

NOTES:

- Levels to be expected over IAF may be changed at ATC discretion.
- ATC may deviate from the transition by radar vectors.
- Rejoining the transitions may take place before or at NIRSI.
- If unable to comply with PBN requirements, advise ATC and expect ILS approach.

Clearance phraseology:

- "Cleared XXX transition":
Fly lateral path and adhere to level instruction by ATC.
- "Descend via XXX transition":
execute a continuous descent operation (CDO) within the procedure constraints.

Altitudes / Speeds:
MAX 250 KIAS below FL100 unless otherwise instructed.
Altitude and speed restrictions shall be respected.
If unable to comply, advise ATC.

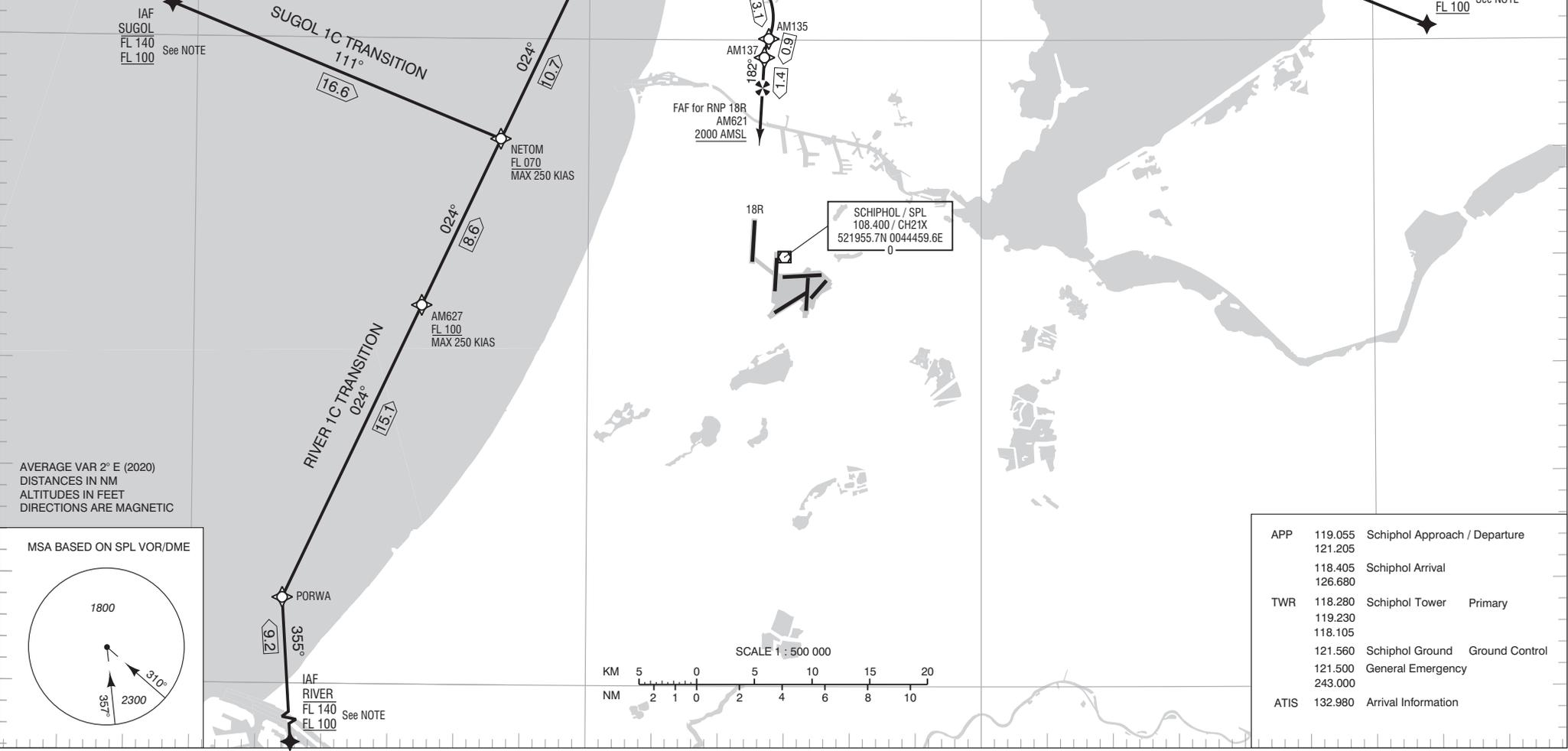
CAUTION:
Do not confuse RWY 18R with RWY 18C.

AM133 523254.0N 0044242.8E
AM135 523002.7N 0044343.8E
AM137 522911.2N 0044323.8E
AM602 524117.8N 0044048.3E
AM603 524117.3N 0043048.1E
AM607 523502.0N 0043848.8E
AM627 521736.2N 0041720.6E

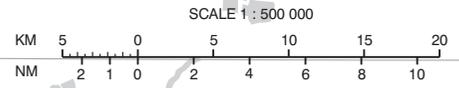
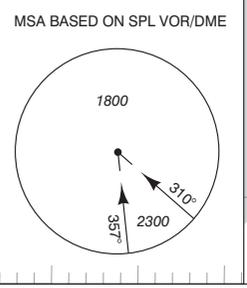
RF arc centres:
AM134 523102.5N 0043958.7E
AM136 522902.9N 0044728.8E

RNP APCH required and RF required

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 AMSL



AVERAGE VAR 2° E (2020)
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC



APP	119.055	Schiphol Approach / Departure
	121.205	
	126.680	
	118.405	Schiphol Arrival
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