

TRANSITION ALTITUDE: 3000 AMSL

Execute take-off immediately after receiving the clearance due to converging approach and departure procedures

After departure climb to FL 060

MAX 250 KIAS below FL 100 unless otherwise instructed

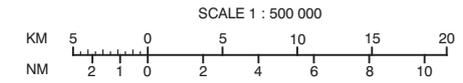
NOTE:
For continuation of the routes see AD 2.EHAM-SID-OVERVIEW
For crossing conditions on ATS routes see AD 2.22 paragraph 1.5.3. (due to MIL areas or crossing traffic)

SCHIPHOL / SPL
108.400 / CH21X
521955.7N 0044459.6E
0

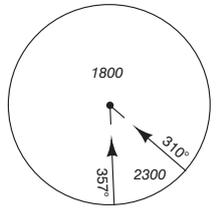
SPIJKERBOOR / SPY
(113.300) / CH80X
523225.0N 0045113.6E
0

AM019	522016.7N	0045014.4E
AM020	522012.8N	0045543.6E
AM036	521525.4N	0045052.4E
AM043	522531.4N	0050754.5E
AM059	522048.7N	0045100.4E
AM060	521818.7N	0045425.3E
AM061	521330.2N	0045322.1E
AM072	520114.1N	0045034.8E
AM090	522802.0N	0043203.7E
AM094	522757.9N	0043940.8E

TWR	119.230	Schiphol Tower	Primary
	118.105		
	135.110		
APP	119.055	Schiphol Approach / Departure	
	121.205		
	121.500	General Emergency	
	243.000		
ATIS	122.205	Departure Information	



MSA BASED ON SPL VOR/DME



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

— SID
— ATS ROUTE

CHANGE: WPTs ENZEN and PABCO added; editorial.