

TRANSITION ALTITUDE : 3000 ft AMSL

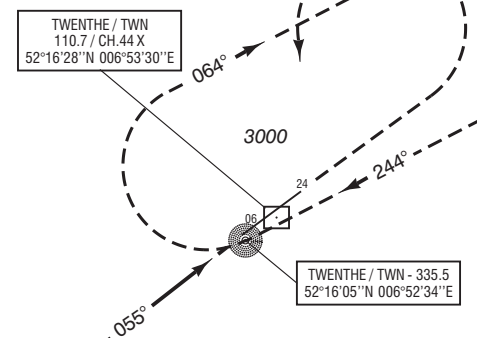
**NOTES:**

1. Navigation in the initial / intermediate approach segment is primarily based on radar vectors provided by ATC.
2. Execution of the complete procedure overhead depicted by --- at ATC discretion or in case of COM-failure.
3. Distances TWN are related to DME TWN.
4. Holding procedures standard ICAO. Speed limitations are depicted on the chart.

52° 25' N  
52° 20'  
52° 15'  
52° 10'

ELEV 115

VAF 0° (2005)



APP 118.575 RAPCON North  
TWR 119.950 Twenthe Tower  
121.500 General Emergency in Amsterdam FIR

TRANSITION LEVEL BY ATC  
TRANSITION ALTITUDE: 3000 ft AMSL

DO NOT DESCEND BELOW THE DESCENT PROFILE  
GIVEN ALTITUDES TO BE CONSIDERED AS MNM ALT

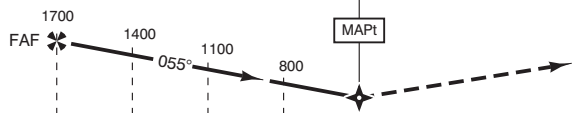
Missed Approach:

- At MAPt track 055° MAG.
- At 1500 ft AMSL turn left inbound IAF (NDB TWN) and climb to 2000 ft AMSL.
- Contact APP.

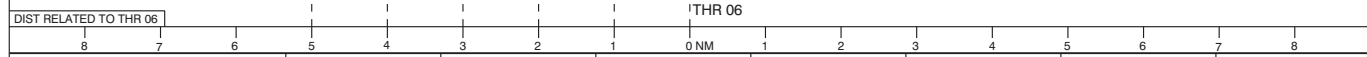
Missed Approach in case of communication failure:

- At MAPt track 055° MAG.
- At 1500 ft AMSL turn left inbound IAF (NDB TWN) and climb to 2000 ft AMSL.
- Cross TWN at 2000 ft, and execute the instrument approach procedure (NDB / DME RWY 06).

DESCENT GRADIENT  
300 ft / NM -2.83° -4.9%



ELEV 99

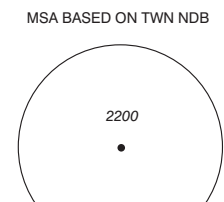


GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	ft/min	ft/min	ft/min	ft/min	ft/min	ft/min	ft/min
	300	400	500	600	700	800	900

OCA (OCH) ELEV THR 06: 99.48 ft

ACFT CAT	MAPt: 1 NM FROM THR 06	CIRCLING
A	510 (411)	620 (505)
B		700 (585)
C		800 (685)
D	NOT ALLOWED	NOT ALLOWED

BEARINGS ARE MAGNETIC  
DISTANCES IN NM  
ALTITUDES AND ELEVATIONS  
IN FEET



CEILING AND VISIBILITY MINIMA			
TAKE-OFF	DAY: NA	NIGHT: NA	
LANDING	DAY: NA	NIGHT: NA	

CHANGE : Tacan TWN withdrawn, DME TWN available, elevation, OCA/OCH, Missed Approach in case of communication failure, editorial.