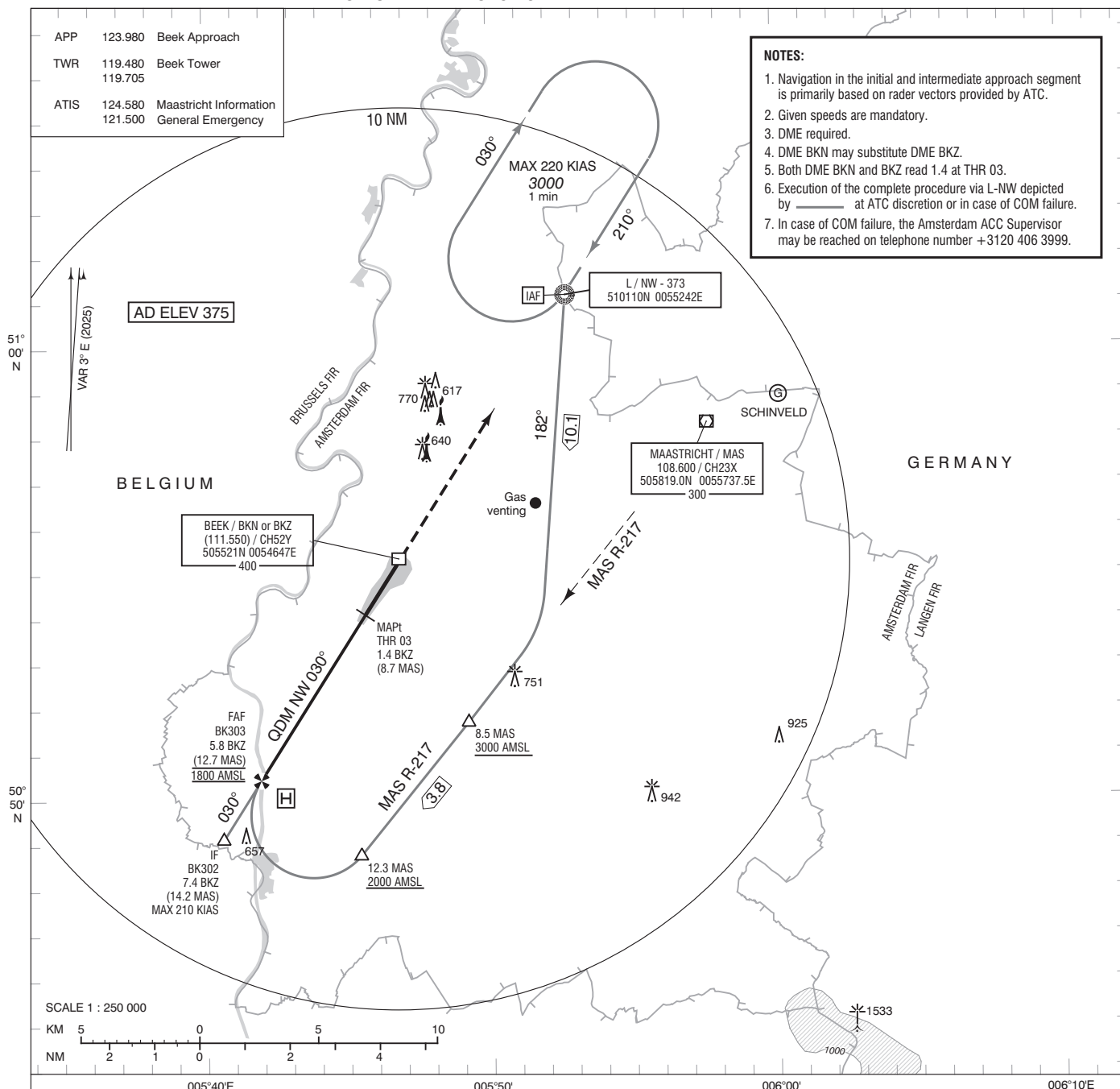




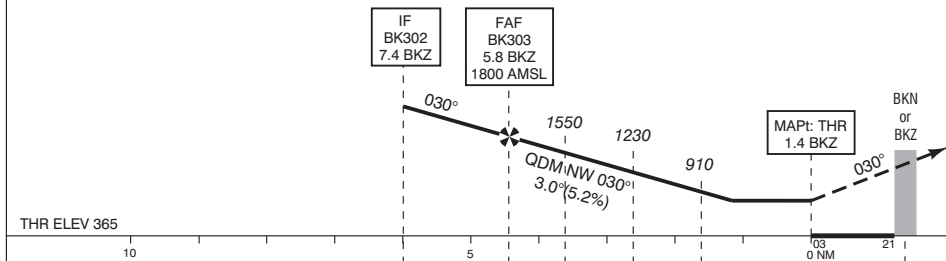
NOTES:

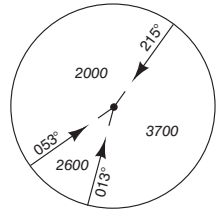
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
2. Given speeds are mandatory.
3. DME required.
4. DME BKN may substitute DME BKZ.
5. Both DME BKN and BKZ read 1.4 at THR 03.
6. Execution of the complete procedure via L-NW depicted by _____ at ATC discretion or in case of COM failure.
7. In case of COM failure, the Amsterdam ACC Supervisor may be reached on telephone number +3120 406 3999.

DO NOT DESCEND BELOW THE DESCENT PROFILE

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 3000 FT AMSL

1. Missed approach:
- Track 030° MAG and climb to 2000 FT AMSL.
- Inform ATC.
2. Missed approach in case of communication failure:
- Track 030° MAG to L-NW and climb to 3000 FT AMSL;
- Cross L-NW at 3000 FT AMSL and execute the instrument approach procedure again.



DIST RELATED TO BKN or BKZ DME										10	7.4	5.8	5	4.0	3	1.4	0.7 NM
GS IN KT		60		80		100		120		140		160		180			
VERTICAL SPEED		320 FT/MIN		425 FT/MIN		530 FT/MIN		635 FT/MIN		745 FT/MIN		850 FT/MIN		955 FT/MIN			
OCA (OCH) ELEV THR 03: 365.2 FT																	
ACFT CAT	NDB MAPt: THR		CIRCLING	THR 03 505406.7N 0054536.2E BK302 504907.9N 0054034.5E BK303 505027.1N 0054154.3E													
A	830 (460)		890 (520)	MSA BASED ON MAS VOR/DME 													
B			940 (570)														
C			1170 (800)														
D																	
CEILING AND VISIBILITY MINIMA																	DIRECTIONS ARE MAGNETIC DISTANCES IN NM ALTITUDES AND ELEVATIONS IN FEET
TAKE-OFF	DAY:	NA		NIGHT:	NA												
LANDING	DAY:	NA		NIGHT:	NA												