EHRD/RTM ROTTERDAM

110.4

Apt Elev -15'

approach

ATIS

(10-2) Eff 20 Mar

JEPPESEN ROTTERDAM, NETHERLANDS ARRIVAL

EHRD/RTM ROTTERDAM

14 MAR 03 (10-2A)

Eff 20 Mar

ARRIVAL

JEPPESEN ROTTERDAM, NETHERLANDS

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Notice: After 7.12.2006 0991Z this chart should not be used without first checking JeppView or NOTAMs.

Alt Set: hPa Trans level: By ATC Trans alt: 3000' EXPECT radar vectors direct to interception of final 14 MAR 03

094° -- \$\bigg\(\frac{2300'}{289}\) 1800′ 1500′

MSA RTM VOR

STATES MAX 250 KT BELOW FL 100

Below **FL70**unless otherwise
instructed

₹197 D ENKOS N52 40.7 E005 14.6

ARRIVAL PROCEDURES

unless otherwise instructed £263°

REDFA N52 06.9 E002 29. ATIS 110.4 At or below **FL60**unless otherwise
instructed N52 44.0 E002 59.7 ↓ MOLIX N52 49.3 E003 04.1 ▲ Apt Elev -15' **TOPPA** N53 24.2 E003 33.7 STATES MAX 250 KT BELOW FL 100 Alt Set: hPa Trans level: By ATC Trans alt: 3000' EXPECT radar vectors direct to interception of final approach ARRIVAL PROCEDURES # 088 3000 By ATC 268° * 14 R298°, COSTA 110.05 COA N51 20.9 E003 21.3 At or below **FL50** At or below **FL60**unless otherwise
instructed HAAMSTEDE 114.15 HSD N51 43.4 E003 51.5 NOT TO SCALE 386 STD | N51 44.5 E004 14.6 ROTTERDAM 350.5 ROT N51 53.9 E004 33.3 STA YA (IAF) LES F ROTTERDAM 110.4 RTM N51 58.4 E004 28.9 094° -> (2300′) 2000 1800′ 1500′ MSA RTM VOR

PAMPUS 117.8 PAM N52 20.1 E005 05.

N52 23.1 E005 36.1 Below FL70

279 (D) R085

CHANGES: New chart.

CHANGES: New chart

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0

2000

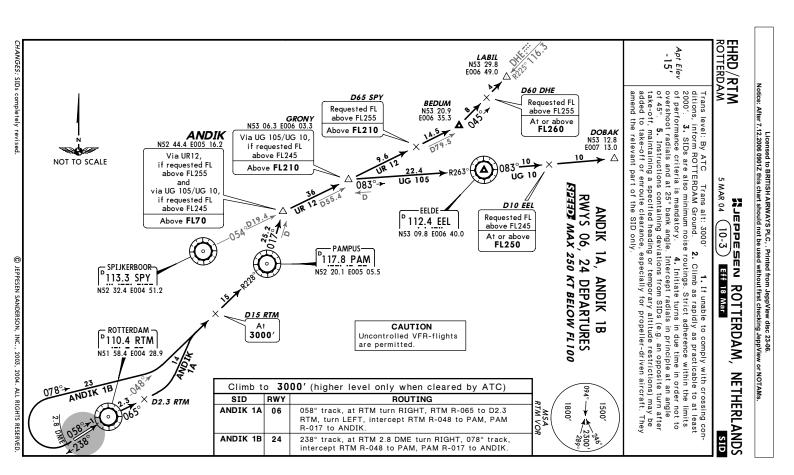
350.5 ROT N51 53.9 E004 33.3

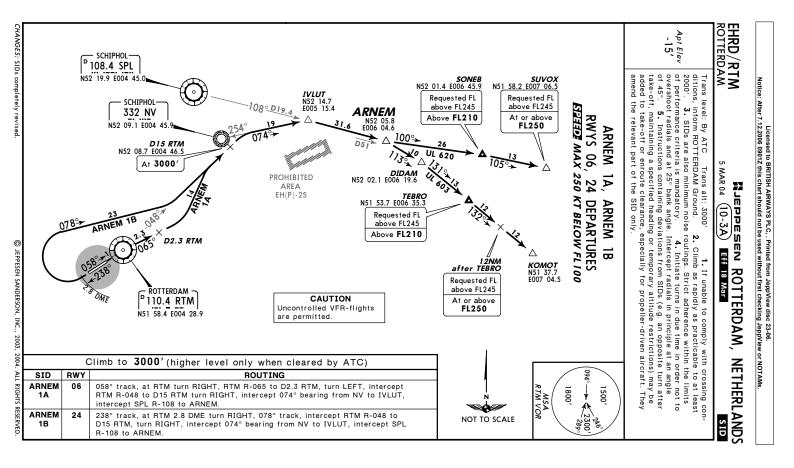
(IAF)

NOT TO SCALE

ROTTERDAM 110.4 RTM N51 58.4 E004 28.9

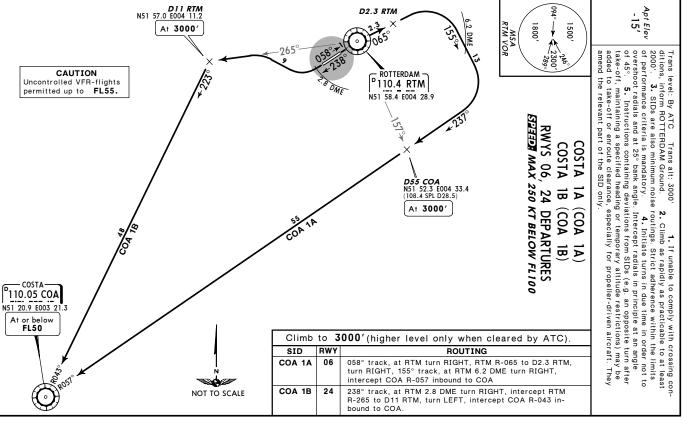
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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. 5 MAR 04 (10-3B) MJEPPESEN ROTTERDAM, NETHERLANDS Eff 18 Mar



CHANGES: SIDs completly revised

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HANGES: SIDs completely revised.

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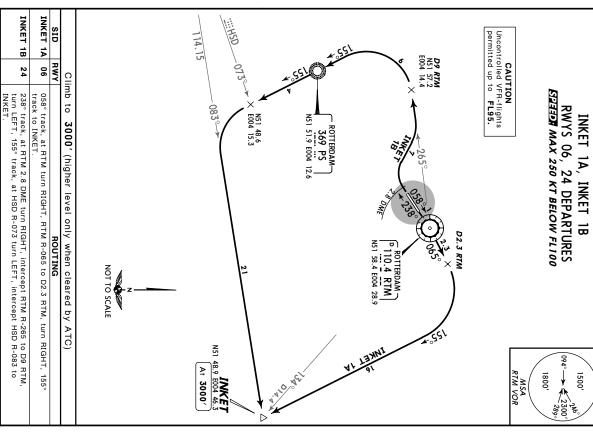


5 MAR 04 (10-3C)

Eff 18 Mar

SID

Apt Elev -15' 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 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 amend the relevant part of the SID only 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 Siaasa MAX 250 KT BELOW FL100 RWYS 06, INKET 1A, INKET 1B 24 DEPARTURES 2300' 1500′



EHRD/RTM ROTTERDAM

5 MAR 04 (10-3D) MJEPPESEN ROTTERDAM, NETHERLANDS Eff 18 Mar

Apt Elev -15' 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 2000'. Trans level: By ATC Trans alt: 3000' ditions, inform ROTTERDAM Ground. amend the relevant part of the SID only. level: By ATC Trans alt: 3000'

1. If unable to comply with crossing con, inform ROTTERDAM Ground

2. Climb as rapidly as practicable to at least

3. SIDs are also minimum noise routings. Strict adherence within the limits

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

CAUTION
Uncontrolled VFR-flights
permitted up to FL55.

MAX 220 KT

094° → MSA RTM VOR 1500′ 1800′

REFSO ▲ N51 48.6 E002 40.0 (113.3 SPY R-244/91.9) At 3000' DII RTM FOTTERDAM
110.4 RTM
N51 58.4 E004 28.9 imes D2. 3 RTM

NOT TO SCALE

CHANGES: SIDs completely revised

REFSO 1B

24 06

REFSO 1A SID

RWY

Climb to

3000' (higher level only when cleared by ATC)

ROUTING

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238° track, at RTM 2.8 DME turn RIGHT, intercept RTM R-265 to REFSO.

058° track, at RTM turn RIGHT, RTM R-065 to D2.3 RTM, turn LEFT, 228° track, intercept RTM R-265 to REFSO.

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

EHRD/RTM ROTTERDAM

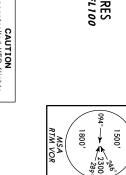
Apt Elev

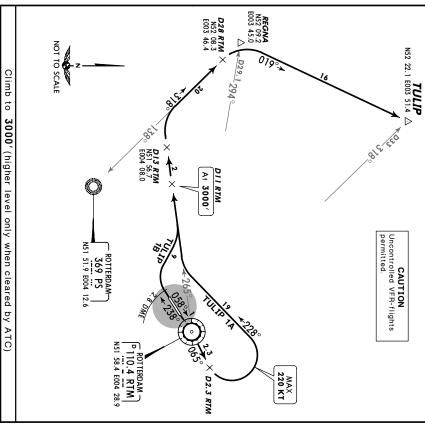
5 MAR 04 (10-3E) MJEPPESEN ROTTERDAM, NETHERLANDS Eff 18 Mar

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 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. 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

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





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

TULIP 1B

TULIP 1A

90

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.

ROUTING

SID

R₩Y

Apt Elev -15'

amend the relevant part of the SID only.

MJEPPESEN ROTTERDAM, NETHERLANDS Eff 18 Mar

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 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 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

Apt Elev -15'

Trans level: By ATC Trans alt: 3000'
ditions, inform ROTTERDAM Ground.
2. Climb as rapidly as practicable to at leas 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 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

If unable to comply with crossing con Climb as rapidly as practicable to at least

Via UB 31/UN 872, if requested FL above FL195 **D9 RTM** N51 57.2 E004 14.4 Above FL200 DIO NIK STEETS MAX 250 KT BELOW FL 100 RWYS 06, N51 37.2 E004 24.6 WOODY 1A, 369 PS N51 51.9 E004 1 At 3000' N51 09.9 E004 11.0 24 DEPARTURES **√**1899 WOODY Via UB 31/UN 872, if requested FL above FL195 P 110.4 RTM N51 58.4 E004 28.9 Above FL190 뮴 24.3 E004 22.0 108.4 **D28.5 SPL** N51 52.3 E004 33.4 At 3000' CAUTION
Uncontrolled VFR-flights
permitted up to FL55. 9.2 DWE NOT TO SCALE ■WOODY 1A 1800′ 1500' MSA RTM VOR 2300' 289°

WOODY 1B WOODY 1A

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. 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.

155° track, intercept RTM R-189 to WOODY

SID

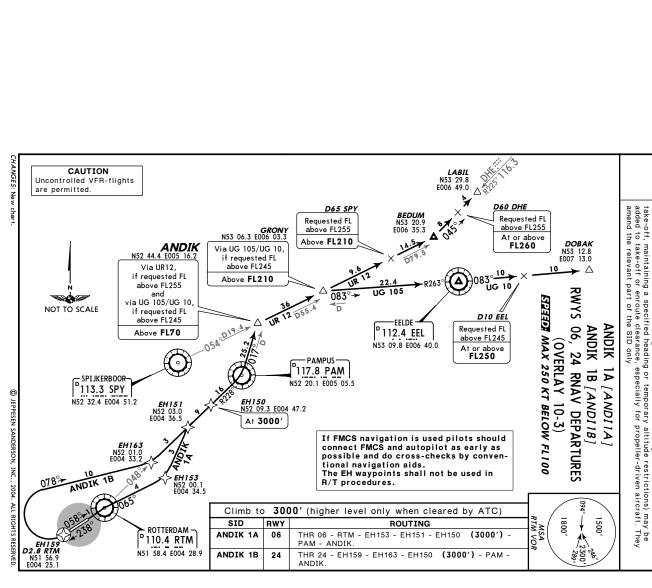
Climb to

3000' (higher level only when cleared by

ATC)

90 24

ANGES: SIDs



EHRD/RTM ROTTERDAM Licensed to BRITISH AIRWAYS PLC, , Printed from JeppView disc 23-06.

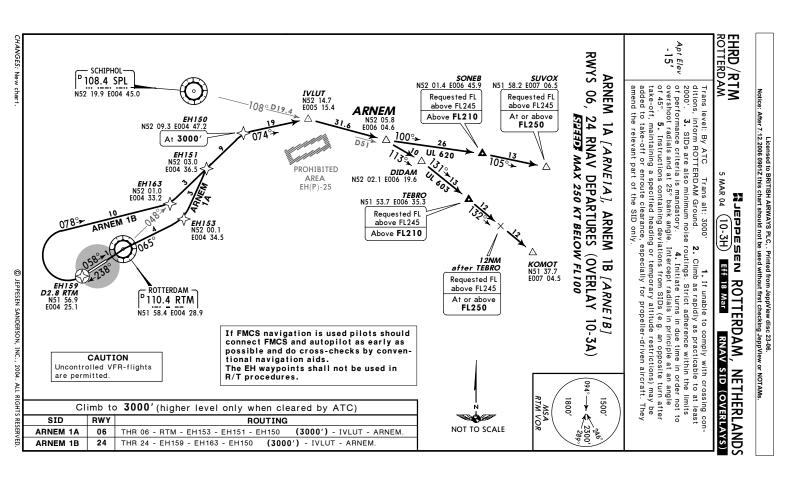
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs MJEPPESEN ROTTERDAM, NETHERLANDS

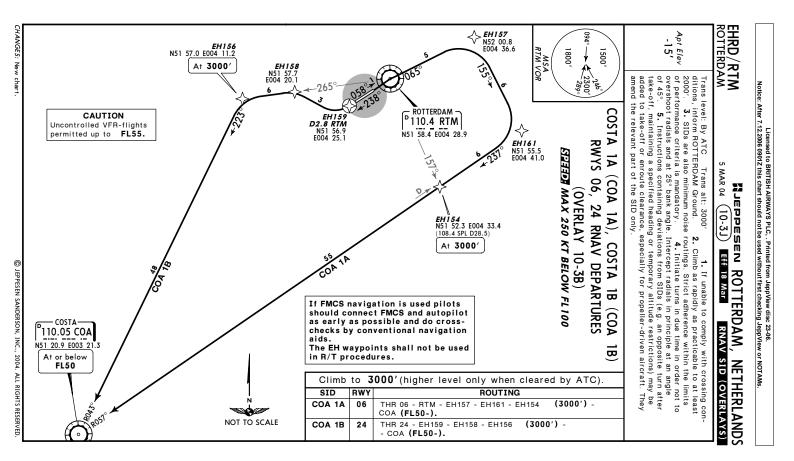
5 MAR 04

(10-3G

Eff 18 Mar

RNAV SID (OVERLAY)





EHRD/RTM ROTTERDAM

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

Apt Elev -15'

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 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



amend the relevant part of the SID only.

094° --- \$\frac{2300'}{289°} MSA RTM VOR 1800′ 1500′

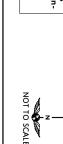
EH164 N51 56.7 E004 08.7 CAUTION
Uncontrolled VFR-flights
permitted up to FL95. 083° EH158 N51 57.7 E004 20.1 FOTTERDAM | 110.4 RTM | N51 58.4 E004 28.9 N5 1 **EH157** N52 00.8 N52 06.8 E004 36.6 N51 INKET 48.9 E004 46.3 itld yel

R/T procedures. tional navigation aids. The EH waypoints shall not be used in

If FMCS navigation is used pilots should connect FMCS and autopilot as early as possible and do cross-checks by conven-

114.15

At 3000'



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

HANGES: New chart INKET 1B

24

THR 24 - EH159 - EH158 - EH164 - EH165 - INKET

(3000')

INKET 1A

THR 06 -

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:HANGES: New chart.

REFSO 1A

RWY

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

ROUTING

(3000') - REFSO

REFSO 1B 24 THR 24 - EH159 - EH158 - EH156 (3000') - REFSO.

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THR 06 - RTM - EH152 - EH155 - EH156

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EHRD/RTM ROTTERDAM

Apt Elev

5 MAR 04 (10-3L)

MJEPPESEN ROTTERDAM, NETHERLANDS RNAV SID (OVERLAY)

Eff 18 Mar

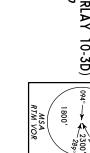
A. Initiate turns in due time in order not to overshoot radials and at 25° bank angle. Intercept radials in principle at an angle of 45°. 5. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions) may be added to take-off or enroute clearance, especially for propeller-driven aircraft. They amend the relevant part of the SID only. Trans level: By ATC Trans alt: 3000'

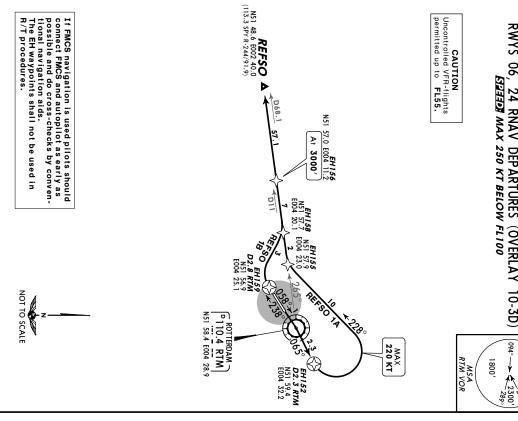
1. If unable to comply with crossing conditions, inform ROTTERDAM Ground.

2. Climb as rapidly as practicable to at least 2000'

3. SIDs are also minimum noise routings. Strict adherence within the limits

RWYS 06, REFSO 1A [REFSIA], REFSO 1B [REFSIB] MAX 250 KT BELOW FL100 24 RNAV DEPARTURES (OVERLAY 10-3D) 1500′





EHRD/RTM ROTTERD AM

MAR 04 (10-3M) 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 down.

2. Climb as rapidly as practicable to at least conditions. 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

TULIP 1A [TULI1A], TULIP 1B [TULI1B]
RWYS 06, 24 RNAV DEPARTURES (OVERLAY 10-3E)

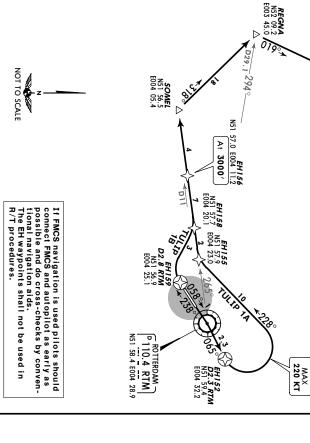
amend the relevant part of the SID only.

TULIP △ N52 22.1 E003 51.4

permitted.

CAUTIONUncontrolled VFR-flights

1500' p.b° 094° -> \$\frac{2500'}{289°}\ 1800' 289°



ANGES: New chart.

TULIP 1A 1B

THR 06 - RTM - EH152 - EH155 - EH156
THR 24 - EH159 - EH158 - EH156 (300

SID

R₩Y

Climb to

3000' (higher level only when cleared by ATC)

24

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HANGES: New chart

WOODY 1A WOODY 1B

24

THR 24 - EH159 - EH158 - EH164 - PS - EH162 - WOODY

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- WOODY

EH157 - EH161 -

Climb to

3000' (higher level only when cleared by ATC)

ROUTING

R/T procedures.

D

D 117.4 NIK N51 09.9 E004 11.0

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

Above FL190

(3000') - SOMEL - REGNA - TULIP

(3000') - SOMEL - REGNA - TULIP

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

5 MAR 04 (10-3N) LEFF IS MOT RNAV SID (OVERLAY)

EHRD/RTM ROTTERDAM

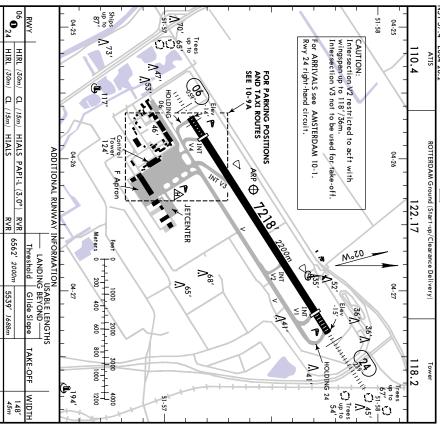
N51 56.7 E004 08.7 Apt Elev Via UB 31/UN 872, if requested FL above FL195 RWYS 06, Above FL200 WOODY 1A [WODY1A], WOODY overshoot radials and at 25° bank angle. Intercept radials in principle at an angle of 45°. 5. Instructions containing deviations from SIDs (e.g. an opposite turn after take-off, maintaining 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. 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 DIO NIN EH162 N51 37.2 E004 24.6 SIZIII MAX 250 KT BELOW FL 100 24 RNAV DEPARTURES (OVERLAY 10-3F 369 PS N51 51.9 E004 12.6 At 3000' **D2.8 RTM** N51 56.9 E004 25.1 Via UB 31/UN 872, if requested FL above FL195 **WOODY** N51 24.3 E004 22.0 FI10.4 RTM N51 58.4 E004 28.9 1B [WODY1B] EH154 N51 52.3 E004 33.4 CAUTION
Uncontrolled VFR-flights
permitted up to FL55. At 3000' N51 55.5 E004 41.0 NOT TO SCALE 094° --- 2300 MSA RTM VOR 1500′ 1800′

EHRD/RTM 7 APR 06 ROTTERDAM Ground (Start-up/Clearance Delivery) MJEPPESEN ROTTERDAM, NETHERLANDS (10-9)Eff 13 Apr ROTTERDAM



Anti-skid layer

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 acting 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 actin will be allowed below 400m. Since Ground Radar is not available, no taxiing actin will be allowed below 400m.

during landing and departure of acft.
PHASE C - highest RVR below 100m : The airport is below operational limits for Arrivals and Departures.

Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m. AR-OPS HIRL, CL mult. RVR req Approved Operators 125m 150m RL, CL mult. RVR req 200m 150m LVP must be in Force 250m 200m AKE-OFF All Rwys RCLM (DAY only) or RL 250m 300m RCLM (DAY only) or RL 400m 500m ¥

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CHANGES: Departure ground movement rwy 06.

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EHRD/RTM 7 APR 06 MIEPPESEN ROTTERDAM, NETHERLANDS (10-9A) Eff 13 Apr ROTTERDAM

04-25.7 B1 B2 thru B4 C1 thru C3 D1 04-25.7 04-25.8 04-25.9 04-25.7 04-25.7 - 51-57.2 STAND No. 51-56.9 51-57.2 51-56.9 D2 thru D3 E1, E2 E3 E4 ARRIVALS 04-25.8 ARRIVALS 04-25.8 04-25.8 INS COORDINATES 04-25.9 04-25.9 N51 57.0 N51 57.0 N51 56.9 NS1851 COORDINATES 1 57.1 1 57.1 1 57.1 1 57.0 1 57.0 GROUND MOVEMENT CHART RWY 06 **GROUND MOVEMENT CHART RWY 24** INT V3 INT V3 E004 26.1 E004 26.0 1 E004 26.1 5 E004 26.2 0 E004 26.2 E004 26.2 E004 26.1 E004 26.1 04-26.1 04-26.2 04-26.2 V 51-57.2 -V 51-57.2 -F Apron 51-57.1 51-57.1 ₽ 04-25.7 04-25.8 - 51-57.2 04-25.7 04-25.8 - 51-57.2 04-25.7 04-25.8 04-25.7 04-25.8 - 51-56.9 Intersection V3 not to be used for take-off. CAUTION: DEPARTURES DEPARTURES HOLDING 04-26.1 04-26.2 04-26.2 04-26.2 V 51-57.2 F Apron 51-57.2 51-57.1 51-57.1 ₽

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

EHRD/RTM ROTTERDAM 108.3 110.4 ATIS Apch Crs **239**° 27.02 126.67X ROTTERDAM Approach (R) 8 OCT 04 (11-1 1212' (1227') MJEPPESEN ROTTERDAM, NETHERLANDS Š 185′ (200′) DA(H)118.2 ROTTERDAM Tower 119.7G RWY -15 Apt Elev -14 -15 LS Rwy 24 22.17 Ground 1500′

BRIEFING STRIP TM Alt Set: hPa Rwy Elev: -1 hPa Trans level: By ATC Trans al 1. CAUTION: Disregard DME readings from VOLKEL TACAN operating on same freq as RD LOC. 2. Expect radar vectors direct to interception of final apch. MISSED APCH: MISSED APCH WITH COMM FAILURE: Climb on track 239° to 2000', then turn LEFT to ROT NDB and hold or according to chart. Climb on track 239° to 2000'. Contact ATC. Trans alt: 3000 MSA RTM VOR 1800′

- 52-00 - 51-50 EH(P)-27 04-20 (g) RWY 24 -15' ROTTERDAM 110.4 RTM 446 TCH displ thresh 50' D1.3 RTM ~EH(P)-26 D1.3 D2.4 RT. 239° 108.3 RD 04-30 ROTTERDAM— *GS* 439' 209° **OM** D2.4 RIM GS 1212' 082 1220′ .239°-239~ 2000 D10.8 RTM 404.5 RR ROTTERDAM D7.9

PANS OPS 4

CHANGES: Communications. Missed approach

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0 0 B >

RVR 550m

RVR 1000m

RVR 1000m

RVR 900m

RVR 1500m

100

440'(454') 520'(534')

1500m

1600m _VIS

RVR 1400m

RVR 2000m RVR 1800m

205 180

760'(774') 760'(774')

2400m 3600m

Gnd speed-Kts
ILS GS 3.00° or
LOC Descent Gradient 5.2%
MAP at D1.3 RTM after VOR

377

484

538

646

753

861 160

ISPLACED THRESHOLD

2000

9

239°

AR-OPS

DA(H) 185' (200',

MDA(H) 360' (375'

LOC (GS out)

Prohibited Southeast of runway CIRCLE-TO-LAND

ᇙ

STRAIGHT-IN LANDING RWY 24

PANS OPS 4 EHRD/RTM ROTTERDAM ٥ Lctr 6 CHANGES: Communications. Missed approach ILS GS 3.00° or MISSED APCH WITH COMM FAILURE: Climb on track 239° to 2000', then turn LEFT to ROT NDB and hold or according to chart. MISSED APCH: CAUTION: Disregard DME readings from VOLKEL TACAN operating on same freq as Alt Set: hPa JAR-OPS OC Descent Gradient 5.2% 108.3 ₽*6* RVR 550m D1.3 RTM after VOR 110. RWY 24 -15' DA(H) 185' (200') EH (P)-27 Climb on track 239° to 2000'. Contact ATC. Arrival route: from HAAMSTEDE VOR to PS Lctr 059° 15.6 3000 TCH displ thresh 50' ᇙ Apch Crs **239°** Rwy Elev: -1 hPa 04-20 RVR 1000m STRAIGHT-IN LANDING RWY 24 377 ALS out ROTTERDAM 110.4 RTM 127.02 484 TERDAM Approach (R) .02 126.67X 1212' (1227') 8 OCT 04 (11-2) 538 239° 108.3 RD MJEPPESEN ROTTERDAM, NETHERLANDS ~EH(P)-28 **୪** ହ 3000′ 547′ 646 RVR 1000m RVR 1400m RVR 900m 120 Trans level: By ATC D1.3 MDA(H) 360' (375') VOR 753 LOC (GS out) **7**059°-ROTTERDAM 350.5 ROT 185'(200') 0290 861 160 DA(H)ROTTERDAM Tower 118.2 119.7G SIID2.4 RTM RVR 2000m RVR 1800m RVR 1500m VIA HAAMSTEDE VOR O ILS RWY 0 D2.4 RTM **D4.0** RTM 209. ON SPECIAL ATC INSTRUCTION ONLY Apt Elev (BELOW SEA LEVEL) Trans alt: 3000 472 RWY 1220′ _239°—*-205 180 135 100 -1₅ 082 **239°** 3.0 2000 DISPLACED THRESHOLD 440'(454') 520'(534') 760'(774') 760'(774') Prohibited Southeast of runway CIRCLE-TO-LAND 2000 122.17 +ROTTERDAM D10.8 RTM MSA RTM VOR 2000′ 1500′ 1800′ . 9 2300 2400m 1500m 239° 3600m 1600m VIS

PANS OPS 4

□ ∩ □ > EHRD/RTM ROTTERDAM MISSED APCH: Climb on track 059° to 2000'. Contact ATC.

MISSED APCH WITH COMM FAILURE: Climb on track 059° to 2000', then turn RIGHT to
ROT NDB and hold or according to chart. - 51-45 Alt Set: hPa Rwy Elev: -1 hPa Trans level: By ATC Expect radar vectors direct to interception of final apch. Descent Gradient Gnd speed-Kts Start AR-OPS O CAT C & D: 293° CAT A & B: 275° 110.4 MINIMUM ALT € 516 RTM RTM DME 2000′ 0 110.4 386 STD RVR 1500m RVR 1400m RVR 1800m RVR 1600m 04-10 059°-Apch Crs 70 369 PS Lctr STRAIGHT-IN LANDING RWY 06
 90
 100
 120
 140
 160

 474
 527
 632
 737
 843
 059° MDA(H) 470' (485') ROTTERDAM 110.4 RTM PROTTERDAM Approach (R) 27.02 126.67X 5000 2000' (2015') 3 DEC 04 (13-1) Minimum Alt D8.4 #JEPPESEN ROTTERDAM, NETHERLANDS اکاه D8.4 7.0 1550 04-20 IF INSTRUCTED BY ATC S For Minimum alt on descent profile see table above. RVR 2000m RVR 1500m 470′(485′) ALS out MDA(H)ROTTERDAM Tower 118.2 119.7G 486 669' 1240 Apt Elev -14 RWY -15 (BELOW SEA LEVEL) 2000 Trans alt: 3000' 04-30 180 135 Max Kts D2.25.0 920' 470'(484') 760'(774') 760'(774') 520'(534') Prohibited Southeast of runway 350.5 ROT CIRCLE-TO-LAND 2000′ VQR Ground 122.17 MSA RTM VOR RWY 06 - 15 1500′ 1800′ 9 600, 3600m 1500m 2400m 059° 532 1600m

CHANGES: None.

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CHANGES: MDA(H)

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

PANS O	PS 4						,5	0	,5	,10	RRIF	FING STRIP	TM	
D RVR 1400m	C RVR 1000m	A RVR 900m	JAK-OPS ST	1-Kts 70 adient 5.2% 369 3 after VOR	RWY 24 - 15'	For Minimum alt on descent profile see table above.	RTM DME MINIMUM ALT	712	-52:00 D ROTTERDAM- D 1:10.4 RTM	EH(P)-27 446, EH(P)-26	MISSED APCH: MISSED APCH V ROT NDB and ho Alt Set: hPa	νο RTA 1 10	ATIS 110.4	EHRD/RTM ROTTERDAM
RVR 2000m	RVR 1800m	RVR 1500m	STRAIGHT-IN LANDING RWY 24 MDA(H) 420' (435') ALS out	90 100 120 140 160 474 527 632 737 843		VOR D2	1.0 4.50 760' 1080'	547' 350.5 ROIT 397' 6669' 7000 7009° 7009° 7009° 7009° 7009°	D2.4 D2.9 230	-	Climb on track 239° to 2000'. Contact VITH COMM FAILURE: Climb on track 239° to 2000', Id or according to chart. Rwy Elev: -1 hPa Trans level: By ATC	Minimum Alt D4.9 2000' (2015') 42	*ROTTERDAM Approach (R) ROTTER 127.02 126.67X 118.2	JOESEN
205 760' (774') 3600m	180 760' (774') 2400m	440'(454')	CIRCLE-TO-LAND Prohibited Southeast of runway Max Kis MDA(H) VIS	HIALS 2000′	2.5 3.0 TO DISPLACED THRESHOLD	2.4 D4.9 D7.9	3.0 4.50 1400' 1720'	532'	000	~269°	t ATC. , then turn LEFT to 1800' Trans alt: 3000' MSA RTA	Apt Elev -14 RWY -15 (BELOW SEA LEVEL)	119.7G Ground Gr	ROTTERDAM, NETHERLANDS VOR DME Rwy 24