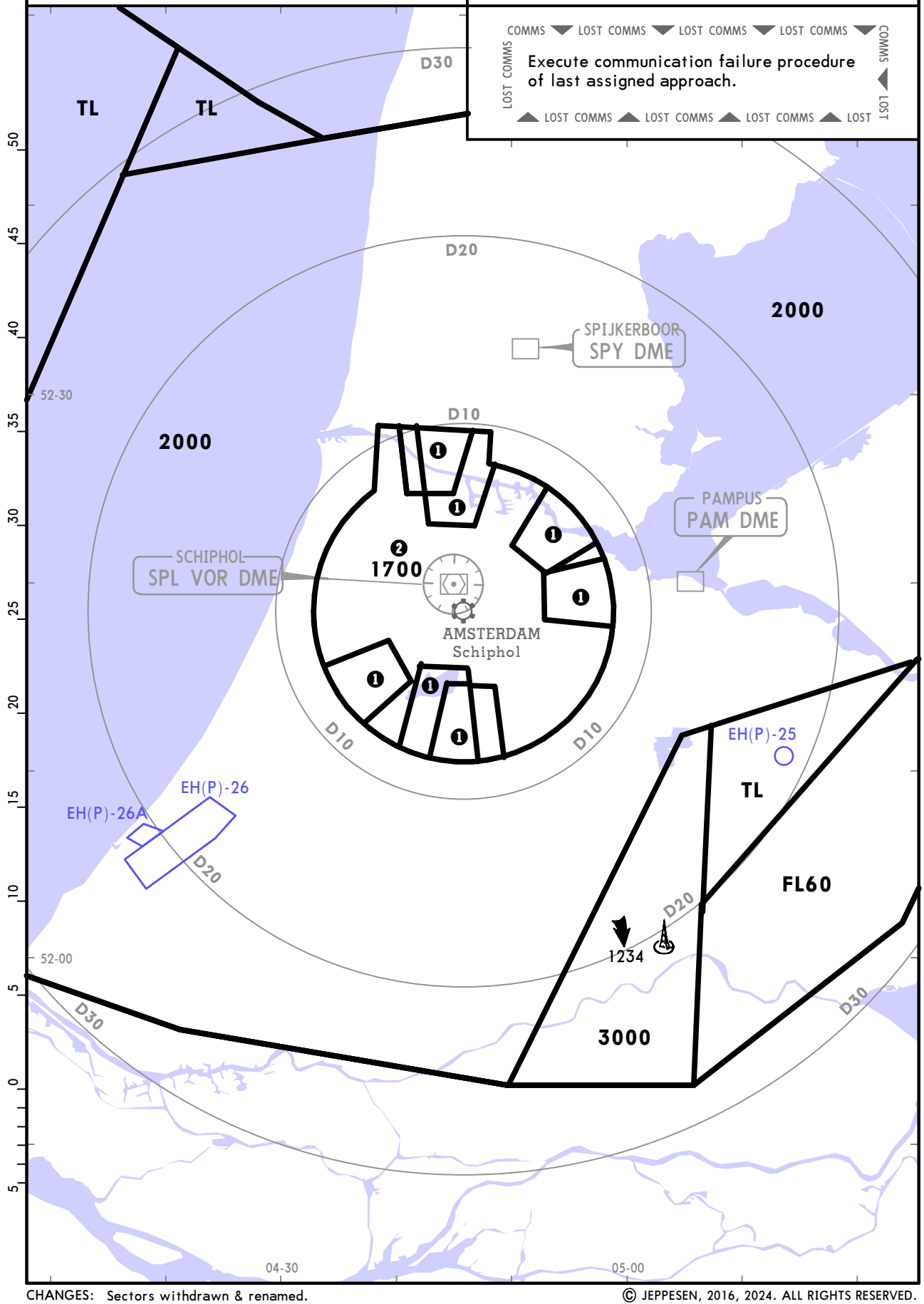
❶ Final Approach vectoring area (FAVA): **1200** Descent clearance to FAVA will only be issued when aircraft is established on final appraoch track or on an intercept of 30° or less.

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.

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ COMMS

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

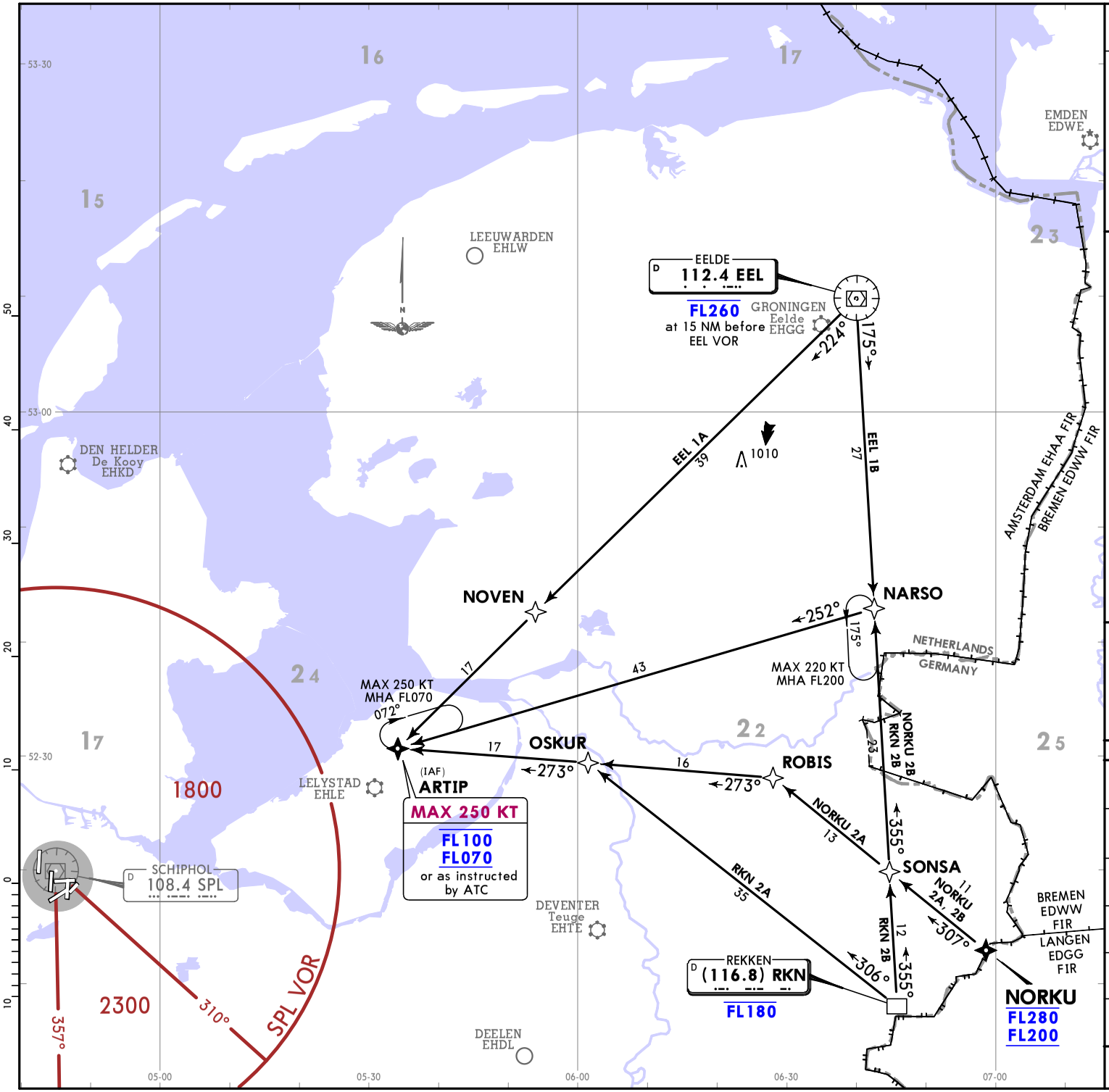
Execute communication failure procedure of last assigned approach.



CHANGES: Sectors withdrawn & renamed.

AMSTERDAM, NETHERLANDS

RNAV STAR



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

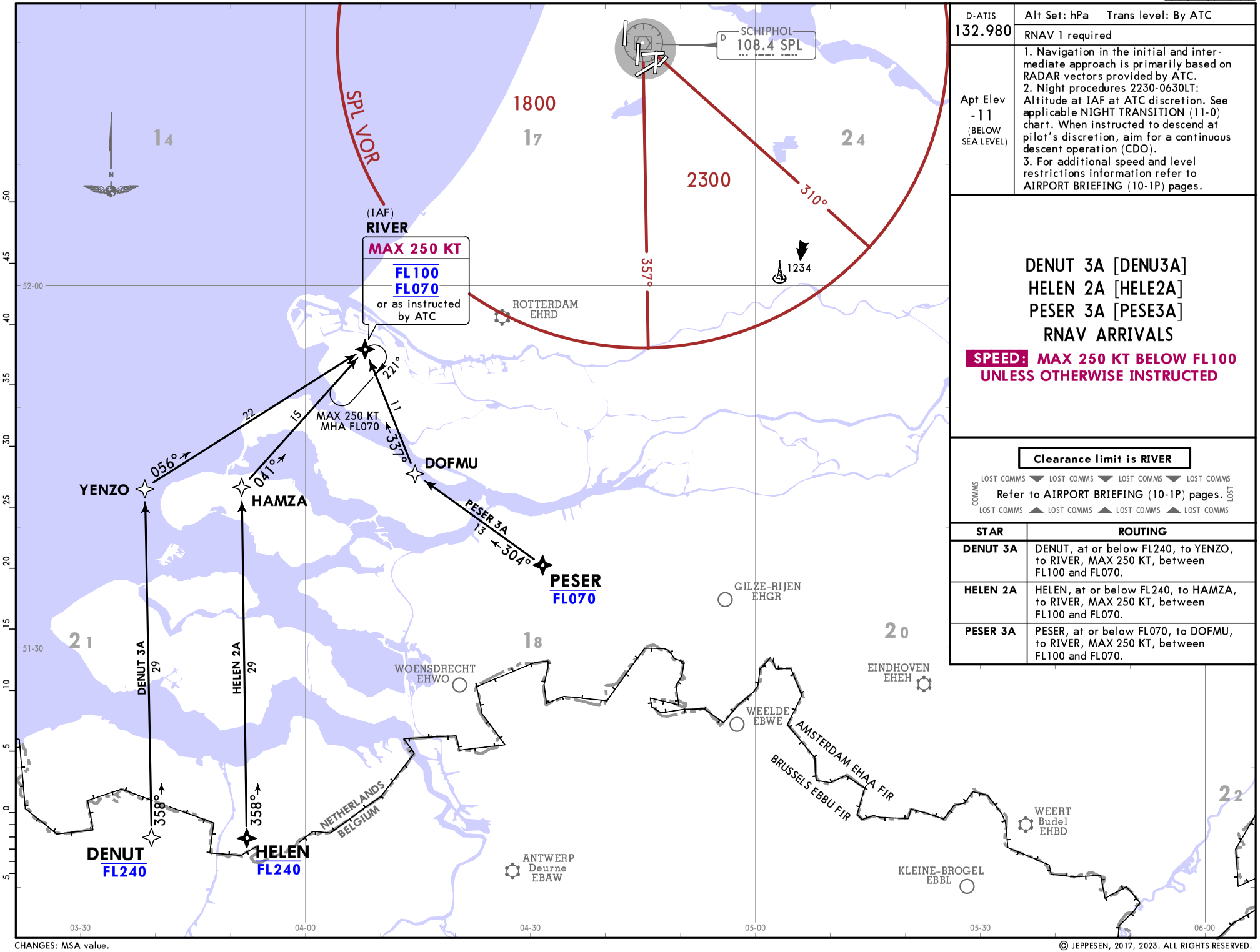
Clearance limit is ARTIP.

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 ELL 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 ELL 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.

CHANGES: MSA value.



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

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

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: MSA value.

AMSTERDAM, NETHERLANDS

RNAV STAR

D-ATIS 132.980

Apt Elev -11 (BELOW SEA LEVEL)

Alt Set: hPa Trans level: By ATC

RNAV 1 required

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.

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.

MOLIX FL230
LAMSO FL230
REDFA FL230
LUTEX
ROBVI
ETPOS
SULUT
(IAF) SUGOL
MAX 250 KT FL100 FL070 or as instructed by ATC
MOLIX 2A 17
LAMSO 2A 18
LUTEX 13
ROBVI 7
ETPOS 21
SULUT 21
REDFA 1A 40
119°
099°
110°
076°
059°
290°
MAX 250 KT MHA FL070
SPL VOR
SCHIPHOL D 108.4 SPL
310°
357°
1800
2300
1234
1 5
1 4
1 6
1 7
2 4
53-00
52-30
52-00
02-30
03-00
03-30
04-00
04-30
05-00

CHANGES: MSA value.

EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

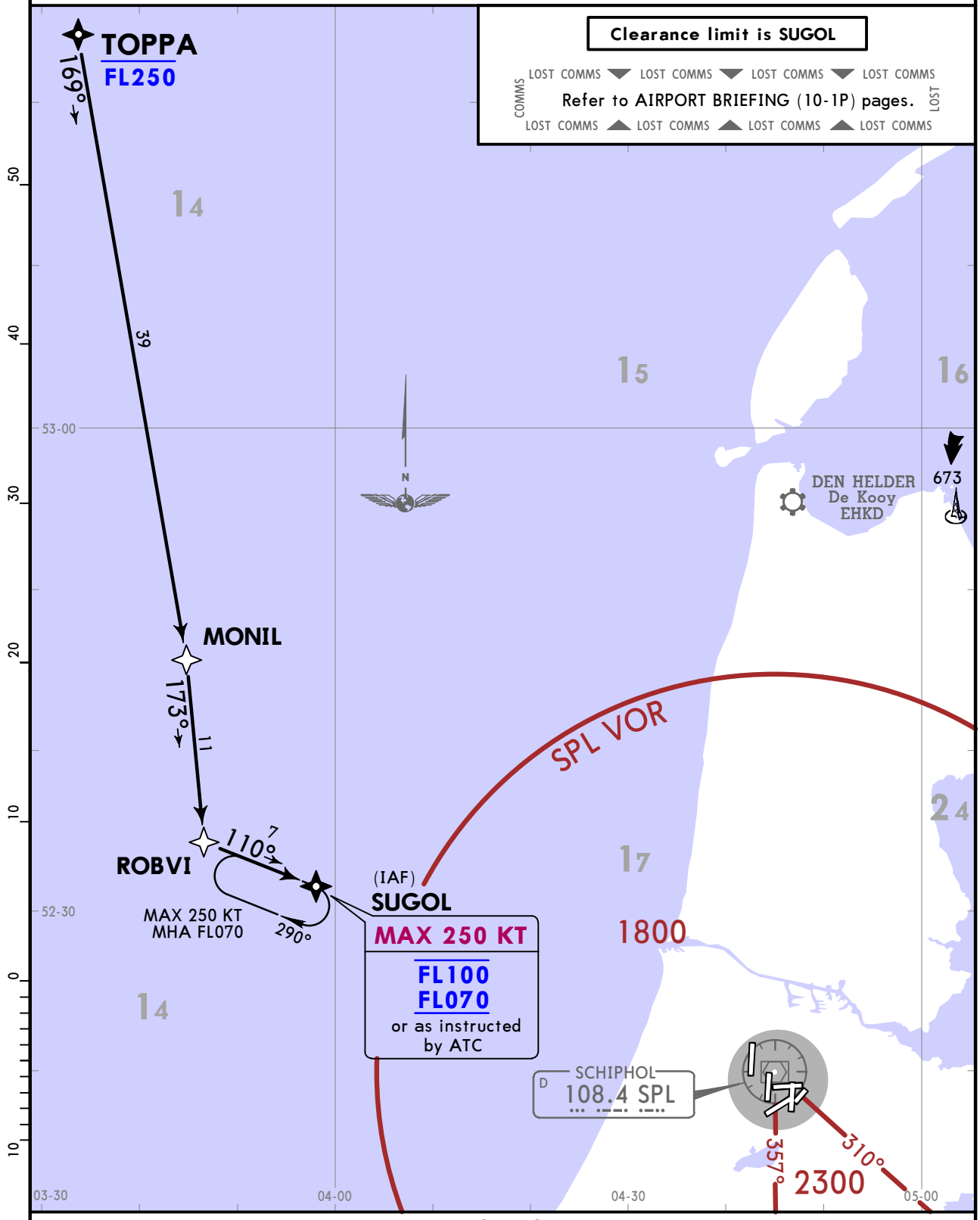
21 JUL 23 (10-2C)

RNAV STAR

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.

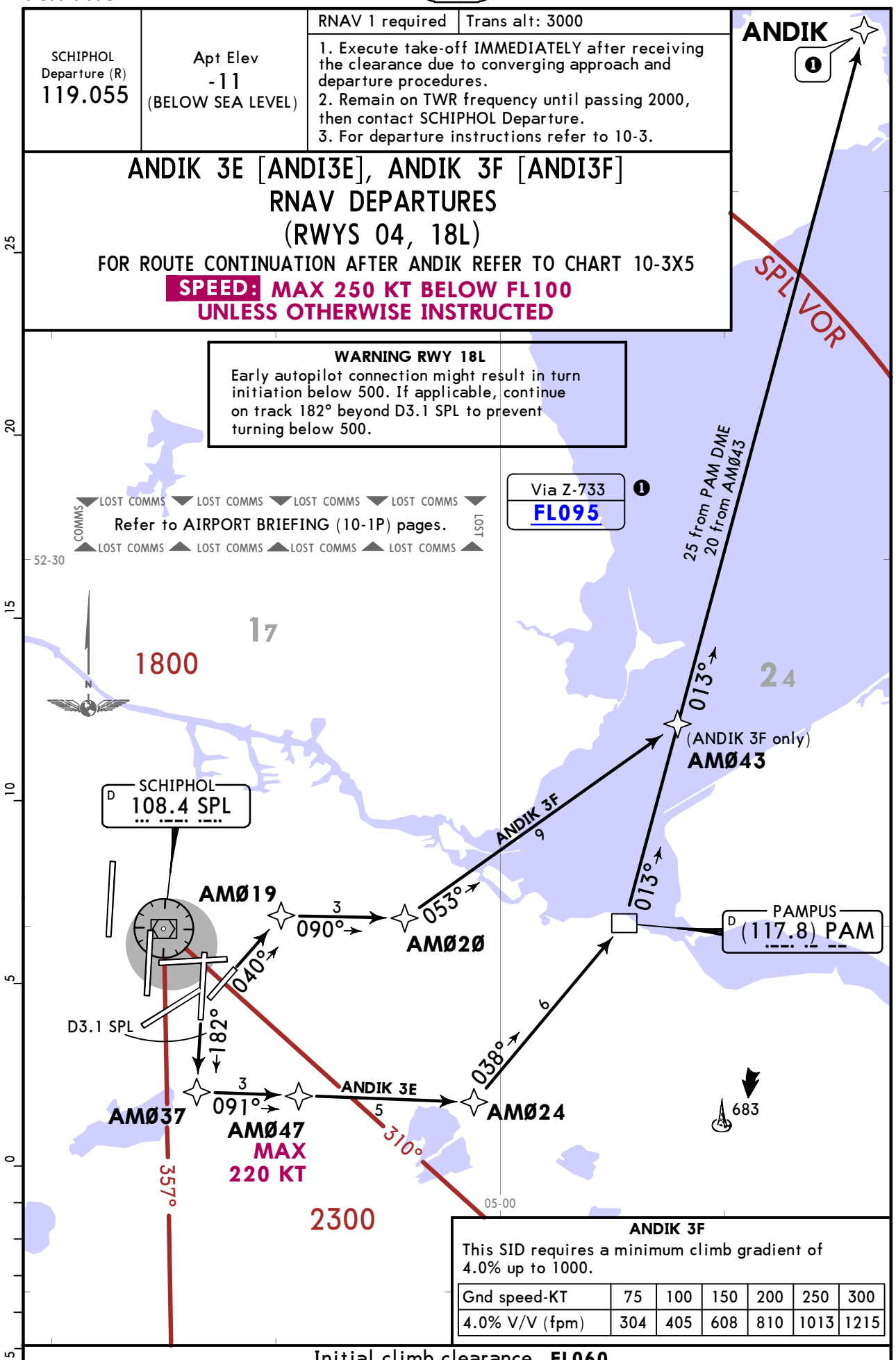
SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required | Trans alt: 3000 1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure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

ANDIK 3E [ANDI3E], 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 3E	18L	On 182° track to AMØ37, to AMØ47, MAX 220 KT, to AMØ24, to PAM DME, to ANDIK.
ANDIK 3F	04	On 040° track to AMØ19, to AMØ2Ø, to AMØ43, to ANDIK.

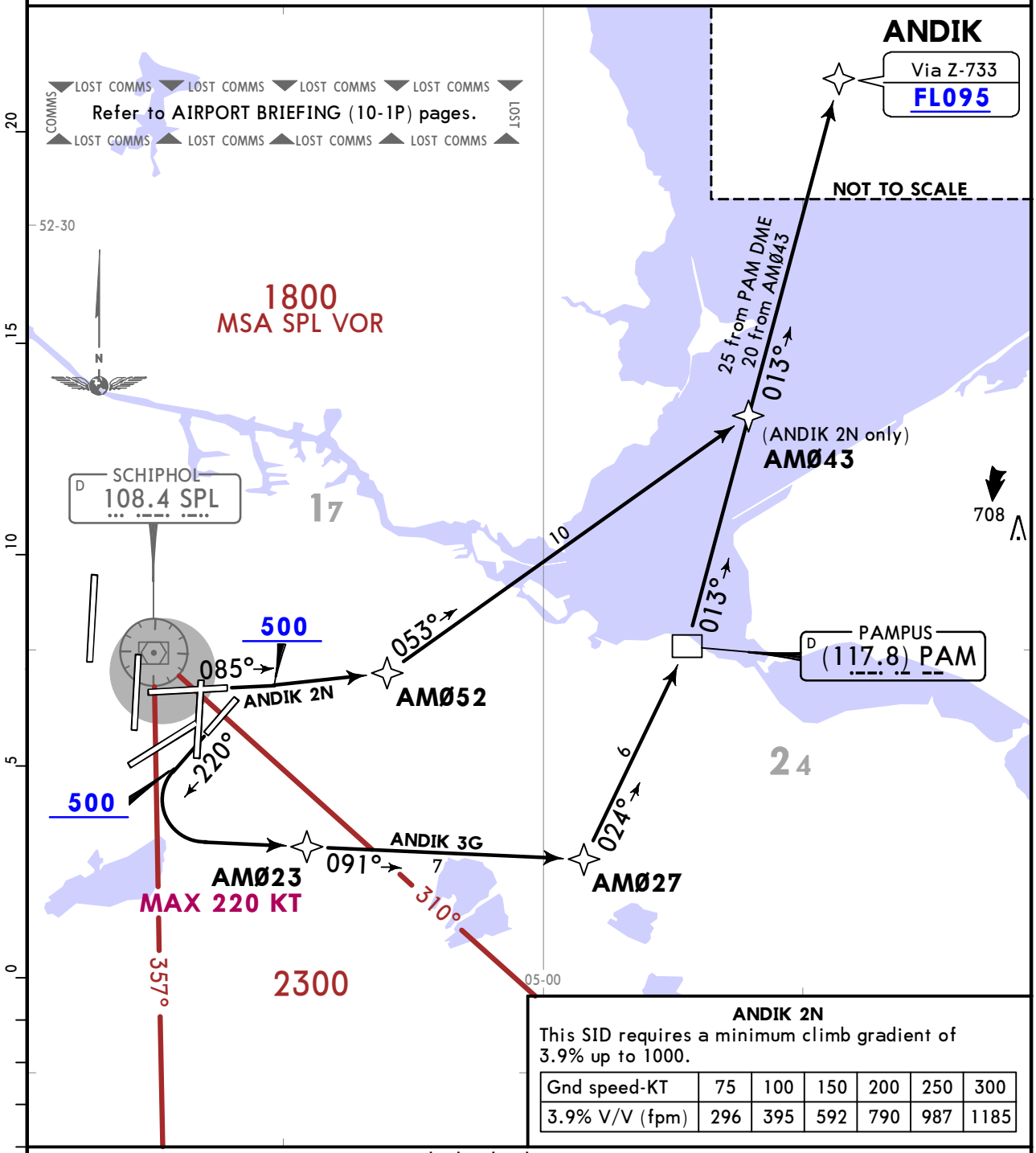
CHANGES: MSA value.

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.

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 3.9% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

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: MSA value.

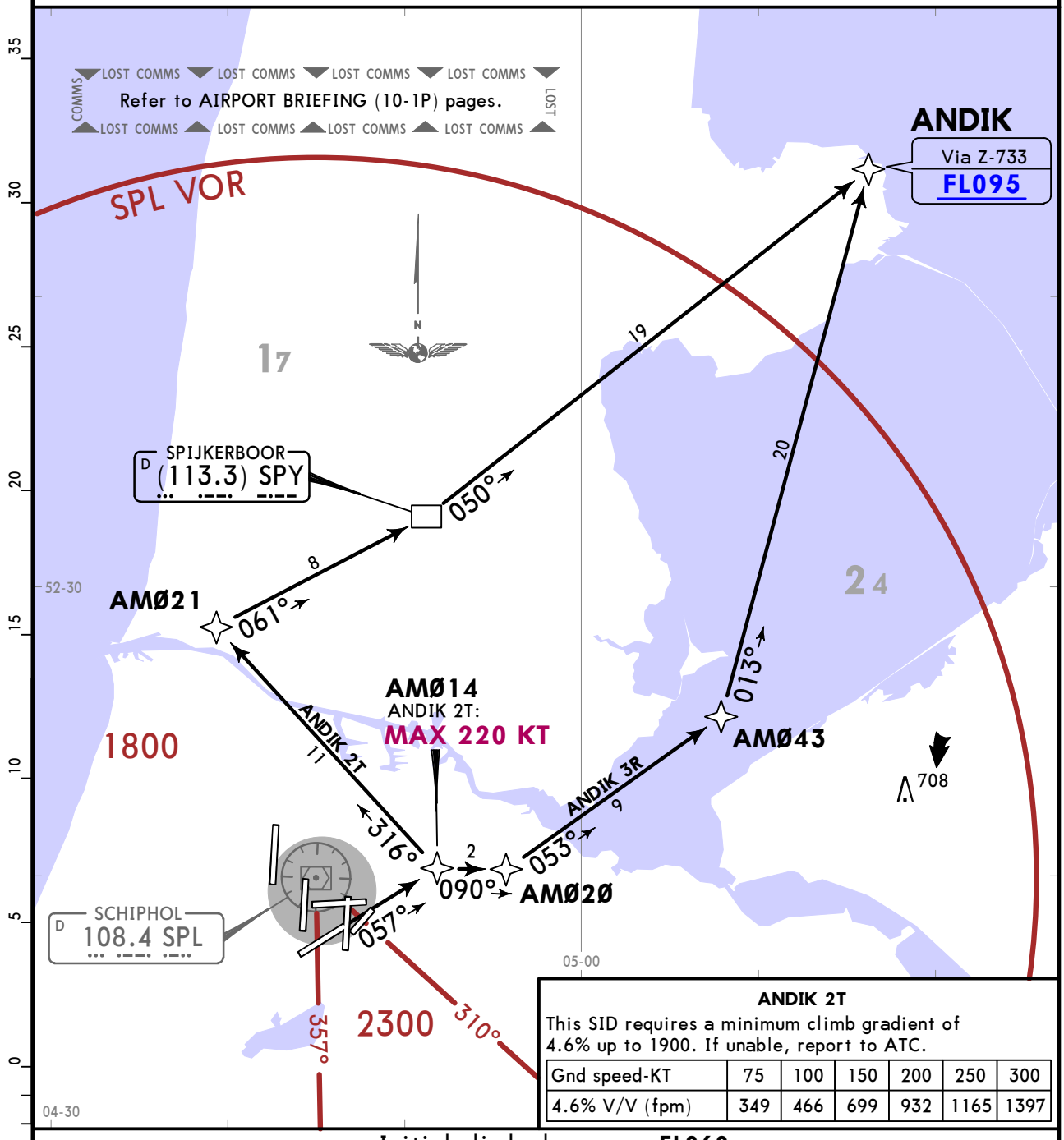
SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000

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.

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**

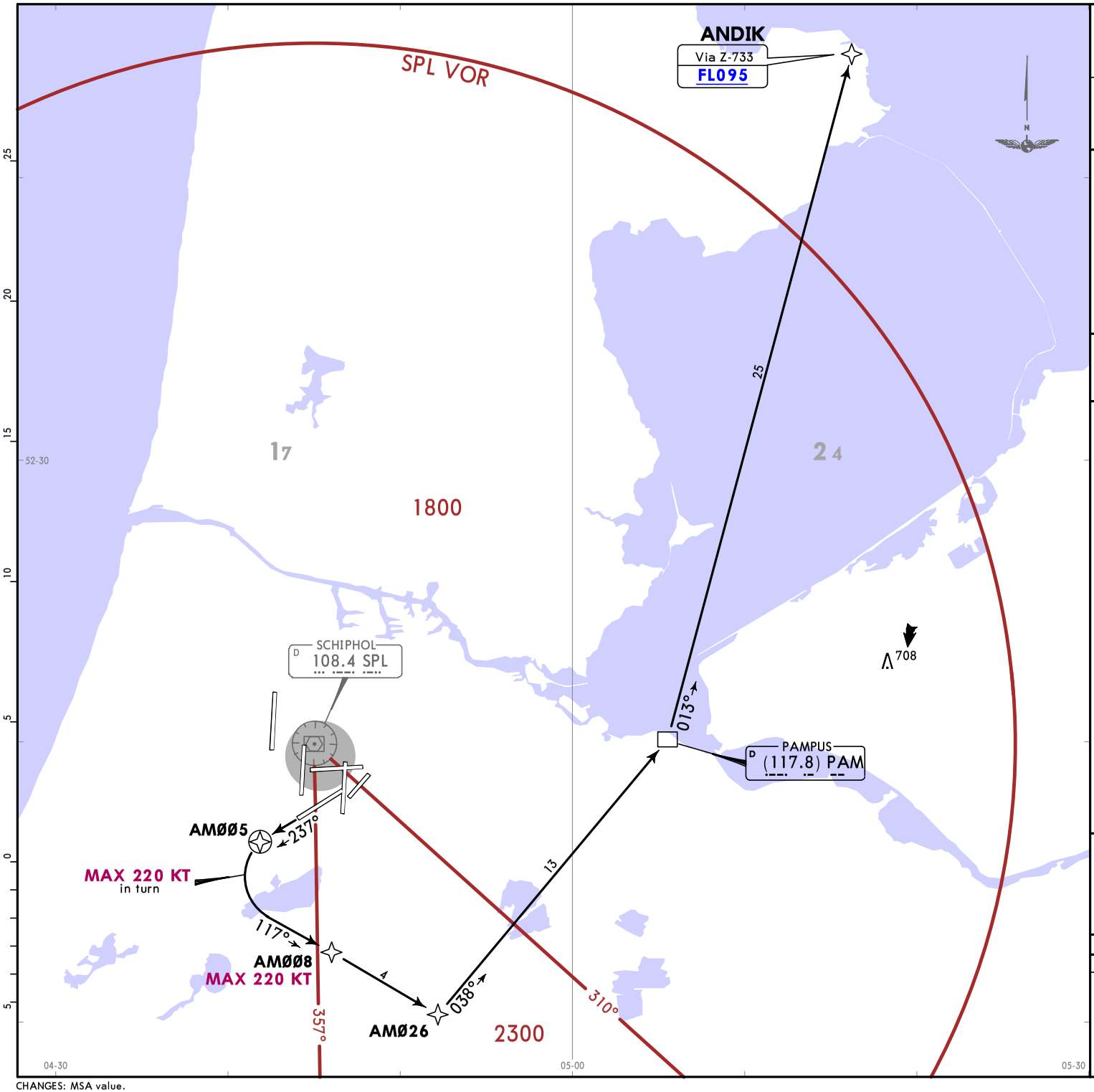
SID	ROUTING
ANDIK 3R ❶	On 057° track to AMØ14, to AMØ2Ø, to AMØ43, to ANDIK.
ANDIK 2T ❷	On 057° track to AMØ14, MAX 220 KT, to AMØ21, to SPY DME, to ANDIK.

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

CHANGES: MSA value.

AMSTERDAM, NETHERLANDS

RNAV SID



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.	

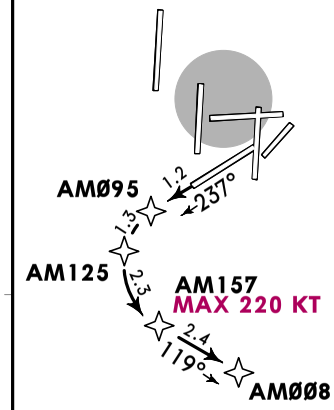
ANDIK 2S RNAV DEPARTURE
[ANDI2S], [AND2SY] ❶
(RWY 24)

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

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED

LOST COMMS 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



NOT TO SCALE

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 AMØ05, 117° track to AMØ8, MAX 220 KT, to AMØ26, to PAM DME, to ANDIK.

[AND2SY]❶: On 237° track to AMØ95, turn LEFT to AM125, turn LEFT to AM157, MAX 220 KT, to AMØ8, to AMØ26, to PAM DME, to ANDIK.

CHANGES: MSA value.

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

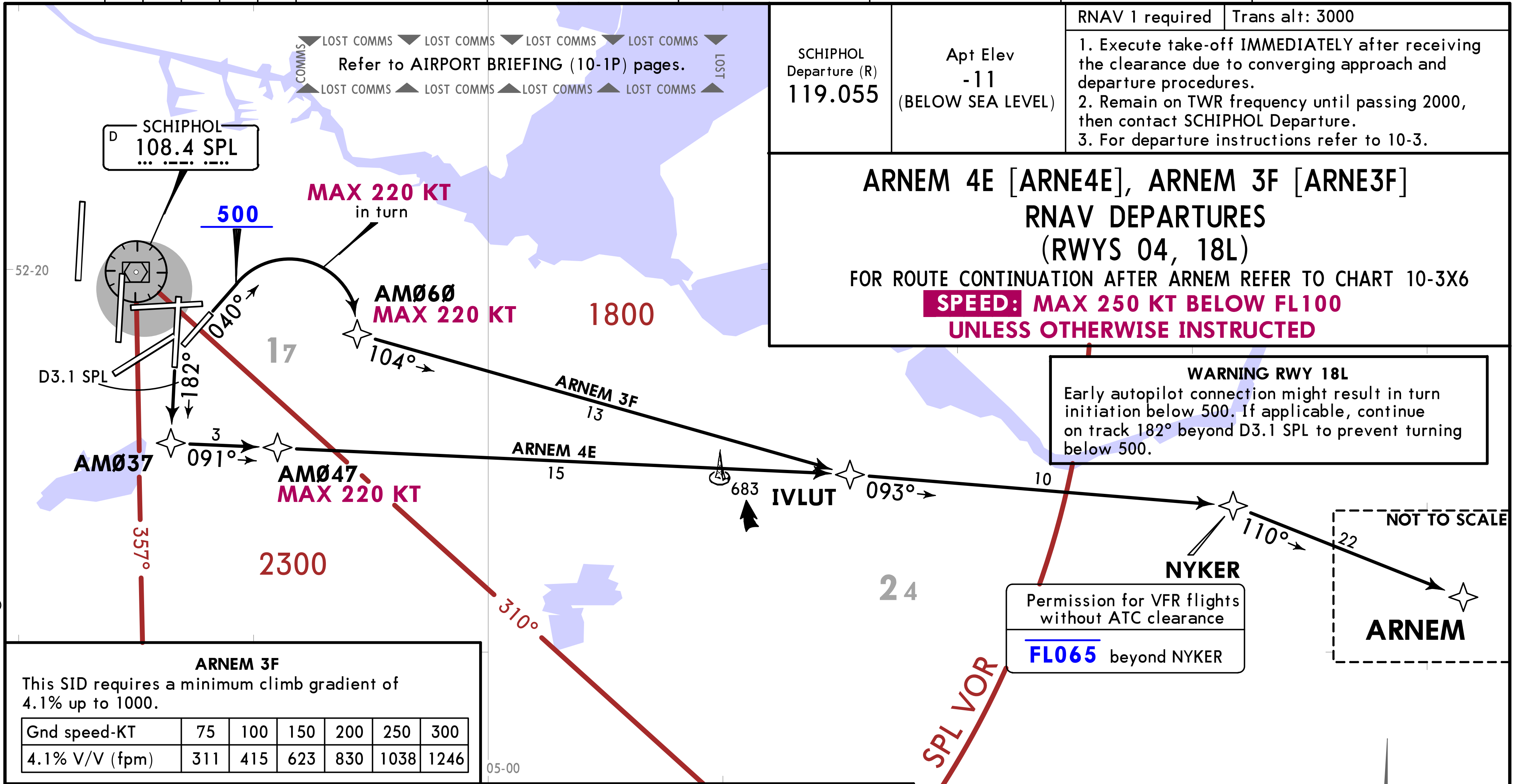
1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures.
2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure.
3. For departure instructions refer to 10-3.

ARNEM 4E [ARNE4E], 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 4.1% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

Initial climb clearance **FL060**

SID	RWY	ROUTING
ARNEM 4E	18L	On 182° track to AM037, to AM047, MAX 220 KT, to IVLUT, to NYKER, to ARNEM.
ARNEM 3F	04	Climb on 040° track, at or above 500 turn RIGHT, direct to AM060, MAX 220 KT, to IVLUT, to NYKER, to ARNEM.

CHANGES: MSA value.

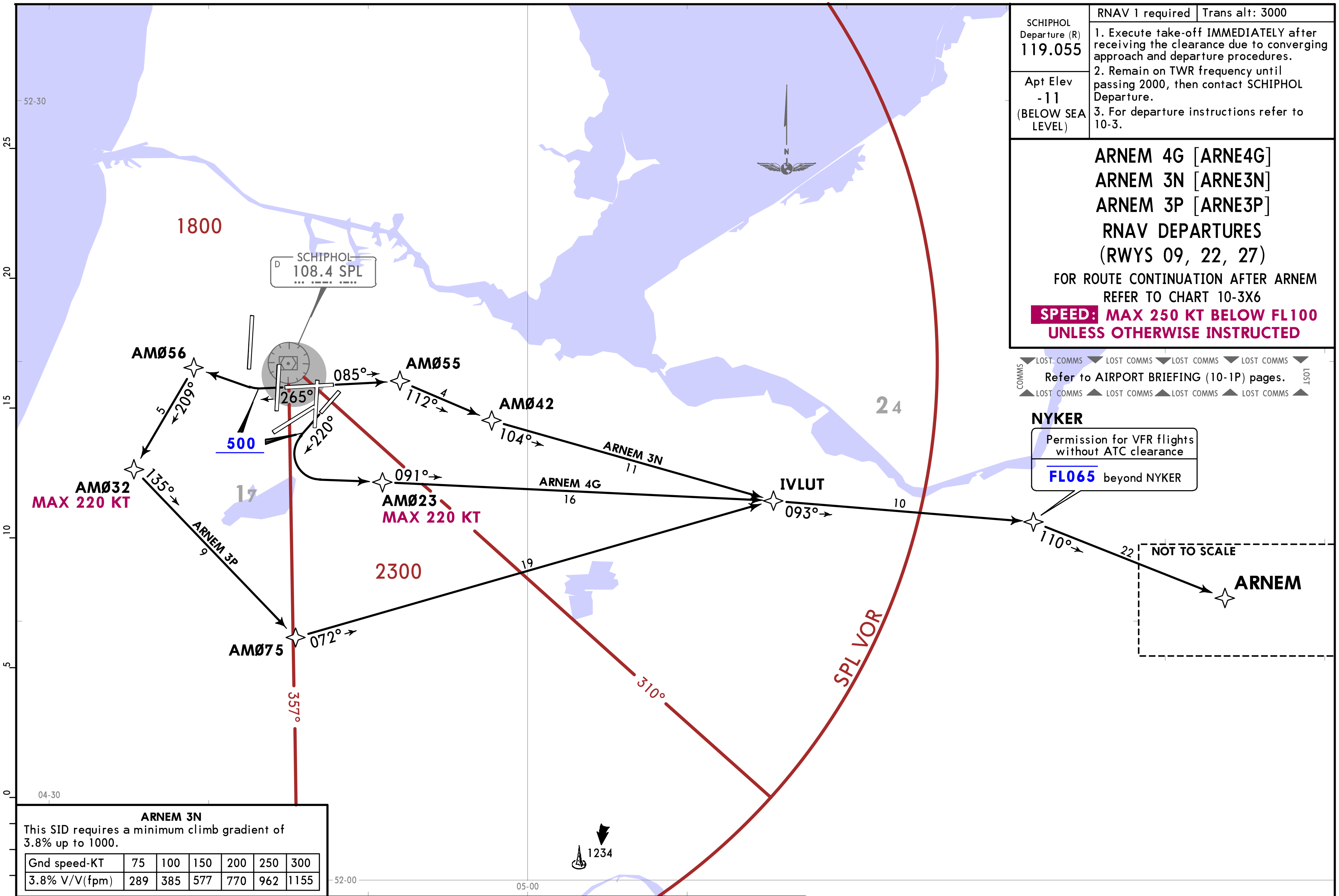
SCHIPHOL Departure (R) 119.055	RNAV 1 required	Trans alt: 3000
Apt Elev -11 (BELOW SEA LEVEL)	1. Execute take-off IMMEDIATELY after receiving the clearance due to converging approach and departure procedures. 2. Remain on TWR frequency until passing 2000, then contact SCHIPHOL Departure. 3. For departure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

ARNEM 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.



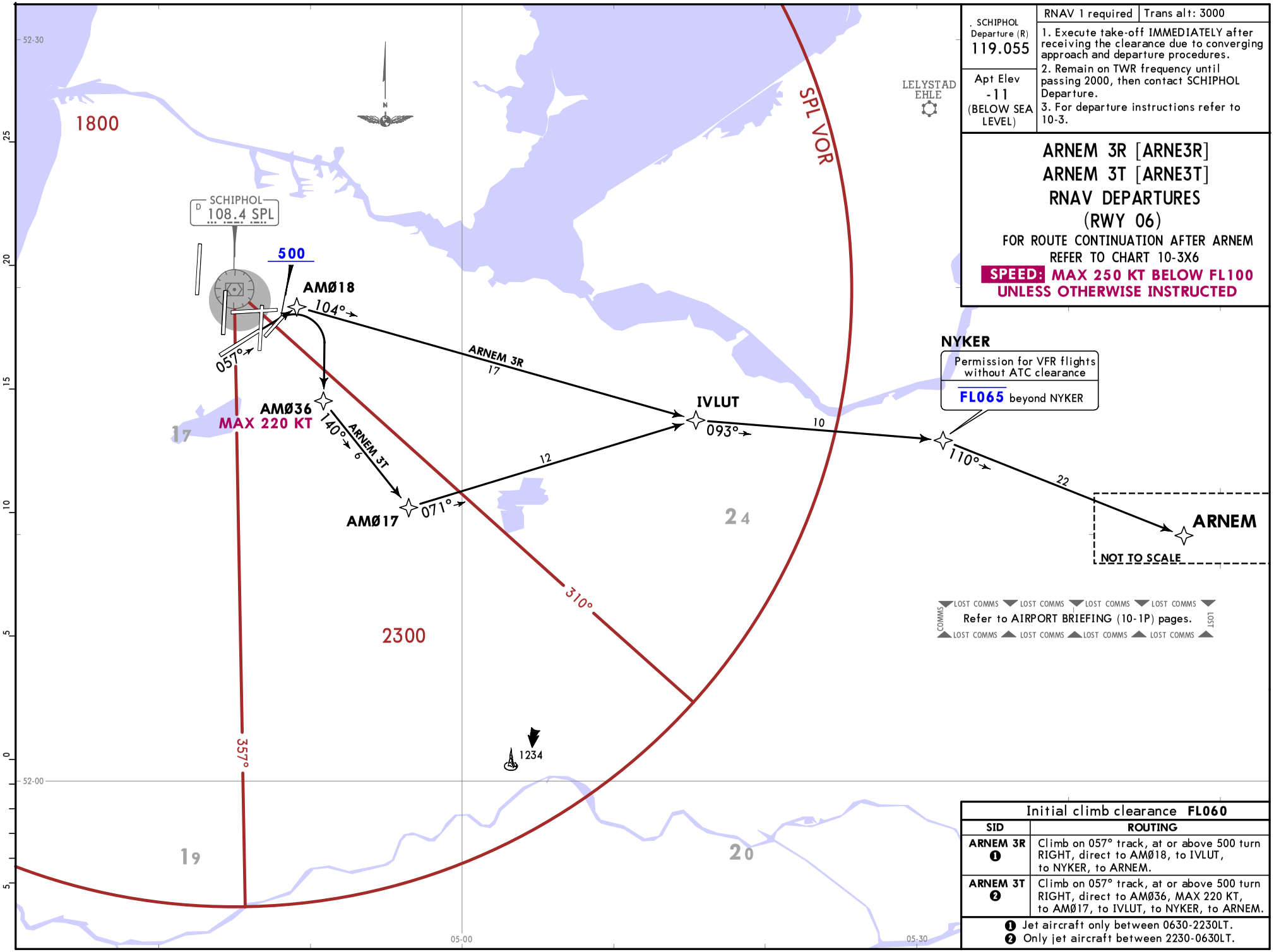
ARNEM 3N
This SID requires a minimum climb gradient of 3.8% up to 1000.

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**

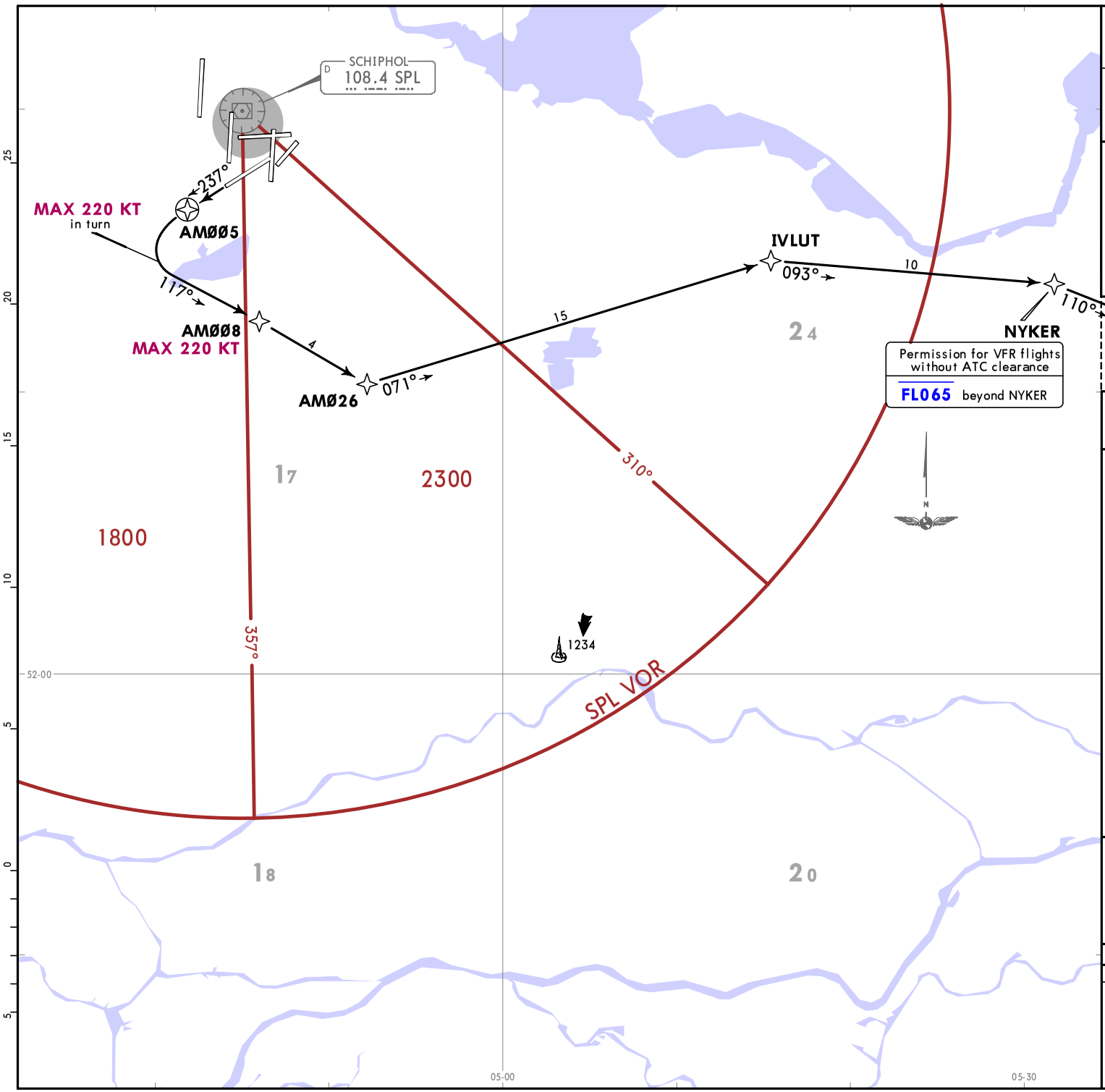
SID	ROUTING
ARNEM 3R ❶	Climb on 057° track, at or above 500 turn RIGHT, direct to AM018, to IVLUT, to NYKER, to ARNEM.
ARNEM 3T ❷	Climb on 057° track, at or above 500 turn RIGHT, direct to AM036, MAX 220 KT, to AM017, to IVLUT, to NYKER, to ARNEM.

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

CHANGES: MSA value.

AMSTERDAM, NETHERLANDS

RNAV SID



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 3S RNAV DEPARTURE

[ARNE3S], [ARN3SY]❶

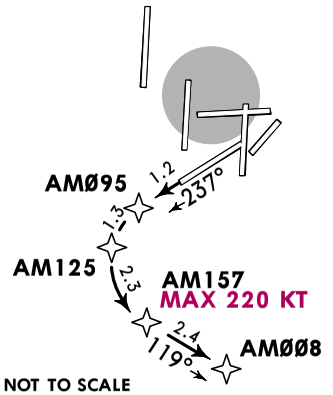
(RWY 24)

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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

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

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

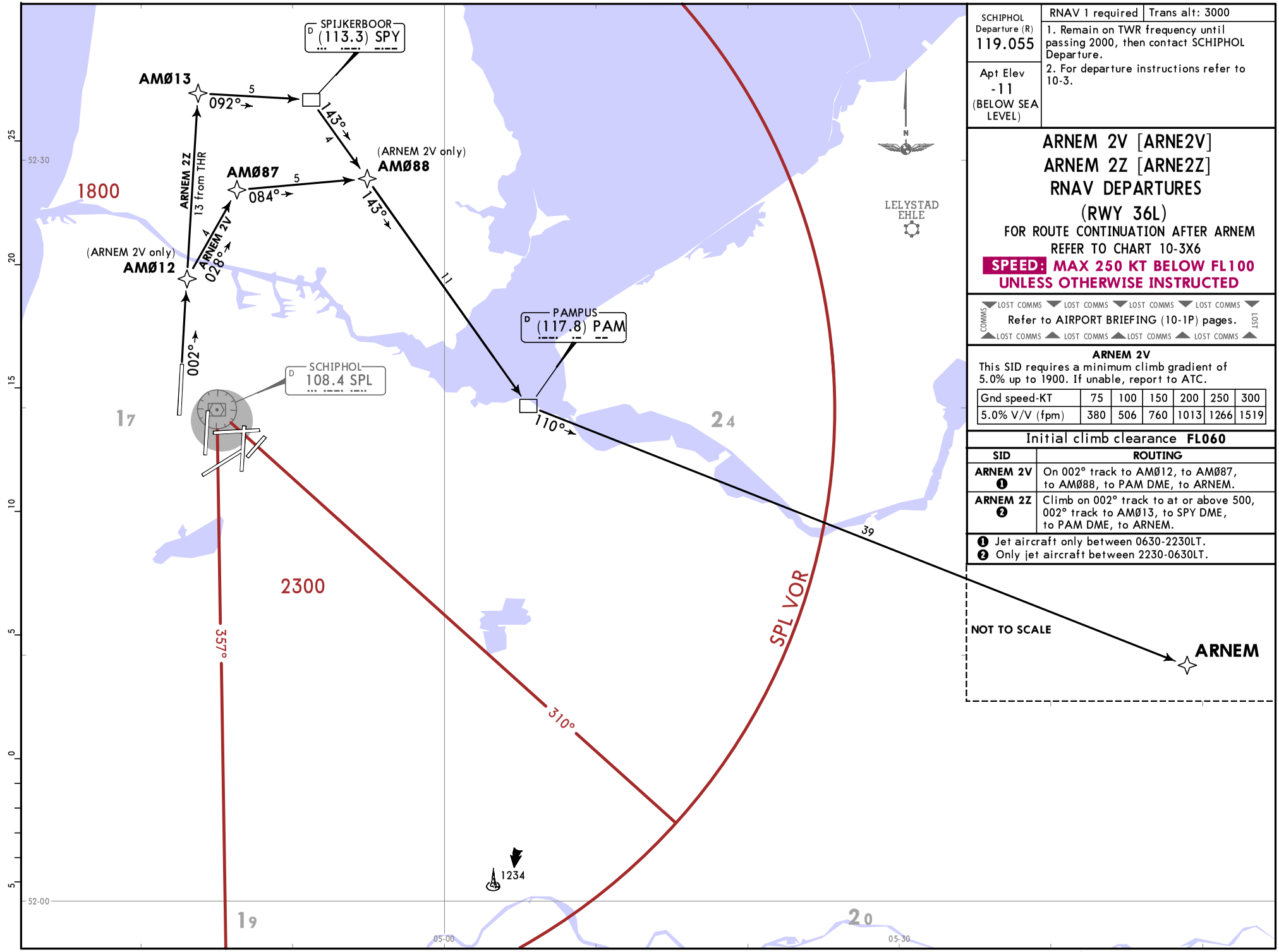
Initial climb clearance **FL060**

ROUTING

[ARNE3S]: On 237° track to AMØ05, 117° track to AMØ8, 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: MSA value.



SCHIPHOL Departure (R) 119.055	RNAV 1 required	Trans alt: 3000
Apt Elev -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 LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

ARNEM 2V
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**

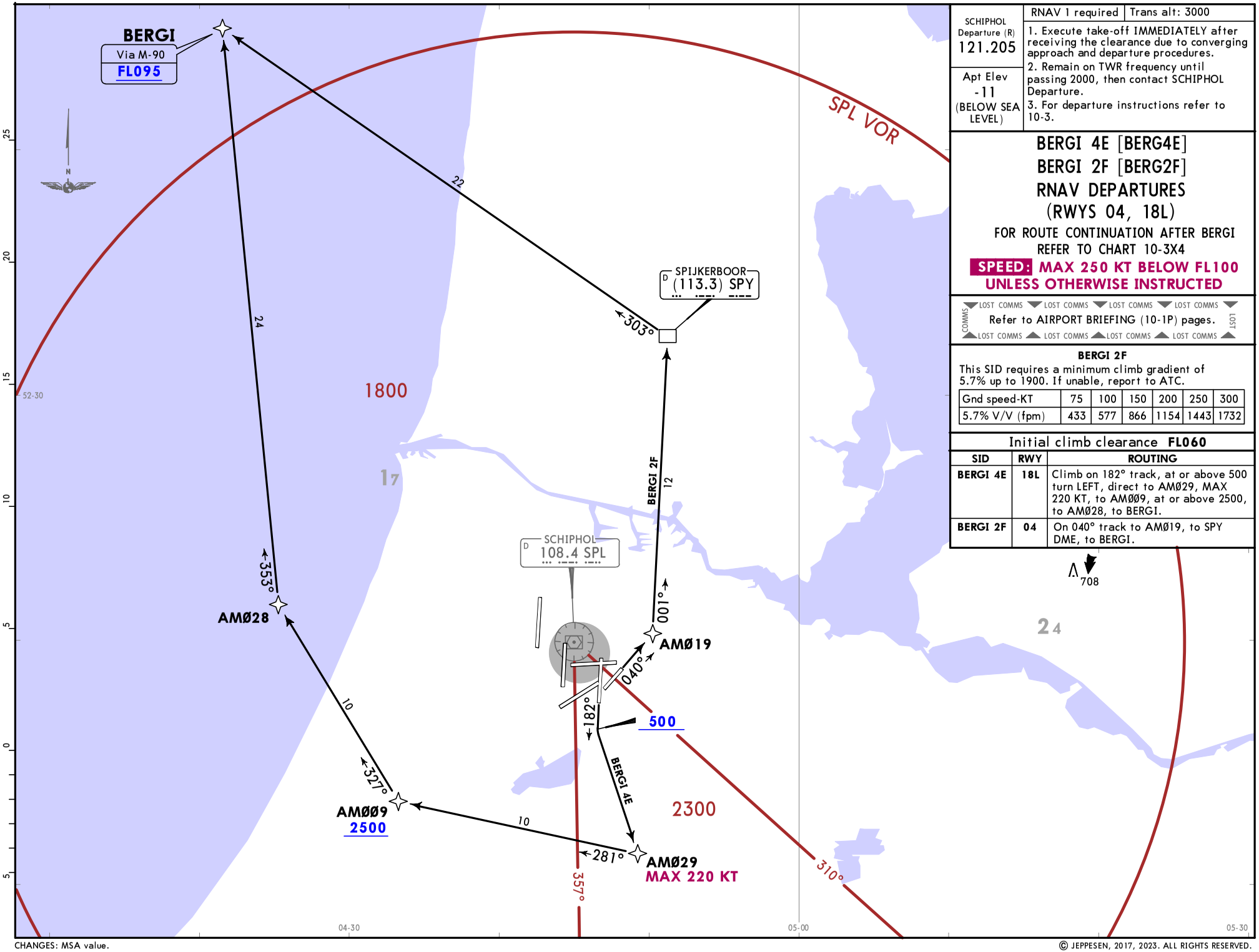
SID	ROUTING
ARNEM 2V ❶	On 002° track to AMØ12, to AMØ87, to AMØ88, to PAM DME, to ARNEM.
ARNEM 2Z ❷	Climb on 002° track to at or above 500, 002° track to AMØ13, to SPY DME, to PAM DME, to ARNEM.

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

CHANGES: MSA value.

AMSTERDAM, NETHERLANDS

RNAV SID



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

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

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

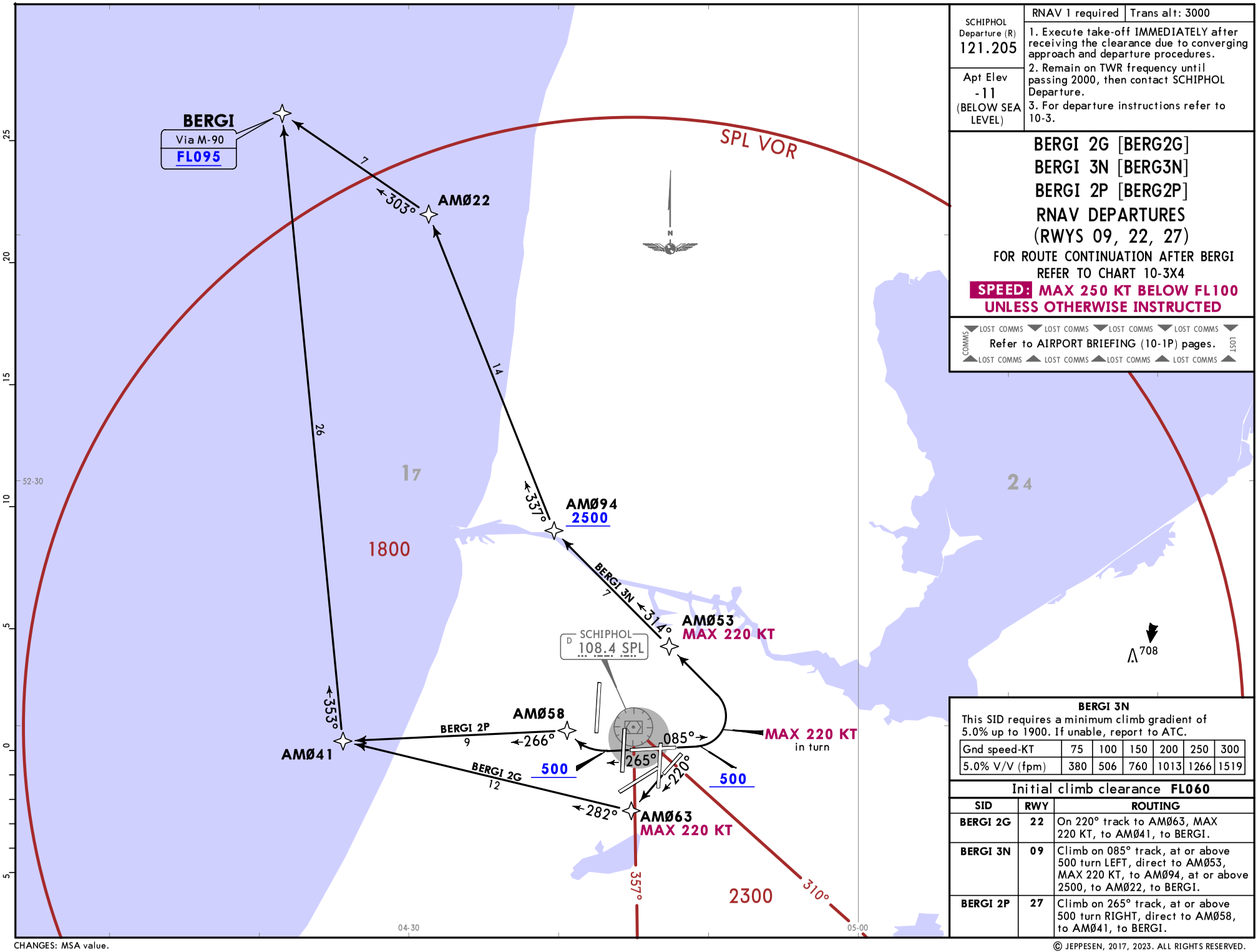
Initial climb clearance **FL060**

SID	RWY	ROUTING
BERGI 4E	18L	Climb on 182° track, at or above 500 turn LEFT, direct to AMØ29, MAX 220 KT, to AMØØ9, at or above 2500, to AMØ28, to BERGI.
BERGI 2F	04	On 040° track to AMØ19, to SPY DME, to BERGI.

CHANGES: MSA value.

AMSTERDAM, NETHERLANDS

RNAV SID



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

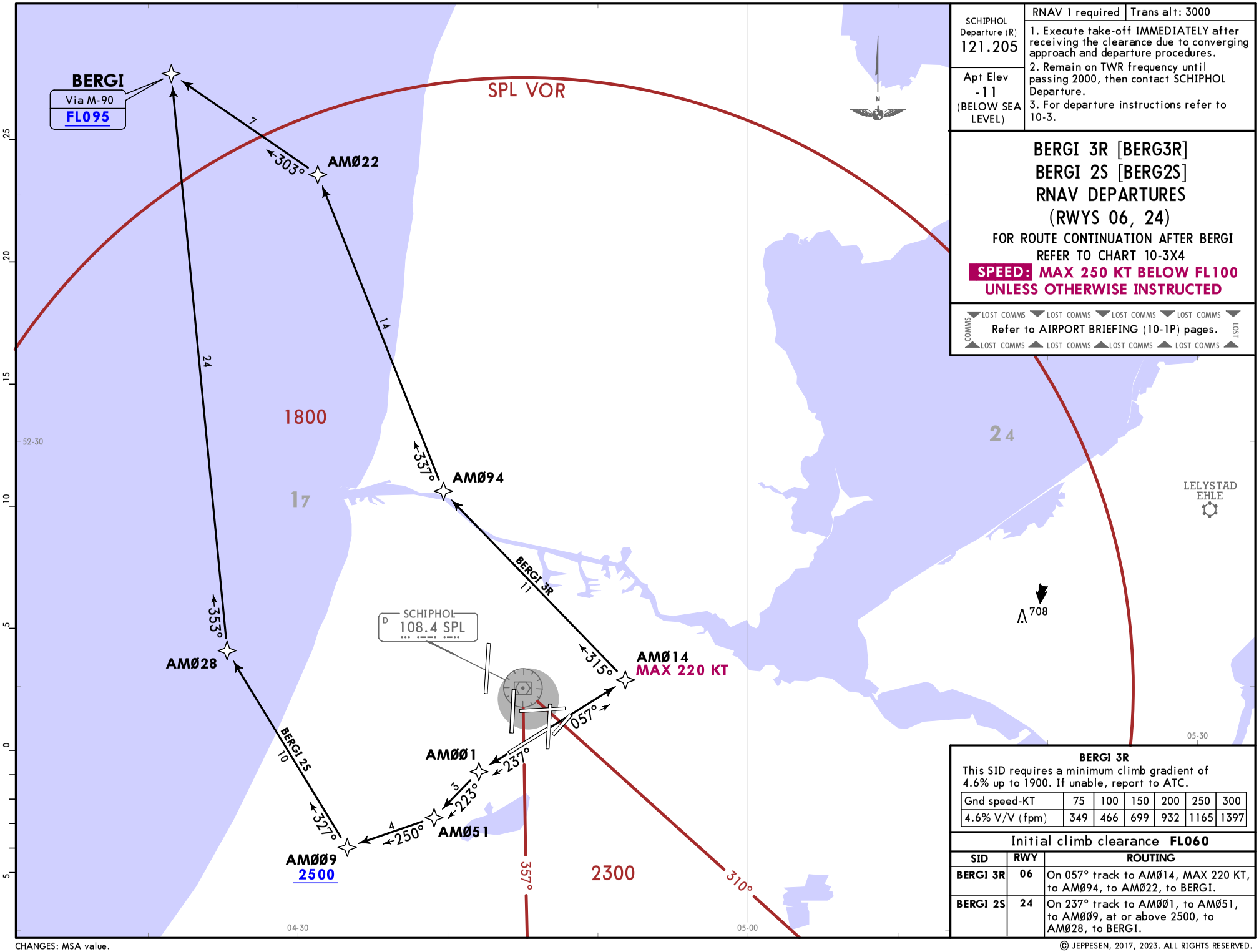
This SID requires a minimum climb gradient of 5.0% up to 1900. If unable, report to ATC.

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 AMØ63, MAX 220 KT, to AMØ41, to BERGI.
BERGI 3N	09	Climb on 085° track, at or above 500 turn LEFT, direct to AMØ53, MAX 220 KT, to AMØ94, at or above 2500, to AMØ22, to BERGI.
BERGI 2P	27	Climb on 265° track, at or above 500 turn RIGHT, direct to AMØ58, to AMØ41, 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 LOST COMMS LOST COMMS LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

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 AMØ01, to AM051, to AMØ09, at or above 2500, to AMØ28, to BERGI.

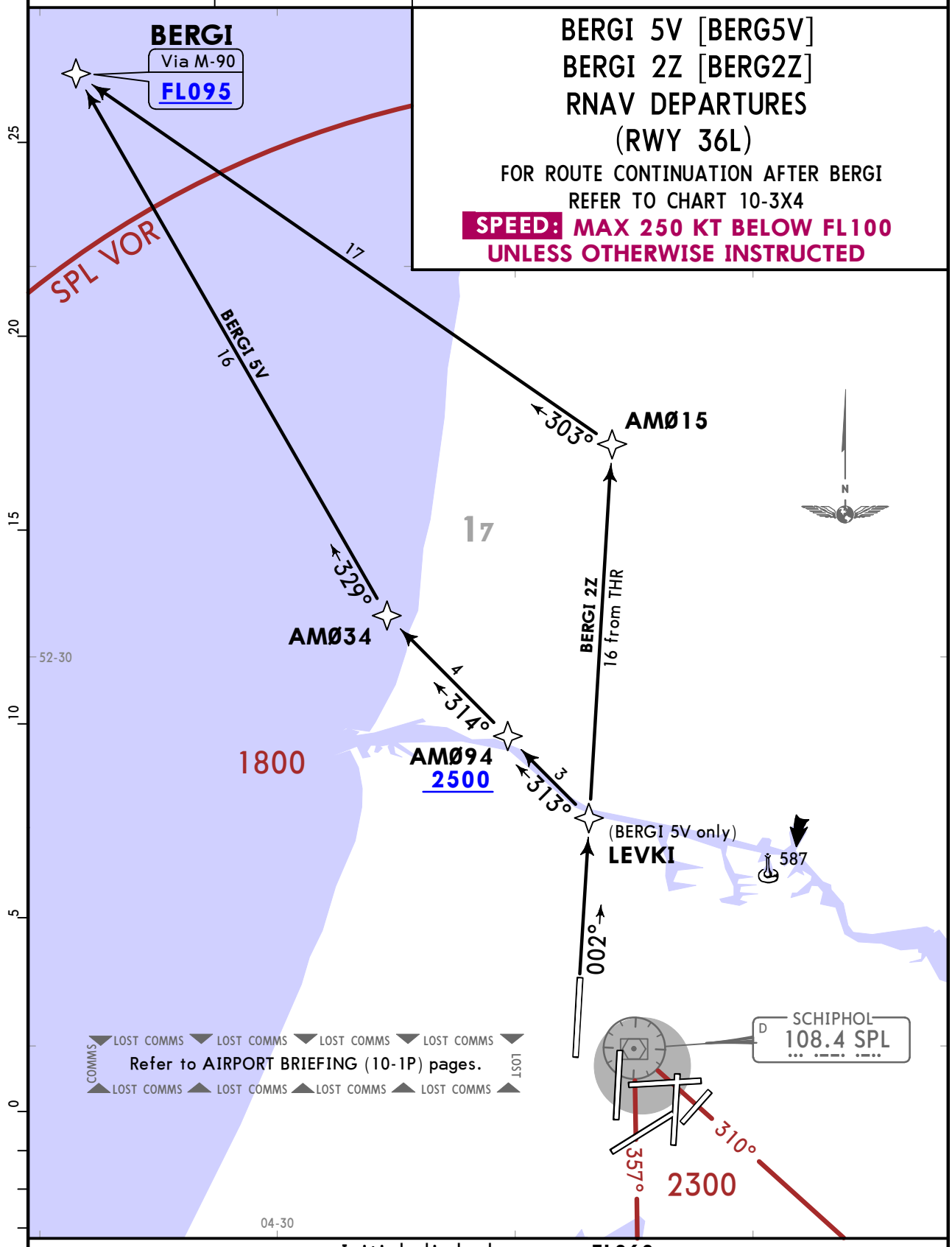
CHANGES: MSA value.

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.

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



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.

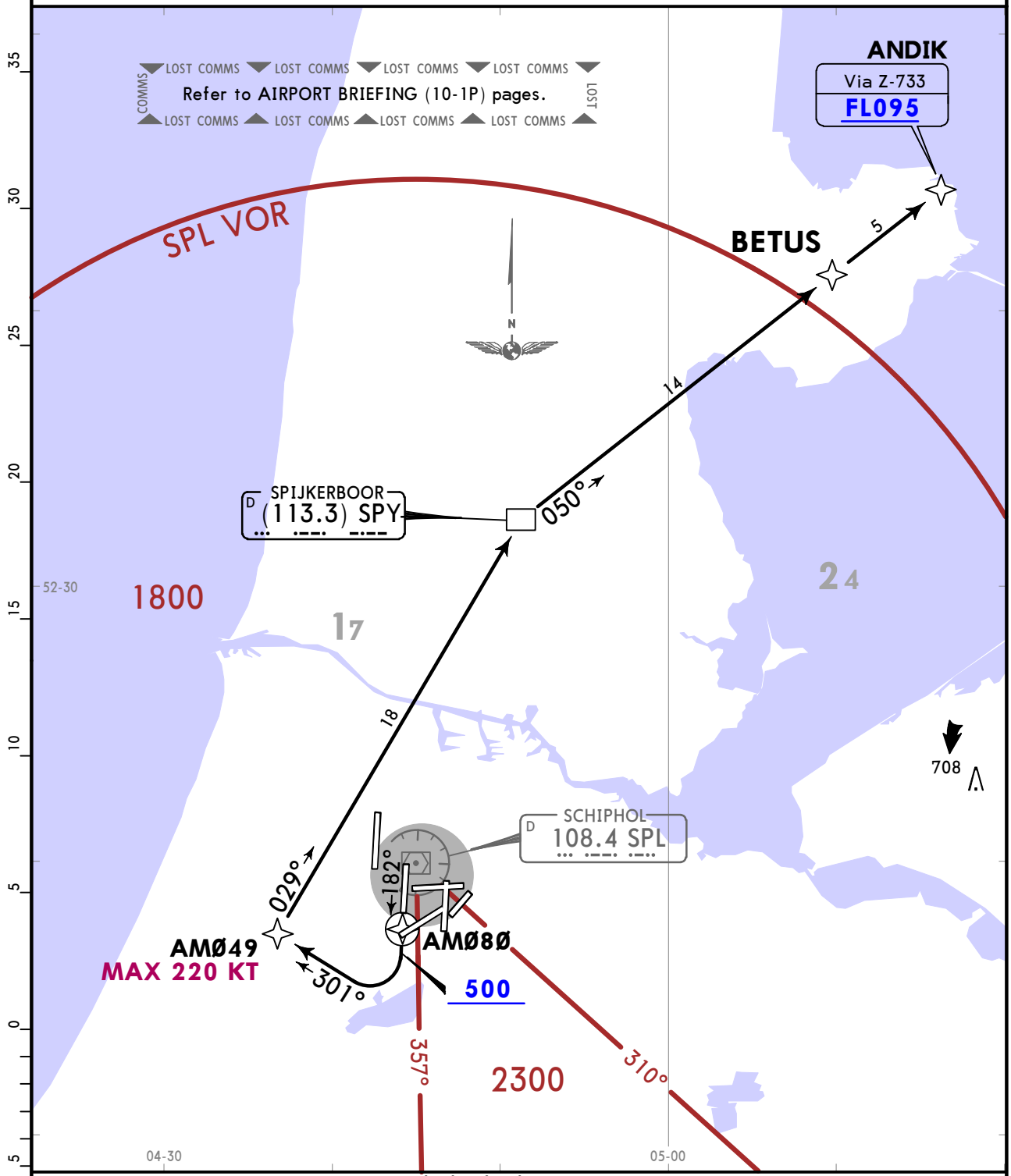
CHANGES: MSA value.

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 5Y RNAV DEPARTURE
[BETU5Y]
(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

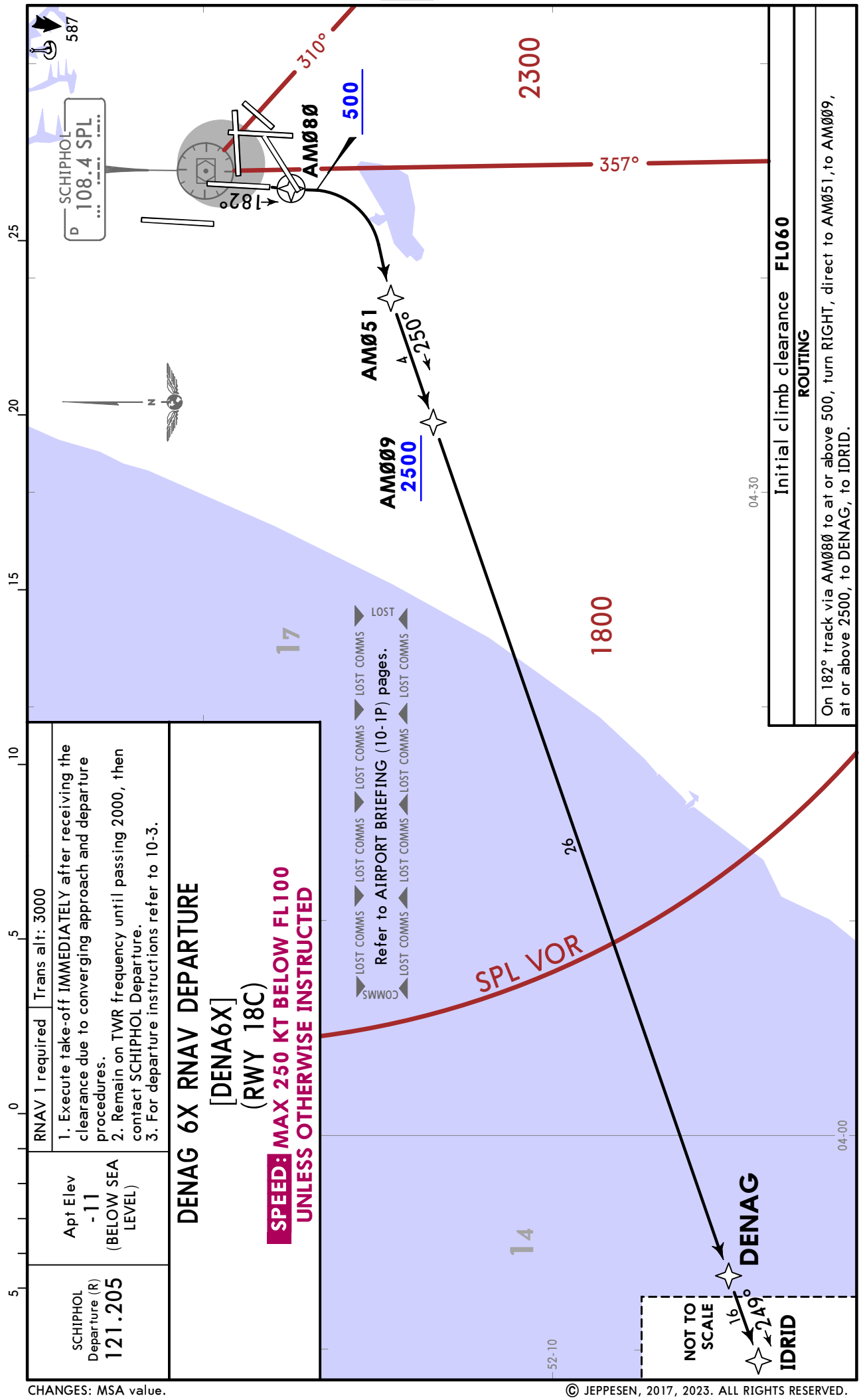
Climb on 182° track via AMØ8Ø to at or above 500, turn RIGHT, 301° track to AMØ49, MAX 220 KT, to SPY DME, to BETUS, to ANDIK.

CHANGES: MSA value.

EHAM/AMS
SCHIPHOL

JEPPESEN
21 JUL 23 (10-3Q1)

AMSTERDAM, NETHERLANDS
RNAV SID



CHANGES: MSA value.

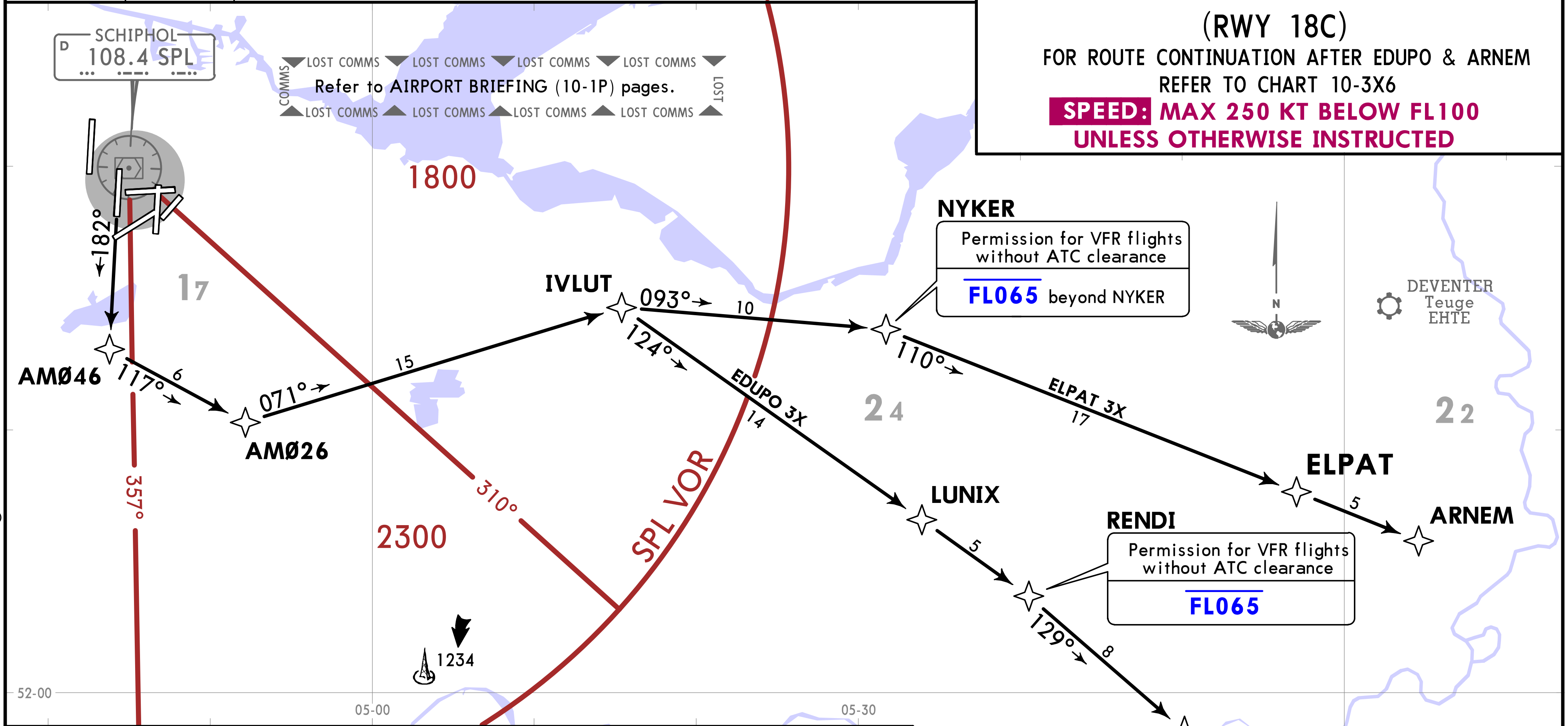
SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000

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.

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

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

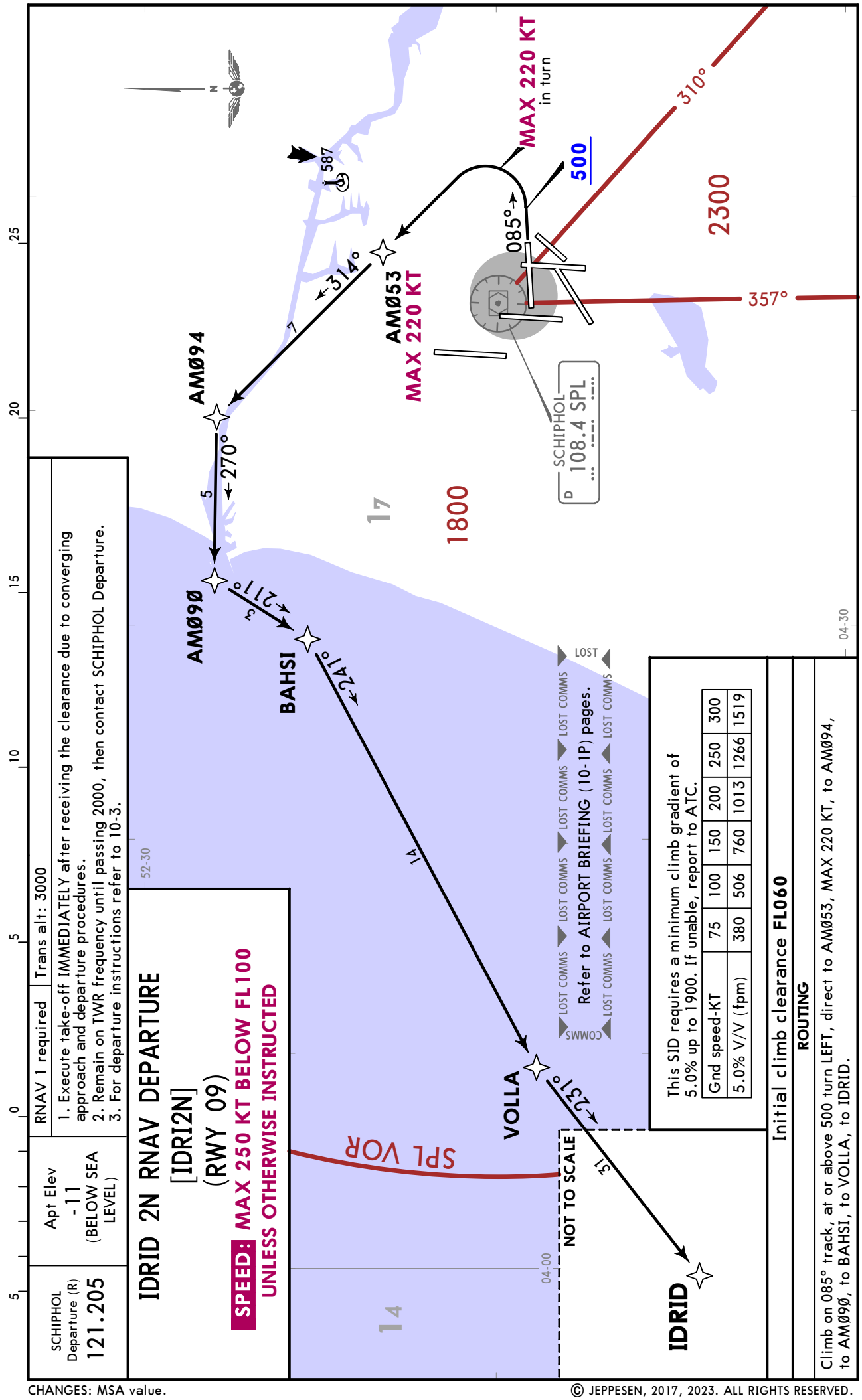
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED



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: MSA value.



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**

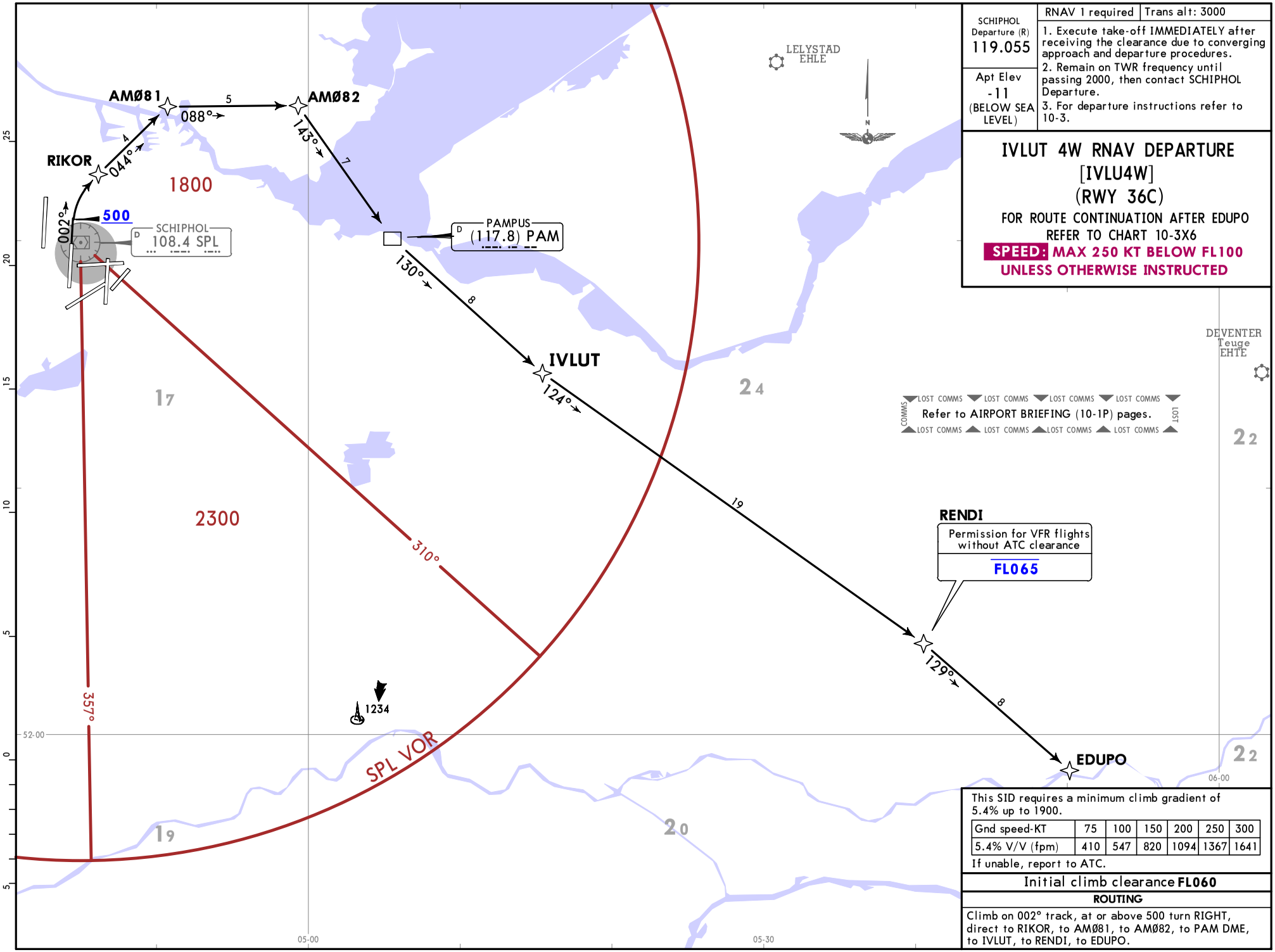
ROUTING

Climb on 085° track, at or above 500 turn LEFT, direct to AM053, MAX 220 KT, to AM094, to AM090, to BAHSI, to VOLLA, to IDRID.

CHANGES: MSA value.

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.

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.

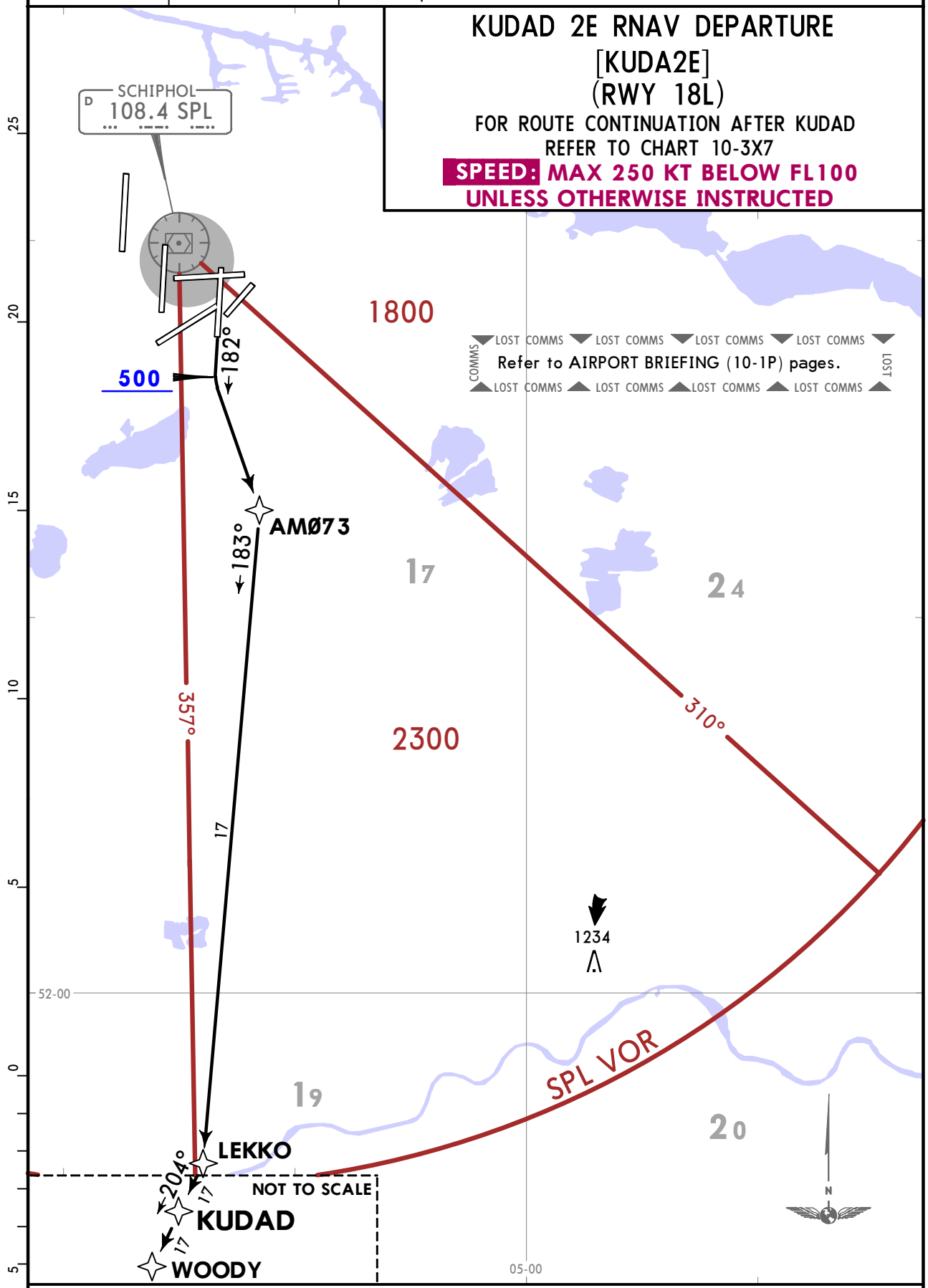
CHANGES: MSA value.

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 2E RNAV DEPARTURE
[KUDA2E]
(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 AMØ73, to LEKKO, to KUDAD, to WOODY.

CHANGES: MSA value.

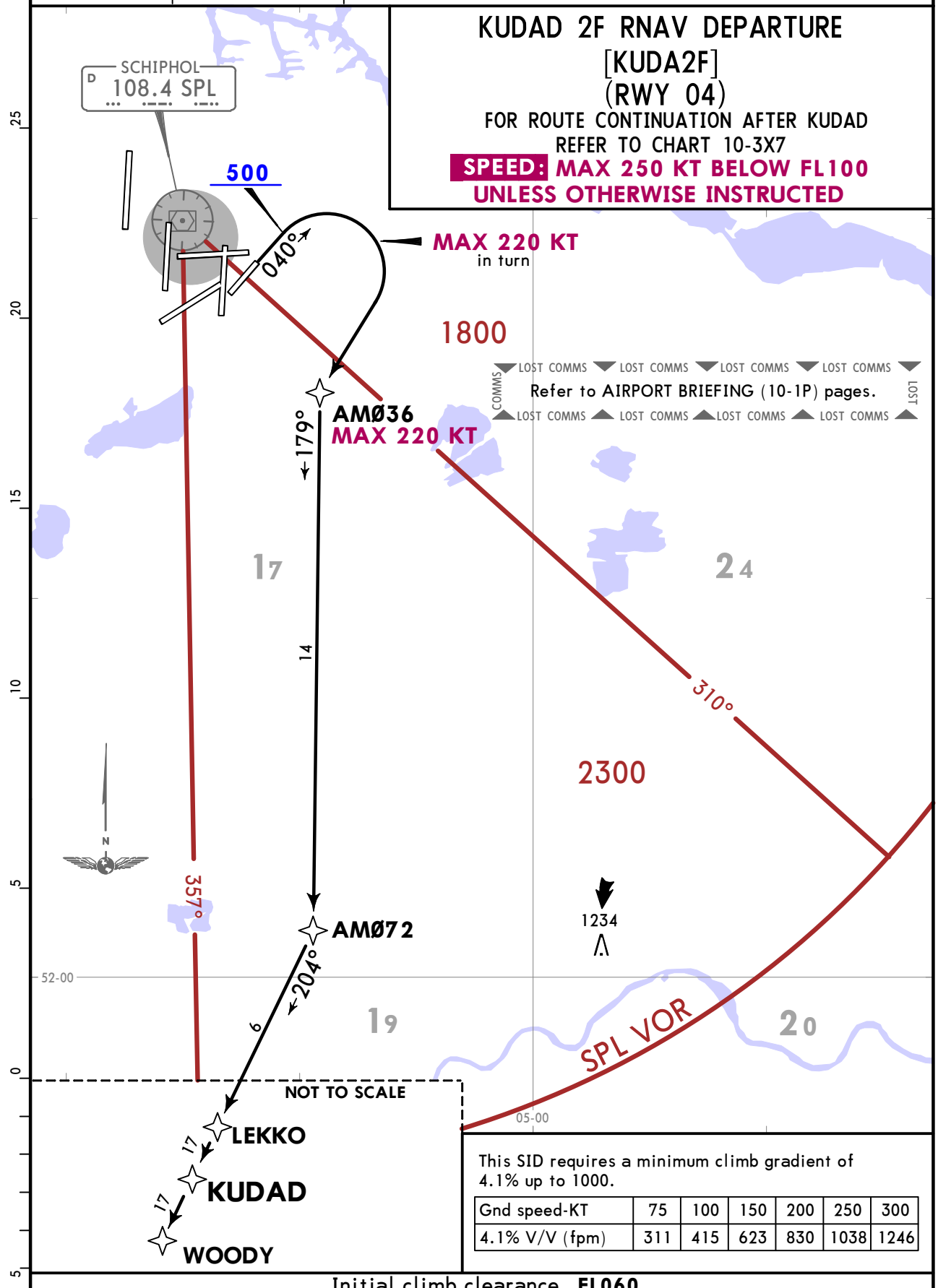
SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000

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 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 4.1% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

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.

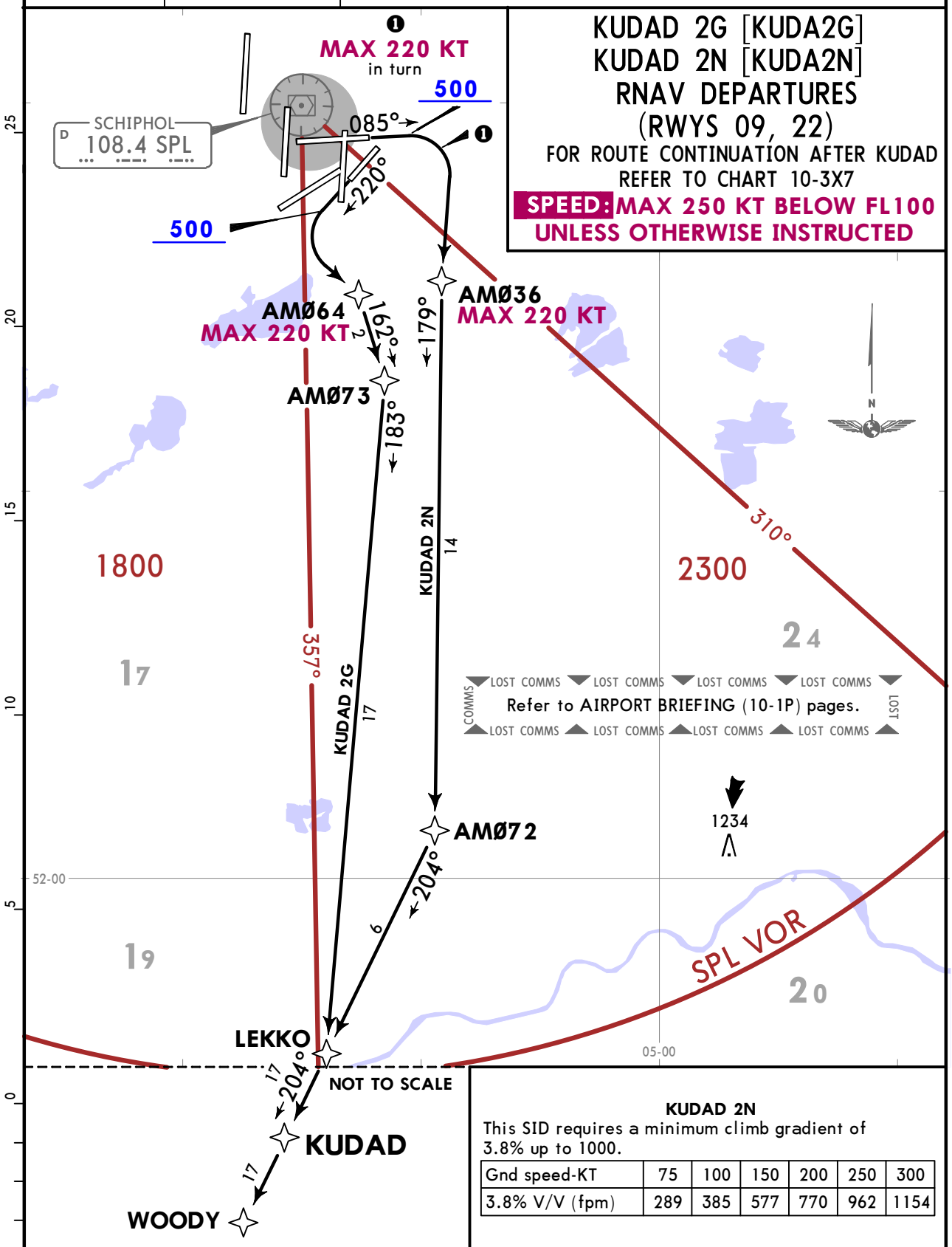
CHANGES: MSA value.

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 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.

EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

21 JUL 23 (10-3S)

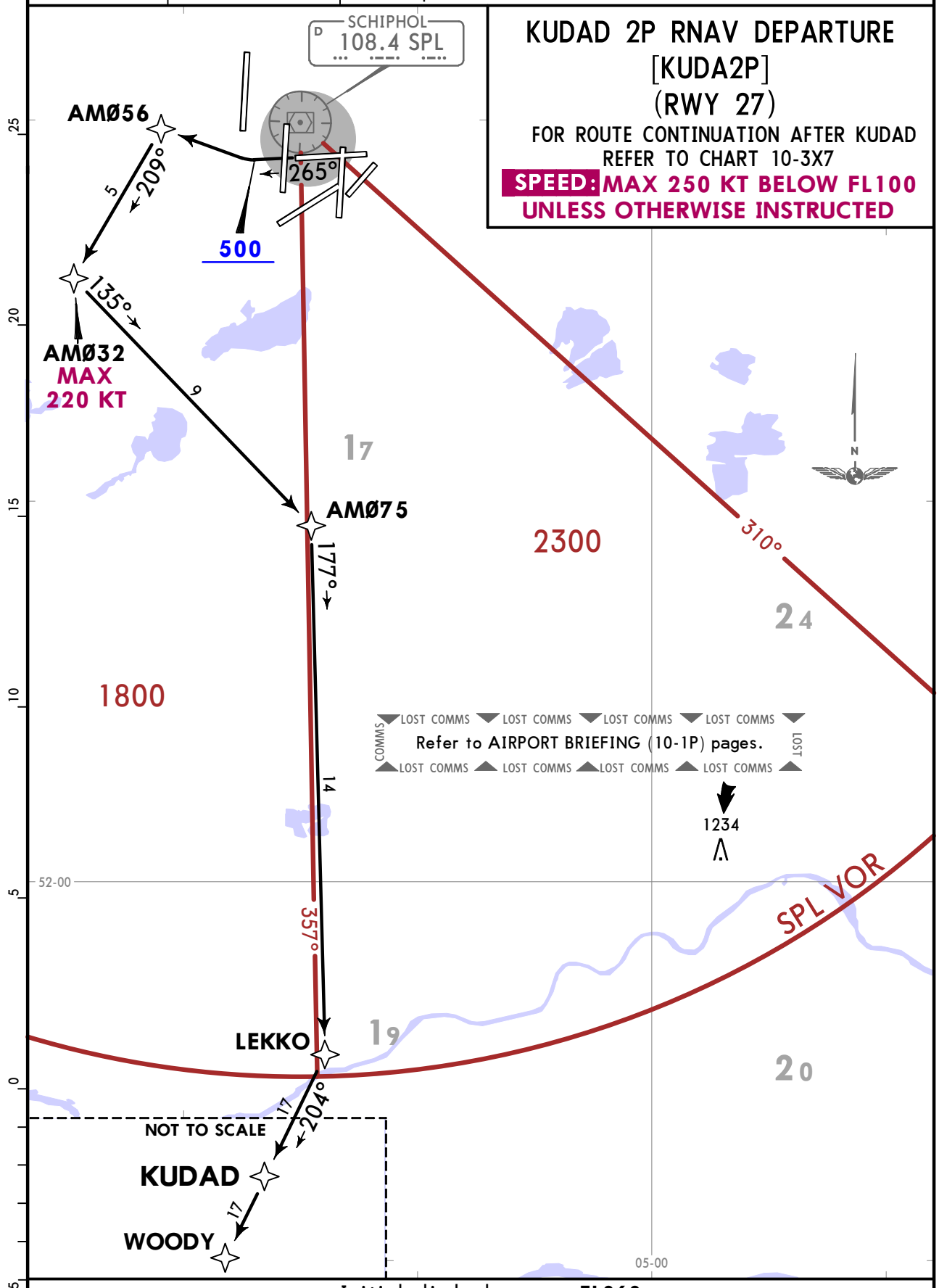
RNAV SID

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 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.

EHAM/AMS SCHIPHOL

JEPPESEN

21 JUL 23 (10-3T)

AMSTERDAM, NETHERLANDS

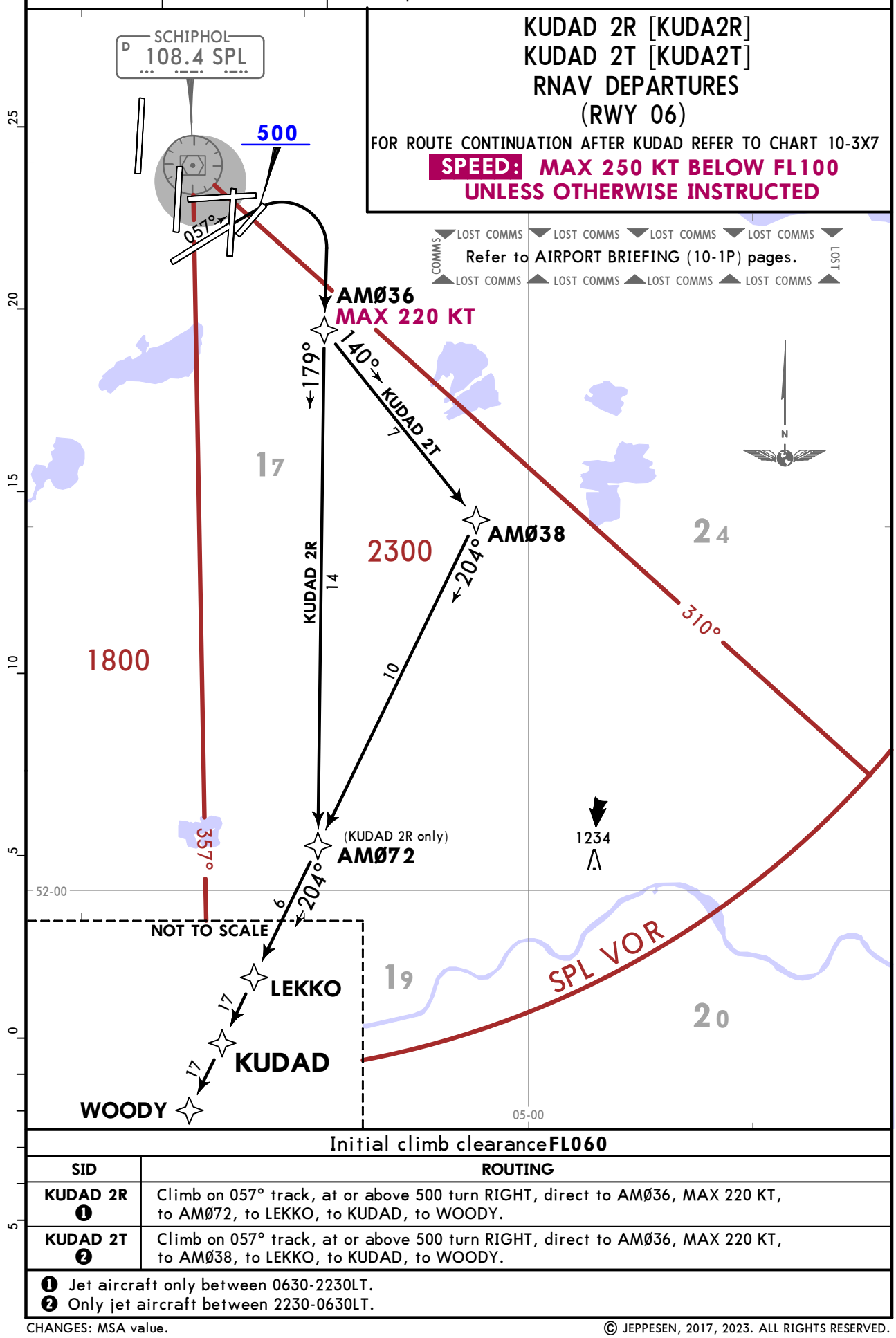
RNAV SID

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 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



Initial climb clearance **FL060**

SID	ROUTING
KUDAD 2R ❶	Climb on 057° track, at or above 500 turn RIGHT, direct to AMØ36, MAX 220 KT, to AMØ72, to LEKKO, to KUDAD, to WOODY.
KUDAD 2T ❷	Climb on 057° track, at or above 500 turn RIGHT, direct to AMØ36, MAX 220 KT, to AMØ38, to LEKKO, to KUDAD, to WOODY.

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

CHANGES: MSA value.

EHAM/AMS
SCHIPHOL

JEPPESEN

21 JUL 23 (10-3T1)

AMSTERDAM, NETHERLANDS
RNAV SID

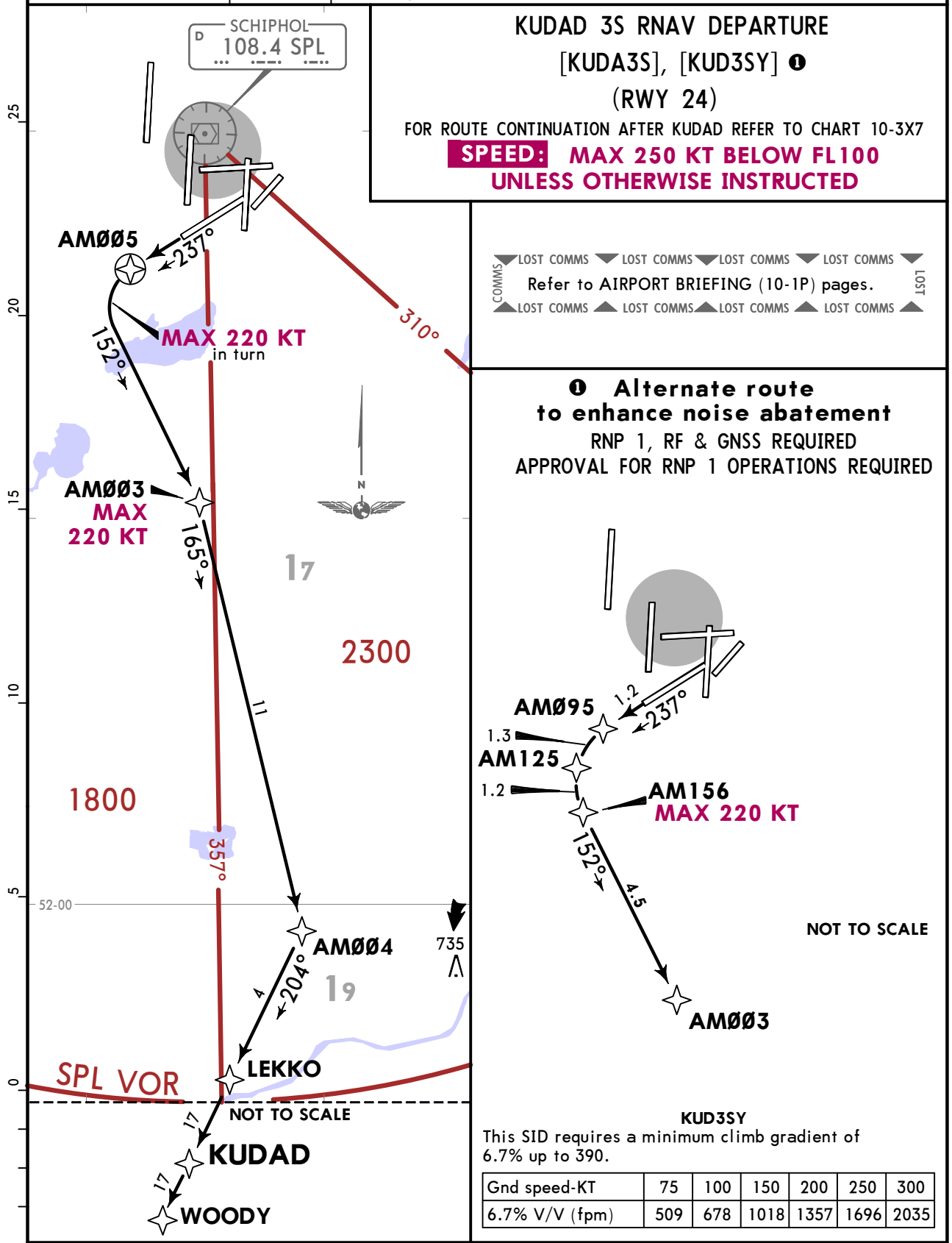
SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000

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 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 ▼ LOST COMMS

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

LOST COMMS ▲ 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

NOT TO SCALE

KUD3SY

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

[KUDA3S]: On 237° track to AMØØ5, 152° track to AMØØ3, MAX 220 KT, to AMØØ4, to LEKKO, to KUDAD, to WOODY.

[KUD3SY]: On 237° track to AMØ95, turn LEFT to AM125, turn LEFT to AM156, MAX 220 KT, to AMØØ3, ❶ to AMØØ4, to LEKKO, to KUDAD, to WOODY.

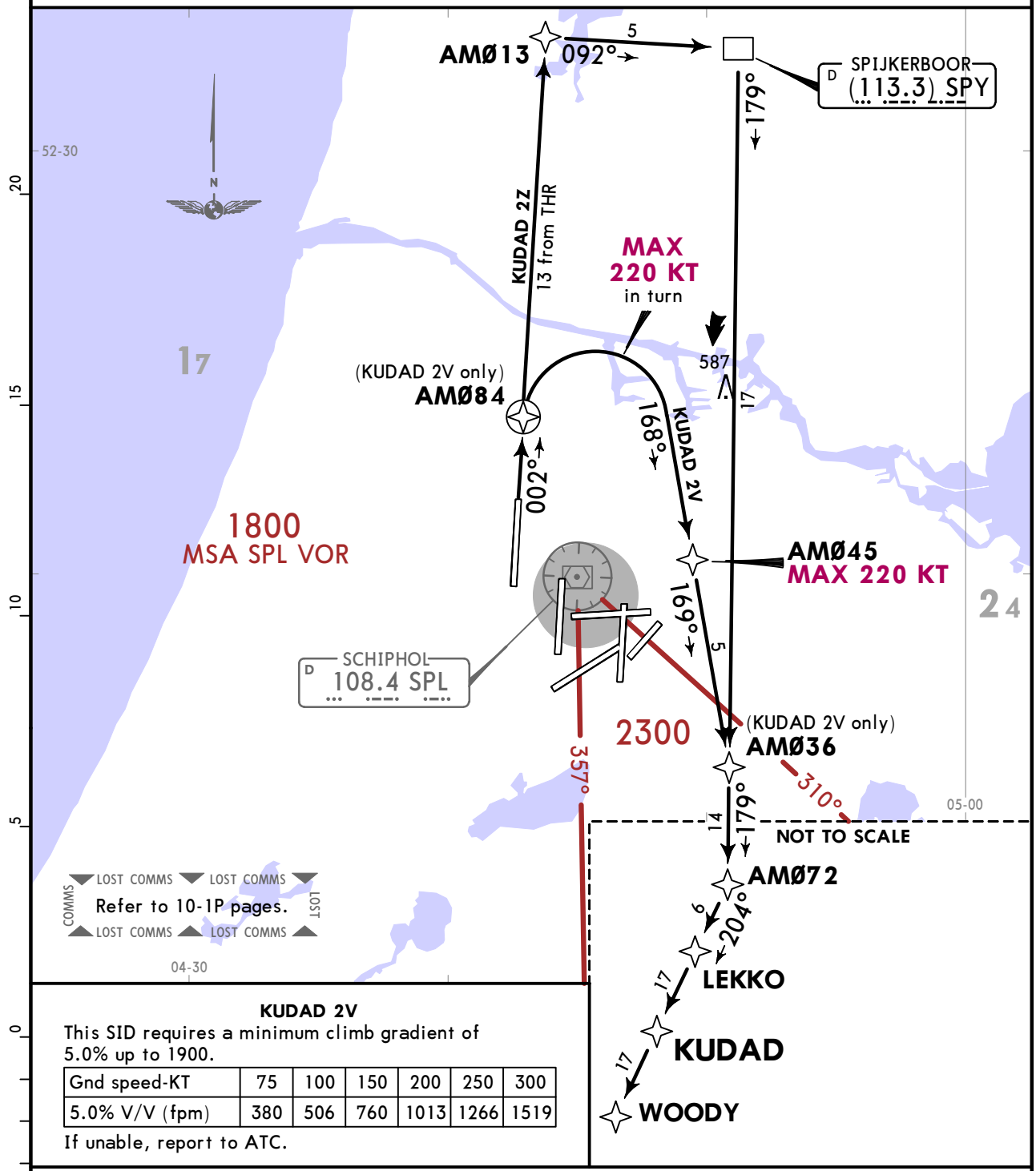
CHANGES: MSA value.

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



KUDAD 2V

This SID requires a minimum climb gradient of 5.0% up to 1900.

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

If unable, report to ATC.

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: MSA value.

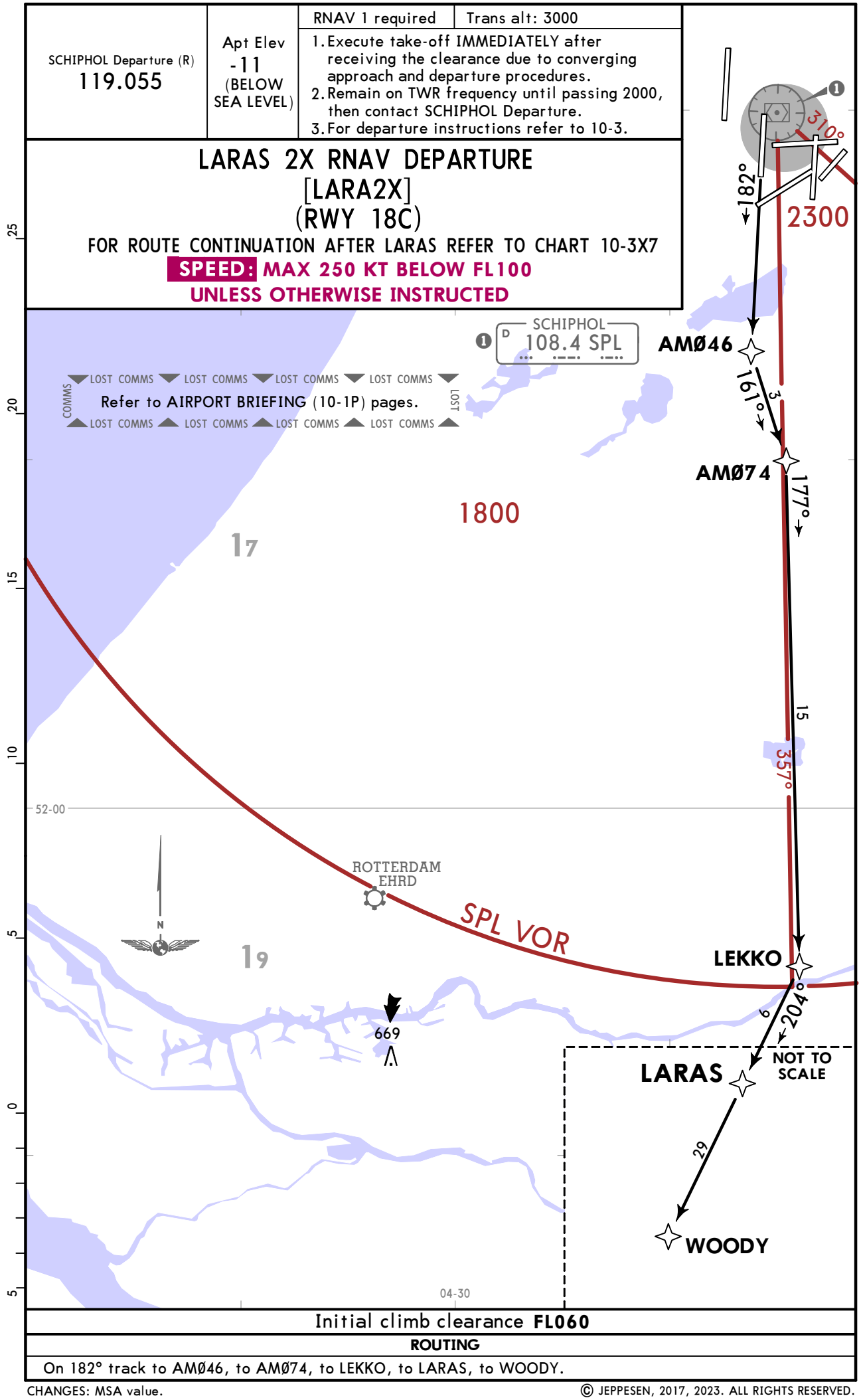
SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000

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.

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: MSA value.

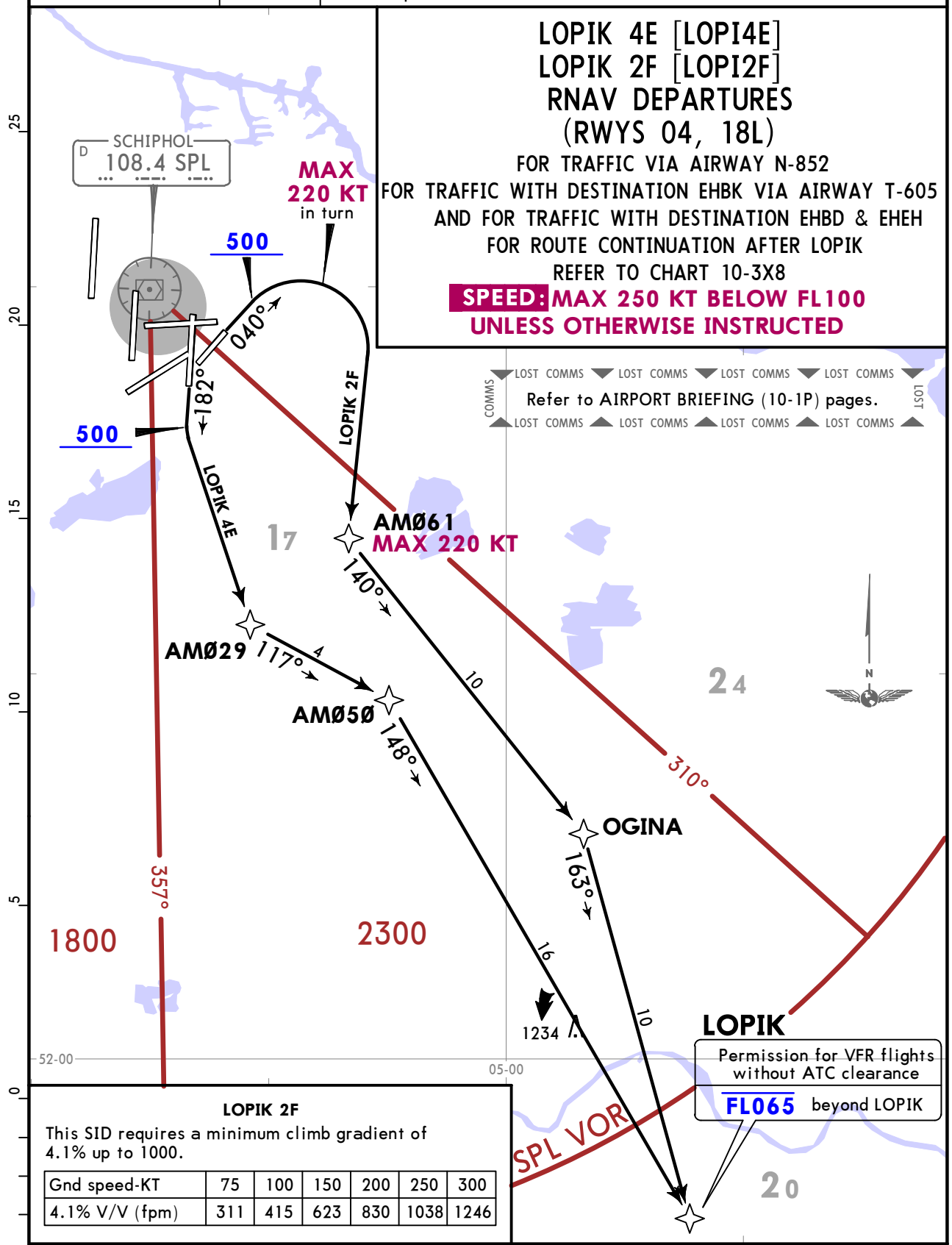
SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000

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 4E [LOPI4E]
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



LOPIK 2F

This SID requires a minimum climb gradient of 4.1% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

Initial climb clearance **FL060**

SID	RWY	ROUTING
LOPIK 4E	**18L**	Climb on 182° track, at or above 500 turn LEFT, direct to AMØ29, to AMØ5Ø, to LOPIK.
LOPIK 2F	**04**	Climb on 040° track, at or above 500 turn RIGHT, direct to AMØ61, MAX 220 KT, to OGINA, to LOPIK.

CHANGES: MSA value.

EHAM/AMS SCHIPHOL

JEPPESEN 21 JUL 23 (10-3T5)

AMSTERDAM, NETHERLANDS

RNAV SID

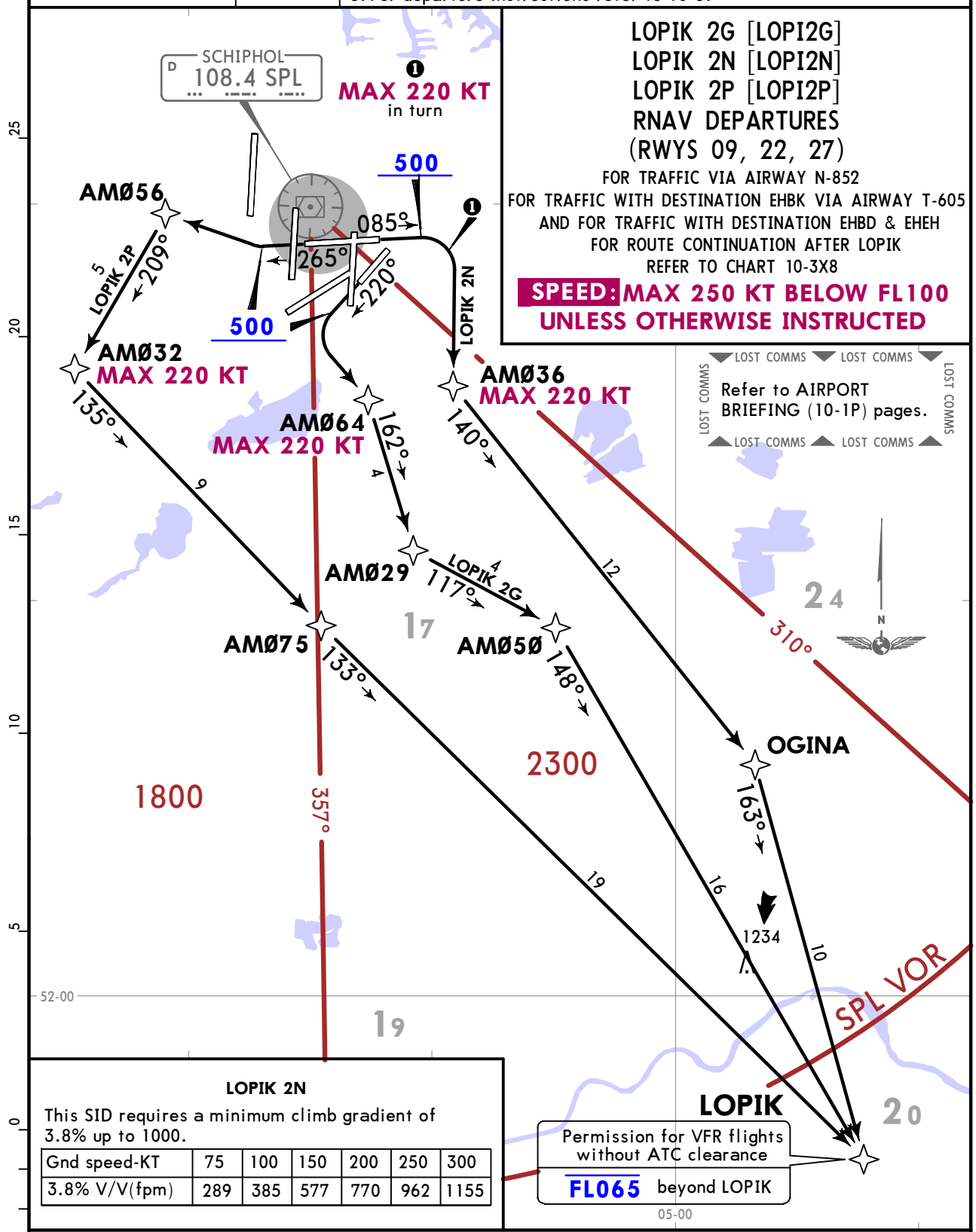
SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000

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.

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.

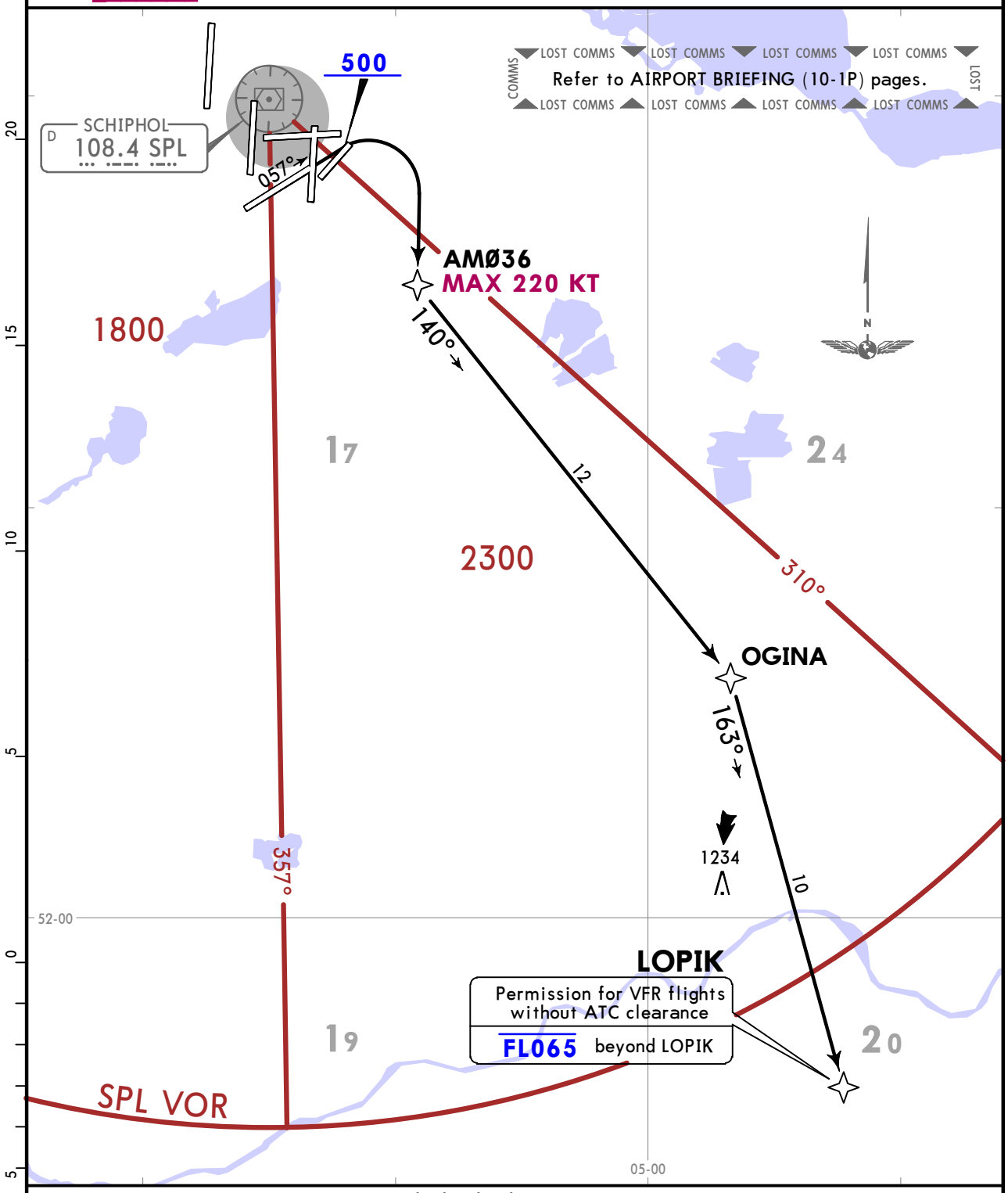
CHANGES: MSA value.

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.

EHAM/AMS
SCHIPHOL

JEPPESEN
21 JUL 23 (10-3T7)

AMSTERDAM, NETHERLANDS
RNAV SID

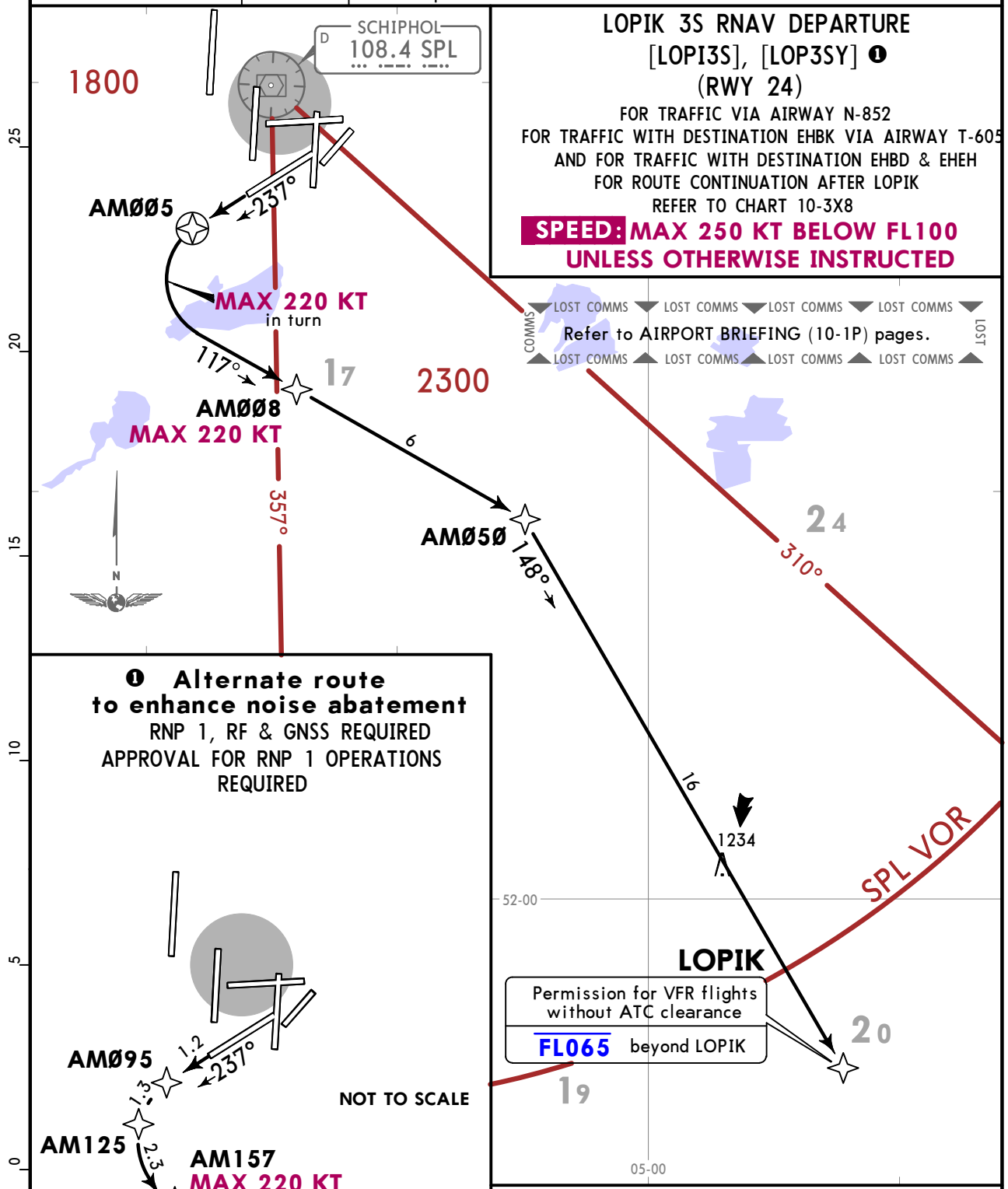
SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000

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.

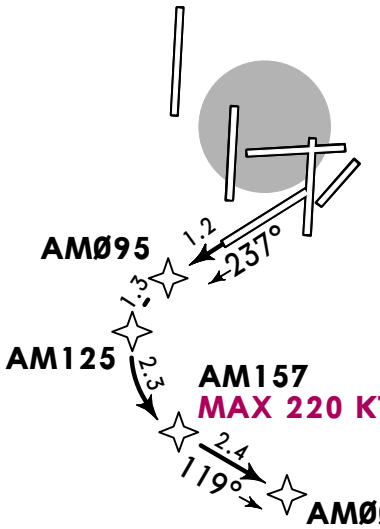
LOPIK 3S RNAV DEPARTURE
[LOPI3S], [LOP3SY] ❶
(RWY 24)

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



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



NOT TO SCALE

LOP3SY

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

[LOPI3S]: On 237° track to AMØØ5, 117° track to AMØØ8, MAX 220 KT, to AMØ5Ø, to LOPIK.
[LOP3SY]: On 237° track to AMØ95, turn LEFT to AM125, turn LEFT to AM157, MAX 220 KT, to AMØØ8, ❶ to AMØ5Ø, to LOPIK.

CHANGES: MSA value.

EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

21 JUL 23 (10-3T8)

RNAV SID

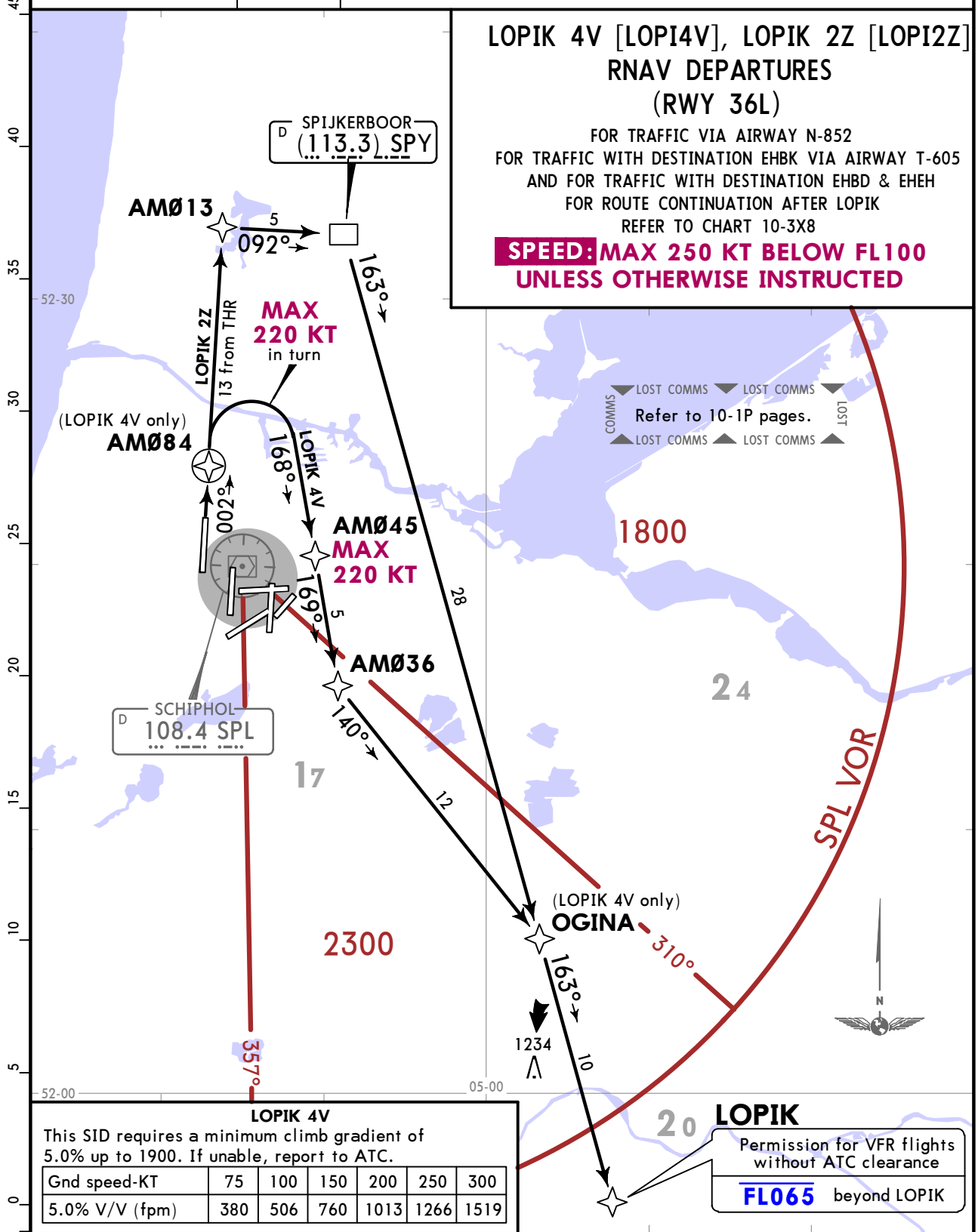
SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000

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



LOPIK 4V

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	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: MSA value.

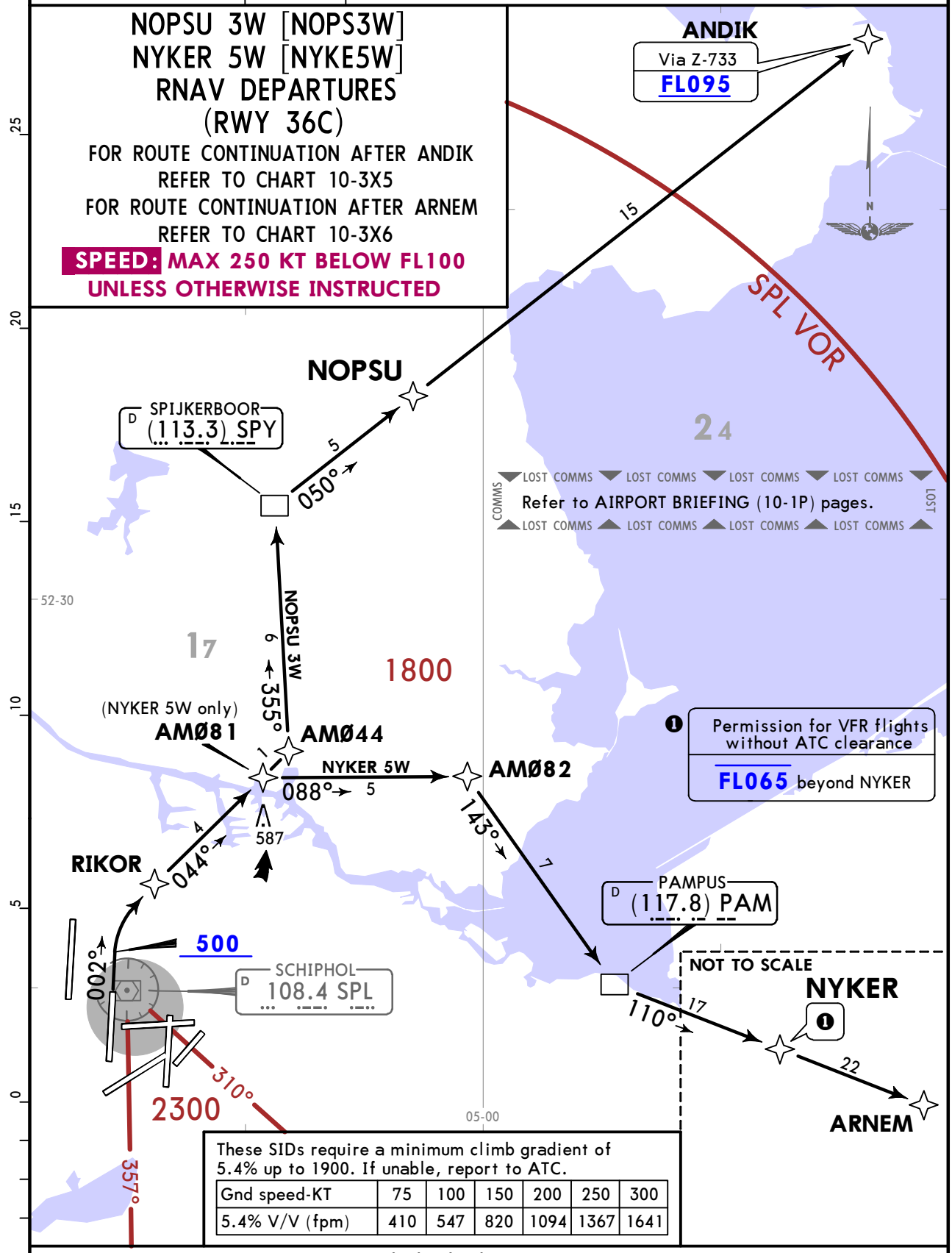
SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required | Trans alt: 3000

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.

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 AMØ44, to SPY DME, to NOPSU, to ANDIK.
NYKER 5W	Climb on 002° track, at or above 500 turn RIGHT, direct to RIKOR, to AMØ81, to AMØ82, to PAM DME, to NYKER, to ARNEM.

CHANGES: MSA value.

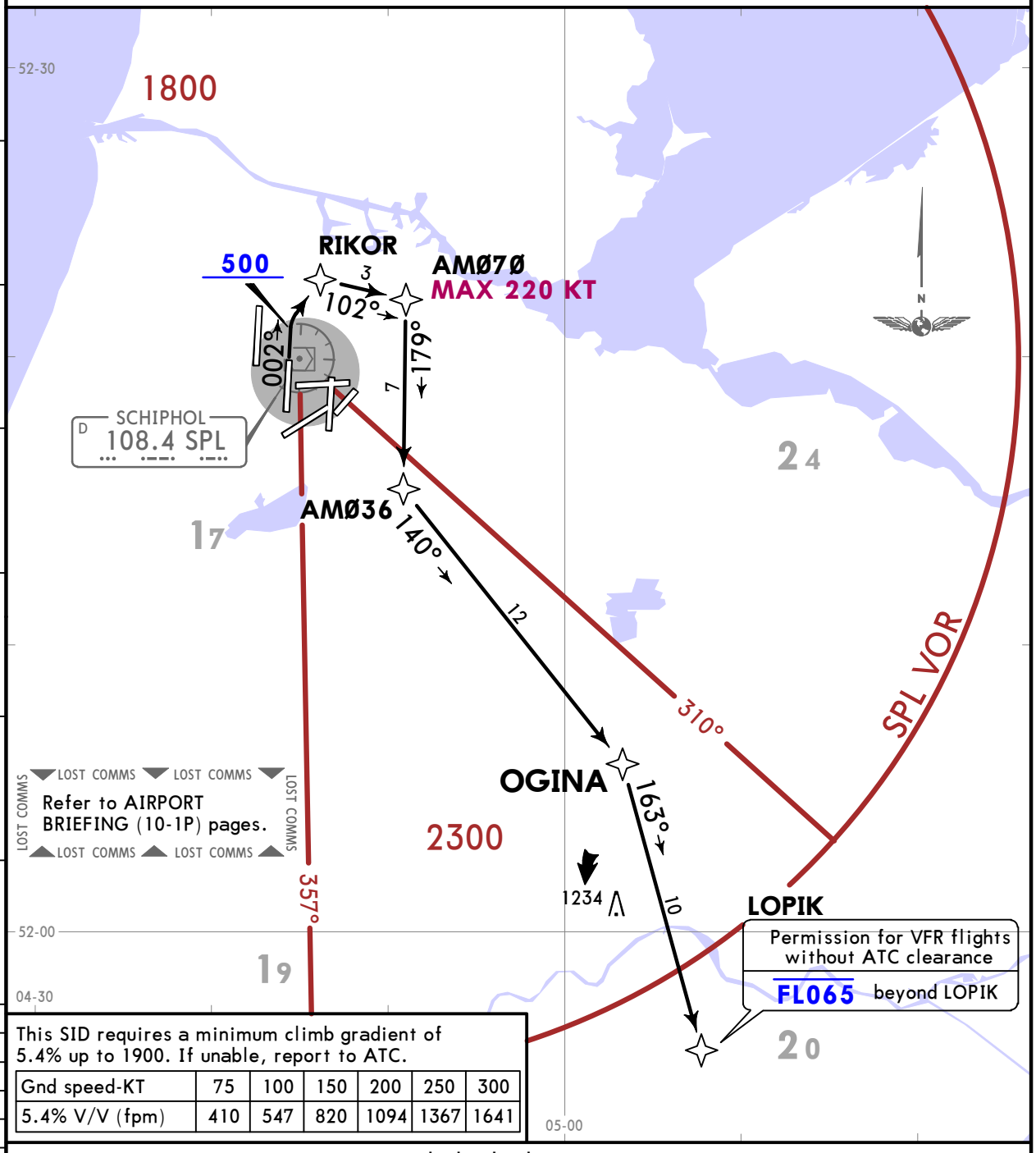
SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000

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 AMØ70, MAX 220 KT, to AMØ36, to OGINA, to LOPIK.

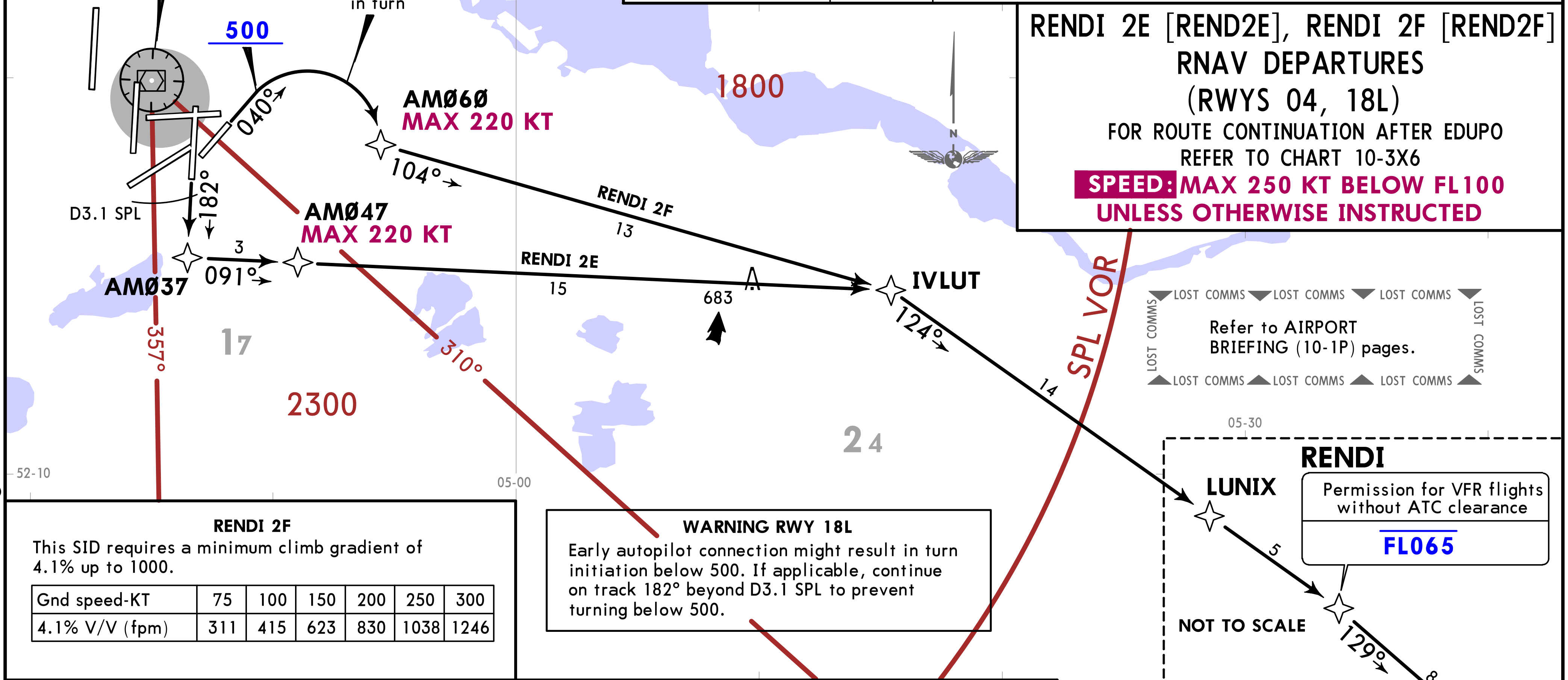
CHANGES: MSA value.

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 2E [REND2E], 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 4.1% up to 1000.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

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 2E	18L	On 182° track to AM037, 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.

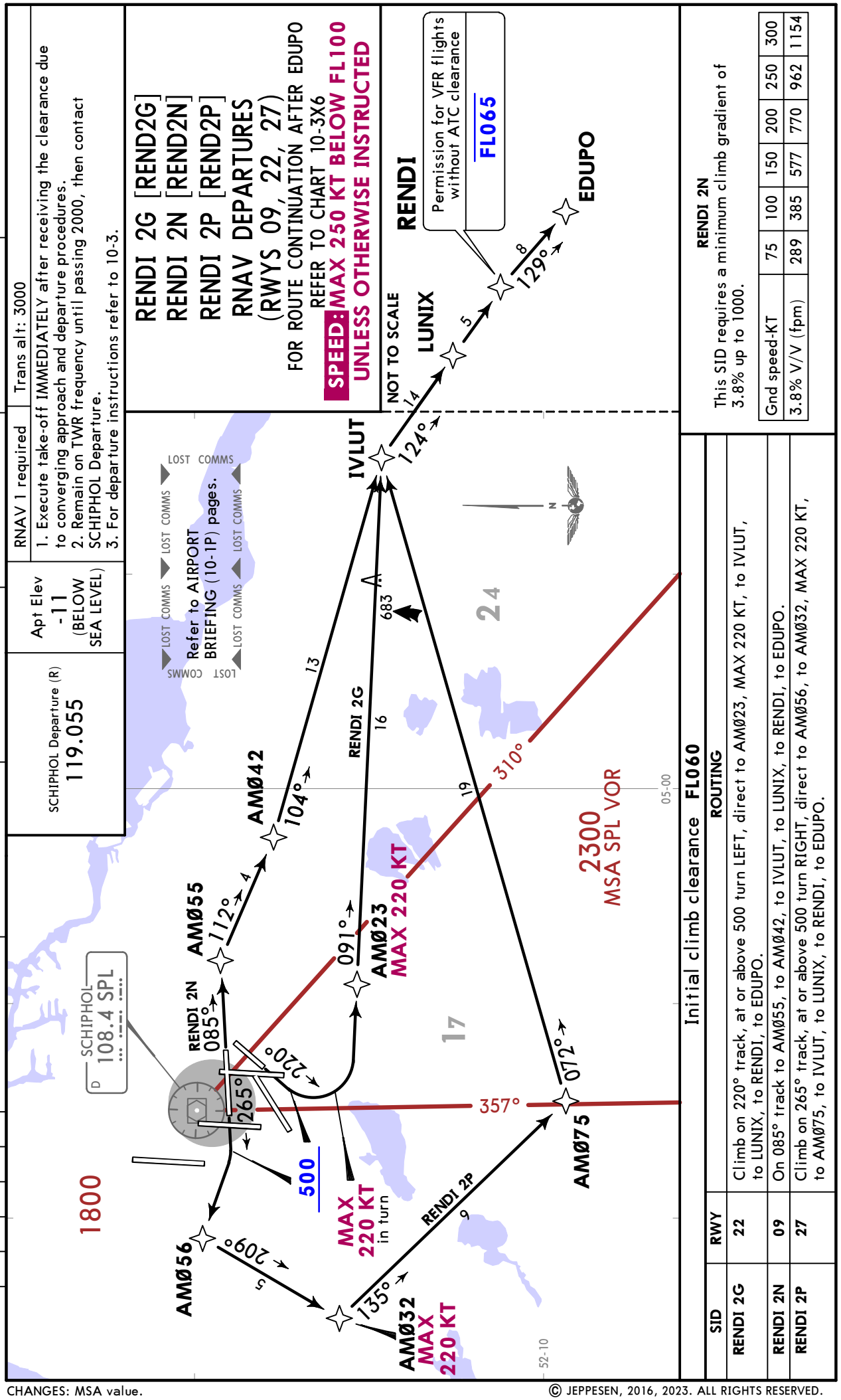
CHANGES: MSA value.

EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

21 JUL 23 (10-3V2)

RNAV SID



CHANGES: MSA value.

EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

21 JUL 23 (10-3V3)

RNAV SID

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

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

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.

SCHIPHOL Departure (R)
119.055

Apt Elev
-11
(BELOW SEA LEVEL)

SPL VOR

IVLUT
124°
14

LUNIX
5
129°
8
EDUPO

RENDI
Permission for VFR flights without ATC clearance
FL065

NOT TO SCALE
05-30

RENDI 2R
17
683
12
310°
071°
AMØ17
5
140°
AMØ36
MAX 220 KT
RENDI 2T
MAX 220 KT in turn
AMØ18
104°
500
SCHIPHOL
108.4 SPL
050°
357°
1800
2300
2 4
1 7
05-00
52-10

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.

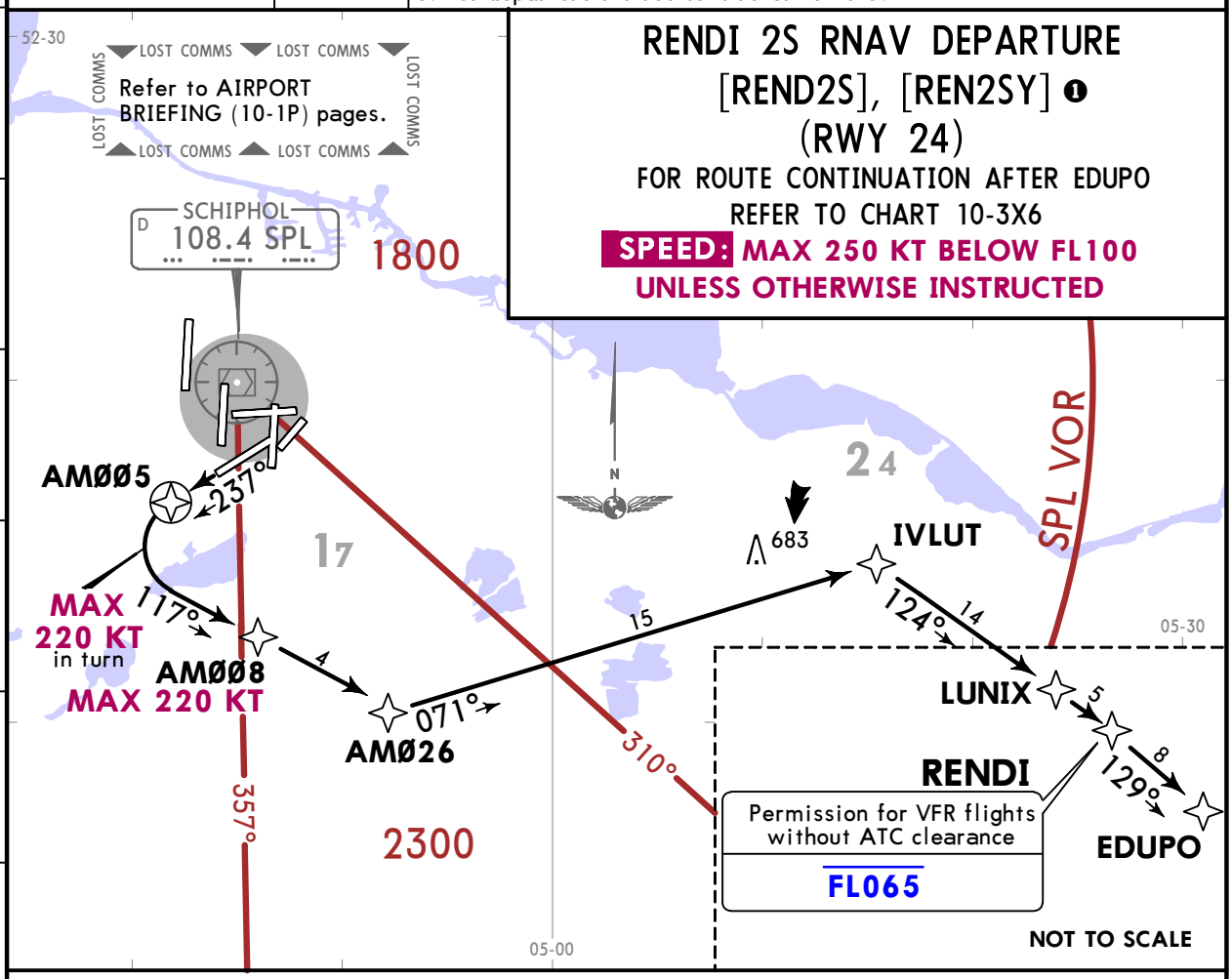
SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000

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.

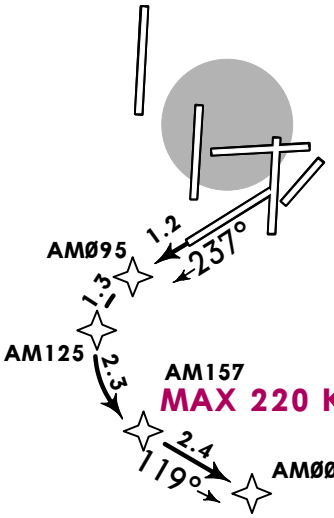
RENDI 2S RNAV DEPARTURE
[REND2S], [REN2SY] ❶
(RWY 24)

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

NOT TO SCALE

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.

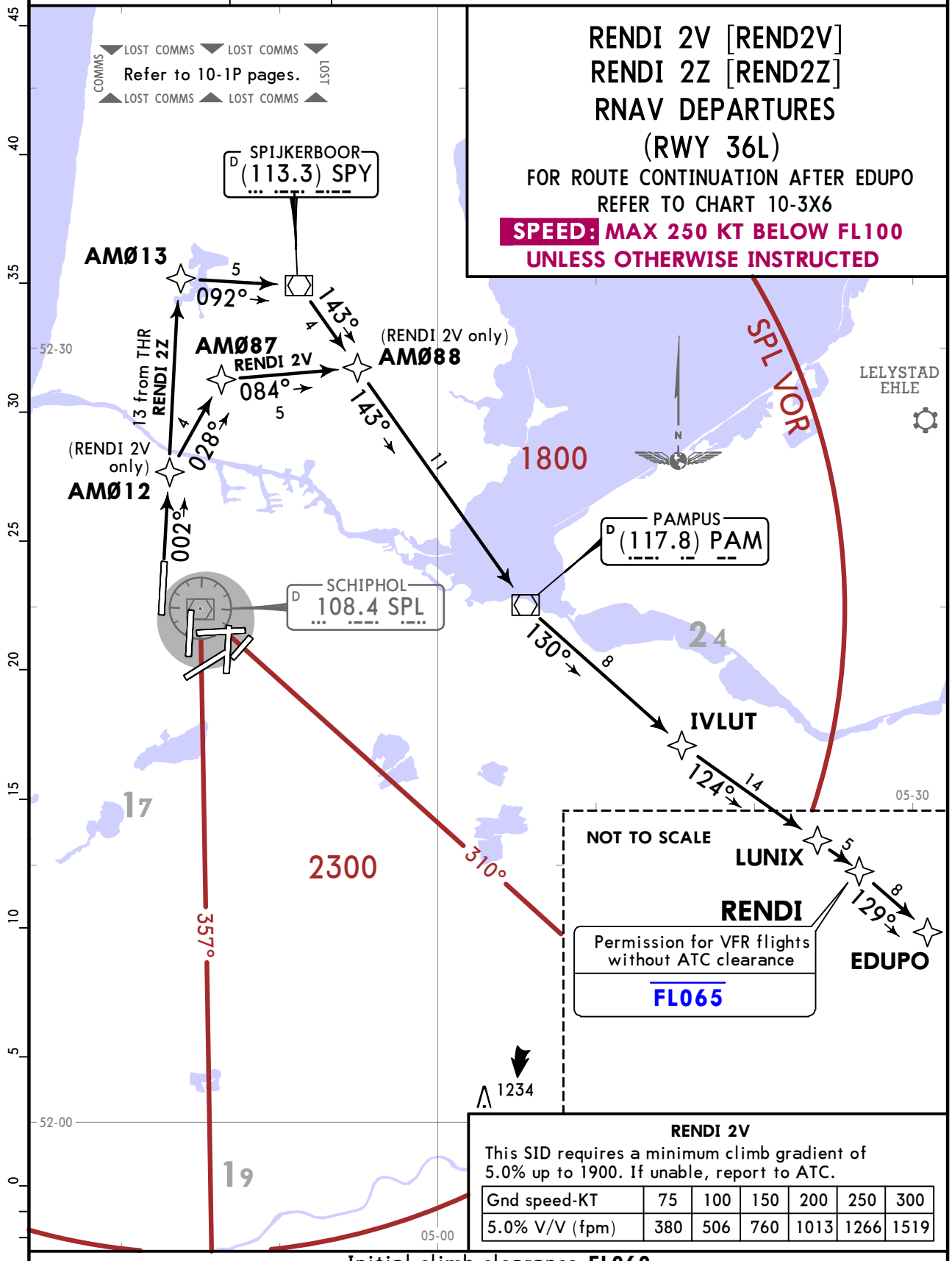
SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000

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



RENDI 2V

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	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.

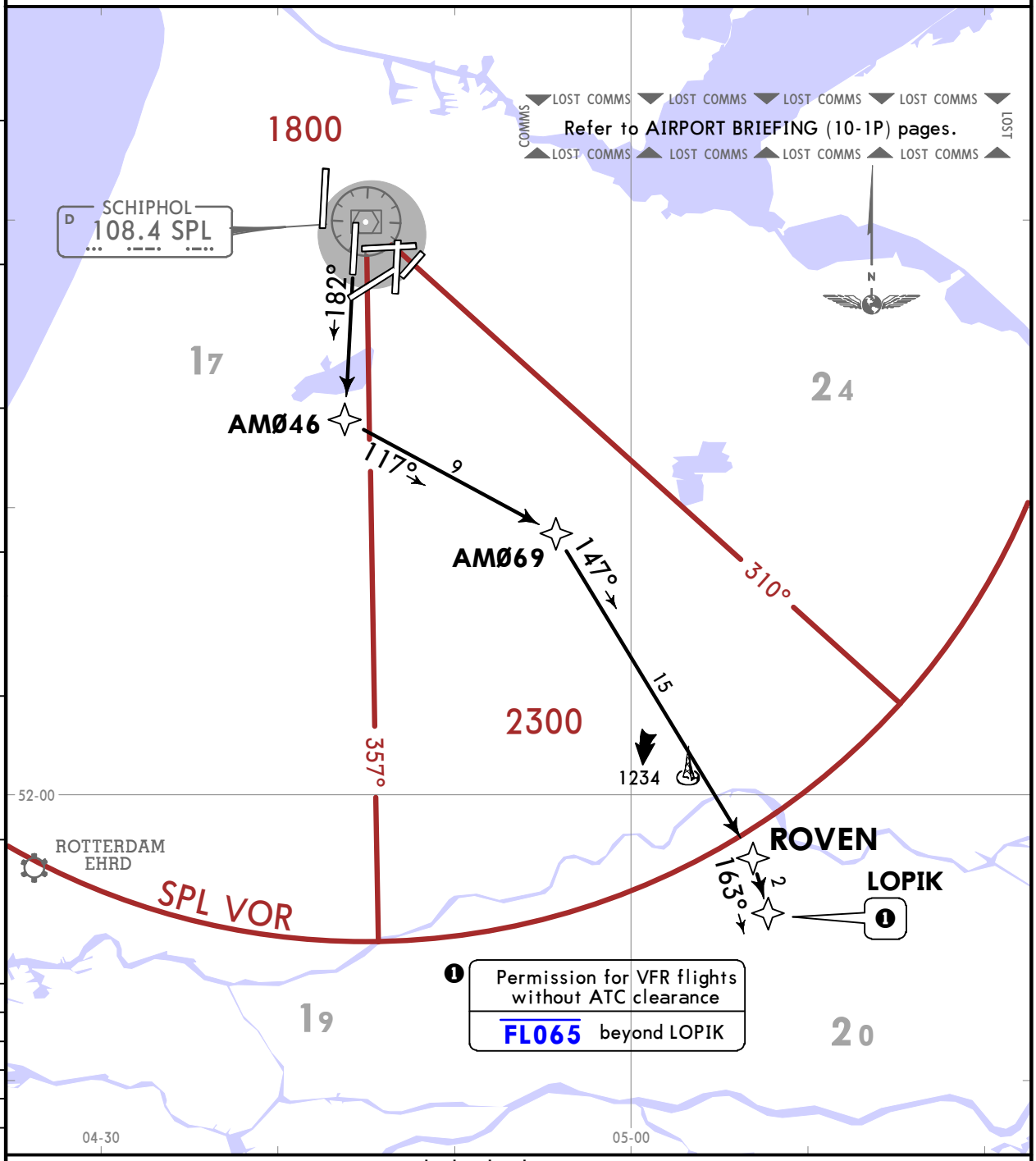
CHANGES: MSA value.

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.	

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: MSA value.

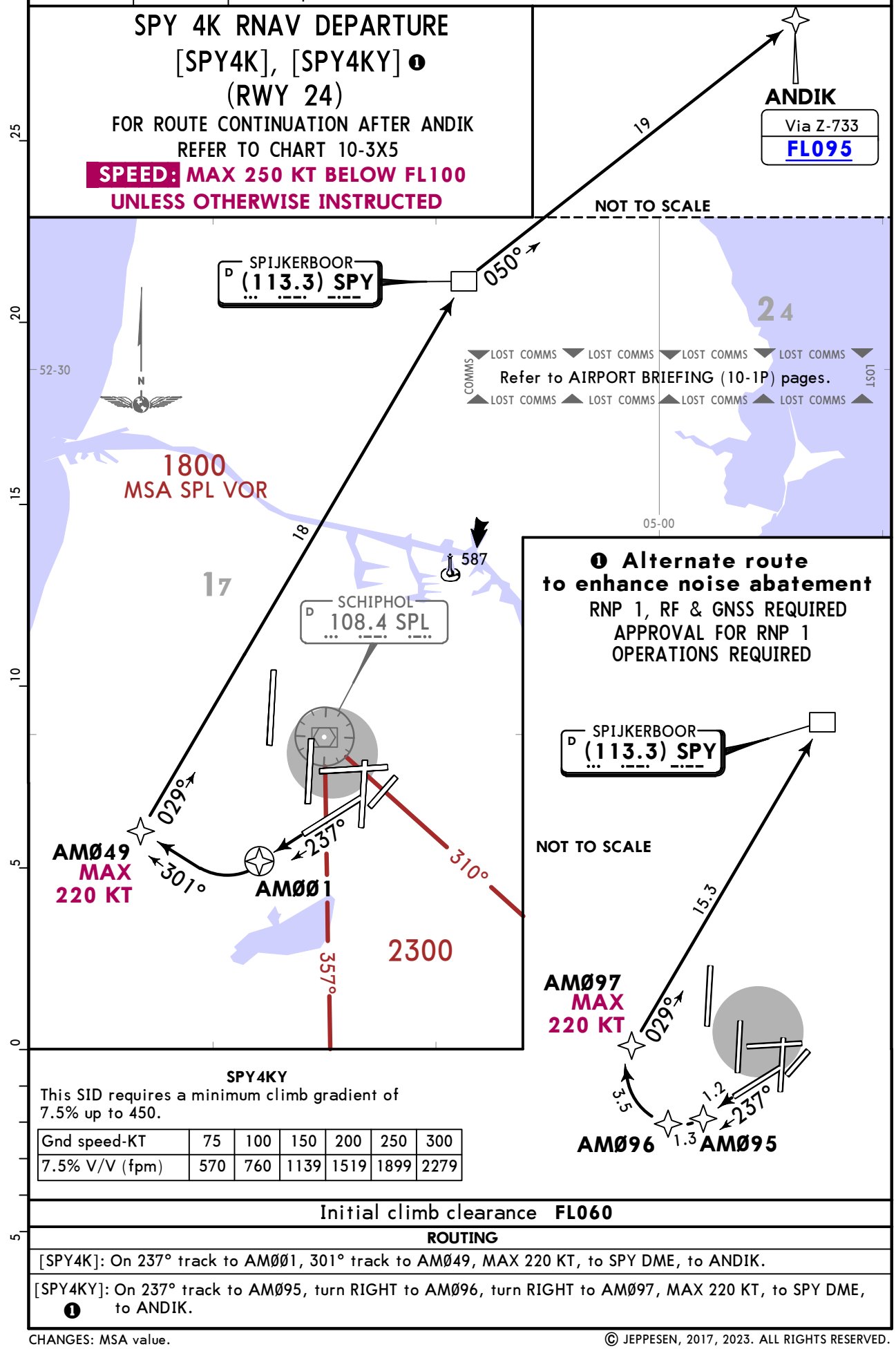
SCHIPHOL Departure (R) 121.205	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000

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



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

CHANGES: MSA value.

SCHIPHOL Departure (R)
(TORGA 2X) 119.055
(SPY 2P, 4V) 121.205

Apt Elev -11 (BELOW SEA LEVEL)

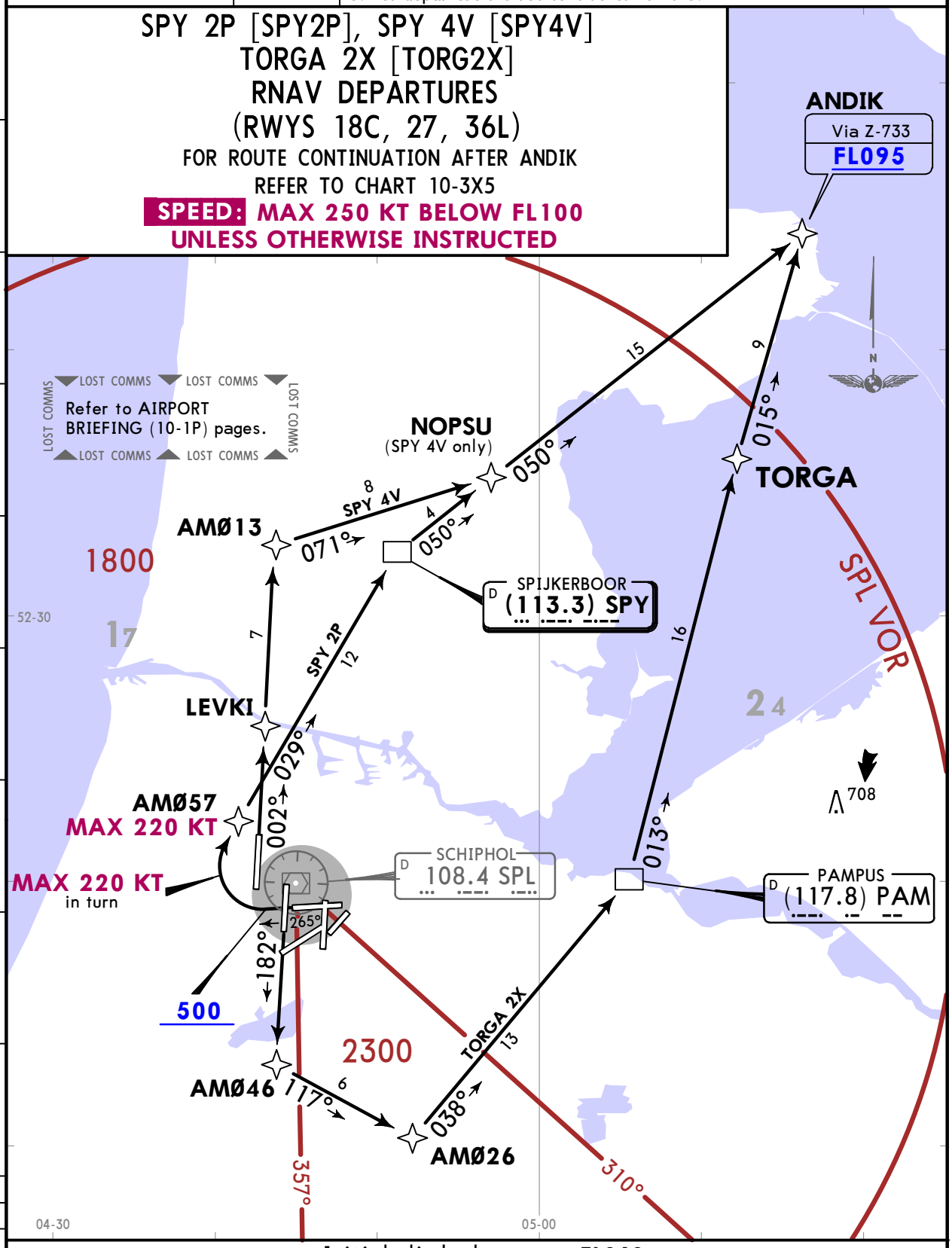
RNAV 1 required | Trans alt: 3000

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.

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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

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.

Initial climb clearance **FL060**

SID	RWY	ROUTING
VALKO 5E	18L	Climb on 182° track, at or above 500 turn LEFT, direct to AMØ29, MAX 220 KT, to AMØØ9, at or above 2500, to VALKO, to IDRID.
VALKO 3G	22	On 220° track to AMØ62, to AMØØ9, at or above 2500, to VALKO, to IDRID.

SCHIPHOL
D 108.4 SPL

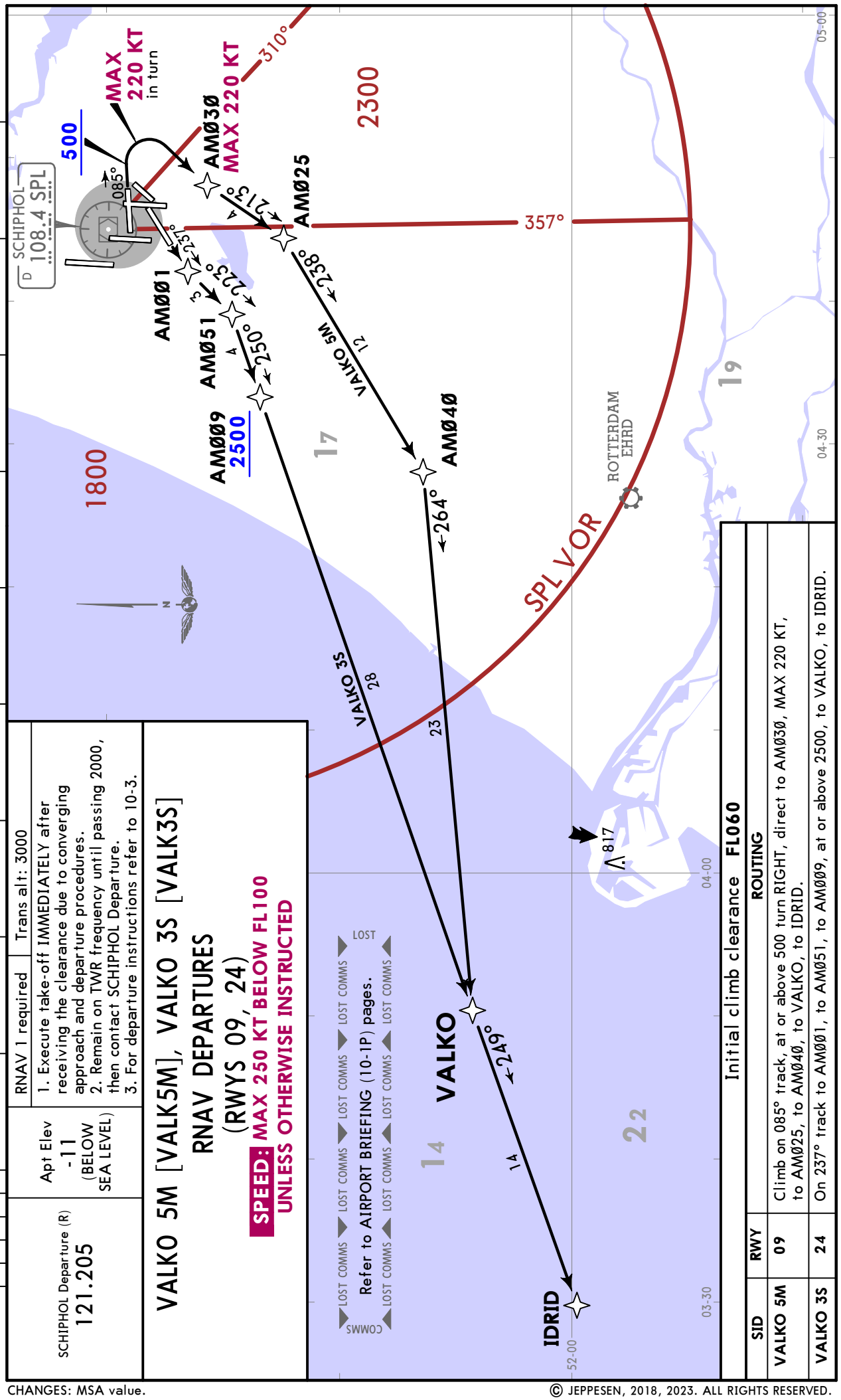
AMØ62
AMØ29
MAX 220 KT
AMØØ9
2500
VALKO
IDRID
VALKO 5E
VALKO 3G
182°
220°
310°
357°
281°
250°
249°
500
2300
1800
SPL VOR
NOT TO SCALE
LOST COMMS
Refer to AIRPORT BRIEFING (10-1P) pages.

EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

21 JUL 23 (10-3V10)

RNAV SID



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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

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.

Initial climb clearance **FL060**

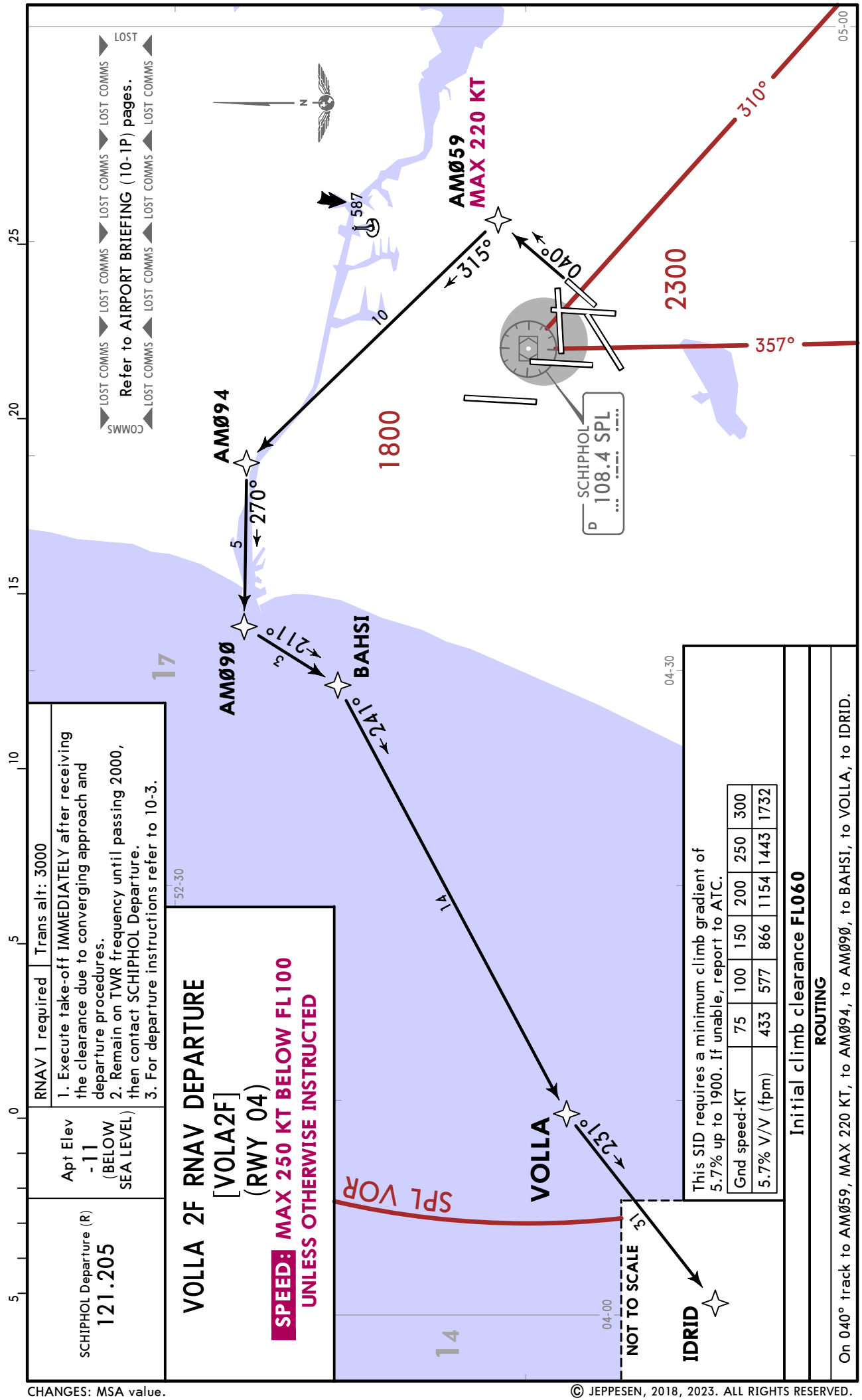
SID	RWY	ROUTING
VALKO 5M	09	Climb on 085° track, at or above 500 turn RIGHT, direct to AM030, MAX 220 KT, to AM025, to AM040, to VALKO, to IDRID.
VALKO 3S	24	On 237° track to AM001, to AM051, to AM009, at or above 2500, to VALKO, to IDRID.

CHANGES: MSA value.

EHAM/AMS
SCHIPHOL

JEPPESEN
21 JUL 23 (10-3W)

AMSTERDAM, NETHERLANDS
RNAV SID



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.

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 AM059, MAX 220 KT, to AM094, to AM090, to BAHSI, to VOLLA, to IDRID.

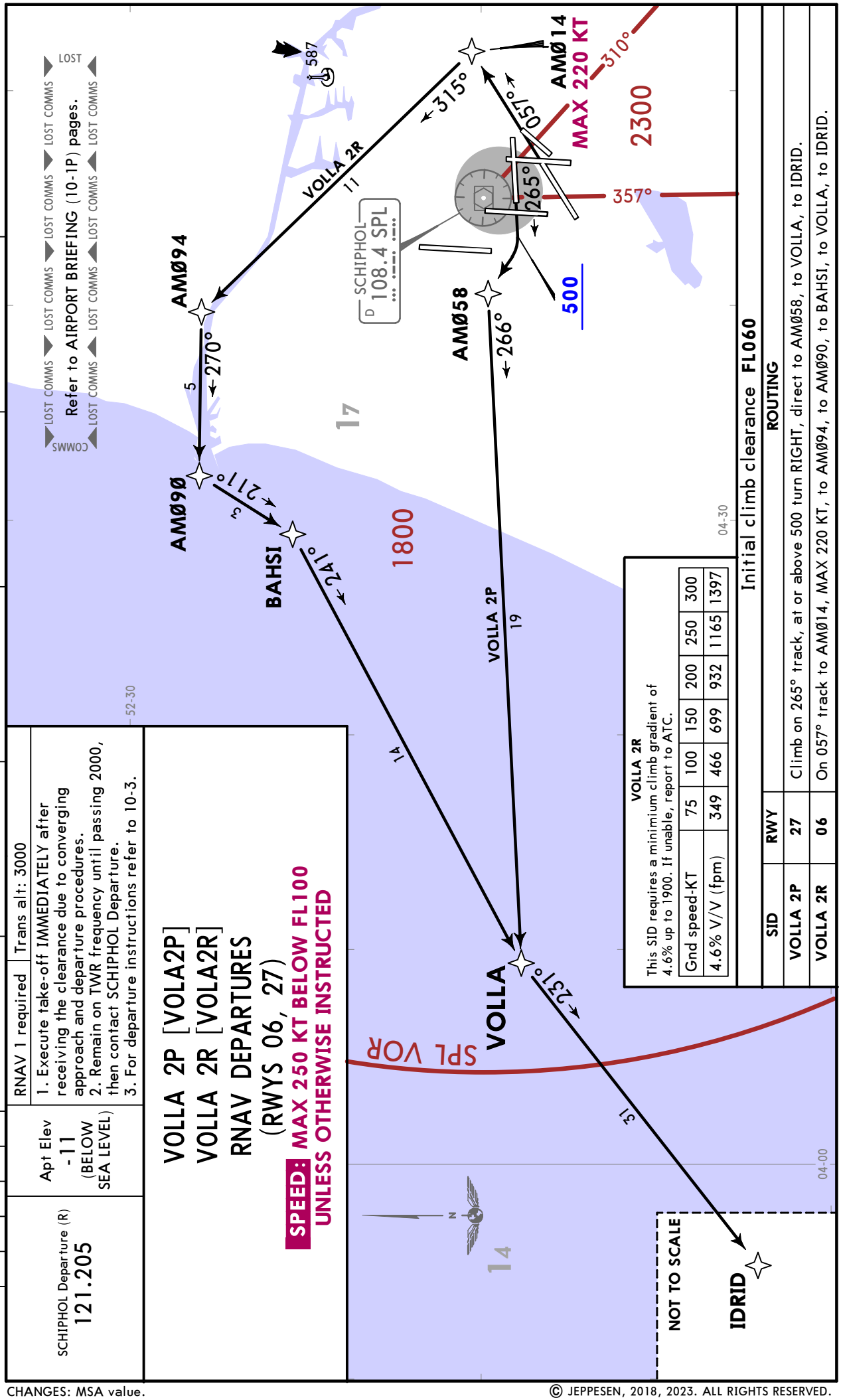
CHANGES: MSA value.

EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

21 JUL 23 (10-3X)

RNAV SID



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.

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 AM058, to VOLLA, to IDRID.
VOLLA 2R	06	On 057° track to AM014, MAX 220 KT, to AM094, to AM090, to BAHSI, to VOLLA, to IDRID.

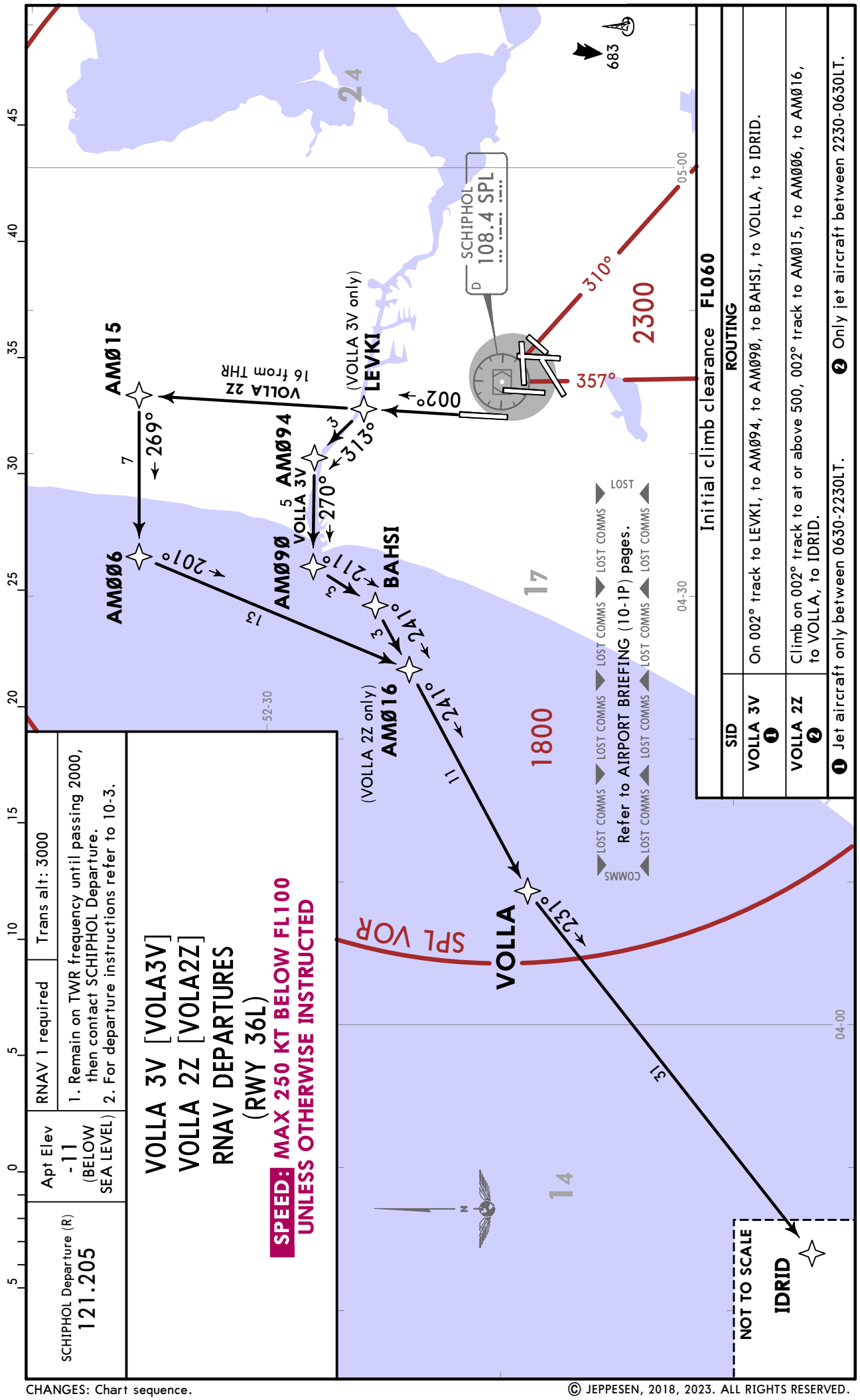
CHANGES: MSA value.

EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

8 DEC 23 (10-3X1)

RNAV SID



CHANGES: Chart sequence.

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.	

WISPA 3X RNAV DEPARTURE
[WISP3X]
(RWY 18C)

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
Via M-90
FL095

5

WISPA

19

353°

AMØ28

10

327°

4

250°

AMØ51

AMØØ9
2500

182°

500

AMØ8Ø

310°

357°

2300

1800
MSA SPL VOR

SCHIPHOL
D 108.4 SPL

587

52-30

17

04-30

25 20 15 10 5 0 5

Initial climb clearance **FL060**

ROUTING

Climb on 182° track to AMØ8Ø, 182° track, at or above 500 turn RIGHT, direct to AMØ51, to AMØØ9, at or above 2500, to AMØ28, to WISPA, to BERGI.

CHANGES: Route continuation note.

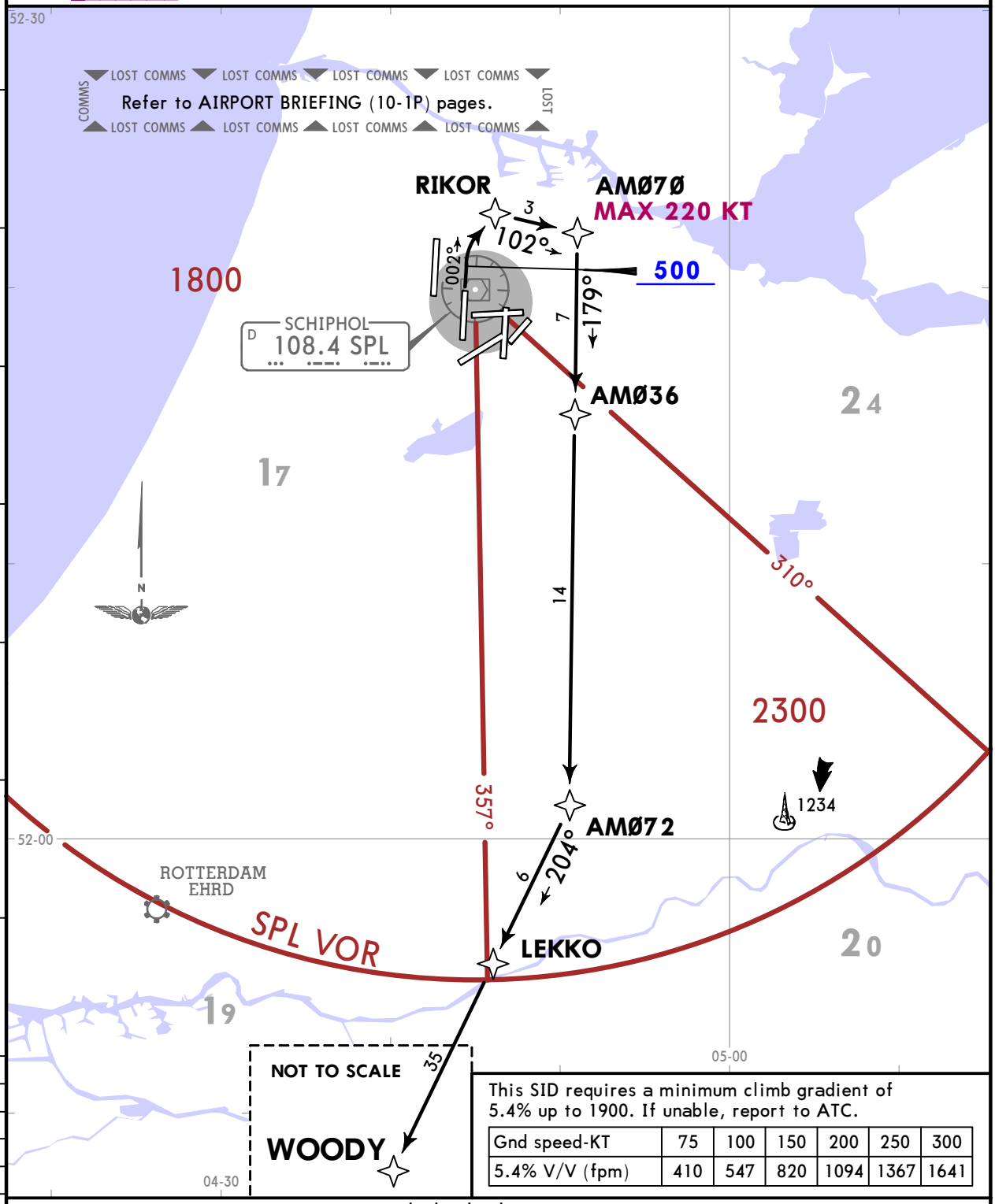
SCHIPHOL Departure (R) 119.055	Apt Elev -11 (BELOW SEA LEVEL)	RNAV 1 required	Trans alt: 3000

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.

AMSTERDAM, NETHERLANDS

SID

SCHIPHOL Departure (R) 121.205	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 BERGI

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

ODASI
27
LEGBA
20
M90
346°
BERGI
Via M-90
FL095
28
L602
298°
AMGOD
5
SUPUR
278°
11
L60
11
L602
MIMVA
15
P1
340°
GODOS
KOLAG

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

1800
SPL VOR
SCHIPHOL
108.4 SPL
357°
2300
310°

LEEUWARDEN
EHLW
DEN HELDER
De Kooy
EHKD
LELYSTAD
EHLE
DEVENTER
Teuge
EHTE
814

1 4 1 5 1 6 1 7 2 2 2 4

53-30 53-00 52-30
50 40 30 20 10 0 10
03-00 03-30 04-00 04-30 05-00 05-30 06-00

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

AMSTERDAM, NETHERLANDS

SID

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

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

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

AGISU

KONOM

BEDUM

AKZOM

GRONY

UNEXO

Permission for VFR flights without ATC clearance

FL065 beyond UNEXO MON-FRI 0900-1700LT

FL095 beyond UNEXO FRI 1700LT-SUN 2400LT & HOL

ANDIK

Via Z-733

FL095

KEKIX

Via Z-708

FL095

Permission for VFR flights without ATC clearance

Via N-873

FL065 beyond KEKIX MON-FRI 0900-1700LT

Via Z-708

FL095 beyond KEKIX FRI 1700LT-SUN 2400LT & HOL

SPL VOR

1800

2300

357°

310°

SCHIPHOL 108.4 SPL

EELDE 112.4 EEL

1437

WITTMUNDHAFEN ETNT

EMDEN EDWE

LEEUWARDEN EHLW

GRONINGEN Eelde EHGG

DE KOOY EHKD

LELYSTAD EHLE

DEVENTER Teuge EHTE

DIEPHOLZ ETND

MUENSTER/ OSNABRUECK EDDG

NETHERLANDS GERMANY

CHANGES: Reissue.

EHAM/AMS
SCHIPHOL

JEPPESEN
8 DEC 23 (10-3X6)

AMSTERDAM, NETHERLANDS
SID

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

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

Trans alt: 3000
1. Continue to climb above FL060 after ATC clearance only.
2. For departure instructions refer to 10-3.

Apt Elev -11 (BELOW SEA LEVEL)

SCHIPHOL Departure (R) 119.055

NYKER
Permission for VFR flights without ATC clearance
FL065 beyond NYKER

IVLUT 124° 14 Z739 LUNIX 5 129° 8 RENDI
Permission for VFR flights without ATC clearance
FL065

EDUPO 11 NAPRO 8 DEPAD FL210 12 AMOSU
Requested FL above FL245
FL250

ELPAT 5 ARNEM 098° 26 L620 SONEB 10 102° OLDOD
Requested FL above FL245
FL250

121° 23 T196 TEBRO

17 L620 110°

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

LOST COMMS

SPL VOR
310°
357°
1800
2300

SCHIPHOL D 108.4 SPL

LELYSTAD EHLE
DEVENTER Teuge EHTE
NIEDERRHEIN EDLV
VOLKEL EHVK
NETHERLANDS
GERMANY

EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

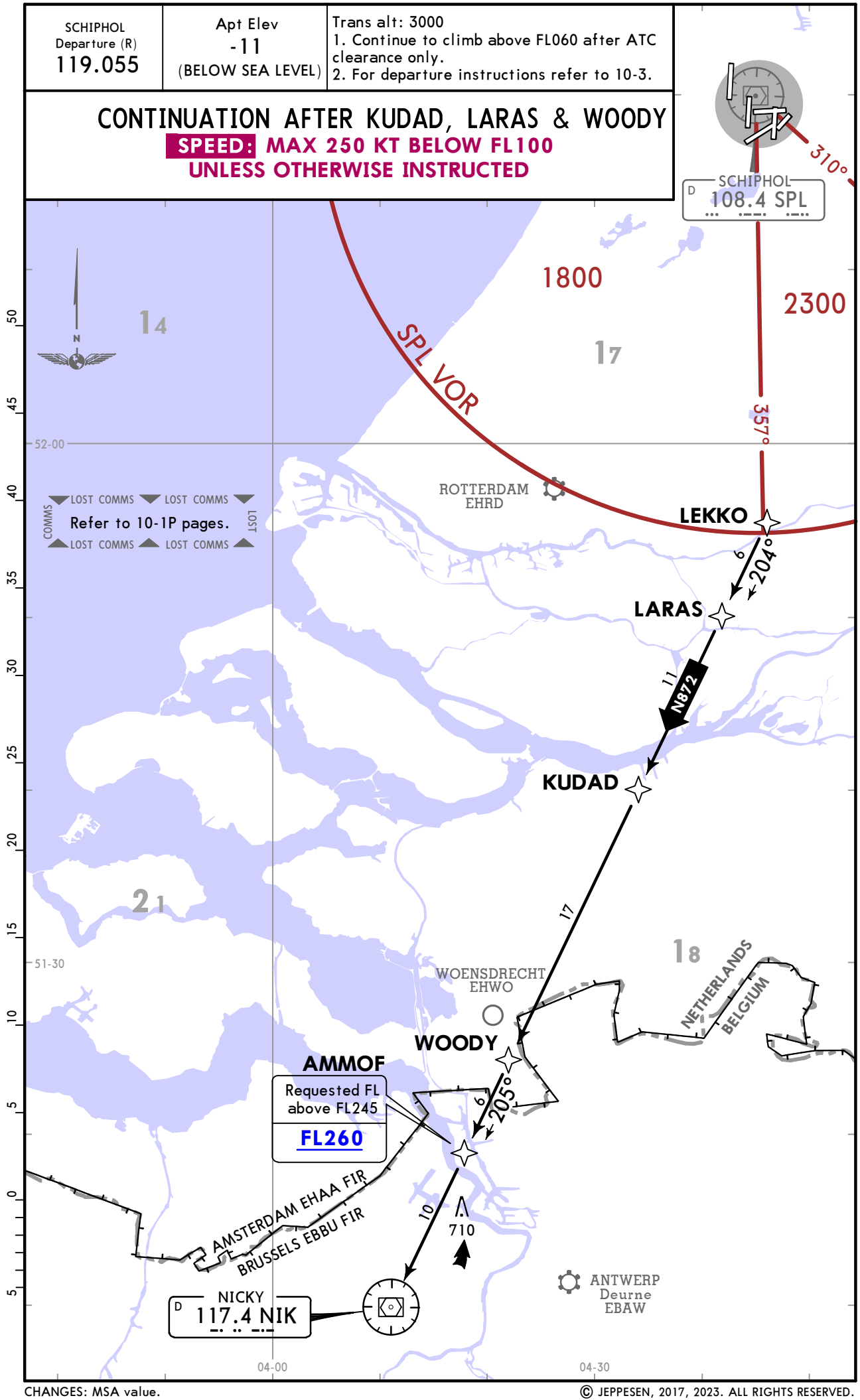
21 JUL 23 (10-3X7)

SID

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.

EHAM/AMS
SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

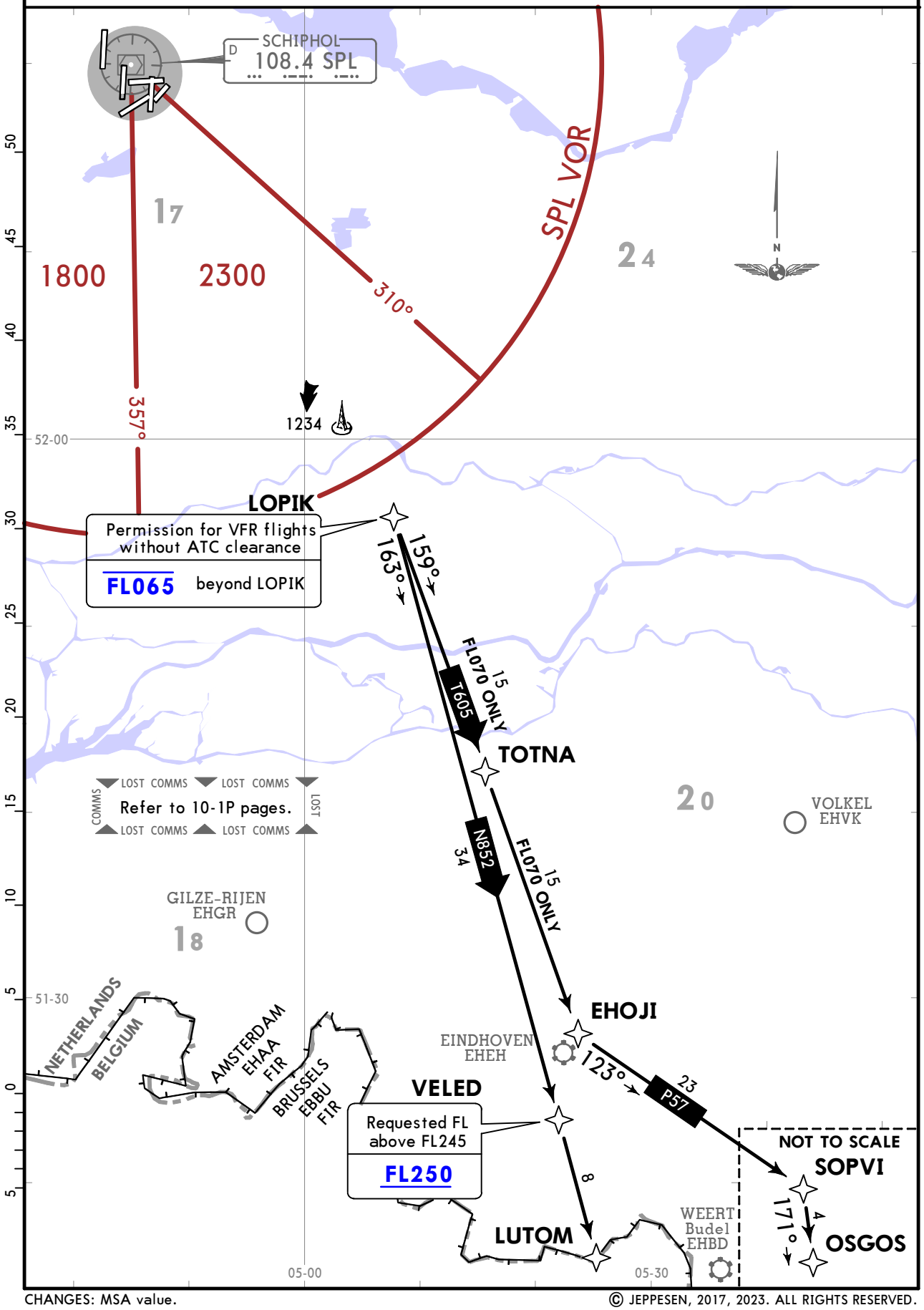
21 JUL 23 (10-3X8)

SID

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.

NEW AIRCRAFT STANDS U-APRON

(SUP 013/24)

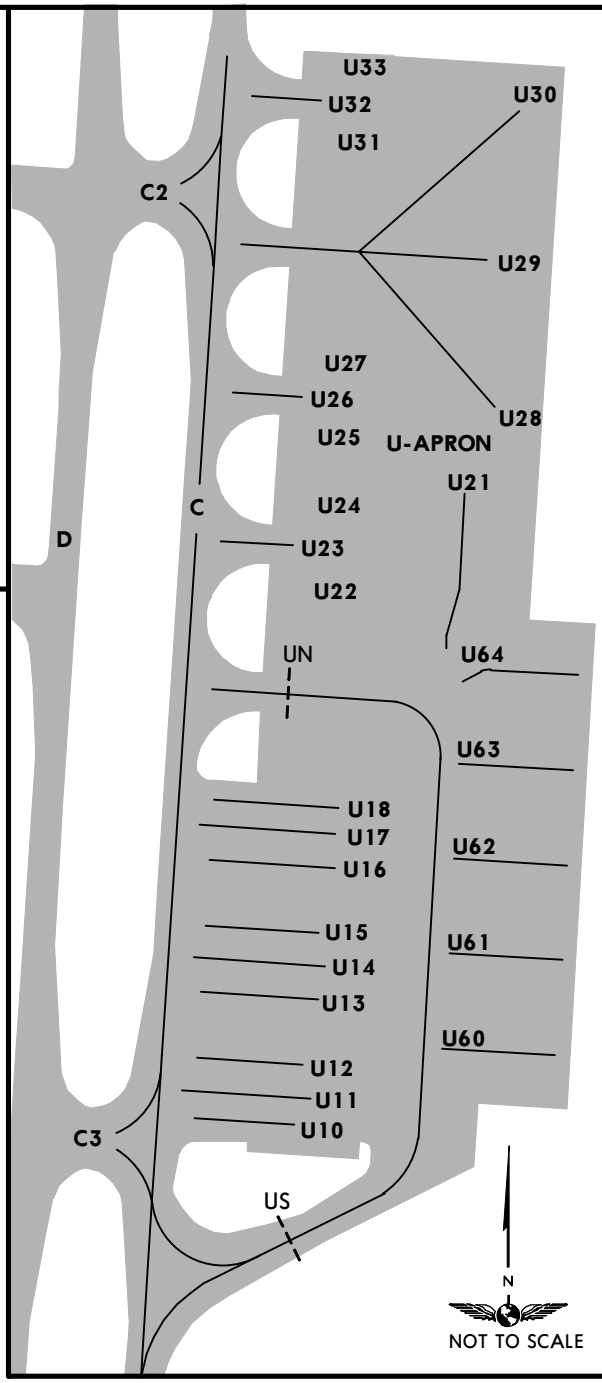
REFER ALSO TO LATEST NOTAMS

End of June 2024 Acft stands at the U-apron will be rearranged. The actual date and time will be promulgated by NOTAM.

- New Acft stands U60-U64;
- Acft stand U21 repositioned;
- Acft stands U20 removed;
- Entry and exit apron via intermediate holding positions UN and US.

The INS coordinates of Acft stands U60-U64 and U21 will be resurveyed and published in due time.

LEGEND	
U21	Parking position
C2	Taxiway
UN	Intermediate holding position



CHANGES: New temporary chart.

RECONSTRUCTION ENTRY/EXIT R-APRON AND MAINTENANCE RWY 06/24 (SUP 019/24)

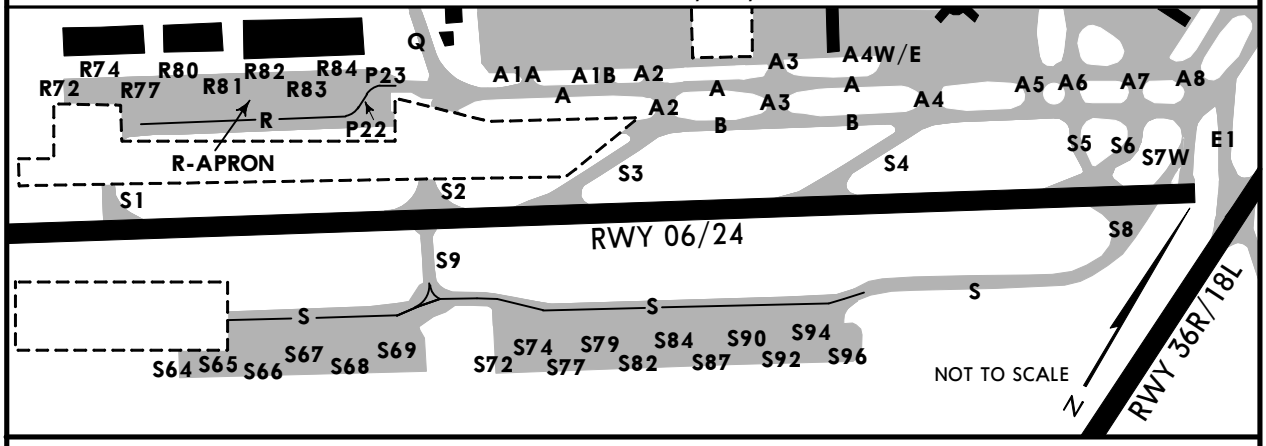
REFER ALSO TO LATEST NOTAMS

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, RWY 06/24, TWY exits S1, S2 and the TWYs in that area. Work will be carried out into the year 2027; in the period JUN-DEC 2024 the works are carried out in phases as described below.

PHASE 4:

Work is carried out on TWY S1 and S2 and the entry/exit to the R-Apron. The availability is as follows:

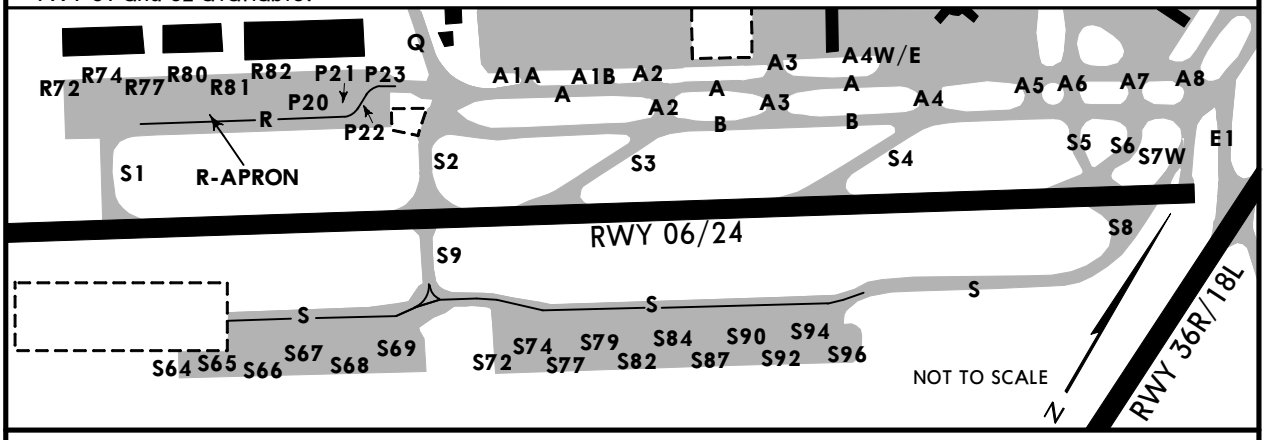
- RWY 06/24 ILS CAT I,
- TWY S1 and S2 closed,
- TWY B between TWY R and TWY A2 closed,
- Remote holding positions P20 thru P23 unserviceable,
- Entry/exit R-Apron on TWY R moved to location P23,
- Exit R-Apron only to TWY A. Turn to TWY Q not available,
- Temporary ACFT stands R83 and R84 available (MAX B777),
- ACFT stands R72, R74, S64 and S65 closed,
- TWY S: entry only via TWY S5, TWY S7W and TWY S8.



PHASE 5:

Work is carried out on TWY S10 with no operational consequences. The availability is as follows:

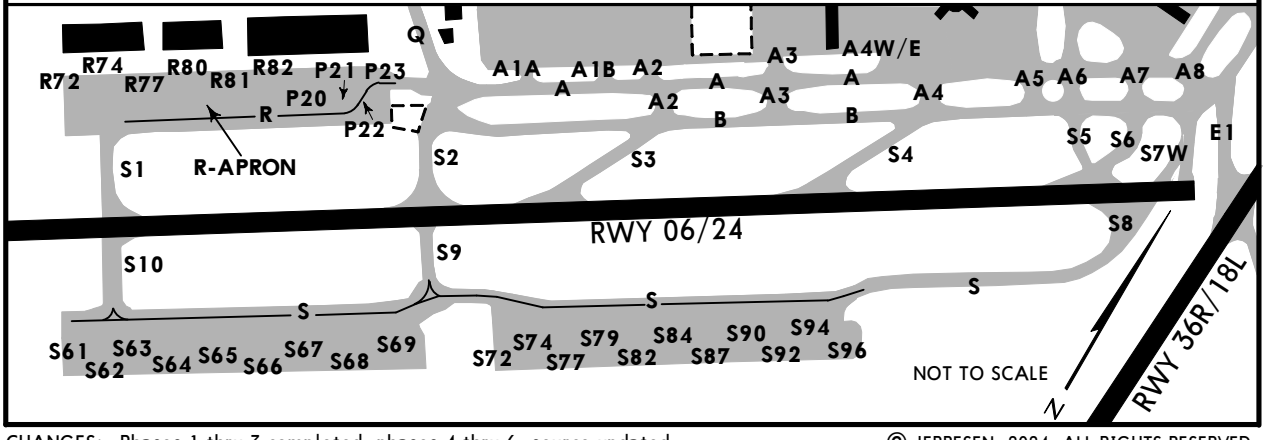
- Remote holding positions P22 and P23 unserviceable,
- Entry/exit R-Apron on TWY R moved to location P23,
- Exit R-Apron only to TWY A and TWY B. Turn to TWY Q not available,
- Remote holding positions P20 and P21 available,
- ACFT stands R72 and R74 available,
- TWY S1 and S2 available.



PHASE 6:

Work continues to the end of the year. The availability is as follows:

- Remote holding positions P22 and P23 unserviceable,
- Entry/exit R-Apron on TWY R moved to location P23,
- Exit R-Apron only to TWY A and TWY B. Turn to TWY Q not available,
- New TWY S10 available.



CHANGES: Phases 1 thru 3 completed, phases 4 thru 6, source updated.

RECONSTRUCTION ENTRY/EXIT R-APRON AND MAINTENANCE RWY 06/24 (CONTD)

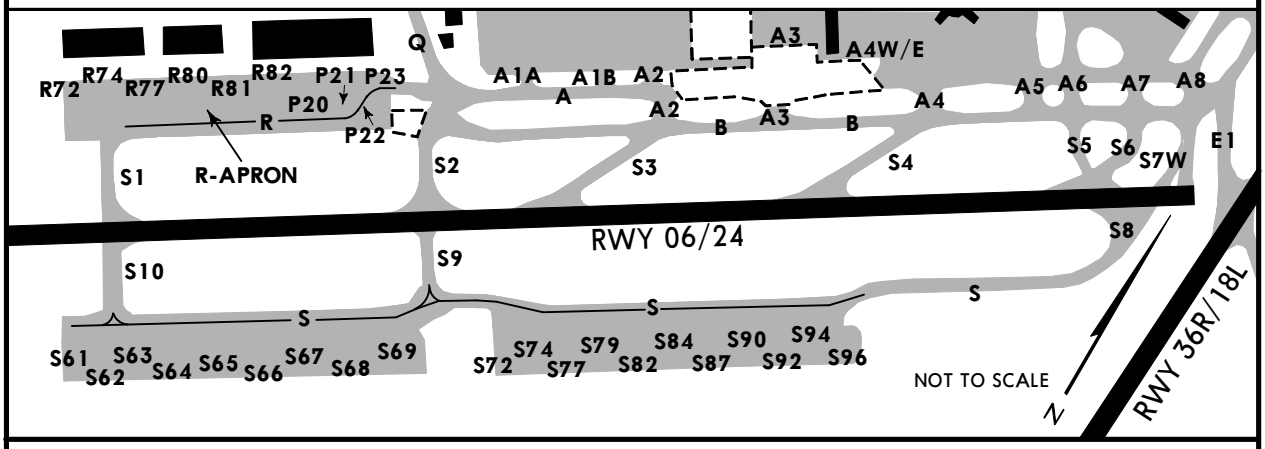
(SUP 019/24)

REFER ALSO TO LATEST NOTAMS

PHASE 7:

Work is carried out on TWY A3. The availability is as follows:

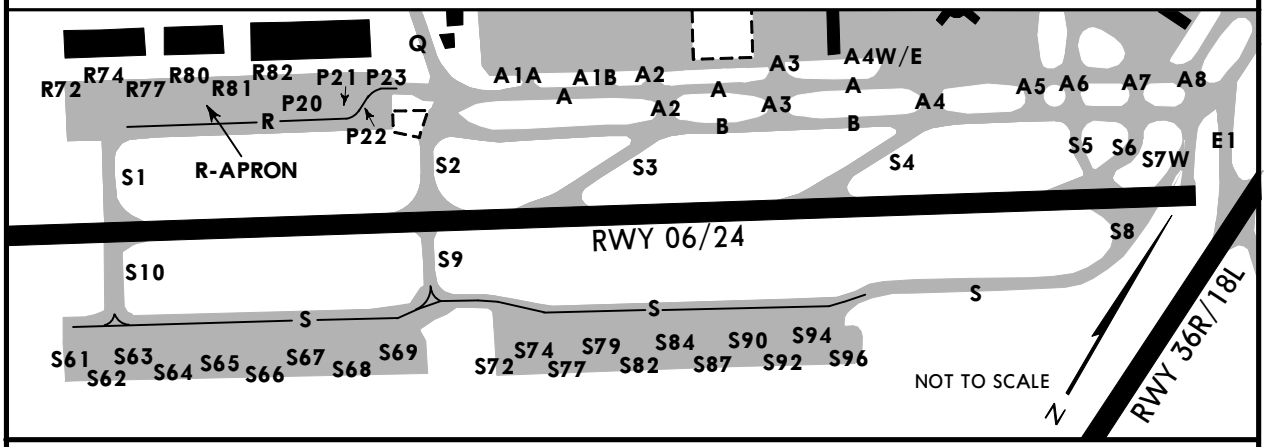
- TWY A between TWY A2 and TWY A4W: closed,
- TWY A3 (including ACFT stands): closed,
- Remote holding positions P22, P23: unserviceable,
- Entry/exit R-Apron on TWY R moved to location P23,
- Exit R-Apron only to TWY A and TWY B. Turn to TWY Q not available,
- TWY S10 available.



PHASE 8:

No work with operational consequences. The availability is as follows:

- Remote holding positions P22 and P23 unserviceable,
- Entry/exit R-Apron on TWY R moved to location P23,
- Exit R-Apron only to TWY A and TWY B. Turn to TWY Q not available,
- TWY S10 available.



CHANGES: Phases 7 and 8 added, source updated.

NEW AIRCRAFT STANDS Y-APRON

(SUP 016/24)

REFER ALSO TO LATEST NOTAMS

Work in progress on taxiways and aircraft stands at the Y-apron during the second/third quarter of 2024. When new aircraft stands are available the actual time/day will be promulgated by NOTAM.

Aircraft stands

Current aircraft stands Y71 and Y73 are withdrawn. New aircraft stands Y73 and Y71 are accessed by Twy A25N and new aircraft stands Y74 and Y72 are accessed by Twy A25S.

Docking procedures

Self-docking procedures are applicable at aircraft stands Y71-Y74: stop aircraft when yellow STOP marking is in line with pilot's eye view at an angle of 90 DEG to the lead-in line.

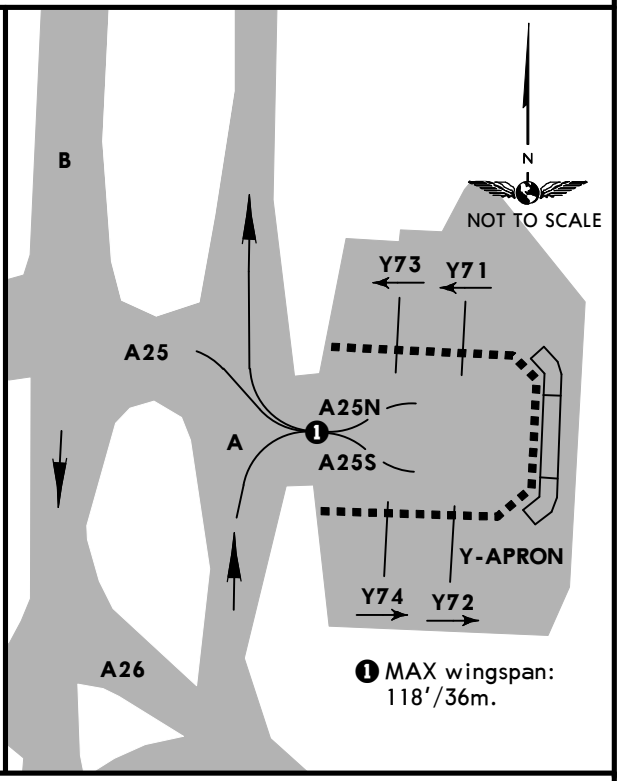
INS coordinates

The INS coordinates of aircraft stands Y71-Y74 are to be surveyed.

LEGEND	
Y71	Parking position
A25	Taxiway
◄	Standard taxi routing
▪▪▪▪	ATC boundary

Standard push-back directions:

Y71 ←	LEFT turn (as seen from the push-back vehicle)
Y72 →	RIGHT turn (as seen from the push-back vehicle)



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

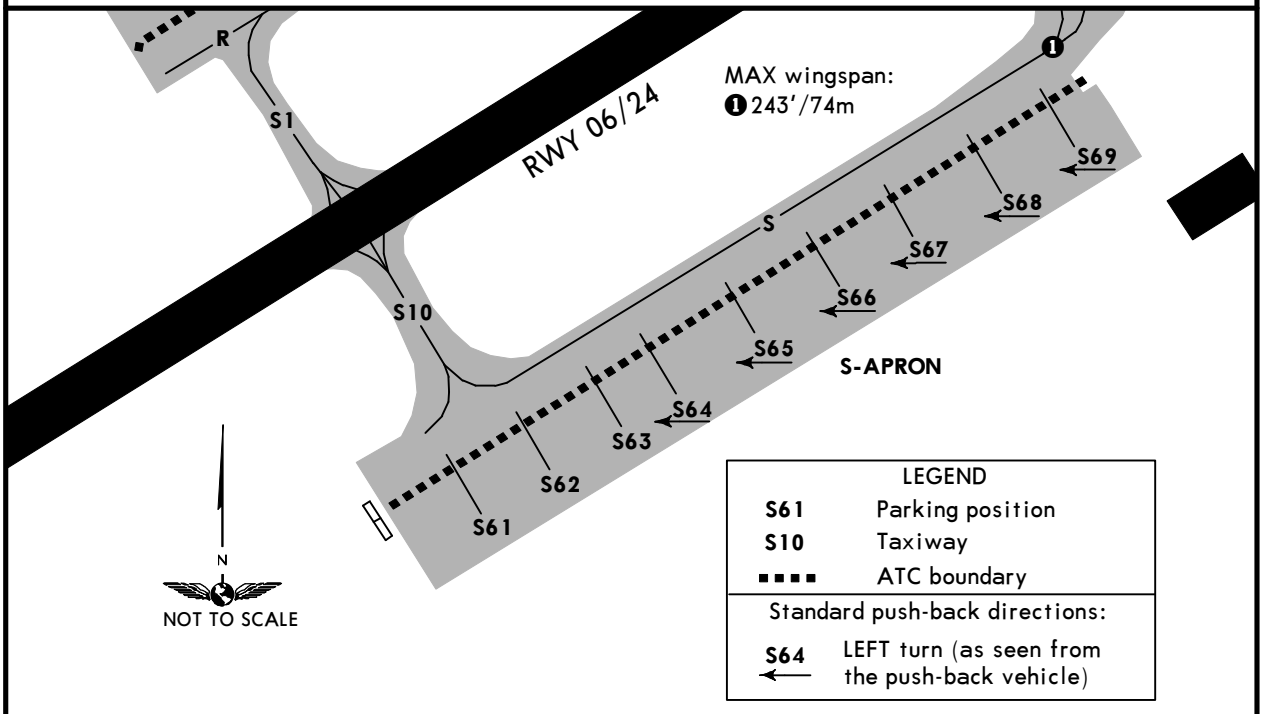
Twy S10 will be equipped with a stop bar for the protection of Rwy 06/24, similar to Twy S1.
Availability of Twy centre line lights on Twy S1 and S10 is according to the table below:

	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

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

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

OPERATIONAL NOTES:
❼ Information about expected Rwy combination related to SIDs, during peak hours, is broadcasted on this freq (131.355).
❽ Pilots are strongly requested after having obtained & read back the enroute clearance to switch w/o ATC instructions to SCHIPHOL Planner.
❾ NO ENTRY to Twy W6 from Twys A, B & D.
❿ NO ENTRY to Twy E1 from Twys A, A8 & B.
⓫ NO ENTRY to Twy N9 from Twys A & B.
⓬ NO ENTRY to Twy G3 from Twy G.
⓭ 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.
⓮ Max wingspan for vacating Rwy 04 or entering Rwy 22 via Twy G1 102'/31m .
⓯ 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:
⓰ 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.
⓱ Max wingspan 118'/36m.

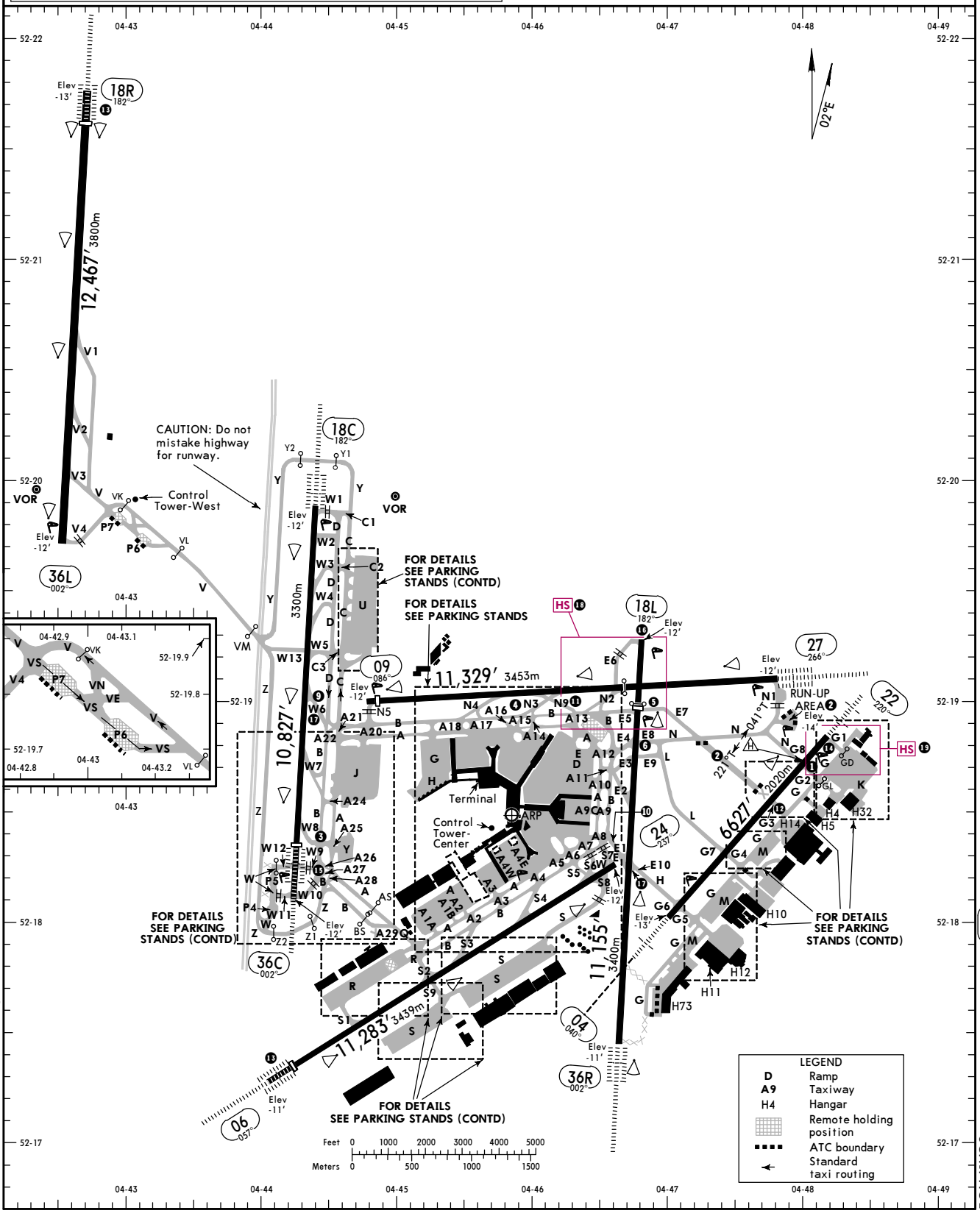
HOT SPOTS
(For information only, not to be construed as ATC instructions.)
HS ⓰ CAUTION: When taxiing on N2 to beginning Rwy 18L do not turn RIGHT onto Rwy 09. Be sure to have a clearance before crossing Rwy 09/27.
HS ⓳ CAUTION: Twy G1 is located directly opposite apron exit GD. Hold short of Rwy 22 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: Construction works, U Apron shape. Hot Spots.

JEPPESEN AMSTERDAM, NETHERLANDS SCHIPHOL
2 AUG 24 (10-9) Eff 8 Aug

EHAM/AMS

JEPPESEN 2 AUG 24 (10-9A) Eff 8 Aug

AMSTERDAM, NETHERLANDS

SCHIPHOL

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
04	HIRL (50m) ❶ MIALS PAPI-L (3.0°) ❷❸㉑ RVR			6263'1909m	148' 45m
22	HIRL (50m) ❶ HIALS PAPI-L (3.1°) RVR		5776'1761m	❹	

❶ length 450m
❷ porous friction course overlay
❸ Prohibited for Code F Acft.

❹ TAKE-OFF RUN AVAILABLE
RWY 22:
From rwy head 6611' (2015m)
twy G2 int 5623' (1714m)

06	❺HIRL (60m) ❺CL(15m) ❺❻HIALS-II ❺TDZ ❺PAPI-L(3.0°) ❼ ❽㉑ OFZ RVR	10,490'3195m	9449'2880m	❾	148' 45m
24	❺HIRL (60m) ❺CL(15m) ❺PAPI (3.0°) RVR				

❺ LED lights ❻ length 900m ❼ HST-S3, S4, S6 ❽ porous friction course overlay

❾ 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.

09	HIRL (30m) CL(15m) ❿PAPI-L(3.0°) ⓫ ⓮㉑ RVR	11,033' 3363m		⓯	148' 45m
27	HIRL (30m) CL(15m) ⓬HIALS-II TDZ ⓭ PAPI-L(3.0°) OFZ RVR		10,378'3163m		

❿ LED lights
⓫ HST-N9
⓬ length 750m
⓭ HST-N2, N3, N4
⓮ porous friction course overlay

⓯ TAKE-OFF RUN AVAILABLE
RWY 09:
From rwy head 11,266' (3434m)
twy N4 int 7874' (2400m)
twy N3 int 6171' (1881m)

18L	⓰HIRL (30m) ⓰CL(15m) ㉑ RVR	NA ⓳		㉒	148' 45m
36R	⓰HIRL (30m) ⓰CL(15m) ⓰⓱ HIALS-II ⓰TDZ ⓰PAPI-L(3.0°) ⓲ OFZ RVR	⓴	8220'2505m	NA	

⓰ LED lights ⓱ length 900m ⓲ HST-E1, E2

⓳ 9268'/2825m available in case of emergency.

⓴ For normal operations LDA 9268'/2825m.
Do not cross red lights indicating displaced Rwy end.

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)

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.

18C	㉓HIRL (30m) ㉓CL(15m) ㉓㉔ HIALS-II ㉓TDZ ㉓PAPI-L (3.0°) ㉕ OFZ RVR		9756'2974m	㉗	148' 45m
36C	㉓HIRL (30m) ㉓CL(15m) ㉓㉔ HIALS-II ㉓TDZ ㉓PAPI-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)

18R	㉘HIRL (30m) ㉘CL(15m) ㉘㉙ HIALS-II ㉘TDZ ㉘PAPI-L (3.0°) ㉚ OFZ RVR	11,581'3530m	10,535'3211m	NA	197' 60m
36L	㉘HIRL (30m) ㉘CL(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.

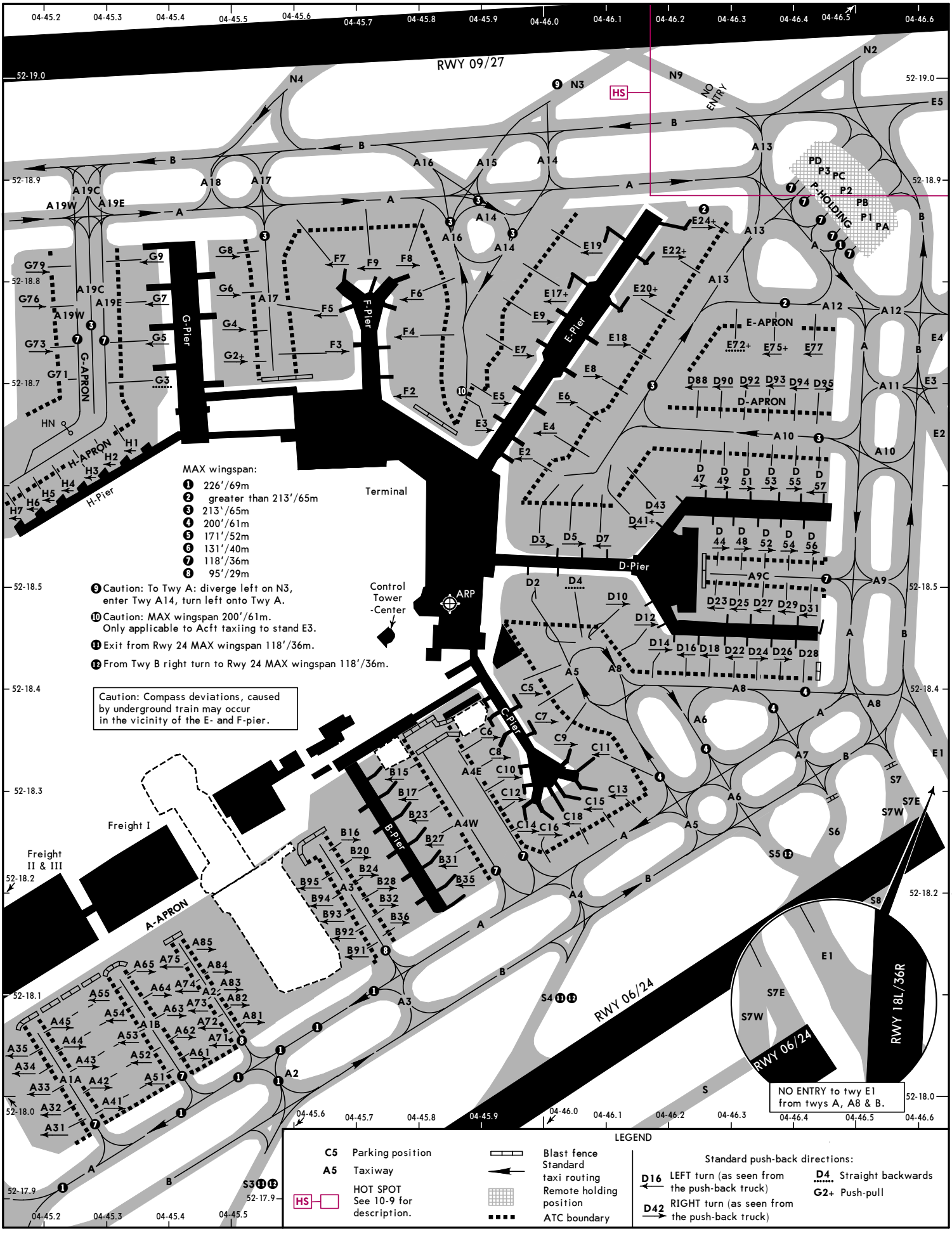
㉜ TAKE-OFF RUN AVAILABLE
RWY 36L:
From rwy head 12,467' (3800m)
twy V3 int 10,653' (3247m)
twy V2 int 9016' (2748m)
twy V1 int 7047' (2148m)

Std/State	TAKE-OFF						
Low Visibility Procedures required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required							
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.

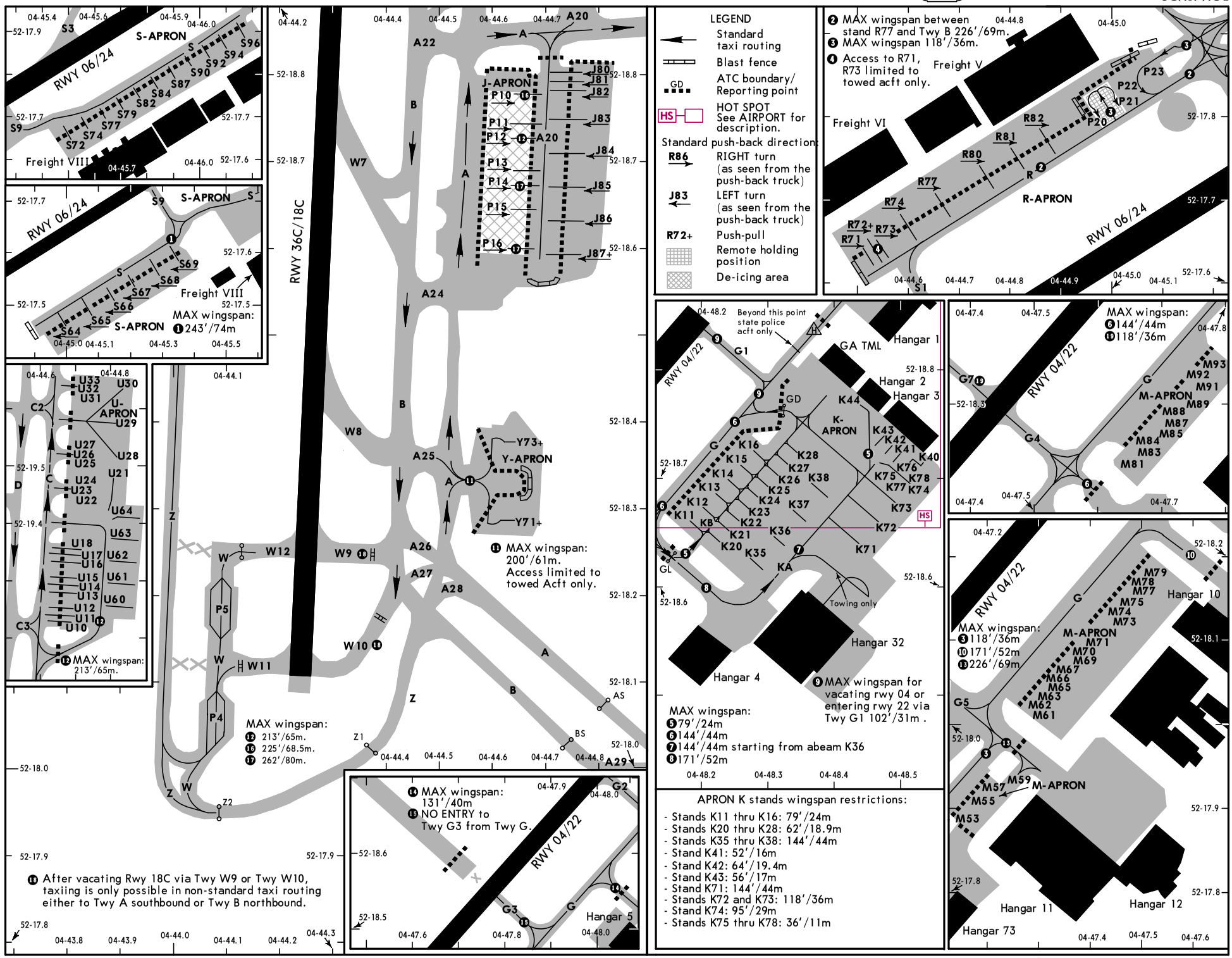
CHANGES: Stand 85 added, Hot Spot.



LEGEND

C5 Parking position
A5 Taxiway
HS HOT SPOT See 10-9 for description.
Blast fence
Standard taxi routing
Remote holding position
ATC boundary

Standard push-back directions:
D16 LEFT turn (as seen from the push-back truck)
D42 RIGHT turn (as seen from the push-back truck)
D4 Straight backwards
G2+ Push-pull



CHANGES: U Apron shape and Acft stands, Hot Spot.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
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	F2	N52 18.7 E004 45.8
B24	N52 18.2 E004 45.7	F3	N52 18.7 E004 45.7
B27	N52 18.2 E004 45.8	F4	N52 18.7 E004 45.8
B28	N52 18.2 E004 45.7	F5	N52 18.8 E004 45.7
B31, B32	N52 18.2 E004 45.8	F6	N52 18.8 E004 45.8
B35	N52 18.2 E004 45.9	F7	N52 18.8 E004 45.6
B36	N52 18.2 E004 45.8	F8	N52 18.8 E004 45.8
B91, B92	N52 18.1 E004 45.7	F9	N52 18.8 E004 45.7
B93 thru N95	N52 18.2 E004 45.6	G2	N52 18.7 E004 45.5
C5	N52 18.4 E004 45.9	G3	N52 18.7 E004 45.4
C6	N52 18.3 E004 45.9	G4	N52 18.7 E004 45.5
C7	N52 18.4 E004 46.0	G5	N52 18.7 E004 45.4
C8	N52 18.3 E004 45.9	G6	N52 18.8 E004 45.5
C9	N52 18.3 E004 46.0	G7	N52 18.8 E004 45.4
C10	N52 18.3 E004 45.9	G8	N52 18.8 E004 45.5
C11	N52 18.3 E004 46.1	G9	N52 18.8 E004 45.4
C12	N52 18.3 E004 46.0	G71, G73	N52 18.7 E004 45.2
C13	N52 18.3 E004 46.1	G76, G79	N52 18.8 E004 45.2
C14	N52 18.3 E004 46.0	H1 thru H3	N52 18.6 E004 45.3
C15	N52 18.3 E004 46.1	H4 thru H7	N52 18.6 E004 45.2
C16, C18	N52 18.3 E004 46.0	J80 thru J82	N52 18.8 E004 44.9
D2 thru D5	N52 18.5 E004 46.0	J83, J84	N52 18.7 E004 44.9
D7, D10	N52 18.5 E004 46.1	J85	N52 18.7 E004 44.8
D12 thru D16	N52 18.4 E004 46.2	J86, J87	N52 18.6 E004 44.8
D18, D22	N52 18.4 E004 46.3	K11 thru K15	N52 18.7 E004 48.2
D23	N52 18.5 E004 46.3	K16	N52 18.7 E004 48.3
D24	N52 18.4 E004 46.3	K20, K21	N52 18.6 E004 48.2
D25	N52 18.5 E004 46.3	K22 thru K28	N52 18.7 E004 48.3
D26	N52 18.4 E004 46.4	K35	N52 18.6 E004 48.3
D27	N52 18.5 E004 46.3	K36, K37	N52 18.7 E004 48.3
D28	N52 18.4 E004 46.4	K38	N52 18.7 E004 48.4
D29, D31	N52 18.5 E004 46.4	K40 thru K43	N52 18.7 E004 48.5
D41	N52 18.6 E004 46.1	K44	N52 18.8 E004 48.4
D43	N52 18.6 E004 46.2	K71	N52 18.6 E004 48.4
D44	N52 18.5 E004 46.3	K72	N52 18.6 E004 48.5
D47	N52 18.6 E004 46.2	K73 thru K78	N52 18.7 E004 48.5
D48	N52 18.5 E004 46.3	M61 thru M65	N52 18.0 E004 47.3
D49 thru D51	N52 18.6 E004 46.3	M53 thru M57	N52 17.9 E004 47.2
D52	N52 18.5 E004 46.3	M59	N52 17.9 E004 47.3
D53	N52 18.6 E004 46.3	M66	N52 18.1 E004 47.3
D54	N52 18.5 E004 46.4	M67 thru M74	N52 18.1 E004 47.4
D55	N52 18.6 E004 46.4	M75	N52 18.1 E004 47.5
D56	N52 18.5 E004 46.4	M77 thru M79	N52 18.2 E004 47.5

CHANGES: Stand A85 added.

INS COORDINATES

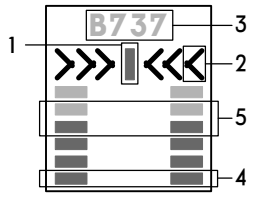
STAND No.	COORDINATES	STAND No.	COORDINATES
M81	N52 18.3 E004 47.6	S74	N52 17.7 E004 45.6
M83 thru M89	N52 18.3 E004 47.7	S77, S79	N52 17.7 E004 45.7
M91, M92	N52 18.3 E004 47.8	S82	N52 17.7 E004 45.8
M93	N52 18.4 E004 47.8	S84	N52 17.7 E004 45.9
P1, PA, PB	N52 18.8 E004 46.5	S87	N52 17.8 E004 45.9
P2	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 44.8
S64	N52 17.4 E004 45.0	U63, U64	N52 19.4 E004 44.8
S65	N52 17.5 E004 45.1	Y71	N52 18.3 E004 44.7
S66, S67	N52 17.5 E004 45.2	Y73	N52 18.4 E004 44.7
S68	N52 17.5 E004 45.3		
S69	N52 17.6 E004 45.4		
S72	N52 17.6 E004 45.6		

CHANGES: Stand U20 withdrawn, U60 thru U64 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

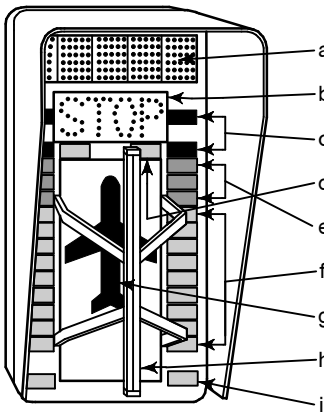
The topline on the display has one or two information line(s). Depending on the number of available information lines, the information will either be shown on both lines or will be shown intermittent in two groups. The following information can be expected:

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.**



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

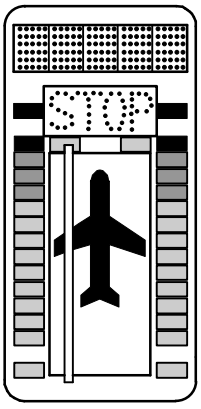
B. ACTIVATED SYSTEM

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

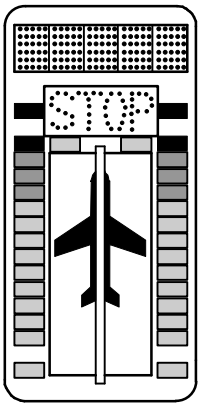
1. Do not use the system until:
- the bottom pair of green lights are blinking
- the aircraft type is shown (blinking) on the upper information block
- the stopbarlights are shown
2. The pilot should be aware that the correct type of aircraft is shown before using the system.

C. CENTERLINE GUIDANCE

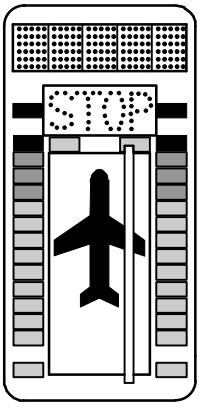
Centerline guidance is obtained by means of an illuminated bar in front of an aircraft symbol. The aircraft is on center-line when bar and symbol overlap each other. The center line guidance has to be observed from the left seat.



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.

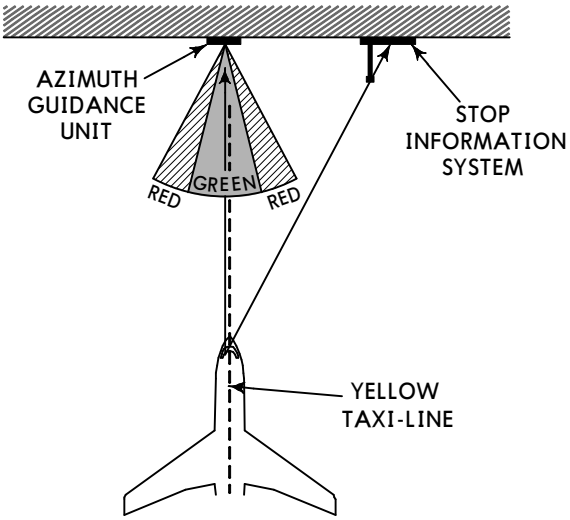
E. DISPLAY INFORMATION TEXT (following information can be expected)

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

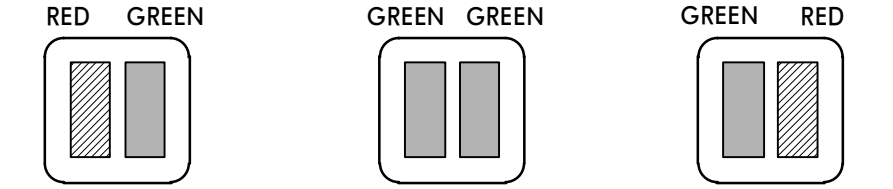
The system consists of an Azimuth guidance unit (AGNIS) and the stop information system (PAPA).



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.

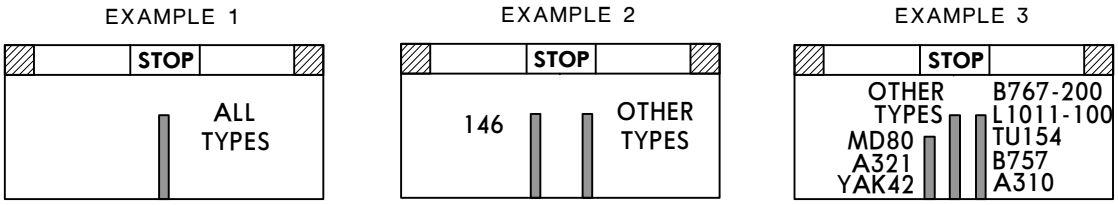
B. AZIMUTH INFORMATION (AGNIS)

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.



C. STOP INFORMATION (PAPA)

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



D. EMERGENCY STOP

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

E. 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.

AMSTERDAM, NETHERLANDS
SCHIPHOL

STRAIGHT-IN RWY		COPTER 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)	296′ (309′)	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 36C LOC MDA(H),

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.

EHAM/AMS
SCHIPHOL

JEPPESEN
7 JUN 24 (11-0A1) Eff 13 Jun

AMSTERDAM, NETHERLANDS
NIGHT TRANSITION 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

BRIEFING STRIP™

LOC KAG 110.55	Final Apch Crs 056°	Refer to chart 11-1	ILS DA(H) Refer to chart 11-1	Apt Elev -11′ Rwy -11′ (BELOW SEA LEVEL)

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.

MSA
1800
SPL VOR
310°
2300
357°

INITIAL APPROACH
FOR FINAL APCH SEE 11-1

NOT TO SCALE

(IAF) ARTIP MAX FL140 MIN FL100
ARTIP 1B TRANSITION
257° 20.5

PAMPUS D (117.8) PAM

436′ 499′ 567′ 587′ 469′ 417′ 448′ 479′ 590′ 683′ 469′

AM617 MAX 250 KT FL100
6.0
9.0
268°

SCHIPHOL D 108.4 SPL

ILS DME
056° 110.55 KAG

SETWO FL070
11.3
268°

AM609 D6.2 KAG D8.2 SPL
056°
AM610 2000
056° 1.5
AM614 D9.2 KAG D11.1 SPL 2900 (IF)
410′ 446′

NETOM MAX 250 KT
183° 5.7
183° 5.5
AM612
AM613
4.0
114°
090°
2.4

SOKSI MAX 220 KT 4000
069° 5.6
AM610
024° 9.2
RIVER 1B TRANSITION
355° 9.2

PORWA MAX 250 KT FL070

(IAF) SUGOL MAX FL140 MIN FL100
SUGOL 1B TRANSITION
111° 16.6
450′ 738′

(IAF) RIVER MAX FL140 MIN FL100
NOT TO SCALE

522′ 489′ 505′ 410′

Levels to be expected over IAF may be changed at ATC discretion.
ATC may deviate from the transitions by RADAR VECTORS.
Rejoining the transition may take place before or at SOKSI.
MAX 250 KT below FL100 unless otherwise instructed. Altitude and speed restriction shall be respected.
If unable to comply, advice ATC.
Clearance phraseology:
- "Cleared XXX transition":
Fly lateral path and adhere to level instruction by ATC.
- "Descend via XXX transition":
Execute a continuous descent operation (CDO) within the procedure constraints.

PANS OPS

CHANGES: Altitude restriction added on PORWA.

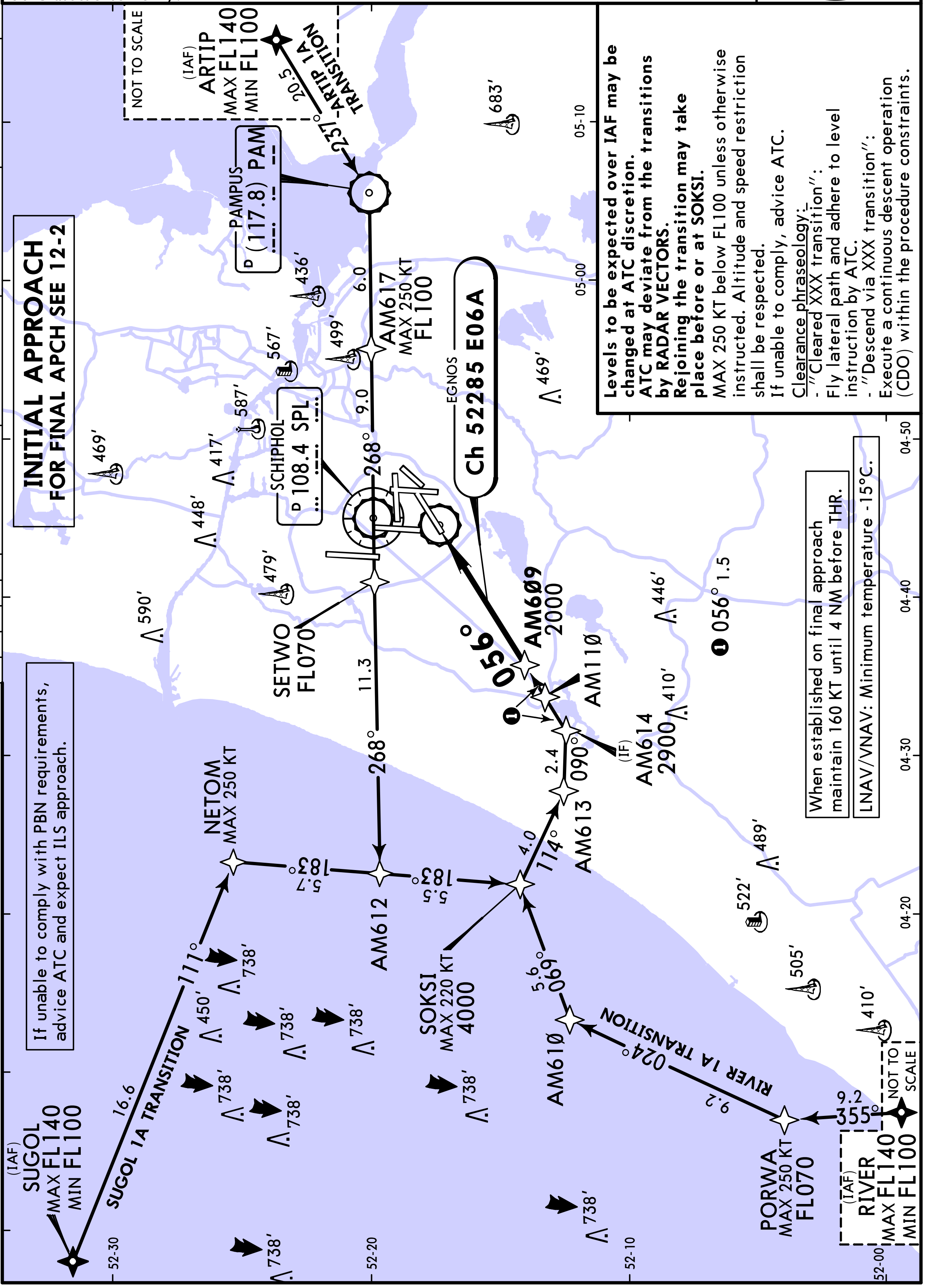
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	135.110 119.230 118.105	121.705

EGNOS	Final Apch Crs		LPV DA(H)	Apt Elev / Rwy	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 2300 357° 310°

BRIEFING STRIP ™

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.


INITIAL APPROACH FOR FINAL APCH SEE 12-2
NOT TO SCALE
(IAF) ARTIP MAX FL140 MIN FL100
20.5 237° ARTIP 1A TRANSITION
PAMPUS D (117.8) PAM
SCHIPHOL D 108.4 SPL
6.0
9.0
268°
AM617 MAX 250 KT FL100
EGNOS Ch 52285 E06A
SETWO FL070
11.3
056°
AM609 2000
AM610
AM614 (IF) 2900
090°
2.4
AM613
4.0
114°
NETOM MAX 250 KT
183°
5.7
5.5
AM612
SOKSI MAX 220 KT 4000
069° 5.6
AM610
024° RIVER 1A TRANSITION
9.2
355°
PORWA MAX 250 KT FL070
(IAF) RIVER MAX FL140 MIN FL100
(IAF) SUGOL MAX FL140 MIN FL100
16.6 111° SUGOL 1A TRANSITION
If unable to comply with PBN requirements, advice ATC and expect ILS approach.
Levels to be expected over IAF may be changed at ATC discretion.
ATC may deviate from the transitions by RADAR VECTORS.
Rejoining the transition may take place before or at SOKSI.
MAX 250 KT below FL100 unless otherwise instructed. Altitude and speed restriction shall be respected.
If unable to comply, advice ATC.
Clearance phraseology:
- "Cleared XXX transition":
Fly lateral path and adhere to level instruction by ATC.
- "Descend via XXX transition":
Execute a continuous descent operation (CDO) within the procedure constraints.
1 056° 1.5
When established on final approach maintain 160 KT until 4 NM before THR.
LNAV/VNAV: Minimum temperature -15°C.
683′ 436′ 499′ 567′ 587′ 469′ 417′ 448′ 479′ 590′ 469′ 446′ 410′ 489′ 522′ 505′ 410′ 738′ 450′
PANS OPS

CHANGES: Altitude restriction added on PORWA.

EHAM/AMS
SCHIPHOL

JEPPESEN
11 AUG 23 (11-0C)

AMSTERDAM, NETHERLANDS
NIGHT TRANSITION ILS 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

BRIEFING STRIP™

LOC ZWA 109.5	Final Apch Crs 182°	Refer to chart 11-2	ILS DA(H) Refer to chart 11-2	Apt Elev -11′ Rwy -12′ (BELOW SEA LEVEL)

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.

MSA
1800
SPL VOR
310°–2300–357°

NOT TO SCALE

(IAF) ARTIP MAX FL140 MIN FL100

ARTIP 1H TRANSITION 28.4 291°

WINJA MAX 250 KT FL100

AM602 FL070

AM603

NIRSI MAX 220 KT FL055

AM607

AM608 3400

SIDNI (IF) D9.4 ZWA

182° 109.5 ZWA ILS DME

AM630 D6.2 ZWA

SCHIPHOL D 108.4 SPL

182°

NETOM MAX 250 KT FL070

AM627 MAX 250 KT FL100

(IAF) RIVER MAX FL140 MIN FL100

RIVER 1H TRANSITION 15.1 355° 9.2

PORWA

SUGOL 1H TRANSITION 16.6 111°

(IAF) SUGOL MAX FL140 MIN FL100

Levels to be expected over IAF may be changed at ATC discretion.
ATC may deviate from the transitions by RADAR VECTORS.
Rejoining the transition may take place before or at NIRSI.
MAX 250 KT below FL100 unless otherwise instructed. Altitude and speed restriction shall be respected.
If unable to comply, advice ATC.
Clearance phraseology:
- "Cleared XXX transition": Fly lateral path and adhere to level instruction by ATC.
- "Descend via XXX transition": Execute a continuous descent operation (CDO) within the procedure constraints.

INITIAL APPROACH FOR FINAL APCH SEE 11-2

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

Simultaneous apchs on rwy 06, 18R, 22, 27, 36R may be executed.

PANS OPS

CHANGES: MSA.

EHAM/AMS
SCHIPHOL

JEPPESEN
11 AUG 23 (11-0D)

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

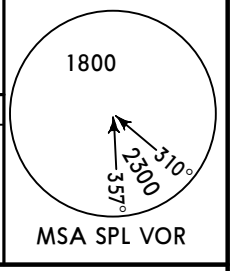
BRIEFING STRIP™

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

EGNOS	Final Apch Crs	AM63Ø	LPV CAT I DA(H)	Apt Elev -11′
Ch 64251 E18A	**182°**	**2000′** (2012′)	Refer to chart 12-4	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.



Levels to be expected over IAF may be changed at ATC discretion.
ATC may deviate from the transitions by RADAR VECTORS.
Rejoining the transition may take place before or at NIRSI.
MAX 250 KT below FL100 unless otherwise instructed. Altitude and speed restriction shall be respected.
If unable to comply, advice ATC.
Clearance phraseology:
- "Cleared XXX transition": Fly lateral path and adhere to level instruction by ATC.
- "Descend via XXX transition": Execute a continuous descent operation (CDO) within the procedure constraints.

CAUTION:
Do not confuse Rwy 18C with Rwy 18R.
RF segment ends at FAF.

INITIAL APPROACH
FOR FINAL APCH SEE 12-4

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

PANS OPS

CHANGES: MSA.

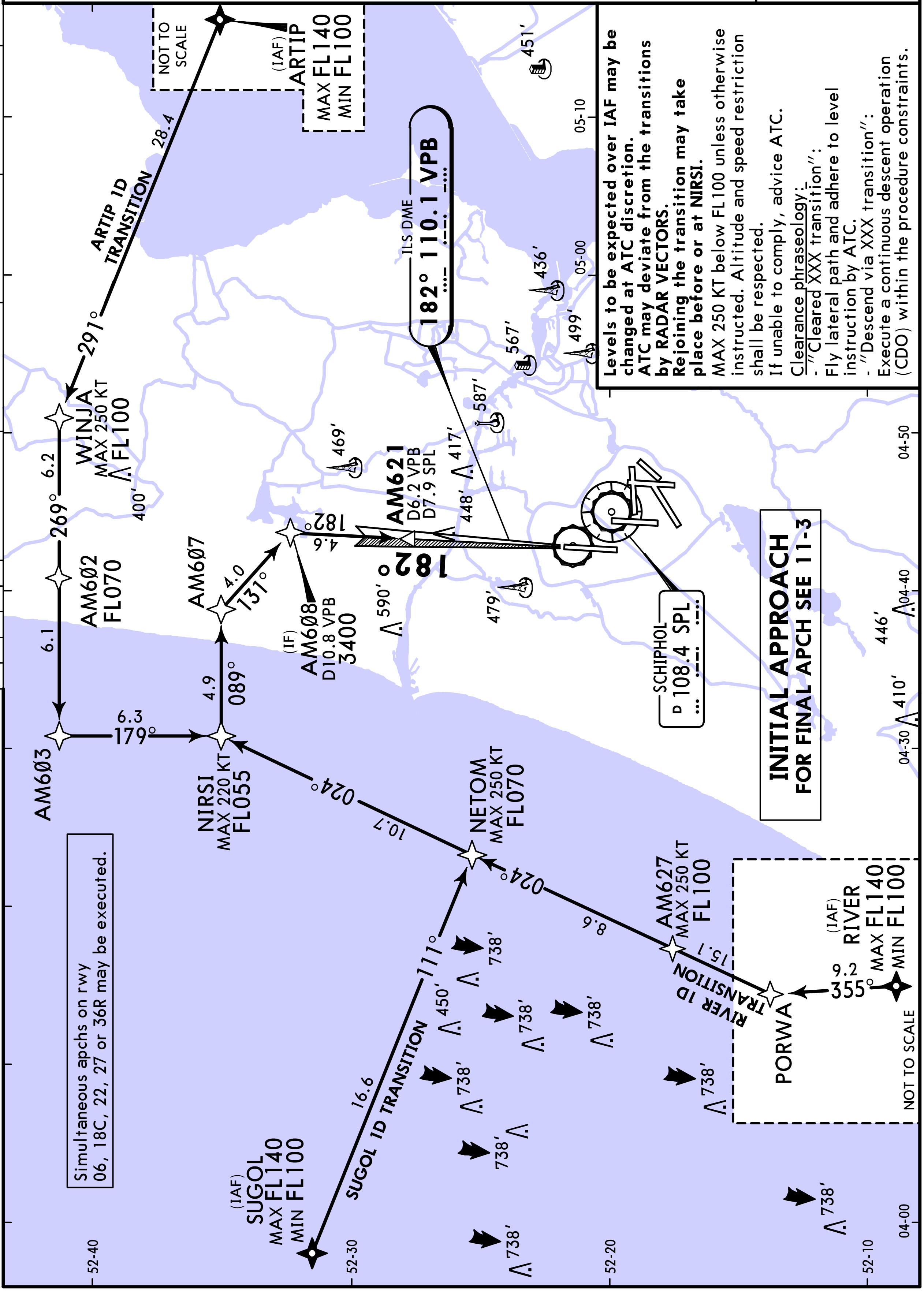
BRIEFING STRIP™

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


Levels to be expected over IAF may be changed at ATC discretion.
ATC may deviate from the transitions by RADAR VECTORS.
Rejoining the transition may take place before or at NIRSI.
MAX 250 KT below FL100 unless otherwise instructed. Altitude and speed restriction shall be respected.
If unable to comply, advice ATC.
Clearance phraseology:
- "Cleared XXX transition":
Fly lateral path and adhere to level instruction by ATC.
- "Descend via XXX transition":
Execute a continuous descent operation (CDO) within the procedure constraints.
INITIAL APPROACH FOR FINAL APCH SEE 11-3
ILS DME 182° 110.1 VPB
SCHIPHOL D 108.4 SPL
(IAF) ARTIP MAX FL140 MIN FL100
NOT TO SCALE
ARTIP 1D TRANSITION
28.4
291°
WINJA MAX 250 KT FL100
269°
6.2
AM602 FL070
6.1
AM603
6.3
179°
NIRSI MAX 220 KT FL055
4.9
089°
AM607
4.0
131°
182°
4.6
(IF) AM608 D10.8 VPB 3400
AM621 D6.2 VPB D7.9 SPL
024°
10.7
NETOM MAX 250 KT FL070
8.6
AM627 MAX 250 KT FL100
15.1
RIVER 1D TRANSITION
PORWA
9.2
355°
(IAF) RIVER MAX FL140 MIN FL100
111°
16.6
SUGOL 1D TRANSITION
(IAF) SUGOL MAX FL140 MIN FL100
Simultaneous apchs on rwy 06, 18C, 22, 27 or 36R may be executed.

PANS OPS

CHANGES: MSA.

EHAM/AMS
SCHIPHOL

JEPPESEN
11 AUG 23 (11-0F)

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

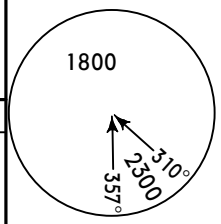
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	118.105 135.110 119.230	121.905

BRIEFING STRIP™

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

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.



Levels to be expected over IAF may be changed at ATC discretion.
ATC may deviate from the transitions by RADAR VECTORS.
Rejoining the transition may take place before or at NIRSI.
MAX 250 KT below FL100 unless otherwise instructed. Altitude and speed restriction shall be respected.
If unable to comply, advise ATC.
Clearance phraseology:
- "Cleared XXX transition": Fly lateral path and adhere to level instruction by ATC.
- "Descend via XXX transition": Execute a continuous descent operation (CDO) within the procedure constraints.

ARTIP (IAF) MAX FL140 MIN FL100 — NOT TO SCALE
28.4 ARTIP 1C TRANSITION
291°
WINJA MAX 250 KT FL100
6.2
269°
AM602 FL070
6.1
269°
AM603
6.3
179°
4.9
089°
AM607
3.2
137°
AM135
3.1
AM133 (IF) 3400
6.0
AM137
AM621 2000 182°
Ch 43721 E18B EGNOS
SCHIPHOL D 108.4 SPL
NIRSI MAX 220 KT FL055
024°
10.7
NETOM MAX 250 KT FL070
024°
8.6
AM627 MAX 250 KT FL100
15.1
RIVER 1C TRANSITION
PORWA
9.2
355°
RIVER (IAF) MAX FL140 MIN FL100 — NOT TO SCALE
111°
16.6
SUGOL 1C TRANSITION
SUGOL (IAF) MAX FL140 MIN FL100

INITIAL APPROACH
FOR FINAL APCH SEE 12-5

CAUTION:
Do not confuse Rwy 18R with Rwy 18C.

PANS OPS

CHANGES: MSA.

EHAM/AMS
SCHIPHOL

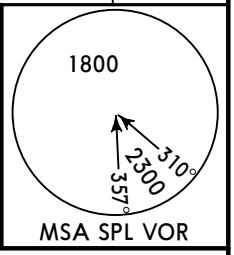
JEPPESEN
29 MAR 24 (11-0G)

AMSTERDAM, NETHERLANDS
via AM669 RNAV TRANSITION
TO Rwy 36R

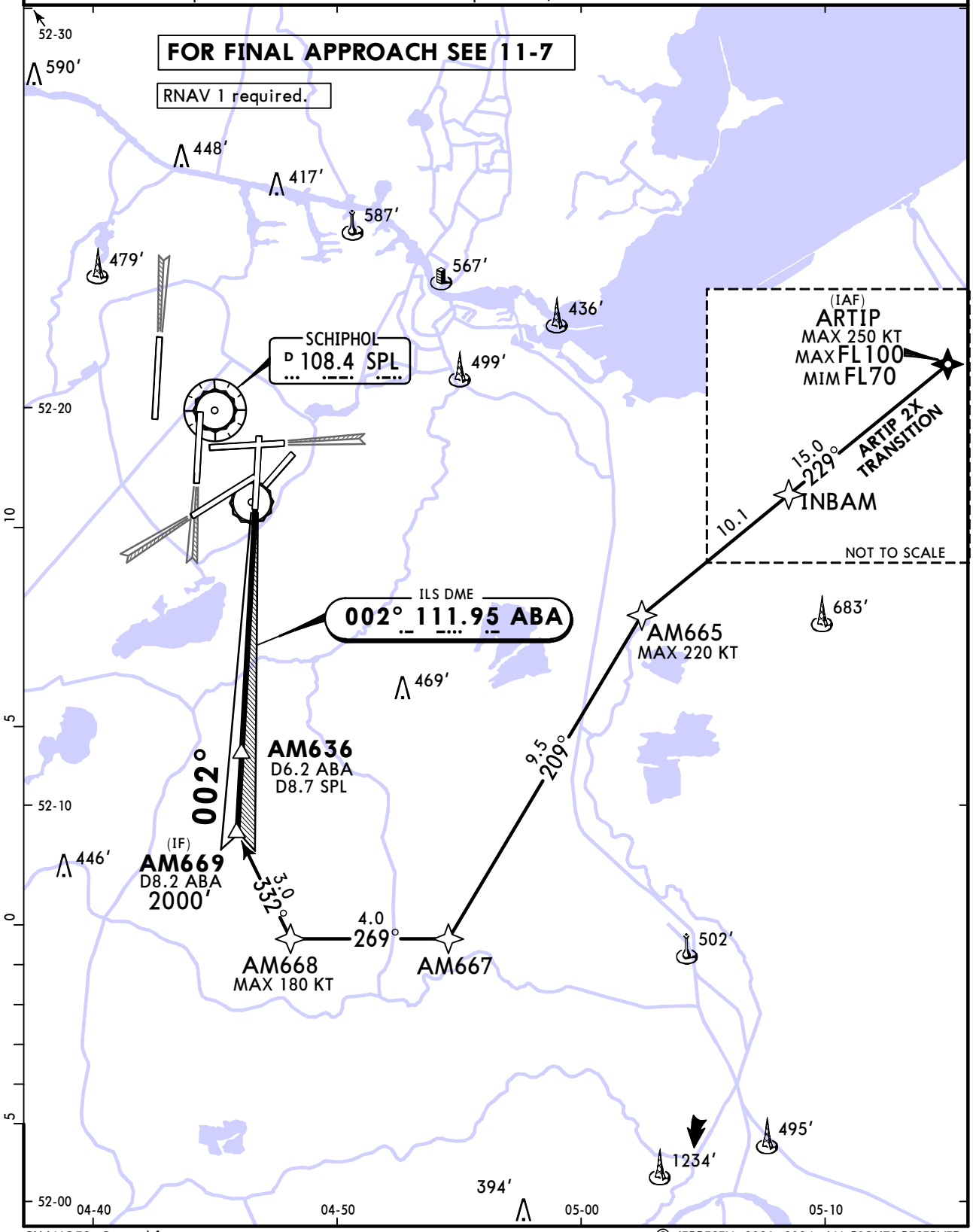
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
132.980	119.055 121.205	118.405 126.680	119.230 118.105 135.110	121.805

BRIEFING STRIP™

FOR BRIEFING STRIP INFORMATION AND NOTES
SEE FINAL APPROACH CHARTS



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.

EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

26 APR 24 (11-1)

ILS or LOC 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

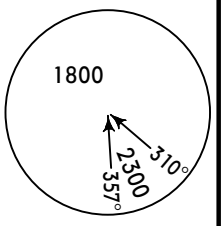
BRIEFING STRIP ™

LOC KAG 110.55	Final Apch Crs 056°	AM6Ø9 2000′ (2011′)	ILS DA(H) 189′ (200′)	Apt Elev -11′ Rwy -11′ (BELOW SEA LEVEL)

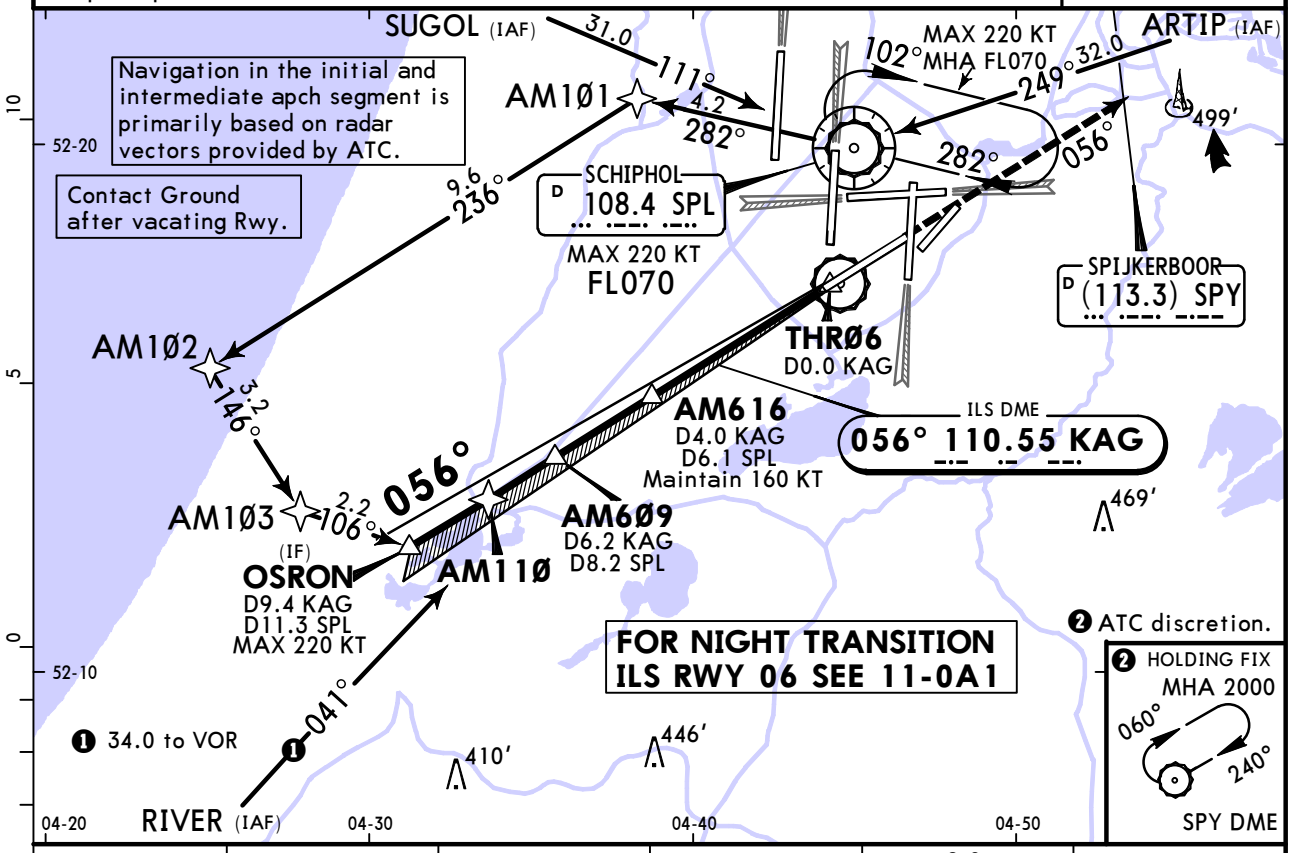
MISSED APCH: Climb on track 056° to 2000′. Inform ATC immediately.

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

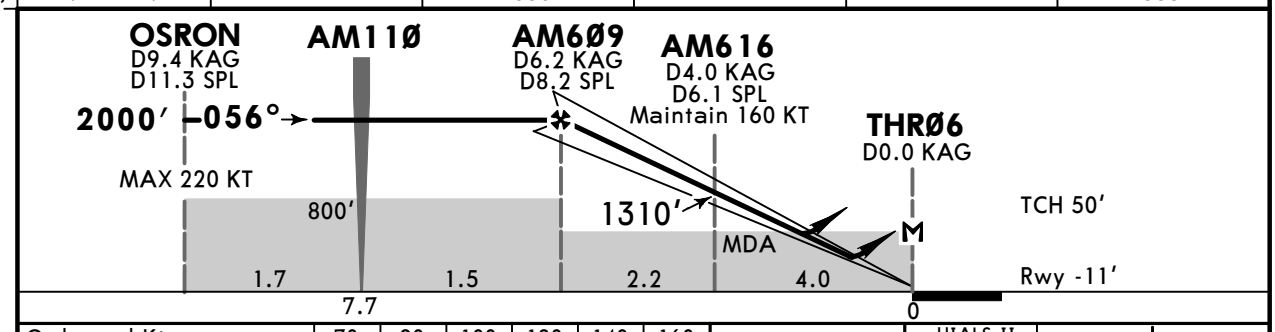
1. DME and RNAV 1 required. 2.Simultaneous apchs on rwy 09, 18C, 18R, 27 or 36R may be executed. 3. When established on final approach maintain 160 KT until 4 NM before threshold. 4. ILS DME reads zero at rwy 06 threshold. 5. Execution of the complete procedure overhead SPL VOR in case of COMM failure.



MSA SPL VOR



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 THRØ6/D0.0 KAG							

HIALS-II
PAPI
2000′ on 056°

Std/State STRAIGHT-IN LANDING

	ILS DA(H) 189′ (200′)			LOC (GS out) CDFA ❷ DA/MDA(H) 410′ (421′)		
		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	❶ R550m	R1200m	R1300m		R1500m
B						
C						R2000m
D						
D_L						

CIRCLE-TO-LAND ❸

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

PANS OPS

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: Cat D large ACFT minimums added.

EHAM/AMS SCHIPHOL

JEPPESEN 26 APR 24 (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

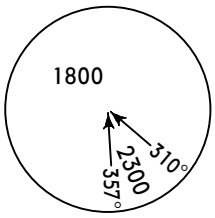
BRIEFING STRIP™

LOC KAG 110.55	Final Apch Crs 056°	AM6Ø9 2000′(2011′)	CAT III Refer to Minimums	CAT II ILS RA 100′ DA(H) 89′(100′)	Apt Elev -11′ Rwy -11′ (BELOW SEA LEVEL)

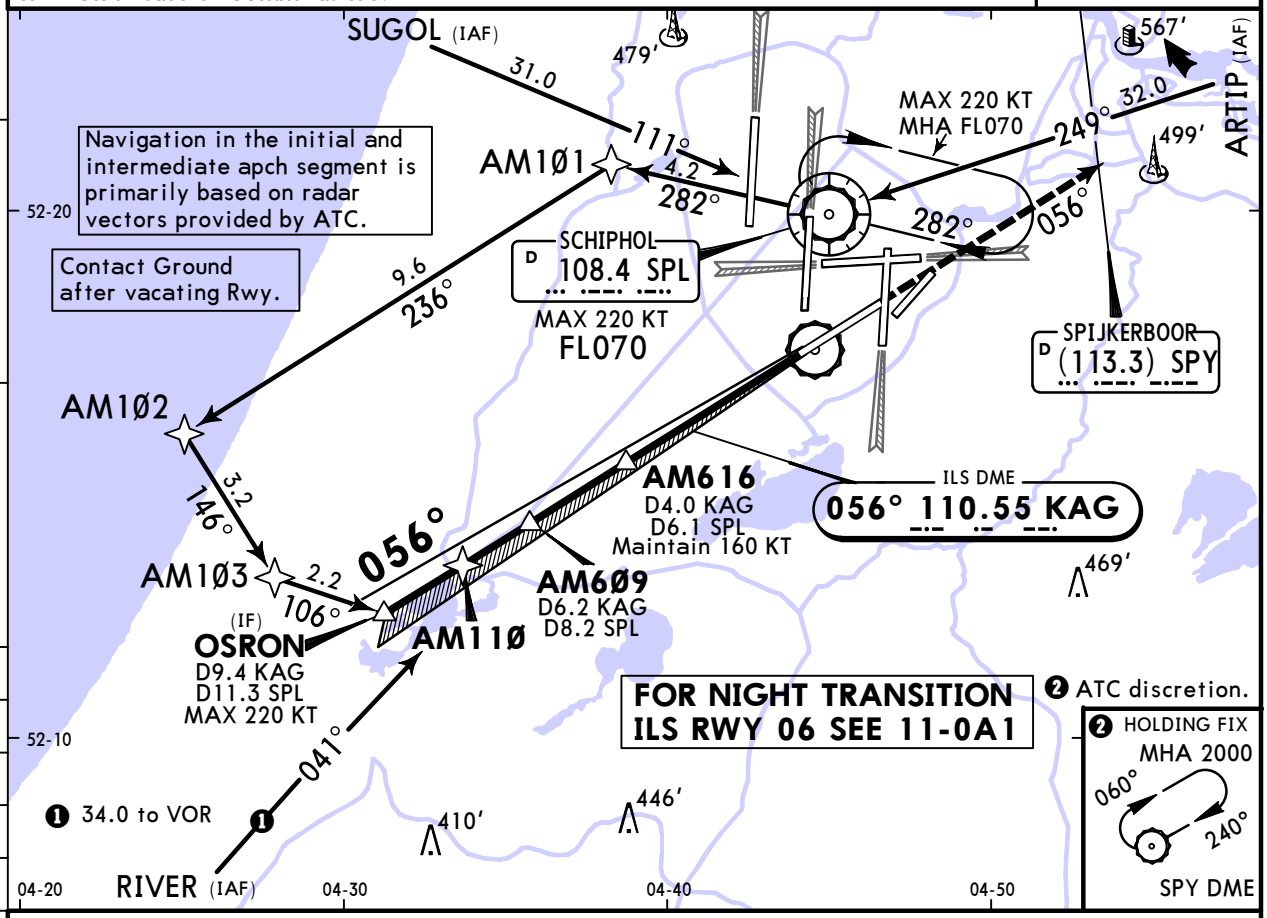
MISSED APCH: Climb on track 056° to 2000′. Inform ATC immediately.

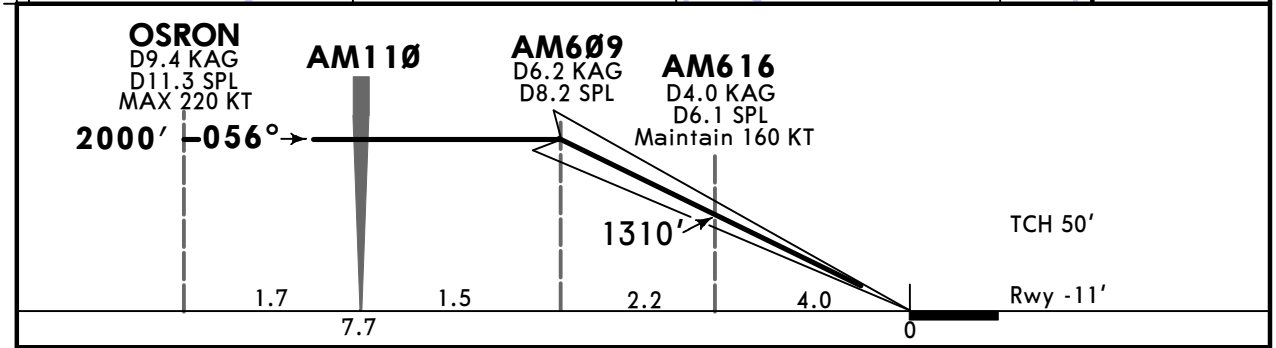
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 3000′

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.



MSA SPL VOR





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

PANS OPS

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

CHANGES: Cat D large acft minimums note added.

EHAM/AMS SCHIPHOL

JEPPESEN 7 JUN 24 (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

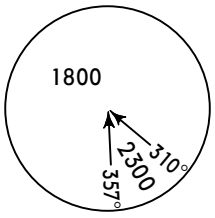
BRIEFING STRIP

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

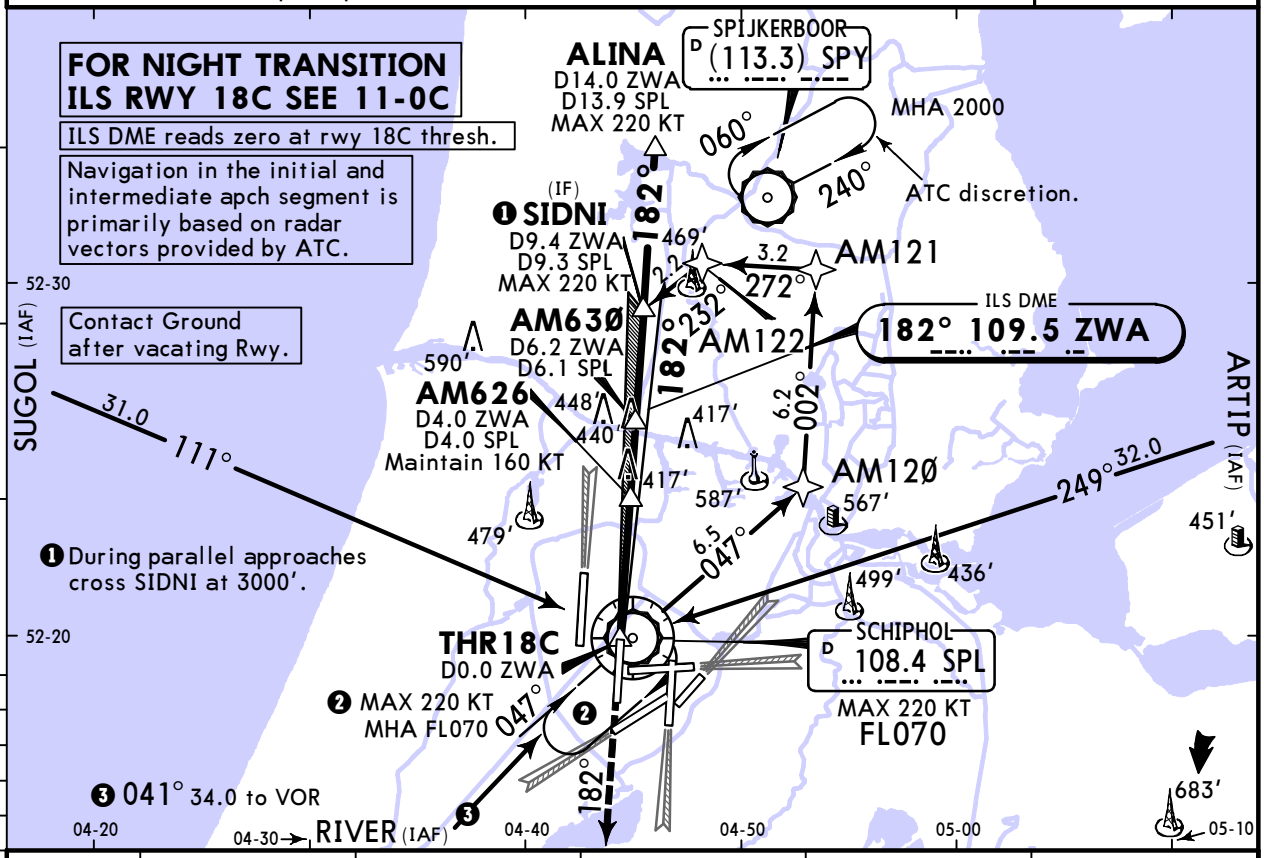
MISSED APCH: Climb on track 182° to 2000′. Inform ATC immediately.

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

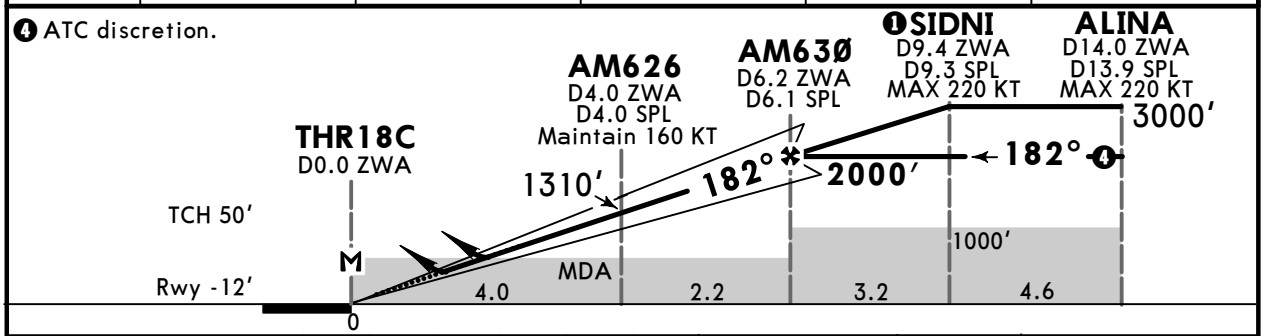
1. DME and RNAV 1 required. 2. Simultaneous apchs on rwy 06, 18R, 22, 27 or 36R may be executed. 3. When established on final apch maintain 160 KT until 4 NM before THR. 4. Execution of the complete procedure overhead SPL VOR in case of COMM failure.



MSA SPL VOR



LOC (GS out)	ZWA 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 THR18C/D0.0 ZWA							

HIALS-II PAPI 2000′ on 182°

Std/State — STRAIGHT-IN LANDING

	ILS DA(H) 188′ (200′)			LOC (GS out) CDFA 2 DA/MDA(H) 690′ (702′)			CIRCLE-TO-LAND 3	
		TDZ or CL out	ALS out		TDZ or CL out	ALS out	Max Kts	MDA(H)
A	R550m	1 R550m	R1200m	R1500m			100	630′ (641′) V1500m
B							135	790′ (801′) V1600m
C				R2400m			180	890′ (901′) V2400m
D							205	900′ (911′) V3600m
DL							DL	900′ (911′) V3600m

PANS OPS

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: Cat D large ACFT minimums added.

EHAM/AMS SCHIPHOL

JEPPESEN 7 JUN 24 (11-2A)

AMSTERDAM, NETHERLANDS
CAT II/III ILS 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

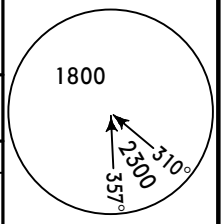
BRIEFING STRIP ™

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

MISSED APCH: Climb on track 182° to 2000′. Inform ATC immediately.

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

1. Special Aircrew & Aircraft Certification Required. 2. Simultaneous apchs on rwy 06, 18R, 22, 27 or 36R may be executed. 3. When established on final apch maintain 160 KT until 4 NM before threshold. 4. ILS DME reads zero at rwy 18C threshold. 5. Execution of the complete procedure overhead SPL VOR in case of COMM failure.



MSA SPL VOR

FOR NIGHT TRANSITION ILS RWY 18C SEE 11-0C

DME and RNAV 1 required.

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

Contact Ground after vacating Rwy.

ALINA
D14.0 ZWA
D13.9 SPL
MAX 220 KT

SPIJKERBOOR D (113.3) SPY

MHA 2000

060° 240°

ATC discretion.

(IF) ❶SIDNI
D9.4 ZWA
D9.3 SPL
MAX 220 KT

182°

469′

3.2

AM121

272°

232°

AM122

590′

AM63Ø
D6.2 ZWA
D6.1 SPL

ILS DME
182° 109.5 ZWA

AM626
D4.0 ZWA
D4.0 SPL
Maintain 160 KT

448′ 440′ 417′ 417′

182°

002° 6.2

AM12Ø

587′ 567′

479′

SUGOL (IAF)

31.0 111°

ARTIP (IAF)

249° 32.0

451′

6.5 047°

499′ 436′

❶ During parallel approaches cross SIDNI at 3000′.

SCHIPHOL D 108.4 SPL
MAX 220 KT
FL070

047° ❷

❷ MAX 220 KT
MHA FL070

182°

❸ 041° 34.0 to VOR

683′

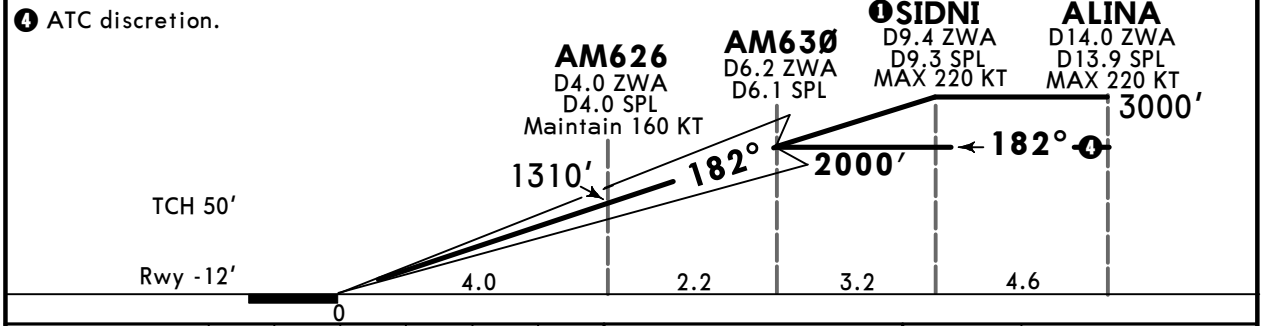
RIVER (IAF)

52-30 52-20

04-20 04-30 04-40 04-50 05-00 05-10

20 15 10 5 0 5

❹ ATC discretion.



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	❶ CAT II ILS RA 101′ DA(H) 88′(100′)
R75m	❷ R300m

PANS OPS

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

CHANGES: Cat D large ACFT minimums added.

EHAM/AMS SCHIPHOL

JEPPESEN 7 JUN 24 (11-3)

AMSTERDAM, NETHERLANDS ILS or LOC 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

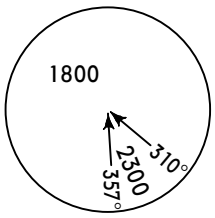
BRIEFING STRIP

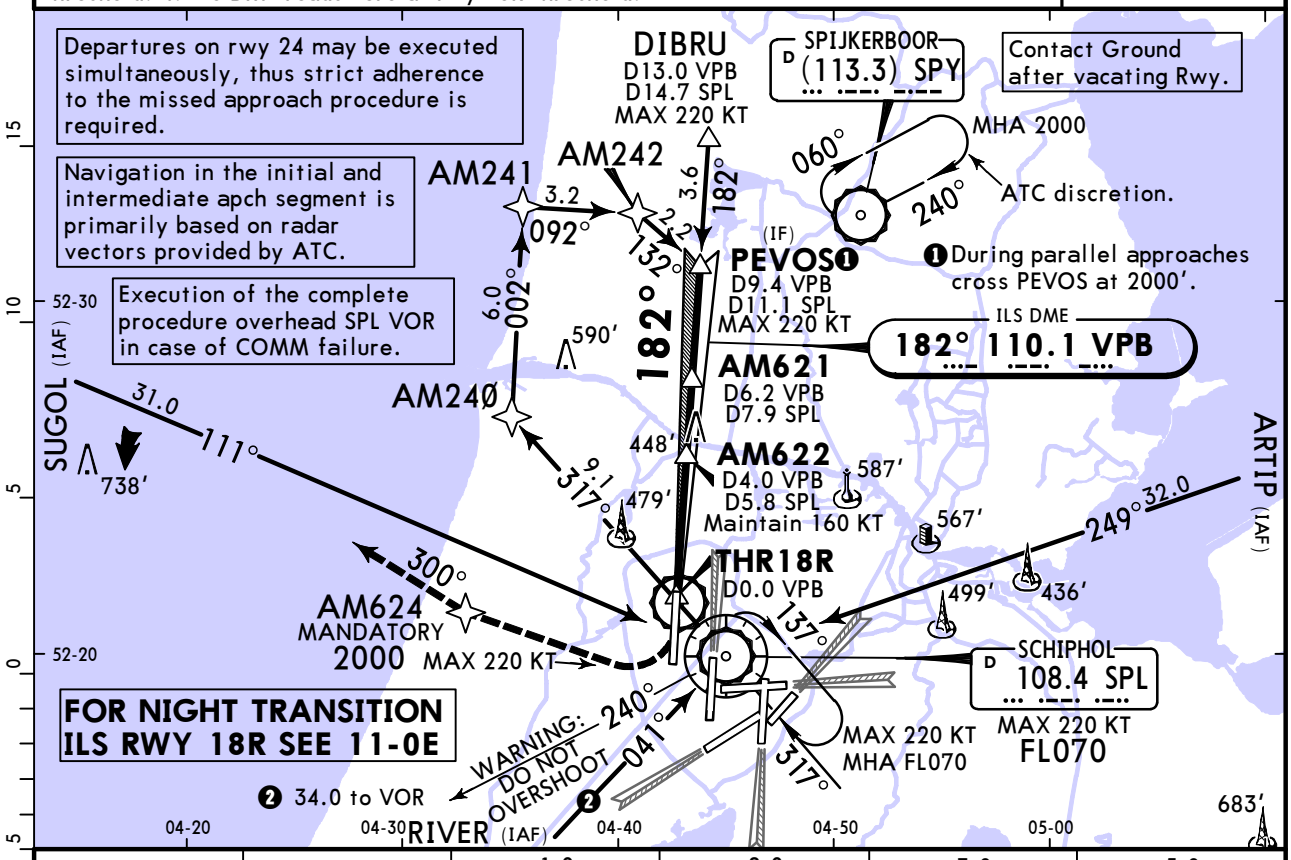
LOC VPB	Final Apch Crs	AM621	ILS DA(H)	Apt Elev -11′ Rwy -13′ (BELOW SEA LEVEL)
110.1	182°	2000′ (2013′)	187′ (200′)	

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.

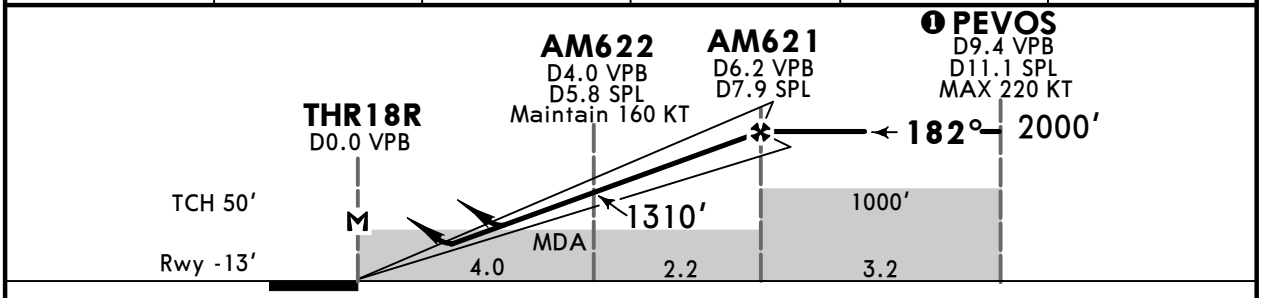
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 3000′

1. DME & RNAV 1 required. 2. Simultaneous apchs on rwy 06, 18C, 22, 27 or 36R may be executed. 3. When established on final apch maintain 160 KT until 4 NM before threshold. 4. ILS DME reads zero at rwy 18R threshold.





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′)			STRAIGHT-IN LANDING LOC (GS out) CDFA ❷ DA/MDA(H) 690′ (703′)			CIRCLE-TO-LAND ❸ Max Kts	MDA(H)	
		TDZ or CL out	ALS out		TDZ or CL out	ALS out			
A	R550m	❶ R550m	R1200m	R1500m			100	630′ (641′)	V1500m
B							135	790′ (801′)	V1600m
C				R2400m			180	890′ (901′)	V2400m
D							205	900′ (911′)	V3600m
DL							DL	900′ (911′)	V3600m

PANS OPS

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: Cat D large ACFT minimums added.

EHAM/AMS SCHIPHOL

JEPPESEN 7 JUN 24 (11-3A)

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

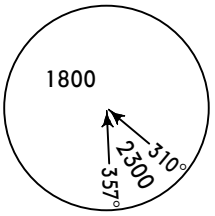
BRIEFING STRIP ™

LOC VPB 110.1	Final Apch Crs 182°	AM621 2000′(2013′)	CAT III Refer to Minimums	CAT II ILS RA 100′ DA(H) 87′(100′)	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.

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 06, 18C, 22, 27 or 36R may be executed. 3. When established on final apch maintain 160 KT until 4 NM before threshold. 4. ILS DME reads zero at rwy 18R threshold. 5. Execution of the complete procedure overhead SPL VOR in case of COMM failure.



MSA SPL VOR

Departures on rwy 24 may be executed simultaneously, thus strict adherence to the missed approach procedure is required.

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

Contact Ground after vacating Rwy.

DIBRU
D13.0 VPB
D14.7 SPL
MAX 220 KT

SPIJKERBOOR
D (113.3) SPY

MHA 2000
ATC discretion

AM242
AM241
AM240
AM621
D6.2 VPB
D7.9 SPL
AM622
D4.0 VPB
D5.8 SPL
Maintain 160 KT

PEVOS
D9.4 VPB
D11.1 SPL
MAX 220 KT
(IF)

❶ During parallel approaches cross PEVOS at 2000′.

ILS DME
182° 110.1 VPB

SUGOL (IAF)
ARTIP (IAF)
RIVER (IAF)

AM624
MAX 220 KT
MANDATORY
2000
MAX 220 KT

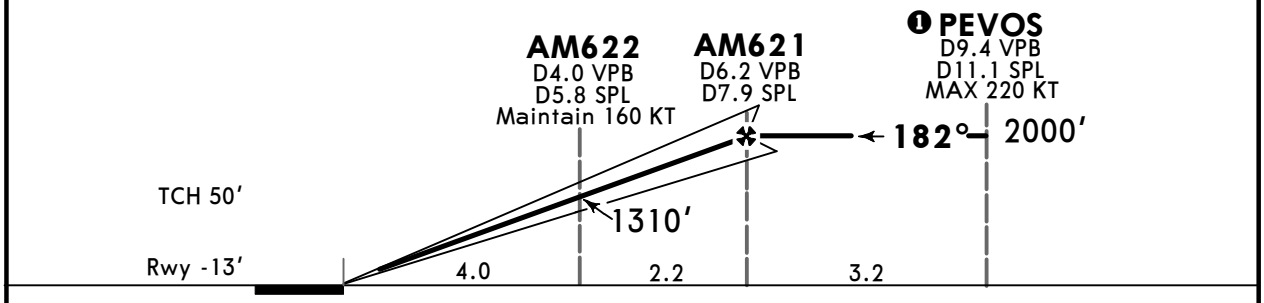
SCHIPHOL
D 108.4 SPL
MAX 220 KT
FL070

MAX 220 KT
MHA FL070

FOR NIGHT TRANSITION
ILS RWY 18R SEE 11-0E

WARNING: DO NOT OVERSHOOT

❷ 34.0 to VOR



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

PANS OPS

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: Cat D large ACFT minimums added.

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

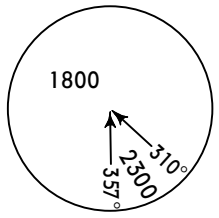
BRIEFING STRIP ™

LOC SCH 109.15	Final Apch Crs 220°	AM65Ø 3000′ (3014′)	ILS DA(H) 236′ (250′)	Apt Elev -11′ Rwy -14′ (BELOW SEA LEVEL)

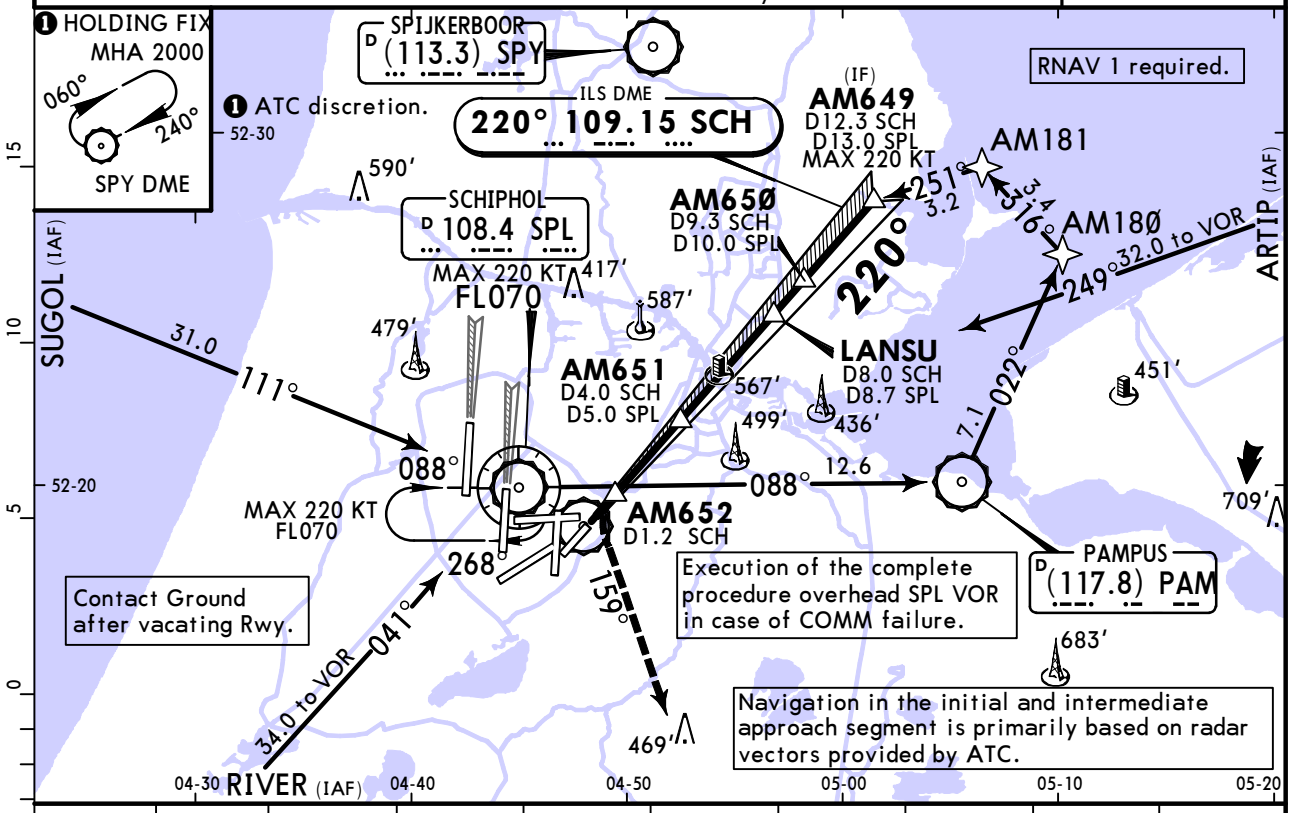
MISSED APCH: Turn LEFT on track 159° as soon as practicable but not below 400′ and climb to 2000′. Inform ATC immediately.

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

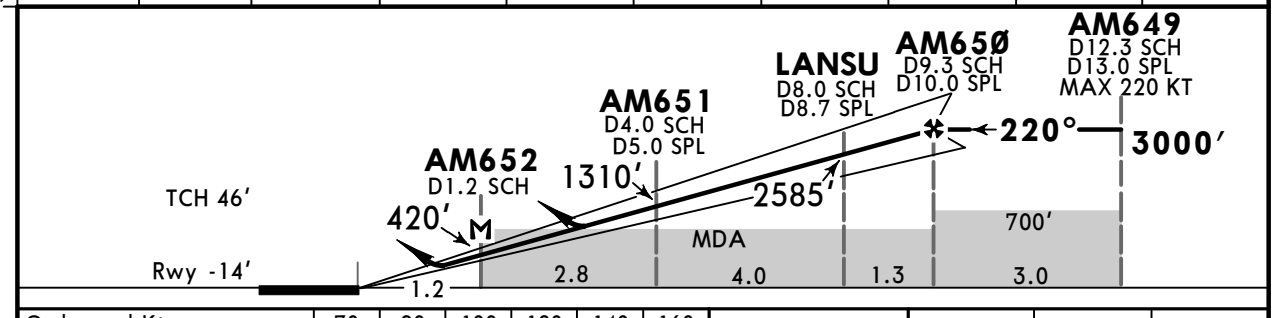
1. DME required. 2. CAUTION: Do not confuse rwy 22 with rwy 24 or with twy situated left of rwy 22. 3. Simultaneous apchs on rwy 18C or 18R may be executed. 4. Strict adherence to the missed apch proc is essential. 5. When established on final approach maintain 160 KT until 4 NM before THR. 6. ILS DME reads zero at rwy 22 threshold.



MSA SPL VOR



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

PANS OPS

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.

CHANGES: MSA, new EASA.

EHAM/AMS SCHIPHOL

JEPPESEN 7 JUN 24 (11-5)

AMSTERDAM, NETHERLANDS ILS or LOC 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

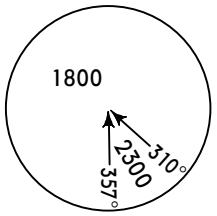
BRIEFING STRIP

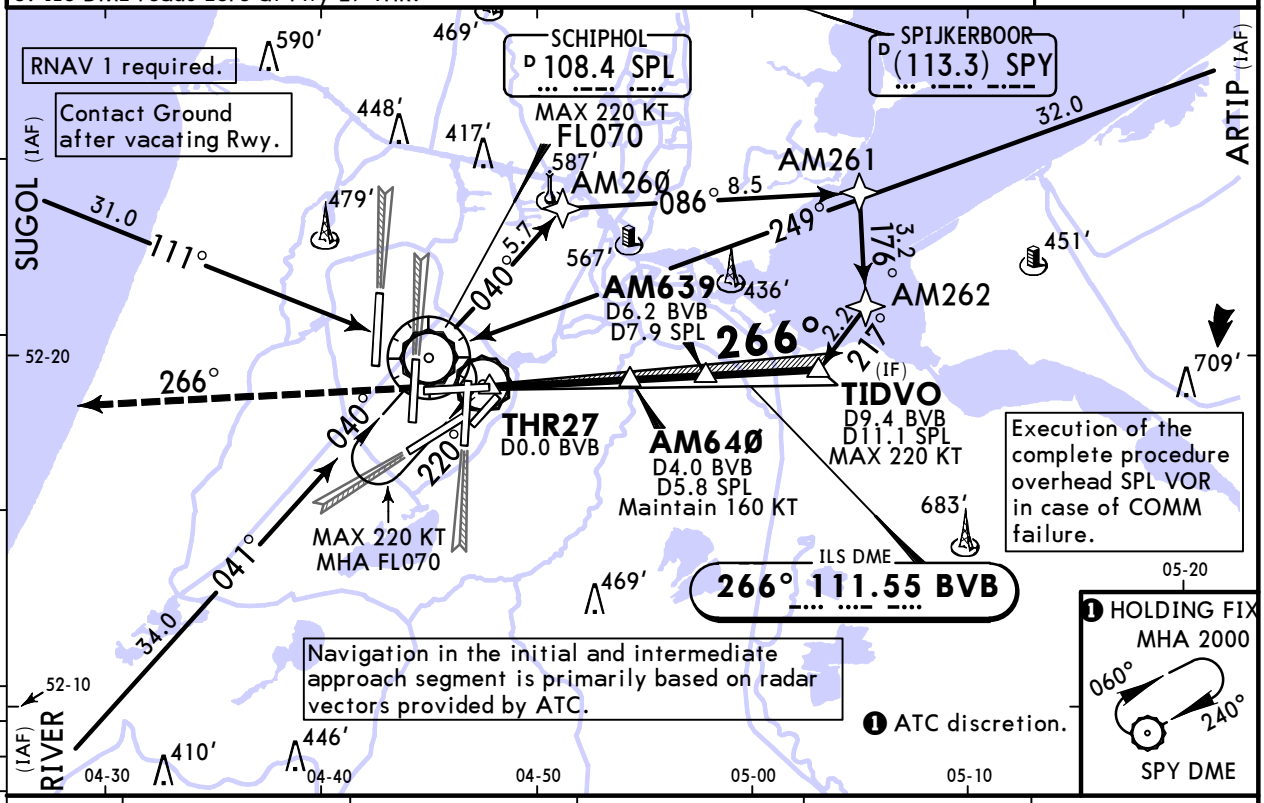
LOC BVB 111.55	Final Apch Crs 266°	AM639 2000′(2012′)	ILS DA(H) 188′(200′)	Apt Elev -11′ Rwy -12′ (BELOW SEA LEVEL)

MISSED APCH: Climb on track 266° to 3000′. Inform ATC immediately. MAX 220 KT.

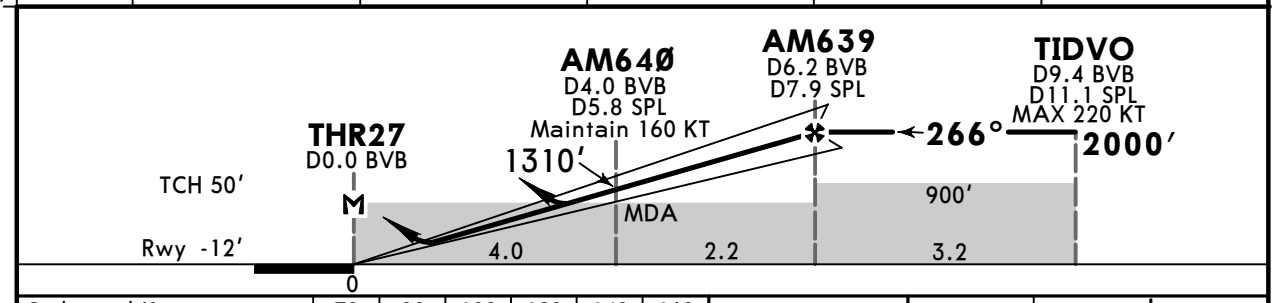
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 3000′

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.





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						
C						R2100m
D						
DL						

3 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 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.

CHANGES: Cat D large ACFT minimums added.

EHAM/AMS SCHIPHOL

JEPPESEN 7 JUN 24 (11-5A)

AMSTERDAM, NETHERLANDS CAT II/III ILS 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

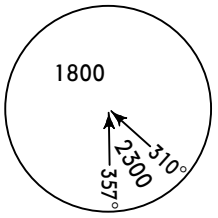
BRIEFING STRIP™

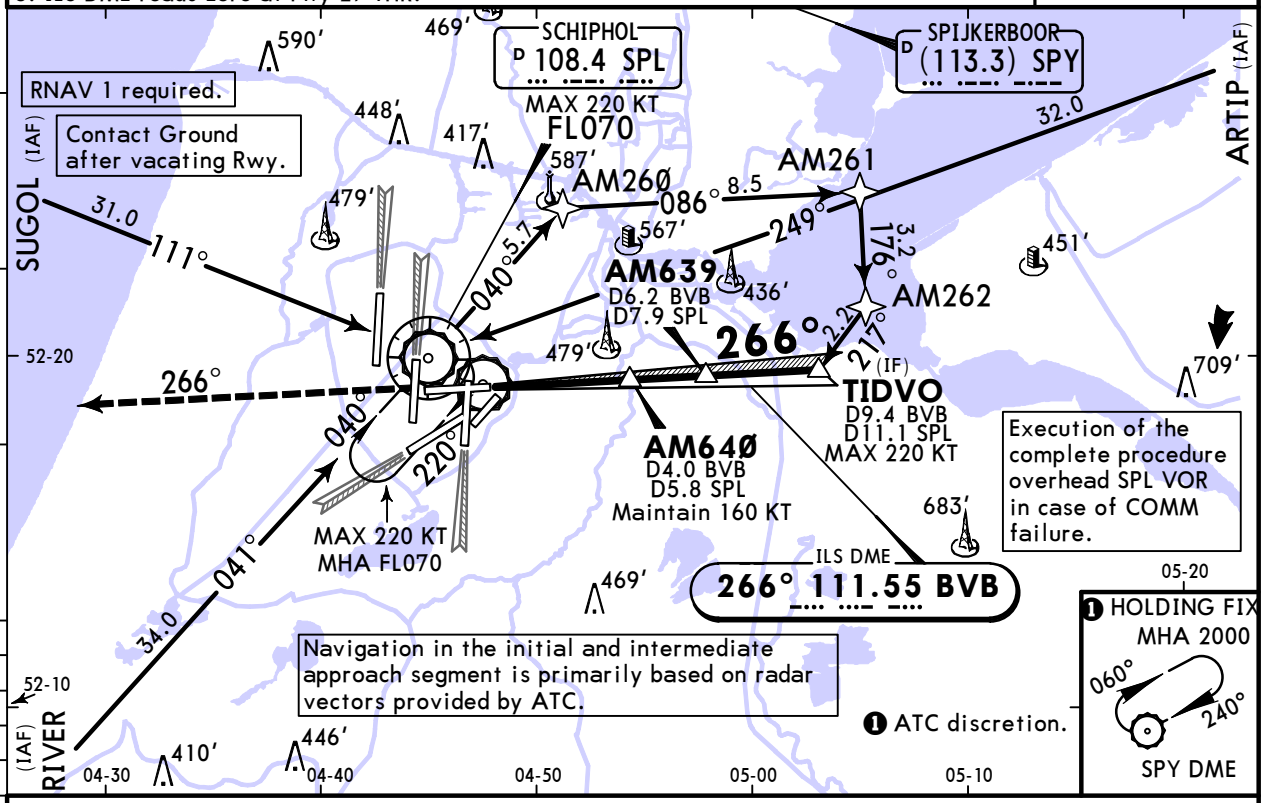
LOC BVB 111.55	Final Apch Crs 266°	AM639 2000′(2012′)	CAT III Refer to Minimums	CAT II ILS RA 100′ DA(H) 88′(100′)	Apt Elev -11′ Rwy -12′ (BELOW SEA LEVEL)

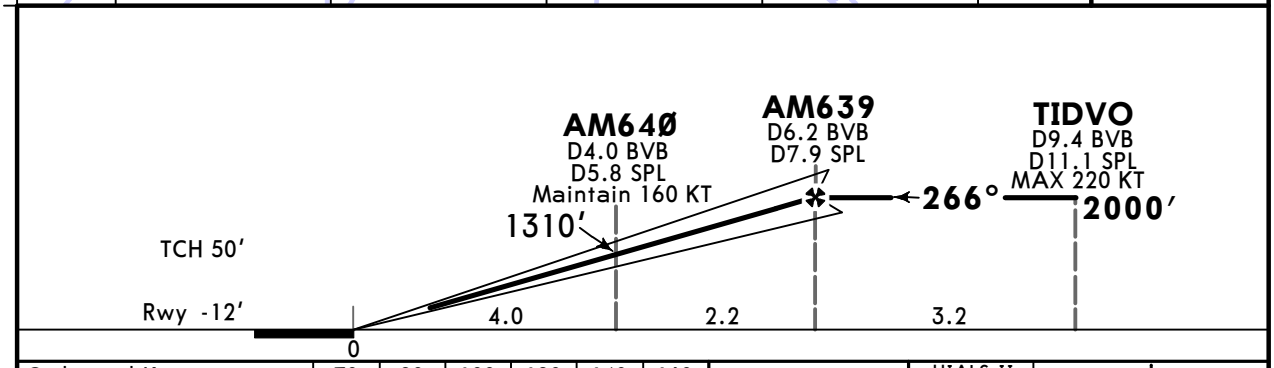
MISSED APCH: Climb on track 266° to 3000′. Inform ATC immediately. MAX 220 KT.

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.







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.

EHAM/AMS SCHIPHOL

JEPPESEN 7 JUN 24 (11-6)

AMSTERDAM, NETHERLANDS 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

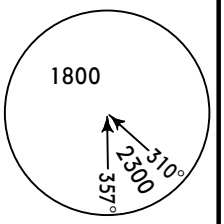
BRIEFING STRIP

LOC MSA	Final Apch Crs	AM632	ILS DA(H)	Apt Elev -11′ Rwy -12′ (BELOW SEA LEVEL)
108.75	002°	2000′ (2012′)	188′ (200′)	

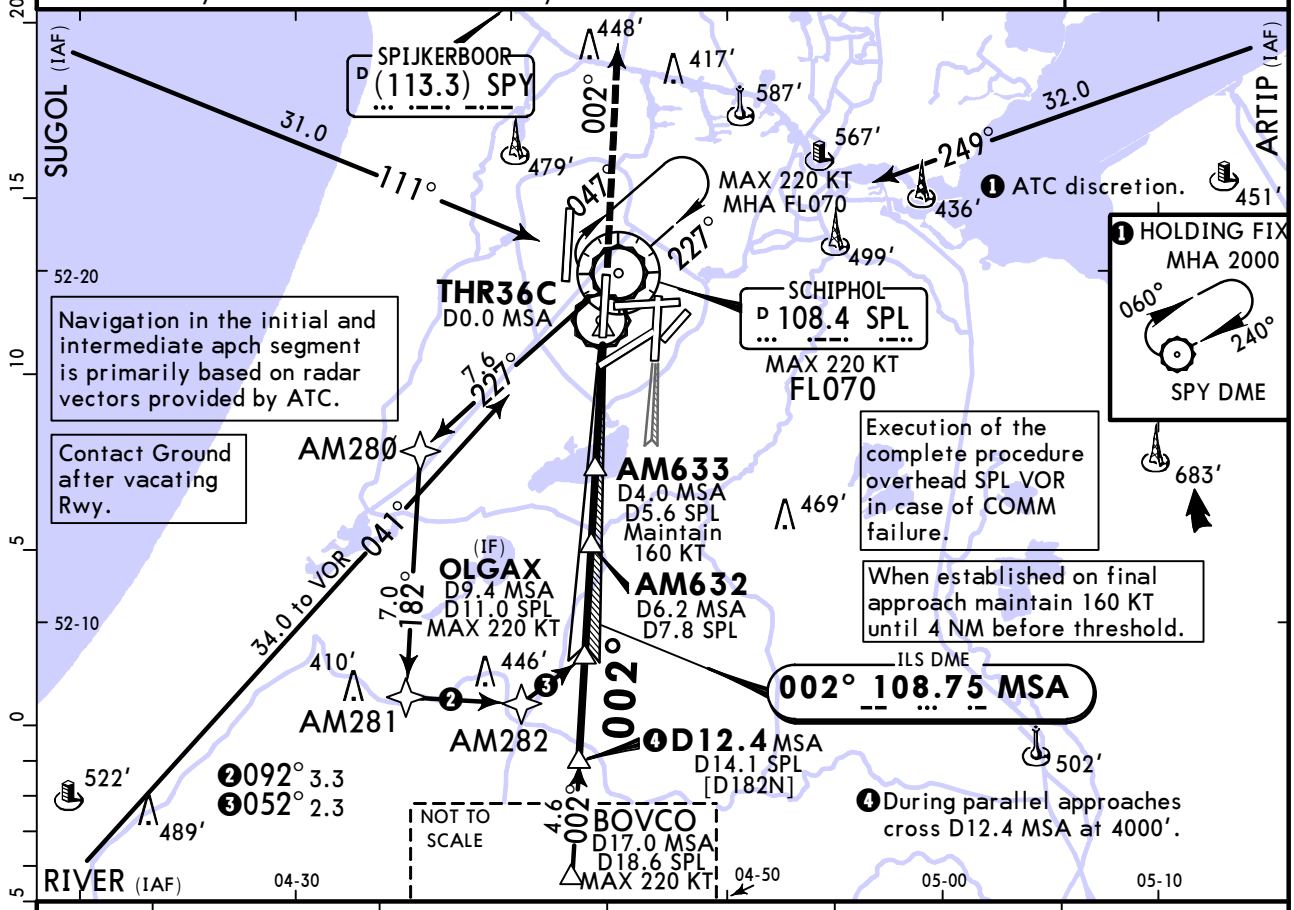
MISSED APCH: Climb on track 002° to 2000′. Inform ATC immediately. MAX 220 KT.

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

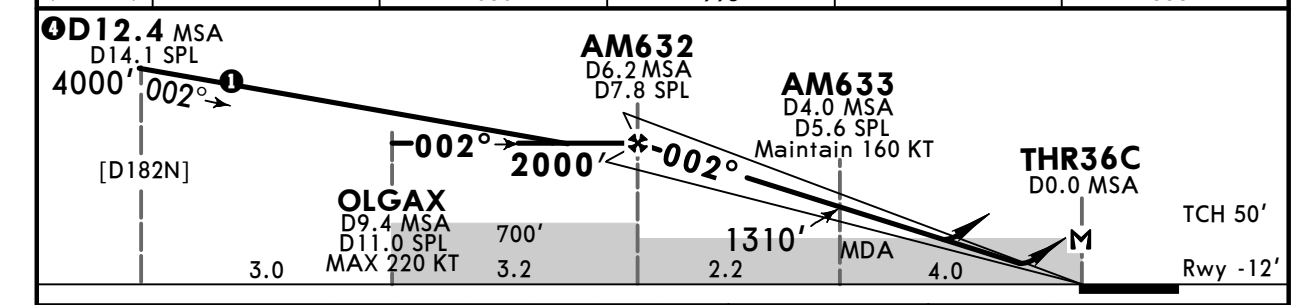
1. DME and RNAV 1 required. 2. Approaches on Rwy 18R, 27 or 36R may be executed simultaneously. 3. ILS DME reads zero at rwy 36C threshold.



MSA SPL VOR



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′) TDZ or CL out	ILS DA(H) 188′ (200′) ALS out	LOC (GS out) CDFA 2 DA/MDA(H) 360′ (372′) TDZ or CL out	LOC (GS out) CDFA 2 DA/MDA(H) 360′ (372′) ALS out
A	R550m	1 R550m	R1000m	R1500m
B				
C				R1700m
D				
DL				

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 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.

CHANGES: Cat D large ACFT minimums added.

EHAM/AMS SCHIPHOL

JEPPESEN 7 JUN 24 (11-6A)

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

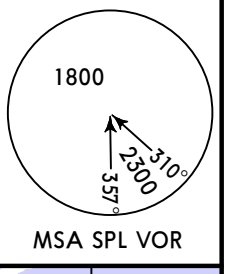
BRIEFING STRIP ™

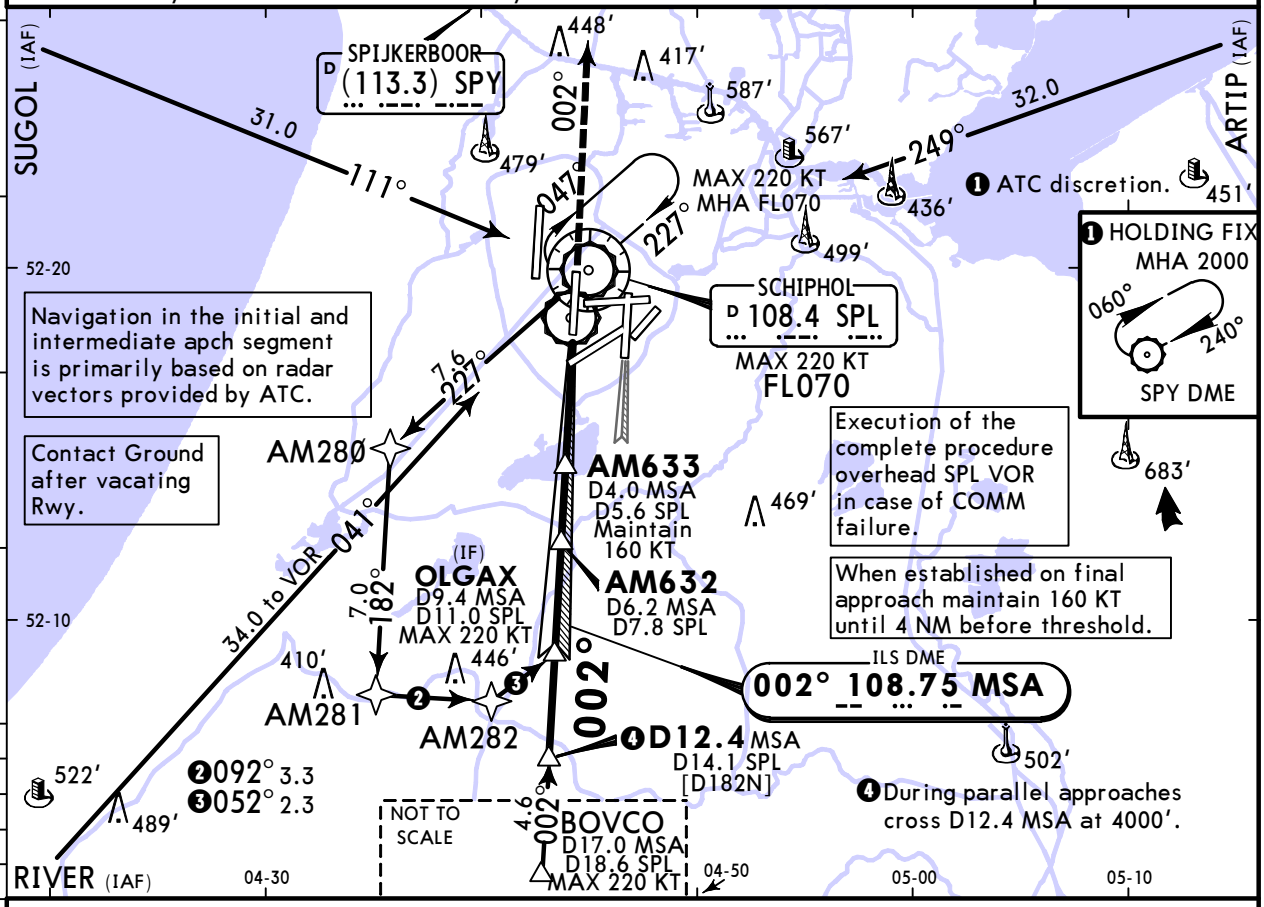
LOC MSA 108.75	Final Apch Crs 002°	AM632 2000′(2012′)	CAT III Refer to Minimums	CAT II ILS RA 100′ DA(H) 88′(100′)	Apt Elev -11′ Rwy -12′ (BELOW SEA LEVEL)

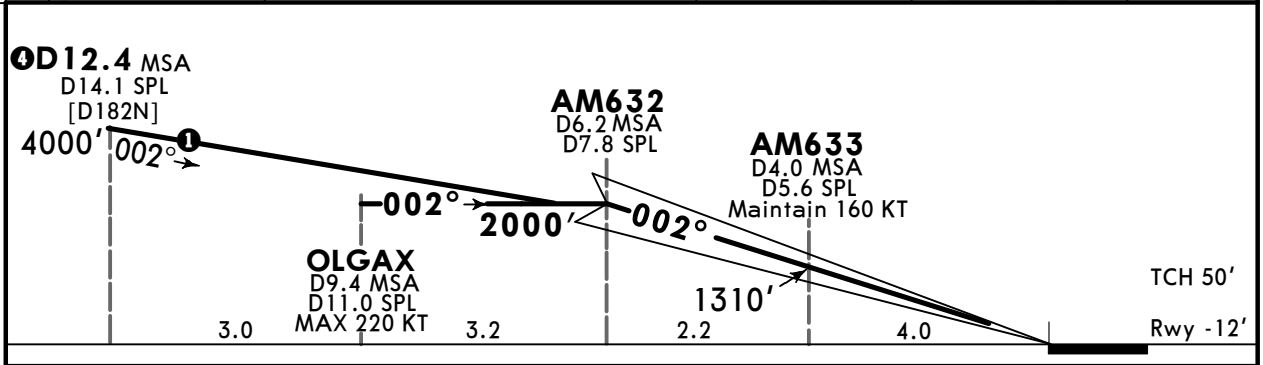
MISSED APCH: Climb on track 002° to 2000′. Inform ATC immediately. MAX 220 KT.

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.

EHAM/AMS SCHIPHOL

JEPPESEN 7 JUN 24 (11-7)

AMSTERDAM, NETHERLANDS ILS or LOC 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

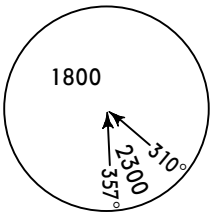
BRIEFING STRIP

LOC ABA	Final Apch Crs	AM636	ILS DA(H) Refer to Minimums	Apt Elev -11′ Rwy -11′ (BELOW SEA LEVEL)
111.95	002°	2000′ (2011′)		

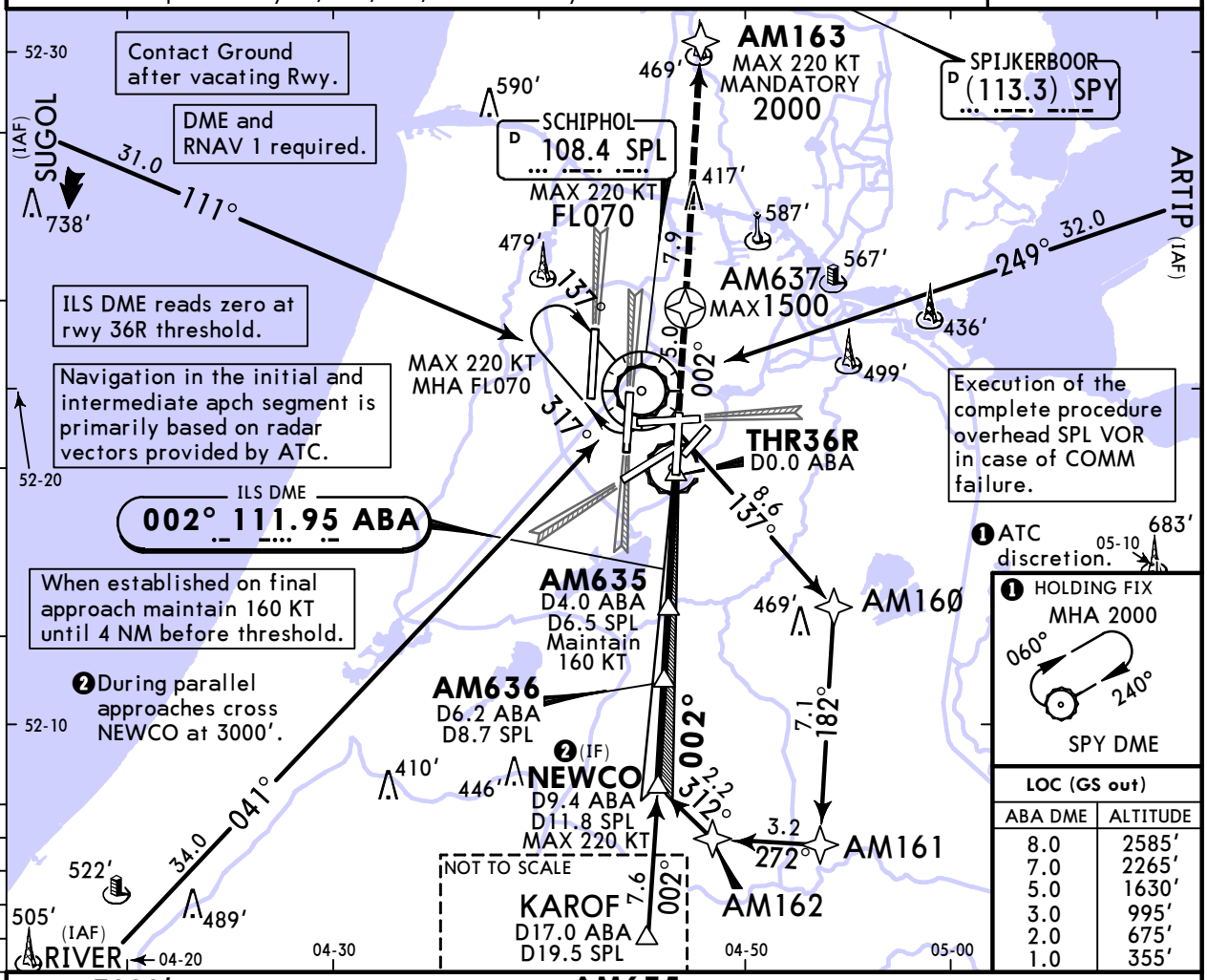
MISSED APCH: Climb on track 002° to AM637 to 1500′. At AM637 continue to AM163 climbing to 2000′. Inform ATC immediately. Do not overshoot the initial altitude of 1500′.

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

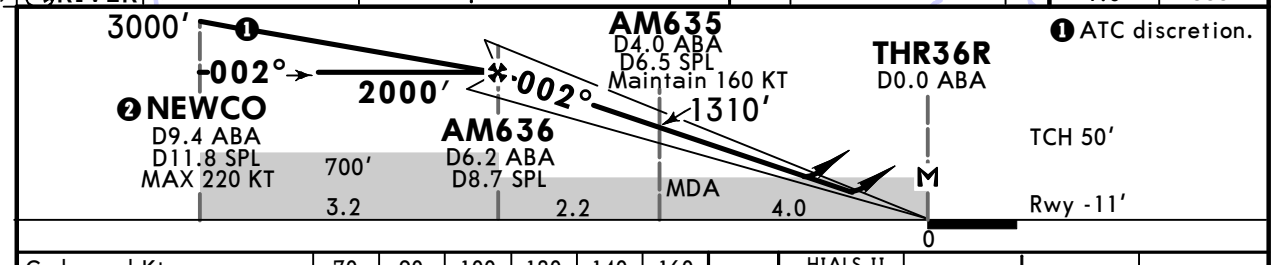
Simultaneous apchs on rwy 06, 18C, 18R, 27 or 36C may be executed.



MSA SPL VOR



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	LOC (GS out)
DA(H) A: 198′ (209′) C: 217′ (228′) B: 208′ (219′) D/DL: 227′ (238′)	CDFA 2 DA/MDA(H) 430′ (441′)

	TDZ or CL out	ALS out	TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m	R1400m
B				R1500m
C				R2100m
D				
DL				

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

PANS OPS

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: Cat D large ACFT minimums added.

EHAM/AMS SCHIPHOL

JEPPESEN 7 JUN 24 (11-7A)

AMSTERDAM, NETHERLANDS CAT II/III ILS 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

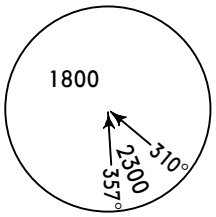
BRIEFING STRIP ™

LOC ABA 111.95	Final Apch Crs 002°	AM636 2000′(2011′)	CAT III Refer to Minimums	CAT II ILS RA 102′ DA(H) 89′(100′)	Apt Elev -11′ Rwy -11′ (BELOW SEA LEVEL)

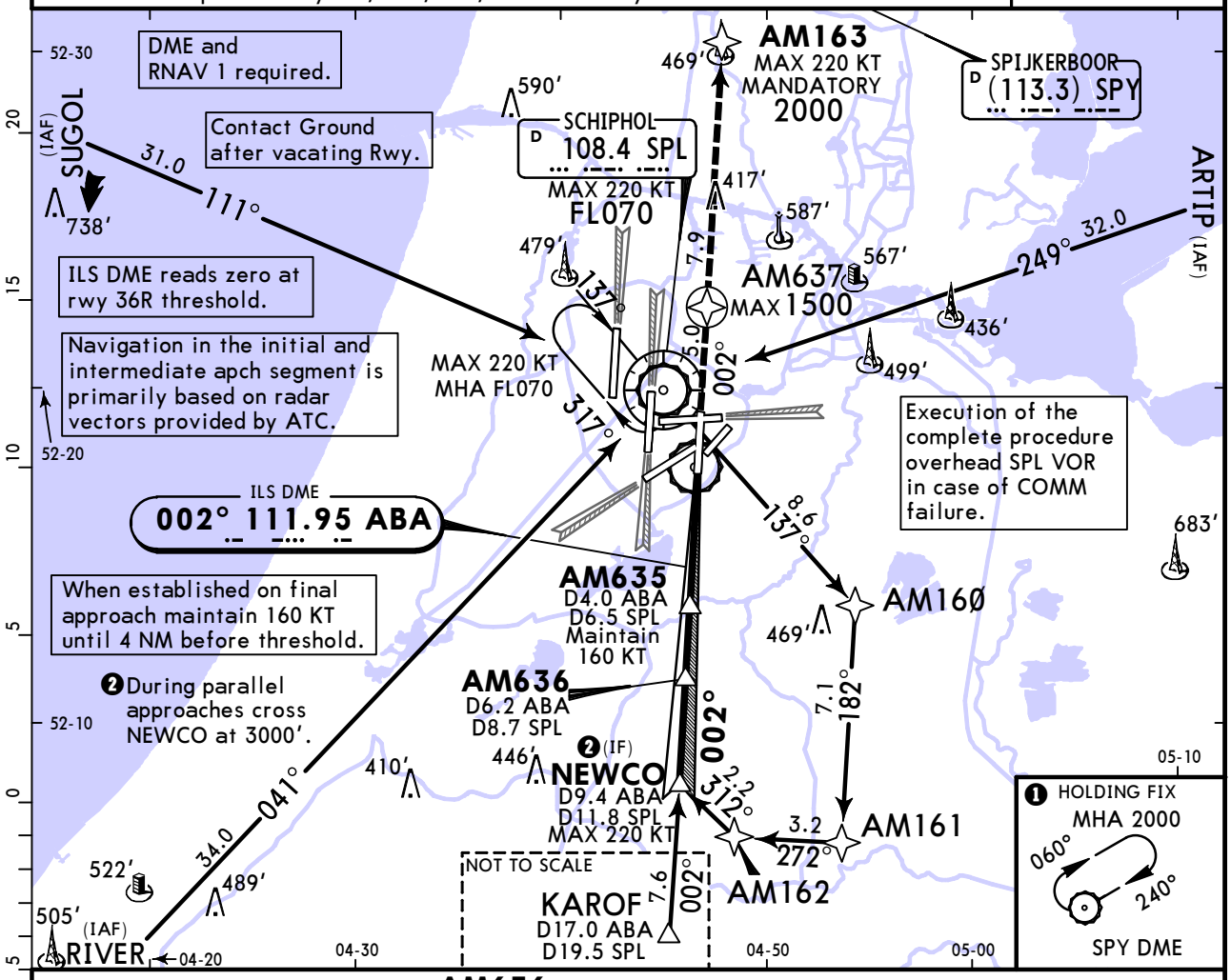
MISSED APCH: Climb on track 002° to AM637 to 1500′. At AM637 continue to AM163 climbing to 2000′. Inform ATC immediately. Do not overshoot the initial altitude of 1500′

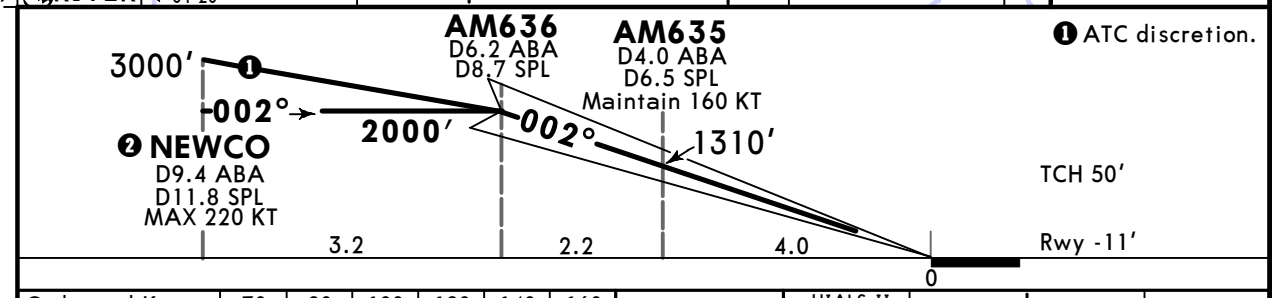
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 3000′

Simultaneous apchs on rwy 06, 18C, 18R, 27 or 36C may be executed.



MSA SPL VOR





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

PANS OPS

Std/State STRAIGHT-IN LANDING

CAT III ILS	❶ CAT II ILS RA 102′ DA(H) 89′(100′)
R75m	❷ R300m

❶ D_L: DA(H) 89′(100′), RA 102′. ❷ CAT D/D_L requires autoland or HUDLS, otherwise: R350m.

CHANGES: Cat D large ACFT minimums added.

EHAM/AMS SCHIPHOL

JEPPESEN 11 AUG 23 (11-8)

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

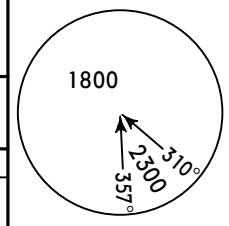
BRIEFING STRIP ™

LOC SCH	Final Apch Crs	AM661 MANDATORY	ILS DA(H)	Apt Elev -11′ Rwy -14′ (BELOW SEA LEVEL)
109.15	**220°**	**2000′** (2014′)	**236′** (250′)	

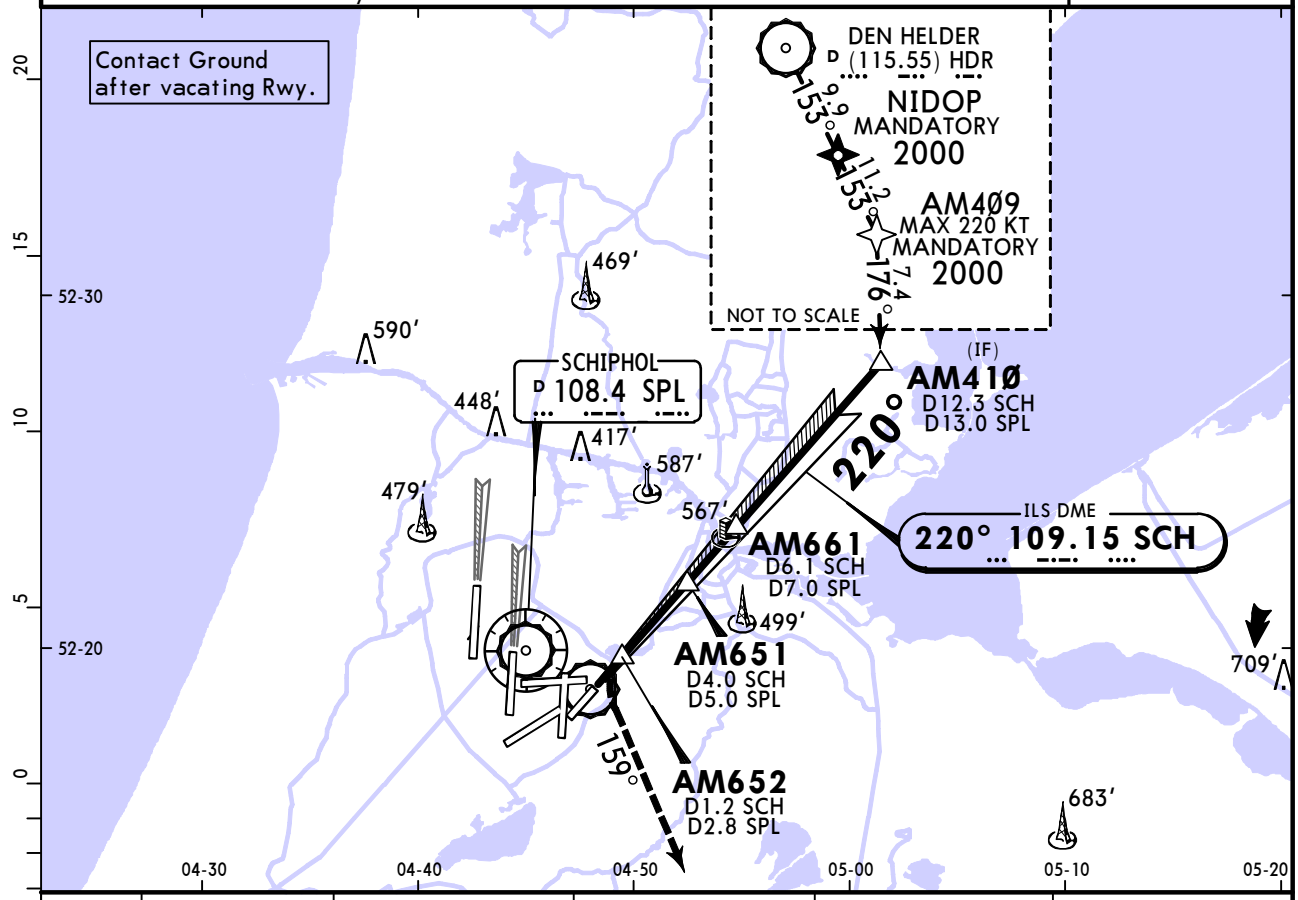
MISSED APCH: Turn LEFT on track 159° as soon as practicable but not below 400′ and climb to 2000′. Inform ATC immediately.

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

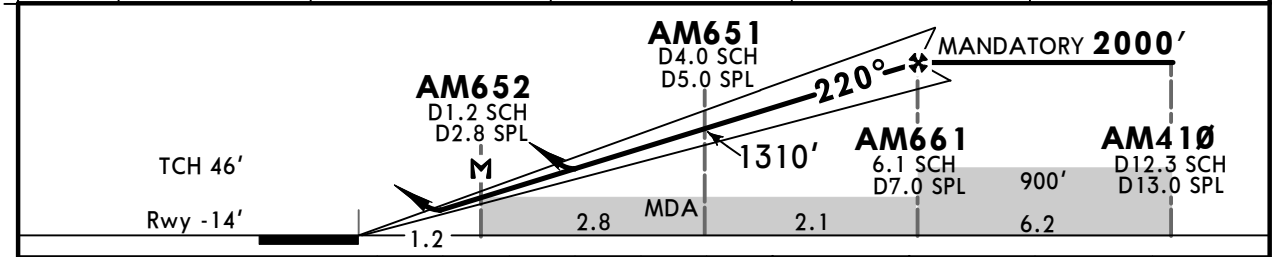
1. DME and RNAV 1 required. 2. CAUTION: Do not confuse rwy 22 with rwy 24 or with twy situated left of rwy 22. 3. Simultaneous apchs on rwy 18C or 18R may be executed. Strict adherence to the missed apch proc is essential. 4. When rwy 22 is not available, execute a circling procedure to rwy 27 unless 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

PANS OPS

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.

CHANGES: MSA, new EASA.

EHAM/AMS SCHIPHOL

JEPPESEN 7 JUN 24 (12-1)

AMSTERDAM, NETHERLANDS RNP Rwy 04

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 ™

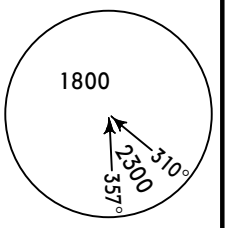
EGNOS	Final Apch Crs	AM2Ø4	LPV DA(H)	Apt Elev -11′ Rwy -13′ (BELOW SEA LEVEL)
Ch 63580 E04A	040°	2000′ (2013′)	237′ (250′)	

MISSED APCH: Track 040° to AM2Ø5 and climb to 2000′. Inform ATC immediately.

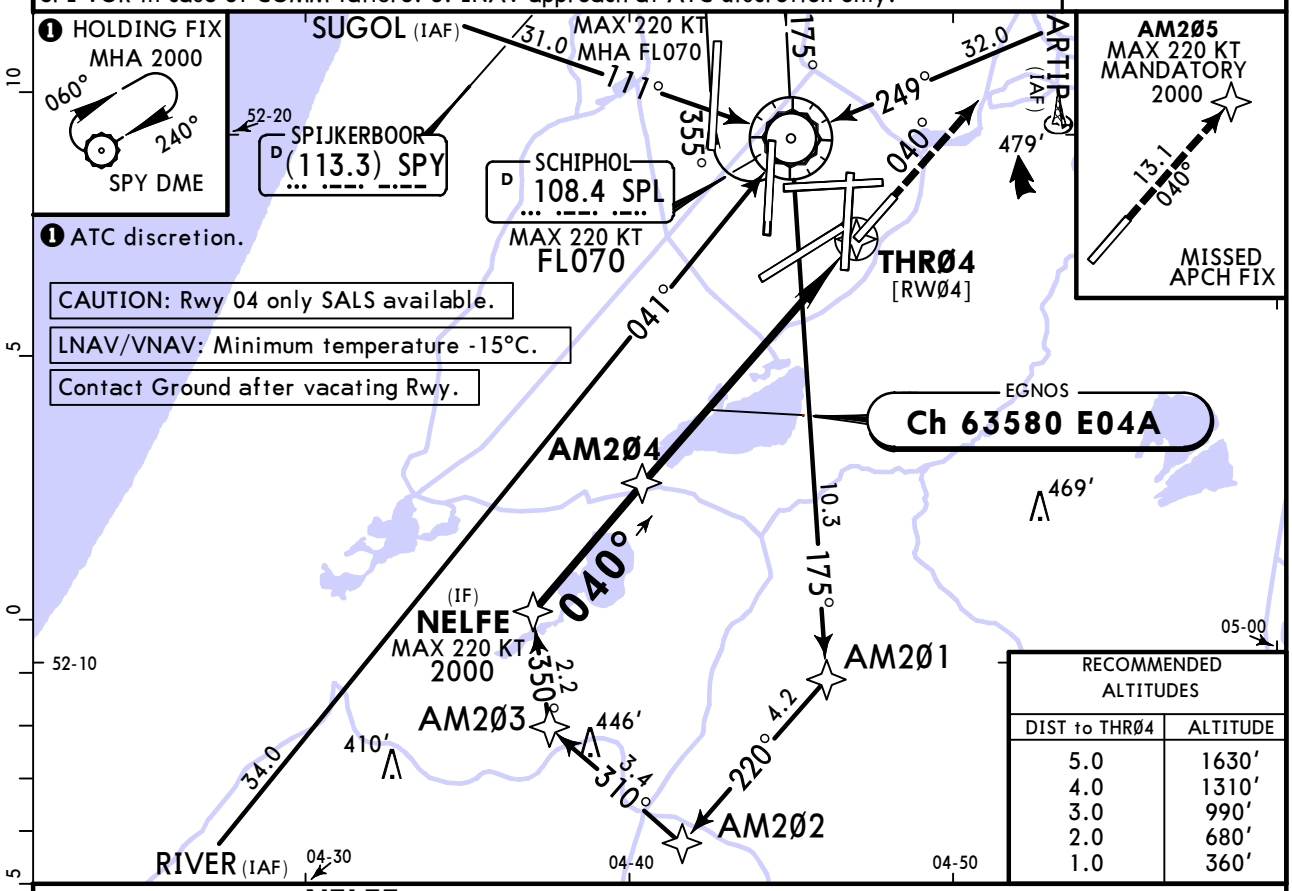
MISSED APCH WITH COMM FAILURE: Track 040° and climb to 3000′. When passing 2000′ start a RIGHT turn to AM2Ø1 and cross AM2Ø1 at 3000′. After AM2Ø1 descent to 2000′ and execute the IAP again.

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

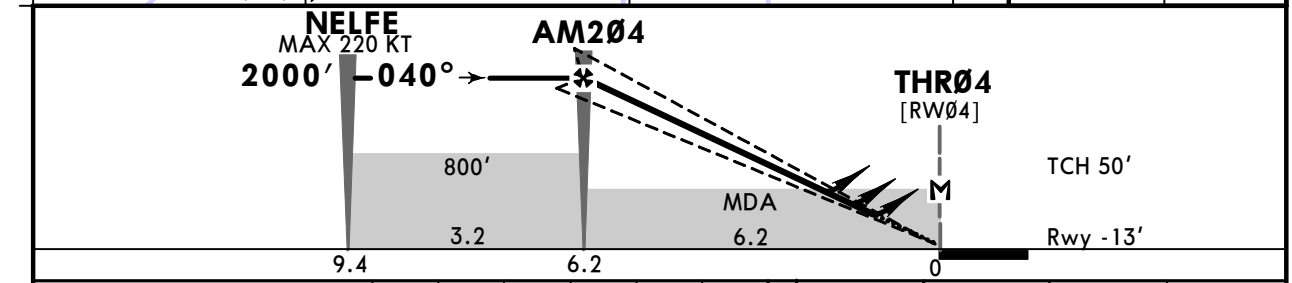
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC. 2. Execution of the complete procedure overhead SPL VOR in case of COMM failure. 3. LNAV approach at ATC discretion only.



MSA SPL VOR



RECOMMENDED ALTITUDES	
DIST to THRØ4	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 THRØ4							

SALS PAPI

AM2Ø5 on 040° 2000′

Std/State STRAIGHT-IN LANDING **CEILING REQUIRED** CIRCLE-TO-LAND

	1 LPV	LNAV/VNAV	LNAV
	DA(H) 237′ (250′)	DA(H) A:364′ (377′) C:396′ (409′) B:376′ (389′) D:423′ (436′)	2 CDFA DA/MDA(H) 390′ (403′)
	ALS out	ALS out	ALS out
A	900′- V3600m	900′- V3600m	900′- V3600m
B			
C			
D			

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

PANS OPS

1 LPV (VAL 35m) 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

EHAM/AMS SCHIPHOL

JEPPESEN 7 JUN 24 (12-2)

AMSTERDAM, NETHERLANDS 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	118.105 135.110 119.230	121.705

BRIEFING STRIP™

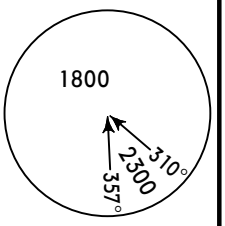
EGNOS	Final Apch Crs	AM6Ø9	LPV DA(H) Refer to Minimums	Apt Elev -11′ Rwy -11′ (BELOW SEA LEVEL)
Ch 52285 E06A	056°	2000′ (2011′)		

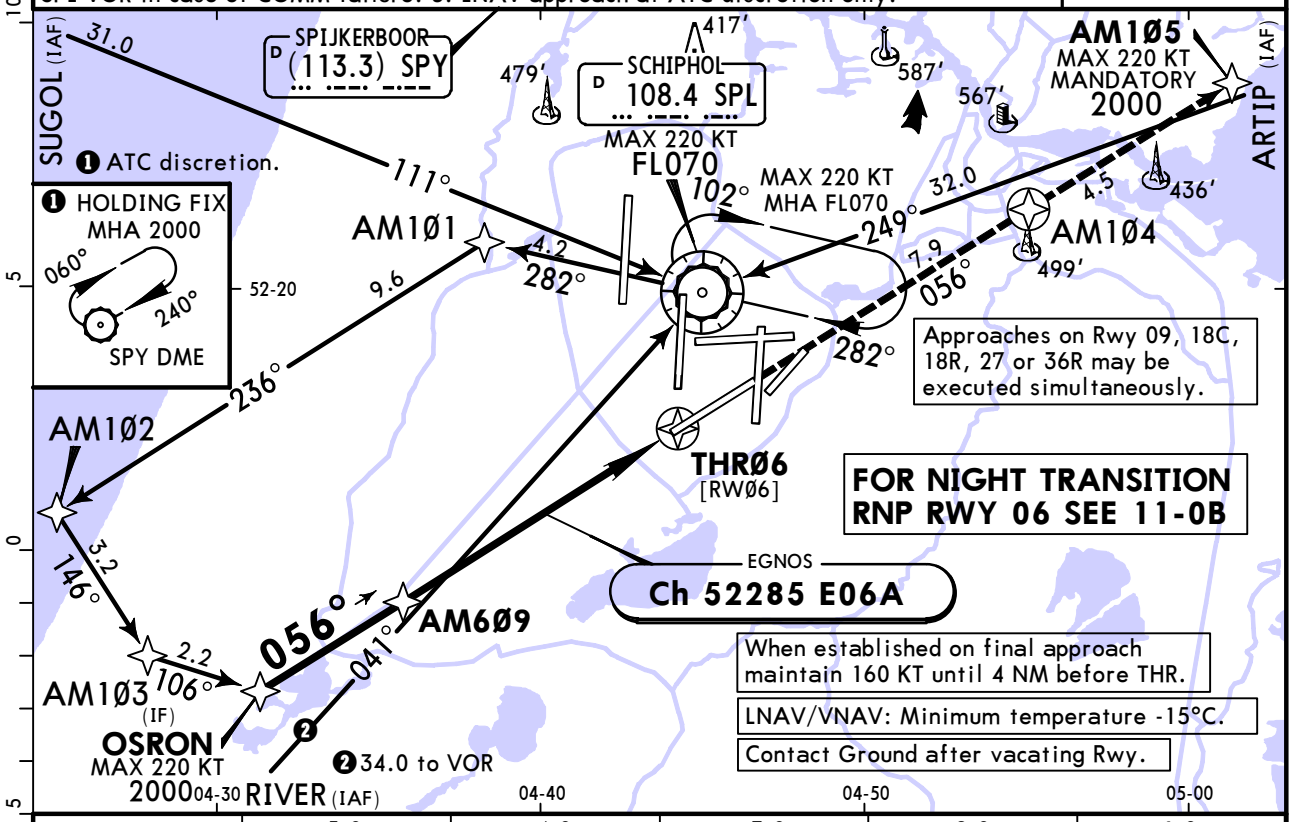
MISSED APCH: Climb on track 056° to AM1Ø5 and climb to 2000′. Inform ATC immediately.

MISSED APCH WITH COMM FAILURE: Climb on track 056° to AM1Ø4 and climb to 3000′. At AM1Ø4 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.

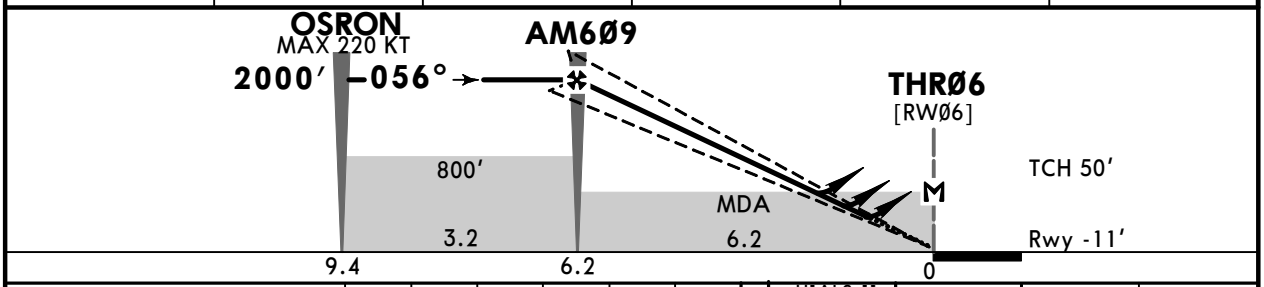
RNP Apch	Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 3000′

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 THRØ6	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 THRØ6							

HIALS-II
PAPI

AM1Ø5 on 056° 2000′

Std/State — STRAIGHT-IN LANDING

	DA(H) 1 LPV			DA(H) LNAV/VNAV			LNAV CDFA 3 DA/MDA(H)	
	A:258′(269′) C:278′(289′) B:270′(281′) D/DL:289′(300′)			A:289′(300′) C:293′(304′) B:291′(302′) D/DL:316′(327′)			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	
B	R650m	2 R650m	R1400m	R700m	2 R700m			
C							4 R1500m	R2200m
D				R800m	R800m	R1500m		
DL								

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

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.

PANS OPS

CHANGES: Cat D large ACFT minimums added.

EHAM/AMS SCHIPHOL

JEPPESEN 7 JUN 24 (12-3)

AMSTERDAM, NETHERLANDS RNP Rwy 09

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™

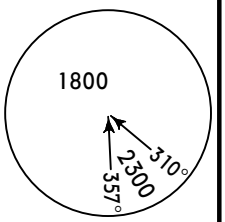
EGNOS	Final Apch Crs	AM223	LPV DA(H)	Apt Elev -11′ Rwy -12′ (BELOW SEA LEVEL)
Ch 91930 E09A	085°	2000′ (2012′)	238′ (250′)	

MISSED APCH: Track 085° to AM224 and climb to 2000′. Inform ATC immediately.

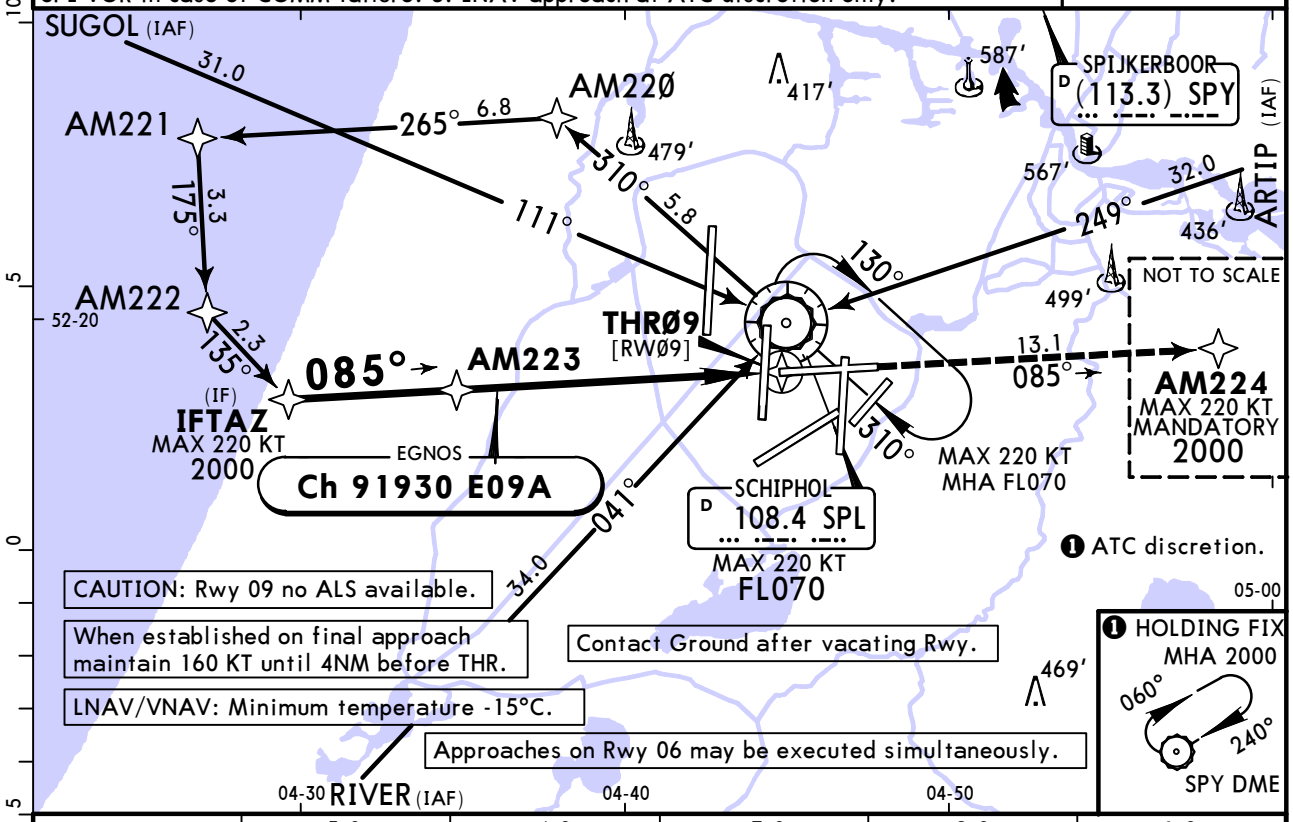
MISSED APCH WITH COMM FAILURE: Track 085° and climb to 3000′. Reaching 2000′ start a LEFT turn to AM220 and cross AM220 at 3000′. After AM220 descent to 2000′ and execute the IAP again.

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

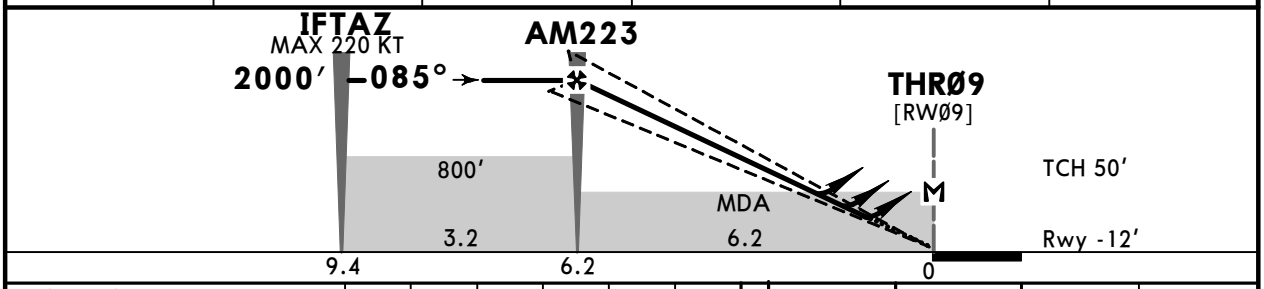
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC. 2. Execution of the complete procedure overhead SPL VOR in case of COMM failure. 3. LNAV approach at ATC discretion only.



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	LNAV/VNAV	LNAV CDFA	CIRCLE-TO-LAND To rwy 18L and 36L not permitted, except in case of emergency.
	DA(H)	DA(H)	2 DA/MDA(H)	Max Kts / MDA(H)
A	238′ (250′)	A:345′ (357′) C:376′ (388′) B:357′ (369′) D/DL:403′ (415′)	540′ (552′)	100 / 630′ (641′) 1000′-V3600m
B				135 / 790′ (801′) 1000′-V3600m
C	1000′-V3600m	1000′-V3600m	1000′-V3600m	180 / 890′ (901′) 1000′-V3600m
D				205 / 900′ (911′) 1000′-V3600m
DL				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.

EHAM/AMS SCHIPHOL

JEPPESEN 7 JUN 24 (12-4)

AMSTERDAM, NETHERLANDS 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™

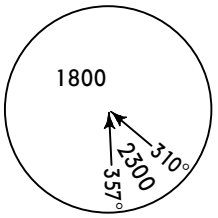
EGNOS	Final Apch Crs	AM63Ø	LPV DA(H) Refer to Minimums	Apt Elev -11′ Rwy -12′ (BELOW SEA LEVEL)
Ch 64251 E18A	182°	2000′ (2012′)		

MISSED APCH: Track 182° to AM123 and climb to 2000′. Inform ATC immediately.

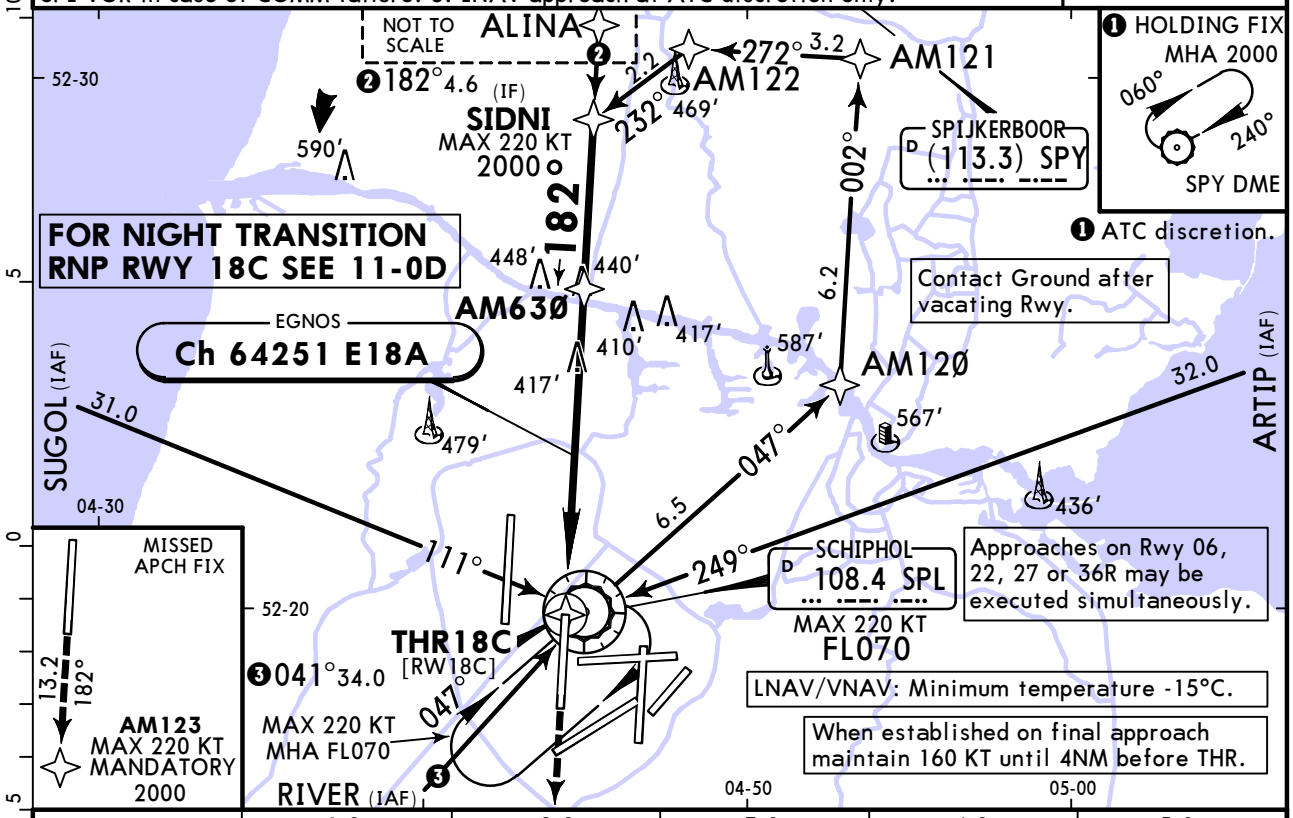
MISSED APCH WITH COMM FAILURE: Track 182° and climb to 3000′. At 2000′ start a LEFT turn to AM12Ø and cross AM12Ø at 3000′. After AM12Ø descend to 2000′ and execute the IAP again.

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

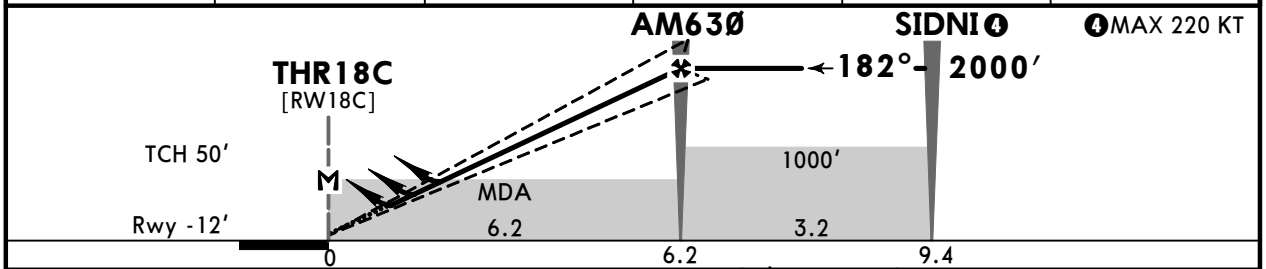
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC. 2. Execution of the complete procedure overhead SPL VOR in case of COMM failure. 3. LNAV approach at ATC discretion only.



MSA SPL VOR



DIST to 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

	❶LPV DA(H)		LNAV/VNAV DA(H)		LNAV CDFA ❸DA/MDA(H)
	A:201′(213′) C:221′(233′) B:213′(225′) D/DL:232′(244′)		A:242′(254′) C:267′(279′) B:248′(260′) D/DL:293′(305′)		670′(682′)
	TDZ or CL out	ALS out	TDZ or CL out	ALS out	ALS out
A	R550m	R550m	R1200m	R600m	R600m	R1300m	❹R1500m
B							
C			R1300m	R700m	R700m	R1400m	❹R2400m
D							
DL							

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
DL	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 DL R2400m. ❺ or higher straight-in minimums.

CHANGES: Cat D large ACFT minimums added.

EHAM/AMS SCHIPHOL

JEPPESEN 7 JUN 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™

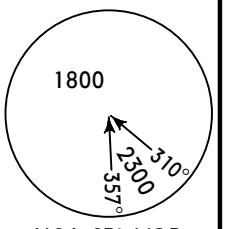
EGNOS	Final Apch Crs	AM621	LPV DA(H) Refer to Minimums	Apt Elev -11′ Rwy -13′ (BELOW SEA LEVEL)
Ch 43721 E18B	182°	2000′ (2013′)		

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

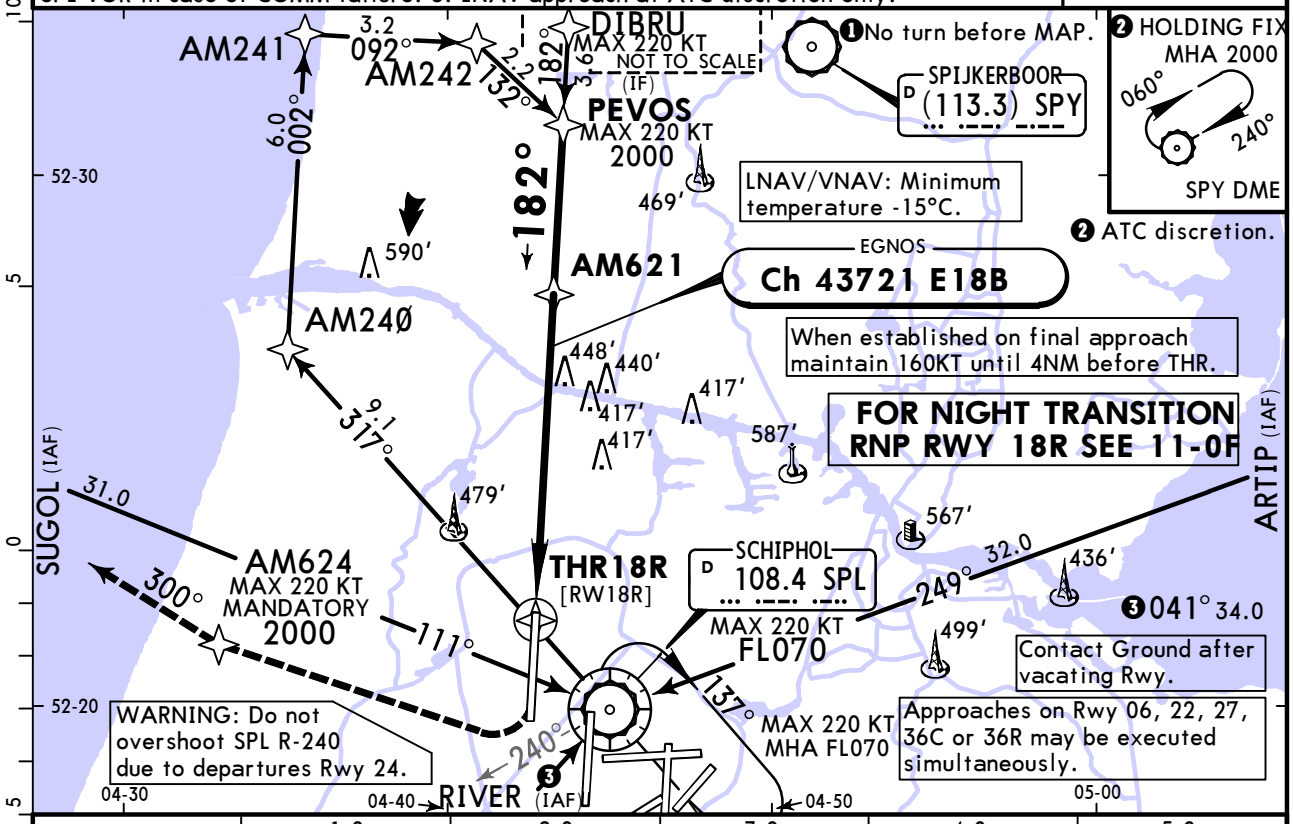
MISSED APCH WITH COMM FAILURE: At MAP or 500′, whichever comes later, turn RIGHT to AM624 (MAX 220KT. Do not overshoot SPL R-240.). Climb to 3000′. At AM624 continue to AM240 and cross AM240 at 3000′. After AM240 descent to 2000′ and execute the IAP again. ❶

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

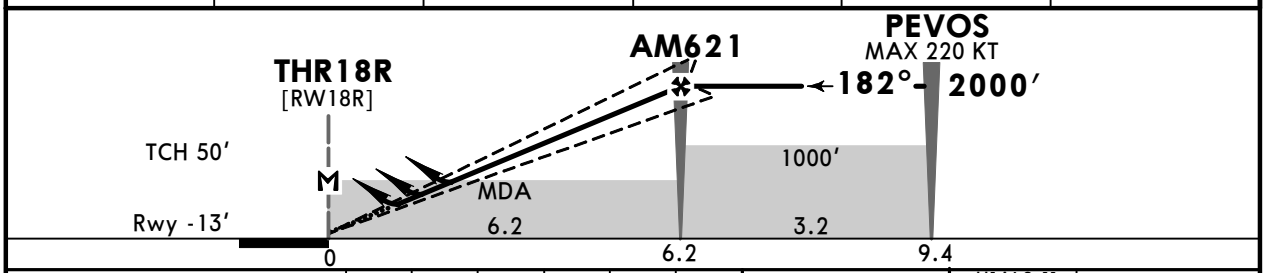
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC. 2. Execution of the complete procedure overhead SPL VOR in case of COMM failure. 3. LNAV approach at ATC discretion only.



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
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at THR18R							

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS

Std/State STRAIGHT-IN LANDING

	DA(H) ❶LPV	TDZ or CL out	ALS out	DA(H) LNAV/VNAV	TDZ or CL out	ALS out	LNAV CDFA ❸DA/MDA(H)	ALS out
A	A:200′(213′) C:220′(233′)	R550m	R1200m	A:296′(309′) C:315′(328′)	R700m	R1400m	700′(713′)	❹R1500m
B	B:212′(225′) D/D$_L$:231′(244′)	❷R550m		B:306′(319′) D/D$_L$:325′(338′)	❷R700m			
C			R1300m		R800m	R1500m		❹R2400m
D								
D$_L$								

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

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: Cat D large ACFT minimums added.

EHAM/AMS SCHIPHOL

JEPPESEN 7 JUN 24 (12-6)

AMSTERDAM, NETHERLANDS RNP 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 ™

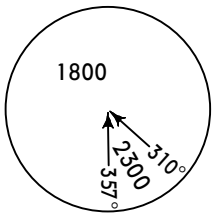
EGNOS	Final Apch Crs	AM661	LPV DA(H)	Apt Elev -11′ Rwy -14′ (BELOW SEA LEVEL)
Ch 95197 E22A	220°	2000′ (2014′)	503′ (517′)	

MISSED APCH: Turn LEFT to AM675 as soon as practicable but not below 400′ and climb to 2000′. Inform ATC immediately.

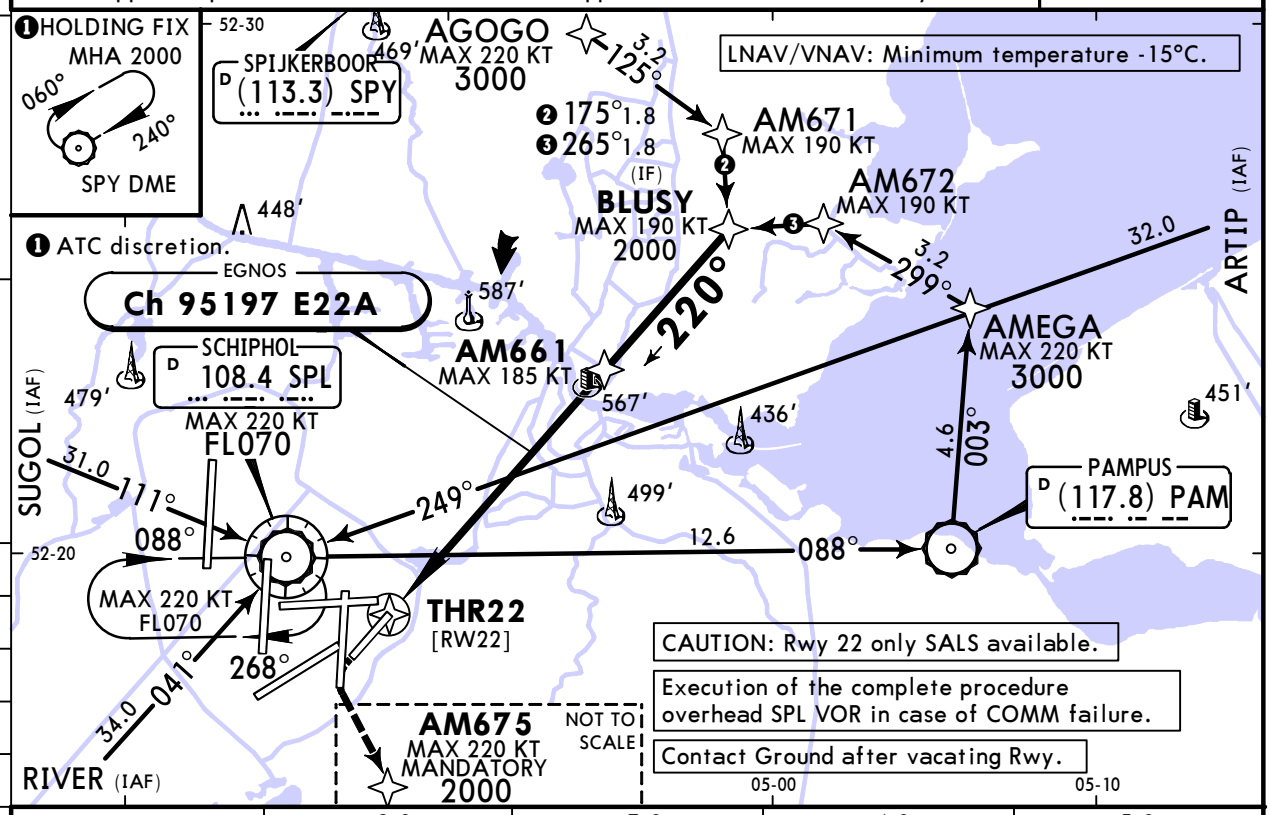
MISSED APCH WITH COMM FAILURE: Turn LEFT to AM675 as soon as practicable but not below 400′ and climb to 3000′. At 2000′ start a LEFT climbing turn to PAM VOR, so as to cross it at 3000′ and proceed with IAP from PAM VOR.

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

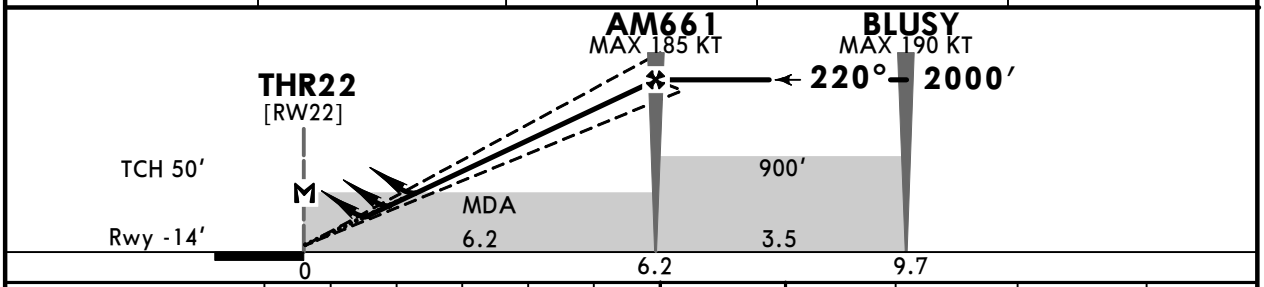
1. CAUTION: Do not confuse Rwy 22 with Rwy 24 or with Twy situated left of Rwy 22. 2. Simultaneous apchs on Rwy 18C or 18R may be executed. 3. Strict adherence to missed approach procedure is essential. 4. LNAV approach at ATC discretion only.



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′)		LNAV/VNAV DA(H) 503′ (517′)		LNAV CDFA [1] DA/MDA(H) 580′ (594′)	
		ALS out		ALS out		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

PANS OPS

[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.

CHANGES: None.

EHAM/AMS SCHIPHOL

JEPPESEN 7 JUN 24 (12-7)

AMSTERDAM, NETHERLANDS RNP Rwy 24

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

BRIEFING STRIP™

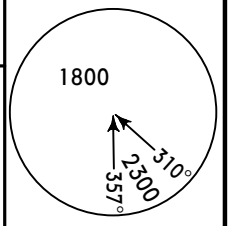
EGNOS	Final Apch Crs	AM143	LPV DA(H)	Apt Elev -11′ Rwy -12′ (BELOW SEA LEVEL)
Ch 92375 E24A	237°	2000′ (2012′)	238′ (250′)	

MISSED APCH: Track 237° to AM144 and climb to 2000′. Inform ATC immediately.

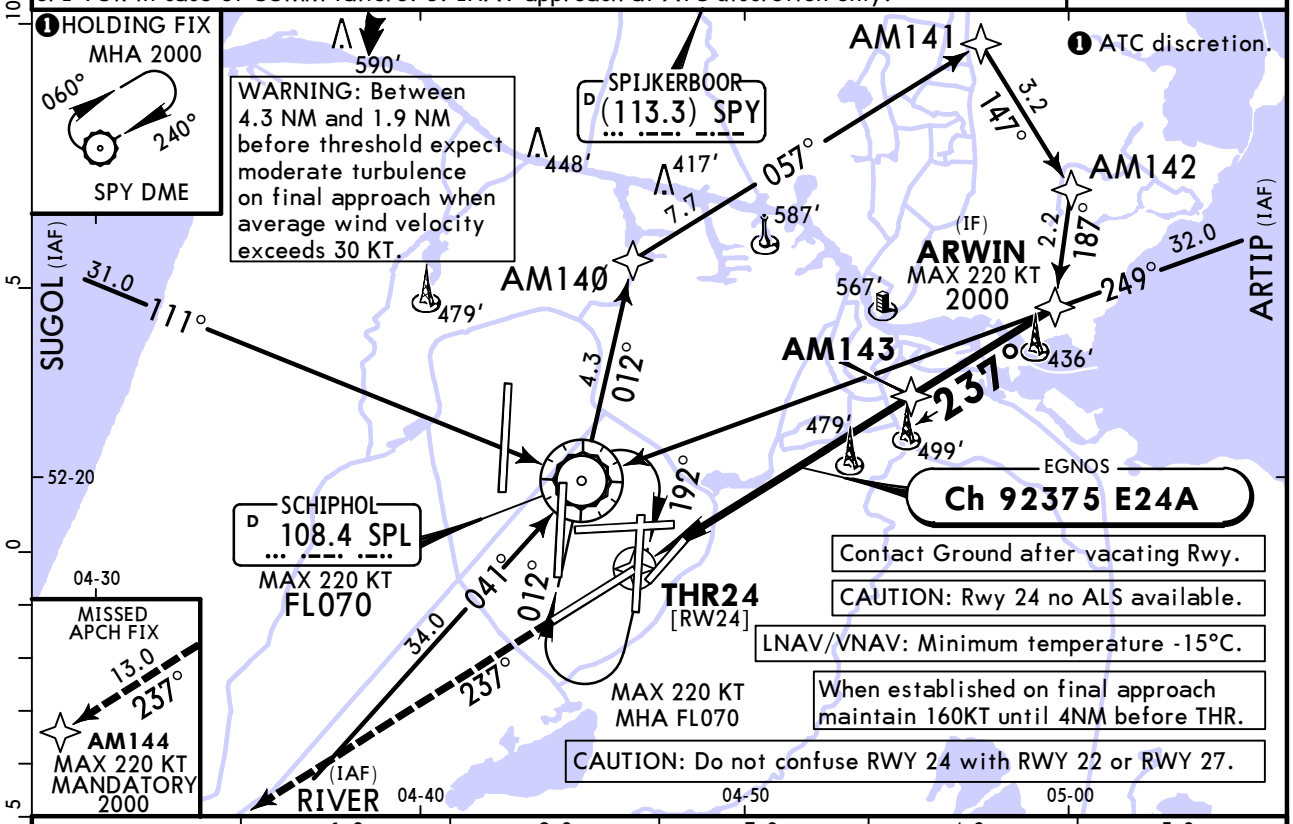
MISSED APCH WITH COMM FAILURE: Track 237° and climb to 3000′. At 2000′ start a RIGHT turn to AM140 and cross AM140 at 3000′. After AM140 descend to 2000′ and execute the IAP again. No turn before MAP.

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

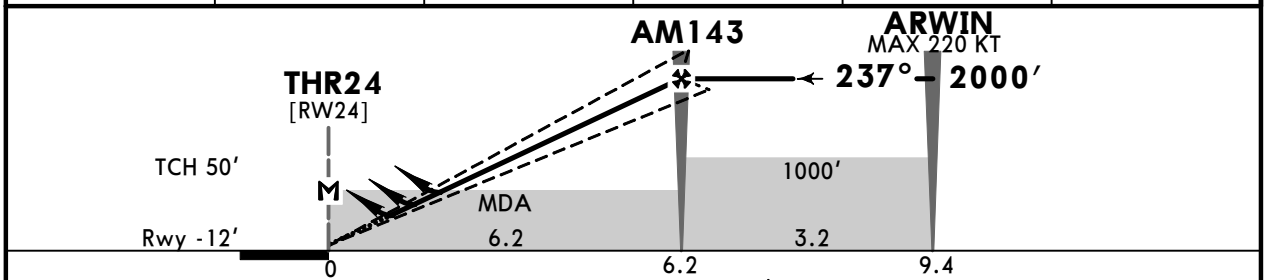
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC. 2. Execution of the complete procedure overhead SPL VOR in case of COMM failure. 3. LNAV approach at ATC discretion only.



MSA SPL VOR



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′

PANS OPS

Std/State — STRAIGHT-IN LANDING — **CEILING REQUIRED** — CIRCLE-TO-LAND

	1 LPV DA(H)	LNAV/VNAV DA(H)	2 LNAV CDFA DA/MDA(H)
A	1100′- V6000m	A:362′(374′) C:393′(405′) B:374′(386′) D/DL:420′(432′)	1100′- V6000m
B			
C			
D			
DL			

	720′(732′)

To rwy 18L and 36L not permitted, except in case of emergency.

	Max Kts	MDA(H)	
A	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		900′(911′)	1100′- V6000m

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™

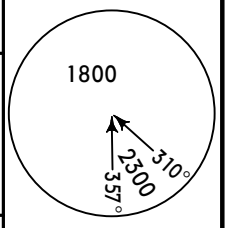
EGNOS	Final Apch Crs	AM639	LPV DA(H) Refer to Minimums	Apt Elev -11′ Rwy -12′ (BELOW SEA LEVEL)
Ch 81244 E27A	266°	2000′ (2012′)		

MISSED APCH: Track 266° to AM263 and climb to 3000′. Inform ATC immediately.

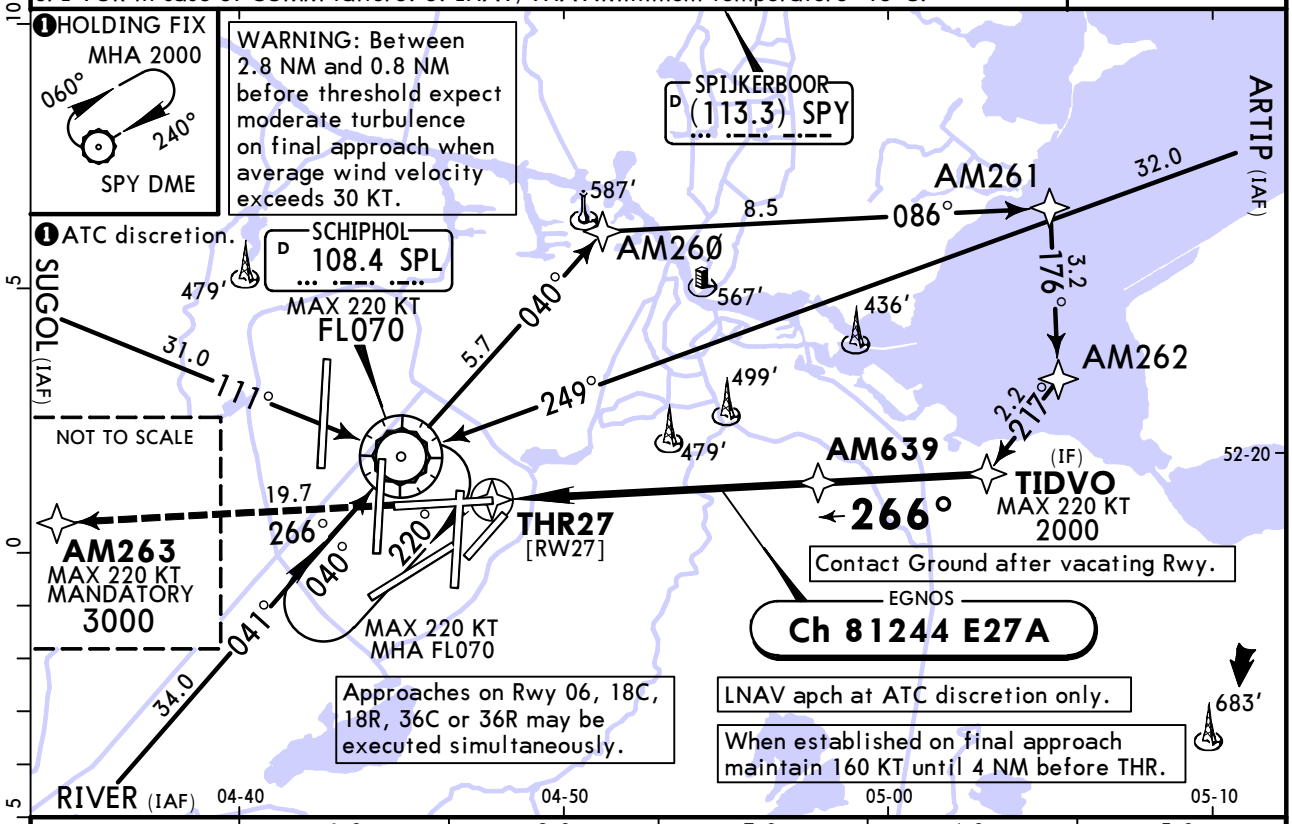
MISSED APCH WITH COMM FAILURE: Track 266° and climb to 3000′. When passing 2000′ start a RIGHT turn to AM26Ø and cross AM26Ø at 3000′. After AM26Ø descent to 2000′ and execute the IAP again.

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

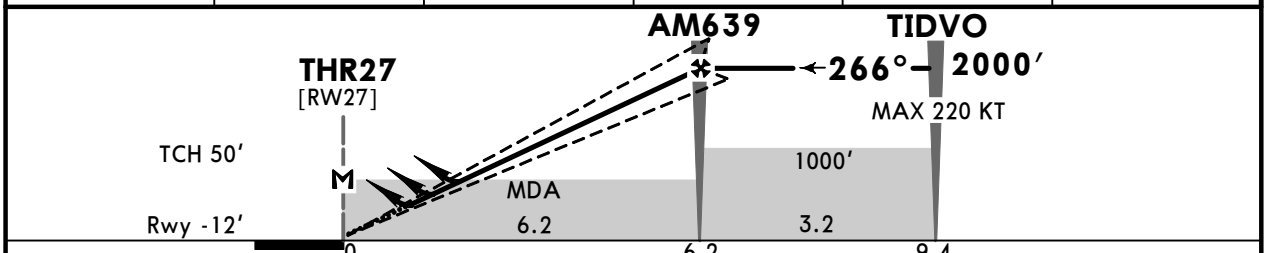
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC. 2. Execution of the complete procedure overhead SPL VOR in case of COMM failure. 3. LNAV/VNAV:Minimum temperature -15°C.



MSA SPL VOR



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

	1 LPV DA(H)	TDZ or CL out	ALS out	LNAV/VNAV DA(H)	TDZ or CL out	ALS out	LNAV CDFA 3 DA/MDA(H)	ALS out
	A:265′(277′) C:285′(297′) B:277′(289′) D/DL:296′(308′)			A:264′(276′) C:295′(307′) B:276′(288′) D/DL:323′(335′)			520′(532′)	
A	R600m	2 R600m	R1300m	R600m	2 R600m	R1300m	4 R1500m	
B	R650m	2 R650m	R1400m	R650m	2 R650m	R1400m		
C				R700m	2 R700m			
D	R700m	2 R700m		R800m	R800m	R1500m	4 R1700m	R2400m
DL								

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.

EHAM/AMS SCHIPHOL

JEPPESEN 7 JUN 24 (12-9)

AMSTERDAM, NETHERLANDS RNP 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™

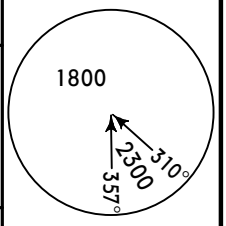
EGNOS	Final Apch Crs	AM632	LPV DA(H) Refer to Minimums	Apt Elev -11′ Rwy -12′ (BELOW SEA LEVEL)
Ch 87630 E36B	002°	2000′(2012′)		

MISSED APCH: Track 002° to AM283 and climb to 2000′. Inform ATC immediately. ❶

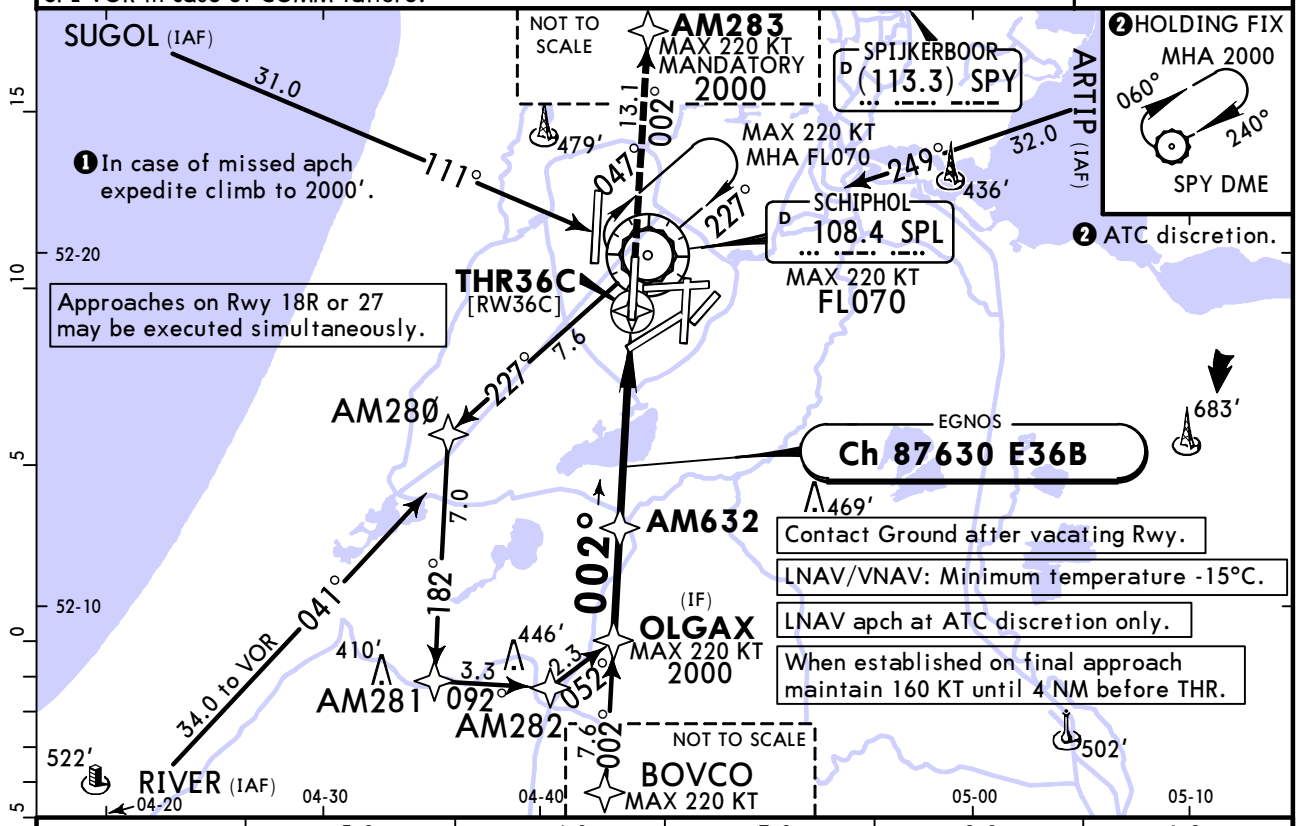
MISSED APCH WITH COMM FAILURE: Track 002° and climb to 3000′. When passing 2000′ start a LEFT turn to AM280 and cross AM280 at 3000′. After AM280 descent to 2000′ and execute the IAP again. ❶

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

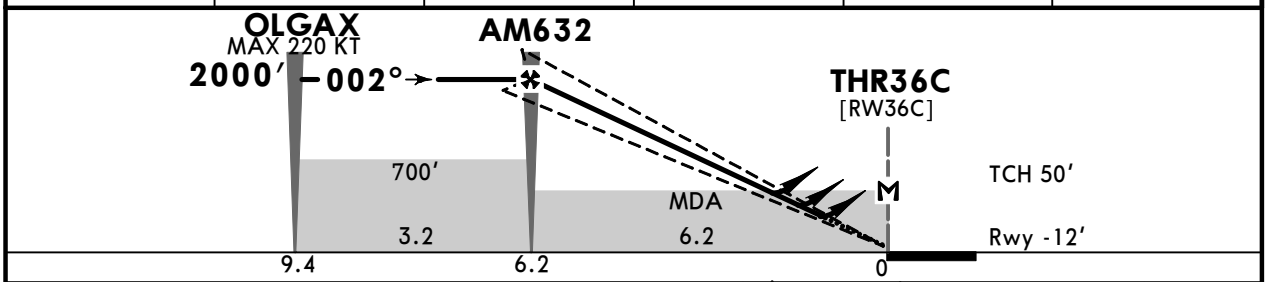
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC. 2. Execution of the complete procedure overhead SPL VOR in case of COMM failure.



MSA SPL VOR



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							

HIALS-II
PAPI

AM283 on 002° 2000′

Std/State — STRAIGHT-IN LANDING

	❶ LPV DA(H)	LNAV/VNAV DA(H)	LNAV CDFA ❸ DA/MDA(H)
A	201′(213′)	335′(347′)	400′(412′)
B	213′(225′)	347′(359′)	
C	221′(233′)	366′(378′)	
D/D$_L$	232′(244′)	394′(406′)	

	TDZ or CL out	ALS out	TDZ or CL out	ALS out	ALS out
A	R550m	❷ R550m	R900m	R1500m	❹ R1200m
B		R1200m			R1500m
C			R1000m	R1700m	
D		R1300m	R1200m	R1900m	R1900m
D$_L$					

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
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: R1200m.

CHANGES: Cat D large ACFT minimums added.

EHAM/AMS SCHIPHOL

JEPPESEN AMSTERDAM, NETHERLANDS

7 JUN 24 (12-10)

RNP 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	118.105 135.110 119.230	121.805

BRIEFING STRIP™

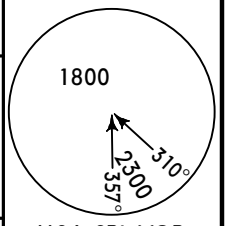
EGNOS	Final Apch Crs	AM636	LPV DA(H) Refer to Minimums	Apt Elev -11′ Rwy -11′ (BELOW SEA LEVEL)
Ch 71139 E36A	002°	2000′ (2011′)		

MISSED APCH: Track 002° to AM637 and climb to 1500′. At AM637 continue to AM163 climbing to 2000′. Inform ATC immediately.

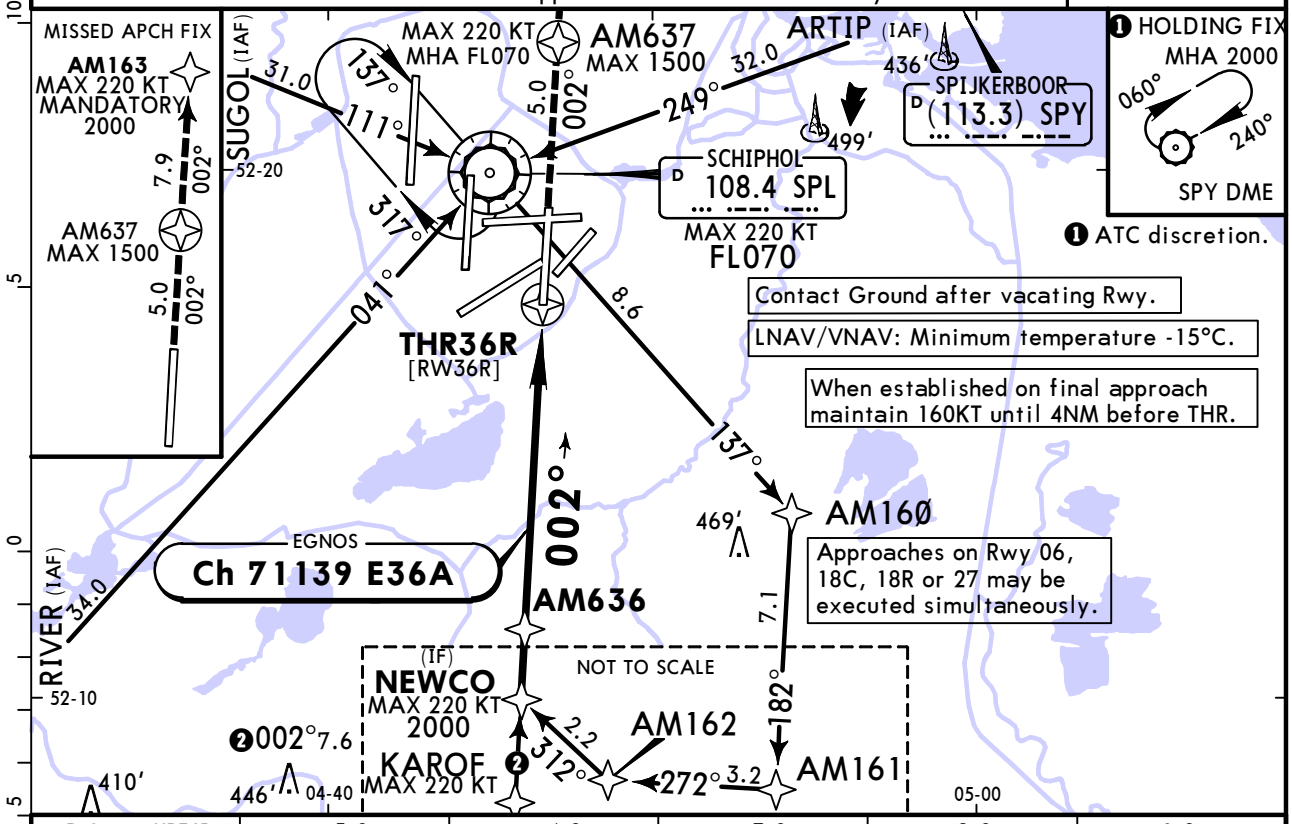
MISSED APCH WITH COMM FAILURE: Climb on track 002° to 1500′. When 1500′ is reached start a RIGHT turn to AM16Ø, climb to cross AM16Ø at 3000′. After AM16Ø descend to 2000′ and execute IAP again.

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

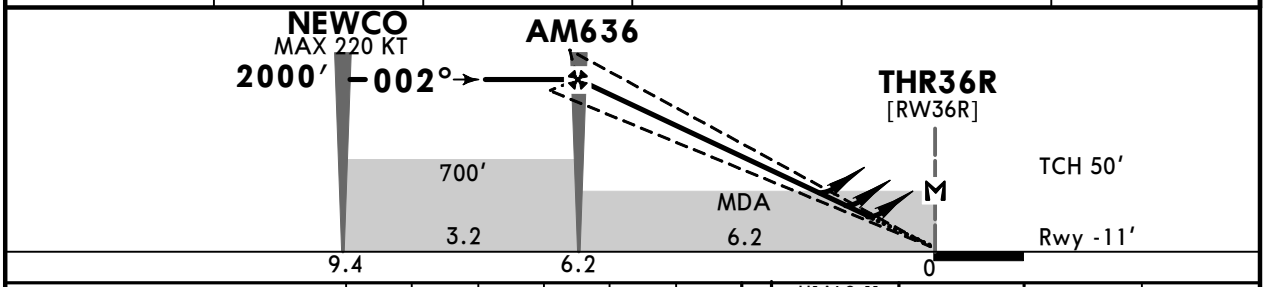
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC. 2. Execution of the complete procedure overhead SPL VOR in case of COMM failure. 3. LNAV approach at ATC discretion only.



MSA SPL VOR



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)		LNAV/VNAV DA(H)		LNAV CDFA 3 DA/MDA(H)
A	A:222′(233′) C:243′(254′)		A:299′(310′) C:330′(341′)		470′(481′)
B	B:234′(245′) D/DL:253′(264′)		B:311′(322′) D/DL:357′(368′)		
	TDZ or CL out	ALS out	TDZ or CL out	ALS out	ALS out
A	R550m	R550m	R700m	R700m	R1400m	4 R1500m
B		R1200m	R800m	R800m	R1500m	
C	R600m	R600m	R900m	R900m	R1600m	4 R1500m R2300m
D		R1300m	R1000m	R1000m	R1700m	
DL						

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.

JEPPESEN

EHAM
SCHIPHOL

21 JUN 24 (19-1)

AMSTERDAM
NETHERLANDS

BRIEFING STRIP™

VAR 2°E

LOCATION	FIS	ATIS
Elev -11' /-3m N52 18.5 E004 45.9	AMSTERDAM INFORMATION **124.300**	ATIS **132.980**(2) **122.205**(3)

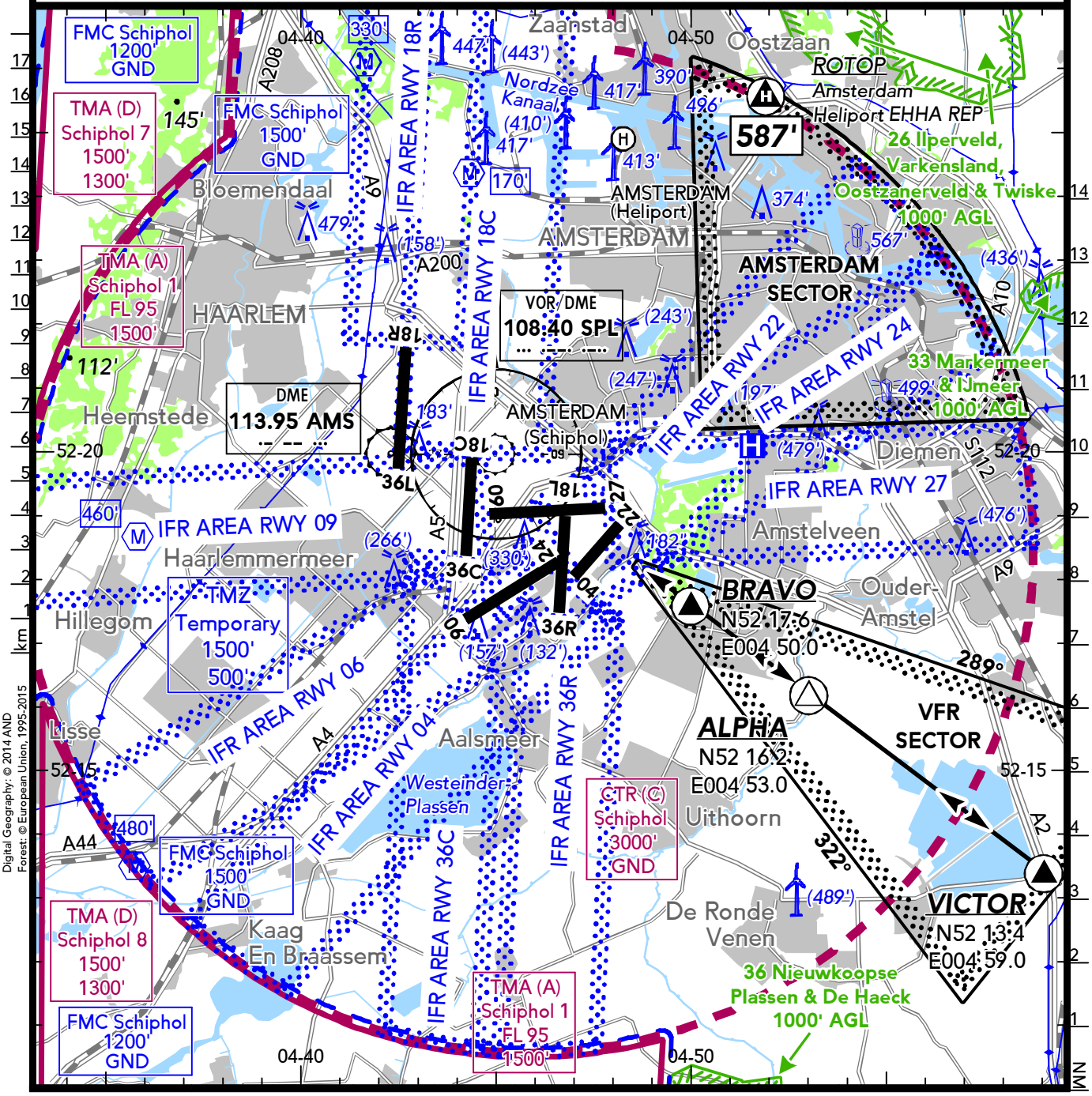
AIRSPACE
SCHIPHOL TOWER **118.105**(4) (5) **118.280**(4) (6) **135.110**(4) (7)

TMZ	FMC
MONITOR AMSTERDAM INFORMATION **124.300**(8) SQUAWK **7020**(8)	MONITOR **124.300**(9) SQUAWK **7020**(9)

APPROACH	TOWER
SCHIPHOL APPROACH/DEPARTURE **119.055**(10) (en) SCHIPHOL ARRIVAL **118.405**(10)	SCHIPHOL TOWER **119.230**(1) (11) (en) SCHIPHOL GROUND **121.805**(12)

SCHIPHOL AMSTERDAM GA **121.930**

(1) VDF (2) ARR (3) DEP (4) Schiphol CTR (5) RWY 18C/36C (6) RWY 18R/36L) (7) RWY 06/24
(8) Temporary TMZ (9) Schiphol FMC Area (10) By ATC (11) RWY 04/22, 18L/36R
(12) RWY 04/22, 09/27, 36R



CHANGES: COM - Airspace - OBST - Spot ELEV.

JEPPESEN

EHAM TRAFFIC CIRCUIT

SCHIPHOL

21 JUN 24

19-1A

AMSTERDAM
NETHERLANDS

BRIEFING STRIP™

VAR 2°E

LOCATION	FIS	ATIS
Elev -11' /-3m N52 18.5 E004 45.9	AMSTERDAM INFORMATION **124.300**	ATIS **132.980**(2) **122.205**(3)

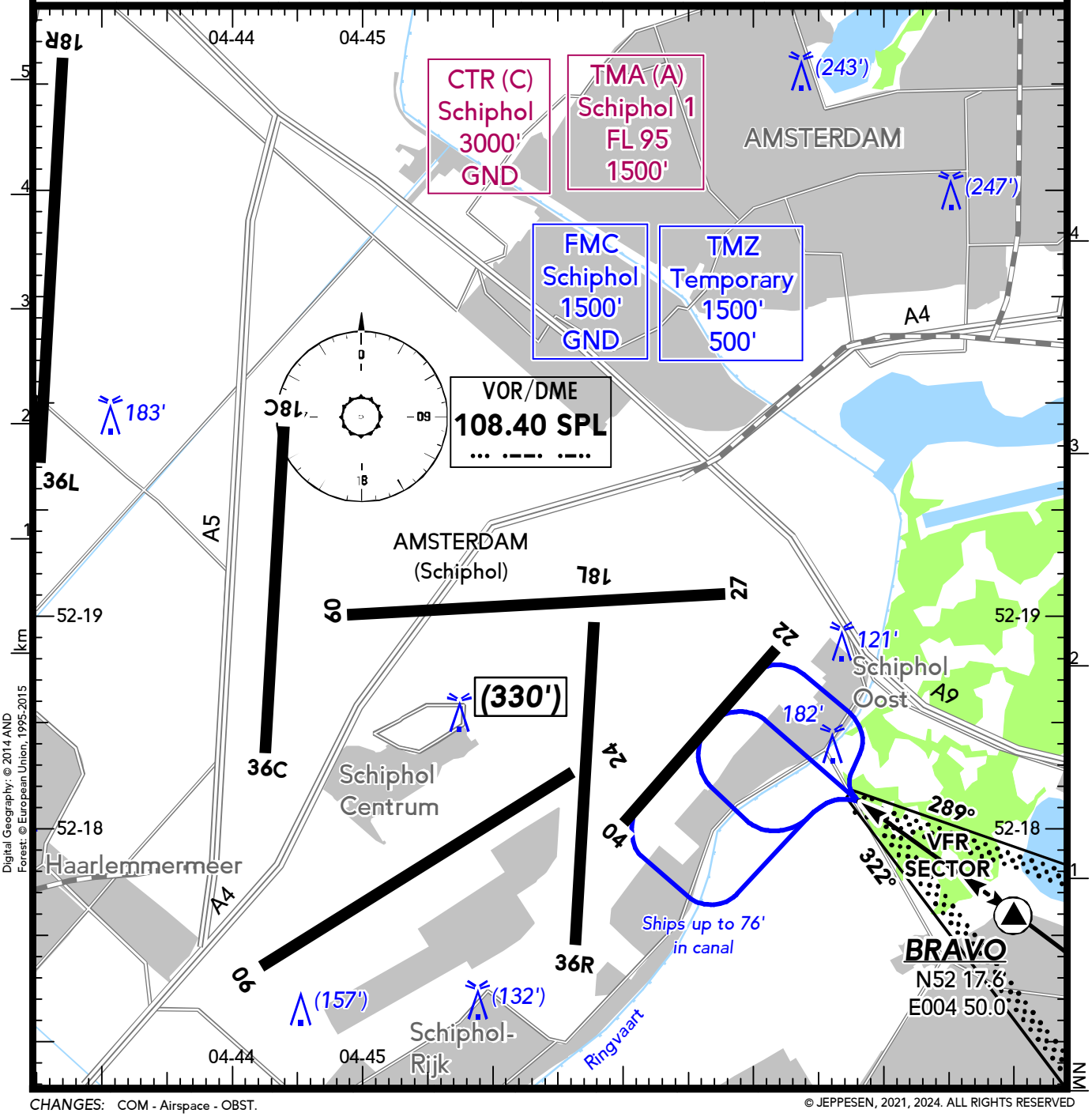
AIRSPACE
SCHIPHOL TOWER **118.105**(4) (5) **118.280**(4) (6) **135.110**(4) (7)

TMZ	FMC
MONITOR AMSTERDAM INFORMATION **124.300**(8) SQUAWK **7020**(8)	MONITOR **124.300**(9) SQUAWK **7020**(9)

APPROACH	TOWER
SCHIPHOL APPROACH/DEPARTURE **119.055**(10) (en) SCHIPHOL ARRIVAL **118.405**(10)	SCHIPHOL TOWER **119.230**(1) (11) (en) SCHIPHOL GROUND **121.805**(12)

SCHIPHOL AMSTERDAM GA **121.930**

(1) VDF (2) ARR (3) DEP (4) Schiphol CTR (5) RWY 18C/36C (6) RWY 18R/36L) (7) RWY 06/24
(8) Temporary TMZ (9) Schiphol FMC Area (10) By ATC (11) RWY 04/22, 18L/36R
(12) RWY 04/22, 09/27, 36R



CHANGES: COM - Airspace - OBST.

JEPPESEN

EHAM
SCHIPHOL

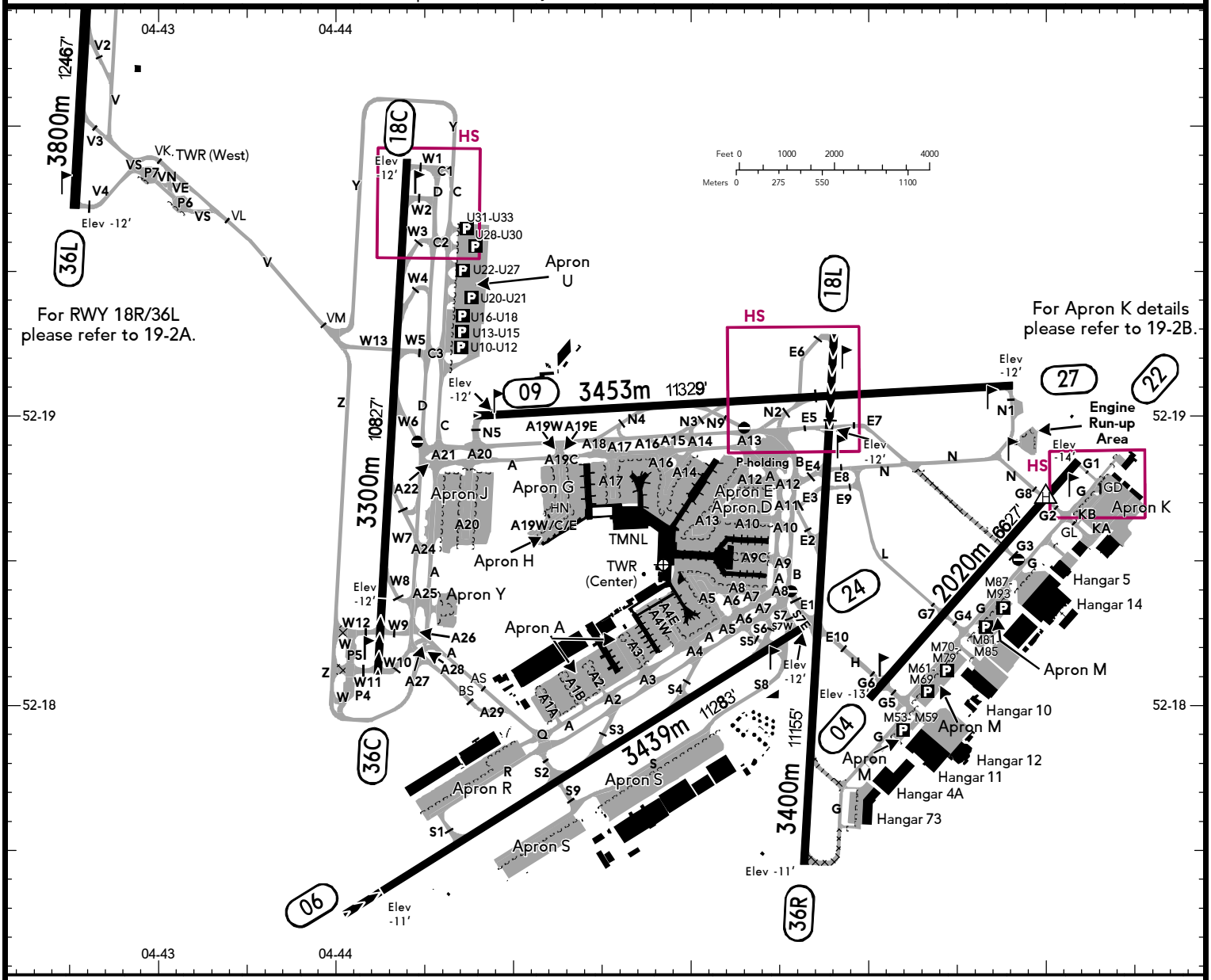
21 JUN 24 (19-2)

AMSTERDAM
NETHERLANDS

BRIEFING STRIP™

LOCATION	ATIS	TOWER		ADMITTED AIRCRAFT
Elev -11' /-3m N52 18.5 E004 45.9	ATIS 132.980(2) 122.205(3)	SCHIPHOL DELIVERY 121.980(4) SCHIPHOL GROUND 121.805(5) SCHIPHOL TOWER 119.230(1) (6) (en)	SCHIPHOL AMSTERDAM GA 121.930	

(1) VDF (2) ARR (3) DEP (4) Start-up control VFR only (5) RWY 04/22, 09/27, 36R (6) RWY 04/22, 18L/36R



ALS (EXC 18L, 09, 24, 36L) - PAPI 04 (3.0°), 22 (3.1°), 06 (3.0°), 24 (3.0°), 09 (3.0°), 27 (3.0°), 18C (3.0°), 36C (3.0°), 36R (3.0°), 18R (3.0°) - THRL - RL - RENL - RCLL (EXC 04/22) - TLOF - TWYL - APRON - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
18R (182°) ❶ 36L (002°) ❷	3800 x 60 Asphalt	3800	3530 3800	PCN 89/F/C/W/T	
09 (086°) 27 (266°)	3453 x 45 Asphalt	3434 3453	3363 3453	PCN 89/F/C/W/T	
06 (057°) 24 (237°)	3439 x 45 Asphalt	3439 3435	3195 3439	PCN 89/F/C/W/T	
18L (182°) ❷ 36R (002°) ❶	3400 x 45 Asphalt	3400	2825	PCN 89/F/C/W/T	
18C (182°) 36C (002°)	3300 x 45 Asphalt	3271 3300	3300 2850	PCN 89/F/C/W/T	
04 (040°) 22 (220°)	2020 x 45 Asphalt	1909 2015	2020	PCN 79/F/C/W/T	

❶ TKOF not authorised.
❷ Not AVBL for LDG, EXC in case of EMERG.

CHANGES: TWYs - Apron - Buildings - WDI - Boundary of Jurisdiction - Lighting.

JEPPESEN

EHAM RWY 18R/36L

SCHIPHOL

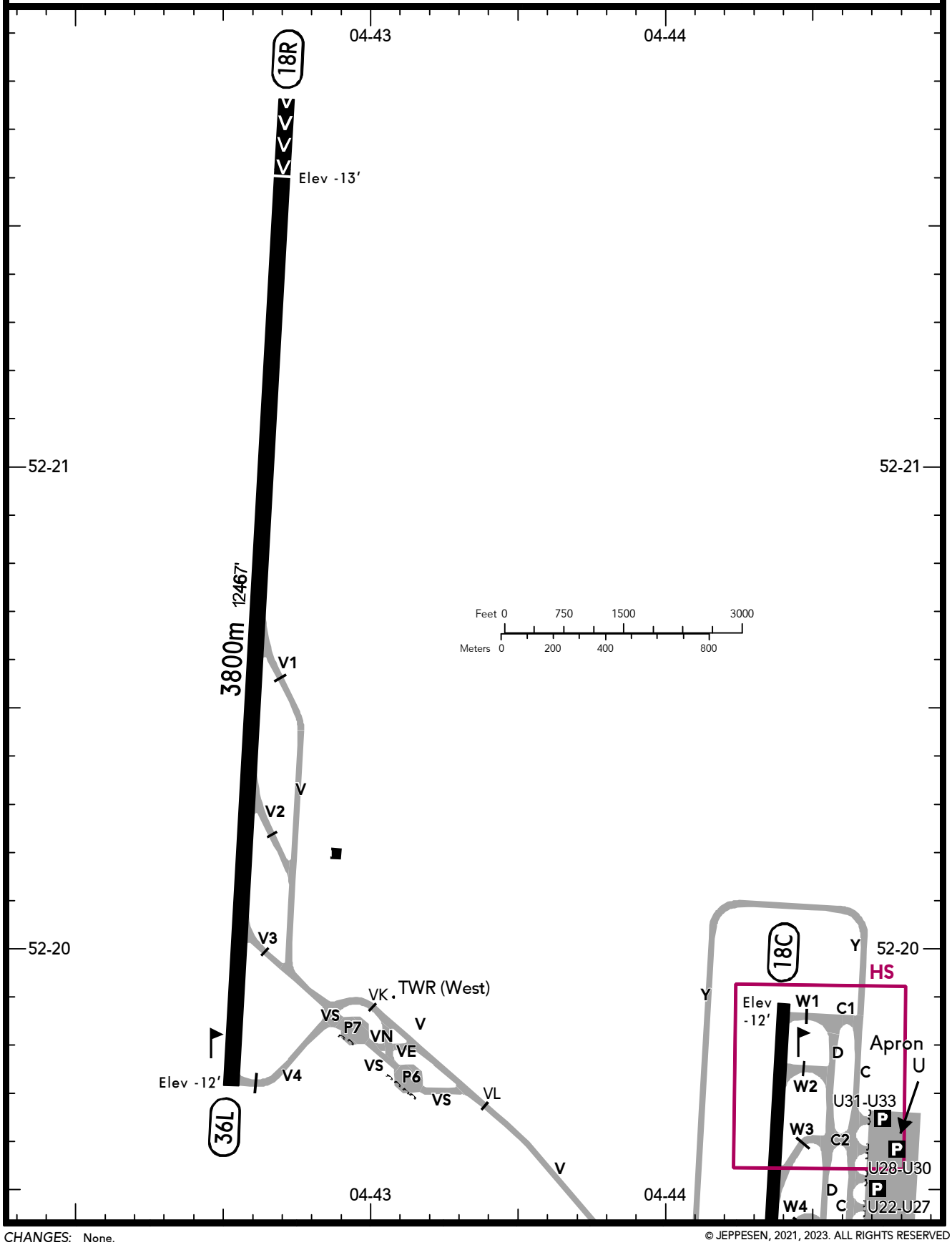
21 JUN 24 (19-2A)

AMSTERDAM
NETHERLANDS

BRIEFING STRIP™

LOCATION	ATIS	TOWER
Elev -11' /-3m N52 18.5 E004 45.9	ATIS **132.980**(2) **122.205**(3)	SCHIPHOL DELIVERY **121.980**(4) SCHIPHOL GROUND **121.805**(5) SCHIPHOL TOWER **119.230**(1) (6) (en)
SCHIPHOL AMSTERDAM GA **121.930**	ADMITTED AIRCRAFT	

(1) VDF (2) ARR (3) DEP (4) Start-up control VFR only (5) RWY 04/22, 09/27, 36R
(6) RWY 04/22, 18L/36R



CHANGES: None.

JEPPESEN

EHAM
SCHIPHOL

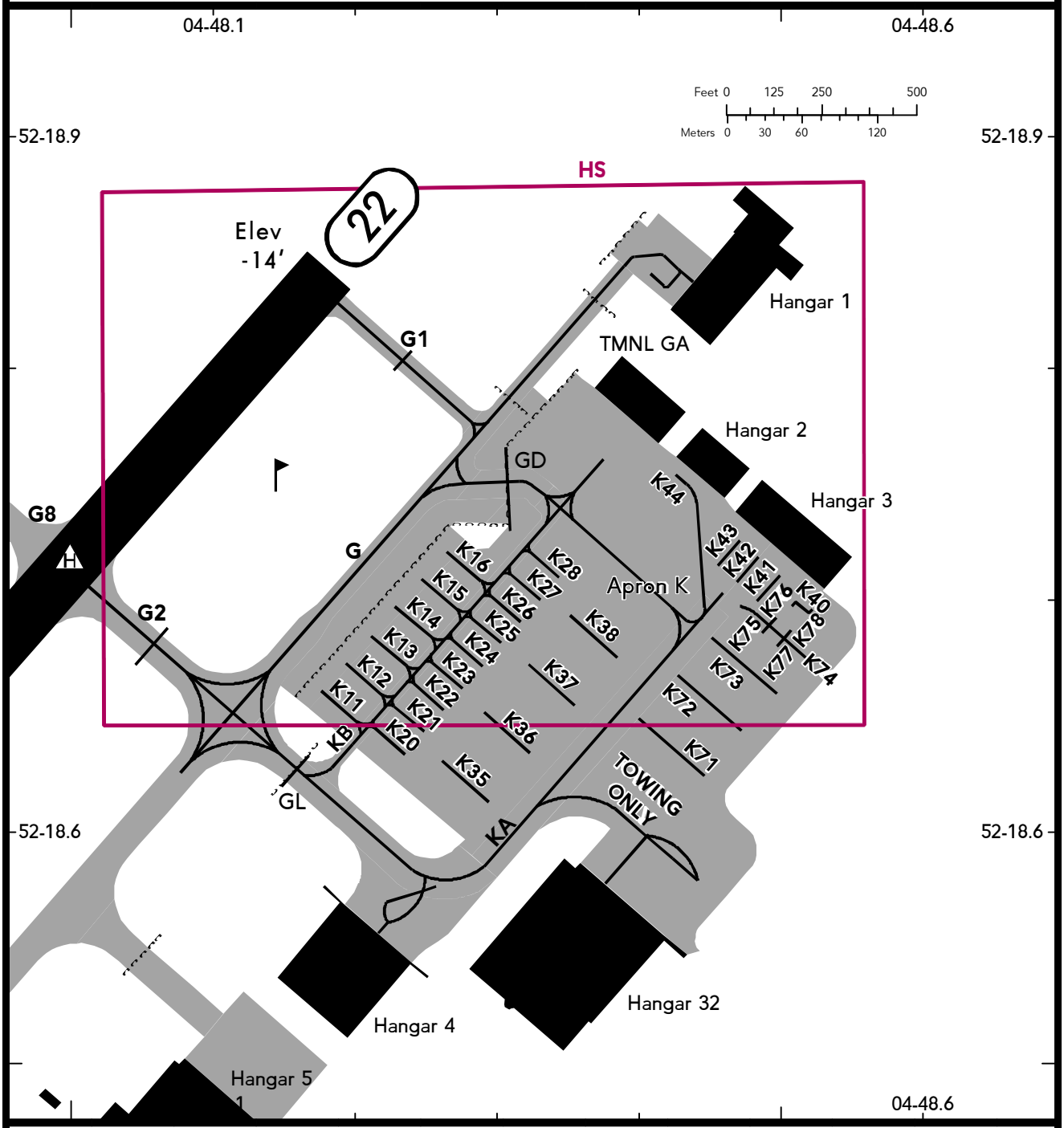
10 NOV 23 (19-2B)

AMSTERDAM
NETHERLANDS

BRIEFING STRIP™

LOCATION	ATIS	TOWER
Elev -11' /-3m N52 18.5 E004 45.9	ATIS **132.980**(2) **122.205**(3)	SCHIPHOL DELIVERY **121.980**(4) SCHIPHOL GROUND **121.805**(5) SCHIPHOL TOWER **119.230**(1) (6) (en)
SCHIPHOL AMSTERDAM GA **121.930**	ADMITTED AIRCRAFT	

(1) VDF (2) ARR (3) DEP (4) Start-up control VFR only (5) RWY 04/22, 09/27, 36R
(6) RWY 04/22, 18L/36R



CHANGES: TWY Designation - HEL Alighting Area.

Intersection TKOF

RWY	TWY	TORA (m)
06	S1	2596
24	S7E	3435
	S8	3266
	S6	3245
	S5	3205
	S4	2611
	S3	1981
09	N5	3434
	N4	2400
	N3	1881
04	G5	1909
22	G1	2015
	G2	1714
18C	W1	3271
	W2	3072
	W3	2681
	W4	2378
	W5	2090
36C	W11	3297
	W12	3050
	W9	3050
	W8	2695
	W7	2131
18L	E5	2820
	E4	2582
	E8	2547
	E2	2114
36L	V3	3247
	V2	2748
	V1	2148

CAUTION: Do not mistake Highway (between RWYs 18R/36L and 18C/36C) for RWY 18C/36C.

TWY S7W is designated for crossing RWY 06/24 only.

Do not confuse RWY 36C with TWY B situated E of RWY 36C.

Do not confuse RWY 04/22 with TWY G situated E of RWY during approach.

When vacating RWY 27 via N3 for TWY A, take the first left turn on N3 to cross TWY B.

NOTE: Non-adherence to the procedures mentioned below leads to an unacceptable load for ATC and may result in the flight being refused to enter the CTR or being instructed to leave the CTR.

In these cases the pilot is obliged to inform ATC whether he will hold outside the CTR awaiting (re-)entry clearance or will divert to another aerodrome. In the latter case ATC shall be informed to which aerodrome the ACFT will divert.

All VFR flights within Schiphol CTR have to submit a flight plan which may not be sent by radio.

In accordance with the procedures, pilot must obtain:

- entry CLR prior to entering the CTR by submitting a request 2 MIN before reaching the CTR boundary, or
- start-up CLR from ATC before starting engines.

VFR flights to/from Schiphol AD shall be carried out via the VFR Sector, unless otherwise instructed by ATC or when approved by ATC on pilot's request.

VFR flights within the CTR may be instructed by ATC to stay clear of specified IFR areas.

When issuing the landing clearance, ATC shall inform pilots about the current surface wind direction and speed (including gusts >=5 KT). When the current surface wind speed is 20 KT or more, ATC shall report this information also on downwind. In case radio communication load becomes excessive, ATC may not report this information to ACFT facing a crosswind (including gusts) less than 20 KT upon landing.

VFR flights with permission to fly over Amsterdam may be instructed by ATC to stay within the Amsterdam Sector.

All aircraft performing VFR flights in the Schiphol CTR have to switch their landing lights on.

RWY Incursion Hot Spots

HS - Do not confuse RWY 18C with TWY D situated E of RWY 18C.

HS - 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. Displaced RWY end 36R is indicated by red lights across RWY. Do not cross displaced RWY end 36R.

HS - TWY G1 is located in close proximity to apron exit GD. Hold short of RWY 22 unless otherwise instructed by TWR.

VFR Inbound Flights

Contact SCHIPHOL TOWER 2 MIN before reaching the CTR boundary for permission to enter the CTR (abbreviated phraseology: aircraft identification and type, VFR to Schiphol, estimating VICTOR at..., ATIS information, for landing).

VICTOR Arrival

Approach the airport via the VFR Sector at 1000' or below and report over VICTOR.

The points VICTOR, ALPHA (abeam Nes a/d Amstel) and BRAVO (abeam church Bovenkerk) may be used as visual holding points (360° turn LEFT).

Execute a normal circuit unless a SHORT VFR APPROACH PATTERN (Threshold-baseleg or Midrunway-baseleg) is required by ATC or when approved by ATC on pilot's request.

Short VFR Approach Patterns

The short VFR Approach Patterns (Threshold-baseleg and Midrunway-baseleg) are based on a MAX TAS of 120 KT and "rate 2" turns. They are established to avoid traffic operation on other RWYs, to expedite traffic and for noise abatement purpose.

The short VFR circuit procedures shall be carried out as follows:

- **Threshold Baseleg**: An approach pattern, the baseleg of which is flown at 90° to the runway centre

line exactly opposite to the threshold;

- **Midrunway Baseleg**: An approach pattern, the baseleg of which is flown at 90° to the runway centre line and opposite to the approximate middle of the runway.

VFR go around

- Inform ATC immediately
- Join the circuit as soon as possible and execute another approach to the intended landing RWY
- In case of a go around during a VFR approach to RWY 22, make sure the flight path remains east of RWY 18L/36R in order to remain clear of other traffic.

K-Apron Procedures

K-Apron is not under ATC ground control.

Entering K-Apron

Pilots shall enter K-Apron via intermediate holding PSN GL.

At intermediate holding PSN GL, contact SCHIPHOL AMSTERDAM GENERAL AVIATION for ACFT stand allocation.

Self PRKG on all ACFT stands, nose in PRKG is mandatory. Contact ground handler if assistance is required.

A 180° turn using ACFT thrust is prohibited on all ACFT stands, ACFT will be turned by tow truck.

MAX wing-span: K41: 16m, K43: 17m, K75 - K78: 11m.

Leaving K-Apron

Pilots shall leave K-Apron via intermediate holding PSN GD.

VFR flights contact SCHIPHOL DELIVERY for start-up approval.

Contact SCHIPHOL AMSTERDAM GENERAL AVIATION to obtain approval to taxi to intermediate holding PSN GD.

Hold at intermediate holding PSN GD and contact SCHIPHOL GROUND for further taxi instructions.

NOTE: Taxiing is only allowed after the "ALL CLEAR" signal from the ground crew.

Taxiing from aircraft stand must commence within one minute after given approval from SCHIPHOL AMSTERDAM GENERAL AVIATION.

When leaving ACFT stands K20 - K28 and K35 - K38 use low power settings to avoid possible jet blast on adjacent aprons and service roads.

Exiting the K-Apron via intermediate holding PSN GL is prohibited.

VFR Outbound Flights

Report changes in ETD in excess of 30 MIN to the ATS reporting office. If ATD is not within 60 MIN after ETD, ATC will consider the flight plan as cancelled.

Pilots must have obtained a start-up clearance from ATC before starting engines. A request for start-up shall be made to SCHIPHOL DELIVERY. Clearance for start-up will either be issued immediately or at a specified time depending on traffic and/or main RWYs in use.

A request for start-up shall include: Aircraft identification and type, position, ATIS information, flight rules, destination, request start-up.

VICTOR Departure

After take-off climb to MAX 1000'. Join the VFR Sector within a distance of MAX 4 NM from the airport (point ALPHA) and report leaving the CTR over VICTOR.

Local and Crossing Flights

A clearance is required for all flights in the Schiphol CTR and shall depend on weather conditions, RWYs in use and traffic density.

VFR flights without a mode S transponder will not be admitted to the Schiphol CTR.

VFR Communication Failure Procedures

Select Transponder Code 7600.

If possible call Amsterdam ACC Supervisor on Tel: (020) 406 3999.

NOTE: Use TEL connection to mitigate COM failure only. All TEL calls will be automatically recorded.

If TEL connection is disconnected prematurely (before read-back), revert to COM failure procedures below.

VFR Outbound Flights

Adhere to departure instructions. If the departure instructions contain a clearance limit in the CTR, follow item "VFR crossing the CTR".

VFR Inbound Flights (via VICTOR Arrival)

a. In case of COM failure before joining the circuit, leave the CTR according to "VICTOR Departure" and divert to an appropriate aerodrome.

b. In case of COM failure over or after a position from where to join the circuit (this is past BRAVO), execute a circuit as short as practicable for the last received and acknowledged RWY/HEL spot.

c. If the RWY appears to be clear, make a full stop landing. Vacate RWY as soon as possible, otherwise go around and execute a similar circuit (be aware that the flight path could be interfere with the flight path of other traffic).

VFR Inbound Flights (via different routes to AD)

a. In case of COM failure before joining the circuit, follow item "VFR crossing the CTR".

b. In case of COM failure after joining the circuit, follow items "b" & "c" in paragraph "VFR Inbound Flights (via VICTOR Arrival)".

c. In case of COM failure overhead the AD centre, maintain ALT, proceed to BRAVO and follow "a" in paragraph "VFR Inbound Flights (via VICTOR Arrival).

VFR Inbound Flights (VFR go around)

- Join the circuit as soon as possible and execute another approach to the intended landing RWY
- In case of a go around during a VFR approach to RWY 22, make sure the flight path remains east of RWY 18L/36R in order to remain clear of other traffic.

VFR crossing the CTR

Leave the CTR via the shortest route (radial wise), maintain ALT until outside CTR, do not cross RWY centre

line or IFR areas and proceed to an appropriate aerodrome.

Cautions and Additional Information

Due to approaching IFR traffic the execution of VFR flights in the direct vicinity of the Schiphol CTR shall be avoided as much as possible. Pilots are strongly recommended to use the frequency monitoring code.

During APCH RWYs 04 and 22 pilots must be prepared for turbulence, wind shear and wind gradient (possibly simultaneously) due to the presence of large buildings and an engine run-up area underneath the circuits. Therefore, during APCH to RWY 04 or TKOF from RWY 22, handling ACFT may become rather difficult in the vicinity of the buildings SE of THR 04.

Pilots are advised to obtain information in the advance concerning ATC instructions to be expected and the resulting flight paths.

Pilots executing flight below Schiphol TMA 1 are requested not to operate at, or just below, an altitude of 1500'.

It is highly recommended to gather information regarding RWY in use at the AD, to stay clear of the IFR traffic on intermediate and final approach.

RWY availability: Under specific conditions, ATC may deviate from the restriction for departures on RWY 36R and arrivals on RWY 18L for slow VFR TFC only. TFC LDG on RWY 18L shall remain south of RWY 09/27.

Chart changes since cycle 17-2024

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
AMSTERDAM, (SCHIPHOL - EHAM)				
DEL	NEW AIRCRAFT STANDS A-APR...	10-8	23 Aug 2024	05 Sep 2024
DEL	NEW AIRCRAFT STANDS B-APR...	10-8B	23 Aug 2024	05 Sep 2024

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EHAM

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20241231

(11-4) ILS or LOC Rwy 22, (11-8) ILS or LOC Rwy 22 (Copter), (12-6) RNP Rwy 22 - Missed approach: no turn allowed before 1.2 NM prior Thr Rwy 22 due to cranes left of the final approach. Based on AIPSUP 004-24.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20241130

(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: Immediately
End Date: 20240802

(11-6) ILS OR LOC RWY 36C, (11-6) ILS OR LOC RWY 36C Jeppesen Commercial Airline chart (CAO) - Monday to Friday 0400-1600 - LOC minimums should read: DA/MDA(H) 400'(411'), RVR with ALS R1200m, TDZ or CL out R1200m, ALS out CAT CD R1900m. Based on NOTAM A1277/24.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20241130

(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'. (10-3M) Rwy 22 SID BERGI 2G amended: No turns allowed until 500'. Based on SUP 017-24.

Type: Terminal
Effectivity: Temporary
Begin Date: 20240902
End Date: 20241130

(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: 20240902
End Date: 20241130

(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.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20240902

(11-6) ILS or LOC Rwy 36C - LOC (GS out) minimums should read: DA/MDA(H) 420'(432') with ALS R1300m, TDZ or CL out R1300m, ALS out CAT C, D/DL R2000m. (12-9) RNP Rwy 36C - LNAV minimums should read:DA/MDA(H) 420'(432') with ALS R1300m, TDZ or CL out R1300m, ALS out CAT C, D/DL R2000m.

Type: Terminal
Effectivity: Temporary

Begin Date: Immediately
End Date: 20250101

(12-10) RNP RWY 36R - Minimums for LPV changed as follows: For CAT A DA(H) 243'(254'), RVR with ALS R600m, TDZ or CL out (1)R600m, ALS out R1300m, for CAT B DA(H) 253'(264'), RVR with ALS R600m, TDZ or CL out (1)R600m, for CAT C DA(H) 263'(274'), for CAT D/DL DA(H) 273'(284'), RVR with ALS R650m, TDZ or CL out (1)650m, ALS out R1400m. (1) Show ballnote: R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20250101

All SIDs Rwy 18L: Minimum climb gradient of 5.2% is required up to 500'. Based on SUP 025-24.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20240902

(11-1A) CAT II/III ILS RWY 06, CAT II ILS mnms changed as follows: CAT C DA(H) 93'(104'), CAT DDL RA 122' DA(H) 108'(119').

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

All SIDs and omnidirectional departures Rwy 36L only turn at or above 500' AMSL due to crane (based on SUP 002-24).

Type: Terminal (VFR)
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Until DEC 24 Construction works take place on AD, near RWY 06/24. Pls check current NOTAMs.

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 08 AUG 24 Hot Spot around RWY18C withdrawn, following corresponding Hot Spot text deleted: HS - Do not confuse RWY 18C with TWY D situated E of RWY 18C.

Chart Change Notices for Country NLD

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 20 MAY 21 FIS BEEK TOWER 119.480 chgd to BEEK APPROACH 123.980.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 20 MAY 21 FIS EELDE TOWER 118.705 chgd to EELDE APPROACH 120.305.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Text section 2.3.1.4 : EFF 08 AUG 24 FMC text chgd to: For all motorised ACFT flying below Schiphol TMA 1, TMA 7, TMA 8 and Rotterdam TMA 1 and 2, a frequency monitoring code has been established.