



operator DAT, serves the weekly/daily routes to EKCH, EKYT & EKBI.

During the annual "Folkemøde", there is an extreme increase in traffic from both DAT, SAS and Norwegian.

## Procedural Tower

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As Rønne is a Procedural tower, meaning that they serve as a "normal" controlled airport, however without their own radar. They therefore rely solely on aircraft information and data from the Swedish radars.

As they do not have their own radar, there is not any APP. The entire airspace is covered by the TWR. All arrivals and departures, therefore, have to either follow standard arrival or visual. No radar vector can be provided.

## Airspace

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The entire airspace is Class D. First sector from GND-1500' and second from 1500 - 4500 ft.

CLASS	IFR / VFR	SEPERATION	SERVICE PROVIDED	SPEED LIMITATION	RADIO COMM.	TRANSPONDER	CLR
D	IFR	IFR from IFR	Air traffic control service. Traffic information about VFR flights, and traffic avoidance advice on request	250 KT IAS below FL 100	Continuous two-way	A + C	Yes

VFR	None	Air traffic control service. Traffic information about VFR and IFR flights, and traffic avoidance advice on request	250 KT IAS below FL 100	Continuous two-way	Above FL 95 TMZ	Yes
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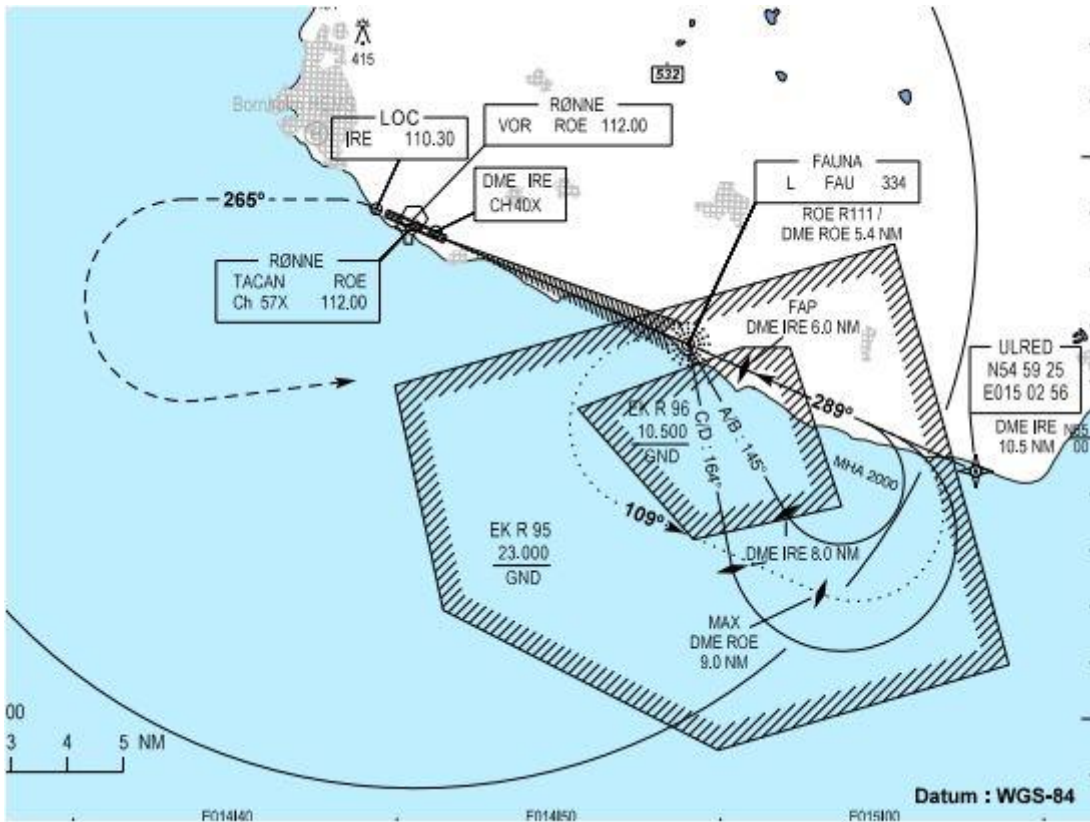
## Procedures

Remember, EARN does NOT have an ATIS, hence all A/C must be offered the latest MET-Report, including RWY in use!

## Inbounds

All inbounds are handed over from Sweden at 5000 ft. (On ESMM QNH) DCT ROE VOR, or in case of RWY 11 in use, DCT ODMEI (Or otherwise coordinated)

TWR may request any aircraft DCT to any WP on the arrival. FAU & ULRED is some of the best/most used.



When an aircraft is inbound FAU, they will after the WP turn for final. Be noted the turning curve is different based of aircraft type. After the "Teardrop turn", they will establish on ILS.

To avoid the teardrop from an annoying angle, they may be cleared DCT ULRED for a straight-in ILS

Type Z is always the preferred approach.

RWY	Proc.	West	North	East	South
11	ILS/LOC/VOR Runway 11	Intercept ROE Radial 289 inbound to intercept [ILS] (Or Direct ODMEI)	Direct ROE for base turn procedure.		
	RNP Z Runway 11	Direct UMVAP	Direct OGTET	Direct LUKAG	

29	ILS/LOC/VOR Runway 29	Direct FAU for base turn procedure		Direct ULRED for final runway 29	
	RNP Z Runway 29	Direct GOTOG	Direct ASBAX	Direct INVIR	Direct GOTOG

## Departures

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All IFR departures must be coordinated with Sweden, and they must be the ones approving and issuing the Clearance.

Initial climb is always 4000 ft. and handed directly over to ESMS\_APP, or overlaying MM sector.

A good practice is to request coordination from Sweden when the A/C calls for clearance. You then tell the A/C to expect clearance during Taxi, which gives Sweden time to respond.

Remember to inform Sweden upon taxiing, with the estimated time of takeoff.

### **All departures are Omnidirectional.**

RWY 11 - Climb straight to 700 ft. then turn

RWY 29 - Climb on track 274 to 700/1000 ft. then turn

## Phraseology

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Exactly the same as a normal TWR.

Only to remember an aircraft can NOT be identified.

For clearance, remember to include: "*Sweden clears you...*"

For a teardrop approach, the following is used: "**C/S, via FAU cleared full ILS-Z approach RWY29. Report FAU outbound**"

For a straight-in approach: "**C/S, via ULRED cleared straight in approach ILS-Z. Report final**"

**A flight into EARN might sound like this:**

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☐☐→Rønne TWR hello, DNU46R passing FL060 for 5000 ft. inbound FAU NDB

☐☐DNU46R, Rønne TWR hello. RWY 29 in use. Rønne QNH 1013. Expect ILS-Z approach RWY29 via FAU. Do you require the latest METAR?

☐☐→TL040, QNH 1013, expecting ILS-Z RWY29 via FAU. Negative we have the latest weather onboard. DNU46R

☐☐DNU46R, roger. Descend 2000 ft. via FAU cleared full ILS-Z approach RWY29. Report Final

☐☐→Descend 2000 ft. via FAU cleared full ILS-Z approach RWY29. We will report Final. DNU46R

☐☐Established on final RWY29, DNU46R

☐☐→DNU46R, roger, winds 300/14 RWY29 cleared to land

☐☐Cleared to land RWY29, DNU46R

### **A flight out of EKRN might sound like this:**

☐☐☐☐→Rønne TWR hello, DNU49K, stand 1 request IFR clearance to EKYT

☐☐DNU49K Rønne TWR hello. Request on standby, expect clearance during Taxi. RWY11 in use. Do you require the latest MET-Report?

☐☐→Roger clearance during taxi, RWY11 in use, negative we have the latest weather onboard. DNU49K

☐☐DNU49K, roger. Rønne QNH 1013, startup approved, report ready for taxi.

☐☐→Startup approved, QNH 1013 report ready for taxi. DNU49K

☐☐→TWR, DNU49K ready for taxi.

☐☐DNU49K, Roger, taxi H/P RWY11 via A. Report ready to copy IFR clearance.

☐☐→Roger taxi H/P RWY11 via A, we are ready to Copy, DNU49K

☐☐DNU49K, Sweden clears you to EKYT via Flight planned route. Initial climb 3000 ft. SQ1234. After departure RWY11, follow standard noise abatement procedure.

☐☐→Cleared to EKYT via Flight planned route. Initial climb 3000 ft. SQ1234. After departure RWY11, follow standard noise abatement procedure, DNU49K

☐☐DNU49K read back correct, report ready for departure

☐☐→Ready for departure, DNU49K

☐☐DNU49K roger, winds 150/21 RWY11 cleared for takeoff. Report turning

☐☐→Cleared Takeoff RWY11, report turning DNU49K

☐☐→TWR, DNU49K turning right.

☐☐DNU49K, Roger. Contact Sweden on 136.135, bye!

☐☐→Sweden on 136.135 DNU49K, adios!

## Coordination

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**As per Sweden LOA - Ver 1.13 - 28/November/2024**

*Always double-check check latest LOA*

### “**B3.3 Procedures between Roenne TWR and ATCC Malmö**”

Roenne TWR will inform ATCC Malmö of RWY in use.

Due to lack of surveillance environment at Roenne TWR, procedural separation applies in Roenne

TMA below 4500 FT MSL.

#### **B.3.3.1 Arriving aircraft to EKRN**

Arriving aircraft to EKRN shall be informed of RWY in use and cleared

to ROE VOR at 5000 FT

MSL (ESMS QNH) or at cruising level, if lower.

ATCC Malmö shall transfer arriving aircraft either vertically or procedurally separated to Ronne TWR.

When RWY 11 is in use, aircraft flight planned via Copenhagen FIR can without coordination with

Ronne TWR be cleared direct to ODMEI.

Arriving aircraft to EKRN are after passing ROE DME 20, in respect of known traffic, released to

Ronne TWR for:

- turn,
- further descent and
- change of speed

### **B.3.3.2 Departing aircraft from EKRN**

For departing aircraft from EKRN, Ronne TWR shall report Estimated Time of Departure to - and request departure clearance and transponder code from ATCC Malmö.

Departing aircraft with destination EKCH/RK or ESMS can without coordination be cleared to TIDVU at 4000 FT MSL. Information on ETD and request of transponder code is still needed.

ATCC Malmö will issue a clearance in accordance with:

- Initial cleared Altitude is normally 4000 FT MSL. (FL 90 towards EDWW)
- Headings are normally not accepted due to lack of surveillance environment and noise abatement procedure.

Departing aircraft from EKRN are after passing ROE DME 5, in respect of known traffic, released to

ATCC Malmö for:

- turn and

- change of speed.

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