

12-OCT-2017

RTM-EHRD

1-10

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**GENERAL****Operational Hours****ATS Hours:** H24**AD Operator Hours**

0600-2200‡

Exemptions:

- LDG of positioning flights between 0500-2200‡
- In case of delay, permission can be granted by AD authority for LDG till 0000‡ and for TKOF till 2300‡.
- H24 for diverting ACFT due to MET/technical reasons. AD may be filed as ALTN.

**Airport Information****RFF:** CAT 7; CAT 8/9 O/R, 24HR PN.**Fuel:** 0500-2230‡, other times 3HR PN.**PCN:** RWY 06/24: 70/F/D/W/T**Operation****Low Visibility Procedures**

VIS below 1500m, cloud base equal or below 300ft.

Three low visibility phases are recognized:

- PHASE A - lowest RVR below equal 1500m, cloudbase below 300ft;  
No conditional clearances. Limited use of intersection TKOF.
- PHASE B - lowest RVR below 550m, cloudbase below 200ft;  
Only one RWY will be used. Taxiing only allowed under guidance of marshaller or follow-me. If no marshaller/follow-me is AVBL ATC may give permission to taxi if no other ACFT is moving or expecting to be moving in the maneuvering area.
- PHASE C - lowest RVR below 350m;  
Only one RWY will be used. Taxiing only allowed under guidance of marshaller or follow-me. If no marshaller/follow-me is AVBL ATC may give permission to taxi if no other ACFT is moving or expecting to be moving in the maneuvering area.
- PHASE D - highest RVR below 100m;  
The AD is below OPS limits for ARR and DEP ACFT.

**RWY Restriction:** For multi ENG ACFT, 180° turn is permitted only at RWY ends between V1 and V2 or between V5 and V6.**TWY Restriction**

TWY V4 width 15m / 49ft. MAX wingspan 36m / 118ft.

Entry TWY V3 for INT TKOF prohibited.

Taxi CLR shall be requested from TWR.

Taxi MAX speed 15KT on APNs including TWY N and Y.

The inner curve of TWY V1 is designed for ACFT with wingspan below 36m / 118ft. Bigger ACFT require judgemental oversteering in order to ensure main gear wheel CLR.

ACFT with wingspan above 52m / 171ft, strictly adhere to follow-me instructions while on TWY V BTN TWY V1 and V2.

**Taxi/Parking**

Follow-me mandatory during taxiing for ACFT with wingspan above 36m /118ft.

**Wind Information RWY 24**

Windspeed at TDZ underestimated up to 17% for sector 290°-010° and overestimated up to 12% for sector 130°-170°.

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**GENERAL****Warnings**

In Rotterdam TMA uncontrolled VFR flights are permitted. For such flights radio COM is not compulsory. Birds in vicinity of AD.

**ARRIVAL****Communication****COM Failure****Inbound clearance not received:**

- Proceed according to the current FPL route to the appropriate HLDG fix (MASOS, ROT NDB).
- Maintain the last cleared and acknowledged FL or ALT.
- For MASOS commence descent to FL50 at or as near as possible to the ETO over the HLDG fix.
- For ROT NDB commence descent to 2000ft AMSL at or as near as possible to the ETO over the HLDG fix.
- After reaching FL50 or 2000ft AMSL leave the HLDG fix and carry out LDG to the received and acknowledged RWY.

**Inbound clearance received:**

TFC via standard ARR route, outside standard ARR route or vectored to final APCH (except RNAV APCH).

- Proceed according to the current FPL route to the appropriate HLDG fix (MASOS, ROT NDB).
- Maintain the last cleared and acknowledged FL or ALT.
- For MASOS commence descent to FL50 at or as near as possible to the ETO over the HLDG fix.
- For ROT NDB commence descent to 2000ft AMSL at or as near as possible to the ETO over the HLDG fix.
- After reaching FL50 or 2000ft AMSL leave the HLDG fix and carry out LDG to the received and acknowledged RWY.

TFC inbound ROT NDB cleared for the RNAV APCH and TFC inbound ROVOX.

- TFC inbound ROT NDB cleared for ROT NDB 1R RNAV APCH shall proceed to ROT NDB and execute the APCH PROC to RWY 24.
- TFC inbound ROVOX shall proceed to ROVOX and execute the APCH PROC to RWY 24.

**MISAP in case of COM Failure**

**RWY 24:** Magnetic track 237° and climb to 2000ft AMSL. When reaching 2000ft AMSL turn left to ROT NDB and hold or execute the instrument APCH again.

**RWY 06:** Magnetic track 057° and climb to 2000ft AMSL. When reaching 2000ft AMSL turn right to ROT NDB and hold or execute the instrument APCH again.

**Arrival Procedure**

Flights from the west:

Between HSD R227 and R360, cross COA R020 at MAX FL60.

Flights via ENKOS or FLEVO:

Cross ENKOS or FLEVO below FL70.

**Visual APCH**

Visibility MNM 5KM and cloud base MNM 1200ft. Intercept final APCH leg MNM 1000ft.

Expect radar vectors direct to interception of final APCH.

**Warnings**

Caution during APCH RWY 06 with SE wind, possible building-induced turbulence, wind shear and wind gradient effects over the THR and TDZ of RWY 06. Expect sudden increased turbulence.

**DEPARTURE****Take-off Minima**

<b>RWY</b>	06/24	
All ACFT	ft - m/km	0 - 125R

**Speed**

MAX IAS 250KT below FL100, irrespective of ICAO airspace class passed.

**Departure Procedure**

Climb rapidly to at least 2000ft AMSL.

Only after an ATC CLR has been received the flight may continue to climb above 3000ft.

**Departure Notes****REFSO 2A/2AY**

RWY 06: In addition to the standard coding (REFS2A) an ALTN coding (REF2AY) comprising radius to fix (RF) turns is AVBL .

**TULIP 3A/3AY**

RWY 06: In addition to the standard coding (TULI3A) an ALTN coding (TUL3AY) comprising radius to fix (RF) turns is AVBL .

**ATC Slot, Clearance**

For ENG start-up contact ATC and report cross-bleed start if applicable.

REQ start-up on DLV. The en route CLR will be issued after start-up CLR has been given. Report CTOT for en route CLR if applicable.

**De-Icing**

AVBL.

09-AUG-2018

RTM-EHRD

# Netherlands Rotterdam

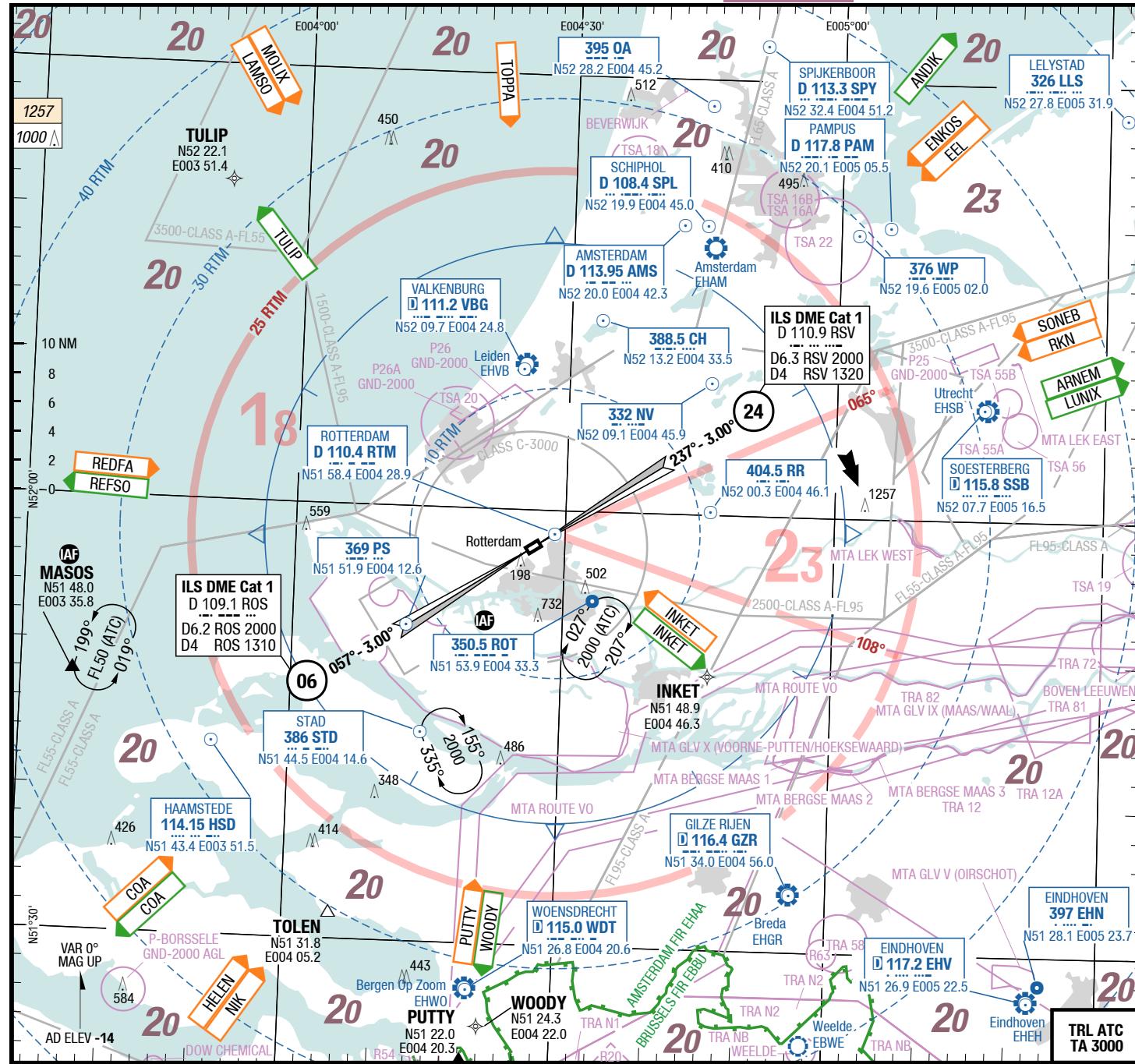
# **Rotterdam Netherlands**

**AGC**  
**AFC**

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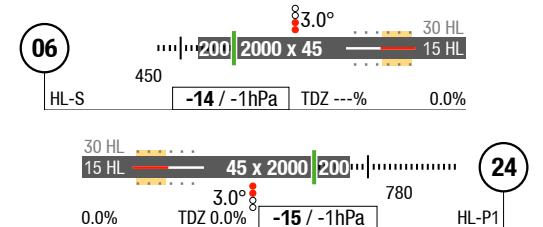
AGC  
AFC

2-10



<b>ATIS</b>	110.400	RTM
<b>Schiphol APP/DEP</b>	119.055	
	121.205	
<b>APP</b>	124.535	MON-FRI:0600-2130 ± SAT-SUN:0900-1600 ± O/R
	126.680	O/R
<b>TWR</b>	118.205	
	119.705	O/R
<b>DLV</b>	122.180	

### **Landing RWY system:**



09-AUG-2018

# Netherlands Rotterdam

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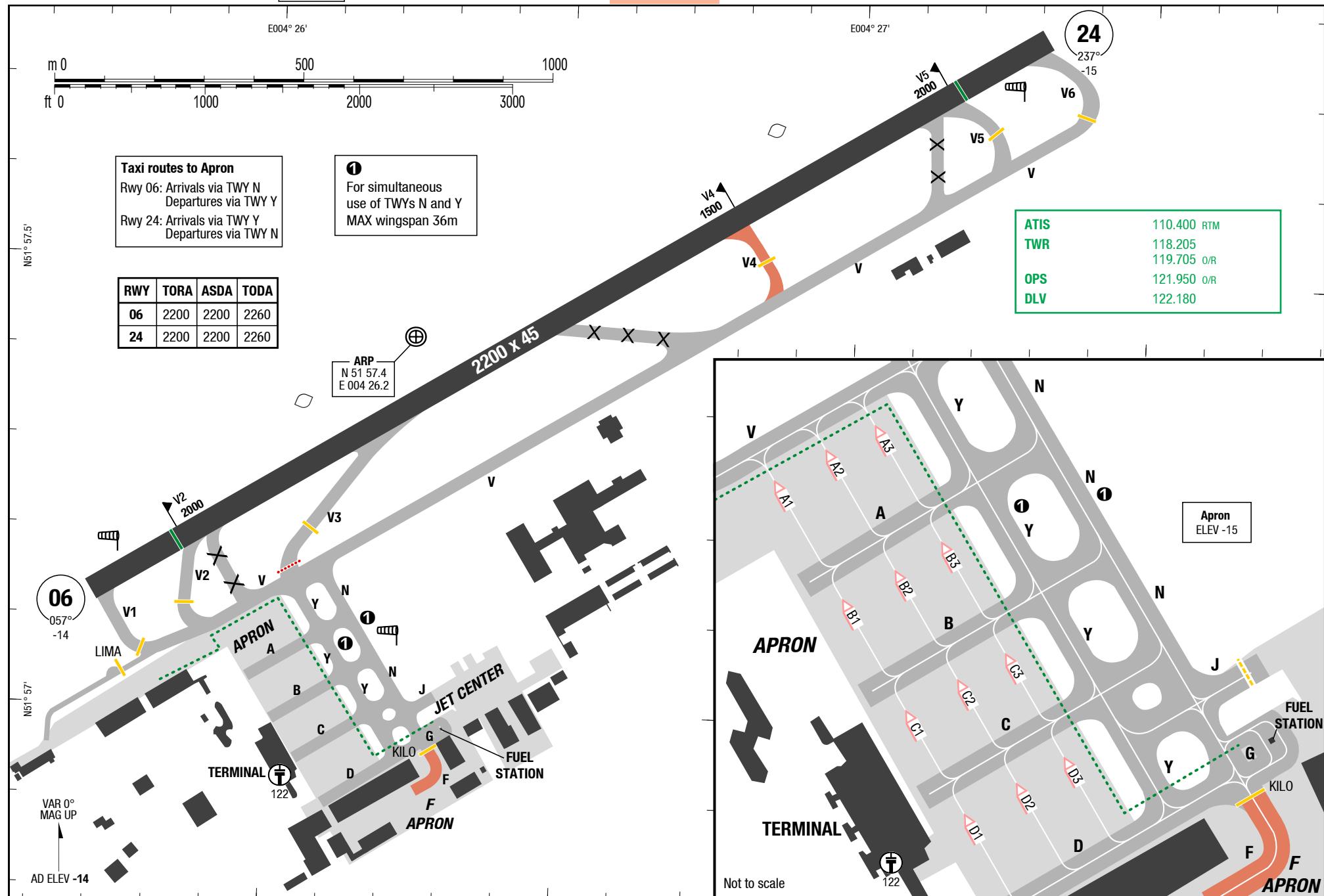
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AGC

## **Rotterdam** Netherlands



26-AUG-2018/UFN

09-AUG-2018

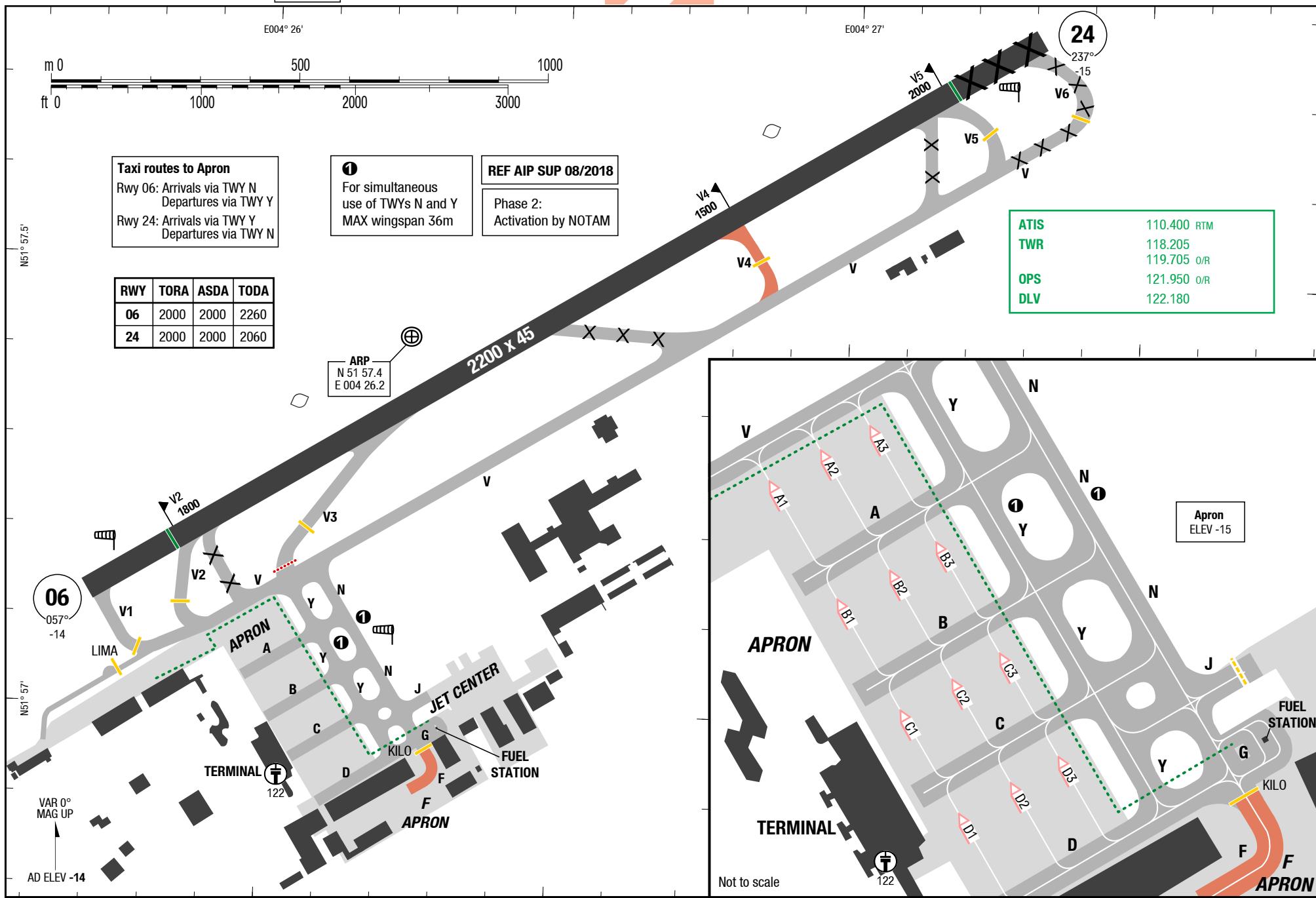
RTM-EHRD

Netherlands Rotterdam

Tempo AGC (Phase 2)

Rotterdam Netherlands

Tempo AGC (Phase 2)



Changes: new

Effective 01-MAR-2018

22-FEB-2018

RTM-EHRD

Netherlands Rotterdam

SIDs RWY 24 RNAV Overlay

4-10

SIDs RWY 06 RNAV Overlay

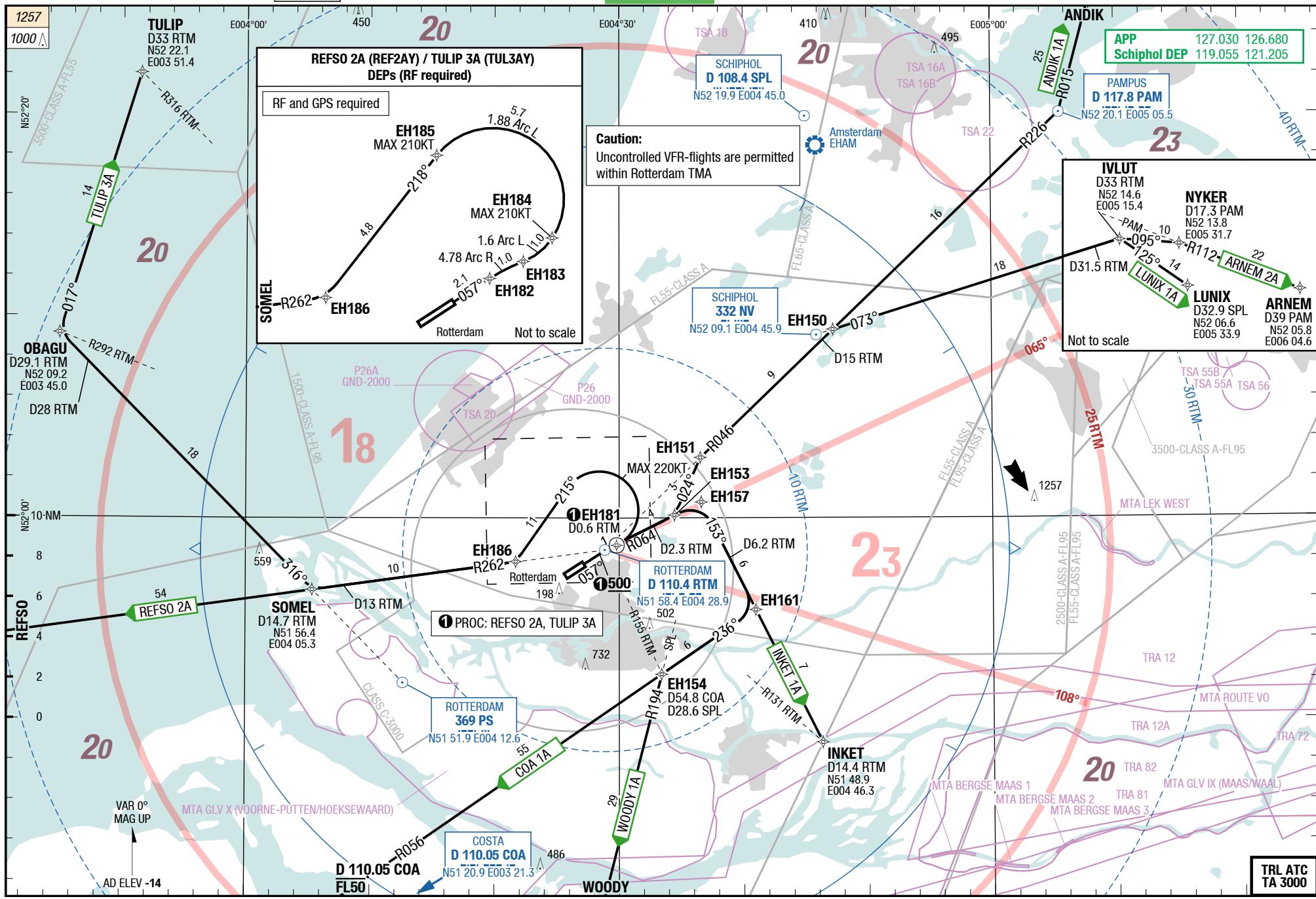
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SIDs RWY 24 RNAV Overlay

SIDs RWY 06 RNAV Overlay



Effective 01-MAR-2018

22-FEB-2018

RTM-EHRD

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4-20

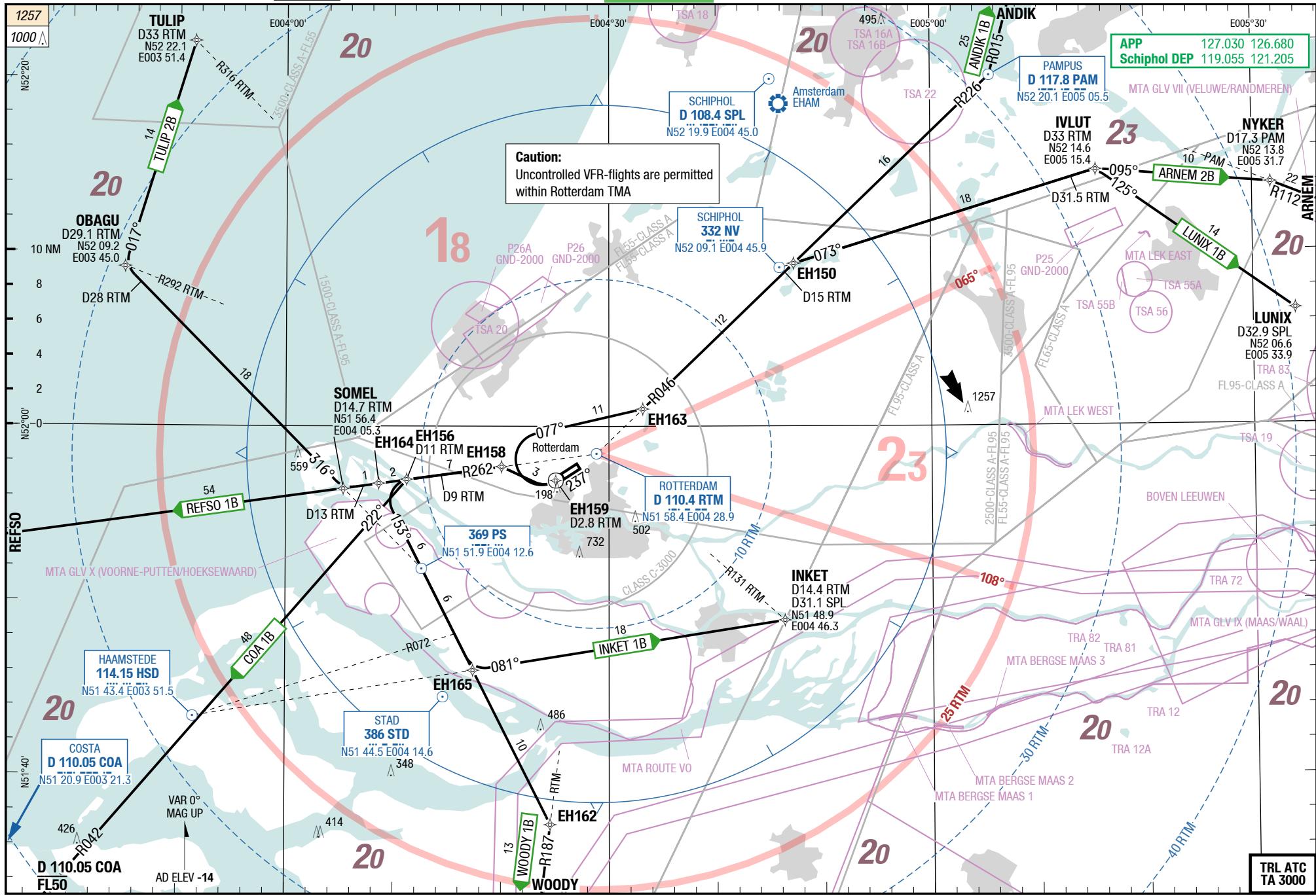
SIDs RWY 24 RNAV Overlay

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Rotterdam Netherlands

SIDs RWY 24 RNAV Overlay



## RTM-EHRD

5-10

## SIDs RWY 06 RNAV Overlay

ANDIK 1A / ARNEM 2A / COSTA 1A / INKET 1A / LUNIX 1A

RWY 06 (057°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
<b>ANDIK 1A</b> <b>119.055</b> <b>121.205</b> <b>127.030</b> <b>126.680</b> ①	<b>RTM - R064 RTM - at D2.3 RTM LT 024° intercept R046 RTM to PAM - R015 PAM to ANDIK</b>  <b>FMS</b> RTM - EH153 - EH151 - EH150 - PAM - ANDIK	<b>Initial climb 3000</b>
<b>ARNEM 2A</b> <b>119.055</b> <b>121.205</b> <b>127.030</b> <b>126.680</b> ②	<b>RTM - R064 RTM - at D2.3 RTM LT 024° intercept R046 RTM - at D15 RTM RT intercept QDR 073 NV - at IVLUT RT 095° to NYKER - intercept R112 PAM to ARNEM</b>  <b>FMS</b> RTM - EH153 - EH151 - EH150 - IVLUT - NYKER - ARNEM	<b>Initial climb 3000</b>
<b>COSTA 1A</b> <b>COA 1A</b> <b>119.055</b> <b>121.205</b> <b>127.030</b> <b>126.680</b>	<b>RTM - R064 RTM - at D2.3 RTM RT 153° - at D6.2 RTM RT intercept R056 COA to COA</b>  <b>FMS</b> RTM - EH157 - EH161 - EH154 - COA	<b>COA MAX FL50</b>  <b>COA MAX FL50</b>  <b>Initial climb 3000</b>
<b>INKET 1A</b> <b>119.055</b> <b>121.205</b> <b>127.030</b> <b>126.680</b>	<b>RTM - R064 RTM - at D2.3 RTM RT 153° to INKET</b>  <b>FMS</b> RTM - EH157 - INKET	<b>Initial climb 3000</b>
<b>LUNIX 1A</b> <b>119.055</b> <b>121.205</b> <b>127.030</b> <b>126.680</b> ③	<b>RTM - R064 RTM - at D2.3 RTM LT 024° intercept R046 RTM - at D15 RTM RT intercept QDR 073 NV - at IVLUT RT 125° to LUNIX</b>  <b>FMS</b> RTM - EH153 - EH151 - EH150 - IVLUT - LUNIX	<b>Initial climb 3000</b>

- ① Via UN873: If requested FL is above FL255: Cross ANDIK above FL70, R053/D65 SPY above FL210; Via UM105/UN125: If requested FL is above FL245: Cross ANDIK above FL70, GRONY above FL210.
- ② Via UL620: If requested FL is above FL245: Cross SONEB above FL210, OLDOD MNM FL250.
- ③ Via (U)Z738: If requested FL is between FL145 and and FL205: Cross EDUPO MNM FL150.If requested FL is between FL205 and and FL245: Cross EDUPO MNM FL150, DEPAD MNM FL210.If requested FL is above FL245: Cross EDUPO MNM FL150, DEPAD MNM FL210, AMOSU MNM FL250.

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## SIDs RWY 06 RNAV Overlay

REFSO 2A / TULIP 3A / WOODY 1A

RWY 06 (057°)

	GS	120	150	180	210	240	270
5.7%	ft/MIN	700	900	1100	1300	1400	1600
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
<b>REFSO 2A</b> 5.7% to 500 8.0% to 450 (REF2AY) <b>119.055</b> <b>121.205</b> <b>127.030</b> <b>126.680</b>	at MNM 500 RT 063° - at D0.6 <b>RTM LT</b> (MAX 220KT) 215°- intercept R262 <b>RTM</b> to REFSO  <b>FMS</b> (REFS2A) [A500+] - <u>EH181</u> [K220- ;L] - EH186 - REFSO	
		<b>Initial climb 3000</b>
<b>TULIP 3A</b> 5.7% to 500 8.0% to 450 (TUL3AY) <b>119.055</b> <b>121.205</b> <b>127.030</b> <b>126.680</b>	at MNM 500 RT 063° - at D0.6 <b>RTM LT</b> (MAX 220KT) 215° - intercept R262 <b>RTM</b> - at D13 <b>RTM RT QDR 316 PS</b> to OBAGU - at D28 <b>RTM RT 017°</b> to TULIP  <b>FMS</b> (TULI3A) [A500+] - <u>EH181</u> [K220- ;L] - EH186 - SOMEL - OBAGU - TULIP  <b>FMS</b> (TULI3AY)(RF required) EH182 - EH183 [R] - EH184 [K210- ;L] - EH185 [K210- ;L] - EH186 - SOMEL - OBAGU - TULIP	
		<b>Initial climb 3000</b>
<b>WOODY 1A</b> <b>119.055</b> <b>121.205</b> <b>127.030</b> <b>126.680</b> ①	<b>RTM</b> - R064 <b>RTM</b> - at D2.3 <b>RTM RT 153°</b> - at D6.2 <b>RTM RT</b> intercept R194 <b>SPL</b> to WOODY  <b>FMS</b> RTM - EH157 - EH161 - EH154 - WOODY	
		<b>Initial climb 3000</b>

① Via UN872: If requested FL is above FL195: Cross WOODY above FL190, R027/D10 NIK MNM FL200.

## RTM-EHRD

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## SIDs RWY 24 RNAV Overlay

ANDIK 1B / ARNEM 2B / COSTA 1B / INKET 1B / LUNIX 1B

RWY 24 (237°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
<b>ANDIK 1B</b> <b>119.055</b> <b>121.205</b> <b>127.030</b> <b>126.680</b> ①	at D2.8 <b>RTM RT</b> 077° intercept R046 <b>RTM</b> to <b>PAM</b> - R015 <b>PAM</b> to ANDIK  <b>FMS</b> <u>EH159 - EH163 - EH150 - PAM - ANDIK</u>	<b>Initial climb 3000</b>
<b>ARNEM 2B</b> <b>119.055</b> <b>121.205</b> <b>127.030</b> <b>126.680</b> ②	at D2.8 <b>RTM RT</b> 077° intercept R046 <b>RTM</b> - at D15 <b>RTM RT</b> intercept QDR 073 <b>NV</b> - at IVLUT <b>RT</b> 095° to NYKER - intercept R112 <b>PAM</b> to ARNEM  <b>FMS</b> <u>EH159 - EH163 - EH150 - IVLUT - NYKER - ARNEM</u>	<b>Initial climb 3000</b>
<b>COSTA 1B</b> <b>COA 1B</b> <b>119.055</b> <b>121.205</b> <b>127.030</b> <b>126.680</b>	at D2.8 <b>RTM RT</b> intercept R262 <b>RTM</b> - at D9 <b>RTM LT</b> intercept R042 <b>COA</b> to <b>COA</b>  <b>FMS</b> <u>EH159 - EH158 - EH156 - COA</u>	<b>COA MAX FL50</b>  <b>COA MAX FL50</b>  <b>Initial climb 3000</b>
<b>INKET 1B</b> <b>119.055</b> <b>121.205</b> <b>127.030</b> <b>126.680</b>	at D2.8 <b>RTM RT</b> intercept R262 <b>RTM</b> - at D9 <b>RTM LT</b> 153° - crossing R072 <b>HSD LT</b> intercept R081 <b>HSD</b> to INKET  <b>FMS</b> <u>EH159 - EH158 - EH164 - EH165 -INKET</u>	<b>Initial climb 3000</b>
<b>LUNIX 1B</b> <b>119.055</b> <b>121.205</b> <b>127.030</b> <b>126.680</b> ③	at D2.8 <b>RTM RT</b> 077° intercept R046 <b>RTM</b> - at D15 <b>RTM RT</b> intercept QDR 073 <b>NV</b> - at IVLUT <b>RT</b> 125° to LUNIX  <b>FMS</b> <u>EH159 - EH163 - EH150 - IVLUT - LUNIX</u>	<b>Initial climb 3000</b>

① Via UN873: If requested FL is above FL255: Cross ANDIK above FL70, R053/D65 SPY above FL210; Via UM105/UN125: If requested FL is above FL245: Cross ANDIK above FL70, GRONY above FL210.

② Via UL620: If requested FL is above FL245: Cross SONEB above FL210, OLDOD MNM FL250.

③ Via (U)Z738: If requested FL is between FL145 and and FL205: Cross EDUPO MNM FL150.If requested FL is between FL205 and and FL245: Cross EDUPO MNM FL150, DEPAD MNM FL210.If requested FL is above FL245: Cross EDUPO MNM FL150, DEPAD MNM FL210, AMOSU MNM FL250.

RTM-EHRD

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SIDs RWY 24 RNAV Overlay

REFSO 1B / TULIP 2B / WOODY 1B

RWY 24 (237°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
<b>REFSO 1B</b> <b>119.055</b> <b>121.205</b> <b>127.030</b> <b>126.680</b>	at D2.8 <b>RTM RT</b> intercept R262 <b>RTM</b> to REFSO  <b>FMS</b> <u>EH159 - EH158 - REFSO</u>	    <b>Initial climb 3000</b>
<b>TULIP 2B</b> <b>119.055</b> <b>121.205</b> <b>127.030</b> <b>126.680</b>	at D2.8 <b>RTM RT</b> intercept R262 <b>RTM</b> - at D13 <b>RTM RT</b> intercept QDR 316 <b>PS</b> to OBAGU - at D28 <b>RTM RT</b> 017° to TULIP  <b>FMS</b> <u>EH159 - EH158 - SOMEL - OBAGU - TULIP</u>	    <b>Initial climb 3000</b>
<b>WOODY 1B</b> <b>119.055</b> <b>121.205</b> <b>127.030</b> <b>126.680</b> ①	at D2.8 <b>RTM RT</b> intercept R262 <b>RTM</b> - at D9 <b>RTM LT 153°</b> intercept R187 <b>RTM</b> to WOODY  <b>FMS</b> <u>EH159 - EH158 - EH164 - PS - EH162 - WOODY</u>	    <b>Initial climb 3000</b>

① Via UN872: If requested FL is above FL195: Cross WOODY above FL190, R027/D10 NIK MNM FL200.

09-AUG-2018

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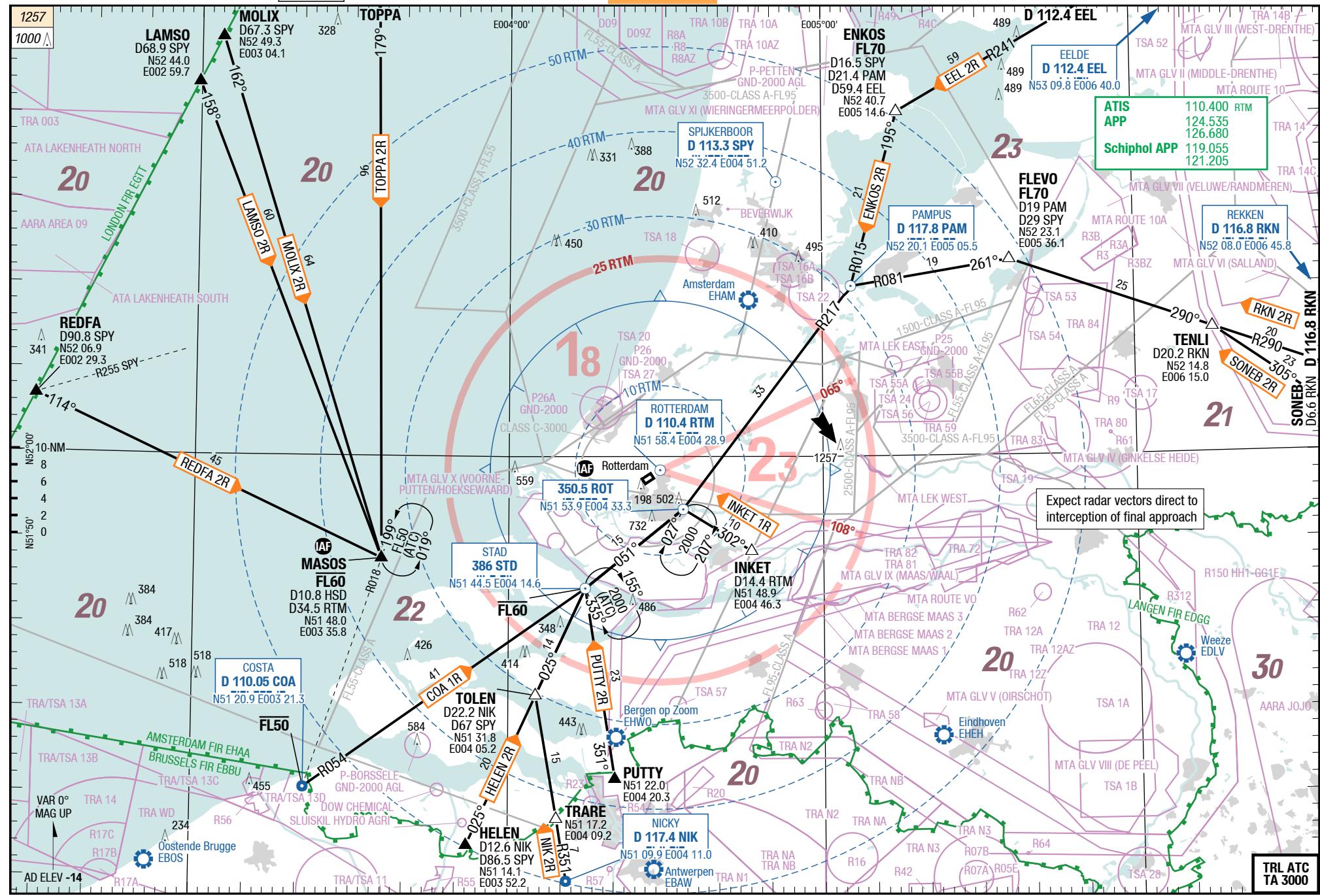
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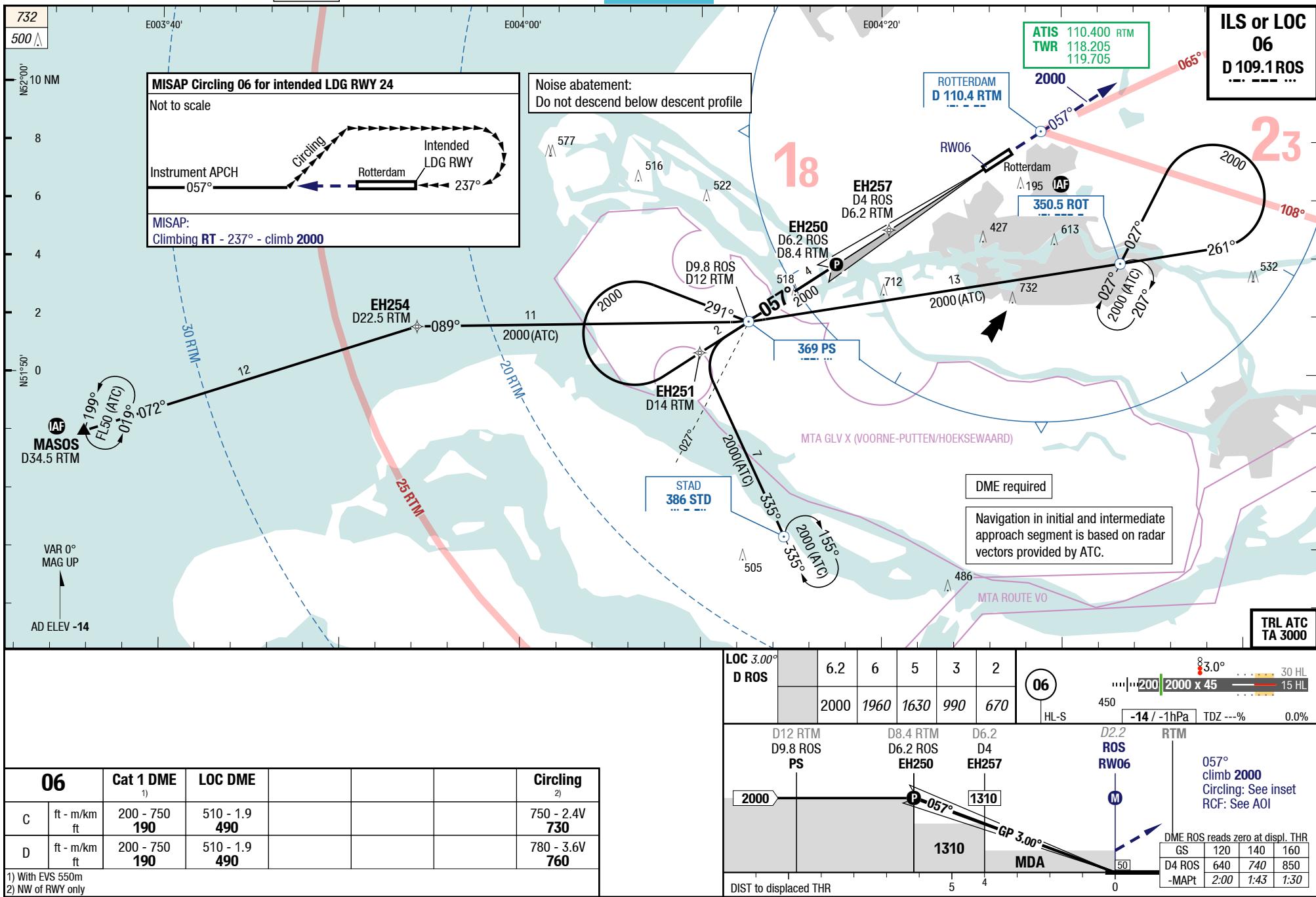
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ILS or LOC 06



Changes: Editorial

13-JUL-2017

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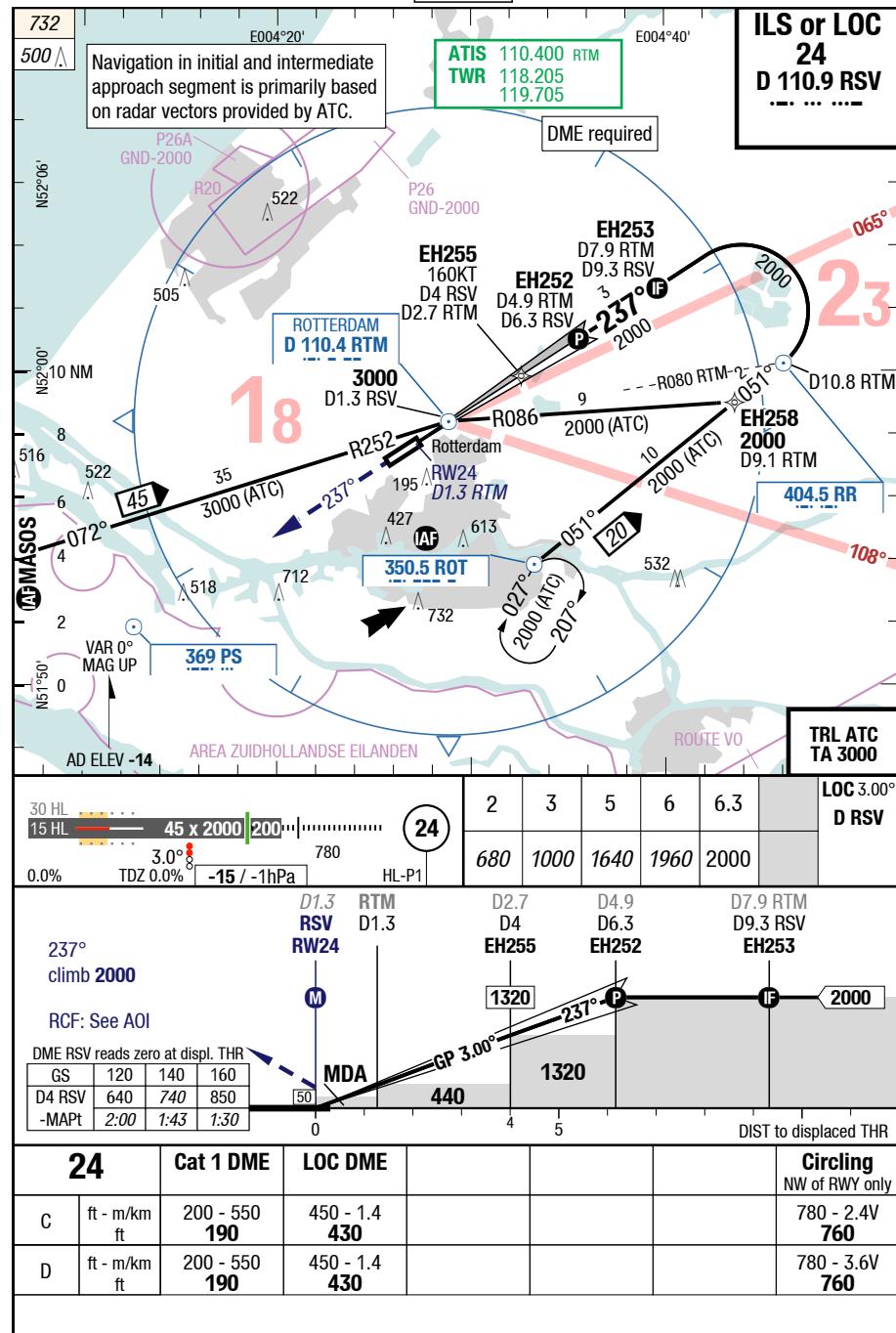
7-20

ILS or LOC 24

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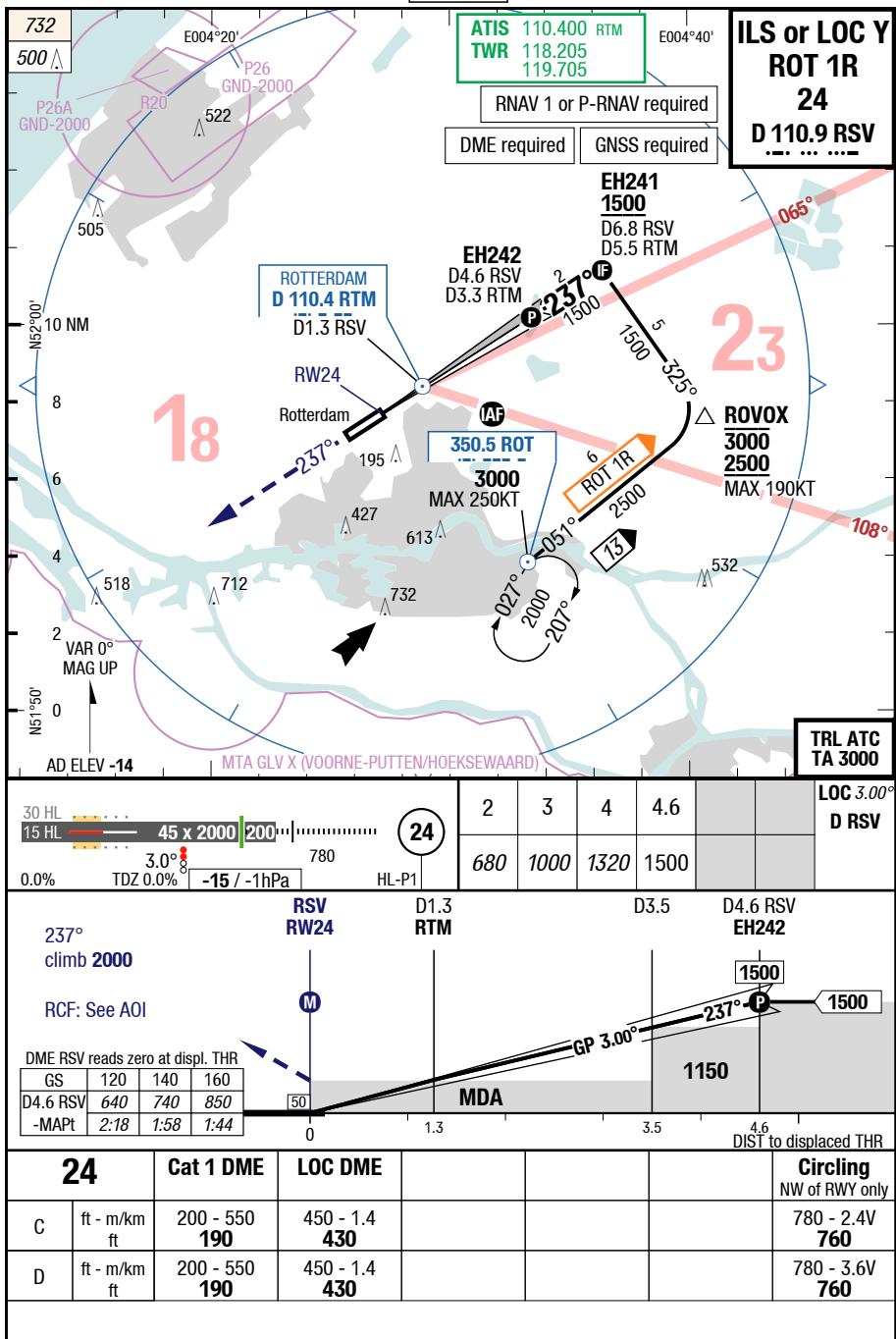
12-JAN-2017

## RTM-EHRD

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## ILS or LOC Y 24 ROT 1R

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Changes: MIN

20-APR-2017

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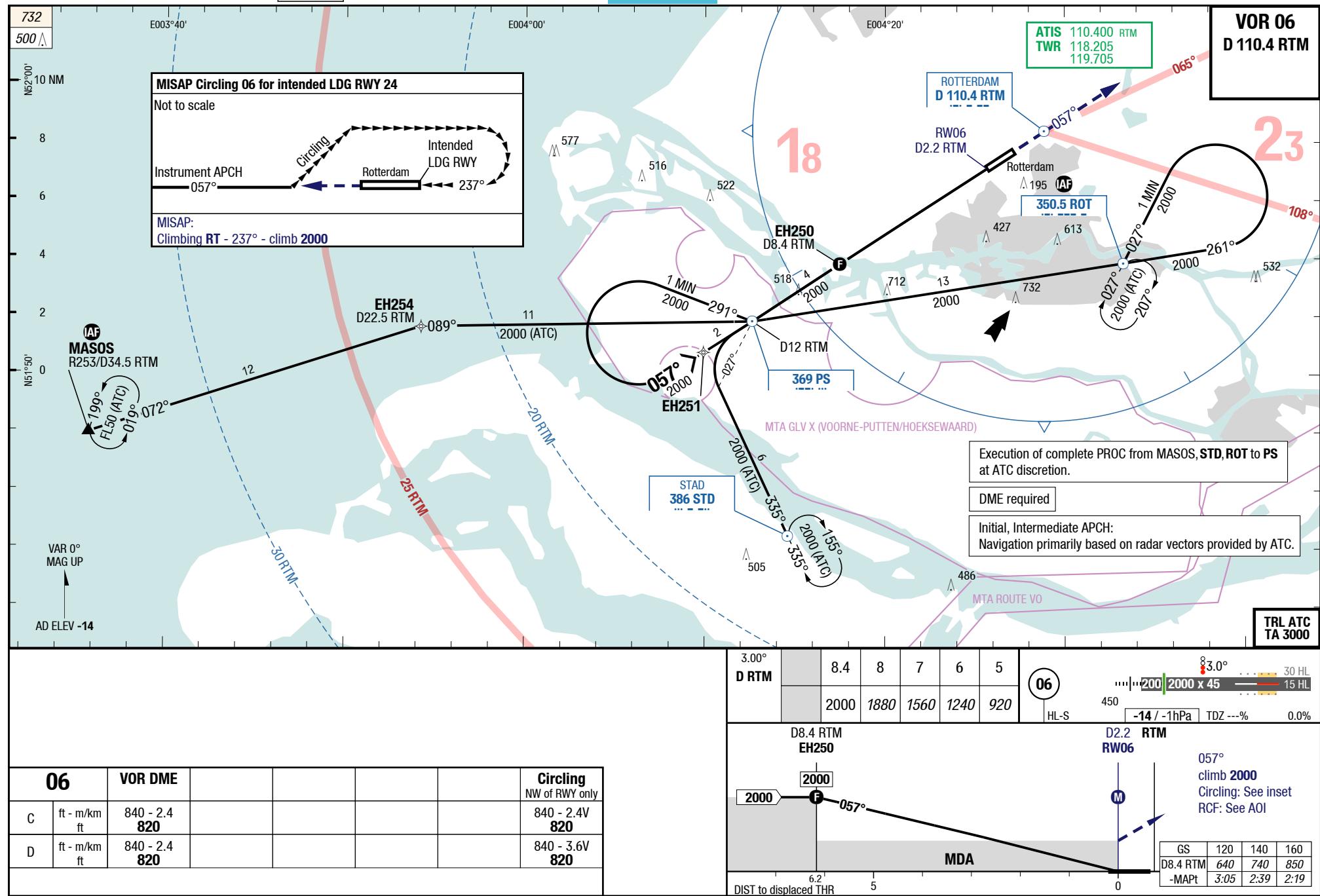
VOR 24  
**VOR 06**

## **Rotterdam Netherlands**

VOR 24  
**VOR 06**

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RTM-EHRD



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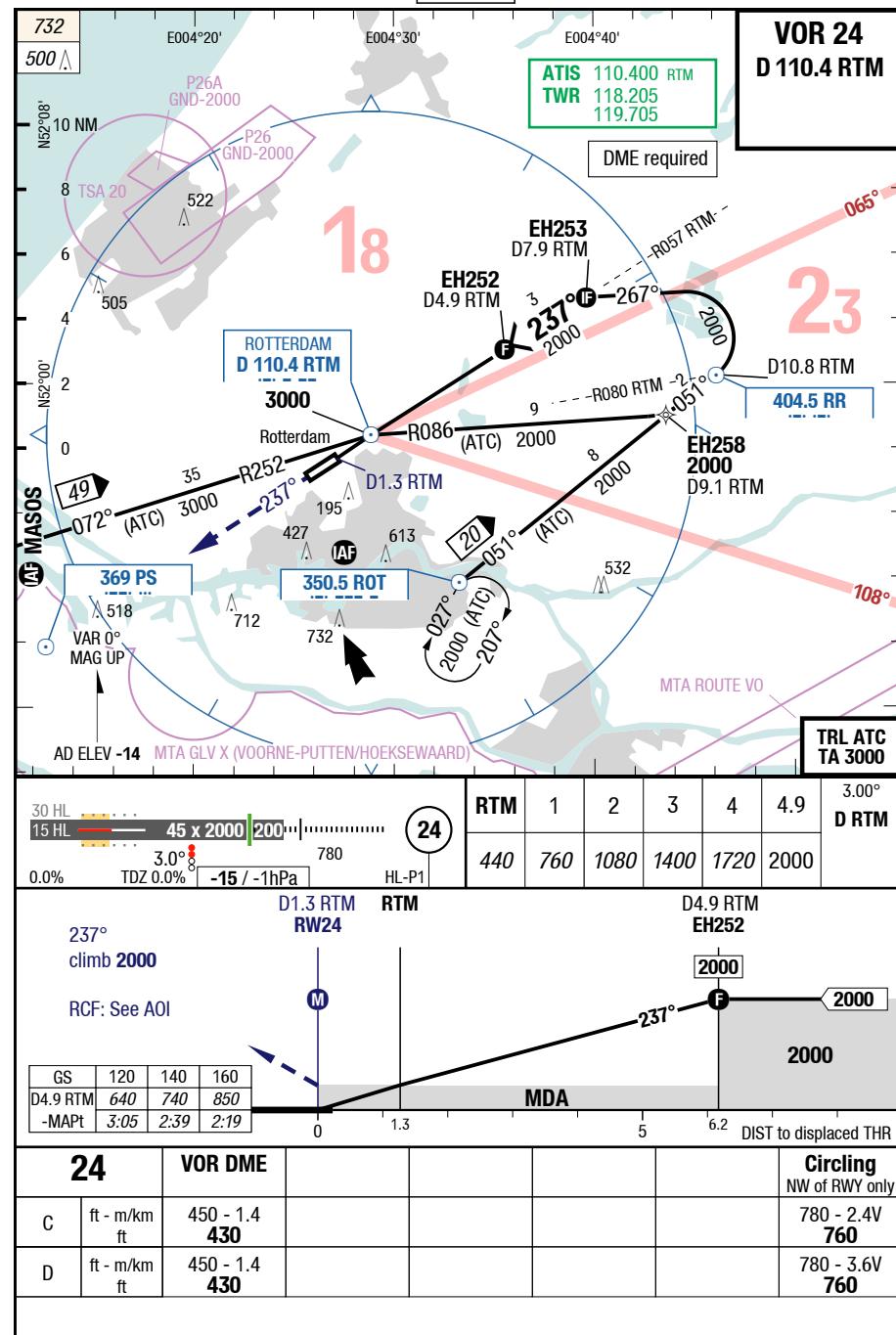
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VOR 24

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Changes: chart layout, DIST ALT table, DIST

15-JUN-2017

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