

SRE RWY 18C, 18R, 22, 27 and 36R:  
see IAC of that RWY.

IN CASE OF MISSED APPROACH  
INFORM ATC IMMEDIATELY

WARNING!  
When average surface wind velocity  
exceeds 30 KT, moderate turbulence  
can be expected on final approach for  
RWY 24 from APRX 8.0 to 10.0 PAM.

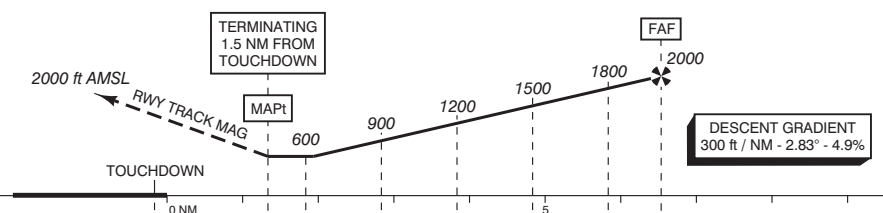
APP	119.055	Schiphol Approach / Departure
	121.205	
	118.405	Schiphol Arrival
	131.155	
TWR	119.230	Schiphol Tower
	118.105	
	118.280	
	119.905	
	121.500	General Emergency
	243.000	
ATIS	132.980	Arrival Information
	108.400	SPL VOR

TRANSITION LEVEL BY ATC  
TRANSITION ALTITUDE 3000 ft AMSL

GENERAL PROFILE

DO NOT DESCEND BELOW THE DESCENT PROFILE

- Missed approach:
  - Inform ATC immediately.
  - RWY track MAG and climb to 2000 ft AMSL.
- Missed approach in case of communication failure:
  - RWY track MAG and climb to 3000 ft AMSL;
  - After passing 2000 ft AMSL start the shortest climbing turn to SPL so as to cross SPL at 3000 ft AMSL and hold or execute the most suitable instrument approach procedure.



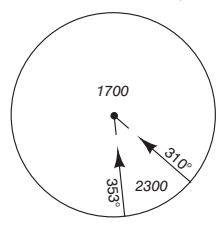
AD ELEV -11

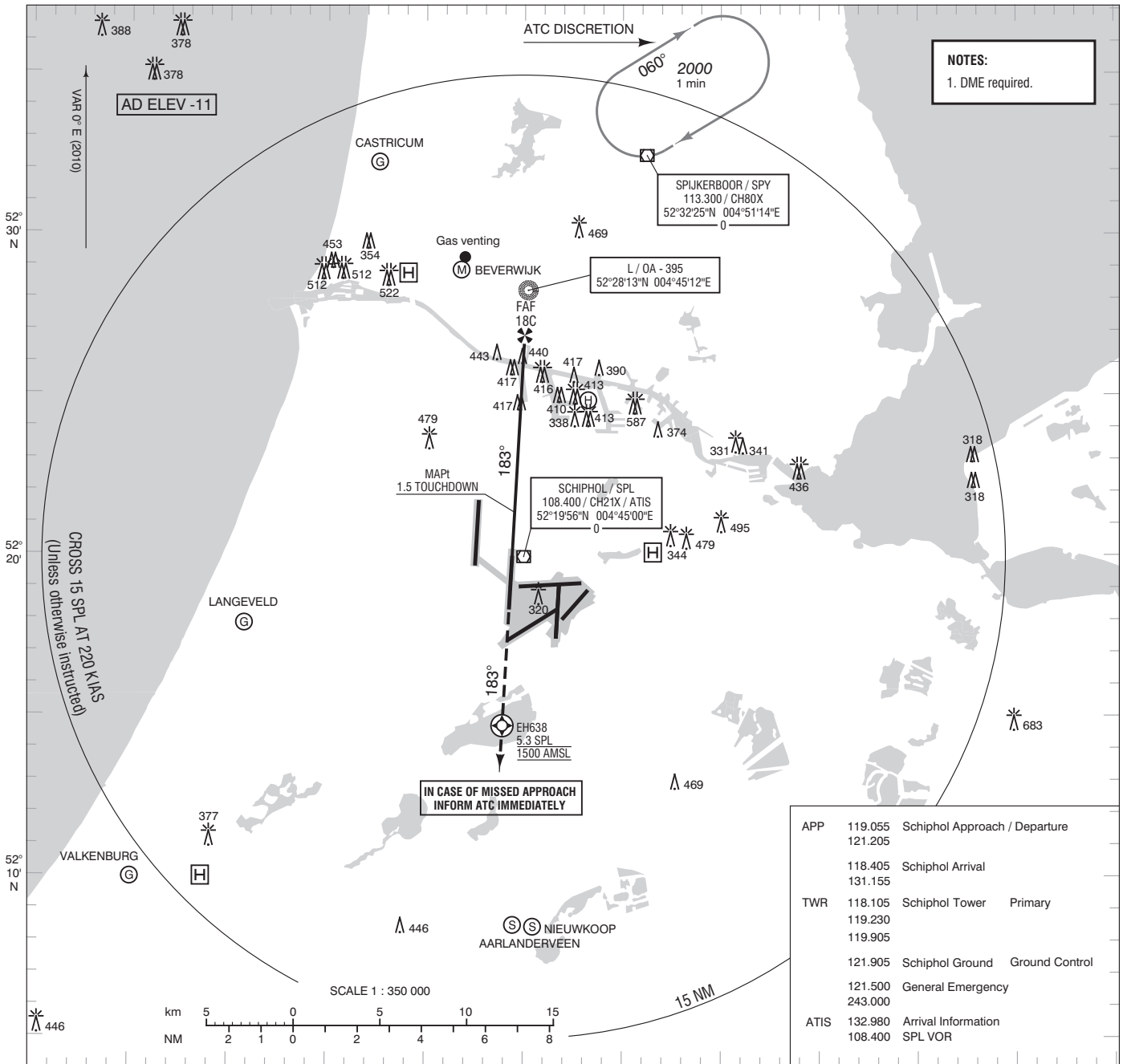
DIST RELATED TO TOUCHDOWN	0 NM	1.5	2	3	4	5	6	6.7
GS IN KT	100	120	140	160	180	200	220	
VERTICAL SPEED	500 ft/min	600 ft/min	700 ft/min	800 ft/min	900 ft/min	1000 ft/min	1100 ft/min	

OCA (OCH)					
RWY	04	06	09	24	36C
ELEV	-13	-11	-12	-12	-12
OCA	570	570	570	570	570
OCH	580	580	580	580	580
MAPt	1.5 NM FROM TOUCHDOWN				
CIRCLING *	A: 620 (630)		B: 780 (790)		C: 880 (890) D: 890 (900)
CEILING AND VISIBILITY MINIMA					
TAKE-OFF	DAY:	NA		NIGHT:	NA
LANDING	DAY:	NA		NIGHT:	NA

\* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.

MSA BASED ON SPL VOR/DME

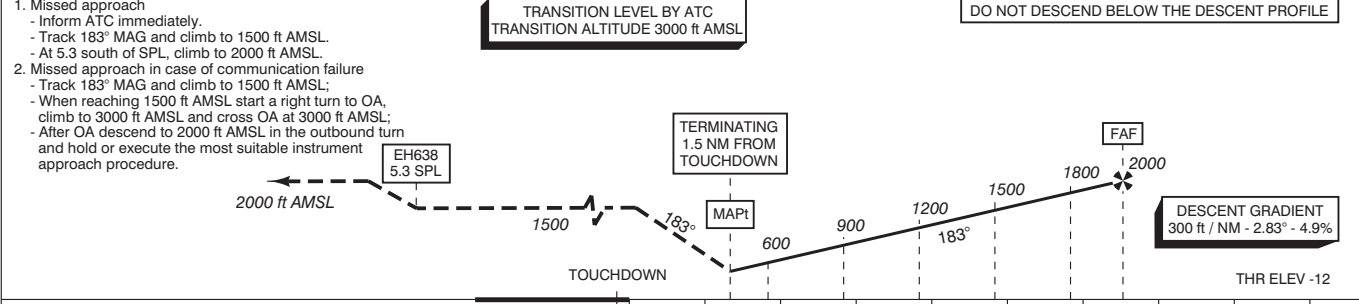




**NOTES:**  
1. DME required.

APP	119.055	Schiphol Approach / Departure
	121.205	
	118.405	Schiphol Arrival
	131.155	
TWR	118.105	Schiphol Tower Primary
	119.230	
	119.905	
	121.905	Schiphol Ground Ground Control
	121.500	General Emergency
	243.000	
ATIS	132.980	Arrival Information
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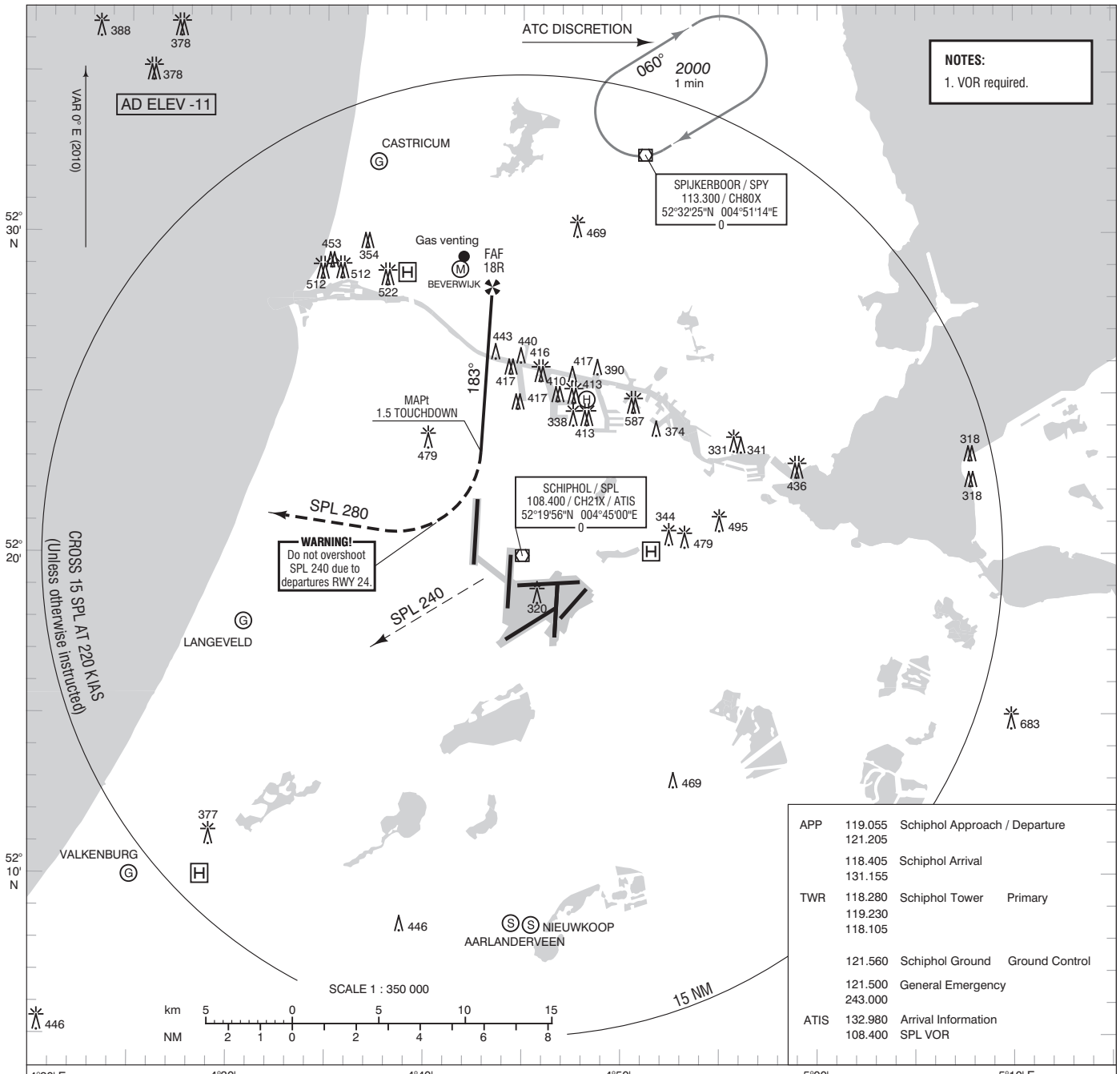
4°20' E      4°30'      4°40'      4°50'      5°00'      5°10' E



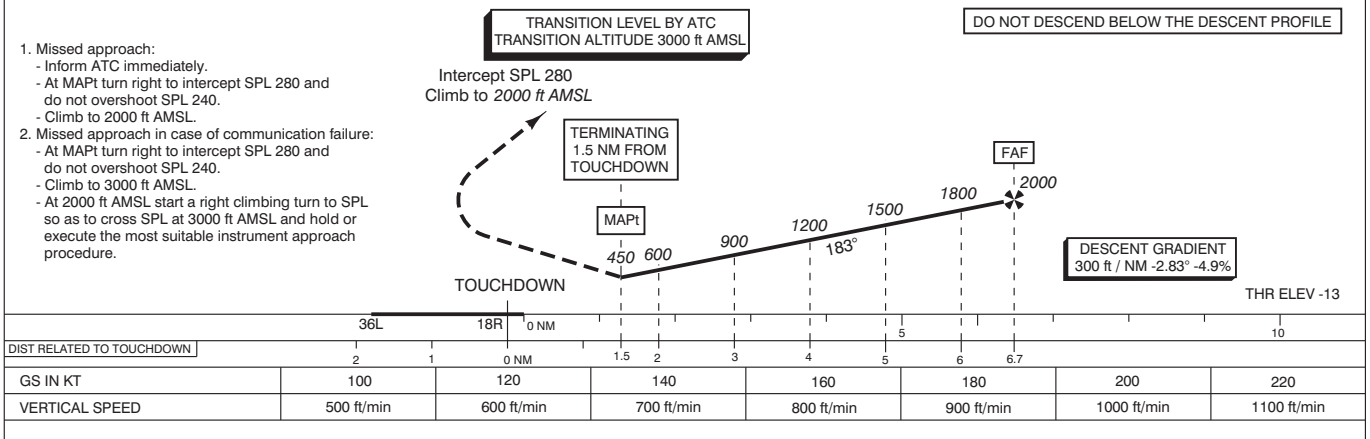
DIST RELATED TO TOUCHDOWN	0 NM	1.5	2	3	4	5	6	6.7
GS IN KT	100	120	140	160	180	200	220	
VERTICAL SPEED	500 ft/min	600 ft/min	700 ft/min	800 ft/min	900 ft/min	1000 ft/min	1100 ft/min	

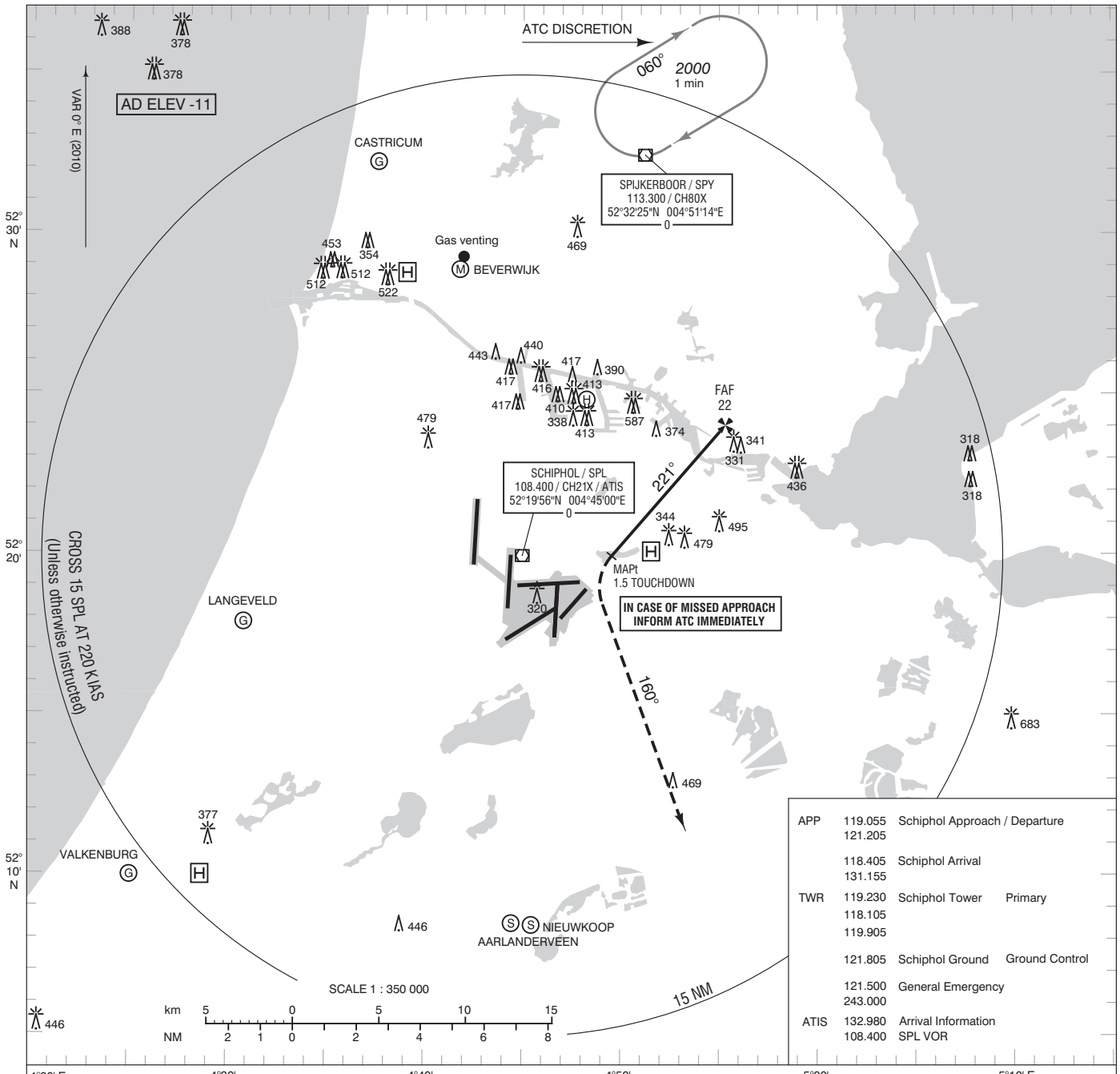
OCA (OCH) ELEV THR 18C: -12.0 ft		* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.	EH638 52°14'40"N 004°43'55"E	MSA BASED ON SPL VOR/DME
RWY	18C			
ELEV	-12			
OCA	700			
OCH	710			
MAPt	1.5 NM FROM TOUCHDOWN			
CIRCLING *	A: 620 (630)	B: 780 (790)	C: 880 (890)	D: 890 (900)
CEILING AND VISIBILITY MINIMA		BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET		
TAKE-OFF	DAY: NA	NIGHT: NA		
LANDING	DAY: NA	NIGHT: NA		

CHANGE: COM channels; editorial.



APP	119.055	Schiphol Approach / Departure
	121.205	
	118.405	Schiphol Arrival
	131.155	
TWR	118.280	Schiphol Tower Primary
	119.230	
	118.105	
	121.560	Schiphol Ground Ground Control
	121.500	General Emergency
	243.000	
ATIS	132.980	Arrival Information
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APP	119.055	Schiphol Approach / Departure
	121.205	
	118.405	Schiphol Arrival
	131.155	
TWR	119.230	Schiphol Tower Primary
	118.105	
	119.905	
	121.805	Schiphol Ground Ground Control
	121.500	General Emergency
	243.000	
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1. Missed approach:  
 - Inform ATC immediately.  
 - At MAPt turn left to track 160° MAG as soon as practicable and climb to 2000 ft AMSL.

2. Missed approach in case of communication failure:  
 - At MAPt turn left to track 160° MAG as soon as practicable and climb to 3000 ft AMSL ;  
 - At 2000 ft AMSL start a left climbing turn to SPL so as to cross SPL at 3000 ft AMSL and hold or execute the most suitable instrument approach procedure.

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

**DO NOT DESCEND BELOW THE DESCENT PROFILE**

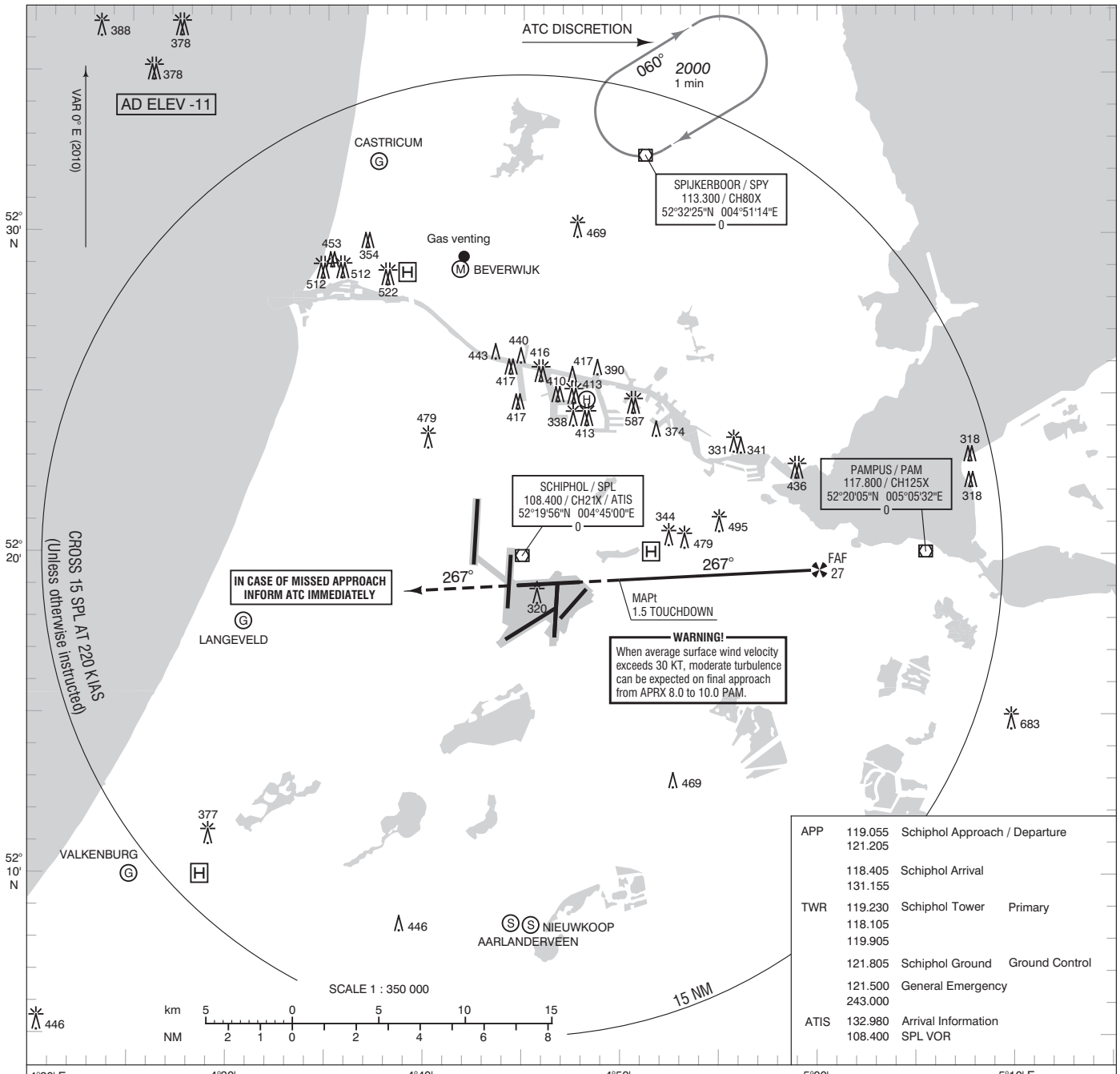
**DESCENT GRADIENT  
300 ft / NM - 2.83° - 4.9%**

THR ELEV -14

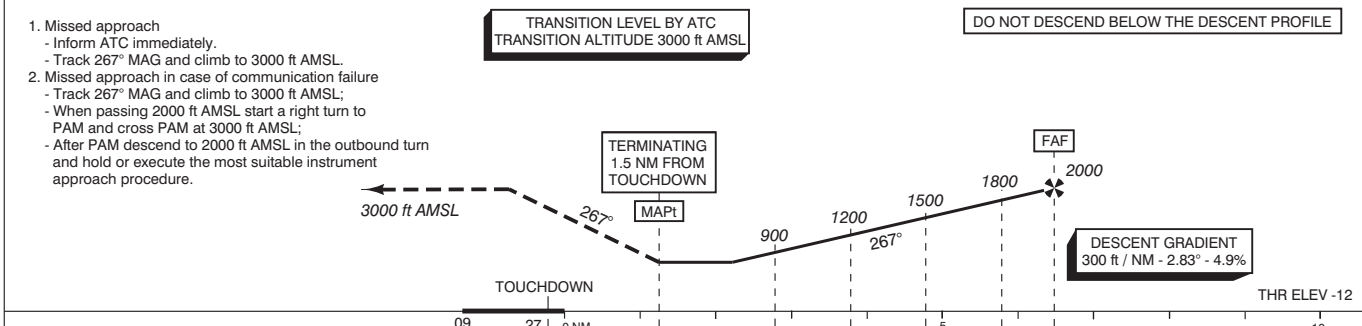
DIST RELATED TO TOUCHDOWN

GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	300 ft/min	400 ft/min	500 ft/min	600 ft/min	700 ft/min	800 ft/min	900 ft/min

OCA (OCH) ELEV THR 22: -13.8 ft		* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.	MSA BASED ON SPL VOR/DME	
RWY	22			
ELEV	-14			
OCA	570			
OCH	580			
MAPt	1.5 NM FROM TOUCHDOWN			
CIRCLING *	A: 620 (630)	B: 780 (790)	C: 880 (890)	D: 890 (900)
CEILING AND VISIBILITY MINIMA			BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET	
TAKE-OFF	DAY:	NA	NIGHT:	NA
LANDING	DAY:	NA	NIGHT:	NA

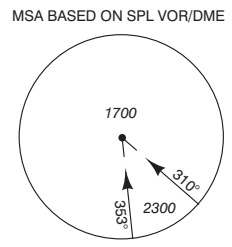


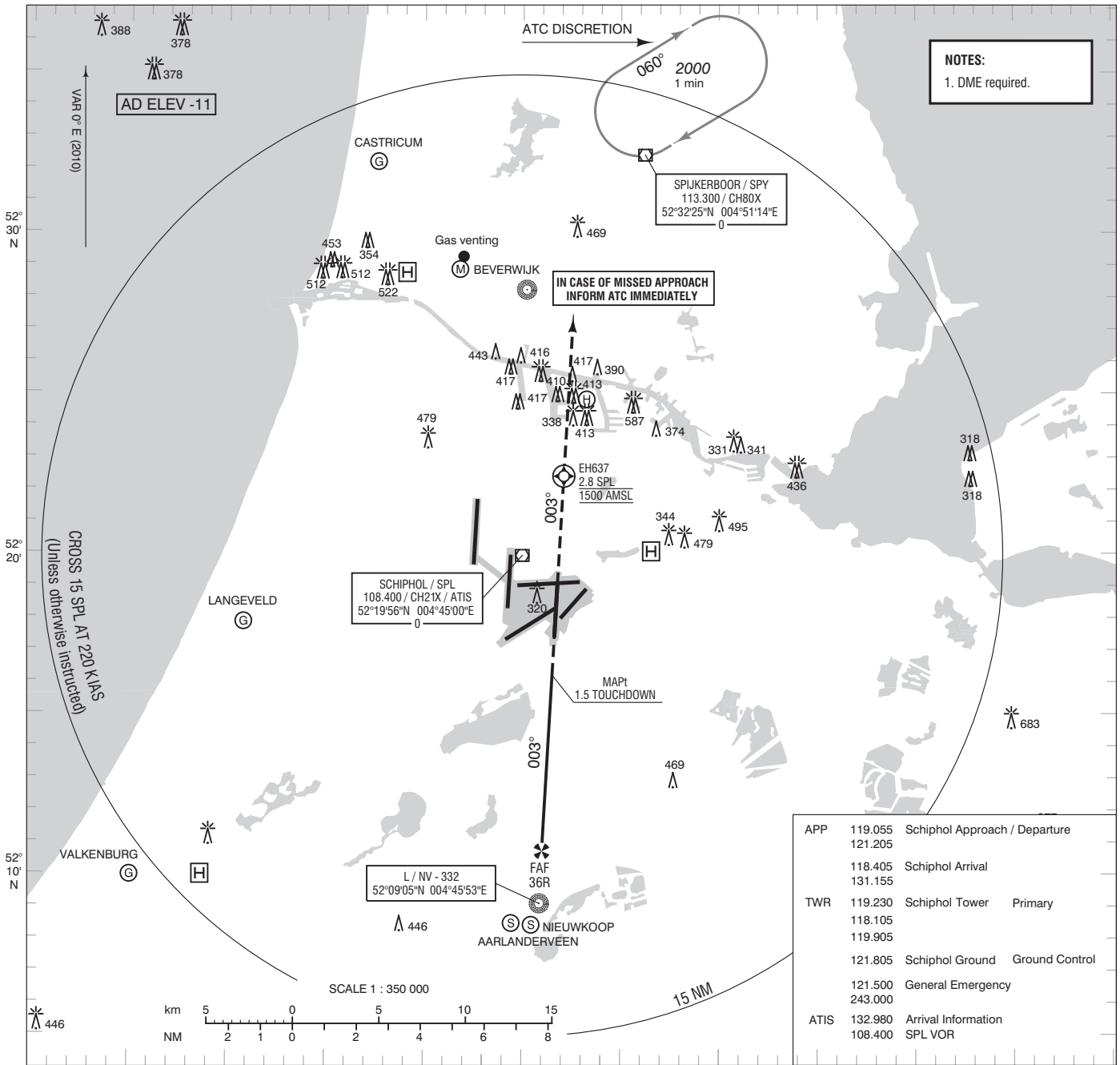
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TWR	119.230	Schiphol Tower Primary
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	121.805	Schiphol Ground Ground Control
	121.500	General Emergency
	243.000	
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DIST RELATED TO TOUCHDOWN	0 NM	1.5 NM	3 NM	4 NM	5 NM	6 NM	6.7 NM	10 NM
GS IN KT	100	120	140	160	180	200	220	
VERTICAL SPEED	500 ft/min	600 ft/min	700 ft/min	800 ft/min	900 ft/min	1000 ft/min	1100 ft/min	

OCA (OCH) ELEV THR 27: -12.1 ft			
RWY	27	* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.	
ELEV	-12	** Circling RWY 22: do not mistake RWY 24 for RWY 22.	
OCA	730		
OCH	740		
MAPt	1.5 NM FROM TOUCHDOWN		
CIRCLING */**	A: 730 (740)	B: 780 (790)	C: 880 (890) D: 890 (900)
CEILING AND VISIBILITY MINIMA		BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET	
TAKE-OFF	DAY: NA	NIGHT: NA	
LANDING	DAY: NA	NIGHT: NA	



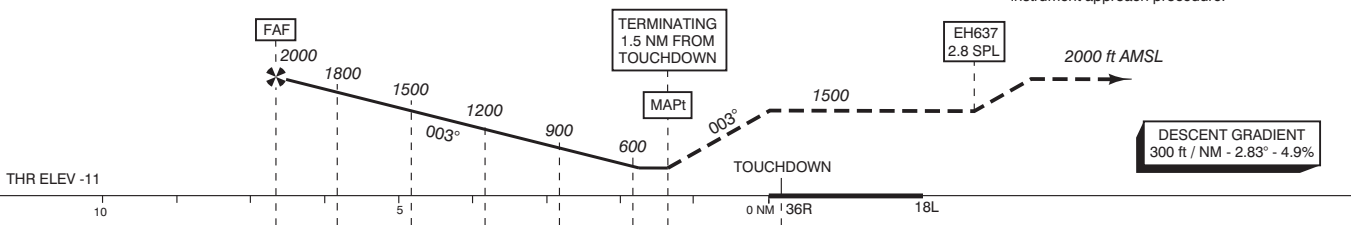


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	118.405	Schiphol Arrival	131.155
TWR	119.230	Schiphol Tower	Primary
	118.105		
	119.905		
	121.805	Schiphol Ground	Ground Control
	121.500	General Emergency	243.000
ATIS	132.980	Arrival Information	
	108.400	SPL VOR	

TRANSITION LEVEL BY ATC  
TRANSITION ALTITUDE 3000 ft AMSL

DO NOT DESCEND BELOW THE DESCENT PROFILE

- Missed approach:
  - Inform ATC immediately.
  - Track 003° MAG and climb to 1500 ft AMSL.
  - At 2.8 north of the SPL climb to 2000 ft AMSL.
- 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 hold or execute the most suitable instrument approach procedure.



DIST RELATED TO TOUCHDOWN	6.7	6	5	4	3	2	1.5	0 NM	18L
GS IN KT	100	120	140	160	180	200	220		
VERTICAL SPEED	500 ft/min	600 ft/min	700 ft/min	800 ft/min	900 ft/min	1000 ft/min	1100 ft/min		

OCA (OCH) ELEV THR 36R: -11.1 ft			
RWY	36R	* Circling procedures to and landing on RWY 18L and 36L is not permitted, except in case of an emergency.	EH637 52°22'24"N 004°47'06"E
ELEV	-11		
OCA	570		
OCH	580		
MAPt	1.5 NM FROM TOUCHDOWN		
CIRCLING *	A: 620 (630)	B: 780 (790)	C: 880 (890) D: 890 (900)
CEILING AND VISIBILITY MINIMA			
TAKE-OFF	DAY:	NA	NIGHT: NA
LANDING	DAY:	NA	NIGHT: NA
BEARINGS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET			

