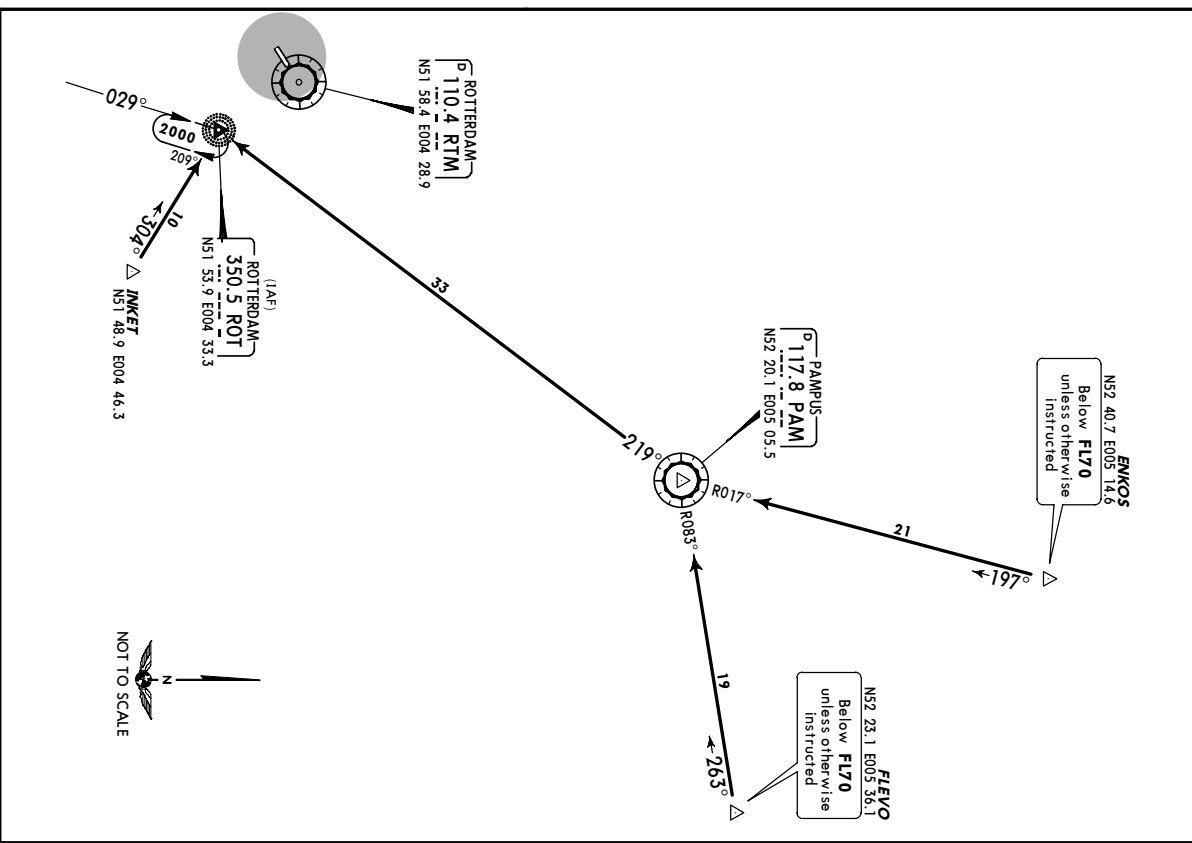
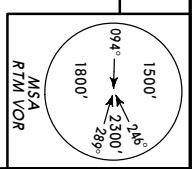


EHRD/RTM
ROTTERDAM
 14 MAR 03 **(10-2)** **EFF 20 Mar** **ARRIVAL**

ATIS 110.4	Apt Elev -15'	Alt Set: hPa EXPECT radar vectors direct to interception of final approach	Trans level: By ATC Trans alt: 3000'
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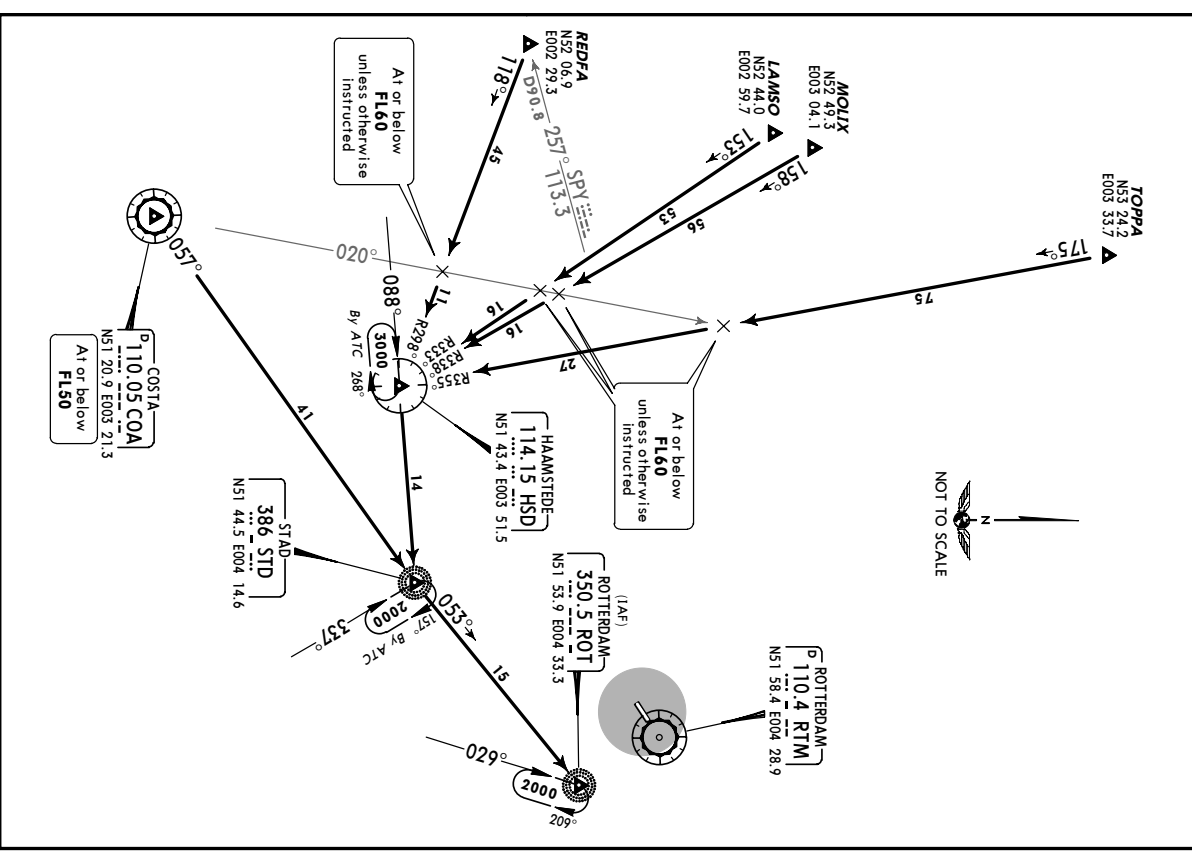
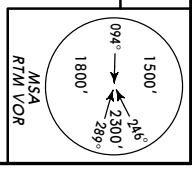
ARRIVAL PROCEDURES
 FROM EAST
SPEEDS MAX 250 KT BELOW FL100



EHRD/RTM
ROTTERDAM
 14 MAR 03 **(10-2A)** **EFF 20 Mar** **ARRIVAL**

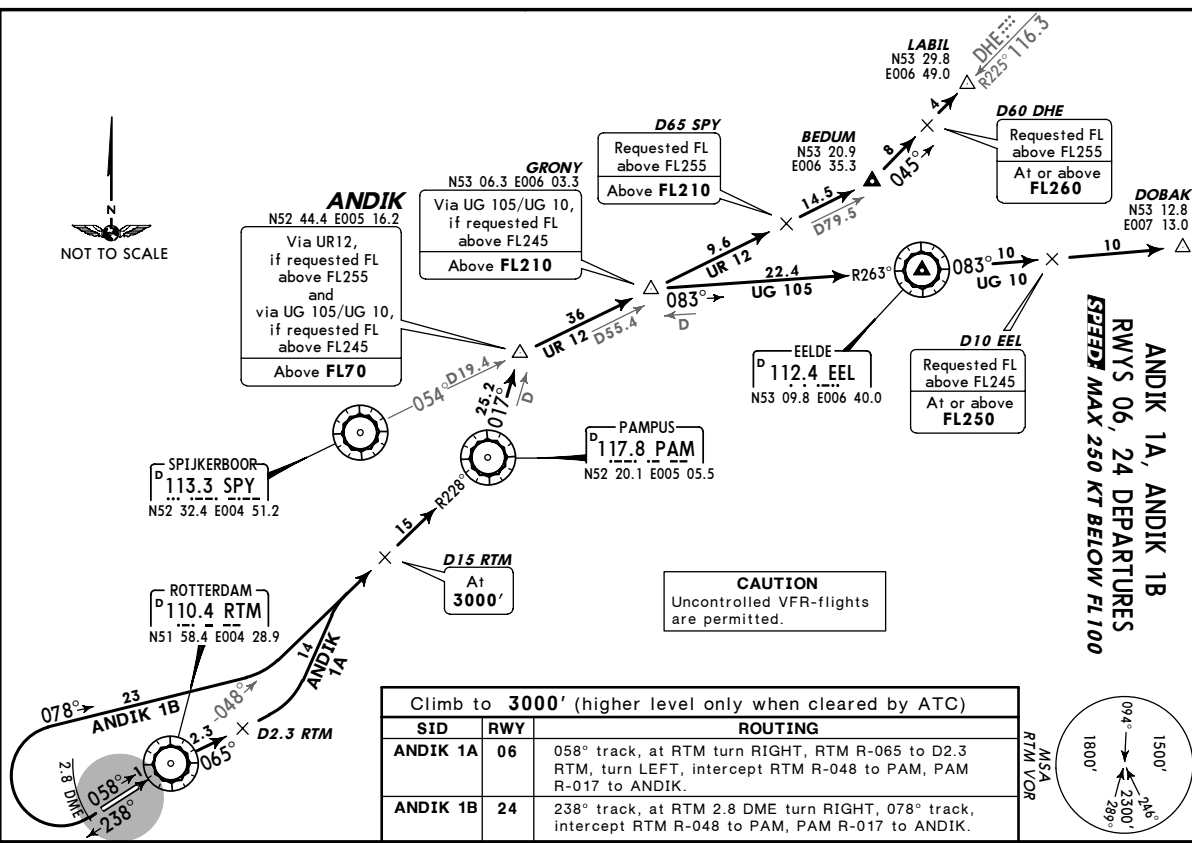
ATIS 110.4	Apt Elev -15'	Alt Set: hPa EXPECT radar vectors direct to interception of final approach	Trans level: By ATC Trans alt: 3000'
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ARRIVAL PROCEDURES
 FROM WEST
SPEEDS MAX 250 KT BELOW FL100



**EHRD/RTM
ROTTERDAM**
5 MAR 04 (10-3) Eff 18 MAR
JEPPesen ROTTERDAM, NETHERLANDS
SID

Trans level: By ATC. Trans alt: 3000'.
 1. If unable to comply with crossing conditions, inform ROTTERDAM Ground.
 2. Climb as rapidly as practicable to at least 2000'.
 3. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
 4. Initiate turns in due time in order not to overshoot radials and at 25° bank angle. Intercept radials in principle at an angle of 45°.
 5. Instructions containing heading or temporary altitude restrictions may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.



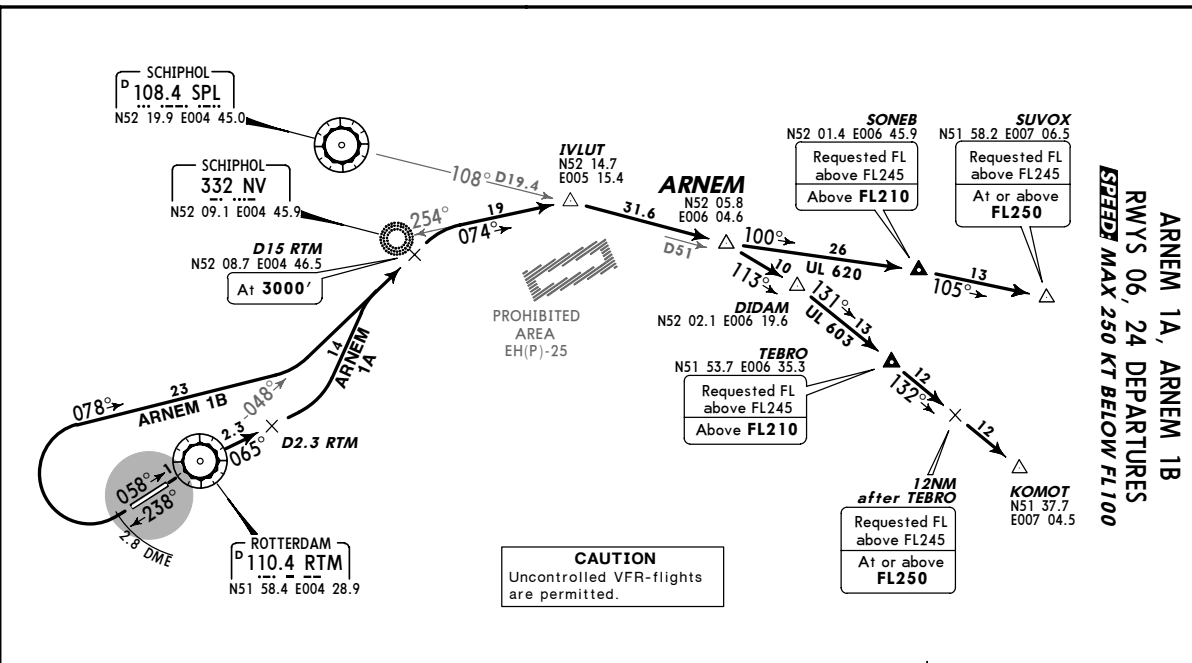
Climb to 3000' (higher level only when cleared by ATC)

SID	RWY	ROUTING
ANDIK 1A	06	058° track, at RTM turn RIGHT, RTM R-065 to D2.3 RTM, turn LEFT, intercept RTM R-048 to PAM, PAM R-017 to ANDIK.
ANDIK 1B	24	238° track, at RTM 2.8 DME turn RIGHT, 078° track, intercept RTM R-048 to PAM, PAM R-017 to ANDIK.

CHANGES: SIDs completely revised. © JEPPesen SANDERSON, INC., 2003, 2004. ALL RIGHTS RESERVED.

**EHRD/RTM
ROTTERDAM**
5 MAR 04 (10-3A) Eff 18 MAR
JEPPesen ROTTERDAM, NETHERLANDS
SID

Trans level: By ATC. Trans alt: 3000'.
 1. If unable to comply with crossing conditions, inform ROTTERDAM Ground.
 2. Climb as rapidly as practicable to at least 2000'.
 3. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
 4. Initiate turns in due time in order not to overshoot radials and at 25° bank angle. Intercept radials in principle at an angle of 45°.
 5. Instructions containing heading or temporary altitude restrictions may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.



Climb to 3000' (higher level only when cleared by ATC)

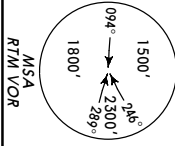
SID	RWY	ROUTING
ARNEM 1A	06	058° track, at RTM turn RIGHT, RTM R-065 to D2.3 RTM, turn LEFT, intercept RTM R-048 to D15 RTM turn RIGHT, intercept 074° bearing from NV to IVLUT, intercept SPL R-108 to ARNEM.
ARNEM 1B	24	238° track, at RTM 2.8 DME turn RIGHT, 078° track, intercept RTM R-048 to D15 RTM, turn RIGHT, intercept 074° bearing from NV to IVLUT, intercept SPL R-108 to ARNEM.

CHANGES: SIDs completely revised. © JEPPesen SANDERSON, INC., 2003, 2004. ALL RIGHTS RESERVED.

**EHRD/RTM
ROTTERDAM**

JEPPesen ROTTERDAM, NETHERLANDS
5 MAR 04 (10-3B) EFF 18 MAR SID

Trans level: By ATC Trans alt: 3000'
 1. If unable to comply with crossing conditions, inform ROTTERDAM Ground.
 2. Climb as rapidly as practicable to at least 2000'.
 3. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
 4. Initiate turns in due time in order not to overshoot radials and at 25° bank angle. Intercept radials in principle at an angle of 45°.
 5. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.



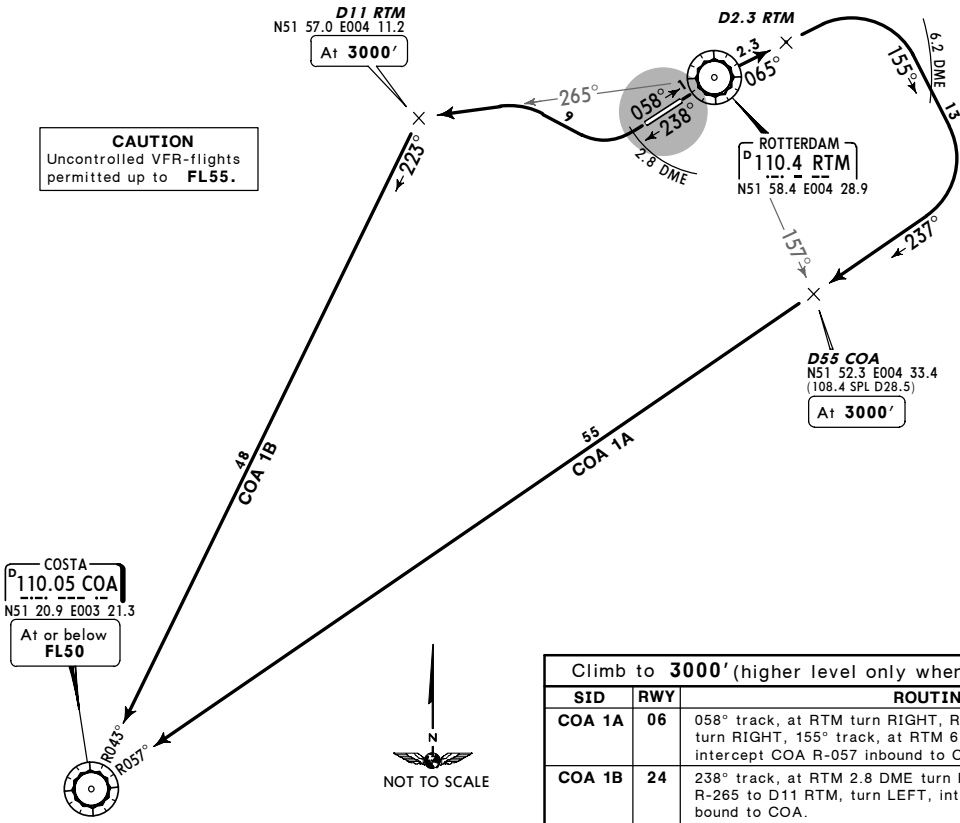
**COSTA 1A (COA 1A)
COSTA 1B (COA 1B)
RWYS 06, 24 DEPARTURES
SPEED MAX 250 KT BELOW FL100**

Climb to 3000' (higher level only when cleared by ATC).

SID	RWY	ROUTING
COA 1A	06	058° track, at RTM turn RIGHT, RTM R-065 to D2.3 RTM, turn RIGHT, 155° track, at RTM 6.2 DME turn RIGHT, intercept COA R-057 inbound to COA
COA 1B	24	238° track, at RTM 2.8 DME turn RIGHT, intercept RTM R-265 to D11 RTM, turn LEFT, intercept COA R-043 inbound to COA.



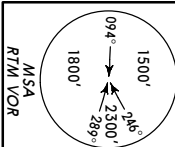
CAUTION
Uncontrolled VFR-flights permitted up to **FL55**.



**EHRD/RTM
ROTTERDAM**

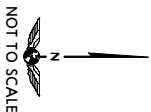
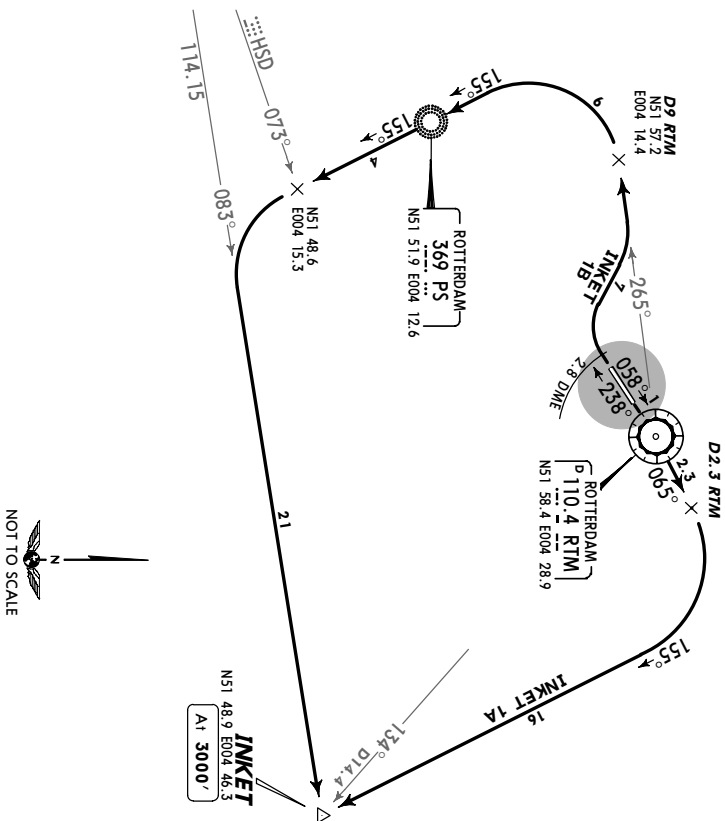
JEPPesen ROTTERDAM, NETHERLANDS
5 MAR 04 (10-3C) EFF 18 MAR SID

Trans level: By ATC Trans alt: 3000'
 1. If unable to comply with crossing conditions, inform ROTTERDAM Ground.
 2. Climb as rapidly as practicable to at least 2000'.
 3. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
 4. Initiate turns in due time in order not to overshoot radials and at 25° bank angle. Intercept radials in principle at an angle of 45°.
 5. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.



**INKET 1A, INKET 1B
RWYS 06, 24 DEPARTURES
SPEED MAX 250 KT BELOW FL100**

CAUTION
Uncontrolled VFR-flights permitted up to **FL95**.



Climb to 3000' (higher level only when cleared by ATC)

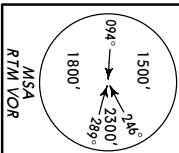
SID	RWY	ROUTING
INKET 1A	06	058° track, at RTM turn RIGHT, RTM R-065 to D2.3 RTM, turn RIGHT, 155° track to INKET.
INKET 1B	24	238° track, at RTM 2.8 DME turn RIGHT, intercept RTM R-265 to D9 RTM, turn LEFT, 155° track, at HSD R-073 turn LEFT, intercept HSD R-083 to INKET.

**EHRD/RTM
ROTTERDAM**

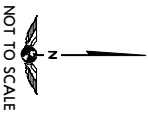
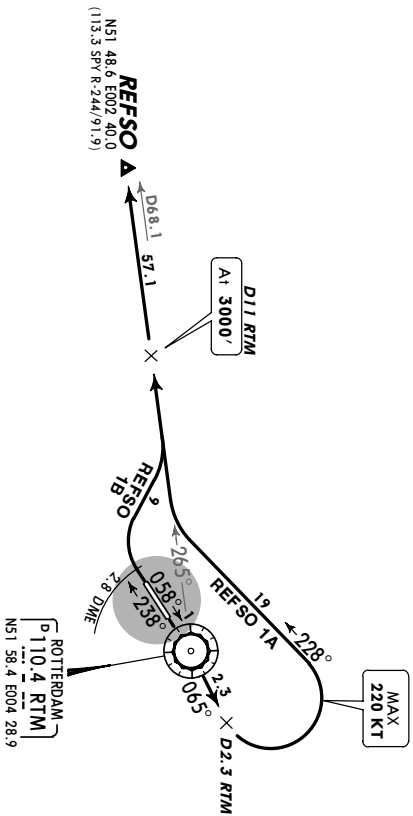
JEPPesen ROTTERDAM, NETHERLANDS
 5 MAR 04 (10-3D) Eff. 18 MAR SID

Trans level: By ATC. Trans alt: 3000'.
 1. If unable to comply with crossing conditions, inform ROTTERDAM Ground.
 2. Climb as rapidly as practicable to at least 2000'.
 3. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
 4. Initiate turns in due time in order not to overshoot radials and at 25° bank angle. Intercept radials in principle at an angle of 45°.
 5. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.

**REFSO 1A, REFSO 1B
 RWYS 06, 24 DEPARTURES
 SPEED MAX 250 KT BELOW FL100**



CAUTION
 Uncontrolled VFR-flights permitted up to **FL55**.



Climb to **3000'** (higher level only when cleared by ATC)

SID	RWY	ROUTING
REFSO 1A	06	058° track, at RTM turn RIGHT, RTM R-065 to D2.3 RTM, turn LEFT, 228° track, intercept RTM R-265 to REFSO.
REFSO 1B	24	238° track, at RTM 2.8 DME turn RIGHT, intercept RTM R-265 to REFSO.

CHANGES: SIDs completely revised.

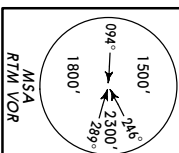
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**EHRD/RTM
ROTTERDAM**

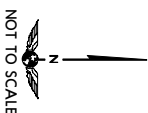
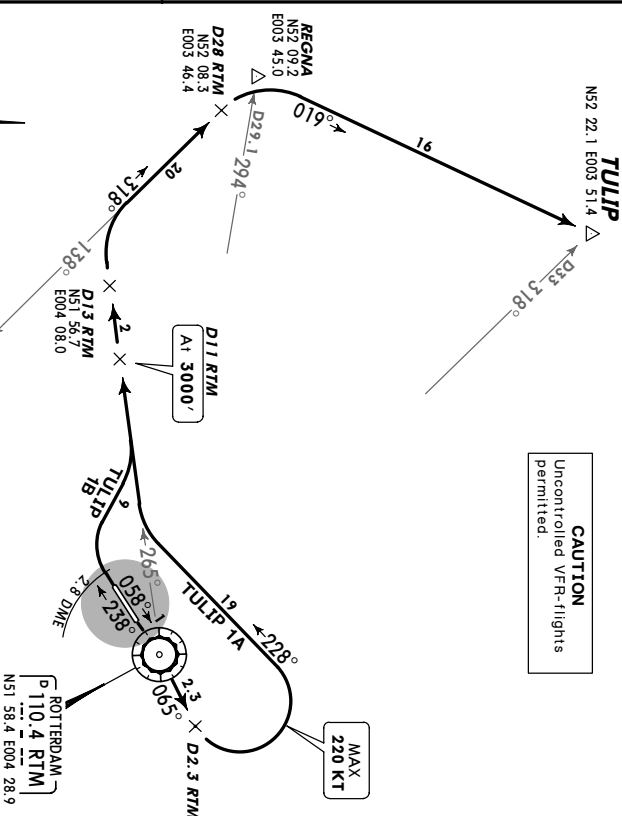
JEPPesen ROTTERDAM, NETHERLANDS
 5 MAR 04 (10-3E) Eff. 18 MAR SID

Trans level: By ATC. Trans alt: 3000'.
 1. If unable to comply with crossing conditions, inform ROTTERDAM Ground.
 2. Climb as rapidly as practicable to at least 2000'.
 3. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
 4. Initiate turns in due time in order not to overshoot radials and at 25° bank angle. Intercept radials in principle at an angle of 45°.
 5. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.

**TULIP 1A, TULIP 1B
 RWYS 06, 24 DEPARTURES
 SPEED MAX 250 KT BELOW FL100**



CAUTION
 Uncontrolled VFR-flights permitted.



Climb to **3000'** (higher level only when cleared by ATC)

SID	RWY	ROUTING
TULIP 1A	06	058° track, at RTM turn RIGHT, RTM R-065 to D2.3 RTM, turn LEFT, 228° track, intercept RTM R-265 to D13 RTM, turn RIGHT, intercept 318° bearing from PS towards REGNA, at D28 RTM turn RIGHT, 019° track to TULIP.
TULIP 1B	24	238° track, at RTM 2.8 DME turn RIGHT, intercept RTM R-265 to D13 RTM, turn RIGHT, intercept 318° bearing from PS towards REGNA, at D28 RTM turn RIGHT, 019° track to TULIP.

CHANGES: SIDs completely revised.

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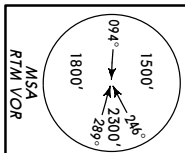
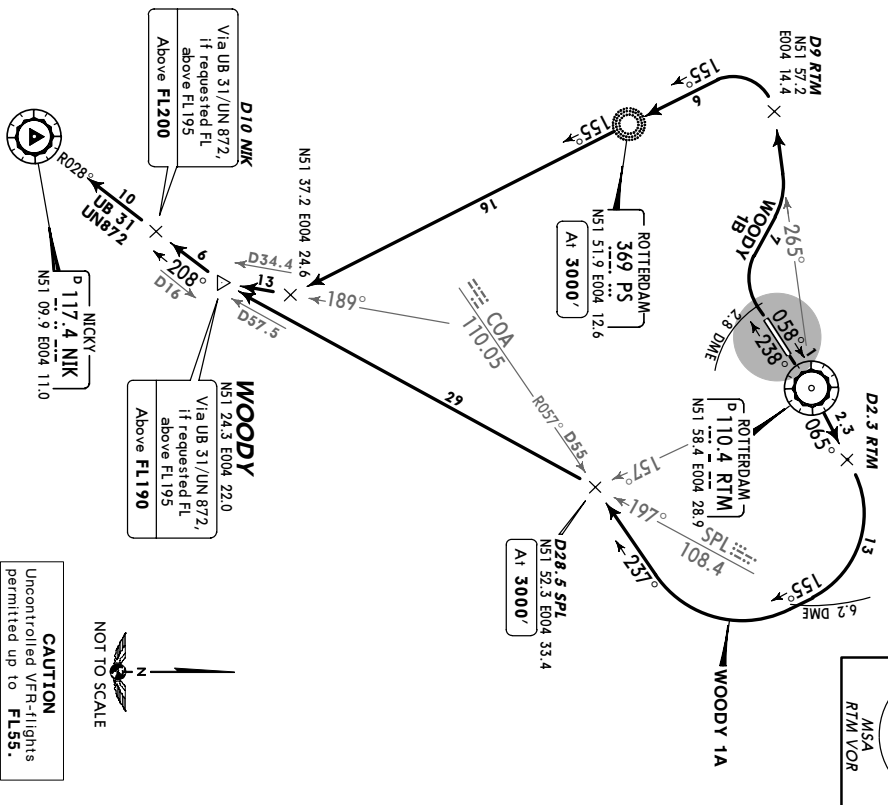
EHRD/RTM
ROTTERDAM

5 MAR 04 (10-3F) Eff: 18 MAR

JEPPesen ROTTERDAM, NETHERLANDS
SID

Trans level: By ATC. Trans alt: 3000'.
 1. If unable to comply with crossing conditions, inform ROTTERDAM Ground.
 2. Climb as rapidly as practicable to at least 2000'.
 3. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
 4. Initiate turns in due time in order not to overshoot radials and at 25° bank angle. Intercept radials in principle at an angle of 45°.
 5. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.

WOODY 1A, WOODY 1B
RWYS 06, 24 DEPARTURES
SPEED MAX 250 KT BELOW FL100



CAUTION
 Uncontrolled VFR-flights permitted up to FL35.



Climb to **3000'** (higher level only when cleared by ATC)

ROUTING

SID	RWY	ROUTING
WOODY 1A	06	058° track, at RTM turn RIGHT, RTM R-065 to D2.3 RTM, turn RIGHT, 155° track, at RTM 6.2 DME turn RIGHT, intercept SPL R-197 to WOODY.
WOODY 1B	24	238° track, at RTM 2.8 DME turn RIGHT, intercept RTM R-265 to D9 RTM, turn LEFT, 155° track, intercept RTM R-189 to WOODY.

CHANGES: SIDs completely revised. © JEPPesen SANDERSON, INC., 2003, 2004. ALL RIGHTS RESERVED.

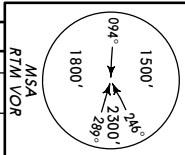
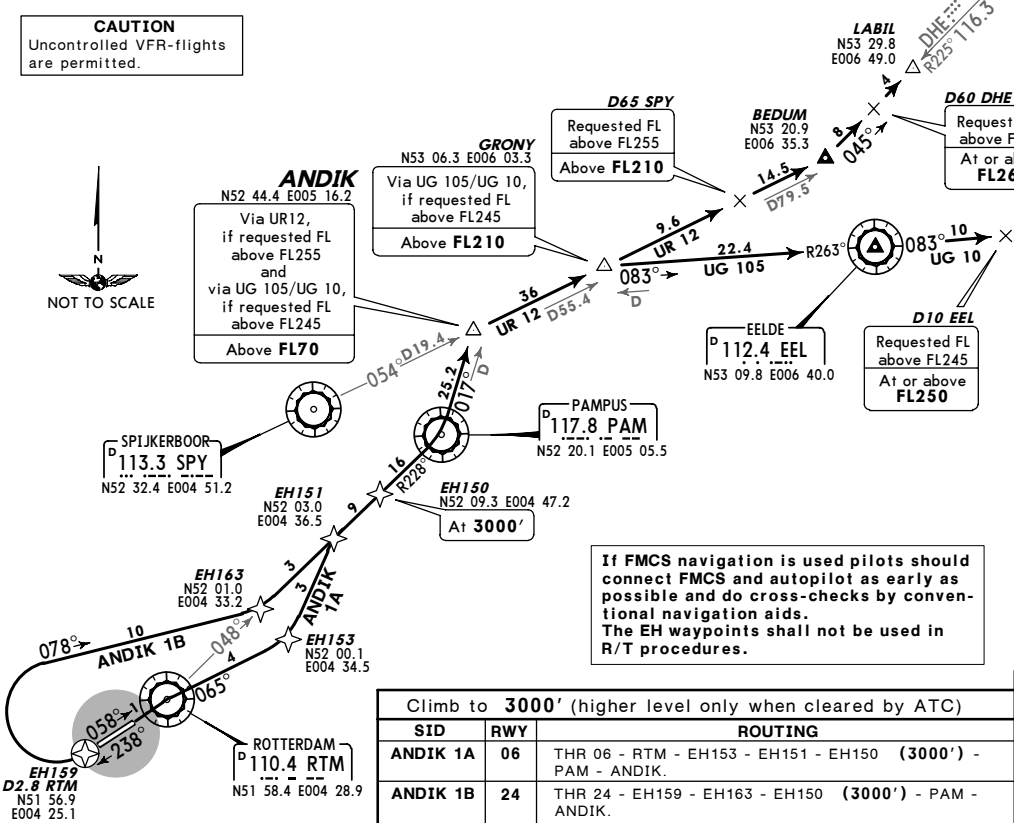
EHRD/RTM
ROTTERDAM

5 MAR 04 (10-3G) Eff: 18 MAR

JEPPesen ROTTERDAM, NETHERLANDS
RNAV SID (OVERLAY)

Trans level: By ATC. Trans alt: 3000'.
 1. If unable to comply with crossing conditions, inform ROTTERDAM Ground.
 2. Climb as rapidly as practicable to at least 2000'.
 3. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
 4. Initiate turns in due time in order not to overshoot radials and at 25° bank angle. Intercept radials in principle at an angle of 45°.
 5. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.

ANDIK 1A [ANDI1A]
ANDIK 1B [ANDI1B]
RWYS 06, 24 RNAV DEPARTURES
(OVERLAY 10-3)
SPEED MAX 250 KT BELOW FL100



If FMCS navigation is used pilots should connect FMCS and autopilot as early as possible and do cross-checks by conventional navigation aids. The EH waypoints shall not be used in R/T procedures.

Climb to **3000'** (higher level only when cleared by ATC)

SID	RWY	ROUTING
ANDIK 1A	06	THR 06 - RTM - EH153 - EH151 - EH150 (3000') - PAM - ANDIK.
ANDIK 1B	24	THR 24 - EH159 - EH163 - EH150 (3000') - PAM - ANDIK.

CAUTION
 Uncontrolled VFR-flights are permitted.

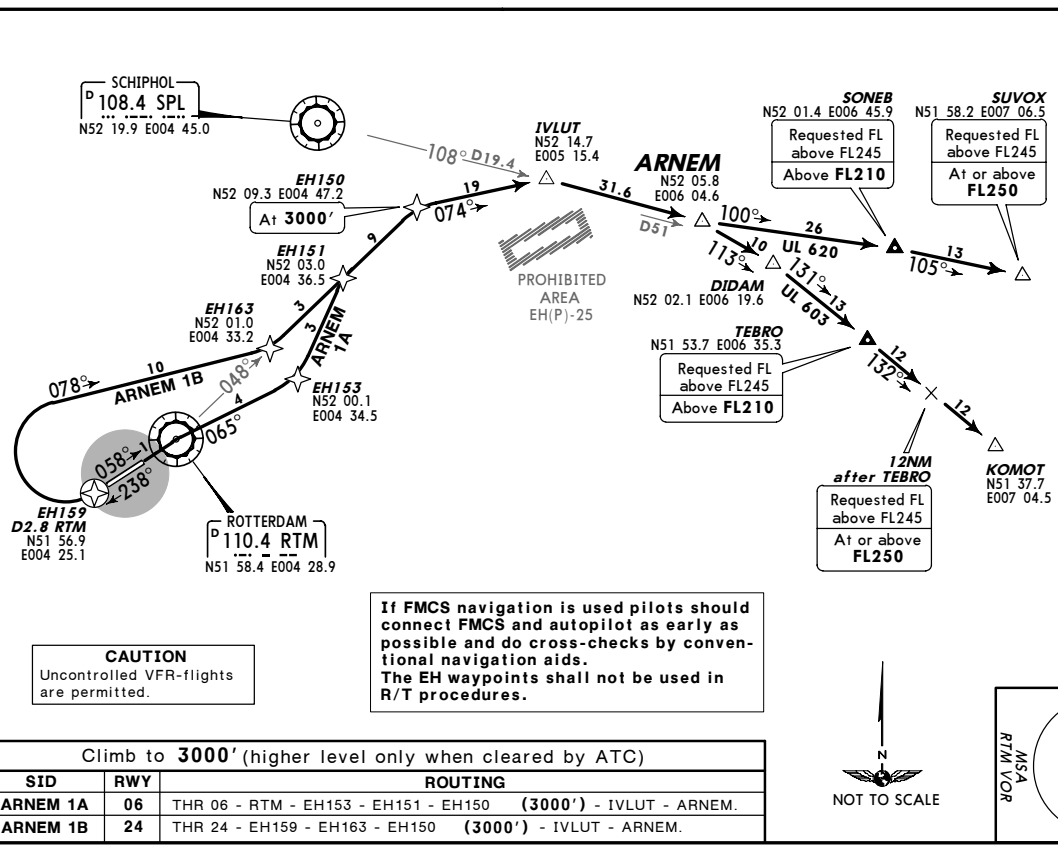


CHANGES: New chart. © JEPPesen SANDERSON, INC., 2004. ALL RIGHTS RESERVED.

EH/D/RTM
ROTTERDAM
JEPPesen ROTTERDAM, NETHERLANDS

Trans level: By ATC Trans alt: 3000'
 1. If unable to comply with crossing conditions, inform ROTTERDAM Ground.
 2. Climb as rapidly as practicable to at least 2000'.
 3. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
 4. Initiate turns in due time in order not to overshoot radials and at 25° bank angle. Intercept radials in principle at an angle of 45°.
 5. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.

ARNEM 1A [ARNE1A], ARNEM 1B [ARNE1B]
RWYS 06, 24 RNAV DEPARTURES (OVERLAY 10-3A)
SPEED MAX 250 KT BELOW FL100

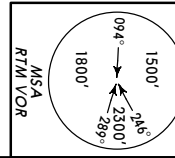


If FMCS navigation is used pilots should connect FMCS and autopilot as early as possible and do cross-checks by conventional navigation aids.
 The EH waypoints shall not be used in R/T procedures.

CAUTION
 Uncontrolled VFR-flights are permitted.

Climb to 3000' (higher level only when cleared by ATC)

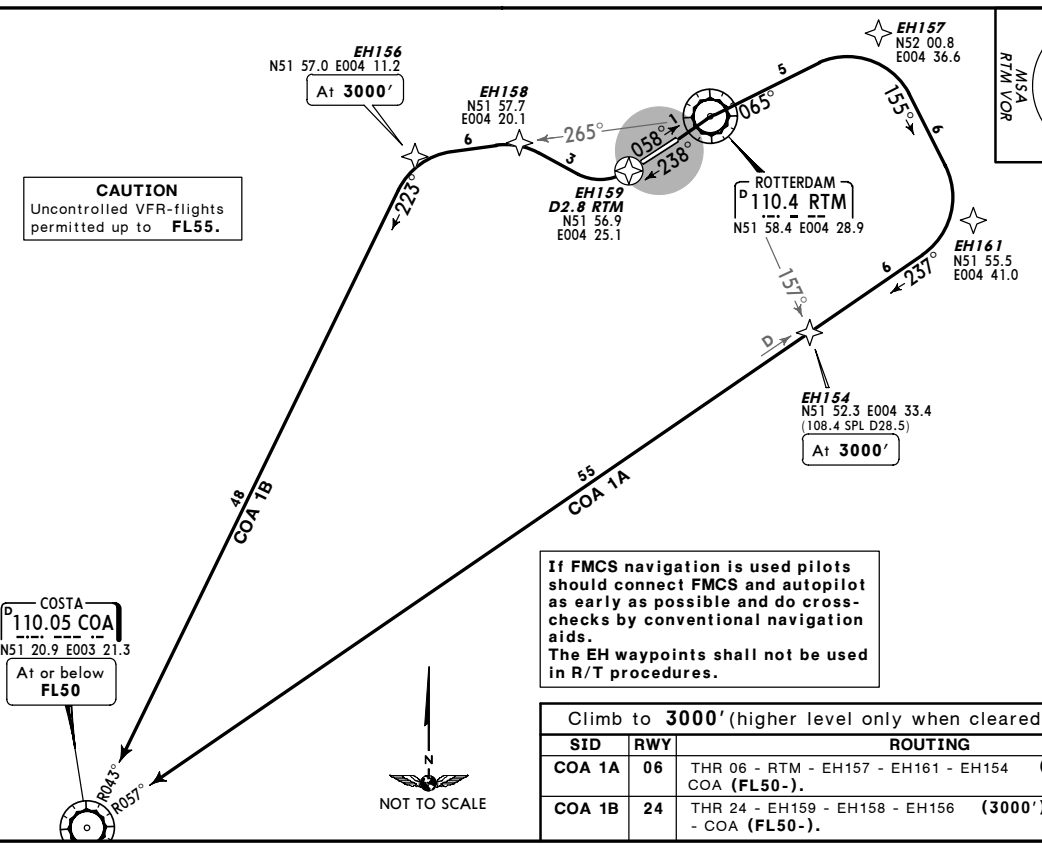
SID	RWY	ROUTING
ARNEM 1A	06	THR 06 - RTM - EH153 - EH151 - EH150 (3000') - IVLUT - ARNEM.
ARNEM 1B	24	THR 24 - EH159 - EH163 - EH150 (3000') - IVLUT - ARNEM.



EH/D/RTM
ROTTERDAM
JEPPesen ROTTERDAM, NETHERLANDS

Trans level: By ATC Trans alt: 3000'
 1. If unable to comply with crossing conditions, inform ROTTERDAM Ground.
 2. Climb as rapidly as practicable to at least 2000'.
 3. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
 4. Initiate turns in due time in order not to overshoot radials and at 25° bank angle. Intercept radials in principle at an angle of 45°.
 5. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.

COSTA 1A (COA 1A), COSTA 1B (COA 1B)
RWYS 06, 24 RNAV DEPARTURES (OVERLAY 10-3B)
SPEED MAX 250 KT BELOW FL100

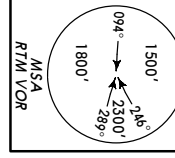


If FMCS navigation is used pilots should connect FMCS and autopilot as early as possible and do cross-checks by conventional navigation aids.
 The EH waypoints shall not be used in R/T procedures.

CAUTION
 Uncontrolled VFR-flights permitted up to FL55.

Climb to 3000' (higher level only when cleared by ATC)

SID	RWY	ROUTING
COA 1A	06	THR 06 - RTM - EH157 - EH161 - EH154 (3000') - COA (FL50-).
COA 1B	24	THR 24 - EH159 - EH158 - EH156 (3000') - COA (FL50-).



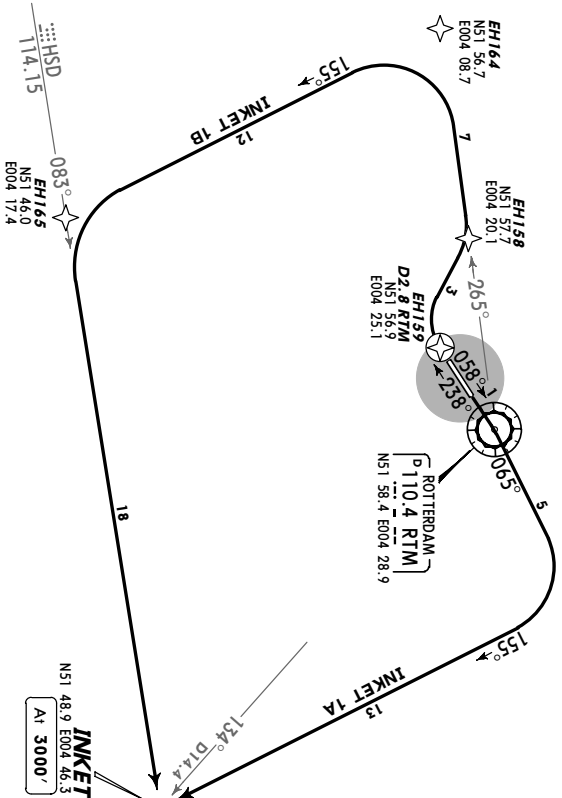
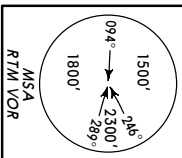
EHRD/RTM
ROTTERDAM

JEPPesen ROTTERDAM, NETHERLANDS
 5 MAR 04 (10-3K) Eff 18 Mar RNAV SID (OVERLAY)

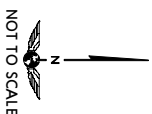
Trans level: By ATC Trans alt: 3000'
 1. If unable to comply with crossing conditions, inform ROTTERDAM Ground.
 2. Climb as rapidly as practicable to at least 2000'.
 3. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
 4. Initiate turns in due time in order not to overshoot radials and at 25° bank angle. Intercept radials in principle at an angle of 45°.
 5. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.

INKET 1A [INKE1A], INKET 1B [INKE1B]
RWYS 06, 24 RNAV DEPARTURES (OVERLAY 10-3C)
SPEED MAX 250 KT BELOW FL100

CAUTION
 Uncontrolled VFR-flights permitted up to FL95.



If FMCS navigation is used pilots should connect FMCS and autopilot as early as possible and do cross-checks by conventional navigation aids. The EH waypoints shall not be used in R/T procedures.



Climb to 3000' (higher level only when cleared by ATC)

SID	RWY	ROUTING
INKET 1A	06	THR 06 - RTM - EH157 - INKET (3000').
INKET 1B	24	THR 24 - EH159 - EH158 - EH164 - INKET (3000').

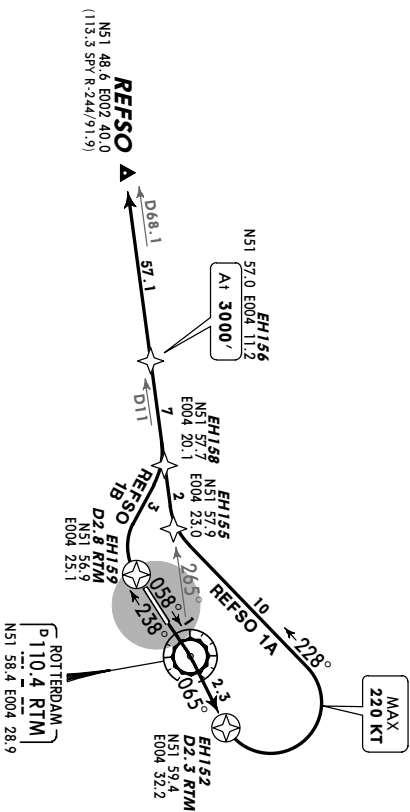
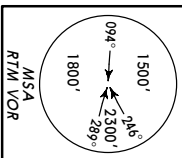
EHRD/RTM
ROTTERDAM

JEPPesen ROTTERDAM, NETHERLANDS
 5 MAR 04 (10-3L) Eff 18 Mar RNAV SID (OVERLAY)

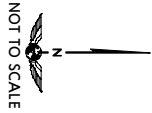
Trans level: By ATC Trans alt: 3000'
 1. If unable to comply with crossing conditions, inform ROTTERDAM Ground.
 2. Climb as rapidly as practicable to at least 2000'.
 3. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
 4. Initiate turns in due time in order not to overshoot radials and at 25° bank angle. Intercept radials in principle at an angle of 45°.
 5. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.

REFSO 1A [REFS1A], REFSO 1B [REFS1B]
RWYS 06, 24 RNAV DEPARTURES (OVERLAY 10-3D)
SPEED MAX 250 KT BELOW FL100

CAUTION
 Uncontrolled VFR-flights permitted up to FL55.



If FMCS navigation is used pilots should connect FMCS and autopilot as early as possible and do cross-checks by conventional navigation aids. The EH waypoints shall not be used in R/T procedures.



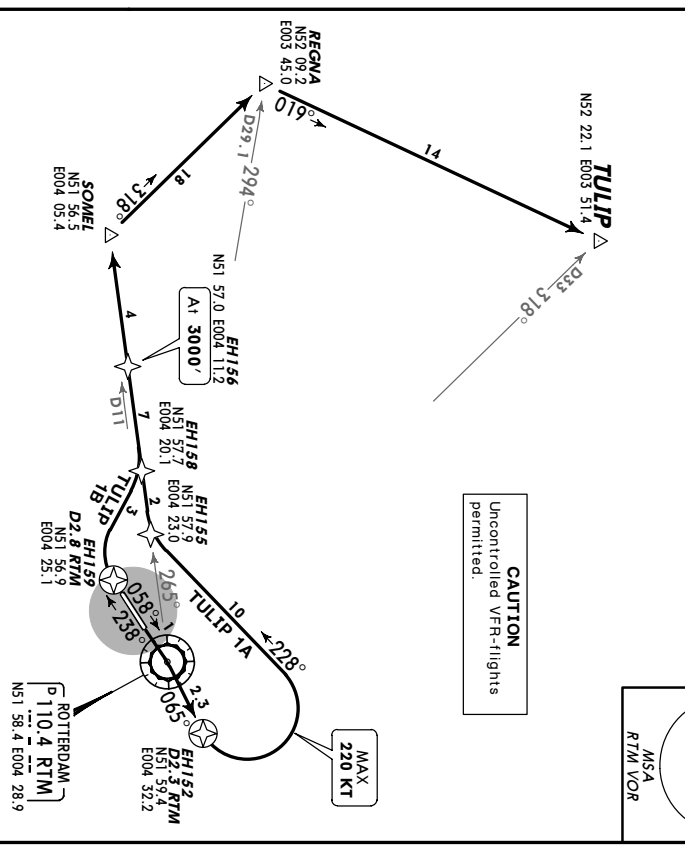
Climb to 3000' (higher level only when cleared by ATC)

SID	RWY	ROUTING
REFSO 1A	06	THR 06 - RTM - EH152 - EH155 - EH156 (3000') - REFSO.
REFSO 1B	24	THR 24 - EH159 - EH158 - EH156 (3000') - REFSO.

EHRD/RTM
ROTTERDAM
 5 MAR 04 (10-3N) Eff 18 Mar RNAV SID (OVERLAYS)

Trans level: By ATC Trans alt: 3000'
 1. If unable to comply with crossing conditions, inform ROTTERDAM Ground.
 2. Climb as rapidly as practicable to at least 2000'.
 3. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
 4. Initiate turns in due time in order not to overshoot radials and at 25° bank angle. Intercept radials in principle at an angle of 45°.
 5. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.

TULIP 1A [TUL1A], TULIP 1B [TUL1B]
RWYS 06, 24 RNAV DEPARTURES (OVERLAY 10-3E)
SPEED MAX 250 KT BELOW FL100



If FMCS navigation is used pilots should connect FMCS and autopilot as early as possible and do cross-checks by conventional navigation aids. The EH waypoints shall not be used in R/T procedures.

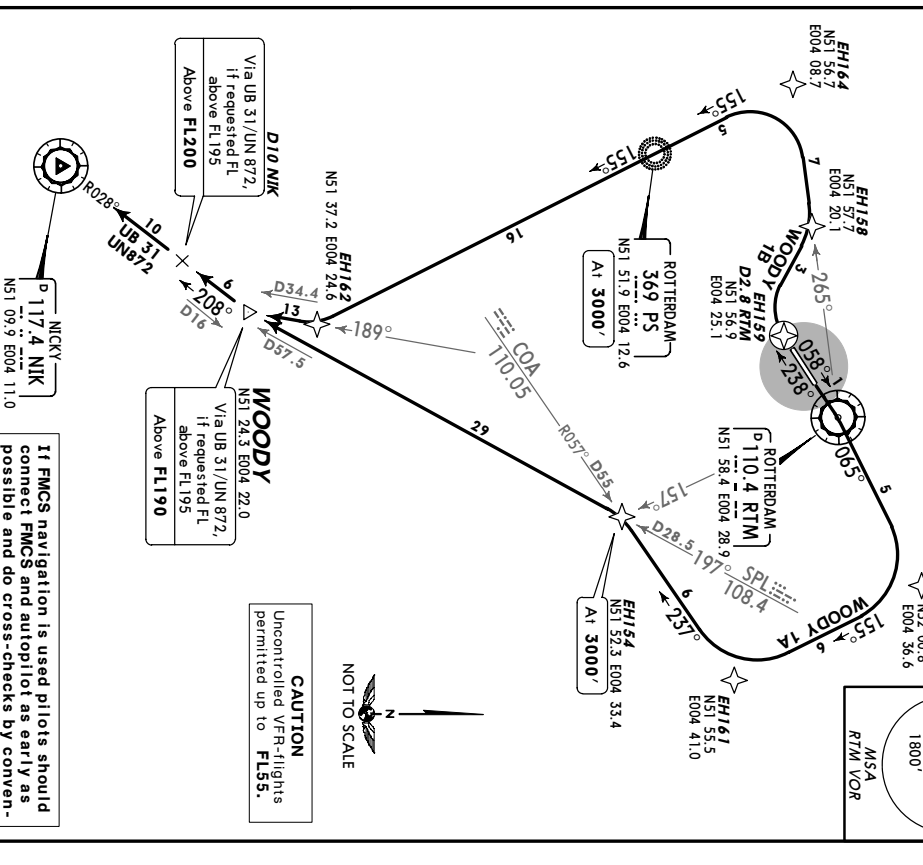
Climb to 3000' (higher level only when cleared by ATC)

SID	RWY	ROUTING
TULIP 1A	06	THR 06 - RTM - EH152 - EH155 - EH156 (3000') - SOMEL - REGNA - TULIP.
TULIP 1B	24	THR 24 - EH159 - EH158 - EH156 (3000') - SOMEL - REGNA - TULIP.

EHRD/RTM
ROTTERDAM
 5 MAR 04 (10-3N) Eff 18 Mar RNAV SID (OVERLAYS)

Trans level: By ATC Trans alt: 3000'
 1. If unable to comply with crossing conditions, inform ROTTERDAM Ground.
 2. Climb as rapidly as practicable to at least 2000'.
 3. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
 4. Initiate turns in due time in order not to overshoot radials and at 25° bank angle. Intercept radials in principle at an angle of 45°.
 5. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only.

WOODY 1A [WOY1A], WOODY 1B [WOY1B]
RWYS 06, 24 RNAV DEPARTURES (OVERLAY 10-3F)
SPEED MAX 250 KT BELOW FL100

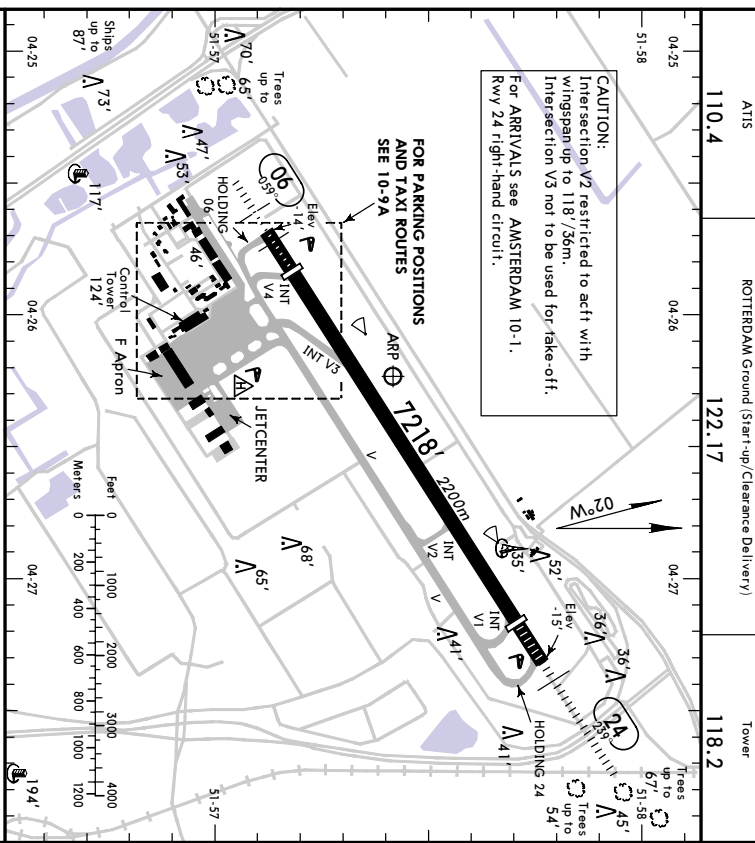


If FMCS navigation is used pilots should connect FMCS and autopilot as early as possible and do cross-checks by conventional navigation aids. The EH waypoints shall not be used in R/T procedures.

Climb to 3000' (higher level only when cleared by ATC)

SID	RWY	ROUTING
WOODY 1A	06	THR 06 - RTM - EH157 - EH161 - EH154 (3000') - WOODY.
WOODY 1B	24	THR 24 - EH159 - EH158 - EH164 - PS - EH162 - WOODY.

EHRD/RTM **JEPPesen** **ROTTERDAM, NETHERLANDS**
 APT Elev -15' (BELOW SEA LEVEL) 7 APR 06 (10.9) **EFF 13 APR**
 N51 57.4 E004 26.2 ROTTERDAM Ground (Start-up/Clearance Delivery) Tower
 110.4 122.17 118.2



ADDITIONAL RUNWAY INFORMATION

RWY	LANDING BEYOND		TAKE-OFF	WIDTH
	Threshold	Glide Slope		
06	HIRL (30m) CL (15m) HIALS PAR-L (3.0°) RVR 6562' 2000m			148'
24	HIRL (30m) CL (15m) HIALS RVR	5539' 1688m		45m

LOW VISIBILITY PROCEDURE

When the visibility drops below 1500m and the cloudbase becomes equal to or below 400' precautionary measures are taken. Three low visibility phases are recognized:
 PHASE A - lowest RVR below or equal 600m, cloudbase below 200' ; Separation between arriving acti and the departure interval will be increased; the rwy will not be used in opposite directions.
 PHASE B - lowest RVR below 400m ; Since Ground Radar is not available, no taxiing acti will be allowed during landing and departure of acti.
 PHASE C - highest RVR below 100m ; The airport is below operational limits for Arrivals and Departures.

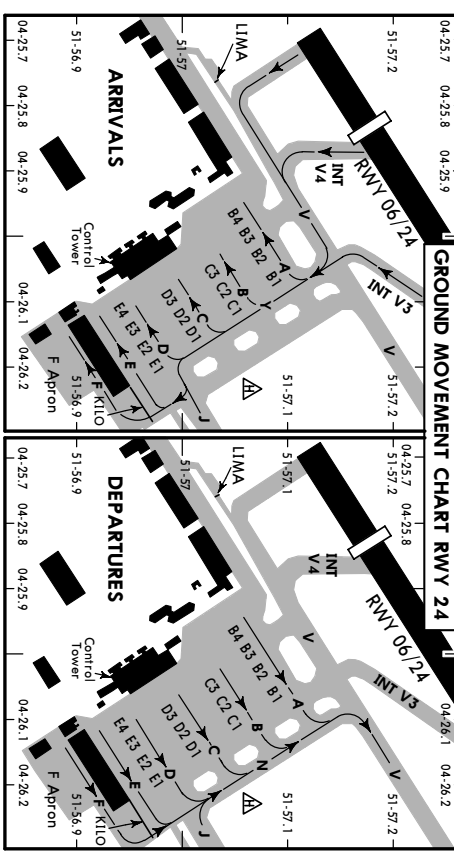
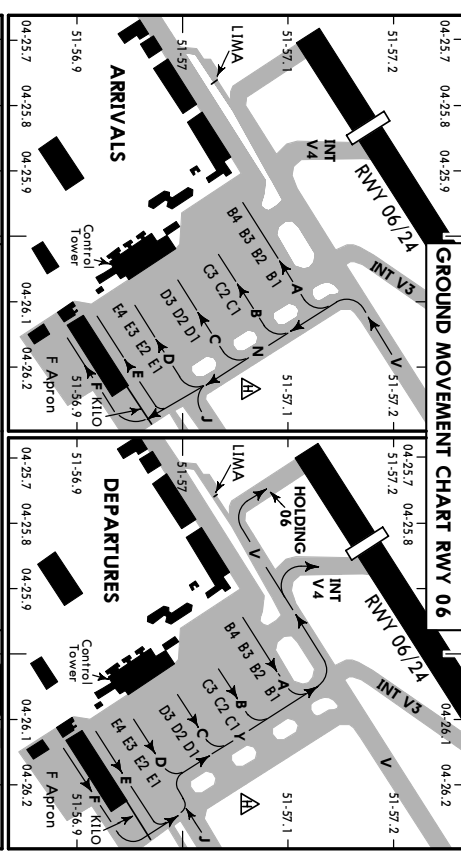
JAR-OPS TAKE-OFF **I** All Rwys

LVP must be in Force

Approved Operators	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	150m	200m	200m	250m	400m	500m
B	125m	150m	200m	250m		
C	150m	200m	250m	300m		
D	150m	200m	250m	300m		

I Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

EHRD/RTM **JEPPesen** **ROTTERDAM, NETHERLANDS**
 7 APR 06 (10.9A) **EFF 13 APR**
 ROTTERDAM



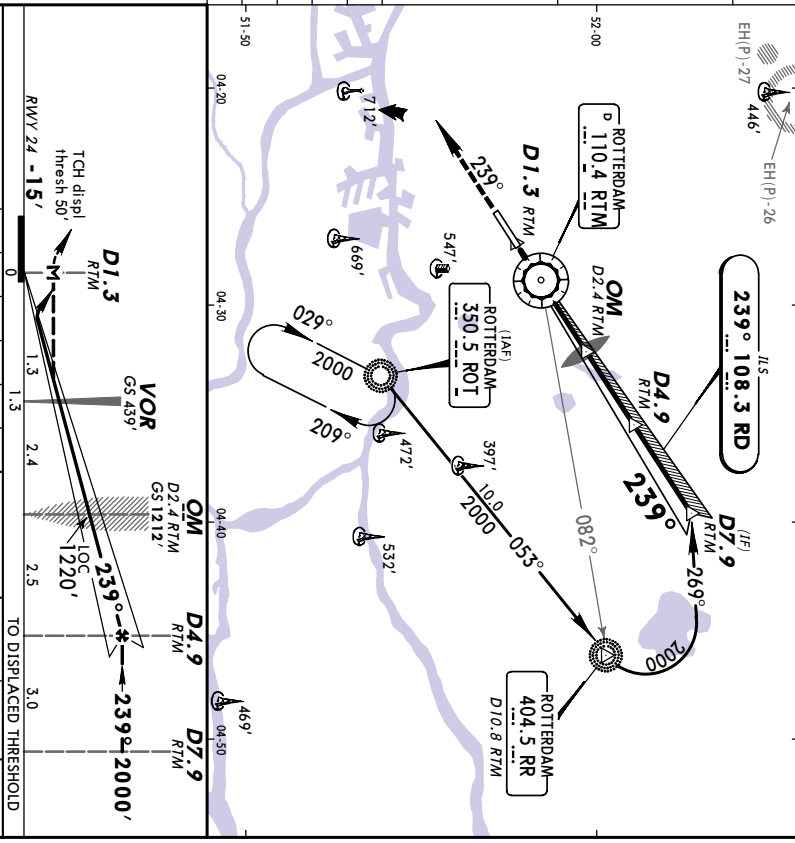
INS COORDINATES

STAND No.	COORDINATES
B1	N51 57.1 E004 26.1
B2 thru B4	N51 57.1 E004 26.0
C1 thru C3	N51 57.1 E004 26.1
D1	N51 57.0 E004 26.2
D2 thru D3	N51 57.0 E004 26.1
E1, E2	N51 57.0 E004 26.2
E3	N51 57.0 E004 26.1
E4	N51 56.9 E004 26.1

CAUTION: Intersection V3 not to be used for take-off.

**EHRD/RTM
ROTTERDAM** **Jeppesen ROTTERDAM, NETHERLANDS**
8 OCT 04 (1-1) **ILS Rwy 24**

ATIS	110.4	*ROTTERDAM Approach (R)	127.02	126.67X	118.2	119.7G	122.17
LOC	108.3	Final Appch Crs	239°	OM 1212° (1227')	ILS DA(H) 185' (200')	Apri Elev RWY -15	Ground
RD	108.3			1212° (1227')	(BELOW SEA LEVEL)		
MISSED APCH:	Climb on track 239° to 2000', Contact ATC.						
MISSED APCH WITH COMM FAILURE:	Climb on track 239° to 2000', then turn LEFT to 299°.						
ROT NDB and hold or according to chart.							
Alt Set: hPa	Rwy Elev: -1 hPa	Trans level: By ATC			Trans alt: 3000'		
CAUTION: Disregard DME readings from VOLKEL TACAN operating on same freq as ROT NDB and hold or according to chart.							
RD LOC. 2. Expect radar vectors direct to interception of final apch.							
						MISA RTM VOR	



PANS OPS 4

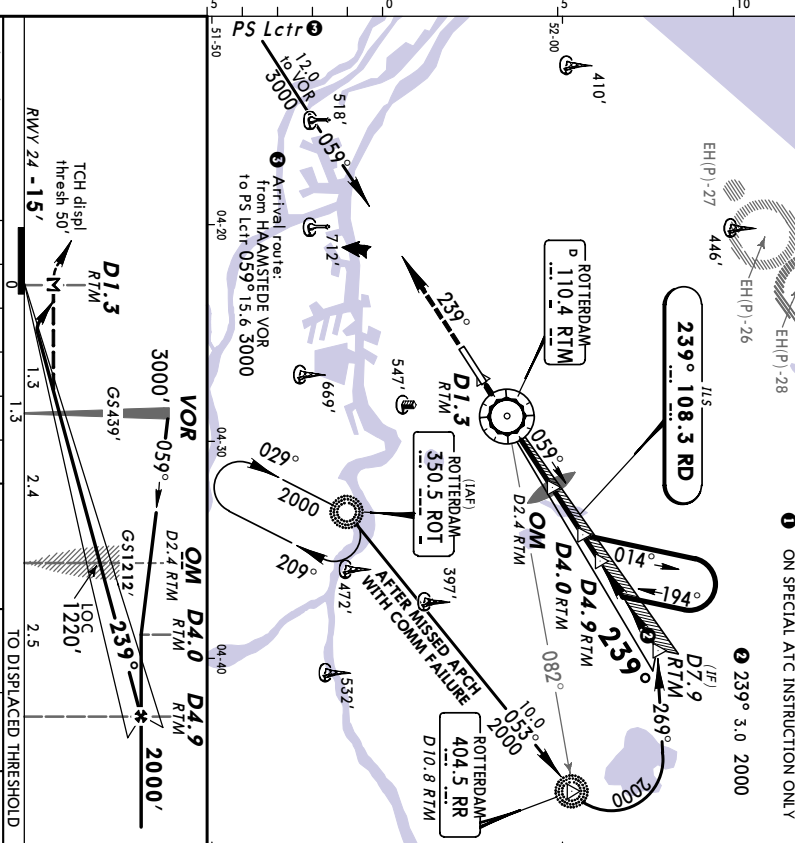
A	FULL	DA(H) 185' (200')	ALS out	MDA(H) 360' (375')				Mkts	A/D4(H)	VIS	
		70	90	100	120	140	160				2000'
		377	484	538	646	753	861				
		ILS GS 3.00° or LOC Descant Gradient: 5.2%	TO DISPLACED THRESHOLD								
						on 239°					
B	FULL	ALS out		MDA(H) 360' (375')				Mkts	A/D4(H)	VIS	
		70	90	100	120	140	160				2000'
		377	484	538	646	753	861				
		ILS GS 3.00° or LOC Descant Gradient: 5.2%	TO DISPLACED THRESHOLD								
C	FULL	ALS out		MDA(H) 360' (375')				Mkts	A/D4(H)	VIS	
		70	90	100	120	140	160				2000'
		377	484	538	646	753	861				
		ILS GS 3.00° or LOC Descant Gradient: 5.2%	TO DISPLACED THRESHOLD								
D	FULL	ALS out		MDA(H) 360' (375')				Mkts	A/D4(H)	VIS	
		70	90	100	120	140	160				2000'
		377	484	538	646	753	861				
		ILS GS 3.00° or LOC Descant Gradient: 5.2%	TO DISPLACED THRESHOLD								

CHANGES: Communications, Missed approach.

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**EHRD/RTM
ROTTERDAM** **Jeppesen ROTTERDAM, NETHERLANDS**
8 OCT 04 (1-2) **ILS Rwy 24**
ALTERNATIVE VOR 015 HAAMSTEDE VOR

ATIS	110.4	*ROTTERDAM Approach (R)	127.02	126.67X	118.2	119.7G	122.17
LOC	108.3	Final Appch Crs	239°	OM 1212° (1227')	ILS DA(H) 185' (200')	Apri Elev RWY -15	Ground
RD	108.3			1212° (1227')	(BELOW SEA LEVEL)		
MISSED APCH:	Climb on track 239° to 2000', Contact ATC.						
MISSED APCH WITH COMM FAILURE:	Climb on track 239° to 2000', then turn LEFT to 299°.						
ROT NDB and hold or according to chart.							
Alt Set: hPa	Rwy Elev: -1 hPa	Trans level: By ATC			Trans alt: 3000'		
CAUTION: Disregard DME readings from VOLKEL TACAN operating on same freq as ROT NDB and hold or according to chart.							
RD LOC. 2. Expect radar vectors direct to interception of final apch.							
						MISA RTM VOR	



PANS OPS 4

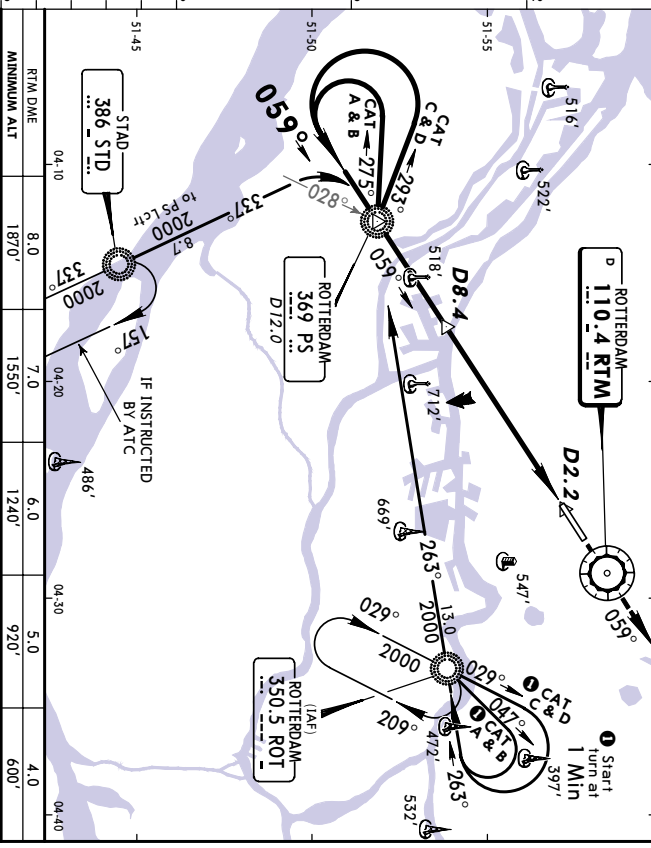
A	FULL	DA(H) 185' (200')	ALS out	MDA(H) 360' (375')				Mkts	A/D4(H)	VIS	
		70	90	100	120	140	160				2000'
		377	484	538	646	753	861				
		ILS GS 3.00° or LOC Descant Gradient: 5.2%	TO DISPLACED THRESHOLD								
						on 239°					
B	FULL	ALS out		MDA(H) 360' (375')				Mkts	A/D4(H)	VIS	
		70	90	100	120	140	160				2000'
		377	484	538	646	753	861				
		ILS GS 3.00° or LOC Descant Gradient: 5.2%	TO DISPLACED THRESHOLD								
C	FULL	ALS out		MDA(H) 360' (375')				Mkts	A/D4(H)	VIS	
		70	90	100	120	140	160				2000'
		377	484	538	646	753	861				
		ILS GS 3.00° or LOC Descant Gradient: 5.2%	TO DISPLACED THRESHOLD								
D	FULL	ALS out		MDA(H) 360' (375')				Mkts	A/D4(H)	VIS	
		70	90	100	120	140	160				2000'
		377	484	538	646	753	861				
		ILS GS 3.00° or LOC Descant Gradient: 5.2%	TO DISPLACED THRESHOLD								

CHANGES: Communications, Missed approach.

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EHRD/RTM
ROTTERDAM
 3 DEC 04 (13-1)
JEPPERSEN ROTTERDAM, NETHERLANDS
VOR DME Rwy 06

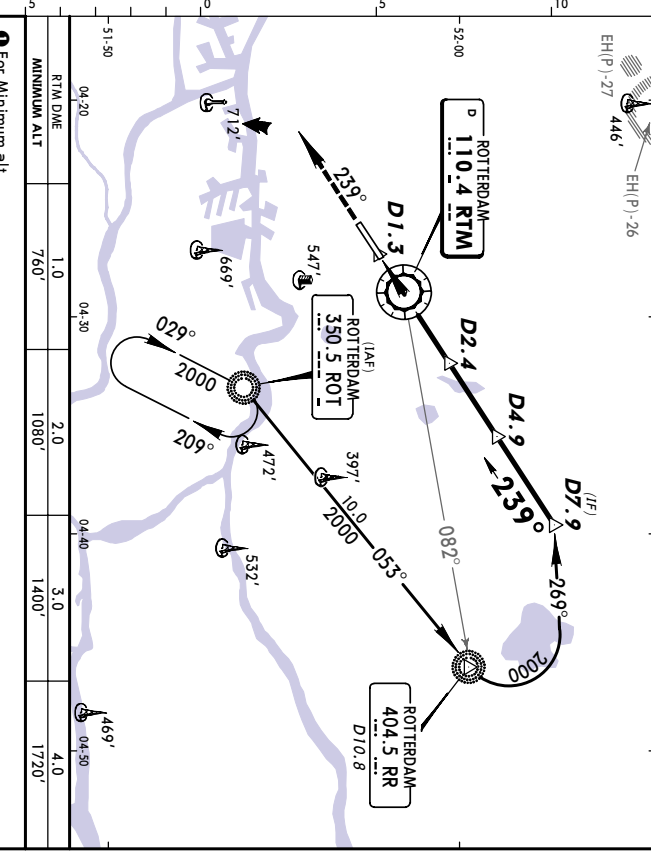
ATIS	110.4	*ROTTERDAM Approach (R)	127.02	126.67X	ROTTERDAM Tower	118.2	119.7G	122.17
VOR	110.4	Final	059°	2000' (2015')	Minimum Alt	D8.4	MDA(H) 470' (485')	Appt Elev Rwy -15 (BELOW SEA LEVEL)
MISSED ARCH: Climb on track 059° to 2000', Contact ATC. MISSED ARCH WITH COMM FAILURE: Climb on track 059° to 2000', then turn RIGHT to ROT NDB and hold or according to chart.								
Alt Set:	hPa	Rwy Elev: -1 hPa	Trans level: By ATC	Trans alt: 3000'		MSA RTM VOR		



Grid speed-Kts	70	90	100	120	140	160	HIAS	2000'		
Descent Gradient	5.2%	369	474	527	632	737	843	on 059°		
MAP at D2.2								PAPI	on 059°	
STRAIGHT-IN LANDING Rwy 06 MDA(H) 470' (485') AISE out CIRCLE-TO-LAND Prohibited Southeast of runway										
JAR-OPS								Max Kts	205	
A	RVR 1400m								MDA(H)	470' (484')
B	RVR 1500m								MDA(H)	520' (534')
C	RVR 1600m								MDA(H)	760' (774')
D	RVR 1800m								MDA(H)	760' (774')

EHRD/RTM
ROTTERDAM
 3 DEC 04 (13-2)
JEPPERSEN ROTTERDAM, NETHERLANDS
VOR DME Rwy 24

ATIS	110.4	*ROTTERDAM Approach (R)	127.02	126.67X	ROTTERDAM Tower	118.2	119.7G	122.17
VOR	110.4	Final	239°	2000' (2015')	Minimum Alt	D4.9	MDA(H) 420' (435')	Appt Elev Rwy -15 (BELOW SEA LEVEL)
MISSED ARCH: Climb on track 239° to 2000', Contact ATC. MISSED ARCH WITH COMM FAILURE: Climb on track 239° to 2000', then turn LEFT to ROT NDB and hold or according to chart.								
Alt Set:	hPa	Rwy Elev: -1 hPa	Trans level: By ATC	Trans alt: 3000'		MSA RTM VOR		



Grid speed-Kts	70	90	100	120	140	160	HIAS	2000'		
Descent Gradient	5.2%	369	474	527	632	737	843	on 239°		
MAP at D1.3 after VOR								PAPI	on 239°	
STRAIGHT-IN LANDING Rwy 24 MDA(H) 420' (435') AISE out CIRCLE-TO-LAND Prohibited Southeast of runway										
JAR-OPS								Max Kts	205	
A	RVR 900m								MDA(H)	440' (454')
B	RVR 1000m								MDA(H)	520' (534')
C	RVR 1400m								MDA(H)	760' (774')
D	RVR 1800m								MDA(H)	760' (774')