

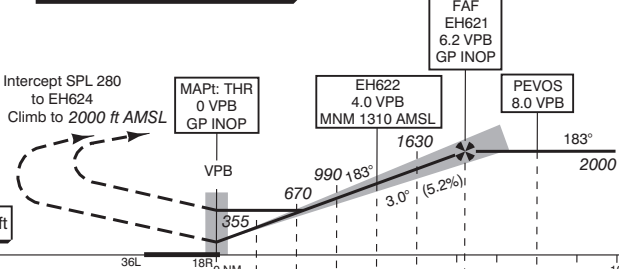
- NOTES:**
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
 2. Execution of the complete procedure overhead depicted by _____ at ATC discretion or in case of COM-failure.
 3. DME VPB reads ZERO at THR 18R.
 4. ILS approaches on RWY 06, 18C, 22, 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	
	118.275	
	121.900	Schiphol Ground Ground Control
	121.500	General Emergency
	243.000	
ATIS	132.975	Arrival Information
	108.400	SPL VOR
LOC	110.100	VPB
DME	CH38X	VPB
GP	334.400	

1. Missed approach
 - Inform ATC immediately.
 - Turn right as soon as practicable to intercept SPL 280 and do not overshoot SPL 240.
 - Climb to 2000 ft AMSL. Cross EH624 at 2000 ft AMSL.
2. Missed approach in case of communication failure
 - Turn right as soon as practicable to intercept SPL 280 and do not overshoot SPL 240.
 - Climb to 3000 ft AMSL.
 - At 7.5 SPL 280/EH624 turn right to SPL.
 - Cross SPL at 3000 ft 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 VPB DME	0 NM	1	2	3	4.0	5	6.2	8.0	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 18R: -13.0 ft

ACFT CAT	CAT I	CAT II	GP INOP MAPT: THR	CIRCLING*	THR 18R	EH621	EH622	EH624	EH644	
A	128 (141)	(50)	690 (710)	620 (630)	52°21'37"N	004°42'42"E	52°27'46"N	004°43'16"E	52°25'36"N	004°43'04"E
B	138 (151)	(59)		780 (790)	52°21'10"N	004°32'55"E				
C	151 (164)	(73)		880 (890)	52°31'11"N	004°37'41"E				
D	165 (178)	(89)		890 (900)						
DL	168 (181)	(96)								

CEILING AND VISIBILITY MINIMA

TAKE-OFF	DAY:	NA	NIGHT:	NA
LANDING	DAY:	NA	NIGHT:	NA

* 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

