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 + 45 32 47 82 72 URL: https://briefing.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:	Not applicable.

5. Remarks: The sequence for clearing runways and associated taxiways is continuously coordinated with TWR during execution. AD available all seasons. See also Runway Surface Condition Assessment and Reporting, and Snow Plan in AD 1.2.2.

8. Aprons, Taxiways and Check Locations/Positions Data

1. Apron surface and strength: Concrete, PCN 36/R/C/X/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
   Other TWY: PCN 17/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
2. RWY and TWY markings:
   RWY 03:
   THR, RWY NR, centre line, side stripes
   RWY 21:
   THR, RWY NR, TDZ, centre line, side stripes
   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
3. Stop bars: NIL

4. Remarks: NIL

10. Aerodrome Obstacles

Obstacles for Area 2 and 3 are not provided

Obstacles penetrating obstacle limiting surfaces

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Tabular data pending						

Obstacles penetrating take-off flight path area obstacle identification surface

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Tabular data pending						

Obstacles assessed as being hazardous to air navigation

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Tabular data pending						

11. Meteorological Information Provided

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

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 FM 0 M - 1000 M W FM 1000 M - 1500 M Y LIH	Red NIL	NIL
21	820 M White LIH	Green NIL	3° 51 FT	NIL	NIL	1500 M 60 M FM 0 M - 1000 M W FM 1000 M - 1500 M Y LIH	Red NIL	NIL
11	789 M White LIH	Green NIL	3° 51 FT	NIL	NIL	1740 M 60 M FM 0 M - 1160 M W FM 1160 M - 1740 M Y LIH	Red NIL	59 M Red
29	420 M White LIH	Green NIL	3°	NIL	NIL	1799 M 60 M FM 0 M - 59 M R FM 59 M - 1199 M W FM 1199 M - 1799 M Y 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	3.	TWY edge and centre line LGT:	Blue edge LIL. Turning area close to THR 29/11: Blue edge LIL. RGL (all runways). Centre line LGT: NIL
2.	LDI location and LGT:	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
	Anemometer location and LGT:	APRX 100 M WNW of run-up RWY 29, lighted			

5. Remarks: NIL

16. Helicopter Landing Area

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

17. 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: Language(s):	ROSKILDE TOWER 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 G or TWY E for mandatory marshaller guidance to parking.
Outside AD operator operational hours, marshalling is not mandatory for MEDEVAC, HOSP and HEMS.

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

21. Noise Abatement Procedures

1. Noise abatement provisions

1.1 General provisions

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

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

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

1.1.2 Overflying the towns Gadstrup, Snoldelev, Tjæreby, Tune, Vindinge and Vor Frue should be avoided in connection with VFR take-off and landing, see the chart AD 2 - EKRK Noise Abatement Procedures.
This provision is valid for all VFR flights to and from Roskilde Airport and for all flights (IFR and VFR) flying visual aerodrome traffic circuits for landing exercises.

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

1.2 Jet aircraft

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

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

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

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

1.3 Propeller and turboprop aeroplanes

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

1.3.2 School and training flights are prohibited with aircraft with a MTOM above 5.700 KG, unless it can be documented that the noise level for the aircraft concerned is less than or equal to 80 dB (A), cf. Guidance Material no 5/1994 - issued by the Danish Environmental Protection Agency - concerning noise from aerodromes (noise class I, II and III).

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

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

a. From 1 MAY to 31 AUG:
MON-FRI, EXC HOL 0700-1900 Danish time
SAT, EXC HOL 0700-1400 Danish time

b. From 1 SEP to 30 APR:
MON-FRI, EXC HOL 0700-2200 Danish time
SAT, EXC HOL 0700-1400 Danish time

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

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

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

1.4 Helicopters

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

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

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

1.5 Reporting

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

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

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

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

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

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

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

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

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

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

1.5.4 The Danish CAA follow-up of reports.

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

22. Flight Procedures

1. IFR Arrival

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

1.2 Flightplanning

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

Note: Traffic via AALBORG VOR/DME shall flightplan via T551-TNO to FISKO.
Traffic via RØNNE VOR shall flightplan via L983-ROBUS-DCT-KOR.

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

1.3 Filing of flightplan

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

1.4 Performance Restrictions/Level Restrictions

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

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

1.5 Radio communication failure during IFR approach.

In case of radio communication failure, the latest received and acknowledged level shall be maintained until the appropriate primary holding. In TIDVU holding decend to FL 70. In ERNOV holding decend to FL 100. In FISKO and KOR holding decend to 6000 FT MSL. If already at a lower altitude, maintain this. From the primary holding proceed to Roskilde holding. In Roskilde holding descend and perform the final approach procedure to the runway concerned.

1.6 Primary Holdings for København/Roskilde

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

1.7 Secondary Holdings for København/Roskilde

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

2. IFR Departure

2.1 IFR Departure, see AD 2 - EKRK IFR DEP.

3. Reduction of landing distance available

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

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

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

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

The procedure for reduction of Landing Distance Available, will be used on the following conditions:

a) Landing Distance Available is reduced only during the daily period for VFR flights.
b) Landing Distance Available is reduced only when visual meteorological conditions (VMC) exists, and only when the pilots in command of the aircraft involved are able to see the other aircraft
c) If RWY surface condition is reported as Dry (RWYCC 6).
d) Two-way radio communication must be established between Roskilde Tower and the aircraft involved on the same frequency.
e) The landing aircraft will in due time be asked whether the reduction of the Landing Distance Available is acceptable.
Following phraseology will be used:
For Runway 03: "CONFIRM ABLE TO ACCEPT A SHORT LANDING RUNWAY 03, SO AS TO STOP THE AIRCRAFT NOT LATER THAN TAXIWAY A 3. LANDING DISTANCE AVAILABLE 740 METRES".
For Runway 11: "CONFIRM ABLE TO ACCEPT A SHORT LANDING RUNWAY 11, SO AS TO STOP THE AIRCRAFT NOT LATER THAN TAXIWAY A. LANDING DISTANCE AVAILABLE 940 METRES".
f) Traffic information will be issued to both aircraft involved.
g) Involved aircraft must be in sight from Roskilde Tower from the time, where traffic information are issued and until landing.
h) Landing clearance will be issued with following phraseology:
For Runway 03: "STOP THE AIRCRAFT NOT LATER THAN TAXIWAY A 3, RUNWAY 03 CLEARED TO LAND".
For Runway 11: "STOP THE AIRCRAFT NOT LATER THAN TAXIWAY A, RUNWAY 11 CLEARED TO LAND".
i) The condition as well as the clearance must be read back by the landing aircraft.

4. Reduced Runway Separation Minima

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

5. Low visibility procedures (LVP)

5.1 Low visibility take-off are established (LVTO).
Secondary power supply established below RVR 800 M, with a switch-over time of 1 SEC.
LVP are prompted by ATC and will be established no later than RVR 550 M and/or ceiling of 200 FT.
Pilots will be informed when LVP are in operation by ATIS and RTF.
During LVP only one aircraft is allowed on the maneuvering area. ATC will ensure that no vehicle is allowed on the maneuvering area unless it is intended for assistance to an aircraft.
No surface movement radar (SMR) available at EKRK.
LVP is terminated when RVR is 600 M or above and ceiling 200 FT or above with an increasing trend, for a period of around 5 MIN.
ATC can delay termination based on an operational assessment of local weather.
Pilots will be informed over ATIS and RTF when LVP are cancelled.
Surface Movement Guidance and Control System and Markings according to AIP EKRK AD 2.9 (Surface Movement Guidance and Control System and Markings).

6. VFR Flights

6.1 VFR reporting points have been established, see ANC 1:250 000 COPENHAGEN AREA and ANC 1:500 000 DENMARK.

6.2 Description of the VFR-reporting points:
BORUP: Railway and road intersection.
ISHØJ: Crossroads,
KØGE: Highway intersection,
VALBY: Store Valby town

All reporting points are situated outside Roskilde CTR.

23. Additional Information

1. Limitation in ATIS

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

2. Gliding and hang gliding

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

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

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

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

2.4 Parachuting may take place

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

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

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

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

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

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

4. Bird concentrations at the aerodrome

Airport surroundings
The area north of the airport is characterised by past and ongoing mineral extraction. This has resulted in a rugged landscape with small freshwater lakes. Within the 13 km ICAO-defined zone, the only major towns are Roskilde City furthest to the northwest and Køge City furthest to the southeast. The rest of the area consists mainly of agricultural land.

Birds at the airport
A total of nine bird species makes up more than 80 percent of the recorded birds: corvids (Carrion crow, Rook, Jackdaw), gulls (Common and Herring Gull), raptors (Kestrel and Buzzard), and Wood Pigeons and Lapwing.

Corvids are the most frequent birds at the airport, accounting for more than 40% of the records, and they occur in flocks all year round.

Flocks of Greylag Goose and Barnacle Goose occur in the fields outside the airport, especially in spring and autumn.

The Wildlife Controller reports to TWR about special bird occurrences, and TWR can pass on the information via radio.

Mitigation of birds
Bird control services are carried out during airport opening hours, primarily using pyrotechnics, playback of distress calls from birds, and shotgun.

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

25. Visual Segment Surface (VSS) Penetration

Data pending.