

AIR COMMAND DENMARK - MIL AIM

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MIL AIP DENMARK

AIRAC Cycle: 2303
Eff. 23 MAR 2023
Amendment No. 244

This AIRAC AMDT contains the following changes:

| | |
|---------|---|
| GEN 0.4 | Checklist updated. |
| GEN 0.5 | Add new area KØBENHAVN TMA Part F. |
| ENR 2.1 | Changes to KØBENHAVN TMA Channels/Frequencies. New area KØBENHAVN TMA Part F added. Minor changes to KØBENHAVN TMA and ROSKILDE TMA Lateral Limits to improve airspace topology between individual parts. |
| ENR 4.1 | KAR, ROE and SKR TACAN variation. |
| ENR 5.1 | New R areas added. Editorial. |

EKKA

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| AD2 | AD and TACAN variation. |
| ADC | Variation. |
| ILS or LOC 09R | Variation. |
| COPTER ILS or LOC 09R | Variation. |
| HI-TACAN 09R | Variation. |
| RNP RWY 09R | Variation. MSA. |
| ILS or LOC 27L | Variation. |
| COPTER ILS or LOC 27L | Variation. |
| HI-TACAN 27L | Variation. |
| RNP RWY 27L | Variation. MSA. |

EKSP

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| AD2 | AD and TACAN variation. |
| ADC | Variation. |
| ILS or LOC RWY 10L | Copenhagen frequency. Variation. |
| ILS or LOC Z 10L | Copenhagen frequency. Variation. |
| HI-VORTAC 10L | Copenhagen frequency. Variation. |
| VORTAC 10L | Copenhagen frequency. Variation. |
| RNP RWY 10L | Copenhagen frequency. Variation. |
| ILS or LOC 28R | Copenhagen frequency. Variation. |
| ILS or LOC Z 28R | Copenhagen frequency. Variation. |
| HI-VORTAC 28R | Copenhagen frequency. Variation. |
| VORTAC 28R | Copenhagen frequency. Variation. |
| RNP RWY 28R | Copenhagen frequency. Variation. |

EKYT

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|--------------------------|----------------------------------|
| ILS or LOC 08L | MAG. VAR., bearings and courses. |
| HI-TACAN 08L | MAG. VAR., bearings and courses. |
| TACAN 08L (CAT A-B) | IAF coordinates, TACAN radials. |
| TACAN 08L (CAT C-E) | IAF coordinates, TACAN radials. |
| RNP RWY 08L | MAG. VAR., bearings and courses. |
| ILS or LOC 26R (CAT A-B) | MAG. VAR., bearings and courses. |
| ILS or LOC 26R (CAT C-E) | MAG. VAR., bearings and courses. |
| HI-VORTAC 26R | MAG. VAR., bearings and courses. |
| VORTAC 26R (CAT A-B) | MAG. VAR., bearings and courses. |
| VORTAC 26R (CAT C-E) | MAG. VAR., bearings and courses. |
| RNP RWY 26R | MAG. VAR. and courses. |

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| AOC-A 09R | 24 FEB 2022 | EKYT | |
| PATC 27L | 24 FEB 2022 | AD 2.1-1 | 23 FEB 2023 |
| VAC | 24 FEB 2022 | AD 2.1-2 | 26 JAN 2023 |
| Glider Areas in TMA | 26 JAN 2023 | AD 2.1-3 | 24 FEB 2022 |
| ILS or LOC 09R | 23 MAR2023 | AD 2.1-4 | 24 FEB 2022 |
| COPTER ILS or LOC 09R | 23 MAR2023 | AD 2.1-5 | 26 JAN 2023 |
| HI-TACAN 09R | 23 MAR2023 | AD 2.1-6 | 19 MAY 2022 |
| RNP RWY 09R | 23 MAR2023 | AD 2.1-7 | 23 FEB 2023 |
| WP LIST RWY 09R | 26 JAN 2023 | AD 2.1-8 | 24 FEB 2022 |
| ILS or LOC 27L | 23 MAR2023 | AD 2.1-9 | 26 JAN 2023 |
| COPTER ILS or LOC 27L | 23 MAR2023 | ADC | 23 FEB 2023 |
| HI-TACAN 27L | 23 MAR2023 | AOC-A 08L | 23 FEB 2023 |
| RNP RWY 27L | 23 MAR2023 | PATC 26R | 23 FEB 2023 |
| WP LIST RWY 27L | 26 JAN 2023 | VAC | 01 DEC 2022 |
| EKSP | | NAC | 26 JAN 2023 |
| AD 2.1-1 | 23 MAR2023 | VFR-08L | 26 JAN 2023 |
| AD 2.1-2 | 24 FEB 2022 | VFR-26R | 26 JAN 2023 |
| AD 2.1-3 | 24 FEB 2022 | ILS or LOC 08L | 23 MAR2023 |
| AD 2.1-4 | 24 FEB 2022 | HI-TACAN 08L | 23 MAR2023 |
| AD 2.1-5 | 24 FEB 2022 | TACAN 08L (CAT A-B) | 23 MAR2023 |
| AD 2.1-6 | 24 FEB 2022 | TACAN 08L (CAT C-E) | 23 MAR2023 |
| | | RNP RWY 08L | 23 MAR2023 |
| | | WP LIST RWY 08L | 26 JAN 2023 |

| PAGE | DATE |
|--------------------------|-------------|
| ILS or LOC 26R (CAT A-B) | 23 MAR 2023 |
| ILS or LOC 26R (CAT C-E) | 23 MAR 2023 |
| HI-VORTAC 26R | 23 MAR 2023 |
| VORTAC 26R (CAT A-B) | 23 MAR 2023 |
| VORTAC 26R (CAT C-E) | 23 MAR 2023 |
| RNP RWY 26R | 23 MAR 2023 |
| WP LIST RWY 26R | 26 JAN 2023 |

AD 3**BGNO**

| | |
|----------------|-------------|
| AD 3.1-1 | 26 JAN 2023 |
| AD 3.1-2 | 03 NOV 2022 |
| AD 3.1-3 | 06 OCT 2022 |
| AD 3.1-4 | 06 OCT 2022 |
| AD 3.1-5 | 06 OCT 2022 |
| ADC | 26 JAN 2023 |
| NDB RWY 19 | 26 JAN 2023 |
| RNP RWY 19 | 26 JAN 2023 |
| WP LIST RWY 19 | 26 JAN 2023 |

BGMV

| | |
|----------------|-------------|
| AD 3.1-1 | 24 FEB 2022 |
| AD 3.1-2 | 24 FEB 2022 |
| AD 3.1-3 | 21 APR 2022 |
| AD 3.1-4 | 06 OCT 2022 |
| AD 3.1-5 | 24 FEB 2022 |
| AD 3.1-6 | 26 JAN 2023 |
| ADC | 26 JAN 2023 |
| RNP RWY 32 | 26 JAN 2023 |
| WP LIST RWY 32 | 26 JAN 2023 |

CHARTS

| | |
|------------------------|-------------|
| LFC 1:500.000 Ed. 45 | 24 MAR 2022 |
| ANC 1:250.000 CPH AREA | 28 MAR 2019 |

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| | | |
|------------|---|---------|
| LFC Ed. 45 | Add new area KØBENHAVN TMA Part F, PSN: 56 09 51N 012 26 24E - FIR boundary - 56 01 58N 012 39 25E - 56 01 58N 012 31 56E - 56 09 23N 012 24 46E - 56 09 51N 012 26 24E FL 65 / 2500 FT MSL C | AMD 244 |
|------------|---|---------|

| | | |
|--|---|---------|
| ANC (ICAO) Copenhagen Area 1:250 000 Ed. 41 | Add symbol for "Obstacle and group. Lighted", Asnæsværket 3, 1 Chimney, 338 FT MSL, 330 FT AGL, LIL F R, PSN: 55 39 34N 011 05 11E. | AMD 208 |
| ANC (ICAO) Copenhagen Area 1:250 000 Ed. 41 | Add symbol for "Wind turbine and group. Lighted", Løgtved, 3 Wind turbines, 435 FT MSL, 427 FT AGL, LIL F R, PSN: 55 40 45N 011 16 30E - 55 40 35N 011 16 28E - 55 40 25N 011 16 26E | AMD 218 |
| ANC (ICAO) Copenhagen Area 1:250 000 Ed. 41 | An updated version of "ICAO ANC Copenhagen Area 1:250 000 edition 41", will not be published during 2020 and 2021. Any corrections to this chart will be published in GEN 0.5. | AMD 218 |
| ANC (ICAO) Copenhagen Area 1:250 000 Ed. 41 | Replace symbol "Group, Lighted", with "Obstacle, Lighted", as 1 of 2 chimneys "København, Amager Ressource Center", PSN 55 41 01N 012 37 18E is withdrawn. | AMD 235 |
| ANC (ICAO) Copenhagen Area 1:250 000 Ed. 41 | Add new area KØBENHAVN TMA Part F, PSN: 56 09 51N 012 26 24E - FIR boundary - 56 01 58N 012 39 25E - 56 01 58N 012 31 56E - 56 09 23N 012 24 46E - 56 09 51N 012 26 24E FL 65 / 2500 FT MSL C | AMD 244 |

3. Corrections to TFC-L Charts

| Affected Chart | Location | Corr. |
|----------------|----------|-------|
| None. | | |

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ENR 2. AIR TRAFFIC SERVICES AIRSPACE**ENR 2.1 FIR, CTA, Local ATS Areas, TMA**

| FLIGHT INFORMATION REGION (FIR), CONTROL AREA (CTA) AND TERMINAL CONTROL AREAS (TMA). | | |
|--|--|---|
| <p>BY DELEGATION OF ATS RESPONSIBILITIES</p> <p>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.</p> <p>The Airspace concerned are detailed in the following under the designation "Delegated Airspace" and shown on the chart ENR 2.3-3.</p> <p>Procedures for ATS and communication will be as for the State to which the Airspace has been delegated.</p> | | |
| DESIGNATION AND LATERAL LIMITS | VERTICAL LIMITS AND CLASSIFICATION | UNIT/FREQ. LANGUAGE |
| <p>KØBENHAVN FIR</p> <p>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.</p> | <p><u>UNL</u> G¹⁾ <u>GND</u></p> <p>¹⁾ except other regulated ATS air space</p> <p><i>Note: RVSM airspace is established within the entire København FIR from FL 290 to FL 410 inclusive.</i></p> | <p>COPENHAGEN CONTROL</p> <p>For frequencies see ENR 2.3-4 and 2.3-5 EN, DA</p> |
| <p>KØBENHAVN CTA</p> <p>A. Lateral limits as for FIR.</p> <p>B. Lateral limits as for the FIR east of a line from 571238N 0075353E - 553658N 0080855E - 550000N 0074257E. ²⁾ except airspace otherwise designated.</p> | <p><u>FL 660</u> C <u>FL 195</u></p> <p><u>FL 195</u> E²⁾ 3500 FT AMSL</p> | <p>COPENHAGEN CONTROL EN, DA H24</p> |
| <p>DELEGATED AIRSPACE IN KØBENHAVN FIR Airspace delegated to MALMÖ ACC</p> <p>AREA C. 565908N 0114558E - 561253N 0122205E - FIR Border - 560951N 0122624E - 560923N 0122446E - 560433N 0120806E - 565908N 0114558E</p> <p>AREA H1. 560951N 0122624E - FIR border - 553356N 0124651E - 560433N 0120806E - 560923N 0122446E - 560951N 0122624E</p> <p>AREA L1. 560951N 0122624E - FIR border - 560158N 0123925E - 560158N 0123156E - 560923N 0122446E - 560951N 0122624E</p> | <p><u>UNL</u> G <u>FL 660</u></p> <p><u>FL 660</u> C <u>FL 95</u></p> <p><u>UNL</u> G <u>FL 660</u></p> <p><u>FL 660</u> C <u>FL 245</u></p> <p><u>FL 195</u> C <u>FL 65</u></p> | <p>Sweden CONTROL</p> <p>EN, Swedish H24</p> |

| 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. | <u>FL 660</u> FL 195 | C Copenhagen Control EN, DA H24 |
| AREA H2b. 553101N 0125032E - 552201N 0130137E - 551458N 0125956E - 545500N 0130000E - 545500N 0125100E - 553101N 0125032E. | <u>FL 285</u> 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 | <u>FL 195</u> 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 | <u>FL 195</u> FL 95 <u>FL 95</u> 3500 FT AMSL | C COPENHAGEN CONTROL EN, DA H24 E |
| AREA SUNDET 555329N 0124042E - 555128N 0124956E - 554458N 0125356E - 554028N 0130326E - 553343N 0125356E - 552628N 0125156E - 552248N 0123735E - FIR border - 555329N 0124042E | <u>2500 FT AMSL</u> 1500 FT AMSL | C Copenhagen Approach Kastrup Departure EN, DA H24 |
| AREA KASTRUP 553649N 0125249E - 552858N 0124356E - 552858N 0124212E - FIR border - 553649N 0125249E | <u>1500 FT AMSL</u> 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 | <u>FL 85</u> 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 | <u>FL 660</u> FL 245 <u>FL 245</u> FL 195 | B COPENHAGEN CONTROL EN, DA H24 G |

| 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 LOCAL ATS AREA 573858N 0102855E - 572238N 0104525E - 570158N 0104855E - 563343N 0095455E - 563828N 0094225E - 563828N 0084735E - 565958N 0083355E - 570713N 0083625E - 573858N 0100725E - 573858N 0102855E 1) Except other ATS regulated airspace | <u>FL 125</u> 3500 FT AMSL E <u>3500 FT AMSL</u> GND G¹⁾ | Aalborg APPROACH 123.975 362.450 EN, DA HR as AD |
| AARHUS LOCAL ATS AREA 565138N 0102855E - 563506N 0104702E - 562028N 0112803E - 560618N 0112306E - 560158N 0110956E - 560738N 0101455E - 561128N 0095455E - 563343N 0095455E - 565138N 0102855E 1) Except other ATS regulated airspace | <u>FL 65</u> 3500 FT AMSL E <u>3500 FT AMSL</u> GND G¹⁾ | Aarhus APPROACH 119.275 EN, DA HR as AD |
| BILLUND LOCAL ATS AREA 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. 1) Except other ATS regulated airspace | <u>FL 125</u> 3500 FT AMSL E¹⁾ <u>3500 FT AMSL</u> GND G¹⁾ | Billund APPROACH 127.580 EN, DA H24 |
| KARUP LOCAL ATS AREA 563828N 0094225E - 563343N 0095455E - 561128N 0095455E - 560317N 0092955E - 560508N 0081855E - 562713N 0081525E - 563828N 0084735E - 563828N 0094225E 1) Except other ATS regulated airspace | <u>FL 125</u> 3500 FT AMSL E <u>3500 FT AMSL</u> GND G¹⁾ | Karup APPROACH 120.425 269.275 EN, DA HR as AD |
| SKRYDSTRUP LOCAL ATS AREA 552958N 0095456E - 551858N 0100346E - 550348N 0100250E - 545100N 0093100E - 545015N 0091700E - 545220N 0091320E - 545400N 0090110E - 545500N 0084000E - 550417N 0082655E - 552549N 0082655E - 552958N 0095456E 1) Except other ATS regulated airspace | <u>FL 65</u> 3500 FT AMSL E <u>3500 FT AMSL</u> GND G¹⁾ | Skrydstrup APPROACH 124.100 315.100 EN, DA HR as AD |

| 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. | <u>3500 FT AMSL</u> 1500 FT AMSL D | AALBORG APPROACH 123.975 362.450 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. | <u>3500 FT AMSL</u> 1500 FT AMSL D | AARHUS APPROACH 119.275 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. | <u>FL 105</u> 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. | <u>FL 75</u> 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. | <u>FL 45</u> <u>2500 FT AMSL</u> C | |
| D. 555031.7N 0092942.0E – 553933.7N 0093040.8E – 553816.0N 0084914.3E – 554913.6N 0084803.9E – 555031.7N 0092942.0E. | <u>2500 FT AMSL</u> 1500 FT AMSL C | |
| KARUP TMA 562118N 0083025E - 562758N 0083849E - 562748N 0092425E - 562558N 0093525E - 562158N 0094255E - 561358N 0094255E - 560758N 0092455E - 560659N 0083856E - 560902N 0083110E - 562118N 0083025E. | <u>3500 FT AMSL</u> 1500 FT AMSL D | KARUP APPROACH 120.425 269.275 EN, DA HR as AD |
| KØBENHAVN TMA. For details see ENR 2.1-5. | | |
| ROSKILDE TMA. For details see ENR 2.1-7. | | |

| DESIGNATION AND LATERAL LIMITS | VERTICAL LIMITS AND CLASSIFICATION | UNIT/FREQ. LANGUAGE |
|---|---|--|
| <p>RØNNE TMA Situated within Malmö FIR</p> <p>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</p> | <p><u>FL 95</u> E 4500 FT AMSL</p> <p><u>4500 FT AMSL</u> D <u>3500 FT AMSL</u></p> | <p>Below 4500 FT Rønne TWR 118.325 257.80 EN, DA</p> |
| <p>B. A circle 16.2 NM radius, centred at 550404N 0144448E.</p> | <p><u>3500 FT AMSL</u> D <u>1500 FT AMSL</u></p> | |
| <p>SKRYDSTRUP TMA 550928N 0083955E - 552630N 0083955E - 552722N 0085712E - 551700N 0095400E - 550500N 0095400E - 550000N 0093000E - 550928N 0083955E.</p> | <p><u>3500 FT AMSL</u> D <u>1500 FT AMSL</u></p> | <p>SKRYDSTRUP APPROACH 124.100 315.100 EN, DA</p> |
| <p>WESTERLAND/SYLT TMA Part in København FIR 551000N 0080345E - 551000N 0081245E - 550400N 0082000E - FIR border - 550000N 0075500E - 550300N 0075500E - 551000N 0080345E.</p> | <p><u>3500 FT AMSL</u> E <u>1000 FT GND</u></p> | <p>BREMEN RADAR 124.075 EN, GE</p> |
| <p>COPENHAGEN AREA Consisting of København TMA, Roskilde TMA</p> | | |
| <p>1. KØBENHAVN TMA A. 555906N 0114933E - 554538N 0114221E 554258N 0114056E - 552214N 0115617E 551143N 0115846E - 551458N 0114051E 552538N 0112436E - 555048N 0112146E 555906N 0114933E.</p> | <p><u>FL 195</u> C <u>FL 55</u></p> | <p>COPENHAGEN APPROACH 119.805</p> <p>EMERGENCY 243.000 / 121.500</p> <p>KASTRUP ARRIVAL 118.455</p> |
| <p>B. 560923N 0122446E - 555718N 0122456E - 555438N 0120216E - 554839N 0114901E - 554538N 0114221E - 555906N 0114933E - 560923N 0122446E.</p> | <p><u>FL 195</u> C <u>4500 FT AMSL</u></p> | |
| <p>C. 555718N 0122456E - 555047N 0121702E - 554338N 0120826E - 552723N 0120806E - 552214N 0115617E - 554258N 0114056E - 554538N 0114221E - 554839N 0114901E - 555438N 0120216E - 555718N 0122456E.</p> | <p><u>FL 195</u> C <u>3500 FT AMSL</u></p> | <p>KASTRUP FINAL 120.205</p> <p>KASTRUP DEPARTURE 120.255 124.980</p> <p>EN, DA H24</p> |

| DESIGNATION AND LATERAL LIMITS | VERTICAL LIMITS AND CLASSIFICATION | UNIT/FREQ. LANGUAGE |
|---|--|--|
| <p>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.</p> | <p style="text-align: center;"><u>FL 195</u> 2500 FT AMSL</p> <p style="text-align: right;">C</p> | <p>COPENHAGEN APPROACH 119.805</p> <p>EMERGENCY 243.000 / 121.500</p> <p>KASTRUP ARRIVAL 118.455</p> <p>KASTRUP FINAL 120.205</p> <p>KASTRUP DEPARTURE 120.255 124.980</p> |
| <p>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.</p> | <p style="text-align: center;"><u>FL 195</u> 1500 FT AMSL</p> <p style="text-align: right;">C</p> | <p>EN, DA H24</p> |
| <p>F. 560951N 0122624E - FIR boundary - 560158N 0123925E - 560158N 0123156E - 560923N 0122446E - 560951N 0122624E.</p> | <p style="text-align: center;"><u>FL 65</u> 2500 FT AMSL</p> <p style="text-align: right;">C</p> | |

| 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. | <u>FL 55</u> 2500 FT AMSL C | ROSKILDE APPROACH 125.525 EN, DA H24 |
| B. 560923N 0122446E - 555718N 0122456E - 555438N 0120216E - 554839N 0114901E - 554538N 0114221E - 555906N 0114933E - 560923N 0122446E. | <u>4500 FT AMSL</u> 2500 FT AMSL C | |
| C. 555718N 0122456E - 555047N 0121702E - 554839N 0114901E - 555438N 0120216E - 555718N 0122456E | <u>3500 FT AMSL</u> 2500 FT AMSL C | |
| D. 555047N 0121702E - 554338N 0120826E - 552723N 0120806E - 552214N 0115617E - 554258N 0114056E - 554538N 0114221E - 554839N 0114901E - 555047N 0121702E. | <u>3500 FT AMSL</u> 1500 FT AMSL C | |
| E. 555144N 0123016E - 552723N 0120806E - 554338N 0120826E - 555047N 0121702E - 555144N 0123016E. | <u>2500 FT AMSL</u> 1500 FT AMSL C | |

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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 | 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 (3°E 2016) | CDA | VOR/ DME | 114.90/ CH 96X | H24 | 550005.40N 0122245.16E | 90.2 | (DI) | DOC FL 500/60 NM |
| Esbjerg | HP | L | 376 KHz | H24 | 553041N 0082445E | | | DOC 30 NM |
| Esebo | ESE | DME | 116.60/ CH113X | H24 | 553121N 0083331E | 175.5 | | DOC 100 NM |
| Karup (4°E 2023) | KAR | TACAN | CH37X | H24 | 561748.03N 0090030.95E | 172.8 | | DOC FL 500FT/200NM |
| Kastrup (5°E 2022) | KAS | VOR/ DME | 112.50/ CH 72X | H24 | 553525.87N 0123648.97E | 28.9 | (I) | 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 (4°E 2022) | ODN | VOR/ DME | 115.50/ CH 102X | H24 | 553451.64N 0103910.76E | 24.0 | (DI) | DOC FL 500/60 NM, 80 NM 018°-063°M and 80 NM 213°-243°M. |
| Ramme | RAM | DME | 111.850/ CH 55Y | H24 | 562842.14N 0081114.51E | 60.4 | | DOC FL 500/60 NM |
| 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 |

| 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 (5.5°E 2023) | ROE | TACAN | CH 57X | H24 | 550342.73N 0144521.07E | 78.6 | | DOC FL 500/80 NM |
| Skrydstrup (2°E 2016) | SKR | VOR | 110.40/ CH 41X | H24 | 551344.18N 0091250.61E | 138.4 | (I) | DOC FL 500/80 NM DME INFO from TACAN SKR |
| Skrydstrup (4°E 2023) | SKR | TACAN | CH 41X | H24 | 551344.18N 0091250.61E | 138.4 | | 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 |

| Identification Name | Lateral Limits (WGS-84) | Upper limit Lower limit | Remarks (Time of activity and ATS-unit) |
|--|-------------------------|----------------------------|--|
| EK R19 MULTEX | 56 00 28N 011 16 56E | <u>UNL</u> GND | AMC Manageable area Activation by NOTAM/ Daily NAV Warning. ROSKILDE APP/TWR, AARHUS APP/TWR |
| | 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 | | | |
| EK R19Z MULTEX FBZ | 56 06 18N 011 04 39E | <u>UNL</u> 3500 FT MSL | For IFR flight planning purposes only. |
| | 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 | | | |
| EK R20 YDERBY | 56 04 21N 011 18 22E | <u>1500 FT MSL</u> GND | AMC manageable area Activation by NOTAM/ Daily NAV Warning. ROSKILDE APP/TWR |
| | 55 59 30N 011 23 56E | | |
| | 55 56 19N 011 14 57E | | |
| | 56 01 33N 011 10 07E | | |
| | 56 04 21N 011 18 22E | | |
| EK R25 ODENSE DRONEOMRÅDE 1 | 55 23 30N 010 15 00E | <u>3500 FT MSL</u> GND | ODENSE AFIS, KØBENHAVN ACC |
| | 55 29 30N 010 08 45E | | |
| | 55 34 30N 010 24 00E | | |
| | 55 28 30N 010 30 15E | | |
| | 55 23 30N 010 15 00E | | |
| EK R26 ODENSE DRONEOMRÅDE 2 | 55 29 30N 010 08 45E | <u>3500 FT MSL</u> GND | ODENSE AFIS, KØBENHAVN ACC |
| | 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 | | |
| EK R27 ODENSE DRONEOMRÅDE 3 | 55 36 00N 009 56 00E | <u>FL 075</u> GND | KØBENHAVN ACC |
| | 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 | | |

| Identification Name | Lateral Limits (WGS-84) | Upper limit Lower limit | Remarks (Time of activity and ATS-unit) |
|---|--|--------------------------------|--|
| EK R27Z ODENSE DRONEOMRÅDE 3 FBZ | 55 45 14N 009 50 40E | <u>FL 075</u> 3500 FT MSL | For IFR flight planning purposes only |
| | 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 | | |
| EK R28 ODENSE DRONEOMRÅDE 4 | 55 37 00N 010 25 00E | <u>FL 075</u> GND | KØBENHAVN ACC |
| | 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 | | |
| EK R28Z ODENSE DRONEOMRÅDE 4 FBZ | 55 45 09N 010 19 05E | <u>FL 075</u> <u>FL 055</u> | For IFR flight planning purposes only |
| | 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 | | |
| | EK R29 ODENSE DRONEOMRÅDE 5 | | |
| 56 06 58N 011 01 41E | | | |
| 55 55 08N 011 07 41E | | | |
| 55 48 12N 011 00 36E | | | |
| 55 53 20N 010 45 15E | | | |
| EK R29Z ODENSE DRONEOMRÅDE 5 FBZ | 56 10 14N 010 59 08E | <u>FL 075</u> <u>FL 055</u> | For IFR flight planning purposes only |
| | 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 | | |

| Identification Name | Lateral Limits (WGS-84) | Upper limit Lower limit | Remarks (Time of activity and ATS-unit) |
|-------------------------------|-------------------------|------------------------------|---|
| EK R32 OKSBY | 55 37 06N 008 10 07E | <u>16500 FT MSL</u> GND | AMC manageable area. Activation by NOTAM/ Daily NAV Warning. BILLUND APP |
| | 55 32 46N 008 06 20E | | |
| | 55 32 58N 008 10 15E | | |
| | 55 36 51N 008 12 17E | | |
| | 55 37 06N 008 10 07E | | |
| EK R32Z OKSBY FBZ | 55 39 31N 008 15 38E | <u>FL 180</u> 3500 FT MSL | For IFR flight planning purposes only. |
| | 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 | | | |
| EK R33 VEJERS | 55 37 06N 008 10 07E | <u>16500 FT MSL</u> GND | AMC manageable area Activation by NOTAM/ Daily NAV Warning. BILLUND APP |
| | 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 | | |
| EK R33Z VEJERS FBZ | 55 30 45N 008 10 30E | <u>FL 180</u> 3500 FT MSL | For IFR flight planning purposes only. |
| | 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 | | | |

| Identification Name | Lateral Limits (WGS-84) | Upper limit Lower limit | Remarks (Time of activity and ATS-unit) |
|--------------------------------|-------------------------|------------------------------|---|
| EK R34 BORDRUP | 55 32 58N 008 10 15E | <u>12500 FT MSL</u> GND | AMC manageable area Activation by NOTAM/ Daily NAV Warning. BILLUND APP |
| | 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 | | |
| EK R34Z BORDRUP FBZ | 55 32 58N 008 10 15E | <u>FL 140</u> 3500 FT MSL | For IFR flight planning purposes only. |
| | 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 | | |
| EK R35 HENNE | 55 36 58N 008 08 55E | <u>12500 FT MSL</u> GND | AMC manageable area Activation by NOTAM/ Daily NAV Warning. BILLUND APP |
| | 55 41 28N 008 04 00E | | |
| | 55 46 13N 008 11 05E | | |
| | 55 46 13N 008 15 45E | | |
| | 55 40 38N 008 17 05E | | |
| EK R35Z HENNE FBZ | 55 41 28N 008 04 00E | <u>FL 140</u> 3500 FT MSL | For IFR flight planning purposes only. |
| | 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 | | |
| EK R38 RØMØ | 55 48 16N 008 07 13E | <u>24500 FT MSL</u> GND | AMC manageable area. Activation by NOTAM/ Daily NAV Warning. SKRYDSTRUP APP/TWR |
| | 55 48 39N 008 07 46E | | |
| | 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 | | | |

| Identification Name | Lateral Limits (WGS-84) | Upper limit Lower limit | Remarks (Time of activity and ATS-unit) |
|---|-------------------------|------------------------------|--|
| EK R38Z RØMØ FBZ | 55 19 34N 008 53 54E | <u>FL 260</u> 3500 FT MSL | Partly in Bremen FIR/Hannover UIR. For IFR flight planning purposes only. |
| | 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 | | | |
| EK R39 BORRIS SØNDERLAND | 55 54 28N 008 35 55E | <u>12000 FT MSL</u> GND | AMC manageable area Activation by NOTAM/ Daily NAV Warning. BILLUND APP |
| | 55 57 28N 008 39 55E | | |
| | 55 54 58N 008 46 55E | | |
| | 55 51 58N 008 43 55E | | |
| | 55 54 28N 008 35 55E | | |
| EK R39Z BORRIS SØNDERLAND FBZ | 56 00 12N 008 36 53E | <u>FL 135</u> 3500 FT MSL | For IFR flight planning purposes only. |
| | 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 | | | |
| EK R40 BORRIS ARTILLERIOMRÅDE | 55 53 28N 008 32 55E | <u>16500 FT MSL</u> GND | AMC manageable area Activation by NOTAM/ Daily NAV Warning. BILLUND APP |
| | 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 | | |
| EK R40Z BORRIS ARTILLERIOMRÅDE FBZ | 55 56 52N 008 29 49E | <u>FL 180</u> 3500 FT MSL | For IFR flight planning purposes only. |
| | 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 | | |

| Identification Name | Lateral Limits (WGS-84) | Upper limit Lower limit | Remarks (Time of activity and ATS-unit) |
|--------------------------------|-------------------------|------------------------------|---|
| EK R42 JUVRE | 55 15 58N 008 26 55E | <u>24500 FT MSL</u> GND | AMC manageable area. Activation by NOTAM/ Daily NAV Warning. SKRYDSTRUP APP/TWR |
| | 55 15 58N 008 39 55E | | |
| | 55 09 28N 008 39 55E | | |
| | 55 09 28N 008 26 55E | | |
| | 55 15 58N 008 26 55E | | |
| EK R42Z JUVRE FBZ | 55 18 58N 008 42 06E | <u>FL 260</u> 3500 FT MSL | For IFR flight planning purposes only. |
| | 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 | | | |
| EK R44 HALK | 55 09 18N 009 30 56E | <u>7000 FT MSL</u> GND | AMC manageable area. Activation by NOTAM/ Daily NAV Warning. SKRYDSTRUP APP/TWR |
| | 55 10 58N 009 38 56E | | |
| | 55 08 28N 009 46 56E | | |
| | 55 04 58N 009 38 26E | | |
| | 55 09 18N 009 30 56E | | |
| EK R44Z HALK FBZ | 55 14 00N 009 38 12E | <u>FL 085</u> 1500 FT MSL | For IFR flight planning purposes only. Routing to/from ADEP/ADES EKSP accepted. |
| | 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 | | | |
| EK R45 HEVRING | 56 31 05N 010 23 19E | <u>12000 FT MSL</u> GND | AMC Manageable Area. Activation by NOTAM/ Daily NAV Warning. AARHUS APP/TWR |
| | 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 | | |
| EK R45Z HEVRING FBZ | 56 36 28N 010 17 47E | <u>FL 135</u> 3500 FT MSL | For IFR flight planning purposes only. |
| | 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 | | |
| EK R47 TRANUM NORD | 57 15 21N 009 28 11E | <u>3500 FT MSL</u> GND | AMC manageable area Activation by NOTAM/ Daily NAV Warning. AALBORG APP/TWR |
| | 57 15 58N 009 29 35E | | |
| | 57 12 37N 009 39 05E | | |
| | 57 10 24N 009 38 05E | | |
| | 57 15 21N 009 28 11E | | |

| Identification Name | Lateral Limits (WGS-84) | Upper limit Lower limit | Remarks (Time of activity and ATS-unit) |
|--------------------------------------|-------------------------|----------------------------|---|
| EK R48 TRANUM SYD | 57 07 58N 009 31 55E | <u>12000 FT MSL</u> GND | AMC manageable area Activation by NOTAM/ Daily NAV Warning. AALBORG APP/TWR |
| | 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 | | |
| EK R48Z TRANUM SYD FBZ | 57 07 26N 009 17 28E | FL 135 3500 FT MSL | For IFR flight planning purposes only. |
| | 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 | | | |
| EK R53 LYSEGRUND SYD | 56 19 08N 011 57 46E | <u>6000 FT MSL</u> GND | AMC manageable area Activation by NOTAM/ Daily NAV Warning. |
| | 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 | | |
| EK R53Z LYSEGRUND SYD FBZ | 56 20 31N 012 04 13E | FL 075 3500 FT MSL | For IFR flight planning purposes only. |
| | 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 | | | |
| EK R70 BLOKHUS | 57 06 58N 009 20 55E | <u>30000 FT MSL</u> GND | AMC manageable area Activation by NOTAM/ Daily NAV Warning. KØBENHAVN ACC AALBORG APP/TWR |
| | 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 | | |

| Identification Name | Lateral Limits (WGS-84) | Upper limit Lower limit | Remarks (Time of activity and ATS-unit) |
|-----------------------------------|-------------------------|------------------------------|---|
| EK R70Z BLOKHUS FBZ | 57 09 23N 009 09 36E | <u>FL 315</u> 3500 FT MSL | For IFR flight planning purposes only. |
| | 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 | | | |
| EK R78 NYMINDEGAB VEST | 55 54 00N 008 01 30E | <u>3000 FT MSL</u> GND | AMC manageable area. Activation by NOTAM/ Daily NAV Warning. 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 |
| | 55 54 00N 008 09 30E | | |
| | 55 47 00N 008 11 00E | | |
| | 55 47 00N 008 01 30E | | |
| | 55 54 00N 008 01 30E | | |
| EK R79 NYMINDEGAB ØST | 55 51 58N 008 09 35E | <u>3000 FT MSL</u> GND | AMC manageable area. Activation by NOTAM/ Daily NAV Warning. 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 |
| | 55 52 00N 008 13 42E | | |
| | 55 48 00N 008 13 47E | | |
| | 55 47 59N 008 10 26E | | |
| | 55 51 58N 008 09 35E | | |
| EK R80 KALLESMÆRSK ØST | 55 32 18N 007 59 25E | <u>16500 FT MSL</u> GND | AMC manageable area Activation by NOTAM/ Daily NAV Warning. |
| | 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 | | | |

| Identification Name | Lateral Limits (WGS-84) | Upper limit Lower limit | Remarks (Time of activity and ATS-unit) |
|--|---|----------------------------|---|
| EK R81 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 | <u>16500 FT MSL</u> GND | AMC manageable area Activation by NOTAM/ Daily NAV Warning. |
| EK R95 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 | <u>23000 FT MSL</u> GND | |
| EK R96 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 | <u>10500 FT MSL</u> GND | |

DANGER AREAS

| Identification Name | Lateral Limits (WGS-84) | Upper limit Lower limit | Remarks (Time of activity and ATS-unit) | | |
|--------------------------------------|-------------------------|----------------------------|---|------------------------------|--|
| EK D301 FANOE – TSA | 55 32 27N 008 05 42E | <u>FL660</u> GND | AMC-manageable area Activation by NOTAM/ Daily NAV Warning. The lower limit of the area will be restricted to FL55, when commercial helicopter operations to/from oil- and 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 EK D301. | | |
| | 55 00 00N 007 42 57E | | | | |
| | 55 00 00N 006 02 26E | | | | |
| | 55 30 33N 005 45 45E | | | | |
| | 55 50 01N 006 39 24E | | | | |
| | 55 32 27N 008 05 42E | | | | |
| EK D301Z FANOE – TSA FBZ | A. | <u>FL 660</u> FL 195 | For IFR flight planning purposes only. | | |
| | 54 58 02N 007 47 13E | | | | |
| | 54 56 59N 007 44 31E | | | | |
| | 54 56 59N 006 00 46E | | | | |
| | 54 58 10N 005 57 57E | | | | |
| | 55 30 37N 005 40 10E | | | | |
| | 55 32 31N 005 41 22E | | | | |
| | 55 52 55N 006 37 34E | | | | |
| | 55 53 05N 006 40 00E | | | | |
| | 55 34 49N 008 09 39E | | | | |
| | 55 32 30N 008 11 28E | | | | |
| | 54 58 02N 007 47 13E | | | | |
| | B. | | | <u>FL 195</u> 3500 FT MSL | |
| | 55 00 00N 007 48 35E | | | | |
| | 55 00 00N 007 42 57E | | | | |
| 55 35 14N 008 07 41E | | | | | |
| 55 34 49N 008 09 39E | | | | | |
| 55 32 30N 008 11 28E | | | | | |
| 55 00 00N 007 48 35E | | | | | |
| EK D302 HANSTHOLM A - TSA | 56 22 22N 007 31 41E | <u>FL660</u> GND | AMC manageable area Activation by NOTAM/ Daily NAV Warning. | | |
| | 56 54 20N 006 48 50E | | | | |
| | 57 00 00N 006 56 07E | | | | |
| | 57 00 00N 007 30 00E | | | | |
| | 57 36 23N 008 39 59E | | | | |
| | 57 25 22N 009 03 27E | | | | |
| | 57 14 46N 008 57 33E | | | | |
| | 57 07 13N 008 36 25E | | | | |
| | 56 41 41N 008 27 41E | | | | |
| | 56 33 47N 008 05 29E | | | | |
| 56 22 22N 007 31 41E | | | | | |

| Identification Name | Lateral Limits (WGS-84) | Upper limit Lower limit | Remarks (Time of activity and ATS-unit) | | |
|---|--|--|--|--|--|
| EK D302Z HANSTHOLM A – TSA FBZ | A. 56 53 19N 006 43 22E 56 55 15N 006 43 19E 57 00 00N 006 49 24E 57 00 00N 007 30 00E 57 38 27N 008 44 04E 57 27 02N 009 08 22E 57 25 21N 009 09 15E 57 13 24N 009 02 35E 57 12 33N 009 01 24E 57 05 25N 008 41 25E 56 40 32N 008 32 51E 56 39 30N 008 31 35E 56 31 13N 008 08 18E 56 19 12N 007 32 43E 56 19 39N 007 28 34E 56 53 19N 006 43 22E | <u>FL 660</u> FL 195 | For IFR flight planning purposes only. | | |
| | B. 57 25 21N 009 09 15E 57 13 24N 009 02 35E 57 12 33N 009 01 24E 57 05 25N 008 41 25E 56 40 32N 008 32 51E 56 39 30N 008 31 35E 56 31 13N 008 08 18E 56 28 45N 008 00 56E 57 12 38N 007 53 53E 57 38 27N 008 44 03E 57 27 02N 009 08 22E 57 25 21N 009 09 15E | <u>FL 195</u> 3500 FT MSL | | | |
| | EK D303 HANSTHOLM B – TSA | 56 46 50N 008 42 18E 56 41 41N 008 27 41E 57 07 13N 008 36 25E 57 14 46N 008 57 33E 56 46 50N 008 42 18E | <u>FL660</u> FL55 | AMC manageable area. Activation by NOTAM/ Daily NAV Warning. | |
| | | EK D303Z HANSTHOLM B – TSA FBZ | 56 38 06N 008 27 37E 56 40 18N 008 21 39E 57 08 22N 008 31 12E 57 09 23N 008 32 26E 57 18 26N 008 57 44E 57 15 55N 009 03 58E 56 45 28N 008 47 16E 56 44 36N 008 46 05E 56 38 06N 008 27 37E | <u>FL660</u> FL55 | For IFR flight planning purposes only. |

| Identification Name | Lateral Limits (WGS-84) | Upper limit Lower limit | Remarks (Time of activity and ATS-unit) |
|--------------------------------------|-------------------------|------------------------------|--|
| EK D304 DOGGER - TSA | 55 30 33N 005 45 45E | <u>FL660</u> GND | AMC-manageable area. Activation by NOTAM/ Daily NAV Warning. The lower limit of the area will be restricted to FL55, when commercial helicopter operations to/from oil- and 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 EK D304 |
| | 55 00 00N 006 02 26E | | |
| | 55 00 00N 005 04 21E | | |
| | 55 08 10N 005 04 22E | | |
| | 55 22 32N 005 24 13E | | |
| 55 30 33N 005 45 45E | | | |
| EK D304Z DOGGER – TSA FBZ | 54 59 26N 006 08 13E | <u>FL 660</u> FL 195 | Partly in Amsterdam FIR/London UIR and Scottish UIR. For IFR flight planning purposes only. |
| | 54 56 59N 006 05 03E | | |
| | 54 56 59N 005 02 12E | | |
| | 54 58 45N 004 59 07E | | |
| | 55 08 40N 004 59 07E | | |
| | 55 09 37N 004 59 42E | | |
| | 55 24 35N 005 20 21E | | |
| | 55 24 54N 005 20 57E | | |
| | 55 33 53N 005 45 03E | | |
| | 55 32 52N 005 50 01E | | |
| 54 59 26N 006 08 13E | | | |
| EK D350 YDERFLAK | 56 06 43N 011 10 26E | <u>6500 FT MSL</u> GND | AMC manageable area. Activation by NOTAM/ Daily NAV Warning. Gun firing. |
| | 56 01 18N 011 04 36E | | |
| | 56 06 58N 011 01 41E | | |
| | 56 09 18N 011 07 26E | | |
| | 56 06 43N 011 10 26E | | |
| EK D350Z YDERFLAK FBZ | 55 58 04N 011 07 23E | <u>FL 080</u> 3500 FT MSL | For IFR flight planning purposes only. |
| | 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 | | |
| EK D351 SCHULTZ GRUND | 56 06 43N 011 10 26E | <u>UNL</u> GND | AMC manageable area Activation by NOTAM/ Daily NAV Warning. Gun firing. |
| | 56 09 18N 011 07 26E | | |
| | 56 10 48N 011 11 06E | | |
| | 56 10 38N 011 23 26E | | |
| | 56 06 43N 011 10 26E | | |

| Identification Name | Lateral Limits (WGS-84) | Upper limit Lower limit | Remarks (Time of activity and ATS-unit) |
|--|--|------------------------------|---|
| EK D351Z 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 | <u>UNL</u> 3500 FT MSL | For IFR flight planning purposes only. |
| EK D352 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 | <u>6000 FT MSL</u> GND | AMC manageable area Activation by NOTAM/ Daily NAV Warning. Gun firing. |
| EK D352Z 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 | <u>FL 075</u> 3500 FT MSL | For IFR flight planning purposes only. |
| EK D371 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 | <u>48000 FT MSL</u> SL | AMC manageable area Activation by NOTAM/ Daily NAV Warning. PPR from Langen Information for penetration. |
| EK D371Z 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 | <u>FL 495</u> 3500 FT MSL | Partly in Bremen FIR/Hannover UIR. For IFR flight planning purposes only. |
| EK D373 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 | <u>40000 FT MSL</u> GND | AMC manageable area Activation by NOTAM/ Daily NAV Warning. Gun firing. |

| Identification Name | Lateral Limits (WGS-84) | Upper limit Lower limit | Remarks (Time of activity and ATS-unit) |
|--------------------------------------|-------------------------|------------------------------------|--|
| EK D373Z RØMØ VEST FBZ | 55 21 54N 008 12 34E | <u>40000 FT MSL</u> 3500 FT MSL | Partly in Bremen FIR/Hannover UIR. For IFR flight planning purposes only. |
| | 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 | | | |
| EK D389 SKAGEN NORD | 58 02 58N 010 53 20E | <u>60000 FT MSL</u> GND | AMC manageable area Activation by NOTAM/ Daily NAV Warning. Gun firing. |
| | 58 30 00N 010 30 00E | | |
| | 58 21 57N 010 12 56E | | |
| | 58 02 58N 010 29 55E | | |
| | 58 02 58N 010 53 20E | | |
| EK D389Z SKAGEN NORD FBZ | 58 30 00N 010 30 00E | <u>FL 615</u> 3500 FT MSL | For IFR flight planning purposes only |
| | 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 | | | |
| ED-D28 OSTSEE/SCHÖNHAGEN | 54 45 00N 010 09 24E | <u>48000 FT MSL</u> GND | AMC Manageable Area. See AIP Germany for detail. |
| | 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 | | |
| ED-DOSTSEE/SCHÖNHAGEN FBZ | 54 47 30N 010 06 20E | <u>FL 515</u> GND | For IFR flight planning purposes only. See AIP Germany for detail. |
| | 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 | | |

| Identification Name | Lateral Limits (WGS-84) | Upper limit Lower limit | Remarks (Time of activity and ATS-unit) |
|---------------------------------|-------------------------|----------------------------|---|
| ED-D46B NORDSEE | 55 00 00N 007 15 00E | <u>FL 660</u> GND | AMC Manageable Area. See AIP Germany for detail. |
| | 55 10 00N 007 20 00E | | |
| | 55 10 00N 007 50 00E | | |
| | 55 00 00N 007 43 25E | | |
| | 55 00 00N 007 15 00E | | |
| ED-D46BZ NORDSEE FBZ | 55 12 29N 007 16 43E | <u>FL 660</u> GND | For IFR flight planning purposes only. See AIP Germany for detail. |
| | 55 12 29N 007 56 18E | | |
| | 54 57 30N 007 46 25E | | |
| | 54 57 30N 007 09 15E | | |
| | 55 12 29N 007 16 43E | | |

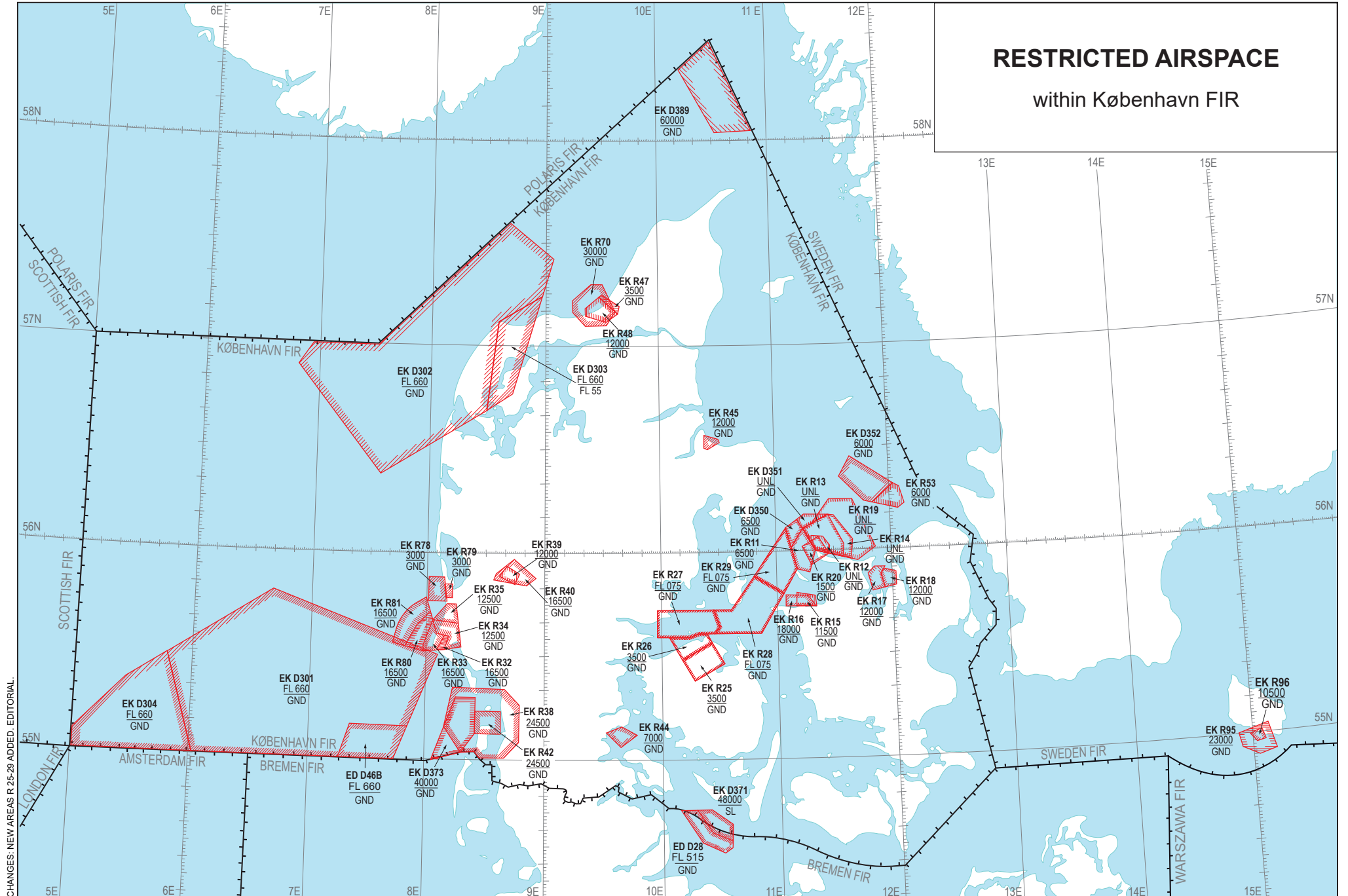
An overview of activities in Danger and Restricted areas (EK-D and EK-R) within København FIR is available from NAVIAIR:

<http://briefing.naviair.dk/>

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

BLANK

RESTRICTED AIRSPACE within København FIR



CHANGES: NEW AREAS R 25-29 ADDED. EDITORIAL.

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) | 233° / 13.5 NM from Viborg 032° / 11.0 NM from Herning |
| 3 | AD ELEV REF temperature | 171 FT AMSL 22.2 °C. |
| 4 | MAG VAR Annual change | 4.0° 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 | Infirmieri on base, hospitals in Viborg and Herning. |
| 5 | Bank and post office | In Karup, 3 km |
| 6 | Tourist office | In Karup, 3 km |
| 7 | Remarks | |

6. RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---------------------------|
| 1 | AD category for fire fighting | CAT 6 (7) (Ref. AD 1.2-1) |
| 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 |

18. ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---------------------|---------------------------------|--|---------------------------------------|--|
| 1 | 2 | 3 | 4 | 5 |
| APP | KARUP APPROACH | 120.425 269.275 | H24 | FL 250/50 NM |
| TWR | KARUP TOWER | 119.575 121.50++ 353.575 257.80 243.00++ | H24 H24 H24 H24 H24 | 4000 FT/25 NM FL 250/50 NM 4000 FT/25 NM |
| ATIS | KARUP AIRPORT INFORMATION | 120.575 | H24 | DOC: FL 200/60 NM Language: EN |
| ARR | KARUP ARRIVAL | 121.5++ 340.575+ 344.0+ 243.0++ | MON-THU 0630-1430 0630-1230 | + As required + As required ++ Emergency |
| RESERVED | | 122.1 360.65 385.40 | On request | 4000 FT/25 NM 4000 FT/25 NM |

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) TAR/SSR | KAR | CH 37x Wave length 10cm | H 24 H 24 | 561748.03N 0090030.95E 561729.46N 0090626.22E | Coverage FL500/200NM 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 TRAFFIC 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.

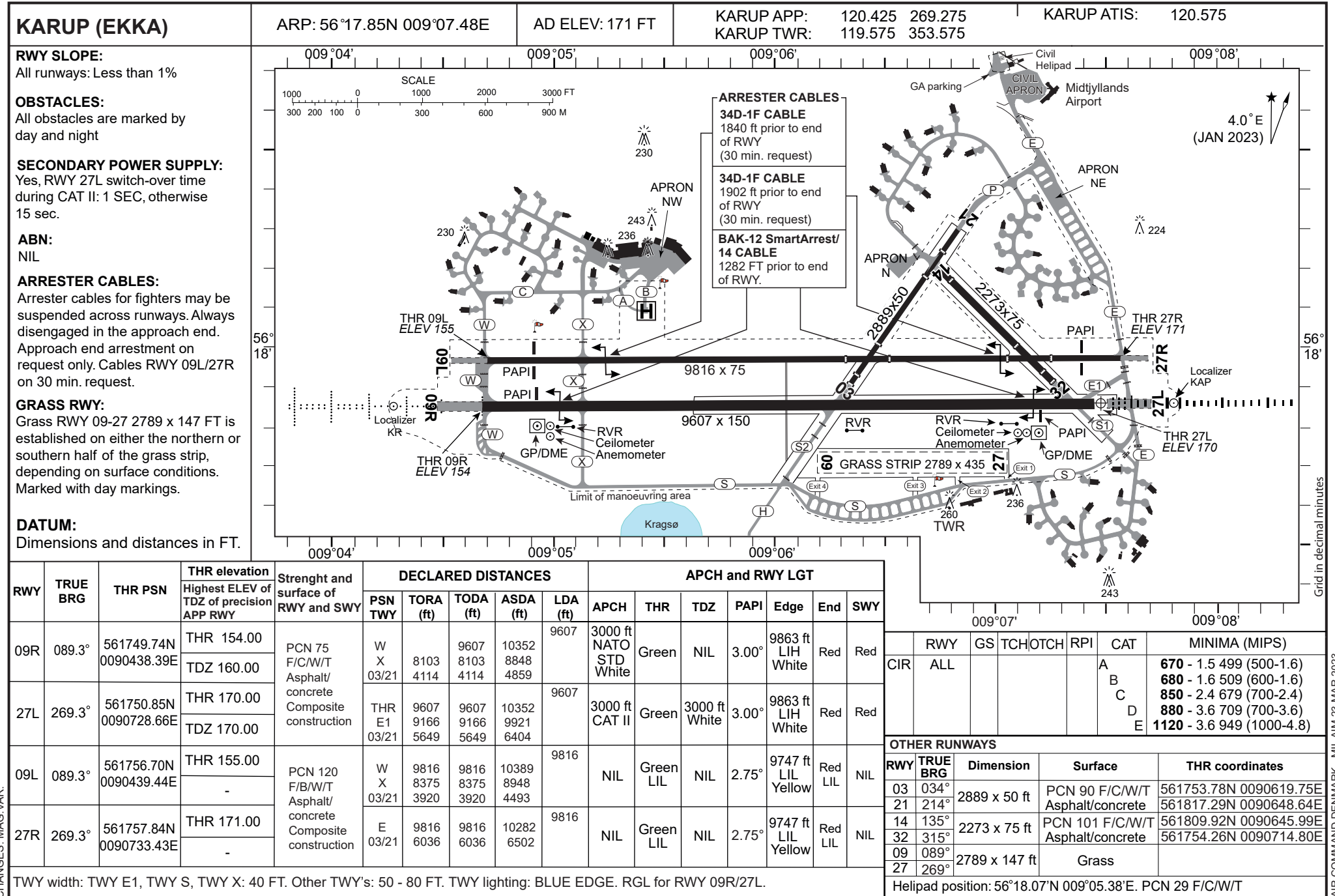
See also chart AD 2 EKKA - Glider Areas in TMA.
6. RWY 03/21 and RWY 14/32 are available for take-off and landing during daytime only.

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 with destination Karup will normally be cleared by ACC KØBENHAVN to REVBO, RIKSU or TACAN KAR. Aircraft with other destination 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.



CHANGES: MAG. VAR.

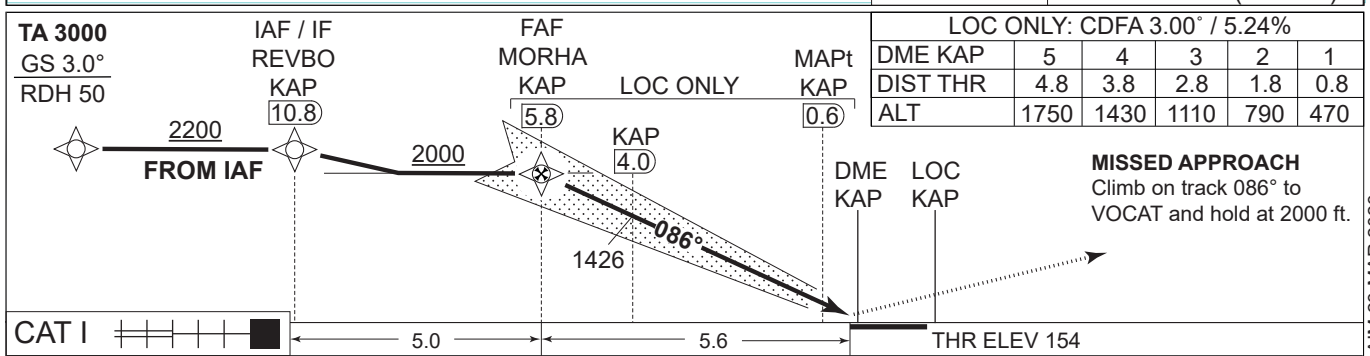
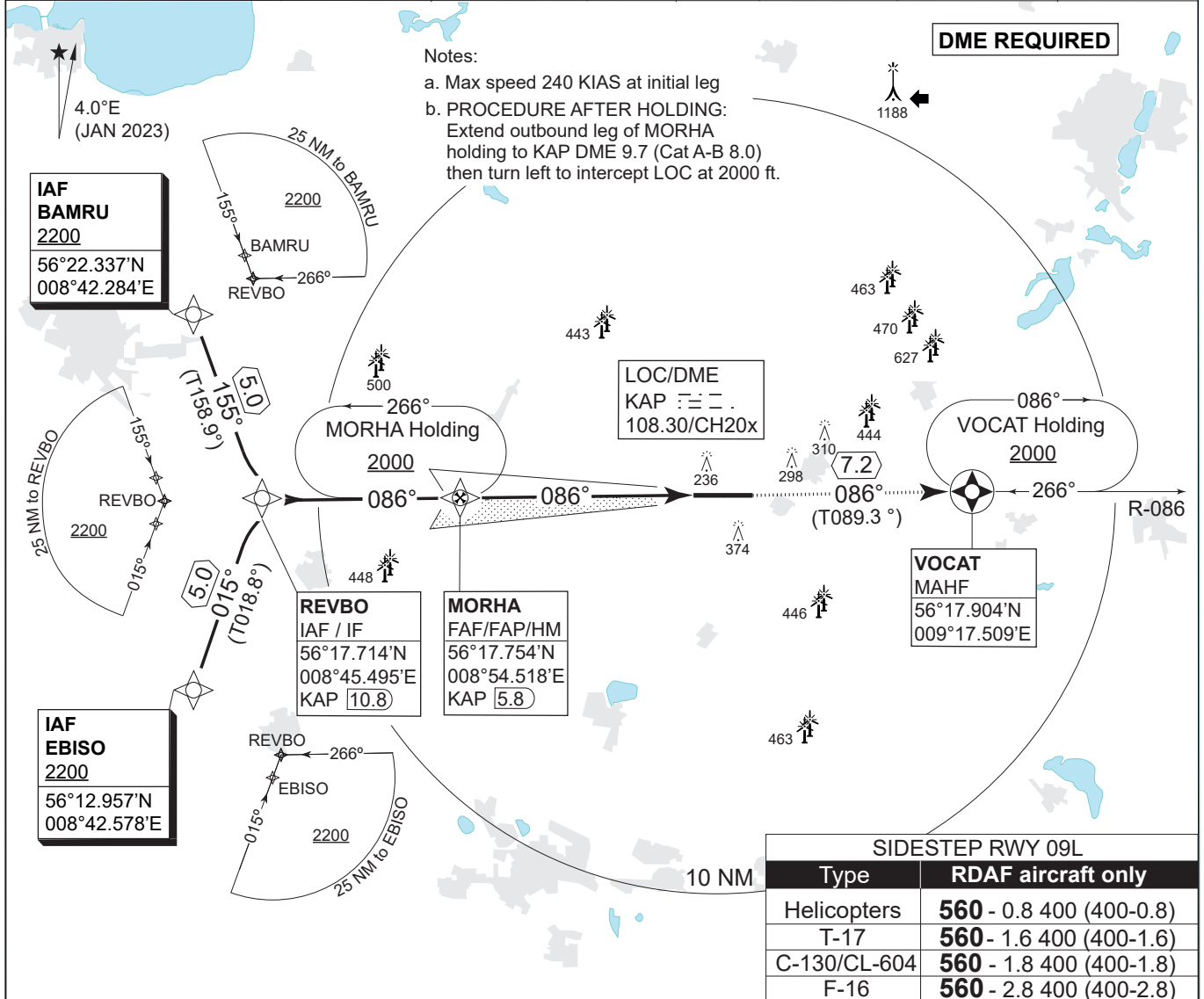
AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

MIPS
INSTRUMENT APPROACH CHART

AD ELEV 171

ILS or LOC RWY 09R
KARUP AIR BASE (EKKA)

| | | | | | | | | |
|---------------------------------------|--------------------|-------------------------|-------------|-----------------------------------|-----------------|---------------------|--------------------------------|--|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.575 | | KARUP APPROACH 269.275 120.425 | | | KARUP TOWER 353.575 119.575 | |
| LOC/DME KAP 108.300/CH20X | APP COURSE 086° | GS INTCP ALT 2000 FT | GS 3.00° | DA 354 | THR ELEV 154 | ALS LENGTH 900 M | LDA 9607 FT | |



| CATEGORY | A | B | C | D | E |
|-------------|------------------------------------|--------------------------------|--------------------------------|--------------------------------|----------------------------------|
| S-ILS CAT I | 354 - 550 200 (200-0.8/1.2) | | | | |
| S-LOC 09R | 470 - 750 316 (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) |

ILS or LOC RWY 09R

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

CHANGES: VARIATION.

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

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MIPS
INSTRUMENT APPROACH CHART

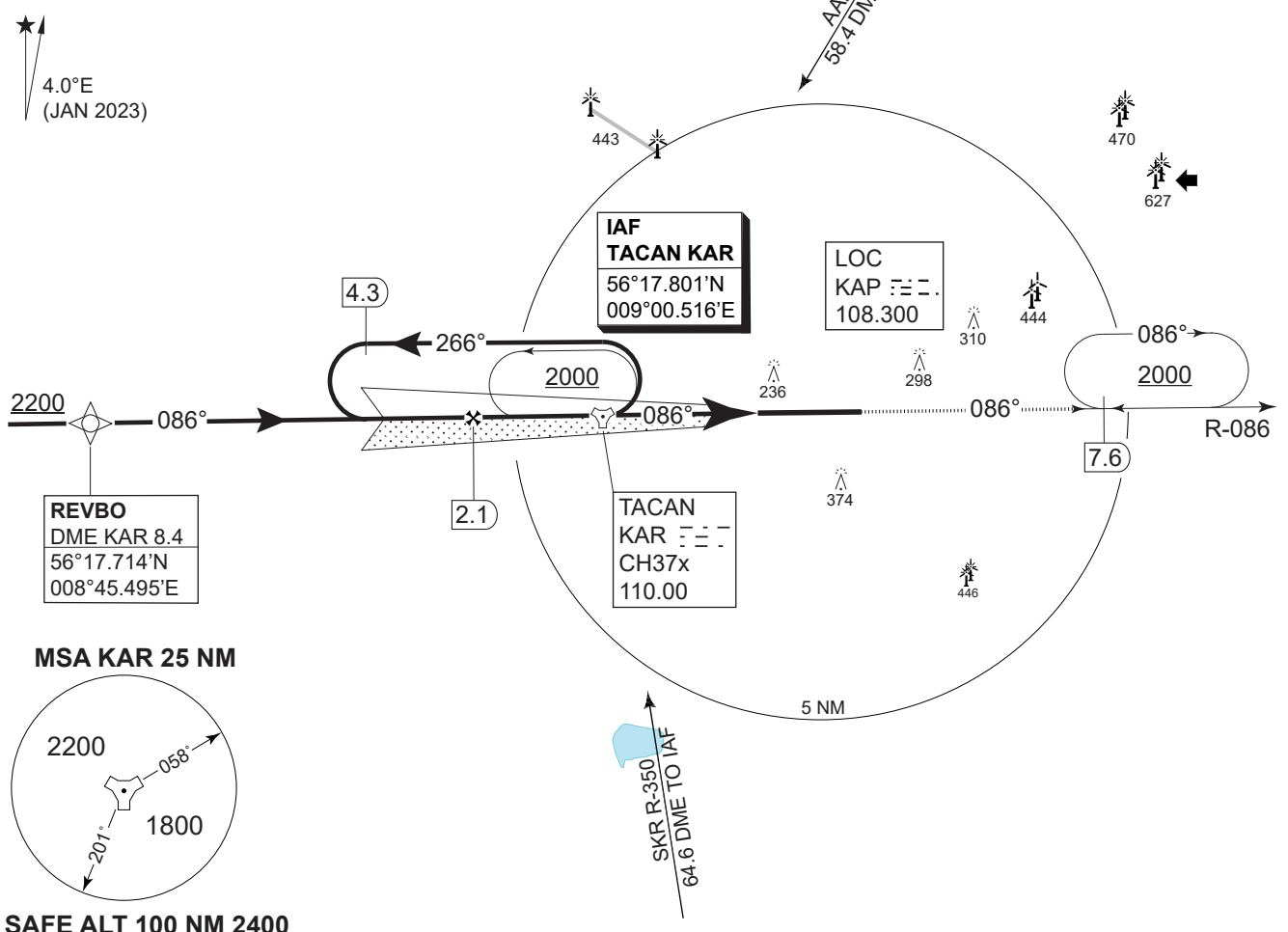
COPTER ILS or LOC RWY 09R
KARUP AIR BASE (EKKA)

AD ELEV 171

| | | | | | | | | |
|---------------------------------------|--------------------|-----------------------|-------------------------|-----------------------------------|------------------|-----------------|--------------------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.575 | | KARUP APPROACH 269.275 120.425 | | | KARUP TOWER 353.575 119.575 | |
| TACAN KAR 110.00/CH 37x | LOC KAP 108.300 | APP COURSE 086° | GS INTCP ALT 1600 FT | GS 3.00° | DA 354 | THR ELEV 154 | ALS LENGTH 900 M | LDA 9607 FT |

CAUTION:
THE DME INDICATIONS ARE FROM TACAN KAR
- NOT FROM THE DME ASSOCIATED WITH THE ILS

TACAN REQUIRED



| | | | | | | | | |
|------------------------------|------|------|-----|-----|--|--|----------------|--|
| LOC ONLY: CDFA 3.00° / 5.24% | | | | | | | TA 3000 | |
| DME KAR | 2 | 1 | 0 | 1 | | | GS 3.0° | |
| DIST THR | 4.3 | 3.3 | 2.3 | 1.3 | | | RDH 50 | |
| ALT | 1580 | 1260 | 940 | 620 | | | | |

| | | | | |
|----------------|-----|-----|-----|-----|
| REVBO | 8.4 | 2.1 | 2.3 | 7.6 |
| 2200 | | | | |
| Racetrack 1600 | | | | |
| 2000 | | | | |
| 2000 | | | | |
| 086° | | | | |
| 936 | | | | |
| THR ELEV 154 | | | | |

MISSED APPROACH
Climb on KAR R-086.
Hold at 7.6 DME at 2000 ft.

| | | |
|-----------------|------------------------------------|--|
| CATEGORY | H | |
| H-ILS CAT I 09R | 354 - 400 200 (200-0.4/0.8) | |
| H-LOC 09R | 470 - 400 316 (400-0.4/0.8) | |

CHANGES: VARIATION

COPTER ILS or LOC RWY 09R

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

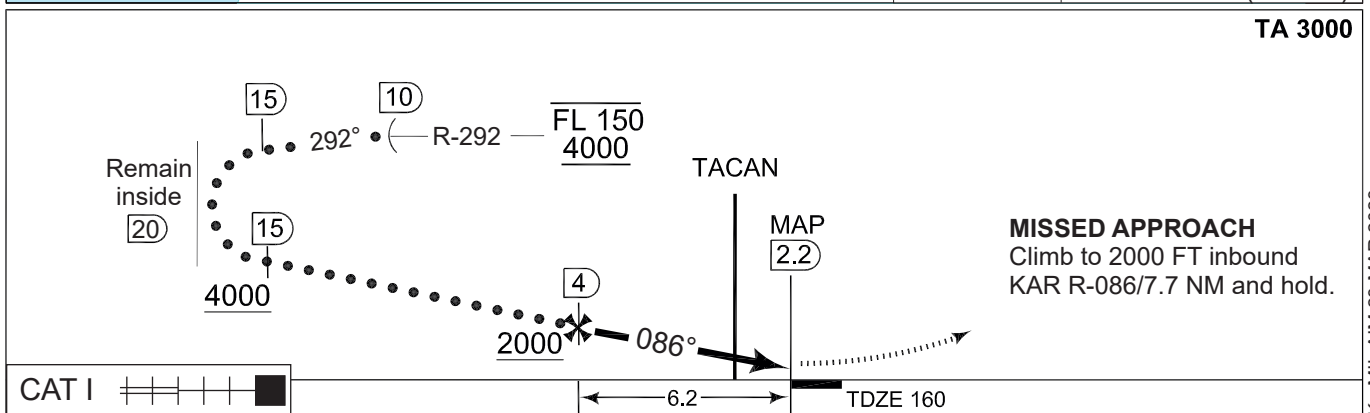
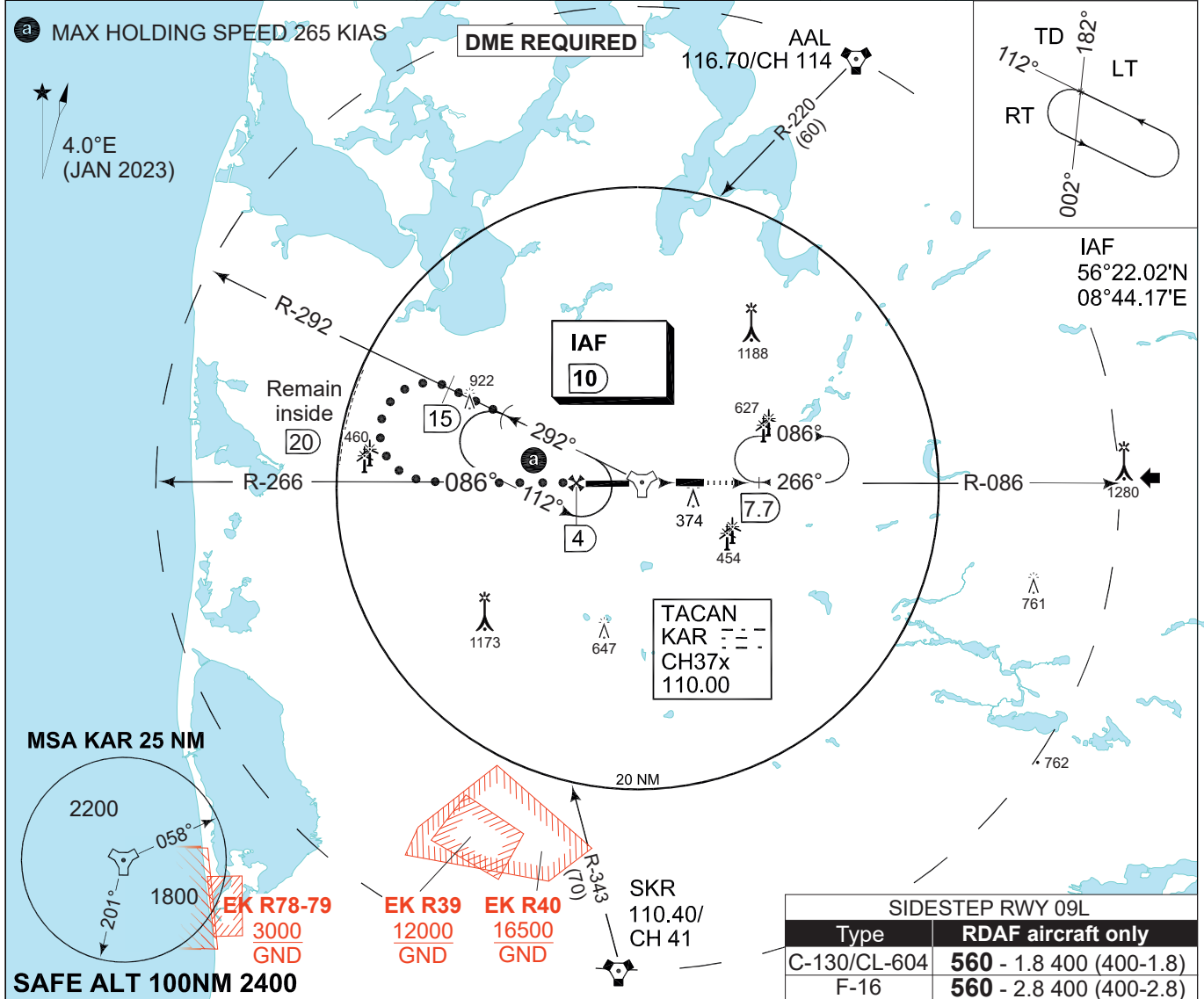
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TERPS INSTRUMENT APPROACH CHART

AD ELEV 171

**HI-TACAN RWY 09R
KARUP AIR BASE (EKKA)**

| | | | | | | | |
|---------------------------------------|--------------------|-----------------------|-------------------------|-----------------------------------|-------------|--------------------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.575 | | KARUP APPROACH 269.275 120.425 | | KARUP TOWER 353.575 119.575 | |
| TACAN KAR 110.00/CH 37x | APP COURSE 086° | FAF ALT 2000 FT | DESCENT GR 292 FT/NM | MDA 500 | TDZE 160 | ALS length 900 M | LDA 9607 FT |



| CATEGORY | C | D | E |
|-------------|-----------------------------|-------------------------|-----------------------------|
| S-TACAN 09R | 500 -1200 340 (400-1.2/1.6) | | 500 -1200 340 (400-1.2/2.0) |
| CIRCLING | 680 -2400 510 (600-2.4) | 720 -3200 550 (600-3.2) | 780 -3600 610 (700-3.6) |

HI-TACAN RWY 09R 56°17.85'N
009°07.48'E **KARUP AIR BASE (EKKA)**

CHANGES: VARIATION

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

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MIPS

INSTRUMENT APPROACH CHART

AD ELEV 171

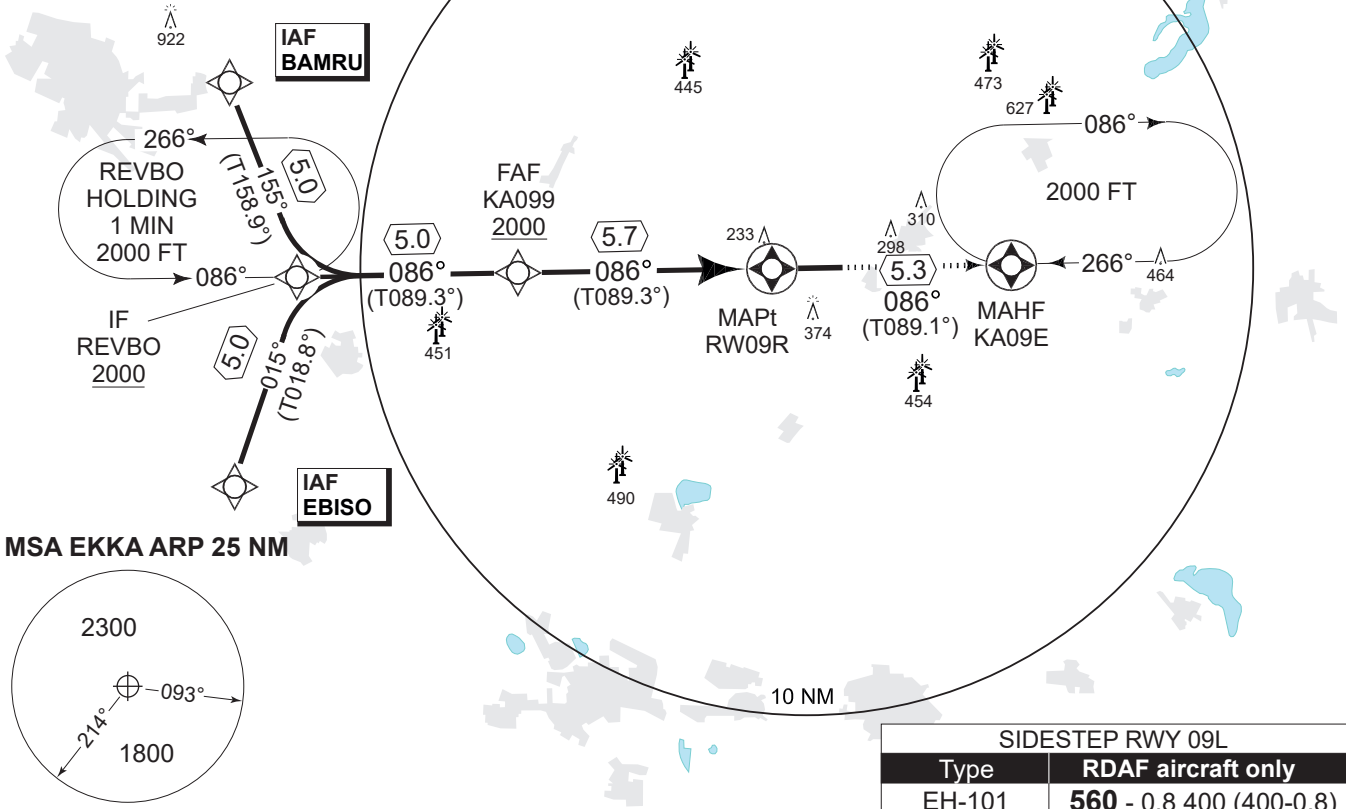
RNP RWY 09R
KARUP AIR BASE (EKKA)

| | | | | | | | |
|---------------------------------------|--------------------|-----------------------|-----------------------------------|--------------------------|--------------------------------|---------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.575 | KARUP APPROACH 269.275 120.425 | | KARUP TOWER 353.575 119.575 | | |
| EGNOS CHANNEL 46175 / E09A | APP COURSE 086° | FAF ALT 2000 FT | Descent GR 3.0° (5.24%) | MINIMA See CAT | THR ELEV 154 | ALS length 900 M | LDA 9607 FT |

Note 1: Max speed 250 KIAS
Note 2: PAPI and RNAV glidepath not coincident (PAPI angle 3.00° / TCH 50)

a Not to be used below -25°C

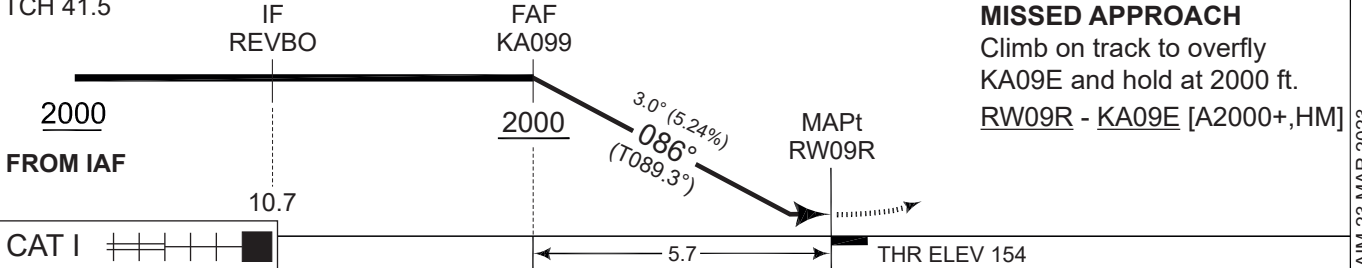
4.0°E
(JAN 2023)



| SIDESTEP RWY 09L | |
|------------------|-------------------------|
| Type | RDAF aircraft only |
| EH-101 | 560 - 0.8 400 (400-0.8) |
| C-130/CL-604 | 560 - 1.8 400 (400-1.8) |

SAFE ALT 100NM 2400

| | | | | | | |
|--------------------------------|---------------|------|------|------|-----|-----|
| TA 3000 GS 3.0° TCH 41.5 | DIST TO RW09R | 5 | 4 | 3 | 2 | 1 |
| | NOM. ALTITUDE | 1790 | 1470 | 1150 | 830 | 520 |



| CATEGORY | A | B | C | D | E |
|-------------------------|-----------------------------|-------------------------|-------------------------|-------------------------|-----------------------------|
| LPV (DA) | 404 - 600 250 (300-0.8/1.3) | | | | |
| LNAV/VNAV (DA) a | 454 - 650 300 (300-0.8/1.4) | | | | |
| LNAV (MDA) | 490 - 800 336 (400-0.8/1.5) | | | | 500 - 900 346 (400-0.9/1.6) |
| 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: VARIATION: MSA

RNP RWY 09R

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

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: APPROACH RENAMED RNP.

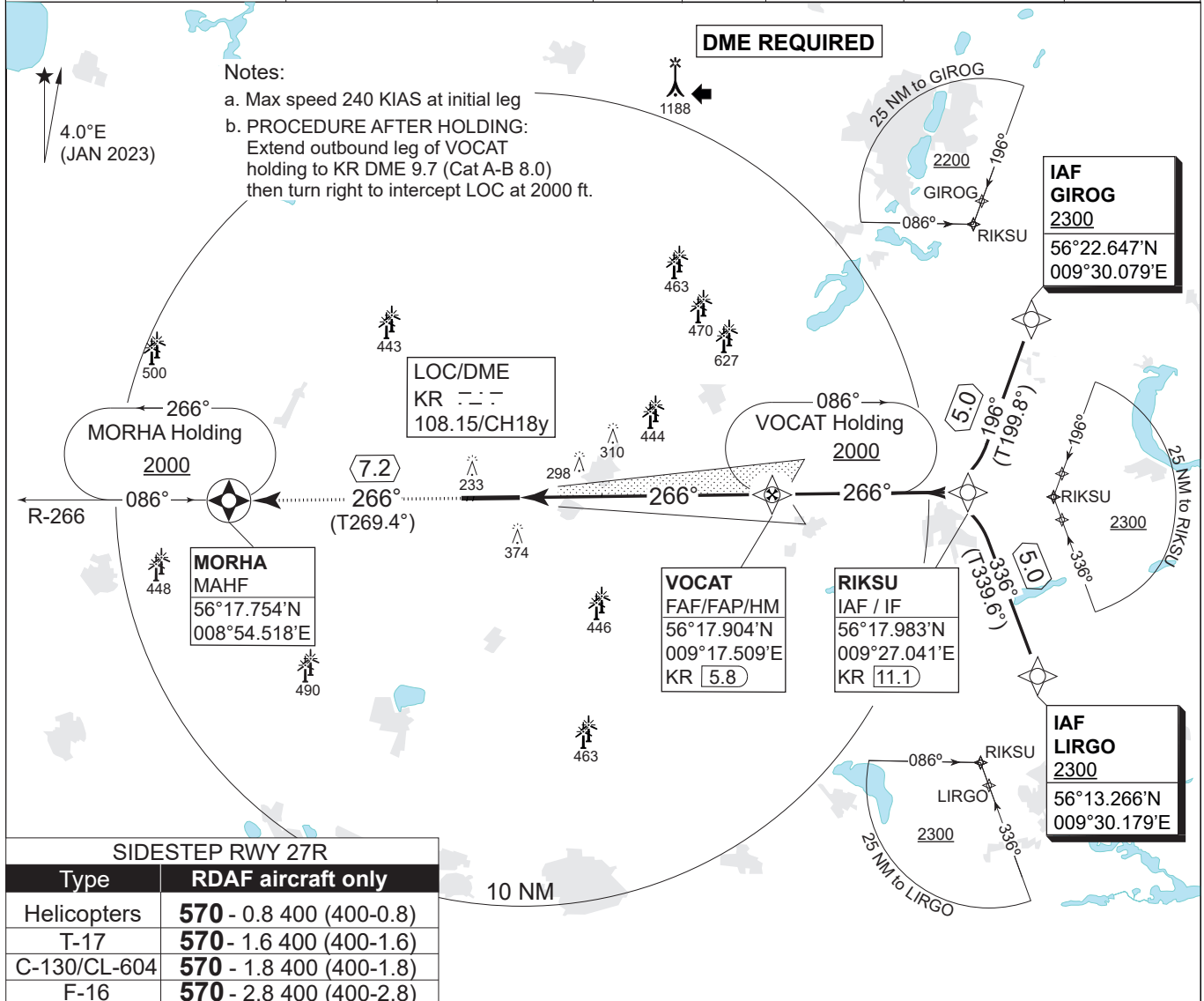
AIR COMMAND DENMARK - MIL-AIM 26 JAN 2023

MIPS INSTRUMENT APPROACH CHART

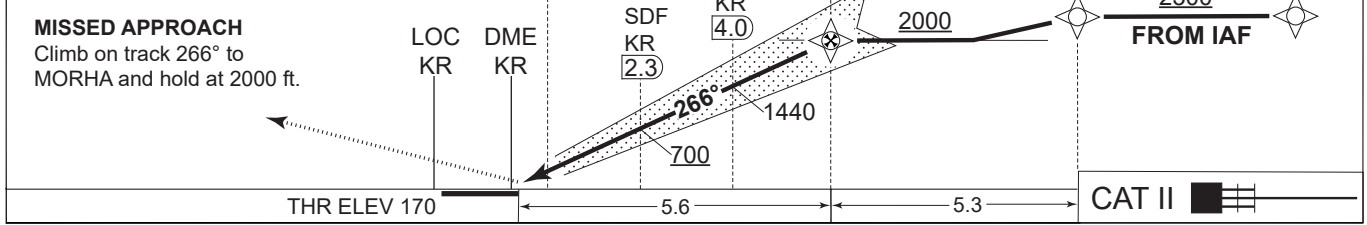
**ILS or LOC RWY 27L
KARUP AIR BASE (EKKA)**

AD ELEV 171

| | | | | | | | | |
|---------------------------------------|--------------------|-------------------------|-------------|-----------------------------------|-----------------|---------------------|--------------------------------|--|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.575 | | KARUP APPROACH 269.275 120.425 | | | KARUP TOWER 353.575 119.575 | |
| LOC/DME KR 108.150/CH18y | APP COURSE 266° | GS INTCP ALT 2000 FT | GS 3.00° | DA 370 | THR ELEV 170 | ALS LENGTH 900 M | LDA 9607 FT | |



| | | | | | | | | | | |
|------------------------------|-----|-----|------|------|-------------------|----------|---------------------------|---------------------------------|------------------------------|-----|
| LOC ONLY: CDFA 3.00° / 5.24% | | | | | MAPt KR 0.6 | LOC ONLY | FAF VOCAT KR 5.8 | IAF / IF RIKSU KR 11.1 | TA 3000 GS 3.0° RDH 50 | |
| 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 | | | | | |



| 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) |

ILS or LOC RWY 27L

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

CHANGES: VARIATION
MIPS

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

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MIPS
INSTRUMENT APPROACH CHART

COPTER ILS or LOC RWY 27L
KARUP AIR BASE (EKKA)

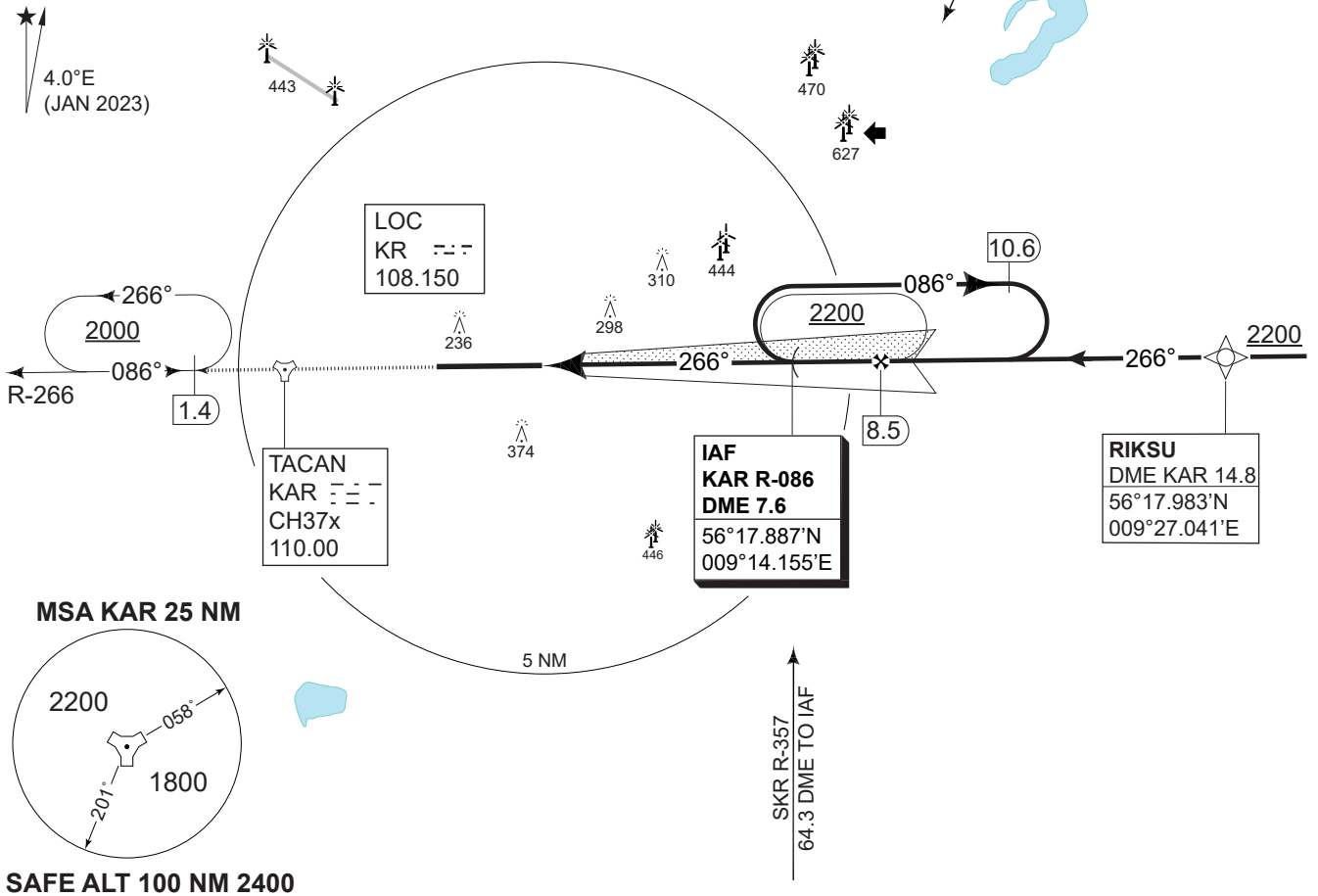
AD ELEV 171

| | | | | | | | | | |
|---------------------------------------|-------------------|-----------------------|-------------------------|-----------------------------------|------------------|-----------------|--------------------------------|----------------|--|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.575 | | KARUP APPROACH 269.275 120.425 | | | KARUP TOWER 353.575 119.575 | | |
| TACAN KAR 110.00/CH 37x | LOC KR 108.150 | APP COURSE 266° | GS INTCP ALT 1700 FT | GS 3.00° | DA 370 | THR ELEV 170 | ALS LENGTH 900 M | LDA 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.

TACAN REQUIRED



| | | | | | | | | | |
|---|-----|-----|------|------|--------------------------|---------|---------------|----------------|---------|
| LOC ONLY: CDFA 3.00° / 5.24% | | | | | | | | TA 3000 | |
| DME KAR | 5 | 6 | 7 | 8 | MAPt (LOC) KAR | SDF KAR | IAF KAR R-086 | FAF (LOC) KAR | GS 3.0° |
| DIST THR | 1.1 | 2.1 | 3.1 | 4.1 | 3.9 | 6.0 | 7.6 | 8.5 | RDH 50 |
| ALT | 580 | 900 | 1220 | 1540 | | | | | |
| MISSED APPROACH Climb on track 266 to KAR. After KAR continue on R-266. Hold at 1.4 DME at 2000 ft. | | | | | THR ELEV 170 | | | | |
| MAHF KAR R-266 TACAN KAR LOC KR | | | | | RAKETRACK 1700 CAT II | | | | |

CHANGES: VARIATION

| | | |
|-------------|---------------------------|------------------------------------|
| 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) |

COPTER ILS or LOC RWY 27L

56°17.85'N
009°07.48'E

KARUP AIR BASE (EKKA)

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

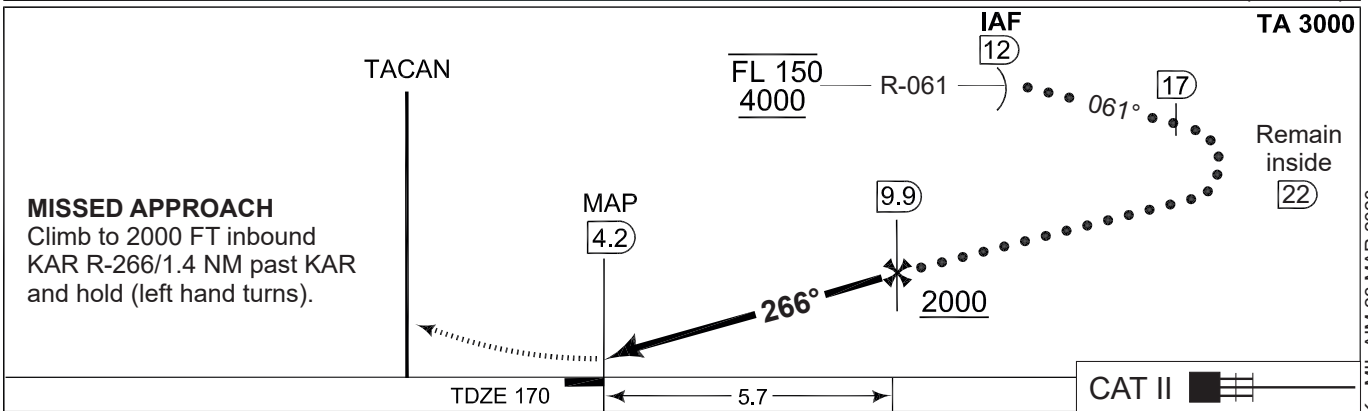
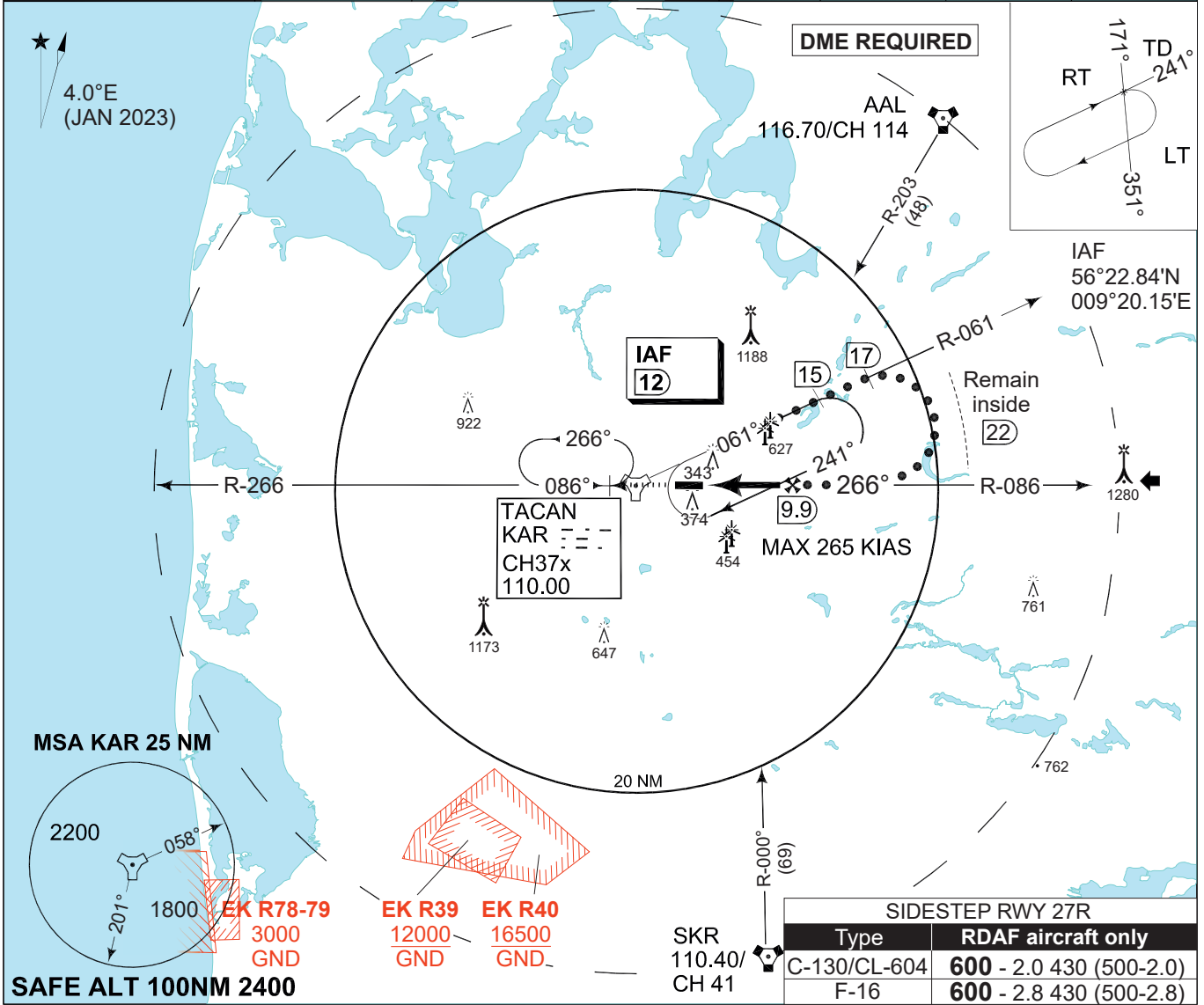
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**TERPS
INSTRUMENT APPROACH CHART**

**HI-TACAN RWY 27L
KARUP AIR BASE (EKKA)**

AD ELEV 171

| | | | | | | | |
|---------------------------------------|--------------------|-----------------------|-------------------------|-----------------------------------|-------------|--------------------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.575 | | KARUP APPROACH 269.275 120.425 | | KARUP TOWER 353.575 119.575 | |
| TACAN KAR 110.00/CH 37x | APP COURSE 266° | FAF ALT 2000 FT | DESCENT GR 305 FT/NM | MDA 600 | TDZE 170 | ALS length 900 M | LDA 9607 FT |



| CATEGORY | C | D | E |
|-------------|------------------------------------|------------------------------------|--------------------------------|
| S-TACAN 27L | 600 -1200 430 (500-1.2/2.0) | 600 -1200 430 (500-1.2/2.4) | |
| CIRCLING | 680 -2400 510 (600-2.4) | 720 -3200 550 (600-3.2) | 780 -3600 610 (700-3.6) |

HI-TACAN RWY 27L 56°17.85'N
009°07.48'E **KARUP AIR BASE (EKKA)**

CHANGES: VARIATION

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

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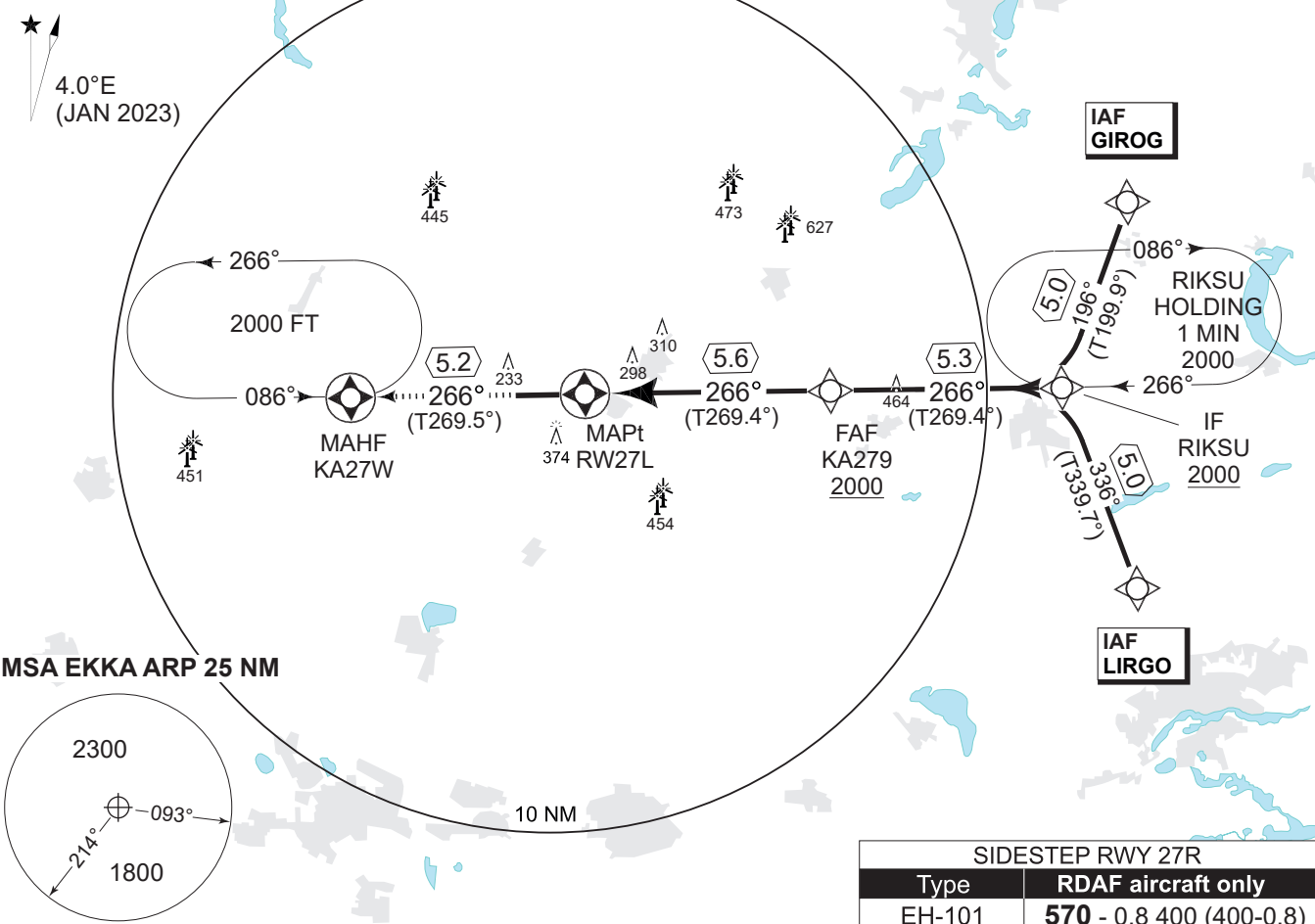
MIPS INSTRUMENT APPROACH CHART

RNP RWY 27L KARUP AIR BASE (EKKA)

AD ELEV 171

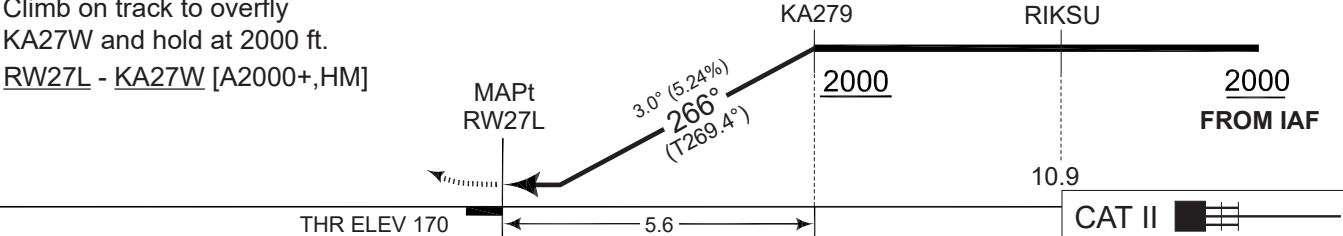
| | | | | | | | |
|---------------------------------------|--------------------|-----------------------|----------------------------|-----------------------------------|-----------------|--------------------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.555 | | KARUP ATIS 120.575 | | KARUP APPROACH 269.275 120.425 | | KARUP TOWER 353.575 119.575 | |
| EGNOS CHANNEL 54104 / E27A | APP COURSE 266° | FAF ALT 2000 FT | Descent GR 3.0° (5.24%) | MINIMA See CAT | THR ELEV 170 | ALS length 900 M | LDA 9607 FT |

Note 1: Max speed 250 KIAS
 Note 2: PAPI and RNAV glidepath not coincident (PAPI angle 3.00° / TCH 50)
a Not to be used below -25°C



SAFE ALT 100NM 2400

| | | | | | | | |
|--|---------------|-----|-----|------|------|------|--------------------------------|
| MISSED APPROACH Climb on track to overfly KA27W and hold at 2000 ft. RW27L - KA27W [A2000+,HM] | DIST TO RW27L | 1 | 2 | 3 | 4 | 5 | TA 3000 GS 3.0° TCH 39.3 |
| | NOM. ALTITUDE | 530 | 850 | 1170 | 1490 | 1800 | |



| 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) |

RNP RWY 27L 56°17.85'N 009°07.48'E **KARUP AIR BASE (EKKA)**

CHANGES: VARIATION, MSA, MIPS

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

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: APPROACH RENAMED RNP.

AIR COMMAND DENMARK - MIL - AIM 26 JAN 2023

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 Not avbl. |
| 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 0500-1430 (0400-1330) FRI 0500-1300 (0400-1200) MO EKMK: 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 | Infirmery on base. Hospital in Aabenraa. Local doctors in Vojens. |
| 5 | Bank and post office | In Vojens |
| 6 | Tourist office | In Haderslev |
| 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 | Categories 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 | |

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 | 124.100 315.100 | H24 | FL 250/50 NM |
| TWR | SKRYDSTRUP TOWER | 118.275 121.50++ 286.375 257.80 243.00++ | H24 H24 H24 H24 H24 | 4000 FT/25 NM FL 250/50 NM 4000 FT/25 NM |
| ATIS | SKRYDSTRUP AIRPORT INFORMATION | 133.900 | H24 | DOC: FL 200/60 NM Language: EN |
| ARR | SKRYDSTRUP ARRIVAL | 122.20+ 121.50++ 245.625 344.00+ 243.00++ | | 4000 FT/25 NM + As required ++ Emergency |
| RESERVED | | 119.90 359.275 385.40 | | |

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 |
| VOR (2°E 2016) | SKR | 110.400 | H 24 | 551344.18N 0091250.61E | DOC FL 500/80 NM DME from SKR TACAN |
| TACAN (4°E 2023) | SKR | CH 41x | H 24 | Co-located with SKR VOR | DOC FL 500/80 NM DME 138.4 ft |
| TAR/SSR | | Wave length 10cm | H 24 | 551344.72N 0091538.74E | Coverage: Primary 60NM, SSR 200NM |
| LOC 28R Cat. I | SRY | 109.350 | H 24 | 551332.31N 0091414.42E | |
| GP 28R | | 331.850 | H 24 | 551309.38N 0091711.49E | Angle 3.00° 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° 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 TRAFFIC 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, VORTAC SKR, RNAV point DINUT or TISSET.

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).

| | | | | | |
|-------------------|-----------------------------|-----------------|---------------------------------|---------------------------------|--------------------------|
| SKRYDSTRUP (EKSP) | ARP: 55° 13.53N 009° 15.84E | AD ELEV: 141 FT | SKRYDSTRUP APP: 124.100 315.100 | SKRYDSTRUP TWR: 118.275 286.375 | SKRYDSTRUP ATIS: 133.900 |
|-------------------|-----------------------------|-----------------|---------------------------------|---------------------------------|--------------------------|

RWY SLOPE:
RWY 10L/28R: Less than 1%
RWY 10R/28L: Less than 1%

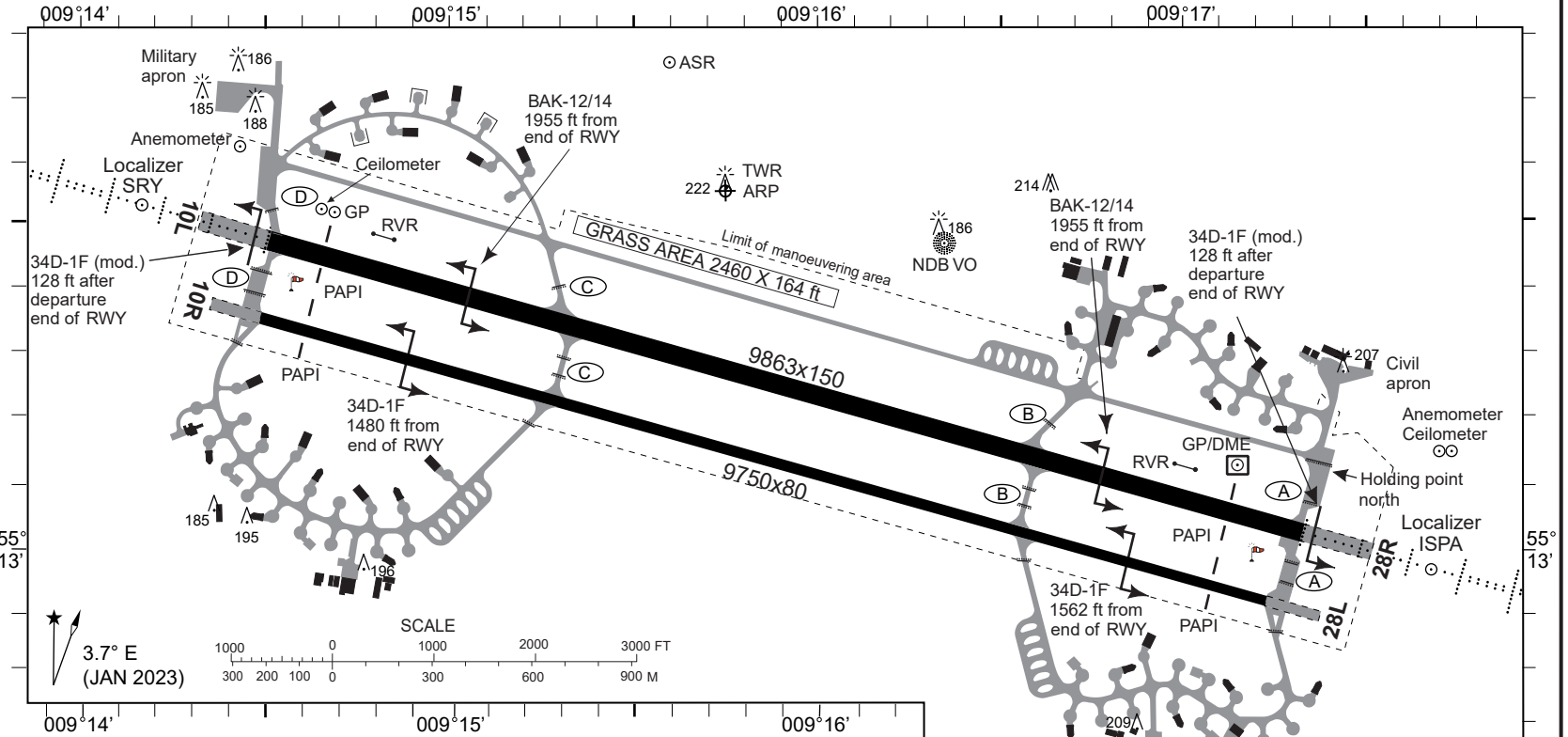
OBSTACLES:
All obstacles are marked by day and night.

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 | | | | APCH and RWY LGT | | | | | | |
|-----|----------|---------------------------|---|---|--------------------|-----------|-----------|-----------|------------------|-------------------------------|-----------------------|-------|-------------------------|---------------------|-----|
| | | | | | PSN TWY | TORA (ft) | TODA (ft) | ASDA (ft) | LDA (ft) | APCH | THR | PAPI | Edge | End | SWY |
| 10L | 105.44° | 551328.56N 0091438.19E | THR 126.00 | PCN 90 F/B/W/T Asphalt/ concrete | D | 9863 | 9863 | 10597 | 9863 | 900 M NATO STD White | Green | 3.00° | 9863 ft LIH White | Red | Red |
| | | | TDZ 127.00 | | C | 7273 | 7273 | 8007 | | | | | | | |
| | | | | | B | 2644 | 2644 | 3378 | | | | | | | |
| 28R | 285.44° | 551302.76N 0091722.11E | THR 141.00 | PCN 77 F/B/W/T Asphalt/ concrete | A | 9863 | 9863 | 10600 | 9863 | 900 M NATO STD White | Green | 3.00° | 9863 ft LIH White | Red | Red |
| | | | TDZ 141.00 | | B | 7421 | 7421 | 8158 | | | | | | | |
| | | | | | C | 2837 | 2837 | 3574 | | | | | | | |
| 10R | 105.44° | 551321.71N 0091435.91E | THR 124.00 | PCN 77 F/B/W/T Asphalt/ concrete | D | 9747 | 9747 | 10237 | 9750 | NIL | Green Wing bars | 3.00° | 9747 ft LIL White | Red Wing bars | NIL |
| | | | | | C | 7066 | 7066 | 7556 | | | | | | | |
| | | | | | B | 2358 | 2358 | 2848 | | | | | | | |
| 28L | 285.44° | 551256.12N 0091717.95E | THR 139.00 | PCN 77 F/B/W/T Asphalt/ concrete | A | 9747 | 9747 | 10237 | 9750 | NIL | Green Wing bars | 3.00° | 9747 ft LIL White | Red Wing bars | NIL |
| | | | | | B | 7457 | 7457 | 5247 | | | | | | | |
| | | | | | C | 2759 | 2759 | 3249 | | | | | | | |

| RWY | GS | TCH | OTCH | RPI | CAT | MINIMA (MIPS) | | |
|-----|-------------|-----|------|-----|-----|---------------|---------------|-----------------|
| | | | | | | MIN | MAX | |
| 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.
Other TWYs: 50 FT.
TWY lighting: BLUE EDGE.

GRASS AREA 2460 X 164 FT may be used by light propeller aircraft, helicopters and gliders.

CHANGES: MAG. VAR.

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC RWY 10L SKRYDSTRUP (EKSP)

| | | | | | | | | |
|---------------------------------------|--------------------|----------------------------|-------------|--|------------|---------------------|-------------------------------------|--|
| COPENHAGEN CONTROL 261.050 133.155 | | SKRYDSTRUP ATIS 133.900 | | SKRYDSTRUP APPROACH 315.100 124.100 | | | SKRYDSTRUP TOWER 286.375 118.275 | |
| LOC-DME ISPA 109.35/CH 30y | APP COURSE 101° | FAP/FAF ALT 2000 FT | GS 3.00° | DA 326 | THR 126 | ALS length 900 M | LDA 9863 FT | |

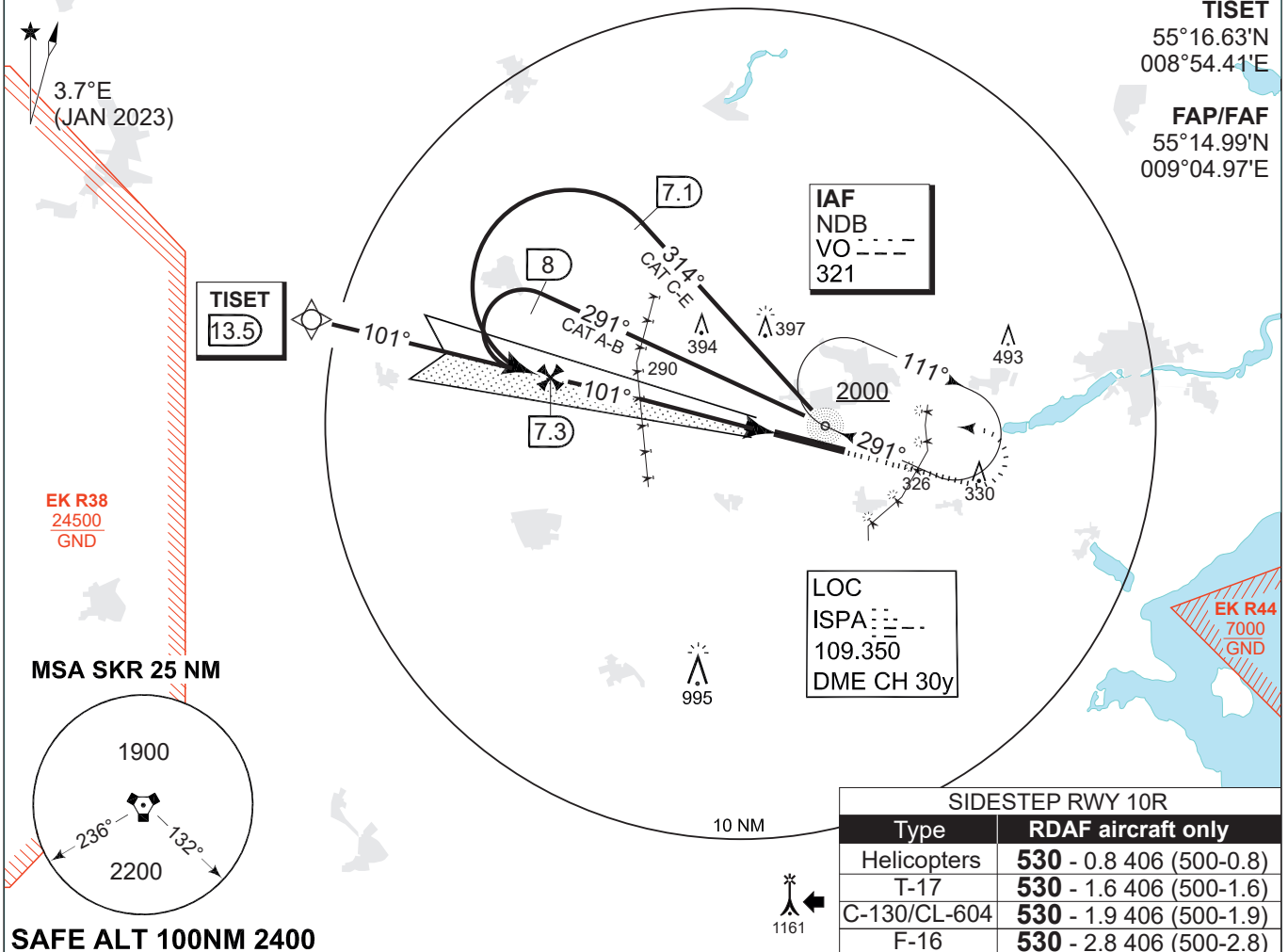
NOTE:
SPEED RESTRICTION ACFT CAT C-E:
Base turn limited to 240 KIAS maximum

DME REQUIRED

IAF (NDB VO)
55°13.48'N
009°16.42'E

TISET
55°16.63'N
008°54.41'E

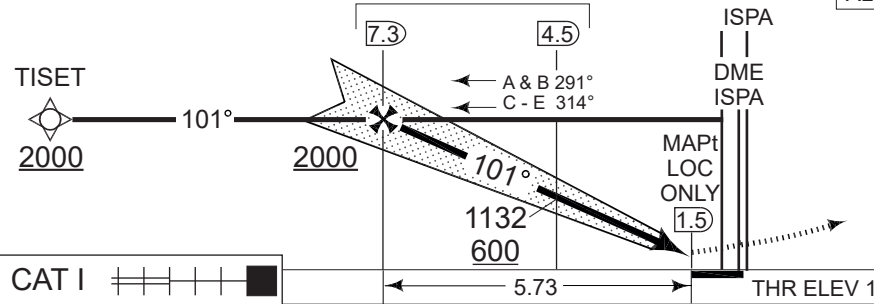
FAP/FAF
55°14.99'N
009°04.97'E



| SIDESTEP RWY 10R | |
|------------------|--------------------------------|
| Type | RDAF aircraft only |
| 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
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 | 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) |

ILS or LOC RWY 10L

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

CHANGES: COPENHAGEN FREQUENCY . VARIATION

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

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MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC Z RWY 10L SKRYDSTRUP (EKSP)

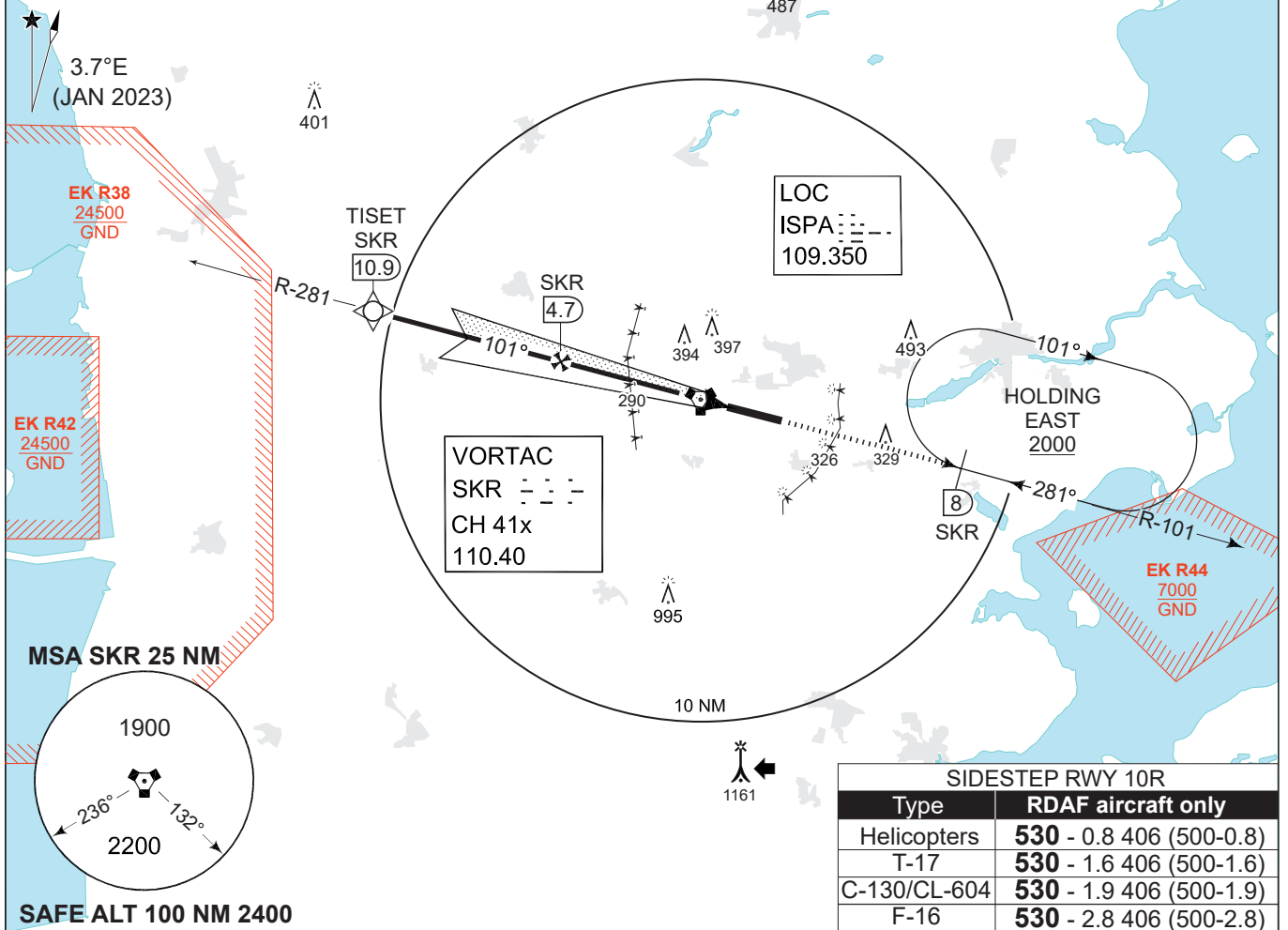
| | | | | | | | | | |
|---------------------------------------|--------------------|----------------------------|------------------------|--|------------------|------------|-------------------------------------|----------------|--|
| COPENHAGEN CONTROL 261.050 133.155 | | SKRYDSTRUP ATIS 133.900 | | SKRYDSTRUP APPROACH 315.100 124.100 | | | SKRYDSTRUP TOWER 286.375 118.275 | | |
| VORTAC SKR 110.4/CH 41x | LOC ISPA 109.35 | APP COURSE 101° | FAP/FAF ALT 2000 FT | GS 3.00° | DA 326 | THR 126 | ALS length 900 M | LDA 9863 FT | |

CAUTION:
THE DME INDICATIONS ARE FROM VORTAC SKR
- NOT FROM THE DME ASSOCIATED WITH THE ILS

DME REQUIRED

TISET
55° 16.63'N
008° 54.41'E

NOTE: RADAR VECTORS TO FINAL REQUIRED



TA 3000

GS 3.00°

RDH 50

TISET SKR 10.9

2000

101°

2000

1151

600

5.73

THR ELEV 126

CAT I

|||||

|||

||

|

0

|||

|||

|||

|||

|||

|||

|||

| 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.

CHANGES: COPENHAGEN FREQUENCY VARIATION.

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

| 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) |

ILS or LOC Z RWY 10L

55° 13.53'N
009° 15.84'E

SKRYDSTRUP (EKSP)

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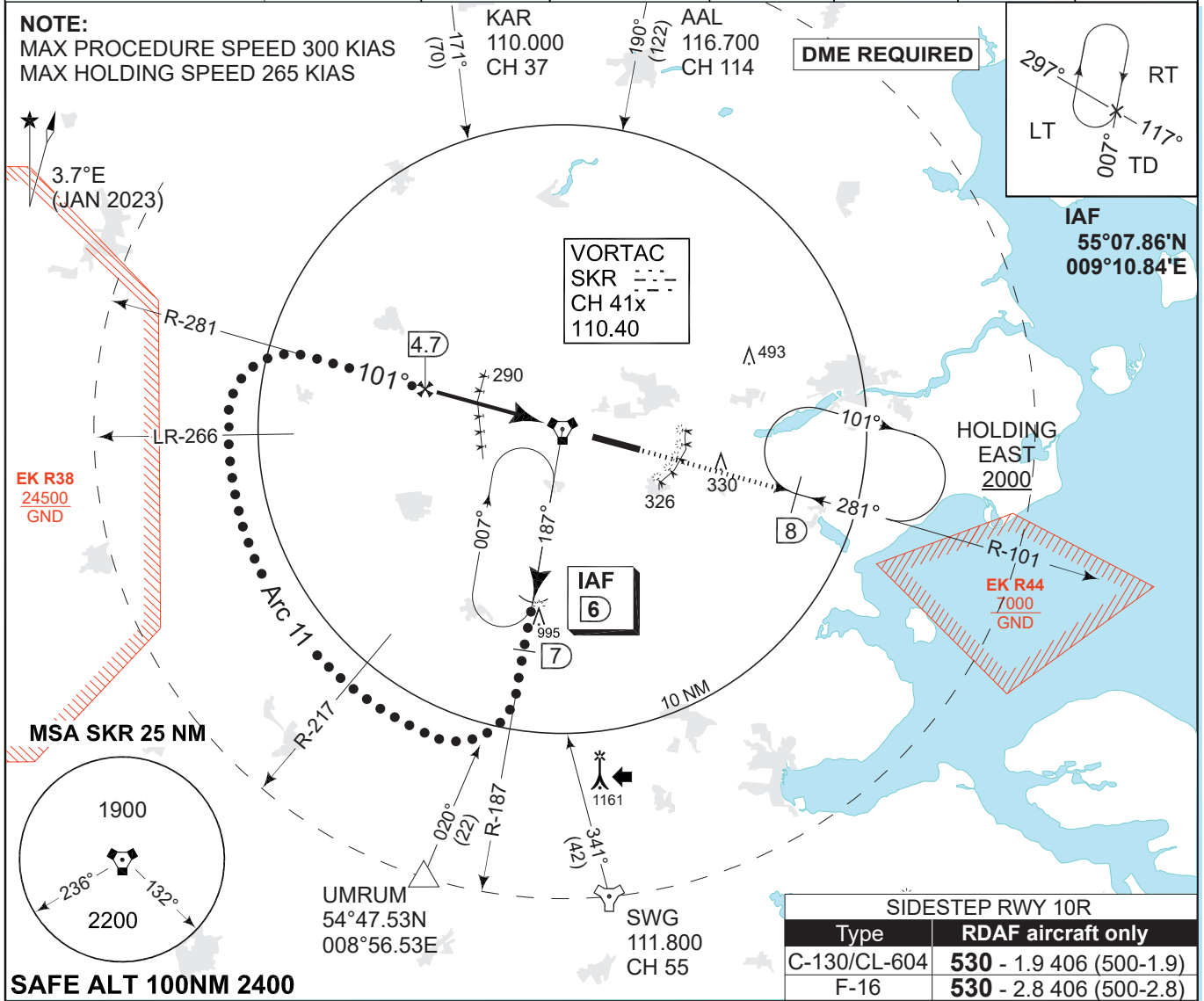
MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

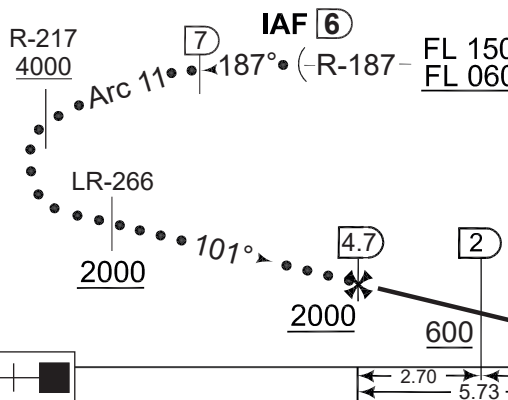
HI-VORTAC RWY 10L SKRYDSTRUP (EKSP)

| | | | | | | | |
|---------------------------------------|--------------------|----------------------------|-------------------------|--|-----------------|-------------------------------------|----------------|
| COPENHAGEN CONTROL 261.050 133.155 | | SKRYDSTRUP ATIS 133.900 | | SKRYDSTRUP APPROACH 315.100 124.100 | | SKRYDSTRUP TOWER 286.375 118.275 | |
| VORTAC SKR 110.40/CH 41x | APP COURSE 101° | FAF ALT 2000 FT | DESCENT GR 319 FT/NM | MDA 430 | THR ELEV 126 | ALS length 900 M | LDA 9863 FT |

NOTE:
MAX PROCEDURE SPEED 300 KIAS
MAX HOLDING SPEED 265 KIAS



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.

CAT I

| CATEGORY | C | D | E |
|--------------|-----------------------------|-------------------------|----------------------------|
| S-VORTAC 10L | 430 - 750 304 (400-0.8/1.4) | | |
| CIRCLING | 800 - 2.4 659 (700-2.4) | 890 - 3.6 749 (800-3.6) | 1490 - 3.6 1349 (1400-3.6) |

HI-VORTAC RWY 10L

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

CHANGES: COPENHAGEN FREQUENCY VARIATION.

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

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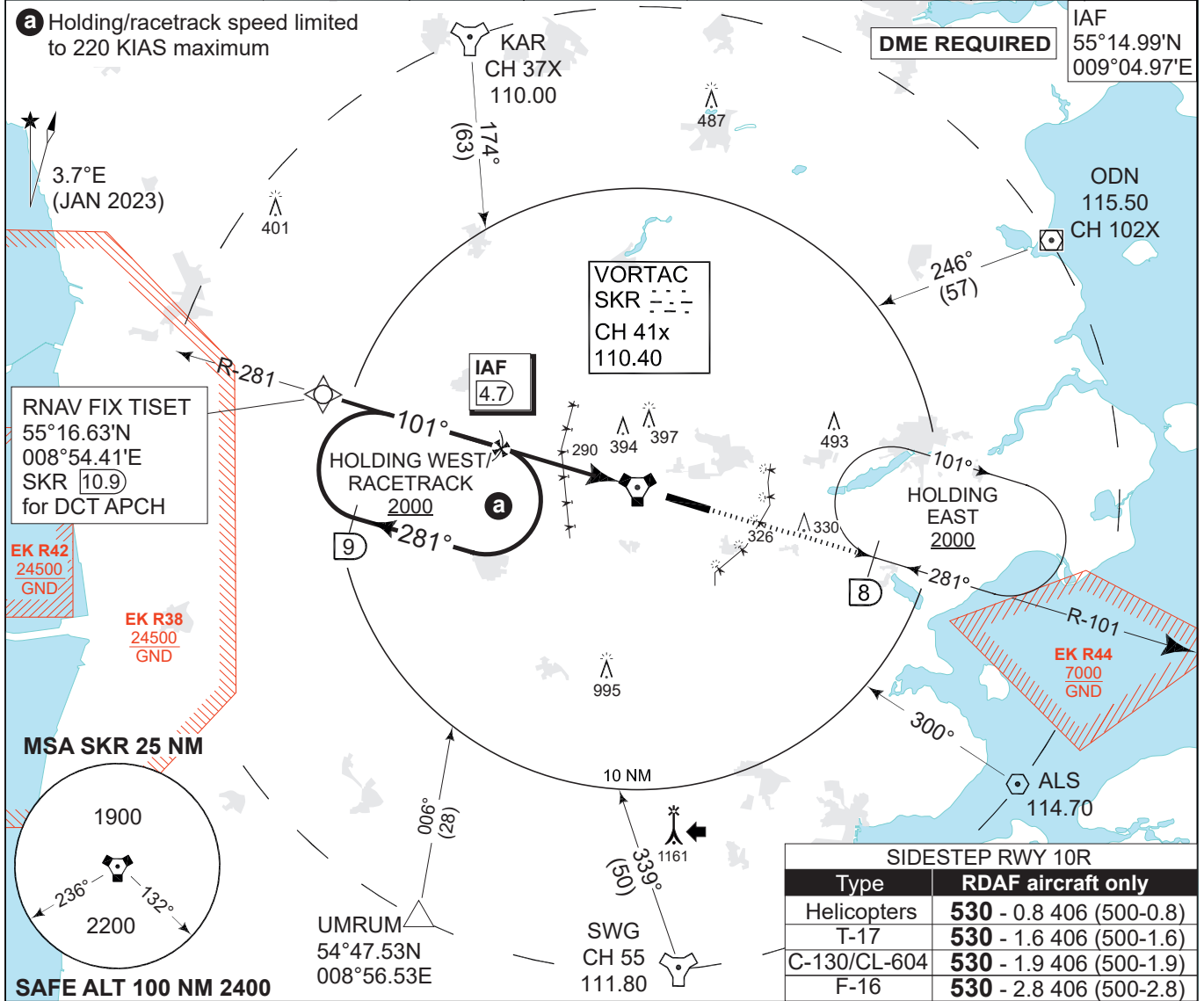
MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

VORTAC RWY 10L SKRYDSTRUP (EKSP)

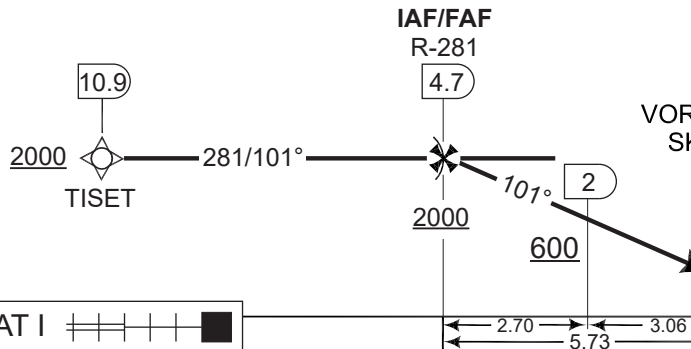
| | | | | | | | |
|---------------------------------------|--------------------|----------------------------|-------------------------|--|-----------------|-------------------------------------|----------------|
| COPENHAGEN CONTROL 261.050 133.155 | | SKRYDSTRUP ATIS 133.900 | | SKRYDSTRUP APPROACH 315.100 124.100 | | SKRYDSTRUP TOWER 286.375 118.275 | |
| VORTAC SKR 110.40/CH 41x | APP COURSE 101° | FAF ALT 2000 FT | DESCENT GR 319 FT/NM | MDA See minima | THR ELEV 126 | ALS length 900 M | LDA 9863 FT |

a Holding/racetrack speed limited to 220 KIAS maximum



| 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.

CAT I

| CATEGORY | A | B | C | D | E |
|---------------------|-----------------------------------|-------------------------------|-------------------------------|-------------------------------|----------------------------------|
| S-VORTAC 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) |

VORTAC RWY 10L

55°13.53'N
009°15.84'E
13-5

SKRYDSTRUP (EKSP)

CHANGES: COPENHAGEN FREQUENCY VARIATION.

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

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MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

RNP RWY 10L SKRYDSTRUP (EKSP)

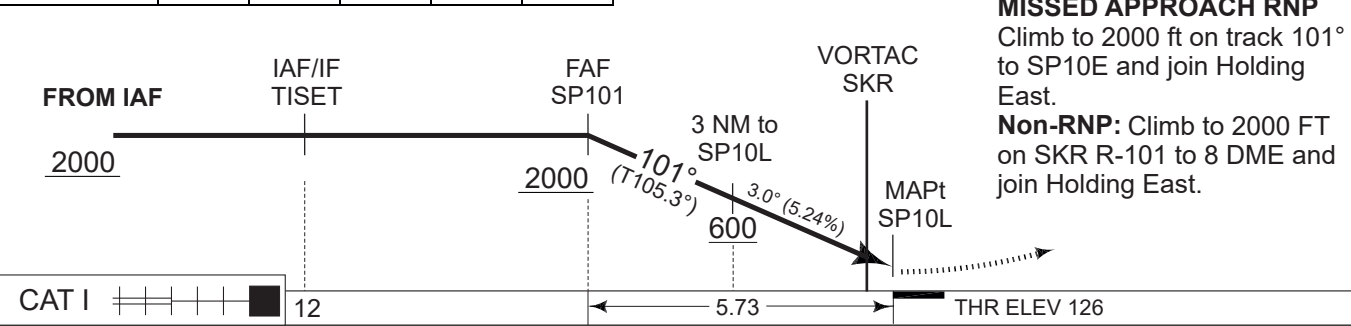
| | | | | | | | |
|---------------------------------------|--------------------|----------------------------|----------------------------|--|-----------------|-------------------------------------|----------------|
| COPENHAGEN CONTROL 261.050 133.155 | | SKRYDSTRUP ATIS 133.900 | | SKRYDSTRUP APPROACH 315.100 124.100 | | SKRYDSTRUP TOWER 286.375 118.275 | |
| VORTAC SKR 110.40/CH 41x | APP COURSE 101° | FAF 2000 FT | Descent GR 3.0° (5.24%) | MINIMA See CAT | THR ELEV 126 | ALS LENGTH 900 M | LDA 9863 FT |

CAUTION: IAF NIREK not available when EK R38 is active



| 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.

CHANGES: COPENHAGEN FREQUENCY VARIATION.

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

| CATEGORY | A | B | C | D | E |
|------------------------|-----------------------------|-------------------------|-----------------------------|-------------------------|----------------------------|
| MIPS 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) |

RNP RWY 10L

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

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 |

MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

ILS or LOC RWY 28R SKRYDSTRUP (EKSP)

| | | | | | | | |
|---------------------------------------|--------------------|----------------------------|------------|--|-----------------|-------------------------------------|----------------|
| COPENHAGEN CONTROL 261.050 133.155 | | SKRYDSTRUP ATIS 133.900 | | SKRYDSTRUP APPROACH 315.100 124.100 | | SKRYDSTRUP TOWER 286.375 118.275 | |
| LOC / DME SRY 109.35/CH 30y | APP COURSE 281° | GS INTCP ALT 2200 FT | GS 3.0° | DA 341 | THR ELEV 141 | ALS LENGTH 900 M | LDA 9863 FT |

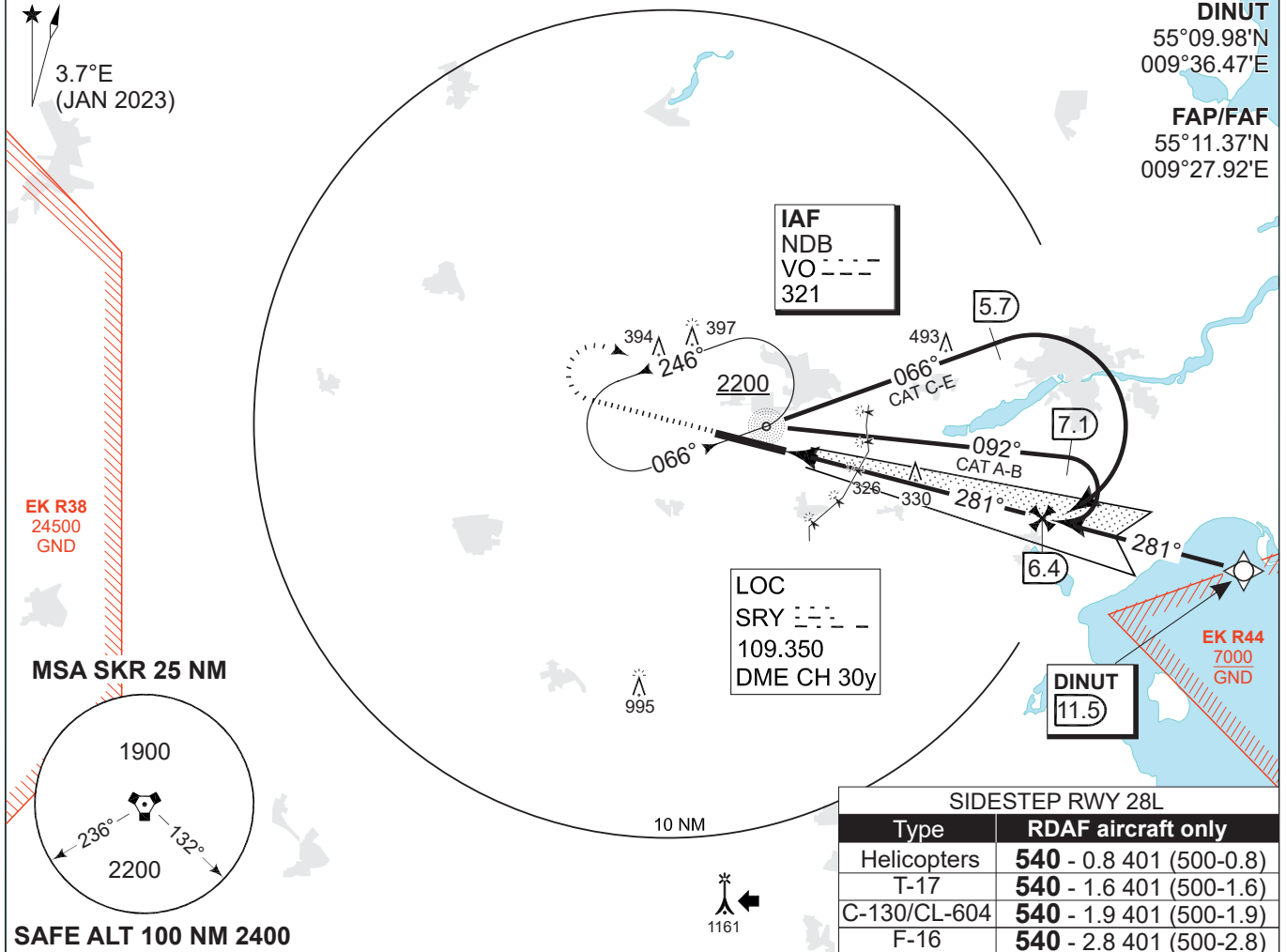
NOTE:
SPEED RESTRICTION ACFT CAT C-E:
Base turn limited to 240 KIAS maximum

DME REQUIRED

IAF (NDB VO)
55°13.48'N
009°16.42'E

DINUT
55°09.98'N
009°36.47'E

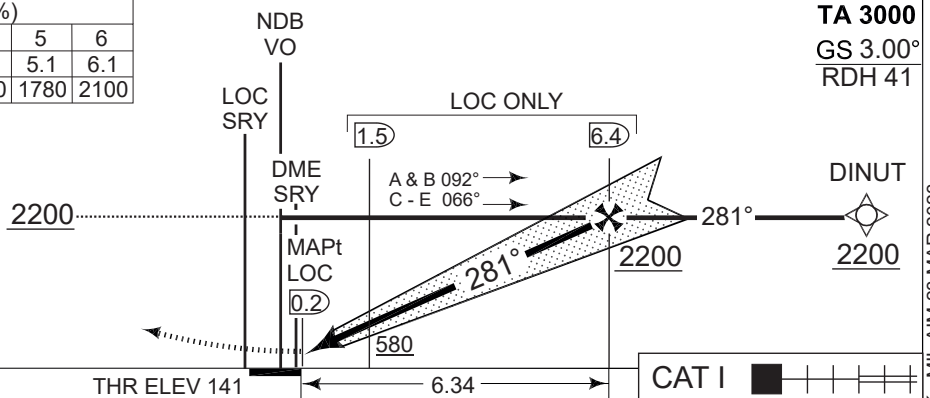
FAP/FAF
55°11.37'N
009°27.92'E



| 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.



CHANGES: COPENHAGEN FREQUENCY VARIATION.

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

| CATEGORY | A | B | C | D | E |
|---------------------------|-----------------------------------|-------------------------------|-------------------------------|-------------------------------|----------------------------------|
| MIPS S-ILS/DME 28R | 341 -550 200 (200-0.8/1.2) | | | | |
| 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) |

ILS or LOC RWY 28R

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

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MIPS INSTRUMENT APPROACH CHART

AD ELEV 141

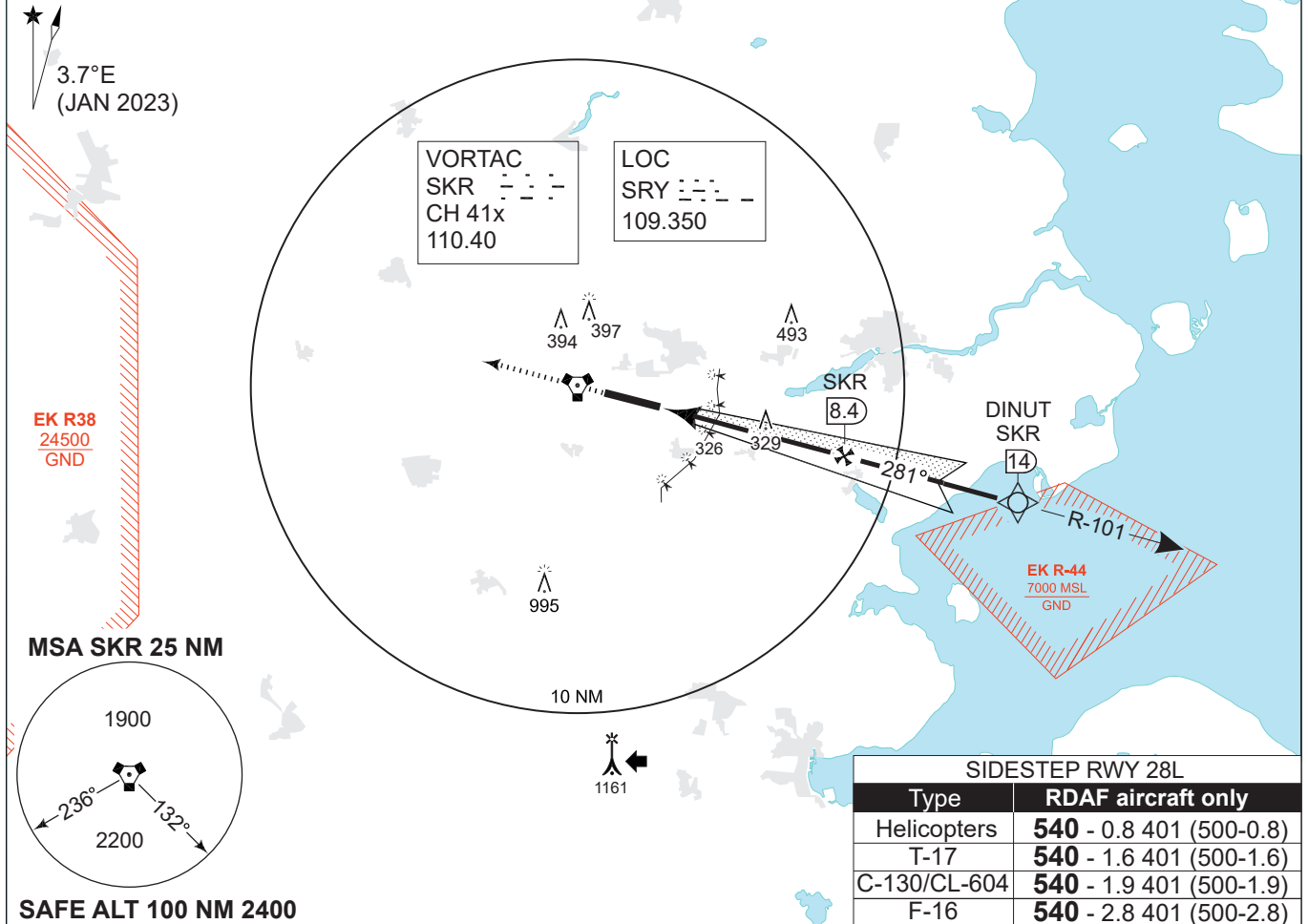
ILS or LOC Z RWY 28R SKRYDSTRUP (EKSP)

| | | | | | | | | |
|---------------------------------------|-------------------|----------------------------|-------------------------|--|------------------|-------------------------------------|---------------------|----------------|
| COPENHAGEN CONTROL 261.050 133.155 | | SKRYDSTRUP ATIS 133.900 | | SKRYDSTRUP APPROACH 315.100 124.100 | | SKRYDSTRUP TOWER 286.375 118.275 | | |
| VORTAC SKR 110.40/CH 41x | LOC SRY 109.35 | APP COURSE 281° | GS INTCP ALT 2000 FT | GS 3.0° | DA 341 | THR 141 | ALS length 900 M | LDA 9863 FT |

CAUTION:
THE DME INDICATIONS ARE FROM VORTAC 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



| | | | | | |
|------------------------------|-----|-----|------|------|------|
| 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 |

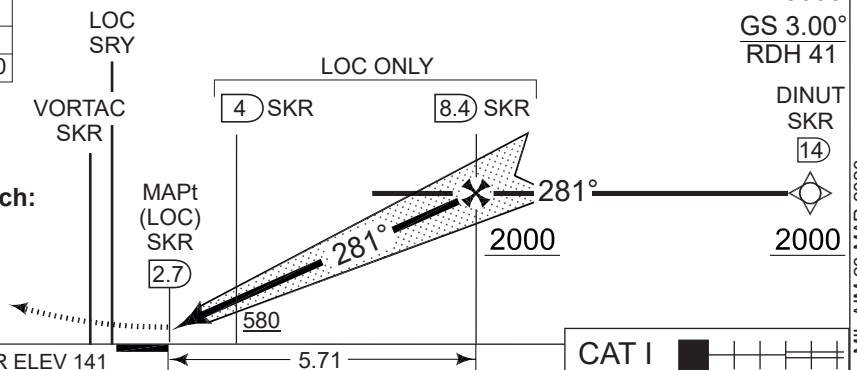
TA 3000
GS 3.00°
RDH 41

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.



CHANGES: COPENHAGEN FREQUENCY VARIATION.

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

| CATEGORY | A | B | C | D | E |
|---------------|-----------------------------------|-------------------------------|-------------------------------|-------------------------------|----------------------------------|
| S-ILS/DME 28R | 341 -550 200 (200-0.8/1.2) | | | | |
| 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) |

ILS or LOC Z RWY 28R

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

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MIPS INSTRUMENT APPROACH CHART

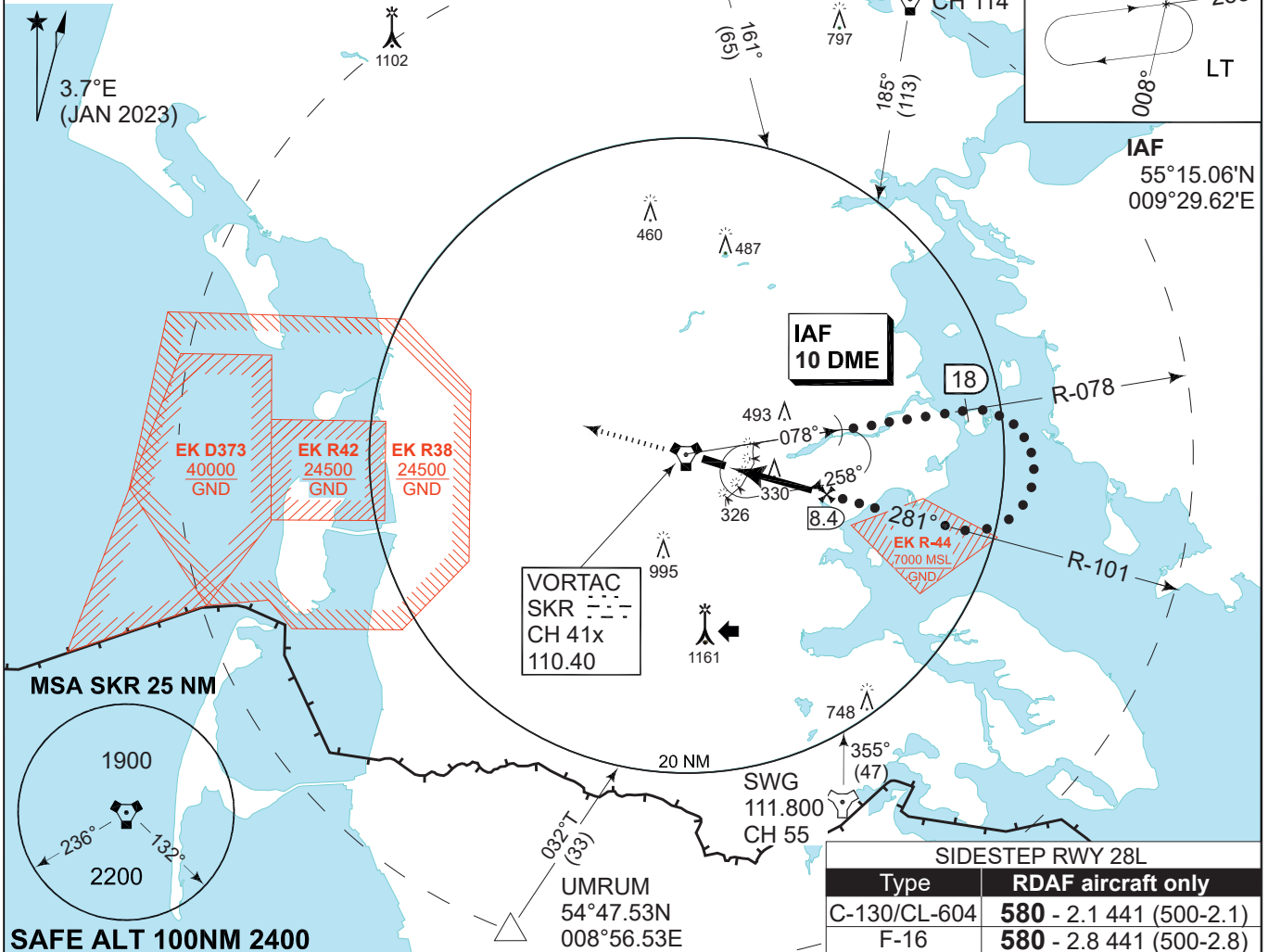
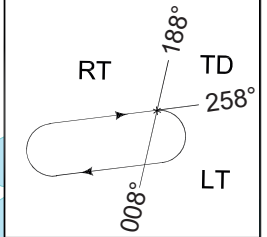
HI-VORTAC RWY 28R SKRYDSTRUP (EKSP)

AD ELEV 141

| | | | | | | | |
|---------------------------------------|--------------------|----------------------------|-------------------------|--|-----------------|-------------------------------------|----------------|
| COPENHAGEN CONTROL 261.050 133.155 | | SKRYDSTRUP ATIS 133.900 | | SKRYDSTRUP APPROACH 315.100 124.100 | | SKRYDSTRUP TOWER 286.375 118.275 | |
| VORTAC SKR 110.40/CH 41x | APP COURSE 281° | FAF ALT 2000 FT | DESCENT GR 319 FT/NM | MDA 580 | THR ELEV 141 | ALS length 900 M | LDA 9863 FT |

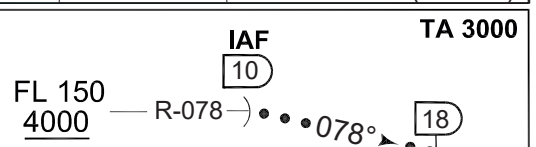
NOTE:
MAX PROCEDURE SPEED 300 KIAS
MAX HOLDING SPEED 265 KIAS

DME REQUIRED



| SIDESTEP RWY 28L | |
|------------------|--------------------------------|
| Type | RDAF aircraft only |
| C-130/CL-604 | 580 - 2.1 441 (500-2.1) |
| F-16 | 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 SKR R-101/8.4 DME and hold. Squawk 7600.

VORTAC SKR

THR ELEV 141

CAT I

| CATEGORY | C | D | E |
|--------------|-------------------------------------|--------------------------------|-----------------------------------|
| S-VORTAC 28R | 580 - 1300 439 (500-1.3/2.0) | | |
| CIRCLING | 800 - 2.4 659 (700-2.4) | 890 - 3.6 749 (800-3.6) | 1490 - 3.6 1349 (1400-3.6) |

HI-VORTAC RWY 28R

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

CHANGES: COPENHAGEN FREQUENCY VARIATION.

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

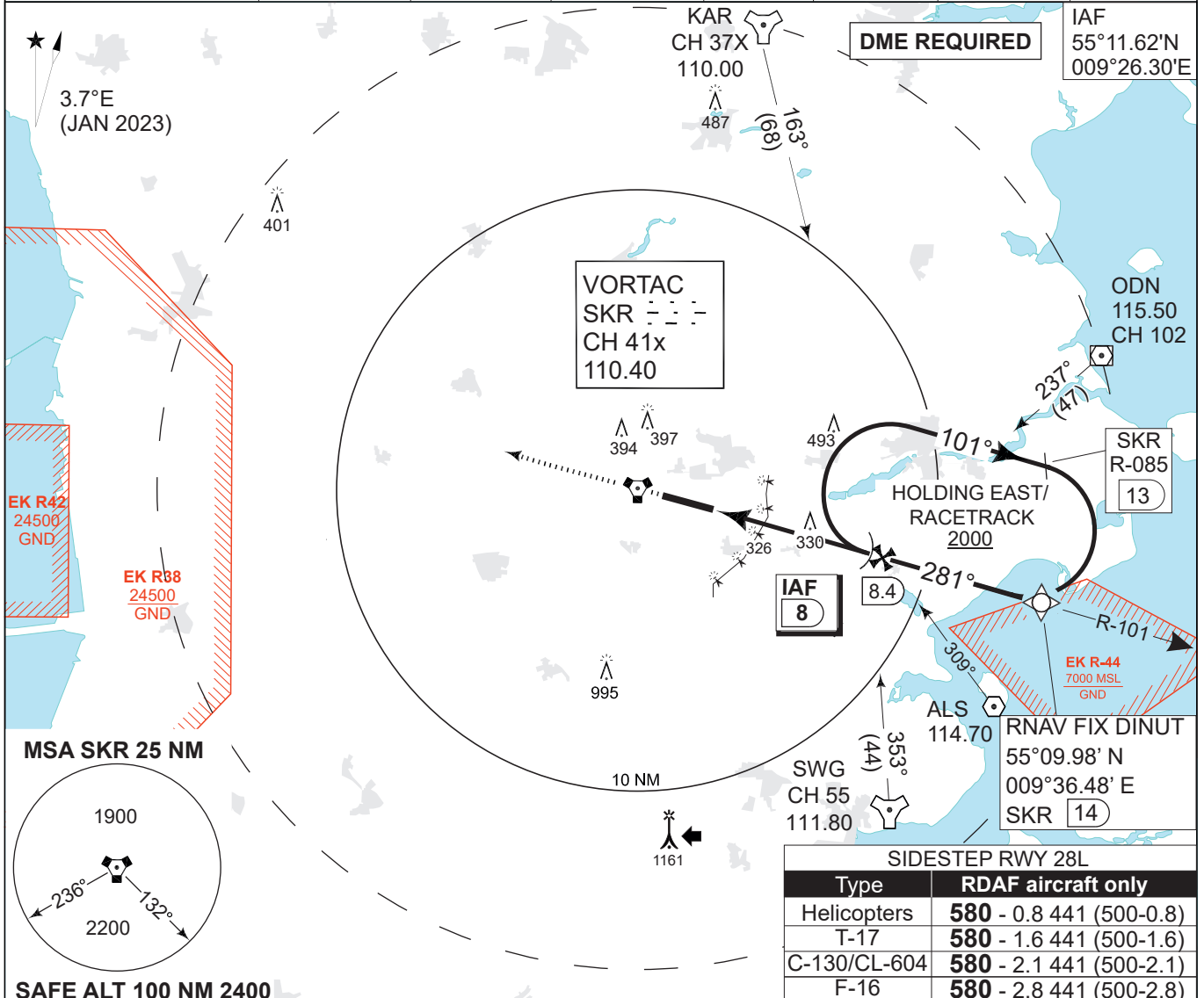
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MIPS INSTRUMENT APPROACH CHART

VORTAC RWY 28R SKRYDSTRUP (EKSP)

AD ELEV 141

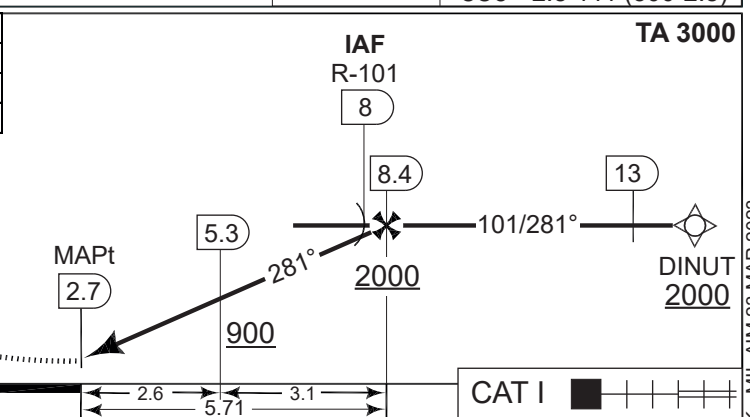
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|---------------------------------------|--------------------|----------------------------|-------------------------|--|-----------------|-------------------------------------|----------------|
| COPENHAGEN CONTROL 261.050 133.155 | | SKRYDSTRUP ATIS 133.900 | | SKRYDSTRUP APPROACH 315.100 124.100 | | SKRYDSTRUP TOWER 286.375 118.275 | |
| VORTAC SKR 110.40/CH 41x | APP COURSE 281° | FAF ALT 2000 FT | DESCENT GR 319 FT/NM | MDA 580 | THR ELEV 141 | ALS length 900 M | LDA 9863 FT |



| | | | | | |
|-------------------|-----|-----|------|------|------|
| 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. VORTAC SKR

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.



| CATEGORY | A | B | C | D | E |
|--------------|-------------------------------------|-------------------------------|-------------------------------------|-------------------------------|----------------------------------|
| S-VORTAC 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) |

VORTAC RWY 28R 55°13.53'N 009°15.84'E **SKRYDSTRUP (EKSP)**

CHANGES: COPENHAGEN FREQUENCY VARIATION. MIPS

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

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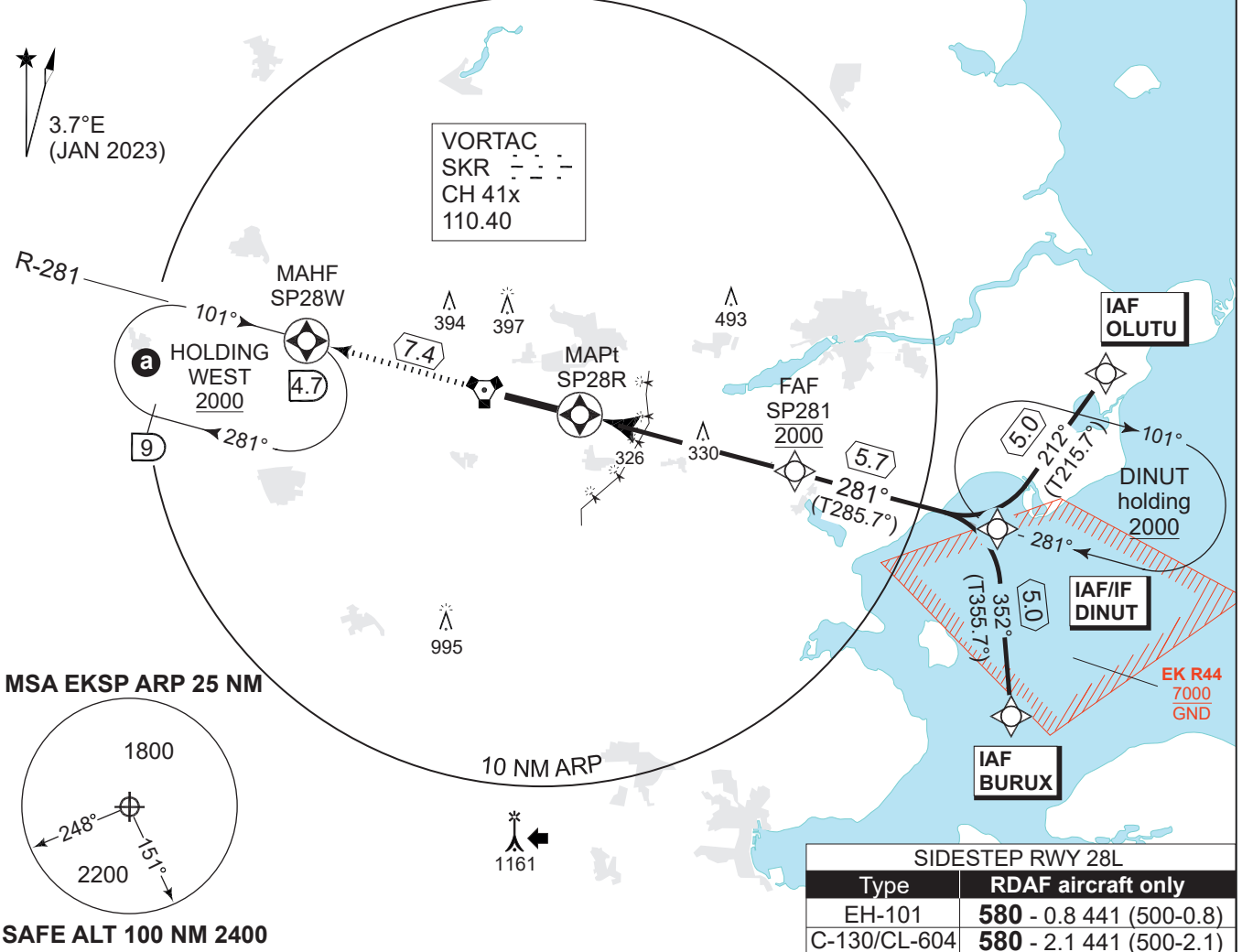
MIPS INSTRUMENT APPROACH CHART

RNP RWY 28R SKRYDSTRUP (EKSP)

AD ELEV 141

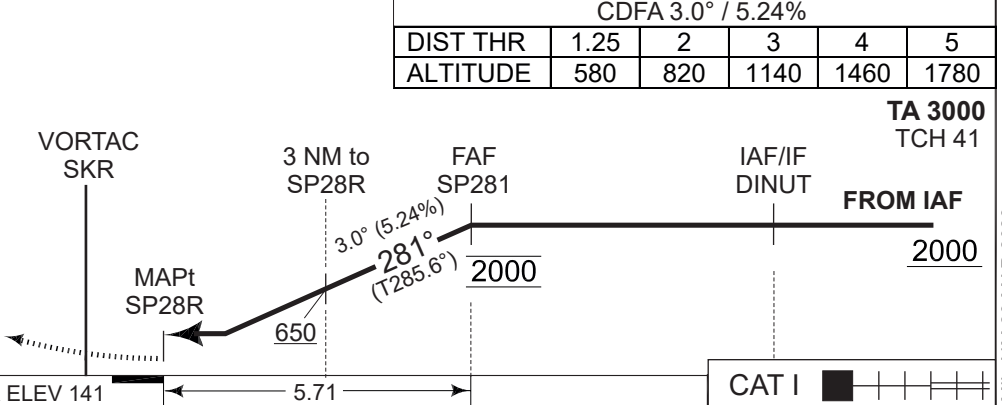
| | | | | | | | |
|---------------------------------------|--------------------|----------------------------|----------------------------|--|-----------------|-------------------------------------|----------------|
| COPENHAGEN CONTROL 261.050 133.155 | | SKRYDSTRUP ATIS 133.900 | | SKRYDSTRUP APPROACH 315.100 124.100 | | SKRYDSTRUP TOWER 286.375 118.275 | |
| VORTAC SKR 110.40/CH 41x | APP COURSE 281° | FAF 2000 FT | Descent GR 3.0° (5.24%) | MDA 580 | THR ELEV 141 | ALS LENGTH 900 M | LDA 9863 FT |

a Missed approach holding speed limited to 220 KIAS maximum



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.



CHANGES: COPENHAGEN FREQUENCY VARIATION.

| 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) | | |
| 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) |

RNP RWY 28R

55°13.53'N
009°15.84'E

SKRYDSTRUP (EKSP)

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

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

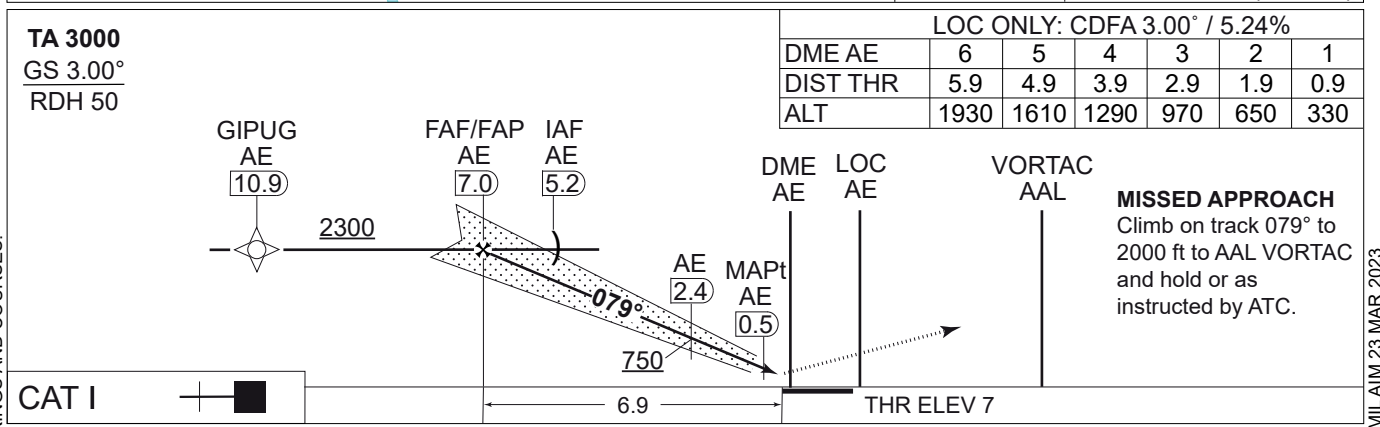
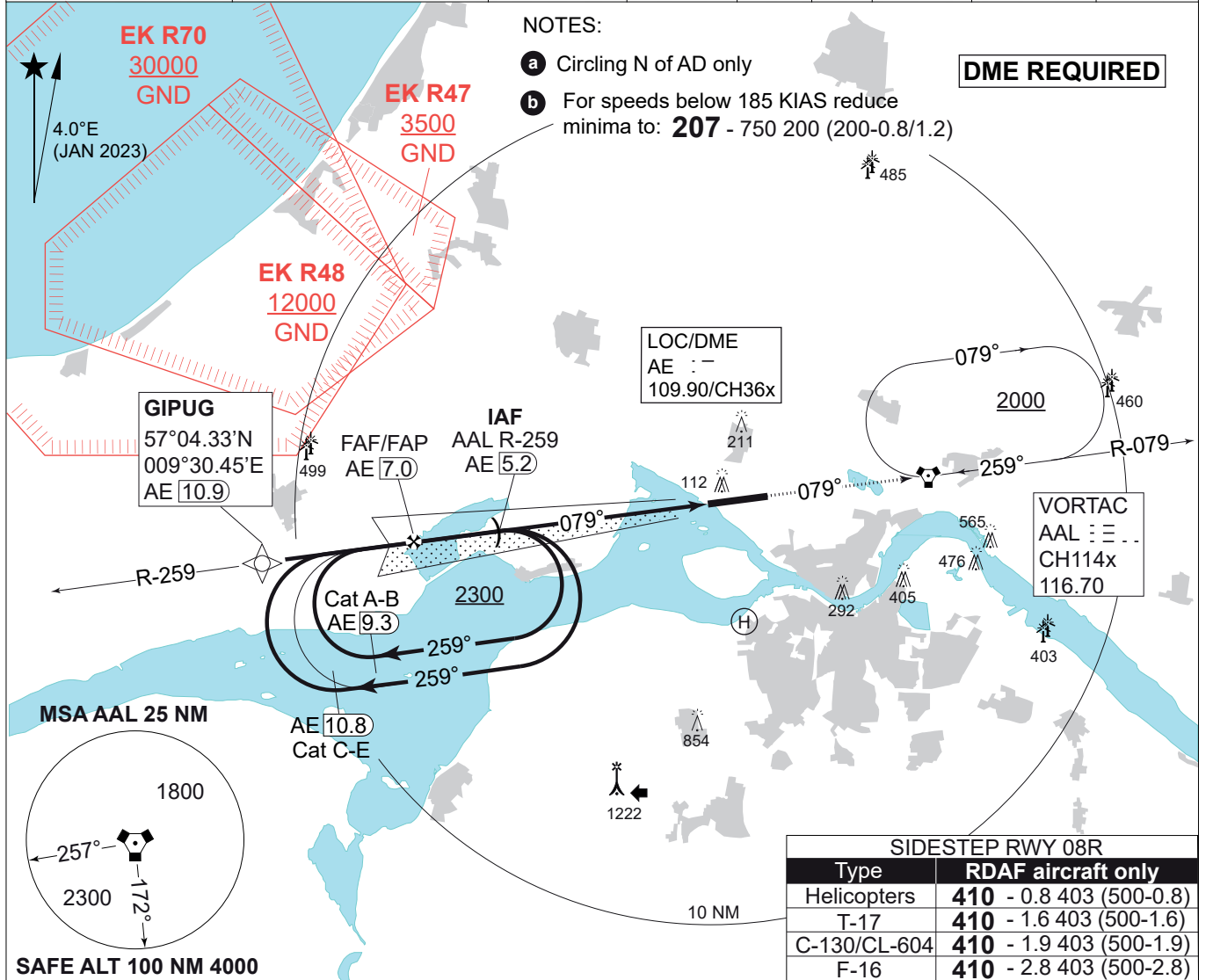
| | | CODING | | DISPLAY | |
|---------|--|--------------|---------------|------------|-------------|
| RWY 28R | | 55 13 02.67N | 009 17 22.11E | 55 13.045N | 009 17.369E |

MIPS
INSTRUMENT APPROACH CHART

ILS or LOC RWY 08L
AALBORG (EKYT)

AD ELEV 10

| | | | | | | | | | |
|---------------------------------------|------------------------------|-------------------------|--------------------|-------------------------------------|-------------|----------------------------------|----------------|---------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.550 | | AALBORG ATIS 120.475 | | AALBORG APPROACH 362.450 123.975 | | AALBORG TOWER 353.525 118.300 | | | |
| LOC/DME AE 109.90/CH 36x | VORTAC AAL CH114x/116.700 | | APP COURSE 079° | FAF ALT 2300 FT | GS 3.00° | DA 207 | THR ELEV 07 | ALS LENGTH 470 M | LDA 8694 FT |



| CATEGORY | A | B | C | D | E |
|-------------------|------------------------------------|-------------------------------|-------------------------------|-------------------------------|--|
| S-ILS CAT I 08L | 207 - 750 200 (200-0.8/1.2) | | | | 282 -900 275 (300-0.9/1.3) b |
| S-LOC 08L | 300 - 900 293 (300-0.9/1.4) | | | | 310 -1000 303 (400-1.0/1.4) |
| CIRCLING a | 510 -1.5 500 (500-1.5) | 510 -1.6 500 (500-1.6) | 690 -2.4 680 (700-2.4) | 740 -3.6 730 (800-3.6) | 840 -3.6 830 (900-3.6) |

ILS or LOC RWY 08L 57°05.57'N **AALBORG (EKYT)**
009°50.95'E

CHANGES: MAG. VAR., BEARINGS AND COURSES.

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

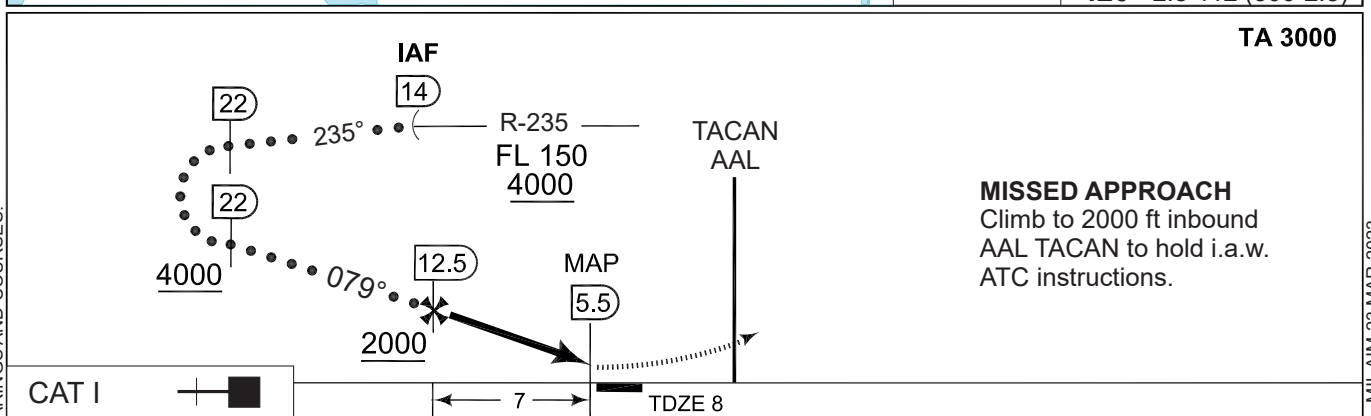
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TERPS INSTRUMENT APPROACH CHART

AD ELEV 10

HI-TACAN RWY 08L AALBORG (EKYT)

| | | | | | | | |
|---------------------------------------|--------------------|-------------------------|-------------------------|-------------------------------------|-----------|----------------------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.550 | | AALBORG ATIS 120.475 | | AALBORG APPROACH 362.450 123.975 | | AALBORG TOWER 353.525 118.300 | |
| TACAN AAL CH 114x | APP COURSE 079° | FAF ALT 2000 FT | DESCENT GR 277 FT/NM | MDA 420 | TDZE 8 | ALS length 470 M | LDA 8707 FT |



| TERPS | CATEGORY | C | D | E |
|-------------|----------|-------------------------|-------------------------|-------------------------|
| S-TACAN 08L | | 420 -2000 412 (500-2.0) | | 420 -2400 412 (500-2.4) |
| CIRCLING a | | 580 -2400 570 (600-2.4) | 580 -2800 570 (600-2.8) | 640 -3600 630 (700-3.6) |

HI-TACAN RWY 08L

57°05.57'N
009°50.95'E

AALBORG (EKYT)

CHANGES: MAG. VAR., BEARINGS AND COURSES.

AIR COMMAND DENMARK - MIL-AIM 23 MAR 2023

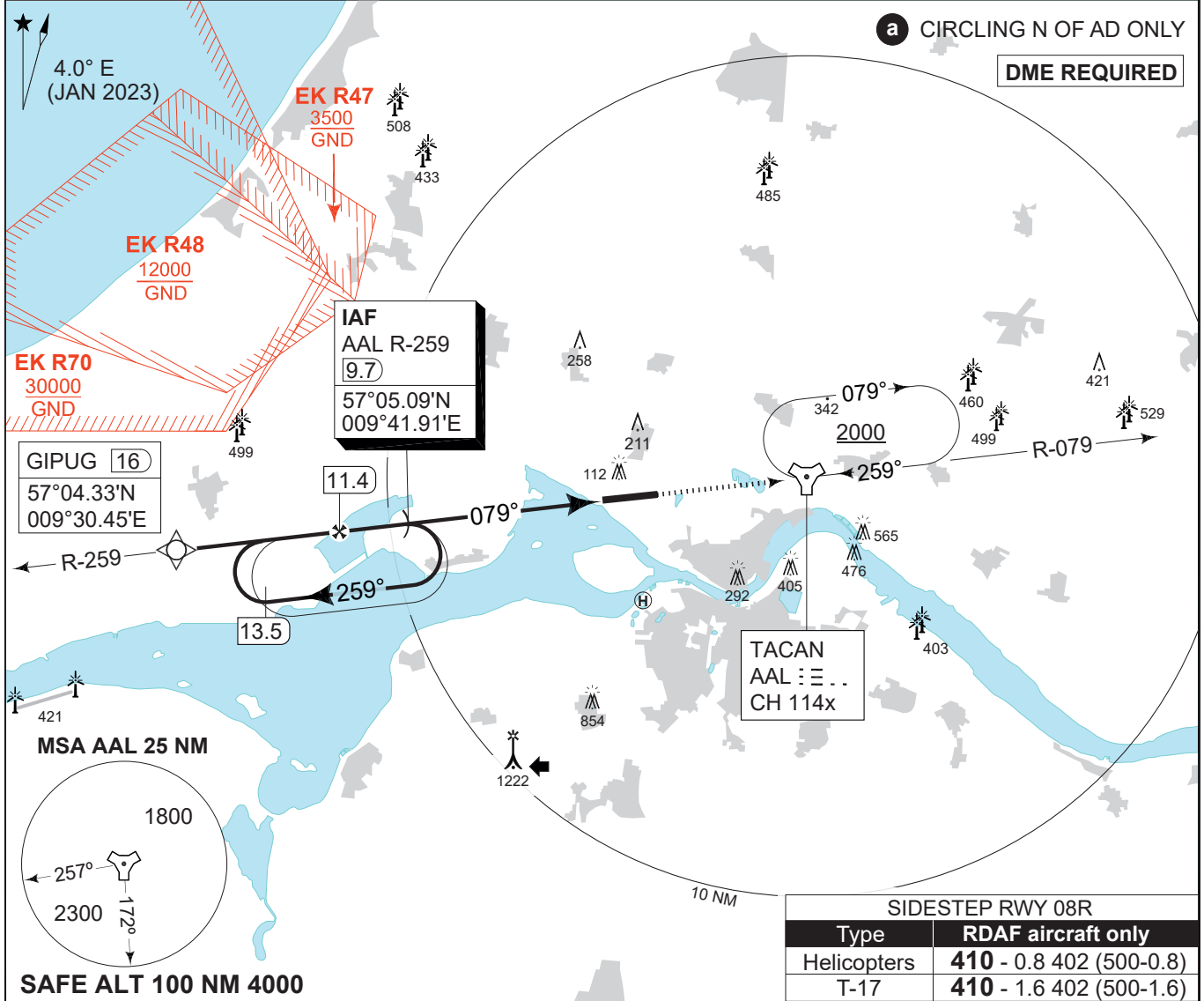
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MIPS INSTRUMENT APPROACH CHART

**TACAN RWY 08L (CAT A-B)
AALBORG (EKYT)**

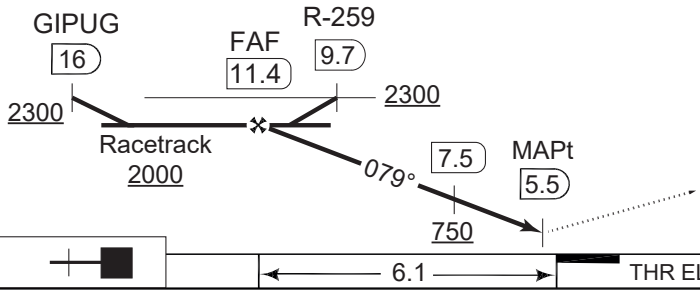
AD ELEV 10

| | | | | | | | |
|---------------------------------------|-------------------------|-------------------------------------|----------------------------------|------------|----------|---------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.550 | AALBORG ATIS 120.475 | AALBORG APPROACH 362.450 123.975 | AALBORG TOWER 353.525 118.300 | | | | |
| TACAN AAL CH 114x | APP COURSE 079° | FAF ALT 2000 FT | DESCENT GR 318 FT/NM | MDA 340 | THR 7 | ALS length 470 M | LDA 8694 FT |



| SIDESTEP RWY 08R | |
|------------------|-------------------------|
| Type | RDAF aircraft only |
| Helicopters | 410 - 0.8 402 (500-0.8) |
| 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 |



TACAN AAL

MISSED APPROACH
Climb on TACAN AAL R-259 to 2000 ft inbound AAL and hold.

| | | |
|--------------------|------------------------------------|-------------------------------|
| CATEGORY | A | B |
| S-TACAN 08L | 340 -1100 333 (400-1.1/1.5) | |
| CIRCLING a | 510 -1.5 500 (500-1.5) | 510 -1.6 500 (500-1.6) |

TACAN RWY 08L (CAT A-B) 57°05.57'N **AALBORG (EKYT)**
009°50.95'E

CHANGES: IAF COORDINATES, TACAN RADIALS.

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

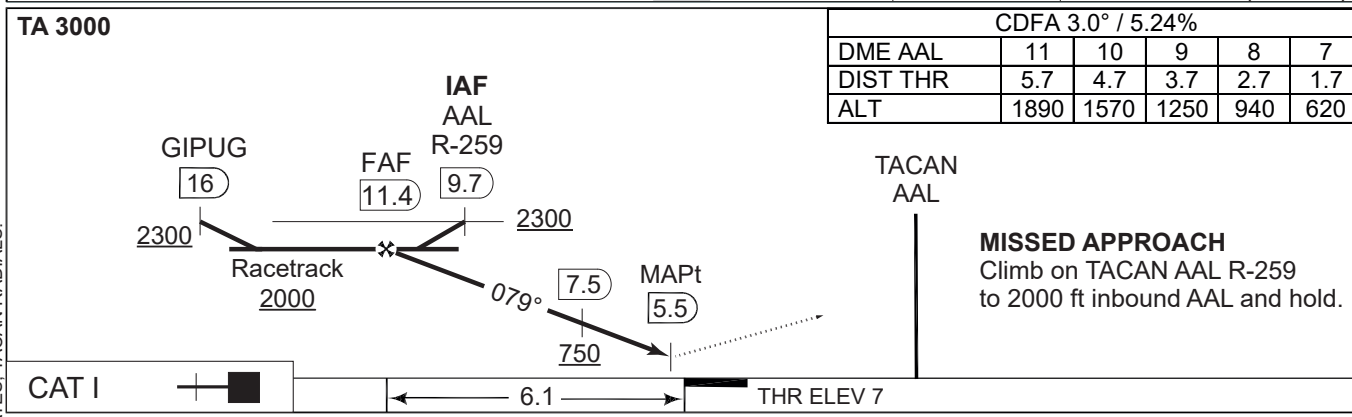
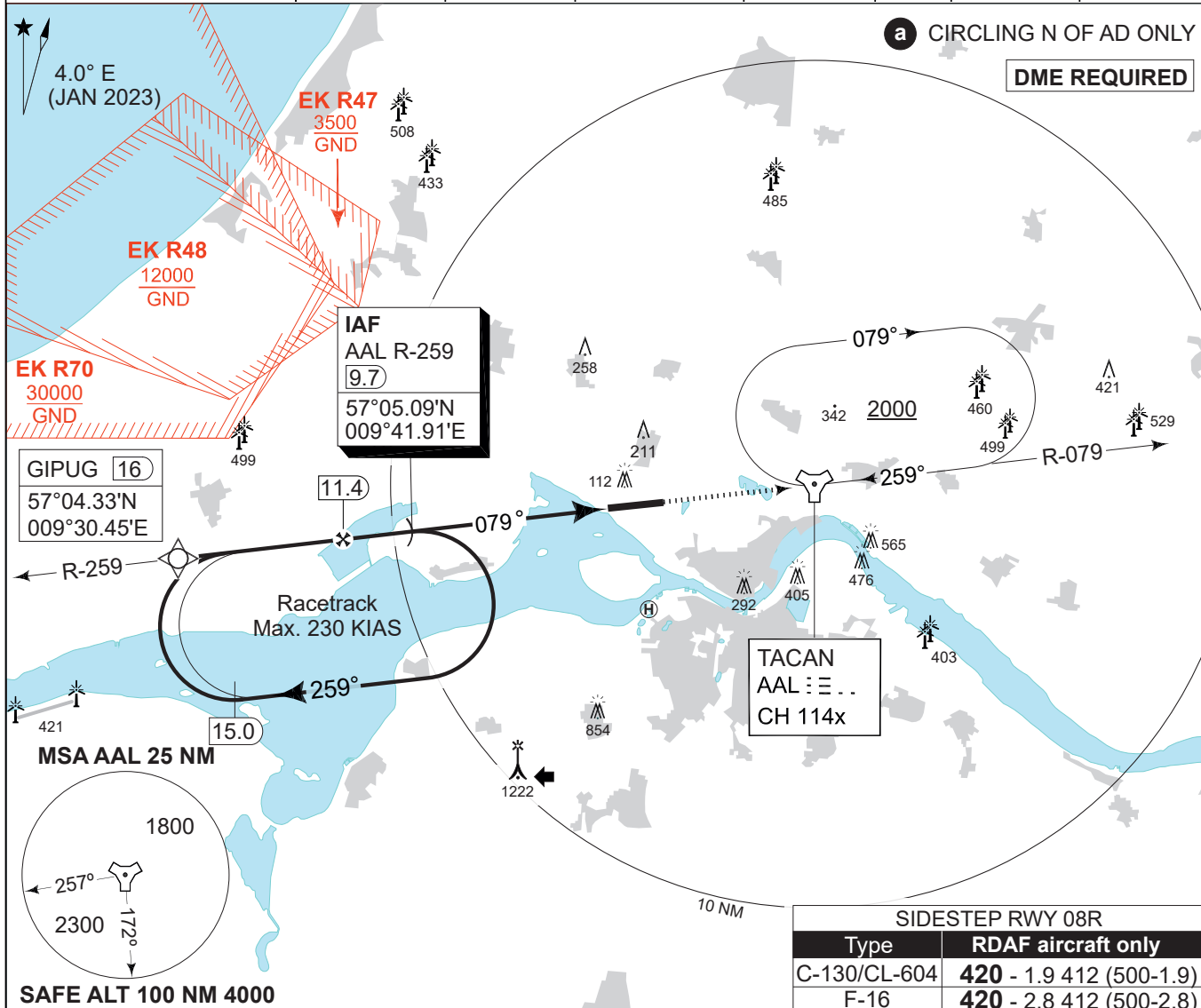
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MIPS
INSTRUMENT APPROACH CHART

TACAN RWY 08L (CAT C-E)
AALBORG (EKYT)

AD ELEV 10

| | | | | | | | |
|---------------------------------------|--------------------|-------------------------|-------------------------|-------------------------------------|----------|----------------------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.550 | | AALBORG ATIS 120.475 | | AALBORG APPROACH 362.450 123.975 | | AALBORG TOWER 353.525 118.300 | |
| TACAN AAL CH 114x | APP COURSE 079° | FAF ALT 2000 FT | DESCENT GR 318 FT/NM | MDA 340 | THR 7 | ALS length 470 M | LDA 8694 FT |



| CATEGORY | C | D | E |
|-------------------|------------------------------------|-------------------------------|-------------------------------|
| S-TACAN 08L | 340 -1100 333 (400-1.1/1.5) | | |
| CIRCLING a | 690 -2.4 680 (700-2.4) | 740 -3.6 730 (800-3.6) | 840 -3.6 830 (900-3.6) |

TACAN RWY 08L (CAT C-E) 57°05.57'N
009°50.95'E **AALBORG (EKYT)**

CHANGES: IAF COORDINATES, TACAN RADIALS.

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

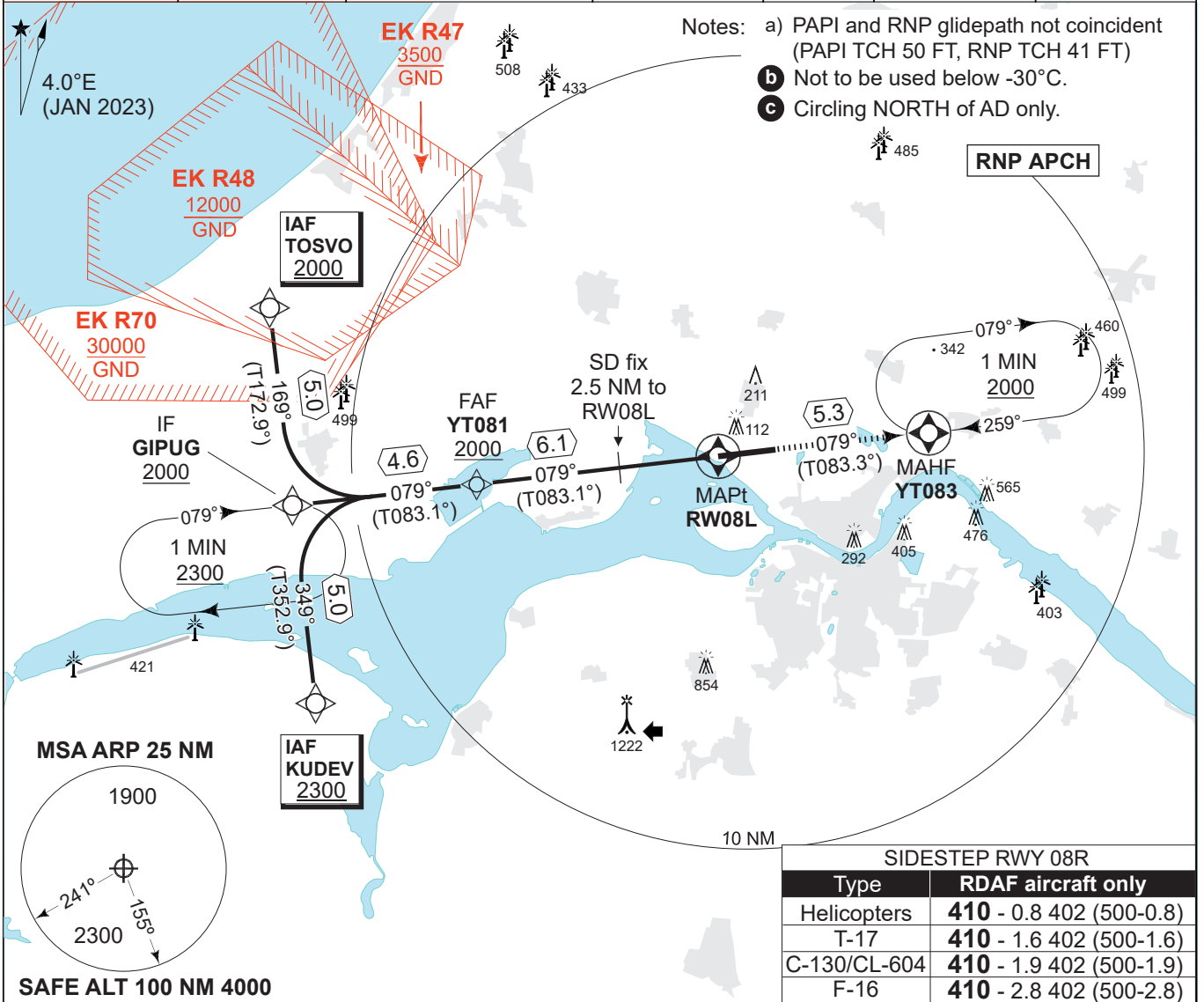
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MIPS INSTRUMENT APPROACH CHART

AD ELEV 10

RNP RWY 08L AALBORG (EKYT)

| | | | | | | | |
|---------------------------------------|--------------------|----------------------------|--|-------------------------------------|----------|----------------------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.550 | | AALBORG ATIS 120.475 | | AALBORG APPROACH 362.450 123.975 | | AALBORG TOWER 353.525 118.300 | |
| APP COURSE 079° | FAF ALT 2000 FT | Descent GR 3.0° (5.24%) | | MINIMA See CAT | THR 7 | ALS length 470 M | LDA 8694 FT |



| | | | | | | | |
|------------------------------|-------------------|------|------|------|-----|-----|---|
| 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 | |

| | | | | | |
|------------|---------------|----------------|--------------------------------|------------|------------|
| KUDEV 2300 | IF GIPUG 2000 | FAF YT081 2000 | SD fix 2.5 NM to RW08L | MAPt RW08L | MAHF YT083 |
| TOSVO 2000 | | | | | |
| | 10.7 | | 3.0° (5.24%) 079° (T083.1°) | 6.1 | |
| | | | 845 650 | | |
| CAT I | | | | THR ELEV 7 | |

MISSED APPROACH
Climb on track to overfly YT083 and hold at 2000 ft.
RW08L - YT083 [A2000+, HM]

| CATEGORY | A | B | C | D | E |
|-------------------------|-----------------------------|------------------------|-----------------------------|-----------------------------|-----------------------------|
| LNAV/VNAV (DA) b | 257 -800 250 (300-0.8/1.3) | | | 273 - 900 266 (300-0.9/1.3) | 291 - 900 284 (300-0.9/1.4) |
| LNAV (MDA) | 310 -1000 303 (400-1.0/1.4) | | 330 -1100 323 (400-1.1/1.5) | 350 -1200 343 (400-1.2/1.6) | 360 -1200 353 (400-1.2/1.6) |
| CIRCLING c | 510 -1.5 500 (500-1.5) | 510 -1.6 500 (500-1.6) | 690 -2.4 680 (700-2.4) | 740 -3.6 730 (800-3.6) | 840 -3.6 830 (900-3.6) |

RNP RWY 08L

57°05.57'N
009°50.95'E

AALBORG (EKYT)

CHANGES: MAG. VAR., BEARINGS AND COURSES.

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

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

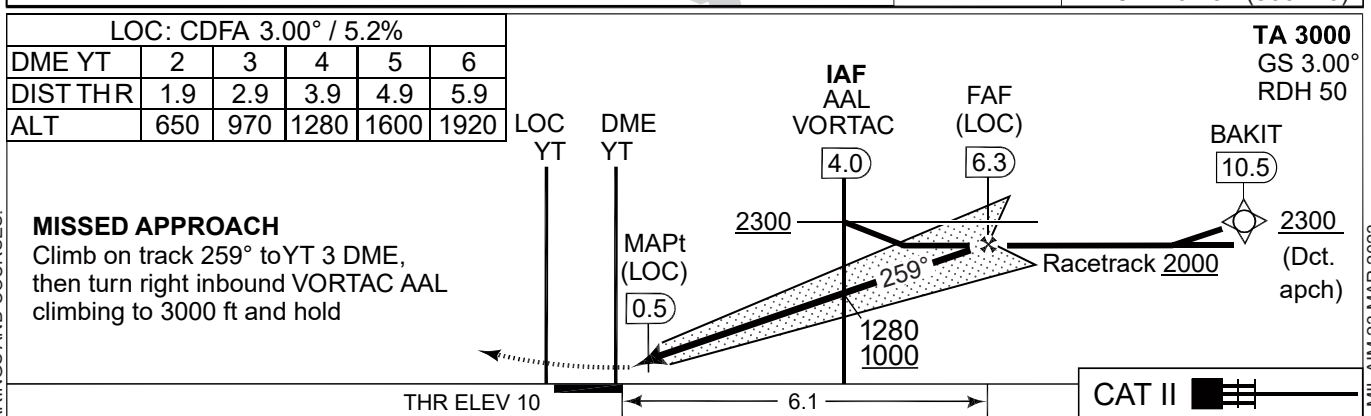
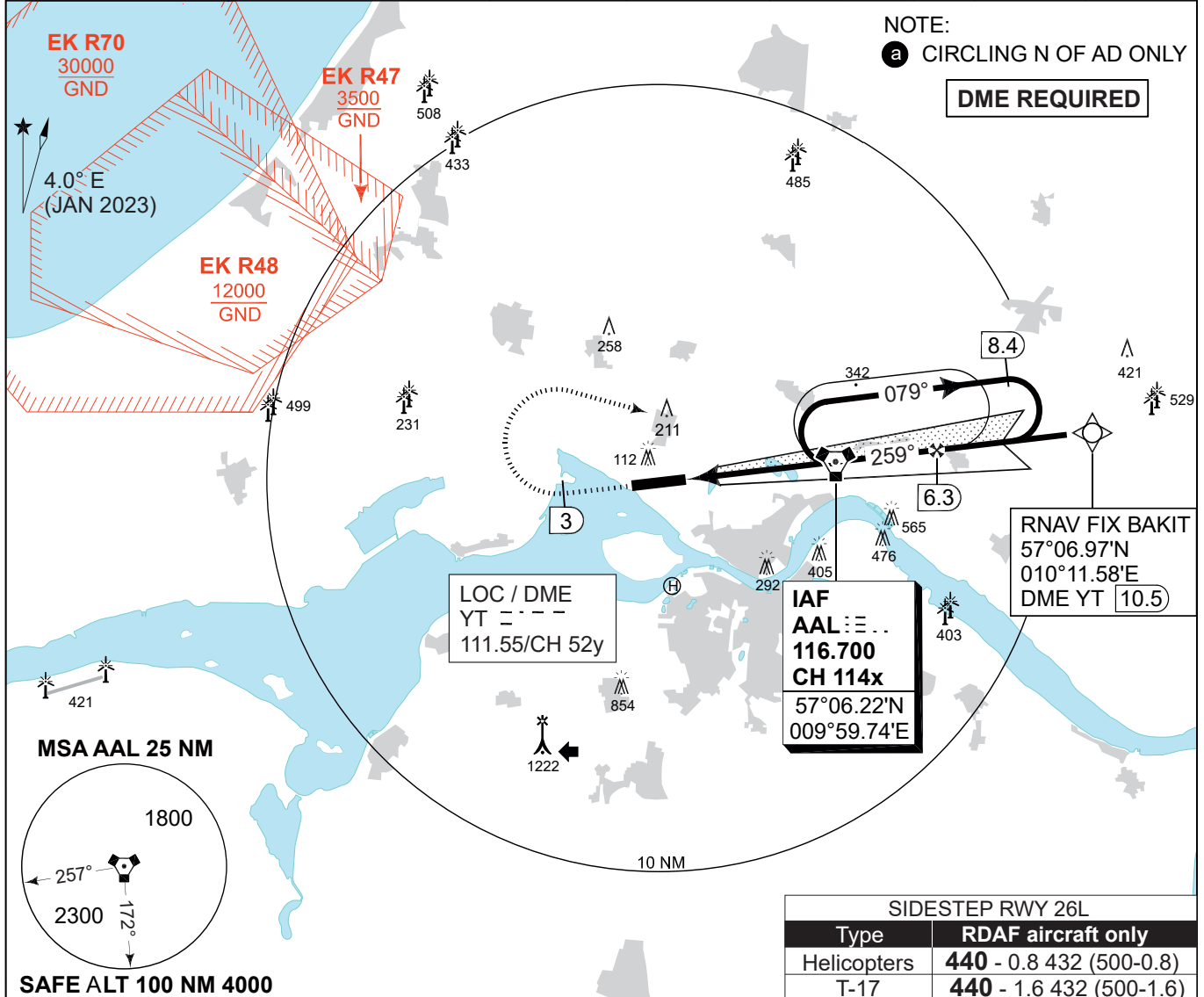
| | | CODING | | DISPLAY | |
|---------|--|--------------|---------------|------------|-------------|
| RWY 08L | | 57 05 37.37N | 009 50 00.30E | 57 05.623N | 009 50.005E |

MIPS INSTRUMENT APPROACH CHART

ILS or LOC RWY 26R (CAT A-B) AALBORG (EKYT)

AD ELEV 10

| | | | | | | | | | |
|---------------------------------------|-------------------------------|-------------------------|-------------------------------------|-------------------------|----------------------------------|-----------|-----------|---------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.550 | | AALBORG ATIS 120.475 | AALBORG APPROACH 362.450 123.975 | | AALBORG TOWER 353.525 118.300 | | | | |
| LOC/DME YT 111.55/CH 52y | VORTAC AAL CH 114x/116.700 | | APP COURSE 259° | GS INTCP ALT 2000 FT | GS 3.00° | DA 210 | THR 10 | ALS length 900 M | LDA 8694 FT |



| | | |
|--------------|------------------------------------|-------------------------------|
| CATEGORY | A | B |
| S-ILS CAT I | 210 - 550 200 (200-0.8/1.2) | |
| S-ILS CAT II | RA 101 (DA 110) - 350 100 | |
| S-LOC 26R | 370 -900 360 (400-0.9/1.5) | |
| CIRCLING a | 510 -1.5 500 (500-1.5) | 510 -1.6 500 (500-1.6) |

ILS or LOC RWY 26R (CAT A-B) AALBORG (EKYT)

57°05.57'N
009°50.95'E

CHANGES: MAG. VAR., BEARINGS AND COURSES.

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

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MIPS INSTRUMENT APPROACH CHART

ILS or LOC RWY 26R (CAT C-E) AALBORG (EKYT)

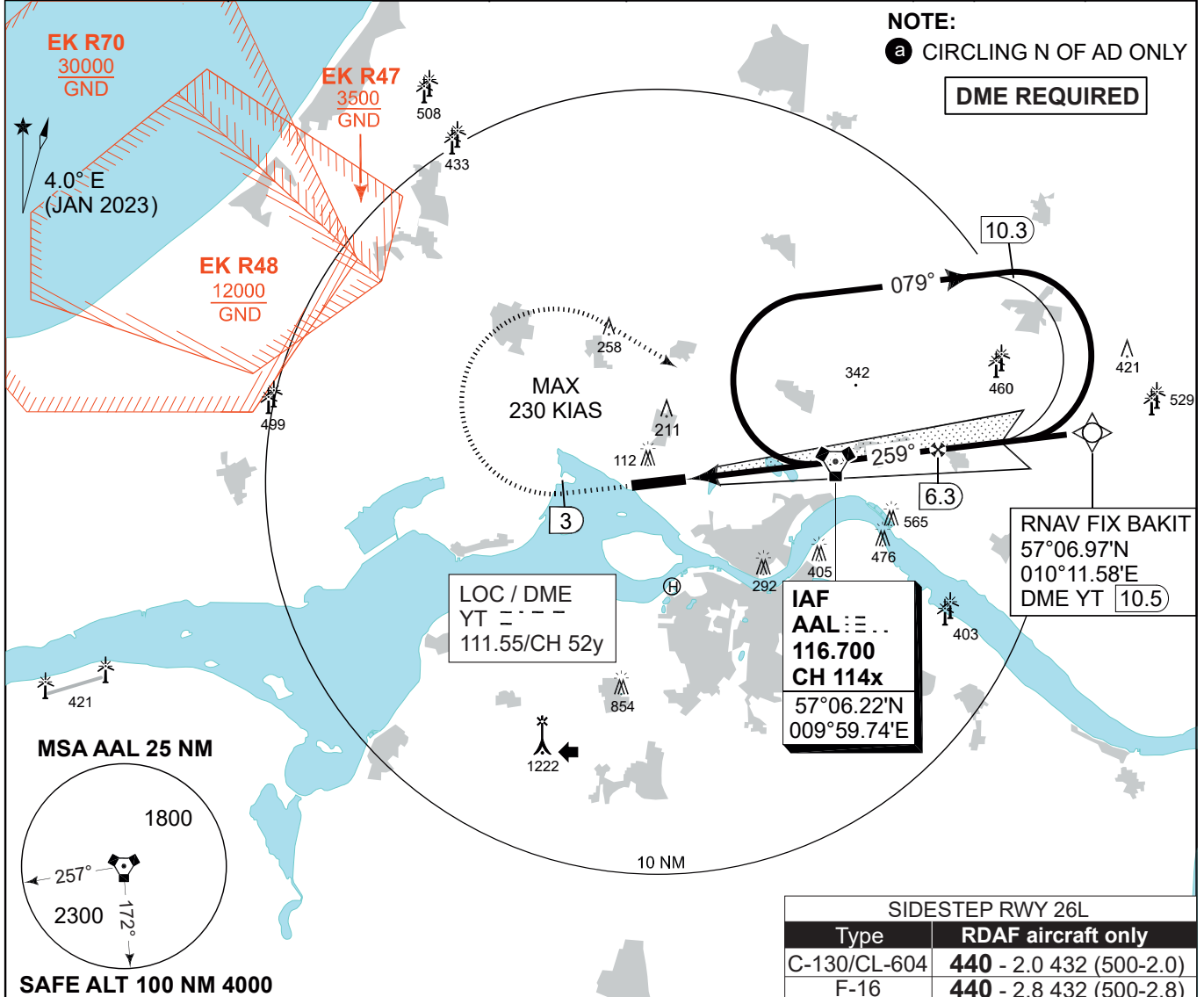
AD ELEV 10

| | | | | | | | | | |
|---------------------------------------|-------------------------------|-------------------------|-------------------------------------|-------------------------|----------------------------------|-----------|-----------|---------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.550 | | AALBORG ATIS 120.475 | AALBORG APPROACH 362.450 123.975 | | AALBORG TOWER 353.525 118.300 | | | | |
| LOC/DME YT 111.55/CH 52y | VORTAC AAL CH 114x/116.700 | | APP COURSE 259° | GS INTCP ALT 2000 FT | GS 3.00° | DA 210 | THR 10 | ALS length 900 M | LDA 8694 FT |

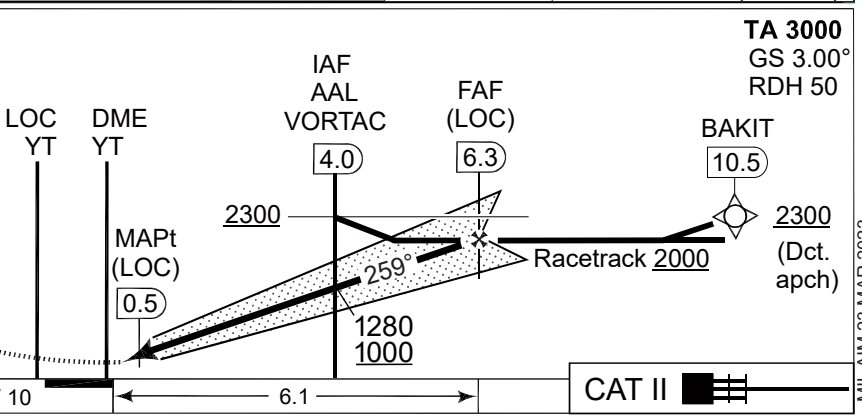
NOTE:

a CIRCLING N OF AD ONLY

DME REQUIRED



| | | | | | |
|------------------------|-----|-----|------|------|------|
| LOC: CDFA 3.00° / 5.2% | | | | | |
| DME YT | 2 | 3 | 4 | 5 | 6 |
| DIST THR | 1.9 | 2.9 | 3.9 | 4.9 | 5.9 |
| ALT | 650 | 970 | 1280 | 1600 | 1920 |



MISSED APPROACH

Climb on track 259° to YT 3 DME, then turn right (max. 230 KIAS in the turn) inbound VORTAC AAL climbing to 3000 ft and hold.

CHANGES: MAG. VAR., BEARINGS AND COURSES.

| | | | |
|-------------------|-----------------------------|------------------------|------------------------|
| CATEGORY | C | D | E |
| S-ILS CAT I | 210 - 550 200 (200-0.8/1.2) | | |
| S-ILS CAT II | RA 101 (DA 110) - 350 100 | | N/A |
| S-LOC 26R | 370 - 900 360 (400-0.9/1.6) | | |
| CIRCLING a | 690 -2.4 680 (700-2.4) | 740 -3.6 730 (800-3.6) | 840 -3.6 830 (900-3.6) |

ILS or LOC RWY 26R (CAT C-E)

57°05.57'N
009°50.95'E

AALBORG (EKYT)

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

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TERPS INSTRUMENT APPROACH CHART

HI-VORTAC RWY 26R AALBORG (EKYT)

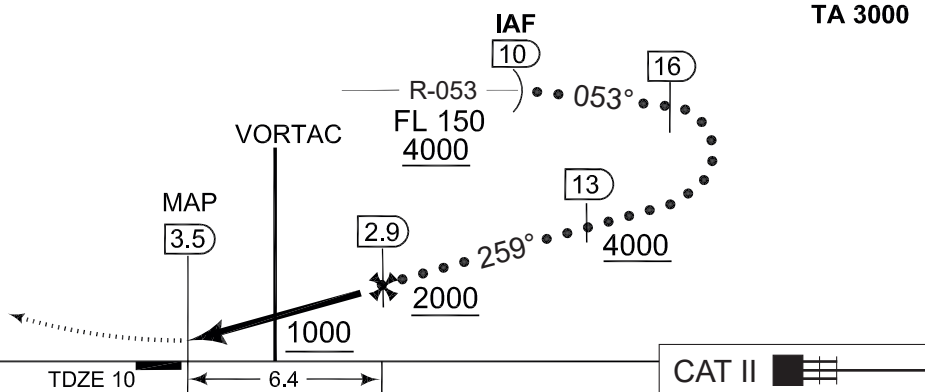
AD ELEV 10

| | | | | | | | |
|---------------------------------------|--------------------|-------------------------|-------------------------|-------------------------------------|------------|----------------------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.550 | | AALBORG ATIS 120.475 | | AALBORG APPROACH 362.450 123.975 | | AALBORG TOWER 353.525 118.300 | |
| VORTAC AAL CH 114x | APP COURSE 259° | FAF ALT 2000 FT | DESCENT GR 260 FT/NM | MDA 440 | TDZE 10 | ALS length 900 M | LDA 8707 FT |



MISSED APPROACH

Climb to 2000 ft on 259°
 right turn to hold on AAL
 VORTAC i.a.w. ATC instruction.



| CATEGORY | C | D | E |
|--------------|-----------------------------|-----------------------------|-------------------------|
| S-VORTAC 26R | 440 -1200 430 (500-1.2/2.0) | 440 -1600 430 (500-1.6/2.4) | |
| CIRCLING a | 580 -2400 570 (600-2.4) | 580 -2800 570 (600-2.8) | 640 -3600 630 (700-3.6) |

HI-VORTAC RWY 26R

57°05.57'N
 009°50.95'E

AALBORG (EKYT)

CHANGES: MAG. VAR., BEARINGS AND COURSES.

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

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MIPS INSTRUMENT APPROACH CHART

VORTAC RWY 26R (CAT A-B) AALBORG (EKYT)

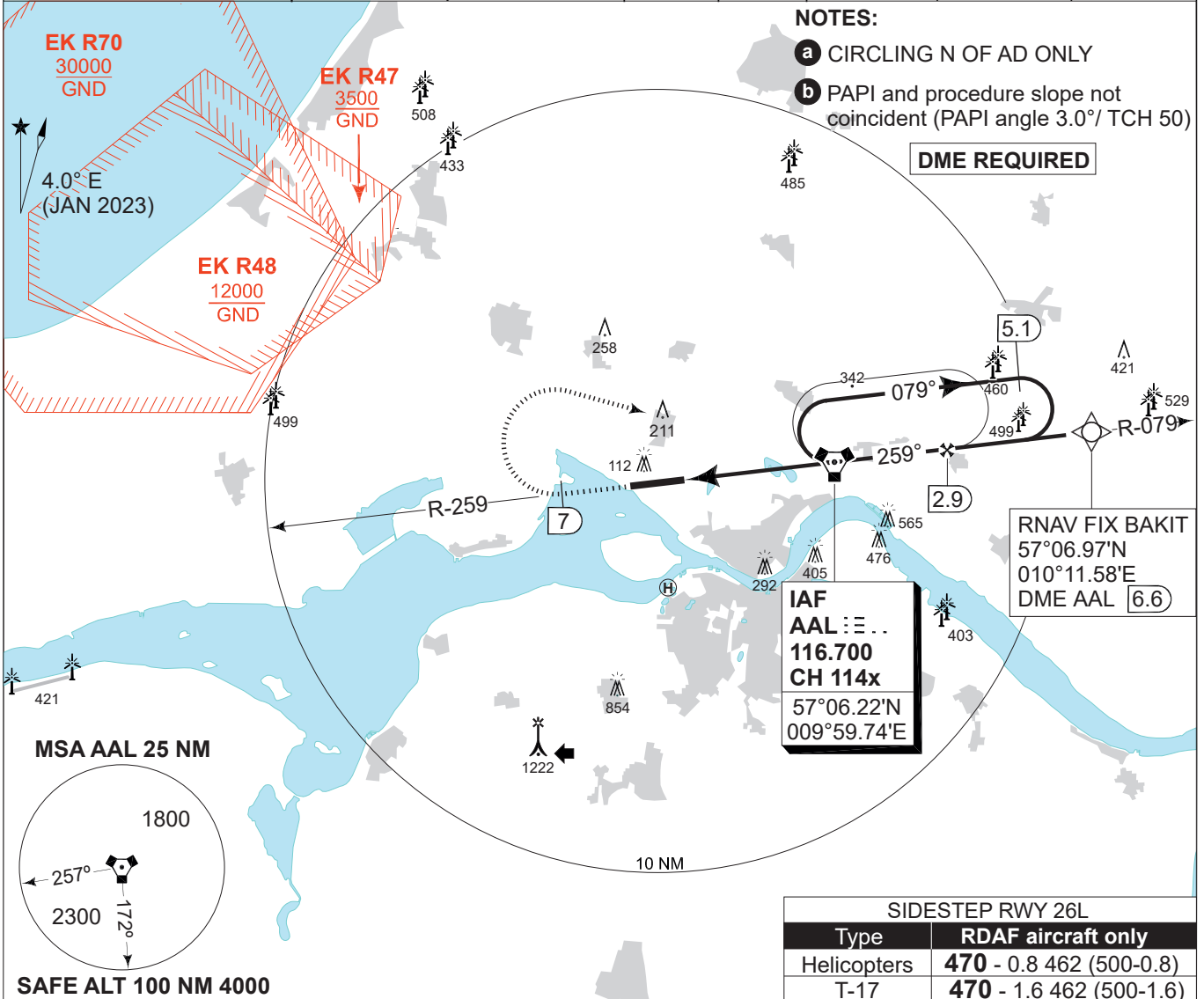
AD ELEV 10

| | | | | | | | |
|---------------------------------------|-------------------------|-------------------------------------|-------------|----------------------------------|----------------|---------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.550 | AALBORG ATIS 120.475 | AALBORG APPROACH 362.450 123.975 | | AALBORG TOWER 353.525 118.300 | | | |
| VORTAC AAL CH 114x/116.700 | APP COURSE 259° | FAF ALT 2000 FT | GS 2.75° | MDA 420 | THR ELEV 10 | ALS length 900 M | LDA 8694 FT |

NOTES:

- a** CIRCLING N OF AD ONLY
- b** PAPI and procedure slope not coincident (PAPI angle 3.0°/ TCH 50)

DME REQUIRED

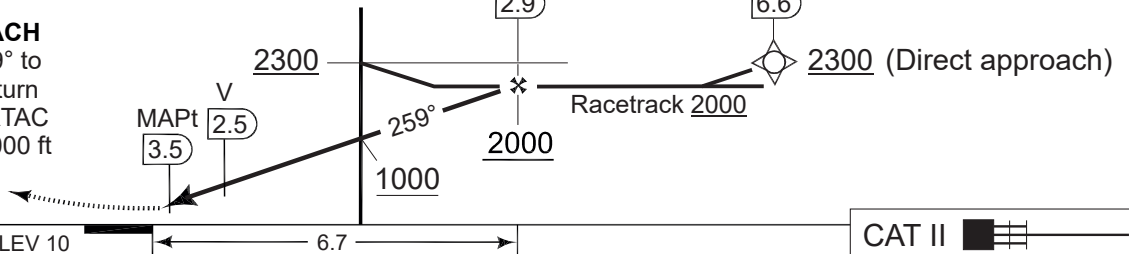


| | | | | | |
|----------------------------|-----|-----|------|------|------|
| CDFA 2.75° / 4.8% b | | | | | |
| DME AAL | 2 | 1 | 0 | 1 | 2 |
| DIST THR | 1.8 | 2.8 | 3.8 | 4.8 | 5.8 |
| ALT | 580 | 870 | 1170 | 1460 | 1750 |

TA 3000

MISSED APPROACH

Climb on track 259° to AAL 7 DME, then turn right inbound VORTAC AAL climbing to 3000 ft and hold



THR ELEV 10

CAT II

| | | |
|-------------------|------------------------------|-------------------------|
| CATEGORY | A | B |
| VORTAC 26R | 420 - 1200 410 (500-1.2/1.5) | |
| CIRCLING a | 510 - 1.5 500 (500-1.5) | 510 - 1.6 500 (500-1.6) |

VORTAC RWY 26R (CAT A-B)

57°05.57'N
009°50.95'E

AALBORG (EKYT)

CHANGES: MAG. VAR., BEARINGS AND COURSES.

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

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MIPS INSTRUMENT APPROACH CHART

VORTAC RWY 26R (CAT C-E) AALBORG (EKYT)

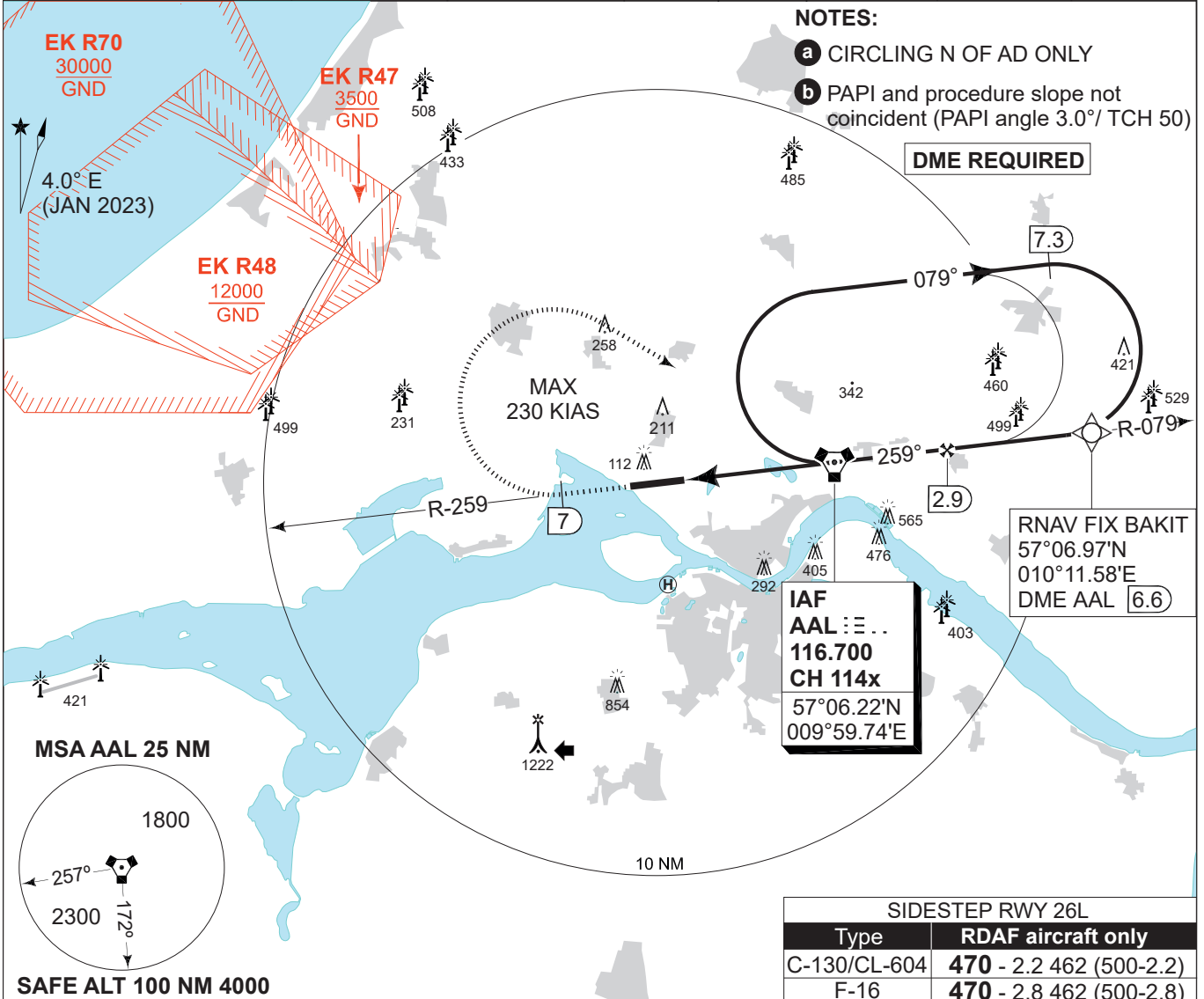
AD ELEV 10

| | | | | | | | |
|---------------------------------------|-------------------------|-------------------------------------|-------------|----------------------------------|----------------|---------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.550 | AALBORG ATIS 120.475 | AALBORG APPROACH 362.450 123.975 | | AALBORG TOWER 353.525 118.300 | | | |
| VORTAC AAL CH 114x/116.700 | APP COURSE 259° | FAF ALT 2000 FT | GS 2.75° | MDA 420 | THR ELEV 10 | ALS length 900 M | LDA 8694 FT |

NOTES:

- a** CIRCLING N OF AD ONLY
- b** PAPI and procedure slope not coincident (PAPI angle 3.0°/ TCH 50)

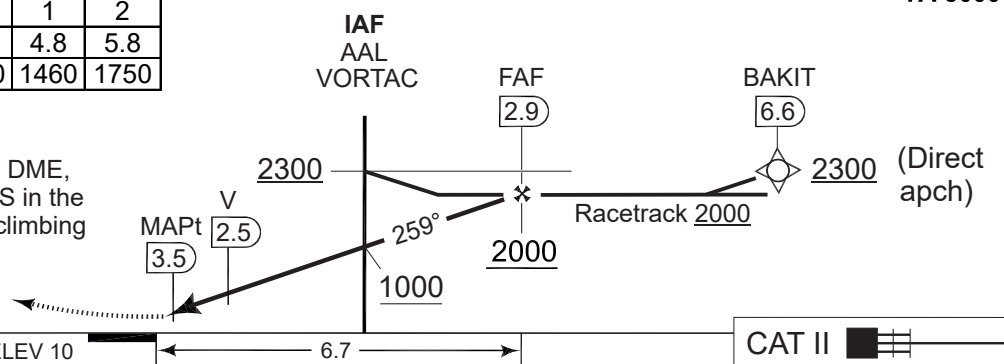
DME REQUIRED



| | | | | | |
|----------------------------|-----|-----|------|------|------|
| CDFA 2.75° / 4.8% b | | | | | |
| DME AAL | 2 | 1 | 0 | 1 | 2 |
| DIST THR | 1.8 | 2.8 | 3.8 | 4.8 | 5.8 |
| ALT | 580 | 870 | 1170 | 1460 | 1750 |

MISSED APPROACH

Climb on track 259° to AAL 7 DME, then turn right (max. 230 KIAS in the turn) inbound VORTAC AAL climbing to 3000 ft and hold



CHANGES: MAG. VAR., BEARINGS AND COURSES.

| | | | |
|-------------------|-----------------------------|------------------------|------------------------|
| CATEGORY | C | D | E |
| VORTAC 26R | 420 -1200 410 (500-1.2/1.9) | | |
| CIRCLING a | 690 -2.4 680 (700-2.4) | 740 -3.6 730 (800-3.6) | 840 -3.6 830 (900-3.6) |

VORTAC RWY 26R (CAT C-E)

57°05.57'N
009°50.95'E

AALBORG (EKYT)

AIR COMMAND DENMARK - MIL AIM 23 MAR 2023

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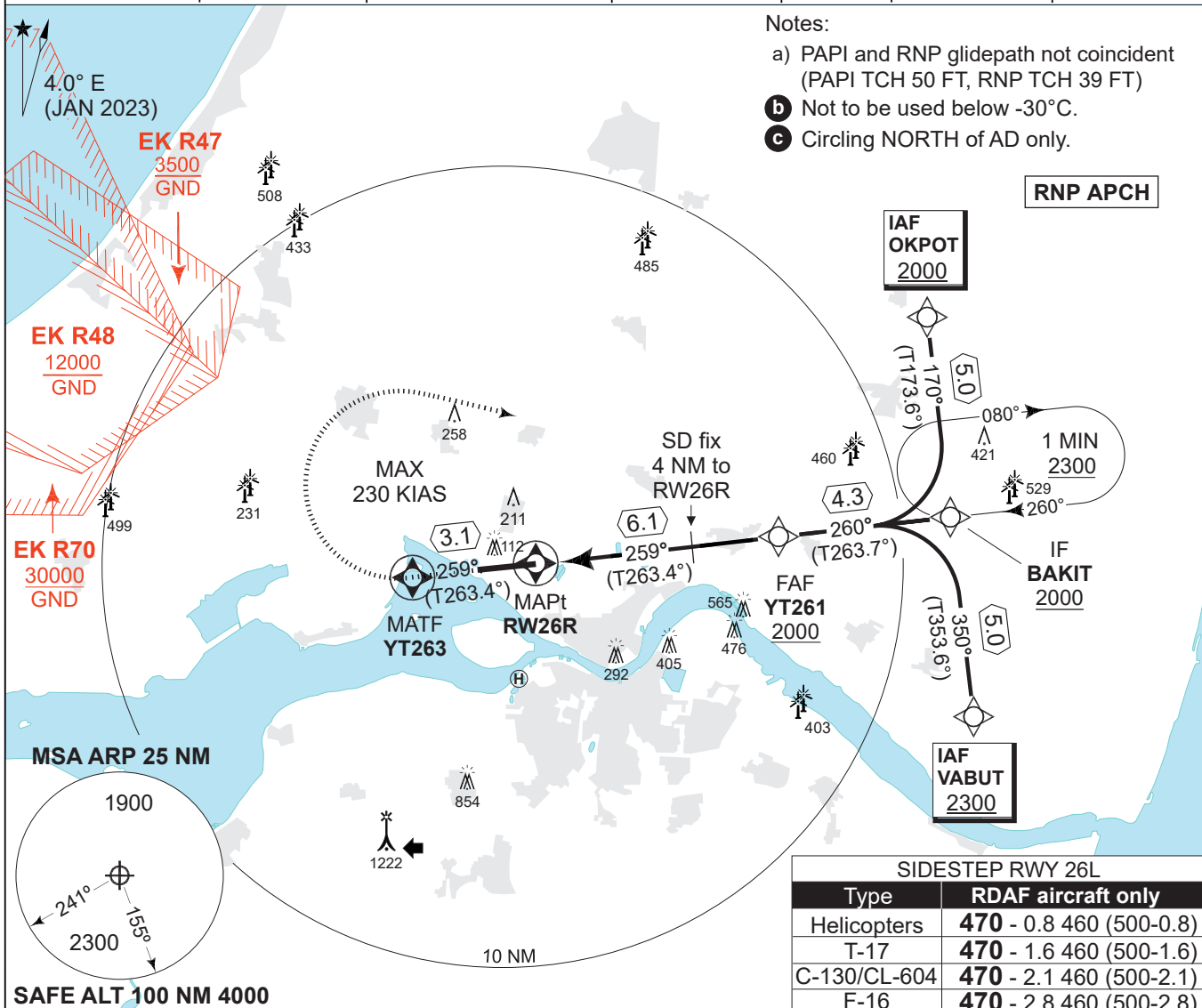
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 10

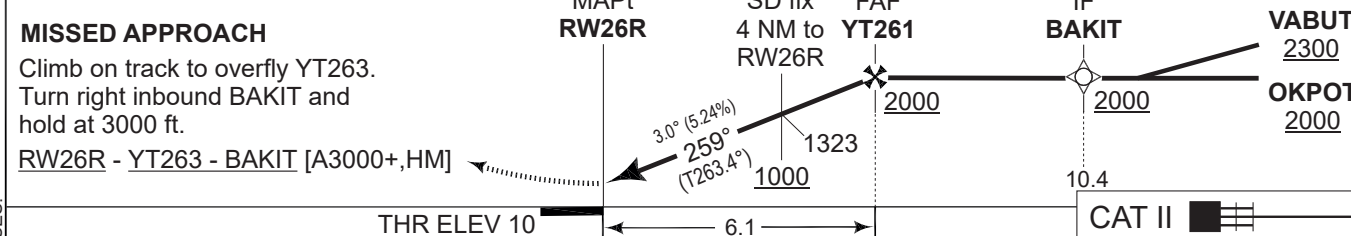
RNP RWY 26R
AALBORG (EKYT)

| | | | | | | | |
|---------------------------------------|--------------------|----------------------------|--|-------------------------------------|-----------|----------------------------------|----------------|
| COPENHAGEN CONTROL 242.650 124.550 | | AALBORG ATIS 120.475 | | AALBORG APPROACH 362.450 123.975 | | AALBORG TOWER 353.525 118.300 | |
| APP COURSE 259° | FAF ALT 2000 FT | Descent GR 3.0° (5.24%) | | MINIMA See CAT | THR 10 | ALS length 900 M | LDA 8694 FT |

- Notes:
- a) PAPI and RNP glidepath not coincident (PAPI TCH 50 FT, RNP TCH 39 FT)
 - b** Not to be used below -30°C.
 - c** Circling NORTH of AD only.



| | | | | | | |
|-------------------|-----|------|------|------|------|------------------------------|
| CDFA 3.0° / 5.24% | | | | | | TA 3000 GS 3.0° TCH 39 |
| DIST TO RW26R | 2 | 3 | 4 | 5 | 6 | |
| NOM. ALTITUDE | 690 | 1010 | 1330 | 1650 | 1960 | |



| | | | | | |
|-------------------------|-----------------------------|------------------------|------------------------|-----------------------------|-----------------------------|
| CATEGORY | A | B | C | D | E |
| LNAV/VNAV (DA) b | 260 -600 250 (300-0.8/1.3) | | | 261 - 600 251 (300-0.8/1.3) | 279 - 600 269 (300-0.8/1.3) |
| LNAV (MDA) | 420 -1200 410 (500-1.2/1.9) | | | | |
| CIRCLING c | 510 -1.5 500 (500-1.5) | 510 -1.6 500 (500-1.6) | 690 -2.4 680 (700-2.4) | 740 -3.6 730 (800-3.6) | 840 -3.6 830 (900-3.6) |

RNP RWY 26R 57°05.57'N 009°50.95'E **AALBORG (EKYT)**

CHANGES: MAG. VAR. AND COURSES.

AIR COMMAND DENMARK - MIL-AIM 23 MAR 2023

EKYT RNP RWY 26R waypoint coordinates:

RWY 26R from VABUT (Initial LEFT) APPROACH RNP

| | | CODING | | DISPLAY | |
|-------|------|--------------|---------------|------------|-------------|
| VABUT | IAF | 57 02 00.49N | 010 12 35.88E | 57 02.008N | 010 12.598E |
| 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 |
| YT263 | MATF | 57 05 25.57N | 009 46 58.05E | 57 05.426N | 009 46.968E |
| BAKIT | MAHF | 57 06 58.00N | 010 11 35.00E | 57 06.967N | 010 11.583E |

RWY 26R from OKPOT (Initial RIGHT) APPROACH RNP

| | | CODING | | DISPLAY | |
|-------|------|--------------|---------------|------------|-------------|
| OKPOT | IAF | 57 11 55.50N | 010 10 33.85E | 57 11.925N | 010 10.564E |
| 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 |
| YT263 | MATF | 57 05 25.57N | 009 46 58.05E | 57 05.426N | 009 46.968E |
| BAKIT | MAHF | 57 06 58.00N | 010 11 35.00E | 57 06.967N | 010 11.583E |

Threshold coordinates RWY 26R

| | | CODING | | DISPLAY | |
|---------|--|--------------|---------------|------------|-------------|
| RWY 26R | | 57 05 47.43N | 009 52 36.63E | 57 05.790N | 009 52.611E |