



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 : 1°W - 2005

DIMENSIONS AND ELEVATIONS 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 : DEC 08