



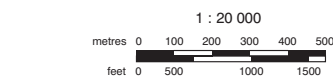
RWY 36R:
For normal operation a LDA of 2825 m is available. Only in exceptional cases such as technical failure or emergency the additional pavement of sufficient strength of 575 m length beyond the red RWY end lights is available on request. Inform ATC in advance when the additional length is required.

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 2.

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).

At 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 runway distance of at least 200 m (see EHAM AD 2.23 paragraph 2).



NOTE :
 ① CAUTION: No entry E1 and N9 from TWY A and B.
 No entry W6 from TWY A, B and W.

LEGEND

	H24 FIXED STOP BAR
	H24 SWITCHABLE STOP BAR
	LOW VISIBILITY PROCEDURES SWITCHABLE STOP BAR
	LOW VISIBILITY PROCEDURES FIXED STOP BAR
	SWITCHABLE STOP BAR
	ONLY IN USE IN CASE OF LANDING OR DEPARTING 18C/36C
	RWY HOLDING POSITION MARKING
	RWY HOLDING POSITION MARKING CAT III
	INTERMEDIATE HOLDING POSITION
	WIND DIRECTION INDICATOR
	A3 TAXIWAY A3
	RVR
	* APRON LIGHT
	SAFETY LINE
	— — — RWY STRIP
	— — — BLAST FENCE
	— — — CROSSING VEHICLES
	X NOT IN USE