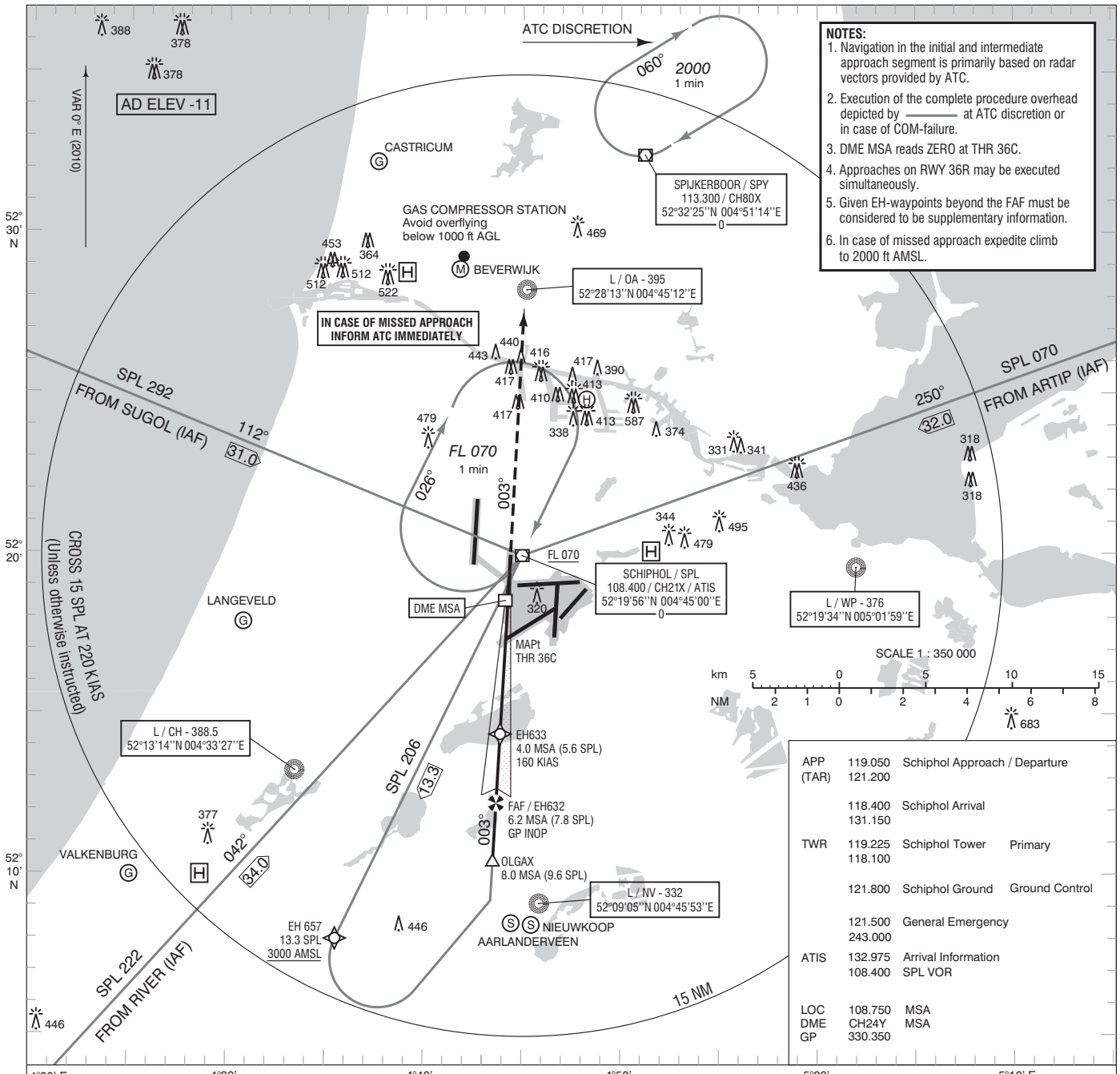


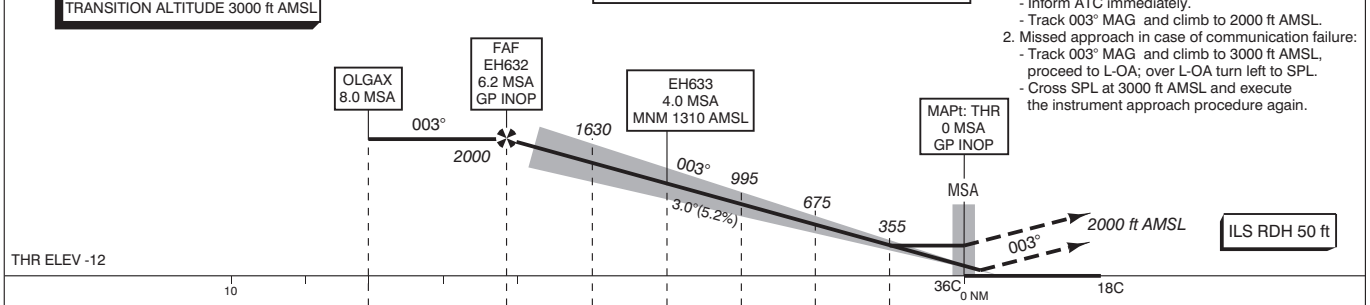
- NOTES:**
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
 2. Execution of the complete procedure overhead depicted by _____ at ATC discretion or in case of COM-failure.
 3. DME MSA reads ZERO at THR 36C.
 4. Approaches on RWY 36R may be executed simultaneously.
 5. Given EH-waypoints beyond the FAF must be considered to be supplementary information.
 6. In case of missed approach expedite climb to 2000 ft AMSL.



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
LOC	108.750	MSA
DME	CH24Y	MSA
GP	330.350	

TRANSITION LEVEL BY ATC TRANSITION ALTITUDE 3000 ft AMSL

DO NOT DESCEND BELOW THE DESCENT PROFILE



DIST RELATED TO MSA DME	8.0	6.2	5	4.0	3	2	1	0 NM	18C
GS IN KT	100	120	140	160	180	200	220		
TIME AND 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 36C: -12.0 ft									
ACFT CAT	CAT I	CAT II	GP INOP MAPT: THR	CIRCLING *	THR 36C 52°18'21"N 004°44'16"E	MSA BASED ON SPL VOR / DME			
A	123 (135)	(50)	320 (330)	620 (630)	EH632 52°12'12"N 004°43'42"E				
B	133 (145)	(59)		780 (790)	EH633 52°14'22"N 004°43'54"E				
C	143 (155)	(73)		880 (890)	EH657 52°07'59"N 004°35'32"E				
D	149 (161)	(86)		890 (900)					
DL	149 (161)	(86)							
CEILING AND VISIBILITY MINIMA					* 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		
TAKE-OFF	DAY:	NA	NIGHT:	NA					
LANDING	DAY:	NA	NIGHT:	NA					