# DENMARK

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**AIP**
**AIRAC AMDT 07/26**

**Publication Date**
**28 MAY 2026**

## Effective Date: 09 JUL 2026

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

This AIRAC AMDT contains the following changes:

| | |
|---|---|
| GEN 0.5 | - Danger Area ED D 46B withdrawn. |
| ENR 1.11 | - NORTH SEA AREA III, added to Addressing of Flight Plan Messages. |
| ENR 3.2 | - Remark added to route T59. |
| ENR 5.1 | - Danger Area ED D 46B and ED D 46BZ withdrawn. |
| | - Editorial change. |
| ENR 6.5 | - Danger Area ED D 46B withdrawn. |
| AD 2 - EKBI | - Orange ATC service boundary marking withdrawn from charts. |
| AD 2 - EKRN | - Instrument procedures updated. MAX HLDG altitude withdrawn, MAX HLDG IAS changed. Editorial changes. |
| AD 2 - EKCH | - Transponder Operating Procedures changed in subsection 20. Local Aerodrome Regulations. |
| | - New note concerning AltMoC to (EU) 2017/373 AMC 1 and AMC 2 SERA.14090(e) added to all RNAV SIDs and all RNAV STARs page 1. |
| AD 2 - EKRK | - Website changed in subsection 3. Operational Hours. |
| | - RWY edge LGT Changed in subsection 14. Approach and Runway Lighting. |
| | - THR ID LGT information withdrawn and RWY edge LGT information changed on ADC. |
| | - Editorial changes. |
| AD 2 - EKSB | - Editorial change in subsection 8. Aprons, Taxiways and Check Locations/Positions Data. |
| | - Mitigation of birds added in subsection 23. Additional Information. |
| AD 2 - EKSP | - Changes in subsection 6. Rescue and Firefighting Services. |
| | - Changes in subsection 7. Runway Surface Condition Assessment and Reporting, and Snow Plan. |

| Destroy the following pages: | | Insert the following pages: | |
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| GEN 0.2 - 1 | 11 JUN 26 | GEN 0.2 - 1 | 09 JUL 26 |
| GEN 0.4 - 1 | 11 JUN 26 | GEN 0.4 - 1 | 09 JUL 26 |
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| ENR 1.11 - 1 | 20 APR 23 | ENR 1.11 - 1 | 09 JUL 26 |
| ENR 3.2 - 31 | 13 JUN 24 | ENR 3.2 - 31 | 09 JUL 26 |
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| AD 2 - EKBI - ADC | 11 JUN 26 | AD 2 - EKBI - ADC | 09 JUL 26 |
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| AD 2 - EKBI - GMC - 3 | 11 JUN 26 | AD 2 - EKBI - GMC - 3 | 09 JUL 26 |
| AD 2 - EKRN - ILS RWY 11 - 1 | 22 JAN 26 | AD 2 - EKRN - ILS RWY 11 - 1 | 09 JUL 26 |
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| AD 2 - EKSP - 2 | 30 OCT 25 | AD 2 - EKSP - 2 | 30 OCT 25 |

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

**A0871/26, B1357/26, B1361/26, B1362/26 and B1363/26.**

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.**

## 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 |
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| 10/25 | 21 AUG 2025 | 02 OCT 2025 | AIM |
| 11/25 | 18 SEP 2025 | 30 OCT 2025 | AIM |
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## PART 3 - AERODROMES (AD)

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### AD 2

#### Aalborg



#### Aarhus



#### Billund



#### Bornholm/Rønne



#### Esbjerg



#### Karup / Midtjyllands Lufthavn



#### Kolding/Vamdrup

**København/Kastrup**



**København/Roskilde**



**Odense / Hans Christian Andersen Airport**

### Stauning

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EKVJ - 2 . . . . . 30 OCT 25
EKVJ - 3 . . . . . 16 APR 26
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ADC . . . . . 16 APR 26
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NDB CIRCLING B. . . . . 15 MAY 25
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LOC 27 (ACFT CAT C) . . . . . 15 MAY 25
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## GEN 0.5 List of Hand Amendments to the AIP

### 1. Text Page Amendments

| AIP Page(s) Affected | Amendment Text | Introduced by AIP AMDT NR |
|---|---|---|
| **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.<br>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.<br>PSN 56 26 36N 007 40 53E, 56 27 11N 007 41 48E, 56 27 10N 007 43 12E,<br>56 26 00N 007 39 58E, 56 25 45N 007 42 08E, 56 26 14N 007 43 28E,<br>56 25 56N 007 44 53E, 56 25 15N 007 38 50E, 56 25 19N 007 40 55E,<br>56 24 37N 007 37 49E, 56 24 38N 007 39 43E, 56 24 40N 007 42 07E,<br>56 24 54N 007 43 58E, 56 23 50N 007 38 25E, 56 23 43N 007 40 45E,<br>56 23 47N 007 44 00E, 56 24 17N 007 45 38E, 56 23 00N 007 38 20E,<br>56 23 07N 007 39 50E, 56 23 16N 007 42 10E, 56 22 52N 007 43 49E,<br>56 23 26N 007 45 25E, 56 22 07N 007 38 42E, 56 22 15N 007 40 06E,<br>56 22 31N 007 42 12E, 56 21 59N 007 43 56E, 56 22 37N 007 45 27E,<br>56 21 18N 007 37 34E, 56 21 21N 007 39 54E, 56 21 10N 007 42 14E,<br>56 21 33N 007 45 29E, 56 20 10N 007 34 07E, 56 20 17N 007 35 47E,<br>56 20 18N 007 37 17E, 56 20 33N 007 38 59E, 56 20 25N 007 41 06E,<br>56 20 32N 007 43 11E, 56 20 47N 007 45 30E, 56 19 12N 007 35 02E,<br>56 19 30N 007 36 56E, 56 19 35N 007 39 29E, 56 19 39N 007 41 21E,<br>56 19 48N 007 43 55E, 56 20 01N 007 45 32E, 56 18 10N 007 35 07E,<br>56 18 32N 007 36 30E, 56 18 42N 007 38 08E, 56 18 50N 007 39 59E,<br>56 18 52N 007 42 05E, 56 18 56N 007 44 24E, 56 19 03N 007 45 48E,<br>56 17 39N 007 36 32E, 56 17 48N 007 38 51E, 56 17 51N 007 40 29E,<br>56 17 51N 007 42 20E, 56 17 30N 007 44 13E, 56 18 00N 007 45 50E,<br>56 16 52N 007 36 34E, 56 16 28N 007 37 58E, 56 16 40N 007 39 36E,<br>56 16 46N 007 41 27E, 56 16 28N 007 43 47E, 56 17 04N 007 46 06E,<br>56 15 28N 007 38 52E, 56 15 49N 007 40 19E, 56 15 27N 007 42 53E,<br>56 15 32N 007 45 06E, 56 16 12N 007 46 07E, 56 14 41N 007 38 44E,<br>56 14 42N 007 40 22E, 56 14 44N 007 43 22E, 56 14 46N 007 46 24E. | AIRAC AMDT 05/26 |
| ICAO ANC Denmark 1:500 000 Edition 46 | Add symbols "Obstacles and group", Bording, ELEV 732 FT MSL.<br>PSN 56 06 16N 009 15 30E, 56 06 25N 009 15 19E, 56 06 34N 009 15 08E,<br>56 06 43N 009 14 57E, 56 06 52N 009 14 45E, 56 07 01N 009 14 34E,<br>56 07 11N 009 14 23E, 56 07 20N 009 14 12E, 56 07 29N 009 14 01E<br>56 07 38N 009 13 50E, 56 07 47N 009 13 39E. | AIRAC AMDT 06/26 |
| ICAO ANC Denmark 1:500 000 Edition 46 | Remove Danger Area ED D 46B. | AIRAC AMDT 07/26 |

## ENR 1.11 Addressing of Flight Plan Messages

### 1. General

Flight movement messages relating to traffic into, via or from KØBENHAVN FIR / RØNNE TMA/CTR / NORTH SEA AREA III shall be addressed as stated below in order to warrant correct relay and delivery.

*Note: Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages.*

(Refer to:

- ICAO PANS-ATM, Doc 4444;
- IFPS USERS MANUAL;
- AIP DENMARK, ENR 1.9 - 1, ATFM;
- AIP DENMARK, ENR 1.10 - 1, Flight Planning)

| Category of flight | Route | AFTN addressing |
|---|---|---|
| IFR GAT, civil aircraft | Into, via or from KØBENHAVN FIR / RØNNE TMA/CTR / NORTH SEA AREA III (within IFPZ) | EUCHZMFP, EUCBZMFP |
| | From KØBENHAVN FIR / RØNNE TMA/CTR / NORTH SEA AREA III, exiting IFPZ<br><br>*Appropriate addresses* | EUCHZMFP,EUCBZMFP<br><br>AD ... |
| VFR GAT, civil aircraft | Into or via KØBENHAVN FIR / RØNNE TMA/CTR / NORTH SEA AREA III | EKDKZFZX |
| | From KØBENHAVN FIR / RØNNE TMA/CTR / NORTH SEA AREA III | EKDKZPZX |
| Mixed IFR/VFR, civil aircraft | Departing IFR, into or via KØBENHAVN FIR / RØNNE TMA/CTR / NORTH SEA AREA III<br><br>*VFR Part* | EUCHZMFP, EUCBZMFP<br><br>AD EKDKZFZX |
| | Departing VFR from KØBENHAVN FIR / RØNNE TMA/CTR / NORTH SEA AREA III | EKDKZPZX |

| Category of flight | Route | AFTN addressing |
|---|---|---|
| IFR GAT, military aircraft | Into, via or from KØBENHAVN FIR / RØNNE TMA/CTR / NORTH SEA AREA III (within IFPZ)<br><br>Always add | EUCHZMFP, EUCBZMFP<br><br>AD EKDKZQZM |
| VFR GAT, military aircraft | Into, via or from KØBENHAVN FIR / RØNNE TMA/CTR / NORTH SEA AREA III<br><br>(If DEST within KØBENHAVN FIR / RØNNE TMA/CTR / NORTH SEA AREA III, always add DEST+ZTZX) | EKDKZFZM |

| 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 |
| **T56**<br>(RNAV 5)<br>△ BAVTA<br>553611N 0081800E | | | | | | | Extremity of T56 |
| △ BEBUL<br>554846N 0091521E | NIL | 065°/245°<br>34.8 | FL660 / FL 195<br>Class C | ↓ | | +/- 5 NM | CDR 1: BAVTA-ABINO<br>FL125-FL285 H24<br>AVBL. See EAUP/EUUP<br>ALTN: BAVTA-L983-TUDLO<br><br>Controlling unit:<br>See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285) |
| △ GIGUT<br>555544N 0094815E | | 065°/245°<br>19.8 | FL195 / FL 105<br>Class E | | | +/- 5 NM | |
| △ ABINO<br>555806N 0095940E | | 066°/246°<br>6.8 | FL105 / FL 95<br>Class C | | ↑ | +/- 5 NM | |
| | | 099°/279°<br>18.6 | FL660 / FL 195<br>Class C<br><br>FL195 / FL 95<br>Class E | ↓ | | +/- 5 NM | |
| △ TESPI<br>555354N 0103152E | | Total DIST:<br>80.0 NM | | | | | Extremity of T56 |
| **T59**<br>(RNAV 5)<br>△ GESKA<br>543703N 0115557E | | | | | | | Extremity of T59 |
| △ ROBUS<br>550634N 0114311E | NIL | 341°/161°<br>30.5 | FL 660 / FL 195<br>Class C<br><br>FL195 / 3500 FT<br>Class E | | ↓ | +/- 5 NM | Controlling unit:<br>See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285)<br><br>Between KORSA and IBNIL avaliable southbound direction below FL065 |
| △ KETAL<br>551605N 0112158E | | 304°/123°<br>15.5 | | | | +/- 5 NM | |
| △ IBNIL<br>552141N 0113038E | | 037°/217°<br>7.5 | | | | +/- 5 NM | |
| | | 037°/217°<br>6.3 | FL 660 / 3500 FT<br>Class C | | | +/- 5 NM | |
| △ KORSA VOR/DME (KOR)<br>552622N 0113754E | | Total DIST:<br>59.8 NM | | | | | Extremity of T59 |
| **T138**<br>(RNAV 5)<br>△ AALBORG VOR/DME (AAL)<br>570613N 0095944E | NIL | | | | | | Extremity of T138 |
| | | 251°/068°<br>173.1 | FL 660 / FL 245<br>Class C | ↑ | ↓ | +/- 5 NM | CDR1: H24<br>AVBL. See EAUP/EUUP<br>ALTN: AAL-N866-T55-TINAC<br><br>Controlling unit:<br>See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285) |
| △ TINAC (FIR BDRY)<br>561503N 0050000E | | Total DIST:<br>173.1 NM | | | | | Extremity of T138 |

| 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 |
| **T148**<br>(RNAV 5)<br>△ GODOG<br>561603N 0105832E<br>△ LOMPU (FIR BDRY)<br>543532N 0111210E | NIL | | | | | | Extremity of T148 |
| | | 171°/351°<br>101.0 | FL 660 / FL 245<br>Class C | | ↓ | +/- 5 NM | Controlling unit:<br>See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285) |
| | | Total DIST:<br>101.0 NM | | | | | For continuation, see AIP Germany |
| **T153**<br>(RNAV 5)<br>△ ALSIE VOR (ALS)<br>545419N 0095936E<br>△ TUDLO<br>551633N 0103852E | NIL | | | | | | Extremity of T153 |
| | | 041°/221°<br>31.7 | FL 660 / FL 195<br>Class C<br>FL 195 / 3500 FT<br>Class E | ↓ | | +/- 5 NM | Controlling unit:<br>See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285) |
| | | Total DIST:<br>31.7 NM | | | | | Extremity of T153 |
| **T298**<br>(RNAV 5)<br>△ KOSEB (FIR BDRY)<br>544648N 0123552E<br>△ MONAK<br>545644N 0121849E | NIL | | | | | | For continuation, see AIP Germany |
| | | 310°/130°<br>14.0 | FL 660 / FL 195<br>Class C<br>FL195 / 3500 FT<br>Class E | | ↓ | +/- 5 NM | Controlling unit:<br>See ENR 6.2.1 (above FL285) or ENR 6.2.3 (below FL285) |
| | | Total DIST:<br>14.0 NM | | | | | Extremity of T298 |
| **T402**<br>(RNAV 5)<br>△ AMSUR (FIR BDRY)<br>560602N 0123350E<br>△ GOLMI<br>554638N 0123059E | NIL | | | | | | For continuation, see AIP Sweden |
| | | 180°/360°<br>19.5 | FL660 / FL 95<br>Class C | | ↓ | +/- 5 NM | ATS provided by Sweden ACC between AMSUR and GOLMI |
| | | Total DIST:<br>19.5 NM | | | | | Extremity of T402 |

| Identification<br>Name | Lateral Limits | Vertical Limits | Remark |
|---|---|---|---|
| **EKD323**<br>**NS D - TSA** | 56 05 00N 006 30 00E - 56 05 00N 007 36 30E -<br>55 36 00N 007 39 30E - 55 36 00N 006 30 00E -<br>56 05 00N 006 30 00E | FL660<br>GND | AMC Manageable Area<br>Activation by NOTAM<br>The lower limit of the area will be restricted to FL 55, when commercial helicopter operations to/from oil-/gasinstallations, windfarms and animal migration flights in the North Sea will take place. These flights shall be in contact with Copenhagen Information before entering EKD323. |
| **EKD323Z**<br>**NS D - TSA FBZ** | 56 07 29N 006 25 31E - 56 07 29N 007 40 44E -<br>55 33 28N 007 44 11E - 55 33 29N 006 25 35E -<br>56 07 29N 006 25 31E | FL660<br>FL195 | For IFR flight planning purposes only |
| **EKD324**<br>**NS E - TSA** | 55 36 00N 006 00 00E - 55 36 00N 006 30 00E -<br>55 00 00N 006 29 58E - 55 00 00N 005 04 22E -<br>55 07 56N 005 04 22E - 55 22 32N 005 24 13E -<br>55 36 00N 006 00 00E | FL660<br>GND | AMC Manageable Area<br>Activation by NOTAM<br>The lower limit of the area will be restricted to FL 55, when commercial helicopter operations to/from oil-/gasinstallations, windfarms and animal migration flights in the North Sea will take place. These flights shall be in contact with Copenhagen Information before entering EKD324. |
| **EKD324Z**<br>**NS E - TSA FBZ** | 55 38 30N 005 58 40E - 55 38 29N 006 34 26E -<br>54 57 28N 006 34 19E - 54 57 28N 005 00 00E -<br>55 08 47N 005 00 00E - 55 24 23N 005 21 11E -<br>55 38 30N 005 58 40E | FL660<br>FL195 | For IFR flight planning purposes only |
| **EKD325**<br>**NS F - TSA** | 55 36 00N 006 30 00E - 55 36 00N 007 39 30E -<br>55 00 00N 007 38 37E - 55 00 00N 006 29 58E -<br>55 36 00N 006 30 00E | FL660<br>GND | AMC Manageable Area<br>Activation by NOTAM<br>The lower limit of the area will be restricted to FL 55, when commercial helicopter operations to/from oil-/gasinstallations, windfarms and animal migration flights in the North Sea will take place. These flights shall be in contact with Copenhagen Information before entering EKD325. |
| **EKD325Z**<br>**NS F - TSA FBZ** | 55 38 29N 007 44 00E - 54 57 29N 007 42 54E -<br>54 57 29N 006 25 37E - 55 38 29N 006 25 35E -<br>55 38 29N 007 44 00E | FL660<br>FL195 | For IFR flight planning purposes only |
| **EKD350**<br>**YDERFLAK** | 56 06 43N 011 10 26E - 56 01 18N 011 04 36E -<br>56 06 58N 011 01 41E - 56 09 18N 011 07 26E -<br>56 06 43N 011 10 26E | 6500 FT MSL<br>GND | AMC Manageable Area<br>Activation by NOTAM<br>Gun firing |
| **EKD350Z**<br>**YDERFLAK FBZ** | 55 58 04N 011 07 23E - 55 58 35N 011 00 25E -<br>56 07 03N 010 56 03E - 56 08 50N 010 57 08E -<br>56 12 29N 011 06 08E - 56 12 01N 011 10 42E -<br>56 07 37N 011 15 47E - 56 05 54N 011 15 50E -<br>55 58 04N 011 07 23E | FL 080<br>3500 FT MSL | For IFR flight planning purposes only |
| **EKD351**<br>**SCHULTZ GRUND** | 56 06 43N 011 10 26E - 56 09 18N 011 07 26E -<br>56 10 48N 011 11 06E - 56 10 38N 011 23 26E -<br>56 06 43N 011 10 26E | UNL<br>GND | AMC Manageable Area<br>Activation by NOTAM<br>Gun firing |
| **EKD351Z**<br>**SCHULTZ GRUND FBZ** | 56 08 40N 011 01 45E - 56 11 01N 011 02 31E -<br>56 13 31N 011 08 38E - 56 13 49N 011 10 20E -<br>56 13 34N 011 27 42E - 56 09 05N 011 29 38E -<br>56 03 31N 011 11 09E - 56 04 06N 011 07 04E -<br>56 08 40N 011 01 45E | UNL<br>3500 FT MSL | For IFR flight planning purposes only |

| Identification<br>Name | Lateral Limits | Vertical Limits | Remark |
|---|---|---|---|
| **EKD352**<br>**LYSEGRUND NORD** | 56 27 23N 011 35 21E - 56 19 08N 011 57 46E - 56 13 38N 011 46 06E - 56 14 18N 011 41 56E - 56 21 43N 011 29 21E - 56 27 23N 011 35 21E | 6000 FT MSL<br>GND | AMC Manageable Area<br>Activation by NOTAM<br>Gun firing |
| **EKD352Z**<br>**LYSEGRUND NORD FBZ** | 56 20 47N 012 03 01E - 56 17 48N 012 03 19E - 56 10 52N 011 48 34E - 56 10 32N 011 45 55E - 56 11 32N 011 39 45E - 56 11 57N 011 38 30E - 56 20 23N 011 24 10E - 56 22 22N 011 23 46E - 56 30 01N 011 31 51E - 56 30 36N 011 36 24E - 56 20 47N 012 03 01E | FL 075<br>3500 FT MSL | For IFR flight planning purposes only |
| **EKD371**<br>**MARSTAL BUGT** | 54 45 00N 010 18 12E - 54 45 00N 010 25 00E - 54 41 00N 010 35 00E - 54 35 57N 010 35 00E - 54 38 40N 010 25 12E - 54 45 00N 010 18 12E | 48000 FT MSL<br>GND | AMC Manageable Area<br>Activation by NOTAM<br>PPR from Langen Information for penetration |
| **EKD371Z**<br>**MARSTAL BUGT FBZ** | 54 48 00N 010 25 48E - 54 47 44N 010 27 18E - 54 43 03N 010 39 01E - 54 41 44N 010 40 11E - 54 34 18N 010 40 11E - 54 32 32N 010 35 21E - 54 36 08N 010 22 19E - 54 36 42N 010 21 13E - 54 44 53N 010 12 10E - 54 48 00N 010 15 07E - 54 48 00N 010 25 48E | FL 495<br>3500 FT MSL | Partly in Bremen FIR/Hannover UIR.<br>For IFR flight planning purposes only |
| **EKD373**<br>**RØMØ VEST** | 55 00 53N 008 04 22E - 55 19 58N 008 16 55E - 55 19 58N 008 26 55E - 55 09 28N 008 26 55E - 55 04 00N 008 20 00E - 55 00 53N 008 04 22E | 40000 FT MSL<br>GND | AMC Manageable Area<br>Activation by NOTAM<br>Gun firing |
| **EKD373Z**<br>**RØMØ VEST FBZ** | 55 21 54N 008 12 34E - 55 22 58N 008 15 16E - 55 22 58N 008 29 06E - 55 21 13N 008 32 11E - 55 09 00N 008 32 10E - 55 08 05N 008 31 39E - 55 01 52N 008 23 46E - 55 01 19N 008 22 28E - 54 57 25N 008 02 57E - 55 00 09N 007 58 18E - 55 21 54N 008 12 34E | FL 415<br>3500 FT MSL | Partly in Bremen FIR/Hannover UIR.<br>For IFR flight planning purposes only |
| **EKD389**<br>**SKAGEN NORD** | 58 02 58N 010 53 20E - 58 30 00N 010 30 00E - 58 21 57N 010 12 56E - 58 02 58N 010 29 55E - 58 02 58N 010 53 20E | 60000 FT MSL<br>GND | AMC Manageable Area<br>Activation by NOTAM<br>Gun firing |
| **EKD389Z**<br>**SKAGEN NORD FBZ** | 58 30 00N 010 30 00E - 57 59 58N 010 55 53E - 57 59 58N 010 28 17E - 58 00 54N 010 25 29E - 58 19 51N 010 08 30E - 58 30 00N 010 30 00E | FL 615<br>3500 FT MSL | For IFR flight planning purposes only |
| **EDD28**<br>**OSTSEE/SCHÖNHAGEN** | 54 45 00N 010 09 24E - 54 45 00N 010 18 12E - 54 38 40N 010 25 12E - 54 35 57N 010 35 00E - 54 34 00N 010 35 00E - 54 32 39N 010 31 37E - 54 35 35N 010 20 24E - 54 45 00N 010 09 24E | 48000 FT MSL<br>GND | AMC Manageable Area. See AIP Germany for detail |
| **EDD28Z**<br>**OSTSEE/SCHÖNHAGEN FBZ** | 54 47 30N 010 06 20E - 54 47 20N 010 20 30E - 54 40 37N 010 28 10E - 54 37 31N 010 39 18E - 54 32 41N 010 39 17E - 54 29 48N 010 32 03E - 54 33 36N 010 17 32E - 54 44 38N 010 04 37E - 54 47 30N 010 06 20E | FL 515<br>GND | For IFR flight planning purposes only.<br>See AIP Germany for detail |

# EN ROUTE CHART - ICAO HELICOPTER ROUTES (FL 85 / GND) DENMARK

**R and D Areas**

| | | |
|---|---|---|
| EK R32 | 16500 / SFC | AMC-managable area |
| EK R33 | 16500 / SFC | AMC-managable area |
| EK R34 | 12500 / SFC | AMC-managable area |
| EK R35 | 12500 / SFC | AMC-managable area |
| EK R38 | 24500 / SFC | AMC-managable area |
| EK R39 | 12000 / SFC | AMC-managable area |
| EK R40 | 16500 / SFC | AMC-managable area |
| EK R42 | 24500 / SFC | AMC-managable area |
| EK R78 | 3000 / SFC | AMC-managable area |
| EK R79 | 3000 / SFC | AMC-managable area |
| EK R80 | 16500 / SFC | AMC-managable area |
| EK R81 | 16500 / SFC | AMC-managable area |
| EKTRANS1 | FL660 / SFC | AMC-managable area |
| EKTRANS2 | FL660 / SFC | AMC-managable area |
| EKD320 / EKTRANS3 | FL660 / SFC | AMC-managable area |
| EKD321 / EKTRANS4 | FL660 / SFC | AMC-managable area |
| EKD322 / EKTRANS5 | FL660 / SFC | AMC-managable area |
| EKD323 / EKTRANS6 | FL660 / SFC | AMC-managable area |
| EKD324 / EKTRANS7 | FL660 / SFC | AMC-managable area |
| EKD325 / EKTRANS8 | FL660 / SFC | AMC-managable area |
| EKTRANS9 | FL660 / SFC | AMC-managable area |
| EKRTANS10 | FL660 / SFC | AMC-managable area |
| EKTRANS11 | FL660 / SFC | AMC-managable area |
| EK D373 | 40000 / SFC | AMC-managable area |
| ED-D46B | FL660 / SFC | AMC-managable area |

Note : An ATC clearance necessitating entry of a R- or D-area will ensure the flight to be accomplished without hindrance

**IFR CRUISING LEVELS**

0 - 179°: even 20 40 60 80 100 etc

180 - 359°: odd 10 30 50 70 90 etc

**Legend**

- FIR BDRY and CTA outer BDRY
- Delegated ATS Air Space
- ACC Sector Limit
- Copenhagen Information IFR FL 85 / GND 124.000 246.350 — Call Sign, Vertical Limits and FREQ
- Local ATS Areas
- Obstacles (only shown W of 008E)
- Helicopter Route with Initial MAG Track:
- Route Designator
- KY875 34.0 — Distance of Route Segment (NM)
- Compulsory REP
- SISPU — Point Name
- N56 11 12 E007 00 00 — PSN
- Isogonic lines 2015
- CTR FIZ HTZ
- TMA FIZ
- Area Minimum Altitude 2³ = 2300 FT MSL
- EKTRANS3 — Temporary Reserved Area (TRA) (only areas west of E 008 shown, for other areas see reverse of ANC 1:500.000 DENMARK)
- EK D 373 — Restricted / Danger Areas
- Exclusive Economic Zone (EEZ)

**AREA III**
Copenhagen Information
IFR FL 85 / GND
134.030
South of 5600N

Copenhagen Information
IFR FL 85 / GND
125.205
North of 5600N

Copenhagen Information
IFR FL 85 / GND
125.205
North of 5600N

Copenhagen Information
IFR FL 85 / GND
124.000 246.350

Copenhagen Information
IFR FL 85 / GND
134.030
South of 5600N

Copenhagen Information
IFR FL 85 / GND
124.000 246.350

Copenhagen Control
FL 245 / 3500
134.680 374.050
Copenhagen Information
3500 / GND
124.000 246.350

Tyra Information
118.425

Karup Approach
FL125 / GND
120.430 269.275

Billund Approach
FL125 / GND
127.580

Stauning Information
121.405

Esbjerg Information
120.155

Skrydstrup Approach
FL65 / GND
124.105 280.750

Hellcopter Routes
Upper / Lower limit
FL85 / GND
Classification G
outside other designated
ATS Air Space

CAUTION NOTE
"Cold Flaring" may take place from all fixed and mobile oil- and gasinstallations.
Actual information about "Cold Flaring may be obtained from Tyra AFIS within hours of service.
Air traffic is advised to pass installations at a lateral distance of 3 NM or more, or at an altitude of 3000 FT MSL or above.

Windfarm area Nordsee 11
For extent In Bremen FIR
see AIP Germany

Scale 1 : 1 000 000
World Geodetic System - 1984 (WGS-84)
Lambert Conformal, Conic projection
Standard parallels 54° 40' and 57° 20' N

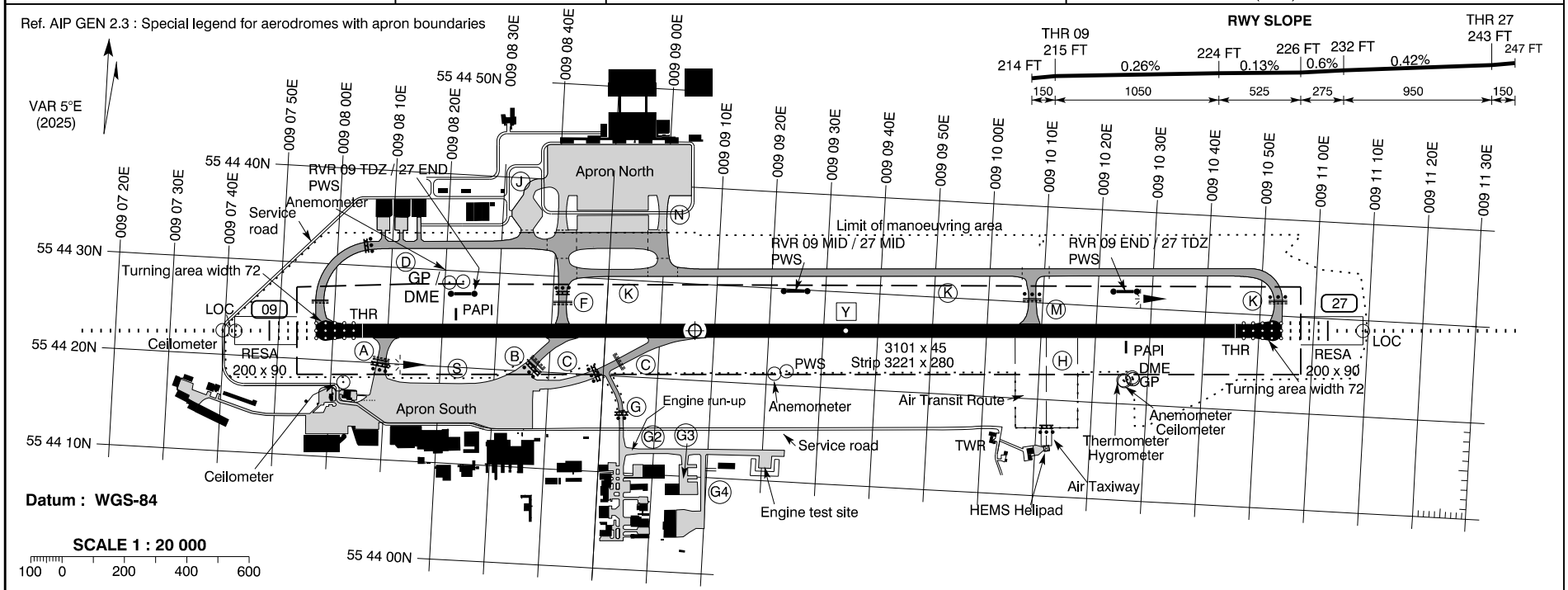
KILOMETRES 10 0
STATUTE MILES 10 0
NAUTICAL MILES 10 0

Changes: ED D 46B withdrawn.

Changes : Orange ATC service boundary marking withdrawn from chart.

# AERODROME CHART - ICAO

| ARP : 55 44 25.16N 009 09 06.40E<br>On RWY, 1075 M from THR 09 | AD ELEV : 246 FT | ELEV in FT<br>Dimensions / Distances in M | Billund APP : 127.580<br>Billund TWR : 119.005 (ARR)<br>129.505 (DEP) | ATIS : 118.780 (ARR)<br>129.105 (DEP) |
|---|---|---|---|---|




## 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 | TDZ | PAPI | Centre line | Edge | End |
| 09 | 086.8° GEO<br>082° MAG | 55 44 23.26N<br>009 08 05.35E | Asphalt<br>PCN 110<br>F / A / X / T | THR<br>RWY NR<br>Aiming point<br>TDZ<br>Centre line<br>Side stripes | D<br>A<br>B<br>F<br>C | 3101<br>2887<br>2350<br>2323<br>2033 | 3101<br>2887<br>2350<br>2323<br>2033 | 3101<br>2887<br>2350<br>2323<br>2033 | 2951 | 900 M CAT II and III | Green | 900 M White | 3° MEHT 52 FT | 2200 M White<br>600 M Red/White<br>300 M Red<br>15 M | 150 M Red<br>2350 M White<br>600 M Yellow<br>60 M | Red |
| 27 | 266.8° GEO<br>262° MAG | 55 44 28.22N<br>009 10 45.66E | | | K<br><br><br>M<br>Y<br>C<br>B | 2951<br>O / R<br>3101<br>2172<br>1551<br>1048<br>693 | 2951<br>O / R<br>3101<br>2172<br>1551<br>1048<br>693 | 3101<br><br><br>2322<br>1701<br>1198<br>843 | 2951 | 900 M CAT II and III | Green | 900 M White | 3° MEHT 51 FT | 2200 M White<br>600 M Red/White<br>300 M Red<br>15 M | 150 M Red<br>2350 M White<br>600 M Yellow<br>60 M | Red |

**OTHER :** Secondary power supply/switch-over time : Switch-over time CAT II and III MAX 1 SEC, switch-over time during departures with RVR less than 800M MAX 1 SEC, otherwise MAX 15 SEC

**OBSTACLES :** All obstacles are marked by day and night

## TAXIWAYS

Width / Pavement :
TWY A, B, C, D, F, J, K, M, N and S :
23 / Asphalt
TWY H :
57 / Grass

Strength :
TWY A, B and C : PCN 110 / F / A / X / T
TWY J, K and S : PCN 90 / F / C / W / T
TWY D, F and N : PCN 70 / F / C / W / T
TWY M : PCN 65 / F / A / W / T

Day marking :
Centre line, holding positions at all TWY/RWY intersections marked.
Side stripes where deemed necessary.

Lighting :
Centre line, Stop bars and RGL :
TWY A, B, C, D, F, H, J, K, M, N and S

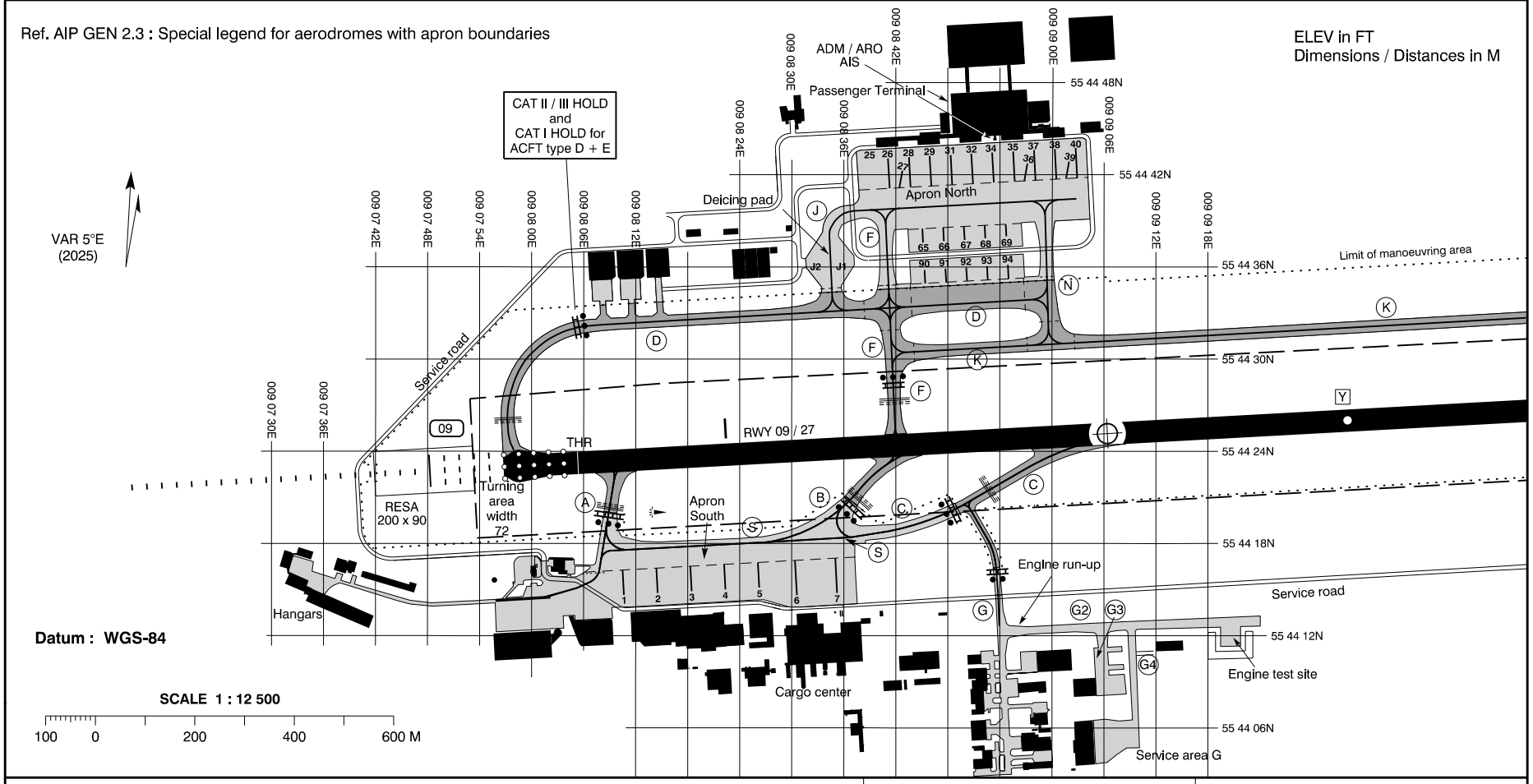
Changes : Orange ATC service boundary marking withdrawn from chart.

| | | |
|---|---|---|
| Apron North ELEV : 232 FT<br>Apron South ELEV : 215 FT | ACL ELEV at Apron North : 232 FT<br>ACL ELEV at Apron South : 215 FT | Billund TWR : 119.005 (ARR) 129.505 (DEP)<br>ATIS : 118.780 (ARR) 129.105 (DEP) |

# AIRCRAFT PARKING / DOCKING CHART - ICAO

Ref. AIP GEN 2.3 : Special legend for aerodromes with apron boundaries

ELEV in FT
Dimensions / Distances in M




Datum : WGS-84

SCALE 1 : 12 500

100 0 200 400 600 M

## INS COORDINATES FOR AIRCRAFT STANDS

**Apron South**

1 - 55 44 15.03N 009 08 10.65E
2 - 55 44 15.15N 009 08 14.55E
3 - 55 44 15.27N 009 08 18.45E
4 - 55 44 15.39N 009 08 22.35E
5 - 55 44 15.51N 009 08 26.25E
6 - 55 44 15.34N 009 08 30.55E
7 - 55 44 15.48N 009 08 35.19E

**Apron North**

25 - 55 44 42.20N 009 08 38.77E
26 - 55 44 42.28N 009 08 41.18E
27 - 55 44 42.33N 009 08 42.77E
28 - 55 44 42.35N 009 08 43.58E
29 - 55 44 42.43N 009 08 45.98E
31 - 55 44 42.50N 009 08 48.39E
32 - 55 44 42.58N 009 08 50.79E
34 - 55 44 42.65N 009 08 53.20E
35 - 55 44 42.73N 009 08 55.60E
36 - 55 44 42.78N 009 08 57.20E
37 - 55 44 42.80N 009 08 58.01E
38 - 55 44 42.88N 009 09 00.41E
39 - 55 44 42.93N 009 09 02.01E
40 - 55 44 42.95N 009 09 02.81E

**Apron North Remote**

65 - 55 44 37.72N 009 08 45.13E
66 - 55 44 37.80N 009 08 47.54E
67 - 55 44 37.87N 009 08 49.94E
68 - 55 44 37.95N 009 08 52.34E
69 - 55 44 38.02N 009 08 54.75E
90 - 55 44 35.69N 009 08 45.33E
91 - 55 44 35.76N 009 08 47.73E
92 - 55 44 35.84N 009 08 50.14E
93 - 55 44 35.91N 009 08 52.54E
94 - 55 44 35.99N 009 08 54.95E

## APRON

Apron South :
Concrete PCN 110 / R / A / X / T

Apron North :
Semi-flexible pavement (Densiphalt)
PCN 110 / F / C / W / T

Apron North Remote parking :
Semi-flexible pavement (Densiphalt)
PCN 90 / F / C / W / T

Deicing platform :
Semi-flexible pavement (Densiphalt)
PNC 90 / F / C / W / T

## TAXIWAYS G and G2

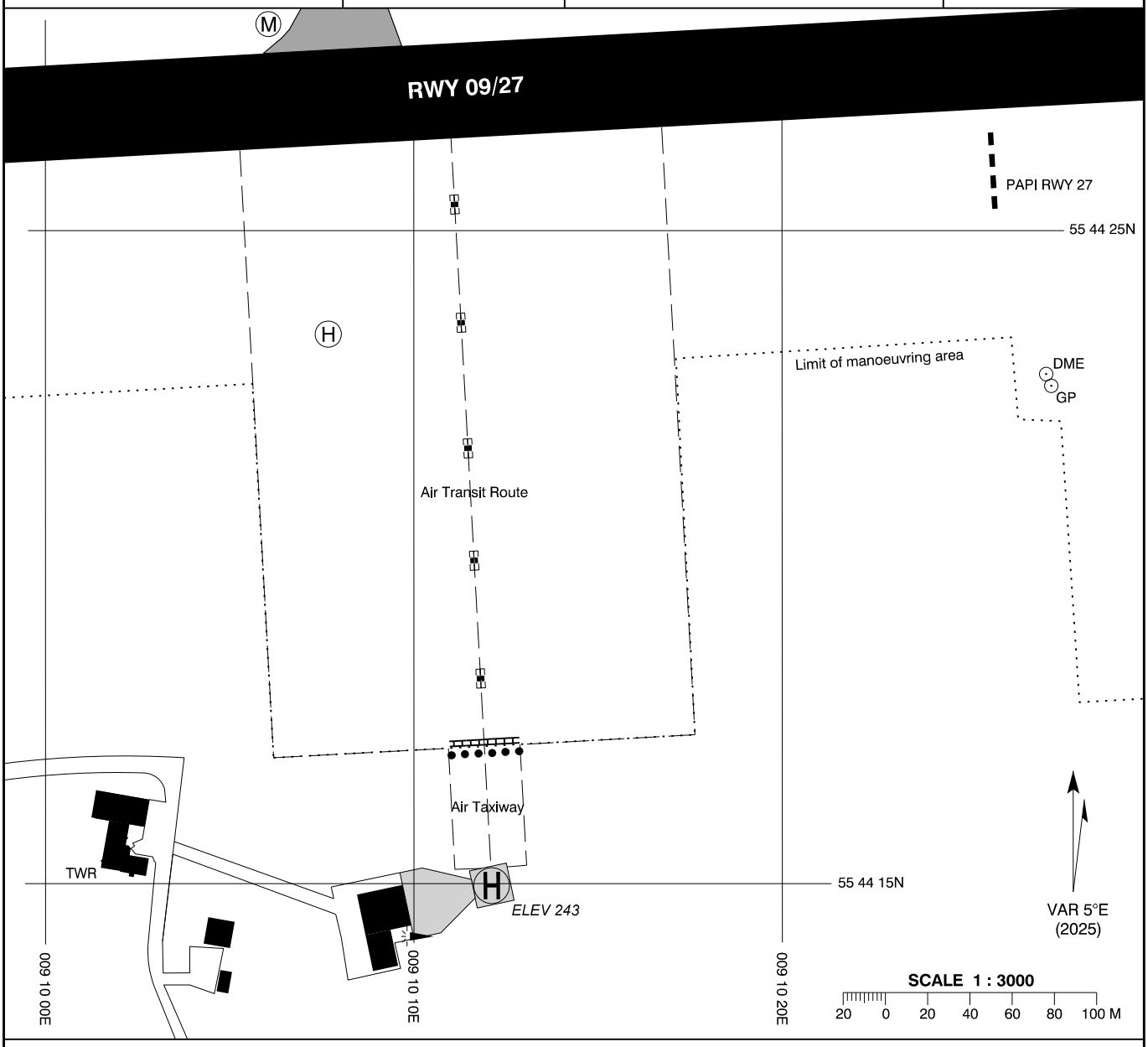
**Secondary TWY G and G2 :**

Width / Pavement :
12 M / Asphalt

Lighting :
Blue edge LIL on TWY G

AD 2 - EKBI
APDC
Billund

| HELIPORT CHART - ICAO | AD ELEV : 246 FT | Billund TWR : 119.005 (ARR) 129.505 (DEP)<br>ATIS : 118.780 (ARR) 129.105 (DEP) | AD 2 - EKBI<br>HELC<br>Billund |
|---|---|---|---|




| | |
|---|---|
| FATO - TLOF coordinates | 55 44 14.97N 009 10 12.12E |
| Dimensions<br>Surface<br>Strength (MTOM)<br>Markings | Diameter 17 M<br>Concrete SF Coloc<br>6800 KG<br>White edge and "H" |
| FATO bearings<br>TLOF bearings | 298.03° MAG to 090.03° MAG clockwise |
| Declared distances | - |
| TWY | Air Taxiway 57 M and Air Transit Route 288 M |
| Lighting :<br>Heliport beacon<br>APP<br>Alignment<br>FATO edge<br>TLOF edge<br>Aiming point<br>TWY | <br>-<br>-<br>-<br>Green edge<br><br>-<br>Centre line, stop bar and RGL |
| Secondary power supply | - |
| Obstacles | - |

Changes : Orange ATC service boundary marking withdrawn from chart.

Changes : Orange ATC service boundary marking withdrawn from chart.

# AERODROME GROUND MOVEMENT CHART

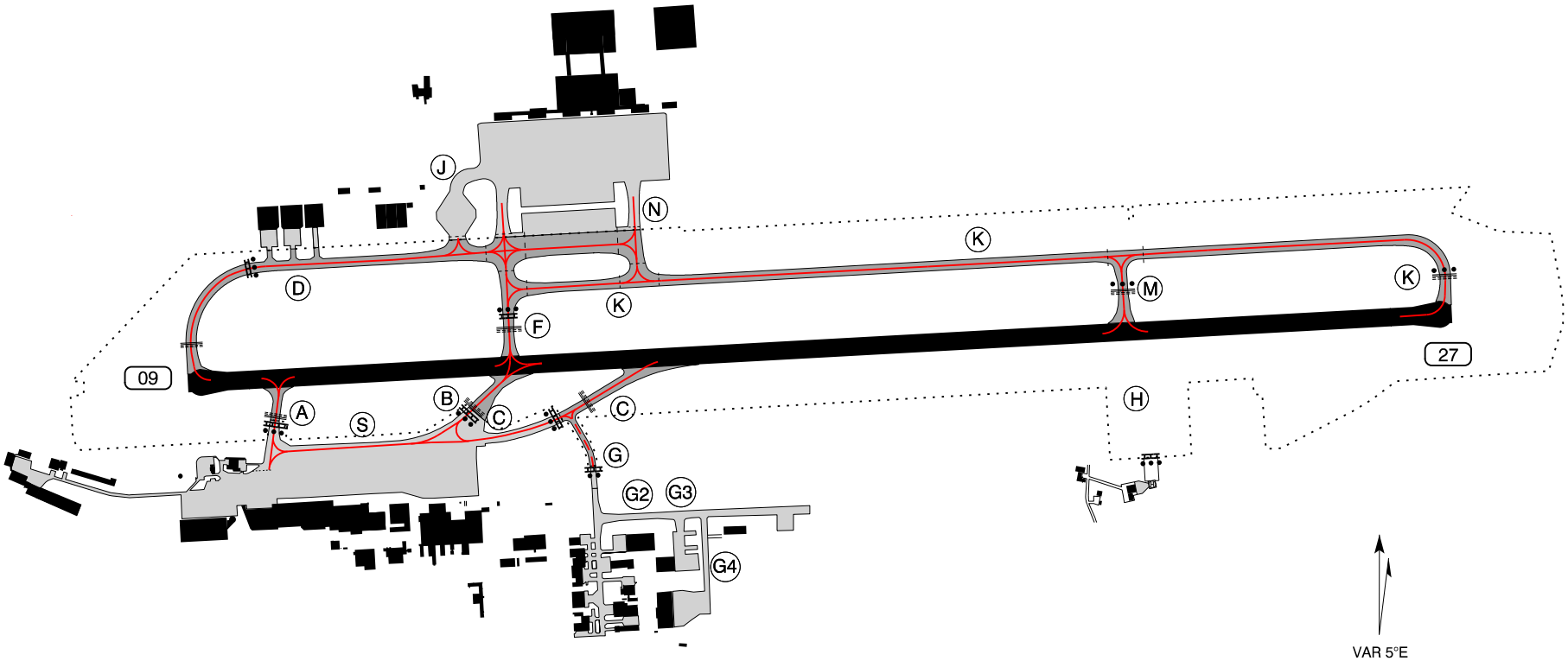
## TAXI ROUTES FOR ICAO CODE LETTER C AIRCRAFT

The taxi routes shown ensure sufficient width
of taxiways for the above mentioned aircraft
according to EASA Certification Specifications

**SIgnature :**

Permitted taxi routes

Taxi route requiring Marshaller guidance



Changes : Orange ATC service boundary marking withdrawn from chart.

# AERODROME GROUND MOVEMENT CHART

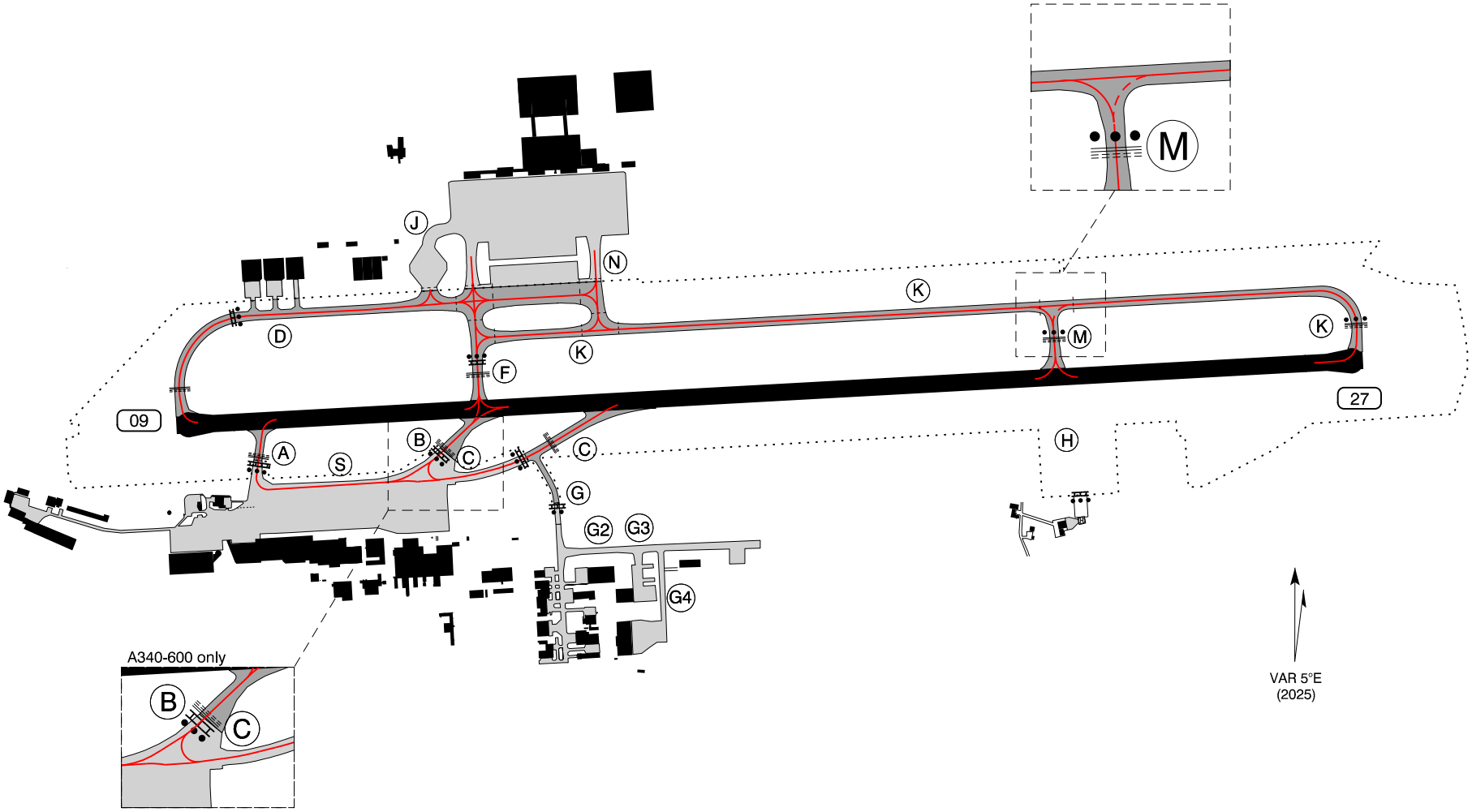
## TAXI ROUTES FOR ICAO CODE LETTER D and E AIRCRAFT

The taxi routes shown ensure sufficient width
of taxiways for the above mentioned aircraft
according to EASA Certification Specifications

**SIgnature :**

Permitted taxi routes

Taxi route requiring Marshaller guidance



Changes : Orange ATC service boundary marking withdrawn from chart.

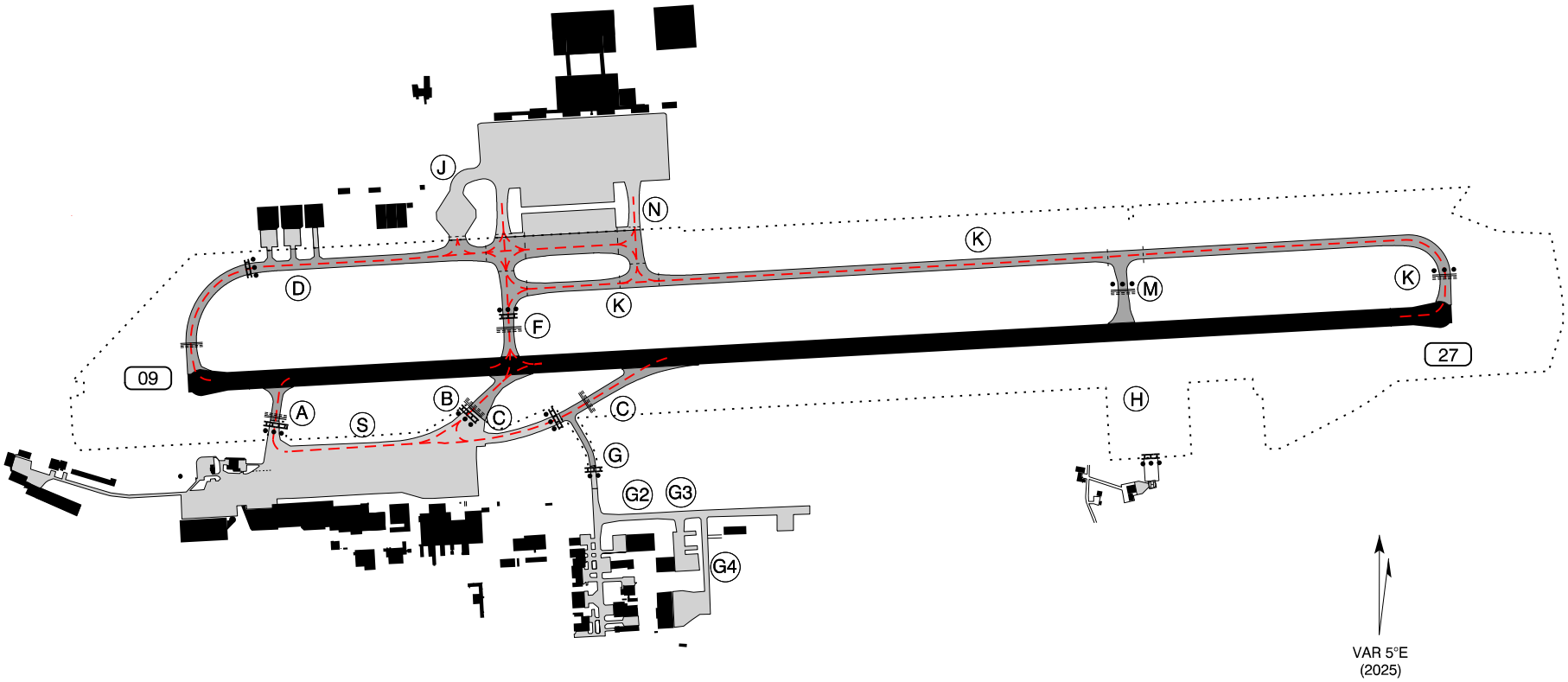
# AERODROME GROUND MOVEMENT CHART

## TAXI ROUTES FOR ICAO CODE LETTER F AIRCRAFT

The taxi routes shown ensure sufficient width
of taxiways for the above mentioned aircraft
according to EASA Certification Specifications

**SIgnature :**

Taxi route requiring Marshaller guidance



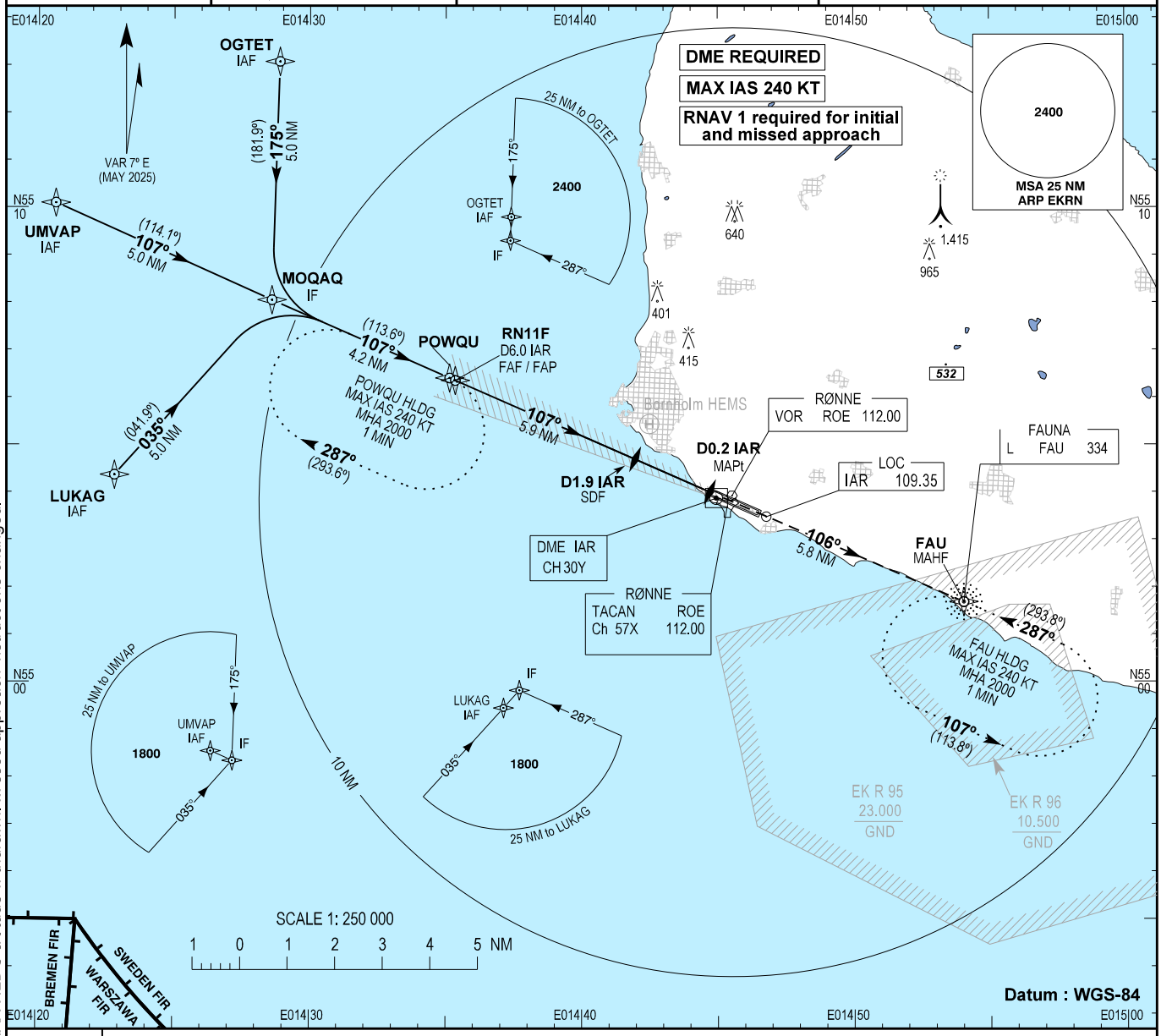
# INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 52

Bearings are magnetic
ELEV, ALT and HGT in FT

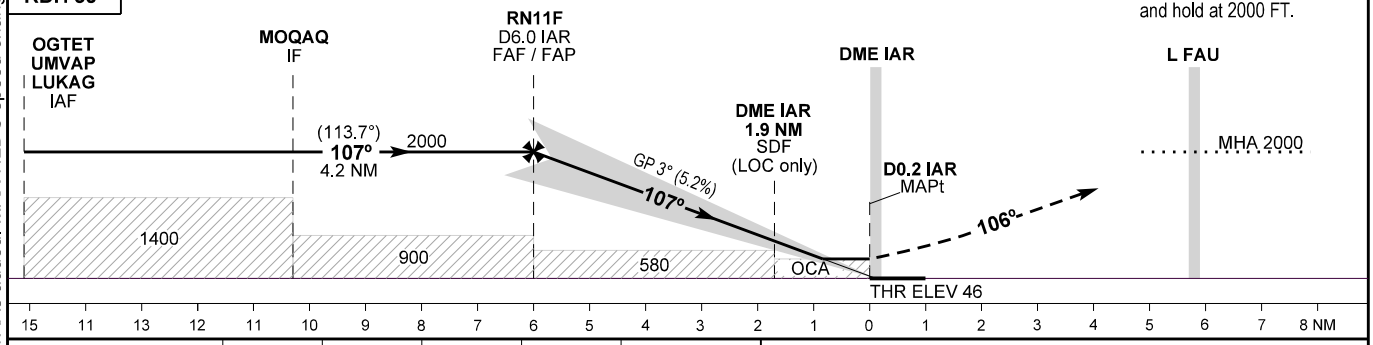
Rønne Tower : 118.330 257.800

**AD 2 - EKRN**
**ILS RWY 11 - 1**
**Bornholm / Rønne**




**TA 5000**

**RDH 55**




Missed approach:
Climb on track 106° to L FAU and hold at 2000 FT.

| OCA (H) | A | B | C | D |
|---|---|---|---|---|
| ILS / DME | 209 (163) | 217(171) | 228 (182) | 239 (193) |
| GP INOP | 380 (334) | | | |
| Circling* | 450 (400) | 630 (580) | 730 (680) | 750 (700) |

*SW of AD only

SPECIAL CONDITIONS:
1: RNAV 1 required for initial and missed approach

| LOC only Recommended Profile on Final Approach | | | | | |
|---|---|---|---|---|---|
| DME IAR | 6 | 5 | 4 | 3 | 2 |
| DIST to THR (NM) | 5.8 | 4.8 | 3.8 | 2.8 | 1.8 |
| Nominal ALT | 1960 | 1640 | 1320 | 1000 | 690 |

| GS KT | 70 | 80 | 90 | 100 | 110 | 120 | 130 |
|---|---|---|---|---|---|---|---|
| ROD FT / MIN | 370 | 430 | 480 | 530 | 580 | 640 | 690 |

Changes : TAAs added. MAX HLDG speed changed. MAX HLDG altitude withdrawn. Missed approach instructions changed.

## TABULAR DESCRIPTION

**EKRN ILS RWY 11 initial approach via OGTET, UMVAP and LUKAG**

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/ Track °M(°T) | Magnetic Variation | Distance | Turn Direction | Altitude (ft) | Speed (kt) | VPA/ TCH | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 010 | IF | OGTET | - | - | 7.0E | - | - | +2400 | -240 | - | RNAV 1 |
| 020 | TF | MOQAQ | - | 175 / (181.9) | 7.0E | 5.0 | L | +2000 | - | - | RNAV 1 |
| 010 | IF | UMVAP | - | - | 7.0E | - | - | +2400 | -240 | - | RNAV 1 |
| 020 | TF | MOQAQ | - | 107 / (114.1) | 7.0E | 5.0 | - | +2000 | - | - | RNAV 1 |
| 010 | IF | LUKAG | - | - | 7.0E | - | - | +2400 | -240 | - | RNAV 1 |
| 020 | TF | MOQAQ | - | 035 / (041.9) | 7.0E | 5.0 | R | +2000 | - | - | RNAV 1 |
| 010 | IF | MOQAQ | - | - | 7.0E | - | - | +2000 | -240 | - | RNAV 1 |
| 020 | TF | RN11F | - | 107 / (113.6) | 7.0E | 4.2 | - | @2000 | - | - | RNAV 1 |

**EKRN ILS RWY 11 missed approach procedure**

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/ Track °M(°T) | Magnetic Variation | Distance | Turn Direction | Altitude (ft) | Speed (kt) | VPA/ TCH | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 010 | CF | FAU | - | 106 / (113.4) | 7.0E | 5.8 | - | +2000 | -240 | - | RNAV 1 |
| 020 | HM | FAU | - | 287 / (293.8) | 7.0E | - | L | +2000 | -240 | - | RNAV 1 |

**EKRN ILS RWY 11 waypoint coordinates**

| Waypoint Identifier | Coordinates |
|---|---|
| OGTET (IAF) | 55 13 04.93N 014 28 53.52E |
| UMVAP (IAF) | 55 10 05.95N 014 20 38.82E |
| LUKAG (IAF) | 55 04 22.18N 014 22 49.96E |
| MOQAQ (IF) | 55 08 03.45N 014 28 36.48E |
| RN11F (FAF/FAP) | 55 06 21.80N 014 35 21.33E |
| D0.2 IAR (MAPt) | 55 04 00.78N 014 44 42.77E |
| FAU (MAHF) | 55 01 41.49N 014 54 01.79E |
| POWQU (HF) | 55 06 24.93N 014 35 08.92E |

Changes : MAX HLDG speed changed. MAX HLDG altitude withdrawn.

# INSTRUMENT APPROACH CHART - ICAO

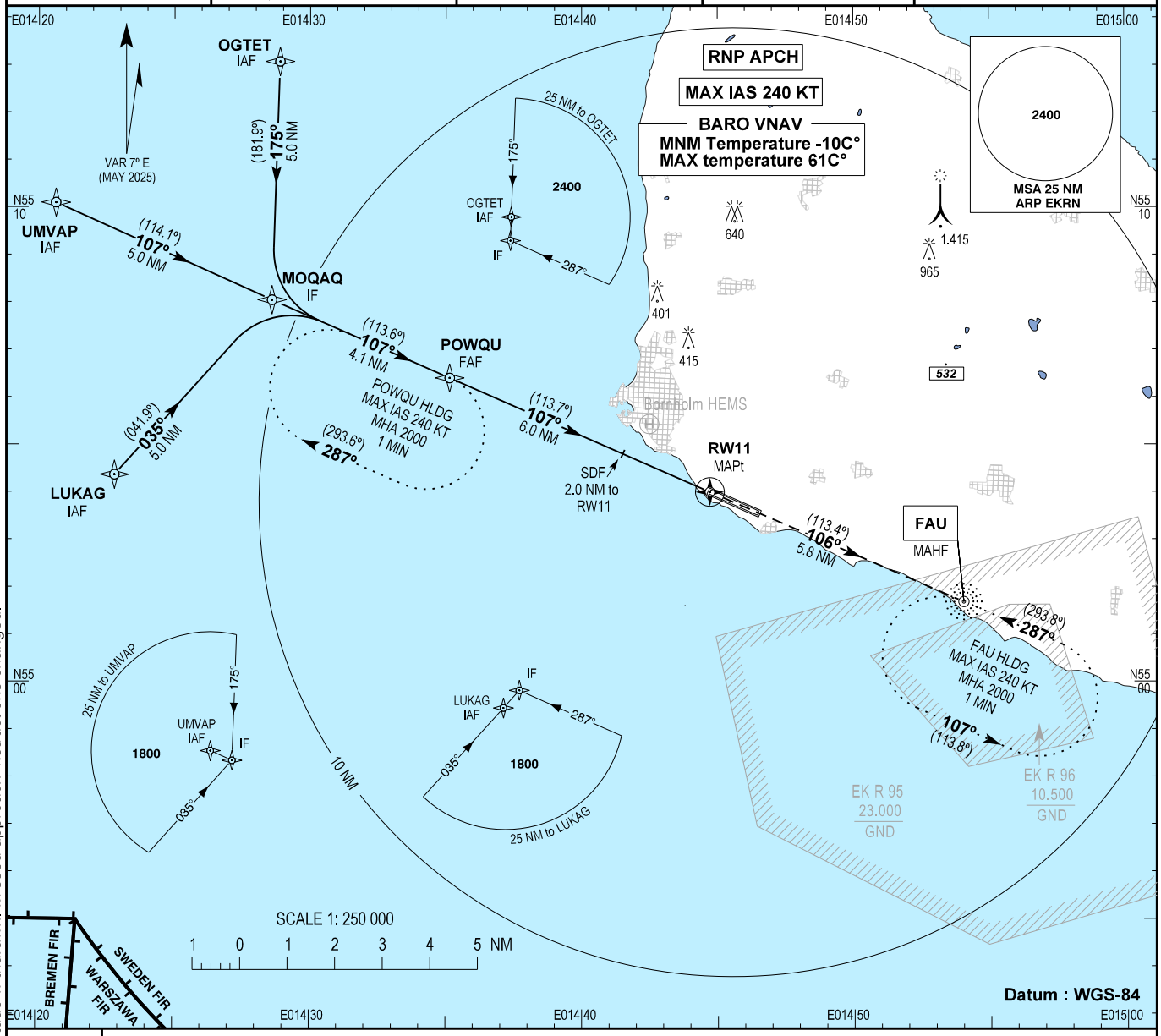
AD ELEV : 52

Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Rønne Tower : 118.330
257.800

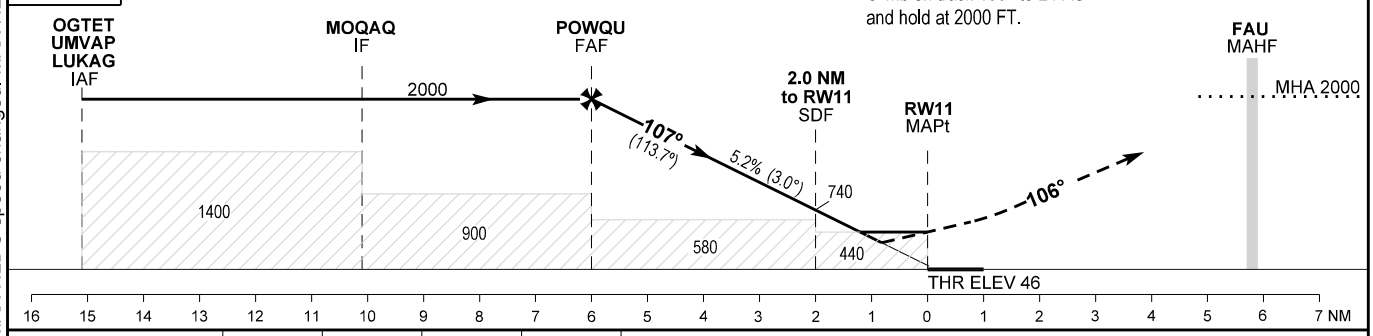
EGNOS :
CH 88336
E11A

**AD 2 - EKRN**
**RNP RWY 11 - 1**
**Bornholm / Rønne**




**TA 5000**

**TCH 55**




Missed approach:
Climb on track 106° to L FAU
and hold at 2000 FT.

| OCA (H) | A | B | C | D |
|---|---|---|---|---|
| LNAV | 440 (394) | | | |
| LNAV / VNAV | 320 (274) | 330 (284) | 340 (294) | 350 (304) |
| LPV | 296 (250) | 296 (250) | 305 (259) | 315 (269) |
| Circling* | 450 (400) | 630 (580) | 730 (680) | 750 (700) |

* SW of AD only

SPECIAL CONDITIONS

| DIST to THR (NM) | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|
| ALT | 740 | 1055 | 1375 | 1695 | 2010 |

| Time to MAPt from FAF - DIST 6.0 NM | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| GS KT | 60 | 80 | 100 | 120 | 140 | 160 | 180 | 200 |
| Rate of descent FT / MIN | 318 | 425 | 531 | 637 | 743 | 849 | 955 | 1061 |

* Cross 2.0 NM to RW11 not below 580 FT.
Note: VSS penetrated by terrain left of track.

Changes : MAX HLDG speed changed. MAX HLDG altitude withdrawn. Missed approach instructions changed.

## TABULAR DESCRIPTION

### EKRN RNP RWY 11 via OGTET

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/ Track °M(°T) | Magnetic Variation | Distance | Turn Direction | Altitude (ft) | Speed (kt) | VPA/ TCH | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 005 | IF | OGTET | - | - | 7.0E | - | - | +2000 | -240 | - | RNP APCH |
| 010 | TF | MOQAQ | - | 175 / (181.9) | 7.0E | 5.0 | - | +2000 | -240 | - | RNP APCH |
| 020 | TF | POWQU | - | 107 / (113.6) | 7.0E | 4.1 | L | @2000 | - | - | RNP APCH |
| 030 | TF | RW11 | Y | 107 / (113.7) | 7.0E | 6.0 | - | - | - | 3.0°/55 | RNP APCH |
| 040 | TF | FAU | - | 106 / (113.4) | 7.0E | 5.8 | - | +2000 | - | - | RNP APCH |
| 050 | HM | FAU | - | 287 / (293.8) | 7.0E | - | L | +2000 | -240 | - | RNP APCH |

### EKRN RNP RWY 11 via UMVAP

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/ Track °M(°T) | Magnetic Variation | Distance | Turn Direction | Altitude (ft) | Speed (kt) | VPA/ TCH | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 005 | IF | UMVAP | - | - | 7.0E | - | - | +2000 | -240 | - | RNP APCH |
| 010 | TF | MOQAQ | - | 107 / (114.1) | 7.0E | 5.0 | - | +2000 | -240 | - | RNP APCH |
| 020 | TF | POWQU | - | 107 / (113.6) | 7.0E | 4.1 | - | @2000 | - | - | RNP APCH |
| 030 | TF | RW11 | Y | 107 / (113.7) | 7.0E | 6.0 | - | - | - | 3.0°/55 | RNP APCH |
| 040 | TF | FAU | - | 106 / (113.4) | 7.0E | 5.8 | - | +2000 | - | - | RNP APCH |
| 050 | HM | FAU | - | 287 / (293.8) | 7.0E | - | L | +2000 | -240 | - | RNP APCH |

### EKRN RNP RWY 11 via LUKAG

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/ Track °M(°T) | Magnetic Variation | Distance | Turn Direction | Altitude (ft) | Speed (kt) | VPA/ TCH | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 005 | IF | LUKAG | - | - | 7.0E | - | - | +2000 | -240 | - | RNP APCH |
| 010 | TF | MOQAQ | - | 035 / (041.9) | 7.0E | 5.0 | - | +2000 | -240 | - | RNP APCH |
| 020 | TF | POWQU | - | 107 / (113.6) | 7.0E | 4.1 | R | @2000 | - | - | RNP APCH |
| 030 | TF | RW11 | Y | 107 / (113.7) | 7.0E | 6.0 | - | - | - | 3.0°/55 | RNP APCH |
| 040 | TF | FAU | - | 106 / (113.4) | 7.0E | 5.8 | - | +2000 | - | - | RNP APCH |
| 050 | HM | FAU | - | 287 / (293.8) | 7.0E | - | L | +2000 | -240 | - | RNP APCH |

## EKRN RNP RWY 11 waypoint coordinates:

| Waypoint Identifier | Coordinates |
|---|---|
| OGTET (IAF) | 55 13 04.93N 014 28 53.52E |
| UMVAP (IAF) | 55 10 05.95N 014 20 38.82E |
| LUKAG (IAF) | 55 04 22.18N 014 22 49.96E |
| MOQAQ (IF) | 55 08 03.45N 014 28 36.48E |
| POWQU (FAF) | 55 06 24.93N 014 35 08.92E |
| RW11 (MAPt) | 55 04 00.78N 014 44 42.77E |
| FAU (MAHF) | 55 01 41.49N 014 54 01.79E |

Changes : MAX HLDG speed changed. MAX HLDG altitude withdrawn.

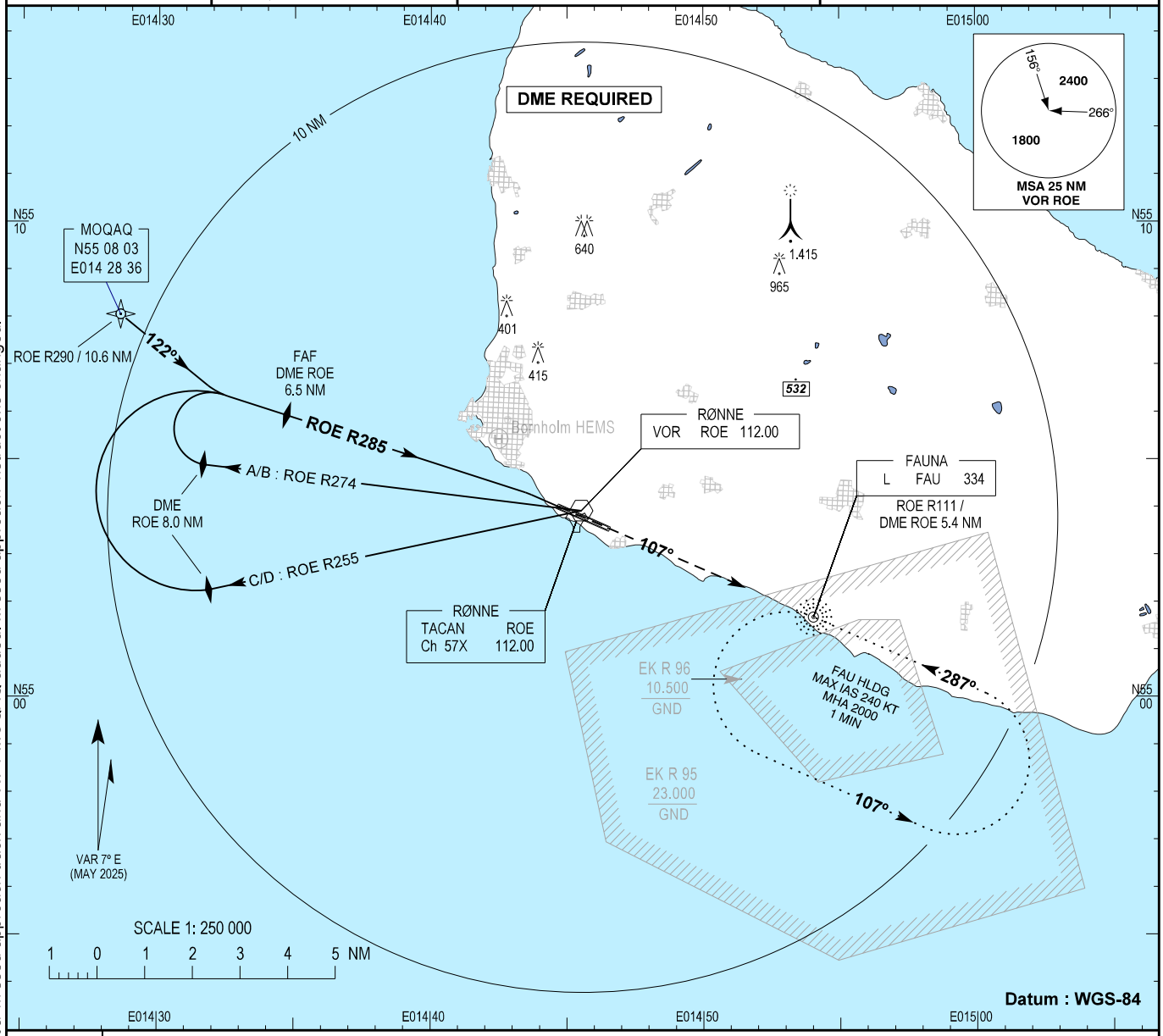
# INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 52

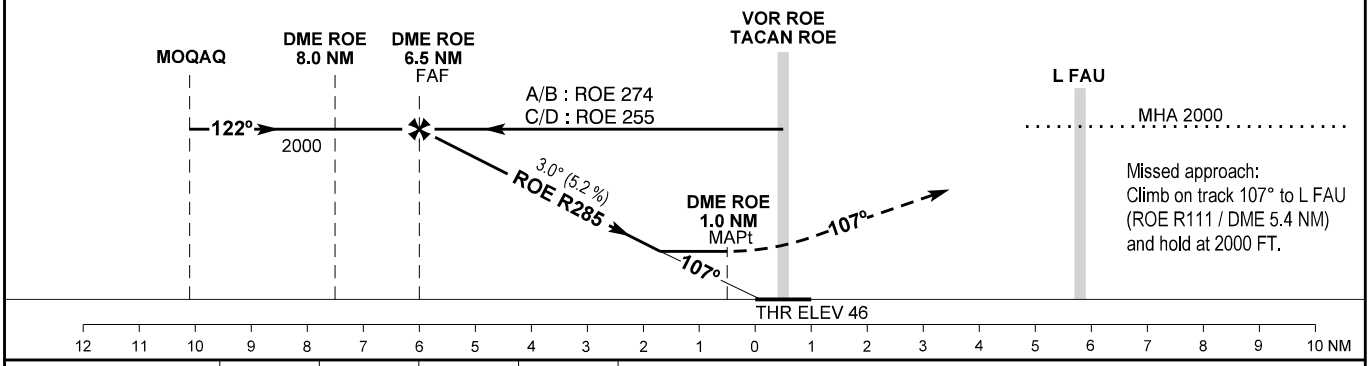
Bearings are magnetic
ELEV, ALT and HGT in FT

Rønne Tower : 118.330 257.800

**AD 2 - EKRN**
**VOR RWY 11**
**Bornholm / Rønne**




**TA 5000**




| OCA (H) | A | B | C | D |
|---|---|---|---|---|
| VOR / DME | 650 (600) | 650 (600) | 650 (600) | 650 (600) |
| Circling* | 650 (600) | 650 (600) | 730 (680) | 750 (700) |

*SW of AD only

SPECIAL CONDITIONS

| DME ROE | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| DIST to THR (NM) | 0.5 | 1.5 | 2.5 | 3.5 | 4.5 | 5.5 |
| Nominal ALT | 270 | 585 | 900 | 1215 | 1530 | 1845 |

| Time to MAPt from FAF - DIST 5.5 NM ** | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| GS KT | 60 | 80 | 100 | 120 | 140 | 160 | 180 | 200 |
| Time MIN : SEC | 5:32 | 4:09 | 3:19 | 2:46 | 2:22 | 2:04 | 1:51 | 1:39 |
| ROD FT / MIN | 314 | 418 | 523 | 627 | 732 | 836 | 940 | 1045 |

**Timing not authorized for defining the MAPt

Changes : MAX HLDG altitude and WPT ODMEI withdrawn. Initial missed approach track and WPT MOQAQ added. Missed approach instructions changed.

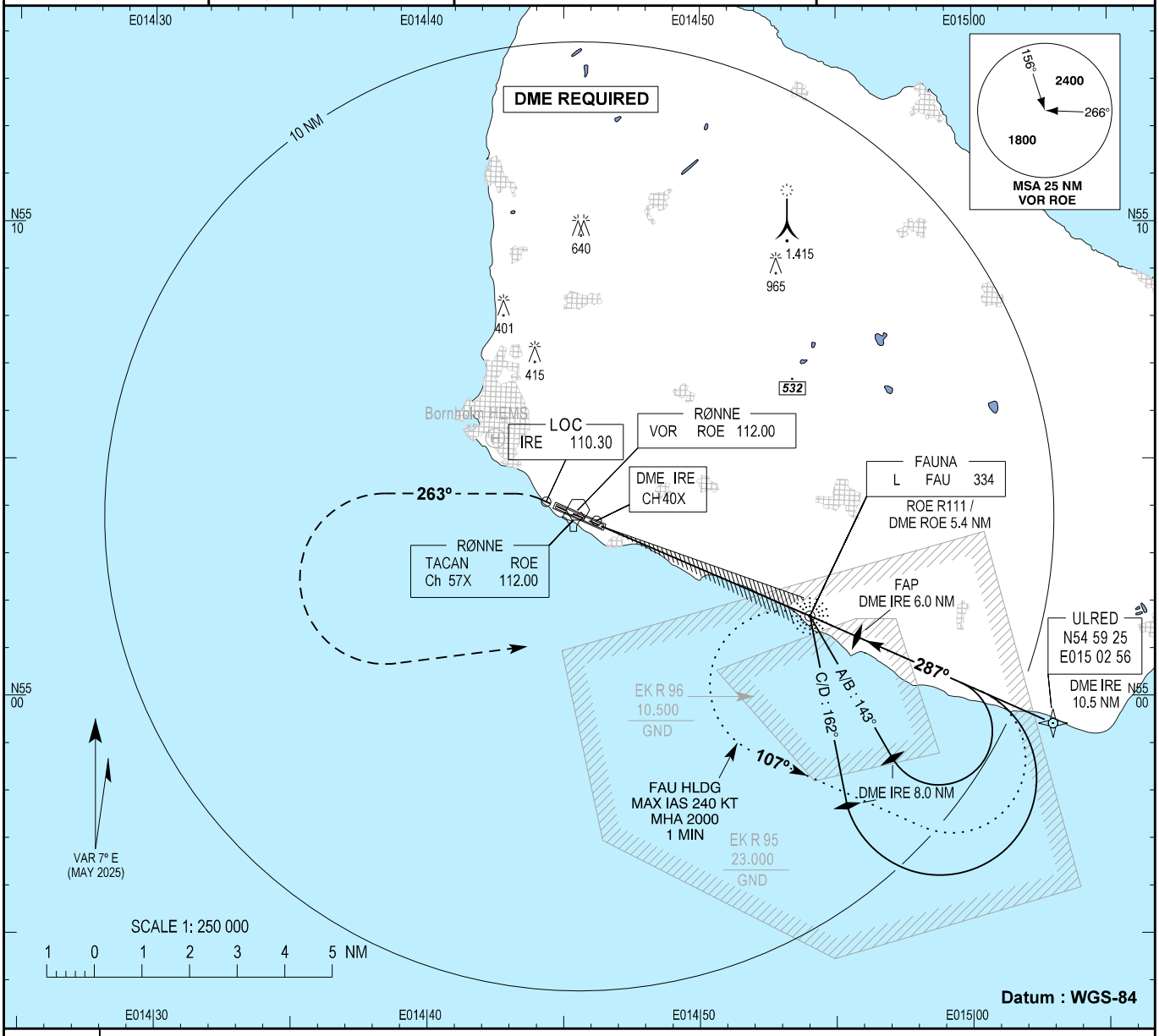
# INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 52

Bearings are magnetic
ELEV, ALT and HGT in FT

Rønne Tower : 118.330 257.800

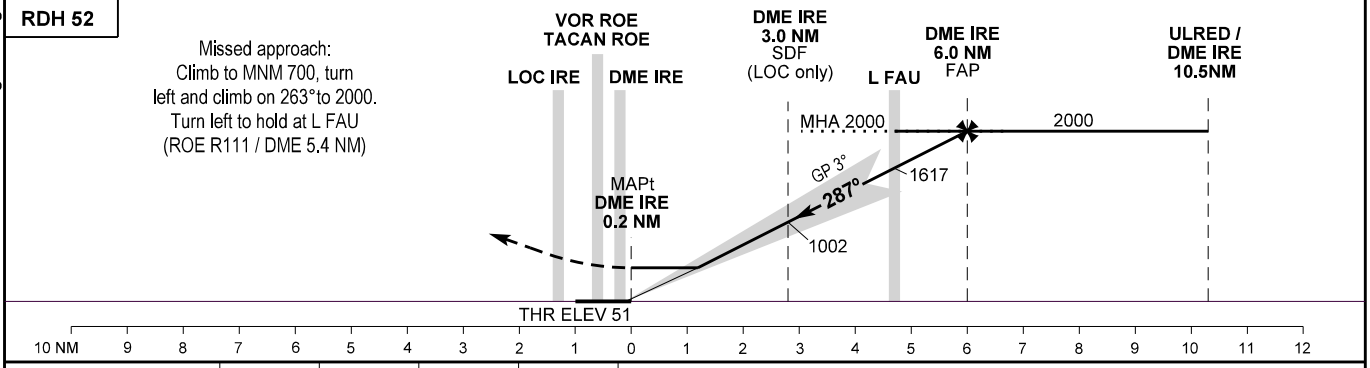
**AD 2 - EKRN**
**ILS RWY 29**
**Bornholm / Rønne**




**TA 5000**

**RDH 52**

Missed approach:
Climb to MNM 700, turn
left and climb on 263°to 2000.
Turn left to hold at L FAU
(ROE R111 / DME 5.4 NM)




| OCA (H) | A | B | C | D | SPECIAL CONDITIONS |
|---|---|---|---|---|---|
| ILS / DME | 216 (165) | 228 (177) | 236 (185) | 247 (196) | |
| GP INOP | 430 (380) | 430 (380) | 430 (380) | 430 (380) | |
| Circling* | 450 (400) | 630 (580) | 730 (680) | 750 (700) | *SW of AD only |

| DME IRE | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| DIST to THR (NM) | 1.8 | 2.8 | 3.8 | 4.8 | 5.8 | 6.8 | 7.8 | 8.8 |
| Nominal ALT | 690 | 1010 | 1330 | 1650 | 1970 | 2280 | 2600 | 2920 |

| DME ROE | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|
| DIST to THR (NM) | 1.4 | 2.4 | 3.4 | 4.4 | 5.4 | 6.4 | 7.4 | 8.4 |
| Nominal ALT | 545 | 860 | 1175 | 1490 | 1805 | 2125 | 2440 | 2760 |

Changes : MAX HLDG altitude and holding limiting distance withdrawn.

# INSTRUMENT APPROACH CHART - ICAO

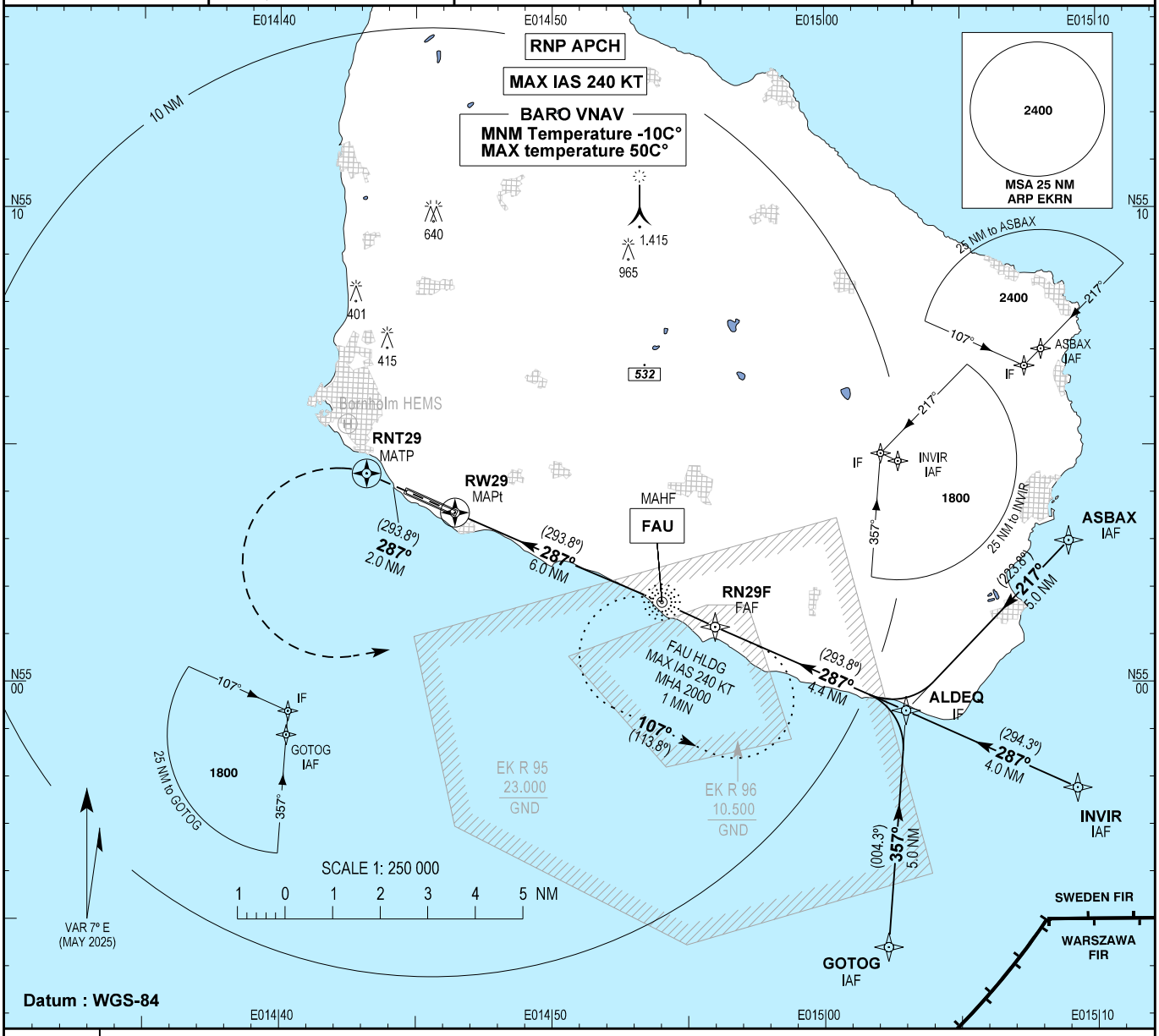
AD ELEV : 52

Bearings are magnetic (true)
ELEV, ALT and HGT in FT

Rønne Tower : 118.330
257.800

EGNOS :
CH 76352
E29A

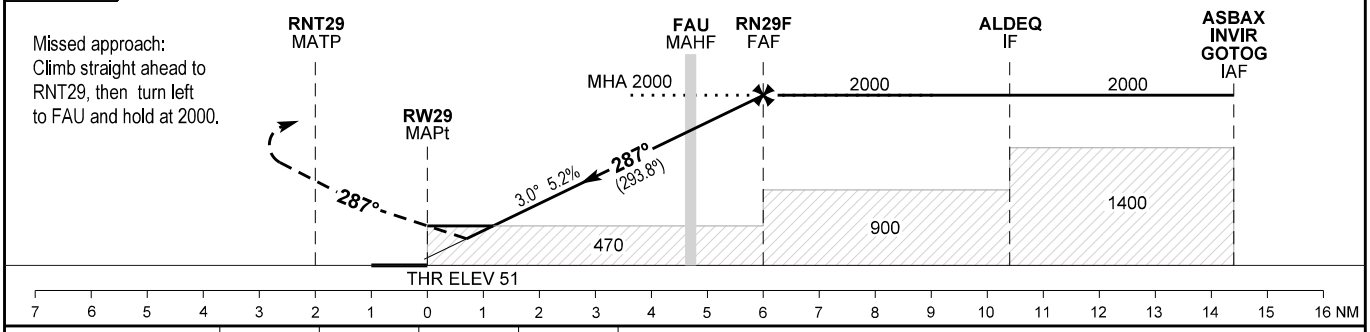
**AD 2 - EKRN**
**RNP RWY 29 - 1**
**Bornholm / Rønne**




**TA 5000**

**TCH 52**

Missed approach:
Climb straight ahead to RNT29, then turn left to FAU and hold at 2000.




| OCA (H) | A | B | C | D |
|---|---|---|---|---|
| LNAV | 470 (420) | | | |
| LNAV / VNAV | 330 (279) | 340 (289) | 360 (309) | 390 (339) |
| LPV | 301 (250) | 302 (251) | 312 (261) | 324 (273) |
| Circling* | 450 (400) | 630 (580) | 730 (680) | 750 (700) |

*SW of AD only

SPECIAL CONDITIONS

| DIST to THR (NM) | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|
| ALT | 740 | 1060 | 1375 | 1695 | 2015 |

| Time to MAPt from FAF - DIST 6.0 NM | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| GS KT | 60 | 80 | 100 | 120 | 140 | 160 | 180 | 200 |
| Rate of descent FT / MIN | 318 | 425 | 531 | 637 | 743 | 849 | 955 | 1061 |

Changes : MAX HLDG altitude withdrawn.

## Instrument Approach Procedure Coding Tables:

**EKRN RNP RWY 29 via ASBAX**

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/ Track °M(°T) | Magnetic Variation | Distance | Turn Direction | Altitude (ft) | Speed (kt) | VPA/ TCH | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 005 | IF | ASBAX | - | - | 7.0E | - | - | +2000 | -240 | - | RNP APCH |
| 010 | TF | ALDEQ | - | 217 / (223.8) | 7.0E | 5.0 | - | +2000 | -240 | - | RNP APCH |
| 020 | TF | RN29F | - | 287 / (293.8) | 7.0E | 4.4 | R | @2000 | - | - | RNP APCH |
| 040 | TF | RW29 | Y | 287 / (293.8) | 7.0E | 6.0 | - | - | - | 3.0°/52 | RNP APCH |
| 050 | CF | RNT29 | Y | 287 / (293.8) | 7.0E | 2.0 | - | - | - | - | RNP APCH |
| 060 | DF | FAU | - | - | 7.0E | - | L | +2000 | - | - | RNP APCH |
| 070 | HM | FAU | - | 287 / (293.8) | 7.0E | - | L | +2000 | -240 | - | RNP APCH |

**EKRN RNP RWY 29 via INVIR**

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/ Track °M(°T) | Magnetic Variation | Distance | Turn Direction | Altitude (ft) | Speed (kt) | VPA/ TCH | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 005 | IF | INVIR | - | - | 7.0E | - | - | +2000 | -240 | - | RNP APCH |
| 010 | TF | ALDEQ | - | 287 / (294.3) | 7.0E | 4.0 | - | +2000 | -240 | - | RNP APCH |
| 020 | TF | RN29F | - | 287 / (293.8) | 7.0E | 4.4 | - | @2000 | - | - | RNP APCH |
| 040 | TF | RW29 | Y | 287 / (293.8) | 7.0E | 6.0 | - | - | - | 3.0°/52 | RNP APCH |
| 050 | CF | RNT29 | Y | 287 / (293.8) | 7.0E | 2.0 | - | - | - | - | RNP APCH |
| 060 | DF | FAU | - | - | 7.0E | - | L | +2000 | - | - | RNP APCH |
| 070 | HM | FAU | - | 287 / (293.8) | 7.0E | - | L | +2000 | -240 | - | RNP APCH |

**EKRN RNP RWY 29 via GOTOG**

| Serial Number | Path Descriptor | Waypoint Identifier | Fly-over | Course/ Track °M(°T) | Magnetic Variation | Distance | Turn Direction | Altitude (ft) | Speed (kt) | VPA/ TCH | Navigation Specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 005 | IF | GOTOG | - | - | 7.0E | - | - | +2000 | -240 | - | RNP APCH |
| 010 | TF | ALDEQ | - | 357 / (004.3) | 7.0E | 5.0 | - | +2000 | -240 | - | RNP APCH |
| 020 | TF | RN29F | - | 287 / (293.8) | 7.0E | 4.4 | L | @2000 | - | - | RNP APCH |
| 040 | TF | RW29 | Y | 287 / (293.8) | 7.0E | 6.0 | - | - | - | 3.0°/52 | RNP APCH |
| 050 | CF | RNT29 | Y | 287 / (293.8) | 7.0E | 2.0 | - | - | - | - | RNP APCH |
| 060 | DF | FAU | - | - | 7.0E | - | L | +2000 | - | - | RNP APCH |
| 070 | HM | FAU | - | 287 / (293.8) | 7.0E | - | L | +2000 | -240 | - | RNP APCH |

## EKRN RNP RWY 29 waypoint coordinates:

| Waypoint Identifier | Coordinates |
|---|---|
| ASBAX (IAF) | 55 02 58.91N 015 08 57.25E |
| INVIR (IAF) | 54 57 46.11N 015 09 15.45E |
| GOTOG (IAF) | 54 54 24.69N 015 02 19.26E |
| ALDEQ (IF) | 54 59 23.86N 015 02 58.40E |
| RN29F (FAF) | 55 01 09.98N 014 55 58.76E |
| RW29 (MAPt) | 55 03 34.73N 014 46 26.05E |
| RNT29 (MATP) | 55 04 24.04N 014 43 11.23E |
| FAU (MAHF) | 55 01 41.49N 014 54 01.79E |

Changes : MAX HLDG altitude withdrawn.

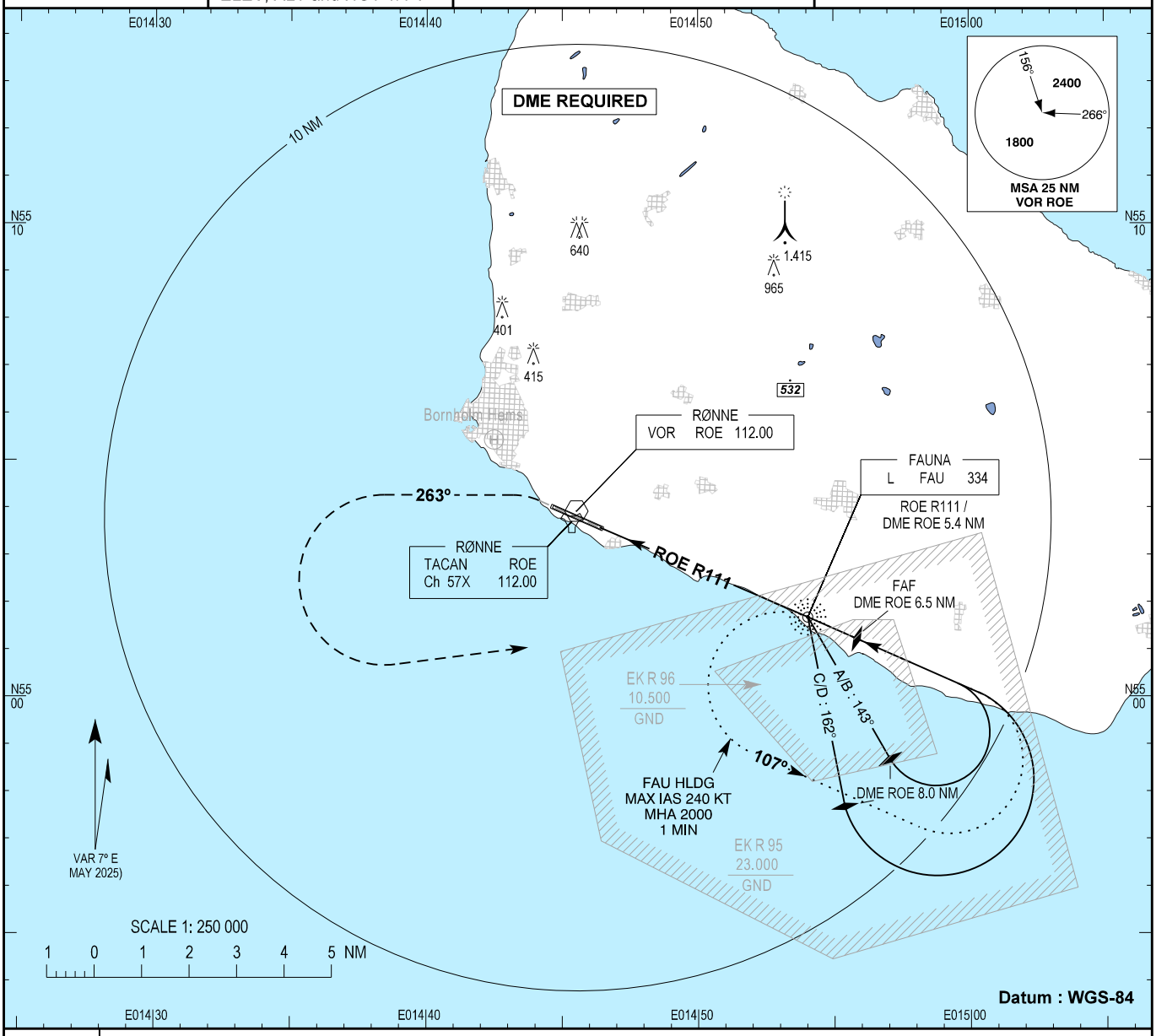
# INSTRUMENT APPROACH CHART - ICAO

AD ELEV : 52

Bearings are magnetic
ELEV, ALT and HGT in FT

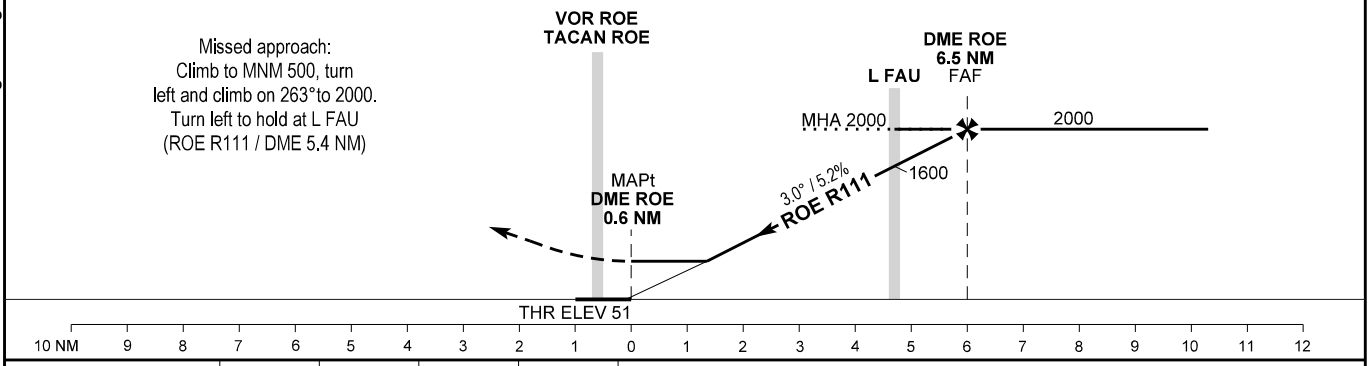
Rønne Tower : 118.330 257.800

**AD 2 - EKRN**
**VOR RWY 29**
**Bornholm / Rønne**




**TA 5000**

Missed approach:
Climb to MNM 500, turn
left and climb on 263°to 2000.
Turn left to hold at L FAU
(ROE R111 / DME 5.4 NM)




| OCA (H) | A | B | C | D | SPECIAL CONDITIONS |
|---|---|---|---|---|---|
| VOR / DME | 470 (420) | 470 (420) | 470 (420) | 470 (420) | |
| Circling* | 470 (420) | 630 (580) | 730 (680) | 750 (700) | *SW of AD only |

| DME ROE | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|
| DIST to THR (NM) | 1.4 | 2.4 | 3.4 | 4.4 | 5.4 | 6.4 | 7.4 |
| Nominal ALT | 540 | 860 | 1180 | 1500 | 1820 | 2130 | 2450 |

Changes : MAX HLDG altitude and holding limiting distance withdrawn.

- 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 Transponder Operating Procedures

5.7.1 Introduction
At EKCH, an advanced surface movement guidance and control system is in operation which utilises Mode S transponder signals. Aircraft operators shall ensure that Mode S transponders can be operated when the aircraft is on the ground in accordance with ICAO Annex 10, Volume IV.

5.7.2 Operation of Mode S transponders when the aircraft is on the ground
Pilots operating at EKCH shall:
- Enter the aircraft identification in ICAO format (as in Item 7 of the flight plan) before activating the transponder.
- Select the assigned Mode A (squawk) code and make sure that the transponder is set to AUTO or ON (e.g., set mode XPDR), not mode STBY:
  - From the commencement of push-back or taxiing, whichever comes first;
  - Continuously after landing until the aircraft is fully parked on stand.
- When the aircraft is fully parked on stand, select Mode A code 2000 before switching the transponder to OFF or STBY.

For the Mode S call sign, the flight crew shall use the ICAO-defined format (e.g., SAS589) when entering the aircraft identification.

To ensure that the performance of systems based on SSR frequencies is not compromised:
- Traffic alert and collision avoidance system TCAS/ACAS shall not be activated before reaching the runway-holding position for departure.
- After landing, TCAS/ACAS shall be deactivated as soon as practical after vacating the runway.

Aircraft taxiing without a flight plan shall select Mode A code 2000.

5.7.3 Aircraft without Mode S transponder
- Squawk the assigned SSR code ONLY when instructed to line up.
- After landing, switch OFF the transponder as soon as practical after vacating the runway.
- At departure, state “No Mode S transponder” to Kastrup Apron on 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.

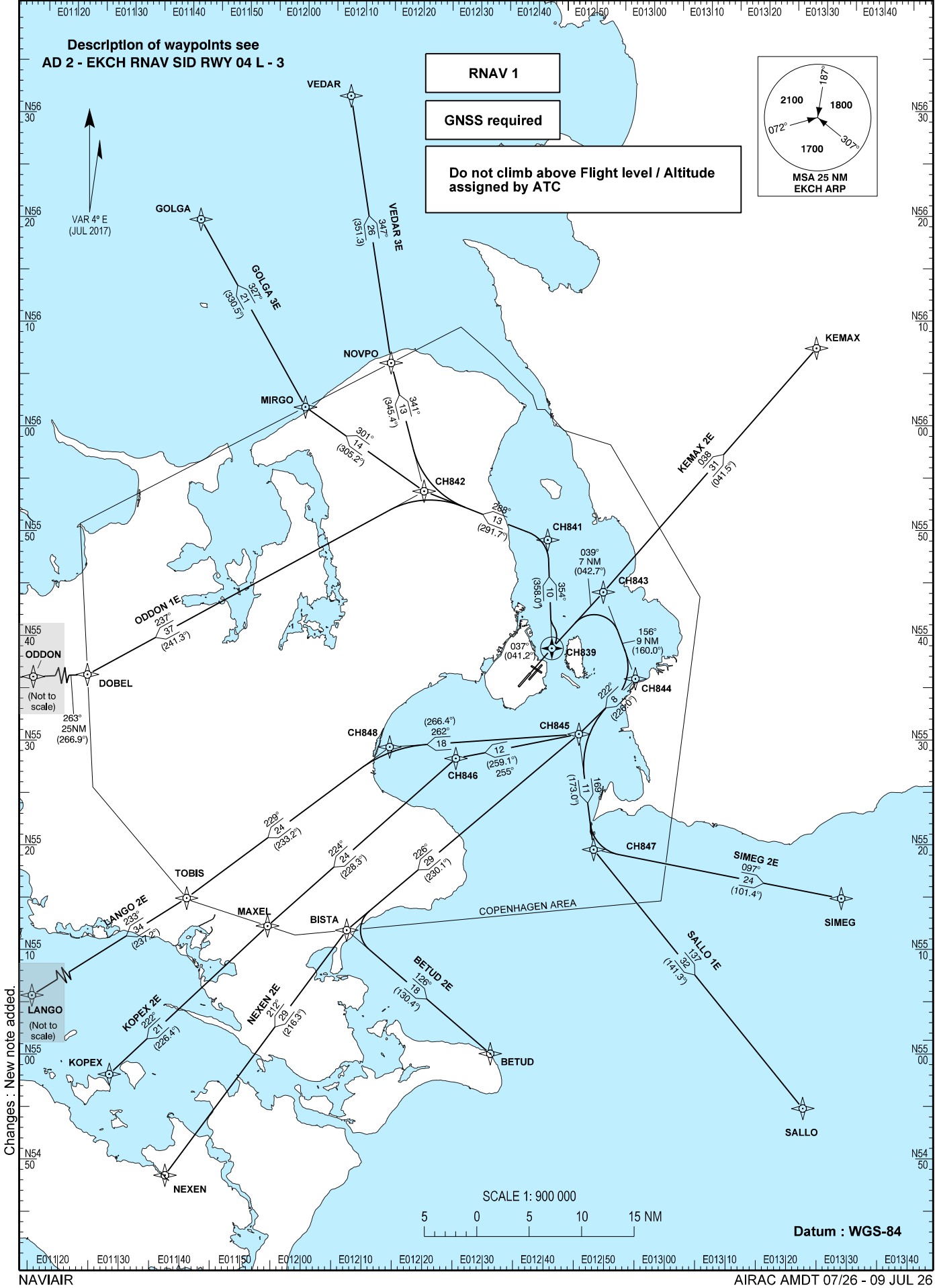
CPH is not responsible for aircraft movements and parking positions in the area.

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

**AD 2 - EKCH**
**RNAV SID RWY 04 L - 1**
**København / Kastrup**
BETUD 2E, NEXEN 2E, KOPEX 2E, LANGO 2E, ODDON 1E
GOLGA 3E, VEDAR 3E, KEMAX 2E, SIMEG 2E, SALLO 1E



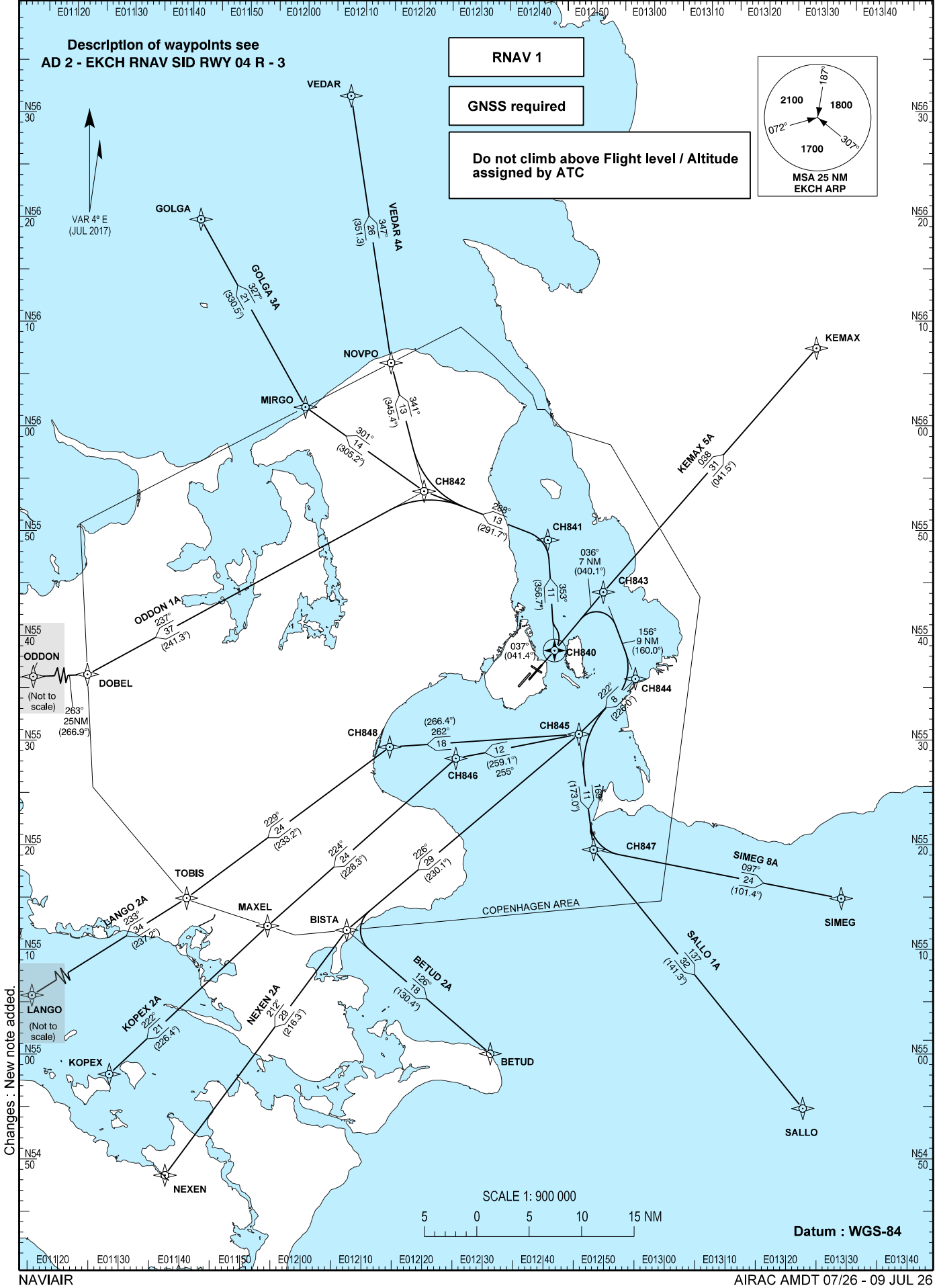

Changes : New note added.

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

**AD 2 - EKCH**
**RNAV SID RWY 04 R - 1**
**København / Kastrup**
BETUD 2A, NEXEN 2A, KOPEX 2A, LANGO 2A, ODDON 1A
GOLGA 3A, VEDAR 4A, KEMAX 5A, SIMEG 8A, SALLO 1A



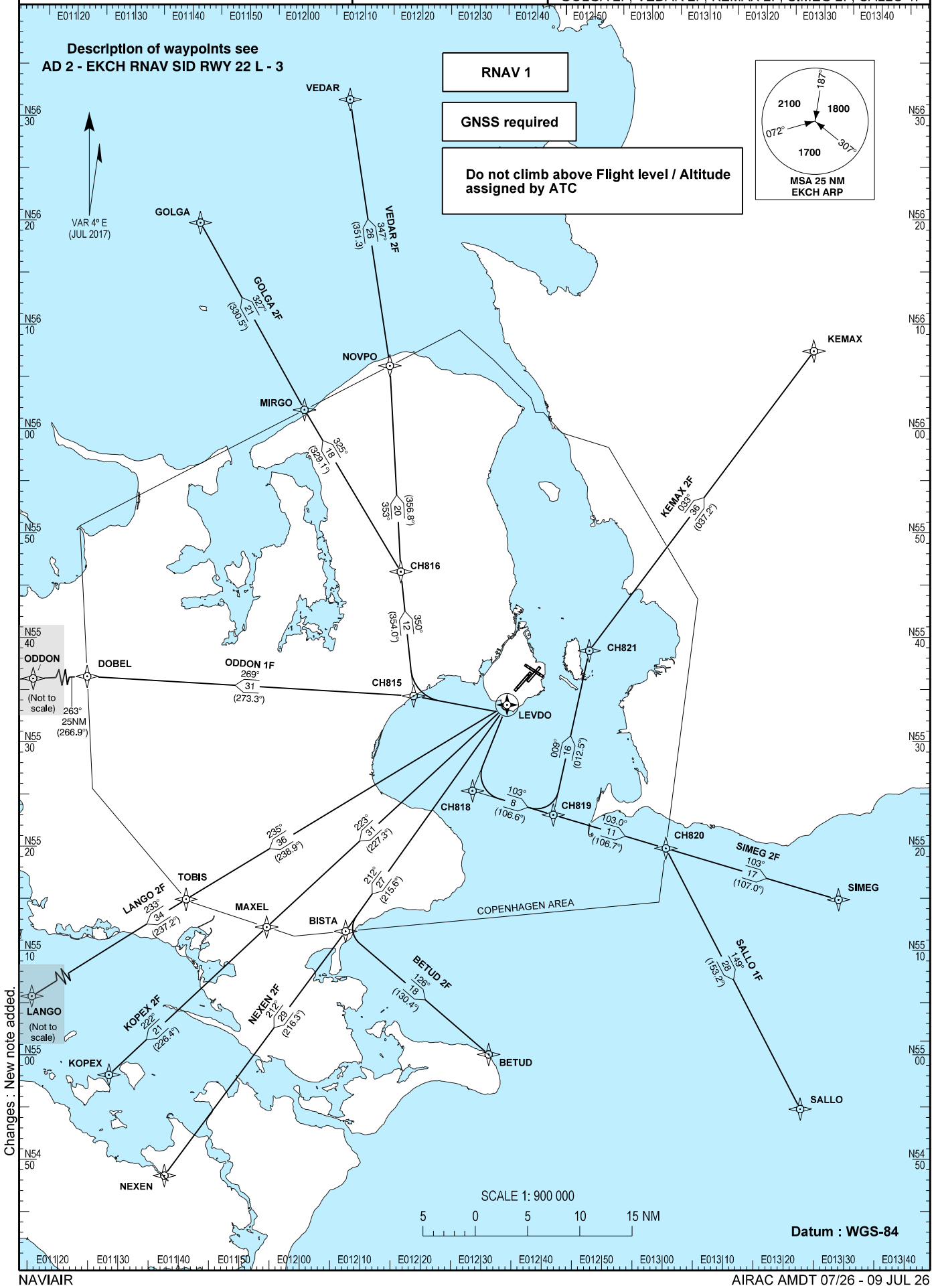

Changes : New note added.

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

**AD 2 - EKCH**
**RNAV SID RWY 22 L - 1**
**København / Kastrup**
BETUD 2F, NEXEN 2F, KOPEX 2F, LANGO 2F, ODDON 1F
GOLGA 2F, VEDAR 2F, KEMAX 2F, SIMEG 2F, SALLO 1F



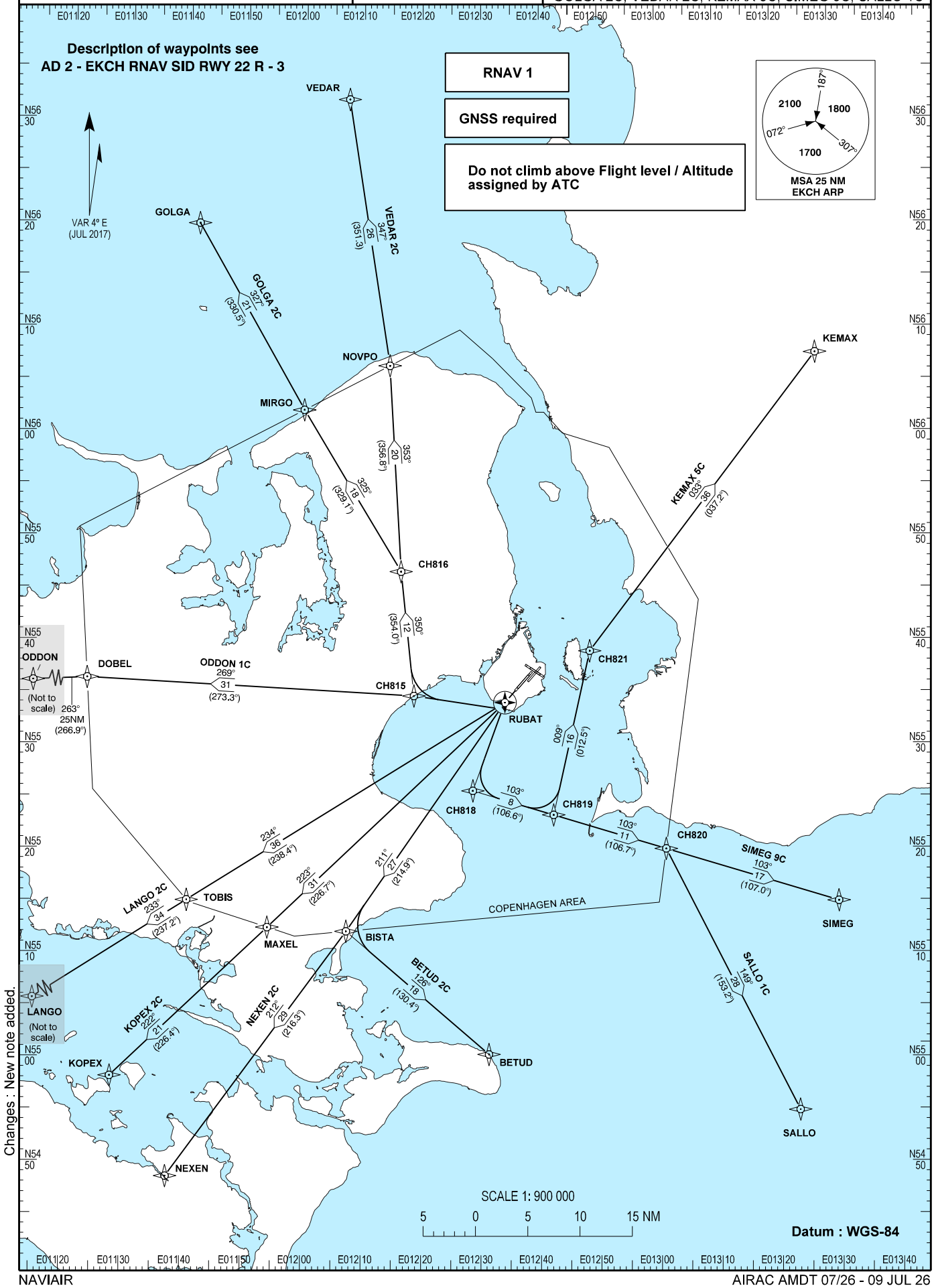

Changes : New note added.

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

**AD 2 - EKCH**
**RNAV SID RWY 22 R - 1**
**København / Kastrup**
BETUD 2C, NEXEN 2C, KOPEX 2C, LANGO 2C, ODDON 1C
GOLGA 2C, VEDAR 2C, KEMAX 5C, SIMEG 9C, SALLO 1C




Changes : New note added.

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

**AD 2 - EKCH**
**RNAV SID RWY 12 - 1**
**København / Kastrup**
KEMAX 6B, SIMEG 9B, SALLO 1B, BETUD 3B, NEXEN 3B, KOPEX 3B, LANGO 3B, ODDON 1B, GOLGA 3B, VEDAR 3B

**Description of waypoints see AD 2 - EKCH RNAV SID RWY 12 - 3**

**RNAV 1**

**GNSS required**

**Do not climb above Flight level / Altitude assigned by ATC**

MSA 25 NM
ARP EKCH
2100
1800
1700
187°
072°
307°

VAR 4° E
(JUL 2017)

VEDAR
VEDAR 3B 347° 26 (351.3)
GOLGA
GOLGA 3B 327° 27 (330.5°)
NOVPO
MIRGO
309° 17 (313.3°)
286° 22 (290.0°)
KEMAX
KEMAX 6B
CH813
299° 8 (302.9°)
CH812
ODDON 1B 243° 45 (246.6°)
ODDON
(Not to scale)
DOBEL
263° 25NM (266.9°)
SEZAC
119° (123.2°)
CH810
SIMEG 9B 126° 23 (130.0°)
CH811
256° 37 (260.1°)
TOBIS
LANGO 3B 233° 34 (237.2°)
MAXEL
248° 30 (252.4°)
242° 23 (245.7°)
BISTA
COPENHAGEN AREA
SIMEG
SALLO 1B 155° 37 (158.8°)
BETUD 3B 126° 18 (130.4°)
LANGO
(Not to scale)
KOPEX 3B 222° 21 (226.4°)
NEXEN 3B 212° 29 (216.3°)
KOPEX
BETUD
SALLO
NEXEN

SCALE 1: 900 000
5 0 5 10 15 NM

Datum : WGS-84

Changes : New note added.

# STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

**AD 2 - EKCH**
**RNAV SID RWY 30 - 1**
**København / Kastrup**
KEMAX 6D, SIMEG 9D, SALLO 1D, BETUD 3D, NEXEN 3D, KOPEX 3D, LANGO 3D, ODDON 1D, GOLGA 3D, VEDAR 3D

**Description of waypoints see AD 2 - EKCH RNAV SID RWY 30 - 3**

**RNAV 1**

**GNSS required**

**Do not climb above Flight level / Altitude assigned by ATC**

MSA 25 NM
ARP EKCH
2100 1800 1700
187° 072° 307°

VAR 4° E
(JUL 2017)

VEDAR
VEDAR 3D 347° 26 (351.3°)
GOLGA
GOLGA 3D 327° 21 (330.5°)
NOVPO
MIRGO
008° 16 (012.0°)
332° 12 (336.4°)
KEMAX
KEMAX 6D 060° 29 (063.8°)
CH829
CH824
309° 13 (313.1°)
031° 15 (034.8°)
CH822
CH825
ODDON 1D 259° 34 (262.5°)
ODDON
(Not to scale)
263° 25NM (266.9°)
DOBEL
BAFIQ
CH826
219° 8 (223.2°)
186.8° 9 19.2
CH827
086° 15 (089.8°)
CH828
119° 7 (122.9°)
CH830
219° 21 (223.0°)
184° 23 (187.7°)
202° 25 (205.5°)
SIMEG 9D 119° 24 (123.0°)
SIMEG
TOBIS
MAXEL
BISTA
COPENHAGEN AREA
SALLO 1D 150° 37 (153.8°)
LANGO 3D 233° 34 (237.2°)
BETUD 3D 126° 18 (130.4°)
LANGO
(Not to scale)
KOPEX 3D 225° 21 (226.4°)
NEXEN 3D 212° 29 (216.3°)
KOPEX
BETUD
SALLO
NEXEN

SCALE 1: 900 000
5 0 5 10 15 NM

Datum : WGS-84

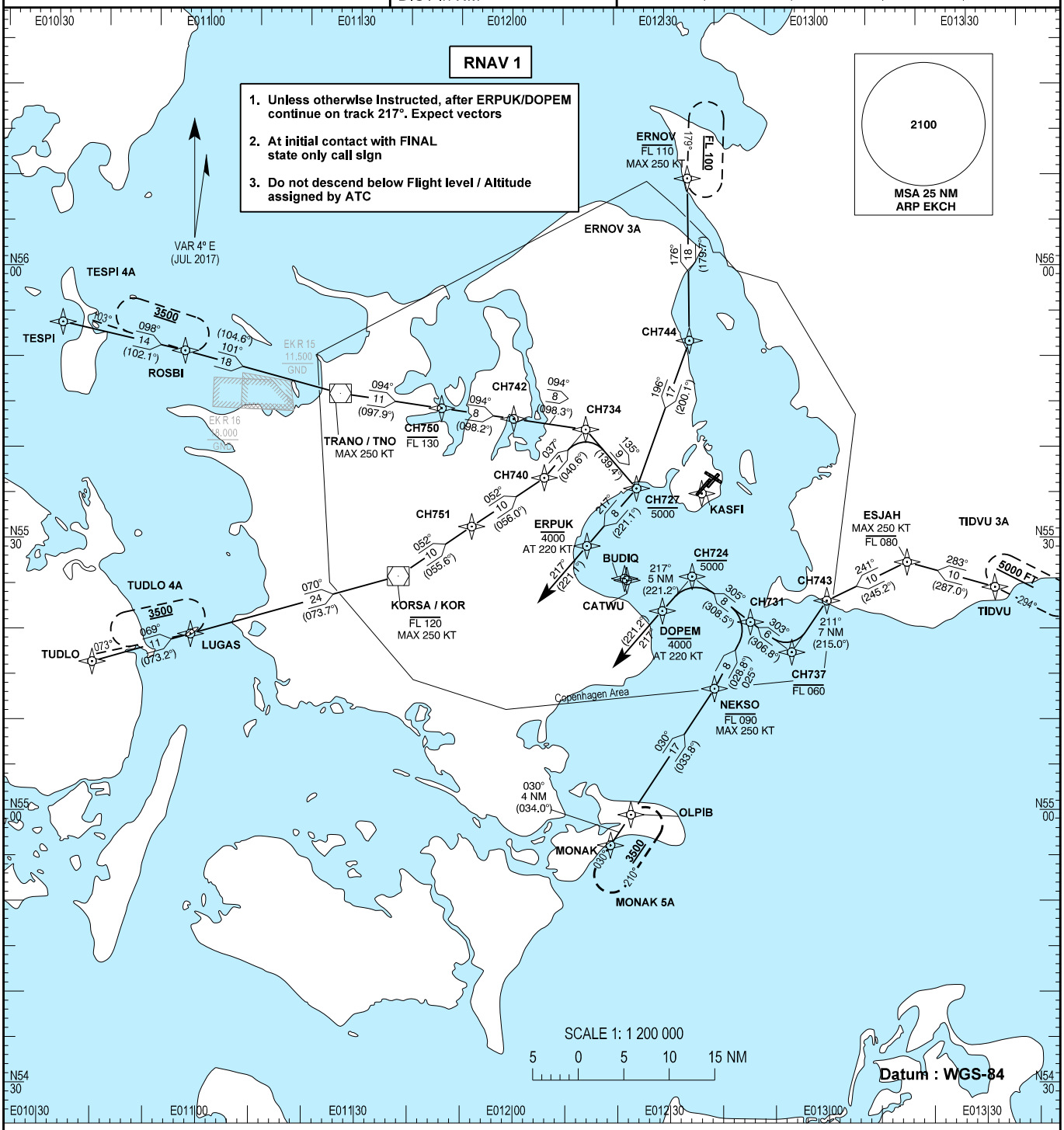
Changes : New note added.

# STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

**AD 2 - EKCH**
**RNAV STAR RWY 04 L / R - 1**
**København / Kastrup**
TESPI 4A, TUDLO 4A, MONAK 5A, TIDVU 3A, ERNOV 3A




**Description of waypoints see;**
**AD 2 - EKCH RNAV STAR RWY 04 L / R - 2**

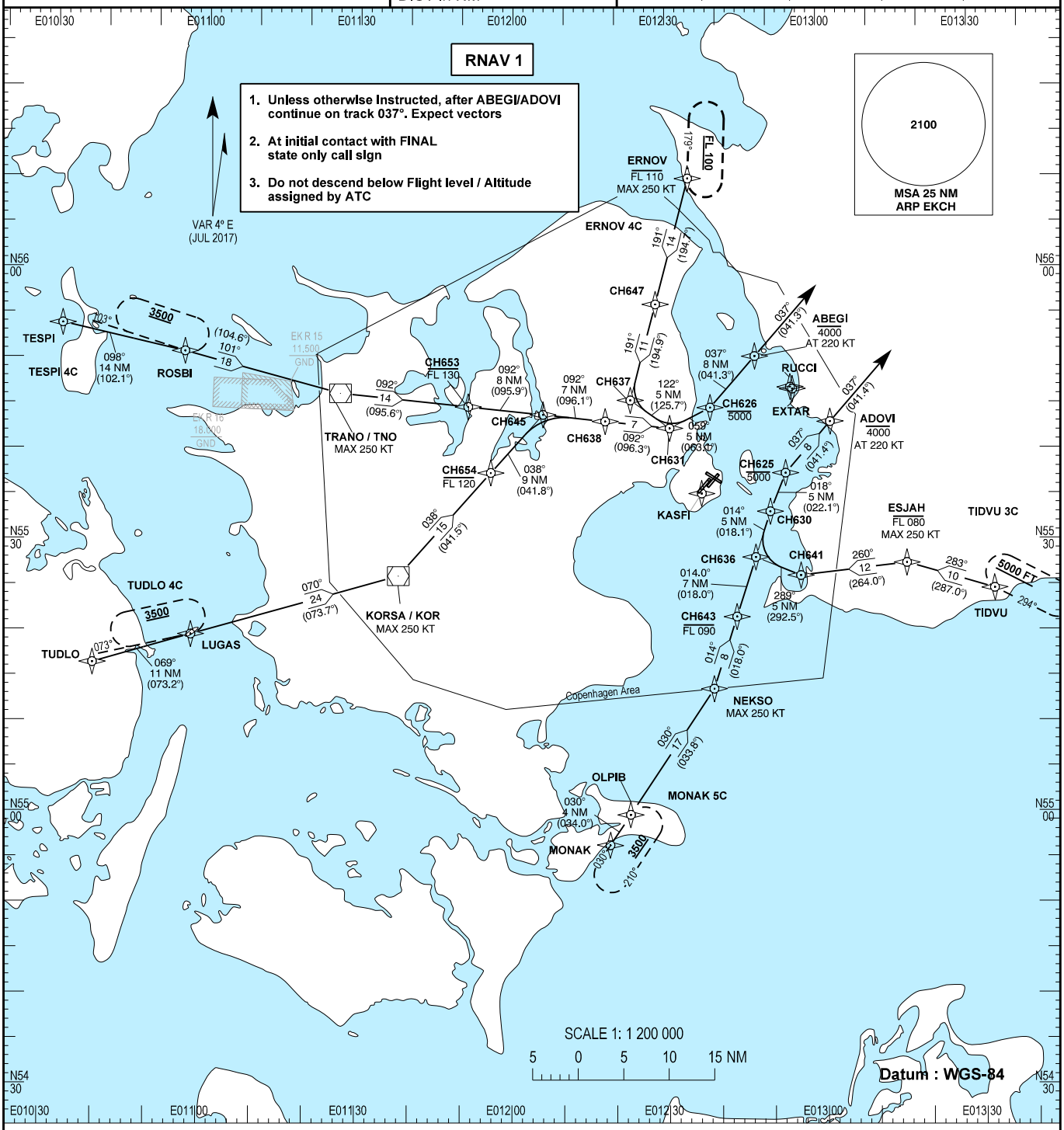
Changes : New note added.

# STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

**AD 2 - EKCH**
**RNAV STAR RWY 22 L / R - 1**
**København / Kastrup**
TESPI 4C, TUDLO 4C, MONAK 5C, TIDVU 3C, ERNOV 4C




**Description of waypoints see:**
**AD 2 - EKCH RNAV STAR RWY 22 L / R - 2**

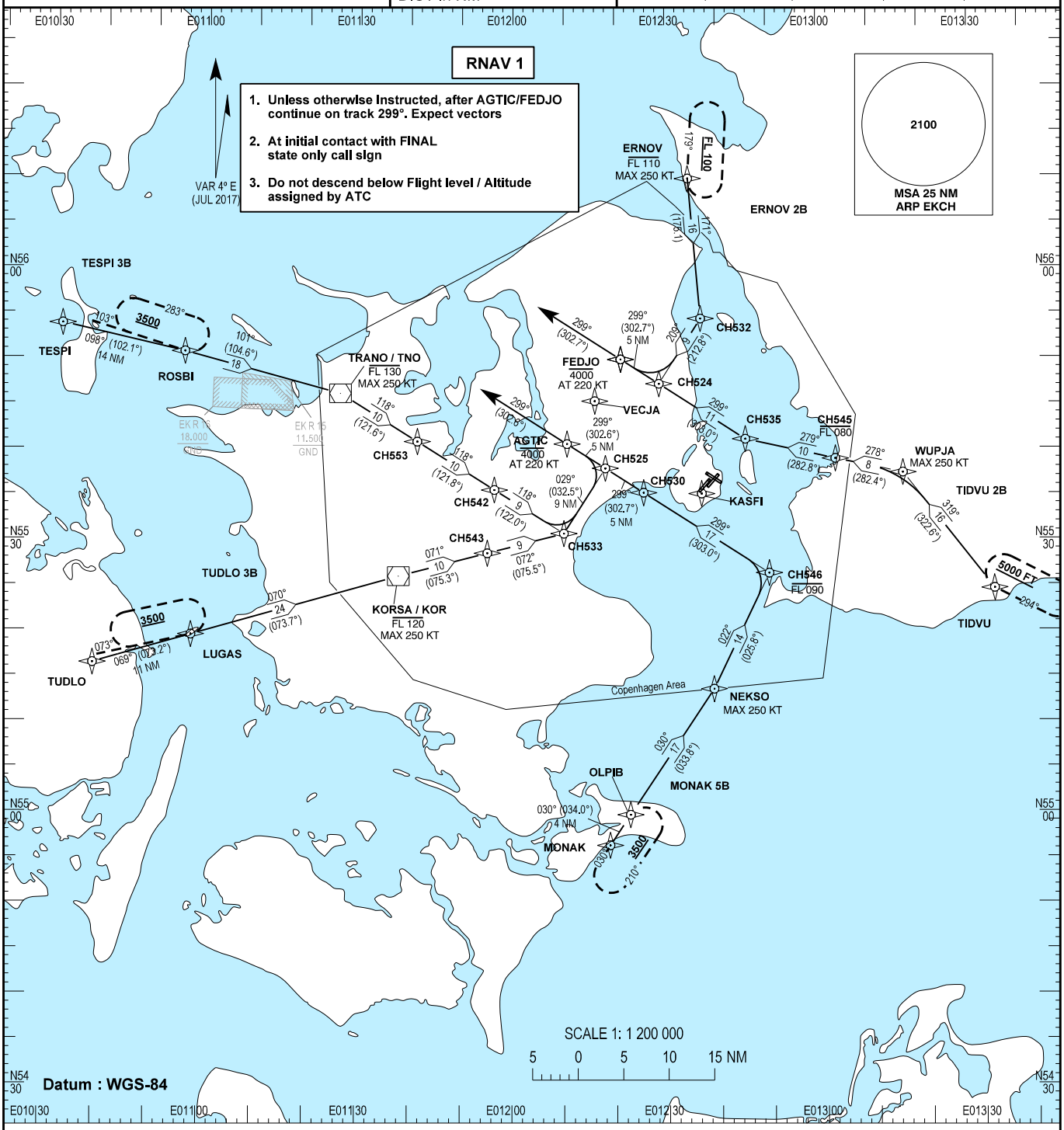
Changes : New note added.

# STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

**AD 2 - EKCH**
**RNAV STAR RWY 12 - 1**
**København / Kastrup**
TESPI 3B, TUDLO 3B, MONAK 5B, TIDVU 2B, ERNOV 2B




**Description of waypoints see;**
**AD 2 - EKCH RNAV STAR RWY 12 - 2**

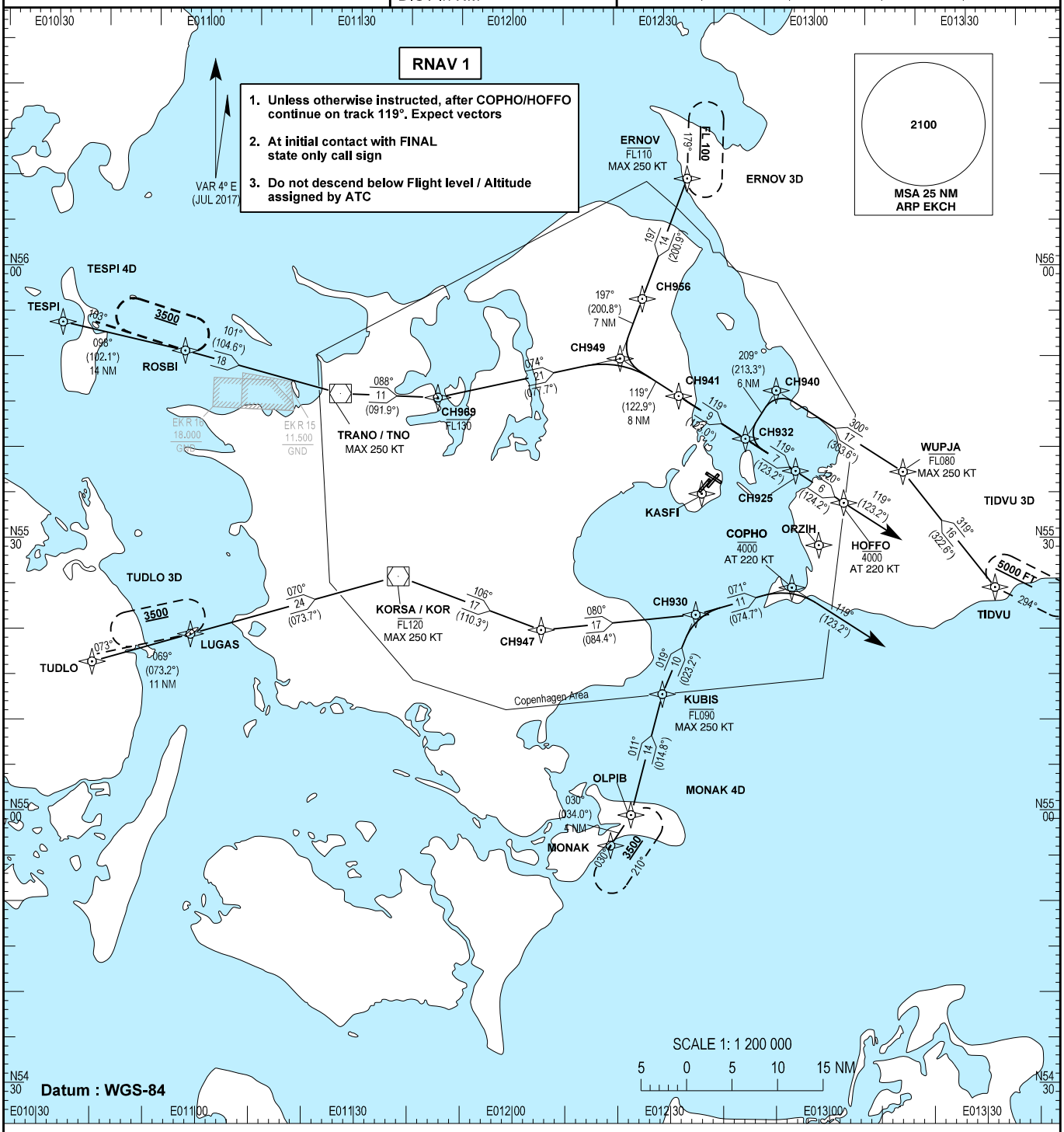
Changes : New note added.

# STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Transition altitude 5000

Bearings are magnetic (true)
ELEV / ALT in FT
DIST in NM

**AD 2 - EKCH**
**RNAV STAR RWY 30 - 1**
**København / Kastrup**
TESPI 4D, TUDLO 3D, MONAK 4D, TIDVU 3D, ERNOV 3D




**Description of waypoints see;**
**AD 2 - EKCH RNAV STAR RWY 30 - 2**

Changes : New note added.

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

7. Remarks: NIL

## 3. Operational Hours

| | | |
|---|---|---|
| 1. | Aerodrome operator: | 0600-2100 (0500-2000).<br>Outside stated hours PPR for all traffic - submitted not later than 1 hour before closing time.<br>SAR, MIL, MEDEVAC, HOSP, HEMS and State OPS H24. |
| 2. | Customs and immigration: | The airport is open for traffic to/from all States.<br>Customs clearance and immigration H24.<br>PN 1 HR. |
| 3. | Health and sanitation: | NIL. |
| 4. | AIS Briefing Office: | H24. |
| 5. | ATS Reporting Office (ARO): | As AD.<br>For outbound traffic between 2100-0600 (2000-0500) submit FPL to ARO EKCH, TEL + 45 32 47 82 72<br>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.<br>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<br>Oil: 80, W15W50 |
| 3. | Fuelling facilities and capacity: | Jet A1: Truck 600 L/MIN<br>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:<br>Default CAT 3. CAT 4 through 7 PPR submitted not later than 1 hour before flight.<br>Outside AD operational hours:<br>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.<br>2. Taxiways & Danish Home Guard Hangar.<br>3. Apron.<br>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
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<br>026.9° MAG | 1500 x 31 M | PCN 30/F/C/X/T<br>Asphalt | 55 34 42.25N<br>012 07 25.85E | 127 FT/Data pending |
| 21 | 210.9° GEO<br>206.9° MAG | 1500 x 31 M | PCN 30/F/C/X/T<br>Asphalt | 55 35 23.85N<br>012 08 09.85E | 146 FT/Data pending |
| 11 | 116.3° GEO<br>112.3° MAG | 1799 x 31 M | PCN 36/F/C/X/T<br>Asphalt | 55 35 23.93N<br>012 06 56.30E | 145 FT/Data pending |
| 29 | 296.3° GEO<br>292.3° MAG | 1799 x 31 M | PCN 36/F/C/X/T<br>Asphalt | 55 34 59.03N<br>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<br>White<br>LIH | Green<br>NIL | 3° | NIL | NIL | 1500 M<br>60 M<br>FM 0 M - 1000 M W<br>FM 1000 M - 1500 M Y<br>LIH | Red<br>NIL | NIL |
| 21 | 820 M<br>White<br>LIH | Green<br>NIL | 3°<br>51 FT | NIL | NIL | 1500 M<br>60 M<br>FM 0 M - 1000 M W<br>FM 1000 M - 1500 M Y<br>LIH | Red<br>NIL | NIL |
| 11 | 789 M<br>White<br>LIH | Green<br>NIL | 3°<br>51 FT | NIL | NIL | 1740 M<br>60 M<br>FM 0 M - 1160 M W<br>FM 1160 M - 1740 M Y<br>LIH | Red<br>NIL | 59 M<br>Red |
| 29 | 420 M<br>White<br>LIH | Green<br>NIL | 3° | NIL | NIL | 1799 M<br>60 M<br>FM 0 M - 59 M R<br>FM 59 M - 1199 M W<br>FM 1199 M - 1799 M Y<br>LIH | Red<br>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.<br>PSN center 55 35 27.54N012 07 15.51E | 5. | Remarks: | MIL Helipad on TWY M.<br>SAR and MIL operations only.<br>Approved for VMC operations day and night.<br>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.<br>White edges/white "H". | | | |

## 17. Air Traffic Services Airspace

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

1.7 Secondary Holdings for København/Roskilde

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

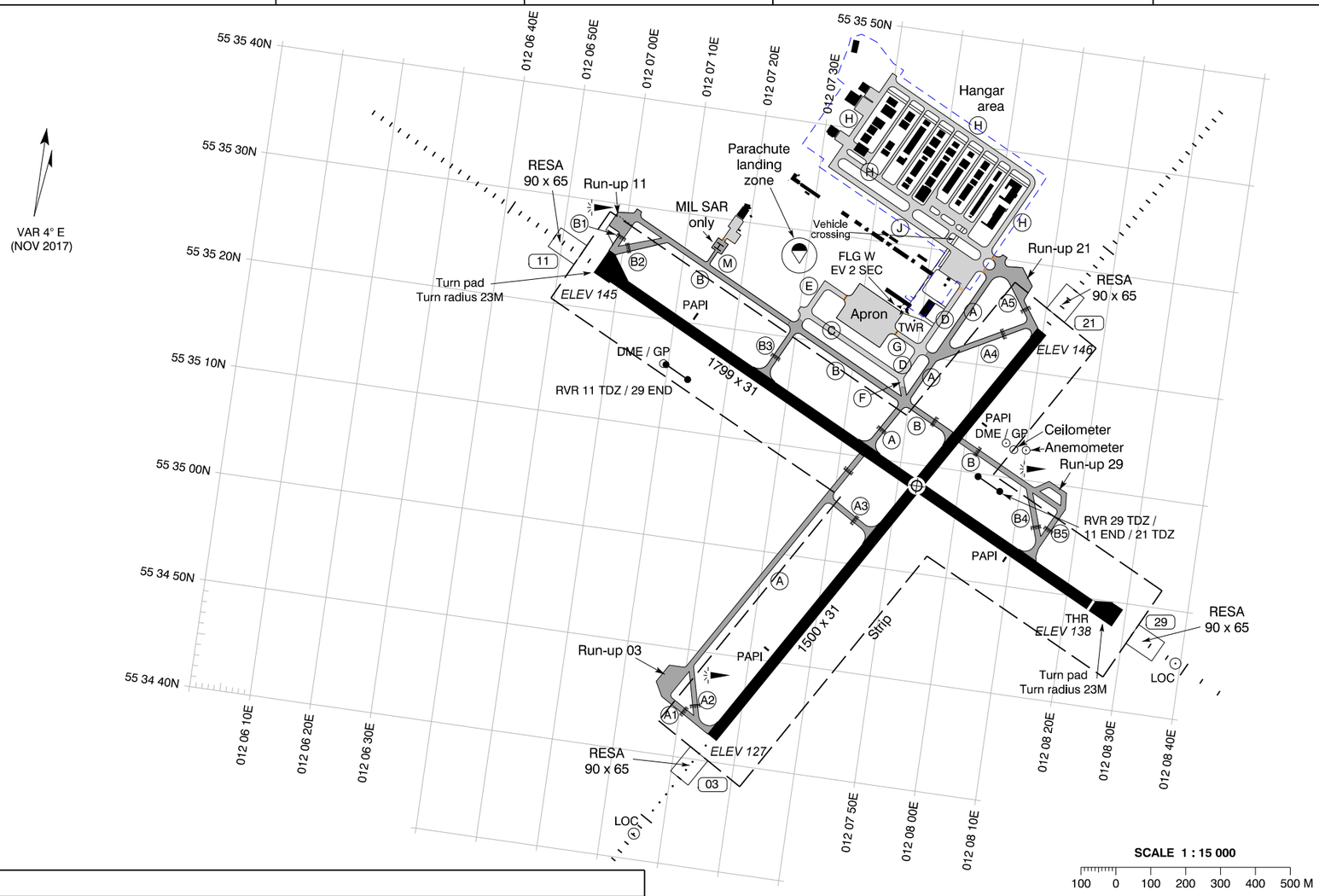
| Chart type | Chart title |
|---|---|
| Aerodrome Chart - ICAO | ADC |
| Aircraft Parking/Docking Chart - ICAO | APDC |
| Heliport Chart - ICAO | HELC |
| Aerodrome Ground Movement Chart - ICAO | GMC 1<br>GMC 2<br>GMC 3<br>GMC 4 |
| Aerodrome Obstacle Chart - ICAO type A | AOC-A RWY 03<br>AOC-A RWY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

## 25. Visual Segment Surface (VSS) Penetration

Data pending.

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

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




**Datum : WGS-84**

SCALE 1 : 15 000
100 0 100 200 300 400 500 M

**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 | PAPI | Edge | End |
| 03 | 030.9° GEO<br>026.9° MAG | 55 34 42.25N<br>012 07 25.85E | Asphalt<br>PCN 30<br>F / C / X / T | THR<br>RWY NR<br>TDZ 21 only<br>Centre line<br>Side stripes | A1/A2<br>A3 | 1500<br>757 | 1500<br>757 | 1500<br>757 | 1500 | 450 M<br>White | Green | 3° | 1500 M<br>FM 0 M-1000 M W<br>FM 1000 M-1500 M Y | Red |
| 21 | 210.9°GEO<br>206.9°MAG | 55 35 23.85N<br>012 08 09.85E | | | A4/A5<br>B | 1500<br>1117 | 1500<br>1117 | 1500<br>1117 | 1500 | 820 M<br>White | Green | 3°<br>MEHT<br>51 FT | 1500 M<br>FM 0 M-1000 M W<br>FM 1000 M-1500 M Y | Red |
| 11 | 116.3° GEO<br>112.3° MAG | 55 35 23.93N<br>012 06 56.30E | Asphalt<br>PCN 36<br>F / C / X / T | THR<br>RWY NR<br>TDZ 11 only<br>Centre line<br>Side stripes | B1/B2<br>B3<br>A | 1740<br>1178<br>815 | 1740<br>1178<br>815 | 1799<br>1237<br>874 | 1740 | 789 M<br>White | Green | 3°<br>MEHT<br>51 FT | 1740 M<br>FM 0 M-1160 M W<br>FM 1160 M-1740 M Y | Red |
| 29 | 296.3° GEO<br>292.3° MAG | 55 34 59.03N<br>012 08 25.39E | | | B4/B5<br>A | 1799<br>1500<br>936 | 1799<br>1500<br>936 | 1799<br>1500<br>936 | 1740 | 420 M<br>White | Green | 3° | 1799 M<br>FM 0 M-59 M R<br>FM 59 M-1199 M W<br>FM 1199 M-1799 M Y | 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 :<br>PCN 36 / F / C / X / U<br><br>C :<br>PCN 14 / F / C / Y / U<br><br>Other TWY :<br>PCN 17 / F / C / Y / U |
| Day marking : | Centre line, Holding position<br>Intermediate holding position<br>Side stripes at turn pads RWY 11 and 29 |
| Lighting : | Blue edge LIL. RGL.<br>Turn pad RWY 11 and 29 : Blue edge LIL |

Changes : THR ID LGT information withdrawn. RWY edge LGT information changed. Editorial changes.

## 1. Aerodrome Location Indicator and Name: EKSB - Sønderborg

## 2. Aerodrome Geographical and Administrative Data

| | | |
|---|---|---|
| 1 | ARP PSN and site at AD: | 54 57 51.72N 009 47 30.23E<br>On RWY, 673 M from THR 14 |
| 2. | Distance and direction from city: | 3 NM N of Sønderborg |
| 3. | ELEV:<br>REF temperature: | 24 FT<br>22°C |
| 4. | MAG VAR:<br>Annual change: | 3° E (JAN 2020)<br>Increasing 9’ |
| 5. | AD ADM:<br>AD address:<br><br>TEL:<br><br><br>FAX:<br>E-mail:<br>AFS: | Sønderborg Lufthavn<br>Lufthavnsvej 1<br>DK - 6400 Sønderborg<br>+45 74 42 21 30 (airport)<br>+45 73 42 21 70 (AFIS)<br>TEL are only manned during AD opening hours<br>NIL<br>handling@eksb.dk<br>EKSB |
| 6. | Types of traffic permitted: | IFR/VFR |

7. Remarks: NIL

## 3. Operational Hours

| | | |
|---|---|---|
| 1. | AD: | MON-FRI: 0600-2145 (0500-2045)<br>SAT: 0630-1600 (0530-1500)<br>SUN: 1400-1915 (1300-1815)<br>Other times PPR - submitted not later than 1 hour before closing time. |
| 2. | Customs and immigration: | The airport is open for traffic to/from all States. Hours for customs clearance and immigration as for AD. PN 1 HR. |
| 3. | Health and sanitation: | NIL |
| 4. | AIS Briefing Office: | As AD |
| 5. | ATS Reporting Office (ARO): | As AD |
| 6. | MET Briefing Office: | As AD |
| 7. | ATS: | As AD |
| 8. | Fuelling: | As AD |
| 9. | Handling: | As AD |
| 10. | Security: | As AD |
| 11. | De-icing: | as AD |

12. Remarks: Self briefing is available in the terminal building

## 4. Handling Services and Facilities

| | | |
|---|---|---|
| 1. | Cargo-handling facilities: | Yes |
| 2. | Fuel and oil types: | Fuel: Jet A1<br>Oil: No |
| 3. | Fuelling facilities and capacity: | Jet A1: 300 L/MIN |
| 4. | De-icing facilities: | Yes, from 01 NOV to 30 APR. |
| 5. | Hangar space for visiting aircraft: | No |
| 6. | Repair facilities for visiting aircraft: | Minor repairs only |

7. Remarks: Limitations to payment options for fuel: JET A1 requires valid DCC & Shell Aviation Denmark contract or Shell Carnet/Fuel & Fly card. Credit card/Debit card and cash are no longer accepted as payment options.
CHANNEL used for handling: 131.680 - callsign "Sonderborg Handling".

## 5. Passenger Facilities

| | | |
|---|---|---|
| 1. | Hotels: | Hotels in town |
| 2. | Restaurants: | No |
| 3. | Transportation: | Taxi and bus |
| 4. | Medical facilities: | Hospital in Sønderborg |
| 5. | Bank and Post Office: | In Sønderborg |
| 6. | Tourist Office: | In Sønderborg<br>TEL +45 74 42 35 55<br>FAX +45 74 42 57 47 |

7 Remarks: NIL

## 6. Rescue and Firefighting Services

| | | |
|---|---|---|
| 1. | AD category for fire fighting: | CAT 3 available for all flights.<br>CAT 5 and 1 boat (raft capacity 60 pers.) available for scheduled flights. Other flights than scheduled flights CAT 5 PPR 2 hours.<br>CAT 6 and 1 boat (raft capacity 60 pers.) only available on request.<br>CAT 7 and 2 boats (raft capacity 300 pers.) only available on request. |
| 2. | Rescue equipment: | 1 response vehicle<br>2 crashtenders<br>1 boat (+1 additional boat CAT 7) |
| 3. | Capability for removal of disabled aircraft: | None.<br>EKSB can assist owners of disabled aircraft or authorities in hiring equipment or services to remove such aircraft. |

4. Remarks: Extinguishing agents:
CAT 1-5 water 7480 L, Foam (B) 600 L, Powder 250 KG.
CAT 6-7 water 15480 L, Foam (B) 1600 L, Powder 274 KG.

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

| | | |
|---|---|---|
| 1. | Type of clearing equipment: | Mechanical snow clearing with snowplough and sweeper.<br>Chemicals: KFOR, NAFO and UREA |
| 2. | Clearance priorities: | 1. RWY in use<br>2. Taxiways<br>3. Apron |

3. Remarks: Information on snow clearance published from November to April in SNOWTAM. See also Snow Plan in AD 1.2.

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

| | | | | | |
|---|---|---|---|---|---|
| 1. | Apron surface and strength: | Asphalt, PCN 40/F/A/W/T | 3. | ACL and ELEV: | At apron 28 FT |
| 2. | Taxiway width surface and strength: | TWY A, B, D: 15 M, asphalt, PCN 40/F/A/W/T<br>TWY C: 8 M, grass<br>TWY E: 20 M, grass | 4. | VOR checkpoints:<br>INS checkpoints: | -<br>See Aerodrome Chart |

5. Remarks: NIL

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

| | | | | | |
|---|---|---|---|---|---|
| 1. | Aircraft stand ID signs, Taxi guide lines, Visual docking/parking guidance system: | - | 2. | RWY and TWY markings: | RWY 14/32: THR, RWY NR, TDZ RWY 32, centre line<br>TWY A, B, D: Centre line, holding position<br>TWY C, E: Edge |
| | | | 3. | Stop bars: | - |

4. Remaks: TWY C and E: For use day only.

## 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 |
|---|---|---|---|---|---|---|
| SB009 | Windturbine | 54 59 00.2N 009 48 07.8E | 180 | 141 | - | - |
| SB013 | Chimney | 54 55 49.0N 009 46 54.7E | 296 | 244 | LIL F R | - |
| SB018 | Chimney | 54 55 45.9N 009 47 02.4E | 263 | 211 | LIL F R | - |

### 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 |
|---|---|---|---|---|---|---|
| NIL | | | | | | |

### Obstacles assessed as being hazardous to air navigation

| OBST ID / Designation | OBST type | OBST position | ELEV (FT) | HGT AGL (FT) | Markings / Type, Colour | Remarks |
|---|---|---|---|---|---|---|
| SB010 | Windturbine | 54 58 59.9N 009 48 23.1E | 167 | 141 | - | - |

## 11. Meteorological Information Provided

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

## 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 |
|---|---|---|---|---|---|
| 14 | 139.4° GEO<br>136.4° MAG | 1795 x 30 M | PCN 40/F/A/W/T<br>Asphalt | 54 58 08.23N<br>009 47 05.60E | 12 FT/- |
| 32 | 319.4° GEO<br>316.4° MAG | 1795 x 30 M | PCN 40/F/A/W/T<br>Asphalt | 54 57 24.14N<br>009 48 11.37E | 20.4 FT/- |

| RWY | RWY-SWY slope | SWY dimensions | CWY dimensions | Strip dimensions | RESA dimensions | Obstacle-free zone |
|---|---|---|---|---|---|---|
| 14 | 0.15% | - | - | 1917 x 300 M | 90 x 60 M | - |
| 32 | 0.15% | - | - | 1917 x 300 M | MAX 75 x MAX 60 M | - |

Remarks: Runway classification

| RWY NR | RUNWAY CODE | TYPE |
|---|---|---|
| 14 | 3C | NONP |
| 32 | 3C | PA-1 |

## 13. Declared Distances

| RWY | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| RWY 14 | 1795 M | 1795 M | 1795 M | 1795 M | - |
| RWY 32 | 1795 M | 1795 M | 1795 M | 1795 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 |
|---|---|---|---|---|---|---|---|---|
| 14 | 420 M<br>White<br>LIH | Green | 3° | - | - | 1795 M<br>60 M<br>White<br>LIH | Red | - |
| 32 | 900 M<br>White<br>LIH | Green | 3° | - | - | 1795 M<br>60 M<br>White<br>LIH | Red | - |

Remarks: RWY 14 LED used in the full length of Approach, THR, RWY edge and RWY end lights.
RWY 32 LED used in the full length of Approach, THR, RWY edge and RWY end lights.

## 15. Other Lighting, Secondary Power Supply

1. ABN/IBN location, characteristics and hours of operation: -
2. LDI location and LGT: -
   Anemometer location and LGT: 322 M S of THR RWY 14, lighted
   325 M NW of THR RWY 32, lighted
3. TWY edge and centre line LGT: Blue edge LIL on TWY A,TWY B,TWY D. RGL at holding position TWY B
4. Secondary power supply/switch-over time: Yes, switch-over time MAX 15 SEC
5. Remarks: Blue edge LGT at turning area THR 32

## 16. Helicopter Landing Area

NIL

## 17. Air Traffic Services Airspace

1. Designation and lateral limits: SØNDERBORG FIZ/RMZ
   54 51 21N 009 52 18E - 55 01 29N 009 37 07E - 55 03 46N 009 48 02E - 54 55 22N 010 00 26E - 54 51 21N 009 52 18E
2. Vertical limits: 3500 FT MSL/GND
3. Airspace classification: G
4. ATS unit call sign: SØNDERBORG INFORMATION
   Language(s): EN, DA
5. Transition altitude: 3000 FT MSL
6. Remarks: Designated as Radio Mandatory Zone REF ENR 1.4 item 3.

## 18. Air Traffic Services Communication Facilities

| Service | CS | Channels/ Frequencies | HR | Remarks |
|---|---|---|---|---|
| AFIS | SØNDERBORG INFORMATION<br>SØNDERBORG INFORMATION | 126.405<br>121.500 | As AD | DOC: FL 100/40 NM Emergency<br>Radar track from radar 5 |

## 19. Radio Navigation and Landing Aids

| FAC<br>ILS CAT<br>VAR | ID | Channel/ Frequency | HR | PSN | DME ELEV | Remarks |
|---|---|---|---|---|---|---|
| LOC 32<br>CAT I | CIM | 111.150 MHZ | H24 | 54 58 11.72N<br>009 47 00.39E | | ILS class I/D/4 |
| GP 32 | | 331.550 MHZ | H24 | 54 57 29.18N<br>009 47 54.97E | | Angle 3°, RDH 52 FT |
| DME 32 | CIM | CH 48y | H24 | 54 57 29.39N<br>009 47 55.03E | | FREQ paired with LOC<br>Collocated with GP |

## 20. Local Aerodrome Regulations

**1. PPR for certain operations.**

1.1 PPR for sightseeing flights daily 1900-0700 Danish time.

1.2 PPR for acrobatic flights, UL-flights and parachute dropping flights in the period FRI 1900 - MON 0700 Danish time and daily 1900-0700 in the period MON 1900 - FRI 0700 Danish time.

**2. Traffic circuits.**

2.1 Traffic circuits NE of RWY 14/32 only.

**3. Right turn.**

3.1 With reference to the general rules of the air in the vicinity of an aerodrome, aircraft may, subject to the Local Aerodrome Regulations specified in AIP Denmark, AD 2 section, item 20, pt. 2., execute right turns when approaching for landing and after taking off, if it does not endanger other air traffic and provided that the pilot reports his/her intentions to the AFIS unit before a right turn is initiated or, when departing, before take-off.

**4. Parachuting.**

4.1 Parachuting may take place.

## 21. Noise Abatement Procedures

**1. General Provisions**

1.1 Overflying the built-up areas Sønderborg and Kær during TKOF and LDG should be avoided as far as possible.

**2. Jet aircraft**

2.1 PPR for take-off with jet aeroplanes in the period 2200-0700 Danish time. Permission to be obtained from the Airport Office.

## 22. Flight Procedures

**1. IFR Arrival**

1.1 Aircraft will normally be cleared by ACC KØBENHAVN to LIBRI HOLDING.

1.2 Radio communication failure

FIX designated for radio communication failure during IMC for arriving aircraft is LIBRI.

**2. IFR Departure**

2.1 Standard Instrument Departures

Standard Instrument Departures (SID) have not been established.

2.2 Omnidirectional departures

RWY 14/32: Climb straight ahead to at least 500 FT MSL before turn is commenced.

**3. Primary Holding for Sønderborg**

| HOLDING NAME<br>FACILITY OR FIX | INBOUND TRACK ((MAG) | TURN | MAX IAS (KT) | MNM/MAX LEVEL<br>TIME | ENTRY PROCEDURE |
|---|---|---|---|---|---|
| **LIBRI**<br>54 51 41.63N 010 07 24.19E | 247 | RIGHT | 180 | 2000 FT MSL/3000 FT MSL<br>1 MIN | OMNI-DIRECTIONAL |

**4. VFR Flights**

4.1 VFR reporting points, VFR routes and VFR holdings are established, see ANC 1:500 000 - Denmark.

4.2 Traffic circuits NE of RWY only.

## 23. Additional Information

**1. Mitigation of birds**

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

1.2 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 |
| Instrument Approach Chart - ICAO | RNP RWY 14 - 1<br>RNP RWY 14 - 2<br>ILS or LOC RWY 32<br>RNP RWY 32 - 1<br>RNP RWY 32 - 2 |

## 25. Visual Segment Surface (VSS) Penetration

Data pending.

## 1. Aerodrome Location Indicator and Name: EKSP - Vojens/Skrydstrup (MIL AD, PPR)

## 2. Aerodrome Geographical and Administrative Data

| | | |
|---|---|---|
| 1 | ARP PSN and site at AD: | 55 13 31.99N 009 15 50.15E |
| 2. | Distance and direction from city: | 1.5 NM S of Vojens |
| 3. | ELEV:<br>REF temperature: | 141 FT<br>21.5°C |
| 4. | MAG VAR:<br>Annual change: | 4° E (2023)<br>Increasing 11' |
| 5. | AD ADM - MIL:<br>AD address - MIL: | Flyvestation Skrydstrup<br>Flyvestation Skrydstrup<br>(Skrydstrup Air Base)<br>Skrydstrup<br>DK-6500 Vojens |
| | TEL - MIL: | +45 72 84 81 22 |
| | FAX - MIL: | +45 72 84 81 26 |
| | AFS - MIL: | EKSPZQZX |
| | AD ADM - CIV: | Vojens Lufthavn |
| | AD address - CIV: | Vojens/Skrydstrup Airport<br>Lilholtvej 8, Skrydstrup<br>DK-6500 Vojens |
| | TEL - CIV: | +45 74 59 16 54 |
| | FAX - CIV: | +45 74 54 00 06 |
| | E-mail, CIV: | airport@vojens.dk |
| | E-mail, MIL: | comm.skpops@mil.dk |
| | Internet, CIV: | http://vojenslufthavn.dk |
| | AFS - CIV: | EKSP |
| 6. | Types of traffic permitted: | IFR/VFR |
| 7. | Remarks: | NIL |

## 3. Operational Hours

| | | |
|---|---|---|
| 1. | AD: | **PPR, see item 23.** |
| 2. | Customs and immigration: | The airport is open for traffic to/from all states. Hours for customs clearance and immigration as for AD. PN 1 HR. |
| 3. | Health and sanitation: | NIL |
| 4. | AIS Briefing Office: | As AD |
| 5. | ATS Reporting Office (ARO): | As AD |
| 6. | MET Briefing Office: | MON - THU 0430-1430 (0330-1330)<br>FRI 0430-1230 (0330-1130)<br>MWO EKKA: OUTSIDE MWO EKSP HR |
| 7. | ATS: | H24 (H24) |
| 8. | Fuelling: | Within AD hours and by arrangement only with CIV Airport Office |
| 9. | Handling: | Within AD hours and by arrangement only with CIV Airport Office |
| 10. | Security: | As AD |
| 11. | De-icing: | Yes |

12. Remarks: NIL

## 4. Handling Services and Facilities

| | | |
|---|---|---|
| 1. | Cargo-handling facilities: | Yes |
| 2. | Fuel and oil types: | Fuel: Jet A1 by arrangement, 100 LL<br>Oil: - |
| 3. | Fuelling facilities and capacity: | Jet A1: 300 l/MIN |
| 4. | De-icing facilities: | Yes |
| 5. | Hangar space for visiting aircraft: | No |
| 6. | Repair facilities for visiting aircraft: | No |

7. Remarks: NIL

## 5. Passenger Facilities

| | | |
|---|---|---|
| 1. | Hotels: | Hotels within 5-25 KM |
| 2. | Restaurants: | No |
| 3. | Transportation: | Taxi on request |
| 4. | Medical facilities: | Hospital in Aabenraa |
| 5. | Bank and Post Office: | NIL |
| 6. | Tourist Office: | VisitHaderslev TEL +45 73 70 92 21 |
| 7. | Remarks: NIL | |

## 6. Rescue and Firefighting Services

| | | |
|---|---|---|
| 1. | AD category for fire fighting: | CAT 7 |
| 2. | Rescue equipment: | Yes |
| 3. | Capability for removal of disabled aircraft: | Rescue crane and jacks (Civil contractors). |

4. Remarks: NIL

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

| | | |
|---|---|---|
| 1. | Type(s) of clearing equipment: | Snowploughs, sweepers and snow blowers. |
| 2. | Clearance priorities: | Main runway, TWY S4, QRA, ORP NE/SW and SAR Apron. |
| 3. | Use of material for movement area surface treatment: | Snowplough and -sweeper.<br>Will be chemically treated upon snow removal. |
| 4. | Specially prepared winter runways: | AVIFORM-L and AVIFORM-S. |
| 5. | Remarks: | Information on snow clearance published from November to April in SNOWTAM. |

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

1. Apron surface and strength: Civil apron: Concrete, LCN 90
2. Taxiway width, surface and strength:
TWY A north, A south, C north, C south:
15 M, Asphalt/Concrete, PCN 90/F/D/W/T
TWY B north:
15 M, Asphalt/Concrete, PCN 85/F/C/W/T
TWY B south:
15 M, Asphalt/Concrete, PCN 90/F/C/W/T
TWY D north:
24 M, Asphalt/Concrete, PCN 83/F/D/W/T
TWY D south:
15 M, Asphalt/Concrete, PCN 90/F/D/W/T
TWY N:
22 M, Asphalt/Concrete, PCN 90/F/A/W/T
TWY S4:
15 M, Asphalt, PCN 31/F/D/W/T
3. ACL and ELEV: Not established.
4. VOR checkpoints: -
INS checkpoints: Apron centre, PSN N55 13.3 E 009 17.5

5. Remarks: NIL

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

1. Aircraft stand ID signs, Taxi guide lines, Visual docking/parking guidance system: -
2. RWY and TWY markings: RWY 10L/28R and 10R/28L:
THR, RWY NR, centre line, side stripes
TWY: Centre line, holding position
3. Stop bars: See Aerodrome Chart.

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 |
|---|---|---|---|---|---|---|---|
| EKSP99860 | Antenna | 55 15 42.39N | 009 13 26.67E | 397 | 194 | LIL F R | Conical |
| EKSP3062 | Power line pole | 55 12 12.05N | 009 19 45.36E | 326 | 131 | LIL F R | Inner Horizontal |
| EKSP3061 | Power line pole | 55 12 02.43N | 009 19 35.41E | 321 | 144 | LIL F R | Inner Horizontal |
| EKSP3071 | Power line pole | 55 12 27.42N | 009 20 00.85E | 318 | 144 | LIL F R | Inner Horizontal |
| EKSP3072 | Power line pole | 55 12 36.28N | 009 20 09.79E | 316 | 144 | LIL F R | Inner Horizontal |
| EKSP99611 | Antenna | 55 11 46.97N | 009 17 38.67E | 315 | 164 | - | Inner Horizontal |
| EKSP3070 | Power line pole | 55 12 18.62N | 009 19 52.13E | 314 | 131 | LIL F R | Inner Horizontal |
| EKSP3073 | Power line pole | 55 12 46.23N | 009 20 19.74E | 313 | 144 | - | Inner Horizontal |
| EKSP1990 | Power line pole | 55 13 13.71N | 009 20 25.48E | 313 | 144 | - | Inner Horizontal |
| EKSP2068 | Power line pole | 55 13 35.25N | 009 20 22.23E | 311 | 150 | - | Inner Horizontal |
| EKSP3060 | Power line pole | 55 11 53.61N | 009 19 26.97E | 308 | 144 | - | Inner Horizontal |
| EKSP3069 | Power line pole | 55 11 03.24N | 009 18 16.21E | 307 | 150 | - | Inner Horizontal |
| EKSP3056 | Power line pole | 55 11 09.32N | 009 18 27.24E | 305 | 150 | - | Inner Horizontal |
| EKSP2062 | Power line pole | 55 13 02.75N | 009 20 27.19E | 304 | 137 | - | Inner Horizontal |
| EKSP2067 | Power line pole | 55 13 23.78N | 009 20 24.10E | 304 | 144 | - | Inner Horizontal |
| EKSP3059 | Power line pole | 55 11 44.86N | 009 19 18.27E | 301 | 144 | - | Inner Horizontal |
| EKSP99820 | Antenna | 55 15 28.60N | 009 12 07.20E | 394 | 157 | - | Conical |
| EKSP3054 | Power line pole | 55 11 15.05N | 009 18 37.57E | 300 | 144 | - | Inner Horizontal |
| EKSP3058 | Power line pole | 55 11 37.29N | 009 19 11.25E | 300 | 137 | - | Inner Horizontal |
| EKSP3057 | Power line pole | 55 11 28.68N | 009 19 02.20E | 299 | 141 | - | Inner Horizontal |
| EKSP3055 | Power line pole | 55 11 19.54N | 009 18 47.35E | 298 | 141 | - | Inner Horizontal |
| EKSP3067 | Power line pole | 55 10 46.93N | 009 17 46.94E | 302 | 137 | - | Conical |
| EKSP3068 | Power line pole | 55 10 54.92N | 009 18 01.36E | 296 | 137 | - | Inner Horizontal |
| EKSP9258 | Antenna | 55 14 38.24N | 009 18 10.62E | 296 | 160 | LIL F R | Inner Horizontal |
| EKSP2069 | Power line pole | 55 13 46.71N | 009 20 20.41E | 293 | 137 | - | Inner Horizontal |