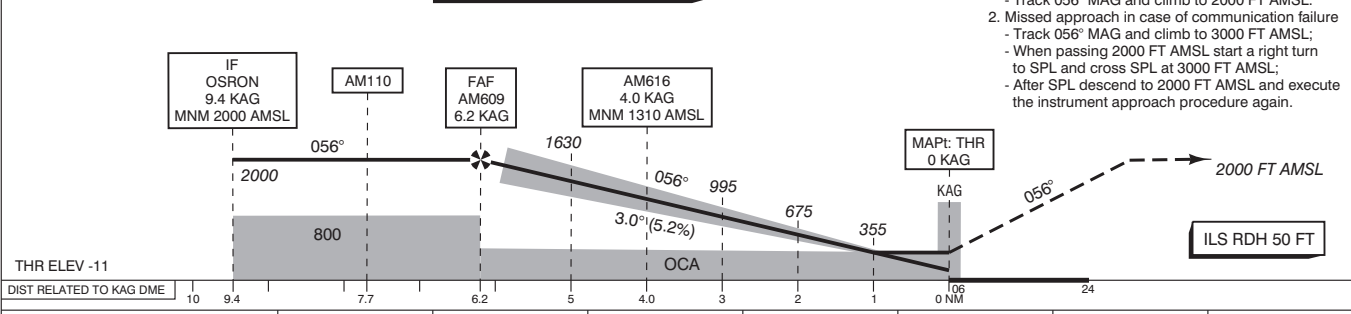


- NOTES:**
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
 2. Execution of the complete procedure overhead depicted by _____ at ATC discretion or in case of COM-failure.
 3. DME required.
 4. DME KAG reads ZERO at THR 06.
 5. Approaches on RWY 09, 18C, 18R, 27 or 36R may be executed simultaneously.
 6. Given AM waypoints beyond the FAF must be considered to be supplementary information.
 7. In case of COM failure, the Amsterdam ACC Supervisor may be reached on telephone number +3120 406 3999.

| | | |
|------|---------|--------------------------------|
| APP | 119.055 | Schiphol Approach / Departure |
| | 121.205 | |
| | 118.405 | Schiphol Arrival |
| | 126.680 | |
| TWR | 135.110 | Schiphol Tower Primary |
| | 119.230 | |
| | 118.105 | |
| | 121.705 | Schiphol Ground Ground Control |
| | 121.500 | General Emergency |
| | 243.000 | |
| ATIS | 132.980 | Arrival Information |
| LOC | 110.550 | KAG |
| DME | CH42Y | KAG |
| GP | 329.450 | |

**TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL**



1. Missed approach
 - Inform ATC immediately.
 - Track 056° MAG and climb to 2000 FT AMSL.
2. Missed approach in case of communication failure
 - Track 056° MAG and climb to 3000 FT AMSL;
 - When passing 2000 FT AMSL start a right turn to SPL and cross SPL at 3000 FT AMSL;
 - After SPL descend to 2000 FT AMSL and execute the instrument approach procedure again.

| | | | | | | | |
|-------------------------|------------|------------|------------|------------|------------|-------------|-------------|
| THR ELEV -11 | 800 | 1630 | 995 | 675 | 355 | 0 | 24 |
| DIST RELATED TO KAG DME | 10 | 9.4 | 7.7 | 6.2 | 5 | 4.0 | 3 |
| 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 |

| | | | | | | | |
|-------------------------------|-----------|-------------------|--------|---|-----------|---|--------------------------|
| ACFT CAT | | CAT III supported | | LOC MAPt: THR | CIRCLING* | THR 06 521720.8N 0044414.0E AM101 522052.3N 0043816.1E AM102 521546.2N 0042504.5E AM103 521303.1N 0042752.5E AM110 521316.6N 0043340.8E AM609 521404.5N 0043544.7E AM616 521513.4N 0043843.3E | MSA BASED ON SPL VOR/DME |
| | | CAT I | CAT II | | | | |
| A | 128 (138) | (50) | | 410 (420) | 630 (641) | | |
| B | 138 (148) | (59) | | | 790 (801) | | |
| C | 148 (158) | (73) | | | 890 (901) | | |
| D | 161 (171) | (86) | | | 900 (911) | | |
| DL | 164 (174) | (86) | | | | | |
| CEILING AND VISIBILITY MINIMA | | | | * Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency. | | DIRECTIONS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET AMSL | |
| TAKE-OFF | DAY: | NA | NIGHT: | NA | | | |
| LANDING | DAY: | NA | NIGHT: | NA | | | |

CHANGE: MNM Operating Network implementation; MAG VAR 2020; editorial.