

NOTES:

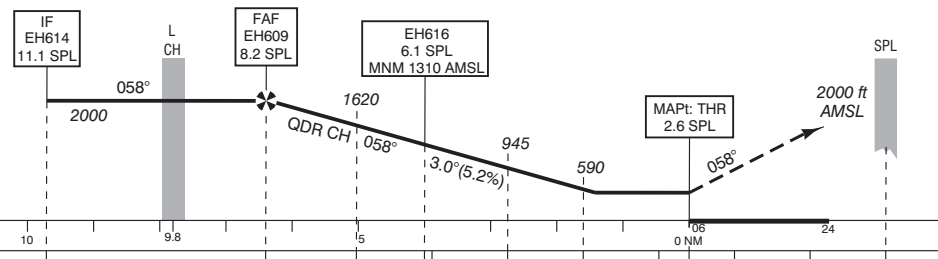
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
2. Execution of the complete procedure overhead depicted by _____ at ATC discretion or in case of COM-failure.
3. Given EH waypoints beyond the FAF must be considered to be supplementary information.
4. During night HRS: interception final descent path 3.0° at 3000 ft AMSL (11.1 SPL).

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

1. Missed approach
 - Inform ATC immediately.
 - Track 058° MAG and climb to 2000 ft AMSL.
2. Missed approach in case of communication failure
 - Track 058° MAG and climb to 3000 ft AMSL;
 - When passing 2000 ft AMSL start a right turn to CH and cross CH at 3000 ft AMSL;
 - After CH descend to 2000 ft AMSL in the outbound turn and execute the instrument approach procedure again.

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 ft AMSL

DO NOT DESCEND BELOW THE DESCENT PROFILE



THR ELEV -11						
DIST RELATED TO SPL DME	11.1	9.8	8.2	7	6.1	5
GS IN KT	100	120	140	160	180	200
VERTICAL SPEED	530 ft/min	635 ft/min	745 ft/min	850 ft/min	955 ft/min	1060 ft/min

OCA (OCH) ELEV THR 06: -10.9 ft			* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.	THR 06 52°17'21"N 004°44'14"E EH609 52°14'04"N 004°35'45"E EH614 52°12'28"N 004°31'35"E EH616 52°15'13"N 004°38'43"E	MSA BASED ON SPL VOR / DME
ACFT CAT	NDB / DME MAPt: THR	CIRCLING*			
A	570 (580)	620 (630)			
B		780 (790)			
C		880 (890)			
D	890 (900)				
CEILING AND VISIBILITY MINIMA			BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET		
TAKE-OFF	DAY: NA	NIGHT:	NA		
LANDING	DAY:	NIGHT:	NA		

