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Notebook

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## General Information

Location: COPENHAGEN DNK
ICAO/IATA: EKRK / RKE
Lat/Long: N55° 35.13', E012° 07.89'
Elevation: 146 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 4.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0408 Z
Sunset: 1818 Z

## Runway Information

Runway: 29
Length x Width: 5902 ft x 102 ft
Surface Type: asphalt
TDZ-Elev: 138 ft
Lighting: Edge, ALS, REIL
Displaced Threshold: 193 ft

Runway: 11
Length x Width: 5902 ft x 102 ft
Surface Type: asphalt
TDZ-Elev: 145 ft
Lighting: Edge, ALS
Stopway: 194 ft

Runway: 03
Length x Width: 4925 ft x 102 ft
Surface Type: asphalt
TDZ-Elev: 127 ft
Lighting: Edge, ALS

Runway: 21
Length x Width: 4925 ft x 102 ft
Surface Type: asphalt

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TDZ-Elev: 146 ft
Lighting: Edge, ALS

## Communication Information

ATIS: 123.800
Roskilde Tower: 118.900 VHF-DF
Roskilde Tower: 119.650 VHF-DF
Roskilde Approach: 125.525 VHF-DF
Roskilde Handling Operations: 131.550

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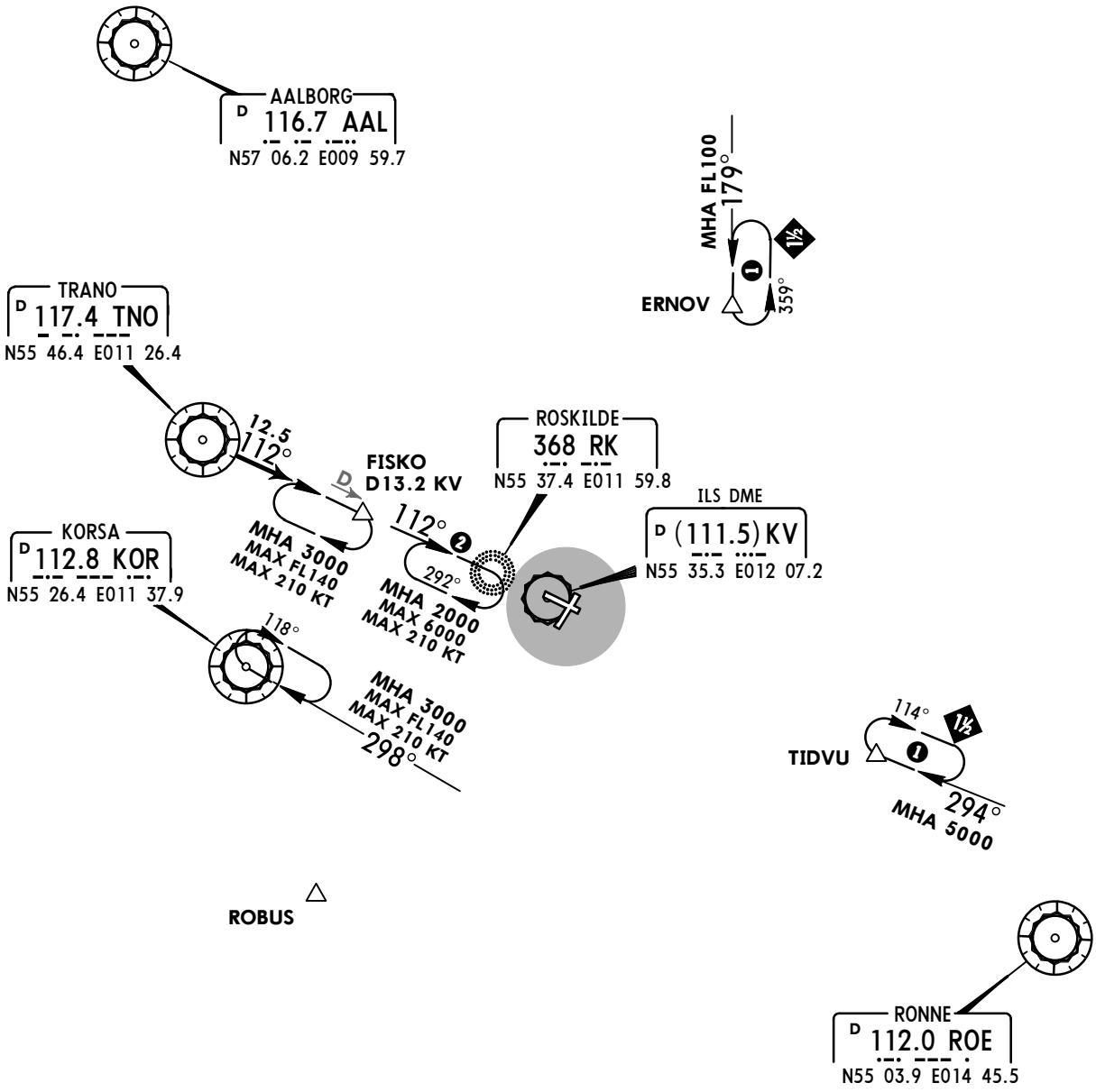
| *D-ATIS | Apt Elev | |
|---|---|---|
| 123.8 | 146′ | Alt Set: hPa<br>Trans level: By ATC Trans alt: 5000′ |

# HOLDINGS & LEVEL RESTRICTIONS FOR COPENHAGEN/ROSKILDE




1. Holding inside Swedish territory. Operators not permitted to overfly Swedish territory shall file via a routing outside Swedish territory.
2. Secondary holding.

Traffic via AAL shall flightplan via T-551 - TNO to FISKO.
Traffic via ROE shall flightplan via L-983 - ROBUS - DCT - KOR.

| Arrival via | Level restriction | Primary Holding |
|---|---|---|
| ROBUS | MAX **FL70** | KOR |
| | MAX **FL70** (20 NM prior to KOR) | KOR |
| TNO | MAX **FL70** (20 NM prior to TNO) | FISKO |

CHANGES: TIDVU holding, MHA.

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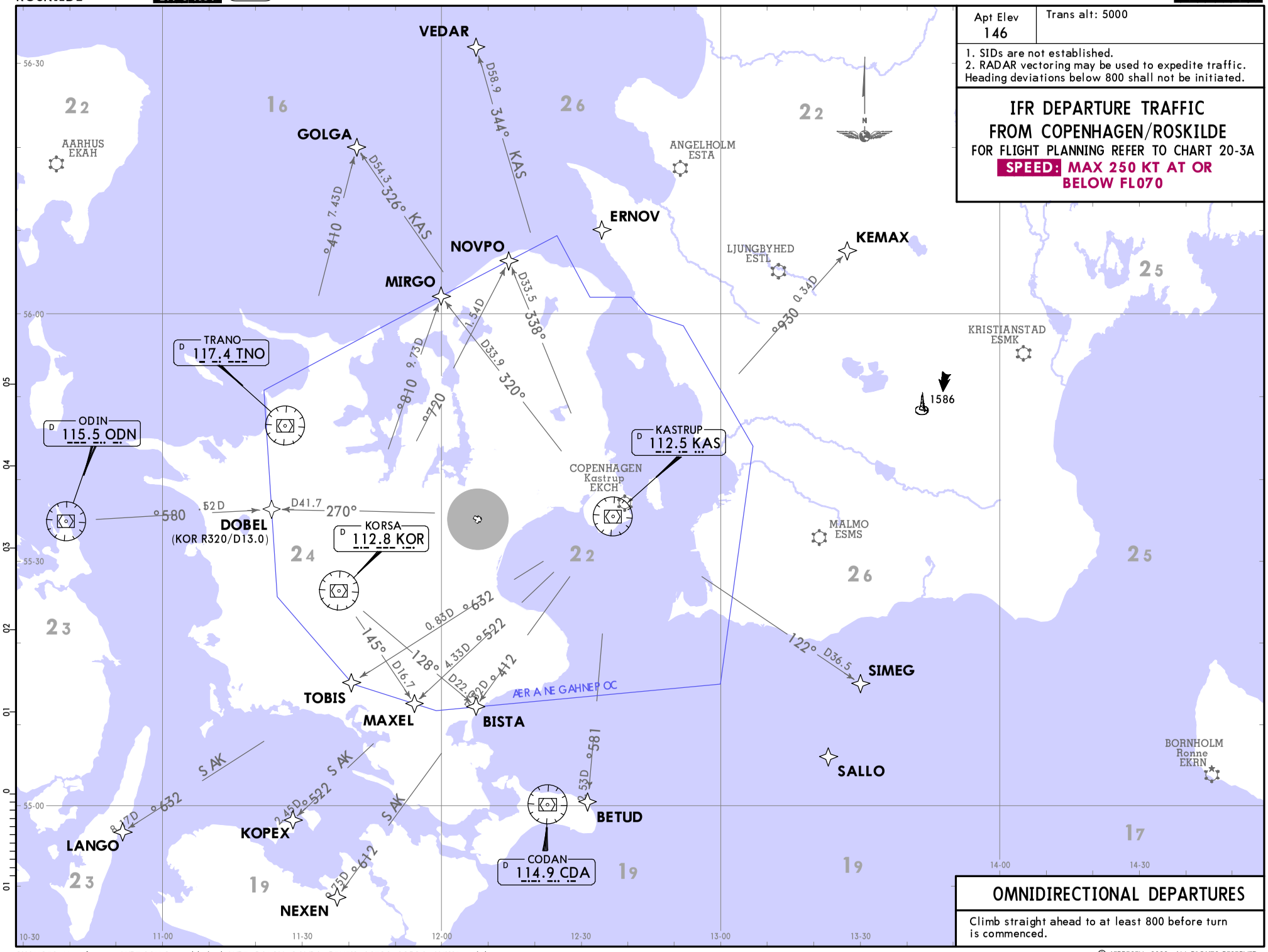
| Apt Elev | Trans alt: 5000 |
|---|---|
| 146 | |

1. SIDs are not established.
2. RADAR vectoring may be used to expedite traffic. Heading deviations below 800 shall not be initiated.

## IFR DEPARTURE TRAFFIC FROM COPENHAGEN/ROSKILDE

FOR FLIGHT PLANNING REFER TO CHART 20-3A

**SPEED: MAX 250 KT AT OR BELOW FL070**




## OMNIDIRECTIONAL DEPARTURES

Climb straight ahead to at least 800 before turn is commenced.

CHANGES: New format, WPT SALLO established, WPTs BALOX, GAVBA, DENEK, ASTOS, SORGA, MIKSI withdrawn.

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# IFR DEPARTURE TRAFFIC FROM COPENHAGEN/ROSKILDE

## FLIGHT PLANNING

**General:**
SIDs are not established.
RADAR vectoring may be used to expedite traffic. Heading deviations below 800 shall not be initiated. MAX 250 KT at and below FL070.
For flights outside Copenhagen Area and outside the lateral limit of MALMO TMA, flightplanning shall be via one of the Departure routes stated below.
For Flights within Copenhagen Area and within the lateral limit of MALMO TMA, flights may be planned direct between significiant points/aerodromes.

**ATC clearance**
For Flights to destinations outside Copenhagen Area and outside the lateral limit of MALMO TMA, ATC clearance will be issued via the departure routes based on VOR radials or DCT.

Traffic via DOBEL (below FL065), KOR VOR and TNO VOR EXPECT at or below 5000 until leaving Copenhagen area.

### PROP

| Route | Remark |
|---|---|
| NOVPO DCT VEDAR | |
| ERNOV | Only available at and below FL090 |
| KEMAX | |
| SIMEG ❶ | |
| SALLO ❶ | |
| TNO VOR | Only available at and below FL060 |
| DOBEL DCT ODN VOR | |
| KOR VOR | Only available at and below FL060 |
| MAXEL DCT KOPEX or BETUD ❶ | Only available at and above FL070 |
| MIRGO DCT GOLGA | Only available at and above FL070 |

### JET

| Route | Remark |
|---|---|
| NOVPO DCT VEDAR | |
| ERNOV | Only available at and below FL090 |
| KEMAX | |
| SIMEG ❶ | |
| SALLO ❶ | |
| TNO VOR | Only available at and below FL060 |
| KOR VOR | Only available at and below FL060 |
| BISTA DCT NEXEN or BETUD ❶ | Only available at and above FL070 |
| TOBIS DCT LANGO | Only available at and above FL070 |
| DOBEL DCT ODN | |
| MIRGO DCT GOLGA | Only available at and above FL070 |

❶ Departure route BETUD available only to operators not permitted to fly over Swedish territory. Generally departure route SALLO/SIMEG applies. Flight planning via departure route BETUD is restricted to MAX FL070 until BETUD.

CHANGES: Routes revised, ballflag 2 withdrawn.

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# NOISE ABATEMENT

## GENERAL

Jet ACFT 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 ACFT with a MTOM up to 34000kg.

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

- Ambulance flights, including HOSP (Hospital ACFT) 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.
- Take-off and landing in connection with security control of the APT area.

## USE OF AUXILIARY POWER UNIT (APU)

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

Start-up of APU during refuelling is allowed only if the ACFT'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 EKRK ARO at least 15 minutes before ETA for requesting Ground Power Unit (GPU).

**Note:** Unless otherwise stated by the ACFT manufacturer or the airline operator, a fuelling zone is defined as a circular area with radius 3m, surrounding any filling and venting points on the ACFT and fuelling equipment.

APU regulation applies for the Northern part of apron (in front of Roskilde APT Terminal):

APU may normally be used:

- 5 minutes after "on block";
- 25 minutes before EOTB.

**Exceptions**

If the Outside Air Temperature (OAT) is below -10°C or above +25°C or the 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 FREQ 131.550 or TWR 118.9.

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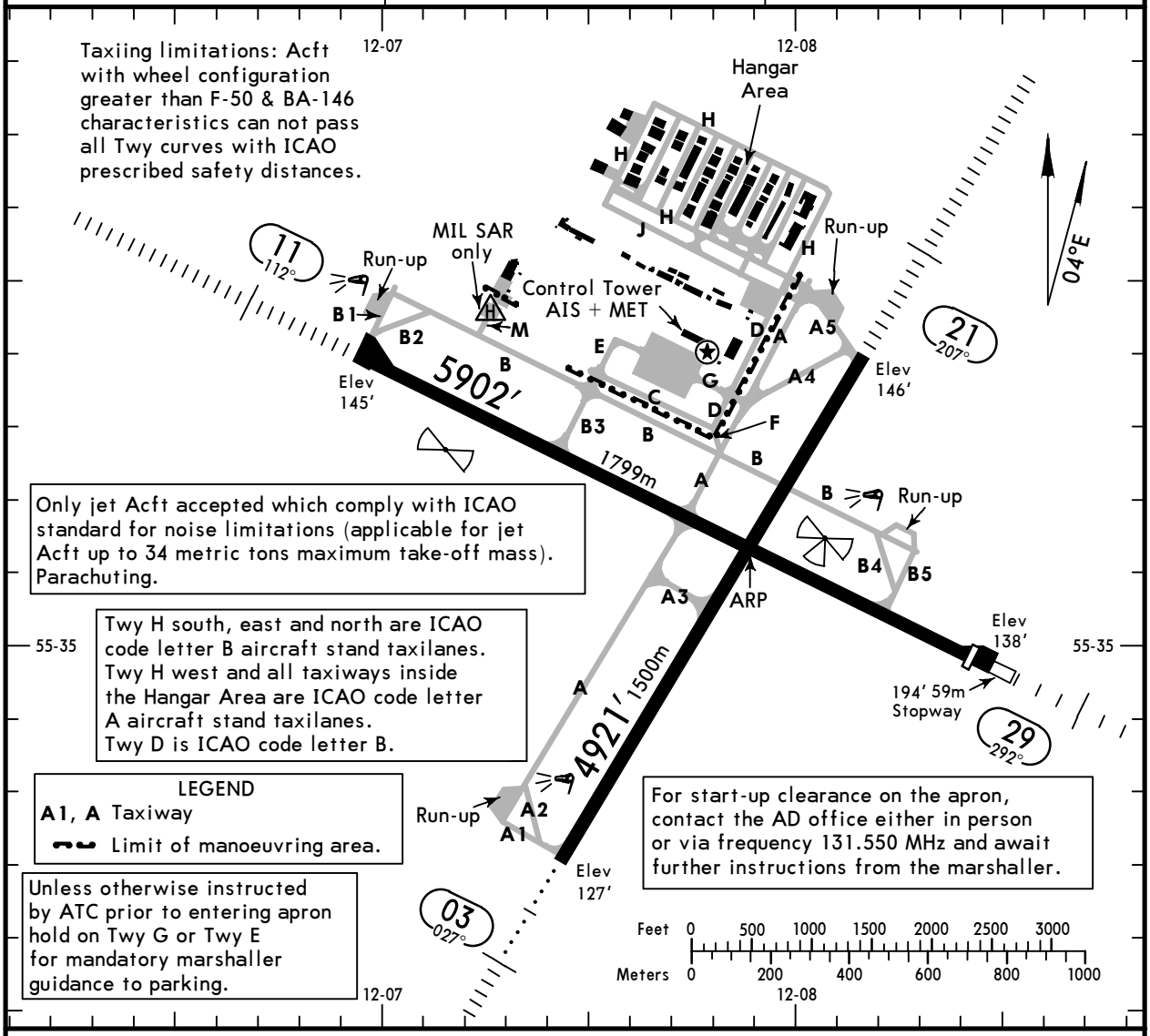
# EKRK/RKE

Apt Elev **146′**
N55 35.1 E012 07.9

JEPPESEN
21 JUL 23 (20-9)

# COPENHAGEN, DENMARK
ROSKILDE

| *D-ATIS | ROSKILDE Handling (GND) | Tower (R) |
|---|---|---|
| 123.8 | 131.550 | 118.9 119.650 |




## ADDITIONAL RUNWAY INFORMATION

| RWY | | | USABLE LENGTHS — LANDING BEYOND: Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|---|
| 03 | ❶HIRL(60m) ❷HIALS PAPI-L (angle 3.0°) | | | | ❻ | 102′ 31m |
| 21 | ❶HIRL(60m) ❸HIALS PAPI-L (angle 3.0°) | RVR | | 3888′ 1185m | | |
| 11 | ❶HIRL(60m) ❹HIALS PAPI-L (angle 3.0°) | RVR | 5709′ 1740m | 4869′ 1484m | | 102′ 31m |
| 29 | ❶HIRL(60m) ❺HIALS REIL PAPI-L (angle 3.0°) | RVR | 5709′ 1740m | | | |

❶ LED lights
❷ length 450m
❸ length 820m
❹ length 789m
❺ length 420m
❻ TAKE-OFF RUN AVAILABLE

RWY 03:
From twy A1/A2 int (rwy head) 4925′ (1501m)
twy A3 int 2487′ (758m)

RWY 11:
From twy B1/B2 int (rwy head) 5709′ (1740m)
twy B3 int 3865′ (1178m)
twy A int 2674′ (815m)

RWY 21:
From twy A4/A5 int (rwy head) 4921′ (1500m)
twy B int 3665′ (1117m)

RWY 29:
From rwy head 5902′ (1799m)
twy B4/B5 int 4921′ (1500m)
twy A int 3084′ (940m)

**Standard**

## TAKE-OFF

| | Low Visibility Take-off<br>Day: RL & RCLM<br>Night: RL | Day: RL or RCLM<br>Night: RL | Adequate vis ref<br>(Day only) |
|---|---|---|---|
| A<br>B<br>C<br>D | RVR 300m | 400m | 500m |

CHANGES: Declared distances.

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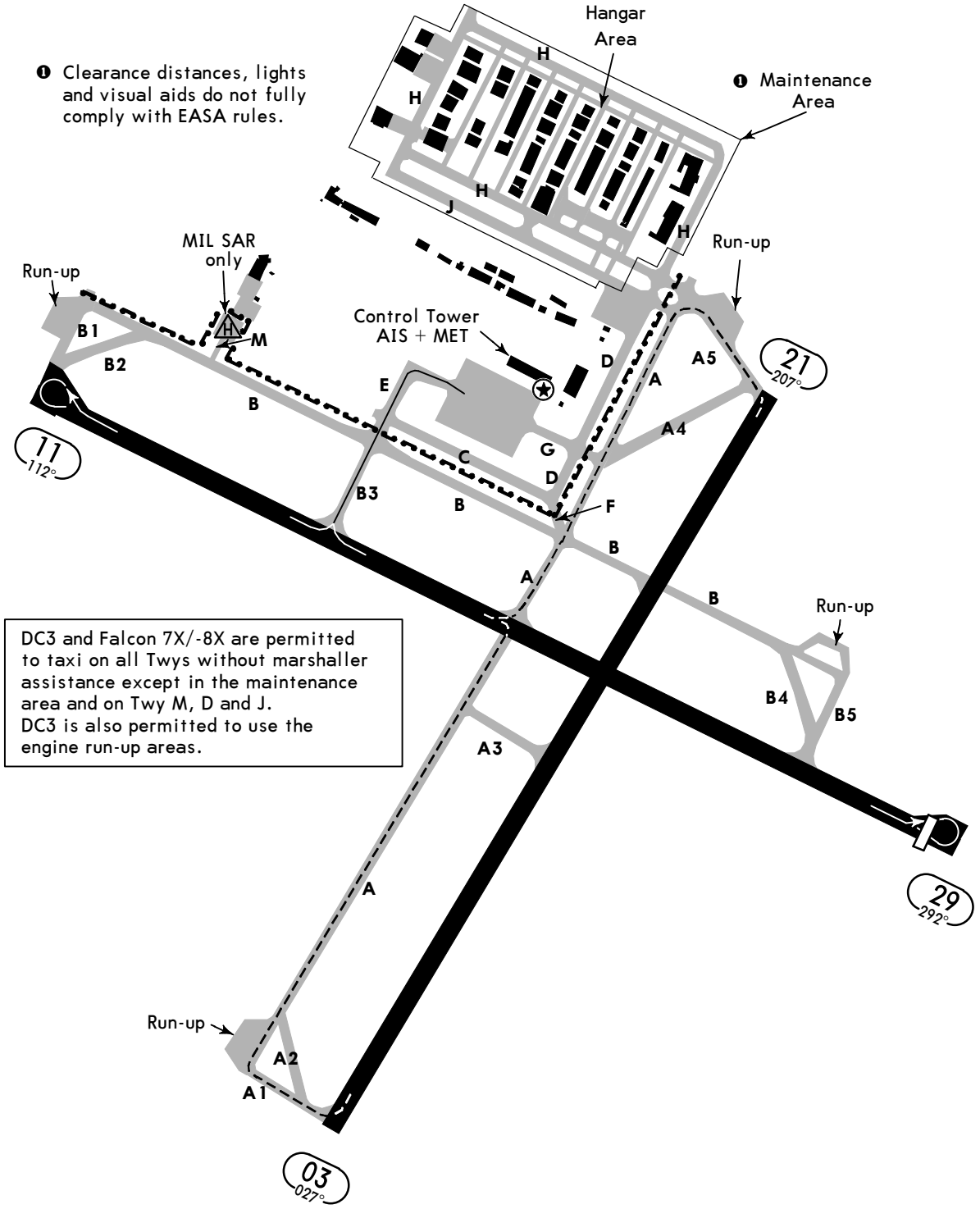
# TAXI ROUTINGS

**FOR CAT C AIRCRAFTS (WHEEL BASE UP TO 72′/22M)**
**BUT NOT A321, B717, B737-900, CRJ900/-1000 AND MD80/-90**




LEGEND

- Taxiroute
- Taxiroute, one way (turn pad)
- Taxiroute with marshaller assistance
- Limit of manoeuvring area.

CHANGES: None.

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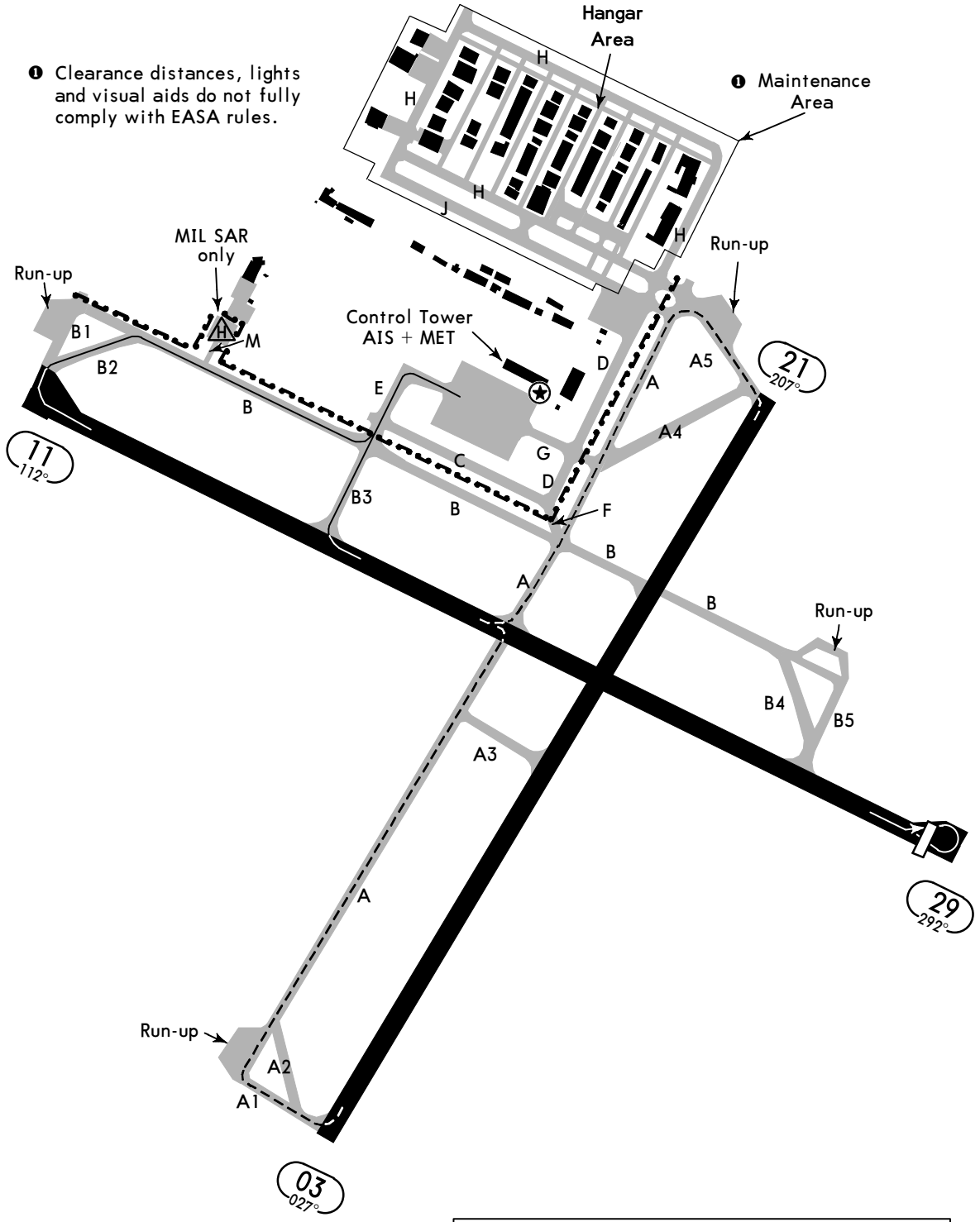
# TAXI ROUTINGS

**FOR A321, B717, B737-900, CRJ900/-1000 AND MD80/-90**




LEGEND

- Taxiroute
- Taxiroute, one way (turn pad)
- Taxiroute with Marshaller assistance
- Limit of manoeuvring area.

CHANGES: Taxiway G restriction withdrawn, run-up areas reshaped.

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# COPENHAGEN, DENMARK
## ROSKILDE

| STRAIGHT-IN RWY | | DA(H) / MDA(H) | RVR (ALS/ALS out) |
|---|---|---|---|
| 03 | RNAV (LNAV) | 630′ (503′) | 1000m / 1000m |
| 11 | ILS | 345′ (200′) | 500m / 1000m |
| | LOC | 490′ (345′) | 800m / 1000m |
| | RNAV (LNAV) | 740′ (595′) | 1000m / 1000m |
| | NDB | 740′ (595′) | 1000m / 1000m |
| 21 | ILS | 346′ (200′) | 500m / 1000m |
| | LOC | 530′ (384′) | 800m / 1000m |
| 29 | RNAV (LNAV) | 550′ (412′) | 800m / 1000m |

| CIRCLE-TO-LAND | MDA(H) | VIS |
|---|---|---|
| | 610′ (464′) ❶ | 1000m |

❶ After RNAV (LNAV) 03: 630′ (484′).
After RNAV (LNAV) 11 or NDB 11: 740′ (594′).

**TAKE-OFF RWY 03, 11, 21, 29**

| Low Visibility Take-off ❷ | | | | |
|---|---|---|---|---|
| RL/FATO LTS RCLM & RVR info | RL/FATO LTS & RCLM | Unlit/unmarked defined RWY/FATO | Nil Facilities DAY | Nil Facilities NIGHT |
| 150m | 200m | 200m | 250m ❸ | 800m |

❷ Without Low Visibility Take-off approval 400m are stipulated.
❸ Or rejected take-off distance whichever is the greater.

CHANGES: Procedure title.

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# EKRK/RKE
ROSKILDE

JEPPESEN
9 AUG 19
Eff 15 Aug
(21-1)

# COPENHAGEN, DENMARK
CAT C & D

# ILS Rwy 11

BRIEFING STRIP™

| *D-ATIS | ROSKILDE Approach (R) | ROSKILDE Tower (R) | Ground |
|---|---|---|---|
| 123.8 | 125.525 | 118.9 119.650 | 131.550 |

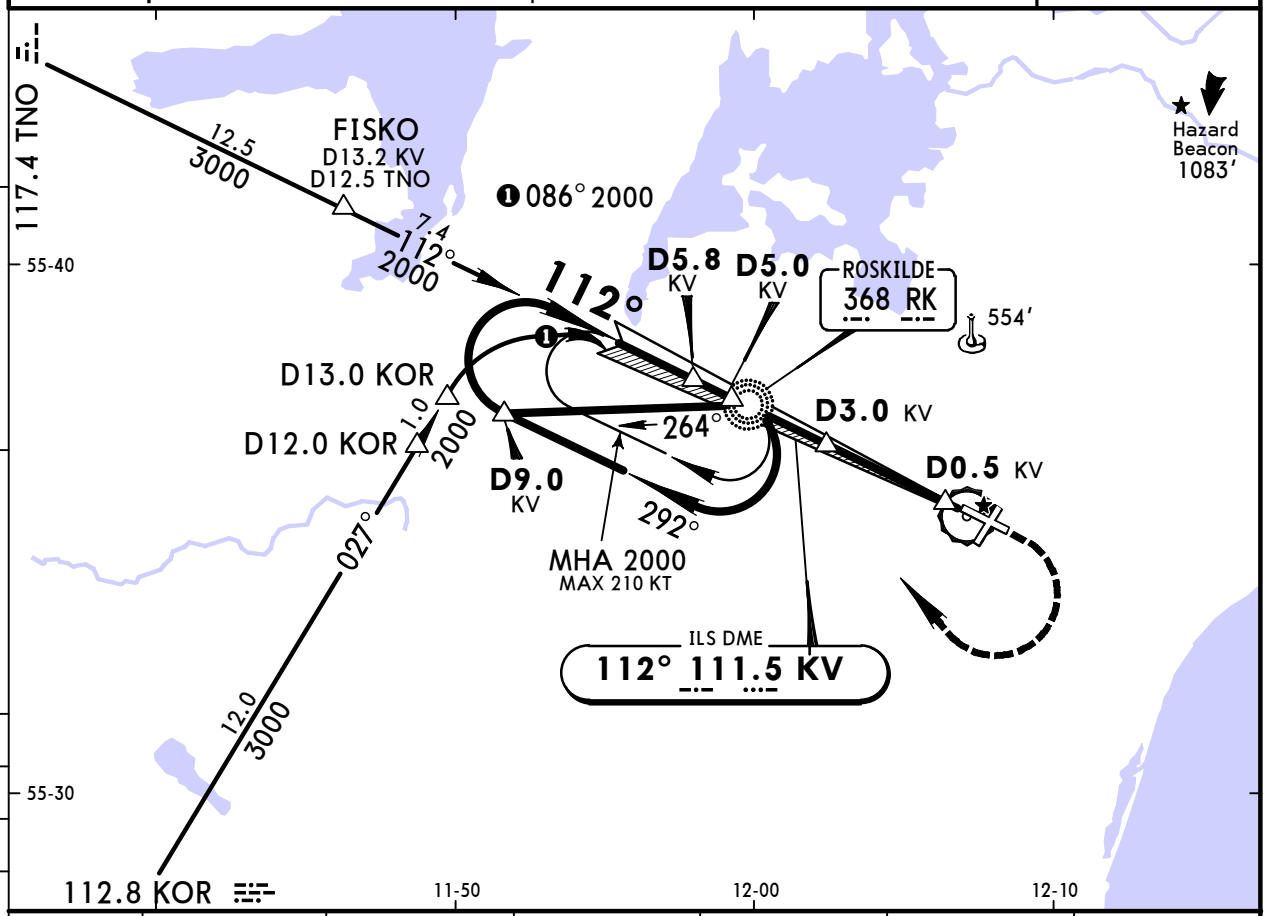
| LOC KV | Final Apch Crs | GS Lctr | ILS DA(H) Refer to Minimums | Apt Elev 146′ Rwy 145′ |
|---|---|---|---|---|
| 111.5 | 112° | 1627′(1482′) | | |

**MISSED APCH:** Climb to 500′, then turn RIGHT (MAX 185 KT until turn completed) climbing to 2000′ to Lctr.

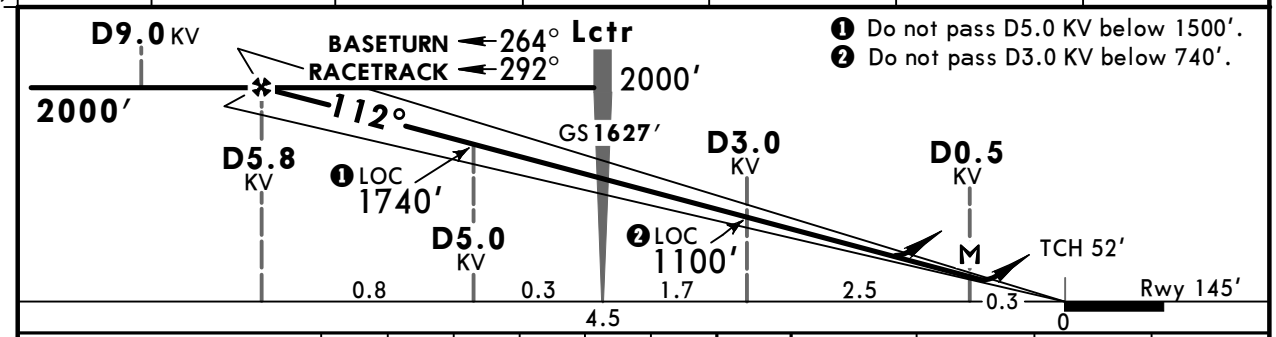
Alt Set: hPa  Rwy Elev: 5 hPa  Trans level: By ATC  Trans alt: 5000′

**1. DME required.** 2. Baseturn and racetrack procedures restricted to MAX 210 KT.

MSA RK Lctr: 2100 (268°–358°), 1600




| LOC (GS out) | KV DME | 5.0 | 4.0 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|---|---|---|
| | ALTITUDE | 1740′ | 1420′ | 1100′ | 780′ | 460′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS or LOC Descent angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D0.5 KV | | | | | | | |

HIALS
PAPI

500′

2000′ 185 KT MAX RT

RK 368

**Standard** — STRAIGHT-IN LANDING RWY 11

| | ILS | | | | LOC (GS out) | | CIRCLE-TO-LAND | | |
|---|---|---|---|---|---|---|---|---|---|
| | Missed apch climb gradient mim 5.0% | | Missed apch climb gradient mim 2.5% | | CDFA | | | | |
| | DA(H) 345′(200′) | | DA(H) C:439′(294′) D:449′(304′) | | DA/MDA(H) 490′(345′) | | Max Kts | MDA(H) | VIS |
| | FULL | ALS out | FULL | ALS out | | ALS out | | | |
| A | SEE 21-2 | | SEE 21-2 | | SEE 21-2 | | A | SEE 21-2 | |
| B | | | | | | | B | | |
| C | RVR 550m ❶ | RVR 1200m | RVR 650m ❶ | RVR 1400m | RVR 900m | RVR1600m | 180 | 950′ (804′) | 2400m |
| D | | | RVR 700m ❶ | | | | 205 | 950′ (804′) | 3600m |

PANS OPS

❶ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications. Minimums.

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# EKRK/RKE
ROSKILDE

JEPPESEN
9 AUG 19
Eff 15 Aug
21-2

# COPENHAGEN, DENMARK
CAT A & B
## ILS Rwy 11

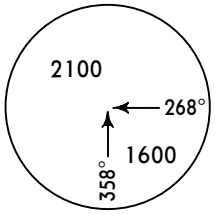
BRIEFING STRIP™

| *D-ATIS | ROSKILDE Approach (R) | ROSKILDE Tower (R) | Ground |
|---|---|---|---|
| 123.8 | 125.525 | 118.9 119.650 | 131.550 |

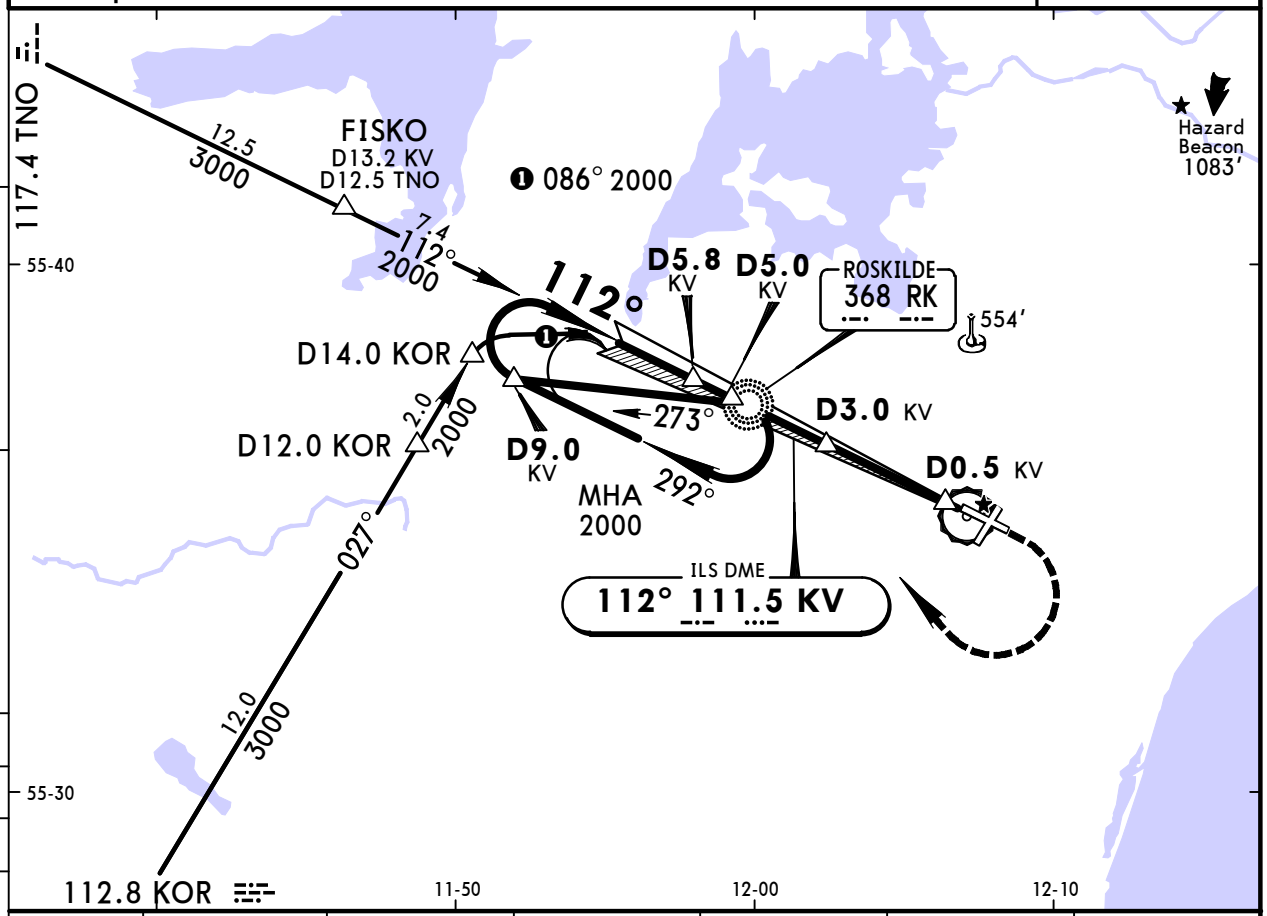
| LOC KV | Final Apch Crs | GS Lctr | ILS DA(H) | Apt Elev 146′ |
|---|---|---|---|---|
| 111.5 | 112° | 1627′ (1482′) | 345′ (200′) | Rwy 145′ |

**MISSED APCH:** Climb to 500′, then turn RIGHT climbing to 2000′ to Lctr.

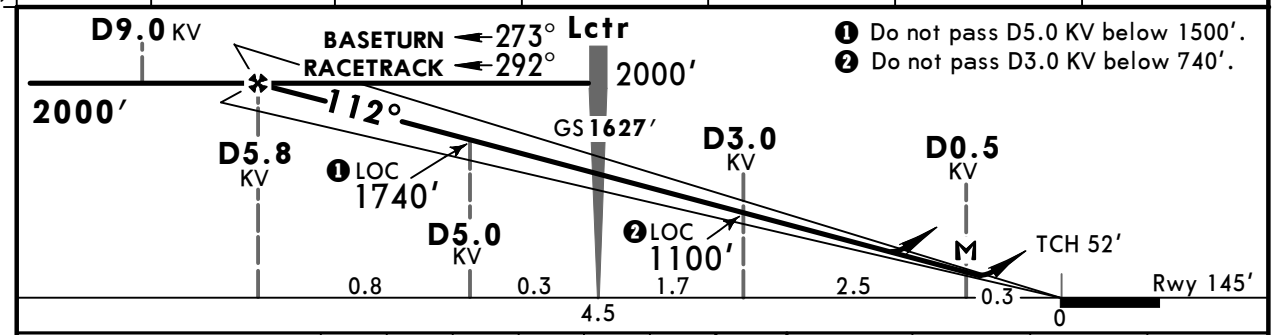
Alt Set: hPa  Rwy Elev: 5 hPa  Trans level: By ATC  Trans alt: 5000′
**DME required.**



MSA RK Lctr




| LOC (GS out) | KV DME | 5.0 | 4.0 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|---|---|---|
| | ALTITUDE | 1740′ | 1420′ | 1100′ | 780′ | 460′ |




❶ Do not pass D5.0 KV below 1500′.
❷ Do not pass D3.0 KV below 740′.

| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| ILS GS or LOC Descent angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D0.5 KV | | | | | | | |

HIALS
PAPI

500′

2000′ RT

RK 368

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY 11

| | ILS DA(H) 345′ (200′) FULL | ILS DA(H) 345′ (200′) ALS out | LOC (GS out) CDFA DA/MDA(H) 490′ (345′) | LOC (GS out) CDFA DA/MDA(H) 490′ (345′) ALS out |
|---|---|---|---|---|
| A | RVR 550m ❶ | RVR 1200m | RVR 900m | RVR 1500m |
| B | | | | |
| C | SEE 21-1 | | SEE 21-1 | |
| D | | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 610′ (464′) | 1500m |
| 135 | 850′ (704′) | 1600m |
| C | SEE 21-1 | |
| D | | |

❶ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications.

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# EKRK/RKE
ROSKILDE

JEPPESEN 9 AUG 19 (21-3) Eff 15 Aug

# COPENHAGEN, DENMARK
## ILS Rwy 21

BRIEFING STRIP™

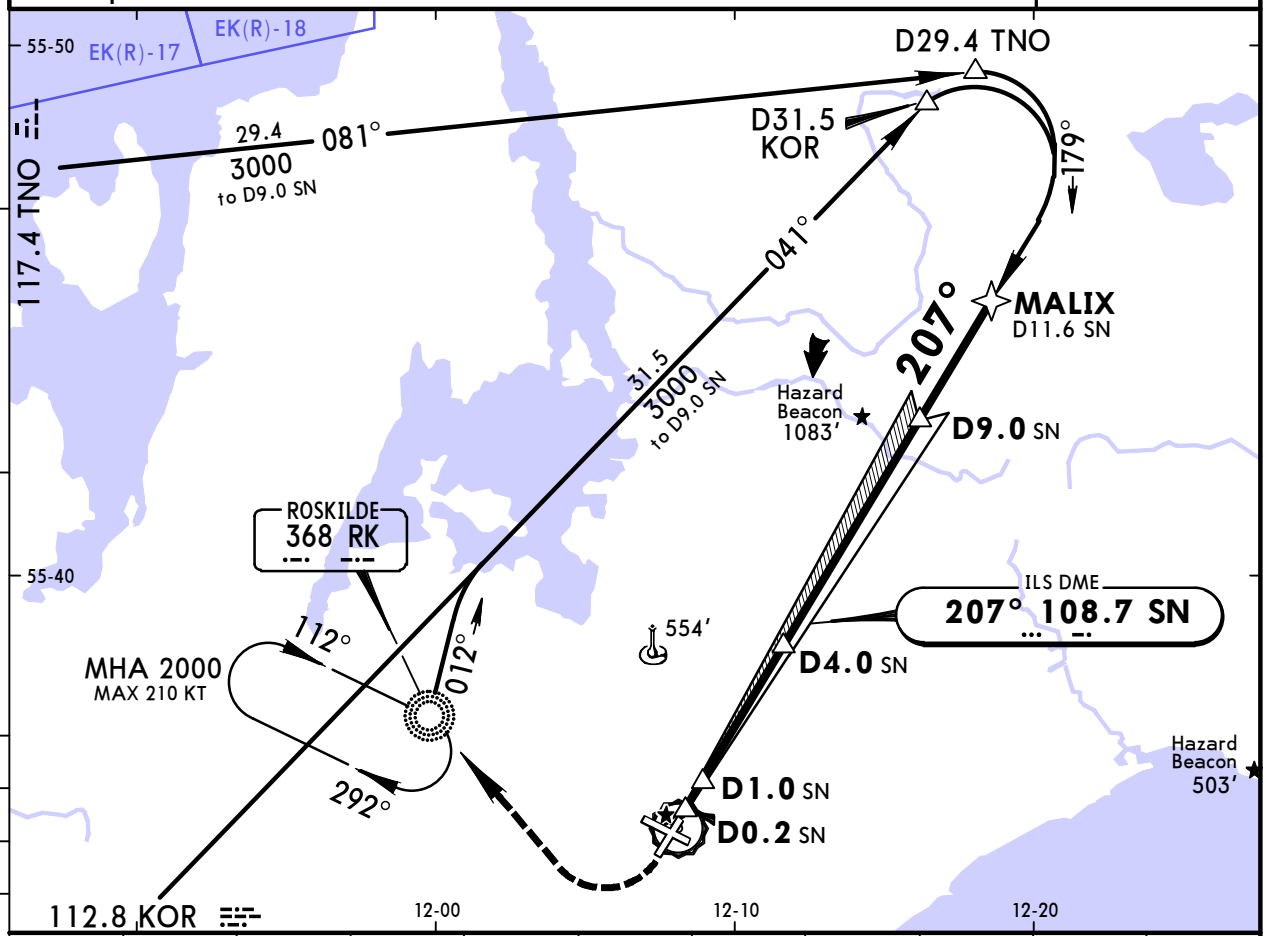
| *D-ATIS | ROSKILDE Approach (R) | ROSKILDE Tower (R) | Ground |
|---|---|---|---|
| 123.8 | 125.525 | 118.9 119.650 | 131.550 |

| LOC SN | Final Apch Crs | GS D4.0 SN | ILS DA(H) | Apt Elev 146′ Rwy 146′ |
|---|---|---|---|---|
| 108.7 | 207° | 1420′ (1274′) | 346′ (200′) | |

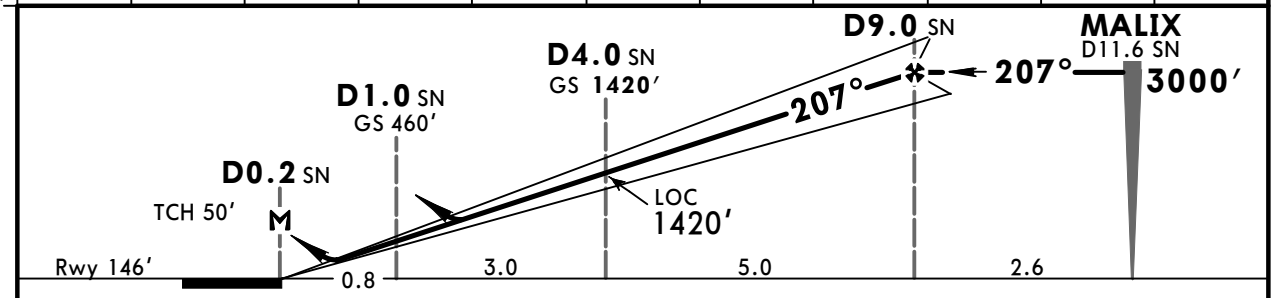
**MISSED APCH:** Climb to 500′, then turn RIGHT climbing to 2000′ to Lctr.

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000′
**DME required.**

MSA RK Lctr: 2100 (268°), 1600 (358°)




| LOC (GS out) | SN DME | 1.0 | 2.0 | 3.0 | 4.0 | 5.0 | 6.0 | 7.0 | 8.0 | 9.0 |
|---|---|---|---|---|---|---|---|---|---|---|
| | ALTITUDE | 460′ | 780′ | 1100′ | 1420′ | 1730′ | 2050′ | 2370′ | 2690′ | 3000′ |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or LOC Descent angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D0.2 SN | | | | | | |

HIALS PAPI

500′ 2000′ RT RK 368

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY 21

| | ILS DA(H) 346′ (200′) FULL | ILS DA(H) 346′ (200′) ALS out | LOC (GS out) CDFA DA/MDA(H) 530′ (384′) | LOC (GS out) CDFA DA/MDA(H) 530′ (384′) ALS out |
|---|---|---|---|---|
| A | RVR 550m [1] | RVR 1200m | RVR 1100m | RVR 1500m |
| B | | | | |
| C | | | | RVR 1800m |
| D | | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 610′ (464′) | 1500m |
| 135 | 850′ (704′) | 1600m |
| 180 | 950′ (804′) | 2400m |
| 205 | 950′ (804′) | 3600m |

[1] RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Communications.

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# EKRK/RKE ROSKILDE

JEPPESEN 9 AUG 19 Eff 15 Aug (22-1) CAT A, B & C

# COPENHAGEN, DENMARK RNAV (GNSS) Rwy 03

BRIEFING STRIP ™

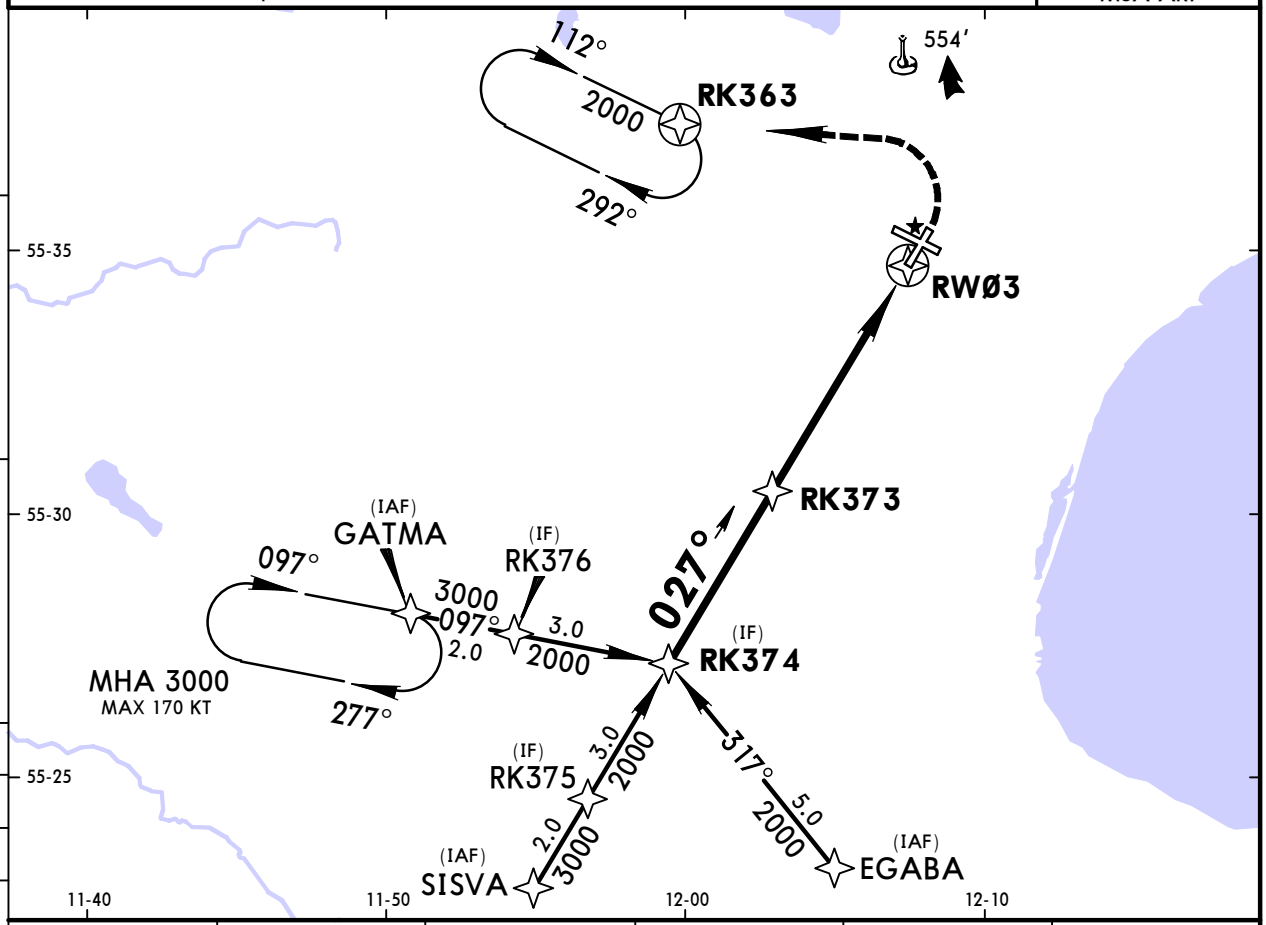
| *D-ATIS | ROSKILDE Approach (R) | ROSKILDE Tower (R) | Ground |
|---|---|---|---|
| 123.8 | 125.525 | 118.9 119.650 | 131.550 |

| RNAV | Final Apch Crs | Minimum Alt | LNAV DA/MDA(H) | Apt Elev 146′ |
|---|---|---|---|---|
| | 027° | RK373 2000′ (1873′) | 630′ (503′) | Rwy 127′ |

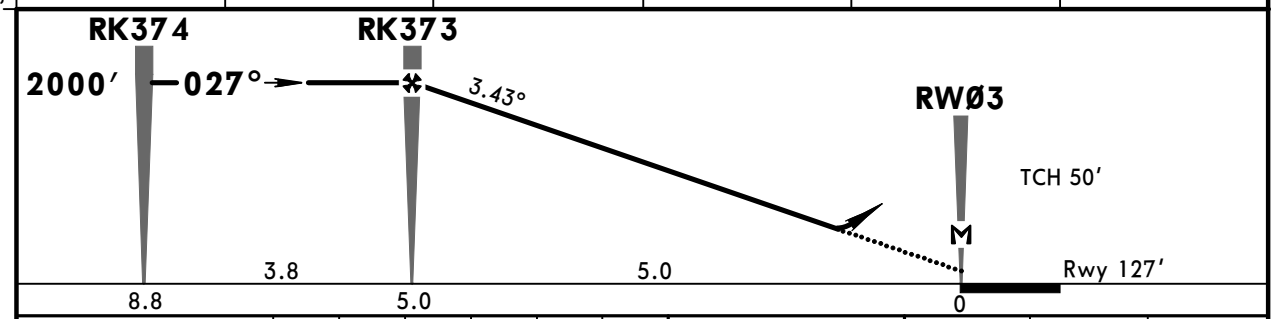
**MISSED APCH:** Turn LEFT to RK363 climbing to 2000′ and hold.

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000′
GPS Qualification Required.

2100 MSA ARP




| DIST to RWØ3 | 5.0 | 4.0 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|---|---|
| ALTITUDE | 2000′ | 1640′ | 1270′ | 910′ | 540′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent angle | 3.43° | 425 | 546 | 607 | 728 | 850 | 971 |
| | | | | | | | |
| MAP at RWØ3 | | | | | | | |

HIALS PAPI 2000′ LT RK363

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY **03**
**LNAV**
CDFA
DA/MDA(H) **630′** (503′)

| | | ALS out |
|---|---|---|
| A | RVR 1500m | |
| B | | |
| C | RVR 1900m | RVR 2400m |
| D | NOT APPLICABLE | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 630′ (484′) | 1500m |
| 135 | 850′ (704′) | 1600m |
| 180 | 950′ (804′) | 2400m |
| D | NOT APPLICABLE | |

CHANGES: Communications.

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# EKRK/RKE ROSKILDE

JEPPESEN 9 AUG 19 Eff 15 Aug (22-2) CAT C & D

# COPENHAGEN, DENMARK RNAV (GNSS) Rwy 11

BRIEFING STRIP ™

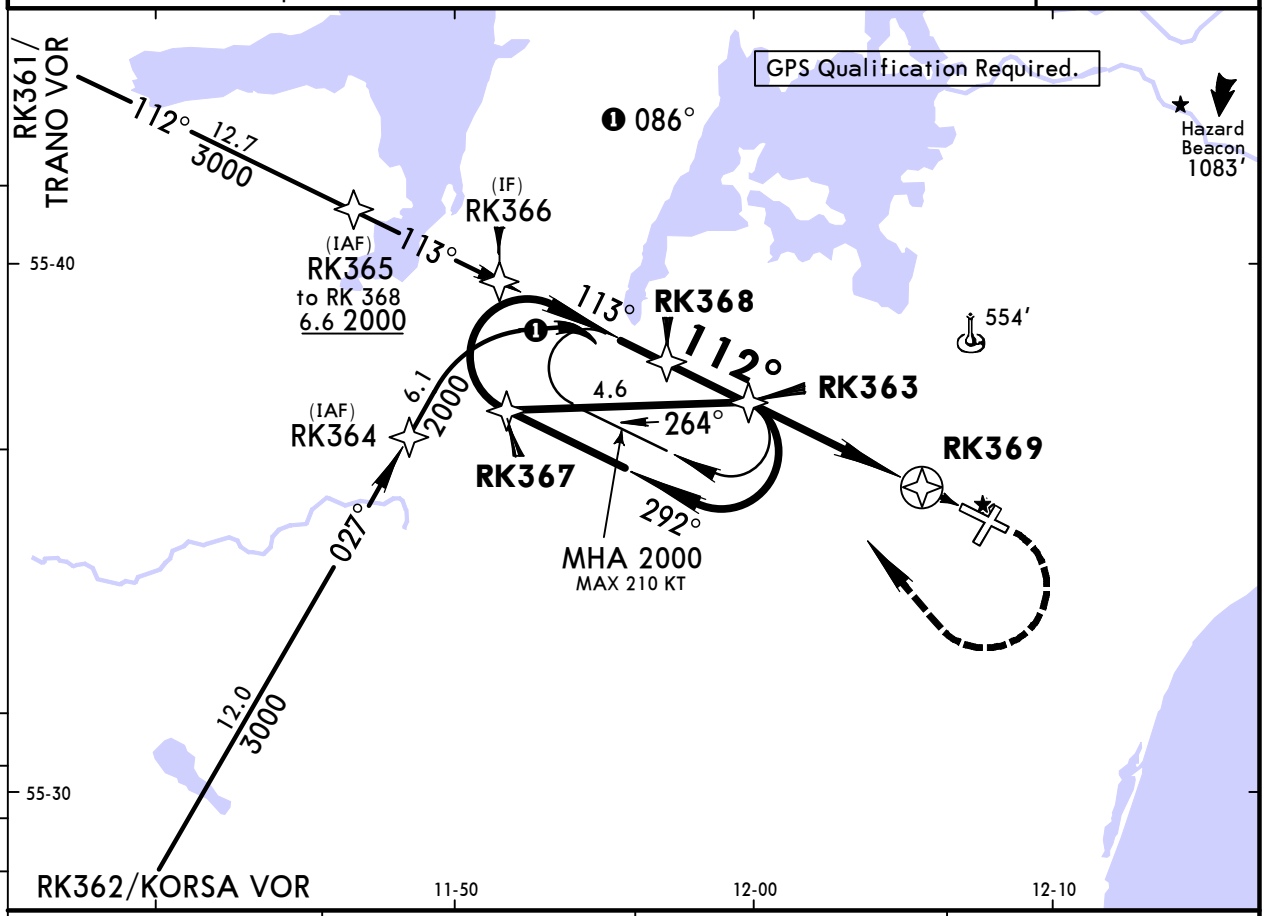
| *D-ATIS | ROSKILDE Approach (R) | ROSKILDE Tower (R) | Ground |
|---|---|---|---|
| 123.8 | 125.525 | 118.9 119.650 | 131.550 |

| RNAV | Final Apch Crs | Minimum Alt | LNAV DA/MDA(H) | Apt Elev 146′ |
|---|---|---|---|---|
| | 112° | RK363 1700′ (1555′) | 740′ (595′) | Rwy 145′ |

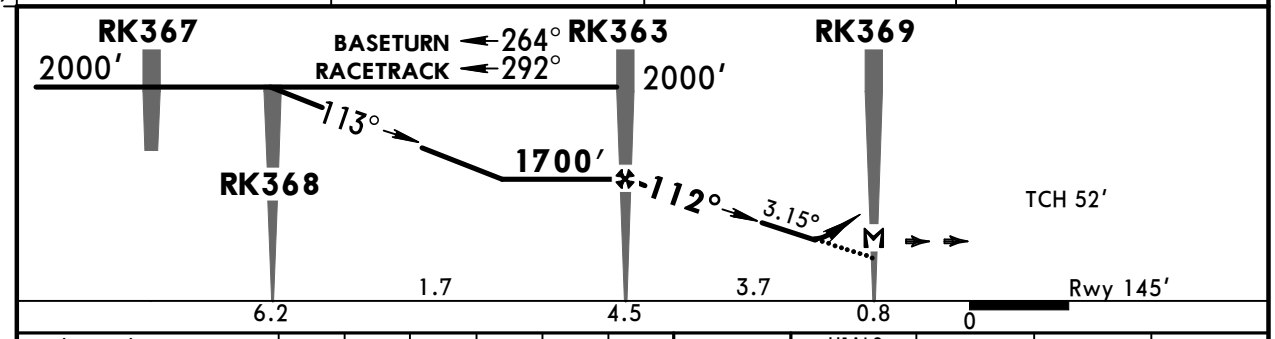
**MISSED APCH:** Turn RIGHT (MAX 185 KT until turn completed) and climb to 2000′ to RK363 and hold.

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000′
Baseturn and racetrack procedures restricted to MAX 210 KT.

2100
MSA RK363




| DIST to RK369 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|
| ALTITUDE | 1470′ | 1140′ | 800′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent angle | 3.15° | 390 | 502 | 557 | 669 | 780 | 892 |
| | | | | | | | |
| MAP at RK369 | | | | | | | |

HIALS PAPI | 185 KT MAX RT | 2000′ | RK363

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY11
LNAV
CDFA
DA/MDA(H) 740′ (595′)

| | | ALS out |
|---|---|---|
| A | SEE 22-3 | |
| B | | |
| C | RVR 2000m | RVR 2400m |
| D | | |

CIRCLE-TO-LAND

| Max Kts. | MDA(H) | VIS |
|---|---|---|
| A | SEE 22-3 | |
| B | | |
| 180 | 950′ (804′) | 2400m |
| 205 | 950′ (804′) | 3600m |

CHANGES: Communications.

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# EKRK/RKE
ROSKILDE

JEPPESEN 9 AUG 19 Eff 15 Aug (22-3) CAT A & B

# COPENHAGEN, DENMARK
# RNAV (GNSS) Rwy 11

BRIEFING STRIP

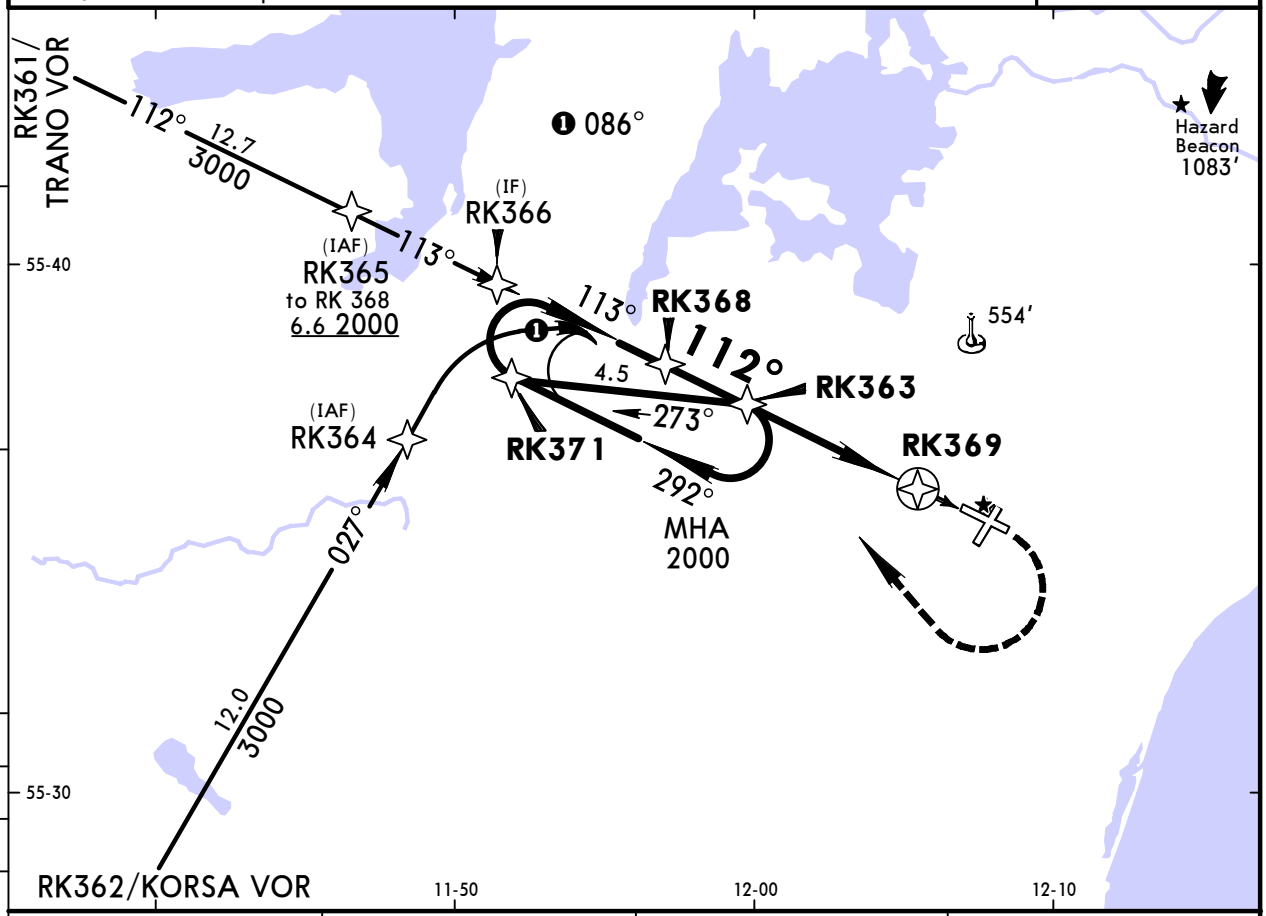
| *D-ATIS | ROSKILDE Approach (R) | ROSKILDE Tower (R) | Ground |
|---|---|---|---|
| 123.8 | 125.525 | 118.9 119.650 | 131.550 |

| RNAV | Final Apch Crs | Minimum Alt | LNAV DA/MDA(H) | Apt Elev 146′ |
|---|---|---|---|---|
| | 112° | RK363 1700′ (1555′) | 740′ (595′) | Rwy 145′ |

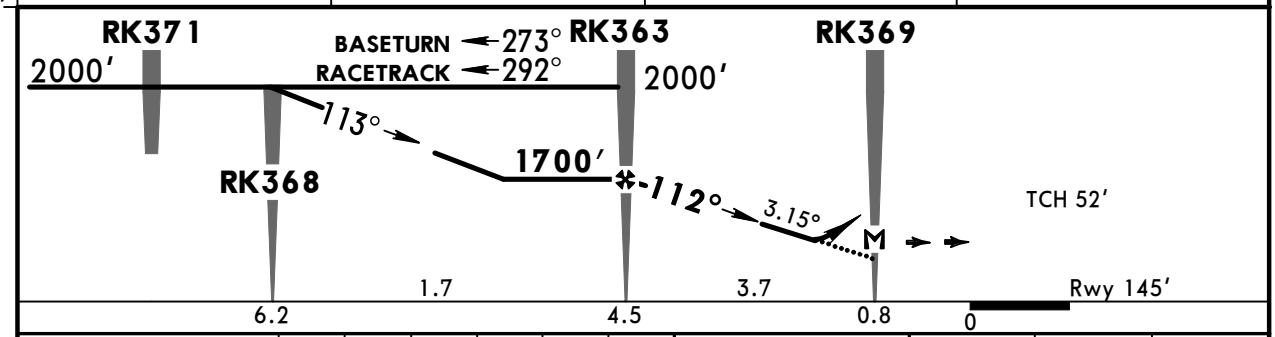
**MISSED APCH:** Turn RIGHT and climb to 2000′ to RK363 and hold.

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000′
GPS Qualification Required.

2100
MSA RK363




| DIST to RK369 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|
| ALTITUDE | 1470′ | 1140′ | 800′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent angle | 3.15° | 390 | 502 | 557 | 669 | 780 | 892 |
| | | | | | | | |
| MAP at RK369 | | | | | | | |

HIALS
PAPI
2000′
RT
RK363

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY 11
**LNAV**
CDFA
DA/MDA(H) **740′** (595′)

| | | ALS out |
|---|---|---|
| A | RVR 1500m | |
| B | | |
| C | SEE 22-2 | |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 740′ (594′) | 1500m |
| 135 | 850′ (704′) | 1600m |
| C | SEE 22-2 | |
| D | | |

CHANGES: Communications.

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# EKRK/RKE
ROSKILDE

JEPPESEN 9 AUG 19 (22-4) Eff 15 Aug

# COPENHAGEN, DENMARK
# RNAV (GNSS) Rwy 29

BRIEFING STRIP

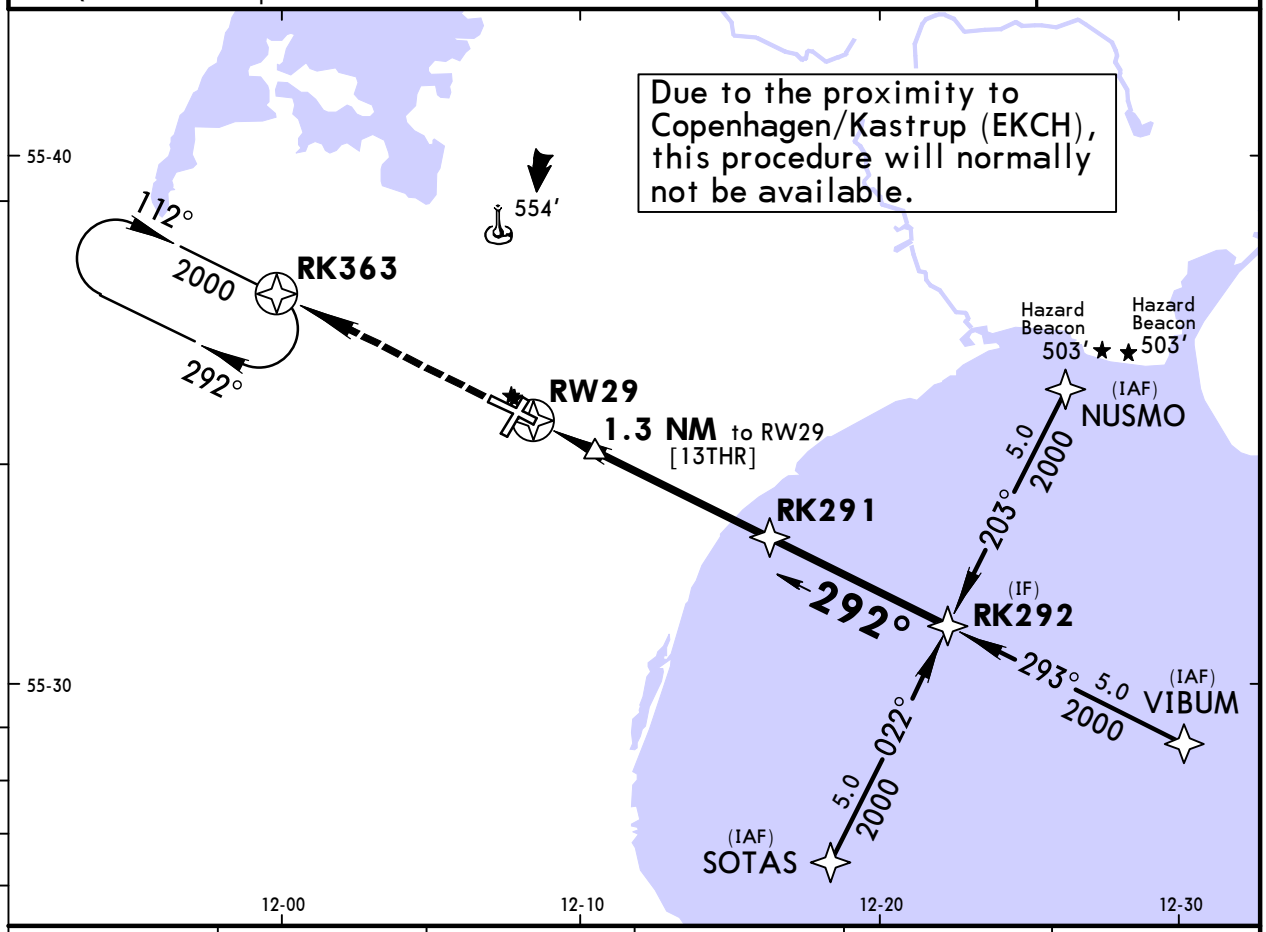
| *D-ATIS | ROSKILDE Approach (R) | ROSKILDE Tower (R) | Ground |
|---|---|---|---|
| 123.8 | 125.525 | 118.9 119.650 | 131.550 |

| RNAV | Final Apch Crs | Minimum Alt | LNAV DA/MDA(H) | Apt Elev 146′ |
|---|---|---|---|---|
| | **292°** | **RK291** **2000′** (1862′) | **550′** (412′) | Rwy 138′ |

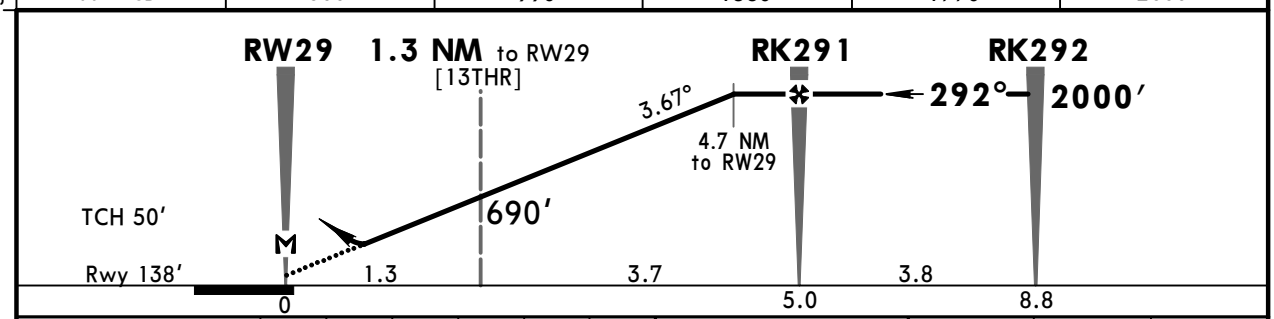
**MISSED APCH:** Climb to 2000′ to RK363 and hold.

Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 5000′
GPS Qualification Required.

2100
MSA ARP




| DIST to RW29 | 1.0 | 2.0 | 3.0 | 4.0 | 4.6 |
|---|---|---|---|---|---|
| ALTITUDE | 600′ | 990′ | 1380′ | 1770′ | 2000′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent angle | 3.67° | 455 | 585 | 650 | 779 | 909 | 1039 |
| | | | | | | | |
| MAP at RW29 | | | | | | | |

HIALS
REIL
PAPI

2000′

RK363

**Standard** STRAIGHT-IN LANDING RWY **29**
**LNAV**
CDFA
DA/MDA(H) **550′** (412′)

| | | ALS out |
|---|---|---|
| A | RVR 1500m | |
| B | | |
| C | RVR 1500m | RVR 1900m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 610′ (464′) | 1500m |
| 135 | 850′ (704′) | 1600m |
| 180 | 950′ (804′) | 2400m |
| 205 | 950′ (804′) | 3600m |

PANS OPS

CHANGES: Communications.

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# EKRK/RKE
ROSKILDE

JEPPESEN
9 AUG 19
Eff 15 Aug
(26-1)

# COPENHAGEN, DENMARK
CAT C & D
## NDB Rwy 11

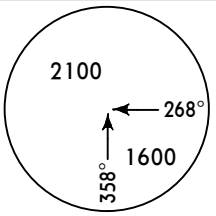
BRIEFING STRIP™

| *D-ATIS | ROSKILDE Approach (R) | ROSKILDE Tower (R) | Ground |
|---|---|---|---|
| 123.8 | 125.525 | 118.9 119.650 | 131.550 |

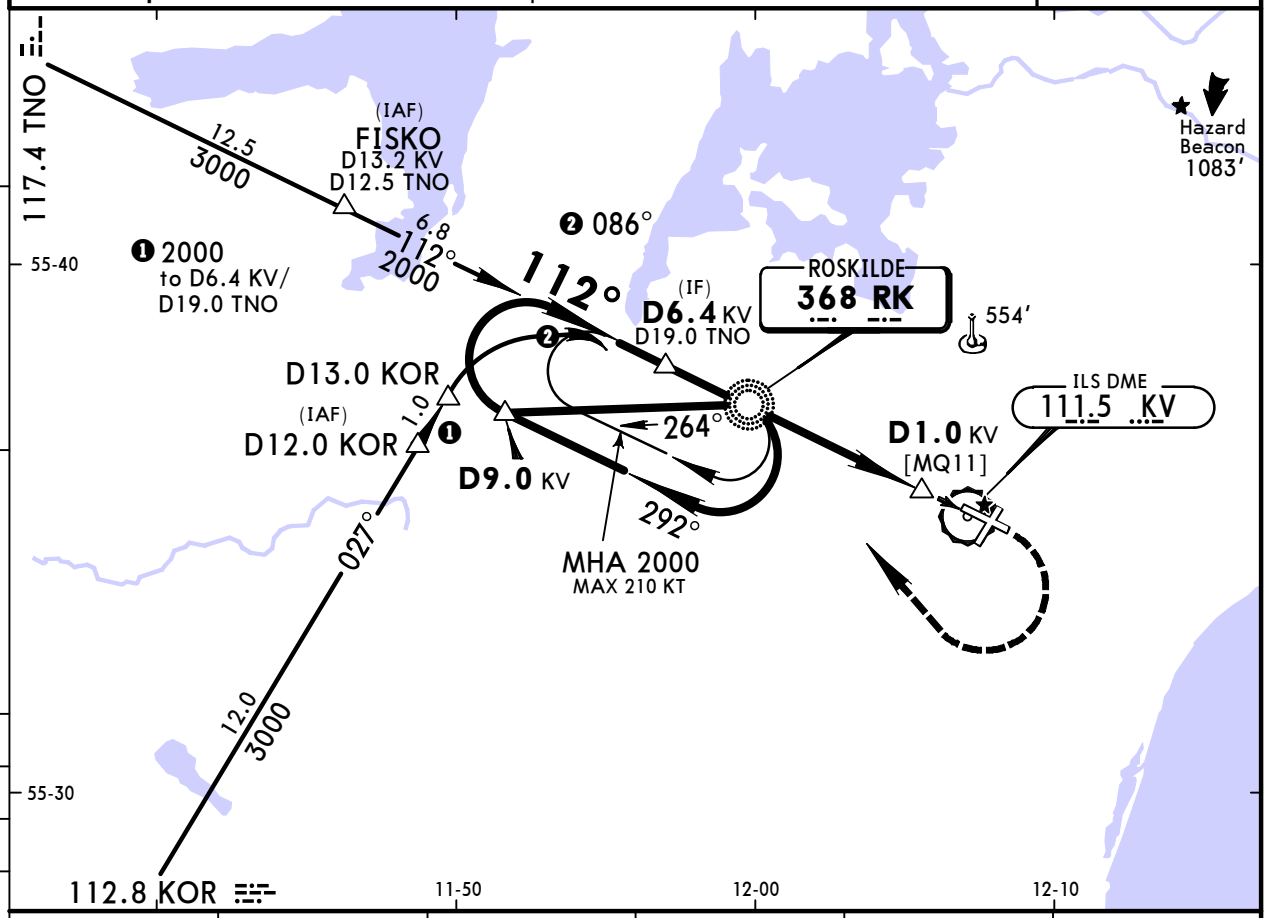
| Lctr RK | Final Apch Crs | Minimum Alt Lctr | DA/MDA(H) | Apt Elev 146′ |
|---|---|---|---|---|
| 368 | 112° | 1700′ (1555′) | 740′ (595′) | Rwy 145′ |

**MISSED APCH:** Turn RIGHT (MAX 185 KT until turn completed) and climb to 2000′ to Lctr.

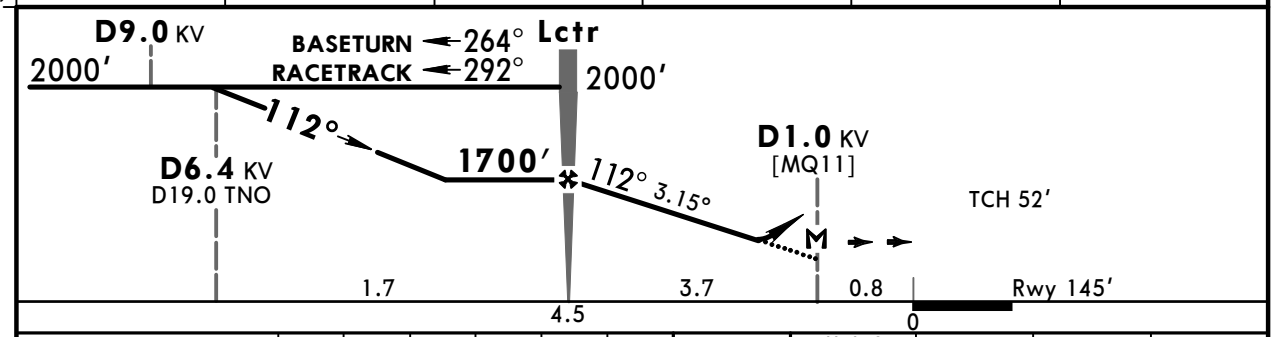
Alt Set: hPa  Rwy Elev: 5 hPa  Trans level: By ATC  Trans alt: 5000′
**1. DME required.** 2. Baseturn and racetrack procedures restricted to MAX 210 KT.



MSA RK Lctr




| KV DME | 5.0 | 4.0 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|---|---|
| ALTITUDE | 1810′ | 1480′ | 1140′ | 810′ | 470′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent angle | 3.15° | 390 | 502 | 557 | 669 | 780 | 892 |
| MAP at D1.0 KV | | | | | | | |

HIALS
PAPI

185 KT MAX RT

2000′

RK 368

PANS OPS

**Standard** STRAIGHT-IN LANDING RWY 11

| | CDFA DA/MDA(H) 740′ (595′) | ALS out |
|---|---|---|
| A | SEE 26-2 | |
| B | | |
| C | RVR 2000m | RVR 2400m |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| A | SEE 26-2 | |
| B | | |
| 180 | 950′ (804′) | 2400m |
| 205 | 950′ (804′) | 3600m |

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# EKRK/RKE
ROSKILDE

JEPPESEN
9 AUG 19
Eff 15 Aug
(26-2)

# COPENHAGEN, DENMARK
CAT A & B

# NDB Rwy 11

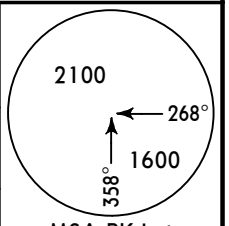
BRIEFING STRIP ™

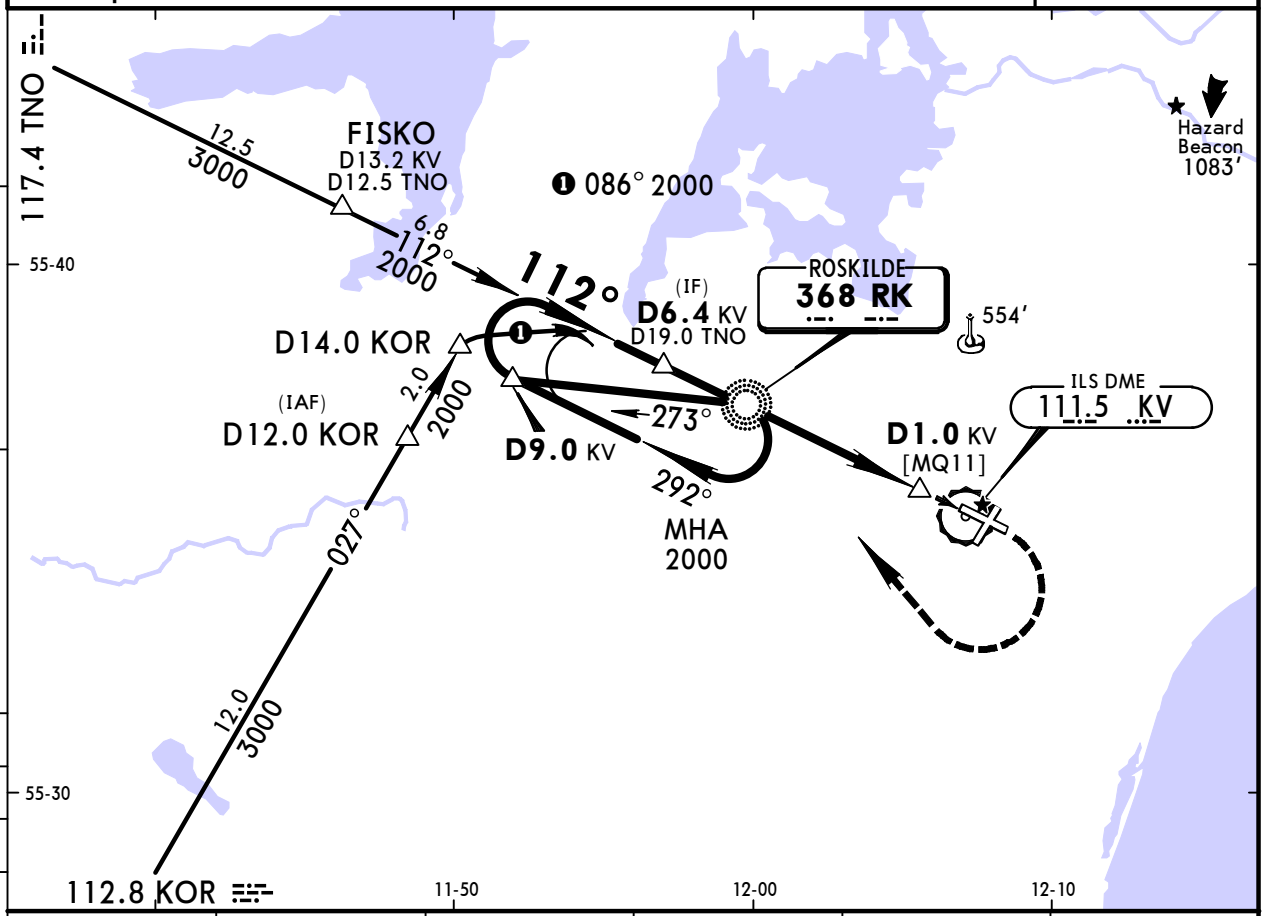
| *D-ATIS | ROSKILDE Approach (R) | ROSKILDE Tower (R) | Ground |
|---|---|---|---|
| 123.8 | 125.525 | 118.9 119.650 | 131.550 |

| Lctr RK | Final Apch Crs | Minimum Alt Lctr | DA/MDA(H) | Apt Elev 146′ |
|---|---|---|---|---|
| 368 | 112° | 1700′ (1555′) | 740′ (595′) | Rwy 145′ |

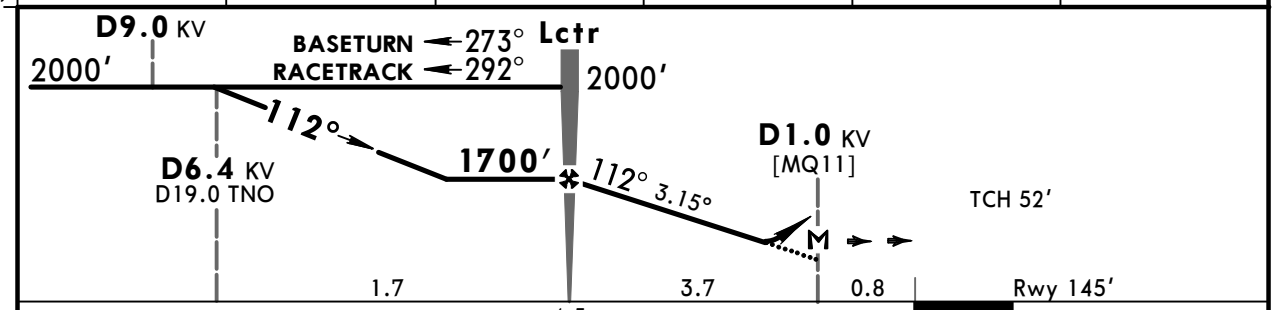
**MISSED APCH:** Turn RIGHT and climb to 2000′ to Lctr.

Alt Set: hPa  Rwy Elev: 5 hPa  Trans level: By ATC  Trans alt: 5000′
**DME required.**




| KV DME | 5.0 | 4.0 | 3.0 | 2.0 | 1.0 |
|---|---|---|---|---|---|
| ALTITUDE | 1810′ | 1480′ | 1140′ | 810′ | 470′ |




| Gnd speed-Kts | | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|---|
| Descent angle | 3.15° | 390 | 502 | 557 | 669 | 780 | 892 |
| | | | | | | | |
| MAP at D1.0 KV | | | | | | | |

HIALS
PAPI

2000′
RT

RK
368

**Standard** STRAIGHT-IN LANDING RWY 11

CDFA
DA/MDA(H) 740′(595′)

| | | ALS out |
|---|---|---|
| A | RVR 1500m | |
| B | | |
| C | SEE 26-1 | |
| D | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | VIS |
|---|---|---|
| 100 | 750′ (604′) | 1500m |
| 135 | 850′ (704′) | 1600m |
| C | SEE 26-1 | |
| D | | |

PANS OPS

CHANGES: Communications.

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## Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|
| **COPENHAGEN, (ROSKILDE - EKRK)** | | | | |
| REV | NOISE ABATEMENT | 20-4 | 04 Aug 2023 | 10 Aug 2023 |

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# TERMINAL CHART CHANGE NOTICES

## No Chart Change Notices for Airport EKRK