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**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 | AD address:                     | København Lufthavn Roskilde/<br>Copenhagen Airport Roskilde<br>Lufthavnsvej 20, DK-4000 Roskilde |
| 2. Distance and direction from city: | 4 NM SE of Roskilde                   | TEL:                            | +45 32 31 32 31  |
| 3. ELEV:                             | 146 FT                                | TEL:                            | +45 32 31 62 20 (direct AIS/ARO)   |
| REF temperature:                     | -                                     | FAX:                            | +45 32 31 62 77 (ADM/AIS/ARO)  |
| 4. MAG VAR:                          | 2.4°E (JUL 2010)                      | E-mail:                         | -  |
| Annual change:                       | Increasing 10'                        | AFS:                            | EKRK   |
| 5. AD ADM:                           | Københavns Lufthavne A/S              | 6. Types of traffic permitted : | IFR/VFR  |
| 7. Remarks: NIL                      |                                       |                                 |  |

**3. Operational Hours**

|                                |  |                         |   |
|--------------------------------|--|-------------------------|---|
| 1. AD:                         | H24 (H24)  | 6. MET Briefing Office: | As AD   |
| 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.              | 7. ATS:                 | As AD   |
| 3. Health and sanitation:      | NIL  | 8. Fuelling:            | H24<br>However, 1 HR PN 2100-0600(2000-0500).<br>Self-service possible H24 for holders of BP-carnet |
| 4. AIS Briefing Office:        | As AD  | 9. Handling:            | H24<br>However, 1 HR PPR 2100-0600 (2000-0500)  |
| 5. ATS Reporting Office (ARO): | Daily 0600-2100 (Daily 0500-2000)<br>For outbound traffic between 2100-0600 (2000-0500) submit FPL to ARO EKCH, TEL 32 47 82 72. | 10. Security:           | As AD   |
| 12. Remarks: NIL               |  | 11. De-icing:           | H24<br>However, 1 HR PN 2100-0600 (2000-0500)   |

**4. Handling Services and Facilities**

|                                      |  |   |  |
|--------------------------------------|--|---|--|
| 1. Cargo-handling facilities:        | O/R  | 5. Hangar space for visiting aircraft:      | No   |
| 2. Fuel and oil types:               | Fuel: 100LL, Jet A1<br>Oil: 80, W15W50     | 6. Repair facilities for visiting aircraft: | Yes  |
| 3. Fuelling facilities and capacity: | Jet A1: Truck 600 L/MIN<br>Stand 200 L/MIN | 7. Remarks:                                 | Frequency used for handling:<br>131.550 - call sign "Roskilde Handling"  |
| 4. De-icing facilities:              | Yes, limited and only type 1+2             | 8. Ground handling:                         | Groundhandling is mandatory for non-resident commercial and private operators of aircraft with MTOM above 3000 kgs when using main apron facilities. |

**5. Passenger Facilities**

|                        |                                     |                          |   |
|------------------------|-------------------------------------|--------------------------|---|
| 1. Hotels:             | Hotels in town                      | 5. Bank and Post Office: | NIL   |
| 2. Restaurants:        | Yes                                 | 6. Tourist Office:       | In Roskilde<br>TEL +45 46 31 65 65<br>FAX +45 46 31 65 60 |
| 3. Transportation:     | Taxi                                | 7. Remarks: NIL          |   |
| 4. Medical facilities: | Hospitals in Roskilde and København |                          |   |

**6. Rescue and Fire Fighting Services**

|                                   |  |   |   |
|-----------------------------------|--|---|---|
| 1. AD category for fire fighting: | CAT 5, 6 and 7<br>PPR 1 hour for all traffic H24 | 3. Capability for removal of disabled aircraft: | - |
| 2. Rescue equipment:              | -  | 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

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
2. Taxiway width, surface and strength: M: 9 M Other:15 M. Asphalt.  
TWY B, E and turning area at RWY 29:  
PCN 36/F/C/X/U  
TWY C:  
PCN 14/F/C/Y/U  
Other TWY:  
PCN 17/F/C/Y/U  
TWY M
3. ACL and ELEV: At apron 145 FT
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
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
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/<br>Area affected  | Obstacle type<br>Elevation<br>Markings/LGT | PSN | Obstacle type<br>Elevation<br>Markings/LGT | PSN |
| -                      |  |     | -  |     |

Remarks: All obstacles are marked by day and night

## 11. Meteorological Information Provided

1. Associated MET Office: Central Forecasting Office (VTC)  
TEL + 45 39 15 72 72
2. Hours of service: H24  
Outside Hours:
3. Office responsible for TAF preparation: Danish Meteorological Institute  
Tel +45 39 15 75 00  
Periods of validity: 9 hours
4. Type of landing forecast: NIL  
Interval of issuance:
5. Briefing/Consultation provided: Self briefing 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: -
9. ATS units provided with information: -
10. Additional information (limitation of service, etc.): -

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## 12. Runway Physical Characteristics

| RWY | Direction                | RWY dimensions | Strength (PCN), Surface of RWY and SWY (SFC friction Calibration NR) | THR PSN                       | THR ELEV/<br>Highest ELEV of TDZ of precision APCH RWY |
|-----|--------------------------|----------------|--|-------------------------------|--|
| 03  | 030.9° GEO<br>028.5° MAG | 1500 x 32 M    | PCN 36/F/C/X/T<br>Asphalt  | 55 34 42.25N<br>012 07 25.85E | 127 FT/-   |
| 21  | 210.9° GEO<br>208.5° MAG | 1500 x 32 M    | PCN 36/F/C/X/T<br>Asphalt  | 55 35 23.85N<br>012 08 09.85E | 146 FT/-   |
| 11  | 116.3° GEO<br>113.9° MAG | 1799 x 32 M    | PCN 36/F/C/X/T<br>Asphalt  | 55 35 23.93N<br>012 06 56.30E | 145 FT/-   |
| 29  | 296.3° GEO<br>293.9° MAG | 1799 x 32 M    | PCN 36/F/C/X/T<br>Asphalt  | 55 34 59.03N<br>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 | 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<br>TWY A1/A2<br>TWY A3          | 1500 M<br>760 M           | 1500 M<br>760 M           | 1500 M<br>760 M           | 1500 M | -       |
| RWY 21<br>TWY A4/A5<br>TWY B           | 1500 M<br>1120 M          | 1500 M<br>1120 M          | 1500 M<br>1120 M          | 1500 M | -       |
| RWY 11<br>TWY B1/B2<br>TWY B3<br>TWY A | 1740 M<br>1180 M<br>800 M | 1740 M<br>1180 M<br>800 M | 1799 M<br>1239 M<br>859 M | 1799 M | -       |
| RWY 29<br>TWY B4/B5<br>TWY A           | 1799 M<br>1500 M<br>940 M | 1799 M<br>1500 M<br>940 M | 1799 M<br>1500 M<br>940 M | 1740 M | -       |

## 14. Approach and Runway Lighting

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

Remarks: Green ID LGT at THR 29

### 15. Other Lighting and 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.<br>Turning area close to THR 29: Blue edge LIL RGL                |
| 2. LDI location and LGT:                                     | -   | 4. Secondary power supply/switch-over time: | Yes, switch-over time 15 SEC.<br>When RVR 450 M or below, switch-over time 1 SEC |
| Anemometer location and LGT:                                 | -   |   |  |

5. Remarks: NIL

### 16. Helicopter Landing Area

Strip : 50x50 m. Psn center 55 35 27.54N012 07 15.51E  
FATO/TLOF : 34x 34 m asphalt.  
MIL Helipad on TWY M. SAR operations only.  
Approved for vmc operations day and night.

APP/DEP directions : 113° - 293° MAG.

Markings : Day and night marked with green LIL.  
White edges / white "H".

### 17. ATS Airspace

|                                    |  |  |                          |
|------------------------------------|--|--|--------------------------|
| 1. Designation and lateral limits: | ROSKILDE CTR<br>55 39 00N 011 58 30E - 55 40 30N 012 04 30E -<br>55 41 00N 012 11 30E - 55 39 40N 012 15 00E -<br>55 36 30N 012 17 00E - 55 34 00N 012 18 00E -<br>55 31 00N 012 16 00E - 55 29 30N 012 10 00E -<br>55 29 00N 012 04 00E - 55 31 00N 011 58 00E -<br>55 36 30N 011 56 30E - 55 39 00N 011 58 30E | 3. Airspace classification:            | D                        |
| 2. Vertical limits:                | 1500 FT MSL/GND  | 4. ATS unit call sign:<br>Language(s): | ROSKILDE TOWER<br>EN, DA |
|                                    |  | 5. Transition altitude:                | 5000 FT MSL              |

6. Remarks: NIL

### 18. ATS Communication Facilities

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

### 19. Radio Navigation and Landing Aids

| FAC<br>ILS CAT<br>VAR | ID | Channel/<br>Frequency | HR  | PSN                           | DME ELEV<br>(FT) | Remarks  |
|-----------------------|----|-----------------------|-----|-------------------------------|------------------|--|
| LLZ 11<br>CAT I       | KV | 111.500 MHZ           | H24 | 55 34 55.16N<br>012 08 39.21E |                  | ILS class I/C/2  |
| GP 11                 |    | 332.900 MHZ           | H24 | 55 35 15.91N<br>012 07 09.24E |                  | Angle 3°, RDH 52 FT  |
| DME 11                | KV | CH 52x                | H24 | 55 35 15.81N<br>012 07 09.08E | 140.2            | FREQ paired with LLZ.<br>Collocated with GP 11.  |
| L                     | RK | 368 KHZ               | H24 | 55 37 23.27N<br>011 59 49.81E |                  | DOC 30 NM  |
| LLZ 21<br>CAT I       | SN | 108.700 MHZ           | H24 | 55 34 32.39N<br>012 07 15.43E |                  | ILS class I/D/2<br>Coverage from LLZ antenna to distance<br>of 17 NM within +/- 35 DEG from the<br>course line |
| GP 21                 |    | 330.500 MHZ           | H24 | 55 35 13.15N<br>012 08 06.64E |                  | Angle 3°, RDH 50 FT  |
| MM 21                 |    | 75 MHZ                | H24 | 55 36 07.72N<br>012 08 56.27E |                  |  |
| OM 21                 |    | 75 MHZ                | H24 | 55 38 35.83N<br>012 11 33.44E |                  |  |

## 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. Taxiing with aircraft category C (wheel base up to 18 M) shall take place via the routes shown on the chart AD 2.EKRK GMC

### 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.

## 21. Noise Abatement Provisions

### 1. Noise abatement provisions

#### 1.1 General provisions

1.1.1 The noise abatement provisions may be deviated, if the Air Traffic Controller or the Pilot-in-Command judges it necessary for safety reasons.

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 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 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 carried out by a holder of a licence in order to maintain the privileges of the licence are not subject to any time limitation.

1.3.4.2 IFR landing exercises are not subject to any time limitation.

#### 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 Civil Aviation Administration, Department of Safety Regulations.

1.5.1.1 The Pilot-in-Command shall as fast as possible report to the Department of Safety Regulations, 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 Civil Aviation Administration, Department of Safety Regulations.

1.5.2.1 The Air Navigation Services KØBENHAVN shall notify The Department of Safety Regulations of every clearance deviating from the above mentioned provisions.

1.5.2.2 The Air Navigation Services KØBENHAVN shall notify the Department of Safety Regulations of every clearance according to the provision in item 1.1.1.

1.5.2.3 The Air Navigation Services KØBENHAVN shall notify the Department of Safety Regulations 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 Civil Aviation Administration, Department of Safety Regulations.

1.5.3.1 Københavns Lufthavne A/S (Copenhagen Airports) shall notify the Department of Safety Regulations 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 Department of Safety Regulations 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 Department of Safety Regulations 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 Civil Aviation Administration, Department of Safety Regulations follow-up of reports.

1.5.4.1 The Department of Safety Regulations 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-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 (SVEDA, ALMA, KORSA or FSKO) via routes listed below. Holdings are described in item 1.7.

*Note: Traffic via AALBORG VOR/DME shall flightplan via T54 - TRANO to FSKO.*

*Traffic via RØNNE VOR shall flightplan via L983 - ROBUS - T59 to KETAL - KORSA.*

ALMA holding and SVEDA holding are inside Swedish territory. Operators not permitted to overfly Swedish territory shall file via a routing outside Swedish territory.

Traffic arriving via an ATS-route or from a domestic aerodrome shall flightplan via a published ATS-route unless such a route gives excessive extra distance to the appropriate holding.

The following routes shall be used for flight planning for traffic via:

KORSA HOLDING: P729, T53, T59 or  
L983 - TUDLO -  
T53 to KORSA HOLDING

*Note: Traffic via VESTA VOR/DME shall flightplan via L983. Routing via VESTA VOR/DME - T56 - TRANO - FSKO on ATC discretion only.*

FSKO HOLDING via TRANO VOR:T55 - TRANO  
VOR/DME to FSKO HOLDING

SVEDA HOLDING: For routings, see AIP Sweden  
ALMA HOLDING: For routings, see AIP Sweden

#### 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:

#### Level restrictions

| ARR via | via ATS route(s)     | Position | Level restriction | Position | Level restriction |
|---------|----------------------|----------|-------------------|----------|-------------------|
| GESKA   | N851 - T59           | GESKA    | MAX FL240         | ROBUS    | MAX FL 70         |
| GESKA   | P605 - T59           | GESKA    | MAX FL240         | ROBUS    | MAX FL 70         |
| GESKA   | Z706 - T59           | GESKA    | MAX FL240         | ROBUS    | MAX FL 70         |
| CODAN   | M602 -<br>L983 - T59 | CDA VOR  | MAX FL140         | ROBUS    | MAX FL 70         |
| CODAN   | M725 -<br>L983 - T59 | CDA VOR  | MAX FL140         | ROBUS    | MAX FL 70         |
| CODAN   | L983 - T59           | CDA VOR  | MAX FL140         | ROBUS    | MAX FL 70         |
| TUDLO   | P729                 | TUDLO    | MAX FL140         | LUGAS    | MAX FL 70         |
| TUDLO   | T53                  | TUDLO    | MAX FL140         | LUGAS    | MAX FL 70         |
| TUDLO   | L983 - T53           | TUDLO    | MAX FL140         | LUGAS    | MAX FL 70         |
| TESPI   | T54                  | TESPI    | MAX FL140         | ROSBI    | MAX FL 70         |
| TESPI   | T551                 | TESPI    | MAX FL140         | ROSBI    | MAX FL 70         |
| TESPI   | T56                  | TESPI    | MAX FL140         | ROSBI    | MAX FL 70         |

*Note: Aircraft on DCT routing to TNO and KOR MAX FL 70, 20 NM prior to TNO and KOR*

#### 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 ALM holding descend to FL 70. In SVD holding descend to FL 100. In FISCO 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.

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1.6 Primary Holdings for København/Roskilde

| HOLDING NAME<br>FACILITY OR FIX  | INBOUND<br>TRACK<br>(MAG) | TURN  | MAX IAS<br>(KT) | MNM/MAX LEVEL<br>TIME      | ENTRY<br>PROCEDURE        |
|--|---------------------------|-------|-----------------|----------------------------|---------------------------|
| <b>ALMA</b><br>ALMA VOR (ALM, Sweden FIR)<br>55 24 40.7N 013 33 27.1E          | VOR RDL 114               | RIGHT | 230             | FL 70/ -<br>1.5 MIN        | OMNI-DIRECTIONAL          |
| <b>FISKO</b><br>TNO VOR RDL 115/12.6NM<br>KV DME 13 NM<br>55 41 05N 011 46 16E | 115                       | RIGHT | 210             | 3000 FT MSL/FL140<br>1 MIN | DIRECT VIA TNO<br>RDL 115 |
| <b>KORSA</b><br>KOR VOR/DME<br>55 26 21.71N 011 37 53.51E                      | 299                       | RIGHT | 210             | 3000 FT MSL/FL140<br>1 MIN | OMN-DIRECTIONAL           |
| <b>SVEDA</b><br>SVEDA VOR/DME (SVD, Sweden FIR)<br>56 10 07.9N 012 34 25.6E    | VOR RDL 359               | 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<br>(MAG) | TURN  | MAX IAS<br>(KT) | MNM/MAX LEVEL<br>TIME                | ENTRY<br>PROCEDURE |
|---|---------------------------|-------|-----------------|--------------------------------------|--------------------|
| <b>ROSKILDE</b><br>L RK<br>55 37 23.27N 011 59 49.81E | 115                       | 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:

- 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 ANCS 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 ANCS 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

### 24. Charts Related to the Aerodrome

| Chart type                             | Chart title                         |
|--|-------------------------------------|
| Aerodrome Chart - ICAO                 | ADC                                 |
| Aircraft Parking/Docking Chart - ICAO  | APDC                                |
| Aerodrome Ground Movement Chart - ICAO | GMC                                 |
| Aerodrome Obstacle Chart - ICAO type A | AOC-A 03                            |
|  | AOC-A 11                            |
|  | AOC-A 21                            |
|  | AOC-A 29                            |
| Instrument Approach Chart - ICAO       | RNAV (GPS) 03-1                     |
|  | RNAV (GPS) 03-2                     |
|  | ILS/DME 11 (ACFT CAT A+B)           |
|  | ILS/DME 11 (ACFT CAT C+D)           |
|  | NDB+DME 11 (GPS) - 1 (ACFT CAT A+B) |
|  | NDB+DME 11 (GPS) - 2 (ACFT CAT A+B) |
|  | NDB+DME 11 (GPS) - 1 (ACFT CAT C+D) |
|  | NDB+DME 11 (GPS) - 2 (ACFT CAT C+D) |
| Other Charts                           | ILS 21                              |
|  | IFR DEP                             |
|  | Noise Abatement Provisions          |