

List of pages in this Trip Kit

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Airport Information For EHRD

Terminal Charts For EHRD

Revision Letter For Cycle 07-2012

Change Notices

Notebook

General Information

Location: Rotterdam Nld
IATA Code: RTM
Lat/Long: N51° 57.4' E004° 26.2'
Elevation: -14 ft

Airport Use: Public
Magnetic Variation: 0.1°E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Pattern Altitude: 1014 ft AGL

Sunrise: 0415 Z
Sunset: 1904 Z,

Runway Information

Runway: 06
Length x Width: 7218 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -14 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 656 ft

Runway: 24
Length x Width: 7218 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: -15 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 656 ft

Communication Information

ATIS 110.4
Rotterdam Delivery Tower 122.175
Rotterdam Tower 119.7
Rotterdam Tower 118.2
Rotterdam Tower 36.23 Military
Rotterdam Approach Control 126.675
Rotterdam Approach Control 127.025

Rotterdam Approach Control 28.105 Military

1. GENERAL

1.1. ATIS

ATIS 110.4

1.2. LOW VISIBILITY PROCEDURES

When the visibility falls below 1500m and the cloudbase becomes equal to or below 300' cautionary measures are taken. Four low visibility phases are recognized:

- PHASE A - lowest RVR below or equal 1500m and/or cloudbase below or equal 300': No conditional clearances. Limited use of intersection take-offs.
- PHASE B - lowest RVR below 550m and/or cloudbase below 200'.
RWY 06/24 will only be used in one direction. Taxiing only allowed under the guidance of a marshaller or with a follow-me car. If no marshaller/car is available ATC may give permission to taxi if no other ACFT is moving or expected to be moving in the manoeuvring area.
- PHASE C - lowest RVR below 350m. RWY 06/24 will only be used in one direction. Taxiing only allowed under the guidance of a marshaller or with a follow-me car. If no marshaller/car is available ATC may give permission to taxi if no other ACFT is moving or expected to be moving in the manoeuvring area.
- PHASE D - Any RVR below 100m : The APT is below operational limits for Arrivals and Departures.

1.3. TAXI PROCEDURES

CAUTION:

- Taxiing on aprons, including TWY N and Y with MAX 15 KT.
Intersection V2 restricted to ACFT with wingspan up to 118'/36m.
Intersection V3 not to be used for take-off.

1.4. OTHER INFORMATION

For ARRIVALS see AMSTERDAM 10-1.
RWY 24 right-hand circuit.

2. ARRIVAL

2.1. LOST COMMUNICATIONS

2.1.1. INBOUND CLEARANCE NOT RECEIVED

Proceed according the current flight plan route to the holding fix (MASOS, NDB 'ROT').

Maintain the last cleared and acknowledged flight level or altitude.

After arrival over the holding fix, intercept the holding pattern.

For MASOS commence descent to FL50 at or as near as possible to ETO over holding fix.

For NDB 'ROT' commence descent to 2000', at or as near as possible to the ETO over holding fix.

After reaching FL50 or 2000' leave the holding fix and carry out an instrument approach procedure to the received and acknowledged RWY.

2. ARRIVAL

2.1.2 INBOUND CLEARANCE RECEIVED

Proceed according the current flight plan route to the appropriate holding fix (MASOS, NDB 'ROT').

Maintain the last cleared and acknowledged flight level or altitude.

After arrival over the holding fix intercept the holding pattern.

For MASOS commence descent to FL50 at the EAT last received and acknowledged.

For NDB 'ROT' commence descent to 2000' at the EAT last received and acknowledged.

When no EAT has been received and acknowledged, commence descent to FL50 or 2000' at or as near as possible to the ETO over the holding fix.

After reaching FL50 or 2000' leave the holding fix and carry out an instrument approach procedure to the received and acknowledged RWY.

2.1.3. MISSED APPROACH PROCEDURE IN CASE OF COMMUNICATION FAILURE

2.1.3.1. GENERAL

All turns shall be the shortest turn and in case of a 180° turn that turn shall be to the Left, unless otherwise specified or instructed by ATC.

2.1.3.2. MISSED APPROACH DURING VISUAL APPROACH

Turn to the intended landing RWY, intercept RWY track (MAG) of that RWY while:

When visual:

- Remain visual and execute another circuit for that RWY or

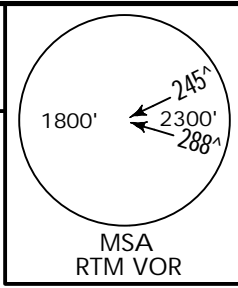
When unable to remain visual:

- climb to 2000' AMSL.
- when reaching 2000' AMSL start the shortest turn to NDB 'ROT'.
- after NDB 'ROT' proceed to the Lctr 'RR' (in case a visual approach was made to RWY 24), proceed to the Lctr 'PS' (in case a visual approach was made to RWY 06) and execute the instrument approach procedure.

2.1.3.3. MISSED APPROACH WHILE CIRCLING TO LAND (CONTRARY TO ICAO DOC. 8168, PANS-OPS)

- start climbing and complete the turn to the intended landing RWY
- intercept the MAG track of that RWY while climbing to 2000' AMSL
- when reaching 2000' AMSL start the shortest turn to NDB 'ROT'.
- in case the instrument approach was made to RWY 06:
After NDB 'ROT' proceed to Lctr 'PS' and execute the instrument approach procedure again.
- in case the instrument approach was made to RWY 24:
After NDB 'ROT' proceed to Lctr 'RR' and execute the instrument approach procedure again.

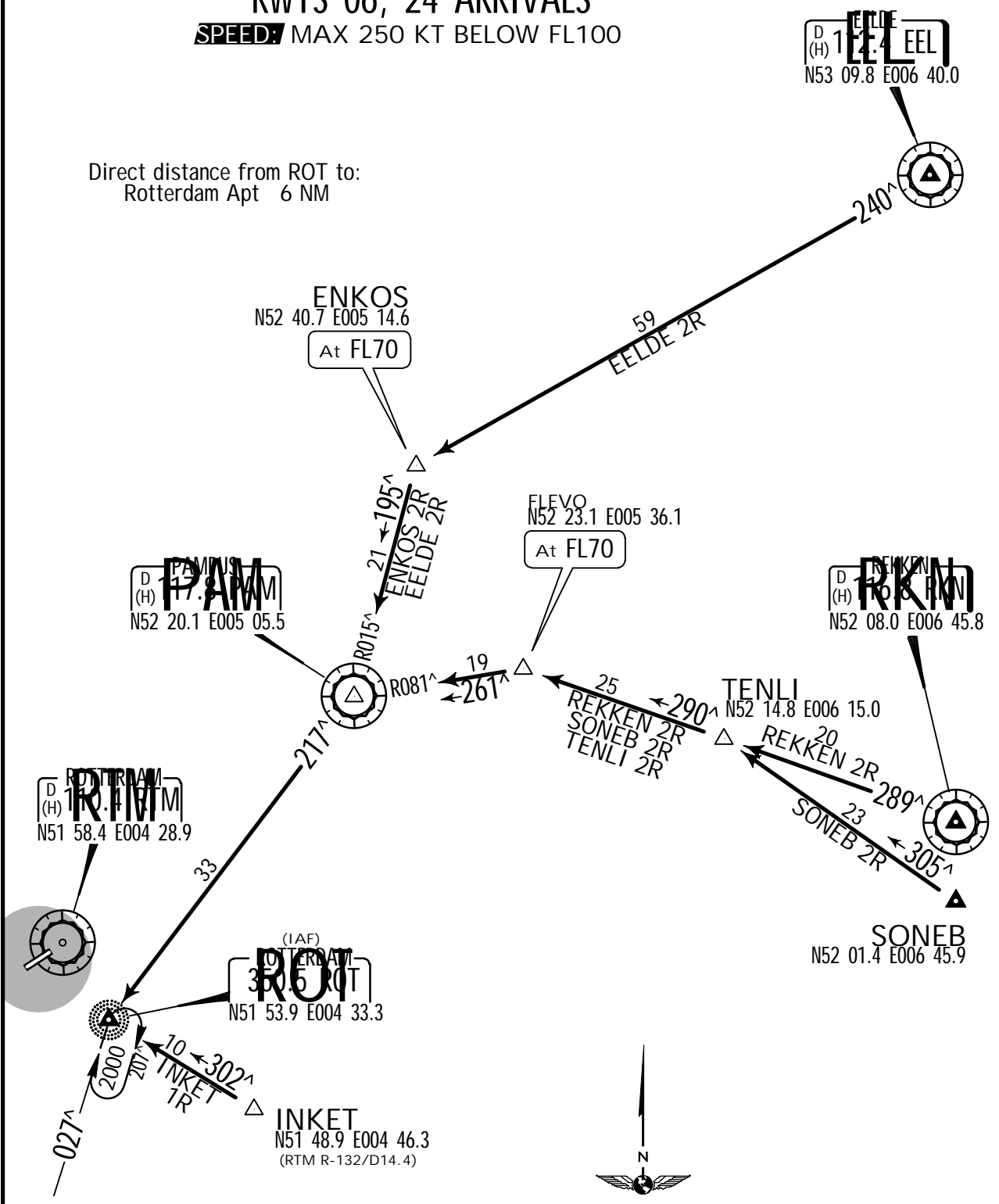
ATIS 110.4	Apt Elev -14'	Alt Set: hPa Trans level: By ATC Trans alt: 3000' EXPECT RADAR vectors to intercept final approach
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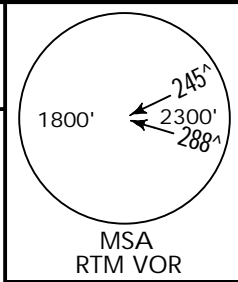
EELDE 2R [EEL2R]
ENKOS 2R [ENKO2R]
INKET 1R [INKE1R]
REKKEN 2R [RKN2R]
SONEB 2R [SONE2R]
TENLI 2R [TENL2R]
RWYS 06, 24 ARRIVALS

SPEED: MAX 250 KT BELOW FL100

Direct distance from ROT to:
Rotterdam Apt 6 NM



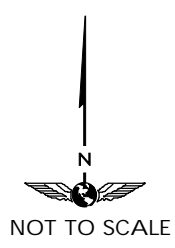
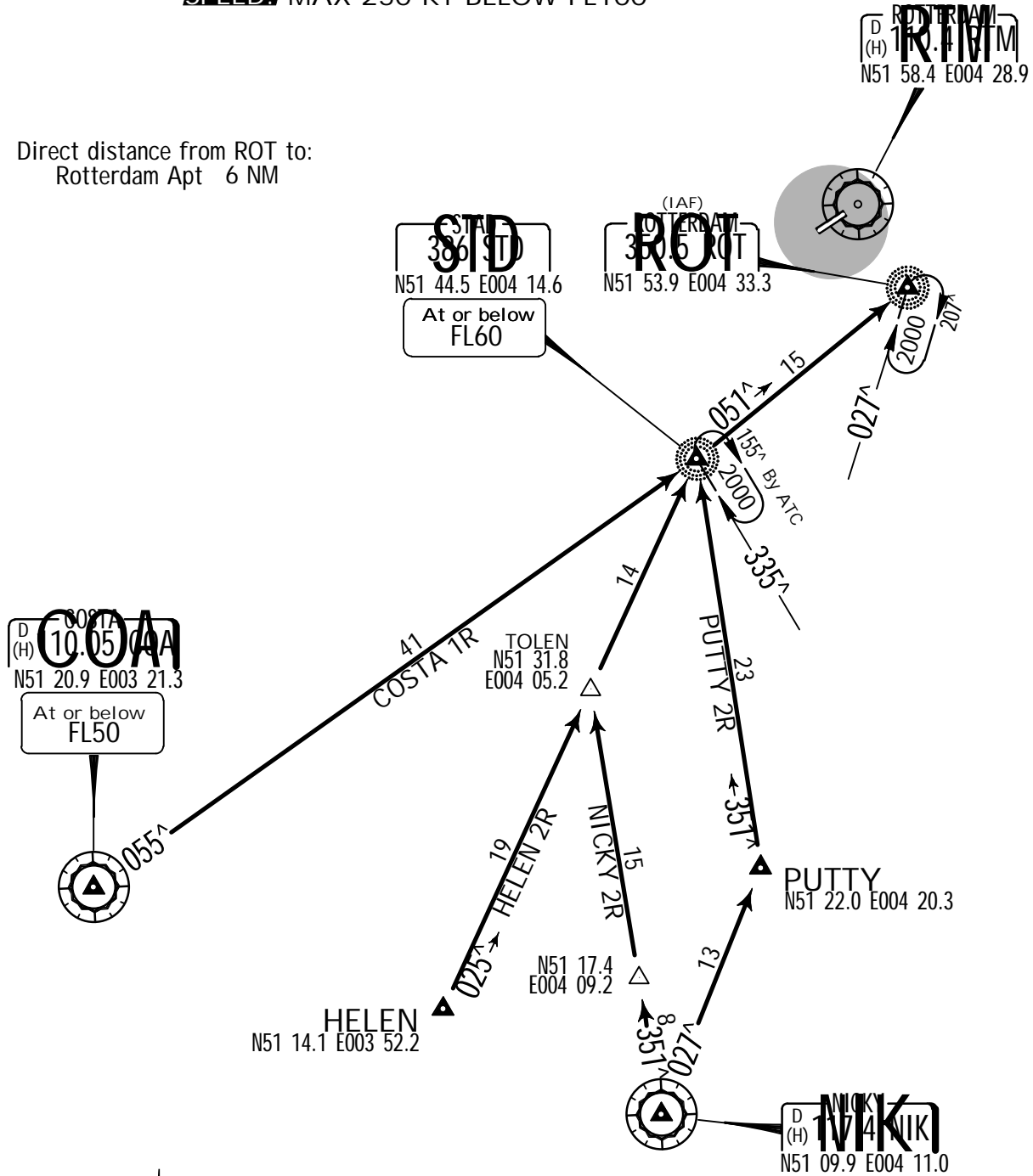
ATIS 110.4	Apt Elev -14'	Alt Set: hPa Trans level: By ATC Trans alt: 3000' EXPECT RADAR vectors to intercept final approach
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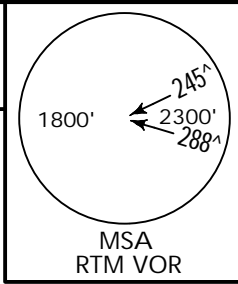
COSTA 1R [COA1R]
HELEN 2R [HELE2R]
NICKY 2R [NIK2R]
PUTTY 2R [PUTY2R]
RWYS 06, 24 ARRIVALS

SPEED: MAX 250 KT BELOW FL100

Direct distance from ROT to:
Rotterdam Apt 6 NM



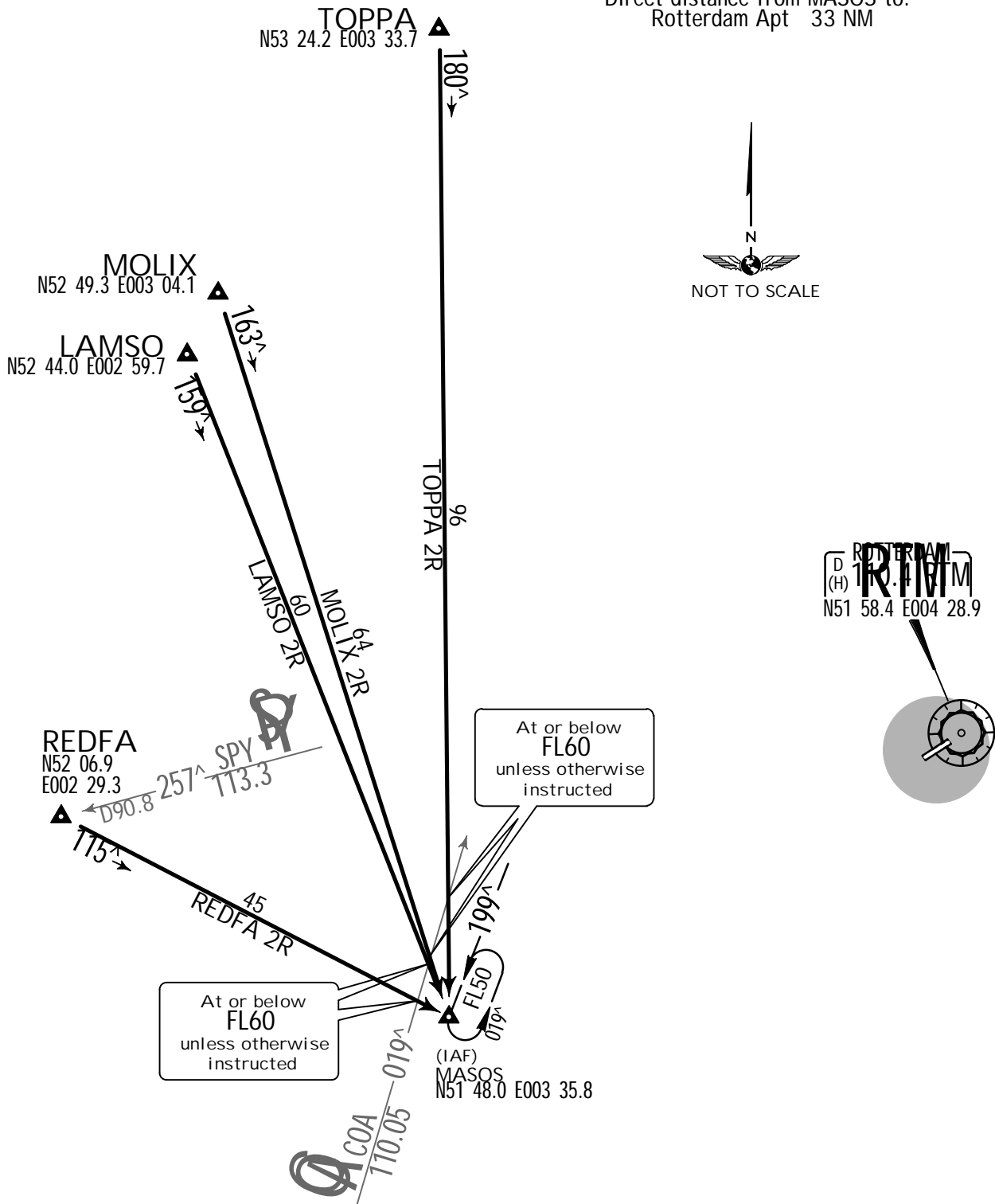
ATIS 110.4	Apt Elev -14'	Alt Set: hPa Trans level: By ATC Trans alt: 3000' EXPECT RADAR vectors to intercept final approach
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LAMSO 2R [LAMS2R]
MOLIX 2R [MOLI2R]
REDF A 2R [REDF2R]
TOPPA 2R [TOPA2R]
RWYS 06, 24 ARRIVALS

SPEED: MAX 250 KT BELOW FL100

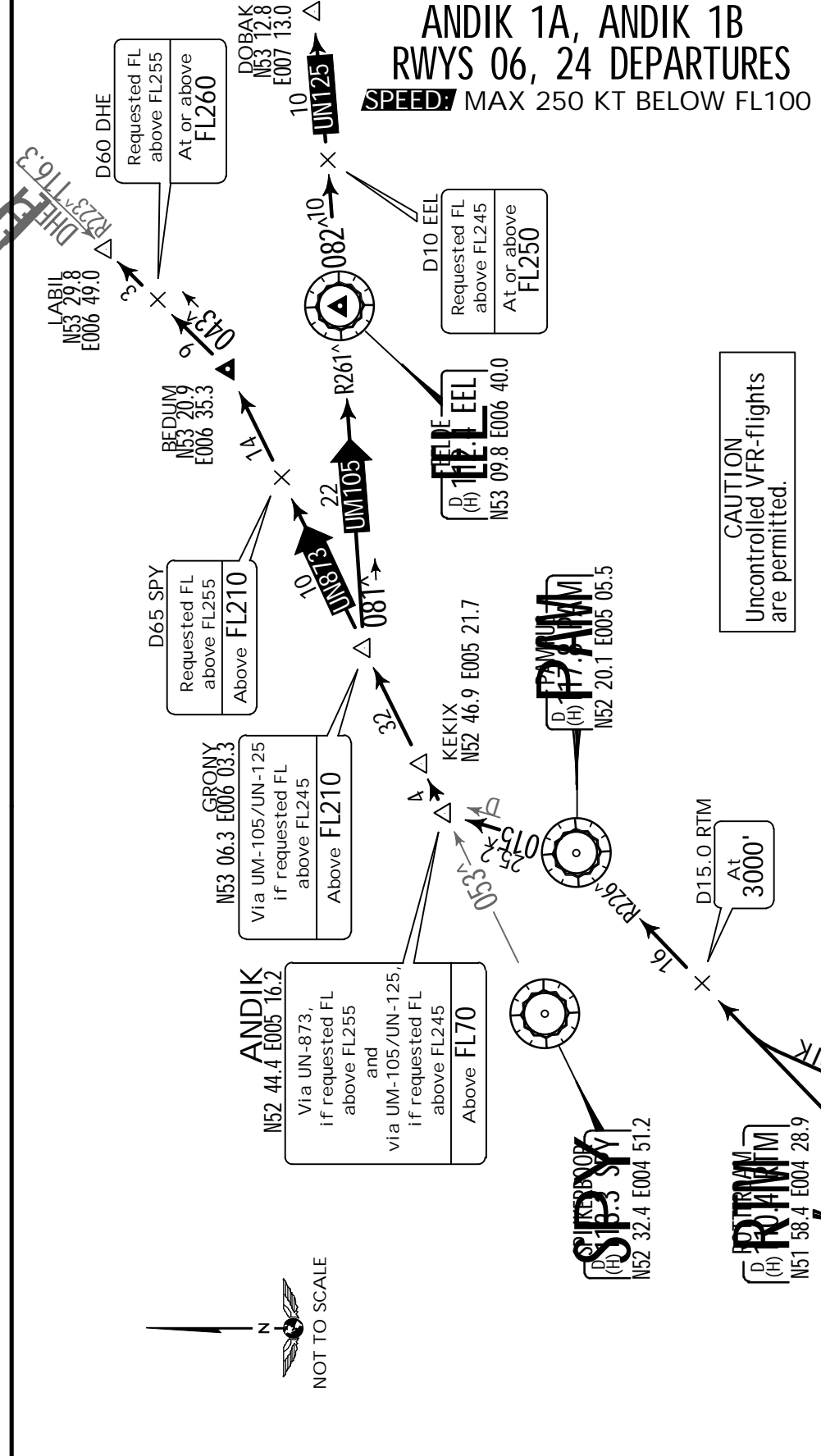
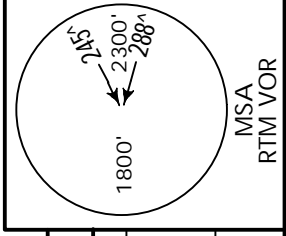
Direct distance from MASOS to:
Rotterdam Apt 33 NM



Apt Elev
-14'

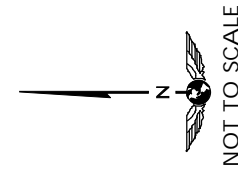
Trans level: By ATC Trans alt: 3000'
 1. If unable to comply with crossing conditions, inform ROTTERDAM Delivery.
 2. Enroute clearance will be issued after start-up clearance has been given by ROTTERDAM Delivery. 3. Climb as rapidly as practicable to at least 2000'.
 4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. 5. 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°. 6. 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, ANDIK 1B
RWYS 06, 24 DEPARTURES**
SPEED: MAX 250 KT BELOW FL100



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

SID	RWY	ROUTING
ANDIK 1A	06	On 057° track to RTM, turn RIGHT, RTM R-064 to D2.3 RTM, turn LEFT, intercept RTM R-046 to PAM, PAM R-015 to ANDIK.
ANDIK 1B	24	On 237° track to RTM 2.8 DME, turn RIGHT, 077° track, intercept RTM R-046 to PAM, PAM R-015 to ANDIK.



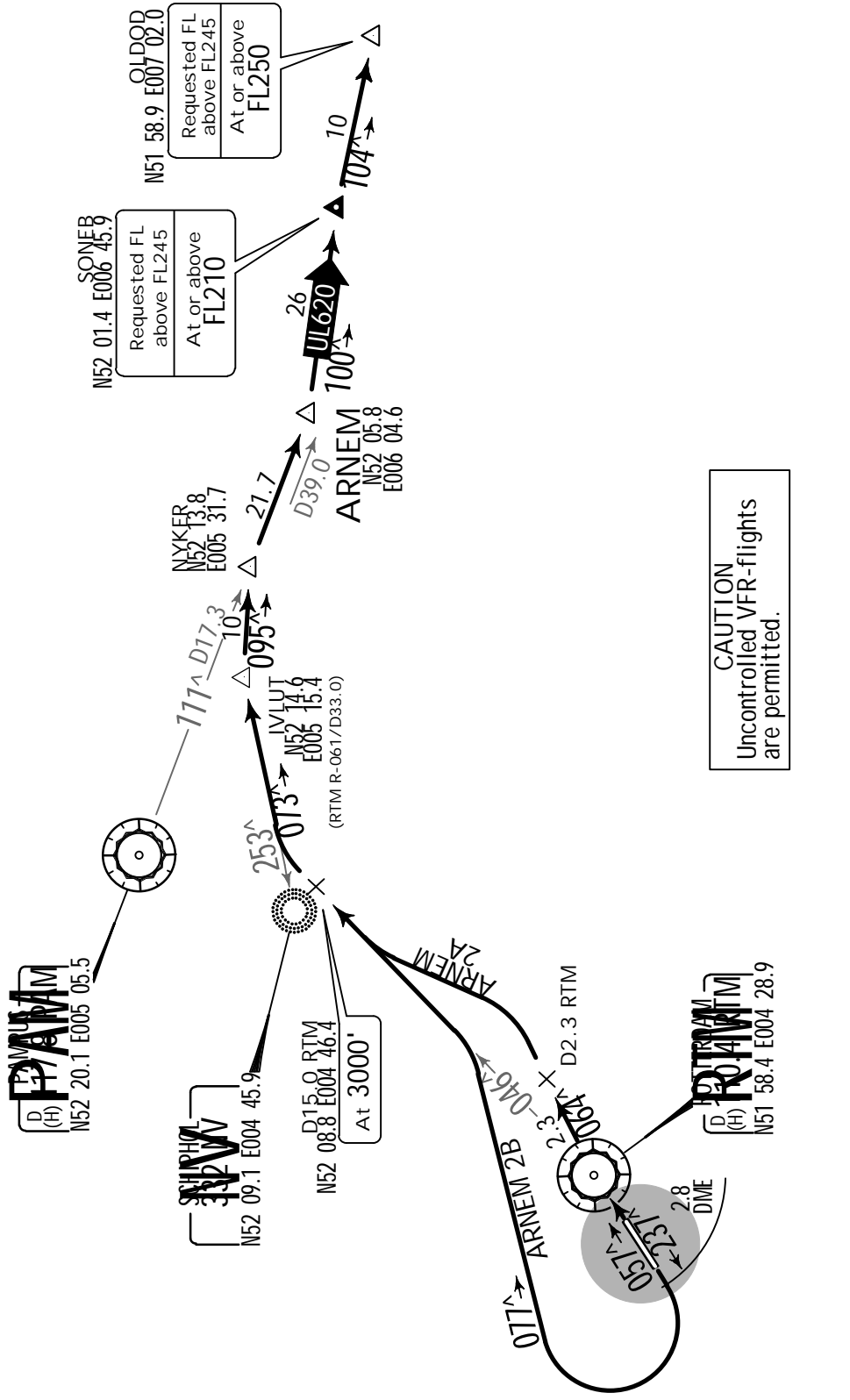
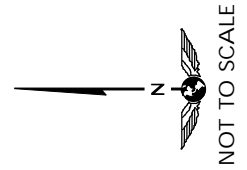
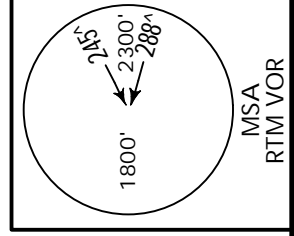
Apt Elev -14'

Trans level: By ATC Trans alt: 3000'

1. If unable to comply with crossing conditions, inform ROTTERDAM Delivery.
2. Enroute clearance will be issued after start-up clearance has been given by ROTTERDAM Delivery.
3. Climb as rapidly as practicable to at least 2000'.
4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
5. 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°.
6. 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 2A, ARNEM 2B
RWYS 06, 24 DEPARTURES**

SPEED MAX 250 KT BELOW FL100



ROUTING	
SID	RWY
ARNEM 2A	06
ARNEM 2B	24

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

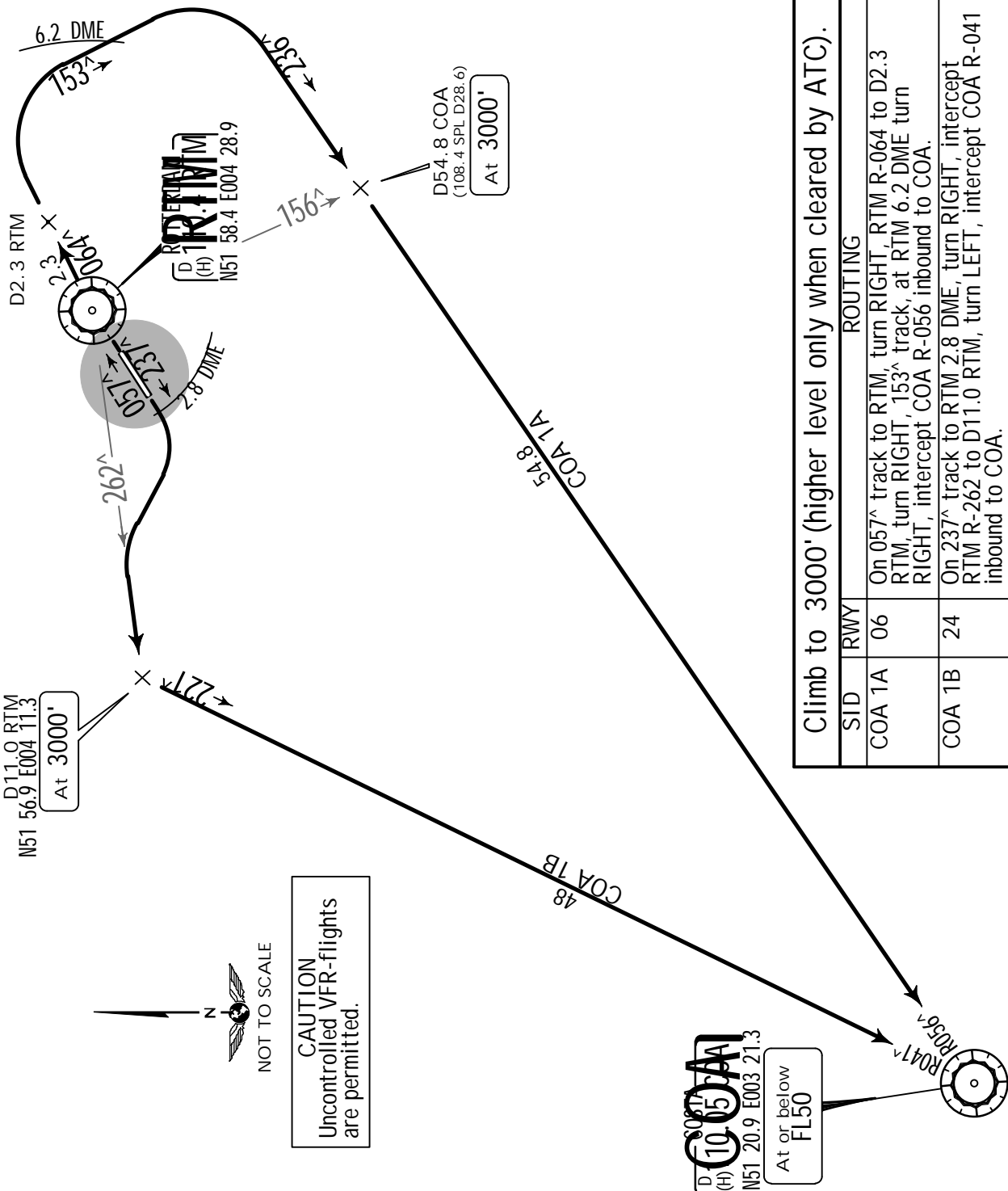
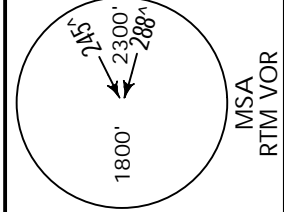
On 057° track to RTM, turn RIGHT, RTM R-064 to D2.3 RTM, turn LEFT, intercept RTM R-046 to D15.0 RTM, turn RIGHT, intercept 073° bearing from NV to IVLUT, 095° track to NYKER, intercept PAM R-111 to ARNEM.

On 237° track to RTM 2.8 DME, turn RIGHT, 077° track, intercept RTM R-046 to D15.0 RTM, turn RIGHT, intercept 073° bearing from NV to IVLUT, 095° track to NYKER, intercept PAM R-111 to ARNEM.

Apt Elev
-14'

Trans level: By ATC Trans alt: 3000'
 1. If unable to comply with crossing conditions, inform ROTTERDAM Delivery.
 2. Enroute clearance will be issued after start-up clearance has been given by ROTTERDAM Delivery. 3. Climb as rapidly as practicable to at least 2000'.
 4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. 5. 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°. 6. 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).

ROUTING	
SID	RWY
COA 1A	06
On 057° track to RTM, turn RIGHT, RTM R-064 to D2.3 RTM, turn RIGHT, 153° track, at RTM 6.2 DME turn RIGHT, intercept COA R-056 inbound to COA.	
COA 1B	24
On 237° track to RTM 2.8 DME, turn RIGHT, intercept RTM R-262 to D11.0 RTM, turn LEFT, intercept COA R-041 inbound to COA.	

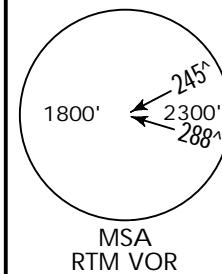
CAUTION
 Uncontrolled VFR-flights
 are permitted.

Apt Elev
-14'

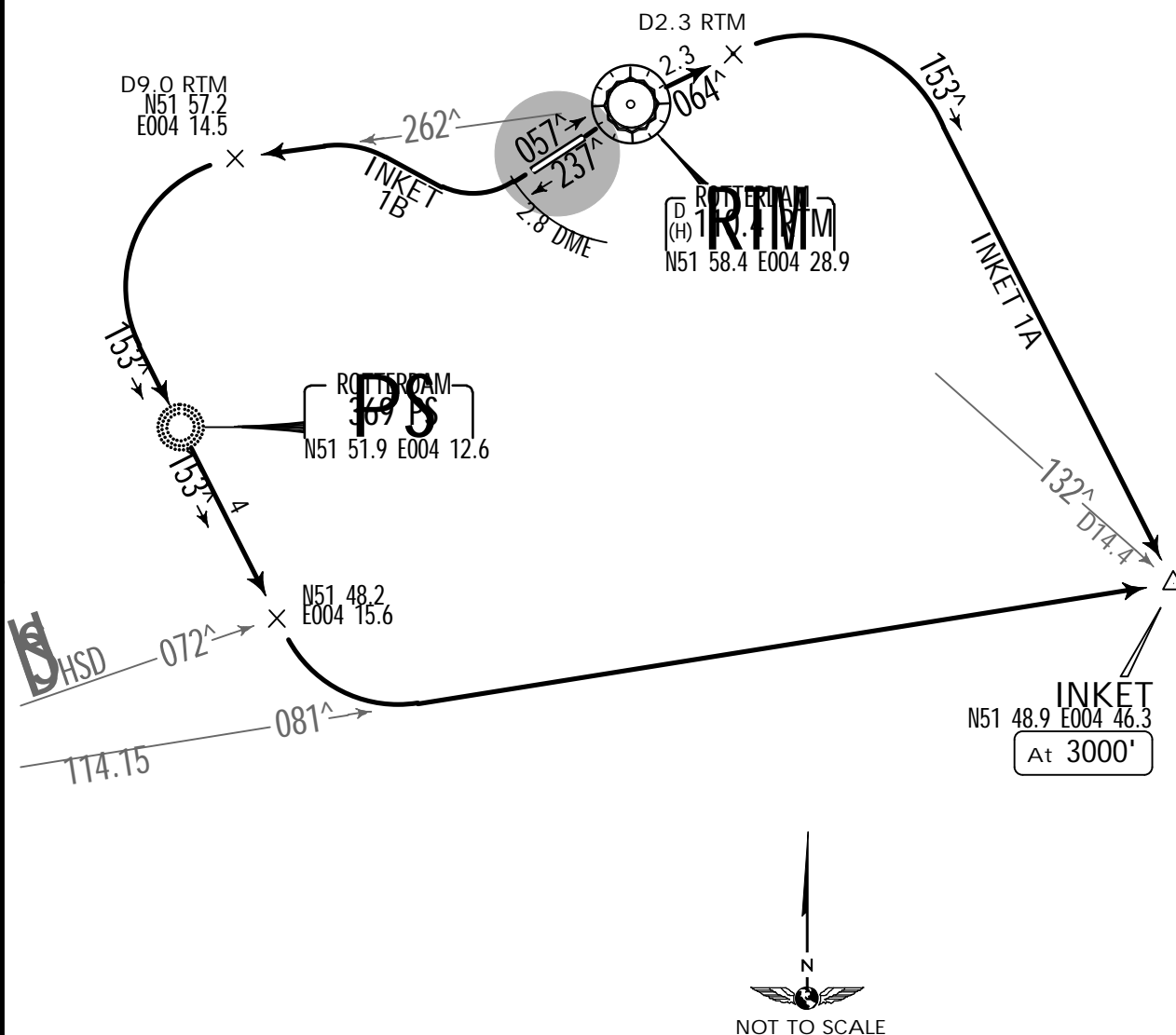
Trans level: By ATC Trans alt: 3000'
 1. If unable to comply with crossing conditions, inform ROTTERDAM Delivery.
 2. Enroute clearance will be issued after start-up clearance has been given by ROTTERDAM Delivery. 3. Climb as rapidly as practicable to at least 2000'.
 4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. 5. 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°. 6. 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
 are permitted.

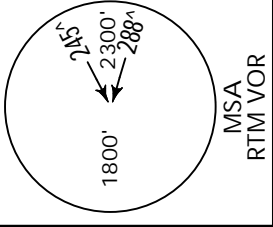


Climb to 3000' (higher level only when cleared by ATC)

SID	RWY	ROUTING
INKET 1A	06	On 057° track to RTM, turn RIGHT, RTM R-064 to D2.3 RTM, turn RIGHT, 153° track to INKET.
INKET 1B	24	On 237° track to RTM 2.8 DME, turn RIGHT, intercept RTM R-262 to D9.0 RTM, turn LEFT, 153° track, at HSD R-072 turn LEFT, intercept HSD R-081 to INKET.

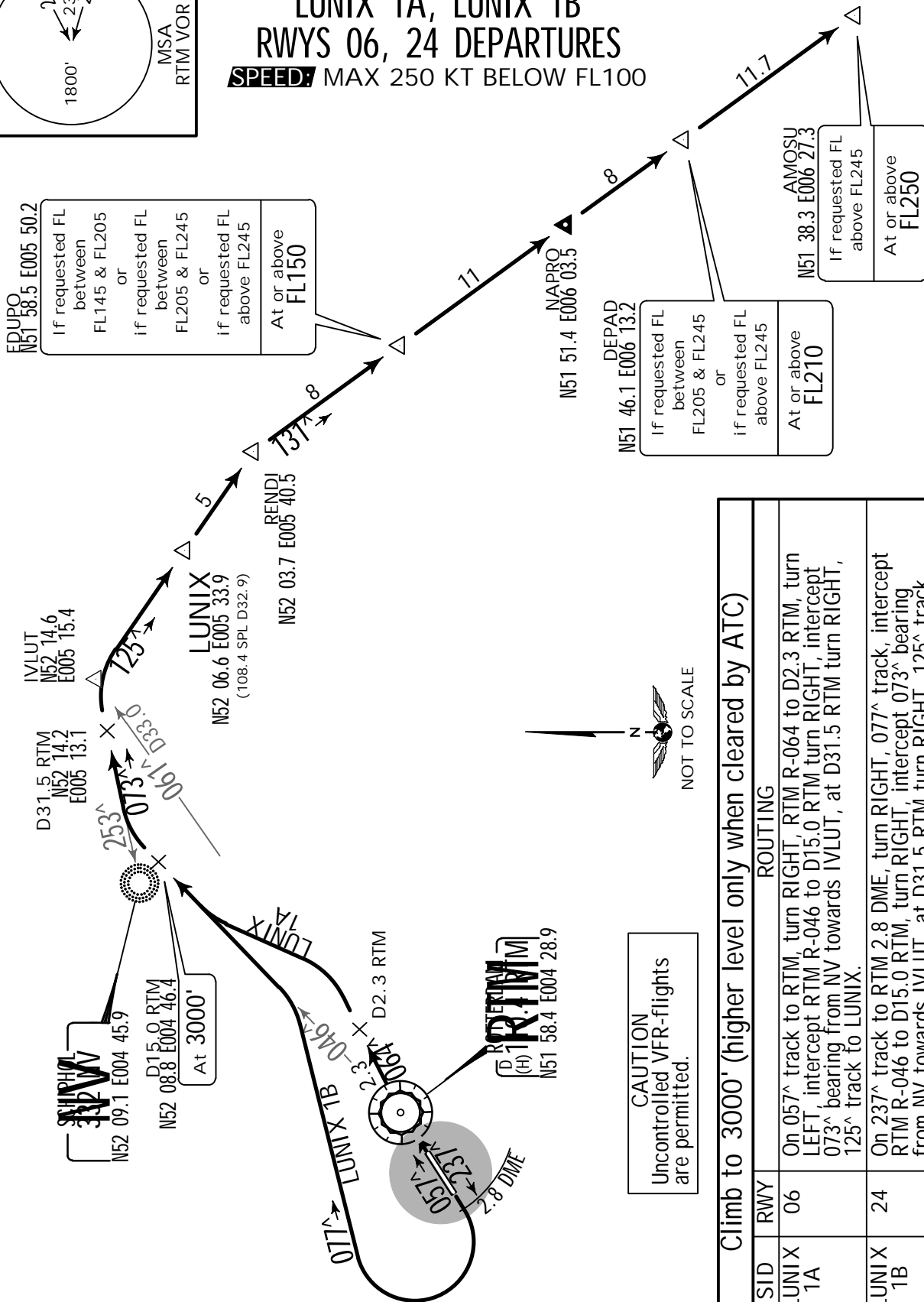
Apt Elev
-14'

Trans level: By ATC Trans alt: 3000'
 1. If unable to comply with crossing conditions, inform ROTTERDAM Delivery.
 2. Enroute clearance will be issued after start-up clearance has been given by ROTTERDAM Delivery. 3. Climb as rapidly as practicable to at least 2000'.
 4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. 5. 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°. 6. 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.



LUNIX 1A, LUNIX 1B
RWYS 06, 24 DEPARTURES

SPEED: MAX 250 KT BELOW FL100



Climb to 3000' (higher level only when cleared by ATC)	
SID	ROUTING
LUNIX 1A	On 057° track to RTM, turn RIGHT, RTM R-064 to D2.3 RTM, turn LEFT, intercept RTM R-046 to D15.0 RTM turn RIGHT, intercept 073° bearing from NV towards IVLUT, at D31.5 RTM turn RIGHT, 125° track to LUNIX.
LUNIX 1B	On 237° track to RTM 2.8 DME, turn RIGHT, 077° track, intercept RTM R-046 to D15.0 RTM, turn RIGHT, intercept 073° bearing from NV towards IVLUT, at D31.5 RTM turn RIGHT, 125° track to LUNIX.

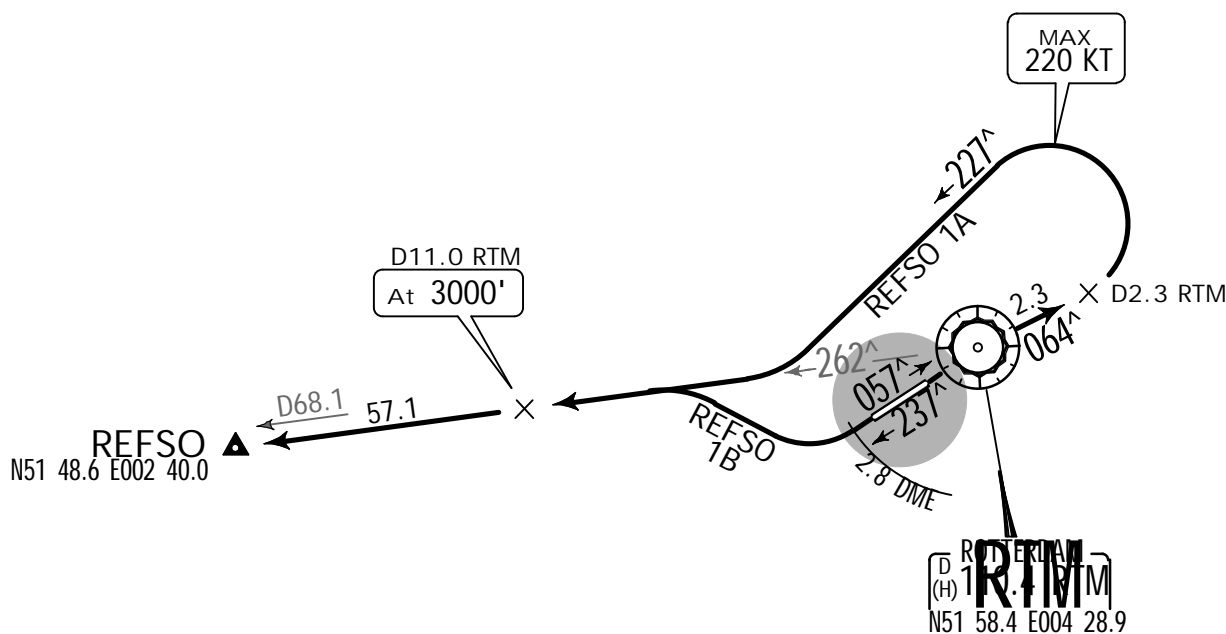
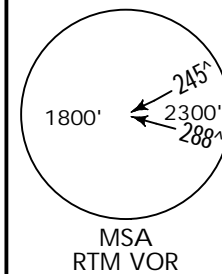
Apt Elev
-14'

Trans level: By ATC Trans alt: 3000'
 1. If unable to comply with crossing conditions, inform ROTTERDAM Delivery.
 2. Enroute clearance will be issued after start-up clearance has been given by ROTTERDAM Delivery. 3. Climb as rapidly as practicable to at least 2000'.
 4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. 5. 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°. 6. 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
are permitted.



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

SID	RWY	ROUTING
REFSO 1A	06	On 057° track to RTM, turn RIGHT, RTM R-064 to D2.3 RTM, turn LEFT, 227° track, intercept RTM R-262 to REFSO.
REFSO 1B	24	On 237° track to RTM 2.8 DME, turn RIGHT, intercept RTM R-262 to REFSO.

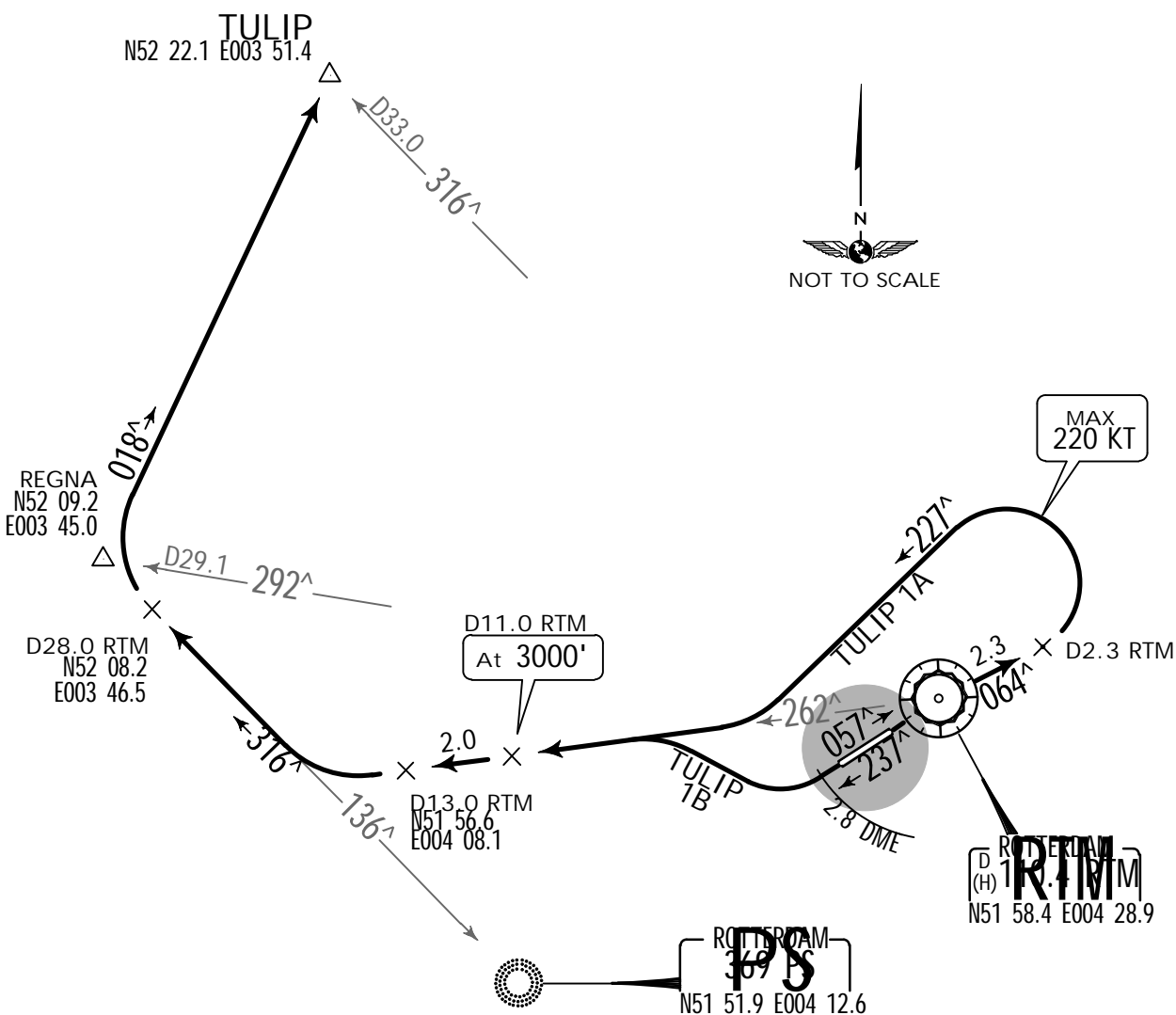
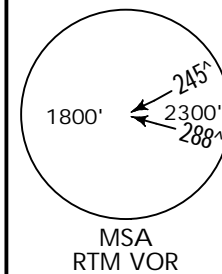
Apt Elev
-14'

Trans level: By ATC Trans alt: 3000'
 1. If unable to comply with crossing conditions, inform ROTTERDAM Delivery.
 2. Enroute clearance will be issued after start-up clearance has been given by ROTTERDAM Delivery. 3. Climb as rapidly as practicable to at least 2000'.
 4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. 5. 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°. 6. 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.



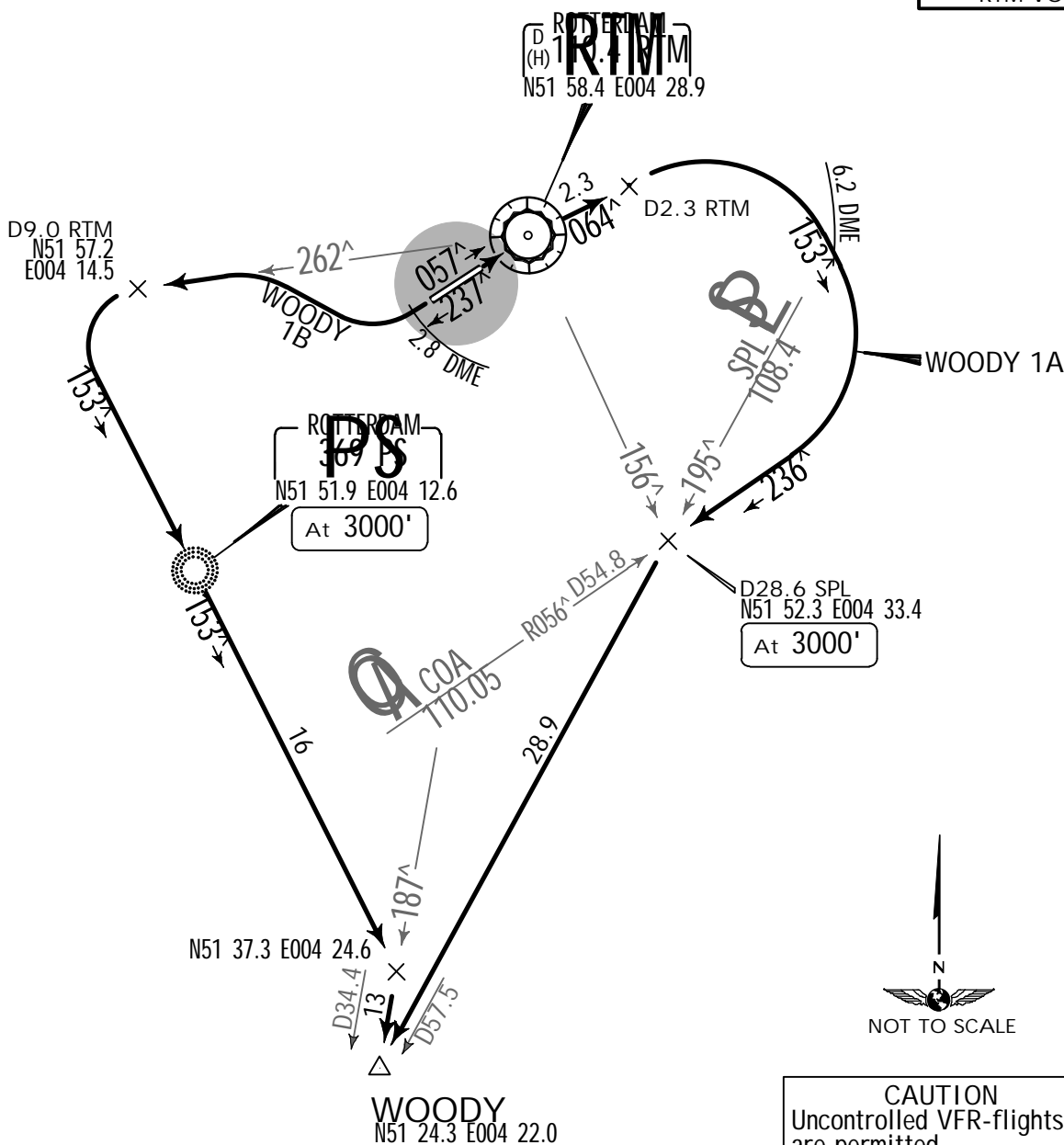
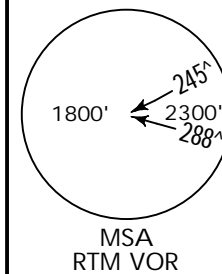
Climb to 3000' (higher level only when cleared by ATC)

SID	RWY	ROUTING
TULIP 1A	06	On 057° track to RTM, turn RIGHT, RTM R-064 to D2.3 RTM, turn LEFT, 227° track, intercept RTM R-262 to D13.0 RTM, turn RIGHT, intercept 316° bearing from PS towards REGNA, at D28.0 RTM turn RIGHT, 018° track to TULIP.
TULIP 1B	24	On 237° track to RTM 2.8 DME, turn RIGHT, intercept RTM R-262 to D13.0 RTM, turn RIGHT, intercept 316° bearing from PS towards REGNA, at D28.0 RTM turn RIGHT, 018° track to TULIP.

Apt Elev
-14'

Trans level: By ATC Trans alt: 3000'
 1. If unable to comply with crossing conditions, inform ROTTERDAM Delivery.
 2. Enroute clearance will be issued after start-up clearance has been given by ROTTERDAM Delivery. 3. Climb as rapidly as practicable to at least 2000'.
 4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. 5. 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°. 6. 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



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

SID	RWY	ROUTING
WOODY 1A	06	On 057° track to RTM, turn RIGHT, RTM R-064 to D2.3 RTM, turn RIGHT, 153° track, at RTM 6.2 DME turn RIGHT, intercept SPL R-195 to WOODY.
WOODY 1B	24	On 237° track to RTM 2.8 DME turn RIGHT, intercept RTM R-262 to D9.0 RTM, turn LEFT, 153° track, intercept RTM R-187 to WOODY.

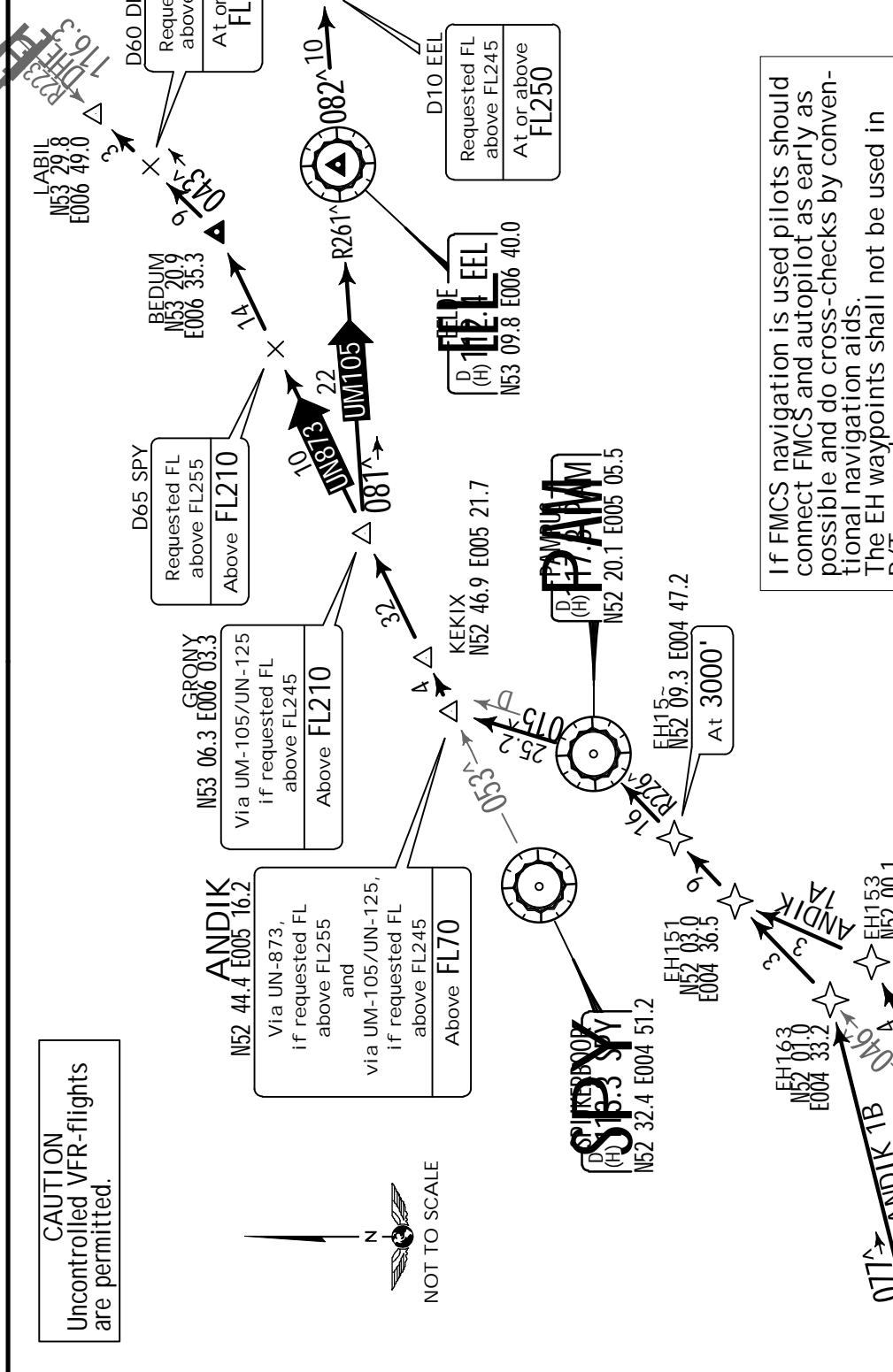
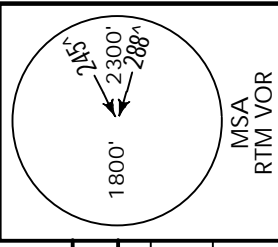
Apt Elev -14'

Trans level: By ATC Trans alt: 3000'

1. If unable to comply with crossing conditions, inform ROTTERDAM Delivery.
2. Enroute clearance will be issued after start-up clearance has been given by ROTTERDAM Delivery.
3. Climb as rapidly as practicable to at least 2000'.
4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
5. 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°.
6. 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)

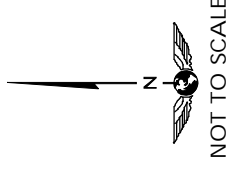
SPEED: MAX 250 KT BELOW FL100



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.



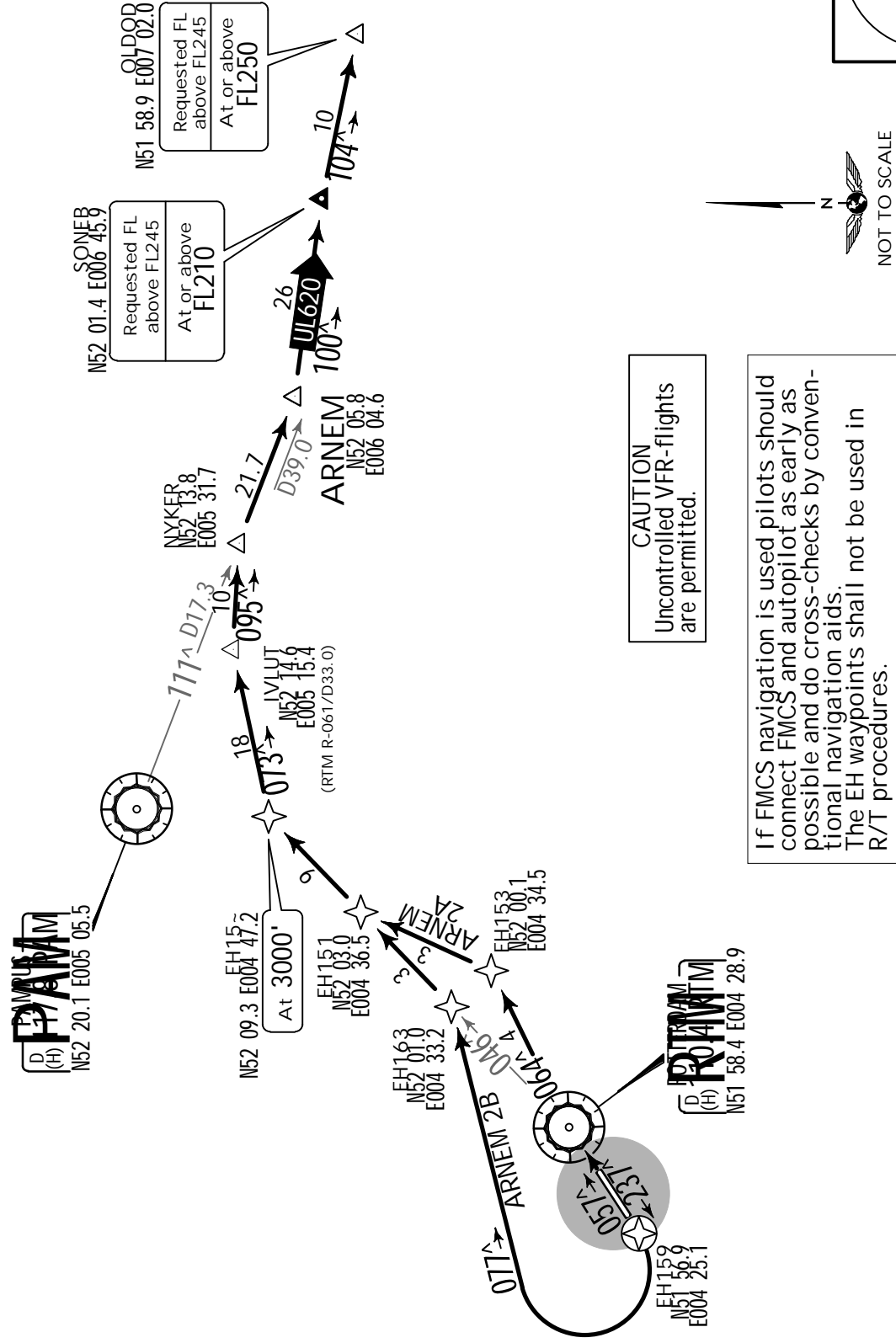
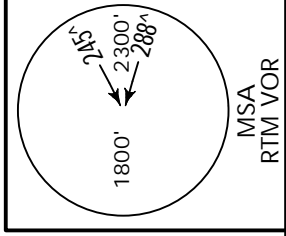
Apt Elev -14'

Trans level: By ATC Trans alt: 3000'

1. If unable to comply with crossing conditions, inform ROTTERDAM Delivery.
2. Enroute clearance will be issued after start-up clearance has been given by ROTTERDAM Delivery.
3. Climb as rapidly as practicable to at least 2000'.
4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.
5. 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°.
6. 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 2A [ARNE2A], ARNEM 2B [ARNE2B]
RWYS 06, 24 RNAV DEPARTURES (OVERLAY 10-3A)

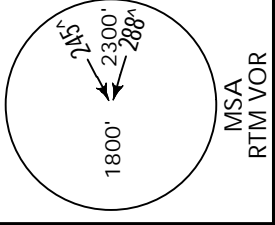
SPEED: MAX 250 KT BELOW FL100



Climb to 3000' (higher level only when cleared by ATC)	
SID	ROUTING
ARNEM 2A	THR 06 - RTM - EH153 - EH151 - EH150 (3000') - IVLUT - NYKER - ARNEM.
ARNEM 2B	THR 24 - EH159 - EH163 - EH150 (3000') - IVLUT - NYKER - ARNEM.

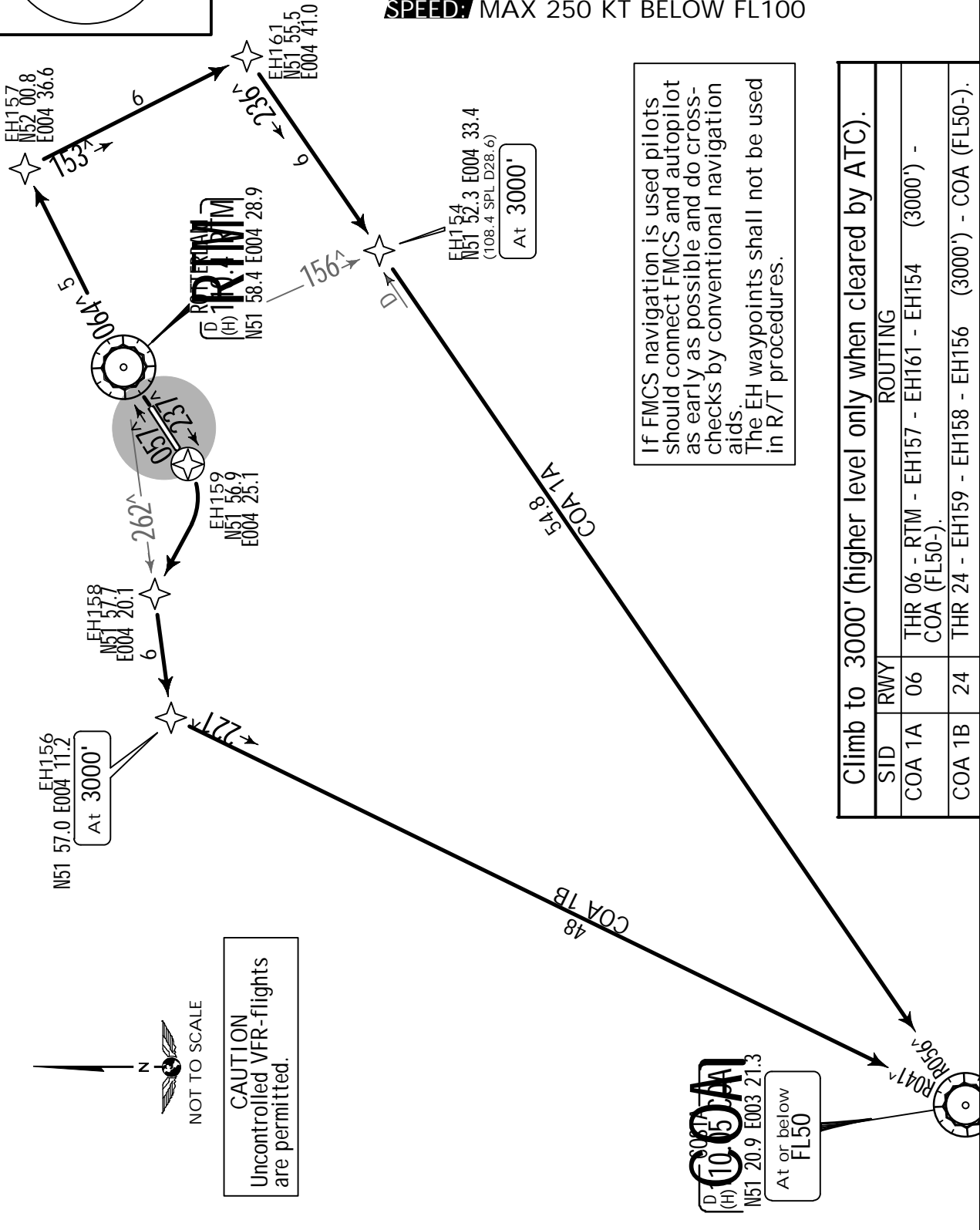
Apt Elev
-14'

Trans level: By ATC Trans alt: 3000'
 1. If unable to comply with crossing conditions, inform ROTTERDAM Delivery.
 2. Enroute clearance will be issued after start-up clearance has been given by ROTTERDAM Delivery. 3. Climb as rapidly as practicable to at least 2000'.
 4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. 5. 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°. 6. 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)**

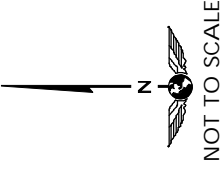
SPEED: MAX 250 KT BELOW FL100



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.

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-).



CAUTION
Uncontrolled VFR-flights are permitted.

COA 1C
N51 20.9 E003 21.3
At or below FL50

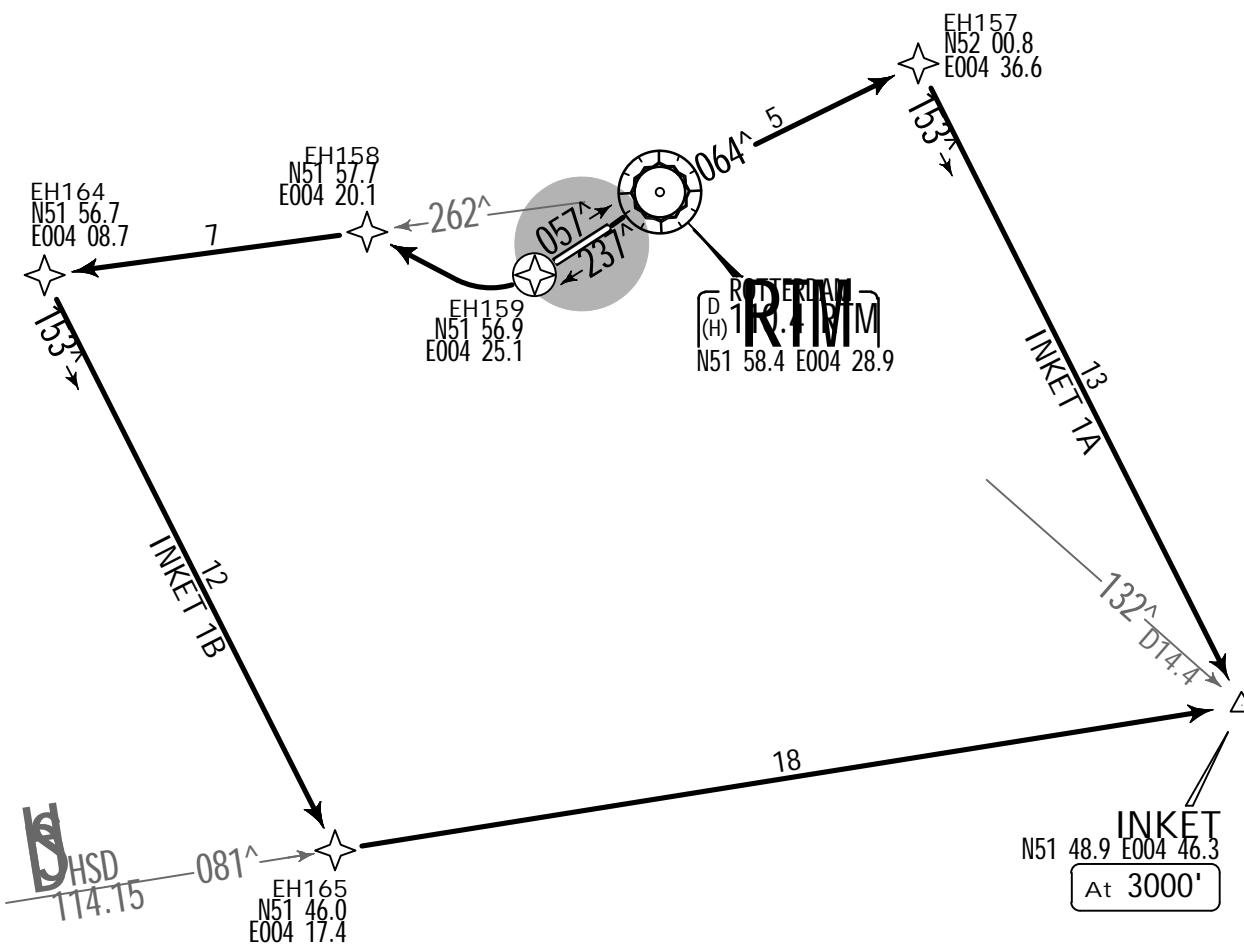
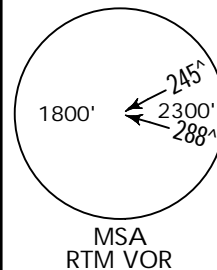
Apt Elev
-14'

Trans level: By ATC Trans alt: 3000'
 1. If unable to comply with crossing conditions, inform ROTTERDAM Delivery.
 2. Enroute clearance will be issued after start-up clearance has been given by ROTTERDAM Delivery. 3. Climb as rapidly as practicable to at least 2000'.
 4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. 5. 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°. 6. 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
 are permitted.



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.



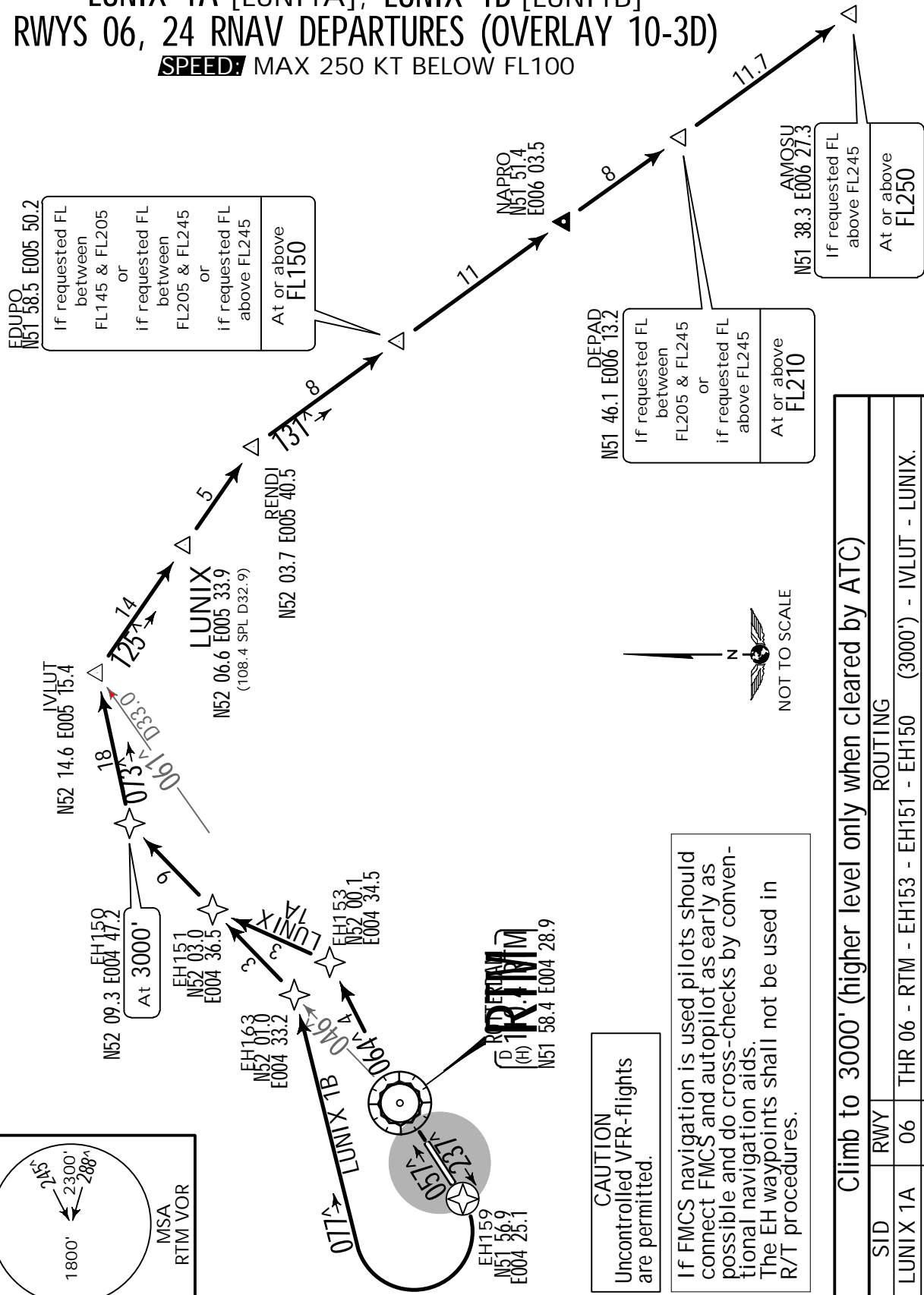
Climb to 3000' (higher level only when cleared by ATC)

SID	RWY	ROUTING
INKET 1A	06	THR 06 - RTM - EH157 - INKET (3000').
INKET 1B	24	THR 24 - EH159 - EH158 - EH164 - EH165 - INKET (3000').

Apt Elev
-14'

Trans level: By ATC Trans alt: 3000'
 1. If unable to comply with crossing conditions, inform ROTTERDAM Delivery.
 2. Enroute clearance will be issued after start-up clearance has been given by ROTTERDAM Delivery. 3. Climb as rapidly as practicable to at least 2000'.
 4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. 5. 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°. 6. 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.

LUNIX 1A [LUNI1A], LUNIX 1B [LUNI1B]
 RWYS 06, 24 RNAV DEPARTURES (OVERLAY 10-3D)
SPEED MAX 250 KT BELOW FL100



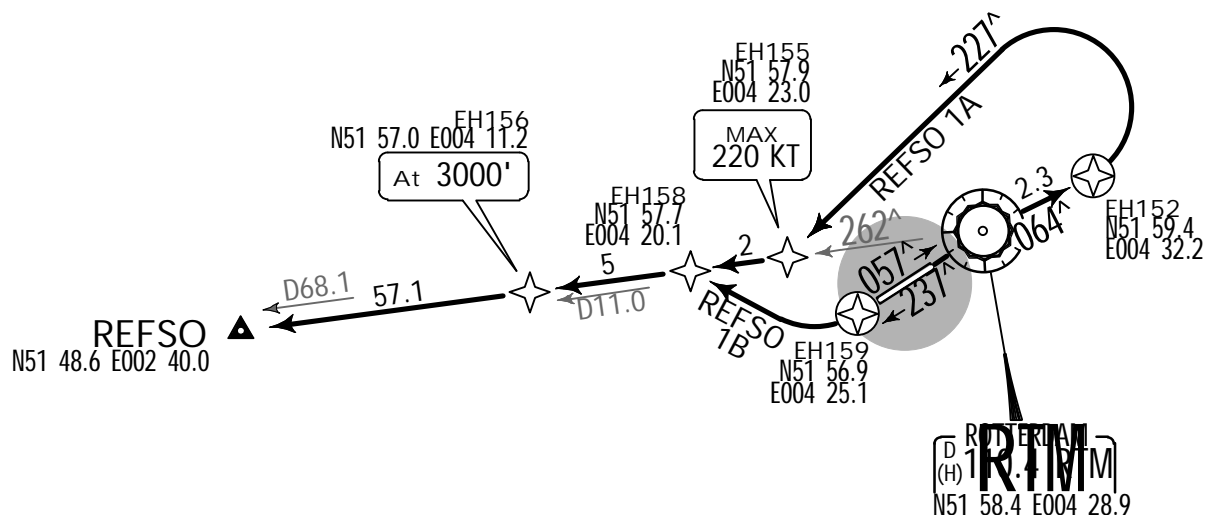
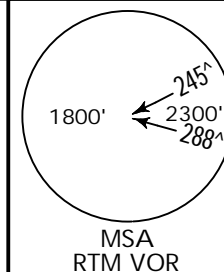
Apt Elev
-14'

Trans level: By ATC Trans alt: 3000'
 1. If unable to comply with crossing conditions, inform ROTTERDAM Delivery.
 2. Enroute clearance will be issued after start-up clearance has been given by ROTTERDAM Delivery. 3. Climb as rapidly as practicable to at least 2000'.
 4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. 5. 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°. 6. 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 10-3E)

SPEED: MAX 250 KT BELOW FL100

CAUTION
 Uncontrolled VFR-flights
 are permitted.



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.



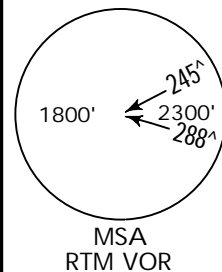
Climb to 3000' (higher level only when cleared by ATC)

SID	RWY	ROUTING
REFSO 1A	06	THR 06 - RTM - EH152 - EH155 (K220-) - EH156 (3000') - REFSO.
REFSO 1B	24	THR 24 - EH159 - EH158 - EH156 (3000') - REFSO.

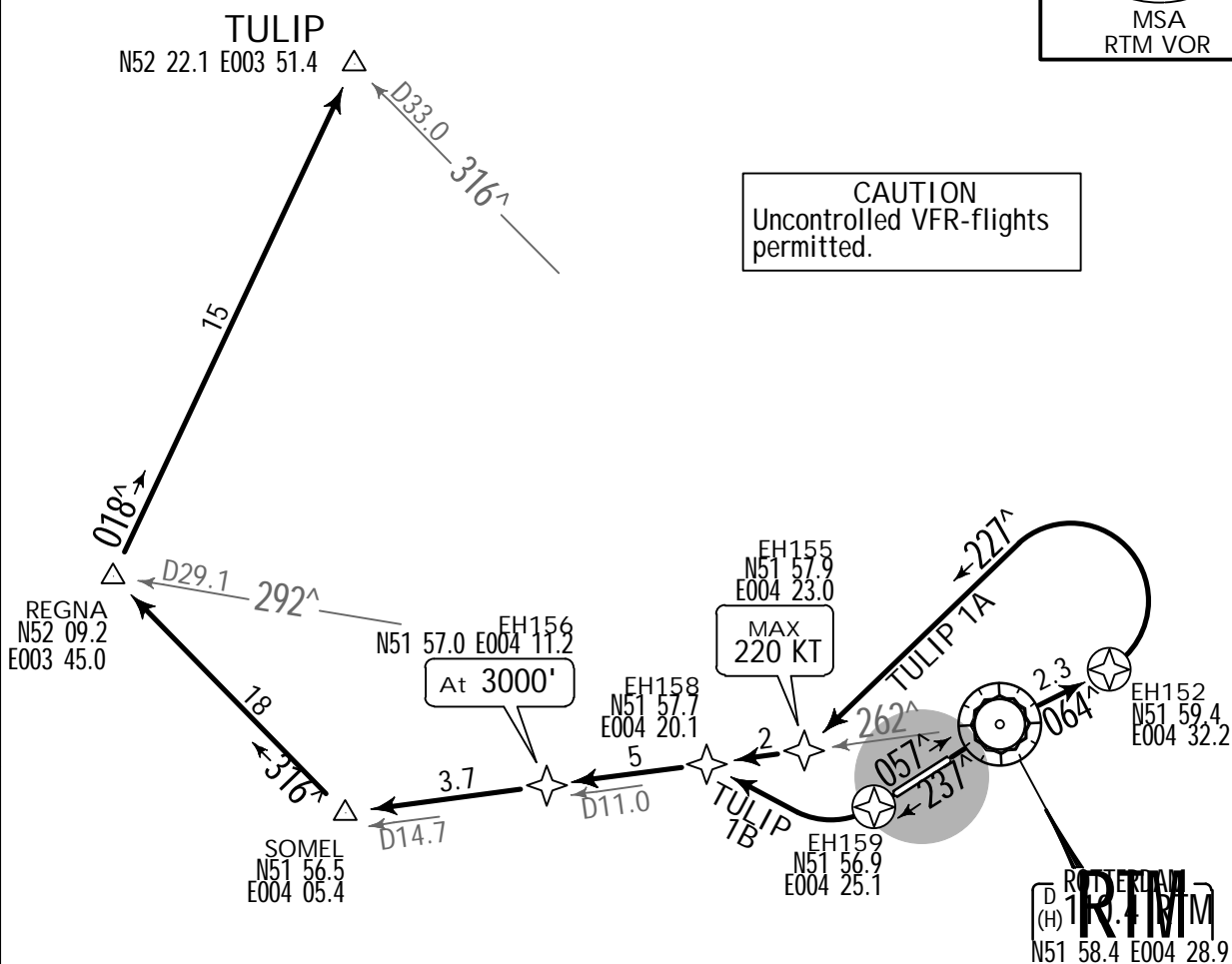
Apt Elev
-14'

Trans level: By ATC Trans alt: 3000'
 1. If unable to comply with crossing conditions, inform ROTTERDAM Delivery.
 2. Enroute clearance will be issued after start-up clearance has been given by ROTTERDAM Delivery. 3. Climb as rapidly as practicable to at least 2000'.
 4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. 5. 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°. 6. 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 [TULI1A], TULIP 1B [TULI1B]
RWYS 06, 24 RNAV DEPARTURES (OVERLAY 10-3F)
SPEED MAX 250 KT BELOW FL100



CAUTION
 Uncontrolled VFR-flights permitted.



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.

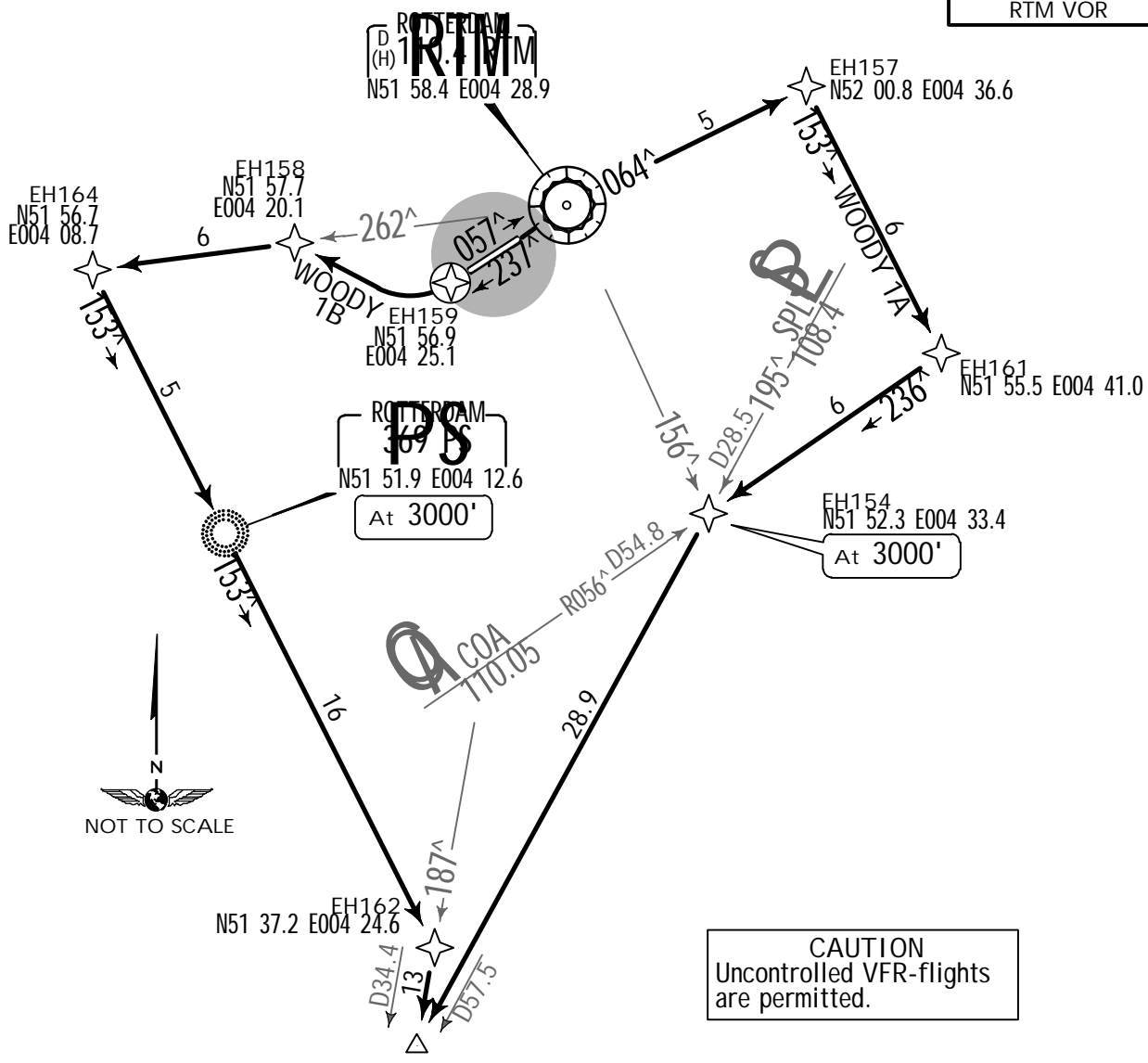
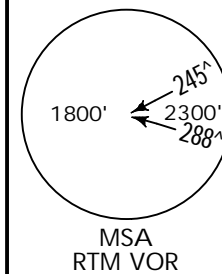
Climb to 3000' (higher level only when cleared by ATC)

SID	RWY	ROUTING
TULIP 1A	06	THR 06 - RTM - EH152 - EH155 (K220-) - EH156 (3000') - SOMEL - REGNA - TULIP.
TULIP 1B	24	THR 24 - EH159 - EH158 - EH156 (3000') - SOMEL - REGNA - TULIP.

Apt Elev
-14'

Trans level: By ATC Trans alt: 3000'
 1. If unable to comply with crossing conditions, inform ROTTERDAM Delivery.
 2. Enroute clearance will be issued after start-up clearance has been given by ROTTERDAM Delivery. 3. Climb as rapidly as practicable to at least 2000'.
 4. SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory. 5. 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°. 6. 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 [WODY1A], WOODY 1B [WODY1B]
RWYS 06, 24 RNAV DEPARTURES (OVERLAY 10-3G)
SPEED: MAX 250 KT BELOW FL100

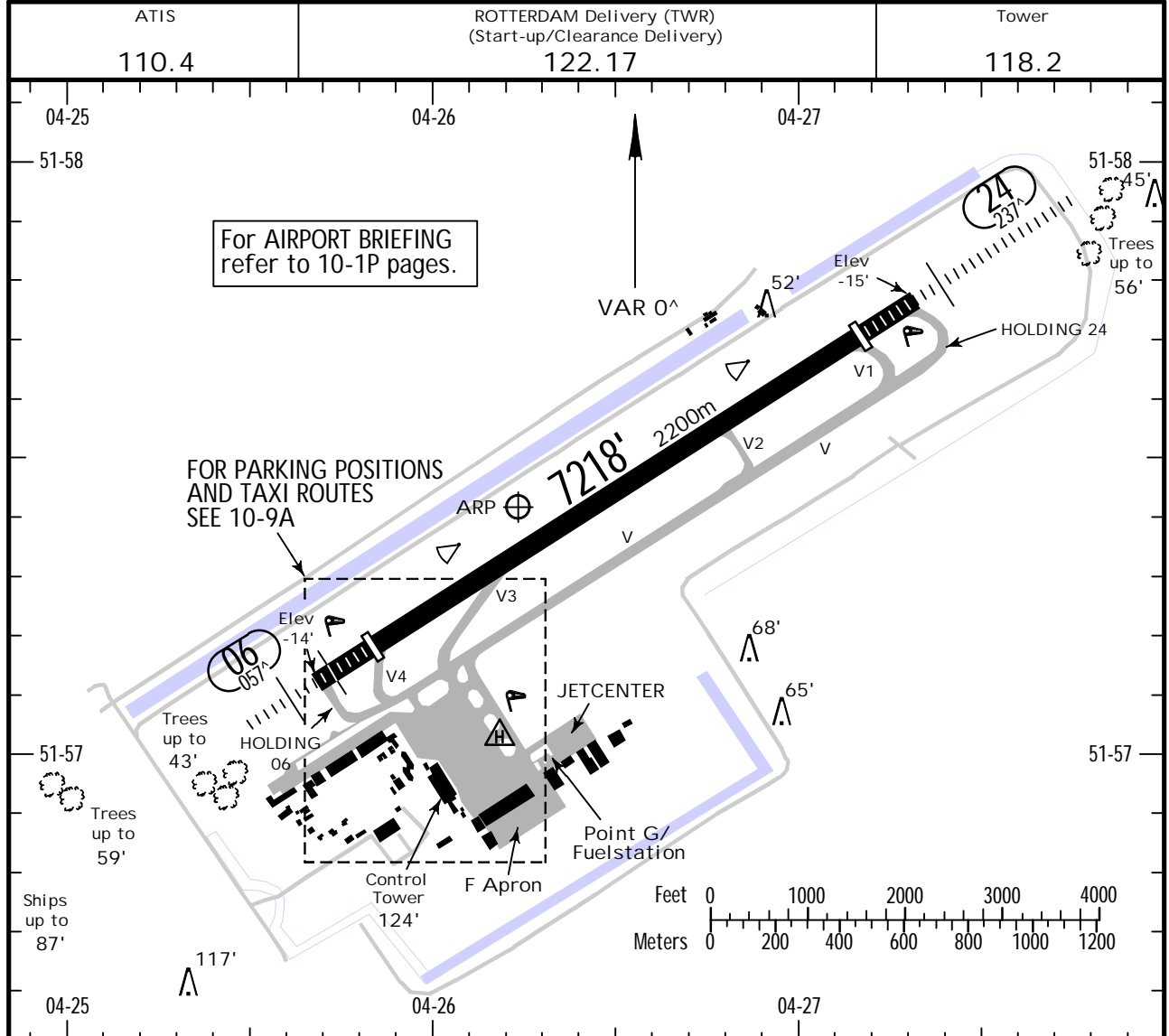


CAUTION
 Uncontrolled VFR-flights
 are permitted.

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 (3000') - EH162 - WOODY.



ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (30m) CL (15m) HIALS PAPI-L (3.0°) RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
06 1 24		6562' 2000m	5440' 1658m 5539' 1688m	2	148' 45m

- 1 Anti-skid layer.
- 2 TAKE-OFF RUN AVAILABLE

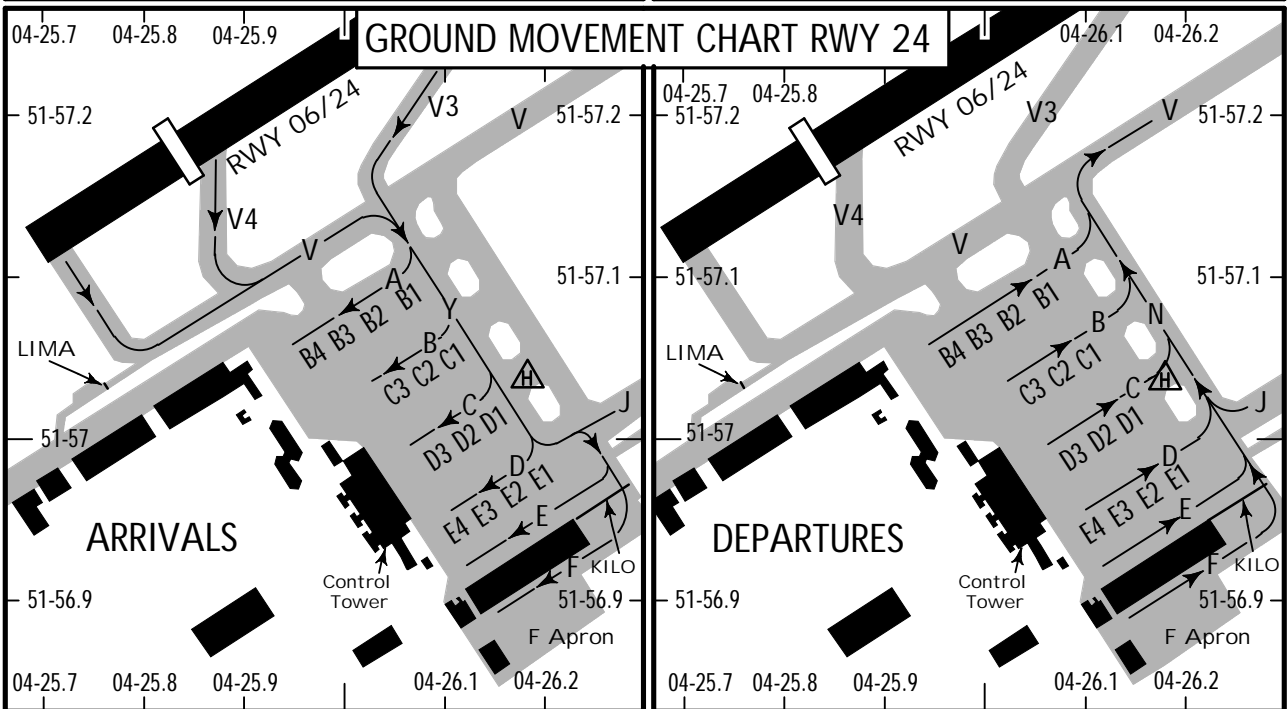
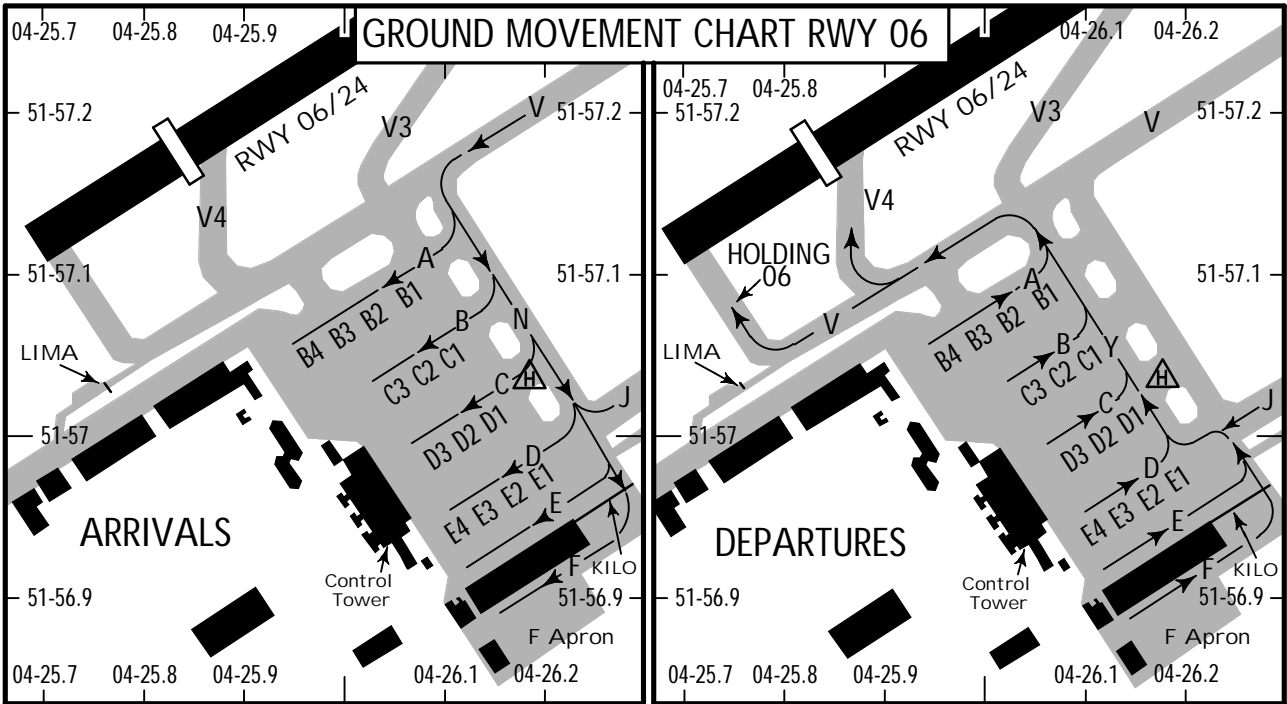
<u>RWY 06:</u>		<u>RWY 24:</u>	
From rwy head	7218' (2200m)	From rwy head	7218' (2200m)
twy V4 int	6398' (1950m)	twy V1 int	6398' (1950m)
		twy V2 int	4921' (1500m)

Standard.

TAKE-OFF 1

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

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



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

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
06	ILS DME	186' (200')	600m / 1000m
	LOC	490' (504')	1000m / 1000m
	VOR DME	510' (524')	1000m / 1000m
24	ILS DME	185' (200')	500m / 1000m
	LOC	430' (445')	800m / 1000m
	VOR DME	430' (445')	800m / 1000m

CIRCLE-TO-LAND 1	MDA(H)	VIS
	440' (454') 2 3	1000m

1 Prohibited Southeast of rwy 06/24.

2 After LOC 06: 490' (504').

3 After VOR DME 06: 510' (524').

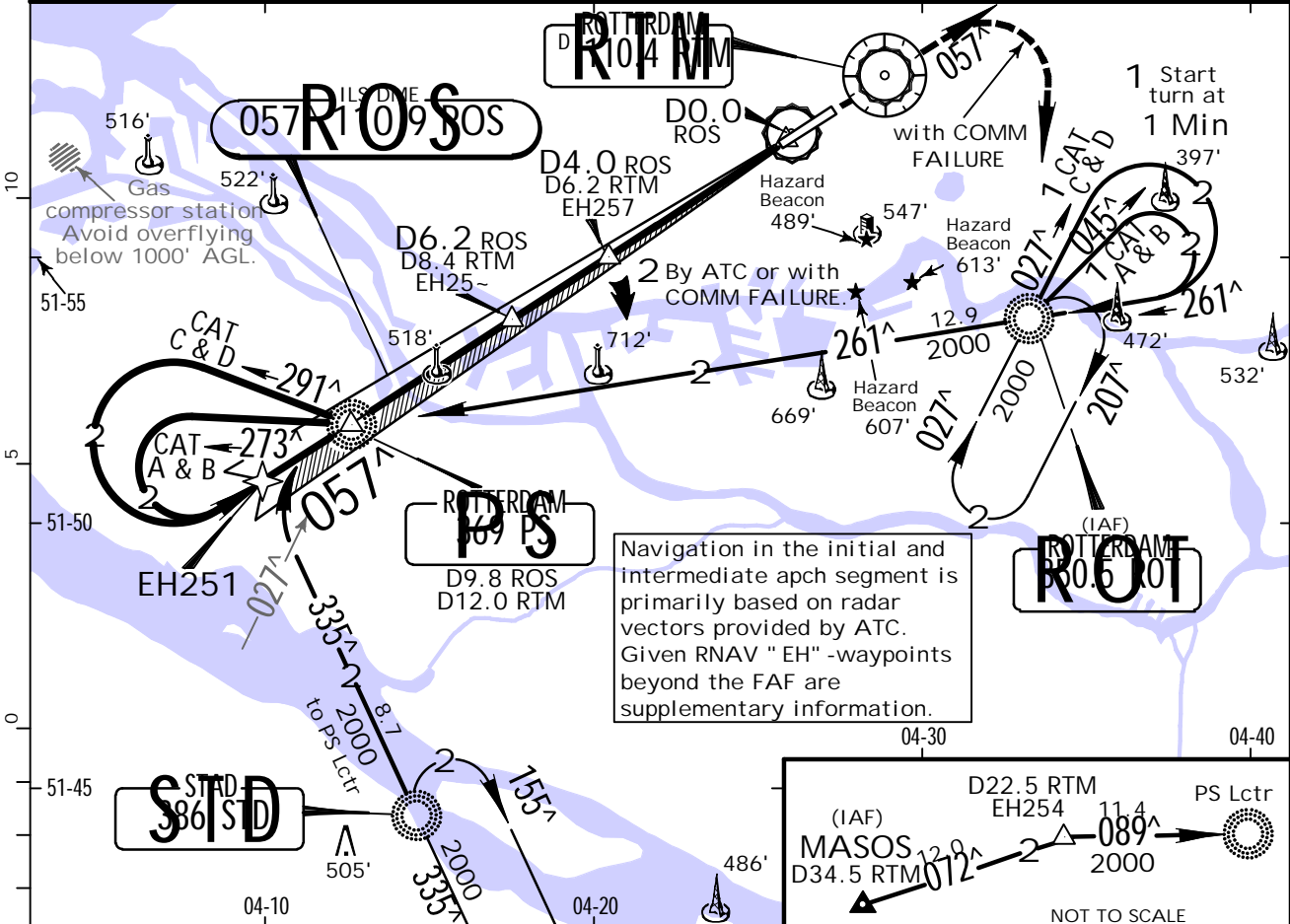
TAKE-OFF RWY 06, 24

LVP must be in Force 3				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m 4	800m

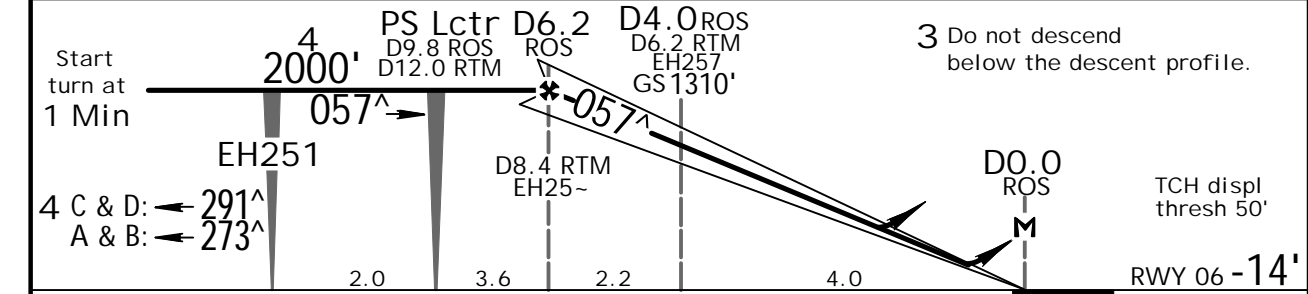
3 Without LVP 400m are stipulated.

4 Or rejected take-off distance whichever is the greater.

ATIS 110.4		*ROTTERDAM Approach (R) 127.02 126.67X		ROTTERDAM Tower 118.2 119.7G	
LOC ROS 110.9	Final Apch Crs 057^	GS D4.0 ROS 1310' (1324')	ILS DA(H) 186' (200')	Apt Elev -14' RWY -14' (BELOW SEA LEVEL)	
MISSED APCH: Climb on track 057^ to 2000'. Contact ATC.					
MISSED APCH WITH COMM FAILURE: Climb on track 057^ to 2000', then turn RIGHT to ROT NDB and hold or execute apch procedure again.					
Alt Set: hPa		Rwy Elev: -1 hPa	Trans level: By ATC	Trans alt: 3000'	
1. ILS: No obstacle free zone rwy 06. 2. ILS DME reads zero at rwy 06 displ thresh.					MSA RTM VOR



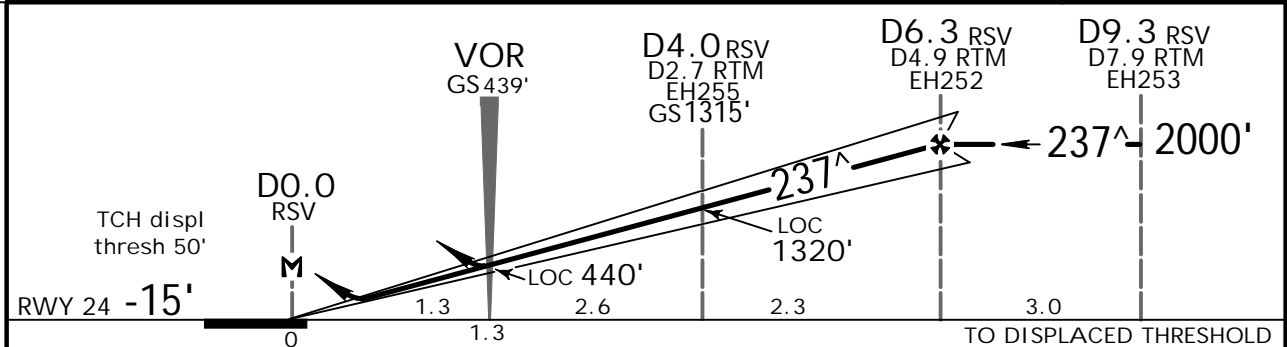
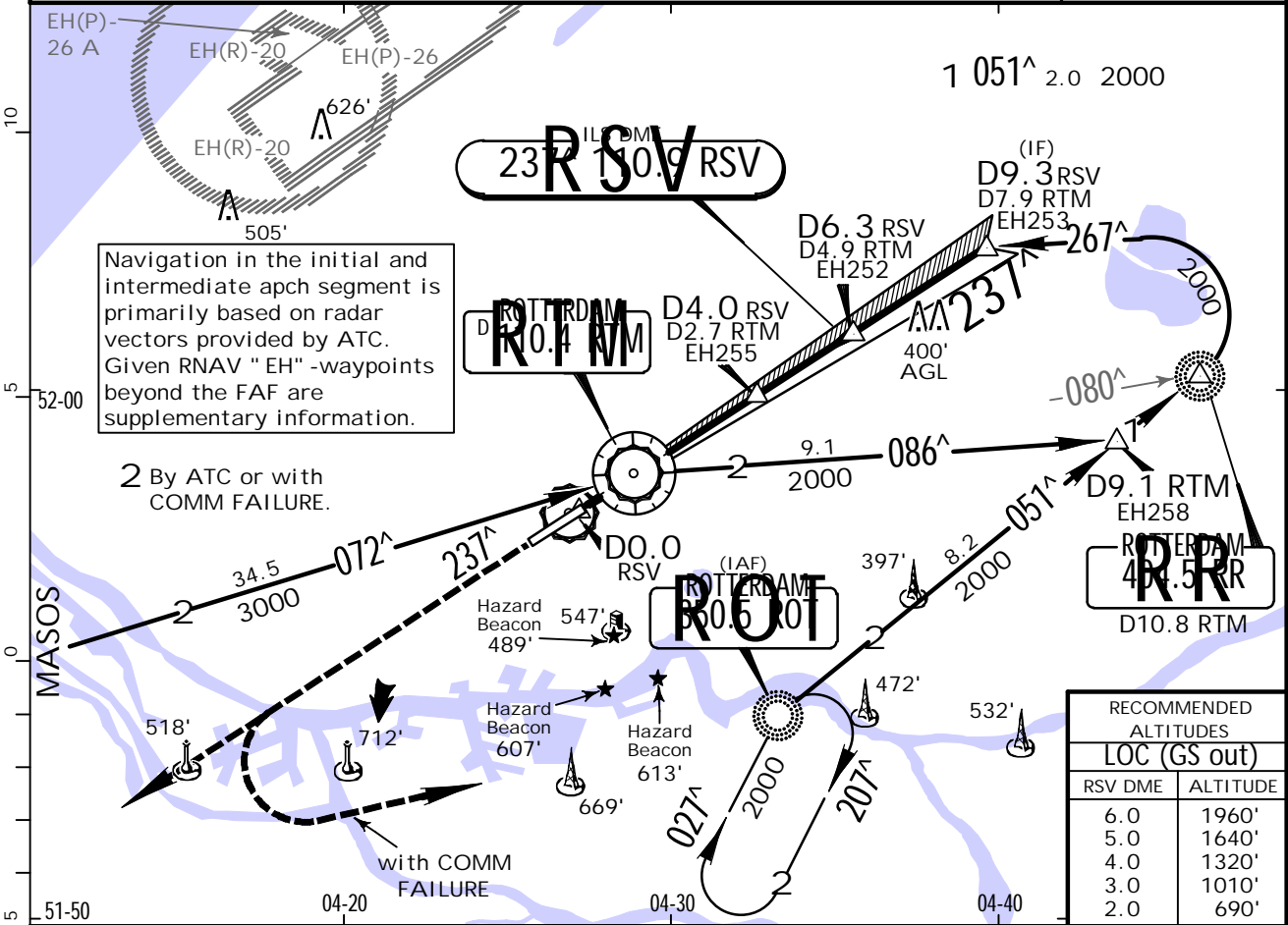
LOC 3 (GS out)	ROS DME	5.0	4.0	3.0	2.0
	ALTITUDE	1630'	1310'	990'	670'



TO DISPL THRESH 11.8									
Gnd speed-Kts	70	90	100	120	140	160			
ILS GS or LOC Descent Angle 3.00^	372	478	531	637	743	849			
MAP at D0.0 ROS									

PANS OPS 4	Standard.				STRAIGHT-IN LANDING Rwy 06		CIRCLE-TO-LAND Prohibited Southeast of runway	
	ILS DA(H) 186' (200')		LOC (GS out) DA(H) 490' (504')					
	FULL/Limited		ALS out		ALS out			
	RVR 750m		RVR 1200m		RVR 1500m		Max Kts	
	RVR 1900m		CMV 2400m				MDA(H) VIS	
A							100 490' (504') 1500m	
B							135 520' (534') 1600m	
C							180 730' (744') 2400m	
D							205 760' (774') 3600m	

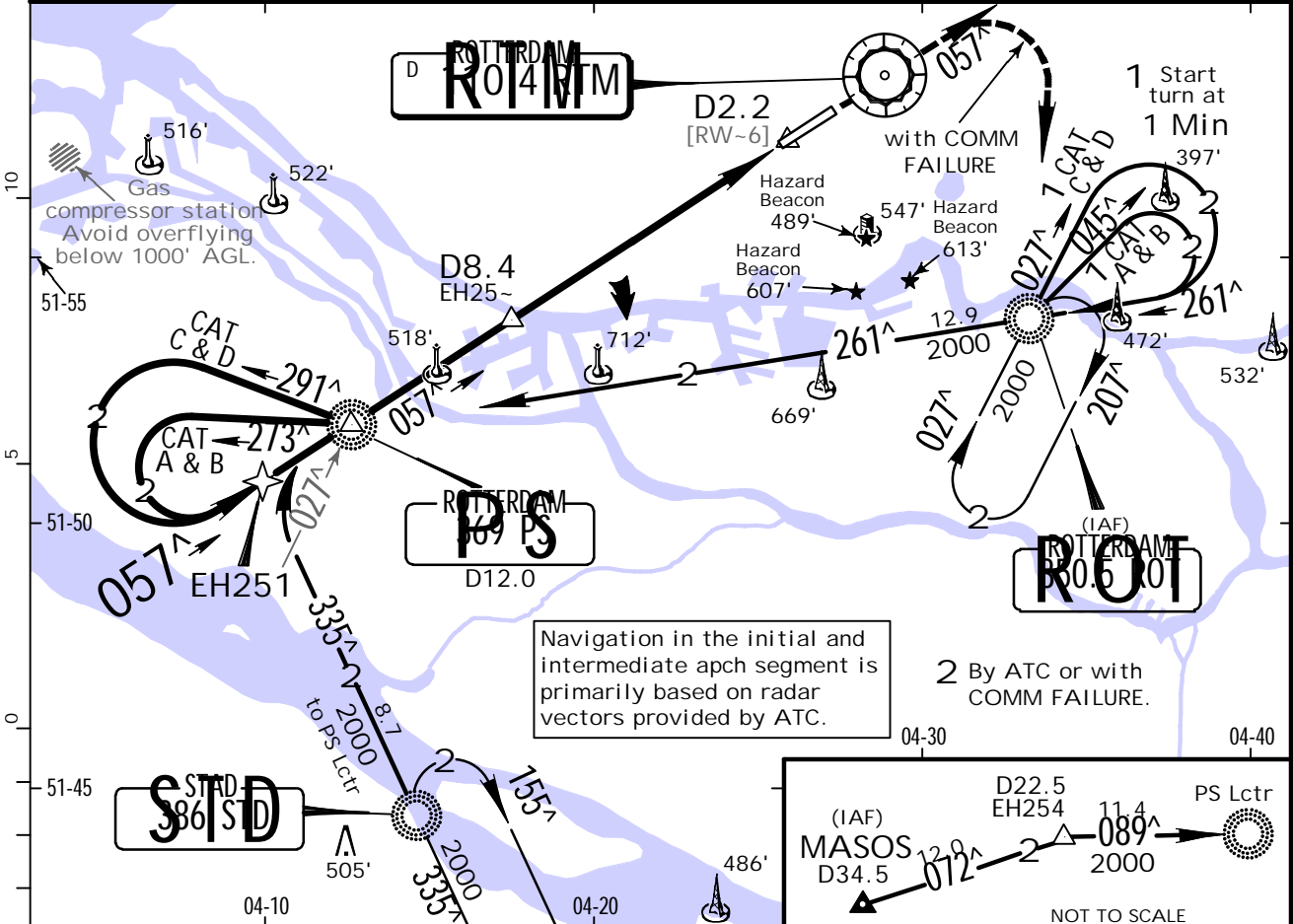
ATIS 110.4		*ROTTERDAM Approach (R) 127.02 126.67X		ROTTERDAM Tower 118.2 119.7G	
LOC RSV 110.9	Final Apch Crs 237 [^]	GS D4.0 RSV 1315' (1330')	ILS DA(H) 185' (200')	Apt Elev -14' RWY -15' (BELOW SEA LEVEL)	
MISSED APCH: Climb on track 237 [^] to 2000'. Contact ATC. MISSED APCH WITH COMM FAILURE: Climb on track 237 [^] to 2000', then turn LEFT to ROT NDB and hold or execute apch procedure again.					
Alt Set: hPa Rwy Elev: -1 hPa Trans level: By ATC Trans alt: 3000' 1. ILS: No obstacle free zone rwy 24. 2. ILS DME reads zero at rwy 24 displ thresh.					
MSA RTM VOR					



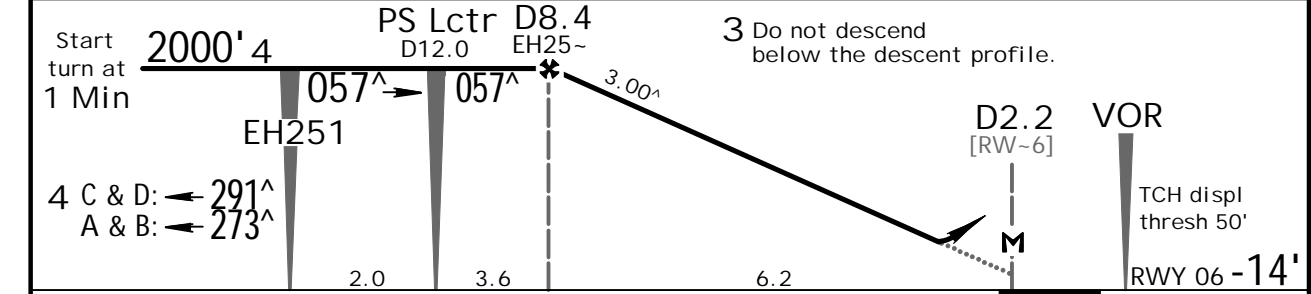
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2000' on 237 [^]	
ILS GS or LOC Descent Angle	3.00 [^]	372	478	531	637	743		849
MAP at D0.0 RSV								

PANS OPS 4	Standard.				STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND Prohibited Southeast of runway	
	ILS DA(H) 185' (200')		LOC (GS out) DA(H) 430' (445')		Max Kts		MDA(H)	VIS
	FULL	Limited	ALS out	ALS out	100	440' (454')	1500m	
					135	520' (534')	1600m	
					180	730' (744')	2400m	
				205	760' (774')	3600m		

ATIS 110.4		*ROTTERDAM Approach (R) 127.02 126.67X		ROTTERDAM Tower 118.2 119.7G	
VOR RTM 110.4	Final Apch Crs 057 [^]	Minimum Alt D8.4 2000' (2014')	DA(H) 510' (524')	Apt Elev -14' RWY -14' (BELOW SEA LEVEL)	
MISSED APCH: Climb on track 057 [^] to 2000'. Contact ATC. MISSED APCH WITH COMM FAILURE: Climb on track 057 [^] to 2000', then turn RIGHT to ROT NDB and hold or execute apch procedure again.					
Alt Set: hPa	Rwy Elev: -1 hPa	Trans level: By ATC	Trans alt: 3000'		



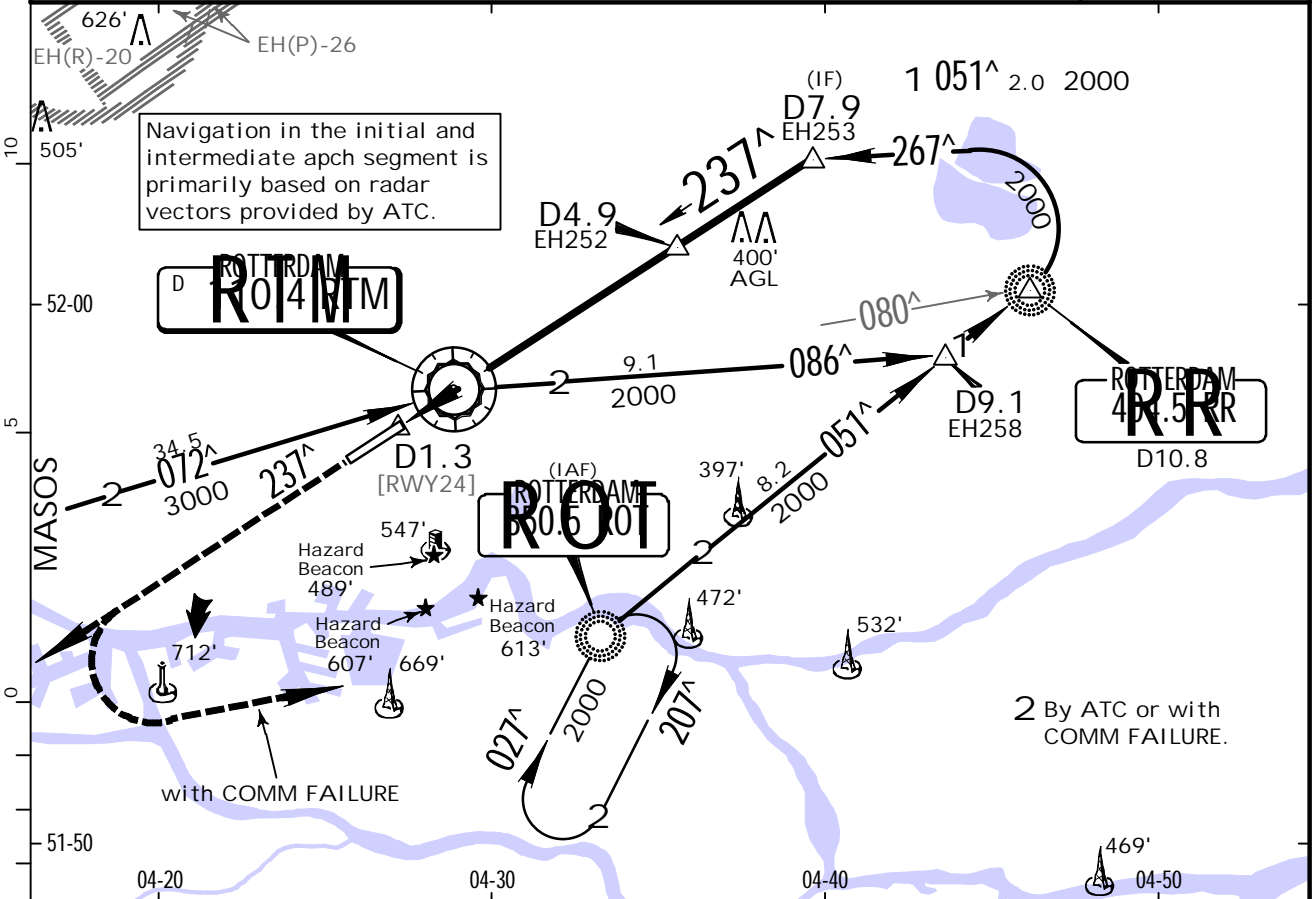
3	RTM DME ALTITUDE	8.0 [8-VOR] 1870'	7.0 [7-VOR] 1550'	6.0 [6-VOR] 1240'	5.0 [5-VOR] 920'	4.0 [4-VO2] 600'
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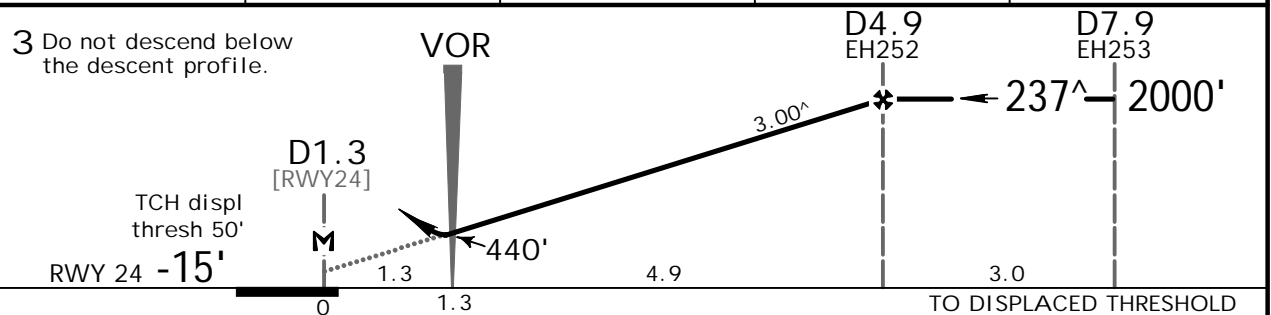
TO DISPL THRESH 11.8							
Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.00 [^]	372	478	531	637	849	
MAP at D2.2							

PANS OPS 4	Standard.		STRAIGHT-IN LANDING RWY 06		CIRCLE-TO-LAND Prohibited Southeast of runway	
	DA(H) 510' (524')		ALS out		Max Kts	MDA(H) VIS
	RVR 1500m				100	510' (524') 1500m
	RVR 2000m		CMV 2400m		135	520' (534') 1600m
					180	730' (744') 2400m
				205	760' (774') 3600m	

ATIS 110.4		*ROTTERDAM Approach (R) 127.02 126.67X		ROTTERDAM Tower 118.2 119.7G	
VOR RTM 110.4	Final Apch Crs 237 [^]	Minimum Alt D4.9 2000' (2015')	DA(H) 430' (445')	Apt Elev -14' RWY -15' (BELOW SEA LEVEL)	
MISSED APCH: Climb on track 237 [^] to 2000'. Contact ATC. MISSED APCH WITH COMM FAILURE: Climb on track 237 [^] to 2000', then turn LEFT to ROT NDB and hold or execute apch procedure again.					
Alt Set: hPa	Rwy Elev: -1 hPa	Trans level: By ATC	Trans alt: 3000'	MSA RTM VOR	



3	RTM DME	1.0 [1-VOR]	2.0 [2-VOR]	3.0 [3-VOR]	4.0 [4-VOR]
5	ALTITUDE	760'	1080'	1400'	1720'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI
Descent Angle	3.00 [^]	372	478	531	637	849	
MAP at D1.3 after VOR							

PANS OPS 4	Standard.			STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND Prohibited Southeast of runway			
	DA(H) 430' (445')									
	ALS out						Max Kts	MDA(H)	VIS	
	A	RVR 1400m						100	440' (454')	1500m
	B							RVR 1500m		
C	CMV 2100m						180	730' (744')	2400m	
D										

Chart changes since cycle 06-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ROTTERDAM, (ROTTERDAM - EHRD)				
DEL	JAA MNMS	10-9X	30 Mar 2012	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EHRD