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General Information

Location: BORNHOLM DNK
ICAO/IATA: EKRN / RNN
Lat/Long: N55° 03.80', E014° 45.57'
Elevation: 52 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 5.0° E

Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0359 Z
Sunset: 1806 Z

Runway Information

Runway: 11
Length x Width: 6558 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 46 ft
Lighting: Edge, ALS

Runway: 29
Length x Width: 6558 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 51 ft
Lighting: Edge, ALS

Communication Information

Ronne Tower: 118.325 VHF-DF
Ronne Approach: 118.325 VHF-DF
Sweden Control ACC: 133.805 RCO
Bornholm Handling Operations: 131.550

EKRN/RNN

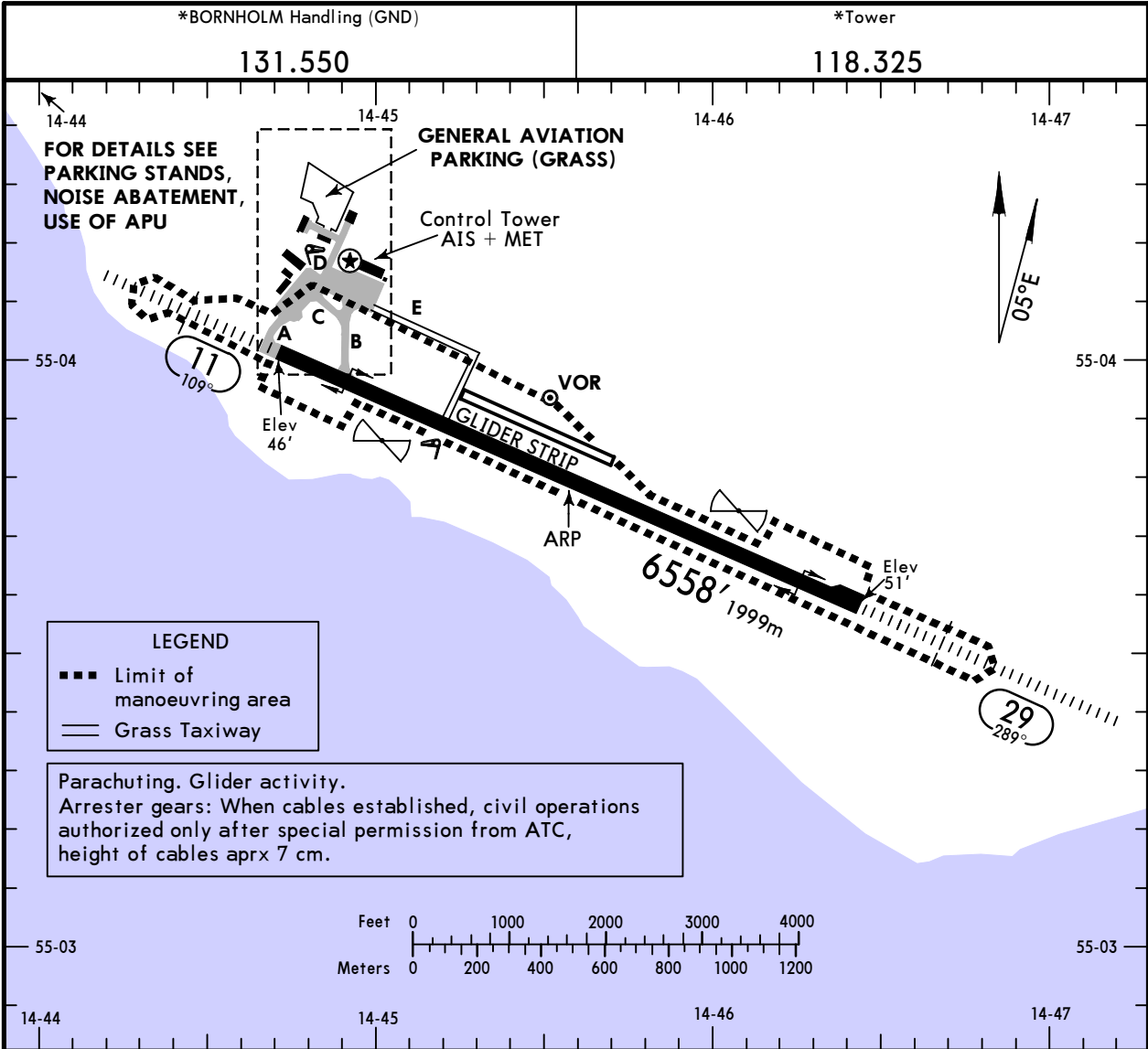
Apt Elev 52'
N55 03.8 E014 45.6

JEPPesen

19 MAY 23 10-9

BORNHOLM, DENMARK

RONNE



ADDITIONAL RUNWAY INFORMATION					
RWY				USABLE LENGTHS	
				LANDING BEYOND	
				Threshold	TAKE-OFF
11	HIRL ① HIALS	PAPI-L (angle 3.0°)	RVR	5525' 1684m	③
29	HIRL ② HIALS	PAPI-L (angle 3.0°)	RVR	5525' 1684m	

- ① length 600m
② length 900m
③ TAKE-OFF RUN AVAILABLE
RWY 11:
From twy A 6755' (2059m)
twy B 5928' (1807m)

Standard TAKE-OFF & IFR DEPARTURE PROCEDURE		
Low Visibility Take-off		
Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A		
B		
C	RVR 300m	400m
D		500m

OMNIDIRECTIONAL IFR DEPARTURE PROCEDURE

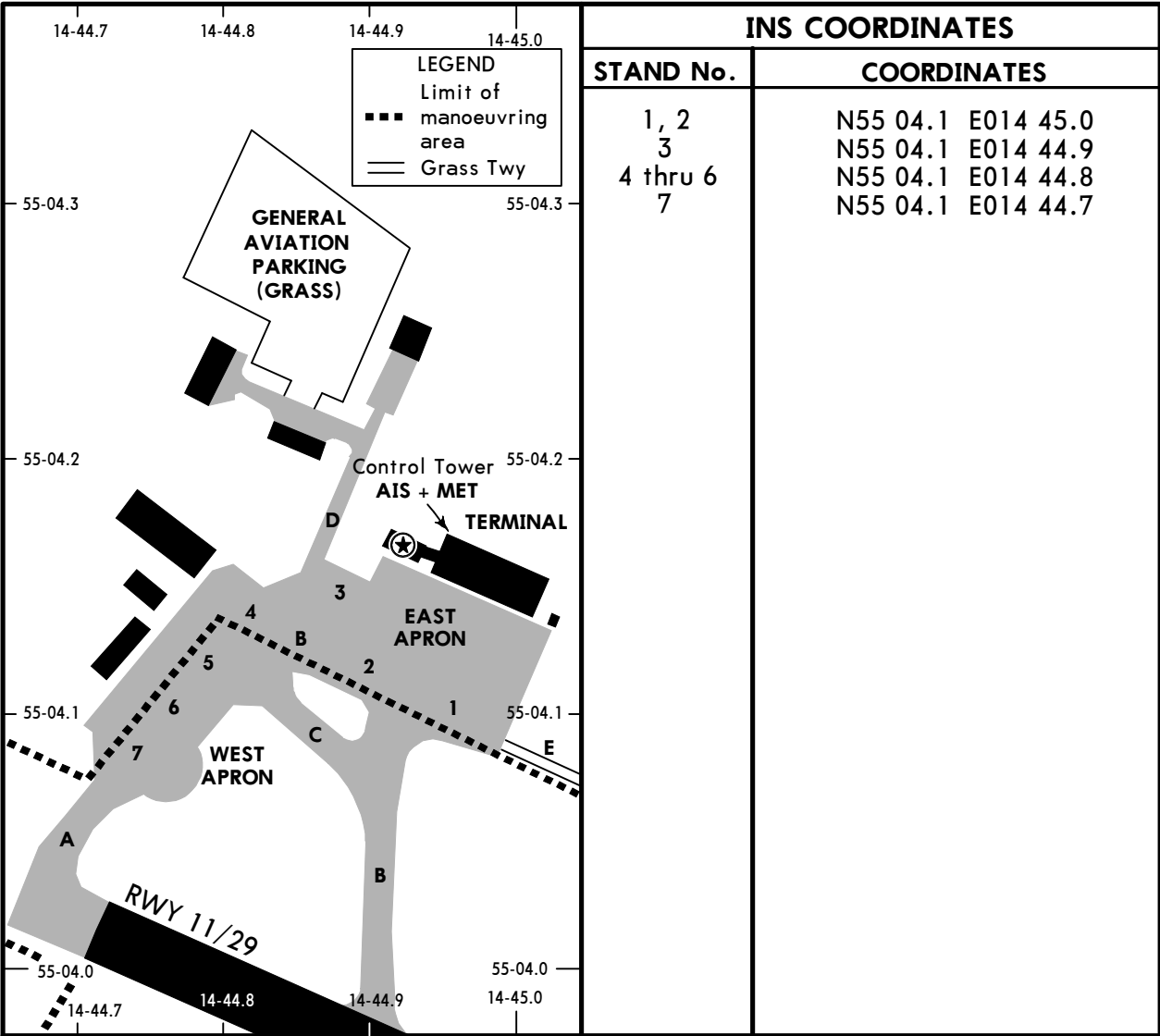
RWY 11: Climb STRAIGHT AHEAD to minimum turning alt 700'.

RWY 29: Climb STRAIGHT AHEAD to alt 500' before turn is commenced. Procedure design gradient 4.5% up to 800', due to cranes 525'/2.25NM Northwest of THR RWY 11.

EKRN/RNN

19 MAY 23 10-9A

BORNHOLM, DENMARK
RONNE



NOISE ABATEMENT PROCEDURE

for all aircraft except propeller - aircraft with a max T/O weight below 5700 KG.
Departing acft Rwy 11: Climb STRAIGHT AHEAD until passing D1.5 ROE TAC before commencing turn.
Rwy 29: Climb to 500', turn LEFT onto R-277 ROE VOR to D5.0 ROE TAC.

USE OF AUXILIARY POWER UNIT (APU)

Use of APU on aircraft stands shall be limited as far as possible.
APU may be used:
- 5 minutes after on block.
- 5 minutes before leaving apron.

Exemptions:
When the outside air temperature (OAT) is below -10°C or above 25°C APU may be used as follows, unless otherwise instructed by marshall:
- 5 minutes after on block.
- 15 minutes before leaving apron.

EKRN/RNN

 **JEPPESSEN**
20 JAN 23 **10-9Y** Eff 26 Jan

EASA AIR OPS

BORNHOLM, DENMARK
RONNE

COPTER		
STRAIGHT-IN RWY	DA(H) / MDA(H)	RVR (ALS/ALS out)
11	ILS	246' (200')
	LOC	350' (304')
	RNP (LPV)	296' (250')
	RNP (LNAV/VNAV)	320' (274')
	RNP (LNAV)	440' (394')
	VOR	650' (604')
29	ILS	251' (200')
	LOC	430' (379')
	RNP (LPV)	301' (250')
	RNP (LNAV/VNAV)	330' (279')
	RNP (LNAV)	470' (419')
	VOR	470' (419')

CIRCLE-TO-LAND ❶	MDA(H)	VIS
After RNP 11, RNP 29 and VOR 29 After VOR 11	500' (448')	V1000m
	460' (408')	V1000m
	650' (598')	V1000m

❶ Not authorized Northeast of airport.

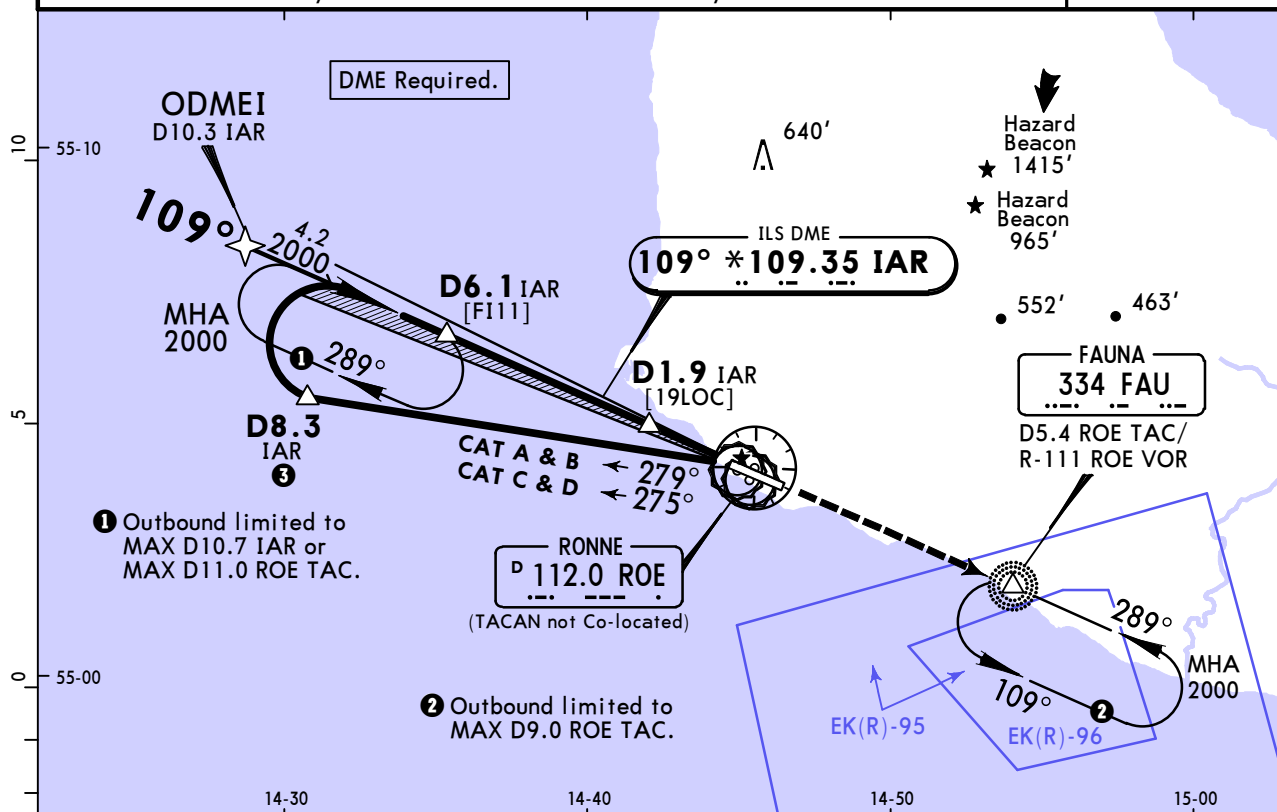
TAKE-OFF RWY 11, 29			
❷ LVP must be in Force			
RL or FATO lights, RCLM & RVR info	RL or FATO lights & RCLM	Nil Facilities DAY	Nil Facilities NIGHT
R150m	R200m	❸ R250m	R/V800m

❷ Without LVP R/V400m are stipulated.

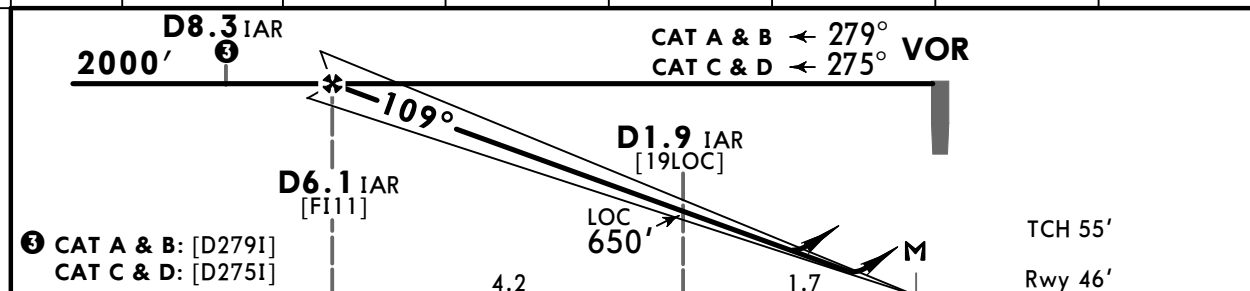
❸ Or rejected take-off distance whichever is the greater.

BORNHOLM, DENMARK
ILS Rwy 11

*RONNE Approach		*RONNE Tower		*Ground		
118.325		118.325		131.550		
LOC IAR *109.35	Final Apch Crs 109°	D6.1 IAR 2000' (1954')	ILS DA(H) 246' (200')	Apt Elev 52' Rwy 46'		
MISSED APCH: Climb to 2000' to Lctr (D5.4 ROE TAC/ R-111 ROE VOR) and hold.						
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 5000'



LOC (GS out)	IAR DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1960'	1640'	1320'	1000'	690'	370'
	ROE DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1830'	1520'	1200'	880'	570'	250'



Gnd speed-Kts	70	90	100	120	140	160		 HIALS PAPI	2000'	FAU 334
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849				
D6.1 IAR to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13				

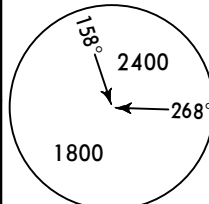
Standard		STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND	
ILS		LOC (GS out)				Not authorized Northeast of airport	
DA(H) 246'(200')		CDFA					
DA/MDA(H) 350'(304')							
FULL		ALS out		ALS out		Max Kts	
A						100	MDA(H) 500'(448') VIS 1500m
B						135	700'(648') 1600m
C	RVR 750m	RVR 1200m	RVR 1000m	RVR 1400m		180	800'(748') 2400m
D						205	800'(748') 3600m

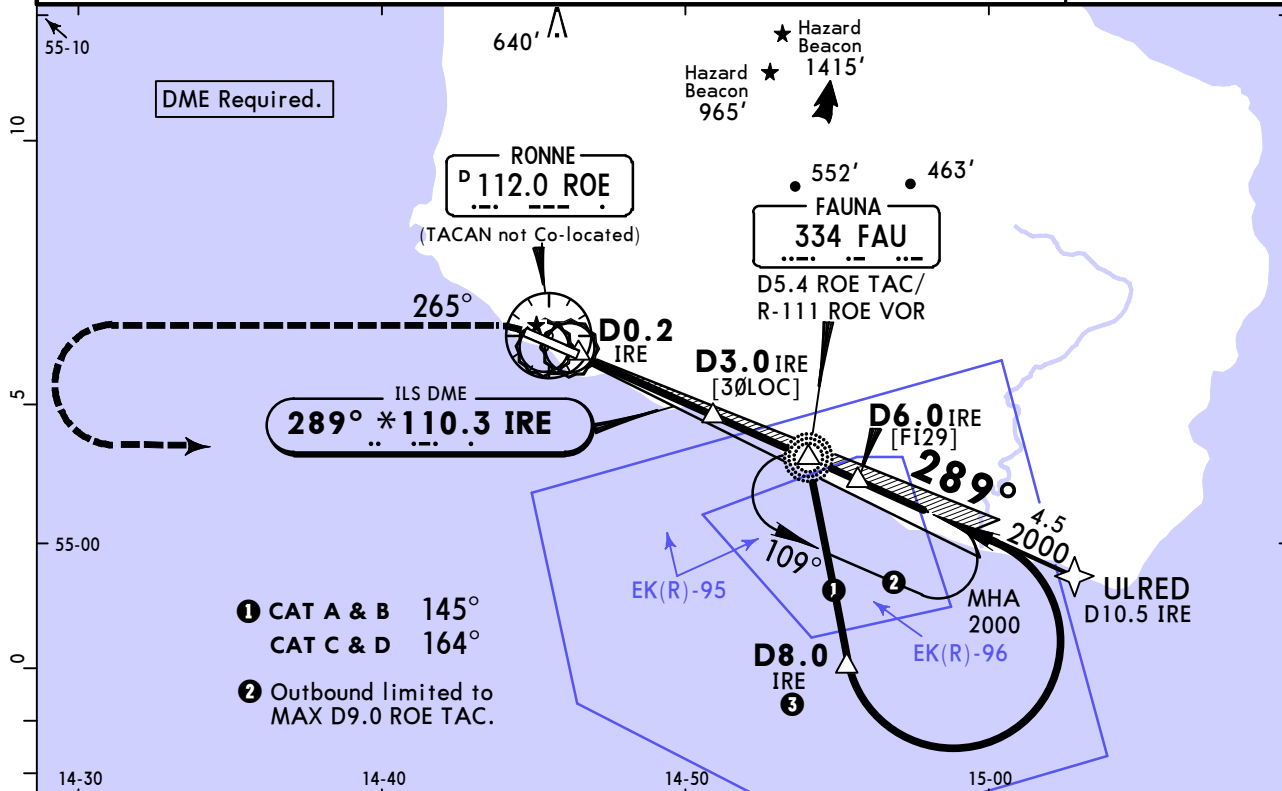
EKRN/RNN
RONNE

JEPPESEN
22 JAN 21 (11-2) Eff 28 Jan

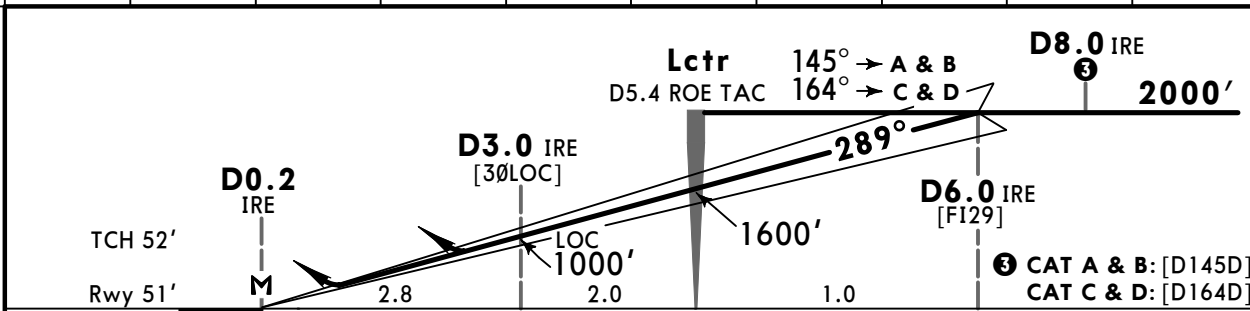
BORNHOLM, DENMARK
ILS Rwy 29

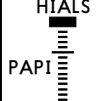
BRIEFING STRIP™

*RONNE Approach		*RONNE Tower		*Ground	
118.325		118.325		131.550	
LOC IRE *110.3	Final Apch Crs 289°	D6.0 IRE 2000' (1949')	ILS DA(H) 251' (200')	Apt Elev 52' Rwy 51'	
MISSED APCH: Climb to MIM 700', then turn LEFT and climb on 265° to 2000'. Turn LEFT to Lctr (D5.4 ROE TAC/R-111 ROE VOR) and hold.					
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000'	
MSA ROE VOR					



LOC (GS out)	IRE DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	690'	1010'	1330'	1650'	1970'	2280'	2600'	2920'
	ROE DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	ALTITUDE	550'	860'	1180'	1490'	1810'	2130'	2440'	2760'



Gnd speed-Kts	70	90	100	120	140	160		MIM 700'	2000'	on 265°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743				
Lctr/D5.4 ROE TAC to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48			

STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND	
ILS		LOC (GS out) CDFA		Not authorized Northeast of airport	
DA(H) 251' (200')		DA/MDA(H) 430' (379')			
FULL	ALS out		ALS out	Max Kts	MDA(H) VIS
A B C D	RVR 550m	RVR 1200m	RVR 1000m	100	500' (448') 1500m
				135	700' (648') 1600m
				180	800' (748') 2400m
				205	800' (748') 3600m

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

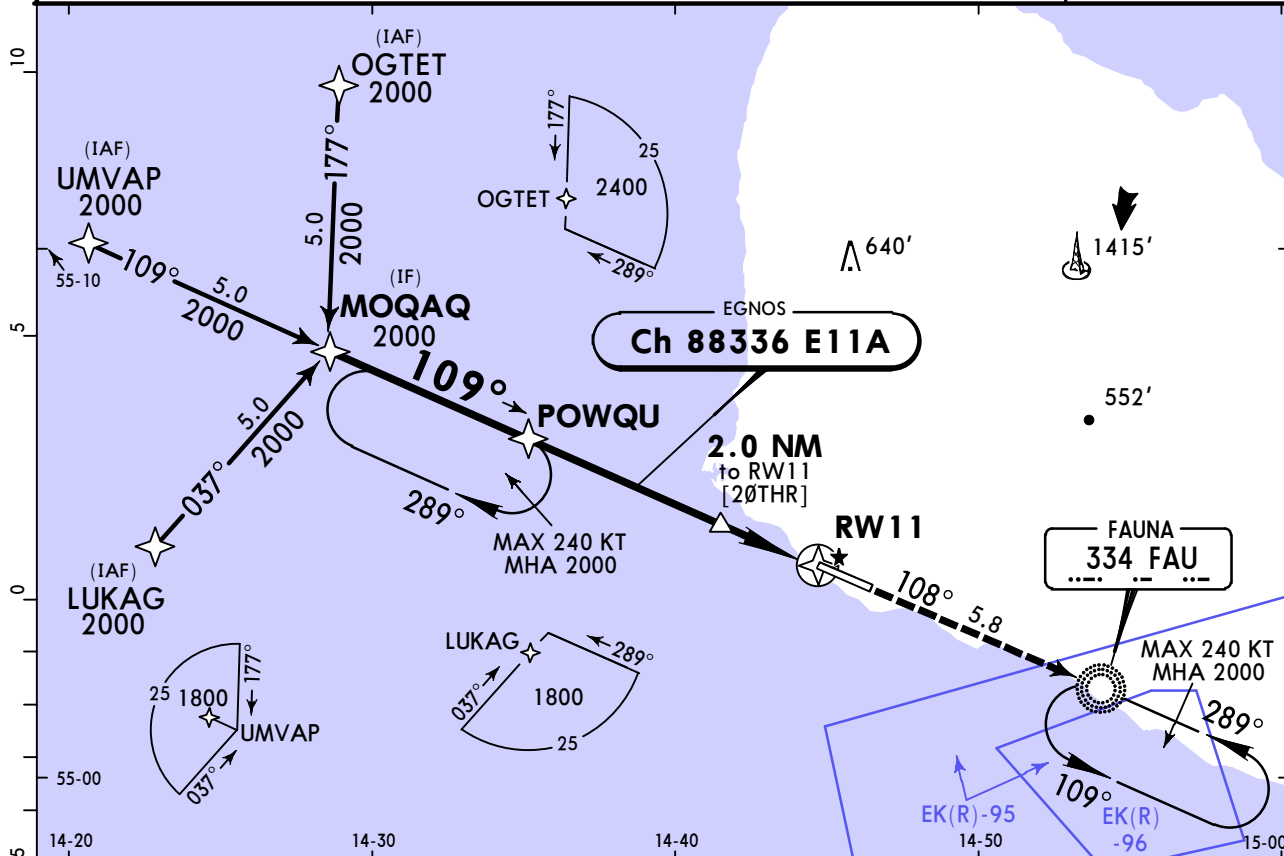
EKRN/RNN
RONNE

JEPPESEN
20 JAN 23 (12-1) Eff 26 Jan

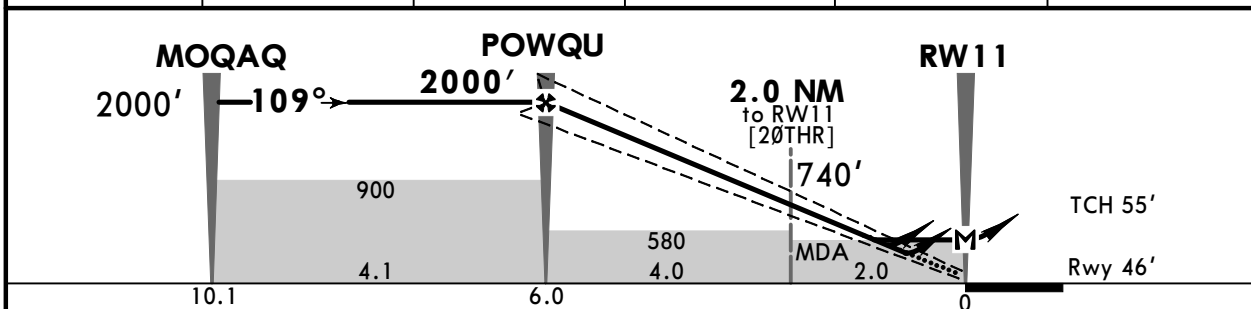
BORNHOLM, DENMARK
RNP Rwy 11

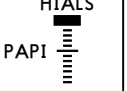
BRIEFING STRIP™

*RONNE Approach		*RONNE Tower		*Ground	
118.325		118.325		131.550	
EGNOS Ch 88336 E11A	Final Apch Crs 109°	POWQU 2000' (1954')	LPV DA(H) Refer to Minimums	Apt Elev 52' Rwy 46'	2400 MSA ARP
MISSED APCH: Climb straight ahead to FAU and hold at 2000'.					
RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000'	
1. Baro-VNAV not authorized below -10°C and above 61°C. 2. Procedure restricted to MAX 240 KT. 3. VSS penetrated by terrain LEFT of track.					



DIST to RW11	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2010'	1695'	1375'	1055'	740'



Gnd speed-Kts	70	90	100	120	140	160		2000' ↑	FAU 334
Glide Path Angle	3.00°	372	478	531	637	849			
MAP at RW11									

Standard							STRAIGHT-IN LANDING RWY 11										CIRCLE-TO-LAND							
LPV				LNAV/VNAV				LNAV CDFA				Not authorized Northeast of airport												
DA(H) A/B: 296' (250') C: 305' (259') D: 315' (269')				DA(H) A: 320' (274') C: 340' (294') B: 330' (284') D: 350' (304')				DA/ MDA(H) 440' (394')																
ALS out				ALS out				ALS out				Max Kts												
A	RVR 800m			RVR 1300m			RVR 900m			RVR 1300m			RVR 1400m			RVR 1500m			MDA(H)			VIS		
B																			100			460' (408') 1500m		
C																			135			630' (578') 1600m		
D	RVR 900m			RVR 1000m			RVR 1400m			RVR 1800m			180			730' (678') 2400m								
																205			760' (708') 3600m					

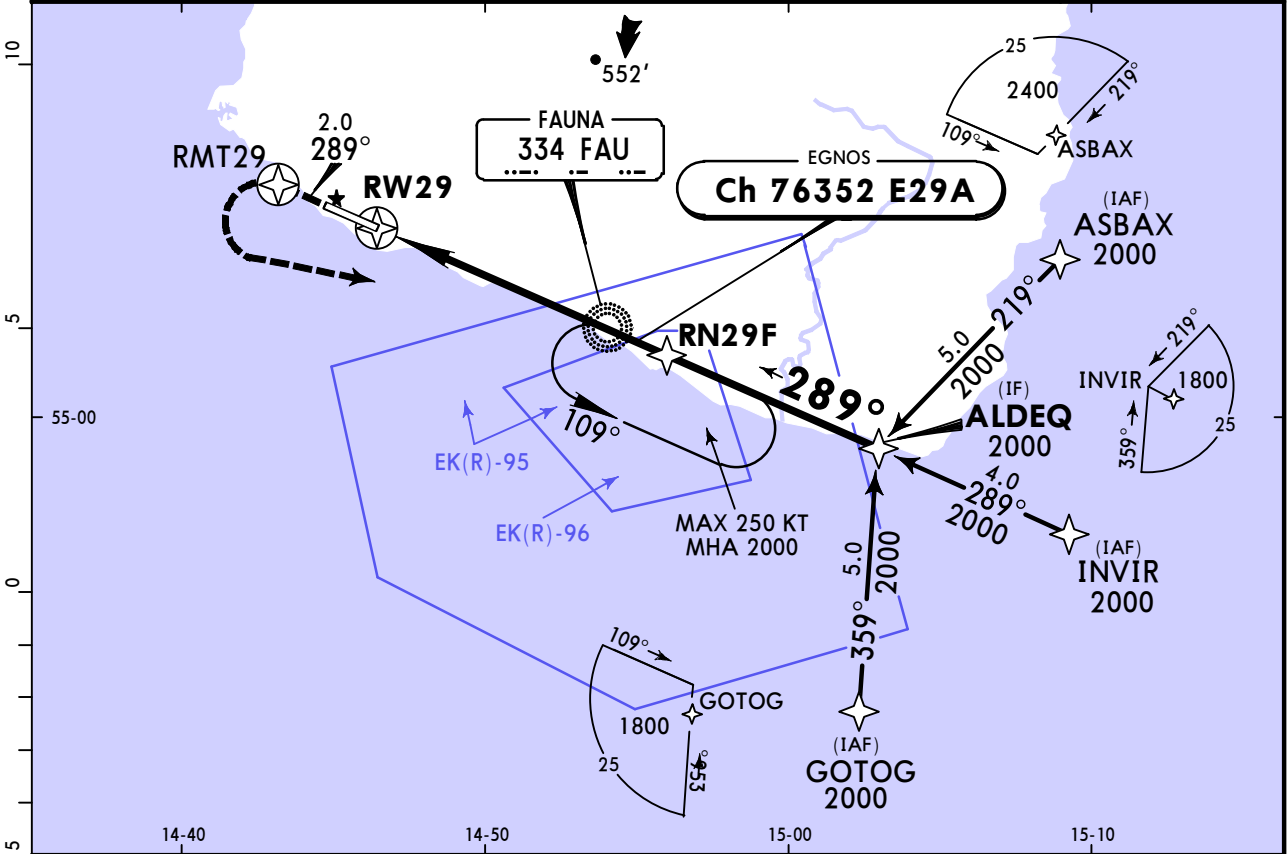
EKRN/RNN
RONNE

JEPPESEN
20 JAN 23 (12-2) Eff 26 Jan

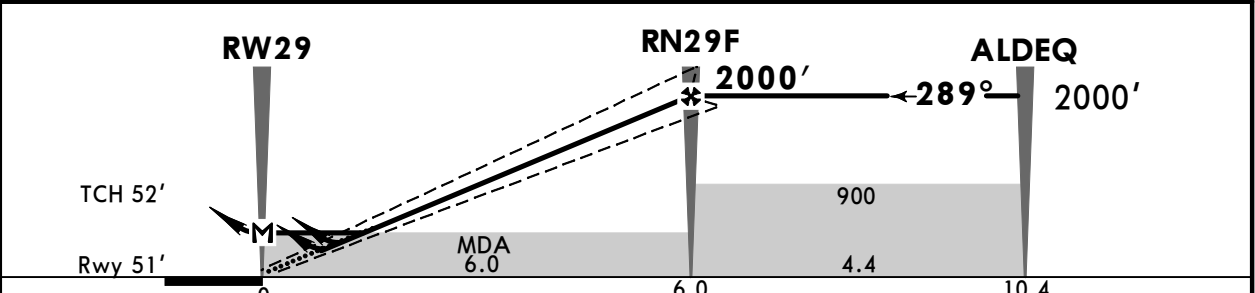
BORNHOLM, DENMARK
RNP Rwy 29

BRIEFING STRIP™

*RONNE Approach		*RONNE Tower		*Ground	
118.325		118.325		131.550	
EGNOS Ch 76352 E29A	Final Apch Crs 289°	RN29F 2000' (1949')	LPV DA(H) Refer to Minimums	Apt Elev 52' Rwy 51'	2400 MSA ARP
MISSED APCH: Climb straight ahead to RMT29, then turn LEFT to FAU and hold 2000'.					
RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 5000'	
1. Baro-VNAV not authorized below -10°C and above 50°C. 2. Procedure restricted to MAX 250 KT.					



DIST to RW29	2.0	3.0	4.0	5.0	6.0
ALTITUDE	740'	1060'	1375'	1695'	2015'



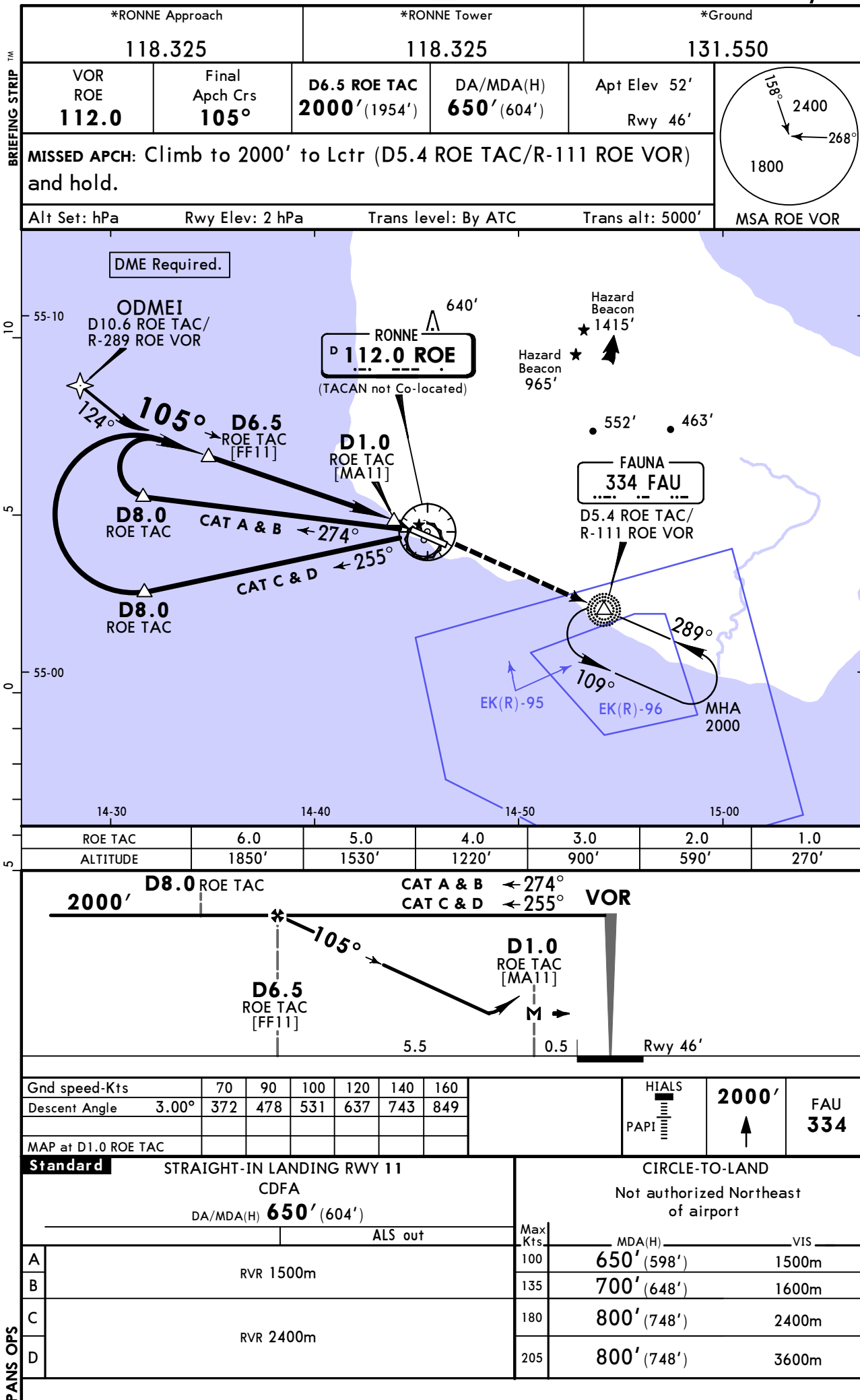
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI ↑ RMT29 2000' LT FAU 334
Glide Path Angle	3.00°	372	478	531	637	849	
MAP at RW29							

Standard		STRAIGHT-IN LANDING RWY 29					CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV CDFA		Not authorized Northeast of airport		
DA(H) A: 301' (250')C: 312' (261') B: 302' (251')D: 324' (273')		DA(H) A: 330' (279')C: 360' (309') B: 340' (289')D: 390' (339')		DA/ MDA(H) 470' (419')				
		ALS out		ALS out		Max Kts		
A	RVR 750m	RVR 1300m	RVR 750m	RVR 1300m	RVR 1200m	RVR 1500m	100	460' (408') 1500m
B				RVR 1400m		RVR 1900m	135	630' (578') 1600m
C							180	730' (678') 2400m
D				RVR 800m		RVR 1500m		205

EKRN/RNN
RONNE

JEPPESEN
22 JAN 21 (13-1) Eff 28 Jan

BORNHOLM, DENMARK
VOR Rwy 11



EKRN/RNN
RONNE

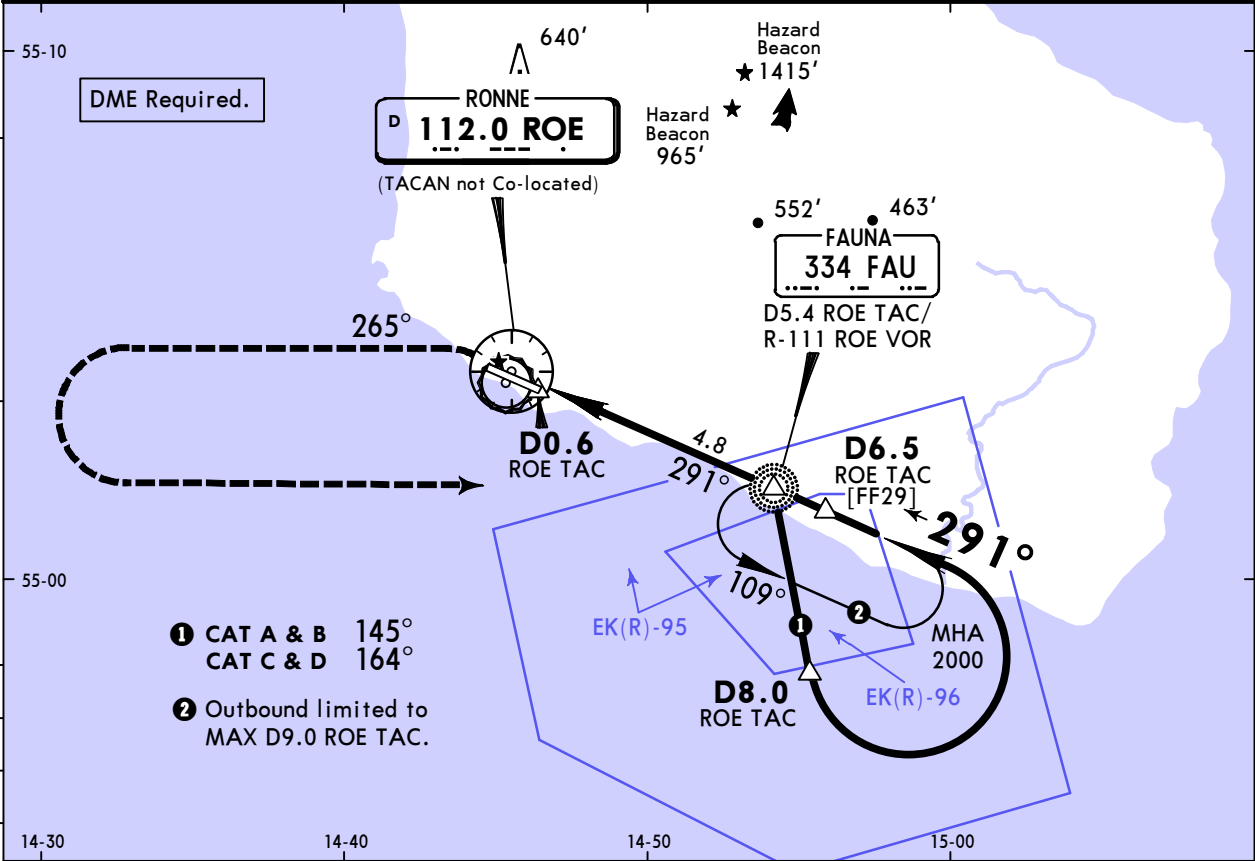
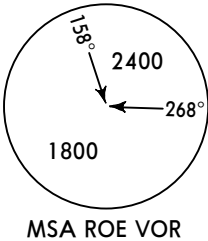
JEPPESEN
22 JAN 21 (13-2) Eff 28 Jan

BORNHOLM, DENMARK
VOR Rwy 29

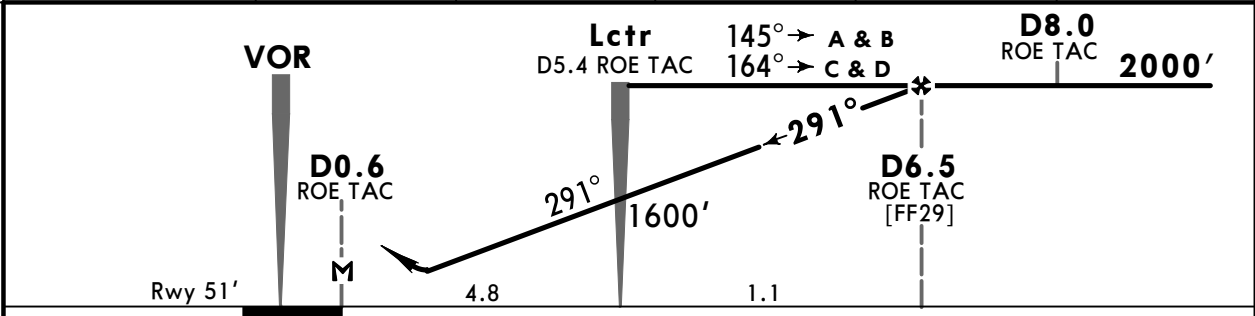
*RONNE Approach		*RONNE Tower		*Ground	
118.325		118.325		131.550	
VOR ROE 112.0	Final Apch Crs 291°	D6.5 ROE TAC 2000' (1949')	DA/MDA(H) 470' (419')	Apt Elev 52' Rwy 51'	
MISSED APCH: Climb to MIM 500', then turn LEFT and climb on 265° to 2000'. Turn LEFT to Lctr (D5.4 ROE TAC/R-111 ROE VOR) and hold.					
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC	
				Trans alt: 5000'	

158° 2400 268° 1800

MSA ROE VOR



ROE TAC	2.0	3.0	4.0	5.0	6.0
ALTITUDE	540'	860'	1180'	1500'	1820'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	MIM 500'	2000' on 265° LT
Descent Angle	3.00°	372	478	531	637	743			
Lctr/D5.4 ROE TAC to MAP	4.8	4:07	3:12	2:53	2:24	2:03			

Standard		STRAIGHT-IN LANDING RWY 29		CIRCLE-TO-LAND	
		CDFA		Not authorized Northeast of airport	
		DA/MDA(H) 470' (419')			
		ALS out		Max Kts	
A	RVR 1200m	RVR 1500m		100	500' (448') 1500m
B		RVR 1500m		135	700' (648') 1600m
C		RVR 1900m		180	800' (748') 2400m
D		RVR 1900m		205	800' (748') 3600m

Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BORNHOLM, (RONNE - EKRN)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EKRN