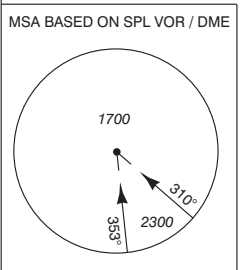
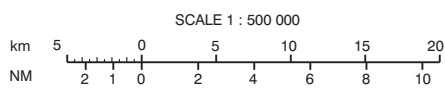


SPIJKERBOOR 2K: [SPY2KZ]
is the preferred coding with radius to fix (RF) turn.
For additional requirements see AD 2.22 §1.5.1.4 and §1.5.2, specific remark 6.

NOT TO SCALE



DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC
AVERAGE VAR 0° E (2010)

23.1 SPY 304.2 DME SPY 23.1 NM
VOR SPY RADIAL 304.2

— SID
— ATS ROUTE
- - - VOR RADIAL
- - - BEARING

THR 24	52°18'16"N	004°46'39"E
EH001	52°16'31"N	004°42'04"E
EH005	52°16'26"N	004°41'51"E
EH008	52°12'30"N	004°46'00"E
EH009	52°13'25"N	004°33'16"E
EH026	52°10'17"N	004°52'11"E
EH028	52°21'28"N	004°25'16"E
EH039	52°09'37"N	004°45'26"E
EH049	52°17'21"N	004°36'45"E
EH050	52°09'19"N	004°55'05"E
EH051	52°14'38"N	004°39'04"E
EH057	52°22'16"N	004°41'27"E
EH065	52°16'37"N	004°42'20"E
EH066	52°16'26"N	004°40'24"E
EH067	52°19'05"N	004°38'24"E
EH085	52°17'54"N	004°41'01"E
EH086	52°18'15"N	004°41'10"E

TWR	119.225	Schiphol Tower	Primary
	118.100		
	121.975	Schiphol Delivery	Clearance delivery
	121.650	Schiphol Start-up	Start-up Control
	121.700	Schiphol Ground	Ground Control
	121.800		
APP (TAR)	119.050	Schiphol Approach / Departure	
	121.200		
	121.500	General Emergency	
	243.000		
ATIS	122.200	Departure Information	

CHANGE: REP VELED added and CAUTION removed, editorial.