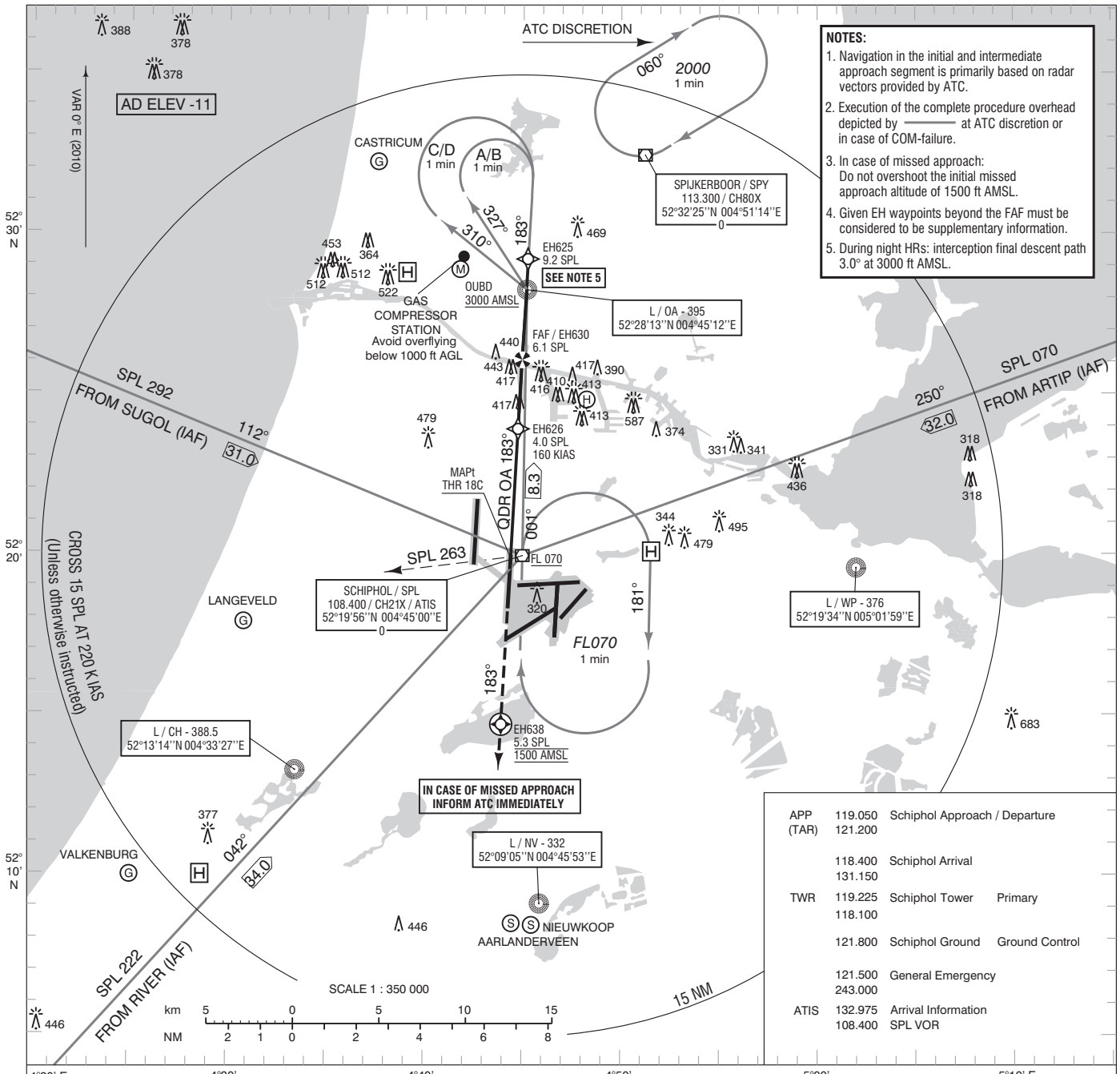


- NOTES:**
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
 2. Execution of the complete procedure overhead depicted by _____ at ATC discretion or in case of COM-failure.
 3. In case of missed approach: Do not overshoot the initial missed approach altitude of 1500 ft AMSL.
 4. Given EH waypoints beyond the FAF must be considered to be supplementary information.
 5. During night HRs: interception final descent path 3.0° at 3000 ft AMSL.



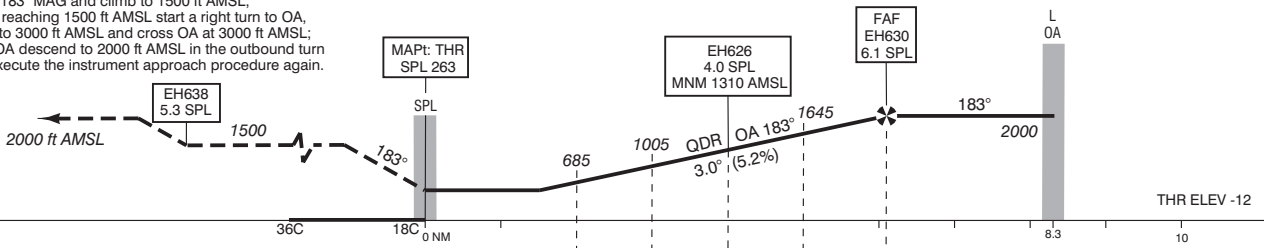
| | | |
|-------|---------|--------------------------------|
| APP | 119.050 | Schiphol Approach / Departure |
| (TAR) | 121.200 | |
| | 118.400 | Schiphol Arrival |
| | 131.150 | |
| TWR | 119.225 | Schiphol Tower Primary |
| | 118.100 | |
| | 121.800 | Schiphol Ground Ground Control |
| | 121.500 | General Emergency |
| | 243.000 | |
| ATIS | 132.975 | Arrival Information |
| | 108.400 | SPL VOR |

1. Missed approach
 - Inform ATC immediately.
 - Track 183° MAG and climb to 1500 ft AMSL.
 - At 5.3 south of SPL, climb to 2000 ft AMSL.

2. Missed approach in case of communication failure
 - Track 183° MAG and climb to 1500 ft AMSL;
 - When reaching 1500 ft AMSL start a right turn to OA, climb to 3000 ft AMSL and cross OA at 3000 ft AMSL;
 - After OA 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



| | | | | | | | | |
|-------------------------|------------|------------|------------|------------|------------|-------------|-------------|----|
| DIST RELATED TO SPL DME | 0.4 NM | 2 | 3 | 4 | 5 | 6.1 | 8.3 | 10 |
| 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 18C: -12.0 ft | | | * Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency. | THR 18C 52°19'53"N 004°44'24"E EH625 52°29'10"N 004°45'15"E EH626 52°23'53"N 004°44'45"E EH630 52°26'02"N 004°44'58"E EH638 52°14'40"N 004°43'55"E | MSA BASED ON SPL VOR / DME |
| ACFT CAT | NDB / DME MAP: THR | CIRCLING * | | | |
| A | 690 (700) | 690 (700) | | | |
| 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: | |
| LANDING | DAY: | NA | NIGHT: | NA |