

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)

RNAV 1 required

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

NOPSU 3W

SCHIPHOL / SPL  
108.400 / CH21X  
521955.7N 0044459.6E

WOODY 3W

PAMPUS / PAM  
(117.800) / CH125X  
522005.1N 0050531.9E

NYKER 5W

IVLUT 4W

OGINA 4W

WOODY  
See note

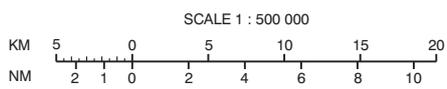
VELED  
See note

NYKER  
See note

RENDI  
See note

52° 40' N  
52° 30'  
52° 20'  
52° 10'  
52° 00' N

004°10'E 004°20' 004°30' 004°40' 004°50' 005°00' 005°10' 005°20'E

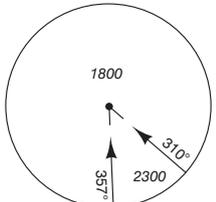


SCALE 1 : 500 000

AM036	521525.4N 0045052.4E
AM044	522606.2N 0045149.3E
AM070	522159.3N 0045100.5E
AM072	520114.1N 0045034.8E
AM081	522524.8N 0045044.5E
AM082	522526.9N 0045919.8E

TWR	118.105	Schiphol Tower	Primary
	119.230		
	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: MSA; coordinate DME PAM; editorial.