

Roskilde Airport

IATA/ICAO CODE: RKE/EKRK
CITY: Roskilde/Copenhagen
COUNTRY: Denmark

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

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ELEVATION: 146 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
03/21	1500	-	3	32
11/29	1799	-	3	32

NOISE ABATEMENT PROCEDURES

See AIP Denmark for details

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.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

No curfews - airport is open 24 hours.

PREFERENTIAL RUNWAYS

At night (2200-0700 local time):Rwy 21 or 29 for take-off.

OPERATING QUOTA

2662 operations/year with aircraft over 10,000 kg MTOW engaged in commercial traffic.

ENGINE RUN-UP RESTRICTIONS

Engine tests should now be made in a specially built noise-reducing yard.
When this is not possible, run-up area to RWY 11 should be used, and a special report describing the reason for this should be given to the ARO, for hand-over to the Authorities.
Engine testing, except idle trust, is only allowed week-days 07-18 local time.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

No fixed system is established. However, our Environmental Protection Agency can measure the specific noise levels on specially chosen dates (once or twice a year).

FLIGHT TRACK MONITORING SYSTEM - **NONE**

NOISE LEVEL LIMITS

See Noise Abatement information.

CHAPTER 2 RESTRICTIONS

We have no specific restrictions for Stage 2 aircraft; however these aircraft must comply with the general noise rule mentioned under Noise Level Limits. It should be noted that for aircraft with higher MTOW than 34,000 kg. the noise limit valid at 34,000 MTOW should be used as max possible noise level. (F28 fellowship was used as noise dimensioning aircraft).

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS

According to the general restrictions listed under noise level limits.

COMMENTS

The airport opened April 1, 1973 originally intended for domestic services but in reality became a GA airport without scheduled services. Due to increased security demands, we raised a new fence & started having access-control from March 2003, from which date a FBO was also started. A new masterplan has since been decided – with the object of getting permission for 25.000 operations/year instead of the present 2.662 ops. (MTOM = 10 tons). A new environmental survey has just been started as the first step in the political process of getting this permission; expected to be decided late in 2005. The airport facilities will then be expanding in accordance with traffic growth over the forthcoming years. October 2004 the Danish Airforce moved their Search & Rescue helicopter to Copenhagen, Roskilde.