

EHRD/RTM
ROTTERDAM

14 MAR 03 (10-2) Eff 20 Mar

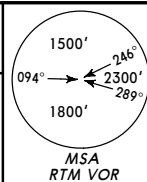
JEPPesen ROTTERDAM, NETHERLANDS

ARRIVAL

ATIS
110.4

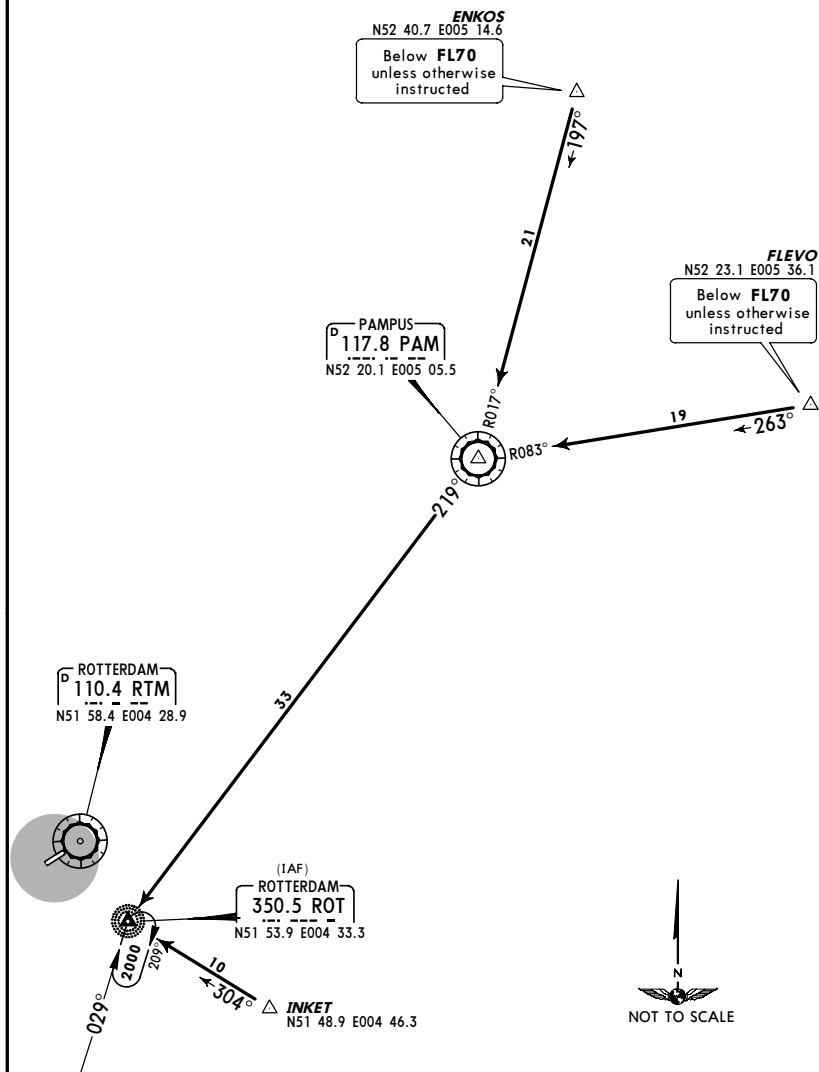
Apt Elev
-15'

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



ARRIVAL PROCEDURES
FROM EAST

SPEED MAX 250 KT BELOW FL100



CHANGES: New chart.

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EHRD/RTM
ROTTERDAM

14 MAR 03 (10-2A) Eff 20 Mar

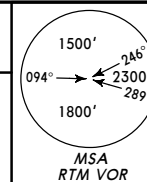
JEPPesen ROTTERDAM, NETHERLANDS

ARRIVAL

ATIS
110.4

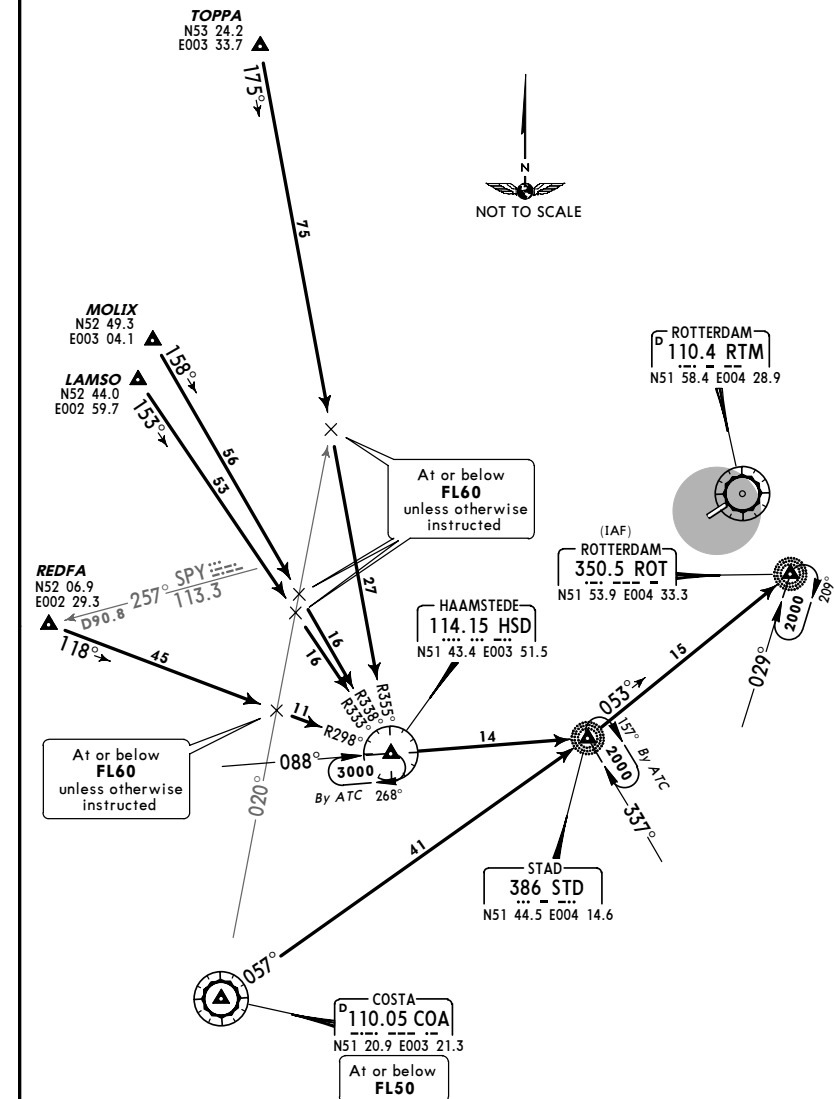
Apt Elev
-15'

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



ARRIVAL PROCEDURES
FROM WEST

SPEED MAX 250 KT BELOW FL100



CHANGES: New chart.

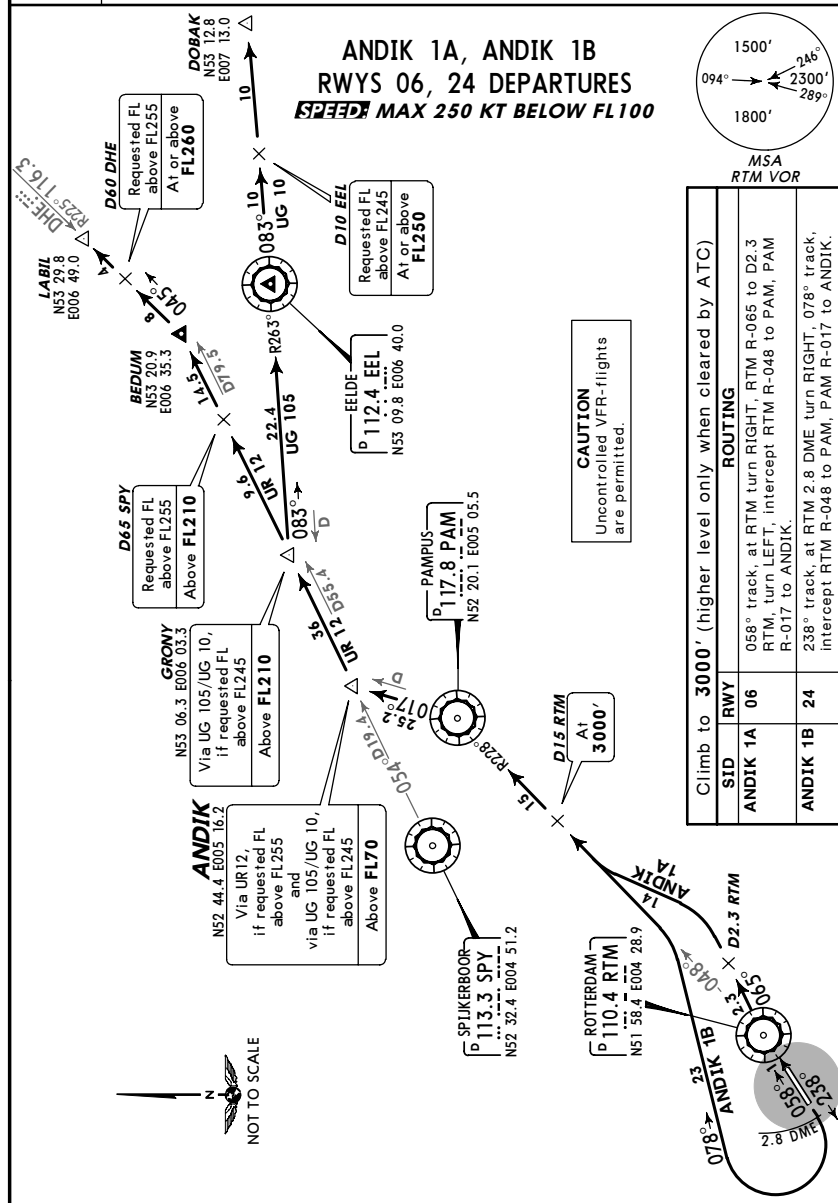
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EHRD/RTM
ROTTERDAM

JEPPesen ROTTERDAM, NETHERLANDS
5 MAR 04 10-3 Eff 18 Mar SID

Apt Elev
-15'

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.



CHANGES: SIDs completely revised.

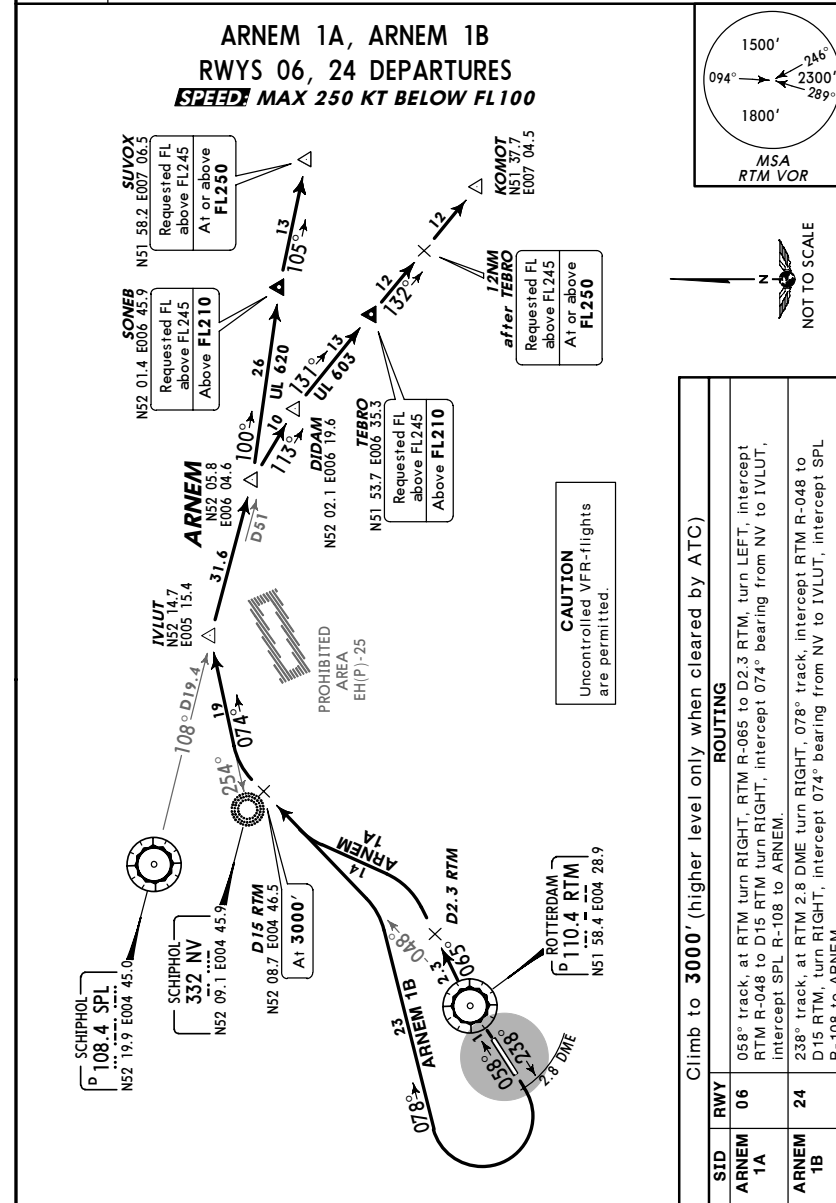
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EHRD/RTM
ROTTERDAM

JEPPesen ROTTERDAM, NETHERLANDS
5 MAR 04 10-3A Eff 18 Mar SID

Apt Elev
-15'

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.



CHANGES: SIDs completely revised.

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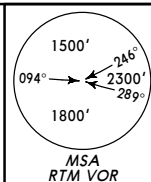
EHRD/RTM
ROTTERDAM

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

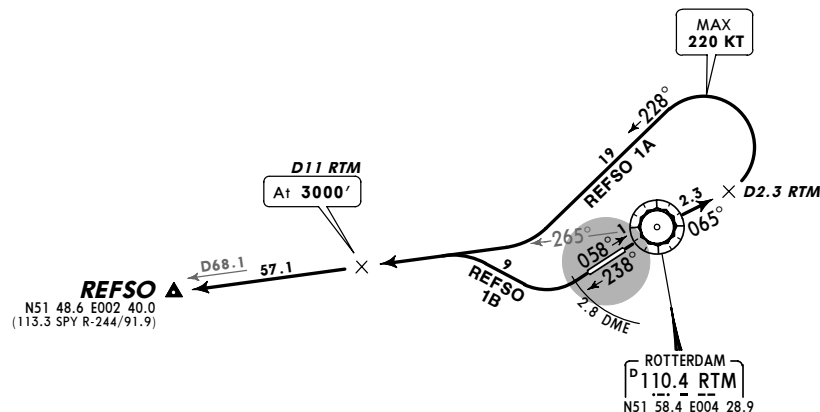
Apt Elev
-15'

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
SPEEDS 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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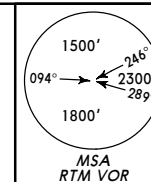
EHRD/RTM
ROTTERDAM

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

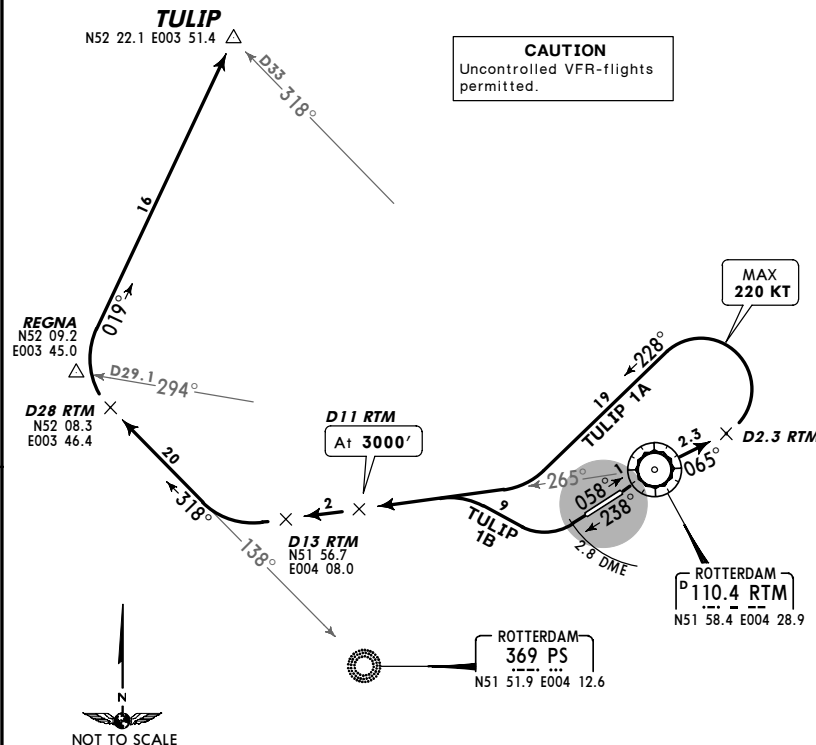
Apt Elev
-15'

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
SPEEDS MAX 250 KT BELOW FL100



CAUTION
Uncontrolled VFR-flights
permitted.



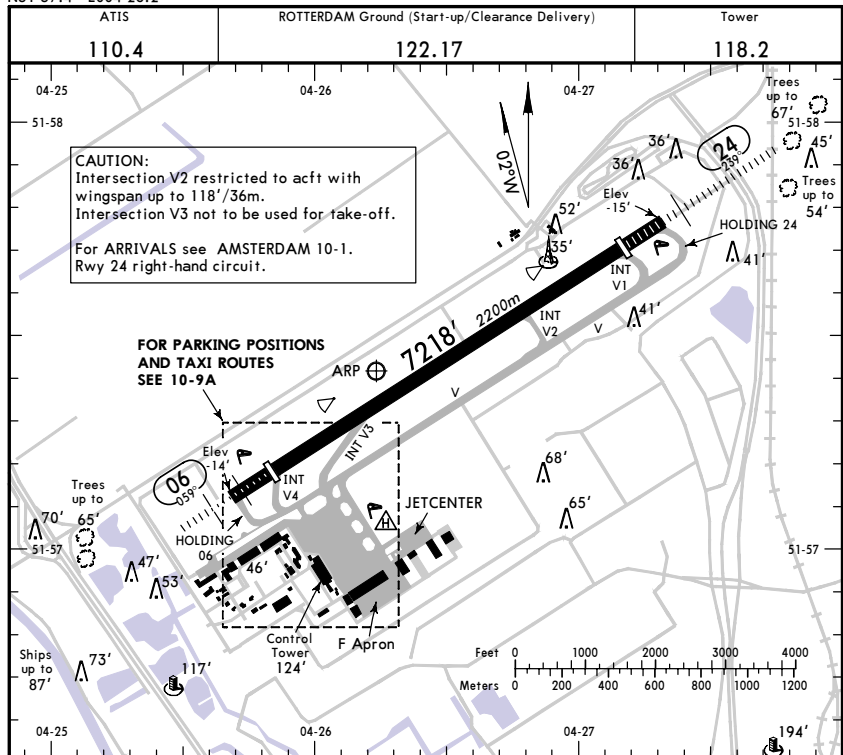
Climb to **3000'** (higher level only when cleared by ATC)

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
Apt Elev -15' (BELOW SEA LEVEL) 7 APR 06 (10-9) Eff 13 Apr
N51 57.4 E004 26.2
JEPPESEN ROTTERDAM, NETHERLANDS
ROTTERDAM



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

1 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 acft and the departure interval will be increased; the rwy will not be used in opposite directions.

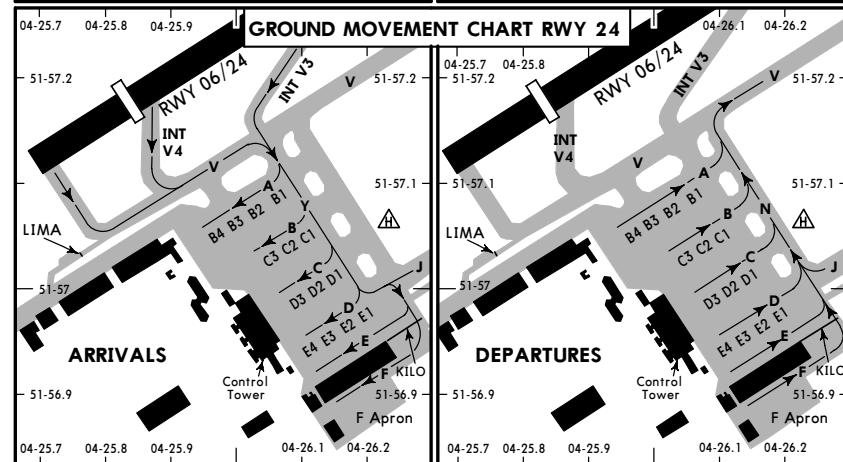
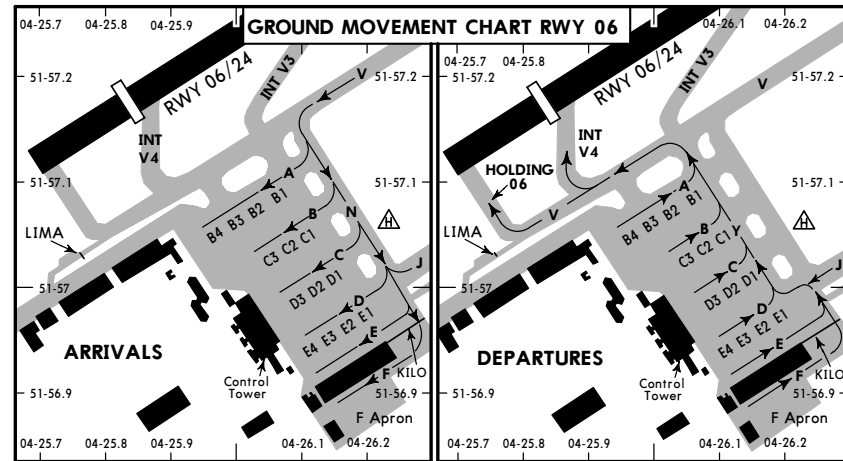
PHASE B - lowest RVR below 400m : Since Ground Radar is not available, no taxiing acft will be allowed during landing and departure of acft.

PHASE C - highest RVR below 100m : The airport is below operational limits for Arrivals and Departures.

JAR-OPS		TAKE-OFF 1				
		All Rwy's				
		LVP must be in Force				
		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						
B		125m	150m	200m	250m	400m
C						
D		150m	200m	250m	300m	500m

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

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



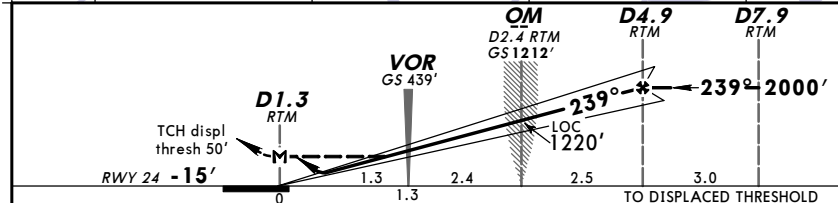
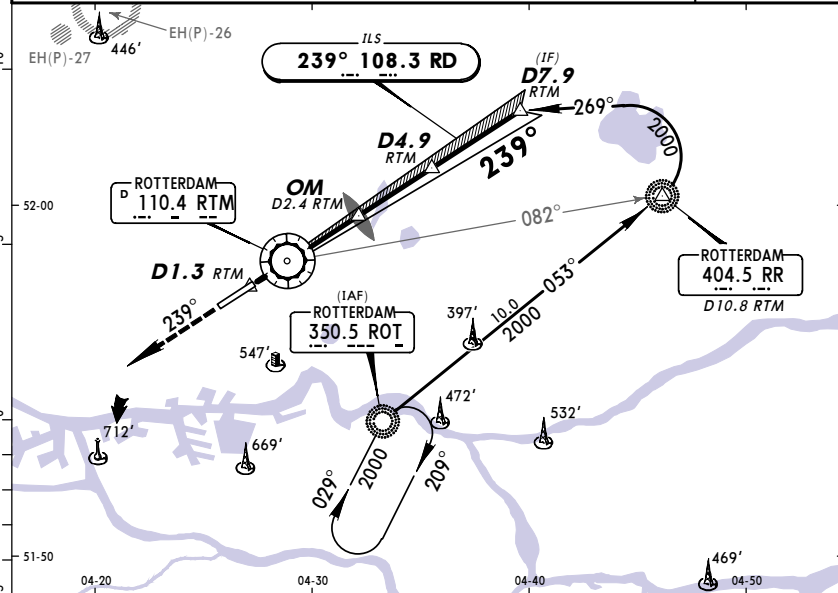
INS COORDINATES		COORDINATES	
STAND No.			
B1		N51 57.1	E004 26.1
B2 thru B4		N51 57.1	E004 26.0
C1 thru C3		N51 57.1	E004 26.1
D1		N51 57.0	E004 26.2
D2 thru D3		N51 57.0	E004 26.1
E1, E2		N51 57.0	E004 26.2
E3		N51 57.0	E004 26.1
E4		N51 56.9	E004 26.1

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

EHRD/RTM
ROTTERDAM

JEPPesen ROTTERDAM, NETHERLANDS
11-1
8 OCT 04
ILS Rwy 24

ATIS		*ROTTERDAM Approach (R)		ROTTERDAM Tower		Ground
110.4		127.02 126.67X		118.2 119.7G		122.17
LOC RD	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev	RWY	
108.3	239°	1212' (1227')	185' (200')	-14	-15	
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 ROT NDB and hold or according to chart.						
Alt Set: hPa Rwy Elev: -1 hPa Trans level: By ATC Trans alt: 3000'						
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.						



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS 3.00° or	377	484	538	646	753	861	
LOC Descent Gradient 5.2%							
MAP at D1.3 RTM after VOR							

STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Prohibited Southeast of runway			
DA(H) 185' (200')		MDA(H) 360' (375')					
FULL		ALS out					
A				Max Kts	MDA(H)	VIS	
B				100	440' (454')	1500m	
C	RVR 550m	RVR 1000m		135	520' (534')	1600m	
D				180	760' (774')	2400m	
				205	760' (774')	3600m	

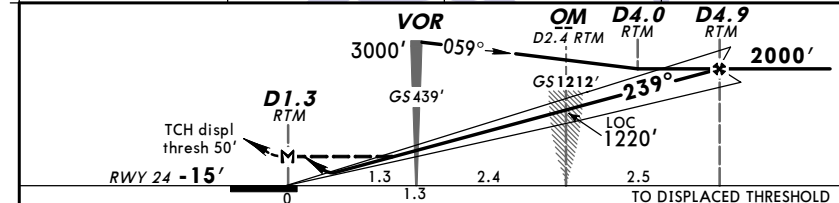
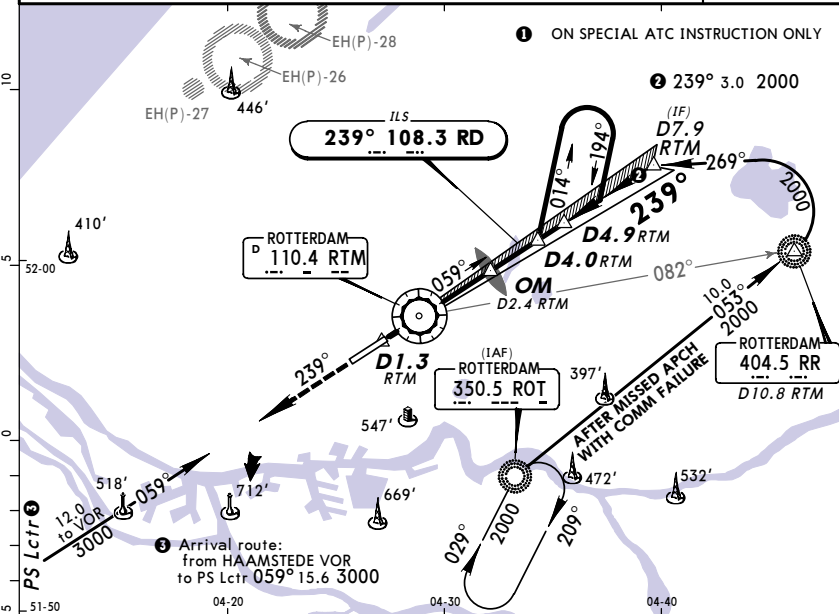
CHANGES: Communications. Missed approach.

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EHRD/RTM
ROTTERDAM

JEPPesen ROTTERDAM, NETHERLANDS
11-2
8 OCT 04
ALTERNATIVE via HAAMSTEDE VOR ILS Rwy 24

ATIS		*ROTTERDAM Approach (R)		ROTTERDAM Tower		Ground
110.4		127.02 126.67X		118.2 119.7G		122.17
LOC RD	Final Apch Crs	GS OM	ILS DA(H)	Apt Elev	RWY	
108.3	239°	1212' (1227')	185' (200')	-14	-15	
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 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 RD LOC.						



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS 3.00° or	377	484	538	646	753	861	
LOC Descent Gradient 5.2%							
MAP at D1.3 RTM after VOR							

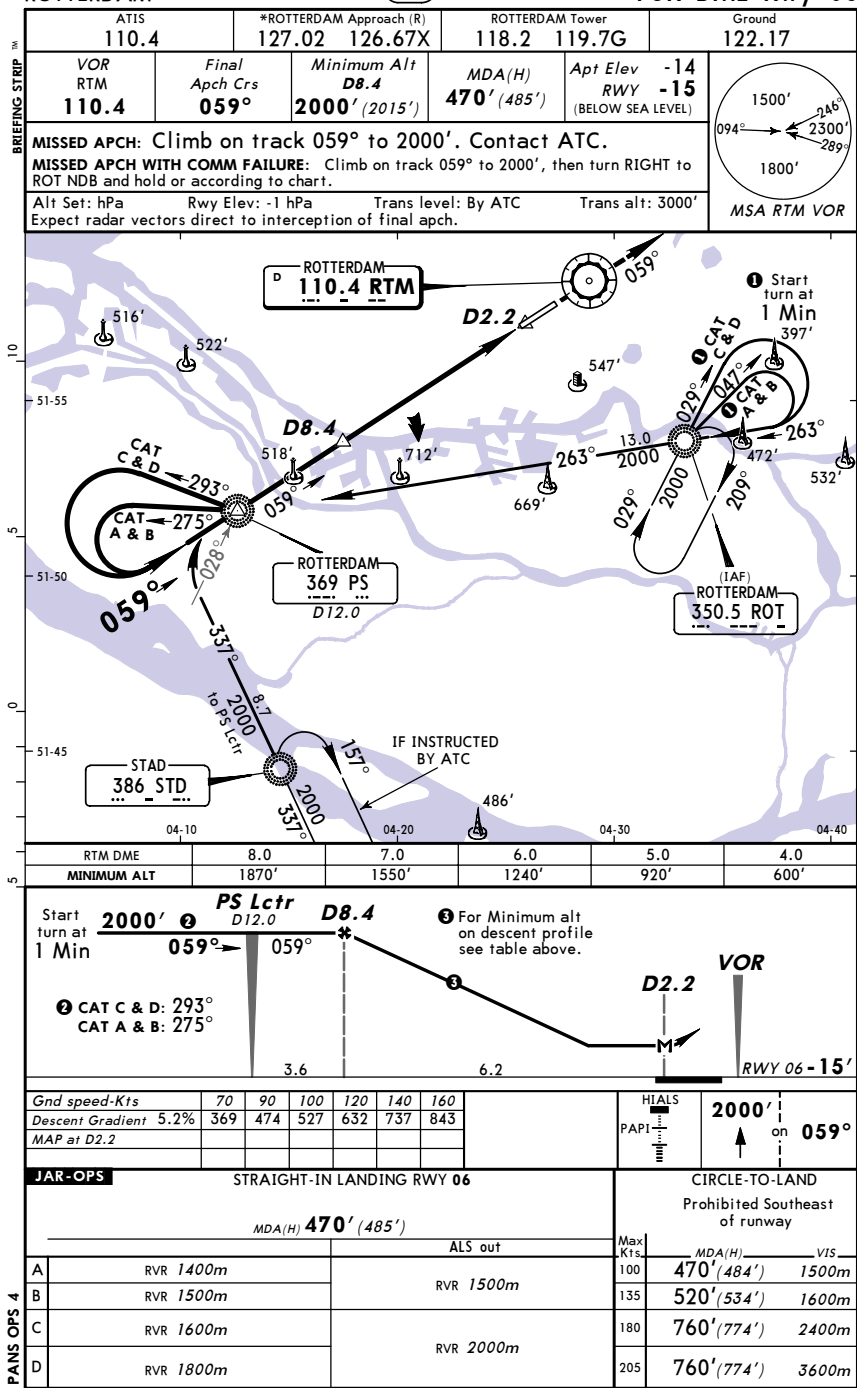
STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Prohibited Southeast of runway			
DA(H) 185' (200')		MDA(H) 360' (375')					
FULL		ALS out					
A				Max Kts	MDA(H)	VIS	
B				100	440' (454')	1500m	
C	RVR 550m	RVR 1000m		135	520' (534')	1600m	
D				180	760' (774')	2400m	
				205	760' (774')	3600m	

CHANGES: Communications. Missed approach.

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EHRD/RTM
ROTTERDAM

JEPPESEN ROTTERDAM, NETHERLANDS
3 DEC 04 (13-1) **VOR DME Rwy 06**



EHRD/RTM
ROTTERDAM

JEPPESEN ROTTERDAM, NETHERLANDS
3 DEC 04 (13-2) **VOR DME Rwy 24**

