

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 SOKSI.
- 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.

AM110 521316.6N 0043340.8E
AM609 521404.5N 0043544.7E
AM610 521219.3N 0041317.7E
AM612 521941.4N 0042233.3E
AM613 521232.7N 0042745.2E
AM614 521228.7N 0043137.1E
AM617 522001.1N 0045541.5E

RNP APCH required

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 AMSL

52° 30' N

IAF SUGOL
FL 140
FL 100 See NOTE

SUGOL 1A TRANSITION
111°
16.6

NETOM
MAX 250 KIAS

183°
5.7

183°
5.5

SCHIPHOL / SPL
108.400 / CH21X
521955.7N 0044459.6E
0

SETWO
FL 070

AM617
FL 100
MAX 250 KIAS

268°
11.3

268°
9.0

6.0

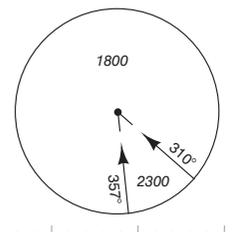
PAMPUS / PAM
(117.800) / CH125X
522005.1N 0050531.9E
0

ARTIP 1A TRANSITION
237°
20.5

IAF ARTIP
FL 140
FL 100 See NOTE

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

MSA BASED ON SPL VOR/DME



RIVER 1A TRANSITION
024°
9.2

PORWA
MAX 250 KIAS
FL 070

IAF RIVER
FL 140
FL 100 See NOTE

089°
5.6

SOKSI
4000 AMSL
MAX 220 KIAS

114°
4.0

AM613

090°
2.4

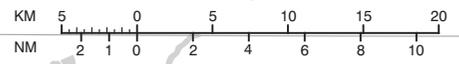
AM110
AM609
2000 AMSL
FAF for RNP 06

AM614
2900 AMSL

056°
1.5

056°
1.5

SCALE 1 : 500 000



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