

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.

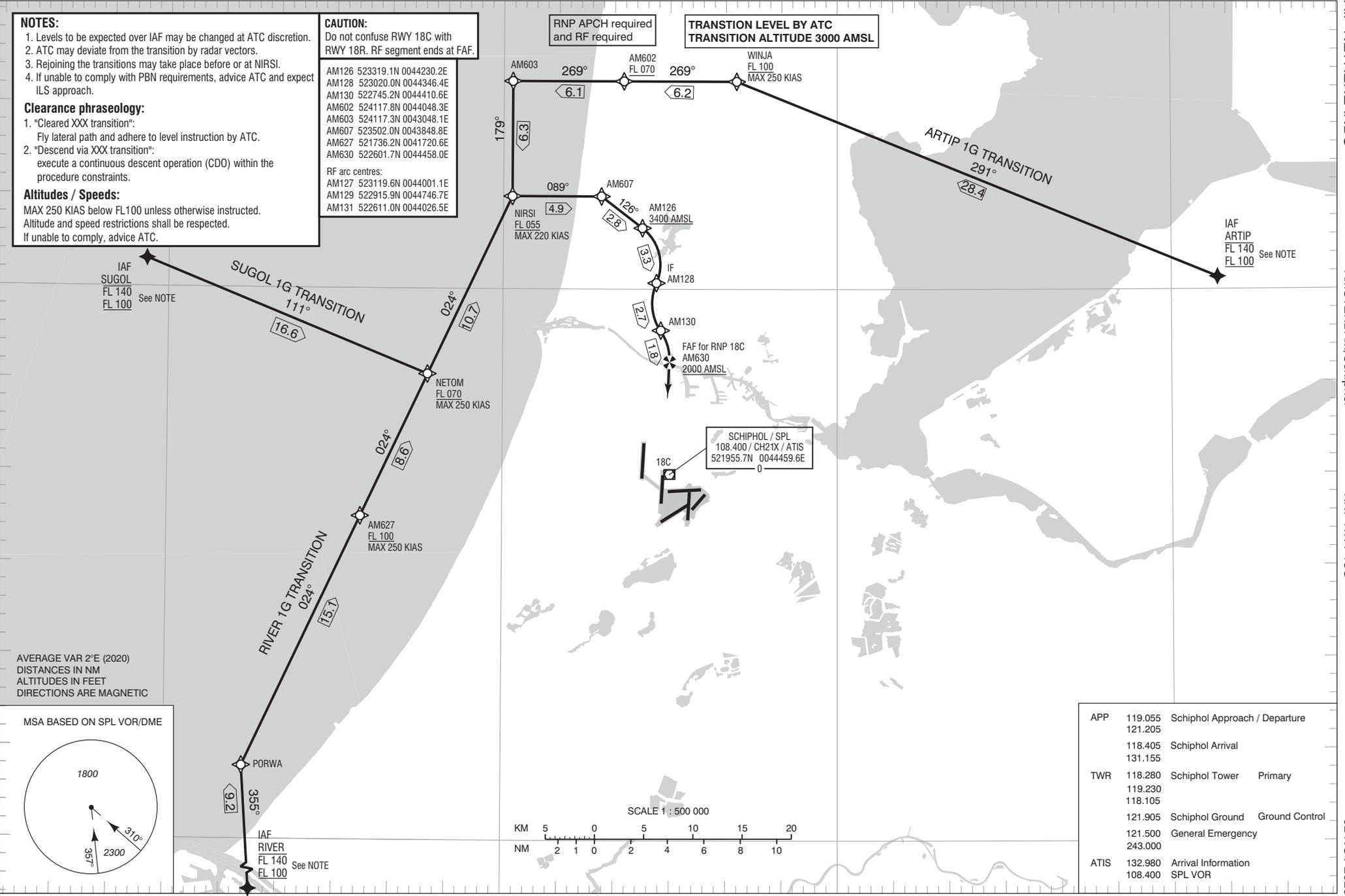
CAUTION:
Do not confuse RWY 18C with RWY 18R. RF segment ends at FAF.

AM126 523319.1N 0044230.2E
AM128 523020.0N 0044346.4E
AM130 522745.2N 0044410.6E
AM602 524117.8N 0044048.3E
AM603 524117.3N 00443048.1E
AM607 523502.0N 0043848.8E
AM627 521736.2N 0041720.6E
AM630 522601.7N 0044458.0E

RF arc centres:
AM127 523119.6N 0044001.1E
AM129 522915.9N 0044746.7E
AM131 522611.0N 0044026.5E

RNP APCH required and RF required

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 AMSL



IAF SUGOL
FL 140
FL 100
See NOTE

SUGOL 1G TRANSITION
111°
16.6

NETOM
FL 070
MAX 250 KIAS

RIVER 1G TRANSITION
024°
15.1

AM627
FL 100
MAX 250 KIAS

PORWA

IAF RIVER
FL 140
FL 100
See NOTE

NIRSJ
FL 055
MAX 220 KIAS

AM607
126°
2.8

AM126
3400 AMSL

IF AM128

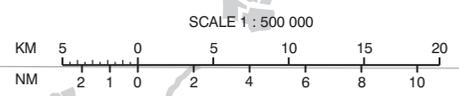
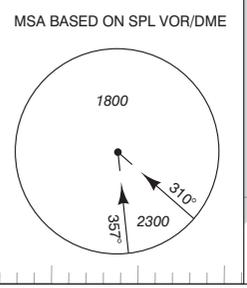
AM130

FAF for RNP 18C
AM630
2000 AMSL

18C

SCHIPHOL / SPL
108.400 / CH21X / ATIS
521955.7N 0044459.6E
0

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



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