IFR vliegkaarten

Kunt u mij de weg naar … vertellen meneer?

Wat gaan we doen

- Een beknopte behandeling van de verschillende vliegkaarten kaarten
- De beschikbare informatie en waar vind ik die?
- Welke soorten kaarten zijn er zoal,
- Alleen de basis van de kaarten wordt behandeld.
  In dit voorbeeld de kaarten van Schiphol, maar van andere vliegvelden zijn die vergelijkbaar.

Welke kaarten zijn er

- De belangrijkste (die we het meest gebruiken) zijn;
  - Airport charts, geven informatie over o.a.;
    - Overzicht van de run- en taxiways,
    - Gates en Parkings,
    - Lighting systems,
    - NAV systems
    - Obastakels,
  - SID en STAR
  - Enroute
  - Approach

Waar vind ik de kaarten die ik nodig heb?

- Ieder land heeft een website die informatie geeft over elk velgveld!
- Voor Europa kun je die vinden op o.a. https://www.eurocontrol.int/articles/ais-online

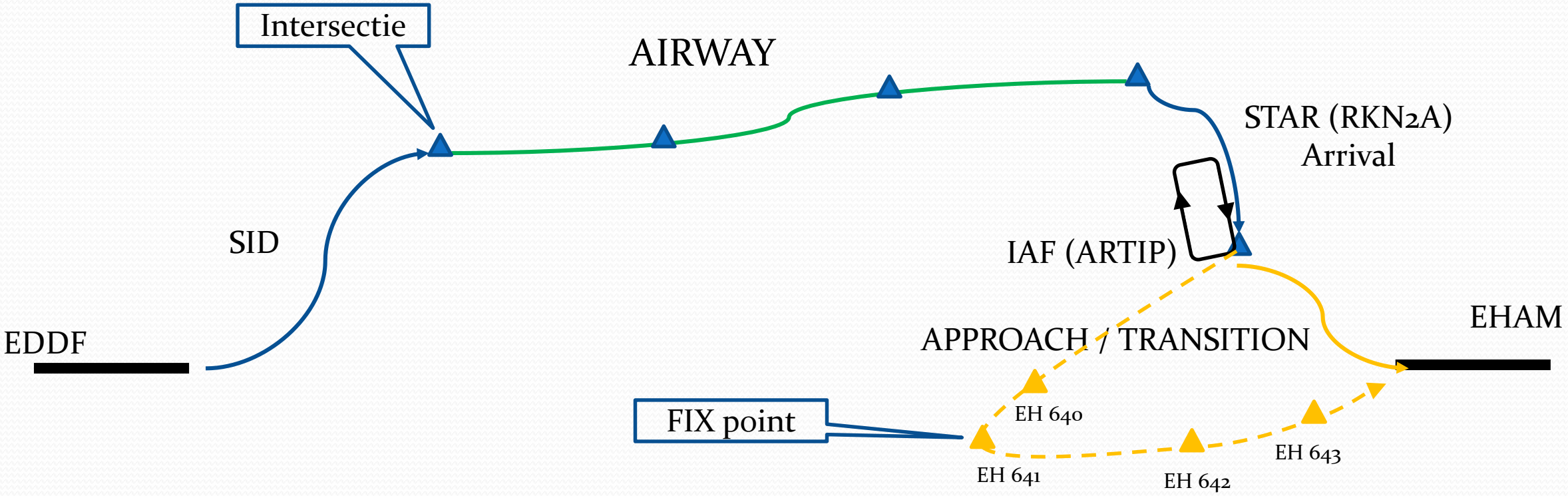
- Voor USA kun je die vinden op o.a. https://www.faa.gov/air_traffic/flight_info/aeronav/productcatalog/vfrcharts/world/

- Met de zoekterm “AIP of Avionic Charts van een land” in Google kom er je bijna zeker.

Waar vind ik de kaarten die ik nodig heb?

- Je kunt er ook voor kiezen om een betaalde versie van een programma te gebruiken zoals;
- Jeppesen of Navigraph
- Sommige kaarten zijn ‘verouderd’ maar voor flightsim nog goed te gebruiken.
  Bij online vliegen moeten we wel allemaal over de zelfde informatie beschikken omdat er anders conflicten kunnen ontstaan.

Opbouw van de luchtwegen structuur

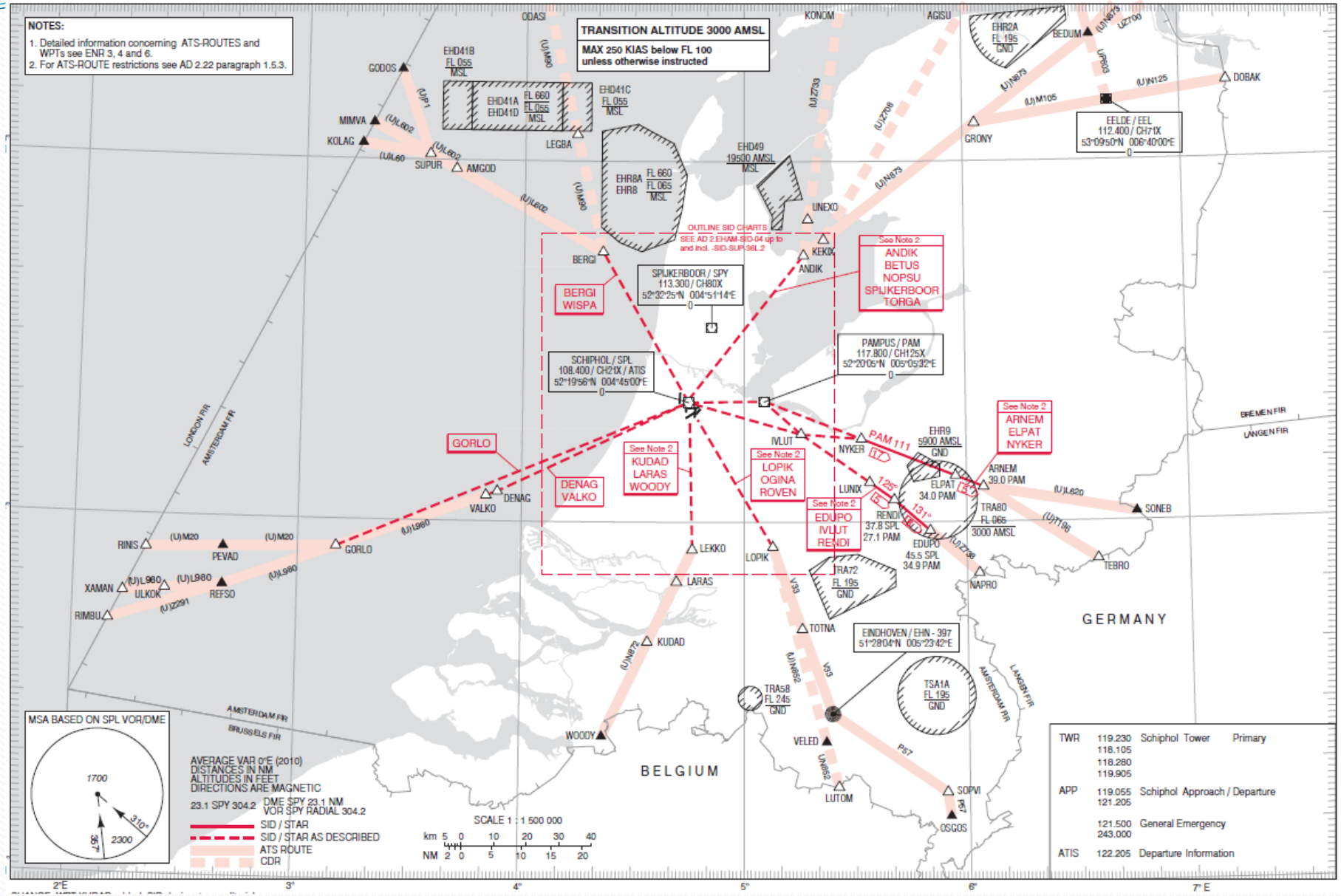


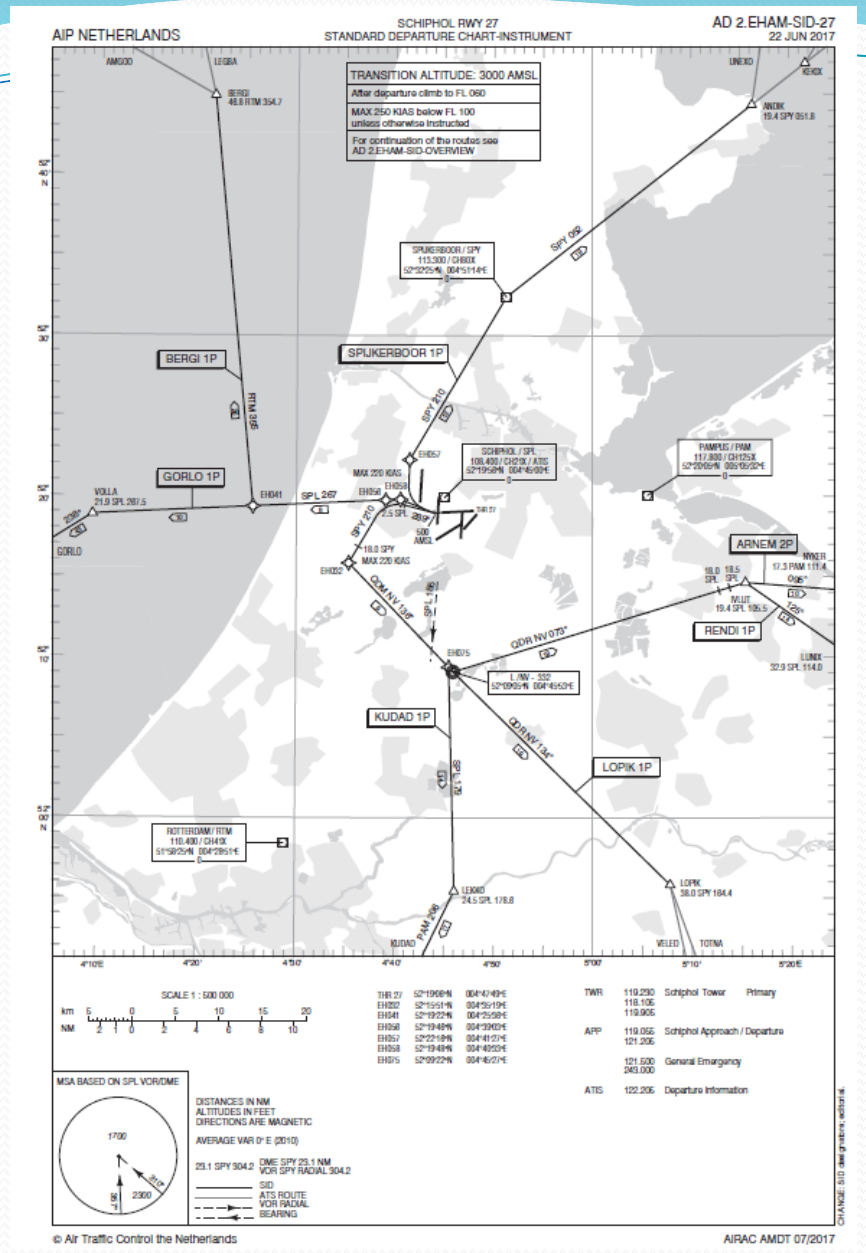
Airport charts

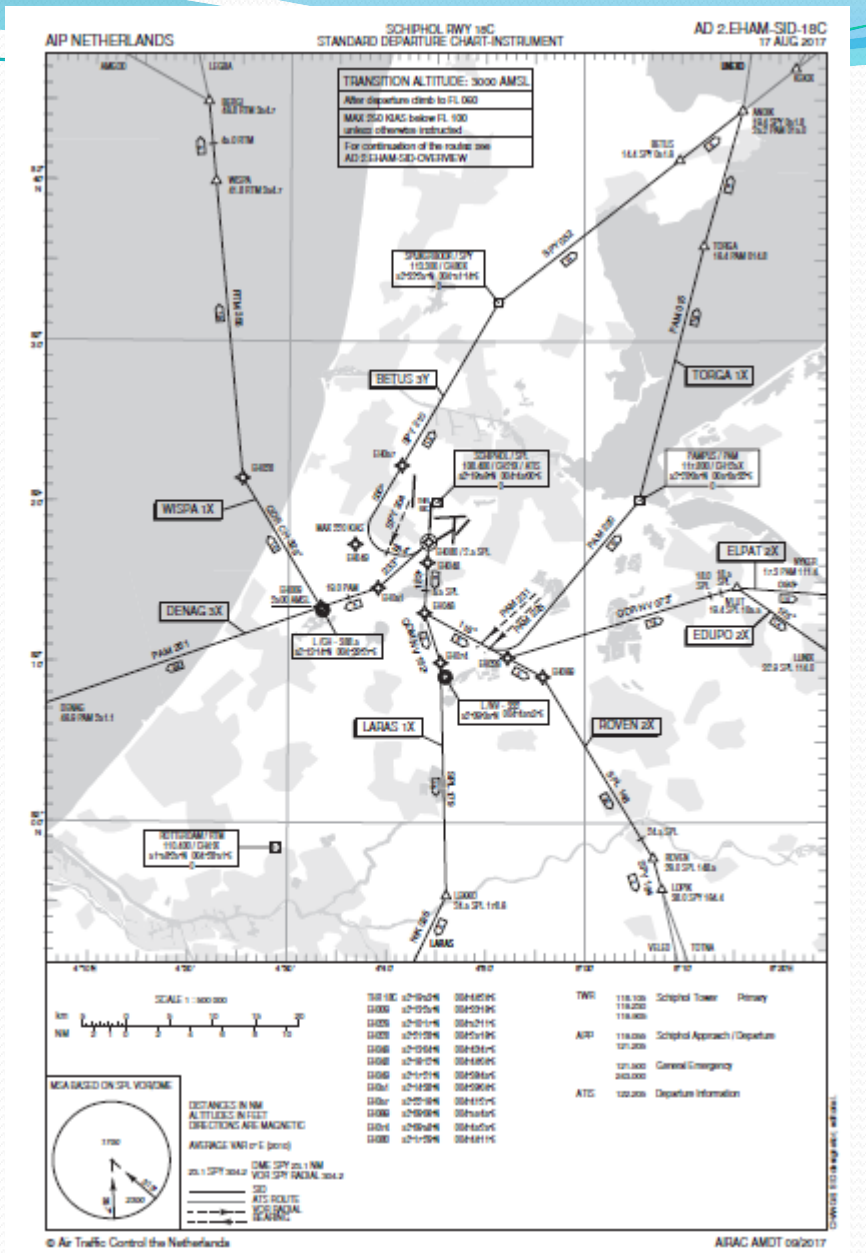
- General briefing,
  - Geeft informatie over:
    - Te gebruiken frequenties
    - Weersinformatie (ATIS)
    - Geluidsoverlast
    - Algemene regels en gebruiken van het vliegveld
  - Regels voor aankomst en vertrek (SID en STAR)

Standard Instrument Departure kaarten

- Index met welke beschikbare SID's er zijn,
- Overzicht met hun bestemming / richting,
- Instructies voor het gebruik van de SID, hoogte en route
- De kaart geeft grafisch weer wat er schriftelijk is vast gelegd.


NOTES:
1. Detailed information concerning ATS-ROUTES and WPTs see ENR 3, 4 and 6.
2. For ATS-ROUTE restrictions see AD 2.22 paragraph 1.5.3.
TRANSITION ALTITUDE 3000 AMSL
MAX 250 KIAS below FL 100 unless otherwise instructed
AIP NETHERLANDS
SCHIPHOL STANDARD DEPARTURE CHART - INSTRUMENT
AD 2.EHAM-SID-OVERVIEW 22 JUN 2017
GODOS
EHD41B FL 055 MSL
EHD41A EHD41D FL 660 FL 055 MSL
EHD41C FL 055 MSL
MIMVA
KOLAG
SUPUR
AMGOD
LEGBA
EHR8A EHR8 FL 660 FL 065 MSL
EHD49 19500 AMSL MSL
ODASI
KONOM
AGISU
EHR2A FL 195 GND
BEDUM
DOBAK
GRONY
EELDE / EEL 112.400 / CH71X 53°09'50"N 006°40'00"E
UNEXO
OUTLINE SID CHARTS
SEE AD 2.EHAM-SID-04 up to and incl. -SID-SUP-36L.2
BERGI
KEKDI
ANDIK
See Note 2
ANDIK BETUS NOPSU SPIJKERBOOR TORGA
BERGI WISPA
SPIJKERBOOR / SPY 113.300 / CH80X 52°32'25"N 004°51'14"E
PAMPUS / PAM 117.800 / CH125X 52°20'05"N 005°05'32"E
SCHIPHOL / SPL 108.400 / CH21X / ATIS 52°19'56"N 004°45'00"E
GORLO
DENAG VALKO
See Note 2
KUDAD LARAS WOODY
See Note 2
LOPIK OGINA ROVEN
See Note 2
EDUPO IVLUT RENDI
See Note 2
ARNEM ELPAT NYKER
IVLUT
NYKER
PAM 111
EHR9 5900 AMSL GND
ARNEM 39.0 PAM
ELPAT 34.0 PAM
TRA80 FL 065 3000 AMSL
LUNIX
RENDI 37.8 SPL 27.1 PAM
EDUPO 45.5 SPL 34.9 PAM
SONEB
TEBRO
NAPRO
LONDON FIR
AMSTERDAM FIR
BREMEN FIR
LANGEN FIR
RINIS
PEVAD
GORLO
XAMAN
ULKOK
REFSO
RIMBU
LEKKO
LOPIK
LARAS
TRA72 FL 195 GND
TOTNA
KUDAD
EINDHOVEN / EHN - 397 51°28'04"N 005°23'42"E
TSA1A FL 195 GND
TRA58 FL 245 GND
WOODY
VELED
LUTOM
SOPVI
OSGOS
GERMANY
BELGIUM
AMSTERDAM FIR
BRUSSELS FIR
LANGEN FIR
MSA BASED ON SPL VOR/DME
1700
2300
310°
357°
AVERAGE VAR 0°E (2010)
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC
23.1 SPY 304.2 DME SPY 23.1 NM VOR SPY RADIAL 304.2
SID / STAR
SID / STAR AS DESCRIBED
ATS ROUTE
CDR
SCALE 1 : 1 500 000
km 5 0 10 20 30 40
NM 2 0 5 10 15 20
TWR 119.230 Schiphol Tower Primary
118.105
118.280
119.905
APP 119.055 Schiphol Approach / Departure
121.205
121.500 General Emergency
243.000
ATIS 122.205 Departure Information
2°E
3°
4°
5°
6°
7° E


AIP NETHERLANDS
SCHIPHOL RWY 27
STANDARD DEPARTURE CHART-INSTRUMENT
AD 2.EHAM-SID-27
22 JUN 2017
TRANSITION ALTITUDE: 3000 AMSL
After departure climb to FL 060
MAX 250 KIAS below FL 100 unless otherwise instructed
For continuation of the routes see AD 2.EHAM-SID-OVERVIEW
BERGI 1P
SPIJKERBOOR 1P
GORLO 1P
ARNEM 2P
RENDI 1P
KUDAD 1P
LOPIK 1P
MSA BASED ON SPL VOR/DME
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC
AVERAGE VAR 0° E (2010)
SID
ATS ROUTE
VOR RADIAL
BEARING
© Air Traffic Control the Netherlands
AIRAC AMDT 07/2017

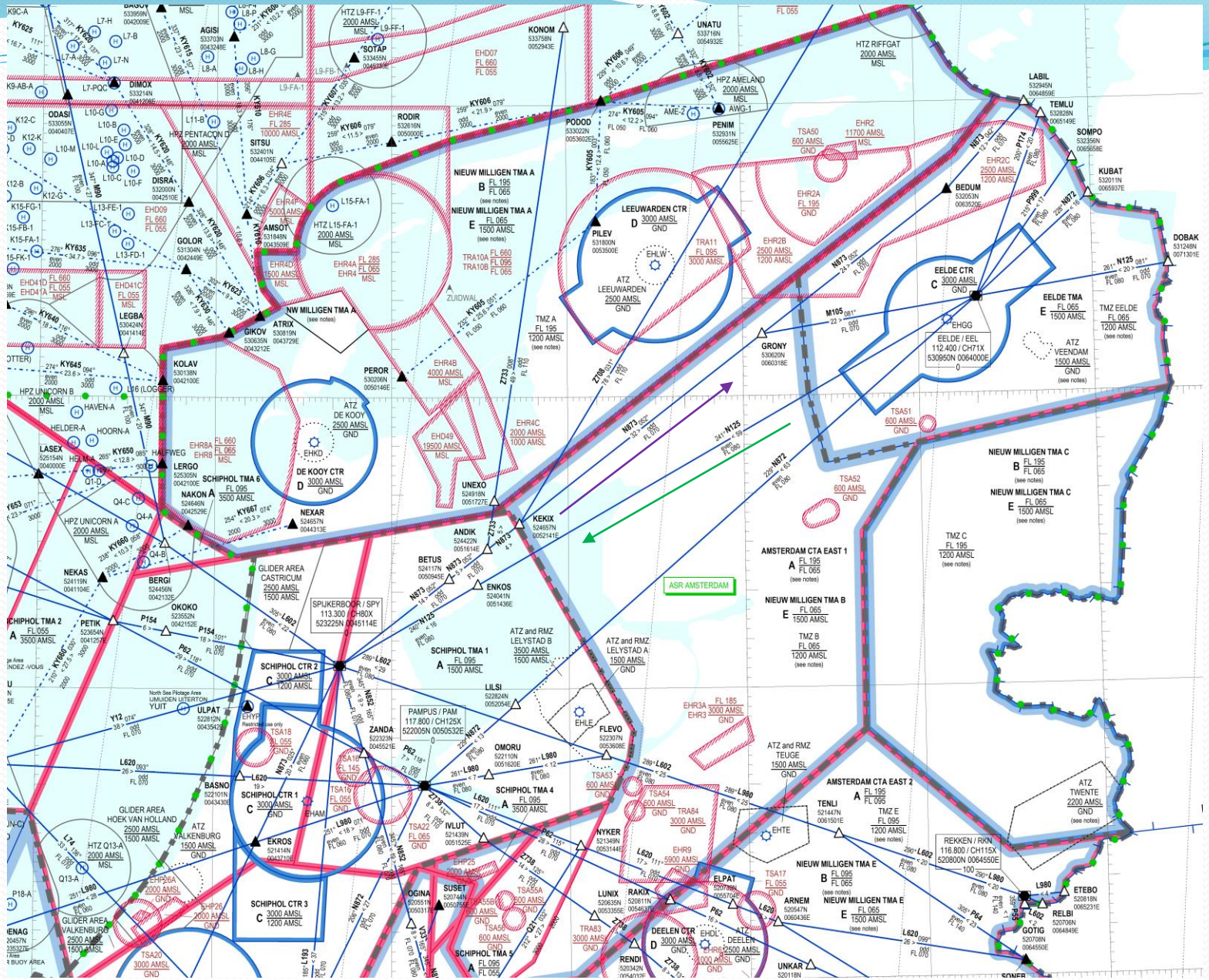

AIP NETHERLANDS
SCHIPHOL RWY 18C
STANDARD DEPARTURE CHART-INSTRUMENT
AD 2.EHAM-SID-18C
17 AUG 2017
TRANSITION ALTITUDE: 3000 AMSL
After departure climb to FL 060
MAX 250 KIAS below FL 100 unless otherwise instructed
For continuation of the routes see AD 2.EHAM-SID-OVERVIEW
BETUS 3Y
TORGA 1X
WISPA 1X
DENAG 3X
ELPAT 2X
EDUPO 2X
LARAS 1X
ROVEN 2X
MSA BASED ON SPL VOR/DME
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC
SID
ATS ROUTE
VOR RADIAL
BEARING
© Air Traffic Control the Netherlands
AIRAC AMDT 08/2017

Select SID/STAR/Transition
Select all
Unselect all
Add to plan
Navigraph AIRAC-1709 Rev.1 - AUG17-SEP13/17
Select SIDs for EHAM
Rwy RW27 REND1P
Rwy RW27 SPY1P
Rwy RW36C IVLU2W
Rwy RW36C NOPS1W
Rwy RW36C NYKE3W
Rwy RW36C OGIN2W
Rwy RW36C WOOD1W
Rwy RW36L ARNE1V
Rwy RW36L ARNE1Z
Rwy RW36L BERG1Z
Rwy RW36L BERG3V
Rwy RW36L GORL1Z
Rwy RW36L GORL3V
Rwy RW36L KUDA1V
Rwy RW36L KUDA1Z
Rwy RW36L LOPI1Z
Close
EH081
EH032
EH033
PAM
IVLUT
LUNIX
RENDI
EDUPO
RW36C IVLU2W
NAPAM
DEPAM

Enroute kaarten

- Geven informatie over:
  - VFR- vluchtplannen,
  - FIR en Enroute communicatie,
  - Verplicht gebruik van de transponder,
  - Laagvliegroutes en gebieden,
  - Gevaar voor vogels

- Algemeen kennen we High (> Fl245) en Low (<Fl 245) level routes, maar er zijn weer uitzonderingen (NL=FL195)


NIEUW MILLIGEN TMA A
NIEUW MILLIGEN TMA B
NIEUW MILLIGEN TMA C
NIEUW MILLIGEN TMA E
NW MILLIGEN TMA A
SCHIPHOL TMA 1
SCHIPHOL TMA 2
SCHIPHOL TMA 4
SCHIPHOL TMA 5
SCHIPHOL TMA 6
SCHIPHOL CTR 1
SCHIPHOL CTR 2
SCHIPHOL CTR 3
DE KOOY CTR
LEEUWARDEN CTR
DEELEN CTR
EELDE CTR
EELDE TMA
AMSTERDAM CTA EAST 1
AMSTERDAM CTA EAST 2
ASR AMSTERDAM
EHKD
EHLW
EHLE
EHAM
EHDL
EGHG
EHTE
KOLAV
ATRIX
GIKOV
AMSOT
NEXAR
KEKIX
UNEXO
ANDIK
BETUS
ENKOS
PEROR
LERGO
NAKON A
BERGI
OKOKO
PETIK
NEKAS
LASEX
ULPAT
BASNO
EKROS
VLUT
SUSET
OGINA
OMORU
ZANDA
LILSI
FLEVO
NYKER
TENLI
LUNIX
RAKIX
ELPAT
ARNEM
RENDI
UNKAR
GRONY
PILEV
PODOD
PENIM
LABIL
TEMLU
SOMPO
KUBAT
DOBAK
BEDUM
ETEBO
RELBI
GOTIG
REKKEN / RKN
116.800 / CH115X
520800N 0064550E
PAMPUS / PAM
117.800 / CH125X
522005N 0050532E
SPIJKERBOOR / SPY
113.300 / CH80X
523225N 0045114E
EELDE / EEL
112.400 / CH71X
530950N 0064000E
ATZ DE KOOY
2500 AMSL GND
ATZ LEEUWARDEN
2500 AMSL GND
ATZ VEENDAM
1500 AMSL GND
ATZ TWENTE
2200 AMSL GND
ATZ and RMZ TEUGE
1500 AMSL GND
ATZ and RMZ LELYSTAD A
1500 AMSL GND
ATZ and RMZ LELYSTAD B
3500 AMSL 1500 AMSL
ATZ VALKENBURG
1500 AMSL GND
ATZ DEELEN
2500 AMSL GND
TMZ A
FL 195
1200 AMSL
TMZ B
FL 065
1200 AMSL
TMZ C
FL 195
1200 AMSL
TMZ EELDE
FL 065
1200 AMSL
GLIDER AREA CASTRICUM
2500 AMSL
1500 AMSL
GLIDER AREA HOEK VAN HOLLAND
2500 AMSL
1500 AMSL
GLIDER AREA VALKENBURG
2500 AMSL
1500 AMSL
HPZ UNICORN A
2000 AMSL
MSL
HPZ UNICORN B
2000 AMSL
MSL
HPZ PENTACON D
2000 AMSL
MSL
HPZ AMELAND
2000 AMSL
MSL
HTZ RIFFGAT
2000 AMSL
MSL
HTZ L9-FF-1
2000 AMSL
MSL
HTZ L15-FA-1
2000 AMSL
MSL
HTZ Q13-A
2000 AMSL
MSL
EHD07
FL 660
FL 055
EHD09
FL 660
FL 055
EHD41C
FL 055
MSL
EHD41D
FL 660
FL 055
MSL
EHD41A
EHD49
19500 AMSL
MSL
EHR2
11700 AMSL
MSL
EHR2A
FL 195
GND
EHR2B
2500 AMSL
1200 AMSL
EHR2C
2500 AMSL
1200 AMSL
EHR3
FL 185
3000 AMSL
GND
EHR3A
FL 185
3000 AMSL
GND
EHR4
FL 285
FL 065
MSL
EHR4A
FL 285
FL 065
MSL
EHR4B
4000 AMSL
MSL
EHR4C
2000 AMSL
1000 AMSL
EHR4D
1500 AMSL
MSL
EHR4E
FL 285
10000 AMSL
EHR4F
5000 AMSL
MSL
EHR8
FL 660
FL 065
MSL
EHR8A
EHR9
5900 AMSL
GND
EHP25
2000 AMSL
EHP26
2000 AMSL
GND
EHP26A
2000 AMSL
GND
TSA16
FL 055
GND
TSA16
FL 145
GND
TSA17
FL 055
GND
TSA18
FL 055
GND
TSA20
3000 AMSL
GND
TSA22
FL 065
GND
TSA50
600 AMSL
GND
TSA51
600 AMSL
GND
TSA52
600 AMSL
GND
TSA53
600 AMSL
GND
TSA54
600 AMSL
GND
TSA55A
600 AMSL
GND
TSA56
600 AMSL
GND
TRA10A
TRA10B
FL 660
FL 095
FL 065
TRA11
FL 095
3000 AMSL
TRA83
3000 AMSL
GND
TRA84
3000 AMSL
GND
NIEUW MILLIGEN TMA A
B FL 195 FL 065 (see notes)
E FL 065 1500 AMSL (see notes)
NIEUW MILLIGEN TMA B
E FL 065 1500 AMSL
TMZ B FL 065 1200 AMSL (see notes)
NIEUW MILLIGEN TMA C
B FL 195 FL 065 (see notes)
E FL 065 1500 AMSL (see notes)
NIEUW MILLIGEN TMA E
B FL 095 FL 065 (see notes)
E FL 065 1500 AMSL (see notes)
AMSTERDAM CTA EAST 1
A FL 196 FL 065 (see notes)
AMSTERDAM CTA EAST 2
A FL 195 FL 095
TMZ E FL 095 1200 AMSL (see notes)
EELDE CTR
C 3000 AMSL GND
EELDE TMA
E FL 065 1500 AMSL
SCHIPHOL CTR 1
C 3000 AMSL GND
SCHIPHOL CTR 2
C 3000 AMSL 1200 AMSL
SCHIPHOL CTR 3
C 3000 AMSL 1200 AMSL
SCHIPHOL TMA 1
A FL 095 1500 AMSL
SCHIPHOL TMA 2
A FL 055 3500 AMSL
SCHIPHOL TMA 4
A FL 095 3500 AMSL
SCHIPHOL TMA 5
A FL 095 FL 055
SCHIPHOL TMA 6
FL 095 3500 AMSL
DE KOOY CTR
D 3000 AMSL GND
LEEUWARDEN CTR
D 3000 AMSL GND
DEELEN CTR
D 3000 AMSL GND
NW MILLIGEN TMA A
(see notes)
KY605
KY606
KY615
KY620
KY623
KY625
KY630
KY635
KY640
KY645
KY650
KY660
KY667
KY680
KY690
L602
L620
L980
N872
N873
N125
P62
P64
P154
Z738
Z739
Z753
Y12
M90
M105
N652
V33
L193
L74
P18-A
Q4-A
Q4-B
Q4-C
Q1-D
Q13-A
K9C-A
K9-AB-A
K12-C
K12-K
K12-G
K12-B
K15-FG-1
K15-FA-1
K15-FB-1
K15-FK-1
L6 (LOGGER)
L7-H
L7-B
L7-N
L7-PQC
L8-A
L8-G
L8-H
L8-P
L9-FA-1
L9-FB-1
L9-FF-1
L10-A
L10-B
L10-C
L10-D
L10-E
L10-F
L10-G
L10-L
L10-M
L11-B
L13-FA-1
L13-FC-1
L13-FD-1
L13-FE-1
L15-FA-1
HAVEN-A
HELDER-A
HOORN-A
HALFWEG
ZUIDWAL
DIMOX
AGISI
ODASI
GOLOR
DISRA
LEGBA
SITSU
AMSOT
RODIR
KONOM
UNATU
PODOD
PENIM
LABIL
TEMLU
SOMPO
KUBAT
DOBAK
BEDUM
GRONY
PILEV
EELDE
VEENDAM
ASR AMSTERDAM

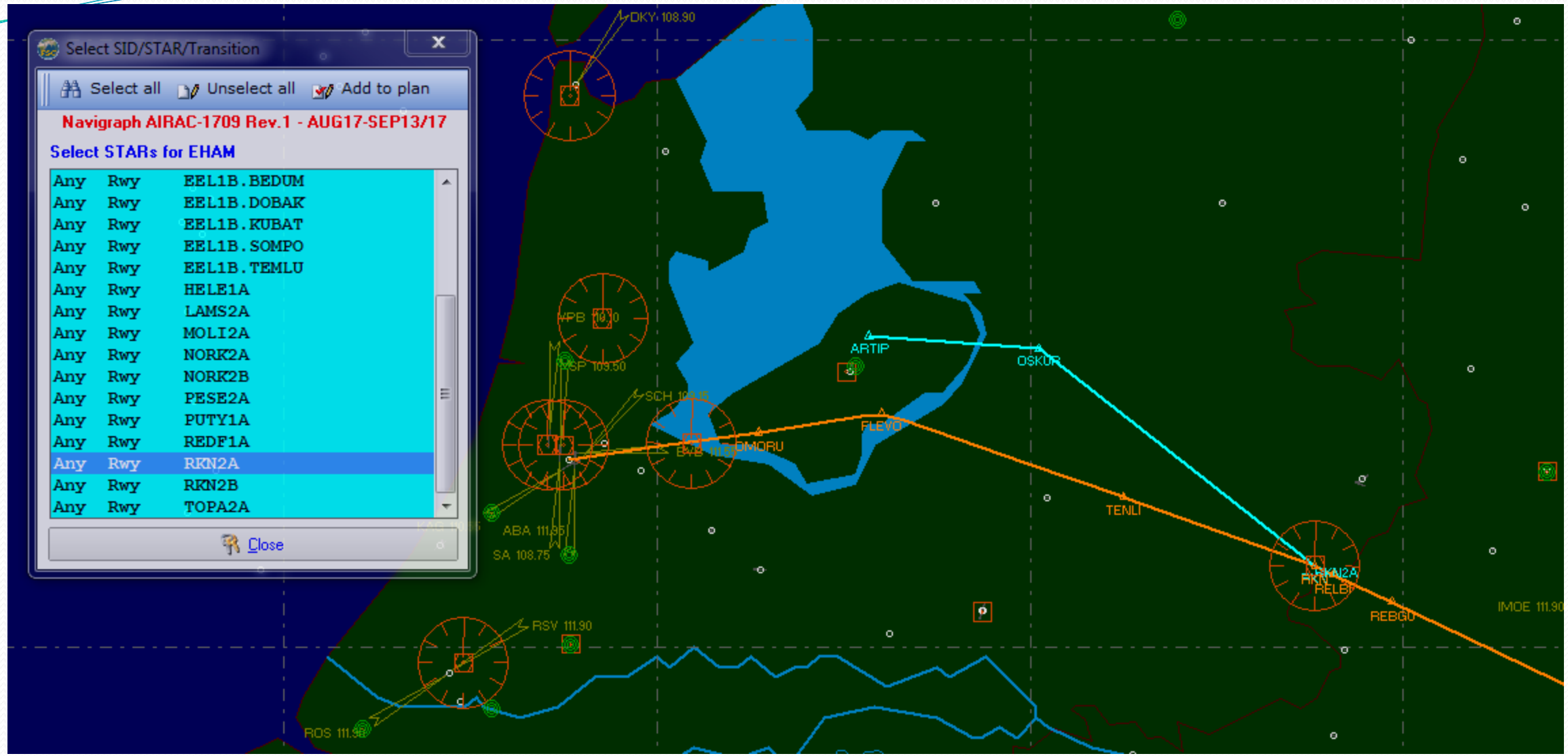
STandard Arrival Route kaarten

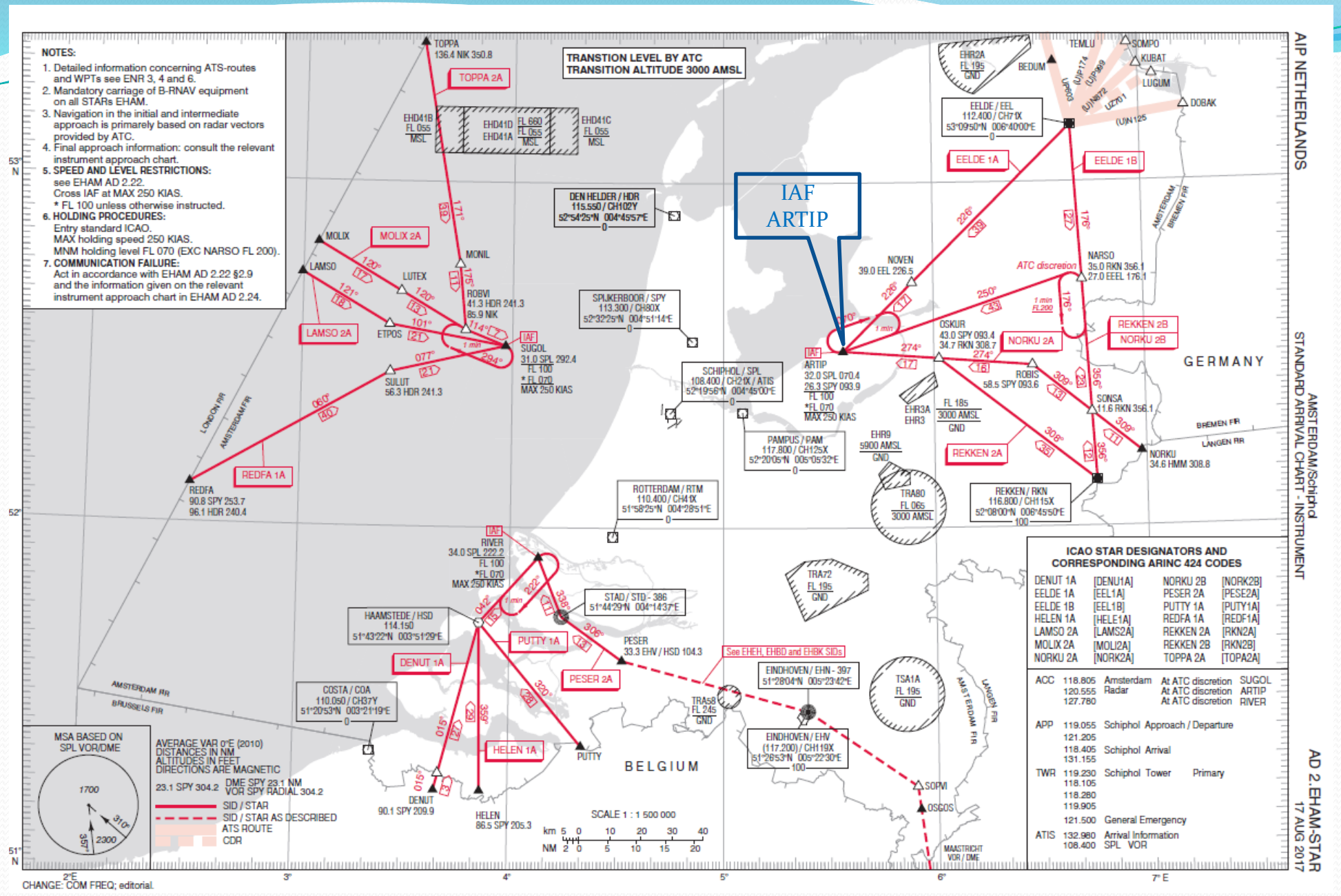
- STAR's zijn een verzameling standaard routes die eindigen bij een 'verzamelpunt' de Initial Approach Fix (point) IAF
- Afhankelijk van het baangebruik krijgt men van ATC daarna:
  - Een zgn. Nadering 'De Approach' toegewezen,
  - of
  - ATC geeft 'vectors' om het verkeer zo snel mogelijk af te handelen

- Star's zijn vaak zodanig gekozen dat er zo min mogelijk (geluid) overlast is

STAR kaarten

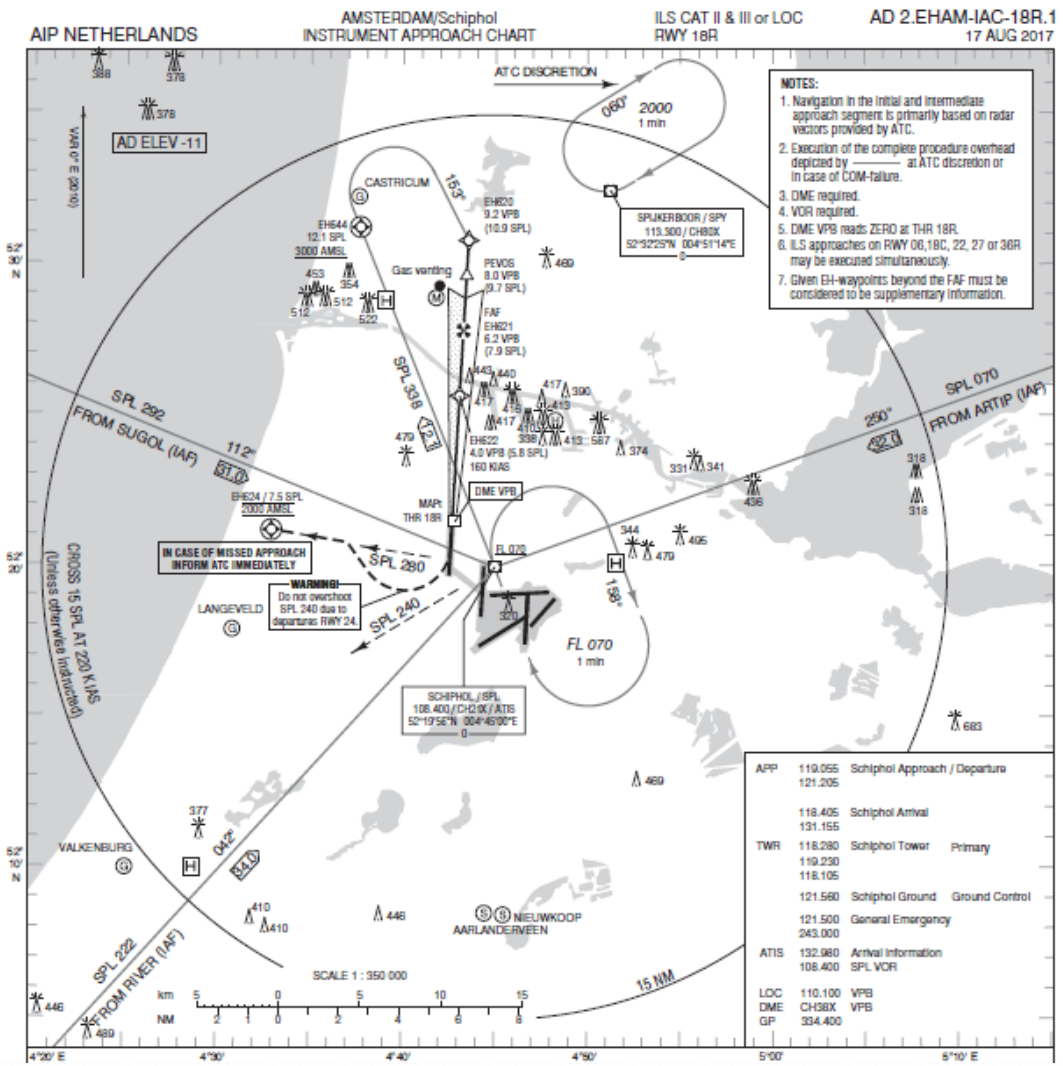
- STAR's zijn eigenlijk 'trechterroutes' om het binnenkomende verkeer 'op te lijnen' voor hun aankomst,
- Het is NIET toegestaan om de STAR te verlaten wanneer er geen ATC klaring is gegeven.
  Je moet dan bij IAF in 'De Hold' totdat je toestemming krijgt om verder te mogen vliegen.

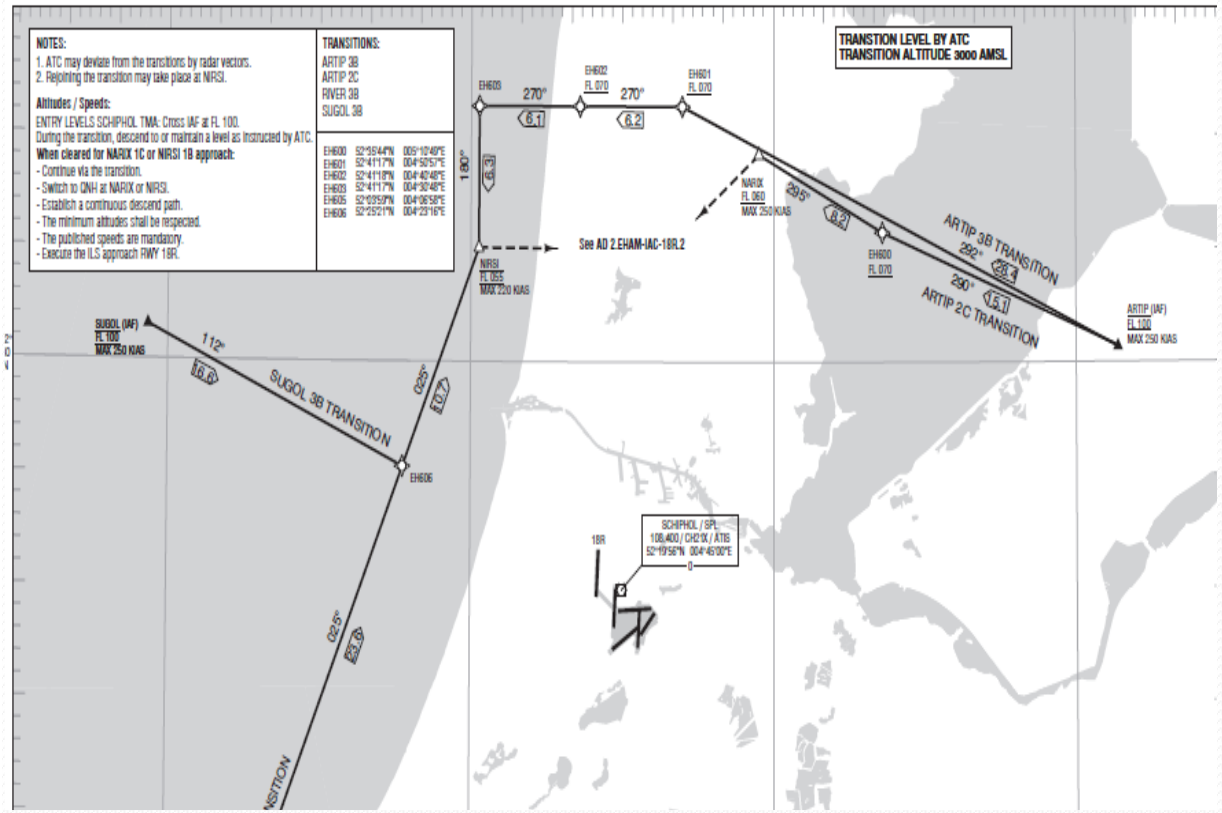

Select SID/STAR/Transition
Select all
Unselect all
Add to plan
Navigraph AIRAC-1709 Rev.1 - AUG17-SEP13/17
Select STARs for EHAM
Any Rwy EEL1B.BEDUM
Any Rwy EEL1B.DOBAK
Any Rwy EEL1B.KUBAT
Any Rwy EEL1B.SOMPO
Any Rwy EEL1B.TEMLU
Any Rwy HELE1A
Any Rwy LAMS2A
Any Rwy MOLI2A
Any Rwy NORK2A
Any Rwy NORK2B
Any Rwy PESE2A
Any Rwy PUTY1A
Any Rwy REDF1A
Any Rwy RKN2A
Any Rwy RKN2B
Any Rwy TOPA2A
Close
DKY 108.90
ARTIP
OSKUR
FLEVO
DIMORU
TENLI
REBGU
IMOE 111.90
RSV 111.90
ABA 111.95
SA 108.75

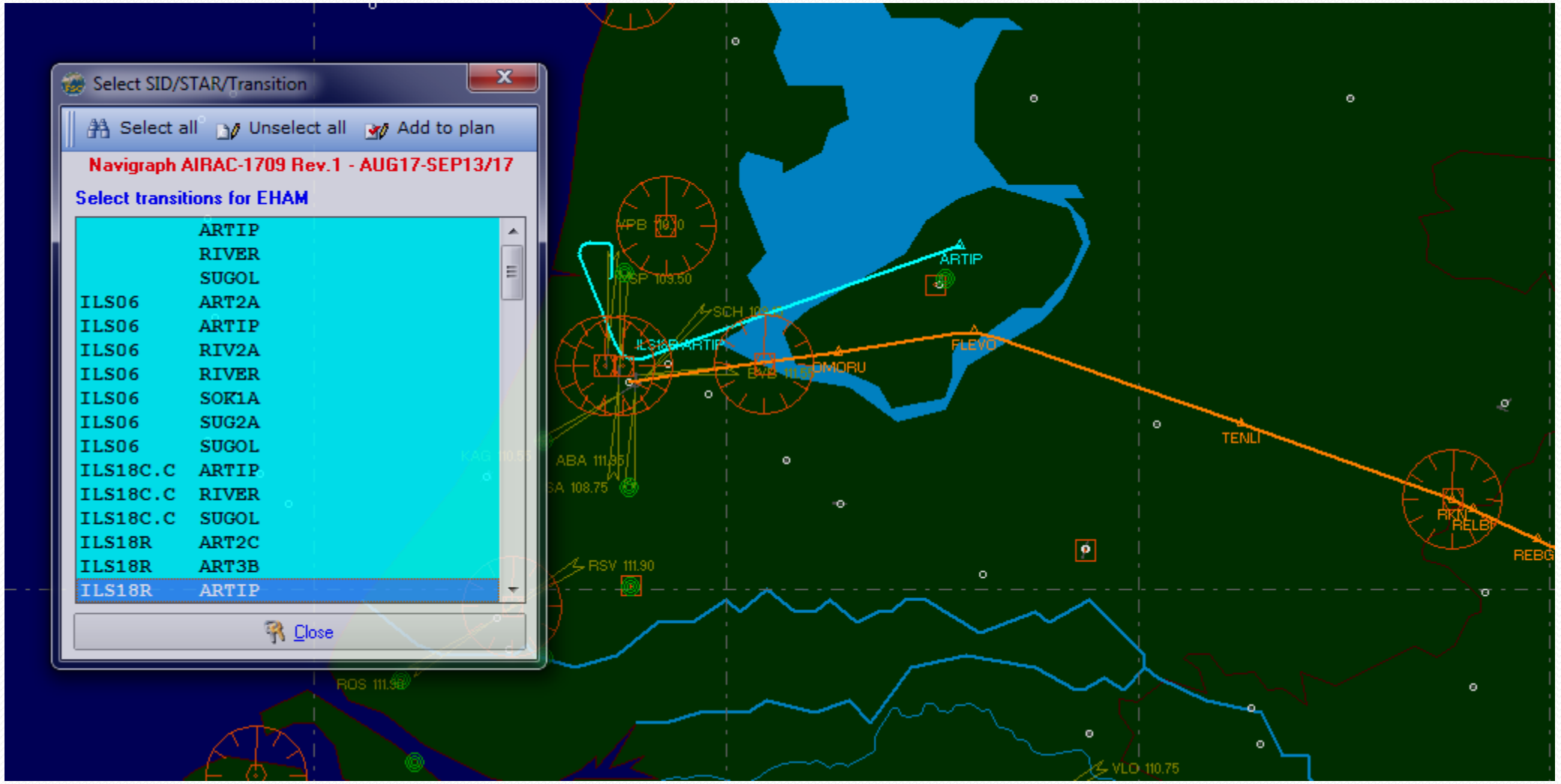

IAF
ARTIP
NOTES:
1. Detailed information concerning ATS-routes and WPTs see ENR 3, 4 and 6.
2. Mandatory carriage of B-RNAV equipment on all STARs EHAM.
3. Navigation in the initial and intermediate approach is primarely based on radar vectors provided by ATC.
4. Final approach information: consult the relevant instrument approach chart.
5. SPEED AND LEVEL RESTRICTIONS:
see EHAM AD 2.22.
Cross IAF at MAX 250 KIAS.
* FL 100 unless otherwise instructed.
6. HOLDING PROCEDURES:
Entry standard ICAO.
MAX holding speed 250 KIAS.
MNM holding level FL 070 (EXC NARSO FL 200).
7. COMMUNICATION FAILURE:
Act in accordance with EHAM AD 2.22 §2.9 and the information given on the relevant instrument approach chart in EHAM AD 2.24.
TRANSTION LEVEL BY ATC
TRANSITION ALTITUDE 3000 AMSL
TOPPA
136.4 NIK 350.8
TOPPA 2A
EHD41B
FL 055
MSL
EHD41D
EHD41A
FL 660
FL 055
MSL
EHD41C
FL 055
MSL
DEN HELDER / HDR
115.550 / CH102Y
52°54'25"N 004°45'57"E
MOLIX
MOLIX 2A
LAMSO
LUTEX
MONIL
ROBVI
41.3 HDR 241.3
85.9 NIK
LAMSO 2A
ETPOS
SUGOL
31.0 SPL 292.4
FL 100
* FL 070
MAX 250 KIAS
SPIJKERBOOR / SPY
113.300 / CH80X
52°32'25"N 004°51'14"E
SULUT
56.3 HDR 241.3
REDFA 1A
REDFA
90.8 SPY 253.7
96.1 HDR 240.4
LONDON FIR
AMSTERDAM FIR
SCHIPHOL / SPL
108.400 / CH21X / ATIS
52°19'56"N 004°45'00"E
PAMPUS / PAM
117.800 / CH125X
52°20'05"N 005°05'32"E
ROTTERDAM / RTM
110.400 / CH41X
51°58'25"N 004°28'51"E
RIVER
34.0 SPL 222.2
FL 100
*FL 070
MAX 250 KIAS
STAD / STD - 386
51°44'29"N 004°14'37"E
HAAMSTEDE / HSD
114.150
51°43'22"N 003°51'29"E
PUTTY 1A
DENUT 1A
PESER
33.3 EHV / HSD 104.3
PESER 2A
See EHEH, EHBD and EHBK SIDs
COSTA / COA
110.050 / CH37Y
51°20'53"N 003°21'19"E
AMSTERDAM FIR
BRUSSELS FIR
HELEN 1A
DENUT
90.1 SPY 209.9
HELEN
86.5 SPY 205.3
PUTTY
BELGIUM
EINDHOVEN / EHN - 397
51°28'04"N 005°23'42"E
EINDHOVEN / EHV
(117.200) / CH119X
51°26'53"N 005°22'30"E
SOPVI
OSGOS
MAASTRICHT
VOR / DME
TRA58
FL 245
GND
TRA72
FL 195
GND
TSA1A
FL 195
GND
TRA80
FL 065
3000 AMSL
EHR2A
FL 195
GND
EHR3A
EHR3
FL 185
3000 AMSL
GND
EHR9
5900 AMSL
GND
BEDUM
TEMLU
SOMPO
KUBAT
LUGUM
DOBAK
EELDE / EEL
112.400 / CH71X
53°09'50"N 006°40'00"E
EELDE 1A
EELDE 1B
NOVEN
39.0 EEL 226.5
ATC discretion
NARSO
35.0 RKN 356.1
27.0 EEEL 176.1
OSKUR
43.0 SPY 093.4
34.7 RKN 308.7
NORKU 2A
ROBIS
58.5 SPY 093.6
REKKEN 2A
REKKEN 2B
NORKU 2B
SONSA
11.6 RKN 356.1
NORKU
34.6 HMM 308.8
REKKEN / RKN
116.800 / CH115X
52°08'00"N 006°45'50"E
GERMANY
BREMEN FIR
LANGEN RR
AMSTERDAM FIR
AMSTERDAM/Schiphol
STANDARD ARRIVAL CHART - INSTRUMENT
AIP NETHERLANDS
AD 2.EHAM-STAR
17 AUG 2017
ICAO STAR DESIGNATORS AND CORRESPONDING ARINC 424 CODES
DENUT 1A [DENU1A]
EELDE 1A [EEL1A]
EELDE 1B [EEL1B]
HELEN 1A [HELE1A]
LAMSO 2A [LAMS2A]
MOLIX 2A [MOLI2A]
NORKU 2A [NORK2A]
NORKU 2B [NORK2B]
PESER 2A [PESE2A]
PUTTY 1A [PUTY1A]
REDFA 1A [REDF1A]
REKKEN 2A [RKN2A]
REKKEN 2B [RKN2B]
TOPPA 2A [TOPA2A]
ACC 118.805 Amsterdam At ATC discretion SUGOL
120.555 Radar At ATC discretion ARTIP
127.780 At ATC discretion RIVER
APP 119.055 Schiphol Approach / Departure
121.205
118.405 Schiphol Arrival
131.155
TWR 119.230 Schiphol Tower Primary
118.105
118.280
119.905
121.500 General Emergency
ATIS 132.980 Arrival Information
108.400 SPL VOR
MSA BASED ON SPL VOR/DME
1700
2300
AVERAGE VAR 0°E (2010)
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC
23.1 SPY 304.2 DME SPY 23.1 NM VOR SPY RADIAL 304.2
SID / STAR
SID / STAR AS DESCRIBED
ATS ROUTE
CDR
SCALE 1 : 1 500 000
km 5 0 10 20 30 40
NM 2 0 5 10 15 20
CHANGE: COM FREQ; editorial.

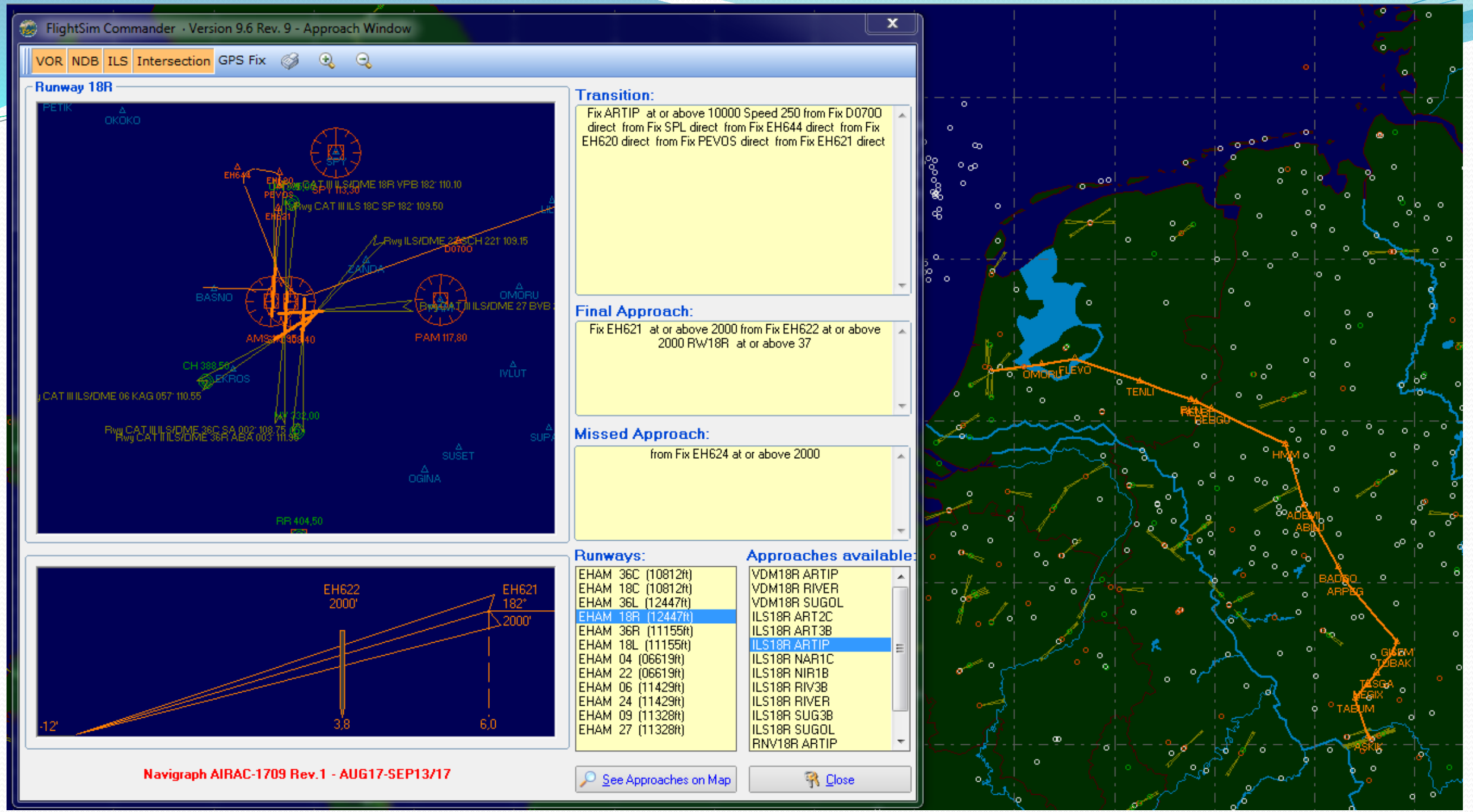
Approach kaarten

- De Approach wordt ook wel de Transition genoemd. Het is de overgang van de route naar de uiteindelijke aankomst.
- Er zijn Approaches die worden gevlogen op basis van bakens (NAV-aids) zoals:
  - ILS, VOR, VOR/dme, NDB
- maar vaak ook op basis van sattelietcoördinaten de zgn. FIX
  Dit wordt ook wel RNAV (Regional NAVigation) genoemd.
- Deze kaarten zorgen er voor dat je uiteindelijk voor de baan uitkomt om het allerlaatste stukje van de vlucht de 'Final Approach' uit te kunnen voeren. Dit begint bij de FAF (Final Approach Fix) en eindigt bij MAPt (Missed Approach Point)


AIP NETHERLANDS
AMSTERDAM/Schiphol
INSTRUMENT APPROACH CHART
ILS CAT II & III or LOC
RWY 18R
AD 2.EHAM-IAC-18R.1
17 AUG 2017
AD ELEV -11
ATC DISCRETION
2000
1 min
NOTES:
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
2. Execution of the complete procedure overhead depicted by ——— at ATC discretion or in case of COM-failure.
3. DME required.
4. VOR required.
5. DME VPB reads ZERO at THR 18R.
6. ILS approaches on RWY 06,18C, 22, 27 or 36R may be executed simultaneously.
7. Given EH-waypoints beyond the FAF must be considered to be supplementary information.
SPIJKERBOOR / SPY
113.300 / CH80X
52°32'25"N 004°51'14"E
CASTRICUM
EH644
12.1 SPL
3000 AMSL
EH620
9.2 VPB
(10.9 SPL)
PEVOS
8.0 VPB
(9.7 SPL)
Gas venting
FAF
EH621
6.2 VPB
(7.9 SPL)
EH622
4.0 VPB (5.8 SPL)
160 KIAS
MAPt
THR 18R
DME VPB
EH624 / 7.5 SPL
7000 AMSL
IN CASE OF MISSED APPROACH
INFORM ATC IMMEDIATELY
WARNING!
Do not overshoot SPL 240 due to departures RWY 24.
LANGEVELD
FL 070
1 min
SCHIPHOL / SPL
108.400 / CH21X / ATIS
52°19'56"N 004°45'00"E
SPL 292
FROM SUGOL (IAF)
112°
SPL 308
SPL 280
SPL 240
SPL 070
FROM ARTIP (IAF)
250°
CROSS 15 SPL AT 220 K/AS
(Unless otherwise instructed)
SPL 222
FROM RIVER (IAF)
042°
VALKENBURG
NIEUWKOOP
AARLANDERVEEN
SCALE 1 : 350 000
15 NM
APP 119.055 Schiphol Approach / Departure
121.205
118.405 Schiphol Arrival
131.155
TWR 118.280 Schiphol Tower Primary
119.230
118.105
121.560 Schiphol Ground Ground Control
121.500 General Emergency
243.000
ATIS 132.980 Arrival Information
108.400 SPL VOR
LOC 110.100 VPB
DME CH38X VPB
GP 334.400

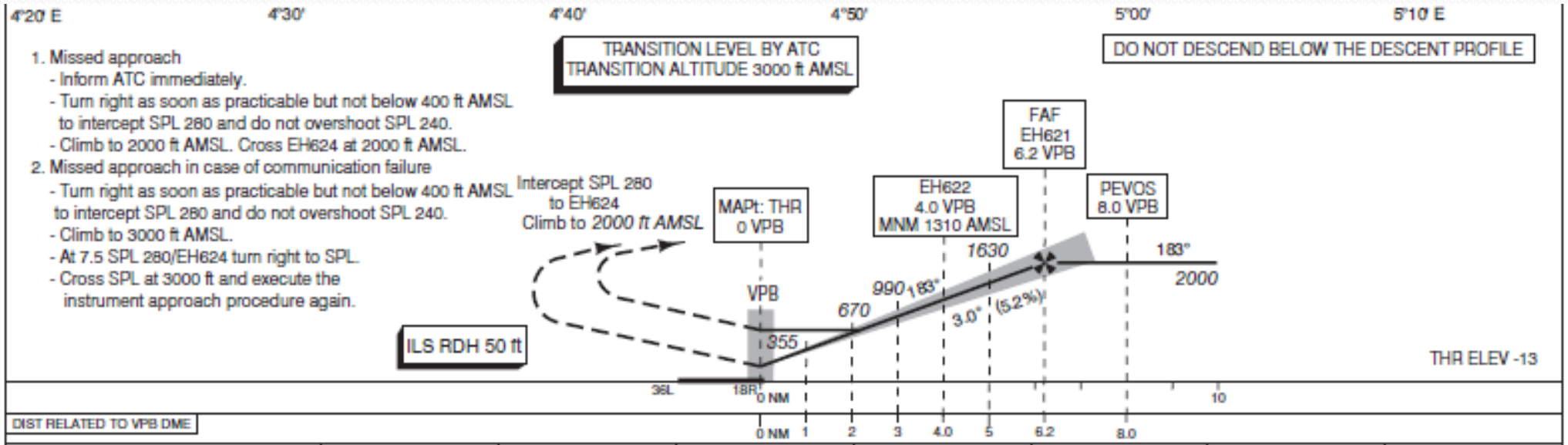

NOTES:
1. ATC may deviate from the transitions by radar vectors.
2. Rejoining the transition may take place at NIRSI.
Altitudes / Speeds:
ENTRY LEVELS SCHIPHOL TMA: Cross IAF at FL 100.
During the transition, descend to or maintain a level as instructed by ATC.
When cleared for NARIX 1C or NIRSI 1B approach:
- Continue via the transition.
- Switch to QNH at NARIX or NIRSI.
- Establish a continuous descend path.
- The minimum altitudes shall be respected.
- The published speeds are mandatory.
- Execute the ILS approach RWY 18R.
TRANSITIONS:
ARTIP 3B
ARTIP 2C
RIVER 3B
SUGOL 3B
EH600 52°15'44"N 005°10'49"E
EH601 52°41'17"N 004°50'57"E
EH602 52°41'18"N 004°40'48"E
EH603 52°41'17"N 004°30'48"E
EH605 52°03'59"N 004°06'58"E
EH606 52°25'21"N 004°23'16"E
TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 AMSL
EH603
EH602
FL 070
EH601
FL 070
270°
270°
6.1
6.2
6.3
180°
NARIX
FL 060
MAX 250 K/AS
295°
6.4
See AD 2.EHAM-IAC-18R.2
NIRSI
FL 055
MAX 220 K/AS
ARTIP 3B TRANSITION
292°
EH600
FL 070
290°
6.5.1
ARTIP 2C TRANSITION
ARTIP (IAF)
FL 130
MAX 250 K/AS
SUGOL (IAF)
FL 100
MAX 250 K/AS
112°
6.6
SUGOL 3B TRANSITION
025°
6.7
EH606
025°
6.8
18R
SCHIPHOL / SPL
108.400 / CH21X / ATIS
52°19'56"N 004°45'00"E


Select SID/STAR/Transition
Select all
Unselect all
Add to plan
Navigraph AIRAC-1709 Rev.1 - AUG17-SEP13/17
Select transitions for EHAM
ARTIP
RIVER
SUGOL
ILS06 ART2A
ILS06 ARTIP
ILS06 RIV2A
ILS06 RIVER
ILS06 SOK1A
ILS06 SUG2A
ILS06 SUGOL
ILS18C.C ARTIP
ILS18C.C RIVER
ILS18C.C SUGOL
ILS18R ART2C
ILS18R ART3B
ILS18R ARTIP
Close
ARTIP
FLEVO
OMORU
TENLI
RELBI
REBG
RSV 111.90
VLO 110.75


FlightSim Commander · Version 9.6 Rev. 9 - Approach Window
VOR
NDB
ILS
Intersection
GPS Fix
Runway 18R
Transition:
Fix ARTIP at or above 10000 Speed 250 from Fix D0700 direct from Fix SPL direct from Fix EH644 direct from Fix EH620 direct from Fix PEVOS direct from Fix EH621 direct
Final Approach:
Fix EH621 at or above 2000 from Fix EH622 at or above 2000 RW18R at or above 37
Missed Approach:
from Fix EH624 at or above 2000
Runways:
EHAM 36C (10812ft)
EHAM 18C (10812ft)
EHAM 36L (12447ft)
EHAM 18R (12447ft)
EHAM 36R (11155ft)
EHAM 18L (11155ft)
EHAM 04 (06619ft)
EHAM 22 (06619ft)
EHAM 06 (11429ft)
EHAM 24 (11429ft)
EHAM 09 (11328ft)
EHAM 27 (11328ft)
Approaches available:
VDM18R ARTIP
VDM18R RIVER
VDM18R SUGOL
ILS18R ART2C
ILS18R ART3B
ILS18R ARTIP
ILS18R NAR1C
ILS18R NIR1B
ILS18R RIV3B
ILS18R RIVER
ILS18R SUG3B
ILS18R SUGOL
RNV18R ARTIP
EH622
2000'
EH621
182°
2000'
-12'
3,8
6,0
Navigraph AIRAC-1709 Rev.1 - AUG17-SEP13/17
See Approaches on Map
Close
OKOKO
BASNO
OMORU
IVLUT
SUSET
OGINA
PAM 117,80
RR 404,50
OMORU
FLEVO
TENLI
HMM
BADGO
ARPEG
TABUM

Approach kaarten

- Geeft informatie over de te volgen procedure wanneer de landing moet worden afgebroken. (Missed Approach)
- Geeft informatie over de Glide Slope (GS) met de snelheid en descent in ft/min
- Het minimale zicht RVR (Runway Visual Range)
- Minimale veilige vlieghoogte MSA (Minimum Sector Altitude)



GS IN KT	100	120	140	160	180	200	220
VERTICAL SPEED	530 ft/min	635 ft/min	745 ft/min	850 ft/min	955 ft/min	1060 ft/min	1165 ft/min

OCA *(OCH)* ELEV THR 18R: -13.0 ft

ACFT CAT	CAT IIIa and IIIb supported		LOC MAPt: THR	CIRCLING*
	CAT I	CAT II		
A	128 *(141)*	*(50)*	690 *(710)*	620 *(630)*
B	138 *(151)*	*(59)*		780 *(790)*
C	151 *(164)*	*(73)*		880 *(890)*
D	165 *(178)*	*(89)*		890 *(900)*
D_L	168 *(181)*	*(96)*		

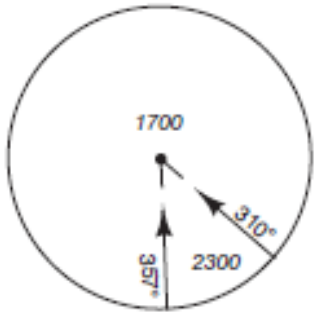
CEILING AND VISIBILITY MINIMA				
TAKE-OFF	DAY:	NA	NIGHT:	NA
LANDING	DAY:		NIGHT:	

* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.

THR 18R	52°21'37"N 004°42'42"E
EH620	52°30'45"N 004°43'32"E
EH621	52°27'46"N 004°43'16"E
EH622	52°25'36"N 004°43'04"E
EH624	52°21'10"N 004°32'55"E
EH644	52°31'11"N 004°37'41"E

BEARINGS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET

MSA BASED ON SPL VOR/DME



CHANGE: missed approach; editorial.

© Air Traffic Control the Netherlands

AIRAC AMDT 09/2017

Einde

Bedankt voor uw belangstelling