ROYAL DANISH AIR FORCE

AERONAUTICAL INFORMATION PUBLICATION

MIL AIP

EFFECTIVE 12 JUN 2025

PUBLISHED BY
AIR COMMAND – MIL AIM

WWW.FLV.DK/MILAIM

GEN 0 – GENERAL (GEN)

GEN 0

GEN 0.1 PREFACE

1. Publishing authority.
The Military Aeronautical Information Publication (MIL AIP) is published by the authority of the Chief of Defence Denmark.
MIL AIM of the Air Command Denmark is responsible for the contents of this document.

2. Applicable documents.
As far as practically possible, this AIP is prepared in accordance with ICAO Annex 15 and applicable NATO STANAGs.

3. The structure and amendment interval.

The AIP structure.
The MIL AIP forms part of the Military Integrated Information Package, details of which are given in subsection 3.1 item 3.
The principal AIP structure is shown in graphic form in GEN 0.1-4. The MIL AIP is made up of 3 parts - General (GEN), Enroute (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable, each containing various types of information subjects.

PART 1 - General (GEN)
Part 1 consists of five sections, containing information as briefly described hereafter.

GEN 0 Preface
Record of AIP Amendments; Checklist of AIP pages; List of hand amendments to the AIP and associated charts and the table of contents to Part 1.

GEN 1 National regulations and requirements.
Designated authorities; Admission, entry, transit of aircraft.

GEN 2 Tables and codes
Measuring system, aircraft markings, holidays; Abbreviations used in AIS publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion tables; and Sunrise/Sunset tables.

GEN 3 Services
Aeronautical Information Management; Aeronautical charts; Air traffic services; Communication services; Meteorological services; and Search and Rescue.

GEN 4 Charges for aerodromes/heliports and air navigation services

Not applicable.

Part 2 - En route
Part 2 consists of seven sections containing information as briefly described hereafter.

ENR 0 Preface
Table of contents to Part 2.

ENR 1 General rules and procedures
General rules; Visual flight rules; Instrument flight rules; ATS airspace classification; Holding, approach and departure procedures; Radar services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management; Flight planning;

ENR 2 Air Traffic Services Airspace
Detailed descriptions of Flight Information Region(s) (FIR), Upper Flight Information Region(s) (UIR), Terminal Control Areas (TMA) and other ATS regulated air space.

ENR 3 ATS routes
Detailed description of Lower RNAV routes; Upper routes; Helicopter routes; TACAN routes; and En Route holding.

NOTE:
Other types of routes, which are specified in connection with procedures for traffic to and from aerodromes/heliports, are described in the relevant sections and subsections of Part 3 - Aerodromes.

ENR 4 Radio navigation aids/systems
Radio navigation aids - En Route; Special navigation systems; Name-code designators for significant points; and Aeronautical ground lights en-route.

ENR 5 Navigation warnings
Prohibited, restricted and danger areas; Military exercise and training areas; Other activities of a dangerous nature; Air navigation obstacles - En Route; Aerial sporting and recreational activities; and Bird migration and areas with sensitive fauna.

ENR 6 En-route charts
En Route charts - ICAO and index charts.

Part 3 Aerodromes (AD)
Part 3 consists of four sections containing information as briefly described hereafter.

AD 0 Preface
Table of Contents to Part 3.

AD 1 Aerodromes/Heliports - Introduction
Aerodrome/heliport availability; Rescue and fire fighting services and Snow plan; Index to aerodromes; and Grouping of aerodromes.

AD 2 Aerodromes
Detailed information about aerodromes, including helicopter landing areas, if located at the aerodromes, listed under AD 2 subsections.

AD 3 Greenland
Detailed information about aerodromes in Greenland.

Amendment interval
To the extent possible, amendments to MIL AIP will be issued on AIRAC dates. For 2025, the following AIRAC dates have been established:

23 JAN, 20 FEB, 20 MAR, 17 APR, 15 MAY, 12 JUN, 10 JUL, 07 AUG, 04 SEP,
02 OCT, 30 OCT, 27 NOV and 25 DEC.

4. Service to contact in case of detected AIP error or omissions
In the compilation of the AIP, care has been taken to ensure that the information contained is accurate and complete. Any errors and omissions which may nevertheless be detected, as well as any correspondence concerning the Integrated Aeronautical Information Package, should be referred to:

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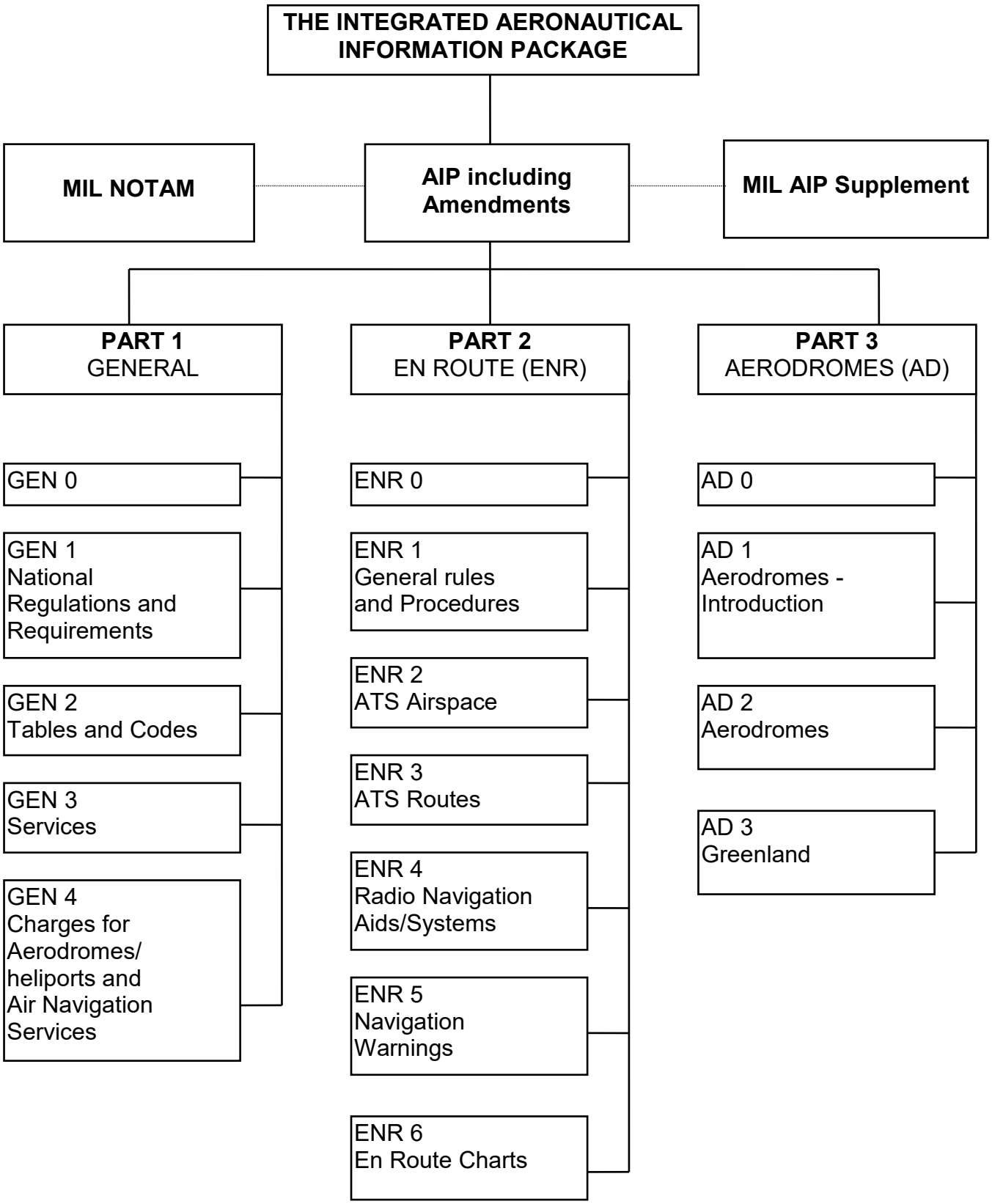
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GEN 0.2 RECORD OF AMENDMENTS

Nr.	Date of Amendment	Date Entered	Entered by	Nr.	Date of Amendment	Date Entered	Entered by
232	24 FEB 2022	24 FEB	MIL AIM	264	03 OCT 2024	03 OCT	MIL AIM
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GEN 0.3 Record of MIL AIP SUP

A checklist of valid MIL AIP Supplements is available on the internet at:

http://www.flv.dk/milaim/

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COPTER ILS or LOC 26R	15 MAY 2025
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GEN 0.5 List of Hand Amendments to the AIP

1. Text Page Amendments		

2. Corrections to Charts,		
Affected Chart	**Location**	**AMD No.**
LFC Ed. 48 LFCW Ed. 5	Remove L HP PSN 55 30 41N 008 24 46E and L EJ PSN 55 32 29N008 41 59E.	AMD 272
LFC Ed. 48 LFCW Ed. 5	AARHUS, BILLUND, KARUP and SKRYDSTRUP LTA withdrawn. New AARHUS, BILLUND, KARUP and SKRYDSTRUP CTA added (Lateral limits remain unchanged). FIS information for the areas added.	AMD 272
CAC ed. 44	AARHUS LTA withdrawn. New AARHUS CTA added (Lateral limits remain unchanged). FIS information for the areas added.	AMD 272

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GEN 1. NATIONAL REGULATIONS AND REQUIREMENT

GEN 1.1 DESIGNATED AUTHORITIES

The addresses of the designated authorities concerned with facilitation of international military air navigation are as follows:

1: Military aeronautical authority:

Air Command Denmark
Herningvej 30,
DK-7470 Karup J
Denmark.

2: Entry and transit regulations for military aircraft of non-NATO countries:

Ministry of Foreign Affairs
Asiatisk Plads 2
DK 1448 København K
Denmark.

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GEN 1.2. REGULATIONS GOVERNING THE ADMISSION OF MILITARY AIRCRAFT OF NATO MEMBER STATES TO DANISH TERRITORY IN TIME OF PEACE.

In accordance with Royal Ordinance Governing the Admission of Foreign Warships and Military Aircraft to Danish Territory in Time of Peace, ORD 244 of April 16th, 1999, confer section 1 (5), notice is hereby given that:

1 .a. Permission for military aircraft of NATO member states to fly over and land in Danish territory, except the Faeroe Islands, shall not be applied for through diplomatic channels, as provided in the Royal ordinance referred to above, if flights are made in connection with individual training, for purposes of transport and logistics to include innocent passage (transit), or in the performance of search and rescue operations.

b. Permission for flights, neither coming under any of the aforementioned categories, nor otherwise approved by Danish authorities, for example in connection with arrangements of joint exercises, shall be applied for in accordance with the provisions of the Royal ordinance referred to above.

2. Instead of application for permission through diplomatic channels for flights within the categories quoted in paragraph 1 a. above, the following provisions can be adhered to:

a. Permission to fly over and land in Danish territory will be granted only if an ordinary International Civil Aviation Organisation (ICAO) flight plan has been submitted to the competent Danish air traffic services unit one hour prior to the flight, and if the flight is otherwise carried out in accordance with the guidelines laid down by Danish aeronautical authorities.

b. Military aircraft must not within Danish territory conduct scientific or military activities other than those listed in paragraph 1 a., without special permission.

c. Military aircraft may carry permanent installations of weapons with appurtenant ammunition. Accordingly, they may not carry any bombs, missiles, other projectiles or other dangerous cargo. Electronic equipment and surveillance systems other than such as required for navigation of the aircraft must not be used by military aircraft over Danish territory.

d. No aircraft must be flown below a height of 600 meters (2.000 feet) above ground level except in connection with take-off and landing, or if especially authorised by the competent Danish authorities.

e. Aircraft must not be flown in formations of more than eight.

3. Unless notification to the contrary is received not later than at the time of entry over Danish territory, permission for flight over or landing shall be assumed, if all of the conditions prescribed in paragraph 2 above are complied with.

4. Aircraft transferred for training purpose to a Danish radar station from an allied radar station in the control and warning system shall be under control of Danish military authorities in accordance with regulations applicable to Danish military aircraft.

5. The Danish authorities reserve the right to withdraw any permission granted under the aforementioned regulations. Such withdrawal may take place even after flight over Danish territory has been commenced.

6. These regulations shall not diminish any rights granted under bilateral government agreement with Denmark.

7. Regulations governing Clearance for Military Aircraft of NATO Member States to fly over and land in Danish Territory, which came into force on August 1st, 1963, and Regulations governing Clearance for Military Aircraft of NATO Member States to fly over and land in Greenland, which came into force on November 1st, 1970, are hereby cancelled.

GEN 1.3 ENTRY AND TRANSIT REGULATIONS FOR MILITARY AIRCRAFT OF NON-NATO COUNTRIES FLYING INTO AND OVER DANISH TERRITORY

1. If exemption has not been granted by special agreement, entry of Danish territory by non-NATO military aircraft is subject to prior diplomatic clearance. Application for flights with military aircraft must be sent through diplomatic channels to Defence Command Denmark.

Postal address:
DEFENCE COMMAND DENMARK
JOINT OPERATIONS STAFF
Air Operations (J3AIR)
Herningvej 30
DK-7470 Karup J.
Denmark
Email: flight.clearance.dnk@mil.dk

2. Subject requests are to be forwarded not later than 10 days in advance of the flight – 15 days if the flight is carrying dangerous goods. Applicants must use the form provided at:

http://www.flv.dk/milaim/diploform.doc

Diplomatic Clearance Number (DCN) must be inserted in Item 18 of the ICAO flight plan.

NOTE: Special Attention is drawn to the Danish island Bornholm, situated in the Baltic Sea in Malmö FIR. MIL aircraft of non-NATO countries overflying Bornholm is subject to prior diplomatic clearance according to the above.

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GEN 1.7. DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES.

Annex 2 - Rules of the Air. (Tenth Edition)

Specific military rules for the use of afterburner/reheat, night navigational flights over Denmark, supersonic flight, VFR flying above 3500 ft, flying at or below FL 85 in the North Sea airspace and air refuelling are described in ENR 1.1 GENERAL RULES.

Chapter 2. Applicability of the Rules of the Air
2.2 Compliance with the Rules of the Air.
The Danish Rules of the Air contains the following provision:
Operation of an aircraft in flight must be conducted in accordance with the requirements in the ATS airspace classification table (see ENR 1.4 ATS AIRSPACE CLASSIFICATION) applicable to each airspace Class A - G, unless otherwise indicated in the MIL AIP.

Chapter 3. General Rules
3.3.1 Submission of a flight plan.
The Danish military requirements to submit a FPL are described in ENR 1.10 FLIGHT PLANNING.

Chapter 4. Visual Flight Rules
4.1 Weather minima for VFR flights.
The Danish military weather minima for VFR flights are described in ENR 1.2 VISUAL FLIGHT RULES.

Annex 5 - Units of Measurement to be Used in Air and Ground Operations. (Fifth Ed.)

Chapter 3. Standard Application of Units of Measurement
3.3 (Table 3-4) Chapter 3

Ref. No.	Quantity	Unit used in Denmark
1.1	altitude	ft
1.3	distance (long)	nm
1.5	elevation	ft
1.7	height	ft
4.1	airspeed	kt
4.7	ground speed	kt
4.15	vertical speed	ft/min
4.16	wind speed	kt

Annex 10 - Aeronautical Telecommunications Volume I

Radio Navigation Aids. (Sixth Edition)
Chapter 3. Specifications for Radio Navigation Aids
3.1.5.1.2 At some airports the ILS glide paths have a glide path angle of 2.75°.

11. Annex 11 - Air Traffic Services

Chapter 2. General
2.6 Classification of airspaces.
Airspace classes A, B and F are not used.

Chapter 3. Air Traffic Control Service.
Vertical or horizontal separation will be established between Special VFR-flights.

Chapter 4. Flight Information Service.
Certain parts of airspace class G (designated FIZ/RMZ) have a requirement for continuous two-way radio communication with the appropriate ATS unit.

Annex 14 - Aerodromes

Volume I: Aerodrome Design and Operations
Chapter 5.2 Markings
5.2.2.4 Runway designation markings 02/20 and 13/31 will not be used in order to avoid radio communication confusion between the two runway directions.

GEN 2. TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1. UNITS OF MEASUREMENT

The following table of units will be issued in Air Traffic Control Communications.

Measurement of	Units
Distance used in navigation, position reporting etc. - generally in excess of 2 to 3 nautical miles.	NAUTICAL MILES AND TENTHS
Relatively short distances such as those relating to aerodromes (e.g. runway lengths).	FEET
Altitudes, elevations and heights.	FEET
Horizontal speed including wind speed.	KNOTS
Vertical speed.	FEET per minute
Wind direction for landing and taking off.	DEGREES MAGNETIC
Wind direction except for landing and taking off.	DEGREES TRUE
Visibility including runway visual range.	KILOMETRES/METERS
Altimeter setting.	HECTOPASCAL or INCHES of Mercury
Temperature	DEGREES CELSIUS
Weight	POUNDS
Time	UTC (UNIVERSAL TIME CO-ORDINATED)
Geographical coordinates	Degrees, minutes and seconds or Degrees and minutes

2. TIME SYSTEM

General

Coordinated Universal Time (UTC) is used by Air Navigation Services and in publications issued by the Aeronautical Information Service.
The expression "Summer period" will indicate that part of the year in which the "daylight saving time" is in force. The other part of the year will be named the "winter period".
The "summer period" will be introduced every year on the last sunday in MAR at 0100 UTC, and will cease on the last sunday in OCT at 0100 UTC.

MIL AIP

During the "summer period, 1 hour shall be subtracted from all UTC times in MIL AIP to give the correct hours of service/activity, unless the UTC time has been published for both the "summer period" and the "winter period".

NOTAM
The UTC times in NOTAM should be amended.
When changing from "summer period" to "winter period" or vice versa NOTAM with validity in both periods will be reissued to show correct time.

Danish time
Danish time is:
- in the "summer period" = UTC + 2 HR
- in the "winter period" = UTC + 1 HR

3. GEODETIC REFERENCE DATUM

Name/Designation of datum
All published geographical coordinates indicating latitude and longitude are expressed in terms of World Geodetic System of 1984 (WGS84).

Area of application
The area of application for the published coordinates is København FIR as well as areas delegated to Danish ATC units for provision of air traffic services.

Use of Asterisk
An asterisk (*) will be used to identify coordinates which does not meet the needs for accuracy as stated in ICAO Annex 15.

4. NATIONALITY AND REGISTRATION MARKS
Danish military aircraft are marked with one or two letters (depending on the type of aircraft) followed by three digits. Furthermore all mil aircraft are marked with the Danish flag and roundel.

5. PUBLIC HOLIDAYS

NAME	DATE/DAY
New years day	1 JAN
Maunday Thursday	THU before Easter
Good Friday	FRI before Easter
Easter Monday	MON after Easter SUN
Ascension Day	6th THU after Easter
Whit Monday	MON after Whit SUN
Constitution Day	5 JUN
FRI after ascension Day	6th FRI after Easter
Christmas	25th and 26th DEC

GEN 2.2 ABBREVIATIONS

A

A	Airspace Classification ID
A/A	Air-to-Air
AAL	Above Aerodrome Level
ABM	Abeam
ABN	Aerodrome Beacon
ACARS	Aircraft Communication Addressing and Reporting System
ACAS	Airborne Collision Avoidance System
ACC	Area Control Centre
ACFT	Aircraft
ACL	Altimeter Check Location
ACN	Aircraft Classification Number
AD	Aerodrome
ADC	Aerodrome chart
ADF	Automatic Direction Finding equipment
ADIZ	Air Defence Identification Zone
ADO	Aerodrome
AFIS	Aerodrome Flight Information Service
AFS	Aeronautical Fixed Service
AFTN	Aeronautical Fixed Telecommunication Network
A/G	Air-to-Ground
AGL	Above Ground Level
AIC	Aeronautical Information Circular
AIM	Aeronautical Information Management
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information Regulation and Control
AIS	Aeronautical Information Service
ALA	Alighting area
ALS	Approach Lighting System
ALT	Altitude
ALTN	Alternate or Alternating
AMC	Airspace Management Cell
AMDT	Amendment
AMHS	Automatic Message Handling System
AMSL	Above Mean Sea Level
ANC	Aeronautical Chart 1:500 000
ANCS	Aeronautical Chart 1:500 000 – small scale
ANSP	Air Navigation Service Provider
AO	Aircraft Operator
AOC	Aerodrome Obstruction Chart
APAPI	Abbreviated PAPI
APCH	Approach
APDCH	Aircraft parking/docking chart
APIS	Aircraft Parking and Information System
APP	Approach control office or Approach control
APR	April
APRX	Approximate or Approximately
APU	Auxiliary Power Unit
APV	Approach Procedure with Vertical guidance
ARC	Area chart
ARO	Air Traffic Services Reporting Office
ARP	Aerodrome Reference Point
ARR	Arrive or Arrival
ASAP	As Soon As Possible
ASDA	Accelerate - Stop Distance Available
ASM	Airspace Management
ASPH	Asphalt
ASR	Aerodrome Surveillance Radar
ATA	Actual Time of Arrival
ATC	Air Traffic Control
ATD	Actual Time of Departure
ATFM	Air traffic flow management
ATIS	Automatic Terminal Information Service
ATS	Air Traffic Services
ATTN	Attention
AUG	August
AUW	All Up Weight
AVASIS	Abbreviated Vasis
AVBL	Available
AVGAS	Aviation Gasoline

B

B	Blue
BA	Braking Action
BCN	Beacon (Aeronautical Ground Light)
BCST	Broadcast
BDRY	Boundary
BL	Regulations for aviation
BLDG	Building
BLW	Below
BRG	Bearing
BS	Commercial broadcasting Station
BTN	Between

C

C	Degrees Celsius (Centigrade)
CA	Course to an Altitude
CAA	Civil Aviation Authority or Civil Aviation Administration
CAC	Copenhagen Area Chart
CAT	Category
CD	Candela
CDR	Conditional Route
CH	Channel
CHG	Changed
CIDIN	Common ICAO data interchange network
CIV	Civil
CL	Candela
CLSD	Closed
CM	Centimetre
CNL	Cancel
COM	Communication
CONC	Concrete
COORD	Coordinates
COP	Change-Over Point
CPDLC	Controller-Pilot Data Link Communication
CRAM	Conditional Route Availability Message
CRC	Cyclic Redundancy Check
CS	Call Sign
C/S	COSPAS/SARSAT
CTA	Control Area
CTR	Control Zone
CWY	Clearway

D

D...	Danger area (followed by identification)
DA	Danish
DA	Decision Altitude
DB	Decibel (Noise level)
DCT	Direct
DEC	December
DEG	Degrees
DEP	Depart or Departure or Departure message
DEST	Destination
DF	Direct to a fix
DH	Decision Height
DIST	Distance
DLY	Daily
DME	Distance-Measuring Equipment
DMI	Danish Meteorological Institute
DOC	Document (ICAO)
DOR	Designated operational range
DTG	Date Time Group
DTHR	Displaced THR
DVOR	Doppler VOR

E

E	East or Eastern longitude
EAD	European AIS Database
EAT	Expected Approach time
EAUP	European Airspace Use Plan
EET	Estimated Elapsed Time
EGNOS	European Geostationary Navigation Overlay Service
ELEV	Elevation
ELT	Emergency Locator Transmitter
EMERG	Emergency
EMS	Emergency Medical Service
EN	English
ENE	East-North-East
ENR	En Route
ENRC	En Route Chart
EOBT	Estimated Off Block Time
EQPT	Equipment
ESE	East-South-East
EST	Estimate or Estimated
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
ETO	Estimated time Over significant point
EUM	European-Mediterranean Region
EUUP	European Updated Airspace Use Plan
EV	Every
EXC	Except
EXER	Exercise
EXP	Expect (expected, expecting)

F

F	Degrees Fahrenheit
F	Fixed
FAB	Functional Airspace Block
FAC	Facilities
FAF	Final Approach FIX
FAL	Facilitation of international air transport
FAP	Final Approach Point
FAS	Final Approach Segment
FATO	Final approach and take-off area
FAWP	Final approach waypoint
FAX	Facsimile transmission
FBZ	Flight Plan Buffer Zone
FEB	February
FIC	Flight Information Centre
FIR	Flight Information Region
FIS	Flight Information Service
FIZ	Flight Information Zone
FL	Flight Level
FLG	Flashing
FLT	Flight
FOD	Foreign Object Damage
FM	From
FMS	Flow Management System
FMU	Flow management unit
FRA	Free Route Airspace
FREQ	Frequency
FRI	Friday
FPAP	Flight Path Alignment Point
FPL	Filed flight Plan
FRNG	Firing
FT	Feet
FTP	Fictitious Threshold Point

G

G	Green
GA	General Aviation
G/A	Ground-to-Air
GCA	Ground Controlled Approach system
GEN	General
GEO	Geographic or true
G/G	Ground-to-Ground
GLONASS	Global Orbiting Navigation Satellite System
GLS	GBAS Landing System
GMC	Ground movement chart
GND	Ground
GNSS	Global Navigation Satellite System
GP	Glide Path
GPS	Global Positioning System
GRASS	Grass Landing Area
GS	Ground Speed
GUND	Geoide Undulation

H

H24	Continuous day and night service
HAA	Height above Airport elevation
HAL	Horizontal Alert Limit
HAPI	Helicopter Approach Path Indicator
HAS	Height Above Surface
HAT	Height above Touchdown zone elevation
H+	Hours plus... minutes past the hour
HH+	All synoptic hours i.e. 0000, 0300, 0600 etc.
HEL	Helicopter
HELC	Heliport Chart
HEMS	Helicopter Emergency Medical Service
HF	High frequency (3.000 to 30.000 kHz)
HGT	Height or Height above
HIS	Heliport Information Service
HJ	Sunrise to Sunset
HLDG	Holding
HM	Holding/racetrack to a manual termination
HN	Sunset to Sunrise
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital Aircraft
HPA	Hectopascal
HR	Hour(s)
HRP	Heliport Reference Point
HS	Service available during hours of scheduled operations
HTZ	Helicopter traffic zone
HUM	Humanitarian
HX	No specific working hours
Hz	Hertz (cycles per second)

I

IAC	Instrument Approach Chart
IAF	Initial Approach FIX IAP Instrument Approach Procedure
IAS	Indicated Air Speed
IAWP	Initial approach waypoint
ICAO	International Civil Aviation Organisation
ID	Identifier or Identify
IDENT	Identification
IF	Intermediate approach FIX
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IM	Inner Marker
IMC	Instrument Meteorological Condition
INFO	Information
INOP	Inoperative
INS	Inertial Navigation System
INT	Intersection
INTL	International
IWP	Intermediate waypoint

J

JAA	Joint Aviation Authorities
JAN	January
JAR	Joint Aviation Requirements
JRCC	Joint Rescue Coordination Centre
JUL	July
JUN	June

K

KFOR	Potassium Formate fluids
KG	Kilograms
KHz	Kilohertz (kilocycles per second)
KM	Kilometres
KMH	Kilometres per Hour
KT	Knots
KW	Kilowatts

L

L	Left
L	Locator
LAT	Latitude
LCN	Load Classification Number
LDA	Landing Distance Available
LDC	Landing chart
LDG	Landing
LDI	Landing Direction Indicator
LED	Light Emitting Diode
LF	Low Frequency (30 to 300 kHz)
LFC	Low Flying Chart
LFCW	Low Flying Chart West
LGT	Light or Lighting
LGTD	Lighted
LIH	Light Intensity High
LIL	Light Intensity Low
LIM	Light Intensity Medium
LLZ	Localizer (old abbreviation)
LM	Locator Middle
LO	Locator Outer
LOC	Localizer (new abbreviation)
LONG	Longitude
LPV	Localizer Performance with Vertical guidance
LTA	Local ATS-area
LTD	Limited
LTP	Landing Threshold Point
LVO	Low Visibility Operations
LVP	Low Visibility Procedure

M

M	Mach number
M	Metres
MAG	Magnetic
MAHF	Missed approach holding fix
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAPt	Missed Approach Point
MAR	March
MATF	Missed Approach Turning Fix
MAWP	Missed Approach Waypoint
MAX	Maximum
MAY	May
MDA	Minimum Decent Altitude
MDF	Medium frequency Direction Finding station
MEHT	Minimum Eye Height over threshold
MET	Meteorological or Meteorology
METAR	Aviation routine weather report (in international meteorological figure code)
MF	Medium Frequency (300 to 3.000 kHz)
MHA	Minimum holding altitude
MHz	Megahertz
MIL	Military
MIN	Minutes
MKR	Marker Radio Beacon
MLS	Microwave Landing System
MM	Middle Marker

MNM	Minimum
MNPS	Minimum Navigation Performance Specifications
MO	Meteorological Office
MOCA	Minimum Obstruction Clearance Altitude
MON	Monday
MOTNE	Meteorological Operational Telecommunications Network Europe
MPH	Statute Miles per Hour
MSA	Minimum Safe Altitude
MSG	Message
MSL	Mean Sea Level
MSSR	Monopulse Secondary Surveillance Radar
MTOM	Maximum Take-off Mass
MTOW	Maximum Take-off Weight
MUM	Mu-Meter
MWO	Meteorological Watch Office

N

N	North or Northern latitude
N/A	Not Applicable
NAFO	Sodium Formate solids
NAT	North Atlantic
NAV	Navigation
NAVAID	Navigational Aid
NDB	Non-directional radio Beacon
NE	North-East
NGT	Night
NIL	None
NM	Nautical Mile
NNE	North-North-East
NNW	North-North-West
NOF	International NOTAM Office
NOTAM	A Notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NOV	November
NR	Number
NTL	National
NW	North-West

O

OAC	Oceanic Area Control Centre
OBST	Obstruction
OCA	Oceanic Control Area
OCA(H)	Obstacle Clearance Altitude (Height)
OCC	Occulting (Light)
OCH	Obstacle Clearance Height
OCL	Obstacle Clearance Limit
OCT	October
OFZ	Obstacle Free Zone
OM	Outer Marker
OPMET	Operational meteorological (information)
OPR	Operator (Operate, Operative, Operating, Operational)
OPS	Operations
O/R	On Request
ORP	Operational Readiness Platform

P

P..	Prohibited area (followed by identification)
PANS	Procedures for Air Navigation Services
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
PATC	Precision Approach Terrain Chart
PAX	Passenger(s)
PBN	Performance Based Navigation
PCL	Pilot-controlled lighting
PCN	Pavement Classification Number
PERM	Permanent
PIB	Pre-Flight Information Bulletin
PJE	Parachute Jumping Exercises
PN	Prior Notice Required
PNDB	Perceived noise decibel
PPR	Prior Permission Required
PROP	Propeller
PSN	Position
PSR	Primary Surveillance Radar
PTN	Procedure Turn
PWS	Present Weather Sensor

Q

QDM Magnetic Heading
QDR Magnetic Bearing
QFE Atmospheric pressure at Aerodrome elevation
QNH Altimeter sub-scale setting to obtain elevation when on the ground

R

R Red
R... Restricted Area (followed by identification)
R Right
RAC Rules of the Air and air traffic services
RAIM Receiver Autonomous Integrity Monitoring
RAPCON Radar Approach Control
RAPM Runway Aiming Point Marking
RCC Rescue Co-ordination Centre
RDAF Royal Danish Air Force
RDH Reference Datum Height (ILS)
RDL Radial
REC Receive or Receiver
REF Reference to or Refer to
REP Reporting Point
REQ Request or Requested
RESA Runway End Safety Area
RGL Runway Guard Lights
RMK Remark
RMZ Radio Mandatory Zone
RNAV Area Navigation
RNP Required Navigational Performance
ROFOR Route Forecast
RPL Repetitive Flight Plan
RSC Rescue Sub-Centre
RSR EN ROUTE Surveillance Radar
RTF Radiotelephone
RVR Runway Visual Range
RVSM Reduced Vertical Separation Minimum
RWY Runway

S

S South or Southern latitude
SAR Search And Rescue
SAT Saturday
SAVS Semiautomatic Weather observation System
SBAS Satellite-Based Augmentation System
SE South-East
SEC Seconds
SELCAL Selective Calling system
SEP September
SFC Surface
SFH Surface Friction Tester, High pressure tire
SID Standard Instrument Departure
SFL Surface Friction Tester, Low pressure tire
SIF Selective Identification Feature
SIGMET Information concerning enroute weather phenomena, which may affect the safety of aircraft operations
SIWL Single Isolated Wheel Load
SKH Skiddometer
SMC Surface Movement Control
SMR Surface Movement Radar
SNOWTAM A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format
SODAR Sound Detection And Ranging
SPECI Aviation selected special weather report (in international meteorological figure code)
SPECIAL Special meteorological report (in plain language) relating to improvement or deterioration of meteorological conditions
SPL Supplementary flight Plan Message
SPO Specialised operations
SPOC SAR point of contact
SR Sunrise

SRA	Surveillance Radar Approach
SRE	Surveillance Radar Element of PAR
SRR	Search and Rescue Region
SS	Sunset
SSE	South-South-East
SSR	Secondary Surveillance Radar
SST	Supersonic Transport
SSW	South-South-West
STANAG	Standardization Agreement
STAR	Standard instrument Arrival
STOL	Short Take-Off and Landing
SUN	Sunday
SUP	Supplement
SW	South-West
SWY	Stopway

T

T	Temperature
TA	Transition Altitude
TAA	Terminal Arrival Altitude
TACAN	UHF Tactical Air Navigation system
TAF	Aerodrome Forecast (24hr)
TAP	Tapley-meter
TAR	Terminal Area Surveillance Radar
TAS	True Airspeed
TCH	Threshold crossing height
TDZ	Touchdown Zone (RNAV approach procedures)
TEL	Telephone
TEMPO	Temporary/Temporarily
TF	Track to Fix
TFC	Traffic
TGL	Temporary Guidance Leaflet
THIL	Threshold Identification Light
THR	Threshold
THU	Thursday
TKOF	Take-Off
TLOF	Touchdown and lift-off area
TLX	Telex
TMA	Terminal control Area
TMZ	Transponder Mandatory Zone
TOBT	Target Off-block Time
TODA	Take-Off Distance available
TODAH	Take-off distance available, helicopter
TORA	Take-Off Runway Available
TRA	Temporary Reserved Area
TS	Trafikstyrelsen / Danish Transport Authority
TSA	Temporary Segregated area
TUE	Tuesday
TWR	Aerodrome control tower or Aerodrome control
TWY	Taxiway

U

UAV	Unmanned Aerial Vehicle
UFN	Until Further Notice
UHF	Ultra High Frequency (300 to 3.000 MHz)
UIR	Upper flight Information Region
ULM	Ultra-Light Motorized Aircraft
UNL	Unlimited
U/S	Unserviceable
USAF	United States Air Force
UTA	Upper control Area
UTC	Co-ordinated Universal Time

V

VAC	Visual Approach Chart
VAR	Magnetic Variation
VASIS	Visual Approach Slope Indicator System
VDF	Very High frequency Direction-Finding station
VER	Vertical
VFG	VFR Flight Guide, Denmark
VFR	Visual Flight Rules
VHF	Very High Frequency (30.000 kHz to 300 MHz)
VIS	Visibility
VMC	Visual Meteorological Conditions
VNAV	Vertical Navigation
VOL	Volume
VOLMET	Meteorological information for aircraft in flight
VOR	VHF omnidirectional radio range
VORTAC	VOR and TACAN combined
VPA	Vertical path angle
VSS	Vertical Surface Segment

W

W	West or Western longitude
W	White
WAC	World Aeronautical Chart (1:1.000.000)
WBAR	Wing bar lights
WDI	Wind Direction Indicator
WED	Wednesday
WEF	With Effect From
WGS-84	World Geodetic System, 1984
WIE	With Immediate Effect
WIP	Work In Progress
WNW	West-North-West
WPT	Waypoint
WRNG	Warning
WSW	West-South-West
WWW	World Wide Web
WX	Weather

X

XBAR	Crossbar (of approach lighting system)

Y

Y	Yellow
YCZ	Yellow Caution Zone (Runway Lighting)

Z

Z	Indicates UTC

GEN 2.3 Chart Symbols

Symbols for the charts mentioned in GEN 3.2 are shown in the legend of the charts.

Symbols for charts in the Aerodrome section are shown in AD 2.0

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GEN 2.4 LOCATION INDICATORS

*Note: Location indicators identified by an * cannot be addressed over the AFS*

ENCODE		DECODE	
LOCATION	INDICATOR		LOCATION
A6A (Private helideck)	EKAF*	EKAB*	ARNBORG (Private AD)
AALBORG CIV/MIL	EKYT	EKAC*	AARHUS SØFLYVEPLADS (Water AD)
AALBORG HEMS (Private helideck)	EKAL*	EKAE	ÆRØ
AARHUS	EKAH	EKAF*	A6A (Private helideck)
AARHUS (JRCC)	EKMC	EKAH	AARHUS/TIRSTRUP
AARHUS SØFLYVEPLADS (Water AD)	EKAC*	EKAL*	AALBORG HEMS (Private helideck)
AARHUS HEARTCENTER HEMS	EKSH *	EKAN*	SYD ARNE NORD (Private helideck)
(Private helideck)		EKAO*	ÆRØ HELIPORT (Private helideck)
AARHUS TRAUMACENTER HEMS	EKTR*	EKAR*	SYD ARNE (Private helideck)
(Private helideck)		EKAS*	TRUE SVÆVEFLYVEBANE (Private AD)
ANHOLT	EKAT*	EKAT*	ANHOLT
ANHOLT VINDMØLLEPARK (Private	EKAV*	EKAV*	ANHOLT VINDMØLLEPARK (Private
helideck)			Helideck)
ANNISSE (Private AD)	EKHE*	EKBH*	BOLHEDE FLYVEPLADS (Private AD)
ARNBORG (Private AD)	EKAB*	EKBI	BILLUND
BILLUND	EKBI	EKBR*	BRÆDSTRUP (Private AD)
BOLHEDE FLYVEPLADS (Private AD)	EKBH*	EKBU*	BUTENDIEK (Private Helideck)
BORNHOLM/RØNNE	EKRN	EKCA*	TRAFIKSTYRELSEN / DANISH
BORNHOLM HEMS (Private helideck)	EKRB		TRANSPORT AUTHORITY
BRÆDSTRUP (Private AD)	EKBR*	EKCB*	Årslev (Private heliport)
BUTENDIEK (Private Helideck)	EKBU*	EKCC*	KØBENHAVN SØFLYVEPLADS
CECILIE (Private helideck)	EKCE*		(Water AD)
CHRISTIANSHEDE (Private AD)	EKCR*	EKCE*	CECILIE (Private helideck)
DAN F (Private helideck)	EKDF*	EKCH	KØBENHAVN/KASTRUP
DANSK METEOROLOGISK INSTITUT	EKMI	EKCR*	CHRISTIANSHEDE (Private AD)
DANTYSK (Private Helideck)	EKDT*	EKDF*	DAN F (Private helideck)
EJSTRUPHEDE (Private AD)	EKVE *	EKDK	KØBENHAVN/FIR (ACC)
ELSESMINDE (Private AD)	EKEM*	EKDT*	DANTYSK (Private Helideck)
ENDELAVE (Private AD)	EKEL*	EKEB	ESBJERG
ESBJERG	EKEB	EKEH*	ESBJERG HEMS (Private heliport)
ESBJERG HEMS (Private heliport)	EKEH*	EKEL*	ENDELAVE (Private AD)
FINO 3 (Private Helideck)	EKFI*	EKEM*	ELSESMINDE (Private AD)
FREERSLEV (Private AD)	EKFR*	EKFI*	FINO 3 (Private Helideck)
FUR (Private AD)	EKFU*	EKFR*	FREERSLEV (Private AD)
GESTEN (Private AD)	EKGE*	EKFS*	VØJSTRUP (Private AD)
GORM C (Private helideck)	EKGC*	EKFU*	FUR (Private AD)
GRENAA (Private AD)	EKGR*	EKGC*	GORM C (Private helideck)
GRØNHOLT (Private AD)	EKGH*	EKGE*	GESTEN (Private AD)
GØDSTRUP HEMS (Private heliport)	EKRG*	EKGF*	TYRA AFIS
GØRLEV (Private ad)	EKGO*	EKGH*	GRØNHOLT (Private AD)
GØRLØSE (Private AD)	EKGL*	EKGL*	GØRLØSE (Private AD)
HADERSLEV (Private AD)	EKHV*	EKGO*	GØRLEV (Private AD)
HALFDAN A (Private helideck)	EKHA*	EKGR*	GRENAA (Private AD)
HALFDAN B (Private helideck)	EKHB*	EKHA*	HALFDAN A (Private helideck)
HAMMER /Private AD)	EKHM*	EKHB*	HALFDAN B (Private helideck)
HARALD (Private helideck)	EKHD*	EKHD*	HARALD (Private helideck)
HERNING	EKHG	EKHE	ANNISSE (Private helideck)
HJØRRING HEMS (Private helideck)	EKHJ*	EKHG	HERNING
HOLBÆK (Private AD)	EKHK*	EKHJ*	HJØRRING HEMS (Private heliport)
HOLSTEBRO HEMS (Private heliport)	EKNH *	EKHK*	HOLBÆK (PRIVATE AD)

ENCODE		DECODE	
LOCATION	INDICATOR		LOCATION
HOLSTED (Private Heliport)	EKHL*	EKHL*	HOLSTED (Private Heliport)
HORNS REV A (Private Helideck)	EKHR*	EKHM*	HAMMER (Private AD)
HORNS REV B (Private Helideck)	EKHN*	EKHN*	HORNS REV B (Private Helideck)
HORNS REV C (Private helideck)	EKHO*	EKHO*	HORNS REV C (Private helideck)
KALUNDBORG	EKKL*	EKHR	HORNS REV A (Private Helideck)
KARUP (MIL)	EKKA	EKHS	SALTUM HEMS (Private heliport)
KARUP MIL MET CENTRE	EKMK	EKHV*	HADERSLEV (Private AD)
KOLDING HEMS (Private heliport)	EKKH*	EKKA	KARUP (MIL)
KOLDING/VAMDRUP	EKVD	EKKH*	KOLDING HEMS (Private heliport)
KONGSTED (Private AD)	EKKS*	EKKL*	KALUNDBORG
KORSØR (Private AD)	EKKO*	EKKO*	KORSØR (Private AD)
KOSTER VIG	EKMN*	EKKS*	KONGSTED (Private AD)
KRUSÅ-PADBORG	EKPB*	EKLS*	LÆSØ
KØBENHAVN FIR (ACC)	EKDK	EKLV*	LEMVIG
KØBENHAVN/KASTRUP	EKCH	EKMB	LOLLAND FALSTER/MARIBO
KØBENHAVN/ROSKILDE	EKRK	EKMC	KARUP (JRCC)
KØBENHAVN SØFLYVEPLADS (Water AD)	EKCC*	EKMD*	MÅNEDALEN (Private heliport)
		EKMI	DANSK METEOROLOGISK INSTITUT
LEMVIG	EKLV*	EKMK	KARUP MIL MET CENTRE
LOLLAND FALSTER/MARIBO	EKMB	EKMN*	KOSTER VIG
LÆSØ	EKLS*	EKNB*	NORDBORG/PØL
MORSØ	EKNM*	EKNE*	NINI EAST HELIDECK (Private Helideck)
MÅNEDALEN (Private heliport)	EKMD*	EKNH*	HOLSTEBRO HEMS (Private heliport)
NINI (Private Helideck)	EKNI *	EKNI*	NINI (Private Helideck)
NINI EAST HELIDECK (Private Helideck)	EKNE*	EKNM	MORSØ
NORDBORG/PØL	EKNB*	EKOD	ODENSE
ODENSE	EKOD	EKOH	ODENSE HEMS (Private heliport)
ODENSE HEMS (Private heliport)	EKOH	EKPB*	KRUSÅ-PADBORG
RANDERS	EKRD	EKRA*	RÅRUP (Private AD)
RIGSHOSPITALET HEMS (Pvt. Heliport)	EKRH	EKRB	BORNHOLMS HEMS (Private heliport)
RINGSTED	EKRS	EKRC*	ROSKILDE HEMS (Private heliport)
ROLFSTED (Private AD)	EKRO*	EKRD	RANDERS
ROSKILDE HEMS (Private heliport)	EKRC*	EKRG*	GØDSTRUP HEMS (Private heliport)
RÅRUP (Private AD)	EKRA*	EKRH*	RIGSHOSPITALET HEMS (Pvt. Heliport)
SALTUM HEMS (Private heliport)	EKHS	EKRK	KØBENHAVN/ROSKILDE
SAMSØ	EKSS*	EKRN	BORNHOLM/RØNNE
SANDBANK (Private Helideck)	EKSF*	EKRO*	ROLFSTED (Private AD)
SCHELENBORG (Private AD)	EKSG*	EKRS*	RINGSTED
SINDAL	EKSN	EKSA*	SÆBY/OTTERUP (Private AD)
SIRI (Private helideck)	EKSI *	EKSB	SØNDERBORG
SKIVE	EKSV*	EKSC*	SKJOLD (Private helideck)
SKIVE HEMS (Private heliport)	EKSK *	EKSE*	SLAGELSE HEMS (Private heliport)
SKJOLD (Private helideck)	EKSC*	EKSF*	SANDBANK (Private Helideck)
SLAGELSE HEMS (Private heliport)	EKSE*	EKSG*	SCHELENBORG (Private AD)
SLAGLILLE (Private AD)	EKSL	EKSH *	AARHUS HEARTCENTER HEMS
STAUNING	EKVJ		(private helideck)
SYD ARNE (Private helideck)	EKAR*	EKSI*	SIRI (Private helideck)
SYD ARNE NORD (Private helideck)	EKAN*	EKSK *	SKIVE HEMS (Private heliport)
TÅSINGE/ELVIRA MADIGAN AIRPORT	EKST	EKSL	SLAGLILLE (Private AD)

ENCODE		DECODE	
LOCATION	**INDICATOR**		**LOCATION**
SYLWIN ALPHA (Private helideck)	EKSW*	EKSN	SINDAL
SÆBY/OTTESTRUP (Private AD)	EKSA*	EKSP	SKRYDSTRUP (MIL)
SØNDERBORG	EKSB	EKSS*	SAMSØ
THISTED	EKTS	EKST	TÅSINGE/ELVIRA MADIGAN AIRPORT
THISTED HEMS (Private heliport)	EKTH*	EKSV*	SKIVE
TRAFIKSTYRELSEN / DANISH	EKCA*	EKSW*	SYLWIN ALPHA (Private helideck)
TRANSPORT AUTHORITY		EKTD	TØNDER
TRUE SVÆVEFLYVEBANE (Private AD)	EKAS*	EKTE*	TYRA E (Private helideck)
TYRA AFIS	EKGF*	EKTH*	THISTED HEMS (Private heliport)
TYRA E (Private helideck)	EKTE*	EKTO*	TØLLØSE (Private AD)
TØLLØSE (Private AD)	EKTO*	EKTR*	AARHUS TRAUMACENTER HEMS
TØNDER	EKTD		(Private helideck)
VARDE FLYVEPLADS (Private AD)	EKVA*	EKTS	THISTED
VEJRØ (Private AD)	EKVO*	EKVA*	VARDE FLYVEPLADS (Private AD)
VESTHIMMERLAND	EKVH*	EKVB	VIBORG
VIBORG	EKVB	EKVD	KOLDING/VAMDRUP
VOJENS/SKRYDSTRUP (MIL)	EKSP	EKVE*	EJSTRUPHEDE (Private AD)
VØJSTRUP (Private AD)	EKFS*	EKVH*	VESTHIMMERLAND
ÆRØ	EKAE	EKVJ	STAUNING
ÆRØ HELIPORT (Private Helideck)	EKAO	EKVO*	VEJRØ (Private AD)
ÅRSLEV (Private heliport)	EKCB*	EKYT	AALBORG (CIV/MIL)

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GEN 2.5 LIST OF RADIO NAVIGATION AIDS

Station	ID	Facility	Purpose E: Enroute A: Aerodrome	Frequency	Co-ordinates
Aalborg	AAL	VOR	AE	116.700 MHz	570613.39N 0095944.08E
Aalborg	AAL	TACAN	AE	CH 114x	570614.16N 0095934.11E
Aalborg	AE	ILS 08L	A	109.900 MHz	570549.02N 0095301.40E
Aalborg	AE	DME 08L	A	CH36x	570541.90N 0095013.60E
Aalborg	YT	ILS 26R	A	111.550 MHz	570535.97N 0094938.62E
Aalborg	YT	DME 26R	A	CH52y	570550.27N 0095217.47E
Aarhus	AAR	ILS 10R	A	111.900 MHz	561801.63N 0103851.01E
Aarhus	AAR	DME 10R	A	CH 56x	561813.79N 0103603.97E
Aarhus	TL	L	A	384 KHz	561801.46N 0103707.22E
Aarhus	TR	ILS 28L	A	110.100 MHz	561825.62N 0103525.62E
Aarhus	TR	DME 28L	A	CH 48x	561800.99N 0103810.84E
Alsie	ALS	VOR	AE	114.700 MHz	545419.49N 0095936.16E
Bella	BEL	DME	E	114.650MHz/ CH 93Y	554728.45N 0120544.47E
Billund	BIL	ILS 09	A	109.750 MHz	554428.92N 0091109.05E
Billund	BIL	DME 09	A	109.750MHz/ CH 34y	554428.74N 0090820.83E
Billund	LEL	ILS 27	A	110.700 MHz	554422.51N 0090742.03E
Billund	LEL	DME 27	A	CH 44x	554422.80N 0091027.17E
Codan	CDA	DME	E	114.900 MHz/ CH 96x	550005.40N 0122245.16E
Esbjerg	ES	ILS 26	A	110.150 MHz	553123.49N 0083138.22E
Esbjerg	ES	DME	A	CH 38y	553143N 0083406E
Esebo	ESE	DME	E	116.600 MHz/ CH113X	553121N 0082445E
Esbjerg	OO	ILS 08	A	109.100 MHz	553142.18N 0083436.00E
Esbjerg	OO	DME 08	A	CH 28x	553124N 0083218E
Harald	HWB	L	A	336 KHz	562038.83N 0041618.92E
Karup	KAP	ILS 09R	A	108.300 MHz	561750.95N 0090745.29E
Karup	KAP	DME 09R	A	CH 20x	561745.81N 0090455.93E
Karup	KAR	TACAN	A	CH 37x	561748.03N 0090030.95E
Karup	KR	ILS 27L	A	108.150 MHz	561749.60N 0090416.19E
Karup	KR	DME 27L	A	CH 18y	561746.69N 0090710.25E
Kastrup	CH	ILS 04L	A	110.500 MHZ	553705.09N 0123836.82E
Kastrup	CH	DME 04L	A	CH 42x	553535.89N 0123629.55E
Kastrup	KA	ILS 12	A	109.900 MHz	553634.87N 0124041.51E
Kastrup	KA	DME 12	A	CK 36x	553717.98N 0123829.93E
Kastrup	KAS	DME	AE	112.500 MHz/ CH 72x	553525.87N 0123648.97E
Kastrup	KLK	ILS 22R	A	110.900 MHz	553523.37N 0123559.51E
Kastrup	KLK	DME 22R	A	CH 46x	553635.03N 0123801.09E
Kastrup	NE	ILS 04R	A	109.300 KHz	553740.66N 0124017.50E
Kastrup	NE	DME 04R	A	CH 30x	563616.62N 0123816.24E
Kastrup	OXS	ILS 22L	A	109.500 MHz	553603.30N 0123746.81E
Kastrup	OXS	DME 22L	A	CH 32x	553720.67N 0123957.27E

Station	ID	Facility	Purpose E: Enroute A: Aerodrome	Frequency	Co-ordinates
Kastrup	OY	ILS 30	A	108.900 MHz	553740.28N 0123744.73E
Kastrup	OY	DME 30	A	CH 26x	553651.09N 0123942.89E
Korsa	KOR	VOR/DME	AE	112.800 MHz/ CH 75x	552621.71N 0113753.51E
Lemme	LME	DME	E	115.350 MHz/ CH 100y	555933.503N 0082115.751E
Odense	OD	ILS 24	A	108.350 MHz	552810.67N 0101834.89E
Odense	OD	DME 24	A	CH 20y	552845.53N 0102007.14E
Odin	ODN	DME	E	115.500 MHZ/ CH102x	553451.64N 0103910.76E
Ramme	RAM	DME	AE	111.850 MHz/ CH 55y	562842.14N 0081114.51E
Roskilde	KV	ILS 11	A	111.500 MHz	553455.16N 0120839.21E
Roskilde	KV	DME 11	A	CH 52x	553515.91N 0120709.24E
Roskilde	RK	L	A	368 KHz	553723.27N 0115949.81E
Roskilde	SN	ILS 21	A	108.700 MHz	553432.39N 0120715.43E
Roskilde	SN	DME 21	A	CH 24x	553513.15N 0120806.64E
Rønne	FAU	L	A	334 KHz	550142N 0145402E*
Rønne	IAR	ILS 11	A	110.300 MHz	550329.47N 0144646.93E
Rønne	IAR	DME 11	A	CH30y	550353N 0144457E*
Rønne	IRE	ILS 29	A	110.300 MHz	550406.18N 0144421.31E
Rønne	IRE	DME 29	A	CH 40x	550342.19N 0144612.22E
Rønne	ROE	VOR	AE	112.000 MHz	550356.08N 0144531.29E
Rønne	ROE	TACAN	AE	112.000 MHz/ CH 57x	550342.73N 0144521.07E
Siri	SIR	L	A	391 KHz	562857.77N 0045440.06E
Skjold	JL	L	A	434 KHz	553153.74N 0045424.08E
Skrydstrup	ISPA	ILS 10L	A	109.350 MHz	551259.83N 0091740.10E
Skrydstrup	ISPA/ SRY	DME 10L/28R	A	CH 30y	551309.34N 0091711.49E
Skrydstrup	SKR	TACAN	AE	110.400 MHz/ CH 41x	551344.18N 0091250.61E
Skrydstrup	SRY	ILS 28R	A	109.350 MHz	551332.31N 0091414.42E
Skrydstrup	VO	L	A	321 KHz	551328.75N 0091625.37E
South Arne	SRN	L	A	361 KHz	560449.01N 0041349.44E
Stauning	AU	L	A	346KHz	555927.58N 0081906.09E
Stauning	SVJ	LOC 27	A	110.100 MHz	555925.78N 0082017.88E
Stauning	VJ	L	A	328 KHz	555919.13N 0082527.97E
Sønderborg	CIM	ILS 32	A	111.150 MHz	545811.72N 0094700.39E
Sønderborg	CIM	DME 32	A	CH 48y	545729.39N 0094755.03E
Trano	TNO	VOR/DME	A	117.400MHz/ CH 121x	554626.74N 0112621.08E
Vamdrup	KD	L	A	357 KHz	552635.87N 0092005.42E
Vamdrup	VAM	DME	E	110.050 MHz/ CH 37y	552616.585N 0092006.051E

ID	Station	Facility	Purpose E: Enroute A: Aerodrome	Frequency	Co-ordinates
AAL	Aalborg	VOR	AE	116.700 MHz	570613.39N 0095944.08E
AAL	Aalborg	TACAN	AE	CH 114x	570614.16N 0095934.11E
AAR	Aarhus	ILS 10R	A	111.900 MHz	561801.63N 0103851.01E
AAR	Aarhus	DME 10R	A	CH 56x	561813.79N 0103603.97E
AE	Aalborg	ILS 08L	A	109.900 MHz	570549.02N 0095301.40E
AE	Aalborg	DME 08L	A	CH36x	570541.90N 0095013.60E
ALS	Alsie	VOR	AE	114.700 MHz	545419.49N 0095936.16E
AU	Stauning	L	A	346KHz	555927.58N 0081906.09E
BEL	Bella	DME	E	114.650 MHz/ CH 93Y	554728.45N 0120544.47E
BIL	Billund	ILS 09	A	109.750 MHz	554428.92N 0091109.05E
BIL	Billund	DME 09	A	109.750 MHz	554428.74N 0090820.83E
CDA	Codan	DME	E	114.900 MHz/ CH 96x	550005.40N 0122245.16E
CH	Kastrup	ILS 04L	A	110.500 MHZ	553705.09N 0123836.82E
CH	Kastrup	DME 04L	A	CH 42x	553535.89N 0123629.55E
CIM	Sønderborg	ILS 32	A	111.150 MHz	545811.72N 0094700.39E
CIM	Sønderborg	DME 32	A	CH 48y	545729.39N 0094755.03E
ES	Esbjerg	ILS 26	A	110.150 MHz	553123.49N 0083138.22E
ES	Esbjerg	DME	A	CH 38y	553143N 0083406E
ESE	Esebo	DME	E	116.600MHz/ CH 113x	553121N 0082445E
FAU	Rønne	L	A	334 KHz	550142N 0145402E*
HWB	Harald	L	A	336 KHz	562038.83N 0041618.92E
IAR	Rønne	DME 11	A	CH30y	550353N 0144457E*
IRE	Rønne	ILS 29	A	110.300 MHz	550406.18N 0144421.31E
IRE	Rønne	DME 29	A	CH 40x	550342.19N 0144612.22E
ISPA	Skrydstrup	ILS 11L	A	109.350 MHz	551259.83N 0091740.10E
ISPA	Skrydstrup	DME 11L	A	CH 30y	551309.34N 0091711.49E
JL	Skjold	L	A	434 KHz	553153.74N 0045424.08E
KA	Kastrup	ILS 12	A	109.900 MHz	553634.87N 0124041.51E
KA	Kastrup	DME 12	A	CK 36x	553717.98N 0123829.93E
KAP	Karup	ILS 09R	A	108.300 MHz	561750.95N 0090745.29E
KAP	Karup	DME 09R	A	CH 20x	561745.81N 0090455.93E
KAR	Karup	TACAN	A	CH 37x	561748.03N 0090030.95E
KAS	Kastrup	DME	AE	112.500 MHz/ CH 72x	553525.87N 0123648.97E
KD	Vamdrup	L	A	357 KHz	552635.87N 0092005.42E
KLK	Kastrup	ILS 22R	A	110.900 MHz	553523.37N 0123559.51E
KLK	Kastrup	DME 22R	A	CH 46x	553635.03N 0123801.09E
KOR	Korsa	VOR/DME	AE	112.800 MHz/ CH 75x	552621.71N 0113753.51E
KR	Karup	ILS 27L	A	108.150 MHz	561749.60N 0090416.19E
KR	Karup	DME 27L	A	CH 18y	561746.69N 0090710.25E

ID	Station	Facility	Purpose E: Enroute A: Aerodrome	Frequency	Co-ordinates
KV	Roskilde	ILS 11	A	111.500 MHz	553455.16N 0120839.21E
KV	Roskilde	DME 11	A	CH 52x	553515.91N 0120709.24E
LEL	Billund	ILS 27	A	110.700 MHz	554422.51N 0090742.03E
LEL	Billund	DME 27	A	CH 44x	554422.80N 0091027.17E
LME	Lemme	DME	E	115.350 MHz/ CH 100y	555933.503N 0082115.751E
NE	Kastrup	ILS 04R	A	109.300 KHz	553740.66N 0124017.50E
NE	Kastrup	DME 04R	A	CH 30x	563616.62N 0123816.24E
OD	Odense	ILS 24	A	108.350 MHz	552810.67N 0101834.89E
OD	Odense	DME 24	A	CH 20y	552845.53N 0102007.14E
ODN	Odin	DME	E	115.500 MHZ/ CH102x	553451.64N 0103910.76E
OO	Esbjerg	ILS 08	A	109.100 MHz	553142.18N 0083436.00E
OO	Esbjerg	DME 08	A	CH 28x	553124N 0083218E
OXS	Kastrup	ILS 22L	A	109.500 MHz	553603.30N 0123746.81E
OXS	Kastrup	DME 22L	A	CH 32x	553720.67N 0123957.27E
OY	Kastrup	ILS 30	A	108.900 MHz	553740.28N 0123744.73E
RAM	Ramme	DME	AE	111.850 MHz/ CH 55y	562842.14N 0081114.51E
RK	Roskilde	L	A	368 KHz	553723.27N 0115949.81E
ROE	Rønne	VOR	AE	112.000 MHz	550356.08N 0144531.29E
ROE	Rønne	TACAN	AE	112.000 MHz/ CH 57x	550342.73N 0144521.07E
SIR	Siri	L	A	391 KHz	562857.77N 0045440.06E
SKR	Skrydstrup	TACAN	AE	110.400 MHz/ CH 41x	551344.18N 0091250.61E
SN	Roskilde	ILS 21	A	108.700 MHz	553432.39N 0120715.43E
SRN	South Arne	L	A	361 KHz	560449.01N 0041349.44E
SRY	Skrydstrup	ILS 29R	A	109.350 MHz	551332.31N 0091414.42E
SRY	Skrydstrup	DME 29R	A	CH 30y	551309.34N 0091711.49E
SVJ	Stauning	ILS 27	A	110.100 MHz	555925.78N 0082017.88E
TL	Aarhus	L	A	384 KHz	561801.46N 0103707.22E
TNO	Trano	VOR/DME	A	117.400MHz/ CH 121x	554626.74N 0112621.08E
TR	Aarhus	ILS 28L	A	110.100 MHz	561825.62N 0103525.62E
TR	Aarhus	DME 28L	A	CH 48x	561800.99N 0103810.84E
VO	Skrydstrup	L	A	321 KHz	551328.75N 0091625.37E
VJ	Stauning	L	A	328 KHz	555919.13N 0082527.97E
YT	Aalborg	ILS 26R	A	111.550 MHz	570535.97N 0094938.62E
YT	Aalborg	DME 26R	A	CH52y	570550.27N 0095217.47E

GEN 2.6 CONVERSION TABLES

NM to KM 1 NM = 1.852 KM		KM to NM 1 KM = 1 : 1.852 NM		FT to M 1 FT = 0.3048 m		M to FT 1 M = 1 : 0.3048 FT	
NM	KM	KM	NM	FT	M	M	FT
0.1	0.185	0.1	0.05	1	0.30	1	3.28
0.2	0.370	0.2	0.11	2	0.61	2	6.56
0.3	0.556	0.3	0.16	3	0.91	3	9.84
0.4	0.741	0.4	0.22	4	1.22	4	13.12
0.5	0.926	0.5	0.27	5	1.52	5	16.40
0.6	1.111	0.6	0.32	6	1.83	6	19.68
0.7	1.296	0.7	0.38	7	2.13	7	22.97
0.8	1.482	0.8	0.43	8	2.44	8	26.25
0.9	1.667	0.9	0.49	9	2.74	9	29.53
1	1.852	1	0.54	10	3.05	10	32.81
2	3.704	2	1.08	11	3.35	11	36.09
3	5.556	3	1.62	12	3.66	12	39.37
4	7.408	4	2.16	13	3.96	13	42.65
5	9.260	5	2.7	14	4.27	14	45.93
6	11.11	6	3.24	15	4.57	15	49.21
7	12.96	7	3.78	16	4.88	16	52.49
8	14.82	8	4.32	17	5.18	17	55.77
9	16.67	9	4.86	18	5.49	18	59.05
10	18.52	10	5.40	19	5.79	19	62.34
11	20.37	11	5.94	20	6.10	20	65.62
12	22.22	12	6.48	25	7.62	25	82.02
13	24.08	13	7.02	30	9.14	30	98.42
14	25.93	14	7.56	35	10.67	35	114.83
15	27.78	15	8.10	40	12.19	40	131.23
16	29.63	16	8.64	45	13.72	45	147.64
17	31.48	17	9.18	50	15.24	50	164.04
18	33.34	18	9.72	55	16.76	55	180.44
19	35.19	19	10.26	60	18.29	60	196.85
20	37.04	20	10.80	65	19.81	65	213.25
25	46.30	25	13.50	70	21.34	70	229.66
30	55.56	30	16.20	75	22.86	75	246.06
35	64.82	35	18.90	80	24.38	80	262.46
40	74.08	40	21.60	85	25.91	85	278.87
45	83.34	45	24.30	90	27.43	90	295.27
50	92.60	50	27.00	95	28.96	95	311.68
55	101.9	55	29.70	100	30.48	100	328.08
60	111.1	60	32.40	200	60.96	200	656.17
65	120.4	65	35.10	300	91.44	300	984.25
70	129.6	70	37.80	400	121.92	400	1312.34
75	138.9	75	40.50	500	152.40	500	1640.42
80	148.2	80	43.20	600	182.88	600	1968.50
85	157.4	85	45.90	700	213.36	700	2296.59
90	166.7	90	48.59	800	243.84	800	2624.67
95	175.9	95	51.29	900	274.32	900	2952.76
100	185.2	100	54.00	1000	304.80	1000	3280.84
200	370.4	200	108.0	2000	609.60	2000	6561.68
300	555.6	300	162.0	3000	914.40	3000	9842.52
400	740.8	400	216.0	4000	1219.2	4000	13123.46
500	926.0	500	270.0	5000	1524.0	5000	16404.20
600	1111	600	324.0	6000	1828.8		
700	1296	700	378.0	7000	2133.6		
800	1482	800	432.0	8000	2438.4		

INCHES to HECTOPASCAL										
Mercury	0.00	0.01	0.02	0.03	0.04	0.05	0.06	0.07	0.08	0.09
INCHES	HECTOPASCAL									
28.0	948.2	948.5	948.9	949.2	949.5	949.9	950.2	950.6	950.9	951.2
28.1	951.6	951.9	952.3	952.6	952.9	953.3	953.6	953.9	954.3	954.6
28.2	955.0	955.3	955.6	956.0	956.3	956.7	957.0	957.3	957.7	958.0
28.3	958.3	958.7	959.0	959.4	959.7	960.0	960.4	960.7	961.1	961.4
28.4	961.7	962.1	962.4	962.8	963.1	963.4	963.8	964.1	964.4	964.8
28.5	965.1	965.5	965.8	966.1	966.5	966.8	967.2	967.5	967.8	968.2
28.6	968.5	968.8	969.2	969.5	969.9	970.2	970.5	970.9	971.2	971.6
28.7	971.9	972.2	972.6	972.9	973.2	973.6	973.9	974.3	974.6	974.9
28.8	975.3	975.6	976.0	976.3	976.6	977.0	977.3	977.7	978.0	978.3
28.9	978.7	979.0	979.3	979.7	980.0	980.4	980.7	981.0	981.4	981.7
29.0	982.1	982.4	982.7	983.1	983.4	983.7	¨984.1	984.4	984.8	985.1
29.1	985.4	985.8	986.1	986.5	986.8	987.1	987.5	987.8	988.2	988.5
29.2	988.8	989.2	989.5	989.8	990.2	990.5	990.9	991.2	991.5	991.9
29.3	992.2	992.6	992.9	993.2	993.6	993.9	994.2	994.6	994.9	995.3
29.4	995.6	995.9	996.3	996.6	997.0	997.3	997.6	998.0	998.3	998.6
29.5	999.0	999.3	999.7	1000.0	1000.4	1000.7	1001.0	1001.4	1001.7	1002.0
29.6	1002.4	1002.7	1003.1	1003.4	1003.7	1004.1	1004.4	1004.7	1005.1	1005.4
29.7	1005.8	1006.1	1006.4	1006.8	1007.1	1007.5	1007.8	1008.1	1008.5	1008.8
29.8	1009.1	1009.5	1009.8	1010.2	1010.5	1010.8	1011.2	1011.5	1011.9	1012.2
29.9	1012.5	1012.9	1013.2	1013.5	1013.9	1014.2	1014.6	1014.9	1015.2	1015.6
30.0	1015.9	1016.3	1016.6	1016.9	1017.3	1017.6	1018.0	1018.3	1018.6	1019.0
30.1	1019.3	1019.6	1020.0	1020.3	1020.7	1021.0	1021.3	1021.7	1022.0	1022.4
30.2	1022.7	1023.0	1023.4	1023.7	1024.0	1024.4	1024.7	1025.1	1025.4	1025.7
30.3	1026.1	1026.4	1026.7	1027.1	1027.4	1027.8	1028.1	1028.4	1028.8	1029.1
30.4	1029.5	1029.8	1030.1	1030.5	1030.8	1031.2	1031.5	1031.8	1032.2	1032.5
30.5	1032.9	1033.2	1033.5	1033.9	1034.2	1034.5	1034.9	1035.2	1035.5	1035.9
30.6	1036.2	1036.6	1036.9	1037.3	1037.6	1037.9	1038.3	1038.6	1038.9	1039.2
30.7	1039.6	1040.0	1040.3	1040.6	1041.0	1041.3	1041.7	1042.0	1042.3	1042.7
30.8	1043.0	1043.3	1043.7	1044.0	1044.4	1044.7	1045.0	1045.4	1045.7	1046.1
30.9	1046.4	1046.7	1047.1	1047.4	1047.8	1048.1	1048.4	1048.8	1049.1	1049.5

HECTOPASCAL to INCHES										
HECTO-	0	1	2	3	4	5	6	7	8	9
PASCA	INCHES									
940	27.76	27.79	27.82	27.85	27.88	27.91	27.94	27.96	27.99	28.02
950	28.05	28.08	28.11	28.14	28.17	28.20	28.23	28.26	28.29	28.32
960	28.35	28.38	28.41	28.44	28.47	28.50	28.53	28.56	28.58	28.61
970	28.64	28.67	28.70	28.73	28.76	28.79	28.82	28.85	28.88	28.91
980	28.94	28.97	29.00	29.03	29.06	29.09	29.12	29.15	29.18	29.20
990	29.23	29.26	29.29	29.32	29.35	29.38	29.41	29.44	29.47	29.50
1000	29.53	29.56	29.59	29.62	29.65	29.68	29.71	29.74	29.77	29.80
1010	29.83	29.85	29.88	29.91	29.94	29.97	30.00	30.03	30.06	30.09
1020	30.12	30.15	30.18	30.21	30.24	30.27	30.30	30.33	30.36	30.39
1030	30.42	30.45	30.47	30.50	30.53	30.56	30.59	30.62	30.65	30.68
1040	30.71	30.74	30.77	30.80	30.83	30.86	30.89	30.92	30.95	30.98
1050	31.01	31.04	31.07	31.09	31.12	31.15	31.18	31.21	31.24	31.27

CENTIGRADE/FAHRENHEIT

C	FAH	C	FAH	C	FAH	C	FAH	C	FAH	C	FAH
-60	-76.0	-38	-36.4	-16	+ 3.2	+ 6	+42.8	+28	+ 82.4	+50	+122.0
-59	-74.2	-37	-34.6	-15	5.0	7	44.6	29	84.2	51	123.8
-58	-72.4	-36	-32.8	-14	6.8	8	46.4	30	86.0	52	125.6
-57	-70.6	-35	-31.0	-13	8.6	9	48.2	31	87.8	53	127.4
-56	-68.8	-34	-29.2	-12	10.4	10	50.0	32	89.6	54	129.2
-55	-67.0	-33	-27.4	-11	12.2	11	51.8	33	91.4	55	131.0
-54	-65.2	-32	-25.6	-10	14.0	12	53.6	34	93.2	56	132.8
-53	-63.4	-31	-23.8	- 9	15.8	13	55.4	35	95.0	57	134.6
-52	-61.6	-30	-22.0	- 8	17.6	14	57.2	36	96.8	58	136.4
-51	-59.8	-29	-20.0	- 7	19.4	15	59.0	37	98.6	59	138.2
-50	-58.0	-28	-18.4	- 6	21.2	16	60.8	38	100.4	60	140.0
-49	-56.2	-27	-16.6	- 5	23.0	17	62.6	39	102.2	61	141.8
-48	-54.4	-26	-14.8	- 4	24.8	18	64.4	40	104.0	62	143.6
-47	-52.6	-25	-13.0	- 3	26.6	19	66.2	41	105.8	63	145.4
-46	-50.8	-24	-11.2	- 2	28.4	20	68.0	42	107.6	64	147.2
-45	-49.0	-23	- 9.4	- 1	30.2	21	69.8	43	109.4	65	149.0
-44	-47.2	-22	- 7.6	0	32.0	22	71.6	44	111.2	66	150.8
-43	-45.4	-21	- 5.8	+ 1	33.8	23	73.4	45	113.0	67	152.6
-42	-43.6	-20	- 4.0	2	35.6	24	75.2	46	114.8	68	154.4
-41	-41.8	-19	- 2.2	3	37.4	25	77.0	47	116.6	69	156.2
-40	-40.0	-18	- 0.4	4	39.2	26	78.8	48	118.4	70	158.0
-39	-38.2	-17	+ 1.4	5	41.0	27	80.6	49	120.2		

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GEN 2.7 Sunrise/Sunset Tables and Daily Periods for VFR Flights

1. Daily Periods for VFR Flights

1.1 In accordance with Civil Aviation Regulation BL 7-1 areas and daily periods within which VFR flights may take place over Denmark have been established.

1.2 Areas and Daily periods

Details about the areas and daily periods are given in the tables on the following pages.

The tables are valid from 2024 to 2031. For the 8 year period, the tables are calculated for 2024, which is used as a reference year. In this period the variation at a given position, at a given date, throughout the period from the reference year is negligible. All times are UTC.

- Table 1 Karup/Midtjyllands Lufthavn (MIL/CIV) valid for the area west of 11° E including the island Læsø;
- Table 2 København/Kastrup valid for the area east of 11° E with the exception of the islands Læsø, Bornholm and Ertholmene;
- Table 3 Bornholm/Rønne valid for the area over the islands Bornholm and Ertholmene;
- Table 4 Tyra E valid for the North Sea area west of 8° E.

Table 1

West of 11°E including the island of Læsø
(Data REF: EKKA - Karup/Midtjyllands Lufthavn)

2024-2031

JAN					FEB					MAR				
Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO
01	0710	0757	1457	1544	01	0639	0721	1554	1636	01	0536	0614	1658	1736
02	0710	0757	1458	1545	02	0638	0719	1556	1637	02	0534	0612	1700	1738
03	0709	0756	1500	1547	03	0636	0717	1558	1639	03	0531	0609	1702	1740
04	0709	0756	1501	1548	04	0634	0715	1601	1642	04	0530	0607	1705	1742
05	0708	0755	1502	1549	05	0632	0713	1603	1644	05	0527	0604	1707	1744
06	0708	0755	1504	1551	06	0630	0711	1605	1646	06	0525	0602	1709	1746
07	0707	0754	1505	1552	07	0629	0709	1607	1647	07	0522	0559	1711	1748
08	0708	0754	1507	1553	08	0627	0707	1610	1650	08	0519	0556	1713	1750
09	0707	0753	1508	1554	09	0624	0704	1612	1652	09	0517	0554	1715	1752
10	0706	0752	1510	1556	10	0622	0702	1614	1654	10	0514	0551	1717	1754
11	0705	0751	1512	1558	11	0620	0700	1616	1656	11	0512	0549	1719	1756
12	0704	0750	1513	1559	12	0618	0658	1619	1659	12	0509	0546	1721	1758
13	0703	0749	1515	1601	13	0617	0656	1621	1700	13	0506	0543	1724	1801
14	0703	0748	1517	1602	14	0614	0653	1623	1702	14	0504	0541	1726	1803
15	0702	0747	1519	1604	15	0612	0651	1625	1704	15	0501	0538	1728	1805
16	0701	0746	1521	1606	16	0610	0649	1627	1706	16	0458	0535	1730	1807
17	0700	0745	1523	1608	17	0607	0646	1630	1709	17	0456	0533	1732	1809
18	0658	0743	1525	1610	18	0605	0644	1632	1711	18	0453	0530	1734	1811
19	0658	0742	1527	1611	19	0603	0642	1634	1713	19	0450	0527	1736	1813
20	0657	0741	1529	1613	20	0600	0639	1636	1715	20	0448	0525	1738	1815
21	0655	0739	1531	1615	21	0559	0637	1638	1716	21	0445	0522	1740	1817
22	0654	0738	1533	1617	22	0556	0634	1641	1719	22	0441	0519	1742	1820
23	0653	0736	1535	1618	23	0554	0632	1643	1721	23	0439	0517	1744	1822
24	0652	0735	1537	1620	24	0551	0629	1645	1723	24	0436	0514	1746	1824
25	0650	0733	1539	1622	25	0549	0627	1647	1725	25	0433	0511	1749	1827
26	0648	0731	1541	1624	26	0547	0625	1649	1727	26	0431	0509	1751	1829
27	0647	0730	1543	1626	27	0544	0622	1652	1730	27	0428	0506	1753	1831
28	0646	0728	1545	1627	28	0541	0619	1654	1732	28	0425	0503	1755	1833
29	0644	0726	1547	1629	29	0539	0617	1656	1734	29	0423	0501	1757	1835
30	0642	0724	1550	1632						30	0420	0458	1759	1837
31	0641	0723	1552	1634						31	0417	0455	1801	1839

APR					MAY					JUN				
Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO
01	0415	0453	1803	1841	01	02:53	03:38	19:05	19:50	01	0144	0243	2001	2100
02	0411	0450	1805	1844	02	02:49	03:35	19:07	19:53	02	0142	0242	2002	2102
03	0408	0447	1807	1846	03	02:47	03:33	19:09	19:55	03	0141	0241	2003	2103
04	0406	0445	1809	1848	04	02:45	03:31	19:11	19:57	04	0140	0240	2004	2104
05	0403	0442	1811	1850	05	02:42	03:29	19:13	20:00	05	0138	0239	2006	2107
06	0401	0440	1813	1852	06	02:39	03:26	19:15	20:02	06	0138	0239	2007	2108
07	0358	0437	1815	1854	07	02:36	03:24	19:17	20:05	07	0136	0238	2008	2110
08	0355	0434	1817	1856	08	02:34	03:22	19:19	20:07	08	0135	0237	2009	2111
09	0352	0432	1820	1900	09	02:32	03:20	19:21	20:09	09	0135	0237	2010	2112
10	0349	0429	1822	1902	10	02:29	03:18	19:23	20:12	10	0133	0236	2011	2114
11	0347	0427	1824	1904	11	02:27	03:16	19:25	20:14	11	0133	0236	2012	2115
12	0344	0424	1826	1906	12	02:24	03:14	19:27	20:17	12	0132	0235	2012	2115
13	0341	0421	1828	1908	13	02:22	03:12	19:29	20:19	13	0132	0235	2013	2116
14	0338	0419	1830	1911	14	02:19	03:10	19:31	20:22	14	0131	0235	2014	2118
15	0335	0416	1832	1913	15	02:17	03:08	19:33	20:24	15	0130	0234	2014	2118
16	0333	0414	1834	1915	16	02:16	03:07	19:35	20:26	16	0130	0234	2015	2119
17	0330	0411	1836	1917	17	02:13	03:05	19:36	20:28	17	0130	0234	2015	2119
18	0328	0409	1838	1919	18	02:11	03:03	19:38	20:30	18	0130	0234	2016	2120
19	0324	0406	1840	1922	19	02:08	03:01	19:40	20:33	19	0130	0234	2016	2120
20	0322	0404	1842	1924	20	02:07	03:00	19:42	20:35	20	0130	0234	2016	2120
21	0319	0401	1844	1926	21	02:04	02:58	19:44	20:38	21	0130	0234	2016	2120
22	0316	0359	1846	1929	22	02:02	02:56	19:45	20:39	22	0131	0235	2016	2120
23	0313	0356	1848	1931	23	02:00	02:55	19:47	20:42	23	0131	0235	2017	2121
24	0311	0354	1851	1934	24	01:58	02:53	19:49	20:44	24	0131	0235	2016	2120
25	0309	0352	1853	1936	25	01:56	02:52	19:50	20:46	25	0132	0236	2016	2120
26	0305	0349	1855	1939	26	01:54	02:50	19:52	20:48	26	0132	0236	2016	2120
27	0303	0347	1857	1941	27	01:52	02:49	19:53	20:50	27	0133	0237	2016	2120
28	0300	0344	1859	1943	28	01:51	02:48	19:55	20:52	28	0135	0238	2016	2119
29	0257	0342	1901	1946	29	01:48	02:46	19:56	20:54	29	0135	0238	2015	2118
30	0255	0340	1903	1948	30	01:47	02:45	19:58	20:56	30	0136	0239	2015	2118
					31	01:45	02:44	19:59	20:58					

Table 1

West of 11°E including the island of Læsø
(Data REF: EKKA - Karup/Midtjyllands Lufthavn)

2024-2031

Day	JUL TWIL FROM	SR	SS	TWIL TO	Day	AUG TWIL FROM	SR	SS	TWIL TO	Day	SEP TWIL FROM	SR	SS	TWIL TO
01	0137	0240	2014	2117	01	0238	0327	1932	2021	01	0348	0428	1817	1857
02	0139	0241	2014	2116	02	0241	0329	1930	2018	02	0350	0430	1815	1855
03	0140	0242	2013	2115	03	0243	0331	1927	2015	03	0353	0432	1812	1851
04	0141	0243	2013	2115	04	0245	0333	1925	2013	04	0355	0434	1810	1849
05	0143	0244	2012	2113	05	0247	0334	1923	2010	05	0357	0436	1807	1846
06	0144	0245	2011	2112	06	0249	0336	1921	2008	06	0359	0438	1804	1843
07	0146	0246	2010	2110	07	0252	0338	1919	2005	07	0401	0440	1802	1841
08	0147	0247	2009	2109	08	0254	0340	1917	2003	08	0403	0442	1759	1838
09	0149	0249	2008	2108	09	0256	0342	1914	2000	09	0406	0444	1756	1834
10	0151	0250	2007	2106	10	0259	0344	1912	1957	10	0408	0446	1754	1832
11	0152	0251	2006	2105	11	0301	0346	1910	1955	11	0410	0448	1751	1829
12	0155	0253	2005	2103	12	0303	0348	1907	1952	12	0412	0450	1748	1826
13	0156	0254	2004	2102	13	0306	0350	1905	1949	13	0414	0452	1746	1824
14	0159	0256	2002	2059	14	0308	0352	1903	1947	14	0416	0454	1743	1821
15	0200	0257	2001	2058	15	0310	0354	1900	1944	15	0418	0456	1740	1818
16	0203	0259	2000	2056	16	0313	0356	1858	1941	16	0420	0458	1738	1816
17	0204	0300	1958	2054	17	0315	0358	1855	1938	17	0422	0500	1735	1813
18	0207	0302	1957	2052	18	0317	0400	1853	1936	18	0424	0502	1732	1810
19	0208	0303	1955	2050	19	0319	0402	1851	1934	19	0425	0503	1730	1808
20	0211	0305	1954	2048	20	0322	0404	1848	1930	20	0427	0505	1727	1805
21	0213	0307	1952	2046	21	0324	0406	1846	1928	21	0430	0507	1724	1801
22	0215	0308	1950	2043	22	0326	0408	1843	1925	22	0432	0509	1722	1759
23	0217	0310	1949	2042	23	0328	0410	1841	1923	23	0434	0511	1719	1756
24	0220	0312	1947	2039	24	0331	0412	1838	1919	24	0436	0513	1716	1753
25	0222	0314	1945	2037	25	0333	0414	1836	1917	25	0438	0515	1713	1750
26	0225	0316	1943	2034	26	0335	0416	1833	1914	26	0440	0517	1711	1748
27	0226	0317	1941	2032	27	0337	0418	1830	1911	27	0442	0519	1708	1745
28	0228	0319	1940	2031	28	0340	0420	1828	1908	28	0444	0521	1705	1742
29	0231	0321	1938	2028	29	0342	0422	1825	1905	29	0446	0523	1703	1740
30	0233	0323	1936	2026	30	0344	0424	1823	1903	30	0448	0525	1700	1737
31	0236	0325	1934	2023	31	0346	0426	1820	1900					

Day	OCT TWIL FROM	SR	SS	TWIL TO	Day	NOV TWIL FROM	SR	SS	TWIL TO	Day	DEC TWIL FROM	SR	SS	TWIL TO
01	0450	0527	1658	1735	01	0552	0632	1541	1621	01	0647	0733	1452	1538
02	0452	0529	1655	1732	02	0555	0635	1539	1619	02	0648	0734	1451	1537
03	0454	0531	1652	1729	03	0557	0637	1537	1617	03	0650	0736	1451	1537
04	0456	0533	1650	1727	04	0558	0639	1535	1616	04	0651	0738	1450	1537
05	0459	0536	1647	1724	05	0600	0641	1532	1613	05	0652	0739	1449	1536
06	0501	0538	1644	1721	06	0602	0643	1530	1611	06	0654	0741	1449	1536
07	0503	0540	1642	1719	07	0604	0645	1528	1609	07	0655	0742	1448	1535
08	0505	0542	1639	1716	08	0606	0647	1526	1607	08	0656	0743	1448	1535
09	0506	0544	1637	1715	09	0608	0650	1524	1606	09	0658	0745	1447	1534
10	0508	0546	1634	1712	10	0610	0652	1523	1605	10	0659	0746	1447	1534
11	0510	0548	1631	1709	11	0612	0654	1521	1603	11	0659	0747	1447	1535
12	0512	0550	1629	1707	12	0614	0656	1519	1601	12	0700	0748	1447	1535
13	0514	0552	1626	1704	13	0616	0658	1517	1559	13	0701	0749	1446	1534
14	0516	0554	1624	1702	14	0617	0700	1515	1558	14	0702	0750	1446	1534
15	0518	0556	1621	1659	15	0619	0702	1513	1556	15	0703	0751	1446	1534
16	0520	0558	1619	1657	16	0621	0704	1512	1555	16	0704	0752	1447	1535
17	0522	0600	1616	1654	17	0623	0706	1510	1553	17	0705	0753	1447	1535
18	0524	0602	1614	1652	18	0625	0708	1508	1551	18	0706	0754	1447	1535
19	0527	0605	1611	1649	19	0626	0710	1507	1551	19	0706	0754	1447	1535
20	0529	0607	1609	1647	20	0628	0712	1505	1549	20	0707	0755	1448	1536
21	0530	0609	1606	1645	21	0630	0714	1504	1548	21	0707	0755	1448	1536
22	0532	0611	1604	1643	22	0632	0716	1503	1547	22	0708	0756	1449	1537
23	0534	0613	1602	1641	23	0634	0718	1501	1545	23	0708	0756	1449	1537
24	0536	0615	1559	1638	24	0635	0720	1500	1545	24	0709	0757	1450	1538
25	0538	0617	1557	1636	25	0637	0722	1459	1544	25	0709	0757	1451	1539
26	0540	0619	1555	1634	26	0639	0724	1457	1542	26	0709	0757	1452	1540
27	0543	0622	1552	1631	27	0641	0726	1456	1541	27	0709	0757	1453	1541
28	0545	0624	1550	1629	28	0643	0728	1455	1540	28	0709	0757	1454	1542
29	0546	0626	1548	1628	29	0643	0729	1454	1540	29	0709	0757	1455	1543
30	0548	0628	1545	1625	30	0645	0731	1453	1539	30	0709	0757	1456	1544
31	0550	0630	1543	1623						31	0710	0757	1457	1544

Table 2

East of 11°E with the exception of the islands Læsø, Bornholm and Ertholmene
(Data REF: EKCH - København/Kastrup)

2024-2031

JAN					FEB					MAR				
Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO
01	0652	0738	1447	1533	01	0623	0704	1543	1624	01	0522	0559	1645	1722
02	0652	0738	1449	1535	02	0621	0702	1545	1626	02	0520	0557	1647	1724
03	0652	0738	1450	1536	03	0620	0700	1547	1627	03	0517	0554	1649	1726
04	0651	0737	1451	1537	04	0618	0658	1549	1629	04	0515	0552	1651	1728
05	0651	0737	1453	1539	05	0616	0656	1551	1631	05	0512	0549	1653	1730
06	0650	0736	1454	1540	06	0614	0654	1554	1634	06	0510	0547	1655	1732
07	0651	0736	1455	1540	07	0612	0652	1556	1636	07	0507	0544	1657	1734
08	0650	0735	1457	1542	08	0611	0650	1558	1637	08	0505	0542	1659	1736
09	0649	0734	1458	1543	09	0609	0648	1600	1639	09	0502	0539	1702	1739
10	0649	0734	1500	1545	10	0607	0646	1602	1641	10	0500	0537	1704	1741
11	0648	0733	1502	1547	11	0605	0644	1604	1643	11	0457	0534	1706	1743
12	0647	0732	1503	1548	12	0603	0642	1607	1646	12	0454	0531	1708	1745
13	0647	0731	1505	1549	13	0600	0639	1609	1648	13	0452	0529	1710	1747
14	0646	0730	1507	1551	14	0558	0637	1611	1650	14	0449	0526	1712	1749
15	0645	0729	1509	1553	15	0557	0635	1613	1651	15	0447	0524	1714	1751
16	0644	0728	1510	1554	16	0555	0633	1615	1653	16	0444	0521	1716	1753
17	0643	0727	1512	1556	17	0552	0630	1617	1655	17	0441	0518	1718	1755
18	0643	0726	1514	1557	18	0550	0628	1619	1657	18	0439	0516	1720	1757
19	0641	0724	1516	1559	19	0548	0626	1622	1700	19	0436	0513	1722	1759
20	0640	0723	1518	1601	20	0545	0623	1624	1702	20	0434	0511	1724	1801
21	0639	0722	1520	1603	21	0543	0621	1626	1704	21	0431	0508	1726	1803
22	0637	0720	1522	1605	22	0541	0619	1628	1706	22	0428	0505	1728	1805
23	0637	0719	1524	1606	23	0538	0616	1630	1708	23	0426	0503	1730	1807
24	0635	0717	1526	1608	24	0537	0614	1632	1709	24	0423	0500	1732	1809
25	0634	0716	1528	1610	25	0535	0612	1634	1711	25	0421	0458	1734	1811
26	0632	0714	1530	1612	26	0532	0609	1637	1714	26	0418	0455	1736	1813
27	0630	0712	1532	1614	27	0530	0607	1639	1716	27	0415	0452	1738	1815
28	0630	0711	1534	1615	28	0527	0604	1641	1718	28	0413	0450	1740	1817
29	0628	0709	1536	1617	29	0525	0602	1643	1720	29	0410	0447	1742	1819
30	0626	0707	1539	1620						30	0408	0445	1744	1821
31	0625	0706	1541	1622						31	0404	0442	1746	1824

APR					MAY					JUN				
Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO
01	0401	0439	1748	1826	01	0242	0326	1848	1932	01	0137	0234	1942	2039
02	0359	0437	1750	1828	02	0240	0324	1850	1934	02	0136	0233	1943	2040
03	0356	0434	1752	1830	03	0237	0322	1852	1937	03	0135	0232	1944	2041
04	0354	0432	1754	1832	04	0235	0320	1854	1939	04	0133	0231	1945	2043
05	0351	0429	1756	1834	05	0233	0318	1856	1941	05	0132	0230	1947	2045
06	0349	0427	1758	1836	06	0229	0315	1858	1944	06	0131	0229	1948	2046
07	0346	0424	1800	1838	07	0227	0313	1900	1946	07	0130	0229	1949	2048
08	0343	0422	1802	1841	08	0224	0311	1902	1949	08	0129	0228	1950	2049
09	0340	0419	1804	1843	09	0222	0309	1904	1951	09	0128	0227	1951	2050
10	0337	0416	1806	1845	10	0220	0307	1905	1952	10	0127	0227	1951	2051
11	0335	0414	1808	1847	11	0217	0305	1907	1955	11	0126	0226	1952	2052
12	0332	0411	1810	1849	12	0215	0303	1909	1957	12	0126	0226	1953	2053
13	0329	0409	1812	1852	13	0213	0302	1911	2000	13	0126	0226	1954	2054
14	0326	0406	1814	1854	14	0211	0300	1913	2002	14	0126	0226	1954	2054
15	0324	0404	1816	1856	15	0209	0258	1915	2004	15	0124	0225	1955	2056
16	0321	0401	1818	1858	16	0206	0256	1917	2007	16	0124	0225	1955	2056
17	0319	0359	1820	1900	17	0204	0254	1918	2008	17	0124	0225	1956	2057
18	0316	0357	1822	1903	18	0202	0253	1920	2011	18	0124	0225	1956	2057
19	0313	0354	1824	1905	19	0200	0251	1922	2013	19	0124	0225	1957	2058
20	0311	0352	1826	1907	20	0158	0249	1924	2015	20	0124	0225	1957	2058
21	0308	0349	1828	1909	21	0156	0248	1925	2017	21	0125	0226	1957	2058
22	0305	0347	1830	1912	22	0154	0246	1927	2019	22	0125	0226	1957	2058
23	0303	0345	1832	1914	23	0152	0245	1929	2022	23	0125	0226	1957	2058
24	0300	0342	1834	1916	24	0150	0243	1930	2023	24	0126	0227	1957	2058
25	0258	0340	1836	1918	25	0148	0242	1932	2026	25	0126	0227	1957	2058
26	0254	0337	1838	1921	26	0147	0241	1933	2027	26	0127	0228	1957	2058
27	0252	0335	1840	1923	27	0145	0239	1935	2029	27	0128	0228	1957	2057
28	0250	0333	1842	1925	28	0143	0238	1936	2031	28	0129	0229	1956	2056
29	0247	0331	1844	1928	29	0142	0237	1938	2033	29	0129	0229	1956	2056
30	0244	0328	1846	1930	30	0140	0236	1939	2035	30	0130	0230	1956	2056
					31	0139	0235	1940	2036					

Table 2

East of 11°E with the exception of the islands Læsø, Bornholm and Ertholmene
(Data REF: EKCH - København/Kastrup)

2024-2031

JUL					AUG					SEP				
Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO
01	0132	0231	1955	2054	01	0229	0316	1914	2001	01	0336	0415	1802	1841
02	0133	0232	1955	2054	02	0231	0318	1912	1959	02	0338	0417	1759	1838
03	0134	0233	1954	2053	03	0233	0320	1910	1957	03	0340	0419	1757	1836
04	0135	0234	1954	2053	04	0236	0322	1908	1954	04	0343	0421	1754	1832
05	0137	0235	1953	2051	05	0237	0323	1906	1952	05	0345	0423	1752	1830
06	0138	0236	1952	2050	06	0239	0325	1904	1950	06	0347	0425	1749	1827
07	0139	0237	1951	2049	07	0242	0327	1902	1947	07	0349	0427	1747	1825
08	0141	0238	1950	2047	08	0244	0329	1900	1945	08	0351	0429	1744	1822
09	0142	0239	1949	2046	09	0246	0331	1857	1942	09	0353	0431	1741	1819
10	0145	0241	1948	2044	10	0249	0333	1855	1939	10	0354	0432	1739	1817
11	0146	0242	1947	2043	11	0251	0335	1853	1937	11	0356	0434	1736	1814
12	0147	0243	1946	2042	12	0253	0337	1851	1935	12	0359	0436	1734	1811
13	0150	0245	1945	2040	13	0256	0339	1848	1931	13	0401	0438	1731	1808
14	0151	0246	1944	2039	14	0258	0341	1846	1929	14	0403	0440	1728	1805
15	0153	0247	1943	2037	15	0259	0342	1844	1927	15	0405	0442	1726	1803
16	0155	0249	1941	2035	16	0302	0344	1841	1923	16	0407	0444	1723	1800
17	0156	0250	1940	2034	17	0304	0346	1839	1921	17	0409	0446	1720	1757
18	0159	0252	1938	2031	18	0306	0348	1837	1919	18	0411	0448	1718	1755
19	0201	0254	1937	2030	19	0308	0350	1834	1916	19	0413	0450	1715	1752
20	0203	0255	1935	2027	20	0311	0352	1832	1913	20	0415	0452	1713	1750
21	0205	0257	1934	2026	21	0313	0354	1830	1911	21	0416	0453	1710	1747
22	0207	0258	1932	2023	22	0315	0356	1827	1908	22	0418	0455	1707	1744
23	0209	0300	1931	2022	23	0317	0358	1825	1906	23	0420	0457	1705	1742
24	0211	0302	1929	2020	24	0320	0400	1822	1902	24	0422	0459	1702	1739
25	0213	0303	1927	2017	25	0322	0402	1820	1900	25	0424	0501	1659	1736
26	0215	0305	1925	2015	26	0324	0404	1817	1857	26	0426	0503	1657	1734
27	0218	0307	1924	2013	27	0326	0406	1815	1855	27	0428	0505	1654	1731
28	0220	0309	1922	2011	28	0327	0407	1812	1852	28	0430	0507	1652	1729
29	0222	0311	1920	2009	29	0330	0409	1810	1849	29	0432	0509	1649	1726
30	0224	0312	1918	2006	30	0332	0411	1807	1846	30	0434	0511	1646	1723
31	0226	0314	1916	2004	31	0334	0413	1805	1844					

OCT					NOV					DEC				
Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO
01	0436	0513	1644	1721	01	0537	0616	1529	1608	01	0630	0715	1442	1527
02	0438	0515	1641	1718	02	0539	0618	1527	1606	02	0631	0716	1441	1526
03	0440	0517	1639	1716	03	0540	0620	1525	1605	03	0633	0718	1441	1526
04	0442	0519	1636	1713	04	0542	0622	1523	1603	04	0634	0719	1440	1525
05	0444	0521	1634	1711	05	0544	0624	1521	1601	05	0636	0721	1439	1524
06	0446	0523	1631	1708	06	0546	0626	1519	1559	06	0636	0722	1439	1525
07	0448	0525	1628	1705	07	0548	0628	1517	1557	07	0637	0723	1438	1524
08	0450	0527	1626	1703	08	0551	0631	1515	1555	08	0639	0725	1438	1524
09	0452	0529	1623	1700	09	0552	0633	1513	1554	09	0640	0726	1438	1524
10	0454	0531	1621	1658	10	0554	0635	1511	1552	10	0641	0727	1437	1523
11	0456	0533	1618	1655	11	0556	0637	1509	1550	11	0642	0728	1437	1523
12	0458	0535	1616	1653	12	0558	0639	1508	1549	12	0643	0729	1437	1523
13	0500	0537	1613	1650	13	0600	0641	1506	1547	13	0645	0731	1437	1523
14	0502	0539	1611	1648	14	0601	0643	1504	1546	14	0646	0732	1437	1523
15	0504	0541	1608	1645	15	0603	0645	1503	1545	15	0645	0732	1437	1524
16	0506	0543	1606	1643	16	0605	0647	1501	1543	16	0646	0733	1437	1524
17	0508	0545	1604	1641	17	0607	0649	1459	1541	17	0647	0734	1437	1524
18	0509	0547	1601	1639	18	0609	0651	1458	1540	18	0648	0735	1437	1524
19	0511	0549	1559	1637	19	0610	0653	1456	1539	19	0648	0735	1438	1525
20	0513	0551	1556	1634	20	0612	0655	1455	1538	20	0649	0736	1438	1525
21	0515	0553	1554	1632	21	0614	0657	1453	1536	21	0650	0737	1439	1526
22	0517	0555	1552	1630	22	0616	0659	1452	1535	22	0650	0737	1439	1526
23	0519	0557	1549	1627	23	0618	0701	1451	1534	23	0651	0738	1440	1527
24	0521	0559	1547	1625	24	0618	0702	1449	1533	24	0651	0738	1441	1528
25	0523	0601	1545	1623	25	0620	0704	1448	1532	25	0651	0738	1441	1528
26	0525	0603	1542	1620	26	0622	0706	1447	1531	26	0651	0738	1442	1529
27	0526	0605	1540	1619	27	0624	0708	1446	1530	27	0651	0738	1443	1530
28	0529	0608	1538	1617	28	0626	0710	1445	1529	28	0652	0738	1444	1530
29	0531	0610	1536	1615	29	0627	0711	1444	1528	29	0652	0738	1445	1531
30	0533	0612	1533	1612	30	0628	0713	1443	1528	30	0652	0738	1446	1532
31	0535	0614	1531	1610						31	0652	0738	1447	1533

Table 3

The islands Bornholm and Ertholmene
(Data REF: EKRN - Bornholm/Rønne)

2024-2031

JAN					FEB					MAR				
Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO
01	0641	0726	1442	1527	01	0613	0653	1537	1617	01	0514	0550	1637	1713
02	0641	0726	1444	1529	02	0611	0651	1539	1619	02	0512	0548	1639	1715
03	0641	0726	1445	1530	03	0609	0649	1541	1621	03	0509	0545	1641	1717
04	0640	0725	1446	1531	04	0608	0647	1543	1622	04	0507	0543	1643	1719
05	0640	0725	1447	1532	05	0607	0646	1545	1624	05	0504	0540	1645	1721
06	0640	0725	1449	1534	06	0605	0644	1547	1626	06	0502	0538	1647	1723
07	0640	0724	1450	1534	07	0603	0642	1549	1628	07	0459	0535	1649	1725
08	0639	0723	1452	1536	08	0601	0640	1551	1630	08	0457	0533	1651	1727
09	0639	0723	1453	1537	09	0559	0638	1553	1632	09	0454	0530	1653	1729
10	0638	0722	1455	1539	10	0557	0636	1555	1634	10	0452	0528	1655	1731
11	0637	0721	1456	1540	11	0555	0633	1558	1636	11	0449	0525	1657	1733
12	0636	0720	1458	1542	12	0553	0631	1600	1638	12	0447	0523	1659	1735
13	0636	0720	1500	1544	13	0551	0629	1602	1640	13	0444	0520	1701	1737
14	0636	0719	1501	1544	14	0549	0627	1604	1642	14	0442	0518	1703	1739
15	0635	0718	1503	1546	15	0547	0625	1606	1644	15	0439	0515	1705	1741
16	0633	0716	1505	1548	16	0545	0623	1608	1646	16	0437	0513	1707	1743
17	0632	0715	1507	1550	17	0542	0620	1610	1648	17	0434	0510	1709	1745
18	0631	0714	1509	1552	18	0541	0618	1612	1649	18	0431	0507	1711	1747
19	0631	0713	1510	1552	19	0539	0616	1614	1651	19	0429	0505	1713	1749
20	0630	0712	1512	1554	20	0537	0614	1617	1654	20	0426	0502	1715	1751
21	0628	0710	1514	1556	21	0534	0611	1619	1656	21	0424	0500	1717	1753
22	0627	0709	1516	1558	22	0532	0609	1621	1658	22	0421	0457	1719	1755
23	0626	0708	1518	1600	23	0530	0607	1623	1700	23	0419	0455	1721	1757
24	0625	0706	1520	1601	24	0527	0604	1625	1702	24	0416	0452	1723	1759
25	0624	0705	1522	1603	25	0525	0602	1627	1704	25	0413	0450	1725	1802
26	0622	0703	1524	1605	26	0523	0600	1629	1706	26	0410	0447	1727	1804
27	0621	0702	1526	1607	27	0520	0557	1631	1708	27	0407	0444	1729	1806
28	0619	0700	1528	1609	28	0518	0555	1633	1710	28	0405	0442	1731	1808
29	0617	0658	1530	1611	29	0516	0552	1635	1711	29	0402	0439	1733	1810
30	0617	0657	1532	1612						30	0400	0437	1735	1812
31	0615	0655	1534	1614						31	0357	0434	1737	1814

APR					MAY					JUN				
Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO
01	0355	0432	1739	1816	01	0237	0320	1837	1920	01	0134	0229	1930	2025
02	0352	0429	1741	1818	02	0234	0318	1839	1923	02	0133	0228	1931	2026
03	0350	0427	1743	1820	03	0232	0316	1841	1925	03	0132	0227	1932	2027
04	0347	0424	1745	1822	04	0230	0314	1843	1927	04	0130	0226	1933	2029
05	0344	0422	1747	1825	05	0227	0311	1845	1929	05	0129	0225	1934	2030
06	0341	0419	1749	1827	06	0224	0309	1847	1932	06	0129	0225	1935	2031
07	0339	0417	1751	1829	07	0222	0307	1849	1934	07	0127	0224	1936	2033
08	0336	0414	1752	1830	08	0219	0305	1851	1937	08	0126	0223	1937	2034
09	0334	0412	1754	1832	09	0217	0303	1853	1939	09	0126	0223	1938	2035
10	0331	0409	1756	1834	10	0215	0301	1854	1940	10	0125	0222	1939	2036
11	0328	0407	1758	1837	11	0213	0300	1856	1943	11	0124	0222	1940	2038
12	0325	0404	1800	1839	12	0211	0258	1858	1945	12	0124	0222	1941	2039
13	0323	0402	1802	1841	13	0209	0256	1900	1947	13	0123	0221	1941	2039
14	0320	0359	1804	1843	14	0206	0254	1902	1950	14	0123	0221	1942	2040
15	0318	0357	1806	1845	15	0204	0252	1903	1951	15	0123	0221	1942	2040
16	0315	0354	1808	1847	16	0203	0251	1905	1953	16	0123	0221	1943	2041
17	0312	0352	1810	1850	17	0200	0249	1907	1956	17	0123	0221	1943	2041
18	0310	0350	1812	1852	18	0158	0247	1909	1958	18	0123	0221	1944	2042
19	0307	0347	1814	1854	19	0156	0246	1910	2000	19	0122	0221	1944	2043
20	0305	0345	1816	1856	20	0154	0244	1912	2002	20	0122	0221	1944	2043
21	0301	0342	1818	1859	21	0153	0243	1914	2004	21	0122	0221	1944	2043
22	0259	0340	1820	1901	22	0150	0241	1915	2006	22	0122	0221	1945	2044
23	0257	0338	1822	1903	23	0149	0240	1917	2008	23	0124	0222	1945	2043
24	0254	0335	1824	1905	24	0146	0238	1918	2010	24	0124	0222	1945	2043
25	0251	0333	1826	1908	25	0145	0237	1920	2012	25	0125	0223	1945	2043
26	0249	0331	1828	1910	26	0144	0236	1921	2013	26	0125	0223	1944	2042
27	0247	0329	1830	1912	27	0141	0234	1923	2016	27	0126	0224	1944	2042
28	0244	0326	1832	1914	28	0140	0233	1924	2017	28	0126	0224	1944	2042
29	0241	0324	1833	1916	29	0138	0232	1926	2020	29	0127	0225	1944	2042
30	0239	0322	1835	1918	30	0137	0231	1927	2021	30	0129	0226	1943	2040
					31	0136	0230	1928	2022					

Table 3

The islands Bornholm and Ertholmene
(Data REF: EKRN - Bornholm/Rønne)

2024-2031

JUL					AUG					SEP				
Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO
01	0129	0226	1943	2040	01	0224	0310	1903	1949	01	0330	0408	1753	1831
02	0130	0227	1942	2039	02	0226	0312	1901	1947	02	0332	0410	1750	1828
03	0131	0228	1942	2039	03	0228	0314	1859	1945	03	0334	0412	1747	1825
04	0133	0229	1941	2037	04	0231	0316	1857	1942	04	0335	0413	1745	1823
05	0134	0230	1941	2037	05	0232	0317	1855	1940	05	0337	0415	1742	1820
06	0135	0231	1940	2036	06	0234	0319	1853	1938	06	0339	0417	1740	1818
07	0136	0232	1939	2035	07	0237	0321	1851	1935	07	0342	0419	1737	1814
08	0138	0233	1938	2033	08	0239	0323	1849	1933	08	0344	0421	1735	1812
09	0140	0235	1937	2032	09	0241	0325	1847	1931	09	0346	0423	1732	1809
10	0141	0236	1936	2031	10	0244	0327	1845	1928	10	0348	0425	1730	1807
11	0143	0237	1935	2029	11	0245	0328	1842	1925	11	0349	0426	1727	1804
12	0144	0238	1934	2028	12	0247	0330	1840	1923	12	0351	0428	1725	1802
13	0147	0240	1933	2026	13	0250	0332	1838	1920	13	0353	0430	1722	1759
14	0148	0241	1932	2025	14	0252	0334	1836	1918	14	0355	0432	1719	1756
15	0149	0242	1931	2024	15	0254	0336	1833	1915	15	0357	0434	1717	1754
16	0152	0244	1929	2021	16	0256	0338	1831	1913	16	0359	0436	1714	1751
17	0153	0245	1928	2020	17	0259	0340	1829	1910	17	0401	0438	1712	1749
18	0155	0247	1927	2019	18	0301	0342	1827	1908	18	0404	0440	1709	1745
19	0157	0248	1925	2016	19	0302	0343	1824	1905	19	0405	0441	1707	1743
20	0159	0250	1924	2015	20	0304	0345	1822	1903	20	0407	0443	1704	1740
21	0201	0251	1922	2012	21	0307	0347	1819	1859	21	0409	0445	1701	1737
22	0203	0253	1921	2011	22	0309	0349	1817	1857	22	0411	0447	1659	1735
23	0205	0255	1919	2009	23	0311	0351	1815	1855	23	0413	0449	1656	1732
24	0207	0256	1917	2006	24	0313	0353	1812	1852	24	0415	0451	1654	1730
25	0209	0258	1916	2005	25	0315	0355	1810	1850	25	0417	0453	1651	1727
26	0212	0300	1914	2002	26	0318	0357	1807	1846	26	0419	0455	1648	1724
27	0213	0301	1912	2000	27	0319	0358	1805	1844	27	0420	0456	1646	1722
28	0215	0303	1911	1959	28	0321	0400	1802	1841	28	0422	0458	1643	1719
29	0218	0305	1909	1956	29	0323	0402	1800	1839	29	0424	0500	1641	1717
30	0220	0307	1907	1954	30	0325	0404	1758	1837	30	0426	0502	1638	1714
31	0221	0308	1905	1952	31	0328	0406	1755	1833					

OCT					NOV					DEC				
Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO
01	0428	0504	1636	1712	01	0527	0606	1523	1602	01	0619	0703	1437	1521
02	0430	0506	1633	1709	02	0529	0608	1521	1600	02	0620	0704	1436	1520
03	0432	0508	1631	1707	03	0531	0610	1518	1557	03	0622	0706	1435	1519
04	0434	0510	1628	1704	04	0533	0612	1516	1555	04	0623	0707	1435	1519
05	0436	0512	1626	1702	05	0535	0614	1515	1554	05	0624	0709	1434	1519
06	0438	0514	1623	1659	06	0537	0616	1513	1552	06	0625	0710	1434	1519
07	0440	0516	1621	1657	07	0538	0618	1511	1551	07	0627	0712	1433	1518
08	0442	0518	1618	1654	08	0540	0620	1509	1549	08	0628	0713	1433	1518
09	0443	0519	1616	1652	09	0542	0622	1507	1547	09	0629	0714	1433	1518
10	0445	0521	1613	1649	10	0544	0624	1505	1545	10	0630	0715	1432	1517
11	0447	0523	1611	1647	11	0546	0626	1503	1543	11	0631	0716	1432	1517
12	0448	0525	1608	1645	12	0547	0628	1502	1543	12	0633	0718	1432	1517
13	0450	0527	1606	1643	13	0549	0630	1500	1541	13	0634	0719	1432	1517
14	0452	0529	1603	1640	14	0551	0632	1458	1539	14	0635	0720	1432	1517
15	0454	0531	1601	1638	15	0553	0634	1457	1538	15	0634	0720	1432	1518
16	0456	0533	1559	1636	16	0555	0636	1455	1536	16	0635	0721	1432	1518
17	0458	0535	1556	1633	17	0557	0638	1453	1534	17	0636	0722	1432	1518
18	0500	0537	1554	1631	18	0558	0640	1452	1534	18	0637	0723	1433	1519
19	0502	0539	1551	1628	19	0600	0642	1451	1533	19	0637	0723	1433	1519
20	0504	0541	1549	1626	20	0602	0644	1449	1531	20	0638	0724	1433	1519
21	0506	0543	1547	1624	21	0603	0645	1448	1530	21	0639	0725	1434	1520
22	0508	0545	1544	1621	22	0605	0647	1446	1528	22	0639	0725	1434	1520
23	0510	0547	1542	1619	23	0606	0649	1445	1528	23	0639	0725	1435	1521
24	0511	0549	1540	1618	24	0608	0651	1444	1527	24	0640	0726	1436	1522
25	0513	0551	1538	1616	25	0610	0653	1443	1526	25	0640	0726	1436	1522
26	0515	0553	1535	1613	26	0612	0655	1442	1525	26	0640	0726	1437	1523
27	0517	0555	1533	1611	27	0613	0656	1441	1524	27	0641	0726	1438	1523
28	0519	0557	1531	1609	28	0615	0658	1440	1523	28	0641	0726	1439	1524
29	0521	0559	1529	1607	29	0616	0700	1439	1523	29	0641	0726	1440	1525
30	0523	0601	1527	1605	30	0617	0701	1438	1522	30	0641	0726	1441	1526
31	0525	0604	1525	1604						31	0641	0726	1442	1527

Table 4

North Sea Area west of 8°E
(Data REF: EKTE - Tyra E)

2024-2031

JAN					FEB					MAR				
Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO
01	0724	0810	1518	1604	01	0654	0735	1614	1655	01	0554	0631	1716	1753
02	0724	0810	1519	1605	02	0653	0734	1616	1657	02	0551	0628	1718	1755
03	0724	0810	1521	1607	03	0652	0732	1618	1658	03	0549	0626	1720	1757
04	0723	0809	1522	1608	04	0650	0730	1620	1700	04	0546	0623	1723	1800
05	0723	0809	1523	1609	05	0648	0728	1622	1702	05	0544	0621	1725	1802
06	0722	0808	1525	1611	06	0646	0726	1625	1705	06	0541	0618	1727	1804
07	0722	0808	1526	1612	07	0644	0724	1627	1707	07	0539	0616	1729	1806
08	0722	0807	1528	1613	08	0642	0722	1629	1709	08	0536	0613	1731	1808
09	0721	0806	1529	1614	09	0641	0720	1631	1710	09	0534	0611	1733	1810
10	0721	0806	1531	1616	10	0638	0717	1633	1712	10	0531	0608	1735	1812
11	0720	0805	1533	1618	11	0636	0715	1635	1714	11	0528	0605	1737	1814
12	0719	0804	1534	1619	12	0634	0713	1638	1717	12	0526	0603	1739	1816
13	0718	0803	1536	1621	13	0632	0711	1640	1719	13	0523	0600	1741	1818
14	0718	0802	1538	1622	14	0630	0709	1642	1721	14	0521	0558	1743	1820
15	0717	0801	1540	1624	15	0628	0707	1644	1723	15	0518	0555	1745	1822
16	0716	0800	1541	1625	16	0626	0704	1646	1724	16	0515	0552	1747	1824
17	0715	0759	1543	1627	17	0624	0702	1649	1727	17	0513	0550	1749	1826
18	0713	0757	1545	1629	18	0622	0700	1651	1729	18	0510	0547	1751	1828
19	0713	0756	1547	1630	19	0619	0657	1653	1731	19	0508	0545	1753	1830
20	0712	0755	1549	1632	20	0617	0655	1655	1733	20	0505	0542	1755	1832
21	0710	0753	1551	1634	21	0615	0653	1657	1735	21	0502	0539	1757	1834
22	0709	0752	1553	1636	22	0612	0650	1659	1737	22	0500	0537	1759	1836
23	0708	0751	1555	1638	23	0610	0648	1701	1739	23	0457	0534	1801	1838
24	0707	0749	1557	1639	24	0608	0646	1704	1742	24	0455	0532	1803	1840
25	0706	0748	1559	1641	25	0606	0643	1706	1743	25	0452	0529	1805	1842
26	0704	0746	1601	1643	26	0604	0641	1708	1745	26	0449	0526	1807	1844
27	0702	0744	1603	1645	27	0601	0638	1710	1747	27	0447	0524	1809	1846
28	0701	0743	1605	1647	28	0559	0636	1712	1749	28	0444	0521	1811	1848
29	0700	0741	1607	1648	29	0556	0633	1714	1751	29	0442	0519	1814	1851
30	0658	0739	1610	1651						30	0438	0516	1816	1854
31	0656	0737	1612	1653						31	0435	0513	1818	1856

APR					MAY					JUN				
Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO
01	0433	0511	1820	1858	01	0313	0357	1920	2004	01	0207	0304	2014	2111
02	0430	0508	1822	1900	02	0310	0355	1922	2007	02	0206	0303	2015	2112
03	0428	0506	1824	1902	03	0308	0353	1924	2009	03	0204	0302	2016	2114
04	0425	0503	1826	1904	04	0306	0351	1926	2011	04	0204	0302	2018	2116
05	0422	0500	1828	1906	05	0302	0348	1928	2014	05	0203	0301	2019	2117
06	0420	0458	1830	1908	06	0300	0346	1930	2016	06	0201	0300	2020	2119
07	0416	0455	1832	1911	07	0258	0344	1932	2018	07	0200	0259	2021	2120
08	0414	0453	1834	1913	08	0255	0342	1934	2021	08	0200	0259	2022	2121
09	0411	0450	1836	1915	09	0253	0340	1936	2023	09	0158	0258	2023	2123
10	0409	0448	1838	1917	10	0250	0338	1937	2025	10	0158	0258	2024	2124
11	0406	0445	1840	1919	11	0248	0336	1939	2027	11	0157	0257	2024	2124
12	0404	0443	1842	1921	12	0246	0334	1941	2029	12	0157	0257	2025	2125
13	0400	0440	1844	1924	13	0243	0332	1943	2032	13	0155	0256	2026	2127
14	0358	0438	1846	1926	14	0242	0331	1945	2034	14	0155	0256	2026	2127
15	0355	0435	1848	1928	15	0239	0329	1947	2037	15	0155	0256	2027	2128
16	0353	0433	1850	1930	16	0237	0327	1949	2039	16	0155	0256	2028	2129
17	0350	0430	1852	1932	17	0235	0325	1950	2040	17	0155	0256	2028	2129
18	0347	0428	1854	1935	18	0233	0324	1952	2043	18	0155	0256	2028	2129
19	0344	0425	1856	1937	19	0231	0322	1954	2045	19	0155	0256	2029	2130
20	0342	0423	1858	1939	20	0228	0320	1956	2048	20	0155	0256	2029	2130
21	0339	0420	1900	1941	21	0227	0319	1957	2049	21	0155	0256	2029	2130
22	0336	0418	1902	1944	22	0224	0317	1959	2052	22	0156	0257	2029	2130
23	0334	0416	1904	1946	23	0223	0316	2001	2054	23	0156	0257	2029	2130
24	0331	0413	1906	1948	24	0221	0314	2002	2055	24	0156	0257	2029	2130
25	0329	0411	1908	1950	25	0219	0313	2004	2058	25	0157	0258	2029	2130
26	0325	0408	1910	1953	26	0217	0311	2005	2059	26	0157	0258	2029	2130
27	0323	0406	1912	1955	27	0215	0310	2007	2102	27	0158	0259	2029	2130
28	0321	0404	1914	1957	28	0214	0309	2008	2103	28	0158	0259	2029	2130
29	0318	0402	1916	2000	29	0212	0308	2010	2106	29	0200	0300	2028	2128
30	0315	0359	1918	2002	30	0210	0306	2011	2107	30	0201	0301	2028	2128
					31	0209	0305	2013	2109					

Table 4

North Sea Area west of 8°E
(Data REF: EKTE - Tyra E)

2024-2031

JUL					AUG					SEP				
Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO
01	0202	0302	2027	2127	01	0259	0347	1946	2034	01	0407	0446	1834	1913
02	0203	0303	2027	2127	02	0302	0349	1944	2031	02	0409	0448	1831	1910
03	0204	0303	2026	2125	03	0304	0351	1942	2029	03	0411	0450	1828	1907
04	0205	0304	2026	2125	04	0307	0353	1940	2026	04	0413	0452	1826	1905
05	0206	0305	2025	2124	05	0308	0354	1938	2024	05	0416	0454	1823	1901
06	0209	0307	2024	2122	06	0310	0356	1936	2022	06	0418	0456	1821	1859
07	0210	0308	2023	2121	07	0313	0358	1934	2019	07	0420	0458	1818	1856
08	0211	0309	2022	2120	08	0315	0400	1931	2016	08	0422	0500	1815	1853
09	0213	0310	2021	2118	09	0317	0402	1929	2014	09	0424	0502	1813	1851
10	0214	0311	2020	2117	10	0320	0404	1927	2011	10	0426	0504	1810	1848
11	0217	0313	2019	2115	11	0322	0406	1925	2009	11	0428	0506	1808	1846
12	0218	0314	2018	2114	12	0324	0408	1922	2006	12	0430	0508	1805	1843
13	0219	0315	2017	2113	13	0327	0410	1920	2003	13	0433	0510	1802	1839
14	0222	0317	2016	2111	14	0329	0412	1918	2001	14	0434	0511	1800	1837
15	0223	0318	2015	2110	15	0331	0414	1915	1958	15	0436	0513	1757	1834
16	0226	0320	2013	2107	16	0332	0415	1913	1956	16	0438	0515	1754	1831
17	0227	0321	2012	2106	17	0335	0417	1911	1953	17	0440	0517	1752	1829
18	0230	0323	2010	2103	18	0337	0419	1908	1950	18	0442	0519	1749	1826
19	0231	0324	2009	2102	19	0339	0421	1906	1948	19	0444	0521	1747	1824
20	0233	0326	2007	2100	20	0342	0423	1904	1945	20	0446	0523	1744	1821
21	0236	0328	2006	2058	21	0344	0425	1901	1942	21	0448	0525	1741	1818
22	0237	0329	2004	2056	22	0346	0427	1859	1940	22	0450	0527	1739	1816
23	0240	0331	2003	2054	23	0348	0429	1856	1937	23	0452	0529	1736	1813
24	0242	0333	2001	2052	24	0350	0431	1854	1935	24	0454	0531	1733	1810
25	0244	0334	1959	2049	25	0353	0433	1851	1931	25	0456	0533	1731	1808
26	0246	0336	1957	2047	26	0355	0435	1849	1929	26	0458	0535	1728	1805
27	0248	0338	1956	2046	27	0357	0437	1846	1926	27	0500	0537	1726	1803
28	0251	0340	1954	2043	28	0359	0439	1844	1924	28	0501	0538	1723	1800
29	0252	0341	1952	2041	29	0401	0441	1841	1921	29	0503	0540	1720	1757
30	0255	0343	1950	2038	30	0404	0443	1839	1918	30	0505	0542	1718	1755
31	0257	0345	1948	2036	31	0405	0444	1836	1915					

OCT					NOV					DEC				
Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO	Day	TWIL FROM	SR	SS	TWIL TO
01	0507	0544	1715	1752	01	0609	0648	1600	1639	01	0702	0747	1513	1558
02	0509	0546	1713	1750	02	0610	0650	1558	1638	02	0703	0748	1512	1557
03	0511	0548	1710	1747	03	0612	0652	1556	1636	03	0705	0750	1511	1556
04	0513	0550	1707	1744	04	0614	0654	1554	1634	04	0706	0751	1511	1556
05	0515	0552	1705	1742	05	0616	0656	1552	1632	05	0707	0753	1510	1556
06	0517	0554	1702	1739	06	0618	0658	1550	1630	06	0708	0754	1510	1556
07	0519	0556	1700	1737	07	0620	0700	1548	1628	07	0710	0756	1509	1555
08	0521	0558	1657	1734	08	0621	0702	1546	1627	08	0711	0757	1509	1555
09	0523	0600	1655	1732	09	0623	0704	1544	1625	09	0712	0758	1508	1554
10	0525	0602	1652	1729	10	0626	0707	1542	1623	10	0713	0759	1508	1554
11	0527	0604	1650	1727	11	0628	0709	1540	1621	11	0714	0800	1508	1554
12	0529	0606	1647	1724	12	0630	0711	1539	1620	12	0716	0802	1508	1554
13	0531	0608	1645	1722	13	0631	0713	1537	1619	13	0716	0803	1508	1555
14	0533	0610	1642	1719	14	0633	0715	1535	1617	14	0717	0804	1508	1555
15	0535	0612	1640	1717	15	0635	0717	1533	1615	15	0718	0805	1508	1555
16	0537	0614	1637	1714	16	0637	0719	1532	1614	16	0718	0805	1508	1555
17	0538	0616	1635	1713	17	0639	0721	1530	1612	17	0719	0806	1508	1555
18	0540	0618	1632	1710	18	0640	0723	1529	1612	18	0720	0807	1508	1555
19	0543	0621	1630	1708	19	0642	0725	1527	1610	19	0721	0808	1509	1556
20	0545	0623	1627	1705	20	0644	0727	1526	1609	20	0721	0808	1509	1556
21	0547	0625	1625	1703	21	0646	0729	1524	1607	21	0722	0809	1509	1556
22	0549	0627	1623	1701	22	0648	0731	1523	1606	22	0722	0809	1510	1557
23	0551	0629	1620	1658	23	0648	0732	1522	1606	23	0723	0810	1511	1558
24	0553	0631	1618	1656	24	0650	0734	1520	1604	24	0723	0810	1511	1558
25	0555	0633	1616	1654	25	0652	0736	1519	1603	25	0723	0810	1512	1559
26	0556	0635	1613	1652	26	0654	0738	1518	1602	26	0723	0810	1513	1600
27	0558	0637	1611	1650	27	0656	0740	1517	1601	27	0723	0810	1514	1601
28	0600	0639	1609	1648	28	0658	0742	1516	1600	28	0724	0811	1515	1602
29	0602	0641	1607	1646	29	0658	0743	1515	1600	29	0724	0811	1516	1603
30	0604	0643	1605	1644	30	0700	0745	1514	1559	30	0724	0810	1517	1603
31	0607	0646	1602	1641						31	0724	0810	1518	1604

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GEN 2.8 ARRESTING SYSTEM AT DANISH AIR BASES

1. Types

Only hook arresting gear systems are used in Denmark. Three types of hook arresting gear systems are installed on Danish air bases/aerodromes:

- BAK-12 SmartArrest/14 CABLE : Hookwire only. Approach end arrestment on request.
- 34D-1F CABLE : Hookwire only. Approach end arrestment on request.
- 34D-1F CABLE (Mod.) : Hookwire only. Departure end engagement only.

2. System Description

2.1 BAK-12 SmartArrest/14 CABLE

Type:	BAK-12 SmartArrest/14 CABLE is a remote controlled arresting system. The cable is lowered into a slot in the runway surface and may be raised by input from TWR. It is bi-directional - also for arrested landings.
Used on:	EKYT Aalborg, EKKA Karup and EKSP Skrydstrup.
Reaction time:	Approx. 5 seconds from up to down or vise versa + personnel reaction time.
Standard setting:	When jet fighters operate: UP (positioned for engagement) in the departure end. DOWN in the approach end. Approach end arrestment on request.
Location :	Installed on primary runways approx. 1200 – 2000 ft from end of RWY. See AD 2 section (or RDAF/CENOR FLIP), Aerodrome Chart for exact location.
Max. capacity :	60.000 lbs. aircraft weight with 190 kts. (Higher weight = lower engagement speed). See hookload diagram on page GEN 2.8-3
Max. run out :	1200 ft (366 m).

2.2 34D-1F CABLE

Type:	34D-1F Water Twister (Cable). The cable is held above the runway by spaced rubber discs. Rigging and derigging is done manually. The system is bi-directional - also for arrested landings.
Used on:	EKYT Aalborg, EKKA Karup, EKSP Skrydstrup and EKRN Rønne (civil aerodrome).
Reaction time:	From 15 MIN to 1 HR PN, depending on aerodrome. See AD 2 section (for EKRN Roenne RDAF/CENOR FLIP), Aerodrome Chart for details.
Standard setting:	When jet fighters operate: RIGGED (positioned for engagement) in the departure end. DERIGGED in the approach end. Approach end arrestment on request.
Location:	Installed on secondary runways (and EKRN Roenne departure end RWY 11) approx. 1000 – 2000 ft from end of RWY. See AD 2 section (for EKRN Roenne RDAF/CENOR FLIP), Aerodrome Chart for exact location.
Max. capacity:	44.000 lbs. aircraft weight with 122 kts. 35.200 lbs. aircraft weight with 185 kts. See hookload diagram on page GEN 2.8-4
Max. run out :	886 ft (270 m).

2.3 34D-1F (Mod.) CABLE

Type:	34D-1F Water Twister (Cable). The system is the same as 34D-1F but with a shorter run out and lower capacity.
Used on :	EKSP Skrydstrup (as backup cables on the primary RWY) EKRN Roenne (departure end of RWY 29)
Reaction time:	EKSP Skrydstrup: None (always rigged) EKRN Roenne: 1 HR PN

Standard setting: EKSP Skrydstrup: Always rigged (in the overrun). Usable in departure direction only.
Caution note: Landing short of runway threshold with hook down may cause substantial damage to the aircraft. Use the primary BAK-12 SmartArrest/14 CABLE for approach end arrestment.

EKRN Roenne: When jet fighters operate: RIGGED (positioned for engagement) in the departure end. DERIGGED in the approach end. Approach end arrestment on request.

Location: See AD 2 section (for EKRN Roenne RDAF/ CENOR FLIP), Aerodrome Chart for exact location.

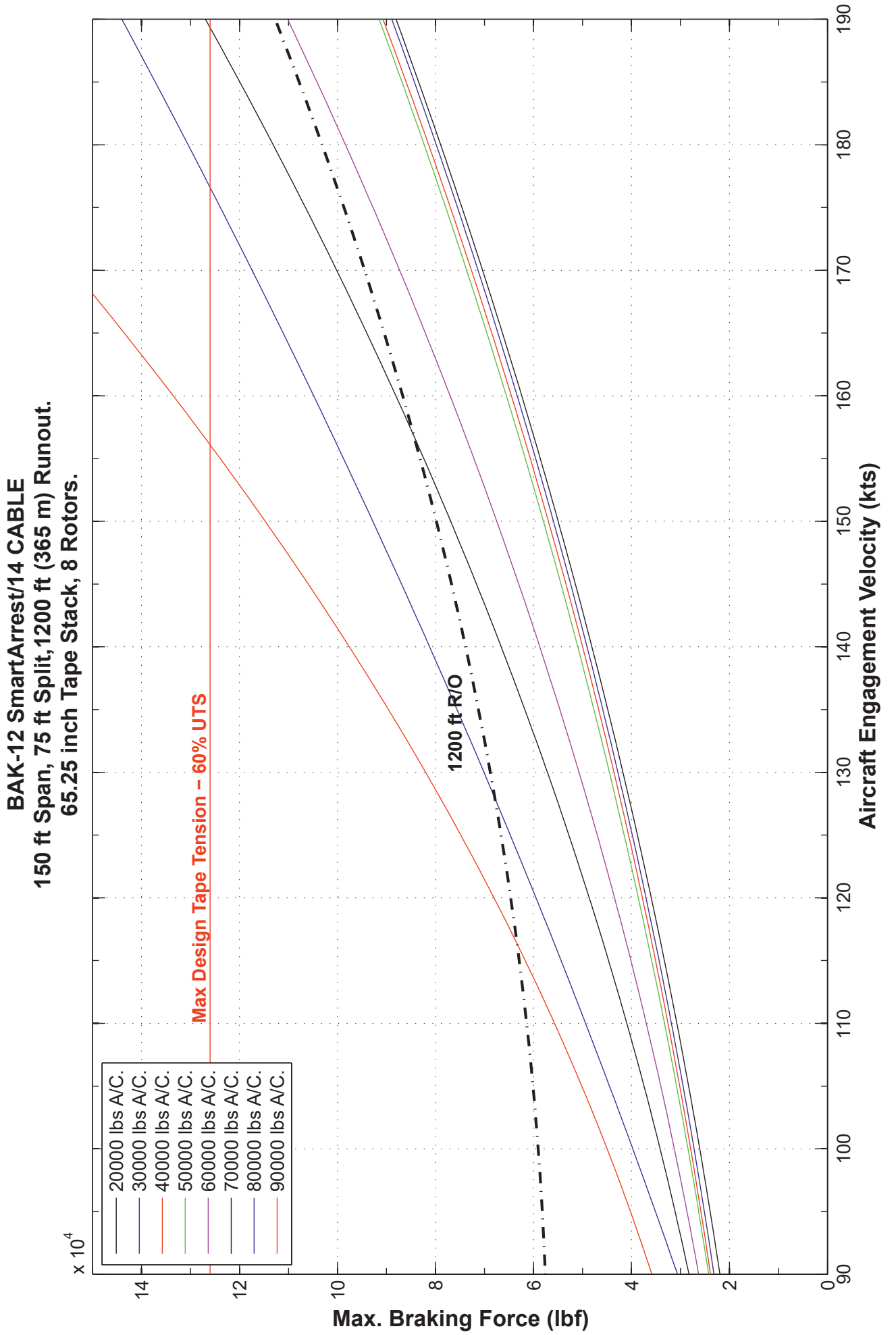
Max. capacity: 44.000 lbs. aircraft weight with 89 kts.
35.300 lbs. aircraft weight with 142 kts
See hookload diagram on page GEN 2.8-5

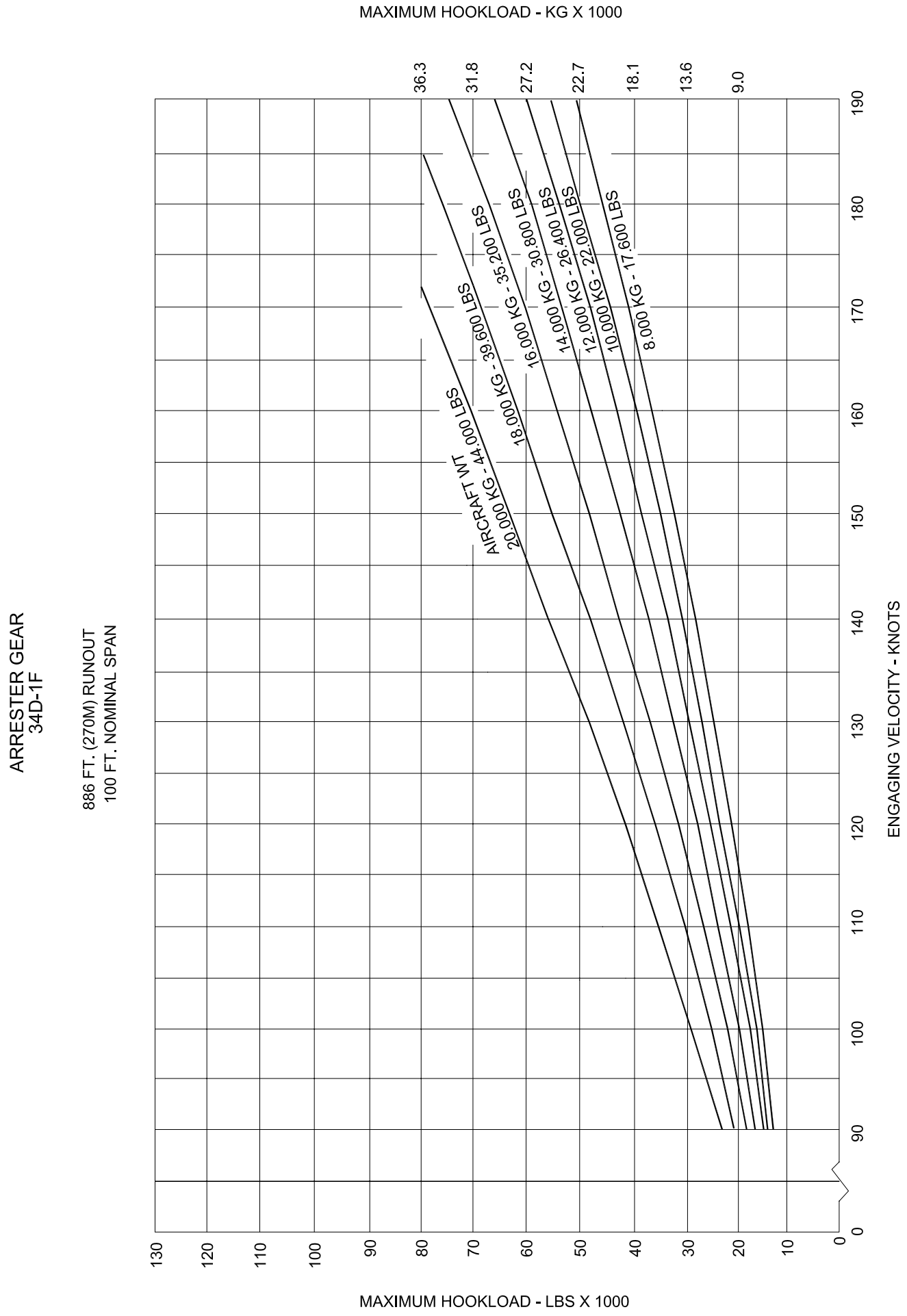
Max. run out: 590 ft (180 m).

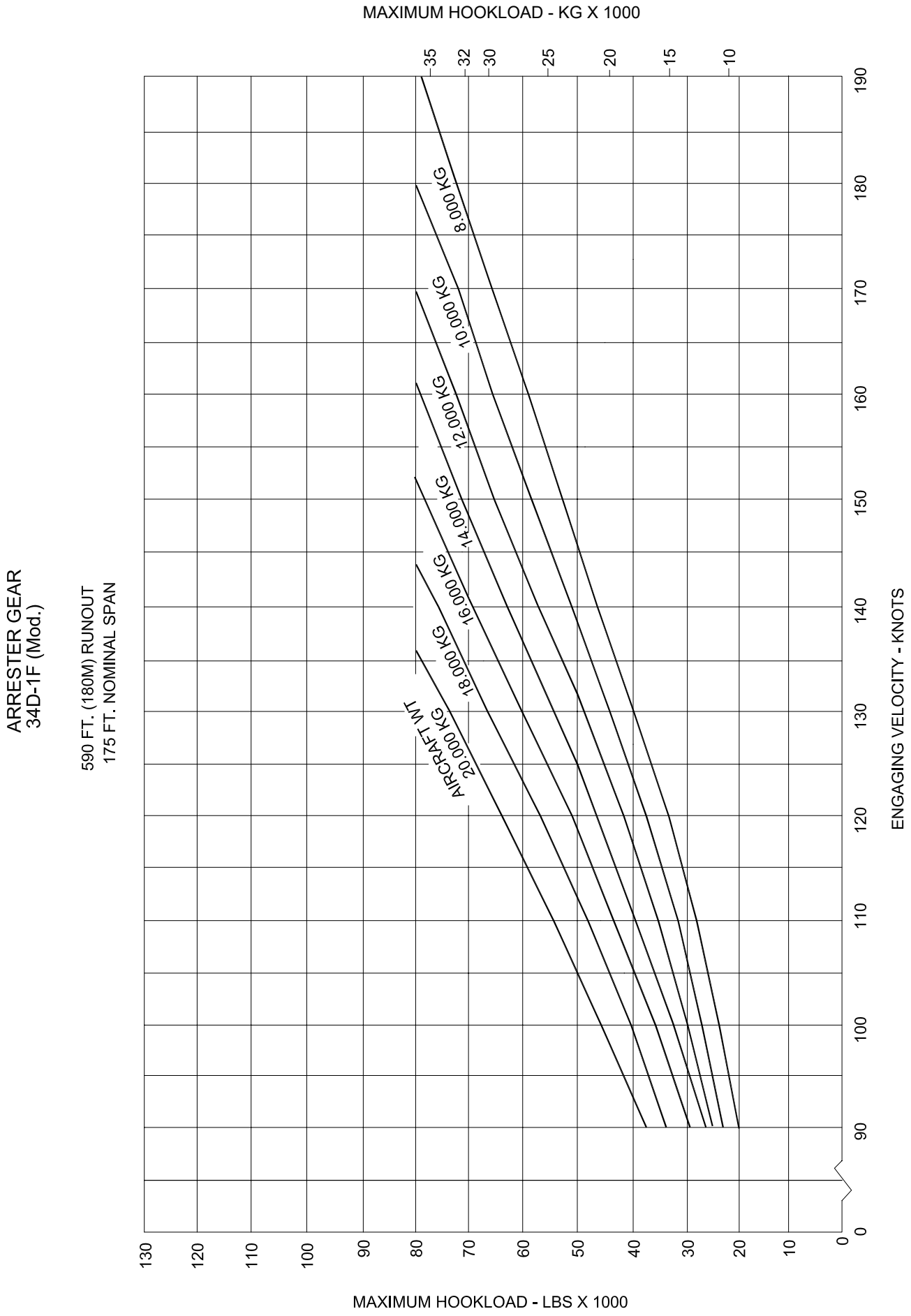
3. Overview of Installed Systems

Air Base / Airport	Rwy	Primary system	Backup system
EKYT Aalborg	08L/26R	BAK-12 SmartArrest/14 CABLE	
	08R/26L	34D-1F CABLE	
EKKA Karup	09R/27L	BAK-12 SmartArrest/14 CABLE	
	09L/27R	34D-1F CABLE	
EKSP Skrydstrup	10L/28R	BAK-12 SmartArrest/14 CABLE	34D-1F CABLE (Mod.)
	10R/28L	34D-1F CABLE	
EKRN Roenne *)	11	34D-1F CABLE	
	29	34D-1F CABLE (Mod.)	

*) Civil airport


BAK-12 SmartArrest/14 CABLE
150 ft Span, 75 ft Split,1200 ft (365 m) Runout.
65.25 inch Tape Stack, 8 Rotors.
Max Design Tape Tension – 60% UTS
1200 ft R/O
20000 lbs A/C.
30000 lbs A/C.
40000 lbs A/C.
50000 lbs A/C.
60000 lbs A/C.
70000 lbs A/C.
80000 lbs A/C.
90000 lbs A/C.
x 10^4
0
2
4
6
8
10
12
14
Max. Braking Force (lbf)
90
100
110
120
130
140
150
160
170
180
190
Aircraft Engagement Velocity (kts)


MAXIMUM HOOKLOAD - KG X 1000
36.3
31.8
27.2
22.7
18.1
13.6
9.0
AIRCRAFT WT
20,000 KG - 44,000 LBS
18,000 KG - 39,600 LBS
16,000 KG - 35,200 LBS
14,000 KG - 30,800 LBS
12,000 KG - 26,400 LBS
10,000 KG - 22,000 LBS
8,000 KG - 17,600 LBS
ARRESTER GEAR
34D-1F
886 FT. (270M) RUNOUT
100 FT. NOMINAL SPAN
ENGAGING VELOCITY - KNOTS
MAXIMUM HOOKLOAD - LBS X 1000


ARRESTER GEAR
34D-1F (Mod.)
590 FT. (180M) RUNOUT
175 FT. NOMINAL SPAN
MAXIMUM HOOKLOAD - KG X 1000
35
32
30
25
20
15
10
8.000 KG
10.000 KG
12.000 KG
14.000 KG
16.000 KG
18.000 KG
20.000 KG
AIRCRAFT WT
190
180
170
160
150
140
130
120
110
100
90
0
ENGAGING VELOCITY - KNOTS
130
120
110
100
90
80
70
60
50
40
30
20
10
0
MAXIMUM HOOKLOAD - LBS X 1000

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GEN 2.9 SPECIFICATION OF AVIATION FUEL AND OIL, LIQUID DE-ICING AND STARTING FLUID.

AVIATION FUEL

F-18 Gasoline Aviation, grade 100 low lead

F-34 AVTUR

F-40 Aviation fuel, jet engines. JP-4

AVIATION OIL

O-123 Lubricating oil, piston engine. Grade D-1065, grade D-1080

O-128 Lubricating oil, piston engine. Grade D-100, grade D-120

O-133 Lubricating oil, jet engine. Grade 1010

O-134 Lubricating oil, general purpose

O-136 Lubricating oil, jet engine

O-148 Lubricating oil, jet engine

O-149 Lubricating oil, jet engine

O-156 Lubricating oil, turbine engine

H-515 Hydraulic fluid for aircraft

LIQUID DE-ICING

S-742 Propylenglycol

STARTING FLUID

S-746 AVPIN Isopropylnitrat

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GEN 2.10 SPECIFICATIONS OF STARTING-UNITS

ELECTRICAL STARTING-UNITS		Equivalent to:	
		U.S.FLIP	U.K.FLIP
A-3AE	DC 28, 5 V (24 V), 22 KW, max 28,5 V, 40 KW	A-3/A-7	E 26/E 27/ E28
C-26B	DC 28 V, 45 KW AC 115/200 V, 15 KVA single phases 400 cycles.		
MD-3 or MD-3A	DC 28 V, 45 KW AC 115/200 V, 15 KVA 3 phases 400 cycles.		E 45/E 46
IMPERIA	DC 28 V, 200 A, 5,6 KW AC 115/200 V, 10 KVA 3 phases 400 cycles.		
ERNST	20 KVA and 45 KVA 115/280 V, 400 Hz, 10 KW 28 V DC.		
HOUCHIN	10 KVA 115/200 V, 28 V DC 400 Hz		
AIR STARTING-UNITS			
TMC 85-9	45 PSI 90 LBS per min	MA-1A	A 27/A 39 MA-1A
RFT-90	38 PSI, 124 LBS	A 2	A 39
AIR PARTNER (MA2 or M7)	35 PASI, 110 LBS per min.	AC-35	
AIR CONDITIONER			
HOKANSSON	DC 28 V, 4 AMP, 115/208 V, 10 KVA, 3 phases 400 cycles		

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GEN 3. SERVICES

GEN 3.1 AERONAUTICAL INFORMATION MANAGEMENT

1. Responsible service

Postal address	Air Command Denmark Attn.: MIL AIM Herningvej 30 DK 7470 Karup J Denmark
E-mail	FKO-KTP-F-AIM@mil.dk
AFTN	EKMCYOYX
Operating Hours	MON-THU 0730-1530 Local Time FRI 0730-1330 Local Time

The military Aeronautical Information Management (MIL AIM) is provided in accordance with military regulations (STANAG) and ICAO Annex 15.

2. Area of responsibility

Denmark: (København FIR and Bornholm).

3. Publications

Military Aeronautical Information Publication Denmark (MIL AIP DENMARK) contains permanent essential information for flights in Denmark.

Amendments to MIL AIP DENMARK are made by replacement pages published according to page GEN 0.1-3 item 3.

Supplements to MIL AIP DENMARK (MIL AIP SUP) contain temporary changes of long duration (three months or longer) as well as information of short duration that consists of extensive text and/or graphics, supplementing the permanent information contained in the MIL AIP.

Low Flying Chart 1:500.000 can be used as an index of Airfields, Navigational Facilities, Air Traffic Services, Air Navigation Obstructions and Restricted Airspace.

CENOR FLIP. The CENOR FLIP is a co-operative project between Norway, The Netherlands, Belgium, Germany, Czech Republic, Poland, Austria and Denmark, containing instrument approach and departure procedures primarily for the participating countries.

RDAF FLIP – the national (blue) FLIP which contains instrument approach and departure procedures for 16 civil and military aerodromes in Denmark and 2 aerodromes in Greenland.

The RDAF FLIP and MIL AIP can all be found on the internet. The URL is:

http://www.flv.dk/milaim/

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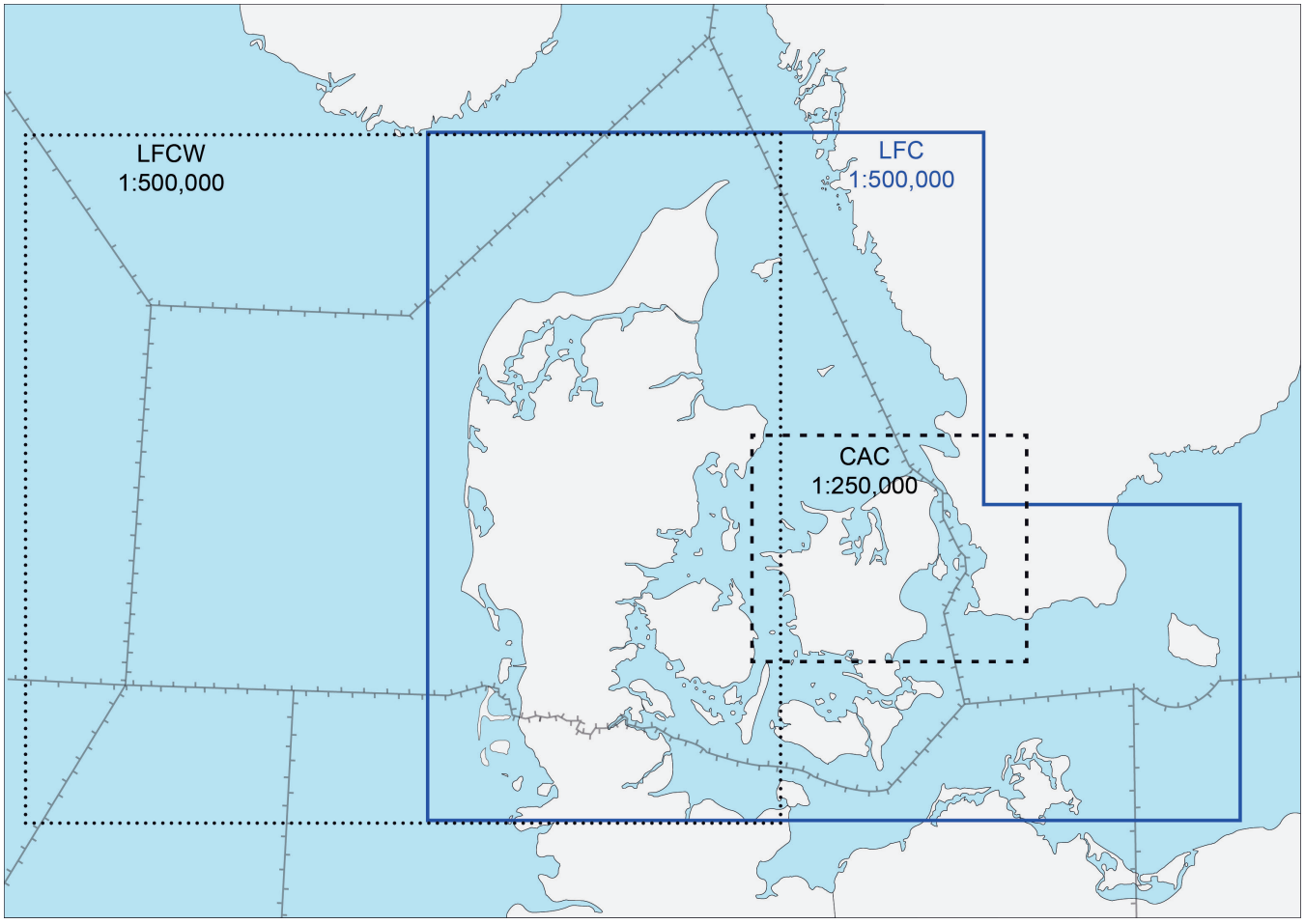
3.2 AERONAUTICAL CHARTS

1. The following Aeronautical charts are included in the AIP after the AD 3 section:

1.1. Low Flying Chart Europe Sheet 1 Denmark (LFC).
Scale 1:500.000 covering the Danish landmass including the Danish island Bornholm in the Baltic Sea. Compiled and produced by Danish Defence.

1.2. Low Flying Chart Europe Sheet 2 Denmark (LFCW).
Scale 1:500.000. An extention of Sheet 1, covering the Danish mainland and the North Sea area within DK FIR and airspace delegated to Copenhagen ACC. Compiled and produced by Danish Defence.

1.3. ANC 1:250.000 Copenhagen Area (CAC).
Covering Copenhagen area including airspace delegated from Malmoe ACC, Sweden. Compiled and produced by Naviair.



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GEN 3.3 AIR TRAFFIC SERVICES

1. Responsible service

The authority responsible for the overall administration of MIL Air Traffic Services in Denmark is:

AIR COMMAND DENMARK

Postal address:
Air Command Denmark
Herningvej 30,
DK-7470 Karup J.
Denmark
Telephone: +45 728 40000
Email: fko@mil.dk

2. Area of responsibility

Military Air Traffic Services are provided within the entire København FIR.

3. Types of services

Military Air Traffic Services are provided by the units stated below.

a. Copenhagen Area Control Centre

Copenhagen Area Control Centre is a combined civil/military unit, which provide Air Traffic Services to civil and military air traffic, including:

- Air Traffic Control service to civil and military IFR traffic in controlled airspace.
- Flight Information and Alerting Service.
- Air to air refuelling.
- Diversion and recovery control service to OAT.
- Coordinate military requirements for alternate aerodromes in Danish FIR for OAT.

b. Air Traffic Services on military Air Stations.

Name	Location indicator	Service	Service provider
Aalborg	EKYT	TWR, APP and ATIS	Naviair
Karup	EKKA	TWR, APP and ATIS	Defence Command Denmark
Skrydstrup	EKSP	TWR, APP and ATIS	Defence Command Denmark

4. Co-ordination between the Operator and ATS

To be developed.

5. Minimum flight altitude

See description under ENR 1.7 altimeter setting procedures.

6. Military ATS units address list

UNIT	Postal address	TEL – FAX – E-mail - AFTN
Copenhagen ACC	Eskadrille 515 Naviair Allé 1 DK 2770 Kastrup	TEL**:** +45 32 47 82 59 FAX: +45 32 47 88 55 E-mail: acw-ktp-515-amc@mil.dk AFTN: EKDKZFZM
ATW Aalborg	Flyvestation Aalborg Thisted Landevej 53 DK 9430 Vadum	TEL**:** +45 728 46310 FAX: +45 728 46319 E-mail: woc@atwaal.dk AFTN: EKYTZPZM
HW Karup	Flyvestation Karup Herningvej 30 DK 7470 Karup J	TEL**:** +45 728 43111 FAX: NIL E-mail: hw-ktp-wingops@mil.dk AFTN: EKKAZTZX
FW Skrydstrup	Flyvestation Skrydstrup Skrydstrup DK 6500 Vojens	TEL**:** +45 728 48124 FAX: +45 728 48126 E-mail: comm.skpops@mil.dk AFTN: EKSPZTZX

GEN 3.4 COMMUNICATION SERVICES

1. Responsible Service
VOR and VOR/DME stations and En Route channels/frequencies are operated by Flyvesikringstjenesten/NAVIAIR, for address see GEN 3.3 item 1.

TACAN are operated by the Royal Danish Air Force.The broadcasting station KALUNDBORG is operated by Telestyrelsen. Irregularities will not be published by NOTAM. All other radio navigation facilities and aerodrome channels/frequencies are operated by aerodrome operators.
The services are provided in accordance with the provisions contained in the following ICAO documents:

Annex 10; Aeronautical Telecommunications
DOC 8400: ICAO Abbreviations and Codes
DOC 8585; Designators for Aircraft Operating Agencies,
Aeronautical Authorities and Services
DOC 7030; Regional Supplementary Procedures
DOC 7910; Location Indicators
Differences to these provisions are detailed in GEN 1.7.

2. Area of Responsibility
Communication services are provided for the entire territory of Denmark, including its territorial waters as well as the airspace over the high seas within the København FIR.

3. Types of Service
3.1 Radio navigation services

The following types of radio aids to navigation are available:

- Instrument landing system (ILS)
- VHF omnidirectional radio range (VOR)
- Distance-measuring equipment (DME)
- Non-directional beacon (NDB)
- Locator (L)
- VHF direction-finding station (VDF)
- UHF tactical air navigation system (TACAN)

Coordinates of radio navigation facilities refer to the position of the transmitting antenna. Unless otherwise stated the DME zero range indication is related to the antenna site.

3.2 Mobile service
The aeronautical stations maintain a continuous watch on their stated channels/frequencies during the published hours of service unless otherwise notified.

3.3 Broadcast service (ATIS)
ATIS broadcast are in accordance with the procedures specified in Commission Regulation (EU) No 923/2012 and ICAO Doc 7030 EUR.

ATIS frequencies are protected against interference within the area FL 200/60 NM. Reception of broadcast free of interference may therefore only be possible within this area. ATIS broadcast are established for arriving and departing aircraft at Aalborg, Aarhus, Billund,

Karup/Midtjyllands Lufthavn, København/Kastrup, København/Roskilde and Vojens/Skrydstrup. Details of these broadcast are given in the relevant AD 2 - section.
To keep the length of the ATIS broadcast within the recommended 30 seconds the following apply:

- Flow restrictions will not be broadcasted. The pilot-in-command must consult the Airport Briefing Office to obtain information about valid flow restrictions.
- Information about variation in wind direction will be broadcasted only if the mean wind velocity is 6 KT or more.
- At København/Kastrup the information about ice and snow conditions on taxiways and parking areas will be collected into a general information based on the worst values for the area.

3.4 Language used
Unless otherwise indicated the languages used are Danish and English.

3.5 Detailed information
Details of the various facilities available for the En-route traffic can be found in Part ENR. Details of the facilities available at the individual aerodromes can be found in the relevant sections of Part AD. In cases where a facility is serving both the En-route traffic and the aerodromes, details are given in the relevant sections of Part ENR and Part AD.

3.6 Controller-Pilot Data Link Communication (CPDLC)
3.6.1 General
The CPDLC application provides a means of communication between the air traffic controller and the pilot, using a predefined data link message set. In all CPDLC communications, the highest standard of discipline shall be observed at all times. If uncertainty arises regarding a data link message, voice communication shall be used to clarify the situation.

CPDLC shall only be used for non-time-critical requests, i.e. requests that do not require the immediate reaction of the controller. Nevertheless, as in radiotelephony, the CPDLC messages shall be answered with the least possible delay. If the downlink request is cut off because the time limit was exceeded, the pilot shall repeat the request via radiotelephony.

- CPDLC services are guaranteed for aircraft operating above FL285. Below FL285 CPDLC services are available.
- CPDLC services are available for aircraft operating within KØBENHAVN TMA.
- CPDLC services are not available for aircraft operating within other TMAs located within KØBENHAVN FIR.

Pilots should be aware that the total turn-around time for an airborne initiated CPDLC dialogue may be up to more than four (4) minutes and for a ground initiated dialogue up to two (2) minutes; hence, voice communication will be used for any communication requiring an immediate response and/or action.
Voice read-back is not required for any CPDLC instruction.

3.6.2 Flight Plan
In order to use the CPDLC services, pilots shall file the following in the respective items of their flight:

- Item 10a - J1 for the CPDLC ATN VDL Mode 2 capable aircraft;
- Item 18 - the indicator CODE/ followed by the aircraft 24-bit address expressed in the form of alphanumerical code of six hexadecimal characters.

Further information on how to fill the flight plan is available at:
https://ext.eurocontrol.int/WikiLink/index.php/Library

Operators conducting flights wholly or partly in the Single European Sky airspace where ATN B1 CPDLC is required, but for which Commission Regulation (EC) 2023/1772 is not applicable in accordance with Article 3(3), or which aircraft types/models are exempted by Commission Implementing Decision 2019/2012, **shall i**nclude the letter "Z" in item 10 and the indicator "DAT/CPDLCX" in item 18 of each flight plan **to comply with SERA.4010.**

3.6.3 CPDLC use
In KØBENHAVN FIR voice communication and/or radiotelephony instructions have priority over CPDLC instructions at all times. However, a clearance requested via CPDLC should subsequently be issued via CPDLC and a clearance requested via radiotelephony should also be issued via radiotelephony.
Clearances shall not be executed until the **WILCO** message has been sent.

3.6.4 DLIC log-on
The data link address for København ACC is **EKDK.**
CPDLC shall be established in due time to ensure that the aircraft is communicating with the appropriate ATC unit. Log-on shall be initiated by the pilot. Pilots shall log-on using their ICAO call sign as filed in the flight plan. Pilots shall not use a two-letter IATA flight ID, neither insert a leading zero (0) into the call sign, as these actions will result in a failed log-on.

Log-on should be initiated 10 to 15 minutes prior to entry into KØBENHAVN FIR airspace.

Aircraft departing from an aerodrome in close proximity to KØBENHAVN FIR can log-on when still on the ground, if ACC København is the first CPDLC-capable unit.

3.6.5 CPDLC services
The controller or pilot shall construct CPDLC messages using the pre-defined message set or free text messages. The following tables list the standard CPDLC messages available for exchange in KØBENHAVN FIR, with appropriate operational responses.

3.6.6 ATC communications management (ACM)
When an aircraft is transferred by data link to an adjacent sector/ATC unit, the pilot shall acknowledge the instruction using data link by **WILCO** and shall then contact the next sector/ATC unit by voice communication on the instructed channel.

ACM Messages

ATC message element	Pilot Response
CONTACT [unit name] [frequency]	WILCO, or UNABLE [+ DUE TO WEATHER] or UNABLE [+ DUE TO AIRCRAFT PERFORMANCE] or STAND BY

3.6.7 ATC clearances and instructions (ACL)
Aircraft, which have logged on, may receive an ATC instruction via data uplink messages. Pilots may request changes to flight levels (ascend or descend) or clearance direct to a point on their route via data downlink messages.

ACL Messages

ATC message element	Pilot Response
MAINTAIN [level]	WILCO, or UNABLE [+DUE TO WEATHER] or UNABLE [+ DUE TO AIRCRAFT PERFORMANCE] or STAND BY
CLIMB TO [level]	
DESCEND TO [level]	
PROCEED DIRECT TO [position]	
FLY HEADING [degrees]	
SQUAWK [code]	
SQUAWK IDENT	
CLEARED TO [position] VIA [routeClearance]	

Pilot´s Message Element		ATC Responce
REQUEST [level]	[+ DUE TO WEATHER] Or [+ DUE TO AIRCRAFT PERFORMANCE]	[corresponding approving instruction], or UNABLE or STAND BY or REQUEST AGAIN WITH NEXT UNIT
REQUEST CLIMB TO [level]		
REQUEST DESCEND TO [level]		
REQUEST DIRECT TO [position]		

3.6.8 ATC microphone check (AMC)
A "check stuck microphone" instruction may be sent by ATC in circumstances where an aircraft is inadvertently blocking a voice communication channel.

If the "check stuck microphone" instruction relates to the RTF channel currently being used, the pilot shall check that their radio equipment is not causing the blockage. If the "check stuck microphone" instruction does not relate to the RTF channel being used, no further action by the pilot is required.

AMC Messages

ATC Message Element	Pilot's Response
CHECK STUCK MICROPHONE [frequency]	NIL

3.6.9 Message Restrictions and Error Management
If the ground system receives a message that is not supported or constitutes an error to the technical rules for CPDLC communication, flight crew will receive an automatic reply indicating the nature of the error and, if applicable, required actions.

3.6.10 Voice interruption of CPDLC dialogue
When using voice communication to correct an unanswered CPDLC message, the controller shall initiate voice communication using the phrase:

DISREGARD CPDLC (message type) MESSAGE, BREAK, (correct clearance, instruction, information or request)

The pilot shall reply to the CPDLC message with an "UNABLE" message and respond by voice communication to the clearance received by voice.

3.6.11 CPDLC Imposed Silence
In order to contain the sector workload, controllers may require all stations or a specific flight to avoid sending CPDLC requests for a limited period of time. For imposing or revoking CPDLC silence the following phrases, either as a voice or a CPDLC message shall be used:

ALL STATIONS (or [call sign] as applicable), STOP SENDING CPDLC REQUESTS [UNTIL ADVISED] [(reason)].

ALL STATIONS (or [call sign] as applicable), RESUME NORMAL CPDLC OPERATIONS.

3.6.12 CPDLC Failure
When alerted that CPDLC has failed, the controller will inform all stations under sector jurisdiction, using the following phrase:

ALL STATIONS, CPDLC FAILURE, [identification of the calling station].

Some failures may result in termination of the existing data link connections with aircraft that are under control of a sector. In this case, it will not be possible for ATC to re-initiate dialogues via CPDLC unless the pilot re-initiates the data link logon process in order to re-establish data link connection. Controller will inform aircraft under his jurisdiction when the CPDLC service is restored, using the following phrase:

ALL STATIONS, RESUME NORMAL CPDLC OPERATIONS.

In case of a CPDLC failure, CPDLC clearances that have not yet been confirmed shall be repeated over voice communication and/or confirmed. If either the pilot or ATC consider that CPDLC should not be used in the prevailing circumstances, CPDLC shall be suspended or terminated and the other party shall be informed by voice communication.

In case of a scheduled shutdown or an unexpected failure of the CPDLC system, ATC will instruct all aircraft equipped with data link to return to voice communication. In case of an on board failure of CPDLC, the pilot shall return to voice communication and inform ATC.

3.6.13 Log-off
Log-off is automatic on leaving KØBENHAVN FIR airspace, no pilot action is required. Between KØBENHAVN FIR and adjacent CPDLC equipped ATC units the ACM service will be used.

4. Requirements and Conditions
For further information concerning requirements and conditions, see AIP DK.

5. Other
5.1 Protected Areas for COM/NAV facilities.
The indications in section ENR 4.1 and section AD 2 item 18 and 19 for each aerodrome, of which an example is given below, refer to the areas of channel/frequency protection within which A/G communication and radio navigation facilities should be free of harmful interference.

Example: FL 450/60 NM; 245°-335° MAG 200 NM
Meaning: The facility is protected up to FL 450 within a range of 60 NM, except that in the sector from 245° to 335° MAG (clockwise) the range is 200 NM.
It is not permitted to established connection with ground stations outside the indicated protection areas.
Radio navigation facilities must not be used operationally outside indicated protection areas.

5.2 Air-to-air frequency
Frequency 129.805 MHZ is assigned for air-to-air operational communication within København FIR up to FL100.

5.3 Glider frequencies
Frequencies (MHZ) for operational communication air-to-air and air-to-ground shall, as far as possible, be used as shown hereafter:

- Jylland - North: 123.380
- Jylland - Middle: 122.480
- Jylland - South and Fyn: 129.980
- Sjælland - West and Lolland/Falster: 123.430
- Sjælland - East/Bornholm: 122.655

5.4 Hanggliders and ultra light aircraft. Frequency
Frequency 130.130 MHZ is assigned for operational communication between hanggliders and ultra light aircraft in København FIR.

5.5 Ballooning
Frequency 122.655 MHZ is assigned for operational communication between balloons and ground personnel.

5.6 Parachuting
Frequency 130.130 MHZ is assigned for operational communication between parachuting and ground personnel.

5.7 Helicopter frequencies
The following frequencies (MHZ) are assigned only for communication between helicopter and ground personnel:

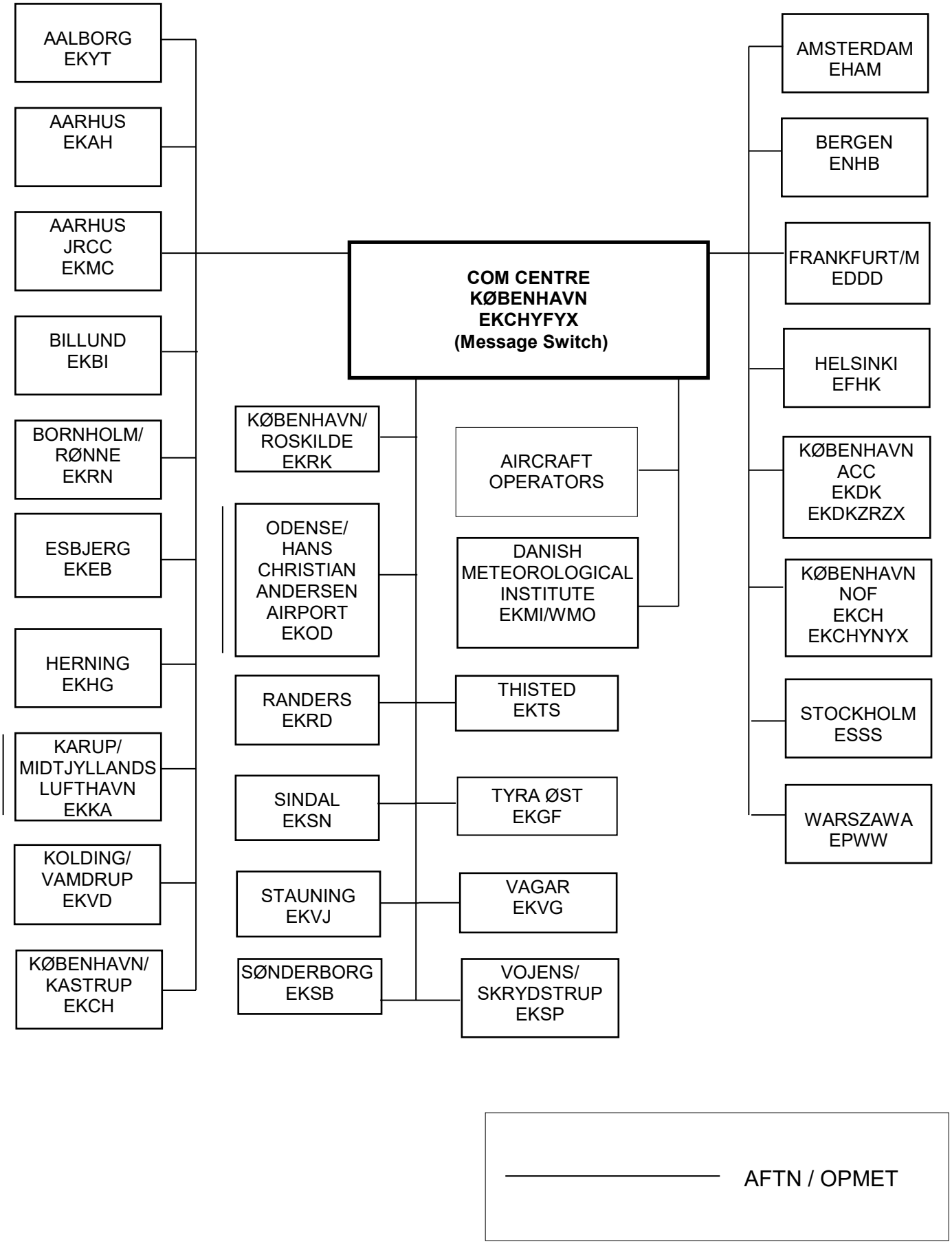
- For medical operations: 121.080
- For helicopter hoist operations: 125.405

The frequencies can be used up to 2000 FT on Danish territory.
5.8 Helicopter frequency in the North Sea
The following frequency (MHZ) is assigned only for communication between helicopter and helideck personnel on Off-shore installations in the North Sea:

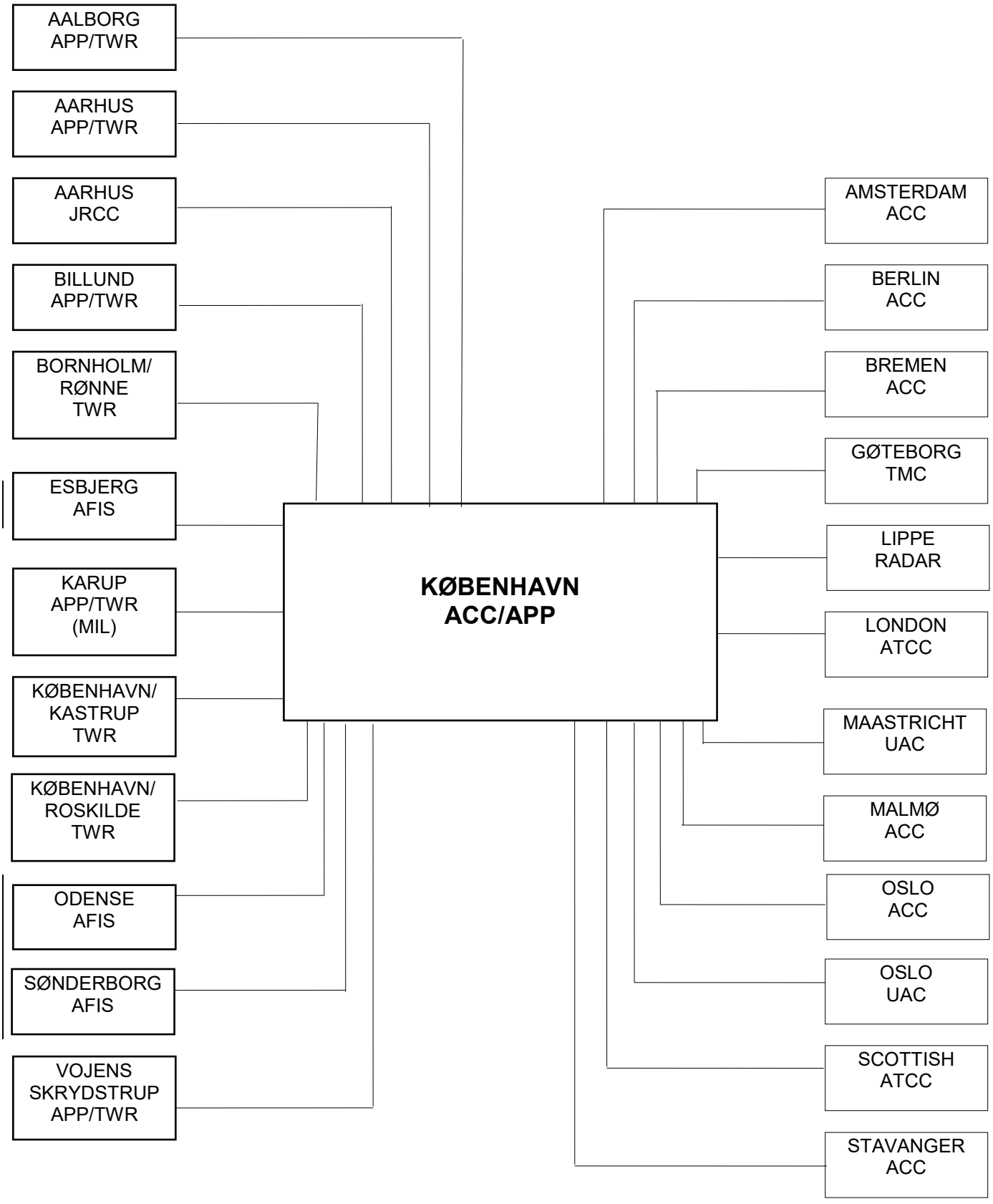
- For helicopter Operations North of 56 00 00N 131.780
- For helicopter Operations South of 56 00 00N 123.455

The frequency can be used up to FL 100 in the North Sea.

4. AERONAUTICAL FIXED SERVICES - TELECOMMUNICATIONS DIAGRAM



5. AERONAUTICAL FIXED SERVICES – TELEPHONE DIAGRAM



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GEN 3.5 METEOROLOGICAL SERVICES

1. Meteorological Authority.

The military meteorological service is provided by The Danish Meteorological Institute on behalf of CHODDEN. The main meteorological office (MET OFFICE KARUP) is located at Air Command, Karup.

Postal address:	MET OFFICE KARUP OPERATIONS SUPPORT WING Herningvej 30, DK 7470 Karup J. Denmark
ICAO telegraphic address:	EKMKYMYX (alt. EKKAYMYX)
Telephone	+45 728 41442

2. Area of Responsibility

Meteorological services are provided for the entire København FIR and Bornholm area.

3. General

Meteorologists are available for consultation as specified in GEN 3.5-2.

Aerodrome forecasts are issued by the meteorological office designated as responsible for preparing such forecasts.

Landing forecasts (TREND) are issued as specified in GEN 3.5-2.

Briefing consultation is available as specified in GEN 3.5-2. MET information for flights with destinations outside Danish FIR should normally be requested at least 3 hours before departure.

Runway Visual Range (RVR) is available for main runways at RDAF stations.

4. Aerodrome Meteorological Services

Location	MET OFFICE KARUP	MET OFFICE SKRYDSTRUP	MET OFFICE AALBORG
	EKKA (EKMK)	**EKSP**	**EKYT**
Weather Observation Service	H24 (AUTO OBS)*	H24	H24 (AUTO OBS) **
Forecaster Availability	H24	MON-THU 0430-1430 (0330-1330) *** FRI 0430-1300 (0330-1200) *** Outside hours above forecaster service provided by MET OFFICE KARUP.	Forecaster service provided by MET OFFICE KARUP H24.
Aerodrome Forecasts	24 HR TAF	24 HR TAF	24 HR TAF
Landing Forecasts (2 HR TREND)	MON-THU 0600-1430 (0500-1330) FRI 0600-1300 (0500-1200) Other times O/R.	MON-THU 0530-1430 (0430-1330) *** FRI 0530-1300 (0430-1200) ***	O/R
Briefing Consultation	Local at EKKA: H24. Personal or by telephone.	Local at EKSP: MON-THU 0430-1430 (0330-1330) *** FRI 0430-1300 (0330-1200) *** Personal or by telephone. Outside hours above by telephone to MET OFFICE KARUP.	H24 by telephone to MET OFFICE KARUP.
Languages	DA, EN	DA, EN	DA, EN
Telephone	+45 728 41441 +45 728 41442 +45 728 41431	+45 728 48191	

* AUTO OBS is under surveillance by MET Forecaster.

** Default as AUTO OBS. Manual observation possible O/R.

*** Hours of operation may be extended during exercises or to meet other operational requirements.

GEN 3.6 Search and Rescue

1. Responsible services

The Search and Rescue Service in Denmark is provided by the Joint Rescue Coordination Center (JRCC) Denmark.

Contact address:

Defence Command
Att.: JRCC
Herningvej 30
DK-7470 Karup J
TEL: +45 728 50450
FAX: +45 728 50384
E-mail: jrcc@sok.dk
AFS: EKMCYCYX

JRCC Denmark is operated by Royal Danish Air Force and Royal Danish Navy.
The responsible authority is the Ministry of Transport in collaboration with the Ministry of Defence and the Ministry of Justice.

JRCC Denmark has been appointed as the Danish point of contact for the COSPAS-SARSAT System, and as such maintains the national register for Denmark, Greenland and the Faroe Islands of all registered 406 MHz emergency beacons.

2. Applicable documents:

a. ICAO SAR documents:

- Annex 12, SEARCH AND RESCUE.
- DOC 7030, REGIONAL SUPPLEMENTARY PROCEDURES FOR ALERTING AND SEARCH AND RESCUE SERVICES applicable in the EUM region.
- DOC 7333-an/859, SEARCH AND RESCUE MANUAL.

b. Applicable national document:

- SAR handbook Denmark (Danish language only)

c. Applicable NATO document:

- ATP-10 (D), Search and Rescue

3. Area of responsibility

ICAO prescribes in general that the aeronautical SRR boundaries coincide with FIR boundaries. The SRR boundaries to Great Britain in the North Sea, and Germany in the North Sea and Baltic Sea have been modified by bilateral agreements. Under these agreements, the SRR boundaries to Great Britain and Germany will not follow the FIR boundary, but instead they are coincident with the median line.
(See page GEN 3-6-5).

4. Types of services

SAR aircraft will normally be stationed as follows:

Aalborg Airbase:	EH-101	Helicopter (HEL-H)
Skrydstrup Airbase:	EH-101	Helicopter (HEL-H)
Roskilde Airport:	EH-101	Helicopter (HEL-H)

SAR Helicopter state of Readiness is:
Between 0500 and 2000 UTC: 15 MIN.
Between 2000 and 0500 UTC: 30 MIN.

Aalborg Airbase:	C-130	Very Long Range
Aalborg Airbase:	CL-604	Very Long Range

C-130/CL-604 are only available on aircraft availability basis.

Other rescue facilities as depicted on Search and Rescue Chart.

5. SAR Agreements:

Agreements on cooperation within Search and Rescue have been signed between Denmark and:

- Sweden
- Poland
- Great Britain
- Germany and
- Norway

The agreements include provision for pooling of SAR facilities.

Request for entry of aircraft, equipment and personnel from other states to engage in search for aircraft in distress or to rescue survivors of aircraft accidents should be transmitted to the rescue coordination centre.
Instructions as to the control which will be exercised on entry of such aircraft and/or personnel will be given by the rescue coordination centre.

6. Conditions of availability

JRCC directs and coordinates the search and rescue service to aircraft and collaborates herein with the police, the private rescue corps, and the Civil Defence Corps.

The rescue helicopters are dedicated for SAR operations with specialised equipment and trained crews.
The Very Long Range aircraft (C-130/CL-604) are transport aircraft, but are adapted for SAR purpose with equipment and trained crews.

7. Procedures and signals used

Search and rescue procedures used by rescue units will be in accordance with ICAO DOC 7333-AN/859, SEARCH AND RESCUE MANUAL and NATO ATP-10 (D).

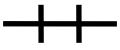
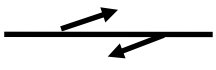
Exchange of distress messages within Danish search and rescue region are handled in accordance with the provisions of ICAO, ANNEX 10.
For communication during search and rescue operations, the codes and abbreviations published in ICAO DOC 8400 and NATO ATP-10 (D) are used.

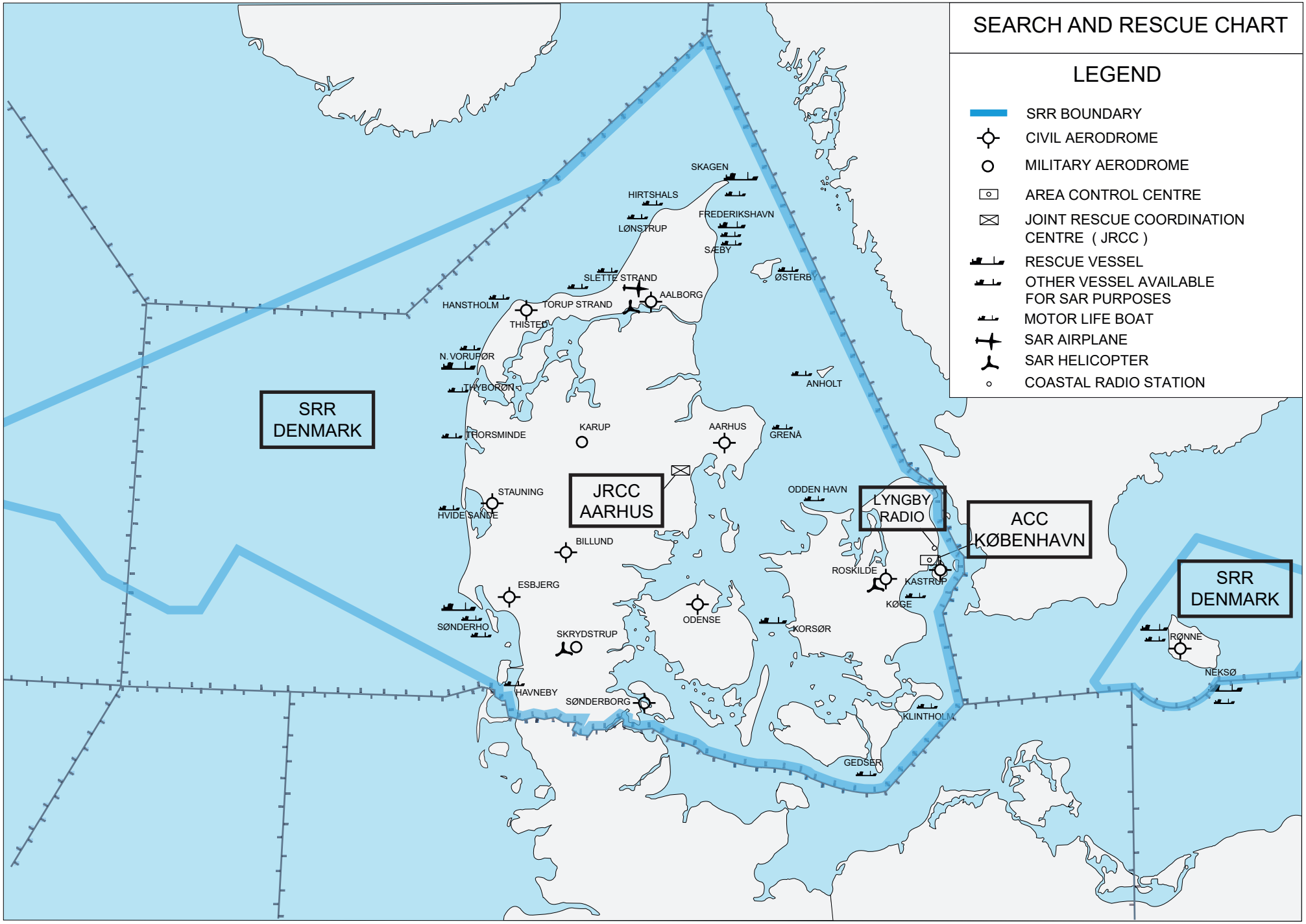
SIGNALS TO BE USED BY SURVIVORS

Nr.	Message	Code symbol
1.	Require assistance	**V**
2.	Require medical assistance	**X**
3.	No or Negative	**N**
4.	Yes or Affirmative	**Y**
5.	Proceeding in this direction	

Instructions for use:
1: Make signals not less than 8 ft (2,5 m)
2: Take care to lay out signals exactly as shown
3: Provide as much colour contrast as possible between signals and background
4: Make every effort to attract attention by other means such as radio, flares, smoke, reflected light.

SIGNALS TO BE USED BY RESCUE PATROLS

Nr.	Message	Code symbol
1.	Operation completed	**L L L**
2.	We have found all personnel	**L L**
3.	We have found only some personnel	
4.	We are not able to continue. Returning to base	**X X**
5.	Have divided into 2 groups each proceeding in direction indicated	
6.	Information received that aircraft is in this direction	
7.	Nothing found. Will continue to search	**N N**



CHANGES: EDITORIAL

PART 2 - EN ROUTE (ENR)

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ENR 1. GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1. Use of Afterburner/Reheat

1.1 It is prohibited to use afterburner/reheat below 5.000 FT AGL with following exceptions:
- During take-off, touch-and-go, and go-around.
- During climb after take-off, touch-and-go or go-around.
- When climbing to altitude below 5.000 FT the afterburner/reheat has to be cut out at 350 KT or when reaching altitude.
- In emergency.

2. Night Navigational flights over Denmark

2.1 Foreign Air Stations planning to overfly Denmark on navigational flights later than 1500 UTC, are to send their flight plans in due time to be received at COPENHAGEN ACC (EKDKZQZM for IFR flights and EKDKZFZM for VFR flights) before 1300 UTC. Night VFR flights with foreign military aircraft will not be allowed over Danish territory.

2.2 For flights on Saturdays, Sundays and Danish public holidays, flight plans shall be sent in due time to be received at COPENHAGEN ACC before 1300 UTC (1200 UTC Summer period) the previous working day. See list of Danish public holidays on page GEN 2.1-2.

3. Supersonic flight

3.1 Supersonic flights with foreign military aircraft will not be allowed over Danish territory except when participating in NATO exercises in which case, specific regulations will be stipulated for each individual exercise or when foreign military aircraft under operational control of Commander Tactical Air Command, Denmark, operates from a Danish Air Station where national regulations apply.

4. VFR flying above 3500 FT.

4.1 Military aircraft flying over Danish territory above 3500 ft are to contact an Aircraft Controlling Unit (ACU) or ATS unit for flight following/flight information service.

4.2 Operations above FL195 inside København FIR are subject to ATC-clearance obtained from ACC Copenhagen.

5. Air refuelling

5.1 A series of preplanned AAR tracks exist within EKDK FIR. For details including reservation refer to ENR 5.3.

6. North Sea airspace. Flying at or below FL 85

6.1 General
En Route flight over the North Sea in that part of the airspace, where Air Traffic Service is provided by Denmark, shall be carried out according to the cruising levels and Air Traffic Rules.

Notes:
1. Tyra Information provides Air Traffic Service within TYRA FIZ/RMZ.
2. Copenhagen Information provides Air Traffic Service outside TYRA FIZ/RMZ.

6.2 Crossing of helicopters flight path Pilots of fixed-wing aircraft crossing the flight path of helicopters should as early as possible plan their flight to pass over, below or behind the helicopters and make efforts to obtain greatest possible separation. In order to discover helicopter traffic, use of radar is recommended. In addition, traffic information may be obtained from Copenhagen Information or TYRA Information.
Note: Helicopter pilots prefer a horizontal separation of at least 2 NM.

6.3 Helicopter operations
6.3.1 Helicopter operations to, from and between oil and gas and wind farm installations in the North Sea are taking place on a 24 hour basis, under IMC as well as VMC and often with sling load.

6.3.2 Helicopter Routes:
Helicopter routes have been established for the most used helicopter tracks in that part of the North Sea, where ATS is provided by Denmark (see chart ENR 6.5-1 and route descriptions in ENR 3.2). Helicopter routes in uncontrolled airspace are not mutually separated horizontally. Where helicopter routes are based on "Basic Area Navigation" with a navigational tolerance of 5 NM on each side of the centre line, this will be indicated in the column remarks in the route description.

Other traffic than civil helicopter operations are advised to:
a. avoid flying along or in close vicinity of a helicopter route, and
b. cross a helicopter route at an angle as close to 90º as possible and to keep an alert look out.

Furthermore, military air traffic are advised to avoid crossing helicopter routes between altitude 1000 FT AMSL and FL 90.

6.3.3 Cruising Level in Helicopter Routes
Except during take-off and landing, civil helicopter operations should normally be carried out in levels not below 1500 FT MSL. For Minimum flight Altitude on specific routes see ENR 3.2, and for specific AMA (Area Minimum Altitude) see ENR 6.5-1.

6.3.4 Helicopter Decks:
The following helicopter decks are situated on oil and gas installations in the North Sea:
DAN B, DAN E, DAN F, GORM C, HALFDAN A, HALFDAN B, HARALD, SIRI, SKJOLD, SOUTH ARNE, CECILIE, NINI, ROLF, RAVN WINTERSHALL, TYRA EAST and TYRA WEST.
The following helicopter decks are situated in the vicinity of off-shore wind farms:
HORNS REV A, HORNS REV B.

7. Northern North Sea. Lower airspace responsibilities (at or below fl 85)

7.1 Denmark, Norway, and the United Kingdom have arranged through the exchange of bilateral Letters of Agreement to transfer the responsibility for providing ATS to all aircraft at or below FL 85, within those areas of their FIRs which are located between the FIR boundary and the Median Line, to the nation exploiting the natural resources of the area.

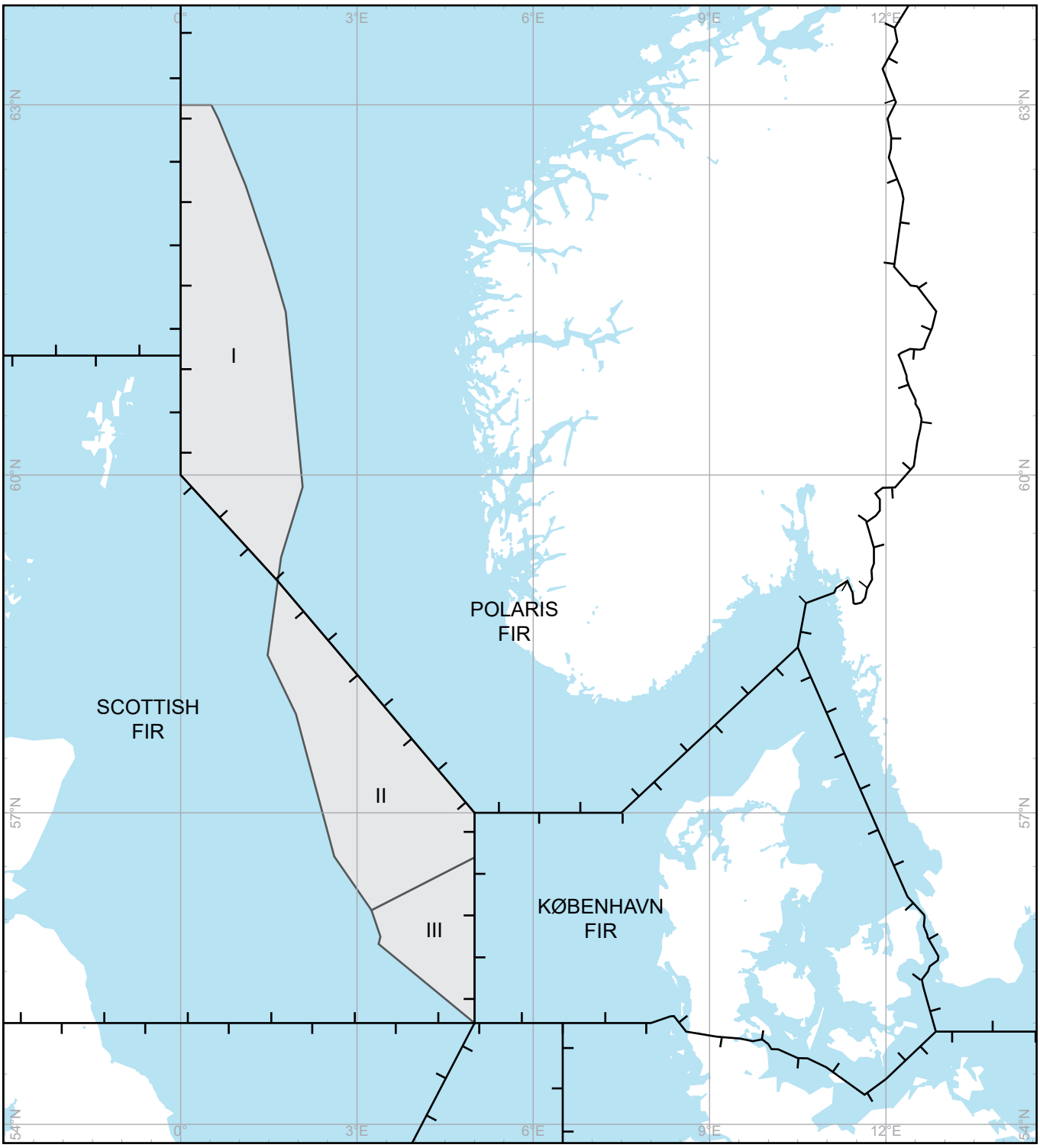
7.2 The areas involved in transfer of ATS responsibility are described below and shown on the chart overleaf:

7.3 The areas are bounded by arcs of great circles joining successively the coordinates concerned.

7.4 Procedures and communications within the said areas will be as if the airspace concerned was an integral part of the FIR for which the described nation is responsible.

AREA/ LOCATION	LATERAL LIMITS	UPPER LIMIT	ATS RESPONSIBILITY
AREA I Within POLARIS FIR	590504N 0013916E - 600000N 0000000E - 630000N 0000000E - 630000N 0003120E - 625328N 0003821E - 622219N 0010622E - 614410N 0013329E - 612122N 0014718E - 595346N 0020430E - 591722N 0014236E - 590504N 0013916E.	FL 85	UK
AREA II Within SCOTTISH FIR	590504N 0013916E - 570000N 0050000E - 563500N 0050000E - 560510N 0031455E - 563540E 0023642E - 575416N 0015748E - 582546N 0012854E - 590504N 0013916E	FL 85	NORWAY
AREA III Within SCOTTISH FIR	560510N 0031455E - 563500N 0050000N - 550000N 0050000E - 554554N 0032213E - 555006N 0032400E - 555458N 0032055E - 560510N 0031455E	FL 85	DENMARK

NORTHERN NORTH SEA



LOWER AIRSPACE RESPONSIBILITY (AT OR BELOW FL 85)

AREA	RESPONSIBILITY
I II III	SCOTTISH ATS STAVANGER ATS KØBENHAVN ATS

ENR 1.2 VISUAL FLIGHT RULES

1. VFR CRITERIA

1.1 VFR flights shall be flown in conditions of visibility and distance from clouds equal to or greater than those specified below.

A. Airspace Class D (CONTROL ZONES)

1.2 VFR flights can be carried out in controlzones when ceiling is 1500 FT or above and meteorological visibility is reported equal to or greater than:

8 KM/8 KM	DAY/NIGHT	FOR FIGHTER AIRCRAFT
5 KM/8 KM	DAY/NIGHT	FOR OTHER AIRCRAFT

When ceiling is between 1500 FT and 2500 FT separation will be established between military VFR flights and civil IFR and special VFR flights

B. Airspace Class A, B, C, E, F, G AND D (TMA)

Altitude	Airspace class	Flight visibility	Distance from cloud
At or above FL 100	ABCDEFG	8 KM	1500 M horizontally 1000 FT vertically
Below FL 100 and above 3000 FT AMSL, or above 1000 FT above terrain, whichever is the higher	ABCDEFG	5 KM	1500 M horizontally 1000 FT vertically
At and below 3000 FT AMSL, or above 1000 FT Over terrain, whichever Is the higher	ABCDE	5 KM	1500 M horizontally 1000 FT vertically
	FG	5 KM 3 KM/140 KT	Clear of cloud and with The surface in sight

(1) For all aircraft operated at 250 KTS IAS or more a flight visibility of 8 km or more is demanded except in airspace class. F and G during day hours when flying at or below 3000 ft MSL or 1000 ft AGL which is the higher.

(2) Helicopter may operate VFR if flight visibility is equal to or greater than 800 m if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstruction in time to avoid collision.

(3) Required flight visibility at night, at least:

Fighters and other aircraft operated at speeds exceeding	140 KTS IAS	8 KM
Aircraft operated at speeds at	140 KTS IAS or less	5 KM
Helicopters operated at	140 KTS IAS or less	3 KM

2. SPECIAL VFR FLIGHTS

2.1 The appropriate Air Traffic Control unit may approve special VFR flights in a controlzone when meteorological conditions are equal to or better than those listed below.

AIRCRAFT TYPE	METEOROLOGICAL VISIBILITY DAY/NIGHT	CEILING	DISTANCE FROM CLOUDS
Fighters and other aircraft operated at speeds exceeding 140KTS IAS	5 KM/8 KM	1000 FT	Clear of clouds

Note 1: In connection with take off and departure via specific routes during day hours the ceiling minimum may be reduced to 500 ft AGL.

Aircraft operated at speeds 140 KTS IAS or less	3 KM/5 KM	500 ft	Clear of clouds
Helicopter operated at 140 KTS or less	800 M/3 KM	500 ft	Clear of clouds

Note 2: In connection with lift off, departure and approach via specific routes during day hours, the ceiling minimum may be reduced to 300 ft AGL.

ENR 1.3 INSTRUMENT FLIGHT RULES

To be issued

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ENR 1.4 ATS AIRSPACE CLASSIFICATION

CLASS	TYPE OF FLIGHT	SEPARATION PROVIDED	SERVICE PROVIDED	VMC VISIBILITY AND DISTANCE FROM CLOUD MINIMA	SPEED-LIMITATION [2]	REQUIREMENT FOR		
						RADIO COMM.	SSR MODE	CLEAR-ANCE
A	IFR only	All traffic	Air traffic control service	Not applicable	Not applicable	Cont. two-way	A+C	Yes
B [1]	IFR	All traffic	Air traffic control service	Not applicable	Not applicable	Cont. two-way	A+C	Yes
	VFR	All traffic	Air traffic control service	8 KM at and above FL100 5 KM below FL100 Clear of clouds	Not applicable	Cont. two-way	A+C	Yes
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	Not applicable	Not applicable	Cont. two-way	A+C	Yes
	VFR	VFR from IFR	Air traffic control service for separation from IFR; VFR/VFR traffic information (and traffic avoidance advice on request)	8 Km at and above FL100 5 KM below FL100 1500 M horizontal and 300 M vertical distance from cloud	250 KT IAS below FL100	Cont. two-way	A+C	Yes
D[3]	IFR	IFR from IFR	Air traffic control service incl. Traffic information about VFR flights (and traffic avoidance advice on request)	Not applicable	250 KT IAS below FL100	Cont. two-way	A+C	Yes
	VFR	NIL	Air traffic control service, traffic information about VFR and IFR flights (and traffic avoidance on request)	8 KM at and above FL100 5 KM below FL100 1500 M horizontal and 300 M vertical distance from cloud	250 KT IAS below FL100	Cont. two-way	No[3]	Yes

Changes: Editorial

[1] Airspace Class. A, B and F not applicable in Denmark

[2] Military aircraft may deviate from the established max. speeds if so dictated by aircraft performance, handling characteristica or mission requirements. Military aircraft deviating from established max. speeds, will have "due regard" for the safety of navigation of civil aircraft (ICAO CONV. article 3.d)

[3] Aircraft performing VFR flights within airspace class C and VFR flights at night in airspace class D, E and G, at and above 3000 ft MSL, shall carry and operate SSR transponders capable of operating on Modes A and C or on Mode S. Such airspace is designated transponder mandatory zone (TMZ).

CLASS	TYPE OF FLIGHT	SEPARATION PROVIDED	SERVICE PROVIDED	VMC VISIBILITY AND DISTANCE FROM CLOUD MINIMA	SPEED LIMITATION [2]	REQUIREMENT FOR	
						RADIO COMM.	SSR CLEAR-MODE ANCE
E[3]	IFR	IFR from IFR	Air traffic control service and traffic information about VFR-Flights as far as practical	Not applicable	250 KT IAS below FL100	Cont. two-way	A+C Yes
	VFR	NIL	Flight information service. Traffic information as far as practical	8 KM at and above FL100 5KM below FL100 1500M horizontal and 300M vertical distance from cloud	250 KT IAS	NO	No[3] No
F [1]	IFR	IFR from IFR as far as practical	Air traffic advisory service; flight information service	Not applicable	250 KT IAS below FL100	Cont. two-way	A+C No
	VFR	NIL	Flight information service	8 KM at and above FL100 5 KM below FL100 1500 M horizontal and 300 M vertical distance from cloud. At and below 900 M (3000 ft) MSL or 300 M (1000 ft) above terrain whichever is higher: 5 KM clear of cloud and in sight of ground or water 3 KM clear of cloud and in sight of ground or water	250 KT IAS 250 KT IAS 140 KT IAS	No	No No
G[3]	IFR	NIL	Flight information service	Not applicable	250 KT IAS below FL100	Cont. two-way	A+C No
	VFR	NIL	Flight information service	8 KM at and above FL100 5 KM below FL100 1500 M horizontal and 300 M vertical distance from cloud. At and below 900M (3000 ft) MSL or 300 M (1000 ft) above terrain whichever is higher: 5 KM clear of cloud and in sight of ground or water 3 KM clear of cloud and in sight of ground or water	250 KT IAS below FL100 250 KT IAS 140 KT IAS	Normally no radio comm. requirement. However, part of airspace class G - designated Flight Information Zone (FIZ), is also designated as Radio Mandatory Zones (RMZ). No requirements for SSR[3]. No requirements for clearance.	

Changes: TIZ/TIA changed to FIZ.

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. GENERAL

1.1 Instrument Approach Procedures (IAP) and relevant minima for Danish military airbases are established in accordance with ICAO DOC 8168 VOL II (PANS OPS) and NATO STANAG 3759 (NATO SUPPLEMENT TO ICAO DOC 8168-OPS/611 VOLUME II FOR THE PREPARATION OF INSTRUMENT APPROACH AND DEPARTURE PROCEDURES, AATCP-1)
or
CRITERIA FOR PREPARATION OF INSTRUMENT APPROACH AND DEPARTURE PROCEDURES, APATC-1 (A).

1.2 Procedures designed in accordance with PANS OPS and AATCP-1 are marked **MIPS** (Military Instrument Procedures Standardization).

1.3 Procedures designed in accordance with CRITERIA FOR PREPARATION OF INSTRUMENT APPROACH AND DEPARTURE PROCEDURES, APATC-1 (A) are marked **TERPS** (Terminal Instrument Procedures).

2. CRITERIA TRANSITION PHASE

2.1 Denmark has ratified STANAG 3759, which implements ICAO PANS OPS - as described in ICAO doc 8168 – as a NATO standard. With STANAG 3759 the document AATCP-1 has been developed as a military supplement to PANS OPS, covering specific military procedures not addressed in ICAO doc 8168. Denmark is in a transition phase and all procedures are in the process of being re-calculated from TERPS and to be published as MIPS.

2.2 An explanation of the main differences between MIPS and TERPS can be found in the RDAF FLIP, pages 20-1 to 20-5.

3. STANDARD INSTRUMENT DEPARTURES

3.1 Standard Instrument Departures (SID) are not published for Danish airbases.

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ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES

1. Normal procedures

1.1 Foreign military aircraft intending to fly VFR over Denmark are to contact DENMIL Information before entering København FIR to obtain individual SSR mode 3 code.

1.2 All aircraft equipped with mode C will use this facility whenever operating their transponder on mode 3/A.

1.3 When entering København FIR pilots who have already received specific instructions from ATC concerning the setting of the transponder shall maintain that setting until otherwise instructed.

Note: Assignment of a discrete SSR code to a VFR flight does not imply that the flight will be continuously monitored by radar or that the flight has been cleared to enter airspace in which VFR flights in accordance with Commission Regulation (EU) No 923/2012 shall be operated as controlled flights.

1.4 In exercises the required mode 3/A ATC code has priority over other exercise commitments during the time air traffic services is provided by an ATS Unit. When the required service is terminated, aircraft will operate the transponder in accordance with the air task or operational order.

1.5 For aircraft flying in formation the flight leader only shall operate transponder as listed above, unless otherwise instructed by ATS.

2. Application of radar control.

2.1 Air Traffic Service by Aalborg Approach, Aarhus Approach, Billund Approach, Copenhagen Approach, Copenhagen Control, Copenhagen Information, DENMIL, Esbjerg Information, Kastrup Tower, Roskilde Approach and Sønderborg Information will normally be carried out with the use of radar.

2.2 The applicable radar separation minima vary depending on the distance from appropriate radar station and other conditions. The separation will never be less than 3 NM.

Note: Use of SSR alone for the provision of separation in accordance with ICAO SUPPS-DOC 7030, "Regional Supplementary Procedures" is applied by some units within København FIR. Attention is drawn to the fact that ATS cannot necessarily provide traffic information on aircraft without a functioning transponder, when the mentioned procedure is applied. Likewise, these units will not be able to provide radar service regarding CB and other weather activity.

3. Emergency procedures.

3.1 If a pilot encountering a state of emergency has previously been directed by ATS to operate the transponder on a specific code, this code setting shall be maintained until otherwise instructed, see sub. 3.2 below.

3.2 Not withstanding the procedure in sub. 3.1 above, a pilot may select Mode-A, Code 7700, whenever the nature of the emergency is such that this appears to be the most suitable course of action.

3.3 Pilots subject to unlawful interference shall endeavour to set the transponder to Mode-A, Code 7500, to give indication of the situation, unless circumstances warrant the use of Code 7700.
Note: Continuous monitoring of responses on Mode-A, Code 7700 and Code 7500 is provided.

4. Radio communication failure procedure.

4.1 In the event of a radio communication failure, a pilot shall select Mode-A, Code 7600 and follow established radio communication failure procedures. Subsequent control of the aircraft will be based on those procedures.

Select Code 7601 to indicate that an IFR-flight will continue to fly in visual meteorological conditions (VMC), to land at the nearest suitable aerodrome and to report arrival by the most expeditious means to the appropriate air traffic services unit.

Note: Continuous monitoring of responses on Mode-A, Code 7600 and Code 7601 is provided.

5. SSR transponder failure

Note: Due to the dominating role of SSR in radar data processing it is very complicated to accommodate a flight with a failing transponder. Pilots have to take this into account when interpreting the procedures indicated below.

5.1 Failure before intended departure
In cases where a transponder has failed and definitely cannot be restored prior to departure, permission to perform the flight without SSR must be obtained from ACC KØBENHAVN. If the permission is granted, the letter "O" shall be inserted in item 10 of the ICAO flight plan under "SSR" for indicating complete unserviceability of the transponder or - in case of partial transponder failure - the letter corresponding to the remaining transponder capability.

5.2 Failure after departure
In cases where a transponder failure occurs during flight pilots may expect that ATS units will endeavour to provide continuation of the flight to the aerodrome of first intended landing in accordance with the flight plan. After landing pilots shall make every effort to have the transponder restored to normal operation. If repair cannot be effected, pilots shall comply with the provisions in sub. 5.1 above.

ENR 1.7 ALTIMETER SETTING PROCEDURES

1. Altimeter setting; General

1.1 Altimeter setting procedures as contained in Procedures for Air Navigation Services - Aircraft Operations (ICAO Doc 8168-OPS/611), are to be used by all aircraft flying within København FIR, however an expected lowest QNH shall be used for flight at or below 3000 FT MSL within DANAREA, i.e. that part of København FIR situated west of 0800E as well as that part of the Danish continental socket which is situated within Scottish FIR.

2. Transition Altitude.

2.1 The transition altitude for København FIR, except Copenhagen area, is 3000 FT MSL. The transition altitude for Copenhagen area is 5000 FT MSL.

3. Transition Level.

3.1 Information on the transition level in use will be passed to arriving aircraft immediately after radio contact has been established with the air traffic control unit providing approach control service.

4. Lowest available Flight Level.

4.1 ACC Copenhagen will continuously establish the lowest available flight level for IFR flight within København FIR, except for Copenhagen Area. Lowest available flight level will be the IFR cruising level at or immediately above 4000 FT MSL, and it will be established according to the following table:

Expected pressure:				Flight level:
	-	942	HPA	70
943	-	977	HPA	60
978	-	1013	HPA	50
1014	-	1050	HPA	40
1051	-		HPA	30

4.2 Establishment of the lowest available flight level is based on the following QNH values:

a. West of the line 571230N 0075400E **-** 553700N 0080900E **-** 550000N 0074300E**:** Lowest QNH value for EKEB and EKGC.

b. East of the line**:** Lowest QNH value for Aalborg (EKYT), Billund (EKBI) or Kastrup (EKCH).

5. QNH areas

5.1 For use in enroute flight at or below 3000 FT MSL within København FIR a number of QNH areas has been established (See ENR 1.7-3), for which information on the QNH-values and temperatures on request will be given by ACC Copenhagen.

DANAREA EAST: QNH for EKEB (outside EKEB's hours of operation QNH for EKBI).
DANAREA WEST: QNH for EKGC.
Other areas: Nearest QNH station. (Established at AD as shown on chart ENR 1.7-3)

6. Information on altimeter setting

6.1 Enroute flight:
For En route flight which implies that the aircraft will be flying at an altitude equal to or lower than the transition altitude ACC Copenhagen will inform about the altimeter setting to be used within the area concerned.

6.2 Approach and landing: The QNH altimeter setting for the aerodrome concerned will be included in the routine approach and landing instructions.
The QFE altimeter setting will be given on request only.

7. State of value for altimeter setting.

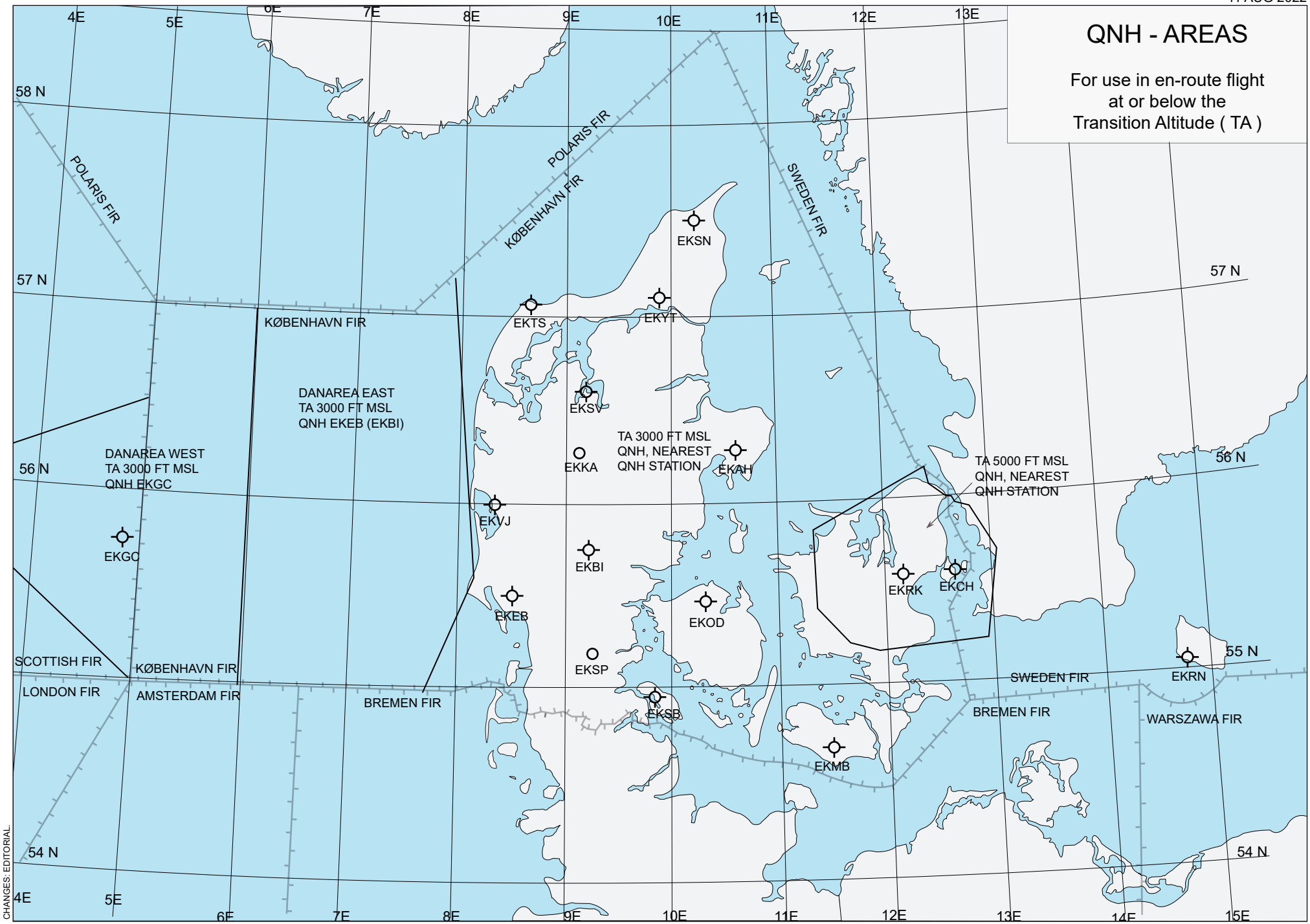
7.1 All altimeter settings passed from ground stations of aircraft will be given in hectopascal rounded down to the nearest whole hectopascal.

8. Minimum flight altitudes for ATS Routes (including Helicopter Main Routes).

8.1 Where minimum altitude (lowest available altitude) for ATS Routes (including Helicopter Main Routes) within Danish territory is not stated the published lower limit for the route concerned will ensure the necessary obstruction clearance.

9. Table of cruising levels

Magnetic track							
From 000º to 179º				From 180º to 359º			
IFR		VFR		IFR		VFR	
Flight level	Altitudes in feet	Flight level	Altitudes in feet	Flight level	Altitudes in feet	Flight level	Altitudes in feet
10	1.000	-	-	20	2.000	25	2.500
30	3.000	35	3.500	40	4.000	45	4.500
50	5.000	55	5.500	60	6.000	65	6.500
70	7.000	75	7.500	80	8.000	85	8.500
90	9.000	95	9.500	100	10.000	105	10.500
110	11.000	115	11.500	120	12.000	125	12.500
130	13.000	135	13.500	140	14.000	145	14.500
150	15.000	155	15.500	160	16.000	165	16.500
170	17.000	175	17.500	180	18.000	185	18.500
190	19.000	195	19.500	200	20.000		
210	21.000			220	22.000		
230	23.000			240	24.000		
250	25.000			260	26.000		
270	27.000			280	28.000		
290	29.000			300	30.000		
310	31.000			320	32.000		
330	33.000			340	34.000		
350	35.000			360	36.000		
370	37.000			380	38.000		
390	39.000			400	40.000		
410	41.000			430	43.000		
450	45.000			470	47.000		
490	49.000			510	51.000		
etc.	etc.			etc.	etc.		



CHANGES: EDITORIAL.

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

Not applicable

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ENR 1.9 Air Traffic Flow Management (ATFM)/Airspace Management (ASM)

1. General

1.1 Air Traffic Flow Management (ATFM) is a service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring ATC capacity is utilised to the maximum extent possible and the traffic volume is compatible with the capacities declared by the appropriate ATC authority.

1.2 In July 2011, the European Commission nominated EUROCONTROL as Network Manager with the task to provide a centralised ATFM service within part of the ICAO (EUR) Region (defined as the ATFCM Area) to optimise the use of air traffic system capacity. Brussels provides this service in conjunction with Flow Management The EUROCONTROL Directorate Network Management (DNM) in Positions (FMPs) established at each ACC.

1.3 The DNM is responsible for the planning co-ordination and implementation of ATFM measures within the ATFCM area and for collecting, maintaining and providing data on all flight operations and the air navigation infrastructure. The DNM operates the Network Manager Operations Centre (NMOC), which includes the Enhanced Tactical Flow Management System (ETFMS), the Integrated Initial Flight Plan Processing System (IFPS), and the Central Airspace and Capacity Database (CACD). A description of the ATFCM area and information on the Network Operations Systems can be found in the Network Operations Handbook.

2. ATFM Documentation

2.1 ICAO European Region ATFM Procedures
The general ATFM procedures which apply throughout the ICAO European Region are published in the ICAO Doc 7030/ EUR, Regional Supplementary Procedures (Europe).

2.2 Network Operations Technical Procedures and Information Specific Network Operations Technical procedures and information can be found in the Network Operations Handbook published by the DNM and available from:
Post: Eurocontrol Library, Rue de la Fusée, 96, B-1130 Brussels, Belgium.
Phone: 00-32-2-729-3639/3023
Fax: 00-32-2-729-9109
or from the DNM website at: https://www.eurocontrol.int/network-operations

2.3 Network Operations Handbook sections include but are not limited to:

a. The ATCFM Users Manual: this is a self-contained users manual for Aircraft Operators (AO), FMPs, Air Traffic Services Reporting Offices (AROs) and ATC units providing in one document an operational description of the ATFM procedures and of the related actions, information and message exchange.
b. IFPS Users Manual: this is a self-contained users manual containing all the necessary procedures and information in order for users to be able to construct, transmit or when necessary to correct flight plans and associated update messages. Procedures for the distribution of such messages after processing by the IFPS are also described.

2.4 Only a limited selection of Network Operations Technical procedures are reproduced here in the AIP Denmark. Reference should be made to the Network Operations Handbook for comprehensive information and procedures.

2.5 Specific ATFM measures are published by the NMOC through the following means:

- the Route Availability Document (RAD) (see 3.2);
- the ATFM Notification Message (ANM)

- the ATFM Information Message (AIM);
- the European Airspace Use Plan (EAUP)

The ANM, AIM and EAUP are distributed via EUROCONTROLs public Network Operations Portal (NOP-portal): https://www.public.nm.eurocontrol.int/PUBPORTAL/.

The information is also distributed via B2B* services or can be accessed via CHMI*.

Request for reception of ANM and/or AIM via AFTN can be directed to COM-centre, København. ANM/AIM is also available at some Danish ARO. At the day of operation AO can obtain information about ATFM affected routes, restricted airspace and airports at the Central ATS Briefing Office - http://www.briefing.naviair.dk

Additionally, direct information and advice about the implemented ATFM measures, including last minute changes may be obtained and conferred with FMP Copenhagen Tel: 0045 3248 1934.

**B2B - Business to Business is a service offered by Eurocontrol which requires a subscription agreement.*
**CHMI - Collaborative Human Machine Interface is a tool offered by Eurocontrol to FMPs to access their systems.*

3. ATFM Processes

3.1 The emphasis for ATFM measures is changing from regulation (delaying aircraft on the ground) towards capacity management. Only when no other option is available will a regulation be applied and delays issued (Slot Allocation).

3.2 Alternative ATFM measures include the re-routing of aircraft both strategically and tactically. Permanent strategic routing requirements are published in the RAD. The RAD enables ATC to maximise capacity by defining restrictions that prevent disruption to the organised system of major traffic flows through congested areas.

3.3 In addition, routing 'scenarios' may be applied by the NMOC to help resolve particular problems on particular days. These involve recommended or mandatory routes for particular groups of flights or selected individual flights. Re-routes for groups of flights will be published by the NMOC in an AIM or ANM.

3.4 Re-routing may include restricting the level of an aircraft to keep it out of a particular ATC sector. This is known as level capping. Level capping scenarios are published for groups of aircraft.

3.5 A list of available re-routing and level capping scenarios is promulgated on the DNM website: https://www.nm.eurocontrol.int/RAD/

3.6 AOs complying with a re-route or level capping requirement shall cancel any existing flight plan and re-file on the new route in accordance with the Replacement Flight Plan procedure published in the IFPS Users Manual section of the Network Operations Handbook.

4. Slot Allocation Process

4.1 When no other option is available, a regulation will be applied by NMOC and departure times will be issued in the form of a Calculated Take Off Time (CTOT). This is facilitated by Computer Assisted Slot Allocation (CASA) algorithm within the ETFMS.

4.2 The ETFMS is largely automated and functions from an Aircraft Operators point of view in a passive mode. There is, therefore, no requirement to request a slot as the act of filing a flight plan effectively constitutes a request.

4.3 Pre-planned or strategic ATFM regulations are promulgated by the NMOC one day in advance by ANM. All changes and tactical additions are promulgated by ANM revision messages.

4.4 For flights subject to a regulation, ETFMS will send a Slot Allocation Message (SAM) containing a CTOT at Estimated Off- Block Time (EOBT) -2 hours. This will be sent to the aerodrome of departure as well as the AO via AFTN or SITA.

4.5 Revisions to, or cancellations of, the last issued CTOT may be initiated by NMOC, the Aircraft Operator, or the FMP/ATC unit on behalf of the AO. AOs requiring assistance should contact either the NMOC Central Flow HELPDESK (Tel: 00-32-2-745-1901) or FMP Copenhagen (Tel: 00 45 3248 1934).

4.6 All CTOT revisions or cancellations are to be made using the ATFM message exchange procedures described in the Network Operations Handbook.

4.7 Full details of the Slot Allocation Process are published in the ATFM Users Manual section of the Network Operations Handbook.

5. Flight Planning in the context of AFTM

5.1 As defined in ICAO Doc 7030/EUR, AO should be aware of that:

a. Flight plans for flights which may be subject to ATFM shall be submitted at least 3 hours before the EOBT.
b. Late filing of a flight plan may lead to a disproportionate delay;
c. Any changes to the EOBT of more than 15 minutes for any IFR flight within the IFPS Zone shall be communicated to the IFPS;
d. Full details of flight planning requirements within the ATFM area are included in the ATFM Users Manual section of the Network Operations Handbook.;

6. Responsibilities of Network Manager Operations Centre

6.1 The NMOC is responsible for:

a. optimization of the overall performance effects on the European Air Traffic Management Network (EATMN) through planning, coordination and implementation of ATFM measures;
b. consultation with operators on the definition of ATFM measures;
c. ensuring the effective implementation of ATFM measures, together with local ATFM units;
d. in coordination with local ATFM units identification of alternative routings to avoid or alleviate congested areas, taking into account the overall performance effects on the EATMN;
e. offering a re-routing to those flights that would optimise the effect of point (d);
f. providing information on ATFM in a timely manner to operators and ATS units, including: planned ATFM measures; impact of ATFM measures on take-off time and flight profile of individual flights
g. monitoring of the occurrences of missing flight plans and multiple flight plans that are filed;
h. suspending a flight plan when, considering the time tolerance, the ATFM departure slot cannot be met and a new estimated off-block time is not known;
i. monitoring the number of exemptions granted.

6.2 The NMOC shall ensure that procedures and systems are established and maintained, (including relevant addresses and acceptable communication medium), to facilitate the timely provision, upon request, of an accepted flight plan to the airport slot coordinator or airport managing body of the departure and/or arrival airport.

7. Responsibilities of the Air Traffic Services

7.1 A FMP has been established in København ACC (Copenhagen Control) with the objectives:

- To act as the interface between NMOC and ATC by providing the NMOC with all information on the effectiveness of ATFM measures as experienced, to make maximum use of the available ATC capacity in København FIR;
- To coordinate action with the NMOC to provide the most effective ATFM service to ATC and aircraft operators.

7.2 ATC at departure aerodromes have the following responsibilities:

a. ATC is responsible for departure slot monitoring. The exact procedures to be followed will depend on the way that ATS is organised at each aerodrome. A slot window of -5 to +10 minutes is available to ATC to optimise the departure sequence;
b. ATC units responsible for departure slot monitoring shall be provided with the necessary information concerning the restrictions in force and slots allocated;
c. ATC shall ensure that an ATFM slot, if applicable, is included as part of the ATC clearance;
d. ATC shall take account of an applicable slot or flight suspension when a clearance is issued;
e. ATC shall provide all possible assistance to Aircraft Operators to meet a CTOT or to co-ordinate a revised CTOT;
f. ATC may deny start up clearance to flights unable to meet their slots until co-ordination with the FMP/NMOC has been effected and a revised CTOT issued.
g. Unless special circumstances dictates, ATC shall not give take-off clearance to flights whose flight plan has been rejected or suspended.

7.3 With the introduction Flight Activation Monitoring (FAM), flights that are not notified as being airborne within 15 minutes of the Estimated Take-Off Time (ETOT) (ETOT = EOBT + taxitime) or CTOT will receive a Flight Suspension (FLS) message. To respond to a flight suspension, AO shall either update their EOBT or cancel the flight plan. If a flight is suspended during the taxiing phase, ATC is responsible for sending a DLA message.

7.4 ATS at aerodromes will assist in coordinating last minute changes to the applied ATFM measures with FMP Copenhagen, if requested by the pilot.

8. Responsibilities of Aircraft Operators

8.1 Aircraft Operators (AO) shall inform themselves of and adhere to:

- General ATFM procedures including flight plan filing and message exchange requirements;
- Strategic AFTM measures - e.g RAD;
- Current ATFM measures - e.g. specific measures applied on the day in question notified by ANM or FLS messages.
- Departure slots (CTOTs) issued by the NMOC and procedures related to changes to CTOTs.

8.2 For coordinated airports, AOs shall provide the necessary information allowing the establishment of the correlation between the flight designator contained in the flight plan and that notified for the corresponding airport slot.

9. Responsibilities of Airport Managing Bodies

9.1 Airport Managing Bodies wishing to receive accepted flight plans shall provide the NMOC with correct addresses as well as any other necessary information.

9.2 Airport Managing Bodies shall notify to the NMOC, directly or through FMP Copenhagen or local ATS units or both, all events that may impact air traffic control capacity or air traffic demand. They shall inform FMP Copenhagen and local ATS units where the notification is done directly.

10. Use of STS/Indicators in FPLs for ATFM Purposes

10.1 The following principles will apply:

- The insertion of an STS/… indicator in field 18 of a Flight Plan indicates that a flight requires special handling. This indicator is for use by all parties which may have to handle the flight;
- The following flights are exempted from ATFCM slot allocation:
  a. flights carrying Head of State or equivalent status ['STS/HEAD'].
  b. flights conducting search and rescue operations ['STS/SAR'].
  c. flights carrying a life-critical emergency evacuation [STS/MEDEVAC].
  d. flights engaged in fire-fighting [STS/FFR].

- The following flights are exempted from ATFCM slot allocation subject to approval by the relevant States Authorities, cf.10.3, 10.4 and 10.5:
  a. flights authorised by the relevant States Authorities to include in the flight plan [STS/ATFMX]..

It should be noted that flights using only STS/STATE; STS/HUM or STS/HOSP will no longer automatically qualify the flight for exemption from ATFM measures.
Further information on the use of STS/ indicators for ATFM purposes may be found in the Network Operations Handbook, ATFCM Users Manual, published by the Eurocontrol Network Operations: https://www.eurocontrol.int/network-operations

10.2 Rule of Application for the Use of STS/ATFMX.
The following rule shall be applicable to all flights seeking to gain exemption from ATFM measures within the area of responsibility of the Eurocontrol Network Operations. It is intended to ensure that flights, which by the nature of their mission, cannot under any circumstances, be delayed due to ATFM. It is based on existing material in the Network Operations Handbook. It should be noted by all users that any flight which obtains exemption and which may have otherwise been delayed, will have that delay passed on to other flights. It is essential, therefore, that use of the exemption facility shall be properly controlled and policed so that genuine priorities may continue to operate without ATFM delay. To this end, this Rule of Application is implemented and applies to all flights operating within then Eurocontrol Network Operations area of responsibility.

10.3 Approval to Use STS/ATFMX.
Any flight meeting the criteria established to warrant exemption status may, provided the necessary approval procedure has been followed and the flight duly authorised by the Office established by the State for processing such requests, use STS/ATFMX for that flight and that flight only. Each flight shall require specific approval to use STS/ATFMX.

10.4 Guidelines for Determining the Need for the Use of STS/ATFMX for an Individual Flight:
- Is the safety of human life involved? This means that if the flight does not operate without delay a human life or lives may be lost. Such flights shall require specific medical/UNHCR authorization in support of their request;
- Is the person or are the persons on board a flight on State business of such importance that the flight cannot accept any delay?
- Is the mission of the flight being carried out by, or on behalf of, the State and is of such importance that any delay will jeopardise the success of the mission?
- Will a delay of a transport of Covid-19 vaccines put the vaccines at risk? If this is the case, and subject to approval to use STS/ATFMX, the flight is deemed a critical Covid-19 transport and the status indicator [STS/ATFMX] shall be supplemented by the remark [RMK/VACCINE] in field 18 of the Flight Plan.

If the answers to any of the above questions is yes, then the flight may apply for approval to use STS/ATFMX.

10.5 Procedure for Requesting Approval for the Use of STS/ATFMX
The operator of a flight seeking approval to insert the indicator STS/ATFMX in Field 18 of a flight plan for a flight departing from an aerodrome within København FIR and Bornholm TMA (Sweden FIR) shall obtain prior permission from Supervisor EKDK ACC a minimum of 2 hours in advance of the flight.
Supervisor EKDK ACC may be contacted (H24) as follows:
Phone: +45 32 48 19 33
Fax: N/A
e-mail: supa@naviair.dk
SITA: N/A

11. Non-adherence to Airport Slots
AOs, airport managing bodies and airport slot coordinators shall ensure that appropriate procedures are in place to facilitate the reporting of incidents of repeated operation of air services at times that are significantly different from the allocated airport slots or with the use of slots in a significantly different way from that indicated at the time of allocation, where this causes prejudice to airport, air traffic operations or the airport slot coordinator.

12. Non-adherence to ATFM measures
In accordance with EU regulation, 255/2010 laying down common rules on air traffic flow management, a Member State can lay down rules on penalties applicable to infringements on ATFM rules and procedures.

13. Airspace Management (ASM)
The overall responsibility for Airspace Management (ASM) within København FIR rests with the Danish CAA in consultation with Danish Military.

Airspace Management Cell (AMC)
a) A joint civil/military airspace management cell is established to conduct the day-to-day management and allocation of national airspace structures in accordance with user requirements.
b) Approved agencies responsible for airspace activities will submit requests for allocation of airspace structures to the AMC by (14:00 UTC Summer or 15:00 UTC Winter at the latest) on the working day before operations or as agreed with AMC.
c) Airspace structure allocations are sent before 15:00 (14:00) UTC to the Network Manager Operations Centre (NMOC) in a daily Airspace Use Plan (AUP). The national AUP will be published to cover the period of 24 hours between 06:00 (05:00) UTC the next working day to 06:00 (05:00) UTC the day after.
d) AMC will submit the AUP to NMOC and to approved agencies.

Airspace Management Cell (AMC):
TEL: +45 32 47 82 02
E-mail: amcek@naviair.dk

Conditional Routes (CDR1) are designed to supplement the permanent ATS-route network and to allow flights to be planned on ATS-routes, or portions thereof, that are not always available. CDR1's are generally established through areas of potential temporary allocation for other purpose identified under the generic term "AMC-Manageable Areas" (TSA, TRA and Manageable Restricted/Danger Areas).
CDR1s are in general available for flight planning during times published in MIL AIP section ENR 3.2 Updated information on the availability in accordance with conditions will be published daily in EAUP/EUUPs.

14. Addresses
FMP København:
Postal address:
NAVIAIR
Naviair Alle 1
DK-2770, Kastrup, Denmark
TEL: +45 32 48 19 34
FAX: N/A

COM-centre København:
TEL: +45 32 47 82 23

Central ATS Briefing Office Denmark:
TEL: +45 32 47 82 72
FAX: N/A

Eurocontrol Library:
Postal address: The Eurocontrol Library
96, Rue de la Fusée
BE-1130 Bruxelles
TEL: +32 27 29 36 39
FAX: +32 27 29 91 09

NMOC:
Postal address: Eurocontrol Network Operations (General)
96, Rue de la Fusée
BE-1130 Bruxelles
ATFM: AFS-FMD: EUCHCEUW

Help Desk: SITA-FMD: BRUEC7X
TEL: +32 27 45 19 01
FAX: +32 27 29 90 27
ATFM: AFS: EUCHZMTA
Messages: SITA: BRUEA7X

ENR 1.10 Flight planning

1. FLIGHT PLAN

1.1 Requirement to submit a FPL

A FPL must be filed for every flight. Only QRA and SAR missions are exempted from this requirement.

A complete ICAO flight plan must be filed for:
- flights outside Copenhagen FIR
- flights landing on a civil airfield
- flights departing from a civil airfield
- IFR flights
- night VFR flights

In all other cases an abbreviated flight plan containing the following information will be sufficient:
- Callsign/SSR code
- Number and type of aircraft
- ETD
- EET
- Mission and area/route
- Endurance
- A/C Commander

1.2 FPL form

AIS and ATS units shall use a FPL form based on the model shown on page ENR 1.10-3 for completing FPLs.

1.3 Routine IFR flights within Copenhagen FIR

An IFR FPL must be received by local Wing Ops Center at least 60 minutes before ETD and ATCC Copenhagen at least 30 minutes before ETD.

2. INSTRUCTIONS FOR THE COMPLETION OF THE FLIGHT PLAN FORM

Reference document: ICAO Doc 4444, Rules of the air and air traffic services, appendix 2.

2.1 General

- Adhere closely to the prescribed formats and manner of specifying data.
- Commence inserting data in the first space provided.
- Where excess space is available leave unused spaces blank.
- Insert all clock times in 4 figures UTC.
- Complete items 7 to 19 as indicated hereunder.

Note 1: Item numbers on the form are not consecutive as they correspond to Field Type numbers in ATS messages.

Note 2: The term "aerodrome" where used in the flight plan is intended to cover also sites other than aerodromes which may be used by certain types of aircraft, e.g. helicopters.

Note 3: If a FPL for a flight conducted wholly in the EUR Region is filed more than 24 HR in advance of the EOBT, it is mandatory to provide the date of the flight. If the FPL is filed less than 24 HR in advance of the EOBT, the date of the flight may be optionally indicated. This information will be indicated in Item 18 of the FPL in form of a 3-letter indicator (DOF) followed by an oblique stroke and the date of the flight in a 6-figure group format: DOF/YYMMDD (where YY = year, MM = month, DD = day). These FPLs shall be processed and transmitted without being held in abeyance.

FLIGHT PLAN

FLYVEVÅBNET
ROYAL DANISH AIR FORCE

PRIORITY
Prioritet
<< □ FF →

ADRESSEE(S)
Adressat(er)

<< □

FILING TIME
Indleveringstidspunkt

→ << □

ORIGINATOR
Afsender

SPECIFIC IDENTIFICATION OF ADRESSES AND (OR) ORIGINATOR
Særlig adressat og(eller afsenderangivelse

3 MESSAGE TYPE
Telegramtype
<< □ (FPL

7 AIRCRAFT IDENTIFICATION
Luftfartøjets identifikation
-

8 FLIGHT RULES
flyveregler
-

TYPE OF FLIGHT
flyvningens art
<< □

9 NUMBER
Nummer
-

TYPE OF AIRCRAFT
Luftfartøjets type
-

WAKE TURBULENCE CAT
-wake turbulence- kategori
/

10 EQUIPMENT
Udstyr
- /
<< □

13 DEPARTURE AERODROME
Startsted
-

TIME
Afgangstidspunkt
<< □

15 CRUISING SPEED
Marchfart

LEVEL
Marchhøjde

ROUTE
Flyvevej

<< □

TOTAL EET
Beregnet tidsforbrug

16 DESTINATION AERODROME
Bestemmelsessted
-

HR MIN

ALTN AERODROME
Alternativ flyveplads
→

2ND ALTN AERODROME
2. Alternative flyveplads
→ << □

18 OTHER INFORMATION
Andre oplysninger
-

) << □

SUPPLEMENT INFORMATION(NOT TO BE TRANSMITTED IN FPL MESSAGE)
Supplerende oplysninger (medsendes ikke i FPL meldinger)

19 ENDURANCE
Aktionstid
HR MIN
- E /

PERSONS ON BOARD
Personer om bord
→ P /

EMERGENCY RADIO
Nødradioudstyr
UHF VHF ELBA
→ R / [U] [V] [E]

SURVIVAL EQUIPMENT/Redningsudstyr
POLAR Polar DESERT Ørken MARITIME Maritimt JUNGLE Jungle
→ [S] / [P] [D] [M] [J]

JACKETS/Redningsveste
LIGHT Lys FLUORES Fluorescene UHF VHF
→ [J] / [L] [F] [U] [V]

DINGHIES/Redningsflåder:
NUMBER Antal CAPACITY Kapacitet COVER Overdækket COLOUR Farve
→ [D] / → → [C] → << □

AIRCRAFT COLOUR AND MARKINGS
Luftfartøjets farve og særlige kendetagn
A/

REMARKS
Bemærkninger
→ [N] / << □

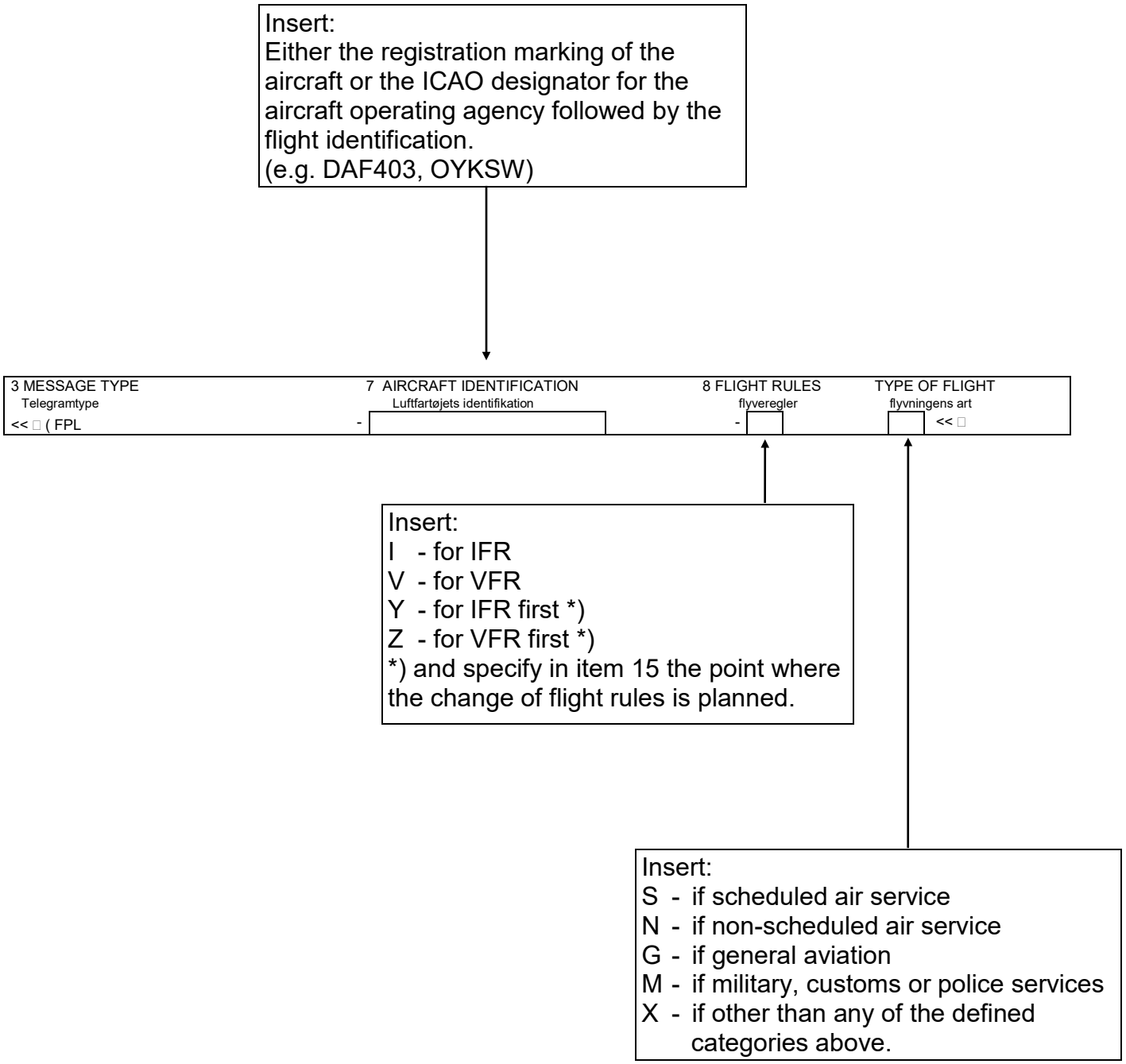
PILOT IN COMMAND
Fartøjschef
C/) << □

FILED BY/Indleveret af

Contact TEL:

SPACE RESERVED FOR ADDITIONAL REQUIREMENTS
Reserveret til myndighedernes brug

2.2 Item 3: MESSAGE TYPE
7: AIRCRAFT IDENTIFICATION
8: FLIGHT RULES

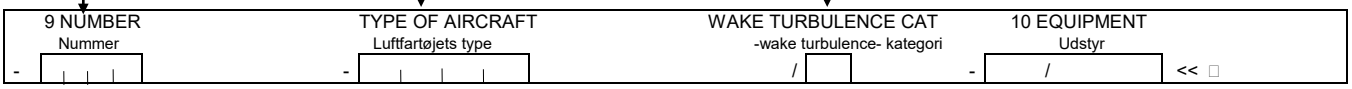


2.3 Item 9: NUMBER & TYPE OF ACFT, WAKE TURBULENCE CATEGORY
10: EQUIPMENT

Insert the number of aircraft, if more than one

Insert the appropriate designator as specified in ICAO Doc 8643, Aircraft Type Designator, or if no such designator has been assigned, or in case of formation flights comprising more than one type, insert ZZZZ and specify in Item 18 the (numbers and) type(s) of aircraft preceded by TYP/

Insert:
H - Heavy, to indicate an aircraft type with a maximum certified take-off mass of 136.000 kg or more.
M - Medium, to indicate an aircraft type with a maximum certified take-off mass of less than 136.000 kg but more than 7.000 kg.
L - Light, to indicate an aircraft type with a maximum certified take-off mass of 7.000 kg or less.



Insert one letter as follows:
N - if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable.
S - if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable .
AND/OR
Insert one or more of the following letters to indicate the COM/NAV/approach aid equipment available and serviceable:

A - GBAS landing system
B - LPV (APV with SBAS)
C - LORAN C
D - DME
E1 - FMC WPR ACARS
E2 - D-FIS ACARS
E3 - PDC ACARS
F - ADF
G – GNSS (specified after NAV/ in item 18)
H - HF RTF
I - Inertial navigation
J1 – CPDLC ATN VDL MODE 2
J2 – CPDLC FANS 1/A HFDL
J3 – CPDLC FANS 1/A VDL Mode A
J4 – CPDLC FANS 1/A VDL Mode 2
J5 – CPDLC FANS 1/A SATCOM (INMARSAT)
J6 – CPDLC FANS 1/A SATCOM (MTSAT)
J7 – CPDLC FANS 1/A SATCOM (IRIDIUM)
K - MLS
L - ILS
M1 – ATC SATVOICE (INMARSAT)
M2 – ATC SATVOICE (MTSAT)
M3 – ATC SATVOICE (IRIDIUM)
O - VOR
P1 - CPDLC RCP 400
P2 - CPDLC RCP 240
P3 – SATVOICE
P4-P9 – Reserved for RCP
R – PBN approved (specified after NAV/ in item 18)
T - TACAN
U - UHF RTF
V - VHF RTF
W – RVSM approved
X – MNPS approved
Y – VHF with 8.33 KHz capability
Z - Other equipment carried (specify in Item 18 under COM/ and/or NAV/).

After the "/" insert one or more of the following letters, maximum 20 characters, to describe the serviceable surveillance equipment carried:

SSR equipment:

N - No surveillance equipment for the route to be flown is carried, or the equipment is unserviceable or

SSR modes A and C:
A - Transponder mode A, (4 digits - 4096 codes)
C - Transponder mode A, (4 digits - 4096 codes) and mode C

SSR mode S:
E - Transponder Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
H - Transponder Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
I - Transponder Mode S, including aircraft identification, but no pressure-altitude capability
L - Transponder Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
P – Transponder Mode S, including pressure-altitude, but no aircraft identification capability
S - Transponder mode S, including both pressure-altitude and aircraft identification capability
X - Transponder mode S with neither aircraft identification nor pressure-altitude capability

ADS equipment:

ADS B:
B1 - ADS-B with dedicated 1 090 MHz ADS-B "out" capability
B2 - ADS-B with dedicated 1 090 MHz ADS-B "out" and "in" capability
U1 - ADS-B "out" capability using UAT
U2 - ADS-B "out" and "in" capability using UAT
V1 - ADS-B "out" capability using VDL Mode 4
V2 - ADS-B "out" and "in" capability using VDL Mode 4

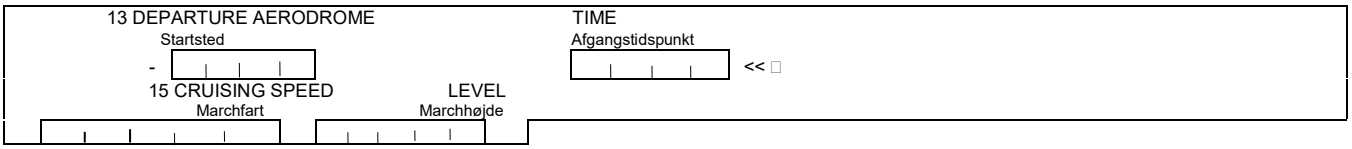
ADS-C:
D1 ADS-C with FANS 1/A capabilities
G1 ADS-C with ATN capabilities

Accommodation of State Aircraft operating without Mode S ELS, Mode S EHS and ADS-B out.
State aircraft that are operating without Mode S ELS, Mode S EHS or ADS-B out for technical or operational reasons, will be accommodated by Danish ANSPs through traditional surveillance methods such as Mode 3/A/C/S. The flight plan shall include in item 18 the indicators SUR/EUADSBX, SUR/EUEHSX, SUR/EUELSX or a combination thereof.

2.4 Item 13: DEPARTURE AERODROME and TIME
15: ROUTE

Insert:
- The ICAO four-letter location indicator of the departure aerodrome, or
- If no location indicator has been assigned insert ZZZZ and specify in Item 18, the name of the aerodrome preceded by DEP/ , or
- If the flight plan is received from an aircraft in flight, insert AFIL and specify in Item 18 the ICAO four-letter location indicator of the ATS unit from which supplementary flight plan data can be obtained preceded by DEP/

Insert:
- For a flight plan submitted before departure, the estimated off-block time, or
- For a flight plan received from an aircraft in flight, the actual or estimated time over the first point of the route to which the flight plan applies.



Insert:
"VFR" for an uncontrolled VFR flight.

For other flights insert the planned cruising level for the first or the whole portion of the route to be flown, in the terms of:

- Flight level, expressed as F followed by 3 figures (e.g. F085), or
- Standard metric level in tens of metres, expressed as S followed by 4 figures (e.g. S1130), or
- Altitude in hundreds of feet, expressed as A followed by 3 figures (e.g. A045), or
- Altitude in tens of metres, expressed as M followed by 4 figures (e.g. M0840)

Insert True air speed for the first or the whole cruising portion of the flight in terms of:

- kilometres per hour, expressed as K followed by 4 figures (e.g. K0830), or
- Knots, expressed as N followed by 4 figures (e.g. N0485), or
- Mach number, when so prescribed by the appropriate ATS authority, to the nearest hundredth of unit Mach, expressed as M followed by 3 figures (e.g. M082)

ROUTE Flyvevej
<<

Flights along designated ATS routes

Insert, if the departure aerodrome is located on or connected to the ATS route, the designator of the first ATS route or if the departure aerodrome is not connected to the ATS route, the letters DCT followed by the point of joining the first ATS route, followed by the designator of the ATS route.
Then Insert each point at which either a change of speed or level, a change of ATS route, and/or a change of flight rules is planned, followed in each case by the designator of the next ATS route segment, even if the same as the previous one, or by DCT, if the flight to the next point will be outside a designated route, unless both points are defined by geographical coordinates.

Note: When a transition is planned between a lower and upper ATS route and the routes are oriented in the same direction, the point of transition need not be inserted.

Flights outside designated ATS routes

Insert points normally not more than 30 minutes flying time or 370 km (200 NM) apart, including each point at which a change of speed or level, a change of track or a change of flight rules is planned or; define the track of flights operating predominantly in an east-west direction between 70 deg N and 70 deg S by reference to significant points formed by the intersections of half or whole degrees of latitude with meridians spaced at intervals of 10 degrees of longitude. For flights operating in areas outside those latitudes, the track shall be defined by significant points formed by the intersection of parallels of latitude with meridians normally spaced at 20 degrees of longitude. The distance between significant points shall, as far as possible, not exceed one half hour’s flight time. Additional significant points shall be established as deemed necessary.

For flights operating predominantly in a north-south direction, define tracks by reference to significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at 5 degrees.

Insert DCT between successive points unless both points are defined by geographical coordinates or by bearing and distance

Use only the conventions in (1) to (5) below and separate each sub-item by a space.

RVSM

Flights intending to operate within EUR RVSM airspace shall insert the following:
- The entry point at the lateral limits of the EUR RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM entry point; and
- The exit point at the lateral limits of the EUR RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM exit point.

(1) ATS route (2 to 7 characters):
The coded designator assigned to the route or route segment including, where appropriate, the coded designator assigned to the standard departure or arrival route (e.g. BCNI, B1, R14, UB10, KODAP2A). SID and STAR's are only inserted if required by AIP.

(2) Significant points (2 to 11 characters):

The coded designator (2 to 5 characters) assigned to the point (e.g. LN, MAY, HADDY), or if no coded designator has been assigned, one of the following ways:

- Degrees only (7 characters):

2 figures describing latitude in degrees, followed by "N" (north) or "S" (south), followed by 3 figures describing longitude in degrees, followed by "E" (east) or "W" (west). Make up the correct number of figures where necessary, by insertion of zeros, e.g. 45N078W.

- Degrees and minutes (11 characters):

4 figures describing latitude in degrees and tens and units of minutes followed by "N" (north) or "S" (south) followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (east) or "W" (west). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W.

- Bearing and distance from a navigation aid:

The identification of the navigation aid (normally a VOR), in the form of 2 or 3 characters, then the bearing from the aid in the form of 3 figures giving degrees magnetic, then the distance from the aid in the form of 3 figures expressing nautical miles. Make up the correct number of figures, where necessary, by inserting zeros - e.g. a point 180 deg magnetic at a distance of 40 nautical miles from VOR "DUB" should be expressed as DUB180040.

(3) Change of speed or level (maximum 21 characters):

The point at which a change of speed (5% TAS or 0.01 Mach or more) or a change of level is planned, expressed exactly as in (2) above, followed by an oblique stroke and both the cruising speed and the cruising level, expressed exactly as described on page ENR 1.10-4, without a space between them, even when only one of these quantities will be changed.

Examples: LN/N0284A045
MAY/N0305F180
HADDY/N0420F330
4602N07805W/N0500F250
46N078W/M082F330
DUB180040/N0350M0840

(4) Change of flight rules (maximum 3 characters)

The point at which the change of flight rules is planned, expressed exactly as in (2) or (3) above as appropriate, followed by a space and one of the following:

- VFR if from IFR to VFR
- IFR if from VFR to IFR

Examples: LN VFR
LN/N0284A050 IFR

(5) Cruise climb (maximum 28 characters):

The letter C followed by an oblique stroke; then the point at which cruise climb is planned to start, expressed as in (2) above followed by an oblique stroke. Then the speed to be maintained during cruise climb, expressed exactly as described on page ENR 1.10-4, followed by the two levels defining the layer to be occupied during cruise climb, each level expressed exactly as described on page ENR 1.10-4, or the level above which cruise climb is planned followed by the letters PLUS, without a space between them.

Examples: C/48N050W/M082F290F350
C/48N050W/M082F290PLUS
C/52N050W/M220F580F620

(6) En-route STAY indicator:

The STAY indicator has been introduced by the IFPS to enable time delays associated with certain special en-route activities. The STAY indicator may be used in association with any significant point in the route, including the first and last point.
The STAY indicator shall follow the point at which the STAY is to start, separated from that point by a space. The STAY indicator shall consist of the letters ‘STAY’, a sequence number followed by a ‘/’, then four numbers giving the time in hours and minutes for which that flight shall be operating under the STAY condition.
The activity is described in item 18 as STAYINFO (see item 18 below).

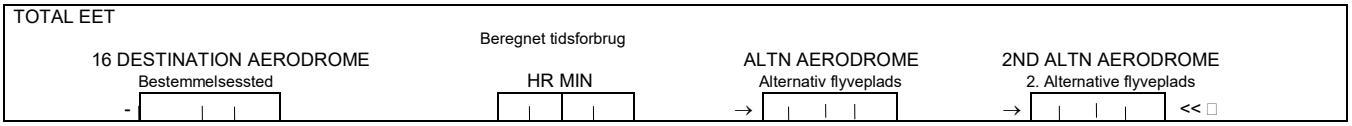
Examples: Item 15: N0120F060 DCT KOR STAY1/0030 KOR DCT
Item 18: STAYINFO1/AIRWORK

2.5 Item 16: DESTINATION AD, TOTAL EET, ALTN AERODROME(S)

Insert the ICAO four-letter location indicator of the destination aerodrome, or if no location indicator has been assigned, insert ZZZZ and specify in Item 18 the name of the aerodrome, preceded by DEST/ .

Insert the total estimated elapsed time.

For a flight plan received from an aircraft in flight, the total estimated elapsed time is the estimated time from the first point of the route to which the flight plan applies.



Insert the ICAO four-letter location indicator(s) of not more than two alternate aerodromes. If no location indicator has been assigned, insert ZZZZ and specify in Item 18 the name of the aerodrome, preceded by ALTN/ .

2.6 Item 18: OTHER INFORMATION

18 OTHER INFORMATION Andre oplysninger
-
) << □

Insert 0 (zero) if no other information, or any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:

ALTRV: for a flight operated in accordance with an altitude reservation;
ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;
FFR: fire-fighting;
FLTCK: flight check for calibration of navaids;
HAZMAT: for a flight carrying hazardous material;
HEAD: a flight with Head of State status;
HOSP: for a medical flight declared by medical authorities;
HUM: for a flight operating on a humanitarian mission;
MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;
MEDEVAC: for a life critical medical emergency evacuation;
NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;
SAR: for a flight engaged in a search and rescue mission; and
STATE: for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator RMK/.

PBN/ Indication of RNAV and/or RNP capabilities. Include as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

RNAV SPECIFICATIONS

A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORANC
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS

D3 RNAV 1 DME/DME
D4 RNAV 1 DME/DME/IRU

RNP SPECIFICATIONS

L1 RNP 4
O1 Basic RNP 1 all permitted sensors
O2 Basic RNP 1 GNSS
O3 Basic RNP 1 DME/DME
O4 Basic RNP 1 DME/DME/IRU
S1 RNP APCH
S2 RNP APCH with BARO-VNAV
T1 RNP AR APCH with RF (special authorization required)
T2 RNP AR APCH without RF (special authorization required)

NAV/ Significant data related to navigation equipment, other than specified in PBN/, as required by the appropriate ATS authority. Indicate GNSS augmentation under this indicator, with a space between two or more methods of augmentation, e.g. NAV/GBAS SBAS.

COM/ Indicate communication equipment and capabilities not specified in Item 10 a).

DAT/ Indicate data communication equipment and capabilities not specified in 10 a).

SUR/ Indicate surveillance equipment and capabilities not specified in Item 10 b).

DEP/ Name and location of the departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. Location of aerodromes not listed in the AIP is indicated as follows:
4 figures describing latitude and 5 figures describing longitude (5652N00907E), or bearing and distance from the nearest significant point (AAL244032), or
the first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/ Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. Options described under DEP/ above.

DOF/ If a flight plan concerning an IFR flight within the EUR-area, is filed more than 24 hours before EOBT, it is mandatory to insert the date of flight DOF/YYMMDD. If the flight plan is filed less than 24 hours before EOBT, insertion of date is optional.

REG/ The registration markings of the aircraft, if different from the aircraft identification in Item 7.

EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times to such points or FIR boundaries, when so prescribed on the basis of regional air navigation agreements, or by the appropriate ATS authority.

Examples: EET/CAP0745 XYZ0830
EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

TYP/ Type(s) of aircraft, preceeded if necessary by number(s) of aircraft, if ZZZZ is inserted in Item 9.

CODE/ Aircraft address (expressed as six hexadecimal characters) when required by the appropriate ATS authority. Example: “F00001” is the lowest aircraft address contained in the specific block administered by ICAO.

RVR/ The aircraft operational RVR-minima.

DLE/ Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four-figure time in hours and minutes (hhmm).

OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7.

ORGN/ The originator’s 8 letter AFTN address or other contact details.

PER/ Aircraft performance data, if so prescribed by the appropriate ATS authority.

ALTN/ Name of destination alternate aerodrome, if ZZZZ is inserted in Item 16. Options described under DEP/ above.

RALT/ Name of en-route alternate aerodrome(s).

TALT/ Name of take-off alternate.

RIF/ The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to clearance in flight.

Examples: RIF/DTA HEC KLAX
RIF/ESP G94 CLA APPH
RIF/LEMD

RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary. Number of persons on board shall be indicated here (e.g. RMK/36 POB). If TBN (to be notified) is inserted, POB shall be transmitted to ATC as described under item 19.

A flight plan with RMK/RTECOORATC that has not been coordinated and that has not been approved by NAOC will be rejected.

If the remark “Flight with Route Coordinated with ATC” (RTECOORATC) is inserted in the flight plan, this shall be done in accordance with EUROCONTROL IFPS Users Manual Network Manager, edition MAINT-1, paragraph 18.5.

Approval authority for the use of RMK/RTECOORATC for military flights is the Royal Danish Air Force, National Air Operations Centre, Current Operations branch. Point of contact for coordination and approval: fko-ktp-f-naoc-cops@mil.dk
Classified contact information will be provided on request.

After coordination and approval of the route, the flight plan shall be submitted with RMK/RTECOORATC inserted in item 18 (see examples below).

If the entire route in COPENHAGEN FIR has been approved by NAOC, insert:

RMK/RTECOORATC EKDK RDAF NAOC

If only a part of the route in COPENHAGEN FIR has been approved by NAOC, insert:

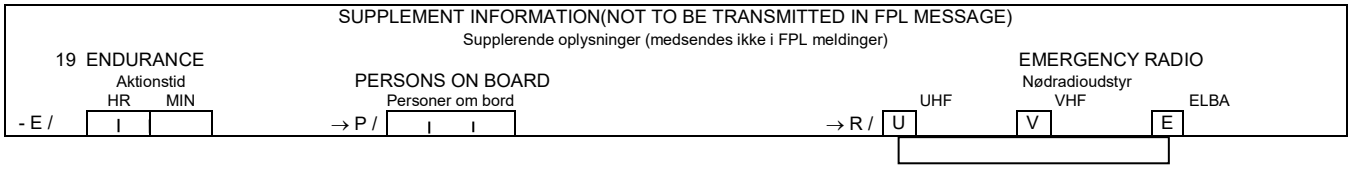
RMK/RTECOORATC EKDK RDAF NAOC [entry point] [exit point]
Flying without complying with this paragraph and EUROCONTROL IFPS Users Manual Network Manager, edition MAINT-1, paragraph 18.5 will result in an Air Traffic Safety Report (ATSR) from the civil Air Navigation Service Provider (ANSP, Naviar) to the Danish Civil Aviation Authority.

STAYINFOn/ / n = number from 1-9. Text describing the activity in the period indicated in item 15.

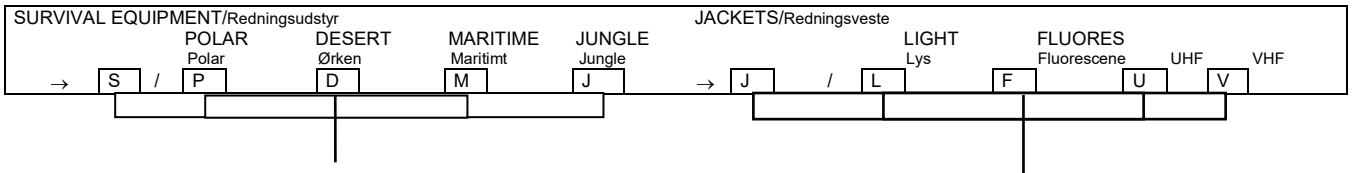
2.7 Item 19: SUPPLEMENTARY INFORMATION

Insert a 4-figure group giving the fuel endurance in hours and minutes

Insert the total number of persons (passengers and crew) on board, when required by the appropriate ATS authority. Military transport aircraft shall also insert POB in item 18 under remarks (RMK/36 POB). Insert TBN (to be notified) if the total number of persons is not known at the time of filing. If TBN is inserted, number of POB shall be transmitted to ATC prior to departure. For Danish destinations, POB shall be transmitted to the local ATC at initial contact.
Note: The above mentioned procedures for POB are mandatory for foreign military transport aircraft flying to or from Danish airbases/aerodromes, and for Danish military transport aircraft at all times.

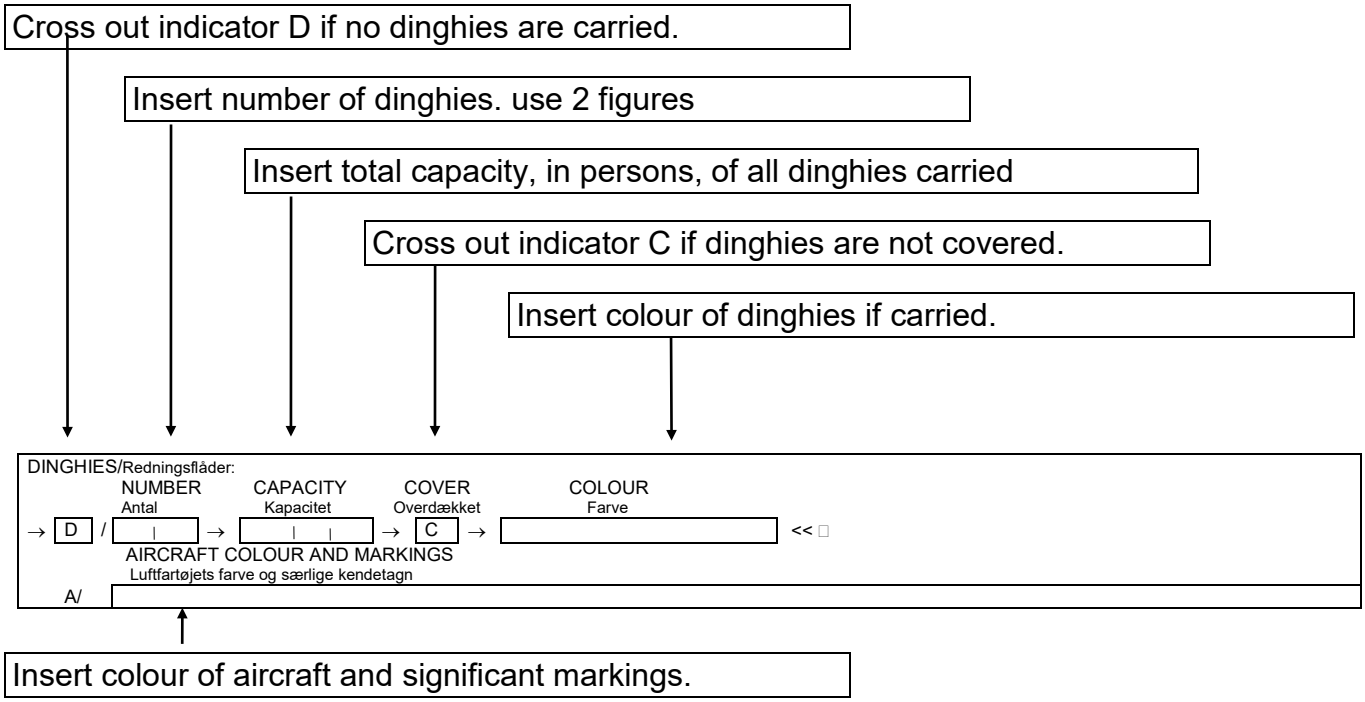


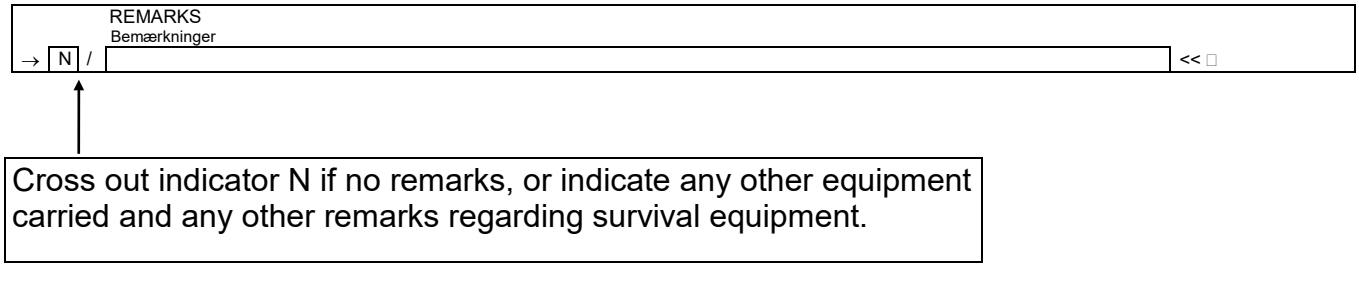
Cross out U if UHF on frequency 243.0 MHz is not available.
Cross out V if VHF on frequency 121.5 MHz is not available.
Cross out E if emergency locator transmitter (ELT) is not available.

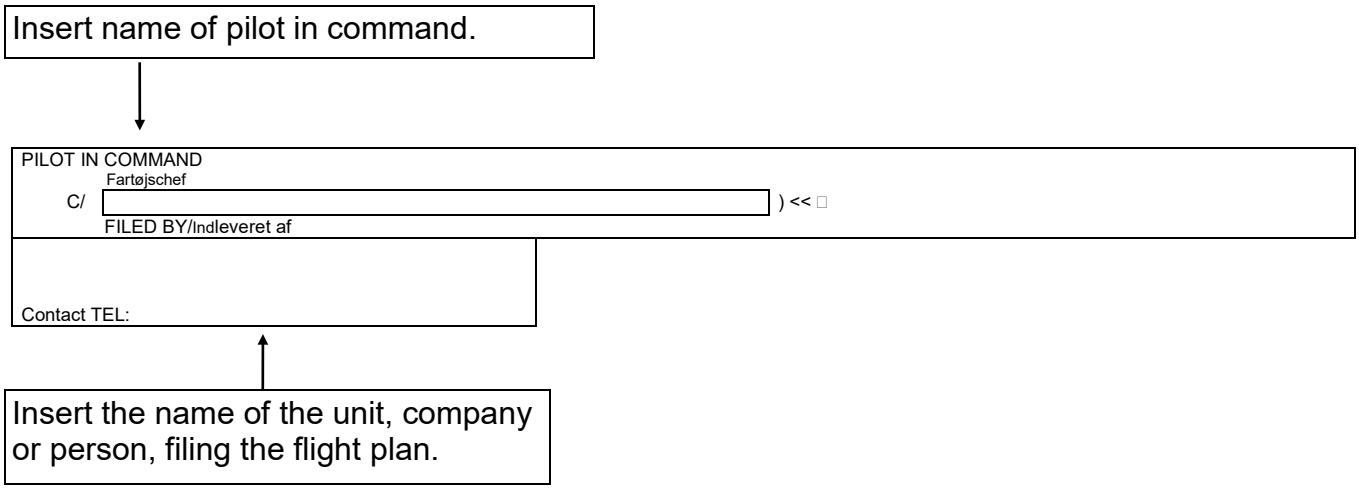


Cross out all indicators if survival equipment is not carried
Cross out P if polar survival equipment is not carried.
Cross out D if desert survival equipment is not carried.
Cross out M if maritime survival equipment is not carried.
Cross out J if Jungle survival equipment is not carried.

Cross out all indicators if life jackets are not carried.
Cross out L if life jackets are not equipped with lights.
Cross out F if life jackets are not equipped with fluorescein.
Cross out U or V or both as in R/ above to indicate radio capability of jackets, if any.


Cross out indicator D if no dinghies are carried.
Insert number of dinghies. use 2 figures
Insert total capacity, in persons, of all dinghies carried
Cross out indicator C if dinghies are not covered.
Insert colour of dinghies if carried.
DINGHIES/Redningsflåder:
NUMBER
Antal
CAPACITY
Kapacitet
COVER
Overdækket
COLOUR
Farve
→ D / → → C →
<<
AIRCRAFT COLOUR AND MARKINGS
Luftfartøjets farve og særlige kendetagn
A/
Insert colour of aircraft and significant markings.


REMARKS
Bemærkninger
→ N /
<<
Cross out indicator N if no remarks, or indicate any other equipment carried and any other remarks regarding survival equipment.


Insert name of pilot in command.
PILOT IN COMMAND
Fartøjschef
C/
) <<
FILED BY/Indleveret af
Contact TEL:
Insert the name of the unit, company or person, filing the flight plan.

FLYVEVÅBNET
ROYAL DANISH AIR FORCE

FLIGHT PLAN

PRIORITY / Prioritet: << FF →

ADRESSEE(S) / Adressat(er):

FILING TIME / Indleveringstidspunkt:

ORIGINATOR / Afsender:

SPECIFIC IDENTIFICATION OF ADRESSES AND (OR) ORIGINATOR
Særlig adressat og(eller afsenderangivelse

3 MESSAGE TYPE / Telegramtype: << (FPL

7 AIRCRAFT IDENTIFICATION / Luftfartøjets identifikation: - BB11

8 FLIGHT RULES / flyveregler: - I

TYPE OF FLIGHT / flyvningens art: M <<

9 NUMBER / Nummer: -

TYPE OF AIRCRAFT / Luftfartøjets type: - M F 1 7

WAKE TURBULENCE CAT / -wake turbulence- kategori: / L

10 EQUIPMENT / Udstyr: - SDU /C <<

13 DEPARTURE AERODROME / Startsted: - E K K A

TIME / Afgangstidspunkt: 1 3 1 0 <<

15 CRUISING SPEED / Marchfart: N 0 1 0 0

LEVEL / Marchhøjde: A 0 3 0

ROUTE / Flyvevej: DCT AAL DCT TE DCT KA

<<

TOTAL EET / Beregnet tidsforbrug: HR 0 2 MIN 0 0

16 DESTINATION AERODROME / Bestemmelsessted: - E K K A

ALTN AERODROME / Alternativ flyveplads: → E K S P

2ND ALTN AERODROME / 2. Alternative flyveplads: → <<

18 OTHER INFORMATION / Andre oplysninger:

- RMK/REQ FULL PROCEDURE VOR APP AT EKYT/REQ VECTORS ILS AT EKTS/REQ GCA AT EKKA

)<<

SUPPLEMENT INFORMATION(NOT TO BE TRANSMITTED IN FPL MESSAGE)
Supplerende oplysninger (medsendes ikke i FPL meldinger)

19 ENDURANCE / Aktionstid: - E/ HR 0 4 MIN 0 0

PERSONS ON BOARD / Personer om bord: → P / 0 0 2

EMERGENCY RADIO / Nødradioudstyr: → R / U — UHF — VHF [X] — ELBA [X]

SURVIVAL EQUIPMENT/Redningsudstyr: → S / — POLAR — DESERT [X] — MARITIME M — JUNGLE [X]

JACKETS/Redningsveste: → J / L — LIGHT — FLUORES [X]

DINGHIES/Redningsflåder: → D / 0 2 — NUMBER (Antal) — CAPACITY (Kapacitet): → 0 0 2 — COVER (Overdækket): → C — COLOUR (Farve): → ORANGE <<

AIRCRAFT COLOUR AND MARKINGS / Luftfartøjets farve og særlige kendetegn: A/ GREEN/RDAF MARKINGS

REMARKS / Bemærkninger: → [X] / <<

PILOT IN COMMAND / Fartøjschef: C/ IB IBSEN)<<

FILED BY/Indleveret af: I.I 30313233

Contact TEL:

SPACE RESERVED FOR ADDITIONAL REQUIREMENTS
Reserveret til myndighedernes brug

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1. GENERAL

1.1 Flight movement messages for military flights, relating to traffic into, via or from KØBENHAVN FIR / RØNNE TMA/CTR shall be addressed to MILDEN via the following AFTN addresses:

EKDKZQZM – for IFR flights
EKDKZFZM – for VFR flights

as stated below in order to warrant correct relay and delivery.

Note: Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages.

(Refer to:
- ICAO PANS-ATM, Doc 4444;
- IFPS USERS MANUAL;
- AIP DENMARK, ENR 1.9 - 1, ATFM;
- MIL AIP DENMARK, ENR 1.10 - 1, Flight Planning)

2. IFR GAT, military aircraft

2.1 Address EKDKZQZM. Using IFPS readdressing:

EUCHZMFP EUCBZMFP
datetime- and origingroup
AD EKDKZQZM
(FPL.....etc.

Note: Where a military flight plan is submitted for a flight that is IFR/GAT for any part within the IFPZ, then the IFPS shall process that part or parts of that flight plan. No destination aerodrome shall be added to the 2 IFPS addresses as IFPS will distribute to all in accordance to the filed route.

3. IFR OAT, military aircraft

3.1 Address EKDKZQZM. Using IFPS readdressing:

EUCHZMFP EUCBZMFP
datetime- and origingroup
AD EKDKZQZM and relevant addresses
(FPL.....etc.

Note: IFPS shall not process those military flight plans (or the part of flight plans) that indicate VFR or OAT conditions, however using the readdressing IFPS will submit to those indicated.

4. VFR GAT, military aircraft

4.1 Address EKDKZFZM

EKDKZFZM
datetime- and origingroup
(FPL.....etc.

Note: If the destination is within København FIR, then always add (+ZTZX) to the address EKDKZFZM irrespective whether any service or not. The (+) means the location indicator of the destination aerodrome.

5. VFR OAT, military aircraft

5.1 Address EKDKZFZM

EKDKZFZM
datetime- and origingroup
(FPL.....etc.

Note: If the destination is within København FIR, then always add (+ZTZX) to the address EKDKZFZM irrespective whether any service or not. The (+) means the location indicator of the destination aerodrome.

ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, CTA, TMA

FLIGHT INFORMATION REGION (FIR), CONTROL AREA (CTA) AND TERMINAL CONTROL AREAS (TMA).		
BY DELEGATION OF ATS RESPONSIBILITIES By letter of agreement Danish and adjacent ATS Authorities have arranged to delegate the responsibility for providing Air Traffic Services within parts of their FIR to adjacent ATS Units. The Airspace concerned are detailed in the following under the designation "Delegated Airspace" and shown on the chart ENR 2.3-3. Procedures for ATS and communication will be as for the State to which the Airspace has been delegated.		
DESIGNATION AND LATERAL LIMITS	VERTICAL LIMITS AND CLASSIFICATION	UNIT/FREQ. LANGUAGE
KØBENHAVN FIR 583000N 0103000E - 561253N 0122205E- Danish-Swedish border - 552012N 0123827E – 545500N 0125100E - 542700N 0120000E – 542645N 0115000E - 542750N 0114000E – 543000N 0113000E - 543315N 0112000E - 543610N 0111000E - 543840N 0110000E - 543910N 0105000E - 543920N 0104000E - 543930N 0103000E - 544200N 0102000E - 544435N 0101000E - 544554N 0100313E - Danish-German border - 550409N 0082331E - 550400N 0082000E - 550000N 0080000E along latitude 550000N to 550000N 0050000E 570000N 0050000E – along the latitude 570000N to 570000N 0073000E – 583000N 0103000E.	UNL / GND **G**[1)] [1)] except other regulated ATS air space *Note: RVSM airspace is established within the entire København FIR from FL 290 to FL 410 inclusive.*	COPENHAGEN CONTROL For frequencies see ENR 2.3-4 and 2.3-5 EN, DA
KØBENHAVN CTA A. Lateral limits as for FIR.	FL 660 / FL 195 **C**	COPENHAGEN CONTROL EN, DA H24
B. Lateral limits as for the FIR east of a line from 571238N 0075353E - 553658N 0080855E **-** 550000N 0074257E. [2)] except airspace otherwise designated.	FL 195 / 3500 FT AMSL **E**[2)]	
DELEGATED AIRSPACE IN KØBENHAVN FIR Airspace delegated to MALMÖ ACC		
AREA C. 565908N 0114558E - 561253N 0122205E - FIR Border - 560951N 0122624E - 560923N 0122446E - 560433N 0120806E - 565908N 0114558E	UNL / FL 660 **G** FL 660 / FL 95 **C**	Sweden CONTROL EN, Swedish H24
AREA H1. 560951N 0122624E - FIR border - 553356N 0124651E - 560433N 0120806E - 560923N 0122446E - 560951N 0122624E	UNL / FL 660 **G** FL 660 / FL 245 **C**	
AREA L1. 560951N 0122624E - FIR border - 560158N 0123925E - 560158N 0123156E - 560923N 0122446E - 560951N 0122624E	FL 195 / FL 65 **C**	

DESIGNATION AND LATERAL LIMITS	VERTICAL LIMITS AND CLASSIFICATION	UNIT/FREQ. LANGUAGE
DELEGATED AIRSPACE IN SWEDEN FIR Airspace delegated to København ACC AREA H2a. 553356N 0124651E - 553101N 0125032E - 545500N 0125100E - FIR border - 553356N 0124651E.	FL 660 FL 195 **C**	Copenhagen Control EN, DA H24
AREA H2b. 553101N 0125032E - 552201N 0130137E - 551458N 0125956E - 545500N 0130000E - 545500N 0125100E - 553101N 0125032E.	FL 285 FL 195 **C**	Copenhagen Control EN, DA H24
AREA L2. 560158N 0123925E - 560158N 0124046E - 555958N 0124356E - 555834N 0125156E - 554358N 0130656E - 551458N 0125956E - 551402N 0124132E - FIR border - 560158N 0123925E	FL 195 2500 FT AMSL **C**	Copenhagen Approach Kastrup Departure EN, DA H24
AREA L3. 551458N 0125956E - 545500N 0130000E - 545500N 0125100E - FIR border - 551402N 0124132E - 551458N 0125956E	FL 195 FL 95 **C** FL 95 3500 FT AMSL **E**	COPENHAGEN CONTROL EN, DA H24
AREA SUNDET 555329N 0124042E - 555128N 0124956E - 554458N 0125356E - 554028N 0130326E - 553343N 0125356E - 552628N 0125156E - 552248N 0123735E - FIR border - 555329N 0124042E	2500 FT AMSL 1500 FT AMSL **C**	Copenhagen Approach Kastrup Departure EN, DA H24
AREA KASTRUP 553649N 0125249E - 552858N 0124356E - 552858N 0124212E - FIR border - 553649N 0125249E	1500 FT AMSL GND **D**	Kastrup Tower EN, DA H24
DELEGATED AIRSPACE IN THE NORTH SEA NORTHERN NORTH SEA AREA III 563500N 0050000E - 550000N 0050000E - 551958N 0041955E - 554552N 0032208E - 555004N 0032355E - 555458N 0032055E - 560510N 0031455E - 563500N 0050000E	FL 85 GND **G**	COPENHAGEN CONTROL EN, DA H24
NORTH SEA HIGH AREA 570000N 0050000E - 550000N 0050000E - 543000N 0043209E - 543843N 0042000E - 544927N 0041110E - 550252N 0040000E - 555116N 0033000E - 563035N 0033000E - 572000N 0042958E - 570000N 0050000E	FL 660 FL 245 **B** FL 245 FL 195 **G**	COPENHAGEN CONTROL EN, DA H24

LOCAL ATS AREAS Within the local ATS areas air traffic services are provided by the local ATS unit.		
DESIGNATION AND LATERAL LIMITS	VERTICAL LIMITS AND CLASSIFICATION	UNIT/FREQ. LANGUAGE
AALBORG CTA 573858N 0102855E - 572238N 0104525E - 570158N 0104855E - 563343N 0095455E - 563828N 0094225E - 563828N 0084735E - 565958N 0083355E - 570713N 0083625E - 573858N 0100725E - 573858N 0102855E APP Aalborg area of responsibility "Aalborg LTA" include Aalborg CTA, TMA and airspace below Aalborg CTA except other regulated ATS airspace.	FL 125 **E** 3500 FT AMSL Designated as RMZ above FL95	Aalborg APPROACH 123.980 362.450 EN, DA H24
AARHUS CTA 565138N 0102855E - 563506N 0104702E - 562028N 0112803E - 560618N 0112306E - 560158N 0110956E - 560738N 0101455E - 561128N 0095455E - 563343N 0095455E - 565138N 0102855E APP Aarhus area of responsibility "Aarhus LTA" include Aarhus CTA, TMA and airspace below Aarhus CTA except other regulated ATS airspace.	FL 65 **D** 3500 FT AMSL	Aarhus APPROACH 119.280 EN, DA HR as AD
BILLUND CTA 560316.8N 0092955.4E – 555257.8N 0095455.5E – 552957.7N 0095455.5E – 552420.6N 0080007.3E – 553657.7N 0080855.3E – 560517.7N 0080440.2E – 560316.7N 0092955.4E. APP Billund area of responsibility "Billund LTA" include Billund CTA, TMA and airspace below Billund CTA except other regulated ATS airspace.	FL 125 **E** 3500 FT AMSL Except other regulated ATS airspace. Designated as RMZ above FL 95.	Billund APPROACH 127.580 EN, DA H24
KARUP CTA 563828N 0094225E - 563343N 0095455E - 561128N 0095455E - 560317N 0092955E - 560508N 0081855E - 562713N 0081525E - 563828N 0084735E - 563828N 0094225E APP Karup area of responsibility "Karup LTA" include Karup CTA, TMA and airspace below Karup CTA except other regulated ATS airspace	FL 125 **E** 3500 FT AMSL Designated as RMZ above FL 95	Karup APPROACH 120.430 269.275 EN, DA H24
SKRYDSTRUP CTA 552958N 0095456E - 551858N 0100346E - 550348N 0100250E - 545100N 0093100E - 545015N 0091700E - 545220N 0091320E - 545400N 0090110E - 545500N 0084000E - 550417N 0082655E - 552549N 0082655E - 552958N 0095456E APP Skrydstrup area of responsibility "Skrydstrup LTA" include Skrydstrup CTA, TMA and airspace below Skrydstrup CTA except other regulated ATS airspace	FL 65 **E** 3500 FT AMSL	Skrydstrup APPROACH 124.105 280.750 EN, DA H24

DESIGNATION AND LATERAL LIMITS	VERTICAL LIMITS AND CLASSIFICATION	UNIT/FREQ. LANGUAGE
AALBORG TMA 570718N 0091355E - 571148N 0092055E - 571428N 0093125E - 571648N 0100755E - 571528N 0101925E - 571158N 0102725E - 570348N 0102855E - 565928N 0102255E - 565658N 0101155E - 565428N 0093525E - 565558N 0092355E - 565918N 0091555E - 570718N 0091355E. APP Aalborg area of responsibility "Aalborg LTA" include Aalborg CTA, TMA and airspace below Aalborg CTA except other regulated ATS airspace	3500 FT AMSL 1500 FT AMSL **D**	AALBORG APPROACH 123.980 362.450 EN, DA HR as AD
AARHUS TMA 562528N 0100255E - 562848N 0101055E - 562948N 0102225E - 562618N 0105756E - 562328N 0110756E - 561848N 0111326E - 561048N 0111056E - 560728N 0110256E - 560628N 0105156E - 560958N 0101625E - 561258N 0100625E - 561728N 0100025E - 562528N 0100255E. APP Aarhus area of responsibility "Aarhus LTA" include Aarhus CTA, TMA and airspace below Aarhus CTA except other regulated ATS airspace	3500 FT AMSL 1500 FT AMSL **D**	AARHUS APPROACH 119.280 EN, DA HR as AD
BILLUND TMA A. 560316.8N 0092955.4E – 555257.8N 0095455.5E – 552957.7N 0095455.5E – 552420.6N 0080007.3E – 553657.7N 0080855.3E – 560517.7N 0080440.2E – 560316.8N 0092955.4E.	FL 105 FL 75 **C**	BILLUND APPROACH 127.580 EN, DA H24
B. 555957.4N 0093801.4E – 555257.8N 0095455.5E – 552957.7N 0095455.5E – 552630.0N 0083955.1E – 553544.8N 0081933.6E – 554927.1N 0081746.4E – 555800.0N 0083700.0E – 555957.4N 0093801.4E.	FL 75 FL 45 **C**	BILLUND ARRIVAL 119.255 EN, DA H24
C. 555451.5N 0092102.1E – 555138.7N 0094127.6E – 553924.5N 0094229.5E – 553419.5N 0093623.3E – 553306.5N 0085624.5E – 553548.7N 0085126.4E – 553717.1N 0083643.0E – 554650.1N 0083539.1E – 555400.0N 0085924.0E – 555451.5N 0092102.1E.	FL 45 2500 FT AMSL **C**	
D. 555031,7N 0092942.0E – 553933.7N 0093040.8E – 553816.0N 0084914.3E – 554913.6N 0084803.9E – 555031.7N 0092942.0E. APP Billund area of responsibility "Billund LTA" include Billund CTA, TMA and airspace below Billund CTA except other regulated ATS airspace	2500 FT AMSL 1500 FT AMSL **C**	

DESIGNATION AND LATERAL LIMITS	VERTICAL LIMITS AND CLASSIFICATION	UNIT/FREQ. LANGUAGE
KARUP TMA 562118N 0083025E - 562758N 0083849E - 562748N 0092425E - 562558N 0093525E - 562158N 0094255E - 561358N 0094255E - APP Karup area of responsibility "Karup LTA" include Karup CTA, TMA and airspace below Karup CTA except other regulated ATS airspace	3500 FT AMSL **D** 1500 FT AMSL	KARUP APPROACH 120.430 269.275
KØBENHAVN TMA. For details see ENR 2.1-5. **ROSKILDE TMA.** For details see ENR 2.1-7.		
RØNNE TMA Situated within Malmö FIR A. 551726N 0141828E - 551534N 0142453E - then clockwise along an arc of a circle, radius 16,2 NM centred at 550404N 0144448E - 545500N 0142127E - 545500N 0141000E - 551033N 0141000E - 551726N 0141828E	FL 95 **E** 4500 FT AMSL 4500 FT AMSL **D** 3500 FT AMSL	Below 4500 FT Rønne TWR 118.330 257.800 EN, DA
B. A circle 16.2 NM radius, centred at 550404N 0144448E.	3500 FT AMSL **D** 1500 FT AMSL	
SKRYDSTRUP TMA 550928N 0083955E - 552630N 0083955E – 552722N 0085712E - 551700N 0095400E – 550500N 0095400E - 550000N 0093000E - 550928N 0083955E.	3500 FT AMSL **D** 1500 FT AMSL	SKRYDSTRUP APPROACH 124.105 280.750 EN, DA
WESTERLAND/SYLT TMA Part in København FIR 551000N 0080345E - 551000N 0081245E – 550400N 0082000E - FIR border – 550000N 0075500E - 550300N 0075500E – 551000N 0080345E.	FL 55 **E** 1000 FT AMSL	BREMEN RADAR 124.075 EN, GE

DESIGNATION AND LATERAL LIMITS	VERTICAL LIMITS AND CLASSIFICATION	UNIT/FREQ. LANGUAGE
COPENHAGEN AREA Consisting of København TMA, Roskilde TMA		
1. KØBENHAVN TMA A. 555906N 0114933E - 554538N 0114221E 554258N 0114056E - 552214N 0115617E 551143N 0115846E - 551458N 0114051E 552538N 0112436E - 555048N 0112146E 555906N 0114933E.	FL 195 FL 55 **C**	COPENHAGEN APPROACH 119.805 EMERGENCY 243.000 / 121.500 KASTRUP ARRIVAL 118.455 KASTRUP FINAL 120.205 KASTRUP DEPARTURE 120.255 124.980 EN, DA H24
B. 560923N 0122446E - 555718N 0122456E - 555438N 0120216E - 554839N 0114901E - 554538N 0114221E - 555906N 0114933E - 560923N 0122446E.	FL 195 4500 FT AMSL **C**	
C. 555718N 0122456E - 555047N 0121702E - 554338N 0120826E - 552723N 0120806E - 552214N 0115617E - 554258N 0114056E - 554538N 0114221E - 554839N 0114901E - 555438N 0120216E - 555718N 0122456E.	FL 195 3500 FT AMSL **C**	
D. 560923N 0122446E - 560158N 0123156E - 560158N 0123925E - 560158N 0124046E - 555958N 0124356E - 555834N 0125156E - 554358N 0130656E - 551458N 0125956E - 551143N 0115846E - 552214N 0115617E - 551959N 0120756E - 551958N 0122656E - 552628N 0125156E - 553343N 0125356E - 554028N 0130326E - 554458N 0125356E - 555128N 0124956E - 555329N 0124042E - FIR boundary - 555852N 0123907E - 555835N 0123636E - 555144N 0123016E - 552723N 0120806E - 554338N 0120826E - 555047N 0121702E - 555718N 0122456E - 560923N 0122446E.	FL 195 2500 FT AMSL **C**	COPENHAGEN APPROACH 119.805 EMERGENCY 243.000 / 121.500 KASTRUP ARRIVAL 118.455 KASTRUP FINAL 120.205 KASTRUP DEPARTURE 120.255 124.980 EN, DA H24
E. 555852N 0123907E - FIR boundary - 555329N 0124042E - 555128N 0124956E - 554458N 0125356E - 554028N 0130326E – 553343N 0125356E - 552628N 0125156E - 551958N 0122656E - 551959N 0120756E - 552214N 0115617E - 552723N 0120806E - 555144N 0123016E - 555835N 0123636E - 555852N 0123907E.	FL 195 1500 FT AMSL **C**	
F. 560951N 0122624E - FIR boundary - 560158N 0123925E - 560158N 0123156E - 560923N 0122446E - 560951N 0122624E.	FL 65 2500 FT AMSL **C**	

DESIGNATION AND LATERAL LIMITS	VERTICAL LIMITS AND CLASSIFICATION	UNIT/FREQ. LANGUAGE
2. ROSKILDE TMA A. 555906N 0114933E - 554538N 0114221E - 554258N 0114056E - 552214N 0115617E - 551143N 0115846E - 551458N 0114051E - 552538N 0112436E - 555048N 0112146E - 555906N 0114933E.	FL 55 2500 FT AMSL **C**	ROSKILDE APPROACH 125.530 EN, DA H24
B. 560923N 0122446E - 555718N 0122456E - 555438N 0120216E - 554839N 0114901E - 554538N 0114221E - 555906N 0114933E - 560923N 0122446E.	4500 FT AMSL 2500 FT AMSL **C**	
C. 555718N 0122456E - 555047N 0121702E - 554839N 0114901E - 555438N 0120216E - 555718N 0122456E	3500 FT AMSL 2500 FT AMSL **C**	
D. 555047N 0121702E - 554338N 0120826E – 552723N 0120806E - 552214N 0115617E – 554258N 0114056E - 554538N 0114221E – 554839N 0114901E - 555047N 0121702E.	3500 FT AMSL 1500 FT AMSL **C**	
E. 555144N 0123016E – 552723N 0120806E - 554338N 0120826E – 555047N 0121702E - 555144N 0123016E.	2500 FT AMSL 1500 FT AMSL **C**	

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ENR 2.2 OTHER REGULATED AIRSPACE

1. Control Zone (CTR) is a volume of controlled airspace around an airport extending from the surface of the earth to a specified upper limit, set up to protect air traffic operating to and from that airport. All CTR's in Denmark are Class D airspace.

1.1 Control Zones
Note: Control Zones at military air bases are found in the AD section

NAME AND LATERAL LIMITS	UPPER LIMIT (FT AMSL) CLASSIFICATION	ATC UNIT/FREQ. LANGUAGE
BILLUND CTR 555031.7N 0092942.0E - 553933.7N 0093040.8E - 553816.0N 0084914.3E - 554913.6N 0084803.9E - 555031.7N 0092942.0E.	1 500 **D**	BILLUND TOWER 119.005 129.505 EN, DA
KASTRUP CTR 554356N 0124834E - FIR boundary - 553649N 0125249E - 552858N 0124356E - 552858N 0122556E - 553558N 0122156E - 554158N 0122556E - 554356N 0124834E.	1 500 **D**	KASTRUP TOWER 118.105 119.355 118.705 118.580 EN, DA
ROSKILDE CTR 553900N 0115830E - 554030N 0120430E - 554100N 0121130E - 553940N 0121500E - 553630N 0121700E - 553400N 0121800E - 553100N 0121600E - 552930N 0121000E - 552900N 0120400E - 553100N 0115800E - 553630N 0115630E - 553900N 0115830E.	1 500 **D**	ROSKILDE TOWER 118.900 119.650 EN, DA
RØNNE CTR 551114N 0143811E - 550601N 0145832E, then arc of circle, 8.1 NM radius, centered at 550404N 0144448E clockwise to 551114N 0143811E. Situated within Malmö FIR.	1 500 **D**	RØNNE TOWER 118.330 257.800 EN, DA
AARHUS CTR 562338N 0102225E - 562308N 0102755E - 562528N 0103555E - 562448N 0104256E - 562108N 0104856E - 562038N 0105406E - 561228N 0105146E - 561258N 0104626E - 561048N 0103846E - 561128N 0103126E - 561518N 0102525E - 561548N 0101955E - 562338N 0102225E.	1 500 **D**	AARHUS TOWER 118.530 EN, DA

2. Radio Mandatory Zone (RMZ): An airspace of defined dimensions wherein the carriage and operation of radio equipment is mandatory.

3. Flight Information Zone (FIZ): An airspace of defined dimension within which aerodrome flight information service and alerting service for aerodrome traffic are provided.
Note: *FIZ is also designated as Radio Mandatory Zones (RMZ).*

3.1 Flight Information Zones

NAME AND LATERAL LIMITS	UPPER / LOWER LIMIT (FT MSL) CLASSIFICATION	ATC UNIT/FREQ. LANGUAGE
ESBJERG FIZ/RMZ A. 553241N 0080552E - 553323N 0081808E - 553628N 0082725E - 553728N 0083455E - 553549N 0085126E - 553239N 0085715E - 552722N 0085712E - 552420N 0075957E - 553241N 0080552E. B. 553323N 0081808E - 553628N 0082725E - 553728N 0083455E - 553633N 0084411E - 552653N 0084720E - 552530N 0082046E - 553323N 0081808E.	3 500 1 500 **G** 1 500 GND **G**	ESBJERG INFORMATION 120.155 121.500 EN, DA
TYRA FIZ/RMZ A. 555044N 0041126E along an arc of a circle, radius 25 NM centred at 553446N 0044525E to 551805N 0051805E - 551755N 0050000E - 552428N 0044425E - 552947N 0043641E - 555044N 0041126E B. 554019N 0042404E - 554742N 0044123E - 554813N 0044636E along and arc of a circle, radius 5 NM centred at 554317N 0044806E to 554612N 0045518E - 553051N 0051436E along an arc of a circle radius 5 NM centred at 552758N 0050728E to 552330N 0050329E - 553140N 0043426E to 554019N 0042404E	3 500 1 000 **G** 1 000 GND **G**	TYRA INFORMATION 118.425 134.025 EN, DA
ODENSE FIZ/RMZ 552949N 0100911E - 553533N 0102632E - 552959N 0103214E - 552415N 0101455E - 552949N 0100911E .	3 500 GND **G**	ODENSE INFORMATION 119.525 EN, DA
SØNDERBORG FIZ/RMZ 545121N 0095218E - 550129N 0093707E - 550346N 0094802E - 545522N 0100026E - 545121N 0095218E	3500 GND **G**	SØNDERBORG INFORMATION 126.400 121.500 EN, DA
VAMDRUP FIZ/RMZ A circle, 1,5 NM radius centered at 552611N 0091955E.	1 500 GND **G**	VAMDRUP INFORMATION 118.650 EN, DA

STAUNING FIZ/RMZ 560128N 0082055E - 560113N 0083310E 555713N 0083255E - 555728N 0082035E along an arc of a circle, radius 2 NM centered at 555928N 0082045E to 560128N 0082055E	3500 **G**	STAUNING INFORMATION 121.400 EN, DA

4. Helicopter Traffic Zone (HTZ): A non-controlled airspace of defined dimensions, extending upward from the sea level to a defined upper limit, indicating helicopter landings and take-offs.
HTZ are established around all permanent and mobile off-shore installations, equipped with a helideck.
Temporary HTZ at mobile installations will be published by NOTAM.
Traffic not engaged in off-shore helicopter operations is strongly advised to stay well clear of HTZ. Information on possible helicopter flights can be obtained from Copenhagen Information.

Note: Helicopters may be expected to perform instrument approach procedures to the helideck within an area with a radius of 6.5 NM around the helideck up to and including 1500 ft.

4.1 Helicopter Traffic Zones

NAME AND LATERAL LIMITS	UPPER LIMIT (FT MSL) CLASSIFICATION	ATC UNIT/FREQ. LANGUAGE
A6A HTZ A circle, 1.5 NM radius, centered on A6A helideck / 554728.8N 0035939.9E.	2000 **G**	ACC København 134.030 EN, DA
HARALD HTZ A circle, 1.5 NM radius, centered on HARALD helideck / 562038.83N 0041618.92E.	2000 **G**	ACC København 125.205 EN, DA
SIRI HTZ A circle, 1.5 NM radius, centered on SIRI helideck / 562857.77N 0045440.06E.	2000 **G**	ACC København 125.205 EN, DA
SOUTH ARNE HTZ A circle, 1.5 NM radius, centered on SOUTH ARNE helideck / 560449.01N 0041349.44E.	2000 **G**	ACC København 134.030 EN, DA
CECILIE HTZ A circle, 1.5 NM radius, centered on CECILIE helideck / 562407.61N 0044534.64E.	2000 **G**	ACC København 125.205 EN, DA
NINI HTZ A circle, 1.5 NM radius, centered on NINI helideck / 563826.90N 0051916.04E.	2000 **G**	ACC København 125.205 EN, DA

5. Functional Airspace Block

NAME AND LATERAL LIMITS	VERTICAL LIMITS
DK-SE FAB 69 03 36N 020 32 55E - Swedish/Finnish border southward to - 65 31 48N 024 08 24E - 64 41 00N 022 55 00E - 63 37 00N 021 30 00E - 63 28 30N 020 40 00E - 63 10 00N 020 10 00E - 61 40 00N 019 30 00E - 61 00 00N 019 19 05E - 60 18 03N 019 07 56E - 60 11 30N 019 05 12E - 59 33 46N 019 58 59E - 59 15 24N 020 32 39E - 59 00 00N 021 00 00E - 57 34 10N 020 09 00E - 57 00 00N 019 50 00E - 55 51 00N 017 33 00E - 54 55 00N 015 52 00E - 54 55 00N 015 08 07E - clockwise along an arc of 16.2 NM radius centred on 55 04 04N 014 44 48E - 54 55 00N 014 21 27E - 54 55 00N 012 51 00E - 54 27 00N 012 00 00E - 54 26 45N 011 50 00E - 54 27 50N 011 40 00E - 54 30 00N 011 30 00E - 54 33 15N 011 20 00E - 54 36 10N 011 10 00E - 54 38 40N 011 00 00E - 54 39 10N 010 50 00E - 54 39 20N 010 40 00E - 54 39 30N 010 30 00E - 54 42 00N 010 20 00E - 54 44 35N 010 10 00E - 54 45 54N 010 03 13E - Danish-German border - 55 04 09N 008 23 31E - 55 04 00N 008 20 00E - 55 00 00N 008 00 00E - along the latitude 55 00 00N to - 55 00 00N 005 00 00E - 57 00 00N 005 00 00E - along the latitude 57 00 00N to 57 00 00N 007 30 00E - 58 30 00N 010 30 00E - 58 45 40N 010 35 32E - 58 53 32N 010 38 20E - Swedish/Norwegian border northward to 69 03 36N 020 32 55E	GND - UNL

6. DK-SE FAB Free Route Airspace

NAME AND LATERAL LIMITS	VERTICAL LIMITS	UNIT PROVIDING SERVICE
DK-SE FAB FRA 69 03 36N 020 32 55E - Swedish/Finnish border southward to 65 31 48N 024 08 24E - 64 41 00N 022 550 0E - 63 37 00N 021 30 00E - 63 28 30N 020 40 00E - 63 10 00N 020 10 00E - 61 40 00N 019 30 00E - 61 00 00N 019 19 05E - 60 18 03N 019 07 56E - 60 11 30N 019 05 12E - 59 33 46N 019 58 59E - 59 15 24N 020 32 39E - 59 00 00N 021 00 00E - 57 34 10N 020 09 00E - 57 00 00N 019 50 00E - 55 51 00N 017 33 00E - 54 55 00N 015 52 00E - 54 55 00N 015 08 07E - clockwise along an arc of 16.2 NM radius centred on 55 04 04N 014 44 48E - 54 55 00N 014 21 27E - 54 55 00N 012 51 00E - 54 27 00N 012 00 00E - 54 26 45N 011 50 00E - 54 27 50N 011 40 00E - 54 30 00N 011 30 00E - 54 33 15N 011 20 00E - 54 36 10N 011 10 00E - 54 38 40N 011 00 00E - 54 39 10N 010 50 00E - 54 39 20N 010 40 00E - 54 39 30N 010 30 00E - 54 42 00N 010 20 00E - 54 44 35N 010 10 00E - 54 45 54N 010 03 13E - Danish-German border - 55 04 09N 008 23 31E - 55 04 00N 008 20 00E - 55 00 00N 008 00 00E - along the latitude 55 00 00N to 55 00 00N 005 00 00E - 57 00 00N 005 00 00E - along the latitude 57 00 00N to 57 00 00N 007 30 00E - 58 30 00N 010 30 00E - 58 45 40N 010 35 32E - 58 53 32N 010 38 20E - Swedish/Norwegian border northward to - 69 03 36N 020 32 55E	GND - UNL	ACC København Malmö ACC Stockholm ACC

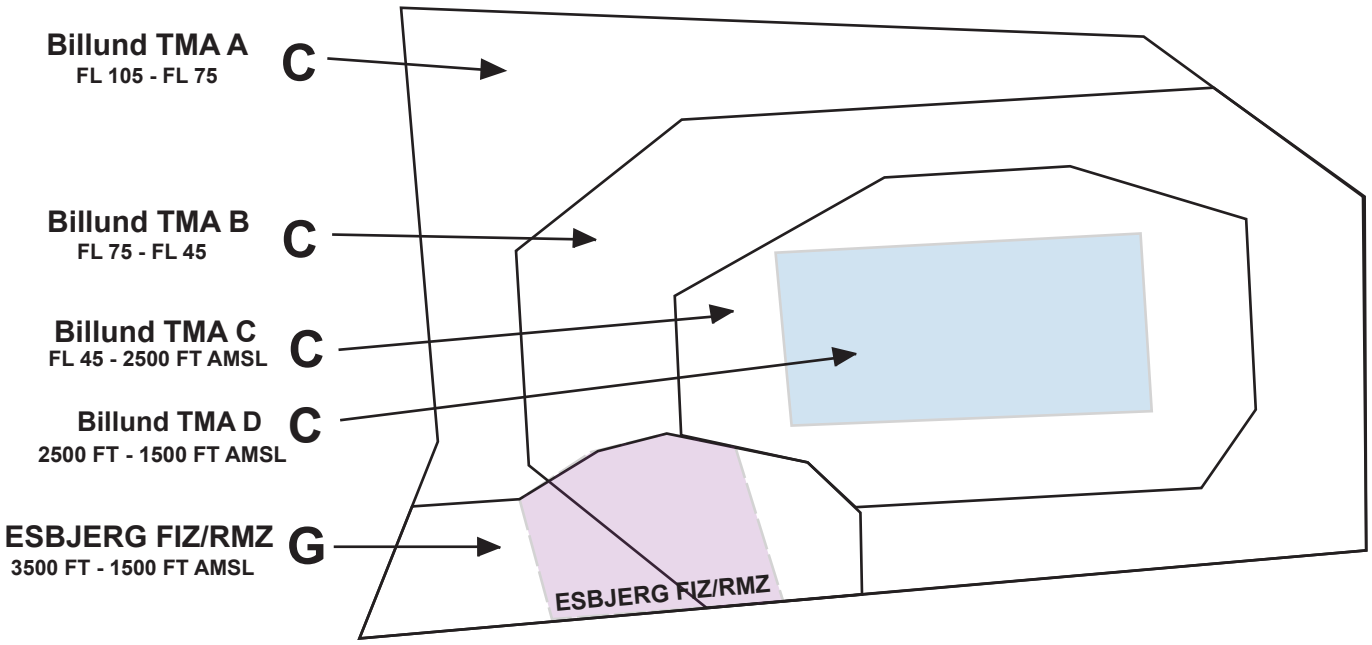
7. GATE Airspace

NAME AND LATERAL LIMITS	VERTICAL LIMITS	REMARKS
EKGTIBREK1 56 20 43N 012 01 39E - 56 18 16N 012 02 38E	FL 285 - FL660	To avoid sector clipping CUC/VUV (ACC sectors Charlie Upper Charlie & Victor Upper Victor) Non plannable via IBREK.

ATS AIRSPACE
ESBJERG BILLUND AREA

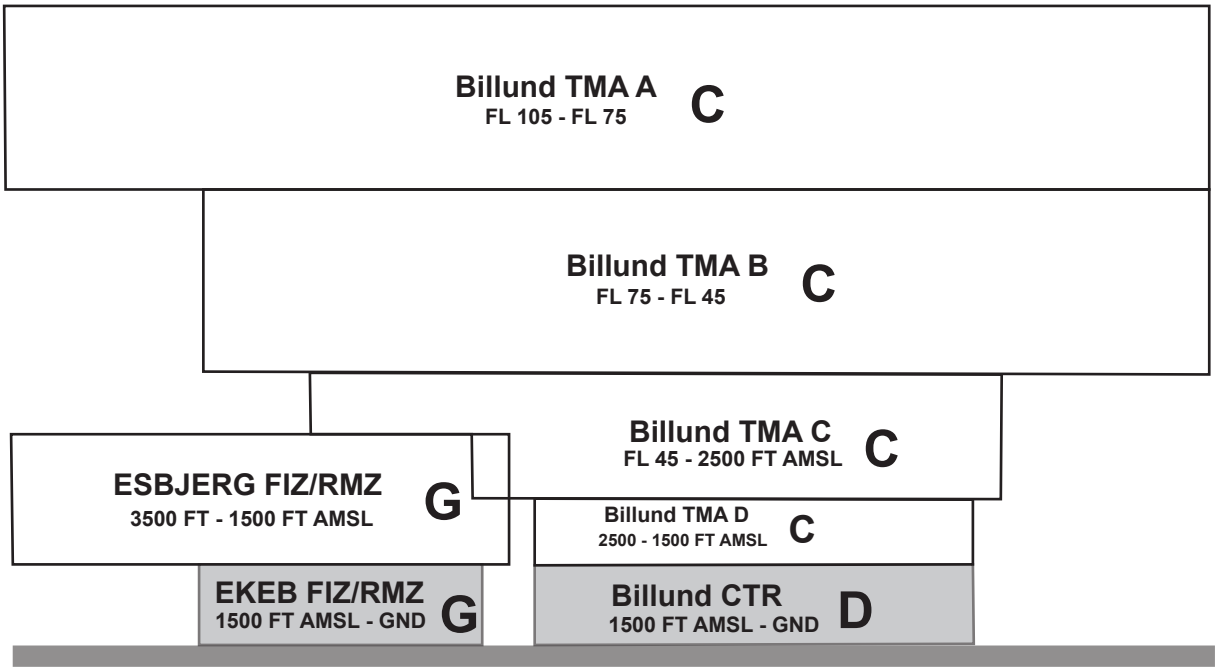
AIRSPACE STRUCTURE (PLAN VIEW)

Billund TMA, Esbjerg FIZ/RMZ
Billund CTR and Esbjerg FIZ/RMZ

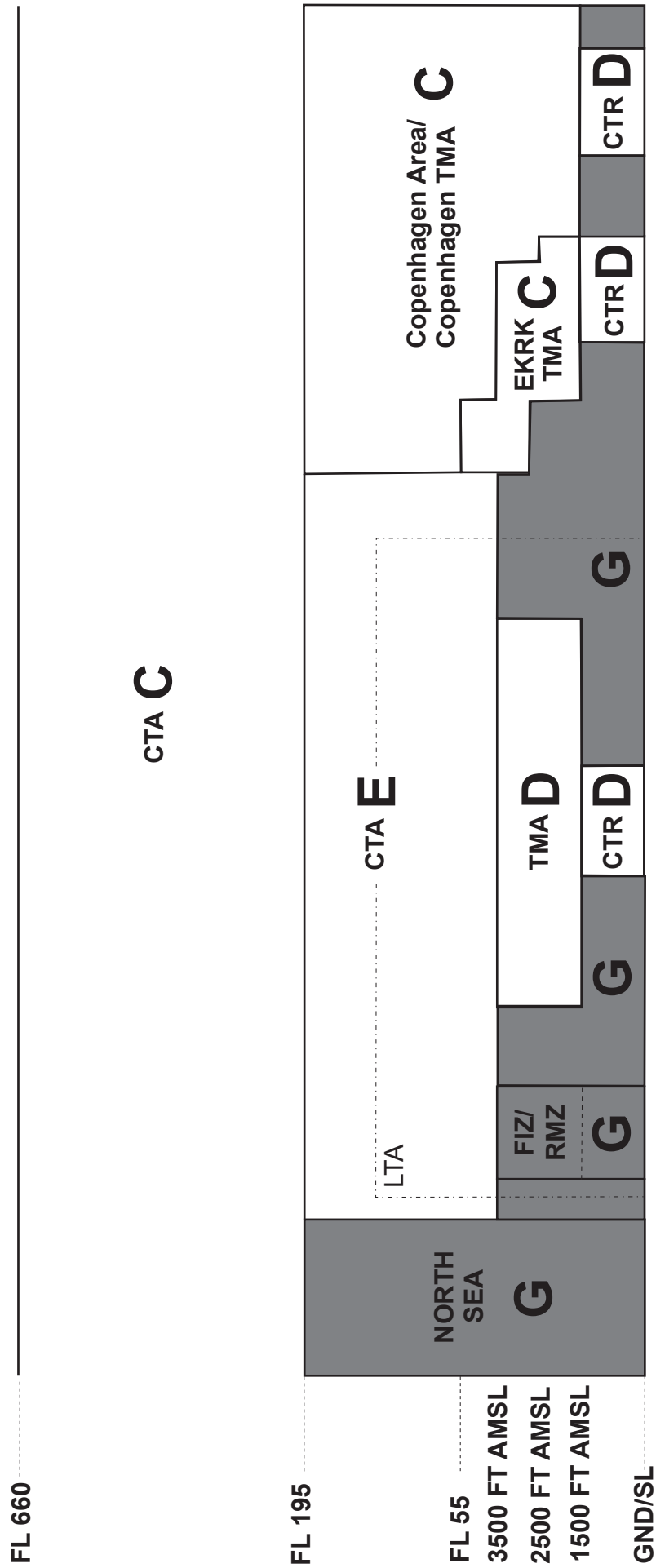


AIRSPACE STRUCTURE (PROFILE VIEW)

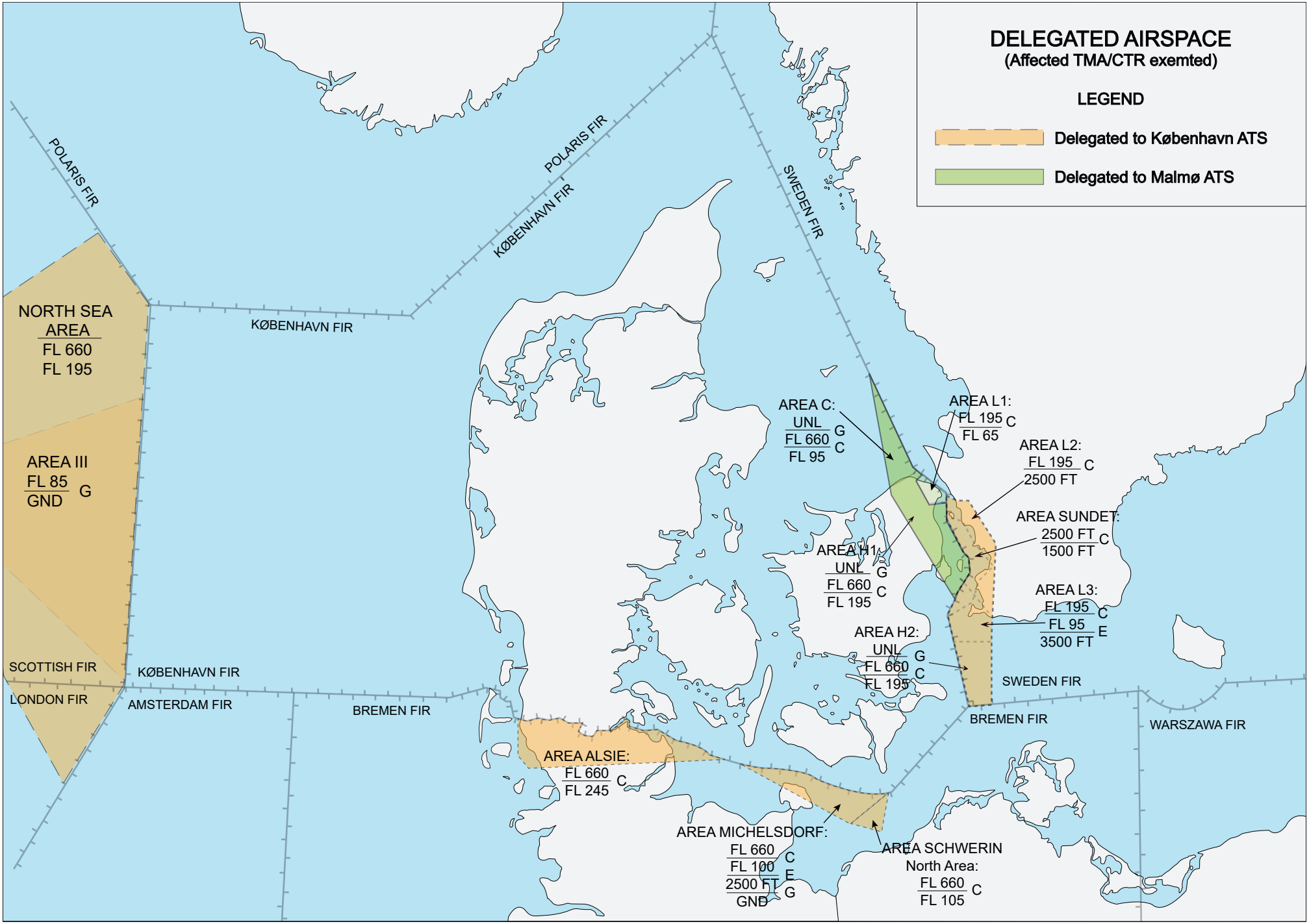
Billund TMA, Esbjerg FIZ/RMZ
Billund CTR and Esbjerg FIZ/RMZ



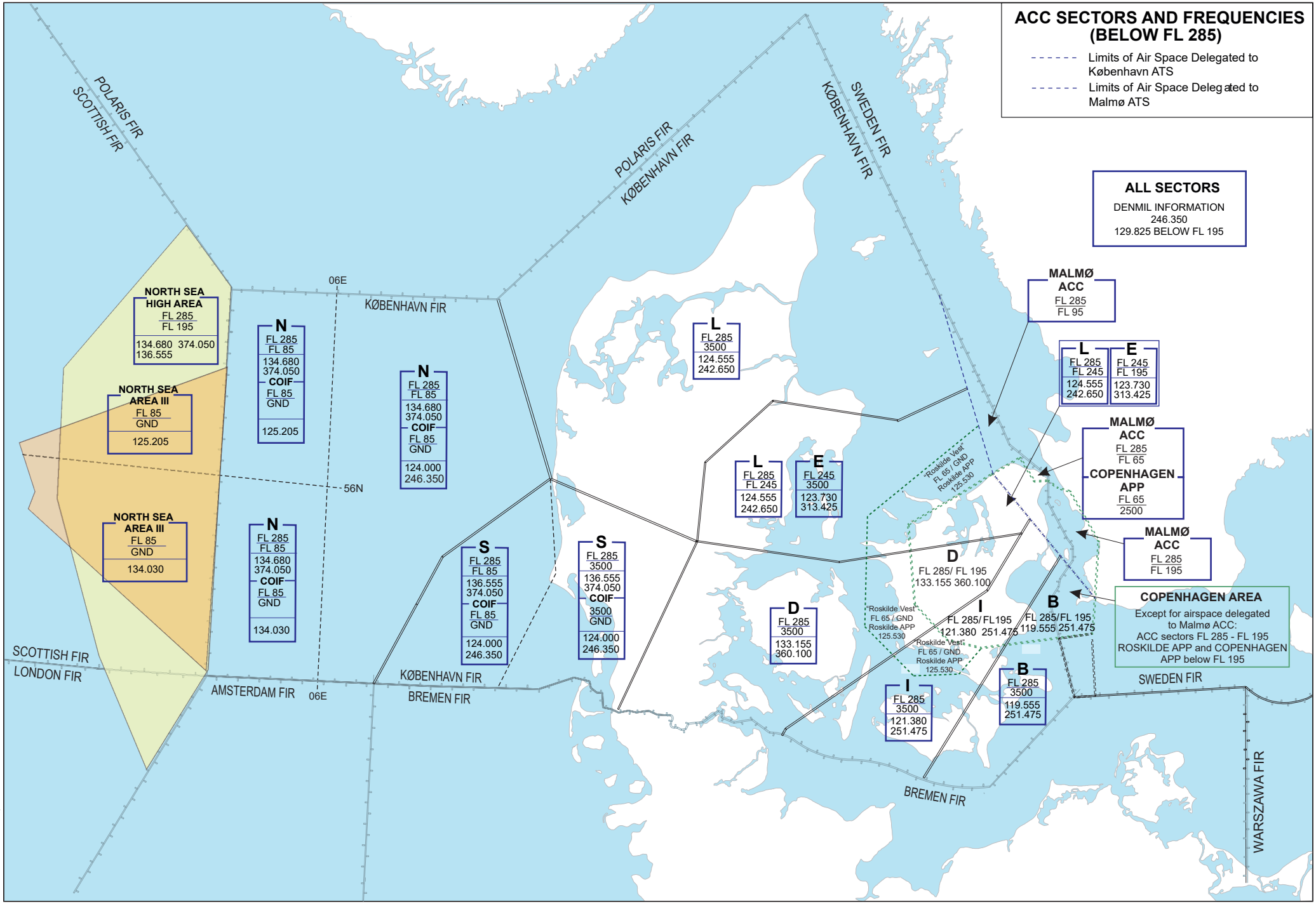
ATS AIRSPACE CLASSIFICATION AND STRUCTURE



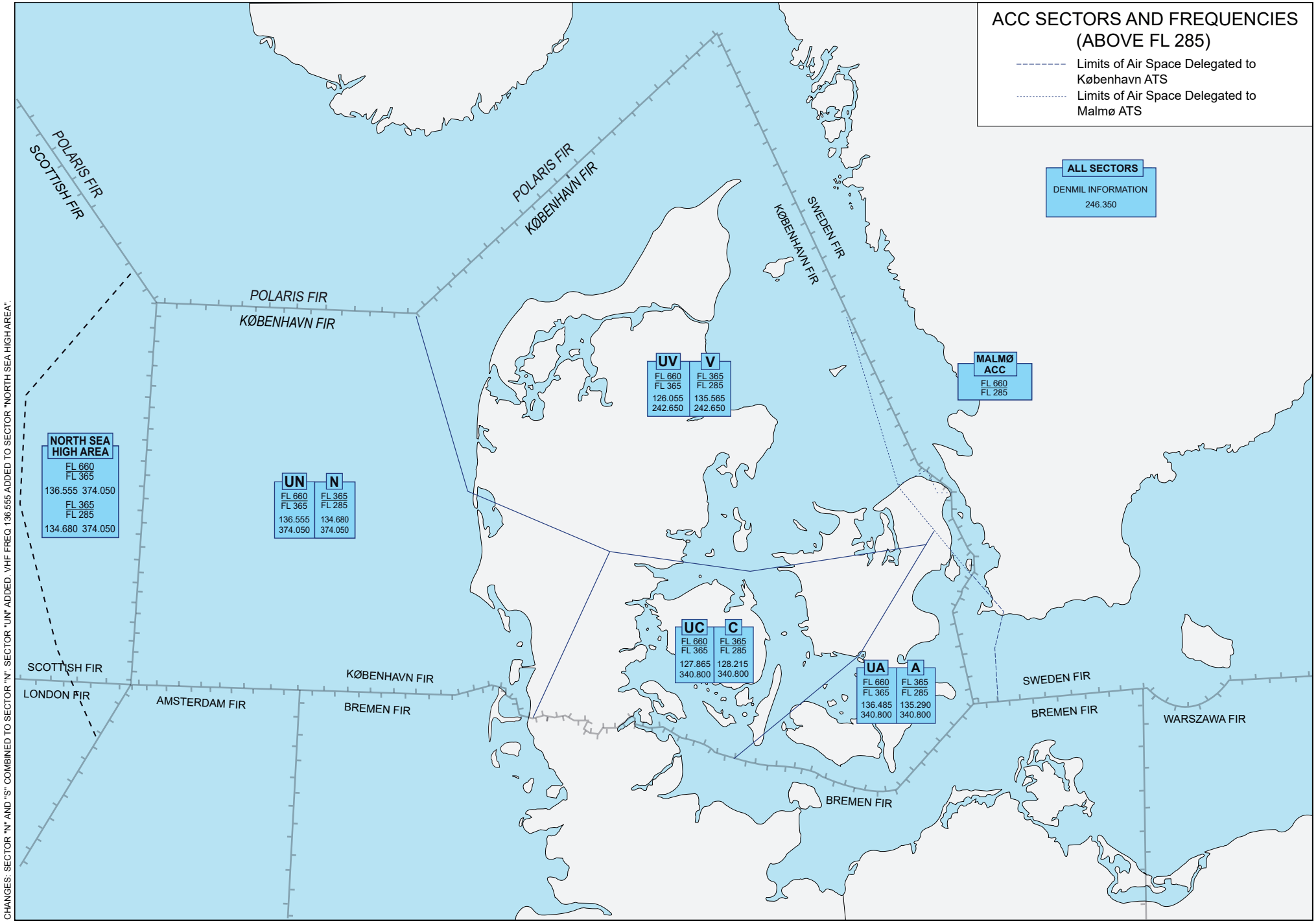
NOTE: For BILLUND Airspace See Page 2.3-1



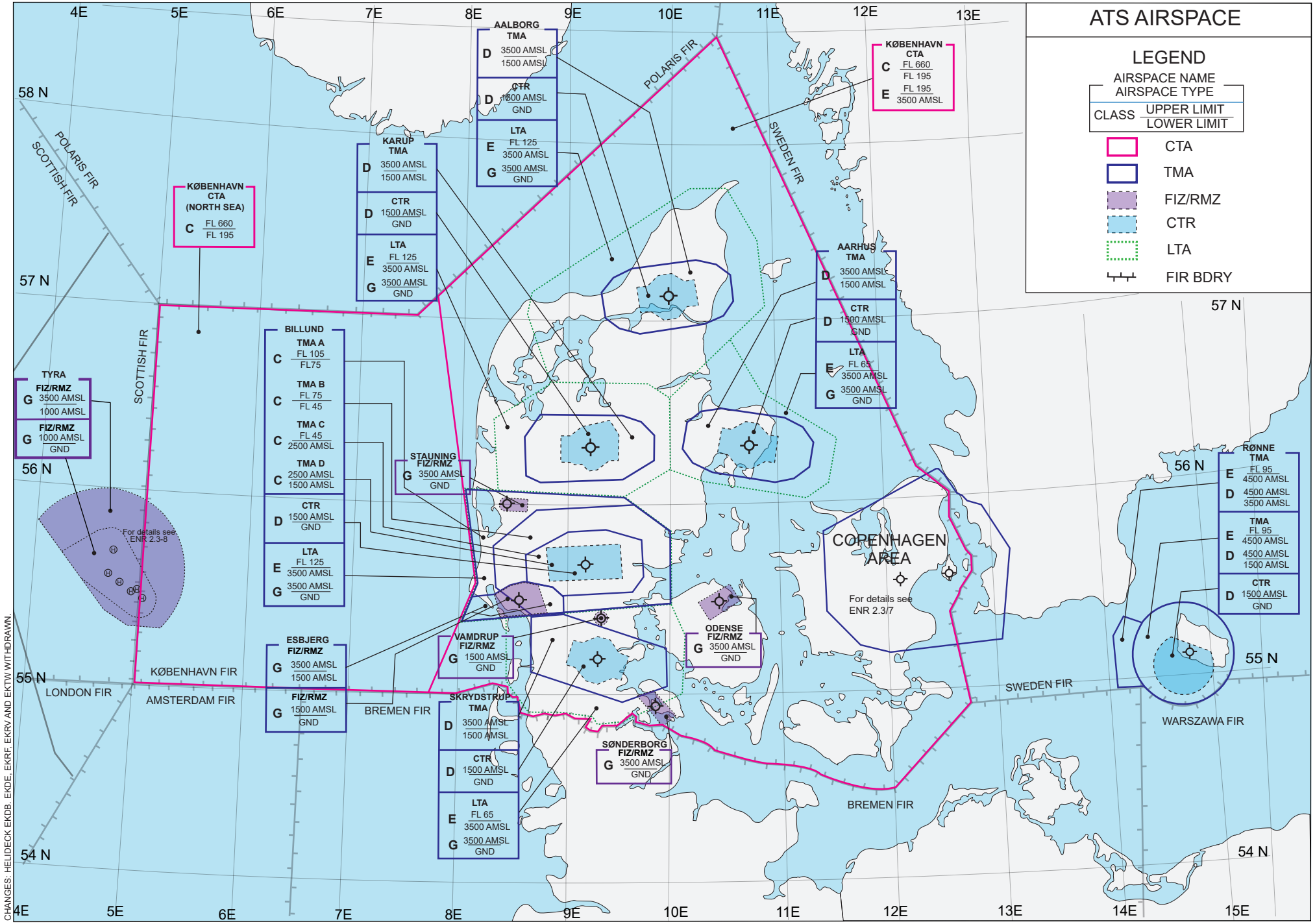
CHANGES: EDITORIAL.



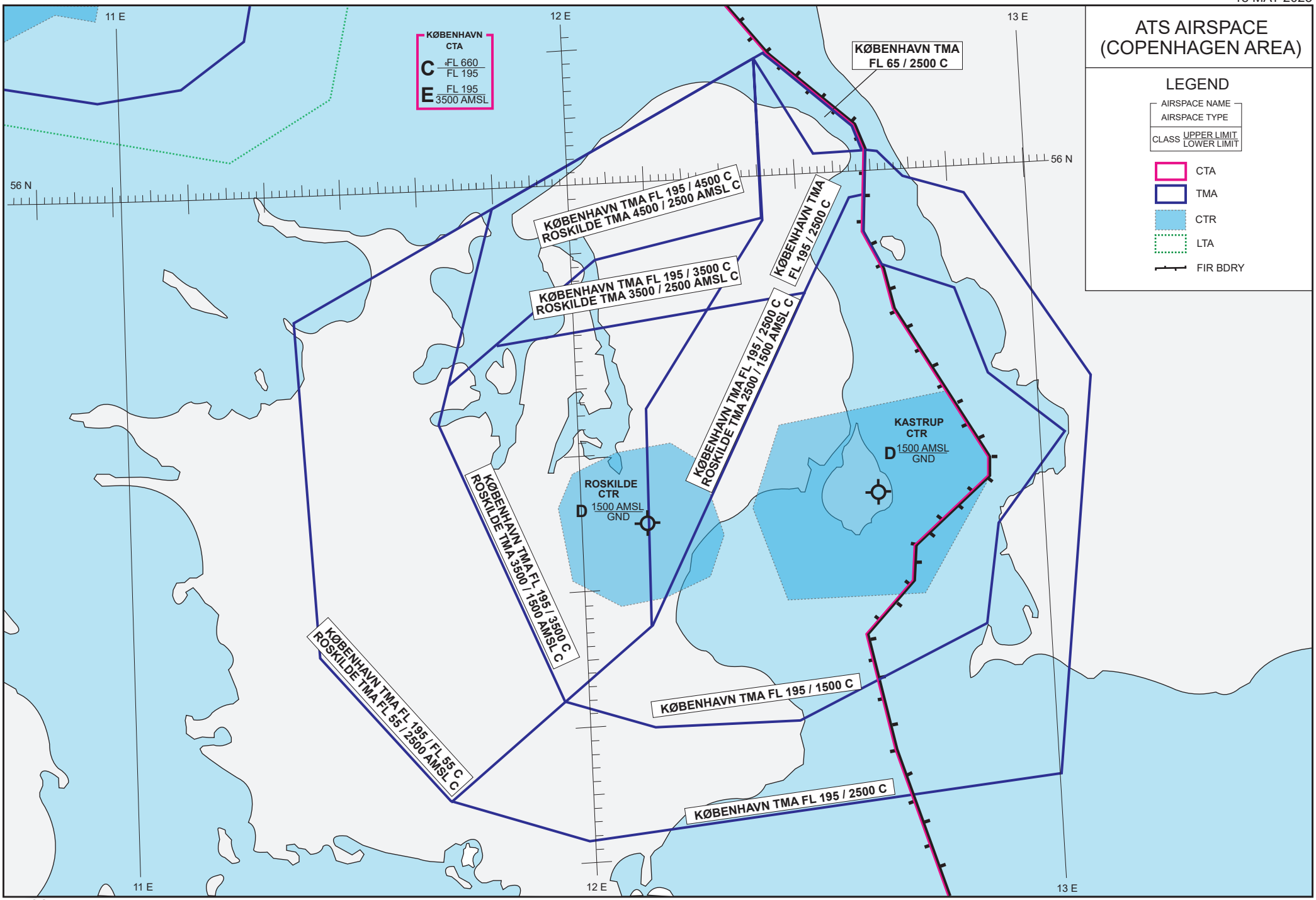
CHANGES: NEW FREQ ADDED FOR NORTH SEA HIGH AREA



CHANGES: SECTOR "N" AND "S" COMBINED TO SECTOR "N". SECTOR "UN" ADDED. VHF FREQ 136.555 ADDED TO SECTOR "NORTH SEA HIGH AREA".



CHANGES: HELIDECK EKDB. EKDE, EKRF, EKRV AND EKTW WITHDRAWN.

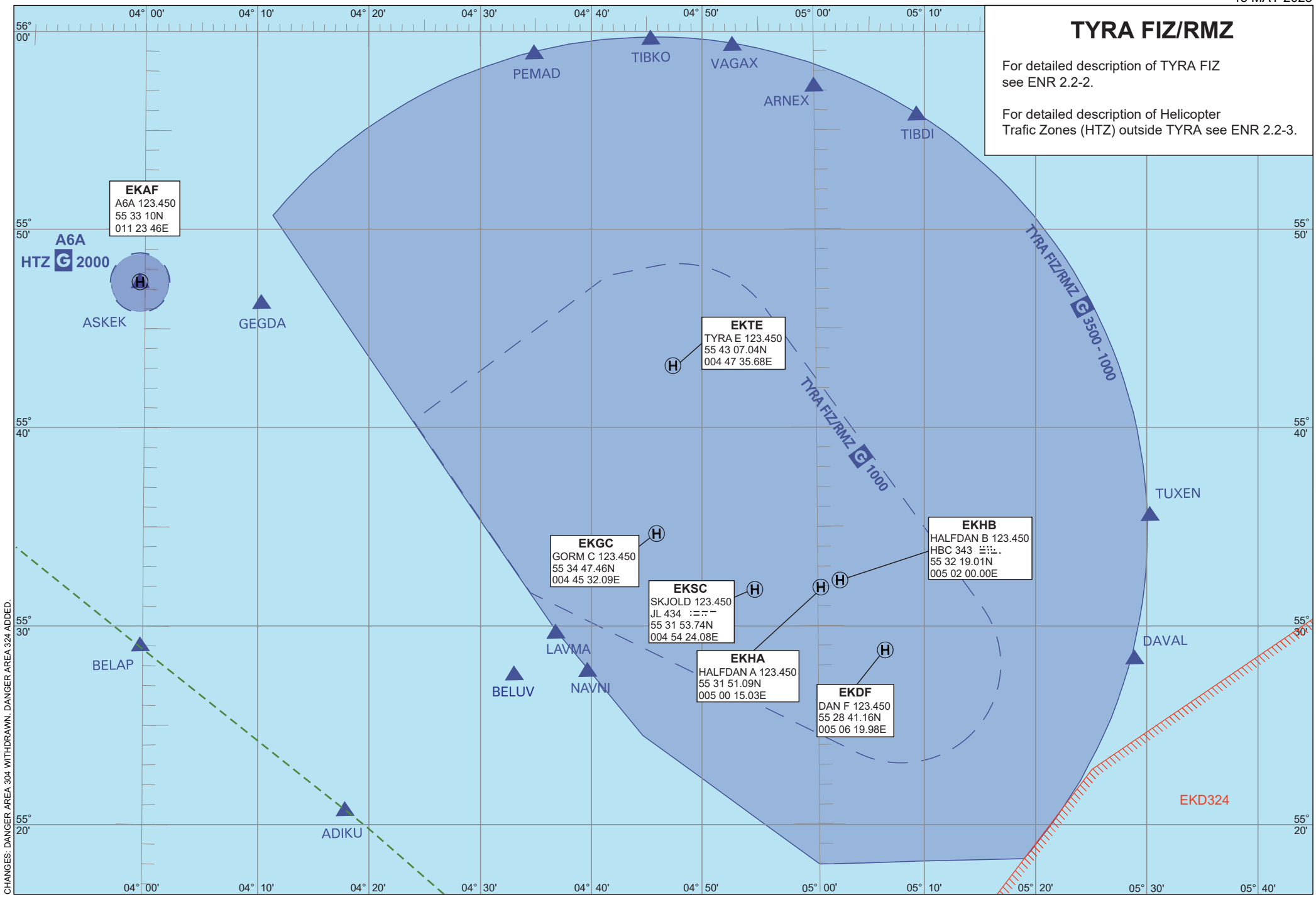


CHANGES: NEW KØBENHAVN TMA ADDED. EDITORIAL.

TYRA FIZ/RMZ

For detailed description of TYRA FIZ see ENR 2.2-2.

For detailed description of Helicopter Trafic Zones (HTZ) outside TYRA see ENR 2.2-3.



CHANGES: DANGER AREA 304 WITHDRAWN. DANGER AREA 324 ADDED.

ENR 3 ATS ROUTES

ENR 3.1 Conventional Navigation Routes

Route designation Significant points Name and PSN	Track MAG and/or VOR RDL Geodesic distance NM	Upper limit Lower limit Airspace CLASS.	Lateral limits Minimum obstacle clearance altitudes	Direction of Cruising levels		Remarks
				Odd	Even	
1	2	3	4	5		6
NIL						

BLANK

ENR 3.2 AREA NAVIGATION ROUTES

▲ Compulsory REP △ On Request REP

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
KY610 (RNAV 1) ▲ ASKEK 554726N 0035934E ▲ ADIKU 552050N 0041759E					Extremity KY610
	156°/337° 28.6	FL85 1400 **G**	↓	↑	Navigation accuracy requirements: +/- 1 NM Copenhagen Information: 134.030
	Total DIST: 28.6 NM				For continuation see AIP Netherlands
KY615 (RNAV 1) ▲ ASKEK 554726N 0035934E ▲ BELAP 552906N 0035946E					Extremity KY615
	178°/358° 18.4	FL85 1400 **G**	↓	↑	Navigation accuracy requirements: +/- 1 NM Copenhagen Information: 134.030
	Total DIST: 18.4 NM				For continuation see AIP Netherlands
KY773 (RNAV 1) ▲ OMIMA (FIR BDRY) 550000N 0063655E ▲ USULI 551044N 0064004E ▲ ANESI 552746N 0070000E					Extremity KY773
	007°/187° 10.9	FL 85 1400 **G**	↓		Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
	031°/211° 20.5	FL 85 1600 **G**		↑	
	Total DIST: 31.4 NM				Extremity KY773
KY776 (RNAV 1) ▲ ADUNU (FIR BDRY) 550000N 0051217E ▲ GOVRA 550412N 0050000E ▲ DIKAT 551240N 0043432E					Extremity KY776
	298°/118° 8.2	FL 85 1400 **G**		↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 134.030
	298°/118° 16.9		↑		
	Total DIST: 25.1 NM				Extremity KY776

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
KY777 (RNAV 1) ▲ DOROR (FIR BDRY)					Extremity KY777
▲ NUSRI 551428N 0070000E	337°/157° 15.5	FL85 1600 **G**		↓	Navigation accuracy requirements: +/- 1 NM
▲ ANESI 552746N 0070000E	357°/177° 13.3	FL85 1400 **G**	↑		Copenhagen Information 124.000/246.350
	Total DIST: 28.8 NM				Extremity KY777
KY779 (RNAV 1) ▲ DINOK 552330N 0075052E					Extremity KY779
▲ EKMOL 550503N 0073443E	204°/023° 20.7	FL 85 1400 **G**	↑	↓	Navigation accuracy requirements: +/- 1 NM
▲ EVKAN (FIR BDRY) 550000N 0073744E	158°/338° 5.3		↓	↑	Copenhagen Information 124.000/246.350
	Total DIST: 26.0 NM				Extremity KY779
KY781 (RNAV 1) ▲ EBUSA (FIR BDRY) 550000N 0055409E					Extremity KY781
▲ LUTAN 552812N 0060000E	004°/184° 28.5	FL 85 1400 **G**	↓	↑	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 134.030
	Total DIST: 28.5 NM				Extremity KY781
KY782 (RNAV 1) ▲ BEGAK (FIR BDRY) 550000N 0072213E					Extremity KY782
▲ EKMOL 550503N 0073443E	052°/232° 8.8	FL 85 1400 **G**	↓	↑	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
	Total DIST: 8.8 NM				Extremity KY782

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
KY787 (RNAV 1) ▲ TUTNU (FIR BDRY) 550000N 0064909E					Extremity KY787
	331°/151° 12.0	FL 85 1400 **G**		↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
▲ USULI 551044N 0064004E	305°/125° 28.8		↑		
▲ LUTAN 552812N 0060000E	Total DIST: 40.8 NM				Extremity KY787
KY789 (RNAV 1) ▲ TUSKA (FIR BDRY) 550000N 0075234E					Extremity KY789
	354°/174° 23.6	FL 85 1400 **G**		↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
▲ DINOK 552330N 0075052E	354°/174° 3.5		↑		
▲ PEGAM 552701N 0075036E	Total DIST: 27.1 NM				Extremity KY789
KY874 (RNAV 1) ▲ VESUV 554300N 0044501E					Extremity KY874
	231°/051° 11.0	FL 85 1600 **G**		↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 134.030 Below 3500 ft: TYRA Information: 118.425
▲ ROLVA 553622N 0042929E	Total DIST: 11.0 NM		↑		Extremity KY874

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
KY875 (RNAV 1) ▲ ARVIG 552623N 0082849E					Extremity KY875
	259° 10.8	FL 85 1900 FL 85 FL 75 **C** FL 75 3500 **E** 3500 1400 **G**		↓	Navigation accuracy requirements: +/- 1 NM Esbjerg Information channel: 120.155 Copenhagen Information 124.000/246.350
▲ MIKRO 552454N 0080959E	263° 5.6	FL 85 1400 FL 85 FL 75 **C** FL 75 3500 **E** 3500 1400 **G**			
▲ ODNAN 552431N 0080014E	256° 5.4	FL 85 1400 **G**			Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
▲ DINOK 552330N 0075052E	276°/096° 29.3			↓	
▲ ANESI 552746N 0070000E	268°/088° 34.2				
▲ LUTAN 552812N 0060000E	268°/088° 2.2				Navigation accuracy requirements: +/- 1 NM Copenhagen Information 134.030
▲ TABAP 552813N 0055612E	268°/088° 16.0				
▲ DAVAL 552814N 0052804E	268°/088° 11.4				
▲ WOZNI 552809N 0050759E	267°/087° 16.2				
▲ NAVNI 552751N 0043930E	265°/085° 3.7		↑		
▲ BELUV 552741N 0043259E	Total DIST: 134.8 NM				Extremity KY875

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
KY876 (RNAV 1) ▲ ROLVA 553622N 0042929E					Extremity KY876
	098°/278° 9.2	FL 85 1400 **G**	↓		Navigation accuracy requirements: +/- 1 NM Copenhagen Information 134.030 Below 3500 ft: TYRA Information: 118.425
▲ GOMLA 553447N 0044532E	086°/266° 25.0				
▲ TUXEN 553527N 0052938E	086°/266° 17.2				
▲ BEDRO 553552N 0060000E	086°/266° 34.0				Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
▲ KUNAR 553623N 0070000E	086°/266° 38.8	FL 85 1600 **G**			
▲ RERSO 553615N 0080826E	086°/266° 5.4	FL 85 1400 FL 85 FL 75 **C** FL 75 3500 **E** 3500 1400 **G**		↑	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350 Esbjerg Information 120.155
▲ BAVTA 553611N 0081800E	Total DIST: 129.6 NM				Extremity KY876

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
KY877 (RNAV 1) ▲ OSBAR 560449N 0041349E					Extremity KY877
	093°/273° 9.5		↓		Navigation accuracy requirements: +/- 1 NM Copenhagen Information 125.200
▲ AMTID 560355N 0043042E	093°/273° 12.9				
▲ EMBEG 560238N 0045338E	110°/290° 36.9				
▲ TAGIM 554819N 0055405E	104°/284° 3.5	FL 85 / 1400 **G**			Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
▲ ARBAG 554718N 0060000E	105°/285° 35.7				
▲ KUNAR 553623N 0070000E	105°/285° 30.2			↑	
▲ PEGAM 552701N 0075036E	076° 7.1	FL 85 / 1400	↓		
▲ RIPRO 552821N 0080254E	076° 4.1	FL 85 / FL75 **C**			Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350 Esbjerg Information 120.155
▲ IBOTA 552906N 0080955E	076° 2.8	FL 75 / 3500 **E**			
▲ BANLU 552935N 0081445E	076° 5.8	3500 / 1400 **G**			
▲ ESBOZ 553041N 0082446E	Total DIST: 148.5 NM				Extremity KY877

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** / **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
KY878 (RNAV 1) ▲ NEBSA 554630N 0081700E					Extremity KY878
	287°/107° 5.9	FL 85 Not determined* FL 85 FL 75 **C** FL 75 3500 **E** 3500 GND **G**		↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information: 124.000/246.350 *Area minimum altitude see ENR 6.1.1 ENRC Helicopter Routes FL85/GND
▲ ERITO 554831N 0080712E	287°/107° 4.3	FL 85 Not determined* **G**			Navigation accuracy requirements: +/- 1 NM Copenhagen Information 125.205 *Area minimum altitude see ENR 6.1.1 ENRC Helicopter Routes FL85/GND
▲ NEBUM 555000N 0080000E	282°/102° 34.8				
▲ NIROX 555830N 0070000E	282°/102° 34.7				
▲ NARSU 560700N 0060000E	281°/101° 34.5				
▲ NARIG 561500N 0050000E	281°/101° 13.6				
▲ NAMON 561807N 0043611E	281°/101° 11.4		↑		
▲ OTRAL 562039N 0041619E	Total DIST: 139.2 NM				Extremity KY878

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
KY879 (RNAV 1) ▲ NEBUM 555000N 0080000E					Extremity KY879
	299°/119° 39.8	FL 85 1400 **G**		↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
▲ SISPU 561112N 0070000E	282°/102° 34.5				
▲ SISRA 561942N 0060000E	282°/102° 5.4				Navigation accuracy requirements: +/- 1 NM Copenhagen Information 125.205
▲ TALUL 562105N 0055032E	282°/102° 29.0				
▲ SISVI 562814N 0050000E	282°/102° 3.0		↑		
▲ OMIRI 562858N 0045440E	Total DIST: 111.7 NM				Extremity KY879
KY881 (RNAV 1) ▲ PEGAM 552701N 0075036E					Extremity KY881
	300°/120° 34.3	FL 85 1400 **G**		↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
▲ TITOG 554541N 0070000E	300°/120° 39.9				
▲ NARSU 560700N 0060000E	300°/120° 42.5		↑		Copenhagen Information 125.205
▲ OMIRI 562858N 0045440E	Total DIST: 116.7 NM				Extremity KY881

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
KY882 (RNAV 1) ▲ OKTIR 554317N 0044807E					Extremity KY882
▲ PEMAD 555900N 0043453E	333°/153° 17.4	FL 85 1600 **G**		↓	Navigation accuracy requirements: +/- 1 NM Below 3500 ft: TYRA Information: 118.425
▲ AMTID 560355N 0043042E	332°/152° 5.5	FL 85 1400 **G**			Navigation accuracy requirements: +/- 1 NM
▲ OTRAL 562039N 0041619E	332°/152° 18.6		↑		Copenhagen Information South of 5600N: 134.030 North of 5600N: 125.205
	Total DIST: 41.5 NM				Extremity KY882
KY884 (RNAV 1) ▲ DINOK 552330N 0075052E					Extremity KY884
▲ NUSRI 551428N 0070000E	250°/070° 30.4	FL 85 1600 **G**	↑	↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
	Total DIST: 30.4 NM				Extremity KY884
KY885 (RNAV 1) ▲ OMIRI 562858N 0045440E					Extremity KY885
▲ NAMON 561807N 0043611E	221°/041° 15.0	FL 85 1400 **G**		↓	Navigation accuracy requirements: +/- 1 NM
▲ OSBAR 560449N 0041349E	221°/041° 18.3		↑		Copenhagen Information 125.205
	Total DIST: 33.3 NM				Extremity KY885

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
KY886 (RNAV 1) ▲ WOZNI 552809N 0050759E					Extremity KY886
▲ SUNEX 553154N 0045424E	294°/114° 8.6	FL 85 1400 **G**		↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 134.030 Below 3500 ft: TYRA Information: 118.425
▲ GOMLA 553447N 0044532E	298°/118° 5.8				
▲ VESUV 554300N 0044501E	356°/176° 8.2	FL 85 1600 **G**	↑		
	Total DIST: 22.6 NM				Extremity KY886
KY887 (RNAV 1) ▲ OKTIR 554317N 0044807E					Extremity KY887
▲ TUXEN 553527N 0052938E	106°/286° 24.8	FL 85 1600 **G**	↓	↑	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 134.030 Below 3500 ft: TYRA Information: 118.425
	Total DIST: 24.8 NM				Extremity KY887
KY888 (RNAV 1) ▲ WOZNI 552809N 0050759E					Extremity KY888
▲ TUXEN 553527N 0052938E	057°/237° 14.3	FL 85 1400 **G**	↓	↑	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 134.030 Below 3500 ft: TYRA Information: 118.425
	Total DIST: 14.3 NM				Extremity KY888
KY889 (RNAV 1) ▲ GOMLA 553447N 0044532E					Extremity KY889
▲ LAVMA 552947N 0043641E	223°/043° 7.1	FL 85 1400 **G**		↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 134.030 Below 3500 ft: TYRA Information: 118.425
▲ BELUV 552741N 0043259E	223°/043° 3.0		↑		
	Total DIST: 10.1 NM				Extremity KY889

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
KY892 (RNAV 1) ▲ GAVPU 555244N 0081827E					Extremity KY892
▲ OKVED 555700N 0081300E	321°/141° 5.3	FL 85 1600 **G**		↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
▲ ORTUT 555828N 0080542E	286°/106° 4.4	FL 85 1700 **G**			
▲ SISPU 561112N 0070000E	287°/107° 39.0		↑		
	Total DIST: 48.7 NM				Extremity KY892
KY893 (RNAV 1) ▲ DINOK 552330N 0075052E					Extremity KY893
▲ JUTZU 551400N 0072000E	239°/059° 20.0	FL 85 1400 **G**	↑	↓	Navigation accuracy requirements: +/- 1 NM Copenhagen Information 124.000/246.350
	Total DIST: 20.0 NM				Extremity KY893
KY980 (RNAV 1) ▲ DANOR 561207N 0033843E					For continuation, see AIP Norway
▲ GEGDA 554624N 0041026E	143°/323° 31.3	FL 85 1400 **G**	↓		Navigation accuracy requirements: +/- 1 NM Copenhagen Information: North of 5600N/125.205 South of 5600N/134.030
▲ BELUV 552741N 0043259E	143°/323° 22.7				
▲ SORDA 551046N 0050000E	135°/315° 22.9				
▲ DANUM (FIR BDRY) 550000N 0051653E	136°/316° 14.5			↑	
	Total DIST: 91.4 NM				Extremity KY980

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
KY994 (RNAV 1) ▲ NOREM (FIR BDRY) 570000N 0054612E					For continuation, see AIP Norway
	174°/354° 39.1		↓		
▲ TALUL 562105N 0055032E	174°/354° 32.9	FL 85 1400 **G**			Navigation accuracy requirements: +/- 1 NM
▲ TAGIM 554819N 0055405E	174°/354° 20.2				Copenhagen Information North of 5600N: 125.205 South of 5600N: 134.030
▲ TABAP 552813N 0055612E	174°/354° 28.3			↑	
▲ TOTSA (FIR BDRY) 550000N 0055907E	Total DIST: 120.5 NM				Extremity KY994
KY995 (RNAV 1) ▲ NORSO (FIR BDRY) 570000N 0051030E					For continuation, see AIP Norway
	187°/007° 36.3			↓	Navigation accuracy requirements: +/- 1 NM
▲ VABOB 562416N 0045953E	187°/007° 22.0	FL 85 1400 **G**			Copenhagen Information North of 5600N: 125.205 South of 5600N: 134.030
▲ EMBEG 560238N 0045338E	187°/007° 3.3				Navigation accuracy requirements: +/- 1 NM
▲ VAGAX 555923N 0045242E	187°/007° 16.3	FL 85 1600 **G**	↑		Copenhagen Information: 134.030 Below 3500 ft: TYRA Information: 118.425
▲ OKTIR 554317N 0044807E	Total DIST: 77.9 NM				Extremity KY995

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
L39 (RNAV 5)					Extremity of L39
△ LINVI (FIR BDRY) 570000N 0071338E	213/032° 113.7	FL 660 / FL 195 **C**		↓	Navigation accuracy requirements: +/- 5 NM Controlling unit: see ENR 2.3-4 and ENR 2.3-5. CDR1: H24 AVBL. see EAUP/EUUP ALTN: DANKO – P850 – GOLUM
△ GOLUM (FIR BDRY) 552700N 0051700E	Total DIST: 113.7 NM				Extremity of L39
L621 (RNAV 5)					For continuation, see AIP Sweden
△ KULUD (FIR BDRY) 561538N 0121959E	299°/119° 6.0	FL 660 / FL 95 **C**		↓	
△ ROKAM 561901N 0121100E	299°/119° 6.8	FL 95 / 3500 **E**			
△ MADAG 562250N 0120049E	299°/119° 15.5	FL 660 / FL 195 **C**			Navigation accuracy requirements: +/- 5 NM Controlling unit: see ENR 2.3-4 and ENR 2.3-5. ATS provided by Sweden ACC FL95 – FL245 between KULUD and MADAG.
△ NORTI 563128N 0113732E	299°/119° 11.1				
△ LAPMA 563733N 0112051E	299°/118° 53.0	FL 195 / 3500 **E**			
△ AALBORG VOR/DME (AAL) 570613N 0095944E	308°/128° 31.8				
△ LAGUM 572720N 0091606E	307°/127° 20.0		↑		
△ AMSEV (FIR BDRY) 574031N 0084808E	Total DIST: 144.2 NM				For continuation, see AIP Norway

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
L975 (RNAV 5)					For continuation, see AIP UK
△ LESRA (FIR BDRY) 552308N 0050000E	066°/246° 10.4	FL 660 FL 195 **C**	↓		ATS provided by Copenhagen ACC between LESRA and ROPAL. Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM CDR1: BAVTA-GOLUM H24 AVBL. see EAUP/EUUP ALTN: BAVTA-L983-AMRAM-N866-GOLUM ASKEG – KOKAK: Traffic may be subject to radar vectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension max. 5 NM. ATS provided by Copenhagen ACC/APP between KOKAK and NISLO.
△ GOLUM 552700N 0051700E	081°/262° 97.6				
△ ABKAS 553548N 0080806E	082°/263° 5.6	FL 660 FL 195 **C** FL 195 FL 105 **E**			
△ BAVTA 553611N 0081800E	086°/267° 55.0	FL 105 FL 95 **C**			
△ NAVDA 553534N 0095456E	087°/267° 2.7	FL 660 FL 195 **C** FL 195 FL 95 **E**			
△ RIDSI 553530N 0095939E	087°/268° 22.4				
△ ODDON 553452N 0103911E	090°/270° 25.4				
△ ASKEG 553310N 0112346E	090°/270° 45.1	FL 660 FL 95 **C**		↑	
△ KOKAK (FIR BDRY) 552929N 0124254E	Total DIST: 264.2 NM				For continuation, see AIP Sweden

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
L983 (RNAV 5)					Extremity of L983
△ PETIL (FIR BDRY) 555620N 0050000E	087°/267° 13.3		↓		
△ BUSOM 555631N 0052341E	087°/267° 41.8	FL 660 FL 195 **C**			
△ AMRAM 555637N 0063803E	106°/287° 54.4				
△ ELMIG 553809N 0080845E	107°/287° 5.6	FL 660 FL 195 **C** FL 195 FL 105 **E**			
△ BAVTA 553611N 0081800E	099°/280° 34.5	FL 105 FL 95 **C**			Navigation accuracy requirements: +/- 5 NM
△ SIVSU 552819N 0091706E	100°/280° 25.0				ATS provided by ACC København between SURAT and PETIL
△ ASBIL 552219N 0095938E	100°/280° 23.1				
△ TUDLO 551633N 0103852E	100°/281° 38.2				Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ ROBUS 550634N 0114311E	101°/283° 23.7°	FL 660 FL 195 **C**			
△ OLPIB 550005N 0122245E	083°/261° 5.0	FL 195 FL 95 **E**			
△ BETUD 550026N 0123121E	081°/261° 7.2				
△ KOSMO 550055N 0124349E	083°/263° 2.4			↑	
△ MATEK (FIR BDRY) 550059N 0124803E	Total DIST: 274.2 NM				For continuation, see AIP Sweden

Route designation (RNP/RNAV) Name of significant point Coordinates	Track °M ↓/↑ Distance (NM)	Upper limit Lower limit Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit / channel
L990 (RNAV 5)					For continuation, see AIP Sweden
△ LILBI (FIR BDRY) 551511N 0124058E	230°/050° 2.3	FL 660 / FL 95 **C**		↓	ATS provided by ACC København between ADVIS and LILBI LILBI - EVBED: Traffic may be subject to radar vectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension: Max 2 NM. Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ EVBED 551351N 0123740E	229°/049° 24.6	FL 660 / FL 195 **C**			
△ LUPUR 545928N 0120303E	229°/049° 18.3				
△ NEXEN 544839N 0113731E	229°/049° 8.8	FL 195 / 3500 **E**			
△ MARIP 544323N 0112515E	Total DIST: 54.0 NM				Extremity of L990
L997 (RNAV 5)					Extremity of L997
△ NOVPO 560624N 0121428E	346°/166° 12.8	FL 660 / FL 95 **C**		↓	ATS provided by Sweden ACC FL 95 – FL 660 between NOVPO and VEDAR. Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ ROKAM 561901E 0121100E	346°/166° 13.1	FL 95 / 3500 **E**			
△ VEDAR (FIR BDRY) 563154N 0120725E	Total DIST: 25.9 NM				For continuation, see AIP Sweden
M602 (RNAV 5)					For continuation see AIP Germany
△ SONAL (FIR BDRY) 545244N 0124649E	293°/115° 15.7	FL 660 / FL 195 **C**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ OLPIB 550005N 0122245E	283°/101° 23.7				
△ ROBUS 550634N 0114311E	304°/123° 46.2	FL 195 / 3500 **E**			
△ ODDON 553452N 0103911E	321°/140° 38.4		↑		
△ LUTUS 560603N 0095940E	Total DIST: 124 NM				Extremity of M602
M604 (RNAV 5)					For continuation, see AIP UK
△ INBOB (FIR BDRY) 553625N 0050000E	031°/211° 24.2	FL 660 / FL 195 **C**	↓		ATS provided by ACC København between LARGA and INBOB. Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ BUSOM 555631N 0052341E	031°/212° 77.0			↑	
△ DANKO (FIR BDRY) 570000N 0064152E	Total DIST: 101.2 NM				For continuation, see AIP Norway

Route designation (RNP/RNAV) Name of significant point Coordinates	Track °M ↓/↑ Distance (NM)	Upper limit / Lower limit Airspace classification	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit / channel
M609 (RNAV 5)					Extremity of M609
△ BAVTA 553611N 0081800E	352°/172° 14.5	FL 660 / FL 195 **C**	↓		CDR1: RERPA-RASVI H24 AVBL. see EAUP/EUUP ALTN: BAVTA-P601-LAGUM-L621 Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ BAMPI 555034N 0081611E	352°/172° 14.5	FL 195 / FL 105 **E** FL 105 / FL 95 **C**			
△ BAKOG 560459N 0081420E	352°/172° 23.8	FL 660 / FL 195 **C**			
△ RERPA 562842N 0081115E	351°/171° 49.0	FL 195 / FL 95 **E**		↑	
△ RASVI (FIR BDRY) 571723N 0080258E	Total DIST: 101.8 NM				For continuation, see AIP Norway
M611 (RNAV 5)					For continuation, see AIP Sweden
△ ODARU (FIR BDRY) 550545N 0124541E	242°/064° 14.4			↓	
△ OLPIB 550005N 0122245E	264°/082° 11.4	FL 660 / FL 195 **C**			Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ LUPUR 545928N 0120303E	262°/082° 20.2	FL 195 / 3500 **E**			
△ KOPEX 545813N 0112804E	262°/081° 21.2				
△ LANGO 545644N 0105123E	251°/071° 32.1		↑		
△ ALASA (FIR BDRY) 544831N 0095742E	Total DIST: 99.3 NM				Extremity of M611
M725 (RNAV 5)					For continuation, see AIP Germany
△ SONAL (FIR BDRY) 545244N 0124649E	293°/115° 15.7	FL 660 / FL 195 **C**		↓	
△ OLPIB 550005N 0122245E	321°/139° 15.0	FL 195 / 3500 **E**			BISTA – INPUN: Traffic may be subject to radar-Vectors around Copenhagen Area below FL 195 in high Intensity traffic periods. Route Extension max. 5 NM. Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ BISTA 551212N 0120723E	319°/139° 43.4	FL 660 / FL 95 **C**			
△ INPUN 554704N 0112211E	318°/138° 27.2	FL 660 / FL 195 **C**			
△ ADSEN 560841N 0105302E	329°/149° 64.7	FL 195 / 3500 **E**			
△ AALBORG VOR/DME (AAL) 570613N 0095944E	Total DIST: 166.0 NM		↑		Extremity of M725

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
M852 (RNAV 5)					For continuation, see AIP Germany
△ ALASA (FIR BDRY) 544831N 0095742E	007°/187° 5.9		↓		VADIN - ALS: RNAV OPS only Between VADIN and ALS only available southbound direction below FL 245
△ ALSIE VOR (ALS) 545419N 0095936E	018°/198° 80.4	FL 660 / FL 195 **C**			Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ ADSEN 560841N 0105302E	018°/198° 8.0	FL 195 / 3500 **E**			
△ GODOG 561603N 0105832E	018°/198° 56.8			↑	Navigation accuracy requirements: +/- 5 NM
△ VADIN (FIR BDRY) 570816N 0113838E	Total DIST: 151.1 NM				For continuation, see AIP Sweden
M869 (RNAV 5)					Extremity of M869
△ IBREK (FIR BDRY) 562330N 0121356E	260°/080° 7.3			↓	ATS provided by Sweden ACC between IBREK and MADAG. CDR 1: MADAG-EVAKI H24 AVBL. see EAUP/EUUP ALTN: EVAKI-P619-BAVTA-L983-OLPIB-M611 Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ MADAG 562250N 0120049E	264°/082° 151.7	FL 660 / FL 245 **C**			
△ EVAKI 561422N 0072852E	260°/079° 84.0		↑		
△ GOREV (FIR BDRY) 560312N 0050000E	Total DIST: 243.0 NM				Extremity of M869
N581 (RNAV 5)					Extremity of N581
△ EVAKI 561422N 0072852E	280°/099° 84.7	FL 660 / FL 195 **C**	↑	↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ VAXIT (FIR BDRY) 563215N 0050000E	Total DIST: 84.7 NM				Extremity of N581.
N603 (RNAV 5)					For continuation, see AIP Norway
△ RAMUD (FIR BDRY) 570326N 0073626E	121°/302 119.6		↓		CDR1: H24 AVBL. see EAUP/EUUP ALTN: AMSEV-L621-AAL-T551- TESPI
△ TESPI 555354N 0103152E	098°/278° 13.9	FL 660 / FL 195 **C**			
△ ROSBI 555058N 0105555E	100°/280° 15.3	FL 195 / 3500 **E**			Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ INPUN 554704N 0112211E	100°/281° 2.4	FL660 / 3500 **C**			Navigation accuracy requirements: +/- 5 NM
△ TRANO VOR/DME (TNO) 554627N 0112621E	Total DIST: 151.2 NM				Extremity of N603

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
N607 (RNAV 5)					Extremity of N607
△ BAVTA 553611N 0081800E	028°/208° 33.2	FL 660 / FL 195 **C** FL 195 / FL 105 **E** FL 105 / FL 95 **C**	↓		CDR1: BAVTA-AAL FL125-FL285 H24 AVBL. see EAUP/EUUP ALTN: BAVTA-P601-KEMEG-N866-AAL
△ LASRO 560423N 0084850E	028°/209° 73.3	FL 660 / FL 195 **C** FL 195 / FL 95 **E**		↑	Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ AALBORG VOR/DME (AAL) 570613N 0095944E	062°/243° 35.7		↓		Navigation accuracy requirements: +/- 5 NM
△ KUVUS 572017N 0110000E	063°/243° 14.3				
△ MAKUR (FIR BDRY) 572547N 0112425E	Total DIST: 156.5 NM				For continuation, see AIP Sweden
N850 (RNAV 5)					For continuation, see AIP Sweden
△ MISBI (FIR BDRY) 555355N 0124021E	211°/031° 9.0	FL 660 / FL 95 **C**		↓	ATS provided by Copenhagen ACC below FL 195 between REKMO and MISBI MISBI – GOLMI – MAXEL: Traffic may be subject to radar-vectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension max. 12 NM. Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ GOLMI 554638N 0123059E	207°/027° 40.1				
△ MAXEL 551233N 0115409E	205°/025° 33.6	FL 660 / FL 195 **C**		↓	
△ MARIP 544323N 0112515E	206°/026° 10.5	FL 195 / 3500 **E**	↑		
△ BAGOS (FIR BDRY) 543422N 0111612E	Total DIST: 93.2 NM				For continuation see AIP Germany
N851 (RNAV 5)					For continuation, see AIP Germany
△ MAKEL (FIR BDRY) 542658N 0114801E	020°/200° 11.1	FL 660 / FL 195 **C**	↓		ATS provided by Copenhagen APP below FL195 between LEBDA and GORAX. ATS provided by Copenhagen ACC above FL195 between LEBDA and MOSIN. KUBIS – LEBDA: Traffic may be subject to radar-vectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension max. 12 NM. Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ GESKA 543703N 0115557E	023°/203° 41.1	FL 195 / 3500 **E**			
△ KUBIS 551323N 0122854E	024°/204° 10.4	FL 660 / FL 95 **C**			
△ LEBDA (FIR BDRY) 552225N 0123743E	Total DIST: 62.6 NM				For continuation, see AIP Sweden

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
N866 (RNAV 5)					For continuation, see AIP Sweden
△ INVOL (FIR BDRY) 573916N 0111317E	226°/046° 6.4	FL 660 / FL 195 **C**		↓	Between INVOL-AAL crusing level ODD only above FL 285
△ DETNA 573515N 0110409E	226°/046° 45.4	FL 195 / 3500 **E**			
△ AALBORG VOR/DME (AAL) 570613N 0095944E	235°/054° 43.5				
△ KEMEG 564315N 0085221E	234°/053° 27.0	FL 660 / FL 195 **C**			Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ RERPA 562842N 0081115E	235°/055° 27.6				
△ EVAKI 561422N 0072852E	235°/055° 33.6				
△ AMRAM 555637N 0063803E	235°/054° 54.6		↑		
△ GOLUM 552700N 0051700E	216°/036° 15.7			↓	ATS provided by Copenhagen ACC between UPGAS and TIPAN
△ UPGAS (FIR BDRY) 551441N 0050000E	Total DIST: 253.8 NM				For continuation, see AIP UK
N872 (RNAV 5)					For continuation, see AIP Sweden
△ KOPIM (FIR BDRY) 560802N 0122954E	225°/045° 1.9	FL 660 / FL 95 **C**		↓	ATS provided by Sweden ACC above FL 95 between KOPIM and LASGI and above FL 195 between KOPIM and NAROL. LASGI – NAROL: Traffic may be subject to radar-vectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension max. 5 NM. Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ LASGI 560648N 0122716E	225°/045 10.1				
△ NAROL 560021N 0121330E	225°/045° 37.1				
△ DOBEL 553622N 0112324E	225°/044° 63.8	FL 660 / FL 195 **C**			
△ ALSIE VOR (ALS) 545419N 0095936E	226°/045° 6.4	FL 195 / 3500 **E**			
△ DEMIR (FIR BDRY) 545011N 0095110E	Total DIST: 119.3 NM				For continuation, see AIP Germany

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
N873 (RNAV 5)					For continuation, see AIP Germany
△ TUSKA (FIR BDRY) 550000N 0075234E	018°/198° 14.6	FL 660 / FL 195 **C**	↓		
△ INSUS 551330N 0080157E	018°/198° 12.3	FL 195 / FL 95 **E**			
△ MIKRO 552454N 0080959E	018°/198° 12.2	FL 660 / FL 195 **C**		↑	Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ BAVTA 553611N 0081800E	041°/221 39.2	FL 195 / FL 105 **E** FL 105 / FL 95 **C**	↓		Navigation accuracy requirements: +/- 5 NM
△ GIKIV 560356N 0090708E	041°/222° 13.8	FL 660 / FL 195 **C** FL 195 / FL 95 **E**			CDR1: BAVTA-RADIS FL125-FL285 H24 AVBL. see EAUP/EUUP ALTN: BAVTA-P601-KEMEG-N866-AAL-N607-ELBUX
△ INTET 561335N 0092441E	042°/222° 27.2				
△ RADIS 563230N 0095942E	042°/222° 58.0				
△ GOTEX 571218N 0111622E	042°/222° 10.0				
△ LOBBI (FIR BDRY) 571905N 0112953E	Total DIST: 187.3 NM				For continuation, see AIP Sweden
P15 (RNAV 5)					Extremity of P15
△ DANKO (FIR BDRY) 570000N 0064152E	241°/061° 62.6	FL 660 / FL 195 **C**	↑	↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM ATS provided by Copenhagen ACC between VAXIT and REKNA
△ VAXIT (FIR BDRY) 563215N 0050000E	Total DIST: 62.6 NM				For continuation, see AIP UK

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
P60 (RNAV 5)					Extremity of P60
△ ODDON 553452N 0103911E	277°/096 25.5	FL 660 / FL 195 **C** FL 195 / FL 95 **E**		↓	CDR1: NISEM-EPILO FL125-FL285 H24 AVBL. see EAUP/EUUP ALTN: ODDON-L975-BAVTA-L983-AMRAM Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ NISEM 553929N 0095456E	278°/097 52.0	FL 660 / FL 195 **C**			
△ EPILO 554940N 0082444E	277°/097 4.9	FL 195 / FL 105 **E**			
△ BAMPI 555034N 0081611E	273°/093° 5.3	FL 105 / FL 95 **C**			
△ NARBA 555112N 0080650E	273°/093° 4.9	FL 660 / FL 195 **C**			
△ NAVIK 555147N 0075811E	273°/093° 6.4				
△ NUGLO 555231N 0074652E	273°/093° 38.9				
△ AMRAM 555637N 0063803E	301°/120° 47.9				
△ NAMIK 562253N 0052627E	300°/120° 17.4		↑		
△ VAXIT (FIR BDRY) 563215N 0050000E	Total DIST: 203.2 NM				For continuation, see AIP UK
P144 (RNAV 5)					For continuation see AIP UK
△ SOPTO (FIR BDRY) 551820N 0050000E	046°/226° 13.0	FL 660 / FL 195 **C**	↓		ATS provided by Copenhagen ACC between LARGA and SOPTO. Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ GOLUM 552700N 0051700E	005°/185° 29.8			↑	
△ BUSOM 555631N 0052341E	Total DIST: 42.8 NM				Extremity of P144

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
P601 (RNAV 5)					Extremity of P601
△ BAVTA 553611N 0081800E	012°/192° 14.0	FL 660 / FL 195 **C**	↓		
△ EPILO 554940N 0082444E		FL 195 / FL 105 **E**			
	012°/192° 15.7	FL 105 / FL 95 **C**			
△ IRKAM 560445N 0083222E	012°/192° 40.1				Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ KEMEG 564315N 0085221E	011°/191° 33.9	FL 660 / FL 195 **C**			
△ OSGAM 571600N 0090800E	017°/197° 12.2	FL 195 / FL 95 **E**			
△ LAGUM 572720N 0091606E	012°/193° 39.1			↑	
△ NIROD (FIR BDRY) 580443N 0093700E	Total DIST: 155.0 NM				For continuation, see AIP Norway
P602 (RNAV 5)					For continuation, see AIP Norway
△ AMSEV (FIR BDRY) 574031N 0084808E	184°/004° 96.7	FL 660 / FL 195 **C** FL 195 / FL 95 **E**		↓	CDR1: H24 AVBL. see EAUP/EUUP ALTN: P601-LAGUM-T600
△ PEVOR 560455N 0082440E	184°/004° 29.0	FL 660 / FL 195 **C** FL 195 / FL 105 **E** FL 105 / FL 95 **C**			Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ BAVTA 553611N 0081800E	Total DIST: 280.7 NM		↑		Extremity of P602
P605 (RNAV 5)					For continuation, see AIP Germany
△ MEGAR (FIR BDRY) 542806N 0113854E	043°/223° 13.4	FL 660 / FL 195 **C**	↓		
△ GESKA 543703N 0115557E	044°/224° 36.6	FL 195 / 3500 **E**			Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ KOSMO 550055N 0124349E	046°/226° 2.6				
△ MOSAT (FIR BDRY) 550231N 0124717E	Total DIST: 52.6 NM				For continuation, see AIP Sweden

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
P613 (RNAV 5)					Extremity of P613
△ BAVTA 553611N 0081800E	310°/129° 24.0	FL 660 / FL 195 **C**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ NUGLO 555231N 0074652E	309°/128° 101.5		↑		Navigation accuracy requirements: +/- 5 NM
△ KARLI (FIR BDRY) 570000N 0053027E	Total DIST: 125.5 NM				Extremity of P613
P614 (RNAV 5)					Extremity of P614
△ MIKRO 552454N 0080959E	045°/226° 14.9	FL 660 / FL 195 **C**		↓	
△ BAVIL 553439N 0082948E	346°/166° 15.3	FL 195 / FL 105 **E**			CDR1: RERPA-RAMUD H24 AVBL. see EAUP/EUUP ALTN: BAVTA-P613-KARLI
△ EPILO 554940N 0082444E	346°/165° 15.7	FL 105 / FL 95 **C**			Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ INLAN 560501N 0081929E	345°/165° 24.2	FL 660 / FL 195 **C**			Navigation accuracy requirements: +/- 5 NM
△ RERPA 562842N 0081115E	328°/148° 39.7	FL 195 / FL 95 **E**	↑		
△ RAMUD (FIR BDRY) 570326N 0073626E	Total DIST: 109.8 NM				For continuation, see AIP Norway
P615 (RNAV 5)					Extremity of P615
△ ALSIE VOR (ALS) 545419N 0095936E	356°/176° 28.0	FL 660 / FL 195 **C**	↓		Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ ASBIL 552219N 0095938E	356°/176° 13.2				
△ RIDSI 553530N 0095939E	356°/176° 22.6	FL 195 / 3500 **E**			
△ ABINO 555806N 0095940E	356°/176° 8.0				
△ LUTUS 560603N 0095940E	356°/176° 26.5				
△ RADIS 563230N 0095942E	356°/176° 33.8				
△ AALBORG VOR/DME (AAL) 570613N 0095944E	360°/180° 74.2				
△ ARTOR (FIR BDRY) 582004N 0100856E	Total DIST: 206.3 NM			↑	For continuation, see AIP Norway

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
P619 (RNAV 5)					Extremity of P619
△ BAVTA 553611N 0081800E	321°/141° 19.2	FL 660 / FL 195 **C**		↓	
△ NAVIK 555147N 0075811E	321°/140° 28.0				Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ EVAKI 561422N 0072852E	320°/140° 49.2				
△ OKMAM 565346N 0063557E	320°/140° 7.8		↑		
△ MITSI (FIR BDRY) 570000N 0062721E	Total DIST: 104.2 NM				Extremity of P619
P621 (RNAV 5)					Extremity of P621
△ AALBORG VOR/DME (AAL) 570613N 0095944E	329°/148° 53.3	FL 660 / FL 195 **C** FL 195 / 3500 **E**	↑	↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ NERDO (FIR BDRY) 575317N 0091342E	Total DIST: 53.3 NM				For continuation, see AIP Norway
P622 (RNAV 5)					Extremity of P622
△ MIKRO 552454N 0080959E	052°/232° 39.6	FL 660 / FL 195 **C** FL 195 / FL 105 **E**		↓	CDR1: MIKRO - AAL FL 125-285 H24 AVBL. see EAUP/EUUP ALTN: MIKRO-BAVTA-P601-KEMEG-N866-AAL Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ TOMGU 554709N 0090747E	016°/196° 17.5	FL 105 / FL 95 **C**			
△ ERGAT 560337N 0091818E	016°/196° 10.6	FL 660 / FL 195 **C**			
△ INTET 561335N 0092441E	016°/196° 56.2				
△ AALBORG VOR/DME (AAL) 570613N 0095944E	338°/157° 56.3	FL 195 / 3500 **E**	↑		
△ RETKA (FIR BDRY) 575929N 0092619E	Total DIST: 180.2 NM				For continuation, see AIP Norway

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
P729 (RNAV 5)					For continuation, see AIP Germany
△ DOSUR (FIR BDRY) 545131N 0091139E	045°/225° 22.6	FL 660 **C** FL 245	↓		
△ TALSA 550625N 0094111E	068°/249° 34.6				Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ TUDLO 551633N 0103852E	069°/249° 11.3	FL 195 **E** 3500			Navigation accuracy requirements: +/- 5 NM
△ LUGAS 551947N 0105747E	069°/249° 17.0				
△ OSKEV 552429N 0112622E	069°/250° 6.8	FL 660 **C** 3500			
△ KORSA VOR/DME (KOR) 552622N 0113754E	Total DIST: 92.3 NM				Extremity of P729
P730 (RNAV 5)					Extremity of P730
△ TALSA 550625N 0094111E	089°/272° 93.1	FL 660 **C** FL 245	↓		Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ OLPIB 550005N 0122245E	Total DIST: 93.1 NM				Extremity of P730
P850 (RNAV 5)					For continuation, see AIP Norway
△ DANKO (FIR BDRY) 570000N 0064152E	204°/024° 7.0	FL 660 **C** FL 195		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ OKMAM 565346N 0063557E	204°/024° 97.5		↑		Navigation accuracy requirements: +/- 5 NM
△ GOLUM 552700N 0051700E	Total DIST: 104.5 NM				Extremity of P850
P990 (RNAV 5)					Extremity of P990
△ MIKSI 561210N 0113527E	312°/131° 11.9	FL 660 **C** FL 195		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ ASLID 562047N 0112038E	311°/131° 63.7	FL 195 **E** 3500			Navigation accuracy requirements: +/- 5 NM
△ AALBORG VOR/DME (AAL) 570613N 0095944E	297°/116° 53.7		↑		CDR1: AAL-KOVIK H24 AVBL. see EAUP/EUUP ALTN: AAL-L621-AMSEV
△ KOVIK (FIR BDRY) 573335N 0083427E	Total DIST: 129.3 NM				Extremity of P990

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
P992 (RNAV 5)					For continuation, see AIP Germany
△ ATTUS (FIR BDRY) 545359N 0084658E	335°/155° 11.8	FL 660 / FL 195 **C**		↓	CDR1: ATTUS-BAVTA H24 AVBL. see EAUP/EUUP ALTN: LBE-P615-ALS-DCT-BAVTA
△ ASMUS 550500N 0083931E	335°/155° 22.3	FL 195 / FL 95 **E**			
△ SURIR 552544N 0082517E	335°/155° 11.3	FL 660 / FL 195 **C**			Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ BAVTA 553611N 0081800E	334°/154° 16.3	FL 195 / FL 105 **E** FL 105 / FL 95 **C**			Navigation accuracy requirements: +/- 5 NM
△ NARBA 555112N 0080650E	334°/153° 75.0	FL 660 / FL 195 **C**	↑		CDR1: NARBA-LINVI H24 AVBL. see EAUP/EUUP ALTN: BAVTA-P613-KARLI
△ LINVI (FIR BDRY) 570000N 0071338E	Total DIST: 136.7 NM				For continuation, see AIP Norway
P999 (RNAV 5)					Extremity of P999
△ LANGO 545644N 0105123E	261°/081° 30.0	FL 660 / FL 195 **C**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ ALSIE VOR (ALS) 545419N 0095936E	236°/056° 9.7	FL 195 / 3500 **E**	↑		Navigation accuracy requirements: +/- 5 NM
△ AMRAK (FIR BDRY) 544928N 0094502E	Total DIST: 39.7 NM				For continuation,see AIP Germany
Q280 (RNAV 5)					Extremity of Q280
△ GESKA 543703N 0115557E	145°/325° 9.1	FL 245 / FL 195 **C** FL 195 / 3500 **E**	↓	↑	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ NEDIK (FIR BDRY) 542911N 0120354E	Total DIST: 9.1 NM				For continuation, see AIP Germany
Q296 (RNAV 5)					For continuation, see AIP Germany
△ NIKDA (FIR BDRY) 543631N 0121708E	358°/178° 20.3	FL 660 / FL 195 **C** FL 195 / 3500 **E**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ MONAK 545644N 0121849E	Total DIST: 20.3 NM				Extremity of Q296

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
T55 (RNAV 5)					Extremity of T55
△ TINAC (FIR BDRY) 561503N 0050000E	087°/268° 83.1	FL 660 FL 195 **C**	↓		CDR 1: EVAKI-LUTUS FL125-FL285 H24 AVBL. see EAUP/EUUP ALTN: EVAKI-P619-BAVTA-L983-TUDLO Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ EVAKI 561422N 0072852E	087°/268° 64.6	FL 660 FL 195 **C**			
△ INTET 561335N 0092441E	107°/287° 21.0			↑	
△ LUTUS 560603N 0095940E	120°/300° 21.8	FL 195 3500 **E**	↓		
△ TESPI 555354N 0103152E	Total DIST: 190.5 NM				Extremity of T55
T56 (RNAV 5)					Extremity of T56
△ BAVTA 553611N 0081800E	065°/245° 34.8	FL 660 FL 195 **C**	↓		CDR 1: BAVTA-ABINO FL125-FL285 H24 AVBL. see EAUP/EUUP ALTN: BAVTA-L983-TUDLO Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ BEBUL 554846N 0091521E	065°/245° 19.8	FL 195 FL 105 **E**			
△ GIGUT 555544N 0094815E	066°/246° 6.8	FL 105 FL 95 **C**		↑	
△ ABINO 555806N 0095940E	099°/279° 18.6	FL 660 FL 195 **C**	↓		
△ TESPI 555354N 0103152E	Total DIST: 80.0 NM	FL 195 FL 95 **E**			Extremity of T56

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
T59 (RNAV 5)					Extremity of T59
△ GESKA 543703N 0115557E	341°/161° 30.5	FL 660 FL 195 **C**		↓	
△ ROBUS 550634N 0114311E	304°/123° 15.5	FL 195 3500 **E**			Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ KETAL 551605N 0112158E	037°/217° 7.5				
△ IBNIL 552141N 0113038E	037°/217° 6.3	FL 660 3500 **C**			
△ KORSA VOR/DME (KOR) 552622N 0113754E	Total DIST: 59.8 NM				Extremity of T59
T138 (RNAV 5)					Extremity of T138
△ AALBORG VOR/DME (AAL) 570613N 0095944E	251°/068° 173.1	FL 660 FL 245 **C**	↑	↓	CDR 1: H24 AVBL. see EAUP/EUUP ALTN: AAL-N866-T55-TINAC Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ TINAC (FIR BDRY) 561503N 0050000E	Total DIST: 173.1 NM				Extremity of T138
T148 (RNAV 5)					Extremity of T148
△ GODOG 561603N 0105832E	171°/351° 101.0	FL 660 FL 245 **C**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ LOMPU (FIR BDRY) 543532N 0111210E	Total DIST: 101.0 NM				For continuation, see AIP Germany
T153 (RNAV 5)					Extremity of T153
△ ALSIE VOR (ALS) 545419N 0095936E	041°/221° 31.7	FL 660 FL 195 **C** FL 195 3500 **E**	↓		Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ TUDLO 551633N 0103852E	Total DIST: 31.7 NM				Extremity of T153
T298 (RNAV5)					For continuation, see AIP Germany
△ KOSEB (FIR BDRY) 544648N 0123552E	310°/130° 14.0	FL 660 FL 195 **C** FL 195 3500 **E**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ MONAK 545644N 0121849E	Total DIST: 14.0 NM				Extremity of T298

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
T402 (RNAV 5)					For continuation, see AIP Sweden
△ AMSUR (FIR BDRY) 560602N 0123350E	180°/360° 19.5	FL 660 FL 95 **C**		↓	ATS provided by Sweden ACC between AMSUR and GOLMI Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ GOLMI 554638N 0123059E	Total DIST: 19.5 NM				Extremity of T402
T503 (RNAV 5)					Extremity of T503
△ NEXEN 544839N 0113731E	211°/031° 18.6	FL 660 FL 195 **C** FL 195 3500 **E**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ GIMRU (FIR BDRY) 543336N 0111849E	Total DIST: 18.6 NM				For continuation, see AIP Germany
T505 (RNAV 5)					Extremity of T505
△ GOLGA 561959N 0114142E	269°/089° 11.8	FL 660 FL 195 **C** FL 195 3500 FT MSL **E**		↓	CDR1: GODOG-RERPA FL125-FL285 H24 AVBL. see EAUP/EUUP ALTN: ASLID-P990-AAL-L621-AMSEV CDR 1: RERPA-KARLI H24 AVBL. see EAUP/EUUP ALTN: RERPA-N866-EVAKI P619-MITSI Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ ASLID 562047N 0112038E	244°/064° 13.2				
△ GODOG 561603N 0105832E	274°/093° 93.9		↑	↓	
△ RERPA 562842N 0081115E	287°/106° 93.9	FL 660 FL 195 **C**			
△ KARLI (FIR BDRY) 570000N 0053027E	Total DIST: 218.8 NM				Extremity of T505
T506 (RNAV 5)					Extremity of T506
△ GOLGA 561959N 0114142E	322°/142° 21.1	FL 660 FL 195 **C** FL 195 3500 **E**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ LAPMA 563733N 0112051E	Total DIST: 21.1 NM				Extremity of T506

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
T508 (RNAV 5)					Extremity of T508
△ DISGO 550906N 0124401E	261°/081° 35.0	FL 660 FL 195 **C**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ ROBUS 550634N 0114311E		FL 195 3500 **E**			Navigation accuracy requirements: +/- 5 NM
	Total DIST: 35.0 NM				Extremity of T508
T551 (RNAV 5)					For continuation, see AIP Norway
△ BINRO (FIR BDRY) 580938N 0094710E	170°/350° 63.9	FL 660 FL 195 **C**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ AALBORG VOR/DME (AAL) 570613N 0095944E	162°/342° 74.6	FL 195 3500 **E**	↓		Navigation accuracy requirements: +/- 5 NM
△ TESPI 555354N 0103152E	Total DIST: 138.5 NM				Extremity of T551
T600 (RNAV 5)					For continuation, see AIP Norway
△ NERDO (FIR BDRY) 575317N 0091342E	173°/353° 26.0	FL 660 FL 195 **C** FL 195 3500 **E**	↑	↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ LAGUM 572720N 0091606E	Total DIST: 26.0 NM				Extremity of T600
Z702 (RNAV 5)					Extremity of Z702
△ TALSA 550625N 0094111E	051°/233° 101.8 °	FL 660 FL 245 **C**	↓		ATS provided by Sweden ACC between AMTOT and EVBAS
△ AMTOT 560226N 0121049E	053°/233° 11.8				Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ EVBAS (FIR BDRY) 560844N 0122840E	Total DIST: 113.6 NM				For continuation, see AIP Sweden

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels** Odd	Even	**Remarks** Controlling unit / channel
Z703 (RNAV 5)					For continuation, see AIP Sweden
△ KULUD (FIR BDRY) 561538N 0121959E	216°/036° 11.1	FL 660 / FL 95 **C**		↓	ATS provided by Sweden ACC between KULUD and ADVOP
△ ADVOP 560714N 0120702E	216°/036° 7.1				BEVUM – ASVAN – EKDIV: Traffic may be subject to radar-vectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension max. 5 NM.
△ BEVUM 560149N 0115846E	216°/036° 2.4				
△ ASVAN 560000N 0115600E	221°/041° 26.1				Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ EKDIV 554149N 0112247E	221°/040° 67.3	FL 660 / FL 195 **C**			Navigation accuracy requirements: +/- 5 NM
△ ALSIE VOR (ALS) 545419N 0095936E	219°/039° 5.4	FL195 / 3500 **E**			
△ KESUR (FIR BDRY) 545026N 0095315E	Total DIST: 119.4				Extremity of Z703
Z706 (RNAV 5)					Extremity of Z706
△ KOKOR (FIR BDRY) 542741N 0114124E	037°/217° 12.6	FL 660 / FL 195 **C**		↓	PEPUT – NOVPO: Traffic may be subject to radar-vectors around Copenhagen Area below FL 195 in high intensity traffic periods. Route extension max. 15 NM. Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ GESKA 543703N 0115557E	002°/182° 35.2	FL195 / FL 95 **E**			
△ PEPUT 551158N 0120301E	002°/182° 54.9	FL 660 / FL 95 **C**			
△ NOVPO 560624N 0121428E	Total DIST: 102.7 NM				Extremity of Z706
Z711 (RNAV 5)					Extremity of Z711
△ GESKA 543703N 0115557E	029°/209° 23.8	FL 660 / FL 195 **C**		↓	Controlling unit: see ENR 2.3-4 and ENR 2.3-5.
△ MONAK 545644N 0121849E	029°/211° 4.1	FL 195 / 3500 **E**			Navigation accuracy requirements: +/- 5 NM
△ OLPIB 550005N 0122245E	Total DIST: 27.9 NM				Extremity of Z711

Route designation (RNP/RNAV) Name of significant point Coordinates	**Track** °M ↓/↑ **Distance** (NM)	**Upper limit** **Lower limit** Airspace classification	**Direction of cruising levels**		**Remarks** Controlling unit / channel
			Odd	Even	
Z716 (RNAV 5)					Extremity of Z716
△ AALBORG VOR/DME (AAL) 570613N 0095944E	256°/074° 168.2	FL 660 FL 245 **C**	↓		CDR1: H24 AVBL. see EAUP/EUUP ALTN: AAL-N866-N581-VAXIT Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ VAXIT (FIR BDRY) 563215N 0050000E	Total DIST: 168.2 NM			↑	Extremity of Z716
Z731 (RNAV 5)					Extremity of Z731
△ ALSIE VOR (ALS) 545419N 0095936E	013°/193° 144.8	FL 660 FL 195 **C**	↓		Controlling unit: see ENR 2.3-4 and ENR 2.3-5. Navigation accuracy requirements: +/- 5 NM
△ GOTEX 571218N 0111622E	013°/193 14.2	FL 195 3500 FT MSL **E**			
△ MAKUR (FIR BDRY) 572547N 0112425E	Total DIST: 159.0 NM				For continuation, see AIP Sweden

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ENR 3.3 TACAN ROUTES

TACAN ROUTES

▲ Compulsory REP
△ Non compulsory REP

Route designation Significant points, name and PSN (WGS-84)	True track	Distance (Nautical miles)	Upper limit Lower limit Airspace classification	Remarks
TACAN BLUE ONE (TB1)				
△ TUPED UIR BDRY (KØBENHAVN) 545350N - 0085120E	152.9ºT	57.4	FL 660 FL 195 **C**	For continuation see AIP Germany
△ MIMDA 554458N - 0080555E	333.5ºT 161.1ºT	79.3	FL 195 3500 FT **E**	
▲ TEKVO (UIR NORWAY BDRY) 570000N - 0072024E	341.7ºT			For continuation see AIP Norway
TACAN RED TEN (TR10)				
△ GIGTU UIR BDRY (KØBENHAVN) 545319.20N - 0090007.20E	019.6ºT	21.7	FL 660 FL 250 **C**	For continuation see AIP Germany
△SKRYDSTRUP TACAN (SKR) 551344.18N 0091250.62E	199.7ºT 012.7ºT	115.7		
△ AALBORG TACAN (AAL) 570614.16N - 0095934.11E	193.4ºT 163.6ºT	57.4		
▲ KOTAK (FIR BDRY) 580113N - 0092950E	344.0ºT			For continuation see AIP Norway

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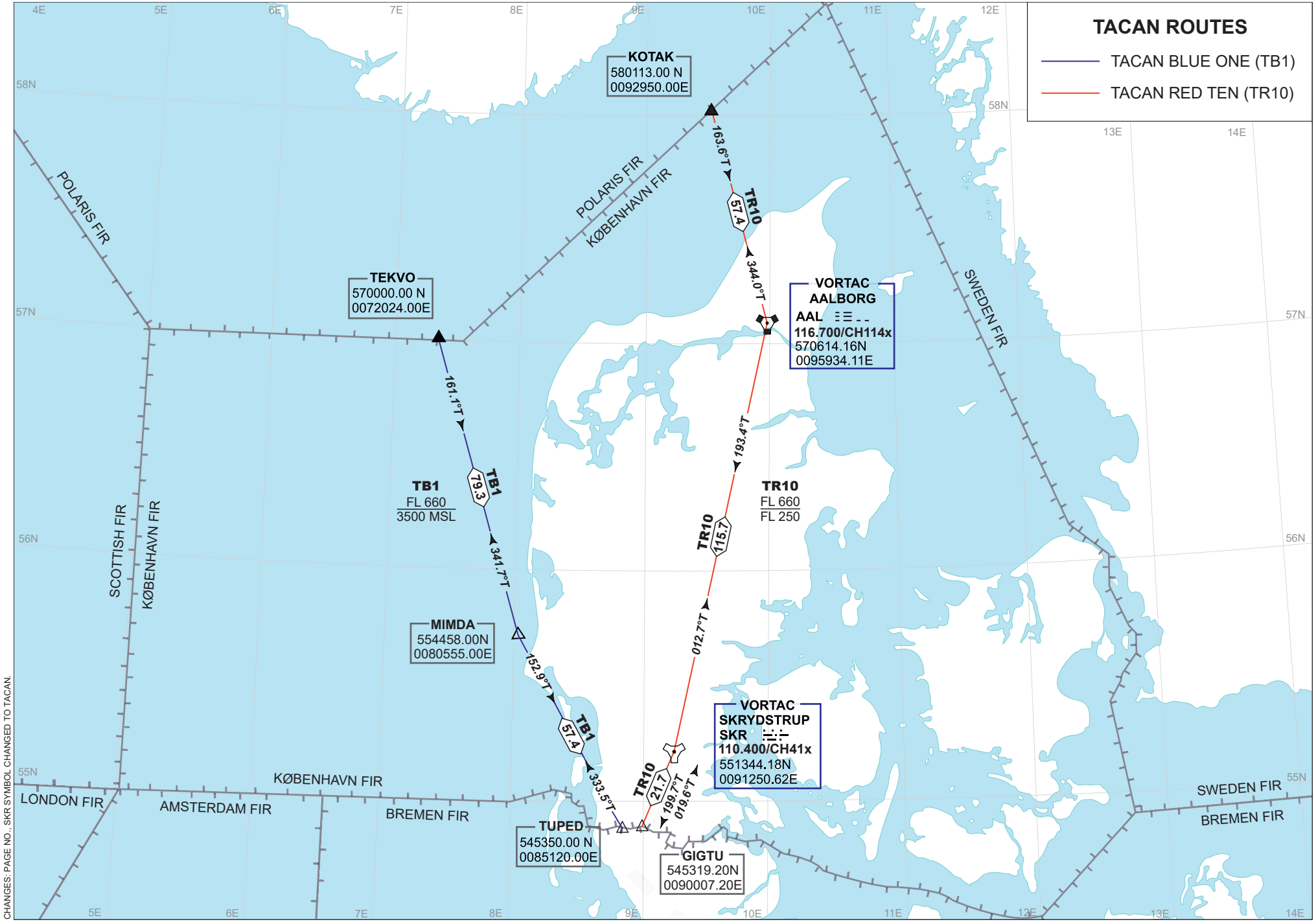

CHANGES: PAGE NO., SKR SYMBOL CHANGED TO TACAN.

ENR 3.4 EN ROUTE HOLDINGS

HOLDING NAME Facility PSN (WGS-84)	Inbound track (° MAG)	Direction of turn	MAX IAS (KT)	MNM - MAX /TIME FL (FT MSL)	Time (MIN)
AALBORG	263	Right	230	3500 - FL 140	1
Aalborg VOR/DME	263	Right	240	FL 150 - FL 200	1½
570613.39N	263	Right	265	FL 210 - FL 340	1½
095944.08E	263	Right	0.83 MACH	FL 350 - FL 460	1½

The en-route holdings may be used only when indicated as CLEARANCE LIMIT or after permission from ATC.

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ENR 4. RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 Radio Navigation Aids – En Route

Station (VAR)	ID	Facility	Frequency/ Channel	Hours	Geo. Coord. (WGS-84)	Elev. (ft)	FRA relevance A = ARR connecting point D = DEP connecting point I = Intermediate point	Remarks
Aalborg (4°E 2022)	AAL	VOR	116.70/ CH 114X	H24	570613.39N 0095944.08E		(I)	DOC FL 500/100 NM. Unreliable from R-160 to R-200 form 23 NM and out. DME from AAL TACAN. Rerouting point.
Aalborg (4°E 2023)	AAL	TACAN	116.70/ CH 114X	H24	570614.16N 0095934.11E	56.8		DOC FL 500/200 NM
Alsie (4°E 2022)	ALS	VOR	114.70	H24	545419.49N 0095936.16E		(DI)	DOC FL 500/60 NM, 80 NM 313°-063°M and 80 NM 198°-243°M.
Bella	BEL	DME	114.65/ CH93Y	H24	554728.45N 0120544.74E	135		DOC FL 195-1500 FT / 60 NM
Codan	CDA	DME	114.90/ CH 96X	H24	550005.40N 0122245.16E	90.2		DOC FL 500/60 NM
Esebo	ESE	DME	116.60/ CH113X	H24	553121N 0083331E	175.5		DOC 100 NM
Karup (4°E 2023)	KAR	TACAN	110.00/ CH37X	H24	561748.03N 0090030.95E	172.8		DOC FL 500FT/200NM
Kastrup	KAS	DME	112.50/ CH 72X	H24	553525.87N 0123648.97E	28.9		DOC FL 500/60 NM
Korsa (4°E 2022)	KOR	VOR/ DME	112.80/ CH 75X	H24	552621.71N 0113753.51E	136.2	(AI)	DOC FL 500/80 NM
Lemme	LME	DME	115.350/ CH 100Y	H24	555933.503N 0082115.751E	76.1		DOC FL195/60NM
Odin	ODN	DME	115.50/ CH 102X	H24	553451.64N 0103910.76E	24.0		DOC FL 500/60 NM, 80 NM 018°-063°M and 80 NM 213°-243°M. Reduced range to 24 NM in direction 198 degrees at 3000 FT or below.
Ramme	RAM	DME	111.850/ CH 55Y	H24	562842.14N 0081114.51E	60.4		DOC FL 500/60 NM

Station (VAR)	ID	Facility	Frequency/ Channel	Hours	Geo. Coord. (WGS-84)	Elev. (ft)	FRA relevance A = ARR connecting point D = DEP connecting point I = Intermediate point	Remarks
Rønne (4°E 2016)	ROE	VOR	112.00	H24	550356.08N 0144531.29E		(AI)	DOC FL500/80 NM, 150 NM 017°-152°M DME INFO from TACAN ROE
Rønne (5.5°E 2023)	ROE	TACAN	112.00/ CH 57X	H24	550342.73N 0144521.07E	78.6		DOC FL 500/80 NM
Skrydstrup (4°E 2023)	SKR	TACAN	110.40/ CH 41X	H24	551344.18N 0091250.61E	138.4	(I)	DOC FL 500/80 NM
Trano (4°E 2022)	TNO	VOR/ DME	117.400/ CH 121X	H24	554627N 0112621E	-11.9	(AI)	DOC FL 500/60 NM
Vamdrup	VAM	DME	110.050/ CH 37Y	H24	552616.585N 0092006.051E	174.5		DOC FL195/60NM

ENR 4.2 Special Navigation System

Not applicable

BLANK

ENR 4.3 Global Navigation Satellite System (GNSS)

Not applicable

BLANK

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

IFR Significant Points

Name Code Designator	Coordinates	ATS Route or Other Route	FRA relevance E = Horizont. Entry Point X = Horizont. Exit Point A = ARR Connect. Point D = DEP Connect. Point I = Intermediate Point	Remarks/Usage
ABINO	555806N 0095940E	P615, T56	(DI)	(D): EKBI
ABKAS	553548N 0080806E	L975	(I)	
ADIKU	552050N 041759E	KY610		
ADSEN	560841N 0105302E	M852, M725	(I)	Re-routing point
ADUNU	550000N 0051217E	KY776		
ADVOP	560714N 0120702E	Z703	(I)	Re-routing point
ALASA	544831N 0095742E	M611, M852,	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
AMADA	550000N 0062100E	N/A	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
AMRAK	544928N 0094502E	P999	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
AMRAM	555637N 0063803E	L983, N866, P60	(I)	Re-routing point
AMSEV	574031N 0084808E	L621, P602	(I)	
AMSUR	560602N 0123350E	T402	(I)	
AMTID	560355N 0043042E	KY877, KY882		
AMTOT	560226N 0121049E	Z702	(I)	
ANESI	552746N 0070000E	KY773, KY777, KY875		
ARBAG	554718N 0060000E	KY877		
ARTOR	582004N 0100856E	P615	(I)	
ARVIG	552623N 0082849E	KY875		
ASBIL	552219N 0095938E	L983, P615	(I)	
ASKEG	553310N 0112346E	L975	(I)	
ASKEK	554726N 0035934E	KY610, KY615		
ASLID	562047N 0112038E	T505, P990	(I)	Re-routing point
ASMUS	550500N 0083931E	P992	(I)	Re-routing point

Name Code Designator	Coordinates	ATS Route or Other Route	FRA relevance E = Horizont. Entry Point X = Horizont. Exit Point A = ARR Connect. Point D = DEP Connect. Point I = Intermediate Point	Remarks/Usage
ASTOS	560714N 0125741E	EKCH SID		
ASVAN	560000N 0115600E	Z703	(I)	Re-routing point
ATNAK	570000N 0050000E	N/A	(I)	
ATTUS	545359N 0084658E	P992	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
BAGOS	543422N 0111612E	N850	(EXI)	Only AVBL as intermediate for traffic from/to aerodromes in DK-SE FAB.
BAKIT	570658N 0101135E	N/A		RNAV FIX EKYT RWY 26R
BAKOG	560459N 0081420E	M609	(I)	
BAMPI	555034N 0081611E	M609, P60	(DI)	(D): EKBI
BANLU	552935N 0081445E	KY877		
BAVIL	553439N 0082948E	P614	(I)	
BAVTA	553611N 0081800E	L975, L983, M609, N607, N873, P601, P602, P613, P619, P992, T56, Z708, Z709, Z710, KY876	(I)	
BEBUL	554846N 0091521E	T56	(I)	Re-routing point
BEDRO	553552N 0060000E	KY876		
BEGAK	550000N 0072213E	KY782		
BELAP	552906N 0035946E	KY615		
BELUV	552741N 0043259E	KY875, KY889, KY980		
BETUD	550026N 0123121E	L983,EKCH SID	(DI)	(D): EKCH, EKRK
BEVUM	560149N 0115846E	Z703	(I)	
BINRO	580938N 0094710E	T551	(I)	
BISTA	551212N 0120723E	M725	(I)	
BUSOM	555631N 0052341E	L983, M604, P144	(I)	
DANKO	570000N 0064152E	M604, P15, P850	(I)	
DANOR	561207N 0033843E	KY980		
DANUM	550000N 0051653E	KY980		
DAVAL	552814N 0052804E	KY875		

Name Code Designator	Coordinates	ATS Route or Other Route	FRA relevance E = Horizont. Entry Point X = Horizont. Exit Point A = ARR Connect. Point D = DEP Connect. Point I = Intermediate Point	Remarks/Usage
DEMIR	545011N 0095110E	N872	(EXI)	Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
DETNA	573515N 0110409E	N866, ESGG SID	(DI)	(D): ESGG
DIKAT	551240N 0043432E	KY776		
DINOK	552330N 0075052E	KY779, KY789, KY875, KY884, KY893		
DISGO	550906N 0124401E	T508	(I)	
DOBEL	553622N 0112324E	N872	(I)	
DOPEM	552231N 0122901E	EKCH STAR		
DOREV	553200N 0073500E	N/A	(I)	Re-routing point
DOROR	550000N 0070918E	KY777	(EXI)	Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
DOSUR	545131N 0091139E	P729	(EXI)	Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
EBAVA	544300N 0104200E	N/A	(I)	Re-routing point
EBUSA	550000N 0055409E	KY781		
EKDIV	554149N 0112247E	Z703	(I)	
EKMOL	550503N 0073443E	KY779, KY782		
ELMIG	553809N 0080845E	L983	(I)	
ELVAV	575758N 0105734E	N/A	(I)	Re-routing point
EMBEG	560238N 0045338E	KY877, KY995		
EPILO	554940N 0082444E	P60, P601,P614	(I)	Re-routing point
ERGAT	560337N 0091818E	P622	(I)	
ERITO	554831N 0080712E	KY878		
ESBOZ	553041N 0082446E	KY877		
ETVOK	570300N 0093600E	N/A	(I)	Re-routing point
EVAKI	561422N 0072852E	N866, T55, P619	(I)	Re-routing point
EVBAS	560844N 0122840E	Z702	(I)	
EVBED	551351N 0123740E	L990	(I)	
EVGUN	581616N 0100057E	N/A	(I)	Re-routing point
EVKAN	550000N 0073744E	KY779		

Name Code Designator	Coordinates	ATS Route or Other Route	FRA relevance E = Horizont. Entry Point X = Horizont. Exit Point A = ARR Connect. Point D = DEP Connect. Point I = Intermediate Point	Remarks/Usage
EVSES	572229N 0093759E	N/A	(I)	Re-routing point
GARKA	554635N 0052540E	N/A	(I)	
GAVPU	555244N 0081827E	KY892		
GEGDA	554624N 0041026E	KY980		
GELTI	544726N 0100000E	N/A	(EXI)	Military reporting point on FIR BDRY. Re-routing point
GESKA	543703N 0115557E	N851,P605,Q280, T59,Z706,Z711	(I)	
GIDLA	545900N 0085500E	N/A	(I)	Re routing point
GIGTU	545319N 0090007E	TACAN RED 10		FIR UIR BDRY
GIGUT	555544N 0094815E	T56	(I)	
GIKIV	560356N 0090708E	N873	(I)	
GIMRU	543336N 0111849E	T503	(EXDI)	(D): EKCH, EKRK Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
GITER	543840N 0110000E	N/A	(EXI)	Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
GOBOT	543722N 0110510E	N/A	(EXDI)	(D): EKCH, EKRK Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
GODOG	561603N 0105832E	M852, T148, T505	(I)	
GOLGA	561959N 0114142E	T505, T506, EKCH SID	(DI)	(D): EKCH, EKRK Re-routing point
GOLMI	554638N 0123059E	N850, T402	(I)	
GOLUM	552700N 0051700E	L39, L975, N866, P144, P850	(I)	Re-routing point
GOMLA	553447N 0044532E	KY876, KY886, KY889		
GOREV	560312N 0050000E	M869	(I)	
GOTEX	571218N 0111622E	N873, Z731	(AI)	(A): ESGG
GOVRA	550412N 0050000E	KY776		
GREFI	550000N 0055132E	N/A	(EXI)	Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
GURLI	582528N 0103358E	N/A	(I)	Re-routing point

Name Code Designator	Coordinates	ATS Route or Other Route	FRA relevance E = Horizont. Entry Point X = Horizont. Exit Point A = ARR Connect. Point D = DEP Connect. Point I = Intermediate Point	Remarks/Usage
HINSE	563352N 0074141E	N/A	(I)	Re-routing point
IBNIL	552141N 0113038E	T59	(I)	
IBOTA	552906N 0080955E	KY875, KY877		
IBREK	562330N 0121356E	M869	(I)	
IBUKA	552600N 0085500E	N/A	(I)	Re-routing point
INBOB	553625N 0050000E	M604	(I)	
INLAN	560501N 0081929E	P614	(I)	
INPUN	554704N 0112211E	N603, M725	(I)	
INSUS	551330N 0080157E	N873	(I)	Re-routing point
INTET	561335N 0092441E	N873, T55	(DI)	(D): EKBI
INVOL	573916N 0111317E	N866	(I)	
IPSUB	550000N 0075711E	N/A	(EXI)	Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
IRKAM	560445N 0083222E	P601	(I)	
JONAZ	572100N 0100706E	N/A	(I)	Re-routing point
JUTZU	551400N 0072000E	KY893		
KARLI	570000N 0053027E	P613, T505	(I)	
KASFI	553526N 0123649E		(I)	
KEMEG	564315N 0085221E	N866, P601	(I)	Re-routing point
KESUR	545026N 0095315E	Z703	(EXI)	Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
KETAL	551605N 0112158E	T59	(I)	
KOKAK	552929N 0124254E	L975	(I)	
KOKOR	542741N 0114124E	Z706	(EXI)	Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
KOPEX	545813N 0112804E	M611, T58, EKCH SID	(DI)	(D): EKCH, EKRK
KOPIM	560802N 0122954E	N872	(I)	
KOSEB	544648N 0123552E	T298	(EXAI)	(A): EKCH. Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
KOSMO	550055N 0124349E	L983, P605	(I)	
KOVIK	573335N 0083427E	P990	(I)	
KUBIS	551323N 0122854E		(I)	

Name Code Designator	Coordinates	ATS Route or Other Route	FRA relevance E = Horizont. Entry Point X = Horizont. Exit Point A = ARR Connect. Point D = DEP Connect. Point I = Intermediate Point	Remarks/Usage
KUGAL	550000N 0073714E	Z708	(EXI)	Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
KULUD	561538N 0121959E	L621, Z703	(ADI)	(A): ESMS (D): ESMS, ESTL
KUNAR	553623N 0070000E	KY876, KY877		
KUVUS	572016N 01100.00E	N607	(AI)	(A): ESGG
LAGUM	572720N 0091606E	L621, P601	(I)	Re-routing point
LANGO	545644N 0105123E	M611, P999, EKCH SID	(DI)	(D): EKCH, EKRK
LAPMA	563733N 0112051E	L621, T506	(I)	
LASGI	560648N 0122716E	N872	(I)	
LASRO	560423N 0084850E	N607	(I)	
LAVMA	552947N 0043641E	KY889		
LEBDA	552225N 0123743E	N851	(I)	
LESRA	552308N 0050000E	L975	(I)	
LILBI	551511N 0124058E	L990	(I)	
LINVI	570000N 0071338E	L39, P992	(I)	
LOBBI	571905N 0112953E	N873, ESGG STAR	(I)	
LOMPU	543532N 0111210E	T148	(EXI)	Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
LUGAS	551947N 0105747E	P729	(I)	Primary holding, EKCH
LUPUR	545928N 0120303E	L990, M611	(I)	
LUTAN	552812N 0060000E	KY781, KY875		
LUTIR	550351N 0082458E	N/A	(EXI)	Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
LUTUS	560603N 0095940E	M602, P615, T55	(I)	
MADAG	562250N 0120049E	L621, M869	(I)	Re-routing point
MAKEL	542658N 0114801E	N851	(EXAI)	(A): EKCH, EKRK, ESMS Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
MAKUR	572547N 0112425E	N607, ESGG STAR	(I)	

Name Code Designator	Coordinates	ATS Route or Other Route	FRA relevance E = Horizont. Entry Point X = Horizont. Exit Point A = ARR Connect. Point D = DEP Connect. Point I = Intermediate Point	Remarks/Usage
MARIP	544323N 0112515E	L990, N850, Z701	(I)	
MATEK	550059N 0124803E	L983	(I)	Re-routing point
MAXEL	551233N 0115409E	N850, EKCH SID	(I)	
MEGAR	542806N 0113854E	P605	(EXAI)	(A): EKCH, EKRK, ESMS Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
MIKRO	552454N 0080959E	KY875, N873	(DI)	(D): EKBI Re-routing point
MIKSI	561210N 0113527E	P990	(I)	Re-routing point
MIMDA	554458N 0080555E			TACAN Blue One
MISBI	555355N 0124021E	N850	(I)	
MITSI	570000N 0062721E	P619	(I)	
MONAK	545644N 0121849E	Q296,T298,Z711, EKCH STAR	(I)	
MOSAT	550231N 0124717E	P605	(I)	
NAMIK	562253N 0052627E	P60	(I)	
NAMON	561807N 0043611E	KY878, KY885		
NARBA	555112N 0080650E	P60, P992	(I)	
NARIG	561500N 0050000E	KY878		
NAROL	560021N 0121330E	N872	(I)	
NARSU	560700N 0060000E	KY878, KY881		
NAVDA	553534N 0095456E	L975	(I)	
NAVIK	555147N 0075811E	P60, P619	(I)	Re-routing point
NAVNI	552751N 0043930E	KY875		
NEBSA	554630 0081700E	KY878		
NEBUM	555000N 0080000E	KY878, KY879		
NEDIK	542911N 0120354E	Q280	(EXI)	Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
NERDO	575317N 0091342E	P621	(I)	

Name Code Designator	Coordinates	ATS Route or Other Route	FRA relevance E = Horizont. Entry Point X = Horizont. Exit Point A = ARR Connect. Point D = DEP Connect. Point I = Intermediate Point	Remarks/Usage
NEXEN	544839N 0113731E	T503, L990, EKCH SID	(DI)	(D): EKCH, EKRK
NIKDA	543631N 0121708E	Q296	(EXAI)	(A): EKCH. Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
NIROD	580443N 0093700E	P601	(I)	
NIROX	555830N 0070000E	KY63		
NISEM	553929N 0095456E	P60	(I)	
NOREM	570000N 0054612E	KY994		
NORSO	570000N 0051030E	KY995		
NORTI	563128N 0113732E	L621	(I)	Re-routing point
NOVPO	560624N 0121428E	L997, SID EKCH	(I)	
NUGLO	555231N 0074652E	P60, P613	(I)	
NUSRI	551428N 0070000E	KY777, KY884		
ODARU	550545N 0124541E	M611	(I)	
ODDON	553452N 0103911E	L975, M602, P60	(DI)	
ODNAN	552431N 0080014E	KY875		
OKMAM	565346N 0063557E	P619, P850	(I)	Re-routing point
OKTIR	554317N 0044807E	KY882, KY887, KY995		
OKVED	555700N 0081300E	KY892		
OLPIB	550005N 0122245E	L983, M602, M611, M725, M869, P730, Z711	(DI)	
OMIMA	550000N 0063655E	KY773	(EXI)	Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
OMIRI	562858N 0045440E	KY879, KY881, KY885		
ORTUT	555828N 0080542E	KY892		
OSBAR	560449N 0041349E	KY62, KY85		
OSGAM	571600N 0090800E	P601	(I)	Re-routing point
OSKEV	552429N 0112622E	P729	(I)	
OTRAL	562039N 0041619E	KY878, KY882		

Name Code Designator	Coordinates	ATS Route or Other Route	FRA relevance E = Horizont. Entry Point X = Horizont. Exit Point A = ARR Connect. Point D = DEP Connect. Point I = Intermediate Point	Remarks/Usage
PEGAM	552701N 0075036E	KY779, KY787, KY789, KY875, KY877, KY884		
PEMAD	555900N 0043453	KY882		
PEPUT	551158N 0120301E	Z706	(I)	
PETIL	555620N 0050000E	L983	(I)	
PEVOR	560455N 0082440E	P602	(I)	
POGUG	545000N 0103602E	N/A	(I)	Re-routing point
RADIS	563230N 0095942E	N873, P615	(I)	
RAMUD	570326N 0073626E	P614	(I)	
RASVI	571723N 0080258E	M609	(I)	
RAXLU	544256N 0101625E	N/A	(EXI)	Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
RERPA	562842N 0081115E	M609, N866, P614, T505	(DI)	(D): EKBI
RERSO	553615N 0080826E	KY876		
RETKA	575929N 0092619E	P622	(I)	
REXMI	550000N 0074447E	N/A	(EXI)	Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
RIDSI	553530N 0095939E	L975, P615 EKBI SID	(DI)	(D): EKBI
RIPRO	552821N 0080254E	KY875, KY877		
ROBUS	550634N 0114311E	L983, M602, T59, T508	(I)	
ROKAM	561901N 0121100E	L621, L997,	(AI)	(A): ESGG Re-routing point
ROLVA	553622N 0042929E	KY61, KY74		
ROSBI	555058N 0105555E	N603	(I)	Re-routing point
RUVUD	553046N 0082546E	N/A	(I)	Re-routing point
SIMEG	551500N 0133004E	EKCH SID		

Name Code Designator	Coordinates	ATS Route or Other Route	FRA relevance E = Horizont. Entry Point X = Horizont. Exit Point A = ARR Connect. Point D = DEP Connect. Point I = Intermediate Point	Remarks/Usage
SISPU	561112N 0070000E	KY879, KY892		
SISRA	561942N 0060000E	KY879		
SISVI	562814N 0050000E	KY879		
SIVSU	552819N 0091706E	L983	(I)	
SONAL	545244N 0124649E	M602, M725	(EXAI)	(A): EKRK. Only avbl as (I) to/from A/D in DK-SE FAB
SOPTO	551820N 0050000E	P144	(I)	
SORDA	551046N 0050000E	KY980		
SUNEX	553154N 0045424E	KY886		
SURIR	552544N 0082517E	P992	(I)	
SUTEB	550000N 0052508E	N/A	(EXI)	Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
TABAP	552813N 0055612E	KY875, KY994		
TAGIM	554819N 0055405E	KY877, KY994		
TALSA	550625N 0094111E	P729,P730,Z702	(AI)	(A): EKCH, EKRK
TALUL	562105N 0055032E	KY879, KY994		
TESPI	555354N 0103152E	N603, T55, T56, T551, EKCH STAR	(AI)	(A): EKCH Primary Holding, EKCH
TINAC	561503N 0050000E	T55	(I)	
TITOG	554541N 0070000E	KY881		
TOMGU	554708N 0090747E	P622	(I)	
TOTSA	550000N 0055907E	KY994		
TUDLO	551633N 0103852E	L983, P729, T153, EKCH STAR	(AI)	(A): ESMS
TUPED	545350N 0085120E			TACAN Blue One UIR
TUSKA	550000N 0075234E	KY789, N873	(EXI)	Only avbl as intermediate for traffic from/to aerodromes in DK-SE FAB.
TUTNU	550000N 0064909E	KY787		

Name Code Designator	Coordinates	ATS Route or Other Route	FRA relevance E = Horizont. Entry Point X = Horizont. Exit Point A = ARR Connect. Point D = DEP Connect. Point I = Intermediate Point	Remarks/Usage
TUXEN	553527N 0052938E	KY876, KY887, KY888		
UNVUG	575700N 0102300E	N/A	(I)	Re-routing point
UPGAS	551441N 0050000E	N866	(I)	
URUBO	565400N 0073400E	N/A	(I)	Re-routing point
USULI	551044N 0064004E	KY773, KY787		
UVALO	554728N 0120544E	N/A		RNAV RDAF EKCH military holding.
VABOB	562416N 0045953E	KY995		
VADIN	570816N 0113838E	M852, ESGG SID	(DI)	(D): ESGG
VAGAX	555923N 0045242E	KY995		
VALBO	550744N 0050000E	N/A	(I)	
VAXIT	563215N 0050000E	N581, P15, P60	(I)	
VEDAR	563154N 0120725E	L997, EKCH SID	(DI)	D: EKCH, EKRK
VESUV	554300N 0044501E	KY874, KY886		
WOZNI	552809N 0050759E	KY875, KY886, KY888		

2. VFR Reporting Points near Aerodromes

Aerodrome	Reporting Point	Coordinates
Aalborg	Biersted	57 09 19N 009 49 24E
	Hasseris	57 02 07N 009 49 55E
	Svenstrup	56 57 38N 009 51 55E
	Vildmosen	57 13 01N 009 50 13E
Aarhus	Ebeltoft	56 09 58N 010 40 26E
	Grenaa	56 22 28N 010 50 56E
	Knebel	56 13 28N 010 26 56E
	Langsø	56 15 58N 010 36 56E
	Nødager	56 20 28N 010 37 26E
	Ryomgård	56 23 18N 010 26 55E
Billund	Give	55 51 58N 009 14 55E
	Højen	55 39 50N 009 30 44E
	Karlskov	55 47 24N 009 10 42E
	Sønder Omme	55 50 18N 008 55 55E
	Tørring	55 50 16N 009 30 33E
	Vandel	55 42 06N 009 12 38E
	Vorbasse Vest	55 37 30N 009 03 30E
Bornholm/Rønne	Dueodde	54 59 28N 015 05 01E
	Hasle	55 11 38N 014 42 36E
Esbjerg	Gørding	55 28 23N 008 49 20E
	Skads	55 30 40N 008 33 46E
	Store Darum	55 24 53N 008 37 45E
	Varde	55 37 28N 008 30 55E
	Vester Nebel	55 32 26N 008 32 38E
	Dorid	55 31 10N 008 00 00E
Karup	Ikast	56 08 18N 009 07 55E
	Ilskov	56 13 58N 009 06 46E
	Kongenshus	56 23 00N 009 07 56E
	Sjørup	56 26 28N 009 08 45E
København/Kastrup	Holding West	55 36 48N 012 29 41E
	Tuborg	55 42 58N 012 35 56E
	Vallensbæk	55 36 43N 012 21 56E
København/Roskilde	Borup	55 30 43N 011 58 26E
	Ishøj	55 38 08N 012 17 21E
	Køge	55 28 43N 012 08 16E
	Valby	55 41 36N 012 08 02E
Odense/Hans Christian Andersen Airport	Bogense	55 34 40N 010 11 00E
	Lindø	55 27 25N 010 33 00E
	Lumby	55 28 00N 010 22 00E
	Stensby	55 30 00N 010 18 00E
	Vissenbjerg	55 24 05N 010 08 10E
Stauning	Lem	56 01 48N 008 23 55E
	North	56 00 36N 008 21 30E
	Skjern West	55 56 38N 008 28 25E
	South	55 59 00N 008 22 06E
Sønderborg	Bovrup	54 59 33N 009 35 26E
	Broager	54 54 18N 009 40 36E
	Bøjden	55 04 40N 010 04 25E
	Fynshav	54 59 45N 009 58 24E
	Gelting	54 45 16N 009 53 44E
	Nordborg	55 03 58N 009 48 26E
	Ærø North	54 57 58N 010 11 56E

ENR 4.5 AERONAUTICAL GROUND LIGHTS

NAME IDENT (Coordinates)	CANDELAS (1000 IC)	CHARACTERISTICS	HR	REMARK
BORNHOLM/ RØNNE 550410N 0144455E	320	FLG W EV 2.7 SEC	HO	ON ADM BLDG
ESBJERG 553134N 0083423E	320	FLG W EV 2 SEC	HO	
HERNING 561058N 0090224E	170	FLG W EV 3 SEC	HO	ON ADM BLDG
KALUNDBORG 554158N 0111532E	120	FLG W EV 2 SEC	O/R	
KOLDING/VAMDRUP 552613.38N 0091946.01E	200	FLG W EV 2,4 SEC	HO	ON ATS BUILDING
KRUSÅ-PADBORG	-	-	-	
KØBENHAVN (ROSKILDE) 553524N 0120747E	320	FLG W EV 2 SEC	HO	ON TWR BLDG
LOLLAND FALSTER/MARIBO 544151.60N 0112643.67E	320	FLG W EV 2 SEC	HO	
LÆSØ 571635N 0110027E	170	FLG W EV 3 SEC	HO	
ODENSE / HANS CHRISTIAN ANDERSEN AIRPORT 552834N 0101925E	320	FLG W EV 2 SEC	HO	
RANDERS 563017N 0100156E	-	FLG W EV 2 SEC	HO	
SINDAL 573017N 0101322E	320	FLG W EV 2 SEC	HO	ON ADM BLDG
SKIVE 563312N 0090951E	120	FLG W EV 2 SEC	HO	
STAUNING 555930N 0082112E	-	FLG W EV 2.5 SEC	HO	ON ADM BLDG
THISTED 570420N 0084136E	340	FLG W EV 2.5 SEC	HO	ON ADM BLDG
TØNDER 545546.65N 0085025.14E	170	FLG W EV 2 SEC	HO	
TÅSINGE / ELVIRA MADIGAN AIRPORT 550049N 0103406E	55	FLG W EV 2.4 SEC	HO	
VESTHIMMERLAND 565048N 0092758E	-	FLG W EV 2 SEC	HO	
VIBORG 562439N 0092434E	57	FLG W EV 2 SEC	HO	
ÆRØ 545114N 0102724E	170	FLG W EV 3 SEC	HO	

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ENR 5 NAVIGATIONAL WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

1. GENERAL

1.1 All airspace within which the operation of civil aircraft may, for one reason or another be restricted - either temporarily or permanently - and all airspace in which a potential hazard to aircraft operations exist are classified according to the following three types of areas as defined by ICAO.

2. DEFINITIONS

2.1 Prohibited area (P)

An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited. There are no prohibited areas in Denmark.

2.2 Restricted area (R)

An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.

2.3 Danger area (D)

An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.

3. AREA DESCRIPTION

3.1 Designation

Each area is given a designation composed by the nationality letters "EK" followed by a letter indicating the type of the area and a number. A geographical name may be used in connection with the designation, e.g., EKR12 Gniben, EKD350 Yderflak.

3.2 Lateral limits

The lateral limits are normally defined by geometrical figures/lines, although geographical features such as coastlines are used as well.

3.3 Vertical limits

The upper limit is given in FT MSL or FL. The lower limit is usually GND, but may be given in FT MSL or FL. For details, see the individual area description on the following pages.

3.4 Flight Plan Buffer Zone (FBZ)

FBZ has been established for IFR flight planning purposes only. Flight plans can be filed up to the boundary of the FBZ when active. Each area is given a designator composed by the area designation followed by a Z.
The route described in Item 15 shall consider the nominal track between two points according to the great circle. When an area is activated use FBZ coordinates for IFR flight Planning.

***CAUTION NOTE**. No publication will take place concerning firing exercises on military firing ranges, where the safety height is 500 FT (150 M) GND or less.*

Description of Prohibited, Restricted and Danger Areas

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
PROHIBITED AREAS NIL.			
RESTRICTED AREAS			
EKR11 **SJÆLLANDS ODDE VEST** .	56 00 28N 011 16 56E 55 54 13N 011 13 56E 55 55 08N 011 07 41E 56 01 18N 011 04 36E 56 06 43N 011 10 26E 56 00 28N 011 16 56E	6500 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. ROSKILDE APP/TWR AARHUS APP/TWR
EKR11Z **SJÆLLANDS ODDE VEST FBZ**	55 52 15N 011 18 31E 55 51 00N 011 14 43E 55 52 26N 011 04 57E 55 53 33N 011 02 55E 56 01 05N 010 59 08E 56 02 19N 010 59 26E 56 09 44N 011 07 24E 56 09 42N 011 13 33E 56 01 27N 011 22 07E 56 00 16N 011 22 24E 55 52 15N 011 18 31E	FL 080 3500 FT MSL	For IFR flight planning purposes only
EKR12 **GNIBEN**	56 00 28N 011 16 56E 56 03 58N 011 13 17E 56 04 38N 011 14 56E 56 04 23N 011 20 36E 56 01 38N 011 24 16E 55 59 30N 011 23 56E 56 00 28N 011 16 56E	UNL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. ROSKILDE APP/TWR AARHUS APP/TWR
EKR12Z **GNIBEN FBZ**	56 03 27N 011 07 36E 56 05 43N 011 08 27E 56 07 23N 011 12 33E 56 07 40N 011 14 24E 56 07 19N 011 22 11E 56 06 42N 011 24 13E 56 02 59N 011 29 10E 56 01 55N 011 29 42E 55 57 52N 011 29 03E 55 56 15N 011 25 02E 55 57 42N 011 14 36E 55 58 26N 011 12 51E 56 03 27N 011 07 36E	UNL 3500 FT MSL	For IFR flight planning purposes only
EKR13 **SJÆLLANDS REV**	56 00 28N 011 16 56E 56 06 43N 011 10 26E 56 10 38N 011 23 26E 56 02 08N 011 31 36E 55 58 31N 011 30 56E 56 00 28N 011 16 56E	UNL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. ROSKILDE APP/TWR AARHUS APP/TWR

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKR13Z **SJÆLLANDS REV FBZ**	56 06 18N 011 04 38E 56 08 45N 011 05 52E 56 13 52N 011 22 51E 56 13 09N 011 27 08E 56 03 09N 011 36 43E 56 02 16N 011 37 02E 55 56 51N 011 36 00E 55 55 16N 011 32 00E 55 57 42N 011 14 35E 55 58 26N 011 12 51E 56 06 18N 011 04 38E	UNL 3500 FT MSL	For IFR flight planning purposes only
EKR14 **SJÆLLANDS ODDE ØST**	56 00 28N 011 16 56E 56 06 43N 011 10 26E 56 10 38N 011 23 26E 56 10 28N 011 26 26E 56 03 28N 011 35 56E 55 57 58N 011 34 56E 56 00 28N 011 16 56E	UNL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. ROSKILDE APP/TWR AARHUS APP/TWR
EKR14Z **SJÆLLANDS ODDE ØST FBZ**	56 06 18N 011 04 38E 56 08 45N 011 05 52E 56 13 29N 011 21 35E 56 13 40N 011 23 10E 56 13 23N 011 28 05E 56 12 47N 011 30 03E 56 04 49N 011 40 50E 56 03 44N 011 41 23E 55 56 18N 011 40 01E 55 54 43N 011 36 00E 55 57 42N 011 14 36E 55 58 26N 011 12 51E 56 06 18N 011 04 38E	UNL 3500 FT MSL	For IFR flight planning purposes only
EKR15 **SEJERØ ØST**	55 44 30N 011 17 18E 55 47 44N 011 16 35E 55 48 37N 011 07 12E 55 44 42N 011 07 00E 55 44 30N 011 17 18E	11500 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. ROSKILDE APP/TWR
EKR15Z **SEJERØ ØST FBZ**	55 41 45N 011 04 37E 55 43 33N 011 01 37E 55 50 04N 011 01 56E 55 51 48N 011 05 41E 55 50 32N 011 19 13E 55 49 06N 011 21 40E 55 43 30N 011 22 54E 55 41 27N 011 19 34E 55 41 45N 011 04 37E	FL 130 3500 FT MSL	For IFR flight planning purposes only. Routing EKCH STAR TESPI (all), ROSBI N603 INPUN, ROSBI DCT INPUN and ROSBI DCT TNO accepted.
EKR16 **SEJERØ VEST**	55 44 30N 011 17 18E 55 45 20N 011 17 07E 55 47 51N 011 12 56E 55 48 04N 011 01 39E 55 44 49N 011 01 27E 55 44 30N 011 17 18E	18000 FT MSL GND	AMC Manageable Area. Activation by NOTAM ROSKILDE APP/TWR

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKR16Z **SEJERØ VEST FBZ**	55 41 52N 010 59 04E 55 43 41N 010 56 03E 55 49 25N 010 56 24E 55 51 06N 010 59 37E 55 50 50N 011 14 11E 55 50 20N 011 16 06E 55 47 02N 011 21 36E 55 46 11N 011 22 18E 55 43 30N 011 22 53E 55 41 27N 011 19 34E 55 41 52N 010 59 04E	FL 195 3500 FT MSL	For IFR flight planning purposes only. Routing EKCH STAR TESPI (all), ROSBI N603 INPUN, ROSBI DCT INPUN and ROSBI DCT TNO accepted.
EKR17 **ISEFJORD**	55 55 35N 011 52 31E 55 53 33N 011 50 14E 55 49 38N 011 52 09E 55 48 49N 011 45 43E 55 53 45N 011 43 38E 55 55 41N 011 46 57E 55 55 35N 011 52 31E	12000 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. KØBENHAVN APP ROSKILDE APP/TWR
EKR17Z **ISEFJORD FBZ**	55 53 04N 011 56 01E 55 49 11N 011 57 54E 55 46 59N 011 55 33E 55 45 37N 011 44 45E 55 46 55N 011 41 02E 55 53 48N 011 38 07E 55 55 16N 011 38 50E 55 58 13N 011 43 53E 55 58 42N 011 45 59E 55 58 31N 011 55 48E 55 55 27N 011 58 43E 55 53 04N 011 56 01E	FL 135 2500 FT MSL	For IFR flight planning purposes only. Routing EKCH STAR TESPI (all), EKCH SID ODDON (all) accepted.
EKR18 **JÆGERSPRIS**	55 54 55N 011 51 47E 55 54 00N 011 57 56E 55 50 19N 011 57 56E 55 49 38N 011 52 09E 55 53 33N 011 50 14E 55 54 55N 011 51 47E	12000 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. KØBENHAVN APP ROSKILDE APP/TWR
EKR18Z **JÆGERSPRIS FBZ**	55 56 38N 012 01 04E 55 55 01N 012 03 17E 55 49 15N 012 03 16E 55 47 36N 012 00 53E 55 46 27N 011 51 11E 55 47 41N 011 47 34E 55 53 22N 011 44 46E 55 54 37N 011 45 07E 55 57 21N 011 48 12E 55 58 04N 011 51 28E 55 56 38N 012 01 04E	FL 135 2500 FT MSL	For IFR flight planning purposes only. Routing EKCH STAR TESPI (all), EKCH SID GOLGA (all), EKCH SID ODDON (all) and EKRK departure DCT MIRGO accepted.

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKR19 **MULTEX**	56 00 28N 011 16 56E 56 06 43N 011 10 26E 56 08 12N 011 15 16E 56 15 00N 011 24 00E 56 15 00N 011 36 00E 56 01 12N 011 47 36E 55 57 28N 011 38 25E 56 00 28N 011 16 56E	UNL GND	AMC Manageable area Activation by NOTAM/ Daily NAV Warning. ROSKILDE APP/TWR, AARHUS APP/TWR
EKR19Z **MULTEX FBZ**	56 06 18N 011 04 39E 56 08 44N 011 05 51E 56 10 30N 011 11 36E 56 17 20N 011 20 22E 56 18 00N 011 22 41E 56 18 00N 011 37 34E 56 17 04N 011 40 13E 56 01 30N 011 53 17E 55 59 24N 011 52 19E 55 54 39N 011 40 36E 55 54 24N 011 38 16E 55 57 42N 011 14 35E 55 58 26N 011 12 50E 56 06 18N 011 04 39E	UNL 3500 FT MSL	For IFR flight planning purposes only.
EKR20 **YDERBY**	56 04 21N 011 18 22E 55 59 30N 011 23 56E 55 56 19N 011 14 57E 56 01 33N 011 10 07E 56 04 21N 011 18 22E	1500 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. ROSKILDE APP/TWR
EKR25 **ODENSE DRONEOMRÅDE 1**	55 23 30N 010 15 00E 55 29 30N 010 08 45E 55 34 30N 010 24 00E 55 28 30N 010 30 15E 55 23 30N 010 15 00E	3500 FT MSL GND	ODENSE AFIS, KØBENHAVN ACC
EKR26 **ODENSE DRONEOMRÅDE 2**	55 29 30N 010 08 45E 55 36 00N 010 02 15E 55 36 00N 010 12 30E 55 37 00N 010 17 00E 55 37 00N 010 21 30E 55 34 30N 010 24 00E 55 29 30N 010 08 45E	3500 FT MSL GND	ODENSE AFIS, KØBENHAVN ACC
EKR27 **ODENSE DRONEOMRÅDE 3**	55 36 00N 009 56 00E 55 44 00N 009 56 00E 55 44 00N 010 24 30E 55 39 00N 010 27 30E 55 37 00N 010 25 00E 55 37 00N 010 17 00E 55 36 00N 010 12 30E 55 36 00N 009 56 00E	FL 075 GND	KØBENHAVN ACC

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKR27Z **ODENSE DRONEOMRÅDE 3** **FBZ**	55 45 14N 009 50 40E 55 47 00N 009 53 47E 55 47 00N 010 26 14E 55 45 52N 010 29 00E 55 39 17N 010 32 57E 55 37 51N 010 32 35E 55 34 40N 010 28 35E 55 34 00N 010 26 17E 55 34 00N 010 18 00E 55 33 06N 010 13 59E 55 33 00N 010 12 59E 55 33 00N 009 53 49E 55 34 45N 009 50 42E 55 45 14N 009 50 40E	FL 075 3500 FT MSL	For IFR flight planning purposes only
EKR28 **ODENSE DRONEOMRÅDE 4**	55 37 00N 010 25 00E 55 39 00N 010 27 30E 55 44 00N 010 24 30E 55 44 00N 010 34 00E 55 53 20N 010 45 15E 55 48 12N 011 00 36E 55 37 00N 010 49 00E 55 37 00N 010 25 00E	FL 075 GND	KØBENHAVN ACC
EKR28Z **ODENSE DRONEOMRÅDE 4** **FBZ**	55 45 09N 010 19 05E 55 47 00N 010 22 13E 55 47 00N 010 31 10E 55 56 00N 010 42 01E 55 56 31N 010 46 09E 55 50 08N 011 05 14E 55 47 45N 011 06 19E 55 34 48N 010 52 52E 55 34 00N 010 50 24E 55 34 00N 010 22 53E 55 36 38N 010 19 19E 55 39 23N 010 22 10E 55 45 09N 010 19 05E	FL 075 FL 055	For IFR flight planning purposes only
EKR29 **ODENSE DRONEOMRÅDE 5**	55 53 20N 010 45 15E 56 06 58N 011 01 41E 55 55 08N 011 07 41E 55 48 12N 011 00 36E 55 53 20N 010 45 15E	FL 075 GND	KØBENHAVN ACC, AARHUS APP/TWR
EKR29Z **ODENSE DRONEOMRÅDE 5** **FBZ**	56 10 14N 010 59 08E 56 09 38N 011 05 56E 55 55 22N 011 13 08E 55 54 10N 011 12 52E 55 45 37N 011 04 07E 55 44 59N 010 59 47E 55 51 24N 010 40 32E 55 53 56N 010 39 32E 56 10 14N 010 59 08E	FL 075 FL 055	For IFR flight planning purposes only

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKR32 **OKSBY**	55 37 06N 008 10 07E 55 32 46N 008 06 20E 55 32 58N 008 10 15E 55 36 51N 008 12 17E 55 37 06N 008 10 07E	16500 FT MSL GND	AMC manageable area. Activation by NOTAM/ Daily NAV Warning. BILLUND APP
EKR32Z **OKSBY FBZ**	55 39 31N 008 15 38E 55 37 16N 008 18 02E 55 31 14N 008 14 52E 55 30 04N 008 12 21E 55 29 38N 008 03 42E 55 36 58N 008 08 55E 55 39 59N 008 08 28E 55 40 15N 008 09 24E 55 39 31N 008 15 38E	FL 180 3500 FT MSL	For IFR flight planning purposes only.
EKR33 **VEJERS**	55 37 06N 008 10 07E 55 37 33N 008 06 05E 55 41 28N 008 04 00E 55 34 06N 007 59 15E 55 32 18N 007 59 25E 55 32 46N 008 06 20E 55 37 06N 008 10 07E	16500 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. BILLUND APP
EKR33Z **VEJERS FBZ**	55 30 45N 008 10 30E 55 29 53N 008 08 18E 55 29 34N 008 03 39E 55 36 58N 008 08 55E 55 44 24N 008 07 48E 55 44 24N 008 08 00E 55 40 09N 008 10 15E 55 39 45N 008 13 43E 55 37 06N 008 16 02E 55 30 45N 008 10 30E	FL 180 3500 FT MSL	For IFR flight planning purposes only.

Identification Name	Lateral Limits (WGS-84)	Upper limit / Lower limit	Remarks (Time of activity and ATS-unit)
EKR34 BORDRUP	55 32 58N 008 10 15E 55 36 51N 008 12 17E 55 37 33N 008 06 05E 55 41 28N 008 04 00E 55 40 38N 008 17 05E 55 33 48N 008 18 45E 55 32 58N 008 10 15E	12500 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. BILLUND APP
EKR34Z BORDRUP FBZ	55 44 15N 008 07 49E 55 43 30N 008 19 30E 55 42 04N 008 22 06E 55 33 01N 008 24 18E 55 31 03N 008 21 46E 55 29 44N 008 08 15E 55 31 42N 008 05 10E 55 36 58N 008 08 55E 55 44 15N 008 07 49E	FL 140 3500 FT MSL	For IFR flight planning purposes only.
EKR35 HENNE	55 41 28N 008 04 00E 55 46 13N 008 11 05E 55 46 13N 008 15 45E 55 40 38N 008 17 05E 55 41 28N 008 04 00E	12500 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. BILLUND APP
EKR35Z HENNE FBZ	55 48 39N 008 07 46E 55 49 13N 008 09 54E 55 49 13N 008 17 45E 55 47 44N 008 20 46E 55 39 35N 008 22 42E 55 37 29N 008 19 04E 55 38 09N 008 08 45E 55 48 16N 008 07 13E 55 48 39N 008 07 46E	FL 140 3500 FT MSL	For IFR flight planning purposes only.
EKR38 RØMØ	55 22 26N 008 41 56E 55 17 56N 008 49 22E 55 07 02N 008 49 22E 55 02 30N 008 41 54E 55 02 30N 008 29 27E 55 04 17N 008 26 55E 55 04 09N 008 23 31E 55 04 00N 008 20 00E 55 11 22N 008 11 07E 55 22 46N 008 15 17E 55 22 26N 008 41 56E	24500 FT MSL GND	AMC manageable area. Activation by NOTAM/ Daily NAV Warning. SKRYDSTRUP APP/TWR

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKR38Z **RØMØ FBZ**	55 19 34N 008 53 54E 55 18 30N 008 54 38E 55 06 28N 008 54 37E 55 05 23N 008 53 52E 55 00 00N 008 44 58E 54 59 30N 008 42 59E 54 59 30N 008 28 16E 55 00 05N 008 26 08E 55 01 11N 008 24 34E 55 01 09N 008 23 53E 55 00 57N 008 19 00E 55 01 38N 008 16 29E 55 10 10N 008 06 11E 55 11 23N 008 05 45E 55 24 26N 008 10 30E 55 25 47N 008 13 29E 55 25 25N 008 43 07E 55 24 56N 008 45 03E 55 19 34N 008 53 54E	FL 260 3500 FT MSL	Partly in Bremen FIR/Hannover UIR. For IFR flight planning purposes only.
EKR39 **BORRIS SØNDERLAND**	55 54 28N 008 35 55E 55 57 28N 008 39 55E 55 54 58N 008 46 55E 55 51 58N 008 43 55E 55 54 28N 008 35 55E	12000 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. BILLUND APP
EKR39Z **BORRIS SØNDERLAND FBZ**	56 00 12N 008 36 53E 56 00 38N 008 41 01E 55 56 51N 008 51 36E 55 54 32N 008 52 38E 55 49 25N 008 47 30E 55 48 45N 008 43 15E 55 52 30N 008 31 12E 55 55 10N 008 30 10E 56 00 12N 008 36 53E	FL 135 3500 FT MSL	For IFR flight planning purposes only.
EKR40 **BORRIS ARTILLERIOMRÅDE**	55 53 28N 008 32 55E 55 55 18N 008 34 25E 55 59 28N 008 43 40E 55 53 58N 008 54 55E 55 51 48N 008 49 55E 55 53 28N 008 32 55E	16500 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. BILLUND APP
EKR40Z **BORRIS ARTILLERIOMRÅDE FBZ**	55 56 52N 008 29 49E 55 57 25N 008 30 34E 56 02 29N 008 41 49E 56 02 27N 008 45 43E 55 55 17N 009 00 21E 55 52 27N 009 00 11E 55 49 02N 008 52 18E 55 48 44N 008 50 06E 55 50 46N 008 29 25E 55 53 23N 008 26 57E 55 56 52N 008 29 49E	FL 180 3500 FT MSL	For IFR flight planning purposes only.

Identification Name	Lateral Limits (WGS-84)	Upper limit / Lower limit	Remarks (Time of activity and ATS-unit)
EKR42 **JUVRE**	55 15 58N 008 26 55E 55 15 58N 008 39 55E 55 09 28N 008 39 55E 55 09 28N 008 26 55E 55 15 58N 008 26 55E	24500 FT MSL GND	AMC manageable area. Activation by NOTAM/ Daily NAV Warning. SKRYDSTRUP APP/TWR
EKR42Z **JUVRE FBZ**	55 18 58N 008 42 06E 55 17 13N 008 45 11E 55 08 13N 008 45 10E 55 06 28N 008 42 05E 55 06 28N 008 24 45E 55 08 13N 008 21 40E 55 17 13N 008 21 39E 55 18 58N 008 24 44E 55 18 58N 008 42 06E	FL 260 3500 FT MSL	For IFR flight planning purposes only.
EKR44 **HALK**	55 09 18N 009 30 56E 55 10 58N 009 38 56E 55 08 28N 009 46 56E 55 04 58N 009 38 26E 55 09 18N 009 30 56E	7000 FT MSL GND	AMC manageable area. Activation by NOTAM/ Daily NAV Warning. SKRYDSTRUP APP/TWR
EKR44Z **HALK FBZ**	55 14 00N 009 38 12E 55 13 55N 009 40 28E 55 10 18N 009 52 00E 55 07 00N 009 52 21E 55 01 53N 009 39 55E 55 02 04N 009 36 04E 55 08 21N 009 25 11E 55 11 33N 009 26 26E 55 14 00N 009 38 12E	FL 085 1500 FT MSL	For IFR flight planning purposes only. Routing to/from ADEP/ADES EKSP accepted.
EKR45 **HEVRING**	56 31 05N 010 23 19E 56 34 57N 010 23 15E 56 33 35N 010 30 39E 56 32 42N 010 31 26E 56 30 36N 010 25 09E 56 31 05N 010 23 19E	12000 FT MSL GND	AMC Manageable Area. Activation by NOTAM/ Daily NAV Warning. AARHUS APP/TWR
EKR45Z **HEVRING FBZ**	56 36 28N 010 17 47E 56 38 17N 010 22 19E 56 36 14N 010 33 25E 56 35 27N 010 35 04E 56 32 58N 010 37 15E 56 30 44N 010 36 03E 56 27 38N 010 26 48E 56 27 34N 010 24 03E 56 28 45N 010 19 34E 56 30 12N 010 17 54E 56 36 28N 010 17 47E	FL 135 3500 FT MSL	For IFR flight planning purposes only.
EKR47 **TRANUM NORD**	57 15 21N 009 28 11E 57 15 58N 009 29 35E 57 12 37N 009 39 05E 57 10 24N 009 38 05E 57 15 21N 009 28 11E	3500 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. AALBORG APP/TWR

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKR48 **TRANUM SYD**	57 07 58N 009 31 55E 57 09 58N 009 20 55E 57 12 04N 009 20 55E 57 15 21N 009 28 11E 57 10 24N 009 38 05E 57 07 58N 009 31 55E	12000 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. AALBORG APP/TWR
EKR48Z **TRANUM SYD FBZ**	57 07 26N 009 17 28E 57 09 00N 009 15 23E 57 12 44N 009 15 23E 57 13 56N 009 16 25E 57 18 23N 009 26 14E 57 18 19N 009 30 25E 57 11 38N 009 43 46E 57 08 48N 009 43 27E 57 05 07N 009 34 05E 57 04 53N 009 31 26E 57 07 26N 009 17 28E	FL 135 3500 FT MSL	For IFR flight planning purposes only.
EKR53 **LYSEGRUND SYD**	56 19 08N 011 57 46E 56 18 13N 012 00 36E 56 13 08N 012 03 16E 56 11 43N 011 59 56E 56 13 38N 011 46 06E 56 19 08N 011 57 46E	6000 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. ACC KØBENHAVN
EKR53Z **LYSEGRUND SYD FBZ**	56 20 31N 012 04 13E 56 19 37N 012 05 30E 56 13 05N 012 08 55E 56 11 19N 012 07 52E 56 08 55N 012 02 14E 56 08 38N 011 59 49E 56 11 09N 011 41 36E 56 14 43N 011 40 06E 56 22 02N 011 55 35E 56 22 12N 011 59 00E 56 20 31N 012 04 13E	FL 075 3500 FT MSL	For IFR flight planning purposes only.
EKR70 **BLOKHUS**	57 06 58N 009 20 55E 57 10 58N 009 14 25E 57 14 28N 009 14 25E 57 18 58N 009 23 55E 57 18 58N 009 29 55E 57 10 58N 009 36 55E 57 06 58N 009 31 55E 57 06 58N 009 20 55E	30000 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. KØBENHAVN ACC AALBORG APP/TWR

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKR70Z **BLOKHUS FBZ**	57 09 23N 009 09 36E 57 10 25N 009 08 53E 57 15 07N 009 08 52E 57 16 18N 009 09 51E 57 21 35N 009 21 01E 57 21 58N 009 22 54E 57 21 58N 009 31 32E 57 21 02N 009 34 15E 57 11 32N 009 42 33E 57 09 56N 009 42 19E 57 04 40N 009 35 43E 57 03 58N 009 33 17E 57 03 58N 009 19 44E 57 04 30N 009 17 34E 57 09 23N 009 09 36E	FL 315 3500 FT MSL	For IFR flight planning purposes only.
EKR78 **NYMINDEGAB VEST**	55 54 00N 008 01 30E 55 54 00N 008 09 30E 55 47 00N 008 11 00E 55 47 00N 008 01 30E 55 54 00N 008 01 30E	3000 FT MSL GND	AMC manageable area. Activation by NOTAM/ Daily NAV Warning. ACC KØBENHAVN Target towing. In connection with flights to and from Nymindegab private airfield supplementary information about periods of activities may be obtained from: Hjemmeværnsskolen, Kommandantskabet, TEL +45 76 52 34 56
EKR79 **NYMINDEGAB ØST**	55 51 58N 008 09 35E 55 52 00N 008 13 42E 55 48 00N 008 13 47E 55 47 59N 008 10 26E 55 51 58N 008 09 35E	3000 FT MSL GND	AMC manageable area. Activation by NOTAM/ Daily NAV Warning. ACC KØBENHAVN Target towing. In connection with flights to and from Nymindegab private airfield supplementary information about periods of activities may be obtained from: Hjemmeværnsskolen, Kommandantskabet, TEL +45 76 52 34 56
EKR80 **KALLESMÆRSK ØST**	55 32 18N 007 59 25E 55 34 06N 007 59 15E 55 41 28N 008 04 00E 55 43 58N 008 02 37E 55 39 58N 007 55 55E 55 33 39N 007 49 52E 55 32 18N 007 59 25E	16500 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. ACC KØBENHAVN

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKR81 **KALLESMÆRSK VEST**	55 33 39N 007 49 52E 55 39 58N 007 55 55E 55 43 58N 008 02 37E 55 48 03N 008 00 20E 55 46 40N 007 56 15E then counterclockwise along an arc, with a radius of 13,5 NM centered at 55 35 01N 008 08 12E to 55 38 55N 007 45 25E 55 34 36N 007 43 32E 55 33 39N 007 49 52E	16500 FT MSL GND	AMC manageable area Activation by NOTAM/ Daily NAV Warning. ACC KØBENHAVN
EKR95 **RAGHAMMER ODDE**	55 00 58N 014 44 56E 55 03 28N 015 00 26E 54 55 58N 015 03 56E 54 54 28N 014 54 56E 54 56 58N 014 46 26E 55 00 58N 014 44 56E	23000 FT MSL GND	
EKR96 **HULLEBÆK**	55 00 33N 014 50 36E 55 01 38N 014 55 41E 55 01 38N 014 57 11E 54 58 48N 014 58 46E 54 58 13N 014 54 11E 55 00 33N 014 50 36E	10500 FT MSL GND	

DANGER AREAS

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKD310 **JYL A - TSA**	57 14 30N 008 57 00E 57 14 28N 009 00 00E 56 27 06N 009 00 00E 56 27 13N 008 01 57E 56 50 19N 007 51 19E 57 14 30N 008 57 00E	FL340 FL145	AMC-manageable area Activation by NOTAM ACC KØBENHAVN .
EKD310Z **JYL A – TSA FBZ**	57 17 01N 008 55 39E 57 16 55N 009 04 37E 56 24 34N 009 04 31E 56 24 42N 007 58 26E 56 51 23N 007 46 06E 57 17 01N 008 55 39E	FL 350 FL 145	For IFR flight planning purposes only.
EKD320 **NS A - TSA**	56 27 00N 005 04 31E 56 27 00N 006 30 00E 56 05 00N 006 30 00E 56 05 00N 005 04 29E 56 27 00N 005 04 31E	FL660 GND	AMC manageable area Activation by NOTAM The lower limit of the area will be restricted to FL 55, when commercial helicopter operations to/from oil-/gasinstallations, windfarms and animal-migration flights in the North Sea will take place. These flights shall be in contact with Copenhagen Information before entering EKD320.
EKD320Z **NS A TSA FBZ**	56 29 29N 005 00 00E 56 29 28N 006 34 31E 56 02 28N 006 34 28E 56 02 28N 005 00 00E 56 29 29N 005 00 00E	FL660 FL195	For IFR flight planning purposes only.
EKD321 **NS B - TSA**	56 27 00N 006 30 00E 56 27 00N 007 34 00E 56 05 00N 007 36 30E 56 05 00N 006 30 00E 56 27 00N 006 30 00E	FL660 GND	AMC manageable area Activation by NOTAM The lower limit of the area will be restricted to FL 55, when commercial helicopter operations to/from oil-/gasinstallations, windfarms and animal-migration flights in the North Sea will take place. These flights shall be in contact with Copenhagen Information before entering EKD321.

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKD321Z **NS B – TSA FBZ**	56 29 29N 007 38 15E 56 02 28N 007 41 16E 56 02 29N 006 25 32E 56 29 29N 006 25 29E 56 29 29N 007 38 15E	FL660 FL195	For IFR flight planning purposes only.
EKD322 **NS C – TSA**	56 05 00N 005 04 29E 56 05 00N 006 30 00E 55 36 00N 006 30 00E 55 36 00N 006 00 00E 55 22 32N 005 24 13E 55 07 56N 005 04 22E 56 05 00N 005 04 29E	FL660 GND	AMC manageable area Activation by NOTAM The lower limit of the area will be restricted to FL 55, when commercial helicopter operations to/from oil-/ gasinstallations, windfarms and animal-migration flights in the North Sea will take place. These flights shall be in contact with Copenhagen Information before entering EKD322. When military traffic operate within TYRA FIZ they will operate in accordance with rules and procedures applicable for TYRA FIZ. This includes the establishment of two-way radio communication with TYRA information.
EKD322Z **NS C – TSA FBZ**	56 07 29N 005 00 00E 56 07 28N 006 34 29E 55 33 29N 006 34 25E 55 33 30N 006 01 20E 55 20 40N 005 27 14E 55 04 24N 005 05 08E 55 06 43N 005 00 00E 56 07 29N 005 00 00E	FL660 FL195	For IFR flight planning purpose only.

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKD323 **NS D - TSA**	56 05 00N 006 30 00E 56 05 00N 007 36 30E 55 36 00N 007 39 30E 55 36 00N 006 30 00E 56 05 00N 006 30 00E	FL660 GND	AMC manageable area Activation by NOTAM The lower limit of the area will be restricted to FL 55, when commercial helicopter operations to/from oil-/ gasinstallations, windfarms and animal migration flights in the North Sea will take place. These flights shall be in contact with Copenhagen Information before entering EKD323.
EKD323Z **NS D – TSA FBZ**	56 07 29N 006 25 31E 56 07 29N 007 40 44E 55 33 28N 007 44 11E 55 33 29N 006 25 35E 56 07 29N 006 25 31E	FL660 FL195	For IFR flight planning purposes only
EKD324 **NS E – TSA**	55 36 00N 006 00 00E 55 36 00N 006 30 00E 55 00 00N 006 29 58E 55 00 00N 005 04 22E 55 07 56N 005 04 22E 55 22 32N 005 24 13E 55 36 00N 006 00 00E	FL 660 GND	AMC manageable area Activation by NOTAM The lower limit of the area will be restricted to FL 55, when commercial helicopter operations to/from oil-/ gasinstallations, windfarms and animal migration flights in the North Sea will take place. These flights shall be in contact with Copenhagen Information before entering EKD324.
EKD324Z **NS E – TSA FBZ**	55 38 30N 005 58 40E 55 38 29N 006 34 26E 54 57 28N 006 34 19E 54 57 28N 005 00 00E 55 08 47N 005 00 00E 55 24 23N 005 21 11E 55 38 30N 005 58 40E		For IFR flight planning purposes only

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKD325 **NS F - TSA**	55 36 00N 006 30 00E 55 36 00N 007 39 30E 55 00 00N 007 38 37E 55 00 00N 006 29 58E 55 36 00N 006 30 00E	FL 660 GND	AMC manageable area Activation by NOTAM The lower limit of the area will be restricted to FL 55, when commercial helicopter operations to/from oil-/ gas installations, windfarms and animal migration flights in the North Sea will take place. These flights shall be in contact with Copenhagen Information before entering EKD325.
EKD325Z **NS F – TSA FBZ**	55 38 29N 007 44 00E 54 57 29N 007 42 54E 54 57 29N 006 25 37E 55 38 29N 006 25 35E 55 38 29N 007 44 00E	FL 660 FL 195	For IFR flight planning purposes only.
EKD350 **YDERFLAK**	56 06 43N 011 10 26E 56 01 18N 011 04 36E 56 06 58N 011 01 41E 56 09 18N 011 07 26E 56 06 43N 011 10 26E	6500 FT MSL GND	AMC manageable area. Activation by NOTAM Gun firing.
EKD350Z **YDERFLAK FBZ**	55 58 04N 011 07 23E 55 58 35N 011 00 25E 56 07 03N 010 56 03E 56 08 50N 010 57 08E 56 12 29N 011 06 08E 56 12 01N 011 10 42E 56 07 37N 011 15 47E 56 05 54N 011 15 50E 55 58 04N 011 07 23E	FL 080 3500 FT MSL	For IFR flight planning purposes only.
EKD351 **SCHULTZ GRUND**	56 06 43N 011 10 26E 56 09 18N 011 07 26E 56 10 48N 011 11 06E 56 10 38N 011 23 26E 56 06 43N 011 10 26E	UNL GND	AMC manageable area Activation by NOTAM Gun firing.
EKD351Z **SCHULTZ GRUND FBZ**	56 08 40N 011 01 45E 56 11 01N 011 02 31E 56 13 31N 011 08 38E 56 13 49N 011 10 20E 56 13 34N 011 27 42E 56 09 05N 011 29 38E 56 03 31N 011 11 09E 56 04 06N 011 07 04E 56 08 40N 011 01 45E	UNL 3500 FT MSL	For IFR flight planning purpose only

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKD352 **LYSEGRUND NORD**	56 27 23N 011 35 21E 56 19 08N 011 57 46E 56 13 38N 011 46 06E 56 14 18N 011 41 56E 56 21 43N 011 29 21E 56 27 23N 011 35 21E	6000 FT MSL GND	AMC Manageable Area. Activation by NOTAM Gun firing
EKD352Z **LYSEGRUND NORD FBZ**	56 20 47N 012 03 01E 56 17 48N 012 03 19E 56 10 52N 011 48 34E 56 10 32N 011 45 55E 56 11 32N 011 39 45E 56 11 57N 011 38 30E 56 20 23N 011 24 10E 56 22 22N 011 23 46E 56 30 01N 011 31 51E 56 30 36N 011 36 24E 56 20 47N 012 03 01E	FL 075 3500 FT MSL	For IFR flight planning purposes only.
EKD371 **MARSTAL BUGT**	54 45 00N 010 18 12E 54 45 00N 010 25 00E 54 41 00N 010 35 00E 54 35 57N 010 35 00E 54 38 40N 010 25 12E 54 45 00N 010 18 12E	48000 FT MSL SL	AMC Manageable area Activation by NOTAM PPR from Langen Information for penetration.
EKD371Z **MARSTAL BUGT FBZ**	54 48 00N 010 25 48E 54 47 44N 010 27 18E 54 43 03N 010 39 01E 54 41 44N 010 40 11E 54 34 18N 010 40 11E 54 32 32N 010 35 21E 54 36 08N 010 22 19E 54 36 42N 010 21 13E 54 44 53N 010 12 10E 54 48 00N 010 15 07E 54 48 00N 010 25 48E	FL 495 3500 FT MSL	Partly in Bremen FIR/Hannover UIR. For IFR flight planning purposes only.
EKD373 **RØMØ VEST**	55 00 53N 008 04 22E 55 19 58N 008 16 55E 55 19 58N 008 26 55E 55 09 28N 008 26 55E 55 04 00N 008 20 00E 55 00 53N 008 04 22E	40000 FT MSL GND	AMC Manageable area Activation by NOTAM Gun firing.
EKD373Z **RØMØ VEST FBZ**	55 21 54N 008 12 34E 55 22 58N 008 15 16E 55 22 58N 008 29 06E 55 21 13N 008 32 11E 55 09 00N 008 32 10E 55 08 05N 008 31 39E 55 01 52N 008 23 46E 55 01 19N 008 22 28E 54 57 25N 008 02 57E 55 00 09N 007 58 18E 55 21 54N 008 12 34E	FL 415 3500 FT MSL	Partly in Bremen FIR/Hannover UIR. For IFR flight planning purposes only.

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKD389 **SKAGEN NORD**	58 02 58N 010 53 20E 58 30 00N 010 30 00E 58 21 57N 010 12 56E 58 02 58N 010 29 55E 58 02 58N 010 53 20E	60000 FT MSL GND	AMC manageable area Activation by NOTAM Gun firing.
EKD389Z **SKAGEN NORD FBZ**	58 30 00N 010 30 00E 57 59 58N 010 55 53E 57 59 58N 010 28 17E 58 00 54N 010 25 29E 58 19 51N 010 08 30E 58 30 00N 010 30 00E	FL 615 3500 FT MSL	For IFR flight planning purposes only
ED-D28 **OSTSEE/SCHÖNHAGEN**	54 45 00N 010 09 24E 54 45 00N 010 18 12E 54 38 40N 010 25 12E 54 35 57N 010 35 00E 54 34 00N 010 35 00E 54 32 39N 010 31 37E 54 35 35N 010 20 24E 54 45 00N 010 09 24E	48000 FT MSL GND	AMC Manageable Area. See AIP Germany for detail.
ED-28Z **OSTSEE/SCHÖNHAGEN FBZ**	54 47 30N 010 06 20E 54 47 20N 010 20 30E 54 40 37N 010 28 10E 54 37 31N 010 39 18E 54 32 41N 010 39 17E 54 29 48N 010 32 03E 54 33 36N 010 17 32E 54 44 38N 010 04 37E 54 47 30N 010 06 20E	FL 515 GND	For IFR flight planning purposes only. See AIP Germany for detail.
ED-D46B **NORDSEE**	55 00 00N 007 15 00E 55 10 00N 007 20 00E 55 10 00N 007 50 00E 55 00 00N 007 43 25E 55 00 00N 007 15 00E	FL 660 GND	AMC Manageable Area. See AIP Germany for detail.
ED-D46BZ **NORDSEE FBZ**	55 12 29N 007 16 43E 55 12 29N 007 56 18E 54 57 30N 007 46 25E 54 57 30N 007 09 15E 55 12 29N 007 16 43E	FL 660 GND	For IFR flight planning purposes only. See AIP Germany for detail.

An overview of activities in Danger and Restricted areas (EK-D and EK-R) within København FIR is available from NAVIAIR:

http://briefing.naviair.dk/

Military flights through the areas above are permitted when the areas are not reported active.

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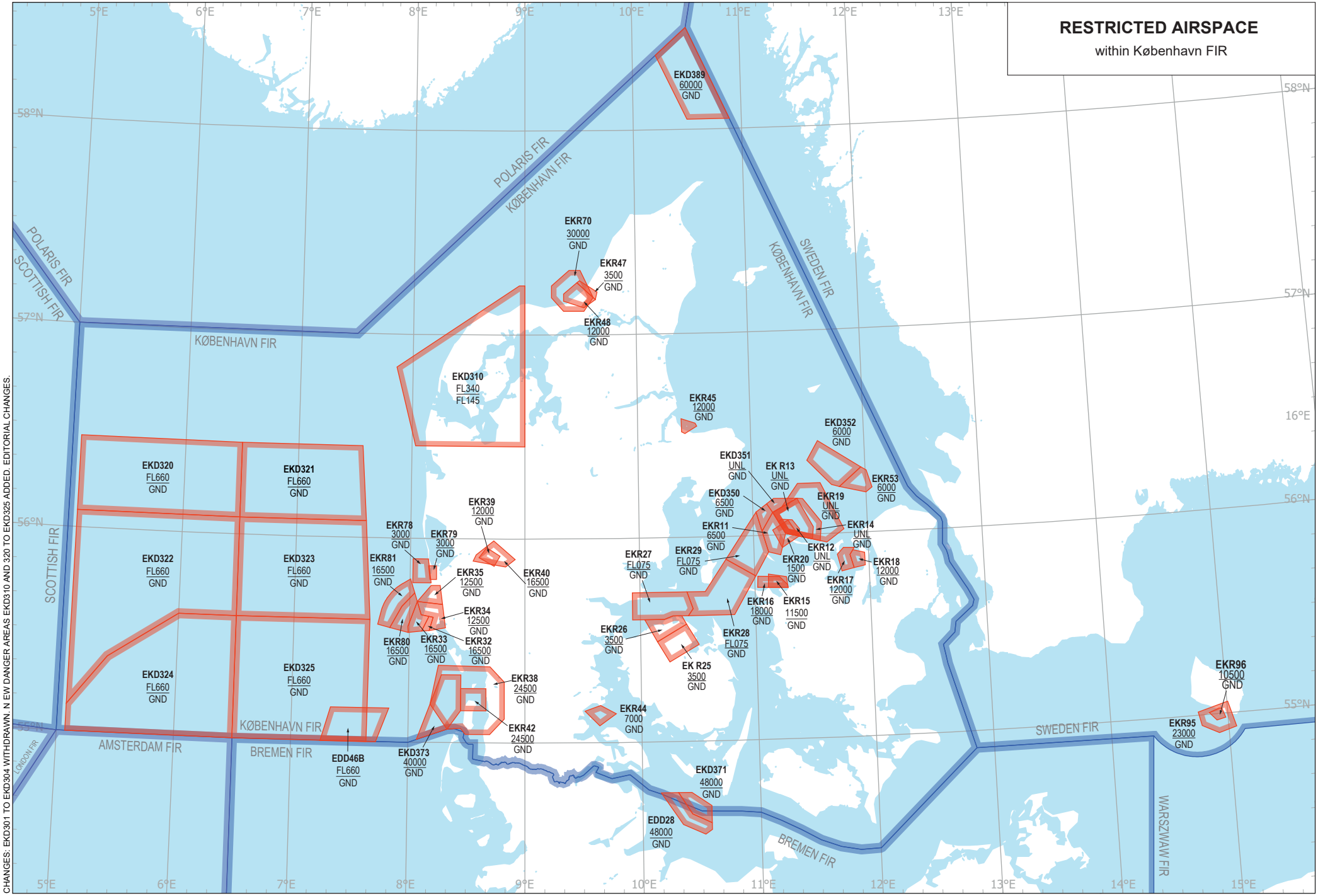
RESTRICTED AIRSPACE
within København FIR
CHANGES: EKD301 TO EKD304 WITHDRAWN. N EW DANGER AREAS EKD310 AND 320 TO EKD325 ADDED. EDITORIAL CHANGES.
POLARIS FIR
KØBENHAVN FIR
SCOTTISH FIR
SWEDEN FIR
AMSTERDAM FIR
BREMEN FIR
LONDON FIR
WARSZWAW FIR
EKD389 60000 GND
EKR70 30000 GND
EKR47 3500 GND
EKR48 12000 GND
EKD310 FL340 FL145
EKR45 12000 GND
EKD352 6000 GND
EKD351 UNL GND
EK R13 UNL GND
EKR53 6000 GND
EKD350 6500 GND
EKR19 UNL GND
EKR11 6500 GND
EKR14 UNL GND
EKR12 UNL GND
EKR20 1500 GND
EKR18 12000 GND
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EKR16 18000 GND
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EKD322 FL660 GND
EKD323 FL660 GND
EKD324 FL660 GND
EKD325 FL660 GND
EKR38 24500 GND
EKR42 24500 GND
EKR44 7000 GND
EDD46B FL660 GND
EKD373 40000 GND
EKD371 48000 GND
EDD28 48000 GND
EKR96 10500 GND
EKR95 23000 GND
5°E
6°E
7°E
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13°E
14°E
15°E
16°E
58°N
57°N
56°N
55°N

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS

1. TEMPORARY SEGREGATED AREAS (TSA)

1.1 General
Within the areas described in the table below, special training flights with military fighter aircraft may take place periodically.

1.2 Information about use
Information about use is published by NAVIAIR or on Eurocontrols NOP-portal:
https://www.public.nm.eurocontrol.int/PUBPORTAL/gateway/spec/
Short term information about active TSA's can be obtained from DENMIL or COPENHAGEN CONTROL

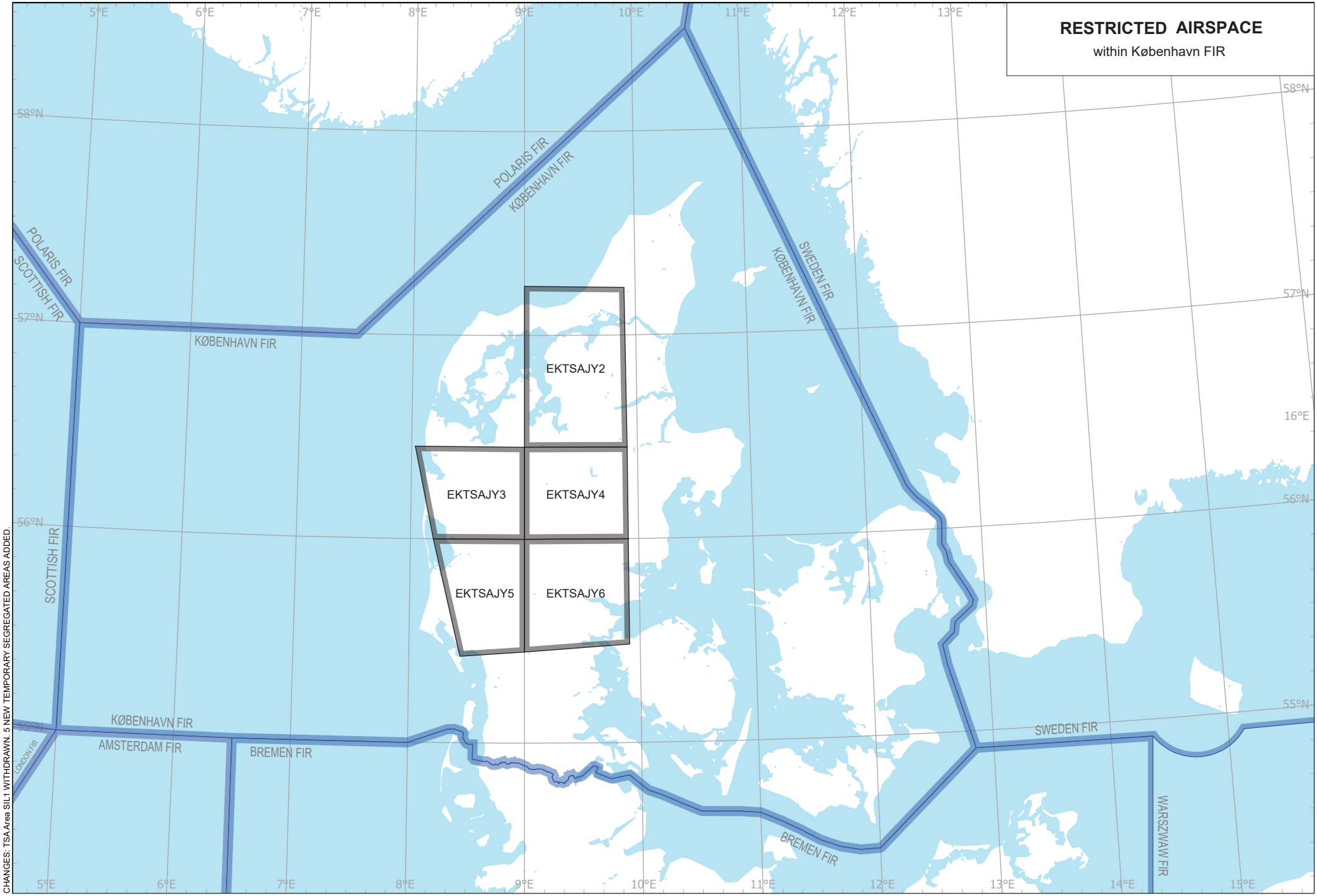
1.3 Special for IFR flights
For IFR flights, an ATC clearance, necessitating the entry into a TSA, will ensure that the flight will be separated from special training flights with the prescribed separation minima. IFR flights should flightplan to avoid an active TSA using the ATS route system or waypoints established for flight planning in Free Route Airspace.

1.4 Special for VFR flights
VFR flights should avoid entering an active TSA.

1.5 Use of TSA
Areas will be assigned using VFR levels, but are to be used within IFR level limits. A horizontal distance of 2.5 NM must be kept from the area limits.

Identification Name	Lateral Limits (WGS-84)	Upper limit Lower limit	Remarks (Time of activity and ATS-unit)
EKTSAJY2 **JYL B - TSA**	57 14 28N 009 00 00E 57 14 00N 009 54 00E 56 27 00N 009 54 30E 56 27 06N 009 00 00E 57 14 28N 009 00 00E	FL 340 FL 145	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKTSAJY2Z **JYL B - TSA FBZ**	57 16 59N 008 55 23E 57 16 27N 009 58 36E 56 24 28N 009 59 03E 56 24 35N 008 55 29E 57 16 59N 008 55 23E	FL 350 FL 145	For IFR flight planning purposes only
EKTSAJY3 **JYL C - TSA**	56 27 13N 008 01 57E 56 27 06N 009 00 00E 56 00 00N 009 00 00E 56 00 00N 008 12 07E 56 27 13N 008 01 57E	FL 660 FL 145	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKTSAJY3Z **JYL C - TSA FBZ**	56 29 43N 007 56 23E 56 29 34N 009 04 31E 55 57 29N 009 04 28E 55 57 29N 008 08 29E 56 29 43N 007 56 23E	FL 660 FL 145	For IFR flight planning purposes only

Identification Name	Lateral Limits (WGS-84)	Upper limit / Lower limit	Remarks (Time of activity and ATS-unit)
EKTSAJY4 **JYL D - TSA**	56 27 06N 009 00 00E 56 27 00N 009 54 30E 56 00 00N 009 54 30E 56 00 00N 009 00 00E 56 27 06N 009 00 00E	FL 660 FL 145	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKTSAJY4Z **JYL D - TSA FBZ**	56 29 36N 008 55 29E 56 29 29N 009 59 02E 55 57 29N 009 58 58E 55 57 29N 008 55 32E 56 29 36N 008 55 29E	FL 660 FL 145	For IFR flight planning purposes only
EKTSAJY5 **JYL E - TSA**	56 00 00N 008 12 07E 56 00 00N 009 00 00E 55 26 50N 009 00 00E 55 25 30N 008 26 30E 56 00 00N 008 12 07E	FL 660 FL 145	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKTSAJY5Z **JYL E - TSA FBZ**	56 02 29N 008 06 28E 56 02 29N 009 04 28E 55 24 30N 009 04 24E 55 22 51N 008 23 04E 56 02 29N 008 06 28E	FL 660 FL 145	For IFR flight planning purposes only
EKTSAJY6 **JYL F - TSA**	56 00 00N 009 00 00E 56 00 00N 009 54 30E 55 29 00N 009 54 30E 55 26 50N 009 00 00E 56 00 00N 009 00 00E	FL 660 FL 145	AMC Manageable Area Activation by NOTAM ACC KØBENHAVN
EKTSAJY6Z **JYL F - TSA FBZ**	56 02 29N 009 58 59E 55 26 39N 009 58 54E 55 24 08N 008 55 36E 56 02 29N 008 55 32E 56 02 29N 009 58 59E	FL 660 FL 145	For IFR flight planning purposes only
EKD310 JYL A – TSA, **EKD310Z JYL A – TSA FBZ,** **EKD320 NS A – TSA,** **EKD320Z NS A – TSA FBZ,** **EKD321 NS B – TSA,** **EKD321z NS B – TSA FBZ,** **EKD322 NS C – TSA,** **EKD322Z NS C – TSA FBZ,** **EKD324 NS D – TSA,** **EKD324Z NS D – TSA FBZ** **EKD325 NS E – TSA** **EKD325Z NS E – TSA FBZ**		Ref. MIL AIP DENMARK page ENR 5.1-14, ENR 5.1-15, ENR 5.1-16 and ENR 5.1-17.	



CHANGES: TSA Area SIL1 WITHDRAWN. 5 NEW TEMPORARY SEGREGATED AREAS ADDED.

2. TEMPORARY RESERVED AREAS (TRA)

2.1 General

Within the Areas described in the table below, special training flights with military fighter aircraft may take place periodically. The training flights are conducted with due regard to civil flights but the Rules of The Air procedures concerning right-of-way may not always be complied with. IFR flights will be separated from special training flights. VFR flights should avoid entering an active TRA. If entry can not be avoided, two-way radio communication should be established with relevant ATS-unit. the ATS-unit will forward the information to the military ATS-units concerned.

2.2 Information about use

Information about use can be obtained from the relevant ATS-unit.

2.3 Use of TRA

Areas will be assigned using VFR levels, but are to be used within IFR level limits. A horizontal distance of 2.5 NM must be kept from the area limits.

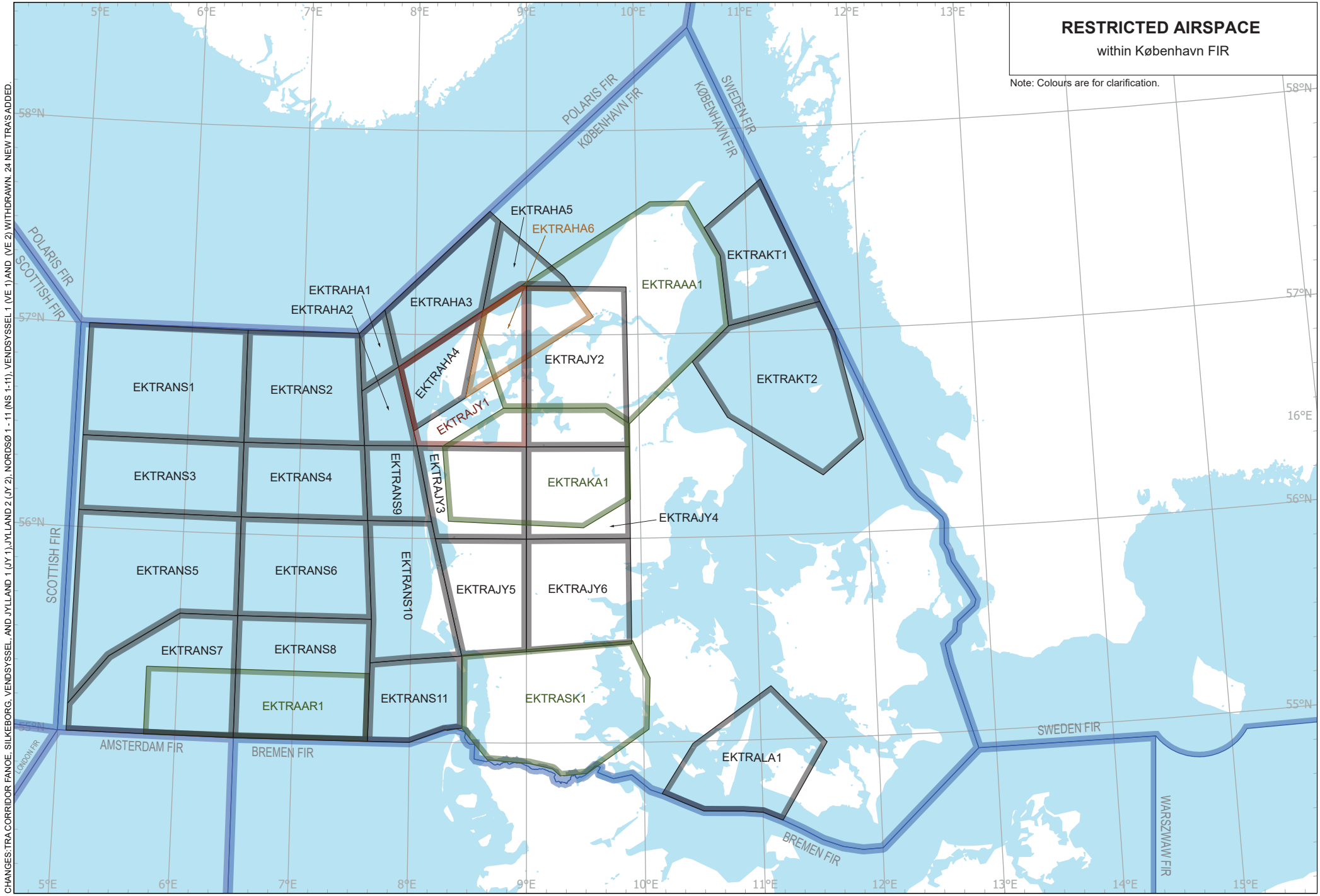
Name, Lateral Limits.	Vertical limits	ATS UNIT, CS	REMARK
EKTRAAA1 **AALBORG** 573858N 0102855E - 572238N 0104525E - 570158N 0104855E - 563343N 0095455E - 563828N 0094225E - 563828N 0084735E - 565958N 0083355E - 570713N 0083625E - 573858N 0100725E - 573858N 0102855E.	FL 195 FL 55	AALBORG APPROACH	H24
EKTRAAR1 **AAR** 552000N 0054400E - 552000N 0073906E - 550000N 0073837E - 500000N 0054400E - 552000N 0054400E	FL 330 FL 145	DENMIL INFORMATION	H24
EKTRAHA1 **HANS 1** 570000N 0073000E - 570700N 0074330E - 565019N 0075119E - 564300N 0073200E - 570000N 0073000E	FL 660 GND	DENMIL INFORMATION	H24
EKTRAHA2 **HANS 2** 564300N 0073200E - 565019N 0075119E - 562713N 0080157E - 562700N 0073400E - 564300N 0073200E	FL 660 GND	DENMIL INFORMATION	H24

Name, Lateral Limits.	Vertical limits	ATS UNIT, CS	REMARK
EKTRAHA3 **HANS 3** 570700N 0074330E - 573623N 0083959E - 573338N 0084552E - 570713N 0083625E - 565019N 0075119E - 570700N 0074330E	FL 660 GND	DENMIL INFORMATION	H24
EKTRAHA4 **HANS 4** 565019N 0075119E - 570713N 0083625E - 564130N 0082730E - 563130N 0080000E - 565019N 0075119E - 565019N 0075119E	FL 660 GND	DENMIL INFORMATION	H24
EKTRAHA5 **HANS 5** 573338N 0084552E - 571718N 0092024E - 571418N 0092421E - 571430N 0085700E - 570713N 0083625E - 573338N 0084552E	FL 660 GND	DENMIL INFORMATION	H24
EKTRAHA6 **HANS 6** 570713N 0083625E - 571430N 0085700E - 571418N 0092421E - 570519N 0093606E - 564130N 0082730E - 570713N 0083625E -	FL 660 GND	DENMIL INFORMATION	H24
EKTRAJY1 **JYL 1** 571430N 0085700E - 571428N 0090000E - 562706N 0090000E - 562713N 0080157E - 565019N 0075119E - 571430N 0085700E	FL 340 FL 145	DENMIL INFORMATION	H24
EKTRAJY2 **JYL 2** 571428N 0090000E - 571400N 0095400E - 562700N 0095430E - 562706N 0090000E - 571428N 0090000E	FL 340 FL 145	DENMIL INFORMATION	H24
EKTRAJY3 **JYL 3** 562713N 0080157E - 562706N 0090000E - 560000N 0090000E - 560000N 0081207E - 562713N 0080157E	FL 660 FL 145	DENMIL INFORMATION	H24

Name, Lateral Limits.	Vertical limits	ATS UNIT, CS	REMARK
EKTRAJY4 **JYL 4** 562706N 0090000E - 562700N 0095430E - 560000N 0095430E - 560000N 0090000E - 562706N 0090000E	FL 660 FL 145	DENMIL INFORMATION	H24
EKTRAJY5 **JYL 5** 560000N 0081207E - 560000N 0090000E - 552650N 0090000E - 552530N 0082630E - 560000N 0081207E	FL 660 FL 145	DENMIL INFORMATION	H24
EKTRAJY6 **JYL 6** 560000N 0090000E - 560000N 0095430E - 552900N 0095430E - 552650N 0090000E - 560000N 0090000E	FL 660 FL 145	DENMIL INFORMATION	H24
EKTRAKA1 **KARUP** 563828N 0094225E - 563343N 0095455E - 561128N 0095455E - 560317N 0092955E - 560508N 0081855E - 562713N 0081525E - 563828N 0084735E - 563828N 0094225E.	FL 195 FL 55	KARUP APPROACH	H24
EKTRAKT1 **KATTEGAT 1 (KGT 1)** 574456N 0110834E - 570816N 0113838E - 570158N 0104855E - 572238N 0104525E - 573058N 0103701E - 574456N 0110834E	FL 195 GND	DENMIL INFORMATION	H24
EKTRAKT2 **KATTEGAT 2 (KGT 2)** 570816N 0113838E - 565908N 0114558E - 562715N 0115901E - 561715N 0113656E - 563506N 0104702E - 565138N 0102855E - 570158N 0104855E - 570816N 0113838E.	FL 195 GND	DENMIL INFORMATION	H24
EKTRALA1 **LANGELAND (LAN)** 551548N 0110557E - 545928N 0113346E - 543610N 0111000E - 543840N 0110000E - 543910N 0105000E - 543920N 0104000E - 543930N 0103000E - 544200N 0102000E - 544435N 0101000E - 544447N 0100900E - 545924N 0102509E - 551548N 0110557E.	FL 195 GND	DENMIL INFORMATION	H24

Name, Lateral Limits.	Vertical limits	ATS UNIT, CS	REMARK
EKTRANS1 **NS 1** 570000N 0050435E - 570000N 0063000E - 562700N 0063000E - 562700N 0050431E - 570000N 0050435E	FL 660 GND	DENMIL INFORMATION	H24
EKTRANS2 **NS 2** 570000N 0063000E - 570000N 0073000E - 564300N 0073200E - 562700N 0073400E - 562700N 0063000E - 570000N 0063000E -	FL 660 GND	DENMIL INFORMATION	H24
EKTRANS3 **NS 3** 562700N 0050431E - 562700N 0063000E - 560500N 0063000E - 560500N 0050429E - 562700N 0050431E	FL 660 GND	DENMIL INFORMATION	H24
EKTRANS4 **NS 4** 56 27 00N 006 30 00E - 56 27 00N 007 34 00E - 56 05 00N 007 36 30E - 56 05 00N 006 30 00E - 56 27 00N 006 30 00E	FL 660 GND	DENMIL INFORMATION	H24
EKTRANS5 **NS 5** 560500N 0050429E - 560500N 0063000E - 553600N 0063000E - 553600N 0060000E - 552232N 0052413E - 550756N 0050422E - 560500N 0050429E	FL 660 GND	DENMIL INFORMATION	H24
EKTRANS6 **NS 6** 560500N 0063000E - 560500N 0073630E - 553600N 0073930E - 553600N 0063000E - 560500N 0063000E	FL 660 GND	DENMIL INFORMATION	H24
EKTRANS7 **NS 7** 553600N 0060000E - 553600N 0063000E - 550000N 0062958E - 550000N 0050422E - 550756N 0050422E - 552232N 0052413E - 553600N 0060000E	FL 660 GND	DENMIL INFORMATION	H24

Name, Lateral Limits.	Vertical limits	ATS UNIT, CS	REMARK
EKTRANS8 **NS 8** 553600N 0063000E - 553600N 0073930E - 550000N 0073837E - 550000N 0062958E - 553600N 0063000E	FL 660 GND	DENMIL INFORMATION	H24
EKTRANS9 **NS 9** 562713N 0080157E - 560500N 0081000E - 560500N 0073630E - 562700N 0073400E - 562713N 0080157E	FL 660 GND	DENMIL INFORMATION	H24
EKTRANS10 **NS 10** 560500N 0073630E - 560500N 0081000E - 552530N 0082630E - 552421N 0080007E - 552252N 0073910E - 553600N 0073930E - 560500N 0073630E	FL 660 GND	DENMIL INFORMATION	H24
EKTRANS11 **NS 11** 552530N 0082630E - 550417N 0082655E - 550409N 0082344E - 550337N 0081915E - 550348N 0081802E - 550000N 0080000E - 550000N 0074400E - 550000N 0073837E - 552252N 0073910E - 552421N 0080007E - 552530N 0082630E	FL 660 GND	DENMIL INFORMATION	H24
EKTRASK1 **SKRYDSTRUP** 552958N 0095456E - 551858N 0100346E - 550348N 0100250E - 545100N 0093100E - 545015N 0091700E - 545220N 0091320E - 545400N 0090110E - 545500N 0084000E - 550417N 0082655E - 552549N 0082655E - 552958N 0095456E.	FL 195 FL 55	SKRYDSTRUP APPROACH	H24


RESTRICTED AIRSPACE
within København FIR
Note: Colours are for clarification.
CHANGES:TRA CORRIDOR FANOE, SILKEBORG, VENDSYSSEL, AND JYLLAND 1 (JY 1),JYLLAND 2 (JY 2), NORDSØ 1 - 11 (NS 1-11), VENDSYSSEL 1 (VE 1) AND (VE 2) WITHDRAWN. 24 NEW TRA'S ADDED.
POLARIS FIR
KØBENHAVN FIR
SWEDEN FIR
SCOTTISH FIR
AMSTERDAM FIR
BREMEN FIR
LONDON FIR
WARSZWAW FIR
EKTRAHA1
EKTRAHA2
EKTRAHA3
EKTRAHA4
EKTRAHA5
EKTRAHA6
EKTRAAA1
EKTRAKT1
EKTRAKT2
EKTRAJY1
EKTRAJY2
EKTRAJY3
EKTRAJY4
EKTRAJY5
EKTRAJY6
EKTRAKA1
EKTRANS1
EKTRANS2
EKTRANS3
EKTRANS4
EKTRANS5
EKTRANS6
EKTRANS7
EKTRANS8
EKTRANS9
EKTRANS10
EKTRANS11
EKTRAAR1
EKTRASK1
EKTRALA1
5°E
6°E
7°E
8°E
9°E
10°E
11°E
12°E
13°E
14°E
15°E
16°E
58°N
57°N
56°N
55°N

3. EXERCISE "BOLD MERCY"

3.1 Designation
EXERCISE BOLD MERCY

3.2 Description
A periodic medium scale Search and Rescue (SAR) exercise, conducted with live flying search and rescue operations. The exercise is separated into 6 parts, indicated as follows:

a. BOLD MERCY ATLANTIC SOUTH.

b. BOLD MERCY ATLANTIC MIDDLE.

c. BOLD MERCY ATLANTIC NORTH.

d. BOLD MERCY BALTIC SOUTH.

e. BOLD MERCY BALTIC CENTRAL.

f. BOLD MERCY BALTIC NORTH.

Exercise operations will take place in the Atlantic area in even years and in the Baltic area in uneven years. Each part will be conducted independently; different dates and times for each part may be applicable.

3.3 FIR's affected

Amsterdam	Polaris
Bodø	Reykjavik
Bodø oceanic	Scottish
Bremen	Shanwick Oceanic
Brussels	Sonderstrom
København	Sweden
London	Vilnius
Riga	Warszawa
Finland	Tallinn

3.4 Vertical and lateral limits
BOLD MERCY exercise will normally take place from Sea level to FL 60. The exact vertical limits for each area will be included in the Class I activation NOTAM (Dates and Times, ENR 5.2-6)

A. Bold Mercy Atlantic South

1.	Amsterdam FIR:	The North Sea area of the FIR
2.	Brussels FIR:	The North Sea area North of 51°N
3.	Bremen FIR:	The North Sea and Baltic Sea area of the FIR.
4.	København FIR:	The North Sea area South of 57°N and The Baltic Sea West of 012°E
5.	Scottish FIR:	The North Sea area South of 56°N.
6.	London FIR:	The North Sea area North of 51°N.

B. Bold Mercy Atlantic Middle

1.	København FIR:	The North Sea and Skagerrak area North of 55°N and West of 010°E
2.	Sweden FIR:	The Skagerrak area North of 58°N and West of 012°E
3.	Polaris FIR/ Oslo AOR:	The area South of 59°N and West of 012°E.
4.	Reykjavik FIR:	The area South of 63°N and East of 010°W.
5.	Scottish FIR:	The North Sea and Atlantic area North of 55°N and East of 010°W.
6.	Polaris FIR/ Stavanger AOR:	The area South of 63°N and West of 007°30E.
7.	Polaris FIR/ Bodø AOR:	The area South of 63°N

C. Bold Mercy Atlantic North

1.	Polaris FIR/ Bodø Oceanic	The sea West of 024°E and South of 72°N.
2.	Reykjavik FIR:	The entire FIR.
3.	Scottish FIR/ Shanwick Oceanic:	The sea area North of 60°N.
4.	Søndrestrøm FIR:	The area West of 56°W and between 60°N and the North Pole.
5.	Polaris FIR/ Stavanger AOR:	The area North of 60°N and West of 007°30E.
6.	Polaris FIR/ Bodø AOR:	All the sea area within the FIR limits. The land area South of 63°N and West of 007°30. The land area North of 65°N but no closer than 20 NM to the international border. The land area West of 024°E but not closer than 20 NM to the international border.

D. Bold Mercy Baltic South

1.	København FIR:	The sea area in The Baltic.
2.	Warszawa FIR:	The entire sea area in The Baltic.
3.	Berlin FIR:	The entire sea area in The Baltic.
4.	Bremen FIR:	The sea area in The Baltic.
5.	Sweden FIR:	The sea area West of Øland.

E. Bold Mercy Baltic Central

1.	Riga FIR:	The entire sea area in The Baltic.
2.	Vilnius FIR:	The entire sea area in The Baltic.
3.	Warszawa FIR:	The entire sea area in The Baltic.
4.	Sweden FIR:	The sea area in The Baltic East of a line between Bornholm and Stockholm

F. Bold Mercy Baltic North

1.	Sweden FIR:	The sea area in The Baltic North of Stockholm.
2.	Tallinn FIR:	The sea area in The Baltic.
3.	Riga FIR:	The entire area in The Baltic.
4.	Finland FIR:	The entire area in The Baltic.

3.5 Dates and times
The exercise will be conducted periodically at dates and times to be promulgated approximately 10 days in advance of each exercise by separate Class I NOTAM and additionally a Class II NOTAM as required.

3.6 Procedures for exercise aircraft
Exercise aircraft flying to and from SAR exercise areas will comply with ICAO or national ATC procedures including filing of flight plans. SAR aircraft operations in the search area will be conducted in VMC only and will comply with national ATS procedures.
During SAR operations, exercise aircraft will be in contact with the RCC concerned.

3.7 Procedures for non-exercise aircraft
During the exercise period as notified by Class I NOTAM as specified above in Dates and Times, non-exercise aircraft:

a. are advised to avoid the actual scene of rescue operations

b. may, in order to comply with a. above, if necessary obtain information on actual SAR exercise activities in the areas through the appropriate ATS unit (incl. Flight Information Service).

3.8 Contact authority
To be provided in the activation NOTAM for each exercise.

BLANK

ENR 5.3 OTHER ACTIVITIES OF HAZARDOUS NATURE

1. ACTIVITIES IN THE NORTHERN PART OF THE NORTH SEA (Oil rigs)

1.1 General

In connection with the exploration and production of oil and gas in the northern part of the North Sea, activities may occur which could endanger air traffic in the area. These activities could be: intensive flying with helicopters and "Cold Flaring".
In the following precautionary measures to be taken in order to minimize risk to the air traffic as well as to the staff at the installations concerned will be outlined. Change to this information will be promulgated via NOTAM class I.

1.2 Cold Flaring

Gas escaping from the oil production will normally be burned off. When the oil production is restarted after a shut down involving opening of the installations to the atmosphere it is necessary to purge the pipework and vessels before reignition of the gas. During this procedure, called "Cold Flaring", large amounts of gas will be pouring into the atmosphere, creating an explosive mixture.
The extend of the mixture is depending on the actual weather conditions.

“Cold Flaring” may take place from all fixed mobile oil- and gasinstallations:

Actual information concerning "Cold Flaring" is available from TYRA Information on frequency 118.425 Mhz within following opening hours:

Winter MON-FRI 0500-1700Z – SAT/SUN CLSD
Summer MON-FRI 0600-1800Z - SAT/SUN CLSD

Air traffic is advised to pass installations from which "Cold Flaring" is taking place at a lateral distance of 3 NM or more at an altitude of 3.000 FT MSL or above.

1.3 Risk Of Explosion In The Vicinity Of North Sea Oil And Gas Installations

In connection with perforation of underground wells, explosive charges are released by means of radio waves.
Radio waves covering the whole frequency spectrum might release an explosion if they are received when detonators are being inserted or removed.
To avoid inadvertent explosion, which can be a risk to the crew on the installation and damage the installation, air traffic is strongly requested to pass all fixed and mobile installations at a lateral distance of 1 NM or more or at an altitude of 3000 FT MSL or above.

1.4 Fixed Oil And Gas Installations

A list of fixed installations are given below.

DAN B	PSN	552810N 050812E
DAN E	PSN	552852N 050655E
DAN FC	PSN	552840N 050619E
GORM C	PSN	553446N 044525E

ROLF	PSN	553622N 042931E
SKJOLD C	PSN	553158N 045431E
TYRA EAST A	PSN	554317N 044806E
TYRA WEST A	PSN	554259N 044500E

1.5 Mobile Oil and Gas Installations:

Positions of mobile installations will not be published in AIP.

1.6 Flare Stacks Other Than Off-Shore

From the flare stack located at position stated below escape and burning of gas and condensates may take place occasionally.

a) NW of Varde at PSN 554005N 082155E (see ENR 5.4: OBST VARDE).
b) S of Kalundborg at PSN 553913N 110601E (see ENR 5.4: OBST KALUNDBORG 2).
c) SW of Egtved at PSN 553557E 0091357E (see ENR 5.4: OBST EGTVED).
d) N of Viborg at PSN 563825N 0092503E (See ENR 5.4, OBST Viborg).
e) SE of Næstved at PSN 551237N 0115908E (See ENR 5.4, OBST Everdrup).
f) NE of Stenlille at PSN 55 32 58N 011 37 25E (See ENR 5.4, OBST Stenlille).

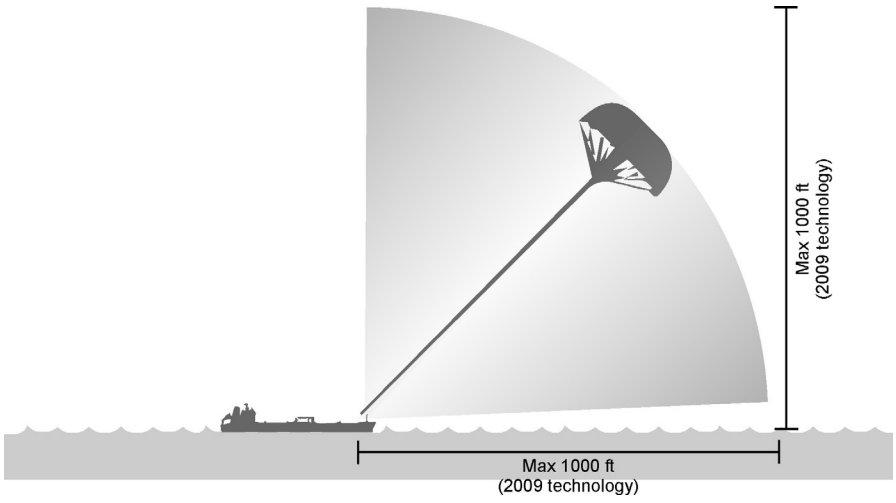
Due to high temperature and risk of explosion it is recommended to avoid overflying of the flare stack below 2000 FT MSL

2. USE OF TOWING KITE PROPULSION SYSTEMS

Ships using a towing kite (skysail) as a supplement to traditional propulsion may constitute a danger to low flying aircraft over the sea. The towing kite is a large paraglider look-a-like device that is attached to the ship's bow with a synthetic rope. It normally manoeuvres constantly in a 'horizontal figure-eight' pattern in order to achieve maximum propulsion efficiency. The kite will normally operate ahead of the ship within 50° of its course and at an angle of 30-60° but it may occasionally operate up to 90° off the ship's course and at any angle up to zenith above the ship. The kite is illuminated at night.

With 2009 technology towing kites may operate up to 300 meters (1000 ft) above the sea. However, as technology improves this figure may double.

Towing kites may be used in class G airspace outside the territorial boundary, i.e. beyond the limits of national jurisdiction under the United Nations Convention on the Law of the Sea (UNCLOS).



3. AIR-TO-AIR REFUELING AREAS (AARA)

3.1 General

Air refueling (AAR) in EKDK FIR should normally be performed in one of the preplanned AAR Tracks listed in 3.2. AAR is however not limited to the preplanned AAR tracks and can be completed in the entire EKDK FIR after coordination with ACC Copenhagen.

AAR in the AAR Tracks listed in 3.2 will normally include a clearance to remain inside the associated TSA / TRA (see chart ENR 5.3-5) which requires the AAR participants to stay within and not closer than 2.5NM to the lateral limits of the associated TSA / TRA unless otherwise coordinated with the controlling agency.

The inbound track is flown from the Additional Point and to the Anchor Point followed by a turn in the specified direction. The inbound track can be shortened but not extended unless coordinated with the controlling agency.

3.2 Air Refueling Tracks

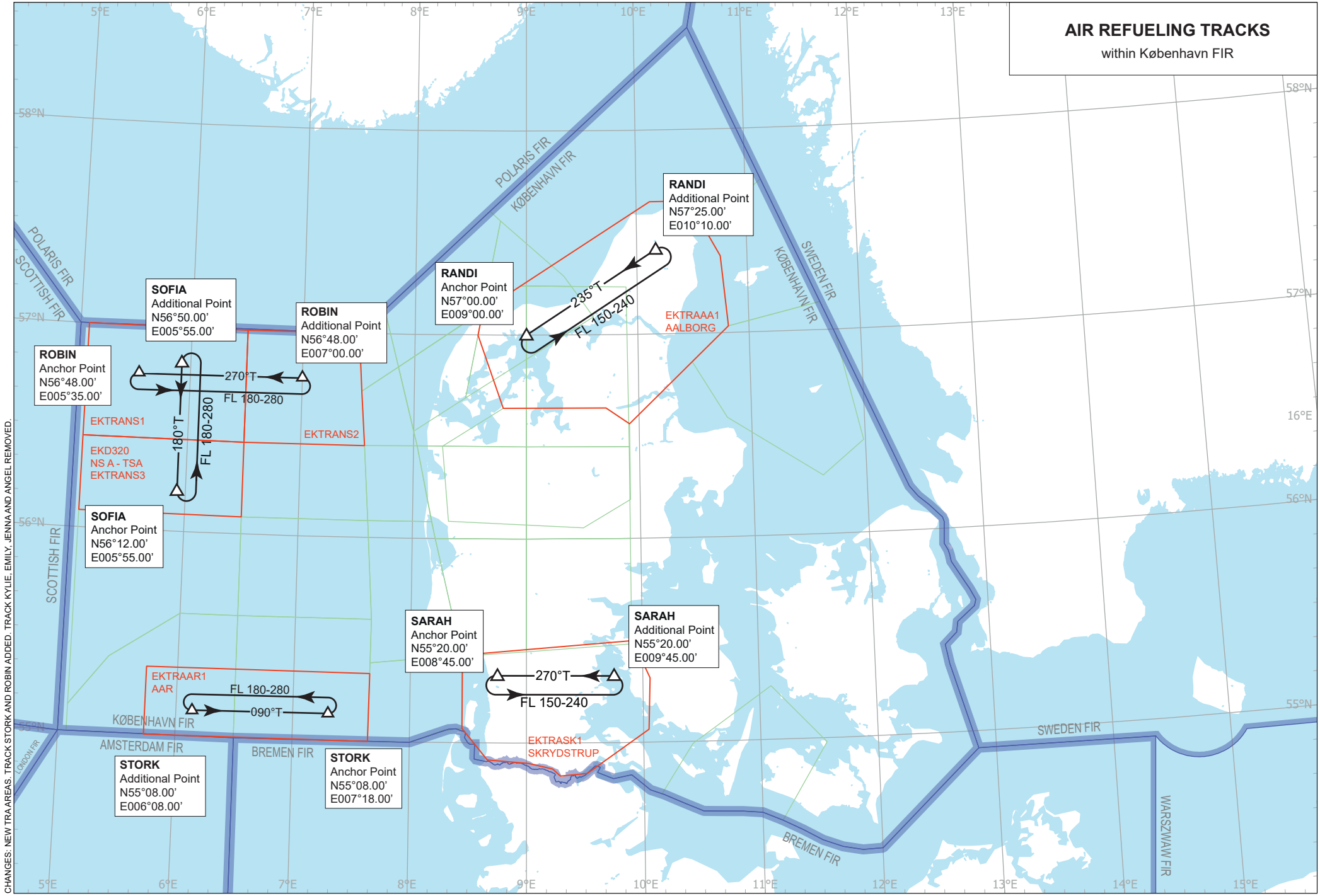
STORK track Altitude Block: FL180-280 Anchor Point: N55°08.00' E007°18.00' Additional Point: N55°08.00' E006°08.00' Inbound Track: 090°T Turn direction: Left Associated: EKTRAAR1 (AAR)	RANDI track Altitude Block: FL150-240 Anchor Point: N57°00.00' E009°00.00' Additional Point: N57°25.00' E010°10.00' Inbound Track: 235°T Turn direction: Left Associated: EKTRAAA1 (AALBORG)
SOFIA track Altitude Block: FL180-280 Anchor Point: N56°12.00' E005°55.00' Additional Point: N56°50.00' E005°55.00' Inbound Track: 180°T Turn direction: Left Associated: EKD320 / EKTRANS3 / NS A EKTRANS1	SARAH track Altitude Block: FL150-240 Anchor Point: N55°20.00' E008°45.00' Additional Point: N55°20.00' E009°45.00' Inbound Track: 270°T Turn direction: Left Associated: EKTRASK1 (SKRYDSTRUP)
ROBIN track Altitude Block: FL180-280 Anchor Point: N56°48.00' E005°35.00' Additional Point: N56°48.00' E007°00.00' Inbound Track: 270°T Turn direction: Left Associated: EKTRANS1 EKTRANS2	

3.3. Reservation and allocation
A reservation request must be forwarded via e-mail to RDAF National Air Operations Center (NAOC) NLT 72 hours prior intended use: FKO-KTP-F-NAOC-AIRSPACE@MIL.DK

The reservation request must include the following information:

- AAR Date
- Start Time (Z)
- End Time (Z)
- Tanker Type
- Tanker Callsign
- Requested Altitude Block
- Preferred AAR Track
- Alternate AAR Track
- Refueling equipment (boom and/or drogue)
- Receivers (callsign(s), number, type, expected offload per receiver)
- Desired RV procedure
- Expected Total Offload
- Opportunity (dry) hookup by RDAF F-16/F-35A permitted (Y/N)
- Fuel Owner POC during AAR (Name, contact phone#, chat handle)
- AAR POC (Name, contact phone#, e-mail).

A confirmation by NAOC only guarantees that no known military activity is scheduled in the specific area during the requested timeframe. Specific allocation will be performed by the controlling agency when approaching the AAR area. AAR units must therefore be flexible and always ready to move to another area.
NAOC Future Operations, phone: +45 728 40619



CHANGES: NEW TRA AREAS. TRACK STORK AND ROBIN ADDED. TRACK KYLIE, EMILY, JENNA AND ANGEL REMOVED.

ENR 5.4 AIR NAVIGATION OBSTACLES

1. NOTIFICATION

Notification and marking of AIR NAVIGATION OBSTACLES will be made in accordance with the following rules:

- Obstacles of 328 ft (100m) AGL and higher will be entered in MIL AIP DENMARK.
- Obstacles below 328 ft AGL will be entered in MIL AIP DENMARK when deemed necessary, i.e. mainly when situated in the vicinity of airfields etc.

2. MARKING

Obstacles of 492 ft (150 m) AGL or higher will be marked according to regulations laid down in ICAO ANNEX 14.
Certain obstacles below 492 ft AGL will be marked as mentioned above, when situated in the vicinity of airfields etc.

3. SPECIFICATIONS OF OBSTACLES

Above mentioned AIR NAVIGATION OBSTACLES within KØBENHAVN FIR and on the island of BORNHOLM may be found on subsequent pages.

Note: An asterisk (*) is used to indicate coordinates that do not meet the accuracy requirements as stated in ICAO Annex 15.

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
AALBORG (Nordjyllandsværket 1)	Chimney	570431N 0100226E	565 558	LIH FLG W	
AALBORG (Nordjyllandsværket 2)	6 Wind Turbines in a row	570448.82N 0100150.94E 570431.74N 0100211.31E 570416.59N 0100245.17E 570402.74N 0100312.59E	371 365	LIM FLG R	OBST LGT only on turbinecap in each end of the row
AALBORG (Rørdal)	Chimneys	570337N 0095834E*	405 394	NIL	
AALBORG (Østhavn)	3 Wind Turbines in a row	570220.6N 0100432.4E 570210.1N 0100501.8E	403 400	LIM FLG R	OBST LGT on each turbinecap
AALESTRUP	4 Wind Turbines	564122N 0093139E 564051N 0093110E	550 410	LIL FLG R	
AARHUS (DLG)	Chimney	560905N 0101303E*	388 381	NIL	
AARHUS (Domkirken)	Church	560926N 0101241E*	348 335	NIL	
AARHUS (Havn)	8 Cranes in a row	560854N 0101354E 560927N 0101446E	398 391	LIL F R	
AARHUS (KFK)	Chimney	560906N 0101307E*	375 368	NIL	
AARHUS LIGHTHOUSE	Building	560956N 0101355E	506 494	LIM FLG R	
AARHUS (Midtkraft)	Chimney	560858N 0101246E*	351 341	NIL	
ABILDAA	4 Wind Turbines	560822N 0083802E 560832N 0083750E 560842N 0083738E 560852N 0083726E	547 410	LIL F R	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
AGGERSUND	18 Wind Turbines	570030N 0091318E 570039N 0091309E 570048N 0091300E 570057N 0091252E 570106N 0091244E 570116N 0091235E 570125N 0091226E 570135N 0091218E 570144N 0091209E 570153N 0091201E 570041N 0091334E 570050N 0091326E 570059N 0091317E 570109N 0091308E 570118N 0091300E 570127N 0091251E 570136N 0091243E 570146N 0091234E	497 492	LIL F R	
ANHOLT Vindmøllepark	Wind farm 111 Wind Turbines	564208N 0110931E 564206N 0111107E 563737N 0111414E 563424N 0111923E 563029N 0111102E 563523N 0111058E 564034N 0110853E 564042N 0111025E	465 465	LIL F R LIM FLG W	All turbines On corners of the Windfarm perimeter and on sides where distance is more than 5 km
ASAA	5 Wind Turbines	570955N 0102353E 570956N 0102413E 570959N 0102433E 571004N 0102451E 571010N 0102507E	486 460	LIL F R	
ASNÆSVÆRKET 1	Chimney	553940N 0110453E*	735 722	LIH FLG W	
ASNÆSVÆRKET 2	Chimney	553943N 0110458E*	506 499	LIH FLG W	
ASNÆSVÆRKET 3	Chimney	553934N 0110511E	338 330	LIL F R	
ASSING	3 Wind Turbines	560020N 0084720E 560026N 0084705E 560033N 0084649E	545 410	LIL F R	
AULUM ST. SOELS	7 Wind turbines	561630N 0084427E 561639N 0084418E 561648N 0084408E 561657N 0084359E 561706N 0084349E 561715N 0084339E 561724N 0084330E	651 459	LIL F R	
AVEDØRE HOLME	3 Wind Turbines	553610N 0122714E 553608N 0122739E 553606N 0122806E	503 503	LIH FLG W	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
BAJLUM	5 Wind Turbines	564058N 0085810E 564107N 0085804E 564117N 0085758E 564048N 0085817E 564039N 0085823E	503 430	LIL F R	
BALE	Mast	561833.19N 0102320.47E	595 252	LIM F R	
BINDESBØL	8 Wind-Turbines	555344N 0083509E 555340N 0083523E 555336N 0083538E 555331N 0083553E 555335N 0083455E 555331N 0083511E 555327N 0083527E 555323N 0083542E	509 461	LIL F R	
BLYKOBBE	Mast	550802N 0144247E*	401 348	LIL F R	
BLÆSBJERG	4 Wind Turbines	561919N 0082744E 561911N 0082731E 561902N 0082739E 561910N 0082753E	574 460	LIL F R	
BLÅHØJ	Windturbine	555218N 0090023E*	558 394	LIL F R	
BLÅVAND	Mast	553341N 0080700E*	420 338	NIL	
BOVBJERG	Mast	563146N 0081001E*	470 335	NIL	
BRANDE	Mast	555620N 0090542E*	581 348	NIL	
BRANDE	4 Wind Turbines	555822N 0090744E 555832N 0090733E 555841N 0090721E 555851N 0090710E	647 479	LIL F R	
BRANDE (Biomar)	Chimney	555657N 0090735E*	509 345	NIL	
BREJL, EJSTRUPHOLM	Windturbine	560041N 0091706E	558 345	LIM FLG R	
BRORSTRUP 1	2 Wind Turbines	564631.06N 0093654.03E 564620.07N 0093652.05E	619 492	LIL F R	
BRORSTRUP 2	3 Wind Turbines in A row	564609.60N 0093650.58E 564558.72N 0093648.72E 564547.91N 0093647.00E	619 492	LIL F R	
BROVST - NØRRE ØKSE SØ	11 Wind turbines	570803N 0093206E 570732N 0093202E 570807N 0093244E 570752N 0093242E 570736N 0093240E 570721N 0093238E 570756N 0093320E 570741N 0093317E 570725N 0093315E 570746N 0093355E 570730N 0093353E	500 492	LIL F R	
BRØNDBYVESTER	Chimney	553904N 0122356E*	454 410	NIL	
BRØNDBY STRAND	Chimney	553717N 0122616E*	454 410	NIL	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
BRØNDERSLEV	Mast	571633N 0095838E*	464 350	NIL	
BÆKMARKSBRO	5 Wind Turbines	562615N 0082025E 562626N 0082031E 562636N 0082036E 562648N 0082042E 562659N 0082048E	556 492	LIL F R	
DEMSTRUP	3 Wind turbines	562101N 0092301E 562103N 0092321E 562105N 0092341E	655 466	LIL F R	
DRONNINGLUND	Mast	570848N 0101305E*	421 350	NIL	
DØSTRUP	5 Wind Turbines	564213N 0094606E 564204N 0094612E 564154N 0094611E 564146N 0094602E 564140N 0094545E	603 411	LIL F R	
DØSTRUP VEST	5 Wind Turbines	564028N 0094329E 564023N 0094308E 564018N 0094246E 564033N 0094313E 564029N 0094251E	610 459	LIL F R	
EBELTOFT	Mast	561050N 0104122E	507 347	LIL F R	
EGEBJERG (Falster)	Mast	544529N 0115903E*	381 341	NIL	
EGEBJERG (E of Hjørring)	6 Wind Turbines	572555N 0100753E 572605N 0100744E 572614N 0100735E 572623N 0100726E 572632N 0100716E 572641N 0100707E	581 492	LIL F R	
EGTVED	Flare Stack	553557N 0091357E	291 69	NIL	
EJBY	Chimney	554223N 0122514E*	530 489	LIL F R	
EJSTRUP	3 Wind Turbines	560054N 0083948E 560047N 0084025E 560050N 0084007E	541 410	LIL F R	
ESBJERG (Vestkraft)	Chimney	552717N 0082719E*	834 821	LIH FLG W	
EVERDRUP	Flare Stack	551237N 0115908E	315 148	NIL	
FARØ-FALSTER	Bridge TWR	545657N 0115841E*	338 338	NIL	
FASTER-ALSTRUP	3 Wind Turbines	560105N 0083439E 560113N 0083450E 560122N 0083502E	485 351	LIL F R	
FELSTED	Mast	545757N 0093310E*	775 507	LIL F R	
FILSKOV	3 Wind Turbines	555016N 0090243E 555007N 0090247E 554959N 0090241E	593 417	LIL F R	
FILSKOV 2	3 Wind Turbines	554948N 0090457E 554957N 0090448E 555007N 0090438E	633 459	LIL F R	
FORNÆS	Mast	562649N 0105644E*	414 335	NIL	
FREDERICIA (Shell)	Chimney	553530N 0094455E*	453 358	NIL	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
FREDERIKS	2 Wind Turbines	562118N 0091542E 562126N 0091550E	627 388	LIL F R	
FREDERIKSHAVN	4 Wind Turbines	572651.24N 0103320.21E 572631.16N 0103355.43E	420 420	LIM FLG R	
FREJLEV	Masts	570013N 0094929E*	854 680	LIH FLG W	
FAABORG	Mast	550645N 0101302E*	420 350	NIL	
FAARE	3 Wind-Turbines in a row	562740N 0081453E 562744N 0081422E	484 438	NIL	
GAMMELSTRUP	3 Wind Turbines	562949N 0091133E 563001N 0091149E 563013N 0091204E	519 459	LIL F R	
GETTRUP	6 Wind turbines in a row	564408N 0082223E 564400N 0082226E 564353N 0082228E 564345N 0082231E 564338N 0082234E 564330N 0082236E	541 351	LIL F R	
GILBJERG	4 Wind Turbines	554015N 0090320E 554019N 0090305E 554024N 0090250E 554028N 0090234E	614 410	LIL R	
GIMLINGE	4 Wind Turbines	551835N 0112811E 551904N 0112806E	520 415	LIL F R	
GJERLEV, ALLESTRUPGAARD	6 Wind Turbines	563427N 0100424E 563431N 0100403E 563436N 0100343E 563440N 0100323E 563444N 0100302E 563448N 0100242E	668 410	LIL F R	
GLADSAXE	Mast	554404N 0122933E*	837 676	LIH FLG W	
GRENÅ	Chimney	562445N 0105453E*	402 394	NIL	
GRØNHEDE VOLSTRUP	2 Wind Turbines	571833N 0102840E 571843N 0102837E	427 351	LIL F R	
GØRLEV, ÅGÅRDSVEJ	2 Wind Turbines	553334N 0111327E 553345N 0111347E	509 466	LIL F R	
GØTTRUP	5 Wind Turbines	570143.34N 0091600.71E 570148.71N 0091543.31E 570154.11N 0091526.15E 570159.58N 0091509.10E 570205.05N 0091452.00E	425 417	LIL F R	
HADSTEN	Mast	561814N 0095835E*	1280 1051	LIH FLG W	
HAGESHOLM 1	6 Wind Turbines in a group	554558.77N 0113404.90E 554557.62N 0113433.44E 554544.71N 0113431.80E 554545.91N 0113403.20E 554558.77N 0113404.90E	342 338	LIL F R	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
HAGESHOLM 2	10 Wind Turbines in a group	554538N 0113202E 554538N 0113227E 554538N 0113252E 554538N 0113317E 554538N 0113342E 554556N 0113508E 554556N 0113529E 554556N 0113550E 554545N 0113508E 554544N 0113529E	416 416	NIL	
HANDEST HEDE	6 Wind Turbines	563356N 0095225E 563407N 0095211E 563417N 0095156E 563410N 0095238E 563420N 0095224E 563431N 0095209E	634 492	LIL F R	
HANSTHOLM HAVN	3 Wind Turbines	570731N 0083703E 570726N 0083732E 570718N 0083807E	502 492	LIL F R	
HARPELUNDE, SANDBY	6 Wind Turbines	545440N 0110157E 545430N 0110150E 545420N 0110147E 545409N 0110148E 545359N 0110153E 545349N 0110201E	496 489	LIL F R	
HASLUND KÆR	3 Wind Turbines	562422N 0100213E 562421N 0100213E 562420N 0100243E	692 410	LIL F R	
HEDENSTED	Mast	554836N 0093725E*	1273 1037	LIH FLG W	
HEJNSVIG	3 Wind Turbines	554147N 0090320E 554153N 0090311E 554159N 0090303E	595 387	LIL F R	
HEJRING	5 Wind Turbines	563739N 0093751E 563747N 0093746E 563755N 0093741E 563804N 0093736E 563812N 0093731E	565 411	LIL F R	
HEMMET	7 Wind Turbines	555057N 0082556E 555104N 0082541E 555111N 0082525E 555119N 0082509E 555126N 0082454E 555133N 0082438E 555141N 0082423E	545 492	LIL F R	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
HEMMET 2	13 Wind Turbines	555135N 0082513E 555127N 0082528E 555120N 0082544E 555113N 0082559E 555106N 0082615E 555058N 0082630E 555049N 0082612E 555118N 0082436E 555110N 0082452E 555103N 0082508E 555056N 0082523E 555048N 0082539E 555041N 0082554E	555 493	LIL F R	
HERLEV (Hospital)	Building	554352N 0122639E*	484 383	LIM FLG R	
HERNING	Mast	560756N 0085635E*	647 460	LIL F R	
HERSTEDVESTER	Mast	554046N 0122114E*	407 338	NIL	
HILLERSLEV	8 Wind turbines	570118N 0084540E 570119N 0084523E 570130N 0084603E 570120N 0084506E 570122N 0084449E 570132N 0084546E 570133N 0084529E 570134N 0084512E	498 493 498 493	LIL F R LIM FLG W LIM FLG R	 Day OBST LGT Night OBST LGT
HINDBORG-SKIVE	13 Wind turbines	563702N 0085928E 563714N 0085922E 563725N 0085915E 563737N 0085909E 563748N 0085902E 563759N 0085856E 563811N 0085849E 563716N 0085858E 563727N 0085851E 563739N 0085845E 563750N 0085838E 563801N 0085832E 563903N 0085843E	617 492	LIL F R	
HIRTSHALS	4 Wind-turbines	573528N 0095929E 573537N 0095933E 573544N 0095921E 573544N 0095858E	499 493	LIL F R	
HJØRRING, GÅRESTRUPVEJ	3 Wind-Turbines	572932N 0095508E 572948N 0095443E 572940N 0095455E	550 492	LIL F R	
HOBRO (Tinghøj)	Tower	564228N 0095239E*	841 487	LIM FLG R	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
HOGAGER	21 Wind-Turbines	562038N 0085028E 562048N 0085023E 562058N 0085019E 562108N 0085014E 562118N 0085010E 562129N 0085005E 562140N 0085000E 562035N 0085058E 562045N 0085054E 562055N 0085049E 562105N 0085045E 562116N 0085040E 562127N 0085035E 562137N 0085031E 562033N 0085128E 562043N 0085124E 562053N 0085119E 562103N 0085115E 562113N 0085110E 562124N 0085105E 562135N 0085101E	500 400	LIL F R	
HOLBÆK	Mast	554154N 0114353E*	407 338	LIL F R	
HOLMEN	6 Wind-Turbines	555118N 0081927E 555139N 0081910E 555151N 0081923E 555130N 0081940E 555118N 0081927E	450 443	LIL F R	
HOLMEN 2	6 Wind-Turbines	555059N 0082005E 555109N 0081957E 555120N 0081949E 555056N 0081945E 555107N 0081936E 555045N 0081954E	499 492	LIL F R	
HOLSTEBRO (Mejrup)	Mast	562305N 0084019E*	922 722	LIH FLG W	
HOLSTEBRO (Måbjergværket)	Chimney	562339N 0083704E*	499 381	NIL	
HORNS REV 1	Wind farm. 80 Wind turbines	553011.52N 0074746.93E 553014.40N 0075234.10E 552808.76N 0075304.92E 552805.88N 0074817.96E 553011.52N 0074746.93E	360 360	LIM FLG W LIL F R	On edge of the area Inside the edge
HORNS REV 2	Wind farm. 91 Wind turbines	553334.72N 0073554.00E 553323.34N 0073248.45E 553852.69N 0073535.50E 553747.19N 0073802.35E 553334.72N 0073554.00E	375 375	LIM FLG W LIL F R	On edge of the area Inside the edge

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
HORNS REV 3	Wind farm. 49 Wind Turbines	554410N 0073302E - 554414N 0073432E - 554417N 0073614E - 554420N 0073754E - 554424N 0073935E - 554428N 0074115E - 554353N 0074105E - 554317N 0074059E - 554241N 0074057E - 554225N 0074231E - 554149N 0074233E - 554059N 0074252E - 554103N 0074434E - 554057N 0074623E - 553953N 0074508E - 553916N 0074350E - 553837N 0074236E - 553804N 0074124E - 553835N 0074055E - 553908N 0074030E - 553938N 0073828E - 554012N 0073810E - 554043N 0073615E - 554115N 0073425E - 554150N 0073419E - 554225N 0073407E - 554300N 00733 42E - 554333N 0073312E	614 614	LIM FLG W LIM FLG R LIL F R	Day Perimeter OBST LGT Night perimeter OBST LGT Day and night inside perimeter OBST LG
HORSLUNDE	5 Wind Turbines	545549N 0111035E 545631N 0111006E 545625N 0111013E 545609N 0111021E 545659N 0111028E	505 488	LIL F R	
HOVE	Mast	554300N 0121415E*	1083 1051	LIH FLG W	
HOVEN	6 Wind Turbines	554929N 0084358E 554940N 0084359E 554952N 0084401E 554931N 0084338E 554942N 0084337E 554954N 0084339E	641 492	LIL F R	
HUNDSLUND II	2 Wind Turbines	555444N 0100115E 555442N 0100101E	614 410	LIL F R	
HUSUMVEJ, DRANTUM	Wind turbine	555414N 0090527E	749 591	LIM FLG W	
HVIDE SANDE	3 Wind Turbines	560028N 0080640E 560005N 0080649E	476 460	LIM FLG W	
HØGSTED	5 Wind Turbines	572228N 0100146E 572239N 0100149E 572249N 0100153E 572300N 0100156E 572310N 0100200E	576 492	LIL F R	
HØJSTRUP	4 Wind Turbines	572215N 0101917E 572226N 0101849E 572220N 0101903E 572209N 0101932E	554 410	LIL F R	
HØRRET	Mast	560548N 0101218E*	640 345	LIL F R	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
HØVSØRE	7 Wind Turbines	562712N 0080907E 562702N 0080906E 562652N 0080905E 562642N 0080905E 562632N 0080904E 562621N 0080903E 562610N 0080902E	667 657	LIL F R	
	7 Masts	562710N 0080843E 562703N 0080843E 562652N 0080842E 562643N 0080841E 562632N 0080840E 562622N 0080840E 562610N 0080839E	388 378	NIL	
	2 Masts	562707N 0080859E 562616N 0080855E	548 542	LIH FLG W	
ILSHØJ	7 Wind Turbines	563410N 0100909E 563402N 0100918E 563355N 0100928E 563347N 0100937E 563340N 0100947E 563332N 0100956E 563325N 0101005E	547 410	LIL F R	
JYDERUP	Mast	554105N 0112742E*	1086 1051	LIH FLG W	
KALUNDBORG 1 (Radio)	Group of masts	554026N 0110426E*	476 473	NIL	
KALUNDBORG 2 (Statoil)	Flare stack	553913N 0110601E*	423 398	NIL	
KALVSLUND	Mast	552248N 0085150E*	401 345	LIM FLG W	
KAPPEL	7 Wind Turbines	544603N 0110002E 544558N 0110045E 544554N 0110013E 544546N 0110027E 544541N 0110044E 544537N 0110100E 544551N 0110107E	595 591	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
KARLEBY	Mast	545221N 0111150E*	571 539	LIM FLG R	
KIG UD	Mast	572455N 0102646E	616 239	LIM FLG W	
KIKKENBORG	5 Wind Turbines	562238N 0081911E 562226N 0081907E 562214N 0081902E 562202N 0081858E 562250N 0081854E	529 492	LIL F R	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
KLIM	22 Wind Turbines	570311N 0090930E 570323N 0090954E 570330N 0090943E 570336N 0090932E 570343N 0090921E 570350N 0090909E 570356N 0090858E 570403N 0090847E 570410N 0090835E 570416N 0090824E 570424N 0090726E 570417N 0090737E 570411N 0090748E 570404N 0090759E 570357N 0090811E 570351N 0090822E 570344N 0090833E 570337N 0090845E 570331N 0090856E 570324N 0090907E 570317N 0090919E 570423N 0090813E	498 492	LIL F R	
KNUTHENBORG	3 Wind Turbines	544829N 0113000E 544839N 0112957E 544849N 0112953E	515 489	LIL F R	
KRAGERUPGÅRD	6 Wind Turbines in A row	552944N 0112443E 552949N 0112428E 552955N 0112414E 553000N 0112359E 553006N 0112345E 553012N 0112331E	534 459	LIL F R	
KREJBJERG	3 Wind Turbines	564052N 0085226E 564045N 0085245E 564038N 0085304E	505 460	LIL F R	
KRIEGERS FLAK, TRB_ID 4	Wind turbine	550313N 0124604E	617 617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
KRIEGERS FLAK, TRB_ID 6	Wind turbine	550232N 0124555E	617 617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
KRIEGERS FLAK, TRB_ID 8	Wind turbine	550158N 0124542E	617 617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
KRIEGERS FLAK, TRB_ID 9	Wind turbine	550123N 0124543E	617 617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
KRIEGERS FLAK, TRB_ID 11	Wind turbine	550048N 0124540E	617 617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
KRIEGERS FLAK, TRB_ID 13	Wind turbine	550016N 0124522E	617 617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
KRIEGERS FLAK, TRB_ID 15	Wind turbine	545941N 0124544E	617 617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
KRIEGERS FLAK, TRB_ID 17	Wind turbine	545903N 0124838E	617 617	LIL F R	
KRIEGERS FLAK, TRB_ID 18	Wind turbine	545905N 0124606E	617 617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
KRIEGERS FLAK, TRB_ID 21	Wind turbine	545829N 0124633E	617 617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
KRIEGERS FLAK, TRB_ID 22	Wind turbine	545823N 0124814E	617 617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
KROGSTRUP	4 Wind Turbines	565046N 0092302E 565037N 0092314E 565029N 0092327E 565021N 0092339E	607 492	LIM F R	
KRUSBJERG	5 Wind Turbines	561304N 0085813E 561313N 0085758E 561320N 0085743E 561327N 0085727E 561335N 0085712E	490 351	LIL F R	
KYNDBY	Chimney	554848N 0115243E*	434 427	NIL	
KYSE	2 Wind Turbines	551617N 0113655E 551607N 0113659E	478 415	LIL F R	
KØBELEV	9 Wind Turbines	545556N 0110445E 545603N 0110501E 545611N 0110516E 545618N 0110532E 545559N 0110407E 545606N 0110423E 545613N 0110438E 545620N 0110453E 545627N 0110509E	505 492	LIL F R	
KØBENHAVN (Amager Ressource Center)	Chimney	554103N 0123708E*	510 492	LIL F R	
KØBENHAVN (Amagerværket)	3 Chimneys	554117N 0123735E* 554113N 0123731E 554113N 0123740E	501 493	LIL F R	
KØBENHAVN (Avedøre-værket.)	2 Chimneys	553608N 0122847E*	502 492	LIH FLG W	
KØBENHAVN (Carlsberg)	Chimney and Building	554000N 0123207E*	376 342	NIL	
KØBENHAVN (Domus Vista)	Building	554016N 0123020E*	384 351	NIL	
KØBENHAVN (Frederiksb. Varmecentral)	Chimney	554102N 0123111E	461 414	NIL	
KØBENHAVN (H.C.Ørstedsværket)	Chimney	553922N 0123324E*	387 380	LIL F R	
KØBENHAVN (Lygten)	Chimney	554220N 0123225E*	420 394	NIL	
KØBENHAVN (Margreteholm.)	Mast	554110N 0123650E*	361 355	NIL	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
KØBENHAVN (Middelgrunden)	20 Wind Turbines in a row	554225N 0124006E 554219N 0124008E 554213N 0124009E 554208N 0124011E 554202N 0124012E 554156N 0124013E 554150N 0124014E 554144N 0124014E 554138N 0124015E 554132N 0124015E 554126N 0124015E 554120N 0124015E 554114N 0124014E 554108N 0124014E 554103N 0124013E 554057N 0124012E 554051N 0124011E 554045N 0124009E 554039N 0124008E 554033N 0124006E	365 365	LIL F R	
KØBENHAVN Postbyen	Building	554009N 0123405E	377	374	LIL F R
KØBENHAVN Rådhus	Town Hall	554029N 0123409E*	364 344	Flood light	
KØBENHAVN (Svanemølleværket)	Chimney	554220N 0123526E*	335 331	Flood light	
KØGE	Mast	552828N 0121124E*	354 350	NIL	
LEM KÆR	11 Wind Turbines	560227N 0082143E 560235N 0082137E 560245N 0082130E 560254N 0082124E 560304N 0082118E 560226N 0082113E 560245N 0082059E 560234N 0082101E 560255N 0082053E 560305N 0082045E 560315N 0082039E	499 491	LIL F R	
LEMVIG	Mast	563218N 0081810E	532 335	NIL	
LERCHENBORG	6 Wind Turbines	553912N 0110352E 553918N 0110335E 553923N 0110319E 553929N 0110302E 553935N 0110246E 553941N 0110229E	479 425	LIL F R	
LILLEBÆLT 1	Bridge Towers	553108N 0094455E*	401 401	LIM FLG R	
LIMFJORDEN 1	Two masts carrying TX-lines	570417N 0100228E* 570405N 0100151E*	339 332 339 332	LIL F R LIL F R	
LIMFJORDEN 2	Two masts carrying TX-lines	570409N 0100240E* 570356N 0100159E*	479 465 476 465	LIM FLG R LIM FLG R	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
LINDEBALLE	Mast	554523N 0091523E	706 257	LIM FLG W	
LISBJERG	Chimney	561338N 0100925E*	552 328	NIL	
LISBJERG 1	Chimney	561342N 0100927E	561 342	LIL F R	
LYNGDRUP	7 Wind Turbines	570820N 0100703E* 570807N 0100750E*	460 417	LIM FLG W	
LYNGDRUP 2	8 Wind Turbines	570720N 0100902E 570725N 0100843E 570729N 0100824E 570733N 0100805E 570738N 0100746E 570742N 0100728E 570746N 0100709E 570750N 0100651E	499 459	LIM FLG R LIL F R	On the two outer wind turbines On the six inner wind turbines
LÆSØ	Mast	571608N 0110311E*	535 525	LIM FLG W	
LØGTVED	3 Wind Turbines	554045N 0111630E 554035N 0111628E 554025N 0111626E	435 427	LIL F R	
LÅSBY	3 Wind Turbines	560847N 0094426E 560847N 0094450E 560846N 0094513E	787 492	LIL F R	
MARIBO	Mast	544644N 0113041E*	393 350	NIL	
MINTEBJERG	2 Wind Turbines	545426N 0095706E 545434N 0095659E	525 427	LIL F R	
MORSØ	6 Wind Turbines	564556N 0084011E 564546N 0084000E 564537N 0083946E 564530N 0083927E 564526N 0083905E 564524N 0083843E	614 459	LIL F R	
MUNKEBO	4 Wind Turbines	552725N 0103102E 552733N 0103048E 552742N 0103033E 552750N 0103019E	419 415	LIL F R	
MUNKEBO 2	3 Wind Turbines	552842N 0103326E 552831N 0103312E 552818N 0103309E	501 493	LIL F R	
MØBORG	3 Wind Turbines	562331.31N 0081753.99E 562338.00N 0081753.00E 562344.56N 0081728.67E	487 460	LIL F R	
MÅDE 1	2 Wind Turbines	552721N 0082941E 552715N 0083009E	672 656	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
MÅDE 2	2 Wind Turbines	552710N 0083037E 552706N 0083106E	689 656	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
NEES	6 Wind Turbines	562216N 0081604E 562244N 0081432E	518 492	LIL F R	
NEES VEST	3 Wind Turbines	562349N 0081110E 562357N 0081109E 562404N 0081107E	358 351	LIL F R	
NEJST	4 Wind Turbines	571317N 0095738E 571332N 0095649E 571322N 0095722E 571327N 0095705E	485 459	LIL F R	
NEJST 2	3 Wind Turbines	571335N 0095741E 571340N 0095724E 571345N 0095706E	484 459	LIL F R	
NIBE	Mast	565845N 0094551E*	1222 1051	LIH FLG W	
NISSUM BREDNING	4 Wind Turbines	563953N 0081429E 564021N 0081402E 564009N 0081521E 564037N 0081506E	572 572	LIM FLG W	
NO	3 Wind Turbines	560742N 0082227E 560735N 0082217E 560733N 0082233E	471 415	LIL F R	
NOLLUND	3 Wind Turbines	554708N 0085028E 554702N 0085044E 554655N 0085059E	567 459	LIL F R	
NORDSEE 8	Mast	551142N 0070930E	397 397	LIL F R	
NORDSEE 11	Wind farm 57 Wind Turbines	550013N 0074443E - 550033N 0074422E - 550056N 0074417E - 550210N 0074417E - 550233N 0074428E - 550328N 0074604E - 550337N 0074720E - 550338N 0074800E - 550057N 0074800E - 550032N 0074759E - 550010N 0074740E - 550003N 0074621E - 550013N 0074443E	491 491	-	Type and colour not AVLB

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
NORDSEE 12	Wind fram, 80 Wind Turbines	55 13 14N 007 10 07E 55 11 26N 007 11 52E 55 09 55N 007 12 21E 55 09 21N 007 12 28E 55 08 48N 007 12 36E 55 06 12N 007 10 13E 55 08 14N 007 12 40E 55 04 57N 007 12 23E 55 04 18N 007 12 27E 55 07 40N 007 12 48E 55 07 09N 007 12 57E 55 06 36N 007 13 02E 55 13 30N 007 11 04E 55 06 06N 007 13 02E 55 05 29N 007 13 33E 55 04 55N 007 13 33E 55 06 40N 007 10 13E 55 04 27N 007 13 35E 55 09 11N 007 11 07E 55 08 45N 007 11 13E 55 08 17N 007 11 19E 55 07 51N 007 11 25E 55 07 27N 007 11 11E 55 06 58N 007 11 37E 55 06 34N 007 11 34E 55 06 08N 007 11 39E 55 05 31N 007 12 21E 55 07 09N 007 10 12E 55 05 34N 007 11 19E 55 04 44N 007 11 18E 55 07 40N 007 10 10E 55 08 11N 007 10 09E 55 08 42N 007 10 08E 55 09 13N 007 10 06E 55 09 35N 007 10 06E 55 09 39N 007 11 00E 55 10 10N 007 10 57E 55 10 36N 007 10 49E 55 11 03N 007 10 42E 55 11 55N 007 10 28E 55 12 22N 007 10 21E 55 04 03N 007 10 28E 55 12 48N 007 10 14E 55 13 45N 007 10 02E 55 14 04N 007 10 14E 55 13 55N 007 11 09E 55 13 45N 007 11 56E 55 13 22N 007 12 31E 55 12 51N 007 12 39E 55 12 20N 007 12 47E 55 11 49N 007 12 54E 55 04 32N 007 10 30E 55 11 18N 007 13 03E 55 10 48N 007 13 10E 55 10 17N 007 13 18E 55 09 47N 007 13 26E 55 09 16N 007 13 34E 55 08 46N 007 13 41E 55 08 17N 007 13 48E 55 07 50N 007 13 54E	484 484	-	Type and colour not AVLB

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
		55 11 29N 007 10 35E 55 06 53N 007 14 09E 55 04 59N 007 10 56E 55 06 27N 007 14 16E 55 06 03N 007 14 23E 55 05 27N 007 14 31E 55 04 54N 007 14 39E 55 04 27N 007 14 47E 55 04 02N 007 14 27E 55 03 59N 007 13 40E 55 03 56N 007 12 50E 55 03 54N 007 12 00E 55 03 51N 007 11 10E 55 05 37N 007 10 14E 55 04 25N 007 11 31E 55 13 02N 007 11 22E 55 12 31N 007 11 37E 55 11 58N 007 11 42E 55 10 56N 007 12 02E 55 10 25N 007 12 10E			
NORDSEE 14	Wind farm, 72 Wind Turbines	55 12 02N 006 49 48E 55 06 51N 006 52 43E 55 06 59N 006 53 39E 55 07 06N 006 54 34E 55 07 17N 006 51 35E 55 07 24N 006 52 31E 55 07 31N 006 53 26E 55 07 37N 006 54 24E 55 07 48N 006 51 23E 55 07 55N 006 52 19E 55 08 02N 006 53 14E 55 08 09N 006 54 12E 55 08 20N 006 51 11E 55 08 27N 006 52 08E 55 08 34N 006 53 02E 55 08 41N 006 53 59E 55 08 52N 006 51 00E 55 08 58N 006 51 56E 55 09 05N 006 52 51E 55 09 12N 006 53 47E 55 09 24N 006 50 48E 55 09 30N 006 51 43E 55 09 38N 006 52 41E 55 09 44N 006 53 35E 55 09 56N 006 50 34E 55 10 02N 006 51 33E 55 10 09N 006 52 27E 55 10 15N 006 53 23E 55 10 27N 006 50 25E 55 10 34N 006 51 21E 55 10 41N 006 52 15E 55 10 48N 006 53 12E 55 10 59N 006 50 13E 55 11 05N 006 51 08E 55 11 12N 006 52 04E 55 11 31N 006 50 01E 55 11 37N 006 50 54E 55 11 45N 006 51 52E	525 525	-	Type and colour not AVLB

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
		55 12 09N 006 50 44E 55 12 16N 006 51 40E 55 12 34N 006 49 36E 55 12 48N 006 51 29E 55 13 06N 006 49 26E 55 13 12N 006 50 21E 55 13 38N 006 49 13E 55 13 44N 006 50 09E 55 13 51N 006 51 05E 55 14 09N 006 49 01E 55 14 16N 006 49 57E 55 14 22N 006 50 54E 55 14 40N 006 48 49E 55 14 48N 006 49 44E 55 14 54N 006 50 42E 55 15 12N 006 48 36E 55 15 19N 006 49 32E 55 15 26N 006 50 28E 55 15 32N 006 51 25E 55 15 44N 006 48 26E 55 15 50N 006 49 22E 55 15 57N 006 50 17E 55 16 04N 006 51 13E 55 16 15N 006 48 14E 55 16 23N 006 49 09E 55 16 29N 006 50 07E 55 16 36N 006 51 01E 55 16 47N 006 48 01E 55 16 54N 006 48 59E 55 17 01N 006 49 53E 55 17 07N 006 50 50E 55 17 26N 006 48 47E 55 17 33N 006 49 42E 55 17 39N 006 50 38E			
NYBORG (NMT)	Mast	551814N 0104831E*	358 334	LIL FLG R	
NY BJERGBY	2 Wind Turbines	554138N 0111308E	460 415	LIL F R	
NYSTED (Havmøllepark)	72 Wind Turbines in a group	543410.23N 0114002.16E 543336.26N 0114534.81E 543131.61N 0114534.80E 543205.59N 0114002.15E	361 361	LIM FLG W LIL F R	On corners of the Windfarm perimeter On all other turbines
NÆSTVED	Mast	551529N 0114845E*	929 722	LIH FLG W	
NØRHEDE-HJORTMOSE	22 Wind Turbines	560515N 0082327E 560605N 0082048E 560623N 0082048E 560525N 0082350E	619 492	LIL F R	
NØRREKÆR ENGE	12 Wind Turbines	570007N 0092027E 570056N 0092601E	421 421	LIM FLG W LIL F R	On corners of the wind farm perimeter and on sides where distance is more than 5 KM On all other turbines

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
NØRRE NEBEL, SDR. BORK	5 Wind turbines	554834N 0081518E 554828N 0081542E 554822N 0081606E 554817N 0081629E 554811N 0081651E	594 591	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
ODENSE (Fynsværket 1)	Chimneys	552542N 0102423E*	472 463	NIL	
ODENSE (Fynsværket 2)	Chimney	552547N 0102440E*	779 771	LIH FLG W	
ODENSE (Lindø)	Crane	552755N 0103137E	369 361	LIL F R	
OESTERILD	3 Masts	57 05 13N 008 52 50E 57 03 55N 008 52 51E 57 02 39N 008 52 51E	870 821	LIH FLG W	
	9 Masts	57 05 03N 008 52 33E 57 04 43N 008 52 18E 57 04 24N 008 52 18E 57 04 05N 008 52 18E 57 03 46N 008 52 19E 57 03 26N 008 52 19E 57 03 07N 008 52 19E 57 02 51N 008 52 25E 57 02 31N 008 52 31E	696 624	LIH FLG W	
	9 Wind Turbines	57 05 02N 008 53 02E 57 04 43N 008 53 02E 57 04 23N 008 53 02E 57 04 04N 008 53 03E 57 03 44N 008 53 03E 57 03 25N 008 53 03E 57 03 06N 008 53 03E 57 02 47N 008 53 00E 57 02 31N 008 53 00E	1126 1083	LIH FLG W	
OVERGAARD	16 Wind turbines	564044N 0101531E 564045N 0101602E 564047N 0101632E 564048N 0101703E 564029N 0101545E 564030N 0101616E 564032N 0101646E 564033N 0101717E 564038N 0101919E 564014N 0101559E 564015N 0101629E 564016N 0101700E 564018N 0101731E 564023N 0101933E 564008N 0101946E 563953N 0102000E	503 493	LIL F R	
	10 Wind turbines	564001N 0101714E 564003N 0101745E 564004N 0101816E 564005N 0101847E 564007N 0101917E 563948N 0101759E 563949N 0101830E 563950N 0101900E	499 493	LIL F R	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
		563952N 0101931E 563916N 0101756E			
	10 Wind Turbines	564049N 0101734E 564051N 0101805E 564052N 0101836E 564053N 0101906E 564034N 0101748E 564035N 0101819E 564037N 0101849E 564019N 0101802E 564020N 0101832E 564022N 0101903E	495 492	LIL F R	
	10 Wind turbines	563932N 0101813E 563934N 0101844E 563935N 0101914E 563936N 0101945E 563937N 0102013E 563917N 0101826E 563919N 0101857E 563920N 0101928E 563921N 0101959E 563922N 0102026E	421 415	LIL F R	
OVNBØL	4 Wind Turbines	554133N 0083102E 554114N 0083144E 554120N 0083130E 554127N 0083116E	545 461	LIL F R	
PALUDANS FLAK	10 Wind Turbines in a row	554403N 0103500E* 554230N 0103500E*	336 336	LIM FLG R	
PRØVESTENEN	3 Wind Turbines	554020N 0123819E 554026N 0123834E 554032N 0123849E	364 351	LIL F R	
PULSEN	6 Wind Turbines	571315N 0102108E 571329N 0102102E 571343N 0102056E 571320N 0102129E 571334N 0102123E 571348N 0102117E	443 410	LIL F R	
QUISTRUP	3 Wind Turbines	562749.59N 0083725.56E 562741.45N 0083729.26E 562733.15N 0083733.02E	537 438	LIL F R	
RAGEBØL	Mast	545524N 0094409E*	474 338	LIL F R	
RANDERS	Chimney	562731N 0100250E*	443 436	NIL	
RANGSTRUP	Mast	550723N 0091110E*	995 726	LIH FLG W	
RENS	5 Wind Turbines	545228N 0090404E 545231N 0090344E 545234N 0090323E 545237N 0090302E 545240N 0090241E	436 410	LIL F R	
RINDUM ENGE	5 Wind Turbines	560727N 0081426E 560717N 0081425E 560707N 0081425E 560656N 0081424E 560646N 0081424E	410 410	LIL F R	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
RINGKØBING	Mast	560534N 0081655E*	386 350	NIL	
RINGSTED	Mast	552821N 0114800E	462 325	LIL F R	
RISØ	Mast	554138N 0120521E*	420 404	LIL F R	
ROSKILDE (Forbrænding)	Chimney	553830N 0120716E*	554 394	LIL F R	
ROSLEV	4 Wind Turbines	564536N 0085926E 564530N 0085945E 564523N 0090004E 564516N 0090023E	480 460	LIL F R	
ROSLEV 2	4 Wind Turbines	564546N 0090215E 564554N 0090202E 564602N 0090149E 564537N 0090228E	478 426	LIL F R	
RUDMOSE	4 Wind Turbines	560447N 0082936E 560440N 0082835E	640 411	LIL F R	
RØ	Mast	550936N 0145313E*	1415 1036	LIH FLG W	
RØDBY FJORD	11 Wind Turbines In a row	544334N 0111635E 544255N 0111932E	492 492	LIL F R	
RØDEKRO (TV 2)	Mast	550159N 0091455E*	1161 1051	LIH FLG W	
RØDSAND 2	Windfarm 90 Wind Turbines	543459N 0112908E 543450N 0112937E 543442N 0113005E 543434N 0113038E 543428N 0113106E 543421N 0113135E 543415N 0113204E 543410N 0113231E 543405N 0113300E 543400N 0113329E 543357N 0113354E 543354N 0113423E 543351N 0113449E 543349N 0113516E 543347N 0113542E 543345N 0113609E 543344N 0113635E 543344N 0113701E 543449N 0112843E 543438N 0112912E 543428N 0112942E 543419N 0113013E 543411N 0113041E 543403N 0113112E 543355N 0113142E 543349N 0113210E 543344N 0113235E 543336N 0113310E 543332N 0113338E 543327N 0113408E 543323N 0113437E 543320N 0113506E	378 378	LIM FLG W LIL F R LIM FLG W LIL F R LIM FLG W LIL F R	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
		543317N 0113535E 543336N 0113310E 543332N 0113338E 543327N 0113408E 543323N 0113437E 543320N 0113506E 543317N 0113535E 543315N 0113604E 543313N 0113633E 543312N 0113703E 543438N 0112818E 543426N 0112847E 543415N 0112917E 543404N 0112948E 543354N 0113017E 543345N 0113048E 543336N 0113119E 543328N 0113149E 543320N 0113220E 543313N 0113252E 543307N 0113322E 543301N 0113356E 543256N 0113426E 543251N 0113457E 543248N 0113528E 543244N 0113600E 543241N 0113632E 543239N 0113704E 543427N 0112753E 543413N 0112822E 543401N 0112852E 543349N 0112923E 543338N 0112953E 543327N 0113025E 543316N 0113056E 543307N 0113127E 543258N 0113200E 543249N 0113234E 543242N 0113305E 543235N 0113339E 543228N 0113414E 543223N 0113447E 543218N 0113521E 543213N 0113556E 543210N 0113634E 543207N 0113706E 543416N 0112729E 543401N 0112757E 543347N 0112827E 543333N 0112859E 543321N 0112928E 543309N 0113001E 543257N 0113034E 543246N 0113106E 543236N 0113140E 543225N 0113215E		

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
		543217N 0113249E 543209N 0113325E 543201N 0113402E 543154N 0113437E 543148N 0113514E 543143N 0113552E 543138N 0113630E 543135N 0113701E		 LIM FLG W LIL F R LIM FLG W	
RØNLAND	8 Wind Turbines in a row	564013N 0081258E* 563911N 0081331E*	394 394	LIM FLG R	
RØNNE (Forbrænding)	Chimney	550703N 0144356E*	415 247	LIL F R	
RØSNÆS	Mast	554411N 0105509E*	506 302	LIL F R	
SALTUM	2 Wind Turbines	57 14 52N 009 42 11E	433 417	LIL F R	
SALTUM 2	6 Wind Turbines	571452N 0094211E 571532N 0093949E 571524N 0094002E 571516N 0094030E 571500N 0094043E 571452N 0094057E	506 492	LIL F R	
SALTØ GODS	3 Wind Turbines	551308N 0113819E 551317N 0113753E 551325N 0113728E	527 492	LIL F R	
SAMSØ/TRANEBJERG	Mast	555122N 0103244E*	365 350	LIL F R	
SKAMLEBÆK	Tower	554945N 0112521E*	512 273	NIL	
SKANDERBORG	Mast	560221N 0100043E*	785 345	NIL	
SKIVE	Mast	563408N 0090245E*	345 342	LIL F R	
SKJERN	3 Wind Turbines	555741N 0083330E	440 410	LIL F R	
SKÆRBÆKVÆRKET	Chimneys	553041N 0093655E* 553041N 0093643E*	403 394 403 394	LIL F R LIL F R	
SNOGHØJ	Mast	553134N 0094251E*	417 345	NIL	
SORRING	Mast	561052N 0094719E	761 291	-	
SPROGØ (North of)	7 Wind Turbines In a row	552028N 0105622E 552047N 0105852E	378 378	LIM FLG W LIL F R	On turbines placed in row end. On turbines in between.
STAKROGE 2	5 Wind Turbines	555426N 0085123E 555419N 0085140E 555413N 0085157E 555406N 0085214E 555359N 0085231E	597 493	LIL F R	
STENLILLE	Flare stack	553258N 0113725E	218 82	NIL	
STIGSNÆS	Chimney	551229N 0111507E*	434 427	NIL	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
STOREBÆLT	Two bridge towers	552025N 0110124E* 552037N 0110254E*	883 883 883 883	LIH FLG W LIH FLG W	
ST. RØTTINGE	3 Wind Turbines	550836N 0115756E 550845N 0115743E 550853N 0115731E	601 492	LIL F R	
STUDSTRUPVÆRKET	Chimney	561505N 0102045E*	630 623	LIH FLG W	
SVINDBÆK	10 Wind Turbines	555430N 0091229E 555436N 0091215E 555442N 0091200E 555449N 0091145E 555455N 0091130E 555502N 0091115E 555508N 0091100E 555515N 0091044E 555522N 0091028E 555529N 0091013E	629 427	LIL F R	
SVOLDRUP KÆR	6 Wind Turbines In a row	564624N 0092229E 564623N 0092458E	479 415	LIL F R	
SØLLESTED	3 Wind Turbines	545024N 0111809E 545006N 0111800E 545018N 0111800E	492 459	LIL F R	
SØLLESTED 2	8 Wind Turbines	544502N 0111506E 544458N 0111523E 544454N 0111540E 544450N 0111557E 544446N 0111615E 544442N 0111631E 544438N 0111648E 544434N 0111705E	496 492	LIL F R	
SØLLESTED 3	3 Wind Turbines	544703N 0111505E 544706N 0111447E 544709N 0111429E	496 492	LIL F R	
SØNDER HØJRUP (Fyn)	Mast	551700N 0102831E*	1014 726	LIH FLG W	
SØNDER RIND	3 Wind Turbines	56 22 05N 009 27 13E 56 22 08N 009 26 52E 56 22 11N 009 26 32E	581 492	LIL F R	
SØSTERHØJ	Tower with mast	560555N 0101301E*	1050 709	LIH FLG W	
TAASINGE	2 Wind Turbines	545759N 0103501E 545809N 0103436E	454 417	LIL F R	
THISTED	Mast	565832N 0084103E*	600 498	LIM FLG R	
THYBORØN Sydhavn	1 Wind turbine	564030N 0081324E	493 492	LIL F R	
THYBORØN Sydhavn 2	1 Wind turbine	564014N 0081304E	873 873	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
TIM 2	6 Wind Turbines	561127N 0081552E 561118N 0081603E 561109N 0081613E 561101N 0081623E 561053N 0081633E 561044N 0081644E	502 492	LIL F R	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
TJØRNTVED	2 Wind Turbines	553142N 0113408E 553143N 0113348E	528 417	LIL FLG R	
TOLNE	Mast	573001N 0101806E*	724 527	LIH FLG W	
TOMMERUP	Mast	551853N 0101335E*	1195 1054	LIH FLG W	
TORNBYGÅRD	3 Wind Turbines	550937N 0144547E 550943N 0144538E 550950N 0144529E	640 414	LIL F R	
TOWER CRANE NORDHAVN	Crane	55 42 24N 012 36 06E	345 345	LIM F R	
TRANEKÆR	3 Wind Turbines	550105N 0105348E 550114N 0105352E 550124N 0105356E	420 410	LIL F R	
TRIKELSHØJ	3 Wind Turbines	563208N 0095245E 563203N 0095302E 563159N 0095319E	569 426	LIL F R	
TROLDHEDE	6 Wind Turbines	560107N 0084351E 560049N 0084407E 560048N 0084432E 560102N 0084424E 560032N 0084424E 560116N 0084447E	529 492	LIL F R	
TRY	3 Wind Turbines	570745N 0101412E 570753N 0101436E 570737N 0101347E	524 492	LIL F R	
TUREBYLILLE	5 Wind-Turbines In a row	552104N 0120602E 552117N 0120559E 552130N 0120555E 552143N 0120552E 552156N 0120548E	560 492	LIL F R	
TVIS, Lindholtvej	4 Wind Turbines	561924N 0084555E 561915N 0084605E 561858N 0084624E 561906N 0084615E	588 492	LIL F R	
TYKSKOV	2 Wind Turbines	555807N 0091434E 555757N 0091431E	695 489	LIL F R	
TYRA ØST	Flare Tower	554307N 0044745E	536 536	LIM FLG W	
ULBJERG	2 Wind Turbines	563940N 0092319E 563947N 0092330E	493 388	LIL F R	
ULVEMOSEN OG BÆKHEDE PLANTAGE	10 Wind Turbines	553557N 0083534E 553553N 0083559E 553550N 0083626E 553550N 0083652E 553551N 0083719E 553555N 0083747E 553600N 0083813E 553607N 0083836E 553615N 0083859E 553624N 0083921E	592 492	LIL F R	
URUP	6 Wind Turbines	554837N 0084708E 554826N 0084710E 554814N 0084711E 554842N 0084736E 554831N 0084738E 554819N 0084739E	580 492	LIL F R	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
USSERØD (Hørsholm)	Chimney	555408N 0122926E*	359 328	NIL	
VAMDRUP	Chimney	552542N 0091801E*	487 355	LIH FLG W	
VARDE (Søvig Mark)	Flare stack Chimney	554005N 0082155E* 554015N 0082209E*	509 476 392 361	LIM FLG R LIM FLG R	
VARDE (Nordenskov)	Mast	553925N 0084017E*	1102 1036	LIH FLG W	
VEDDUM	9 Wind turbines	564657N 0101148E 564708N 0101143E 564720N 0101137E 564731N 0101132E 564743N 0101126E 564708N 0101208E 564719N 0101203E 564731N 0101157E 564742N 0101151E	505 492	LIL F R	
VEJEN	Chimney	552826N 0090924E*	460 345	LIL F R	
VEJLE	Tower	554031N 0093010E*	797 448	LIL F R	
VELLING 1	Wind turbine	560122N 0081906E	660 656	LIH FLG W	
VELLING 2	Wind turbine	560144N 0081900E	660 656	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
VEMB	12 Wind Turbines	562206N 0082119E 562216N 0082118E 562227N 0082117E 552209N 0082145E 562219N 0082144E 562230N 0082143E 562213N 0082218E 562223N 0082217E 562233N 0082216E 562216N 0082248E 562226N 0082247E 562236N 0082246E	502 459	LIL F R	
VESTER BARDE	5 Wind Turbines	560741N 0084106E 560753N 0084039E 560747N 0084053E 560805N 0084013E 560759N 0084026E	611 460	LIM FLG R	
VESTERHAV NORD	21 Wind Turbines	563924N 0080129E 563901N 0080130E 563838N 0080130E 563815N 0080130E 563752N 0080131E 563729N 0080131E 563706N 0080131E 563643N 0080131E 563620N 0080132E 563557N 0080132E 563534N 0080132E 563511N 0080133E 563448N 0080133E 563425N 0080133E 563402N 0080134E 563340N 0080134E 563316N 0080134E 563253N 0080134E 563230N 0080135E	633 633	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
		563207N 0080135E 563144N 0080135E			
VESTERHAV SYD	20 Wind turbines in a row	560814N 0075712E 560752N 0075712E 560730N 0075712E 560707N 0075712E 560645N 0075712E 560623N 0075712E 560600N 0075713E 560539N 0075713E 560517N 0075713E 560454N 0075713E 560432N 0075713E 560410N 0075713E 560347N 0075713E 560325N 0075713E 560303N 0075713E 560241N 0075713E 560219N 0075713E 560157N 0075713E 560135N 0075713E 560113N 0075713E	633 633	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
VESTHIMMERLAND (BJØRNSTRUP)	6 Wind turbines in a row	565235N 0092910E 565245N 0092915E 565256N 0092920E 565307N 0092925E 565318N 0092931E 565329N 0092936E	611 492	LIL F R	
VIBORG	Flare Stack	563825N 0092503E*	197 ---	NIL	
VIBORG (SPARKÆR)	Mast	562742N 0091404E*	1188 1037	LIH FLG W	
VIDEBÆK	Mast	560827N 0084218E*	1173 1051	LIH FLG W	
VIDEBÆK	4 Wind Turbines	560648N 0083749E 560645N 0083643E 560646N 0083705E 560648N 0083728E	594 459	LIL F R	
VILDBJERG	3 Wind Turbines	561227N 0084708E 561237N 0084716E 561247N 0084724E	643 492	LIL F R	
VINDERUP	3 Wind Turbines	563020N 0084659E 563031N 0084659E 563043N 0084659E	433 416	LIL F R	
VINDERUP 2	3 Wind Turbines	562437N 0085129E 562445N 0085115E 562454N 0085101E	674 492	LIL F R	
VINDTVED, TØNDER	6 Wind Turbines	545421N 0085540E 545420N 0085602E 545419N 0085624E 545418N 0085646E 545417N 0085708E 545416N 0085730E	495 492	LIL F R	
VOGNKÆR	5 Wind Turbines	560653N 0081356E 560734N 0081358E	411 411	LIL F R	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
VOLDER MARK	6 Wind Turbines	562725N 0081116E 562729N 0081135E 562733N 0081154E 562737N 0081212E 562741N 0081231E 562745N 0081250E	518 492	LIL F R	
VORDINGBORG	Mast	550307N 0115918E*	1230 1051	LIH FLG W	
ØLGOD	Mast	554833N 0083335E*	676 496	LIL F R	
Ø. LINDERUP	4 Wind Turbines	581532N 0100307E 571532N 0100249E 571533N 0100231E 571533N 0100214E	499 410	LIL F R	
ØSTER BØRSTING	2 Wind Turbines	562709N 0090446E 562718N 0090433E	588 459	LIL F R	
ØSTERILD	12 Masts and 9 Wind Turbines	570502N 0085302E 570231N 0085300E	1126 1083	LIH FLG W.	
ÅRSBALLE	Mast	550855N 0145248E*	965 575	LIH FLG W	

Off shore obstacles

The following contains a listing of known off shore obstacles. For the purpose of this listing, an off shore obstacle is defined as an obstacle situated 2 km or more from the coast. Oil rigs in the North Sea are not included (See ENR 5.3).
It is not mandatory to report obstacles less than 100 m in height in Denmark, so obstacles may exist that are not included in this listing.
Aircrews noticing off shore obstacles not included on this list are encouraged to report the observations to MIL AIM, Air Command Denmark.

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
Horns rev	Mast	553119N 0074720E	197		
Horns rev	Mast	552912.3N 0075443.3E	230		
Horns rev	Mast	552914.2N 0075831.2E	230		
Horns rev 1	Wind farm 80 Wind Turbines	55 30 12N 007 47 47E - 55 30 14N 007 52 34E - 55 28 09N 007 53 05E - 55 28 06N 007 48 18E	360 360	LIM FLG W LIL F R	On edge of the area Inside the edge
Horns rev 2	Wind farm 91 Wind Turbines	55 33 35N 007 35 54E - 55 33 23N 007 32 48E - 55 38 53N 007 35 36E - 55 37 47N 007 38 02E	375 375	LIM FLG W LIL F R	On edge of the area Inside the edge
Horns rev 3	Wind farm 49 Wind Turbines	55 44 10N 007 33 02E - 55 44 14N 007 34 32E - 55 44 17N 007 36 14E - 55 44 20N 007 37 54E - 55 44 24N 007 39 35E - 55 44 28N 007 41 15E - 55 43 53N 007 41 05E - 55 43 17N 007 40 59E - 55 42 41N 007 40 57E - 55 42 25N 007 42 31E - 55 41 49N 007 42 33E - 55 40 59N 007 42 52E - 55 41 03N 007 44 34E - 55 40 57N 007 46 23E - 55 39 53N 007 45 08E - 55 39 16N 007 43 50E - 55 38 37N 007 42 36E - 55 38 04N 007 41 24E - 55 38 35N 007 40 55E - 55 39 08N 007 40 30E - 55 39 38N 007 38 28E - 55 40 12N 007 38 10E - 55 40 43N 007 36 15E - 55 41 15N 007 34 25E - 55 41 50N 007 34 19E - 55 42 25N 007 34 07E - 55 43 00N 007 33 42E - 55 43 33N 007 33 12E	614 614	LIM FLG W LIM FLG R LIL F R	Day perimeter OBST LGT Night Perimeter OBST LGT Day and night inside Perimeter OBST LGT
KRIEGERS FLAK, TRB_ID 4	Wind turbine	550313N 0124604E	617 617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
KRIEGERS FLAK, TRB_ID 6	Wind turbine	550232N 0124555E	617 617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
KRIEGERS FLAK, TRB_ID 8	Wind turbine	550158N 0124542E	617 617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
KRIEGERS FLAK, TRB_ID 9	Wind turbine	550123N 0124543E	617 617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
KRIEGERS FLAK, TRB_ID 11	Wind turbine	550048N 0124540E	617 617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
KRIEGERS FLAK, TRB_ID 13	Wind turbine	550016N 0124522E	617 617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
KRIEGERS FLAK, TRB_ID 15	Wind turbine	545941N 0124544E	617 617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
KRIEGERS FLAK, TRB_ID 17	Wind turbine	545903N 0124838E	617 617	LIL F R	
KRIEGERS FLAK, TRB_ID 18	Wind turbine	545905N 0124606E	617 617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
KRIEGERS FLAK, TRB_ID 21	Wind turbine	545829N 0124633E	617 617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
KRIEGERS FLAK, TRB_ID 22	Wind turbine	545823N 0124814E	617 617	LIM FLG W LIM FLG R	Day OBST LGT Night OBST LGT
København (Middelgrunden)	20 Wind Turbines in a row	55 42 25N 012 40 06E 55 42 19N 012 40 08E 55 42 13N 012 40 09E 55 42 08N 012 40 11E 55 42 02N 012 40 12E 55 41 56N 012 40 13E 55 41 50N 012 40 14E 55 41 44N 012 40 14E 55 41 38N 012 40 15E 55 41 32N 012 40 15E 55 41 26N 012 40 15E 55 41 20N 012 40 15E 55 41 14N 012 40 14E 55 41 08N 012 40 14E 55 41 03N 012 40 13E 55 40 57N 012 40 12E 55 40 51N 012 40 11E 55 40 45N 012 40 09E 55 40 39N 012 40 08E 55 40 33N 012 40 06E	365 365	LIL F R	
NORDSEE 8	Mast	55 11 42N 007 09 30E	397 397	LIL F R	
NORDSEE 11	Wind farm 57 Wind Turbines	550013N 0074443E - 550033N 0074422E - 550056N 0074417E - 55 0210N 0074417E - 550233N 0074428E - 550328N 0074604E - 550337N 0074720E - 550338N 0074800E - 550057N 0074800E - 550032N 0074759E - 550010N 0074740E - 550003N 0074621E - 550013N 0074443E	491 491	-	Type and colour not AVLB

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
NORDSEE 12	Wind fram, 80 Wind Turbines	55 13 14N 007 10 07E 55 11 26N 007 11 52E 55 09 55N 007 12 21E 55 09 21N 007 12 28E 55 08 48N 007 12 36E 55 06 12N 007 10 13E 55 08 14N 007 12 40E 55 04 57N 007 12 23E 55 04 18N 007 12 27E 55 07 40N 007 12 48E 55 07 09N 007 12 57E 55 06 36N 007 13 02E 55 13 30N 007 11 04E 55 06 06N 007 13 02E 55 05 29N 007 13 33E 55 04 55N 007 13 33E 55 06 40N 007 10 13E 55 04 27N 007 13 35E 55 09 11N 007 11 07E 55 08 45N 007 11 13E 55 08 17N 007 11 19E 55 07 51N 007 11 25E 55 07 27N 007 11 11E 55 06 58N 007 11 37E 55 06 34N 007 11 34E 55 06 08N 007 11 39E 55 05 31N 007 12 21E 55 07 09N 007 10 12E 55 05 34N 007 11 19E 55 04 44N 007 11 18E 55 07 40N 007 10 10E 55 08 11N 007 10 09E 55 08 42N 007 10 08E 55 09 13N 007 10 06E 55 09 35N 007 10 06E 55 09 39N 007 11 00E 55 10 10N 007 10 57E 55 10 36N 007 10 49E 55 11 03N 007 10 42E 55 11 55N 007 10 28E 55 12 22N 007 10 21E 55 04 03N 007 10 28E 55 12 48N 007 10 14E 55 13 45N 007 10 02E 55 14 04N 007 10 14E 55 13 55N 007 11 09E 55 13 45N 007 11 56E 55 13 22N 007 12 31E 55 12 51N 007 12 39E 55 12 20N 007 12 47E 55 11 49N 007 12 54E 55 04 32N 007 10 30E 55 11 18N 007 13 03E 55 10 48N 007 13 10E 55 10 17N 007 13 18E 55 09 47N 007 13 26E 55 09 16N 007 13 34E 55 08 46N 007 13 41E 55 08 17N 007 13 48E 55 07 50N 007 13 54E	484 484	-	Type and colour not AVLB

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
		55 11 29N 007 10 35E 55 06 53N 007 14 09E 55 04 59N 007 10 56E 55 06 27N 007 14 16E 55 06 03N 007 14 23E 55 05 27N 007 14 31E 55 04 54N 007 14 39E 55 04 27N 007 14 47E 55 04 02N 007 14 27E 55 03 59N 007 13 40E 55 03 56N 007 12 50E 55 03 54N 007 12 00E 55 03 51N 007 11 10E 55 05 37N 007 10 14E 55 04 25N 007 11 31E 55 13 02N 007 11 22E 55 12 31N 007 11 37E 55 11 58N 007 11 42E 55 10 56N 007 12 02E 55 10 25N 007 12 10E			
NORDSEE 14	Wind farm, 72 Wind Turbines	55 12 02N 006 49 48E 55 06 51N 006 52 43E 55 06 59N 006 53 39E 55 07 06N 006 54 34E 55 07 17N 006 51 35E 55 07 24N 006 52 31E 55 07 31N 006 53 26E 55 07 37N 006 54 24E 55 07 48N 006 51 23E 55 07 55N 006 52 19E 55 08 02N 006 53 14E 55 08 09N 006 54 12E 55 08 20N 006 51 11E 55 08 27N 006 52 08E 55 08 34N 006 53 02E 55 08 41N 006 53 59E 55 08 52N 006 51 00E 55 08 58N 006 51 56E 55 09 05N 006 52 51E 55 09 12N 006 53 47E 55 09 24N 006 50 48E 55 09 30N 006 51 43E 55 09 38N 006 52 41E 55 09 44N 006 53 35E 55 09 56N 006 50 34E 55 10 02N 006 51 33E 55 10 09N 006 52 27E 55 10 15N 006 53 23E 55 10 27N 006 50 25E 55 10 34N 006 51 21E 55 10 41N 006 52 15E 55 10 48N 006 53 12E 55 10 59N 006 50 13E 55 11 05N 006 51 08E 55 11 12N 006 52 04E 55 11 31N 006 50 01E 55 11 37N 006 50 54E 55 11 45N 006 51 52E	525 525	-	Type and colour not AVLB

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
		55 12 09N 006 50 44E 55 12 16N 006 51 40E 55 12 34N 006 49 36E 55 12 48N 006 51 29E 55 13 06N 006 49 26E 55 13 12N 006 50 21E 55 13 38N 006 49 13E 55 13 44N 006 50 09E 55 13 51N 006 51 05E 55 14 09N 006 49 01E 55 14 16N 006 49 57E 55 14 22N 006 50 54E 55 14 40N 006 48 49E 55 14 48N 006 49 44E 55 14 54N 006 50 42E 55 15 12N 006 48 36E 55 15 19N 006 49 32E 55 15 26N 006 50 28E 55 15 32N 006 51 25E 55 15 44N 006 48 26E 55 15 50N 006 49 22E 55 15 57N 006 50 17E 55 16 04N 006 51 13E 55 16 15N 006 48 14E 55 16 23N 006 49 09E 55 16 29N 006 50 07E 55 16 36N 006 51 01E 55 16 47N 006 48 01E 55 16 54N 006 48 59E 55 17 01N 006 49 53E 55 17 07N 006 50 50E 55 17 26N 006 48 47E 55 17 33N 006 49 42E 55 17 39N 006 50 38E			
NYSTED (Havmøllepark)	72 Wind Turbines in a group	543410.23N 0114002.16E 543336.26N 0114534.81E 543131.61N 0114534.80E 543205.59N 0114002.15E	361 361	LIM FLG W LIL F R	On corners of the Windfarm perimeter On all other turbines
PALUDANS FLAK	10 Wind Turbines in a row	554403N 0103500E* 554230N 0103500E*	336 336	LIM FLG R	
RØDSAND 2	Windfarm area, consisting of 90 wind turbines in total.	543459N 0112908E 543450N 0112937E 543442N 0113005E 543434N 0113038E 543428N 0113106E 543421N 0113135E 543415N 0113204E 543410N 0113231E 543405N 0113300E 543400N 0113329E 543357N 0113354E 543354N 0113423E 543351N 0113449E 543349N 0113516E 543347N 0113542E	378 378	LIM FLG W LIL F R LIM FLG W LIL F R	

DESIGNATION	TYPE	POSITION (WGS-84)	HEIGHT(FT) MSL GND	OBST LGT	REMARKS
		543345N 0113609E 543344N 0113635E 543344N 0113701E 543449N 0112843E 543438N 0112912E 543428N 0112942E 543419N 0113013E 543411N 0113041E 543403N 0113112E 543355N 0113142E 543349N 0113210E 543344N 0113235E 543336N 0113310E 543332N 0113338E 543327N 0113408E 543323N 0113437E 543320N 0113506E 543317N 0113535E		LIM FLG W LIL F R	
South of Læsø	Mast	570505N 0110739E	197		
Tunø Knob	Wind farm 10 Wind Turbines in a group	Within area 555822N 0102109E 555819N 0102132E 555753N 0102131E 555756N 0102108E	233		

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

1. GLIDING/HANG-GLIDING

1.1 General

Gliding/hang-gliding may take place from a great number of public and private aerodromes or special glider/hang-glider sites.The aerodromes and the glider/hang-glider sites are shown on the LFC - RDAF 1:500 000 Denmark and other relevant aeronautical charts.

1.2 Caution. Use of Cable Launching

Cable launching may take place at some sites up to a height of 2500 FT AGL. The cable forms an almost invisible obstacle during launch as well as when falling to the ground. After release, the cable will fall to the ground in the direction with the wind, away from the winch. Normally the cable will fall within the limit of the site, but situations may occur where the cable will fall outside the site. Collision with the cable may cause damage to an aircraft, in worst case be fatal. A safety distance of 1 NM from the position of the site will be sufficient.
Glider/hang-glider sites where cable launch may take place is listed on page ENR 5.5 - 2, Table 1 and 2.

1.3 Gliding/Hang-gliding in Airspace Class E and G.

Gliding/hang-gliding in airspace Class E and G will normally not be known by ATS. However, in case of intensive activity such as competition and the like, NOTAM will be issued if the Danish Transport Authority has been informed thereof.

1.4 Glider/Hang-glider Areas in Airspace Class C and D

1.4.1 Areas and allocation

Areas within which gliding/hang-gliding may take place on special conditions have been established in København TMA, Roskilde TMA and Billund TMA (airspace class C), in Aarhus TMA/CTR, in Billund CTR, Karup TMA/CTR (airspace class D). The areas may be allocated on all days to flying clubs or to individual flights. For intensive activity the areas will be allocated to flying clubs only. Allocation of the areas will always be based on an evaluation of the actual traffic situation in the area concerned. For areas within København TMA and Roskilde TMA the actual upper limit will be determined through coordination with Roskilde Approach and based on the actual weather situation in the area concerned. Within København TMA individual flights may also be permitted to operate outside the glider areas in airspace class C.

1.4.2 Location of glider/hang-glider areas

The areas in København TMA and Roskilde TMA are shown on the ANC 1:250 000 Copenhagen Area. Detailed description of the areas are given on page ENR 5.5 - 3, Table 3.

1.4.3 Conditions for flights other than gliding/hang-gliding

a) IFR-flights

IFR-flights will be separated from active glider/hang-glider areas. However, if an area is allocated for an individual flight, IFR-flights will be separated from such flight only and not from the whole area.

b) VFR flights
VFR-flights may obtain information as to whether a glider/hang-glider area is active from the appropriate ATS unit on the relevant TOWER or APPROACH frequency. A request for a clearance to pass an active area will normally be complied with, but VFR-flights which have been cleared to pass an active area will not receive traffic information and advice to avoid collision as prescribed for airspace Class C and D.

2. PARACHUTING

2.1 General
Parachuting may take place at many locations throughout the country. Locations, known by the Danish Transport Authority, as being frequently used are listed in table 4.

2.2 NOTAM about Parachuting
NOTAM about parachuting will be issued only in cases of a special and intensive activity and if the Danish Transport Authority has been informed thereof in advance.

Table 1. Sites for gliding
Sites approved for gliding-instruction are listed below. There is no upper limit or specified radius.
MILNOTAMS will be issued only in case of championship, training-camp etc.
Attention is drawn to the fact that gliding may take place anywhere by holders of certificate.

ICAO	PLACE	POSITION	REMARKS
EKAB	ARNBORG	560043N 0090045E	
EKBH	BOLHEDE	553757N 0084515E	
EKVE	EJSTRUPHEDE	560116N 0084128E	
	FREDERIKSSUND N	555108N 0120426E	
EKGE	GESTEN	553303N 0091105E	ACFT towing gliders turns right after TKOF RWY 10
EKGL	GØRLØSE	555308N 0121341E	
EKHM	HAMMER	555425N 0092713E	
EKHG	HERNING	561105N 0090240E	
EKKL	KALUNDBORG	554200N 0111500E	
EKKS	KONGSTED	551508N 0120346E	
EKLV	LEMVIG	563011N 0081842E	
	LINDTORP	562348N 0082631E	
EKMB	LOLLAND/FALSTER MARIBO	544158N 0112624E	
EKNM	MORSØ	564928N 0084711E	
	NØRRE FELDING	561758N 0083455E	
	RØDEKRO	550443N 0091805E	
EKCR	SILKEBORG/ CHRISTIANSHEDE	560618N 0092334E	
EKSV	SKIVE	563301N 0091023E	
EKSL	SLAGLILLE	552708N 0113841E	
EKSA	SÆBY/OTTESTRUP	572048N 0102425E	
EKSA	True Svæveflyvebane	561043N 0100435E	
EKTO	TØLLØSE	553453N 0114536E	Traffic circuits are taking place N of the site
EKVH	VESTHIMMERLAND	565049N 0092731E	
EKSP	VOJENS/SKRYDSTRUP	551332N 0091550E	
EKFS	VØJSTRUP	551452N 0101215E	

Table 2. Sites for hang gliding

ICAO	PLACE	POSITION	REMARKS
	ALSTRUP	545317N 0114443E	CABLE: MAX HGT 2500FT AMSL
	BJEDSTRUP	560412N 0095157E	CABLE: MAX HGT 2000FT AMSL
	(Det tidligere / Former) Flyvestation Værløse	554617N 0121824E	CABLE: MAX HGT 1500FT AMSL
	FASTERHOLT	560010.2N 0090534.8E	CABLE: MAX HGT 2000FT AMSL
	HEDEN	551500N 0102105E	CABLE: MAX HGT 2000FT AMSL
	RØNBJERG	565340N 0091119E	CABLE: MAX HGT 2000FT AMSL
	SKIVUM	565203N 0093606E	CABLE: MAX HGT 2000FT AMSL
	TØLLØSE	553453N 0114536E	CABLE: MAX HGT 1500FT AMSL

Table 3. Glider areas

Designation Lateral Limits	Vertical Limits	ATS-unit Remarks
Within Aarhus TMA/CTR AARHUS WEST 560958N 0101625E - 561258N 0100625E - 561728N 0100025E - 562528N 0100255E - 562848N 0101055E - 562948N 0102225E - 562040N 0101253E - 560958N 0101625E.	FL 60 1500 FT MSL	AARHUS APPROACH
Within Billund TMA/CTR G1A - AREA BRANDE 1 555800.0N 0083700.0E - 555839.0N 0085536.5E - 555400.0N 0085924.0E - 555033.1N 00847 55.4E - 555800.0N 0083700.0E. G1B - AREA BRANDE 2 555839.0N 0085536.5E - 555927.8N 0092103.9E - 555451.5N 0092102.1E - 555400.0N 0085924.0E - 555839.0N 0085536.5E. G1C - AREA BRANDE 3 555927.8N 0092103.9E - 555957.4N 0093801.4E 555332.8N 0092925.8E - 555451.5N 0092102.1E 555927.8N 0092103.9E. G2 - AREA HORSENS 555957.4N 0093801.4E - 555257.8N 0095455.5E - 555138.7N 0094127.6E - 555332.8N 0092925.8E - 555957.4N 0093801.4E. G3 - AREA HEDENSTED 555138.7N 0094127.6E - 555257.8E 0095455.5E - 553413.5N 0095455.5E - 553419.5N 0093623.3E - 553924.5N 0094229.5E - 555138.7N 0094127.6E.	 FL 70 FL 45 FL 70 FL 45 FL 70 FL 45 FL 70 FL 45 FL 70 FL 45	 BILLUND APPROACH BILLUND APPROACH BILLUND APPROACH BILLUND APPROACH BILLUND APPROACH

G4A - AREA KOLDING 553346.8N 0091734.1E - 553417.5N 0093510.7E - 552907.3N 0093506.9E - 552820.0N 0091731.6E - 553346.8N 0091734.1E	FL 70 FL 45	BILLUND APPROACH
G4B - AREA LILLEBÆLT 553417.5N 0093510.7E - 553419.5N 0093623.3E - 553413.5N 0095455.5E - 552957.7N 0095455.5E - 552907.3N 0093506.9E - 553417.5N 0093510.7E.	FL 70 FL 45	BILLUND APPROACH
G5 - AREA GESTEN 553306.5N 0085624.5E - 553346.8N 0091734.1E - 552820.0N 0091731.6E - 552722.0N 0085712.0E - 553238.7N 0085715.4E - 553306.5N 0085624.5E.	FL 70 FL 45	BILLUND APPROACH
G6 - BRAMMING 553439.6N 0082158.1E - 553627.7N 0082725.3E - 553727.7N 0083455.3E - 553548.7N 0085126.4E - 553238.7N 0085715.4E - 552722.0N 0085712.0E - 552630.0N 0083955.1E - 553439.6N 0082158.1E.	FL 70 FL 45	BILLUND APPROACH
G7 - AREA OUTRUP 554927.1N 0081746.4E - 555033.1N 0084755.4E - 554650.1N 0083539.1E - 553717.1N 0083643.0E - 553727.7N 0083455.3E - 553627.7N 0082725.3E - 553439.6N 0082158.1E - 553544.8N 0081933.6E - 554927.1N 0081746.4E.	FL 70 FL 45	BILLUND APPROACH
G10 - AREA GESTEN NORD 553846.4N 0090436.8E - 553904.4N 0091411.3E - 553346.8N 0091734.1E - 553316.0N 0090113.8E - 553846.4N 0090436.8E.	FL 60 2500 FT MSL	BILLUND APPROACH
G11 - AREA VORBASSE 553819.9N 0085110.4E - 553846.4N 0090436.8E - 553316.0N 0090113.8E - 553306.5N 0085624.5E - 553548.7N 0085126.4E - 553819.9N 0085110.4E.	FL 50 2500 FT MSL	BILLUND APPROACH
G12 - AREA BOLHEDE 554000.0N 0084100.0E - 554016.6N 0084901.4E - 553816.0N 0084914.3E - 553819.9N 0085110.4E - 553548.7N 0085126.4E - 553651.6N 0084059.6E - 554000.0N 0084100.0E.	FL 70 2500 FT MSL/GND	BILLUND APPROACH
G13 - AREA BOLHEDE VEST 554000.0N 0084100.0E - 553651.6N 0084059.6E - 553717.1N 0083643.0E - 553950.3N 0083625.9E - 554000.0N 0084100.0E.	FL 70 2500 FT MSL	BILLUND APPROACH

Designation Lateral Limits	Vertical Limits	ATS-unit Remarks
G14 - AREA HAMMER 555451.5N 0092102.1E - 555226.9N 0093624.0E - 555031.7N 0092942.0E - 555012.7N 0091850.9E - 555451.5N 0092102.1E.	FL 50 2500 FT MSL	BILLUND APPROACH
G17 - AREA TARM NORD 555800.0N 0083700.0E - 555033.1N 0084755.4E - 554927.1N 0081746.4E - 555800.0N 0083700.0E.	FL 70 FL 45	BILLUND APPROACH
Within Karup TMA/CTR		
HERNING From 561105N 0085938E – along an arc of a circle, radius 1.7 NM centered at 561105N 0090240E to 561105N 0090543E - 560735N 0090544E - 560728N 0085938E - 561105N 0085938E.	3500 FT MSL 1500 FT MSL*/GND**	KARUP APPROACH *) Outside CTR **) Within CTR
NØRRE FELDING From 561940N 0083455E - along an arc of a circle, radius 1.7 NM centered at 561758N 0083455E to 561616N 0083455E - 561616N 0083044E - 561940N 0083031E - 561940N 0083455E.	3500 FT MSL 1500 FT MSL	KARUP APPROACH
VEST (WEST) Concisting of that part of KARUP TMA/CTR which is not included in ØST (EAST).	3500 FT MSL 1500 FT MSL*/GND**	KARUP APPROACH *) Outside CTR **) Within CTR
VIBORG From 562436N 0092925E – along an arc of a circle, radius 2.7 NM centered at 562436N 0092434E to 562321N 0092015E - 562750N 0092016E - 562748N 0092425E - 562658N 0092925E - 562436N 0092925E.	3500 FT MSL 1500 FT MSL*/GND**	KARUP APPROACH *) Outside CTR **) Within CTR
ØST (EAST) 562328N 0085925E - 562158N 0091955E - 562158N 0094255E - 561358N 0094255E - 561026N 0093217E - 561428N 0085955E - 562328N 0085925.	3500 FT MSL 1500 FT MSL*/GND**	KARUP APPROACH *) Outside CTR **) Within CTR

Designation Lateral Limits	Vertical Limits	ATS-unit Remarks
Within Roskilde and København TMA		
N1 555906N 0114933E - 554538N 0114221E - 555048N 0112146E - 555906N 0114933E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
N2 560923N 0122446E - 555718N 0122456E - 555438N 0120216E - 554538N 0114221E - 555906N 0114933E - 560923N 0122446E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
N2 subdivision		
East (E) 560923N 0122446E - 565718N 0122456E - 555527N 0120909E - 560433N 0120806E - 560923N 0122446E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
West (W) 560433N 0120806E - 555527N 0120909E - 555438N 0120216E - 554538N 0114221E - 555906N 0114933E - 560432N 0120806E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
N3 560951N 0122624E - FIR Boundary - 555852N 0123907E - 555718N 0122456E - 560923N 0122446E - 560951N 0122624E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
N4 555718N 0122456E - 555144N 0123016E - 554839N 0114901E - 555438N 0120216E - 555718N 0122456E.	4000* FT MSL 2500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
N4 subdivision		
East (E) 555718N 0122456E - 555144N 0123016E - 555046N 0121701E - 555718N 0122456E -	4000* FT MSL 2500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
West (W) 55 57 18N 012 24 56E - 55 50 46N 012 17 01E 55 48 39N 011 49 01E - 55 54 38N 012 02 16E 55 57 18N 012 24 56E.	4000* FT MSL 2500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1

Designation	Vertical	ATS-unit

Lateral Limits	Limits	Remarks
N5 555144N 0123016E - 554505N 0122409E - 554517N 0121019E - 554839N 0114901E - 555144N 0123016E.	4000* FT MSL 1500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
N5 subdivision		
East (E) 555144N 0123016E - 554505N 0122409E - 554517N 0121019E - 555046N 0121701E- 555144N 0123016E.	4000* FT MSL 1500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
WEST (W) 555046N 0121701E - 554517N 0121019E- 554839N 0114901E - 555046N 0121701E.	4000* FT MSL 1500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
N6 554517N 0121019E - 554030N 0120430E - 554015N 0120328E - 554538N 0114221E - 554839N 0114901E - 554517N 0121019E.	4000* FT MSL 1500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
S1 551958N 0122656E - 551317N 0122656E - 551221N 0121000E - 551959N 0121000E - 551958N 0122656E	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
S2 551959N 0121000E - 551221N 0121000E - 551143N 0115846E - 552214N 0115617E - 551959N 0120756E - 551959N 0121000E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
S3 552947N 0112408E - 552947N 0115044E - 552214N 0115617E - 551143N 0115846E - 551458N 0114051E - 552538N 0112436E - 552947N 0112408E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
S3 subdivision		
North (N) 552947N 0115044E - 552105N 0114455E - 552538N 0112436E - 552947N 0112408E - 552947N 0115044E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
East (E) 552947N 0115044E - 552214N 0115617E - 551818N 0115713E - 552105N 0114455E - 552947N 0115044E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1

Designation Lateral Limits	Vertical Limits	ATS-unit Remarks
South (S) 551818N 0115713E - 551143N 0115846E - 551458N 0114051E - 552105N 0114455E - 551818N 0115713E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
West (W) 552105N 0114455E - 551458N 0114051E - 552538N 0112436E - 552105N 0114455E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
S4 554336N 0112235E - 553704N 0114756E - 553333N 0114756E - 552947N 0115044E - 552947N 0112408E - 554336N 0112235E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
S4 Subdivision		
North West (NW) 554336N 0112235E - 554007N 0113611E - 553638N 0113636E - 553638N 0112322E - 554336N 0112235E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
North East (NE) 554007N 0113611E - 553704N 0114756E - 553638N 0114756E - 553638N 0113636E - 554007N 0113611E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
South East (SE) 553638N 0113636E - 553638N 0114756E - 553333N 0114756E - 552947N 0115044E - 552948N 0113724E - 553638N 0113636E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
South West (SW) 553638N 0112322E - 553638N 0113636E - 552948N 0113724E - 552947N 0112408E - 553638N 0112322E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
S5 553704N 0114756E - 553442N 0115659E - 553100N 0115800E - 552947N 0115044E - 553333N 0114756E - 553704N 0114756E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
T1 552723N 0120806E - 551959N 0122656E - 551959N 0120756E - 552723N 0120806E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
T2 552723N 0120806E - 551959N 0120756E - 552214N 0115617E - 552723N 0120806E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1

Designation Lateral Limits	Vertical Limits	ATS-unit Remarks
T3 552930N 0121000E – 552723N 0120806E – 552214N 0115617E – 552947N 0115043E – 553100N 0115800E – 552900N 0120400E – 552930N 0121000E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
T4 554100N 0121130E – 553940N 0121500E – 553656N 0121644E – 552930N 0121000E – 552900N 0120400E – 553100N 0115800E – 553630N 0115630E – 553900N 0115830E – 554030N 0120430E – 554100N 0121130E	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
T5 554015N 0120328E – 553900N 0115830E – 553630N 0115630E – 553442N 0115659E – 553754N 0114443E – 554258N 0114056E – 554538N 0114221E – 554015N 0120328E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
T6 554538N 0114221E - 554258N 0114056E - 553754N 0114443E - 554336N 0112235E - 555048N 0112146E - 554538N 0114221E.	5000* FT MSL 2500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
T7 554517N 0121019E – 554030N 0120430E – 554015N 0120328E – 554538N 0114221E – 554517N 0121019E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
T8 554505N 0122409E – 553656N 0121644E – 553940N 0121500E – 554100N 0121130E – 554030N 0120430E – 554517N 0121019E – 554505N 0122409E.	3000* FT MSL 1500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
T9 555835N 0123636E – 555144N 0123016E – 555718N 0122456E – 555835N 0123636E	3000* FT MSL 2500 FT MSL	ROSKILDE APPROACH *See ENR 5.5 item 1.4.1
Within Skrydstrup TMA/CTR RØDEKRO 550800N 0090630E – 550740N 0092700E – 550040N 0092634E – 550435N 0090601E – 550800N 0090630E.	3500 FT MSL 1500 FT MSL*/GND**	SKRYDSTRUP APPROACH *) Outside CTR **) Within CTR

Table 4. Parachuting sites
Whenever possible military parachute activity will be announced by MILNOTAM. MILNOTAM will be issued in case of championships, training camps etc. to the extent that information is received by Air Command – NAOC.
Parachuting is frequently taking place at the locations listed below.

4.1: Parachuting at Public Aerodromes

ICAO	Place	Aprx. Position
EKYT	Aalborg	5705N 00951E
EKAH	Aarhus	5618N 01037E
EKRN	Bornholm/Rønne	5504N 01445E
EKEB	Esbjerg	5532N 00833E
EKHG	Herning	5511N 00903E
EKVD	Kolding/Vamdrup	5526N 00920E
EKPB	Kruså/Padborg	5452N 00917E
EKRK	København/Roskilde	5535N 01208E
EKMB	Lolland-Falster/Maribo	5442N 01127E
EKLS	Læsø	5716N 01100E
EKOD	Odense	5529N 01020E
EKSS	Samsø	5553N 01036E
EKSN	Sindal	5730N 01013E
EKSV	Skive	5633N 00910E
EKVJ	Stauning	5559N 00821E
EKTD	Tønder	5456N 00850E
EKVH	Vesthimmerland	5651N 00928E
EKVB	Viborg	5625N 00925E

4.2: Parachuting at Private Aerodromes

ICAO	Place	Aprx. Position
	Lindtorp	562348N 0082631E
EKVA	Varde	553628N 0082625E

4.3: Parachuting at other locations

ICAO	Place	Aprx. Position
	Aversi (NW of Haslev)	5521N 01150E
	Biersted (N of Aalborg AD)	5709N 00949E
	Gilleleje (W of town)	5606N 01216E
	Hundested (E of town)	5557N 01155E
	Kalundborg (SW of town)	5540N 01102E
	Sundbylille (E of Frederikssund)	5550N 01207E
	Tolstrup (S of Ringsted AD)	5525N 01149E
	Turebyholm (NW of Karise)	552037N 0120630E

ENR 5.6 BIRD MIGRATION AND BIRD CONCENTRATION IN DENMARK

1. BIRD MIGRATION

Bird migration occurs during the whole year, but culminates in the periods end of March to Mid-May (spring migration) and beginning of September to Mid-November (autumn migration).

2. SPRING MIGRATION

Spring migration culminates in the period end of March to Mid-May, and peak numbers for most species occur in April. The most important factors inducing heavy migration are a rise in temperature over Central and Western Europe, light winds and southerly winds.

At night migration is generally in broad outline covering the entire country and its surrounding waters, with mean direction north-Northeast. Most birds come from Central and Western Europe. In day-light migration tends to concentrate along guiding coasts. The most important points of concentration area:

1. Skagen, 5745N 01035E.
2 Fornæs, 5625N 01055E.
3. NE Fyn, 5520N 01045E.
4 N & E Sjælland, the area from 5600N 01140E to 5520N 01230E.

Generally the altitude of migration at night is higher than by day. At night the average altitude is about 3.000-5.000FT, by day 1.000-3.000FT.

3. AUTUMN MIGRATION

Autumn migration culminates during the period beginning of September to mid-November, and peak numbers for most species occur in October. The most important factor inducing heavy migration is fall in temperature over Central and Northern Scandinavia. High intensities coincide also with winds from N-NE, light winds, little cloud-over and high atmospheric pressure.

At night migration is in broad outline covering the entire country and its surrounding waters with mean direction south. Most birds come from South Norway and South Sweden. By day migration tends to concentrate in the eastern part of Denmark and along guiding coasts. The most important points of concentration are:

1.	Falsterbo (S Sweden) and Stevns	5525N 01250E - 5520N 01230E
2.	Gedser - Rødby	5435N 01155E - 5440N 01120E
3.	Skælskør	5515N 01118E
4.	Southern Langeland	5445N 01040E
5.	Blåvand	5535N 00805E

Generally the altitude of night migration is higher than by day.
At night the average altitude is about 3.000-5.000FT, by day about 1.000-3.000FT.

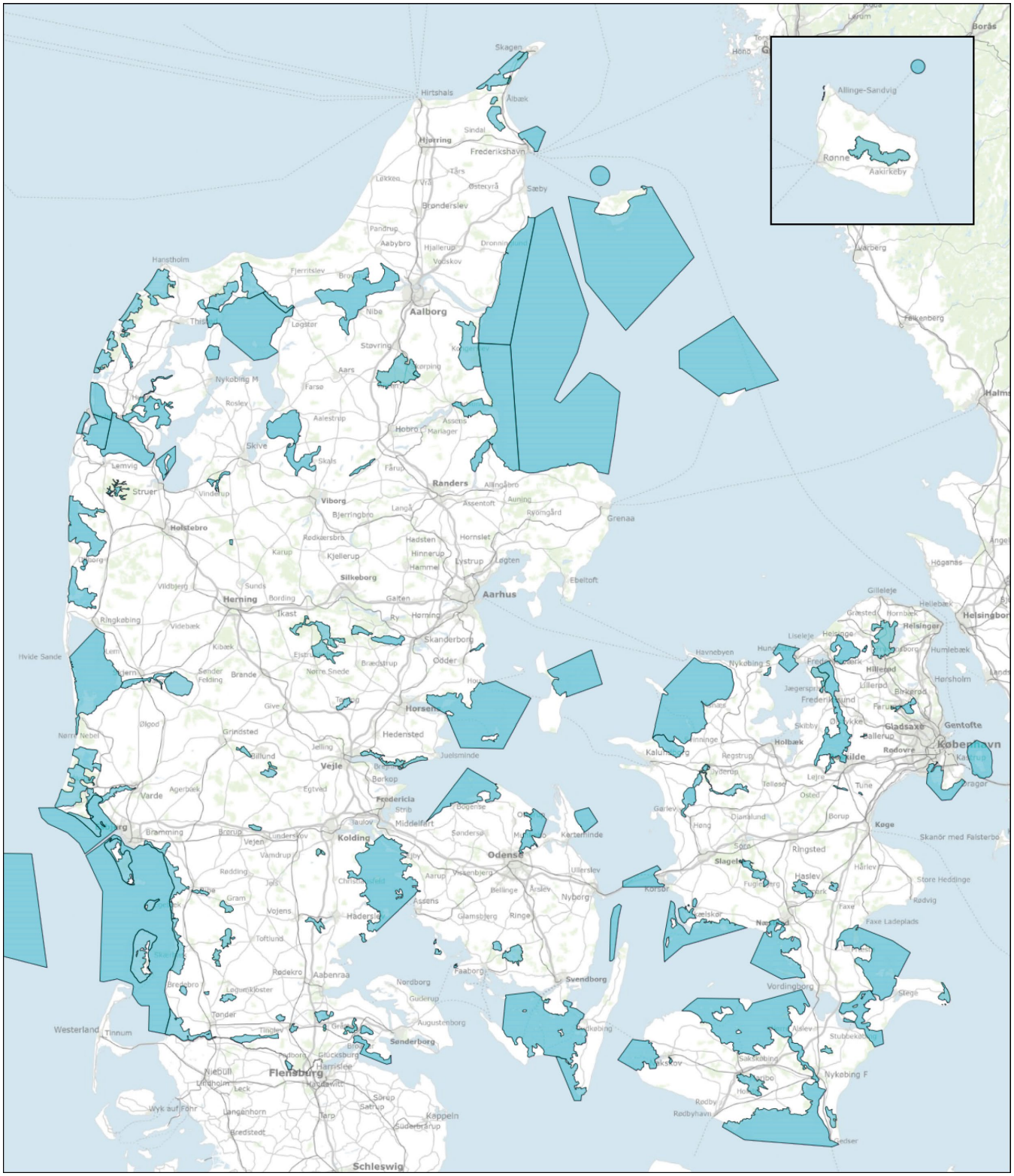
4. NUMBERS OF BIRDS

At least 100 million birds passes over Denmark and its surrounding waters during autumn. Smaller passerines are dominating, several species occur in great numbers and are most hazardous to aircraft: starlings, thrushes and finches. Very numerous and hazardous are also crow-birds, ducks, gulls, waders, pigeons and birds of prey, occurring from tens of thousands to several millions.

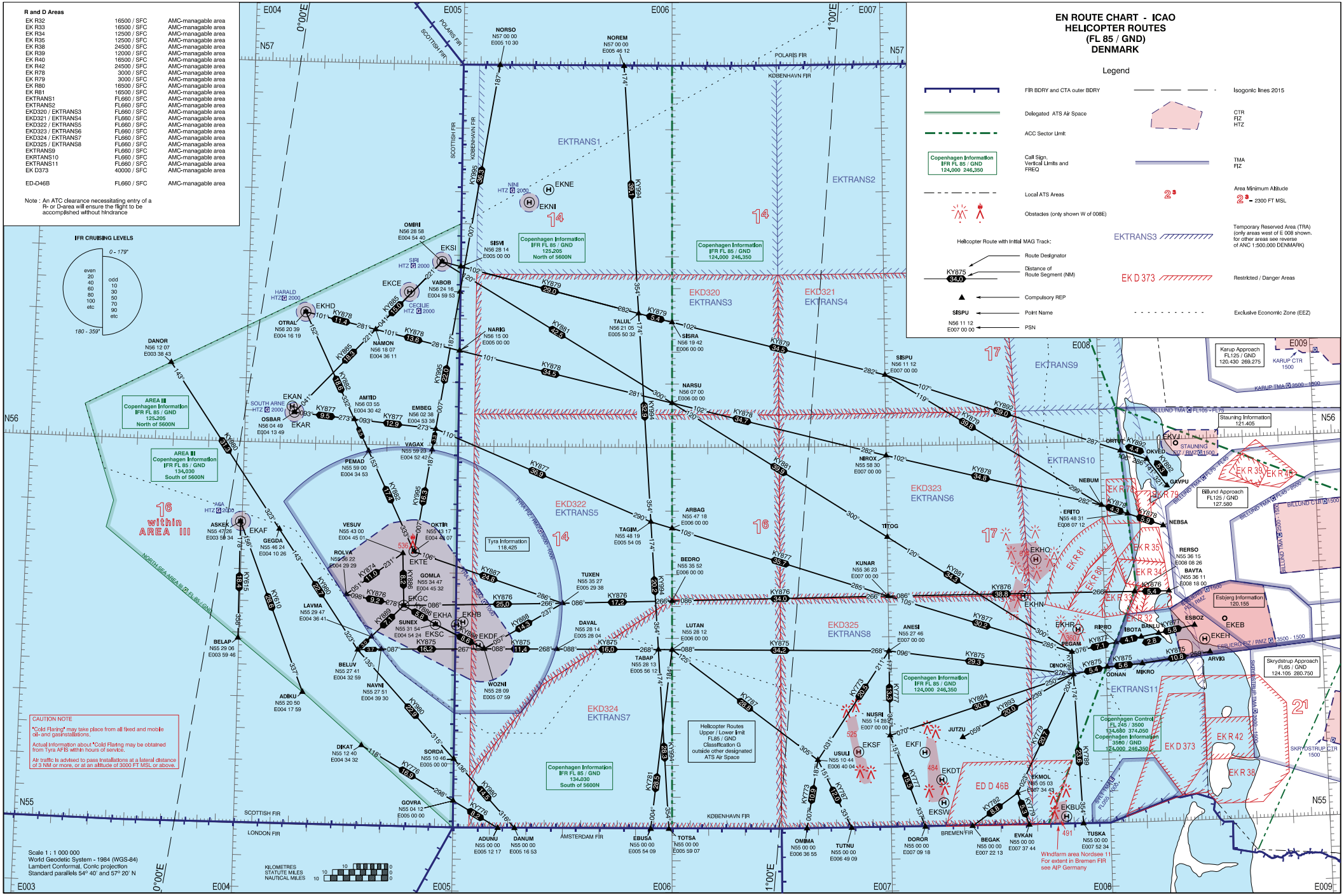
5. PERMANENT BIRD CONCENTRATION AREAS

The permanent bird concentration areas are shown on page ENR 5.6-3 which primarily indicate concentration areas for breeding and resting waterbirds (swans, geese, ducks, coot, waders and gulls). Denmark and its surrounding waters contain some of the largest concentrations of these species in Europe. If avoiding low flying over the areas indicated, a large proportion of the bird-strike risk is eliminated.

BIRD CONCENTRATION AREAS:



BLANK



CHANGES: LOCATOR HP WITHDRAWN. NEW WPT ESBOZ ADDED. EDITORIAL CHANGE.

ATS ROUTES

- N866 — RNAV Route with Route Designator
- N607 — CDR RNAV Route with Route Designator

See ENR 3.2 for route details

- VOR
- VOR/DME
- VORTAC
- TACAN

See ENR 4.1 for details

- Significant point

See ENR 4.4 for details

PART 3 - AERODROMES

AD 0

AD 0.1	**Preface**	See GEN 0
AD 0.2	**Record of MIL AIP amendments**	See GEN 0
AD 0.3	**Record of MIL AIP SUP**	See GEN 0
AD 0.4	**Checklist of MIL AIP pages**	See GEN 0
AD 0.5	**List of handamendments**	See GEN 0

AD 0.6 TABLE OF CONTENTS TO PART 3

AD 1 Aerodromes, introduction.

Ad 1.1	Civil use of military air bases in Denmark	AD 1.1-1
	1. General	AD 1.1-1
	2. Submission of application	AD 1.1-1
	3. Rules and Conditions	AD 1.1-1
AD 1.2	Crash, Rescue, Firefighting and Snow plan	AD 1.2-1
	1. Acft crash, rescue and firefighting service	AD 1.2-1
	2. Snow plan	AD 1.2-2

AD 2 Aerodromes

AD 2.0	Chart symbols, visual approach and Aerodrome charts	AD 2.0-1
	Chart symbols, Aerodromes with apron boundaries	AD 2.0-3
	Chart symbols, Approach plates	AD 2.0-4

Karup air base EKKA	EKKA AD 2.1-1
Skrydstrup air base EKSP	EKSP AD 2.1-1
Aalborg air base EKYT	EKYT AD 2.1-1

For each aerodrome the following details are included:

AD 2 item 1 Aerodrome location indicator and name
AD 2 item 2 Aerodrome geographical and administrative data
AD 2 item 3 Operational hours
AD 2 item 4 Handling services and facilities
AD 2 item 5 Passenger facilities
AD 2 item 6 Rescue and firefighting services
AD 2 item 7 Seasonal availability - clearing
AD 2 item 8 Aprons, taxiways and check locations data
AD 2 item 9 Surface movement guidance and control system and markings
AD 2 item 10 Aerodrome obstacles
AD 2 item 11 Meteorological information provided
AD 2 item 12 Runway physical characteristics
AD 2 item 13 Declared distances
AD 2 item 14 Approach and runway lighting
AD 2 item 15 Other lighting, secondary power supply
AD 2 item 16 Helicopter landing areas
AD 2 item 17 ATS airspace
AD 2 item 18 ATS communication
AD 2 item 19 Radio navigation and landing aids

AD 2 item 20 Local aerodrome regulations
AD 2 item 21 Noise abatement procedures
AD 2 item 22 Flight procedures
AD 2 item 23 Additional information
AD 2 item 24 Charts related to an aerodrome

AD 3 Greenland

Ilulissat BGJN	BGJN AD 3.1-1
Mestersvig BGMV	BGMV AD 3.1-1
Narsarsuaq BGBW	BGBW AD 3.1-1
Station Nord BGNO	BGNO AD 3.1-1

AD 1.1 CIVIL USE OF MILITARY AIR BASES IN DENMARK

1. GENERAL

Use of military air bases in Denmark with other than State registered aircraft may be made solely when prior permission has been obtained. The use of military air bases as an alternate aerodrome may likewise be made solely when prior permission has been obtained.
Aalborg Air Base is not affected by these regulations.
Permission to use Karup Air Base will be granted unless special conditions may be regarded as prohibitive.
As regards other air bases permission may be granted only if the conditions are favourable.
Permission may at any time be withdrawn with immediate effect, should circumstances so require.

2. SUBMISSION OF APPLICATION

Application in writing for permission to use a military air base shall be submitted direct to the air base concerned well in advance of the date of the flight.

3. RULES AND CONDITIONS

Operations on the air base must be carried out in accordance with the rules and conditions stated below with due regard to such other conditions as may have been stipulated for each individual permission.

a. A flight plan shall be submitted for each flight. During flight in controlled airspace and during operations on the manoeuvring area, the pilot-in-command shall closely observe the directions given.

b. The Commander of the Air Base issue rules to be observed by flight crewmembers and passengers concerning security measures, traffic and stay at the air base.
As regards the Air Bases Karup and Skrydstrup, photographing from the air as well as on the ground is prohibited.
At the remaining air bases local ban on photographing applies as published by posters.
Flight crewmembers, respectively ground personnel, shall immediately report to the air base DUTY OFFICER in case it is suspected that the ban on photographing has been violated.

c. The Defence Forces shall not be liable for theft, fire, water or other damage to aircraft, their equipment, flight crewmembers, passengers, cargo etc. caused during stays at the air base.
The Defence Forces reserve their right to claim compensation for damage caused by civil aircraft, flight crewmembers or passengers to the Air Force material, buildings and personnel within the area of an air base.

d. Landingfee and other charges will be collected in accordance with the provision of the current "Tariff Regulations applying to Public State-operated Airports/Airfields in Denmark" approved by the Ministry of Public Works.

e. Aircraft carrying out regular, public, domestic air traffic has permission to use military air bases as an alternate aerodrome when compatible with military operations.

BLANK

AD 1.2 CRASH, RESCUE, FIREFIGHTING and SNOW PLAN

1. Acft crash, rescue and fire fighting services

The table indicates class of aircraft and the minimum requirement for military airfields.
The table also indicates water capacity correspondent to Military Airfield Index.

A	B[a]	C[a]	D
Airport Category	Length of Fuselage (m)	Fuel Capacity (Litre)	Litres of Water
1	9[b]	400	250
2	12[b]	1000	650
3	18[b]	2500	2300
4	24[b]	6250	4500
5	28[b]	15500	10200
6	39[b]	40000	13000
7	49[b]	100000	17200
8	61[b]	200000	22900
9	61[+]	400000	34000

Notes:

a. The level of rescue and fire-fighting required for a given aircraft is determined by applying the provisions of columns B or C, whichever is the more demanding.
b. Up to but not including.

Military Airfield Index		
Airstation Aalborg	(EKYT)	SEE EKYT AD 2.1-2 item 6
Airstation Karup	(EKKA)	SEE EKKA AD 2.1-2 item 6
Airstation Skrydstrup	(EKSP)	SEE EKSP AD 2.1-2 item 6

FKOBST F.152-6, KAPITEL 1,MILITÆR BRAND- OG REDNINGSTJENESTE IFM. FLYVNING contains RDAF requirements for alert and capacity for fire and rescue at military airfields.

2. SNOW PLAN

INTRODUCTION
During the winter season snow removal and the measurement and reporting of conditions in the movement area will be carried out at the following air bases: Karup, Skrydstrup, and Aalborg.

SNOW CLEARANCE
As far as possible the movement area will be kept free of snow, ice and slush. For light falls of snow, and to maintain the clearance, sweepers will be used. For heavier falls snowploughs and blowers will be used.

CLEARANCE PRIORITY
First priority for snow clearance will be "runway in use" and the primary taxiways. Further priorities will be contained in local regulations.

MEASURING THE DEPTH OF SNOW, ICE AND SLUSH
The depth of snow, ice or slush on runways will be measured using an ordinary measuring rod. The measurement (in cm or mm) will be made at several points in various parts of the runway, and an average calculated for each part.

MEASURING THE COEFFICIENT OF FRICTION
The coefficient of friction of runway surface will be measured with a "MU-meter" or a “Skidometer”. Measurements will be made continuously approx. 10 m either side of the centreline and an average coefficient of friction will be calculated for each third of the runway. In wet snow or slush, using present equipment, the measurements are likely to be misleading.

IMPROVEMENT TO BRAKING ACTION
When necessary, attempts to improve the braking action will be made by sweeping, scraping, or the use of chemicals. Sand will not be used.

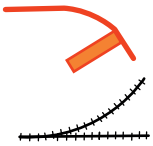
REPORTING SNOW AND ICE CONDITIONS
Information on runway surface conditions will be disseminated in a SNOWTAM using the Global Reporting Format. Supplementary information on snow and ice conditions will be available direct from the air bases ATC.

CHART SYMBOLS
VISUAL APPROACH AND AERODROME CHARTS

BUILD UP AREA

ROADS

RAILWAY



SHORE LINE

LAKE

STREAM

WOOD



SPOT ELEVATION



HELICOPTER LANDING SITE



CIVIL AERODROME



MILITARY AERODROME



JOINT CIVIL/MILITARY AERODROME



PRIVATE AERODROME



GLIDING SITE



AERODROME



RUNWAY (SOFT SURFACE)



RUNWAY (HARD SURFACE)



TAXIWAY AND APRON



CLOSED RUNWAYS AND TAXIWAYS



WINDSOCK



CHART SYMBOLS
VISUAL APPROACH AND AERODROME CHARTS

APPROACH LIGHT

AERODROME REFERENCE POINT

LOCATION OF RADIO FACILITY

MARKER BEACON

NDB/LOCATOR

TACAN

VOR

VOR/DME

VORTAC

AERODROME BEACON

TMA BOUNDARY

CTR BOUNDARY

RESTRICTED AIRSPACE

OBSTRUCTION(S)

OBSTRUCTION(S) LIGHTED

TRANSMISSION LINES

GLIDER FLYING MAY TAKE PLACE

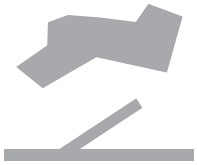
HANG GLIDER SITE

AREA WITH SENSITIVE FAUNA



CHART SYMBOLS
SPECIAL LEGEND FOR AERODROMES WITH APRON BOUNDARIES

APRON



TWY - WITHIN APRON BOUNDARY

HANDOVER POINT BETWEEN APRON AND MANOEUVRING AREA

TWY - WITHIN MANOEUVRING AREA



RWY



ATC SERVICE BOUNDARY

MAINTENANCE AREA

CHART SYMBOLS
APPROACH PLATES

Approach Plates use the same symbology as CENOR FLIP (See AD 2.0-5 and AD 2.0-6) with the following exceptions:



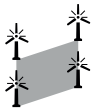
Wind turbine - unlit
Group of wind turbines - unlit



Wind turbine - lit
Group of wind turbines - lit



Line of wind turbines - lit



Wind farm - lit

Replaces  where obstacles are in fact wind turbines.



Exceptionally high obstacle - lit

Replaces  where an obstacle is 1000 ft AMSL or more)



Highest obstacle within the Plan View Area



Para drop zone



Cities, towns, villages

C

Air traffic services Reporting Office (ARO)

CHART SYMBOLS
APPROACH PLATES

VOR

DME

VOR/DME

TACAN

VORTAC

NDB

VFR Reporting Point / Intersection
On Request Fly-By

VFR Reporting Point / Intersection
Compulsory Fly-By

VFR Reporting Point / Intersection
On Request Fly-Over

VFR Reporting Point / Intersection
Compulsory Fly-Over

Waypoint On Request Fly-By

Waypoint Compulsory Fly-By

Waypoint On Request Fly-Over

Waypoint Compulsory Fly-Over

5 DME Mileage

Procedural Track

5000
R-270
(25) Minimum Level, Direction, Distance

R-270 Radial

LR-270 Lead Radial

1100 1100 Mandatory Level / Recommended Level

1100 1100 Minimum Level / Maximum Level

Spot Elevation

Obstruction (unlighted)
Group of Obstructions (unlighted)

Obstruction (lighted)
Group of Obstructions (lighted)

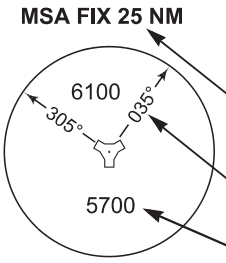
HIRTA (no obstruction)

HIRTA (with obstruction unlighted)

HIRTA (with obstruction lighted)

HIRTA
High intensity radio transmission area

Power Transmission Line



Minimum Sector Altitude (MSA)
25NM radius

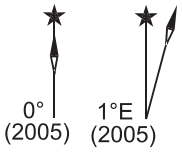
Identification of Radio Navigational Facility

Sector Boundary

Minimum sector Altitude (MSA)



Danger Area (ED-D)
Restricted Area (ED-R)
Prohibited Area (ED-P)



Variation

International Border

FIR

Control Zone (CTR)

Not to Scale

000.000x Frequency available on request

ATIS* Control Tower or ATIS operates non-continuously

ARP

27 Distance

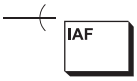


Night Low Flying System
(Route Segment)

Waypoint Designator

Enroute Flight Altitude in ft MSL

Emergency Enroute Flight Altitude in ft MSL



Initial Approach Fix

Missed Approach

CHART SYMBOLS
APPROACH PLATES

Procedure Turn

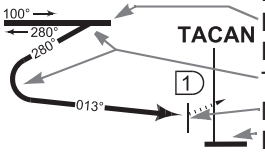
Final Approach Fix (FAF)
(Non precision approaches)

V Visual Descent Point (VDP)

Transition Route

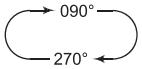
Supplementary Route

Profile

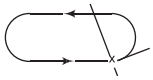


Descent from Holding Pattern
Radio Nav Facility
Turns
Missed Approach Point
RWY

270° to
Final Approach Course from IAF to main Radio NavAid or ARP



Standard Holding Pattern



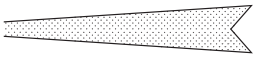
Holding Fix (If holding fix conform to IAF, IAF symbol is to be used.)

GS 3.0°
TCH 35
Glide Slope in Degrees
Threshold Crossing Height

1100
Glide Slope Intercept Altitude


Front Course


Back Course


Glide Slope


MM


OM

General symbol for radio facilities

Radar reflector


VASIS / PAPI


Displaced Threshold


INS Position

Closed runway or taxiway
TWY


Uni-directional / Bi-directional Cable
The cables are displayed with regard to the direction of their arresting capabilities (uni-/bi-directional) irrespective of flight operational restrictions.

Net



Taxiway designation


ABN



Helicopter Landing Area



Supervision office


Wind sock (unlighted, lighted)


RWY (hard surface)


RWY (unpaved surface)


RWY (unpaved surface) with unpaved surface beyond RWY extremities


RWY (hard surface) with hard surface beyond RWY extremities


RWY (hard surface) with unpaved surface beyond RWY extremities


TWY or apron (hard surface)


Building

APPROACH LIGHTING SYSTEM


Threshold (ALS no flashing lights)
Threshold (ALS with flashing lights)


Lights on extended rwy center line
1 row
2 rows
3 rows or more

Crossbar



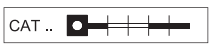
No ALS



Type of ALS unknown



Example



Example

EKKA - KARUP AIR BASE

1. AERODROME LOCATION INDICATOR AND NAME

EKKA – HELICOPTER WING KARUP

2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	561750.85N 0090728.66E THR RWY 27L
2	Direction and distance from (city)	233º / 13.5 NM from Viborg 032º / 11.0 NM from Herning
3	AD ELEV REF temperature	171 FT AMSL 21.8°C (2018-2022).
4	MAG VAR Annual change	4.0º E (JAN 2023) Increasing 12’ / 0.20° E
5	AD administration Postal address Telephone Telefax AFTN Email	Helicopter Wing Karup Herningvej 30, Kølvrå DK-7470 Karup J +45 72 84 31 11 N/A EKKAZPZX/EKKAZPZP wkar-wingops@mil.dk
6	Types of traffic permitted	IFR/VFR

3. OPERATIONAL HOURS

1	AD administration	MON - TUE 0630-1430 (0530-1330) WED - THU 0630-1400 (0530-1300) FRI 0630-1230 (0530-1130)
2	Customs and immigration	As AD administration
3	Health and sanitation	Medical service AVBL
4	AIS briefing office	As AD administration
5	ATS reporting office	As AD administration
6	MET briefing office	H24
7	ATS	H24
8	Fuelling	As AD administration
9	Handling	As AD administration
10	Security	H24
11	De-icing	As AD administration. Limited capacity.
12	Remarks	PPR 24 HR for landing. Weekends and holidays closed.

4. HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	YES
2	Fuel/oil types	F34 (JET A) F18 (limited capacity), F40/ O-123, O-128, O-133, O-134, O-136, O-148, O-149, H-515
3	Fuelling facilities/capacity	Outside operational hours limited capacity (20.000 litres) F34
4	Oxygen	LOX
5	De-icing facilities	Yes
6	Hangar space for visiting aircraft	NIL
7	Repair facilities for visiting aircraft	YES (See AD 2.1-1 Para 3)
8	Remarks	

5. PASSENGER FACILITIES

1	Hotels	Limited MIL accommodation on base, hotels in Viborg and Herning
2	Restaurants	Cafeteria on base
3	Transportation	Buses near main gate
4	Medical facilities	Infirmeri on base, hospitals in Viborg and Herning.
5	Bank and post office	In Karup, 3 km
6	Tourist office	NIL
7	Remarks	

6. RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 6. CAT 7 on request, PPR 24H in advance.
2	Rescue equipment	Compliant with CAT
3	Capability for removal of disabled aircraft	Limited
4	Remarks	

7. SEASONAL AVAILABILITY - CLEARING

1	Seasonal availability	All seasons
2	Clearance/removal equipment	Yes
3	Remarks	Caution advised in winter during ice conditions. See snow plan in section AD 1.2-2

8. APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Aprons surface and strength	Apron N: Concrete, PCN 81 F/A/W/T Apron NE: Concrete, PCN 115 R/D/W/T Others: Concrete/asphalt PCN 14 - 120
2	Taxiway width, surface and strength	TWY S: 40-45 ft, Asph./concr. PCN 120 F/A/W/T TWY S1: 40 ft, concr, PCN 101 R/C/W/T TWY S2: 40 ft, concr. PCN 120 R/C/W/T TWY W: 75 ft between THR 09 L/R, otherwise 50 ft. Asph./concr. PCN 94 F/A/W/T TWY X: 40 ft, Asph./concr. PCN 65 F/A/W/T TWY E: 40-75 ft, Asph./concr. PCN 119 F/A/W/T TWY E1: 40 ft, Concrete, PCN 120 F/A/W/T TWY C: 45 ft, Asph./concr. PCN 93 F/A/W/T TWY P: 60 ft, Asph./concr. PCN 118 F/A/W/T TWY F: 35 ft, Asph./concr. PCN 74 F/A/W/T
3	ACL location and elevation	Nil
4	VOR/INS checkpoints	Nil
5	Remarks	

9. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKING

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft signs	TWY ID signs established. Taxi guidelines available. Visual docking/parking system not avbl
2	RWY and TWY markings and LGT	RWY day marking: 09R/27L: THR, RWY designator, TDZ, CL, EDGE. 09L/27R: THR, RWY designator, CL. 03/21 THR, RWY designator, CL, EDGE. 14/32: THR, RWY designator, CL, EDGE. RWY LGT: See Item 2.14 TWY day marking: Yellow centerline and holding positions TWY lgt: See Item 2.15
3	Stop bars	RGL only
4	Remarks	

10. AERODROME OBSTACLES

Obstacles for Area 2 and 3 are not provided

Obstacles penetrating obstacle limiting surfaces

OBST ID	OBST type	OBST position		ELEV / HGT (ft)		Markings / Type, Colour	Obstacle limiting surfaces	
							Surface	Penetration (ft)
55394	Antenna	56 16 41.81N	009 07 00.58E	374	196		Inner horizontal	72.36
99628	Antenna	56 16 48.00N	009 06 59.94E	328	151		Inner horizontal	26.36

11. METEOROLOGICAL INFORMATION PROVIDED

See GEN 3.5.

12. RUNWAY PHYSICAL CHARACTERISTICS

RWY designator	Directions	Dimension of RWY	Strength and surface of RWY and SWY	THR coordinates	THR elevation / TDZ elevation
1	2	3	4	5	6
09R	089.3°T 085.3°M	9607 x 150 ft or 2928 x 45 M	PCN 75 F/C/W/T asphalt/concrete Composite constr.	561749.74N 0090438.39E	THR 154.00 TDZ 160.00
27L	269.3°T 265.3°M			561750.85N 0090728.66E	THR 170.00 TDZ 170.00
09L	089.3°T 085.3°M	9816 x 75 ft or 2992 x 23 M	PCN 120 F/B/W/T asphalt/concrete Composite constr.	561756.70N 0090439.44E	THR 155.00 -
27R	269.3°T 265.3°M			561757.84N 0090733.43E	THR 171.00 -

	Slope of RWY-SWY	SWY dimensions	CWY dimensions	Strip dimensions	OFZ	Remarks
	7	8	9	10	11	12
09R	Less than 1%	755x150 FT / 230 x 45 M	NIL	10001 x 984 ft / 3048 x 300 M	NIL	
27L		745x150 FT / 227 x 45 M		10001 x 984 ft / 3048 x 300 M		
09L		573x75 FT / 175 x 23 M		10210 x 984 ft / 3112 x 300 M		
27R		466x75 FT / 142 x 23 M		10210 x 984 ft / 3112 x 300 M		

12.1 Runway Physical Characteristics Other Runways

RWY desig.	TRUE BRG	Dimension of RWY	Strength and surface of RWY and SWY	THR coordinates	THR elevation / TDZ elevation
1	2	3	4	5	6
03	034º	2889 x 50 ft or 880 x 15 M	PCN 90 F/C/W/T asphalt/concrete Composite constr.	561753.78N 0090619.75E	N/A N/A
21	214º			561817.29N 0090648.64E	N/A N/A
14	134º	2273 x 75 ft or 693 X 23 M	PCN 101 F/C/W/T asphalt/concrete Composite constr.	561809.92N 0090645.99E	N/A N/A
32	314º			561754.26N 0090714.80E	N/A N/A
09	089º	2789 X 147 FT or 850 x 45 M	Grass	N/A	N/A N/A
27	269º			N/A	N/A N/A

13. DECLARED DISTANCES

RWY Designator	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	Remarks
1	2	3	4	5	6
09R	9607 ft / 2928 M	9607 ft / 2928 M	10362 ft / 3158 M	9607 ft / 2928 M	
27L	9607 ft / 2928 M	9607 ft / 2928 M	10352 ft / 3155 M	9607 ft / 2928 M	
09L	9816 ft / 2992 M	9816 ft / 2992 M	10389 ft / 3167 M	9816 ft / 2992 M	
27R	9816 ft / 2992 M	9816 ft / 2992 M	10282 ft / 3134 M	9816 ft / 2992 M	
03/21	2889 ft / 880 M	2889 ft / 880 M	2889 ft / 880 M	2889 ft / 880 M	
14/32	2273 ft / 693 M	2273 ft / 693 M	2273 ft / 693 M	2273 ft / 693 M	
09/27 grass	2789 ft / 850 M	2789 ft / 850 M	2789 ft / 850 M	2789 ft / 850 M	

14. APPROACH AND RUNWAY LIGHTING

RWY	APP LIGHT	THR LIGHT	PAPI	TDZ LIGHT	RWY CL LIGHT	RWY EDGE LIGHT	RWY END LIGHT	SWY LIGHT	Rem.
	Type Length Intensity	**Colour WBAR**	**Angle MEHT**	**Length**	**Length Spacing Colour Intensity**	**Length Spacing Colour Intensity**	**Colour WBAR**	**Length Colour**	
09R	NATO STD 2953 ft / 900 M White LIH	GREEN LIH	3.00° Left side only		9607 ft / 2928 M 49 ft / 15 M White. From 2000-2600 M Red/White. From 2600 M Red. LIH	9607 ft / 2928 M 197 ft / 60 M White LIH	RED LIH	LIH	
27L	CAT II 2953 ft / 900 M LIH	GREEN LIH	3.00° Left side only	2953 ft / 900 M LIH	9607 ft / 2928 M 49 ft / 15 M White. From 2000-2600 M Red/White. From 2600 M Red. LIH	9607 ft / 2928 M 197 ft / 60 M White LIH	RED LIH	LIH	
09L		GREEN LIL	2.75°			9816 ft / 2992 M 197 ft / 60 M Yellow LIH	RED LIL		
27R		GREEN LIL	2.75°			9816 ft / 2992 M 197 ft / 60 M Yellow LIH	RED LIL		

03						BLUE			
21						BLUE			
14						BLUE			
32						BLUE			
09 GRASS									
27 GRASS									

15. OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location characteristics and hours of operation	NIL
2	LDI indication and LGT Anemometer location and LGT	NIL E and W end of RWY 27L/09R near GP antenna
3	TWY edge and centreline lighting	Blue edge light
4	Secondary power supply switch-over time	15 Sec. During Cat II operation 1 Sec. on RWY 27L.
5	Remarks	

16. HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	56 18.07'N 009 05.38'E
2	TLOF and/or FATO elevation	155 ft AMSL
3	TLOF and FATO area dimensions, surface, strength, marking	30 x 30 m, asphalt, PCN 29 F/C/W/T, white "H"
4	True and MAG BRG of FATO	089.4 / 269.4° True, 087.4 /267.4° MAG
5	Declared distance available	N/A
6	APP and FATO lighting	N/A
7	Remarks	Dimensioned for EH-101

17. ATS AIRSPACE

1	Designation and lateral limits	KARUP CTR From 562138N 0085025E - 562138N 0085555E - 562448N 0090255E - 562628N 0091755E - 562158N 0092255E - 561358N 0092255E - 561358N 0091725E - 561048N 0091025E - 561048N 0090555E - 561248N 0090255E - 561248N 0085755E - 561328N 0085555E - 561328N 0085025E TO 562138N 0085025E.
2	Vertical limits	GND - 1.500 FT MSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	KARUP TOWER EN, DA
5	Transition altitude	3.000 FT
6	Remarks	For description of KA TMA see ENR 2.1-5

18. ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	KARUP APPROACH	120.430 269.275	H24	FL 250/50 NM
TWR	KARUP TOWER	119.580 121.500++ 353.575 257.800 243.000++	H24 H24 H24 H24 H24	4000 FT/25 NM FL 250/50 NM 4000 FT/25 NM
ATIS	KARUP AIRPORT INFORMATION	120.580	H24	DOC: FL 200/60 NM Language: EN
ARR	KARUP ARRIVAL	121.500++ 340.575+ 344.000+ 243.000++	MON-THU 0630-1430 0630-1230	
RESERVED		122.105 360.650 385.400	On request	4000 FT/25 NM 4000 FT/25 NM

+ As required ++ Emergency

19. RADIO NAVIGATION AND LANDING AIDS

Type of aid Cat of ILS/MLS (Variation)	ID	Frequency Mhz	Hours of opera-tion	Site of transmitting antenna coordinates	Remarks
1	2	3	4	5	7
TACAN 4°E (2023)	KAR	CH 37x	H 24	561748.03N 0090030.95E	Coverage FL500/200NM
TAR/SSR		Wave length 10cm	H 24	561729.46N 0090626.22E	Max. range 60 NM, 40.000FT
LOC 27L CAT II	KR	108.15		561749.60N 0090416.19E	
ILS GP 27L		334.55		561746.69N 0090710.25E	Angle 3.00°, RDH 50 FT
DME 27L	KR	CH 18Y	H 24	561746.69N 0090710.25E	Freq. paired with LOC 27L Collocated with GP 27L
LOC 09R CAT I	KAP	108.30		561750.95N 0090745.29E	
DME 09R	KAP	CH 20x	H 24	561745.81N 0090455.93E	
ILS GP 09R		334.10		561745.81N 0090455.93E	Angle 3.00° , RDH 50 FT

20. LOCAL AERODROME REGULATIONS

1. Parachuting is frequently carried out at:
   Skive aerodrome, pos: 563301N 091023E.
   Viborg aerodrome, pos: 562436N 092433E.
   See also ENR 5.5 Aerial Sporting and recreational facilities.

2. Local ATS Area established and described in ENR 2.1-3
   The area is primarily used for arriving and departing military flights and special flights.

3. RDAF Flying School
   Intensive light aircraft basic training activity Monday-Friday 0800-1530 local time.
   Training areas for School flights is established in the northern and southern part of Karup TMA. School flights in traffic circuit for RWY 09/27 grass at 1.000 ft, south of runways.

4. Shooting range, located approx. 1 NM N of RWY's. Activity all weekdays, safe altitude 850ft.

5. Outside operational hours glider activity may be expected from:
   Herning aerodrome: 561105N 0090235E.
   Viborg aerodrome: 562436N 0092433E.
   Nørre Felding glider site: 561758N 0083455E.

   See also chart AD 2 EKKA - Glider Areas in TMA.

6. RWY 03/21 and RWY 14/32 are available for take-off and landing during daytime only.

21. NOISE ABATEMENT PROCEDURES

1. Noise abatement procedures for all jet aircraft and for propeller and turboprop aircraft MTOW above 5700 kg for departure or missed approach RWY 09L and 09R:
   VMC: Avoid overflying the towns/villages Karup and Kølvrå below 2000 feet MSL.
   IMC: Turn must not be commenced before DME KAR (CH 37x) 6.5 NM (or DME KAP (CH20y) 4.0 NM) or 2000 feet AMSL, whichever comes first.

2. Afterburner/reheat must be cut off before reaching the Northeast/Southwest going main road (Viborg - Herning) just east of the airfield.

22. FLIGHT PROCEDURES

1. IFR Arrival

1.1 Aircraft will normally be cleared by ACC KØBENHAVN to REVBO, RIKSU or TACAN KAR. Aircraft with a destination other than Karup inside LTA KARUP will be cleared direct destination.

1.2 Radio communication failure
Navigation aid designated for radio communication failure during IMC for arriving aircraft:
- MORHA when RWY 09R is expected runway in use
- VOCAT when RWY 27L is expected runway in use

1.3 Use of ILS for approach in VMC
When ILS is intended used for approach in VMC, ATC must be advised at least 5 minutes before beginning the approach, as the critical areas in front of the ILS facilities normally may be expected only to be kept free of disturbing objects in IMC.

1.4 Precision Approach. Category II Operations
The operations are subject to the following procedures and conditions:

a. ATC procedures.
The minimum distance between an aircraft on final approach carrying out Category II ILS approach and any other preceding aircraft will not be less than 10 NM. The separation must be established at the latest when preceding aircraft passes THR.
Departing aircraft must have commenced take-off run before arriving aircraft has left 2000 FT on final approach.
Taxiing aircraft can expect to be instructed to hold at CATII holding positions E or S for RWY 27L.

b. Pilot procedures.
Pilots who intend to carry out a Category II ILS approach are to use the following phrase: "Request Category II ILS approach runway 27 Left".

2. IFR Departure

2.1 Standard Instrument Departures
Standard Instrument Departures (SID) have not been established.

2.2 Omnidirectional departure
Climb straight ahead to at least 850 FT MSL before turn is commenced. If departing from 09R/L, see para. 21 (Noise abatement procedures).

3. Reduced Visibility Operations

3.1 ATC will apply special safeguards and procedures for movement on the maneuvering area during conditions of reduced visibility.

3.2 Criteria for activation of Reduced Visibility Operation Procedures
ATC will activate Reduced Visibility Operation Procedures if the reported visibility is 3000m or less or if parts of the maneuvering area are not visually observable from the tower cabin. Activation will not be reported to aircraft.

3.3 The following procedures will apply during conditions of reduced visibility
ATC will limit movement of vehicles and aircraft to only one on each taxiway segment and/or RWY unless:
- ATC can visually observe involved aircraft/vehicles.
- Per request from ATC, that the trailing aircraft/vehicle reports that it has the preceding aircraft in sight, until such time that they have passed each other and/or are no longer present on the same runway/taxiway segment. Pilots shall report if visual contact is inadvertently lost.
- Pilots will be instructed to report clear of runways or the maneuvering area.

4 Low Visibility Operations (LVO)

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

4.2 Criteria for activation of LVO procedures
Low Visibility Operation Procedures are activated by ATC and will normally be introduced at RVR less than 800 M and/or a cloud base of 300 ft, however no later than an RVR of 550 M or less and/or a cloud base of less than 200 FT.

4.3 Pilots will be informed when Low Visibility Operation Procedures are in operation by ATIS and/or RTF. Pilots will be informed over RTF when Low Visibility Operation Procedures are cancelled.

4.4 The following procedures will apply during Low Visibility Operation Procedures:

a. ATC Procedures
When RVR is below 550m ATC will allow only one aircraft on the maneuvering area. If marshalling is required the aircraft will be instructed to hold position until such time that the marshaller has either arrived at the aircraft or left the maneuvering area.

b. Pilot Procedures
Pilots shall on their own initiative report "runway vacated and established on…." when the entire aircraft has left the runway and is clear of the holding position for that runway.

5. Reduced Runway Separation

5.1 ATC may apply reduced runway separation involving only military VFR-flights on all runways.

5.2 Traffic information will be given to succeeding aircraft.

5.3 Phraseology for aircraft other than fighter jets and transport aircraft will be “LAND AFTER PRECEDING LANDING”.

5.5 Reduced runway separation will not be used between departing and preceding landed aircraft.

6. VFR Flights

6.1 VFR reporting points, VFR holdings and VFR routes are established, see LFC 1:500000.

23. ADDITIONAL INFORMATION

NIL

24. CHARTS RELATED TO EKKA

Aerodrome Chart
Aerodrome Obstacle Chart 09R
Precision Approach Terrain Chart 27L
Visual Approach Chart
Glider areas in TMA

ILS or LOC RWY 09R
COPTER ILS or LOC 09R
COPTER TACAN RWY 09R
HPMA TACAN RWY 09R
RNP RWY 09R
ILS or LOC RWY 27L
COPTER ILS or LOC 27L
COPTER TACAN RWY 27L
HPMA TACAN RWY 27L
RNP RWY 27L

Helicopter Wing Karup

PRIOR PERMISSION REQUIRED (PPR) REQUEST FORM FOR EKKA

****** PPR to be submitted NLT 24 HRS prior to ETA ******

To: Air Base Karup C/o Helicopter Wing Karup Wing Operation Center Herningvej 30 DK-7470 Karup J.	Phone: +45 72 84 31 11 AFTN: EKKAZPZX E-mail: hw-ktp-wingops@mil.dk

APPLICANTS DETAILS	
Name of Requesting Unit / Operator	
Address	
Postal Code	
Nation	
Phone	
AFTN Address	
Email Address	

FLIGHT DETAILS							
Aircraft Type		Aircraft Reg.		Callsigns	/		
Route (ICAO)	-	-	-	-	-	-	-
1. ETA (UTC)/ Date		PAX IN		Cargo IN			
1. ETD (UTC)/ Date		PAX OUT		Cargo OUT			
2. ETA (UTC)/ Date		PAX IN		Cargo IN			
2. ETD (UTC)/ Date		PAX OUT		Cargo OUT			
Dangerous cargo	Specify:						
Purpose of Flight							
When "Other purpose" - State Reason:							

REQUEST OF SERVICES						
Firefighting Category CIV*)		Firefighting Category MIL*)				
Marshalling		Remarks				
Parking		Remarks				
Ground Power Unit		Remarks	45 KvA		100 KvA	
Fuel **)		Quantity:			Type:	
Hangar Space		Remarks				
Toilet Service		Remarks				
Cleaning		Remarks				
Water		Remarks				
De-icing		Remarks				
Crew Transport		No. of crew:		To:		
Flight Plan (AFTN)		NOTAM				
TAF METAR SIGWX		Height Winds				
Other Services						

*) Mandatory. **) Fuel payment by NATO REQUEST (NAREQ) and billing.

This PPR Request Form is available on http://www.flv.dk/milaim/pprekka.doc or contact Wing Operation Center, phone +45 72 84 31 11. Link to MILAIP on EKKA: http://www.flv.dk/milaim/

Delays may cause landing permission withdrawn or have consequences for requested services. See OPERATIONAL HOURS, EKKA AD 2.1-1

BLANK

KARUP (EKKA)

ARP: 56°17.85N 009°07.48E | AD ELEV: 171 FT

KARUP APP: 120.430 269.275
KARUP TWR: 119.580 353.575
KARUP ATIS: 120.580

RWY SLOPE:
All runways: Less than 1%

OBSTACLES:
All obstacles are marked by day and night

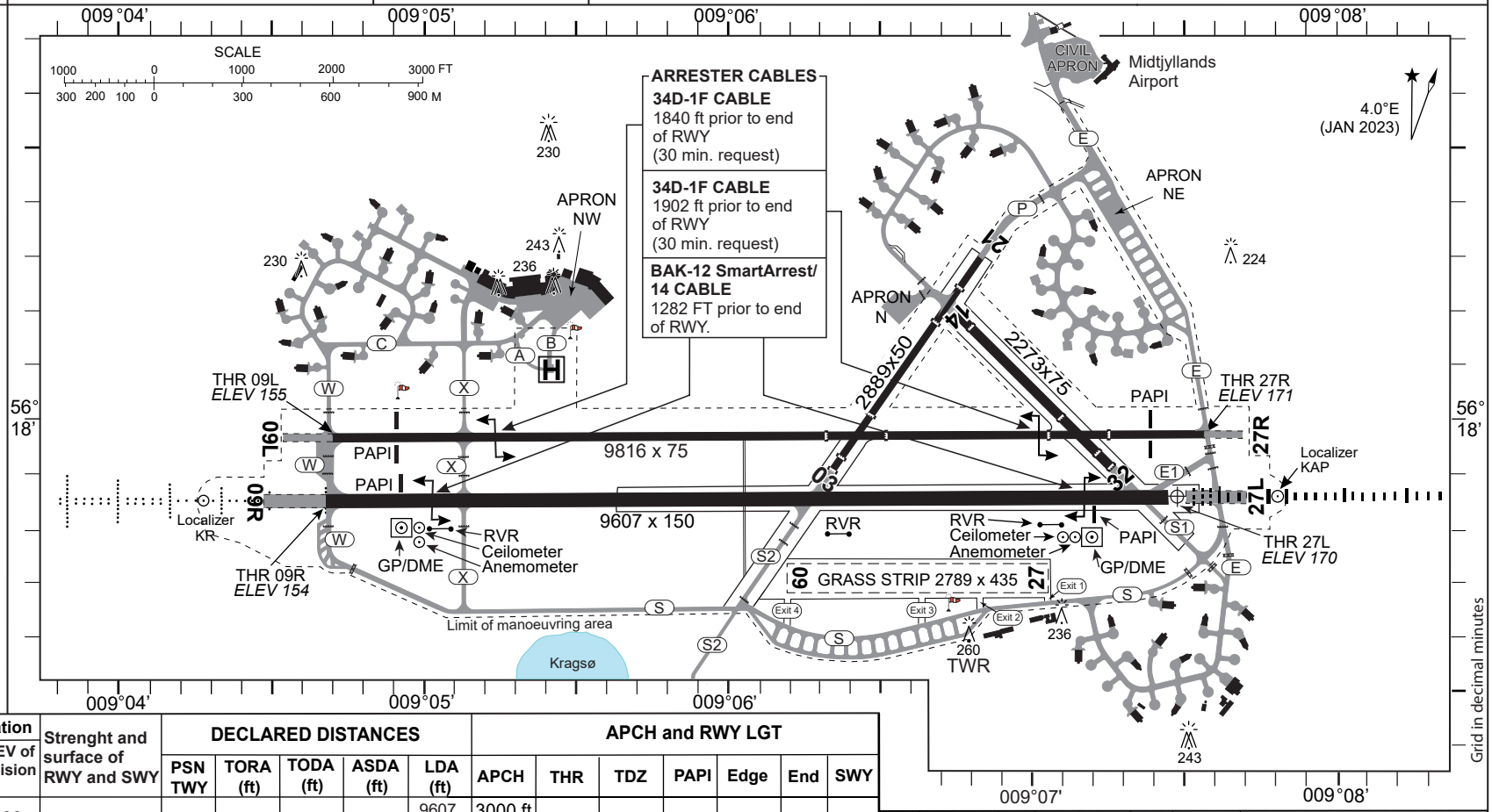
SECONDARY POWER SUPPLY:
Yes, RWY 27L switch-over time during CAT II: 1 SEC, otherwise 15 sec.

ABN:
NIL

ARRESTER CABLES:
Arrester cables for fighters may be suspended across runways. Always disengaged in the approach end. Approach end arrestment on request only. Cables RWY 09L/27R on 30 min. request.

GRASS RWY:
Grass RWY 09-27 2789 x 147 FT is established on either the northern or southern half of the grass strip, depending on surface conditions. Marked with day markings.

DATUM:
Dimensions and distances in FT.



RWY	TRUE BRG	THR PSN	THR elevation / Highest ELEV of TDZ of precision APP RWY	Strenght and surface of RWY and SWY	DECLARED DISTANCES: PSN TWY	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	APCH and RWY LGT: APCH	THR	TDZ	PAPI	Edge	End	SWY
09R	089.3°	561749.74N 0090438.39E	THR 154.00 / TDZ 160.00	PCN 75 F/C/W/T Asphalt/ concrete Composite construction	W X 03/21	9607 8103 4114	9607 8103 4114	10362 8848 4859	9607	3000 ft NATO STD White	Green	NIL	3.00°	9863 ft LIH White	Red	Red
27L	269.3°	561750.85N 0090728.66E	THR 170.00 / TDZ 170.00		THR E1 03/21	9607 9166 5649	9607 9166 5649	10352 9921 6404	9607	3000 ft CAT II	Green	3000 ft White	3.00°	9863 ft LIH White	Red	Red
09L	089.3°	561756.70N 0090439.44E	THR 155.00 / -	PCN 120 F/B/W/T Asphalt/ concrete Composite construction	W X 03/21	9816 8375 3920	9816 8375 3920	10389 8948 4493	9816	NIL	Green LIL	NIL	2.75°	9747 ft LIL Yellow	Red LIL	NIL
27R	269.3°	561757.84N 0090733.43E	THR 171.00 / -		E 03/21	9816 6036	9816 6036	10282 6502	9816	NIL	Green LIL	NIL	2.75°	9747 ft LIL Yellow	Red LIL	NIL

TWY width: TWY E1, TWY S, TWY X: 40 FT. Other TWY's: 50 - 80 FT. TWY lighting: BLUE EDGE. RGL for RWY 09R/27L.

	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA (MIPS)
CIR	ALL					A	**670** - 1.5 499 (500-1.6)
						B	**680** - 1.6 509 (600-1.6)
						C	**850** - 2.4 679 (700-2.4)
						D	**880** - 3.6 709 (700-3.6)
						E	**1120** - 3.6 949 (1000-4.8)

OTHER RUNWAYS

RWY	TRUE BRG	Dimension	Surface	THR coordinates
03	034°	2889 x 50 ft	PCN 90 F/C/W/T Asphalt/concrete	561753.78N 0090619.75E
21	214°			561817.29N 0090648.64E
14	135°	2273 x 75 ft	PCN 101 F/C/W/T Asphalt/concrete	561809.92N 0090645.99E
32	315°			561754.26N 0090714.80E
09	089°	2789 x 147 ft	Grass	
27	269°			

Helipad position: 56°18.07'N 009°05.38'E. PCN 29 F/C/W/T

CHANGES: TAXIWAY H CHANGED TO S2.

AIR COMMAND DENMARK - MIL AIM 17 APR 2025

ELEV in FT
Distance in FT
Magnetic Variation 4.0° E (JAN 2023)
Order of accuracy: Horizontally 1 FT, Vertically 1 FT

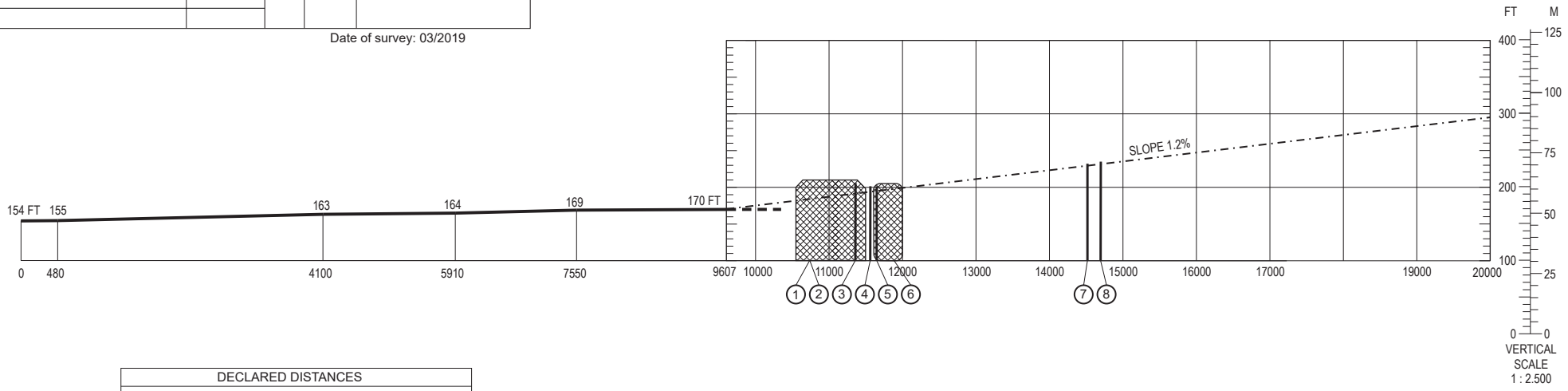
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

KARUP, Denmark
RWY 09R

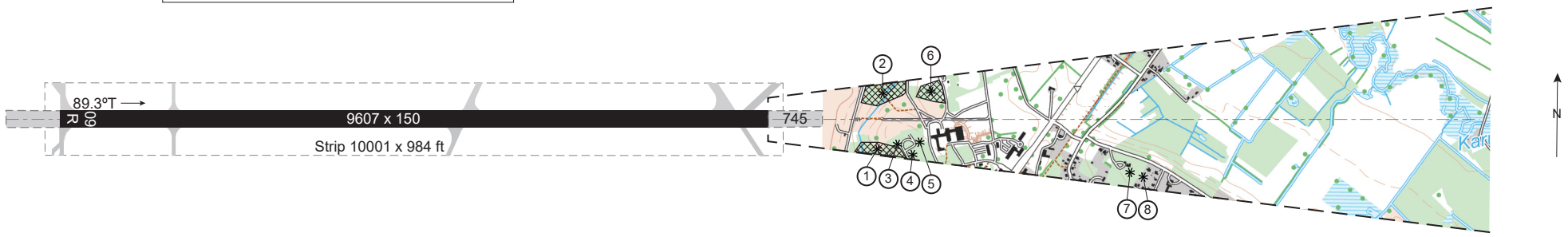
LEGEND	
Identification number	⑤
Tree	✳
Group of trees	✳

AMENDMENT RECORD		
No.	Date	Entered by

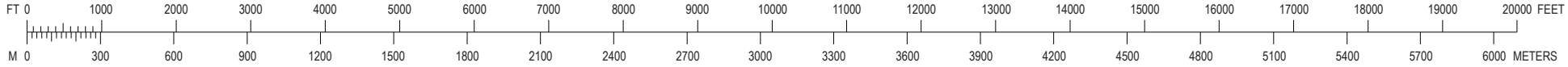
Date of survey: 03/2019



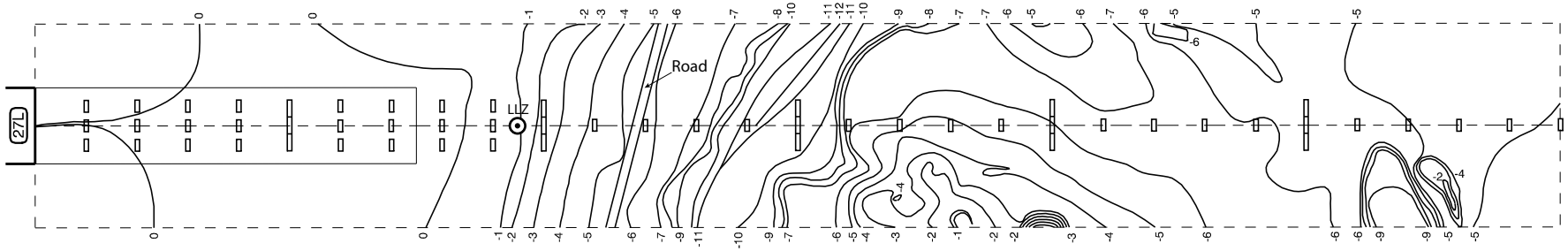
DECLARED DISTANCES	
	RWY 09R
TAKE OFF RUN AVAILABLE	9607
TAKE OFF DISTANCE AVAILABLE	9607
ACCELERATE STOP DISTANCE AVAILABLE	10352
LANDING DISTANCE AVAILABLE	9607

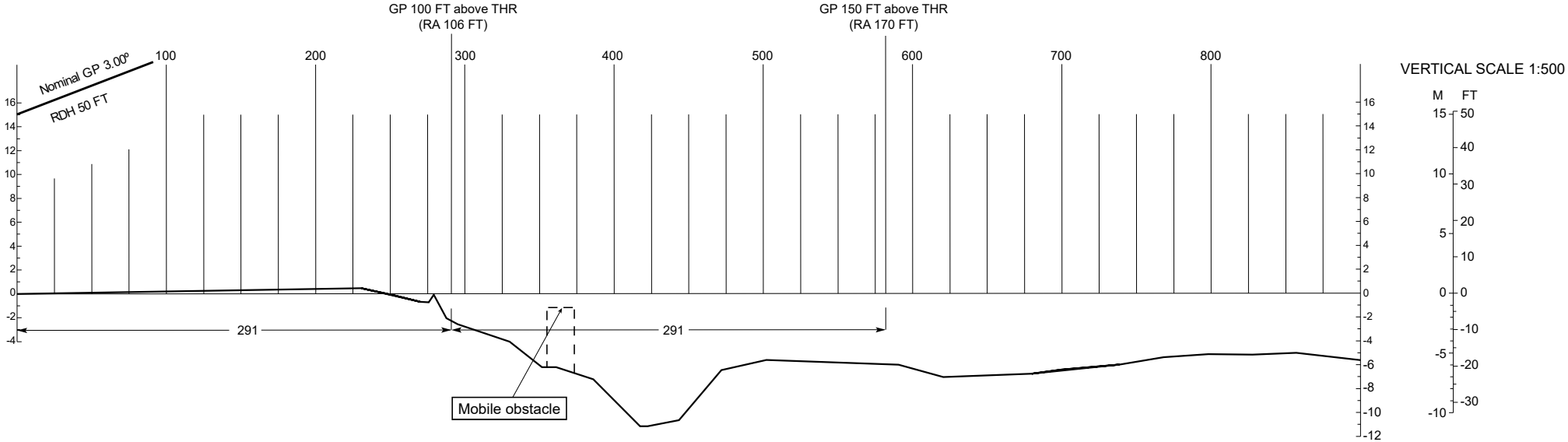


HORIZONTAL SCALE 1 : 25.000



CHANGES: EDITORIAL, MAG. VAR.





Centerline profile

Contour

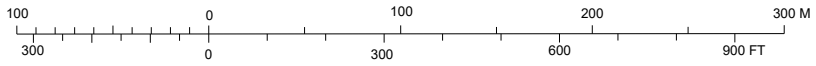
Pole, tower, chimney, antenna

Approach lights

Traffic

Deviation at least ± 3 meters from centerline profile

HORISONTAL SCALE 1:4000



Contours and heights are related to threshold elevation

Contours and heights in meters unless otherwise stated

RA = Radio altimeter

CHANGES: EDITORIAL

AIR COMMAND DENMARK - MIL AIM 13 JUL 2023

VFR APPROACH
FIGHTER AIRCRAFT:

IP East (RWY 27): 5 NM E, 0.5 NM South of Centerline
IP West (RWY 09): 4NM W, 1.0 NM South of Centerline

For RWY 27: Right hand pattern
For RWY 09: Left hand pattern

VFR approach altitude:
1500 FT indicated (QNH)

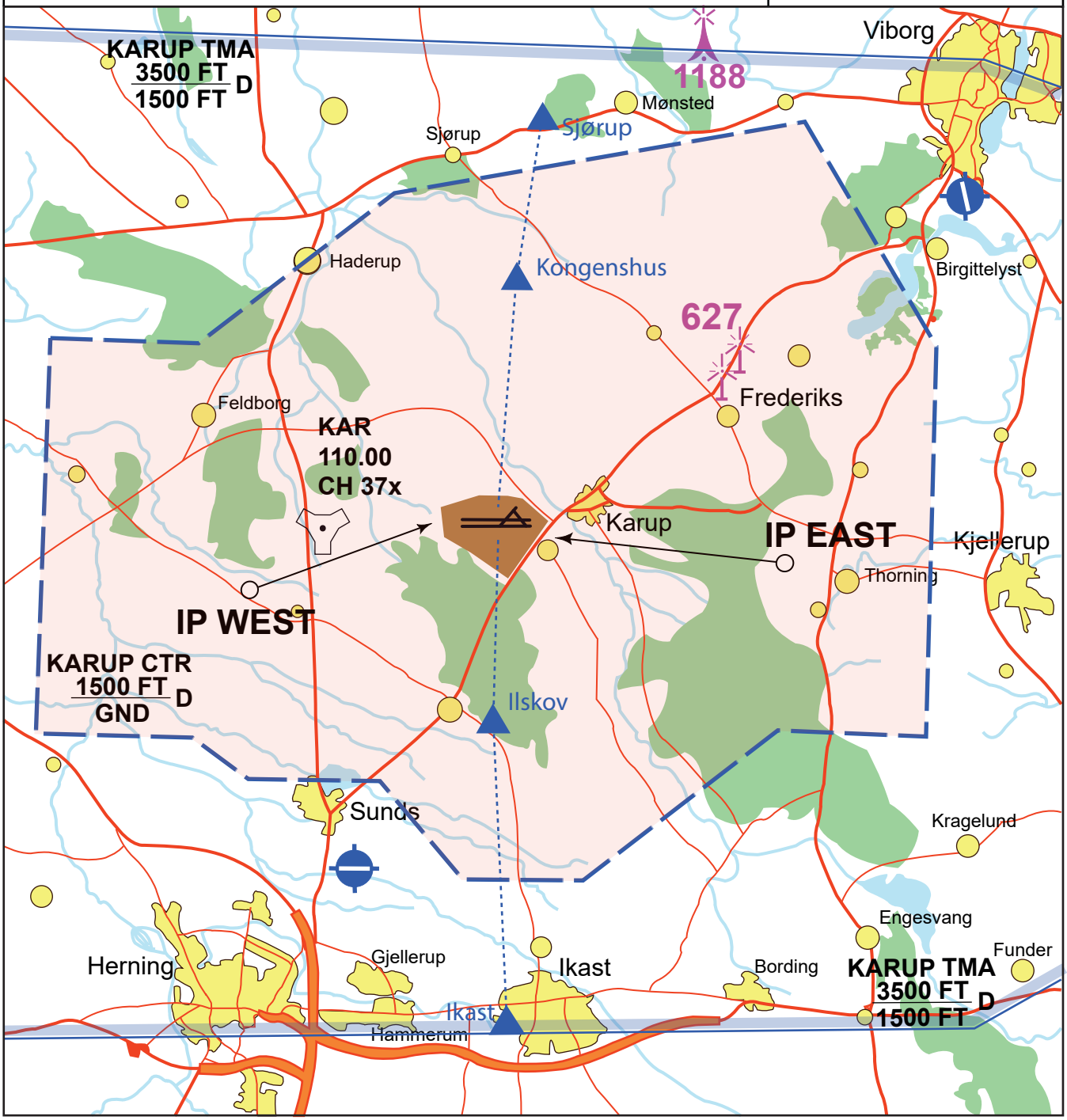
VFR approach speed: 320 - 340 KIAS.

VFR APPROACH
LIGHT AIRCRAFT AND HELICOPTERS:

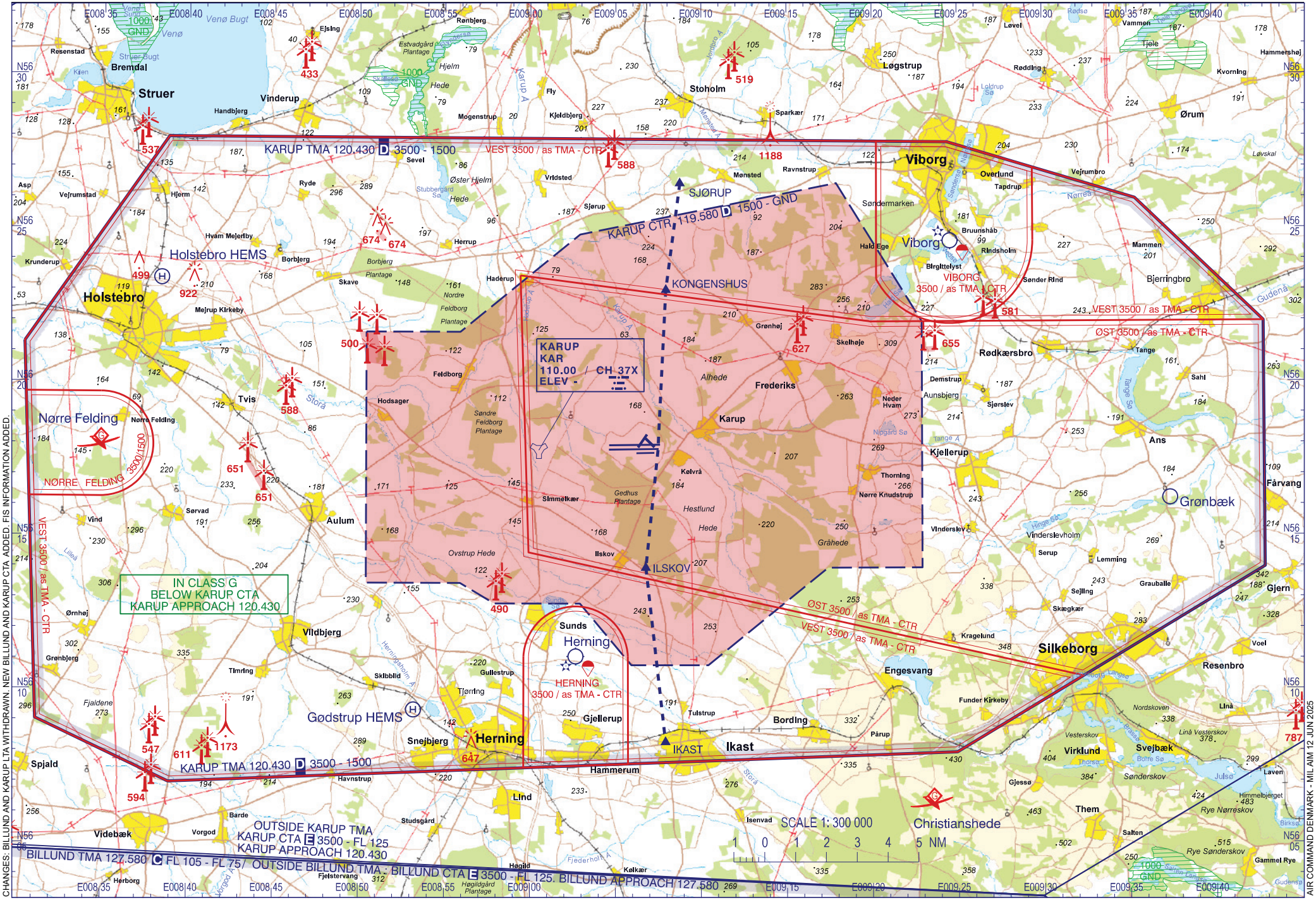
ATC clearance for VFR traffic wil normally be issued via the routes indicated.

Arriving VFR traffic may be requested to hold at one of the holding patterns indicated.

Altitude as instructed by ATC.



CHANGES: ILSKOV REPORTING POINT MOVED TO ILSKOV CHURCH.


KARUP TMA 120.430 D 3500 - 1500
VEST 3500 / as TMA - CTR
SJØRUP
119.580 D 1500 - GND
KARUP CTR
KONGENSHUS
KARUP
KAR
110.00 / CH 37X
ELEV -
VIBORG
3500 / as TMA - CTR
ØST 3500 / as TMA - CTR
Nørre Felding
NØRRE FELDING 3500/1500
Holstebro HEMS
IN CLASS G
BELOW KARUP CTA
KARUP APPROACH 120.430
HERNING
3500 / as TMA - CTR
Gødstrup HEMS
ILSKOV
IKAST
OUTSIDE KARUP TMA
KARUP CTA E 3500 - FL 125
KARUP APPROACH 120.430
BILLUND TMA 127.580 C FL 105 - FL 75/ OUTSIDE BILLUND TMA : BILLUND CTA E 3500 - FL 125. BILLUND APPROACH 127.580
SCALE 1: 300 000
1 0 1 2 3 4 5 NM
Struer
Bremdal
Vinderup
Holstebro
Viborg
Herning
Ikast
Silkeborg
Christianshede
Frederiks
Karup
Skive
Aulum
Vildbjerg
Hammerum
Rødkærsbro
Grønbæk
Kjellerup
Ans
Bjerringbro
Resenbro
Engesvang
Stoholm
Løgstrup
Ørum
Tvis
Sunds
Ejsing
Rønbjerg
Sevel
Ryde
Skave
Borbjerg
Herrup
Feldborg
Hodsager
Alhede
Grønhøj
Skelhøje
Demstrup
Aunsbjerg
Sjørslev
Tange
Sahi
Thorning
Nørre Knudstrup
Kølvrå
Simmelkær
Ilskov
Ovstrup Hede
Hestlund
Hede
Gråhede
Gedhus Plantage
Vindersley
Vindeslevholm
Serup
Lemming
Grauballe
Gjern
Skægkær
Kragelund
Sejling
Tjørring
Gullestrup
Snejbjerg
Gjellerup
Tulstrup
Bording
Pårup
Funder Kirkeby
Virklund
Svejbæk
Linå
Nordskoven
Sønderskov
Julsø
Laven
Himmelbjerget
Rye Nørreskov
Rye Sønderskov
Gammel Rye
Them
Salten
Gjessø
Isenvad
Kølkær
Lind
Havnstrup
Barde
Studsgård
Vorgod
Videbæk
Spjald
Grønbjerg
Ørnhøj
Vind
Sørvad
Mejrup Kirkeby
Krunderup
Asp
Vejrumstad
Hjerm
Hvam Mejerby
Borbjerg
Haderup
Nordre Feldborg Plantage
Søndre Feldborg Plantage
Østervadgård Plantage
Hjelm
Hede
Mogenstrup
Fly
Kjeldbjerg
Sparkær
Mønsted
Ravnstrup
Vrådsted
Øster Hjelm
Stubbergård Hede
Sjørup
Sønder Rind
Rindsholm
Bruunshåb
Hald Ege
Overlund
Tapdrup
Vejrumbro
Løvskal
Tjele
Vammen
Løvel
Rødding
Kvorning
Hammershøj
Fårvang
Sønderskov
Thorsø
Julsø
Bølle Sø
Nørrea
Gudenå
Tange Sø
Nørgård Sø
Hinge Sø
Lilleå
Storå
Herningholm Å
Karup Å
Vorgod Å
Fjelstervang
Fjederholt Å
Mønsted Å
Jordbro Å
Tange Å
Hørgård Å
Venø
Venø Bugt
Struer Bugt
Skallesø
Loldrup Sø
Rødsø
Stubbergård Sø
Fjaldene
Lilleå
Hørgård Å
Herborg
Fjelstervang
Højgildgård Plantage
Højgild
Fjederholt Å
Kølkær
Isenvad
Gjessø
Sønderskov
Rye Nørreskov
Rye Sønderskov
Gammel Rye
Gudensø
Birksø
Sønder Rind
Bjerringbro
Mammen
Løvskal
Vejrumbro
Tapdrup
Overlund
Viborg
Rødkærsbro
Tange
Sahi
Ans
Kjellerup
Grønbæk
Fårvang
Gjern
Silkeborg
Resenbro
Voel
Engesvang
Bording
Ikast
Virklund
Svejbæk
Linå
Laven
Them
Salten
Gammel Rye
Christianshede
Hammerum
Herning
Snejbjerg
Gjellerup
Tulstrup
Pårup
Ikast
Vildbjerg
Aulum
Tvis
Holstebro
Videbæk
Spjald
Grønbjerg
Ørnhøj
Vind
Sørvad
Mejrup Kirkeby
Krunderup
Asp
Vejrumstad
Hjerm
Hvam Mejerby
Borbjerg
Haderup
Skave
Ryde
Sevel
Ejsing
Rønbjerg
Vinderup
Struer
Bremdal
Resenstad
Handbjerg
Mogenstrup
Fly
Kjeldbjerg
Sparkær
Stoholm
Løgstrup
Ørum
Viborg

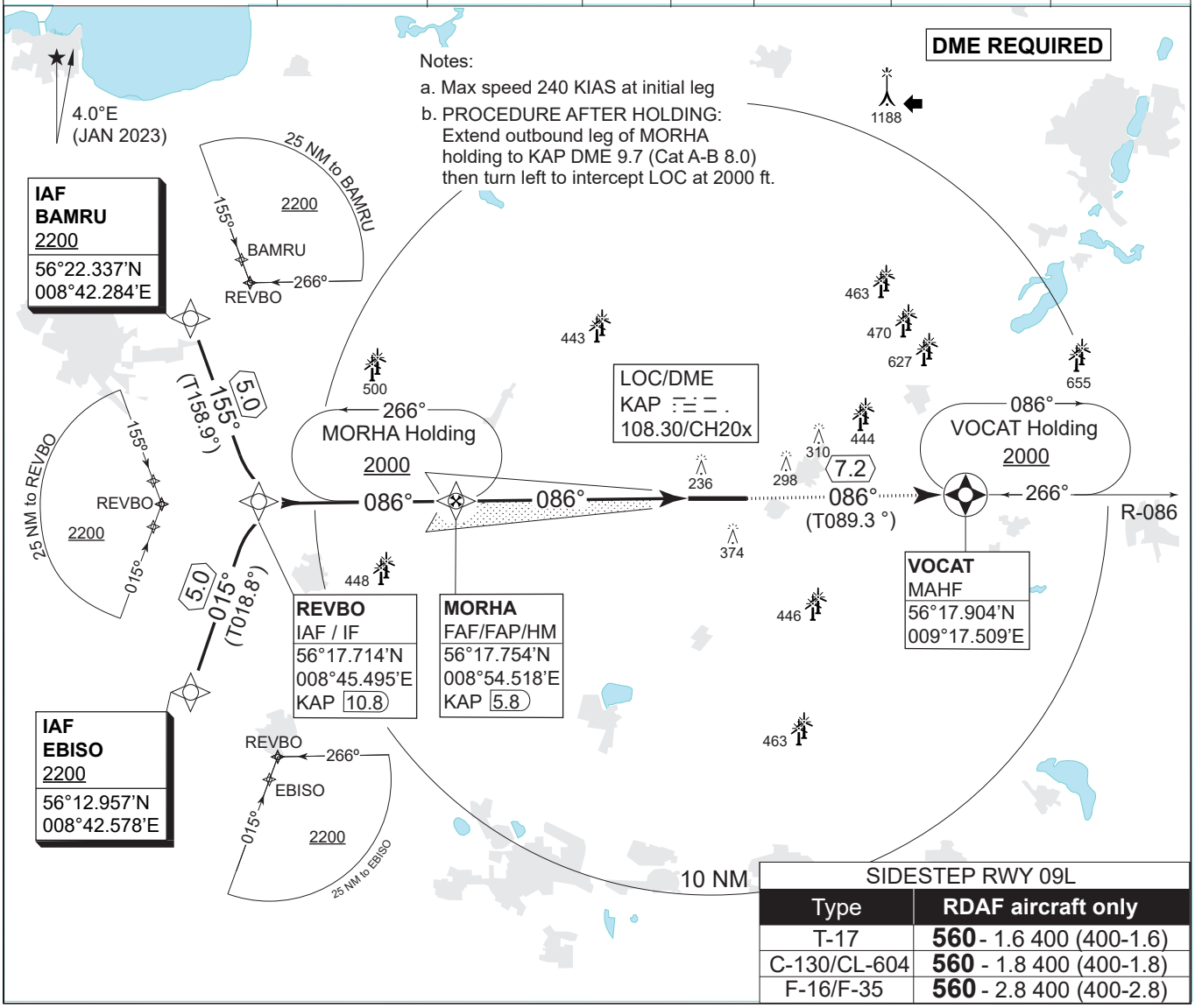
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 171

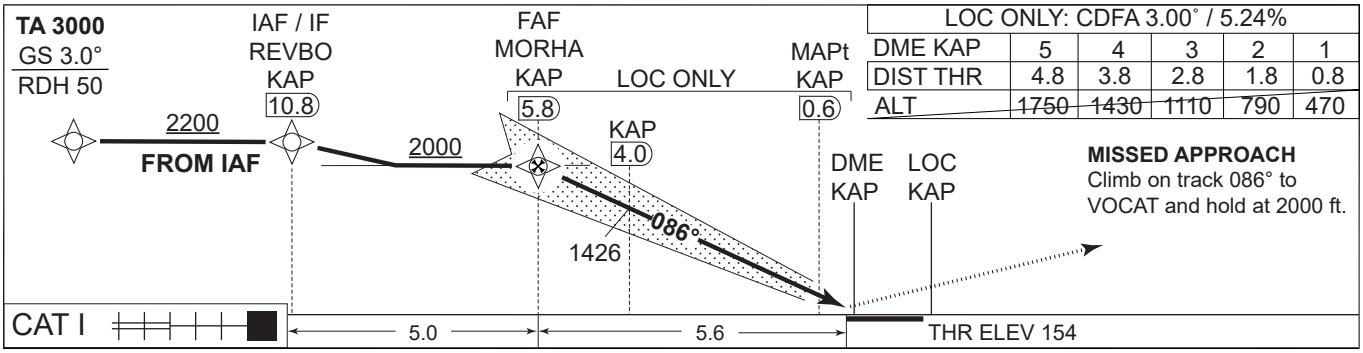
ILS or LOC RWY 09R
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
KAP 108.300/CH20X	086°	2000 FT	3.00°	**354**	154	900 M	9607 FT



SIDESTEP RWY 09L	
Type	**RDAF aircraft only**
T-17	**560** - 1.6 400 (400-1.6)
C-130/CL-604	**560** - 1.8 400 (400-1.8)
F-16/F-35	**560** - 2.8 400 (400-2.8)



LOC ONLY: CDFA 3.00° / 5.24%					
DME KAP	5	4	3	2	1
DIST THR	4.8	3.8	2.8	1.8	0.8
ALT	~~1750~~	~~1430~~	1110	790	470

CATEGORY	A	B	C	D	E
MIPS S-ILS CAT I	**354** - 550 200 (200-0.8/1.2)				
MIPS S-LOC 09R	**470** - 750 316 (400-0.8/1.4)				
MIPS CIRCLING	**670** - 1.5 499 (500-1.5)	**680** - 1.6 509 (600-1.6)	**840** - 2.4 669 (700-2.4)	**880** - 3.6 709 (800-3.6)	**1120** - 3.6 949 (1000-3.6)

CHANGES: HELICOPTER MIMIMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 171

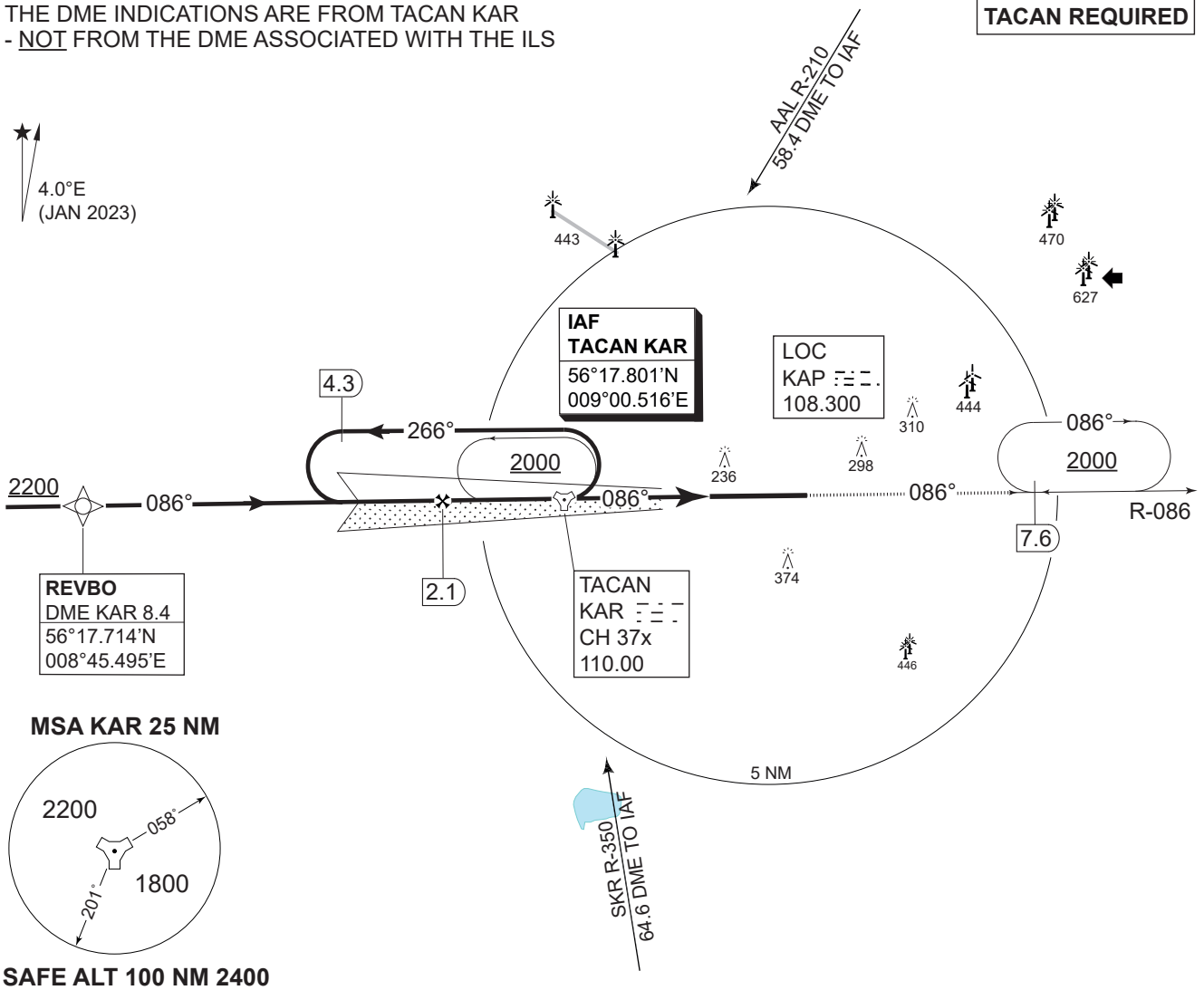
COPTER ILS or LOC RWY 09R
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

TACAN	LOC	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
KAR 110.00/CH 37x	KAP 108.300	086°	1600 FT	3.00°	**354**	154	900 M	9607 FT

CAUTION:
THE DME INDICATIONS ARE FROM TACAN KAR
- NOT FROM THE DME ASSOCIATED WITH THE ILS

TACAN REQUIRED

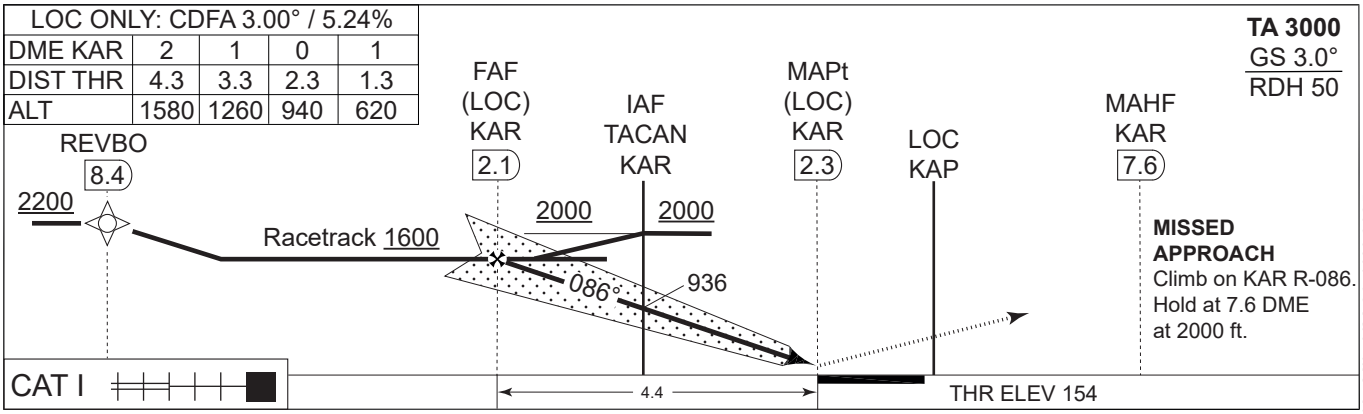


MSA KAR 25 NM

SAFE ALT 100 NM 2400

LOC ONLY: CDFA 3.00° / 5.24%				
DME KAR	2	1	0	1
DIST THR	4.3	3.3	2.3	1.3
ALT	1580	1260	940	620

TA 3000
GS 3.0°
RDH 50



CATEGORY	H
MIPS H-ILS CAT I 09R	**354** - 400 200 (200-0.4/0.8)
MIPS H-LOC 09R	**470** - 400 316 (400-0.4/0.8)

CHANGES: TACAN FREQ ADDED.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

COPTER ILS or LOC RWY 09R 56°17.85'N 009°07.48'E **KARUP AIR BASE (EKKA)**

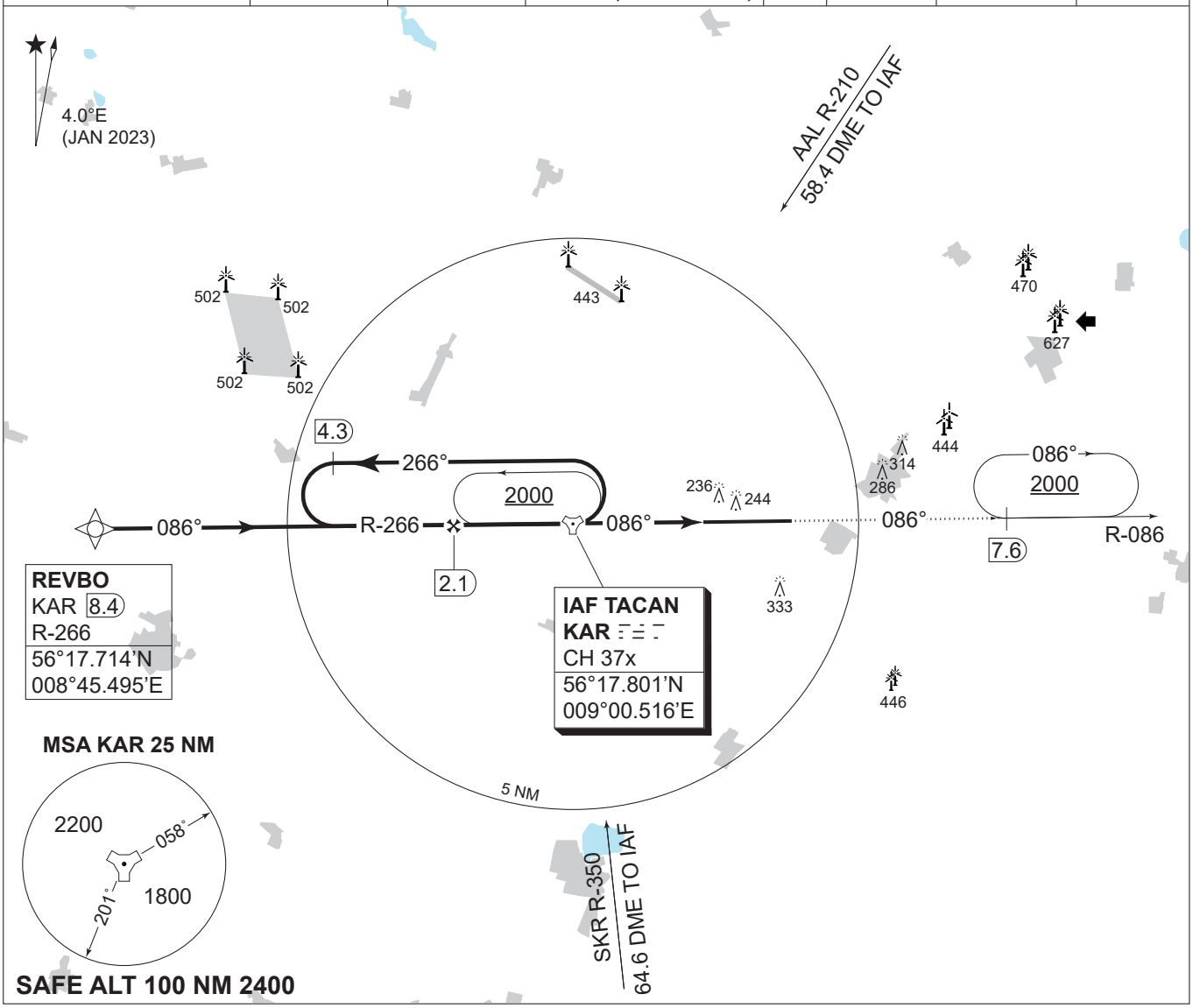
MIPS
INSTRUMENT APPROACH CHART

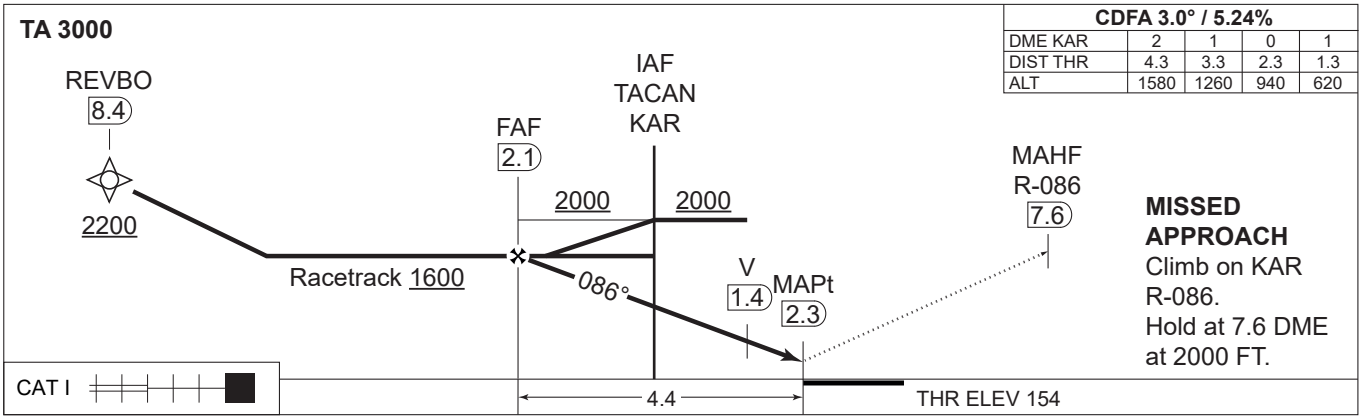
AD ELEV 171

COPTER TACAN RWY 09R
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

TACAN	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR ELEV	ALS LENGTH	LDA
KAR CH 37x	086°	1600 FT	5.24% (318 FT/NM)	**480**	154	900 M	9607 FT





CDFA 3.0° / 5.24%				
DME KAR	2	1	0	1
DIST THR	4.3	3.3	2.3	1.3
ALT	1580	1260	940	620

CATEGORY	H
MIPS H-TAC RWY 09R	**480** - 400 326 (400-0.4/0.8)

CHANGES: TACAN FREQ DELETED SO THAT ONLY CHANNEL IS DEPICTED.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

COPTER TACAN RWY 09R

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

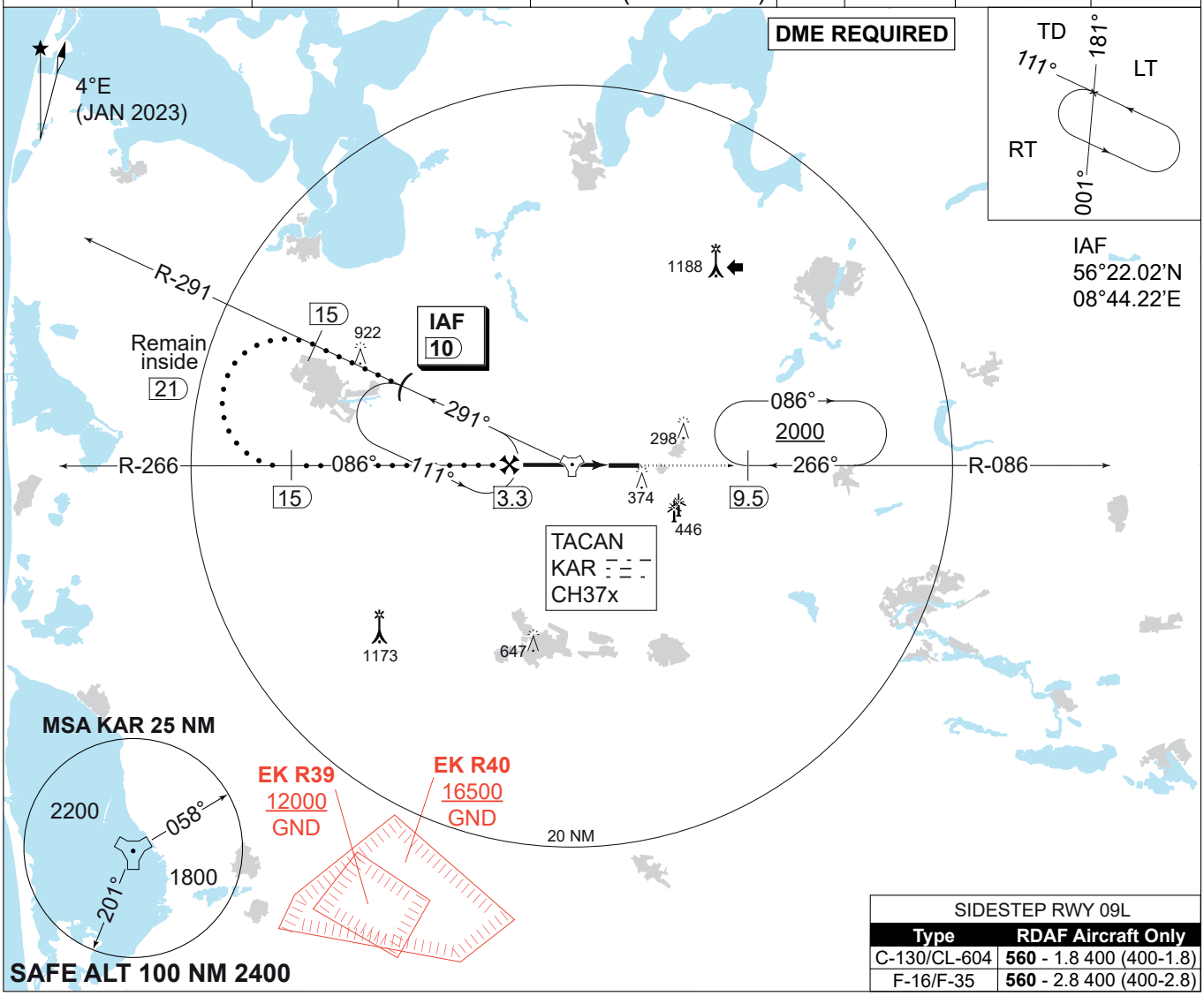
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 171

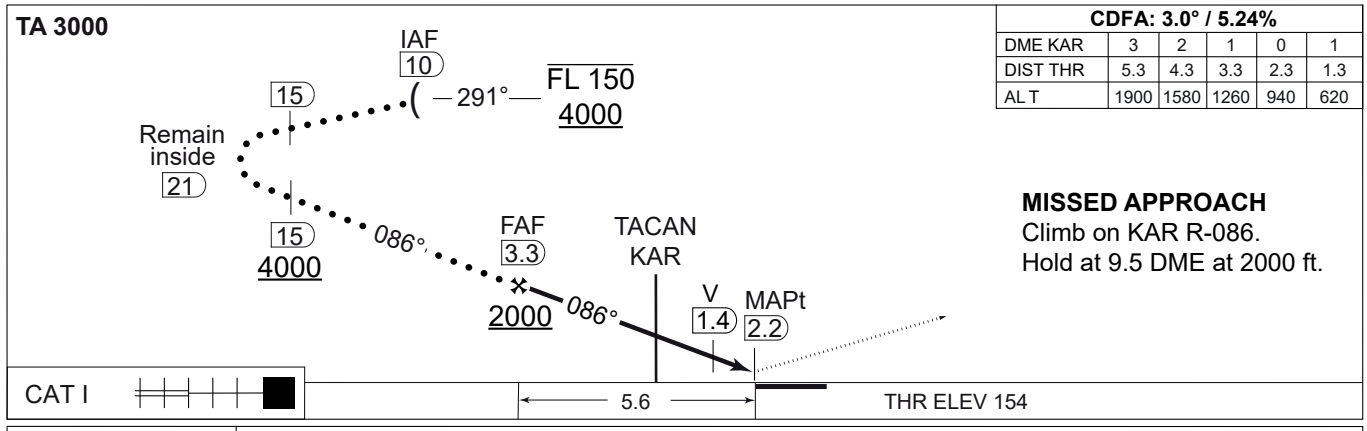
HPMA TACAN RWY 09R
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

TACAN	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR ELEV	ALS LENGTH	LDA
KAR CH 37x	086°	2000 FT	5.24% (318 FT/NM)	**490**	154	900 M	9607 FT



SIDESTEP RWY 09L	
Type	**RDAF Aircraft Only**
C-130/CL-604	**560** - 1.8 400 (400-1.8)
F-16/F-35	**560** - 2.8 400 (400-2.8)



CDFA: 3.0° / 5.24%					
DME KAR	3	2	1	0	1
DIST THR	5.3	4.3	3.3	2.3	1.3
ALT	1900	1580	1260	940	620

MISSED APPROACH
Climb on KAR R-086.
Hold at 9.5 DME at 2000 ft.

	CATEGORY	HPMA
MIPS	S-TACAN 09R	**490** - 800 336 (400-0.8/1.5)
MIPS	CIRCLING	**750** - 3.2 579 (600-3.2)

CHANGES: TACAN FREQ DELETED SO THAT ONLY CHANNEL IS DEPICTED.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

HPMA TACAN RWY 09R

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

MIPS
INSTRUMENT APPROACH CHART

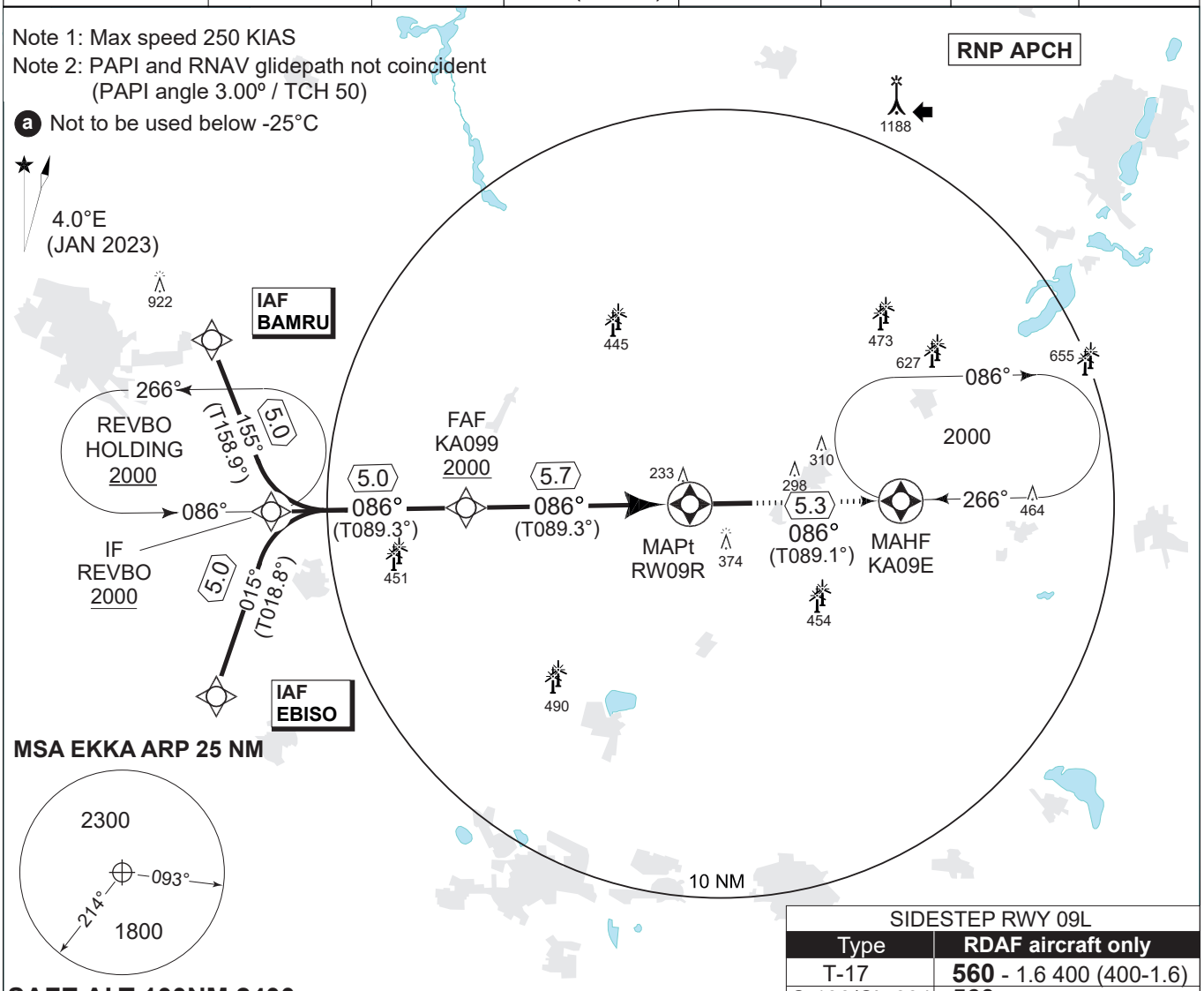
AD ELEV 171

RNP RWY 09R
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MINIMA	THR ELEV	ALS length	LDA
46175 / E09A	086°	2000 FT	3.0° (5.24%)	**See CAT**	154	900 M	9607 FT

Note 1: Max speed 250 KIAS
Note 2: PAPI and RNAV glidepath not coincident (PAPI angle 3.00º / TCH 50)
(a) Not to be used below -25°C



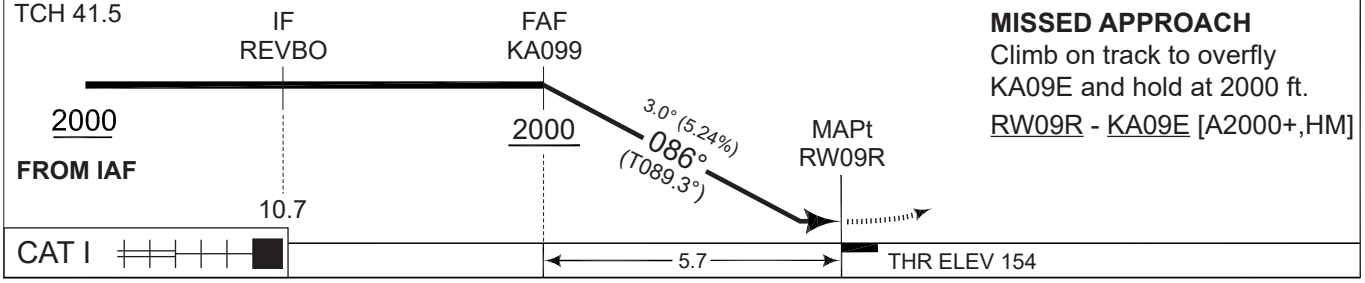
MSA EKKA ARP 25 NM

SAFE ALT 100NM 2400

SIDESTEP RWY 09L	
Type	**RDAF aircraft only**
T-17	**560** - 1.6 400 (400-1.6)
C-130/CL-604	**560** - 1.8 400 (400-1.8)

TA 3000
GS 3.0°
TCH 41.5

DIST TO RW09R	5	4	3	2	1
NOM. ALTITUDE	1790	1470	1150	830	520



MISSED APPROACH
Climb on track to overfly KA09E and hold at 2000 ft.
RW09R - KA09E [A2000+,HM]

	CATEGORY	A	B	C	D	E
MIPS	LPV (DA)	**404** - 600 250 (300-0.8/1.3)				
MIPS	LNAV/VNAV (DA) (a)	**454** - 650 300 (300-0.8/1.4)				
MIPS	LNAV (MDA)	**490** - 800 336 (400-0.8/1.5)				**500** - 900 346 (400-0.9/1.6)
MIPS	CIRCLING	**670** - 1.5 499 (500-1.5)	**680** - 1.6 509 (600-1.6)	**850** - 2.4 679 (700-2.4)	**880** - 3.6 709 (800-3.6)	**1120** - 3.6 949 (1000-3.6)

CHANGES: HELICOPTER MIMIMA REMOVED FROM AND T-17 MINIMA ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

EKKA RNP RWY 09R waypoint coordinates:

RWY 09R from BAMRU APPROACH RNP

		CODING		DISPLAY	
BAMRU	IAF	56 22 20.21N	008 42 17.04E	56 22.337'N	008 42.284'E
REVBO	IF	56 17 42.82N	008 45 29.70E	56 17.714'N	008 45.495'E
KA099	FAF	56 17 46.08N	008 54 28.08E	56 17.768'N	008 54.468'E
RW09R	MAPt	56 17 49.74N	009 04 38.39E	56 17.829'N	009 04.640'E
KA09E	MAHF	56 17 54.42N	009 14 13.05E	56 17.907'N	009 14.217'E

RWY 09R from EBISO APPROACH RNP

		CODING		DISPLAY	
EBISO	IAF	56 12 57.40N	008 42 34.70E	56 12.957'N	008 42.578'E
REVBO	IF	56 17 42.82N	008 45 29.70E	56 17.714'N	008 45.495'E
KA099	FAF	56 17 46.08N	008 54 28.08E	56 17.768'N	008 54.468'E
RW09R	MAPt	56 17 49.74N	009 04 38.39E	56 17.829'N	009 04.640'E
KA09E	MAHF	56 17 54.42N	009 14 13.05E	56 17.907'N	009 14.217'E

Threshold coordinates RWY 09R

	CODING		DISPLAY	
RWY 09R	56 17 49.74N	009 04 38.39E	56 17.829'N	009 04.640'E

CHANGES: EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

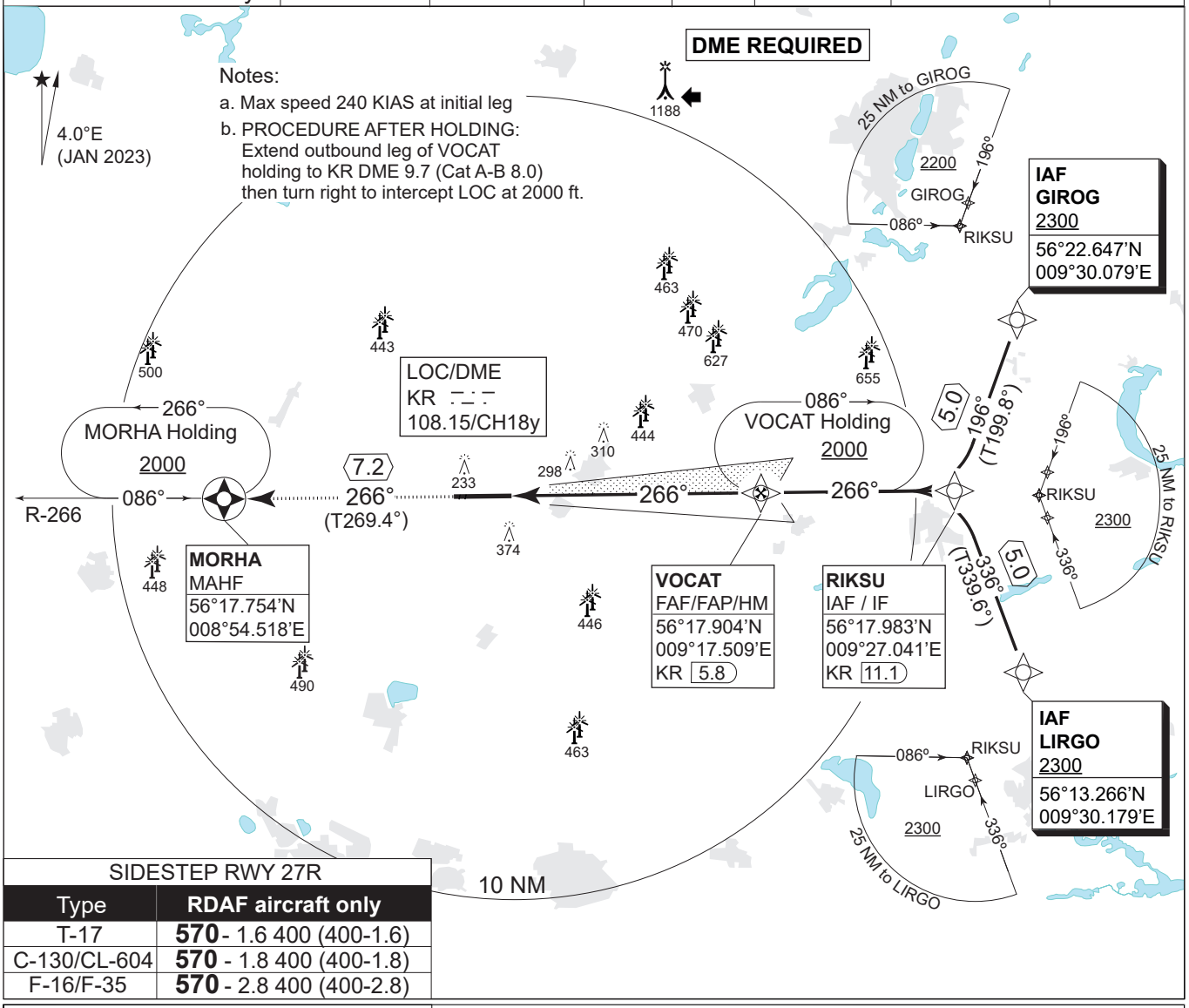
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 171

ILS or LOC RWY 27L
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

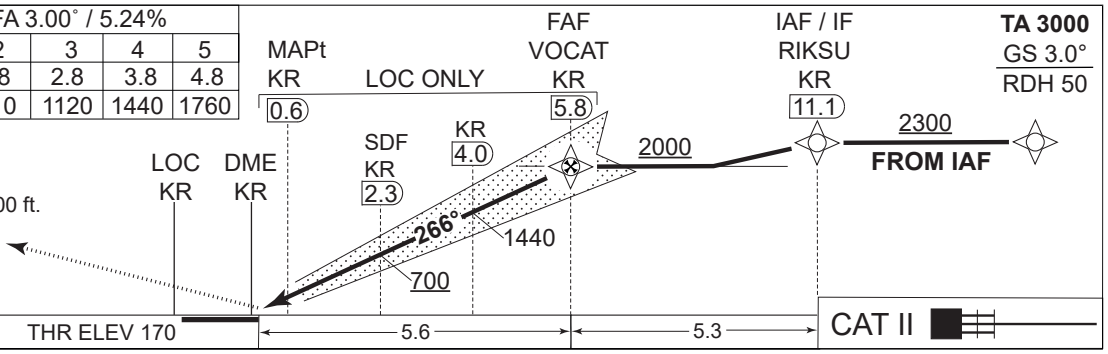
LOC/DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
KR 108.150/CH18y	266°	2000 FT	3.00°	**370**	170	900 M	9607 FT



SIDESTEP RWY 27R	
Type	**RDAF aircraft only**
T-17	**570** - 1.6 400 (400-1.6)
C-130/CL-604	**570** - 1.8 400 (400-1.8)
F-16/F-35	**570** - 2.8 400 (400-2.8)

LOC ONLY: CDFA 3.00° / 5.24%					
DME KR	1	2	3	4	5
DIST THR	0.8	1.8	2.8	3.8	4.8
ALT	490	810	1120	1440	1760

MISSED APPROACH
Climb on track 266° to MORHA and hold at 2000 ft.



CATEGORY	A	B	C	D	E
S-ILS CAT I	**370** - 550 200 (200-0.8/1.2)				
S-ILS CAT II	**RA 106** (DA 270) - 350 100				N/A
S-LOC 27L	**480** - 750 310 (400-0.8/1.4)				
CIRCLING	**670** - 1.5 499 (500-1.5)	**680** - 1.6 509 (600-1.6)	**840** - 2.4 669 (700-2.4)	**880** - 3.6 709 (800-3.6)	**1120** - 3.6 949 (1000-3.6)

MIPS

CHANGES: HELICOPTER MIMIMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 171

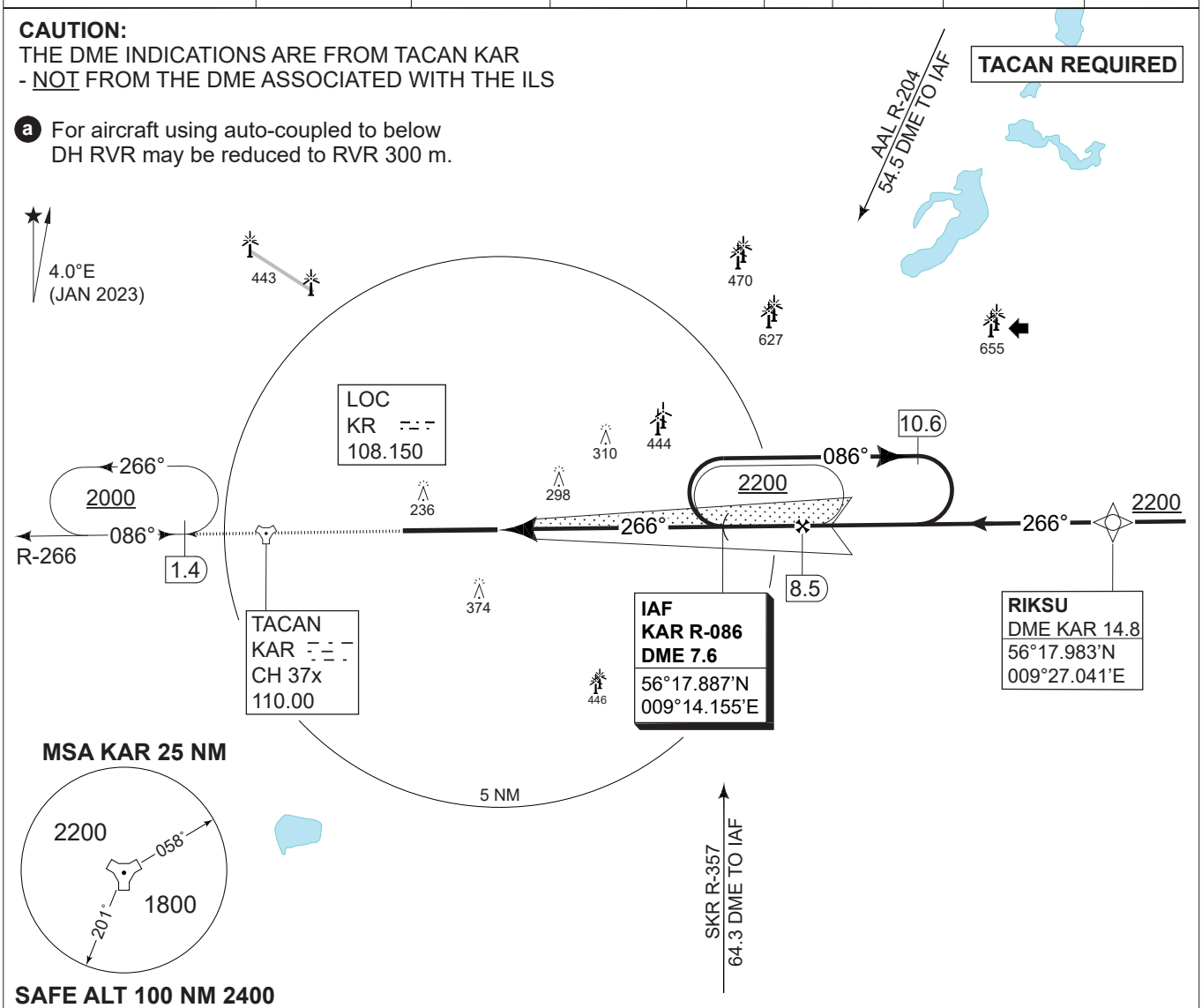
COPTER ILS or LOC RWY 27L
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

TACAN	LOC	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
KAR 110.00/CH 37x	KR 108.150	266°	1700 FT	3.00°	**370**	170	900 M	9607 FT

CAUTION:
THE DME INDICATIONS ARE FROM TACAN KAR
- NOT FROM THE DME ASSOCIATED WITH THE ILS

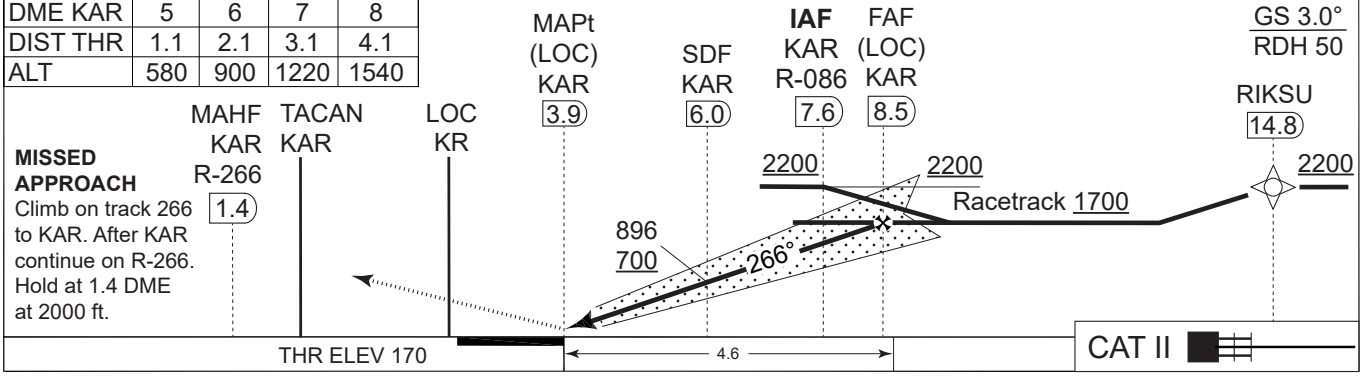
(a) For aircraft using auto-coupled to below DH RVR may be reduced to RVR 300 m.



LOC ONLY: CDFA 3.00° / 5.24%				
DME KAR	5	6	7	8
DIST THR	1.1	2.1	3.1	4.1
ALT	580	900	1220	1540

TA 3000
GS 3.0°
RDH 50

MISSED APPROACH
Climb on track 266 to KAR. After KAR continue on R-266. Hold at 1.4 DME at 2000 ft.



MIPS	CATEGORY	H
	H-ILS CAT I 27L	**370** - 400 200 (200-0.4/0.8)
	H-ILS CAT II 27L (a)	**RA 106** (DA 270) - 350 100
	H-LOC 27L	**480** - 400 310 (400-0.4/0.8)

CHANGES: TACAN FREQ ADDED.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

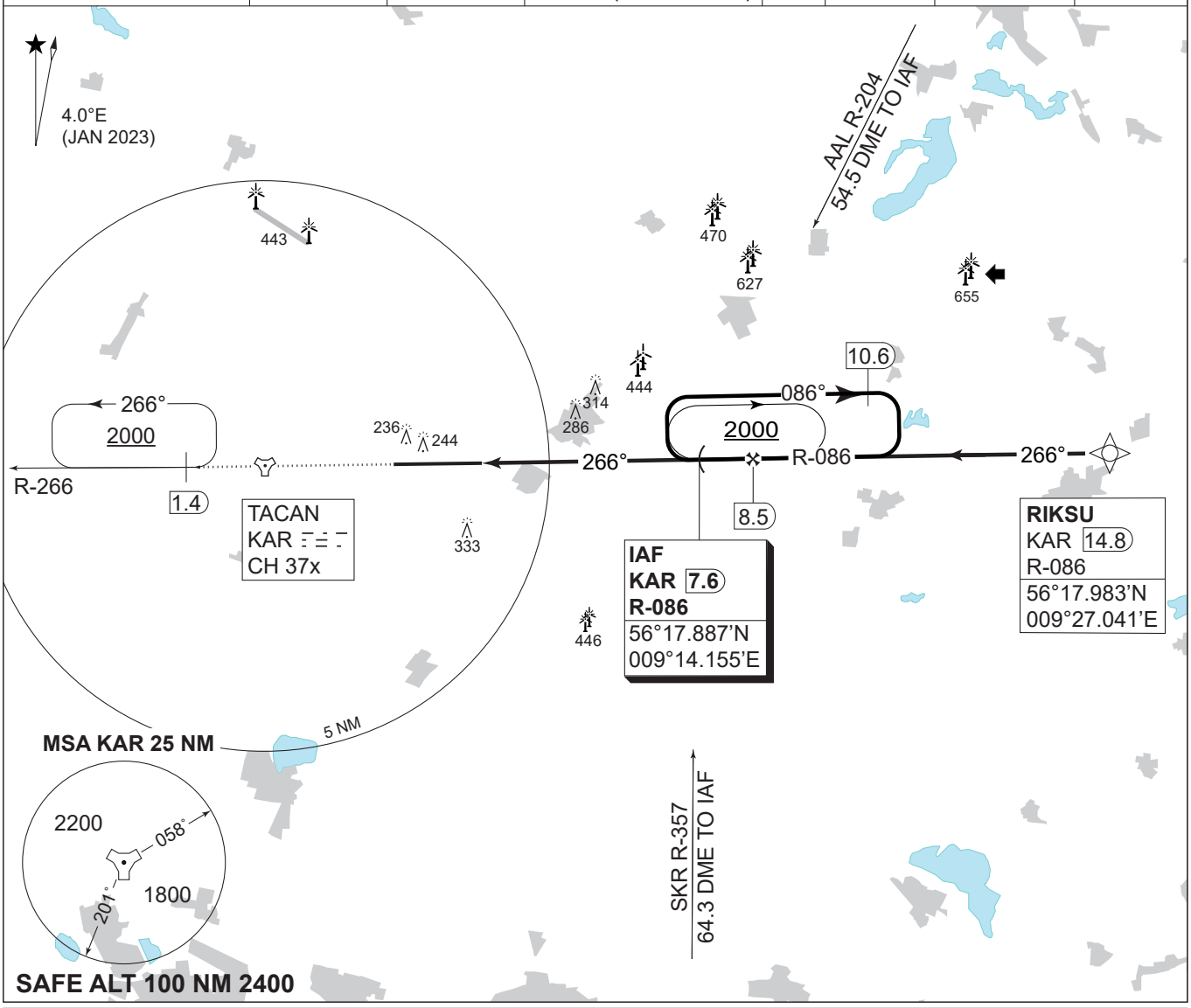
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 171

COPTER TACAN RWY 27L
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

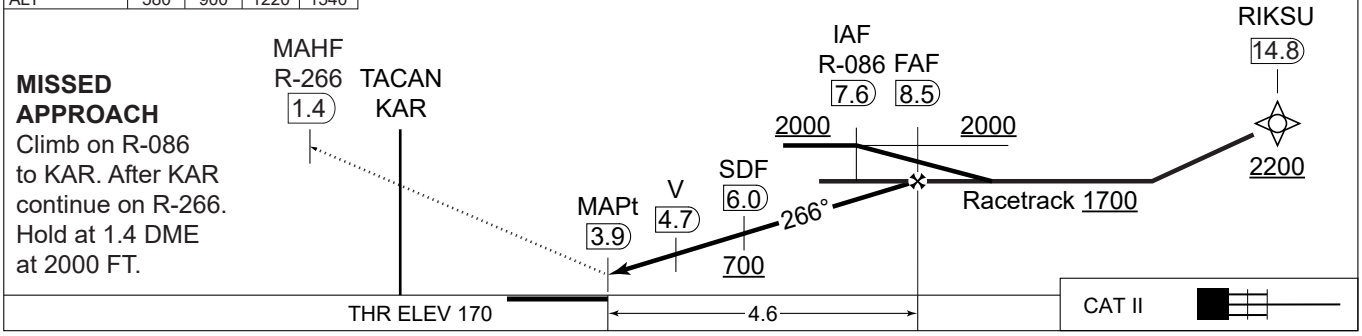
TACAN	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR ELEV	ALS LENGTH	LDA
KAR CH 37x	266°	1700 FT	5.24% (318 FT/NM)	**500**	170	900 M	9607 FT



CDFA 3.0° / 5.24%				
DME KAR	5	6	7	8
DIST THR	1.1	2.1	3.1	4.1
ALT	580	900	1220	1540

TA 3000

MISSED APPROACH
Climb on R-086 to KAR. After KAR continue on R-266. Hold at 1.4 DME at 2000 FT.



CATEGORY	H
MIPS H-TAC RWY 27L	**500** - 400 329 (400-0.4/0.8)

CHANGES: TACAN FREQ DELETED SO THAT ONLY CHANNEL IS DEPICTED.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

COPTER TACAN RWY 27L 56°17.85'N 009°07.48'E **KARUP AIR BASE (EKKA)**

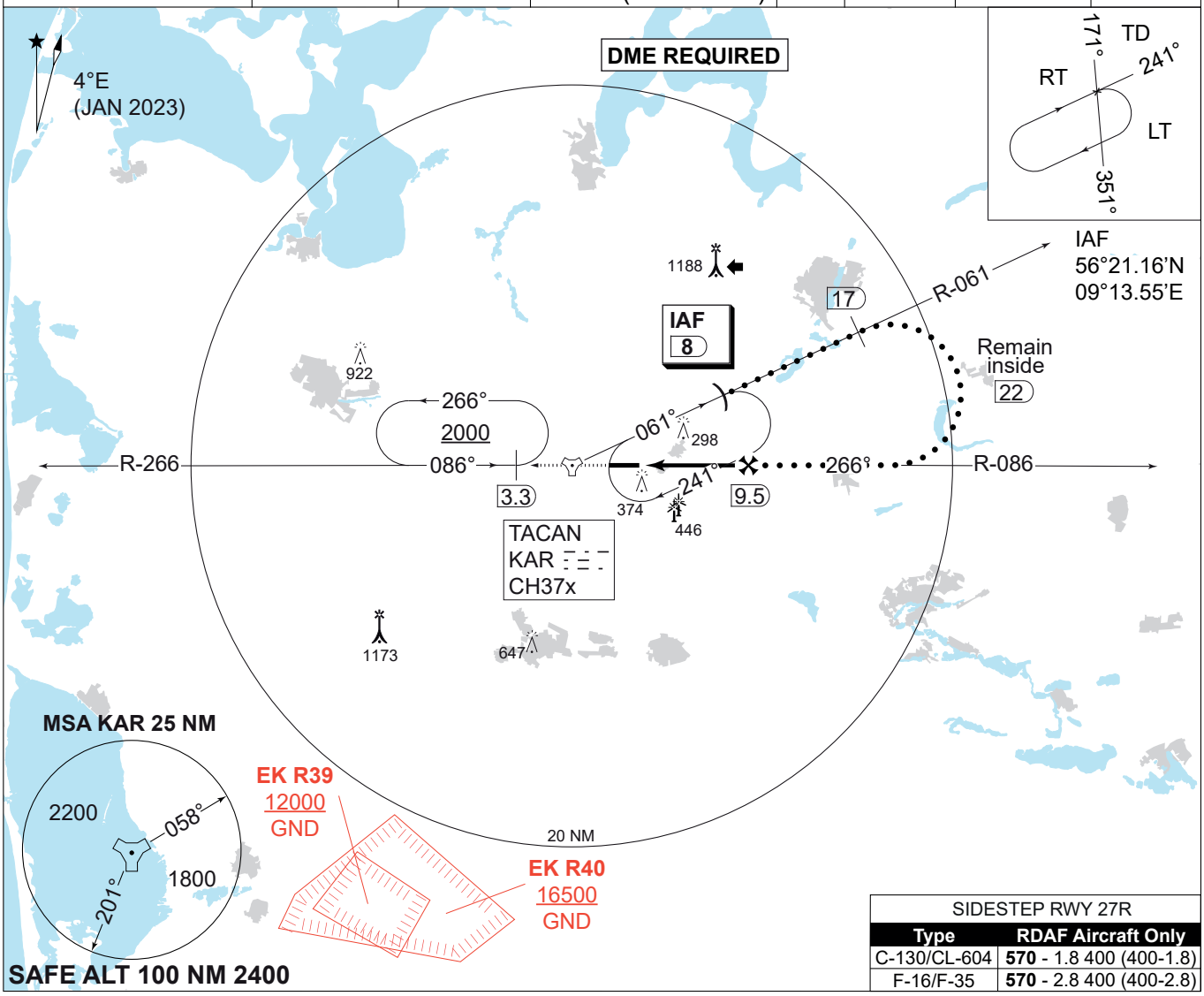
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 171

HPMA TACAN RWY 27L
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

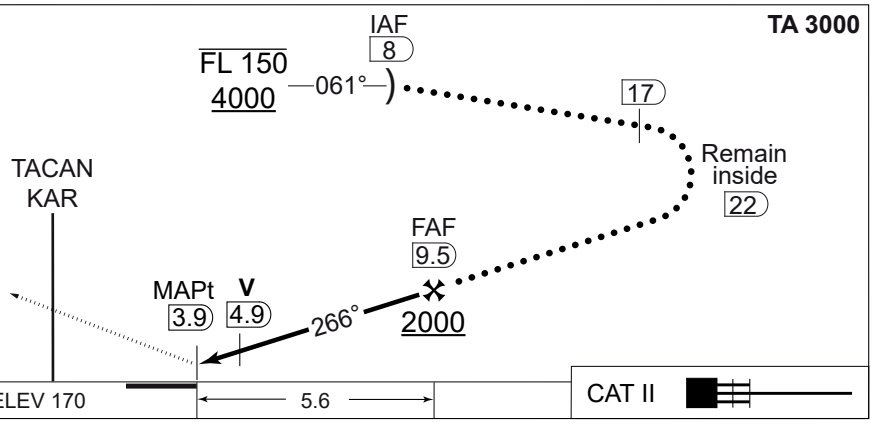
TACAN	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR ELEV	ALS LENGTH	LDA
KAR CH 37x	266°	2000 FT	5.24% (318 FT/NM)	**550**	170	900 M	9607 FT



SIDESTEP RWY 27R	
Type	**RDAF Aircraft Only**
C-130/CL-604	**570** - 1.8 400 (400-1.8)
F-16/F-35	**570** - 2.8 400 (400-2.8)

CDFA: 3.0° / 5.24%					
DME KAR	5	6	7	8	9
DIST THR	1.1	2.1	3.1	4.1	5.1
AL T	580	900	1220	1540	1850

MISSED APPROACH
Climb on R-086 to KAR.
After KAR continue on R-266.
Hold at 3.3 DME at 2000 ft.



CATEGORY	HPMA
MIPS S-TACAN 27L	**550** - 1000 379 (400-1.0/1.7)
MIPS CIRCLING	**750** - 3.2 579 (600-3.2)

CHANGES: TACAN FREQ DELETED SO THAT ONLY CHANNEL IS DEPICTED.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

HPMA TACAN RWY 27L

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

MIPS
INSTRUMENT APPROACH CHART

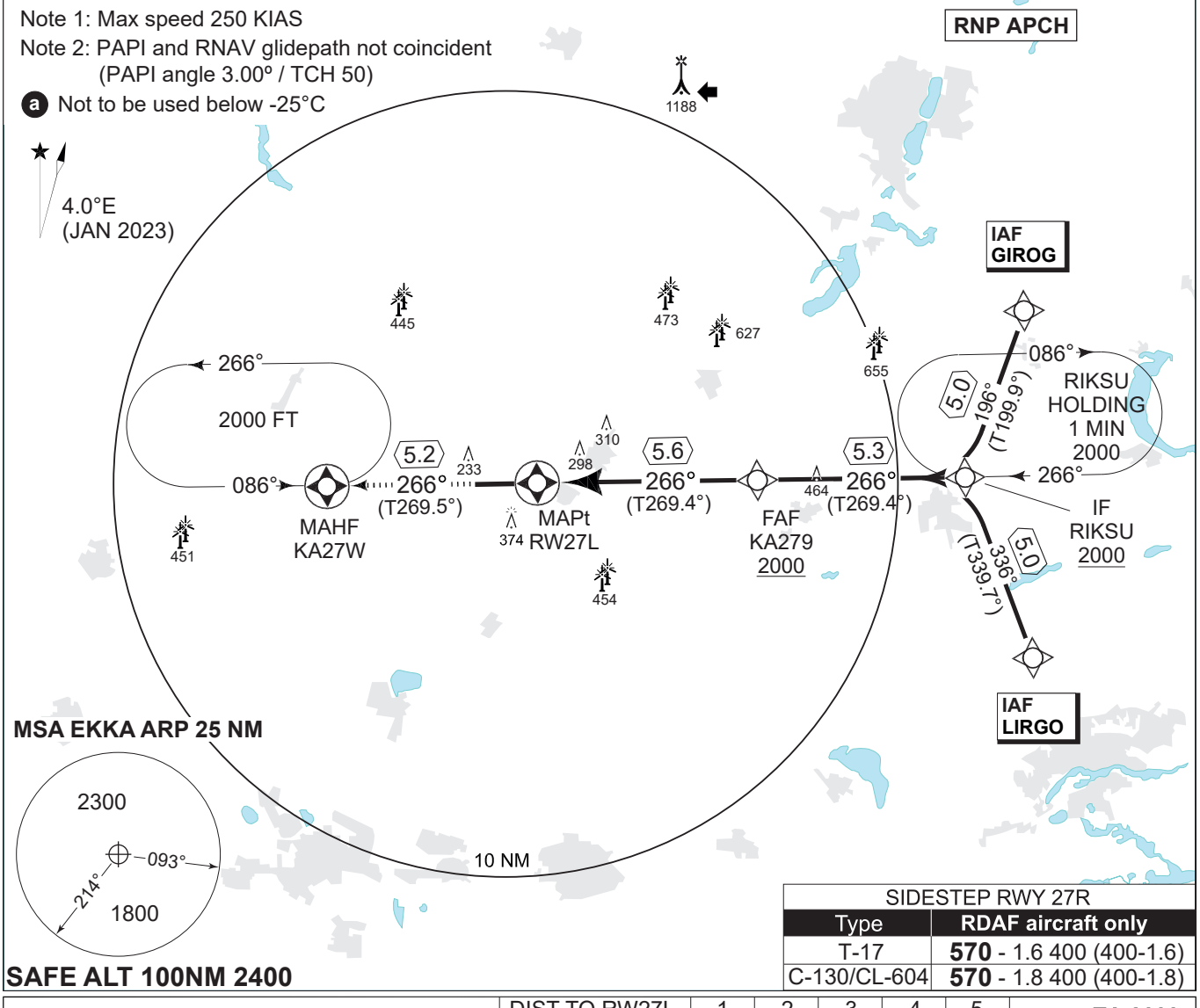
AD ELEV 171

RNP RWY 27L
KARUP AIR BASE (EKKA)

COPENHAGEN CONTROL	KARUP ATIS	KARUP APPROACH	KARUP TOWER
242.650 124.555	120.580	269.275 120.430	353.575 119.580

EGNOS CHANNEL	APP COURSE	FAF ALT	Descent GR	MINIMA	THR ELEV	ALS length	LDA
54104 / E27A	266°	2000 FT	3.0° (5.24%)	**See CAT**	170	900 M	9607 FT

Note 1: Max speed 250 KIAS
Note 2: PAPI and RNAV glidepath not coincident (PAPI angle 3.00º / TCH 50)
(a) Not to be used below -25°C

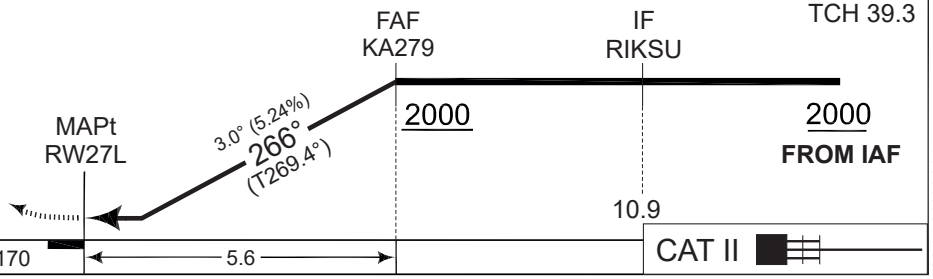


SIDESTEP RWY 27R	
Type	**RDAF aircraft only**
T-17	**570** - 1.6 400 (400-1.6)
C-130/CL-604	**570** - 1.8 400 (400-1.8)

DIST TO RW27L	1	2	3	4	5
NOM. ALTITUDE	530	850	1170	1490	1800

TA 3000
GS 3.0°
TCH 39.3

MISSED APPROACH
Climb on track to overfly KA27W and hold at 2000 ft.
RW27L - KA27W [A2000+,HM]



MIPS	CATEGORY	A	B	C	D	E
	LPV (DA)	**420** - 600 250 (300-0.8/1.3)				
	LNAV/VNAV (DA) (a)	**500** - 800 330 (400-0.8/1.5)				
	LNAV (MDA)	**510** - 800 340 (400-0.8/1.5)				
	CIRCLING	**670** - 1.5 499 (500-1.5)	**680** - 1.6 509 (600-1.6)	**850** - 2.4 679 (700-2.4)	**880** - 3.6 709 (800-3.6)	**1120** - 3.6 949 (1000-3.6)

CHANGES: HELICOPTER MIMIMA REMOVED FROM AND T-17 MINIMA ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

EKKA RNP RWY 27L waypoint coordinates:

RWY 27L from LIRGO APPROACH RNP

		CODING		DISPLAY	
LIRGO	IAF	56 13 15.94N	009 30 10.73E	56 13.266'N	009 30.179'E
RIKSU	IF	56 17 59.00N	009 27 02.47E	56 17.983'N	009 27.041'E
KA279	FAF	56 17 55.06N	009 17 34.22E	56 17.918'N	009 17.570'E
RW27L	MAPt	56 17 50.85N	009 07 28.66E	56 17.847'N	009 07.478'E
KA27W	MAHF	56 17 47.51N	008 58 06.53E	56 17.792'N	008 58.109'E

RWY 27L from GIROG APPROACH RNP

		CODING		DISPLAY	
GIROG	IAF	56 22 38.81N	009 30 04.76E	56 22.647'N	009 30.079'E
RIKSU	IF	56 17 59.00N	009 27 02.47E	56 17.983'N	009 27.041'E
KA279	FAF	56 17 55.06N	009 17 34.22E	56 17.918'N	009 17.570'E
RW27L	MAPt	56 17 50.85N	009 07 28.66E	56 17.847'N	009 07.478'E
KA27W	MAHF	56 17 47.51N	008 58 06.53E	56 17.792'N	008 58.109'E

Threshold coordinates RWY 27L

	CODING		DISPLAY	
RWY 27L	56 17 50.85N	009 07 28.66E	56 17.847'N	009 07.478'E

CHANGES: EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

EKSP - SKRYDSTRUP AIR BASE

1. AERODROME LOCATION INDICATOR AND NAME

EKSP – FIGHTER WING SKRYDSTRUP

2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	551331.99N 0091550.15E TWR
2	Direction and distance from (city)	215°/1,8 NM from Vojens
3	AD Elevation REF temperature	141 FT AMSL 22.7°C (2018-2022)
4	MAG VAR Annual change	3.7° (JAN 2023) Increasing 11' / 0.19°E
5	AD administration Postal address Telephone Telefax AFTN Email	Fighter Wing Skrydstrup Lilholtvej 2, Skrydstrup DK-6500 Vojens +45 72 84 81 22 +45 72 84 81 26 EKSPZPZX fw-wingops@fiin.dk
6	Types of traffic permitted	IFR/VFR
7	Remarks	

3. OPERATIONAL HOURS

1	AD administration	MON – THU 0630-1430 (0530-1330) FRI 0630-1230 (0530-1230)
2	Customs and immigration	On call H24
3	Health and sanitation	Medical service AVBL H24
4	AIS briefing office	H24 (W-OPS)
5	ATS reporting office	H24 (W-OPS)
6	MET briefing office	MON - THU 0430-1430 (0330-1330) FRI 0430-1300 (0330-1200) MO EKKA: OUTSIDE MO EKSP HR
7	ATS	H24
8	Fuelling	H24
9	Handling	As AD administration
10	Security	H24
11	De-icing	As AD administration
12	Remarks	PPR 24 HR

4. HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	YES
2	Fuel/oil types	F-18 (limited capacity), F-34/ O-123, O-148, O-149, O-156, H-515
3	Fuelling facilities/capacity	No limitation
4	De-icing facilities	YES
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	YES
7	Remarks	

5. PASSENGER FACILITIES

1	Hotels	In Vojens
2	Restaurants	In Vojens
3	Transportation	Limited military transportation Taxis, buses and train from Vojens.
4	Medical facilities	Infirmeri on base. Hospital in Aabenraa. Local doctors in Vojens.
5	Bank and post office	In Vojens
6	Tourist office Telephone	In Haderslev (Visit Haderslev) +45 73 70 92 21
7	Remarks	

6. RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 5 (H24). Higher CAT on request.
2	Rescue equipment	Cutter and spreader.
3	Capability for removal of disabled aircraft	Crane available: MON - THU 0700-1500 local time FRI 0700-1200 local time On request outside opening hours.
4	Remarks	Categori may not be maintained during snow and ice removal. Airbase fire crew cannot perform interior firefighting and egress/extrication of crew in aircraft.

7. SEASONAL AVAILABILITY - CLEARING

1	Types of cleaning equipment	Snow ploughs, snow blowers, spreaders and sweepers.
2	Clearance priorities	1: Main RWY 2: TWY for alert aircraft 3: Other TWY
3	Remarks	

8. APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron NW surface and strength Apron SW	PCN 79 R/D/W/T Concrete PCN 31 F/D/W/T Asphalt
2	Taxiway width Taxiway surface and strength	TWY D north: 80 FT TWY N: 73 FT other TWY's: 50 FT TWY A north: PCN 90/F/D/W/T Asphalt/Concrete TWY A south: PCN 90/F/D/W/T Asphalt/Concrete TWY B north: PCN 85/F/C/W/T Asphalt/Concrete TWY B south: PCN 90/F/C/W/T Asphalt/Concrete TWY C north: PCN 90/F/D/W/T Asphalt/Concrete TWY C south: PCN 90/F/D/W/T Asphalt/Concrete TWY D north: PCN 83/F/D/W/T Asphalt/Concrete TWY D south: PCN 90/F/D/W/T Asphalt/Concrete TWY N: PCN 90/F/A/W/T Asphalt/Concrete TWY S4: PCN 31 F/D/W/T Asphalt TWY all SQD: PCN 90/F/A/W/T Asphalt/Concrete
3	ACL location and elevation	Not established
4	VOR/INS checkpoints	VOR/TACAN/DME checkpoint at ORP's
5	Remarks	

9. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKING

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system	TWY ID signs partly established, unlit. Visual docking/parking system not avbl.
2	RWY and TWY markings and LGT	RWY day markings: 10L/28R: THR, RWY designator, TDZ, CL, EDGE. 10R/28L: THR, RWY designator, CL. RWY LGT: See Item 2.14 TWY day markings: Yellow centre line, holding positions. TWY LGT: See Item 2.15
3	Stop bars	RGL
4	Remarks	

10. AERODROME OBSTACLES

Obstacles for Area 2 and 3 are not provided

Obstacles penetrating obstacle limiting surfaces

OBST ID	OBST type	OBST position		ELEV / HGT (ft)		Markings / Type, Colour	Obstacle limiting surfaces	
							Surface	Penetration (ft)
099860	Antenna	55 15 42.39N	009 13 26.67E	397	194	LIL F R	Conical	71.96
3062	Power pole	55 12 12.05N	009 19 45.36E	326	131	LIL F R	Inner Horizontal	54.36
3061	Power pole	55 12 02.43N	009 19 35.41E	321	144		Inner Horizontal	49.36
3071	Power pole	55 12 27.42N	009 20 00.85E	318	144	LIL F R	Inner Horizontal	46.36
3072	Power pole	55 12 36.28N	009 20 09.79E	316	144	LIL F R	Inner Horizontal	44.36
099611	Antenna	55 11 46.97N	009 17 38.67E	315	164		Inner Horizontal	43.16
3070	Power pole	55 12 18.62N	009 19 52.13E	314	131	LIL F R	Inner Horizontal	42.36
3073	Power pole	55 12 46.23N	009 20 19.74E	313	144	LIL F R	Inner Horizontal	41.36
1990	Power pole	55 13 13.71N	009 20 25.48E	313	144		Inner Horizontal	41.36
2068	Power pole	55 13 35.25N	009 20 22.23E	311	150		Inner Horizontal	39.36
3060	Power pole	55 11 53.61N	009 19 26.97E	308	144		Inner Horizontal	36.36
3069	Power pole	55 11 03.24N	009 18 16.21E	307	150		Inner Horizontal	35.36
3056	Power pole	55 11 09.32N	009 18 27.24E	305	150		Inner Horizontal	33.36
2062	Power pole	55 13 02.75N	009 20 27.19E	304	137		Inner Horizontal	32.36
2067	Power pole	55 13 23.78N	009 20 24.10E	304	144		Inner Horizontal	32.36
3059	Power pole	55 11 44.86N	009 19 18.27E	301	144		Inner Horizontal	29.36
099820	Antenna	55 15 28.60N	009 12 07.20E	394	157		Conical	28.92

OBST ID	OBST type	OBST position		ELEV / HGT (ft)		Markings / Type, Colour	Obstacle limiting surfaces	
							Surface	Penetration (ft)
3054	Power pole	55 11 15.05N	009 18 37.57E	300	144		Inner Horizontal	28.36
3058	Power pole	55 11 37.29N	009 19 11.25E	300	137		Inner Horizontal	28.36
3057	Power pole	55 11 28.68N	009 19 02.20E	299	141		Inner Horizontal	27.36
3055	Power pole	55 11 19.54N	009 18 47.35E	298	141		Inner Horizontal	26.36
3067	Power pole	55 10 46.93N	009 17 46.94E	302	137		Conical	26.05
3068	Power pole	55 10 54.92N	009 18 01.36E	296	137		Inner Horizontal	24.36
9258	Antenna	55 14 38.24N	009 18 10.62E	296	160	LIL F R	Inner Horizontal	24.36
2069	Power pole	55 13 46.71N	009 20 20.41E	293	137		Inner Horizontal	21.36
15186	Smoke stack	55 15 20.39N	009 17 20.33E	308	145		Conical	20.83
3074	Power pole	55 12 54.88N	009 20 28.42E	292	141	LIL F R	Inner Horizontal	20.36
44879	Power pole	55 13 13.58N	009 20 26.96E	289	118		Inner Horizontal	17.36
37058	Power pole	55 12 06.85N	009 20 37.27E	280	124		Inner Horizontal	8.36
44952	Power pole	55 11 22.48N	009 18 50.99E	278	124		Inner Horizontal	6.36
37170	Power pole	55 13 02.62N	009 20 28.67E	277	110		Inner Horizontal	5.36
44878	Power pole	55 13 23.58N	009 20 25.44E	276	117		Inner Horizontal	4.36
44877	Power pole	55 13 33.96N	009 20 23.82E	276	116		Inner Horizontal	4.36
10234	Antenna	55 14 08.90N	009 15 54.81E	276	119		Inner Horizontal	4.36
44875	Power pole	55 13 47.09N	009 20 21.79E	276	119		Inner Horizontal	4.36
44954	Power pole	55 11 28.42N	009 19 02.77E	276	117		Inner Horizontal	4.36
37171	Power pole	55 12 53.50N	009 20 30.07E	276	119		Inner Horizontal	4.36
37174	Power pole	55 12 18.10N	009 20 35.56E	276	121		Inner Horizontal	4.36
37059	Power pole	55 11 55.95N	009 20 38.97E	276	109		Conical	2.59
8389	Antenna	55 11 50.91N	009 12 56.45E	274	158		Inner Horizontal	2.36
43670	Power pole	55 12 44.32N	009 20 31.48E	273	112		Inner Horizontal	1.36
2070	Power pole	55 13 56.49N	009 20 18.74E	273	141		Inner Horizontal	1.36
44876	Power pole	55 13 39.85N	009 20 22.91E	272	107		Inner Horizontal	0.36

Obstacles penetrating take-off flight path area obstacle identification surface					
OBST ID	OBST type	OBST position	ELEV / HGT	Markings / Type, Colour	Remarks
Not available					

Obstacles assessed as being hazardous to air navigation							
OBST ID	OBST type	OBST position		ELEV / HGT (ft)		Markings / Type, Colour	Remarks
10236	Antenna	55 15 38.33N	009 24 09.67E	493	326	None	5 NM NE of AD
158148 *)	Antenna	55 07 23.00N	009 11 10.00E	995	726	LIH FLG W	6.5 NM SSW of AD
10142	Antenna	55 12 27.39N	009 22 30.60E	329	157	None	3.0 NM E of AD

11. METEOROLOGICAL INFORMATION PROVIDED

See GEN 3.5.

12. RUNWAY PHYSICAL CHARACTERISTICS

RWY designator	TRUE BRG	Dimension of RWY	Strength and surface of RWY and SWY	THR coordinates	THR elevation / TDZ elevation
1	2	3	4	5	6
10L	105.44º	9863 x 150 ft or 3006 x 45 M	PCN 90/F/B/W/T Asphalt/ Concrete	551328.56N 0091438.19E	THR 126.00 / TDZ 127.00
28R	285.44º			551302.67N 0091722.11E	THR 141.00 / TDZ 141.00
10R	105.44º	9750 x 80 ft or 2971 x 24 M	PCN 77/F/B/W/T Asphalt/ Concrete	551321.71N 0091435.91E	THR 124.00 / -
28L	285.44º			551256.12N 0091717.95E	THR 139.00 / -

	Slope of RWY-SWY	SWY dimensions	CWY dimensions	Strip dimensions	OFZ	Remarks
	7	8	9	10	11	12
10L	Less than 1º	734 x 150 ft / 224 x 45 M	NIL	10257 x 984 ft / 3126 x 300 M	NIL	
28R		737 x 150 ft 225 x 45 M		10257 x 984 ft / 3126 x 300 M		
10R		487 x 80 ft 148 x 24 M		10144 x 984 ft / 3091 x 300 M		
28L		487 X 80 ft 148 x 24 M		10144 x 984 ft / 3091 x 300 M		

13. DECLARED DISTANCES

RWY Designator	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	Remarks
1	2	3	4	5	6
10L	9863 ft / 3006 M	9863 ft / 3006 M	10597 ft / 3230 M	9863 ft / 3006 M	
28R	9863 ft / 3006 M	9863 ft / 3006 M	10600 ft / 3231 M	9863 ft / 3006 M	
10R	9750 ft / 2971 M	9750 ft / 2971 M	10237 ft / 3119 M	9750 ft / 2971 M	
28L	9750 ft / 2971 M	9750 ft / 2971 M	10237 ft / 3119 M	9750 ft / 2971 M	

14. APPROACH AND RUNWAY LIGHTING

RWY	APP LIGHT	THR LIGHT	PAPI	TDZ LIGHT	RWY CL LIGHT	RWY EDGE LIGHT	RWY END LIGHT	SWY LIGHT	Rem.
	Type Length Intensity	Colour WBAR	Angle MEHT	Length	Length Spacing Colour Intensity	Length Spacing Colour Intensity	Colour WBAR	Length Colour	
10L	CALVERT 2953 f / 900 M White LIH	GREEN LIH	3,00°			9863 ft / 3006 M 197 ft / 60 M White. From 2406-3006 M Yellow. LIH	RED LIH	RED LIH	
28R	CALVERT 2953 ft / 900 M White LIH	GREEN LIH	3,00°			9863 ft / 3006 M 197 ft / 60 M White. From 2406-3006 M Yellow. LIH	RED LIH	RED LIH	
10R		GREEN LIL	3,00°			9750 ft / 2971 M 164 ft / 50 M White. From 2371-2971 M Yellow. LIL	RED LIL	RED LIL	
28L		GREEN LIL	3,00°			9750 ft / 2971 M 164 ft / 50 M White. From 2371-2971 M Yellow. LIL	RED LIL	RED LIL	

15. OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location characteristics and hours of operation	NIL
2	LDI indication and LGT Anemometer location and LGT	NIL 300M NW of THR 10L (See AD chart) 300M NE of THR 28R (See AD chart)
3	TWY edge and centreline lighting	Blue edge light
4	Secondary power supply switch-over time	Max 15 seconds
5	Remarks	

16. HELICOPTER LANDING AREA

Helicopter operations may take place from:

- North-eastern ORP
- E end of Northern TWY
- Grass area in front of TWR.

or as directed by ATC.

17. ATS AIRSPACE

1	Designation and lateral limits	SKRYDSTRUP CTR From 551928N 0090255E - 551848N 0090755E - 552038N 0091625E - 551928N 0092255E - 551528N 0092755E - 551428N 0093326E - 550658N 0092856E - 550738N 0092426E - 550548N 0091625E - 550658N 0090925E - 551058N 0090355E - 551148N 0085855E - to 551928N 0090255E.
2	Vertical limits	GND - 1.500 FT MSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	SKRYDSTRUP TOWER EN, DA
5	Transition altitude	3.000 FT
6	Remarks	For description of SP TMA see ENR 2.1-5

18. ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	SKRYDSTRUP APPROACH	124.105 280.750	H24	FL 250/50 NM
TWR	SKRYDSTRUP TOWER	118.280 121.500++ 286.375 257.800 243.000++	H24 H24 H24 H24 H24	4000 FT/25 NM FL 250/50 NM 4000 FT/25 NM
ATIS	SKRYDSTRUP AIRPORT INFORMATION	133.905	H24	DOC: FL 200/60 NM Language: EN
ARR	SKRYDSTRUP ARRIVAL	122.205+ 121.500++ 245.625 344.000+ 243.000++		4000 FT/25 NM
RESERVED		119.905 359.275 385.400		

+ As required ++ Emergency

19. RADIO NAVIGATION AND LANDING AIDS

Type of facility Cat. of ILS/MLS (Variation)	ID	Frequency (Mhz)	Hours of operation	Site of transmitting antenna coordinates	Remarks
1	2	3	4	5	7
TACAN (4°E 2023)	SKR	110.400/ CH 41x	H 24	551344.18N 0091250.61E	DOC FL 500/80 NM DME from SKR TACAN
TAR/SSR		Wave length 10cm	H 24	551344.72N 0091538.74E	DOC FL 500/80 NM DME 138.4 ft
LOC 28R Cat. I	SRY	109.350	H 24	551332.31N 0091414.42E	Coverage: Primary 60NM, SSR 200NM
GP 28R		331.850	H 24	551309.38N 0091711.49E	Angle 3.00º. TCH 41 ft.
LOC 10L Cat. I	ISPA	109.350	H 24	551259.83N 0091740.10E	
GP 10L		331.850	H 24	551329.68N 0091456.62E	Angle 3.00 º TCH 49 ft
DME	SRY/ ISPA	CH 30Y	H 24	551309.34N 0091711.49E	
L	VO	321 Khz	H 24	551328.74N 0091625.36E	DOC 25 NM

20. LOCAL AERODROME REGULATIONS

Gliding may take place during weekends and holidays and outside hours of MIL operations. Gliding may take place from the private aerodrome “Rødekro” psn 5505N 0918E, without radio communication with ATC Skrydstrup in the CTR and TMA. See chart EKSP AD 2 Glider Areas in TMA.

21. NOISE ABATEMENT PROCEDURES

21.1 Practice approaches for non-homebased jet aircraft limited to a total of 3 in the period 0800-1700L (local time) . Practice approaches for jet aircraft is not allowed in the period 1700-0800L (local time). Prior arrangement through Wing Operations required.

21.2 For areas to be avoided during arrival and departure see EKSP NAC (Noise Abatement Chart).

22. FLIGHT PROCEDURES

1. IFR Arrival

1.1 IFR aircraft will normally be cleared by ACC Copenhagen to L VO, TACAN SKR, RNAV point DINUT or TISET.

1.2 VFR aircraft can obtain IFR-clearance anytime in Skrydstrup LTA or TRA stating requested type of IFR-instrument approach or IFR-clearance to VMC-conditions.

2. IFR Departure

2.1 SID´s are not mandatory, but local SID´s available for instrument flight training (not published outside FW SKRYDSTRUP).

2.2 Omnidirectional IFR-departures:
RWY 10L & R: Climb straight ahead to at least 700 FT AMSL before turn is commenced.
RWY 28R & L: Climb straight ahead to at least 600 FT AMSL before turn is commenced.

3. Low Visibility Procedures

3.1. Criteria for activation of Low Visibility Procedures (LVP) are prompted by ATC and will normally be introduced when the RVR is less than 800 M. However ATC can decide to minimize number of aircraft and vehicles on the maneuvering area when visibility is greater than 800 m and up to approx. 3 km. (until ATC is able to see the whole area).

3.2. Pilots will be informed when Low Visibility Procedures are in operation by ATIS and/or RTF. Pilots will be informed over RTF when Low Visibility Procedures are cancelled.

3.3. The following procedures will apply during Low Visibility Procedures:

ATC Procedures:
When RVR is below 550 m (alternative MET VIS below 600 m), ATC can only allow one aircraft/one formation of aircraft on the manoeuvring area at a time.

When RVR/MET VIS is below 800 m, but greater than mentioned above, ATC can only allow one aircraft/one formation of Fighter aircraft on each part of the manoeuvring area at a time. The parts are described in Local procedures. Just follow ATC instructions.

4. Reduced Runway Separation Minima

4.1. ATC may apply reduced runway separation for all runways at Skrydstrup.
For succeeding military aircraft, this will be used only for VFR-flights.

4.2. Traffic information will be given to succeeding aircraft.

4.3. For military and civilian flights the phraseology will be: “[Traffic information] CLEARED TO LAND” / “[Traffic information] CLEARED FOR TAKEOFF”.

4.4. ATC will make sure that approved minimum separation will exist between aircraft.

4.5. Reduced runway separation will not be used between departing and preceding landed aircraft.

5. Special VFR routes for light aircraft and helicopters

5.1 ATC clearance for special VFR (SVFR) traffic will normally be issued via the following reporting points:

- Christiansfeld (power line crossing motorway), PSN 55 20 49N 009 26 42E.
- Jels (Southern edge of Skodborg forest), PSN 55 22 21N 009 11 21E.
- Vojens (intersection North of Vojens town), PSN 55 16 05N 009 17 20E.

5.2 Arriving VFR traffic may be instructed to hold at one of the reporting points.

5.3 Altitude as instructed by ATC.

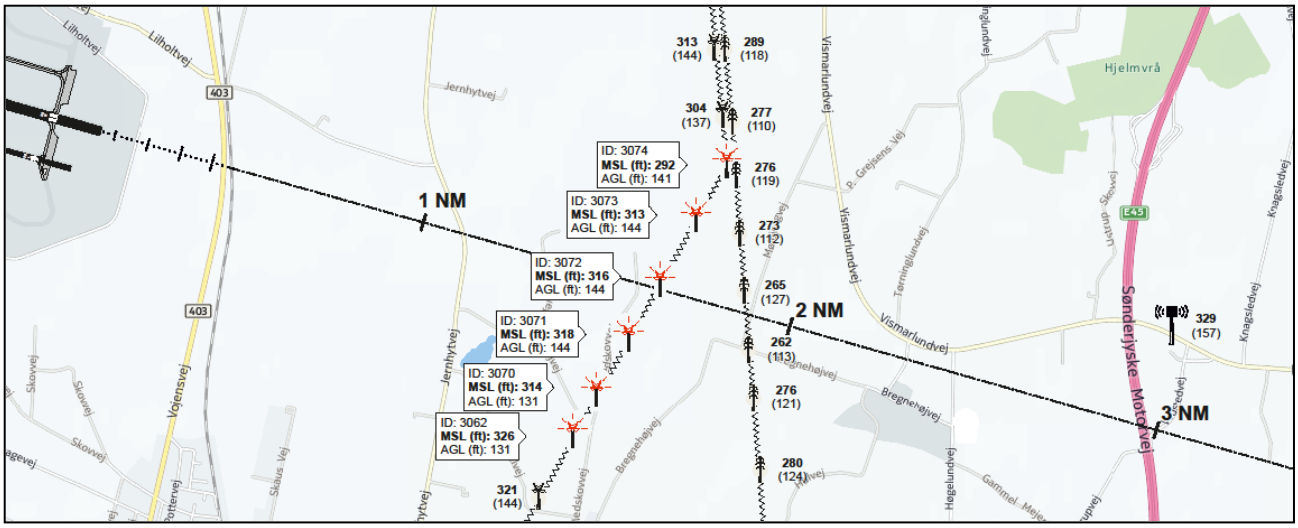
23. ADDITIONAL INFORMATION

23.1 Obstructions east of airfield.

6 masts with high tension cables are erected within the lateral limits of the instrument approach surface to runway 28R.

The masts are positioned on a line from 551210N 0091936E to 551253N 0092011E almost perpendicular to the centerline at approximately 1.65 NM from THR RWY 28R.

Nominal glide path (3º) altitude at passage of the power line: 709 ft AMSL.
Day marking : Orange (dayglow) colour.
Night marking : Dual red obstruction lights.



23.2 Arrester gear systems

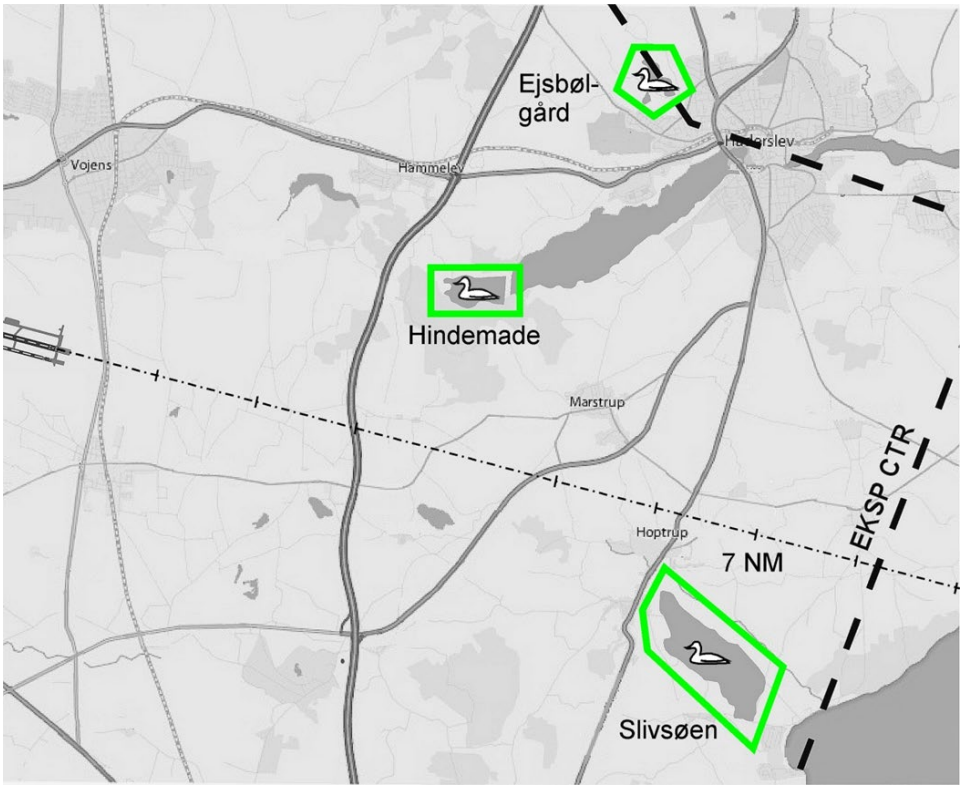
For information on arrester gear see Aerodrome Chart.

23.3 Areas with sensitive fauna

3 areas with sensitive fauna and a high concentration of birds are located inside Skrydstrup CTR:

- Ejsbølgård, located north west of Haderslev
- Hindemade, located at IP East
- Slivsøen, located slightly south of the centerline at 6-8 NM final RWY 28R

Overflying the areas at altitudes below 1000 ft AGL may significantly increase the risk of birdstrike.



24. CHARTS RELATED TO EKSP

Aerodrome Chart
Aerodrome Obstacle Chart – ICAO - Type A 10L
Aerodrome Obstacle Chart – ICAO - Type A 28R
Noise Abatement Chart
Visual Approach Chart
Glider areas in TMA
Aircraft Parking / Docking Chart (Military Apron)

ILS or LOC RWY 10L
ILS or LOC Z RWY 10L
COPTER ILS or LOC RWY 10L
HPMA TACAN RWY 10L
TACAN RWY 10L
RNP RWY 10L
ILS or LOC RWY 28R
ILS or LOC Z RWY 28R
COPTER ILS or LOC RWY 28R
HPMA TACAN RWY 28R
TACAN RWY 28R
RNP RWY 28R

BLANK

SKRYDSTRUP (EKSP)

ARP: 55°13.53N 009°15.84E | AD ELEV: 141 FT

SKRYDSTRUP APP: 124.105 280.750
SKRYDSTRUP TWR: 118.280 286.375

SKRYDSTRUP ATIS: 133.905

RWY SLOPE:
RWY 10L/28R: Less than 1%
RWY 10R/28L: Less than 1%

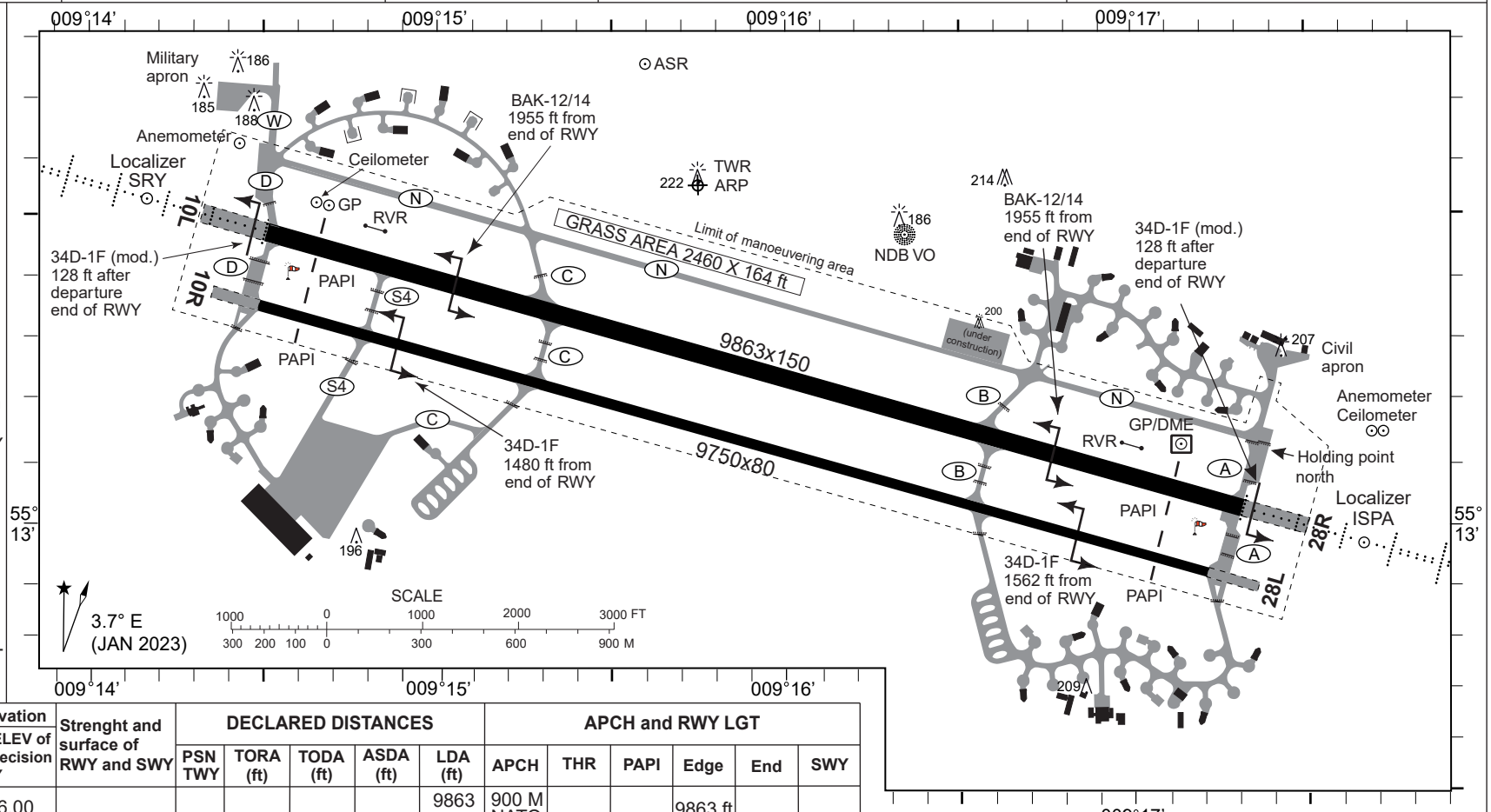
OBSTACLES:
All obstacles are marked by day and night.

SECONDARY POWER SUPPLY:
Yes. switch-over time 15 sec.

ABN:
NIL

ARRESTER CABLES:
Arrester cables for fighters may be suspended across runways.
Always disengaged in the approach end.
Back up cables in the SWY of RWY 10L/28R are always positioned for engagement. Usable in departure direction only. WARNING:
Landing short of runway threshold with hook down may cause substantial damage to the aircraft.

DATUM: WGS 84
Dimensions and distances in FT



RWY	TRUE BRG	THR PSN	THR elevation / Highest ELEV of TDZ of precision APP RWY	Strenght and surface of RWY and SWY	DECLARED DISTANCES: PSN TWY	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	APCH and RWY LGT: APCH	THR	PAPI	Edge	End	SWY
10L	105.44°	551328.56N 0091438.19E	THR 126.00 / TDZ 127.00	PCN 90 F/B/W/T Asphalt/ concrete	D C B	9863 7273 2644	9863 7273 2644	10597 8007 3378	9863	900 M NATO STD White	Green	3.00°	9863 ft LIH White	Red	Red
28R	285.44°	551302.76N 0091722.11E	THR 141.00 / TDZ 141.00		A B C	9863 7421 2837	9863 7421 2837	10600 8158 3574	9863	900 M NATO STD White	Green	3.00°	9863 ft LIH White	Red	Red
10R	105.44°	551321.71N 0091435.91E	THR 124.00 / -	PCN 77 F/B/W/T Asphalt/ concrete	D C B	9747 7066 2358	9747 7066 2358	10237 7556 2848	9750	NIL	Green Wing bars	3.00°	9747 ft LIL White	Red Wing bars	NIL
28L	285.44°	551256.12N 0091717.95E	THR 139.00 / -		A B C	9747 7457 2759	9747 7457 2759	10237 5247 3249	9750	NIL	Green Wing bars	3.00°	9747 ft LIL White	Red Wing bars	NIL

GRASS AREA 2460 X 164 FT may be used by light propeller aircraft, helicopters and gliders.

	RWY	GS	TCH	OTCH	RPI	CAT	MINIMA (MIPS)
CIR	10L/ 28R					A	**630** - 1.5 489 (500-1.5)
						B	**700** - 1.6 559 (600-1.6)
						C	**800** - 2.4 659 (700-2.4)
						D	**890** - 3.6 749 (800-3.6)
						E	**1490** - 3.6 1349 (1400-3.6)

TWY width: TWY D north of RWY 10L/28R to military apron: 75 FT
TWY N: 73 FT
Other TWYs: 50 FT

TWY lighting: BLUE EDGE

CHANGES: OBST. ADDED, SKRYDSTRUP APP UHF.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

ELEV in FT
Distance in FT
Magnetic Variation 3.7° (JAN 2023)
Order of accuracy: Horizontally 1 FT, Vertically 1 FT

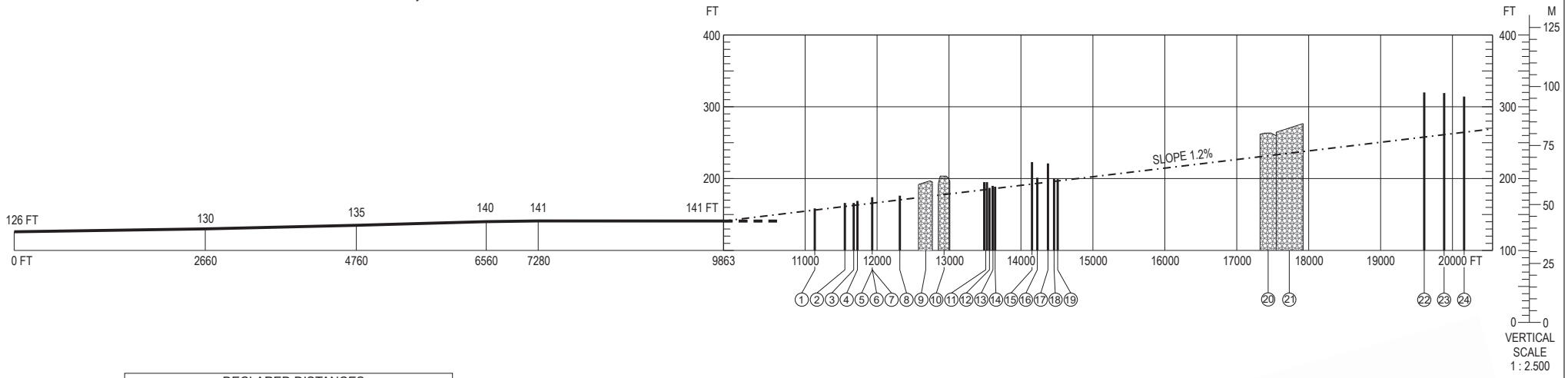
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SKRYDSTRUP, Denmark
RWY 10L

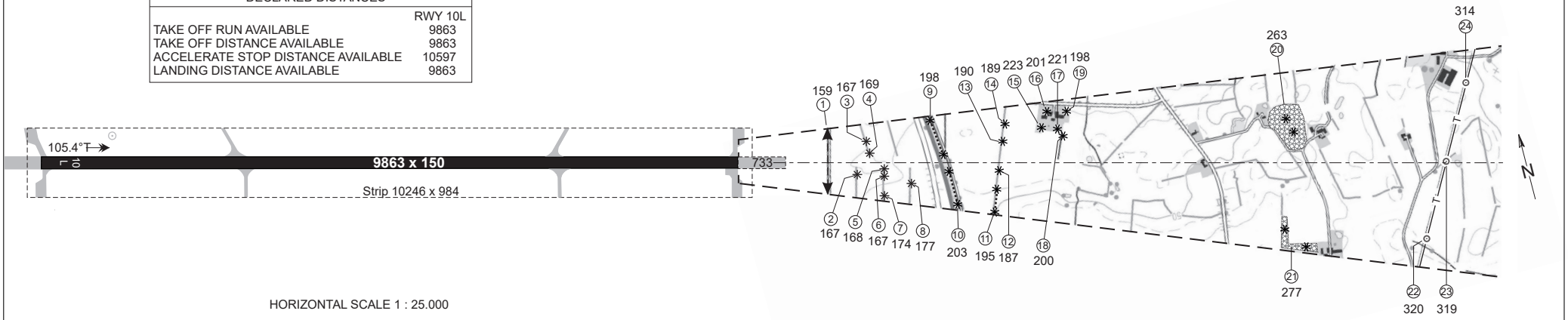
LEGEND	
Identification number	⑮
Tree or Shrub	✳
Line of trees	✳·····✳
Group of trees / wooded hill	
Pole, tower, spire, antenna etc.	⊙
Mobile obstacle	◀------▶
Transmission line or overhead cable	——T——

AMENDMENT RECORD		
No.	Date	Entered by

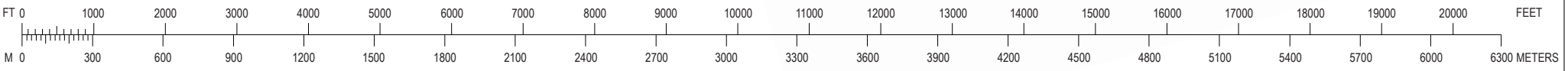
Date of survey: 12/2017



DECLARED DISTANCES	
	RWY 10L
TAKE OFF RUN AVAILABLE	9863
TAKE OFF DISTANCE AVAILABLE	9863
ACCELERATE STOP DISTANCE AVAILABLE	10597
LANDING DISTANCE AVAILABLE	9863



HORIZONTAL SCALE 1 : 25.000



CHANGES: EDITORIAL, MAG. VAR.

ELEV in FT
Distance in FT
Magnetic Variation 3.7° (JAN 2023)
Order of accuracy: Horizontally 1 FT, Vertically 1 FT

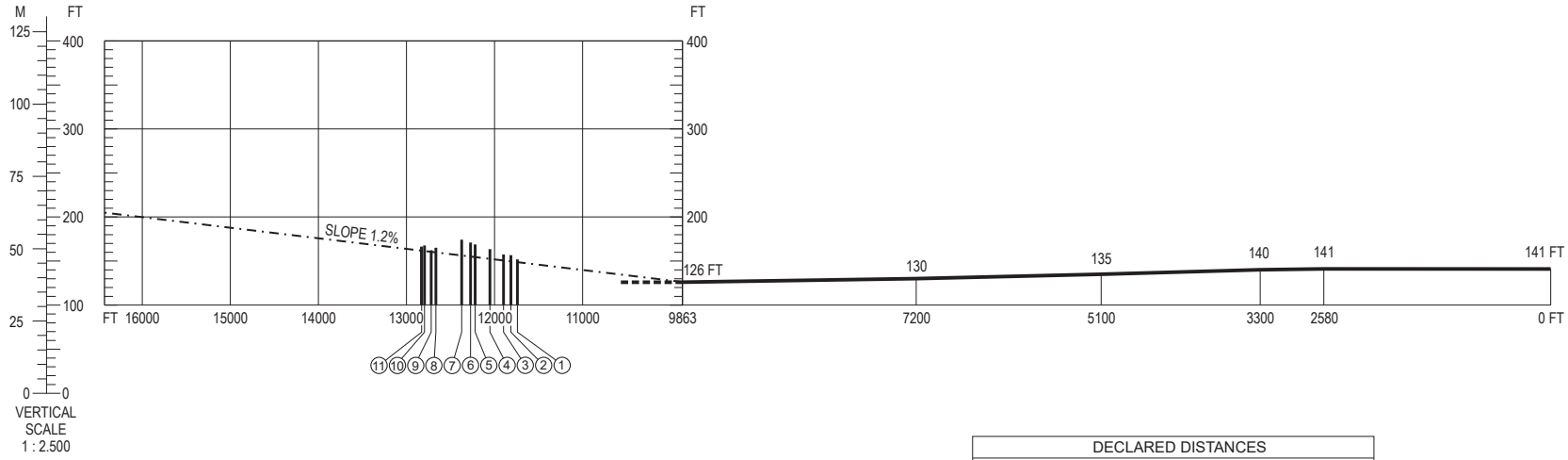
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

SKRYDSTRUP, Denmark
RWY 28R

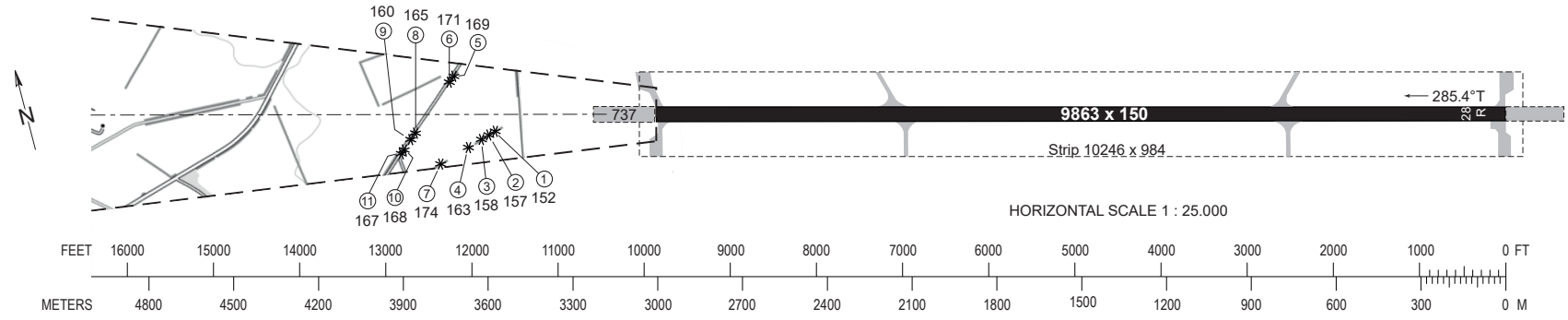
LEGEND	
Identification number	⑮
Tree or Shrub	✳

AMENDMENT RECORD		
No.	Date	Entered by

Date of survey: 12/2017

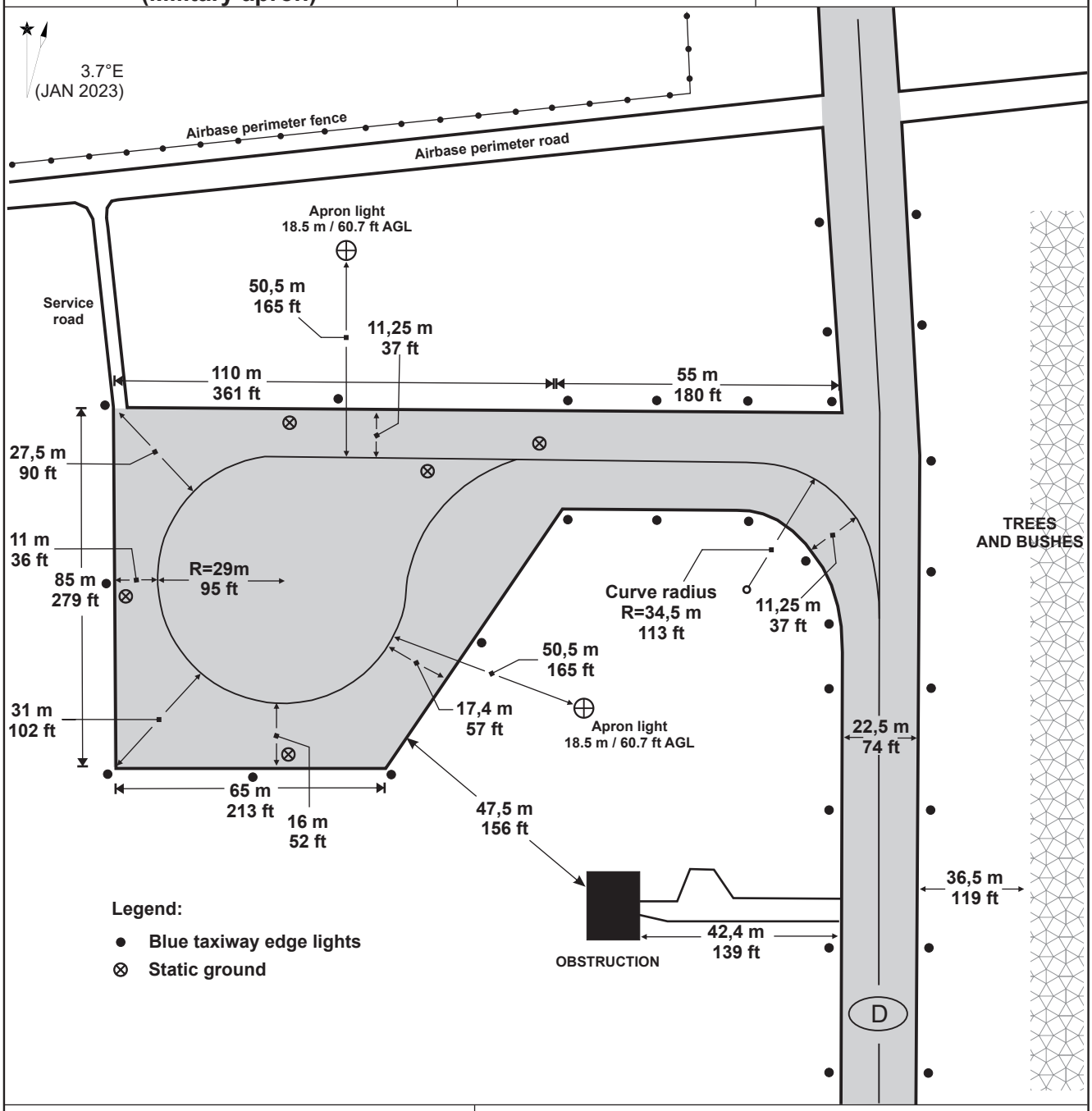


DECLARED DISTANCES	
	RWY 28R
TAKE OFF RUN AVAILABLE	9863
TAKE OFF DISTANCE AVAILABLE	9863
ACCELERATE STOP DISTANCE AVAILABLE	10600
LANDING DISTANCE AVAILABLE	9863



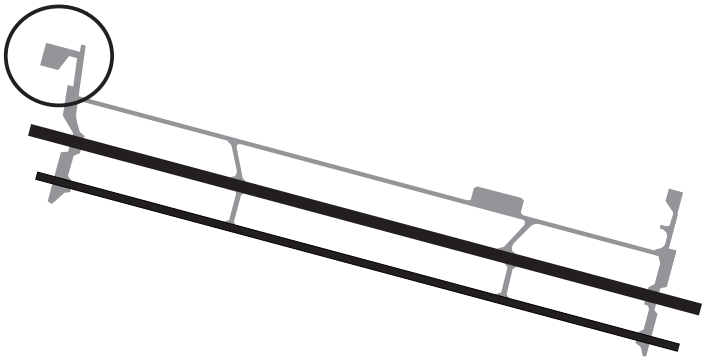
CHANGES: EDITORIAL, MAG. VAR.

APRON NORTH WEST (Military apron)	SKRYDSTRUP ATIS 133.905	SKRYDSTRUP TOWER 286.375 118.280



APRON NORTH WEST:
Pavement: Concrete
Strength: PCN 79/R/D/W/T
Position: N55 13 41.73 E009 14 31.80
(Apron centre)
Elevation: 133 ft

TWY D:
Pavement: Concrete/asphalt
Strength: PCN 90/F/D/W/T



CHANGES: VHF FREQ CHANGED. UHF FREQ CORRECTED. MAG VAR UPDATED.

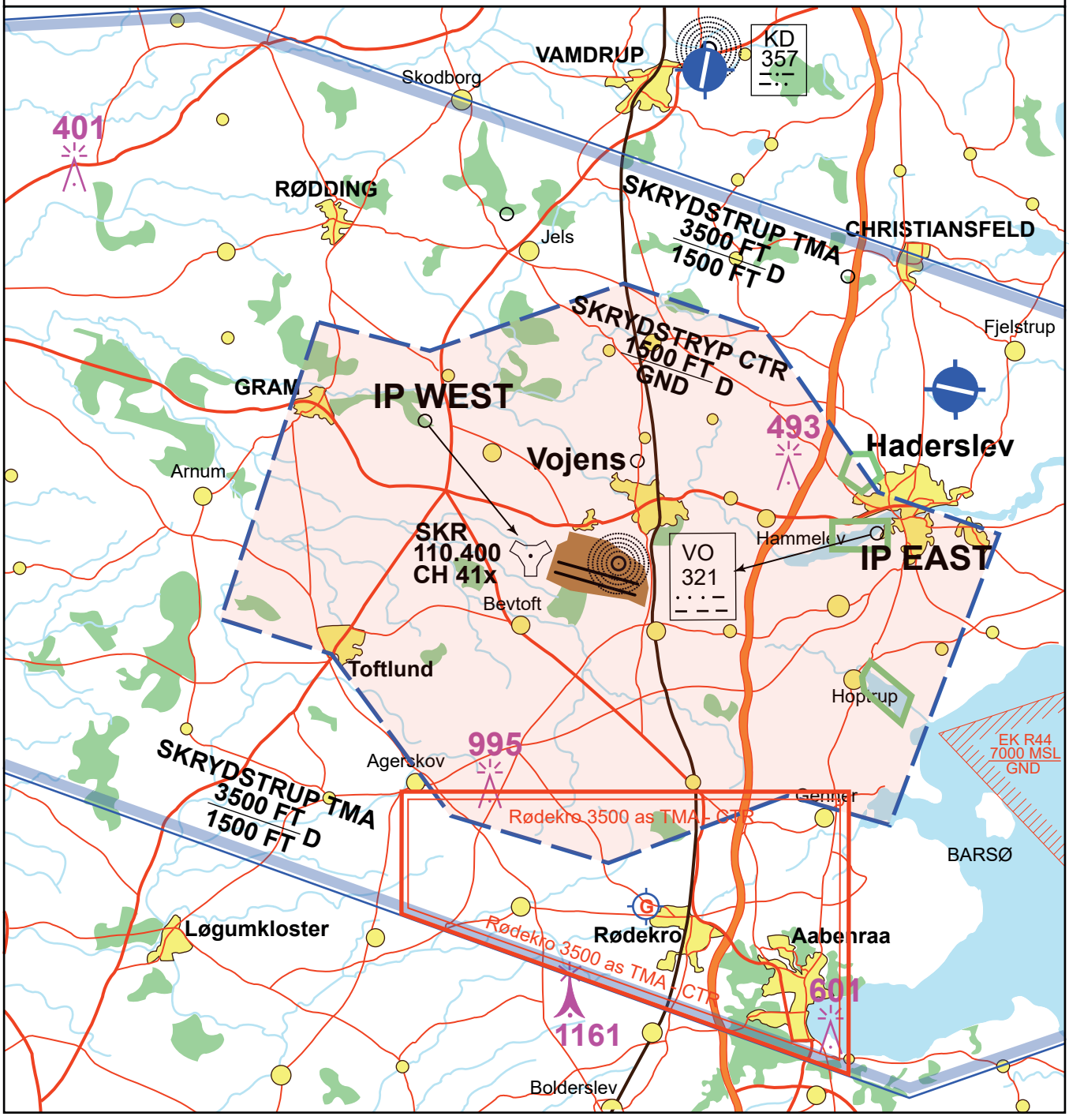
NOTE 1: Area with sensitive fauna is located at IP EAST, Slivsøen and Ejsbøl (ref EKSP AD 2.1-9)
Overflying at heights below 1000 FT shall be avoided.

NOTE 2: Jet fighter aircraft:
From IP WEST RWY 10:
Right pitch at breaking point followed by right hand pattern.

NOTE 3: Gliding may take place within glider area Rødekro without radio communication in the CTR.
Activity will be announced by Skrydstrup ATC

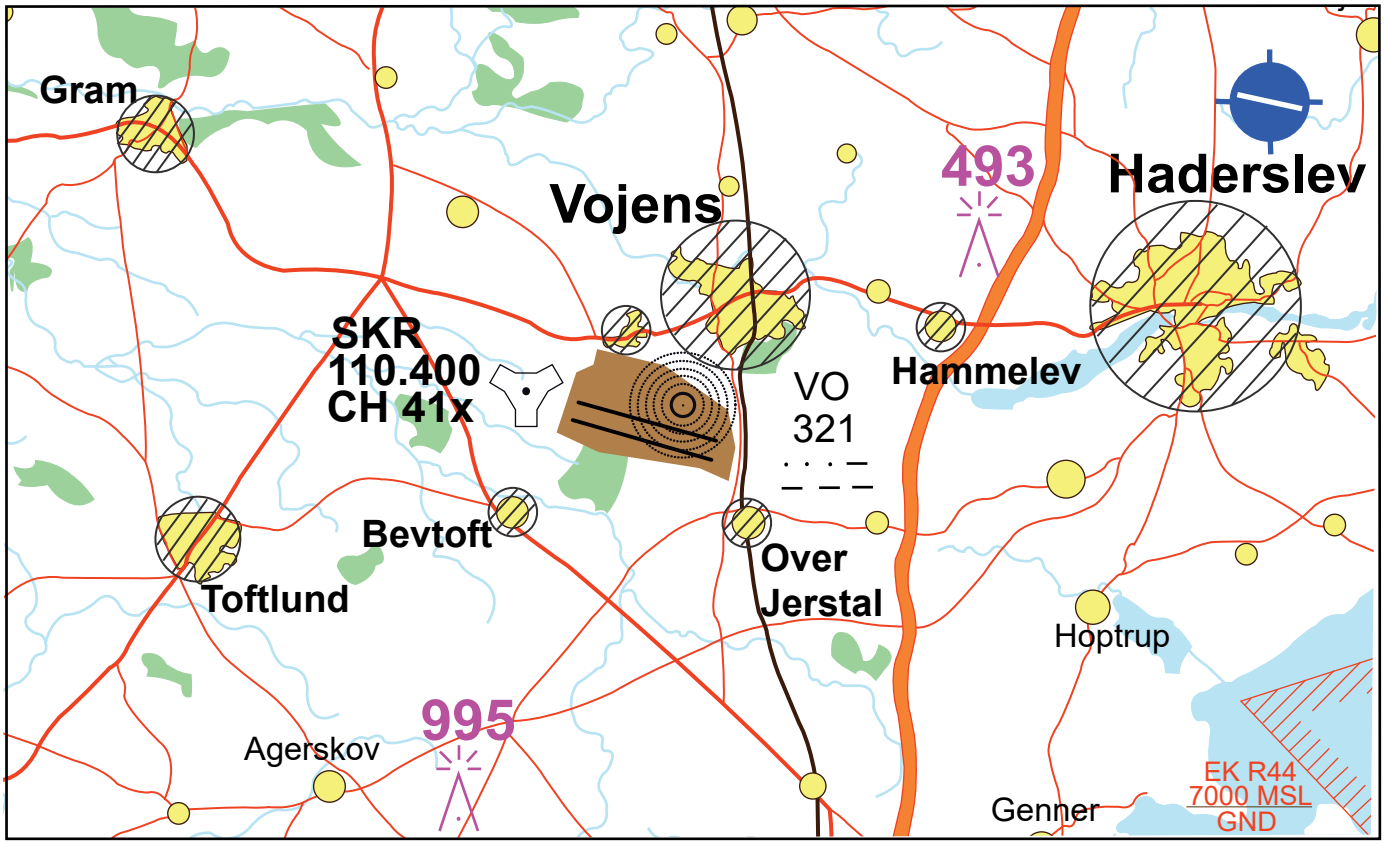
NOTE 4: ATC clearance for special VFR (SVFR) traffic will normally be issued via the following reporting points:
Christiansfeld (power line crossing motorway), PSN 5520.8N 00926.7E
Jels (Southern edge of Skodborg forrest), PSN 5522.4N 00911.4E
Vojens (intersection North of Vojens town), PSN 5516.1N 00917.3E

PSN IP EAST: SKR R-088/6.9 DME (INS 5513.8N 00925.0E)
PSN IP WEST: SKR R-315/4.3 DME (INS 5516.9N 00907.8E)



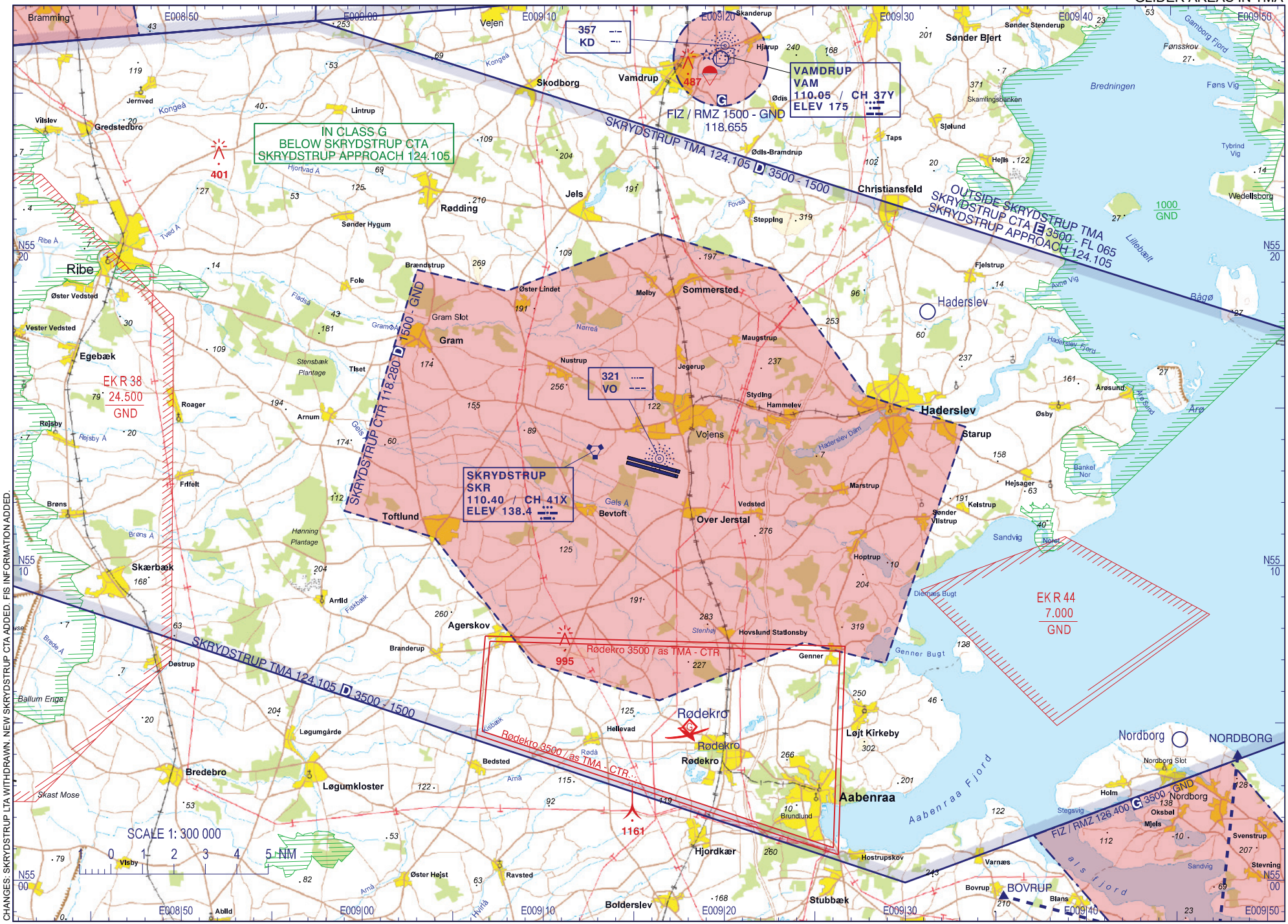
CHANGES: TEXT ABOUT SVFR REPORTING POINTS ADDED, AND ALSO SVFR REPORTING POINTS POSITIONS ADDED.

Noise Abatement Chart



The hatched areas on the map shall be avoided during departure and arrival.

If transitioning CTR/TMA overflying the hatched areas must not take place below 3.000 ft msl.



CHANGES: SKRYDSTRUP LTA WITHDRAWN. NEW SKRYDSTRUP CTA ADDED. FIS INFORMATION ADDED.

AIR COMMAND DENMARK - MIL AIM 12 JUN 2025

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC RWY 10L
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

LOC-DME	APP COURSE	FAP/FAF ALT	GS	DA	THR	ALS length	LDA
ISPA 109.35/CH 30y	101°	2000 FT	3.00°	**326**	126	900 M	9863 FT

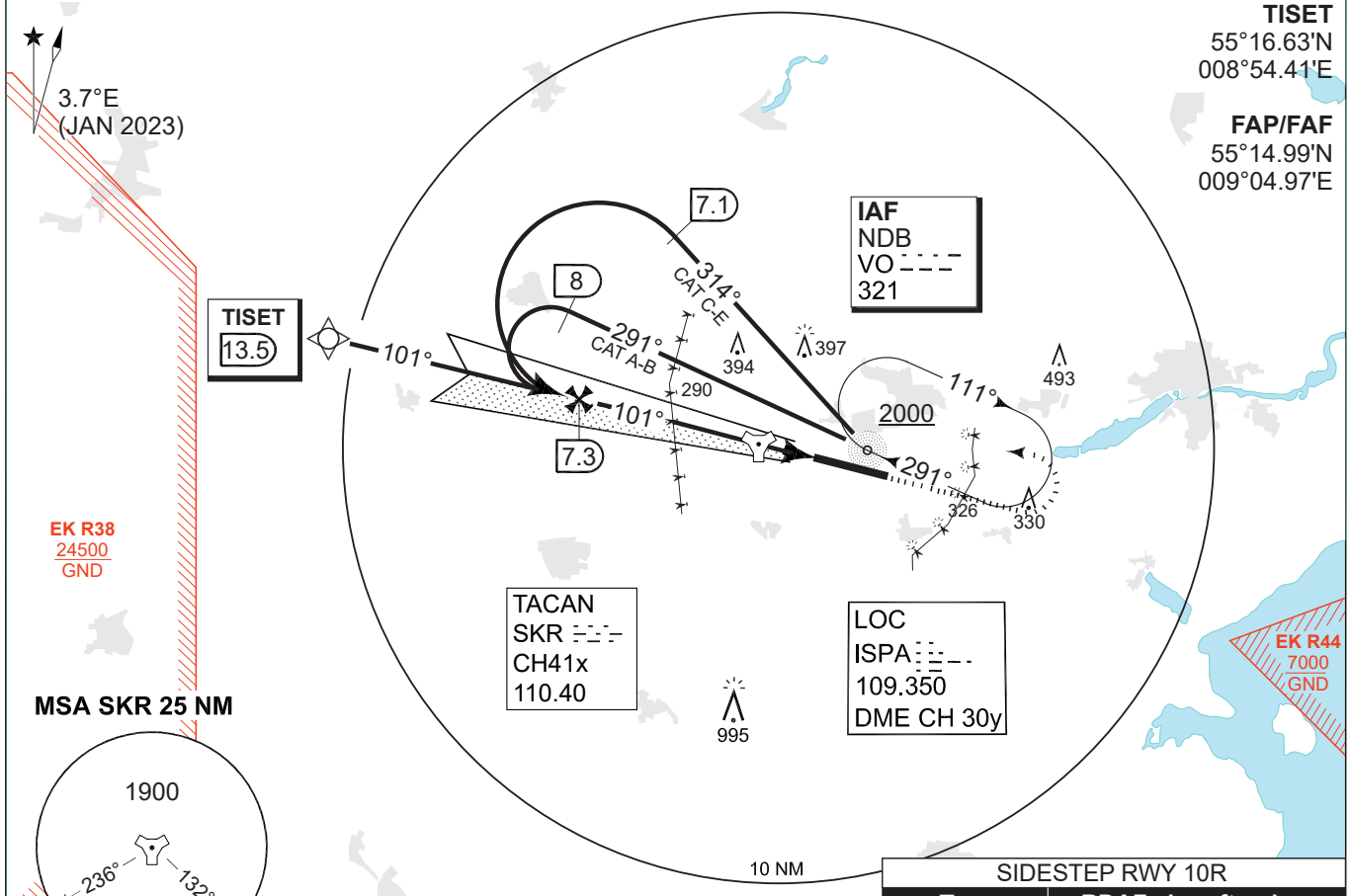
NOTE:
SPEED RESTRICTION ACFT CAT C-E:
Base turn limited to 240 KIAS maximum

ADF AND DME REQUIRED

IAF (NDB VO)
55°13.48'N
009°16.42'E

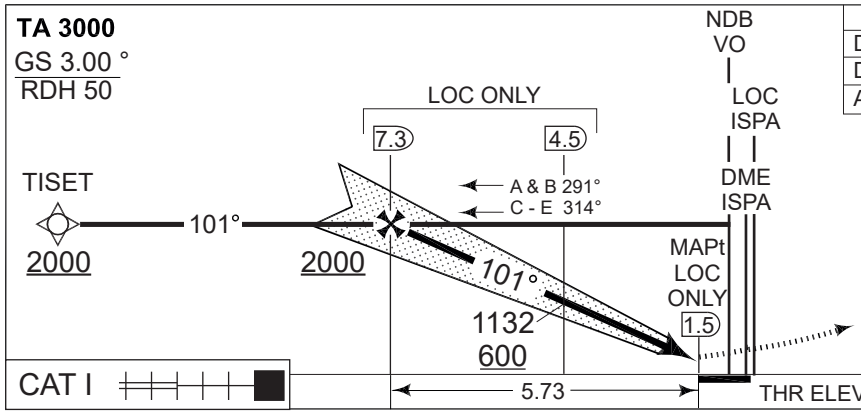
TISET
55°16.63'N
008°54.41'E

FAP/FAF
55°14.99'N
009°04.97'E



SIDESTEP RWY 10R	
Type	**RDAF aircraft only**
T-17	**530** - 1.6 406 (500-1.6)
C-130/CL-604	**530** - 1.9 406 (500-1.9)
F-16/F-35	**530** - 2.8 406 (500-2.8)

TA 3000
GS 3.00 °
RDH 50



LOC ONLY (CDFA 3.0° / 5.24%)					
DIST TO THR (NM)	5	4	3	2	1
DME ISPA (NM)	6.5	5.5	4.5	3.5	2.5
ALT	1770	1450	1130	820	500

MISSED APPROACH
Climb on HDG 101° to 2000 FT.
Then turn left to join NDB VO holding.

MIPS	CATEGORY	A	B	C	D	E
	S-ILS 10L	**326** -550 200 (200-0.8/1.2)				
	S-LOC 10L	**410** -750 284 (300-0.8/1.4)				
	CIRCLING	**630** -1.5 489 (500-1.5)	**700** -1.6 559 (600-1.6)	**800** -2.4 659 (700-2.4)	**890** -3.6 749 (800-3.6)	**1490** -3.6 1349 (1400-3.6)

CHANGES: HELICOPTER MIMIMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

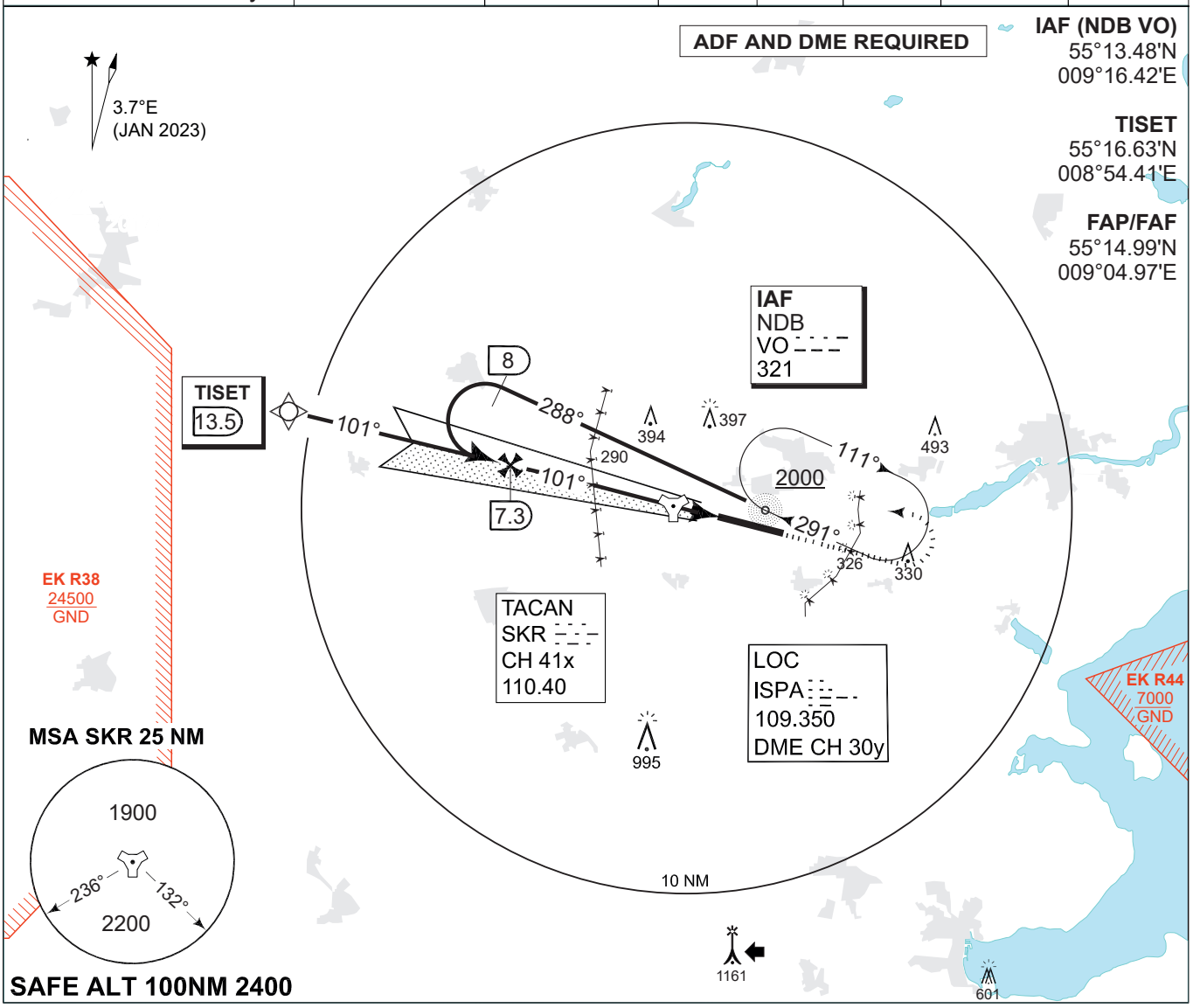
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

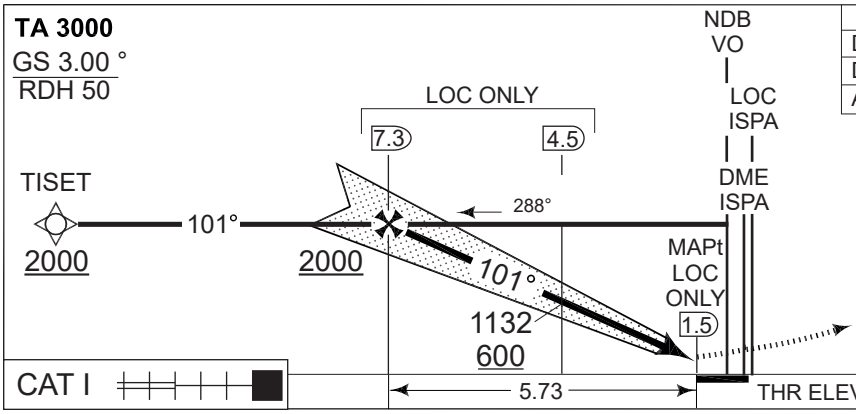
COPTER ILS or LOC RWY 10L
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

LOC-DME	APP COURSE	FAP/FAF ALT	GS	DA	THR	ALS length	LDA
ISPA 109.35/CH 30y	101°	2000 FT	3.00°	**326**	126	900 M	9863 FT



TA 3000
GS 3.00 °
RDH 50



LOC ONLY (CDFA 3.0° / 5.24%)					
DIST TO THR (NM)	5	4	3	2	1
DME ISPA (NM)	6.5	5.5	4.5	3.5	2.5
ALT	1770	1450	1130	820	500

MISSED APPROACH
Climb on HDG 101° to 2000 FT.
Then turn left to join NDB VO holding.

CATEGORY	H
H-ILS CAT I 10L	**326** -400 200 (200-0.4/0.8)
H-LOC 10L	**410** -400 284 (300-0.4/0.8)

MIPS

CHANGES: SIDESTEP BOX REMOVED.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

COPTER ILS or LOC RWY 10L

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC Z RWY 10L
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

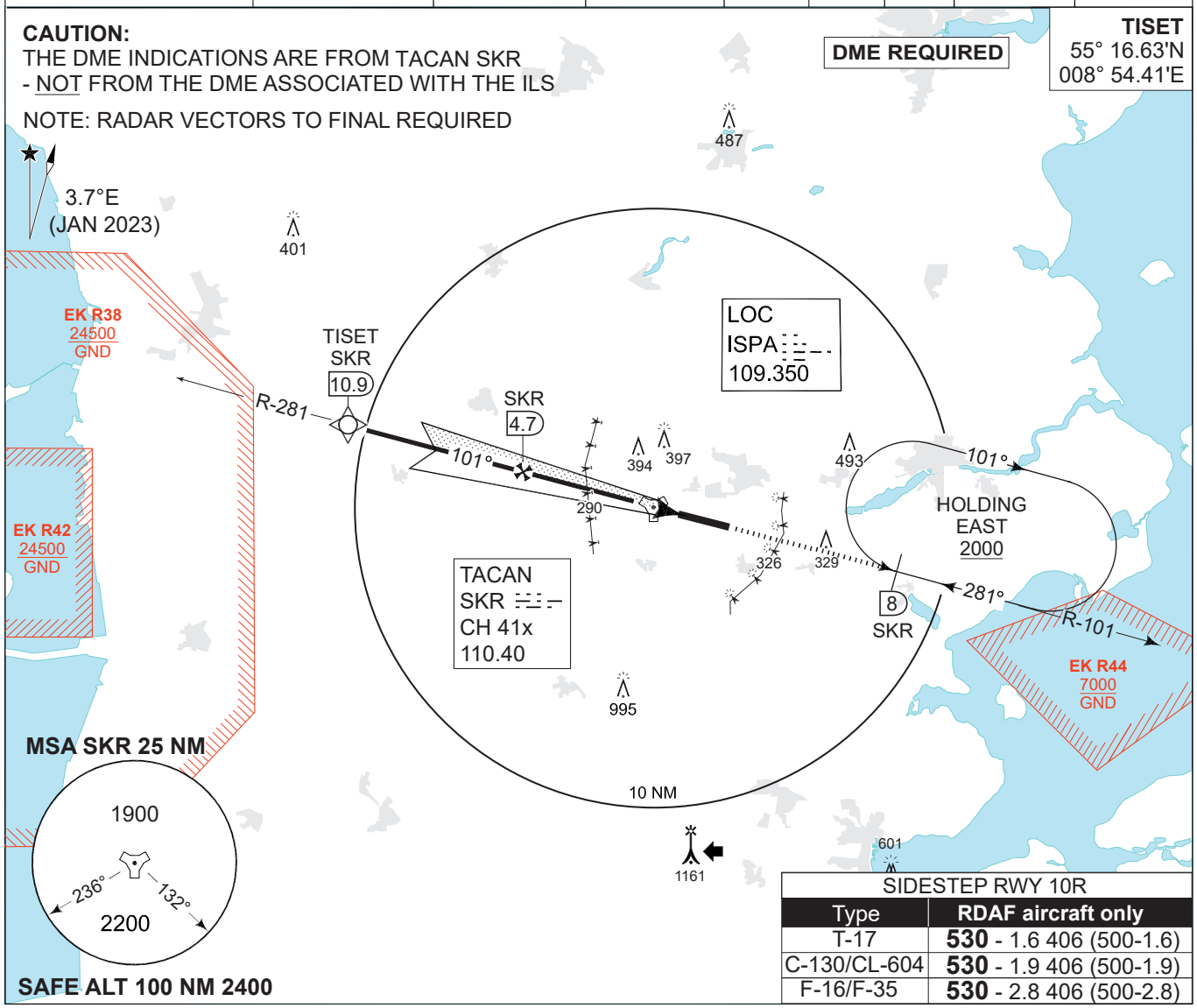
TACAN	LOC	APP COURSE	FAP/FAF ALT	GS	DA	THR	ALS length	LDA
SKR 110.40/CH 41x	ISPA 109.35	101°	2000 FT	3.00°	**326**	126	900 M	9863 FT

CAUTION:
THE DME INDICATIONS ARE FROM TACAN SKR
- NOT FROM THE DME ASSOCIATED WITH THE ILS

NOTE: RADAR VECTORS TO FINAL REQUIRED

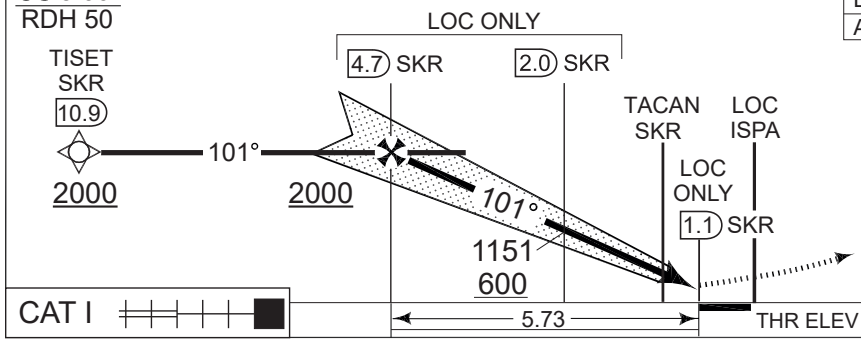
DME REQUIRED

TISET
55° 16.63'N
008° 54.41'E



SIDESTEP RWY 10R	
Type	**RDAF aircraft only**
T-17	**530** - 1.6 406 (500-1.6)
C-130/CL-604	**530** - 1.9 406 (500-1.9)
F-16/F-35	**530** - 2.8 406 (500-2.8)

TA 3000
GS 3.00°
RDH 50



LOC ONLY (CDFA 3.0° / 5.24%)					
DIST TO THR (NM)	5	4	3	2	1
DME SKR (NM)	3.9	2.9	1.9	0.9	0.1
ALT	1770	1450	1140	820	500

MISSED APPROACH
Climb to 2000 FT on
R-101 to SKR 8 DME
and join holding EAST.

MIPS	CATEGORY	A	B	C	D	E
	S-ILS 10L	**326** -550 200 (200-0.8/1.2)				
	S-LOC 10L	**410** -750 284 (300-0.8/1.4)				
	CIRCLING	**630** -1.5 489 (500-1.5)	**700** -1.6 559 (600-1.6)	**800** -2.4 659 (700-2.4)	**890** -3.6 749 (800-3.6)	**1490** -3.6 1349 (1400-3.6)

CHANGES: HELICOPTER MIMMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

MIPS
INSTRUMENT APPROACH CHART

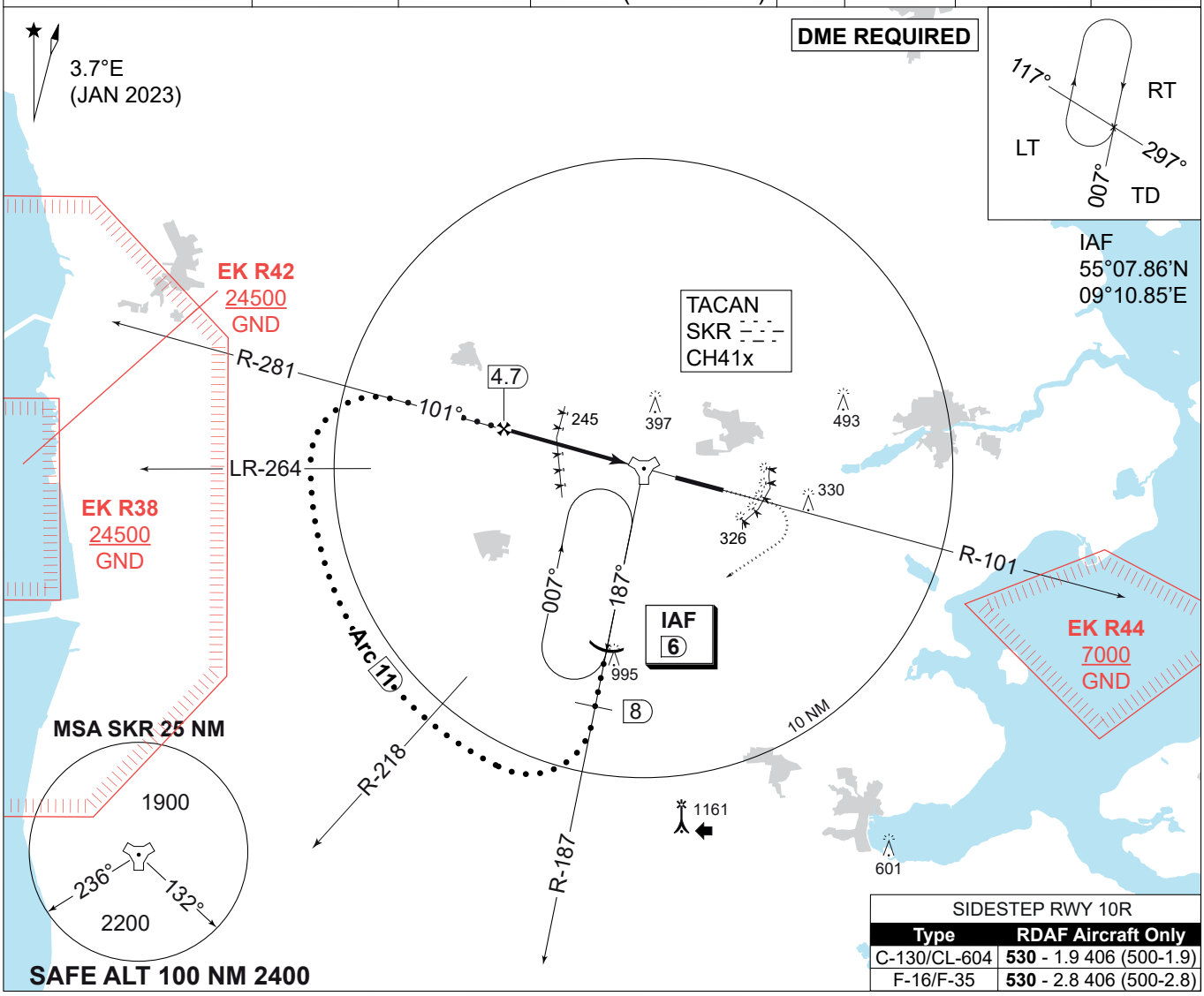
AD ELEV 141

HPMA TACAN RWY 10L
SKRYDSTRUP (EKSP)

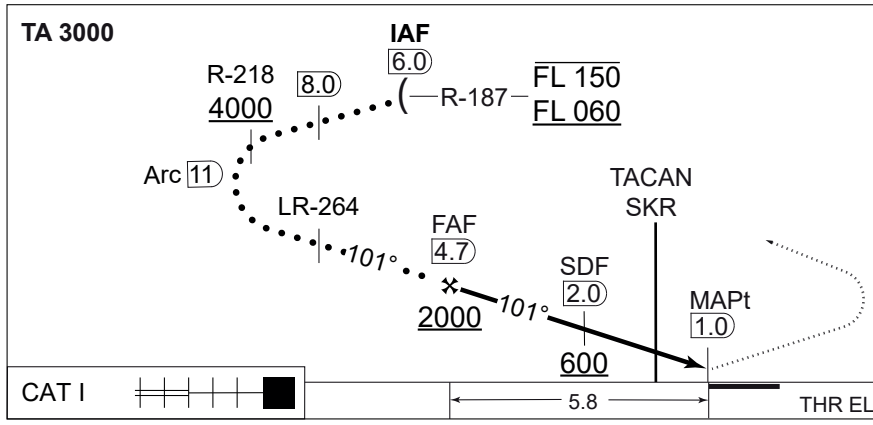
COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

TACAN	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR ELEV	ALS LENGTH	LDA
SKR CH 41x	101°	2000 FT	5.24% (318 FT/NM)	**460**	126	900 M	9863 FT

DME REQUIRED



SIDESTEP RWY 10R	
Type	**RDAF Aircraft Only**
C-130/CL-604	**530** - 1.9 406 (500-1.9)
F-16/F-35	**530** - 2.8 406 (500-2.8)



CDFA: 3.00° / 5.24%					
DME SKR	4	3	2	1	0
DIST THR	5.1	4.1	3.1	2.1	1.1
ALT	1790	1470	1150	830	520

MISSED APPROACH
Climb on SKR R-101 to FL 60. When passing 2000 ft turn right inbound IAF (SKR R-187 DME 6)

	CATEGORY	HPMA
MIPS	S-TACAN 10L	**460** - 800 334 (400-0.8/1.5)
	CIRCLING	**700** - 3.2 559 (600-3.2)

CHANGES: SKRYDSTRUP APP UHF.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

HPMA TACAN RWY 10L

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

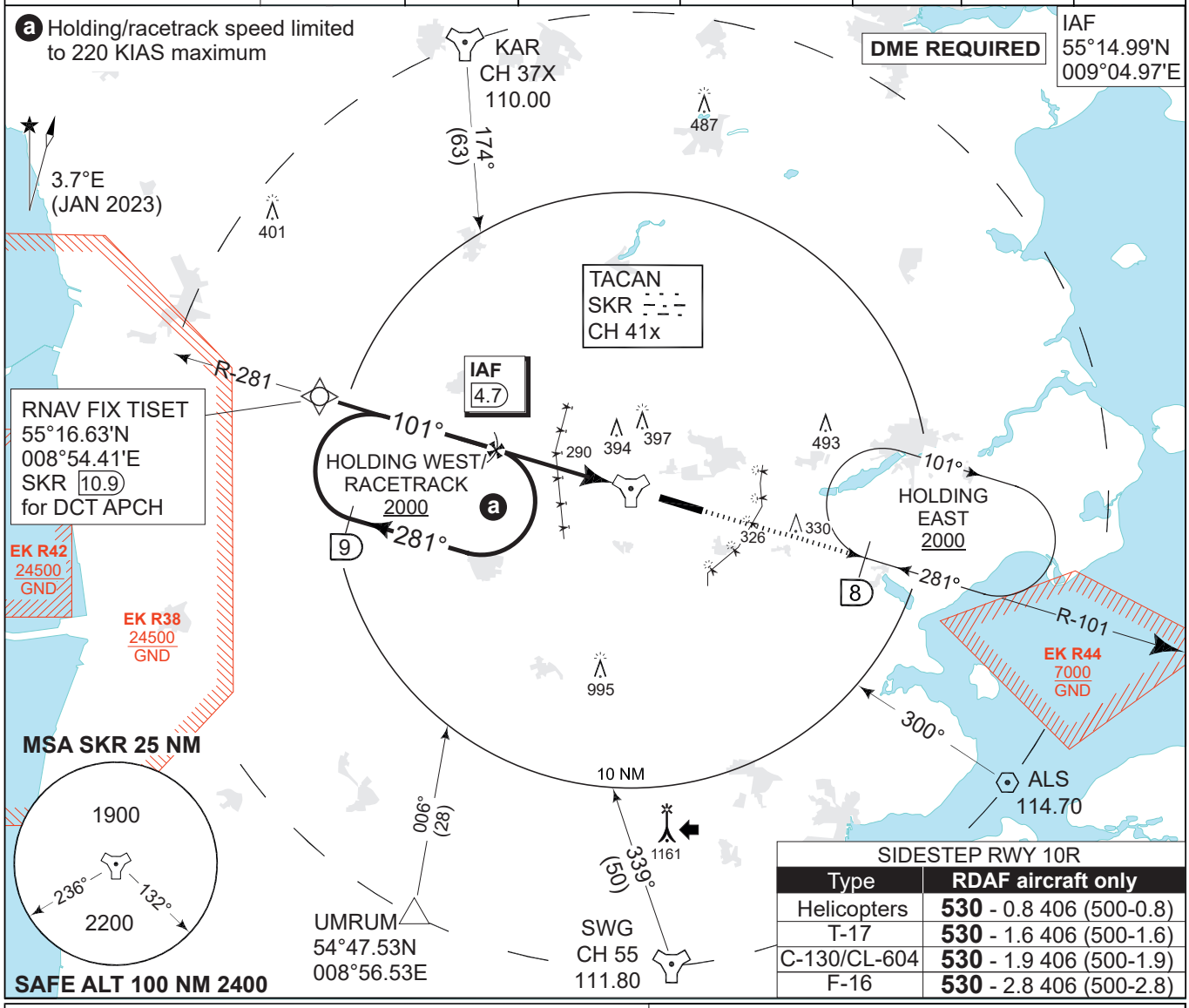
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

TACAN RWY 10L
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

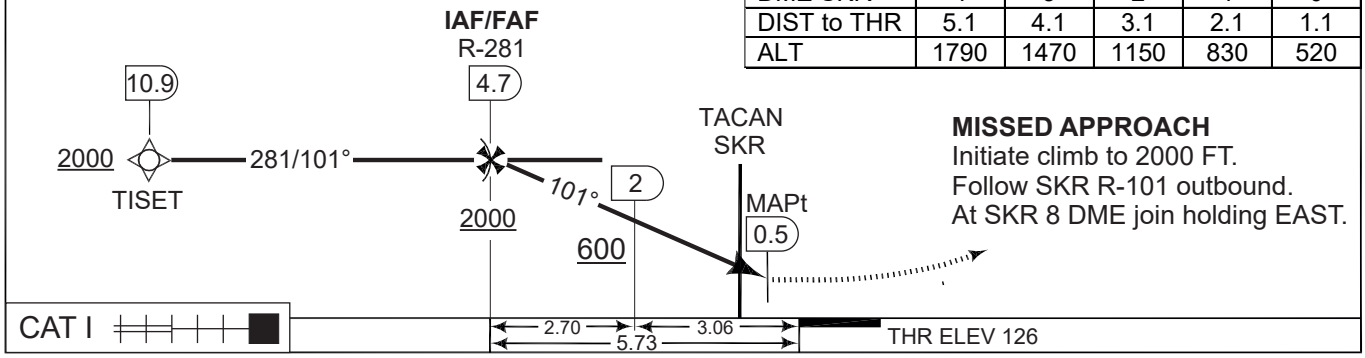
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS length	LDA
SKR CH 41x	101°	2000 FT	319 FT/NM	**See minima**	126	900 M	9863 FT



SIDESTEP RWY 10R	
Type	**RDAF aircraft only**
Helicopters	**530** - 0.8 406 (500-0.8)
T-17	**530** - 1.6 406 (500-1.6)
C-130/CL-604	**530** - 1.9 406 (500-1.9)
F-16	**530** - 2.8 406 (500-2.8)

TA 3000

CDFA 3.0° / 5.24%					
DME SKR	4	3	2	1	0
DIST to THR	5.1	4.1	3.1	2.1	1.1
ALT	1790	1470	1150	830	520



MISSED APPROACH
Initiate climb to 2000 FT.
Follow SKR R-101 outbound.
At SKR 8 DME join holding EAST.

MIPS	CATEGORY	A	B	C	D	E
	S-TACAN 10L	**430** -750 304 (400-0.8/1.4)				
	CIRCLING	**630** -1.5 489 (500-1.5)	**700** -1.6 559 (600-1.6)	**800** -2.4 659 (700-2.4)	**890** -3.6 749 (800-3.6)	**1490** -3.6 1349 (1400-3.6)

CHANGES: SKRYDSTRUP APP UHF.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

TACAN RWY 10L

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

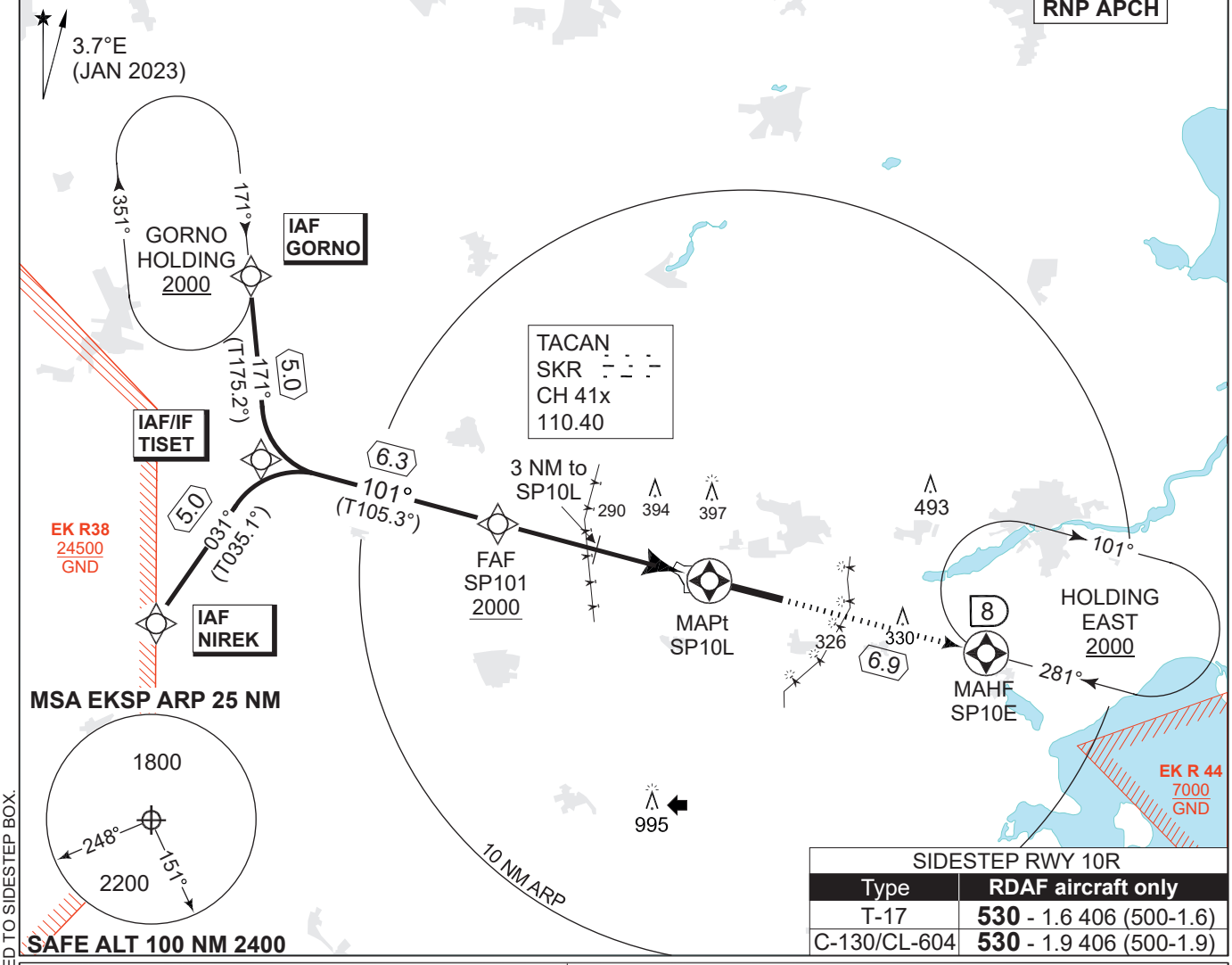
RNP RWY 10L
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

TACAN	APP COURSE	FAF	Descent GR	MINIMA	THR ELEV	ALS LENGTH	LDA
SKR 110.40/CH 41x	101°	2000 FT	3.0° (5.24%)	**See CAT**	126	900 M	9863 FT

CAUTION: IAF NIREK not available when EK R38 is active

RNP APCH

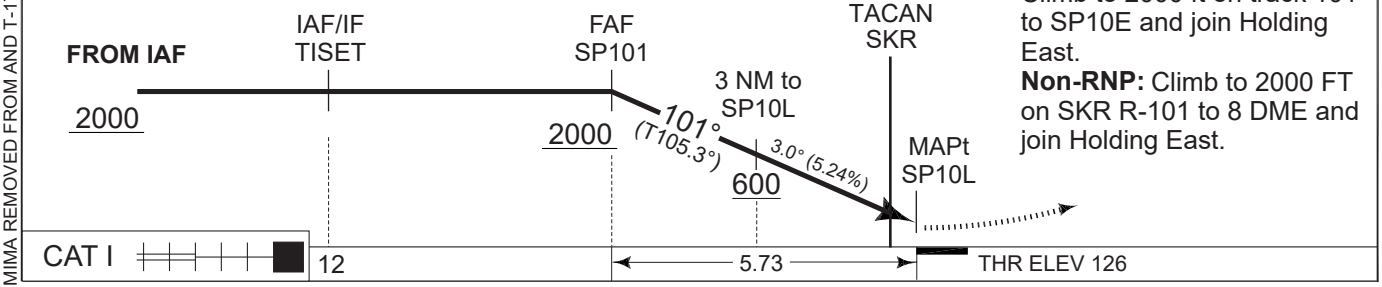


SIDESTEP RWY 10R	
Type	**RDAF aircraft only**
T-17	**530** - 1.6 406 (500-1.6)
C-130/CL-604	**530** - 1.9 406 (500-1.9)

CDFA 3.0° / 5.24%					
DIST THR	5	4	3	2	1
ALTITUDE	1770	1450	1130	820	500

TA 3000
TCH 50

MISSED APPROACH RNP
Climb to 2000 ft on track 101° to SP10E and join Holding East.
Non-RNP: Climb to 2000 FT on SKR R-101 to 8 DME and join Holding East.



CATEGORY	A	B	C	D	E
LNAV (MDA)	**440** - 750 314 (400-0.8/1.4)		**450** - 800 324 (400-0.8/1.5)		
CIRCLING	**630** - 1.5 489 (500-1.5)	**700** - 1.6 559 (600-1.6)	**800** - 2.4 659 (700-2.4)	**890** - 3.6 749 (800-3.6)	**1490** - 3.6 1349 (1400-3.6)

MIPS

CHANGES: HELICOPTER MIMIMA REMOVED FROM AND T-17 MINIMA ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

EKSP RNP RWY 10L waypoint coordinates:

RWY 10L from GORNO (Initial LEFT) APPROACH RNP

		CODING	DISPLAY
GORNO	IAF	55 21 36.42N 008 53 40.61E	55 21.607N 008 53.677E
TISET	IF	55 16 38.04N 008 54 24.63E	55 16.634N 008 54.411E
SP101	FAF	55 14 59.49N 009 04 58.83E	55 14.992N 009 04.981E
SP10L	MAPt	55 13 28.56N 009 14 38.19E	55 13.476N 009 14.637E
SP10E	MAHF	55 11 41.35N 009 26 14.79E	55 11.689N 009 26.247E

RWY 10L from NIREK (Initial RIGHT) APPROACH RNP

		CODING	DISPLAY
NIREK	IAF	55 12 32.90N 008 49 23.52E	55 12.548N 008 49.392E
TISET	IF	55 16 38.04N 008 54 24.63E	55 16.634N 008 54.411E
SP101	FAF	55 14 59.49N 009 04 58.83E	55 14.992N 009 04.981E
SP10L	MAPt	55 13 28.56N 009 14 38.19E	55 13.476N 009 14.637E
SP10E	MAHF	55 11 41.35N 009 26 14.79E	55 11.689N 009 26.247E

Threshold coordinates RWY 10L

	CODING	DISPLAY
RWY 10L	55 13 28.56N 009 14 38.19E	55 13.476N 009 14.637E

CHANGES: EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC RWY 28R
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
SRY 109.35/CH 30y	281°	2200 FT	3.0°	**341**	141	900 M	9863 FT

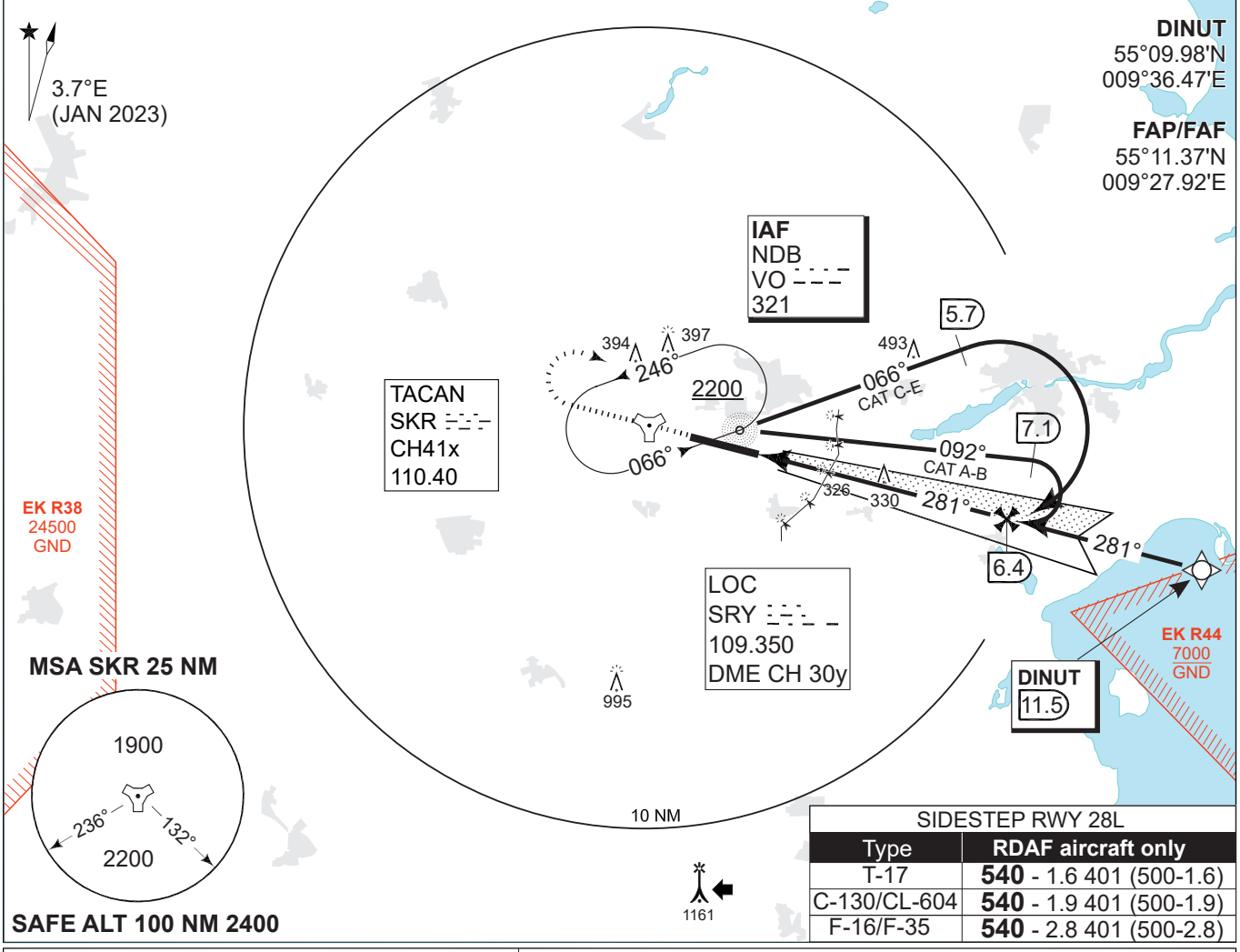
NOTE:
SPEED RESTRICTION ACFT CAT C-E:
Base turn limited to 240 KIAS maximum

ADF AND DME REQUIRED

IAF (NDB VO)
55°13.48'N
009°16.42'E

DINUT
55°09.98'N
009°36.47'E

FAP/FAF
55°11.37'N
009°27.92'E



MSA SKR 25 NM

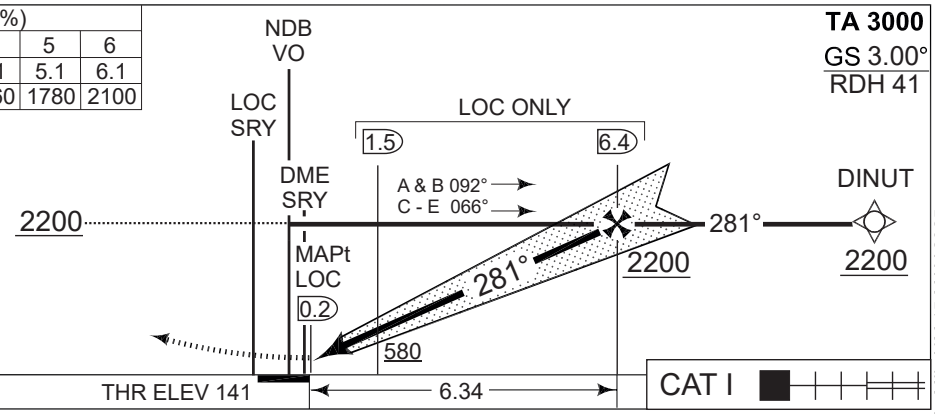
SAFE ALT 100 NM 2400

SIDESTEP RWY 28L	
Type	**RDAF aircraft only**
T-17	**540** - 1.6 401 (500-1.6)
C-130/CL-604	**540** - 1.9 401 (500-1.9)
F-16/F-35	**540** - 2.8 401 (500-2.8)

LOC ONLY (CDFA 3.0° / 5.24%)						
DIST TO THR (NM)	1	2	3	4	5	6
DME SRY (NM)	1.1	2.1	3.1	4.1	5.1	6.1
ALT	500	820	1140	1460	1780	2100

TA 3000
GS 3.00°
RDH 41

MISSED APPROACH
Climb on RWY HDG
to 2200 FT. Turn right
to join holding at NDB VO.



CATEGORY	A	B	C	D	E
MIPS S-ILS/DME 28R	**341** -550 200 (200-0.8/1.2)				
MIPS S-LOC/DME 28R	**470** -800 329 (400-0.8/1.5)				
CIRCLING	**630** -1.5 489 (500-1.5)	**700** -1.6 559 (600-1.6)	**800** -2.4 659 (700-2.4)	**890** -3.6 749 (800-3.6)	**1490** -3.6 1349 (1400-3.6)

CHANGES: HELICOPTER MIMIMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

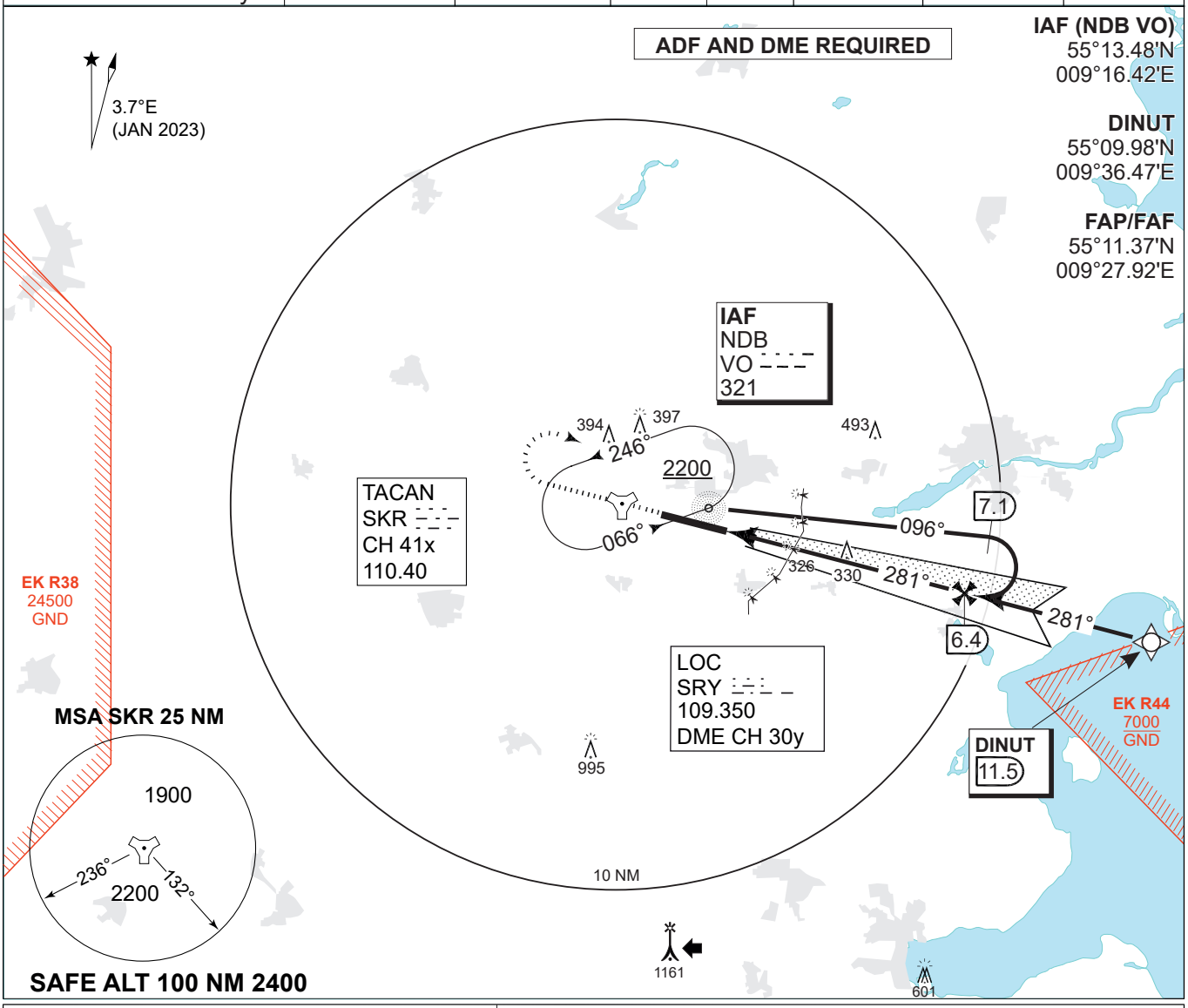
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

COPTER ILS or LOC RWY 28R
SKRYDSTRUP (EKSP)

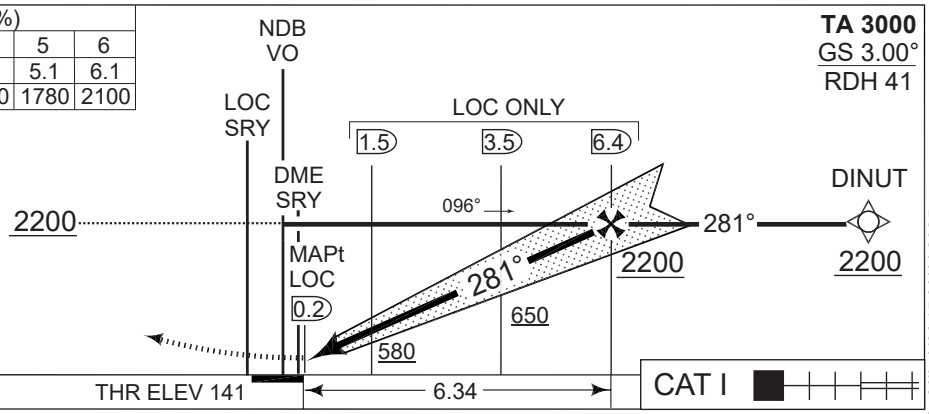
COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

LOC / DME	APP COURSE	GS INTCP ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
SRY 109.35/CH 30y	281°	2200 FT	3.0°	**341**	141	900 M	9863 FT



LOC ONLY (CDFA 3.0° / 5.24%)						
DIST TO THR (NM)	1	2	3	4	5	6
DME SRY (NM)	1.1	2.1	3.1	4.1	5.1	6.1
ALT	500	820	1140	1460	1780	2100

MISSED APPROACH
Climb on RWY HDG
to 2200 FT. Turn right
to join holding at NDB VO.



TA 3000
GS 3.00°
RDH 41

CATEGORY	H
MIPS H-ILS/DME 28R	**341** -400 200 (200-0.4/0.8)
MIPS H-LOC/DME 28R	**470** -400 329 (400-0.4/0.8)

CHANGES: SIDESTEP BOX REMOVED.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

COPTER ILS or LOC RWY 28R 55°13.53'N 009°15.84'E **SKRYDSTRUP (EKSP)**

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC Z RWY 28R
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

TACAN	LOC	APP COURSE	GS INTCP ALT	GS	DA	THR	ALS length	LDA
SKR 110.40/CH 41x	SRY 109.35	281°	2000 FT	3.0°	**341**	141	900 M	9863 FT

CAUTION:
THE DME INDICATIONS ARE FROM TACAN SKR
- NOT FROM THE DME ASSOCIATED WITH THE ILS

NOTE: RADAR VECTORS TO FINAL REQUIRED

DME REQUIRED

DINUT
55° 09.98'N
009° 36.48'E

3.7°E
(JAN 2023)

TACAN
SKR
CH 41x
110.40

LOC
SRY
109.350

487 394 397 493 326 329 995

SKR 8.4

DINUT SKR 14

281°

R-101

EK R38
24500
GND

EK R-44
7000 MSL
GND

10 NM

1161

MSA SKR 25 NM

1900
236°
132°
2200

SAFE ALT 100 NM 2400

SIDESTEP RWY 28L	
Type	**RDAF aircraft only**
T-17	**540** - 1.6 401 (500-1.6)
C-130/CL-604	**540** - 1.9 401 (500-1.9)
F-16/F-35	**540** - 2.8 401 (500-2.8)

LOC ONLY (CDFA 3.0° / 5.24%)					
DIST TO THR (NM)	1	2	3	4	5
DME SKR (NM)	3.7	4.7	5.7	6.7	7.7
ALT	500	820	1140	1460	1780

MISSED APPROACH
Climb on track 281° to 2000 ft. Inform ATC.

Radio com. failure during Missed Approach:
Initiate climb to 2000 ft on track 281°.
When passing 1000 ft turn left inbound
SKR R-101/8.4 DME and hold.
Squawk 7600.

LOC SRY
TACAN SKR
LOC ONLY
4 SKR
8.4 SKR
MAPt (LOC) SKR 2.7
281°
2000
580
DINUT SKR 14
THR ELEV 141
5.71

TA 3000
GS 3.00°
RDH 41

CAT I

CATEGORY	A	B	C	D	E
MIPS S-ILS/DME 28R	**341** -550 200 (200-0.8/1.2)				
MIPS S-LOC/DME 28R	**470** -800 329 (400-0.8/1.5)				
MIPS CIRCLING	**630** -1.5 489 (500-1.5)	**700** -1.6 559 (600-1.6)	**800** -2.4 659 (700-2.4)	**890** -3.6 749 (800-3.6)	**1490** -3.6 1349 (1400-3.6)

CHANGES: HELICOPTER MIMIMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

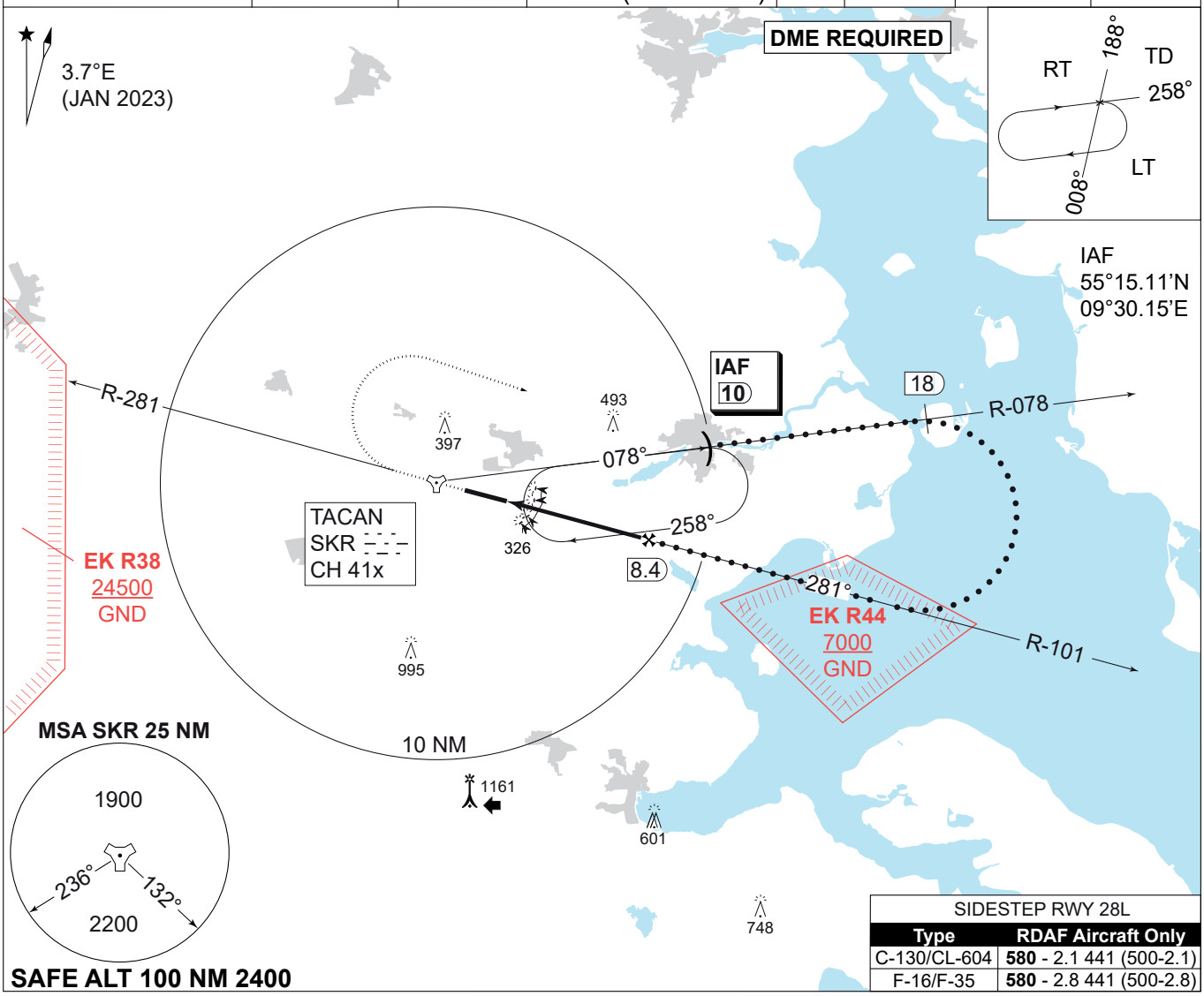
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

HPMA TACAN RWY 28R
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

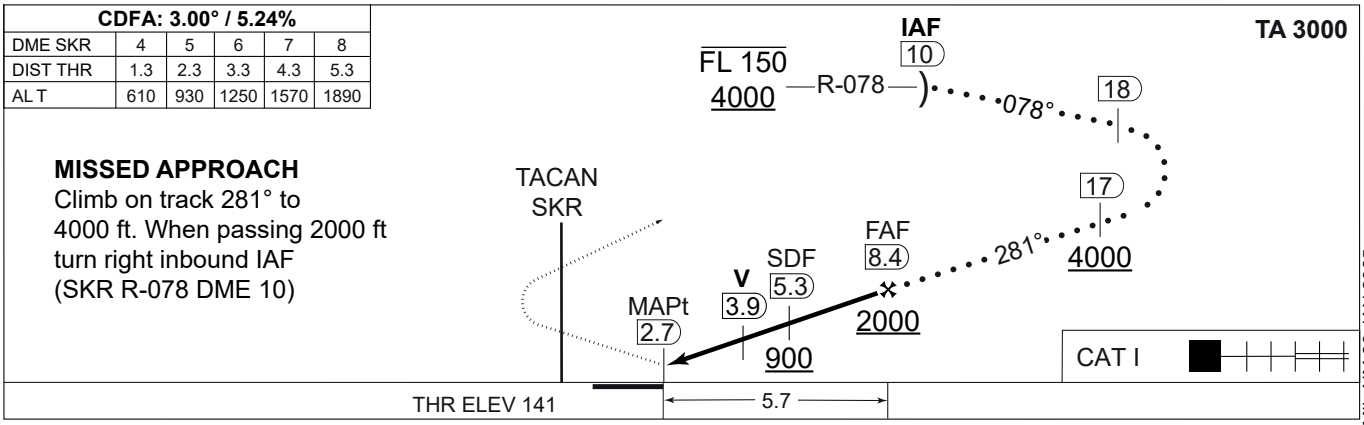
TACAN	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR ELEV	ALS LENGTH	LDA
SKR CH 41x	281°	2000 FT	5.24% (318 FT/NM)	**580**	141	900 M	9863 FT



SIDESTEP RWY 28L	
Type	**RDAF Aircraft Only**
C-130/CL-604	**580** - 2.1 441 (500-2.1)
F-16/F-35	**580** - 2.8 441 (500-2.8)

CDFA: 3.00° / 5.24%					
DME SKR	4	5	6	7	8
DIST THR	1.3	2.3	3.3	4.3	5.3
ALT	610	930	1250	1570	1890

MISSED APPROACH
Climb on track 281° to 4000 ft. When passing 2000 ft turn right inbound IAF (SKR R-078 DME 10)



CATEGORY	HPMA
MIPS S-TACAN 28R	**580** - 1300 439 (500-1.3/2.0)
MIPS CIRCLING	**700** - 3.2 559 (600-3.2)

CHANGES: SKRYDSTRUP APP UHF.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

HPMA TACAN RWY 28R

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

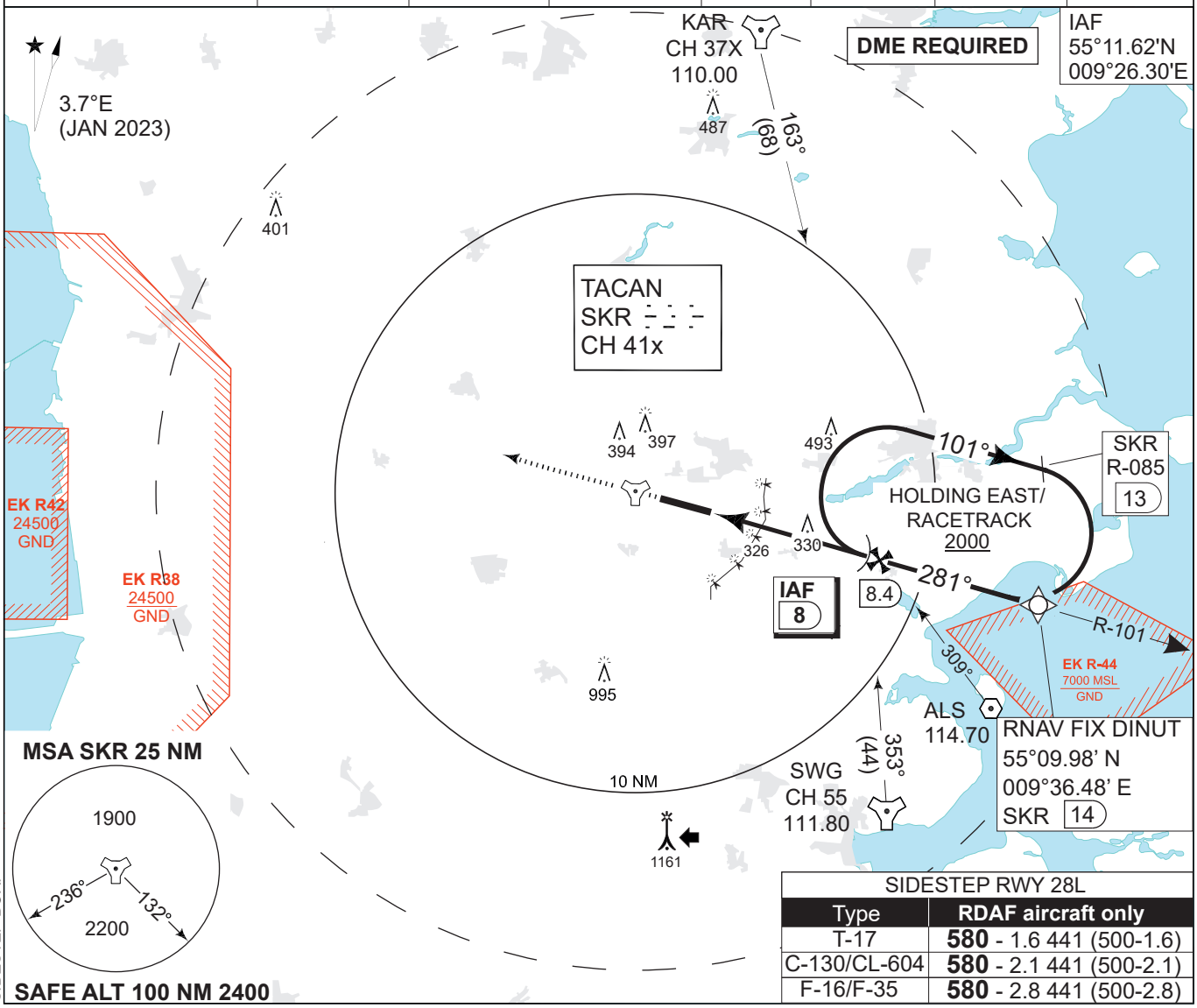
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 141

TACAN RWY 28R
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS length	LDA
SKR CH 41x	281°	2000 FT	319 FT/NM	**580**	141	900 M	9863 FT

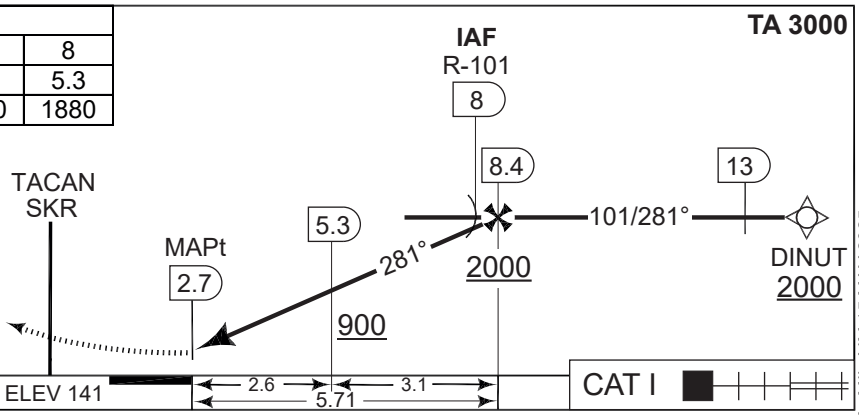


SIDESTEP RWY 28L	
Type	**RDAF aircraft only**
T-17	**580** - 1.6 441 (500-1.6)
C-130/CL-604	**580** - 2.1 441 (500-2.1)
F-16/F-35	**580** - 2.8 441 (500-2.8)

CDFA 3.0° / 5.24%					
DME SKR	4	5	6	7	8
DIST to THR	1.3	2.3	3.3	4.3	5.3
ALT	610	930	1250	1560	1880

MISSED APPROACH
Climb on track 281° to 2000 ft. Inform ATC.

Radio communication failure during Missed Approach:
Initiate climb to 2000 ft on track 281°. When passing 1000 ft turn left inbound IAF and hold. Squawk 7600.



MIPS	CATEGORY	A	B	C	D	E
	S-TACAN 28R	**580** - 1300 439 (500-1.3/1.5)		**580** - 1300 439 (500-1.3/2.0)		
	CIRCLING	**630** -1.5 489 (500-1.5)	**700** -1.6 559 (600-1.6)	**800** -2.4 659 (700-2.4)	**890** -3.6 749 (800-3.6)	**1490** -3.6 1349 (1400-3.6)

CHANGES: HELICOPTER MIMIMA REMOVED FROM AND F-35 ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

TACAN RWY 28R

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

MIPS
INSTRUMENT APPROACH CHART

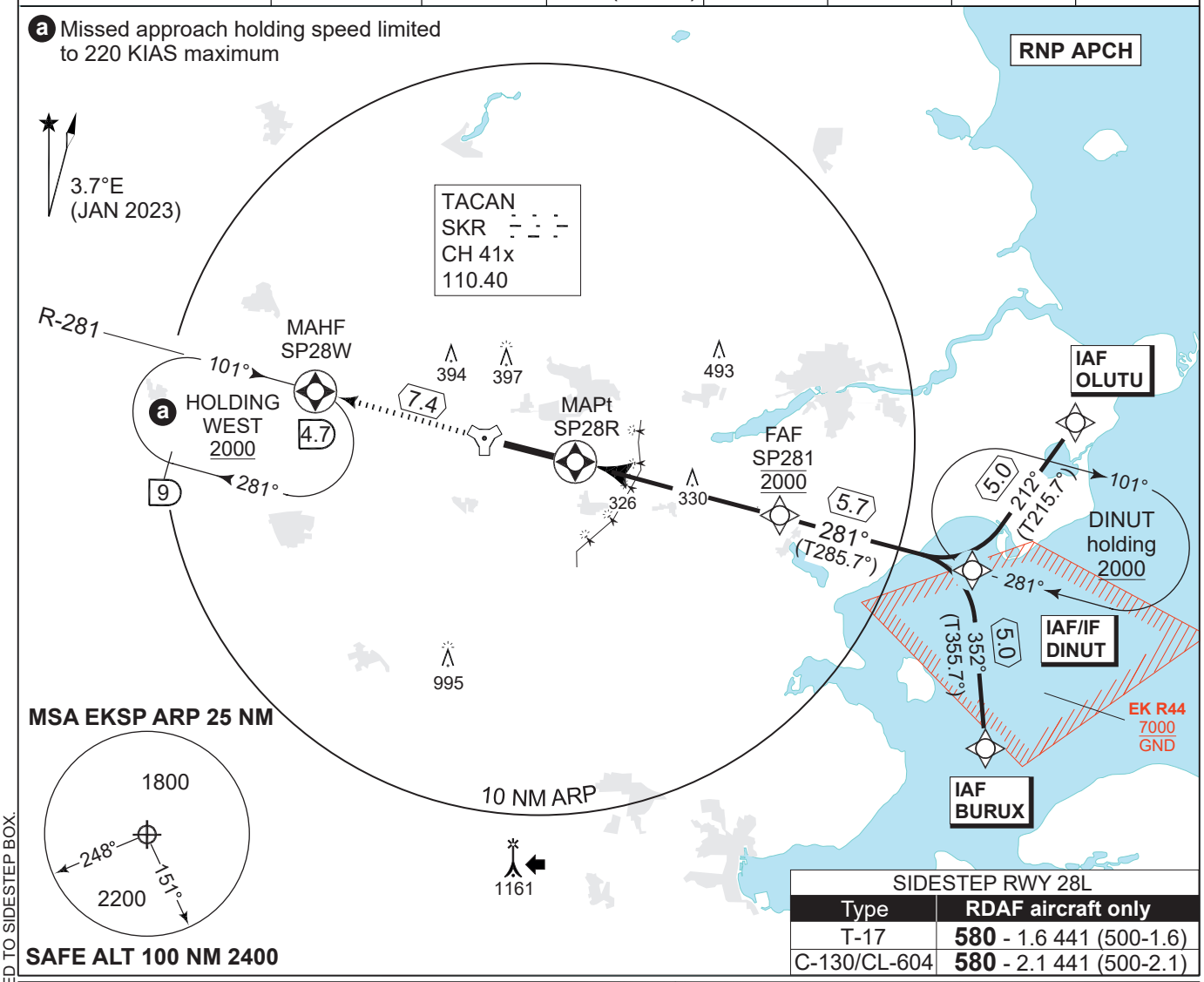
AD ELEV 141

RNP RWY 28R
SKRYDSTRUP (EKSP)

COPENHAGEN CONTROL	SKRYDSTRUP ATIS	SKRYDSTRUP APPROACH	SKRYDSTRUP TOWER
360.100 133.155	133.905	280.750 124.105	286.375 118.280

TACAN	APP COURSE	FAF	Descent GR	MDA	THR ELEV	ALS LENGTH	LDA
SKR 110.40/CH 41x	281°	2000 FT	3.0° (5.24%)	**580**	141	900 M	9863 FT

(a) Missed approach holding speed limited to 220 KIAS maximum



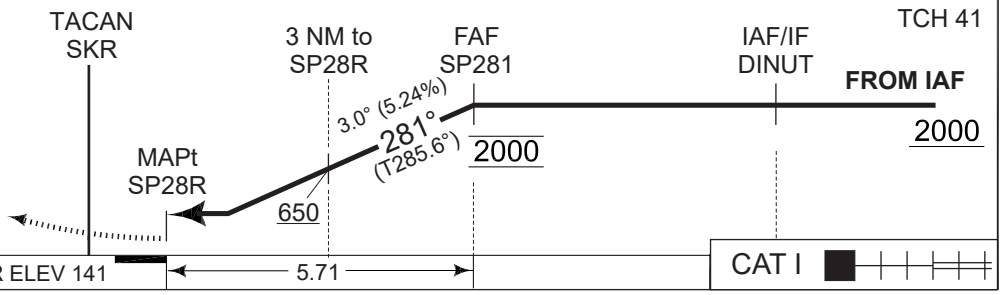
SIDESTEP RWY 28L	
Type	**RDAF aircraft only**
T-17	**580** - 1.6 441 (500-1.6)
C-130/CL-604	**580** - 2.1 441 (500-2.1)

MISSED APPROACH RNP
Climb to 2000 ft on track 281° to SP28W and join Holding WEST.

Non-RNP: Climb to 2000 FT on SKR R-281 to 4.7 DME and join Holding WEST.

CDFA 3.0° / 5.24%					
DIST THR	1.25	2	3	4	5
ALTITUDE	580	820	1140	1460	1780

TA 3000
TCH 41



CATEGORY	A	B	C	D	E
MIPS LNAV (MDA)	**580** - 1300 439 (500-1.3/1.5)		**580** - 1300 439 (500-1.3/2.0)		
MIPS CIRCLING	**630** - 1.5 489 (500-1.5)	**700** - 1.6 559 (600-1.6)	**800** - 2.4 659 (700-2.4)	**890** - 3.6 749 (800-3.6)	**1490** - 3.6 1349 (1400-3.6)

CHANGES: HELICOPTER MIMIMA REMOVED FROM AND T-17 MINIMA ADDED TO SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

EKSP RNP RWY 28R waypoint coordinates:

RWY 28R from BURUX (Initial LEFT) APPROACH RNP

		CODING	DISPLAY
BURUX	IAF	55 05 00.81N 009 37 08.16E	55 05.014N 009 37.136E
DINUT	IAF/IF	55 09 59.00N 009 36 29.00E	55 09.983N 009 36.483E
SP281	FAF	55 11 31.71N 009 26 54.61E	55 11.529N 009 26.910E
SP28R	MAPt	55 13 02.67N 009 17 22.11E	55 13.045N 009 17.369E
SP28W	MAHF	55 14 59.44N 009 04 59.24E	55 14.991N 009 04.987E

RWY 28R from OLUTU (Initial RIGHT) APPROACH RNP

		CODING	DISPLAY
OLUTU	IAF	55 14 02.63N 009 41 35.27E	55 14.044N 009 41.588E
DINUT	IAF/IF	55 09 59.00N 009 36 29.00E	55 09.983N 009 36.483E
SP281	FAF	55 11 31.71N 009 26 54.61E	55 11.529N 009 26.910E
SP28R	MAPt	55 13 02.67N 009 17 22.11E	55 13.045N 009 17.369E
SP28W	MAHF	55 14 59.44N 009 04 59.24E	55 14.991N 009 04.987E

Threshold coordinates RWY 28R

	CODING	DISPLAY
RWY 28R	55 13 02.67N 009 17 22.11E	55 13.045N 009 17.369E

CHANGES: EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

EKYT - AALBORG AIR BASE

1. AERODROME LOCATION INDICATOR AND NAME

EKYT – AIR TRANSPORT WING AALBORG

2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	570534.04N 0095056.99E On RWY 08R/26L, 836 M from THR 08R
2	Direction and distance from (city)	320º/3,5 NM from Aalborg
3	AD Elevation REF temperature	8 FT AMSL 21.9°C (2018-2022)
4	MAG VAR Annual change	4.0°E (JAN 2023) Increasing: 12’ E per year.
5	AD administration postal address Telephone AFTN Email	Air Transport Wing Aalborg Thisted Landevej 53 9430 Vadum +45 728 46310 EKYTZPZM woc@atwaal.dk
6	Types of traffic permitted	IFR/VFR
7	Remarks	Height references EGM96 (Earth Gravitational Model 1996).

3. OPERATIONAL HOURS

1	AD administration	MON - THU 0700-1400 (0600-1300) FRI 0700-1100 (0600-1000)
2	Customs and immigration	As AD administration
3	Health and sanitation	Medical service AVBL
4	AIS briefing office	As AD administration
5	ATS reporting office	As AD administration
6	MET briefing office	MO EKKA
7	ATS	H24
8	Fuelling	As AD administration
9	Handling	As AD administration
10	Security	H24
11	De-icing	As AD administration
12	Remarks	PPR 72 HR for landing.

4. HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	YES
2	Fuel/oil types	F-18 (limited capacity), F-34/ O-123, O-128, O-148, O-149, O-156, H-515
3	Fuelling facilities/capacity	
4	De-icing facilities	YES
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	YES
7	Remarks	

5. PASSENGER FACILITIES

1	Hotels	In Aalborg
2	Restaurants	Cafeteria on base. Restaurants in Aalborg.
3	Transportation	Taxi, bus and train. Connection to Copenhagen from Aalborg Airport.
4	Medical facilities	Hospital in Aalborg.
5	Bank and post office	In Vadum, outside main gate
6	Tourist office	In Aalborg.
7	Remarks	

6. RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 6 (H24). CAT 7-9 on request, PPR 72H in advance (Ref. AD 1.2-1).
2	Rescue equipment	YES
3	Capability for removal of disabled aircraft	Rescue crane and jacks
4	Remarks	Boats avbl.

7. SEASONAL AVAILABILITY - CLEARING

1	Types of cleaning equipment	Snowploughs, sweepers and spreaders. Snowblower. Chemicals: KFOR, NAFO, UREA.
2	Clearance priorities	1. Apron in front of Fire and Rescue station 2. Main RWY and TWY C 3. Apron 4. South parallel RWY and TWY A and E 5. TWY B and D
3	Remarks	Information on snow clearance published from November to April in SNOWTAM.

8. APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron surface and strength	Mil apron: Dolphin:	Concrete, PCN 74 R/D/W/T Concrete, PCN 74 R/D/W/T
2	Taxiway width, surface and strength	TWY A: TWY B, H: TWY C, D, E, G: TWY F, N, J, K: TWY GA1, GA2: TWY M, L:	75 ft, Asph./concr. PCN 52 F/D/W/T 50 ft, Asph./concr. PCN 52 F/D/W/T 75 ft, Asph./concr. PCN 52 F/D/W/T 45 ft, Asph./concr. PCN 52 F/D/W/T 65 ft, Asph./concr. PCN 52 F/D/W/T 39 ft, Asph./concr. PCN 52 F/D/W/T
3	ACL location and elevation	Not established	
4	VOR/INS checkpoints	Not established	
5	Remarks	Dolphin Apron unsuitable for fighter jets and jet aircraft with low mounted engines due to risk of FOD ingestion.	

9. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKING

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft signs	Not established
2	RWY and TWY markings and LGT	RWY 08L/26R: RWY DESIG, THR, TDZ, CL, EDGE and RWY END marked and lighted. RWY 08R/26L: RWY DESIG, THR, CL, EDGE and RWY END marked. THR, EDGE and RWY END lighted. RWY LGT: See Item 2.14 TWY day markings: CL, EDGE and holding positions marked. Edge light on TWY: A, C, D, E, F, G, H, K, L, M, N.
3	Stop bars	NIL
4	Remarks	LED Lights: All lights associated with RWY 08L and 26R, except PAPI. RWY edge 08R and 26L. TWY A, D, E, F, G, H, K, L, M, N

10. AERODROME OBSTACLES

Obstacles for Area 2, 3 and 4 are pending. Height references DVR90 (EGM96 pending).

Obstacles penetrating obstacle limiting surfaces

OBST ID	OBST type	OBST position		ELEV / HGT (ft)		Markings / Type, Colour	Obstacle limiting surfaces	
							Surface	Penetration (ft)
237537	Building	57 03 56.00N	009 54 00.00E	238	229	Lighted	Inner horizontal	83.36
10640	Antenna	57 07 17.07N	009 51 34.23E	211	179	Lighted	Inner horizontal	56.36
8176	Antenna	57 04 09.99N	009 56 00.48E	253	131	Lighted	Conical	27.03
ID 000445	Building	57 03 47.68N	009 53 50.51E	180.9	180	None	Inner horizontal	26.26
ID 9000-064	Terrain	57 04 40.48N	009 54 42.70E	165.6	0	None	Inner horizontal	10.96
10661	Antenna	57 04 21.34N	009 54 47.19E	165	129	Lighted	Inner horizontal	10.36
ID 009151	Building	57 05 33.93N	009 56 12.85E	164.7	65	Lighted	Inner horizontal	10.06
219192	Antenna	57 04 24.12N	009 53 09.57E	157	145	Lighted	Inner horizontal	2.36

Obstacles penetrating take-off flight path area obstacle identification surface

OBST ID	OBST type	OBST position		ELEV / HGT (ft)		Markings / Type, Colour	Remarks
169397	Antenna	57 06 07.25N	009 54 46.23E	108	98	Lighted	

Obstacles assessed as being hazardous to air navigation

OBST ID	OBST type	OBST position		ELEV / HGT (ft)		Markings / Type, Colour	Remarks
Nibe	Mast	56 58 45.00N	009 45 51.00E	1222	1051	Lighted	
Frejlev	Mast	57 00 13.00N	009 49 29.00E	854	680	Lighted	
Nordjyllandsværket	Chimney	57 04 31.00N	010 02 26.00E	565	558	Lighted	

11. METEOROLOGICAL INFORMATION PROVIDED

See GEN 3.5.

12. RUNWAY PHYSICAL CHARACTERISTICS

RWY designator	Direction	Dimension of RWY	Strength and surface of RWY and SWY	THR coordinates	THR elevation (ft) TDZ elevation (ft)
1	2	3	4	5	6
08L	083.3°T 079.3°M	8694 x 148 ft or 2650 x 45 M	PCN 66 F/D/W/T Concrete/Asphalt Composite constr.	570537.37N 0095000.30E	THR 6 TDZ 7
26R	263.3°T 259.3°M			570547.43N 0095236.63E	THR 8 TDZ 8
08R	083.3°T 079.3°M	8369 x 75 ft or 2551 x 23 M	PCN 52 F/D/X/U Asphalt	570530.87N 0095007.68E	THR 6 -
26L	263.3°M 259.3°M			570540.52N 0095238.07E	THR 8 -

Rwy	Slope of RWY-SWY	SWY dimensions	CWY dimensions	Strip dimensions	RESA	OFZ	Remarks
	7	8	9	10	11	12	13
08L	Less than 1°	728 x 148 ft / 222 X 45 M	NIL	9087 x 984 ft / 2770 x 300 M	787 x 295 ft / 240 x 90 M	NIL	NIL
26R		895 x 148 ft / 273 x 45 M		9087 x 984 ft / 2770 x 300 M	787 x 295 ft / 240 x 90 M		
08R		491 x 75 ft / 150 x 23 M		8756 x 984 ft / 2669 x 300 M	98 x 295 ft / 30 x 90 M		
26L		492 x 75 ft / 150 x 23 M		8756 x 984 ft / 2669 x 300 M	98 x 295 ft / 30 x 90 M		

Strip Surface: Aerodrome strip are grass areas with few remains of old concrete infrastructure.

13. DECLARED DISTANCES

RWY Designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08L	8694 ft / 2650 M	8694 ft / 2650 M	9422 ft / 2872 M	8694 ft / 2650 M	
26R	8694 ft / 2650 M	8694 ft / 2650 M	9589 ft / 2922 M	8694 ft / 2650 M	
08R	8369 ft / 2551 M	8369 ft / 2551 M	8861 ft / 2701 M	8369 ft / 2551 M	
26L	8369 ft / 2551 M	8369 ft / 2551 M	8861 ft / 2701 M	8369 ft / 2551 M	

14. APPROACH AND RUNWAY LIGHTING

RWY	APP LIGHT	THR LIGHT	PAPI	TDZ LIGHT	RWY CL LIGHT	RWY EDGE LIGHT	RWY END LIGHT	SWY LIGHT	Rem.
	Type Length Intensity	Colour WBAR	Angle MEHT	Length	Length Spacing Colour Intensity	Length Spacing Colour Intensity	Colour WBAR	Length Colour	
08L	MALS 1542 ft / 470 M White LIH	GREEN LIH	3.00° 60 FT		8694 ft / 2650 M 49 ft / 15 M White. From 1750-2350 M Red/White. From 2350 M Red. LIH	8694 ft / 2650 M 197 ft / 60 M White LIH	RED LIH		
26R	CAT II/III 2953 ft / 900 M LIH	GREEN LIH	3.00° 51 FT	2953 ft / 900 M LIH	8694 ft / 2650 M 49 ft / 15 M White. From 1750-2350 M Red/White. From 2350 M Red. LIH	8694 ft / 2650 M 197 ft / 60 M White LIH	RED LIH		
08R	SRC 492 ft / 150 M White LIL	GREEN LIL	3.00°			8366 ft / 2550 M LIL	RED LIL		
26L	SRC 492 ft / 150 M White LIL	GREEN LIL	3.00°			8366 ft / 2550 M LIL	RED LIL		

Remarks:
1. LED Lights: All lights associated with RWY 08L and 26R RWY edge 08R and 26L.
2. On RWY 08L/26R the distance between RWY edge marking and RWY edge lights are wider than standard, this can result in an optical illusion that 08L/26R are shorter than it in fact is.
3. Pilots are advised that the PAPI on RWY 26R is designed for aircraft up to code 4C

15. OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location characteristics and hours of operation	
2	LDI indication and LGT Anemometer location and LGT	
3	TWY edge and centreline lighting	Blue edge light, LIL. RGL for RWY 08L/26R.
4	Secondary power supply switch-over time	15 sec. During CAT II and III and during departures with RVR less than 800m MAX 1 sec.
5	Remarks	

16. HELICOPTER LANDING AREA

Visiting helicopters operate from established runways.

17. ATS AIRSPACE

1	Designation and lateral limits	AALBORG CTR From 570838N 0093355E - 570858N 0093955E - 571228N 0094625E - 571258N 0095355E - 571028N 0100128E - 571048N 0100655E - 570248N 0100855E - 570228N 0100315E - 565858N 0095645E - 565828N 0094910E - 570108N 0094125E - 570048N 0093555E To 570838N 0093355E.
2	Vertical limits	1.500 FT MSL
3	Airspace classification	D
4	ATS unit call sign Language(s)	AALBORG TOWER EN, DA
5	Transition altitude	3.000 FT
6	Remarks	For description of YT TMA see ENR 2.1-4

18. ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	AALBORG APPROACH	123.980 121.50++ 362.450 243.000++	H24	FL 250/60 NM FL 150/40 NM
ARR	AALBORG ARRIVAL	120.705 315.000		FL 150/40 NM
TWR	AALBORG TOWER	118.305 121.50++ 353.525 257.800 243.000++	H24 H24 H24	4000 FT/25 NM FL 250/50 NM 4000 FT/25 NM.
ATIS	AALBORG AIRPORT INFORMATION	120.480	H24	FL 200/60 NM ++ = emergency

19. RADIO NAVIGATION AND LANDING AIDS

Type of aid Cat of ILS/MLS (Variation)	ID	Frequency (MHz)	Hours of operation	Site of transmitting antenna coordinates	Remarks
1	2	3	4	5	7
VOR/DME 4°E (2022)	AAL	116.70 CH 114x	H 24	570613.39N 0095944.08E	30m S of centreline Coverage FL 500/100 NM. DME INFO from TACAN.
TACAN 4°E (2023)	AAL	116.70 CH 114x	H 24	570614.16N 0095934.11E	Coverage FL 500/200 NM. Elev. 56.8 ft
LOC 26R CAT III	YT	111.55	H 24	570535.99N 0094938.82E	ILS class III/E/4
ILS GP 26		332.75	H 24	570550.27N 0095217.47E	Angle 3.00º / RDH 51 FT
DME 26R	YT	CH 52y	H 24	570550.27N 0095217.47E	Freq paired with LOC 26R Elev. 18.7 ft.
LOC 08L	AE	109.90	H 24	570549.02N 0095301.40E	ILS class I/E/4
ILS GP 08L		333.80	H 24	570542.71N 0095017.44E	Angle 3.00º / RDH 54 FT
DME 08L	AE	CH 36x	H 24	570542.71N 0095017.44E	Freq paired with LOC 08L Elev. 32.8 ft.
TAR			H 24	570527.76N 0095120.99E	Max range 60 NM, 40.000FT
MSSR			H 24	570527.76N 0095120.99E	Max range 200 NM 40.000FT

20. LOCAL AERODROME REGULATIONS

Use of TWY N is only permitted for aircraft size up to and including C-130. Larger size aircraft will need specific clearance from Current OPS before using TWY N.

Start-up clearance required for all aircraft, also for engine ground run.

T-17 parking is in front of the T-17 hangar (Building 165) located at Eastern edge of Dolphin apron. Taxi in via Taxiway L and follow the yellow lines to one of the three parking spots. To ensure proper clearance to traffic using Taxiway L, parking on marked parking spots is mandatory. T-17 will give way to traffic on Taxiway L.

CAUTION: Apron is narrow and does not conform to ICAO standards. Taxi lines must be followed closely since wheel clearance to edge of apron is limited. Towing of aircraft before engine start may be necessary, as wing tip clearance is not assured when another aircraft is parked opposite.

21. NOISE ABATEMENT PROCEDURES

1. Jet aircraft

1.1 In connection with approach to landing, a minimum height of 2300 FT shall be observed over greater Aalborg.

1.2 Mandatory VFR patterns are established for 4 engine jet aircraft. See the following pages for details.

22. FLIGHT PROCEDURES

1. IFR Arrival

1.1 Aircraft will normally be cleared by ACC KØBENHAVN to AAL VOR, BAKIT OR GIPUG.

1.2 Radio Communication failure.
Navigation aid designated for radio communication failure during IMC for arriving aircraft is VORTAC AAL.

2. IFR Departure

2.1 Standard Instrument Departures.
Standard Instrument Departures (SID) have not been established.

2.2 Omnidirectional departures

RWY 08L/R and 26R/L: Climb straight ahead to at least 600 FT MSL before turn is commenced. See also "Noise Abatement Provisions", item 21.

2.3 Unless otherwise instructed, when airborne contact Aalborg Approach on 123.980 MHZ (IFR flights only).

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 the RVR is less than 550 M or when ceiling is below 200FT.

3.3 Pilots will be informed when Low Visibility Procedures are in operation by ATIS and/or RTF. Pilots will be informed over RTF when Low Visibility Procedures are cancelled.

3.4 The following procedures will apply during Low Visibility Procedures:

a. ATC Procedures
When RVR is below 550m ATC can only allow one aircraft on the manoeuvring 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 due to the lack of centerline lights on taxiways and RWY 08R/26L. Request for marshaller service must be stated to Aalborg Tower on 118.305 MHz

Pilots should on own initiative report "runway vacated and established on…." when the aircraft is fully clear of the runway and established on either TWY N or RWY 08R/26L.

4. Precision Approach. Category II/III Operations

4.1 The operations during CAT II / III approaches are subject to the following procedures and conditions.

a. ATC procedures.
The minimum distance between an aircraft on final approach carrying out a Category II/III ILS approach and any other preceding aircraft will not be less than 5 NM. The separation must be established at the latest when preceding aircraft passes THR.
Departing aircraft must have commenced take-off run before arriving aircraft has left 2000 FT on final approach.

b. Pilot procedures.
Pilots who intend to carry out a Category II/III ILS approach are to use the following phrase:
"Request ILS Category II/III approach runway 26R".
Above mentioned request shall be made on first contact with AALBORG APPROACH.

5. Reduced Runway Separation Minima

5.1 ATC may apply reduced runway separation for all runways at Aalborg. For succeeding military aircraft this will only be used for VFR-flights.

5.2 Traffic information will be given to succeeding aircraft.

5.3 Phraseology used for military flights will with ref. to FKOBST F.152-1 be “LAND AFTER PRECEDING LANDING” / “[Traffic information] CLEARED FOR TAKE-OFF”

For civilian flights the phraseology will be:

“[Traffic information] CLEARED TO LAND” / “[Traffic information] CLEARED FOR TAKE-OFF”

5.4 ATC will make sure that approved minimum separation will exist between aircraft.

5.5 Reduced runway separation will not be used between departing and preceding landed aircraft.

6. VFR Flights

4.1 VFR reporting points, VFR holdings and VFR routes are established, see LFC 1:500 000 – Denmark.

23. ADDITIONAL INFORMATION

1. Parachuting

1.1 Parachuting may take place.

2. Birds and wildlife

2.1 Aalborg Air base/Aalborg airport experiences large bird activity in particular periods and time intervals, in the western part of the air base/airport area. The bird activity is usually concentrated over the water (The Limfjord) around dawn and the late afternoon hours.

2.2 Crews are encouraged to raise awareness of birds during mentioned periods. Crews are also encouraged not to use intersection take-off from RWY 26R/L during mentioned periods due to increased risk of birdstrike.

2.3 Due to high bird intensity full runway length is recommended for take-off from RWY 26R for all turboprop and jet aircraft in the period from 01 SEP to 30 APR.

3. Markings

3.1 Yellow markings (brackets) are established on RWY 08R/26L for C-130 training purposes.

24. CHARTS RELATED TO EKYT

Aerodrome Chart
Ground Movement Chart (GMC)
Aerodrome Obstacle Chart – ICAO – Type A 08L
Precision Approach Terrain Chart 26R
Visual approach chart
Noise abatement chart
VFR pattern for 4 engine jet aircraft RWY 08L
VFR pattern for 4 engine jet aircraft RWY 26R
Aerodrome Obstacle Chart – ICAO – Type A 26R is not published, as there are no obstacles in the take-off flight path area.

ILS OR LOC RWY 08L
COPTER ILS OR LOC RWY 08L
HPMA TACAN RWY 08L
TACAN RWY 08L (CAT A-B)
TACAN RWY 08L (CAT C-E)
RNP RWY 08L
ILS OR LOC RWY 26R
COPTER ILS OR LOC RWY 26R
HPMA VORTAC RWY 26R
VORTAC RWY 26R
RNP RWY 26R

AALBORG (EKYT)

ARP: 57° 05.57N 009 50.95E | **AD ELEV: 8 FT** | **AALBORG APP: 123.980 362.450** **AALBORG TWR: 118.305 353.525** | **AALBORG ATIS: 120.480**

RWY SLOPE:
All runways: Less than 1%

OBSTACLES:
All obstacles are marked by day and night

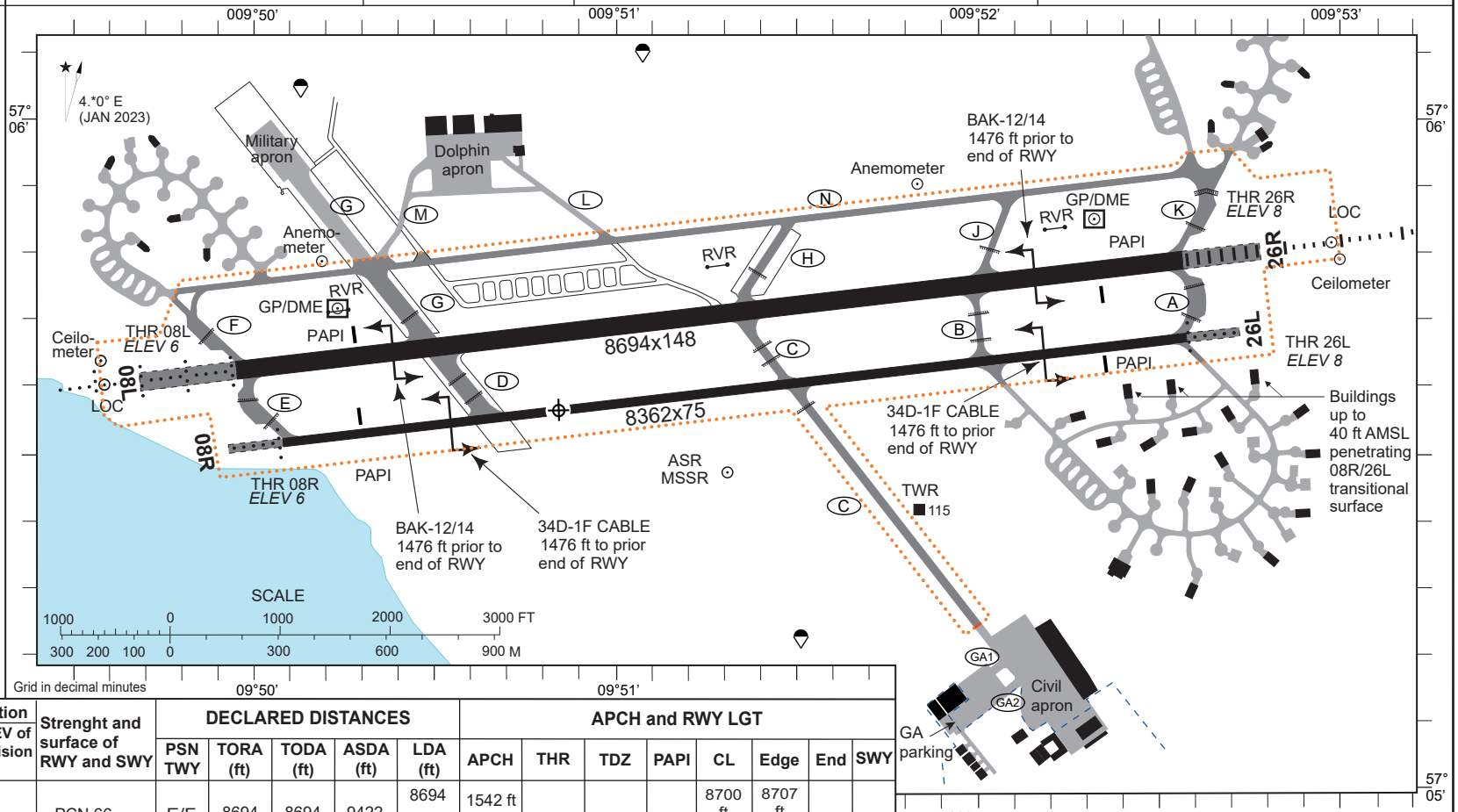
SECONDARY POWER SUPPLY:
Yes, RWY 26R. Switch-over time: 15 sec. During CAT II and III and during departures with RVR less than 800m MAX 1 sec.

ABN: None

ARRESTER CABLES:
Arrester cables for fighters may be suspended across runways.
Always disengaged in the approach end. Approach end arrestment on request only.
Cables RWY 08R/26L on 30 min request.

GRASS RUNWAY:
Not avbl.

DATUM:
WGS-84.
Dimensions and distances in FT.



RWY	TRUE BRG	THR PSN	THR elevation / Highest ELEV of TDZ of precision APP RWY	Strenght and surface of RWY and SWY	DECLARED DISTANCES					APCH and RWY LGT							
					PSN TWY	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	APCH	THR	TDZ	PAPI	CL	Edge	End	SWY
08L	083.3°	570537.37N 0095000.30E	THR 6 / TDZ 7	PCN 66 F/D/W/T Asphalt/ concrete Composite construction	E/F D/G C/H	8694 6791 4002	8694 6791 4002	9422 7519 4730	8694	1542 ft LIH White	Green	NIL	3.00°	8700 ft std. col.	8707 ft LIH White	Red	Red
26R	263.3°	570547.43N 0095236.63E	THR 8 / TDZ 8		A/K B/J C/H	8694 6791 4691	8694 6791 4691	9589 7686 5586	8694	3000 ft Cat II/III	Green	3000 ft White	3.00°	8700 ft std. col.	8707 ft LIH White	Red	Red
08R	083.3°	570630.87N 0095007.68E	THR 6 / -	PCN 52 F/D/X/U Asphalt	E	8369	8369	8861	8369	500 ft LIL White	Green LIL	NIL	3.00°	NIL	8364 ft LIL	Red LIL	NIL
26L	263.3°	570540.52N 0095238.07E	THR 8 / -		A	8369	8369	8861	8369	500 ft LIL White	Green LIL	NIL	3.00°	NIL	8364 ft LIL	Red LIL	NIL

TAXIWAYS: Width: TWY A: 75 FT, TWY B: 50 FT, TWY C,D,E,G: 75 FT. Pavement: Concrete/Asphalt. PCN 52 F/D/W/T. Lighting: Blue edge lights.

	RWY	TCH	OTCH	RPI	CAT	MINIMA (MIPS)
CIR ⓐ					A B C D E	**510** - 1.5 502 (600-1.5) **510** - 1.6 502 (600-1.6) **690** - 2.4 682 (700-2.4) **740** - 3.6 732 (800-3.6) **840** - 3.6 832 (900-3.6)

ⓐ Circling NORTH of aerodrome only

CHANGES: PAPI RIGHT SIDE WINGBARS RWY 08R, 26L AND 26R WITHDRAWN. PAPI ANGLE RWY 08R/26L CHANGED TO 3.00°.

AIR COMMAND DENMARK - MIL AIM 23 JAN 2025

GROUND MOVEMENT CHART - PERMITTED TAXI ROUTES FOR CAT D AND E AIRCRAFT (EXCEPT C-130)

4.0° E
(JAN 2023)

Permitted taxi routes outside Apron:

Taxi routes

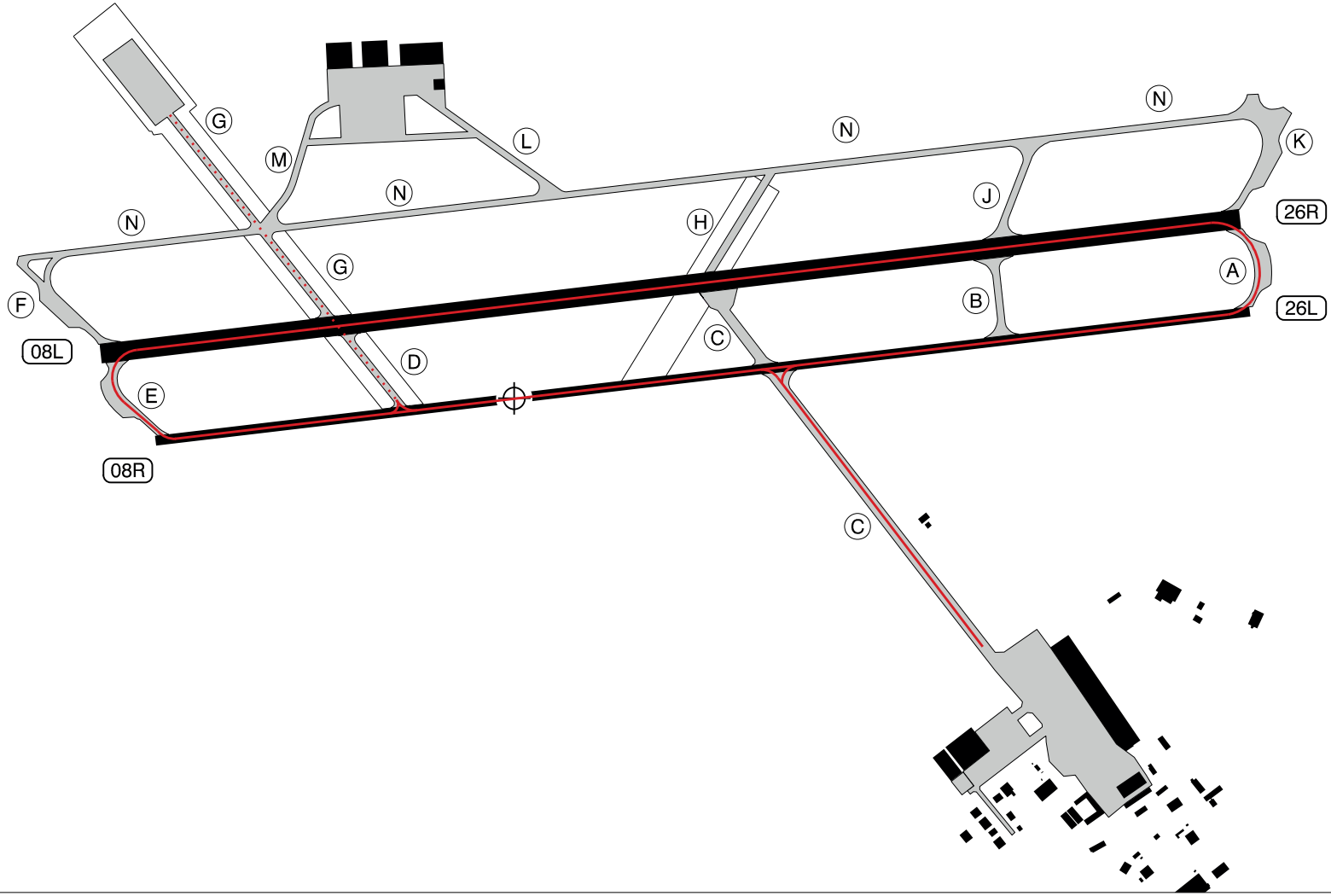
Taxi routes with special restrictions, see note

Note:
TWY D and TWY G only to be used for crossing RWY 08L / RWY 26R.
Line-up or vacate RWY 08L or RWY 26R via TWY D or TWY G not permitted.

The taxi routes shown ensure sufficient width of taxiways for the above mentioned aircraft according to EASA Certification Specifications.

CAT D and E aircraft includes aircraft with a wingspan from 36m up to but not including 65m.

Restrictions not applicable to C-130.



CHANGES: NEW CHART.

ELEV in FT
Distance in FT
Magnetic Variation 4°E (JAN 2023)
Order of accuracy: Horizontally 1 FT, Vertically 1 FT

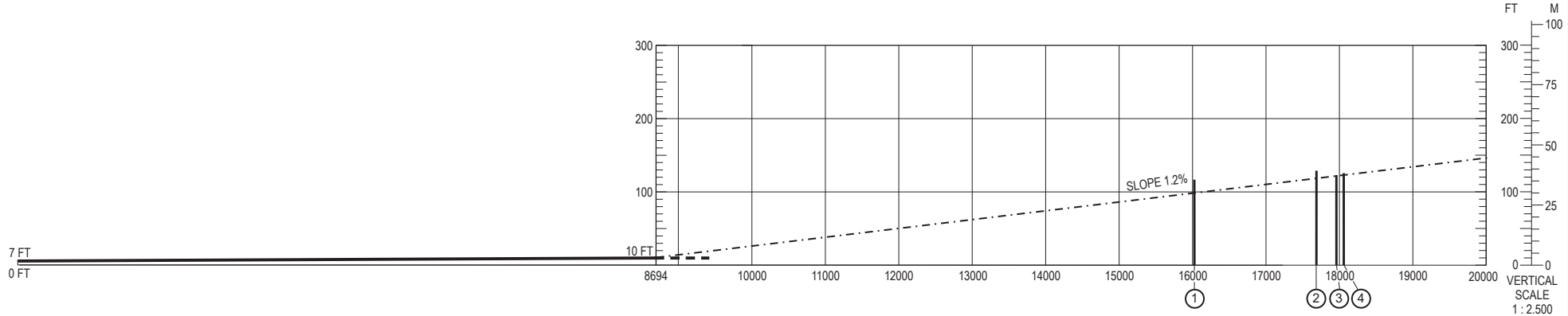
AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

AALBORG, Denmark
RWY 08L

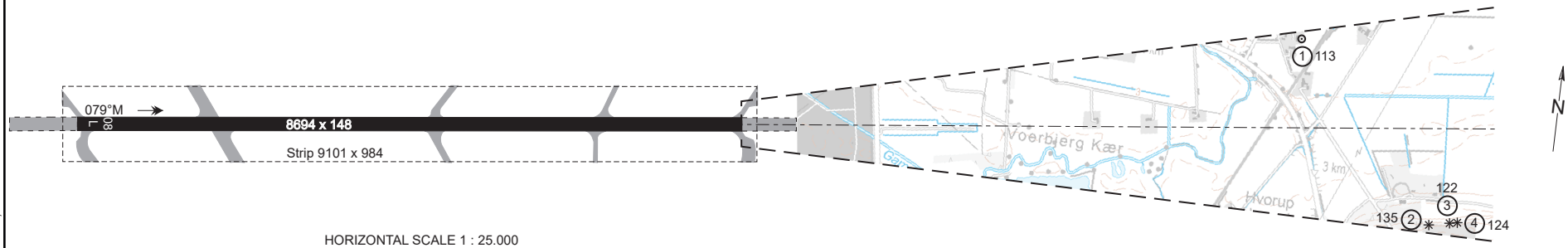
LEGEND	
Identification number	⑦
Tree or Shrub	✳
Pole, tower, spire, antenna etc.	⊙

AMENDMENT RECORD		
No.	Date	Entered by

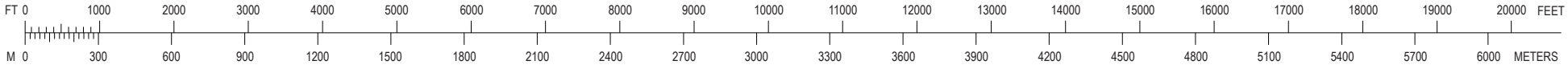
Date of survey: 03/2018



DECLARED DISTANCES	
	RWY 08L
TAKE OFF RUN AVAILABLE	8694
TAKE OFF DISTANCE AVAILABLE	8694
ACCELERATE STOP DISTANCE AVAILABLE	9422
LANDING DISTANCE AVAILABLE	8694



HORIZONTAL SCALE 1 : 25.000



CHANGES: MAG VAR, RWY BEARING.

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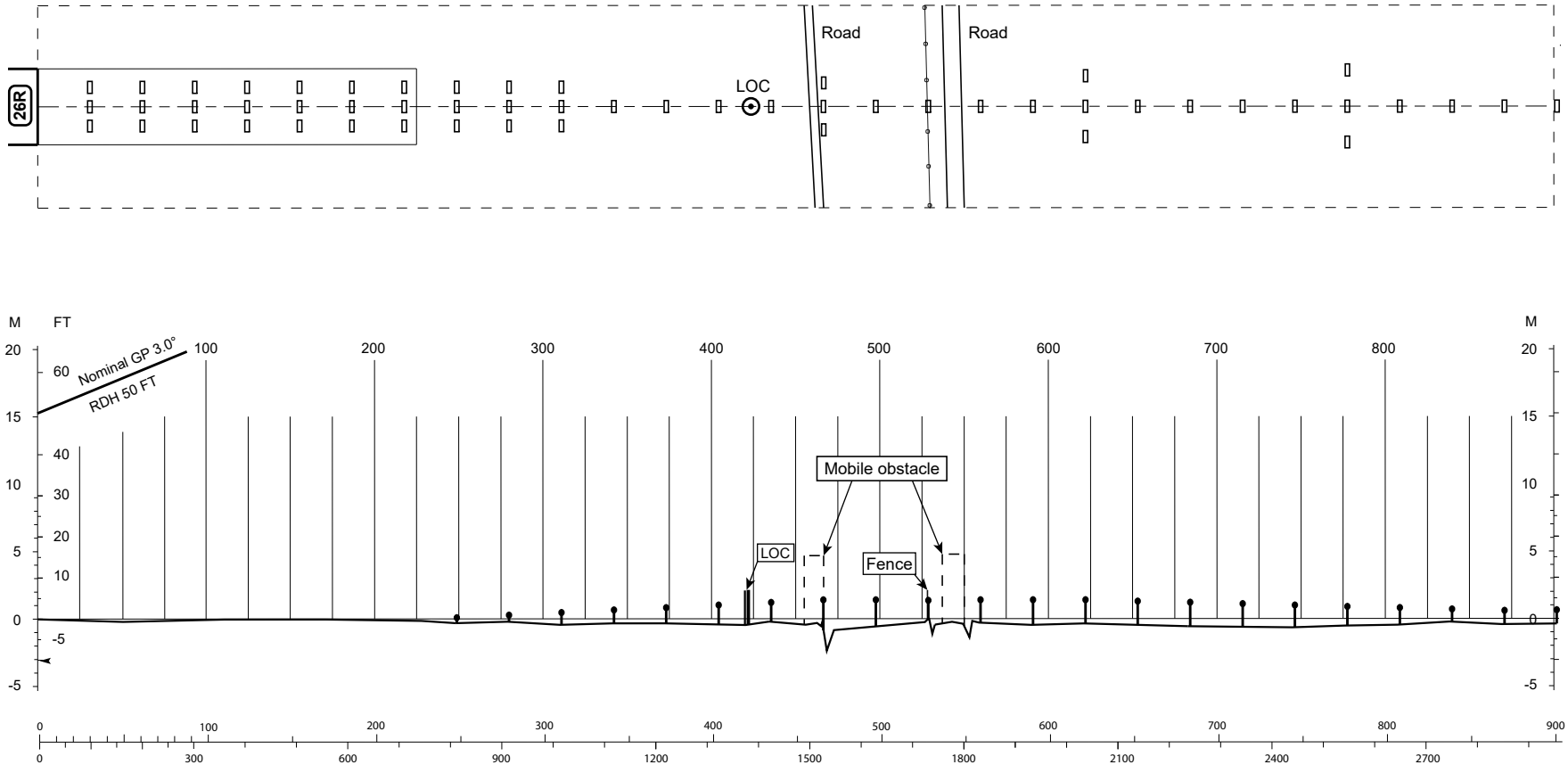


Legend

- Centerline profile
- Contour
- Pole, tower, chimney, antenna
- Approach lights
- Traffic
- Deviation at least ± 3 meters from centerline profile

Contours and heights are related to threshold elevation.

CHANGES: ABBREVIATION LLZ CHANGED TO LOC. INFORMATION ABOUT RA AT GP HEIGHT OVER THR WITHDRAWN.

AIR COMMAND DENMARK - MIL AIM 23 FEB 2023

ATC clearance for VFR traffic will normally be issued via the routes indicated.

Arriving VFR traffic may be requested to hold at one of the holding patterns indicated.

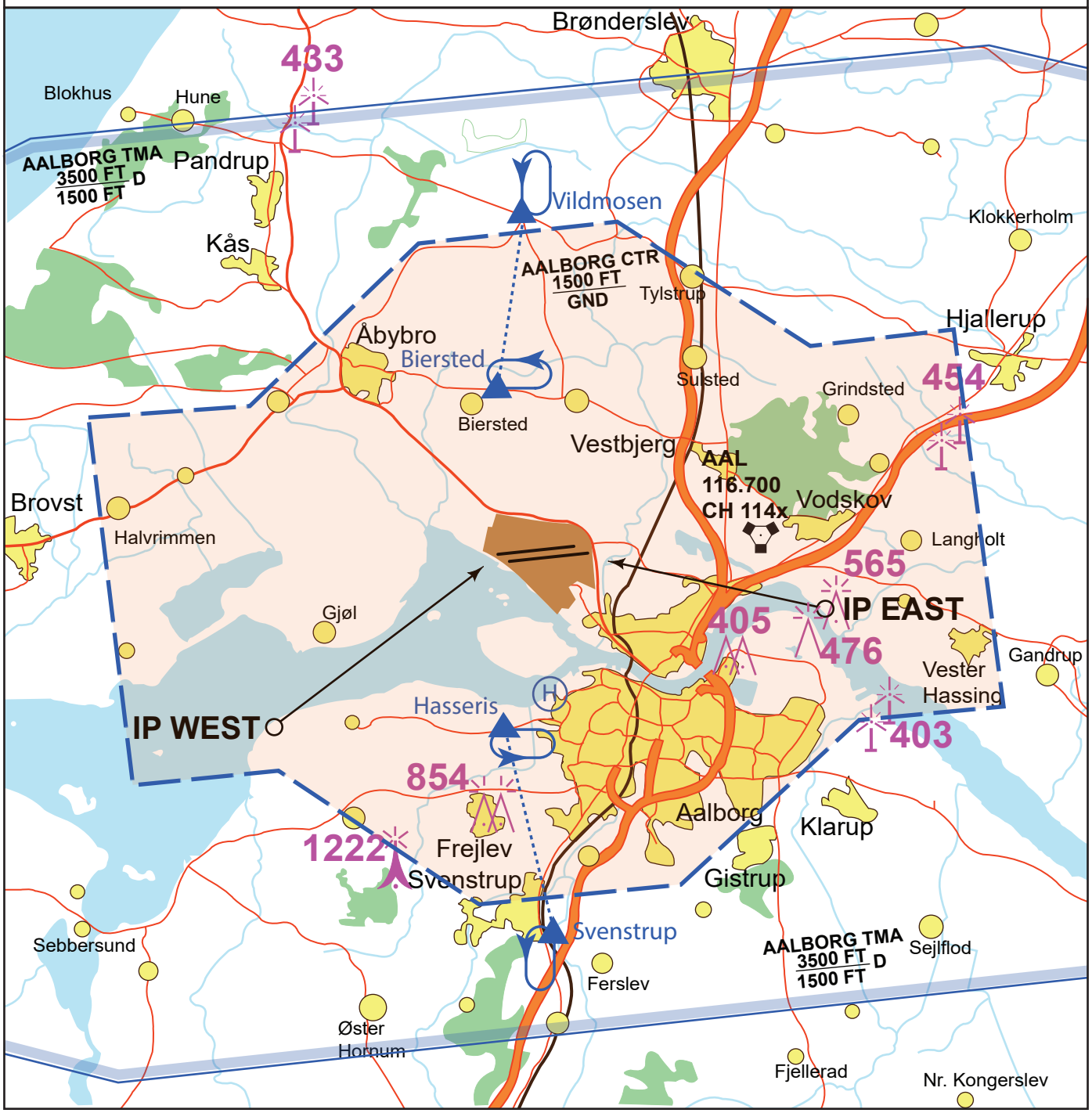
Reporting point for arriving VFR traffic.

VFR route.

IP East (RWY 26):
57 04.2N 010 02.3E / AAL R-143 2.5 NM
Right hand break only to RWY 26R and 26L

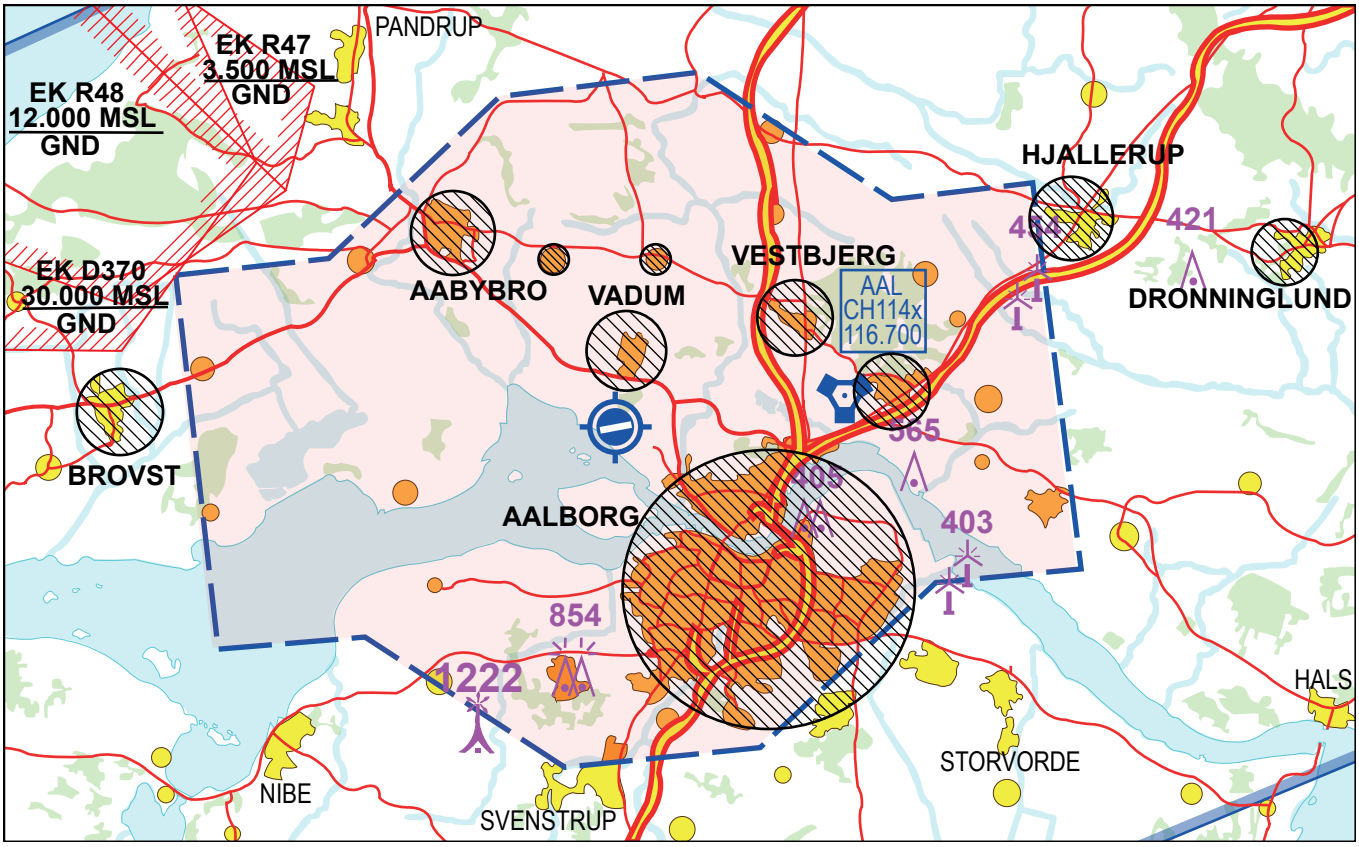
IP West (RWY 08)
57 01.7N 009 40.4E / AAL R-246 11.4 NM.
Left hand break only to RWY 08L and 08R

Note: Rejoin procedures to IP is a turn to the south to re-enter the traffic pattern via IP.
Avoid overflying areas described on Noise abatement chart (EKYT NAC).



CHANGES: AD ELEV..

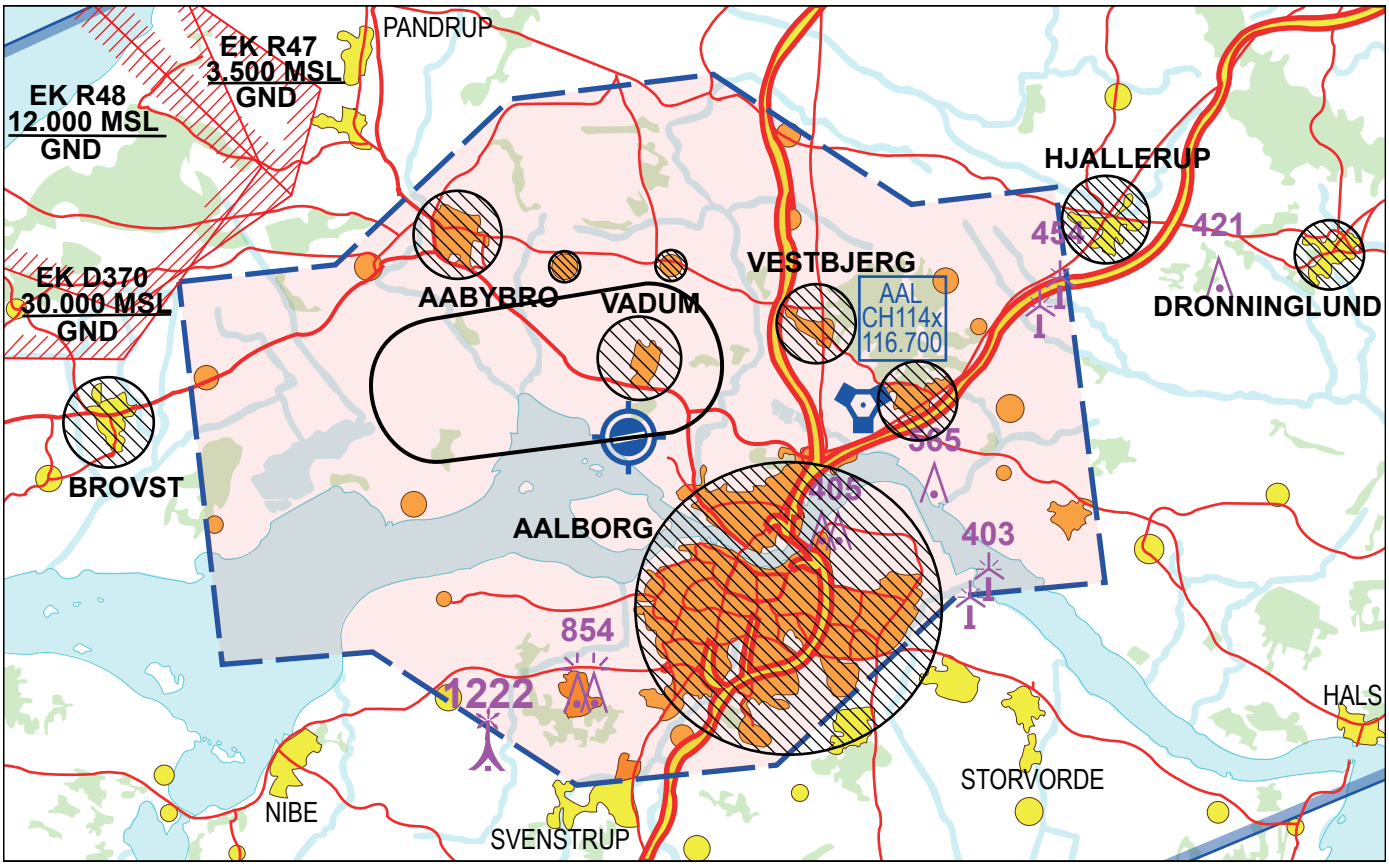
Noise Abatement Chart



The hatched areas on the map shall be avoided during departure and arrival.

If transitioning CTR/TMA overflying the hatched areas must not take place below 3000 ft msl.

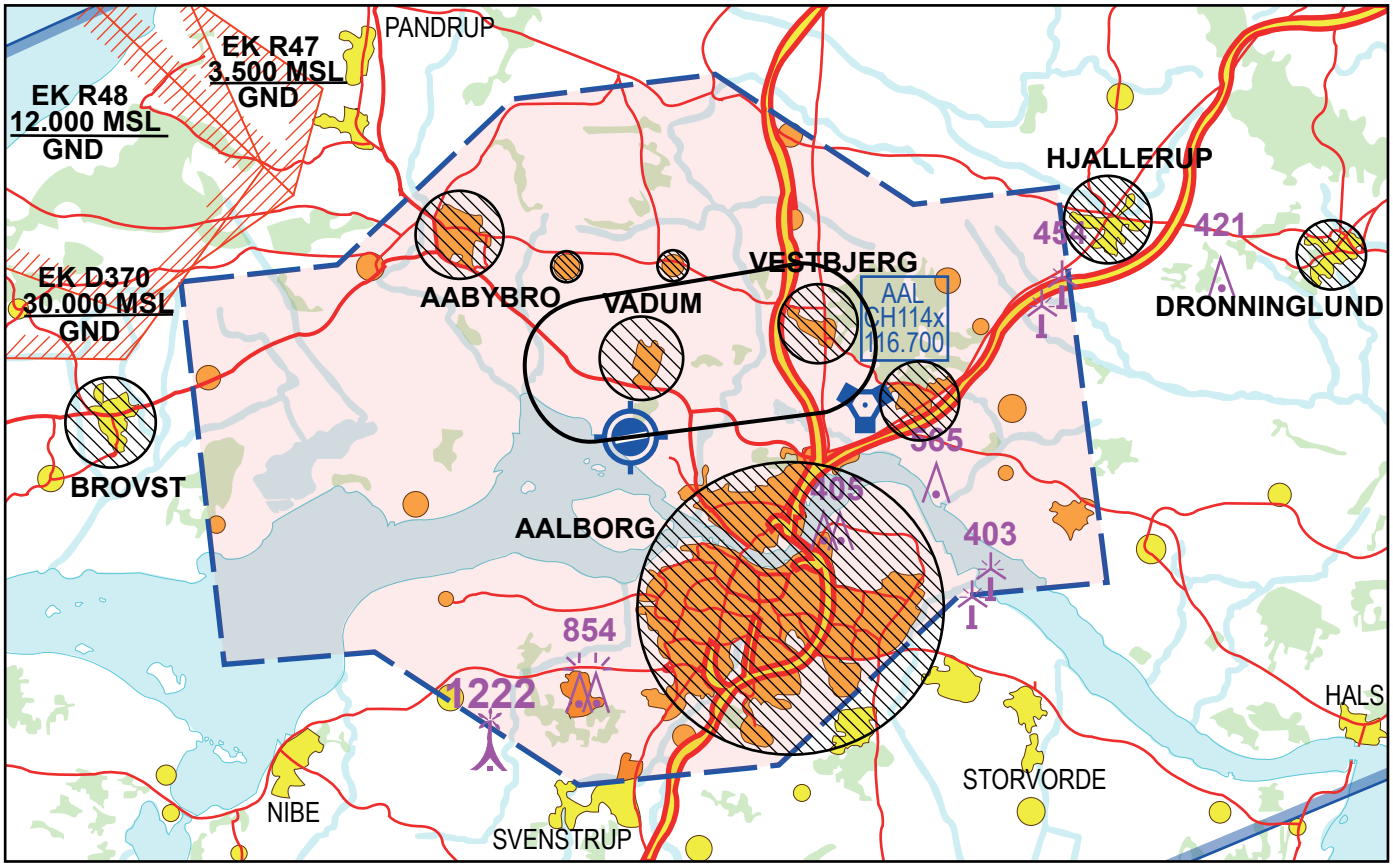
VFR pattern for 4 engine jet aircraft RWY 08L



A special VFR pattern, with additional noise abatement areas, has been established for 4 engine jet aircraft.
The hatched areas on the map shall be avoided during departure and arrival.

Downwind altitude 2500 FT. Start descent when turning base.

VFR pattern for 4 engine jet aircraft RWY 26R



A special VFR pattern, with additional noise abatement areas, has been established for 4 engine jet aircraft.
The hatched areas on the map shall be avoided during departure and arrival.

Downwind altitude 2500 FT. Start descent when turning base.

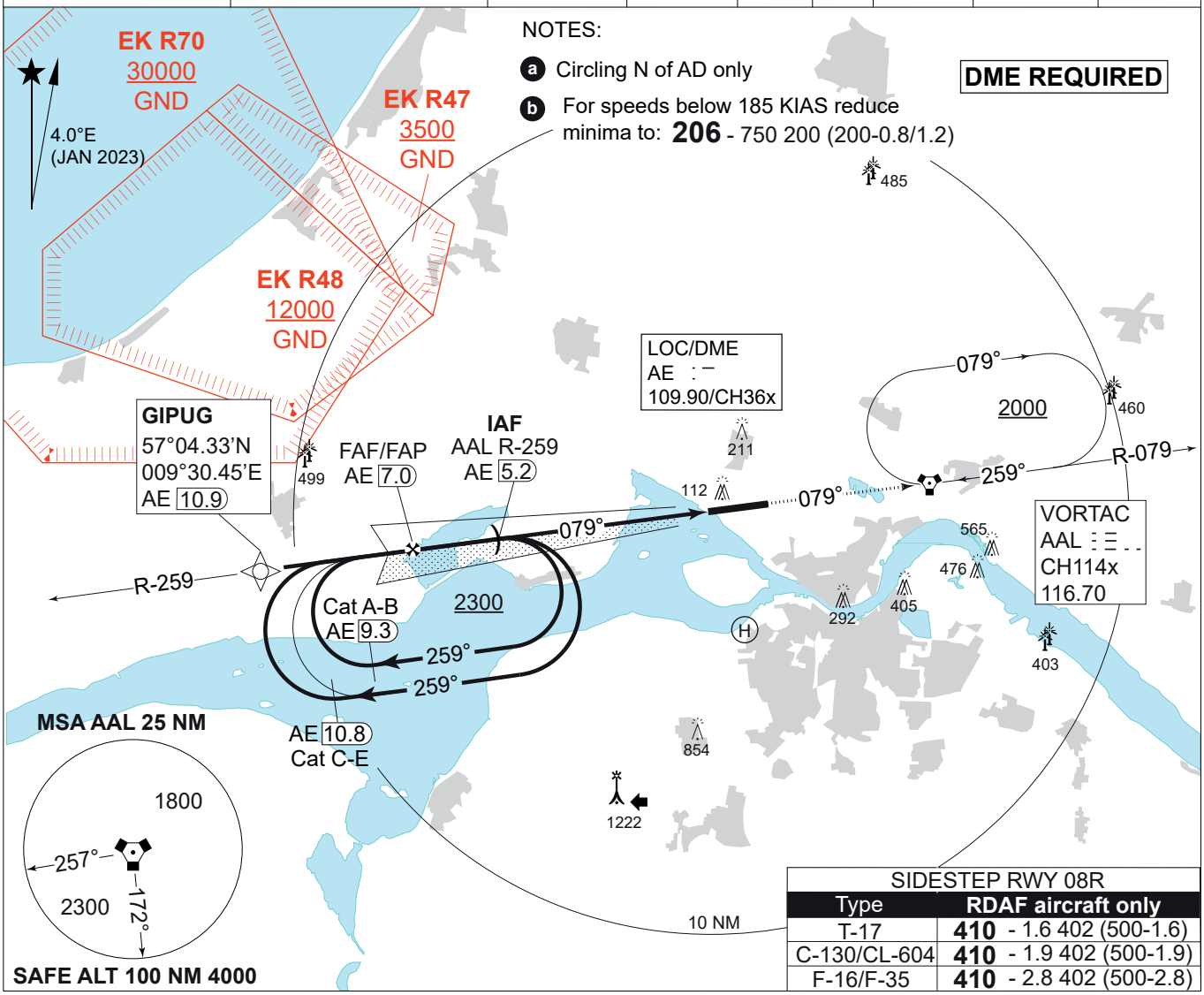
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 8

ILS or LOC RWY 08L
AALBORG (EKYT)

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

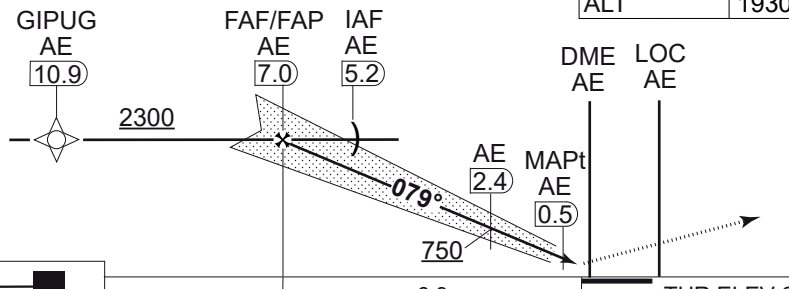
LOC/DME	VORTAC	APP COURSE	FAF ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
AE 109.90/CH 36x	AAL CH114x/116.700	079°	2300 FT	3.00°	**206**	6	470 M	8694 FT



SIDESTEP RWY 08R	
Type	**RDAF aircraft only**
T-17	**410** - 1.6 402 (500-1.6)
C-130/CL-604	**410** - 1.9 402 (500-1.9)
F-16/F-35	**410** - 2.8 402 (500-2.8)

TA 3000
GS 3.00°
RDH 54

LOC ONLY: CDFA 3.00° / 5.24%						
DME AE	6	5	4	3	2	1
DIST THR	5.9	4.9	3.9	2.9	1.9	0.9
ALT	1930	1610	1290	970	650	330



MISSED APPROACH
Climb on track 079° to 2000 ft to AAL VORTAC and hold or as instructed by ATC.

CAT I

CATEGORY	A	B	C	D	E
MIPS S-ILS CAT I 08L	**206** - 750 200 (200-0.8/1.2)				**281** -900 275 (300-0.9/1.3) b
MIPS S-LOC 08L	**300** - 900 292 (300-0.9/1.4)				**310** -1000 302 (400-1.0/1.4)
MIPS CIRCLING a	**510** -1.5 502 (600-1.5)	**510** -1.6 502 (600-1.6)	**690** -2.4 682 (700-2.4)	**750** -3.6 742 (800-3.6)	**840** -3.6 832 (900-3.6)

CHANGES: HELICOPTER MIMIMA REMOVED FROM SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

ILS or LOC RWY 08L

57°05.57'N
009°50.95'E

AALBORG (EKYT)

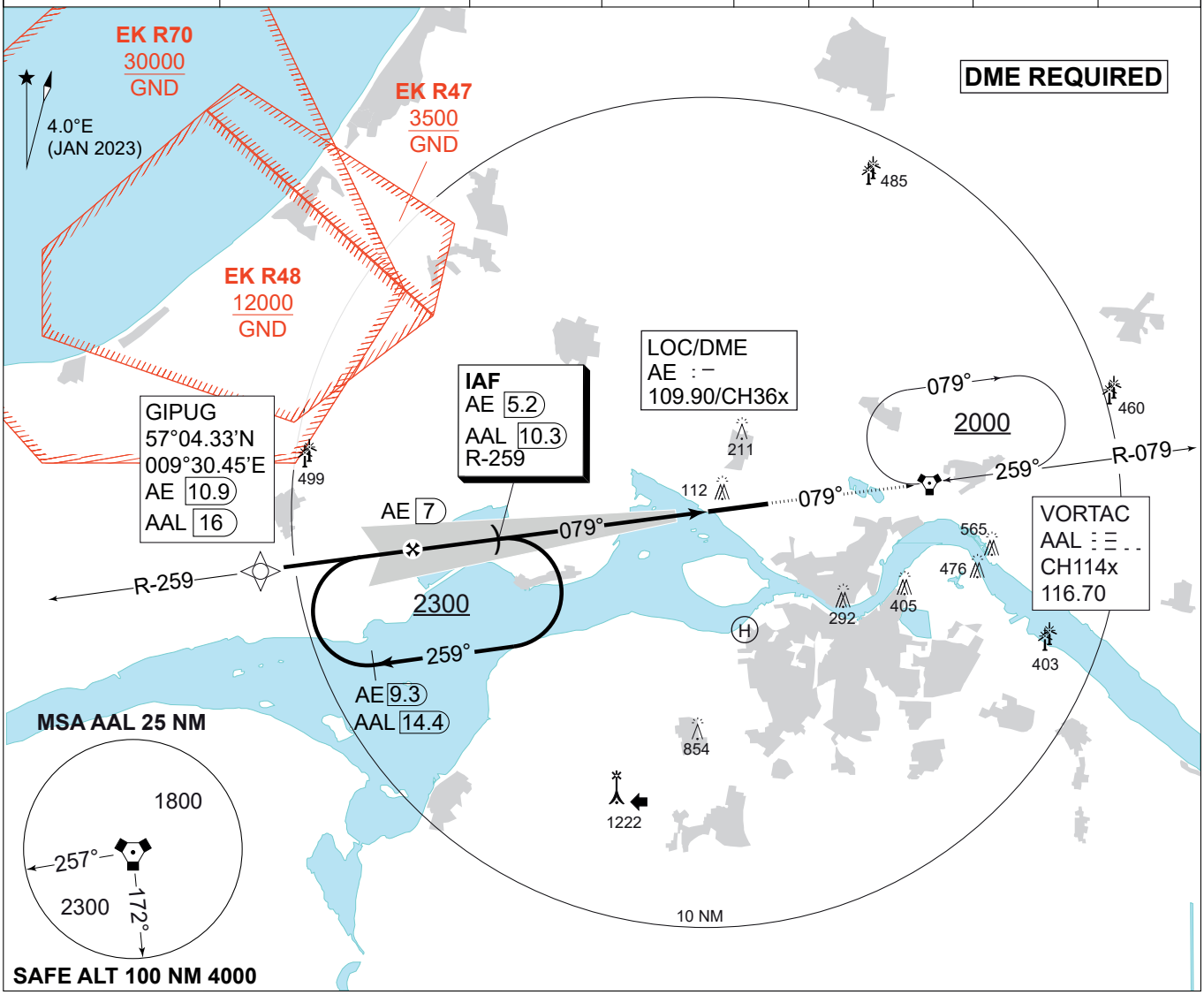
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 8

COPTER ILS or LOC RWY 08L
AALBORG (EKYT)

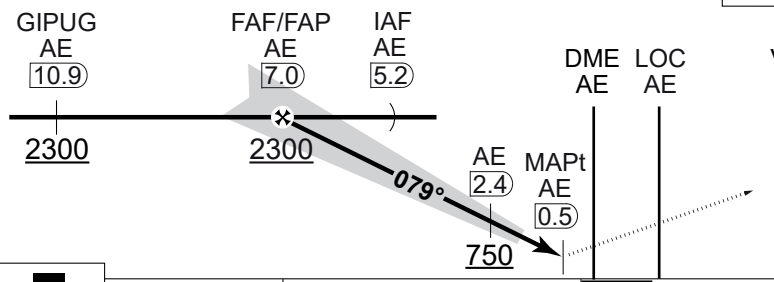
COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

LOC/DME	VORTAC	APP COURSE	GS INCPT ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
AE 109.90/CH 36x	AAL CH114x/116.700	079°	2300 FT	3.00°	**206**	06	470 M	8694 FT



TA 3000
GS 3.00°
RDH 54

CDFA: 3.00° / 5.24%						
DME AE	6	5	4	3	2	1
DIST THR	5.9	4.9	3.9	2.9	1.9	0.9
ALT	1930	1610	1290	970	650	330



MISSED APPROACH
Climb on track 079° to 2000 ft to AAL VORTAC and hold or as instructed by ATC.

CAT I — 6.9 — THR ELEV 6

CATEGORY	H
MIPS H-CAT I	**206** - 400 200 (200-0.4/0.8)
MIPS H-LOC 08L	**300** - 400 292 (300-0.4/0.8)

CHANGES: SIDESTEP BOX REMOVED.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

COPTER ILS or LOC RWY 08L

57°05.57'N
009°50.95'E

AALBORG (EKYT)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 8

HPMA TACAN RWY 08L
AALBORG (EKYT)

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

TACAN	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR	ALS LENGTH	LDA
AAL CH 114X	079°	2000 FT	5.24% (318 FT/NM)	**340**	6	470 M	8694 FT

NOTES:
(a) Circling North of AD only

4.0°E
(JAN 2023)

DME REQUIRED

TACAN
AAL
CH114x

EK R70
30000
GND

EK R48
12000
GND

EK R47
3500
GND

IAF
57°00.96'N
09°39.84'E

079°
2000
R-079
259°

11.4
060°
22
079°
R-259
240°
R-240
20

565
476
854
1222

IAF
12

MSA AAL 25 NM
1800
257°
172°
2300

20 NM

SAFE ALT 100 NM 4000

LT 170°
RT 060°
TD 350°

SIDESTEP RWY 08R	
Type	**RDAF Aircraft Only**
C-130/CL-604	**420** - 1.9 412 (500-1.9)
F-16/F-35	**420** - 2.8 412 (500-2.8)

TA 3000

IAF
12
240°
FL 150
4000
20
22
4000
079°
FAF
11.4
2000
079°
SDF
8.0
V
6.1
MAPt
5.5
650
TACAN
AAL

CDFA: 3.00° / 5.24%					
DME AAL	11	10	9	8	7
DIST THR	5.7	4.7	3.7	2.7	1.7
AL T	1890	1570	1250	940	620

MISSED APPROACH
Climb on TACAN AAL R-259
to 2000 ft inbound AAL and hold.

CAT I
6.1
THR ELEV 6

CATEGORY	HPMA
MIPS S-TACAN 08L	**340** - 1100 332 (400-1.1/1.5)
MIPS CIRCLING (a)	**560** - 3.2 552 (600-3.2)

CHANGES: VORTAC CHANGED TO TACAN WITHOUT FREQUENCY.

AIR COMMAND DENMARK - MIL AIM 28 NOV 2024

HPMA TACAN RWY 08L

57°05.57'N
009°50.95'E

AALBORG (EKYT)

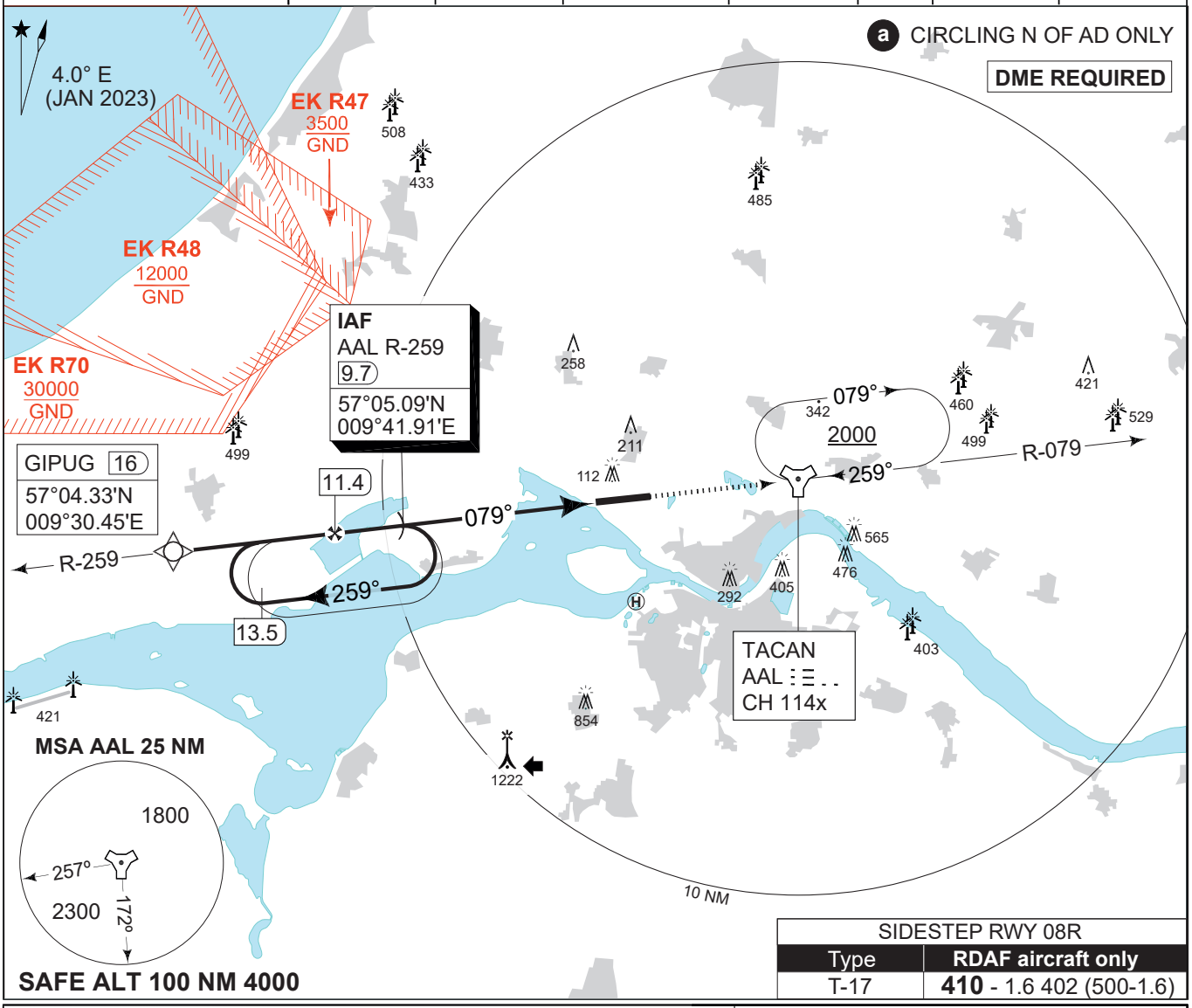
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 8

TACAN RWY 08L (CAT A-B)
AALBORG (EKYT)

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

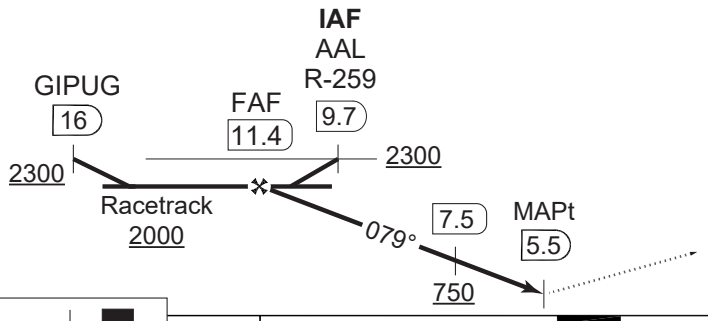
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS length	LDA
AAL CH 114x	079°	2000 FT	318 FT/NM	**340**	6	470 M	8694 FT



SIDESTEP RWY 08R	
Type	**RDAF aircraft only**
T-17	**410** - 1.6 402 (500-1.6)

TA 3000

CDFA 3.0° / 5.24%					
DME AAL	11	10	9	8	7
DIST THR	5.7	4.7	3.7	2.7	1.7
ALT	1890	1570	1250	940	620



MISSED APPROACH
Climb on TACAN AAL R-259
to 2000 ft inbound AAL and hold.

CAT I

6.1

THR ELEV 6

CATEGORY	A	B
MIPS S-TACAN 08L	**340** -1100 332 (400-1.1/1.5)	
MIPS CIRCLING a	**510** -1.5 502 (600-1.5)	**510** -1.6 502 (600-1.6)

CHANGES: HELICOPTER MIMIMA REMOVED FROM SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

TACAN RWY 08L (CAT A-B) 57°05.57'N 009°50.95'E **AALBORG (EKYT)**

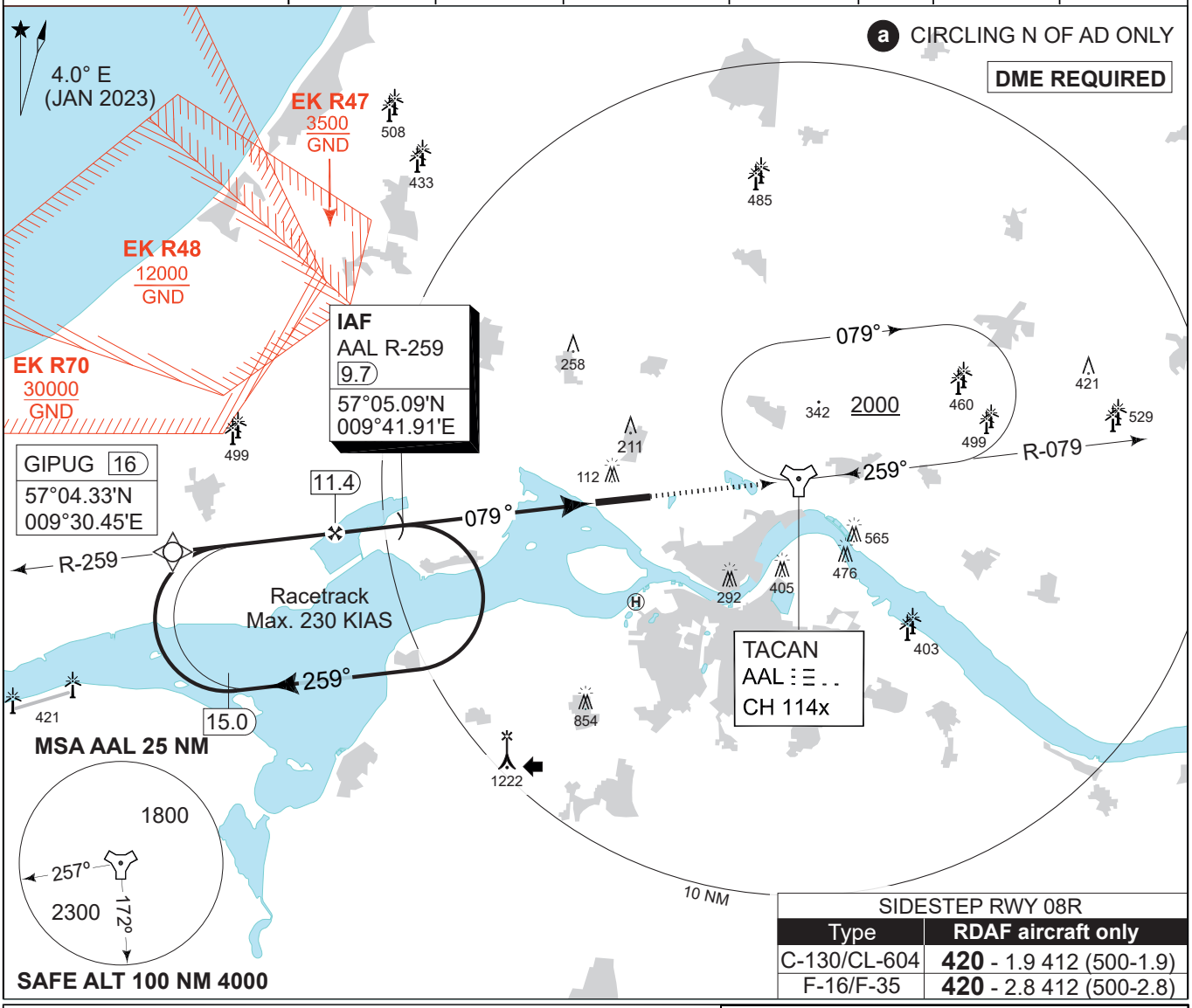
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 8

TACAN RWY 08L (CAT C-E)
AALBORG (EKYT)

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

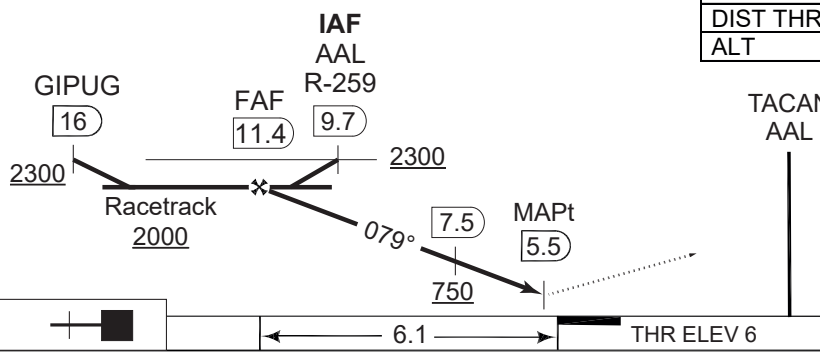
TACAN	APP COURSE	FAF ALT	DESCENT GR	MDA	THR	ALS length	LDA
AAL CH 114x	079°	2000 FT	318 FT/NM	**340**	6	470 M	8694 FT



SIDESTEP RWY 08R	
Type	**RDAF aircraft only**
C-130/CL-604	**420** - 1.9 412 (500-1.9)
F-16/F-35	**420** - 2.8 412 (500-2.8)

TA 3000

CDFA 3.0° / 5.24%					
DME AAL	11	10	9	8	7
DIST THR	5.7	4.7	3.7	2.7	1.7
ALT	1890	1570	1250	940	620



MISSED APPROACH
Climb on TACAN AAL R-259
to 2000 ft inbound AAL and hold.

CAT I

CATEGORY	C	D	E
MIPS S-TACAN 08L	**340** -1100 332 (400-1.1/1.5)		
MIPS CIRCLING a	**690** -2.4 682 (700-2.4)	**750** -3.6 742 (800-3.6)	**840** -3.6 832 (900-3.6)

CHANGES: EDITORIAL and AD ELEV, THR ELEV and ALL APPROACH TYPES CAT MDH CHG

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

TACAN RWY 08L (CAT C-E) 57°05.57'N 009°50.95'E **AALBORG (EKYT)**

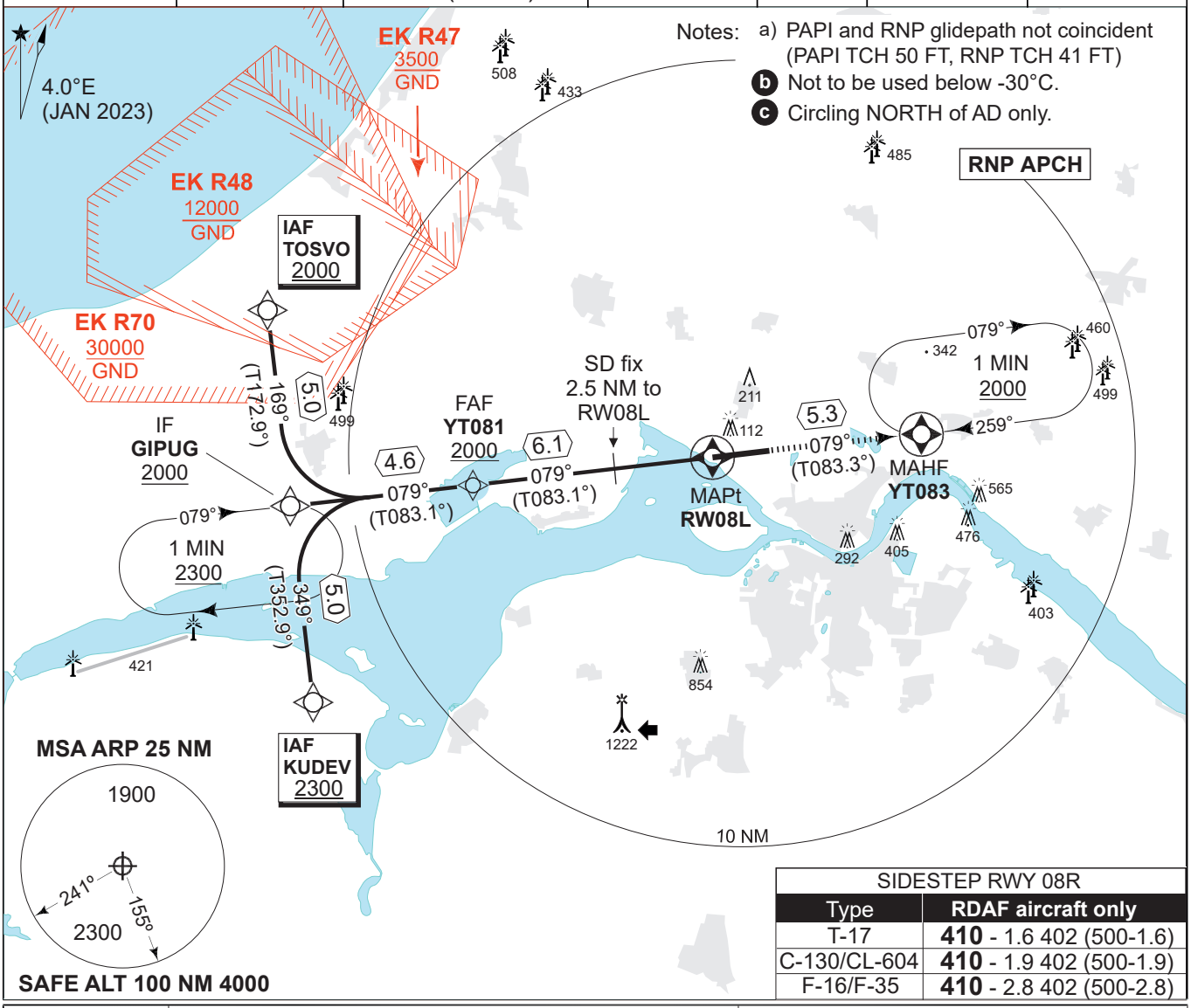
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 8

RNP RWY 08L
AALBORG (EKYT)

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

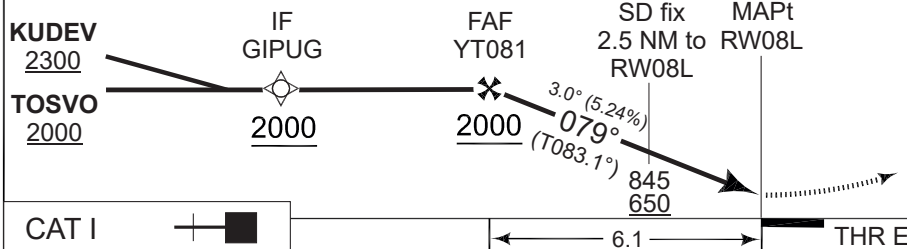
APP COURSE	FAF ALT	Descent GR	MINIMA	THR	ALS length	LDA
079º	2000 FT	3.0º (5.24%)	**See CAT**	6	470 M	8694 FT



SIDESTEP RWY 08R	
Type	**RDAF aircraft only**
T-17	**410** - 1.6 402 (500-1.6)
C-130/CL-604	**410** - 1.9 402 (500-1.9)
F-16/F-35	**410** - 2.8 402 (500-2.8)

TA 3000
GS 3.0°
TCH 41

CDFA 3.0° / 5.24%						
DIST TO RW08L	6	5	4	3	2	1
NOM. ALTITUDE	1960	1650	1330	1010	690	370



MISSED APPROACH
Climb on track to overfly YT083 and hold at 2000 ft.

CATEGORY	A	B	C	D	E
MIPS LNAV/VNAV (DA) b	**256** -800 250 (300-0.8/1.3)			**272** - 900 266 (300-0.9/1.3)	**290** - 900 284 (300-0.9/1.4)
MIPS LNAV (MDA)	**310** -1000 302 (400-1.0/1.4)		**330** -1100 322 (400-1.1/1.5)	**350** -1200 342 (400-1.2/1.6)	**360** -1200 352 (400-1.2/1.6)
MIPS CIRCLING c	**510** -1.5 502 (600-1.5)	**510** -1.6 502 (600-1.6)	**690** -2.4 682 (700-2.4)	**750** -3.6 742 (800-3.6)	**840** -3.6 832 (900-3.6)

CHANGES: HELICOPTER MINIMA REMOVED FROM SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

RNP RWY 08L

57°05.57'N
009°50.95'E

AALBORG (EKYT)

EKYT RNP RWY 08L waypoint coordinates:

RWY 08L from TOSVO (Initial LEFT) APPROACH RNP

		CODING	DISPLAY
TOSVO	IAF	57 09 16.80N 009 29 19.21E	57 09.280N 009 29.320E
GIPUG	IF	57 04 20.00N 009 30 27.00E	57 04.333N 009 30.450E
YT081	FAF	57 04 53.88N 009 38 54.12E	57 04.898N 009 38.902E
RW08L	MAPt	57 05 37.37N 009 50 00.30E	57 05.623N 009 50.005E
YT083	MAHF	57 06 13.39N 009 59 44.08E	57 06.223N 009 59.735E

RWY 08L from KUDEV (Initial RIGHT) APPROACH RNP

		CODING	DISPLAY
KUDEV	IAF	56 59 23.12N 009 31 34.48E	56 59.385N 009 31.575E
GIPUG	IF	57 04 20.00N 009 30 27.00E	57 04.333N 009 30.450E
YT081	FAF	57 04 53.88N 009 38 54.12E	57 04.898N 009 38.902E
RW08L	MAPt	57 05 37.37N 009 50 00.30E	57 05.623N 009 50.005E
YT083	MAHF	57 06 13.39N 009 59 44.08E	57 06.223N 009 59.735E

Threshold coordinates RWY 08L

	CODING	DISPLAY
RWY 08L	57 05 37.37N 009 50 00.30E	57 05.623N 009 50.005E

CHANGES: EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

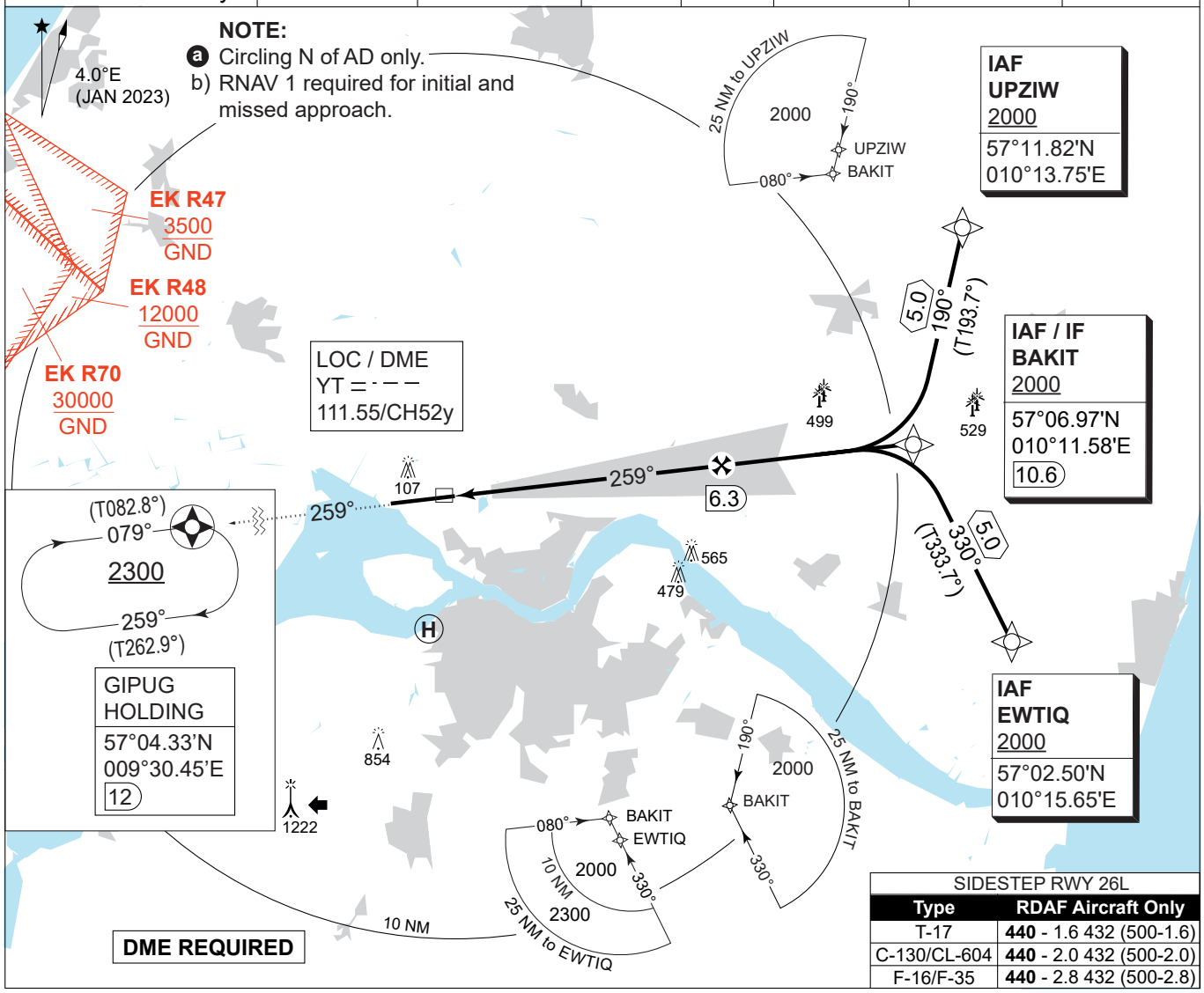
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 8

ILS or LOC RWY 26R
AALBORG (EKYT)

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

LOC/DME	APP COURSE	GS INCPT ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
YT 111.55/CH 52y	259°	2000 FT	3.00°	**208**	8	900 M	8694 FT

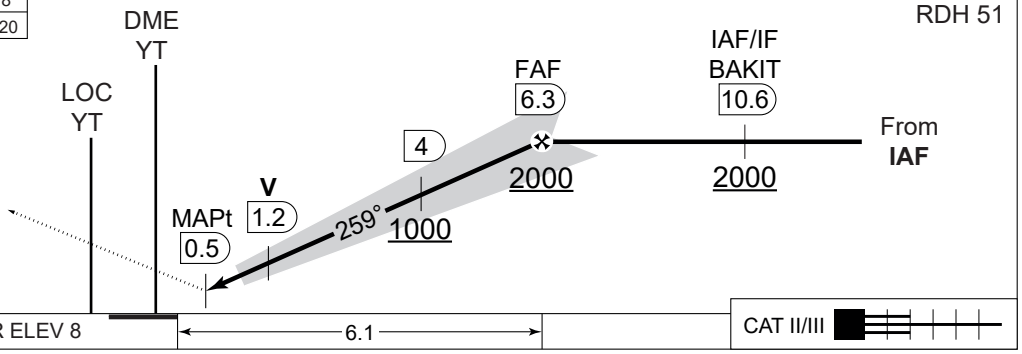


SIDESTEP RWY 26L	
Type	**RDAF Aircraft Only**
T-17	**440** - 1.6 432 (500-1.6)
C-130/CL-604	**440** - 2.0 432 (500-2.0)
F-16/F-35	**440** - 2.8 432 (500-2.8)

CDFA: 3.00° / 5.24%					
DME YT	2	3	4	5	6
DIST THR	1.8	2.8	3.8	4.8	5.8
AL T	640	960	1280	1600	1920

TA 3000
GS 3.00°
RDH 51

MISSED APPROACH:
Climb straight ahead to GIPUG and join the holding at 2300 FT.



	CATEGORY	A	B	C	D	E
MIPS	S-CAT I	**208** - 550 200 (200-0.8/1.2)				
	S-CAT II	**RA 101** (DA 108) - 350 100				N/A
	S-LOC 26R	**390** - 1100 382 (400-1.1/1.8)				
	CIRCLING a	**510** -1.5 502 (600-1.5)	**510** -1.6 502 (600-1.6)	**690** -2.4 682 (700-2.4)	**750** -3.6 742 (800-3.6)	**840** -3.6 832 (900-3.6)

CHANGES: HELICOPTER MIMIMA REMOVED FROM SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

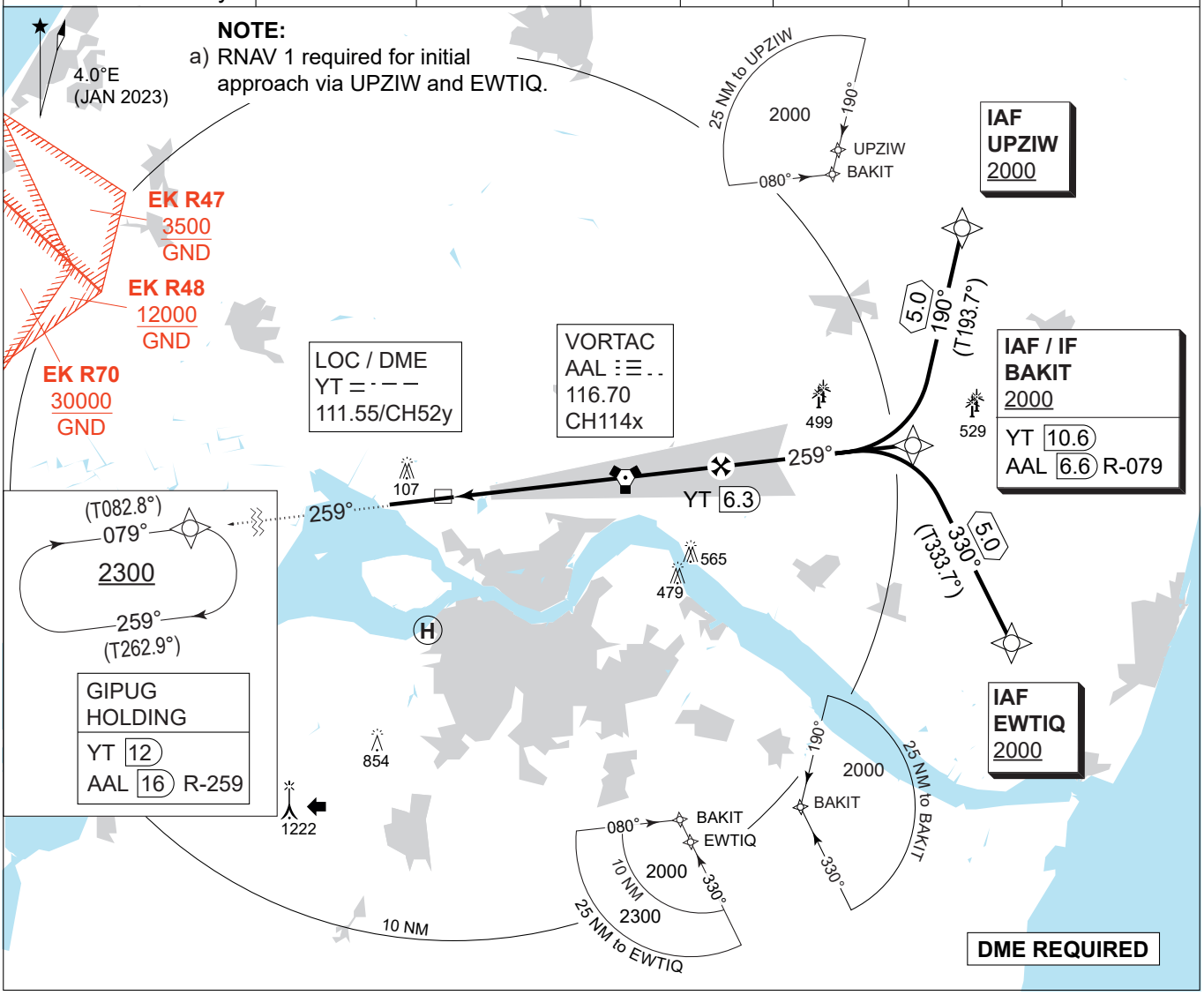
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 8

COPTER ILS or LOC RWY 26R
AALBORG (EKYT)

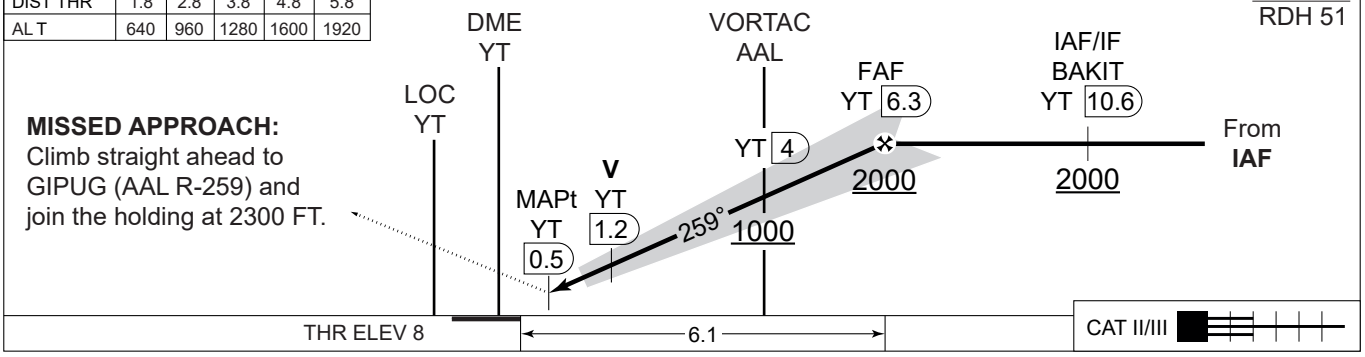
COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

LOC/DME	APP COURSE	GS INCPT ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
YT 111.55/CH 52y	259°	2000 FT	3.00°	**208**	8	900 M	8694 FT



CDFA: 3.00° / 5.24%					
DME YT	2	3	4	5	6
DIST THR	1.8	2.8	3.8	4.8	5.8
AL T	640	960	1280	1600	1920

TA 3000
GS 3.00°
RDH 51



MISSED APPROACH:
Climb straight ahead to GIPUG (AAL R-259) and join the holding at 2300 FT.

CATEGORY	H
H-CAT I	**208** - 400 200 (200-0.4/0.8)
H-CAT II	**RA 101** (DA 108) - 350 100
H-LOC 26R	**390** - 400 382 (400-0.4/0.8)

MIPS

CHANGES: SIDESTEP BOX REMOVED. "DME REQUIRED" BOX ADDED.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

COPTER ILS or LOC RWY 26R 57°05.57'N 009°50.95'E **AALBORG (EKYT)**

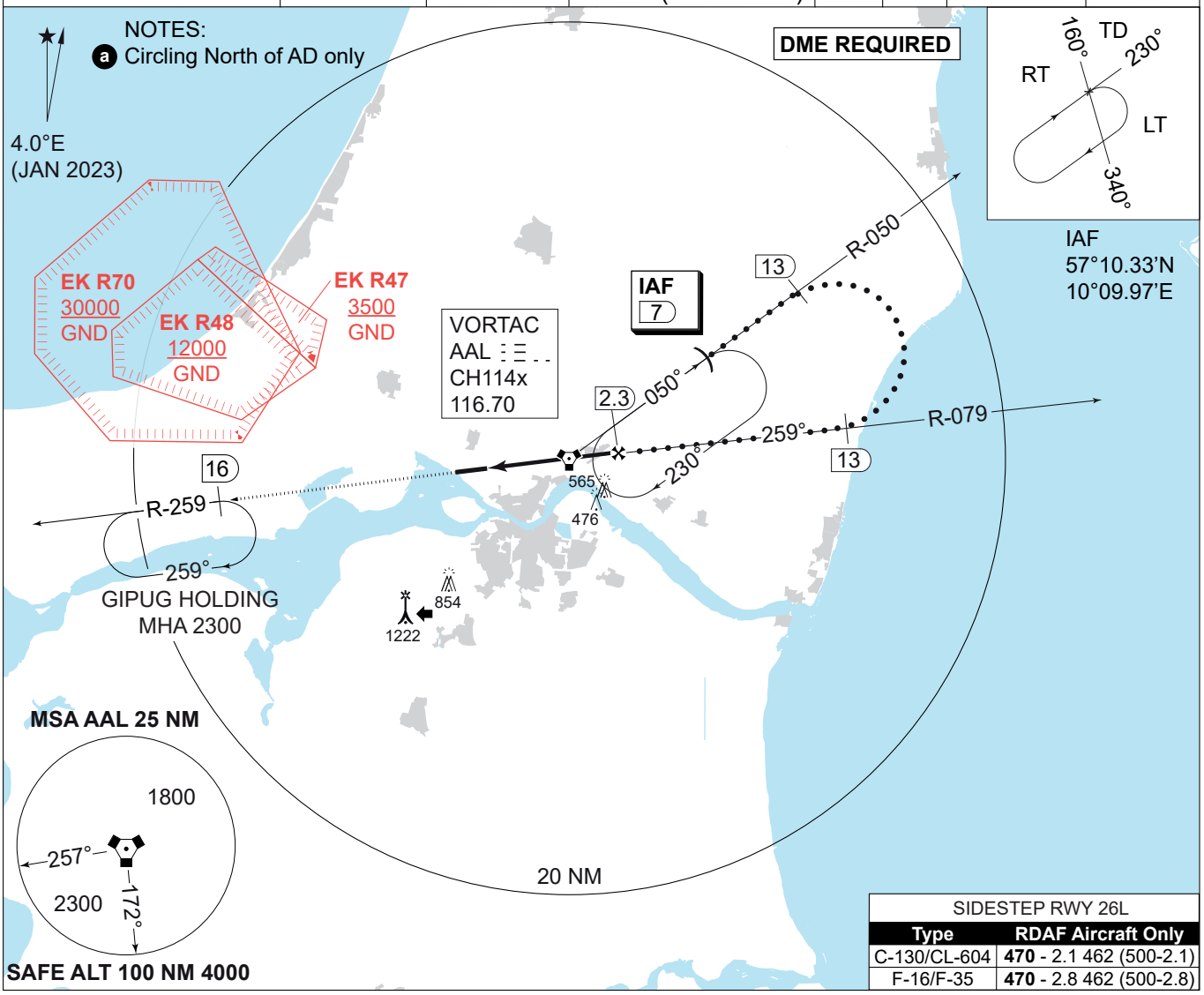
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 8

HPMA VORTAC RWY 26R
AALBORG (EKYT)

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

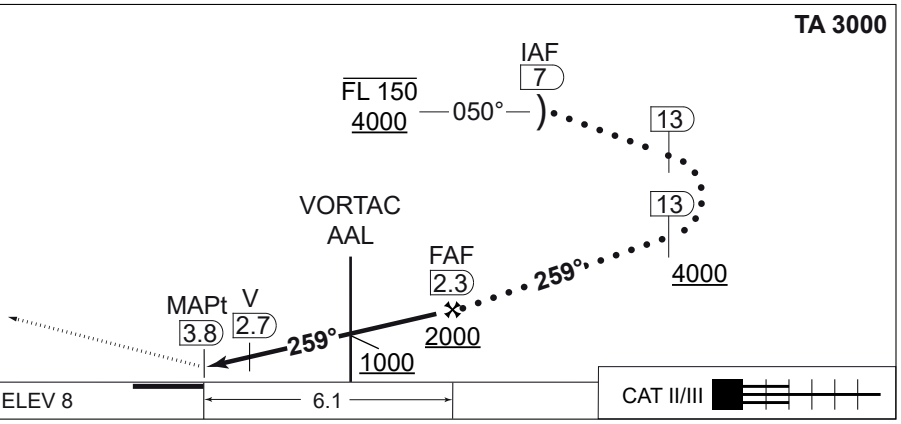
VORTAC	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR	ALS LENGTH	LDA
AAL 116.70/CH 114X	259°	2000 FT	5.24% (318 FT/NM)	**420**	8	900 M	8694 FT



SIDESTEP RWY 26L	
Type	**RDAF Aircraft Only**
C-130/CL-604	**470** - 2.1 462 (500-2.1)
F-16/F-35	**470** - 2.8 462 (500-2.8)

CDFA: 3.00° / 5.24%					
DME AAL	2	1	0	1	2
DIST THR	1.8	2.8	3.8	4.8	5.8
ALT	640	960	1280	1600	1920

MISSED APPROACH
Climb on AAL R-259 to DME 16. Join GIPUG holding at 2300 FT.



	CATEGORY	HPMA
MIPS	S-VORTAC 26R	**420** - 1200 412 (500-1.2/1.9)
MIPS	CIRCLING a	**560** - 3.2 552 (600-3.2)

CHANGES: PROCEDURE CHANGED FROM TERPS TO HPMA CRITERIA

AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

HPMA VORTAC RWY 26R

57°05.57'N
009°50.95'E

AALBORG (EKYT)

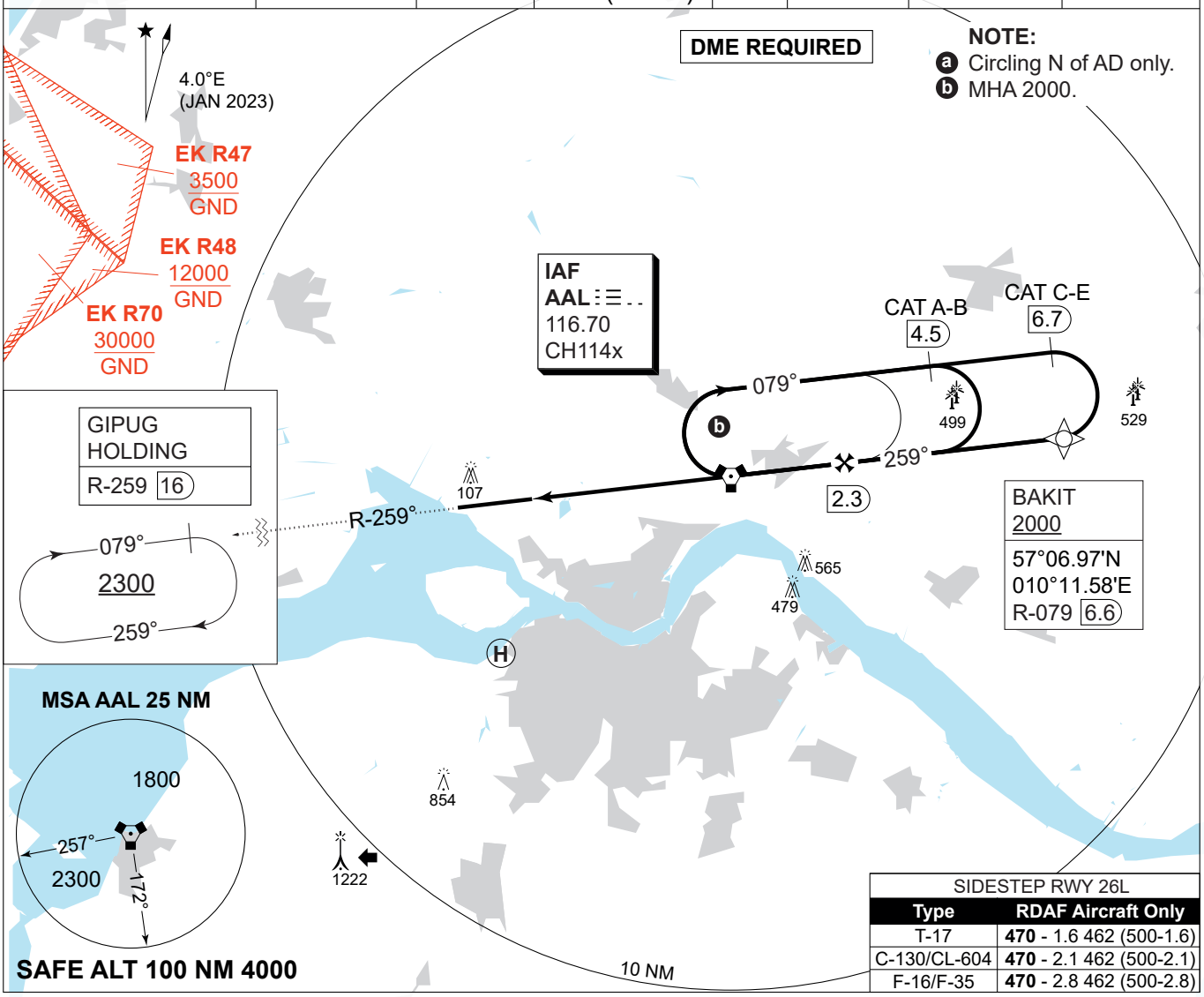
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 8

VORTAC RWY 26R
AALBORG (EKYT)

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

VORTAC	APP COURSE	FAF ALT	DESCENT GR.	MDA	THR ELEV	ALS LENGTH	LDA
AAL 116.70/CH 114x	259°	2000 FT	3.0° (5.24%)	**420**	8	900 M	8694 FT



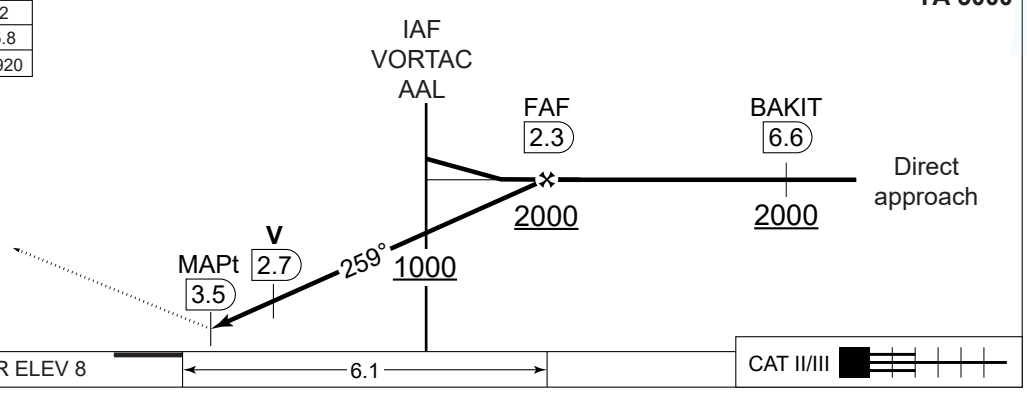
SIDESTEP RWY 26L	
Type	**RDAF Aircraft Only**
T-17	**470** - 1.6 462 (500-1.6)
C-130/CL-604	**470** - 2.1 462 (500-2.1)
F-16/F-35	**470** - 2.8 462 (500-2.8)

CDFA: 3.00° / 5.24%

DME AAL	2	1	0	1	2
DIST THR	1.8	2.8	3.8	4.8	5.8
AL T	640	960	1280	1600	1920

TA 3000

MISSED APPROACH:
Climb on AAL R-259 to DME 16. Join GIPUG holding at 2300 FT.



CATEGORY	A	B	C	D	E
VORTAC 26R	**420** - 1200 412 (500-1.2/1.9)				
CIRCLING a	**510** -1.5 502 (600-1.5)	**510** -1.6 502 (600-1.6)	**690** -2.4 682 (700-2.4)	**750** -3.6 742 (800-3.6)	**840** -3.6 832 (900-3.6)

CHANGES: THE TERM "DA" IN THE BRIEFING STRIP CORRECTED TO "MDA". HELICOPTER MIMIMA REMOVED FROM SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

VORTAC RWY 26R 57°05.57'N 009°50.95'E **AALBORG (EKYT)**

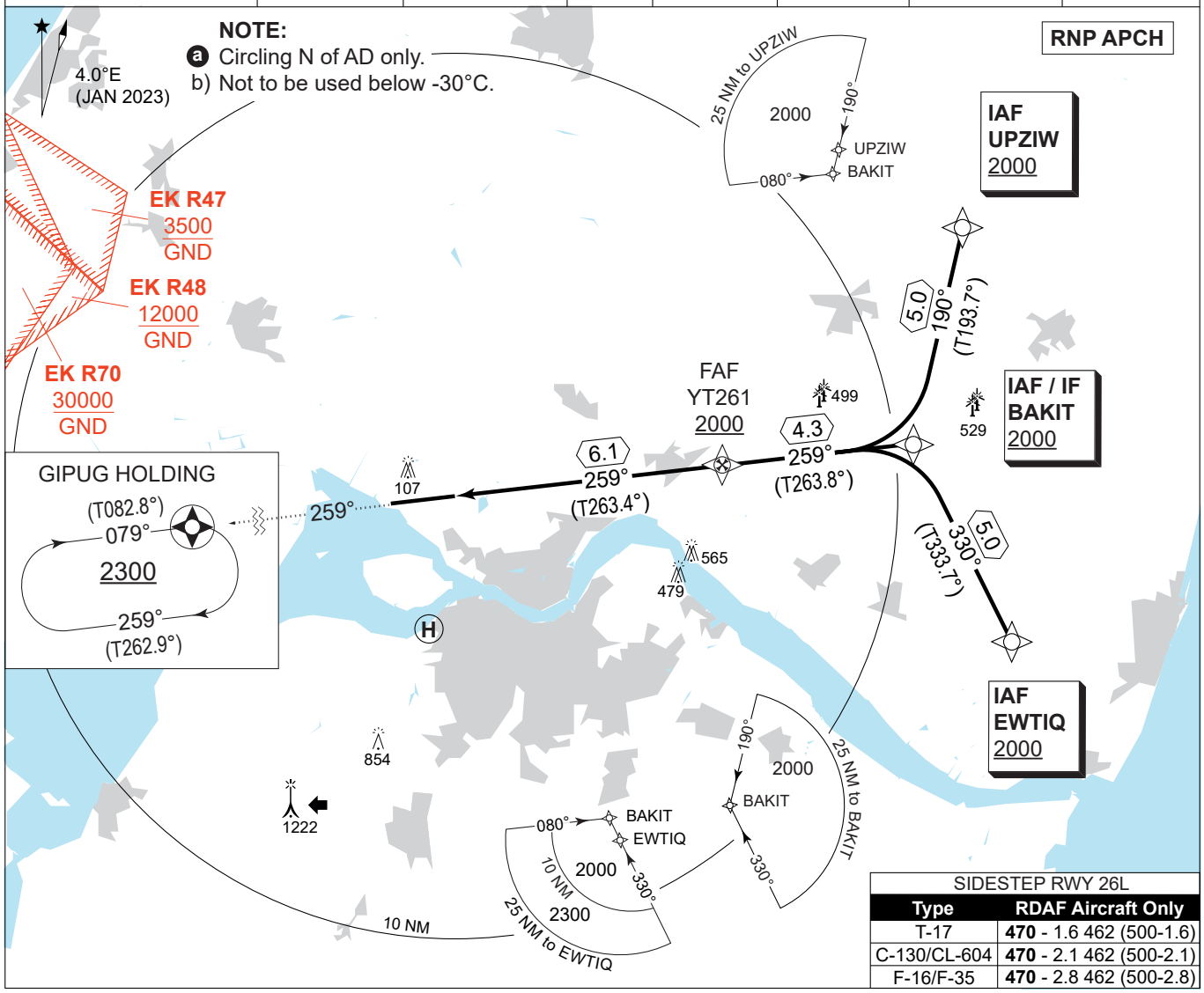
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 8

RNP RWY 26R
AALBORG (EKYT)

COPENHAGEN CONTROL	AALBORG ATIS	AALBORG APPROACH	AALBORG TOWER
242.650 124.555	120.480	362.450 123.980	353.525 118.305

EGNOS CHANNEL	APP COURSE	GS INCPT ALT	GS	DA	THR ELEV	ALS LENGTH	LDA
95396 / E26A	259°	2000 FT	3.00°	**See CAT**	8	900 M	8694 FT

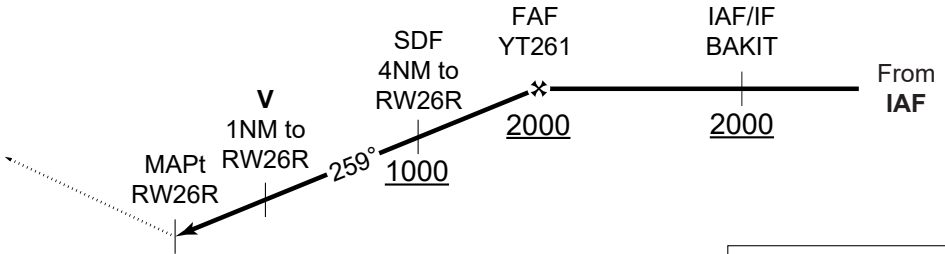


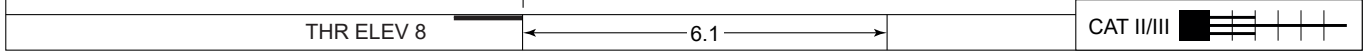
SIDESTEP RWY 26L	
Type	**RDAF Aircraft Only**
T-17	**470** - 1.6 462 (500-1.6)
C-130/CL-604	**470** - 2.1 462 (500-2.1)
F-16/F-35	**470** - 2.8 462 (500-2.8)

CDFA: 3.00° / 5.24%					
DIST THR	2	3	4	5	6
AL T	700	1020	1330	1650	1970

TA 3000
GS 3.00°
RDH 51

MISSED APPROACH:
Climb straight ahead to GIPUG and join the holding at 2300 FT.





MIPS	CATEGORY	A	B	C	D	E
	LPV	**258** - 600 250 (300-0.8/1.3)				
	LNAV/VNAV	**258** - 600 250 (300-0.8/1.3)		**268** - 600 260 (300-0.8/1.3)	**278** - 600 270 (300-0.8/1.3)	**288** - 600 280 (300-0.8/1.3)
	LNAV	**420** - 1200 412 (500-1.2/1.9)				
	CIRCLING a	**510** - 1.5 502 (600-1.5)	**510** - 1.6 502 (600-1.6)	**690** - 2.4 682 (700-2.4)	**750** - 3.6 742 (800-3.6)	**840** - 3.6 832 (900-3.6

CHANGES: HELICOPTER MIMIMA REMOVED FROM SIDESTEP BOX.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

RNP RWY 26R

57°05.57'N
009°50.95'E

AALBORG (EKYT)

EKYT RNP RWY 26R waypoint coordinates:

RWY 26R from EWTIQ (Initial LEFT) APPROACH RNP

		CODING	DISPLAY
EWTIQ	IAF	57 02 29.73N 010 15 38.92E	57 02.496N 010 15.649E
BAKIT	IF	57 06 58.00N 010 11 35.00E	57 06.967N 010 11.583E
YT261	FAF	57 06 29.64N 010 03 42.31E	57 06.494N 010 03.705E
RW26R	MAPt	57 05 47.43N 009 52 36.63E	57 05.790N 009 52.611E
GIPUG	MAHF	57 04 20.00N 009 30 27.00E	57 04.333N 009 30.450E

RWY 26R from UPZIW (Initial RIGHT) APPROACH RNP

		CODING	DISPLAY
UPZIW	IAF	57 11 48.90N 010 13 44.95E	57 11.815N 010 13.749E
BAKIT	IF	57 06 58.00N 010 11 35.00E	57 06.967N 010 11.583E
YT261	FAF	57 06 29.64N 010 03 42.31E	57 06.494N 010 03.705E
RW26R	MAPt	57 05 47.43N 009 52 36.63E	57 05.790N 009 52.611E
GIPUG	MAHF	57 04 20.00N 009 30 27.00E	57 04.333N 009 30.450E

Threshold coordinates RWY 26R

	CODING	DISPLAY
RWY 26R	57 05 47.43N 009 52 36.63E	57 05.790N 009 52.611E

CHANGES: NEW PROCEDURE.

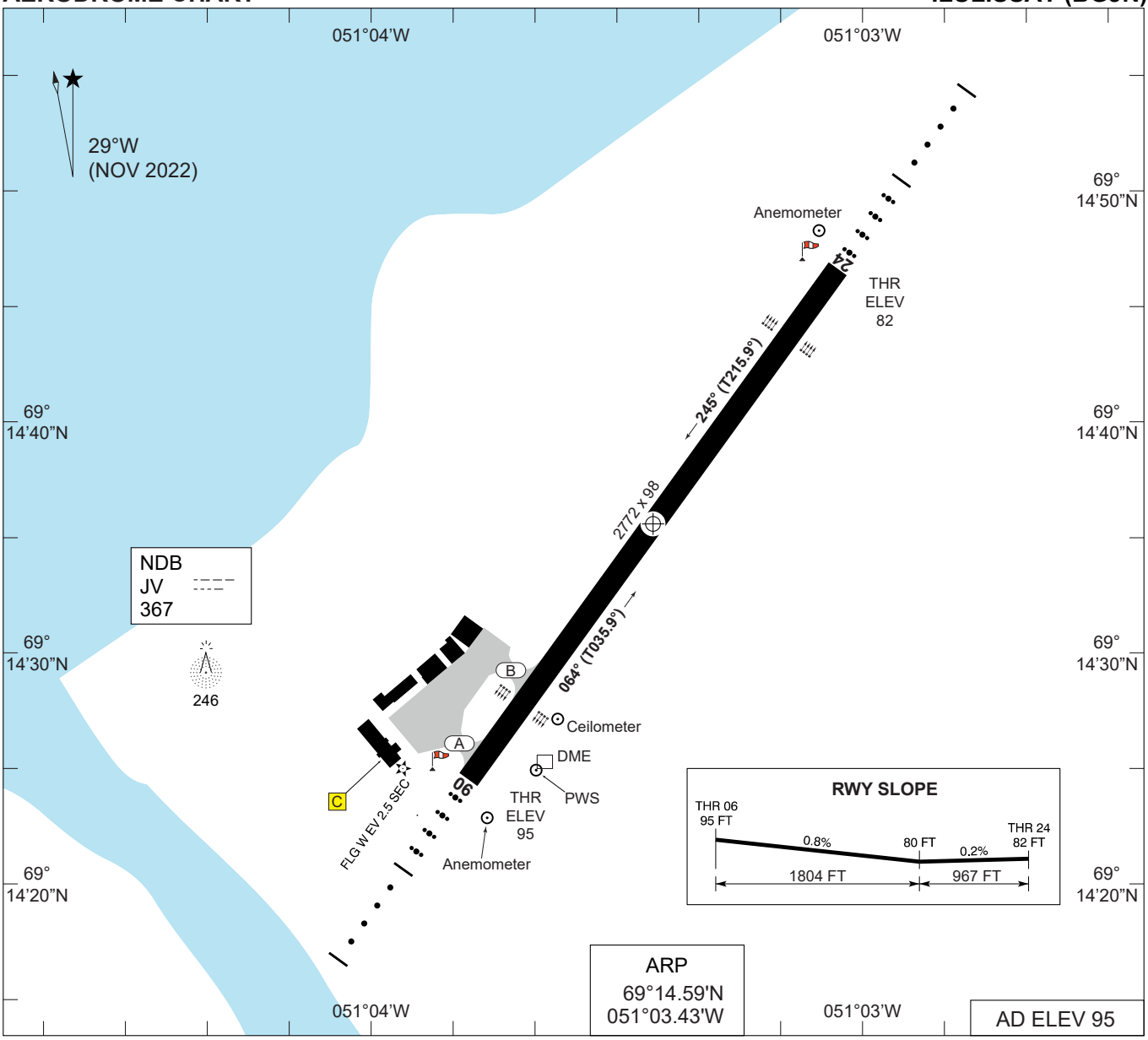
AIR COMMAND DENMARK - MIL AIM 03 OCT 2024

BGJN - ILULISSAT

Aerodrome information is available in AIP Greenland.

24. CHARTS RELATED TO BGJN

Aerodrome Chart
NDB W RWY 06
NDB B



RWY	PCN	TORA	ASDA	TORA	LDA		PAPI	ALS	THR ELEV	THR PSN
06	46	2772	2772	2772	2772		5.1°	SRC	95	69°14.41'N 051°03.80'W
24	46	2772	2772	2772	2772		5.6°	SRC	82	69°14.78'N 051°03.05'W

AD constructed after STOL concept.

Two-way radio communication with AFIS is required prior to engine startup, and AFIS frequency is to be monitored at all times when engines are running.

Arrival:
Visual Surface Segment (VSS) RWY 06 is penetrated by terrain approximately 0.5 NM SW of THR 06.

Standard Arrival Routes (STAR) have not been established.

IFR departure:
Standard Instrument Departure (SID) RWY 06:
Climb straight ahead to 800 FT, turn left heading 275° (T246°) and maintain this heading until passing 3000 FT, then continue climb.

Standard Instrument Departure (SID) RWY 24:
Climb straight ahead until passing 3000 FT, then continue climb. Minimum net. climb gradient 280 FT/NM (4.6%) to 3000 FT.

CHANGES: NEW CHART.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 95

NDB W RWY 06
ILULISSAT (BGJN)

ILULISSAT AFIS
119.100

NDB	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
JV 367	060° (T030.9°) ⓔ	1600	3.3° (5.7%)	**800**	95 FT	300 M	2772 FT

CAUTION:
a) Military procedure - RDAF aircraft only.
b) Procedure in airspace classified G.
c) Final descent not aligned with PAPI.

NOTE:
ⓓ Circling NW of AD only.
ⓔ Approach course offset 5° from RWY centreline.

29°W
(NOV 2022)

DME REQUIRED

IAF
JV
367
69°14.49'N
051°04.34'W

3200

072° (T043.0°)

252° (T223.0°)

DME
JA
111.95 CH 56y

1.5
3.0
4.5
9.5

421

264° (T235.6°)

060° (T030.9°)

10 NM

1710 2195 1690 2041 1549 1785 1290 1526 1090 1428

6000 5000 4000 3000 2000 1000

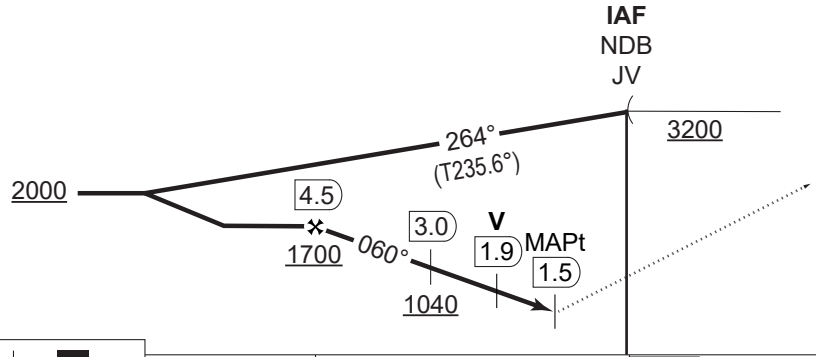
MSA JV 25 NM

003° (T334°) 3800
143° (T114°) 3300
223° (T194°) 2600

SAFE ALT 100 NM 9000

TA 6000

CDFA 3.3° / 5.7%		
DME JA	4	3
ALT	1530	1180



MISSED APPROACH
Climb straight ahead to JV NDB. Then on 045° (T016°) to 3200 FT. Turn LEFT direct JV NDB.

MIPS	CATEGORY	C
	NDB 06 (MACG 5%)	**800** - 2.4 705 (800-2.4/3.3)
	NDB 06 (MACG 2.5%)	**930** - 2.4 835 (900-2.4/3.8)
	CIRCLING ⓓ	**1190** - 2.4 1095 (1100-2.4)

CHANGES: NEW PROCEDURE.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

NDB W RWY 06

69°14.59'N
051°03.43'W

ILULISSAT (BGJN)

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 95

NDB B
ILULISSAT (BGJN)

ILULISSAT AFIS
119.100

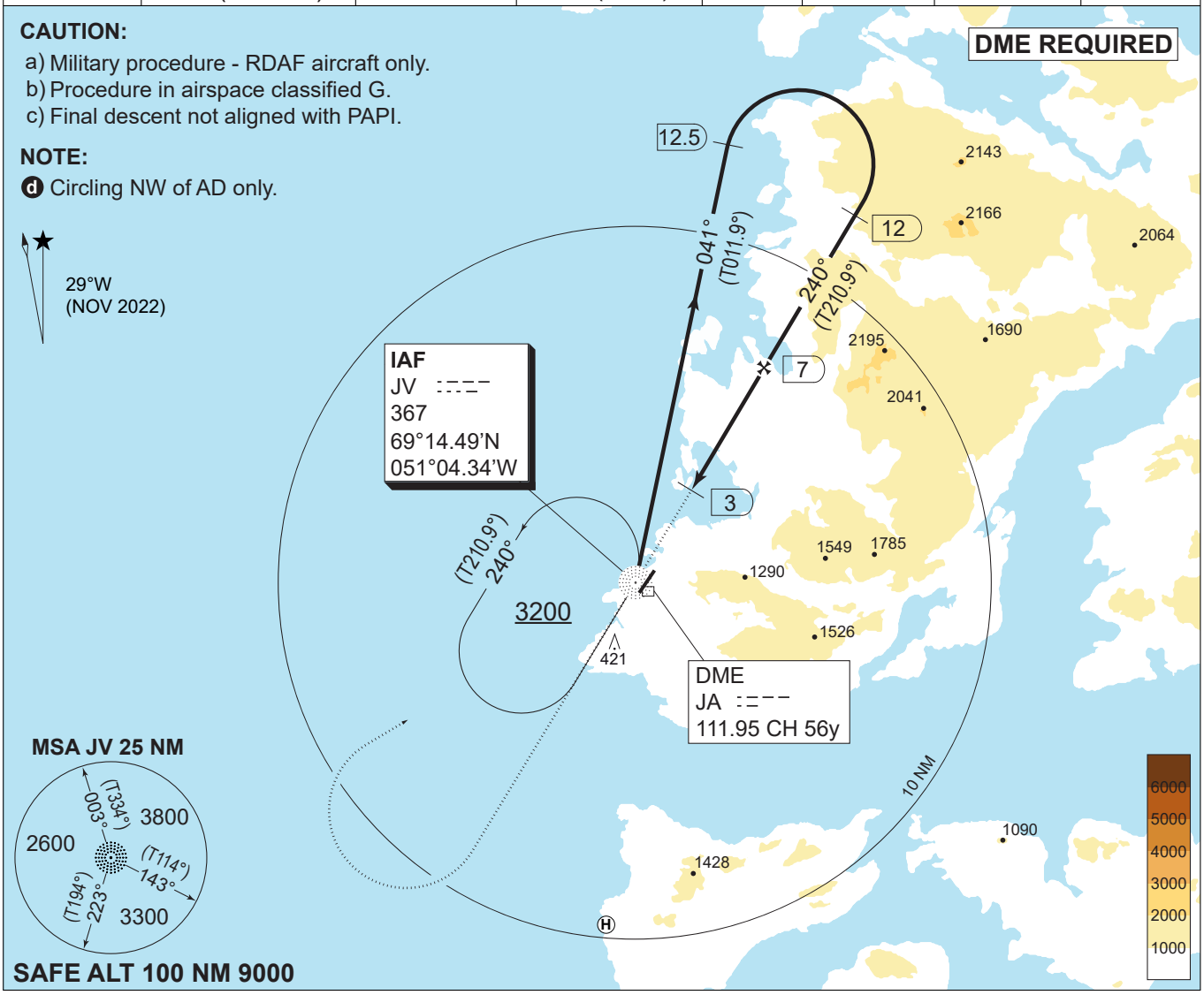
NDB	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
JV 367	240° (T210.9°)	2500	3.4° (5.9%)	**1190**	82	300 M	2772 FT

CAUTION:
a) Military procedure - RDAF aircraft only.
b) Procedure in airspace classified G.
c) Final descent not aligned with PAPI.

NOTE:
d Circling NW of AD only.

29°W
(NOV 2022)

DME REQUIRED

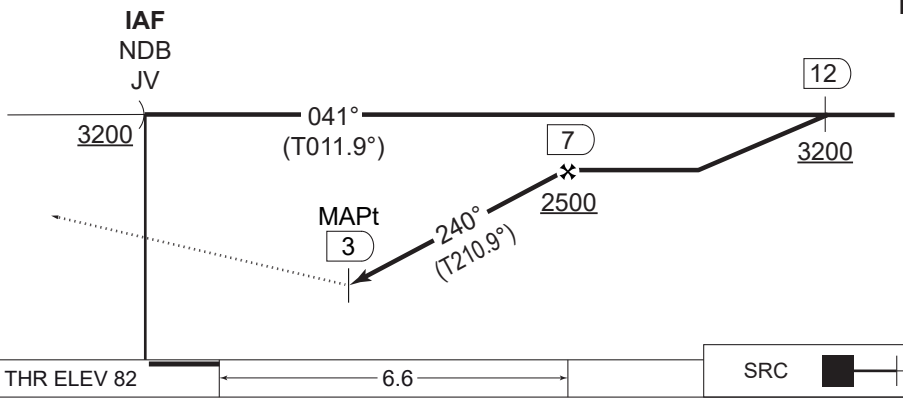


MSA JV 25 NM

SAFE ALT 100 NM 9000

CDFA 3.4° / 5.9%			
DME JA	4	5	6
ALT	1420	1780	2140

TA 6000



MISSED APPROACH
Climb straight ahead to JV NDB. Then on 240° (T211°) to 3200 FT. Turn RIGHT direct JV NDB.

CATEGORY	C
S-NDB	N/A (due to terrain)
CIRCLING d	**1190** - 2.4 1095 (1100-2.4)

CHANGES: NEW PROCEDURE.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

BGMV – MESTERSVIG – GREENLAND

1. AERODROME LOCATION INDICATOR AND NAME

BGMV – MESTERSVIG

2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	72°14' 00.00"N 023°55' 00.00"W Between apron and buildings
2	Direction and distance from (city)	NIL
3	Elevation/reference temperature	56 FT AMSL / not avbl
4	MAG VAR Annual change	16° W (JAN 2024) Decreasing 25' / 0.41°E
5	AD administration postal address telephone telefax telex E-MAIL	Joint Arctic Command Aalisartut Aqquttaa 47 Postbox 1072 3900 Nuuk Greenland +299 36 40 00 ako@mil.dk
6	Types of traffic permitted	IFR/VFR
7	Remarks	Military airport

3. OPERATIONAL HOURS

1	AD administration	On request
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS briefing office	NIL
5	ATS reporting office	Nuuk, FIC
6	MET briefing office	Nuuk, FIC (DMI)
7	ATS	NIL
8	Fuelling	Only military
9	Handling	Only military
10	Security	NIL
11	De-icing	NIL
12	Remarks	

4. HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Forklift available
2	Fuel/oil types	JET A1
3	Fuelling facilities/capacity	Limited capacity (barrel)
4	Oxygen	NIL
5	De-icing facilities	NIL
6	Hangar space for visiting aircraft	NIL
7	Repair facilities for visiting aircraft	NIL
8	Remarks	

5. PASSENGER FACILITIES

1	Hotels	See remarks
2	Restaurants	NIL
3	Transportation	NIL
4	Medical facilities	Only personal first aid
5	Bank and post office	NIL
6	Tourist office	NIL
7	Remarks	Primitive accommodations for emergencies

6. RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	NIL
2	Rescue equipment	NIL
3	Capability for removal of disabled aircraft	Towing by dozer
4	Remarks	

7. SEASONAL AVAILABILITY - CLEARING

1	Seasonal availability	Not during thaw period (military)
2	Clearance priorities	NIL
3	Remarks	

8. APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron surface and strength	Gravel
2	Taxiway width, surface and strength	Gravel
3	ACL location and elevation	Not established
4	VOR/INS checkpoints	NIL
5	Remarks	

9. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKING

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft signs	NIL
2	RWY and TWY markings and LGT	Markers/ no light
3	Stop bars	NIL
4	Remarks	

10. AERODROME OBSTACLES

Obst ID	OBST type	Coord	HGT/ELEV (FT)		OBST LGT		Markings	RMK
			GND	MSL	Type	HR		
Antenna 1	UNLIT_ANT	72°13'58.44"N 023°55'36.18"W	66	107	UNK		UNK	
Antenna 2	UNLIT_ANT	72°13'58.68"N 023°55'42.24"W	66	107	UNK		UNK	
Antenna 3	UNLIT_ANT	72°14'00.60"N 023°55'43.38"W	66	107	UNK		UNK	
Antenna 4	UNLIT_ANT	72°14'0.84"N 023°55'47.58"W	66	107	UNK		UNK	
Antenna 5	UNLIT_ANT	72°14'00.84"N 023°55'36.30"W	66	107	UNK		UNK	NDB antenna
Antenna 6	UNLIT_ANT	72°14'00.12"N 23°55'37.44"W	66	107	UNK		UNK	
Antenna 7	UNLIT_ANT	72°13'58.14"N 023°55'00.78"W	99	132	UNK		UNK	
Antenna 8	UNLIT_ANT	72°13'56.76"N 023°55'02.34"W	99	132	UNK		UNK	
Antenna 9	UNLIT_ANT	72°13'55.44"N 023°55'03.48"W	99	132	UNK		UNK	
Antenna 10	UNLIT_ANT	72°13'53.58"N 023°54'55.32"W	99	132	UNK		UNK	
Antenna 11	UNLIT_ANT	72°13'52.92"N 023°54'49.92"W	99	132	UNK		UNK	
Antenna 12	UNLIT_ANT	72°13'54.18"N 023°54'48.18"W	99	128	UNK		UNK	
Antenna 13	UNLIT_ANT	72°13'55.98"N 023°54'45.90"W	99	128	UNK		UNK	
Antenna 14	UNLIT_ANT	72°13'54.54"N 023°54'42.12"W	99	128	UNK		UNK	
Enkeltst. mast	UNLIT_ANT	72°13'56.94"N 023°54'43.02"W	23	50	UNK		UNK	
Wind sock	UNLIT_POLE	72°14'01.44"N 023°54'41.46"W	20	73	UNK		UNK	
TWR	UNLIT_BLDG	72°14'03.06"N 023°55'17.94"W	33	112	UNK		UNK	

11. METEOROLOGICAL INFORMATION PROVIDED

Meteorological information can be obtained from Central Forecasting Office (DMI Nord) Nuuk and BGMV

12. RUNWAY PHYSICAL CHARACTERISTICS

RWY designator	TRUE BRG	Dimension of RWY	Strength and surface of RWY and SWY	THR coordinates	THR elevation / TDZ elevation
1	2	3	4	5	6
13	111.22°T 127°M	5906 x 148 FT	Gravel	72°14'25.78"N 023°57'26.89"W	56 FT Not avbl
31	291.26°T 307°M			72°14'04.74"N 023°54'29.52"W	30 FT Not avbl

	Slope of RWY-SWY	SWY dimensions	CWY dimensions	Strip dimensions	OFZ	Remarks
	7	8	9	10	11	12
13 31	Less than 1%	NIL	NIL	NIL	NIL	See below *)

*) Available runway length is 5906 FT (1800 m). The terrain off the runway ends is not suitable as safety areas (ditches and rocks). Undershooting or overrunning the runway may cause substantial damage to the aircraft. Any operator requirements for safety zones must be applied in accordance with company rules and contained within the available runway length.

13. DECLARED DISTANCES

RWY Designator	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	Remarks
1	2	3	4	5	6
13	5906	5906	5906	5906	
31	5906	5906	5906	5906	

14. APPROACH AND RUNWAY LIGHTING

RWY	APP LGT	THR	PAPI	TDZ LGT	RWY CL	RWY EDGE	RWY END	OVRN	Rem.
13	No lights								
31									

15. OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location characteristics and hours of operation	On tower, only on request
2	LDI indication and LGT Anemometer location and LGT	On tower
3	TWY edge and centreline lighting	NIL
4	Secondary power supply switch-over time	NIL
5	Remarks	

16. HELICOPTER LANDING AREA

NIL

17. AIR TRAFFIC SERVICES AIRSPACE

1	Designation and lateral limits	NIL
2	Vertical limits	NIL
3	Airspace classification	G
4	ATS unit call sign Language(s)	MESTERSVIG RADIO EN, DA
5	Transition altitude	11.000 FT
6	Remarks	

18. AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
RADIO	MESTERSVIG	118.100 MHz 4050 KHz	On request On request	4000FT/25NM

19. RADIO NAVIGATION AND LANDING AIDS

Type of aid Cat of ILS/MLS (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Remarks
1	2	3	4	5	7
NDB	MV	396 KHz	O/R	72°14'01.18"N 023°55'37.33"W	

20. LOCAL TRAFFIC REGULATIONS

NIL

21. NOISE ABATEMENT PROCEDURES

NIL

22. FLIGHT PROCEDURES

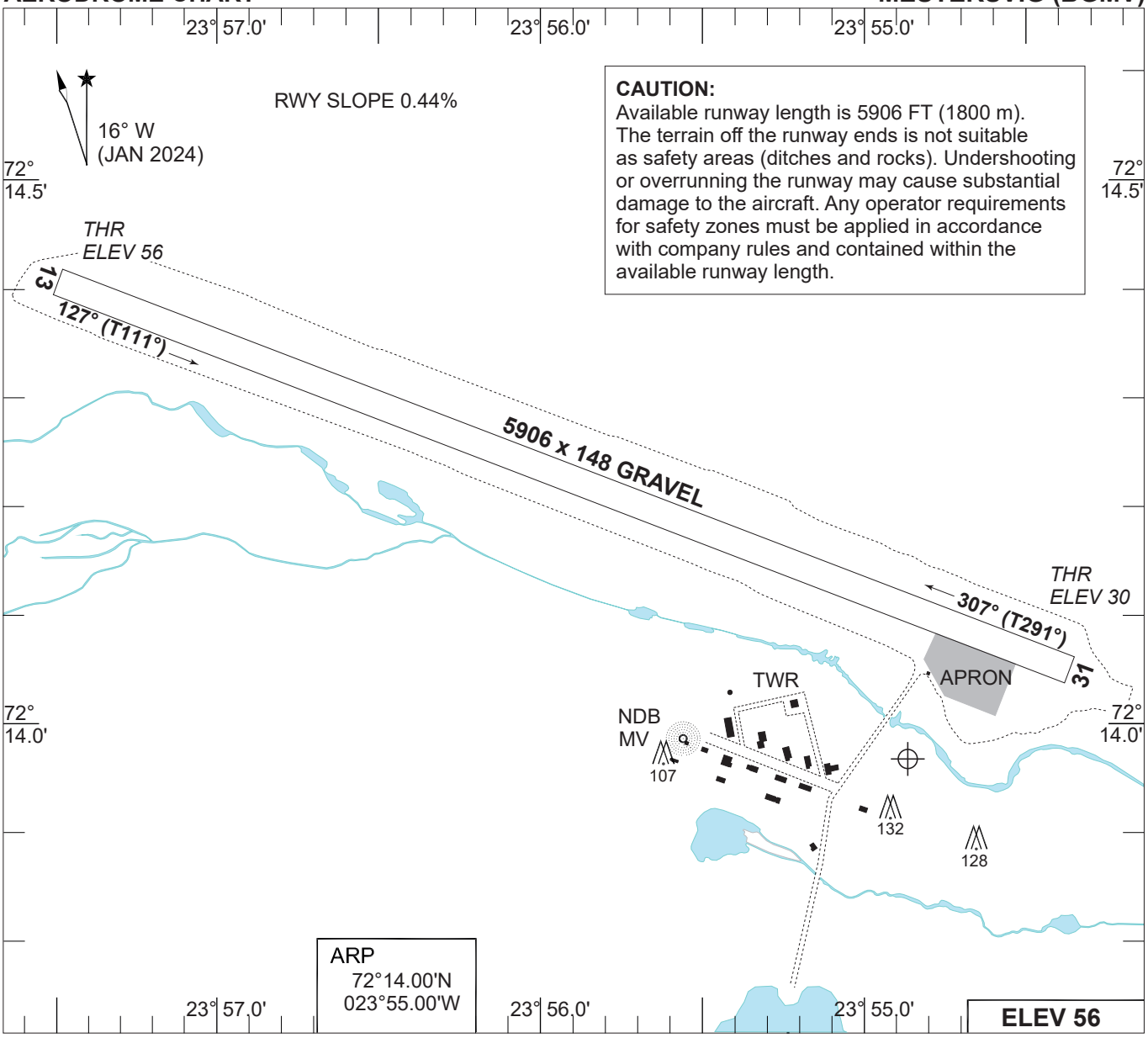
NIL

23. ADDITIONAL INFORMATION

NIL

24. CHARTS RELATED TO BGMV

AERODROME CHART
RNP RWY 31



RWY	PCN	DECLARED DISTANCES				THR ELEV	RWY LIGHTING						ALS	THR PSN
		TORA	TODA	ASDA	LDA		THR	PAPI	TDZ	CL	EDGE	END		
13	Gravel	5906	5906	5906	5906	56							N/A	72°14.430'N 023°57.448'W
31	Gravel	5906	5906	5906	5906	30							N/A	72°14.079'N 023°54.492'W

COM:
Mestersvig 118.1 MHz, alternative 4050 KHz.
Satcom. 00 871 761601450 alternative 00 871 762215335.
Satfax. 00 871 761282914 alternative 00 871 762215337.

NAV:
NDB MV 396 KHz (O/R).

GENERAL INFORMATION:
Aerodrome avbl. PPR. Always check conditions and availability before flight.
Approved for day operations only (RDAF: H24. NVG required for night ops).
Unusable during periods of thaw.
Winter OPS: Available runway length and width may be reduced. Side markings may be up to 12 ft high.
Hangar space not available.
Deicing not available.
Limited refuelling available from 200 liter barrels.
Limited accomodation available.

OPERATIONS:
Taxi procedures: Caution during turns - wheels may dig in! Crews are advised to bring a tow bar.
Take off RWY 31: Right turn after departure.
Take off RWY 13: Straight ahead.

CHANGES: MAG VAR, BEARINGS.

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

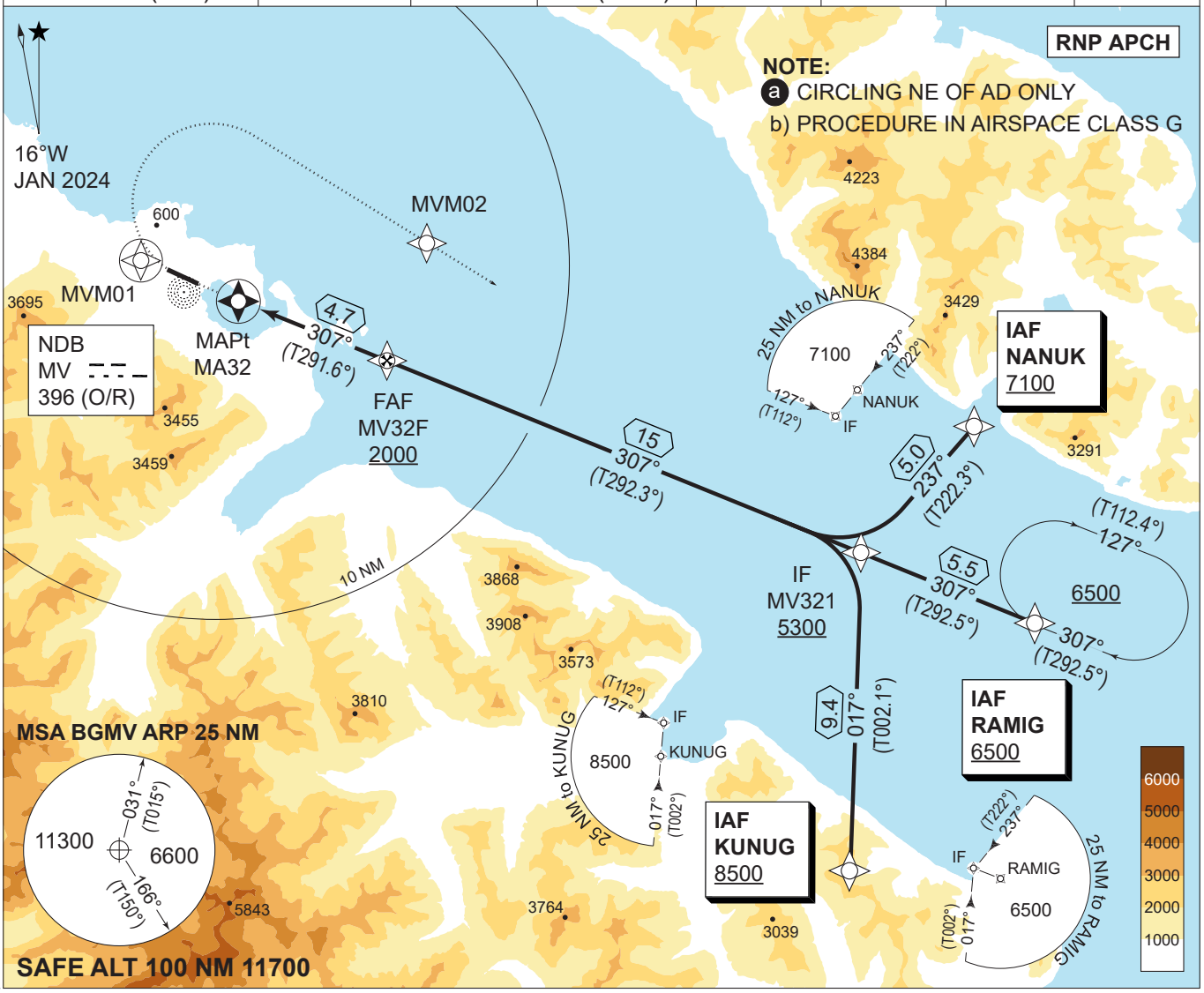
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 56

RNP RWY 31
MESTERSVIG (BGMV)

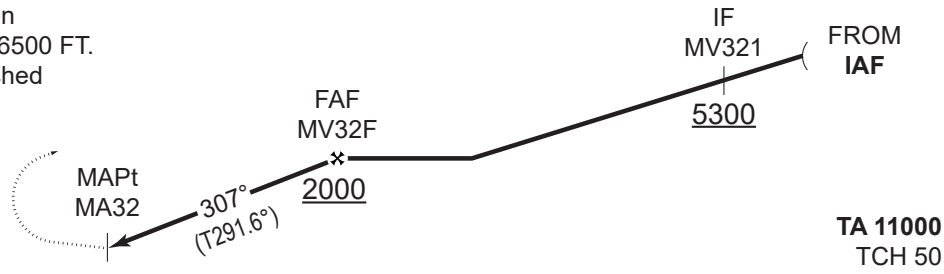
NUUK INFORMATION	MESTERSVIG
121.300 MHz 5526/8945/10042 KHz	118.100 MHz 4050 KHz

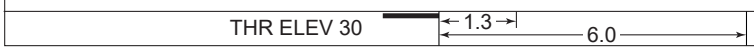
NDB	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS	LDA
MV 396 (O/R)	307°	2000 FT	3° (5.2%)	**640**	30	N/A	5906 FT



MISSED APPROACH
Climb on track 307° (T292°) to 800 FT or MVM01, whichever is first, turn right and continue climb inbound MVM02 then RAMIG to join holding at minimum 6500 FT. Speed max. 200 KIAS until established inbound MVM02.

CDFA 3.0° / 5.24%				
DIST MA32	1	2	3	4
DIST THR	2.3	3.3	4.3	5.3
ALT	820	1140	1450	1770





	CATEGORY	A	B	C	D
MIPS	LNAV (MACG 4.0%)	**640** - 1.5 610 (600-2.8)		**640** - 2.4 610 (600-2.8)	
MIPS	LNAV (MACG 2.5%)	**800** - 1.5 770 (800-2.8)		**800** - 2.4 770 (800-2.8)	
MIPS	CIRCLING a	**900** - 1.5 844 (900-1.5)	**1060** - 1.6 1004 (1100-1.6)	**1380** - 2.4 1324 (1400-2.4)	**1380** - 3.6 1324 (1400-3.6)

CHANGES: MAG VAR, CHART NAME, BEARINGS, MINIMA, SDF REMOVED, MISSED APP. SPEED RESTRICTION AND CLIMB GRADIENT ADDED, MSA.

AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

BGMV RNP RWY 31 waypoint coordinates:

RWY 31 from KUNUG (Initial LEFT) RNP APPROACH

		CODING	DISPLAY
KUNUG	IAF	71 56 57.16N 022 52 05.89W	71 56.953N 022 52.098W
MV321	IF	72 06 18.62N 022 50 59.04W	72 06.310N 022 50.984W
MV32F	FAF	72 11 53.14N 023 36 11.13W	72 11.886N 023 36.186W
MA32	MAPt	72 13 36.51N 023 50 32.36W	72 13.609N 023 50.539W
MVM01	MATF	72 14 43.67N 023 59 58.10W	72 14.728N 023 59.968W
MVM02	MATF	72 15 23.00N 023 32 37.00W	72 15.383N 023 32.617W

RWY 31 from NANUK (Initial RIGHT) RNP APPROACH

		CODING	DISPLAY
NANUK	IAF	72 09 59.99N 022 40 05.01W	72 10.000N 022 40.084W
MV321	IF	72 06 18.62N 022 50 59.04W	72 06.310N 022 50.984W
MV32F	FAF	72 11 53.14N 023 36 11.13W	72 11.886N 023 36.186W
MA32	MAPt	72 13 36.51N 023 50 32.36W	72 13.609N 023 50.539W
MVM01	MATF	72 14 43.67N 023 59 58.10W	72 14.728N 023 59.968W
MVM02	MATF	72 15 23.00N 023 32 37.00W	72 15.383N 023 32.617W

RWY 31 from RAMIG (Initial CENTER) RNP APPROACH

		CODING	DISPLAY
RAMIG	IAF	72 04 13.35N 022 34 31.51W	72 04.223N 022 34.525W
MV321	IF	72 06 18.62N 022 50 59.04W	72 06.310N 022 50.984W
MV32F	FAF	72 11 53.14N 023 36 11.13W	72 11.886N 023 36.186W
MA32	MAPt	72 13 36.51N 023 50 32.36W	72 13.609N 023 50.539W
MVM01	MATF	72 14 43.67N 023 59 58.10W	72 14.728N 023 59.968W
MVM02	MATF	72 15 23.00N 023 32 37.00W	72 15.383N 023 32.617W

Threshold coordinates

RWY 31	72 14 04.74N 023 54 29.52W	72 14.079N 023 54.492W

		Published Altitude	HAA	OAT at Mestersvig											
				0	-4	-8	-12	-16	-20	-24	-28	-32	-36	-40	-44
				Corrected altitude											
FIX	NANUK	7100	7044	7500	7610	7730	7850	7980	8100	8240	8370	8520	8660	8820	8970
	RAMIG	6500	6444	6860	6970	7080	7190	7300	7420	7540	7660	7790	7930	8070	8210
	KUNUG	8500	8444	8980	9120	9260	9400	9550	9710	9870	10040	10210	10380	10570	10760
	MV321	5300	5244	5600	5680	5770	5860	5950	6040	6140	6240	6350	6460	6570	6680
	MV32F	2000	1944	2110	2140	2170	2210	2240	2280	2310	2350	2390	2430	2470	2510
DIST	4 NM	1770	1714	1870	1900	1920	1950	1980	2010	2040	2080	2110	2150	2180	2220
	3 NM	1450	1394	1530	1550	1580	1600	1620	1650	1670	1700	1730	1760	1790	1820
	2 NM	1140	1084	1200	1220	1240	1260	1280	1300	1310	1340	1360	1380	1400	1430
	1 NM	820	764	870	880	890	900	920	930	940	960	970	990	1010	1020
MDA		640	584	680	690	700	710	720	730	740	750	760	770	780	800
CIRC	CAT D	1380	1324	1460	1480	1500	1520	1540	1570	1590	1620	1640	1670	1700	1730
	CAT C	1380	1324	1460	1480	1500	1520	1540	1570	1590	1620	1640	1670	1700	1730
	CAT B	1060	1004	1120	1140	1150	1170	1190	1200	1220	1240	1260	1280	1300	1320
	CAT A	900	844	950	960	980	990	1010	1020	1040	1050	1070	1090	1100	1120

CHANGES: EDITORIAL, DISPLAY COORDINATES ADDED, ALTITUDES.

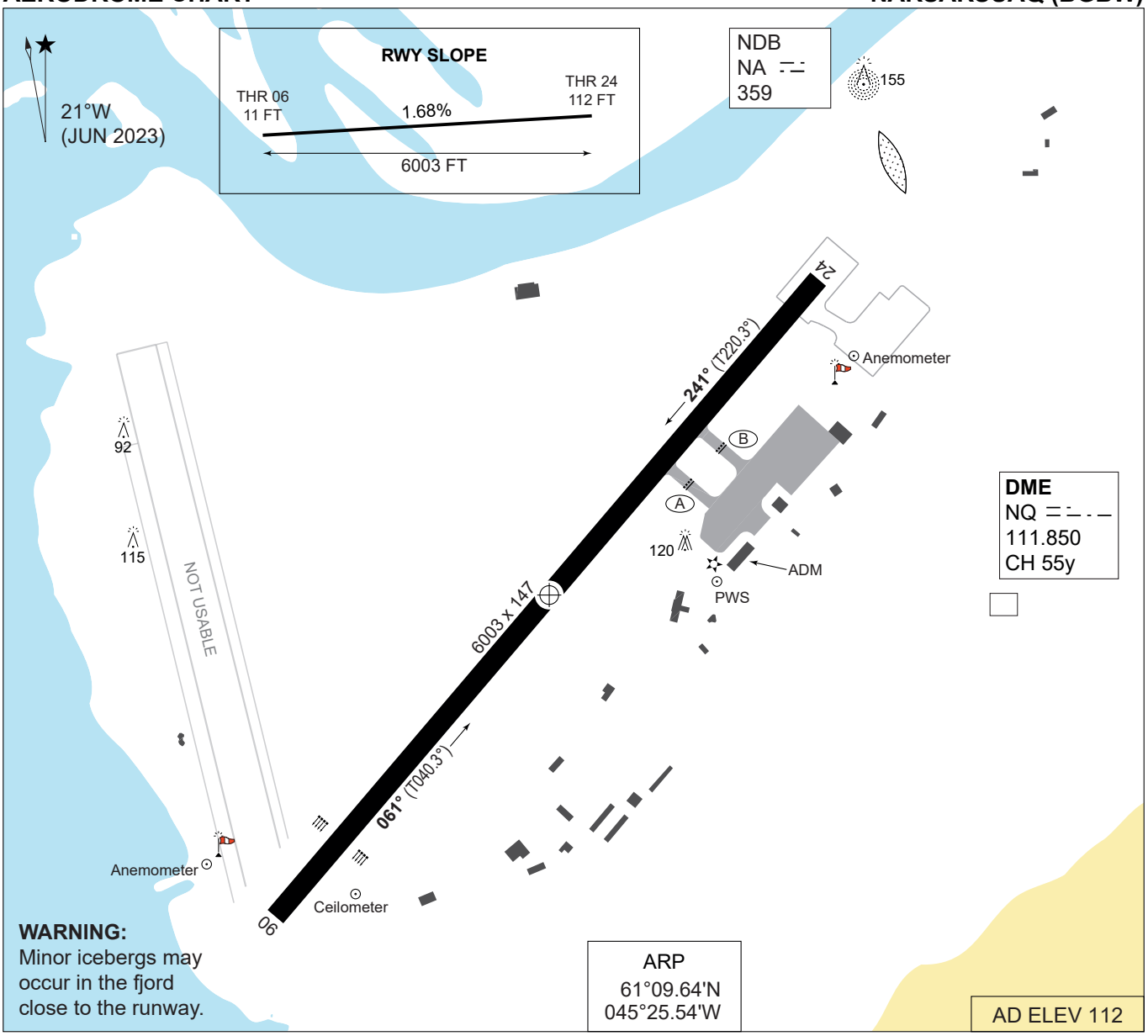
AIR COMMAND DENMARK - MIL AIM 28 DEC 2023

BGBW - NARSARSUAQ

Aerodrome information is available in AIP Greenland.

24. CHARTS RELATED TO BGBW

Aerodrome Chart
RNP X RWY 06



RWY	PCN	TORA	ASDA	TORA	LDA		PAPI	ALS	THR ELEV	THR PSN
06	43	6003	6003	6003	6003		3.5°	NONE	11	61°09.26'N 045°26.21'W
24	43	6003	6003	6003	6003		N/A	NONE	112	61°10.02'N 045°24.89'W

NARSARSUAQ AFIS: 119.100 MHZ

Two-way radio communication with AFIS is required prior to engine startup, and AFIS frequency is to be monitored at all times when engines are running.

Arrival:
Standard Arrival Routes (STAR) have not been established.

IFR departure:
Standard Instrument Departure (SID) RWY 24 available.

CHANGES: NEW CHART.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

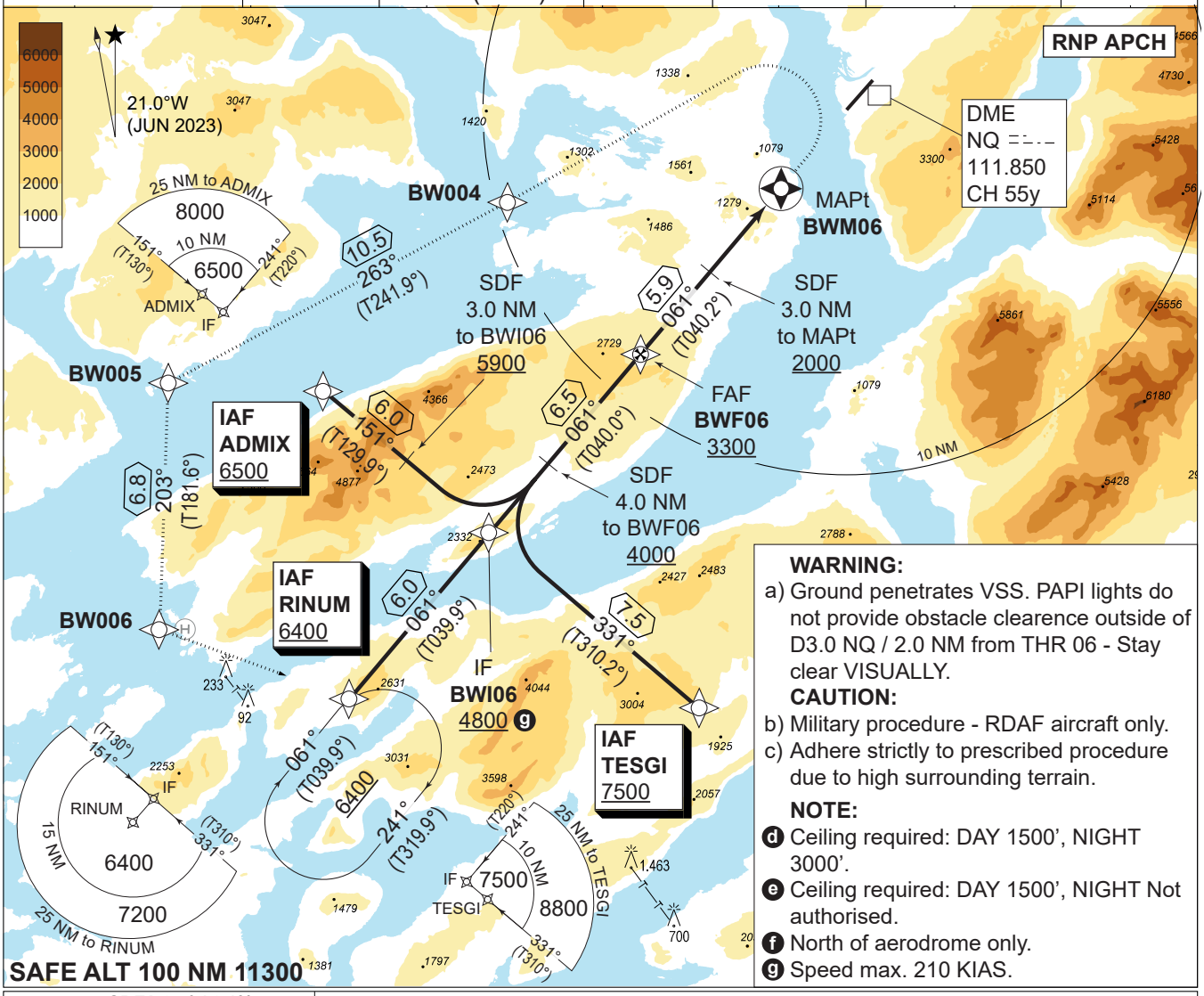
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 112 FT

RNP X RWY 06
NARSARSUAQ (BGBW)

NARSARSUAQ AFIS
119.100

APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
061°M / 040°T	3300	3.5° (6.1%)	**1800**	11	NO LIGHTS	6003 FT



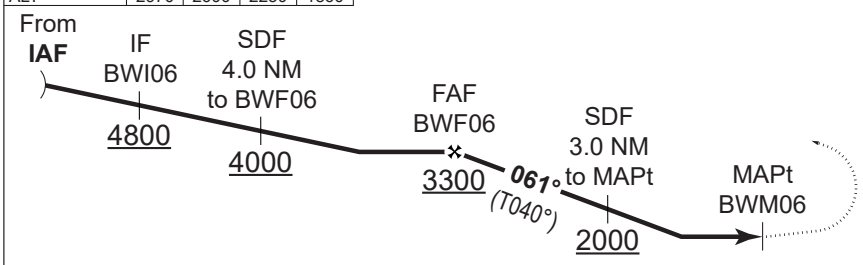
WARNING:
a) Ground penetrates VSS. PAPI lights do not provide obstacle clearance outside of D3.0 NQ / 2.0 NM from THR 06 - Stay clear VISUALLY.

CAUTION:
b) Military procedure - RDAF aircraft only.
c) Adhere strictly to prescribed procedure due to high surrounding terrain.

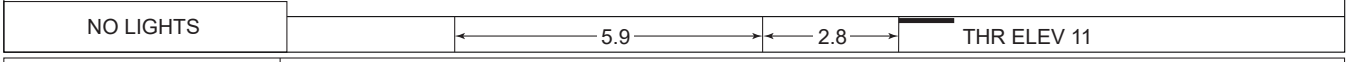
NOTE:
d Ceiling required: DAY 1500', NIGHT 3000'.
e Ceiling required: DAY 1500', NIGHT Not authorised.
f North of aerodrome only.
g Speed max. 210 KIAS.

CDFA 3.5° / 6.1%				
DIST BWM06	5	4	3	2
DME NQ	8.7	7.7	6.7	5.7
ALT	2970	2600	2230	1860

TA 9000
TCH 50



MISSED APPROACH
Left climbing turn direct BW004 (max. 170 KIAS until established inbound BW004), then to BW005 - BW006 - RINUM to hold at 6400 FT.



CATEGORY	C
LNAV d	**1800** - 6.0 1789 (1700-6.0)
CIRCLING e f	**3500** - 6.0 3388 (3400-6.0)

MIPS

CHANGES: PROCEDURE NAME UPDATED FROM Y OT X.

AIR COMMAND DENMARK - MIL AIM 12 JUN 2025

BGBW RNP RWY 06 waypoint coordinates:

RWY 06 from ADMIX (Initial LEFT) RNP APPROACH

		CODING	DISPLAY
ADMIX	IAF	61 01 33.86N 045 55 46.90W	61 01.564N 045 55.782W
BWI06	IF	60 57 43.08N 045 46 20.32W	60 57.718N 045 46.339W
BWF06	FAF	61 02 37.75N 045 37 48.97W	61 02.629N 045 37.816W
BWM06	MAPt	61 07 07.14N 045 29 58.35W	61 07.119N 045 29.973W
BW004	MATF	61 06 42.95N 045 45 24.96W	61 06.716N 045 45.416W
BW005	MATF	61 01 44.32N 046 04 30.41W	61 01.739N 046 04.507W
BW006	MATF	60 55 00.34N 046 04 53.25W	60 55.006N 046 04.888W
RINUM	MAHF	60 53 07.95N 045 54 14.57W	60 53.133N 045 54.243W

RWY 06 from RINUM (Initial STRAIGHT) RNP APPROACH

		CODING	DISPLAY
RINUM	IAF	60 53 07.95N 045 54 14.57W	60 53.133N 045 54.243W
BWI06	IF	60 57 43.08N 045 46 20.32W	60 57.718N 045 46.339W
BWF06	FAF	61 02 37.75N 045 37 48.97W	61 02.629N 045 37.816W
BWM06	MAPt	61 07 07.14N 045 29 58.35W	61 07.119N 045 29.973W
BW004	MATF	61 06 42.95N 045 45 24.96W	61 06.716N 045 45.416W
BW005	MATF	61 01 44.32N 046 04 30.41W	61 01.739N 046 04.507W
BW006	MATF	60 55 00.34N 046 04 53.25W	60 55.006N 046 04.888W
RINUM	MAHF	60 53 07.95N 045 54 14.57W	60 53.133N 045 54.243W

RWY 06 from TESGI (Initial RIGHT) RNP APPROACH

		CODING	DISPLAY
TESGI	IAF	60 52 53.66N 045 34 35.27W	60 52.894N 045 34.588W
BWI06	IF	60 57 43.08N 045 46 20.32W	60 57.718N 045 46.339W
BWF06	FAF	61 02 37.75N 045 37 48.97W	61 02.629N 045 37.816W
BWM06	MAPt	61 07 07.14N 045 29 58.35W	61 07.119N 045 29.973W
BW004	MATF	61 06 42.95N 045 45 24.96W	61 06.716N 045 45.416W
BW005	MATF	61 01 44.32N 046 04 30.41W	61 01.739N 046 04.507W
BW006	MATF	60 55 00.34N 046 04 53.25W	60 55.006N 046 04.888W
RINUM	MAHF	60 53 07.95N 045 54 14.57W	60 53.133N 045 54.243W

CHANGES: PAGE ADDED.

AIR COMMAND DENMARK - MIL AIM 15 MAY 2025

BGNO – STATION NORD - GREENLAND

1. AERODROME LOCATION INDICATOR AND NAME

BGNO – STATION NORD

2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	81°36.54'N 16°40.63'W 40 meters S of THR RWY 21
2	Direction and distance from (city)	N/A
3	Elevation/reference temperature	61 FT AMSL / not avbl
4	MAG VAR/annual change	12.44° W (JUL 2022) / 0.65° E per year
5	AD administration postal address Telephone Telefax Telex E-MAIL	Joint Arctic Command Aalisartut Aqquttaa 47 Postbox 1072 3900 Nuuk Greenland +299 36 40 00 ako@mil.dk
6	Types of traffic permitted	IFR/VFR
7	Remarks	

3. OPERATIONAL HOURS

1	AD administration	MON - THU 0730-1400 FRI 0730-1200
2	Customs and immigration	Constable Point, BGCP
3	Health and sanitation	N/A
4	AIS briefing office	N/A
5	ATS reporting office	As AD administration
6	MET briefing office	None
7	ATS	None
8	Fuelling	N/A
9	Handling	N/A
10	Security	N/A
11	De-icing	Not avbl
12	Remarks	PPR 72 HR

4. HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel/oil types	JP-8
3	Fuelling facilities/capacity	Limited
4	Oxygen	NIL
5	De-icing facilities	NIL
6	Hangar space for visiting aircraft	NIL
7	Repair facilities for visiting aircraft	NIL
8	Remarks	

5. PASSENGER FACILITIES

1	Hotels	NIL
2	Restaurants	NIL
3	Transportation	NIL
4	Medical facilities	NIL
5	Bank and post office	NIL
6	Tourist office	NIL
7	Remarks	

6. RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 3 (6) (Ref AD 1-2-1)
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	Towing by dozer
4	Remarks	

7. SEASONAL AVAILABILITY - CLEARING

1	Seasonal availability	All seasons, limited MAY, JUN, SEP
2	Clearance priorities	NIL
3	Remarks	

8. APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron surface and strength	GRAVEL
2	Taxiway width, surface and strength	GRAVEL
3	ACL location and elevation	NIL
4	VOR/INS checkpoints	NIL
5	Remarks	

9. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKING

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft signs	NIL
2	RWY and TWY markings and LGT	NIL
3	Stop bars	NIL
4	Remarks	

10. AERODROME OBSTACLES

Obst.ID	Obst.Type	Coordinates		Elev.(FT MSL)	Obst.LGT	RMK
01	Antenna group	81 36 44.80N	16 39 25.15W	160	UNK	
02	Antenna group	81 36 11.80N	16 39 49.93W	167	UNK	
03	Antenna	81 36 09.96N	16 38 33.49W	376	UNK	NO NDB
04	Antenna group	81 36 03.46N	16 38 56.97W	160	UNK	

11. METEOROLOGICAL INFORMATION PROVIDED

Meteorological information can be obtained from Central Forecasting Office (DMI Nord) Nuuk and BGNO.

12. RUNWAY PHYSICAL CHARACTERISTICS

RWY designator	Directions	Dimension of RWY	Strength and surface of RWY and SWY	THR coordinates	THR elevation
1	2	3	4	5	6
01	002.0°T 014.4°M	5984 X 180 ft*	Gravel	81°35.582'N 016°40.90'W	61 ft
19	182.0°T 194.4°M			81°36.562'N 016°40.666'W	38 ft

*RWY width can be reduced depending on snow clearance

RWY	Slope of RWY-SWY	SWY dimensions	CWY dimensions	Strip dimensions	OFZ	Remarks
	7	8	9	10	11	12
01	Less than 1%	NIL	NIL	NIL	NIL	
19						

13. DECLARED DISTANCES

RWY Designator	TORA (ft)	TODA (ft)	ASDA (ft)	LDA (ft)	Remarks
1	2	3	4	5	6
01	5984	5984	5984	5984	
19	5984	5984	5984	5984	

14. APPROACH AND RUNWAY LIGHTING

RWY	APP LGT	THR	PAPI	TDZ LGT	RWY CL	RWY EDGE	RWY END	OVRN	Rem.
01						X	X		
19	SRC	YES	X			X	X		

15. OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location characteristics and hours of operation	NIL
2	LDI indication and LGT Anemometer location and LGT	NIL
3	TWY edge and centreline lighting	NIL
4	Secondary power supply switch-over time	NIL
5	Remarks	

16. HELICOPTER LANDING AREA

NIL

17. ATS AIRSPACE

1	Designation and lateral limits	NIL
2	Vertical limits	NIL
3	Airspace classification	G
4	ATS unit call sign Language(s)	STATION NORD RADIO EN, DA
5	Transition altitude	11.000 FT
6	Remarks	

18. ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
RADIO	STATION NORD	118.100 267.300	H 24 On request	4000FT/25NM

19. RADIO NAVIGATION AND LANDING AIDS

Type of aid Cat of ILS/MLS (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna co-ordinates	Remarks
1	2	3	4	5	7
NDB	NO	404KHz	HO	81 36 09.96N 016 38 33.49W	
DME	NOR	111,7MHz	HO	81 36 44.52N 016 39 23.82W	

20. LOCAL TRAFFIC REGULATIONS

NIL

21. NOISE ABATEMENT PROCEDURES

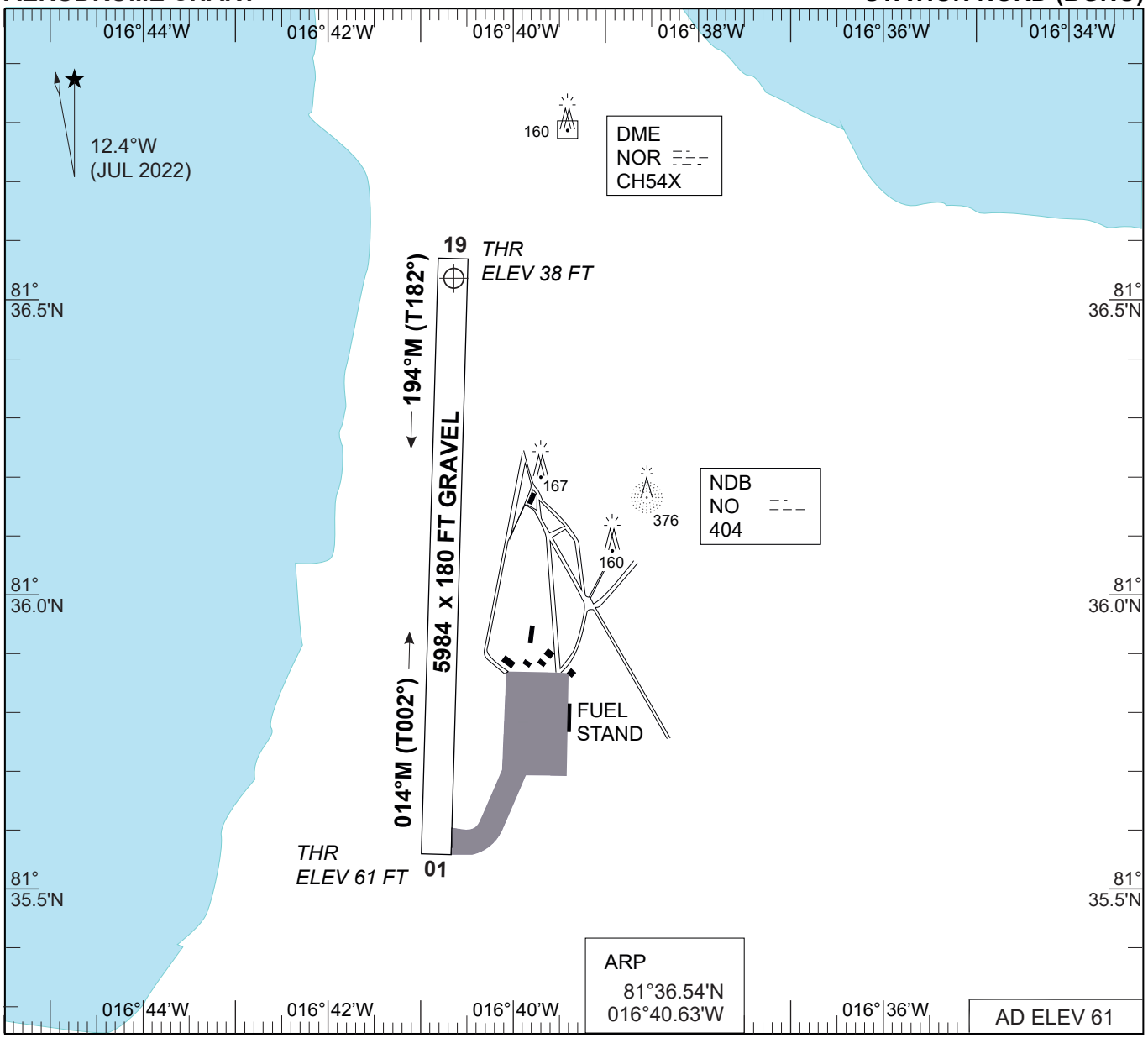
NIL.

22. FLIGHT PROCEDURES

NIL.

24. CHARTS RELATED TO BGNO

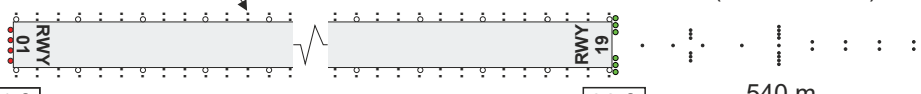
AERODROME CHART
NDB RWY 01
RNP RWY 01
NDB RWY 19
RNP RWY 19



Yellow day markings (sticks) or flags spaced at 50 m

White RWY edge lights spaced at 150 m for night operations (IR optional).

Green THR. Red, end of RWY.



RWY	LCN	TORA	ASDA	TODA	LDA	AEED	ASI	ALS	THR ELEV	THR PSN
01		5984	5984	5984	5984				61	81°35.58'N 016°40.90'W
19		5984	5984	5984	5984			SRC	38	81°36.56'N 016°40.66'W

MIPS	CIRCLING MINIMA		
A	B	C	D
470 -1.5 409 (500-1.5)	**570** -1.6 509 (600-1.6)	**840** -2.4 779 (800-2.4)	**850** -3.6 789 (800-3.6)

NOTE:
CIRCLING WEST OF AD ONLY

CHANGES: DME LOCATION, EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 05 OCT 2023

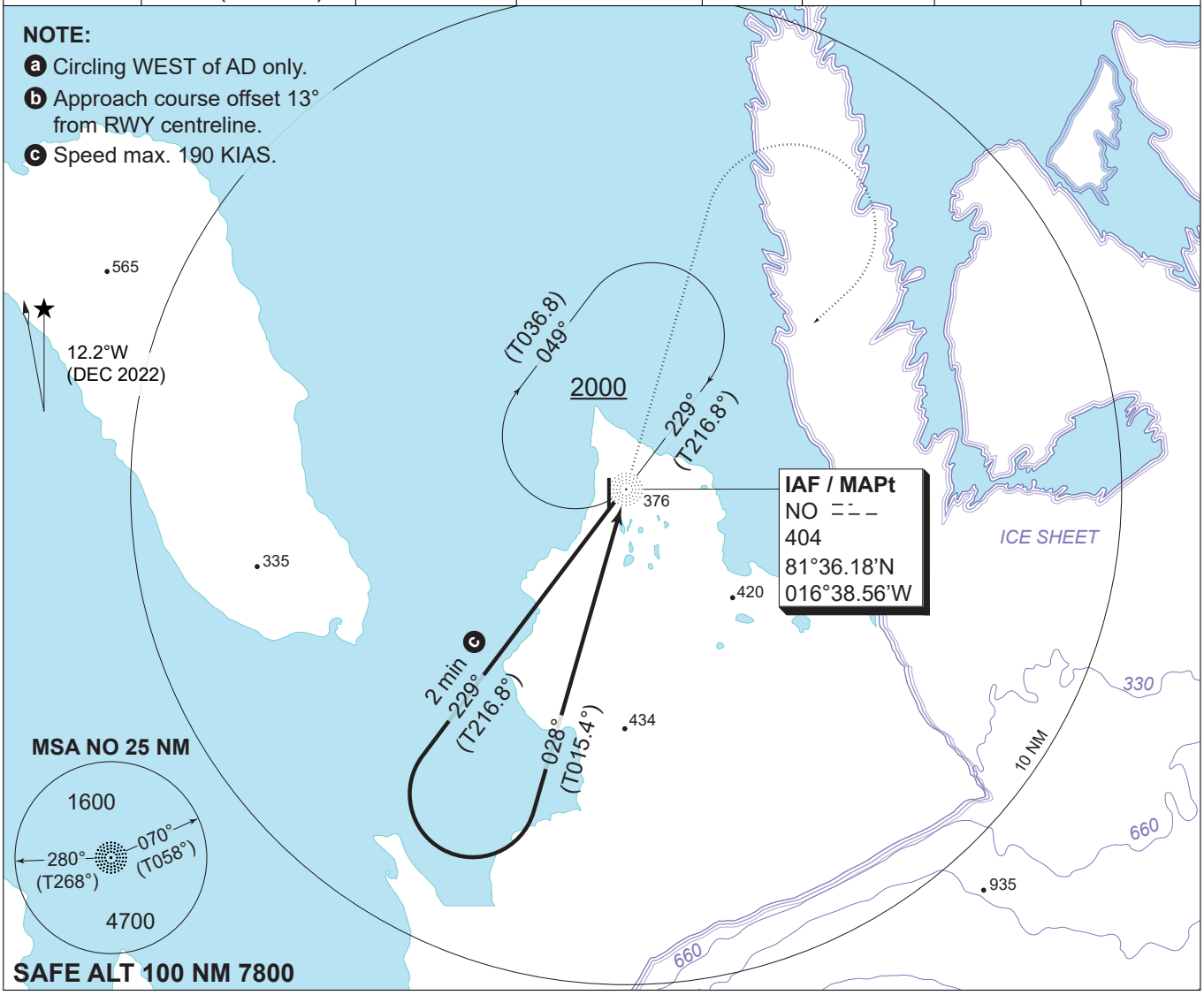
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 61

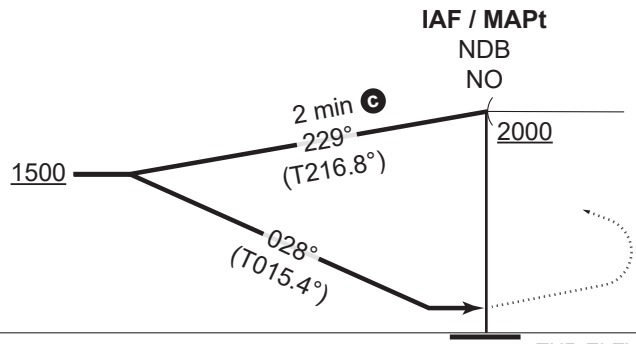
NDB RWY 01
STATION NORD (BGNO)

STATION NORD RADIO
118.100 267.300

NDB	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
NO 404	028° (T015.4°) ⓑ	NO FAF	N/A	**690**	61 FT	NO LIGHTS	5984 FT



TA 11000



MISSED APPROACH
Climb straight ahead to 1300 FT, turn right direct NO NDB climbing to 2000 FT.

NO LIGHTS

THR ELEV 61

CATEGORY	C	D
MIPS S-NDB 01	**690** - 2.9 629 (700-2.9)	
MIPS CIRCLING ⓐ	**840** - 2.9 779 (800-2.9)	**850** - 3.6 789 (800-3.6)

CHANGES: NEW PROCEDURE.

AIR COMMAND DENMARK - MIL AIM 20 MAR 2025

NDB RWY 01

81°36.54'N
016°40.63'W

STATION NORD (BGNO)

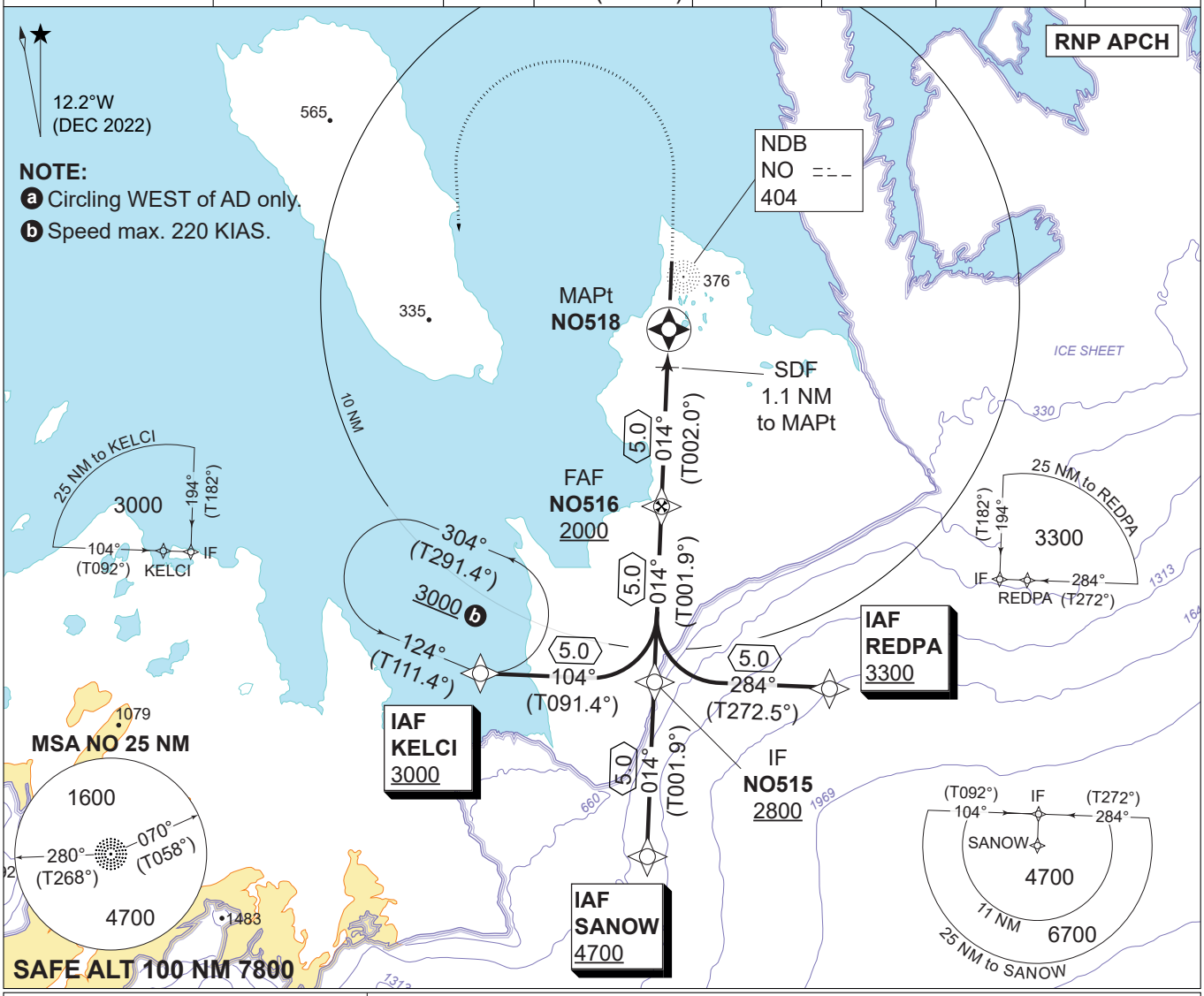
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 61 FT

RNP RWY 01
STATION NORD (BGNO)

STATION NORD RADIO
118.100 267.300

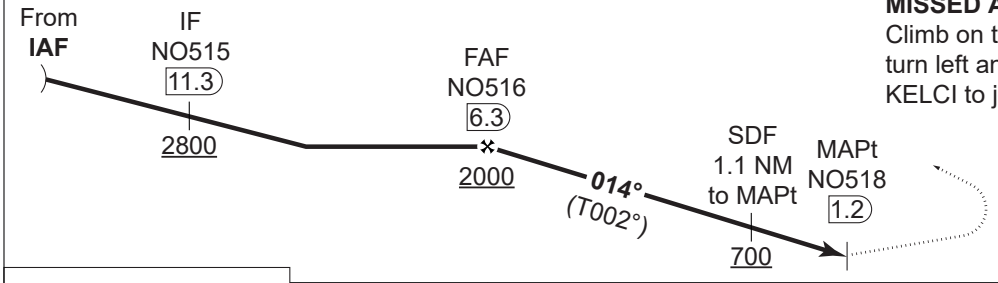
NDB	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
NO 404	014°M / 002°T	2000	3.0° (5.24%)	**SEE CAT**	61	NO LIGHTS	5984 FT



CDFA 3.0° / 5.24%					
DIST NO518	5	4	3	2	1
DIST THR	5.9	4.9	3.9	2.9	1.9
ALT	1990	1680	1360	1040	720

TA 11000
TCH 50

MISSED APPROACH
Climb on track 014° (T002°). At 1000 FT turn left and continue climb inbound KELCI to join the holding at 3000 FT.



NO LIGHTS — 5.0 — 0.9 — THR ELEV 61

CATEGORY	A	B	C	D
MIPS LNAV	**400** - 1.7 339 (400-1.7)		**420** - 1.8 359 (400-1.8)	**440** - 1.9 379 (400-1.9)
MIPS CIRCLING a	**470** - 1.7 409 (500-1.7)	**570** - 1.7 509 (600-1.7)	**840** - 2.4 779 (800-2.4)	**850** - 3.6 789 (800-3.6)

CHANGES: NEW PROCEDURE.

AIR COMMAND DENMARK - MIL AIM 20 MAR 2025

RNP RWY 01

81°36.54'N
016°40.63'W

STATION NORD (BGNO)

BGNO RNP RWY 01 waypoint coordinates

RWY 01 from KELCI (Initial LEFT) APPROACH RNP

		CODING	DISPLAY
KELCI	IAF	81 24 51.16N 017 16 44.46W	81 24.853N 017 16.741W
NO515	IF	81 24 42.55N 016 43 26.22W	81 24.709N 016 43.437W
NO516	FAF	81 29 40.91N 016 42 18.36W	81 29.682N 016 42.306W
NO518	MAPt	81 34 41.22N 016 41 06.92W	81 34.687N 016 41.115W
KELCI	MAHF	81 24 51.16N 017 16 44.46W	81 24.853N 017 16.741W

RWY 01 from SANOW (Initial STRAIGHT) APPROACH RNP

		CODING	DISPLAY
SANOW	IAF	81 19 44.20N 016 44 33.74W	81 19.737N 016 44.562W
NO515	IF	81 24 42.55N 016 43 26.22W	81 24.709N 016 43.437W
NO516	FAF	81 29 40.91N 016 42 18.36W	81 29.682N 016 42.306W
NO518	MAPt	81 34 41.22N 016 41 06.92W	81 34.687N 016 41.115W
KELCI	MAHF	81 24 51.16N 017 16 44.46W	81 24.853N 017 16.741W

RWY 01 from REDPA (Initial RIGHT) APPROACH RNP

		CODING	DISPLAY
REDPA	IAF	81 24 31.09N 016 10 09.28W	81 24.518N 016 10.155W
NO515	IF	81 24 42.55N 016 43 26.22W	81 24.709N 016 43.437W
NO516	FAF	81 29 40.91N 016 42 18.36W	81 29.682N 016 42.306W
NO518	MAPt	81 34 41.22N 016 41 06.92W	81 34.687N 016 41.115W
KELCI	MAHF	81 24 51.16N 017 16 44.46W	81 24.853N 017 16.741W

		Published Altitude	HAA	OAT at Station Nord											
				0	-4	-8	-12	-16	-20	-24	-28	-32	-36	-40	-44
				Corrected altitude											
FIX	KELCI	3000	2939	3170	3210	3260	3310	3360	3410	3470	3530	3580	3640	3710	3770
	SANOW	4700	4639	4960	5040	5110	5190	5270	5360	5440	5530	5620	5720	5820	5920
	REDPA	3300	3239	3480	3540	3590	3640	3700	3760	3820	3880	3940	4010	4080	4150
	NO515	2800	2739	2960	3000	3040	3090	3140	3190	3240	3290	3340	3400	3460	3520
	NO516	2000	1939	2110	2140	2170	2210	2240	2270	2310	2350	2390	2420	2470	2510
Distance to NO518	5 NM	1990	1929	2100	2130	2160	2200	2230	2260	2300	2340	2370	2410	2450	2500
	4 NM	1680	1619	1770	1800	1830	1850	1880	1910	1940	1970	2000	2030	2070	2100
	3 NM	1360	1299	1440	1460	1480	1500	1520	1540	1570	1590	1620	1650	1670	1700
	2 NM	1040	979	1100	1110	1130	1150	1160	1180	1200	1220	1240	1260	1280	1300
	1 NM	720	659	760	770	780	790	800	820	830	840	850	870	880	890
MDA	CAT D	440	379	470	470	480	480	490	500	500	510	520	530	530	540
	CAT C	420	359	440	450	460	460	470	470	480	490	490	500	510	520
	CAT B	400	339	420	430	430	440	450	450	460	460	470	480	480	490
	CAT A	400	339	420	430	430	440	450	450	460	460	470	480	480	490
CIRC	CAT D	850	789	900	910	920	940	950	960	980	990	1010	1020	1040	1060
	CAT C	840	779	890	900	910	930	940	950	970	980	1000	1010	1030	1050
	CAT B	570	509	600	610	620	630	640	650	650	660	670	680	700	710
	CAT A	470	409	500	500	510	520	520	530	540	550	550	560	570	580

CHANGES: NEW PROCEDURE.

AIR COMMAND DENMARK - MIL AIM 20 MAR 2025

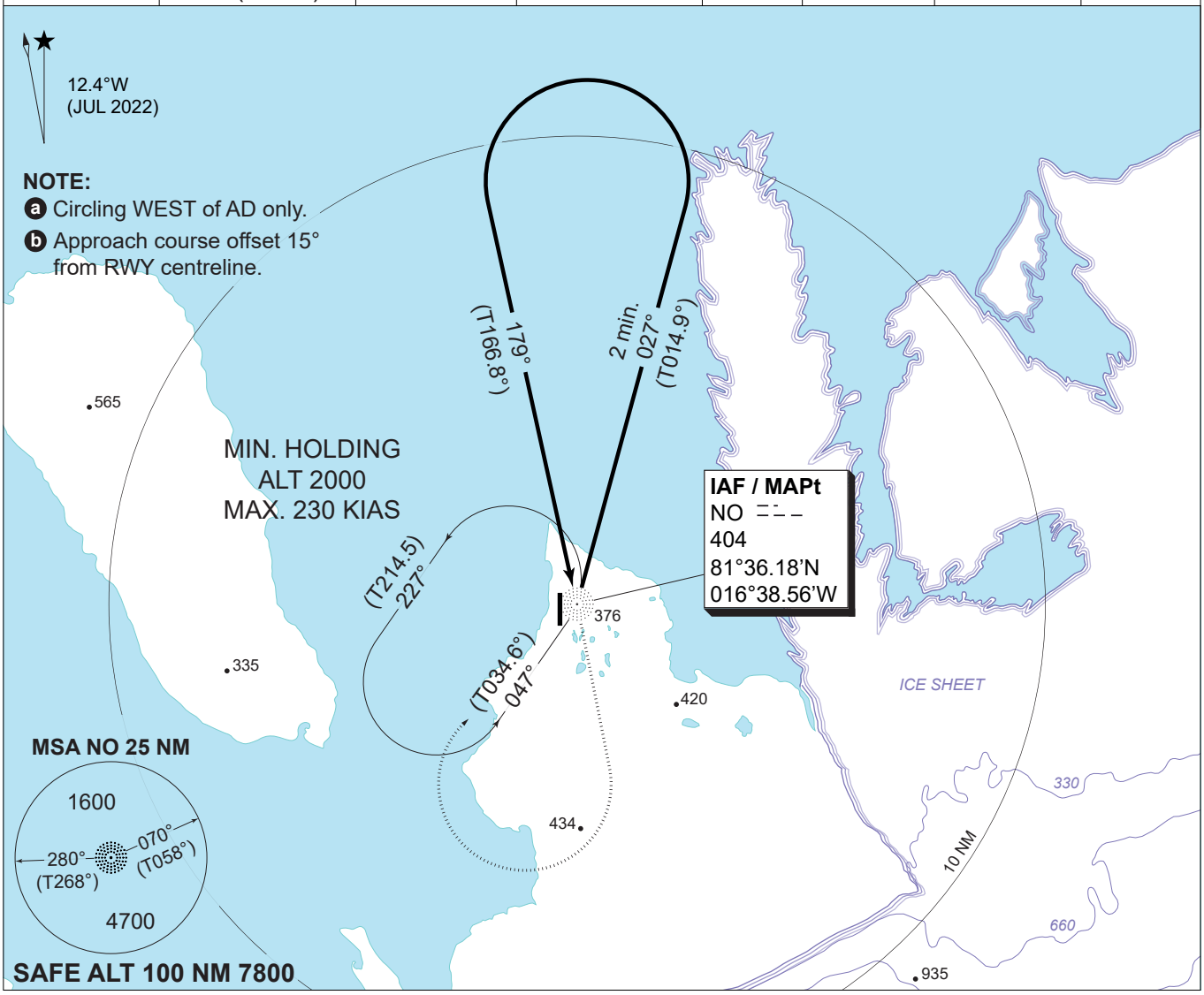
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 61

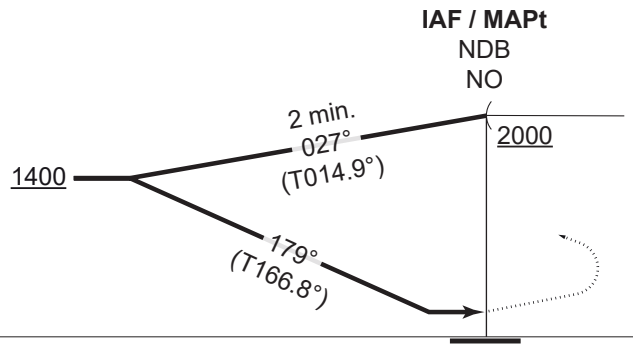
NDB RWY 19
STATION NORD (BGNO)

STATION NORD RADIO
118.100 267.300

NDB	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
NO 404	179° (T167°) ⓑ	NO FAF	N/A	**680**	38 FT	540 M	5984 FT



TA 11000



MISSED APPROACH
Climb straight ahead to 1200 FT, turn right direct NO NDB climbing to 2000 FT.
Speed max. 210 KIAS.

SRC

THR ELEV 38

CATEGORY	C	D
S-NDB 19	**680** - 2.6 642 (700-2.6/3.0)	
CIRCLING ⓐ	**840** - 2.6 779 (800-2.6)	**850** - 3.6 789 (800-3.6)

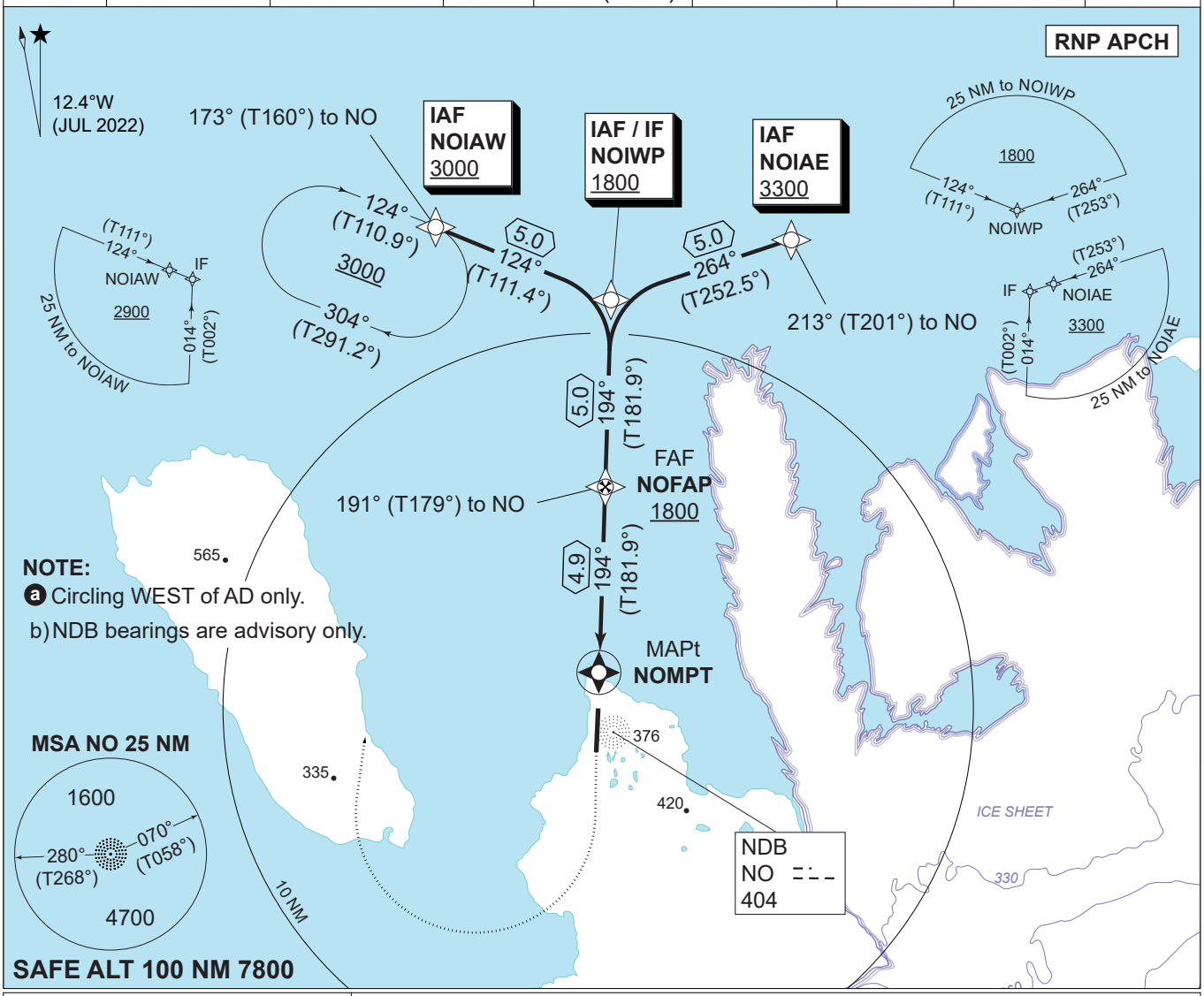
MIPS

CHANGES: EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 20 MAR 2025

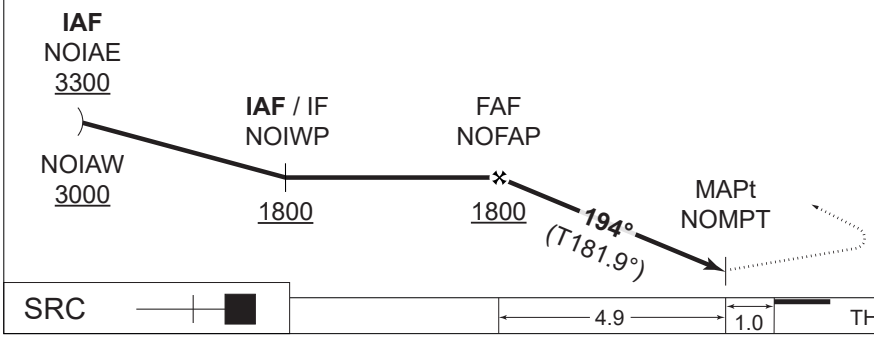
STATION NORD RADIO
118.100 267.300

NDB	DME	APP COURSE	FAF ALT	DESCENT GR	MDA	THR ELEV	ALS LENGTH	LDA
NO 404	NOR CH 54x	194°M / 182°T	1800	2.7° (4.7%)	**SEE CAT**	38	540 M	5984 FT



CDFA 2.7° / 4.7%				
Dist to NOMPT	4	3	2	1
ALT	1530	1240	960	670

TA 11000
TCH 50



MISSED APPROACH
Climb on track 194° (T182°). At 1000 FT turn right and continue climb inbound NOIAW to join the holding at 3000 FT.

SRC — 4.9 — 1.0 — THR ELEV 38

CATEGORY	A	B	C	D
MIPS LNAV (MACG 5%)	**380** - 1.4 342 (400-1.4)	**380** - 1.4 342 (400-1.4)	**390** - 1.4 352 (400-1.6)	**430** - 1.6 392 (400-1.8)
MIPS LNAV (MACG 2.5%)	**390** - 1.4 352 (400-1.6)	**410** - 1.4 372 (400-1.7)	**440** - 1.5 402 (500-1.9)	**460** - 1.6 422 (500-2.0)
MIPS CIRCLING a	**470** - 1.5 409 (500-1.5)	**570** - 1.6 509 (600-1.6)	**840** - 2.4 779 (800-2.4)	**850** - 3.6 789 (800-3.6)

CHANGES: EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 20 MAR 2025

BGNO RNP RWY 19 waypoint coordinates

RWY 19 from NOIAE (Initial LEFT) APPROACH RNP

		CODING	DISPLAY
NOIAE	IAF	81 48 57.01N 016 04 58.70W	81 48.950N 016 04.978W
NOIWP	IAF / IF	81 47 26.10N 016 38 12.78W	81 47.435N 016 38.213W
NOFAP	FAF	81 42 28.20N 016 39 20.70W	81 42.470N 016 39.345W
NOMPT	MAPt	81 37 33.39N 016 40 26.75W	81 37.557N 016 40.446W
NOIAW	MAHF	81 49 16.62N 017 10 39.96W	81 49.277N 017 10.666W

RWY 19 from NOIAW (Initial RIGHT) APPROACH RNP

		CODING	DISPLAY
NOIAW	IAF	81 49 16.62N 017 10 39.96W	81 49.277N 017 10.666W
NOIWP	IAF / IF	81 47 26.10N 016 38 12.78W	81 47.435N 016 38.213W
NOFAP	FAF	81 42 28.20N 016 39 20.70W	81 42.470N 016 39.345W
NOMPT	MAPt	81 37 33.39N 016 40 26.75W	81 37.557N 016 40.446W
NOIAW	MAHF	81 49 16.62N 017 10 39.96W	81 49.277N 017 10.666W

Temperature correction table

		Published Altitude	HAA	OAT at Station Nord											
				0	-4	-8	-12	-16	-20	-24	-28	-32	-36	-40	-44
				Corrected altitude*											
FIX	NOIAE	3300	3239	3480	3540	3590	3640	3700	3760	3820	3880	3940	4010	4080	4150
	NOIAW	3000	2939	3170	3210	3260	3310	3360	3410	3470	3530	3580	3640	3710	3770
	NOIWP	1800	1739	1900	1930	1960	1990	2020	2050	2080	2110	2150	2180	2220	2260
	NOFAP	1800	1739	1900	1930	1960	1990	2020	2050	2080	2110	2150	2180	2220	2260
Distance to NOMPT	4 NM	1530	1469	1620	1640	1660	1690	1710	1740	1770	1790	1820	1850	1880	1920
	3 NM	1240	1179	1310	1330	1350	1370	1390	1410	1430	1450	1480	1500	1520	1550
	2 NM	960	899	1010	1030	1040	1060	1070	1090	1110	1120	1140	1160	1180	1200
	1 NM	670	609	710	720	730	740	750	760	770	780	790	810	820	830
MDA	CAT D	430	369	460	460	470	470	480	490	490	500	510	510	520	530
	CAT C	390	329	410	420	420	430	430	440	450	450	460	470	470	480
	CAT B	380	319	400	410	410	420	420	430	430	440	450	450	460	470
	CAT A	380	319	400	410	410	420	420	430	430	440	450	450	460	470
Circling	CAT D	850	789	900	910	920	940	950	960	980	990	1010	1020	1040	1060
	CAT C	840	779	890	900	910	930	940	950	970	980	1000	1010	1030	1050
	CAT B	570	509	600	610	620	630	640	650	650	660	670	680	700	710
	CAT A	470	409	500	500	510	520	520	530	540	550	550	560	570	580

*) Rounded up to the nearest 10 ft

CHANGES: EDITORIAL.

AIR COMMAND DENMARK - MIL AIM 20 MAR 2025