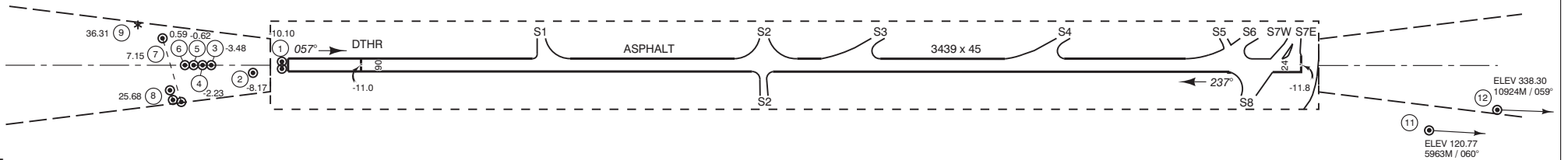
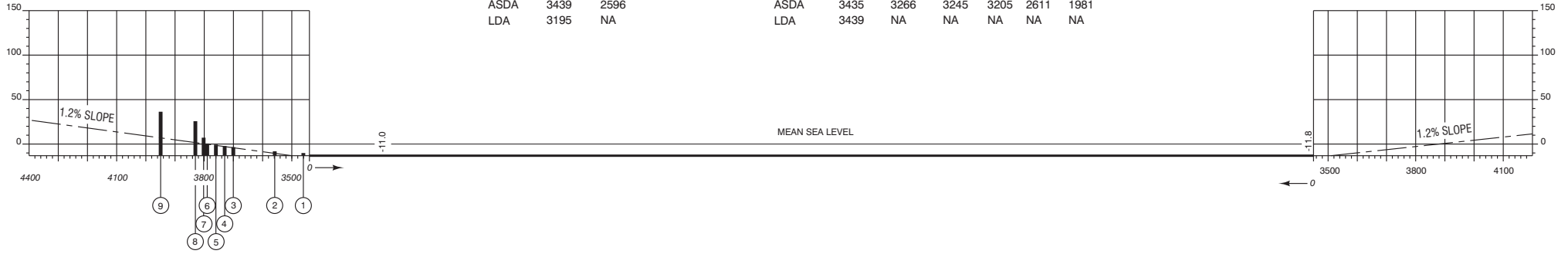
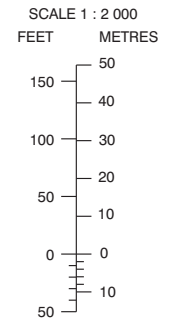
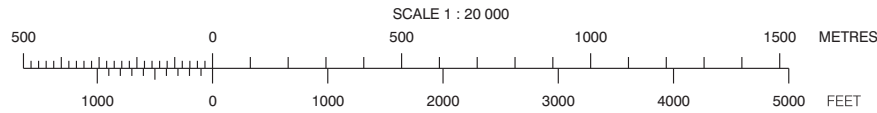


	RWY 06		RWY 24					
	S1		S7E	S8	S6	S5	S4	S3
TORA	3439	2596	3435	3266	3245	3205	2611	1981
TODA	3499	2656	3495	3326	3305	3265	2671	2041
ASDA	3439	2596	3435	3266	3245	3205	2611	1981
LDA	3195	NA	3439	NA	NA	NA	NA	NA



NOTE:
 The datum line from which the reduced RWY declared distances for take-off should be determined is defined by the intersection of the downwind edge of the specific TWY with the RWY edge as shown in the diagram in EHAM AD 2.23 paragraph 4.
 The loss, if any, of RWY length due to alignment of the ACFT prior to take-off should be taken into account by the operators for the calculation of the ACFT's take-off weight (Annex 6, Part 1, paragraph 5.2.8).
 If an intersection take-off will take place from an intersection with an intersection angle of 30° (rapid exit TWY), and the TWY centre line is followed until the RWY centre line, there is a loss of line-up distance of at least 200 M (see EHAM AD 2.23 paragraph 4).



- MAGNETIC VARIATION: 2° E (2020)
- DIRECTIONS ARE MAGNETIC
- ELEVATIONS IN FEET
- DIMENSIONS IN METRES
- (15) IDENTIFICATION NUMBER
- * TREE
- ⊙ POLE, TOWER, SPIRE, ANTENNA, CHIMNEY
- BUILDING OR LARGE STRUCTURE
- ⊘ TRAFFIC (IN PLAN)
- ⋯ TRAFFIC (IN PROFILE)
- ⊗ WINDMILL

SURVEYING AGENCY : Rijkswaterstaat, Centre for Data and ICT
 DATE OF SURVEY : JAN 2012