

NOTES:

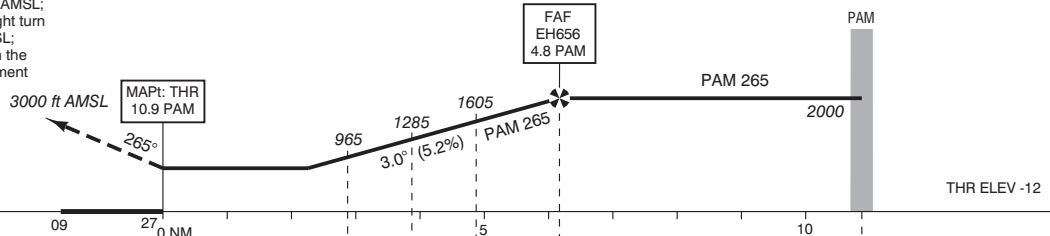
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
2. Execution of the complete procedure overhead depicted by at ATC discretion or in case of COM-failure.
3. Given EH waypoints beyond the FAF must be considered to be supplementary information.
4. Final track 1.9° offset from RWY centreline.

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.
 - Track 265° MAG and climb to 3000 ft AMSL.
2. Missed approach in case of communication failure:
 - Track 265° MAG and climb to 3000 ft AMSL;
 - When passing 2000 ft AMSL start a right turn to PAM and cross PAM at 3000 ft AMSL;
 - After PAM 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 PAM DME	10.9	8	7	6	4.8	0	
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 27: -12.1 ft			
ACFT CAT	VOR / DME MAPT: THR	CIRCLING **	* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency. ** Circling RWY 22; do not mistake RWY 24 for RWY 22.
A	730 (740)	730 (740)	
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	

