FORSVARET

**AIR COMMAND DENMARK - MIL AIM**

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# MIL AIP DENMARK

**AIRAC Cycle: 2405**
**Eff. 16 MAY 2024**
**Amendment No. 259**

**This AIRAC AMDT contains the following changes:**

| | |
|---|---|
| GEN 0.4 | Checklist updated. |
| GEN 0.5 | FREQ changed for BORNHOLM/RØNNE and Copenhagen Information. CAC Ed. 42 references removed. |
| ENR 2.1 | VHF FREQ changed for Rønne TWR from 118.325 to 118.330. |
| ENR 2.2 | VHF FREQ changed for Rønne TWR from 118.325 to 118.330. |
| ENR 2.3 | VHF FREQ changed for Copenhagen Information from 124.005 to 124.000.<br>Vertical extent for sector UV/V, UC/C and UA/A changed. |
| ENR 3.4 | VHF FREQ changed for Copenhagen Information from 124.005 to 124.000. |
| ENR 5.4 | Coordinates added for 17 wind turbines for designation København, Middelgrunden. Editorial. |
| AD 0.1 | Index updated. |
| AD 1.2 | Note removed. |
| AD 2.0 | Chart Legends updated. New symbols added. |
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| EKKA | |
| AD 2.1 | PPR moved from AD 1.2-1 to 6. Rescue and Fire Fighting Services. |
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| EKYT | |
| AD 2.1 | - REF temperature changed. Telefax removed.<br>- Remarks changed in 3. Operational Hours.<br>- PPR and Remarks changed in 6. Rescue and Fire Fighting Services.<br>- New text regarding night operation usage of TWY B + J added in 5. Remarks in 8. Aprons, Taxiways and Check Locations Data.<br>- New text regarding LED Lights added in 4. Remarks in 9. Surface Movement Guidance and Control System and Markings.<br>- Obstacle Areas note added to 10. Aerodrome Obstacles.<br>- Strip surface added to 12. Runway Physical Characteristics.<br>- New text regarding LED Lights and distance between RWY edge marking and RWY edge lights in Remarks in 14. Approach and Runway Lighting.<br>- LOC 26R coordinates changed in 19. Radio Navigation and Landing Aids.<br>- Ceiling added in 3. Low Visibility Procedures in 22. Flight Procedures.<br>- Markings added in 23. Additional Information. |
| ADC | Obst. withdrawn. ATC Service Boundary, Handover point and Maintenance Area added. TWY colours updated according to legend. |

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| HI-VORTAC 26R | 28 DEC 2023 |
| VORTAC 26R (CAT A-B) | 02 NOV 2023 |
| VORTAC 26R (CAT C-E) | 02 NOV 2023 |
| RNP RWY 26R | 02 NOV 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 | 05 OCT 2023 |
| AD 3.1-5 | 06 OCT 2022 |
| ADC | 05 OCT 2023 |
| NDB RWY 19 | 26 JAN 2023 |
| RNP RWY 19 | 05 OCT 2023 |
| WP LIST RWY 19 | 26 JAN 2023 |

**BGMV**

| | |
|---|---|
| AD 3.1-1 | 28 DEC 2023 |
| AD 3-1-2 | 24 FEB 2022 |
| AD 3.1-3 | 21 APR 2022 |
| AD 3.1-4 | 28 DEC 2023 |
| AD 3.1-5 | 24 FEB 2022 |
| AD 3.1-6 | 28 DEC 2023 |
| ADC | 28 DEC 2023 |
| RNP RWY 31 | 28 DEC 2023 |
| WP LIST RWY 31 | 28 DEC 2023 |

**CHARTS**

| | |
|---|---|
| LFC 1:500.000 Ed. 46 | 23 MAR 2023 |
| LFCW 1:500.000 Ed. 3 | 23 MAR 2023 |
| ANC 1:250.000 CPH AREA | 20 APR 2023 |

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# GEN 0.5 List of Hand Amendments to the AIP

| 1. Text Page Amendments | | |
|---|---|---|
| | | |

| **2. Corrections to Charts,** | | |
|---|---|---|
| **Affected Chart** | **Location** | **AMD No.** |
| LFC Ed. 46<br>LFCW Ed. 3 | Change Kolding/Vamdrup FREQ from 120.500 to 118.650. | AMD 246 |
| LFCW Ed. 3 | Add name of significant point: SISPU at 561112N 0070000E and NIROX at 555830N 00070000E. | AMD 246 |
| LFC Ed. 46<br>LFCW Ed. 3 | Delete symbols for "Glider site" and "Parachuting takes place frequently" as Glider and parachuting site "Sydfyn/Tåsinge" is withdrawn. | AMD 247 |
| LFC Ed. 46<br>LFCW Ed. 3 | Change LEMVIG Radio FREQ from 123.500 to 123.405. | AMD 249 |
| LFC Ed. 46<br>LFCW Ed. 3 | Change obstacle "Aarhus, Lighthouse" it shall now read:<br>Type: Building, ELEV 506 FT, PSN: 56 09 56N 010 13 55E. | AMD 249 |
| LFC Ed. 46<br>LFCW Ed. 3 | Change "Length of longest runway" to 58.89 for Sønderborg. | AMD 249 |
| LFC Ed. 46 | Change LOLLAND FALSTER/MARIBO Radio FREQ from 130.575 to 130.580. | AMD 251 |
| LFC Ed. 46<br>LFCW Ed. 3 | Add symbol for "Wind turbine and group. Lighted", Nørre Nebel, Sdr. Bork, 5 wind turbines, 594FT MSL, 591FT AGL, LIM FLG W, LIM FLG R<br>PSN: 55 48 34N 008 15 18E, 55 48 28N 008 15 42E,<br>55 48 22N 008 16 06E, 55 48 17N 008 16 29E, 55 48 11N 008 16 51E. | AMD 251 |
| LFC Ed. 46<br>LFCW Ed. 3 | Change Esbjerg Information Radio FREQ from 120.150 to 120.155. | AMD 252 |
| LFC Ed. 46<br>LFCW Ed. 3 | Change AALBORG Approach FREQ from 123.975 to 123.980 for AALBORG LTA and TMA. Change AALBORG Tower FREQ from 118.300 to 118.305. | AMD 252 |
| LFC Ed. 46 | Add symbol for Air Navigation obstacle with flare stack. Avoid overflying below 2000FT. Everdrup, PSN 55 12 37N 011 59 08E, Elev. 315 FT AGL. | AMD 252 |
| LFC Ed. 46<br>LFCW Ed. 3 | Change Copenhagen Information FREQs from 127.075 to 127.080, from 129.475 to 129.480 and from 124.000 to 124.005. | AMD 252 |
| LFC Ed. 46<br>LFCW Ed. 3 | Change AARHUS Approach FREQ from 119.275 to 119.280 for AARHUS LTA and TMA. Change AARHUS Tower FREQ from 118.525 to 118.530. Change "Length of longest runway" from 91.09 to 91.24 for AARHUS. | AMD 252 |
| LFC Ed. 46<br>LFCW Ed. 3 | Add symbol for "Wind turbine group. Lighted", Sønder Rind, 3 wind turbines, 581 FT MSL, 492 FT AGL, LIL F R.<br>PSN: 562205N 0092713E, 562208N 0092652E, 562211N 0092632E. | AMD 253 |
| LFC Ed. 46<br>LFCW Ed. 3 | Change symbol for "VORTAC" to "TACAN" for SKRYDSTRUP - SKR. | AMD 253 |
| LFC Ed. 46 | Change KASTRUP Tower FREQ from 118.700 to 118.705. | AMD 253 |
| LFC Ed. 46 | Change ROSKILDE Tower FREQ from 118.900 to 118.905. | AMD 253 |

| | | |
|---|---|---|
| LFC Ed. 46<br>LFCW Ed. 3 | Change KOLDING/VAMDRUP FREQ from 118.650 to 118.655. | AMD 256 |
| LFC Ed. 46<br>LFCW Ed. 3 | Delete SINDAL FIZ/RMZ. Delete symbol for NDB and attached label for SD. | AMD 256 |
| LFC Ed. 46<br>LFCW Ed. 3 | Change "Length of longest runway" from 101.68 to 101.73 for BILLUND. | AMD 256 |
| LFC Ed. 46 | Change "Length of longest runway" to 65.68 for BORNHOLM/RØNNE. | AMD 257 |
| LFC Ed. 46<br>LFCW Ed. 3 | Change symbol for "Wind turbines - group in line. Lighted" to "Wind turbine group. Lighted" at PSN 56 39 32N 010 18 12E "Overgaard", ELEV (FT) 503. | AMD 257 |
| LFC Ed. 46<br>LFCW Ed. 3 | Add symbol for "Wind turbine group. Lighted", Brovst - Nørre Økse Sø, 11 wind turbines, 500 FT MSL, 492 FT AGL, LIL F R. PSN: 57 08 03N 009 32 06E, 57 07 32N 009 32 02E, 57 08 07N 009 32 44E, 57 07 52N 009 32 42E, 57 07 36N 009 32 40E, 57 07 21N 009 32 38E, 57 07 56N 009 33 20E, 57 07 41N 009 33 17E, 57 07 25N 009 33 15E, 57 07 46N 009 33 55E and 57 07 30N 009 33 53E. | AMD 257 |
| LFC Ed. 46<br>LFCW Ed. 3 | Change Karup Tower FREQ from 119.575 to 119.580 and Karup Approach from 120.425 to 120.430. | AMD 258 |
| LFC Ed. 46<br>LFCW Ed. 3 | Change Skrydstrup Tower FREQ from 118.275 to 118.280 and Skrydstrup Approach from 124.100 to 124.105. | AMD 258 |
| LFC Ed. 46 | Change BORNHOLM/RØNNE FREQ from 118.325 to 118.330. | AMD 259 |
| LFC Ed. 46<br>LFCW Ed. 3 | Change Copenhagen Information FREQs from 129.480 to 129.475 and from 124.005 to 124.000. | AMD 259 |
| CAC Ed.43 | Change Copenhagen Information FREQs from 129.480 to 129.475. | AMD 259 |

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| DESIGNATION AND LATERAL LIMITS | VERTICAL LIMITS AND CLASSIFICATION | UNIT/FREQ. LANGUAGE |
|---|---|---|
| **RØNNE TMA**<br>Situated within Malmö FIR<br>A.<br>551726N 0141828E - 551534N 0142453E -<br>then clockwise along an arc of a circle,<br>radius 16,2 NM centred at 550404N 0144448E -<br>545500N 0142127E - 545500N 0141000E -<br>551033N 0141000E - 551726N 0141828E | FL 95<br>4500 FT AMSL **E**<br><br>4500 FT AMSL<br>3500 FT AMSL **D** | Below 4500 FT<br>Rønne TWR<br>118.330<br>257.800<br>EN, DA |
| B.<br>A circle 16.2 NM radius,<br>centred at 550404N 0144448E. | 3500 FT AMSL<br>1500 FT AMSL **D** | |
| **SKRYDSTRUP TMA**<br>550928N 0083955E - 552630N 0083955E –<br>552722N 0085712E - 551700N 0095400E –<br>550500N 0095400E - 550000N 0093000E -<br>550928N 0083955E. | 3500 FT AMSL<br>1500 FT AMSL **D** | SKRYDSTRUP<br>APPROACH<br>124.105<br>315.100<br>EN, DA |
| **WESTERLAND/SYLT TMA**<br>Part in København FIR<br>551000N 0080345E - 551000N 0081245E –<br>550400N 0082000E - FIR border –<br>550000N 0075500E - 550300N 0075500E –<br>551000N 0080345E. | 3500 FT AMSL<br>1000 FT GND **E** | BREMEN RADAR<br>124.075<br>EN, GE |
| **COPENHAGEN AREA**<br>Consisting of København TMA, Roskilde TMA | | |
| **1. KØBENHAVN TMA**<br>A.<br>555906N 0114933E - 554538N 0114221E<br>554258N 0114056E - 552214N 0115617E<br>551143N 0115846E - 551458N 0114051E<br>552538N 0112436E - 555048N 0112146E<br>555906N 0114933E. | FL 195<br>FL 55 **C** | COPENHAGEN<br>APPROACH<br>119.805<br><br>EMERGENCY<br>243.000 / 121.500<br><br>KASTRUP ARRIVAL<br>118.455 |
| B.<br>560923N 0122446E - 555718N 0122456E -<br>555438N 0120216E - 554839N 0114901E -<br>554538N 0114221E - 555906N 0114933E -<br>560923N 0122446E. | FL 195<br>4500 FT AMSL **C** | KASTRUP FINAL<br>120.205<br><br>KASTRUP<br>DEPARTURE<br>120.255<br>124.980 |
| C.<br>555718N 0122456E - 555047N 0121702E -<br>554338N 0120826E - 552723N 0120806E -<br>552214N 0115617E - 554258N 0114056E -<br>554538N 0114221E - 554839N 0114901E -<br>555438N 0120216E - 555718N 0122456E. | FL 195<br>3500 FT AMSL **C** | EN, DA<br>H24 |

| DESIGNATION AND LATERAL LIMITS | VERTICAL LIMITS AND CLASSIFICATION | UNIT/FREQ. LANGUAGE |
|---|---|---|
| D.<br>560923N 0122446E - 560158N 0123156E -<br>560158N 0123925E - 560158N 0124046E -<br>555958N 0124356E - 555834N 0125156E -<br>554358N 0130656E - 551458N 0125956E -<br>551143N 0115846E - 552214N 0115617E -<br>551959N 0120756E - 551958N 0122656E -<br>552628N 0125156E - 553343N 0125356E -<br>554028N 0130326E - 554458N 0125356E -<br>555128N 0124956E - 555329N 0124042E -<br>FIR boundary - 555852N 0123907E -<br>555835N 0123636E - 555144N 0123016E -<br>552723N 0120806E - 554338N 0120826E -<br>555047N 0121702E - 555718N 0122456E -<br>560923N 0122446E. | FL 195<br>2500 FT AMSL **C** | COPENHAGEN<br>APPROACH<br>119.805<br><br>EMERGENCY<br>243.000 / 121.500<br><br>KASTRUP ARRIVAL<br>118.455<br><br>KASTRUP FINAL<br>120.205<br><br>KASTRUP<br>DEPARTURE<br>120.255<br>124.980<br><br>EN, DA<br>H24 |
| E.<br>555852N 0123907E - FIR boundary -<br>555329N 0124042E - 555128N 0124956E -<br>554458N 0125356E - 554028N 0130326E -<br>553343N 0125356E - 552628N 0125156E -<br>551958N 0122656E - 551959N 0120756E -<br>552214N 0115617E - 552723N 0120806E -<br>555144N 0123016E - 555835N 0123636E -<br>555852N 0123907E. | FL 195<br>1500 FT AMSL **C** | |
| F.<br>560951N 0122624E - FIR boundary -<br>560158N 0123925E - 560158N 0123156E -<br>560923N 0122446E - 560951N 0122624E. | FL 65<br>2500 FT AMSL **C** | |

# ENR 2.2 OTHER REGULATED AIRSPACE

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

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

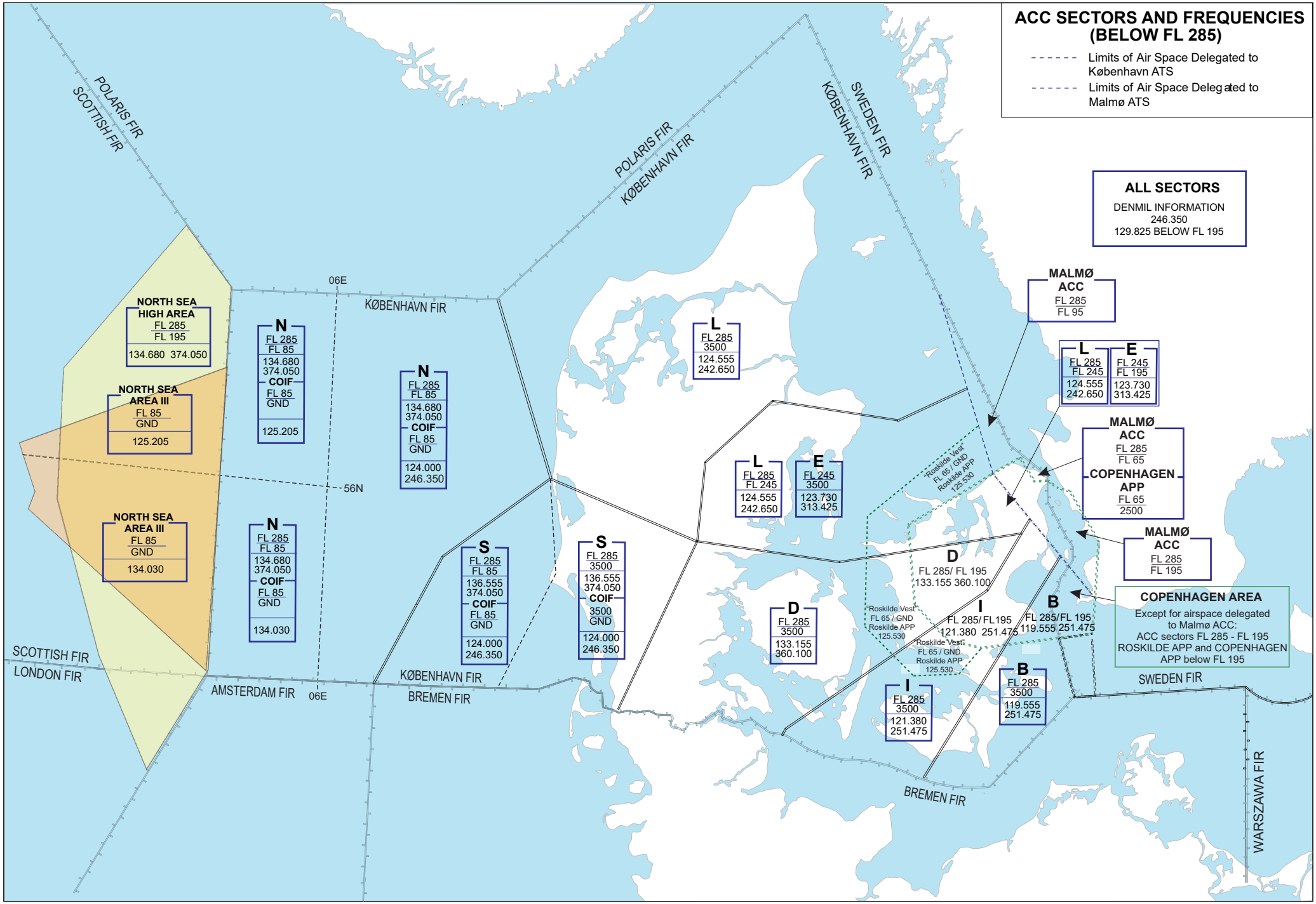
| NAME AND LATERAL LIMITS | UPPER LIMIT (FT AMSL) CLASSIFICATION | ATC UNIT/FREQ. LANGUAGE |
|---|---|---|
| **BILLUND CTR**<br>555031.7N 0092942.0E - 553933.7N 0093040.8E -<br>553816.0N 0084914.3E - 554913.6N 0084803.9E -<br>555031.7N 0092942.0E. | 1 500<br>**D** | BILLUND TOWER<br>119.005<br>129.505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

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

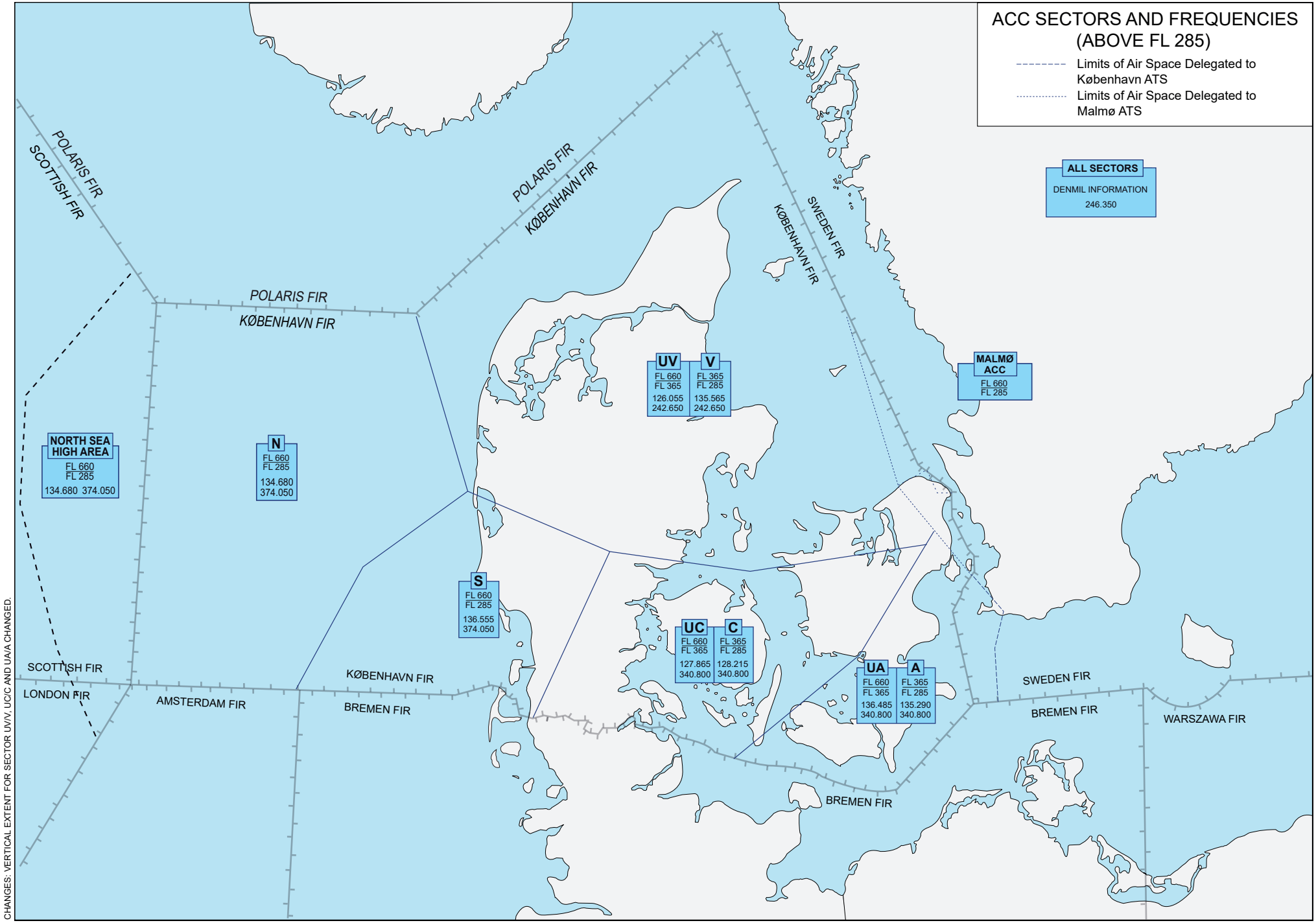
**3. Flight Information Zone (FIZ):** An airspace of defined dimension within which aerodrome flight information service and alerting service for aerodrome traffic are provided.
*Note*: *FIZ is also designated as Radio Mandatory Zones (RMZ).*

3.1 Flight Information Zones

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




CHANGES: CPH. INFO CHANGED FROM 124.005 TO 124.000.




CHANGES: VERTICAL EXTENT FOR SECTOR UV/V, UC/C AND UA/A CHANGED.

# ENR 3.4 HELICOPTER ROUTES

## 1. GENERAL

Helicopter routes have been established for the most used helicopter tracks in that part of the North Sea, where ATS is provided by Denmark (see chart ENR 3.4-14 and route description on the following pages). Helicopter routes in uncontrolled airspace are not mutually separated horizontally. Where helicopter routes are based on "Basic Area Navigation" with a navigational tolerance of 5 NM on each side of the centre line, this will be indicated in the column remarks in the route description.

Other traffic than civil helicopter operations are advised to:

a. avoid flying along or in close vicinity of a helicopter route, and

b. cross a helicopter route at an angle as close to 90º as possible and to keep an alert look out.

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

## 2. CRUISING LEVEL IN HELICOPTER ROUTES

Except during take-off and landing, civil helicopter operations should normally be carried out in levels not below 1500 FT MSL. For Minimum flight Altitude on specific routes see ENR 3.4-2 to 3.4-13 and for specific AMA (Area Minimum Altitude) see ENR 3.4-14.

▲ Compulsory REP

| **Route designation** (RNP/RNAV) Name of significant point Coordinates | **Track** °M ↑/↓ **Distance** (NM) | **Upper limit** / **Lower limit** Airspace classification | **Minimum Flight altitude** | **Remarks** Controlling unit / channel |
|---|---|---|---|---|
| **KY610** (RNAV 5) | | | | |
| ▲ ASKEK 554726N 0035934E | | | | Extremity KY610 |
| | 160°/339° 28.6 | FL85 / GND **G** | Not determined* | Copenhagen Information channel: 134.030 |
| ▲ ADIKU 552050N 0041759E | | | | For continuation see AIP Netherlands |
| **KY615** (RNAV 5) | | | | |
| ▲ ASKEK 554726N 0035934E | | | | Extremity KY615 |
| | 180°/360° 18.4 | FL85 / GND **G** | Not determined* | Copenhagen Information channel: 134.030 |
| ▲ BELAP 552906N 0035946E | | | | For continuation see AIP Netherlands |
| **KY773** (RNAV 5) | | | | |
| ▲ OMIMA (FIR BDRY) 550000N 0063655E | | | | Extremity KY773 |
| | 010°/190° 10.9 | FL 85 / GND **G** | Not determined* | Copenhagen Information 124.000/246.350 |
| ▲ USULI 551044N 0064004E | 034°/214° 20.5 | | | |
| ▲ ANESI 552746N 0070000E | | | | Extremity KY773 |
| **KY776** (RNAV 5) | | | | |
| ▲ ADUNU (FIR BDRY) 550000N 0051217E | | | | Extremity KY776 |
| | 301°/121° 8.2 | FL 85 / GND **G** | Not determined* | Copenhagen Information 134.030 |
| ▲ GOVRA 550412N 0050000E | 300°/120° 16.9 | | | |
| ▲ DIKAT 551240N 0043432E | | | | Extremity KY776 |

* Area minimum altitude in the North Sea: refer to ENR 3.4-14. Area minimum altitude over land: Refer to LFC Europe, Sheet 1 – Denmark

▲ Compulsory REP

| Route designation (RNP/RNAV) Name of significant point Coordinates | Track °M ↑/↓ Distance (NM) | Upper limit / Lower limit Airspace classification | Minimum Flight altitude | Remarks Controlling unit / channel |
|---|---|---|---|---|
| **KY777** (RNAV 5)<br>▲ DOROR (FIR BDRY) | | | | Extremity KY777 |
| ▲ NUSRI<br>551428N 0070000E | 340°/160°<br>15.5 | FL85 / GND **G** | Not determined* | Copenhagen Information<br>124.000/246.350 |
| ▲ ANESI<br>552746N 0070000E | 360°/180°<br>13.3 | | | |
| | | | | Extremity KY777 |
| **KY779** (RNAV1)<br>▲ DINOK<br>552330N 0075052E | | | | Extremity KY779 |
| ▲ EKMOL<br>550503N 0073443E | 204°/024°<br>20.7 | FL 85 / GND **G** | 1400 FT MSL | Copenhagen Information<br>124.000/246.350 |
| ▲ EVKAN (FIR BDRY)<br>550000N 0073744E | 158°/338°<br>5.3 | | 1400 FT MSL | |
| | | | | Extremity KY779 |
| **KY781** (RNAV 5)<br>▲ EBUSA (FIR BDRY)<br>550000N 0055409E | | | | Extremity KY781 |
| ▲ LUTAN<br>552812N 0060000E | 007°/187°<br>28.5 | FL 85 / GND **G** | Not determined* | Copenhagen Information<br>134.030 |
| | | | | Extremity KY781 |
| **KY782** (RNAV 5)<br>▲ BEGAK (FIR BDRY)<br>550000N 0072213E | | | | Extremity KY782 |
| ▲ EKMOL<br>550503N 0073443E | 055°/235°<br>8.8 | FL 85 / GND **G** | Not determined* | Copenhagen Information<br>124.000/246.350 |
| | | | | Extremity KY782 |

* Area minimum altitude in the North Sea: refer to ENR 3.4-14. Area minimum altitude over land: Refer to LFC Europe, Sheet 1 – Denmark

▲ Compulsory REP

| **Route designation** (RNP/RNAV) Name of significant point Coordinates | **Track** °M ↑/↓ **Distance** (NM) | **Upper limit** / **Lower limit** Airspace classification | **Minimum Flight altitude** | **Remarks** Controlling unit / channel |
|---|---|---|---|---|
| **KY787** (RNAV 5) | | | | |
| ▲ TUTNU (FIR BDRY) 550000N 0064909E | | | | Extremity KY787 |
| | 334°/154° 12.0 | FL 85 / GND **G** | Not determined* | Copenhagen Information 124.000/246.350 |
| ▲ USULI 551044N 0064004E | | | | |
| | 308°/127° 28.8 | | | |
| ▲ LUTAN 552812N 0060000E | | | | Extremity KY787 |
| **KY789** (RNAV 1) | | | | |
| ▲ TUSKA (FIR BDRY) 550000N 0075234E | | | | Extremity KY789 |
| | 355°/175° 23.6 | FL 85 / GND **G** | 1500 FT MSL | Copenhagen Information 124.000/246.350 |
| ▲ DINOK 552330N 0075052E | | | | |
| | 355°/175° 3.5 | | 1400 FT MSL | |
| ▲ PEGAM 552701N 0075036E | | | | Extremity KY789 |
| **KY874** (RNAV 5) | | | | |
| ▲ VESUV 554300N 0044501E | | | | Extremity KY874 |
| | 233°/053° 11.0 | FL 85 / GND **G** | Not determined* | Copenhagen Information 134.030 Below 3500 ft: TYRA Information: 118.425 |
| ▲ ROLVA 553622N 0042929E | | | | Extremity KY874 |

* Area minimum altitude in the North Sea: refer to ENR 3.4-14. Area minimum altitude over land: Refer to LFC Europe, Sheet 1 – Denmark

▲ Compulsory REP

| **Route designation** (RNP/RNAV) Name of significant point Coordinates | **Track** °M ↑/↓ **Distance** (NM) | **Upper limit** **Lower limit** Airspace classification | **Minimum Flight altitude** | **Remarks** Controlling unit / channel |
|---|---|---|---|---|
| **KY875** (RNAV 1)<br><br>▲ ARVIG<br>552623N 0082849E | | | | Extremity KY875 |
| | 260°/080°<br>10.8 | FL 85<br>GND **G** | 1900 FT MSL | Copenhagen Information<br>124.000/246.350 |
| ▲ MIKRO<br>552454N 0080959E | 263°/083°<br>5.6 | | 1400 FT MSL | |
| ▲ ODNAN<br>552431N 0080014E | 257°/077°<br>5.4 | | 1400 FT MSL | |
| ▲ DINOK<br>552330N 0075052E | 276°/096°<br>29.3 | | 1400 FT MSL | |
| ▲ ANESI<br>552746N 0070000E | 269°/089°<br>34.2 | | 1400 FT MSL | |
| ▲ LUTAN<br>552812N 0060000E | 268°/088°<br>2.2 | | 1400 FT MSL | |
| ▲ TABAP<br>552813N 0055612E | 268°/088°<br>16.0 | | 1400 FT MSL | |
| ▲ DAVAL<br>552814N 0052804E | 267°/087°<br>11.4 | | 1400 FT MSL | |
| ▲ WOZNI<br>552809N 0050759E | 267°/087°<br>16.2 | | 1400 FT MSL | |
| ▲ NAVNI<br>552751N 0043930E | 265°/085°<br>3.7 | | 1400 FT MSL | |
| ▲ BELUV<br>552741N 0043259E | | | | Extremity KY875 |

▲ Compulsory REP

| **Route designation** (RNP/RNAV) Name of significant point Coordinates | **Track** °M ↑/↓ **Distance** (NM) | **Upper limit** / **Lower limit** Airspace classification | **Minimum Flight altitude** | **Remarks** Controlling unit / channel |
|---|---|---|---|---|
| **KY876** (RNAV 5)<br><br>▲ ROLVA<br>553622N 0042929E | | | | Extremity KY876 |
| | 100°/280°<br>9.2 | | Not determined* | Copenhagen Information<br>134.030<br><br>Below 3500 ft:<br>TYRA Information: 118.425 |
| ▲ GOMLA<br>553447N 0044532E | 088°/271°<br>24.9 | | | |
| ▲ TUXEN<br>553527N 0052938E | 088°/271°<br>17.2 | FL 85 / GND **G** | | |
| ▲ BEDRO<br>553552N 0060000E | 088°/271°<br>33.9 | | | Copenhagen Information<br>124.000/246.350 |
| ▲ KUNAR<br>553623N 0070000E | 090°/271°<br>38.8 | | | |
| ▲ RERSO<br>553615N 0080826E | 091°/271°<br>5.4 | FL 85 / FL 75 **C**<br>FL 75 / 3500 FT MSL **E**<br>3500 FT MSL / GND **G** | | Esbjerg Information<br>120.155 |
| ▲ BAVTA<br>553611N 0081800E | | | | Extremity KY876 |

* Area minimum altitude in the North Sea: refer to ENR 3.4-14. Area minimum altitude over land: Refer to LFC Europe, Sheet 1 – Denmark

▲ Compulsory REP

| **Route designation** (RNP/RNAV) Name of significant point Coordinates | **Track** °M ↑/↓ **Distance** (NM) | **Upper limit** **Lower limit** Airspace classification | **Minimum Flight altitude** | **Remarks** Controlling unit / channel |
|---|---|---|---|---|
| **KY877** (RNAV 1)<br><br>▲ OSBAR<br>560449N 0041349E | | | | Extremity KY877 |
| | 093°/273°<br>9.5 | | | |
| ▲ AMTID<br>560355N 0043042E | 093°/273°<br>12.9 | | | |
| ▲ EMBEG<br>560238N 0045338E | 110°/290°<br>36.9 | | | |
| ▲ TAGIM<br>554819N 0055405E | 104°/284°<br>3.5 | | | |
| ▲ ARBAG<br>554718N 0060000E | 105°/285°<br>35.7 | | | |
| ▲ KUNAR<br>553623N 0070000E | 105°/285°<br>30.2 | FL 85<br>GND **G** | 1400 FT<br>MSL | Copenhagen Information<br>124.000/246.350 |
| ▲ PEGAM<br>552701N 0075036E | 076°/256°<br>7.1 | | | |
| ▲ RIPRO<br>552821N 0080254E | 076°/256°<br>4.1 | | | |
| ▲ IBOTA<br>552906N 0080955E | 077°/257°<br>2.8 | | | |
| ▲ BANLU<br>552935N 0081445E | 076°/256°<br>5.8 | | | |
| ▲ ESBJERG L (HP)<br>553041N 0082446E | | | | Extremity KY877 |

▲ Compulsory REP

| **Route designation** (RNP/RNAV) Name of significant point Coordinates | **Track** °M ↑/↓ **Distance** (NM) | **Upper limit** **Lower limit** Airspace classification | **Minimum Flight altitude** | **Remarks** Controlling unit / channel |
|---|---|---|---|---|
| **KY878** (RNAV 5)<br><br>▲ NEBSA<br>554630N 0081700E | | | | Extremity KY878 |
| ▲ ERITO<br>554831N 0080712E | 290°/110°<br>5.9 | **NEBSA - ERITO:**<br><br>FL 85 / FL 75 **C** | Not determined* | |
| ▲ NEBUM<br>555000N 0080000E | 290°/110°<br>4.3 | FL 75 / 3500 FT MSL **E** | | Copenhagen Information<br>124.000/246.350 |
| ▲ NIROX<br>555830N 0070000E | 285°/103°<br>34.8 | 3500 FT MSL / GND **G** | | |
| ▲ NARSU<br>560700N 0060000E | 285°/103°<br>34.7 | **ERITO - OTRAL**:<br><br>FL85 / GND **G** | | |
| ▲ NARIG<br>561500N 0050000E | 285°/103°<br>34.5 | | | |
| ▲ NAMON<br>561807N 0043611E | 285°/103°<br>13.6 | | | Copenhagen Information<br>125.205 |
| ▲ OTRAL<br>562039N 0041619E | 285°/103°<br>11.4 | | | |
| | | | | Extremity KY878 |

***** Area minimum altitude in the North Sea: refer to ENR 3.4-14. Area minimum altitude over land: Refer to LFC Europe, Sheet 1 – Denmark

▲ Compulsory REP

| **Route designation** (RNP/RNAV) Name of significant point Coordinates | **Track** °M ↑/↓ **Distance** (NM) | **Upper limit** **Lower limit** Airspace classification | **Minimum Flight altitude** | **Remarks** Controlling unit / channel |
|---|---|---|---|---|
| **KY879** (RNAV 5)<br><br>▲ NEBUM<br>555000N 0080000E | | | | Extremity KY879 |
| | 303°/122°<br>39.8 | FL 85<br>GND **G** | Not determined* | Copenhagen Information<br>124.000/246.350 |
| ▲ SISPU<br>561112N 0070000E | 285°/104°<br>34.5 | | | |
| ▲ SISRA<br>561942N 0060000E | 285°/104°<br>5.4 | | | Copenhagen Information<br>125.205 |
| ▲ TALUL<br>562105N 0055032E | 285°/104°<br>29.0 | | | |
| ▲ SISVI<br>562814N 0050000E | 285°/104°<br>3.1 | | | |
| ▲ OMIRI<br>562858N 0045440E | | | | Extremity KY879 |
| **KY881** (RNAV 1)<br><br>▲ PEGAM<br>552701N 0075036E | | | | Extremity KY881 |
| | 301°/121°<br>34.3 | FL 85<br>GND **G** | 1400 FT MSL | Copenhagen Information<br>124.000/246.350 |
| ▲ TITOG<br>554541N 0070000E | 300°/120°<br>39.9 | | 1400 FT MSL | |
| ▲ NARSU<br>560700N 0060000E | 299°/119°<br>42.5 | | 1400 FT MSL | |
| ▲ OMIRI<br>562858N 0045440E | | | | Extremity KY881 |

* Area minimum altitude in the North Sea: refer to ENR 3.4-14. Area minimum altitude over land: Refer to LFC Europe, Sheet 1 – Denmark

▲ Compulsory REP

| **Route designation** (RNP/RNAV) Name of significant point Coordinates | **Track** °M ↑/↓ **Distance** (NM) | **Upper limit** / **Lower limit** Airspace classification | **Minimum Flight altitude** | **Remarks** Controlling unit / channel |
|---|---|---|---|---|
| **KY882** (RNAV 1) | | | | |
| ▲ OKTIR 554317N 0044807E | | | | Extremity KY882 |
| | 332°/152° 17.4 | FL 85 / GND **G** | 1600 FT MSL | Below 3500 ft: TYRA Information: 118.425 |
| ▲ PEMAD 555900N 0043453E | 332°/152° 5.5 | | 1400 FT MSL | Copenhagen Information South of 5600N: 134.030 North of 5600N: 125.205 |
| ▲ AMTID 560355N 0043042E | 332°/152° 18.6 | | 1400 FT MSL | |
| ▲ OTRAL 562039N 0041619E | | | | Extremity KY882 |
| **KY884** (RNAV 1) | | | | |
| ▲ DINOK 552330N 0075052E | | | | Extremity KY884 |
| | 250°/070° 30.4 | FL 85 / GND **G** | 1600 FT MSL | Copenhagen Information 124.000/246.350 |
| ▲ NUSRI 551428N 0070000E | | | | Extremity KY884 |
| **KY885** (RNAV 5) | | | | |
| ▲ OMIRI 562858N 0045440E | | | | Extremity KY885 |
| | 224°/043° 15.0 | FL 85 / GND **G** | Not determined* | Copenhagen Information 125.205 |
| ▲ NAMON 561807N 0043611E | 224°/043° 18.3 | | | |
| ▲ OSBAR 560449N 0041349E | | | | Extremity KY885 |

* Area minimum altitude in the North Sea: refer to ENR 3.4-14. Area minimum altitude over land: Refer to LFC Europe, Sheet 1 – Denmark

▲ Compulsory REP

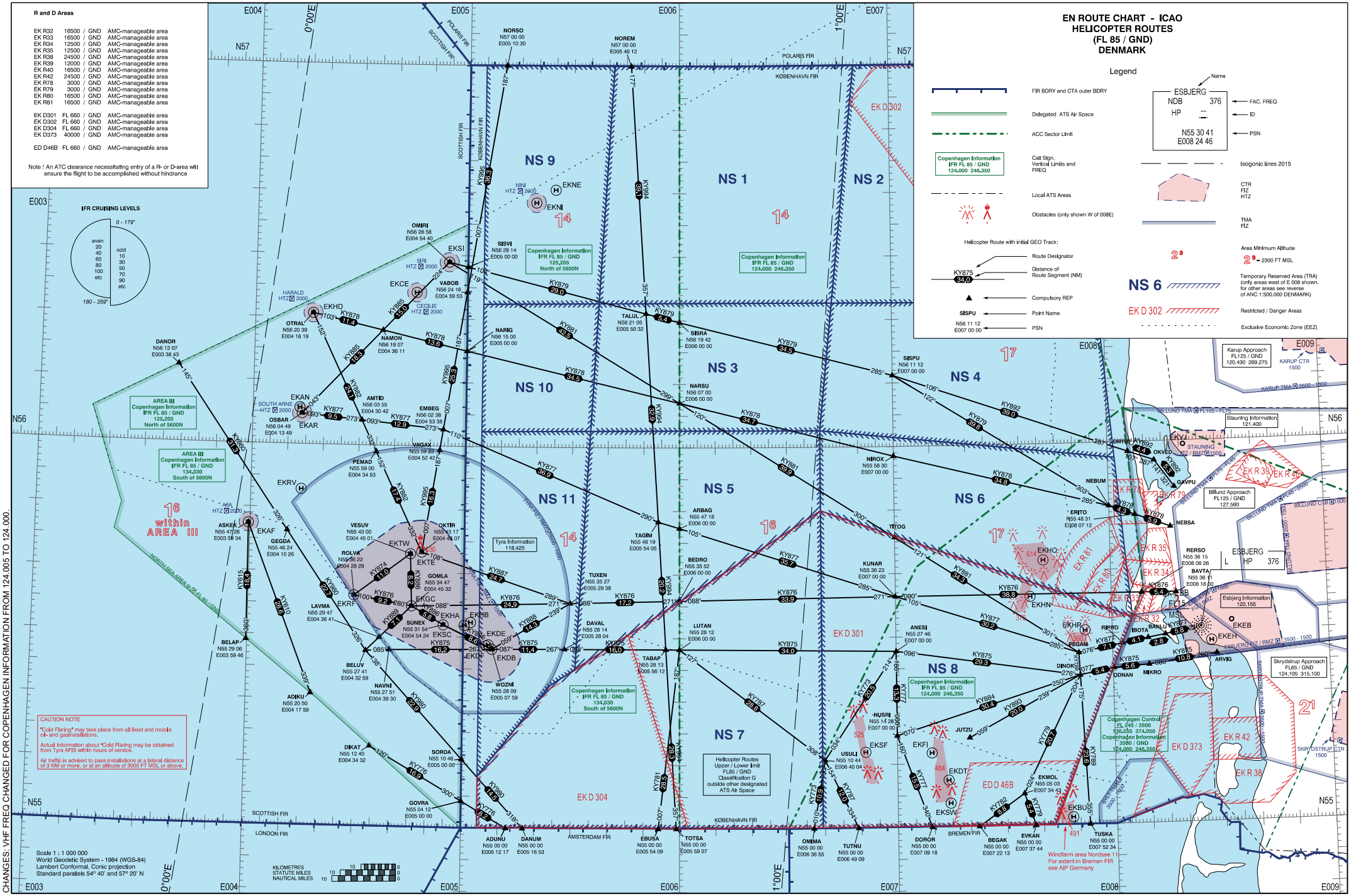
| **Route designation** (RNP/RNAV) Name of significant point Coordinates | **Track** °M ↑/↓ **Distance** (NM) | **Upper limit** **Lower limit** Airspace classification | **Minimum Flight altitude** | **Remarks** Controlling unit / channel |
|---|---|---|---|---|
| **KY886** (RNAV 5)<br><br>▲ WOZNI<br>552809N 0050759E | | | | Extremity KY886 |
| ▲ SUNEX<br>553154N 0045424E | 298°/117°<br>8.6 | FL 85<br>GND **G** | Not determined* | Copenhagen Information 134.030<br><br>Below 3500 ft:<br>TYRA Information: 118.425 |
| ▲ GOMLA<br>553447N 0044532E | 298°/117°<br>5.8 | | | |
| ▲ VESUV<br>554300N 0044501E | 358°/178°<br>8.2 | | | |
| | | | | Extremity KY886 |
| **KY887** (RNAV 5)<br><br>▲ OKTIR<br>554317N 0044807E | | | | Extremity KY887 |
| ▲ TUXEN<br>553527N 0052938E | 108°/289°<br>24.7 | FL 85<br>GND **G** | Not determined* | Copenhagen Information 134.030<br>Below 3500 ft:<br>TYRA Information: 118.425 |
| | | | | Extremity KY887 |
| **KY888** (RNAV 5)<br><br>▲ WOZNI<br>552809N 0050759E | | | | Extremity KY888 |
| ▲ TUXEN<br>553527N 0052938E | 059°/239°<br>14.3 | FL 85<br>GND **G** | Not determined* | Copenhagen Information 134.030<br>Below 3500 ft:<br>TYRA Information: 118.425 |
| | | | | Extremity KY888 |
| **KY889** (RNAV 5)<br><br>▲ GOMLA<br>553447N 0044532E | | | | Extremity KY889 |
| ▲ LAVMA<br>552947N 0043641E | 225°/045°<br>7.1 | FL 85<br>GND **G** | Not determined* | Copenhagen Information 134.030<br><br>Below 3500 ft:<br>TYRA Information: 118.425 |
| ▲ BELUV<br>552741N 0043259E | 225°/045°<br>3.0 | | | |
| | | | | Extremity KY889 |

* Area minimum altitude in the North Sea: refer to ENR 3.4-14. Area minimum altitude over land: Refer to LFC Europe, Sheet 1 – Denmark

▲ Compulsory REP

| **Route designation** (RNP/RNAV) Name of significant point Coordinates | **Track** °M ↑/↓ **Distance** (NM) | **Upper limit** / **Lower limit** Airspace classification | **Minimum Flight altitude** | **Remarks** Controlling unit / channel |
|---|---|---|---|---|
| **KY892** (RNAV 1) | | | | |
| ▲ GAVPU 555244N 0081827E | | | | Extremity KY892 |
| | 321°/141° 5.3 | FL 85 / GND **G** | 1600 FT MSL | |
| ▲ OKVED 555700N 0081300E | | | | |
| | 287°/107° 4.4 | | 1700 FT MSL | Copenhagen Information 124.000/246.350 |
| ▲ ORTUT 555828N 0080542E | | | | |
| | 287°/107° 39.0 | | 1700 FT MSL | |
| ▲ SISPU 561112N 0070000E | | | | Extremity KY892 |
| **KY893** (RNAV 1) | | | | |
| ▲ DINOK 552330N 0075052E | | | | Extremity KY893 |
| | 239°/059° 20.0 | FL 85 / GND **G** | 1400 FT MSL | Copenhagen Information 124.000/246.350 |
| ▲ JUTZU 551400N 0072000E | | | | Extremity KY893 |
| **KY980** (RNAV 5) | | | | |
| ▲ DANOR 561207N 0033843E | | | | For continuation, see AIP Norway |
| | 145°/326° 31.3 | FL 85 / GND **G** | Not determined* | |
| ▲ GEGDA 554624N 0041026E | | | | |
| | 145°/326° 22.7 | | | |
| ▲ BELUV 552741N 0043259E | | | | |
| | 138°/318° 22.9 | | | |
| ▲ SORDA 551046N 0050000E | | | | |
| | 138°/318° 14.5 | | | |
| ▲ DANUM (FIR BDRY) 550000N 0051653E | | | | Extremity KY980 |

* Area minimum altitude in the North Sea: refer to ENR 3.4-14. Area minimum altitude over land: Refer to LFC Europe, Sheet 1 – Denmark




CHANGES: VHF FREQ CHANGED FOR COPENHAGEN INFORMATION FROM 124.005 TO 124.000.

| DESIGNATION | TYPE | POSITION (WGS-84) | HEIGHT(FT) MSL GND | OBST LGT |
|---|---|---|---|---|
| KØBENHAVN (Lygten) | Chimney | 554220N 0123225E* | 420 394 | No |
| KØBENHAVN (Margreteholm.) | Mast | 554110N 0123650E* | 361 355 | No |
| KØBENHAVN (Middelgrunden) | 20 Wind Turbines in a row | 554225N 0124006E<br>554219N 0124008E<br>554213N 0124009E<br>554208N 0124011E<br>554202N 0124012E<br>554156N 0124013E<br>554150N 0124014E<br>554144N 0124014E<br>554138N 0124015E<br>554132N 0124015E<br>554126N 0124015E<br>554120N 0124015E<br>554114N 0124014E<br>554108N 0124014E<br>554103N 0124013E<br>554057N 0124012E<br>554051N 0124011E<br>554045N 0124009E<br>554039N 0124008E<br>554033N 0124006E | 365 365 | LIL F R<br>on each<br>turbine cap |
| KØBENHAVN Rådhus | Town Hall | 554029N 0123409E* | 364 344 | Flood light |
| KØBENHAVN (Svanemølle) | Chimney | 554220N 0123526E* | 335 331 | Flood light |
| KØBENHAVN (Tower Crane Nordhavn) | Crane | 554224N 0123606E | 345 345 | LIM F R |
| KØGE | Mast | 552828N 0121124E* | 354 350 | No |
| LEM KÆR | 11 Wind Turbines | 560227N 0082143E<br>560235N 0082137E<br>560245N 0082130E<br>560254N 0082124E<br>560304N 0082118E<br>560226N 0082113E<br>560245N 0082059E<br>560234N 0082101E<br>560255N 0082053E<br>560305N 0082045E<br>560315N 0082039E | 499 491 | LIL F R |
| LEMVIG | Mast | 563218N 0081810E | 532 335 | No |
| LERCHENBORG | 6 Wind Turbines | 553912N 0110352E<br>553918N 0110335E<br>553923N 0110319E<br>553929N 0110302E<br>553935N 0110246E<br>553941N 0110229E | 479 425 | LIL F R |
| LILLEBÆLT 1 | Bridge Towers | 553108N 0094455E* | 401 401 | LIM FLG R |
| LIMFJORDEN 1 | Two masts carrying TX-lines | 570417N 0100228E*<br>570405N 0100151E* | 339 332<br>339 332 | LIL F R<br>LIL F R |
| LIMFJORDEN 2 | Two masts carrying TX-lines | 570409N 0100240E*<br>570356N 0100159E* | 479 465<br>476 465 | LIM FLG R<br>LIM FLG R |
| LINDEBALLE | Mast | 554522.55N 0091522.64E | 706 257 | LIM FLG W |

| DESIGNATION | TYPE | POSITION (WGS-84) | HEIGHT(FT) MSL GND | OBST LGT |
|---|---|---|---|---|
| LISBJERG | Chimney | 561338N 0100925E* | 552 328 | No |
| LISBJERG 1 | Chimney | 561342N 0100927E | 561 342 | LIL F R |
| LYNGDRUP | 7 Wind Turbines | 570820N 0100703E*<br>570807N 0100750E* | 460 417 | LIM FLG W |
| LYNGDRUP 2 | 8 Wind Turbines | 570720N 0100902E<br>570725N 0100843E<br>570729N 0100824E<br>570733N 0100805E<br>570738N 0100746E<br>570742N 0100728E<br>570746N 0100709E<br>570750N 0100651E | 499 459 | OBST LGT on the two outer wind turbines:<br>LIM FLG R<br><br>OBST LGT on the six inner wind turbines:<br>LIL F R |
| LÆSØ | Mast | 571608N 0110311E* | 535 525 | LIM FLG W |
| LØGSTØR | Mast | 565655.00N 0091541.71E | 459 325 | No |
| LØGTVED | 3 Wind Turbines | 554045N 0111630E<br>554035N 0111628E<br>554025N 0111626E | 435 427 | LIL F R |
| LAASBY | 3 Wind Turbines | 560847N 0094426E<br>560847N 0094450E<br>560846N 0094513E | 787 492 | LIL F R |
| MAADE 1 | 2 Wind Turbines | 552721N 0082941E<br>552715N 0083009E | 672 656 | Day: LIM FLG W<br>Night: LIM FLG R |
| MAADE 2 | 2 Wind Turbines | 552710N 0083037E<br>552706N 0083106E | 689 656 | Day: LIM FLG W<br>Night: LIM FLG R |
| MAERSK INNOVATOR | Rig | 562456N 0105545E | 620 620 | LIM FLG R |
| MAERSK INTERCEPTOR | Rig | 562500N 0105549E | 623 623 | LIM FLG R |
| MARIBO | Mast | 544644N 0113041E* | 393 350 | No |
| MINTEBJERG | 2 Wind Turbines | 545426N 0095706E<br>545434N 0095659E | 525 427 | LIL F R |
| MORSØ | 6 Wind Turbines | 564556N 0084011E<br>564546N 0084000E<br>564537N 0083946E<br>564530N 0083927E<br>564526N 0083905E<br>564524N 0083843E | 614 459 | LIL F R |
| MUNKEBO | 4 Wind Turbines | 552725N 0103102E<br>552733N 0103048E<br>552742N 0103033E<br>552750N 0103019E | 419 415 | LIL F R |
| MUNKEBO 2 | 3 Wind Turbines | 552842N 0103326E<br>552831N 0103312E<br>552818N 0103309E | 501 493 | LIL F R |
| MØBORG | 3 Wind Turbines | 562331.31N 0081753.99E<br>562338.00N 0081753.00E<br>562344.56N 0081728.67E | 487 460 | LIL F R |
| NAKSKOV | 3 Wind Turbines | 544909N 0110620E<br>544853N 0110636E | 396 394 | LIL F R |

| DESIGNATION | TYPE | POSITION (WGS-84) | HEIGHT(FT) MSL GND | OBST LGT |
|---|---|---|---|---|
| NEES | 6 Wind-Turbines | 562216N 0081604E<br>562244N 0081432E | 518 492 | LIL F R |
| NEES VEST | 3 Wind Turbines | 562349N 0081110E<br>562357N 0081109E<br>562404N 0081107E | 358 351 | LIL F R |
| NEJST | 4 Wind Turbines | 571317N 0095738E<br>571332N 0095649E<br>571322N 0095722E<br>571327N 0095705E | 485 459 | LIL F R |
| NEJST 2 | 3 Wind Turbines | 571335N 0095741E<br>571340N 0095724E<br>571345N 0095706E | 484 459 | LIL F R |
| NIBE | Mast | 565845N 0094551E* | 1222 1051 | LIH FLG W |
| NISSUM BREDNING | 4 Wind Turbines | 563953N 0081429E<br>564021N 0081402E<br>564009N 0081521E<br>564037N 0081506E | 572 572 | LIM FLG W |
| NO | 3 Wind Turbines | 560742N 0082227E<br>560735N 0082217E<br>560733N 0082233E | 471 415 | LIL F R |
| NOLLUND | 3 Wind Turbines | 554708N 0085028E<br>554702N 0085044E<br>554655N 0085059E | 567 459 | LIL F R |
| NYBORG (NMT) | Mast | 551814N 0104831E* | 358 334 | LIL FLG R |
| NY BJERGBY | 2 Wind Turbines | 554138N 0111308E | 460 415 | LIL F R |
| NYSTED (Havmøllepark) | 72 Wind Turbines in a group | 543410.23N 0114002.16E<br>543336.26N 0114534.81E<br>543131.61N 0114534.80E<br>543205.59N 0114002.15E<br>And back to origin | 361 361 | On corners of the Windfarm perimeter: LIM FLG W on nacelle. All other Turbines: LIL F R |
| NÆSTVED | Mast | 551529N 0114845E* | 929 722 | LIH FLG W |
| NØRHEDE-HJORTMOSE | 22 Wind Turbines | 560515N 0082327E<br>560605N 0082048E<br>560623N 0082048E<br>560525N 0082350E | 619 492 | LIL F R |
| NØRREKÆR ENGE | 13 Wind Turbines in a row | 570007N 0092027E<br>570056N 0092601E | 421 421 | LIM FLG W |
| NØRRE NEBEL, SDR. BORK | 5 Wind turbines | 554834N 0081518E<br>554828N 0081542E<br>554822N 0081606E<br>554817N 0081629E<br>554811N 0081651E | 594 591 | Day: LIM FLG W<br>Night: LIM FLG R |
| ODENSE (Fynsværket 1) | Chimneys | 552542N 0102423E* | 472 463 | No |
| ODENSE (Fynsværket 2) | Chimney | 552547N 0102440E* | 779 771 | LIH FLG W |
| ODENSE (Lindø) | Crane | 552755N 0103137E | 369 361 | LIL F R |

| DESIGNATION | TYPE | POSITION (WGS-84) | HEIGHT(FT) MSL GND | OBST LGT |
|---|---|---|---|---|
| OVERGAARD | 16 Wind turbines | 564044N 0101531E<br>564045N 0101602E<br>564047N 0101632E<br>564048N 0101703E<br>564029N 0101545E<br>564030N 0101616E<br>564032N 0101646E<br>564033N 0101717E<br>564038N 0101919E<br>564014N 0101559E<br>564015N 0101629E<br>564016N 0101700E<br>564018N 0101731E<br>564023N 0101933E<br>564008N 0101946E<br>563953N 0102000E | 503 493 | LIL F R |
| | 10 Wind turbines | 564001N 0101714E<br>564003N 0101745E<br>564004N 0101816E<br>564005N 0101847E<br>564007N 0101917E<br>563948N 0101759E<br>563949N 0101830E<br>563950N 0101900E<br>563952N 0101931E<br>563916N 0101756E | 499 493 | LIL F R |
| | 10 Wind turbines | 564049N 0101734E<br>564051N 0101805E<br>564052N 0101836E<br>564053N 0101906E<br>564034N 0101748E<br>564035N 0101819E<br>564037N 0101849E<br>564019N 0101802E<br>564020N 0101832E<br>564022N 0101903E | 495 492 | LIL F R |
| | 10 Wind turbines | 563932N 0101813E<br>563934N 0101844E<br>563935N 0101914E<br>563936N 0101945E<br>563937N 0102013E<br>563917N 0101826E<br>563919N 0101857E<br>563920N 0101928E<br>563921N 0101959E<br>563922N 0102026E | 421 415 | LIL F R |
| OVNBØL | 4 Wind Turbines | 554133N 0083102E<br>554114N 0083144E<br>554120N 0083130E<br>554127N 0083116E | 545 461 | LIL F R |

# PART 3 - AERODROMES

## AD 0

| | | |
|---|---|---|
| AD 0.1 | **Preface** | See GEN 0 |
| AD 0.2 | **Record of MIL AIP amendments** | See GEN 0 |
| AD 0.3 | **Record of MIL AIP SUP** | See GEN 0 |
| AD 0.4 | **Checklist of MIL AIP pages** | See GEN 0 |
| AD 0.5 | **List of handamendments** | See GEN 0 |

## AD 0.6 TABLE OF CONTENTS TO PART 3



For each aerodrome the following details are included:

AD 2 item 1 Aerodrome location indicator and name
AD 2 item 2 Aerodrome geographical and administrative data
AD 2 item 3 Operational hours
AD 2 item 4 Handling services and facilities
AD 2 item 5 Passenger facilities
AD 2 item 6 Rescue and firefighting services
AD 2 item 7 Seasonal availability - clearing
AD 2 item 8 Aprons, taxiways and check locations data
AD 2 item 9 Surface movement guidance and control system and markings
AD 2 item 10 Aerodrome obstacles
AD 2 item 11 Meteorological information provided
AD 2 item 12 Runway physical characteristics
AD 2 item 13 Declared distances
AD 2 item 14 Approach and runway lighting
AD 2 item 15 Other lighting, secondary power supply
AD 2 item 16 Helicopter landing areas
AD 2 item 17 ATS airspace
AD 2 item 18 ATS communication
AD 2 item 19 Radio navigation and landing aids

AD 2 item 20 Local traffic regulations
AD 2 item 21 Noise abatement procedures
AD 2 item 22 Flight procedures
AD 2 item 23 Additional information
AD 2 item 24 Charts related to an aerodrome

**AD 3 Greenland**

# AD 1.2 CRASH, RESCUE, FIREFIGHTING and SNOW PLAN

## 1. Acft crash, rescue and fire fighting services

The table indicates class of aircraft and the minimum requirement for military airfields.
The table also indicates water capacity correspondent to Military Airfield Index.

| A | B[a] | C[a] | D |
|---|---|---|---|
| Airport Category | Length of Fuselage (m) | Fuel Capacity (Litre) | Litres of Water |
| 1 | 9[b] | 400 | 250 |
| 2 | 12[b] | 1000 | 650 |
| 3 | 18[b] | 2500 | 2300 |
| 4 | 24[b] | 6250 | 4500 |
| 5 | 28[b] | 15500 | 10200 |
| 6 | 39[b] | 40000 | 13000 |
| 7 | 49[b] | 100000 | 17200 |
| 8 | 61[b] | 200000 | 22900 |
| 9 | 61[+] | 400000 | 34000 |

**Notes**:

a. The level of rescue and fire-fighting required for a given aircraft is determined by applying the provisions of columns B or C, whichever is the more demanding.
b. Up to but not including.

| Military Airfield Index | | |
|---|---|---|
| Airstation Aalborg | ( EKYT ) | SEE EKYT AD 2.1-2 item 6 |
| Airstation Karup | ( EKKA ) | SEE EKKA AD 2.1-2 item 6 |
| Airstation Skrydstrup | ( EKSP ) | SEE EKSP AD 2.1-2 item 6 |

FKOBST F.152-6, KAPITEL 1,MILITÆR BRAND- OG REDNINGSTJENESTE IFM. FLYVNING contains RDAF requirements for alert and capacity for fire and rescue at military airfields.

## 2. SNOW PLAN

### INTRODUCTION
During the winter season snow removal and the measurement and reporting of conditions in the movement area will be carried out at the following air bases: Karup, Skrydstrup, and Aalborg.

### SNOW CLEARANCE
As far as possible the movement area will be kept free of snow, ice and slush. For light falls of snow, and to maintain the clearance, sweepers will be used. For heavier falls snowploughs and blowers will be used.

### CLEARANCE PRIORITY
First priority for snow clearance will be "runway in use" and the primary taxiways. Further priorities will be contained in local regulations.

### MEASURING THE DEPTH OF SNOW, ICE AND SLUSH
The depth of snow, ice or slush on runways will be measured using an ordinary measuring rod. The measurement (in cm or mm) will be made at several points in various parts of the runway, and an average calculated for each part.

### MEASURING THE COEFFICIENT OF FRICTION
The coefficient of friction of runway surface will be measured with a "MU-meter" or a “Skidometer”. Measurements will be made continuously approx. 10 m either side of the centreline and an average coefficient of friction will be calculated for each third of the runway. In wet snow or slush, using present equipment, the measurements are likely to be misleading.

### IMPROVEMENT TO BRAKING ACTION
When necessary, attempts to improve the braking action will be made by sweeping, scraping, or the use of chemicals. Sand will not be used.

### REPORTING SNOW AND ICE CONDITIONS
Information on runway surface conditions will be disseminated in a SNOWTAM using the Global Reporting Format. Supplementary information on snow and ice conditions will be available direct from the air bases ATC.

# CHART SYMBOLS
# VISUAL APPROACH AND AERODROME CHARTS

BUILD UP AREA

ROADS

RAILWAY

SHORE LINE

LAKE

STREAM

WOOD

SPOT ELEVATION 167

HELICOPTER LANDING SITE

CIVIL AERODROME

MILITARY AERODROME

JOINT CIVIL/MILITARY AERODROME

PRIVATE AERODROME

GLIDING SITE LINDTORP

AERODROME

RUNWAY (SOFT SURFACE)

RUNWAY (HARD SURFACE) 27L

TAXIWAY AND APRON

CLOSED RUNWAYS AND TAXIWAYS

WINDSOCK

# CHART SYMBOLS
# VISUAL APPROACH AND AERODROME CHARTS

APPROACH LIGHT

AERODROME REFERENCE POINT

LOCATION OF RADIO FACILITY

MARKER BEACON

NDB/LOCATOR

TACAN

VOR

VOR/DME

VORTAC

AERODROME BEACON

TMA BOUNDARY

CTR BOUNDARY

RESTRICTED AIRSPACE

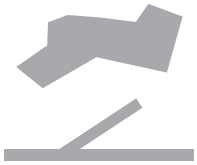
OBSTRUCTION(S)

OBSTRUCTION(S) LIGHTED

TRANSMISSION LINES

# CHART SYMBOLS
# SPECIAL LEGEND FOR AERODROMES WITH APRON BOUNDARIES

APRON



TWY - WITHIN APRON BOUNDARY

HANDOVER POINT BETWEEN APRON AND MANOEUVRING AREA

TWY - WITHIN MANOEUVRING AREA

RWY

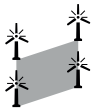
ATC SERVICE BOUNDARY



MAINTENANCE AREA

# CHART SYMBOLS
# APPROACH PLATES

Approach Plates use the same symbology as CENOR FLIP (See AD 2.0-5 and AD 2.0-6) with the following exceptions:

| | | |
|---|---|---|
|  | Wind turbine - unlit<br>Group of wind turbines - unlit | Replaces     where obstacles are in fact wind turbines. |
|  | Wind turbine - lit<br>Group of wind turbines - lit | |
|  | Line of wind turbines - lit | |
|  | Wind farm - lit | |
|  | Exceptionally high obstacle - lit | Replaces  where an obstacle is 1000 ft AMSL or more) |
|  | Highest obstacle within the Plan View Area | |
|  | Para drop zone | |
|  | Cities, towns, villages | |
| C | Air traffic services Reporting Office (ARO) | |

# CHART SYMBOLS
# APPROACH PLATES

VOR

DME

VOR/DME

TACAN

VORTAC

NDB

VFR Reporting Point / Intersection
On Request Fly-By

VFR Reporting Point / Intersection
Compulsory Fly-By

VFR Reporting Point / Intersection
On Request Fly-Over

VFR Reporting Point / Intersection
Compulsory Fly-Over

Waypoint On Request Fly-By

Waypoint Compulsory Fly-By

Waypoint On Request Fly-Over

Waypoint Compulsory Fly-Over

5 DME Mileage

Procedural Track

5000
R-270
(25) Minimum Level, Direction, Distance

R-270 Radial

LR-270 Lead Radial

1100 1100 Mandatory Level / Recommended Level

1100 1100 Minimum Level / Maximum Level

Spot Elevation

Obstruction (unlighted)
Group of Obstructions (unlighted)

Obstruction (lighted)
Group of Obstructions (lighted)

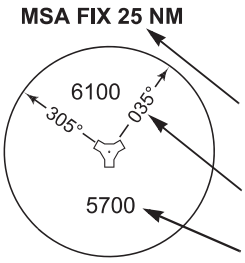
HIRTA (no obstruction)

HIRTA (with obstruction unlighted)

HIRTA (with obstruction lighted)

HIRTA
High intensity radio transmission area

Power Transmission Line



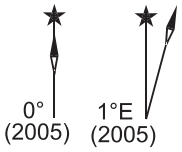

**Minimum Sector Altitude (MSA)**
**25NM radius**

Identification of Radio Navigational Facility

Sector Boundary

Minimum sector Altitude (MSA)


Danger Area (ED-D)
Restricted Area (ED-R)
Prohibited Area (ED-P)




Variation

International Border

FIR

Control Zone (CTR)

Not to Scale

**000.000x** Frequency available on request

**ATIS*** Control Tower or ATIS operates non-continuously

ARP

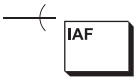
27 Distance


**Night Low Flying System**
(Route Segment)

Waypoint Designator

Enroute Flight Altitude in ft MSL

Emergency Enroute Flight Altitude in ft MSL




Initial Approach Fix

Missed Approach

# CHART SYMBOLS
# APPROACH PLATES

Procedure Turn

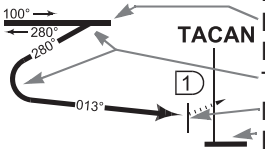
Final Approach Fix (FAF)
(Non precision approaches)

V Visual Descent Point (VDP)

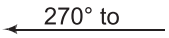
Transition Route

Supplementary Route

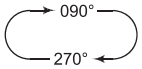
**Profile**



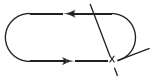

Descent from Holding Pattern
Radio Nav Facility
Turns
Missed Approach Point
RWY




Final Approach Course from IAF to main Radio NavAid or ARP



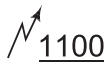

Standard Holding Pattern



Holding Fix (If holding fix conform to IAF, IAF symbol is to be used.)

GS 3.0°
TCH 35

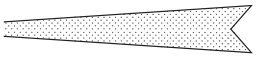
Glide Slope in Degrees
Threshold Crossing Height




Glide Slope Intercept Altitude

Front Course

Back Course



Glide Slope

MM

OM

General symbol for radio facilities



Radar reflector

VASIS / PAPI

Displaced Threshold

INS Position



Closed runway or taxiway
TWY

Uni-directional / Bi-directional Cable
The cables are displayed with regard to the direction of their arresting capabilities (uni-/bi-directional) irrespective of flight operational restrictions.



Net


Taxiway designation

ABN


Helicopter Landing Area


Supervision office

Wind sock (unlighted, lighted)

RWY (hard surface)

RWY (unpaved surface)

RWY (unpaved surface) with unpaved surface beyond RWY extremities

RWY (hard surface) with hard surface beyond RWY extremities

RWY (hard surface) with unpaved surface beyond RWY extremities



TWY or apron (hard surface)

Building

## APPROACH LIGHTING SYSTEM

Threshold (ALS no flashing lights)
Threshold (ALS with flashing lights)

Lights on extended rwy center line
1 row
2 rows
3 rows or more

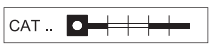


Crossbar


No ALS


Type of ALS unknown


Example




Example

# EKKA - KARUP AIR BASE

## 1. AERODROME LOCATION INDICATOR AND NAME

EKKA – HELICOPTER WING KARUP

## 2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates<br>and site at AD | 561750.85N 0090728.66E<br>THR RWY 27L |
| 2 | Direction and distance from (city) | 233º / 13.5 NM from Viborg<br>032º / 11.0 NM from Herning |
| 3 | AD ELEV<br>REF temperature | 171 FT AMSL<br>22.2 °C. |
| 4 | MAG VAR<br>Annual change | 4.0º E (JAN 2023)<br>Increasing 12’ / 0.20° E |
| 5 | AD administration<br>Postal address<br><br>Telephone<br>Telefax<br>AFTN<br>Email | Helicopter Wing Karup<br>Herningvej 30, Kølvrå<br>DK-7470 Karup J<br>+45 72 84 31 11<br>N/A<br>EKKAZPZX/EKKAZPZP<br>wkar-wingops@mil.dk |
| 6 | Types of traffic permitted | IFR/VFR |

## 3. OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD administration | MON - TUE 0630-1430 (0530-1330)<br>WED - THU 0630-1400 (0530-1300)<br>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.<br>Weekends and holidays closed. |

## 4. HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | YES |
| 2 | Fuel/oil types | F34 (JET A) F18 (limited capacity), F40/ O-123, O-128, O-133, O-134, O-136, O-148, O-149, H-515 |
| 3 | Fuelling facilities/capacity | Outside operational hours limited capacity (20.000 litres) F34 |
| 4 | Oxygen | LOX |
| 5 | De-icing facilities | Yes |
| 6 | Hangar space for visiting aircraft | NIL |
| 7 | Repair facilities for visiting aircraft | YES (See AD 2.1-1 Para 3) |
| 8 | Remarks | |

## 5. PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Limited MIL accommodation on base, hotels in Viborg and Herning |
| 2 | Restaurants | Cafeteria on base |
| 3 | Transportation | Buses near main gate |
| 4 | Medical facilities | Infirmeri on base, hospitals in Viborg and Herning. |
| 5 | Bank and post office | In Karup, 3 km |
| 6 | Tourist office | In Karup, 3 km |
| 7 | Remarks | |

## 6. RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | CAT 6. CAT 7 on request, PPR 24H in advance. |
| 2 | Rescue equipment | Compliant with CAT |
| 3 | Capability for removal of disabled aircraft | Limited |
| 4 | Remarks | |

## 7. SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Seasonal availability | All seasons |
| 2 | Clearance/removal equipment | Yes |
| 3 | Remarks | Caution advised in winter during ice conditions. See snow plan in section AD 1.2-2 |

# EKYT - AALBORG AIR BASE

## 1. AERODROME LOCATION INDICATOR AND NAME

EKYT – AIR TRANSPORT WING AALBORG

## 2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates<br>and site at AD | 570534.04N 0095056.99E<br>On RWY 08R/26L, 836 M from THR 08R |
| 2 | Direction and distance from (city) | 320º/3,5 NM from Aalborg |
| 3 | AD Elevation<br>REF temperature | 10 FT AMSL<br>21° |
| 4 | MAG VAR<br>Annual change | 4.0°E (JAN 2023)<br>Increasing: 12’ E per year. |
| 5 | AD administration<br>postal address<br><br><br>Telephone<br>AFTN<br>Email | Air Transport Wing Aalborg<br>Thisted Landevej 53<br>9430 Vadum<br><br>+45 728 46310<br>EKYTZPZM<br>woc@atwaal.dk |
| 6 | Types of traffic permitted | IFR/VFR |
| 7 | Remarks | |

## 3. OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | AD administration | MON - THU 0700-1400 (0600-1300)<br>FRI 0700-1100 (0600-1000) |
| 2 | Customs and immigration | As AD administration |
| 3 | Health and sanitation | Medical service AVBL |
| 4 | AIS briefing office | As AD administration |
| 5 | ATS reporting office | As AD administration |
| 6 | MET briefing office | MON - THU 0600-1530 (0500-1430)<br>FRI 0600-1300 (0500-1200)<br>MO EKMK: OUTSIDE MO EKYT HR |
| 7 | ATS | H24 |
| 8 | Fuelling | As AD administration |
| 9 | Handling | As AD administration |
| 10 | Security | H24 |
| 11 | De-icing | As AD administration |
| 12 | Remarks | PPR 72 HR for landing. |

## 4. HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | YES |
| 2 | Fuel/oil types | F-18 (limited capacity), F-34/<br>O-123, O-128, O-148, O-149, O-156, H-515 |
| 3 | Fuelling facilities/capacity | |
| 4 | De-icing facilities | YES |
| 5 | Hangar space for visiting aircraft | NIL |
| 6 | Repair facilities for visiting aircraft | YES |
| 7 | Remarks | |

## 5. PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | In Aalborg |
| 2 | Restaurants | Cafeteria on base. Restaurants in Aalborg. |
| 3 | Transportation | Taxi, bus and train. Connection<br>to Copenhagen from Aalborg Airport. |
| 4 | Medical facilities | Hospital in Aalborg. |
| 5 | Bank and post office | In Vadum, outside main gate |
| 6 | Tourist office | In Aalborg. |
| 7 | Remarks | |

## 6. RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | CAT 6 (H24). CAT 7-9 on request, PPR<br>72H in advance (Ref. AD 1.2-1). |
| 2 | Rescue equipment | YES |
| 3 | Capability for removal of disabled aircraft | Rescue crane and jacks |
| 4 | Remarks | Boats avbl. |

## 7. SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Types of cleaning equipment | Snowploughs, sweepers and spreaders.<br>Snowblower.<br>Chemicals: KFOR, NAFO, UREA. |
| 2 | Clearance priorities | 1. Apron in front of Fire and Rescue station<br>2. Main RWY and TWY C<br>3. Apron<br>4. South parallel RWY and TWY A and E<br>5. TWY B and D |
| 3 | Remarks | Information on snow clearance published<br>from November to April in SNOWTAM. |

## 8. APRONS, TAXIWAYS AND CHECK LOCATION DATA

| | | | |
|---|---|---|---|
| 1 | Apron surface and strength | Mil apron:<br>Dolphin: | Concrete, PCN 74 R/D/W/T<br>Concrete, PCN 74 R/D/W/T |
| 2 | Taxiway width, surface and strength | TWY A:<br>TWY B, H:<br>TWY C, D, E, G:<br>TWY F, N, J, K:<br>TWY GA1, GA2:<br>TWY M, L: | 75 ft, Asph./concr. PCN 52 F/D/W/T<br>50 ft, Asph./concr. PCN 52 F/D/W/T<br>75 ft, Asph./concr. PCN 52 F/D/W/T<br>45 ft, Asph./concr. PCN 52 F/D/W/T<br>65 ft, Asph./concr. PCN 52 F/D/W/T<br>39 ft, Asph./concr. PCN 52 F/D/W/T |
| 3 | ACL location and elevation | Not established | |
| 4 | VOR/INS checkpoints | Not established | |
| 5 | Remarks | Dolphin Apron unsuitable for fighter jets and jet aircraft with low hanging engines due to risk of FOD ingestion.<br>TWY B + J not to be used during night operation due to no TWY edge lights. | |

## 9. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKING

| | | |
|---|---|---|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft signs | Not established |
| 2 | RWY and TWY markings and LGT | RWY 08L/26R:<br>RWY DESIG, THR, TDZ, CL, EDGE and RWY END marked and lighted.<br>RWY 08R/26L:<br>RWY DESIG, THR, CL, EDGE and RWY END marked.<br>THR, EDGE and RWY END lighted.<br>RWY LGT: See Item 2.14<br>TWY day markings:<br>CL, EDGE and holding positions marked.<br>Edge light on TWY: A, C, D, E, F, G, K, N. |
| 3 | Stop bars | NIL |
| 4 | Remarks | LED Lights:<br>All lights associated with RWY 08L and 26R. RWY edge 08R and 26L.<br>TWY A, D, E, F, G, H, K, N |

## 10. AERODROME OBSTACLES

Obstacles for Area 2, 3 and 4 are pending. Height references DVR90 (EGM96 pending).

**Obstacles penetrating obstacle limiting surfaces**

| OBST ID | OBST type | OBST position | | ELEV / HGT (ft) | | Markings / Type, Colour | Obstacle limiting surfaces | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | Surface | Penetration (ft) |
| 237537 | Building | 57 03 56.00N | 009 54 00.00E | 238 | 229 | Lighted | Inner horizontal | 83.36 |
| 10640 | Antenna | 57 07 17.07N | 009 51 34.23E | 211 | 179 | Lighted | Inner horizontal | 56.36 |
| 8176 | Antenna | 57 04 09.99N | 009 56 00.48E | 253 | 131 | Lighted | Conical | 27.03 |
| ID 000445 | Building | 57 03 47.68N | 009 53 50.51E | 180.9 | 180 | None | Inner horizontal | 26.26 |
| ID 9000-064 | Terrain | 57 04 40.48N | 009 54 42.70E | 165.6 | 0 | None | Inner horizontal | 10.96 |
| 10661 | Antenna | 57 04 21.34N | 009 54 47.19E | 165 | 129 | Lighted | Inner horizontal | 10.36 |
| ID 009151 | Building | 57 05 33.93N | 009 56 12.85E | 164.7 | 65 | Lighted | Inner horizontal | 10.06 |
| 219192 | Antenna | 57 04 24.12N | 009 53 09.57E | 157 | 145 | Lighted | Inner horizontal | 2.36 |

**Obstacles penetrating take-off flight path area obstacle identification surface**

| OBST ID | OBST type | OBST position | | ELEV / HGT (ft) | | Markings / Type, Colour | Remarks |
|---|---|---|---|---|---|---|---|
| 169397 | Antenna | 57 06 07.25N | 009 54 46.23E | 108 | 98 | Lighted | |

**Obstacles assessed as being hazardous to air navigation**

| OBST ID | OBST type | OBST position | | ELEV / HGT (ft) | | Markings / Type, Colour | Remarks |
|---|---|---|---|---|---|---|---|
| Nibe | Mast | 56 58 45.00N | 009 45 51.00E | 1222 | 1051 | Lighted | |
| Frejlev | Mast | 57 00 13.00N | 009 49 29.00E | 854 | 680 | Lighted | |
| Nordjyllandsværket | Chimney | 57 04 31.00N | 010 02 26.00E | 565 | 558 | Lighted | |

## 11. METEOROLOGICAL INFORMATION PROVIDED

See GEN 3.5.

## 12. RUNWAY PHYSICAL CHARACTERISTICS

| RWY designator | Direction | Dimension of RWY | Strength and surface of RWY and SWY | THR coordinates | THR elevation / TDZ elevation |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08L | 083.3°T<br>079.3°M | 8694 x 148 ft<br>or<br>2650 x 45 M | PCN 66 F/D/W/T<br>Concrete/Asphalt<br>Composite constr. | 570537.37N<br>0095000.30E | THR 7.00<br>TDZ 8.00 |
| 26R | 263.3°T<br>259.3°M | | | 570547.43N<br>0095236.63E | THR 10.00<br>TDZ 10.00 |
| 08R | 083.3°T<br>079.3°M | 8369 x 75 ft<br>or<br>2551 x 23 M | PCN 52 F/D/X/U<br>Asphalt | 570530.87N<br>0095007.68E | THR 7.00<br>- |
| 26L | 263.3°M<br>259.3°M | | | 570540.52N<br>0095238.07E | THR 10.00<br>- |

| Rwy | Slope of RWY-SWY | SWY dimensions | CWY dimensions | Strip dimensions | RESA | OFZ | Remarks |
|---|---|---|---|---|---|---|---|
| | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 08L | Less than 1° | 728 x 148 ft / 222 X 45 M | NIL | 9087 x 984 ft / 2770 x 300 M | 787 x 295 ft / 240 x 90 M | NIL | NIL |
| 26R | | 895 x 148 ft / 273 x 45 M | | 9087 x 984 ft / 2770 x 300 M | 787 x 295 ft / 240 x 90 M | | |
| 08R | | 491 x 75 ft / 150 x 23 M | | 8756 x 984 ft / 2669 x 300 M | 98 x 295 ft / 30 x 90 M | | |
| 26L | | 492 x 75 ft / 150 x 23 M | | 8756 x 984 ft / 2669 x 300 M | 98 x 295 ft / 30 x 90 M | | |

Strip Surface: Aerodrome strip are grass areas with few remains of old concrete infrastructure.

## 13. DECLARED DISTANCES

| RWY Designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 08L | 8694 ft / 2650 M | 8694 ft / 2650 M | 9422 ft / 2872 M | 8694 ft / 2650 M | |
| 26R | 8694 ft / 2650 M | 8694 ft / 2650 M | 9589 ft / 2922 M | 8694 ft / 2650 M | |
| 08R | 8369 ft / 2551 M | 8369 ft / 2551 M | 8861 ft / 2701 M | 8369 ft / 2551 M | |
| 26L | 8369 ft / 2551 M | 8369 ft / 2551 M | 8861 ft / 2701 M | 8369 ft / 2551 M | |

## 14. APPROACH AND RUNWAY LIGHTING

| RWY | APP LIGHT | THR LIGHT | PAPI | TDZ LIGHT | RWY CL LIGHT | RWY EDGE LIGHT | RWY END LIGHT | SWY LIGHT | Rem. |
|---|---|---|---|---|---|---|---|---|---|
| | Type Length Intensity | Colour WBAR | Angle MEHT | Length | Length Spacing Colour Intensity | Length Spacing Colour Intensity | Colour WBAR | Length Colour | |
| 08L | MALS 1542 ft / 470 M White LIH | GREEN LIH | 3.00° 60 FT | | 8694 ft / 2650 M 49 ft / 15 M White. From 1750-2350 M Red/White. From 2350 M Red. LIH | 8694 ft / 2650 M 197 ft / 60 M White LIH | RED LIH | | |
| 26R | CAT II/III 2953 ft / 900 M LIH | GREEN LIH | 3.00° 51 FT | 2953 ft / 900 M LIH | 8694 ft / 2650 M 49 ft / 15 M White. From 1750-2350 M Red/White. From 2350 M Red. LIH | 8694 ft / 2650 M 197 ft / 60 M White LIH | RED LIH | | |
| 08R | SRC 492 ft / 150 M White LIL | GREEN LIL | 2.75° | | | 8366 ft / 2550 M LIL | RED LIL | | |
| 26L | SRC 492 ft / 150 M White LIL | GREEN LIL | 2.75° | | | 8366 ft / 2550 M LIL | RED LIL | | |

Remarks:
1. LED Lights: All lights associated with RWY 08L and 26R RWY edge 08R and 26L.
2. On RWY 08L/26R the distance between RWY edge marking and RWY edge lights are wider than standard, this can result in an optical illusion that 08L/26R are shorter than it in fact is.

## 15. OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location characteristics and hours of operation | |
| 2 | LDI indication and LGT<br>Anemometer location and LGT | |
| 3 | TWY edge and centreline lighting | Blue edge light, LIL.<br>RGL for RWY 08L/26R. |
| 4 | Secondary power supply switch-over time | 15 sec. During CAT II and III and during departures with RVR less than 800m MAX 1 sec. |
| 5 | Remarks | |

## 16. HELICOPTER LANDING AREA

Visiting helicopters operate from established runways.

## 17. ATS AIRSPACE

| | | |
|---|---|---|
| 1 | Designation and lateral limits | AALBORG CTR<br>From<br>570838N 0093355E - 570858N 0093955E -<br>571228N 0094625E - 571258N 0095355E -<br>571028N 0100128E - 571048N 0100655E -<br>570248N 0100855E - 570228N 0100315E -<br>565858N 0095645E - 565828N 0094910E -<br>570108N 0094125E - 570048N 0093555E<br>To 570838N 0093355E. |
| 2 | Vertical limits | 1.500 FT MSL |
| 3 | Airspace classification | D |
| 4 | ATS unit call sign<br>Language(s) | AALBORG TOWER<br>EN, DA |
| 5 | Transition altitude | 3.000 FT |
| 6 | Remarks | For description of YT TMA see ENR 2.1-4 |

## 18. ATS COMMUNICATION FACILITIES

| Service designation | Call sign | Frequency | Hours of operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | AALBORG APPROACH | 123.980<br>121.50++<br>362.450<br>243.000++ | H24 | FL 250/60 NM<br><br>FL 150/40 NM |
| ARR | AALBORG ARRIVAL | 120.705<br>315.000 | | FL 150/40 NM |
| TWR | AALBORG TOWER | 118.305<br>121.50++<br>353.525<br>257.800<br>243.000++ | H24<br><br>H24<br>H24 | 4000 FT/25 NM<br><br>FL 250/50 NM<br>4000 FT/25 NM. |
| ATIS | AALBORG AIRPORT INFORMATION | 120.480 | H24 | FL 200/60 NM<br><br>++ = emergency |

## 19. RADIO NAVIGATION AND LANDING AIDS

| Type of aid Cat of ILS/MLS (Variation) | ID | Frequency (MHz) | Hours of operation | Site of transmitting antenna coordinates | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 7 |
| VOR/DME<br>4°E (2022) | AAL | 116.70<br>CH 114x | H 24 | 570613.39N<br>0095944.08E | 30m S of centreline<br>Coverage<br>FL 500/100 NM. |
| TACAN<br>4°E (2023) | AAL | 116.70<br>CH 114x | H 24 | 570614.16N<br>0095934.11E | Coverage<br>FL 500/200 NM. |
| LOC 26R CAT III | YT | 111.55 | H 24 | 570535.99N<br>0094938.82E | ILS class III/E/4 |
| ILS GP 26 | | 332.75 | H 24 | 570550.27N<br>0095217.47E | Angle 3.00° / RDH 51 FT |
| DME 26R | YT | CH 52y | H 24 | 570550.27N<br>0095217.47E | Freq paired with LOC 26R |
| LOC 08L | AE | 109.90 | H 24 | 570549.02N<br>0095301.40E | ILS class I/E/4 |
| ILS GP 08L | | 333.80 | H 24 | 570542.71N<br>0095017.44E | Angle 3.00° / RDH 54 FT |
| DME 08L | AE | CH 36x | H 24 | 570542.71N<br>0095017.44E | Freq paired with LOC 08L |
| TAR | | | H 24 | 570527.76N<br>0095120.99E | Max range 60 NM,<br>40.000FT |
| MSSR | | | H 24 | 570527.76N<br>0095120.99E | Max range 200 NM<br>40.000FT |

## 20. LOCAL TRAFFIC REGULATIONS

Use of TWY N is only permitted for aircraft size up to and including C-130. Larger size aircraft will need specific clearance from Current OPS before using TWY N.

Start-up clearance required for all aircraft, also for engine ground run.

T-17 parking is in front of the T-17 hangar (Building 165) located at Eastern edge of Dolphin apron. Taxi in via Taxiway L and follow the yellow lines to one of the three parking spots. To ensure proper clearance to traffic using Taxiway L, parking on marked parking spots is mandatory. T-17 will give way to traffic on Taxiway L.

CAUTION: Apron is narrow and does not conform to ICAO standards. Taxi lines must be followed closely since wheel clearance to edge of apron is limited. Towing of aircraft before engine start may be necessary, as wing tip clearance is not assured when another aircraft is parked opposite.

## 21. NOISE ABATEMENT PROCEDURES

1. Jet aircraft

1.1 In connection with approach to landing, a minimum height of 2300 FT shall be observed over greater Aalborg.

1.2 Mandatory VFR patterns are established for 4 engine jet aircraft. See the following pages for details.

## 22. FLIGHT PROCEDURES

### 1. IFR Arrival

1.1 Aircraft will normally be cleared by ACC KØBENHAVN to AAL VOR, BAKIT OR GIPUG.

1.2 Radio Communication failure.
Navigation aid designated for radio communication failure during IMC for arriving aircraft is VORTAC AAL.

### 2. IFR Departure

2.1 Standard Instrument Departures.
Standard Instrument Departures (SID) have not been established.

2.2 Omnidirectional departures

RWY 08L/R and 26R/L: Climb straight ahead to at least 600 FT MSL before turn is commenced. See also "Noise Abatement Provisions", item 21.

2.3 Unless otherwise instructed, when airborne contact Aalborg Approach on 123.980 MHZ (IFR flights only).

### 3. Low Visibility Procedures

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

3.2. Criteria for activation of LVP
Low Visibility Procedures are prompted by ATC and will normally be introduced when the RVR is less than 550 M or when ceiling is below 200FT.

3.3 Pilots will be informed when Low Visibility Procedures are in operation by ATIS and/or RTF. Pilots will be informed over RTF when Low Visibility Procedures are cancelled.

3.4 The following procedures will apply during Low Visibility Procedures:

a. ATC Procedures
When RVR is below 550m ATC can only allow one aircraft on the manoeuvring area at a time.
b. Pilot Procedures
Marshaller Service with Low Visibility Procedures in operation.
On request marshaller service to or from runway is available due to the lack of centerline lights on taxiways and RWY 08R/26L. Request for marshaller service must be stated to Aalborg Tower on 118.305 MHz

Pilots should on own initiative report "runway vacated and established on…." when the aircraft is fully clear of the runway and established on either TWY N or RWY 08R/26L.

## 4. Precision Approach. Category II/III Operations

4.1 The operations during CAT II / III approaches are subject to the following procedures and conditions.

a. ATC procedures.
The minimum distance between an aircraft on final approach carrying out a Category II/III ILS approach and any other preceding aircraft will not be less than 5 NM. The separation must be established at the latest when preceding aircraft passes THR.
Departing aircraft must have commenced take-off run before arriving aircraft has left 2000 FT on final approach.

b. Pilot procedures.
Pilots who intend to carry out a Category II/III ILS approach are to use the following phrase:
"Request ILS Category II/III approach runway 26R".
Above mentioned request shall be made on first contact with AALBORG APPROACH.

## 5. Reduced Runway Separation Minima

5.1 ATC may apply reduced runway separation for all runways at Aalborg. For succeeding military aircraft this will only be used for VFR-flights.

5.2 Traffic information will be given to succeeding aircraft.

5.3 Phraseology used for military flights will with ref. to FKOBST F.152-1 be “LAND AFTER PRECEDING LANDING” / “[Traffic information] CLEARED FOR TAKE-OFF”

For civilian flights the phraseology will be:

“[Traffic information] CLEARED TO LAND” / “[Traffic information] CLEARED FOR TAKE-OFF”

5.4 ATC will make sure that approved minimum separation will exist between aircraft.

5.5 Reduced runway separation will not be used between departing and preceding landed aircraft.

## 6. VFR Flights

4.1 VFR reporting points, VFR holdings and VFR routes are established, see LFC 1:500 000 – Denmark.

# 23. ADDITIONAL INFORMATION

## 1. Parachuting

1.1 Parachuting may take place.

**2. Birds and wildlife**

2.1 Aalborg Air base/Aalborg airport experiences large bird activity in particular periods and time intervals, in the western part of the air base/airport area. The bird activity is usually concentrated over the water (The Limfjord) around dawn and the late afternoon hours.

2.2 Crews are encouraged to raise awareness of birds during mentioned periods. Crews are also encouraged not to use intersection take-off from RWY 26R/L during mentioned periods due to increased risk of birdstrike.

2.3 Due to high bird intensity full runway length is recommended for take-off from RWY 26R for all turboprop and jet aircraft in the period from 01 SEP to 30 APR.

**3. Markings**

3.1 Yellow markings (brackets) are established on RWY 08R/26L for C-130 training purposes.

## 24. CHARTS RELATED TO EKYT

Aerodrome Chart
Ground Movement Chart (GMC)
Aerodrome Obstacle Chart – ICAO – Type A 08L
Precision Approach Terrain Chart 26R
Visual approach chart
Noise abatement chart
VFR pattern for 4 engine jet aircraft RWY 08L
VFR pattern for 4 engine jet aircraft RWY 26R
Aerodrome Obstacle Chart – ICAO – Type A 26R is not published, as there are no obstacles in the take-off flight path area.

ILS OR LOC RWY 08L
HI-TACAN RWY 08L
TACAN RWY 08L (CAT A-B)
TACAN RWY 08L (CAT C-E)
RNP RWY 08L
ILS OR LOC RWY 26R (CAT A-B)
ILS OR LOC RWY 26R (CAT C-E)
HI-VORTAC RWY 26R
VORTAC RWY 26R (CAT A-B)
VORTAC RWY 26R (CAT C-E)
RNP RWY 26R

# AALBORG (EKYT)

**ARP: 57° 05.57N 009 50.95E** | **AD ELEV: 10 FT** | **AALBORG APP: 123.980 362.450** **AALBORG TWR: 118.305 353.525** | **AALBORG ATIS: 120.480**

**RWY SLOPE:**
All runways: Less than 1%

**OBSTACLES:**
All obstacles are marked by day and night

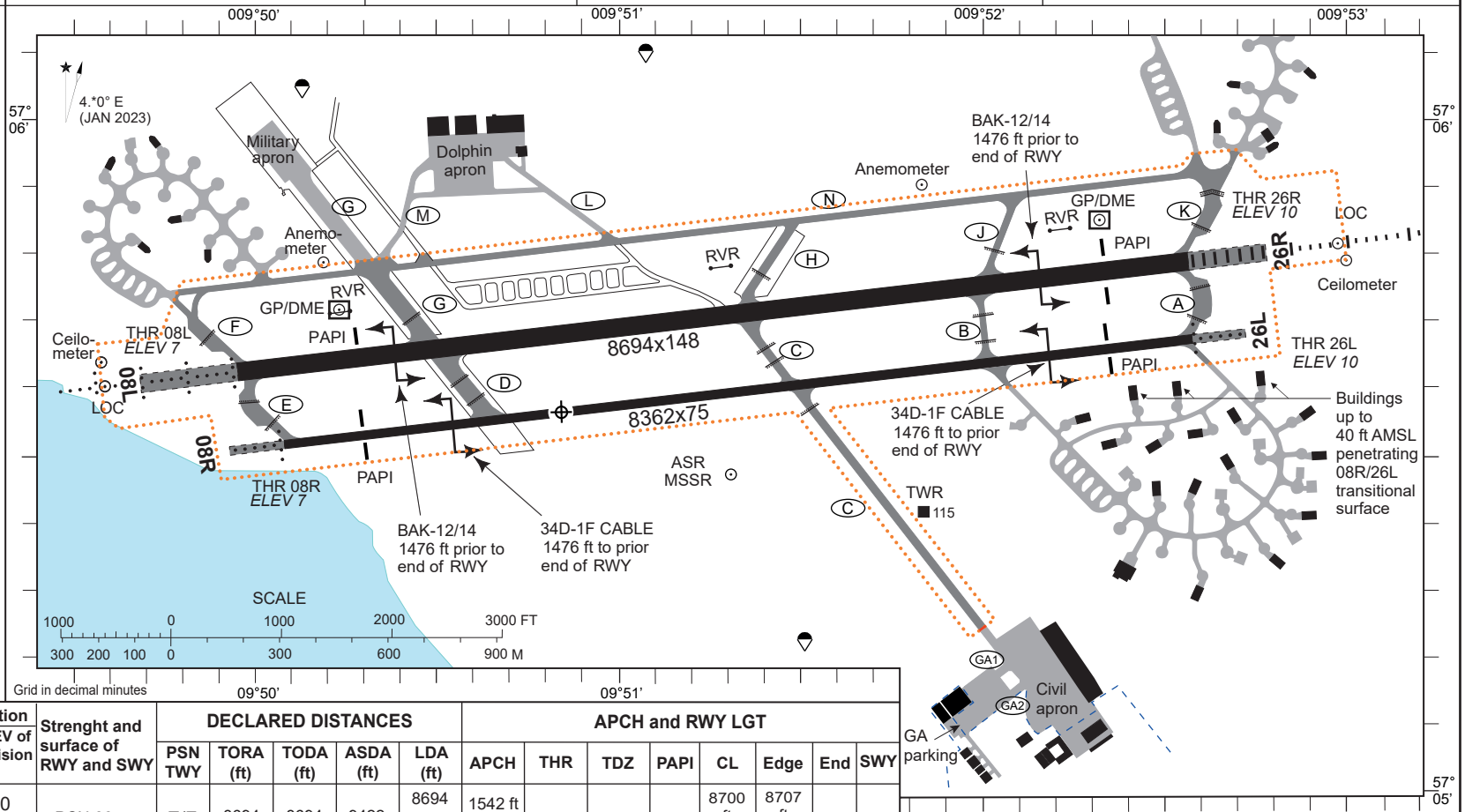
**SECONDARY POWER SUPPLY:**
Yes, RWY 26R. Switch-over time: 15 sec. During CAT II and III and during departures with RVR less than 800m MAX 1 sec.

**ABN:** None

**ARRESTER CABLES:**
Arrester cables for fighters may be suspended across runways. Always disengaged in the approach end. Approach end arrestment on request only.
Cables RWY 08R/26L on 30 min request.

**GRASS RUNWAY:**
Not avbl.

**DATUM:**
WGS-84.
Dimensions and distances in FT.




| RWY | TRUE BRG | THR PSN | THR elevation / Highest ELEV of TDZ of precision APP RWY | Strenght and surface of RWY and SWY | DECLARED DISTANCES: PSN TWY | TORA (ft) | TODA (ft) | ASDA (ft) | LDA (ft) | APCH and RWY LGT: APCH | THR | TDZ | PAPI | CL | Edge | End | SWY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 08L | 083.3° | 570537.37N 0095000.30E | THR 7.00 / TDZ 8.00 | PCN 66 F/D/W/T Asphalt/ concrete Composite construction | E/F<br>D/G<br>C/H | 8694<br>6791<br>4002 | 8694<br>6791<br>4002 | 9422<br>7519<br>4730 | 8694 | 1542 ft LIH White | Green | NIL | 3.00° | 8700 ft std. col. | 8707 ft LIH White | Red | Red |
| 26R | 263.3° | 570547.43N 0095236.63E | THR 10.00 / TDZ 10.00 | | A/K<br>B/J<br>C/H | 8694<br>6791<br>4691 | 8694<br>6791<br>4691 | 9589<br>7686<br>5586 | 8694 | 3000 ft Cat II/III | Green | 3000 ft White | 3.00° | 8700 ft std. col. | 8707 ft LIH White | Red | Red |
| 08R | 083.3° | 570630.87N 0095007.68E | THR 7.00 / - | PCN 52 F/D/X/U Asphalt | E | 8369 | 8369 | 8861 | 8369 | 500 ft LIL White | Green LIL | NIL | 2.75° | NIL | 8364 ft LIL | Red LIL | NIL |
| 26L | 263.3° | 570540.52N 0095238.07E | THR 10.00 / - | | A | 8369 | 8369 | 8861 | 8369 | 500 ft LIL White | Green LIL | NIL | 2.75° | NIL | 8364 ft LIL | Red LIL | NIL |

**TAXIWAYS:** Width: TWY A: 75 FT, TWY B: 50 FT, TWY C,D,E,G: 75 FT. Pavement: Concrete/Asphalt. PCN 52 F/D/W/T. Lighting: Blue edge lights.

| | RWY | TCH | OTCH | RPI | CAT | MINIMA (MIPS) |
|---|---|---|---|---|---|---|
| CIR ⓐ | | | | | A | **510** - 1.5 500 (500-1.5) |
| | | | | | B | **510** - 1.6 500 (500-1.6) |
| | | | | | C | **690** - 2.4 680 (700-2.4) |
| | | | | | D | **740** - 3.6 730 (800-3.6) |
| | | | | | E | **840** - 3.6 830 (900-3.6) |

ⓐ Circling NORTH of aerodrome only

CHANGES: OBST WITHDRAWN. ATC SERVICE BOUNDARY, HANDOVER POINT AND MAINTENANCE AREA ADDED. TWY COLOURS UPDATED ACCORDING TO LEGEND.

AIR COMMAND DENMARK - MIL AIP 16 MAY 2024