

1. Aerodrome Location Indicator and Name:

EKRK - København/Roskilde

2. Aerodrome Geographical and Administrative Data

1. ARP PSN and site at AD:	55 35 08.04N 012 07 53.14E RWY INT	5. AD ADM:	Københavns Lufthavne A/S
2. Distance and direction from city:	4 NM SE of Roskilde	AD address:	København Lufthavn Roskilde/ Copenhagen Airport Roskilde Lufthavnsvej 20, DK-4000 Roskilde
3. ELEV:	146 FT	TEL:	+45 32 31 32 31
REF temperature:	-	TEL:	+45 32 31 62 20 (direct AIS/ARO)
4. MAG VAR:	4°E (NOV 2017)	FAX:	+45 32 31 62 77 (ADM/AIS/ARO)
Annual change:	Increasing 9'	E-mail:	-
		AFS:	EKRK
		6. Types of traffic permitted:	IFR/VFR

7. Remarks: NIL

3. Operational Hours

1. AD:	0600-2100 (0500-2000). Outside stated hours PPR for all traffic - submitted not later than 1 hour before closing time. SAR, MIL, Emergency medical services, HEMS and State OPS H24	6. MET Briefing Office:	H24
2. Customs and immigration:	The airport is open for traffic to/from all States. Customs clearance and immigration H24. PN 1 HR.	7. ATS:	H24
3. Health and sanitation:	NIL	8. Fuelling:	H24. Outside AD operational hours PPR - submitted not later than 1 hour before AD closing time. Self-service possible H24 for holders of BP-carnet, DANSK FUELS-carnet, SHELL-carnet and credit cards.
4. AIS Briefing Office:	H24	9. Handling:	H24. Outside AD operational hours PPR - submitted not later than 1 hour before AD closing time.
5. ATS Reporting Office (ARO):	As AD. For outbound traffic between 2100-0600 (2000-0500) submit FPL to ARO EKCH, TEL 32 47 82 72 URL: WWW.NAVIAIR.DK	10. Security:	H24
		11. De-icing:	H24. 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	7. Remarks:	Frequency used for handling: 131.550 - call sign "Roskilde Handling"
2. Fuel and oil types:	Fuel: 100LL, UL91, Jet A1 Oil: 80, W15W50	8. Ground handling:	It is mandatory for all aircraft above 3000 kgs 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 kgs when using main apron facilities.
3. Fuelling facilities and capacity:	Jet A1: Truck 600 L/MIN Stand 200 L/MIN		
4. De-icing facilities:	Type 1+2. Limited capacity. 30 MIN PN.		
5. Hangar space for visiting aircraft:	No		
6. Repair facilities for visiting aircraft:	Yes		

5. Passenger Facilities

1. Hotels:	Hotels in town	5. Bank and Post Office:	NIL
2. Restaurants:	Yes	6. Tourist Office:	In Roskilde: TEL +45 46 31 65 65 FAX +45 46 31 65 60
3. Transportation:	Taxi		
4. Medical facilities:	Hospitals in Roskilde and København		

7. Remarks: NIL

6. Rescue and Fire Fighting Services

1. AD category for fire fighting:	During AD operational hours: CAT 3. CAT 4 through 7 PPR submitted not later than 1 hour before flight. Outside AD operational hours: CAT 3 through 7 PPR submitted not later than 1 hour before AD closing time.	2. Rescue equipment:	-
		3. Capability for removal of disabled aircraft:	-

4. Remarks: NIL

7. Seasonal Availability - Clearing

1. Type of clearing equipment:	See snow plan in section AD 1.2	2. Clearance priorities:	See snow plan in section AD 1.2
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3. Remarks: AD available all seasons

8. Aprons, Taxiways and Check Locations Data

1. Apron surface and strength:	Concrete, PCN 36/R/C/X/U	3. ACL and ELEV:	Other TWY: PCN 17/F/C/Y/U At apron 145 FT
2. Taxiway width, surface and strength:	M: 9 M Other : 15 M. Asphalt TWY B, B3, E and turning area RWY 29/11: PCN 36 / F / C / X / U TWY C: PCN 14 / F / C / Y / U	4. VOR checkpoints: INS checkpoints:	- See Aircraft Parking/Docking 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:	See Aircraft Parking/Docking Chart	RWY 11: THR, RWY NR, TDZ, centre line, side stripes RWY 29: THR, RWY NR, centre line, side stripes TWY: Centre line, holding position, RGL, Side stripes at turning area RWY 29/11
2. RWY and TWY markings:	RWY 03: THR, RWY NR, centre line, side stripes RWY 21: THR, RWY NR, TDZ, centre line, side stripes	3. Stop bars:
4. Remarks:	NIL	

10. Aerodrome Obstacles

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

Remarks: All obstacles are marked by day and night

11. Meteorological Information Provided

1. Associated MET Office:	Central Forecasting Office TEL + 45 39 15 72 72	6. Flight documentation: Language(s) used:	Charts. Abbreviated plain language texts. English and Danish
2. Hours of service:	H24	7. Charts and other information available:	Surface analysis (current chart) Prognostic upper air chart Significant weather chart
3. Office responsible for TAF preparation: Periods of validity:	Danish Meteorological Institute Tel +45 39 15 75 00 9 hours	8. Supplementary - equipment available:	-
4. Type of landing forecast: Interval of issuance:	NIL	9. ATS units provided with information:	-
5. Briefing/Consultation provided:	Self briefing 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
03	030.9° GEO 026.9° MAG	1500 x 31 M	PCN 30/F/C/X/T Asphalt	55 34 42.25N 012 07 25.85E	127 FT/-
21	210.9° GEO 206.9° MAG	1500 x 31 M	PCN 30/F/C/X/T Asphalt	55 35 23.85N 012 08 09.85E	146 FT/-
11	116.3° GEO 112.3° MAG	1799 x 31 M	PCN 36/F/C/X/T Asphalt	55 35 23.93N 012 06 56.30E	145 FT/-
29	296.3° GEO 292.3° MAG	1799 x 31 M	PCN 36/F/C/X/T Asphalt	55 34 59.03N 012 08 25.39E	138 FT/-
RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	RESA dimensions
03	-	-	-	1620 x 300 M	90 X 65 M
21	-	-	-	1620 x 300 M	90 X 65 M
11	-	-	-	1919 x 300 M	90 X 65 M
29	-	-	-	1919 x 300 M	90 X 65 M

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

AIP DENMARK

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 03 TWY A1/A2	1500 M	1500 M	1500 M	1500 M	-
TWY A3	760 M	760 M	760 M		
RWY 21 TWY A4/A5	1500 M	1500 M	1500 M	1500 M	-
TWY B	1120 M	1120 M	1120 M		
RWY 11 TWY B1/B2	1740 M	1740 M	1799 M	1740 M	-
TWY B3	1180 M	1180 M	1239 M		
TWY A	800 M	800 M	859 M		
RWY 29				1740 M	-
	1799 M	1799 M	1799 M		
TWY B4/B5	1500 M	1500 M	1500 M		
TWY A	940 M	940 M	940 M		

14. Approach and Runway Lighting

RWY	APCH LGT: Type Length Intensity	THR LGT: Colour WBAR	PAPI: Angle MEHT	TDZ LGT Length	RWY centre line LGT: Length Spacing Colour Intensity	RWY edge LGT: Length Spacing Colour Intensity	RWY end LGT: Colour WBAR	SWY LGT: Length Colour
03	450 M White LIH	Green	3°	-	-	1500 M 60 M White LIH	Red	-
21	900 M White LIH	Green	3° 51 FT	-	-	1500 M 60 M White LIH	Red	-
11	900 M White LIH	Green	3° 51 FT	-	-	1799 M 60 M White LIH	Red	-
29	420 M White LIH	Green	3°	-	-	59 M Red 1740 M White 60 M LIH	Red	-

Remarks: Green ID LGT at THR 29

15. Other Lighting and Secondary Power Supply

- 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
- LDI location and LGT: -
Anemometer location and LGT: -
- TWY edge and centre line LGT: Blue edge LIL. Turning area close to THR 29/11: Blue edge LIL, RGL
- Secondary power supply/switch-over time: Yes, switch-over time 15 SEC. When RVR 450 M or below, switch-over time 1 SEC
- Remarks: NIL

16. Helicopter Landing Area

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

17. ATS Airspace

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

6. Remarks: NIL

18. ATS Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
APP	ROSKILDE APPROACH	125.525	H24	DOC: FL 150/50 NM, VDF AVBL
TWR	ROSKILDE TOWER	118.900 119.650	H24 HO	DOC: 4000 FT/25 NM. VDF AVBL, class A OPR, accuracy +/- 2° DOC: 4000 FT/25 NM. VDF AVBL, class A OPR, accuracy +/- 2°
RSR		121.500 1262/1284/ 1322/1344		Emergency DOC: FL 250/120 NM Radar 8
MSSR		1030		DOC: FL 450/250 NM Radar 8
ATIS	ROSKILDE APP/TWR ROSKILDE AIRPORT INFORMATION	123.800	0600-2100 (0500-2000)	Radar 8/Multi Radar track from ACC København DOC: FL 200/60 NM Language: EN

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	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	CH24x	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 (3°E 2016)	KOR	112.800 MHZ CH 75X	H24	55 26 21.71N 011 37 53.51E	136.2	DOC FL 500/80 NM
VOR/DME (3°E 2016)	TNO	117.400 MHZ CH 121X	H24	55 46 26.74N 011 26 21.08E	- 11.9	DOC FL 500/60 NM

20. Local Traffic Regulations

1. Taxiing

1.1 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.

1.2 Taxiing with aircraft category C (wheel base up to 22.08 M) shall take place via the route shown on the chart AD 2 - EKRK GMC (ACFT CAT C).

1.3 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.

2. Flight plan

2.1 For all flights departing from Roskilde a flight plan or abbreviated flight plan shall be submitted to BRIEFING before the flight is commenced.

2.2 All departing IFR flights must submit complete flightplan.

3. Use of auxiliary power unit (APU)

General

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

Start-up of APU during refuelling is allowed only if the aircraft's APU unit is located outside the Fuelling Zones.

The refueller shall be notified before start of APU

The refuel shall be stopped during start of APU and may be recommenced once running of the APU is established.

Contact EKRR ARO at least 15 minutes before ETA for requesting GPU

Note: Unless otherwise stated by the aircraft manufacturer or the airline operator, a Fuelling Zone is defined as a circular area with radius 3 M, surrounding any filling and venting points on the aircraft and fuelling equipment.

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

APU may NORMALLY be used:

5 minutes after "on block"

25 minutes before EOTB

Exceptions:

If the outside air temperature (OAT)

- is below minus 10 degrees Celsius or

- above plus 25 degrees Celsius or

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

10 minutes after "on block"

45 minutes before EOBT

For further information please contact Roskilde Briefing. Frequency 131,550 or TWR 118,9 2.

21. Noise Abatement Provisions

1. Noise abatement provisions

1.1 General provisions

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

a. Take-off and landing for vital flights, such as search and rescue,

hospital flights, head of state, medevac, environmental monitoring flights or humanitarian flights.

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

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

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

1.2 Jet aircraft

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

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

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

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

1.3 Propeller and turboprop aeroplanes

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

1.3.2 School and training flights are prohibited with aircraft with a MTOM above 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.

1.3.4.2 IFR landing exercises and continuous approaches are permitted only:
MON-FRI, EXC HOL H24
SAT, EXC HOL 0700-1400 Danish time

IFR landing exercises and continuous approaches are also permitted in the period 1 SEP to 30 APR from 1400-1900 Danish time on certain Saturdays - by arrangement with the Airport Office.

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 overflow - mentioned in item 1.1.2 - in connection with VFR take-off or landing.

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

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

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

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

1.5.4 The Danish CAA follow-up of reports.

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

22. Flight Procedures

1. IFR Arrival

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

1.2 Flightplanning

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

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

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

1.3 Filing of flightplan

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

1.4 Performance Restrictions/Level Restrictions

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

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

1.5 Radio communication failure during IFR approach.

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

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

1.6 Primary Holdings for København/Roskilde

HOLDING NAME FACILITY OR FIX	INBOUND TRACK (MAG)	TURN	MAX IAS (KT)	MNM/MAX LEVEL TIME	ENTRY PROCEDURE
TIDVU 55 24 40.7N 013 33 27.1E	294	RIGHT	230	5000 FT MSL/ - 1.5 MIN	OMNI-DIRECTIONAL

FISKO TNO VOR RDL 112/12.5NM KV DME 13.2 NM 55 41 05N 011 46 16E	112	RIGHT	210	3000 FT MSL/FL140 1 MIN	DIRECT VIA TNO RDL 112
KORSA KOR VOR/DME 55 26 21.71N 011 37 53.51E	298	RIGHT	210	3000 FT MSL/FL140 1 MIN	OMNI-DIRECTIONAL
ERNOV 56 10 07.9N 012 34 25.6E	179	LEFT	230	FL 100 /- 1.5 MIN	OMNI-DIRECTIONAL

1.7 Secondary Holdings for København/Roskilde

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

2. IFR Departure

2.1 IFR Departure, see AD 2.EKRK IFR DEP

3. Reduction of landing distance available

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

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

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

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

- Landing Distance Available is reduced only during the daily period for VFR flights.
- Landing Distance Available is reduced only when visual meteorological conditions (VMC) exists, and only when the pilots in command of the aircraft involved are able to see the other aircraft
- If reduced braking action, due to e.g. rain or slush, is not reported and if measured, the coefficient, is 0.40 or above.
- Two-way radio communication must be established between Roskilde Tower and the aircraft involved on the same frequency.
- The landing aircraft will in due time be asked whether the reduction of the

Landing Distance Available is acceptable.

Following phraseology will be used:

For Runway 03: "CONFIRM ABLE TO ACCEPT A SHORT LANDING RUNWAY 03, SO AS TO STOP THE AIRCRAFT NOT LATER THAN TAXIWAY A 3. LANDING DISTANCE AVAILABLE 740 METRES".

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

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

4. VFR Flights

4.1 VFR reporting points have been established, see ANC 1:250 000 Copenhagen Area.

4.2 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. ATIS via datalink

1.1 ATIS via datalink (ARINC/SITA) is available. Aircraft equipped with ACARS compliant with ARINC 623 Protocol will be able to use the datalink service. If unsuccessful contact ATC.

Limitation in ATIS:

1.2 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:

- Monday to friday 06 - 10 danish time and 17 - 22 danish time.
- 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 in coordination with ATC EKCH TWR, EKCH APP and EKRK TWR/APP, on the day for the flight due to the actual traffic situation.

Additional guidelines and contact information at:

<https://aim.naviair.dk/da/for-vfr-piloter/>

24. Charts Related to the Aerodrome

Chart type	Chart title
Aerodrome Chart - ICAO	
Aircraft Parking/Docking Chart - ICAO	
Heliport Chart - ICAO	
Aerodrome Ground Movement Chart - ICAO	
	Aerodrome Obstacle Chart - ICAO type A

Departure Chart

RNAV (GNSS) RWY 03 - 2
ILS RWY 11 (ACFT CAT A+B)
ILS RWY 11 (ACFT CAT C+D)

Instrument Approach Chart - ICAO

ADC
APDC
HELC
GMC 1
GMC 2
AOC-A 03
AOC-A 11
AOC-A 21
AOC-A 29
IFR DEP-1
IFR DEP-2
IFR DEP-3
IFR DEP-4
RNAV (GNSS) RWY 03 - 1

Other Charts
RNAV (GNSS) RWY 11 - 1 (ACFT CAT A+B)
RNAV (GNSS) RWY 11 - 2 (ACFT CAT A+B)
RNAV (GNSS) RWY 11 - 1 (ACFT CAT C+D)
RNAV (GNSS) RWY 11 - 2 (ACFT CAT C+D)
NDB RWY 11 (ACFT CAT A+B)
NDB RWY 11 (ACFT CAT C+D)
ILS RWY 21
RNAV (GNSS) RWY 29 - 1
RNAV (GNSS) RWY 29 - 2
Noise Abatement Provisions