

GENERAL**Operational Hours****ATS Hours:** H24**AD Hours:** H24, between 2100-0600± PPR REQ for RFF, de-icing or fuelling submitted no later than 2000±**Airport Information****RFF:** CAT 3-7 PPR 1 HR H24**Fuel:** See AD HRs**PCN:** RWY 03/21: RWY 30/F/C/X/T
RWY 11/29: RWY 36/F/C/X/T**Customs:** 1HR PN.**Operation****TWY Restriction**

TWY width 15m / 49ft, except;

TWY M width 9m / 30ft.

TWY D, TWY H south, east and north AVBL up to code letter B ACFT.

TWY H west and all TWYs inside hangar area AVBL for code letter A ACFT.

TWY B3 only for outbound from APN.

Warning

Insufficient clearance between wheels of ACFT and edge of TWY, restricts use of certain TWY curves for large ACFT.

Gliding and hang gliding activities. Parachuting landing pit between TWY B and E.

ARRIVAL**Communication**

Contact Handling 131.550 15min prior to arrival, stating ETA, POB, fuel requirements and to receive parking instructions.

COM Failure

Latest received and acknowledged LVL shall be maintained until appropriate primary HLDG.

In ALM HLDG descend to FL70. In SVD HLDG descend to FL100. In FSKO and KOR HLDG descend to 6000ft. If already at a lower ALT, maintain this.

From the primary HLDG to ROSKILDE HLDG. In ROSKILDE HLDG descend and perform the final APCH to the RWY concerned.

Arrival Procedure**ARR Notes**

Traffic via AALBORG VOR/DME flightplan via T551-TNO to FSKO.

Traffic via RONNE VOR flightplan via L983-ROBUS-DCT-KOR.

ALM and SDV HLDGs are inside Swedish territory. If not permitted to overfly Swedish territory shall file outside it.

DEPARTURE**Take-off Minima**

RWY		11/29, 21	
All ACFT	ft - m/km	0 - 400R/400V	-
RWY		03	
All ACFT	ft - m/km	0 - 400V	-

Speed

MAX IAS 250KT at or below FL70.

Communication**COM Failure****FLTs leaving Copenhagen Area and Malmö TMA**

In case of COM Failure after DEP, maintain CLRD LVL for 3 min. Then climb to 4000ft MSL or maintain CLRD LVL if higher. Proceed until filed DEP end-point, then climb to requested FL. In case of a COM Failure after DEP while under radar vectoring, proceed in the most direct way to the DEP RTE filed and climb according to above mentioned PROC.

FLTs with entire RTE within Copenhagen Area and Malmö TMA

In case of COM Failure after DEP, maintain last CLRD LVL for 3min, then continue in accordance with current FLT PLN.

In case of COM Failure after DEP while under radar vectoring, proceed in the most direct way to the DEP RTE filed and climb according to above mentioned PROC.

Departure Procedure**Departure Notes**

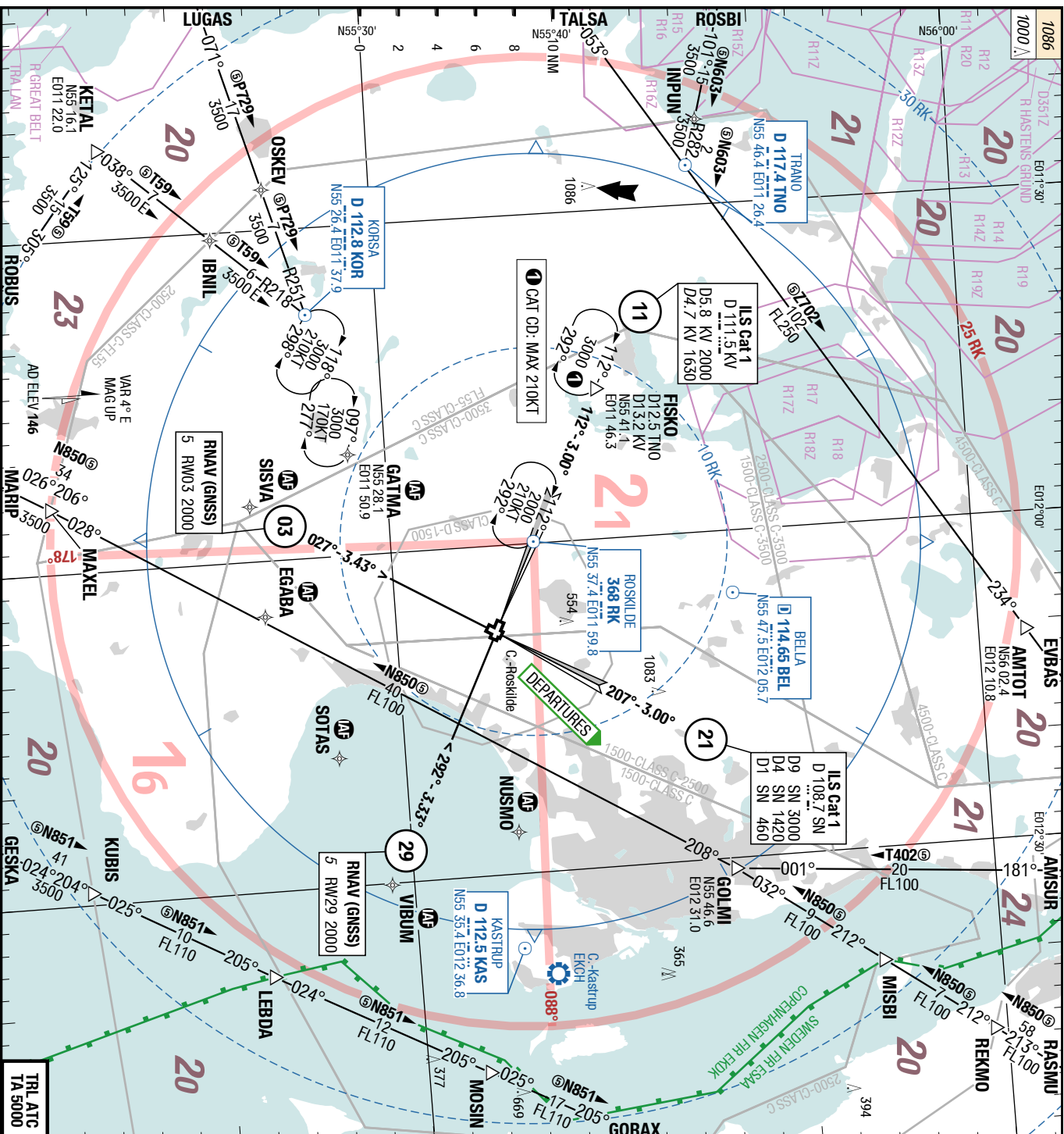
No SID established. For detailed outbound route and LVL restrictions contact ATC.

Traffic departing via **DOBEL** (below FL065), **KOR** and **TNO** can expect ALT MAX 5000ft until leaving Copenhagen Area.

Omnidirectional Departure: Climb straight ahead to at least 800ft before turn is commenced.

De-Icing

See AD HRs



D-ATIS 123.800 0600-2100+
Roskilde APP 125.525
Roskilde TWR 118.900
Roskilde TWR 119.650 HQ

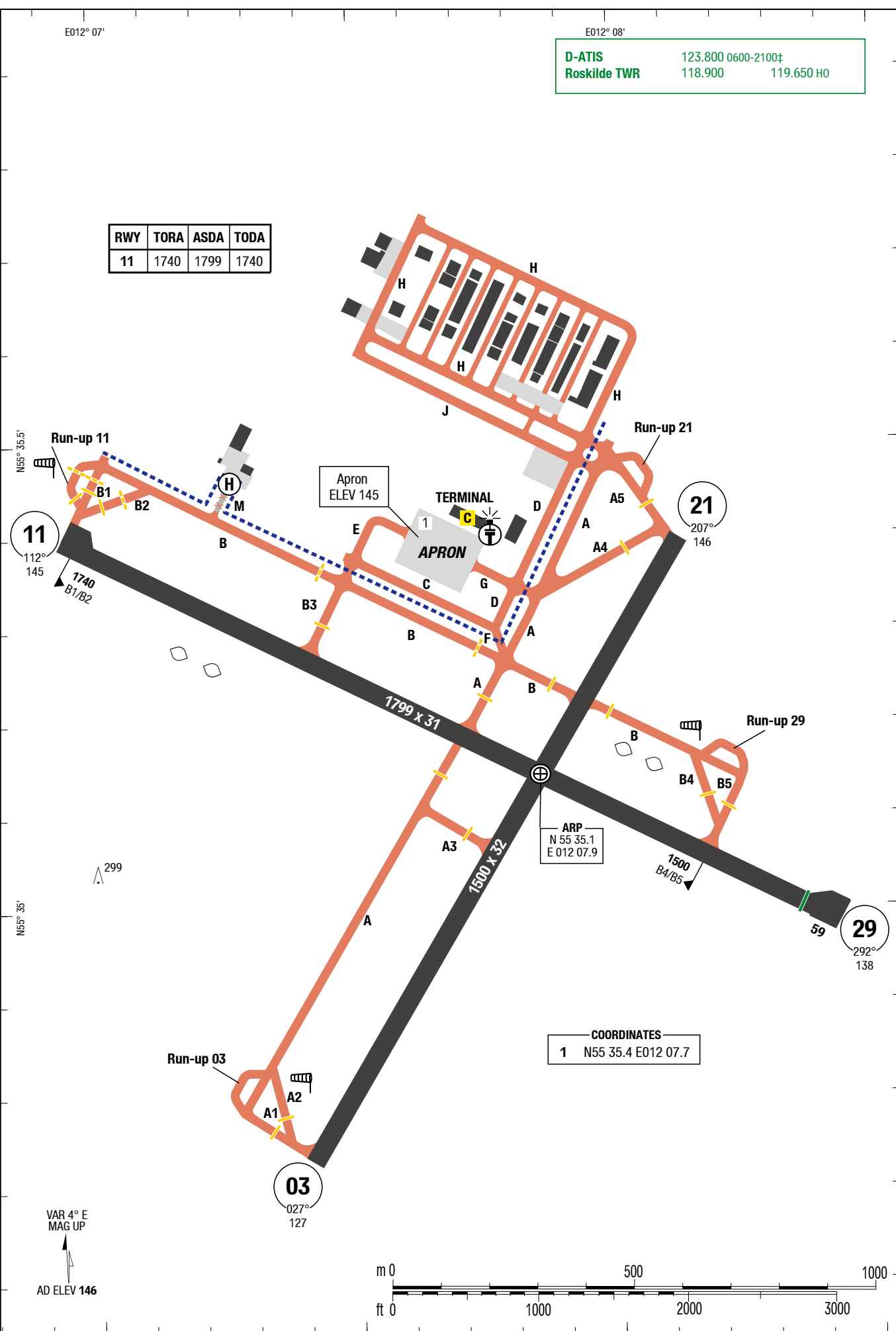
Landing RWY system:

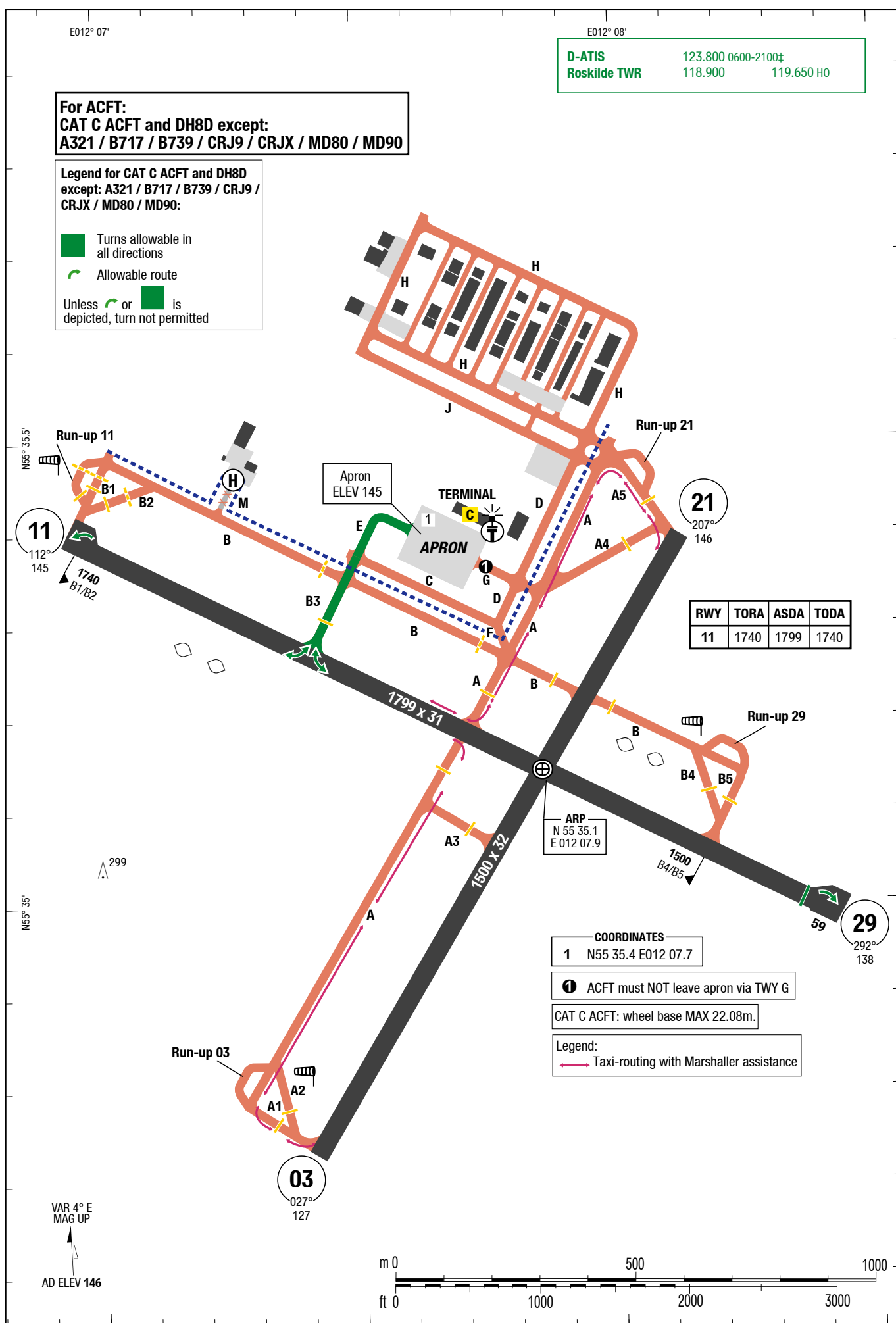
03 450 83.0°
HL-S THR 127 (5HPa) / TDZ --- (---%) +0.4%

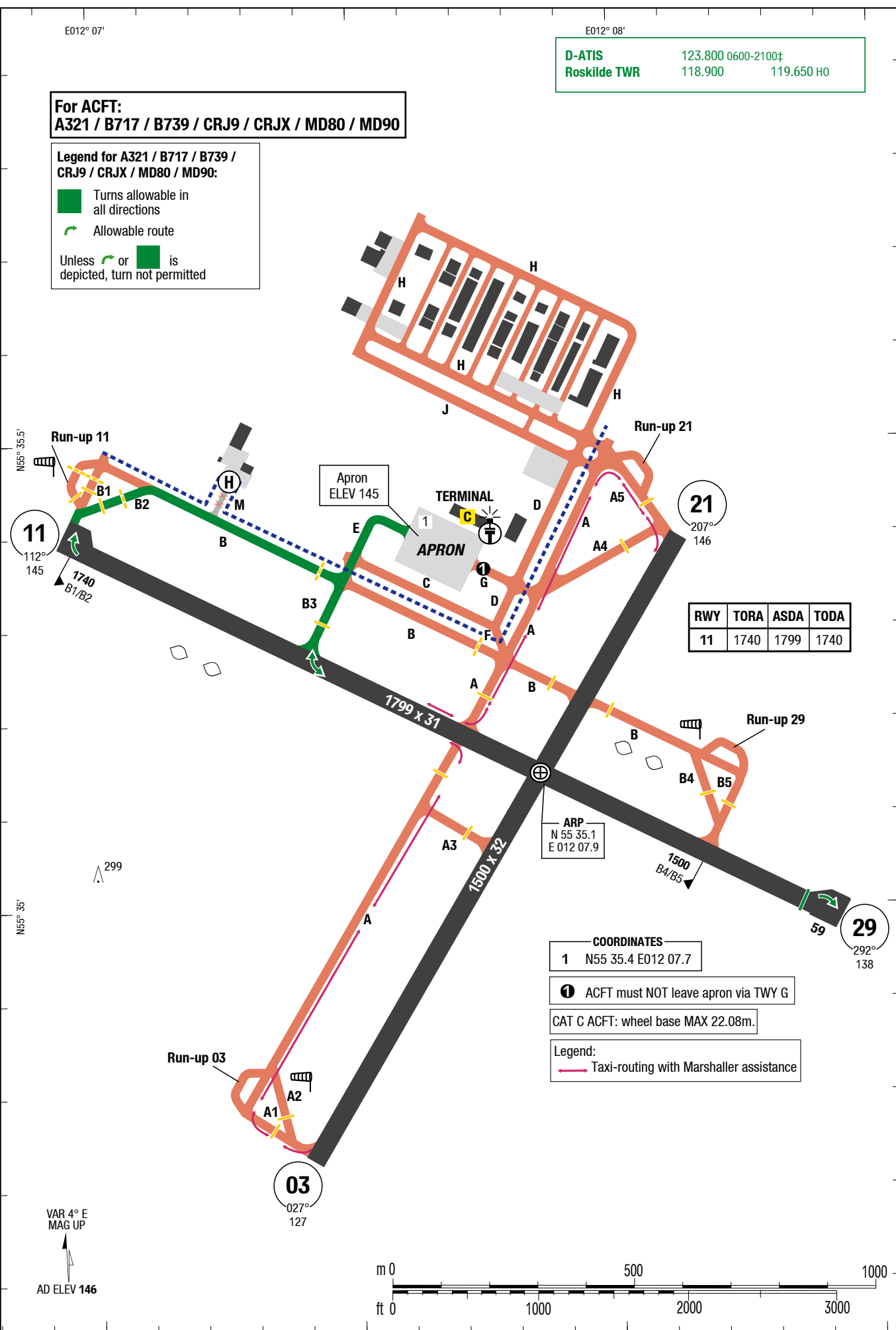
21 60 HL 32 x 1500 83.0°
-0.4% TDZ --- (---%) / THR 146 (5HPa) HL-P1

11 60 HL 31 x 1740 59°
HL-P1 THR 145 (5HPa) / TDZ --- (---%) -0.1%

29 60 HL 31 x 1740 59°
+0.1% TDZ --- (---%) / THR 138 (5HPa) HL-S







22-FEB-2018

Denmark **Copenhagen** Roskilde

cid

cid

Roskilde **Copenhagen** Denmark

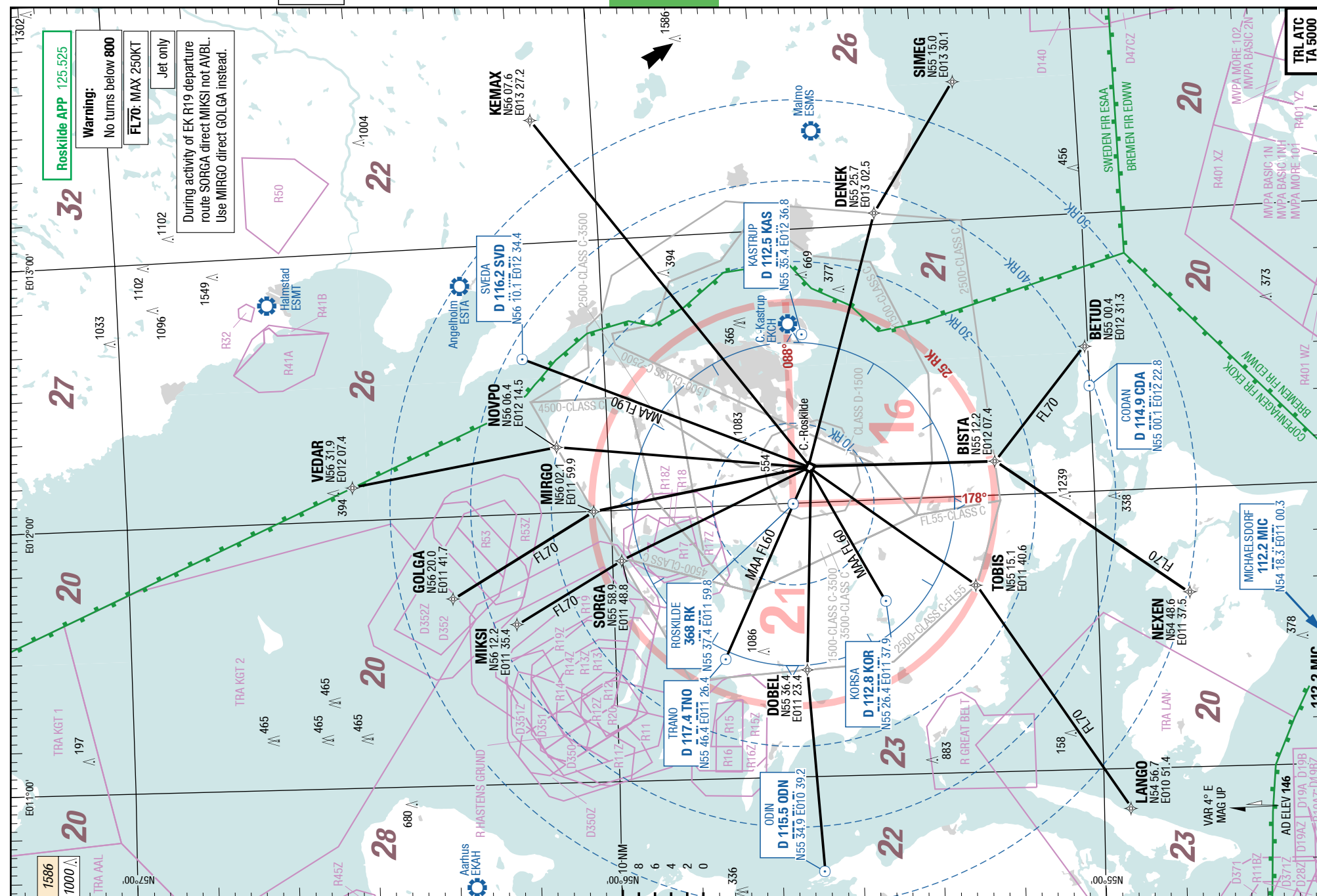
NIL

DEPARTURES

RKE-EKRK

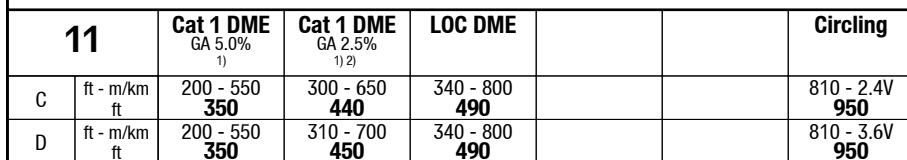
4-10

DEPARTURES



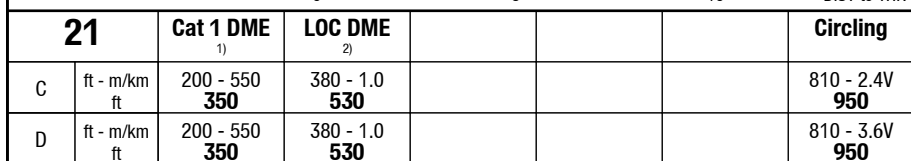
Changes: ASP, SUAs, VAR, OBST

ILS 11



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ILS 21

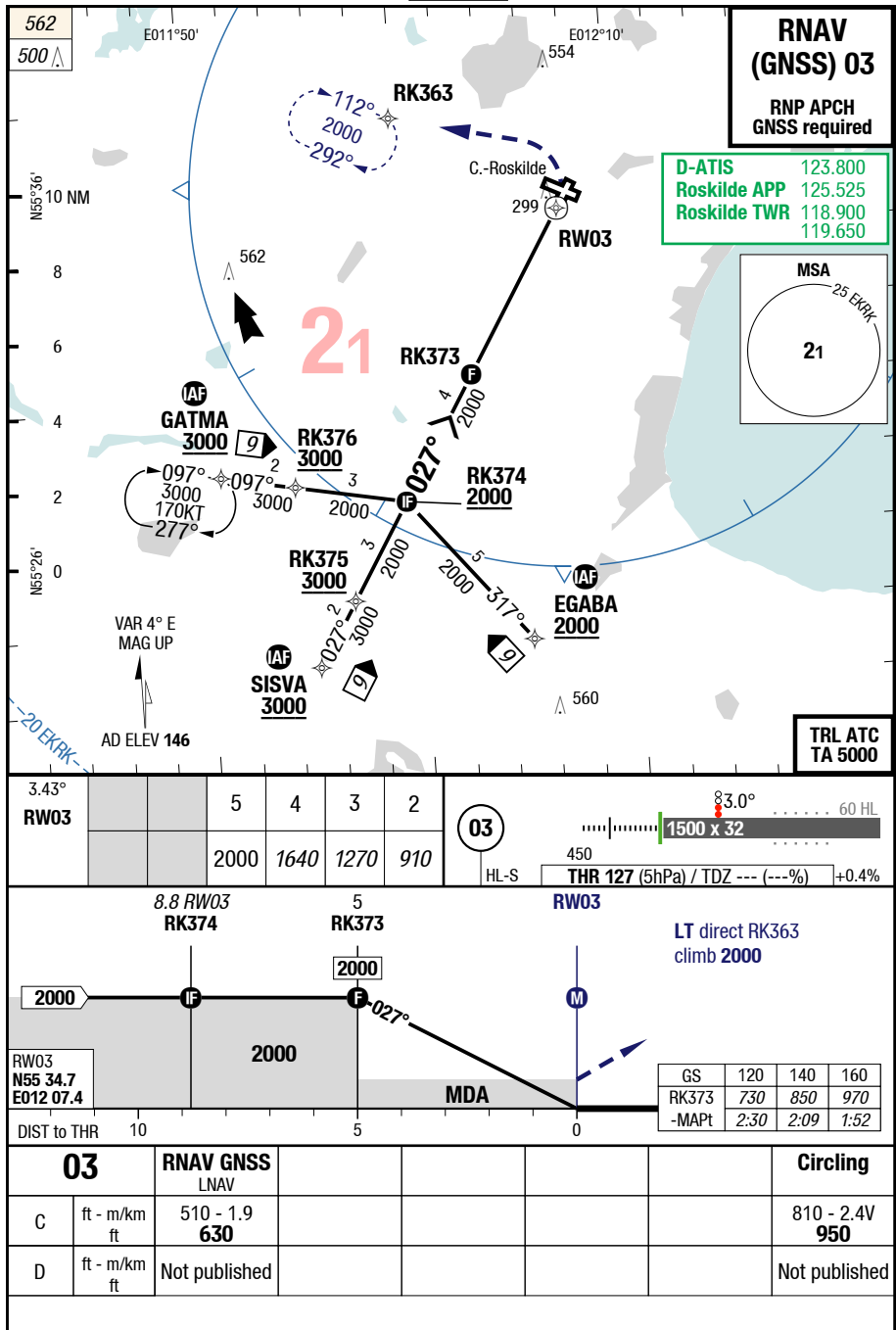


Changes: chart title, FAT, MIN, DIST ALT table, ALT, VAR

RKE-EKRR

7-30

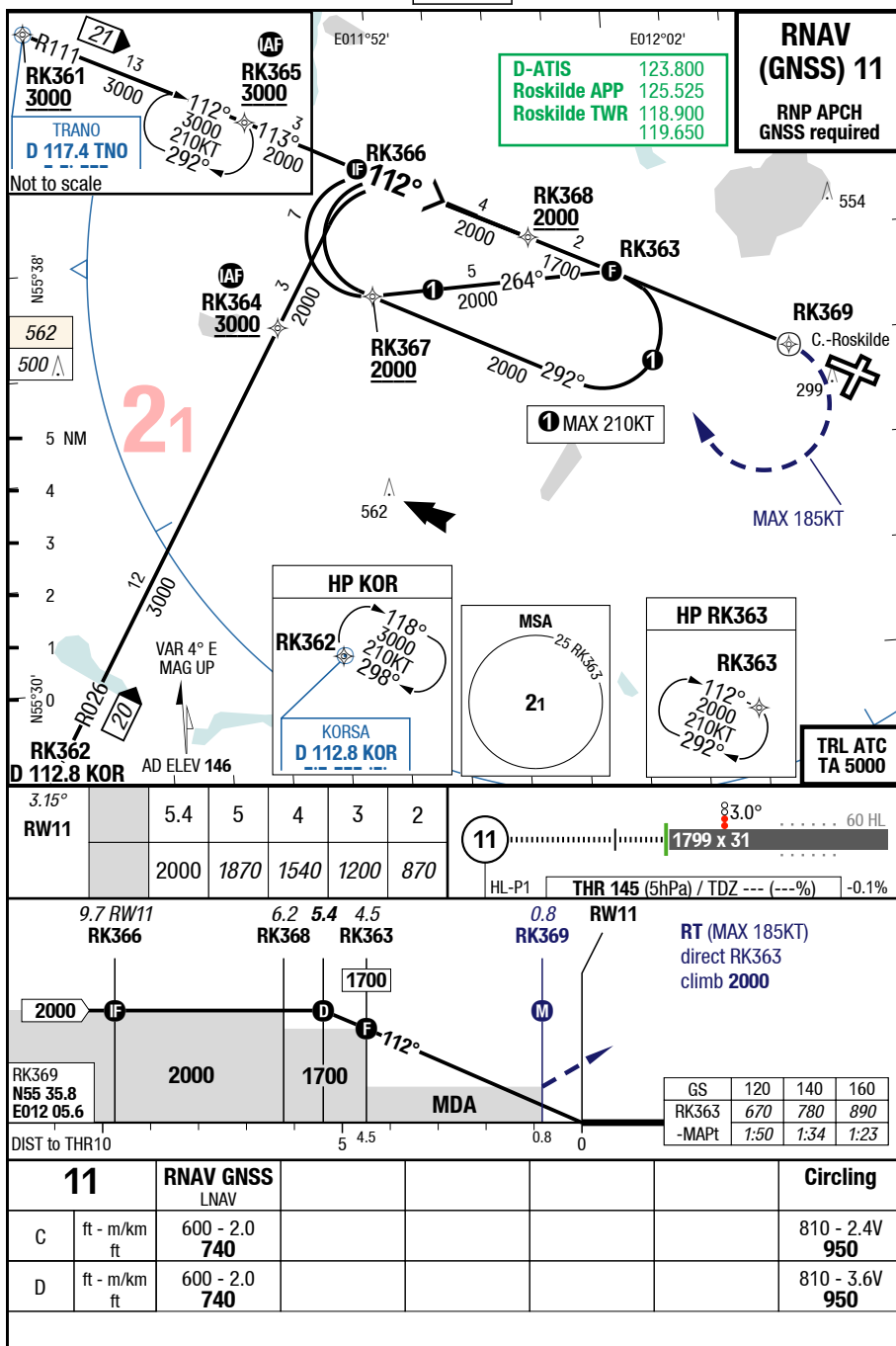
RNAV (GNSS) 03



RKE-EKRR

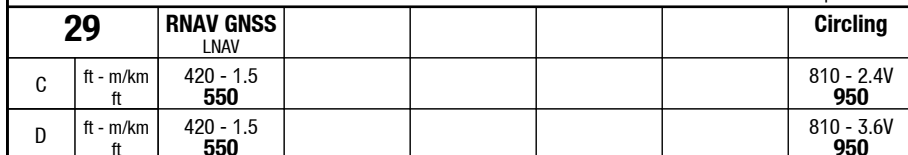
7-40

RNAV (GNSS) 11



Changes: Completely revised

RNAV (GNSS) 29



NDB 11

