DENMARK

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AIP
AIRAC AMDT 05/26

Publication Date
02 APR 2026

Effective Date: 14 MAY 2026

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

This AIRAC AMDT contains the following changes:

GEN 0.5 - List of hand amendments to Charts changed due to publication of ICAO ANC Denmark 1:500 000 Edition 46 and ICAO ANC Copenhagen Area 1:250 000 Edition 45.
- New windfarm, Thor Havvindmøllepark, added.

ENR 2.1 - VDF ROSKILDE TMA withdrawn.

ENR 5.4 - New windfarm, Thor Havvindmøllepark, added.

AD 2 - EKBI - Declared distances corrected on AOC-A 27.

AD 2 - EKCH - Changes in 5.3 Parking in subsection 20. Local Aerodrome Regulations.
- Changes in 7. Docking Guidance Systems (DGS) in subsection 20. Local Aerodrome Regulations.
- Change in subsection 25. Visual Segment Surface (VSS) Penetration.
- Taxi route with special restriction and notes for A346 changed on GMC - 6.

AD 2 - EKRK - VDF ROSKILDE APPROACH and ROSKILDE TOWER withdrawn in subsection 18. Air Traffic Services Communication Facilities.
- VDF withdrawn on ADC.

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

A3038/25, C0404/26.

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

NAVIAIR

Turn over

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

AIP SUP 05/25.

GEN 0.2 Record of AIP Amendments

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AD 3

GEN 0.5 List of Hand Amendments to the AIP

1. Text Page Amendments

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NIL		

2. Corrections to Charts		
Affected Chart	Location	Introduced by AIP AMDT NR
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
ICAO ANC Denmark 1:500 000 Edition 46	Add symbols "Obstacles and group", Thor Havvindmøllepark, ELEV 873 FT MSL. PSN 56 26 36N 007 40 53E, 56 27 11N 007 41 48E, 56 27 10N 007 43 12E, 56 26 00N 007 39 58E, 56 25 45N 007 42 08E, 56 26 14N 007 43 28E, 56 25 56N 007 44 53E, 56 25 15N 007 38 50E, 56 25 19N 007 40 55E, 56 24 37N 007 37 49E, 56 24 38N 007 39 43E, 56 24 40N 007 42 07E, 56 24 54N 007 43 58E, 56 23 50N 007 38 25E, 56 23 43N 007 40 45E, 56 23 47N 007 44 00E, 56 24 17N 007 45 38E, 56 23 00N 007 38 20E, 56 23 07N 007 39 50E, 56 23 16N 007 42 10E, 56 22 52N 007 43 49E, 56 23 26N 007 45 25E, 56 22 07N 007 38 42E, 56 22 15N 007 40 06E, 56 22 31N 007 42 12E, 56 21 59N 007 43 56E, 56 22 37N 007 45 27E, 56 21 18N 007 37 34E, 56 21 21N 007 39 54E, 56 21 10N 007 42 14E, 56 21 33N 007 45 29E, 56 20 10N 007 34 07E, 56 20 17N 007 35 47E, 56 20 18N 007 37 17E, 56 20 33N 007 38 59E, 56 20 25N 007 41 06E, 56 20 32N 007 43 11E, 56 20 47N 007 45 30E, 56 19 12N 007 35 02E, 56 19 30N 007 36 56E, 56 19 35N 007 39 29E, 56 19 39N 007 41 21E, 56 19 48N 007 43 55E, 56 20 01N 007 45 32E, 56 18 10N 007 35 07E, 56 18 32N 007 36 30E, 56 18 42N 007 38 08E, 56 18 50N 007 39 59E, 56 18 52N 007 42 05E, 56 18 56N 007 44 24E, 56 19 03N 007 45 48E, 56 17 39N 007 36 32E, 56 17 48N 007 38 51E, 56 17 51N 007 40 29E, 56 17 51N 007 42 20E, 56 17 30N 007 44 13E, 56 18 00N 007 45 50E, 56 16 52N 007 36 34E, 56 16 28N 007 37 58E, 56 16 40N 007 39 36E, 56 16 46N 007 41 27E, 56 16 28N 007 43 47E, 56 17 04N 007 46 06E, 56 15 28N 007 38 52E, 56 15 49N 007 40 19E, 56 15 27N 007 42 53E, 56 15 32N 007 45 06E, 56 16 12N 007 46 07E, 56 14 41N 007 38 44E, 56 14 42N 007 40 22E, 56 14 44N 007 43 22E, 56 14 46N 007 46 24E.	AIRAC AMDT 05/26

Name Lateral limits, Vertical limits Class of airspace	Unit providing service	Callsign, Languages, Area and conditions of use, Hours of service	Channels/ Frequencies	Remarks Antenna/Antenne PSN
COPENHAGEN AREA Consisting of København TMA and Roskilde TMA				
KARUP CTA 56 38 28N 009 42 25E - 56 33 43N 009 54 55E - 56 11 28N 009 54 55E - 56 03 17N 009 29 55E - 56 05 08N 008 18 55E - 56 27 13N 008 15 25E - 56 38 28N 008 47 35E - 56 38 28N 009 42 25E. FL 125/3500 FT MSL **E** Designated as RMZ above FL 95.	APP Karup	Karup Approach EN, DA H24	120.430 269.275	DOC FL 250/50 NM MIL APP Karup area of responsibility "Karup LTA" include Karup CTA, TMA and airspace below Karup CTA except other regulated ATS airspace
KARUP TMA 56 21 18N 008 30 25E - 56 27 58N 008 38 49E - 56 27 48N 009 24 25E - 56 25 58N 009 35 25E - 56 21 58N 009 42 55E - 56 13 58N 009 42 55E - 56 07 58N 009 24 55E - 56 06 59N 008 38 56E - 56 09 02N 008 31 10E - 56 21 18N 008 30 25E. 3500 FT MSL/1500 FT MSL **D**	APP Karup	Karup Approach EN, DA H24	120.430 269.275	DOC FL 250/50 NM MIL APP Karup area of responsibility "Karup LTA" include Karup CTA, TMA and airspace below Karup CTA except other regulated ATS airspace
KØBENHAVN TMA A. 55 59 06N 011 49 33E - 55 45 38N 011 42 21E - 55 42 58N 011 40 56E - 55 22 14N 011 56 17E - 55 11 43N 011 58 46E - 55 14 58N 011 40 51E - 55 25 38N 011 24 36E - 55 50 48N 011 21 46E - 55 59 06N 011 49 33E. FL 195/FL 55 **C** B. 56 09 23N 012 24 46E - 55 57 18N 012 24 56E - 55 54 38N 012 02 16E - 55 48 39N 011 49 01E - 55 45 38N 011 42 21E - 55 59 06N 011 49 33E - 56 09 23N 012 24 46E. FL195/4500 FT MSL **C** C. 55 57 18N 012 24 56E - 55 50 47N 012 17 02E - 55 43 38N 012 08 26E - 55 27 23N 012 08 06E - 55 22 14N 011 56 17E - 55 42 58N 011 40 56E - 55 45 38N 011 42 21E - 55 48 39N 011 49 01E - 55 54 38N 012 02 16E - 55 57 18N 012 24 56E. FL 195/3500 FT MSL **C** D. 56 09 23N 012 24 46E - 56 01 58N 012 31 56E - 56 01 58N 012 39 25E - 56 01 58N 012 40 46E - 55 59 58N 012 43 56E - 55 58 34N 012 51 56E - 55 43 58N 013 06 56E - 55 14 58N 012 59 56E - 55 11 43N 011 58 46E - 55 22 14N 011 56 17E - 55 19 59N 012 07 56E - 55 19 58N 012 26 56E - 55 26 28N 012 51 56E - 55 33 43N 012 53 56E - 55 40 28N 013 03 26E - 55 44 58N 012 53 56E - 55 51 28N 012 49 56E - 55 53 29N 012 40 42E - FIR boundary - 55 58 52N 012 39 07E - 55 58 35N 012 36 36E - 55 51 44N 012 30 16E - 55 27 23N 012 08 06E - 55 43 38N 012 08 26E - 55 50 47N 012 17 02E - 55 57 18N 012 24 56E - 56 09 23N 012 24 46E. FL 195/2500 FT MSL **C** E. 55 58 52N 012 39 07E - FIR boundary - 55 53 29N 012 40 42E - 55 51 28N 012 49 56E - 55 44 58N 012 53 56E - 55 40 28N 013 03 26E - 55 33 43N 012 53 56E - 55 26 28N 012 51 56E - 55 19 58N 012 26 56E - 55 19 59N 012 07 56E - 55 22 14N 011 56 17E - 55 27 23N 012 08 06E - 55 51 44N 012 30 16E - 55 58 35N 012 36 36E - 55 58 52N 012 39 07E. FL 195/1500 FT MSL **C** F. 56 09 51N 012 26 24E - FIR boundary - 56 01 58N 012 39 25E - 56 01 58N 012 31 56E - 56 09 23N 012 24 46E - 56 09 51N 012 26 24E FL 65 / 2500 FT MSL **C**	APP København	 Copenhagen Approach EN, DA H24 Kastrup Final EN, DA H24 Kastrup Departure EN, DA H24	121.500 243.000 119.805 118.455 120.205 120.255 124.980	Emergency MIL Emergency DOC FL 250/50 NM DOC FL 250/50 NM DOC FL 150/40 NM DOC FL 250/50 NM DOC FL 250/50 NM PSR AVBL, DOR 60 NM MSSR AVBL, DOR 120 NM

Name Lateral limits, Vertical limits Class of airspace	Unit providing service	Callsign, Languages, Area and conditions of use, Hours of service	Channels/ Frequencies	Remarks Antenna/Antenne PSN
ROSKILDE TMA A. 55 59 06N 011 49 33E - 55 45 38N 011 42 21E - 55 42 58N 011 40 56E - 55 22 14N 011 56 17E - 55 11 43N 011 58 46E - 55 14 58N 011 40 51E - 55 25 38N 011 24 36E - 55 50 48N 011 21 46E - 55 59 06N 011 49 33E. FL 55/2500 FT MSL **C** B. 56 09 23N 012 24 46E - 55 57 18N 012 24 56E - 55 54 38N 012 02 16E - 55 48 39N 011 49 01E - 55 45 38N 011 42 21E - 55 59 06N 011 49 33E - 56 09 23N 012 24 46E. 4500 FT MSL/2500 FT MSL **C** C. 55 57 18N 012 24 56E - 55 50 47N 012 17 02E - 55 48 39N 011 49 01E - 55 54 38N 012 02 16E - 55 57 18N 012 24 56E. 3500 FT MSL/2500 FT MSL **C** D. 55 50 47N 012 17 02E - 55 43 38N 012 08 26E - 55 27 23N 012 08 06E - 55 22 14N 011 56 17E - 55 42 58N 011 40 56E - 55 45 38N 011 42 21E - 55 48 39N 011 49 01E - 55 50 47N 012 17 02E. 3500 FT MSL/1500 FT MSL **C** E. 55 51 44N 012 30 16E - 55 27 23N 012 08 06E - 55 43 38N 012 08 26E - 55 50 47N 012 17 02E - 55 51 44N 012 30 16E. 2500 FT MSL/1500 FT MSL **C**	APP Roskilde	Roskilde Approach EN, DA H24	125.530	DOC FL 150/50 NM RSR AVBL, DOR 120 NM MSSR AVBL, DOR 250 NM
RØNNE TMA Situated within Sweden FIR A. 55 17 26N 014 18 28E - 55 15 34N 014 24 53E - then clockwise along an arc of a circle, radius 16,2 NM centred at 55 04 04N 014 44 48E to 54 55 00N 014 21 27E - 54 55 00N 014 10 00E - 55 10 33N 014 10 00E - 55 17 26N 014 18 28E. FL 95/4500 FT MSL **E**	Malmö Control above 4500 FT MSL, see AIP Sweden			
4500 FT MSL/3500 FT MSL **D** B. A circle, radius 16,2 NM, centred at 55 04 04N 014 44 48E 3500 FT MSL/1500 FT MSL **D**	APP Rønne below 4500 FT MSL	Rønne Tower EN, DA HR as AD	118.330 257.800 121.500	DOC FL 150/40 NM, VDF AVBL MIL Emergency, VDF AVBL
SKRYDSTRUP CTA 55 29 58N 009 54 56E - 55 18 58N 010 03 46E - 55 03 48N 010 02 50E - 54 51 00N 009 31 00E - 54 50 15N 009 17 00E - 54 52 20N 009 13 20E - 54 54 00N 009 01 10E - 54 55 00N 008 40 00E - 55 04 17N 008 26 55E - 55 25 49N 008 26 55E - 55 29 58N 009 54 56E. FL65/3500 FT MSL **E**	APP Skrydstrup	Skrydstrup Approach EN, DA H24	124.105 280.750	DOC FL 250/50 NM MIL PSR/SSR AVBL, DOR 200 NM APP Skrydstrup area of responsibility "Skrydstrup LTA" include Skrydstrup CTA, TMA and airspace below Skrydstrup CTA except other regulated ATS airspace

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Skive	Mast	56 34 08N 009 02 45E *	345	342	LIL F R	
Skjern	3 Wind turbines	55 57 41N 008 33 30E -	440	410	LIL F R	
Skærbækværket	Chimneys	55 30 41N 009 36 55E * 55 30 41N 009 36 43E *	403 403	394 394	LIL F R LIL F R	
Snoghøj	Mast	55 31 34N 009 42 51E	417	345	NIL	
Sprogø	7 Wind turbines	55 20 28N 010 56 22E - 55 20 47N 010 58 52E	378	378	LIM FLG W LIL F R	On turbines placed in row end On turbines in between
Stakroge 2	5 Wind turbines	55 54 26N 008 51 23E 55 54 19N 008 51 40E 55 54 13N 008 51 57E 55 54 06N 008 52 14E 55 53 59N 008 52 31E	597	493	LIL F R	
Stenlille	Flare stack	55 32 58N 011 37 25E	218	82	NIL	
Stigsnæs	Chimney	55 12 29N 011 15 07E *	434	427	NIL	
Storebælt	Two bridge towers	55 20 25N 011 01 24E * 55 20 37N 011 02 54E *	883 883	883 883	LIH FLG W LIH FLG W	
St. Røttinge	3 Wind turbines	55 08 36N 011 57 56E 55 08 45N 011 57 43E 55 08 53N 011 57 31E	601	492	LIL F R	
Studstrupværket	Chimney	56 15 05N 010 20 45E *	630	623	LIH FLG W	
Svindbæk	10 Wind turbines	55 54 30N 009 12 29E 55 54 36N 009 12 15E 55 54 42N 009 12 00E 55 54 49N 009 11 45E 55 54 55N 009 11 30E 55 55 02N 009 11 15E 55 55 08N 009 11 00E 55 55 15N 009 10 44E 55 55 22N 009 10 28E 55 55 29N 009 10 13E	629	427	LIL F R	
Svoldrup kær	6 Wind turbines in a row	56 46 24N 009 22 29E - 56 46 23N 009 24 58E	479	415	LIL F R	
Søllested	3 Wind turbines	54 50 24N 011 18 09E 54 50 06N 011 18 00E 54 50 18N 011 18 00E	492	459	LIL F R	
Søllested II	8 Wind turbines	54 45 02N 011 15 06E 54 44 58N 011 15 23E 54 44 54N 011 15 40E 54 44 50N 011 15 57E 54 44 46N 011 16 15E 54 44 42N 011 16 31E 54 44 38N 011 16 48E 54 44 34N 011 17 05E	496	492	LIL F R	
Søllested 3	3 Wind turbines	54 47 03N 011 15 05E 54 47 06N 011 14 47E 54 47 09N 011 14 29E	496	492	LIL F R	
Sønder Højrup	Mast	55 17 00N 010 28 31E *	1014	726	LIH FLG W	
Sønder Rind	3 Wind turbines	56 22 05N 009 27 13E 56 22 08N 009 26 52E 56 22 11N 009 26 32E	581	492	LIL F R	
Søsterhøj	Tower with mast	56 05 55N 010 13 01E *	1050	709	LIH FLG W	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Taasinge	2 Wind turbines	54 57 59N 010 35 01E 54 58 09N 010 34 36E	454	417	LIL F R	
Thisted	Mast	56 58 32N 008 41 03E *	600	498	LIM FLG R	
Thor Havvind-møllepark	Windfarm, 72 wind turbines	56 26 36N 007 40 53E 56 27 11N 007 41 48E 56 27 10N 007 43 12E 56 26 00N 007 39 58E 56 25 45N 007 42 08E 56 26 14N 007 43 28E 56 25 56N 007 44 53E 56 25 15N 007 38 50E 56 25 19N 007 40 55E 56 24 37N 007 37 49E 56 24 38N 007 39 43E 56 24 40N 007 42 07E 56 24 54N 007 43 58E 56 23 50N 007 38 25E 56 23 43N 007 40 45E 56 23 47N 007 44 00E 56 24 17N 007 45 38E 56 23 00N 007 38 20E 56 23 07N 007 39 50E 56 23 16N 007 42 10E 56 22 52N 007 43 49E 56 23 26N 007 45 25E 56 22 07N 007 38 42E 56 22 15N 007 40 06E 56 22 31N 007 42 12E 56 21 59N 007 43 56E 56 22 37N 007 45 27E 56 21 18N 007 37 34E 56 21 21N 007 39 54E 56 21 10N 007 42 14E 56 21 33N 007 45 29E 56 20 10N 007 34 07E 56 20 17N 007 35 47E 56 20 18N 007 37 17E 56 20 33N 007 38 59E 56 20 25N 007 41 06E 56 20 32N 007 43 11E 56 20 47N 007 45 30E 56 19 12N 007 35 02E 56 19 30N 007 36 56E 56 19 35N 007 39 29E 56 19 39N 007 41 21E 56 19 48N 007 43 55E 56 20 01N 007 45 32E 56 18 10N 007 35 07E 56 18 32N 007 36 30E 56 18 42N 007 38 08E 56 18 50N 007 39 59E 56 18 52N 007 42 05E 56 18 56N 007 44 24E 56 19 03N 007 45 48E 56 17 39N 007 36 32E 56 17 48N 007 38 51E 56 17 51N 007 40 29E 56 17 51N 007 42 20E 56 17 30N 007 44 13E 56 18 00N 007 45 50E 56 16 52N 007 36 34E 56 16 28N 007 37 58E 56 16 40N 007 39 36E	873	873	NIL	Turbines under construction. No OBST light during construction phase.

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
		56 16 46N 007 41 27E 56 16 28N 007 43 47E 56 17 04N 007 46 06E 56 15 28N 007 38 52E 56 15 49N 007 40 19E 56 15 27N 007 42 53E 56 15 32N 007 45 06E 56 16 12N 007 46 07E 56 14 41N 007 38 44E 56 14 42N 007 40 22E 56 14 44N 007 43 22E 56 14 46N 007 46 24E				
Thyborøn Sydhavn	1 Wind turbine	56 40 30N 008 13 24E	493	492	LIL F R	
Thyborøn Sydhavn 2	1 Wind turbine	56 40 14N 008 13 04E	873	873	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Tim 2	6 Wind turbines	56 11 27N 008 15 52E 56 11 18N 008 16 03E 56 11 09N 008 16 13E 56 11 01N 008 16 23E 56 10 53N 008 16 33E 56 10 44N 008 16 44E	502	492	LIL F R	
Tjørntved	2 Wind turbines	55 31 42N 011 34 08E 55 31 43N 011 33 48E	528	417	LIL F R	
Tolne	Mast	57 30 01N 010 18 06E *	724	527	LIH FLG W	
Tommerup	Mast	55 18 53N 010 13 35E *	1195	1054	LIH FLG W	
Tornbygård	3 Wind turbines	55 09 37N 014 45 47E 55 09 43N 014 45 38E 55 09 50N 014 45 29E	640	414	LIL F R	
Tower crane Nordhavn	Crane	55 42 24N 012 36 06E	345	345	LIM F R	
Tranekær	3 Wind turbines	55 01 05N 010 53 48E 55 01 14N 010 53 52E 55 01 24N 010 53 56E	420	410	LIL F R	
Trikelshøj	3 Wind turbines	56 32 08N 009 52 45E 56 32 03N 009 53 02E 56 31 59N 009 53 19E	569	426	LIL F R	
Troldhede	6 Wind turbines	56 01 07N 008 43 51E 56 00 49N 008 44 07E 56 00 48N 008 44 32E 56 01 02N 008 44 24E 56 00 32N 008 44 24E 56 01 16N 008 44 47E	529	492	LIL F R	
Try	3 Wind turbines	57 07 45N 010 14 12E 57 07 53N 010 14 36E 57 07 37N 010 13 47E	529	492	LIL F R	
Turebylille	5 Wind turbines	55 21 04N 012 06 02E 55 21 17N 012 05 59E 55 21 30N 012 05 55E 55 21 43N 012 05 52E 55 21 56N 012 05 48E	560	492	LIL F R	
Tvis, Lindholtvej	4 Wind turbines	56 19 24N 008 45 55E 56 19 15N 008 46 05E 56 18 57N 008 46 24E 56 19 06N 008 46 15E	588	492	LIL F R	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Tykskov Vindpark	2 Wind turbines	55 58 07N 009 14 34E 55 57 57N 009 14 31E	695	489	LIL F R	
Tyra Øst	Flare tower	55 43 07N 004 47 45E	536	536	LIM FLG W	
Ulbjerg	2 Wind turbines	56 39 40N 009 23 19E 56 39 47N 009 23 30E	493	388	LIL F R	
Ulvemosen og Bækhede Plantage	10 Wind turbines	55 35 57N 008 35 34E 55 35 53N 008 35 59E 55 35 50N 008 36 26E 55 35 50N 008 36 52E 55 35 51N 008 37 19E 55 35 55N 008 37 47E 55 36 00N 008 38 13E 55 36 07N 008 38 36E 55 36 15N 008 38 59E 55 36 24N 008 39 21E	592	492	LIL F R	
Urup	6 Wind turbines	55 48 37N 008 47 08E 55 48 26N 008 47 10E 55 48 14N 008 47 11E 55 48 42N 008 47 36E 55 48 31N 008 47 38E 55 48 19N 008 47 39E	580	492	LIL F R	
Usserød	Chimney	55 54 08N 012 29 26E *	359	328	NIL	
Vamdrup	Chimney	55 25 42N 009 18 01E *	487	355	LIH FLG W	
Varde	Flare stack Chimney	55 40 05N 008 21 55E * 55 40 15N 008 22 09E *	509 392	476 361	LIM FLG R LIM FLG R	
Varde, Nordenskov	Mast	55 39 25N 008 40 17E *	1102	1036	LIH FLG W	
Veddum	9 Windturbines	56 46 57N 010 11 48E 56 47 08N 010 11 43E 56 47 20N 010 11 37E 56 47 31N 010 11 32E 56 47 43N 010 11 26E 56 47 08N 010 12 08E 56 47 19N 010 12 03E 56 47 31N 010 11 57E 56 47 42N 010 11 51E	505	492	LIL F R	
Vejen	Chimney	55 28 26N 009 09 24E	460	345	LIL F R	
Vejle	Tower	55 40 31N 009 30 10E *	797	448	LIL F R	
Velling 1	Wind turbine	56 01 22N 008 19 06E	660	656	LIH FLG W	
Velling 2	Wind turbine	56 01 44N 008 19 00E	660	656	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Vemb	12 Wind turbines	56 22 06N 008 21 19E 56 22 16N 008 21 18E 56 22 27N 008 21 17E 56 22 09N 008 21 45E 56 22 19N 008 21 44E 56 22 30N 008 21 43E 56 22 13N 008 22 18E 56 22 23N 008 22 17E 56 22 33N 008 22 16E 56 22 16N 008 22 48E 56 22 26N 008 22 47E 56 22 36N 008 22 46E	502	459	LIL F R	

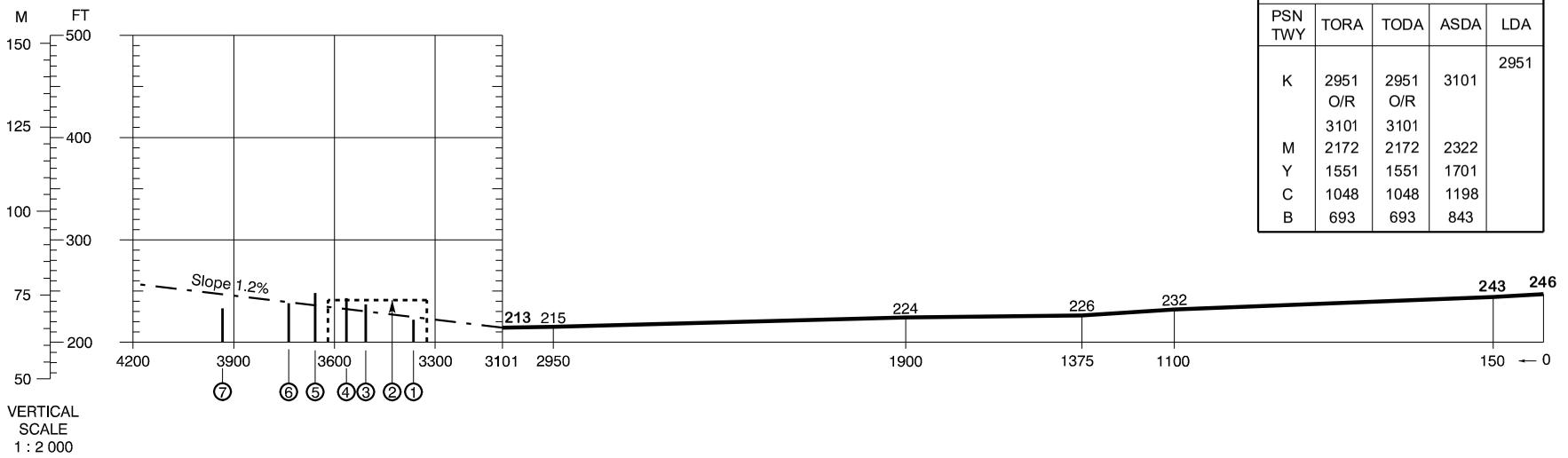
OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Vester Barde	5 Wind turbines	56 07 41N 008 41 06E 56 07 53N 008 40 39E 56 07 47N 008 40 53E 56 08 05N 008 40 13E 56 07 59N 008 40 26E	611	460	LIM FLG R	
Vesterhav Nord	21 Wind turbines	56 39 24N 008 01 29E 56 39 01N 008 01 30E 56 38 38N 008 01 30E 56 38 15N 008 01 30E 56 37 52N 008 01 31E 56 37 29N 008 01 31E 56 37 06N 008 01 31E 56 36 43N 008 01 31E 56 36 20N 008 01 32E 56 35 57N 008 01 32E 56 35 34N 008 01 32E 56 35 11N 008 01 33E 56 34 48N 008 01 33E 56 34 25N 008 01 33E 56 34 02N 008 01 34E 56 33 40N 008 01 34E 56 33 16N 008 01 34E 56 32 53N 008 01 34E 56 32 30N 008 01 35E 56 32 07N 008 01 35E 56 31 44N 008 01 35E	633	633	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Vesterhav Syd	20 Wind turbines in a row	56 08 14N 007 57 12E 56 07 52N 007 57 12E 56 07 30N 007 57 12E 56 07 07N 007 57 12E 56 06 45N 007 57 12E 56 06 23N 007 57 12E 56 06 00N 007 57 13E 56 05 39N 007 57 13E 56 05 17N 007 57 13E 56 04 54N 007 57 13E 56 04 32N 007 57 13E 56 04 10N 007 57 13E 56 03 47N 007 57 13E 56 03 25N 007 57 13E 56 03 03N 007 57 13E 56 02 41N 007 57 13E 56 02 19N 007 57 13E 56 01 57N 007 57 13E 56 01 35N 007 57 13E 56 01 13N 007 57 13E	633	633	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
Vesthimmerland, Bjørnstrup	6 Wind turbines in a row	56 52 35N 009 29 10E 56 52 45N 009 29 15E 56 52 56N 009 29 20E 56 53 07N 009 29 25E 56 53 18N 009 29 31E 56 53 29N 009 29 36E	611	492	LIL F R	
Viborg	Flare stack	56 38 25N 009 25 03E *	197		NIL	
Viborg, Sparkær	Mast	56 27 42N 009 14 04E *	1188	1037	LIH FLG W	
Videbæk	Mast	56 08 27N 008 42 18E *	1173	1051	LIH FLG W	
Videbæk	4 Wind turbines	56 06 48N 008 37 49E 56 06 45N 008 36 43E 56 06 46N 008 37 05E 56 06 48N 008 37 28E	594	459	LIL F R	

OBST ID or designation	***OBST type***	***OBST position*** *(WGS-84)*	***ELEV*** *(FT)*	***HGT AGL*** *(FT)*	***OBST LGT*** *Type/ Colour*	***REMARKS***
Vildbjerg	3 Wind turbines	56 12 27N 008 47 08E 56 12 37N 008 47 16E 56 12 47N 008 47 24E	643	492	LIL F R	
Vinderup	3 Wind turbines in a row	56 30 20N 008 46 59E 56 30 31N 008 46 59E 56 30 43N 008 46 59E	433	416	LIL F R	
Vinderup 2	3 Wind turbines	56 24 37N 008 51 29E 56 24 45N 008 51 15E 56 24 54N 008 51 01E	674	492	LIL F R	
Vindtved, Tønder	6 Wind turbines	54 54 21N 008 55 40E 54 54 20N 008 56 02E 54 54 19N 008 56 24E 54 54 18N 008 56 46E 54 54 17N 008 57 08E 54 54 16N 008 57 30E	495	492	LIL F R	
Vognkær	5 Wind turbines in a row	56 06 53N 008 13 56E - 56 07 34N 008 13 58E	411	411	LIL F R	
Volder Mark	6 Wind turbines	56 27 25N 008 11 16E 56 27 29N 008 11 35E 56 27 33N 008 11 54E 56 27 37N 008 12 12E 56 27 41N 008 12 31E 56 27 45N 008 12 50E	518	492	LIL F R	
Vordingborg	Mast	55 03 07N 011 59 18E *	1230	1051	LIH FLG W	
Ø. Linderup	4 Wind turbines	57 15 32N 010 03 07E 57 15 32N 010 02 49E 57 15 33N 010 02 31E 57 15 33N 010 02 14E	499	410	LIL F R	
Ølgod	Mast	55 48 33N 008 33 35E *	676	496	LIL F R	
Øster Børsting	2 Wind turbines	56 27 09N 009 04 46E 56 27 18N 009 04 33E	588	459	LIL F R	
Årsballe	Mast	55 08 55N 014 52 48E *	965	575	LIH FLG W	

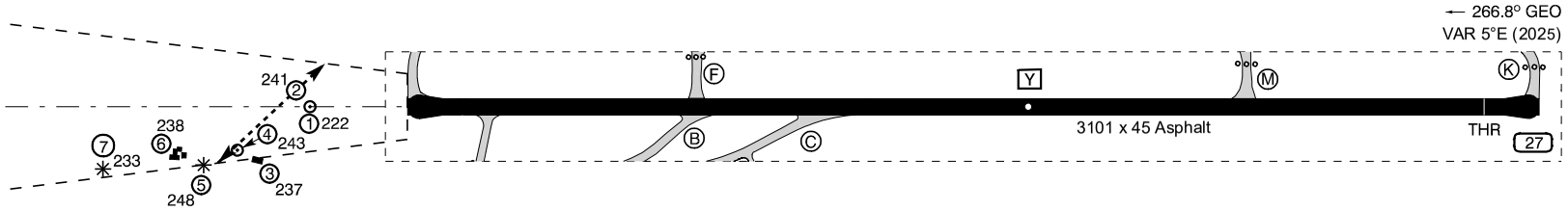
Changes : Declared distances RWY 27 PSN K and LDA RWY 27 corrected.

AERODROME OBSTACLE CHART
ICAO, TYPE A
Operating Limitations

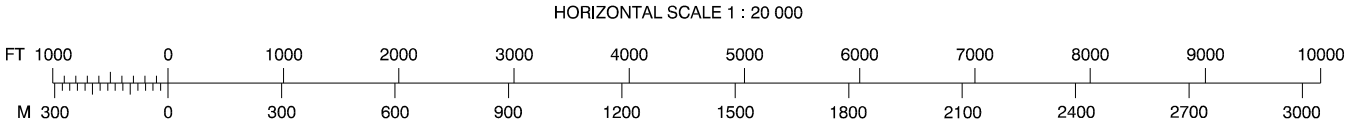
ELEV in FT
Distances in M



RWY 27 DECLARED DISTANCES				
PSN TWY	TORA	TODA	ASDA	LDA
K	2951 O/R 3101	2951 O/R 3101	3101	2951
M	2172	2172	2322	
Y	1551	1551	1701	
C	1048	1048	1198	
B	693	693	843	



LEGEND	
Identification number	⑤
Tree or shrub	✳
Pole, tower, spire, antenna, etc.	⊙
Building or large structure	▟
Mobile obstacle	◄- - -►
Transmission line or overhead cable	—T—
Spot ELEV	•



AD 2 - EKBI
AOC-A 27
Billund

- the aircraft owner/operator can substantiate either a technical, structural or operational need for such parking, and
- the aircraft stand is designated for such parking.

For approval contact KASTRUP APRON.

When an aircraft has stopped "on-block" the main engines must be shut down and simultaneously high intensity strobelights, logo lights and floodlights that may effect the vision of other pilots, drivers or others in the vicinity, must be switched off. Transponder must be switched off or set to standby.

During handling of propeller aircraft, propeller must be secured against movement.

Securing the propeller must be visibly marked.

ICAO code letter D and E aeroplanes must enter stand B10 via TWY Z and TWY M.

Aircraft taxiing onto stands B10, B15 and B17 must be accompanied by a FOLLOW ME vehicle while crossing the service road.

On Apron East marshaller assistance is mandatory for parking of all aircraft, except on stands G117, G118 and G119 (on these stands DGS is provided).
On Apron West marshaller assistance is mandatory for parking of all aircraft.

On stand E71, E74, E83, E86 and E89, a Follow Me car will be provided for Code letter D and E aircraft when entering the stands. DGS is provided on the stands. ACFT should use minimum power setting entering the stands. In case ACFT have to stop during entering the stands, towing to on block can be expected.

Parking of Helicopters shall take place on stands G110 and G111. The stands are available weekdays 0600-2200 (0500-2100). PPR for use of other stands. If possible, the rotors must be stopped while passengers embark and disembark. If not, the ground staff must ensure that passengers are kept at a safe distance from engine intakes, exhausts and turning rotors.

Parking systems

For details of the Docking Guidance Systems (DGS), and of the systems in use on the individual stands, see paragraph 7. Docking Guidance Systems (DGS).

If the automatic DGS is switched off or has failed, the aircraft stand is not ready for entry. During start up the stand area is automatically scanned for obstacles by the system. If the aircraft has entered the stand - partially or fully - at this time, the scan process is likely to fail, and the system will display "FAIL". In this case a marshaller must be called to guide the aircraft correctly onto the stand. All stands are marked with guidelines on the surface.

Re-/defueling of aircraft with passengers embarking, on board, or disembarking the aircraft may only be carried out at Copenhagen Airport if the operator has an operational procedure that comply with the conditions set out in Regulation 965/2012, CAT.OP.MPA.195, including the AMC1 to CAT.OP.MPA.195. Upon request the operator shall provide CPH with documentation of the procedure. If CPH finds that the conditions set out in Regulation 965/2012, CAT.OP.MPA.195, including the AMC1 to CAT.OP.MPA.195 are not complied with, CPH may with immediate effect forbid the operator to perform re-/defueling with passengers embarking, on board or disembarking the aircraft until the operator has demonstrated that the conditions are complied with.

Discharging of water on aircraft stands and taxiways is not allowed. If the maintenance manuals dictate to drain or release water, for example to prevent freezing of pipes or tanks on aircraft, containers to collect water must be used.

5.4 Push-back/Start up

5.4.1 Airport Collaborative Decision Making (A-CDM)
Copenhagen/Kastrup operates according to A-CDM standards.
A continuous and fully automatic data exchange with the Network Manager Operations Center (NMOC) is established.
This data transfer will enable highly accurate early predictions of landing and departure times, which allow for more accurate and efficient calculation of the CTOT (when applicable) due to the use of local target take-off times (TTOT).
The basic NMOC procedures continue to apply but NMOC will take the local TTOT into consideration for CTOT calculation and will try to adjust it accordingly.

5.4.2 Advanced Network Integrated-Airport (ANI-Airport)
Copenhagen Airport is a coordinated airport, an ANI-Airport (Advanced Network Integrated-Airport) in addition to being A–CDM (Airport – Collaborative Decision Making).

An ANI-Airport is an airport that has fully adopted the A-CDM concept by providing the full set of DPI messages (Departure Planning Information – P-DPI (Predicted – Departure Planning Information), E-DPI (Early – Departure Planning Information), T-DPI-t (Target – Departure Planning Information – Target), T-DPI-s (Target – Departure Planning Information - Sequenced), A-DPI (ATC-Departure Planning Information) and C-DPI (Cancel – Departure Planning Information)) and that also provides API (Arrival Planning Information) messages to NMOC (Network Manager Operations Center).

A permanent and fully automatic data exchange with the NMOC is established to share these DPI and API messages.

This data transfer will enable highly accurate early predictions of landing and departure times, allowing thus a more accurate and efficient calculation of slot allocation. The basic NMOC procedures continue to apply but NMOC will take the local TTOT (Target Take Off Time) into consideration for CTOT (Calculated Take Off Time) calculation and will try to adjust it accordingly.

In sequenced/nominal mode, updating the TOBT and therefore EOBT according to TOBT is entirely beneficial for airlines which benefit from a more optimised calculation of the CTOT.

DPI and API messages include TOBT, TSAT (Target Start Approval Time), TTOT as well as information on the arrival or departure flights and airport resources.

With the introduction of P-DPI and G-API (General – Arrival Planning Information) messages exchanged with Network Manager Systems, those messages may impact the ATFM (air traffic flow management) Network earlier than the start of A-CDM (EOBT -3 HR) and up to 48 HR before EOBT, and these data may be used for ATFM purposes.

Definitions
TOBT (Target off-Block Time) - The time that an AO or GHA estimates that an aircraft will be ready, all doors closed, boarding bridge removed, pushback vehicle available and ready to start-up & push-back/taxi immediately upon receipt of ATC clearance. TOBT is displayed on DGS 30 minutes prior to the TOBT.
TSAT (Target Startup Approval Time) - The time provided by ATC that an aircraft can expect start-up & push-back/taxi approval. TSAT is displayed on the automatic DGS when pilot has called for start/push-back.

TOBT and TSAT requirements
Irrespective of the TSAT, the aircraft must be ready for departure at the TOBT +/- 5 minutes as the TSAT may be revised forward at short notice.
Any time the TOBT or TSAT cannot be met, or an earlier departure is required, the TOBT must be updated expeditiously by the airline operator/ground handler.

Departure Clearance
Departure Clearance should be requested via Data Link Departure Clearance (DCL) at TOBT - 30 minutes.
If DCL is not available, Departure Clearance shall be requested via RTF/Clearance Delivery (119.905) at TOBT - 30 minutes.

Start & Push-back/Taxi Clearance
Pilots must report/be ready for start & push-back/taxi at TOBT +/- 5 minutes to KASTRUP APRON on FREQ 121.905, All Aprons.
ATC will approve start & push-back/taxi or advise the pilots of the current TSAT.
Aircraft leaving the stand by own power shall obtain taxi instruction only, except in deicing situations, where the aircraft shall obtain start up approval as well.
Permission to push-back or taxi-out from a stand or position must not be requested unless the tractor/aircraft is ready to perform the manoeuvre immediately.
Await activation of squawk until push-back or taxi clearance has been obtained.

5.4.3 Jet aircraft
On nose-in/push-back stands, jet engine start-up must take place only after permission has been obtained from the ground personnel, unless APU is unserviceable or the aircraft is not fitted with APU.

5.4.4 Propeller aircraft
Start up of multi-engine propeller aeroplane must always be executed in such a way that the noise around the aeroplane is reduced as much as possible.

a. On nose-in/push-back stands, one engine only must be started on the stand. Start up of the remaining engines shall wait until after push-back.
b. On turn-in/turn-out stands, it is requested to start one engine only on the stand.

Other regulations

5.5 Use of auxiliary power unit (APU)

Use of APU on aircraft stands 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.

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.

Note: The noise abatement provisions for Copenhagen Airport, Kastrup are established in pursuance of § 82 of the Danish Air Navigation Act, cf. Consolidation Act. no. 1036 of 28 August 2013, and Regulations for Civil Aviation, "Bestemmelser for Civil Luftfart" (BL), BL 3-40, Regulations on the abatement of noise from controlled aerodromes, Edition 2, 17 March 2003.

APU may be used:

- 5 minutes after "On Block".
- 5 minutes before Target Off-block Time.

Exemptions:

When the outside air temperature (OAT) is below –10°C or above +25°C or the airport supply of power/air conditioning is unserviceable, the following conditions apply:

Information about outside temperature and state of airport power and airconditioning equipment must be obtained from Airside Operations FREQ 131.405 MHZ.

For aircraft types A300, A310, A330, A340, A350, A380, B747, B767, B777, B787, DC10, MD11 and L1011, APU may be used:

- 10 minutes after "On Block".
- 45 minutes before Target Off-block Time.

For other aircraft types, APU may be used:

- 5 minutes after "On Block".
- 15 minutes before Target Off-block Time.

5.5.1 Operators should not expect dispensation from the APU regulations to be granted.

5.6 Deicing of aircraft

Deicing and antiicing of aircraft may take place only in the following areas:

- Deicing TWY A,
- Deicing TWY B, and
- Deicing TWY V.

In weather conditions where deicing might be relevant, Clearance Delivery (119.905) shall be informed as early as possible whether deicing is needed or not.

In the areas, the following channels, stop systems and post icing procedures shall be used:

- For Deicing TWY A:
  - Channel: 130.655/123.405.
  - Stop system: Yellow stop markings.
  - Post deicing procedure:
    After receiving the "all clear" signal (thumbs up) from the ground crew, taxi forward in the deicing area and stop before the illuminated stop line to complete the post deicing procedures and checklists. When ready to exit the deicing area, call ATC for taxi clearance.

- For Deicing TWY B:
  - Channel: 131.655.
  - Stop system: Deicing traffic light showing green, amber or red light.
  - Post deicing procedure:
    After receiving the "all clear" signal (thumbs up) from the ground crew, taxi forward in the deicing area and stop before the illuminated stop line to complete the post deicing procedures and checklists. When ready to exit the deicing area, call ATC for taxi clearance,

and

- For Deicing TWY V:
  - Channel: 131.980.
  - Stop system: INOGON (stop abeam INOGON) for ICAO code letter C and D aircraft. Yellow stop marking for ICAO code letter A and B aircraft.
  - Post deicing procedure:
    Before taxiing away from the area, aircraft shall receive the "all clear" signal (thumbs up) from the ground crew and ATC taxi clearance.

The deicing areas are covered by a special friction surface, but still the braking action may be reduced due to deicing fluid.

5.7 Aircraft with mode S transponder.
Copenhagen Airport, Kastrup (EKCH) has installed a surface movement guidance and control system utilising transponder mode S signals. Aircraft operators are asked to ensure that the transponders are able to operate according to ICAO specifications when the aircraft is on the ground (Annex 10, volume IV, 3.1.2.8.5.3 and 3.1.2.10.3.10).

Flight crew are required to select the assigned mode A (Squawk) code and activate the mode S transponder:

- from commencement of push-back or taxi, whichever comes first:
- after landing, until the aircraft is fully parked on stand. After parking the mode A code 2000 must be set before selecting OFF or STDBY.

Flight crew of aircraft equipped with a mode S transponder that has an aircraft identification feature should also select the aircraft identification (Idem 7 of the ICAO flight plan) before activating transponder.

Aircraft without mode S transponder.

Flight crews of aircraft not equipped with a mode S transponder must squawk assigned SSR-code ONLY when instructed to line up on the runway. Upon vacating the runway after landing flight crews on these aircraft SHALL switch off the transponder. At departure flight crews of aircraft not equipped with a mode S transponder are requested to state "No mode S transponder" to "Kastrup Apron" at first contact.

5.8 A380 Operations.

Take-off and landing with A388 is only permitted on RWY 04R and RWY 22L.The overall width of runway + shoulders is 68 M.
Exceeding idle power on outer engines shall not take place during taxiing, including taxiing on runways.
Take-off thrust shall only be applied on the outer engines during the take-off run after reaching a ground speed above 40 knots.

5.9 B778 and B779 Operations.

Take-off and landing with B778 or B779 is only permitted on RWY 04R and RWY 22L.

6. Maintenance Areas.

Maintenance Areas are not covered by EU regulation 139/2014.

CPH has two maintenance areas. Maintenance Area North situated in the north-eastern part of the airport and Maintenance Area South situated in the southern part.

Maintenance Area North: When entering the area from TWY T a sign informs that you are now moving into a Maintenance Area. CPH is not responsible for aircraft movements and parking positions in the area.

Maintenance Area South: When entering the area from TWY N1 and TWY N2 a sign informs that you are now moving into a Maintenance Area. The taxiways have no centreline lights. Instead of centreline lights reflectors are embedded in the pavement on TWY N2 and on most of TWY N1. TWY N1 and TWY N2 have no TWY edge LGT AVBL, but are both provided with side stripe markings and centreline markings made in reflective materials to enhance visibility.

Marshaller assistance on TWY N1 and TWY N2 AVBL on REQ. The distance from the main gears of large aircraft to taxiway edges does not fully comply with EU regulation 139/2014.

CPH is not responsible for aircraft movements and parking positions in the area.

Pilot instructions for APIS++ and ApronVision:

1. Before entering stand, check for correct aircraft type on upper display.
2. Follow stand lead-in line and adjust according to the direction of the INOGON centre line beacon.
3. Aircraft type is shown flashing while aircraft enters the stand.
4. At a distance of 15 metres, the DGS starts the countdown. This is displayed both graphically and as a countdown in metres.
5. If the DGS does not start the countdown, or shows a stop and error code, the aircraft must be brought to a stop and marshaller must be called.
6. If the speed exceeds 12 km/h the DGS will show “slowdown”. The speed of the aircraft must be reduced until the information disappears.
7. When stop position is reached the display indicates “STOP”. If the aircraft is parked correctly the display indicates “STOP/OK”.
8. If aircraft overshoots correct parking position, “TOO FAR” is indicated on the display. The jet bridge can only be driven in manual mode as there is a risk that the aircraft engine has come too close to the jet bridge.
9. Display automatically shut down after some seconds. The DGS will then display various information, e.g., information for the baggage operators or Target off-Block Time (TOBT).

Aircraft stand number	Docking guidance system
A4	ApronVision
A6	ApronVision
A7	ApronVision
A8	ApronVision
A9	ApronVision
A11	ApronVision
A12	ApronVision
A14	ApronVision
A15	ApronVision
A17	ApronVision
A18	ApronVision
A19	ApronVision
A20	ApronVision
A21	ApronVision
A22	ApronVision
A23	ApronVision
A25	APIS++
A26	APIS++
A27	APIS++
A28	Centreline/Stop Marking
A30	APIS++
A31	Centreline/Stop Marking
A32	Centreline/Stop Marking
A33	APIS++
A34	APIS++
A50	Centreline/Stop Marking
B4	ApronVision
B6	ApronVision
B7	ApronVision
B8	ApronVision
B9	APIS++
B10	ApronVision
B15	APIS++
B17	APIS++
B19	APIS++
C27	APIS++
C28	APIS++
C29	APIS++
C30	APIS++
C32	APIS++
C33	APIS++
C34	APIS++
C35	APIS++
C36	APIS++
C37	APIS++
C39	APIS++
D1	ApronVision
D2	ApronVision
D3	ApronVision
D4	ApronVision
E20	APIS++
E22	APIS++
E24	APIS++
E25	APIS++
E27	APIS++
E29	APIS++
E31	APIS++
E33	APIS++
E35	APIS++
E36	APIS++
E70	MARSHALLER
E71	APIS++
E72	APIS++
E73	APIS++
E74	APIS++
E75	APIS++
E76	Apronvision
E77	Apronvision

Aircraft stand number	Docking guidance system
E78	Apronvision
E82	APIS++
E83	APIS++
E84	APIS++
E85	APIS++
E86	APIS++
E87	APIS++
E88	APIS++
E89	APIS++
E90	APIS++
F1	APIS++
F4	APIS++
F5	APIS++
F7	APIS++
F8	APIS++
F9	APIS++
F89	Centreline/Stop Marking
F90	Centreline/Stop Marking
F91	Centreline/Stop Marking
F92	Centreline/Stop Marking
F93	Centreline/Stop Marking
F94	Centreline/Stop Marking
F95	Centreline/Stop Marking
F96	Centreline/Stop Marking
F97	Centreline/Stop Marking
F98	Centreline/Stop Marking
G15	MARSHALLER
G16	MARSHALLER
G17	MARSHALLER
G18	MARSHALLER
G19	MARSHALLER
G110	MARSHALLER
G111	MARSHALLER
G112	MARSHALLER
G113	MARSHALLER
G114	MARSHALLER
G117	ApronVision
G118	ApronVision
G119	ApronVision
G120	MARSHALLER
G121	MARSHALLER
G122	MARSHALLER
G123	MARSHALLER
G124	MARSHALLER
G125	MARSHALLER
G126	MARSHALLER
G127	MARSHALLER
G128	MARSHALLER
G129	MARSHALLER
G130	MARSHALLER
G131	MARSHALLER
G132	MARSHALLER
G133	MARSHALLER
G134	MARSHALLER
G135	MARSHALLER
G136	MARSHALLER
G137	MARSHALLER
H101	Centreline/Stop Marking
H102	APIS++
H103	Centreline/Stop Marking
H104	Centreline/Stop Marking
H105	APIS++
H106	Centreline/Stop Marking
RI	MARSHALLER
RII	MARSHALLER
RIII	MARSHALLER
W1	MARSHALLER

In JUL - AUG there is a daily feeding migration of wood pigeons over runway 04L-22R.

The Wildlife Controller reports to TWR about special bird occurrences and, if necessary, informs about which information should be broad-cast on ATIS.

When broadcast is no longer needed, the Wildlife Controller requests TWR to remove a given information from ATIS.

Mitigation of birds

Two Wildlife Controllers are performing active wildlife control at the airfield H24, using mainly pyrotechnique, broadcasting distress call of selected birds and shotgun. The take-off runway is continuous monitored during daylight.

Bird strikes during takeoff and landing should be notified to TWR via radio, after which a Wildlife Controller will inspect the runway for bird remains.

24. Aeronautical Charts Related to an Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
	APDC South
Aerodrome Ground Services Charts	Area of Responsibility
Aerodrome Ground Movement Chart	GMC-1 GMC-2 GMC-3 GMC-4 GMC-5 GMC-6 GMC-7 GMC-8
Aerodrome Obstacle Chart - ICAO type A	AOC-A RWY 04L AOC-A RWY 04R AOC-A RWY 22L AOC-A RWY 22R AOC-A RWY 12 AOC-A RWY 30
Precision Approach Terrain Chart - ICAO	PATC 04L PATC 22L
Standard Departure Chart - Instrument - ICAO	RNAV SID RWY 04 L - 1 RNAV SID RWY 04 L - 2 RNAV SID RWY 04 L - 3 RNAV SID RWY 04 L - 4 RNAV SID RWY 04 L - 5 RNAV SID RWY 04 R - 1 RNAV SID RWY 04 R - 2 RNAV SID RWY 04 R - 3 RNAV SID RWY 04 R - 4 RNAV SID RWY 04 R - 5 RNAV SID RWY 22 L - 1 RNAV SID RWY 22 L - 2 RNAV SID RWY 22 L - 3 RNAV SID RWY 22 L - 4 RNAV SID RWY 22 L - 5 RNAV SID RWY 22 R - 1 RNAV SID RWY 22 R - 2 RNAV SID RWY 22 R - 3 RNAV SID RWY 22 R - 4 RNAV SID RWY 22 R - 5 RNAV SID RWY 12 - 1 RNAV SID RWY 12 - 2 RNAV SID RWY 12 - 3 RNAV SID RWY 12 - 4 RNAV SID RWY 12 - 5 RNAV SID RWY 30 - 1 RNAV SID RWY 30 - 2 RNAV SID RWY 30 - 3 RNAV SID RWY 30 - 4 RNAV SID RWY 30 - 5
Standard Arrival Chart - Instrument - ICAO	RNAV STAR RWY 04 L / R - 1 RNAV STAR RWY 04 L / R - 2 RNAV STAR RWY 04 L / R - 3 RNAV STAR RWY 22 L / R - 1 RNAV STAR RWY 22 L / R - 2 RNAV STAR RWY 22 L / R - 3 RNAV STAR RWY 12 - 1 RNAV STAR RWY 12 - 2 RNAV STAR RWY 12 - 3 RNAV STAR RWY 30 - 1 RNAV STAR RWY 30 - 2 RNAV STAR RWY 30 - 3
Instrument Approach Chart	ILS or LOC RWY 04L - 1 (CAT I+II) ILS or LOC RWY 04L - 2 (CAT I+II) RNP RWY 04L - 1 RNP RWY 04L - 2 RNP RWY 04L - 3 ILS or LOC RWY 04R - 1 ILS or LOC RWY 04R - 2 RNP RWY 04R - 1 RNP RWY 04R - 2 RNP RWY 04R - 3 ILS or LOC RWY 22L - 1 (CAT I+II+III) ILS or LOC RWY 22L - 2 (CAT I+II+III)

	RNP RWY 22L - 1 RNP RWY 22L - 2 RNP RWY 22L - 3 ILS or LOC RWY 22R - 1 ILS or LOC RWY 22R - 2 RNP RWY 22R - 1 RNP RWY 22R - 2 RNP RWY 22R - 3 ILS or LOC RWY 12 - 1 ILS or LOC RWY 12 - 2 RNP RWY 12 - 1 RNP RWY 12 - 2 RNP RWY 12 - 3 ILS or LOC RWY 30 - 1 ILS or LOC RWY 30 - 2 RNP RWY 30 - 1 RNP RWY 30 - 2 RNP RWY 30 - 3
Other charts	Noise Monitoring System

25. Visual Segment Surface (VSS) Penetration

Not applicable.

AERODROME GROUND MOVEMENT CHART

Permitted taxi routes outside Apron North and maintenance areas for the following ICAO type designators:
A345, A346, B778 with folded wingtips only and B779 with folded wingtips only

Notes:

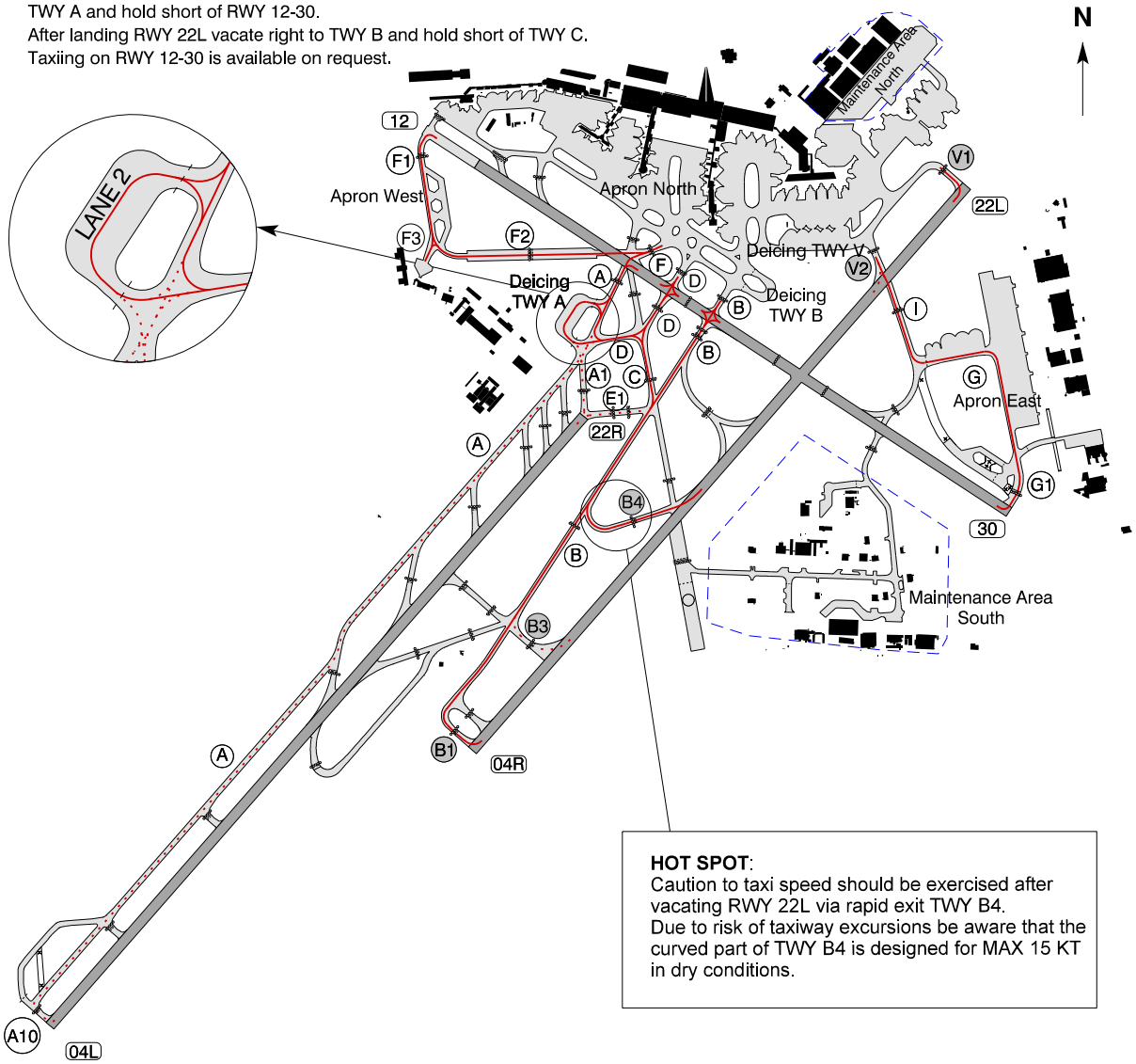
Taxiing with B778 and B779 on TWY E1, A1 and A south of TWY D is not permitted.
Taxiing with B778 and B779 on TWY V2 is permitted in direction from RWY 04R only.
Taxiing with B779 via the southern connection to Deicing TWY A coming from north on TWY A is not permitted.
Taxiing with A346 on TWY V2 is not permitted.
Taxiing with A346 via the southern connection to Deicing TWY A from TWY A is not permitted.
Taxiing with A346 via the southern connection from Deicing TWY A to TWY A towards south Is not permitted. But the route from the southern connection to TWY A1 Is permitted.
Taxiing with A346 on TWY C from north to TWY E1 is not permitted.
Taxiing with A346 on TWY E1 to TWY B is not permitted.
Taxiing with A346 from TWY B to TWY B3 is not permitted.

If not otherwise instructed by ATC:

- Remain on landing frequency until instructed by ATC.
- After landing RWY 04L (only permitted for A345 and A346) vacate left to TWY A and hold short of RWY 12-30.
- After landing RWY 22L vacate right to TWY B and hold short of TWY C.
- Taxiing on RWY 12-30 is available on request.

Legend:

- Permitted taxi routes
- Taxi routes with special restrictions, see notes
- Limit of maintenance areas
- B1 — With reference to B778 and B779: When landing on RWY 22L and RWY 04R wingtips must be folded at the latest, when vacating the RWY (on the exit taxiways). When taking off on RWY 22L and RWY 04R wingtips must be extended earliest at the Holding Positions for RWY 22L and RWY 04R (B1, B3, B4, V1 and V2).



HOT SPOT:
Caution to taxi speed should be exercised after vacating RWY 22L via rapid exit TWY B4.
Due to risk of taxiway excursions be aware that the curved part of TWY B4 is designed for MAX 15 KT in dry conditions.

Changes : Taxi route with special restriction and notes for A346 changed. Editorial change.

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				1500 M	NIL
TWY A1/A2	1500 M	1500 M	1500 M		
TWY A3	757 M	757 M	757 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
	1799 M	1799 M	1799 M		
TWY B4/B5	1500 M	1500 M	1500 M		
TWY A	936 M	936 M	936 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, 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
2. LDI location and LGT: NIL
   Anemometer location and LGT: APRX 100 M WNW of run-up RWY 29, lighted
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
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.
   PSN center 55 35 27.54N012 07 15.51E
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".
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.

17. Air Traffic Services Airspace

1. Designation and lateral limits: ROSKILDE 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: ROSKILDE TOWER
Language(s): EN, DA
5. Transition altitude: 5000 FT MSL
6. Hours of applicability: H24

7. Remarks: NIL

18. Air Traffic Services Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
APP	ROSKILDE APPROACH	125.530	H24	DOC: FL 150/50 NM.
TWR	ROSKILDE TOWER	118.905	H24	DOC: 4000 FT/25 NM.
		119.655	HO	DOC: 4000 FT/25 NM.
		121.500		Emergency
ATIS	ROSKILDE AIRPORT INFORMATION	123.805	0600-2100 (0500-2000)	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	KV	111.500 MHZ	H24	55 34 55.16N 012 08 39.21E		ILS class I/C/2
GP 11		332.900 MHZ	H24	55 35 15.91N 012 07 09.24E		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	SN	108.700 MHZ	H24	55 34 32.39N 012 07 15.43E		ILS class I/D/2. Coverage from LOC antenna to distance of 17 NM within +/- 35 DEG from the course line
GP 21		330.500 MHZ	H24	55 35 13.15N 012 08 06.64E		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)

4.1 Use of APU on the apron shall be limited as much as possible.

4.2 APU may normally be used:

- 5 minutes after actual on-block time.
- 10 minutes before EOBT.

4.3 Extended use is permitted under the following exceptional conditions:

- If the outside air temperature (OAT) is below minus 10°C or above plus 25°C, or
- If the Ground Power Unit (GPU) is unserviceable.

In these cases, APU may be used:

- 10 minutes after actual on-block time.
- 15 minutes before EOBT.

4.4 Contact ARO at least 15 minutes before ETA for GPU request.

4.5 For further information please contact ARO at frequency 131.555 or TWR at 118.905.

5. Apron regulations

5.1 All crew must wear high visibility vest on apron.

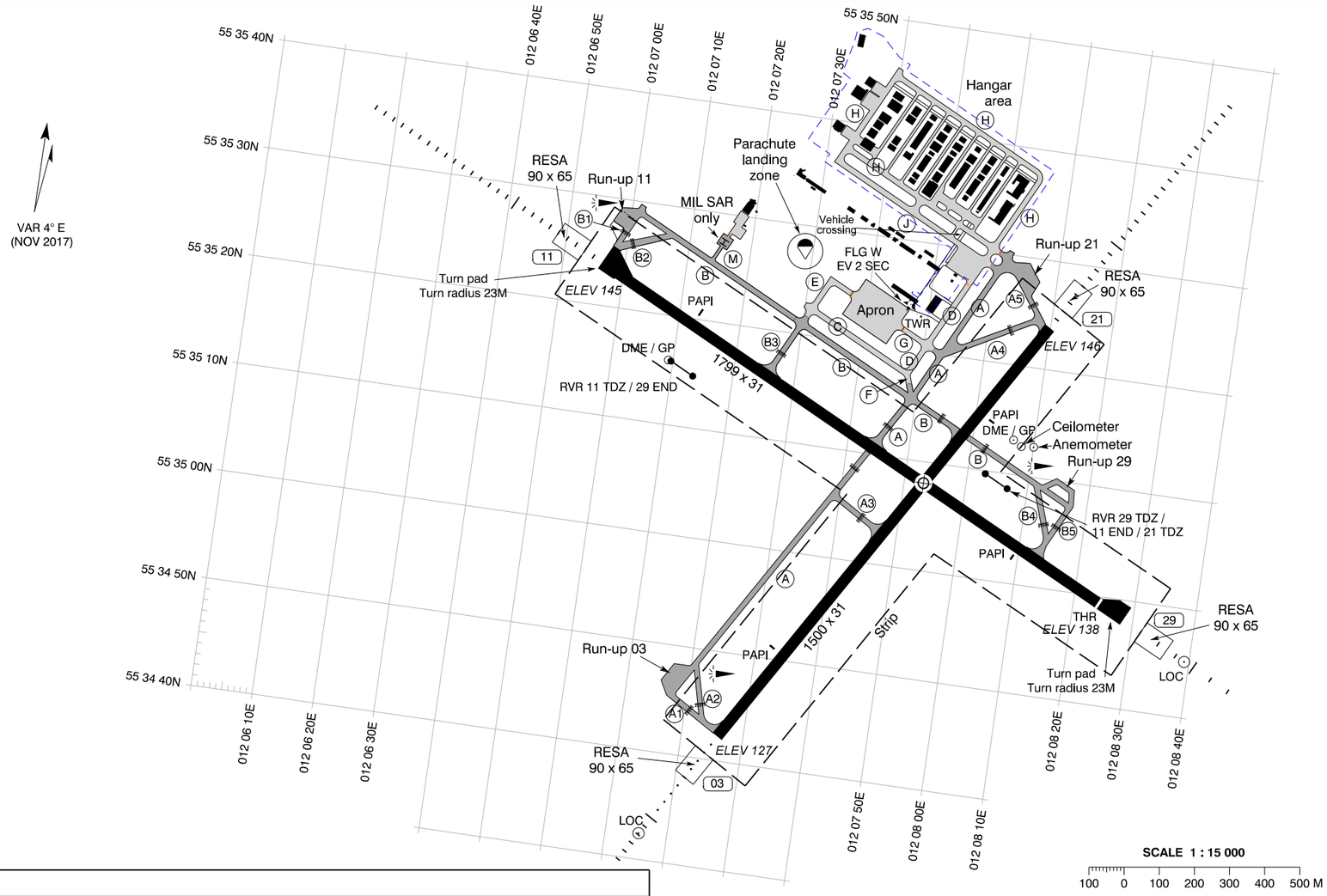
5.2 Passengers must be escorted on apron to/from terminal building by the aircraft pilot.

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

AERODROME CHART - ICAO	ARP : 55 35 08.04N 012 07 53.14E (RWY INT)	AD ELEV : 146 FT	ELEV in FT Dimensions / Distances in M	Roskilde APP : 125.530 Roskilde TWR : 118.905 119.655 ATIS : 123.805	**AD 2 - EKRK** **ADC** **København / Roskilde**

SLOPE
RWY 03/21 less than 0.4%
RWY 11/29 less than 0.2%



Datum : WGS-84

RUNWAYS

NR	Direction	THR PSN	Pavement Strength	Day marking	Declared distances					APCH and RWY LGT (Unless otherwise stated lighting is LIH adjustable)					
					PSN TWY	TORA	TODA	ASDA	LDA	APCH	THR ID LGT	THR	PAPI	Edge	End
03	030.9° GEO 026.9° MAG	55 34 42.25N 012 07 25.85E	Asphalt PCN 30 F / C / X / T	THR RWY NR TDZ 21 only Centre line Side stripes	A1/A2 A3	1500 757	1500 757	1500 757	1500	450 M White		Green	3°	1500 M White	Red
21	210.9°GEO 206.9°MAG	55 35 23.85N 012 08 09.85E			A4/A5 B	1500 1117	1500 1117	1500 1117	1500	820 M White		Green	3° MEHT 51 FT	1500 M White	Red
11	116.3° GEO 112.3° MAG	55 35 23.93N 012 06 56.30E	Asphalt PCN 36 F / C / X / T	THR RWY NR TDZ 11 only Centre line Side stripes	B1/B2 B3 A	1740 1178 815	1740 1178 815	1799 1237 874	1740	789 M White		Green	3° MEHT 51 FT	1799 M White	Red
29	296.3° GEO 292.3° MAG	55 34 59.03N 012 08 25.39E			B4/B5 A	1799 1500 936	1799 1500 936	1799 1500 936	1740	420 M White	Green	Green	3°	59 M Red 1740 M White	Red

OTHER : Secondary power supply : Yes, Switch-over time 15 SEC.
When RVR 800 M or below, switch-over time 1 SEC

TAXIWAYS

Width :	M : 9 Other : 15
Pavement :	Asphalt
Strength :	B, B3, E and turn pads at RWY 11 and 29 : PCN 36 / F / C / X / U C : PCN 14 / F / C / Y / U Other TWY : PCN 17 / F / C / Y / U
Day marking :	Centre line, Holding position Intermediate holding position Side stripes at turn pads RWY 11 and 29
Lighting :	Blue edge LIL. RGL. Turn pad RWY 11 and 29 : Blue edge LIL

Changes : VDF withdrawn.