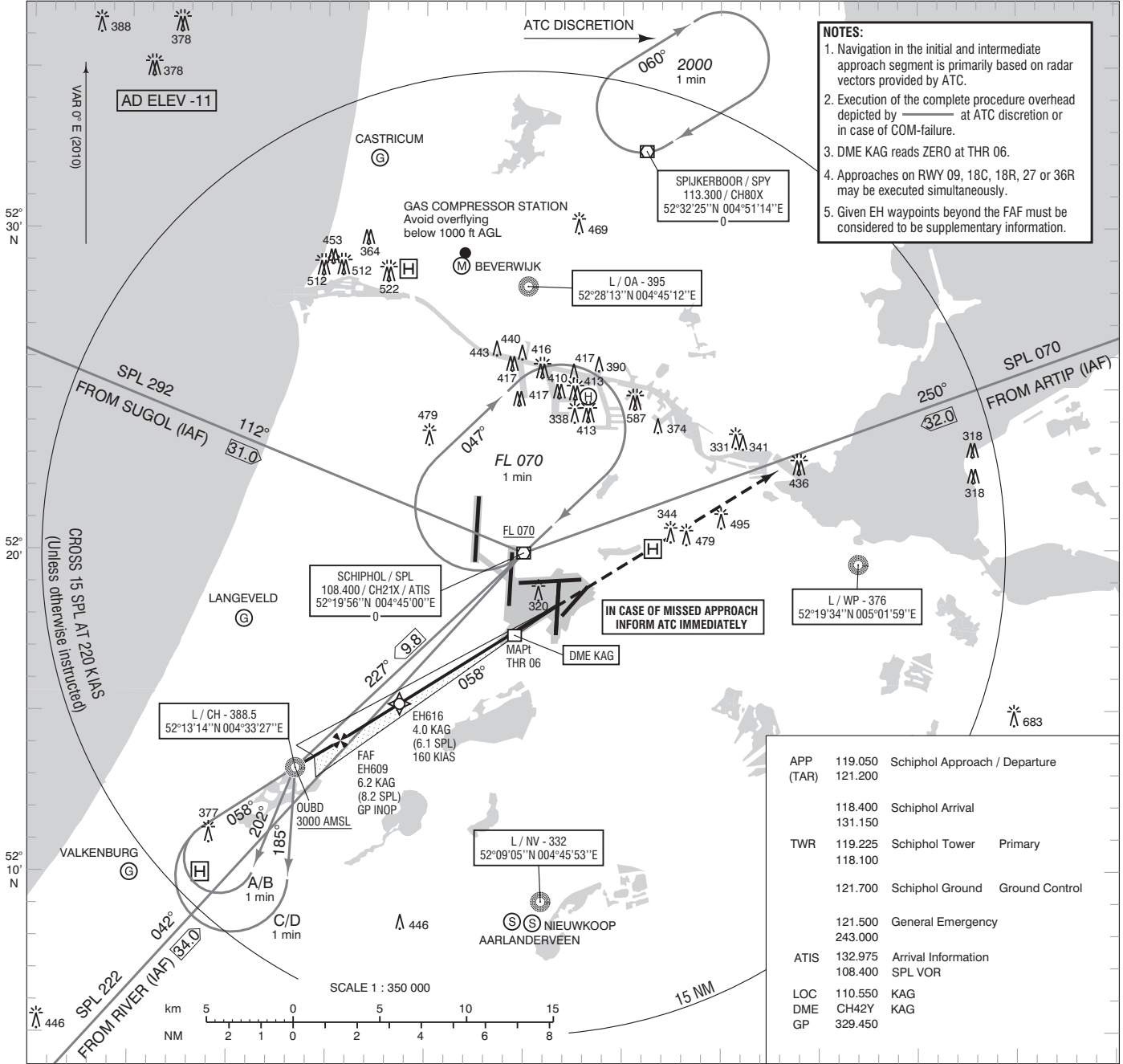
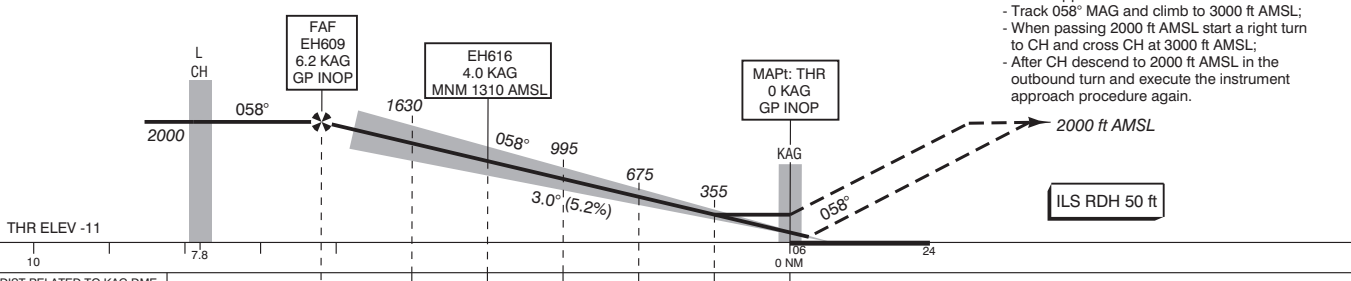


- NOTES:**
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
 2. Execution of the complete procedure overhead depicted by _____ at ATC discretion or in case of COM-failure.
 3. DME KAG reads ZERO at THR 06.
 4. Approaches on RWY 09, 18C, 18R, 27 or 36R may be executed simultaneously.
 5. Given EH waypoints beyond the FAF must be considered to be supplementary information.



APP (TAR)	119.050	Schiphol Approach / Departure
	121.200	
	118.400	Schiphol Arrival
	131.150	
TWR	119.225	Schiphol Tower Primary
	118.100	
	121.700	Schiphol Ground Ground Control
	121.500	General Emergency
	243.000	
ATIS	132.975	Arrival Information
	108.400	SPL VOR
LOC	110.550	KAG
DME	CH42Y	KAG
GP	329.450	

DO NOT DESCEND BELOW THE DESCENT PROFILE
 TRANSITION LEVEL BY ATC
 TRANSITION ALTITUDE 3000 ft AMSL



DIST RELATED TO KAG DME	6.2	5	4.0	3	2	1	0 NM
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 06: -10.9 ft					THR 06 52°17'21"N 004°44'14"E EH609 52°14'04"N 004°35'45"E EH616 52°15'13"N 004°38'43"E	MSA BASED ON SPL VOR / DME
ACFT CAT	CAT I	CAT II	GP INOP MAPT: THR	CIRCLING*		
A	128 (138)	(50)	410 (420)	620 (630)		
B	138 (148)	(59)		780 (790)		
C	148 (158)	(73)		880 (890)		
D	161 (171)	(86)		890 (900)		
DL	164 (174)	(86)				
CEILING AND VISIBILITY MINIMA					* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.	BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET
TAKE-OFF	DAY:	NA	NIGHT:	NA		
LANDING	DAY:		NIGHT:			