

NOTES:

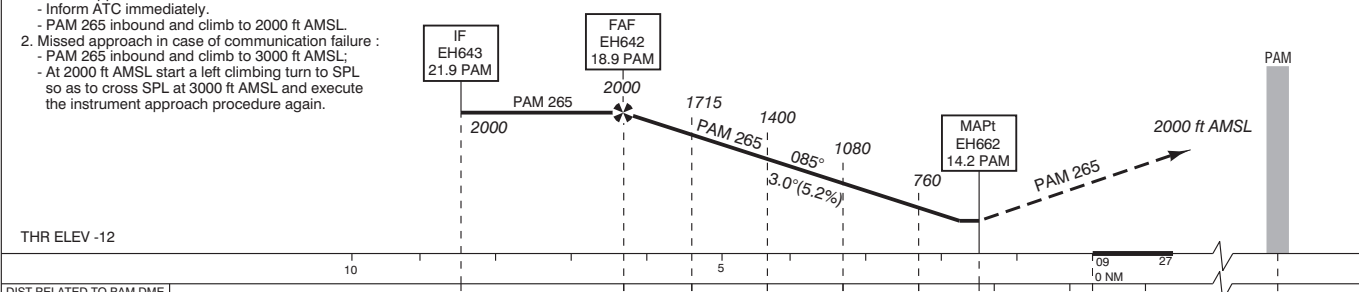
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
2. Execution of the complete procedure overhead depicted by _____ at ATC discretion or in case of COM-failure.
3. Approaches on RWY 06 may be executed simultaneously.
4. Given EH waypoints 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	
	121.800	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.
- PAM 265 inbound and climb to 2000 ft AMSL.
2. Missed approach in case of communication failure :
- PAM 265 inbound and climb to 3000 ft AMSL.
- At 2000 ft AMSL start a left climbing turn to SPL so as to cross SPL at 3000 ft AMSL and execute the instrument approach procedure again.

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 ft AMSL

DO NOT DESCEND BELOW THE DESCENT PROFILE



DIST RELATED TO PAM DME	21.9	18.9	18	17	16	15	14.2	12.7	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 09: -12.0 ft				MSA BASED ON SPL VOR / DME	
ACFT CAT	VOR / DME MAPT: 14.2 PAM	CIRCLING *	* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.	THR 09 52°19'00"N 004°44'52"E EH641 52°21'16"N 004°26'15"E EH642 52°18'27"N 004°34'52"E EH643 52°18'11"N 004°30'00"E EH662 52°18'52"N 004°42'30"E	
A	570 (580)	620 (630)			
B		780 (790)			
C		880 (890)			
D		890 (900)			
CEILING AND VISIBILITY MINIMA					
TAKE-OFF	DAY:	NA	NIGHT:	NA	BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET
LANDING	DAY:	NA	NIGHT:	NA	