

**1. Aerodrome Location Indicator and Name:**

**EKRK - København/Roskilde**

**2. Aerodrome Geographical and Administrative Data**

<p>1. ARP PSN and site at AD: 55 35 08.04N 012 07 53.14E RWY INT</p> <p>2. Distance and direction from city: 4 NM SSE of Roskilde</p> <p>3. ELEV: 146 FT REF temperature: 23°C</p> <p>4. MAG VAR: 4°E (NOV 2017) Annual change: Increasing 9'</p>	<p>5. AD ADM: København Lufthavn A/S AD address: København Lufthavn A/S København/Roskilde Airport Lufthavnsvej 20, DK-4000 Roskilde</p> <p>TEL: +45 32 31 32 31 TEL: +45 32 31 62 20 (direct AIS/ARO) E-mail: <a href="mailto:rkebriefing@cph.dk">rkebriefing@cph.dk</a> AFS: EKRK</p> <p>6. Types of traffic permitted: IFR/VFR</p>
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7. Remarks: NIL

**3. Operational Hours**

<p>1. Aerodrome operator: 0600-2100 (0500-2000). Outside stated hours PPR for all traffic - submitted not later than 1 hour before closing time. SAR, MIL, Emergency medical services, HEMS and State OPS H24</p> <p>2. Customs and immigration: The airport is open for traffic to/from all States. Customs clearance and immigration H24. PN 1 HR.</p> <p>3. Health and sanitation: NIL</p> <p>4. AIS Briefing Office: H24</p> <p>5. ATS Reporting Office (ARO): As AD. For outbound traffic between 2100-0600 (2000-0500) submit FPL to ARO EKCH, TEL 32 47 82 72 URL: <a href="http://www.naviair.dk">www.naviair.dk</a></p>	<p>6. MET Briefing Office: H24</p> <p>7. ATS: H24</p> <p>8. Fuelling: H24. Outside AD operational hours PPR - submitted not later than 1 hour before AD closing time. Self-service possible H24 for holders of DANSK FUELS-carnet, SHELL-carnet and credit cards.</p> <p>9. Handling: H24. Outside AD operational hours PPR - submitted not later than 1 hour before AD closing time.</p> <p>10. Security: H24</p> <p>11. De-icing: H24. PN 1 HR. Outside AD operational hours PPR - submitted not later than 1 hour before AD closing time.</p>
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12. Remarks: MET and AIS are available H24 as self-briefing in the terminal.

**4. Handling Services and Facilities**

<p>1. Cargo-handling facilities: O/R</p> <p>2. Fuel and oil types: Fuel: 100LL, Jet A1 Oil: 80, W15W50</p> <p>3. Fuelling facilities and capacity: Jet A1: Truck 600 L/MIN Stand 200 L/MIN</p>	<p>4. De-icing facilities: Type 1+2. Limited capacity.</p> <p>5. Hangar space: No For visiting aircraft:</p> <p>6. Repair facilities: Yes For visiting aircraft:</p>
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7. Remarks: Frequency used for handling:131.555 - call sign "Roskilde Handling". Ground handling: It is mandatory for all aircraft above 3000 kg to contact "Roskilde Handling" 15 MIN prior to arrival, stating ETA, POB, fuel requirement, intention and to receive parking instructions. Ground handling is mandatory for non-resident commercial and private operators of aircraft with MTOM above 3000 kg, when using main apron facilities

**5. Passenger Facilities**

<p>1. Hotels: In Roskilde</p> <p>2. Restaurants: Yes</p> <p>3. Transportation: Taxi</p> <p>4. Medical facilities: Hospitals in Roskilde and København</p>	<p>5. Bank and Post Office: In Roskilde</p> <p>6. Tourist Office: NIL</p>
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7. Remarks: NIL

**6. Rescue and Fire Fighting Services**

<p>1. AD category for fire fighting: During AD operational hours: Default CAT 3. CAT 4 through 7 PPR submitted not later than 1 hour before flight. Outside AD operational hours: CAT 3 through 7 PPR submitted not later than 1 hour before AD closing time.</p>	<p>2. Rescue equipment: In accordance with the published CAT</p> <p>3. Capability for removal of disabled aircraft: Registered Owner or Aircraft Operator retains complete responsibility for the removal of the disabled aircraft. All Airline Operators at EKRK are expected to have aircraft recovery plans.</p>
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4. Remarks: NIL

**7. Seasonal Availability - Clearing**

<p>1. Type of clearing equipment: Mechanical snow clearing with Runway Sweepers, Snowblower, Spray truck with plough (disc spreader), Tractor-mounted broom/plough and Truck-mounted plough on spray truck. Chemicals: KFOR and NAFO.</p> <p>2. Clearance priorities: 1. The area east of the Fire Station and the Garage. 2. Taxiway D to, and down taxiway B and taxiway M, to MIL SAR. 3. MIL SAR helipad and associated apron.</p>	<p>4. Runway in use with associated taxiways.</p> <p>5. Apron and entrance areas.</p> <p>6. The fuel station.</p> <p>7. Taxiway J and the western part of taxiway H, but only to the penultimate hangar on the northwestern part of taxiway H and the area in front of this hangar.</p> <p>8. Hangar roads/hangar area</p>
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3. Remarks: The sequence for clearing runways and associated taxiways is continuously coordinated with TWR during execution. AD available all seasons. Specially prepared winter runways not available. Runways de-iced/anti-iced with KFOR and NAFO. See also Runway Surface Condition Assessment and Reporting and Snow Plan in AD 1.2

### 8. Aprons, Taxiways and Check Locations Data

1. Apron surface and strength:	Concrete, PCN 36/R/C/X/U	3. ACL and ELEV:	Other TWY: PCN 17/F/C/Y/U At apron 145 FT
2. Taxiway width, surface and strength:	M: 9 M Other : 15 M. Asphalt TWY B, B3, E and turning area RWY 29/11: PCN 36 / F / C / X / U TWY C: PCN 14 / F / C / Y / U	4. VOR checkpoints:	NIL
		5. INS checkpoints:	NIL

6. Remarks: NIL

### 9. Surface Movement Guidance and Control System and Markings

1. Aircraft stand ID signs	NIL	RWY 11:	THR, RWY NR, TDZ, centre line, side stripes
Taxi guide lines, Visual docking/parking guidance system:		RWY 29:	THR, RWY NR, centre line, side stripes
2. RWY and TWY markings:	RWY 03: THR, RWY NR, centre line, side stripes RWY 21: THR, RWY NR, TDZ, centre line, side stripes	3. Stop bars:	TWY: Centre line, holding position, RGL, Side stripes at turning area RWY 29/11 NIL

4. Remarks: NIL

### 10. Aerodrome Obstacles

In approach/TKOF areas			In circling area and at AD	
a	b	c	a	b
RWY/ Area affected	Obstacle type Elevation Markings/LGT	PSN	Obstacle type Elevation Markings/LGT	PSN
-			-	

Remarks: All obstacles are marked by day and night

### 11. Meteorological Information Provided

1. Associated MET Office:	Danish Meteorological Institute/ Civil Weather Forecasts and Warnings (CVV) TEL + 45 39 15 72 72	6. Flight documentation: Language(s) used:	Charts. Abbreviated plain language texts. English and Danish
2. Hours of service:	H24	7. Charts and other information available:	Surface analysis (current chart) Prognostic upper air chart Significant weather chart
3. Office responsible for TAF preparation: Periods of validity: Interval of issuance:	Danish Meteorological Institute/ Civil Weather Forecasts and Warnings (CVV) 9 hours 3 hours	8. Supplementary equipment available:	NIL
4. Type of landing forecast: Interval of issuance:	NIL N/A	9. ATS units provided with information:	APP/TWR, ACC København and Copenhagen Information
5. Briefing/Consultation provided:	Self briefing ( <a href="http://www.northavimet.com">www.northavimet.com</a> ) and telephone consultation	10. Additional information (limitation of service, etc.):	NIL

### 12. Runway Physical Characteristics

RWY	Direction	RWY dimensions	Strength (PCN), Surface of RWY and SWY (SFC friction Calibration NR)	THR PSN	THR ELEV/ Highest ELEV of TDZ of precision APCH RWY
03	030.9° GEO 026.9° MAG	1500 x 31 M	PCN 30/F/C/X/T Asphalt	55 34 42.25N 012 07 25.85E	127 FT/Data pending
21	210.9° GEO 206.9° MAG	1500 x 31 M	PCN 30/F/C/X/T Asphalt	55 35 23.85N 012 08 09.85E	146 FT/Data pending
11	116.3° GEO 112.3° MAG	1799 x 31 M	PCN 36/F/C/X/T Asphalt	55 35 23.93N 012 06 56.30E	145 FT/Data pending
29	296.3° GEO 292.3° MAG	1799 x 31 M	PCN 36/F/C/X/T Asphalt	55 34 59.03N 012 08 25.39E	138 FT/Data pending

  

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	RESA dimensions	Obstacle-free zone
03	Data pending	NIL	NIL	1620 x 300 M	90 x 65 M	NIL
21	Data pending	NIL	NIL	1620 x 300 M	90 x 65 M	NIL
11	Data pending	59 x 31 M	NIL	1919 x 300 M	90 x 65 M	NIL
29	Data pending	NIL	NIL	1919 x 300 M	90 x 65 M	NIL

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Remarks: Runway classification	RWY NR	RUNWAY CODE	TYPE
	03	3C	NON-P
	11	3C	PA-1
	21	3C	PA-1
	29	3C	NON-P

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 03				1501 M	NIL
TWY A1/A2	1501 M	1501 M	1501 M		
TWY A3	758 M	758 M	758 M		
RWY 21				1500 M	NIL
TWY A4/A5	1500 M	1500 M	1500 M		
TWY B	1117 M	1117 M	1117 M		
RWY 11				1740 M	NIL
TWY B1/B2	1740 M	1740 M	1799 M		
TWY B3	1178 M	1178 M	1237 M		
TWY A	815 M	815 M	874 M		
RWY 29				1740 M	NIL
TWY B4/B5	1799 M	1799 M	1799 M		
TWY A	1500 M	1500 M	1500 M		
TWY A	940 M	940 M	940 M		

14. Approach and Runway Lighting

RWY	APCH LGT: Type Length Intensity	THR LGT: Colour WBAR	PAPI: Angle MEHT	TDZ LGT Length	RWY centre line LGT: Length Spacing Colour Intensity	RWY edge LGT: Length Spacing Colour Intensity	RWY end LGT: Colour WBAR	SWY LGT: Length Colour
03	450 M White LIH	Green NIL	3°	NIL	NIL	1500 M 60 M White LIH	Red NIL	NIL
21	820 M White LIH	Green NIL	3° 51 FT	NIL	NIL	1500 M 60 M White LIH	Red NIL	NIL
11	789 M White LIH	Green NIL	3° 51 FT	NIL	NIL	1799 M 60 M White LIH	Red NIL	59 M Red
29	420 M White LIH	Green NIL	3°	NIL	NIL	59 M Red 1740 M White 60 M LIH	Red NIL	NIL

Remarks:

- RWY 03: LED used in full length of RWY edge lights
- RWY 21: LED used in full length of RWY edge lights
- RWY 11: LED used in full length of RWY edge lights
- RWY 29: LED used in full length of RWY edge lights

15. Other Lighting and Secondary Power Supply

- |  |   |   |  |
|--|---|---|--|
| 1. ABN/IBN location, characteristics and hours of operation: | ABN on TWR BLDG, FLG W EV 2 SEC, operating when aircraft are expected at night or in poor visibility by day | 3. TWY edge and centre line LGT:            | Blue edge LIL. Turning area close to THR 29/11: Blue edge LIL. RGL (all runways). Centre line LGT: NIL |
| 2. LDI location and LGT: Anemometer location and LGT:        | NIL<br>APRX 100 M WNW of run-up RWY 29, lighted   | 4. Secondary power supply/switch-over time: | Yes, switch-over time 15 SEC. When RVR 800 M or below, switch-over time 1 SEC                          |
| 5. Remarks:  | NIL   |   |  |

16. Helicopter Landing Area

- |                        |   |             |  |
|------------------------|---|-------------|--|
| 1. Strip:              | 50x50 M.<br>PSN center 55 35 27.54N012 07 15.51E            | 5. Remarks: | MIL Helipad on TWY M. SAR and MIL operations only. Approved for VMC operations day and night. Approved for IMC operations day and night. |
| 2. FATO/TLOF:          | 34x34 m asphalt.  |             |  |
| 3. APP/DEP directions: | 116.3° / 296.3° GEO   |             |  |
| 4. Markings:           | Day and night marked with green LIL. White edges/white "H". |             |  |

### 17. ATS Airspace

1. Designation and lateral limits:	ROSILDE CTR 55 39 00N 011 58 30E - 55 40 30N 012 04 30E - 55 41 00N 012 11 30E - 55 39 40N 012 15 00E - 55 36 30N 012 17 00E - 55 34 00N 012 18 00E - 55 31 00N 012 16 00E - 55 29 30N 012 10 00E - 55 29 00N 012 04 00E - 55 31 00N 011 58 00E - 55 36 30N 011 56 30E - 55 39 00N 011 58 30E	2. Vertical limits:	1500 FT MSL/GND
		3. Airspace classification:	D
		4. ATS unit call sign: Language(s):	ROSILDE TOWER EN, DA
		5. Transition altitude:	5000 FT MSL
		6. Hours of applicability:	H24

7. Remarks: NIL

### 18. ATS Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
APP	ROSILDE APPROACH	125.530	H24	DOC: FL 150/50 NM, VDF AVBL
TWR	ROSILDE TOWER	118.905 119.655	H24 HO	DOC: 4000 FT/25 NM. VDF AVBL, class A OPR, accuracy +/- 2° DOC: 4000 FT/25 NM. VDF AVBL, class A OPR, accuracy +/- 2°
RSR		121.500 1262/1284/ 1322/1344		Emergency DOC: FL 250/120 NM Radar 8
MSSR		1030		DOC: FL 450/250 NM Radar 8
ATIS	ROSILDE APP/TWR ROSILDE AIRPORT INFORMATION	123.805	0600-2100 (0500-2000)	Radar 8/Multi Radar track from ACC København DOC: FL 200/60 NM Language: EN

### 19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Frequency/ Channel	HR	PSN	DME ELEV (FT)	Remarks
LOC 11 CAT I GP 11	KV	111.500 MHZ 332.900 MHZ	H24 H24	55 34 55.16N 012 08 39.21E 55 35 15.91N 012 07 09.24E		ILS class I/C/2 Angle 3°, RDH 52 FT
DME 11	KV	CH 52X	H24	55 35 15.91N 012 07 09.24E	170.6	FREQ paired with LOC. Colocated with GP 11.
LOC 21 CAT I GP 21	SN	108.700 MHZ 330.500 MHZ	H24 H24	55 34 32.39N 012 07 15.43E 55 35 13.15N 012 08 06.64E		ILS class I/D/2. Coverage from LOC antenna to distance of 17 NM within +/- 35 DEG from the course line Angle 3°, RDH 50 FT
DME 21	SN	CH 24X	H24	55 35 13.15N 012 08 06.64E	167.3	FREQ paired with LOC. Colocated with GP 21.
L	RK	368 KHZ	H24	55 37 23.27N 011 59 49.81E		DOC 30 NM
VOR/DME (4°E 2022)	KOR	112.800 MHZ CH 75X	H24	55 26 21.71N 011 37 53.51E	136.2	DOC FL 500/80 NM
VOR/DME (4°E 2022)	TNO	117.400 MHZ CH 121X	H24	55 46 26.74N 011 26 21.08E	- 11.9	DOC FL 500/60 NM

### 20. Local Aerodrome Regulations

#### 1. Aircraft operation limitations

- 1.1 Following code letter C aircraft are not allowed to operate at EKRK: A321, A21N, B3XM, DH8D MD81, MD82, MD83, MD88 and MD90.
- 1.2 ICAO Type Designator A320 are only allowed to operate at RWY 11 and RWY 29.
- 1.3 Code letter C aircraft with Outer Main Gear Wheel Span of 9 metres or more are not permitted at EKRK.

#### 2. Taxiing

- 2.1 Insufficient clearance between the wheels of the aircraft and the edge of the taxiway restricts the use of certain taxiway curves for large aircraft. Aircraft with wheel configuration greater than characteristic of F-50 and BA-146 can not pass all taxiway curves with the safety distance prescribed in ICAO Annex 14.
- 2.2 Taxiing with aircraft code letter C shall take place via the route shown on the chart AD 2 - EKRK GMC - 2, GMC - 3 and GMC - 4.
- 2.3 TWY H south, east and north are ICAO code letter B aircraft stand taxilanes. TWY H west and all taxiways inside the Hangar Area are ICAO code letter A aircraft stand taxilanes.

TWY D is ICAO code letter B.

#### 3. Flight plan

- 3.1 For all flights departing from Roskilde a flight plan or abbreviated flight plan shall be submitted to BRIEFING before the flight is commenced.
- 3.2 All departing IFR flights must submit complete flightplan.

#### 4. Use of auxiliary power unit (APU)

General  
Use of APU on the Apron shall be limited as much as possible. Start-up of APU during refuelling is allowed only if the aircraft's APU unit is located outside the Fuelling Zones. The refueller shall be notified before start of APU. The refuel shall be stopped during start of APU and may be recommenced once running of the APU is established. Contact EKRK ARO at least 15 minutes before ETA for requesting GPU. Note: Unless otherwise stated by the aircraft manufacturer or the airline operator, a Fuelling Zone is defined as a circular area with radius 3 M, surrounding any filling and venting points on the aircraft and fuelling equipment.

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APU regulation applies for the Northern part of Apron (in front of Roskilde Airport Terminal):

APU may NORMALLY be used:

5 minutes after "on block"

25 minutes before EOBT

Exceptions:

If the outside air temperature (OAT)

- is below minus 10 degrees Celsius or

- above plus 25 degrees Celsius or

- if the Ground Power Unit (GPU) is unserviceable the use of APU is permitted as follows:

10 minutes after "on block"

45 minutes before EOBT.

For further information please contact Roskilde Briefing. Frequency 131.555 or TWR 118.905.

## 5. Apron regulations

5.1 All crew must wear high visibility vest on apron.

5.2 Passengers must be escorted on apron to/from terminal building by the aircraft pilot.

5.3 On the apron area, minimum engine power shall be used as far as possible.

5.4 Unless otherwise instructed by ATC prior to entering apron, hold on TWY G or TWY E for mandatory marshaller guidance to parking.

5.5 For start-up clearance on the apron contact TWR on FREQ 118.905.

## 21. Noise Abatement Provisions

### 1. Noise abatement provisions

#### 1.1 General provisions

1.1.1 Deviations from the Noise abatement provisions are permitted when necessary in connection with:

a. Ambulance flights, including HOSP and MEDEVAC, Flights for the National Police, search and rescue flights, environmental and surveillance flights, flights in connection with the assertion of sovereignty and flights in connection with humanitarian efforts.

b. Take-off and landing in connection with security control of the airport area.

1.1.2 Overflying the towns Gadstrup, Snoldelev, Tjæreby, Tune, Vindinge and Vor Frue should be avoided in connection with VFR take-off and landing, see the chart AD 2 - EKRK Noise Abatement Provisions.

This provision is valid for all VFR flights to and from Roskilde Airport and for all flights (IFR and VFR) flying visual aerodrome traffic circuits for landing exercises.

1.1.3 Violation of the noise abatement provisions can be punished in pursuance of the Regulations for Civil Aviation BL 3-40 "Abatement of Noise from Controlled Aerodromes".

#### 1.2 Jet aircraft

1.2.1 Jet aircraft may operate only, if they are noise certificated according to ICAO Annex 16, chapter 2 or chapter 3, and if they comply with the noise criteria given in ICAO Annex 16, chapter 2 for aircraft with a MTOM up to 34.000 KG.

1.2.2 School and training flights are prohibited with jet aircraft with a MTOM above 5700 KG, unless it can be documented that the noise level for the aircraft concerned is less than or equal to 80 dB (A), cf. Guidance Material no 5/1994 - issued by the Danish Environmental Protection Agency - concerning noise from aerodromes.

1.2.3 Before executing VFR school and training flights the Pilot-in-Command shall obtain more specified instructions from the Airport Office/Briefing.

1.2.4 VFR landing exercises carried out in connection with school flights are permitted only as stated in item 1.3.4.

#### 1.3 Propeller and turboprop aeroplanes

1.3.1 After take-off the Pilot-in-Command should aim to use an air speed giving the best rate of climb.

1.3.2 School and training flights are prohibited with aircraft with a MTOM above 5700 KG, unless it can be documented that the noise level for the aircraft concerned is less than or equal to 80 dB (A), cf. Guidance Material no 5/1994 - issued by the Danish Environmental Protection Agency - concerning noise from aerodromes (noise class I, II and III).

1.3.3 Before executing VFR school and training flights the Pilot-in-Command shall obtain more specified instructions from the Airport Office /Briefing.

1.3.4 VFR landing exercises and continuous approaches carried out in connection with school flights are permitted only:

a. From 1 MAY to 31 AUG:

MON-FRI, EXC HOL 0700-1900 Danish time

SAT, EXC HOL 0700-1400 Danish time

b. From 1 SEP to 30 APR:

MON-FRI, EXC HOL 0700-2200 Danish time

SAT, EXC HOL 0700-1400 Danish time

VFR landing exercises and continuous approaches carried out in connection with school flights are also permitted - from 1 SEP to 30 APR on certain Saturdays within the period 1400-1900 Danish time - by arrangement with the Airport Office.

1.3.4.1 VFR landing exercises and continuous approaches carried out by a holder of a licence in order to maintain the privileges of the licence are permitted all days between 0700-2200.

If performed outside the times specified in 1.3.4, the pilot license number must be submitted to the ARO.

#### 1.4 Helicopters

1.4.1 School and training flights with helicopters with MTOM above 5.700 kg are prohibited.

1.4.2 Before executing VFR school and training flights, the Pilot-in-Command shall obtain more specified instructions from the Airport Office/Briefing.

1.4.3 VFR landing exercises carried out in connection with school flights are permitted only as stated in item 1.3.4.

#### 1.5 Reporting

1.5.1 Reporting by the Pilot-in-Command to the Danish CAA.

1.5.1.1 The Pilot-in-Command shall as fast as possible report to the Danish CAA when it has not been possible to comply with the provision in item 1.1.2 due to safety reasons.

1.5.2 Reporting by the Air Navigation Services KØBENHAVN to the Danish CAA.

1.5.2.1 The Air Navigation Services KØBENHAVN shall notify The Danish CAA of every clearance deviating from the above mentioned provisions.

1.5.2.2 The Air Navigation Services KØBENHAVN shall notify the Danish CAA of every clearance according to the provision in item 1.1.1.

1.5.2.3 The Air Navigation Services KØBENHAVN shall notify the Danish CAA when observing the towns overflown - mentioned in item 1.1.2 - in connection with VFR take-off or landing.

1.5.3 Københavns Lufthavne A/S (Copenhagen Airports) reporting to the Danish CAA.

1.5.3.1 Københavns Lufthavne A/S (Copenhagen Airports) shall notify the Danish CAA when it has been ascertained that jet aircraft has been operating against the regulation in item 1.2.1.

1.5.3.2 Københavns Lufthavne A/S (Copenhagen Airports) shall notify the Danish CAA when it has been ascertained that aircraft has executed school and training flights against the provisions in item 1.2.2, 1.3.2 or 1.4.1.

1.5.3.3 Københavns Lufthavne A/S (Copenhagen Airports) shall notify the Danish CAA when it has been ascertained that school flight has taking place against the provisions in item 1.2.4, 1.3.4 or 1.4.3.

1.5.4 The Danish CAA follow-up of reports.

1.5.4.1 The Danish CAA will make further investigation based on the received reports. The investigation will include an evaluation of whether liability to punishment shall be exercised according to Regulations for Civil Aviation BL 5-40.

## 22. Flight Procedures

### 1. IFR Arrival

1.1 Procedures are also valid for IFR traffic to Danish aerodromes within Copenhagen Area, except København/Kastrup (EKCH).

#### 1.2 Flightplanning

IFR traffic to København/Roskilde shall be planned via the appropriate primary holding (TIDVU, ERNOV, KOR or FSKO) via routes listed below. Holdings are described in item 1.7.

Note: Traffic via AALBORG VOR/DME shall flightplan via T551-TNO to FSKO.

Traffic via RØNNE VOR shall flightplan via L983-ROBUS-DCT-KOR.

TIDVU holding and ERNOV holding are inside Swedish territory. Operators not permitted to overfly Swedish territory shall file outside Swedish territory.

#### 1.3 Filing of flightplan

Traffic to København/Roskilde shall include appropriate primary holding in the flightplan.

#### 1.4 Performance Restrictions/Level Restrictions

Descend from cruising level/top of descend shall be planned so as to meet the following level restrictions:

ARR via	Level restriction	Primary Holding
ROBUS	MAX FL 70	KOR
	MAX FL 70 (20 NM prior to KOR)	KOR
TNO	MAX FL70 (20 NM prior to TNO)	FSKO

#### 1.5 Radio communication failure during IFR approach.

In case of radio communication failure, the latest received and acknowledged level shall be maintained until the appropriate primary holding. In TIDVU holding descend to FL 70. In ERNOV holding descend to FL 100. In FSKO and KOR

holding descend to 6000 FT MSL. If already at a lower altitude, maintain this. From the primary holding proceed to Roskilde holding. In Roskilde holding descend and perform the final approach procedure to the runway concerned.

#### 1.6 Primary Holdings for København/Roskilde

HOLDING NAME FACILITY OR FIX	INBOUND TRACK (MAG)	TURN	MAX IAS (KT)	MNM/MAX LEVEL TIME	ENTRY PROCEDURE
TIDVU 55 24 40.7N 013 33 27.1E	294	RIGHT	230	5000 FT MSL/ - 1.5 MIN	OMNI-DIRECTIONAL
FSKO TNO VOR RDL 112/12.5NM KV DME 13.2 NM 55 41 05N 011 46 16E	112	RIGHT	210	3000 FT MSL/FL140 1 MIN	DIRECT VIA TNO RDL 112
KORSA KOR VOR/DME 55 26 21.71N 011 37 53.51E	298	RIGHT	210	3000 FT MSL/FL140 1 MIN	OMNI-DIRECTIONAL
ERNOV 56 10 07.9N 012 34 25.6E	179	LEFT	230	FL 100 /- 1.5 MIN	OMNI-DIRECTIONAL

#### 1.7 Secondary Holdings for København/Roskilde

HOLDING NAME FACILITY OR FIX	INBOUND TRACK (MAG)	TURN	MAX IAS (KT)	MNM/MAX LEVEL TIME	ENTRY PROCEDURE
ROSKILDE L RK 55 37 23.27N 011 59 49.81E	112	RIGHT	210	2000 FT MSL/ 6000 FT MSL 1 MIN	OMNI-DIRECTIONAL

### 2. IFR Departure

2.1 IFR Departure, see AD 2.EKRR IFR DEP

#### 3. Reduction of landing distance available

3.1 In order to increase the runway capacity, the Landing Distance Available can be reduced for arriving aircraft.

When the Landing Distance Available has been reduced for a landing aircraft on runway 03 this runway may simultaneously be crossed by departing, landing or taxiing aircraft on runway 11/29 or by taxiing aircraft on taxiway Bravo.

When the Landing Distance Available has been reduced for a landing aircraft on runway 11 this runway may simultaneously be crossed by departing, landing or taxiing aircraft on runway 03/21.

Air Traffic Control will assess in which cases the procedures for reduction of Landing Distance Available can be applied. However, the Pilot-in-Command of the aircraft involved is responsible for determining whether the reduced Landing Distance Available in the actual situation is adequate for the aircraft in question. The procedure for reduction of Landing Distance Available, will be used on the following conditions:

- Landing Distance Available is reduced only during the daily period for VFR flights.
- Landing Distance Available is reduced only when visual meteorological conditions (VMC) exists, and only when the pilots in command of the aircraft involved are able to see the other aircraft
- If RWY surface condition is reported as Dry (RWYCC 6).
- Two-way radio communication must be established between Roskilde Tower and the aircraft involved on the same frequency.
- The landing aircraft will in due time be asked whether the reduction of the Landing Distance Available is acceptable.  
Following phraseology will be used:  
**For Runway 03:** "CONFIRM ABLE TO ACCEPT A SHORT LANDING

RUNWAY 03, SO AS TO STOP THE AIRCRAFT NOT LATER THAN TAXIWAY A 3. LANDING DISTANCE AVAILABLE 740 METRES".

**For Runway 11:** "CONFIRM ABLE TO ACCEPT A SHORT LANDING RUNWAY 11, SO AS TO STOP THE AIRCRAFT NOT LATER THAN TAXIWAY A. LANDING DISTANCE AVAILABLE 940 METRES".

- Traffic information will be issued to both aircraft involved.
- Involved aircraft must be in sight from Roskilde Tower from the time, where traffic information are issued and until landing.
- Landing clearance will be issued with following phraseology:  
**For Runway 03:** "STOP THE AIRCRAFT NOT LATER THAN TAXIWAY A 3, RUNWAY 03 CLEARED TO LAND".  
**For Runway 11:** "STOP THE AIRCRAFT NOT LATER THAN TAXIWAY A, RUNWAY 11 CLEARED TO LAND".
- The condition as well as the clearance must be read back by the landing aircraft.

#### 4. Reduced Runway Separation Minima

4.1 Reduced runway separation with reference to AIP AD 1.1 section 8.4, reduced runway separation minima are approved for aircraft classified as category 1. The reduced runway separation, 600 meters between aircraft, must exist when a succeeding landing aircraft crossing the threshold or a succeeding departing aircraft commencing take-off run. ATC will provide traffic information to succeeding aircraft when reduced runway separation is applied.

#### 5. Low visibility procedures (LVP)

5.1 Low visibility take-off are established (LVTO).  
Secondary power supply established below RVR 800 M, with a switch-over time of 1 SEC.  
LVP are prompted by ATC and will be established no later than RVR 550 M and/or ceiling of 200 FT.  
Pilots will be informed when LVP are in operation by ATIS and RTF.  
During LVP only one aircraft is allowed on the maneuvering area. ATC will ensure that no vehicle is allowed on the maneuvering area unless it is intended for assis-



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tance to an aircraft.  
No surface movement radar (SMR) available at EKRK.  
LVP is terminated when RVR is 600 M or above and ceiling 200 FT or above with an increasing trend, for a period of around 5 MIN.  
ATC can delay termination based on an operational assessment of local weather.  
Pilots will be informed over ATIS and RTF when LVP are cancelled.  
Surface Movement Guidance and Control System and Markings according to AIP EKRK AD 2.9 (Surface Movement Guidance and Control System and Markings).

**6. VFR Flights**

- 6.1 VFR reporting points have been established, see ANC 1:250 000 COPENHAGEN AREA and ANC 1:500 000 DENMARK.
- 6.2 Description of the VFR-reporting points:  
BORUP: Railway and road intersection.  
ISHØJ: Crossroads,  
KØGE: Highway intersection,  
VALBY: Store Valby town  
All reporting points are situated outside Roskilde CTR.

**23. Additional Information**

**1. Limitation in ATIS:**

1.1 To keep the length of the ATIS broadcast within the recommended 30 seconds, flow restrictions will not be broadcast. The pilot-in-command must consult the Airport Briefing Office to obtain information about valid flow restrictions.

**2. Gliding and hang gliding**

2.1 Gliding and hang gliding within Copenhagen Area, see ANC 1:250 000 Copenhagen Area.

2.2 VFR flights may obtain information about active gliding and hang gliding areas from ROSKILDE TOWER/APPROACH. A request for clearance to pass an active area will normally be complied with, but VFR flights cleared to pass an active area will not receive the prescribed traffic information and advice to avoid collision normally given by ATS for airspace class C. When flying in an active area the requirement for transponder - in airspace class C - is suspended.

2.3 IFR-flights will be separated from active gliding areas or from individual flights in mentioned areas.

*Note: observe the fact, that gliding and hang gliding may take place below the lower limit of COPENHAGEN AREA, whether the areas are active or not.*

2.4 Parachuting may take place

**3. Flights in patterns or lanes (e.g. photoflights) with a duration of more than 15 minutes.**

3.1 Do not expect permission to execute the flight inside EKCH CTR's lateral limitations below 4000FT.

3.2 Do not expect permission to execute the flight in the part of EKCH TMA and EKRK TMA with the lower limit at 1500FT in the following hours:

- a) Monday to Friday 06 - 10 Danish time and 17 - 22 Danish time.
- b) Sunday 17 - 22 Danish time.

3.3. Are expected to be executed at altitudes of 1000FT or FL, e.g. 5000FT, 6000FT, FL 70 etc. within Copenhagen Area.

3.4. Might be repositioned or cancelled by WS-ATCC (Watch Supervisor Air Traffic Control Center) in coordination with ATC EKCH TWR, EKCH APP and EKRK TWR/APP, on the day for the flight due to the actual traffic situation.

**24. Charts Related to the Aerodrome**

Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
Heliport Chart - ICAO	HELC
Aerodrome Ground Movement Chart - ICAO	GMC 1 GMC 2 GMC 3 GMC 4
Aerodrome Obstacle Chart - ICAO type A	AOC-A 03 AOC-A 11 AOC-A 21 AOC-A 29
Departure Chart	IFR DEP-1 IFR DEP-2 IFR DEP-3 IFR DEP-4
Instrument Approach Chart - ICAO	RNAV (GNSS) RWY 03 - 1 RNAV (GNSS) RWY 03 - 2 ILS RWY 11 (ACFT CAT A+B) ILS RWY 11 (ACFT CAT C+D) RNAV (GNSS) RWY 11 - 1 (ACFT CAT A+B) RNAV (GNSS) RWY 11 - 2 (ACFT CAT A+B) RNAV (GNSS) RWY 11 - 1 (ACFT CAT C+D) RNAV (GNSS) RWY 11 - 2 (ACFT CAT C+D) NDB RWY 11 (ACFT CAT A+B) NDB RWY 11 (ACFT CAT C+D) ILS RWY 21 RNAV (GNSS) RWY 29 - 1 RNAV (GNSS) RWY 29 - 2
Other Charts	Noise Abatement Provisions