#### EHAM/AMS SCHIPHOL

#### 24 JUN 05 M JEPPESEN AMSTERDAM, NETHERLANDS (10-1P1) Eff 7 Jul AIRPORT BRIEFING

#### GENERAL

					1	
			action	Braking		
Poor	Medium to poor	Medium	Medium to good	Good	Wind component	Weather
2	л КТ	10 7.1	5	20 KT	Cross	RVR 550m o
	2	) 		7 KT	Tail	RVR 550m or more and cloud base 200' or more
2	л K	10 21	5	15 KT	Cross	RVR less that
	2	O K 1		7 KT	Tail	RVR less than 550m and/or cloud base less than 200'

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

# 1.3. LOW VISIBILITY PROCEDURES (LVP)

than 300'. First, the minimum separation for arriving ACFT and the departure interval will be increased. Next, RWY use will be restricted. Ultimately and one tor departure. (in phase C and D), only one RWY with ILS CAT III will be available for landing 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

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

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

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

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

- Some RWY crossings are safeguarded under all visibility conditions. At these positions crossing of activated stop bars is also prohibited. Traffic may proceed only after ATC clearance andwhen 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-East 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

CHANGES: New page JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 2:-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EHAM/AMS

CHIPHOL

#### 21 OCT 05 (10-1P2) Eff 27 Oct MI JEPPESEN AMSTERDAM, NETHERLANDS AIRPORT BRIEFING

#### GENERAL

# .5. PARKING INFORMATION

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

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

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

Push-pull for B757-200 and larger from stands E8, E18, H2, H4, on TWY A16 from stands E5, 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 MDI1, 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, 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.

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. In order to prevent dazzling the marshaller or the push-back crew, pilots are

# .5.2. VISUAL DOCKING GUIDANCE SYSTEMS

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

## I.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 (E) 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 A JEPPESEN AMSTERDAM, NETHERLANDS A IRPORT BRIEFING

#### GENERAL

# 1.6.3. OPERATION OF MODE S TRANSPONDERS

Pilots shall select the assigned Mode A (squawk) code and activate the Mode S when the ACFT is on the ground according to ICAO specifications. ACFT operators should ensure that the Mode S transponders are able to operate

- from request of push-back or taxi whichever is earlier
- after landing, continuously until the ACFT is fully parked on stand. The transponder shall be deactivated immediately after parking.

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

be selected before receiving the clearance to line up. It should then be deselected 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 Whenever the ACFT is capable of reporting ACFT identification (i.e. call sign used in flight), the ACFTs identification should be entered before the activation of the after vacating the RWY. For ACFT taxiing without flight plan, Mode A code 1000

CHANGES: None JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

CHANGES: RNAV procedures

© JEPPESEN SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 2:06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

# EHAM/AMS

CHIPHOL

#### 20 OCT 06 MI JEPPESEN AMSTERDAM, NETHERLANDS (10-1P4) Eff 26 Oct AIRPORT BRIEFING

#### ARRIVAL

# 2.1. APPROACH PROCEDURES

#### 2.1.1. GENERAL

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

# 2.1.2. TRANSFER TO SCHIPHOL APPROACH

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

# 2.1.3. TRANSFER TO SCHIPHOL ARRIVAL

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

## 2.1.4. RNAV PROCEDURES

## 2.1.4.1. DURING NIGHT

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

pilot's discretion. A published speed shall be reached at or before the position descent after SOKSI/NIRSI/NARIX is a low-noise continuous descent and at 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 (1-5). At ATC initiative a transition for RWY 18R via NARIX (11-5) from FL 60 or above may be available. The where the speed value applies. The transitions provide lateral guidance only, ATC will issue the clearance for

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

pilot is free to optimise the vertical and/or speed profile. 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

Flights departing from Rotterdam, Leiden (Valkenburg) or Lelystad inbound offered an ILS approach beginning at 3000' 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

Schiphol are also exempted from flying transitions.

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

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

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

#### EHAM/AMS SCHIPHOL

#### 20 OCT 06 ₩JEPPESEN AMSTERDAM, NETHERLANDS (10-1P5)Eff 26 Oct AIRPORT BRIEFING

#### ARRIVAL

### 2.1.4.2. DURING DAY

based on radar vectors by ATO Navigation in the initial and intermediate approach segment is primarily

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),

Altitude and speed will be instructed by ATC provide lateral guidance to intercept the ILS for the relevant RWY

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

# 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 5 KT.

operational constraints. Comply with any level or speed adjustment as promptly as feasible within Additionally, ATC may request specific speeds for accurate spacing.

It level or speed change for ACFT performance reasons or weather conditions is necessary, advise  $\ensuremath{\mathsf{ATC}}$  .

# 2.3. NOISE ABATEMENT PROCEDURES

#### 2.3.1. GENERAL

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. 3etween 2300-0600LT for RWY 06 and RWY 18R RNAV low-noise procedures

- Intercept ILS (or for non-precision approaches follow a descent path after interception of final leg justing minimum flap settings with landing gear retreated 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°.

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

CHANGES: RNAV procedures JEPPESEN SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EHAM/AMS CHIPHOL

#### 20 OCT 06 (10-1P6) Eff 26 Oct # JEPPESEN AMSTERDAM, NETHERLANDS AIRPORT BRIEFING

#### ARRIVAL

### 2.3.2. USE OF RWYS

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 RWYs 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 Outside peak hours and during the NIGHT period a combination of 1 departure RW) The most frequently used RWYs are 06, 18R, 36R, 18C, 36C & 27

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

of the parallel TWY which, under certain weather conditions, is more conspicious than the RWY 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 Assignment of RWYs in use is based on the Preferential RWY System

## 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)

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. The expected RWY exit point to achieve minimum RWY occupancy should

High speed turn offs have been designed for vacating speeds of 30 KT.

Available RWY length and indicated ACFT types:

		LIGHT ACFT	_ <	MEDIUM ACFT		HEAVY ACFT
RWY	Exi+	avail RWY length	Exit	avail RWY length	YWT tix3	avail RWY length
90	S3	4921'/1500m S4 7054'/2150m S4 7054'/2150m 10,663'/3250m	S4	7054'/2150m	S.4	7054'/2150m
					86	9022'/2750m
					S7*	S7* 10,171'/3100m
18C	W6	4593'/1400m W7 6398'/1950m W8 8202'/2500m 10,827'/3300m	W7	6398'/1950m	W8	8202'/2500m
27	N2		N3	3927'/1200m N3 5577'/1700m	N4	N4 7382'/2250m 11,319'/3450m
36C	W5*	W5* 4921'/1500m W3 6562'/2000m	W3	6562′/2000m	-	-
36R	ᄪ	E1 4429'/1350m E2 6070'/1850m E4* 8038'/2450m	E2	6070'/1850m	E4*	8038'/2450m
					E5*	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.

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

EHAM/AMS

SCHIPHOL

#### 20 OCT 06 (10-1P7) M JEPPESEN AMSTERDAM, NETHERLANDS Eff 26 Oct AIRPORT BRIEFING

#### 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 09/27	121.8
18L/36R 18C/36C	
18R	121.9

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

guidance system has been established. after visual contact with the marshaller or the activated visual docking 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

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

#### **DEPARTURE**

#### 3.1. DE-ICING

## 3.1.1. REMOTE DE-ICING

- A de-icing ramp is available:
   between TWYs A and B between TWYs A12 and A13 at positions P1, P2 and P3,
- West from holding RWY 36C at positions P4 and P5,
   on TWY VS at positions P6 and P7.
   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

to estimated off block time (EOBT) or 35 minutes prior to calculated take-off time (CTOT). Enroute clearance shall be requested to SCHIPHOL Delivery max 20 minutes prior

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

necessary push-back truck connected etc.) and shall include: tor departure have been made (doors closed, enroute clearance received and it

- 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. Propeller (commuter) to comply with start-up, push-back and taxi permission. 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.

CHANGES: De-icing. © JEPPESEN SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 2:-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EHAM/AMS

CHIPHOL

#### 20 OCT 06 (10-1P8) MI JEPPESEN AMSTERDAM, NETHERLANDS Eff 26 Oct AIRPORT BRIEFING

#### DEPARTURE

# 3.2.2. PUSH-BACK AND TAXI PROCEDURES

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

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. 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 is no backward movement within 1 minute, the push-back clearance will conflict free ground operations and maximum usage of ground capacity. If there

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

before transfer SCHIPHOL Tower. 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 ATC will consider every ACFT at the holding position as able to commence the

Due to blast problems:

If engine ground clearance is more than  $16^\prime/5m$  engine number 2 must not be used at breakaway power at the gate and shall run idle until normal taxi speed has been reached.

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

# 3.3. SPEED RESTRICTIONS

MAX 250 KT below FL 100

# 3.4. NOISE ABATEMENT PROCEDURES

#### 3.4.1. GENERAL

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

Take-off and climb procedure (jet 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'	After passing 3000'   Retract flaps on schedule and assume normal enroute climb.
3000' - FL 100	MAX 250 KT

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

CHANGES: Printing sequence

#### EHAM/AMS SCHIPHOL

20 OCT 06 (10-1P9) ₩JEPPESEN AMSTERDAM, NETHERLANDS Eff 26 Oct AIRPORT BRIEFING

#### DEPARTURE

### 3.4.2. USE OF RWYS

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. and 1 landing RWY will be assigned. During outbound peak hours a combination of Outside peak hours and during the NIGHT period a combination of 1 departure RWY he most frequently used RWYs are 36L, 24, 36C, 18L, 18C & 09

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

## 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 on arrival at the holding point to comply and particulary if requiring additional time pilots should advise ATC

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.

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

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.

CHANGES: Printing sequence JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED.

CHANGES: New page

© JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED

icensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06-

# Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

EHAM/AMS

CHIPHOL

#### 24 JUN 05 (10-1P) EFF 7 JUL ₩JEPPESEN AMSTERDAM, NETHERLANDS A IRPORT BRIEFING

#### GENERAL

#### 1.1. ATIS

D-ATIS Arrival 108.4 122.2 132.97

D-ATIS Departure

# 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.

# .2.2. ACFT CLASSIFIED ACCORDING TO ICAO ANNEX 16

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

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

- For ACFT equipped with engines with bypass ratio not allowed.  $\leq$  3, new operations are
- For ACFT equipped with engines with bypass ratio  $\leq$  3, take-off and landing
- For ACFT equipped with engines with bypass ratio plan take-off between 2300-0600LT. is not allowed between 1800-0800L1 > 3, it is not allowed to

# 1.2.3. PREFERENTIAL RWY SYSTEM

## 1.2.3.1. GENERAL

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

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

- When crosswind components do not meet the given limits for any RWY in the prevailing weather.
- When braking action on RWYs is below certain standards

combination.

When heavy showers are observed or wind shear is reported in the vicinity

The use of a non-preferential RWY for take-off and landing is not permitted un-

less 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. proper reporting procedures). that case, the pilot must submit a written report (the operator is responsible for 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 higher crosswind and/or tailwind values in order to assign a RWY combination. If the actual wind speed values exceed the wind speed criteria, ATC may apply In applying these wind criteria, gusts below 10 KT shall not be taken into account

EHAM/AMS 108.4 132.97 D-ATIS Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 3000' 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. 16 SEP 05 # JEPPESENAMSTERDAM, NETHERLANDS 10-2) Eff 29 Sep

STAR

NORKU 1A [NORK1A] REKKEN 1A EELDE 1A [EEL1A] [RKN1A 280-300 KT At or below **FL260** JET only

1700′

MSA SPL VOR

NORKU 1B

[NORK 1B

EELDE 1B

[EEL 1B]

REKKEN 1B [RKN1B]

BY ATC

FROM NORTHEAST & EAST

ARRIVALS

N53 09.8 E006 40.0 112.4 EEL BEDUM N53 20.9 E006 35.3 D DOBAK N53 12.8 E007 13.0 4262°

**NOVEN** N52 42.6 E005 53.9 D MAX 220 KT 8y ATC EELDE 18 **NARSO** N52 42.9 E006 42.6

N52 32.4 E004 51.2

At or above **FL70** 

At or below

032

NORKU 1B

N52 19.9 E004 45.0 108.4 SPL 113.3 SPY

ENTRY LEVELS SCHIPHOL TMA **ARTIP** N52 30.7 E005 34.2 At or above FL70 **NORKU** N52 12.9 E006 58.6 REKKEN — 116.8 RKN N52 08.0 E006 45 280-300 KT At or below FL280 JET only JET only 1B BEKKEN  $\rho_{O_{\delta}}$ NORKU, 8r .4r REKKEN 1B By ATC

© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

CHANGES: STARs reindexed

At or below **FL100** at D30 SPL and at or above **FL70** at TMA boundary

At or below **FL240** 280-300 KT

115.65 HMM N51 51.4 E007 42.5

Clearance limit is ARTIP.

NOT TO SCALE

WILL BE AS DIRECTED BY ATC. unless otherwise instructed.

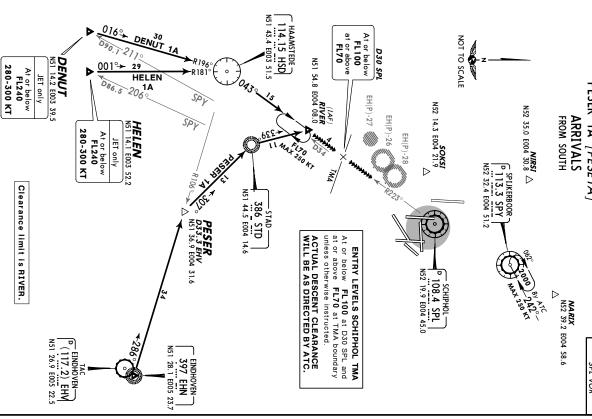
Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EHAM/AMS

16 SEP 05 (10-2A) # JEPPESENAMSTERDAM, NETHERLANDS Eff 29 Sep STAR

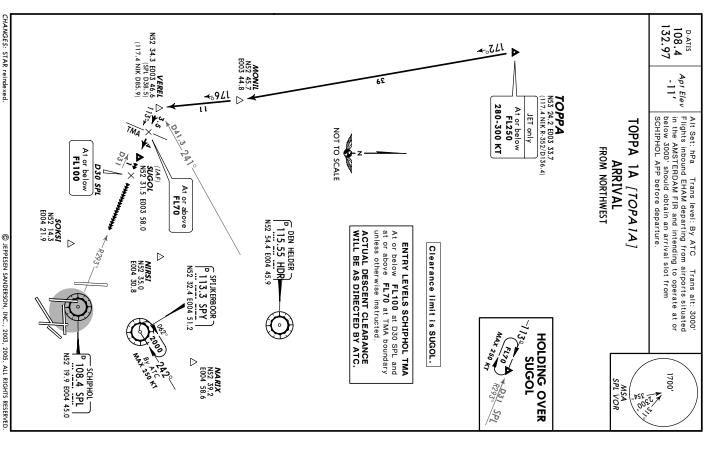




EHAM/AMS CHANGES: STARs reindexed MOLIX 108.4 132.97 3 E003 04.1 JET only 1700 DEN HELDER 115.55 HDR 6 At or below FL230 N52 54.4 E004 45.9 Apt Elev -11' Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. 280-300 KT MSA SPL VOI *LUTEX* N52 40.9 E003 28.1 LAMSO NARIX N52 39.2 E004 58.6 N52 44.0 E002 59. Alt Set; IPa Trans level: By ATC Trans alt; 3000' Flights inbound EHAM departing from airports situated in the AMSTER-DAM FIR and intending to operate at or below 3000' should obtain an VEREL N52 34.3 E003 46.6 (SPL D38.5) (117.4 NIK arrival slot from SCHIPHOL APP before departure. SPIJKERBOOR JET only At or below FL230 At or above FL70 N52 32.4 E004 51.2 D41 280-300 KT 16 SEP 05 (IAF) **SUGOL** N52 31.5 E003 58.0 Δ **PEPEL** N52 35.1 E003 24.9 MJEPPESEN AMSTERDAM, NETHERLANDS 101° **NIRSI** N52 35.0 E004 30.8 (10-2B)HOLDING OVER D56.3 078°+ **SULUT** N52 26.9 E003 25.3 Δ FL70 © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED. At or above FL70 Eff 29 Sep D30 SPI **SOKSI** N52 14.3 △ E004 21.9 At or below FL100 SCHIPHOL 108.4 SPL N52 19.9 E004 45.0 LAMSO MOLIX 1A [MOLIIA] REDFA 1A [REDFIA] Clearance limit is SUGOL. SPY **ARRIVALS** FROM WEST 1A [LAMSIA] ENTRY LEVELS SCHIPHOL TMA **REDFA** N52 06.9 E002 At or below  $\mbox{FL100}$  at D30 SPL and at or above  $\mbox{FL70}$  at TMA boundary JET only unless otherwise instructed. ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC At or below FL230 NOT TO SCALE 280-300 KT





© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

EHAM/AMS SCHIPHOL 20 OCT 06 (10-3) Eff 26 Oct # JEPPESENAMSTERDAM, NETHERLANDS

SID DESIGNATION  ANDIX 2E, 1F  ANDIX 16, 1N  ANDIX 17, 1T  ANDIX 18, 1T  ARNEM 2E, 1F  ARNEM 16, 1N, 1P  ARNEM 15, 2X  ARNEM 18, 1T  ARNEM 18, 1S  BERGI 2V, 1Z  BERGI 2V, 1Z  BERGI 2V, 1Z  GORLO 1F, 1N  BERGI 2V, 1Z  GORLO 1P, 1R  GORLO 1P, 1R  GORLO 1P, 1R  BERGI 2V, 1Z  LEKKO 1B, 1S, 1T  LEKKO 1B, 1S, 1T  LEKKO 1B, 1S, 1T  LEKKO 1B, 1S, 1T  LOPIK 2E, 1F  LOPIK 2E, 1F  LOPIK 1B, 1S  LOPIK 1B, 1S  LOPIK 2E, 1F  LOPIK 1B, 1S  LOPIK 2X  SPY 1P, 1S, 1V  ALKO 2X  CONTINUATION AFTER ANDIK  CONTINUATION AFTER ARNEM & PAM  10-3X7	10-3X8	CONTINUATION AFTER LEKKO & LOPIK
ION REFER TO  10-3B  10-3C	10-3X7	ARNEM &
DESIGNATION         REFER TO           ANDIK 2E, 1F         10-3B           ANDIK 1G, 1N         10-3C           ANDIK 1S, 2X         10-3E           ANDIK 1S, 1T         10-3E           ANDIK 1S, 1N, 1P         10-3E           ANDIK 1S, 1N, 1P         10-3E           ANDIK 1S, 1N, 1P         10-3E           BERGI 2E, 1F         10-3V           BERGI 2E, 1F         10-3V           BERGI 2E, 1F         10-3V           BERGI 1R, 1S         10-3V           BERGI 1R, 1S         10-3V           BERGI 1R, 1S         10-3V           BERGI 1R, 1S         10-3V           LEKKO 1R, 1S, 1T         10-3V           LOPIK 2E, 1F         10-3V           LOPIK 1R, 1S         10-3V           LOPIK 2W, 2X         10-3V           LOPIK 2W, 2X         10-3V           LOPIK 1C, 1S         10-3V           10-3X         10-3X	10-3X6	TER ANDIK
DESIGNATION         REFER TO           ANDIK 2E, 1F         10-3B           ANDIK 1G, 1N         10-3C           ANDIK 1S, 2X         10-3E           ANDIK 1S, 1T         10-3F           BERGI 2E, 1F         10-3V           BERGI 2E, 1F         10-3V           BERGI 2E, 1F         10-3V           BERGI 2V, 1Z         10-3V           BERGI 2V, 1Z         10-3V           BERGI 1B, 1S, 1T         10-3V           KKO 1G, 1N, 1P         10-3V           LOPIK 2B, 1S, 1V         10-3V           LOPIK 1D, 1Z         10-3V           LOPIK 1D, 2W         10-3V           LOPIK 2W, 2X         10-3V           LOPIK 1D, 1D         10-3V           LOPIK 1D, 1D         10-3V	10-3X5	VALKO 2X
DESIGNATION         REFER TO           ANDIK 2E, 1F         10-3B           ANDIK 1G, 1N         10-3C           ANDIK 1S, 2X         10-3E           ANDIK 1S, 1T         10-3E           ANDIK 1S, 1T         10-3E           ANDIK 1S, 1T         10-3E           ANDIK 1S, 1N, 1P         10-3E           ANDIK 1S, 1N, 1P         10-3F           BERGI 2E, 1F         10-3K           BERGI 1B, 1S         10-3V           BERGI 2E, 1F         10-3V           BERGI 1B, 1S         10-3V           BERGI 2X         10-3V           BERGI 2X         10-3V           BERGI 2X         10-3V           BERGI 1F, 1N         10-3V           BERGI 2X         10-3V	10-3X4	
DESIGNATION         REFER TO           ANDIK 2E, 1F         10-3B           ANDIK 1G, 1N         10-3C           ANDIK 1S, 2X         10-3E           ANDIK 1S, 1T         10-3E           ANDIK 1S, 1T         10-3E           ANDIK 1S, 1N, 1P         10-3F           BERGI 2E, 1F         10-3V           BERGI 2V, 1Z         10-3V           BERGI 2V, 1Z         10-3V           BERGI 2V, 1Z         10-3V           BERGI 2X, 1S, 1T         10-3V           LEKKO 1B, 1S, 1T         10-3V           LEKKO 1V, 1Z         10-3V           LOPIK 2E, 1F         10-3V           LOPIK 1B, 1S         10-3V           LOPIK 1B, 1S         10-3V           LOPIK 1V, 1Z         10-3V           LOPIK 1V, 1Z         10-3V           LOPIK 2W, 2X         10-3V           LOPIK 1C, 1S, 1V         10-3V           LOPIK 1C, 1S, 1V         10-3V <t< td=""><td>10-3X3</td><td></td></t<>	10-3X3	
ANDIK 2E, 1F         10-3B           ANDIK 1G, 1N         10-3B           ANDIK 1S, 2X         10-3E           ANDIK 1S, 1N, 1P         10-3E           ANDIK 1S, 1X         10-3F           BERGI 2X         10-3V           BERGI 2E, 1F         10-3V           BERGI 2X         10-3V           BERGI 2X         10-3V           BERGI 2X         10-3V           BERGI 1F         10-3V           BERGI 2X         10-3V           BERGI 2X         10-3V           BERGI 2X         10-3V           BERGI 2X         10-3V           BERGI 1F         10-3V           BERGI 2X         10-3V           BERGI 1S, 1Y         10-3V           BERGI 1S, 1Y         10-3V </td <td>10-3X2</td> <td>SPY 2W, 2X</td>	10-3X2	SPY 2W, 2X
ANDIK 2E, 1F 10-3B ANDIK 1E, 1T 10-3B ANDIK 1E, 1T 10-3D ANDIK 1E, 1T 10-3D ANDIK 1E, 1T 10-3D ANDIK 1S, 2X 10-3F ARNEM 2E, 1F 10-3F ARNEM 1S, 2X 10-3H ARNEM 1S, 2X 10-3H ARNEM 1S, 2X 10-3H ARNEM 1S, 2X 10-3H BERGI 2V, 1Z 10-3N BERGI 2V, 1Z 10-3N BERGI 2V, 1Z 10-3N BERGI 1F, 1N 1P 10-3S GORLO 1F, 1N, 1P 10-3S GORLO 1P, 1R 10-3S GORLO 1P, 1N, 1P 10-3S GORLO 1P, 1N, 1P 10-3S GORLO 1P, 1S, 1T 10-3S LEKKO 2W, 2X 10-3S LOPIK 1G, 1N, 1P 10-3S LOPIK 1C, 1N, 1Z 10-3S LOPIK 1C, 1Z 10-3S LOPIK 1N, 1Z 10-3S LOPIK 2W, 2X	10-3X1	1P, 1S,
ANDIK 2E, 1F 10-3B ANDIK 1G, 1N 10-3B ANDIK 1S, 2X 10-3F ANDIK 1S, 2X 10-3F ANNEM 1G, 1N, 1P 10-3G ANNEM 1S, 2X 10-3H ARNEM 1S, 2X 10-3H ARNEM 1S, 1X 10-3H BERGI 2E, 1F 10-3H BERGI 1G, 1N, 1P 10-3H BERGI 1R, 1S 10-3N BERGI 2V, 1Z 10-3N BERGI 2V, 1Z 10-3N BERGI 1F, 1N 1P 10-3S BERGI 1F, 1N 1P 10-3S BERGI 1B, 1R 10-3S BERGI 1B, 1R 10-3S BERGI 1B, 1R 10-3S BERGI 1B, 1R 10-3S BERGI 2V, 1Z 10-3S BERGI 1B, 1B 10-3S	10-3X	
DESIGNATION         REFER TO           ANDIK 2E, 1F         10-3B           ANDIK 1G, 1N         10-3C           ANDIK 1S, 2X         10-3E           ANDIK 1S, 2X         10-3E           ANDIK 1S, 2X         10-3E           ARNEM 2E, 1F         10-3F           NEM 1G, 1N, 1P         10-3G           ARNEM 1S, 2X         10-3H           ARNEM 1S, 1T         10-3K           BERGI 2E, 1F         10-3K           REGI 1G, 1N, 1P         10-3K           BERGI 2V, 1Z         10-3K           BERGI 2V, 1Z         10-3V           BERGI 2V, 1Z         10-3V           BERGI 1F, 1N         10-3V           BERGI 2V, 1Z         10-3V           BERGI 2V, 1Z         10-3V           BERGI 1F, 1N         10-3V           BERGI 2V, 1Z         10-3V           BERGI 1F, 1N         10-3V           LEKKO 1C, 1N, 1P         10-3V           LEKKO 1R, 1S, 1T         10-3V           LEKKO 1V, 1Z         10-3V           LEKKO 2W, 2X         10-3V           LOPIK 1R, 1S         10-3V           LOPIK 1R, 1S         10-3V           LOPIK 2W, 2X         10-3V	10-3W	, <del>P</del>
DESIGNATION         REFER TO           ANDIK 2E, 1F         10-3B           ANDIK 1G, 1N         10-3C           ANDIK 1S, 2X         10-3E           ANDIK 1S, 2X         10-3E           ANDIK 1S, 2X         10-3E           ANDIK 1S, 2X         10-3E           ANDIK 1S, 2X         10-3F           ANDIK 1S, 1T         10-3F           ANDIK 1S, 1T         10-3F           ANDIK 1S, 1T         10-3F           ANDIK 1S, 1N, 1P         10-3G           ANDIK 1S, 1N, 1P         10-3K           BERGI 2E, 1F         10-3V           BERGI 1G, 1N, 1P         10-3V           BERGI 2V, 1Z         10-3V           BERGI 1F, 1N         10-3V           BERGI 2X         10-3V           BERGI 2X         10-3V           BERGI 2X         10-3V           BERGI 2X	10-3V8	2W,
DESIGNATION         REFER TO           ANDIK 2E, 1F         10-3B           ANDIK 1G, 1N         10-3C           ANDIK 1S, 2X         10-3E           ANDIK 1S, 1F         10-3F           ANDIK 1S, 1T         10-3F           ANDIK 1S, 1T         10-3F           ANDIK 1S, 1T         10-3F           ANDIK 1S, 1T         10-3V           BERGI 2E, 1F         10-3V           BERGI 1G, 1N, 1P         10-3V           BERGI 2V, 1Z         10-3V           BERGI 2V, 1Z         10-3V           BERGI 2V, 1Z         10-3V           GORLO 1F, 1N, 1P         10-3V           KKO 1G, 1N, 1P         10-3V           LEKKO 2W, 2X         10-3V           LEKKO 1V, 1Z         10-3V           LEKKO 2W, 2X         10-3V           LOPIK 1G, 1N, 1P         10-3V           LOPIK 1G, 1N, 1P         10-3V           LOPIK 1R, 1S         10-3V	10-3V7	۱۷,
ANDIK 2E, 1F 10-3B ANDIK 1G, 1N 10-3B ANDIK 1S, 2X 10-3E ANDIK 1S, 2X 10-3E ANDIK 1S, 2X 10-3F ANNEM 1G, 1N, 1P 10-3F ARNEM 1S, 2X 10-3H ARNEM 1S, 2X 10-3H BERGI 2E, 1F 10-3H BERGI 2V, 1Z 10-3H BERGI 1R, 1S 10-3H BERGI 2V, 1Z 10-3H BERGI 2V, 1Z 10-3H BERGI 2V, 1Z 10-3H BERGI 1F, 1N 1P 10-3H BERGI 1F, 1N 1P 10-3H BERGI 2V, 1Z 10-3H BERGI 1F, 1N 10-3H BERGI 1F, 1N 10-3H BERGI 1R, 1S 10-3H BERGI 2V, 1Z 10-3H BERGI 2V, 1Z 10-3V BERGI 1R, 1S, 1T 10-3V BERGI 1R, 1S, 1T 10-3V BERGI 1R, 1S, 1T 10-3V BERGI 2V, 1Z 10-3V BERGI 1R, 1S, 1T 10-3V BERGI 1R, 1S 11 10-3V	10-3V6	ᆽ
DESIGNATION         REFER TO           ANDIK 2E, 1F         10-3B           ANDIK 1G, 1N         10-3C           ANDIK 1S, 2X         10-3E           ANDIK 1S, 2X         10-3E           ARNEM 2E, 1F         10-3F           NEM 1G, 1N, 1P         10-3F           NEM 1G, 1N, 1P         10-3F           ARNEM 1S, 2X         10-3H           ARNEM 1S, 2X         10-3K           BERGI 2E, 1F         10-3K           REGI 1G, 1N, 1P         10-3K           BERGI 2V, 1Z         10-3V           BERGI 2V, 1Z         10-3V           GORLO 1F, 1N         10-3V           LEKKO 1G, 1N, 1P         10-3V           LEKKO 1G, 1N, 1P         10-3V           LEKKO 1V, 1Z         10-3V           LEKKO 2W, 2X         10-3V           LEKKO 2W, 2X         10-3V	10-3V5	1N, 1
ANDIK 2E, 1F 10-3B ANDIK 1G, 1N 10-3B ANDIK 1S, 2X 10-3F ARNEM 1G, 1N, 1P 10-3G ARNEM 1S, 2X 10-3H BERGI 2E, 1F 10-3K BERGI 1G, 1N, 1P 10-3K BERGI 2V, 1Z 10-3N BERGI 2V, 1Z 10-3N BERGI 2V, 1Z 10-3N BERGI 2V, 1Z 10-3V	10-3V4	l
DESIGNATION         REFER TO           ANDIK 2E, 1F         10-3B           ANDIK 1G, 1N         10-3C           ANDIK 1S, 2X         10-3E           ANDIK 1S, 2X         10-3E           ARNEM 2E, 1F         10-3F           NEM 1G, 1N, 1P         10-3F           NEM 1G, 1N, 1P         10-3F           ARNEM 1R, 1T         10-3H           ARNEM 1S, 2X         10-3J           BERGI 2E, 1F         10-3K           BERGI 1G, 1N, 1P         10-3N           BERGI 2V, 1Z         10-3N           BERGI 2X         10-3N           BERGI 2Y, 1Z         10-3N           GORLO 1F, 1N         10-3G           GORLO 2V, 1Z         10-3T           LEKKO 2E, 1F         10-3V           KKO 1G, 1N, 1P         10-3V           KKO 1R, 1S, 1T         10-3V           LEKKO 1V, 1Z         10-3V	10-3V3	
DESIGNATION         REFER TO           ANDIK 2E, 1F         10-3B           ANDIK 1G, 1N         10-3C           ANDIK 1R, 1T         10-3D           ANDIK 1S, 2X         10-3E           ANDIK 1S, 2X         10-3E           ARNEM 2E, 1F         10-3F           NEM 1G, 1N, 1P         10-3B           ARNEM 1S, 2X         10-3B           BERGI 2E, 1F         10-3K           REGI 1G, 1N, 1P         10-3N           BERGI 2V, 1Z         10-3N           BERGI 2X         10-3P           GORLO 1F, 1N         10-3G           GORLO 1P, 1R         10-3G           GORLO 2V, 1Z         10-3U           LEKKO 2E, 1F         10-3U           KKO 1G, 1N, 1P         10-3V           KKO 1R, 1S, 1T         10-3V	10-3V2	
ANDIK 2E, 1F 10-3B ANDIK 1G, 1N 10-3E ANDIK 1S, 2X 10-3E ANDIK 1S, 2X 10-3E ANDIK 1S, 2X 10-3E ANDIK 1S, 2X 10-3E ARNEM 2E, 1F 10-3E ARNEM 1G, 1N, 1P 10-3G ARNEM 1S, 2X 10-3B BERGI 2E, 1F 10-3L BERGI 2E, 1F 10-3L BERGI 2V, 1Z 10-3L BERGI 2X 10-3L BERGI 1E, 1N 1D-3L BERGI 2X 10-3L BERGI 1E, 1N 10-3L BERGI 2X 10-3L BERGI 1E, 1N 10-3L BERGI 1	10-3V1	1S,
DESIGNATION         REFER TO           ANDIK 2E, 1F         10-3B           ANDIK 1G, 1N         10-3C           ANDIK 1R, 1T         10-3E           ANDIK 1S, 2X         10-3E           ARNEM 2E, 1F         10-3F           NEM 1G, 1N, 1P         10-3F           NEM 1G, 1N, 1P         10-3H           ARNEM 1R, 1T         10-3H           ARNEM 1S, 2X         10-3K           BERGI 2E, 1F         10-3K           BERGI 1G, 1N, 1P         10-3N           BERGI 2V, 1Z         10-3N           BERGI 2V, 1Z         10-3N           BERGI 2X         10-3N           BERGI 2Y, 1R         10-3G           GORLO 1F, 1N         10-3S           GORLO 2V, 1Z         10-3T           LEKKO 2E, 1F         10-3U	10-3V	1G, 1N,
ANDIK 2E, 1F 10-3B ANDIK 1G, 1N 10-3C ANDIK 1R, 1T 10-3C ANDIK 1R, 1T 10-3C ANDIK 1R, 1T 10-3C ANDIK 1R, 1T 10-3F ARNEM 2E, 1F 10-3F ARNEM 1G, 1N, 1P 10-3H ARNEM 1S, 2X 10-3H BERGI 2E, 1F 10-3K BERGI 1R, 1S 10-3N BERGI 2V, 1Z 10-3N BERGI 2X 10-3N BERGI 2X 10-3N BERGI 2X 10-3N BERGI 2X 10-3N BERGI 1P, 1N 10-3N BERGI 2X 10-3N BERGI 2X 10-3N BERGI 1P, 1N 10-3N BERGI 2X 10-3N BERGI 2X 10-3N BERGI 1P, 1N 10-3N BERGI 1P, 1N 10-3N BERGI 2X 10-3N BERGI 1P, 1N 10-3N BERGI 1P, 1N 10-3N	10-3U	
DESIGNATION         REFER TO           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           NEM 1G, 1N, 1P         10-3G           ARNEM 1R, 1T         10-3H           ARNEM 1S, 2X         10-3K           BERGI 2E, 1F         10-3K           REGI 1G, 1N, 1P         10-3K           BERGI 1G, 1N, 1P         10-3V           BERGI 2V, 1Z         10-3N           BERGI 2V, 1Z         10-3N           BERGI 2X         10-3P           GORLO 1F, 1N         10-3G           GORLO 1F, 1N         10-3G           10-3S         10-3G	10-3T	
DESIGNATION       REFER TO         ANDIK 2E, 1F       10-3B         ANDIK 1G, 1N       10-3C         ANDIK 1R, 1T       10-3E         ANDIK 1S, 2X       10-3E         ARNEM 2E, 1F       10-3F         NEM 1G, 1N, 1P       10-3G         ARNEM 1R, 1T       10-3H         ARNEM 1S, 2X       10-3J         BERGI 2E, 1F       10-3K         BERGI 1G, 1N, 1P       10-3K         BERGI 1G, 1N, 1P       10-3N         BERGI 2V, 1Z       10-3N         BERGI 2V, 1Z       10-3N         GORLO 1F, 1N       10-3G	10-35	1P,
ANDIK 2E, 1F 10-3B ANDIK 1G, 1N 10-3C ANDIK 1G, 1N 10-3C ANDIK 1R, 1T 10-3E ANDIK 1S, 2X 10-3F ARNEM 2E, 1F 10-3F ARNEM 1G, 1N, 1P 10-3G ARNEM 1S, 2X 10-3J BERGI 2E, 1F 10-3K ERGI 1G, 1N, 1P 10-3K ERGI 1G, 1N, 1P 10-3K ERGI 1R, 1S 10-3N BERGI 2V, 1Z 10-3N BERGI 2V, 1Z 10-3N BERGI 2V, 1Z 10-3N BERGI 2X 10-	10-3Q	Ŧ,
DESIGNATION         REFER TO           ANDIK 2E, 1F         10-3B           ANDIK 1G, 1N         10-3C           ANDIK 1R, 1T         10-3D           ANDIK 1S, 2X         10-3E           ANDIK 1S, 2X         10-3F           ARNEM 2E, 1F         10-3G           NEM 1G, 1N, 1P         10-3H           ARNEM 1S, 2X         10-3H           BERGI 2E, 1F         10-3K           REGI 1G, 1N, 1P         10-3L           BERGI 1R, 1S         10-3N           BERGI 1R, 1S         10-3N           BERGI 2V, 1Z         10-3N	10-3P	BERGI 2X
DESIGNATION         REFER TO           ANDIK 2E, 1F         10-3B           ANDIK 1G, 1N         10-3C           ANDIK 1R, 1T         10-3E           ANDIK 1S, 2X         10-3E           ARNEM 2E, 1F         10-3F           NEM 1G, 1N, 1P         10-3G           ARNEM 1R, 1T         10-3H           ARNEM 1S, 2X         10-3J           BERGI 2E, 1F         10-3K           RIGI 1G, 1N, 1P         10-3K           BERGI 1R, 1S         10-3L           10-3V         10-3C	10-3N	
DESIGNATION         REFER TO           ANDIK 2E, 1F         10-3B           ANDIK 1G, 1N         10-3C           ANDIK 1R, 1T         10-3E           ANDIK 1S, 2X         10-3E           ARNEM 2E, 1F         10-3F           NEM 1G, 1N, 1P         10-3G           ARNEM 1R, 1T         10-3H           ARNEM 1R, 1T         10-3J           BERGI 2E, 1F         10-3K           BERGI 2E, 1F         10-3K           110-3L         10-3L	10-3M	ᅍ
DESIGNATION         REFER TO           ANDIK 2E, 1F         10-3B           ANDIK 1G, 1N         10-3C           ANDIK 1R, 1T         10-3E           ANDIK 1S, 2X         10-3E           ARNEM 2E, 1F         10-3F           NEM 1G, 1N, 1P         10-3H           ARNEM 1R, 1T         10-3H           ARNEM 1S, 2X         10-3J           BERGI 2E, 1F         10-3K	10-3L	ž
DESIGNATION         REFER TO           ANDIK 2E, 1F         10-3B           ANDIK 1G, 1N         10-3C           ANDIK 1R, 1T         10-3D           ANDIK 1S, 2X         10-3E           ANDIK 1S, 2X         10-3F           ARNEM 2E, 1F         10-3G           NEM 1G, 1N, 1P         10-3G           ARNEM 1R, 1T         10-3H           ARNEM 1R, 1T         10-3J           ARNEM 1S, 2X         10-3J	10-3K	- 1
DESIGNATION         REFER TO           ANDIK 2E, 1F         10-3B           ANDIK 1G, 1N         10-3C           ANDIK 1R, 1T         10-3D           ANDIK 1S, 2X         10-3E           ANDIK 1S, 2X         10-3F           ARNEM 2E, 1F         10-3F           NEM 1G, 1N, 1P         10-3G           ARNEM 1R, 1T         10-3H	10-3J	1S,
DESIGNATION         REFER TO           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           NEM 1G, 1N, 1P         10-3G	10-3H	ᅍ
DESIGNATION         REFER TO           ANDIK 2E, 1F         10-3B           ANDIK 1G, 1N         10-3C           ANDIK 1R, 1T         10-3E           ANDIK 1S, 2X         10-3E           ARNEM 2E, 1F         10-3F	10-3G	ž
DESIGNATION         REFER TO           ANDIK 2E, 1F         10-3B           ANDIK 1G, 1N         10-3C           ANDIK 1R, 1T         10-3D           ANDIK 1S, 2X         10-3E	10-3F	
ANDIK 16, 1N 10-3C ANDIK 17, 11 10-3C ANDIK 18, 11 10-3C ANDIK 18, 11 10-3C	10-3E	1S,
ANDIK 2E, 1F 10-3B 10-3C 10-3C 10-3C 10-3C	10-3D	<del>,</del>
DESIGNATION REFER TO  ANDIK 2E, 1F 10-3B	10-3C	
DESIGNATION REFER TO	10-3B	
	0	

CHANGES: None

© JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

#### EHAM/AMS SCHIPHOL

20 OCT 06 (10-3A) Eff 26 Oct # JEPPESENAMSTERDAM, NETHERLANDS

SID

# **DEPARTURE INSTRUCTIONS**

SIDs are minimum noise routings.

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. Remain on Tower frequency until passing 2000', then contact SCHIPHOL Departure and report altitude in order to verify SSR mode C by ATC. When changing frequency from SCHIPHOL Tower to SCHIPHOL Departure, initial contact shall consist of SCHIPHOL Departure, callsign

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.

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

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

27 JAN 06 (10-3B) # JEPPESENAMSTERDAM, NETHERLANDS

SCHIPHOL Departure (R) 119.05 EH037 N52 15.5 E004 46.5 ANDIK 2E [ANDI2E], ANDIK 1F [ANDI1F] N52 19.9 E004 45.0 108.4 SPL NOT TO SCALE <u> Siadan</u> MAX 250 KT BELOW FL 100 RWYS 18L, 04 DEPARTURES Apt Elev 5.7 DINE MAX 220 KT N52 20.3 E004 50.2 093°<del>√</del> Trans level: By ATC Trans alt: 3000' For departure instructions refer to 10-3A ANDIK 2E ANDIK 1F **D5 PAM** N52 20.2 E004 57.4 N52 32.4 E004 51.2 SPIJKERBOOR > **EH068** N52 20.2 E004 59.0 At **FL60**(or above, if instructed by ATC) EH024 N52 15.2 E004 58.8 **ANDIK** N52 44.4 E005 16.2 0530019. N52 22.9 E005 06.8 N52 20.1 E005 05.5 117.8 PAM PAMPUS — D<sub>25.2</sub>  $\triangleright$ 1700′ MSA SPL VOR SID

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

RNAV: THR 04 - EH019 - EH068 - EH071 - ANDIK

(FL60)

:HANGES: SIDs transferred; chart redrawr

© JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED

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. 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 2E

18L

SID

R₩Y

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

ROUTING

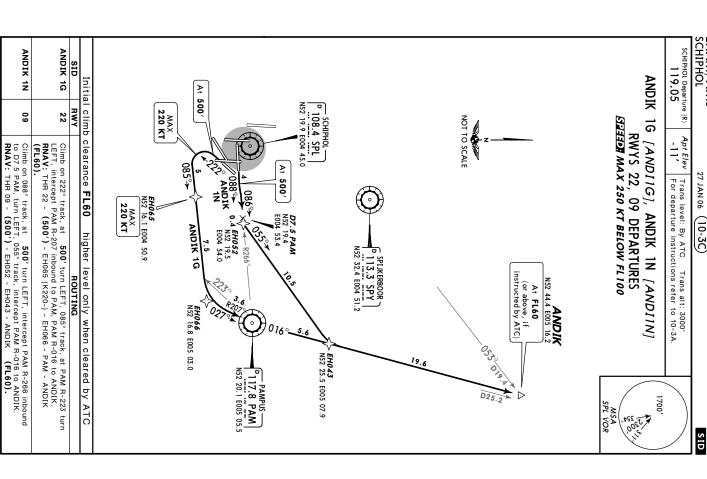
ANDIK 1F

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

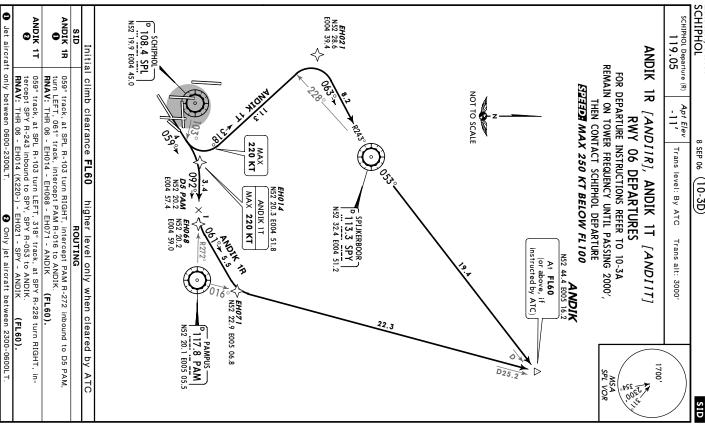
## 27 JAN 06 (10-3C) # JEPPESENAMSTERDAM, NETHERLANDS

**EHAM/AMS** 



EHAM/AMS

MI JEPPESEN AMSTERDAM, NETHERLANDS (10-3D)



© JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

"HANGES: Reference note; turning point RWY 24.

© JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED

CHANGES: Reference note

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

Apt Elev -11' 3 SEP 06 # JEPPESEN AMSTERDAM, NETHERLANDS (10-3E)SID

EHAM/AMS

CHIPHOL

SCHIPHOL Departure (R)
119.05 ANDIK 2X ANDIK 1S MAX 220 KT SID ANDIK 1S [ANDIIS], ANDIK 2X [ANDI2X] **EH046** N52 13.1 E004 43.8 REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000' NOT TO SCALE R₩Y FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A climb clearance FL60 higher level only when cleared by ATC 18C 24 <u> Эйнээй</u> мах 250 кт веlow fl 100 N52 19.9 E004 45.0 RWYS 24, 18C DEPARTURES - SCHIPHOL --THEN CONTACT SCHIPHOL DEPARTURE 239° track, at SPL 4.3 DME turn LEFT, 119° track, at PAM R-2328 turn LEFT, intercept PAM R-221 inbound to PAM, PAM R-016 to ANDIK. RNAV: THR 24 - EH001 - EH026 - PAM - ANDIK (FL60). 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. RNAV: THR 18C - EH046 - EH026 - PAM - ANDIK Trans level: By ATC N52 10.3 E004 52.2 SPIJKERBOOR 113.3 SPY N52 32.4 E004 51.2 Trans alt: 3000 (or above, if instructed by ATC) ROUTING **ANDIK** N52 44.4 E005 16.2 At FL60 0530019.4 (FL60). 117.8 PAM N52 20.1 E005 05.5 D PAMPUS — 1700′

EHAM/AMS JAN 06 (10-3F)

SCHIPHOL Departure (R) 119.05 ARNEM ARNEM 2E EH037 N52 15.5 E004 46.5 SID — SCHIPHOL — 108.4 SPL Initial ARNEM Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs 5.7 DINE RWY climb clearance FL60 181 S 23 4 5 7 MAX 250 KT BELOW FL 100 2E [ARNE2E], ARNEM 1F [ARNE1F] MAX 220 KT RWYS 18L, ₹ Apt Elev Climb on 042° track, at IVLUT to ARNEM. RNAV: THR 04 - (500 184° track, at SPL 3.1 DME turn LEFT, 093° track to IVLUT, intercept SPL R-106 to ARNEM.

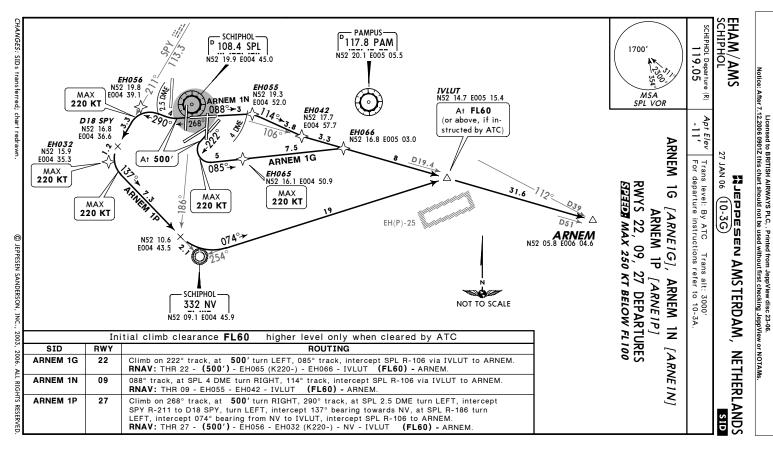
RNAV: THR 18L - EH037 (K220-) - IVLUT (FL60) - ARNEM. 500<sup>′</sup> Trans level: By ATC Trans alt: 3000' For departure instructions refer to 10-3A MAX 220 KT # JEPPESENAMSTERDAM, NETHERLANDS 04 DEPARTURES NOT TO SCALE higher level only when cleared At **FL60**(or above, if instructed by ATC) N52 14.7 E005 15.4 ARNEM 2E 220 KT ARNEM 1F 500′ turn RIGHT, intercept ROUTING 019 EH(P)-25 SPL R-106 via by 1700 A RNEM ATC N52 05.8 E006 04.6 SID

"HANGES: SIDs transferred; chart redrawn

(500') - EH060 (K220-) - IVLUT

JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED

(FL60) - ARNEM.



EHAM/AMS

# JEPPESENAMSTERDAM, NETHERLANDS (10-3H)

SCHIPHOL Departure (R) 119.05 N52 19.9 E004 45.0 332 NV N52 09.1 E004 45.9 - SCHIPHOL — 108.4 SPL ARNEM IR [ARNEIR], ARNEM IT 220 KT EHO3 N52 15.4 E004 50.9 Initial climb clearance **FL60** REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000' FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A At 500' THEN CONTACT SCHIPHOL DEPARTURE Apt Elev **EHO18** N52 19.2 E004 49.1 <del>--</del>182 **RWY 06 DEPARTURES D9 SPL** N52 12.9 E004 54.2 Trans level: By ATC MAX 220 KT 8 SEP 06 **EHO17** N52 11.1 E004 56.5 higher level only when cleared by ATC PAMPUS 117.8 PAM N52 20.1 E005 05.5 NOT TO SCALE Trans alt: 3000' [ARNE IT] IVLUT N52 14.7 E005 15.4 At **FL60** (or above, if instructed by ATC) **A RNEM** N52 05.8 E006 04.6 1700′ MSA SPL VOR SID

© JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED

CHANGES: Reference note; turning point RWY 24.

© JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED

CHANGES: Reference note.

Jet aircraft only between 0600-2300LT.

ARNEM 1R

ARNEM

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

Climb on 059° track, at 500' turn RIGHT, intercept SPL R-106 via IVLUT to

ROUTING

RNAV: THR 06 - EH018 - IVLUT (FL60) - ARNEM

IVLUT, intercept SPL R-106 to ARNEM.

RNAV: THR 06 - (500') - EH036 (K220-) - EH017 - IVLUT

Only jet aircraft between 2300-0600LT.

(FL60) - ARNEM

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

8 SEP 06 # JEPPESEN AMSTERDAM, NETHERLANDS (10-3J)

SID

EHAM/AMS

CHIPHOL

MAX 220 KT SCHIPHOL Departure (R) 119.05 ARNEM 2X ARNEM 1S SID ARNEM 1S [ARNE1S], ARNEM 2X [ARNE2X] Initial climb clearance FL60 N52 19.9 E004 45.0 N52 09.1 E004 45.9 REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000' 332 NV FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A RWY 18C 24 EH046 N52 13.1 E004 43.8 THEN CONTACT SCHIPHOL DEPARTURE RWYS 24, Apt Elev -11' 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 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 RNAV: THR 18C - EH046 - EH026 - IVLUT 254 RNAV: THR 24 - EH001 - EH026 - IVLUT **EH026** N52 10.3 E004 52.2 Trans level: By ATC 18C DEPARTURES higher level only when cleared by ATC PAMPUS 117.8 PAM N52 20.1 E005 05.5 Trans alt: 3000 NOT TO SCALE  $(\bigcirc$ -106° D19.4 (FL60) - ARNEM (FL60) - ARNEM At **FL60** (or above, if instructed by ATC) IVLUT N52 14.7 E005 15.4 12003 **A RNEM** N52 05.8 E006 04.6 1700′

EHAM/AMS

27 JAN 06 (10-3K) # JEPPESENAMSTERDAM, NETHERLANDS

SCHIPHOL Departure (R) 121.2 Apt Elev -11' Trans level: By ATC Trans alt: 3000' For departure instructions refer to 10-3A BERGI 1F [BERG1F] BERGI 2E [BERG2E] 1700′ SID

RWYS 18L, 04 DEPARTURES

8.910

**BERGI**N52 44.9 E004 21.5

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

SII II MAX 250 KT BELOW FL100

MSA SPL VOR

**D6.5 SPL** N52 13.7 E004 48.0 N52 20.3 E004 50.2 At 500' **EH029** N52 11.3 E004 49.2

CHANGES: SIDs transferred; chart redrawn

BERGI

BERGI 2E

181

Climb on 184° track, at 500′ turn LEFT, intercept SPL R-164, at D6.5 SPL turn RIGHT, intercept 283° bearing towards CH, at RTM R-017 turn RIGHT, intercept 330° bearing from CH, intercept RTM R-356 to BERGI. RNAN: THR 18L - (500') - EH029 (K220-) - EH009 (3000'+) - EH028 BERGI (FL60).

042° track, at SPL R-095 turn LEFT, intercept SPY R-184 inbound to D2 SPY, turn LEFT, intercept SPY R-306 to BERGI.

RNAV: THR 04 - EH019 - SPY - BERGI

© JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

THANGES: SIDs transferred; chart redrawn

© JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED

(FL60).

Initial climb clearance FL60

higher level only when cleared by ATC

MAX 220 KT

N52 13.2 E004 33.5 388.5 CH

SCHIPHOL-

N52 12.9 E004 35.8

4.011

EH009 ABEAM CH N52 13.4 E004 33.3

Above **3000**′

*EH028* N52 21.5 E004 25.3

D 108.4 SPL N52 19.9 E004 45.0

> 10.2 BERGI 1F

NOT TO SCALE

**D2 SPY** X 184 N52 30.4 E004 51.1 1

SPIJKERBOOR 113.3 SPY N52 32.4 E004 51.2

EHAM/AMS SCHIPHOL Licensed to BRITISH AIRWAYS PLC, , Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. ZJANO6 (10-3L) AMSTERDAM, NETHERLANDS

BERGI BERGI SCHIPHOL Departure (R) 121.2 BERGI 1G At **FL60** (or above, if instructed by ATC) **BERGI** N52 44.9 E004 21.5 8.940 EHO41 N52 19.4 E004 25.6 SID ₽ ź 7.62 **D20 SPL** N52 38.4 E004 32.7 4.011 MTЯ RWY 22 N52 28.6 E004 39. Apt Elev Climb on 268° track, at 500' turn RIGHT, intercept SPL R-26 cept RTM R-356 to BERGI.
RNAV: THR 27 - (500') - EH058 - EH041 - BERGI (FL60). R-339, at D20 SPL turn LEFT, intercept SPY R-306 to BERGI.

RNAV: THR 09 - (500') - EH053 - EH021 (3000'+) - EH022 - BERGI
(FL60). 222° track, at SPL 2.8 DME turn RIGHT, 285° track, intercept RTM R-356 to BERGI. RNAV: THR 22 - EH063 (K220-) - EH041 - BERGI (FL60). Climb on 088° track, at Above **3000**′ ERGI 1P **EH022** N52 40.8 E004 31.3 EH058 N52 19.8 E004 40.6 STATE MAX 250 KT BELOW FL100 D SCHIPHOL | 108.4 SPL | N52 19.9 E004 45.0 RWYS 22, 09, At 500' Trans level: By ATC Trans alt: 3000' For departure instructions refer to 10-3A FL60 ฉี BERGI BERGI 1P BERGI 1N ₹285° MAX 220 KT 1<sub>G</sub> higher level 500' turn RIGHT, intercept SPL R-268, inter-500' turn LEFT, 318° track, intercept SPL [BERGIP] [BERG IN] [BERG1G] 27 DEPARTURES ROUTING only when cleared by ATC EH053 N52 23.2 E004 47.4 Above **3000**′ EH063 N52 16.5 E004 44.9 MAX 220 KT NOT TO SCALE At 500' MAX 220 KT SPIJKERBOOR 113.3 SPY N52 32.4 E004 51.2 1700′

EHAM/AMS SCHIPHOL

> # JEPPESEN AMSTERDAM, NETHERLANDS (10-3M)

SCHIPHOL Departure (R) 121.2 At **FL60** (or above, if instructed by ATC) **BERGI** N52 44.9 E004 21.5 Apt Elev Trans level: By ATC SEP 06 BERGI 1R [BERGIR] Trans alt: 3000 1700′ SID

REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000' FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A RWYS 06, 24 DEPARTURES BERGI 1S [BERG 1S]

MSA PL VOR

SPIKERBOOR 113.3 SPY N52 32.4 E004 51.2

**D20 SPL** N52 38.4 E004 32.7

NOT TO SCALE

EH022 N52 40.8 E004 31.3

STEET MAX 250 KT BELOW FL100

THEN CONTACT SCHIPHOL DEPARTURE

220 KT

**EH021** N52 28.6 E004 39.4

**EHOO 1** N52 16.5 E004 42.1 EH014 N52 20.3 E004 51.8 PAMPUS 117.8 PAM N52 20.1 E005 05.5 MAX 220 KT

٥

EH009 ABEAM CH N52 13.4 E004 33.3

EH028 N52 21.5 E004 25.3

SCHIPHOL 108.4 SPL N52 19.9 E004 45

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

388.5 CH N52 13.2 E004 33.5

**D19 PAM** N52 13.8 E004 36.3

**EH051** N52 14.6 E004 39.1

4.011 FTM =:

059° track, at SPL R-103 turn LEFT, 318° track, intercept SPL R-339, at D20 SPL turn LEFT, intercept SPR R-306 to BERGI. RNAV: THR 06 - EH014 (K220-) - EH021 - EH022 - BERGI (FL60). R-356 to BERGI. RNAV: THR 24 - EH001 - EH051 - EH009 239° track, at SPL 4 DME turn LEFT, 225° track, intercept PAM R-252, at D19 PAM turn RIGHT, intercept 330° bearing from CH, intercept RTM (3000'+) - EH028 - BERGI

BERGI 1S

24

BERGI 1R

RWY 90

CHANGES: Reference note

© JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

EHAM/AMS Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. SIEPPESEN AMSTERDAM, NETHERLANDS

#### SCHIPHOL Departure (R) 121.2 Apt Elev -11' 8 SEP 06 Trans level: By ATC (10-3N)Trans alt: 3000

SID

Initial climb clearance **FL60** BERGI 2V [BERG2V], BERGI 1Z [BERG1Z] REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000' FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A D7.5 SPL N52 28.0 E004 39.7 SIZZZZ MAX 250 KT BELOW FL100 At **FL60** (or above, if instructed by ATC) **BERGI** N52 44.9 E004 21.5 THEN CONTACT SCHIPHOL DEPARTURE AMSTERDAM 113.95 AMS N52 20.0 E004 42.3 **RWY 36L DEPARTURES** Above **3000**′ **EH095** N52 34.4 E004 31.5 higher level only when cleared by ATC 10.2 BERGI 004°→ SPL 4.6 DME **EH093** N52 25.3 E004 43.1 **EH015** N52 35.5 E004 44.1 D 108.4 SPL N52 19.9 E004 45.0 NOT TO SCALE CHIPHOL— N52 32.4 E004 51.2 SPIJKERBOOR 113.3 SPY 1700′ 005£

© JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED

2 Only jet aircraft between 2300-0600LT.

HANGES: Reference note

Jet aircraft only between 0600-2300LT

004° track, intercept AMS R-005, intercept SPY R-306 to BERGI **RNAV:** THR 36L - EH015 - BERGI **(FL60).** 

004° track, at SPL 4.6 DME turn LEFT, 323° track, intercept SPL R-331 to

ROUTING

RNAV: THR 36L - EH093 - EH094 (3000'+) - EH095 - BERGI (FL60)

BERGI 2V

SID

EHAM/AMS SCHIPHOL Departure (R) 121.2 Apt Elev -11' 27 JAN 06 (10-3P)

8.84d  $\triangleright$ Initial climb clearance **FL60** 388.5 CH 52 13.2 E004 33.5 Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. 4.011 FTM E. EH028 N52 21.5 E004 25.3 <u> Яйнээй</u> мах 250 кт веlow fl 100 **BERGI** N52 44.9 E004 21.5 At **FL60** (or above, if instructed by ATC) BERGI 2X [BERG2X] RWY 18C DEPARTURE Above **3000** Trans level: By ATC Trans alt: 3000' For departure instructions refer to 10-3A **D19 PAM** N52 13.8 E004 36.3 # JEPPESENAMSTERDAM, NETHERLANDS EH051 N52 14.6 E004 39.1 higher level only when cleared by ATC SCHIPHOL 108.4 SPL N52 19.9 E004 45.0 RNAV only At 500' PAMPUS 117.8 PAM N52 20.1 E005 05.5 1700 MSA SPL VOR SID

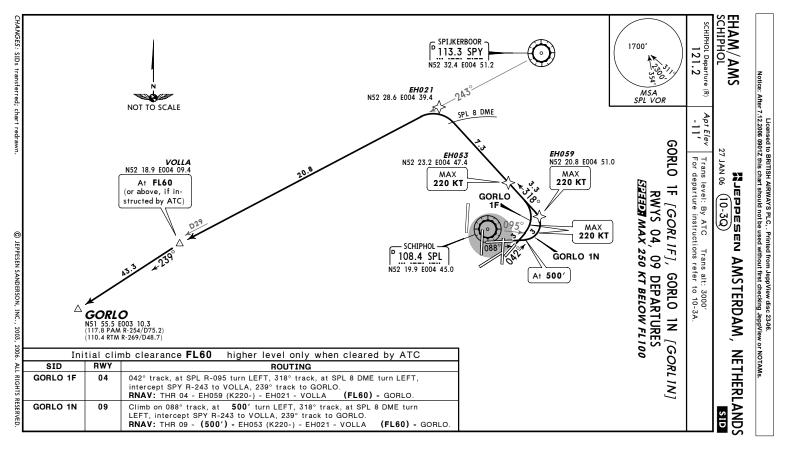
184° track, at SPL 2.5 DME turn RIGHT, 234° RIGHT, intercept 330° bearing from CH, inter RNAV: THR 18C - (500') - EH051 - EH059

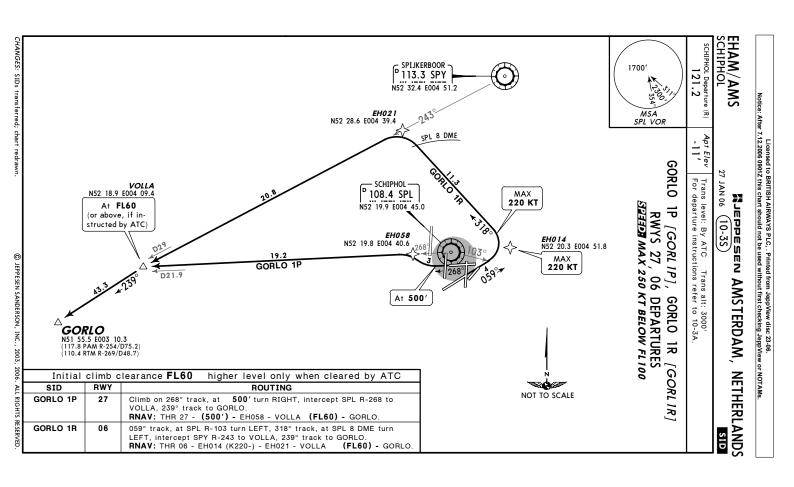
234° track, intercept PAM R-252, at D19 PAM turn intercept RTM R-356 to BERGI.

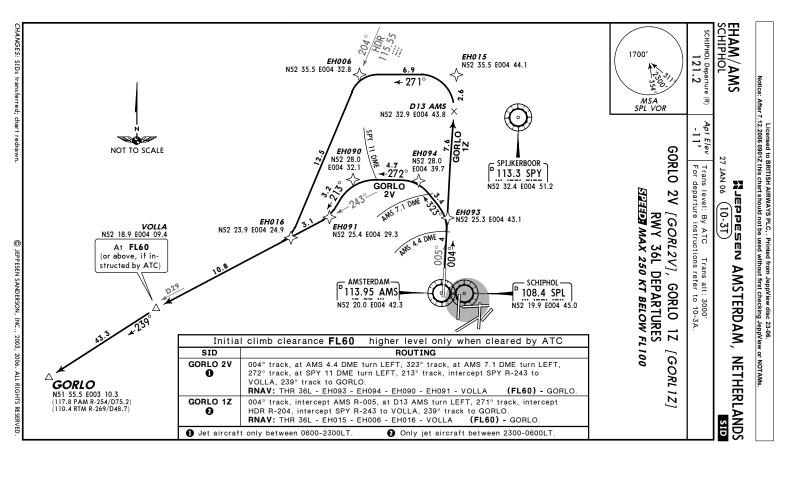
HO09 (3000'+) - EH028 - BERGI (FL60).

JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED

HANGES: SIDs transferred; chart redrawn







EHAM/AMS

27 JAN 06 (10-3U) # JEPPESENAMSTERDAM, NETHERLANDS

SID

SCHIPHOL Departure (R) 119.05 SCHIPHOL 108.4 SPL N52 19.9 E004 45.0 (or above, if instructed by ATC) LEKKO 2E *[LEKO2E],* LEKKO 1F *[LEKO1F]* **LEKKO** N51 55.5 E004 46.0 At FL60 <u> Siadan</u> MAX 250 KT BELOW FL 100 RWYS 18L, 04 DEPARTURES At 500' Apt Elev **D6.5 SPL** N52 13.7 E004 48.0 **EH073** N52 12.9 E004 48.5 Trans level: By ATC Trans alt: 3000' For departure instructions refer to 10-3A. At 500' LEKKO 2E SPY 12 LEKKO 1F \***EH072** N52 01.2 E004 50.6 113.3 ∷== **D29 SPY** N52 03.5 E004 50.4 MAX 70 KT EH036 N52 15.4 E004 50.9 220 KT N52 20.1 E005 05.5 PAMPUS 117.8 PAM NOT TO SCALE 1700′ MSA SPL VOR

© JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

RNAV: THR 04 - (500') - EH036 (K220-) - EH072 - LEKKO

500' turn RIGHT, 212° track, intercept SPY IGHT, intercept PAM R-207 to LEKKO.

(FL60).

CHANGES: Reference note; turning point RWY 24.

© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED

CHANGES: SIDs transferred; chart redrawn

LEKKO 1F

Climb on 042° track, at R-182, at D29 SPY turn

**LEKKO 2E** SID

RWY 윮

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

ROUTING

Climb on 184° track, at 500' turn LEFT, intercept SPL R-164, at D6.5 SPL turn RIGHT, intercept SPV R-186 to LEKKO.

RNAV: THR 18L - (500') - EH073 - LEKKO (FL60).

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. MI JEPPESEN AMSTERDAM, NETHERLANDS

EHAM/AMS

Jet aircraft only between 0600-2300LT LEKKO 1T LEKKO 1R SCHIPHOL Departure (R) 119.05 LEKKO 1S EH001 N52 16.5 E004 42.1 2 MAX 220 KT SCHIPHOL— 108.4 SPL N52 19.9 E004 4 Initial climb clearance **FL60** N52 09.1 E004 45.9 LEKKO EH03 S N52 09.6 E004 45.4 332 NV SCHIPHO REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000' FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A 90 24 STEEDER MAX 250 KT BELOW FL 100 1R [LEKOIR], LEKKO 1S RWYS 06, 24 DEPARTURES Apt Elev THEN CONTACT SCHIPHOL DEPARTURE Climb on 059° track, at NV, intercept SPL R-179 to LEKKO.

RNAV: THR 24 - EH001 - EH039 - LEKKO 239° track, at SPL 4.3 DME turn LEFT, intercept 153° bearing towards 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). RNAV: THR 06 -LEFT, intercept SPL R-142, at D10 SPL turn RIGHT, intercept LEKKO 1T [LEKO1T] -207 to LEKKO. At 500' **D29 SPY** N52 03.5 · E004 50.4 8 SEP 06 (10-3V1) Trans level: By ATC ٥ **D10 SPL** N52 12.2 E004 55.2 N52 01.2 E004 50.6 N52 16.8 E004 50.9 MAX **220 KT** higher level only when cleared by ATC (or above, if instructed by ATC) LEKKO 500' turn RIGHT, 182° track, at SPL R-132 turn 2 Only jet aircraft between 2300-0600LT 55.5 E004 46.0 At FL60 MAX 220 KT SPIJKERBOOR 113.3 SPY N52 32.4 E004 51.2 EH036 N52 15.4 E004 50.9 > EH038 N52 10.2 E004 57.7 MAX 220 KT Trans alt: 3000 [LEKO1S] ROUTING N52 20.1 E005 05.5 (FL60) 1700′ SID

EHAM/AMS

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

LEKKO 1V © 60 SCHIPHOL Departure (R) 119.05 N52 20.0 E004 42.3 113.95 (or above, if instructed by ATC) Initial climb clearance FL60 LEKKO 1V [LEKOIV], LEKKO 1Z **LEKKO** N51 55.5 E004 46.0 D11 AMS × N52 32.5 N52 30.9 E004 43.6 At FL60 EH084 N52 23.7 E004 42.9 FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000', N52 32.7 E004 43.8 3.7 E004 43.8 SCHIPHOL 108.4 SPL N52 19.9 E004 45.0 004° 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.

RNAV: THR 36L - EH084 - EH085 (K220-) - EH072 - LEKKO (FL60). 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 RNAV: THR 36L - EH013 - SPY - EH072 - LEKKO STEEDE MAX 250 KT BELOW FL 100 THEN CONTACT SCHIPHOL DEPARTURE Apt Elev **RWY 36L DEPARTURES D29 SPY** N52 03.5 E004 50.4 004% LEKKO 1Z Trans level: By ATC 7.1 higher level only when cleared by ATC EH072 N52 01.2 E004 50.6 EH085 N52 25.3 E004 51.1 MAX 220 KT MAX 220 KT Trans alt: 3000' [LEKO1Z] SPIJKERBOOR 113.3 SPY N52 32.4 E004 51.2 (FL60) NOT TO SCALE 117.8 PAM N52 20.1 E005 05.5 1700′ MSA SPL VOR SID

② Only jet aircraft between 2300-0600LT. © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

CHANGES: Reference note

Jet aircraft only between 0600-2300LT.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. # JEPPESENAMSTERDAM, NETHERLANDS

27 JAN 06 (10-3V3)

SID

EHAM/AMS

SCHIPHOL Departure (R) 119.05 SID Initial climb clearance **FL60** higher level only when cleared by ATC LEKKO 2W *[1EKO2W],* LEKKO 2X *[1EKO2X]* At **FL60**(or above, if instructed by ATC) N52 19.9 E004 45.0 **LEKKO** N51 55.5 E004 46.0 108.4 SPL RWY EH046 N52 13.1 E004 43.8 332 NV N52 09.1 E004 SIZIZI MAX 250 KT BELOW FL 100 **EH074** N52 10.0 E004 45.4 EH007 N52 22.2 E004 44.6 RWYS 36C, 18C DEPARTURES Apt Elev S.S DME LEKKO 2W Trans level: By ATC Trans alt: 3000' For departure instructions refer to 10-3A. · 207 **EH072** N52 01.2 E004 50.6 N52 15.4 E004 50.9 ROUTING MAX 220 KT EHOO4 N52 22.0 E004 50.1 220 KT SPIJKERBOOR 113.3 SPY N52 32.4 E004 51.2 N52 20.1 E005 05.5 117.8 PAM NOT TO SCALE 1700′

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

184° track, at SPL 5.5 DME turn LEFT, intercept 163° bearing towards NV, intercept SPL R-179 to LEKKO.

RNAV: THR 18C - EH046 - EH074 - LEKKO (FL60).

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.

RNAV: THR 36C - EH007 - EH004 (K220-) - EH036 - EH072 - LEKKO (FL60).

**LEKKO 2W** 

36C

-EKKO 2X

180

EHAM/AMS

27 JAN 06 (10-3V4) # JEPPESENAMSTERDAM, NETHERLANDS

SID

SCHIPHOL Departure (R) 119.05 LOPIK 2E [LOPI2E], LOPIK 1F [LOPI1F] RWYS 18L, 04 DEPARTURES Apt Elev FOR TRAFFIC VIA UR 7/UN 852 Trans level: By ATC Trans alt: 3000' For departure instructions refer to 10-3A.



MSA SPL VOR

FOR TRAFFIC VIA V 33 WITH DESTINATION EHEH, EHBD & EHBK CAUTION
Uncontrolled VFR-flights
permitted up to FL95. SI BELOW FL100 At 500' **D8 SPL** N52 12.3 E004 48.8 **EH029** N52 11.3 E004 49.2 EH050 N52 09.3 E004 55.1 At 500' 0 ←187 LOPIK 1F (or above, if instructed by ATC) **LOPIK** N51 55.9 E005 07.8 A↑ FL60 MAX 220 KT MAX **220 KT EHO61** N52 13.5 E004 53.4 220 KT Y92 ٤ N52 07.5 E005 01.3 **EH033** >N52 05.9 E005 03.3 D28

V52 19.9 E004 45.0

108.4 SPL

SCHIPHOL —

CHANGES: New chart

LOPIK 1F

04

Climb on 042° track, at 500' turn RIGHT, 187° track, at ארב ה-LEFT, intercept SPL R-142, at D16 SPL turn RIGHT, intercept SPV

500' turn RIGHT, 187° track, at SPL R-136 turn

(FL60)

RNAV: THR 04 - (500') - EH061 (K220-) - EH033 - LOPIK (FL60).

© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED

CHANGES: Reference note

© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED

LOPIK 2E SID

윮

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

RWY

NOT TO SCALE

Initial climb clearance FL60 higher level only when cleared by ATC

ROUTING

EHAM/AMS Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

8 SEP 06 (10-3V5) # JEPPESEN AMSTERDAM, NETHERLANDS

SID

EH032 N52 15.9 E004 35.3 SCHIPHOL Departure (R) 119.05 LOPIK 1G LOPIK 1N LOPIK 1P SID 220 KT **D18 SPY** N52 16.8 E004 36.6 NOT TO SCALE Initial climb clearance **FL60** FOR TRAFFIC VIA V 33 WITH DESTINATION EHEH, EHBD & EHBK LOPIK 1G MAX 220 KT CAUTION
Uncontrolled VFR-flights
permitted up to FL95. REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000', 220 KT R₩Y OR DEPARTURE INSTRUCTIONS REFER TO 10-3A 22 27 <u> ЫЗЭЭЭ</u>Л МАХ 250 КТ BELOW FL 100 RWYS 22, 09, 27 DEPARTURES EH056 N52 19.8 E004 39.1 THEN CONTACT SCHIPHOL DEPARTURE Apt Elev 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). FOR TRAFFIC VIA UR 7/UN 852 Climb on 268° track, at 500' turn RIGHT, 280° track, at SPL 2.5 DME turn LEFT, intercept 187° H-211, at D18 SPY turn LEFT, intercept 137° bearing to NV, 135° bearing to LOPIK.

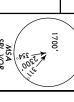
RNAV: THR 27 - (500') - EH056 - EH052 (K220-) - NV - LOPIK (FI SPL turn RIGHT, intercept SPY R-165 to LOPIK.

RNAV: THR 09 - (500') - EH036 (K220-) - EH033 - LOPIK Climb on 088° track, at [LOPIIG], LOPIK 1P 332 NV N52 09.1 E004 45.9 At 500' Trans level: By ATC [LOPI IP] LOPIK 1N **D8 SPL** N52 12.3 E004 48.8 X↑ EH029 N52 11.3 E004 49.2 higher level only when cleared by ATC <sup>D</sup> 108.4 SPL 500' turn RIGHT, intercept SPL R-142, at D16 19.9 E004 45.0 Trans alt: 3000 At **FL60**(or above, if instructed by ATC) LOPIK 1N [LOPI IN] ROUTING LOPIK N51 55.8 E005 07.7 At 500' MAX 220 KT EH064 N52 15.1 E004 47. EH036 N52 15.4 E004 50.5 MAX 220 KT MAX 220 KT O D16 SPL N32 07.5 E005 01.3 792 5.511 N52 05.9 E005 03.3 (FL60) 1700′ (FL60).

EHAM/AMS

8 SEP 06 (10-3V6) SIEPPESEN AMSTERDAM, NETHERLANDS

SCHIPHOL Departure (R) 119.05 FOR TRAFFIC VIA V 33 WITH DESTINATION EHEH, EHBD & EHBK LOPIK 1R [LOPIIR], LOPIK 1S [LOPIIS] REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000' FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A SIZIII MAX 250 KT BELOW FL 100 RWYS 06, 24 DEPARTURES THEN CONTACT SCHIPHOL DEPARTURE Apt Elev FOR TRAFFIC VIA UR 7/UN 852 Trans level: By ATC Trans alt: 3000 1700′ MSA SPL VOR SID



SPIJKERBOOR | N52 32.4 E004 51.2

SCHIPHOL—

N52 19.9 E004

At 500'



NOT TO SCALE

EH001 N52 16.5 E004 42.1

N52 16.8 E004 50.9

EH050 N52 09.3 E004 55.1 **EH036** N52 15.4 E004 50.9 220 KT **D 16 SPL** \N52 07.5 E005 01.3

220 KT

MAX 220 KT

At **FL60**(or above, if instructed by ATC) LOPIK N51 55.8 E005 07.7 N52 05.9 E005 03.3

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

CAUTION

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

SID

LOPIK 1S LOPIK 1R 90 239° track, at SPL 4.3 DME turn LEFT, 119° track, intercept SPL R-151 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 RNAV: THR 24 - EH001 - EH050 - LOPIK (FL60) (FL60)

CHANGES: Reference note; turning point RWY 24

© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

HANGES: New chart

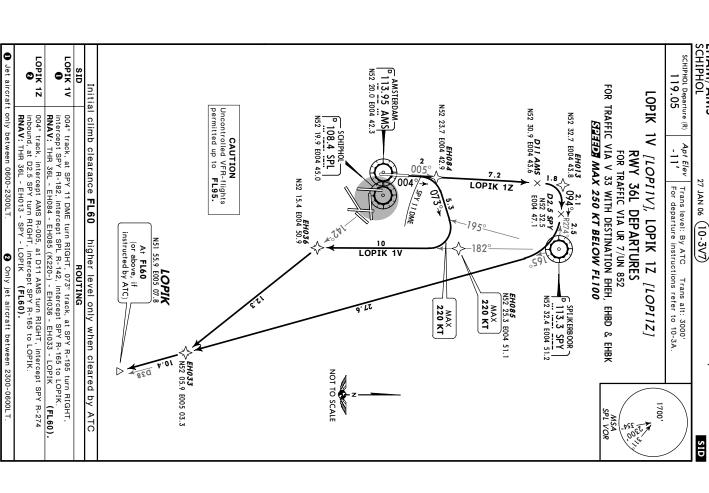
© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

# JEPPESENAMSTERDAM, NETHERLANDS

EHAM/AMS



EHAM/AMS SCHIPHOL

# JEPPESENAMSTERDAM, NETHERLANDS

SID

SCHIPHOL Departure (R) 119.05 Apt Elev -11' 27 JAN 06 (10-3V8) Trans level: By ATC Trans alt: 3000' For departure instructions refer to 10-3A.

LOPIK 2W [LOPI2W], LOPIK 2X [LOPI2X] RWYS 36C, 18C DEPARTURES

FOR TRAFFIC VIA UR 7/UN 852

FOR TRAFFIC VIA V 33 WITH DESTINATION EHEH, EHBD & EHBK SIZIII MAX 250 KT BELOW FL 100

N52 19.9 E004 45.0 108.4 SPL

**9.9** ∨AN9

MAX 220 KT

EH007 N52 22.2 E004 44.6

LOPIK 2W

EH004 N52 22.0 E004 50.1 MAX 220 KT

SPY :::=

113.3

1700′



MSA SPL VOR

LOPIK 2W Initial climb clearance FL60 EH046 √ N52 13.1 E004 43.8 √ CAUTION
Uncontrolled VFR-flights
permitted up to FL95. 36C S.S DME 004° track, at SPL 1 DME turn RIGHT, 094° track, at SPY R-193 turn RIGHT, intercept SPY R-182, intercept SPL R-142, intercept SPY R-165 LOPIK 2X EH050 N52 09.3 E004 55.1 At **FL60**(or above, if instructed by ATC) EH036 N52 15.4 E004 50.9 higher level only when cleared by ATC **LOPIK** N51 55.9 E005 07.8 792 5.511 EH033 N52 05.9 E005 03.3 028 NOT TO SCALE  $\triangleright$ 

CHANGES: New chart

LOPIK 2X

180

184° track, at SPL 5.5 DME turn LEFT, 119° track, intercept SPL R-151 to LOPIK.

RNAV: THR 18C - EH046 - EH050 - LOPIK

© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

CHANGES: New chart.

© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

(FL60).

RNAV: THR 36C - EH007 - EH004 (K220-) - EH036 - EH033 - LOPIK (FL60).

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. # JEPPESENAMSTERDAM, NETHERLANDS

EHAM/AMS SCHIPHOL 27 JAN 06 (10-3V)

SID

;k, at SPL 2.5 DME T, intercept 137° EH075 - LEKKO	Climb on 288° track, at \$00' trun 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.  RNAY: THR 27 - (500') - EH056 - EH032 (K220-) - EH075 - LEKKO (FL60).	27	LEKKO 1P
Y R-182 (KO	n 088° track, at <b>500'</b> turn RIGHT, intercept n RIGHT, intercept PAM R-207 to LEKKO. THR 09 - <b>(500')</b> - EH036 (K220-) - EH072 -	9	LEKKO 1N
R-164, (KO	Climb on 222° track, at 500' turn LEFT, intercept SPL R-164, SPY R-186 to LEKKO.  RNAV: THR 22 - (500') - EH064 (K220-) - EH073 - LEKKO	22	LEKKO 1G
0	Cical alloca - FCC	RWY	SID
NOT TO SCALE	LEKKO SI 55.5 E004 46.0 At FL60 or above, if ructed by ATC)	ing z	
PAMPUS 117. 8 PAM N52 20.1 E005 0s.5 50.9	SEHIPHOL NSZ 19.9 EDO4 45.0  SEH 2004 45.9  SEH 200		MAX 220 H N52 16.8 E EH032 N52 15.9 E004 35.3 MAX 220 KT
1700' SPL	[LEKC LEKKO YS 22,	(0 1G RW	LEKKO
	Apt Elev Trans level: By ATC Trans alt: 3000' For departure instructions refer to 10-3A.		SCHIPHOL Departure (R) 119.05

EHAM/AMS

27 JAN 06 (10-3W) # JEPPESENAMSTERDAM, NETHERLANDS

SCHIPHOL Departure (R) 119.05 RWYS 27, 36C DEPARTURES Apt Elev PAMPUS 2W (PAM 2W) PAMPUS 1P (PAM 1P) Trans level: By ATC Trans alt: 3000' For departure instructions refer to 10-3A 1700′ SID



STATE MAX 250 KT BELOW FL 100 EHO31 PM NOT TO SCALE EH045 N52 21.5 E004 44.6 SPIJKERBOOR | 113.3 SPY | N52 32.4 E004 51.2 **D5 SPY** N52 28.1 E004 47.1 098° 108.4 SPL | N52 19.9 E004 45.0 **EHO81** N52 25.4 E004 50.7 090° SCHIPHOL EH035 N52 28.6 E004 55.7 **EHO82** N52 25.5 E004 59.3 N52 20.1 E005 05.5 (or above, if instructed by ATC) A↑ FL60 MSA SPL VOR

EH053 N52 22.3 E004 41.5

MAX 220 KT

MAX 220 KT

At 500

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). © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

CHANGES: Reference note

© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

CHANGES: New chart

PAM 2W

PAM 1P

27

Climb on 268° track, at 500' turn RIGHT, intercept SPY R-211 inb to D5 SPY, turn RIGHT, 098° track, intercept PAM R-326 inbound to **RNAV**: THR 27 - (500') - EH057 (K220-) - EH031 - EH035 - PAM (FL60).

500' turn RIGHT, intercept SPY R-211 inbound

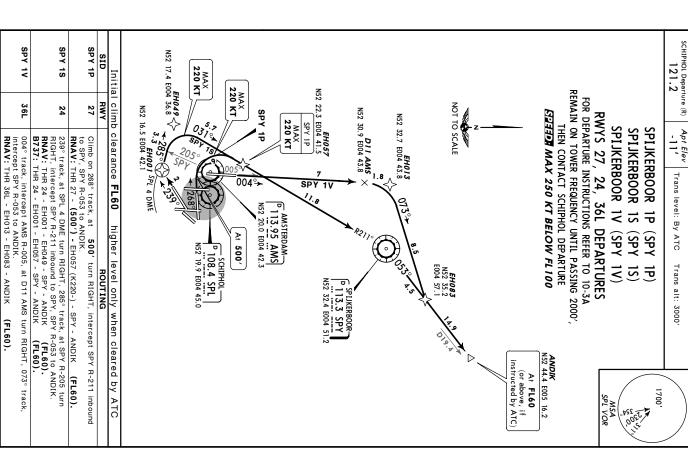
Initial climb clearance FL60

higher level only when cleared by ATC

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

#### EHAM/AMS RWYS 27, 24, 36L DEPARTURES SPIJKERBOOR 1V (SPY 1V) Apt Elev -11' SPIJKERBOOR 1S SPIJKERBOOR 1P 8 SEP 06 (10-3X1) Trans level: By ATC # JEPPESEN AMSTERDAM, NETHERLANDS (SPY 1P) (SPY 1S) Trans alt: 3000 1700′ MSA SPL VOR 1,005 SID



EHAM/AMS Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs SEP 06 MJEPPESEN AMSTERDAM, NETHERLANDS  $(10-3\times2)$ 

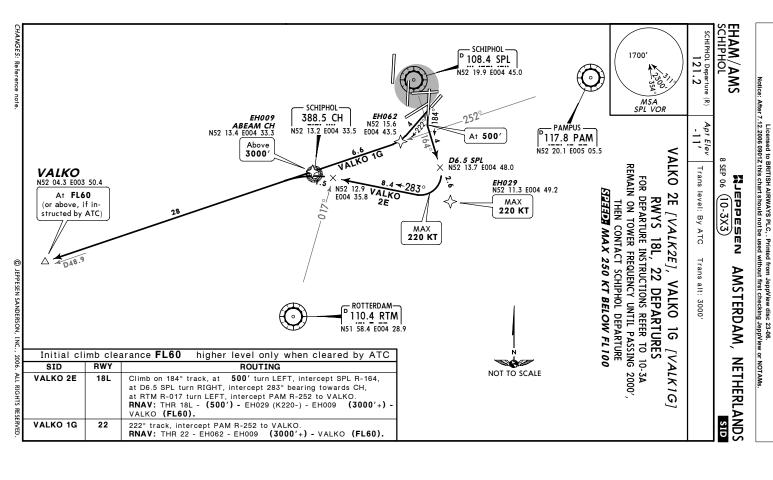
SID

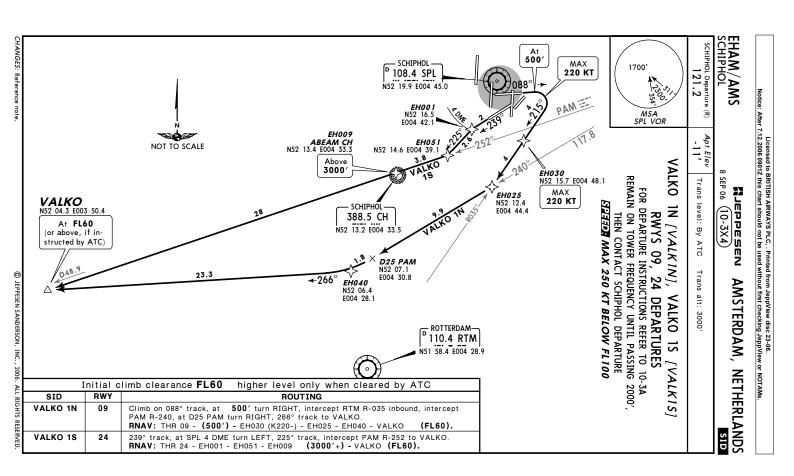
SCHIPHOL Departure (R)
121.2 REMAIN ON TOWER FREQUENCY UNTIL PASSING 2000', FOR DEPARTURE INSTRUCTIONS REFER TO 10-3A RWYS 36C, 18C DEPARTURES SPIJKERBOOR 2W Apt Elev -11' SPIJKERBOOR 2X (SPY 2X) Trans level: By ATC (SPY 2W) Trans alt: 3000 1700

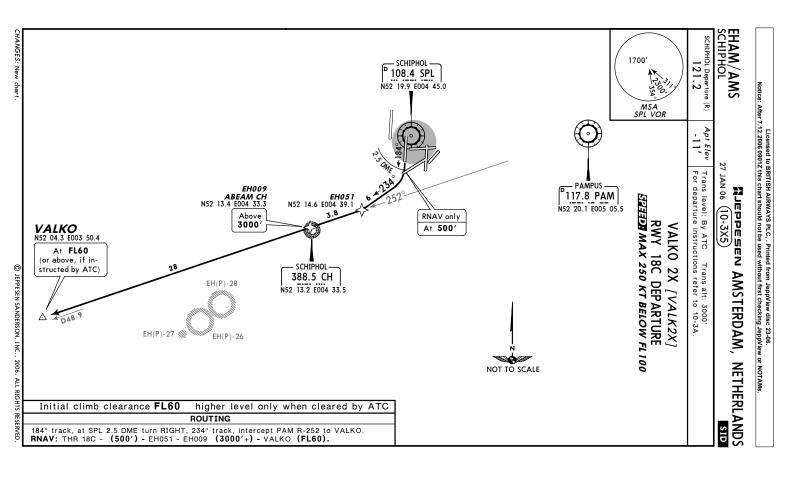
SPY 2W SPY 2X SID **EH049** N52 17.4 E004 36.8 NOT TO SCALE Initial climb MAX 220 KT RWY EH057 N52 22.3 E004 41.5 36C 18C STATEM MAX 250 KT BELOW FL 100 THEN CONTACT SCHIPHOL DEPARTURE clearance FL60 03, 184° track, at SPL 2.5 DME turn RIGHT, 285° track, at SPY R-205 turn RIGHT, intercept SPY R-211 inbound to SPY, SPY R-6033 to ANDIK. RNAV: THR 18C - EH048 - EH048 - SPY - ANDIK (FL60).

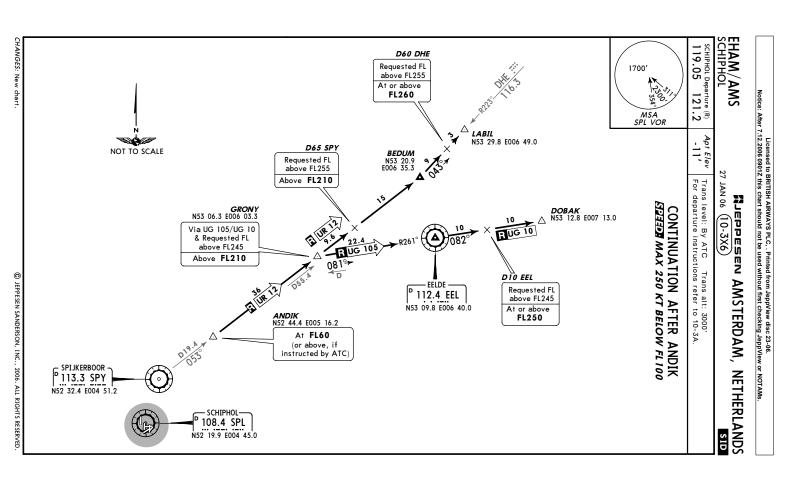
B737: THR 18C - EH080 - EH057 - SPY - ANDIK (FL60). 004° track, at SPL 1 DME turn RIGHT, 045° track, at SPL 6 DME turn LEFT, intercept SPY R-178 inbound to SPY, SPY R-053 to ANDIK. LEFT, intercept SPY R-178 inbound to SPY, RNAV: THR 36C - EH045 - EH044 - SPY - , SPIJKERBOOR-113.3 SPY N52 32.4 E004 51 **EH048** N52 16.2 E004 44.1 N52 17.5 E004 44.2 N52 21.5 E004 44.6 higher level only when cleared by ATC 5.3 →358 N52 19.9 E004 45.0 108.4 SPL N52 26.1 E004 51.8 ROUTING At **FL60**(or above, if instructed by ATC) ANDIK N52 44.4 E005 16.2 (FL60)

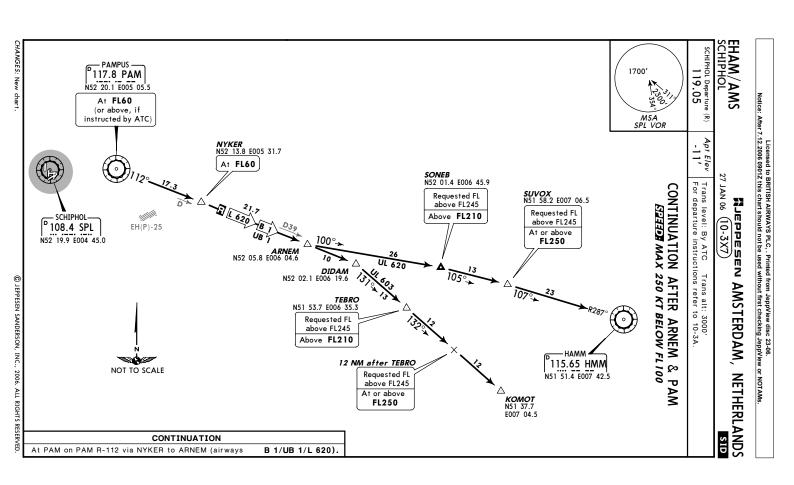
© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.











EHAM/AMS SCHIPHOL

27 JAN 06 (10-3X8) MJEPPESEN AMSTERDAM, NETHERLANDS SID

-Prozy F ROTTERDAM 110.4 RTM N51 58.4 E004 28.9 SCHIPHOL Departure (R) 119.05 WOODY N51 24.3 E004 22.0 Above FL240 Requested FL between FL195 & FL245 Requested FL above FL255 Above FL190 D 117.4 NIK | N51 09.9 E004 11.0 CONTINUATION AFTER LEKKO & LOPIK SCHIPHOL D 108.4 SPL N52 19.9 E004 45.0 STEEDE MAX 250 KT BELOW FL 100 At or above FL260 D5 NIK Requested FL above FL255 (or above, if instructed by ATC)  $\bigcirc$ Apt Elev N51 55.5 E004 46.0 A↑ FL60 D10 NIK At or above FL200 Requested FL between FL195 & FL245 Trans level: By ATC Trans alt: 3000' For departure instructions refer to 10-3A. NOT TO SCALE N51 48.9 E004 46.3 D74.5 D27 .150 6.6  $\bigcirc$ 6.120.151 At or above FL250 Requested FL above FL245 792 5.511 D72 SPY PAMPUS 117.8 PAM N52 20.1 E005 05.5 N50 35.2 E005 42.6 <sup>8</sup>112.8 LNO **LUTOM** △ N51 15.9 E005 25.3 LOPIK N51 55.9 E005 07.8 At **FL60**(or above, if instructed by ATC) N51 28.1 E005 23.7 397 EHN 1700′ MSA SPL VOR ·

> EHAM/AMS Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
>
> Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. # JEPPESENAMSTERDAM, NETHERLANDS

SCHIPHOL Departure (R) 119.05 STATEM MAX 250 KT BELOW FL 100 Apt Elev **RWY 36L DEPARTURES** PAMPUS 1V (PAM 1V) PAMPUS 1Z (PAM 1Z) 27 JAN 06 (10-3X) Trans level: By ATC Trans alt: 3000' For departure instructions refer to 10-3A. 1700′ 1200, S SID

PAM 1V D AMSTERDAM 113.95 AMS N52 20.0 E004 42.3 Initial climb clearance **FL60** higher level only when cleared by ATC EH012 N52 25.2 E004 43.1 \* 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 - EH012 - EH087 - EH088 - PAM (FL60). **DII AMS** N52 30.9 E004 43.6 EH013 094°→ 2.5 N52 32.7 E004 43.8 ⟨>→→ × R274° NOT TO SCALE TOPAL MICH 004 **D2. 5 SPY** N52 32.5 E004 47.1 EH087 N52 28.8 E004 46.3 SPIJKERBOOR 113.3 SPY N52 32.4 E004 51.2 086°→ 5.3 N52 19.9 E004 45.0 EH088 N52 29.3 E004 54.9 (or above, if instructed by ATC) PAMPUS 117.8 PAM N52 20.1 E005 05 At FL60 0

CHANGES: New chart Only jet aircraft between 2300-0600LT. © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED

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. R141 SEL - EH013 - SPY - PAM (FL60).

Jet aircraft only between 0600-2300LT

PAM 1Z

CHANGES: New chart

Via UB 31 or UN 872.

Via R 57: At LEKKO intercept SPL R-179 to INKET, intercept RTM R-132 to EHN.

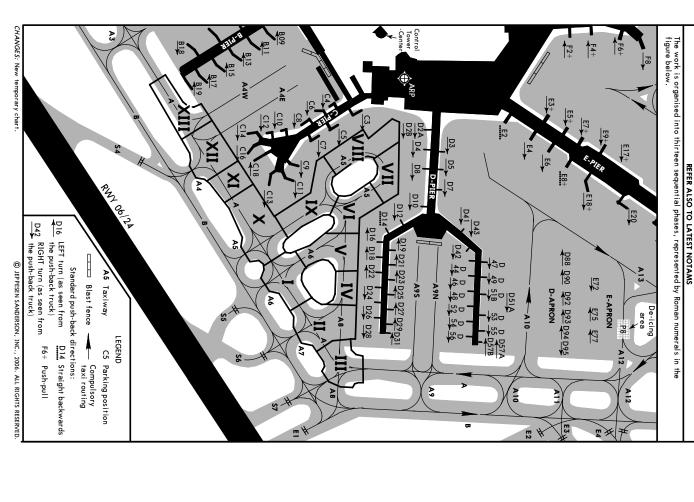
© JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.

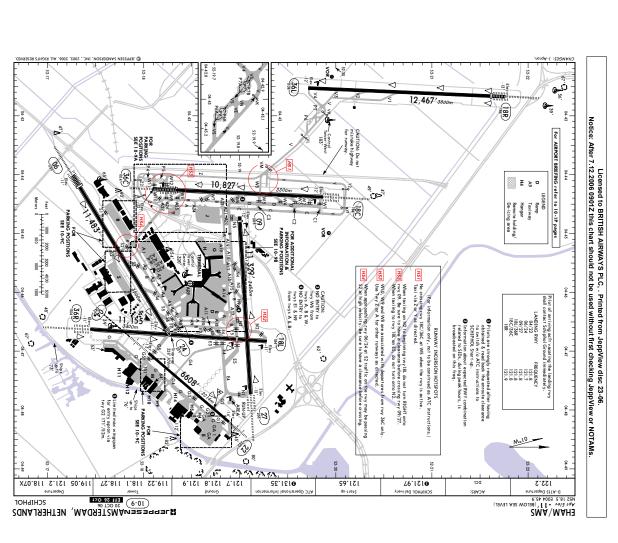
CONTINUATION

**EHAM/AMS** 

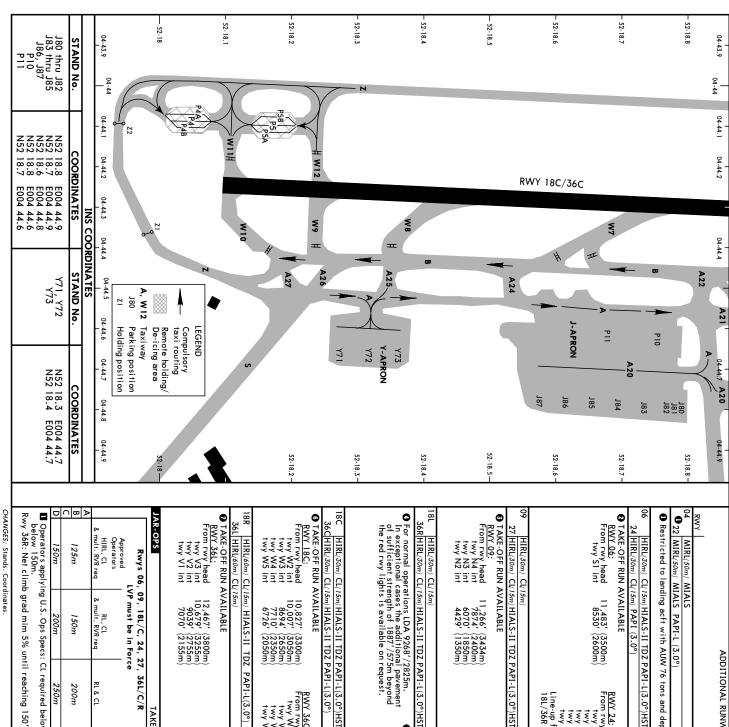
IS SEP 06 (10-8) Eff 18 Sep SCHIPHOL SCHIPHOL

WORK IN PROGRESS ON APRON CD AND TWY A



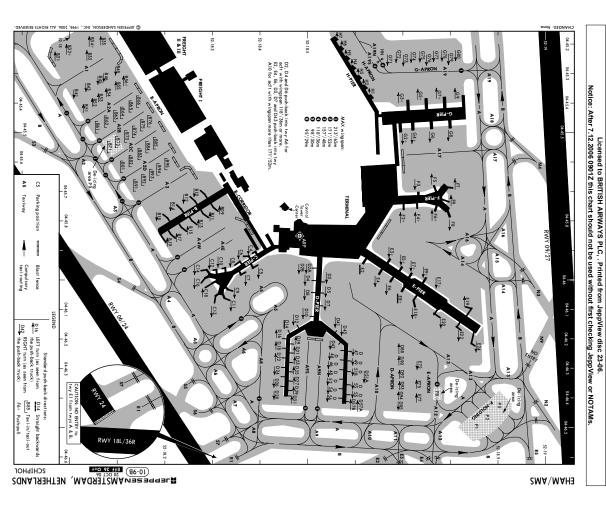


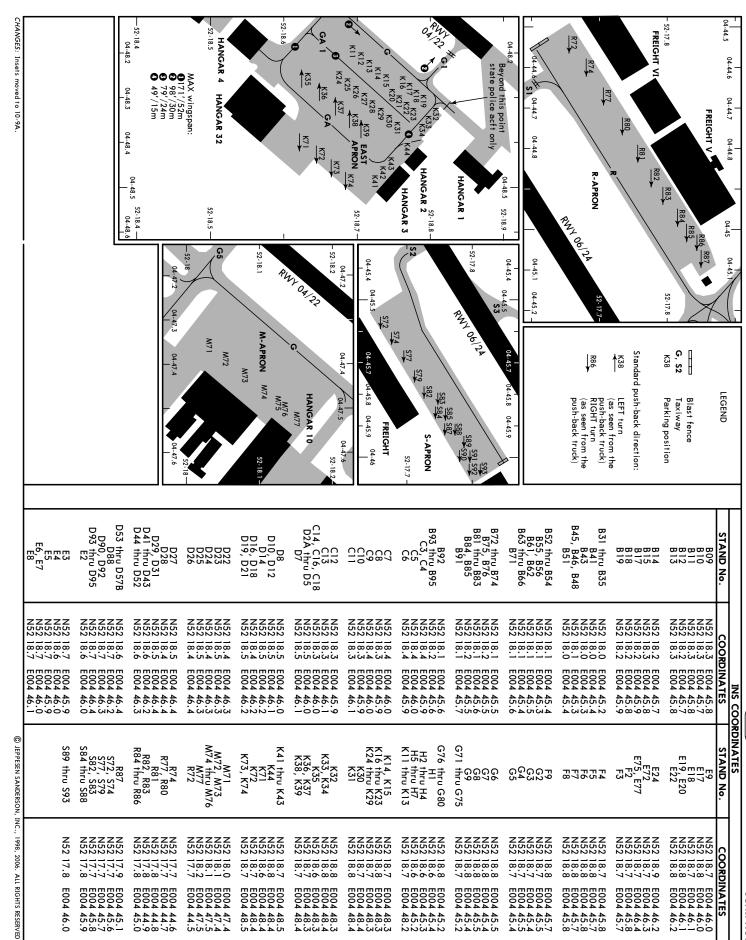
#### Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.



	44.7	ES	4-44.9		52-18	1		52-18.2 —		52-18.3 —	52-18.4 -	52-18.5—	52-18.6 —	52-18.7 —		52-18.8 -	1 4-44.9
Deperators applying below 150m.	D 150m	B 125m	HIRL, CL & mult. RVR req	Approved Operators		© TAKE-OFF RUN AVAILABLE  RWY 36L;  From rwy head 12,467' twy V3 int 10,679' twy V2 int 9039' twy V1 int 7070'	361	Take-OFF RUN AVAILABLE RWY 186: From rwy head 10,827' twy W3 int 10,007' twy W3 int 7710' twy W4 int 7710' twy W4 int 6726'	360	<ul> <li>For normal opera in exceptional c. of sufficient str. the red rwy ligh</li> </ul>	18L HIRL(30m) CL(	09   HIRL(30m) C(1/15m)   27   HIRL(30m) C(1/15m) HIALS-II   27   HIRL(30m) C(1/15m) HIALS-II   37   47   47   47   47   47   47   47		24 HIRL(30m) CL(15m) PAPI  ② TAKE-OFF RUN AVAILABLE RWY 06: From rwy head 11,483' twy \$1 int 8530'	Restricted to landing actt with  06 [HIRL(30m) CL(15m) HIALS-II	04 MIRL(50m) MIALS  104 MIRL(50m) MIALS	RWY
ng U.S. Ops Specs:	200m	150m	RL, CL & mult. RVR req	., 09, 18L/C, 24, 27, LVP must be in Force	6	12,467' (3800m) 10,679' (3255m) 9039' (2755m) 9030' (2155m)	HIRL(60m) CL(15m) HIALS-II TDZ HIRL(60m) CL(15m)	10,827' (3300m) 10,007' (3050m) 8694' (2650m) 7710' (2350m) 6726' (2050m)	HIRL(30m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) HSTRVR HIRL(30m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) RVR	For normal operations IDA 9268'/2825m. In exceptional cases the additional pawement of sufficient strength of 1887'/575m beyond the red rwy lights is available on request.	HIRL(30m) CL(15m) RVR HIRL(30m) CL(15m) HIALS-II TDZ PAPI-L(3.0°)HSTRVR	C(15m) C(15m) HIALS-II TDZ F IN AVAILABLE ad 11,266' (3434m) 7874' (2400m) nt 6070' (1850m) nt 4429' (1350m)		HIRL(30m) CL(15m) PAPI (3.0°)  KE-OFF RUN AVAILABLE  XY 06: m rwy head 11,483' (3500m) mwy si int 8530' (2600m)	tricted to landing actt with AUW 76 tons and departing actt with $\Lambda$ HIRL(30m) Cl/15m/HIALS-II TDZ PAPI-L(3.0°)HSTRVR[10,663'3250m]	IALS PAPI-L (3.0°)	
CL required below	250m	200m	RL & CL	27, 36L/C/R rce 		3333	PAPI-L(3.0°)		Ы	•	I PAPI-L(3.0°)HST	PAPI-L(3.0°)HSTRVR	twy		N 76 tons and dep PAPI-L(3.0°)HSTI		ADDITIONAL RUNWAY
300m; approved	300m	250m	RCLM (DAY only) or RL	LVP must be in Force			RVR 11,581'3530m RVR NA		RVR 9350' <i>2850m</i>	VY 18L: om rwy head twy E5 int twy E4 int twy E2 int	RVR 9268' 2825m RVR <b>O</b>	RVR 11,033'3363m RVR	twy 55 int 10,663, twy 54 int 8530, twy 53 int 6398, Line-up for take-off rwy 2, 181/36R prohibited.	483′ 319′ 663′	HSTRVR 10,663'3250m	RVR RVR	AY INFORMATIO
guidance system		400m	RCLM (DAY only) or RL	kwys (except kwy			10,535'3211m	(3300m) (2985m) (2985m) (2650m) (2100m)	9756'2973m 8280'2524m	AVAILABLE  11, 155' (3400m) 9186' (2800m) 8366' (2550m) 6890' (2100m)	8220' <i>2505m</i> 9'	0 10,378'3163m 11,230'3423m	(3250m) (2600m) (1950m) 24 via rwy	(3500m) (3450m) (3250m)	AUW 90 tons.	[5]	INFORMATION USABLE LENGTHS LANDING BEYOND Threshold   Glide Slope   T
required		500m	NIL (DAY only)	— y 88			NA 197		<b>o</b> 148'	3333	9268' 2825m 148'	9 148' 230'3423m 45m		45m	148	148' 45m	TAKE-OFF WIDTH

© JEPPESEN SANDERSON, INC., 1998, 2006. ALL RIGHTS RESERVED.





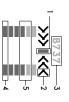
#### 24 JUN 05 MIEPPESEN AMSTERDAM, NETHERLANDS (10-9D) EH 7 Jul SCHIPHOL

EHAM/AMS

# VISUAL DOCKING GUIDANCE SYSTEM (SAFEDOCK)

### A. SYSTEM DESCRIPTION

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



- 1. Vertical green bar indicating the centerline
- Red arrow(s) pointing towards the centerline bar indicating the deviation from the centerline. When on centerline, two red
- Display information (see para E).
- One pair of blinking green lights indicating "the system is
- Green or yellow closing rate information lights

## **B. ACTIVATED SYSTEM**

or signals are given by a marshaller is activated. If not, the aircraft has to stop short and wait until the system is switched on, 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

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

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 the centerline. If the deviation gets extreme a double arrow will appear on the left (or right) side of the centerline the arrow appears on the left (or right) side of and the right side of the centerline bar a red arrow appears. If the position of nose gear is

# D. CLOSING-RATE AND STOP INFORMATION

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

## E. DISPLAY INFORMATION TEXT

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

The expected type of aircraft is shown.

- Parking is correct
- 3. CHOCK/ON
- are in place.
- 4. TOO/FAR
- STOP The stoppoint has been overshot by more than 3'/1m: Ask groundcrew if
- The aircraft has reached the stopping point or the docking procedure is not
- WAIT
  - carried out correctly.
- The chosen type of aircraft during the closing-in is changed by the operator When the correct type is displayed the parking can be continued.
- of aircraft appears on the display. When the system is activated the lasersystem carries out a self-test before the type
- 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.

CHANGES: Chart reindexed © JEPPESEN SANDERSON, INC., 1999, 2005. ALL RIGHTS RESERVED.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

# EHAM/AMS

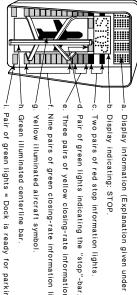
#### 24 JUN 05 # JEPPESEN AMSTERDAM, NETHERLANDS (10-9E) Eff 7 Jul

SCHIPHO

# VISUAL DOCKING GUIDANCE SYSTEM (SAFEGATE)

### A. SYSTEM DESCRIPTION

as well as the closing-rate and stop information. 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



a. Display information (Explanation given under para

- -c. Two pairs of red stop information lights -b. Display indicating: STOP
- Three pairs of yellow closing-rate information lights
- Nine pairs of green closing-rate information lights.
- Yellow illuminated aircraft symbol
- Green illuminated centerline bar

Pair of green lights = Dock is ready for parking

#### **B. ACTIVATED SYSTEM**

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

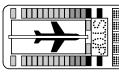
- Do not use the system until:
   the bottom pair of green lights are blinking
- the stopbarlights are shown the aircraft type is shown (blinking) on the upper information block
- 2. The pilot should be aware that the correct type of aircraft is shown before using the

### C. CENTERLINE GUIDANCE

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









# D. CLOSING-RATE AND STOP INFORMATION

TURN LEFT

ON CENTERLINE

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 I. Parking is correct
  2. CHOCK/ON Chocks are in place.
  3. TOO/FAR The stoppoint has been overshot by more than 3'/1m: ask groundcrew if push-back is necessary.
- 4. STOP/SHORT
- The system is operated by an operator; no closing-rate information available
- The stopsign is given manually. Taxl very carefully.

  5. SBU If one or more sensors are missed during taxi-in, this information is given together with the normal STOP-signal as soon as the chosen stop-sensor is activated. 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 by means of either marshalling or a tractor 0 and 9. The STOP-sign will be shown as well. The aircraft has to be parked

HANGES: Chart reindexed © JEPPESEN SANDERSON, INC., 1998, 2005. ALL RIGHTS RESERVED

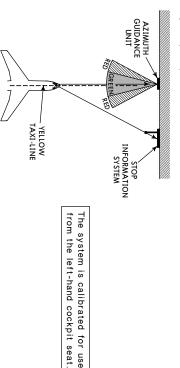
#### EHAM/AMS

# 31 JEPPESEN AMSTERDAM, NETHERLANDS (10-9F) Eff 77501 SCHIPHOL

# VISUAL DOCKING GUIDANCE SYSTEM (AGNIS/PAPA)

### A. SYSTEM DESCRIPTION

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

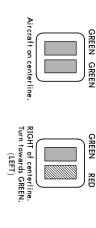


## **B. AZIMUTH INFORMATION (AGNIS)**

RED

GREEN

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.



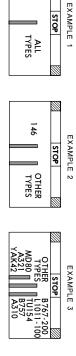
## C. STOP INFORMATION (PAPA)

Turn towards GREEN

(RIGHT)

LEFT of centerline.

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 internittent, 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.

CHANGES: Chart reindexed. Text.

© JEPPESEN SANDERSON, INC., 1998, 2005. ALL RIGHTS RESERVED.

CHANGES: LISDA

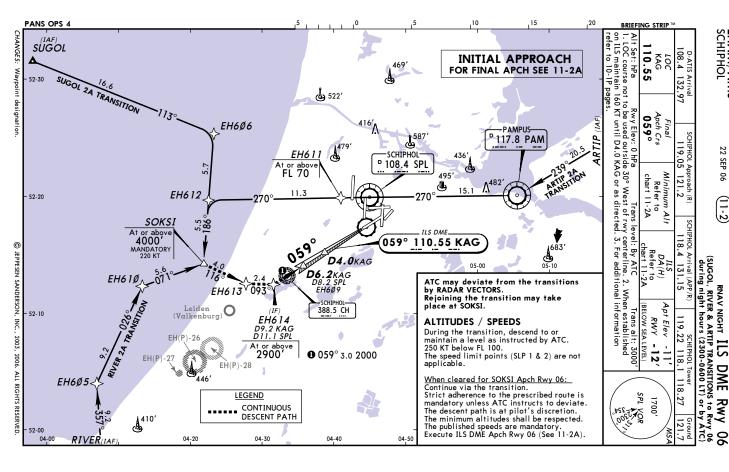
© JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED

Licensed to BRITISH AIRWAYS PLC, , Printed from JeppView disc 23-06.

Notice: After 7.12.2066 0901Z this chart should not be used without first checking JeppView or NOTAMs.

#### PANS OPS 4 EHAM/AMS ■ To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km. Alt Set: hPa MISSED APCH: Climb on track 059° to 2000'. Inform ATC. Expedite climb to 2000'. SCHIPHOL 3 Do not descend below the descent profile. AR-OPS OC Descent Gradient 5.2% s Gs 3.00° or DISPL THRESH 1 Min Start turn at 110.55 D 201 (Valkenburg) KAG C D-ATIS Arrival 108.4 132.97 Leiden O ILS DME reads zero at rwy 06 displaced threshold. RVR 550m DO.O KAG FULL ALS out 5. For additional information refer to 10-1P pages 059° EH 613 C & D - 186° STRAIGHT-IN LANDING RWY 06 A & B - 203° Apch Crs RVR 1000m ALTITUDE 377 04-30 119.05 121.2 2000 SUGOL (IAF) 31.0 6 OCT 06 (11-1) EH614 D9.2 KAG D11.1 SPL to D6.2 KAG 059° 3.0 485 Etr # JEPPESEN No Altitude published 539 RVR 1000m RVR 1400m RVR 900m D6. 2 KAG 3000′ SCHIPHOL 108.4 SPL **1** 34.0 to VOR FL 70 GS 647 -#·059° мда(н) 400′(412′, D6.2KAG D8.2 SPL EH6Ø9 LOC (GS out) 388.5 CH 755 140 **D4. 0** KAG D6.1 SPL EH6 16 SCHIPHOL Arrival (APP/R) 118.4 131.15 188′ (200′) 862 160 RVR 2000m RVR 1500m RVR 1800m DA(H)LISDA 1 000 AMSTERDAM, NETHERLANDS 1310′ 059° 110.55 KAG During night hours interception of 3.0° descent path at 3000'. 205 180 Max Kts Apt Elev -11 -228°-WOR FL 70 Trans alt: 3000 KAGO Apch RWY -12' SCHIPHOL Tower 119.22 118.1 118.27 PAPI 620' (*631'*) 890' (901') ILS DME 880' (891') 680 CIRCLE-TO-LAND TCH displ thresh 50' MDA(H) & ILS Rwy 06 RWY 06 - 12 2000′ MSA SPL VOR 2400m ARTIPITAL 1600m 1500m 1700′ 3600m 059° 121.7

PANS OPS 4 EHAM/AMS SCHIPHOL ■Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. 1. Special Aircrew & Acft Certification Required. 2. WARNING: CVFR tfc up to 1500' in the Valkenburg CTR. 3. Simultaneous apchs on rwy 99, 18C, 18R, 27 or 36R may be executed. 4. LOC course not to be used outside 30° West of RCL. 5. When established on ILS maintain 160 KT until D4.0 KAG or as directed. CHANGES: LISDA - 52-10 TO DISPL THRESH MISSED APCH: Climb on track 059° Expedite climb to 2000'. Start turn at 1 Min after Lctr ILS DME reads zero at rwy 06 displaced threshold. 110.55 (Valkenburg) D-ATIS Arrival 108.4 132.9 Leiden O KAG KAG EH(P)-28 3.00° For additional info refer to 10-1P pages. EH613 70 Apch Crs 485 6 OCT 06 90 (IF)**Q** EH6 14 D9.2 KAG D11.1 SPL to D6.2 KAG 059° 3.0 2000' 203° Lctr 3000' 539 186 SUGOL (11-1A) 120 647 15 121.2 GS No Altitude published JEDDESEN 755 D6.2KAG □ 108.4 ⊕ 34.0 to VOR
 FL 70 ₫ **D6.2** KAG D8.2 SPL EH6Ø9 160 862 2000'. Inform ATC. RVR 300m ABCD RA 100' 388.5 CH -IN LANDING RWY 06 CAT II ILS (H) **88**′(100 LISDA **D4. 0** KAG D6. 1 SPL EH616 479' 04-40 © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED **AMSTERDAM** Apch & CAT II ILS (059° Apt Elev -228°-VOR During night hours interception of 3.0° descent path at 3000'. RWY 110.55 KAG SCHIPHOL Towe 119.22 118.1 TCH displ thresh 50' -12 RWY 06 - 12' **NETHERLANDS** 70 2000 Rwy 06 MSA SPL VOR 1700′ .27



EHAM/AMS SCHIPHOL

Licensed to BRITISH AIRWAYS PLC, , Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

22 SEP 06

Pos (11-2)

AMSTERDAM,

**NETHERLANDS** 

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EHAM/AMS SCHIPHOL

Z2 SEP 06 (11-2A) RNAV NIGHT CAT I/II ILS DME RWY 06

missed Apch: Climb on track 059° to 2000'. Inform AIC.

| Missed Apch: Climb on track 059° to 2000'. Inform AIC.
| Missed Apch: Climb on track 059° to 2000'. Inform AIC.
| Missed Alicans Rwy Flev: 0 IPPa Trans level: By ATC Trans level: By ATC Trans level: Trans level: Trans level: AIC corresponding to the 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 inforefer to 10-IP pages. KAG D-ATIS Arrival 108.4 132.97 Final Apch Crs **059**° SCHIPHOL Approach (R) SCHIPHOL Arrival (APP/R) 119.05 121.2 118.4 131.15 RÃ 100' (During night hours (2300-0600 LT) or by ATC) DA(H)SIIApt Elev - 11 SCHIPHOL Tower Ground 119.22 118.1 118.27 121.7 MSA SPL VOR 1700′

- 52-15 - 52-20 (GS out) ILS DME reads zero at rwy 06 displaced threshold. FOR INITIAL APPROACH SEE 11-2 2000′ \* 059° 059° 110.55 KAG D6.2KAG ALTITUDE KAG DME EH6Ø9 059° 630′ **D4.0**KAG D6.1 SPL EH616 **D4. 0**KAG D6. 1 SPL EH616 DO.O 3.0 D 108.4 SPL DO.O 680′ TCH displ thresh 50' 436' (A) 1.0 360' 05-00 482' ^

Do not descend below the descent profile. Gnd speed-Kts
ILS GS 3.00° or LOC Descent Gradient 5.2%
MAP at D0.0 KAG IAR-OPS 377 485 539 STRAIGHT-IN LANDING RWY 06 647 120 755 140 160 862 PAPI RWY 06 - 12' 2000′ 059°

**D6.2**KAG D8.2 SPL EH6Ø9

1310′

DA(H) 88'(100') RA 100' ABCD

CAT II ILS

RVR 300m

PANS OPS 4 □operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
 □To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km. AR-OPS RVR 550m DA(H) 188' (200') STRAIGHT-IN LANDING RWY 06 RVR 1000m RVR 1000m RVR 1400m RVR 900m MDA(H) 400'(412') LOC (GS out) RVR 2000m RVR 1800m RVR 1500m ALS out 205 Max Kts 135 180 620'(631') 890′(901′) 880'(891') 780′(791′) CIRCLE-TO-LAND 1500m 3600m 2400m 1600m

© JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED

CHANGES: ILS ident. OM withdrawn

© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

CHANGES: None.

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0991Z this chart should not be used without first checking JeppView or NOTAMs MIEPPESEN AMSTERDAM NETHERLANDS

PANS	OP	S 4													<b>_</b> _5	1	0		ı <sup>5</sup>		<sub>1</sub> 10		, <sup>15</sup>		ı <sup>20</sup> .		BRIEFIN	IG STRI	P TM		
To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km.	ם	C RVR 550m	В	A	FULL FULL		JAR-OPS S	LOC Descent Gradient 5	Gnd speed-Kts	RWY 18C-12'	TCH 50'	the descent prot	Do not descend below	- F	u+)		04-20		- 52-20		SUG	OL (IA	(F) 52-30	ILS DME reads zero at rwy 18C threshold.	,	Art set: nPa Kwy Flev: 0 nPa Irans level: by AiC 1. WARNING: CVRF tfc up to 1500' in the Valkenburg CTR. 2. Simultaneous apchs on rwy 06, 18R, 22, 27 or 36R may be executed. 3. When established on ILS maintain 160 KT until D4.0 ZWA or as directed. 4. For additional info refer to 10-1P pages.	MISSED APCH: Cli South of SPL VC	109.5	108.4 132.97	D-ATIS Arrival	EHAM/AMS SCHIPHOL
g daylight only: CEI		RVR 1000m			DA(H) <b>IXX</b> (200')	ILS LOC (GS out)	TRAIGHT-IN LANDI	.2% 377 485	70 90	4.0	K——	<b>Do. 0</b> ZWA	selow	FL 70 002°		ZWA DME	RIVER(IAF)	SCHIPHOL P108.4 SPL	D0			1 -	SCHIPHOL—	threshold.	,	kwy Elev: U nPa ? tfc up to 1500' in 7 or 36R may be ex WA or as directed.	Climb on track 184° VOR climb to 2000'.	184° 13	Final	SCHIPHO	21 c
IL 1200', VIS 5.0 I	RVR 1400m	RVR 1000m		RVR 900m	MDA(H) <b>37 0</b> (382)	roc (es	NG RWY 18C	539 647 755	100 120 140	1310'		D4.0 SPL EH626 GS <b>1310</b> ′	D4.0 ZWA		360′	1.0	04-40	85°	\ <b>!</b> —		479	Z X	522		)	irans leve the Valkenburg C ecuted. 3. When e . 4. For additional	4° to MAX 1500' 0'. Do not overshoo	0'(1322')		Approach (R) SCHIPHOL	NJEPPESEN 11-3 REC
7 700011	RVB 2000m 205	RVR 1800m 180	RVR 1300m 135		ALS out Max	out)		862 PAPI		0' 2.3	4	Ç\E	~10	3000′	680′	2.0	04-50	HOLDING MIM FL 70	495'	182°	416' EH630 416' & 587'	EH625 D6. 2ZWA	184 109. 3zwa 1	3000 277	EH628 3.0	I: By AIC TR. 2. Simultaneo stablished on ILS info refer to 10-	o MAX 1500'. Inform ATC. At D5.3 Do not overshoot the initial altitude of 1500'	18' (200')		9HOL Arrival (APP/R)	REGSU 1
070 (901)	890,	880' (891')	780'	620' (631')			CIRCLE-TO-LAND	SP - SP	MAX	0.8	2000	<b>★184°</b>		Lctr Dy. 3	1000′	3.0	05-00			A36'	35.0		1011.3 ZWA 011.2 SPL to D9.3 ZWA 184° 2.0	REGSU 1 Apch ( $^{(IF)}$ (By ATC)	REGSU	Irans ait: 3000 us apchs on maintain IP pages.	C. At D5.3 titude of 1500'.	RWY -12'	Apt Elev -11'	1 P	3SU 1 Apch & IL
Socom		) 2400m		) 1500m	VIE	Ī	LAND	South of on A	.3spl   184°	<b>Q</b> A, B: 328° C, D: 311°	atter Lctr	T Min at	3000' Start	D9.2 SPL EH625	1630	5.0	O5-10	683			AR	X RTIP (1	IAF)	÷		MSA SPL VOR	Sec. 1	1700'	116.2/	wer G	ILS Rwy 18C

PEPPESEN

AMSTERDAM, NETHERLANDS

PANS OPS 4 EHAM/AMS SCHIPHOL - 52-20 SUGOL (IAF) - 52-30 kwy Elev: 0 hPa Trans level: By ATC Trans alt: 300 1. Special Aircrew & Aircraft Certification Required. 2. WARNING: CYFR ftc up to 1500' in the Valkenburg CTR. 3. Simultaneous apchs on rwy 06, 18R, 22, 27 or 36R may be executed. 4. When established on ILS maintain 160 KT until D4.0 ZWA or as directed. 5. For additional information refer to 10-1P names ■Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. RWY 18C-12' Gnd speed-Kts
GS 3.00° IAR-OPS D-ATIS Arrival 108.4 132.97 ILS DME reads zero at rwy 18C threshold TCH 50' FL 70 002°-Leiden 0 70 377 RIVER(IAF) 184° 109.5 ZWA 90 485 №108.4 SPL 395 OA ŏă (11-3A) 100 539 HIPHOL Approach (R) 120 647 D4.0 ZWA D4.0 SPL EH626 STRAIGHT-IN LANDING RWY
CAT II ILS 479, 6 755 160 862 ABCD **RA 101'** DA(H) **88'**(100') RVR 300m REGSU 1 Apch & CAT II ILS Rwy 18C 109.37WA 10 SCHIPHOL Arrival (APP/R) 118.4 131.15 002 EH628 , 182° MIM FL 70 04-50 3000′ PAPI 495 Apt Elev -11' Trans alt: 3000' Lctr 2000 **184°** REGSU RWY -12' SCHIPHOL Tower 119.22 118.1 118.27 1500'at (By ATC) D9.3 ZWA D9.2 SPL EH625 3000' D5.3 SPL South of of SPL VOR **O** A, B: 328° C, D: 311° MSA SPL VOR 1700′ Start turn at 1 Min after Lctr EH(P)-25 05-10 184° 121.8

CHANGES: ILS ident. OM withdrawn.

© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

EHAM/AMS Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

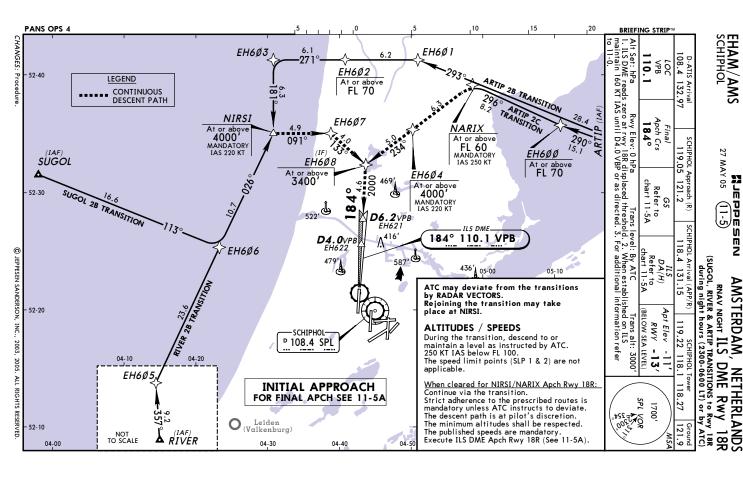
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. PESEN AMSTERDAM, NETHERLANDS

us o	PS 4	∞ >	_			\   <sub>E</sub>	حاحا					5	ш		ı <sup>0</sup>		<sub>1</sub> 5		10	<u> </u>		15		<sub>1</sub> 20		BRIEFING S	TRIP T	<u> </u>	
0	RVR 550m	₩ >	린	DA(H) 1		LOC Descent Gradient 5.2% MAP at D0.0 VPB	Gnd speed-Kts ILS GS 3.00° or	RWY	<b>+</b> -	descent profile	Do not descend	(GS out) VPE	04-20			- 52-20			suG	<b>/</b>	52-30			-	Alt Set: hPa I. WARNING: CVFF wy 06, 18C, 22, 2 160 KT until D4.0 V	MISSED APCH: Tu and do not ove Inform ATC.	110.1	200	D-ATIS Arrival 108.4 132.97
	RVR 1000m		ALS out	DA(H) 187'(200')	STRAIGHT-IN LANDING RWY	nt 5.2% 5// 485	-	18R-13'	TCH displ		1 70 <b>1</b> 70 <b>1</b> 70 <b>1</b> 70 <b>1</b> 70 <b>1</b>	VPB DME         1.0           ALTITUDE         360'	04-30	34		EH624 D7.5 SPL		70/0	/ ~ ?		ı		POBAN 1 Apch	POBAN∆091°	Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt:	MISSED APCH: Turn RIGHT as su and do not overshoot R-240 SI Inform ATC.	184°	Final	7
RVR 1400m	RVR 1000m	RVR 900m		мра(н) 3	진జ	539 647 755	100 120	4.0	,			1.0 2.0 360' 670'	04-30 RIVER(IAF) 04-40	$^{\prime}$	ANIXO DOT PAO	280		1732 479	7	522		12. Ispi	Apch Visco	V <u>.091°</u> EH6Ø7	'a Trans le the Valkenburg CT ecuted. 3. When es 4. For additional in	SPL. Climb to 2000',	published	es	119.05 121.2
RVR 2000m	RVR 1800m	RVR 1500m	ALS out	мра(н) <b>340′</b> (353′)	(GS out)	862	-	1310′2.2	11/	<b>D4.0</b> VPB D5.8 SPL FH622		0 3.0 0' 990'		\$6£	5			D4. OVPB (b) D5.8 SPL EH622	EH621 \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	D6.2VPB D7.9 SPL	469		<b>1</b> 18	17° 14' EH6Ø8	ivel: By ATC R. 2. Simultaneous stablished on ILS ma aformation refer to	able to intercept R-280 SPL )00', cross EH624 at 2000'.	187'(200')	STI	SCHIPHOL Arrival (APP/R) 118.4 131.15
205	180	135	K†s	_				F.	D6.2				50		NIW HOLD		١.	V: 5	587		<b>5 6 7 8</b>	4.6	8 VPB 5 SPL 2 VPB	8	Tra apchs aintair 10-1P	24 at	(BELC	Apt Elev	
890' (901')	880' (891')	780' (791')	MDA (H)		CIRCLE-TO-LAND	PAPI	HIAL		VPB 418.		3000′	4.0 1310'	05-00	5	HOLDING MIM FL 70	495'	436	108.4 SPL	-SCHIPH	i	ILS DME-	_		-	Trans alt: 3000' chs on tain -1P pages.	280 SPL 2000'.	(BELOW SEA LEVEL)	- 1	SCHIPHOL To 119.22 118.1
) 3600m	) 2400m	) 1500m			-LAND	>	S-11		intercept		<b>D 12. I</b> SPL EH6 44	5.0 1630'		683			A482'	70		1	SE SE	1	ILS DME reads zero at rwy 18R displaced threshold.		MSA SPL VOR	255.00.20	1700'	$\bigg) \bigg $	118.27 Ground

PANS OPS 4 BRIEFING STRIP TM EHAM/AMS SCHIPHOL SUGOL(IAF) ■Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. Aur set: nra Kwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000' 1. Special Aircrew & Aircraft Certification Required. 2. WARNING: CVFR ftc up to 1500' in the Valkenburg CIR. 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 VBP or as directed. 5. For additional information refer to 10-1P pages. MISSED APCH: Turn RIGHT as and do not overshoot R-240 Inform ATC. CHANGES: POBAN D-ATIS Arrival 108.4 132.97 10C VPB 3.00° 04-20 Licensed to BRITISH AIRWAYS PLC, , Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. RWY 18R-13' TCH displ 377 Apch Crs 184° 卫 485 90 70 POBAN 091° POBAN 1 Apch (By ATC) SCHIPHOL Approach (R) 119.05 121.2 Z 539 100 6 OCT 06 S SOON 647 Nasaddar !! 120 GS No Altitude published n as practicable Climb to 2000' 755 (11-4A) 522 .339° 160 862 EH6Ø7 RVR 300m RA 100' A(H) **87'**(100') -IN LANDING RWY CAT II ILS SCHIPHOL Arrival ABCD **D4. 0**VPB D5.8 SPL EH622 le to 184° D6.2VPB e to intercept R-280 SPL ', cross EH624 at 2000'. D5.8 SPL 1310′ 2.2 <u>№</u>116′ 469 D10.8 VPB D12.5 SPL to D6.2 VPB 184° 4.6 AMSTERDAM, NETHERLANDS <u>.622</u> **(** -8 MIM FL 70 Œ **184**° Apt Elev RNAV POBAN RWY -13 119.22 495 108.4 10.1 VPB ILS DME reads zero at rwy 18R displaced threshold. SP 118. PAPI 2000′ 184° 118.27 **₹** Refer to Missed Apch above Apch Ξ**.** MSA SPL VOR 1700 683 | | | | ARTIP(IAF)

© JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED



Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

EHAM/AMS SCHIPHOL

27 MAY 05 (11-5A) RNAY NIGHT CAT I/II ILS DME RWY 18R

PANS OPS 4 WB Apch Crs D4.0 VPB DA(H) RWY-1

184° 1310 (1323') 87' (100') 187' (200') | BELOW SEALEY

MISSER APCH: Turn RIGHT as Soon as practicable to intercept R-280 SPL

2 and do not overshoot R-240 SPL. Climb 2 2000', cross EH624 at 2000'

EInform ATC.

Rwy Elev: 0 hPa Trans level: By ATC Tr Alt Set: PPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000 I. CAT III.S: Special Aircrew & Aircraft Certification Required. 2. When established on IIS maintain 160 KT IAS until D4.0 VBP or as directed. 3. For additional information refer to 11-0. ■ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.■ To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km. LOC Descent Gradient MAP at D0.0 VPB ILS GS 3.00° or Do not descend AR-OPS descent profile. 8d∧ 200 D-ATIS Arrival 108.4 132.97 ILS DME reads zero at rwy 18R displaced threshold. R ₩ 550m RWY 18R - 13' DA(H) 187' (200') VPB DME ALTITUDE 184° 110.1 VPB TCH displ thresh 50' EH624 D7.5 SPL Final STRAIGHT-IN LANDING RWY 18R ILS DME RVR 1000m 377 SCHIPHOL Approach (R) 119.05 121.2 485 *VPB* 0 360' GS 539 STRAIGHT-IN LANDING RWY 18R D6. 2VPB EH621 184° **D4.0**VPB EH622 DO.O RVR 1000m 647 RVR 1400m RVR 900m DA(H) **87′**(100′) SCHIPHOL Arrival (APP/R) 118.4 131.15 RVR **300m 🖪** мда(н) **340′** (353′) **RA 100'** 755 670 CAT II ILS LOC (GS out) ABCD 862 160 D4. 0 VPB EH622 GS1310' 416<sup>′</sup>.> (During night hours (2300-0600 LT) or by ATC) RVR 2000m RVR 1800m RVR 1500m ALS OUT SII,01<mark>21</mark>0 SCHIPHOL 108.4 SPL 990′ 587′ 04-50 Apt Elev-11 1840-# 2000' SCHIPHOL Tower 119.22 118.1 11 FOR INITIAL APPROACH SEE 11-5 205 135 Kts. RWY-13' **D6.2**VPB EH621 1310′ 620'(631') PAPI 890′(901′) 780'(791') 880′/891′) CIRCLE-TO-LAND 118.27 MSA SPL VOR Refer to Missed Apch above 1700′ 5.0 1630' 3600m 2400m 1600m 1500m @ 482'A

CHANGES: Procedure

© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

CHANGES: Procedure

© JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED

EHAM/AMS

25 AUG 06
SCHIPHOL

25 AUG 06
SCHIPHOL

25 AUG 06
SCHIPHOL

25 AUG 06
SCHIPHOL ABROBAN, NETHERLANDS
SCHIPHOL ABROBAN, NETHERLANDS
SCHIPHOL ABROBAN (R) SCHIPHOL ARTIVAL (APP/R) SCHIPHOL Towar Ground

Licensed to BRITISH AIRWAYS PLC, , Printed from JeppView disc 23-06.

Notice: After 7.12.2006 09012 this chart should not be used without first checking JeppView or NOTAMs.

PANS OPS 4 10 - 52-20 SUGOL (IAF) ■ To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km. MISSED APCH: Turn LEFT on track 160° as soon as practicable and climb to 2000'. Inform ATC. MINIMUM ALT Gnd speed-Kts
ILS GS 3.00° or For Minimum alt on descent profile see table above. OC Descent Gradient 5.2% It Set: PPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000: CAUTION: Do not confuse rwy 22 with rwy 24 or with wy situated left of rwy 22.

WARNING: CVFR tic up to 1500' in the Valkenburg CTR. 3. Simultaneous apchs on wy 18C or 18ft may be executed. 4. Strict adherence to the missed apch proc is ssential. 5. When established on ItS maintain 160 KT until D5.0 SCH or as directed. AR-OPS 109.15 D-ATIS Arrival 108.4 132.97 SCH 200 RVR 700m ILS DME reads zero at rwy 22 threshold. DA(H) 186'(200')
ULL ALS out RWY 22 - **14**′ 680′ ᇙ Apch Crs **222°** STRAIGHT-IN LANDING RWY 22 RVR 1000m FL 70 TCH 50' 377 d 522' SCHIPHOL Approach (R) 119.05 121.2 3.0 04-40 P 108.4 SPL 485 No Altitude published 539 **D1.2** SCH 1310′ -037°→ RVR 1400m RVR 1300m RVR 1200m RVR 1600m GS 647 MDA(H) 420'(434' LOC (GS out) 755 140 04-50 SCHIPHOL Arrival (APP/R) 118.4 131.15 **D1.2** SCH EH652 1630′ 862 186' (200') **D5.0** SCH EH661 D14.8 SPL RVR 2000m RVR 1500m RVR 1800m DA(H)436' 1630′<sub>4.3</sub> 6.0 PAPI -05-00 -222°-#\\
-222°-#\\ 205 180 135 Max Kts Apt Elev -11 (BELOW SEA LEVEL 222° 109.15 SCH D9. 3SCH D12. 3SCH
D10.0 SPL D13.0 SPL
EH650 3 CH649 D12.3 RWY -14' SCHIPHOL Tower 119.22 118.1 1 620' (*631'*) 890′ 880' (891') As as CIRCLE-TO-LAND (901') DME Rwy 22 2590 160° 118.27 **∃ D14.8**SPL D14.8 SCH \_222 MSA SPL VOR 2400m 1600m 1500m 1700′ 3600m 2900′ 2000 05-2 121.8 占 ARTIP(IAF)

| LOC | Final | GS | DA(H) | Final | BVB | Apch Crs | DA(H) | Final | BVB | Apch Crs | DA(H) | Final | BVB | Apch Crs | DA(H) | Final | BVB | Apch Crs | Combon track 268° to 2000'. Inform ATC. EHAM/AMS SCHIPHOL Alt Set: hPa

Rwy Elev: 0 hPa

Trans level: By ATC

Trans alt:

WARNING: When average surface wind velocity exceeds 30 KT, moderate turbulence
can be expected on final approach from approx D.3.0 BVB to D.1.0 BVB. 2. CVFR tfc up to
1500' in the Valkenburg CTR. 3. Simultaneous apchs on rwy 06, 18C, 18R or 36R may be
executed. 4. When established on ILS maintain 160 KT IAS until D4.0 BVB or as directed.

5. ILS DME reads zero at rwy 27 thresh. 6. For additional information refer to 11-0. D-ATIS Arrival 108.4 132.97 SCHIPHOL Approach (R) 119.05 121.2 27 MAY 05 (11-7 MJEPPESEN AMSTERDAM, NETHERLANDS SCHIPHOL Arrival (APP/R) 118.4 131.15 **188** ′ (200′) | (BELOW SEA LEVEL) Apt Elev -11' Trans alt: 3000' RWY -12' SCHIPHOL Tower 119.22 118.1 118.27 121.8 ILS DME Rwy 27 MSA SPL VOR 1700′

	D	PS 4	В	➤		Ļ	11 S			•	ดิ	_	(IAF)	K-	_			- 52-20	SUGO	L (IAF)
To rwy 18L		RVR 550m	<u> </u>		FULL FULL	JAR-OP'S	ILS GS 3.00° or LOC Descent Gradient 5.2% MAP at DO.0 BVB		below the descent below the descent profile.	-	(GS out)	TOC <b>0</b>	RIVER	52-10	(Valkenburg)	Leiden	ļ		FL 70	
18L during daylight only: CEIL					DA(H) <b>188</b> ′(200′)	STRAIGI ILS	adie		lescent TCH 50'	FL70	ALTITUDE	BVB DME	0	130	OASO		HOLDING HOLDING	. /	479'	
ght only: CE		RVR 1000m			ALS out	STRAIGHT-IN LANDING RWY 27 ILS LC	377 485	1	0.00 0.00	_093°_	360'	1.0	04-40	1.	1	#	273	)93°	<b>&amp;</b>	416'A
1200′	RVR 1400m	RVR 1000m		RVR 900m	MDA	ING RWY 2:	539 647	┨ .	4.0	ĺ	_		04-50	7		8	00.0	093°-		-
, VIS 5.0 km.		RVR		Н	MDA(H) 430'(442')	27 LOC (GS out)	755 862	1	D5.8 SPL EH640		680′	2.0			<u>376</u>			495'		108.4 SPL
	RVR 2000m	1800m	KVK 1500III	1500	442') ALS out	٠			D7.9 SP D7.9 SP D7.1 S	3	1000′	3.0	05-00	4	WP 37	SCHIPHOL SCHIPHOL	D6.2	95' A <sup>482'</sup>	25\° 436'	, v. '
Ī	205	180	135	100	Ma <sub>x</sub>			_	D7.9 SPL 07.9 SPL 17.7 EH639 EH639	3000' c	.   `		X					2'		
	890′ /90	880′ (89	780' (79	620' (63)		CIRCLE-TO-LAND	PAPI	8.7	00′	T A &	1310′	4.0	Soe:		<b>→</b> 83,			_	268° 1	
	(901')	(891')	(791')	(631')	-	ГО-LA	2000		1 1 2	в 124°	L		Soesterberg						11.5 DME	FF 70
	3600m	2400m	1600m	1500m	VIE	ND E	00′. on 268°	_	268° letr	†	1630′	5.0	EH(R)-10 erg_/ 05-20		EH(P)-25		,	, 268°	5 BVB	ARTIF

EHAM/AMS ZJEPPESEN AMSTERDAM, NETHERLANDS
27 MAY 05 (11-7A) CAT II ILS DME RWY 27

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 09012 this chart should not be used without first checking JeppView or NOTAMs.

Separation   Sep	No.   Control   Control	ANS OPS 4	FIVER (IAF)	5 10 15	Jane 110 Gran
## CATIFUL SACH PROPERTY OF STRAIGHT-IN LANDING RWY    Final Approach from approx D3.0 BVB to D1.0 BVB. 29 CTR. 3. Simultaneous apchs on rwy 0.6 18C, 18C, 18C, 18C, 18C, 18C, 18C, 18C,	## April Crs	RWY 27-12' Gnd speed-Kts 70 GS 3.00° 377 UAR-OPS	veikenburg 22.10 04.30 FL7	70 F. 37.0	BVB 111.55  111.55  MISSED APCH: Clim Expedite climb to 200 Ralt Seri: APa I. WARNING: When av I. WARNING: When av Soo in the Valkenburg executed. 4. When est 5. ILS DME reads zero a
Trans level: By ATC ity exceeds 30 KT, mode Bas (1007)  To 2000'. Inform  Trans level: By ATC ity exceeds 30 KT, mode chosen rwy to D1.0 BVB. 2 chos	CAT   I   I   R   A   D   F   E   V   - 11'     RA   A   A   C   RWY - 12'     RELOW SEALEVEL     Trans alt: 3000     Iron rwy 0s. 10. B w 35 c     SCHIPHOL     SCHIPHOL     SCHIPHOL     SEY     SCHIPHOL     SCHIPHOL     SEY     SEY	TCH 50'  4.0  90 100 120 140 7485 539 647 755	-093°-	273	268° No Alt 268° publis  768° publis  mb on track 268°  Nwy Elev: 0 hPa  way Elev: 0 hPa  g CR. 3. Simultaneous approx 1  g CR. 3. Simultaneous approx 1  shiblished on ILS maintain nat rwy 27 thresh. 6. For a  522'  416'A
	Apt Elev -11' RWY -12' ATC.  Trans all: 3000 CVFR fit up to to or 36R may be as directed. for 10 11-0.  Lctr 2.5 Sey B CAT A & CAT A & CAT C & 1 Sey SPR 2000' RAPILLE	2.2 2.2 2.4 3HT-IN LANDING RWY 2 CAT II IS ABCD RA 101' DA(H) 88' (100') RVR 300m  RVR	05.00	\$887 \$495' \\ <b>D4.0 D6.2</b> \$870 D6.2 \$888 SPI D7.9 \$89 \$EH6.39 \$CHIPHOL \$376 WP	titude DA(H) hed 88'(100') to 2000'. Inform Trans level: By ATC tity exceeds 30 KT, mode 33.0 BVB to D1.0 BVB. 2. this on rwy 16', 18C, 18K 160 KT IAS until D4.0 BVI dditional information re- SCHIPHOL

BRIEFING STRIP MAISSED APC

AND A AN PANS OPS 4 Do not descend below the descent profile. EHAM/AMS SCHIPHOL SUGOL (IAF, To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km. D ∩ B > Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000 1. WARNING: CVFR tfc up to 1500' in the Valkenburg CTR. 2. Simultaneous apchs rwy 36R may be executed. 3. When established on ILS maintain 160 KT until D4.0 MSA or as directed. 4. For additional information refer to 10-1P pages. RIVER (IAF) Gnd speed-Kts
ILS GS 3.00° or
LOC Descent Gradient 5.2% MISSED APCH: Climb on track 004° to 2000'. Inform ATC. <u>Б</u> AR-OPS D-ATIS Arrival 108.4 132.97 Leiden (Valkenburg) RVR 550m EH(P)-28 ILS DME reads zero at rwy 36C displaced threshold. EH(P)-26 DA(H) 188'(200', **D 13.3** SPL EH,657 MSA DME (By ATC) STRAIGHT-IN LANDING RWY 36C

LOC (GS out) intercept final Apch Crs D13.3 SPL EH657 RVR 1000m LOMKO 2000′ 004° 377 SCHIPHOL Approach (R) 119.05 121.2 .//**3**° 24 MAR 06 (11-8) LOMKO 1 Apch & ILS DME Rwy 36C 485 1630′ 094° MIEDPESEN 479 DO.O No Altitude published 539 RVR 1000m RVR 1400m RVR 900m 647 120 EH620 MDA(H) 340'(352' EH619 D13.2 MSA D14.8 SPL 0040 755 140 160 1310′ SCHIPHOL Arrival (APP/R) 118.4 131.15 , 1310′ **D4. 0** MSA D5. 6 SPL EH633 862 188′ (200′) RVR 2000m RVR 1500m RVR 1800m 04-50 DA(H)004° 108.75 MSA P 108.4 SPL AMSTERDAM, NETHERLANDS 1000′ 495 207 251 436 Max K†s 205 180 135 (BELOW SEA LEVEL) Apt Elev -11' SCHIPHOL Tower 119.22 118.1 118.27 RWY -12' 482'Å **DO.0** MSA 05-00 PAPI 620' (*631'*) 780' (*791'*) 890' (901') 880' (891') CIRCLE-TO-LAND 2.0 680' MDA(H). **₫**<sup>502′</sup> TCH displ thresh 50' VQR FL 70 RWY 36C-12' 2000′ EH(P)-25 MSA SPL VOR 2400m 1600m 05-10 1700′ 1500m 3600m 1.0 360' 1200, L 004° 121.8 ARTIP (IAF

CHANGES: ILS ident.

© JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED

CHANGES: ILS ident

© JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

Licensed to BRITISH AIRWAYS PLC, , Printed from JeppView disc 23-06.

Notice: After 7.12.2006 09012 this chart should not be used without first checking JeppView or NOTAMs. #JEPPESEN

EHAM/AMS SCHIPHOL 24 MAR 06 (11-8A) AMSTERDAM, NETHERLANDS LOMKO 1 Apch & CAT II ILS DME Rwy 36C

PAI	NS OPS 4						, <sup>5</sup>	, ,0	,5	, 10		20 BRIEFII	NG STRIP ™	٨
<b>■</b> Operators app			JAR-OPS	Gnd speed-K†s GS 3.00°	inte fi	D13.3 SPL EH657	446' EH(P)-26	EH(P)- EH(P)-28	Leiden (Valkenburg)	- 52:20 ILS DME r at rwy 36 threshold	SUGOL (IAF)	MISSED APCH: Alt Set: hPa 1. Special Aircrev 1500' in the Valke When established additional info re	MSA 108.75	D-ATIS Arrival 108.4 132.9
■Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.			-	70 90 100 377 485 539	004°	3000′	(By ATC)  6  LOMKO 04-30		den O45	eads zero C displaceo	FL 70 113°	MISSED APCH: Climb on track 004° to 2000°. Inform ATC.  Alf Set: New Elev: 0 hPa Trans (Sevel: By ATC.  1. Special Afrew & Aircraft Certification Required. 2. WARNING: CVFR Hc up to 1500° in the Valkenburg CTR. 3. Simultaneous apchs on rwy 36R may be executed. When established on ILS maintain 100 KT until D4.0 MSA or as directed. 4. For additional info refer to 10-IP pages.	Final Apch Crs <b>004</b> °	7
cs: Autoland or HO	RVR -	РА РА РА(H) 8	STRAIGHT-IN	120 140 160 647 755 862		<b>D4.0</b> MSA D5.6 25PL	1 6 SE	7.0 004°		2070	004°	ck 004° to 20 hPa Trans le ication Required. 2 old illaneoous apchs on 0 KT until D4.0 MS/s.	GS No Altitud published	
3S required below	RVR 300m	ABCD <b>RA 100'</b> DA(H) <b>88'</b> (100')	STRAIGHT-IN LANDING RWY 36C		4.0	JMSA	146.19 1.2 MSA 4.8 SPL 04-50	004° 1	D4.0 MSA D5.6 SPL EH633 D6.2 MSA D7.8 SPL D7.8 SPL EH632	о 108.4 SPL	7. 70 207° © 587	2000'. Inform Asserted to the service of the servic	RA 100' BA(H) 88'(100')	SCHIPHOL Arrival (APP/R) 118.4 131.15
RVR 350m.			C	HIALS-II	TCH displ thresh 50'	FL 70	05-00	108.75 MSA		HOL SPL SPL	> 436	Trans alt: 3000 tfc up to xecuted For	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)	SCHIP 119.22 1
			-	2000'i	esh 50' RWY 36C- <b>12</b> '	70	05-10	L 502'	EH(P)-25	<b>∆</b> 683′	ARTIP(IAF)	MSA SPL VOR	1700'	HOL Tower Ground 18.1 118.27 121.8

MJEPPESEN AMSTERDAM, NETHERLANDS

PANS OPS 4 The state of the s EHAM/AMS SCHIPHOL D9.3 ABA D11.8 SPL 004° **Q** A, B:148° C, D:131° ■ To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km. Q<sub>52-10</sub> RIVE - 52-20 ILS GS 3.00° or after Lctr Leiden (Valkenburg) Alt Set: hPa OC Descent Gradient 5.2% EH615 V D11.3 ABA D13.8 SPL AR-OPS × ĭn . WARNING: CVFR tfc up to 1500' in the Valkenburg CTR. 2. Simultaneous apchs on rwy 5, 18C, 18R, 27 or 36C may be executed. 3. For additional info refer to 10-1P pages. D-ATIS Arrival 108.4 132.97 RVR 550m 3000′ #-DA(H) 189'(200' EH617 EH634 2000' D9.3 ABA D11.8 SPL SUGOL (IAF) ᄩ JABA I.B SPL 0.9 STRAIGHT-IN LANDING RWY 36R Rwy Elev: 0 hPa RVR 1000m 004°+ ALS out MONUT 1 Apch (By ATC) to Lctr 178° 10.9 3000 377 NOT TO SCALE SCHIPHOL— 108.4 SPL 08.4 ABA 3000' 19.05 MONUT 25 AUG 06 Eff 31 Aug (11-9) 485 L Approach (R) 15 121.2 539 100 RVR 1000m RVR 1400m D11.8 SPL 004 D8.4 ABA 332 NV RVR 900m 04-40 647 **D6.2**ABA D8.7 SPL EH636 120 MDA(H) 430'(441') ∘825 Trans level: By ATC LOC (GS out) 0<u>/</u> 14 755 SCHIPHOL Arrival (APP/R) 8 (△) D2. 8 SPL SPL EH637 862 160 **D4.0** ABA D6.5 SPL EH635 1320/ MONUT 1 Apch & RVR 2000m RVR 1500m RVR 1800m ALS out **D6. 2**ABA D8.7 SPL EH636 **D4. 0**ABA D6.5 SPL EH635 004° ABA ABA PAPI 004° 111.95 ABA Max Kts 205 180 135 Trans alt: 3000' ILS DME reads zero at rwy 36R threshold. When established on ILS maintain 160 KT until D4.0 ABA or as directed. RWY -11' FL 70 SCHIPHOL Tower 119.22 118.1 118.27 1500'a 620' (*631'*) × × 880' (891') 890' (901') CIRCLE-TO-LAND DO.O ARTIP(IAF) 436' MDA(H). 2 Do not descend below descent profile. D2.8 SPL North of on SPL VOR ILS Rwy 36R ABA DME ALTITUDE 2년 RWY 36R-11 MSA SPL VOR 3600m 2400m 1600m 1500m 05-00 1700′ Å482' 004° 121.8 2590 2270 1630 1320 1000 680 360

CHANGES: Procedure

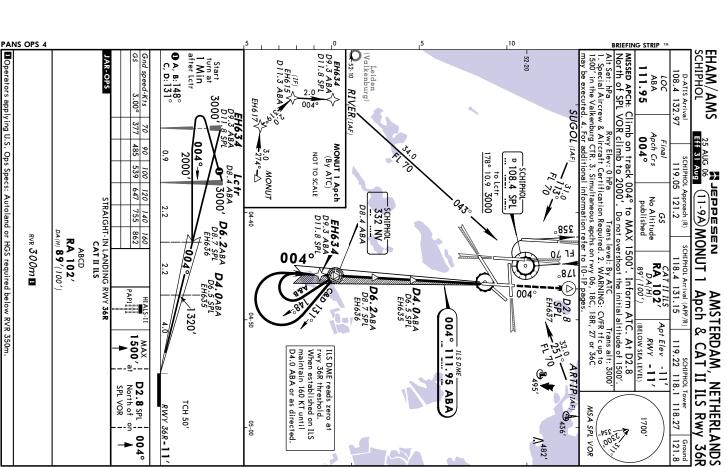
© JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED

CHANGES: Procedure

© JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED

EHAM/AMS Licensed to BRITISH AIRWAYS PLC, , Printed from JeppView disc 23-06.

Notice: After 7.12.2006 09012 this chart should not be used without first checking JeppView or NOTAMs.



PANS OPS 4 FIGURE PAM April Cris DIB. SPAM MDA(H) April PAM 117.8 086° 2000′(2012′) 570′(582′) (BELOW SEALENG PAM TO 2000′. Inform ATC. SCHIPHOL Do not descend below descent profile. ■ To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km. D ∩ B > -52-10 - 04-20 - 52-20 SUGOL (IAF) Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000 1. WARNING: CVFR tfc up to 1500' in the Valkenburg CTR. 2. Simultaneous approaches on rwy 06 may be executed. 3. For additional information refer to 11-0. Descent angle Descent Gradient AR-OPS Leiden (Valkenburg) PAM DME D-ATIS Arrival 108.4 132.97 **D24. 1** PAM 011.6 SPL/EH641 Q ~ ORIVER 086° - DI8.9 D. D21.9PAM ~980° PAM **D21.9** PAM EH643 5.24% or STRAIGHT-IN LANDING RWY 09 3000′ и*да(н)* **570′**(582′) 2000′ 18.0 SCHIPHOL Approach (R) 119.05 121.2 372 SCHIPHOI P 108.4 \$ RVR 2000m RVR 1500m 478 90 ZI MAY 05 (13-1) WOR DMF PWV 00 D18.9PAM EH642 Minimum Alt 531 100 17.0 1400 637 098° シFL 70) SCHIPHOL Arrival (APP/R) 118.4 131.15 743 140 086° (R-266 PAM) 849 16.0 . 278°**– 4**95′ Max Kts 100 D14.2 180 RWY -12'
(BELOW SEA LEVEL) Apt Elev -11' SPL VOR FL 70 117.8 PAM Trans alt: 3000 620' (*631'*) 780' (*791'*) 890' (901') 880' (891') SCHIPHOL Tower 119.22 118.1 118.27 A482' VOR DME Rwy 09 760 CIRCLE-TO-LAND [TCH displ thresh 50'] RWY 09 -12' 2000 607 2400m 1600m 1700′ 1500m 3600m 500 SPL R-266 PAM 121.8 VAN OR N VOR ARTIP (IAF)

CHANGES: Communications. Note. Procedure

© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

CHANGES:

Communications. Missed apch. Procedure

© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 09012 this chart should not be used without first checking JeppView or NOTAMS.

EHAM/AMS

\$\mathbb{X} \begin{align\*}
\text{SCHIPHOL}
\text{27 MAY 05 (\begin{align\*}
\text{3-2})
\text{VOR DME}

PANS OPS 4 SUGOL (IAF) 55 8 Do not descend below the descent profile. MISSED APCH: Turn RIGHT to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000'. Cross EH624 at 2000'. Inform ATC. AMS DME
 ALTITUDE - 52-20 SCHIPHOL Descent Gradient 5.24% or AR-OPS WARNING: CVFR tfc up to 1500' in the Valkenburg CTR.
For additional information refer to 11-0. To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km. 113.95 D-ATIS Arrival 108.4 132.97 **SWA** VOR RVR 1600m RVR 1200m RVR 1000m RWY 18R-13' D 113.95 AMS [TCH displ thresh 50'] STRAIGHT-IN LANDING RWY 18R SPL VOR FL 70 Apch Crs 185° мда(н) **460′** (473′ AMS\_VOR 460 372 SCHIPHOL Approach (R) 119.05 121.2 478 90 EH624 D7.5 SPL 2000'(2013') Minimum Alt D7.8 AMS 100 531 **D3.0**AMS EH647 522 120 Ŗ 637 -339°→ RVR 1500m 780 2000m 743 140 D10.8AMS-SCHIPHOL Arrival (APP/R) 118.4 131.15 160 460′(473′) 849 3.00° 185° MDA(H)D7.8AMS EH646 434' 5.0 1100′ 205 180 135 Max Kts **D7.8** AMS EH 646 Apt Elev -11' (BELOW SEA LEVEL) Trans alt: 3000 620' (631') 780' (791') 890′ □ 108.4 SPL RWY -13' 880' (891') SCHIPHOL Tower 495′ VOR DME Rwy 18R 1420′ CIRCLE-TO-LAND 3000′ (901') <u></u>4185° 2000′ PAPI NETHERLANDS A482' O 118.27 Refer to Missed Apch above 2400m MSA SPL VOR 1600m 3600m 1500m 1700′ **I**SPL 121.9 607' ARTIP(IAF)

PANS OPS 4 EHAM/AMS SCHIPHOL (Valkenburg) ■ To rwy 18L during daylight only: CEIL 1200' - 52-20 SUGOL (IAF) Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 3000'

1. WARNING: After passing D8.0 PAM expect moderate turbulence on final approach when average wind velocity exceeds 30 KT. 2. CVFR tfc up to 1500' in the Valkenburg CTR. 3. For additional information refer to 11-0. MISSED APCH: Turn LEFT onto 240° and climb to 2000'. Inform ATC. RIVER(1AF) 04-30 Descent angle [3.00 MAP at D8.9 PAM/EH654 Descent Gradient 5.24% or Descent angle [3.00°] RWY 24-11' AR-OPS D-ATIS Arrival 108.4 132.97 MINIMUM ALT 117.8 PAM PAM DME **SPL VOR** PL 70 090°-[TCH 50'] MIM FL 70 **~**113° Apch Crs **268°** 522'**J** 372 240° SCHIPHOL Approach (R) 119.05 121.2 478 1310 27 MAY 05 (13-3) □ 108.4 SPL 2000'(2011') 1000'(1011') Minimum Alt D5.8 PAM **D8.9**PAM EH654 531 100 MIEPPESEN AMSTERDAM, NETHERLANDS 434 637 120 743 04-50 140 SCHIPHOL Arrival (APP/R) 118.4 131.15 **D5.8** PAM EH655 849 160 MDA(H)495′ ВЪ REQUIRED 1630′ 180 205 Max Kts 135 **←** 268 PAM VOR 05-00 CIRCLING VOR DME RWY 24 1000'(1011') (BELOW SEA LEVEL) Apt Elev -11 2000 CAT A&B 124°-SCHIPHOL Tower 119.22 118.1 118.27 For Minimum alt on descent profile see table above. CIRCLE-TO-LAND PAPI -268° 268 05-10 PAMPUS 117.8 PAM 240° 1950 1100'- 6.0 km MSA SPL VOR EH(R)-10 turn at
1 Min
after
PAM VOR CEIL-VIS. 1700′ Start 0056 2000 121.7 ARTIP(IAF

CHANGES: Communications. Note. Procedure. Minimums

© JEPPESEN SANDERSON, INC., 2001, 2005. ALL RIGHTS RESERVED

CHANGES: Communications. Note. Procedure.

© JEPPESEN SANDERSON, INC., 2001, 2005. ALL RIGHTS RESERVED.

Notice: After 7.12.2006 09012 this chart should not be used without first checking JeppView or NOTAMs.

EHAM/AMS

27 MAY 05 (13-4)

VOR DMF Rwy 27

_	S OF	_									5		1 10		15	10	11:		120	, в	RIEFIN	IG STRIP		
■ To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km.	D RVR 1800m	C RVR 7400m	B 3	A BVB 1200m		JAR-OPS ST	1 5 1	RWY 27-12'	TCH 50'1	FL 70		RIVER(IAF) 04-30	52-10	Leiden (Valkenburg)		-52-20 MI	2	SUGOL (	IAF)	Alt Set: JPB Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 1. WARNING: When average surface wind velocity exceeds 30 KT, moderate turbulence can be expected on final approach from approx D8.0 PAM to D10.0 PAM. 2. CVFR tfc up to 1500' in the Valkenburg CTR. 3. Final approach track offset 2° from the valkenburg CTR. 3. Final approach	<del>X</del>	PAM 117.8	D-ATIS Arrival 108.4 132.97	SCHIPHOL
daylight only: CEIL	)m	, in		3	MDA(H) <b>670'</b> (682	STRAIGHT-IN LANDING RWY 27	70 90 24% or [3.00°] 372 478	2.9	<b>D10.9</b> [ PAM [RW27]	_090°-		04-40			OASO	265° 270°		1	<u>6</u>	Rwy Elev: 0 hPa average surface w pected on final app 00' in the Valkenbut. For additional interests.	Climb on track 265° to 2000'.	Apch Crs 265° 20	SCHIPHOL Approach (R) 119.05 121.2	27 M
. 1200', VIS 5.0 km	RVR 2000m		RVR 1500m	ALS out	)	IG RWY 27	100     120     140     1       531     637     743     8	970′	[80 VOR] [3.00°]	9	970'	04-50	6-1		[80 V	DIO. 9	108.4 SPL 090°	416/N -SCHIPHOL—	× 4	Trans level: By ATC ind velocity exceeds 30 KP stroach from approx D8.0 P srg CTR. 3. Final approach formation refer to 11-0.	265° to 2000′.	Minimum Alt D4.8 PAM 2000' (2012') 6:	$\vdash$	2/ MAY 05 (13-4)
	205	180	135	K†s.	Mark Control	_	1 <i>60</i> 8 <i>4</i> 9	4.8	EH656 265°	3000' 4.8 PAM		05-00		,	PAM [8ØVOR]	D4.8 PAM EH656	251° 4436′ (1)495′ //	7.4. L. 3	•	I: By ATC Trans alt: 30 reds 30 KT, moderate ox D8.0 PAM to D10.0 PAM. approach track offset 2° from o 11-0.	Inform AT	MDA(H) A)	SCHIPHOL Arrival (APP/R) 118.4 131.15	
	890' (901')	880' (891')	780' (791')	MDA(H)		CIRCLE-TO-LAND	HI ALS-II		2000/ - 265	CAT A&B 121°	1290'	05-10	502′	"alle	(A)	85 C				Trans alt: 3000' ate 10.0 PAM. 'fset 2° from	ľ	Apt Elev -11' RWY -12' (BELOW SEA LEVEL)	SCHIPHOL Tower	\ \ \ \ \ \ \
	3600m	2400m	1600m	VIS		)-LAND	2000' 265°	Do not descend below the descent profile.	1 Min after PAM VOR	J۱	1610′	10 EH(R)-10 05-20	Soesterberg		<b>6</b> 607′		265°		TIP(IAF)	MSA SPL VOR	7	1700'	Tower   Ground   118.27   121.8	DME Rwy 27

MJEPPESEN AMSTERDAM, NETHERLANDS

PANS OPS 4 EHAM/AMS SCHIPHOL Do not descend below the descent profile. SUGOL (IAF) 52-10 ■ To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km. - 52-20 WARNING: CVFR tfc up to 1500' in the Valkenburg CTR. 2. Final approach track offset 7° from runway centerline. 3. For additional information refer to 11-0. Descent Gradient 5.24% or Descent angle [3.00°] ind speed-Kts 0 ER (IAF) 04-30 D-ATIS Arrival 108.4 132.97 SPL SPL DME D13.3 EH657 Ŗ RVR 1000m RVR 1600m 1200m D10.8 EH659 STRAIGHT-IN LANDING RWY 36C *~113*∘ Rwy Elev: 0 hPa MDA(H) **570'** (582' **₽**522′ 372 3000′ 70 SCHIPHOL Approach (R) 119.05 121.2 90 478 27 MAY 05 (13-5) 01 Minimum Alt 100 531 50 VOR 120 637 RVR 2000m RVR 1500m Trans level: By ATC 140 743 [50 VOR] 04-50 SCHIPHOL Arrival (APP/R) 118.4 131.15 1430 160 849 495' 🕒 108.4 SPL K†s 100 135 207° 05-00 ∆482′ Apt Elev -11 (BELOW SEA LEVEL) Trans alt: 3000 780' (791') 890' (901') 880' (891') RWY -12' SCHIPHOL Tower 119.22 118.1 118.27 VOR DME Rwy 360 PAPI CIRCLE-TO-LAND Z FL 70 004° RWY 36C - 12' [TCH displ thresh 50'] MSA SPL VOR 2400m 800 3600m 1600m 1500m 2000 121.8 ARTIP (IA

CHANGES: Communications. Procedure

© JEPPESEN SANDERSON, INC., 1999, 2005. ALL RIGHTS RESERVED

CHANGES: Communications. Procedure

© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

EHAM/AMS Licensed to BRITISH AIRWAYS PLC, , Printed from JeppView disc 23-06.

Notice: After 7.12.2006 09012 this chart should not be used without first checking JeppView or NOTAMs. MJEPPESENAMSTERDAM, NETHERLANDS

PANS OPS 4 Do not descend below the descent profile. - 52-20 ■ To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km. SCHIPHOL MISSED APCH: Climb on track 059° to 2000'. Inform ATC. Descent Gradient 5.34% or It Set: hPa Rwy Elev: 0 hPa Trans level: By ATC . WARNING: CVFR tfc up to 1500' in the Valkenburg CTR. For additional information refer to 11-0. DISPL THRESH Start turn at 1 Min after Lctr EH(P)-26 388.5 (Valkenburg D-ATIS Arrival 108.4 132.97 요 C Leiden RIVER RVR 1600m RVR 1200m RVR 1000m 059° C& D - 186 STRAIGHT-IN LANDING RWY 06 A & B - 203° Apch Crs MDA(H) **570'** (582') 1950′ SCHIPHOL— 04-30 379 SCHIPHOL Approach (R) 119.05 121.2 2000′ SUGOL (IAF) 487 90 2000'(2012') Lctr 27 MAY 05 (16-1) Minimum Alt C&D 541 100 059° D8.2 SPL **D8.2** SPL EH6Ø913 3000′ 059° **D8.2** SPL □ 108.4 SPL 120 3 34.0 to SPL VOR FL 70 RVR 1500m 650 6.0 NM **OMO**to RW06 D6.0 SPL
EH6 16 2000m SCHIPHOL Arrival (APP/R) 118.4 131.15 758 140 1280′ D AMSTERDAM 113.95 AMS **570**′(582′) 866 160 OM 0 D6.0 SPL EH616 MDA(H)6.0 205 180 135 Max Kts 228°— Apt Elev - 11 • During night hours interception of 3.0° descent path at 3000'. 160 KT IAS MANDATORY. (BELOW SEA LEVEL) **D2.6** SPL Trans alt: 3000 620' (631') 780' (791') 890' (901') 880' (891') RWY -12' SCHIPHOL Tower 119.22 118.1 1 SPL VOR PAPI 5.0 950' NDB DME Rwy 06 CIRCLE-TO-LAND RWY 06 - 12 [TCH displ thresh 50'] 2000′ 118.27 MSA SPL VOR 2400m 1600m 1700′ 3600m 1500m 4.0 059° 121.7 ARTIP

SUGOL (IAF) | OA | Apch Crs | 2000 | 620' (632') | RWY - 12 | 620' (632') | | RWY - 12 | 620' (632') | | RWY - 12 | 620' (632') | | (BELOW SEALEVEL) | (BELOW SEALEVEL) | 620' (632') | | (BELOW SEALEVEL) | (BELOW SEALE PANS OPS 4 EHAM/AMS SCHIPHOL ∩ 🖾 > Descent Gradient 5.24% or Descent angle [3.00°] Do not descend below descent profile. Descent angle IAR-OPS 160 KT IAS MANDATORY. • During night hours interception of 3.0° descent path at 3000′. WARNING: CVFR tfc up to 1500' in the Valkenburg CTR.

For additional information refer to 11-0. To rwy 18L during daylight only: CEIL 1200', VIS 5.0 km. D-ATIS Arrival 108.4 132.97 OA ALTITUDE SPL DME RWY 18C-12' RVR 1600m RVR 1200m RVR 1000m [TCH 50'] STRAIGHT-IN LANDING RWY 18C 0 MDA(H) **620'** (632') 264° FL 70 VOR 372 SCHIPHOL Approach (R) 119.05 121.2 R-264SPI AMSTERDAM— 113.95 AMS 690' 478 90 **D6. 1** SPL D4.0 SPL EH626 522′ Minimum Alt 531 100 27 MAY 05 (16-2) MIEPPESEN AMSTERDAM, NETHERLANDS 120 R√R RVR 1500m 637 -002° **OM 0** D4.0 SPL 2000m SCHIPHOL Arrival (APP/R) 118.4 131.15 743 140 1010′ 849 160 1310′ 469' 84° 416 MIM FL 70 9.2 SPLO EH625 P 108.4 SPL **D6. 1** SPL EH63∅ [RW18C] PAPI 100 KAax - SCHIPHOL-\_251°~ 3000′ , **4**95' RWY -12'
(BELOW SEA LEVEL) Apt Elev -11 184 620' (631') 780' (791') 1310 890' (901') 880' (891') 1500′ SCHIPHOL Tower 119.22 118.1 1 Lctr MA× NDB DME Rwy 18C C&D 3 2000′ CIRCLE-TO-LAND D5.3 SPL

\* South of
SPL VOR 118.27 MSA SPL VOR 1650 2400m 1600m 1500m 1700′ 184° Νin 121.8

CHANGES:

Communications. Procedure

© JEPPESEN SANDERSON, INC., 2001, 2005. ALL RIGHTS RESERVED

CHANGES: Communications. Procedure

© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED

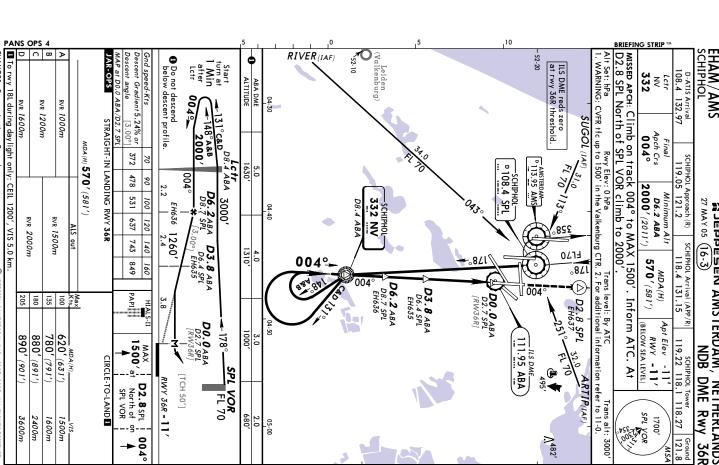
Notice: After 7.72.2006 0901Z this chart should not be used without first checking JeppView or NOTAMS.

EHAM/AMS

27 MAY 05 (16-3)

LICENSE 23-05

NDR DMF RWY 36F



EHAM/AMS SCHIPHOL

24 MAR 06 (18-1)

AMSTERDAM, NETHERLANDS SRE Rwys 04, 06, 09, 18C,

36C, . 36R .

MISSED APCH:
Rwys 04, 06, 09, 18C, 24, 27, 36C, 36R: Climb on Rwy track to 2000' and inform ATC. - 52-30 Rwy 22: Turn LEFT onto 160° as soon as practicable and climb to 2000′.
Inform ATC. Rwy 18R: Turn RIGHT to intercept R-280 SPL and do not overshoot R-240 SPL. Climb to 2000'. Inform ATC. (Valkenburg) 59° L SRE Rwys 18C, 22, 36R | 3000′ Alt Set: hPa Minimum Alt/NM 059° 110.55 KAG Minimum Alt/NM RADAR 119.22 SRE © 108.4 132.97 EH(P)-28 D-ATIS Arrival THE SECOND OF SECOND SE 184° 110.1 VPB P 113.95 AMS SCHIPHOL Tower Apch Crs 118.1 By ATC SCHIPHOL 108.4 SPL 004°\_108.75\_MSA Apt Elev: 0 hPa SCHIPHOL 388.5 CH Missed Approach - See below 118.27 Minimum Alt See table below **6** 522 479 2700′ 04-40 1800′ 004°-**≻**∑ 119.05 121.2 SCHIPHOL Approach (R) 2400′ Trans level: By ATC 8.0 Refer to chart 18-1A A SCHIPHOL SCHIPHOL MDA(H)(B) 469' 1500′ SCHIPHOL-2100′ 121.7 121.8 121.9 184° 109.5 ZWA SCHIPHOL 332 NV 004° 111.95 ABA Apt Elev - 11' (BELOW RWY - See below 1800' 1500' **4**95′ 1200′ 436 - SCHIPHOL 376 WP 268° 111.55 BVB SCHIPHOL Arrival (APP/R) 118.4 131.15 **Q** Rwys 04, 06, 09, 18R, 24, 27, 36C 3000′ 1200′ **€**502′ 222° 109.15. SCH 900 PAMPUS D 117.8 PAM • For area of responsibility see 10-9. 900' MSA SPL VOR 1700′ EH(P)-25 2.0 600' 600' 36R 2.0

© JEPPESEN SANDERSON, INC., 2000, 2006. ALL RIGHTS RESERVED.

FOR LANDING MINIMUMS REFER TO 18-1A

PANS OPS 4

MAP 1.5 NM from touchdown

160 794

Lighting -Refer to Airport Chart

Refer to Missed Apch above

CHANGES: ILS ident rwy 36C.

PANS

EHAM/AMS

24 MAR 06 (18-1A)

Licensed to BRITISH AIRWAYS PLC, , Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs 2 JEPPE SEN AMSTERDAM, NETHERLANDS

SRE 14   SRE 04   SRE 06   SRE 06   SRE 06   SRE 06   SRE 09
STRAIGHT-IN LA  RVR 2000m  STRAIGHT-IN LA  RVR 2000m  RVR 2000m  RVR 2000m
IDING MINIMUMS  RAIGHT-IN LANDING SRE 09 (582') ALS out  RVR 1500m RVR 1500n RVR 2000n RVR 1500n RVR 2000n RVR 2000n RVR 2000n RVR 2000n RVR 2000n RVR 20000 ALS out ALS out
SRE 18C  MDA(H) 440' (452')  ALS out  RVR 1000m  RVR 1200m  RVR 1200m  RVR 2000)  RVR 2000  RVR 1000m  RVR 1000m

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