

1. GENERAL

Weather	RVR 550m or more and cloud base 200' or more	RVR less than 550m and/or cloud base less than 200'					
Wind component	Cross	Tail					
Braking action	Good	20 KT	7 KT	Cross	15 KT	Tail	7 KT
	Medium to good	10 KT			10 KT		
	Medium to poor		0 KT				0 KT
Poor	5 KT				5 KT		

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

1.3. LOW VISIBILITY PROCEDURES (LVP)

The ATC low visibility procedures are categorized in four phases (A, B, C, D), that are based on RVR values and cloud base. LVP become effective when the TDZ RVR equals or drops below 1500m and/or the cloud base is equal to or less than 300'. First, the minimum separation for arriving ACFT and the departure interval will be increased. Next, RWY use will be restricted. Ultimately (in phase C and D), only one RWY with ILS CAT III will be available for landing and one for departure.

Taxi guidance based on surface movement radar (SMR) information will be provided (shared pilot/ATC responsibility for routing and avoidance of inadvertent RWY entry in phase C & D).

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

If the SMR and/or the RWY stop bars are out of service, additional restrictions apply. If the RVR values drop below 200m and the SMR is out of service, the APT will ultimately be closed for all traffic (ATIS/RTF: "Schiphol below operational limits").

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

- Some RWY crossings are safeguarded under all visibility conditions. At these positions crossing of activated stop bars is also prohibited. Traffic may proceed only after ATC clearance and when the stop bar lights are switched off.
- During LVP taxi between Schiphol-Centre & Schiphol-East via RWY 18L/36R is only possible as follows:
 - from Schiphol-East to Schiphol-Centre taxi via twy E3 or G5.
 - from Schiphol-Centre to Schiphol-East taxi via twy E4 or E5.
- During LVP, Intersection departures are not allowed.

1.4. TAXI PROCEDURES

TAXI RULES:

- All ACFT give way to ACFT vacating RWYs.
 - All ACFT give way to ACFT on TWY A & B (except if first rule is applicable).
- For wing span restrictions refer to 10-9 charts.

1. GENERAL

1.5. PARKING INFORMATION

1.5.1. GENERAL

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

Self docking procedure (w/o marshaller or visual docking guidance system) on apron B implemented (except stands B31, B32 & B34). ACFT shall stop at the indicated stop position when the marking is in line with pilots eye view at an angle of 90° to the lead in line.

Push-pull for B757-200 and larger from stands E8, E18, H2, H4, on TWY A16 from stands E3, E5, E7, E9, F2, F4 and F6. On TWY A14 push-pull from stands E17 and E19. Push-pull for B757-200 and larger and MD11, but not for B747, B777, A300, A330 and A340 from stands E2, E4 and E6. Push-back on TWY A14 for ACFT up to including B737-900 from stand E3. Push-back on TWY A for B747, B777, A330, A340 and MD11 from stand F3.

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

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

1.5.2. VISUAL DOCKING GUIDANCE SYSTEMS

System	Operational on gates
SAFE DOCK	B9 thru B15, B17, B18, B19, D3, D4, D5, D7, D8, D10, D12, D14, D16, D18, D22, D24, D26, D28, D41A/B, D43A/B, D88, D90, D92 thru D95, E2 thru E9, E17 thru E20, E22, E24, E72, E75, E77, F3, F4, F5, F8, F9 and G2 thru G9.
SAFE GATE	D19, D21, D23, D25, D27, D29, D31.
SAFE GATE display, in combination with SAFE DOCK laser system	C18, D42, D44, D46 thru D49, D51A/B thru D57A/B, F2, F6 and F7.
AGNIS/PAPA	B51, B52, B53, B61, B62, B63, C4 thru C10, C12, H1 thru H7, S72, S74, S77, S79, S82, S84 and S87.

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

1.5.3. USE OF APU

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

1.6. OTHER INFORMATION

1.6.1. GENERAL

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

1.6.2. JETBLAST HAZARD

CAUTION: Jetblast hazard exists, when the following RWY combinations in use:
 - Departure RWY 18L with departure RWY 24.
 - Departure RWY 24 with landing RWY 36R.
 - Departure RWY 18L (E5) with landing RWY 27 or departure RWY 09.
 ATC will time all departures from RWY 18L, from RWY 24 and all heavy departures from RWY 24 (S6).

EHAM/AMS
SCHIPHOL

21 OCT 05 (10-1P3) EFF 27 OCT

JEPPERSEN AMSTERDAM, NETHERLANDS
AIRPORT BRIEFING

1. GENERAL

1.6.3. OPERATION OF MODE S TRANSPONDERS

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

Aviation of the Mode S transponder means selecting AUTO Mode, ON, XPNDR, or equivalent according to specific installation.
Selection of the STAND-BY Mode will NOT activate the Mode S transponder. Depending on the hardware configuration, selecting ON could override the required suppression of SSR replies and Mode S all-call replies when the transponder is on the ground.

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

EHAM/AMS
SCHIPHOL

20 OCT 06 (10-1P4) EFF 28 OCT

JEPPERSEN AMSTERDAM, NETHERLANDS
AIRPORT BRIEFING

2. ARRIVAL

2.1. APPROACH PROCEDURES

2.1.1. GENERAL

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

2.1.2. TRANSFER TO SCHIPHOL APPROACH

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

2.1.3. TRANSFER TO SCHIPHOL ARRIVAL

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

2.1.4. RNAV PROCEDURES

2.1.4.1. DURING NIGHT

The RNAV transition procedures for RWY 06 (11-2) or 18R (11-5) must be executed by all jet ACFT at NIGHT.

The transitions provide lateral guidance only, ATC will issue the clearance for further descent below FL 70 and the instruction to reduce speed below 250 KT. The descent from transition level or from 4000' or above begins at SOKSI for RWY 06 (11-2) and at NIRSI for RWY 18R (11-5). At ATC initiative a transition for RWY 18R via NARIX (11-5) from FL 60 or above may be available. The descent after SOKSI/NIRSI/NARIX is a low-noise continuous descent and at pilot's discretion. A published speed shall be reached at or before the position where the speed value applies.

The example of ATC instruction "Cleared for SOKSI Approach RWY 06" implies clearance to fly the published route and ILS approach to the relevant RWY.

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

ACFT with a cruising altitude below FL 70 and/or a cruising speed of less than 250 KT are exempted from the procedure. As a rule, these ACFT will be offered an ILS approach beginning at 3000'.

Flights departing from Rotterdam, Leiden (Valkenburg) or Lelystad inbound Schiphol are also exempted from flying transitions.

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

Upon request, operators using ACFT that meet following requirements will receive a temporary exemption allowing their pilots to continue flying the RNAV transitions during NIGHT:

RNAV equipment shall be certified, shall make use of a database, must be capable of applying turn anticipation at fly-by waypoints and must be capable of handling fly-by as well as fly-over waypoints in a mixed sequence.

2. ARRIVAL

2.1.4.2. DURING DAY

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

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

2.1.4.3. NON-RNAV EQUIPPED ACFT

Pilots shall inform ATC by use of the phrase "UNABLE (designator) TRANSITION (or APPROACH) DUE RNAV TYPE" if instructed to fly RNAV approach procedures. These ACFT will be guided by radar vectors or rerouted via conventional navigational aids.
 For NIGHT arrival operations with ACFT that are not equipped for TMA RNAV procedures, operators must hold a temporary exemption.

2.1.5. TRANSFER TO SCHIPHOL TOWER

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

2.2. SPEED RESTRICTIONS

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

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

2.3. NOISE ABATEMENT PROCEDURES

2.3.1. GENERAL

- Between 2300-0600LT for RWY 06 and RWY 18R RNAV low-noise procedures for Jet ACFT will be used, otherwise ACFT will be radar vectored towards interception of final leg at 3000'.
- Using a reduced flaps landing procedure is recommended. However, use of this procedure is subject to captain's decision and safety prevails at all times.
- Intercept ILS (or for non-precision approaches follow a descent path after interception of final leg) using minimum flap settings with landing gear retracted which will NOT be lower than 5.2% (3°).
- Select gear down after passing 2000'.
- Postpone the selection of the minimum certified landing flap setting until passing 1200'.
- ACFT executing a visual approach shall additionally intercept the final leg avoiding populated areas as much as possible.

2. ARRIVAL

2.3.2. USE OF RWYS

The most frequently used RWYs are 06, 18R, 36R, 18C, 36C & 27.
 Outside peak hours and during the NIGHT period a combination of 1 departure RWY and 1 landing RWY will be assigned. During outbound peak hours a combination of 2 departure RWYs and 1 landing RWY may be in use. During inbound peak hours a combination of 1 departure RWY and 2 landing RWYs may be in use.
 RWYs 18L & 36L are not available for arrivals.
 From 2300-0600LT RWYs 04/22, 09/27, 18C, 24 and 36R are not available for arrivals.

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

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

2.3.3. REVERSE THRUST

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

2.4. CAT II/III OPERATIONS

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

2.5. RWY OPERATIONS

2.5.1. REDUCING RWY OCCUPANCY TIMES (ROT)

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

Available RWY length and indicated ACFT types:

	LIGHT ACFT		MEDIUM ACFT		HEAVY ACFT		Total RWY length
RWY	Exit TWY	avail length	Exit TWY	avail length	Exit TWY	avail length	
06	S3	4921'/1500m	S4	7054'/2150m	S4	7054'/2150m	10,663'/3250m
					S6	9022'/2750m	
					S7*	10,171'/3100m	
18C	W6	4593'/1400m	W7	6398'/1950m	W8	8202'/2500m	10,827'/3300m
27	N2	3927'/1200m	N3	5577'/1700m	N4	7382'/2250m	11,319'/3450m
36C	W5*	4921'/1500m	W3	6562'/2000m	-	-	9350'/2850m
36R	E1	4429'/1350m	E2	6070'/1850m	E4*	8038'/2450m	9268'/2825m
					E5*	8858'/2700m	

* Right angle

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

2. ARRIVAL

2.6. TAXI PROCEDURES

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

RWYs	Frequency
06/24	121.7
04/22	121.8
09/27	
18L/56R	
18C/36C	
18R	121.9

Routing instructions via North: Taxi via TWY A and Northside of APT.
 Routing instructions via South: Taxi via TWY S.

ACFT shall follow the main taxi lines and adhere to the route-indications for the apron and the stand. ACFT may only leave the TWY centerline after visual contact with the marshaller or the activated visual docking guidance system has been established.

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

3. DEPARTURE

3.1. DE-ICING

3.1.1. REMOVE DE-ICING

- A de-icing ramp is available:
- between TWYs A and B between TWYs A12 and A13 at positions P1, P2 and P3,
 - West from holding RWY 36C at positions P4 and P5,
 - on TWY VS at positions P6 and P7,
 - on TWY A12 at position P8,
 - between stands B71 and B72 at position P9,
 - on J-Apron at positions P10 and P11.

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

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

3.2.1. CLEARANCE DELIVERY AND START-UP PROCEDURES

Enroute clearance shall be requested to SCHIPHOL Delivery max 20 minutes prior to estimated off block time (EOBT) or 35 minutes prior to calculated take-off time (CTOT).
 In order to reduce radio telephony load on SCHIPHOL Delivery, pilots are strongly requested, after having obtained and read back the enroute clearance, to switch without ATC instructions to SCHIPHOL Start-up.

A request for start-up shall be made to SCHIPHOL Start-up after all preparations for departure have been made (doors closed, enroute clearance received and if necessary push-back truck connected etc.) and shall include:

- ACFT identification,
- stand position,
- ATIS information,
- request start-up.

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

3. DEPARTURE

3.2.2. PUSH-BACK AND TAXI PROCEDURES

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

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

Pilots may expect instructions to change ground control frequency. Pilots shall not change frequency without ATC instructions.

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

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

Routing instructions via North: Taxi via TWY B and Northside of APT.
 Routing instructions via South: Taxi via TWY A and S.

3.3. SPEED RESTRICTIONS

MAY 250 KT below FL 100.

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. GENERAL

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

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

Take-off to 1500'	Take-off power Speed at V ₂ + 10 KT to 20 KT (or as limited by body angle) Flaps - set as appropriate
1500' - 3000'	Climb power Speed at V ₂ + 10 KT to 20 KT Flaps - maintain previous setting
After passing 3000'	Retract flaps on scheduled and assume normal enroute climb.
3000' - FL 100	MAX 250 KT

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

3. DEPARTURE

3.4.2. USE OF RWYS

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

3.5. RWY OPERATIONS

3.5.1. REDUCING RWY OCCUPANCY TIMES (ROT)

ATC expect ACFT to enter the RWY at a suitable angle to quickly line-up on the centerline and if necessary continue with a rolling take-off. If unable to comply and particularly if requiring additional time pilots should advise ATC on arrival at the holding point. ACFT requiring to enter the RWY at right angles to use the full length of a RWY pilots should advise ATC on arrival at the holding point. ATC may re-order the departure sequence at the holding point or by using intersection take-offs. Pilots unable to accept intersection take-offs should advise ATC when taxiing.

3.5.2. OPERATIONAL USE OF INTERSECTION TAKE-OFFS

In principle all jet ACFT must use the full RWY length available for noise abatement reasons. ATC may assign an intersection take-off to any ACFT for operational reasons (e.g. sequencing due to lack of holding area or to avoid jet blast in intersecting RWYs).

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

1. GENERAL

1.1. ATIS

D-ATIS Arrival 108.4 132.97
 D-ATIS Departure 122.2

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

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

1.2.2. ACFT CLASSIFIED ACCORDING TO ICAO ANNEX 16

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

ACFT for which the margin of the sum of the three certification noise levels, relative to the sum of the three applicable ICAO Annex 16 Chapter 3 certification noise limits, is less than 5 EPNdB:

- For ACFT equipped with engines with bypass ratio ≤ 3 , new operations are not allowed.
- For ACFT equipped with engines with bypass ratio ≤ 3 , take-off and landing is not allowed between 1800-0800LT.
- For ACFT equipped with engines with bypass ratio > 3 , it is not allowed to plan take-off between 2300-0600LT.

1.2.3. PREFERENTIAL RWY SYSTEM

1.2.3.1. GENERAL

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

- When approach facilities on the selected RWY are not suitable for operations in the prevailing weather.
 - When crosswind components do not meet the given limits for any RWY combination.
 - When braking action on RWYs is below certain standards.
 - When heavy showers are observed or wind shear is reported in the vicinity of the APT.
- The use of a non-preferential RWY for take-off and landing is not permitted unless specifically requested for safety reasons by the pilot. However, if a pilot decides that a different landing RWY should be used for safety reasons, ATC will assign that RWY (air traffic or other conditions permitting).

1.2.3.2. WIND CRITERIA

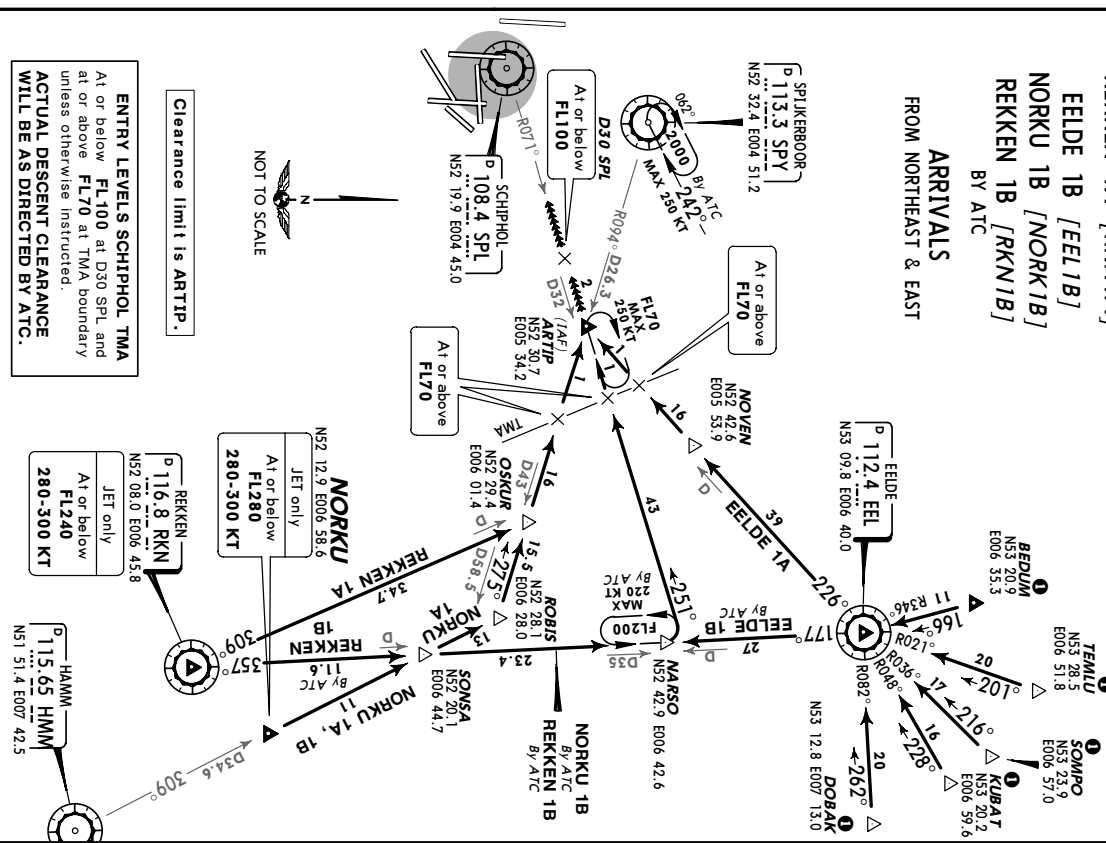
In selecting the RWY combination to be used from the preferential RWY system, ATC shall apply the wind speed criteria as have been stated in the table below. In applying these wind criteria, gusts below 10 Kt shall not be taken into account. If the actual wind speed values exceed the wind speed criteria, ATC may apply higher crosswind and/or tailwind values in order to assign a RWY combination. Accepting a RWY is a pilot's decision. If a pilot, prompted by safety concerns, requests another RWY for landing, this request will be granted when possible. In that case, the pilot must submit a written report (the operator is responsible for proper reporting procedures).

EHAM/AMS
SCHIPHOL
 16 SEP 05 (10-2) **EFF 29 Sep** **STAR**

D-ATIS 108.4 132.97	Apr Elev -11'	Air Set: hPa Flights inbound EHAM departing from airports situated in the AMSTERDAM FIR and intending to operate at or below 3000' should obtain an arrival slot from SCHIPHOL APP before departure.	Trans level: By ATC Trans alt: 3000'
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ARRIVALS
FROM NORTHEAST & EAST

EELDE 1A [EEL1A]
NORKU 1A [NORK1A]
REKKEN 1A [RKN1A]
EELDE 1B [EEL1B]
NORKU 1B [NORK1B]
REKKEN 1B [RKN1B]
 BY ATC

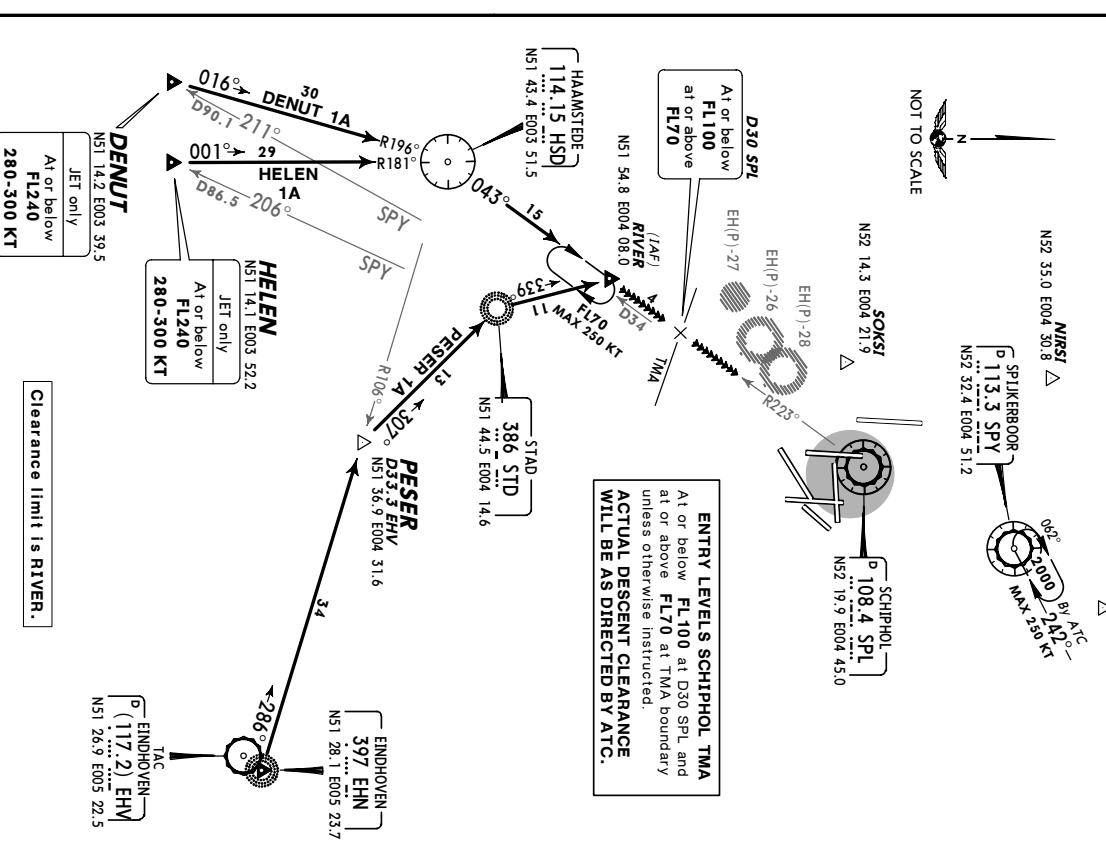


EHAM/AMS
SCHIPHOL
 16 SEP 05 (10-2A) **EFF 29 Sep** **STAR**

D-ATIS 108.4 132.97	Apr Elev -11'	Air Set: hPa Flights inbound EHAM departing from airports situated in the AMSTERDAM FIR and intending to operate at or below 3000' should obtain an arrival slot from SCHIPHOL APP before departure.	Trans level: By ATC Trans alt: 3000'
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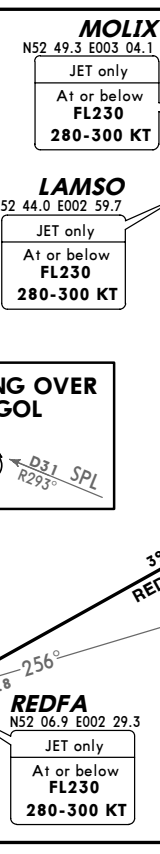
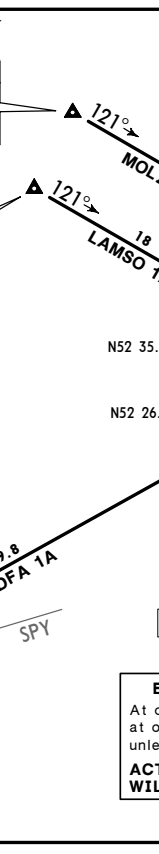
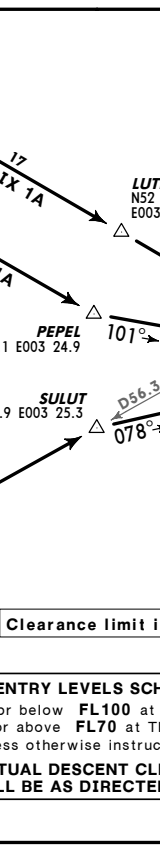
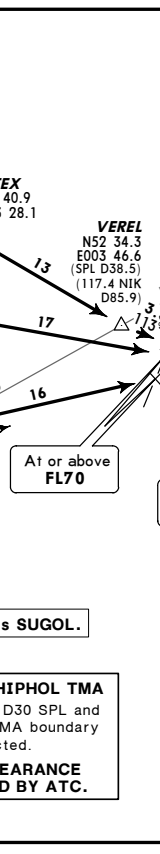
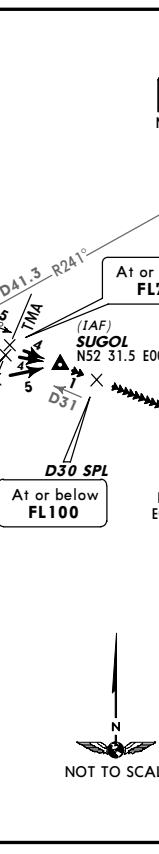
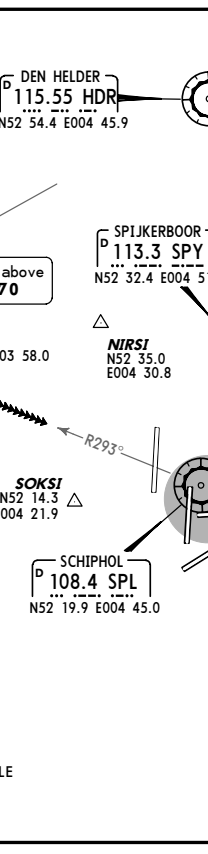
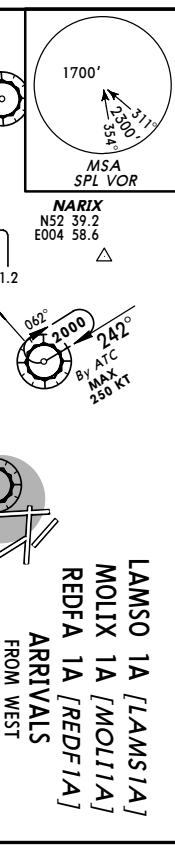
ARRIVALS
FROM SOUTH

DENUT 1A [DENUT1A]
HELEN 1A [HELE1A]
PESER 1A [PESE1A]



EHAM/AMS
SCHIPHOL
 16 SEP 05 (10-2B) EFF 29 SEP STAR

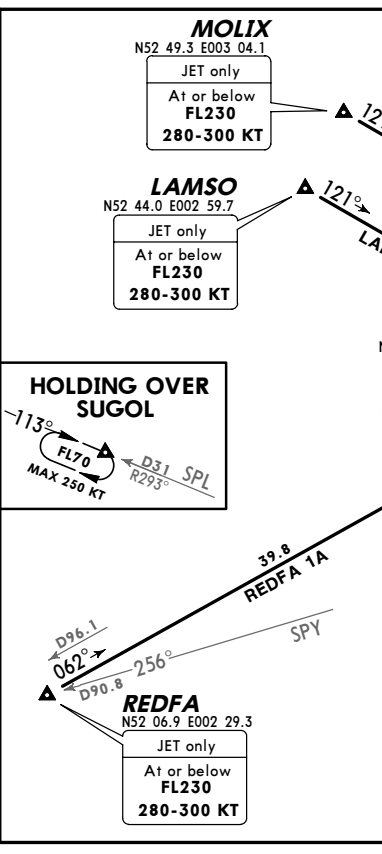
D-ATIS 108.4	Api Elev -11'	At Set: hPa Flights inbound EHAM departing from airports situated in the AMSTERDAM FIR and intending to operate at or below 3000' should obtain an arrival slot from SCHIPHOL APP before departure.
132.97		Trans level: By ATC Trans alt: 3000'



CHANGES: STARS reindexed. © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

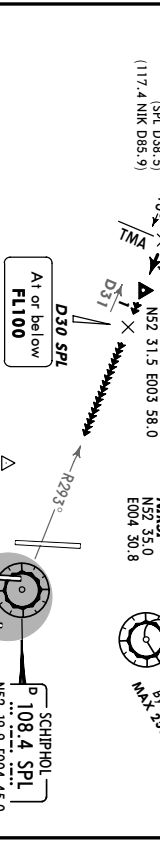
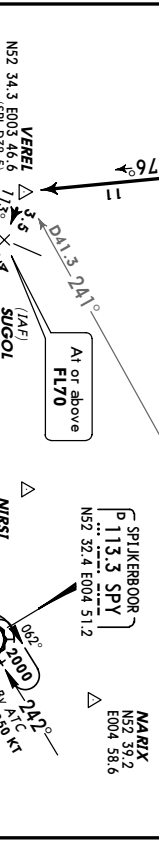
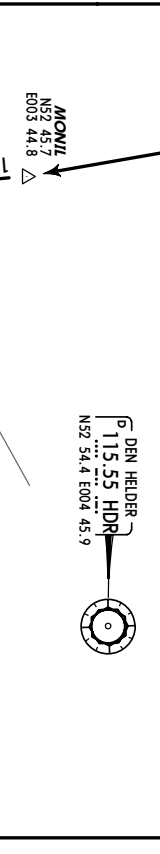
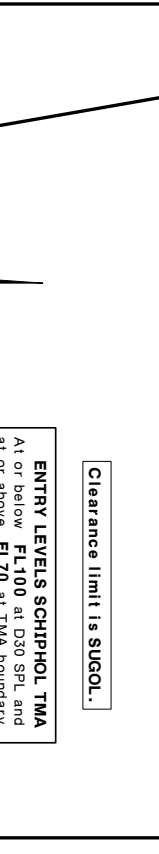
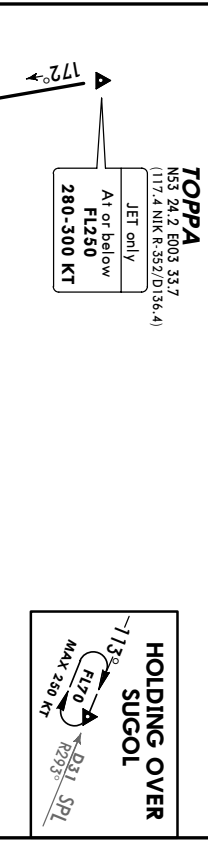
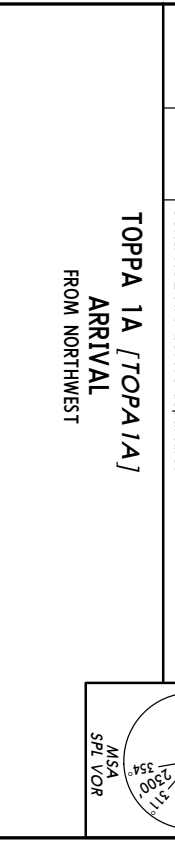
Clearance limit is SUGOL.

ENTRY LEVELS SCHIPHOL TMA
 At or below FL100 at D30 SPL and at or above FL70 at TMA boundary unless otherwise instructed.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.



EHAM/AMS
SCHIPHOL
 16 SEP 05 (10-2C) EFF 29 SEP STAR

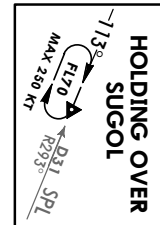
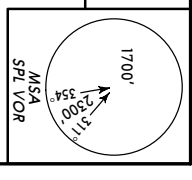
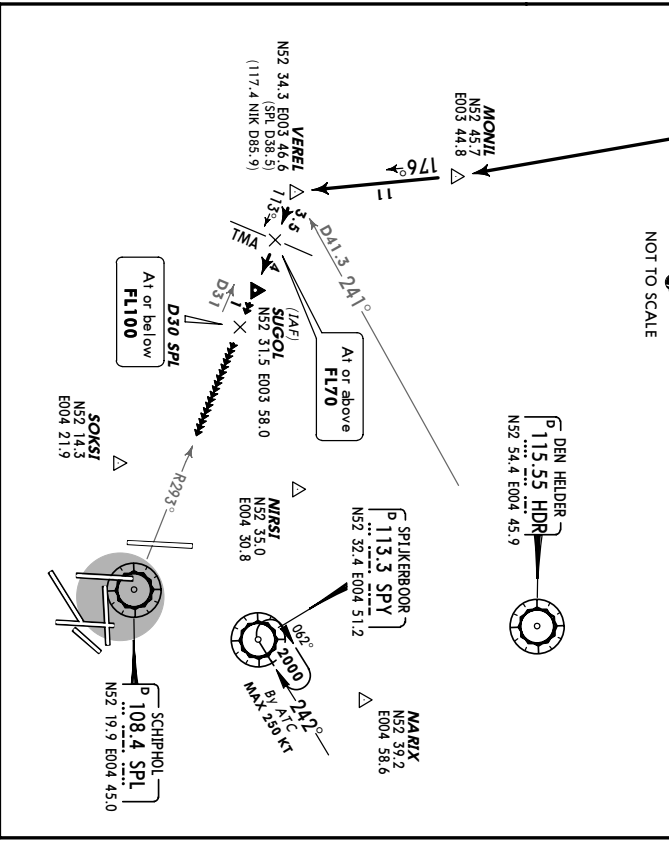
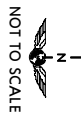
D-ATIS 108.4	Api Elev -11'	At Set: hPa Flights inbound EHAM departing from airports situated in the AMSTERDAM FIR and intending to operate at or below 3000' should obtain an arrival slot from SCHIPHOL APP before departure.
132.97		Trans level: By ATC Trans alt: 3000'



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Clearance limit is SUGOL.

ENTRY LEVELS SCHIPHOL TMA
 At or below FL100 at D30 SPL and at or above FL70 at TMA boundary unless otherwise instructed.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.



EHAM/AMS
 SCHIPHOL

20 OCT 06 (10-3) **EFF 26 Oct** **SID**
JEPPESANAMSTERDAM, NETHERLANDS

SID DESIGNATION	REFER TO CHART
ANDIK 2E, 1F	10-3B
ANDIK 1G, 1N	10-3C
ANDIK 1R, 1T	10-3D
ANDIK 1S, 2X	10-3E
ARNEM 2E, 1F	10-3F
ARNEM 1G, 1N, 1P	10-3G
ARNEM 1R, 1T	10-3H
ARNEM 1S, 2X	10-3J
BERGI 2E, 1F	10-3K
BERGI 1G, 1N, 1P	10-3L
BERGI 1R, 1S	10-3M
BERGI 2V, 1Z	10-3N
BERGI 2X	10-3P
GORLO 1F, 1N	10-3Q
GORLO 1P, 1R	10-3S
GORLO 2V, 1Z	10-3T
LEKKO 2E, 1F	10-3U
LEKKO 1G, 1N, 1P	10-3V
LEKKO 1R, 1S, 1T	10-3V1
LEKKO 1V, 1Z	10-3V2
LEKKO 2W, 2X	10-3V3
LOPIK 2E, 1F	10-3V4
LOPIK 1G, 1N, 1P	10-3V5
LOPIK 1R, 1S	10-3V6
LOPIK 1V, 1Z	10-3V7
LOPIK 2W, 2X	10-3V8
PAM 1P, 2W	10-3W
PAM 1V, 1Z	10-3X
SPY 1P, 1S, 1V	10-3X1
SPY 2W, 2X	10-3X2
VALKO 2E, 1G	10-3X3
VALKO 1N, 1S	10-3X4
VALKO 2X	10-3X5
CONTINUATION AFTER ANDIK	10-3X6
CONTINUATION AFTER ARNEM & PAM	10-3X7
CONTINUATION AFTER LEKKO & LOPIK	10-3X8

EHAM/AMS
 SCHIPHOL

20 OCT 06 (10-3A) **EFF 26 Oct** **SID**
JEPPESANAMSTERDAM, NETHERLANDS

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, call sign, current altitude, SID and additional instructions, e.g. altitude restrictions. If a flight is cleared on a heading for initial departure, the heading shall be used instead of the SID.

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

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

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

Intercept radials at an angle of 45°.

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

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

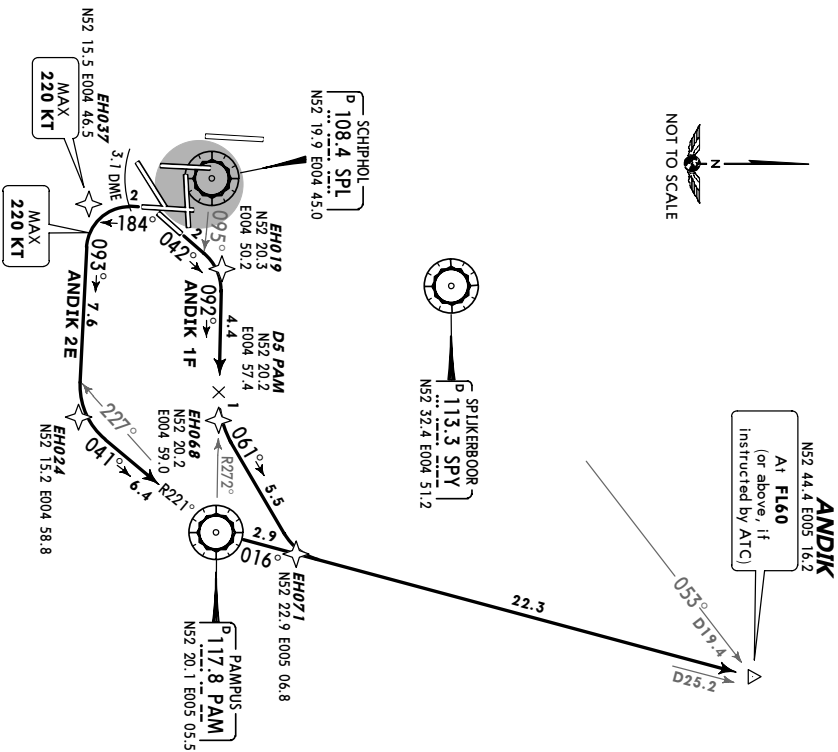
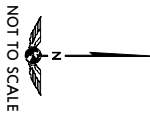
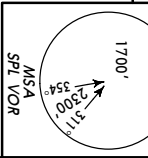
RWYs 18L, 18C, 36L, 36C:
 Expect additional departure instructions from Tower during independent parallel departure operations.

EHAM/AMS
SCHIPHOL

JEPPESSENAMSTERDAM, NETHERLANDS
 27 JAN 06 (10-3B) **SID**

SCHIPHOL Departure (R) 119.05
 Aprt Elev -111' Trans level: By ATC Trans alt: 3000'
 For departure instructions refer to 10-3A.

ANDIK 2E [ANDI2E], ANDIK 1F [ANDI1F]
RWYS 18L, 04 DEPARTURES
SPEEDS MAX 250 KT BELOW FL100



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

ROUTING

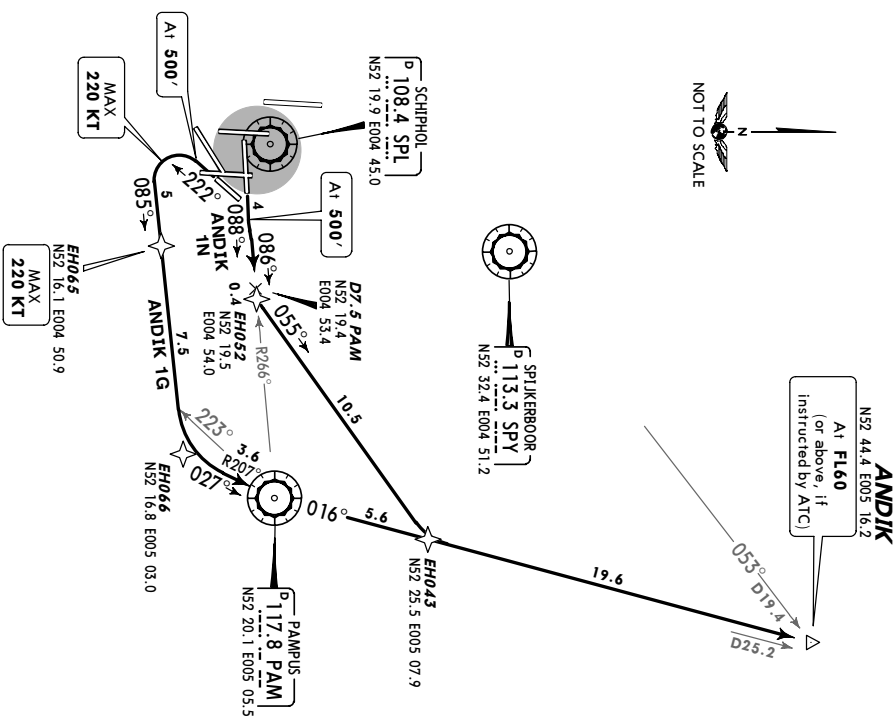
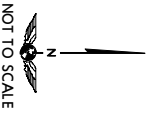
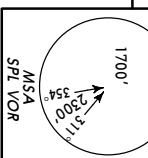
SID	RWY	ROUTING
ANDIK 2E	18L	184° track, at SPL 3.1 DME turn LEFT, 093° track, at PAM R-227 turn LEFT, intercept PAM R-221 inbound to PAM, PAM R-016 to ANDIK. RNAV: THR 18L - EH037 (K220-) - EH024 - PAM - ANDIK (FL60).
ANDIK 1F	04	042° track, at SPL R-095 turn RIGHT, intercept PAM R-272 inbound to D5 PAM, turn LEFT, 061° track, intercept PAM R-016 to ANDIK. RNAV: THR 04 - EH019 - EH068 - EH071 - ANDIK (FL60).

EHAM/AMS
SCHIPHOL

JEPPESSENAMSTERDAM, NETHERLANDS
 27 JAN 06 (10-3C) **SID**

SCHIPHOL Departure (R) 119.05
 Aprt Elev -111' Trans level: By ATC Trans alt: 3000'
 For departure instructions refer to 10-3A.

ANDIK 1G [ANDI1G], ANDIK 1N [ANDI1N]
RWYS 22, 09 DEPARTURES
SPEEDS MAX 250 KT BELOW FL100



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

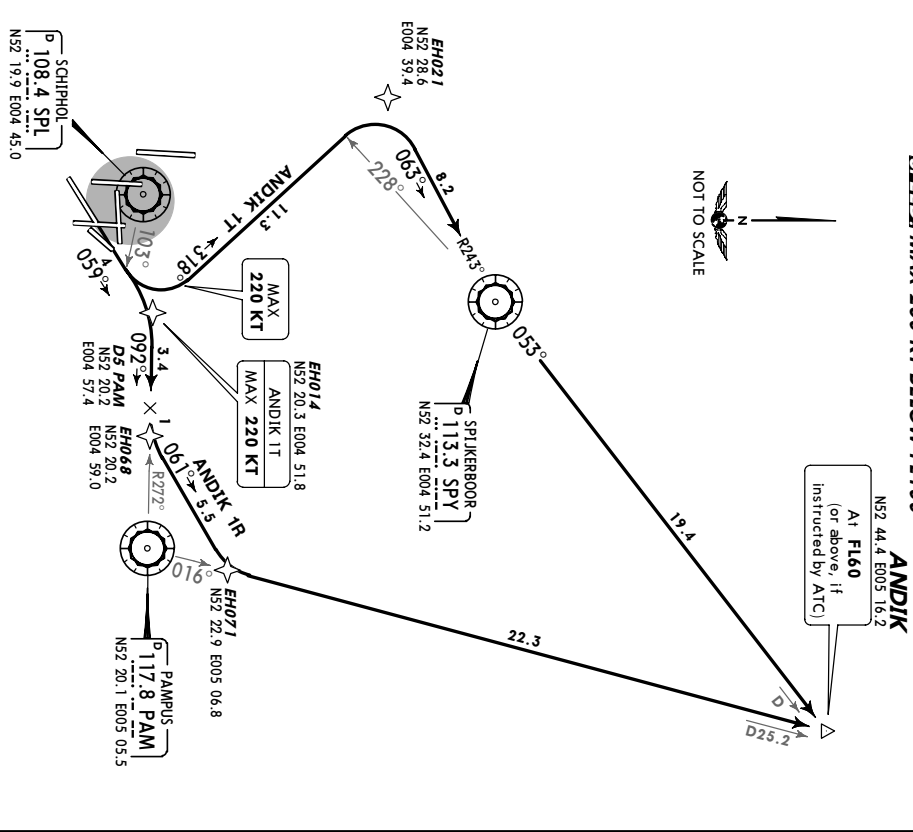
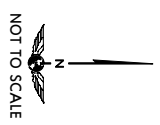
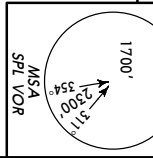
ROUTING

SID	RWY	ROUTING
ANDIK 1G	22	Climb on 222° track, at 500' turn LEFT, 085° track, at PAM R-223 turn LEFT, intercept PAM R-207 inbound to PAM, PAM R-016 to ANDIK. RNAV: THR 22 - (500') - EH065 (K220-) - EH066 - PAM - ANDIK (FL60).
ANDIK 1N	09	Climb on 088° track, at 500' turn LEFT, intercept PAM R-266 inbound to D7.5 PAM, turn LEFT, 055° track, intercept PAM R-016 to ANDIK. RNAV: THR 09 - (500') - EH052 - EH043 - ANDIK (FL60).

EHAM/AMS
SCHIPHOL
 8 SEP 06 **(10-3D)**
JEPPESEN AMSTERDAM, NETHERLANDS
SID

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

ANDIK 1R [ANDI1R], ANDIK 1T [ANDI1T]
RWY 06 DEPARTURES
 FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
 REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
 THEN CONTACT SCHIPHOL DEPARTURE
SPEEDS MAX 250 KT BELOW FL100



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

ROUTING

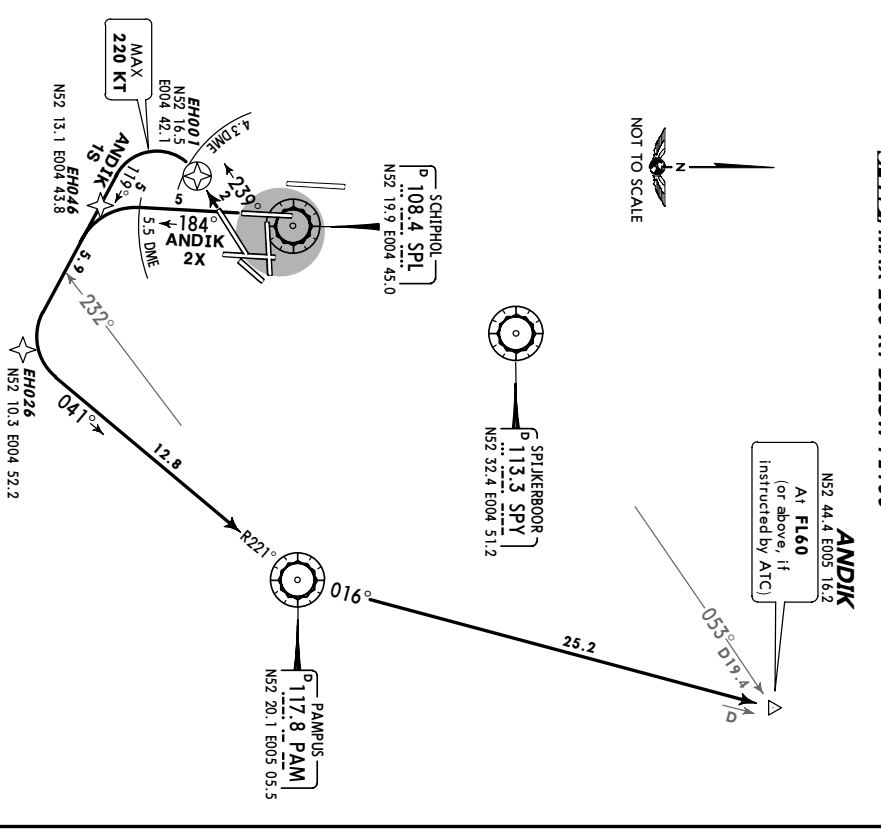
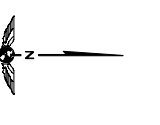
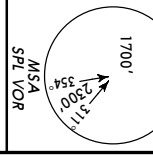
SID	RWY	ROUTING
ANDIK 1R	06	059° track, at SPL R-103 turn RIGHT, intercept PAM R-272 inbound to D5 PAM, turn LEFT, 061° track, intercept PAM R-016 to ANDIK. (FL60) .
ANDIK 1T	06	059° track, at SPL R-103 turn LEFT, 318° track, at SPY R-453 to ANDIK. (FL60) . Intercept SPY R-243 inbound to SPY, SPY R-453 to ANDIK. (FL60) . RNAV: THR 06 - EH014 (K220) - EH021 - SPY - ANDIK. (FL60) .

① Jet aircraft only between 0600-2300L.T. ② Only jet aircraft between 2300-0600L.T.
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EHAM/AMS
SCHIPHOL
 8 SEP 06 **(10-3E)**
JEPPESEN AMSTERDAM, NETHERLANDS
SID

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

ANDIK 1S [ANDI1S], ANDIK 2X [ANDI2X]
RWYS 24, 18C DEPARTURES
 FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
 REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
 THEN CONTACT SCHIPHOL DEPARTURE
SPEEDS MAX 250 KT BELOW FL100



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

ROUTING

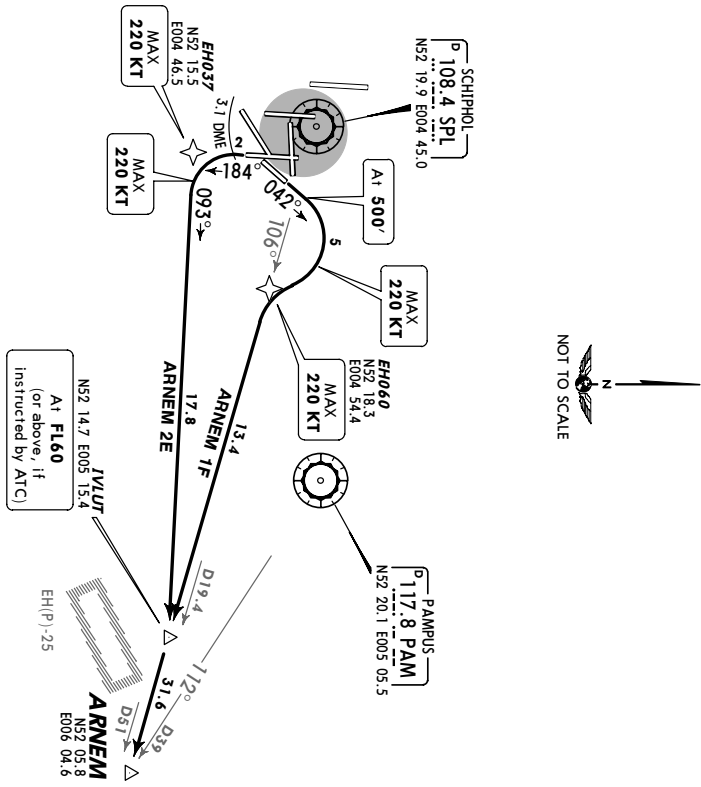
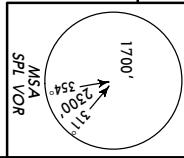
SID	RWY	ROUTING
ANDIK 1S	24	239° track, at SPL 4.3 DME turn LEFT, 119° track, at PAM R-232 turn LEFT, intercept PAM R-221 inbound to PAM, PAM R-016 to ANDIK. (FL60) . RNAV: THR 24 - EH001 - EH026 - PAM - ANDIK. (FL60) .
ANDIK 2X	18C	184° track, at SPL 5.5 DME turn LEFT, 119° track, at PAM R-232 turn LEFT, intercept PAM R-221 inbound to PAM, PAM R-016 to ANDIK. (FL60) . RNAV: THR 18C - EH046 - EH026 - PAM - ANDIK. (FL60) .

① Jet aircraft only between 0600-2300L.T. ② Only jet aircraft between 2300-0600L.T.
 CHANGES: Reference note, turning point RWY 24. © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

EHAM/AMS
SCHIPHOL
 27 JAN 06 (10-3F)
JEPPRESEN AMSTERDAM, NETHERLANDS
SID

SCHIPHOL Departure (R) 119.05
 Aprt Elev -11'
 Trans level: By ATC Trans alt: 3000'
 For departure instructions refer to 10-3A.

ARNEM 2E [ARNE2E], ARNEM 1F [ARNE1F]
RWYS 18L, 04 DEPARTURES
SPEEDS MAX 250 KT BELOW FL100



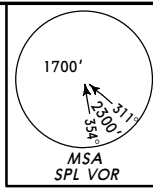
Initial climb clearance **FL60** higher level only when cleared by ATC

SID	RWY	ROUTING
ARNEM 2E	18L	184° track, at SPL 3.1 DME turn LEFT, 093° track to IVLUT, intercept SPL R-106 to ARNEM. RNAV: THR 18L - EH037 (K220-) - IVLUT (FL60) - ARNEM.
ARNEM 1F	04	Climb on 042° track, at 500' turn RIGHT, intercept SPL R-106 via IVLUT to ARNEM. RNAV: THR 04 - (500') - EH060 (K220-) - IVLUT (FL60) - ARNEM.

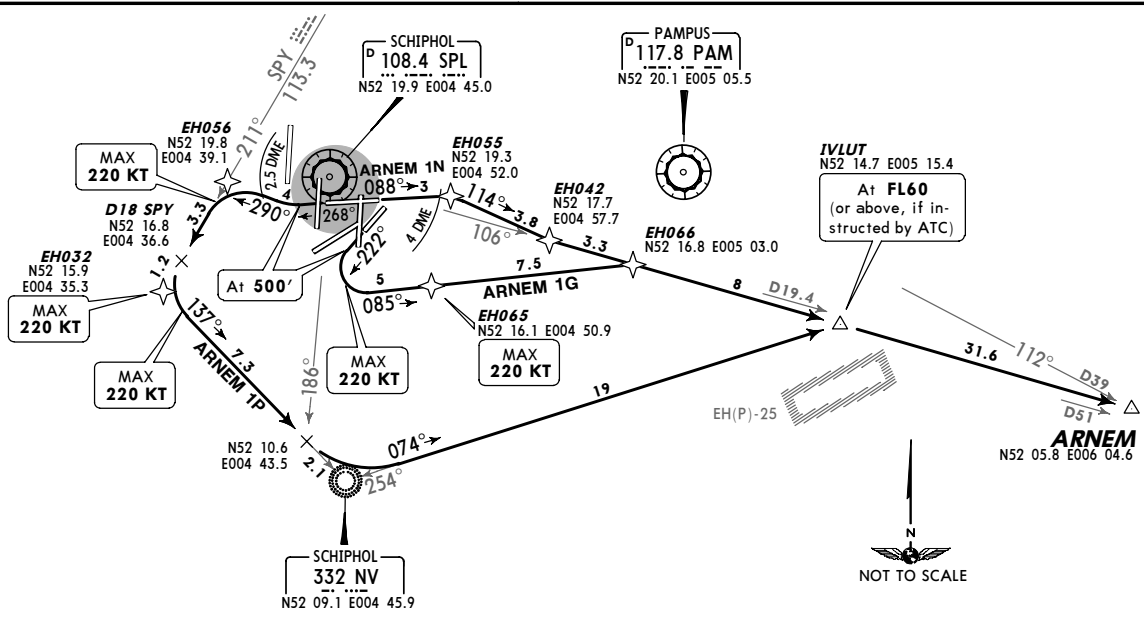
CHANGES: SIDs transferred; chart redrawn. © JEPPRESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

EHAM/AMS
SCHIPHOL
 27 JAN 06 (10-3G)
JEPPRESEN AMSTERDAM, NETHERLANDS
SID

SCHIPHOL Departure (R) 119.05
 Aprt Elev -11'
 Trans level: By ATC Trans alt: 3000'
 For departure instructions refer to 10-3A.



ARNEM 1G [ARNE1G], ARNEM 1N [ARNE1N]
ARNEM 1P [ARNE1P]
RWYS 22, 09, 27 DEPARTURES
SPEEDS MAX 250 KT BELOW FL100



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

SID	RWY	ROUTING
ARNEM 1G	22	Climb on 222° track, at 500' turn LEFT, 085° track, intercept SPL R-106 to ARNEM. RNAV: THR 22 - (500') - EH065 (K220-) - EH066 - IVLUT (FL60) - ARNEM.
ARNEM 1N	09	088° track, at SPL 4 DME turn RIGHT, 114° track, intercept SPL R-106 via IVLUT to ARNEM. RNAV: THR 09 - EH055 - EH042 - IVLUT (FL60) - ARNEM.
ARNEM 1P	27	Climb on 268° track, at 500' turn RIGHT, 290° track, at SPL 2.5 DME turn LEFT, intercept SPY R-211 to D18 SPY, turn LEFT, intercept 137° bearing towards NV, at SPL R-186 turn LEFT, intercept 074° bearing from NV to IVLUT, intercept SPL R-106 to ARNEM. RNAV: THR 27 - (500') - EH056 - EH032 (K220-) - NV - IVLUT (FL60) - ARNEM.

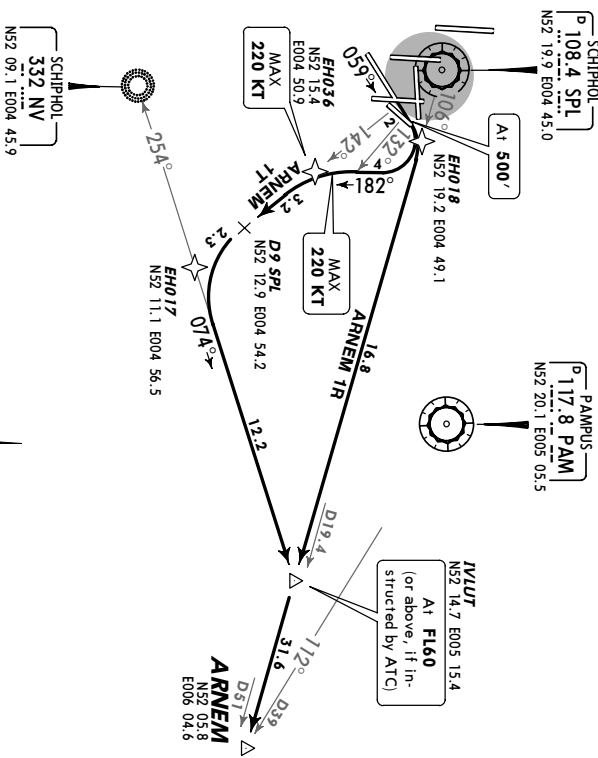
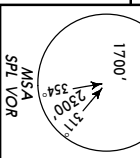
CHANGES: SIDs transferred; chart redrawn. © JEPPRESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
 8 SEP 06 (10-31)
SID

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

ARNEM 1R [ARNE1R], ARNEM 1T [ARNE1T]
RWY 06 DEPARTURES
 FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
 REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
 THEN CONTACT SCHIPHOL DEPARTURE
SPEEDS MAX 250 KT BELOW FL100



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

ROUTING

SID	ROUTING
ARNEM 1R 1	Climb on 059° track, at 500' turn RIGHT, intercept SPL R-106 via IVLUT to ARNEM. RNAV: THR 06 - EH018 - IVLUT (FL60) - ARNEM.
ARNEM 1T 2	Climb on 059° track, at 500' turn RIGHT, 182° track, at SPL R-132 turn LEFT, intercept SPL R-142 to D9 SPL, turn LEFT, intercept 074° bearing from NV to IVLUT, intercept SPL R-106 to ARNEM. RNAV: THR 06 - (500') - EH036 (K220-) - EH017 - IVLUT (FL60) - ARNEM.

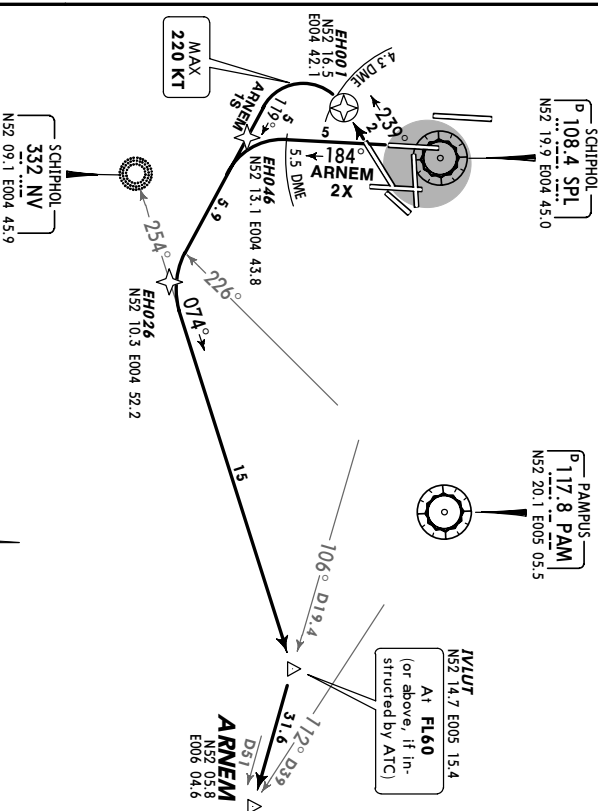
1 Jet aircraft only between 0600-2300LT. 2 Only jet aircraft between 2300-0600LT.
 CHANGES: Reference note. © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
 8 SEP 06 (10-31)
SID

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

ARNEM 1S [ARNE1S], ARNEM 2X [ARNE2X]
RWYS 24, 18C DEPARTURES
 FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
 REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
 THEN CONTACT SCHIPHOL DEPARTURE
SPEEDS MAX 250 KT BELOW FL100



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

ROUTING

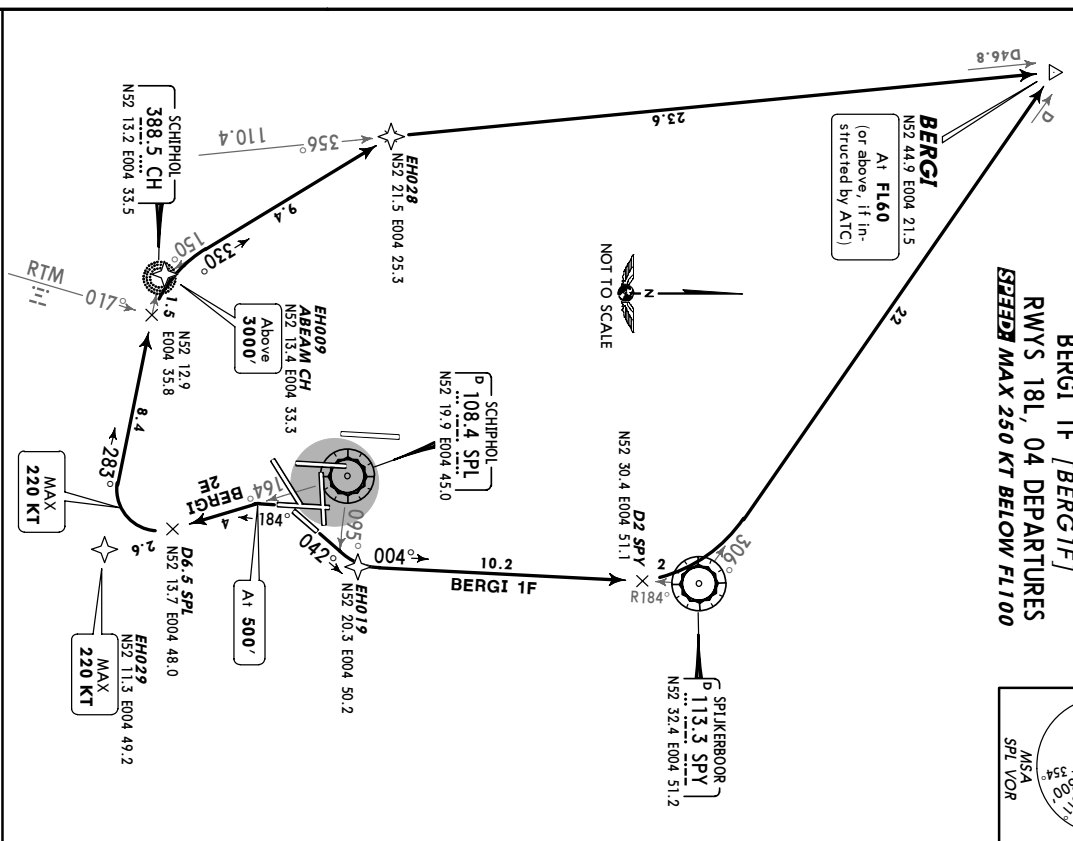
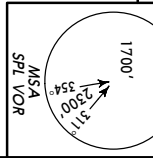
SID	RWY	ROUTING
ARNEM 1S	24	239° track, at SPL 4.3 DME turn LEFT, 119° track, at PAM R-226 turn LEFT, intercept 074° bearing from NV to IVLUT, intercept SPL R-106 to ARNEM. RNAV: THR 24 - EH001 - EH026 - IVLUT (FL60) - ARNEM.
ARNEM 2X	18C	184° track, at SPL 5.5 DME turn LEFT, 119° track, at PAM R-226 turn LEFT, intercept 074° bearing from NV to IVLUT, intercept SPL R-106 to ARNEM. RNAV: THR 18C - EH046 - EH026 - IVLUT (FL60) - ARNEM.

CHANGES: Reference note, turning point RWY 24. © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

EHAM/AMS
SCHIPHOL
 27 JAN 06 (10-31)
JEPPESSEN AMSTERDAM, NETHERLANDS
SID

SCHIPHOL Departure (R) 121.2
 Aprt Elev -111'
 Trans level: By ATC Trans alt: 3000'
 For departure instructions refer to 10-3A.

BERGI 2E [BERG2E]
BERGI 1F [BERG1F]
 RWYS 18L, 04 DEPARTURES
SPEED MAX 250 KT BELOW FL100



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

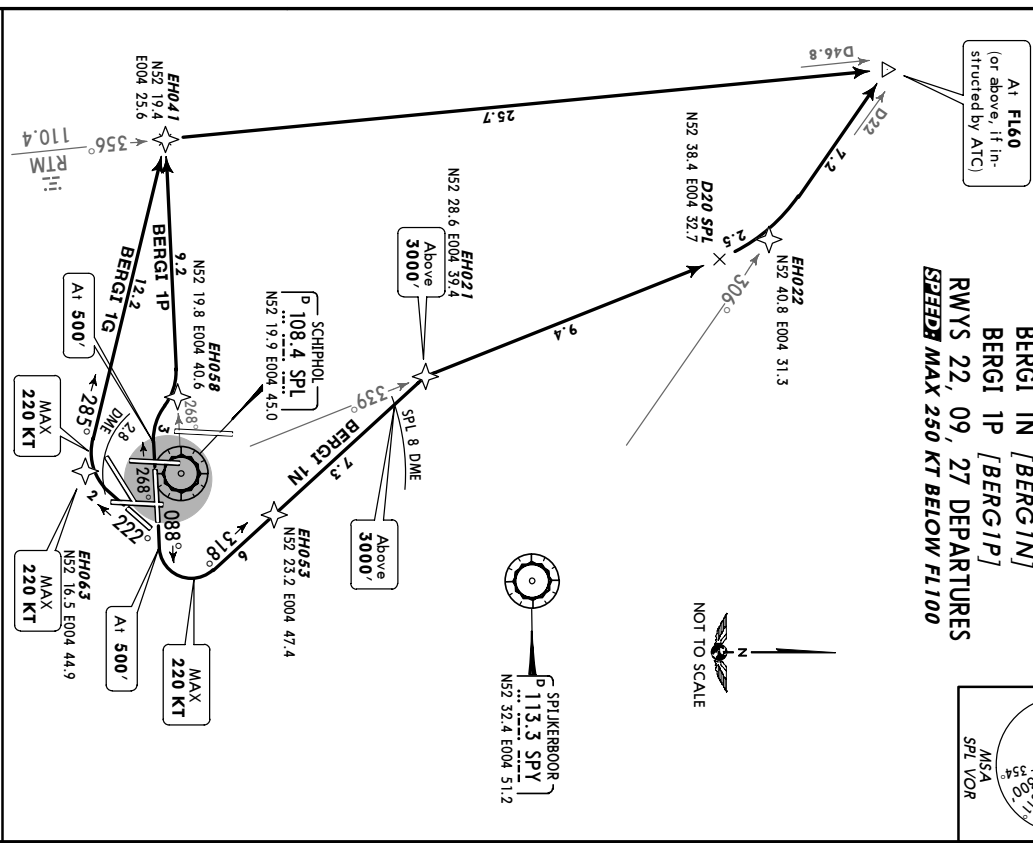
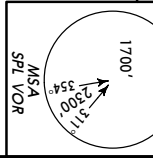
SID	RWY
BERGI 2E	18L
BERGI 1F	04

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EHAM/AMS
SCHIPHOL
 27 JAN 06 (10-31)
JEPPESSEN AMSTERDAM, NETHERLANDS
SID

SCHIPHOL Departure (R) 121.2
 Aprt Elev -111'
 Trans level: By ATC Trans alt: 3000'
 For departure instructions refer to 10-3A.

BERGI 1G [BERG1G]
BERGI 1N [BERG1N]
BERGI 1P [BERG1P]
 RWYS 22, 09, 27 DEPARTURES
SPEED MAX 250 KT BELOW FL100



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

SID	RWY
BERGI 1G	22
BERGI 1N	09
BERGI 1P	27

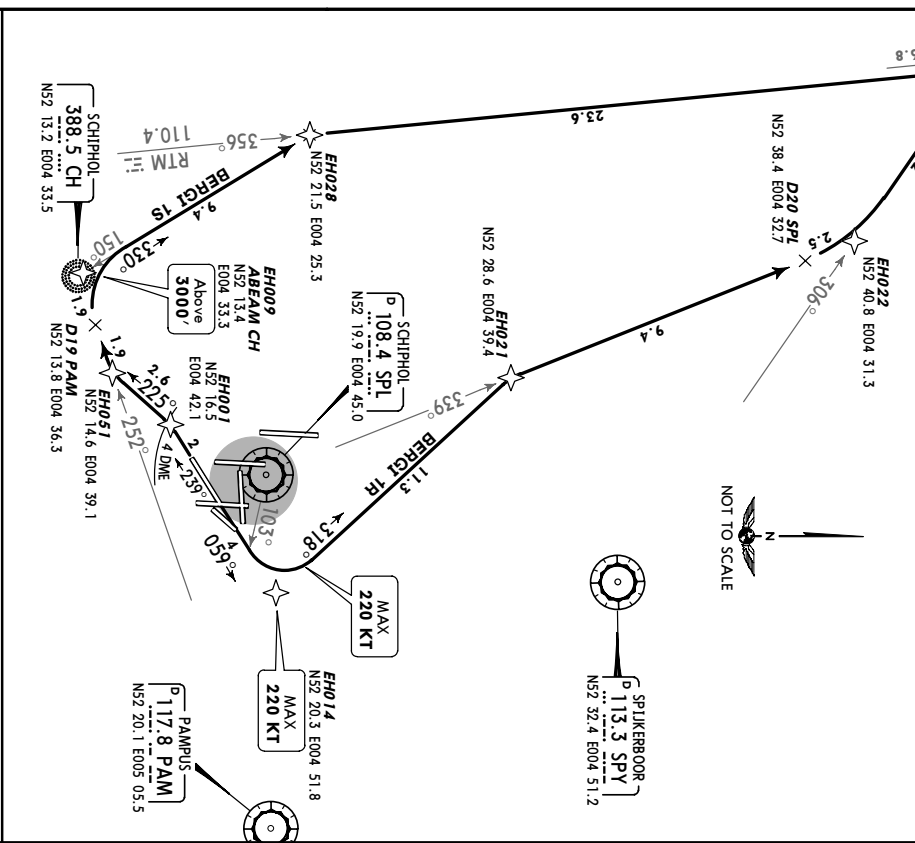
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EHAM/AMS
SCHIPHOL
 8 SEP 06 (10-3M)
JEPPERSEN AMSTERDAM, NETHERLANDS
SID

SCHIPHOL Departure (R) 121.2
 Aprt Elev -11'
 Trans level: By ATC Trans alt: 3000'



BERGI 1R [BERG1R]
BERGI 1S [BERG1S]
RWYS 06, 24 DEPARTURES
 FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
 REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
 THEN CONTACT SCHIPHOL DEPARTURE
SPEEDS MAX 250 KT BELOW FL100

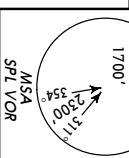


Initial climb clearance **FL60** higher level only when cleared by ATC
ROUTING

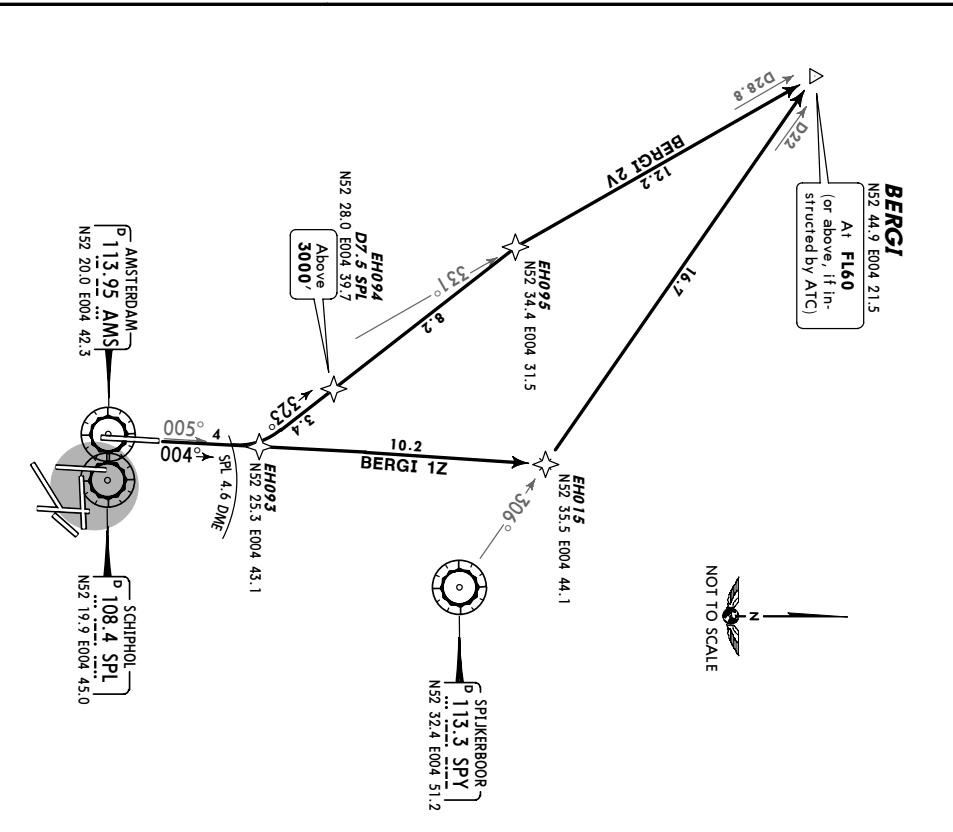
SID	RWY
BERGI 1R	06
BERGI 1S	24

EHAM/AMS
SCHIPHOL
 8 SEP 06 (10-3N)
JEPPERSEN AMSTERDAM, NETHERLANDS
SID

SCHIPHOL Departure (R) 121.2
 Aprt Elev -11'
 Trans level: By ATC Trans alt: 3000'



BERGI 2V [BERG2V], BERGI 1Z [BERG1Z]
RWY 36L DEPARTURES
 FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
 REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
 THEN CONTACT SCHIPHOL DEPARTURE
SPEEDS MAX 250 KT BELOW FL100



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

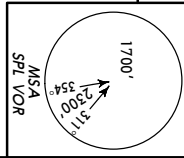
SID	RWY
BERGI 2V	36L
BERGI 1Z	36L

EHAM/AMS
SCHIPHOL

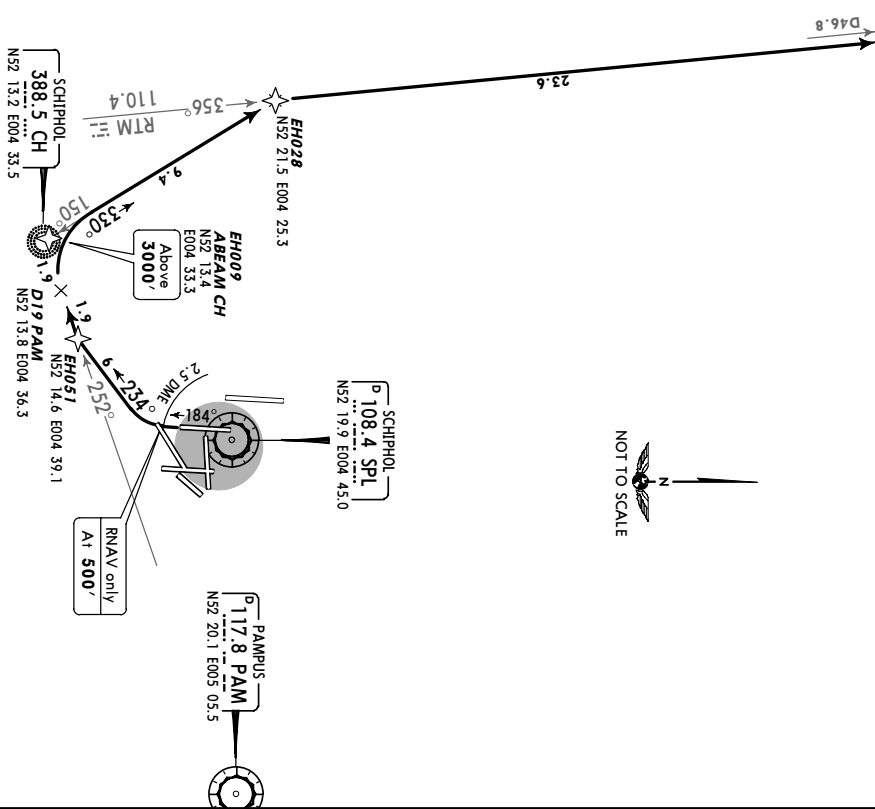
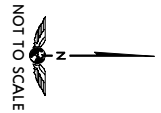
JEPPESSEN AMSTERDAM, NETHERLANDS
27 JAN 06 (10-30) **SID**

SCHIPHOL Departure (R) 121.2
Apt Elev -11'
Trans level: By ATC Trans alt: 3000'
For departure instructions refer to 10-3A.

**BERGI 2X [BERG2X]
RWY 18C DEPARTURE
SPEED MAX 250 KT BELOW FL100**



BERGI
NS2 44.9 E004 21.5
At FL60
(or above, if instructed by ATC)



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

ROUTING

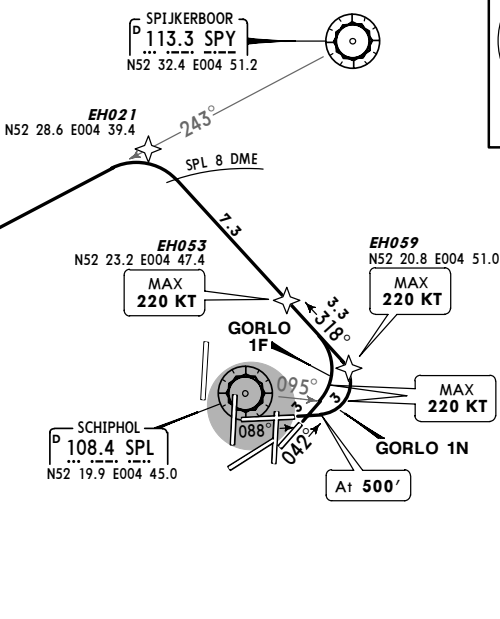
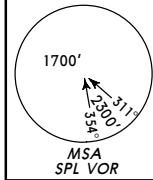
184° track, at SPL 2.5 DME turn RIGHT, 234° track, intercept PAM R-252, at D19 PAM turn RIGHT, intercept 330° bearing from CH, intercept RIM R-356 to BERGI.
RNAV: THR 18C - (500') - EH051 - EH028 - BERGI (FL60).

EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
27 JAN 06 (10-30) **SID**

SCHIPHOL Departure (R) 121.2
Apt Elev -11'
Trans level: By ATC Trans alt: 3000'
For departure instructions refer to 10-3A.

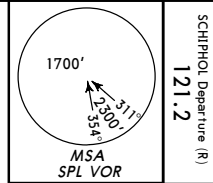
**GORLO 1F [GORL1F], GORLO 1N [GORL1N]
RWYS 04, 09 DEPARTURES
SPEED MAX 250 KT BELOW FL100**



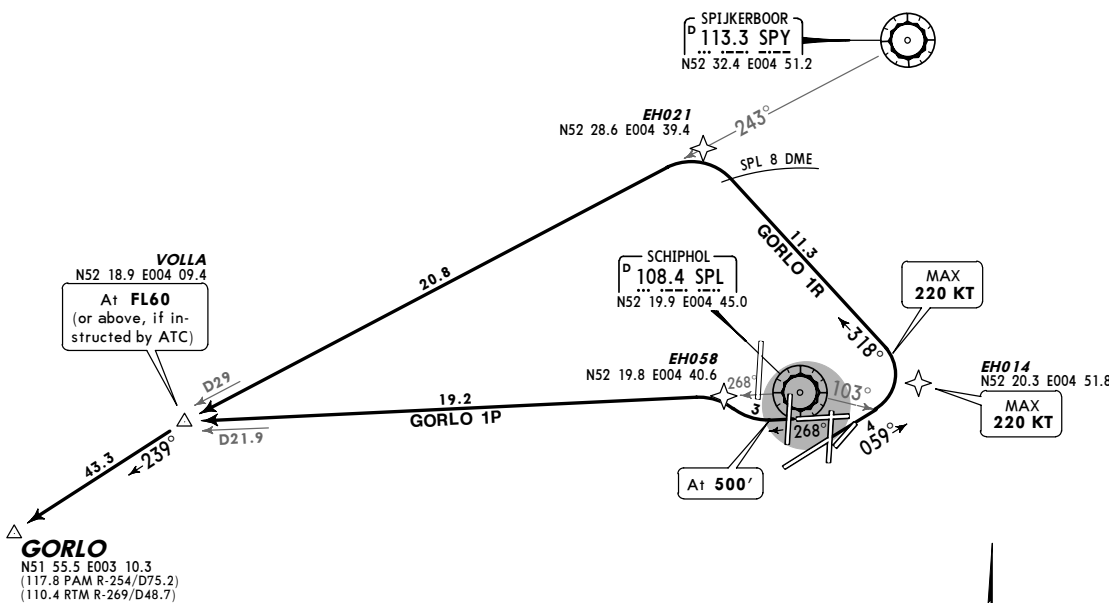
Initial climb clearance **FL60** higher level only when cleared by ATC

SID	RWY	ROUTING
GORLO 1F	04	042° track, at SPL R-095 turn LEFT, 318° track, at SPL 8 DME turn LEFT, intercept SPY R-243 to VOLLA, 239° track to GORLO. RNAV: THR 04 - EH059 (K220-) - EH021 - VOLLA (FL60) - GORLO.
GORLO 1N	09	Climb on 088° track, at 500' turn LEFT, 318° track, at SPL 8 DME turn LEFT, intercept SPY R-243 to VOLLA, 239° track to GORLO. RNAV: THR 09 - (500') - EH053 (K220-) - EH021 - VOLLA (FL60) - GORLO.

EHAM/AMS
SCHIPHOL
 27 JAN 06 (10-35)
JEPPRESEN AMSTERDAM, NETHERLANDS
SID



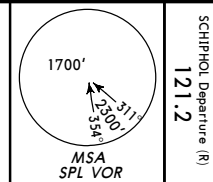
GORLO 1P [GORL1P], GORLO 1R [GORL1R]
RWYS 27, 06 DEPARTURES
SPEEDS MAX 250 KT BELOW FL100



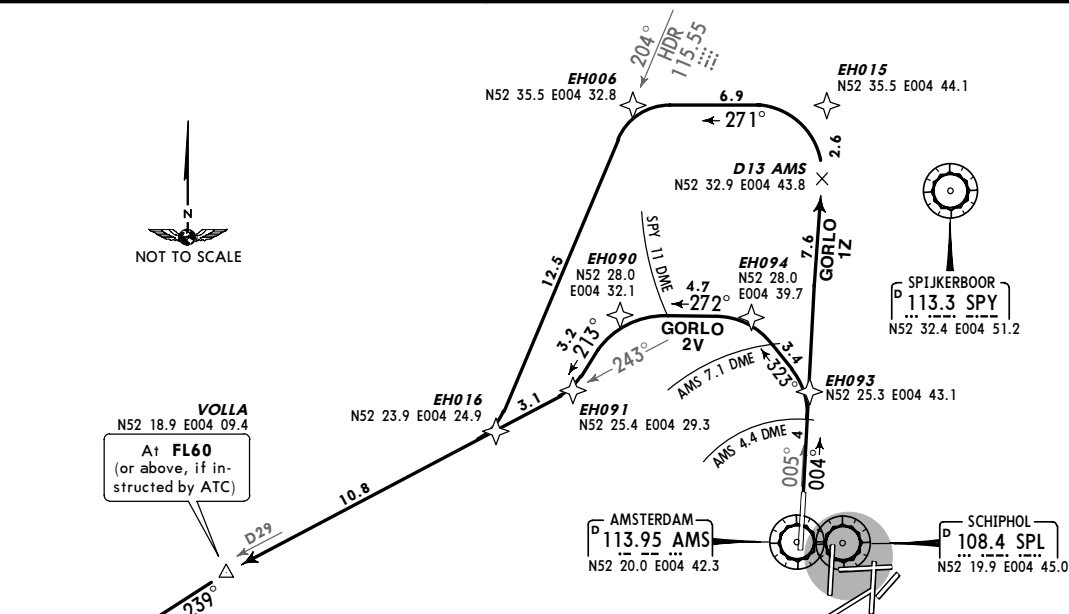
Initial climb clearance **FL60** higher level only when cleared by ATC

SID	RWY	ROUTING
GORLO 1P	27	Climb on 268° track, at 500' turn RIGHT, intercept SPL R-268 to VOLLA, 239° track to GORLO. RNAV: THR 27 - (500') - EH058 - VOLLA (FL60) - GORLO.
GORLO 1R	06	059° track, at SPL R-103 turn LEFT, 318° track, at SPL 8 DME turn LEFT, intercept SPY R-243 to VOLLA, 239° track to GORLO. RNAV: THR 06 - EH014 (K220-) - EH021 - VOLLA (FL60) - GORLO.

EHAM/AMS
SCHIPHOL
 27 JAN 06 (10-3T)
JEPPRESEN AMSTERDAM, NETHERLANDS
SID



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



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

SID	ROUTING
GORLO 2V ①	004° track, at AMS 4.4 DME turn LEFT, 323° track, at AMS 7.1 DME turn LEFT, 272° track, at SPY 11 DME turn LEFT, 213° track, intercept SPY R-243 to VOLLA, 239° track to GORLO. RNAV: THR 36L - EH093 - EH094 - EH090 - EH091 - VOLLA (FL60) - GORLO.
GORLO 1Z ②	004° track, intercept AMS R-005, at D13 AMS turn LEFT, 271° track, intercept HDR R-204, intercept SPY R-243 to VOLLA, 239° track to GORLO. RNAV: THR 36L - EH015 - EH006 - EH016 - VOLLA (FL60) - GORLO.

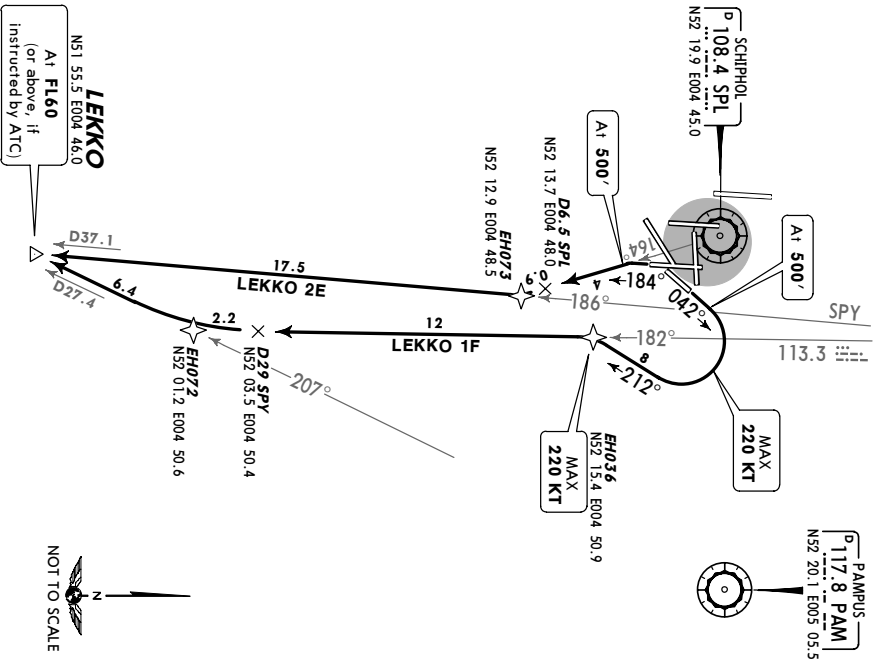
① Jet aircraft only between 0600-2300LT. ② Only jet aircraft between 2300-0600LT.

EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
 27 JAN 06 (10-3U) **SID**

SCHIPHOL Departure (R) Aprt Elev -11' Trans level: By ATC Trans alt: 3000'
 119.05 For departure instructions refer to 10-3A.

LEKKO 2E [LEKO2E], LEKKO 1F [LEKO1F]
RWYS 18L, 04 DEPARTURES
SPEED MAX 250 KT BELOW FL100



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

SID	RWY	ROUTING
LEKKO 2E	18L	Climb on 184° track, at 500' turn LEFT, intercept SPL R-186, at D6.5 SPY turn RIGHT, intercept SPY R-186 to LEKKO. RNAV: THR 18L - (500') - EH073 - LEKKO (FL60).
LEKKO 1F	04	Climb on 042° track, at 500' turn RIGHT, 212° track, intercept SPY R-182, at D29 SPY turn RIGHT, intercept PAM R-207 to LEKKO. RNAV: THR 04 - (500') - EH036 (K220-) - EH072 - LEKKO (FL60).

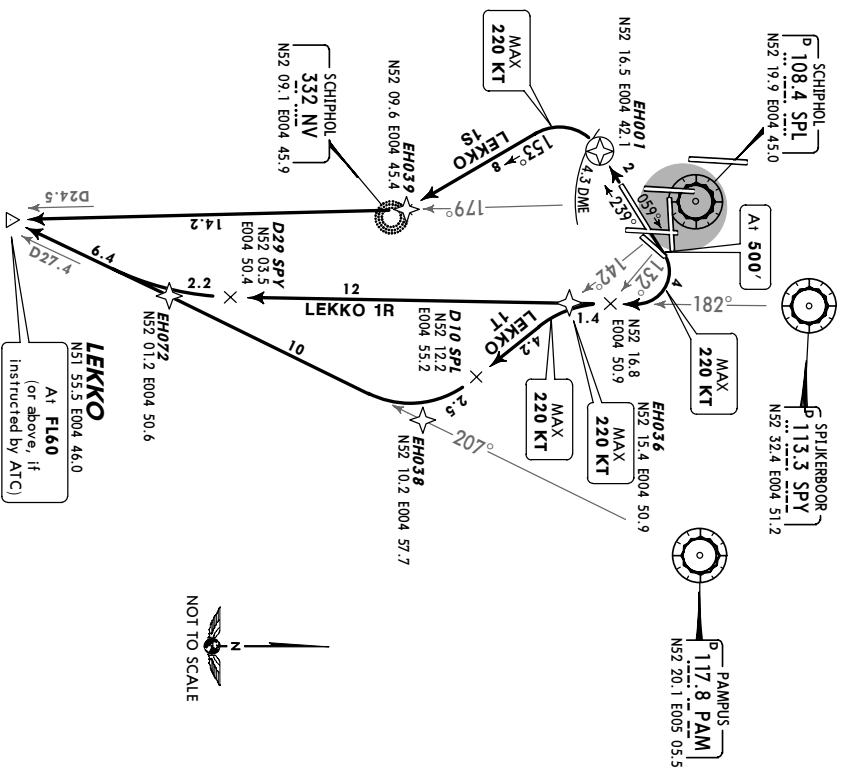
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EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
 8 SEP 06 (10-3V1) **SID**

SCHIPHOL Departure (R) Aprt Elev -11' Trans level: By ATC Trans alt: 3000'
 119.05 For departure instructions refer to 10-3A.

LEKKO 1R [LEKO1R], LEKKO 1S [LEKO1S]
LEKKO 1T [LEKO1T]
RWYS 06, 24 DEPARTURES
 FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
 REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
 THEN CONTACT SCHIPHOL DEPARTURE
SPEED MAX 250 KT BELOW FL100



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

SID	RWY	ROUTING
LEKKO 1R	06	Climb on 059° track, at 500' turn RIGHT, intercept SPY R-182, at D29 SPY turn RIGHT, intercept PAM R-207 to LEKKO. RNAV: THR 06 - (500') - EH036 (K220-) - EH072 - LEKKO (FL60).
LEKKO 1S	24	239° track, at SPL 4.3 DME turn LEFT, intercept 153° bearing towards NV, intercept SPL R-179 to LEKKO. RNAV: THR 24 - EH001 - EH039 - LEKKO (FL60).
LEKKO 1T	06	Climb on 059° track, at 500' turn RIGHT, 182° track, at SPL R-132 turn LEFT, intercept SPL R-142, at D10 SPL turn RIGHT, intercept PAM R-207 to LEKKO. RNAV: THR 06 - (500') - EH036 (K220-) - EH038 - LEKKO (FL60).

CHANGES: Reference note; turning point RWY 24. 1 Jet aircraft only between 0600-2300LT. 2 Only jet aircraft between 2300-0600LT. © JEPPESSEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

EHAM/AMS
SCHIPHOL

JEPPRESEN AMSTERDAM, NETHERLANDS
 8 SEP 06 (10-3V2)

SID

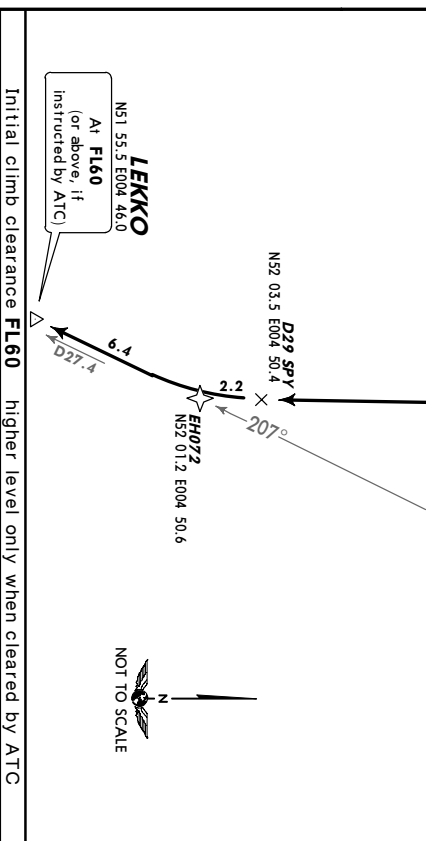
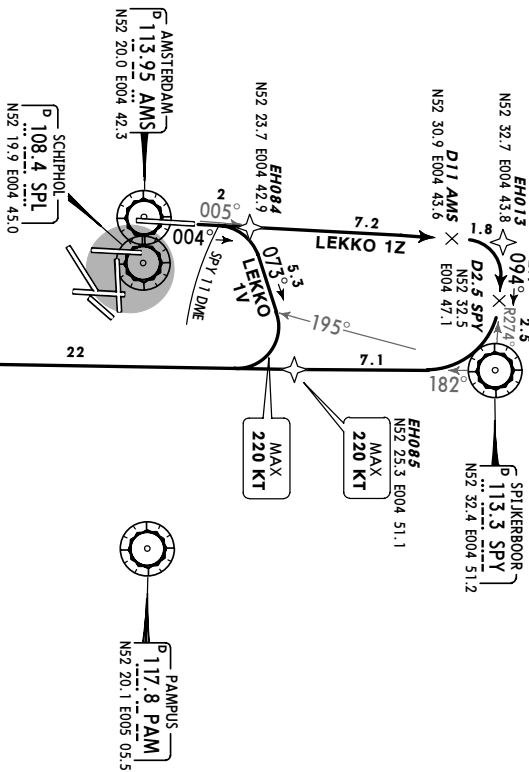
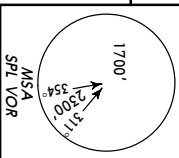
SCHIPHOL Departure (R) Apt Elev -11' Trans level: By ATC Trans alt: 3000'
 119.05

LEKKO 1V [LEKO1V], LEKKO 1Z [LEKO1Z]

RWY 36L DEPARTURES

FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
 REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
 THEN CONTACT SCHIPHOL DEPARTURE

SPEED MAX 250 KT BELOW FL100



Initial climb clearance FL60 higher level only when cleared by ATC

ROUTING

SID	ROUTING
LEKKO 1V	004° track, at SPY 11 DME turn RIGHT, 073° track, at SPY R-195 turn RIGHT, intercept SPY R-182, intercept PAM R-207 to LEKKO.
LEKKO 1Z	004° track, intercept AMS R-005, at D11 AMS turn RIGHT, intercept SPY R-274 inbound, at D2.5 SPY turn RIGHT, intercept SPY R-182, intercept PAM R-207 to LEKKO.

① Jet aircraft only between 0600-2300LT. ② Only jet aircraft between 2300-0600LT.
 CHANGES: Reference note. © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

EHAM/AMS
SCHIPHOL

JEPPRESEN AMSTERDAM, NETHERLANDS
 27 JAN 06 (10-3V3)

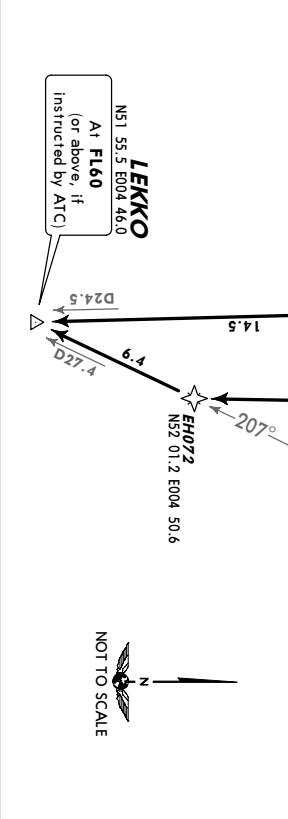
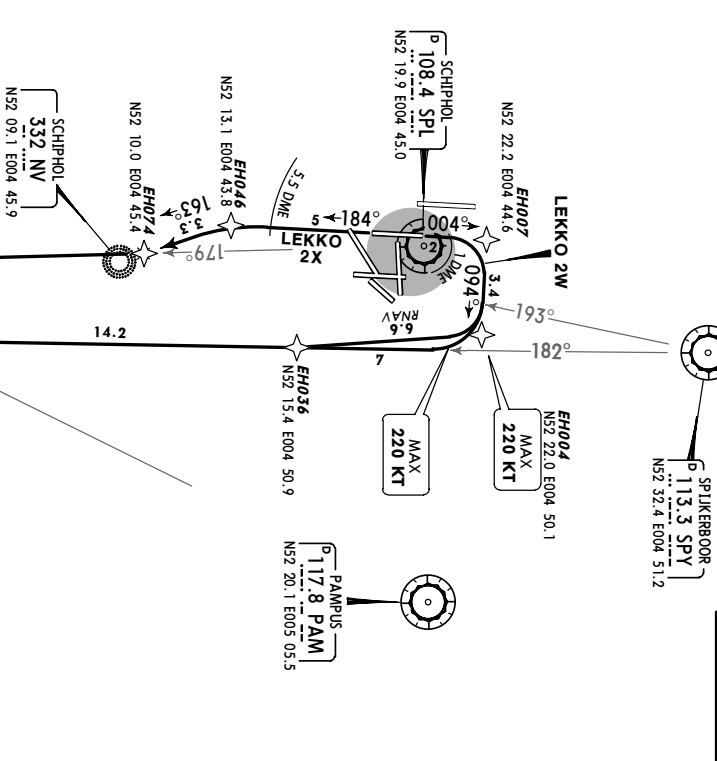
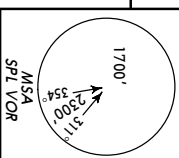
SID

SCHIPHOL Departure (R) Apt Elev -11' Trans level: By ATC Trans alt: 3000'
 119.05 For departure instructions refer to 10-3A.

LEKKO 2W [LEKO2W], LEKKO 2X [LEKO2X]

RWYS 36C, 18C DEPARTURES

SPEED MAX 250 KT BELOW FL100



Initial climb clearance FL60 higher level only when cleared by ATC

ROUTING

SID	RWY	ROUTING
LEKKO 2W	36C	004° track, at SPL 1 DME turn RIGHT, 094° track, at SPY R-193 turn RIGHT, intercept SPY R-182, intercept PAM R-207 to LEKKO.
LEKKO 2X	18C	184° track, at SPL 5.5 DME turn LEFT, intercept 163° bearing towards NV, intercept SPL R-179 to LEKKO.

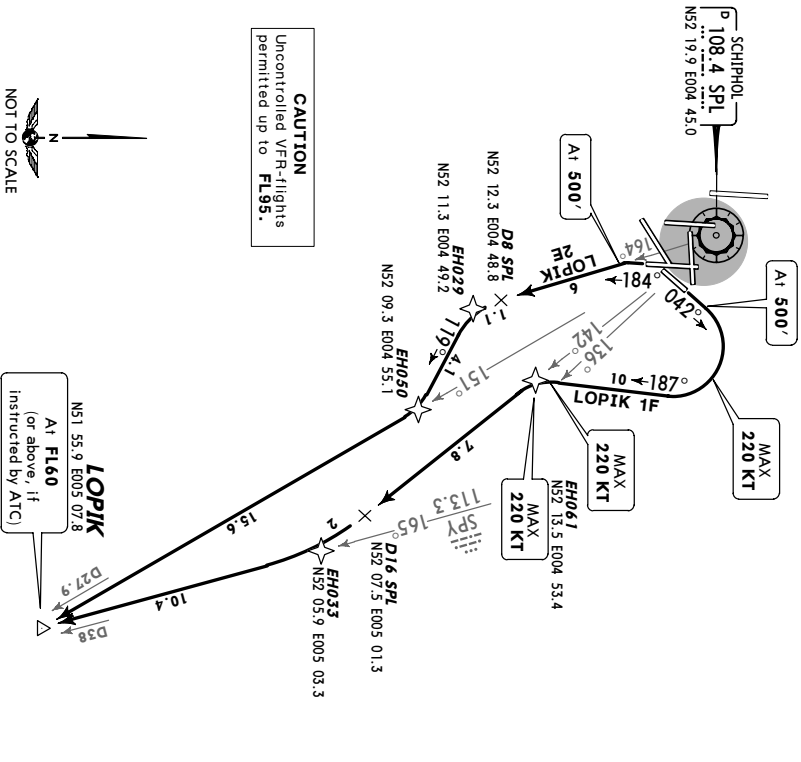
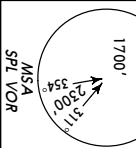
CHANGES: New chart. © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
 27 JAN 06 (10-3V4) **SID**

SCHIPHOL Departure (R) 119.05
 Aprt Elev -11' Trans level: By ATC Trans alt: 3000'
 For departure instructions refer to 10-3A.

LOPIK 2E [LOP12E], LOPIK 1F [LOP11F]
RWYS 18L, 04 DEPARTURES
 FOR TRAFFIC VIA UR 7/JUN 852
SPEEDS MAX 250 KT BELOW FL100



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

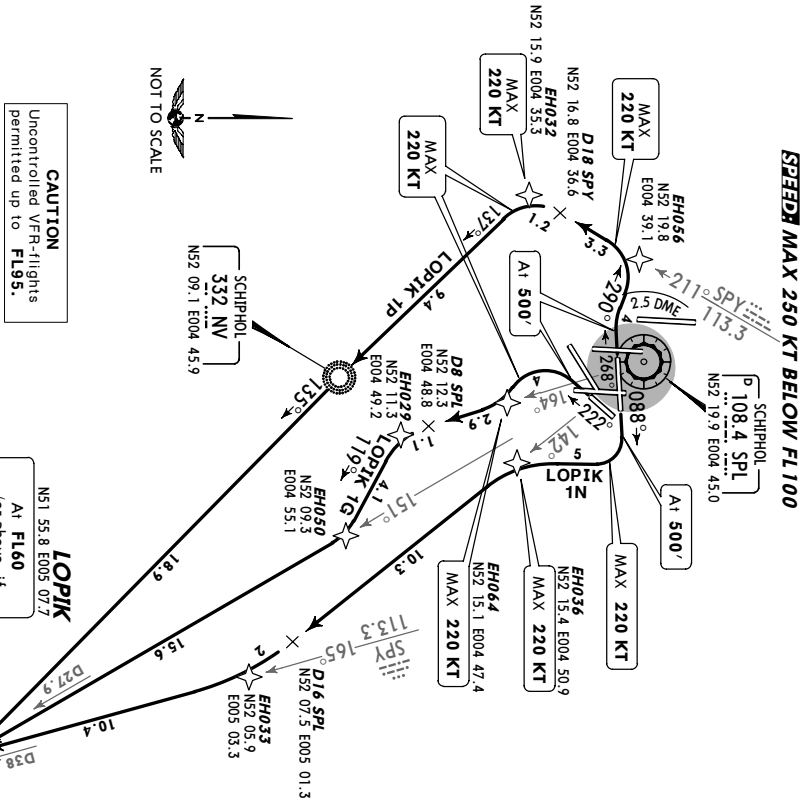
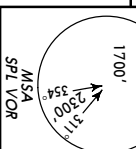
SID	RWY	ROUTING
LOPIK 2E	18L	Climb on 184° track, at 500' turn LEFT, intercept SPL R-164, at D8 SPL turn LEFT, 119° track, intercept SPL R-151 to LOPIK. RNAV: THR 18L - (500') - EH029 - EH050 - LOPIK (FL60).
LOPIK 1F	04	Climb on 042° track, at 500' turn RIGHT, 187° track, at SPL R-136 turn LEFT, intercept SPL R-142, at D16 SPL turn RIGHT, intercept SPY R-165 to LOPIK. RNAV: THR 04 - (500') - EH061 (K220-) - EH033 - LOPIK (FL60).

EHAM/AMS
SCHIPHOL

JEPPESSEN AMSTERDAM, NETHERLANDS
 8 SEP 06 (10-3V5) **SID**

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

LOPIK 1G [LOP11G], LOPIK 1N [LOP11N]
LOPIK 1P [LOP11P]
RWYS 22, 09, 27 DEPARTURES
 FOR TRAFFIC VIA UR 7/JUN 852
 FOR TRAFFIC VIA V 33 WITH DESTINATION EHEH, EHD & EHRK
 FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
 REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000', THEN CONTACT SCHIPHOL DEPARTURE
SPEEDS MAX 250 KT BELOW FL100



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

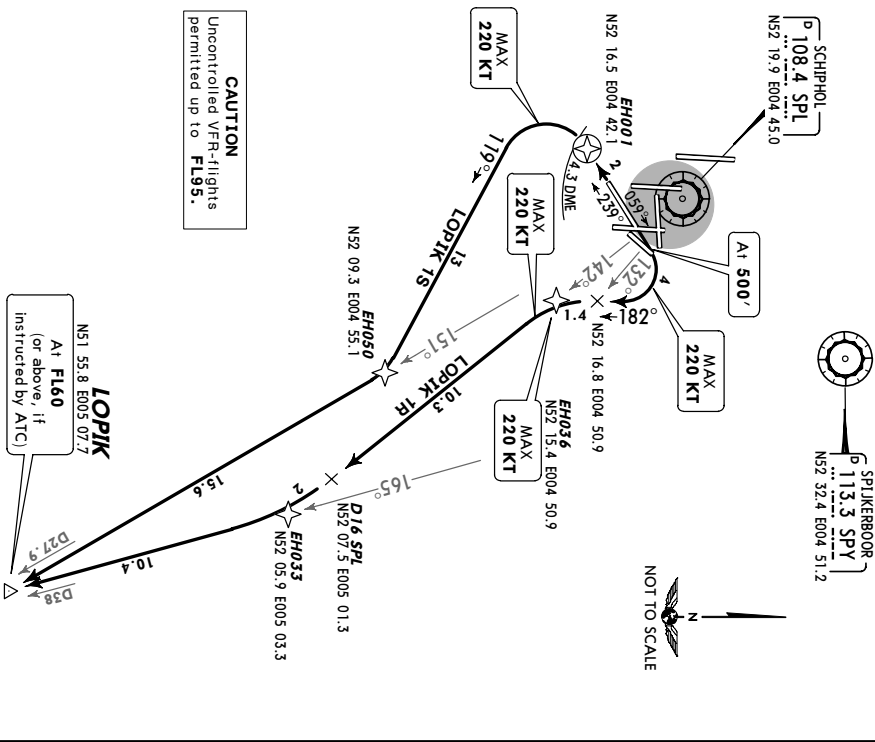
SID	RWY	ROUTING
LOPIK 1G	22	Climb on 222° track, at 500' turn LEFT, intercept SPL R-164, at D8 SPL turn LEFT, 119° track, intercept SPL R-151 to LOPIK. RNAV: THR 22 - (500') - EH064 (K220-) - EH029 - EH050 - LOPIK (FL60).
LOPIK 1N	09	Climb on 088° track, at 500' turn RIGHT, intercept SPL R-142, at D16 SPL turn RIGHT, intercept SPY R-165 to LOPIK. RNAV: THR 09 - (500') - EH036 (K220-) - EH033 - LOPIK (FL60).
LOPIK 1P	27	Climb on 268° track, at 500' turn RIGHT, 290° track, at SPL 2.5 DME bearing to NV, 135° bearing to LOPIK. RNAV: THR 27 - (500') - EH056 - EH032 (K220-) - NV - LOPIK (FL60).

EHAM/AMS
SCHIPHOL
 8 SEP 06 (10-3/16)
JEPPERSEN AMSTERDAM, NETHERLANDS
SID

SCHIPHOL Departure (R) 119.05
 Aprt Elev -111' Trans level: By ATC Trans alt: 3000'

LOPIK 1R [LOPI1R], LOPIK 1S [LOPI1S]
RWYS 06, 24 DEPARTURES

FOR TRAFFIC VIA UR 7/JUN 852
 FOR DEPARTURE VIA V 33 WITH DESTINATION EHEH, EHD & EHBK
 REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
 THEN CONTACT SCHIPHOL DEPARTURE
SPEEDS MAX 250 KT BELOW FL100



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

LOPIK

At **FL60**
 (or above, if
 instructed by ATC)

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

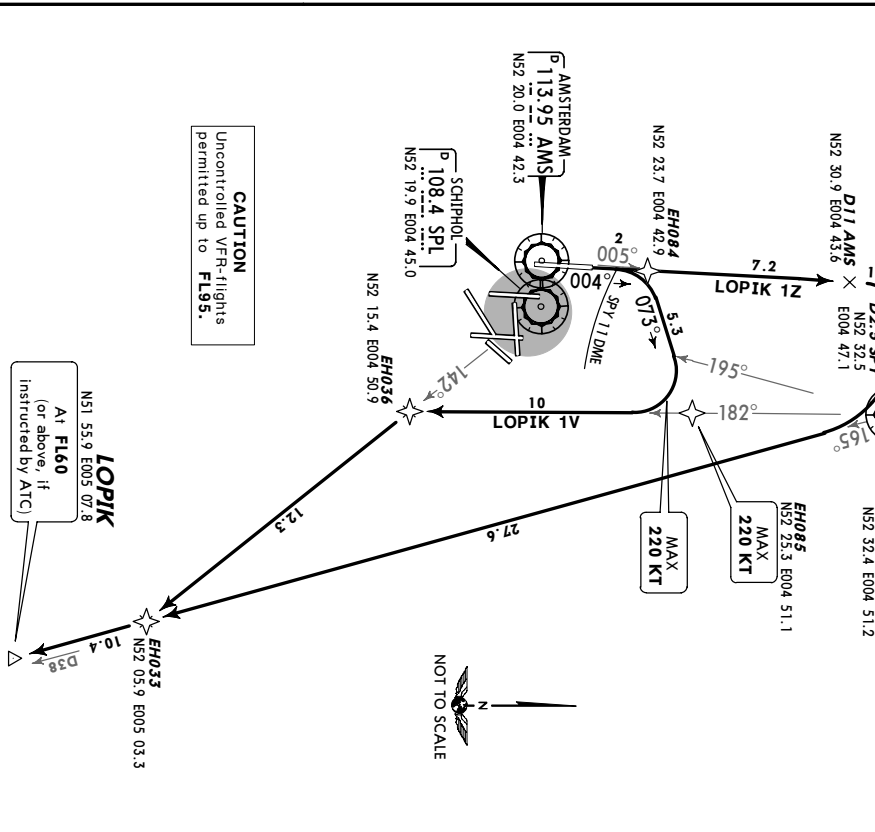
SID	RWY	ROUTING
LOPIK 1R	06	Climb on 059° track, at 500' turn RIGHT, 182° track, at SPL R-132 turn LEFT, intercept SPL R-142, at D16 SPL turn RIGHT, intercept SPY R-165 to LOPIK. RNAV: THR 06 - (500') - EH036 (K220-) - EH033 - LOPIK (FL60). RNAV: THR 06 - (500') - EH036 (K220-) - EH033 - LOPIK (FL60).
LOPIK 1S	24	239° track, at SPL 4.3 DME turn LEFT, 119° track, intercept SPL R-151 to LOPIK. RNAV: THR 24 - EH001 - EH050 - LOPIK (FL60).

EHAM/AMS
SCHIPHOL
 27 JAN 06 (10-3/17)
JEPPERSEN AMSTERDAM, NETHERLANDS
SID

SCHIPHOL Departure (R) 119.05
 Aprt Elev -111' Trans level: By ATC Trans alt: 3000'
 For departure instructions refer to 10-3A.

LOPIK 1V [LOPI1V], LOPIK 1Z [LOPI1Z]
RWY 36L DEPARTURES

FOR TRAFFIC VIA UR 7/JUN 852
 FOR DEPARTURE VIA V 33 WITH DESTINATION EHEH, EHD & EHBK
SPEEDS MAX 250 KT BELOW FL100



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

LOPIK

At **FL60**
 (or above, if
 instructed by ATC)

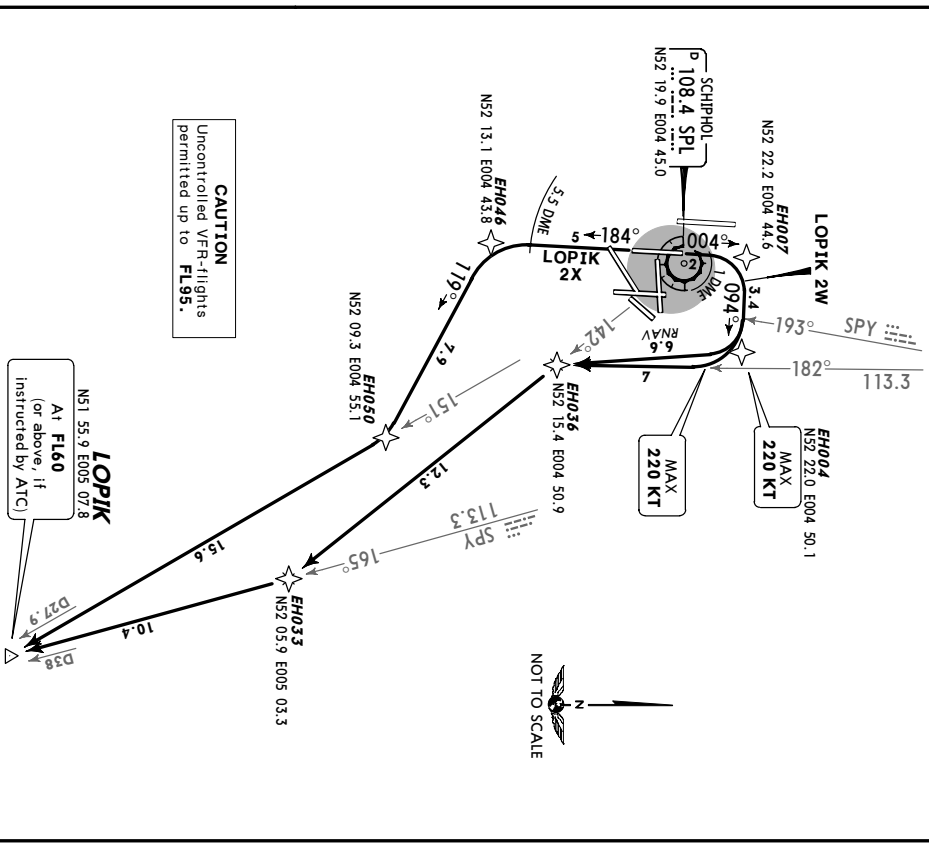
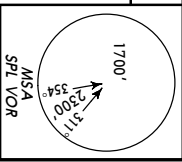
Initial climb clearance **FL60** higher level only when cleared by ATC

SID	ROUTING
LOPIK 1V	004° track, at SPY 11 DME turn RIGHT, 073° track, at SPY R-195 turn RIGHT, intercept SPY R-182, intercept SPL R-142, intercept SPY R-165 to LOPIK. RNAV: THR 36L - EH084 - EH085 (K220-) - EH036 - EH033 - LOPIK (FL60). RNAV: THR 36L - EH084 - EH085 (K220-) - EH036 - EH033 - LOPIK (FL60).
LOPIK 1Z	004° track, intercept AMS R-005, at D11 AMS turn RIGHT, intercept SPY R-274 inbound, at D2.5 SPY turn RIGHT, intercept SPY R-165 to LOPIK. RNAV: THR 36L - EH013 - SPY - LOPIK (FL60).

EHAM/AMS
SCHIPHOL
 27 JAN 06 (10-3V/8)
JEPPESSEN/AMSTERDAM, NETHERLANDS
SID

SCHIPHOL Departure (R) Aprt Elev -11' Trans level: By ATC Trans alt: 3000'
 119.05 For departure instructions refer to 10-3A.

LOPIK 2W [LOPI2W], LOPIK 2X [LOPI2X]
RWYS 36C, 18C DEPARTURES
 FOR TRAFFIC VIA UR 7/UN 852
SPEEDS MAX 250 KT BELOW FL100



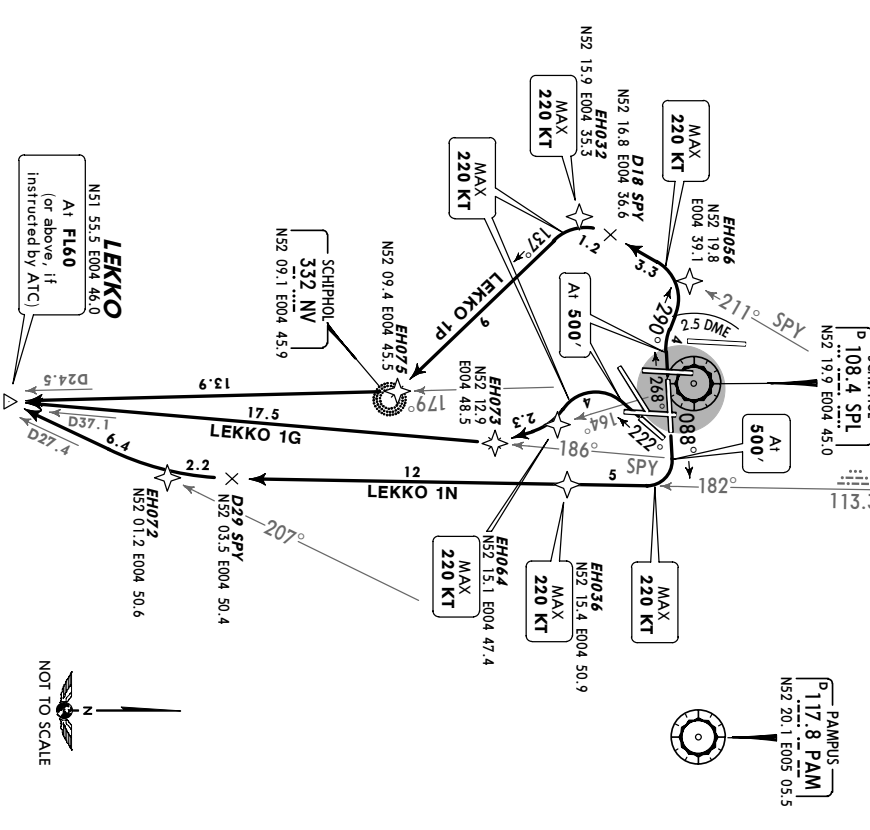
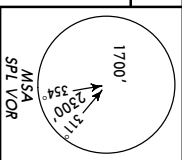
Initial climb clearance **FL60** higher level only when cleared by ATC
ROUTING

SID	RWY	ROUTING
LOPIK 2W	36C	004° track, at SPL 1 DME turn RIGHT, 094° track, at SPY R-193 turn to LOPIK. RIGTH, intercept SPY R-182, intercept SPL R-142, intercept SPY R-165 to LOPIK. RNAV: THR 36C - EHO07 - EHO04 (K220-) - EHO36 - LOPIK (FL60).
LOPIK 2X	18C	184° track, at SPL 5.5 DME turn LEFT, 119° track, intercept SPL R-151 to LOPIK. RNAV: THR 18C - EHO46 - EHO50 - LOPIK (FL60).

EHAM/AMS
SCHIPHOL
 27 JAN 06 (10-3V)
JEPPESSEN/AMSTERDAM, NETHERLANDS
SID

SCHIPHOL Departure (R) Aprt Elev -11' Trans level: By ATC Trans alt: 3000'
 119.05 For departure instructions refer to 10-3A.

LEKKO 1G [LEKO1G], LEKKO 1N [LEKO1N]
LEKKO 1P [LEKO1P]
RWYS 22, 09, 27 DEPARTURES
SPEEDS MAX 250 KT BELOW FL100



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

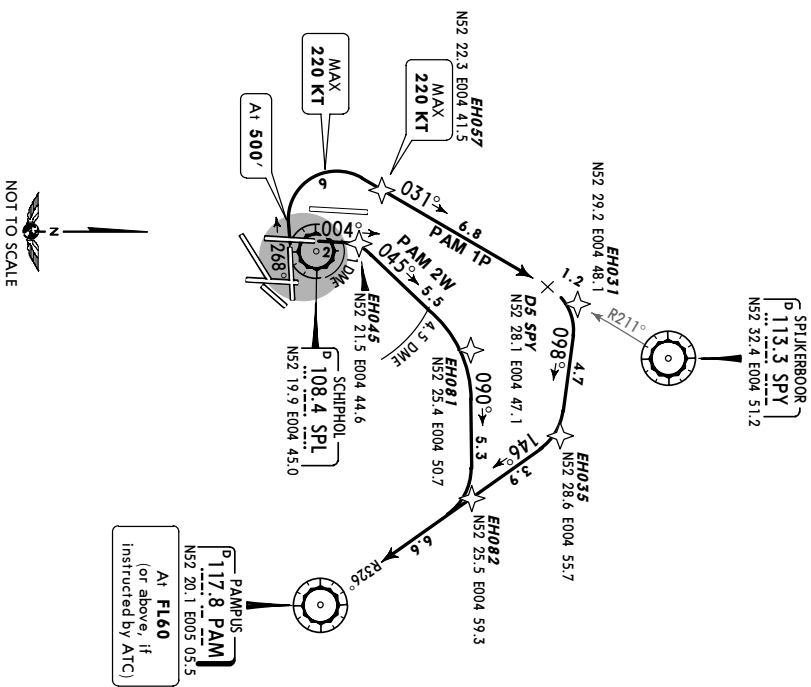
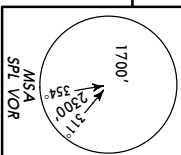
SID	RWY	ROUTING
LEKKO 1G	22	Climb on 222° track, at 500' turn LEFT, intercept SPL R-164, intercept SPY R-186 to LEKKO. RNAV: THR 22 - (500') - EHO64 (K220-) - EHO73 - LEKKO (FL60).
LEKKO 1N	09	Climb on 088° track, at 500' turn RIGHT, intercept SPY R-182, at D29 SPY turn RIGHT, intercept PAM R-207 to LEKKO. RNAV: THR 09 - (500') - EHO36 (K220-) - EHO72 - LEKKO (FL60).
LEKKO 1P	27	Climb on 288° track, at 500' turn RIGHT, 290° track, at SPL 2.5 DME turn LEFT, intercept SPY R-211, at D18 SPY turn LEFT, intercept 137° bearing towards NV, intercept SPL R-179 to LEKKO. RNAV: THR 27 - (500') - EHO56 - EHO52 (K220-) - EHO75 - LEKKO (FL60).

EHAM/AMS
SCHIPHOL

27 JAN 06 (10-3W)
JEPPERSEN AMSTERDAM, NETHERLANDS
SID

SCHIPHOL Departure (R)
 119.05
 Aprt Elev -111'
 Trans level: By ATC Trans alt: 3000'
 For departure instructions refer to 10-3A.

PAMPUS 1P (PAM 1P)
PAMPUS 2W (PAM 2W)
RWYS 27, 36C DEPARTURES
SPEED MAX 250 KT BELOW FL100



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

SID	RWY	ROUTING
PAM 1P	27	Climb on 268° track, at 500' turn RIGHT, intercept SPY R-211 inbound to D5 SPY, turn RIGHT, 098° track, intercept PAM R-326 inbound to PAM. RNAV: THR 27 - (500') - EH057 (K220-) - EH031 - EH035 - PAM (FL60).
PAM 2W	36C	004° track, at SPL 1 DME turn RIGHT, 045° track, at SPL 4.5 DME turn RIGHT, 090° track, intercept PAM R-326 inbound to PAM. RNAV: THR 36C - EH045 - EH081 - EH082 - PAM (FL60).

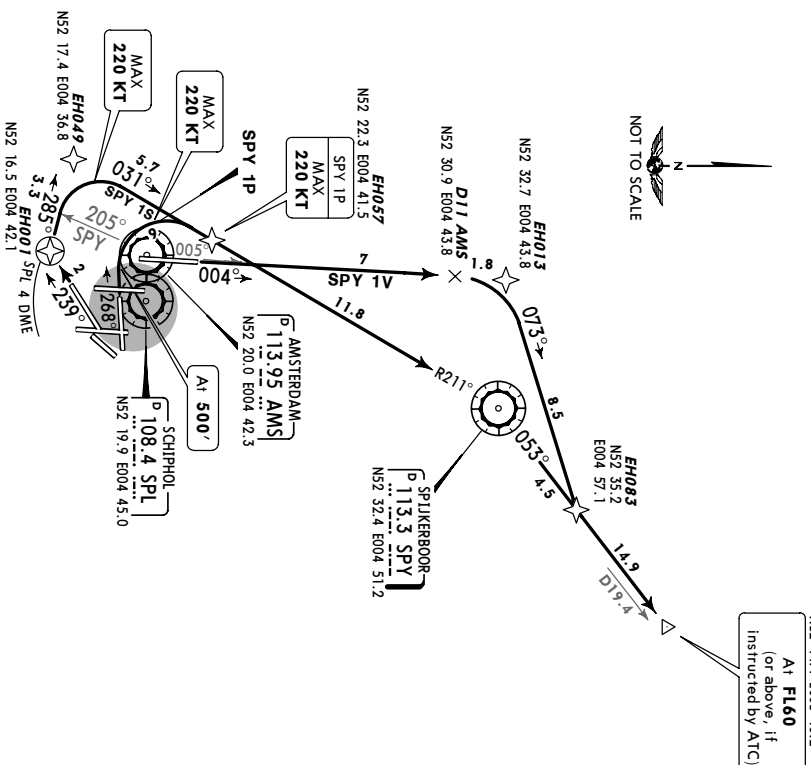
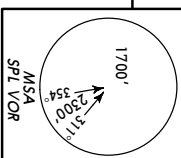
CHANGES: New chart.
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EHAM/AMS
SCHIPHOL

8 SEP 06 (10-3X1)
JEPPERSEN AMSTERDAM, NETHERLANDS
SID

SCHIPHOL Departure (R)
 121.2
 Aprt Elev -111'
 Trans level: By ATC Trans alt: 3000'

SPIJKERBOOR 1P (SPY 1P)
SPIJKERBOOR 1S (SPY 1S)
SPIJKERBOOR 1V (SPY 1V)
RWYS 27, 24, 36L DEPARTURES
FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
THEN CONTACT SCHIPHOL DEPARTURE
SPEED MAX 250 KT BELOW FL 100



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

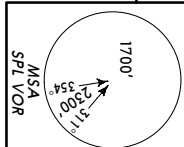
SID	RWY	ROUTING
SPY 1P	27	Climb on 268° track, at 500' turn RIGHT, intercept SPY R-211 inbound to SPY. SPY R-053 to ANDIK. RNAV: THR 27 - (500') - EH057 (K220-) - SPY - ANDIK (FL60).
SPY 1S	24	236° track, at SPL 4 DME turn RIGHT, 285° track, at SPY R-205 turn RIGHT, intercept SPY R-211 inbound to SPY. SPY R-053 to ANDIK. RNAV: THR 24 - EH001 - EH049 - SPY - ANDIK (FL60). B737: THR 24 - EH001 - EH057 - SPY - ANDIK (FL60).
SPY 1V	36L	004° track, intercept AMS R-005, at D11 AMS turn RIGHT, 073° track, intercept SPY R-053 to ANDIK. RNAV: THR 36L - EH013 - EH083 - ANDIK (FL60).

CHANGES: Reference note.
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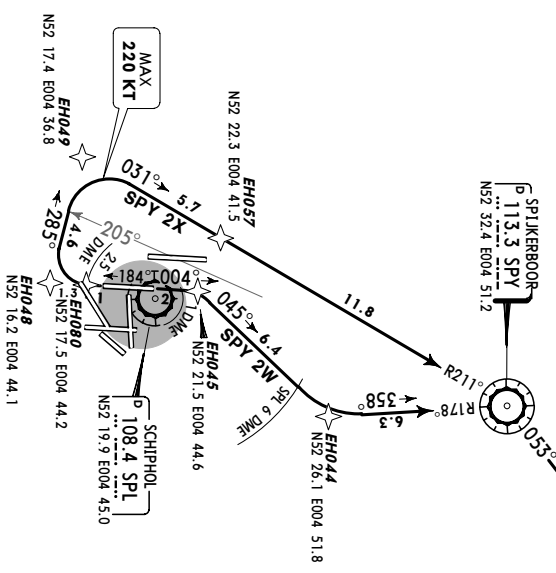
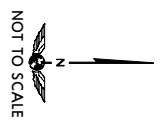
EHAM/AMS
SCHIPHOL
 8 SEP 06 (10-3X2)
JEPPERSEN AMSTERDAM, NETHERLANDS
SID

SCHIPHOL Departure (R)	121.2	Apt Elev	-11'	Trans level: By ATC	Trans alt: 3000'
------------------------	-------	----------	------	---------------------	------------------

SPIJKERBOOR 2W (SPY 2W)
SPIJKERBOOR 2X (SPY 2X)
RWYS 36C, 18C DEPARTURES
 FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
 REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
 THEN CONTACT SCHIPHOL DEPARTURE
SPEEDS MAX 250 KT BELOW FL100



ANDIK
 NS2 44.4 E005 16.2
 At FL60
 (or above, if
 instructed by ATC)



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

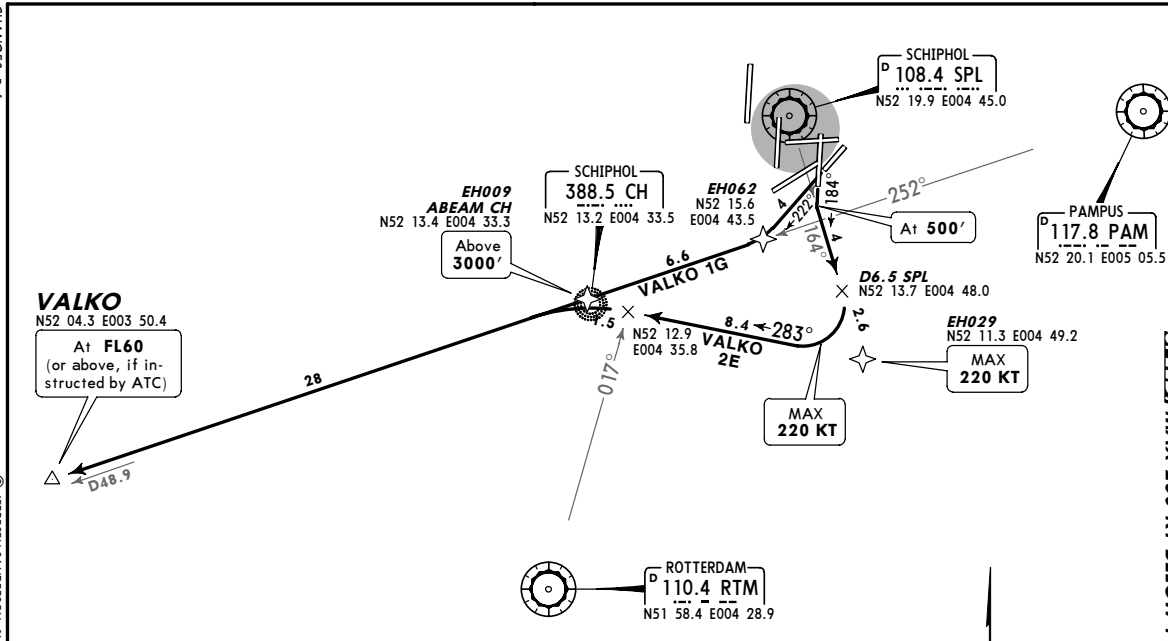
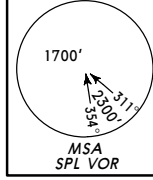
SID	RWY
-----	-----

SPY 2W	36C	004° track, at SPL 1 DME turn RIGHT, 045° track, at SPL 6 DME turn LEFT, intercept SPY R-178 inbound to SPY. SPY R-053 to ANDIK. RNAV: THR 36C - EHO45 - EHO44 - SPY - ANDIK (FL60).
SPY 2X	18C	184° track, at SPL 2.5 DME turn RIGHT, 285° track, at SPY R-205 turn RIGHT, intercept SPY R-211 inbound to SPY, SPY R-053 to ANDIK. RNAV: THR 18C - EHO48 - EHO49 - SPY - ANDIK (FL60). B737: THR 18C - EHO80 - EHO57 - SPY - ANDIK (FL60).

EHAM/AMS
SCHIPHOL
 8 SEP 06 (10-3X3)
JEPPERSEN AMSTERDAM, NETHERLANDS
SID

SCHIPHOL Departure (R)	121.2	Apt Elev	-11'	Trans level: By ATC	Trans alt: 3000'
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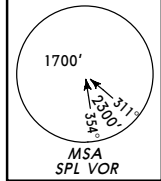
VALKO 2E [VALK2E], VALKO 1G [VALK1G]
RWYS 18L, 22 DEPARTURES
 FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
 REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
 THEN CONTACT SCHIPHOL DEPARTURE
SPEEDS MAX 250 KT BELOW FL100



VALKO
 NS2 04.3 E003 50.4
 At FL60
 (or above, if instructed by ATC)

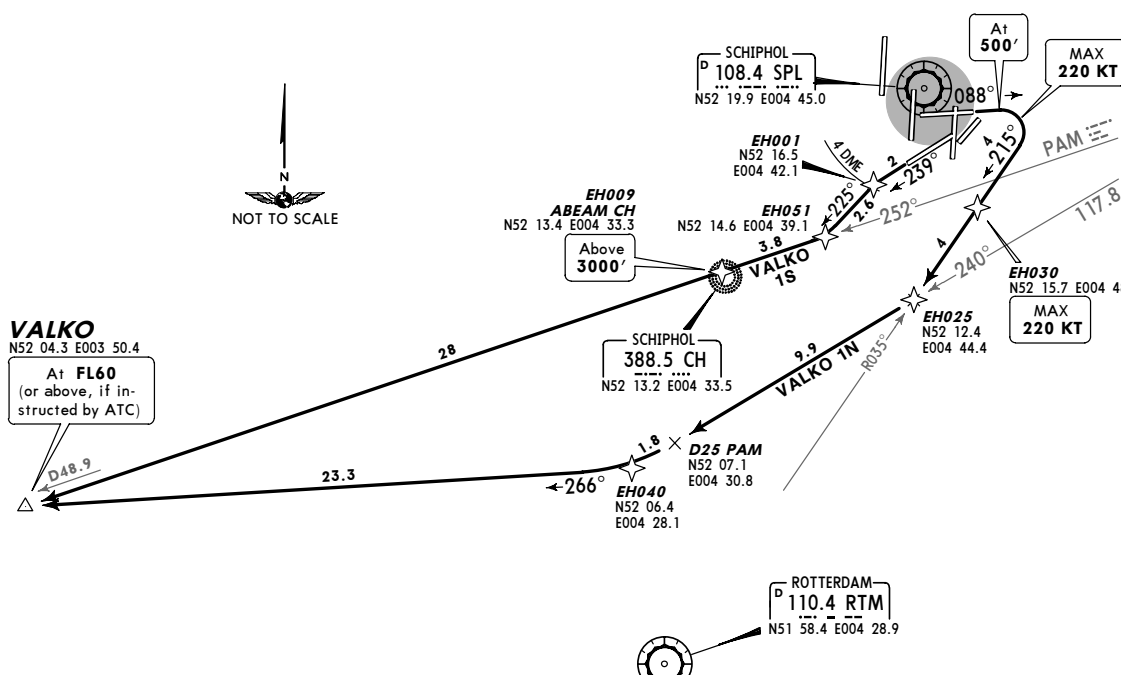
Initial climb clearance FL60 higher level only when cleared by ATC	
SID	RWY
VALKO 2E	18L
VALKO 1G	22

EHAM/AMS
SCHIPHOL
 8 SEP 06 (10-3X4)
JEPPRESEN AMSTERDAM, NETHERLANDS
SID



SCHIPHOL Departure (R) 121.2
 Aprt Elev -11'
 Trans level: By ATC Trans alt: 3000'

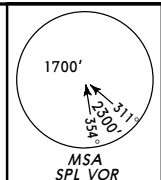
VALKO 1N [VALK1N], VALKO 1S [VALK1S]
RWYS 09, 24 DEPARTURES
 FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A
 REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000',
 THEN CONTACT SCHIPHOL DEPARTURE
SPEED MAX 250 KT BELOW FL100



Initial climb clearance FL60 higher level only when cleared by ATC		
SID	RWY	ROUTING
VALKO 1N	09	Climb on 088° track, at 500' turn RIGHT, intercept RTM R-035 inbound, intercept PAM R-240, at D25 PAM turn RIGHT, 266° track to VALKO. RNAV: THR 09 - (500') - EH030 (K220-) - EH025 - EH040 - VALKO (FL60).
VALKO 1S	24	239° track, at SPL 4 DME turn LEFT, 225° track, intercept PAM R-252 to VALKO. RNAV: THR 24 - EH001 - EH051 - EH009 (3000'+) - VALKO (FL60).

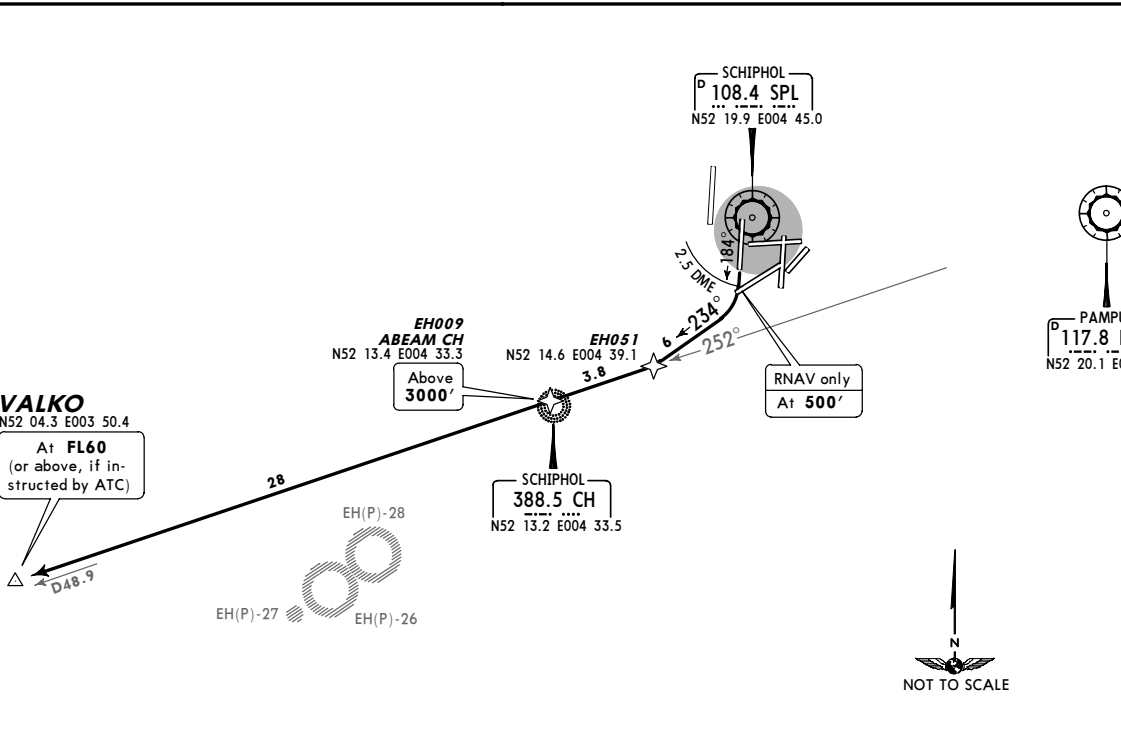
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EHAM/AMS
SCHIPHOL
 27 JAN 06 (10-3X5)
JEPPRESEN AMSTERDAM, NETHERLANDS
SID



SCHIPHOL Departure (R) 121.2
 Aprt Elev -11'
 Trans level: By ATC Trans alt: 3000'
 For departure instructions refer to 10-3A.

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

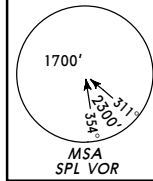


Initial climb clearance FL60 higher level only when cleared by ATC		
ROUTING		
184° track, at SPL 2.5 DME turn RIGHT, 234° track, intercept PAM R-252 to VALKO. RNAV: THR 18C - (500') - EH051 - EH009 (3000'+) - VALKO (FL60).		

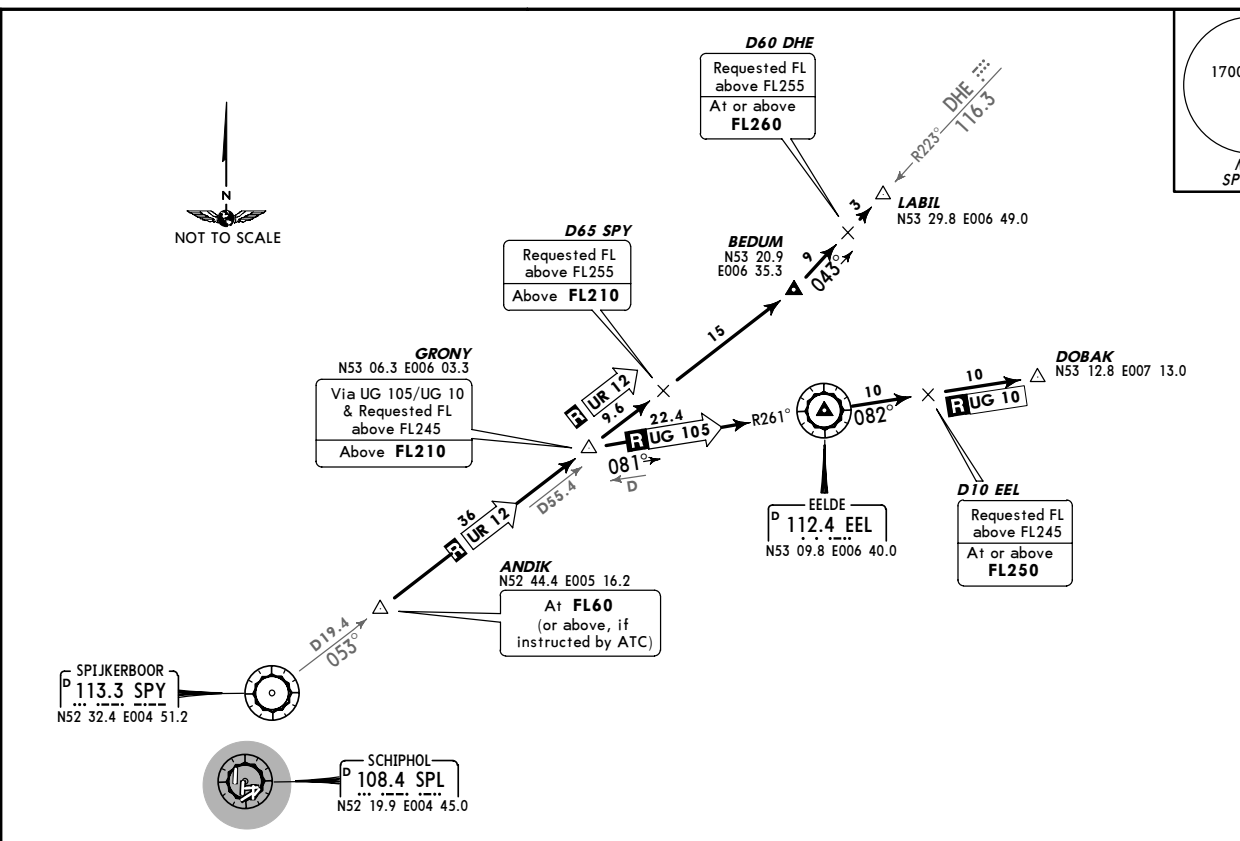
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EHAM/AMS
SCHIPHOL
 27 JAN 06 (10-3X6)
JEPPERSEN AMSTERDAM, NETHERLANDS
SID

SCHIPHOL Departure (R) 119.05 121.2
 Apt Elev -11'
 Trans level: By ATC Trans alt: 3000'
 For departure instructions refer to 10-3A.

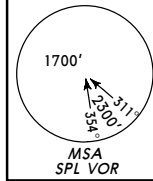


CONTINUATION AFTER ANDIK
SPEED MAX 250 KT BELOW FL100

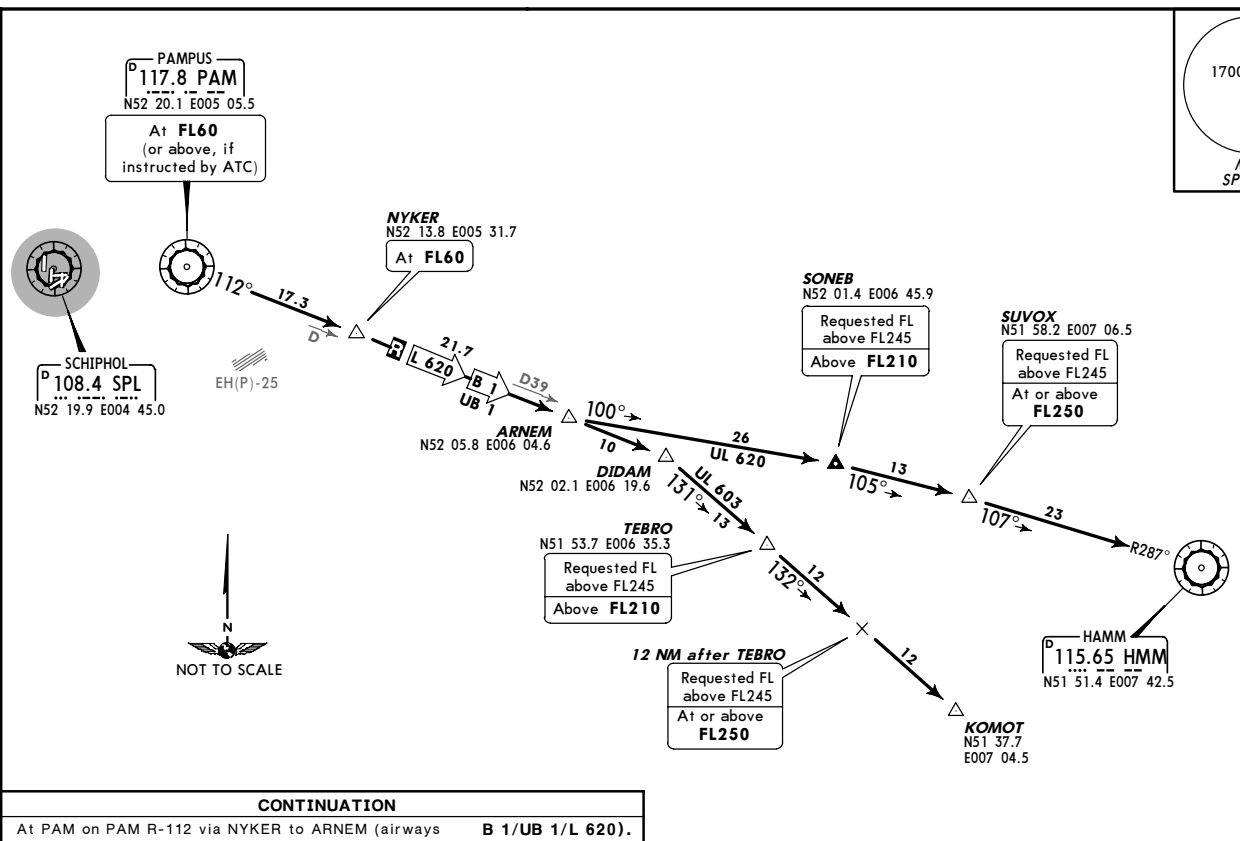


EHAM/AMS
SCHIPHOL
 27 JAN 06 (10-3X7)
JEPPERSEN AMSTERDAM, NETHERLANDS
SID

SCHIPHOL Departure (R) 119.05
 Apt Elev -11'
 Trans level: By ATC Trans alt: 3000'
 For departure instructions refer to 10-3A.



CONTINUATION AFTER ARNEM & PAM
SPEED MAX 250 KT BELOW FL100

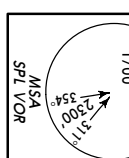
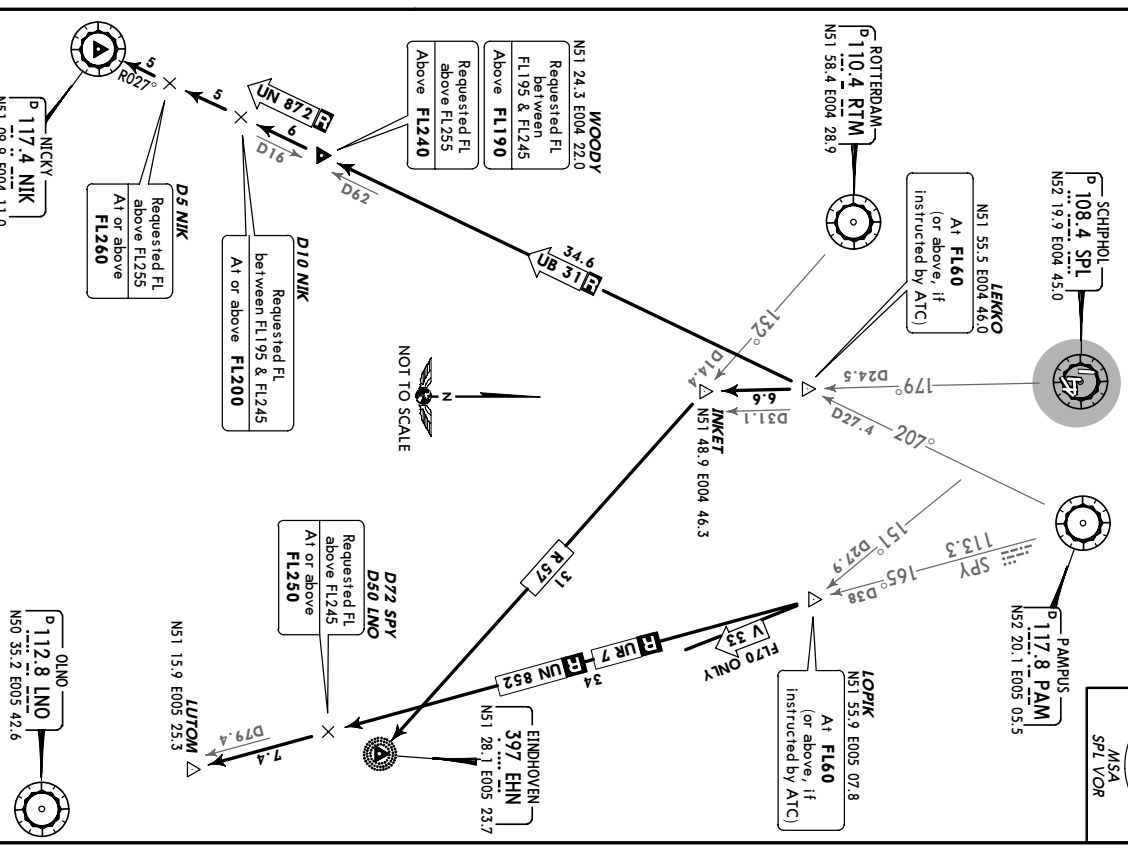


CONTINUATION
 At PAM on PAM R-112 via NYKER to ARNEM (airways B 1/UB 1/L 620).

EHAM/AMS
SCHIPHOL
 27 JAN 06 (10-3X)
JEPPESEN AMSTERDAM, NETHERLANDS
SID

SCHIPHOL Departure (R) Aprt Elev -11' Trans level: By ATC Trans alt: 3000'
 119.05 For departure instructions refer to 10-3A.

CONTINUATION AFTER LEKKO & LOPIK
SPEED MAX 250 KT BELOW FL100

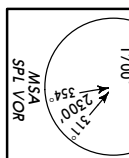
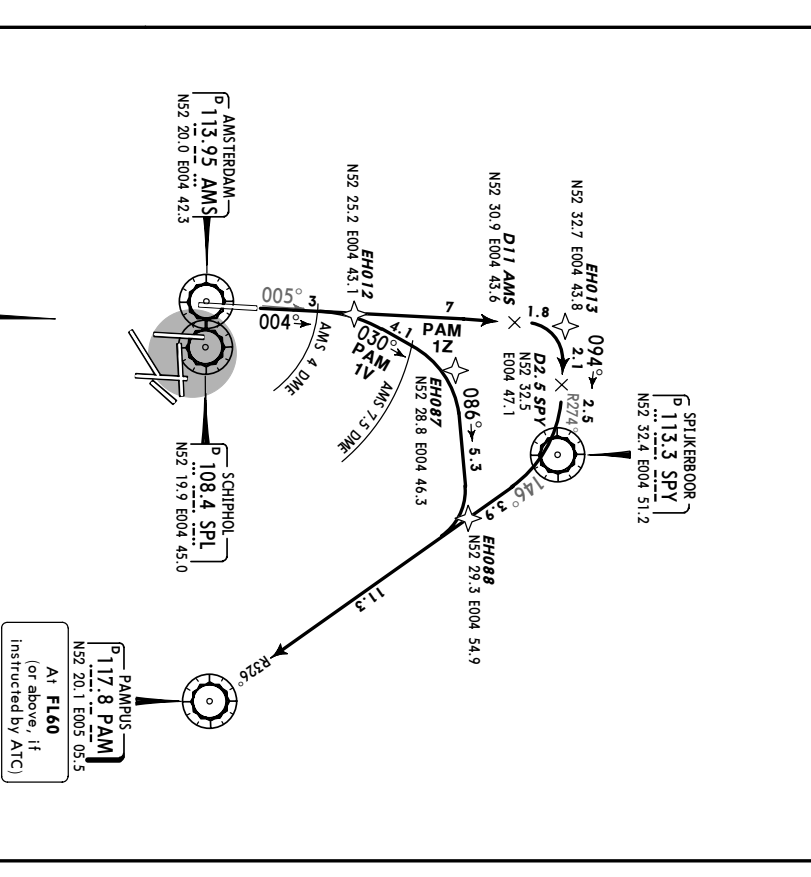


Via **UB 31** or **UN 872**.
 Via **R 57**: At LEKKO intercept SPL R-179 to INKET, intercept RTM R-132 to EHN.
CONTINUATION

EHAM/AMS
SCHIPHOL
 27 JAN 06 (10-3X)
JEPPESEN AMSTERDAM, NETHERLANDS
SID

SCHIPHOL Departure (R) Aprt Elev -11' Trans level: By ATC Trans alt: 3000'
 119.05 For departure instructions refer to 10-3A.

PAMPUS 1V (PAM 1V)
PAMPUS 1Z (PAM 1Z)
RWY 36L DEPARTURES
SPEED MAX 250 KT BELOW FL 100

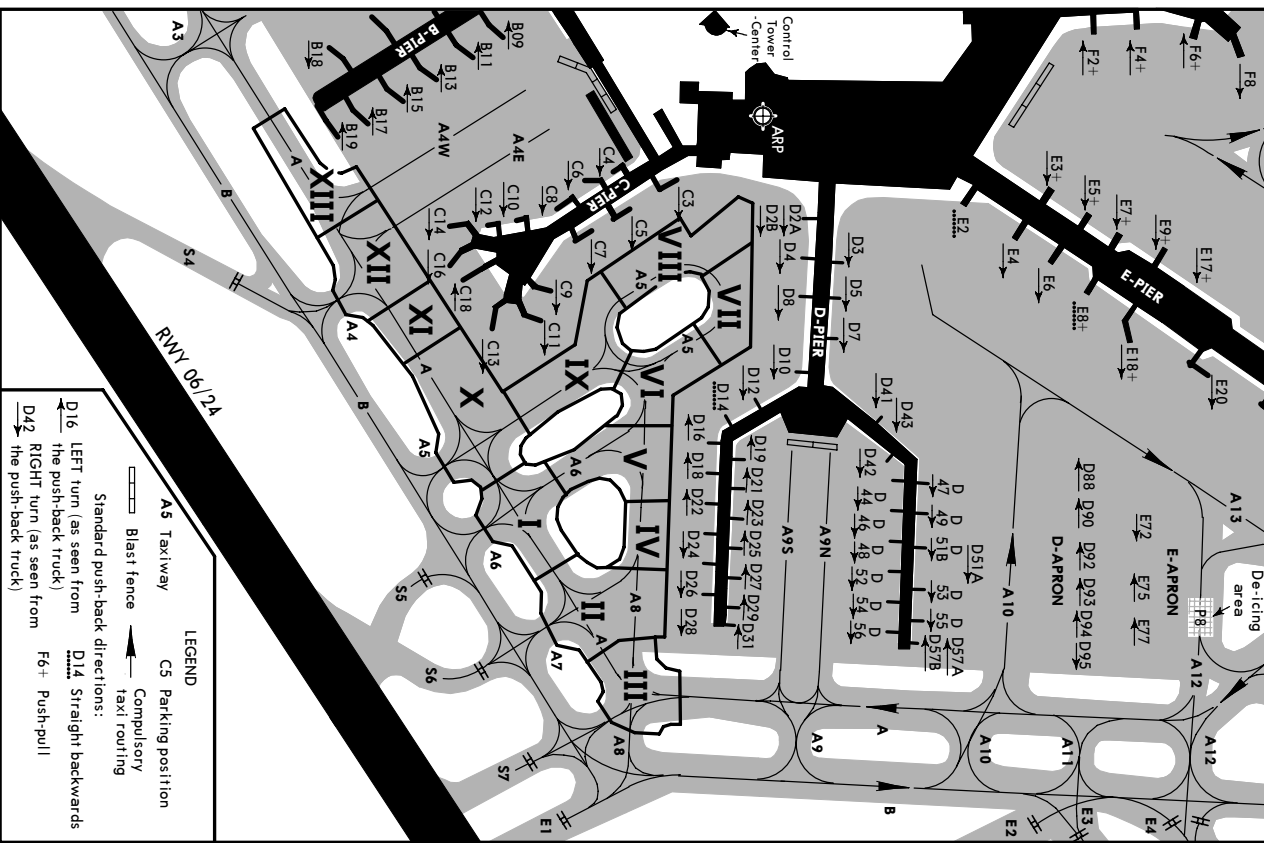


Initial climb clearance **FL60** higher level only when cleared by ATC
ROUTING
PAM 1V
 004° track, at AMS 4 DME turn RIGHT, 030° track, at AMS 7.5 DME turn RIGHT, 086° track, intercept PAM R-326 inbound to PAM.
RNAV: THR 36L - EHO12 - EHO87 - EHO88 - PAM (FL60).
PAM 1Z
 004° track, intercept AMS R-005, at D11 AMS turn RIGHT, intercept SPY R-274 inbound to D2.5 SPY, turn RIGHT, intercept PAM R-326 inbound to PAM.
RNAV: THR 36L - EHO13 - SPY - PAM (FL60).

1 Let aircraft only between 0600-2300LT.
 2 Only jet aircraft between 2300-0600LT.
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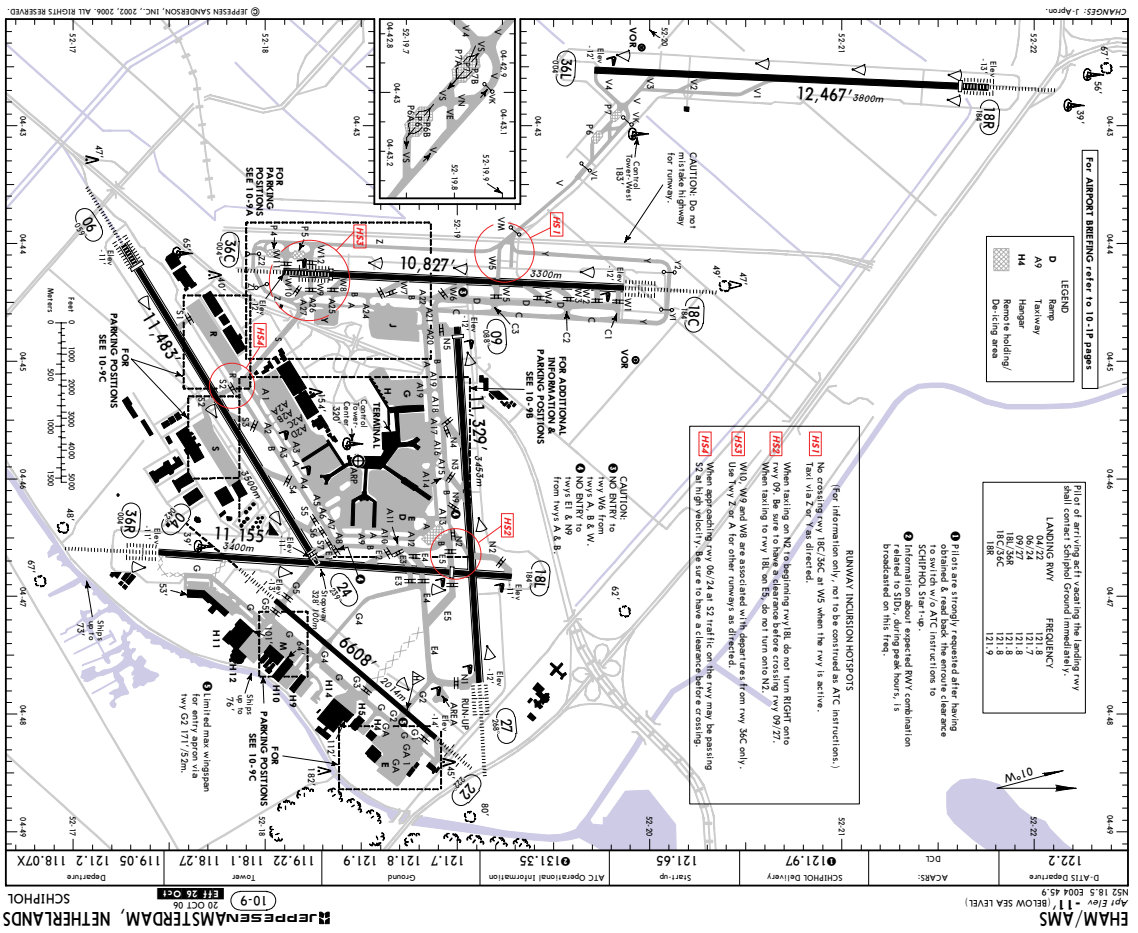
EHAM/AMS
JEPPESAMSTERDAM, NETHERLANDS
 15 SEP 06 (10-8) EFF 18 SEP
SCHIPHOL

WORK IN PROGRESS ON APRON CD AND TWY A
 REFER ALSO TO LATEST NOTAMS
 The work is organised into thirteen sequential phases, represented by Roman numerals in the figure below.



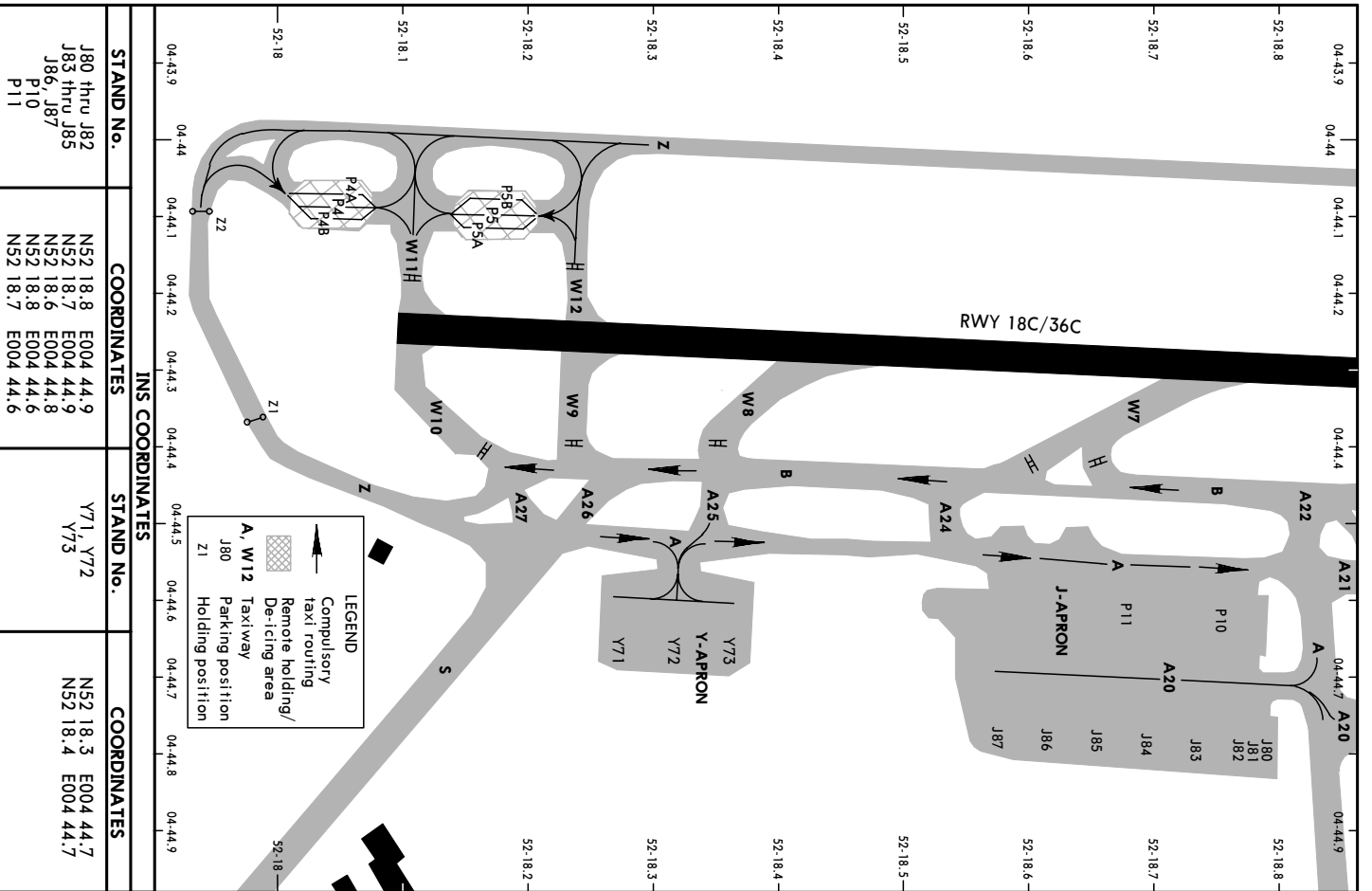
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EHAM/AMS
 10-9 (10-9) EFF 18 SEP
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LEGEND

- Computer taxi routing
- Remote routing
- De-icing area
- A, W12 Taxiway
- J80 Holding position
- Z1 Holding position

STAND No.	COORDINATES	STAND No.	COORDINATES
J80 thru J82	N52 18.8 E004 44.9	Y71, Y72	N52 18.3 E004 44.7
J83 thru J85	N52 18.7 E004 44.9	Y73	N52 18.4 E004 44.7
J86, J87	N52 18.6 E004 44.8		
P10	N52 18.8 E004 44.6		
P11	N52 18.7 E004 44.6		

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS		TAKE-OFF	WIDTH
	LANDING BEYOND Threshold	Glide Slope		
04	MIRL(50m) MIALS			
04	MIRL(50m) MIALS	PAP1-L(3.0°)		148'
04	MIRL(50m) MIALS	PAP1-L(3.0°)		45m
06	HIRL(30m) CL(15m) HIALS-II TDZ PAP1-L(3.0°)HSTRVR	0,663(3250m)	9582'	148'
06	HIRL(30m) CL(15m) HIALS-II TDZ PAP1-L(3.0°)	PAP1(3.0°)		45m
09	HIRL(30m) CL(15m)		RVR1 1,033(3565m)	148'
09	HIRL(30m) CL(15m) HIALS-II TDZ PAP1-L(3.0°)HSTRVR		10,378(3165m)11,230(3423m)	45m
09	HIRL(30m) CL(15m) HIALS-II TDZ PAP1-L(3.0°)HSTRVR			148'
09	HIRL(30m) CL(15m) HIALS-II TDZ PAP1-L(3.0°)HSTRVR			45m
18L	HIRL(30m) CL(15m)		RVR 9268' 2825m	148'
18L	HIRL(30m) CL(15m) HIALS-II TDZ PAP1-L(3.0°)HSTRVR		8220' 2505m	9268' 2825m
18L	HIRL(30m) CL(15m) HIALS-II TDZ PAP1-L(3.0°)HSTRVR			148'
18L	HIRL(30m) CL(15m) HIALS-II TDZ PAP1-L(3.0°)HSTRVR			45m

1 Restricted to landing act with AUV 76 tons and departing act with AUV 90 tons.
2 TAKE-OFF RUN AVAILABLE
RWY 06:
From rwy head 11,483' (3500m)
twy S1 int 8530' (2600m)
RWY 24:
From rwy head 11,483' (3500m)
twy S7 int 11,319' (3450m)
twy S6 int 10,663' (3250m)
twy S5 int 10,663' (3250m)
twy S4 int 8530' (2600m)
twy S3 int 6398' (1950m)
Line-up for take-off rwy 24 via rwy 18L/36R prohibited.

3 TAKE-OFF RUN AVAILABLE
RWY 09:
From rwy head 11,266' (3434m)
twy N4 int 7874' (2400m)
twy N3 int 6070' (1850m)
twy N2 int 4429' (1350m)

4 For normal operations LDA 9268' / 2825m.
In exceptional cases the additional pavement of sufficient strength of 1887' / 575m beyond the red rwy lights is available on request.

5 TAKE-OFF RUN AVAILABLE
RWY 18L:
From rwy head 11,155' (3400m)
twy E5 int 9186' (2800m)
twy E4 int 8366' (2550m)
twy E2 int 6890' (2100m)

18C	HIRL(30m) CL(15m) HIALS-II TDZ PAP1-L(3.0°)HSTRVR	RVR 9756' 2925m		6	148'
36C	HIRL(30m) CL(15m) HIALS-II TDZ PAP1-L(3.0°)	RVR 9350' 2850m	8280' 2524m	6	45m
18C	HIRL(30m) CL(15m) HIALS-II TDZ PAP1-L(3.0°)HSTRVR	RVR 9756' 2925m		6	148'
36C	HIRL(30m) CL(15m) HIALS-II TDZ PAP1-L(3.0°)	RVR 9350' 2850m	8280' 2524m	6	45m
18R	HIRL(60m) CL(15m) HIALS-II TDZ PAP1-L(3.0°)	RVR 11,581(3530m)	10,535(3211m)	NA	197'
36L	HIRL(60m) CL(15m)	RVR NA		7	60m

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

JAR OPS		TAKE-OFF 1	
RWYs 06, 09, 18L/C, 24, 27, 36L/C/R		All RWYs (except RWY 18R)	
LVP must be in Force		LVP must be in Force	
Approved Operators	RI, CI	RCLM (DAY only) or RI	RCLM (DAY only) or RI
HIRL, CI & mult. RVR req	RI, CI & mult. RVR req		
A	150m	200m	500m
B	150m	200m	500m
C	150m	250m	500m
D	150m	200m	500m

1 Operator's applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.
Rwy 36R: Net climb grad min 5% until reaching 150'.

CHANGES: Stands, Coordinates.

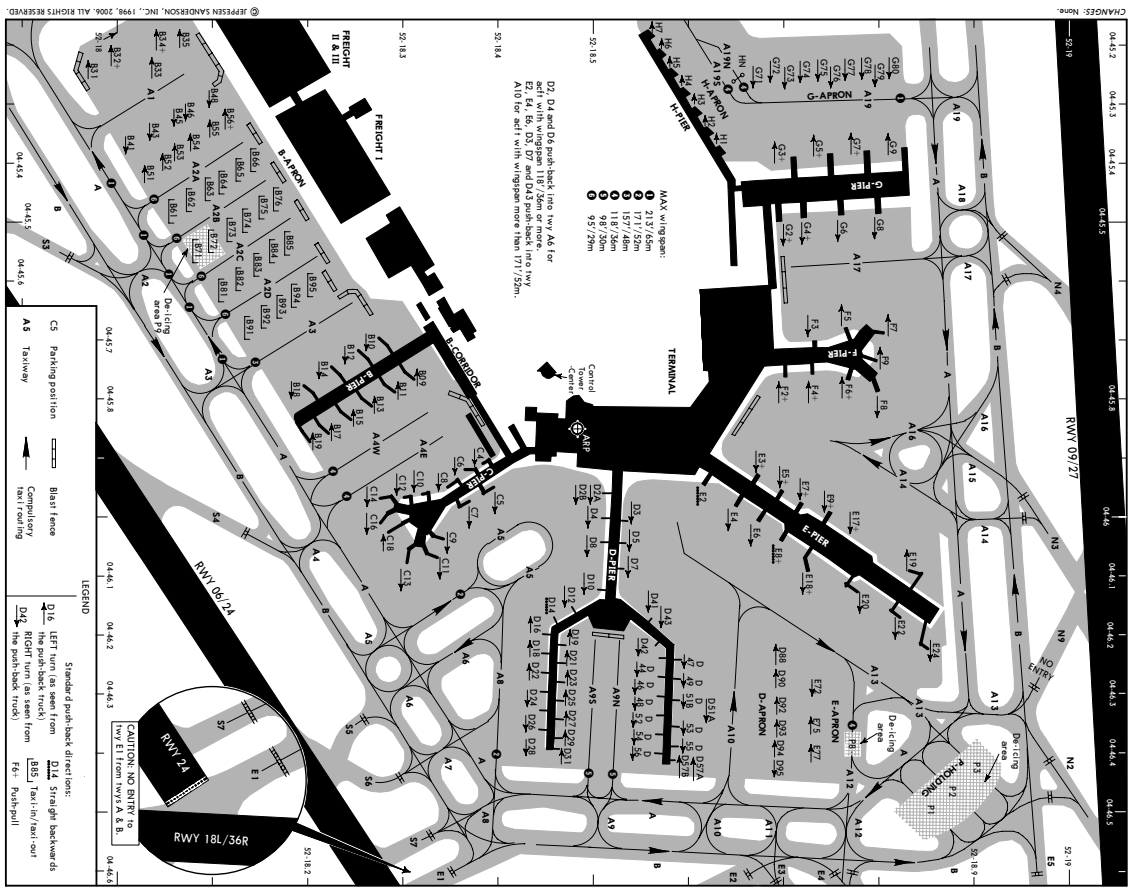
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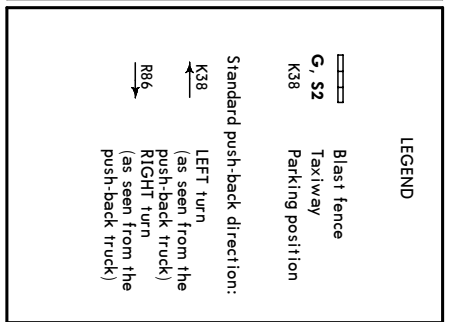
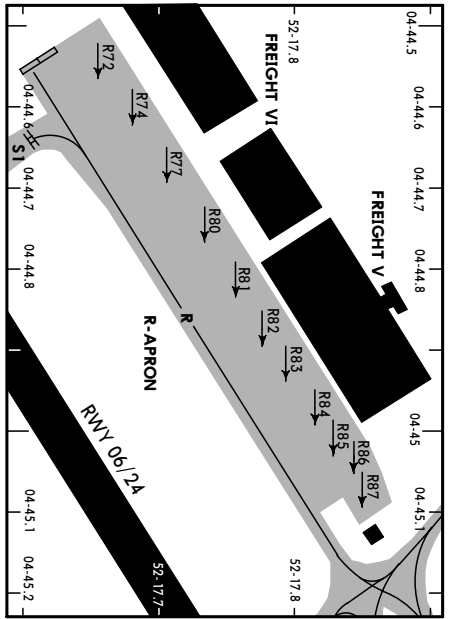
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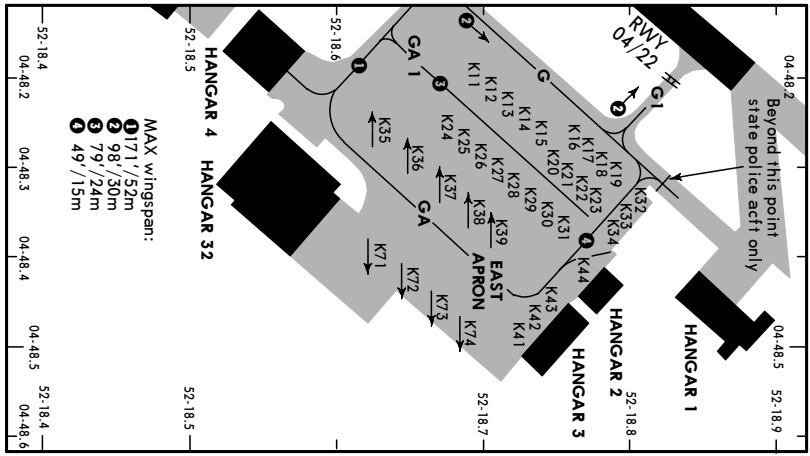
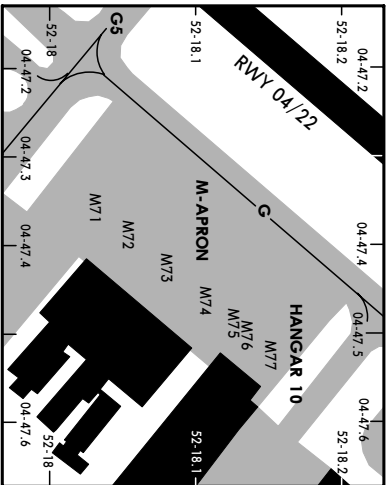
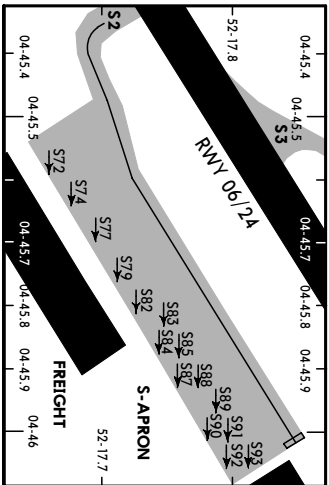
EHAM/AMS

JEPPESSEN AMSTERDAM, NETHERLANDS
SCHIPHOL





STAND No.	INS COORDINATES	
	STAND No.	COORDINATES
B09	E9	N52 18.7 E004 46.0
B10	E17	N52 18.8 E004 46.0
B11	E18	N52 18.7 E004 46.1
B12	E19	N52 18.8 E004 46.1
B13	E20	N52 18.8 E004 46.2
B14	E24	N52 18.9 E004 46.2
B15	E72	N52 18.7 E004 46.3
B17	E75, E77	N52 18.7 E004 46.4
B18	F2	N52 18.7 E004 45.8
B19	F3	N52 18.7 E004 45.7
B31 thru B35	F4	N52 18.7 E004 45.8
B41	F5	N52 18.8 E004 45.7
B43	F6	N52 18.8 E004 45.8
B45, B46, B48	F7	N52 18.8 E004 45.7
B51	F8	N52 18.8 E004 45.8
B52 thru B54	F9	N52 18.8 E004 45.7
B55, B56	G2	N52 18.7 E004 45.5
B61, B62	G3	N52 18.7 E004 45.4
B65 thru B66	G4	N52 18.7 E004 45.4
B71	G5	N52 18.7 E004 45.4
B72 thru B74	G6	N52 18.8 E004 45.5
B75, B76	G7	N52 18.8 E004 45.4
B81 thru B83	G8	N52 18.8 E004 45.5
B84, B85	G9	N52 18.8 E004 45.4
B91	G71 thru G75	N52 18.7 E004 45.2
B92	G76 thru G80	N52 18.8 E004 45.2
B93 thru B95	H1	N52 18.6 E004 45.4
C3, C4	H2 thru H4	N52 18.6 E004 45.3
C5	H5 thru H7	N52 18.6 E004 45.2
C6	K11 thru K13	N52 18.7 E004 48.2
C7	K14, K15	N52 18.7 E004 48.3
C8	K16 thru K23	N52 18.8 E004 48.3
C9	K24 thru K29	N52 18.7 E004 48.3
C10	K30	N52 18.7 E004 48.4
C11	K31	N52 18.8 E004 48.4
C12	K32	N52 18.8 E004 48.3
C13	K33, K34	N52 18.8 E004 48.4
C14, C16, C18	K35	N52 18.6 E004 48.3
D2A thru D5	K36, K37	N52 18.7 E004 48.3
D7	K38, K39	N52 18.7 E004 48.4
D8	K41 thru K43	N52 18.7 E004 48.5
D10, D12	K44	N52 18.8 E004 48.4
D14	K71	N52 18.6 E004 48.4
D16, D18	K72	N52 18.7 E004 48.4
D19, D21	K73, K74	N52 18.7 E004 48.5
D22	M71	N52 18.0 E004 47.4
D23	M72, M73	N52 18.1 E004 47.4
D24	M74	N52 18.1 E004 47.5
D25	M77	N52 18.2 E004 47.5
D26	R72	N52 17.7 E004 44.5
D27	R74	N52 17.7 E004 44.6
D28	R77, R80	N52 17.7 E004 44.7
D29, D31	R81	N52 17.8 E004 44.9
D41 thru D43	R82, R83	N52 17.7 E004 44.9
D44 thru D52	R84 thru R86	N52 17.8 E004 45.0
D53 thru D57B	R87	N52 17.9 E004 45.1
D88	S72, S74	N52 17.7 E004 45.6
D90, D92	S77, S79	N52 17.7 E004 45.7
D93 thru D95	S82, S83	N52 17.7 E004 45.8
E2	S84 thru S88	N52 17.8 E004 45.9
E3	S89 thru S93	N52 17.8 E004 46.0
E4		
E5		
E6, E7		
E8		

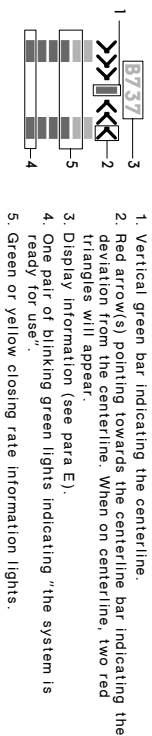


STAND No.	INS COORDINATES	
	STAND No.	COORDINATES
B09	E9	N52 18.7 E004 46.0
B10	E17	N52 18.8 E004 46.0
B11	E18	N52 18.7 E004 46.1
B12	E19	N52 18.8 E004 46.1
B13	E20	N52 18.8 E004 46.2
B14	E24	N52 18.9 E004 46.2
B15	E72	N52 18.7 E004 46.3
B17	E75, E77	N52 18.7 E004 46.4
B18	F2	N52 18.7 E004 45.8
B19	F3	N52 18.7 E004 45.7
B31 thru B35	F4	N52 18.7 E004 45.8
B41	F5	N52 18.8 E004 45.7
B43	F6	N52 18.8 E004 45.8
B45, B46, B48	F7	N52 18.8 E004 45.7
B51	F8	N52 18.8 E004 45.8
B52 thru B54	F9	N52 18.8 E004 45.7
B55, B56	G2	N52 18.7 E004 45.5
B61, B62	G3	N52 18.7 E004 45.4
B65 thru B66	G4	N52 18.7 E004 45.4
B71	G5	N52 18.7 E004 45.4
B72 thru B74	G6	N52 18.8 E004 45.5
B75, B76	G7	N52 18.8 E004 45.4
B81 thru B83	G8	N52 18.8 E004 45.5
B84, B85	G9	N52 18.8 E004 45.4
B91	G71 thru G75	N52 18.7 E004 45.2
B92	G76 thru G80	N52 18.8 E004 45.2
B93 thru B95	H1	N52 18.6 E004 45.4
C3, C4	H2 thru H4	N52 18.6 E004 45.3
C5	H5 thru H7	N52 18.6 E004 45.2
C6	K11 thru K13	N52 18.7 E004 48.2
C7	K14, K15	N52 18.7 E004 48.3
C8	K16 thru K23	N52 18.8 E004 48.3
C9	K24 thru K29	N52 18.7 E004 48.3
C10	K30	N52 18.7 E004 48.4
C11	K31	N52 18.8 E004 48.4
C12	K32	N52 18.8 E004 48.3
C13	K33, K34	N52 18.8 E004 48.4
C14, C16, C18	K35	N52 18.6 E004 48.3
D2A thru D5	K36, K37	N52 18.7 E004 48.3
D7	K38, K39	N52 18.7 E004 48.4
D8	K41 thru K43	N52 18.7 E004 48.5
D10, D12	K44	N52 18.8 E004 48.4
D14	K71	N52 18.6 E004 48.4
D16, D18	K72	N52 18.7 E004 48.4
D19, D21	K73, K74	N52 18.7 E004 48.5
D22	M71	N52 18.0 E004 47.4
D23	M72, M73	N52 18.1 E004 47.4
D24	M74	N52 18.1 E004 47.5
D25	M77	N52 18.2 E004 47.5
D26	R72	N52 17.7 E004 44.5
D27	R74	N52 17.7 E004 44.6
D28	R77, R80	N52 17.7 E004 44.7
D29, D31	R81	N52 17.8 E004 44.9
D41 thru D43	R82, R83	N52 17.7 E004 44.9
D44 thru D52	R84 thru R86	N52 17.8 E004 45.0
D53 thru D57B	R87	N52 17.9 E004 45.1
D88	S72, S74	N52 17.7 E004 45.6
D90, D92	S77, S79	N52 17.7 E004 45.7
D93 thru D95	S82, S83	N52 17.7 E004 45.8
E2	S84 thru S88	N52 17.8 E004 45.9
E3	S89 thru S93	N52 17.8 E004 46.0
E4		
E5		
E6, E7		
E8		

VISUAL DOCKING GUIDANCE SYSTEM (SAFELOCK)

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.



B. ACTIVATED SYSTEM

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

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

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

C. CENTERLINE GUIDANCE

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

D. CLOSING-RATE AND STOP INFORMATION

For each type of aircraft a stoppoint has been assigned within the system. Closing rate information is given over the last 56/77m by means of green (first 46/74m) and yellow (last 10/73m) lights. As soon as the reset area is activated the bottom pair of green lights will show "steady". At the same time the green centerline bar appears on the display. The lights will move from the bottom side of the display upwards in the direction of the stopping position. When the stop-area is activated the azimuth-guidance arrows will be replaced by the word "STOP".

E. DISPLAY INFORMATION TEXT

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

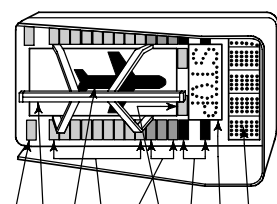
1. **B/37** (as an example)
The expected type of aircraft is shown.
2. **OK**
Parking is correct.
3. **CHOCK/ON**
Chocks are in place.
4. **TOO/FAR**
The stoppoint has been overshoot by more than 3'/1m. Ask groundcrew if push-back is necessary.
5. **STOP**
The aircraft has reached the stopping point or the docking procedure is not carried out correctly.
6. **WAIT**
The chosen type of aircraft during the closing-in is changed by the operator.
7. **TEST/WAIT**
When the correct type is displayed the parking can be continued.
8. **ERR**
When the system is activated, the lasersystem carries out a self-test before the type of aircraft appears on the display.

If a system fault occurs the display will show "ERR". The "STOP"-sign will be shown as well. The aircraft has to be parked by means of either marshalling or a tractor.

VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

A. SYSTEM DESCRIPTION

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



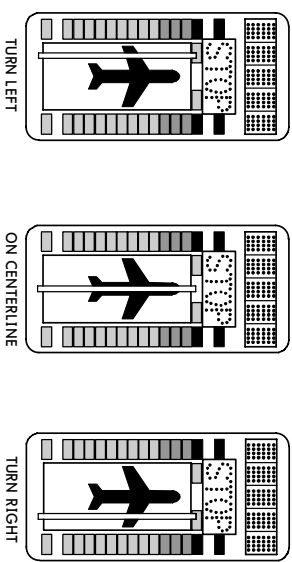
B. ACTIVATED SYSTEM

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

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

C. CENTERLINE GUIDANCE

Centerline guidance is obtained by means of an illuminated bar in front of an aircraft symbol. The aircraft is on centerline when bar and symbol overlap each other.



D. CLOSING-RATE AND STOP INFORMATION

For each type of aircraft a stoppoint has been assigned within the system. Closing-rate information is given over the last 40'/12m by means of nine pairs of green and three pairs of yellow lights. As soon as the reset loop (48'/14.5m in front of the stoppoint) is activated the bottom pair of green lights and the type of aircraft indication at the top will show "steady". When the stop-sensor is activated the word "STOP" and four red lights will be shown.

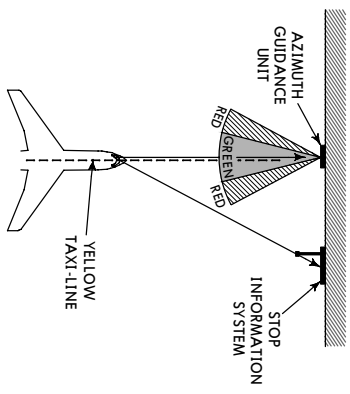
E. DISPLAY INFORMATION TEXT (following information can be expected)

1. **OK** 1 Parking is correct
2. **CHOCK/ON** Chocks are in place.
3. **TOO/FAR** The stoppoint has been overshoot 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.
5. **SBU** If one or more sensors are missed during taxi-in, this information is given together with the normal STOP-signal as soon as the chosen stop-sensor is activated.
6. **WAIT** The type of aircraft during closing-in is changed. When the correct type is displayed the parking can be continued.
7. **ERR** If a system fault occurs the display will show this together with a number between 0 and 9. The STOP-sign will be shown as well. The aircraft has to be parked by means of either marshalling or a tractor.

VISUAL DOCKING GUIDANCE SYSTEM (AGNIS/PAPA)

A. SYSTEM DESCRIPTION

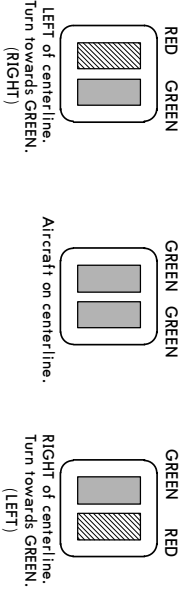
The system consists of an Azimuth guidance unit (AGNIS) and the stop information system (PAPA).



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

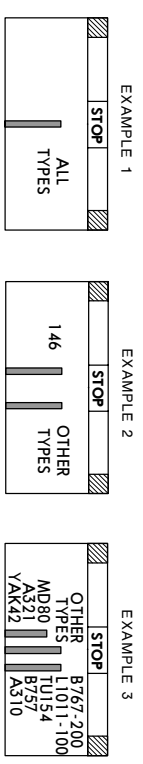
B. AZIMUTH INFORMATION (AGNIS)

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



C. STOP INFORMATION (PAPA)

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



D. EMERGENCY STOP

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

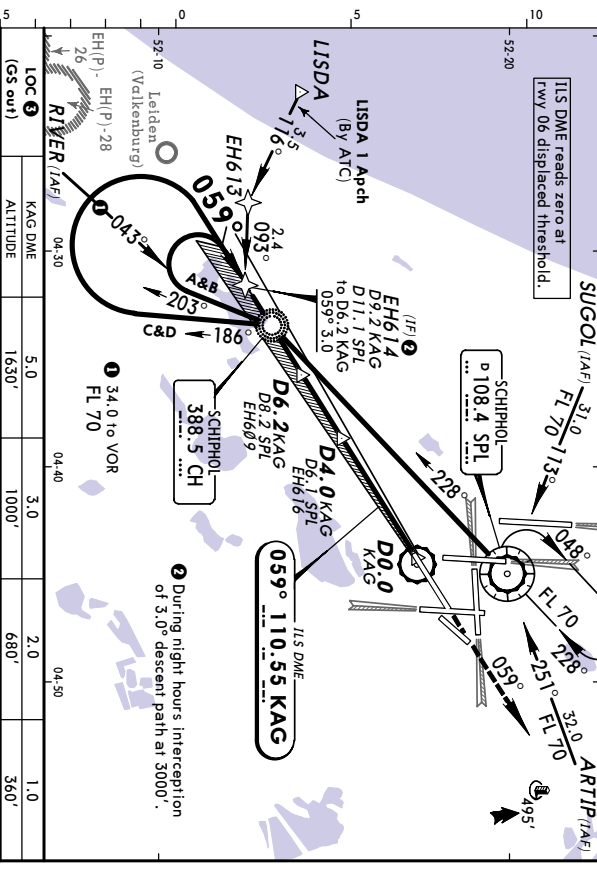
E. OPERATION

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

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower
108.4 132.97	119.05 121.2	118.4 131.15	119.22 118.1 118.27
LOC KAG 110.55	Final Appch Crs 059°	GS No Altitude published	ILS DA(H) 188' (200') RWY -12' (BELOW SEA LEVEL)

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

ATIS: Rwy Elev: 0 Hpa Trans Elev: By ATC Trans alt: 3000'
 1. WARNING: CVR ttc up to 1500' in the Valkenburg CIR. 2. Simultaneous apchs on rwy 09, 18C, 18R, 27 or 36t may be executed. 3. LOC course not to be used outside 30° West of rwy centerline. 4. When established on ILS maintain 160 KT until D4.0 KAG or as directed. 5. For additional information refer to 10-1P Pages.



LOC (GS out)	ALTITUDE	3.0'	2.0'	1.0'
LOC 3	1630'	1000'	680'	360'

Start turn at 1 Min after Lctr
 A & B ← 203°
 C & D ← 186°
 2000'
 059°

Do not descend below the descent profile.
 1.6 EHB69° 2.2
 4.0

TO DISPL THRESH 7.8

Gnd speed-Kts: 70 90 100 120 140 160
 ILS GS 3.00° or LOC Descent Gradient 5.2%
 MAP at D6.0 KAG

STRAGHT-IN LANDING RWY 06
 LOC (GS out)
 DA(H) 188' (200')
 FULL ALS out
 MDA(H) 400' (412')
 MSA SPL VOR

CIRCLE-TO-LAND
 MDA(H) 620' (631')
 100 150
 780' (791') 1500m
 135 180
 880' (891') 2400m
 205 3600m

EHAM/AMIS
SCHIPHOL
 22 SEP 06
JEPPERSEN
AMSTERDAM, NETHERLANDS
CAT I/II ILS DME Rwy 06
 (During night hours (2300-0600 LT) or by ATC)

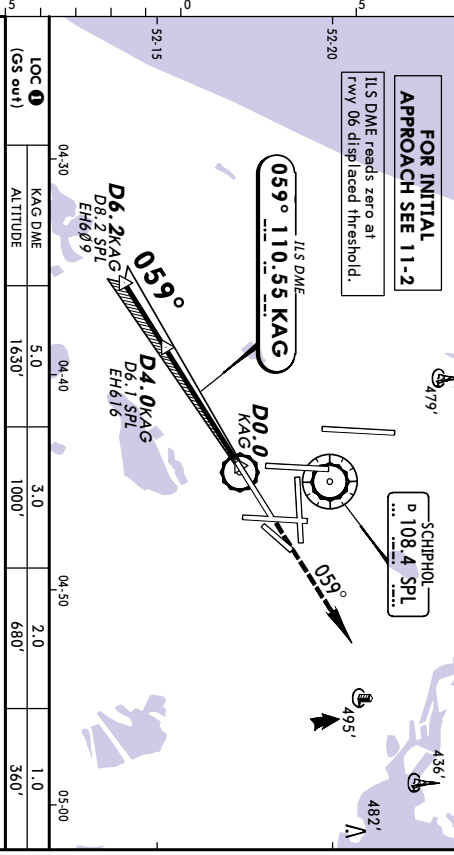
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.97	119.05 121.2	118.4 131.15	119.22 118.1 118.27	121.7
LOC	Final	GS	ILS	Apch Elev -11'
110.55	059°	No Altitude	RA 100'	Rwy -12'
	Apch Crs	Published	DA(H)	BELOW SEA LEVEL
			88'(100')	

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

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

1. CAT II ILS: Special Atcrw & Aircraft Certification Required. 2. LOC course not to be used outside 30° West of rwy centerline. 3. When established on ILS maintain 160 KT until D4.0 KAG or as directed. 4. For additional info refer to 10-1P pages.

MSA SPL VOR



LOC 1	KAG DME	5.0	3.0	2.0	1.0
(GS out)	ALTITUDE	1530'	1000'	680'	360'

Do not descend below the descent profile.

2000' *059°

D6.2 KAG
D6.1 SPL
D4.0 KAG
D8.2 SPL
EH669

D0.0 KAG
TCH displ
thresh 50'

Rwy 06 -12'

JAR OPS

STRAIGHT-IN LANDING Rwy 06

CAT II ILS
 ABCD
RA 100'
 DA(H) **88'(100')**

GRD speed-Kts

ILS GS 3,000'	70	90	100	120	140	160
LOC Descent Gradient 5.2%	377	485	539	647	755	862

MAP at D0.0 KAG

HA ILS-II
 2000'
 on 059°

JAR OPS

STRAIGHT-IN LANDING Rwy 06

LOC (GS out)
LOC (GS out) 400'(412')
 DA(H) **188'(200')**

GRD speed-Kts

ILS	70	90	100	120	140	160
LOC Descent Gradient 5.2%	377	485	539	647	755	862

MAP at D0.0 KAG

HA ILS-II
 2000'
 on 059°

JAR OPS

STRAIGHT-IN LANDING Rwy 06

LOC (GS out)
LOC (GS out) 400'(412')
 DA(H) **188'(200')**

GRD speed-Kts

ILS	70	90	100	120	140	160
LOC Descent Gradient 5.2%	377	485	539	647	755	862

MAP at D0.0 KAG

HA ILS-II
 2000'
 on 059°

PANS OPS 4

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

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

CHANGES: None.

EHAM/AMIS
SCHIPHOL
 21 OCT 05
JEPPERSEN
AMSTERDAM, NETHERLANDS
REGSU 1 Apch & ILS Rwy 18C
 (EET 27 Oct)

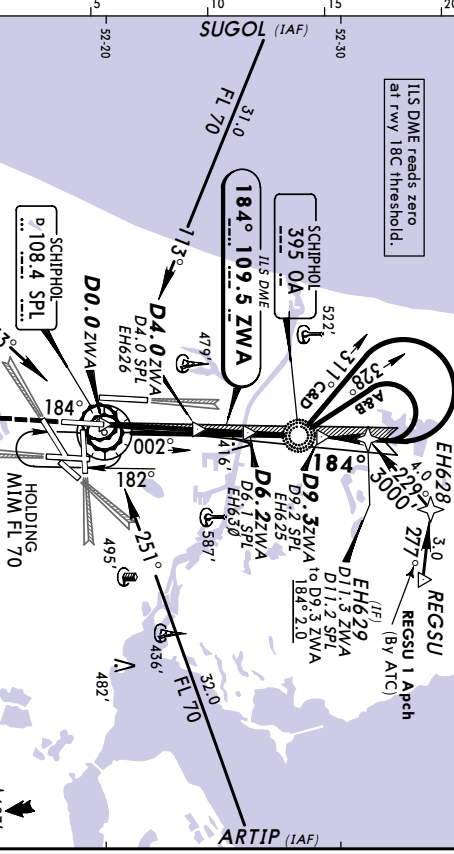
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.97	119.05 121.2	118.4 131.15	119.22 118.1 118.27	121.8
LOC	Final	GS	ILS	Apch Elev -11'
109.5	184°	No Altitude	RA 188'	Rwy -12'
	Apch Crs	Published	DA(H)	BELOW SEA LEVEL
			1310'(1322')	

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

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

1. WARNING: CVR ft-c up to 1500' in the Valkenburg CIR. 2. Simultaneous apchs on rwy 06, 18R, 22, 27 or 30k may be executed. 3. When established on ILS maintain 160 KT until D4.0 ZWA or as directed. 4. For additional info refer to 10-1P pages.

MSA SPL VOR



LOC 1	ZWA DME	1.0	2.0	3.0	5.0
(GS out)	ALTITUDE	360'	680'	1000'	1630'

Do not descend below the descent profile.

3000'

D6.2 ZWA
D6.1 SPL
D4.0 ZWA
D8.2 SPL
EH626
EH625
EH638

D0.0 ZWA
TCH 50'

Rwy 18C -12'

JAR OPS

STRAIGHT-IN LANDING Rwy 18C

LOC (GS out)
LOC (GS out) 370'(382')
 DA(H) **188'(200')**

GRD speed-Kts

ILS GS 3,000'	70	90	100	120	140	160
LOC Descent Gradient 5.2%	377	485	539	647	755	862

MAP at D0.0 ZWA

HA ILS-II
 1500'
 at South of SPL VOR

JAR OPS

STRAIGHT-IN LANDING Rwy 18C

LOC (GS out)
LOC (GS out) 370'(382')
 DA(H) **188'(200')**

GRD speed-Kts

ILS	70	90	100	120	140	160
LOC Descent Gradient 5.2%	377	485	539	647	755	862

MAP at D0.0 ZWA

HA ILS-II
 1500'
 at South of SPL VOR

JAR OPS

STRAIGHT-IN LANDING Rwy 18C

LOC (GS out)
LOC (GS out) 370'(382')
 DA(H) **188'(200')**

GRD speed-Kts

ILS	70	90	100	120	140	160
LOC Descent Gradient 5.2%	377	485	539	647	755	862

MAP at D0.0 ZWA

HA ILS-II
 1500'
 at South of SPL VOR

PANS OPS 4

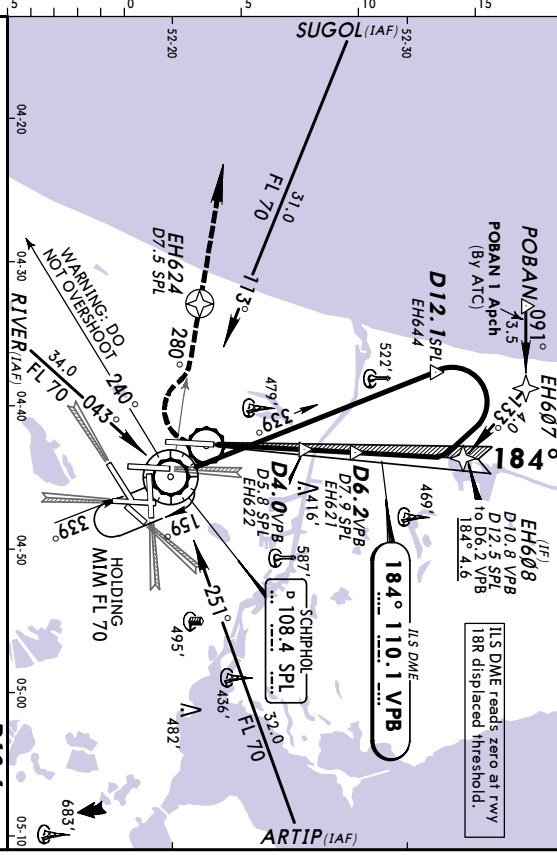
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

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

CHANGES: ILS Ident. OM withdrawn.

EHAM/AMS **JEPPESEN** **AMSTERDAM, NETHERLANDS**
SCHIPHOL 6 OCT 06 (11-4A) **RNAV POBAN 1 Apch & CAT II ILS Rwy 18R**

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.97	119.05 121.2	118.4 131.15	119.22 118.1 118.27	121.9
LOC VPB	Final Apch Crs	GS No Altitude Published	CAT II ILS RA 100' DA(H) 87'(100')	Apch Elev -11' Rwy -13' (BELOW SEA LEVEL)
110.1	184°			
MISSED APCH: Turn RIGHT as soon as practicable to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000', cross EH624 at 2000'. Inform ATC.				
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 3000'	
1. Special Aircrew & Aircraft Certification Required. 2. WARNING: CVR ftc up to 1500' in the Valkenburg CTR. 3. Simultaneous apchs on rwy 06, 18C, 22, 27 or 36R may be executed. 4. When established on ILS maintain 160 KT until D4.0 VPB or as directed. 5. For additional information refer to 10-1P pages.				
			MSA SPL VOR	1700'

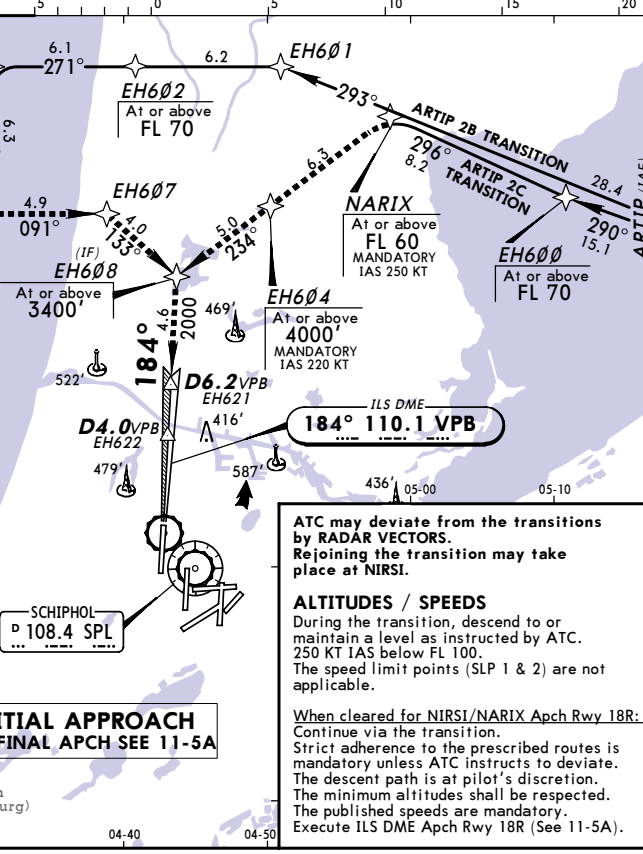


Grid speed/Kts	70	90	100	120	140	160
GS	3.00°	377	485	539	647	755
TCH di spl threshold 50'						
RWY 18R -13'						
STRAIGHT-IN LANDING RWY 18R						
CAT II ILS						
RA 100'						
DA(H) 87'(100')						
RVR 300m						

PANS OPS 4
 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
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EHAM/AMS **JEPPESEN** **AMSTERDAM, NETHERLANDS**
SCHIPHOL 27 MAY 05 (11-5) **RNAV NIGHT ILS DME Rwy 18R**
 (SUGOL, RIVER & ARTIP TRANSITIONS to Rwy 18R during night hours (2300-0600 LT) or by ATC)

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.97	119.05 121.2	118.4 131.15	119.22 118.1 118.27	121.9
LOC VPB	Final Apch Crs	GS Refer to chart 11-5A	ILS DA(H) Refer to chart 11-5A	Apch Elev -11' Rwy -13' (BELOW SEA LEVEL)
110.1	184°			
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'				
1. ILS DME reads zero at rwy 18R displaced threshold. 2. When established on ILS maintain 160 KT IAS until D4.0 VPB or as directed. 3. For additional information refer to 11-0.				
			MSA SPL VOR	1700'



Grid speed/Kts	70	90	100	120	140	160
GS	3.00°	377	485	539	647	755
TCH di spl threshold 50'						
RWY 18R -13'						
STRAIGHT-IN LANDING RWY 18R						
CAT II ILS						
RA 100'						
DA(H) 87'(100')						
RVR 300m						

PANS OPS 4
 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
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EHAM/AMSW
SCHIPHOL
 27 MAY 05 (11-5A) **RAV NIGHT CAT I/II ILS DME Rwy 18R**
 (During night hours 2300-0600 LT) or by ATC

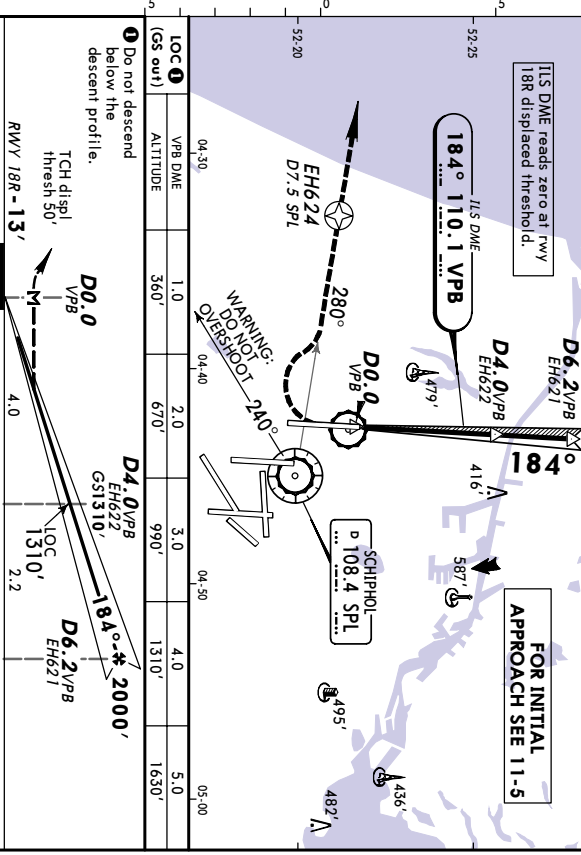
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.97	119.05 121.2	118.4 131.15	119.22 118.1 118.27	121.9
LOC	Final	GS	CAT II ILS	ILS
110.1	184°	D4.0 VPB	RA 100'	DA(H) 187' (200')
VPB	Apch Crs	RA 100'	DA(H)	Apri Elev -11'
			87' (100')	Rwy -13' (BELOW SEA LEVEL)

MISSED APCH: Turn RIGHT as soon as practicable to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000', cross EH624 at 2000'. Inform ATC.

Trans level: By ATC
 1. CAT II ILS: Special Atcrew & Aircraft Certification Required.
 2. When established on ILS maintain 160 KT IAS until D4.0 VPB or as directed.
 3. For additional information refer to 11-0.

Trans alt: 3000'

MSA SPL VOR



LOC (GS out)	VPB DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	360'	670'	990'	1310'	1630'

1 Do not descend below the descent profile.

TCH displ threshold 50'

Rwy 18R -13'

D4.0 VPB EH622 GS1310'

D6.2 VPB EH621

D0.0 VPB

D4.0 VPB EH622 GS1310'

D6.2 VPB EH621

ILS GS 3,000' or LOC Descent Gradient 5.2%

MAP at D0.0 VPB

ILS GS 3,000' or LOC Descent Gradient 5.2%

MAP at D0.0 VPB

JAR OPS

STRAIGHT-IN LANDING Rwy 18R

CAT II ILS

ABCD
RA 100'

DA(H) **87' (100')**

RVR 300m

JAR OPS

STRAIGHT-IN LANDING Rwy 18R

LOC (GS out)

DA(H) **187' (200')**

MDA(H) **340' (353')**

CIRCLE-TO-LAND

FULL	ALS out		MkI Kts		MDA(H)		VIS	
A	RVR 900m	RVR 1500m	100	100	620' (631')	1500m		
B	RVR 550m	RVR 1000m	135	135	780' (791')	1600m		
C	RVR 550m	RVR 1000m	180	180	880' (891')	2400m		
D	RVR 550m	RVR 1000m	205	205	890' (901')	3600m		

PANS OPS 4

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

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

CHANGES: Procedure.

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EHAM/AMSW
SCHIPHOL
 25 AUG 06 (11-6) **EF 31 AUG**
RAV NIGHT CAT I/II ILS DME Rwy 22

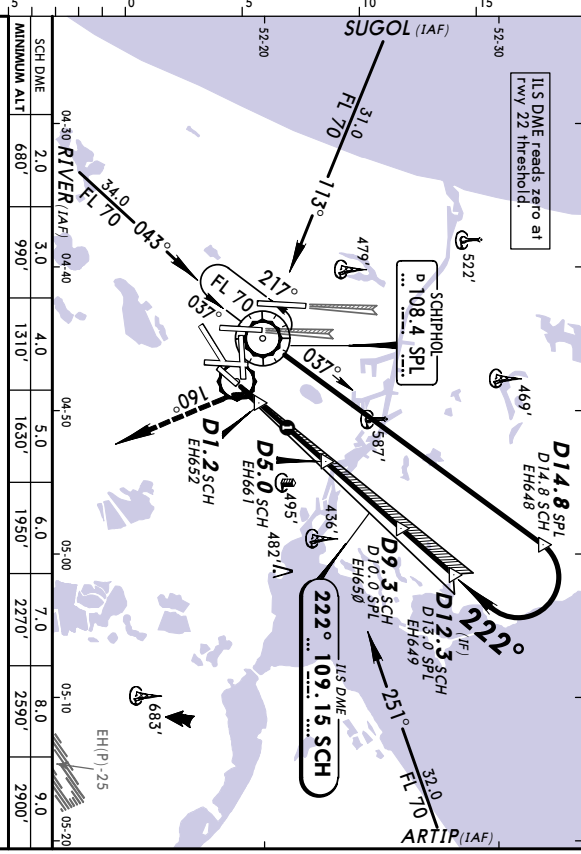
D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.97	119.05 121.2	118.4 131.15	119.22 118.1 118.27	121.8
LOC	Final	GS	CAT II ILS	ILS
109.15	222°	No Altitude published	RA 186'	DA(H) 186' (200')
SCH	Apch Crs			Rwy -14' (BELOW SEA LEVEL)

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

Trans level: By ATC
 1. CAT II ILS: Special Atcrew & Aircraft Certification Required.
 2. When established on ILS maintain 160 KT IAS until D5.0 SCH or as directed.
 3. For additional information refer to 10-1B pages.

Trans alt: 3000'

MSA SPL VOR



1 For Minimum alt on descent profile see table above.

VOR

FL 70

D14.8 SCH D14.8 SCH EH648

D12.3 SCH D12.3 SCH EH649

D9.3 SCH D9.3 SCH EH650

D5.0 SCH D5.0 SCH EH661

D1.2 SCH D1.2 SCH EH652

ILS GS 3,000' or LOC Descent Gradient 5.2%

MAP at D1.2 SCH/EH652

ILS GS 3,000' or LOC Descent Gradient 5.2%

MAP at D1.2 SCH/EH652

JAR OPS

STRAIGHT-IN LANDING Rwy 22

LOC (GS out)

DA(H) **186' (200')**

MDA(H) **420' (434')**

CIRCLE-TO-LAND

FULL	ALS out		MkI Kts		MDA(H)		VIS	
A	RVR 1200m	RVR 1500m	100	100	620' (631')	1500m		
B	RVR 700m	RVR 1000m	135	135	780' (791')	1600m		
C	RVR 700m	RVR 1000m	180	180	880' (891')	2400m		
D	RVR 700m	RVR 1000m	205	205	890' (901')	3600m		

PANS OPS 4

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

CHANGES: Procedure.

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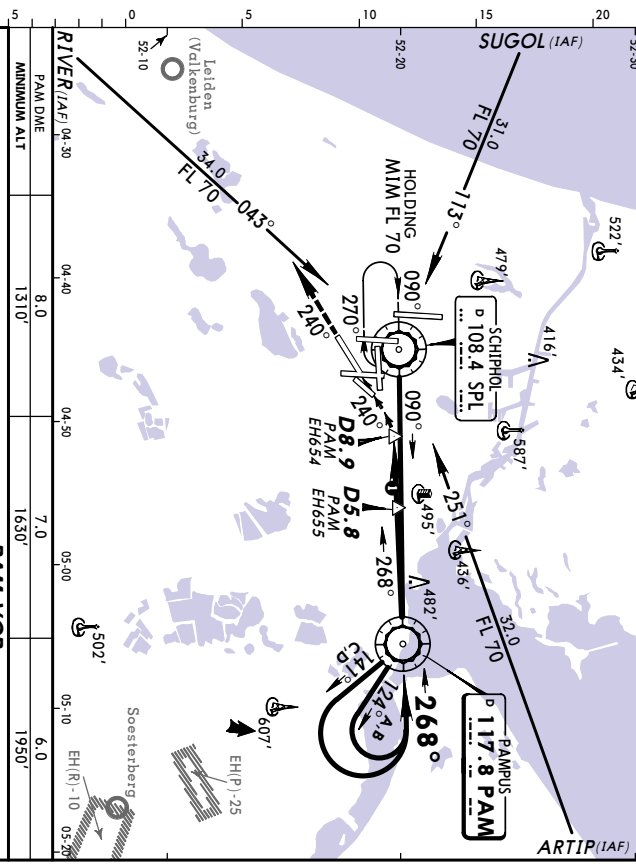
EHAM/AMS
SCHIPHOL
 27 MAY 05 (13-3)
JEPPERSEN AMSTERDAM, NETHERLANDS
 CIRCLING VOR DME Rwy 24

D-ATIS Arrival	108.4 132.97	SCHIPHOL Approach (R)	119.05 121.2	SCHIPHOL Arrival (APP/R)	118.4 131.15	SCHIPHOL Tower	119.22 118.1 118.27	Ground	121.7
VOR	117.8	Final	268°	Minimum Alt	2000' (2011')	MDA(H)	1000' (1011')	Appr Elev	-11'
PAM		Appch Crs						Rwy	-11'
									(BELOW SEA LEVEL)

MISSED APCH: Turn LEFT onto 240° and climb to 2000'. Inform ATC.
 Rwy Elev: 0 Hpa
 Trans level: By ATC
 Trans alt: 3000'
 1. WARNING: After passing D8.0 PAM expect moderate turbulence on final approach when average wind velocity exceeds 30 KT. 2. CVFR ttc up to 1500' in the Valkenburg CTR. 3. For additional information refer to 11-0.

Alt Set: hpa
 Rwy Elev: 0 Hpa
 Trans level: By ATC
 Trans alt: 3000'
 1. WARNING: When average surface wind velocity exceeds 30 KT, moderate turbulence can be expected on final approach from approx D8.0 PAM to D10.0 PAM.
 2. CVFR ttc up to 1500' in the Valkenburg CTR. 3. Final approach track offset 2° from runway centerline. 4. For additional information refer to 11-0.

MSA SPL VOR



PAM DME	04.40	04.50	05.00	05.10	05.20
MINIMUM ALT	1310'	1630'	1950'		
Rwy 24-11'	0	3.0	3.1	5.8	10.9

FL 70 SPL VOR 090°
 D8.9 PAM EH654
 D5.8 PAM EH654
 CAT A&B 124°
 CAT C&D 141°
 PAM VOR 268°
 2000'
 Start turn at 1 Min after PAM VOR
 For Minimum alt on descent profile see table above.

Grnd speed-Kts	70	90	100	120	140	160
Descent Gradient	5.24%	3.72	4.78	5.31	6.37	7.43
Descent angle	[3.00°]					
MAP at D8.9 PAM/EH654						

JAR OPS STRAIGHT-IN LANDING Rwy 27

Max Kts	100
MDA(H)	1000' (1011')
CEIL-VIS	240' 2000'
PAPI	LT
CEILING REQUIRED	CIRCLE-TO-LAND

Max Kts	100
MDA(H)	1000' (1011')
CEIL-VIS	240' 2000'
PAPI	LT
CEILING REQUIRED	CIRCLE-TO-LAND

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

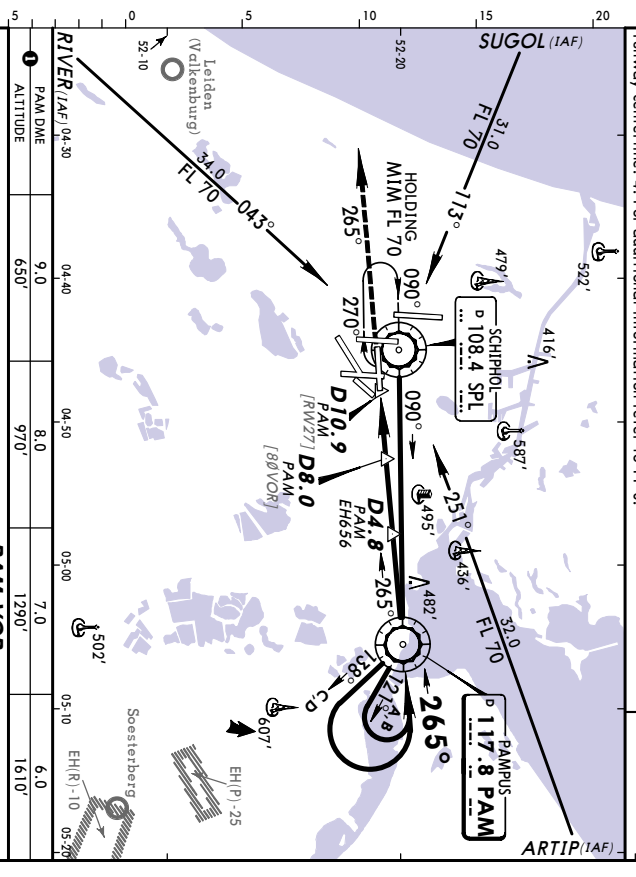
EHAM/AMS
SCHIPHOL
 27 MAY 05 (13-4)
JEPPERSEN AMSTERDAM, NETHERLANDS
 VOR DME Rwy 27

D-ATIS Arrival	108.4 132.97	SCHIPHOL Approach (R)	119.05 121.2	SCHIPHOL Arrival (APP/R)	118.4 131.15	SCHIPHOL Tower	119.22 118.1 118.27	Ground	121.8
VOR	117.8	Final	265°	Minimum Alt	2000' (2012')	MDA(H)	670' (682')	Appr Elev	-12'
PAM		Appch Crs						Rwy	-12'
									(BELOW SEA LEVEL)

MISSED APCH: Climb on track 265° to 2000'. Inform ATC.
 Rwy Elev: 0 Hpa
 Trans level: By ATC
 Trans alt: 3000'
 1. WARNING: When average surface wind velocity exceeds 30 KT, moderate turbulence can be expected on final approach from approx D8.0 PAM to D10.0 PAM.
 2. CVFR ttc up to 1500' in the Valkenburg CTR. 3. Final approach track offset 2° from runway centerline. 4. For additional information refer to 11-0.

Alt Set: hpa
 Rwy Elev: 0 Hpa
 Trans level: By ATC
 Trans alt: 3000'
 1. WARNING: When average surface wind velocity exceeds 30 KT, moderate turbulence can be expected on final approach from approx D8.0 PAM to D10.0 PAM.
 2. CVFR ttc up to 1500' in the Valkenburg CTR. 3. Final approach track offset 2° from runway centerline. 4. For additional information refer to 11-0.

MSA SPL VOR



PAM DME	04.40	04.50	05.00	05.10	05.20
ALTITUDE	650'	970'	1290'	1610'	
Rwy 27-12'	0	2.9	3.2	4.8	10.9

FL 70 SPL VOR 090°
 D8.0 PAM EH656
 D4.8 PAM EH656
 CAT A&B 121°
 CAT C&D 138°
 PAM VOR 265°
 2000'
 Start turn at 1 Min after PAM VOR
 Do not descend below the descent profile.

Grnd speed-Kts	70	90	100	120	140	160
Descent Gradient	5.24%	3.72	4.78	5.31	6.37	7.43
Descent angle	[3.00°]					
MAP at D10.9 PAM						

JAR OPS STRAIGHT-IN LANDING Rwy 27

Max Kts	100
MDA(H)	670' (682')
CEIL-VIS	2000' 265°
PAPI	on 265°
CEILING REQUIRED	CIRCLE-TO-LAND

Max Kts	100
MDA(H)	670' (682')
CEIL-VIS	2000' 265°
PAPI	on 265°
CEILING REQUIRED	CIRCLE-TO-LAND

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

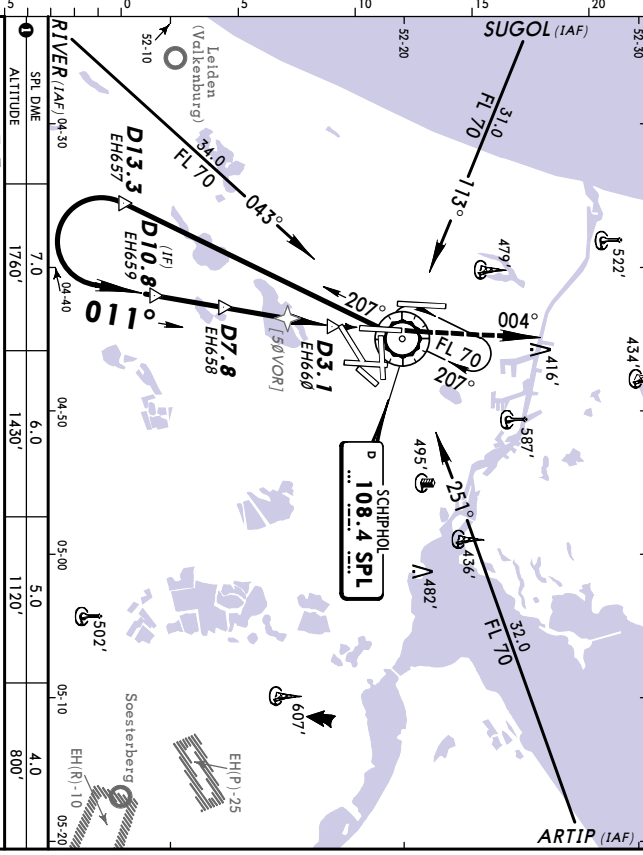
EHAM/AMS
SCHIPHOL
 27 MAY 05 (13-5)
JEPPERSEN AMSTERDAM, NETHERLANDS
VOR DME Rwy 36C

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.97	119.05 121.2	118.4 131.15	119.22 118.1 118.27	121.8
VOR SPL	Final	Minimum Alt	MDA(H)	Apr Elev
108.4	011°	2000' (2012')	570' (582')	-12'
	Appch Crs		Rwy	(BELOW SEA LEVEL)
			108.4 SPL	

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

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'
 1. WARNING: CVR ttc up to 1500' in the Valkenburg CR. 2. Final approach track offset 7° from runway centreline. 3. For additional information refer to 11-0.

MISA SPL VOR



GRD SPEED-KTS	70	90	100	120	140	160
Descent Gradient 5.24% or	372	478	531	637	743	849
Descent angle [3.00°]						

MAP at DZ & SPL

JAR OPS STRAIGHT-IN LANDING Rwy 36C

MDA(H) **570' (582')**

ALTS out

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

HALS-II **004°** **2000'**

CIRCLE-TO-LAND

PANS OPS 4

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

CHANGES: Communications, Procedure.

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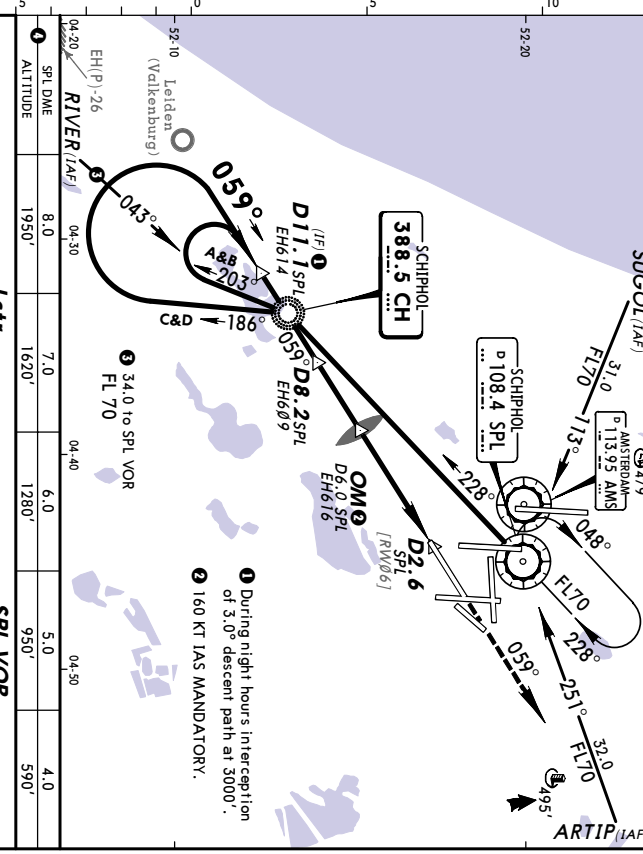
EHAM/AMS
SCHIPHOL
 27 MAY 05 (16-1)
JEPPERSEN AMSTERDAM, NETHERLANDS
NDB DME Rwy 06

D-ATIS Arrival	SCHIPHOL Approach (R)	SCHIPHOL Arrival (APP/R)	SCHIPHOL Tower	Ground
108.4 132.97	119.05 121.2	118.4 131.15	119.22 118.1 118.27	121.7
Lctr CH	Final	Minimum Alt	MDA(H)	Apr Elev
388.5	059°	2000' (2012')	570' (582')	-12'
	Appch Crs		Rwy	(BELOW SEA LEVEL)
			D8.2 SPL	

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

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'
 1. WARNING: CVR ttc up to 1500' in the Valkenburg CR. 2. For additional information refer to 11-0.

MISA SPL VOR



GRD SPEED-KTS	70	90	100	120	140	160
Descent Gradient 5.34% or	379	487	541	650	758	866
Descent angle [3.06°]						

MAP at DZ & SPL

JAR OPS STRAIGHT-IN LANDING Rwy 06

MDA(H) **570' (582')**

ALTS out

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

HALS-II **059°** **2000'**

CIRCLE-TO-LAND

PANS OPS 4

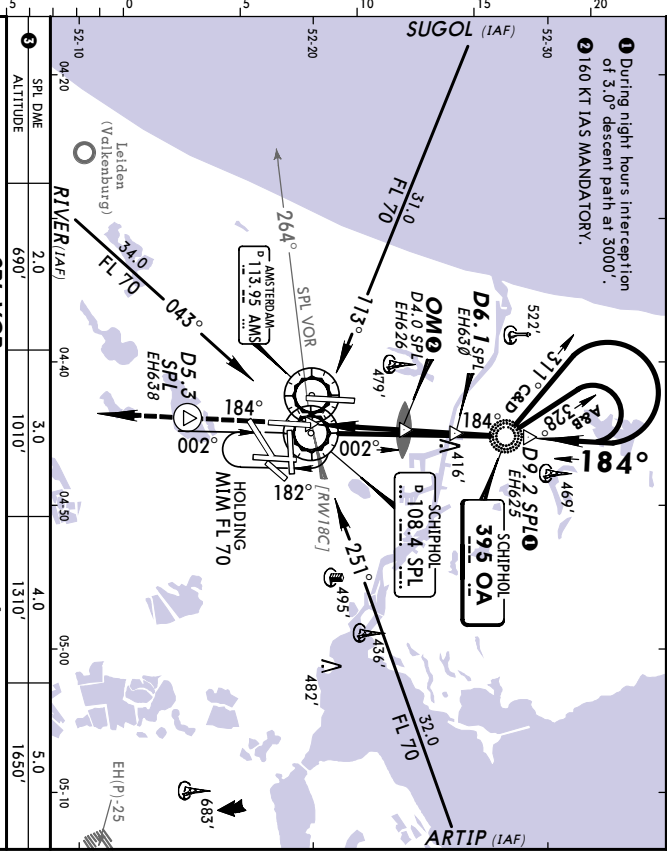
1 to rwy 18L during daylight only: CEIL 1200', VIS 5.0 km.

CHANGES: Communications, Procedure.

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EHAM/AMS
SCHIPHOL
 27 MAY 05 (16-2)
JEPPERSEN AMSTERDAM, NETHERLANDS
NDB DME Rwy 18C

D-ATIS Arrival	108.4 132.97	SCHIPHOL Approach (R)	119.05 121.2	SCHIPHOL Arrival (APP/R)	118.4 131.15	SCHIPHOL Tower	119.22 118.1 118.27	Ground	121.8
Lctr	OA	Final	Apch Crs	Minimum Alt	MDA(H)	Apv Elev	Rwy	1700'	121.8
	395	184°	2000' (2012')	2000'	620' (632')	-11'	184°	MSA	121.8
MISSED APCH: Climb on track 184° to MAX 1500'. Inform ATC. At D5.3 SPL South of SPL VOR climb to 2000'. D5.3 SPL South of SPL VOR climb to 2000'. All Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000' 1. WARNING: CVR ttc up to 1500' in the Valkenburg CIR. 2. For additional information refer to 11-0. MSA SPL VOR									



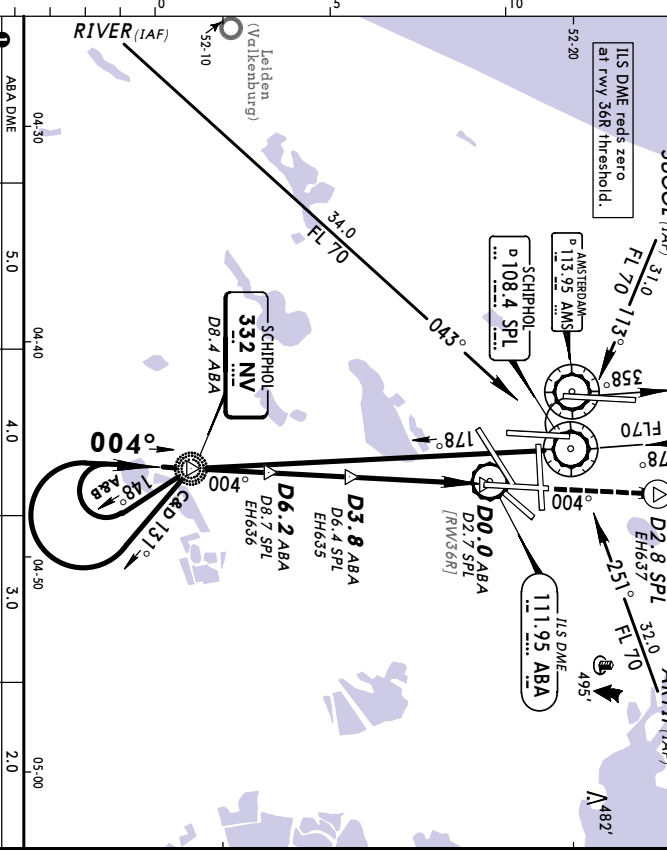
3 Do not descend below descent profile.

Grnd speed-Kts	70	90	100	120	140	160	HAUS-II	MAX	1500'	MAX	D5.3 SPL	184°
Descent Gradient	5.24%	372	478	531	637	743	849	1500'	at South of SPL VOR	184°	Start turn at 1 Min after Lctr	
Descent angle	[3.00°]											
MAP at R-264 SPL												
MAP at R-264 SPL												
JAR OPS	STRAIGHT-IN LANDING RWY 18C											
	CIRCLE-TO-LAND											
	MDA(H) 620' (632')											
	ALS out											
A	RVR 1000m											
B	RVR 1200m											
C	RVR 1500m											
D	RVR 2000m											

PANS OPS 4
 1 to rwy 18L during daylight only: CELL 1200', VIS 5.0 km.
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EHAM/AMS
SCHIPHOL
 27 MAY 05 (16-3)
JEPPERSEN AMSTERDAM, NETHERLANDS
NDB DME Rwy 36R

D-ATIS Arrival	108.4 132.97	SCHIPHOL Approach (R)	119.05 121.2	SCHIPHOL Arrival (APP/R)	118.4 131.15	SCHIPHOL Tower	119.22 118.1 118.27	Ground	121.8
Lctr	NV	Final	Apch Crs	Minimum Alt	MDA(H)	Apv Elev	Rwy	1700'	121.8
	332	004°	2000' (2011')	2000'	570' (581')	-11'	004°	MSA	121.8
MISSED APCH: Climb on track 004° to MAX 1500'. Inform ATC. At D2.8 SPL North of SPL VOR climb to 2000'. D2.8 SPL North of SPL VOR climb to 2000'. All Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000' 1. WARNING: CVR ttc up to 1500' in the Valkenburg CIR. 2. For additional information refer to 11-0. MSA SPL VOR									



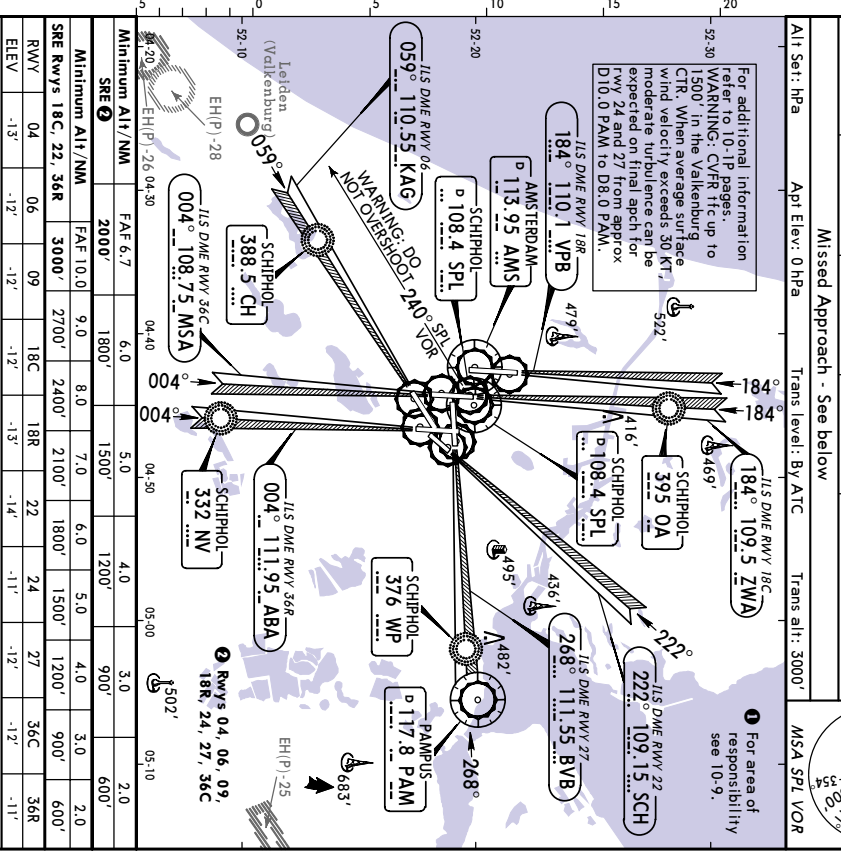
1 Do not descend below descent profile.

Grnd speed-Kts	70	90	100	120	140	160	HAUS-II	MAX	1500'	MAX	D2.8 SPL	004°
Descent Gradient	5.24%	372	478	531	637	743	849	1500'	at North of SPL VOR	004°	Start turn at 1 Min after Lctr	
Descent angle	[3.00°]											
MAP at D0.0 ABA/D2.7 SPL												
MAP at D0.0 ABA/D2.7 SPL												
JAR OPS	STRAIGHT-IN LANDING RWY 36R											
	CIRCLE-TO-LAND											
	MDA(H) 570' (581')											
	ALS out											
A	RVR 1000m											
B	RVR 1200m											
C	RVR 1500m											
D	RVR 2000m											

PANS OPS 4
 1 to rwy 18L during daylight only: CELL 1200', VIS 5.0 km.
 CHANGES: Communications: Procedure. © JEPPERSEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

EHAM/AMS 24 MAR 06 **(18-1)** **JEPPESSEN** **AMSTERDAM, NETHERLANDS**
SCHIPHOL SRE Rwy's 04, 06, 09, 18C, 18R, 22, 24, 27, 36C, 36R

D-ATIS Arrival	108.4 132.97	SCHIPHOL Approach (R)	119.05 121.2	SCHIPHOL Arrival (APP/R)	118.4 131.15
SCHIPHOL Tower	119.22	118.1 118.27	Ground	121.7 121.8 121.9	
RADAR	Final Apch Crs By ATC	Minimum Alt See table below	MDA(H) Refer to chart 18-1A	Apv Elev -11' (SEE LEVEL)	RWY - See below
Missed Approach - See below					
All Set: hPa	Apv Elev: 0 hPa	Trans level: By ATC	Trans alt: 3000'	MSA SPL VOR	



Minimum Alt/NM	2000'	1800'	1500'	1200'	900'	600'
SRE	2000'	1800'	1500'	1200'	900'	600'
Minimum Alt/NM	2000'	1800'	1500'	1200'	900'	600'
SRE Rwy's	18C, 22, 36R	3000'	2700'	2400'	2100'	1800'
RWY	04	06	09	18C	18R	22
ELEV	-13'	-12'	-12'	-13'	-14'	-11'

MISSSED APCH:
 Rwy's 04, 06, 09, 18C, 24, 27, 36C, 36R: Climb on Rwy track to 2000' and Inform ATC.
 Rwy 18R: Turn RIGHT to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000'. Inform ATC.
 Rwy 22: Turn LEFT onto 160° as soon as practicable and climb to 2000'. Inform ATC.

PANS OPS 4

Descend Gradient	4.9%	347	447	496	595	695	794
MAP 1/5 NM from touchdown							

FOR LANDING MINIMUMS REFER TO 18-1A

CHANGES: 11S ident rwy 36C. © JEPPESSEN SANDERSON, INC., 2000, 2006. ALL RIGHTS RESERVED.

EHAM/AMS 24 MAR 06 **(18-1A)** **JEPPESSEN** **AMSTERDAM, NETHERLANDS**
SCHIPHOL LANDING MINIMUMS

JAR-OPS		SRE 04		SRE 06		SRE 09		SRE 18C	
MDA(H)	570' (583')	MDA(H)	570' (582')	MDA(H)	570' (581')	MDA(H)	440' (452')		
ALS out		ALS out		ALS out		ALS out			
A	RVR 1400m	RVR 1500m	RVR 1000m	RVR 1500m	RVR 1500m	RVR 1000m	RVR 1500m		
B	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m		
C	RVR 1600m	RVR 2000m	RVR 2000m	RVR 2000m	RVR 2000m	RVR 2000m	RVR 2000m		
D	RVR 1800m	RVR 2000m	RVR 1600m			RVR 1600m	RVR 2000m		

JAR-OPS		SRE 18R		SRE 22		SRE 24		SRE 27	
MDA(H)	450' (463')	MDA(H)	600' (614')	MDA(H)	570' (581')	MDA(H)	570' (582')		
ALS out		ALS out		ALS out		ALS out			
A	RVR 1000m	RVR 1500m	RVR 1400m	RVR 1500m	RVR 1500m	RVR 1000m	RVR 1500m		
B	RVR 1200m	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1200m	RVR 1500m		
C	RVR 1600m	RVR 2000m	RVR 1600m	RVR 2000m	RVR 2000m	RVR 1200m	RVR 2000m		
D	RVR 1600m	RVR 2000m	RVR 1800m			RVR 1600m	RVR 2000m		

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

PANS OPS 4

Max K15	100	135	180	205
MDA(H)	620' (631')	780' (791')	880' (891')	890' (901')
VIS	1500m	1600m	2400m	3600m

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

CHANGES: None. © JEPPESSEN SANDERSON, INC., 2000, 2005. ALL RIGHTS RESERVED.