

AMSTERDAM/Schiphol
NIGHT TRANSITION
RNP RWY 18C

NOTES:

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

Clearance phraseology:

- 1. "Cleared XXX transition":
Fly lateral path and adhere to level instruction by ATC.
- 2. "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 0043048.1E
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

ARTIP 1G TRANSITION
290°

IAF
ARTIP
FL 140
FL 100
See NOTE

SUGOL 1G TRANSITION
110°

IAF
SUGOL
FL 140
FL 100
See NOTE

NIRSI
FL 055
MAX 220 KIAS

AM126
3400 AMSL

FAF for RNP 18C
AM630
2000 AMSL

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

18C

NETOM
FL 070
MAX 250 KIAS

AM627
FL 100
MAX 250 KIAS

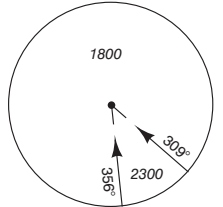
RIVER 1G TRANSITION
023°

PORWA

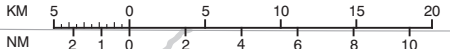
IAF
RIVER
FL 140
FL 100
See NOTE

AVERAGE VAR 2°E (2025)
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

MSA BASED ON SPL VOR/DME



SCALE 1 : 500 000



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

CHANGE 0326: MAGVAR 2025; editorial.