

NOTES:

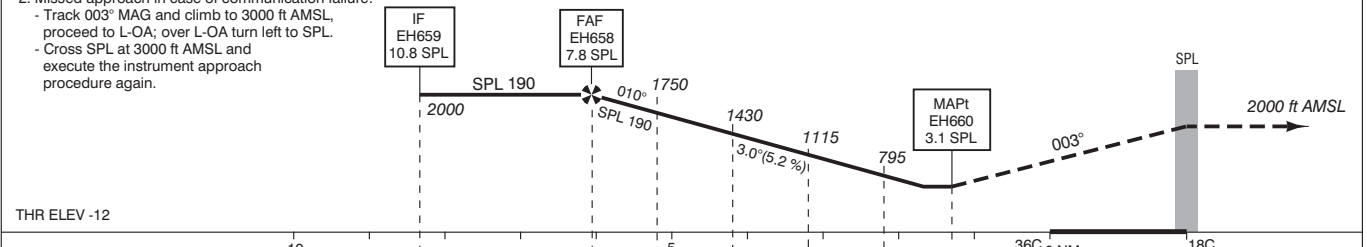
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
2. Execution of the complete procedure overhead depicted by — at ATC discretion or in case of COM-failure.
3. Given EH-waypoints beyond the FAF must be considered to be supplementary information.
4. Final track 6.7° 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 003° MAG and climb to 2000 ft AMSL.
2. Missed approach in case of communication failure:
 - Track 003° MAG and climb to 3000 ft AMSL, proceed to L-OA; over L-OA turn left to SPL.
 - 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 SPL DME	10.8	7.8	7	6	5	4	3.1	0 NM	18C
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 36C: -12.0 ft				THR 36C 52°18'21"N 004°44'16"E		MSA BASED ON SPL VOR / DME
ACFT CAT	VOR / DME MAPt: 3.1 SPL	CIRCLING *	* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.	EH657 52°07'59"N 004°35'32"E	BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET	
A	380 (390)	620 (630)		EH658 52°12'16"N 004°42'48"E		
B		780 (790)		EH659 52°09'19"N 004°41'58"E		
C		880 (890)		EH660 52°16'54"N 004°44'07"E		
D		890 (900)				
CEILING AND VISIBILITY MINIMA						
TAKE-OFF	DAY: NA	NIGHT: NA				
LANDING	DAY: NA	NIGHT: NA				