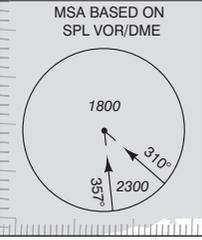
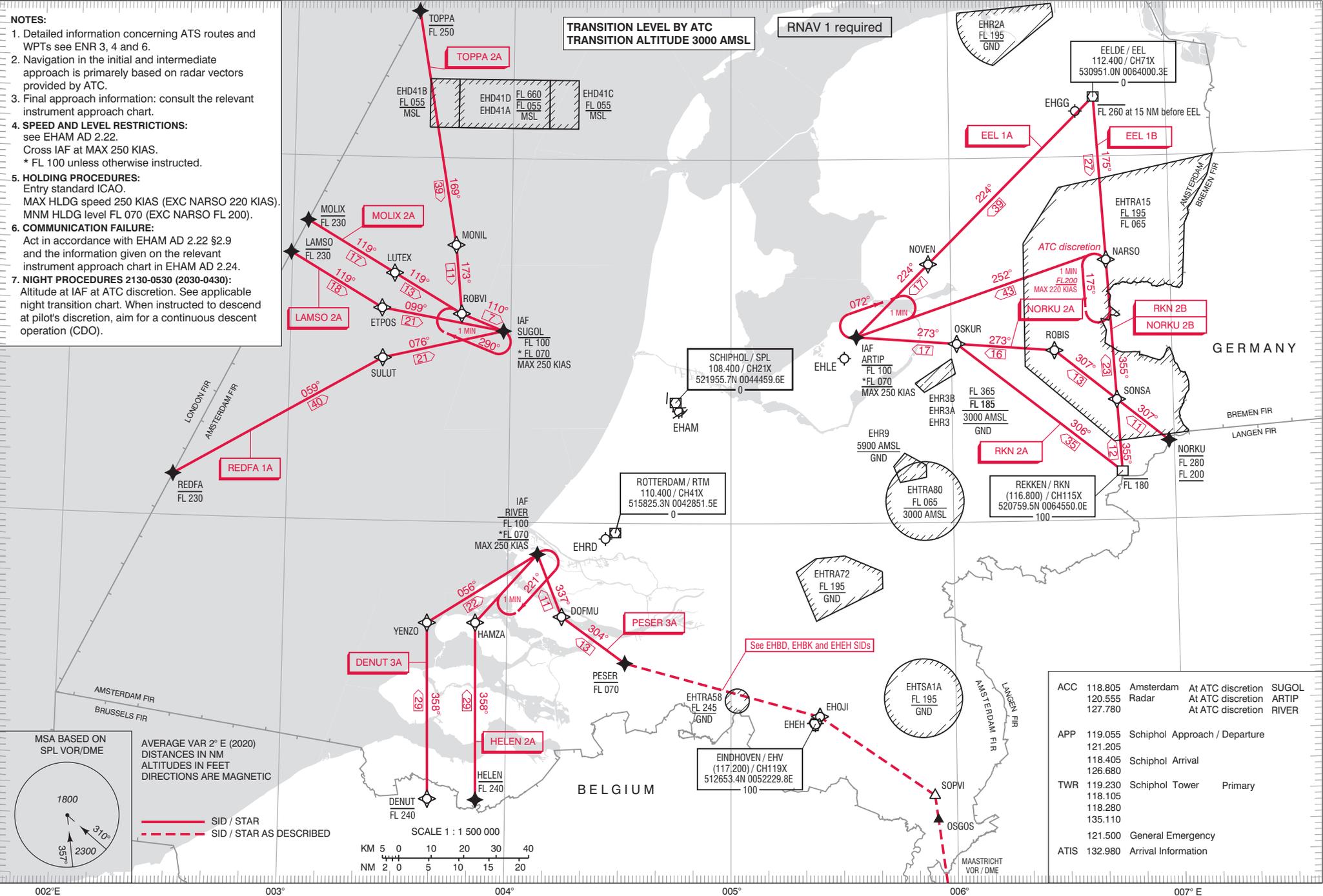


- NOTES:**
- Detailed information concerning ATS routes and WPTs see ENR 3, 4 and 6.
  - Navigation in the initial and intermediate approach is primarily based on radar vectors provided by ATC.
  - Final approach information: consult the relevant instrument approach chart.
  - SPEED AND LEVEL RESTRICTIONS:** see EHAM AD 2.22. Cross IAF at MAX 250 KIAS. \* FL 100 unless otherwise instructed.
  - HOLDING PROCEDURES:** Entry standard ICAO. MAX HLDG speed 250 KIAS (EXC NARSO 220 KIAS). MNM HLDG level FL 070 (EXC NARSO FL 200).
  - COMMUNICATION FAILURE:** Act in accordance with EHAM AD 2.22 §2.9 and the information given on the relevant instrument approach chart in EHAM AD 2.24.
  - NIGHT PROCEDURES 2130-0530 (2030-0430):** Altitude at IAF at ATC discretion. See applicable night transition chart. When instructed to descend at pilot's discretion, aim for a continuous descent operation (CDO).

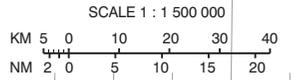
TRANSITION LEVEL BY ATC  
TRANSITION ALTITUDE 3000 AMSL

RNAV 1 required



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

— SID / STAR  
- - - SID / STAR AS DESCRIBED



ACC	118.805	Amsterdam	At ATC discretion	SUGOL
	120.555	Radar	At ATC discretion	ARTIP
	127.780		At ATC discretion	RIVER
APP	119.055	Schiphol Approach / Departure		
	121.205			
	118.405	Schiphol Arrival		
	126.680			
TWR	119.230	Schiphol Tower	Primary	
	118.105			
	118.280			
	135.110			
	121.500	General Emergency		
ATIS	132.980	Arrival Information		