

AIP DENMARK

1. Aerodrome Location Indicator and Name:

EKRN - Bornholm/Rønne

2. Aerodrome Geographical and Administrative Data

<p>1. ARP PSN and site at AD: 55 03 47.76N 014 45 34.41E 1000 M from THR 11</p> <p>2. Distance and direction from city: 2.7 NM SE of Rønne</p> <p>3. ELEV: 52 FT REF temperature: 22° C</p> <p>4. MAG VAR: 5°E (AUG 2020) Annual change: Increasing: 11'</p>	<p>5. AD ADM: Trafikstyrelsen AD address: Bornholms Lufthavn Bornholm Airport Søndre Landevej 2 DK-3700 Rønne TEL: +45 56 95 26 26 FAX: NIL E-mail: ekrn@trafikstyrelsen.dk AFS: EKRN</p> <p>6. Types of traffic permitted: IFR/VFR</p>
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7. Remarks: NIL

3. Operational Hours

<p>1. AD: MON-FRI: 0500-2145 (0400-2045) SAT: 0700-1500 (0600-1700) SUN: 0700-2145 (0600-2045)</p> <p>2. Customs and immigration: The airport is open for traffic to/from all states. HR for customs clearance and immigration as for AD. PN 1 HR.</p> <p>3. Health and sanitation: NIL</p> <p>4. AIS Briefing Office: As AD. Selfbriefing. Advisory/assistance ATC</p>	<p>5. ATS Reporting As AD Office (ARO): Submission of flight plan to Briefing EKCH TEL: +45 32 47 82 72 FAX: - URL: www.naviair.dk</p> <p>6. MET Briefing Office: As AD. Selfbriefing. Advisory/assistance ATC</p> <p>7. ATS: As AD</p> <p>8. Fuelling: As AD</p> <p>9. Handling: As AD</p> <p>10. Security: As AD</p> <p>11. De-icing: As AD</p>
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12. Remarks: Availability outside stated hours. The airport may be requested open in the following cases:
a) - For ambulance flights and other vital flights, e.g. transplantation flights. PN (TEL: +45 32 47 82 72).
b) - For special flights approved by the airport administration in each individual case PN (TEL: +45 56 95 26 26)
c) - For handling of scheduled and charter flights having been delayed. PN (TEL: +45 56 95 26 26)
d) - For flights carrying mail.
Change of AD operational hours:
AD operational hours are subject to change during periods of winter-, summer holiday and danish public holidays. Advisory by NOTAM.

4. Handling Services and Facilities

<p>1. Cargo-handling facilities: Yes</p> <p>2. Fuel and oil types: Fuel: Jet A1, 100LL Oil: NIL</p> <p>3. Fuelling facilities and capacity: Jet A1: 900 L/MIN. 100LL: Self-service 60 L/MIN. Fuelling operational hours: From one hour after opening hours as AD until one hour before closing as AD. Fuel O/R 1 HR before: +45 56 95 26 26 or ekrn@trafikstyrelsen.dk</p>	<p>4. De-icing facilities: Yes. For details see item 20. Local Aerodrome Regulations</p> <p>5. Hangar space for visiting aircraft: No</p> <p>6. Repair facilities for visiting aircraft: General Aviation mechanics and avionics repairs +45 91 54 75 30 or info@bornholm.aero</p>
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7. Remarks: Payment of fuel: Jet A1 requires valid Shell contract or Shell Carnet/Fuel & Fly card, for 100LL DCC & Shell Aviation Fuelbox card or credit card

5. Passenger Facilities

<p>1. Hotels: Hotels in town</p> <p>2. Restaurants: Yes</p> <p>3. Transportation: Taxi and bus</p> <p>4. Medical facilities: Hospital in Rønne</p>	<p>5. Bank and Post Office: Cash dispenser only (Major credit cards accepted)</p> <p>6. Tourist Office: In Rønne TEL +45 56 95 95 00 Email: info@bornholm.info Homepage: www.bornholm.info</p>
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7. Remarks: NIL

6. Rescue and Fire Fighting Services

<p>1. AD category for fire fighting: CAT 5 Hours of service: As AD Boats available for scheduled traffic. For other traffic PPR, submitted not later than 1 HR before flight.</p>	<p>2. Rescue equipment: -</p> <p>3. Capability for removal of disabled aircraft: -</p>
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4. Remarks: By PN submitted not later than 13 UTC the day before the flight, rescue and fire fighting service CAT 6/CAT 7 may be requested against a special fee

7. Seasonal Availability - Clearing

1. Type of clearing equipment:	Snowploughs, sweepers and snowblower. Chemicals: KFOR, UREA and NAFO.	3. Apron 4. TWY D
2. Clearance priorities:	1. RWY in use and associated roads for Fire and Rescue 2. TWY from Apron to RWY in use	5. Other access roads for Fire and Rescue 6. Other roads on airside 7. Areas on landside and parking areas

3. Remarks: Information on snow clearance published from November to April in SNOWTAM. See also Snow Plan in AD 1.2

8. Aprons, Taxiways and Check Locations Data

1. Apron surface and strength:	Concrete and asphalt PCN 38/R/B/X/T	3. ACL location and ELEV:	At apron 49 FT
2. Taxiway width, surface and strength:	25 M, asphalt, PCN 38/F/B/X/T	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:	Aircraft stand ID signs and taxi guide lines	TWY C: Centre line side stripes, intermediate holding position TWY D : Centre line TWY E : Edge markers
2. RWY and TWY markings:	RWY 11/29: THR, RWY NR, Aiming point, TDZ, centre line, side stripes TWY A,B: Centre line, side stripes holding position	3. Stop bars: -

4. Remarks: NIL

10. Aerodrome Obstacles

Obstacles for Area 2 and 3 are not provided

Obstacles penetrating obstacle limiting surfaces

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
0001	Building	55 04 07N 014 44 42E	63	11	LIL F R	

Obstacles penetrating take-off flight path area obstacle identification surface

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Tabular data pending.						

Obstacles assessed as being hazardous to air navigation

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
NIL						

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11. Meteorological Information Provided

<p>1. Associated MET Office: Danish Meteorological Institute (DMI)/ Defence Weather and Warnings (MVV), Department Skrydstrup TEL +45 72 84 81 91</p> <p>2. Hours of service: MON-THU: 0430-1430 (0330-1330) FRI: 0430-1300 (0330-1200), EXC HOL Outside Hours: Danish Meteorological Institute (DMI)/ Defence Weather and Warnings (MVV), Department Karup TEL +45 72 84 14 42</p> <p>3. Office responsible for TAF preparation: Danish Meteorological Institute (DMI)/ Defence Weather and Warnings (MVV), Department Skrydstrup within hours of service; otherwise department Karup. Periods of validity: 9 hours</p> <p>4. Type of landing forecast: NIL Interval of issuance: 3 hours</p>	<p>5. Briefing/Consultation provided: Selfbriefing (northavimet.com) and telephone consultation.</p> <p>6. Flight documentation: Selfbriefing. Language(s) used</p> <p>7. Charts and other information available: -</p> <p>8. Supplementary equipment available: -</p> <p>9. ATS units provided with information: -</p> <p>10. Additional information (limitation of service, etc.): -</p>
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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/ Highest ELEV of TDZ of precision APCH RWY
11	113.7° GEO 108.7° MAG	2002 x 45 M	PCN 38/F/B/X/T Asphalt	55 04 00.78N 014 44 42.77E	46 FT/-
29	293.7° GEO 288.7° MAG	2002 x 45 M	PCN 38/F/B/X/T Asphalt	55 03 34.73N 014 46 26.05E	51 FT/-

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	RESA
11	0.08%			2122 x 280 M	240 x 90
29	0.08%			2122 x 280 M	240 x 90

Remarks: Runway classification

RWY NR	RUNWAY CODE	TYPE
11	4C	PA-1
29	4C	PA-1

13. Declared Distances

RWY	TORA	TODA	ASDA	LDA	Remarks
RWY 11				2002 M	
TWY A	2002 M	2002 M	2002 M		
TWY B	1807 M	1807 M	1807 M		
RWY 29	2002 M	2002 M	2002 M	2002 M	

Remarks: See item 23, Arrestor gear for military aircraft

14. Approach and Runway Lighting

RWY	APCH LGT: Type Length Intensity	THR LGT: Colour WBAR	PAPI: Angle MEHT	TDZ LGT Length	RWY centre line LGT: Length Spacing Colour Intensity	RWY edge LGT: Length Spacing Colour Intensity	RWY end LGT: Colour WBAR	SWY LGT: Length Colour
11	600 M White LIH	Green	3° 46 FT	-	-	1402 M 60 M White, LIH 600 M 60 M Yellow, LIH	Red	-
29	900 M White LIH	Green	3° 46 FT	-	-	1402 M 60 M White, LIH 600 M 60 M Yellow, LIH	Red	-

Remarks: NIL

15. Other Lighting and Secondary Power Supply

- | | | | |
|--|--|---|---|
| 1. ABN/IBN location, characteristics and hours of operation: | ABN on ADM BLDG. FLG W EV 2.7 SEC.
Operating when aircraft are expected at night or in poor visibility by day | 3. TWY edge and centre line LGT: | TWY A, B, C: Blue edge LIL.
TWY A, B, E: RGL |
| 2. LDI location and LGT: -
Anemometer location and LGT: - | - | 4. Secondary power supply/switch-over time: | Yes, switch-over time MAX 15 SEC |
5. Remarks: Blue edge LGT at turning area THR 29

16. Helicopter Landing Area

NIL

17. ATS Airspace

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|------------------------------------|--|--|-----------------------|
| 1. Designation and lateral limits: | RØNNE CTR (Situating within Sweden FIR)
55 11 14N 014 38 11E - 55 06 01N 014 58 32E
- then an arc of a circle, 8.1 NM radius centred at
55 04 04N 014 44 48E clockwise to
55 11 14N 014 38 11E | 3. Airspace classification: | D |
| 2. Vertical limits: | 1500 FT MSL/GND | 4. ATS unit call sign:
Language(s): | RØNNE TOWER
EN, DA |
| | | 5. Transition altitude: | 5000 FT MSL |
6. Remarks: NIL

18. ATS Communication Facilities

Service	CS	Channels/ Frequencies	HR	Remarks
APP	RØNNE TOWER	118.330	As AD	DOC: FL 150/40 NM. VDF AVBL, class A OPR, accuracy +/- 2°. DOC: FL 150/40 NM. VDF AVBL, class A OPR, accuracy +/- 2°. Emergency. VDF AVBL, class A OPR, accuracy +/- 2°. MIL
TWR	RØNNE TOWER	118.330	As AD	
		121.500		
		257.800		

19. Radio Navigation and Landing Aids

FAC ILS CAT VAR	ID	Channel/ Frequency	HR	PSN	DME ELEV	Remarks
VOR 4°E 2016	ROE	112.000 MHZ	H24	55 03 56.08N 014 45 31.29E		DOC: FL 500/80 NM; 017°-152° MAG 150 NM DME INFO from TACAN ROE
TACAN 6°E 2023	ROE	CH 57x	H24	55 03 42.73N 014 45 21.07E	78.6 FT	DOC: FL 500/80 NM
LOC 29 CAT I	IRE	110.300 MHZ	HO	55 04 06.18N 014 44 21.31E		ILS class I/C/4
GP 29		335.000 MHZ	HO	55 03 42.32N 014 46 12.79E		Angle 3°, RDH 52 FT
DME 29	IRE	CH 40x	HO	55 03 42.19N 014 46 12.22E	55.0 FT	FREQ paired with LOC 29
L	FAU	334 KHZ	H24	55 01 41.49N 014 54 01.79E		DOC 20 NM
LOC 11 CAT I	IAR	109.350 MHZ	HO	55 03 29.47N 014 46 46.93E		ILS class I/C/4
GP 11		331.850 MHZ	HO	55 03 52.99N 014 44 56.56E		Angle 3°, RDH 55 FT
DME 11	IAR	CH 30y	HO	55 03 53N * 014 44 57E		FREQ paired with LOC 11

20. Local Aerodrome Regulations

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| <p>1. School and training flights</p> <p>1.1 All school and training flights requesting approach at EKRN must file a separate flight plan for both the inbound and the outbound flight.</p> <p>1.2 School and training flights performed by aircraft with a MTOM above 5700 kg will be allowed only if prior permission has been obtained from the airport on TEL +45 56 93 02 30.
From 15 MAY to 15 SEP inclusive the following restrictions will apply:</p> <p>a) School and training flights are permitted only in the period 0700 - 1900 Danish time. However propeller aeroplanes with a MTOM below 5700 kg are permitted to perform school and training flights in the period 0700 - 2200 Danish time.</p> <p>b) For aircraft with MTOM above 20.000 kg school and training flights will be permitted only MON - FRI.</p> | <p>2. De-icing of aircraft</p> <p>2.1 De-icing and anti-icing of aircraft may take place and can be requested via "Bornholm Handling" on frequency 131.550 MHZ for scheduled traffic.</p> <p>3. Use of auxiliary power unit (APU)</p> <p>Use of APU on aircraft stands shall be limited as far as possible. APU may be used:</p> <ul style="list-style-type: none"> • 5 minutes after on block. • 5 minutes before leaving apron. <p>Exemptions:
When the outside air temperature (OAT) is below -10°C or above +25°C</p> |
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APU may be used as follows, unless otherwise instructed by marshall:

- 5 minutes after on block.
- 15 minutes before leaving apron.

4. Engine run-up in connection with maintenance

Engine run-ups in connection with maintenance procedures may only

take place on test sites assigned by marshall.

5. Parking

PPR is required for parking on asphalt or concrete. Scheduled air traffic is exempted.

21. Noise Abatement Provisions

1. Noise abatement provisions

1.1 The provisions apply to all aeroplanes except propeller aeroplanes with a MTOM below 5700 KG

2. Take-off restrictions

2.1 RWY 11

IFR: Turns must not be commenced until having passed DME ROE 1.5 NM.

VFR: Overflying the town Arnager below 2000 FT MSL should be avoided in connection with VFR take-off.

RWY 29

IFR: After passing 500 FT MSL turn left and follow ROE VOR radial 277 to DME ROE 5 NM.

VFR: Overflying the city Rønne below 2000 FT MSL should be avoided in connection with VFR take-off.

22. Flight Procedures

1. IFR Arrival

1.1 Aircraft will normally be cleared by ACC MALMØ to ROE VOR.

1.2 Radio communication failure

Navigation aid designated for radio communication failure during IMC for arriving aircraft is L FAU.

2. IFR Departure

2.1 Standard Instrument Departures

Standard Instrument Departures (SID) have not been established.

2.2 Omnidirectional departures

RWY 11: Climb straight ahead to at least 700 FT MSL before turn is commenced.

RWY 29: Climb straight ahead to 500 FT MSL before turn is commenced. Procedure design gradient 4.5% up to 800 FT MSL, due to cranes 525 FT / 2.25 NM NW of THR 11.

3. Low Visibility Procedures

3.1 ATC will apply special safeguards and procedures during conditions of low visibility.

3.2 Criteria for activation of LVP

Low Visibility Procedures are prompted by ATC and will normally be introduced when RVR is less than 800M.

3.3 Pilots will be informed when Low Visibility Procedures are in operation. Pilots will be informed when Low Visibility Procedures are cancelled.

3.4 The following procedures will apply during Low Visibility Procedures:

a. ATC Procedures

When RVR is below 800M, ATC can only allow either vehicles or one aircraft on the maneuvering area at a time.

b. Pilot Procedures

Marshaller service with Low Visibility Procedures in operation.

On request marshaller service to or from runway is available and request must be stated to Rønne Tower.

4. Reduced Runway Separation Minima

4.1 With reference to the AIP AD 1.1 section, pt. 8.4., reduced runway separation minima at EKRN are approved for aircraft classified as Category 1 and Category 2.

4.2 At RWY 11 and RWY 29 the following reduced runway separation minima distances shall be applied between aircraft when succeeding landing aircraft crosses the threshold or succeeding departing aircraft initiates the take off roll.

- 600M between preceding category 1 or 2 and succeeding category 1

- 1500M between preceding category 1 or 2 and succeeding category 2

4.3 Reduced runway separation will not be used between departing and preceding landing aircraft.

4.4 Traffic information will be given to succeeding aircraft.

5. VFR Flights

5.1 VFR reporting points and VFR routes are established, see ANC 1:500 000.

23. Additional Information

1. Arrestor gear for military aircraft

1.1 In certain situations and for short periods cables will be suspended across the runway in use as follows:

RWY 29: 175 M before RWY end

RWY 11: 250 M before RWY end

Height of cables are APRX 7 CM.

Diameter of rubber disks on the cables are APRX 15 CM.

When the cables are established civil operations may take place only after

special permission from ATC.

2. Distance Markers

2.1 Seven distance signs for military aircraft is sited on both side of the runway strip, approx. 20 M from runway shoulder at 1000 FT intervals.

3. Parachuting

3.1 Parachuting may take place

24. Charts Related to the Aerodrome

Chart type

Aerodrome Chart - ICAO
Aircraft Parking/Docking Chart - ICAO
Instrument Approach Chart - ICAO

Chart title

ADC
APDC
ILS RWY 11
RNP RWY 11 - 1
RNP RWY 11 - 2
RNP RWY 11 - 3
VOR RWY 11
ILS RWY 29
RNP RWY 29 - 1
RNP RWY 29 - 2
RNP RWY 29 - 3
VOR RWY 29