DENMARK

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AIP
AIRAC AMDT 03/26

Publication Date
05 FEB 2026

Effective Date: 19 MAR 2026

The enclosed pages shall be inserted in the AIP on the effective date

This AIRAC AMDT contains the following changes:

GEN 0.5 - New obstacle "København, Christiansborg Slotstårn" added.

ENR 3.2 - Direction of cruising levels corrected for Route designator P15.

ENR 5.4 - New obstacle "København, Christiansborg Slotstårn" added.

AD 2 - EKCH - REF temperature changed.
- Changes to subsection 5. Passenger Facilities.
- Changes to subsection 20. Local Aerodrome Regulations, point 4. Local Regulations.
- Editorial change.

AD 2 - EKRK - Change to AD address in subsection 2. Aerodrome Geographical and Administrative Data.

Destroy the following pages:		Insert the following pages:	
GEN 0.2 - 1	19 FEB 26	GEN 0.2 - 1	19 MAR 26
GEN 0.4 - 1	19 FEB 26	GEN 0.4 - 1	19 MAR 26
GEN 0.4 - 2	19 FEB 26	GEN 0.4 - 2	19 FEB 26
GEN 0.4 - 3	19 FEB 26	GEN 0.4 - 3	19 MAR 26
GEN 0.4 - 4	19 FEB 26	GEN 0.4 - 4	19 FEB 26
GEN 0.5 - 3	19 FEB 26	GEN 0.5 - 3	19 MAR 26
ENR 3.2 - 21	13 JUN 24	ENR 3.2 - 21	13 JUN 24
ENR 3.2 - 22	19 FEB 26	ENR 3.2 - 22	19 MAR 26
ENR 5.4 - 11	23 JAN 25	ENR 5.4 - 11	23 JAN 25
ENR 5.4 - 12	23 JAN 25	ENR 5.4 - 12	19 MAR 26
AD 2 - EKCH - 1	19 FEB 26	AD 2 - EKCH - 1	19 MAR 26
AD 2 - EKCH - 2	22 JAN 26	AD 2 - EKCH - 2	22 JAN 26
AD 2 - EKCH - 7	27 NOV 25	AD 2 - EKCH - 7	27 NOV 25
AD 2 - EKCH - 8	27 NOV 25	AD 2 - EKCH - 8	19 MAR 26
AD 2 - EKRK - 1	19 FEB 26	AD 2 - EKRK - 1	19 MAR 26
AD 2 - EKRK - 2	19 FEB 26	AD 2 - EKRK - 2	19 FEB 26

With this AMDT, information previously published by the following NOTAM have been incorporated in AIP Denmark:

NIL.

The NOTAM concerned will be cancelled on the effective date of this AIP AIRAC AMDT.

With this AMDT, information published by following AIP Supplements have been incorporated in AIP Denmark:

NIL.

NAVIAIR

GEN 0.2 Record of AIP Amendments

AIP AIRAC AMDT			
NR/Year	Publication Date	Effective Date	Inserted by
11/24	19 SEP 2024	31 OCT 2024	AIM
12/24	17 OCT 2024	28 NOV 2024	AIM
01/25	12 DEC 2024	23 JAN 2025	AIM
02/25	09 JAN 2025	20 FEB 2025	AIM
03/25	06 FEB 2025	20 MAR 2025	AIM
04/25	06 MAR 2025	17 APR 2025	AIM
05/25	03 APR 2025	15 MAY 2025	AIM
06/25	01 MAY 2025	12 JUN 2025	AIM
07/25	29 MAY 2025	10 JUL 2025	AIM
08/25	26 JUN 2025	07 AUG 2025	AIM
09/25	24 JUL 2025	04 SEP 2025	AIM
10/25	21 AUG 2025	02 OCT 2025	AIM
11/25	18 SEP 2025	30 OCT 2025	AIM
12/25	16 OCT 2025	27 NOV 2025	AIM
01/26	11 DEC 2025	22 JAN 2026	AIM
02/26	08 JAN 2026	19 FEB 2026	AIM
03/26	05 FEB 2026	19 MAR 2026	AIM

AIP AIRAC AMDT			
NR/Year	Publication Date	Effective Date	Inserted by

GEN 0.4 Checklist of AIP Pages

Page	Date
PART 1 - GENERAL (GEN)	
GEN 0	
0.1 - 1	23 JAN 25
0.1 - 2	3 MAY 12
0.2 - 1	19 MAR 26
0.3 - 1	24 MAR 22
0.4 - 1	19 MAR 26
0.4 - 2	19 FEB 26
0.4 - 3	19 MAR 26
0.4 - 4	19 FEB 26
0.5 - 1	17 MAR 16
0.5 - 2	10 JUL 25
0.5 - 3	19 MAR 26
0.6 - 1	23 FEB 23
0.6 - 2	25 MAY 17
GEN 1	
1.1 - 1	12 JUN 25
1.2 - 1	11 AUG 22
1.2 - 2	11 JUL 24
1.2 - 3	12 JUN 25
1.3 - 1	15 NOV 12
1.3 - 2	15 NOV 12
1.4 - 1	15 NOV 12
1.5 - 1	15 MAY 25
1.6 - 1	12 DEC 13
1.6 - 2	12 DEC 13
1.7 - 1	20 FEB 25
1.7 - 2	15 MAY 25
1.7 - 3	15 MAY 25
1.7 - 4	15 MAY 25
1.7 - 5	15 MAY 25
1.7 - 6	15 MAY 25
1.7 - 7	15 MAY 25
GEN 2	
2.1 - 1	25 JAN 24
2.2 - 1	23 JAN 25
2.2 - 2	23 JAN 25
2.2 - 3	07 AUG 25
2.2 - 4	07 AUG 25
2.2 - 5	23 JAN 25
2.2 - 6	25 APR 19
2.3 - 1	15 MAY 25
2.3 - 2	16 MAY 24
2.3 - 3	15 MAY 25
2.4 - 1	30 OCT 25
2.4 - 2	30 OCT 25
2.4 - 3	30 OCT 25
2.5 - 1	10 JUL 25
2.5 - 2	12 JUN 25
2.6 - 1	15 NOV 12
2.6 - 2	15 NOV 12
2.7 - 1	28 NOV 24
2.7 - 2	28 NOV 24
2.7 - 3	30 NOV 23
2.7 - 4	28 NOV 24
2.7 - 5	30 NOV 23
2.7 - 6	28 NOV 24
2.7 - 7	30 NOV 23
2.7 - 8	28 NOV 24
2.7 - 9	30 NOV 23
GEN 3	
3.1 - 1	03 OCT 24
3.1 - 2	22 JAN 26
3.1 - 3	19 FEB 26
3.2 - 1	03 DEC 20
3.2 - 2	15 NOV 12
3.3 - 1	15 MAY 25
3.3 - 2	15 MAY 25
3.4 - 1	10 JUL 25
3.4 - 2	10 JUL 25
3.4 - 3	23 JAN 25
3.4 - 4	23 JAN 25
3.4 - 5	23 JAN 25
3.4 - 6	23 JAN 25
3.5 - 1	07 AUG 25
3.5 - 2	20 FEB 25
3.5 - 3	03 DEC 20
3.6 - 1	19 MAY 22
3.6 - 2	3 SEP 15
3.6 - 3	24 DEC 15
GEN 4	
4.1 - 1	27 NOV 25
4.2 - 1	15 NOV 12
PART 2 - EN ROUTE (ENR)	
ENR 0	
0.6 - 1	12 JUN 25
0.6 - 2	13 JUN 24
ENR 1	
1.1 - 1	12 JUN 25
1.1 - 2	25 JAN 24
1.2 - 1	24 MAR 22
1.2 - 2	24 MAR 22
1.3 - 1	28 NOV 24
1.3 - 2	05 DEC 19
1.4 - 1	11 JUL 24
1.4 - 2	29 MAR 18
1.5 - 1	15 NOV 12
1.6 - 1	15 MAY 25
1.6 - 2	15 MAY 25
1.7 - 1	27 JAN 22
1.7 - 2	27 JAN 22
1.8 - 1	15 MAY 25
1.9 - 1	15 MAY 25
1.9 - 2	15 MAY 25
1.9 - 3	15 MAY 25
1.9 - 4	15 MAY 25
1.10 - 1	15 MAY 25
1.10 - 2	27 NOV 25
1.11 - 1	20 APR 23
1.12 - 1	15 MAY 25
1.12 - 2	15 MAY 25
1.12 - 3	15 MAY 25
1.13 - 1	15 NOV 12
1.14 - 1	02 DEC 21
ENR 2	
2.1 - 1	12 JUN 25
2.1 - 2	12 JUN 25
2.1 - 3	12 JUN 25
2.1 - 4	12 JUN 25
2.1 - 5	12 JUN 25
2.2 - 1	23 MAR 23
2.2 - 2	31 OCT 24
2.2 - 3	31 OCT 24
2.2 - 4	21 MAR 24
ENR 3	
3.1 - 1	13 JUN 24
3.2 - 1	13 JUN 24
3.2 - 2	13 JUN 24
3.2 - 3	13 JUN 24
3.2 - 4	13 JUN 24
3.2 - 5	13 JUN 24
3.2 - 6	12 JUN 25
3.2 - 7	13 JUN 24
3.2 - 8	13 JUN 24
3.2 - 9	13 JUN 24
3.2 - 10	13 JUN 24
3.2 - 11	13 JUN 24
3.2 - 12	13 JUN 24
3.2 - 13	28 NOV 24
3.2 - 14	28 NOV 24
3.2 - 15	28 NOV 24
3.2 - 16	28 NOV 24
3.2 - 17	28 NOV 24
3.2 - 18	28 NOV 24
3.2 - 19	13 JUN 24
3.2 - 20	13 JUN 24
3.2 - 21	13 JUN 24
3.2 - 22	19 MAR 26
3.2 - 23	28 NOV 24
3.2 - 24	13 JUN 24
3.2 - 25	13 JUN 24
3.2 - 26	13 JUN 24
3.2 - 27	13 JUN 24
3.2 - 28	28 NOV 24
3.2 - 29	13 JUN 24
3.2 - 30	13 JUN 24
3.2 - 31	13 JUN 24
3.2 - 32	13 JUN 24
3.2 - 33	13 JUN 24
3.2 - 34	13 JUN 24
3.2 - 35	28 NOV 24
3.2 - 36	13 JUN 24
3.3 - 1	13 JUN 24
3.3 - 2	13 JUN 24
3.3 - 3	28 NOV 24
3.3 - 4	28 NOV 24
3.3 - 5	28 NOV 24
3.3 - 6	13 JUN 24
3.3 - 7	13 JUN 24
3.3 - 8	28 NOV 24
3.3 - 9	13 JUN 24
3.4 - 1	28 NOV 24
ENR 4	
4.1 - 1	12 JUN 25
4.2 - 1	28 JUN 12
4.3 - 1	28 JUN 12
4.4 - 1	25 JAN 24
4.4 - 2	25 JAN 24
4.4 - 3	12 JUN 25
4.4 - 4	19 FEB 26
4.4 - 5	12 JUN 25
4.4 - 6	12 JUN 25
4.4 - 7	19 FEB 26
4.4 - 8	19 FEB 26
4.4 - 9	12 JUN 25
4.4 - 10	27 NOV 25
4.5 - 1	17 APR 25
ENR 5	
5.1 - 1	12 JUN 25
5.1 - 2	15 MAY 25
5.1 - 3	15 MAY 25
5.1 - 4	15 MAY 25
5.1 - 5	15 MAY 25
5.1 - 6	15 MAY 25
5.1 - 7	15 MAY 25
5.1 - 8	12 JUN 25
5.1 - 9	15 MAY 25
5.1 - 10	15 MAY 25
5.2 - 1	15 MAY 25
5.2 - 2	12 JUN 25
5.2 - 3	15 MAY 25
5.2 - 4	15 MAY 25
5.2 - 5	15 MAY 25
5.3 - 1	05 SEP 24
5.3 - 2	02 NOV 23
5.4 - 1	19 MAY 22
5.4 - 2	10 JUL 25
5.4 - 3	23 JAN 25
5.4 - 4	23 JAN 25
5.4 - 5	23 JAN 25
5.4 - 6	22 JAN 26
5.4 - 7	22 JAN 26
5.4 - 8	23 JAN 25
5.4 - 9	23 JAN 25
5.4 - 10	30 OCT 25
5.4 - 11	23 JAN 25
5.4 - 12	19 MAR 26
5.4 - 13	07 AUG 25
5.4 - 14	07 AUG 25
5.4 - 15	07 AUG 25
5.4 - 16	23 JAN 25
5.4 - 17	23 JAN 25
5.4 - 18	10 JUL 25
5.4 - 19	23 JAN 25
5.4 - 20	23 JAN 25
5.4 - 21	23 JAN 25
5.4 - 22	19 FEB 26
5.4 - 23	19 FEB 26
5.4 - 24	19 FEB 26
5.4 - 25	23 JAN 25
5.4 - 26	17 APR 25
5.4 - 27	17 APR 25
5.5 - 1	27 NOV 25
5.5 - 2	11 JUL 24
5.5 - 3	27 NOV 25
5.5 - 4	27 NOV 25
5.5 - 5	27 NOV 25
5.5 - 6	27 NOV 25
5.5 - 7	27 NOV 25
5.5 - 8	22 FEB 24
5.6 - 1	11 JUL 24
ENR 6	
6.1 - 1	08 NOV 18
6.2 - 1	31 OCT 24
6.2 - 3	31 OCT 24
6.3 - 1	05 NOV 20
6.4 - 1	20 MAR 25
6.5 - 1	12 JUN 25

PART 3 - AERODROMES (AD)

AD 0

AD 1

AD 2

Aalborg

Aarhus

Billund

Bornholm/Rønne

Esbjerg

Karup / Midtjyllands Lufthavn

Kolding/Vamdrup

København/Kastrup

København/Roskilde

Odense / Hans Christian Andersen Airport

Stauning

EKVJ - 2 . . . . . 30 OCT 25
EKVJ - 3 . . . . . 30 OCT 25
EKVJ - 4 . . . . . 30 OCT 25
ADC . . . . . 05 SEP 24
APDC . . . . . 05 SEP 24
NDB CIRCLING A. . . . . 15 MAY 25
NDB CIRCLING B. . . . . 15 MAY 25
RNP RWY 09 - 1 . . . . . 15 MAY 25
RNP RWY 09 - 2 . . . . . 23 MAR 23
LOC 27 (ACFT CAT A / B) . . . . . 15 MAY 25
LOC 27 (ACFT CAT C) . . . . . 15 MAY 25
RNP RWY 27 - 1 . . . . . 15 MAY 25
RNP RWY 27 - 2 . . . . . 23 MAR 23
NDB 27 (ACFT CAT A / B) . . . . . 15 MAY 25
NDB 27 (ACFT CAT C) . . . . . 15 MAY 25

Sønderborg

EKSB - 1 . . . . . 19 FEB 26
EKSB - 2 . . . . . 02 OCT 25
EKSB - 3 . . . . . 19 FEB 26
EKSB - 4 . . . . . 19 FEB 26
EKSB - 5. . . . . 02 OCT 25
ADC . . . . . 19 FEB 26
RNP RWY 14 - 1 . . . . . 19 FEB 26
RNP RWY 14 - 2 . . . . . 20 MAY 21
ILS or LOC RWY 32 . . . . . 19 FEB 26
RNP RWY 32 - 1 . . . . . 19 FEB 26
RNP RWY 32 - 2 . . . . . 20 MAY 21

Vojens/Skrydstrup

EKSP - 1 . . . . . 22 JAN 26
EKSP - 2 . . . . . 30 OCT 25
EKSP - 3 . . . . . 07 AUG 25
EKSP - 4 . . . . . 22 JAN 26
EKSP - 5 . . . . . 30 OCT 25
EKSP - 6 . . . . . 30 OCT 25
EKSP - 7 . . . . . 30 OCT 25
ADC . . . . . 22 JAN 26
ILS RWY 10L (ACFT CAT A / B) . . . . . 22 JAN 26
ILS RWY 10L (ACFT CAT C / D) . . . . . 22 JAN 26
ILS RWY 28R (ACFT CAT A / B) . . . . . 22 JAN 26
ILS RWY 28R (ACFT CAT C / D) . . . . . 22 JAN 26
GLIDER AREAS IN TMA / CTR . . . . . 19 FEB 26

AD 3

3.1 - 1 . . . . . 05 SEP 24
3.1 - 2 . . . . . 05 SEP 24

ICAO ANC Denmark 1:500 000 Edition 45 and ICAO ANC Copenhagen Area 1:250 000 Edition 44	Correct length of longest runway (M x 100) at label KØBENHAVN/KASTRUP from 36.00 to 35.71.	AIRAC AMDT 08/25
ICAO ANC Denmark 1:500 000 Edition 45 and ICAO ANC Copenhagen Area 1:250 000 Edition 44	Add symbol for "Obstacles and group. Lighted", København, Nordhavn, 2 cranes, ELEV 358 FT MSL. PSN 55 43 28N 012 38 01E - 55 43 23N 012 38 15E.	AIRAC AMDT 08/25
ICAO ANC Denmark 1:500 000 Edition 45	Add symbol for "Heliport", SHS AABENRAA HEMS (Private heliport) at PSN 55 03 39N 009 22 42E.	AIRAC AMDT 09/25
ICAO ANC Denmark 1:500 000 Edition 45 and ICAO ANC Copenhagen Area 1:250 000 Edition 44	Change Sweden Control FREQ from 133.805 to 124.855.	AIRAC AMDT 10/25
ICAO ANC Denmark 1:500 000 Edition 45	Change RØNNE TMA FREQ from 133.805 to 124.855 and correct RØNNE TMA FREQ from 118.325 to 118.330.	AIRAC AMDT 10/25
ICAO ANC Denmark 1:500 000 Edition 45	Add symbol for "Heliport", AALBORG HOSPITALSBYEN HEMS (Private heliport) at PSN 57 00 33N 009 59 55E.	AIRAC AMDT 11/25
ICAO ANC Denmark 1:500 000 Edition 45	Change ELEV 667 FT MSL to ELEV 909 FT MSL for "Windturbines - group in line. Lighted" and "Obstacles. Lighted" at Høvsøre, PSN 56 27 12N 008 09 07E - 56 26 56N 008 09 06E 56 26 41N 008 09 04E - 56 26 25N 008 09 03E - 56 26 10N 008 09 02E 56 27 08N 008 08 46E - 56 27 16N 008 08 36E - 56 26 56N 008 08 33E 56 26 42N 008 08 32E - 56 26 29N 008 08 32E - 56 26 15N 008 08 31E 56 27 07N 008 08 59E - 56 26 16N 008 08 55E.	AIRAC AMDT 11/25
ICAO ANC Denmark 1:500 000 Edition 45	Remove the following "VFR Reporting Point": Højen at PSN 55 39 50N 009 30 44E. Sønder Omme at PSN 55 50 18N 008 55 55E. Tørring at PSN 55 50 16N 009 30 33E. Vorbasse Vest at PSN 55 37 30N 009 03 30E. Change PSN of the following "VFR Reporting Point": Give from PSN 55 51 58N 009 14 55E to 55 50 22N 009 10 42E. Vandel from PSN 55 42 06N 009 12 38E to 55 41 30N 009 10 30E. Add the following "VFR Reporting Point": Vorbasse at PSN 55 38 24N 009 04 14E. Egtved at PSN 55 37 36N 009 17 52E.	AIRAC AMDT 12/25
ICAO ANC Denmark 1:500 000 Edition 45	Add symbol for "Wind turbine and group. Lighted", Hallendrup, ELEV 713 FT MSL. PSN: 56 21 02N 010 06 50E, 56 21 11N 010 06 46E, 56 21 20N 010 06 42E, 56 21 35N 010 06 00E, 56 21 43N 010 05 56E, 56 21 53N 010 05 52E.	AIRAC AMDT 01/26
ICAO ANC Denmark 1:500 000 Edition 45	Change label BILLUND Elevation in FT from 247 to 246.	AIRAC AMDT 01/26
ICAO ANC Denmark 1:500 000 Edition 45	Change FREQ on label SØNDERBORG from 126.400 to 126.405.	AIRAC AMDT 02/26
ICAO ANC Denmark 1:500 000 Edition 45 and ICAO ANC Copenhagen Area 1:250 000 Edition 44	Add symbol for "Obstacles", Tower, København, Christiansborg Slotstårn, ELEV 348 FT MSL. PSN 55 40 35N 012 34 50E.	AIRAC AMDT 03/26

Route designator (RNP/RNAV) Name of significant point Coordinates	VOR BRG DIST ELEV of DME	Track MAG ↓/↑ DIST (COP)	Upper limit / Lower limit Airspace classification	Direction of cruising levels		Navigation accuracy requirements	Remarks Controlling unit channel
				Odd	Even		
1	2	3	4	5		6	7
N872 (RNAV 5)							For continuation, see AIP Sweden
△ KOPIM (FIR BDRY) 560802N 0122954E		225°/045° 1.9	FL 660 / FL 95 Class C		↓	+/- 5 NM	ATS provided by Sweden ACC above FL95 between KOPIM and LASGI and above FL195 between KOPIM and NAROL LASGI - NAROL: Traffic may be subject to radarvectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension: Max 5 NM. Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)
△ LASGI 560648N 0122716E		225°/045 10.1				+/- 5 NM	
△ NAROL 560021N 0121330E	NIL	225°/045° 37.1				+/- 5 NM	
△ DOBEL 553622N 0112324E		225°/044° 63.8	FL 660 / FL 195 Class C			+/- 5 NM	
△ ALSIE VOR (ALS) 545419N 0095936E		226°/045° 6.4	FL 195 / 3500 FT Class E			+/- 5 NM	
△ DEMIR (FIR BDRY) 545011N 0095110E		Total DIST: 119.3 NM					For continuation, see AIP Germany

Route designator (RNP/RNAV) Name of significant point Coordinates	VOR BRG DIST ELEV of DME	Track MAG ↓/↑ DIST (COP)	Upper limit / Lower limit Airspace classification	Direction of cruising levels: Odd	Direction of cruising levels: Even	Navigation accuracy requirements	Remarks Controlling unit channel
1	2	3	4	5		6	7
N873 (RNAV 5)							For continuation, see AIP Germany
△ REXMI (FIR BDRY) 550000N 0074447E		026°/206° 28.6	FL660 / FL 195 Class C FL195 / FL 95 Class E	↓		+/- 5 NM	
△ MIKRO 552454N 0080959E		018°/198° 12.2	FL660 / FL 195 Class C FL195 / FL 105 Class E			+/- 5 NM	
△ BAVTA 553611N 0081800E		041°/221 39.2	FL105 / FL 95 Class C			+/- 5 NM +/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285) CDR1: BAVTA-RADIS FL125-FL285 H24 AVBL. See EAUP/EUUP ALTN: BAVTA-P601-KEMEG-N866-AAL-N607-ELBUX
△ GIKIV 560356N 0090708E	NIL	041°/222° 13.8	FL660 / FL 195 Class C FL195 / FL 95 Class E			+/- 5 NM	
△ INTET 561335N 0092441E		042°/222° 27.2				+/- 5 NM	
△ RADIS 563230N 0095942E		042°/222° 58.0				+/- 5 NM	
△ GOTEX 571218N 0111622E		042°/222° 10.0				+/- 5 NM	
△ LOBBI (FIR BDRY) 571905N 0112953E		Total DIST: 189 NM					For continuation, see AIP Sweden
P15 (RNAV 5)							Extremity of P15
△ DANKO (FIR BDRY) 570000N 0064152E	NIL	241°/061° 62.6	FL660 / FL 195 Class C	↑	↓	+/- 5 NM	Controlling unit: See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285) ATS provided by ACC København between VAXIT and REKNA
△ VAXIT (FIR BDRY) 563215N 0050000E		Total DIST: 62.6 NM					For continuation, see AIP UK

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Klim	22 Wind turbines	57 03 11N 009 09 30E 57 03 23N 009 09 54E 57 03 30N 009 09 43E 57 03 36N 009 09 32E 57 03 43N 009 09 21E 57 03 50N 009 09 09E 57 03 56N 009 08 58E 57 04 03N 009 08 47E 57 04 10N 009 08 35E 57 04 16N 009 08 24E 57 04 24N 009 07 26E 57 04 17N 009 07 37E 57 04 11N 009 07 48E 57 04 04N 009 07 59E 57 03 57N 009 08 11E 57 03 51N 009 08 22E 57 03 44N 009 08 33E 57 03 37N 009 08 45E 57 03 31N 009 08 56E 57 03 24N 009 09 07E 57 03 17N 009 09 19E 57 04 23N 009 08 13E	498	492	LIL F R	
Knuthenborg	3 Wind turbines	54 48 29N 011 30 00E 54 48 39N 011 29 57E 54 48 49N 011 29 53E	515	489	LIL F R	
Kragerupgård	6 Wind turbines in a row	55 29 44N 011 24 43E 55 29 49N 011 24 28E 55 29 55N 011 24 14E 55 30 00N 011 23 59E 55 30 06N 011 23 45E 55 30 12N 011 23 31E	534	459	LIL F R	
Krejbjerg	3 Wind turbines	56 40 52N 008 52 26E 56 40 45N 008 52 45E 56 40 38N 008 53 04E	505	460	LIL F R	
Kriegers Flak, TRB_ID 4	Windturbine	55 03 13N 012 46 04E	617	617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Kriegers Flak, TRB_ID 6	Windturbine	55 02 32N 012 45 55E	617	617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Kriegers Flak, TRB_ID 8	Windturbine	55 01 58N 012 45 42E	617	617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Kriegers Flak, TRB_ID 9	Windturbine	55 01 23N 012 45 43E	617	617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Kriegers Flak, TRB_ID 11	Windturbine	55 00 48N 012 45 40E	617	617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Kriegers Flak, TRB_ID 13	Windturbine	55 00 16N 012 45 22E	617	617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Kriegers Flak, TRB_ID 15	Windturbine	54 59 41N 012 45 44E	617	617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Kriegers Flak, TRB_ID 17	Windturbine	54 59 03N 012 48 38E	617	617	LIL F R	
Kriegers Flak, TRB_ID 18	Windturbine	54 59 05N 012 46 06E	617	617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Kriegers Flak, TRB_ID 21	Windturbine	54 58 29N 012 46 33E	617	617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Kriegers Flak, TRB_ID 22	Windturbine	54 58 23N 012 48 14E	617	617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Krogstrup	4 Wind turbines	56 50 46N 009 23 02E 56 50 37N 009 23 14E 56 50 29N 009 23 27E 56 50 21N 009 23 39E	607	492	LIM F R	
Krusbjerg	5 Wind turbines	56 13 04N 008 58 13E 56 13 13N 008 57 58E 56 13 20N 008 57 43E 56 13 27N 008 57 27E 56 13 35N 008 57 12E	490	351	LIL F R	
Kyndby	Chimney	55 48 48N 011 52 43E *	434	427	NIL	
Kyse	2 Wind turbines	55 16 17N 011 36 55E 55 16 07N 011 36 59E	478	415	LIL F R	
Købelev	9 Wind turbines	54 55 56N 011 04 45E 54 56 03N 011 05 01E 54 56 11N 011 05 16E 54 56 18N 011 05 32E 54 55 59N 011 04 07E 54 56 06N 011 04 23E 54 56 13N 011 04 38E 54 56 20N 011 04 53E 54 56 27N 011 05 09E	505	492	LIL F R	
København, Amager Ressource Center	1 Chimney	55 41 03N 012 37 08E *	510	492	LIL F R	
København, Amagerværket	3 Chimneys	55 41 17N 012 37 35E * 55 41 13N 012 37 31E 55 41 13N 012 37 40E	501	493	LIL F R	
København, Avedøreværket	2 Chimneys	55 36 08N 012 28 47E	502	492	LIH FLG W	
København, Carlsberg	Chimney and building	55 40 00N 012 32 07E *	376	342	NIL	
København, Christiansborg Slots-tårn	Tower	55 40 35N 012 34 50E	348	348	NIL	
København, Domus Vista	Building	55 40 16N 012 30 20E *	384	351	NIL	
København, Frederiksberg Var-mecentral	Chimney	55 41 02N 012 31 11E *	461	414	NIL	
København, H.C. Ørstedsværket	Chimney	55 39 22N 012 33 24E *	387	380	LIL F R	
København, Lygten	Chimney	55 42 20N 012 32 25E *	420	394	NIL	
København, Margretheholm	Mast	55 41 10N 012 36 50E *	361	355	NIL	

1. Aerodrome Location Indicator and Name: EKCH - København/Kastrup

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	55 37 04.50N 012 39 21.50E INT RWY 04R/22L and RWY 12/30
2.	Distance and direction from city:	4.4 NM SSE of Copenhagen
3.	ELEV: REF temperature:	17 FT 22°C
4.	MAG VAR: Annual change:	4° E (JUL 2017) Increasing 9'
5.	AD ADM: AD address:	Københavns Lufthavne A/S København/Kastrup Airport Lufthavnsboulevarden 6 P.O. Box 74 DK-2770 Kastrup
	TEL:	+45 32 31 24 72 (Airport) +45 32 47 82 72 (AIS/ARO) +45 32 48 19 00 (TWR/APP)
	E-mail: AFS:	traatwr@cph.dk EKCHYDYX, only by appointment.
6.	Types of traffic permitted:	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1.	Aerodrome operator:	H24 (H24)
2.	Customs and immigration:	The airport is open for traffic to/from all states. Hours for customs and immigration H24 (H24)
3.	Health and sanitation:	H24 (H24)
4.	AIS Briefing Office:	NIL
5.	ATS Reporting Office (ARO):	NIL
6.	MET Briefing Office:	NIL
7.	ATS:	H24 (H24)
8.	Fuelling:	H24 (H24)
9.	Handling:	H24 (H24)
10.	Security:	H24 (H24)
11.	De-icing:	H24 (H24)

12. Remarks: At the Airport Office (H24), adjacent to Terminal 2 (see APDC), a PC for self-briefing is available, along with direct phonelines to AIS and MET.
MET Briefing Office: See AD 2.11 Meteorological Information Provided and GEN 3.5.

4. Handling Services and Facilities

1.	Cargo-handling facilities:	Yes
2.	Fuel and oil types:	Fuel: Jet A1 Oil: All
3.	Fuelling facilities and capacity:	Fuel hydrant system. Fuelling by dispenser is available for Jet aircraft on most apron stands. Fixed self-service fuelling facility available in Maintenance Area South for code A/B jet aircraft.
4.	De-icing facilities:	Yes. For details see item 20 Local Aerodrome Regulations
5.	Hangar space for visiting aircraft:	No
6.	Repair facilities for visiting aircraft:	Yes

7. Remarks:
1. Airside Operations FREQ 131.405
2. In Maintenance Area South aircraft refuelling and de-fuelling is allowed only
- in hangars with a fuelimpenetrable floor coating and with outlet to a fuel separator, or
- in the designated fuelling area around the fuel facility in front of Hangar 141.
The fuel valve and vent openings of the aircraft must be kept within the area boundaries during fuelling
3. All operators, including military flights, executive, private and general aviation, must take prior arrangements with a handling agent for transportation of crew and passengers between aircraft and terminal as well as prior arrangements with a deicing provider for anti- and deicing of aircraft.

5. Passenger Facilities

1.	Hotels:	Yes
2.	Restaurants:	Yes
3.	Transportation:	Buses (public and free terminal buses), metro, taxis, trains and car rental companies (Avis/Budget, Enterprise, Europcar, GreenMobility, Hertz, Sixt and SwipeNgo).
4.	Medical facilities:	Hospitals in town
5.	Bank and Post Office:	Bank. No post office at aerodrome.
6.	Tourist Office:	In Copenhagen TEL +45 70 22 24 42

7. Remarks: NIL

6. Rescue and Firefighting Services

1. AD category for fire fighting: CAT 9

2. Rescue equipment:

Crashtender 1 (SK1) and Crashtender 2 (SK2):
Extinguisher Agent Capacity:
Water: 12.500 L
Foam: 1.500 L Solberg, Re-healing RF 3X6
Complementary agent: Powder: 225 kg

Crashtender 3 (SK3):
Extinguisher Agent Capacity:
Water: 12.000 L
Foam: 1.200 L Solberg, Re-healing RF 3X6
Complementary agent: Powder: 225 kg

Crashtender 4 (SK4):
Extinguisher Agent Capacity:
Water: 12.000 L
Foam: 1.200 L Solberg, Re-healing RF 3X6
Complementary agent: CO2: 2 x 30 kg

Sea Rescue:
2 Sea rescue boats and floating devices for up to 650 persons.

3. Capability for removal of disabled aircraft:

EKCH has no independent capacity to remove aircraft, but the Aerodrome Coordinator for the removal of disabled aircraft can establish contact with the Scandinavian Airlines Technical Department, which has equipment stationed at EKCH for the removal of aircraft up to wingspan of 80 M, including Airbus A-380-800 / Boeing B-747-800.

- Lifting with airbags (for wingspan wider than 52 M, nose gear only)
- Wheel Jacking
- Emergency Pulling
- Emergency towing
- Lifting with crane
- Moving on flatbed trailer(s)

Contact information regarding coordination with CPH: Security Operational Center (SOC), TEL: +45 32 31 35 00, e-mail: secoc@cph.dk

4. Remarks: Registered owner or aircraft operator retains complete responsibility for the removal of disabled aircraft and are obligated to have disabled aircraft removal plans which include coordination with Copenhagen Airports A/S (hereafter CPH).

CPH has a Disabled Aircraft Removal Coordinator (DARC) function available H24,which on request is able to assist with the removal of disabled aircraft at the registered owner or aircraft operators' expense and responsibility.

Registered owner or aircraft operators' failure to remove a disabled aircraft may lead to claims for compensation for loss of airport operation.

If registered owner or aircraft operator isn't able to or rejects to remove a disabled aircraft, CPH may (including for visual reasons) initiate removal of the disabled aircraft at the registered owner or aircraft operators' expense and responsibility.

7. Runway Surface Condition Assessment and Reporting, and Snow Plan

1. Type of clearing equipment: Mechanical snow clearing with Runway Sweepers, Snowblowers, Spray trucks, Tractor-mounted broom / plough / sprayer (Chemicals), Truck-mounted plough / chemical spreader and Frontloader.
Chemicals: KFOR and NAFO

2. Clearance priorities:
1. Active runways and access roads from the fire station to runway in use
2. Taxiways towards the active runways
3. Aprons
4. Other runways and access roads for rescue purposes
5. Other areas

3. Remarks: 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/Positions Data

1. Apron surface and strength:
Taxi lanes:
Asphalt, PCN 80/F/C/X/U.
Stands:
Concrete. The strength of the individual stand is incorporated in the stand type scheme, which is used for allocating stands.

2. Taxiway width, surface and strength:
Taxiways except TWY N1 and N2:
23 M, concrete or asphalt, PCN 80/F/C/X/U.
TWY N1:
21 M, asphalt, PCN 40/F/C/X/U.
TWY N2:
20 M, asphalt, PCN 40/F/C/X/U.

3. ACL and ELEV: NIL

4. VOR checkpoints: NIL

5. INS checkpoints: See Aircraft Parking/Docking Charts

6. Remarks: Magnetic compass deviations may be registered on some aircraft stands while parked due to live electrical cables beneath the apron surface. These deviations should be disregarded.

9. Surface Movement Guidance and Control System and Markings

1. Aircraft stand ID signs, Taxi guide lines, Visual docking/parking guidance system: See item 20 - Local Aerodrome Regulations and Aircraft Parking/Docking charts

2. RWY and TWY markings:
All runways:
THR, RWY NR, TDZ, centre line, side stripes
TWY:
Centre line, side stripes (where deemed necessary), holding positions, sign boards

3. Stop bars: See Aerodrome Chart and Aircraft Parking/Docking Charts

4. Remarks: Due to EASA regulations regarding enhanced conspicuity on runway-holding position markings (CS ADR-DSN.L.575) and enhanced taxiway centre line markings (CS ADR-DSN.L.570), pilots could notice a gradual change in the design.

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Frequency/ Channel	HR	PSN	DME ELEV (FT)	Remarks
DME	KAS	112.500 MHZ CH 72X	H24	55 35 25.87N 012 36 48.97E	28.9	DOC FL 500/60 NM
LOC 04L CAT II	CH	110.500 MHZ	HO	55 37 05.09N 012 38 36.82E		ILS class II/E/3
GP 04L		329.600 MHZ	H24	55 35 35.71N 012 36 29.97E		Angle 3°. RDH 49 FT
DME 04L	CH	CH 42X	H24	55 35 35.75N 012 36 29.85E	53.7	FREQ paired with LOC. Collocated with GP 04L
DME 04R	NE	CH 30X	H24	55 36 16.62N 012 38 16.24E	13.0	FREQ paired with LOC. Collocated with GP 04R Reads zero at threshold
LOC 04R CAT I	NE	109.300 MHZ	HO	55 37 40.66N 012 40 17.50E		ILS class I/D/2
GP 04R		332.000 MHZ	H24	55 36 16.40N 012 38 16.32E		Angle 3°, RDH 57 FT
LOC 12 CAT I	KA	109.900 MHZ	HO	55 36 34.87N 012 40 41.51E		ILS class I/D/2
GP 12		333.800 MHZ	H24	55 37 17.82N 012 38 29.81E		Angle 3°, RDH 49 FT
DME 12	KA	CH 36X	H24	55 37 17.90N 012 38 29.85E	51.3	FREQ paired with LOC. Collocated with GP 12
LOC 22L CAT III	OXS	109.500 MHZ	HO	55 36 03.30N 012 37 46.81E		ILS class III/E/4
GP 22L		332.600 MHZ	H24	55 37 20.46N 012 39 57.61E		Angle 3°, RDH 53 FT
DME 22L	OXS	CH 32X	H24	55 37 20.67N 012 39 57.27E	6.9	FREQ paired with LOC. Collocated with GP 22L
LOC 22R CAT I	KLK	110.900 MHZ	HO	55 35 23.37N 012 35 59.51E		ILS class I/D/2
GP 22R		330.800 MHZ	H24	55 36 34.85N 012 38 01.43E		Angle 3°, RDH 47 FT
DME 22R	KLK	CH 46X	H24	55 36 35.03N 012 38 01.09E	13.6	FREQ paired with LOC. Collocated with GP 22R
LOC 30 CAT I	OY	108.900 MHZ	HO	55 37 40.28N 012 37 44.73E		ILS class I/D/2
GP 30		329.300 MHZ	H24	55 36 50.89N 012 39 42.61E		Angle 3°, RDH 49 FT
DME 30	OY	CH 26X	H24	55 36 51.09N 012 39 42.89E	9.0	FREQ paired with LOC Collocated with GP 30
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. Regulation of traffic. Provisions.

1.1 The provisions detailed concern measures to ensure that the traffic flow does not exceed the capacity of the airport facilities as laid down by Copenhagen Airports (CPH).

1.2 Programmes for all scheduled route and charter operations shall be forwarded to Airport Coordination Denmark A/S (ACD), who has been appointed by the Ministry of Transport and Energy to perform the slot coordination at København/Kastrup.

The programmes shall be forwarded according to deadlines stipulated in the IATA Scheduling Procedures Guide (SPG) - deadline normally in the middle of May for the following winterseason and in the middle of October for the following summerseason.

1.3 The following shall be approved by ACD:

a. Changes to seasonal programmes (cf. para. 1.2).
b. Request for and changes to individual flights. Cancellation of an individual flight shall be notified. (Route, charter as well as other traffic inclusive).

Contact concerning the above shall be made to ACD within the office hours and, if possible, not later than the day before the flight is to be carried out.

Office hours: MON-FRI within hours 0800-1400 (0700-1300).
(Office is closed SAT/SUN/HOL)

Address: ACD
Vilhelm Lauritsen Terminal
Vilhelm Lauritsens Alle 1
Copenhagen Airport West
DK-2770 Kastrup
TEL: +45 32 31 42 82
FAX: +45 32 31 42 81
SITA: CPHACXH
E-mail: acd@airportcoordination.dk

Outside office hours of ACD, contact concerning the above shall be made to Copenhagen Airports.

Address: Copenhagen Airports A/S
Airside Operation
P.O. Box 74
DK-2770 Kastrup
TEL: +45 32 31 24 72
E-mail: traatwr@cph.dk
AFTN: EKCHYDYX
SITA: CPHAPYD

1.4 Exempted from the provisions given in para.1.3 are the following categories of traffic:

Ambulance flights, search and rescue operations, inspection flights by The Danish CAA and flights for foreign state representatives.

In special cases CPH may exempt other individual flights from the provisions in para. 1.3.

1.5 Any request for approval of traffic shall contain the following information:

a. Owner/operator.
b. Type of aircraft and registration/call sign.
c. Arrival date and time, Departure date and time, Origin and Destination.

Other details significant for the evaluation of the request shall be provided if so required.

2. Helicopter. Non-scheduled public air traffic.

2.1 Non-scheduled public air traffic with helicopters is permitted only after prior approval by Copenhagen Airports (CPH).

2.2 Contact concerning the above shall be made via the handling company or directly to Airside Operations at CPH and, if possible, not later than the day before the flight is to be carried out.

Address:	Copenhagen Airports A/S Airside Operation P.O. Box 74 DK-2770 Kastrup
TEL:	+45 32 31 24 72
E-mail:	traatwr@cph.dk
AFTN:	EKCHYDYX
SITA:	CPHAPYD

2.3 Any request for approval of traffic shall contain the following information:
a. Owner/Operator
b. Type of helicopter and registration/call sign
c. Arrival date and time, Departure date and time, Origin and Destination.

Other details significant for the evaluation of the request shall be provided if so required.

3. School and training flights, and technical test flights.

3.1 School and training flights must be made only after permission thereto has been obtained from:

Copenhagen Airports A/S
Airside Operation
P.O. Box 74
DK-2770 Kastrup

3.2 Permission for such flights will not be granted within the following periods: 1800-0600 (1700-0500), and on Sundays and public holidays.

3.3 For school and training flights and such technical test flights necessary for the purpose of ascertaining the airworthiness of an aircraft during flight, use of the runway system at København/Kastrup is restricted as follows:

RWY 04 and 22 may be used for take-off and landing;
RWY 12 may be used for take-off only; *)
RWY 30 may be used for landing only.

*) For technical test flights runway 12 may be used for landing, if necessary, provided the test flight has proved the aircraft to be airworthy.

See also "Noise Abatement Procedures", item 21.

4. Local Regulations.

4.1 At København/Kastrup a number of local regulations apply. The regulations are available at https://cphnow.service-now.com/public_kb?id=kb_article_view&sysparm_article=KB0010975.

4.2 Among other subjects, the following of importance for the operation of aircraft on aprons are being mentioned:

a) The meaning of markings and signs.
b) Information about aircraft stands including docking guidance systems.
c) Information about taxiing from aircraft stands including taxi clearance.
d) Limitations in the operation of large aircraft including limitations in use of own power for taxiing.
e) Helicopter operations.
f) Marshaller assistance and towing assistance.
g) Use of engine power exceeding idle power.
h) Engine start-up and use of APU.
i) Fuel spillage.
j) Precautions during extreme weather conditions.

Further information about the regulations can be obtained from Ground Coordinator on Airside Operations FREQ 131.405.

4.3 Flight crewmembers must wear high-visibility clothing while making external pre-flight inspection of their aircraft.

The high-visibility clothing and coverage must at a minimum cover the upper part of the body.

High-visibility clothing worn on the upper part of the body must be closed.

The color of the high-visibility clothing must be fluorescent yellow, orange or red.

4.4 When a local regulation is of importance to the safe operation of aircraft on the apron the information will be given to each aircraft from KASTRUP TWR or KASTRUP APRON.

4.5 The "Local Regulations" are published and updated by:

Copenhagen Airports A/S
Operational Compliance
P.O. Box 74
DK-2770 Kastrup.

5. Taxiing, parking, start up and deicing.

5.1 Marshaller assistance

The pilot may NOT proceed into an aircraft stand unless:

a) The Docking Guidance System is operational and ready, displaying the correct Aircraft type, or
b) A CPH Marshaller is present, providing guidance for the Aircraft onto the Stand. The CPH Marshaller are easily recognizable by wearing bright red hi-vis clothing and yellow/orange bats. The CPH marshallers also drive the FOLLOW ME vehicles.

During the stand-entry and parking phase the Pilot should ignore hand signalling by any other ground staff present at the stand or in the loading bridge.

When marshaller assistance is compulsory for the particular Aircraft stand in question, the Pilot will be advised by the ATS-Unit.

Otherwise, Pilots should notice that in general Marshaller assistence for Taxi and Stand entry guidance will be available only ON REQUEST. The marshaller assistance is free of charge.

5.2 Taxiing

It is the responsibility of the taxiing pilot to maintain a safe distance to other aircraft and obstacles.

Particular attention should be given when passing other aircraft at taxiway intersections, at holding positions and when entering an aircraft parking stand.

Between runways and taxiways, on taxiways, aircraft must follow the yellow guidelines. However, aircraft with MTOM of 7,000 KGS and below may deviate from the guidelines as per instruction from ATC or the Marshaller.

Aircraft must not perform powered U-turns on taxiways in the apron areas.

In the apron areas minimum engine power shall be used as far as possible, and use of reverse thrust for manoeuvring to and from a stand is not permitted.

Anti-collision lights must be activated whenever engines are operating.

The shoulder width of some taxiways does not conform fully with the ICAO recommendations. Due to insufficient width in some curves the use of those particular taxiways is therefore restricted to certain aeroplane types.

Approved taxi routes - complying with ICAO recommendations - for certain types of aeroplanes are shown on the Ground Movement Charts. However, the approved taxi routes for A380, AN124 and C5 do not fully comply with ICAO recommendations for ICAO Code F aircraft due to insufficient runway, taxiway and shoulder width. But when following the permitted taxi routes the wing tip clearance will comply with the recommendations.

TWY A1, A2 and E1 shall not be used by aeroplanes larger than ICAO code letter C when an aircraft is on final approach RWY 22R.

TWY N2 is not to be used by aeroplanes larger than ICAO code letter C except when being towed by tractor.

A speed-limit of maximum 10KT applies for ICAO code letter E aeroplanes when taxiing on TWY W.

Aircraft movements must never coincide on adjacent aircraft stands with overlapping safety lines. Aircraft must not simultaneously taxi into and/or taxi out/pushback from any two adjacent stands.

Taxi-out or push-back from aircraft stands must not be executed without approval from KASTRUP APRON on FREQ 121.905.

Aircraft relocation: Initial call regarding aircraft relocation to APRON ARRIVAL.

Whenever operationally feasible, all multi-engine aircraft are requested to shut down as many engines as possible while taxiing and holding on the ground.

This in order to reduce the high emission of nanoparticles from jet engines due to combustion of fossil fuel. The active cooperation of the flight crews involved is appreciated.

5.3 Parking

When taxiing onto a stand with marshaller assistance the pilot-in-command must ignore handsignals from ground personnel other than authorized marshallers.

Some stands are provided with guide-markings on the surface, intended for parking into the wind of certain aircraft types. Marshaller assistance is compulsory when using these markings.

Multi-engine propeller aeroplane are requested to enter stand with one engine operating only.

In strong crosswind conditions, requests for parking into the wind will be approved only for certain aircraft types and under provision that:

1. Aerodrome Location Indicator and Name: EKRK - København/Roskilde

2. Aerodrome Geographical and Administrative Data

1	ARP PSN and site at AD:	55 35 08.04N 012 07 53.14E RWY INT
2.	Distance and direction from city:	4 NM SSE of Roskilde
3.	ELEV: REF temperature:	146 FT 22°C
4.	MAG VAR: Annual change:	4°E (NOV 2017) Increasing 9'
5.	AD ADM:	Københavns Lufthavne A/S
	AD address:	Københavns Lufthavne A/S Roskilde Lufthavn Lufthavnsvej 20 4000 Roskilde DENMARK
	TEL: TEL: E-mail: AFS:	+45 32 31 32 31 +45 32 31 62 20 (direct AIS/ARO) rkebriefing@cph.dk EKRK
6.	Types of traffic permitted:	IFR/VFR

7. Remarks: NIL

3. Operational Hours

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, MEDEVAC, HOSP, HEMS and State OPS H24.
2.	Customs and immigration:	The airport is open for traffic to/from all States. Customs clearance and immigration H24. PN 1 HR.
3.	Health and sanitation:	NIL
4.	AIS Briefing Office:	H24
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: www.naviair.dk
6.	MET Briefing Office:	H24
7.	ATS:	H24
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.
9.	Handling:	H24. Outside AD operational hours PPR - submitted not later than 1 hour before AD closing time.
10.	Security:	H24
11.	De-icing:	H24. PN 1 HR. Outside AD operational hours PPR - submitted not later than 1 hour before AD closing time.

12. Remarks: MET and AIS are available H24 as self-briefing in the terminal.

4. Handling Services and Facilities

1.	Cargo-handling facilities:	O/R
2.	Fuel and oil types:	Fuel: 100LL, Jet A1 Oil: 80, W15W50
3.	Fuelling facilities and capacity:	Jet A1: Truck 600 L/MIN Stand 130 L/MIN
4.	De-icing facilities:	Type 1+2. Limited capacity.
5.	Hangar space For visiting aircraft:	No
6.	Repair facilities For visiting aircraft:	Yes

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

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

7. Remarks: NIL

6. Rescue and Firefighting Services

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.
2.	Rescue equipment:	In accordance with the published CAT
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.

4. Remarks: NIL

7. Runway Surface Condition Assessment and Reporting, and Snow Plan

1.	Type(s) of clearing equipment:	Snowblower, Spray truck with plough (disc spreader), Tractor-mounted broom/plough and Truck-mounted plough on spray truck.
2.	Clearance priorities:	1. Fire station, SAR & runways. 2. Taxiways & Danish Home Guard Hangar. 3. Apron. 4. Maintenance Area.
3.	Use of material for movement area surface treatment:	KFOR and NAFO.
4.	Specially Prepared Winter Runways:	Specially prepared winter runways are not available.

5. Remarks: The sequence for clearing runways and associated taxiways is continuously coordinated with TWR during execution. AD available all seasons.

8. Aprons, Taxiways and Check Locations/Positions Data

1.	Apron surface and strength:	Concrete, PCN 36/R/C/X/U			Other TWY: PCN 17/F/C/Y/U
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	3.	ACL and ELEV:	At apron 145 FT
			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 Taxi guide lines, Visual docking/parking guidance system:	NIL			RWY 11: THR, RWY NR, TDZ, centre line, side stripes RWY 29: THR, RWY NR, centre line, side stripes TWY: Centre line, holding position, RGL, Side stripes at turning area RWY 29/11
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:	NIL

4. Remarks: NIL

10. Aerodrome Obstacles

In approach/TKOF areas

a	b	c
RWY/ Area affected	Obstacle type Elevation Markings/LGT	PSN
-		

In circling area and at AD

a	b
Obstacle type Elevation Markings/LGT	PSN
-	

Remarks: NIL

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 (www.northavimet.com) 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