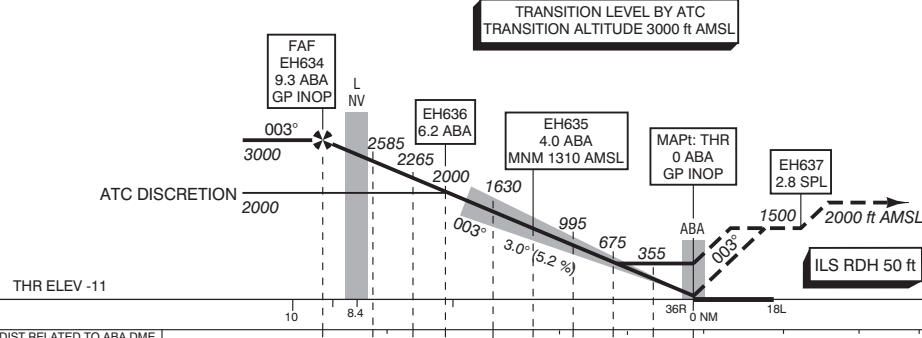


- NOTES:**
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
 2. Execution of the complete procedure overhead depicted by _____ at ATC discretion or in case of COM-failure.
 3. DME ABA reads ZERO at THR 36R.
 4. Approaches on RWY 06, 18C, 18R, 27 or 36C may be executed simultaneously.
 5. In case of missed approach: Do not overshoot the initial missed approach altitude of 1500 ft AMSL.
 6. Given EH waypoints beyond the FAF must be considered to be supplementary information.

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
LOC	111.950	ABA
DME	CH56Y	ABA
GP	330.950	

4°20' E 4°30' 4°40' 4°50' 5°00' 5°10' E



DO NOT DESCEND BELOW THE DESCENT PROFILE

1. Missed approach:
 - Inform ATC immediately.
 - Track 003° MAG and climb to 1500 ft AMSL..
 - At 2.8 north of SPL climb to 2000 ft AMSL.
2. Missed approach in case of communication failure:
 - Track 003° MAG and climb to 1500 ft AMSL.
 - When 1500 ft AMSL is reached start a right turn to NV, climb to cross NV at 3000 ft AMSL.
 - After NV descend to 2000 ft AMSL in the outbound turn and execute the instrument approach procedure again.

DIST RELATED TO ABA DME	9.3	8	7	6.2	5	4.0	3	2	1	0 NM	18L
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 36R: -11.1 ft					MSA BASED ON SPL VOR / DME	
ACFT CAT	CAT I	CAT II	GP INOP MAPt: THR	CIRCLING *	THR 36R 52°17'27"N 004°46'38"E	
A	147 (158)	(59)	430 (440)	620 (630)	EH634 52°08'11"N 004°45'47"E	
B	157 (168)	(69)		780 (790)	EH635 52°13'28"N 004°46'16"E	
C	163 (174)	(82)		880 (890)	EH636 52°11'18"N 004°46'04"E	
D	176 (187)	(99)		890 (900)	EH637 52°22'24"N 004°47'06"E	
DL	183 (194)	(99)				
CEILING AND VISIBILITY MINIMA					* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.	
TAKE-OFF	DAY: NA	NIGHT: NA			BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET	
LANDING	DAY: NA	NIGHT: NA				